

Mazda 51K Rhodium White

FOR PROFESSIONAL USE ONLY

Definition and description

Mazda 51K is a three stage basecoat system that consists of three separate layers to be applied to create this special effect color based on the following steps;

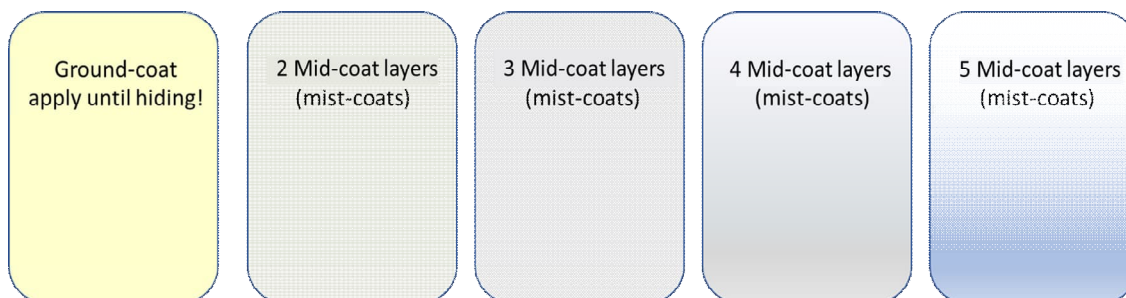
1. Basecoat ground coat color (Layer 1)
2. Basecoat Effect color (Layer 2)
3. Clearcoat finish



Color check by spray out samples

Correct color match needs to be determined by producing a number of color spray-out samples. The color is determined by achieving full hiding of the ground coat color, then by applying a number of coats with the mid coat color to determine the correct color match. The correct process to determine the correct color match is as follows:

1. Mark the spray out panels on the back with the amount of Layer 2 to be applied
2. Distribute spray out panels evenly in the required number of panels usually 3-5
3. Apply a white filler
4. Apply the ground coat color until hiding on all panels as per basecoat TDS
5. Mask of all panels individually except one, should be masked in a way that after each layer the masking can be removed from one panel at a time
6. Next apply one single coat of Layer 2* color to the unmasked panel
 * **Layer 2 should be applied in the same way a mist-coat is applied as with a 2 stage metallic color**
7. Allow sufficient flash-off time of the Layer 2 and **remove the masking from one panel** before continuing
8. Next apply one single coat of Layer 2 to all panels
9. Repeat steps six and seven, this will result in 2 to 5 spray-out panels
10. Allow for a 10-15 minutes flash-off time at 75°F (25°C) prior to clearcoat application
11. Before clearcoat application mask of a part of the panel to show the final basecoat color (without Clearcoat) which can be used to check the color during the repair process
12. Apply two single layers of clearcoat



- o By using these panels the technician can determine the right amount of layer 2 layers for a good color match
- o Number each panel, indicating the number of Mid coats applied on the panel
- o Personal application differences makes it recommended that each painter creates their own spray-outs
- o To obtain an accurate color match, spray the panels as if applying to a vehicle, i.e. place all spray-outs on one larger panel and spray complete panel for each coat

DO NOT SPRAY EACH PANEL SEPARATELY.

- o The application will vary depending on temperature, humidity and applicator and therefore could have an influence on the end color

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Suitable substrates

All Existing OEM finishes
 All current Sikkens preparatory products with the exception of Washprimers

Surface preparation

Primer (Sanding) area



Final sanding step P600

- Initial sanding steps may be executed with a coarser sanding grit; P400-P500
- Respect a maximum 100 sanding grit step difference or less throughout the sanding procedure
- For detailed surface preparation see TDS S8.06.02

Basecoat blend area



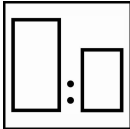
Final sanding step P1000

- Initial sanding steps may be executed with a coarser sanding grit P600 - P800
- Respect a maximum 200 sanding grit step difference or less throughout the sanding procedure
- For detailed surface preparation see TDS S8.06.02



Surface cleaning: remove contamination using an appropriate surface cleaner.

Layer 1 / application



100 parts by volume of Layer 1
 5-10 parts by volume Activator WB



Use Sikkens measuring stick
 14 Blue



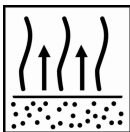
Spray gun set-up:
 1.3-1.4mm

Application pressure:
 1.7-2.0 bar at the air inlet
 HVLP max 0.6-0.7 bar at the air cap



Apply Layer 1 until complete hiding, flash-off after each coat fully

Note: ensure a smooth transition from the ground-coat (layer1) color to the OEM end color

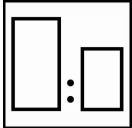


Flash off by increasing airflow until completely dry after each coat
 Mist coat has to be flashed until completely dry before application of layer 2

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Wet bed and Intermediate coat mixing (only mandatory when executing a spot repair, blending)



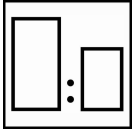
Wet Bed mixture:

60 parts by volume of MM666
 40 parts by volume of MM600

+

20 parts of Activator WB

Note: a smooth flat surface is mandatory to have the small metallic of Layer 2 well orientated.



Intermediate coat mixture:

10 parts by volume of Layer 1 (activated with Activator WB)

90 parts by volume of Wed Bed mixture (activated with Activator WB)



Spray gun set-up:

1.3-1.4mm

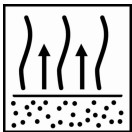
Application pressure:

1.7-2.0 bar at the air inlet

HVLP max 0.6-0.7 bar at the air cap



Note: create a smooth and cloudiness-free transition from Layer 1 color to the OEM end color with the use of this Intermediate coat (from covering to translucent)



Flash off by increasing airflow until completely dry after each coat

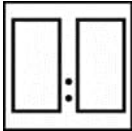
Mist coat has to be flashed until completely dry before application of Layer 2

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Layer 2 mixing / application

Mix the Layer 2 formula



100 parts by volume of Layer 2 *
 100 parts by volume Activator WB

Important

*Standard variant: If the Layer 2 formula contains the metallic toner 800NX, 2% of the Layer 1 color must be added to the Layer 2 mix before adding Activator WB

Note: Filter with a 80-90 micron paint-strainer maximum
 (or if not available, use 2 pieces of 125 micron paint-strainers)



Use Sikkens measuring stick
Any



Spray gun set-up:

RP / LVLP spraygun 1.3mm

Adjust needle from fully in (no paint) to one turn for optimal atomization for this particular color

Application pressure:

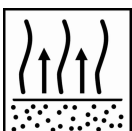
2.0 bar at the air inlet

Layer 2 should be applied the same way as a mist/drop/orientation-coat is applied with a 2 stage metallic color



Apply the number of mix Layer 2 until the desired color is achieved, flash-off after each coat till completely matt (adjust spraygun to the advised settings)

- Check the correct color match using the pre-determined sprayout panels without clearcoat application
- Layer 2 should be applied like a mist/drop/orientation-coat is applied with a 2 stage metallic color



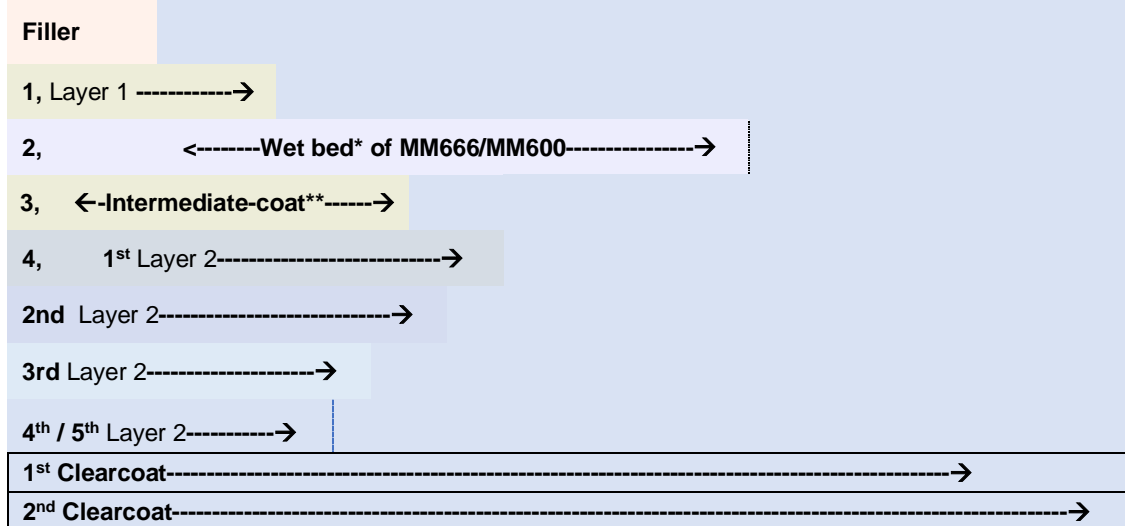
Flash off by increasing airflow until completely dry after each coat and before Clearcoat application.
 Allow 10-15 longer flash off before clearcoat application.



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Repair Process



- 1, Apply Layer 1 creating a smooth transition from hiding to transparent into the OEM color
- 2, Apply a wet bed /pre-coat to create a flat surface for the intermediate coat
- 3, For a smoother color transition: apply the intermediate coat over the edge of Layer 1 to the OEM color (*do not leave the wet bed to dry, apply into the wet bed to ensure good flow)

Note: A wet bed/pre-coat can also be applied over the intermediate coat, the importance is to have a smooth surface

- 4, First Layer 2 layer to be applied overlapping the intermediate coat

Sequential layers should be applied inside the previous layers

- Layer 2 should be applied the same way as a mist/drop/orientation-coat is applied with a 2 stage metallic color

-Flash off between coats

-Use an appropriate tack rag to remove the overspray before clear-coat application

Clearcoat



Apply clearcoat as normal.
 See Technical Data Sheet of clearcoat used



Use suitable respiratory protection
 Akzo Nobel Car Refinishes recommends the use of a fresh air supply respirator.

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Points to remember pay attention to when applying MAZ51K:

- Mix and apply layer 1 (Ground-coat) as a normal Autowave solid color
- Ensure to have a smooth and gradually blend of layer 1 into the original color
- Check if the Layer 2 contains 800NX, if this is the case: add 2% of Layer 1 to Layer 2 before mixing 1:1 with Activator WB
- Adjust the needle of the spraygun as recommended, different than regular Autowave colors
- Do not apply the Layer 2 (too) wet, apply thin (mist-coat) layers and leave to flash off between layers and before clear-coat, use the recommended gun setup/adjustment
- Application technique/skills can differ by painter so the advice is that the sprayouts are painted by the same painter as the car will be painted
- Apply nice and even passes with **increased** distance to avoid applying too wet
- Tack rag object before clearcoat application
- Use the recommended clearcoat

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