

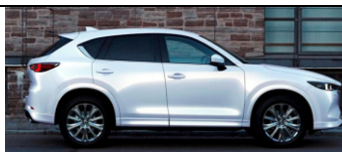
Autowave Optima MAZ51K Rhodium White

FOR PROFESSIONAL USE ONLY

Definition and description

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

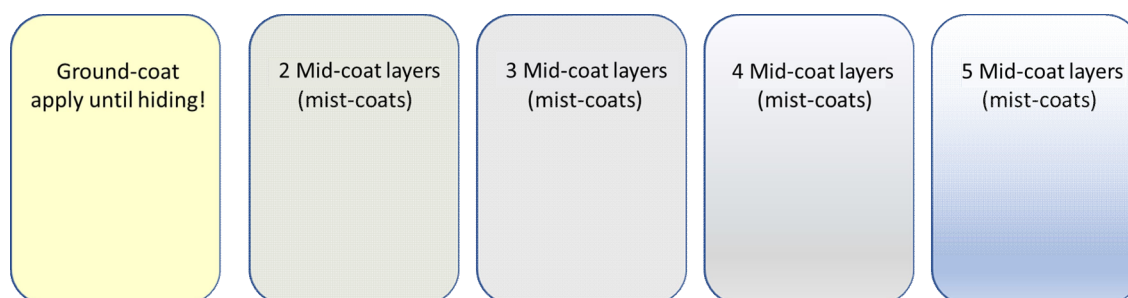
1. Basecoat ground coat color (Layer 1)
2. Basecoat Effect color (Layer 2)
3. Clearcoat finish



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. **Adjust the fluid needle setting from fully closed to one full turn out**
7. Next apply one single coat of Layer 2* color to the unmasked panel
*** Layer 2 should be applied by application of a mist coat**
8. Allow sufficient flash-off time of the Layer 2 and **remove the masking from one panel** before continuing
9. Next apply one single coat of Layer 2 to all panels
10. Repeat steps six and seven, this will result in 2 to 5 spray-out panels
11. Allow for a 10-15 minutes flash-off time at 75°F (25°C) prior to clearcoat application
12. 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
13. 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

Autowave Optima MAZ51K Rhodium White

FOR PROFESSIONAL USE ONLY

Suitable Substrates

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

Surface Preparation



Final sanding step P600

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



Basecoat blend area

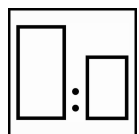
Final sanding step P1000

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



Surface cleaning: remove contamination using an appropriate surface cleaner.

Layer 1 Mixing / Application



- | | |
|-------|---------------------------------|
| 100 | Autowave Optima MM Layer 1 |
| 10-30 | Autowave Optima WB Activator(s) |



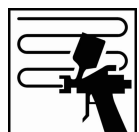
Spray gun set-up:

1.2-1.3mm

1.4 HT conditions

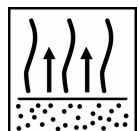
Application pressure:

1.7-2.0 bar at the air inlet



Apply Layer 1 until complete hiding, 1 + 0.5 coats with no flash-off between each coat

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

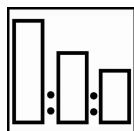


Flash off until completely dry before application of the intermediate color coat

Autowave Optima MAZ51K Rhodium White

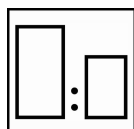
FOR PROFESSIONAL USE ONLY

Intermediate layer & Wet Bed Mixing / Application (Mandatory when executing a spot repair / blending process)



Wet bed mixture

60	Autowave Optima Blending Agent
40	Autowave Optima MM Toner C063
25	Autowave Optima WB Activator(s)



Intermediate mixture for a smooth colour transition

10	Autowave Optima MM layer 1 colour (RTS)
90	Wet bed mixture (RTS)

Note: A smooth flat surface is mandatory to have the metallic particles of the layer 2 consistently orientated.



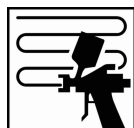
Spray gun set-up:

1.2-1.3mm

1.4 HT conditions

Application pressure:

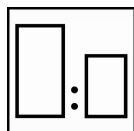
1.7-2.0 bar at the air inlet



Intermediate coat: Apply 1 full wet coat over the leading edge(s) of layer 1 for a smooth color transition.
Flash off prior to applying the wet bed layer

Wet bed layer: Apply 1 full wet coat with no flash-off before application of layer 2

Layer 2 Mixing / Application



100	Autowave Optima MM Layer 2
50	Autowave Optima WB Activator(s)



Spray gun set-up:

1.2-1.3mm

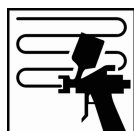
1.4 HT conditions

Application pressure:

1.7-2.0 bar at the air inlet

Note: Adjust the fluid needle setting from fully closed to one full turn out

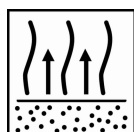
Apply layer 2 at a minimum distance of 30 – 40 cm



Apply the number of required layer 2 coats as per sprayout selection

Apply each coat as a mist coat

Do not over apply layer 2 and avoid over wetting of the layer(s)



Flash off by increasing airflow until completely dry after each mist coat

Flash-off until completely matt and dry before application of clearcoat

Autowave Optima MAZ51K Rhodium White

FOR PROFESSIONAL USE ONLY

Clearcoat



Apply clearcoat as per TDS

See Technical Data Sheet of clearcoat selected



Use suitable respiratory protection

Akzo Nobel Car Refinishes recommends the use of a fresh air supply respirator.

Akzo Nobel Pty Ltd T/A Akzo Nobel Car Refinishes Australia
Address: Unit 3/344 Lorimer Street, Port Melbourne, VICTORIA, 3207
Tel: +61 3 9644 1711

FOR PROFESSIONAL USE WITH SUITABLE HS&E EQUIPMENT

IMPORTANT NOTE The information in this data sheet is not intended to be exhaustive and is based on the present state of our knowledge and on current laws: any person using the product for any purpose other than that specifically recommended in the technical data sheet without first obtaining written confirmation from us as to the suitability of the product for the intended purpose does so at his own risk. It is always the responsibility of the user to take all necessary steps to fulfill the demands set out in the local rules and legislation. Always read the Material Data Sheet and the Technical Data Sheet for this product if available. All advice we give or any statement made about the product by us (whether in this data sheet or otherwise) is correct to the best of our knowledge but we have no control over the quality or the condition of the substrate or the many factors affecting the use and application of the product. Therefore, unless we specifically agree in writing otherwise, we do not accept any liability whatsoever for the performance of the product or for any loss or damage arising out of the use of the product. All products supplied and technical advices given are subject to our standard terms and conditions of sale. You should request a copy of this document and review it carefully. The information contained in this data sheet is subject to modification from time to time in the light of experience and our policy of continuous development. It is the user's responsibility to verify that this data sheet is current prior to using the product.

Brand names mentioned in this data sheet are trademarks of or are licensed to AkzoNobel.

Head Office

AkzoNobel Car Refinishes B.V., PO Box 3 2170 BA Sassenheim, The Netherlands. www.sikkenscr.com