

SCOPE:

<i>Material:</i>	Automotive-grade carbon steel
<i>Environment:</i>	Normal atmospheric conditions
<i>Expected Lifespan:</i>	45 years +

SURFACE PREPARATION:

<i>Surface Pre-preparation:</i>	Solvent wash (SSPC-SP1) or thorough degreasing of all body panels by steam-cleaning/detergent
<i>Surface Preparation:</i>	Sa 2.5 (ISO 8501-1)
<i>Surface Profile:</i>	Rz 40 – 60µm (ISO 8503-2)
<i>Surface Roughness:</i>	Ra 12.5 – 15µm

SYSTEM:

<i>Product</i>	<i>Application Type</i>	<i>Volume Solids (%)</i>	<i>Required DRY Film Thickness (µm)</i>	<i>Theoretical Spreading Rate (m²/kg)</i>	<i>Application Method</i>	<i>Required WET Film Thickness (µm)</i>	<i>Thinner</i>	<i>Drying Time (Hrs)</i>			
								<i>5°C</i>	<i>10°C</i>	<i>15°C</i>	<i>20°C</i>
ZINGA	F/C	58	60	3.62	S / B	100	ZINGASOLV	3.5	3	2	1.5
2K primer	F/C	65	50	9.00	S	80	2K solvent	-	-	1	2.0
2K topcoat	F/C	65	50	9.00	S	80	2K solvent	-	-	1	2.0

Application Type Key: M/C = Mist Coat, F/C = Full Coat, S/C = Stripe Coat

Application Method Key: A = Airless Spray, S = Conventional Spray, E = Electrostatic P = Electric powder gun, R = Roller, B = Brush

Notes on this Specification:

- Please use this specification in conjunction with the appropriate Application Data Sheets, Product Data Sheets and COSHH Data Sheets.
- For solvent dilution rates please refer to the Application Data Sheet.
- Application Conditions: Please see the Application Data Sheet for details of minimum temperatures, humidity etc. For optimum performance the surface should be completely dry and the SA2.5 cleanliness standard strictly adhered to.
- Drying times will be affected by temperatures, humidity, ventilation etc. Please see Application Data Sheet for more information.
- Measurements of DFT should only be taken when the coating is fully cured as false readings can be experienced up to 24 hrs after application.
- To avoid any removal of the zinc layer when filling and fairing-in deep scratches and minor dents, it is best to first coat the zinc with a layer of 2K automotive medium-solids primer and let it fully harden. It should then be roughened with P80 or P120 grit paper, and then the filler applied as normal.
- After the filling has been completed and the filler has been faired-in with a random-orbital sander, a second coat of 2K primer can then be applied to these areas and sanded down as normal in preparation for application of the finishing coat.
- Zinga can be fast-dried in under 5 minutes with the use of medium-wave infra-red lamps or by being dried in a low-bake oven at 40°C
- When Zinga has been fast-dried, it can usually be over-coated with 2K primer after 15 - 20 minutes, or after 10 minutes in urgent situations.
- Zinga is an industrial coating and is not designed to be sanded. If there is a heavy run or sag present, it can be sanded down using a P80 sand-paper, but care must be taken to ensure that the zinc is not sanded through back to the steel surface underneath. It is preferable to use a coarse-grade scotchbrite pad (black in colour) on a random orbital sander. This will give a glass-smooth finish.
- The expected lifespan of the coating system as quoted above is the minimum expected lifespan, and assumes that where the paint finish is physically damaged/removed back to bare metal it is repaired within a month or two and that it would be maintained in a reasonable condition at all times. In coastal regions the salt atmosphere could increase the rate of dissolution of any exposed zinc.
- The coverage rates shown are theoretical and are for guideline purposes only.
- In non-ideal application conditions please consult the Zinga UK technical department.
- This specification also applies to vehicles with aluminium bodywork, and should be used in conjunction with our specification Z1.

Note: Always ensure that aluminium panels are not bolted or riveted onto bare steel panels or un-coated chassis components.

Important Notes:

- The application of all the products mentioned in these documents must be done in strict accordance with the appropriate manufacturers instructions and specifications. Zinga UK accepts no liability for any failures resulting from incorrect application of any part of the recommended coating system.
- Zinga is sensitive to solvents and prolonged exposure can lead to the breakdown of the Zinga layer. Care should be taken when over-coating Zinga with solvent based products to ensure that the manufacturers recommended DFT's are not exceeded and curing times are adhered to. Tie-coats and top-coats which are applied too thickly can lead to solvent entrapment and subsequent cohesion failure within the top of the zinc layer.
- The information on these sheets is given to the best of our knowledge based on practical field experience and testing. However, as Zinga is often used under conditions beyond our control, Zinga UK cannot guarantee anything other than the quality of the product itself.
- All materials must be obtained from a registered Zinga distributor. Unless otherwise agreed.
- Before any work is carried out, Zinga UK must be consulted in order to clarify any points or concerns raised in this specification document or in any of the associated data, MSDS, application and any other relevant documents.