



AUTOMOTIVE CHASSIS SPECIFICATION

SCOPE:

Material:	Carbon Steel up to 150°C			
Environment:	Natural atmospheric conditions			
Expected Lifespan:	25 - 30 years			

SURFACE PREPARATION:

Surface Pre-preparation:	Steam Clean @ 150 bar (min) @ 80°C or High Pressure Fresh Water Wash @ 150 bar (min)						
Surface Preparation:	Sa 2.5 (ISO 8501-1)						
Surface Profile:	Rz 60 – 80μm (ISO 8503-2)						
Surface Roughness:	Ra 12.5 – 15µm						

SYSTEM:

Product	Application Type	Volume Solids	Required DRY Film	Theoretical Spreading	Application Method	Required WET Film	Thinner	Drying Time (Hrs)			
		(%)	Thickness (µm)	Rate (m²/kg)		Thickness (µm)		5°C	10°C	15°C	20°C
ZINGA	S/C + F/C	58	80	2.72	A/S/B	100	Zingasolv	3.5	3.0	2.0	1.5
TAR-FREE MIO	M/C +F/C	66	160	6.00	S/B/R	230	Solvent 41	6.0	4.0	3.0	2.5

Application Type Key: M/C = Mist Coat, F/C = Full Coat, S/C = Stripe CoatApplication Method Key: A = Airless Spray, S = Conventional Spray, E = Electrostatic P = Electric powder gun, <math>R = Roller, B = BrushBrush and roller application may consume more material



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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.
- All sharp edges, drilled holes and miscellaneous chassis components should be radiused, where possible, to a minimum of 2 mm prior to
 any blast-cleaning being carried out. Attention must be paid to inside angles and fillet-welds etc.
- All inside angles, fillet-welds and returns must be coated by brush, as spraying creates too much turbulence in these areas and the surfaces will not be coated properly with the zinc. This operation must be carried out before any other stripe-coating is carried out.
- The 'stripe-coat' of Zinga must be applied by brush or spray to all sharp edges and drilled holes, and it must be allowed to fully dry before the application of Zinga is carried out on all of the adjacent flat surfaces. This prevents premature 'edge breakdown' and is best-practice.
- 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.
- The Zinga layer must be allowed to dry for a minimum of four hours @ 20°C before application of the tar-free MIO black.
- The Tar-free MIO black must be applied as a stripe-coat by brush on all sharp edges, drilled holes and inside fillet-welds etc and allowed
 to flash-off for around 20 minutes @ 20°C. The adjacent flat surfaces can then be coated and this offers excellent long-life protection
 against edge-breakdown.
- The Tar-free MIO Black polyurethane paint can be applied directly onto Zinga for a tough salt-resistant and stone-chip resistant finish. The first layer must be applied at a wet-film thickness of 70µm and be allowed to flash-off for around 20 minutes @ 20°C before continuing.
- If it is roller-applied, the first coat should be applied in vertical strokes and then without re-loading the roller it must be 'pulled-out' at 90° to the original direction of application. This ensures that the first coat goes on very thin and allows the solvent to escape quicker, which in turn starts both the curing process quicker and helps speeds up over-coating times.
- The coverage rates shown are theoretical and are for guideline purposes only.
- The lifespan shown is the minimum expected lifespan before any maintenance work is required.
- In non-ideal application conditions please consult the Zinga UK technical department.

Specification for Automotive Chassis



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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 break down of the Zinga layer. Care should be taken when overcoating 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.