

Citroen ESJ Blanc Nacre

Technical Bulletin

09/11/2019

L8.07.04 UK & Ireland




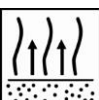


DESCRIPTION

To imitate the structured clearcoat finish of Citroën's Blanc Nacre.

Suitable for application on OEM and Basecoat WB GT

The desired structure and gloss level can be achieved by adding Propyltex 140S to Multi Matt Clear.

Due to the variations in structure/gloss of the OEM we advise to create a set of spray-out panels that can be used as reference.

Mixing ratio		100 42 55	Multi Matt Clear (+ 2-3% of Propyltex 140S) Multi Matt Clear Hardener Multi Matt Clear Reducer
Equipment		Spray gun set up: 1.3-1.4 mm	Application pressure: 1.7-2.2 bar at the air inlet HVLP max 0.6-0.7 bar at the air cap
Application		2 x 1 coat	
Flash-off		Between coats Until matt	Before curing Until matt
Drying		Reducer Standard Reducer Slow	20°C 1 hr 1.5 hrs 60°C 20 min 25 min
Protection		Use suitable respiratory protection Akzo Nobel Car Refinishes recommends the use of fresh air supply respirator	

Read complete technical data sheet for detailed product information

Citroen ESJ Blanc Nacre

Technical Bulletin

09/11/2019

L8.07.04 UK & Ireland

DESCRIPTION

To imitate the structured clearcoat finish of Citroën's Blanc Nacre.

Suitable for application on OEM and Basecoat WB GT

The desired structure and gloss level can be achieved by adding Propyltex 140S to Multi Matt Clear.

Due to the variations in structure/gloss of the OEM we advise to create a set of spray-out panels that can be used as reference.

STRUCTURE AND GLOSS LEVEL BY SPRAY OUT SAMPLES

Due to the variations in structure of the OEM we advise to create a set of spray-out panels by applying the following samples over ESJ Blanc Nacre basecoat:

Panel	Mixture
1	Multi Matt Clear 60% Low-Gloss + 40% Semi-Gloss + 2% Propyltex 140S
2	Multi Matt Clear 80% Low-Gloss + 20% Semi-Gloss + 2% Propyltex 140S
3	Multi Matt Clear 60% Low-Gloss + 40% Semi-Gloss + 3% Propyltex 140S
4	Multi Matt Clear 80% Low-Gloss + 20% Semi-Gloss + 3% Propyltex 140S

The required gloss and structure level can be determined by using these samples.

Number each panel, indicating the Multi Matt Clear product and the percentage of Propyltex 140S on each panel.







Citroen ESJ Blanc Nacre

Technical Bulletin

09/11/2019

L8.07.04 UK & Ireland

REPAIR PROCESS

Application		Apply basecoat ESJ Blanc Nacre according to TDS		
Mixing		Add the required amount of Propyltex 140S to Multi Matt Clear		
Mixing ratio		100	Multi Matt Clear (+ 2-3% of Propyltex 140S)	
		42	Multi Matt Clear Hardener	
		55	Multi Matt Clear Reducer	
Equipment		Spray gun set up: 1.3-1.4 mm	Application pressure: 1.7-2.2 bar at the air inlet HVLP max 0.6-0.7 bar at the air cap	
Application		Apply 2 coats, allowing to flash-off until completely matt between coats and before bake		
Drying		Reducer Standard	20°C 1 hr	60°C 20 min
		Reducer Slow	1.5 hrs	25 min

NOTES

- Check spray-outs adjacent to the panel under repair
- Stir thoroughly after addition of the Propyltex 140S to the Multi Matt Clear
- Do not use a mesh below 125 microns for paint straining
- Blending of the mixture Multi Matt Clear / Propyltex 140S mix is not advised, therefore always paint this mixture edge to edge.
- It is advised not to paint single panels
- The basecoat (color) can be faded out on the (adjacent) OEM panel. First carefully sand away the structured OEM clearcoat with P800-P1000.
Prevent sanding through the original clearcoat without damaging the basecoat
- After application clean the spray gun thoroughly to avoid contamination.

Product storage After use close container directly, and store in a dry place

Citroen ESJ Blanc Nacre

Technical Bulletin

09/11/2019

L8.07.04 UK & Ireland

Akzo Nobel Coatings LTD

Address: Unit 2B, Didcot Park
Churchward, Southmead Industrial Estate
Didcot, Oxfordshire, OX11 7HB
Tel: 00 44 (0)1235 862226

FOR PROFESSIONAL USE ONLY

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 fulfil 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

Akzo Nobel Car Refinishes B.V., PO Box 3 2170 BA Sassenheim, The Netherlands. www.Lesonal.com