

*Technical data sheet*

**Series 193W**

**KW193**

**EPOFLEX ZINC WB**



1000 gr +  
400 gr +  
100 - 200 gr



40" - 60" FORD 4  
at 20 °C



Ø 1.4 - 1.8 mm  
4 - 5 Atm  
N° of coats 2



At 20 °C: 24 - 48 hours  
At 60 °C: 40' - 60'



Protect from frost

**NATURE OF PRODUCT:**

Waterborne Epoxy primer two-component with zinc phosphates.

**Properties:**

- Excellent anticorrosive power
- Excellent adhesion on various supports
- High distension and covering power
- Easy in application

**FIELD OF APPLICATION:**

Anticorrosive primer for general use in General Industry, Vehicles and industrial machinery cycles.

Applicable on: Iron, Aluminum, Galvanized iron, Light alloys.

**RECOMMENDED FINISHES:**

Waterborne Epoxy – Polyurethane and Acrylic finishes and Solvent-based finishes for use in mixed cycles.

**PREPARATION OF THE SUBSTRATE:**

Water-based paint products, because of their very low organic solvent content, are characterized by poor substrate wettability, which is much less than that of conventional solvent-based products.

Therefore, the presence on the substrate of substances, such as grease, oil, grease and dirt (and of course, for other reasons, rust and calamine) is not tolerated.

Cleanliness of the substrate is a necessary and fundamental condition so that the outcome of the painting is successful.

**Iron:** SA2 grade sandblasting. Alternatively perfect mechanical cleaning of the substrate by sanding with removal of rust, calamine and subsequent cleaning by degreasing with aqueous solutions or solvents.

**Galvanized sheet:** Thorough buffing or sanding, followed by degreasing with solvents.

**Aluminum:** Mechanical cleaning by sanding, followed by degreasing with solvents.

**PREPARATION OF THE PRODUCT:**

Comp. A: **KW193 + Water-based Tinters PW** 100 parts by weight

Comp. B:	<b>CZW150<sup>(1)</sup></b>	80 parts by weight
Or:	<b>CZW140</b>	40 parts by weight

<sup>(1)</sup> This hardener guarantees greater adhesion on difficult substrates such as alloys or galvanized sheet metal, obtaining more elastic films.

Before mixing **Comp. A** with **Comp. B**, it is recommended that each of the individual components be mixed well and then thoroughly mixed together. Dilute with 5% to 20% deionized or low hardness water to the desired application viscosity (depending on the application system).

## PRODUCT SPECIFICATIONS:

<b>TYPE OF PRODUCT</b>	: Epoxy primer WB 2K	
<b>APPEARANCE</b>	: Semi-matt	
<b>COLOUR</b>	: On request	
<b>SPECIFIC WEIGHT (Comp.A)</b>	: 1,41 Kg/l (± 0,05)	
<b>SUPPLY VISCOSITY</b>	: Thixotropic product	
<b>SOLID % - VOLUME (A+B)</b>	: 38% (± 2)	
<b>SOLID % - WEIGHT (A+B)</b>	: 54% (± 2)	
<b>DRYING TIME AT 20 °C.</b> <sup>(2)</sup>	- Dry dust-free	: 30'
	- Touch-free	: 6 - 7 hours
	- Drying	: 24 - 48 hours
	- Forced Drying	: 40' - 60' at 60 °C
	- Maximum chemical resistance	: after 10 days
<b>RECOMMENDED LAYERS</b>	: 1 (cross layers)	
<b>RECOMMENDED – DFT</b>	: 60 - 70 µm	
<b>THEORETICAL YIELD</b> <sup>(3)</sup>	: 6,5 m <sup>2</sup> /Lt or 4,8 m <sup>2</sup> /Kg at 60 µm dry	
<b>POT-LIFE AT 20 °C</b>	: 90'. The pot-life decreases at higher temperatures. Under no circumstances should you apply product that has exceeded pot-life limits, as films would not ensure sufficient adhesion and chemical resistance.	

<sup>2)</sup> Catalyst use data **CZW150 (20°C – 60% HR)**

<sup>(3)</sup> In 80/20 ratio with **PW900**.

## APPLICATION INSTRUCTIONS:

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## OVERPAINTING:

After complete drying of the product, minimum after 10 hours and within 36 hours.

**After 48 hours, light sanding of the film is recommended to ensure good adhesion of the top coat.**

## SAFETY REGULATIONS:

**Water-based products must be protected from frost.**

Strictly follow the instructions on the labeling and in the safety data sheet.

## STORAGE CONDITIONS:

The storage room must be dry and with a temperature between +10 °C and +30 °C.

*The data and information contained in this sheet are the result of our experience and accurate laboratory tests. However, since the painting process represents a set of operations that are beyond our control, they do not therefore guarantee, in any way, the final performance of the cycle.*