

Primax Miles AW

PRODUCT DESCRIPTION

This is a product series developed to provide very smooth surface with protective and functional properties. It offers recoatable surface and excellent mechanical, chemical property with superior flow.

It has been proven consistency in quality and application in coating line, supported by technical expertise.

It also provides efficient solutions that can be used to increase mileage performances and create significantly total production cost saving.

Application areas

These product series are highly recommended to meet OEM's requirements. Please contact the sales or technical person from Jotun for details.

Primary application areas: Standard aluminium alloy wheels Diamond-cut or polished aluminium wheels

POWDER PROPERTIES

Storage

Keep in a dry cool area. Maximum temperature 25 °C. Maximum relative humidity 60 %. Shelf life should not exceed 12 months, at the above mentioned conditions.

APPLICATION

Pretreatment

The overall quality of the coating system is largely dependent on the type and quality of the pretreatment. The surface has to be free of oil, grease, rust, mill scale, wax and residues of mould-release agents. At higher demands we recommend suitable phosphatizing, chromatings, Zr+Ti chrome-free treatment. Detailed advice should be sought from the pre-treatment supplier.

Powder application

Curing schedule	Object temperature	Time
Primax Miles AW	180 °C	10-15 minutes (depends on film thickness)

Curing schedules can be created upon technical approvals and based on film thickness.

Recommended film thickness (μ m): 70-150 Rework overcoat film thickness (μ m): 150-230

Equipment

It is available for Corona or Tribo charging, at 50-90 kV, manual or automatic equipment. Although only vertical coating line is possible for pretreatment, two types of hanging for powder primer application are available: vertical and horizontal conveyor line.

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This Technical Data Sheet supersedes those previously issued.

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APPEARANCE

ColourGrey and black, or upon customer requestGlossMedium gloss
Glossy20-50
75-95

Finish Smooth

If the significant surface is too small or unsuitable for the gloss to be measured with the glossmeter, the gloss should be compared visually with the reference sample (from the same viewing angle).

PERFORMANCE

All tests have been performed on Aluminium Alloy Wheel or panels to paint specifications.

The technical data provided below are typical for this product when applied as follows:

Substrate Chrome-free treated aluminium

Film thickness (µm) 100-150

Typical values when tested.

Property	Standard	Result
Flow	PCI - visual standard	Minimum 8
Adhesion	EN ISO 2409 (2 mm)	Gt 0
Chipping resistance	ASTM D3170	No cracking, no peeling Min 5B; crush stone no.7, 50 g at 90 ° , -20 °C
Humidity exposure	DIN 50017	No blistering after 500 hours.
Salt spray resistance	ASTM B117	Pass, 1000 hours
CASS	ASTM B 368	Maximum 3 mm, 240 hours
CASS+TAC	One cycle consists of CASS test for 24 hours, humidity test (40 $^{\circ}$ C, 85 $^{\circ}$ RH) for 120 hours, and exposure at room temperature (23 $^{\circ}$ C) for 24 hours.	Pass , 8 cycles

The results shown are based on mechanical and chemical tests which (unless otherwise indicated) have been carried out under laboratory conditions and are given for guidance only.

Actual product performance will depend upon the circumstances under which the product is used.

Disclaimer

The information in this document is given to the best of Jotun's knowledge, based on laboratory testing and practical experience. Jotun's products are considered as semi-finished goods and as such, products are often used under conditions beyond Jotun's control. Jotun cannot guarantee anything but the quality of the product itself. Minor product variations may be implemented in order to comply with local requirements. Jotun reserves the right to change the given data without further notice.

Users should always consult Jotun for specific guidance on the general suitability of this product for their needs and specific application practices.

If there is any inconsistency between different language issues of this document, the English (United Kingdom) version will prevail.

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