

System Data Sheet.

Refinish System for Mercedes-Benz Cars with a Matt Finish.

This system information describes the refinish system for Mercedes-Benz cars with a matt finish (Magno colours).

It applies to the following substrates: metal (galvanized steel, aluminium) and plastic.

For professional use only!

System Data Sheet No. EN / 910.0 / 00



Use.

Metal substrates, plastic substrates
Partial respray / full refinish
Cars with a matt finish (Magno-colours)

Substrate.

Suitable substrates:

1. Steel
2. Electroplated / roller galvanised steel panels or soft aluminium, cleaned and sanded
3. Lightly sanded factory primer
4. Well sanded original or old paintwork (except thermoplastic paintwork)
5. Surfaces treated with Raderal® 2K polyester products and then finely sanded

Pretreatment / cleaning:



Clean all substrates carefully with Permaloid Silicone Remover 7010 or Permaloid Silicone Remover 7799. Sand lightly.

Before further treatment carefully clean substrate with a suitable cleaning agent to remove dust and residues.

Approved products.

Putty:

Raderal® Fine Putty 0911
Raderal® IR Premium Putty 2035
Raderal® Spray Polyester 3508

Primer / primer surfacer:

Priomat® 1:1 Elastic Primer Surfacer 3300
Priomat® Elastic Primer 3304 transparent
Priomat® Wash Primer 4075
Priomat® 1K Wash Primer 4085
Permafleet® EP Primer Surfacer 4017 (Spray Max)
Permasolid® EP Primer Surfacer 4500

Surfacer:

Permasolid® HS Premium Surfacer 5310
Permasolid® HS Vario Surfacer 8590

Elastification:

Permasolid® Elastic Additive 9050
(for all Permasolid® 2K acrylic surfacers on plastic parts)

Top coat:

Permahyd® Base Coat Series 280/285
Permasolid® HS Clear Coat 8030

Matting:

Permasolid® Matting Component MA 110

Note:

For application of the individual products, please refer to the Technical Data Sheet of the respective product.

Mixing / matting of the clear coat.

Component A +
Component B



Permasolid® Matting Component MA 110
Permasolid® HS Clear Coat 8030

Mixing ratio:

Permasolid® Matting Component MA 110 and Permasolid® HS Clear Coat 8030 are mixed at a ratio of 75/25% or 70/30% by weight, depending on the required degree of gloss.

See special notes.

Notes:

Shake or stir Permasolid® Matting Component MA 110 well in the can. Mix component A and B thoroughly. Add the hardener and the reducer only directly before application. The ready-to-spray mixture should be applied immediately. If the mixture is left to stand in the mixing cup or spray gun cup for a longer period of time (15 min.), it must be stirred again before it may be applied (sedimentation behaviour).

Hardener for
component A + B



4:1 by volume with
Permasolid®VHS Hardener 3240 slow

Reducer:

Permacron® Reducer 3385 slow

Pot life:

Ready for use 60 - 75 minutes at +20°C.

Method of application:





Application viscosity
4 mm, +20°C, DIN 53211:
Reducer at +20°C material
temperature:
Spray nozzle*:

Spray pressure*:

Atomising pressure*:

Number of coats:

Recommended film thickness:

	Compliant	HVLP
	DIN 4 mm = 16 - 20 seconds	
	10%	
	1.3 - 1.4 mm	1.3 - 1.4 mm
	2 - 2.5 bar	-
	-	0.7 bar
	2 coats with 10 - 15 min. intermediate flash-off (observe the notes on application on page 4)	
	70 - 90 µm dry film thickness:	

* See manufacturer's instructions!

Application:

To achieve the best possible and homogeneous matting effect, the following notes are to be observed:

When spraying, the distance to the object should be a little bigger than with standard application, to benefit from the full atomization of the spray jet.

(to avoid the formation of stripes)

In addition to that and if possible, it is helpful to apply the two coats in a cross-coat on horizontal single parts, e.g. engine hood.

When applied to large objects, e.g. engine hoods, roof, etc., the overlap of the second coat should not cover exactly the overlap of the first coat, but it should be shifted a little.

It is important to see to it that the individual "spray moves" form a uniform overlap and that the film is sufficiently wet. If the applied paint film is too dry, there is a risk of mottling owing to uneven flash-off or unabsorbed overspray.

If possible, a full refinish should be separated into different sections, i.e. the car body should be painted separately from add-on parts, e.g. hood, door etc. to avoid overlaps and overspray.

Drying.

Force drying:



Final flash-off time: 15 - 20 minutes

Drying time at
+60 - 65°C metal temperature: 45 minutes

Air drying is not recommended

Special notes.

The actual degree of gloss achieved is influenced by several factors, e.g. different hardeners, reducers, method of application, drying conditions and film thickness.

For this reason, please keep to the recommended mixing process.

It is absolutely necessary to spray a sample for the 75/25% and the 70/30% mixture

to achieve the degree of gloss that matches the car.

Measuring the degree of gloss (at an angle of 60°) on adjacent parts may also be helpful.

Blending or refinishing the matt clear coat within a part, e.g. a side part, or speed repair is not possible.

Large areas (full refinishes, roof, engine hood, side panel etc.) should not be refinished at high temperatures (max. 20°C).

It is not possible to polish dust inclusions, therefore cleanliness during the entire refinishing process is very important.

Care.

Car care / car wash



Do not wash the car with a high-pressure or steam-jet cleaner.

You can wash the car in an automatic car washing installation. Careful systems without brushes should be preferred. Car wash installations with brushes do not necessarily always have a negative impact on the paint surface or on the susceptibility to scratching.

Pre-clean the car if it is very dirty before using a car washing installation.



Do not select a hot-wax programme.

Paintwork care:



Do not use any paint cleaning compounds, sanding or polishing compounds, or gloss preservers (wax) for paintwork care. They may damage the paint surface.

If, by accident, wax gets on the paint surface, remove it immediately with a commercial silicone remover. Take care not to exert high pressure on the paint surface.

Do not allow any resinous, greasy or oily substances to get on the paint surface, as these may leave traces. Any contamination must be removed immediately with a cloth soaked in benzine. Do not exert pressure or rub too strongly.

If possible, remove any insects or bird droppings immediately by soaking with water and spraying with insect remover before washing the car. Any remaining traces may not be removed by intensive rubbing.

Tar stains on the paint surface may be removed with a commercial tar remover.



Do not attach any stickers, foils, magnetic labels or similar to the painted surface. They may damage the paint.

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The relevant Material Safety Data Sheet and Warnings displayed on the product label need to be observed.

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