

#### Technical Information Glass Fibre Material



presto glass fibre materials are available as web, fleece or mat in different sizes.

Web: Ideal for modeling and repairs of shaped, large components, as flexible and highly scalable.

Fleece: Ideal for small repairs (small rust damage, cracks and holes) as well as for surface coatings. Due to the finely textured surface ideal for exterior body sides.

Mat: Ideal for large-scale works and as well as vibration-stressed components. Stable and dense fiberglass

All products for laminating with presto polyester resin.

#### Quality and properties

#### Glass-fibre web:

- · Especially flexible
- Ideal for model making and mold construction
- Very stable
- Optimal adhesion properties
- For all shaping works on vehicle bodies, motorcycle fairings, caravans, boats, and much more
  - - Thickness: 0,28 mm +/-5% according to EN DIN ISO 5084
    - Weigth: 330 g/qm +/-5%

#### Glass-fibre fleece:

- Finely structured surface
- Optimal adhesion properties
- For all surface works on vehicle bodies, motorcycle fairings, caravans, boats, and much more
  - Thickness: 0,30 mm according to EN DIN ISO 5084
  - Weigth: 30 g/qm

#### Glass-fibre mat:

- Extremely stable and dense
- Ideal for large-scale works and vibration-stressed parts
- · Optimal adhesion properties
- · For all shaping works on vehicle bodies, motorcycle fairings,
- caravans, boats, and much more
  - Thickness: 3 mm +/-5% according to EN DIN ISO 5084
  - o Weigth: 225 g/qm +/-5%

## **Environment and labelling**

Environmentally sound: European Aerosols is committed to apply formulations without restricted or critical ingredients and to achieve best possible performance. The caps and packagings are made of recyclable material.

Disposal: Only the completely emptied cans should be put into the recycling skip or appropriate container for reclaimable refuse. Cans which are not empty should be disposed off as "special refuse"

Marking/Labelling: All products made by European Aerosols comply with the actual labelling regulations according to Preparation Guideline 1999/45/EG. All aerosols correspond to TRGS 200 and TRG 300 as well as to aerosol guideline 75/324/EWG in the actually valid version.

## **Application**

- The object you wish to repair should be de-rusted, clean, dry, fat-free and sanded.
- Lightly sand the surface.
- Cut the glassfibre material depending on size of damaged area, calculate a sufficient overlapping.
- Mix the Polyester resin with hardener(according to information on the label).
- Apply fiberglass material and coat evenly and without bubbles with a brush the mixed polyester resin.
- If you wish to lacquer the surface, we recommend to go on (after drying approx. 20-30 minutes) with presto plastic Body Filler oder presto flex Fine Filler.

### Tips for spray painting

Protect the object and the surrounding area from spray mist. When painting small areas it is recommended that a piece of card is used as a mask, with a hole cut in it slightly larger than the area to be sprayed. The mask should be held 1 to 2 cm from the surface. With this method, the mainly part of the spray mist is brought under control. It recommends to mask parts not to be lacquered, to protect the surrounding against the spray mist.

The aerosol can should have room temperature.

Temperature should range between +10°C and +25°C, max. air humidity 60 %.

Store in a dry place. Protect from direct sunlight and other sources of heat. Use only during dry weather, in places protected from the wind, and in well-ventilated rooms. Follow the warning texts on the labels!

# Disclaimer of liability

This application-technological information is given to the best of our knowledge. The notes mentioned herein are, however, non-binding and do not exempt you from own tests to see whether the products supplied by us are suitable for your special application. The use and processing is beyond our control and therefore exclusively in the responsibility of the user. European Aerosols is let off the liability, unless the liability-based incident is caused by a fault incurred to Européan Aerosols.

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