

Technical Information Grand Prix Rallye Paint



For contrast and partial lacquering, for example rally stripes at the car and many other purposes. Also applicable on rims and car body.

To embellish rims, we recommend Fast Finish Wheel Paint.

Quality and properties Physical and chemical data

- High-grade nitro-combi quality
 - Very good coverage
 - Excellent adhesion
 - Good flow, smooth surface
 - Quick-drying
 - Suitable for indoors and outdoors applications
 - Weather-resistant, light-proof, UV-resistant
 - Scratch-, shock- and impact-resistant
 - High surface hardness and good elasticity
 - Polishable, dirt-resistant surface
- **Basis of the binder:** nitro-combi
 - **Colour:** black and white glossy, semi-gloss and matt
 - **Smell:** solvent
 - **Degree of gloss** (at measurement angle 60° acc. to DIN 67530):
glossy: 80-85 gloss units
matt: <20 gloss units
 - **Efficiency:**
Depending on consistence and color of the ground:
400 ml are sufficient for approx. 1.3 m²
 - **Drying time (at 20°C, 50% relative air humidity):**
Dust-dry: after approx. 10 minutes
Dry to touch: after approx. 50 minutes
Cured: after approx. 24 hours
The drying time depends on surrounding temperature, air humidity and thickness of the applied coat.
 - **Temperature-resistant:** up to 80°C
 - **Storage stability:**
10 years, if appropriate storage provided
(=10°-25°C, relative air humidity of max. 60%)
 - **Size:** aerosol cans, maximum nominal volume 400 ml

Disposal and labelling

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/EEC in the actually valid version.

Using instructions

Before use, carefully read and observe the warning texts on the label!

Application

Preparation of the ground:

- Clean underground from dirt, fat and rust.
- Fill and sand uneven surfaces.
- If no filling with putty is necessary, apply a primer, e.g. Grand Prix Primer.
- Otherwise apply DUPLI-COLOR Filler on the fine-sanded filled surfaces. Before that, generously mask off the repair spot.
- If bigger areas have to be repaired, we recommend to mask off edges of the car body.

Lacquering:

- The surface has to be clean, dry and free from fat.
- Mask off areas not to be painted.
- Before use, shake the can vigorously for 3 minutes.
- Test spray to check colour-matching.
- The spray distance should be approx. 20-30 cm.
- Spray several thin cross-coats in 3 - 5 minute intervals.
- Do not spray over synthetic paints!

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!

Order information

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 European Aerosols.

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