



TECHNICAL DATA SHEET

COROPUR

Bonding and insulating primer

Renovation paint (St 3)

Item No. 1904.0001

Product description

COROPUR bonding and insulating primer is a damp-hardening primer that is pigmented using very little aluminium. To use as undercoat for '**gentle**' renovation of old corrosion-protection paints, where **sand blasting**, due to environmental and/or cost reasons, is **out of the question**. **St 3 manual rust removal is sufficient**.

Usage/Method

COROPUR--bonding and insulating primer is for fulfilling **three essential functions**:

1. **Sealing and consolidating** of old and weathered paintwork on the most varied of binding agent bases, such as alkyd resin, oil, PVC, acrylate, epoxy and polyurethane coatings etc.

CAUTION! PRELIMINARY TESTS ON THE OLD PAINT'S SURFACE ARE IMPERATIVE!

Old paints can feature chalking, microscopic cracking and brittleness. COROPUR bonding and insulating primer **closes and insulates** these and forms an ideal bonding link for the subsequent paint-surface build-up, using COROPUR systems.

2. **Reaction with rust remaining** on steel surfaces that have been de-rusted by hand: COROPUR insulating primer reacts with the always existent hydrate covering of remaining rust (crystalline water), due to its excellent penetration (similar to fish oils in earlier times).

Damp-hardening polyurethane can bind the last remnants of water (even crystalline water); thereby the corrosion's balance stops, i.e. further rusting is prevented by the enclosure of iron oxides and hydrates.

3. **Insulation** The very good hydrolysis stability prevents a further exchange of oxygen by rust (iron oxide and hydroxides) with the steel.

Diffusion, i.e. the wandering of oxygen and water is impeded by the damp-hardening polyurethane; the underlying iron (steel) is thus protected from further corrosion.

Binding agent

Aromatic Polyisocyanate

Pigments

Aluminium and talc

Solvent

Aromatic compound

Pre-treatment of substrate/ Application conditions Remove loose and non-sticking old paint, thick rust layers, rust blisters etc. by mechanical means (by grinding, scratching and use of a nailing hammer etc.). These now in part brightly polished parts (also new parts for repairs) **have to rust slightly** i.e. an even coating of iron oxide is required.

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