

LYNX

DEFINITION

Two-Component (2K) Polyurethane System featuring an aliphatic polyisocyanate-based catalyst. It's a highly versatile coating designed for surface protection in the automotive and commercial vehicle sectors.

The product can be tinted by adding solvent-based concentrated basecoats, at a percentage between 2-4% by weight of the final mixture. Its primary applications include the refurbishment and protection of rocker panels, fender wheel arches, and underbodies of cars, as well as pick-up truck beds, vans, and transport floors of commercial and industrial vehicles. The coating provides excellent mechanical resistance and remarkable environmental durability, effectively resisting moisture, temperature variations, and UV rays. Furthermore, it maintains permanent elasticity and possesses soundproofing and anti-vibration properties.

CHARACTERISTICS

Part A - LYNX:

- Density: $1.23 \pm 0.03 \text{ g/cm}^3$
- Color: neutral
- Non volatile content: $72\% \pm 2$

Part B - LYNX – catalyst:

- Density: $1.11 \pm 0.03 \text{ g/cm}^3$
- Color: colourless
- Non volatile content: $79\% \pm 2$

Ready-to-use product:

- Chemical nature: polyurethane
- Non volatile content: $73\% \pm 2$
- Colour: neutral
- Yield: $1-1.5 \text{ m}^2/\text{kg}$

SUBSTRATE PREPARATION

The surface must be sanded and free from dust and rust.

For the best result, metal surfaces must be treated with an epoxy primer.

Before application, it is recommended to carry out preliminary tests to check the compatibility of the product with the surface to be treated, considering the wide variety of application conditions and materials available on the market.

The effectiveness of our products is based on practical experiences and research work carried out in our laboratories; nevertheless we accept no liability for work carried out following our instructions being clear that the final result depends in all cases on a series of unforeseeable factors.

* For any information about product codes or packs, please see our catalogue, our price list or contact us.

PREPARATION OF THE MIXTURE

By weight: 100 g of Part A + 20 g of catalyst

Mix the two components thoroughly, separately, and then mix them together according to the established ratio. The product is sold in pre-dosed containers, so it is sufficient to pour the catalyst into Part A. Mix well for about two minutes until a homogeneous compound is obtained.

The product is ready to use. Only for special applications, dilute by 3% with the specific thinner (code 80318).

TINTING

The product can be tinted with solvent-based concentrated basecoats (2-4% by weight of the mixture, equivalent to 18-36 g per container).

Add the colored basecoat to Part A before catalysis.

Mix well until a homogeneous compound is obtained.

POT-LIFE

At 20°C: 120 minutes

APPLICATION

Spray with an adjustable nozzle gun (code 85108PC) or a gravity-fed gun (nozzle \varnothing 1.8-2.5) at a pressure of 3-4.5 bar. Adjust the spray pattern to achieve the desired texture.

Subsequent coats can be applied after a flash-off time of 30/40 minutes.

DRYING TIME

Reducing the flash-off time, excessive thickness, or low temperature will delay the drying time. Do not use in extreme temperature conditions; ideal conditions are 20°C and humidity below 60°C.

N.B.: For use as a coating on pick-up truck beds, vans, or transport floors, observe a flash-off time of 50/60 minutes and wait for complete curing (5-7 days at 20°C) before regular loading of the vehicle.

OVERPAINTING

The product can be overcoated wet-on-wet with solvent-based basecoats.

Due to the variety of coating cycles and application conditions, it is highly recommended to perform preliminary tests to verify the compatibility of the chosen coating system with the applied product. Each cycle must be evaluated in advance, as variables can significantly influence the final result.

STORAGE

Store the product in a dry environment, away from direct sunlight, and at temperatures in between 5°C and 30°C.

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