

PRODUCT DESCRIPTION

A quick drying, one-part primer specifically formulated for use on outdrives, outboard legs, propellers and sterngear, with excellent adhesion properties thanks to Dual-Activated Bonding Technology. Propeller Primer works in combination with our recommended International antifouling to form a unified coating system that resists dynamic and cavitation forces to protect propellers and underwater metals from fouling build up.

- * Best-in-class system with recommended International Antifoulings
- * Excellent adhesion to range of underwater metals
- * Easy to apply by brush
- * Low odour (VOC <20g/litre)

PRODUCT INFORMATION

Colour	YPA180-Red
Finish	Matt
Specific Gravity	1.12
Volume Solids	46%
Typical Shelf Life	2 yrs
VOC (As Supplied)	17 g/lt
Unit Size	250 ml

DRYING/OVERCOATING INFORMATION

	Drying		
	10°C (50°F)	25°C (77°F)	35°C (95°F)
Touch Dry	1 hrs	30 mins	20 mins

Note: Drying times are based on humidity levels of 50% RH. Drying/immersion times will vary depending on relative humidity. Humidity might be higher first thing in the morning and before or after rain. It is recommended that Propeller Primer should be used/applied at temperatures above 10°C/50°F.

	Overcoating					
	Substrate Temperature					
	10°C (50°F)		25°C (77°F)		35°C (95°F)	
Overcoated By	Min	Max	Min	Max	Min	Max
Interspeed Extra	4 hrs	24 hrs	3 hrs	24 hrs	2 hrs	24 hrs
Propeller Primer	60 mins	24 hrs	30 mins	24 hrs	20 mins	24 hrs
Trilux 33	4 hrs	24 hrs	3 hrs	24 hrs	2 hrs	24 hrs
Trilux Hard Antifouling	4 hrs	24 hrs	3 hrs	24 hrs	2 hrs	24 hrs
Trilux Prop-O-Drev	4 hrs	24 hrs	3 hrs	24 hrs	2 hrs	24 hrs
Trilux Propeller	4 hrs	24 hrs	3 hrs	24 hrs	2 hrs	24 hrs

Note: Propeller Primer MUST be used at temperatures above 10°C/50°F. If the temperature falls below 10°C/50°F during the drying process, this will lead to a significant downgrade in product performance.

If maximum overcoating time is exceeded, sand the surface with 240 grade wet and dry paper.

Overcoat Propeller Primer with recommended antifoulings only.

APPLICATION AND USE

Preparation

Adhesion of paint systems will vary depending on quality and level of preparation of the substrate. Thoroughly clean and degrease the surface using commercial detergents, steam cleaners or pressure washers. Ensure that all detergent residues are removed from the surface prior to sanding.

Bare Bronze: Clean thoroughly and sand using 80 grade (grit) paper to bright metal. Take care when abrading bronze propellers, as excessive abrading can alter the profile of the propeller causing it to be out of balance. Clean thoroughly and allow to dry. Primer should be applied as soon as possible after the preparation & cleaning process has been completed.

Bare Aluminium: Degrease with solvent or Super Cleaner. Sand well using 24-120 grade (aluminium compatible) paper. Coarser grades are recommended to achieve optimum adhesion. Clean thoroughly and allow to dry completely. Apply the first coat of Propeller Primer as soon as possible (within 8 hours).

Please refer to your local representative or visit www.yachtpaint.com for further information.

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Stainless Steel: Use suitable cleaning solvent as a final wipe down of the surface prior grinding. Grind the metal surface with 24-36 grit abrasive discs to a uniform, clean, bright metal surface. If use of angle grinder is not possible then sand using 24-80 grade (grit) paper to a uniform, clean, bright metal surface. Clean thoroughly to remove all grind/sanding residue and any dust or dirt. Primer should be applied as soon as possible after the preparation & cleaning process has been completed.

Zinc/Galvanised Steel: Degrease with solvent or Super Cleaner. Sand with 60-120 grade (grit) paper. Clean thoroughly and allow to dry completely. Primer should be applied as soon as possible after the preparation & cleaning process has been completed.

Factory Enamelled Surfaces: Clean thoroughly and sand using 80-120 grade (grit) paper. Primer should be applied as soon as possible after the preparation & cleaning process has been completed.

Previously Antifouled/Painted Surfaces: Use Interstrip to remove all traces of previous coatings and proceed with surface preparation recommendations detailed above.

Method	Apply 1-2 coats of Propeller Primer & overcoat with recommended antifouling (see appropriate antifouling Technical Datasheet).
Hints	Mixing: Stir well before use. Thinner: Thinning is not recommended. Cleaner: Clean potable water. Spray Application: Do not spray
Some Important Points	Do not use below 10°C/50°F. Do not overcoat with 2-component products. Ambient temperature should be minimum 10°C/50°F and maximum 35°C/95°F. Product temperature should be minimum 10°C/50°F and maximum 35°C/95°F. Substrate temperature should be 3°C/5°F above dew point and maximum 35°C/95°F.
Compatibility/Substrates	Suitable for use on bronze, aluminium, stainless steel, zinc/galvanised steel & factory enamelled surfaces.
Number of Coats	1-2
Coverage	(Theoretical) - 10 m ² /L @ 100 microns WFT (Practical) - 9 m ² /L
Recommended DFT per coat	35-46 microns (brush)
Recommended WFT per coat	75-100 microns (brush)
Application Methods	Brush

TRANSPORTATION, STORAGE AND SAFETY INFORMATION

Storage	GENERAL: Propeller Primer must be protected from frost. Exposure to air and extremes of temperature should be avoided. For the full shelf life of Propeller Primer to be realised ensure that between use the container is firmly closed and the temperature is between 5°C/41°F and 30°C/86°F. Keep out of direct sunlight.
Safety	TRANSPORTATION: This product should be kept in securely closed containers during transport and storage. GENERAL: Read the label safety section for Health and Safety Information, also available from our Technical Help Line.
IMPORTANT NOTES	DISPOSAL: Do not discard tins or pour paint into water courses, use the facilities provided. It is best to allow paints to harden before disposal. Remainders of Propeller Primer cannot be disposed of through the municipal waste route or dumped without permit. Disposal of remainders must be arranged for in consultation with the authorities. <i>The information given in this sheet is not intended to be exhaustive. Any person using the product without first making further written enquiries as to the suitability of the product for the intended purpose does so at their own risk and we can accept no responsibility for the performance of the product or for any loss or damage (other than death or personal injury resulting from negligence) arising out of such use. The information contained in this sheet is liable to modification from time to time in the light of experience and our policy of continuous product development.</i>