

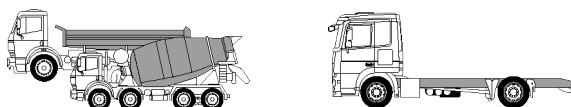
568-M 124

AD68- HS 2K CV Topcoat, 568-M 124 CV Matting Mixing Clear



A brand of BASF –
We create chemistry

Application:



all applications where a reduced gloss is required, construction machinery (steel), chassis painting, chassis (color change)

Key Features:

- all gloss levels can be achieved
- suitable on all Glasurit CV primer filler and filler
- suitable for large areas / surfaces
- good leveling
- excellent UV resistance
- excellent surface hardness
- good hiding power
- gloss level can be adjusted via Color Online/Profit Manager

Remarks:

The substrate should be clean, free of dust, rust, oil and grease.
The complete color range for CV-application is covered.

Substrates

- = Very well suited
- = well suited
- = suited in some cases

Steel	Galvanized steel	Stainless steel	Aluminium	Anodized Aluminium	GRP / SMC	PP-EPDM	Glasurit CV - Primer	Glasurit CV - Primer Filler / Filler	Powder coating	Coil-coating	Plywood	Wood	OEM-Paintwork	Old paint work
								●●					○	○



Spreading rate

536 m²/l at 1 µm

Solid Content

~ 67 %

Safety advice:

It cannot be ruled out that this product contains particles < 0.1 µm.

The products are suitable for professional use only.

2004/42/IIB (e)(840)830: The EU limit value for this product (product category: IIB.e) in ready to use form is max. 840 g/l. The VOC content of this product is 830 g/l.

The data contained in this publication are based on our current knowledge and experience. In view of the many factors that may affect processing and application of our products, these data do not relieve processors from carrying out their own investigations and tests; neither do these data imply any guarantee of certain properties, nor the suitability of the products for a specific purpose. Any descriptions, drawings, photographs, data, proportions, weights etc. given herein are for general information purpose only; they may change without prior information and do not constitute the agreed contractual quality of the products (product specification). The latest version supersedes all previous versions. You can obtain the latest version from our website at www.glasurit.com or directly from your sales partner. It is the responsibility of the recipient of our products to ensure that any proprietary rights and existing laws and legislation are observed.

BASF Coatings GmbH - Automotive Refinish Coatings Solutions Europe - Glasuritstrasse 1 - 48165 Münster - Germany

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Pre Mix

Line 68 u. 568-M 124 Matt Mixing Clear 5:1 Vol. = Gloss 75 - 85 E / 60°.

Exchange Mixing clear M 135 to 568-M 124 = Gloss 70 - 85 E / 60°.

Exchange Mixing clear M 135 to 568-M 124 and add 568-M 124 in mixing ratio 5:1 = Gloss 50 - 65 E / 60°. Attention: hardeners do affect gloss level, mentioned values of gloss with M124 based on drying with 922-139.



Mixing Ratio

5:1:1 by volume



Hardener

922-139, -138, -136



Reducer

352-320, -315, -330



Spray viscosity at 20°C

DIN 4: 18-22 s

Potlife at 20°C

1.5 h

Application:	Compliant - gravity feed cup	HVLP spray gun	Suction cup	Airless/ Airmix	Pressure pot dbl.-pump
Application pressure	2.2-2.5 bar	2 bar	2.5 bar	2 bar	2.5 bar
Material pressure				120-180 bar	0.8-1.5 bar
Nozzle size	1.4	1.5	1.7	0.23-0.28	1-1.1
Voltage				50-80 kV	
Elect. Resistance				700-1500 Ω	
Number of coats	2	2	2	2	2
Flash off at 20°C	10-15 min	10-15 min	10-15 min	10-15 min	10-15 min
Film thickness	40-60 µm				

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**Drying****Overcoatable****Tack-free****Ready for masking****Ready to assemble****Sandable**

Min. Max.

Object Temp. 20°C

16 h

2.5 h

16 h

12 h

16 h

Object Temp. 60°C

30 min

30 min

30 min

30 min

30 min

Remark

Application: After the first thin coat a flash off of 10 - 15 min is required, after the second coat flash off until mat. Recoatable with itself without intermediate sanding for up to 16 hours after application. Pre-spray adhesion promoter 284-10 prior to multi-colour finishing if painted surface was baked and flashed-off for 16 h.

Due to the reduced gloss level not suitable for blend in processes.

Please note: For automotive refinish, repair instructions of vehicle manufacturers, in particular regarding installed sensor technology, must always be observed in addition to the processing instructions given within this document.

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