

# Autobase Plus Nissan BKBL Matt Gray

FOR PROFESSIONAL USE ONLY

## Description

This Technical Service Bulletin describes the best practices in application of Nissan BKBL Matt Gray system.

## General Remarks

This paint system is the equivalent to systems recommended by Nissan, and is applied in state of the art facilities under strict quality control standards.

## Points of attention

To avoid possible differences in gloss, make sure to mask body apertures and moulding / badge holes.

Spot repairs are not possible.

The only way to perform a repair is by edge to edge.

Make sure to avoid visible masking lines, since polishing isn't possible either.

### **Dirt ingress during spraying:**

Make sure to 'soak' the ingress so it will not be visible after drying.

### **Dirt ingress after Drying:**

Denib the ingress and redo the panel.

Vehicles are often subjected to continual and regular cleaning using a wide range of chemical cleaners and varied cleaning types of equipment.

In the majority of cases this causes no problems but instances do occur when the cleaning process can damage the paint film, usually irreversibly.

Whatever the choice of cleaning, either mechanical, or manual, the surface dirt should be removed by a non - contact method such as power washing, preferably with cold or luke warm water.

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## Cleaning Method & Maintenance

When a vehicle is freshly painted the paint film is at its most sensitive with respect to attack by chemical cleaner and the cleaning process. It is recommended that freshly painted vehicles be allowed a minimum of 7 days before being subjected to any form of chemical cleaning process, ideally extended to 21 days.

Thoroughly rinse the vehicle with clean cold water preferably using a hose or a pressure washer to remove any loose road traffic film and dust particles. The use of a high pressure steam washer is not recommended.

The vehicle can then be washed by using a PH neutral based soap and soft sponge to minimise the risk of any type of abrasions. Use a cleaning soap that is PH neutral possibly a good quality wash n wax will be ideal for this operation. At all times avoid excessive rubbing of the paint surface as this could lead to the surface becoming more glossy in appearance than other areas.

Rinse thoroughly with clean cold water preferably using a hose or a pressure washer. Allow the vehicle to dry naturally until only a few water drops are present on the surface. To remove the remaining water drops and to prevent any water marking dry gently using a soft chamois avoiding excessive rubbing of the paint surface.

Avoid washing the vehicle in direct sunlight and or when the vehicle surface temperature is excessive i.e. above 25°C.

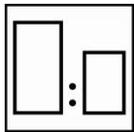
Any contamination found on the paint surface should be removed immediately i.e. bird lime or insects etc. Thoroughly soak the affected area with clean water preferably with a hose or high pressure washer to soften the contaminated area and remove gently using a soft sponge and PH neutral soap. For difficult to remove contamination it may be necessary to use a solution designed specifically to remove insects etc found in car care shops. Care should be taken not to allow any type of solution to dry on the paint surface as this could damage the surface even further. Always follow the manufacturers instructions on use.

**\* Never use a car wash or any type of brush to wash/clean Matt Finishes**

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## Basecoat application



100 Autobase Plus  
 50 Plus Reducer



Use Sikkens measuring stick

**1** Black

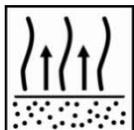


Spray gun set-up:  
 1.2-1.5 mm

Application pressure:  
 1.7-2.2 bar at the air inlet  
 HVLP max 0.6-0.7 bar at the air cap



Application Nissan BKBL:  
 Full coat - intermediate coat - drop coat



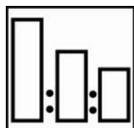
Between coats  
 3-5 minutes at 20°C

Before clearcoat application  
 15 minutes at 20°C

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## Clearcoat application



100 Autoclear Mix & Matt  
 40 Autoclear Mix & Matt Hardener  
 60 Autoclear Mix & Matt Reducer



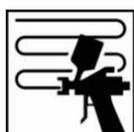
Use Sikkens measuring stick

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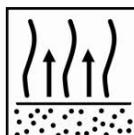


Spray gun set-up:  
 1.3 – 1.4 mm

Application pressure:  
 1.7-2.2 bar at the air inlet  
 HVLP max 0.6-0.7 bar at the air cap



2 x 1 coat



Between coats  
 15 minutes at 20°C

Before curing  
 15 minutes at 20°C



Drying	20°C	60°C
Low Gloss	1 hour	15 minutes
Semi Gloss	1½ hour	20 minutes



Use suitable respiratory protection  
 Akzo Nobel Car Refinishes recommends the use of a fresh air supply respirator.

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**IMPORTANT NOTE** The information in this data sheet is not intended to be exhaustive and is based on the present state of our knowledge and on current laws: any person using the product for any purpose other than that specifically recommended in the technical data sheet without first obtaining written confirmation from us as to the suitability of the product for the intended purpose does so at his own risk. It is always the responsibility of the user to take all necessary steps to fulfill the demands set out in the local rules and legislation. Always read the Material Data Sheet and the Technical Data Sheet for this product if available. All advice we give or any statement made about the product by us (whether in this data sheet or otherwise) is correct to the best of our knowledge but we have no control over the quality or the condition of the substrate or the many factors affecting the use and application of the product. Therefore, unless we specifically agree in writing otherwise, we do not accept any liability whatsoever for the performance of the product or for any loss or damage arising out of the use of the product. All products supplied and technical advices given are subject to our standard terms and conditions of sale. You should request a copy of this document and review it carefully. The information contained in this data sheet is subject to modification from time to time in the light of experience and our policy of continuous development. It is the user's responsibility to verify that this data sheet is current prior to using the product.

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