Intended use

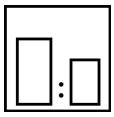
2K polyester fibre glass body filler to bridge gaps, little holes and perforations caused by corrosion. Designed for car refinish, vehicle and machine construction and marine sector. Adhesion on iron, steel, aluminium, zinc, GRP and wood. Waterproof, high vertical stability, limited sandability.

Spreading rate: --

Processing instructions

Colour

green



Mixing ratio

Hardener	by weight (lacquer : hardener)	by volume (lacquer : hardener)
Mipa Härter P	100 : 2	--

Hardener

for complete paintwork	for partial paintwork
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Pot life

4 - 5 min with Mipa Härter P at 20 °C

Thinner

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Spray viscosity

gravity spray gun	Airmix/Airless
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Application mode

Application mode	Hardener	pressure (bar)	nozzle (mm)	spray passes	dilution (%)
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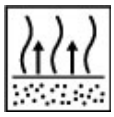

Flash-off time

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Dry coat thickness

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Drying time

object temperature	dust dry	set to touch	ready for assembly	sandable	recoatable
20 °C	--	--	--	20 min	--
60 °C	--	--	--	10 min	--
Infrared drying (distance approx. 80 cm and max. 80 °C)	--	--	--	4 - 5 min	--

Note

Storage: --

VOC Regulation: EU limit value for this product (category B/b): 250 g/l.
This product contains max. 25 g/l of VOC.

Processing conditions: From +10 °C and up to 80 % relative air humidity. Ensure an adequate air ventilation. Polyester-based body filler does not cure anymore at a temperature of below +10 °C.

Processing instructions: The substrate must be clean, dry and free from grease. Sand the surface slightly. Remove not cured old paint works and priming coats.

Do not apply to thermoplastic or acid products (Reaktionsprimer).

Mix well the body filler material with the hardener. Do not use more than 3 % of Härter P! Under- or overdosage of hardener may cause spotting in the finishing paint layer.

Clean and degrease the whole surface to be painted with Mipa Silikonentferner before every operation.

De-rust defective spots to bare metal and dry sand with sanding paper P 80 / 150.

When filling non-ferrous metal surfaces (e.g. aluminium, galvanised surfaces), Mipa EP-Primer-Surfacer can be applied before the actual filling to ensure optimal adhesion.

In order to improve the corrosion protection, e. g. when restoring vintage cars, prime with Mipa EP-Primer-Surfacer (see technical data sheet of Mipa EP-Primer-Surfacer).

After drying, use sanding paper P 150 / 240 for dry sanding. Sand the entire surface with dry sand paper P 240 / 360 to a matt finish before applying filler.

Body filler can only be dry sanded.

Do not overcoat without having isolated the surface with Mipa 1K or 2K filler.

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