
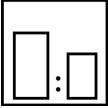





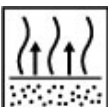


Intended use

High-quality two-component multi-purpose polyester body filler to smooth out dents and scratches on car panels as well as on other vehicles and machines. Professional quality with outstanding properties. Very good adhesion on iron, steel, aluminium, GRP, zincd substrates and wood, optimal spreadability to achieve a sealed, smooth surface. High vertical stability. Excellent filling properties thanks to fine grains. No detachments in edge zones during fine sanding process. High-build application without less pores than Mipa P 99.

Spreading rate: –

Processing instructions

	Colour beige						
	Mixing ratio Hardener Mipa Härter P	by weight (lacquer : hardener) 100 : 2	by volume (lacquer : hardener) –				
	Hardener for complete paintwork	for partial paintwork –					
	Pot life 3 - 4 min with Mipa Härter P at 20 °C						
	Thinner –						
	Spray viscosity Gravity spray gun	Airmix/Airless –					
	Application method	Application method	Hardener	Pressure (bar)	Nozzle (mm)	spray passes	Thinner
	–	–	–	–	–	–	–
	Flash-off time –						
Dry coat thickness –							



Drying time

Object temperature	dust dry	set to touch	ready for assembly	sandable	recoatable
20 °C	--	--	--	25 min	--
60 °C	--	--	--	7 min	--

Note

Storage: --

VOC Regulation : EU limit value for this product (category B/b): 250 g/l
This product contains max. 4 g/l of VOC.

Processing conditions: from +10° C and up to 80 % relative air humidity. Ensure an adequate supply and exhaust 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 surfaces slightly. Remove not cured old paintwork and priming coats. Do not apply on 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. 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. In case of filling work on non-ferrous metals (e.g. aluminium, zinc surfaces) it is possible to apply a priming coat with Mipa EP-Primer-Surfacer to ensure an optimal adhesion before applying the body filler. Do not overcoat without having isolated the surface with Mipa 1K or 2K filler. 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). Body filler can only be dry sanded.