

Product information

Monofil Bridging Filler

Site 1 / 2

Version 2 / 0722

Product description

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.

Color

green

Hardener

Hardener P

Mixing ratio

Paint + hardener 100:2 by weight

Processing conditions

Ensure an adequate supply and exhaust air ventilation. Working temperature must be at least +10 °C. Max. air humidity 80 %. Polyester-based body filler does not cure anymore at a temperature of below +10 °C.

Drying

Object temperature 20 °C

Sandable after 20 minutes

Object temperature 60 °C

Sandable after 10 minutes

Pot life at 20 °C

4 - 5 minutes

VOC regulation

EU limit value: Category B/b 250 g/l

This product contains max. 4 g/l.

Product information

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Site 2 / 2

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Processing tips

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 (wash-primer). Mix well the body filler material with the hardener. Do not use more than 3% of hardener P! Under- or overdosage of hardener may cause spotting in the finishing paint layer. Clean and degrease the whole surface to be painted 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 to ensure an optimal adhesion before applying the body filler. Do not overcoat without having isolated the surface with 1K or 2K filler. Always dry sand body filler.