

## Epoxy Yacht HB

### Product description

#### Type

This is a two component epoxy mastic primer. It is an abrasion resistant high solids product.

#### Features and benefits

Pigmented with a high content of aluminium flakes giving excellent waterproof protection. It may be applied in high film thickness. It provides excellent corrosion protection. Suitable as osmosis repair system.

#### Recommended use

To be used as primer for any substrate including steel, fibre glass and marine timber. Can be used directly on fibre glass for osmosis treatment. Suitable for bilge protection.

### Packaging (typical)

	Volume (litres)	Size of containers (litres)
Epoxy Yacht HB Comp A	0.64 / 2.12*	0.75 / 2.5*
Epoxy Yacht HB Comp B	0.11 / 0.38*	0.3 / 0.75*

#### \* Only available outside Scandinavia

The volume stated is for factory made colours. Note that local variants in pack size and filled volumes can vary due to local regulations.

### Product data

<b>Colours</b>	aluminium
<b>Generic type</b>	epoxy mastic
<b>Solids</b>	87 ± 2 volume%
<b>Flash point</b>	40 °C
<b>VOC</b>	250 g/l US EPA method 24

### Application data

#### The product can be applied by

Spray: Use air spray or airless spray.

Brush: Recommended for stripe coating and small areas. Care must be taken to achieve the specified dry film thickness.

Roller: May be used for small areas. Not recommended for first primer coat. Care must be taken to achieve the specified dry film thickness.

#### Guiding data for airless spray

**Nozzle tip** 0.53 - 0.79 mm (0.021-0.031")

# Technical Data Sheet

## Epoxy Yacht HB



**Spray angle degrees** 65–80°  
**Pressure at nozzle** 15 MPa (150 kp/cm<sup>2</sup>, 2100 psi)

Check to ensure that filters are clean.

### Guiding data for air spray

**Nozzle tip** HVLP: 70-82 (inch/1000) / Pressure pot: 1.8-2.1 (mm)  
**Pressure at nozzle** 0.35-0.45 MPa (49-63 psi)

Check to ensure that water and oil filters are available. Distance from air compressor to filters is to be at least 10 m.

**The product must be sprayed by professionals only.**

### Spreading rate per coat

Theoretical 5.8 m<sup>2</sup>/l - 2.9 m<sup>2</sup>/l

### Recommended film thickness per coat

Wet 170 µm - 345 µm  
Dry 150 µm - 300 µm

### Product mixing ratio (by volume)

Epoxy Yacht HB Comp A 5.5 part(s)  
Epoxy Yacht HB Comp B 1 part(s)

### Induction time and Pot life

**Paint temperature** 23 °C  
**Pot life after mixing** 1.5 h  
**Induction time before use** 10 min

Reduced at higher temperatures

### Thinner

Jotun Thinner No. 17 / Thinner No. 17

### Drying times

Relative Humidity (RH) 50 %	10 °C	23 °C	40 °C
<b>Substrate temperature</b>			
<b>Surface (touch) dry</b>	8 h	4 h	2 h
<b>Hard dry</b>	24 h	10 h	4 h
<b>Dry to over coat, minimum</b>	24 h	10 h	4 h
<b>Cured</b>	14 d	7 d	2 d

## Directions for use

### Surface preparation

Surfaces with grease, oil or other contamination, wash with recommended Jotun Yachting detergent. For fibre glass sanding with P120-P150 is necessary. For steel surfaces, lead or cast iron sand sweeping or disc grinding is necessary. For Marine timber sanding with P80-P150 is necessary. For best result, the substrate should be clean, dry and free from any contamination.

### Pretreatment

**Wood:**

Underwater area: Apply 1-3 coats of Clipper I, wet-on-wet, dependent on surface absorption.

### Recommended paint system

#### Primer

**Fibreglass, steel, lead or cast iron:** Apply one coat of this product. If necessary, fill damages or imperfections with Jotun Yachting filler. After sanding the filler, apply two coats of this product.

**Wood:** Apply one coat of this product. Underwater area: Dilute this product 10-15 % with the recommended Jotun Thinner. Topside: Dilute this product 20 % with the recommended Jotun Thinner. If necessary, fill damages or imperfections with Jotun Yachting filler. After sanding the filler, apply two coats of this product.

#### Filler

If necessary, fill damages or imperfections with Jotun Yachting filler. Refer to TDS, direction for use for the selected Jotun Yachting product.

#### Undercoat

Underwater area: Apply one coat of Antipest. Topside: It is recommended to apply one coat of Antipest.

#### Finish coat

Underwater area: Finish with two coats of the selected antifouling. Topside: Finish with two coats of the selected topcoat.

#### Remarks

Temperature during drying/curing period should not be below 10 °C.

#### Storage

The product must be stored in accordance with national regulations. Keep the containers in a dry, cool, well ventilated space and away from sources of heat and ignition. Containers must be kept tightly closed. Handle with care.

#### Shelf life at 23 °C

Epoxy Yacht HB Comp A	48	month(s)
Epoxy Yacht HB Comp B	48	month(s)

In some markets commercial shelf life can be dictated shorter by local legislation. The above is minimum shelf life, thereafter the paint quality is subject to re-inspection.

## Health and safety

Please observe the environmental and precautionary notices displayed on the container.

A Material Safety Data Sheet for the product has been issued.

Detailed information regarding health and safety risks and precautions for the use of this product is specified in the product's Safety Data Sheet.

First-aid measures, refer to section 4.

Handling and storage, refer to section 7.

Transport information, refer to section 14.

Regulatory information, refer to section 15.

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## Disclaimer

The information in this document is given to the best of Jotun's knowledge, based on laboratory testing and practical experience. Jotun's products are considered as semi-finished goods and as such, products are often used under conditions beyond Jotun's control. Jotun cannot guarantee anything but the quality of the product itself. Minor product variations may be implemented in order to comply with local requirements. Jotun reserves the right to change the given data without further notice.

Users should always consult Jotun for specific guidance on the general suitability of this product for their needs and specific application practices.

If there is any inconsistency between different language issues of this document, the English (United Kingdom) version will prevail.