



Product Technical Bulletin

Fleet, Farm & Heavy Equipment Finishes

Magnet Paint & Shellac Co., Inc. • 336 Bayview Avenue • Amityville, New York 11701
 (631) 842-7700 • Fax (631) 842-8222 • Email: info@magnetpaints.com • Web Site: www.magnetpaints.com

Rust Preventive Paint

CHASSIS SAVER™

Truck & Auto Underbody Coating

- Single component - No hardener or catalyst required
- Minimal surface preparation using only a wire brush
- Apply directly over tight rust or sand blasted metal
- Penetrates rust and mechanically bonds to surfaces
- Isolates metal locking out oxygen and moisture
- No primers or expensive topcoats required
- Won't crack, chip, flake or peel
- Unaffected by road salt, acids, gasoline, diesel fuel, corrosives, solvents or chemicals
- Field tested & proven over 10 years in heavy truck and commercial fleet refinish markets



STOPS RUST PERMANENTLY!

Product Description

CHASSIS SAVER™ is a high solids, VOC compliant, single component moisture curing chassis paint and underbody coating specially formulated to permanently stop automotive and truck corrosion without the use of primers or topcoats. In situations where only marginal surface preparation can be achieved, Chassis Saver's unique "RUST STOPPING" properties permit its application directly over tightly adhered rust after quick removal of loose scale and rust particulate using a wire brush and/or hand scraper. Optimum results can be achieved by sandblasting a medium blast profile to surfaces. Chassis Saver mechanically bonds to surfaces forming a rock hard yet flexible, glaze-like, non-porous finish that won't crack, chip, flake or peel. It works by isolating and encapsulating metal from oxygen and moisture, and without these factors present ... RUST STOPS - Dead in its tracks! Chassis Saver cures by reacting with atmospheric moisture and its hardened film resembles that of a catalyzed finish yet no hardeners are used. Chassis Saver is unaffected by road salt, gasoline, diesel fuel, oils, battery acids, hydraulic fluids, solvents, chemicals, or corrosives.

NOTE: Chassis Saver is not intended as an "cosmetic" coating for finishing applications. It has a sensitivity to direct UV (sunlight) and its initial appearance will change over time. Its "RUST STOPPING" properties and corrosion resistance will never degrade but its color will shift from black to charcoal gray. If aesthetics are important, Chassis Saver can and should be top coated with a quality industrial or automotive finish. Any opaque finish is effective. Clear coating is not recommended as protection. See the "Technical Data" section on the reverse side for recommended top coats.

Surface Preparation

RUSTED SURFACES - For optimum surface preparation, sandblasting is recommended. In situations with heavy build-up of road tar, sandblasting is strongly recommended. However, in situations where sandblasting is restricted or simply not practical, Chassis Saver can be applied over tightly rusted surfaces, so long as rust profile is covered by a first coat of Chassis Saver at least 1.5 mils dry film thickness followed by a second coat of 2 to 3 mils DFT. It is necessary to remove all grease, oil, loose scale or rust and loose or peeling paint. Using a stiff wire brush, by hand tool cleaning or by other suitable means. Clean and degrease if necessary using a good commercial water base degreaser, then flush thoroughly with plenty of clean water. Remove excess water from surfaces and allow to dry thoroughly.

BARE METAL - NOT PREVIOUSLY PAINTED - New metal should be sandblasted for optimum adhesion. This is to provide an anchor pattern and to remove mill scale. Chassis Saver should

be applied within four hours of blasting. (Maximum blast profile of 1.5 mils.) If bare metal cannot be sandblasted, surfaces should be roughened using a grinding disc or coarse sandpaper.

NOTE: The use of "rust converter" products is not recommended as they may negatively affect bonding of Chassis Saver to metal. Chassis Saver likes to adhere to surfaces with "tooth" rather than smooth or glossy surfaces. Metal prep solutions may also be ineffective in promoting adhesion as they DO NOT provide enough profile for Chassis Saver to adhere to a smooth metal surface. Self etching or epoxy primer may be used and then top coated with Chassis Saver. It is advisable to do a test area first to check adhesion.

PREVIOUSLY PAINTED SURFACES (WITH OR WITHOUT RUST)
 Scuff sand all painted surfaces to dull glossy areas.

Application

IMPORTANT: Before opening package, read all warnings. Follow all precautions. Never open a can of Chassis Saver until you are absolutely ready to use it. Never work directly from a can unless you plan to use the entire contents in one painting session.

MIXING & REDUCTION: NEVER SHAKE Chassis Saver. Stir gently until material is mixed uniformly. Thin for spray application with 10 - 15% of Magnet S8 Multi-Temperature Reducer. Strain material prior to spray application. NEVER use lacquer thinner or solvents containing alcohols.

HANDLING: Loosen closure carefully; container may be under slight pressure. Withdraw only enough from original container for use in one application. After withdrawal, gently pour a small amount (2 - 4 ounces) of S8 Reducer over the remaining portion of Chassis Saver in the original can. DO NOT mix this solvent into the Chassis Saver. Let it remain on top until you are ready to use the product again. This procedure is called a "solvent float" and will help prevent premature spoilage of the material. Solvent will prevent air from coming in contact with the Chassis Saver. Reseal can immediately using plastic food wrap between lid and groove of can. If can gets sealed metal-to-metal with paint in the groove, can will be sealed permanently. If this should happen, wait until material is needed, agitate can gently and use a can opener to puncture the bottom of the can. Transfer material to clean container and use immediately. Best method: keep groove free from paint by scooping paint from container using small paper cups or coffee scoop. If paint gets in groove, use tip of rag to wipe out groove.

NOTE: Material withdrawn from original container should be stored separately and used promptly. NEVER RETURN ANY PORTION OF UNUSED MATERIAL TO THE ORIGINAL CONTAINER. The used material will have started to cure and will spoil the rest of the unused material rendering it useless.

Keep containers closed to prevent contact with moisture vapor which will shorten shelf life and cause thickening and gelling. Refrigeration of unused portion will extend shelf life.

APPLICATION NOTE: It is imperative that all surfaces be free from oil, dirt, grease and other contaminants. To avoid surface defects, bubbling and/or blistering, surfaces must be completely free from any moisture prior to coating application. In addition, the coating should be dry for a minimum of 2 hours at 70°F and 50% R.H. prior to being subjected to moisture (rain); longer at lower temperatures and lower relative humidity.

GENERAL APPLICATION: Chassis Saver may be applied by brush, phenolic core short nap roller or any type of conventional or HVLP spray equipment.

BRUSH or ROLLER APPLICATION: Apply without reducing in thin, even coats using an inexpensive nylon brush or short nap roller. Thin coats are better than heavy coats. Since Chassis Saver cures by reacting with moisture in the atmosphere it actually draws moisture into the film as it cures. Too heavy a coat will have a tendency to cure with small bubbles caused by this curing process. By the time this happens, the film has set up and is not fluid enough for the bubbles to break anymore. Please remember - Thin Coats! **Note:** If brush drag is present, Chassis Saver may be thinned up to 5% by volume with S8 Reducer.

SPRAY APPLICATION: HVLP Cup pressure: 6 - 7 psi. Air assisted airless pressure: 35 psi (at the gun) after adjusting spray pattern using fluid pressure typically 350 psi. Conventional



CHASSIS SAVER™ Truck & Auto Underbody Coating Stops Rust Permanently!

pressure pot: 60 - 65 psi at the gun (fluid delivery 10 - 12 oz./min.) With a 12 to 14 inch gun distance, spray two medium-wet coats allowing 3 to 4 hours between coats. DO NOT apply Chassis Saver if the atmospheric temperature is less than 45°F.

RECOATING: Recoat Chassis Saver when the first coat seems hand slick but with a slight drag or tack to the surface. This will usually be between 3 and 6 hours. Highly humid conditions will shorten dry time and low humidity will lengthen dry. For films cured over 24 hours, scuff sand with 400-grit sandpaper to promote adhesion before recoating.

CLEAN UP: Clean tools and spray equipment immediately after use with Magnet S8 Reducer, xylene or lacquer thinner. Do not leave material in spray guns, pressure pots or hoses. Once dry, Chassis Saver cannot be removed with solvent. If allowed to harden on equipment, use an industrial paint stripper for clean up. Avoid skin contact. Remove from skin at once to avoid temporary staining.

PROTECT YOUR SKIN! WEAR GLOVES DURING USE



Skin contact is not harmful but should be avoided. Remove from skin at once to avoid temporary staining. Do not attempt to remove dried CHASSIS SAVER™ from skin with solvent; soak in warm, soapy water. Once product has stained skin, only time will remove it.

THE USE OF GLOVES DURING APPLICATION IS STRONGLY RECOMMENDED. Chassis Saver is virtually impossible to remove from your skin once it's dry. It will take a few weeks for the oils in your skin to help shed the stains you will be wearing. If you do get it on your skin, use some lacquer thinner or S8 Reducer immediately to wipe it off. Same for any other surface you may drip on. Do not attempt to remove dried Chassis Saver from skin with solvent; soak in warm, soapy water. Barrier creams are not recommended where it is possible to cover with protective clothing. Vinyl surgical type gloves are good. Nitrile gloves are stronger and more solvent resistant. We do not recommend the use of latex gloves.

What's correct for your application?

UCP99 Gloss Black - As a primer or finish coat, Chassis Saver has become the industry standard for high performance protection on all truck and auto underbody surfaces including frames, floorboards, under fenders, engine compartments, trunk areas, fire walls, etc. The #1 choice for fleet maintenance at hundreds of public works facilities, DOT maintenance shops, truck and fleet refinishing shops nationwide. Extensively used on snow and ice removal equipment saving thousands of dollars in costly repairs.

UCP970 Antique-Satin Black - Used for factory original restorations on all underbody and engine compartment surfaces. Cures to a silky smooth sheen. Use silver-aluminum as a base coat/primer.

UCP934 Silver-Aluminum - Used as a pre-primer under gloss or antique-satin black. Heavily filled with over two pounds per gallon of flake aluminum to help smooth and fill pits and deeper rust damage. Interleaving flake creates an incredibly dense barrier to prevent moisture permeation. Commonly used for marine barge and oil field maintenance. Great for metal roofs, steel truck rims and to rejuvenate tired, rusted old chain link fence.

UCP98 Floor & Machinery Light Gray - The ultimate for machinery refinishing and heavy duty protection of concrete floors (interior use only).

Clear - Used as a pre-primer on smoother tightly rusted surfaces. Penetrates rust and displaces oxygen to stop further rusting. Topcoat with Chassis Saver gloss or antique-satin black, aluminum or any industrial or automotive finish. Makes an incredible concrete floor sealer for warehouses, garages and shops.

Other Suggested Uses

Chassis Saver is not limited to automotive or industrial rust control and has found literally thousands of rusty uses such as heavy equipment, truck beds, snow plows, mower decks, tractors and other farm machinery, oil field equipment, boat trailers, buses, military vehicles, dumpsters, roll offs, fork lifts, propane tanks, truck bodies, tanks, structural steel, pipes, iron works, gates, fence posts, chain link, steel truck rims, metal roofs, sheds, and concrete floors.



Chassis Saver is approved by the U.S. Military for "Vehicle life expectancy extension by reducing severe corrosion".

The Ohio DOT says: "Despite the highly corrosive situation caused by salt and liquid calcium chloride, Chassis Saver has reduced by 50 percent the amount of refinishing we have had to do on our snow and ice removal vehicles".

Health & Safety Data

IMPORTANT: Spray equipment must be handled with due care and in accordance with manufacturer's recommendations. Spraying of any material can be hazardous. Wear respirator, eye protection and protective clothing. This material requires all cautions for spraying isocyanates.

DO NOT USE IF YOU HAVE CHRONIC (LONG-TERM) LUNG OR BREATHING PROBLEMS OR IF YOU HAVE EVER HAD A REACTION TO ISOCYANATES. USE ONLY WITH ADEQUATE VENTILATION. WHERE OVER SPRAY IS PRESENT, USE A POSITIVE PRESSURE, AIR SUPPLIED RESPIRATOR (NIOSH/MSHA TC-19C), EYE PROTECTION, GLOVES AND PROTECTIVE CLOTHING DURING THE WHOLE TIME OF SPRAY APPLICATION OR USE AND UNTIL ALL VAPORS AND SPRAY MIST ARE EXHAUSTED OR GONE. FOLLOW RESPIRATOR MANUFACTURER'S DIRECTIONS FOR RESPIRATOR USE. DO NOT PERMIT ANYONE WITHOUT PROTECTION IN THE PAINTING AREA.

KEEP OUT OF THE REACH OF CHILDREN DO NOT TAKE INTERNALLY

WEAR A PROPERLY FITTED VAPOR/PARTICULATE RESPIRATOR approved by NIOSH/MSHA for use with paints (TC-23C), eye protection, gloves and protective clothing during application and until all vapors and spray mist are exhausted. In confined spaces or in situations where continuous spray operations are typical, or if proper respirator fit is not possible, wear positive-pressure, supplied-air respirator (NIOSH/MSHA TC-19C). In all cases, follow manufacturer's directions for respirator use. Do not permit anyone without protection in the painting area.

NOTICE: Repeated and prolonged overexposure to solvents may lead to permanent brain and nervous system damage. Eye watering, headaches, nausea, dizziness and loss of coordination are signs that solvent levels are too high. Intentional misuse by deliberately concentrating and inhaling the contents can be harmful or fatal. Do not breathe vapors or spray mist. Do not get in eyes or on skin. Keep away from heat, sparks and flame. During use and until all vapors are gone: Keep area ventilated - Do not smoke - Extinguish all flames, pilot lights, and heaters - Turn off stoves, electric tools and appliances, and any other sources of ignition. Do not transfer contents to bottles or other unlabeled containers for storage. Close container after each use. Use only with adequate ventilation. Wash hands after using.

IN CASE OF FIRE: Use dry chemical, carbon dioxide or water spray fog. Closed containers may rupture or explode when heated. Keep cool with water spray.

FIRST AID: If affected by inhalation of vapor or spray mist, remove to fresh air. If breathing difficulty persists, or occurs later, consult a physician. In case of eye contact, flush eyes immediately with large amounts of water for at least 15 minutes and call a Physician. In case of skin contact, remove promptly by wiping, followed by waterless hand cleaner and soap and water. If irritation persists, see a physician. If swallowed, CALL A POISON CONTROL CENTER, EMERGENCY ROOM OR PHYSICIAN IMMEDIATELY; have label information available. DO NOT induce vomiting. Remove and discard contaminated shoes and clothing or laundry before reuse.

SPILL/WASTE: Remove all sources of ignition. Ventilate area and remove spilled material with inert absorbent. Dispose of contaminated material and/or unused contents in accordance with local, state and federal regulations. Careless disposal of any product is not environmentally responsible. Call your local sanitation department for aid in disposing of unwanted product in your area or call the Environmental Protection Agency Solvent and Hazardous Waste Hotline at 1-800-424-9346. Do not dump on the ground or in local sewer or discharge system.

For further information, please refer to Material Safety Data Sheet available online at www.magnetpaints.com/msdstech.asp

CHASSIS SAVER has proven itself under the harshest road conditions that exist

More than 600 townships, public works departments and local DOT fleet maintenance facilities use Chassis Saver for routine protection of snow and ice removal equipment, highway and off road trucks, construction equipment and general vehicle maintenance.

Technical Data & Specifications

Color & Finish: #99 High build Jet Black Gloss, #970 Antique-Satin Black, #934 non-leaking Silver-Aluminum, #94 Light Gray Gloss.

Vehicle Type: Moisture curing polyurethane

Pigment Type (varies by color): Carbon black, aluminum, titanium dioxide, proprietary anticorrosive compounds

Solvent Type: Aromatic naphtha, 1-methoxy-2-propanol acetate

Viscosity at 75°F (24°C): 65 - 75 KU (400 - 700 centipoise)

Flash Point: 108°F (42°C) T.C.C. (Ships UPS Ground, NON-Hazmat)

Solids by Weight: 77%

Solids by Volume: 71%

Weight Per Gallon (varies by color): 8.7 - 10.5 lbs.

VOC: Maximum 2.09 lbs per gallon of coating. (250 GPL)

Application: Brush, any spray equipment, low nap phenolic core roller

Number of Coats Required: 2 or 3

Recommended Dry Film Thickness: 4 to 6 mils total; can be achieved with 2 or 3 coats thinly brushed, rolled or sprayed.

***Coverage:** 350 to 400 sq. ft. per gallon, 88 to 100 sq. ft. per quart, 22 to 28 sq. ft. per 1/2 pint. *Coverage will vary depending on surface profile, application technique and porosity of substrate. Material losses during mixing and application will vary and must be taken into consideration when estimating job requirements.

Dry Time at 75°F (24°C): To touch: 2 to 3 hours, Tack free: 3 to 5 hours, Mar free: 5 to 6 hours, Full cure: 24 to 48 hours

Time to Recoat: 3 hrs minimum / 24 hrs maximum. For films cured over 24 hours, scuff sanding is required using 400 grit sandpaper to promote adhesion.

Reduction for Spray: Depending on type of spray equipment, reduce 10 to 15% by volume using MAGNET S8 Multi-Temperature Reducer. **Brush:** If brush drag is present, thin 5% by volume with S8 Multi-Temp Reducer. NEVER use mineral spirits lacquer thinners or solvents containing alcohols. Use xylol (xylene) as alternate if S8 is unavailable.

Resistance To: Abrasion, impact, road salt, battery acid, gasoline, diesel fuel, solvents, chemicals, salt air, corrosives and temperature extremes.

Pot Life: Do not open until ready to use! Any moisture contamination of this product will cause hardening in the container. Pot life after opening will depend on humidity and moisture introduced to the product.

Shelf Life: Minimum 36 months in unopened containers.

Packaging: 1/2 Pint (8oz), 1 quart, 1 gallon, 5 gallon, 55 gallon drum

Suitable Top Coats: MAGNET 4800 Series Synthetic-Urethane Enamel, MAGNACRYL™ 9000 Series Acrylic Enamel or MAGNATRON™ 5000 Series Acrylic Polyurethane.

Performance Properties *

Initial Gloss, 60°: Gloss Black = 100, Antique-Satin Black = 35
Silver-Aluminum = 25, Light Gray = 100

Pencil Hardness.....	F
Direct Impact, in/lbs.....	125
Reverse Impact, in/lbs.....	45
Acid Resistance.....	10
Caustic Resistance.....	10
Solvent Resistance.....	10

*Minimum cure time - 7 days ambient; Acid, caustic and solvent resistance are rated on a scale of 0 - 1, with 10 equal to no effect after a 24 hour spot test. Solvents and substances tested include: MEK, Toluene, Naphtha, Grease, Diesel Fuel, Gasoline, Gasohol, and Road Tar. Acids tested with ratings of "10" include solutions of: 5% Sodium Hydroxide, 20% Hydrochloric Acid, 20% Phosphoric Acid, 5% Tannic Acid, 10% Sulfuric Acid.

LIMITED WARRANTY: Since the use and application of this product is beyond the control of the seller or manufacturer, the sole responsibility under this guarantee and under any other warranty or guarantee, expressed or implied, in connection with the sale and use of this material, shall be the return of the purchase price of this material or, at the seller's option, replacement of the material, if proven defective. Neither labor costs nor any consequential damages are covered by this limited warranty. This product is sold subject to the understanding that the buyer assumes all risks of use or handling which may result in loss or damage which are beyond the control of Magnet Paint & Shellac Co., Inc. or McGREYOR Coatings such as, incompatibility with other products and the manner of their use or application. NO OTHER EXPRESSED OR IMPLIED WARRANTY OF FITNESS OR MERCHANTABILITY IS MADE. The buyer and all users are deemed to have accepted the terms of this notice which may not be varied.

Auto Restoration • Industrial • Agricultural • Fleet Maintenance • Marine • Home

