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# AVIATION TANK LINING EPOXY TOP COAT

( Certified Top Coat for Coating Internal of Aviation Fuel Tanks )

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## Parsijet 4773F

### DESCRIPTION

\* A quite reliable anti-bacterial & immersion resistant epoxy coating topcoat for aviation fuel tank lining coating systems .

### USES

- \* Excellent topcoat for reservoirs of oil products & aliphatic solvents .
- \* Perfect topcoat for process water & sea water tank lining .
- \* An all round and excellent topcoat for aviation fuel ( ATK & JP4 ) tank lining. It is supplied as a 3 components paint .

### FEATURES

- \* Outstanding immersion resistance .
- \* Wide spectrum antibiocide effect specially on SRB .
- \* It has been frequently approved by RIPI (Research Institute of Petroleum Industry)

### TECHNICAL DATA

<b>Finish</b>	Flat
<b>Colour</b>	Grey
<b>Specific gravity ( at 20 °C , Mix )</b>	1.47 ± 0.05 ( gr/cc )
<b>Volume solid</b>	53 ± 2 %
<b>Recommended DFT</b>	80 - 100 ( mic )
<b>Flash point</b>	35 °C
<b>Shelf life ( at 20 °C )</b>	12 months

### SURFACE PREPARATION

- 1 - Pay high attention to recoating intervals .
- 2 - Remove any oil, dirt, dust & moisture .

### RECOMMENDED PAINT SYSTEMS

P : 4192F , 4424 , 7411 <sup>1</sup>	70 - 90	micron
I : 4241 F	150 - 200	micron
T : 4773F	80 - 100	micron

<sup>1</sup> See note J when selecting or using zinc ethyl silicate .  
7411 needs 4252 as tie-coat or a thin mist coat of 4241F before applying main thickness of intermediate.

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### APPLICATION DATA

Method	Air / Airless spray , Brush (just for inaccessible area or touch up)	
Thinner / Cleaner	T - 404	
Mixing ratio by weight	100 : 11.75 : 9.4	<b>3 components</b> <b>Base : 16 kg + Hardener : 1.88 kg + SRB Additive : 1.5 kg</b>
Pot life ( at 20 °C )	4 hrs	

- Different thinner with different suffix maybe offered in hot and cold seasons.

#### Theoretical Coverage :

Dry film thickness (mic)	80	85	90
Coverage ( m <sup>2</sup> / lit )	6.63	6.24	5.89
Coverage ( m <sup>2</sup> / kg )	4.51	4.24	4.01

Touch dry ( 80 mic , 20 °C )	2 hr
Fully Cured ( 80 mic , 20 °C )	7 days

- At higher dry film thickness, lower temperature and poor ventilation drying time will be longer.
- Application in closed area results in long touch & tack drying time and therefore longer minimum intervals. So sufficient air draft is required for maintaining normal application condition.

#### Recoating interval :

Surface temperature	10°C	20°C	30°C
Min. Interval ( hrs )	30	24	18
Max. Interval ( days )	7	6	5

- It is highly recommended to meet recoating interval times strictly . **See note G**

### APPLICATION INSTRUCTIONS

- \* Check all equipments are dust, oil and moisture free. If needed , flush with cleaner thinner.
- \* It is recommended to use the paint with the temperature above 15°C, otherwise more thinner would be required to reach the application viscosity. Too much thinner may results in sagging, low thickness and poor hiding. In cold seasons it is recommended to keep the paint at a warmed up storage at least 3 days before use.
- \* Stir the paint well by a forced mixer before use and add the entire hardener to it and mix it again up to get a homogenous mixture.
- \* Thin the paint with defined thinner depend on required thickness & application viscosity.
- \* Stirring the material in low speed during painting is necessary . **See note H**

#### The given data could be adjusted by applicator in practical situation by his own actual trial.

	Pressure (atm)	Orifice (mm)	Tip Range	Thinner (vol%)
Air spray	3 - 4	1.8 - 4.2	E	5 - 20
Air less	6 - 7	0.43 - 0.63	17 -23	5 - 10
Brush / Roller	Suitable for small areas only .			

### SURFACE TEMPERATURE SAFETY

Must be at least 3°C above dew point, apply the coats when surface temperature is from 10°C to 40°C. Please consult Parsifam if the substrate temperature is lower or higher.

- ▲ Due to high flammability , keep away the paints from heat , sparks and flames.
- ▲ Avoid contact the paints with eyes and skin.
- ▲ Use mask and gloves and provide suitable ventilation for the reasons of health and safety.

**REMARKS** : The information submitted in this data sheet is based on our best current knowledge and experience. The ultimate performance of this coating is quite related to performance of surface preparation, application procedure and conditions that limits our liability to the figures of submitted technical and application data .