

Preparation

SOROMAP produces different high performance paint process with primers, undercoats and fillers compatible with all materials and for all kind of finition.

During painting cycles, preparations phase is very important and determines hull effectiveness and protection.

It's essential to respect recoating time, and drying, catalysis and dilution ratio, application thickness, environmental conditions, ... that we specify in order to obtain the best results.

For each type of support or for event boat area, corresponds specific cycle.

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Bonding primer PR10

Single component for the bonding of antifouling on polyester, aluminium, steel, stainless steel, bronze and copper surface.

This product is very liquid, quickly dry. In imperative film coating.

310100	750 cc
310102	2.5 litres

Cycles - Page 106



Bonding primer PR20

Dual component epoxy bonding primer for polyester, aluminium, wood and steel. Strong adhesion before antifouling.

310104	750 cc
310106	2.5 litres
310111	14 litres

Thinner for PR20

310403	  	500 ml
310404	  	2 litres

Cycles - Pages 106/107/108/109/110/111/114/115/120/121/124



Wood primer PB10

Single component wood primer. It is used to paint solid wood or plywood.

310110	750 cc
310112	2.5 litres

Thinner for PB10

310457	 	500 ml
310460	 	2 litres
310461		500 ml
310463		2 litres

Cycle - Pages 113



Steel primer AC10

Single component anti-rust primer, contains a non-toxic corrosion inhibitor.

AC10 is intended for the protection of steel and other ferrous metals in a marine and industrial environment. To cover in immersion by SC10.

310114	750 cc
310116	2.5 litres
310125	16 litres

Thinner for AC10

310457	 	500 ml
310460	 	2 litres
310461		500 ml
310463		2 litres

Cycles - Pages 115/118/119/122/123



Anti-corrosion primer AC20

Dual component anticorrosion primer, contains a non-toxic corrosion inhibitor. Perfect for hull steel protection, iron keel.

310118	750 cc
310119	2.5 litres
310117	14 litres

Thinner for AC20

310403	  	500 ml
310404	  	2 litres

Cycles - Pages 116/117/118/119/122/123

Undercoat SC10

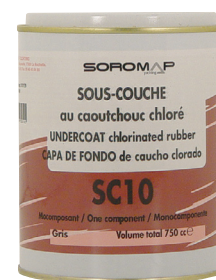
Single component chlorinated rubber undercoat to protect wood, steel and keel. You have to apply several coats. It can be used as an isolating on old antifouling in one coat.

310120	750 cc
310122	2.5 litres
310121	16 litres

Cycles - Pages 112/113/116/117/122/123

Thinner for SC10

310442		500 ml
310446		2 litres



Undercoat SC20

Dual component watertightness epoxy undercoat, it can be applied in important thickness on epoxy process for aluminium, steel and polyester hull.

Used also for upwater parts before painting with a polyurethane lacquer.

310128	750 cc
310130	2.5 litres
310132	16 litres

Cycles - Pages 107/108/109/110/111/114/115/116/117/118//122

Thinner for SC20

310403		500 ml
310404		2 litres



Primer AP10

Single component synthetic primer to prepare surfaces before spreading monocomponent lacquer.

Use it only on upwater parts.

310136	750 cc
310138	2.5 litres
310139	16 litres

Cycles - Pages 108/113/118/119

Thinner for AP10

310457		500 ml
310460		2 litres
310461		500 ml
310463		2 litres



Polyurethane primer filler AP20

Dual component polyurethane primer filler used to prepare surface before applying dual component lacquer.

It can be applied in important thickness.

310144	750 cc
310146	2.5 litres
310145	16 litres

Cycles - Pages 108//110/111/115/118/119

Thinner for AP20

310453		500 ml
310459		2 litres



Polyurethane primer AP21

Dual component polyurethane white primer, quickly dry (4 hours at 20°C) to prepare surface before using two components lacquer. Easy to sand.

310148	750 cc
310150	2.5 litres
310149	16 litres

Cycles - Pages 108/110/111/115/118/119

Thinner for AP21

310451		500 ml
310449		2 litres





Epoxy mastic SPEED 1P1

Epoxy quickly dry mastic (6 hours at 23°C), specially elaborated for leisure boat application, waterproof, can be used under waterline. Without any solvent, it's no subject to shrinkage.

086780	400 g
086786	1 kg
086782	5 kg



Light epoxy filler ED200

Dual component light epoxy filler, with phenolic microbubbles, without solvent, recommended for large imperfections and large surfaces. Can be applied in important thickness, easy to sand

310160	750 cc
310162	2.5 litres
310163	11.6 litres

Cycles - Pages 107/108/109/110/111/114/115/116/117/118/119/121/122/123



Epoxy finishing filler ED210

Racking epoxy filler, without solvent, used on light epoxy filler for the finishing. Easy to sand.

310168	750 cc
310170	2.5 litres

Cycles - Pages 107/108/109/110/111/114/115/116/117/118/119/121/122/123



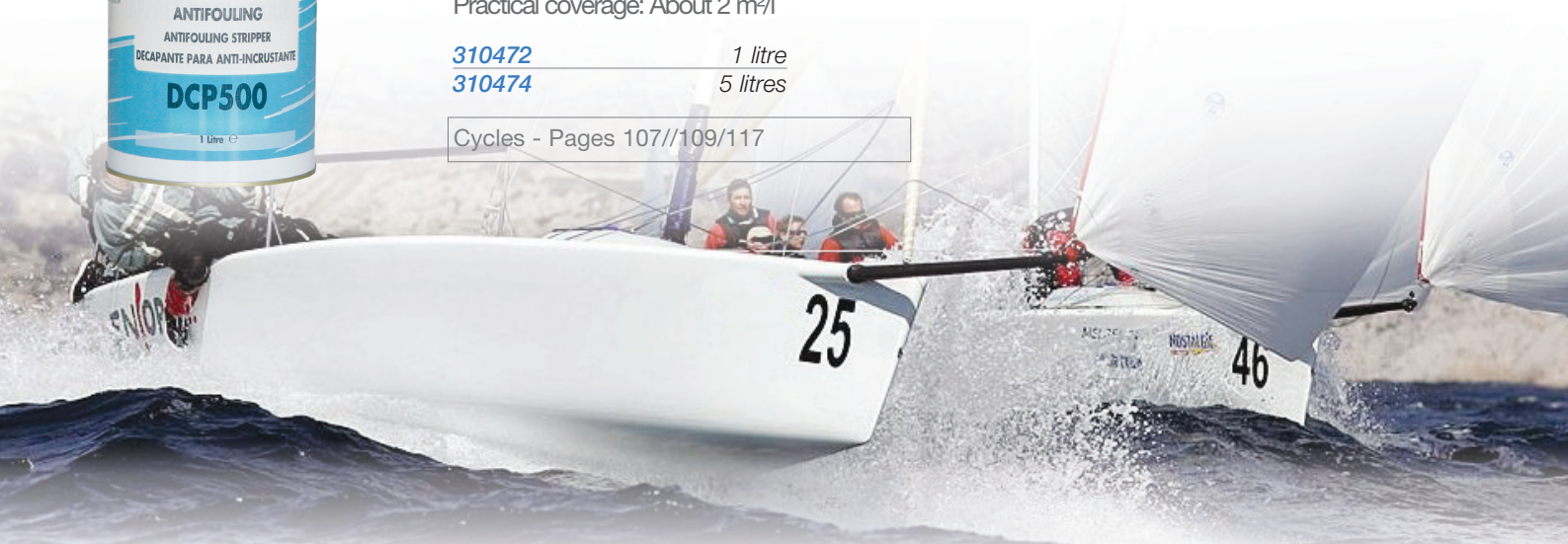
Antifouling Stripper DCP500

Product in aqueous phasis, produced in gel, used to strip the old coats of antifouling. It's necessary to rinse very carefully with clear water after use.

Practical coverage: About 2 m²/l

310472	1 litre
310474	5 litres

Cycles - Pages 107//109/117



Wax remover DCR900

Used to clean the new hull before applying the paint. Eliminates wax, removal agents, neutralizes the silicons.

310500 1 litre
310501 5 litres

Cycles - Pages 106/107/109/110/118/120/122/124



Antisilon compound SOROLIUM

Antisilicone compound to used as an additive in paint.

045570 1 litre

Epoxy resin TO26 / Osmosis treatment

Dual component, thick epoxy resin containing no solvent, for watertight polyester hulls. Osmosis treatment: Curative and preventive.

310140 750 cc
310134 2.5 litres

Cycles - Pages 120/121

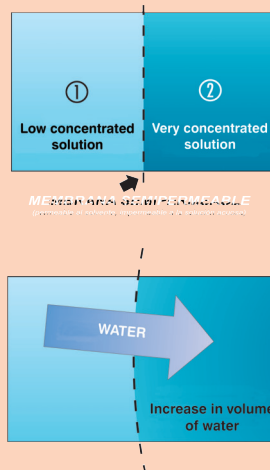


What is osmosis?

Osmosis is a physico-chemical phenomenon that appears between two solutions (1) and (2) of unequal concentration, separated by a semipermeable membrane that let the solvent (water) go across but not the aqueous solution (chemical substance dissolved in water).

To make uniform both concentrations, the less concentrated environment full the solvent toward the most concentrated.

The result is an increase of the mass of water and of internal pressure.



Osmosis diagnostic

It is when the boat is removed from the water that the state of the surface must be examined. If bubbles can be seen, the antifouling and all the coatings present on the gelcoat must be removed to check whether they are in the polyester.

Generally when the bubbles are burst an acid liquid can be seen that smells like vinegar.

On old hulls with porous gelcoat, blisters do not always develop but hydrolysis is still present. Measuring with a tester will show the level of humidity. By removing the gelcoat any possible deterioration can be detected.

Osmosis on a boat

On a boat the gelcoat is not totally watertight. The water that filters through little by little, seeps through to the resin and causes hydrolysis, producing highly concentrated chemical residues in the folds of the laminate.

In order to balance the concentration, the sea water penetrates deeper into the gelcoat which acts as a permeable diaphragm. As the pressure under the gelcoat increase the blisters develop.

