



# A Quick Guide to Primers

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Primer - it's the foundation to a great repair. It is vitally important that we use the correct primer products. Below you will find a brief explanation of the different types of primer.

## Electrocoat (E-coat)

The black or grey primer that your new panels are delivered in. This is the most important layer to prevent corrosion. It needs to be left intact with just a prep weave pad used to give it a mechanical key. If any damage is present then it needs to be repaired and an Etch primer applied to any bare metal.

## Etch primer

The foundation to stop the repair from corrosion. You need to use a 2 pack etch primer and not an aerosol. Etch primers for Vehicle refinish have through legislation had the Chromates removed. Now you have to make sure you apply a film thickness 20 microns to give you the same protection as you used to get.

## Have you tried MaxMeyer Chromate Free Etch Primer?



### Features and Benefits

- 1. Easy and Quick Application:** Painters can confidently apply this Etch Primer in the knowledge that it will produce an excellent finish and reduce process times.
- 2. Fine Overspray Edge:** An extremely fast flash-off and fine overspray edge means that there's no need to denib.
- 3. Long Pot Life:** The 5 day pot life means you can use the same product you mixed on the Monday for the whole week making it very economical.
- 4. Substrated Adhesion:** Painters can be confident that this Etch Primer can be applied to many different surfaces including steel, aluminium and galvanised metals.

**Top Tip - Use MultiGrey shades of primer where possible! This helps with the coverage of the basecoat, saving both product consumption and time.**

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## High Build primer

Should only be used for filling the scratches from the polyester filler not finishing off the shape from the panel department. Three single coats with a good flash off between applications is the maximum you should need, if you over apply, don't allow to dry properly or apply the product over deep scratches as you risk getting shrinkage.

## Roll Primer

Roll primer is very popular. This is an excellent process if used on the right repairs and the correct process is followed. The advantages are that minimal masking required and it can be carried out in a open workshop as long as you have carried out a COSHH assessment.

## Wet on Wet Primer

Wet on Wet primer is fast process which allows the refinisher to apply a smooth coating which they can then apply topcoat straight on to without the need for sanding . Although wet on wet is called a primer it should be treated as a topcoat. Use a good quality gun and clean and tack accordingly.

Have you  
tried  
MaxMeyer  
Wet on Wet  
Primer?



### Features and Benefits

1. Extremely fast drying: Topcoat can be applied after 15 – 20 mins air dry, helping to increase the throughput in your Bodyshop.
2. Multigrey capability: These primers can be mixed to give you the correct greyscale for your topcoat colour to create material savings for the Bodyshop.
3. No need for sanding: 1 full coat will protect the ecoat and also give you a smooth surface to apply your topcoats straight onto that does not need sanding. Helping to improve throughput and energy saving costs.
4. Quality denib at 20 minutes: Making it easy to remove dirt inclusions and helping to offer an excellent final appearance.