



Touch-Up Paint – How to Apply & When to Use

What is Touch-up Paint

Upon request, and dependent on job size, applicators may supply a limited amount of touch-up paint with completed projects. Touch-up paint is supplied in small aerosol cans or bottles with a built in brush for easy application. It is intended to cover small blemishes or to touchup exposed cut ends on fabricated parts.

The touch-up paint provided by Linetec is the same paint used on your project with a cure additive made available by the paint manufacturers. Each paint type has its own additive that changes the paint from an oven-cured product to a non-oven cured one. Touch-up paint does not have the same adhesion or durability as the factory applied coatings, and will exhibit chalking and fading characteristics at a noticeably faster rate than that of your building painted with a baked-on Kynar[®] fluoropolymer finish. Therefore, it is recommended that touch-up paint be used as sparingly as possible, no more than a few square inches, as any touch-up will become faded in contrast with the original building color after only a few years.

What is Kynar[®] ADS

Kynar[®] ADS (Air-dry System) coatings are designed for repairing, restoring, and/or repainting the metal on buildings that have a factory applied Kynar[®] coating. Kynar[®] ADS can also be used for painting materials that will not tolerate the elevated bake temperatures required by spray Kynar[®] coatings. Kynar[®] ADS coatings can only be applied by a licensed fluoropolymer applicator, such as Linetec and its field service and restoration team.

Kynar[®] ADS coatings are based on a fluoropolymer-acrylic resin system, intended for use as a two-coat system. Kynar[®] ADS provides very good fade, chalk, UV degradation, and chemical resistance characteristics.

Warranty

When applying touch-up use extreme caution as excessive use may void the original finisher's warranty. Because of the serious liabilities involved with field touch-up, Linetec prefers not to manufacture or sell touch-up products but will sell larger quantities (quarts) only under a no liability clause with an authorized signature.

Any job requiring Linetec field repair using ADS because of an unlikely Linetec finish issue is warranted in parallel with the Linetec factory warranty.

Field repair projects utilizing the Kynar[®] ADS system are warranted on an individual basis; the standard warranty for field finishing is 5 years from date of completion. Other warranty options are used depending upon the base metal condition, site location, type of damage, etc.

How to Apply Touch-up Paint

For proper adhesion and aesthetics for years to come, it's important to follow touch-up directions carefully.

Procedure: When applying touch-up paint less is best. Apply with as small an applicator brush as possible. For small imperfections such as a surface scratch, a brush similar to a finger nail polish applicator is best. Dip the brush half the length of the bristles into the paint. Tap the brush against the side of the container but don't wipe against the lid. Hold at the handle near the base and apply light pressure with the fingertips to make the bristles flex slightly. Feather the touch-up into the scratch using as little paint as possible.

Applying touch-up with a wide brush or anything other than a small artist's brush is not recommended.

Clean surface of any dirt, oil, grease, etc. The most important step in painting any surface is to be sure the area is ready to be coated.

Sand rough scratches lightly with #400 grit sandpaper

Remove sanding dust with solvent dampened lint-free cloth

Pretreatment is unnecessary if touching up painted metal. (If painting over exposed or bare aluminum, see directions below for pretreatment.)

Prime the metal (only if painting over exposed or bare metal, otherwise this is not necessary. See directions below.)

Temperature of surface and paint must be at room temperature (between 68 and 92 degrees is ideal)

Apply to minor scratches by spraying paint into containers cap. Lightly dab brush into liquid paint and apply sparingly on the properly prepared surface. Clean brush with paint thinner after use.

Spray on rare occasions when a larger surface area needs to be repaired, spray directly from aerosol can, holding the can 8 to 12 inches away from the surface to be painted. Press spray button all the way down. Use steady, even strokes moving back and forth with can.

Coating – Do not try to apply a heavy coat at once. To avoid runs and sags, apply paint in many light coats, allowing paint to dry enough to be tacky between each coat. If paint is applied in too thick a layer and spread to areas where it is not needed, long-term differential fading between the two coatings present will be

much more apparent. The same performance cannot be expected from an air-dry paint applied to a surface that originally was factory applied and thermally cured.

Pretreatment – Any time the affected surface exposes the aluminum substrate, it is safe to assume the pretreatment of that area no longer exists and special pretreatment is necessary. Touch-up paint is not designed to be painted over bare aluminum unless it has been properly pretreated.

Aluminum pretreatment preparations can be purchased from your local automotive paint shop, or from a pretreatment supply company such as Amchem Inc., you can buy Alumiprep #33 and Alodine 1201 which should be applied according to label directions on the manufacturer's container.

Prime – After pretreatment, immediately prime any bare aluminum with a product such as PPG's Duracryl Primer UC51760. Thin the UC51760 in a ratio of two parts primer to one part Toluene. Apply several thin coats, allowing 30 seconds between each coat. After two hours drying time, the primer can be topcoated with the touch-up paint. Dry film thickness of the primer should be .2-.3 mils.

Touch-up of an Anodize finish

Anodize touch-up should not be needed in most cases because anodizing is so hard that it is not easily scratched. Touch-up should be used even more sparingly over anodize than over paint. Only the visible raw aluminum in the scratch or gouge should be touched up with matching paint (Alodine pretreatment should be applied first). In most cases, the match will not be ideal as anodizing is a transparent to translucent coating while paint typically is opaque and will not blend in.

Other fixes include:

- Replacing the damaged piece with a new one
- Cladding the damaged piece with another anodized piece
- Clean, pretreat and paint the entire assembly.

None of these "other fixes" are good ones. The best repair is not to allow the material to get damaged in the first place. The number one cause of damage on the jobsite is not protecting the anodized material from harsh chemicals such as concrete/mortar or muriatic acid/brick wash. If reasonable care is taken during handling and high and low pH chemicals can be avoided, repair and/or touch-up of an anodize finish will not be needed.

Summary

Almost any field situation can be repaired by Linetec's field-service. Freight damage, graffiti removal, anodize refinishing, ding and dent repair, metallic field finishing, interior or exterior repair, etc... would all qualify as potential field repair projects.

For more than 40 years Kynar® PVDF based finishes have held the position as the world's premiere exterior metal finish. Kynar® ADS offers the same superior weathering properties as Kynar® PVDF, and can be field applied on almost any building material, restoring surfaces to last and look like new.

The tough properties of Kynar® ADS resist marring and abrasion, withstand airborne pollution without staining or discoloring, and retain their excellent appearance over time. The coatings require little maintenance and can be easily cleaned with mild detergents.

For any repair other than a small scratch or blemish, we strongly suggest our Linetec Field Repair Department inspect the situation and determine the best suitable paint or repair procedure. Surface preparation, application, and finish should all be properly executed for a long lasting finish. A minor mistake in any segment of repair will cause major problems over time.