



# JetFlex<sup>®</sup> Aircraft Interior Finish

## Solvent-Based Polyurethane Enamel

### 981300 Series (L and E Colors)

#### ADVANTAGES

- Meets the performance requirements to the Boeing Material Specification BMS 10-83N, Type II and III.
- Designed to meet the performance criteria of the FAR/JAR 25.853.
- Excellent film flexibility.
- Fast drying.
- Excellent hardness, mar and abrasion resistance.
- Smooth or textured application with same coating.
- Excellent adhesion to plastic and metal substrates and to the recommended primer.
- Unlimited solids colors available at multiple gloss ranges with intermix system.

#### DESCRIPTION

**JetFlex<sup>®</sup>** Aircraft Interior Finish is a two-component polyurethane coating formulated for the finishing and refinishing of plastic and metal components within the cabin and cockpit of aircraft. JetFlex<sup>®</sup> meets the performance requirements of Boeing BMS 10-83N, Type II and III.

#### COATING PROPERTIES

Solids:	Base Component	Admixed
By weight (white)	52.3 ± 2.0%	47.0 ± 2.0 %
By volume (white)	28.5 ± 1.6 %	27.0 ± 1.6 %
<b>Wt./Gal.</b> (white)	10.9 ± .25 lbs.	9.9 ± 2.5 lbs.
<b>Sp. Gravity</b> (white)	1.31 ± .03	1.19 ± .03
<b>Viscosity–Sprayable</b>		
Gardner #2 Zahn Cup	20-24 seconds	
<b>Admixed V.O.C. (Mixed 7:1:2)</b>		
U.S. Exempt Solvent	<6.1 lbs./gal (730 g/L)	
Non-Exempt Solvent	<6.1 lbs./gal (730 g/L)	
<b>Pot Life</b>		
at 77°F / 25°C	16 Hours	
<b>Gloss:</b>		
Type II – Low Gloss (L- colors)	20 - 30 units	
Type III - Flat (E- colors)	8 - 12 units	
<b>Theoretical Coverage</b>		
Per dry mil (white)	432 sq. ft. <sup>2</sup> /gal.	
Per 25 microns (white)	10.6 m <sup>2</sup> / L	
<b>Dry Film Weight</b>		
Per dry mil (white)	.0107 lbs./ft. <sup>2</sup>	
Per 25 microns (white)	52.4 g/m <sup>2</sup>	

#### SHELF LIFE

Shelf Life is applicable only for materials stored in unopened and undamaged original factory filled containers.

Minimum Storage Temp: 40°F / 4°C

Maximum Storage Temp: 100°F / 37°C

CM09813XX (L & E-colors) Base Component:	2 years
CM0981520:	2 years
V66VC229:	1 year
CM0110845 or R99KY29	7 years

Aerosol Touch –up Kits: 1 year

Cool, Dry Storage Required.

## SURFACE PREPARATION

**General:** Surface should be free of grease, dirt, fingerprints, rust and other foreign matter to insure optimum adhesion.

**Plastic:** Clean thoroughly to remove contaminants and mold release agents. Use isopropyl alcohol or other suitable solvent cleaner. If necessary, prime with JetFlex™ Primer CM0480930 to obtain adhesion. JetFlex® WR Spray Fil CM0481505 may be used for adhesion and filling on plastic substrates. Test system integrity before use or consult your Sherwin-Williams aerospace representative for additional information.

**Metals:** Chemical treatment such as Zinc or iron phosphate is recommended. Prime with JetFlex® Primer CM0480930 if required.

## MIXING INSTRUCTIONS

Shake color component for 10-15 minutes before admixing.

Admix by Volume:

<b>7 Parts</b>	JetFlex® Color (L- and E- Color Numbers)
<b>1 Part</b>	JetFlex® Catalyst <b>CM0981520</b> or Polane® Catalyst <b>V66VC229</b>

Add the Catalyst into the Color Component. Do not vary catalyst ratio. Overcatalization can extend cure times.

Reduce to desired application viscosity with approximately (2-4 parts) 25-50% of **CM0110845** JetFlex® Reducer or **R99KY29** Polane® Reducer.

It is recommended to filter strain admixed and reduced paint before placing material in containers for spraying.

## APPLICATION

This product can be applied using conventional air spray equipment, HVLP, Graco Pro 4500 air electrostatic, or Graco Pro 4500 air assisted airless electrostatic. Please consult your Sherwin-Williams representative for specific equipment settings.

1. Always air-blow and tack-wipe the surfaces to be painted. Assure that the aircraft is properly grounded for potential static buildup.
2. Make sure pots, guns, and lines are purged and cleaned.
3. Mix thoroughly and filter strain before spray applying.
4. Equipment  
Pressure Gun:  
Tip FF  
Air Cap 765 DeVilbiss  
Pot Pressure: 5 psi (0.35 bar)  
Atomizing: 35-40 psi (2.40 – 2.75 bar)

5. Best application results are obtained by applying two medium wet coats. Allow 10-15 minutes flash off of basecoat before applying texture coat.
6. Recommended dry film thickness is 0.8-1.2 mils (20-30 microns) – Wet 4-6 mils (100-150 microns).
7. To apply in a texture finish, catalyze and reduce as normal. Adjust the air and fluid pressures when spraying to create texture.
8. To lower the gloss of a color, use CM0571096 Flattening Additive.

NOTE: Application of these product systems requires recommended temperature / humidity conditions and film thickness ranges. The material, hangar, and aircraft skin temperature should be no lower than 55°F / 13°C before, during, and after application.

## DRYING SCHEDULE

Dry times are based on the dry film thickness of 0.8 – 1.2 mils (20-30 microns).

### Air Dry Times (75°F / 25°C and 50% RH)

To Touch	10-15 minutes
To Handle	30 – 60 minutes
Dry Through	2 hours

### Force Dry (140°F/ 60°C)

Dry Through	30 minutes
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Curing temperature must not exceed the heat distortion of the plastic substrate.

NOTE: Lower temperatures, heavy film thickness, improper activator range selection and poor air movement will extend the dry time.

## EQUIPMENT CLEANUP

Use **CM0110845** JetFlex® Reducer or **R99KY29** Polane® Reducer for cleanup. Do not allow material to cure inside equipment.

## USE OF SYSTEMS STATEMENT

Because of the many types and compositions of plastic available, each user should test the coating on each substrate before production use. Customers must verify JAR/ FAR 25.853 regulation compliance on their substrate and system.

## PRODUCT INFORMATION

Product Data Sheets are periodically updated to reflect new information relating to the product. It is important that the customer obtain the most recent Product Data Sheet for the product being used. The information, rating, and opinions stated here pertain to the material currently offered and represent the results of tests believed to be reliable. However, due to variations in customer handling and methods of application which are not known or under our control, The Sherwin-Williams Company cannot make any warranties as to the end result.