

# Product Data Sheet

## Awlfair FL



### Intended Uses

Awlfair FL is a solvent-free, lightweight profiling filler that can be applied to yachts at very high film builds in order to achieve the desired shape/profile and aesthetic appearance for the overall paint system. It has best-in-class mechanical performance and flexibility, so it is able to withstand the high levels of stress and strain resulting from the increased vessel size and design complexity of yachts, and of mega yachts in particular.

- \* Flexible and light weight (0.68 density)
- \* High film build (up to 2cm per coat)
- \* Easy to apply and sand

### Specification Data

<b>Volume Solids</b>	93%
<b>Specific Gravity</b>	0.68
<b>Available Packs</b>	2 Gallon, 5 Gallon, 200 Lt Not all pack sizes are available in all countries
<b>Base</b>	OD8300 White Base
<b>Converter</b>	OD7300 Red Converter
<b>Equipment Cleaning</b>	T0002, T0006

### Theoretical Coverage

Application Methods	Number of Coats	Recommended Per Coat			Theoretical Coverage Per Coat (at recommended DFT)
		WFT	DFT	Max DFT	
Batten, Knife, Trowel	As required	6000 µm 236.2 mil	6000 µm 236.2 mil	20000 µm 787.4 mil	0.2 m²/lit 8.1 ft²/Gal

For best practice, a maximum DFT of 5-6mm per application is recommended to minimise the risk of air entrapment. Thicker applications may lead to excessive air entrapment which in turn can lead to defects and a system failure.

Coverage calculations are based on theoretical transfer efficiency of 100%. Actual coverage rate obtained will vary according to equipment choice, thinning, application techniques, part size and application environment.

### Mechanical Properties

Test	Temperature		
	-20°C (-4°F)	0°C (32°F)	20°C (68°F)
Compressive Strain (%)	6.3	5.2	7.44
Compressive Strength (MPa)	46.9	36	20.2
Flexural Modulus (MPa)	2180	1922	1219
Flexural Strain (%)	1.52	1.68	2.38
Flexural Strength (MPa)	32.6	30.9	25.1
Tensile Modulus (MPa)	2455	2359	1220
Tensile Strain (%)	0.95	0.99	1.4
Tensile Strength (MPa)	21.5	17.6	13.5

**Warning:** The information set out above is provided for guidance only and is based on our own internal product testing under controlled conditions using hand-mixed product. Please note that there may be slight variations when the product is used in service conditions. Air pockets due to poor manual application will significantly affect the mechanical properties of the Awlfair FL and therefore must be eliminated as far as possible. We appreciate that it is very difficult to entirely eliminate air pockets in an industrial environment. You can, however, minimise any risk by eliminating air pockets as far as possible and by ensuring that any air pockets are less than 4mm. The use of battens when fairing can result in excessive air pockets and should be discussed with an Awlgrip technical representative. If in doubt, test the product for the intended use on a suitable mock-up representative of the vessel area to be faired, in order to fully take into account any specific design, temperature, fabrication, substrate, application and product thickness/scheme considerations. Seek independent expert advice to ensure that the construction and design are suitable for the chosen system and will not cause the fairing material to crack or delaminate. We have taken reasonable care in preparing the information contained in the table above and in collecting and preparing material for inclusion in it, but do not represent or warrant that it is free from error or that the information content is complete or accurate. To the extent permitted by law, International Paint Ltd, trading as Awlgrip, accepts no responsibility whatsoever for any loss, damage, or other liability arising from any use of information contained in the table above or reliance upon the information which it contains.



### VOC

All VOC information contained herein is theoretical (unless otherwise stated). Actual VOC content may vary by batch from one color to another and when tested via standard test methodology.

Product	As Supplied (without reducer)			
	g/L	lb/gal	g/Kg	lb/lb
OD8300 Base	1	0.01	0	0
Awlfair FL	52	0.43	156	0.16

Please refer to your local representative or visit [www.yacht-paint.com](http://www.yacht-paint.com) for further information.

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### Surface Preparation

The surface preparation advice provided, and equipment suggestions, can be used as a guide. Preparation techniques and results will vary according to individual conditions, equipment choice/condition and other factors. Testing on a non-critical area should be carried out prior to full-scale preparation.

Only apply over properly applied and prepared Awlgrip primers. Hullgard Extra Epoxy Primer and High Build (GRP only) are recommended substrate primers.

Awlfair FL may be applied direct to Hullgard Extra without the need for sanding. High Build must be sanded prior to application of Awlfair FL. See the relevant primer product datasheet for details



### Mixing & Reduction

Mixing and reduction requirements will vary according to individual conditions, climate, equipment choice/condition and other factors. Mixing and application of a small sample before full-scale application is recommended.

Application Methods	Mix Ratio (Base:Converter)	Reducer	Recommended Thinning	Spraying Viscosity
Batten, Trowel, Knife	1:1 by volume 1.26:1 by weight	-	Do not thin	-

Mix the two components thoroughly to a uniform pink colour with no streaks or lumps.

**Warning: Do not add reducers, solvents or thinners of any kind to Awlfair FL**

Awlfair FL can be mixed using a suitable automatic mixing machine. The use of the mixing machine will generally increase the density of the product and will change the mechanical properties of the fairing compound. At the same time, automatic mixing equipment can provide productivity and health and safety benefits. Please consult your local technical representative for further advice regarding the use of automatic mixing equipment.



### Application

Application equipment and parameters are given as a guide. Actual equipment choices will vary according to application conditions, equipment condition and other factors. Testing on a non-critical area should be carried out prior to full-scale application. Contact your local technical service representative for further advice if necessary.

Do not use below 13°C/55°F or warmer than 40°C/104°F. Proper Application and/or cure results may be more difficult to achieve when conditions are outside this range. Avoid conditions of low temperature with high humidity as this can result in the formation of a surface by-product that must be removed by either detergent wash followed by fresh water wash, or by sanding.

Apply Awlfair FL by trowel to an area you can work in 15-20 minutes. Start with thin coats of up to 6mm in low areas and build out to high areas. Allow to cure. Several applications may be necessary to fill large areas. Block or machine sand with 36-80 grit paper. Remove air pockets and chamfer the edges prior to refilling as appropriate. Remove sanding dust and residue before applying more Awlfair FL. Stop when the faired surface meets the fairing quality specified for the project.

Pot life and working time is dependent upon temperature. Warmer climates will decrease pot life.

When battens are used in the fairing process, voids and hard edges can form when the battens are removed. Failure to correctly remove the batten, grind the area out to a tapered transition at greater than 7:1 ratio and then apply product in 6mm applications can lead to air voids, lack of adhesion and print through of the batten line.

Awlfair FL must be sealed with a suitable epoxy primer when used below the waterline. Consult with your local Technical Representative for further information.

To facilitate best aesthetic results, it is recommended that a thin layer/screed of Awlfair Surfacing Filler or Awlfair LW (US only) is used prior to application of Primers.

Awlfair FL must be sealed with an Awlgrip Epoxy Primer such as High Build or Ultra Build when used above the water line. This will maximize gloss and colour holdout in the Awlgrip top coat system. Awlgrip Surfacing Filler may be used on top of the Awlfair FL to cover pinholes and sand marks prior to priming.



### Recoatability & Drying Times

The data given for recoatability is not exhaustive. Actual recoatability can vary according to individual conditions, climate and surroundings. If unsure, consult your local technical service representative before proceeding.

Drying	15°C (59°F)	25°C (77°F)	35°C (95°F)
Touch Dry	16 Hours	8 Hours	5 Hours
Hard Dry	48 Hours	24 Hours	16 Hours
Sandable	28 Hours	19 Hours	13 Hours
Pot Life	55 Minutes	45 Minutes	20 Minutes

Hardness Development (Shore D): >50 after 48 hours at 15°C; >50 after 24 hours at 25°C; >50 after 16 hours at 35°C.

While the fairing compound may appear hard dry, curing will continue for several days. This does not prevent overcoating.

Awlfair FL must be sanded before recoating with itself, surfacing filler or any other high build primer. Block or machine sand with 36-80 grit paper.

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To facilitate best aesthetic results, it is recommended that a thin layer/screed of Awlfair Surfacing Filler or Awlfair LW (US only) is used prior to application of Primers.

Awlfair FL must be overcoated with an approved high build primer to reduce the risk of print through of the fairing compound profile

Overcoated By	15°C (59°F)		25°C (77°F)		35°C (95°F)			
	Min	Max	Min	Max	Min	Max		
Awlfair FL, Awlfair LW, Epoxy Surfacing Primer Awlfair Surfacing Filler	28 Hours	Extended	19 Hours	Extended	13 Hours	Extended		
High Build, Ultra Build	72 Hours	Extended	48 Hours	Extended	24 Hours	Extended		

**Warning: Some areas may need extra applications and additional block sanding to achieve specified quality (ie under dark hulls).**  
Fairing compound must be sanded prior to application, and application of primer should take place as soon as possible after sanding.



### Warning Notes

The information contained herein is for guidance only and is provided without any warranty of any kind, express or otherwise. AkzoNobel only warrants the quality of the products we supply. AkzoNobel does not have any control over the unique design of the vessel, the construction process or the application process - all of which may affect the overall performance of any coating product. Stress and strain resulting from the vessel design and construction may be transferred into the fairing system and you should ALWAYS seek independent expert advice as to the appropriateness of a particular design or structure for use of filling and fairing products.

If there is any inconsistency in the texts between datasheets, the English (UK) online version will prevail.

**The information in this Product Data Sheet is not intended to be exhaustive. Any person using the product without first making further enquiries as to the suitability of the product for the intended purpose does so at their own risk and, to the extent permitted by law, we can accept no responsibility for the performance of the product or for any loss or damage arising out of such use. The information contained in this Product Data Sheet is liable to modification from time to time in the light of experience and our policy of continuous product development.**

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