

DASIC D23V

High performance, phenolic, epoxy & polyurethane paint remover

- † Extremely effective on chemical resistant epoxy and polyurethane paint schemes
- † Suitable for use on all conventional metal and alloys used in aircraft construction
- † Superior evaporation retardants increase drying time, therefore prolonging stripping activity
- † Ease of rinsing in order to leave a wax free substrate ready for paint

DASIC D23V has been formulated to give highest possible efficiency in the removal of the chemical resistant epoxy and polyurethane paint schemes used on aircraft, whilst being suitable for use on all conventional metals and alloys used in aircraft construction.

DASIC D23V is a higher viscosity material intended for both brush and high pressure applications. Increased drying times and, therefore, prolonged stripping activity has been obtained by incorporating highly effective evaporation retardants into the formulation. Ease of rinsing in order to leave a wax free substrate ready to paint with a minimum of preparation is an additional feature of the product and has been achieved by incorporating superior emulsifying agents into the formulation.

DASIC D23V will degrade the majority of rubber and plastic materials and areas containing these should be masked off before using the product.

APPLICATIONS

a) Spray/Flow Coating Application

DASIC D23V should be applied using a DASIC D23 Pump Unit. (See separate product data sheet). This unit allows the product to be applied to the surface as a thick even coating without atomizing the material.

b) Brush Application

DASIC D23V should be applied to the substrate as a thick even coating. This effect can be most easily obtained by stippling the product onto the surface rather than using a conventional brushing action.

With both application methods, the stripper should be allowed to fully penetrate the paint system with further applications being overcoated in situations where multiple layers of paint absorb the initial coating of stripper.

For maximum effectiveness, no attempt should be made to remove the paint until it is evident that complete blistering has taken place.

In some situations it will be found that this top layer of paint rapidly blisters and separates from the substrate thus reducing the effectiveness of the stripper on the subsequent layers of paint.

Where this occurs, it is advantageous to scrape off the loose paint and re-apply paint remover prior to rinsing. The dwell time will depend on the substrate and the chemical resistance of the paint but will probably be of the order of 30-90 minutes for an operationally aged system but may extend to several hours where the manufacturers' finishes on anodized substrates are encountered.

After complete blistering remaining paint residues may be removed with a Tufnol or Teflon scraper. The area should then be treated with a 2-5% aqueous solution of DASIC Aerokleen A510 followed by a water rinse. This will leave a totally wax free substrate ready for subsequent pre-treatment and repainting.

NOTE: Extreme caution should be exercised when opening all paint stripping containers, this includes the wearing of protective clothing and face visor.

APPROVALS

MIL-R-81294C, AMS 1375B, Boeing D6-17487 Revision P, Douglas CSD1, Lockheed Martin EPS G32.233, MoD TS 10271, British Aerospace, South African Airways, Gulfstream, Messier-Dowty.

PACKAGING

25 litre and 200 litre drums.

HEALTH and SAFETY INFORMATION

Always consult the product label and Dasic Safety Data Sheet before use.

FURTHER INFORMATION

For further technical assistance, please do not hesitate to contact us on:

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or via a worldwide distributor network. Please contact us for details of your local distributor.

02/2012/D23V

