

<i>Coating name</i>	<i>Description and Uses</i>
<b>Zinga</b>	<p>A one-component pure-zinc coating that is used for the galvanising of steel and cast-iron. It is a direct replacement for hot-dip galvanising and is used both above and below water-level. It is very conductive and also has many different properties in regard to heat transfer-rates, dielectric strengths and etc and works as an 'earthing blanket'. It can be used for coating cast-iron, cast-steel, stainless-steel 304 and 316, copper, brass and aluminium alloys. It is also used for repairing or re-building very old, damaged or weathered hot-dip galvanised zinc coatings and can build new thermal spray zinc coatings. It is certified to BS6920 for use on the lining of potable drinking-water tanks and pipe-lines, and is certified by DNV for use in ballast-tanks and certified to NORSOK M501/7 for use on oil platforms. Zinga does not burn and can be used to coat steelwork in confined areas like tunnels, submarine hulls and inside the control-rooms on ships and within underground installations. It is certified to BS537 parts 6&amp;7.</p>
<b>Aquazinga</b>	<p>A two-component water-based zinc-silicate coating that imparts excellent cathodic protection to steelwork. The zinc layer has strong enough conductivity to be used for galvanising steelwork and is also tough enough to be used on ship hulls and other onshore/offshore structures. Being water-based, it contains around 25-30% more zinc than the solvent-based zinc-silicates on the market. This coating will run constantly at high temperatures, nominally 550°C-600°C, but it can 'spike' up to 750°C for 20 minutes or so before returning to within its normal working range. All the other silicates currently on the market can only work up to 400°C maximum, hence Aquazinga can be used on exhaust systems, furnace manifolds etc. This coating is excellent for lining brine-tanks and other structures where heavy chloride contamination is present. It is also a very good for coating for lining pipes and vessels where there may be pebble or sand abrasion present.</p>
<b>Monoprime</b>	<p>This one-component coating is very unique in the paint world and is the answer to many steel-maintenance problems. This primer-sealer can be used where rusty steelwork cannot be blast-cleaned at all, and in some cases perhaps cannot even be wire-brushed properly due to difficult access. Monoprime can be easily brush-applied where necessary onto this rusty steelwork, and as it cures it 'scavenges' the moisture and oxygen from the rust underneath. This aids its curing process, and once it has dried hard it is as tough as an epoxy coating and just as hard. The best results are always achieved by removing, where possible, any loose surface rust and debris even if it is by using a coarse cloth or scotchbrite pad. Monoprime contains zinc to help with galvanic protection, and once it has dried it becomes inert and can be over-coated with anything. On large areas it can be spray-applied, but it must never be diluted under any circumstances</p>

<p><b>Monowash Primer</b></p>	<p>This is a very fast-drying one-component etch-primer that can be applied onto zinc, brass, copper, steel, fibreglass and a few other surfaces. Its use is highly recommended where, for example, a DIY customer is to coat over some zingaised steelwork using an unknown type of paint. To avoid any reaction with the zinc, this can be used as an excellent barrier-coat. Any industrial fabrication company that is sending out zingaised steelwork for a DIY customer to finish off himself should always use this primer to seal it first. Monowash is also used to seal Zinga under certain powder-coats that tend to incur pinholes due to out-gassing during the baking phase in the oven. Monowash has a coverage rate of 6m<sup>2</sup>/litre, dries hard-to-handle in only 10 minutes and it can be over-coated in less than an hour and so does not add a lot of time or cost to coating operations. With powder-coats and wet stoving-enamels it can be baked in the oven only 10 minutes after application.</p>
<p><b>Tar-free MIO PU</b> (dull black finish)</p>	<p>This single-component black MIO polyurethane coating was designed for use under immersion in sea-water. On structures like boat-hulls and truck chassis it can be applied directly onto a Zinga coating without the need of a primer, and it will last for many years. It is also used a great deal on narrow-boat hulls and also on tug-boats, manhole covers and anywhere that a black, hard-wearing, UV and chemical-resistant finish is required. As more and more engineers are now looking for two-coat systems to cut pricing on projects, this system will give the same performance as a three-coat system. It is an excellent coating for car and truck chassis, being very salt-resistant, and it is also resistant to stone chips. On large water-tanks, it is the ideal for the external surfaces of the tank where a non-reflective finish is required.</p>
<p><b>Alufer N</b> (silver-grey finish)</p>	<p>This is a single-component MIO sealer based on a moisture-curing polyurethane. It is unique in that it can be used under immersion situations like yacht-keels, but it is normally used where architectural steelwork is being top-coated with a 2K acrylic or polyurethane acrylic and the structure is near the sea or may be subjected to some wear and tear from children or wind-blown sand etc. and it is also used on structures that do not warrant an expensive protective system. Those kinds of structures would require Zingaceram EP MIO, but Alufer N is a good general sealer. It can be over-coated with polyurethanes, 2K acrylics and polyurethane-acrylics, vinyls, chlorinated rubbers and so on. Where an asset-owner is applying an unknown or type of paint, this makes an excellent sealer.</p>
<p><b>Zingaceram EP MIO</b></p>	<p>This is a unique two-pack epoxy coating that contains both MIO flakes and ceramic pigments. This makes it an excellent salt and chemical-barrier coating that is very hard-wearing and it can be used on structures like off-shore wind-turbines (both above and below the waterline) and onshore cranes etc plus it is also a very unique sealing coat for applying on top of Zinga on the hulls of ocean-going yachts and other vessels, especially if copper-based antifouling coatings are being used. Hence an anode-free hull will have no potential for self-damaging and will still give many years of trouble-free protection to steel hulls. Salt-gritter bodies and other vehicles will vastly benefit from the use of this coating over Zinga.</p>

## Zinga Guard

This is a two-component polyaspartic coating that dries very quickly to a very high gloss and it has totally chemically-resistant finish. It is designed to be applied directly over Zinga or Aquazinga, and hence forms part of a very efficient two-coat system that is designed for use in the petrochemical, pulp and paper and chemical industries. It is also used to refurbish structures that were originally powder-coated and a similar finish is required for doing refurbishment work.