**NAVSEA REVIEWED ASTM F-718**

# International Paint LLC

# Interbond 998, Two-pack Anticorrosive High Solids Epoxy Deck Primer

## PRODUCT DESIGNATIONS

**Part A: KRA922/KRA924/KRA925/KRA920**

**Part B: KRA923**

MIL-PRF-24667

If this product is to be applied as part of a coating system, all components of the system must be as listed on the QPL.

This NAVSEA-REVIEWED ASTM F-718 data sheet is the only data sheet approved for use when utilizing this coating for U.S. Navy preservation projects. NAVSEA's review covers only the application process for the material. The review does not denote the material as a qualified product, nor does it constitute an approval for purchase/procurement of the material. For products on the Qualified Products List (QPL) for this MILSPEC, please refer to http://qpldocs.dla.mil/search/default.aspx.

Questions regarding modifications or updates of this ASTM F-718 shall be directed toward:

NSWCPD

NSWCPD_ASTM_F718.fct@navy.mil

SHIPBUILDERS AND MARINE PAINTS AND COATINGS PRODUCT/PROCEDURE DATA SHEET

CONTINUATION SHEET USED: ☐ YES ☐ NO

Date: 7/2018 Rev. A2

I. GENERIC TYPE AND DESCRIPTION: Interbond 998, two pack anticorrosive high solids epoxy deck primer
Specification Number: MIL-PRF-24667, Type I, II, & V, Comp G & L

II. MANUFACTURERS DATA:

(a) MANUFACTURER: International Paint LLC, 6001 Antoine Drive, Houston, TX 77091

(b) PRODUCT DESIGNATION: Part A: KRA922/KRA924/KRA925/KRA920; Part B: KRA923

(c) COLOR(S): Haze Grey (KRA922), Dark Grey (KRA925), Terracotta Red (KRA924), Off White (KRA920)

(d) USES: Anticorrosive deck primer for use under Intershield 6GV, Intershield 6LV and Siloxogrip

(e) TECHNICAL SERVICE REPRESENTATIVE
(Include Telephone Numbers): 1-800-525-6824 (or contact your local International Paint representative)

(f) NOT INTENDED FOR USE IN: Immersion

III. PROPERTIES:

(a) PERCENT VOLUME SOLIDS (ASTM D2697): 90%± 2%

(b) PERCENT WEIGHT SOLIDS (ASTM D2369): 93% ± 2%

(c) FLASH POINT (ASTM D3278): Part A 180°F, Part B 157°F, Mixed 170°F

(d) WEIGHT PER VOLUME (ASTM D1475):

Part A: 14.0 -14.6 lbs/gal (KRA922), 14.1-14.6 lbs/gal (KRA924), 13.89 – 14.29 (KRA925); 14.2-14.7 (KRA920)

Part B: 8.28 -8.55 lbs/gal,

Mixed: 12.09-12.58 lbs/gal (KRA922), 12.16–12.58 lbs/gal (KRA924), 12.02 – 12.38 lbs/gal (KRA925), 12.23-12.65 (KRA920)

(e) PERCENT EDGE RETENTION (IF REQUIRED BY APPLICABLE SPECIFICATION – LIST TEST METHOD USED): N/A

(f) SHELF LIFE: 12 months (Part A and Part B)

(g) VISCOSITY (ASTM D562): COMPONENT A: >141 KU @ 77°F

COMPONENT B: 68 – 78 KU @ 77°F

MIXED: 105 – 120 KU @ 77°F

(h) PACKAGING: Part A: 2 gal in a 5 gal container; Part B 1 gal in a 1 gal container

(i) NUMBER OF COMPONENTS: 2

(j) GLOSS (ASTM D523): 50 – 70 gloss units (60°)

(k) STORAGE REQUIREMENTS: TEMPERATURE 40 °F MIN. 100°F MAX.

ADDITIONAL PAINT STORAGE REQUIREMENTS: 24 hours prior to application temp min 70°F, max 80°F

(l) VOLATILE ORGANIC COMPOUNDS (VOCS- EPA TEST METHOD 24): 98g/lt, 0.82 lbs/gal

(m) WEIGHT PER AREA OF DRY FILM AT 1 MIL THICKNESS: 0.0082 lb/sqft

(n) SPECIAL PROPERTIES: High solids.

SHIPBUILDERS AND MARINE PAINTS AND COATINGS PRODUCT/PROCEDURE DATA SHEET

CONTINUATION SHEET USED: ☐ YES ☐ NO

Date: 7/2018 Rev. A2

IV. SURFACE PREPARATION MINIMUM REQUIREMENTS:

(a) INITIAL: Abrasive Blast to SSPC SP10 or Hydroblasting to SSPC SP WJ-2 L

(b) TOUCH-UP: N/A

(c) PROFILE (INCLUDE METHOD USED): 3 mils MIN. 6 mils MAX. (Profilometer Gauge or Testex Replica Tape)

(d) SPECIAL INSTRUCTIONS: N/A

(e) PRIMER REQUIREMENTS: N/A

(f) MAXIMUM ALLOWABLE CONDUCTIVITY (INCLUDE METHOD USED): Please refer to NAVSEA Standard item 009-32

(g) MAXIMUM DEGREE OF FLASH RUSTING ALLOWED: Refer to NAVSEA Standard item 009-32

SPECIAL SAFETY PRECAUTIONS:

PLEASE REFER TO MATERIAL SAFETY DATA SHEET

V. MIXING PROCEDURES:

(a) MIXING RATIOS BY WEIGHT: 3.4:1 (A:B)
BY VOLUME: 2:1 (A:B)

(b) INDUCTION TIME: None

(c) RECOMMENDED CLEANING SOLVENT (NO THINNING ALLOWED): GTA415

(d) POT LIFE:

75 Min(s) @ 50°F
60 Min(s) @ 77°F
45 Min(s) @ 95°F

(e) SPECIAL INSTRUCTIONS: Pre-mix Part A one minute using appropriate drill and Jiffy blade or equivalent suitable for a 5 gallon container. Empty Part B into Part A and mix three minutes using appropriate drill and Jiffy blade or equivalent suitable for a 5 gallon container

VI. APPLICATION:

(a) ENVIRONMENTAL LIMITATIONS:

| | | |
|---|---|---|
| SUBSTRATE TEMPERATURE: | 50°F MIN. | 120° F MAX. |
| AMBIENT TEMPERATURE: | 55°F MIN. | 100° F MAX. |

MINIMUM SUBSTRATE TEMPERATURE DIFFERENCE ABOVE THE DEW POINT: 5°F
MAXIMUM PERCENT RELATIVE HUMIDITY: Refer to NAVSEA Standard item 009-32

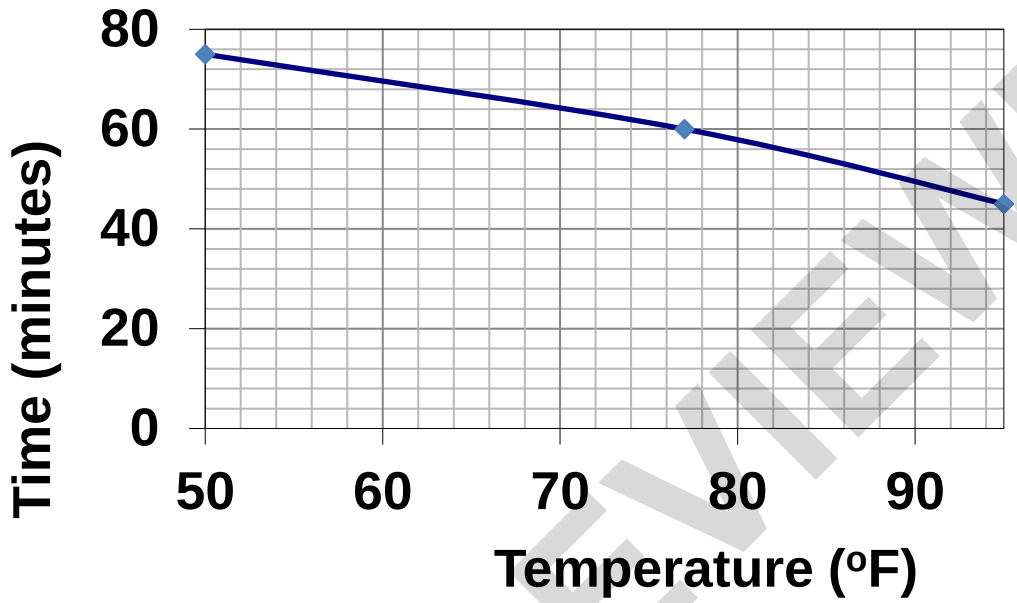
(b) FILM THICKNESS (SSPC PA2-73T) - PER COAT:

| | |
|---|---|
| WET MIN. 4.4 mils | WET MAX. 7.8 mils |
| DRY MIN. 4 mils | DRY MAX. 7 mils |

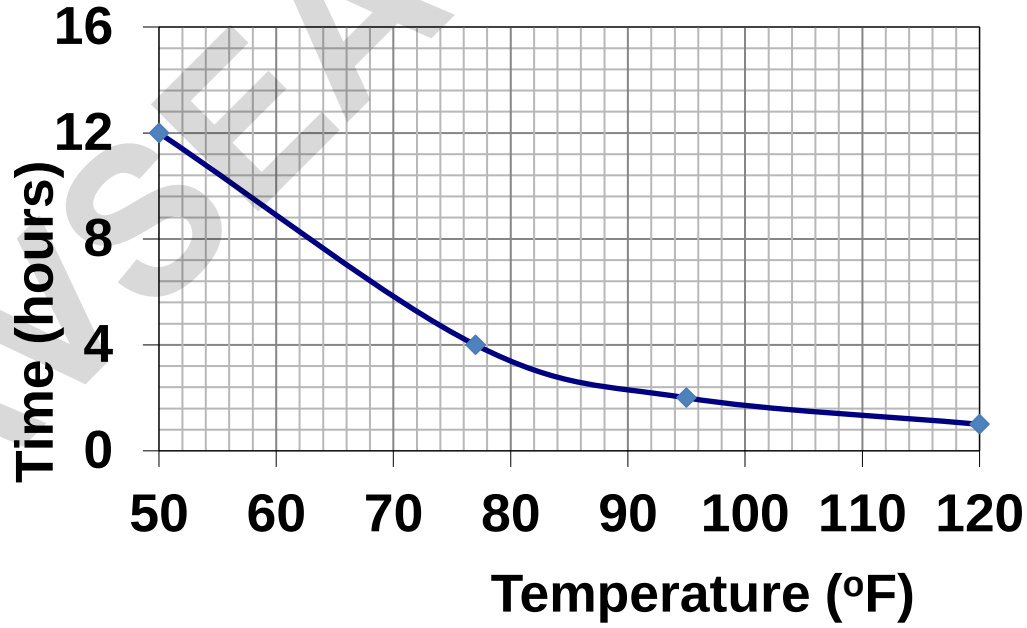
TOTAL SYSTEM:

(c) DRY TIMES (ASTM D1640): See below Graphs

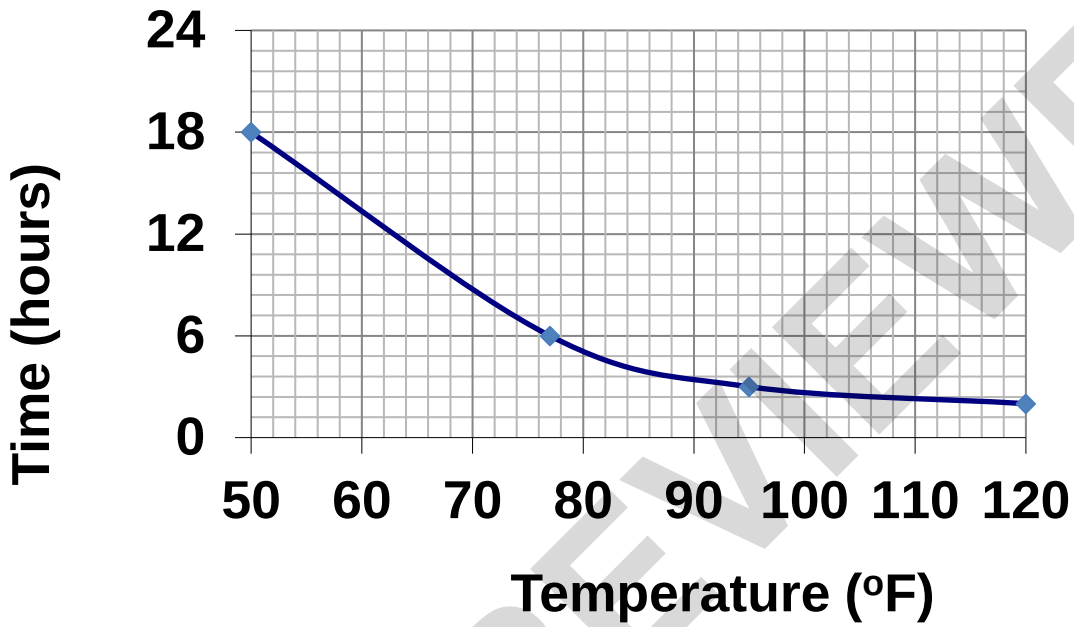
**Interbond 998: Pot life**



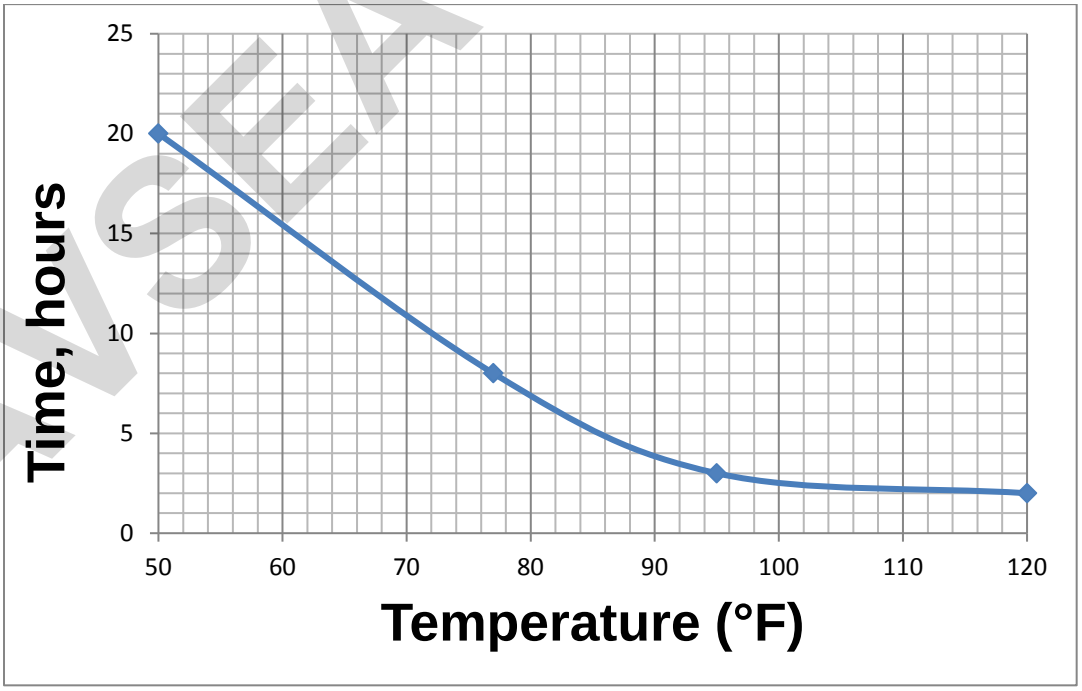

**Interbond 998: Touch Dry**



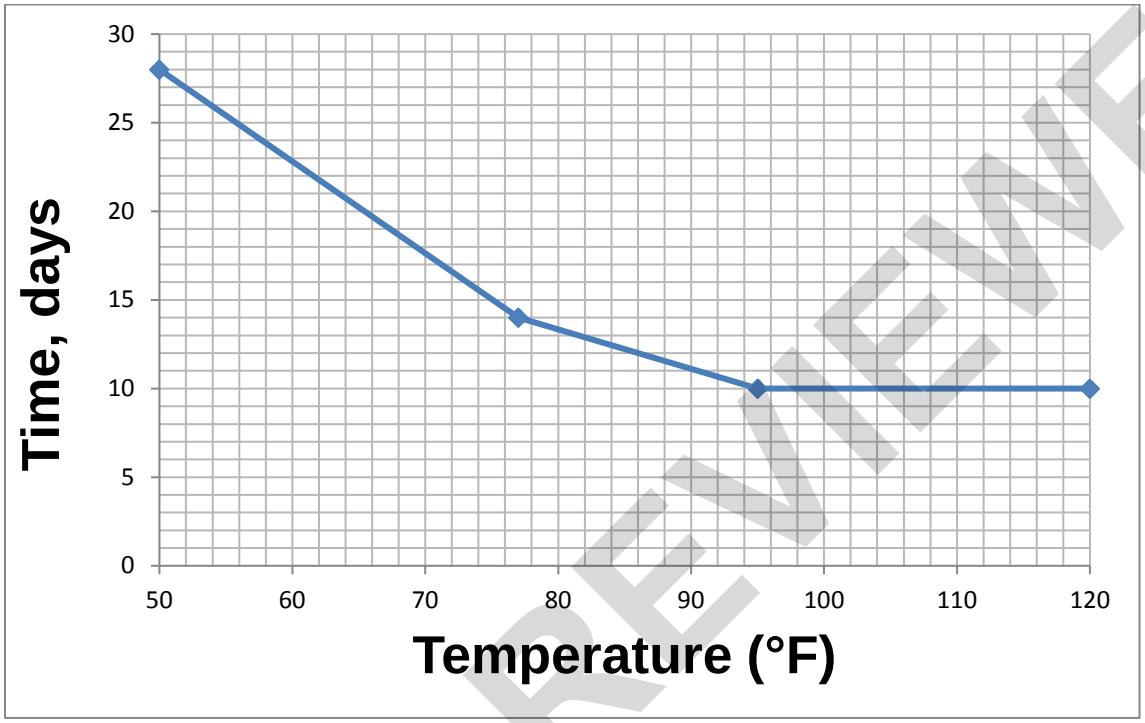
**Interbond 998: Hard Dry**



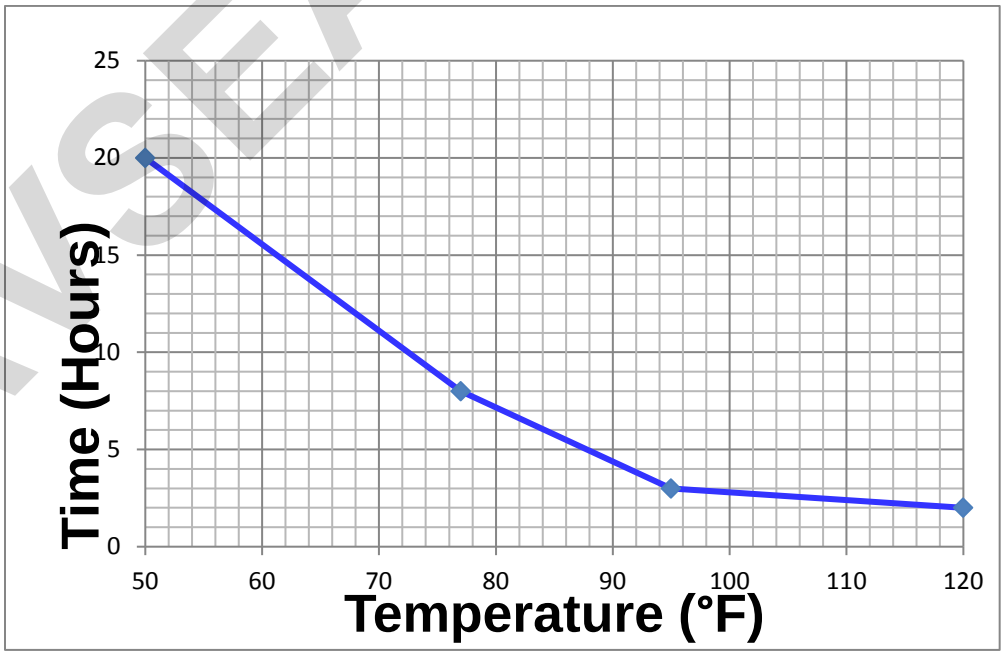

**Interbond 998: Minimum Overcoat (self)**



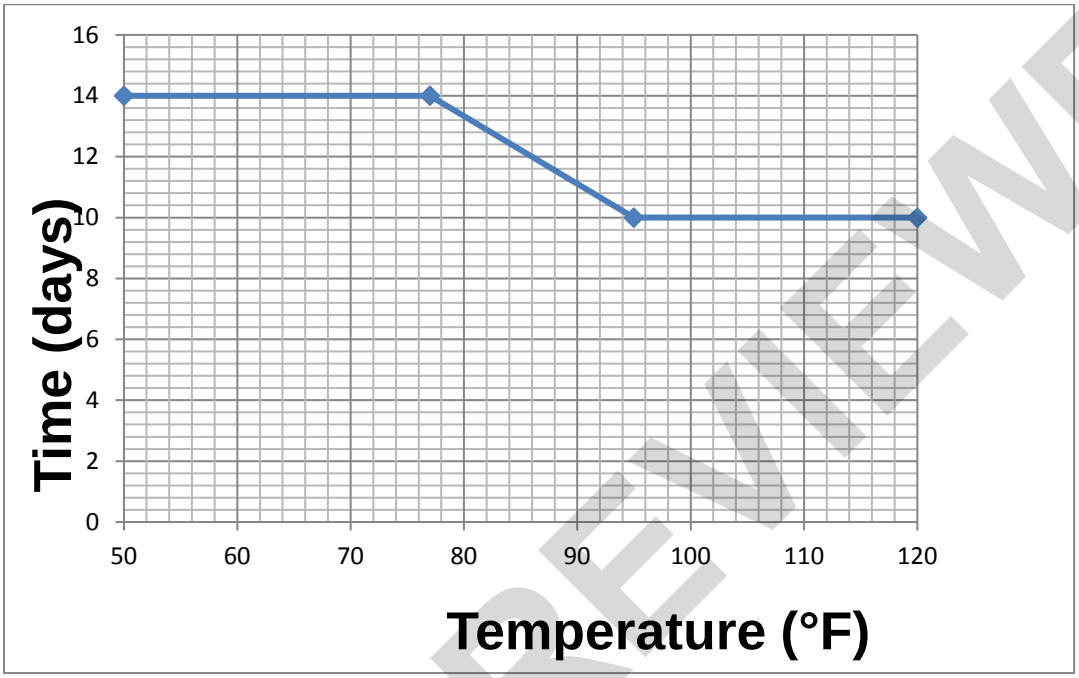
**Interbond 998: Maximum Overcoat (self)**



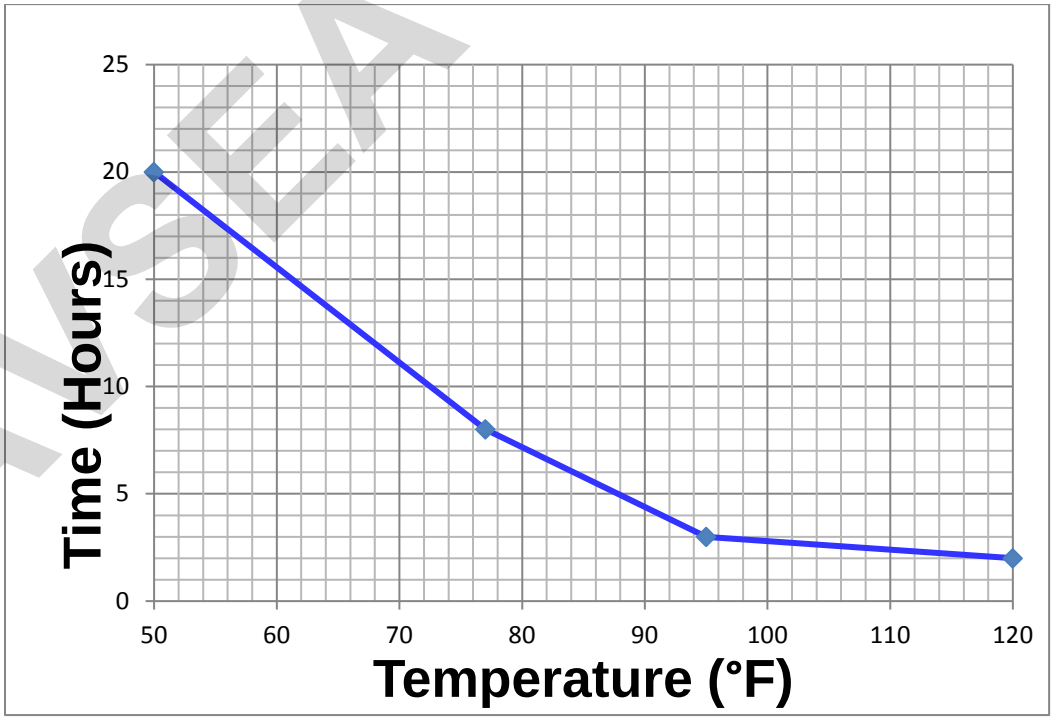

**Interbond 998: Minimum recoat with Intershield 6GV/6LV**



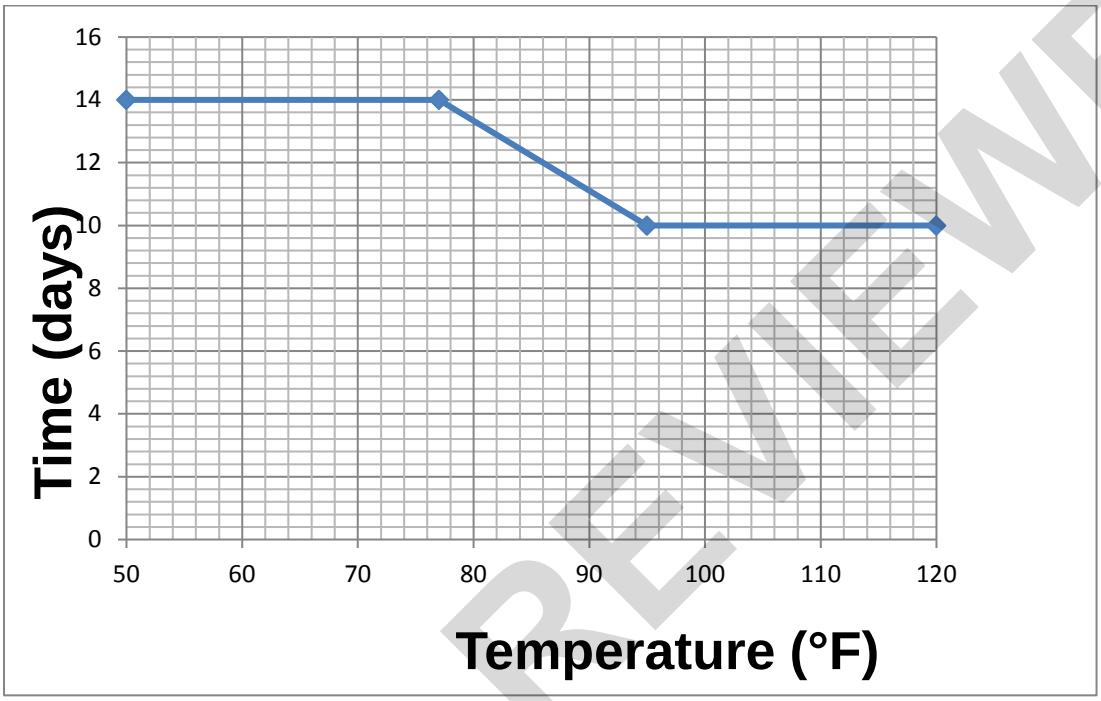
**Interbond 998: Maximum recoat with Intershield 6GV/6LV**



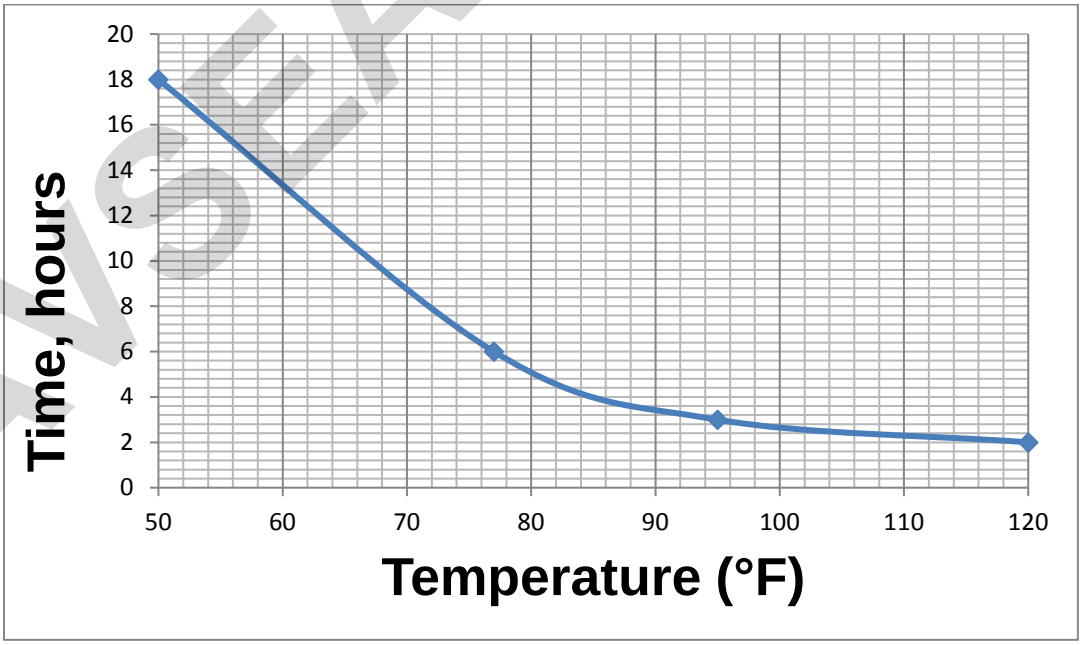

**Interbond 998: Minimum recoat with Siloxogrip**



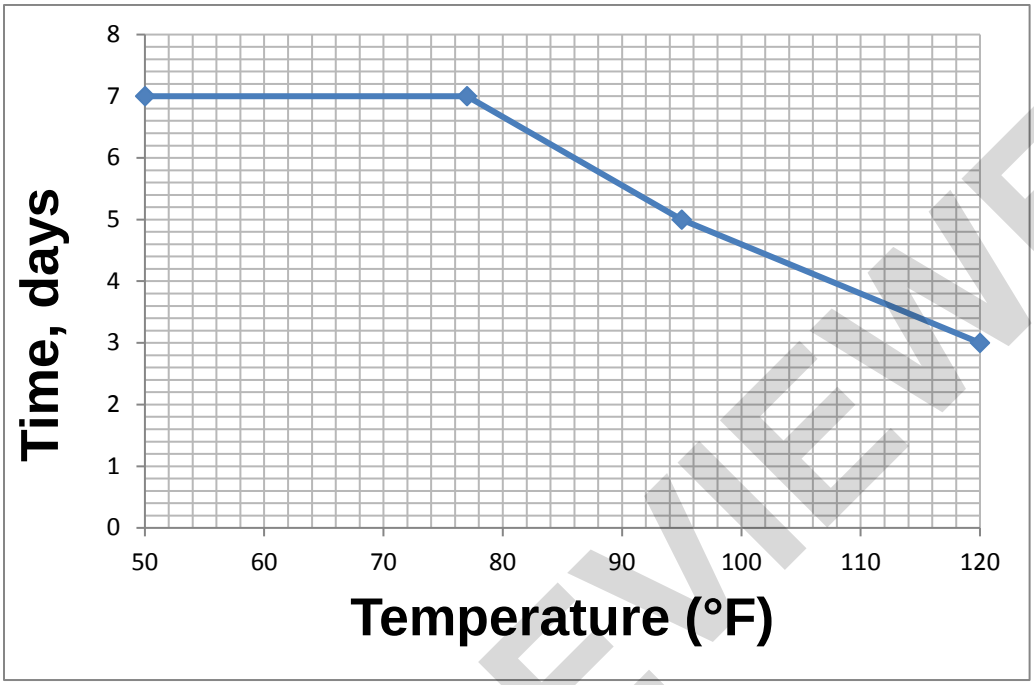
**Interbond 998: Maximum recoat with Siloxogrip**




**Interbond 998: Minimum Recoat with Interthane 990/990HS**



**Interbond 998: Maximum Recoat with Interthane 990/990HS**




(d) EQUIPMENT REQUIREMENTS: Airless Spray recommended. Use a 70:1 ratio or greater pump with .015" - .019" tip. Roller: apply with a 3/8 – 3/4" nap roller. Brush: For touch up only.

(e) SPECIAL INSTRUCTIONS:
During application within deck enclosures or on decks confined within the ships structure, it is important to provide a ventilation system that will allow for proper solvent release from the coating.
Maintain sufficient volumetric air changes to meet the requirements of 29 CFR Part 1915.36(a)(2) per reference 2.1 of NAVSEA Standard Item 009-03. 29 CFR Part 1915.36(a)(2) requires ventilation be provided in sufficient quantities to keep the concentration of vapors below ten (10) percent of their lower explosive limit, measured at the deck level . At a minimum, tests shall be made by a competent person to ascertain the concentration every 24 hours, or as conditions change.
Both suction (exhaust) and Input air (make-up air) shall be utilized. Volumetric air change per hour shall be based on the theoretical maximum capacity for exhaust (suction) air handlers. Input air capacity shall be sized such that the difference in capacity between the exhaust and input volumetric flow rates does not exceed 15%. As a "rule of thumb" fresh air supply/extraction should be in the approximate ratio of 4:3 to maintain positive atmospheric pressure in the enclosure. Orientate input air such that make-up air airflow is directed towards the suction ports of the exhaust ventilation. Both input and exhaust ports shall be uniformly distributed along corresponding/opposing geometries of the containment to facilitate uniform air movement throughout the entire enclosure across and at the work area surface. Exhaust ventilation shall be placed as close to the deck as possible, such that the bottom of the exhaust duct/opening is less than one foot from the deck surface; to ensure that ventilation system design accounts for "heavier than air" nature of the solvents used in nonskid coating systems.

Ventilation system shall remain operational and powered on throughout painting evolutions, and continue to 48 hours after application each coat of the nonskid system (VLA, lines and slick deck color toppings excluded).

IF OVERCOAT WINDOW HAS BEEN EXCEEDED FOR CRITICAL APPLICATIONS: Please refer to NAVSEA Standard item 009-32 for secondary surface preparation after 36 hours.

If nonskid application begins within 36 to 72 hours after completion of final full primer coat application, the primer coat shall be solvent wiped with solvent.

If nonskid application begins within 3 to 7 days after completion of final full primer coat application, the primer coat shall be solvent wiped with solvent required by the NAVSEA-reviewed ASTM F718 (GTA415), then lightly abraded, solvent wiped again, and a tack coat (one to 2 mils) of primer shall be applied.

If the primer coat is not overcoated with nonskid within 7 days of final full primer coat application, the primer shall be removed and the surface preparation repeated. For zone tie-in areas where the primer is to be overcoated with itself (up to 12 inches of overlap), the recoat window shall be in accordance with the NAVSEA-reviewed ASTM F718; the primer shall be solvent wiped with solvent required by the NAVSEA-reviewed ASTM F718, then lightly abraded, then solvent wiped again.

Aircraft carrier landing areas not overcoated with nonskid within 72 hours of primer application shall have surface preparation repeated.

For tie down areas and borders, Interbond 998 Dark Gray can be used in place of Interthane 990/990HS. If the overcoat window is exceeded then the primer coat shall be solvent wiped with solvent required by the NAVSEA-reviewed ASTM F718, then lightly abraded, solvent wiped again, and a tack coat (one to 2 mils) of primer shall be applied.

ADDITIONAL DATA/INSTRUCTIONS:

II. MANUFACTURERS DATA:

III. PROPERTIES:

IV. SURFACE PREPARATION MINIMUM REQUIREMENTS: Cleaning via UHP-WJ does not create an anchor tooth profile. Additional blasting may be necessary to create an acceptable specified profile prior to application of approved primer

V. MIXING PROCEDURES:

VI. APPLICATION REQUIREMENTS:

Dry times are normally a function of humidity, ventilation and temperature. Information given is to be used as a guideline only. When substrate temperatures fall below 50˚F after application, the Interbond 998 Primer dry time is retarded requiring additional dry time. Applicators must take this into consideration before the next coating process is started in allowing for sufficient dry time.

The technical data given herein has been compiled for your assistance and guidance. It is based upon our experience and knowledge. However, as we have no control over the use to which this information is put, no warranty, expressed or implied, is intended or given.