



# Rust Bullet® Automotive Low VOC APPLICATION GUIDELINES

Rust Bullet® Automotive Low VOC provides superior corrosion control and protection while being compliant with VOC regulations in all 50 states and districts. To ensure you achieve the best possible results, it is extremely important that these Application Guidelines are read thoroughly before use. Please refer to the most current Application Guidelines available at [www.RustBullet.com](http://www.RustBullet.com) or by calling Rust Bullet Customer Support at 800-245-1600.

## SURFACE PREPARATION

The proper surface preparation prior to applying Rust Bullet Automotive Low VOC (“Automotive”) will ensure optimum performance. The surface must be completely dry and free of loose rust or paint, surface contaminants such as dirt, oily substances, salts, etc. Remove by lightly scraping, sanding or wire brushing. Use Rust Bullet Metal Blast for metal surface cleaning and conditioning prior to application when necessary. Do not use any other chemical for surface prep prior to application without consulting Rust Bullet Technical Support. Scuff up existing paint or coatings that cannot easily be removed with 80-100 grit sandpaper. This rule also applies to a previous coat of *Automotive* if 12 hours have elapsed between coats. No additional surface preparation should be necessary.

## PRODUCT PREPARATION

**IMPORTANT: DO NOT OPEN UNTIL READY TO USE**

**IMPORTANT: FAILURE TO FOLLOW STIRRING PROCEDURE BELOW MAY RESULT IN POOR COATING PERFORMANCE**

Do not open and stir *Automotive* when the coating’s temperature is below 32°F (0°C). *Automotive* must be stirred thoroughly until completely uniform and homogeneous (approximately 3 minutes), increase time if the product has settled. Do not shake or use electric or mechanical mixing devices that may whip air into the product. Use Rust Bullet Solvent for thinning if necessary (ratio of 3% - 5% by volume).

## APPLICATION

*Automotive* may be applied by brush, roller, or automotive spray equipment. Refer to Application Methods at [www.RustBullet.com](http://www.RustBullet.com) for application equipment details. *Automotive* has a theoretical coverage of approximately 350 – 400 square feet per gallon/per coat depending on the method of application and the surface to be coated. It is critical that *Automotive* be applied to achieve at least a 6 mil dft (0.006 inches or 0.1524 millimeters), usually a 2-3 coat application. A minimum 12 mil dft is required for industrial, commercial and marine applications. Apply in thin even coats; the first coat must be generous enough to soak through the rust to the steel or iron beneath with a second coat of *Automotive* applied to completely seal the first coat; this cannot be done with any other coating material, including other Rust Bullet coatings. Average drying time between coats is 2 to 6 hours. It requires less time to dry on a hot/humid day and more on a cold/dry day. The previous coat should be dry to the touch. As soon as there is no transfer of coating to a gloved finger, you are ready for an additional coat. Ideally, apply the next coat as soon as the previous coat is ready. Do not exceed 12 hours between coats. If 12 or more hours have elapsed, wait for *Automotive* to cure for at least 24 hours then lightly scuff with 80-100 grit (just enough to roughen the finish) before applying additional coats. Note: These drying times are meant to be a guide only; actual drying times can vary significantly based on film thickness, air circulation, temperature, relative humidity, and other factors. *Automotive* is metallic gray in color and does not require a top coat. If a color other than metallic gray is desired, Rust Bullet top coats are recommended. If using another top coat paint, it is advised to check for compatibility and follow the manufacturer’s recommendations. Recommended air or surface temperature should not be below 35°F (2°C) or above 110°F (43°C). Ideal application temperature is between 50°F (10°C) and 80°F (27°C) with humidity below 90%. Never apply *Automotive* while raining or under threat of rain. Do not apply to surfaces when existing temperature of the surface exceeds 190°F (90°C) or is below 32°F (0°C). After fully cured, *Automotive* has a service temperature range of 314°F (157°C) continuous and can tolerate maximum temperature between 617°F - 662°F (325°C – 350°C) for up to 72 hours.

## CLEAN-UP, PRODUCT STORAGE, AND HANDLING

Use Rust Bullet Solvent for cleanup. If Rust Bullet Solvent is unavailable, xylene, toluene or MEK may be substituted. *Automotive* residue will harden, destroying equipment if not cleaned immediately. Partially used containers may be resealed using [Bloxygen](#) to prevent curing for up to six months. Limit the time the container is opened. Immediately wipe clean any coating from the rim of the container before resealing. Never pour *Automotive* that has been exposed to air or moisture back into the container. If a skin has formed in a new unopened container or a sealed container, remove by cutting edge of skin at the skin/container surface. Discard of the skin properly. Stir until uniform, filter if necessary and apply. Rust Bullet coatings are packaged in unlined paint cans. If the coating is transferred to another container, a clean unlined paint can (or similar unlined metal container) must be used. Unopened cans have a shelf life of approximately two (2) years. The shelf life of opened cans not re-sealed using [Bloxygen](#) is approximately one month.

## SAFETY CONSIDERATIONS

Use with adequate ventilation, and if necessary, use only respiratory protection authorized in the U.S. Federal OSHA Respiratory Protection Standard (29 CFR 1910.134), equivalent U.S. State standards, Canadian CSA Standard Z94.4-93, the European Standard EN149, or EU member states. **IMPORTANT:** Protective clothing, gloves, and eye protection are recommended during set-up, application, and cleanup; it is extremely difficult to remove Rust Bullet coatings from skin after about 10 minutes. Avoid open flames, pilot lights, sparks, heating elements, cigarettes, or any and all possible sources of ignition. **For more complete coverage of safety issues refer to the GHS SDS at [www.RustBullet.com](http://www.RustBullet.com).**

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