

CUSTOM FILL & CUSTOM FILL+ HIGH BUILD

QUICK REFERENCE

	Hiding	Film Build	Pot Life	Flash Time	Activator Speed	Blending
62013 Custom Fill+ High Build	Optimal	High	Shorter	Longer	Slower	Good
61993 Custom Fill	Good	Medium	Longer	Shorter	Slow – Fast	Optimal

PAINT FILLING REFERENCE

	1K Paints		2K Paints	
	PRIMER	BASECOAT/ SINGLE STAGE	PRIMER	CLEARCOAT/ SINGLE STAGE
62013 Custom Fill+ High Build	<ul style="list-style-type: none"> • Surfacers • High build primers • Ready to spray primers 	<ul style="list-style-type: none"> • Colors with poor hiding (ex: yellow) • Panel painting 	<ul style="list-style-type: none"> • Surfacers • High build primers • 1+ cans per day • Products with longer pot life • Use slowest available activator • Pre-reduced primers 	<ul style="list-style-type: none"> • Thin clears • Coatings with poor hiding • Product with longer pot life • 1+ cans per day • Slow clears • Overall clears
61993 Custom Fill	<ul style="list-style-type: none"> • Sealers • Spot repairs • Faster flash times • Thinner edge 	<ul style="list-style-type: none"> • Blending • Spot repair • Faster flash times • Metallic control 	<ul style="list-style-type: none"> • Sealers/primers for blending • Any speed activator 	<ul style="list-style-type: none"> • High solid clears • Blending • Faster cures

Not for use with waterborne primers.

Notes:

When using **Custom Fill**, omit reducer. When using **Custom Fill+ High Build**, reducer may be used, but not required. When pot life is nearing end of life, product will begin to appear seedy and spray pattern will narrow.



Check local VOC regulations to ensure compliance of all products in your area.

CUSTOM FILL™

TECH TIPS

- Technique varies – technicians should take a few moments to dial in their preferred performance characteristics.
- Always strain paint before filling aerosol blanks.
- Slower activators maximize pot life.
- At all times, avoid excessive side to side movement of the fill cylinder on the aerosol can, as this may bend/damage the valve assembly.
- Once aerosols are filled, remove the fill cylinder with the can vertically oriented, using a twisting/pulling motion to remove the cylinder from the can.
- Carefully place the spray tip back onto the filled aerosol to avoid accidental discharge.
- To remove the cap from the fill cylinder, press onto work surface, depressing the tabs to eject the cap.
- Always shake cans after filling to evenly mix contents.
- The filling process fills the valve and pickup tube with paint. To prevent hardening and clogging, test spray until proper fan pattern is achieved.
- To ensure longevity of product, after spraying test pattern and every use (especially important with 2K products), always purge by inverting and spraying until only propellant sprays out.
- Prior to storing cans, clean tip out with **XXX Universal Gun Cleaner**. This is especially important for 2K products.
- When spraying 2K primers, two medium coats per visit is similar to one coat with a spray gun.

FAQ'S

Q: DO ALL COATINGS WORK WITH THE CUSTOM FILL LINE?

A: There are 1,000s of combinations of coatings, catalysts, and reducers. Please see Paint Filling Reference for tips on choosing between **61993 Custom Fill** and **62013 Custom Fill+ High Build** for specific applications. Most, but not all products will work with **Custom Fill**.

Q: WHAT KIND OF COMPRESSOR DO I NEED TO OPERATE THE CUSTOM FILL PNEUMATIC MACHINE?

A: Any compressor capable of maintaining high pressures (125 – 130PSI) is acceptable. The CFM requirements are minimal. To ensure that you have proper air pressure, install an in-line gauge at the connection for the machine. 125PSI at the compressor may not be 125PSI at the machine depending on your shop setup.

Q: WHAT HAPPENS IF I DO NOT HAVE ENOUGH AIR PRESSURE AT THE MACHINE?

A: The piston will not be able to press the disc all the way into the cap, and will result in a failure to load. To complete loading, the air pressure must be restored to 125 – 130PSI and a new blank loaded. Any paint spilled as a result of the failure must be cleaned.

Q: I SPILLED PAINT IN THE FILL CHAMBER AND PISTON. HOW DO I CLEAN IT UP?

A: To clean the general filling chamber, use **XXX Universal Gun Cleaner** or **SEM Solve** and a lint-free rag. Be sure to get all the paint out of the track for the door as well, or the door may become hard to close. To clean paint off the



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piston, close the door to activate the piston. Once piston is extended, unplug the machine from the air line to arrest movement when the door will be opened for cleaning. Proceed to clean piston in same manner as the chamber.

Q: WHEN SHOULD I REDUCE MY PAINT?

A: There is no definite answer to this question because of the variety of products on the market, and the ways you can activate them. It is best to test any coatings you are unsure about on a practice panel, as you would a paint gun.

Q: HOW DO I KNOW WHICH BLANK TO CHOOSE FOR MY PAINT?

A: For waterborne paint use **62003 Custom Fill Waterborne Aerosol Blanks**. For solvent based paints, refer to the Quick Reference, Paint Filling Reference or Technical Data Sheet for selection between **61993 Custom Fill** and **62013 Custom Fill+ High Build**.

Q: I DON'T NEED A FULL FILL AMOUNT, CAN I PARTIALLY FILL A CAN?

A: Under filling aerosols is not recommended as it introduces a large amount of air into the can and upsets the ratio of propellant to paint.

Q: HOW DO I FILL AN AEROSOL BLANK USING THE CUSTOM FILL MACHINE?

A: To learn more about the aerosol filling process please see the **Custom Fill Aerosol Blanks** TDS available at semproducts.com or in your **Power Station** information packet.



Technical Consultation Service

Our Technical Staff is ready to assist you with any questions. You are invited to take advantage of our extensive experience, laboratory services and trained field service representatives. Call (800) 831-1122 for answers to your questions. Hours of operation are Monday through Thursday 8:00 am until 5:00 pm EST and on Friday 8:00 am until 4:30 pm EST.

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