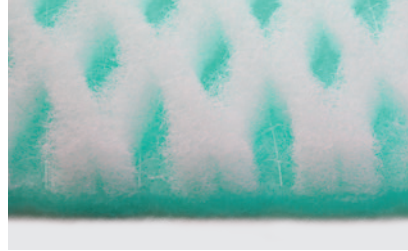


## PAINT POCKETS FOR PAINT MIST SEPARATION IN PAINT-SPRAY CABINS



### The application

High-quality filtration for paint-spray cabin exhaust air. The Paint Pocket floor filter mats are preferably used for paint mist separation in repair and paint-spray cabins with an exhaust air system.

### The medium

The Paint Pockets are made from 100% synthetic raw materials. Premature blocking of the surface is prevented by the diamond-shaped, three-dimensional material structure. This structure doubles the filter area, thereby increasing the filter's capacity to absorb paint

mist, while the built-in mesh makes the mats stable and tear-resistant. The fully synthetic paint mist separators are easy to dispose of and are 100% thermally recyclable.

### The key features of Paint Pockets original

- The diamond-shaped surface structure increases service life by three to four times compared to glass paint separation mats.
- The high performance layer on the back side of the mats allows a greater efficiency in paint mist separation.

- This extends the service life of the downstream filter stages by up to 300%.

### The key features of Paint Pockets green

- Special, cost-optimized version for repair cabins with no downstream filters.
- The three-dimensional material structure enables longer service life and replacement intervals along with reliable compliance with prescribed emission limits (3 mg/m<sup>3</sup>).

TECHNICAL DATA		PAINT POCKETS ORIGINAL	PAINT POCKETS GREEN
Recom. face velocity*	m/s		0.5
Initial pressure drop	Pa	15	10
Average paint arresstance	%	> 99.5	> 99
Recom. final pressure drop**	Pa		250
Paint storage capability	g/m <sup>2</sup>	up to 30,000	up to 25,000
Material		Polyesterfibers	
Thickness, approx.	mm	30	25
Weight per unit area, approx.	g/m <sup>2</sup>	500	440
Temperature stability	°C		80
Moisture-resistance (rel.hum.)	%		100

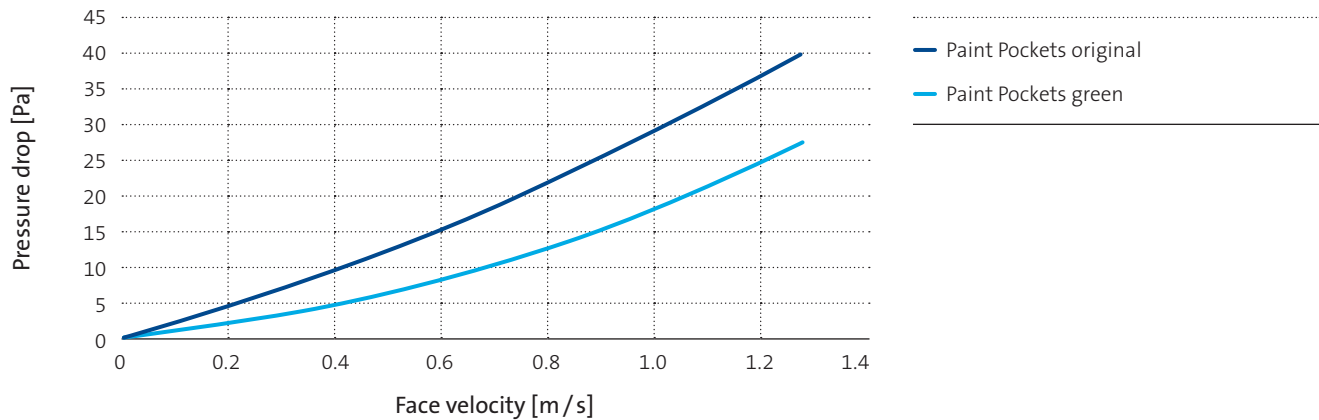
\* Higher face velocities are possible after consultation.

\*\* For cost-efficiency or system-specific reasons it may be appropriate to change the filters before reaching the final pressure drop stated. It can also be exceeded in certain applications.

The figures given are mean values subject to tolerances due to the normal production fluctuations. Our explicit written confirmation is always required for the correctness and applicability of the information involved in any particular case. Subject to technical alterations. For information on the handling and disposal of loaded filters, please refer to our information on product safety and environmental compatibility.

## TECHNICAL FILTER TEST DATA

### Initial pressure drop curves



## SAFETY INSTRUCTIONS

### FOR HANDLING PAINT MIST ARRESTORS



#### Instructions for reducing the risk of self-ignition in the case of paint-loaded paint mist arrestors

The classification of paint mist arrestors as “very flame-retardant construction material” according to DIN 4102 applies only to the state of the material without paint loading. As soon as organic – and therefore flammable – (paint) material has been arrested in the filter, it is no longer possible for the filter manufacturer to predict how the filter will behave in the event of a fire.

The following precautions should be taken in order to reduce the risk of self-ignition (resulting from excessive residual solvent content):

<b>1</b>	The paint mist arrestor should not be removed directly after spray-painting, as there will still be a high proportion of solvent in the arrested paint particles (overspray). The paint mist arrestor should remain in the spray cabin at least until it is “dust-dry” with the airflow running.	
<b>2</b>	After removal, the paint-loaded paint mist arrestor should under no circumstances be placed in a closed container for intermediate storage → <b>acute risk of explosion!</b>	
<b>3</b>	In the period between removal and final disposal, the paint mist arrestor should be placed in intermediate storage. The method of intermediate storage should allow unimpeded air exchange and evaporation of the residual solvent. Direct exposure to sunlight should be avoided during intermediate storage, as the rate of evaporation may be greater than the rate at which the solvent can be wicked away → <b>local accumulation</b> → <b>self-ignition.</b>	
<b>4</b>	It is certainly conceivable that mixing different paint systems and using paints from different manufacturers could also facilitate self-ignition. We therefore recommend that you obtain the relevant safety instructions from the relevant paint manufacturer and comply with them meticulously.	

We would like to point out that even compliance with these instructions cannot entirely rule out the risk of self-ignition. Please therefore observe the relevant ordinances on dealing with hazardous substances.