



# **PAINTING PROCEDURE AND SPECIFICATION FOR PILE COATING**

## **Coating Type**

As a Standard we apply a K classification (BS5493, table 4K) 2 pack coal tar epoxy, KF3. The paint is applied to SK8, giving a dry film nominal thickness of 450 microns. This is a recommended coating for steel that is to be in contact with fresh, foul or salt water, but **not** potable water. At this thickness the coating is projected to give 10 to 20 years protection (BS5493).

## **Preparation**

Steel pipes, up to 1000mm diameter, will be shot blasted using an automatic wheel abrator machine using S460 steel shot. The steel will be cleaned to SA2.5 as a minimum, any surface dust will be removed and the paint system will be applied within 24 hours.

## **Application**

The paint will be applied using airless spray equipment in our warehouse at environmental temperatures. The paint will be applied in one coat of several passes.

The wet film thickness will be tested in several places on each pipe using a wet film comb. The paint shall be applied to a minimum of 75% of the required WFT and the average of all readings shall be no less than the agreed nominal thickness.

The paint will be allowed to dry for two days and then the DFT will be checked using the same criteria as the WFT.

## **Handling and Transportation**

Every endeavour will be made to avoid damage to the paint system which will include the following measures:-

- 1) Painted pipes will be allowed to dry for a minimum of 48 hours during which time they will not be stacked. After this curing period however pipes will be either loaded out or moved and stacked for storage.
- 2) Painted pipes will only be handled with either fabric slings or hooks locating inside the pipe ends to avoid handling damage.
- 3) When loaded out or stacked, painted pipes will be protected by either rubber, timber or straw filled separators.
- 4) Any minor handling damage occurring during loading or stacking will be repaired before despatch from our works.
- 5) Painted pipes will be despatched in an undamaged condition and hauliers will be obliged to use webbing straps to secure their loads before leaving our premises.

The above precautions will be taken to ensure that all materials arrive at site in the condition they are despatched. Cleveland Steel cannot be responsible for any damage to the coating caused as a consequence of the normal action of delivery of tubes by road transportation.

Note: - At times of high demand we reserve the right to subcontract the painting but always to the above standard.