CHASSIS SAVER™ is a high solids, VOC compliant, single component chassis paint and underbody coating specially formulated to permanently stop automotive and truck corrosion without the use of primers or topcoats. Chassis Saver’s unique “RUST STOPPING” properties permit its application directly over tightly adhered rust after only marginal surface preparation using a wire brush and/or hand scraper to remove loose scale and rust particulate. Optimum results can be achieved by sandblasting a medium blast profile to surfaces. Chassis Saver bonds to blasted and rusty metal to form a rock hard yet flexible, glaze-like, non-porous finish that won’t crack, chip, flake or peel. It works by isolating metal from oxygen and moisture, and without these factors present... RUST STOPS – Dead in its tracks! Chassis Saver cures by reacting with atmospheric moisture and its cured film resembles that of a catalyzed finish yet no hardeners or activators are used. Chassis Saver is completely unaffected by road salt, gasoline, diesel fuel, oils, battery acids, hydraulic fluids, solvents, chemicals, or corrosives.

**Automotive • Fleet • Industrial • Marine**

Suggested Uses: Vintage truck and auto underbody (chassis, frames, floorboards, under fenders, engine compartments, trunk areas, fire walls, rocker panels, behind bumpers, etc.), commercial fleet and public works vehicles, ships, barges and commercial fishing vessels, bridges, offshore platforms, oil field equipment, refineries and pipelines, water treatment and food processing plants, oil and gas processing equipment, mining and smelting facilities, heavy equipment, liquid waste handling equipment, salt spreaders, plow trucks, off-road equipment, concrete trucks, boat trailers, antique tractors and other farm machinery, buses, military vehicles, landscaping trucks, dumpsters, roll offs, fork lifts, dump truck bodies, tanks, piping, structural steel, iron works, fence posts, chain link, steel truck rims, metal buildings and roofing and even concrete floors.

**Advantages:**
- Single component high build urethane
- No hardeners or catalysts required
- Requires minimal surface preparation
- Apply directly over tightly adhered rust or sandbasted metal surfaces
- Penetrates rust and bonds to surface
- No primers or topcoats required
- Isolates metal from oxygen and moisture
- Will not crack, chip, flake or peel
- Unaffected by road salt, acids, gasoline, diesel fuel, corrosives or chemicals
- Field tested & proven over 10 years on heavy trucks and commercial vehicles

**Choose from 4 Available Finishes**

- Gloss Black
- Antique-Satin Black
- Silver-Aluminum
- Clear

**UCP979 Gloss Black** – As a primer or finish coat, Chassis Saver has become the industry standard for high performance protection on all underbody surfaces including frames, floor boards, engine compartments, trunk areas and under fenders. The #1 choice for fleet maintenance at hundreds of public works facilities, DOT shops, truck maintenance and fleet refishing shops nationwide. Extensively used on snow and ice removal equipment saving thousands of dollars in costly repairs. Prevents rust from forming on metal surfaces. Used as a basecoat/primer for other finishes on metal surfaces. Primed metal is not required for CHASSIS SAVER to effectively stop rust. If blasting is to be done, be sure to leave a medium blast profile as required for optimum adhesion. Apply coatings as soon as possible after blasting.

**UCP970 Antique-Satin Black** – For factory original restorations on all underbody and engine compartment surfaces. Cures to a silky smooth sheen. Use silver-aluminum as a base coat/primer. CHASSIS SAVER™ in 2 or 3 thin, even coats and you’re done! Silver was used here followed by two coats of gloss black. Top coat if desired with a high quality industrial or automotive finish. CHASSIS SAVER™ will resist cracking and chipping like no other. Does not require sandblasting or pre-primer. Stop rust in its tracks with just one or two coats of CHASSIS SAVER™. The smooth finish provides an elegant, classic look. Suitable for metal farm house roofs or an off-shore oil platform, this careful balance of physical properties is crucial to stopping the passage of water and oxygen.

**Miscellaneous**

- **Weight Solids**
  - Clear – .7 %
  - UCP970 Antique-Satin Black – 7 %
- **Flash Point**
  - Clear – 420°F
  - UCP970 Antique-Satin Black – 370°F
- **Viscosity**
  - Clear – 6.5 to 8.5 Fann Unit
  - UCP970 Antique-Satin Black – 6 to 8 Fann Unit
- **Color**
  - Clear – Gloss black, antique-satin black, silver-aluminum, clear
  - UCP970 Antique-Satin Black – Carbon black, aluminum, zinc compounds, moisture cure urethane
- **Dry Time**
  - Clear – 7.1 hours
  - UCP970 Antique-Satin Black – 4 hours
- **Recoat Time**
  - Clear – 20 minutes
  - UCP970 Antique-Satin Black – 20 minutes
- **Storage**
  - Clear – 1 year
  - UCP970 Antique-Satin Black – 1 year
- **Shipping**
  - Clear – (Ships UPS Ground NON-Hazmat)
  - UCP970 Antique-Satin Black – (Ships UPS Ground NON-Hazmat)

The final results will amaze you! The choice of do-it-yourselfers

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**What’s correct for your application?**

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**Application Note:** Chassis Saver is not intended as a “cosmetic” coating for finishing applications. It has a sensitivity to UV (sunlight) and its initial appearance will change over time. Its “RUST STOPPING” properties and corrosion resistance will never degrade but its color will shift from black to charcoal gray. Silver-aluminum remains very close to its original appearance. If aesthetics are important, Chassis Saver can and should be top coated with a quality industrial or automotive finish. Any opaque finish is effective. Clear coating is not recommended as protection. ALL MAGNET® topcoats are suitable. Call customer service or ask your local PRE dealer for more information.

**THE CHOICE OF PROFESSIONALS**

Established 1915 - We manufacture what we sell and provide the best technical support in the business. Call Monday thru Friday, 8:30 AM to 4:00 PM for assistance with your application — 1.800.922.9981 or Email: info@magnetpaints.com
CHASSIS SAVER™ has proven itself over 10 years under the harshest conditions — More than 350 townships, public works departments and local DOT fleet maintenance facilities use CHASSIS SAVER™ for protection of snow and ice removal equipment, highway, off road and general vehicle maintenance.

**An Explanation Of Rust & The Methods Used For Prevention**

Many materials react with oxygen to form chemical compounds that are a combination of that material and oxygen. Rust is a chemical compound formed by the combination of iron and oxygen. When iron combines with oxygen, it forms iron oxide or rust. When steel starts to rust, it will of ten puff up like a reddish brown crust and even flake because iron oxide is a larger molecule than iron and the larger molecule requires more physical space than the original iron. The puffing causes cracks and voids, which exposes more bare metal to the environment. With more exposed metal, the rusting of iron will progress more rapidly and is only limited by destruction of all sodi iron present. Some things cause steel or iron to rust faster than others. Water will cause iron and steel to rust. Dissimilar metals rust faster than single metals because of electrochemical reactions which is why steel rusts faster than iron, and why between dissimilar metals rust very quickly. Salt water will cause rust faster than plain water because salt water is a better electrical conductor. Like most chemical reactions, heat also speeds rust.

Other metals oxidize, but the oxides of some other metals are no larger than the metal themselves, so they don't puff up or flake. For example, aluminum doesn't puff up when it oxidizes. This helps make aluminum oxide a good protective coating, rather than the start of rapid degeneration.

Three methods may be used to prevent the rusting of iron: (1): alloying the iron (compounding with other metals) so that it will be chemically resistant to corrosion; (2): coating with a material that will react with the corroding substances more readily than the iron does and thus, while being consumed, protect the iron; and (3) covering it with an impermeable surface coating so that air and water cannot reach it.

Furthermore, many people say that rust lives and that you have to kill it to stop metal from continuing to rust. The truth is that if you cut off the supply of oxygen and moisture to rust it's like pulling the plug on a lamp and it stops. CHASSIS SAVER™ penetrates rust, encapsulates it and prevents further exposure to oxygen and water thus halting the rusting process permanently.

Our famous demo panel shows the incredible combination of flexibility and hardness in CHASSIS SAVER™. With properties similar to a baked on enamel or a powder coating, CHASSIS SAVER™ will resist cracking and chipping like no other single component or air dry coating. On the underside of a vehicle, a metal farm house roof or an off-shore oil platform, this careful balance of physical properties is crucial to stopping the passage of water and oxygen.

**CHASSIS SAVER™ Technical Information**

<table>
<thead>
<tr>
<th>Color</th>
<th>. . . . . . . . . . . .</th>
<th>Gloss black, antique-satin black, silver-aluminum, clear</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicle Type</td>
<td>. . . . . . . . . . . .</td>
<td>Moisture cure urethane</td>
</tr>
<tr>
<td>Solvent Type</td>
<td>. . . . . . . . . . . .</td>
<td>Aromatic naphtha, PM acetate</td>
</tr>
<tr>
<td>Pigment Type</td>
<td>. . . . . . . . . . . .</td>
<td>Varies by color: Carbon black, aluminum, zinc compounds</td>
</tr>
<tr>
<td>Viscosity</td>
<td>. . . . . . . . . . . .</td>
<td>75 - 85 KU (750 to 1000 Centipoise)</td>
</tr>
<tr>
<td>VOC</td>
<td>. . . . . . . . . . . .</td>
<td>Maximum 2.09 LPG / 250 GPF</td>
</tr>
<tr>
<td>Flash Point</td>
<td>. . . . . . . . . . . .</td>
<td>108°F (42°C) T.C. (Ships UPS Ground Non-Hazmat)</td>
</tr>
<tr>
<td>Weight Goods</td>
<td>. . . . . . . . . . . .</td>
<td>77%</td>
</tr>
<tr>
<td>Volume Goods</td>
<td>. . . . . . . . . . . .</td>
<td>71%</td>
</tr>
<tr>
<td>Application</td>
<td>. . . . . . . . . . . .</td>
<td>Brush or any type of conventional or HVLP spray equipment</td>
</tr>
<tr>
<td>Coverage</td>
<td>. . . . . . . . . . . .</td>
<td>350 to 400 sq ft/gallon, 88 to 100 sq ft/q, 22 sq ft/½ pint</td>
</tr>
<tr>
<td>Rec. Dry Film</td>
<td>. . . . . . . . . . . .</td>
<td>4 to 6 miles (Two coats of Chassis Saver brushed or sprayed)</td>
</tr>
<tr>
<td>Dry Time</td>
<td>@75°F</td>
<td>. . . . . . . . . . . .</td>
</tr>
<tr>
<td>Recoat Time</td>
<td>. . . . . . . . . . . .</td>
<td>3 hrs minimum / 24 hrs maximum. For films cured over 24 hours, scuff sanding is required using 400 grit sandpaper to dull gloss.</td>
</tr>
<tr>
<td>Reduction</td>
<td>. . . . . . . . . . . .</td>
<td>Spray: Depending on spray equipment, thin 10 to 15% using MAGNET S8 Multi-Temp Reducer — Brush: If brush drag is present, thin 5% with MAGNET S8 Multi-Temp Reducer</td>
</tr>
<tr>
<td>Pet Life</td>
<td>. . . . . . . . . . . .</td>
<td>Once opened, material will react with atmospheric moisture</td>
</tr>
<tr>
<td>Shelf Life</td>
<td>. . . . . . . . . . . .</td>
<td>Minimum 24 months in unopened containers</td>
</tr>
<tr>
<td>Packaging</td>
<td>. . . . . . . . . . . .</td>
<td>½ Pint (8 oz), 1 quart, 1 gallon, 5 gallon, 55 gallon drum</td>
</tr>
</tbody>
</table>

For complete and detailed preparation and application instructions, please refer to Product Technical Bulletin EDS00-1082 available online – You’ll also find a comprehensive Frequently Asked Questions section at www.magnetpaints.com