Southern Branch of the IMF

On Wednesday February 17th, the Southern Branch of the IMF held a “Zoom” seminar on Learning to Paint the Train.

The first speaker, Mike Booth (Indestructible Paint) gave a presentation on the Painting of Railway Rolling Stock; in his introduction he gave an overview of the UK Fleet as of 2017, covering all Generic Types of Locomotive, (Short, Medium & Long Distance Powered Units) and the London Underground.

Mike described the Industry standards for paint application used on the Mainline and Underground together with the Fire Performance expected of the types of paint used.

Paint systems used in the 1930’s, 1947 – 1997 and 1998 to present day were discussed and how different the formulations of today compared with that of the past.

Different areas of the train were looked at with reference to the conditions that they have to survive and the types of application that they need.

Mike finally showed the future trends that will be expected such as the fleet size, the substrates that will be used and the paint systems that will be required to meet these needs.

Our next speaker was Dr Paul Lansdell who is a very keen railway enthusiast and a member of the Dean Forest Preservation Railway.

I am sure that we all enjoy riding on these wonderfully preserved railways but Paul highlighted to us some of the hard work that goes on in the background in order to make this possible.

Railway Preservation societies obtain wagons, coaches, engines and all the ancillary equipment needed to make it all possible but the condition that they are received in is often worse for wear and all most difficult to imagine how they can ever be used.

Paul took each section of a railway, wagons, Locomotives, carriages, and miscellaneous such as platform waiting areas, signal boxes, footbridges etc and described the way that each would be tackled with regards to bringing it back to useful life, the types of preparation and the different types of paint that would be used.

The evening was very well received with about 35 attendees and the Southern Branch would like to thank our speakers and organisers who put on the event.

John Burgess FIMF

Institute of Materials Finishing
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Website— www.materials-finishing.org

Due to the current Covid restrictions Exeter House is closed Exeter House Staff will be working from home during this period.
You can email us on:
heLEN@materialsfinishing.org or karen@materialsfinishing.org
IMF DIARY

ANNUAL GENERAL MEETING
7th December 2021

DISTANCE LEARNING START DATES

Friday 4th June 2021
Friday 10th September 2021

You may enrol up to 30 days in advance of the start date.

Please note that all course fees must be paid in full before any course materials can be released.

Please contact Karen Yates by email
karen@materialsfinishing.org

You can find details of courses and qualifications on our website

https://materialsfinishing.org

UPCOMING WEBINARS/SEMINARS

Equipment

13th April 2021
Cleaning (prior to plating) and Electroless Nickel
21st April 2021
Fischer/IMF Webinar

16th June 2021

Everyone is invited and if you wish to attend any webinar or seminar please contact
John Burgess by email JohnB_IMF@btinternet.com
As I write this at the end of March, we are now almost three months in to being an Independent Sovereign State, with individual trading relationships with the rest of the world. I’m aware there have been many issues trading with the European Union, but thank goodness we haven’t seen the major disruption in the South East where it was predicted that lorries could be queuing for several days to get through Dover.

I do know however that transport times have been greatly extended; as an example my own company ships goods to our German distributor, and it can now take up to four weeks for goods to go from Birmingham to their facility in Ludenscheid in central Germany, more than double the time taken before.

I’m also aware of issues with paperwork, especially where multiple loads are on one vehicle, but I’m sure as we get used to these new rules on shipping, life will get much easier.

There have also been issues with REACH, particularly concerning chemicals that were granted an authorisation for continued use within the EU, which have been grandfathered into UK REACH. There is concern about re-authorisation of these chemicals for continued use after the current authorisation end date, and this particularly affects chromium salts and chromium trioxide where the end date is in quarter three, 2024. There are two consortia looking to obtain a re-authorisation, one specifically aimed at aerospace and defence. This could limit the use of chromium salts and chromium trioxide for industrial applications, so a second consortium has been agreed that will cover these non-aerospace applications. If any member needs further information, please get in touch with me through the usual channels.

I recently attended the latest Cross Sector group meeting, with representatives from a wide cross section of UK industry. I have to say that, even though surface engineering has many issues with REACH and legislation, compared to some industry groups we have had a comparatively easy ride. During the meeting the representative from the Society of Motor Manufacturers and Traders (SMMT) detailed some of the issues they have had reporting data on chemicals within a completed vehicle to ECHA, including down to chemicals within the brake fluid and screen wash. Whilst this reporting is a legal requirement, apparently ECHA cannot handle the sheer volume of data!

The position on phthalates and silver were discussed in some detail. It appears silver, in its pure metal form, and as silver chloride and silver nitrate were included in a dossier submitted in a proposal for harmonised classification and labelling (CLH) of the substance. This submission is due for discussion in the RAC later this year, but a change in the classification of silver could have implications across many sections of industry.

Full minutes of the meeting have not yet been received, but I will circulate on arrival.

It is pleasing to now have a “roadmap” from the Government for our exit from Covid lockdown, with a hopeful return to near normality by the summer. Like most people, I can’t wait to be able to get back to meeting socially with friends and enjoying a beer and a meal out. I do think, however, that the world will have to learn to live alongside Covid, but I hope that it will become no more severe an issue than the flu virus which we have all learned to live with. If it means annual injections of vaccines to protect us, then so be it!

Graham Armstrong– April 2021
IMF and Parliamentary and Science Committee discuss “Sector Deals for SMEs”

One attendee described the APRIL 15th meeting of the Parliamentary and Science Committee (PSC) as “a very stimulating session”. The subject was “Sector Deals for SMEs” and was suggested by the IMF through its direct involvement with the PSC. The IMF was also instrumental in recommending and obtaining speakers. SMEs are considered the bedrock of our economy and they employ more people than all large companies combined. Such was the interest generated in the discussion that the meeting overran by almost twenty minutes!

The meeting demonstrated the importance of Government derived funding availability for SMEs to carry out research and innovative works. It also brought to the attention of both Houses of Parliament the importance of SMEs to the UK’s economy, how they can be supported and the issues they face. Furthermore, it raised the profile of surface engineering and coatings by having speakers involved in the sector and giving examples of its importance. The surface engineering sector is directly contributory to about 50% of the manufacturing sectors GDP in the UK.

The speakers also described the economic importance of surface engineering in both the UK and global economies, as well as demonstrating its importance and challenges faced by the demands for new and advanced technologies. Between them, the three speakers provided a very synergistic profile of the SME sector and the funding streams available to it.

The first speaker was Professor Karl Ryder of Leicester University and President of the IMF, who gave a summary of the importance of SMEs to the UK economy and why the SME community needs access to University facilities and expertise. He said that the SME sector often operates in sophisticated and fast moving technology areas where R&D costs for innovation are very high. Karl then outlined how SMEs can access the academic research and development expertise and facilities available in the UK University sector to advance new ideas and technology transfer.

These mechanisms were illustrated by some examples of Innovate UK funded projects in which he had been involved (such as CRUPPAIL, AlPcAr and ReGaIL) and that were related to the surface chemistry/engineering. He also highlighted the value of surface engineering sector to the UK economy and society.

Karl also demonstrated the sector’s importance and challenges in remedying issues created by the demands for new and advanced technologies. Schemes such as the Energy Research Accelerator (ERA) were highlighted as an effective mechanism for SME/University collaboration. The difficulty of finding the right partners for innovation and development was discussed but also examples of University led innovation schemes (such as the Leicester Innovation Hub) were given as potential solutions.

Karl summarised his discussion by saying that:

There is provision for SMEs to partner with Universities but it is often difficult to find access.

Current funding models can disadvantage the SME and make innovation difficult. Funding rules and reporting/claiming mechanisms are cumbersome, financial claims are in arrears.

University sector represents a huge resource for SMEs: collaboration is mutually beneficial.

The second speaker was Brian Norton, Managing Director of Indestructible Paints Ltd, who described how his company has grown into a £6.5 million business employing 42 people in 2019 from its inception in 1978. The company currently employs 42 people covering a wide range of activities, including R&D, product manufacturing and technical and commercial backup. Brian discussed how, often with the help of external research funding, the company has developed and manufactures high quality, high performance materials, paints and coatings for use in extreme environments such as those found in aerospace, automotive, power gener-
Indestructible Paints has received funding support from Innovate UK and its predecessor (Technology Strategy Board) for a variety of successful high risk and innovative research and product development projects. One family of its coating products – Ipcote – was developed using Innovate UK funding through its SMART schemes. Ipcote is a range of sacrificial aluminium basecoats and sealcoats that are high corrosion resistant and high temperature coatings, designed for use in challenging environments such as aero engine, aircraft landing gear, power generation and marine situations. One recent success enjoyed by Indestructible Paints has been the development of a high performance coating for use on HMS Queen Elizabeth – the Royal Navy’s new aircraft carrier – for which a new coating was required for its deck; this coating has to withstand temperatures of over 1,000°C, so that F35 jets can land and take off from the craft.

Brian also mentioned some issues currently faced by his industry’s SMEs; these include those created by REACh and Brexit, as well as the need to comply with increasing controls to help protect the environment.

The third speaker was Paul Mason, Director of Innovation Policy at Innovate UK, which provides Government backed funding to both industry and academia for research and innovation. Paul described the benefits of industrial R&D and explained that “companies that persistently invest in R&D have higher productivity” and that “innovating companies are more likely to both export and generate growth”. He also pointed out that future trading depends on today’s innovation and that the UK should do everything it can to retain or improve on its position of 4th in the Global Innovation Index. To emphasise the importance of innovation and the opportunities it creates for UK businesses, Paul reminded the audience that 99% of the world’s population and 97% of global GDP are outside the UK!

Not only does Innovate UK provide funding for innovation, it can also facilitate SMEs in making connections and creating collaboration between interested parties. Since 2007/8 Innovate UK has invested £2.9 billion in R&D projects and generated £21.2 billion in added value to the UK economy – a Gross Value Added of 700%. During this time it has involved 36,980 participant organisations in projects, of which 27,690 (80%) are SMEs. On average, Innovate UK funding has resulted in 9 new jobs being created in each organisation. In APRIL 2021 it had 5,692 live projects, of which 2,097 were collaborative; of the collaborative projects, 1,934 involved SMEs and 1,261 involved academia.

Paul also said that successful and sustainable UK prosperity is critically dependent on business innovation and that innovation accounts for up to 50% of labour productivity growth. He also said that new product development is difficult to do, but help is available through a variety of Government/ UKRI schemes.

From his experience, Paul said that projects are usually more successful when they answer a demand, rather than try to create a demand (“pull” vs “push”). Innovate UK funding is designed for developing things that don’t already exist or have a low TRL (Technology Readiness Level) and to bring together collaborators and expertise, as well as facilities and equipment.

In terms of future funding, Innovate UK will be striving towards creating a net zero future economy, promoting and assisting growth at scale up, developing global supply chains and the ecosystem, as well as helping Government achieve its policies and objectives by focussing on the UKs strengths in R&D, placements, design, talent, skills and responsible innovation.

After the presentations there was a lively and informative Q&A session with a lot of open discussion about what had been covered and raised by the speakers.

Trevor Crichton (IMF Science Committee)
The facts on F-Gas and why you should be paying more attention
Graham Fraser, MD of Fraser Technologies

Regulations around the use of F-gases (also known as fluorinated gases) have become increasingly stringent over the last few years, and many businesses are unknowingly and inadvertently breaking laws.

Commonly used in refrigeration and cooling industries, F-gases can also be present in solvents, which affect a much wider variety of industry sectors.

F-gases are man-made, and the most prevalent in the UK and EU are hydrofluorocarbons, perfluorocarbons, and sulphur hexafluoride. These were popular for a time because they do not harm the ozone layer, have low toxicity, and are non-flammable. However, later research has found that in contrast, they are very high in carbon dioxide emissions.

In 2015, the EU released an updated F-gas Regulation to replace the one adopted in 2006, and the new targets aim to cut the EU's 2014 F-gas emissions by two-thirds by 2030.

To achieve this, the current Regulation limits how much F-gas can be sold in Europe and bans the use of F-gases in new equipment where alternatives with lower CO2 emissions are widely available. It also aims to prevent F-gases emitting from existing equipment by outlining mandatory checks and servicing, and controlling the safe recovery of the gases at the end of the equipment's life cycle.

It is a criminal offence to leak F-gases. Many operators are completely unaware, while some may be choosing to ignore the rules; but this is a big risk. With environmental awareness and action dominating political and news agendas, any policies and regulations around environmentally harmful practices are only going to become tighter.

If in doubt about whether a product contains F-gas, it is required by law that F-gas is noted on the drum of all solvents and should be listed on material safety data sheets (request latest versions regularly), so labelling and documentation should be examined carefully.

Alternatives
One reason the EU has placed restrictions on F-gas is because so many environmentally friendly alternatives are available. For solvents, a new generation of cleaning solutions are just as effective as those containing F-gases. In most cases, they also make cleaning processes more efficient and more cost-effective, as well as minimising environmental impact, like Opteon™ SF80®, which works well as a replacement for hydrofluorocarbons and perfluorocarbons. It is a non-flammable, fast drying cleaning solvent that is well-suited for vapour degreasing, precision cleaning and the removal of greases and oils; and to clean a variety of soils from mechanical components, electronics, optics, and military hardware. These solvents are also increasingly replacing commonly used heat transfer fluids.

With quantities of F-gases decreasing, and costs escalating as a result, businesses currently using F-gases in their equipment, and in particular those using solvents containing F-gases for industrial applications, should look to the future and to the alternatives. These regulations are not going away, and with options that are cost-effective, reduce environmental impact and deliver equal results, the time to embrace the change is now.

For more information please contact us:
Tel: 01506 443058 | Email: sales@frasertech.co.uk | www.frasertech.co.uk
The Southern Branch of the IMF is holding a Zoom Seminar entitled:

**Cleaning (prior to plating) and Electroless Nickel**

Wednesday 21st April 2021 @1915 hours

**Speakers:**

- **Cleaning (prior to plating)** by Ralph Dutton (Trimite Ltd)
- **Electroless Nickel** by John Burgess (Southern Branch)

If you are interested in this seminar then please register with either:

- John Burgess  JohnB_IMF@btinternet.com
- Helen Wood  helen@materialsfinishing.org

There is no charge for this seminar
Halcyon Environmental has a long established reputation in providing Environmental and H&S Consultancy across broad sectors of the metals and materials finishing industry. About to enter our 30th year of continuous consultancy, the Company is being spearheaded by the second generation. Tim Growcott who has been the Senior Partner since 1992 is taking a well earned break after 52 years in industry and Ross and Richard are now taking up the mantle. Both have been with the company for 15 years so the future is in good hands.

Tim will retain the legal aspects of statutory compliance and his lads undertake the CoSHH, Control of Noise at Work, LEV inspection and Testing, water sampling and miscellaneous work.

Halcyon was founded based on the increasingly regulated environmental and H&S issues at the time. The company has progressively employed personnel and specialists to meet the requirement of an ever increasing customer base. Encompassing paints, polymers, plastics, perfume analysis and a plating and anodizing services, we are now progressing into the monitoring of life science related products and processes.

Tim’s background included Mander’s Paints, Guy Motors, Wilkins & Mitchell, BASF and SGS which encompassed a plethora of scientific processes and applications. From 1992 onwards its been the development of site specific, process related services in a multitude of UK and overseas operators. This has meant a long standing membership with the IMF and other trade associations including the Stack Testing Association and Surface Testing Association. In many cases the consultancy included not only measuring and monitoring but analytical methodology. This was undertaken in paint and polymer QC controls, monitoring of acrylic urethane and polysiloxane in air sampling techniques. We developed methodologies for solvent in -paint tank adjustments for OEM vehicle manufactures mainly in GC-MS to enable on-site solvent management.

Halcyon has striven to maintain long standing relationships with its client base ranging from the secondary metals recovery sector to producers of “well-being” products, the latter requiring the analysis of complex oils and “naturally occurring materials”.

Halcyon has always been a provider of Management Systems and 14001 and 18001 documented formats have long formed our relationship with a diverse client base, clients producing foam seating, electroplating, engine and automotive products have benefited from this co-operative approach to compliance and accreditation.

Over recent years our personnel have extended our services to include historical documents, most recently with the history of W H Darby, previously Vaughtons of Birmingham. This history was initiated to support the company’s bid for the 2012 Olympic Medal. Company histories have included Bayliss, Jones and Bayliss ‘Railings and Railways to the World’ and “Hingleys” who famously manufactured the Anchors for the Titanic. You can still stand on a link of the Titanic’s chain at one of our clients in Cradley Heath.

The Halcyon website with a complete portfolio of services can be found at www.halcyon-environmental.co.uk. Equally contact us at tim@halcyon-environmental.co.uk
Important information for all users of Chromic Acid and Dichromate containing materials

A change of regulation has come to the attention of the IMF concerning the use of the above materials.

REACH (Registration, Evaluation, Authorisation and Restriction of Chemicals) still requires a number of chemical substances (in this case the above chemicals) to be authorised for continued use.

ALL companies using sodium/potassium dichromate surface treatments and those using chromic acid for electroplating will need to register with the HSE for continued use.

It is understood that in the case of chromium trioxide companies must have submitted their first set of monitoring data as per the authorisation’s requirements by mid April of this year.

If you are unsure as to what to do and need advice, then contact the Health and Safety Executive.
INTERNATIONAL UNION for SURFACE FINISHING – Interfinish 2021

IMF Fellow, Prof Hide Kanematsu in Japan, has kindly contacted us to remind members about the Interfinish 2021 conference. We’re delighted to give the main points of his message below.

Interfinish 2020 was postponed and the organisers are now calling for papers for, and audience and sponsor participation in Interfinish 2021. The conference will be held virtually from September 6th to the 8th and the Surface Finishing Society of Japan (SFSJ) will host the conference.

Prof. Karl Ryder, President of the IMF, will give a Plenary talk, so it would be good to have as many IMF members as possible to join up as speakers, and also as participants.

The detailed information of one of our industry’s great and traditional technology events can be obtained on: http://spp.material.nagoya-u.ac.jp/wp/interfinish2020/

Participation, application to give a presentation and sponsorship by companies are highly welcomed.

The important dates are:

- Abstract submission due: May 31st, 2021
- Notification Date for Acceptance: July 31st, 2021
- Early Bird Registration deadline: August 10th, 2021
- Sponsorship Registration: July 31st, 2021

The website for application as speaker and delegate to the conference, containing all the information needed for intending participants, as given above, is: https://spp.material.nagoya-u.ac.jp/wp/interfinish2020/

The website for intending sponsor companies is: https://spp.material.nagoya-u.ac.jp/wp/interfinish2020/become-a-sponsor/

The post conference journals for publishing papers are already selected. One of them is Transactions of the IMF, we’re very pleased to say.
Guidance to support the engineering profession in achieving a more sustainable future

All those working in engineering have a significant role to play in helping society achieve a more sustainable future. To support this, the Engineering Council, the regulatory body for the UK engineering profession, has issued updated Guidance on Sustainability for engineering professionals at all career stages.

The Guidance is reviewed periodically and, following a wide-ranging consultation with the engineering community, this edition replaces and updates the previous Guidance.

The revised Guidance on Sustainability includes the UN’s Sustainable Development Goals, clarifies its definition of sustainable development, and emphasises the importance of engineers taking a proactive role. This latest edition highlights the importance of designing in sustainability from the start, emphasises the inter-connectedness of environmental challenges and solutions, the role of regeneration and restoration, and consideration of the whole life cycle – including safe disposal.

Alasdair Coates CEng FICE MCIHT CMIOSH, CEO of the Engineering Council said: “Sustainable development is an increasingly important issue for society and the engineering profession works to meet the challenge of the climate emergency. Engineers and technicians have a key leadership and influencing role in working towards sustainability, increasingly as part of multi-disciplinary teams that include non-engineers, and through work that crosses national boundaries.

This updated Guidance on Sustainability supports individual engineers in achieving sustainable development through engineering, as well as helping professionally registered engineers – Chartered Engineers, Incorporated Engineers and Engineering Technicians – to meet their professional obligations.”

This Guidance sets out six principles to guide engineering professionals in integrating understanding of the environment and sustainability into all aspects of their work:

1. Contribute to building a sustainable society, present and future
2. Apply professional and responsible judgement and take a leadership role on sustainability
3. Do more than just comply with legislation and codes: be prepared to challenge the status quo
4. Use resources efficiently and effectively
5. Seek multiple views to solve sustainability challenges
6. Manage risk to minimise adverse impact and maximise benefit to people and the environment

The full Guidance on Sustainability leaflet, along with a convenient wallet card of the six principles, can be downloaded free from www.engc.org.uk/sustainability. Engineers, employers and institutions are encouraged to share this Guidance with their networks.

The Engineering Council also produces Guidance documents on Risk, Whistleblowing and Security, in addition to the Statement of Ethical Principals, published jointly with the Royal Academy of Engineering (RAEng). This Guidance is reviewed regularly and can be found at: www.engc.org.uk/standards-guidance/

Download it for free and share with your networks: www.engc.org.uk/sustainability
Indestructible Paint Ltd.’s worldwide reputation for performance coatings, much of which has been developed in the challenging aerospace sector, is now being applied to the needs of the rail industry. The Birmingham-based company has recently established a rail department and is building a range of coatings to meet the specific needs of rail operators.

“Our RW Series of coatings is particularly suitable for this sector,” says Mike Booth, Rail Product Specialist at Indestructible Paint, “with RWIP3000 one of the most recently introduced. Directly applicable to both new build and refurbishment rail procedures, it can offset particular risks.”

He explains that the material is a thin film intumescent coating which, when intumesced, forms a barrier to protect the substrate from burning for a specific number of minutes dependant on thickness. Significantly, when used in conjunction with a heat absorbing primer, RWIP3000 is further suitable for hot areas typically found under a train. “For example, around an exhaust area, this will protect cables in the unlikely case of a fire,” adds Mike Booth.

Because RWIP3000 performs with a range of substrates, including metals, timber and composites, it is seen as widely relevant to rail design – from vehicle components to civil installations. Suitable for both air- and forced-drying, the coating maintains excellent adhesion – including, importantly for the rail sector, where high air movement is present.

“RWIP3000 is normally applied as a primer/sealer intumescent coating which can then be overcoated with a two-component epoxy or polyurethane topcoat – it can be applied either by spray or brush,” continues Mike Booth.

As a clear demonstration of the performance capability of RWIP3000, Indestructible Paint points to a specific testing operation centred on exposure to an 1100°C flame.

“With the flame positioned 10cm from a 4mm anodised aluminium substrate, the panel condition remained satisfactory, with internal pressure maintained, after a five-minute exposure period,” explains Mike Booth. “By comparison, over the same period a non-coated panel had distorted and deteriorated before splitting, exploding and completely melting.” Similarly, the Indestructible Paint coating has been shown to maintain heat resistance when exposed to 180°C heat source for more than 100 hours.

“We believe these test results clearly demonstrate the suitability of RWIP3000 to the rail industry,” adds Brian Norton, Indestructible Paint’s Managing Director.

“We have taken the decision to focus heavily on the needs of the rail sector because the challenges presented by its operating environment can be closely aligned to our experience, commitment to research and development and our belief in working closely with customers to develop high performance coating solutions. When allied to our extensive experience in sectors such as aerospace, we are already seeing growing take up of our RW range with RWIP3000 a prime example,” he concludes.
FISCHER / IMF WEBINAR

COURSE SERIES ANNOUNCEMENT

FREE Virtual Webinar (Course 1):
Sharing best practice, guidelines, considerations and measuring techniques when electroplating

In collaboration with the Institute of Materials Finishing

Date: Wednesday 16th June, 2021
Time: 2pm-3pm

AGENDA:
• Electroplating – What is it?
• From the “job shop” to higher precision plating
• The Printed Circuit Shop
• Electroplating techniques and components
• Measuring instruments
• What can influence your measurement quality?
• Ensuring ongoing best practices

To register for this event please contact:
Georgina McWhirter via email gmcwhirter@fischergb.co.uk
or call 01386 577370
HMG

HMG Paints Ltd have announced a new distribution partnership with West Midlands based Breakwells Paints Ltd. Offering some of HMG’s most popular products from Industrial coatings to Narrowboat and specialist UPVC coatings, Breakwells are already moving on to their next phase of expansion by introducing HMG’s low VOC, child friendly decorative paint in the first quarter of 2021.

Entering its 20th year, Breakwells Paints Limited are now under the ownership of General Manager Russell Eynon. Russell, a qualified Accountant, who has been with the business for 18 months, has set challenging growth plans to re-establish the Breakwells Paints business. Already established in the Narrowboat sector, Breakwells have hit the ground running with HMG’s specialist coatings complimented by an in-house tinting machine. The distributor based in Walsall are actively setting up supply partnerships locally into a myriad of businesses, with individual paint needs.

Breakwells are happy to be working with HMG, who are one of the last remaining British paint manufacturers and have just recently been accredited with a Made in Britain collective mark, which unites the British manufacturing sector and helps consumers, buyers and specifiers identify products that are made in Britain. “Through a long-standing relationship with the team at HMG, I joined the business at Breakwells and contacted Danny Cleary, HMG Sales Director and Matt Parsons, Technical Representative straight away. They have both offered endless valued support.” Said Russell Eynon, Owner, Breakwells Paints. “I congratulate HMG on their recent Made in Britain accreditation. As the country looks to ‘re-shore’ their manufacturing and supply route, we at Breakwells share their ethos and look forward to supplying ‘Made in Britain’ product to our customers.”

Launching in the first quarter of 2021, Breakwells have invested in a water-based tinting machine which works with HMG’s MSH colourants. The MSH colourants are designed for the decorative and architectural markets, HMG’s MSH water-based colourants are VOC, NPE & APE free, which means they are better for the environment. This enables Breakwells to offer HMG’s decorative paints and match any colour on demand. With both the industrial and decorative tinting systems, Breakwells are unstoppable in what they can offer their clients.

“It is great to welcome Breakwells Paints to the HMG family and we look forward to supporting their business growth, not only by offering quality products and colour matching services, but also technical support on product specification, application and trouble shooting. Russel and the team at Breakwells are very hands on, we have every confidence that their business is going to thrive.” commented Matt Parsons.

The UK’s largest independent paint manufacturer, HMG Paints Ltd rely on a loyal, countrywide distribution network to supply and service previously unreachable customers and expand the HMG Paints brand. New distributors are selected based upon their reputation, expertise, and local knowledge. Visit https://breakwellspaints.co.uk/ to start browsing now.

If you require further information on the press release, please contact:
Gracienne Ikin or Stephen Dyson
HMG Paints Communications
gikin@hmgpaint.com or sdyson@hmgpaint.com
0161 205 7631
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REVISED DATES:
20 - 21 OCTOBER 2021

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20 - 21 OCTOBER 2021

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ADVANCED ENGINEERING 2021
3rd & 4th November 2021 at the NEC

MACH
4–8 April 2022
NEC Birmingham UK
machexhibition.com

SURFEX
7–8 June 2022
Ricoh Arena, Coventry, UK

IMFORMATION APRIL 2021