

## Liquifast 1502

### Description

1-component, cold-application, moisture-curing PUR adhesive for direct glazing of vehicle windows in the case of repairs. Liquifast 1502 was tested in a crash by the TÜV testing agency. The bonding agent is characterized by its extremely fast hardening properties and excellent rigidity. Vehicles whose windows were bonded using Liquifast 1502 are ready to be driven after just 1.0 hour of drying time, with or without driver airbag/dual airbags, according to general test conditions. Liquifast 1502's increased torsional rigidity increases driving safety and comfort. This type of adhesive is especially prescribed if the vehicle windows contain heating elements or vehicle antennas.

### Properties

- TÜV tested
- fast bonding properties
- cold working
- proven OEM quality
- cured by moisture in the air
- high-modulus
- high viscosity
- non-conductive

### Technical data

Base	polyurethane pre-polymers
Color / appearance	black
Odor	charakteristic
Extrusion viscosity	pastös, pumpbar GM001.0
Density at 20 °C	1,34 g/cm <sup>3</sup>
Solids content	>95 %
Flash point	>100 °C
Ambient temperature	5-40 °C
Extrusion temperature	10-35 °C
Rigidity	good
Processing time	8-12 min at 23 °C/50 % r.h.
Skin formation time at 23 °C/50 % relative humidity	ca. 10 min GM 006.0
Curing rate at 23 °C / 50 % rh	ca. 3.5 mm/24h GM 007.0
Combined tension and shear resistance	> 4,5 MPa GM 021.0
Tensile strength	> 4.5 MPa DIN 53 504
Ultimate elongation	ca. 350 % DIN 53 504



### Technical data

G modulus (shear modulus)	ca. 3.0 (at 10% strain after curing) MPa
Resilience	ca. 99 % EN 27 389
Hardness, Shore A	ca. 75 DIN 53 505
Shelf life in original sealed container	18 months
Recommended storage temperature	0 - 35 °C

### Areas of application

Bonding front and rear windscreens and side windows to vehicle bodies (passenger vehicles, heavy goods vehicles, the drivers' cabs of tractors and forklift trucks and special vehicles). Bonding in side windows made from single glass and insulation glass in bus and wagon building. And the following makes of cars: Audi, BMW, Daimler Chrysler, Ford, Jaguar, Opel, Porsche, Renault, Saab, Seat, Skoda, Volvo, Volkswagen.

### Comment

Recommendations for use are provided in the brochures supplied.

### Application

#### 1. Cleaning agent

The surfaces to be bonded have to be dry and free of oil, dust, grease and other dirt residues. The glass surface or the ceramic coating has to be cleaned with Liquiclean or cleaning and diluting agent, Item No. 6130, and then with the glass-cleaning foam Item No. 1512. Also the car body flange or the newly painted car body parts are to be cleaned that way. We recommend cleaning the cut back residual adhesive bead with Liquiclean or cleaning and diluting agent as well. Before the sealant is applied, or before the glass surface is bonded, the cleaned holding surface has to have dried completely.

#### 2. Priming / activation of pre-coated glass panes

Active Primer is necessary for the priming of the

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holding surface, when glass panes are to be bonded. The Active Primer is included in the delivery of the glass pane repair set as 10 ml stick. Prior to use, shake Active Primer well for at least 45 sec. Within the bond area, Active Primer can universally be applied on the cleaned glass surface or the ceramics silk screen, on the clean painted surface of newly painted parts of the car body, on the cut back residual adhesive beads, as well as on pre-coated glass panes (PUR and RIM coating). Apply Active Primer sparsely and uniformly (wet film has to have a thickness of approx. 0.05 mm). The primed surface has to dry for approx. 15 minutes before the glass adhesive is applied. If the residual adhesive bead has been cut back more than 6 hours ago, a pre-treatment with Active Primer is mandatory.

### Available pack sizes

310 ml Cartridge aluminum	6139 D-GB-P-I
400 ml Bag aluminum	6140 D-GB-F-I-E-NL-P

**Our information is based on thorough research and may be considered reliable, although not legally binding.**