



90 Minute Panel Bond Adhesive

1738

Panel Bond Adhesive is a 90 minute, multi-use glass sphere filled epoxy adhesive that provides a superior bond and seals that panel being bonded. The glass spheres in the product assist in obtaining the proper bond line thickness. It is suitable for all non-structural bonding applications of metal, aluminum, fiberglass and SMC, including door skins, roof skins, fenders, quarter panels, cab corners, and panels.



Mix Ratio

2:1



Suitable Substrates

- Raw plastic - rigid (SMC, BMC)
- Raw plastic - flex (ABD, PPO)
- Raw plastic - soft (PUR)
- Bare steel
- Bare galvanized
- Bare aluminum
- Fiberglass/ SMC Gel Coat

Note: Due to the diverse nature of plastics, always test plastic substrate for acceptable adhesion. Adhesion promoter maybe required for proper adhesion.

Note: Test pre-primed panels with acetone or paint thinner. If coating fails, strip panel to bare plastic & follow SOP 251 for Raw Plastic.



Surface Prep & Application

Remove paint and rust from surface with 36 - 80 grit sand paper. Straighten all metal and "pre-fit" the replacement part. Wash area with soap and water and wipe dry. Clean repair area with SCAT 6311, Speedi SCAT 6321 or Aqua SCAT 2 1391/1394 and wipe dry.

Cartridge Preparation: Place cartridge in dispensing gun, purge cartridge, attach mixer and purge cartridge to ensure product mixed properly (minimum of 1 mixer length).

Application: Apply 3/16 - 1/4" bead of adhesive to the area to be bonded. On metal and aluminum spread the adhesive over the entire bare metal bond line area on both the car and replacement part to ensure proper corrosion protection. Clamp the panel into position and tool any extra adhesive to provide a seal along outside edge of bonded panel. If bonding metal, weld appropriate areas while the adhesive is still wet. Wipe off any additional squeezed out material from plug holes and weld areas before welding. Let panel cure. Cure time can be accelerated with heat, cure for 1 hour @ 150°F (66°C) or for 45 minutes @ 200°F (93°C)*. While curing, reapply anti-corrosion material. (Clamps may be removed from the panel in 4.5 - 5 hours at 72°F (22°C). If the temperature is lower or there is tension on the part, additional cure time is required. Note: For detailed directions with photos, please see Addendum B.

Removal of Part: To break the bond, the adhesive can be heated to 250 - 300°F (120 - 150°C) but don't exceed 325°F (165°C). The adhesive will not reflow but will soften enough to break the bond.

*NOTE: Do not exceed 230°F (110°C) while curing.

**Flash Times/Dry Times**

Work time.....	85 - 90 min
Paint time.....	1 hr
Declamp time.....	4.5 - 5 hrs
Sand time.....	4.5 - 5 hrs
Full cure time.....	36 - 48 hrs

**Product Specifications**

Color.....	White/Gray	Size	7 fl oz
Shelf life.....	1 year	RTU solids	100%
Lap sheer strength.....	Steel: 2902 psi	Shore D hardness	77
Meets OEM specifications:			
GM.....	1886 psi		
Ford.....	1800 psi		
Chrysler Corp.....	2000 psi		

Regulatory

Category.....	Adhesive		
VOC actual.....	<.46#/gal (<55 g/l)	Wt % of water.....	0
VOC regulatory.....	<.46#/gal (<55 g/l)	Wt % of exempt compound.....	0
Wt % of volatiles.....	<3.75%	Vol % of exempt compound.....	0

**Limitations & Precautions**

- Visit www.tat-co.com to assure use of the most current instructions and TDS on this product.
- See website (www.tat-co.com) for this document in other languages. (Vea el web site para este documento en español. Voir le site web pour ce document en français.)
- For use only by professional, trained painters. Not for sale to or use by the general public.
- See Addendum B for more detailed product application.

LIMITED WARRANTY

The successful performance of this product is dependent on many factors beyond our control. Results are dependent upon the skill of the operator. This product is manufactured to meet the highest level of consistency and quality for the intended use. Transtar Autobody Technologies, Inc. warrants that its products meet the specifications which it sets for them. Should this product be proven to be off-specification within shelf life as stated in this datasheet, Transtar Autobody Technologies, Inc. will, at its sole discretion, either replace the product or issue credit for the original purchase price of the product. The replacement or refund shall be the buyer's sole remedy and Transtar Autobody Technologies, Inc. and its affiliates MAKE NO OTHER WARRANTY OR GUARANTEE, EXPRESS OR IMPLIED, INCLUDING MERCHANTABILITY, DESIGN COMPATIBILITY AND FITNESS FOR A PARTICULAR PURPOSE. LABOR OR COST OF LABOR AND OTHER INCIDENTAL AND/OR CONSEQUENTIAL DAMAGES ARE SPECIFICALLY EXCLUDED. The technical data contained herein are true and accurate to the best of our knowledge. Published technical data and instructions are subject to change without prior notice.



Addendum B

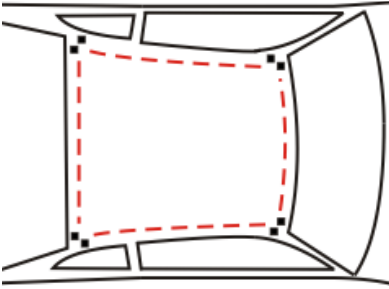
1458, 1728, 1738

Panel Bonding Adhesives may be used to bond metal, aluminum, fiberglass and SMC, including door skins, roof skins, fenders, quarter panels, cab corners, and small & medium & large sized panels. Choose the appropriate adhesive depending on the amount or work time needed. Do not use on structural components such as frame rails, pillars, core supports or rocker panels.



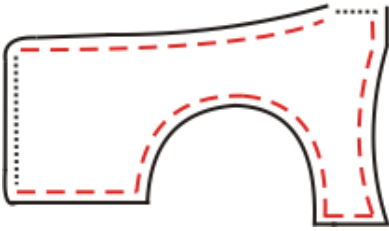
Application Information

1. Remove all paint, primer, corrosion and rust from the surface to be bonded using 36 - 50 grit abrasive disc. When preparing aluminum surfaces use 80 grit abrasive disc.
2. Straighten all metal and clamp equipment panels for proper alignment and fit. There should be no tension on the replacement panels.
3. Remove panels from vehicle.
4. Clean areas to be bonded with SCAT 6311, Speedi SCAT 6321 or Aqua SCAT 1391/1394. Other cleaner may leave a film and prevent optimum bonding.
5. Place cartridge in dispensing gun, purge cartridge, attach mixer and purge cartridge to ensure product mixed properly (minimum of 1 mixer length).
6. Apply 3/16 - 1/4" bead of adhesive to the area to be bonded. On metal and aluminum spread the adhesive over the entire bare metal bond line area on both the car and replacement part to ensure proper corrosion protection
7. Clamp the panel into position and tool any extra adhesive to provide a seal along outside edge of bonded panel. Do not over-tighten.
8. If bonding metal, weld appropriate areas while the adhesive is still wet. Apply Weld Through Primer 4353 per the product instructions to the weld area only. Clean 4353 overspray areas with Acry Solvent 9783/9784 or 6700-F Series Zero VOC Urethane Grade Reducer where panel bonding adhesive will be used. Note: Do not apply panel bonding adhesive material where Weld Through Primer exists.
9. Let panel cure. Cure time can be accelerated with heat. While curing reapply anti-corrosion material. (Clamps may be removed from the panel per times on the technical datasheet 72°F (22°C). If the temperature is lower or there is tension on the part, additional cure time is required.



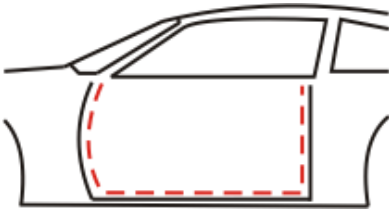
Roof Panels

Follow vehicle manufacturer's replacement procedures to prepare the service panel for replacement. Leave a space of two inches at each of the four corners to allow for two plug welds or a two inch lap weld. Use adhesive around entire perimeter of the roof and on the roof bows if applicable. Follow directions for surface preparation and applying adhesive. NOTE: On extended length van roof panels, 2 - 3 extra plug welds should be placed evenly in each side of the roof panel.



Quarter Panels

Follow vehicle manufacturer's replacement procedures to prepare the service panel for replacement. Follow vehicle manufacturer's replacement procedures for welding the joint between the rear body and the quarter panel, as well as the sail panel. Adhesive can be used on all other areas, lower panel, wheel opening, door jamb, and trunk drip rail. Follow directions for surface preparation and applying adhesive.



Door Skins

Follow vehicle manufacturer's replacement procedures to prepare the door frame and service panel for replacement. Adhesive may be used on the entire replacement panel. Follow directions for surface preparation and applying adhesive.

Adhesive Area 
Welding Area 

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