

# BRUSHABLE SEAM SEALER TECHNICAL DATA SHEET



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Stock	Product	Color	Size
SS101-QT	Brushable Seam Sealer	Gray	30.4 fl oz (900 mL)

## DESCRIPTION:

Brushable Seam Sealer is fast drying and designed exclusively for automotive uses. This product remains flexible and will not crack, harden, sink or sag. Brushable Seam Sealer is easily applied with a brush and holds a perfect brush mark to match that O.E.M. seam. It provides excellent adhesion, seals cracks, crevices, body seams and is ideal for use on all lap and flange seams and joints. Brushable Seam Sealer is paintable in 30 to 60 minutes and comes in a light gray color.

## FEATURES:

- Fast drying
- Paintable
- Good adhesion; remains flexible, will not crack
- Smooth creamy texture – holds brush marks well
- Will not flow or run after application
- Easy application, ready to use, no mixing required

## DIRECTIONS FOR USE

### SURFACE PREPARATION:

1. Dry surface and then clean with solvent to remove oil, grease, dirt, or other foreign matter that could inhibit bonding. Surface must be clean, dry and rust free.
2. When applying over a painted surface, the paint must be completely cured.
3. Product can be applied over bare metal or primer. Bonds to rigid surfaces are usually improved by a solvent wipe, following by light sanding (150 – 180 grit) and another solvent wiping to remove any sanding residue.
4. Dry surfaces thoroughly before applying sealant.

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## APPLICATION:

1. Open the quart can and briefly stir material with a stir stick, trowel or brush.
2. Using a stir-stick, trowel or brush, apply enough material to completely cover desired area. Tool or re-brush entire seam for uniformity and to insure good substrate wetting/adhesion. Work quickly as product will rapidly form a surface skin.
3. Allow to dry for at least 60 minutes before painting [1].
4. Brushable Seam Sealer is designed for room temperature curing. Cure occurs when a majority of the solvent has evaporated from the bond/joint. The sealant builds strength very fast in the early stages and the strength build-up continues over time.
5. Clean up any uncured material with VM&P Naphtha or mineral spirits.

**NOTE 1:** This product contains solvent and if it is used inside the passenger compartment or trunk, there may be a residual strong smell if it is not allowed to fully dry. For these areas an alternate selection would be a polyurethane seam sealer such as SS107-TB.

## TYPICAL PROPERTIES:

<b>Appearance</b>	Light paste
<b>Color</b>	Light Gray
<b>Chemical Base</b>	Block Co-polymer / resins
<b>Density</b>	1.20 ± 0.01 g/ml @ 20°C
<b>Tack Free Time, @ 75°F</b>	5 - 10 minutes
<b>Paint Time, @ 75°F</b>	30 - 60 minutes
<b>Full cure, @ 75°F</b>	4 – 24 hours
<b>Service Temperature, °F</b>	- 20 to 160°F
<b>VOC Content</b>	<32 % w/w maximum (<390 g/l)
<b>Packaging</b>	900 ml / 1.9 pt

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## STORAGE AND HANDLING:

The product should be stored in the original containers between 5 and 30°C. The packaging must be protected from direct sunlight and heat. Store in a cool, well-ventilated area away from heat, sparks or flames.

## SAFETY PRECAUTIONS:

Contains toluene. DANGER: Flammable. Vapor harmful. Use only under well-ventilated conditions away from heat, sparks or flames. Do not breathe fumes. Avoid eye contact and prolonged contact with the skin. In case of skin or eye contact, flush thoroughly with water for 15 minutes and get medical attention if irritation persists. If breathed in, move person to fresh air. If swallowed, seek medical advice immediately and show the container label. **KEEP OUT OF REACH OF CHILDREN.**

For more information, please see our latest safety data sheet.

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All figures, recommendations and safety precautions are based on thorough investigations and our actual experience and are without engagement. Although the documentation has been set up with most carefulness, we do not accept any responsibility for mistakes, inaccuracies or printer's errors. We reserve the right to adjust the product, whenever we feel necessary. Because the design, the quality of the substrate and the conditions during application fall beyond our control, no responsibility for executed works can be accepted on the basis of this documentation. We therefore recommend to carry out own tests on the spot.