

CURRENT COMPREHENSIVE WRITTEN INSTALLATION INSTRUCTIONS:

Before performing an auto glass replacement please ensure that the environment and surroundings are conducive to a safe installation. Auto glass replacements should not be performed outdoors in severe weather.

Note: Air temperatures may vary and safe drive away charts should be utilized to ensure that the weather conditions and product used are appropriate for the desired safe drive away time.

1. When selecting your glass, OETech recommends that you use only OEM quality products and prepare the vehicle for the glass part removal.
2. Before each installation, verify that the urethane, primers and activators are within use by dates and the product was not originally opened more than one (1) month prior for the OETech Activator (OETechAC) and seven (7) days prior for the OETech 1-step Combo Primer (OETechCP) and OETech Molding Primer (OETechMP).
3. After removing glass part, strip old urethane bead down approximately 1/16" (full cut method). Repair any bare metal scratches with OETech Combo Primer (OETechCP), remembering to shake OETechCP for a minimum of 30 seconds before each use. On freshly painted vehicles, prime the bonding area with OETech Combo Primer. Replace cap immediately. Allow primer to dry at least 10 minutes. If the temperature is below 40°F, please allow for 30 minutes dry time.
4. Using OETech Automotive Glass Cleaner (OETechGC) (recommended), or Pilkington Glass Cleaner, spray fine mist on part. Using clean paper towel, clean part from center outwards to ensure contaminants are not redistributed.
Note: The surrounding environment must be conducive to proper cleaning of the glass. Glass Cleaner should not be stored in temperatures above 120° F (49° C).
5. Spray OETech Automotive Glass Cleaner (OETechGC) (recommended), or Pilkington Glass Cleaner to the bonding area a second time and with a fresh paper towel, wipe clean. This cleans contaminants transported to the frit during the initial cleaning.
6. (Optional Step) Using a dauber, apply OETech Activator (OETechAC) to the bonding surface and following with a clean towel, wipe off OETech Activator before it dries. Replace cap immediately. This procedure lifts any chemical contaminants from the surface and etches the frit for superior bonding. **Note: In instances where non-traditional contaminants (mold release agents or silicone based release agents) have been identified, this procedure is highly recommended.**
7. Shake the container of OETech 1-step Combo Primer well, until agitator ball is moving freely, continuing to shake for at least 30 seconds. **Note: Do not use product beyond stated expiration date. Product may not perform as designed, which could result in bond failure.**

8. Using a dauber or other suitable clean unused applicator, apply a uniform, continuous solid coating of OETech 1-step Combo Primer (OETechCP) to the bonding area. Be careful not to spill on vehicle paint or interior surfaces. Replace plastic insert and cap immediately. Dispose of dauber in appropriate container. Allow primer to dry (flash) for at least 10 minutes. If the temperature is below 40°F, please allow for 30 minutes dry time.

For PAAS/PVC, moldings and encapsulated parts, please use OETechMP (molding primer).

Note: The OETechMP primer must flash for a minimum of 10 minutes and also must be used within 7 days of opening.

9. Apply OETech 1-step Combo Primer to the frit and any bare metal scratches on the pinchweld to help prevent corrosion and to ensure maximum adhesion and to maintain OEM specifications (ensure any open bottles are not more than 7 days old). Replace cap immediately.
10. To get the proper size bead for the specific vehicle for which you are working, placed the end of the nozzle on the pinchweld, trim the “V” of the nozzle to the height of the roof line.
11. Apply OETech urethane according to individual preference (to glass or body) ensuring the stopping and starting points are closed.
12. Set and deck glass part, replacing all moldings, clips and fasteners according to their removal.
13. Release the vehicle to the customer after safe drive time has been achieved.

Note: If inappropriate replacement materials or methods are detected, the installer shall report these findings to the vehicle owner or operator. In addition, any inappropriate materials that could compromise the installation should be removed, and any adverse, glass installation-related conditions caused by the use of inappropriate materials or methods should be corrected.

Q. What is the proper temperature to store OETech products?

A. OETech urethane products (OETech 1, OETech 1S, OETech 2, OETech 2S, OETech 3+, OETech 3S+, OETech Heritage+, OETech 4) should be stored in the hermetically sealed original packaging between 41°F – 77°F. OETech glass cleaner and other approved glass cleaners should not be stored in temperatures above 120°F.

OETech primers and activators (OETech CP, OETech MP, OETech AC) should be stored between 32°F and 95°F. OETech products may be brought in temperatures below the range for use purposes (down to 0°F and up to 95°) for short periods of time as weather conditions may vary.

Q. What is the shelf life for OETech urethanes and primers?

A. The shelf life of all OETech urethane and primers is between 9 and 12 months. Specific data relating to the shelf life of a particular product can be obtained from accessing the OETech website (www.OETech.biz) and selecting the spec data sheet for the product being used.

The shelf life for Glass Cleaners (OETechGC and Pilkington Glass Cleaner) is 24 months.

Q. How can I get certified in OETech Urethanes?

A. Contact your local Pilkington sales representative who will provide you with the certification test. Answers to the test can be found on the www.oetech.biz.

Q. What product should I use in a replacement if butyl is currently being used to bond the glass to the vehicle?

A. If the OEM installation was polyurethane, the glass must be replaced with polyurethane or an equivalent adhesive bonding system. If the OEM installation was butyl, polysulfide, or other non-polyurethane, and the vehicle is licensed for highway use, adhesive bonded stationary glass installations shall be performed using polyurethane or an equivalent retention system unless in conflict with current OEM specifications.

Q. What is the proper procedure for sealing air or water leaks?

A. When sealing air or water leaks within a polyurethane retention system, only compatible polyurethane adhesive shall be used. No silicone or butyl may be used. When sealing air or water leaks within a grubber gasket/sealant system, only OEM sealants shall be used.

Q. Can any cleaning products be used when cleaning the glass prior to installation?

A. Those engaged in automotive glass replacement shall not introduce any chemical agents, such as cleaners, solvents, lubricants, release agents, or utilize any installation practice, which will adversely affect the glass retention system.

Q. What adhesive system should be used if the OEM installation utilizes a combination of rubber gasket and polyurethane?

A. If the OEM installation utilizes a combination of a rubber gasket and polyurethane as a retention system, then an equivalent adhesive bonding system must be used in the installation. In cases when the OEM didn't include polyurethane or an equivalent adhesive system, such systems shall be used if later production models included the addition of adhesive systems without body style modification.

Q. What product should be used for a vehicle requiring a product with high modulus or low conductive properties?

A. OETech1, OETech1S and OETech4 are high modulus and low conductive and would be the proper product to use in these situations.

Q. Can I use products other than those identified in the instructions?

A. Those engaged in automotive glass replacement shall not introduce any chemical agents, such as cleaners, solvents, lubricants, or refuse agents, or employ any installation practice which could adversely affect the glass retention system.

Q. What adhesive system should be used if the OEM installation utilizes gasket with no polyurethane?

- A. If the OEM gasket installation did not include adhesive and the vehicle is licensed for highway use, the installation shall include polyurethane or an equivalent adhesive bonding system. The following are permissible exceptions: egress applications, antique restorations, or in cases in which this practice conflicts with current vehicle manufacturer specifications.

Q. The vehicle manufacturer modified how the OEM glass was installed but did not make a model change. Which of the methods should be used when replacing the windshield; the one performed on the vehicle or the current method used?

- A. Whenever OEM retention systems are modified on later production models without body style modification, the most current retention system shall be used in the replacement unless otherwise specified by the OEM.

Q. When performing a windshield replacement, I notice rust and corrosion on the pinchweld. Will this impact the integrity of the installation?

- A. Rust (corrosion) on the pinchweld may interfere with ability for the primer and urethane to create an adequate bond thereby reducing or compromising the integrity of the installation. The pinchweld must be in a suitable condition for the primer and urethane to make a proper bond. If that cannot be done given the current state of the pinchweld due to corrosion or rust, then the pinchweld must be restored. If that cannot be done, the installation should not be performed and the customer should be referred to a body shop to restore the vehicle prior to the installer attempting another windshield replacement on the vehicle.

If corrosion is present, the installer should assess the severity of the corrosion and treat it by referring to the OETech pinchweld corrosion treatment document.

1. Light: Light metal discoloration; typically orange. The installer should remove corrosion with 802 grit sand paper or wire wheel.

2. Moderate: Moderate corrosion, typically has some red spots. In order to treat Moderate corrosion, the installer should remove corrosion with wire wheel, media blast or chemical dust remover.

3. Severe: This can be identified by deep "pitting", dark red spots and raised edges. To treat severe corrosion, remove corrosion with media blast or chemical dust remover.

4. Perforation: This level can vary from microscopic holes to loss of metal. Do not attempt to treat this type of corrosion, the panel must be replaced and treated by a body shop.

Q. What type of used glass can be used in a replacement?

- A. OETech does not recommend installing used glass except in the event of a repair and replacement. Used as defined does not include the removal and replacement of the same piece of glass.

Q. What specific OETech products should be used on preprimed glass?

- A. If the glass is clearly marked identifying which primers were used to preprime, the installer should contact that adhesive manufacturer to determine which products are compatible with those already used and should use only products identified as compatible in the installation. If the origin of the primer on the preprimed glass is not known, OETech does not recommend using the preprimed glass.

Q. What is the proper procedure to follow to replace a windshield?

- A. Please refer to the AGRSS Automotive Glass Replacement Safety Standard (standard, part A and part B) to ensure that proper procedures are being followed. The standard can be viewed at www.agrss.com/standard.php.

Q. What do I do if I think a component used in my installation failed?

- A. The failure of any product used in the glass installation process that the installer believes could jeopardize customer safety shall be reported promptly to the manufacturer or supplier of the product.

Q. What do I need to do to make sure that I am compliant with the AGRSS standard?

- A. Those engaged in automotive glass replacement shall maintain documentation to demonstrate compliance with this standard.