

## PR-1005-L Buna-N slosch coating

### Description

PR-1005-L is an aircraft integral fuel tank slosch coating. It has a service temperature range from -100°F (-73°C) to 250°F (121°C), with intermittent excursions up to 275°F (135°C). This material is designed as topcoat or barrier coating. The cured coating is resistant to prolonged exposure to both jet fuel and aviation gas.

PR-1005-L is a one part, synthetic rubber solution. The uncured material is a thin syrup suitable for application by brush, fill-and-drain, dip or spray. It cures at room temperature by the evaporation of solvent to form a smooth, tough, flexible transparent film having excellent adhesion to common aircraft substrates and polysulfide sealants. The following tests are in accordance with MIL-S-4383 specification test methods.

### Application properties (typical)

Color	Red
Viscosity (Brookfield #2 @ 10 rpm), Centipose (Pa-s)	900 (0.9)
Appearance; clear, uniform, free of skin, lumps, and jelled or coarse particles	Conforms
Working properties; smooth, uniform, no film irregularities	Conforms
Dry time @ 77°F (25°C), 50% RH, mins	20
Toxicity	Non-toxic

### Performance properties (typical)

Cured 2 days @ 77°F (25°C), 50% RH	
Specific gravity	0.85
Nonvolatile content, %	21
Peel strength, pli (N/25 mm), 100% cohesion	
JRF immersion, 7 days at 140°F (60°C)	
MIL-S-7502	22 (98)
QQ-A-250/13 (Alclad)	30 (122)

### Recoating properties - Good bonding.

- No lifting, blistering or loss of adhesion.
- Low temperature flexibility @ -65°F (-54°C) - No cracking, checking or loss of adhesion.
- Resistance to heat @ 180°F (82°C) - No hardening, blistering, checking, shrinking, or loss of adhesion.
- Resistance to salt water and hydrocarbon - No softening, blistering, leaching, apparent corrosion of the metal, or loss of adhesion.

Note: The application and performance property values above are typical for the material, but not intended for use in specifications or for acceptance inspection criteria because of variations in testing methods, conditions and configurations.

### Surface preparation

Immediately before applying sealant to primed substrates, the surfaces should be cleaned with solvents. Contaminants such as dirt, grease, and/or processing lubricants must be removed prior to sealant application.

A progressive cleaning procedure should be employed using the appropriate solvents and new lint free cloth (reclaimed solvents or tissue paper should not be used). Always pour solvent on the cloth to avoid contaminating the solvent supply. Wash one small area at a time.

It is important that the surface is dried with a second clean cloth prior to the solvent evaporating to prevent the redeposition of contaminants on the substrate.

Substrate composition can vary greatly. This can affect sealant adhesion. It is recommended that adhesion characteristics to a specific substrate be determined prior to application on production parts or assemblies.

For a more thorough discussion of proper surface preparation, please consult the SAE Aerospace Information Report AIR 4069. This document is available through SAE, 400 Commonwealth Avenue, Warrendale, PA 15096-0001.