<table>
<thead>
<tr>
<th>Column A</th>
<th>Column B</th>
<th>Column C</th>
</tr>
</thead>
<tbody>
<tr>
<td>Current AGRSS Standard sections and language that requires instruction from the retention system provider to help ensure AGR technician compliance. Note that only those sections of the Standard pertaining to the required support of the retention system provider are listed.</td>
<td>Retention System Provider instruction response to Column A (List the response that an AGR Technician should provide in order to match the instructions your company provides pertaining to the subject identified in Column A)</td>
<td>Identify the location within your current, written, comprehensive training instructions where your instruction response from Column B can be identified. (Document name, page and paragraph)</td>
</tr>
<tr>
<td><strong>4.0 Vehicle Assessment before Replacement</strong>&lt;br&gt;4.1 Those engaged in automotive glass replacement shall not undertake or complete such installation when any related condition would compromise the retention system and the owner/operator shall be so notified.</td>
<td>If a condition(s) is/are found that would compromise the installation of the glass, the replacement should not be attempted, and the owner/operator of the vehicle should be immediately notified.</td>
<td>Page 5, column 1, paragraph 3. “SRP Velocity Installation Manual. V1.1 20201221.”</td>
</tr>
<tr>
<td><strong>5.0 Selection of Glass and Retention Systems</strong>&lt;br&gt;5.1 Those engaged in automotive glass replacement shall use retention systems that are produced under the ISO 9001 standard or any standard that contains the entire text of ISO 9001.</td>
<td>No matter which SRP Velocity adhesive used, each product is produced under the quality assurance of ISO 9001:2015, ECOVADIS Silver Metal Holder approvals.</td>
<td>Page 34, paragraph 1. “SRP Velocity Installation Manual. V1.1 20201221.”</td>
</tr>
<tr>
<td>5.3 Those engaged in automotive glass replacement shall use either an OEM approved retention system or equivalent retention system as certified in writing by the equivalent retention system manufacturer directly or through a private labeler.</td>
<td>SRP Velocity offers a complete line of OEM and OEM approved adhesives for the bonding of automotive glass.</td>
<td>Page 34, paragraph 1. “SRP Velocity Installation Manual. V1.1 20201221.”</td>
</tr>
<tr>
<td>5.4 Those engaged in automotive glass replacement shall obtain and follow written comprehensive and current application instructions from the retention systems manufacturer or private labeler. These instructions shall include at least the proper use of the retention system storage specifications, minimum drive-away time charts containing temperature and humidity variables if applicable, and any special procedures required for adverse weather conditions.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
1. GLASS CLEANING:

- Product requirements
- Application requirements
- Storage requirements
- Shelf-life (opened & unopened)
- Adverse weather conditions
- Additional requirements

1. Glass Cleaning

Steps:
1. Place the replacement glass, exterior side down, on a windshield cradle.
2. Thoroughly apply SRP Foaming Glass Cleaner to the bond line of the glass and then onto the center of the glass. This will move any loose contaminants into the center of the glass and away from the bond line.

Do not wipe from non-bonding area back across the bonding surface.

3. Using an SRP Velocity Multipurpose Pad or Scotch-Brite type pad, with medium force, scrub the bond-line to remove contamination.
4. Using a clean, lint-free, disposable cloth or towel, wipe the SRP Foaming Glass Cleaner from the bond line, rotating the cloth or towel several times as you work your way around the bonding surface. Continue working from the outer bond-line towards the center of the glass.

If contamination is still present proceed to steps number 5 & 6 for advanced contamination removal. If all contamination has been removed proceed to the priming the glass section.

5. Thoroughly apply the SRP Velocity100CR contamination remover on to the bond-line of the glass. Using an SRP Multipurpose Pad or a white Scotch-Brite type pad, with medium force, scrub the bond-line to remove contamination.
6. Using a clean, lint-free, disposable cloth or towel, wipe the SRP Velocity100CR contamination remover from the bond line, rotating the cloth or towel several times as you work your way around the bonding surface. Touch-up any non-bonding areas with the cloth or towel. Make sure not to touch the bond-line again after the cloth or towel has touched a non-bonding area.

Glass Cleaning

Page 8, column 1, beginning in paragraph 3, under section titled “Cleaning, Prepping and Priming Glass” of the “SRP Velocity Installation Manual. V1.1 20201221.”
2. GLASS PREP/PRIMING:

- Product requirements
- Application requirements
- Storage requirements
- Shelf-life (opened & unopened)
- Adverse weather conditions
- Additional requirements
  - Used Glass
  - Pre-primed glass
  - PAAS
  - Non-traditional contamination
  - Other

**Storage Requirements**
During the cold of winter or the heat of summer it is important to keep your product at a temperature of 60°F to 80°F (16°C to 27°C). Exposure to temperatures above or below the stated range may have an adverse effect on the shelf life of the product and may complicate the dispensing of the product. To avoid unnecessary damage to the product and its packaging, store the product in an area that is out of harm’s way.

**SRP Velocity050 Cleaning Activator (Option 1)**

**Steps for SRP Velocity050 Cleaner and Activator’s Glass Application**
1. Thoroughly clean glass until all oil, grease and other contaminants have been removed. Allow any cleaning agents used to completely dry. If the glass cannot be freed of all contamination, use another glass.
2. Inspect the frit to ensure that adequate UV protection is provided. If not, use SRP Velocity247 Black Primer.
3. Shake the SRP Velocity050 bottle for 1 minute prior to use.
4. Inspect the expiration date, located on the bottom of the SRP Velocity050 bottle to ensure the product is fresh. The use of expired product can result in failure of the adhesion system in the event of an accident.
5. Once the SRP Velocity050 is open, record the date of the original bottle opening on the label. All SRP primers have an open life of 7 days. Dispose of any unused product once the 7-day open-life has expired.
6. With a clean, SRP Velocity Multipurpose Pad or a clean, lint-free disposable cloth, apply SRP Velocity050 in a continuous motion to the bond line of the replacement glass. If using a wool dauber follow the same instructions, but finish by using a clean, lint-free cloth or towel and wipe in a
continuous motion around the bond-line, rotating the cloth or towel as you go.

7. Tightly close the SRP Velocity050 bottle with the original cap as soon as possible after use to minimize solvent flash and/or potential contamination.

8. Allow the SRP Velocity050 to completely dry, normally 4-6 minutes depending on environmental conditions. In cold applications where the temperatures are above 0°F (-17°C) and below 40°F (8°C), allow a full 6 minutes for the primer to dry before applying SRP Velocity adhesive products to the glass.

SRP Velocity247 Black Primer (Option 2)

Steps for SRP Velocity247 Black Primer’s Glass Application
1. Thoroughly clean glass until all oil, grease and other contaminants have been removed and allow any cleaning agents used to completely dry. If the glass cannot be freed of all contamination, use another glass.
2. Inspect the expiration date, located on the bottom of the SRP Velocity247 bottle to ensure the product is fresh. The use of expired product can result in failure of the urethane adhesion system in the event of an accident.
3. Shake the SRP Velocity247 black primer bottle for 1 minute prior to use.
4. Once the SRP Velocity247 black primer is open, record the date of the original bottle opening on the label. All SRP Velocity primers have an open life of 7 days. Dispose of any unused product once the 7-day open-life has expired.
5. With a clean, SRP Velocity Multipurpose Pad or a clean, disposable dauber, apply SRP Velocity247 in a continuous motion to the bond line of the replacement glass.
6. Tightly close the SRP Velocity247 bottle with the original cap as soon as possible after use to minimize solvent flash and/or potential contamination. Properly dispose of any unused product once the 7-day open life has been reached.
7. Allow the SRP Velocity247 to completely dry,
normally 4-6 minutes depending on environmental conditions. In cold applications where the temperatures are above 0°F (-17°C) and below 40°F (8°C), allow additional time to ensure the primer has fully dried before applying SRP Velocity adhesive products to the glass.

8. The SRP Velocity247 on the glass will remain active for 1 hour. If fresh adhesive is not applied to the glass within 1 hour, reactivate the bond line by applying SRP Velocity247 according to the procedures outlined in this section. This can be done only once and should only be done with the SRP Velocity247 even if the original application was the SRP Velocity050.

**Storage Requirements**
During the cold of winter or the heat of summer it is important to keep your product at a temperature of 60°F to 80°F (16°C to 27°C). Exposure to temperatures above or below the stated range may have an adverse effect on the shelf life of the product and may complicate the dispensing of the product. To avoid unnecessary damage to the product and its packaging, store the product in an area that is out of harm’s way.

**Adverse Weather Conditions**

**Mobile Replacements in Cold Weather**
When ambient air temperatures drop below 40°F (4°C), special care must be taken when installing replacement auto glass.

1. When using SRP Velocity adhesives, make sure the adhesive is between 60°F and 80°F (15°C and 26°C) to ensure proper dispensing.
2. Pre-prime the glass in the shop or in the heated van. The SRP Velocity247 black primer must be applied at temperatures of 30°F (-1°C) or above. SRP Velocity050 cleaner and activator may be applied at temperatures as low as 0°F (-17°C).
3. Allow preps and primers to properly flash off. Never apply SRP Velocity adhesives to a wet surface.

**Mobile Replacements in Hot and Humid Weather**
1. When using SRP Velocity adhesives, make sure the adhesive is between 60°F and 80°F (15°C and 26°C) to ensure proper dispensing.
2. If removing the glass from a cool, conditioned space, allow glass to equalize with outside temperature before the application of primers. This will help eliminate condensation.
3. Allow preps and primers to properly flash off. Never place SRP Velocity adhesives onto a wet surface.

**Rain, Snow and Fog**
Ensure that the glass and pinchweld are perfectly dry before applying any SRP Velocity primers and adhesives. Never apply to a wet surface.

**Additional Requirements**

<table>
<thead>
<tr>
<th>Used Glass</th>
</tr>
</thead>
<tbody>
<tr>
<td>Any glass that shows signs of an unknown pre-installation, or used glass should never be used.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Pre-Primed Glass</th>
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</thead>
<tbody>
<tr>
<td>Providing that it can be determined the OEM placed this primer on the glass in a controlled factory setting, SRP Velocity can recommend the use of the glass.</td>
</tr>
<tr>
<td>If it cannot be determined that the primer was applied to the glass by the OEM, or it is suspected that the glass was primed in the aftermarket and returned to the glass distributor, the windshield should not be installed and should be returned to the distributor.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PAAS</th>
</tr>
</thead>
<tbody>
<tr>
<td>In order to complete a safe installation, a different set of procedures must be followed to prepare the PAAS surface for adhesive application. SRP Velocity247 black primer is used to re-activate the pre-applied adhesive bead.</td>
</tr>
<tr>
<td><strong>Steps:</strong></td>
</tr>
<tr>
<td>1. Use an SRP Velocity Multipurpose Pad or a clean</td>
</tr>
</tbody>
</table>

**Additional Requirements:**

<table>
<thead>
<tr>
<th>Used Glass</th>
</tr>
</thead>
<tbody>
<tr>
<td>Page 8, column 2, paragraph 5, last sentence under the section titled “Pre-Primed Glass” of the &quot;SRP Velocity Installation Manual. V1.1 20201221.”</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Pre-Primed Glass</th>
</tr>
</thead>
<tbody>
<tr>
<td>Page 8, column 2, paragraphs 5 - 6, section titled “Pre-Primed Glass” of the &quot;SRP Velocity Installation Manual. V1.1 20201221.”</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PAAS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Page 12, column 2, beginning in paragraph 5, and continuing to Page 13 of section titled “Priming Procedures for PAAS Parts” of the &quot;SRP Velocity Installation Manual. V1.1 20201221.”</td>
</tr>
</tbody>
</table>
1. Use an abrasive pad, such as a white Scotch-Brite Pad, to abrade the PAAS surface, and remove any wax or agents that may be on the surface.
2. Inspect the expiration date on SRP Velocity247 bottle to ensure that the product is fresh.
3. Shake the bottle for 1 minute prior to use to ensure proper mixing.
4. Remove the cap using a twisting motion and place it on a clean surface.
5. Once the bottle is open, write the date of the original bottle opening on the label. All SRP Velocity primers have an open life of 7 days. Dispose of any unused product once the 7-day open-life has expired.
6. Using a clean, uncontaminated dauber, apply the SRP Velocity247 black primer to the entire PAAS bead in order to re-activate the pre-applied urethane.
7. Tightly close the bottle with the original cap as soon as possible after use to minimize solvent flash and/or potential contamination.
8. Allow SRP Velocity247 black primer to dry completely, normally 4-6 minutes depending on environmental conditions, before applying fresh urethane into the channel on the PAAS urethane bead.

Non-Traditional Contamination

5. Thoroughly apply the SRP Velocity100CR contamination remover on to the bond-line of the glass. Using an SRP Multipurpose Pad or a white Scotch-Brite type pad, with medium force, scrub the bond-line to remove contamination.
6. Using a clean, lint-free, disposable cloth or towel, wipe the SRP Velocity100CR contamination remover from the bond line, rotating the cloth or towel several times as you work your way around the bonding surface. Touch-up any non-bonding areas with the cloth or towel. Make sure not to touch the bond-line again after the cloth or towel has touched a non-bonding area.
### 3. Pinchweld Prep/Priming

**Steps for SRP Velocity247**

1. Inspect the expiration date located on the bottom of the SRP Velocity247 black primer to ensure that the product is fresh.
2. Once the bottle is open, write the date of the original bottle opening on the label. All SRP Velocity primers have an open life of 7 days. Dispose of any unused product once the 7-day open-life has expired.
3. Shake the bottle for 1 minute prior to use to ensure a proper mixture.
4. Remove the cap using a twisting motion and place the cap on a clean surface.
5. Using a clean, uncontaminated dauber, apply the SRP Velocity247 Black Primer to bright scratches, exposed metal, painted pinchweld surfaces, PAAS and cutback urethanes that has been exposed for more than 6 hours.
6. Tightly close the bottle with the original cap as soon as possible after use to minimize solvent flash and/or potential contamination.
7. Allow SRP Velocity247 Black Primer to “flash off” and completely dry, normally 4-6 minutes depending on environmental conditions before extruding fresh urethane.

Surfaces primed with SRP Velocity247 Black Primer will remain active for 60 minutes. If fresh adhesive has not been applied or the replacement glass installed to the pinchweld surfaces within this time limit, re-prime the inactive surfaces with SRP Velocity247 Black Primer according to the steps previously outlined.

### Adverse Weather Conditions

**SRP Velocity Adverse Weather Procedures**

**Mobile Replacements in Cold Weather**

1. When using SRP Velocity adhesives, make sure the adhesive is between 60°F and 80°F (15°C and 26°C) to ensure proper dispensing.
2. Prepare the pinchweld by removing excess urethane and treat scratches and corrosion per SRP

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**Pinchweld Prep/Priming**

Page 12, all paragraphs of the section titled “Priming Procedure for Pinchweld” of the "SRP Velocity Installation Manual. V1.1 20201221.”

**Adverse Weather Conditions**

3. Prime the glass in the shop or in a heated van. The SRP Velocity247 black primer must be applied at temperatures of 30°F (-1°C) and above. SRP Velocity050 Cleaner and activator may be applied at temperatures as low as 0°F (-17°C).
4. Allow preps and primers to properly flash off. Never apply SRP Velocity adhesives to a wet surface.

### Mobile Replacements in Hot And Humid Weather
1. When using SRP Velocity adhesives, make sure the adhesive is between 60°F and 80°F (15°C and 26°C) to ensure proper dispensing.
2. If removing glass from a cool, conditioned space, allow glass to equalize with outside temperature before the application of primers. This will help eliminate condensation.
3. Allow preps and primers to properly flash off. Never place SRP Velocity adhesive onto a wet surface.

### Rain, Snow And Fog
Ensure that the glass and pinchweld are perfectly dry before applying any SRP Velocity primers and adhesives. Never apply to a wet surface.

### Additional Requirements

#### Corrosion Treatment

#### Rectification Work And Bare Metal

#### Rust And Corrosion
When rust is extensive, SRP only recommends consulting the OEM or referring the vehicle to a body shop for repair or reconstruction of the pinchweld.

#### Small Areas of Rust And Corrosion On Bare Metal or Aluminum
When rust areas are small, less than 1” by 1” (thumb sized), repair these spots and seal them with SRP Velocity247 Primer. Make sure all rust is removed and the metal is clean before applying any SRP Velocity products.

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### Additional Requirements

#### Corrosion Treatment
Pages 14 - 16, all paragraphs of the section titled “Rectification Work And Bare Metal” of the “SRP Velocity Installation Manual. V1.1 20201221.”
Steps

1. Remove the original adhesive bead down to the bare metal of affected area. Remove additional bead around the rusted area to ensure all rust is exposed. Do this prior to trimming back the remainder of the existing adhesive bead. The existing bead will protect the bonding surface from dust created in the repair process.

2. Use a Wire Brush, Rotary Wire Brush, or similar tool to remove all rust from the damaged area. If the corrosion has destroyed or reduces the pinchweld’s strength or thickness, take the vehicle to an autobody repair facility to restore the area to its original OEM condition.

3. Use a brush to remove all remaining dust or rust debris from the rectified area.

4. Clean the metal with an approved metal cleaner or SRP Velocity050. Allow to completely dry.

5. Inspect the expiration date located on the bottom of the SRP Velocity247 to ensure that the product is fresh.

6. Shake the bottle for at least 1 minute prior to use to ensure proper mixing.

7. Once the bottle is open, write the date of the original opening on the label. All SRP primers have an open life of 7 days. Dispose of any unused product once the 7-day open-life has expired.

8. Remove the cap using a twisting motion and place the cap on a clean surface.

9. Using a clean, uncontaminated brush, apply the SRP Velocity247 to the exposed metal. Make sure to slightly overlap paint and adhesive bead.

10. Tightly close the bottle with the original cap as soon as possible after use to minimize solvent flash and/or potential contamination.

11. Allow product to “flash off”, or completely dry. Normally this takes 4 to 6 minutes depending on environmental conditions. In colder applications, the flash off time may be longer.

12. Trim back the remainder of the adhesive bead and primer areas as described in the section titled “Priming Procedure for Pinchweld.”
4. URETHANE APPLICATION:

- Product requirements
- Application requirements
- Storage requirements
- Shelf-life
- Adverse weather conditions
- Additional requirements
  - SDAT identification
  - Non-conductive considerations
  - High modulus considerations
  - Other

Gasket Sets
If, upon removal of the windshield of a vehicle licensed for highway use, it is determined that the prior retention system was anything other than polyurethane (e.g., butyl, polysulfide, rubber gasket or other non-polyurethane material) or it is suspected that inappropriate materials or methods were used in the previous installation, the owner/operator of the vehicle should immediately be notified.

It is the technician’s responsibility to properly remove all non-conforming material and replace with a polyurethane retention system or current OE specified system. The only permissible exceptions are unusual applications, antique restorations or where a conflict occurs with current vehicle manufacturer specifications.

4. Urethane Application

Using SRP Velocity Urethanes (General)

Nozzle Preparation
When cutting a nozzle adjust both the width and height of the bead. Do so by adjusting the shape of the V.

Adhesive Application And Seam Padding Procedures

Follow the following procedures to properly apply your selected SRP adhesive to either the replacement glass or the prepared pinchweld:

Urethane To Glass Application
1. Begin applying your selected SRP Velocity adhesive at the bottom of the windshield in the center of the driver’s side of the glass.
2. Proceed along the bottom of the glass, up the passenger A-Pillar, across the top of the windshield, and as far down the driver A-Pillar as possible before the adhesive cartridge is empty.
3. Switch cartridges and “butt” the tip of the nozzle into the end of the adhesive line on the driver A-Pillar.
4. Continue applying adhesive down the A-Pillar and along the bottom of the glass until the beginning of the adhesive bead is reached. Overlap the adhesives for approximately 1”.
5. Use a windshield stick or similar object to paddle the seams. Paddle the adhesive in one direction on one side of the bead and in the other on the opposite side of the bead for best results.

**Pinchweld Application**
1. Begin applying the adhesive to the pinchweld holding caulking gun at a 90° angle and ensure the fresh adhesive is making good contact.
2. Plan where the breaks will be located to ensure seams will not be in the corners.
3. Match the width of the trimmed OE adhesive while the height should match the depth of the pinchweld.
4. To continue where a break occurred from repositioning or re-loading, butt the adhesive nozzle into the end of the bead and continue dispensing.
5. Overlap the adhesive by 1” anytime that your fresh bead is going to contact another freshly applied bead.
6. Use a clean windshield stick or similar object to paddle the adhesive in one direction on one side of the bead and in the other on the opposite side of the bead for best results.

**SRP VelocityProV⁺ Primerless to Glass Adhesive Application Procedure**
1. Inspect the expiration date of the SRP VelocityProV⁺ cartridge or foil pack to ensure that the product is fresh.
2. Thoroughly clean the glass with SRP Glass Cleaner and inspect for contamination. If oils, debris, or release agents are still present continue to clean until gone. If there is a concern about the glass, it is recommended to use SRP Velocity247 Black Primer. See section titled “Cleaning, Prepping and Priming Glass.”
3. Using the appropriate caulking gun, air gun, or battery gun, apply the urethane adhesive to the bond line of either the prepared and primed glass or the
primed pinchweld and paddle all joints according to the directions in the section of this manual titled “Adhesive Application and Seam Paddling Procedures.”

4. Immediately install replacement glass into the pinchweld. Adjust the glass as necessary to correctly align the glass and moldings.

**Applying SRP Velocity30 and SRP Velocity60**

1. Inspect the expiration date on the SRP Velocity30 and SRP Velocity60 tubes or foil pack to ensure that the product is fresh.
2. Using the appropriate caulking gun, air gun, or battery powered gun, apply the urethane adhesive to the bond line of either the prepared and primed glass or the primed pinchweld and paddle all joints according to the directions in the section of this manual titled “Adhesive Application and Seam Paddling Procedures.”
3. Immediately install replacement glass into the pinchweld. Adjust the glass as necessary to correctly align the glass and moldings.

**Additional Requirements**

**SDAT Identification**

1. Determine whether the vehicle is equipped with a driver’s side airbag only, or a dual airbag system. Use the chart labeled “FVMSS Drive Away Times for Single Airbag Vehicles” for vehicle without airbags or passenger side airbag. Use the charts labeled “FMVSS Drive Away Times for Dual Airbag Vehicles” for cars with dual airbags.
2. Using your thermometer/hygrometer, determine the temperature and relative humidity of the location where the vehicle will cure.
3. Using the SRP Velocity Minimum Drive Away Chart for your selected adhesive, find where the temperature intersects with the relative humidity.
4. The time shown is the earliest the vehicle should be driven.
<table>
<thead>
<tr>
<th><strong>Non-Conductive Considerations</strong></th>
<th><strong>Use only SRP Velocity60 and Velocity30 on models where the vehicle manufacturer has identified the need for a low-conductive adhesive.</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>High Modulus Considerations</strong></td>
<td><strong>SRP Velocity60 and Velocity30 will meet the aftermarket replacement needs of these vehicles.</strong></td>
</tr>
</tbody>
</table>

**5.5** Those engaged in automotive glass replacement shall only use retention systems that have lot numbers and expiration dates printed on appropriate products.

**High Modulus Considerations**

All SRP Velocity primer bottles, adhesive cartridges and foil packs have the lot number and expiration date physically printed on them. This information is also printed on the outer carton of both the primer and urethane. Adhesive products also feature a reusable sticker inside the carton. These stickers can be easily affixed to the work order or other job document for easy capture of the retention system data per the Auto Glass Replacement Safety Standard (AGRSS) requirements.

All glass parts should also be recorded per AGRSS, including the part number of the replacement glass and the department of Transportation (DOT) number.

Use this information for traceability of the glass and retention system used on every job performed using SRP Velocity products. Never use products whose expiration date, open shelf life or active shelf life has been exceeded.

| **6.0 Installation Standards- Adhesive Bonded** | **The first step in any safe job is to understand the manufacturer’s instructions and warnings before the job is started. Pay special attention that all environmental and other conditions surrounding the replacement of auto glass with SRP Velocity products are compatible with the application instructions of this manual.** |

**6.1** Those engaged in automotive glass replacement shall follow the adhesive manufacturer's application instructions as provided by the manufacturer directly, or through the private labeler. All in-shop or mobile installations shall be performed under environmental and other conditions that are compatible with the application instructions required in Section 5.

**6.2** Products must be stored and controlled according to manufacturers' requirements as provided directly or through a private labeler.

**High Modulus Considerations**

Page 20, column 1, paragraph 4 of the section titled “Galvanic Corrosion” of the "SRP Velocity Installation Manual. V1.1 20201221."

**High Modulus Considerations**

Page 20, column 1, paragraph 5 of the section titled “High Modulus Urethane” of the "SRP Velocity Installation Manual. V1.1 20201221."

Page 5, column 2, paragraph 1 of the section titled “Follow all Safety Instructions Provided By The Manufacturer” of the "SRP Velocity Installation Manual. V1.1 20201221."

Page 5, column 1, paragraph 5 of the section titled “Managing Your SRP Products” of the "SRP Velocity Installation Manual. V1.1 20201221."
| 6.3 | No automotive glass replacement shall be undertaken using an adhesive glass retention bonding system that would not achieve minimum drive-away strength by the time the vehicle may be reasonably expected to be operated. | To ensure the vehicle meets the FMVSS, refer to the SRP Velocity Minimum Drive Away Charts and make sure the vehicle is not driven until the appropriate drive away time has been reached. | Page 7, column 1, paragraph 5 of the section titled “Follow Published Minimum Drive Away Times” of the “SRP Velocity Installation Manual. V1.1 20201221.” |
| 6.4 | The vehicle owner / operator shall be notified prior to and after the installation process of the minimum drive-away time under the circumstances of the replacement. | Explain to the customer what you are going to do to their vehicle prior to starting the job and provide a timeline of when the vehicle will be finished and available for restricted and full operation. | Page 5, column 2, paragraph 3 of the section titled “Vehicle Walk Through With Customer” of the “SRP Velocity Installation Manual. V1.1 20201221.” |
| 6.5 | Adhesive shall be applied so that the finished bead cross section profile and dimensions meet or exceed original equipment configuration or recommendation of adhesive system manufacturer. | Match the width of the trimmed OE adhesive while the height should match the depth of the pinchweld. | Page 23, column 2, paragraph 1, bullet point #3 of the section titled “Pinchweld Application” of the “SRP Velocity Installation Manual. V1.1 20201221.” |
| 6.6 | If the OEM installation was polyurethane, then the glass shall 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. | It is the technician’s responsibility to properly remove any non-conforming material and replace with a polyurethane retention system or current OE specified system. | Page 11, column 2, paragraph 5 in the section titled “Inspect Prior Retention System” of the “SRP Velocity Installation Manual. V1.1 20201221.” |
| 6.7 | All adhesive system component lot numbers shall be traceable to each job. | All SRP Velocity primer bottles, adhesive cartridges and foil packs have the lot number and expiration date physically printed on them. This information is also printed on the outer carton of the primer and urethane. Use this information for traceability of the glass and retention system used on every job performed using SRP Velocity products. | Page 6, column 1, paragraphs 1 & 3 of the section titled “Document All Part Numbers, Lot Numbers And Expiration Dates” of the "SRP Velocity Installation Manual. V1.1 20201221.” |
| 6.9 | No product that has exceeded the manufacturer or private labeler’s stated expiration date, open shelf life, or active shelf life shall be used. | Never use products whose expiration date, open shelf life or active shelf life has been exceeded. | Page 6, column 1, paragraph 3 of the section titled “Document All Part Numbers, Lot Numbers And Expiration Dates” of the "SRP Velocity Installation Manual. V1.1 20201221.” |
6.11 When inappropriate replacement materials or methods are detected, those engaged in automotive glass replacement shall report their findings to the vehicle owner/operator. If, upon removal of the windshield of a vehicle licensed for highway use, it is determined that the prior retention system was anything other than polyurethane (e.g., butyl, polysulfide, rubber gasket or other non-polyurethane material) or it is suspected that inappropriate materials or methods were used in the previous installation, the owner/operator of the vehicle should immediately be notified.


6.12 When those engaged in automotive glass replacement correct inappropriate glass installations, they shall remove any inappropriate materials that would compromise the retention system. They shall fully correct any adverse glass installation related condition(s) caused by the use of inappropriate materials or methods, and they shall use appropriate methods described elsewhere within Section 5 of this document. It is the technician’s responsibility to properly remove all non-conforming material and replace with a polyurethane retention system or current OE specified system.

Page 11, column 2, paragraph 5 in the section titled “Inspect Prior Retention System” of the “SRP Velocity Installation Manual. V1.1 20201221.”

6.13 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). If it is necessary to re-seal an area due to wind noise or a water leak within a polyurethane retention system, be sure to use only compatible polyurethane.

Page 23, column 2, paragraph 3 in the section titled “Backfilling Air or Water Leaks” of the "SRP Velocity Installation Manual. V1.1 20201221.”

6.14 Only the full cut method should be used for polyurethane retention systems. SRP recommends only the full cut method.

Page 11, column 1, paragraph 4 in the section titled “Full Cut Method” and column 2, paragraph 1 in the section titled “Short-Cutting” of the “SRP Velocity Installation Manual. V1.1 20201221.”

7.0 Installation Standards- Rubber Gasket

7.1 If the OEM utilizes the combination of a rubber gasket and polyurethane as a retention system, 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. It is the technician’s responsibility to properly remove all non-conforming material and replace with a polyurethane retention system or current OE specified system.

Page 11, column 2, paragraph 5 in the section titled “Inspect Prior Retention System” of the "SRP Velocity Installation Manual. V1.1 20201221.”
7. If the OEM gasket installation did not include adhesive and the vehicle is licensed for highway use and is less than 10,000 lbs. Gross Vehicle Weight (GVW), the installation shall include polyurethane or an equivalent adhesive bonding system. The following are permissible exceptions: egress applications, antique or classic vehicle restorations, or in cases in which this practice conflicts with current vehicle manufacturer specifications.

<table>
<thead>
<tr>
<th>Paragraph</th>
<th>Text</th>
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<tbody>
<tr>
<td>7.2</td>
<td>It is the technician’s responsibility to properly remove all non-conforming material and replace with a polyurethane retention system or current OE specified system.</td>
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</tbody>
</table>

7.3 When sealing air or water leaks within a rubber gasket/polyurethane ADHESIVE SYSTEM only compatible polyurethane shall be used. (No silicone or butyl may be used).

<table>
<thead>
<tr>
<th>Paragraph</th>
<th>Text</th>
</tr>
</thead>
<tbody>
<tr>
<td>7.3</td>
<td>If sealing air or water leaks within a rubber gasket and sealant system other than polyurethane, use only an OE compatible sealant. Never use butyl, silicone caulk, or any other non-polyurethane product.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Paragraph</th>
<th>Text</th>
</tr>
</thead>
<tbody>
<tr>
<td>8.0</td>
<td>Additional Requirements</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Paragraph</th>
<th>Text</th>
</tr>
</thead>
<tbody>
<tr>
<td>8.4</td>
<td>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.</td>
</tr>
</tbody>
</table>

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<thead>
<tr>
<th>Paragraph</th>
<th>Text</th>
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<tbody>
<tr>
<td>8.5</td>
<td>If you believe an SRP Velocity product has failed and could jeopardize the safety of the customer, it is the duty of the installer to notify SRP promptly.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Paragraph</th>
<th>Text</th>
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</thead>
<tbody>
<tr>
<td>8.6</td>
<td>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.</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Paragraph</th>
<th>Text</th>
</tr>
</thead>
<tbody>
<tr>
<td>8.6</td>
<td>Use only appropriate cleaning agents while preparing the vehicle and glass for the replacement. Never use any chemical agents such as cleaners that contain solvents, lubricants, silicones, or release agents on or near the bond line of the glass or body of the vehicle.</td>
</tr>
</tbody>
</table>
8.7 Those engaged in automotive glass replacement shall create and retain records of each auto glass replacement for a period of at least three years from the date the work was completed sufficient to demonstrate compliance with this standard. Records, either electronic or hard-copy, shall be legible, easily identifiable and readily available. Such three year period may be temporarily shortened for specific, clear and substantial reasons but shall be adhered to when such reasons no longer exist.

<table>
<thead>
<tr>
<th>Always maintain all SRP Velocity documentation in a centralized location along with all AGSC documentation to demonstrate compliance with the AGRSS standard.</th>
</tr>
</thead>
</table>

### Retention System Provider Deliverables:

<table>
<thead>
<tr>
<th>Deliverable</th>
<th>Retention System Provider Response</th>
<th>Is Documentation Included: (Yes, No)</th>
</tr>
</thead>
<tbody>
<tr>
<td>5.1 Those engaged in automotive glass replacement shall use retention systems that are produced under the ISO 9001 standard or any standard that contains the entire text of ISO 9001.</td>
<td>SRP Velocity products are produced under the quality assurance of ISO 9001:2015, ECOVADIS Silver Metal Holder approvals. Information provided in the &quot;SRP AGRSS Compliance Package&quot; or Appendix B of &quot;SRP Velocity Installation Manual. V1.1 20201221.&quot;</td>
<td>Yes</td>
</tr>
<tr>
<td><strong>Identify your organizations current quality assurance standard and how this should be identified by your glass shop customers.</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5.3 Those engaged in automotive glass replacement shall use either an OEM approved retention system or equivalent retention system as certified in writing by the equivalent retention system manufacturer directly or through a private labeler.</td>
<td>SRP Velocity offers a complete line of OEM and OEM approved adhesives for the bonding of automotive glass. Information provided in the &quot;SRP AGRSS Compliance Package&quot; or Appendix B of &quot;SRP Velocity Installation Manual. V1.1 20201221.&quot;</td>
<td>Yes</td>
</tr>
<tr>
<td><strong>Provide validation to this requirement and how your glass shop customers’ would demonstrate your compliance to this section of the Standard.</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5.4 Those engaged in automotive glass replacement shall obtain and follow written comprehensive and current application instructions from the retention systems manufacturer or private labeler. These instructions shall include at least the proper use of the retention system storage specifications, minimum dive-away time charts containing temperature and humidity variables if applicable, and any special procedures required for adverse weather conditions.</td>
<td>SRP Velocity Installation Manual Version 1.1 Revised December 21, 2020</td>
<td>Yes</td>
</tr>
<tr>
<td><strong>Identify the name and publish date of the document(s) fitting the description of “current, comprehensive, written application instructions” that are to be on hand and utilized by your company’s glass shop customers.</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| 6.3 | No automotive glass replacement shall be undertaken using an adhesive glass retention bonding system that would not achieve minimum drive-away strength by the time the vehicle may be reasonably expected to be operated. | Located on page 19 of the “SRP Velocity Installation Manual V1.1 20201221.”
Available on the "SRP Velocity Drive-Away Charts" brochure, Copyright 2020 MONDOFIX INC.
Available at www.srpproducts.com. | Yes |
|---|---|---|---|
| Identify the drive-away-time chart to be utilized by your company’s glass shop customers in order to be compliant with this requirement. | 9.1 Technicians installing replacement automotive glass shall be fully qualified for the tasks they are required to perform. Such qualifications shall include, at a minimum, completion of a comprehensive training program with a final exam and an ongoing education component. The program shall include, among other things: AGR safety issues, an understanding of OEM installation standards and procedures, relevant technical specifications, Adhesive System Manufacturer specific comprehensive retention system training and the opportunity to apply and demonstrate the skills technicians learn. | SRP Velocity Installation Manual V1.1 20201221
SRP Velocity Technical Training Test Booklet
SRP Training Certificate issued upon successful completion of SRP Velocity Technical Training Test Booklet.
Training is conducted with known new SRP customers and given on an on-going basis for new technicians and refresher course. | Yes |
| IF YOUR COMPANY DOES PROVIDE TRAINING, identify the name of your training course, the testing provided, the certificates provided and the frequency of such training and/or continuing education. | 9.2 Training with respect to the content and requirements of the current version of this standard shall be required for all personnel directly involved in the automotive glass replacement process (examples: scheduling, purchasing, installing, customer service, quality control, management). Records of this training detailing content, date, participants and acknowledgement of the participant’s successful completion of the training and receipt of a printed copy of the current standard shall be maintained. | SRP Velocity Installation Manual V1.1 20201221
SRP Velocity Technical Training Test Booklet
SRP Training Certificate issued upon successful completion of SRP Velocity Technical Training Test Booklet.
Training is conducted with known new SRP customers and given on an on-going basis for new technicians and refresher course. | Yes |
### Contact Information:

<table>
<thead>
<tr>
<th>Your Company’s Name:</th>
<th>SRP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Your Company’s Address:</td>
<td>650 Pelham Blvd.</td>
</tr>
<tr>
<td></td>
<td>Suite 100</td>
</tr>
<tr>
<td></td>
<td>St. Paul, MN 55114</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Your Name:</th>
<th>Jay Bickford</th>
</tr>
</thead>
<tbody>
<tr>
<td>Your Title:</td>
<td>Director of Training</td>
</tr>
<tr>
<td>Your Phone Number:</td>
<td>952-946-0448</td>
</tr>
<tr>
<td>Your Email Address:</td>
<td><a href="mailto:jbickford@novusglass.com">jbickford@novusglass.com</a></td>
</tr>
<tr>
<td>Your Mailing Address:</td>
<td>650 Pelham Blvd.</td>
</tr>
<tr>
<td></td>
<td>Suite 100</td>
</tr>
<tr>
<td></td>
<td>St. Paul, MN 55114</td>
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</tbody>
</table>
SRP provides this Installation Manual to educate the professional user in the proper procedures and techniques when using SRP Velocity adhesives and primers as well as SRP cleaning products.

This manual should be read before any training procedures in person or online. Failure to follow these instructions, as well as other printed SRP Velocity materials, will void all warranties, implied or otherwise stated.

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WHO WE ARE

SRP is part of the Fix Network which is one of the largest automotive aftermarket services providers worldwide. With decades of experience in the Automotive Glass Repair and Replacement (AGRR) industry, and over 1,300 corporate, franchise and affiliate units in more than 30 countries SRP brings solutions that other companies simply cannot – products designed specifically For Installers, By Installers.

SRP CONTACT INFORMATION

The following is a list of contacts within the Marketing and Sales Department of SRP. Hazardous Materials and Emergency contact information is also provided here, on our website at www.srpproducts.com, or in our published MSDS and Technical Data Sheets.

CORPORATE HEADQUARTERS

SRP
650 Pelham Blvd., Suite 100 St. Paul, MN 55114
E-Mail: info@srpproducts.com
Website: www.srpproducts.com

OTHER MEDICAL EMERGENCIES:
(24 Hours a day, 7 Days a Week) 800-420-8036

TRANSPORTATION SPILL EMERGENCIES:
Chemtrec, (24 Hours a day, 7 Days a Week) 800-424-9300

SALES CUSTOMER SERVICE AND TECHNICAL SUPPORT : 800-728-1817

Dave Higginbotham
(602) 723-6177
DavidH@srpproducts.com

Dave Kalifeh
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david.kalifeh@srpproducts.com

Jeff Falconer
(612) 718-6866
jeff.falconer@srpproducts.com

Steve Alsop
(734) 664-7191
salsop@srpproducts.com

Celia Fussell
(727) 285-4999
cfussell@srpproducts.com
**JOB OF THE GLASS TECHNICIAN**

The most important factor in any installation is the human factor. It is important that the technician understands the products, the safety standards, the customer’s needs and the customer’s expectations. Failure to understand any of these concepts will cost your business, not only in lost customers, but also in potential litigation.

**SAFETY FIRST!**

Never overlook the fact that replacing a vehicle’s windshield is a major factor in the safety and welfare of your customer. Cutting corners, using the wrong products, using expired products, and not following published safety guidelines can end up costing you and your company money. Please make sure you follow every step outlined in this manual for proper use of the SRP Velocity adhesive retention system.

As an auto glass professional, it is your duty to assess the vehicle beforehand to make sure that no condition exists that would compromise the installation of the glass. If any such conditions are found, the replacement should not be attempted, and the owner/operator of the vehicle should be immediately notified.

SRP provides you with the products and the knowledge to do the job right every time. Failure to follow these guidelines can put your customer’s safety at risk.

**MANAGING YOUR SRP PRODUCTS**

It is very important to keep your SRP Velocity urethanes and primers in a central, temperature-controlled location. This will allow you to adequately rotate your stock and ensure that your products will not expire before you have a chance to use them. During the cold of winter or the heat of summer it is important to keep your product at a temperature of 60°F to 80°F (16°C to 27°C). Exposure to temperatures above or below the stated range may have an adverse effect on the shelf life of the product and may complicate the dispensing of the product. To avoid unnecessary damage to the product and its packaging, store the product in an area that is out of harm’s way.

**FOLLOW ALL SAFETY INSTRUCTIONS PROVIDED BY THE MANUFACTURER**

The first step in any safe job is to understand the manufacturer’s instructions and warnings before the job is started. Pay special attention that all environmental and other conditions surrounding the replacement of auto glass with SRP Velocity products are compatible with the application instructions of this manual.

Consult the Safety Data Sheets (SDS) and use common sense. Copies of all SRP Velocity SDS can be obtained by calling 800-728-1817 or at www.srpproducts.com.

**VEHICLE WALK THROUGH WITH CUSTOMER**

Point out the damage to the glass, make note of any dents, scratches, or pre-existing conditions on the vehicle that could negatively impact the installation of the new glass part. Explain to the customer what you are going to do to their vehicle prior to starting the job and provide a timeline of when the vehicle will be finished and available for restricted and full operation.

**PROTECT THE VEHICLE**

Attention to detail will help aid in the prevention of damage to the customer’s vehicle. Protecting fenders, upholstery, and taping areas where the cut-out tool could scratch the paint are all simple ideas that will save you and your company money in damage claims.
**DOCUMENT ALL PART NUMBERS, LOT NUMBERS AND EXPIRATION DATES**

All SRP Velocity primer bottles, adhesive cartridges and foil packs have the lot number and expiration date physically printed on them. This information is also printed on the outer carton of both the primer and urethane. Adhesive products also feature a reusable sticker inside the carton. These stickers can be easily affixed to the work order or other job document for easy capture of the retention system data per the Auto Glass Replacement Safety Standard (AGRSS) requirements.

All glass parts should also be recorded per AGRSS, including the part number of the replacement glass and the Department of Transportation (DOT) number.

Use this information for traceability of the glass and retention system used on every job performed using SRP Velocity products. Never use products whose expiration date, open shelf life or active shelf life has been exceeded.

**INSPECT THE GLASS**

Any number of things can and will happen to a windshield from the time it leaves the factory until it reaches your shop. Scratches, blemishes, and nicks can happen just from handling the glass. Before you prep and prime the replacement glass, clean it and thoroughly inspect the glass for things that your customer would find unacceptable. Dry fitting the glass to the vehicle is also a simple step that can eliminate fit problems that you usually would not notice until the glass was set onto the vehicle, and by then it’s too late. If small nicks or blemishes are found, it may be possible to polish them out with the SRP Surface Wizard™ or SRP Glass Restoration Equipment.

**USE OF CLEANING AGENTS**

Use only appropriate cleaning agents while preparing the vehicle and glass for the replacement. Never use any chemical agents such as cleaners that contain solvents, lubricants, silicones, or release agents on or near the bond line of the glass or body of the vehicle.

Never utilize any practices which will adversely affect the SRP Velocity adhesive system installation.

**AUTO GLASS REPLACEMENT SAFETY STANDARD (ANSI/AGSC/ARGSS 004-2018)**

SRP fully supports Automotive Glass Replacement Safety Standard (AGRSS) and the Auto Glass Safety Council (AGSC). SRP provides this manual in an effort to educate glass technicians on the use of SRP Velocity products and to assist with the AGSC registration, compliance, and validation process.

Always maintain all SRP Velocity documentation in a centralized location along with all AGSC documentation to demonstrate compliance with the AGRSS standard.
USE QUALITY PARTS

Be sure that all glass parts that you use, including mirrors, meet or exceed the guidelines set forth in the Federal Motor Vehicle Safety Standards. These must be marked in compliance of ANSI Z26.1 and have the certification requirements set forth in FMVSS 205.

This includes not only common glass that is replaced, but replacement interior and exterior mirrors (per FMVSS 111) and custom cut parts designated for use in vehicles licensed for highway use.

NOTIFY SRP

If you believe an SRP Velocity product has failed and could jeopardize the safety of the customer, it is the duty of the installer to notify SRP promptly.

Contact your area sales representative or refer to the “SRP Contact Information” (page 4) section of this manual. Please have part numbers, lot number and expiration dates of the product(s) in question on hand.

FOLLOW PUBLISHED MINIMUM DRIVE AWAY TIMES

It is the obligation of the glass technician to ensure that any vehicle whose windshield you have replaced will continue to meet the Federal Motor Vehicle Safety Standards (FMVSS) before the customer drives the vehicle. After a windshield has been set, the urethane must bond to the glass and pinchweld, and be allowed time to strengthen and cure. To ensure the vehicle meets the FMVSS, refer to the SRP Velocity Minimum Drive Away Charts and make sure the vehicle is not driven until the appropriate drive away time has been reached. Remember, drive away times are listed as minimums, allowing additional time is a good practice.

WARNING: In the event of an accident, previous lawsuits have found the installer liable even when the vehicle owner was warned, signed a release, and the owner disobeyed installer recommendations. In case of doubt, do not allow the vehicle back into service until you are positive the vehicle is safe to drive.

STAY INFORMED

On a regular basis, SRP publishes a variety of items aimed at keeping SRP Velocity customers up to date on the newest products, trends and SRP Velocity news. These items are provided at no cost and can be accessed through E-mail, www.srpproducts.com, through our 800#, or by contacting the distributor of your SRP Velocity products.

WWW.SRPPRODUCTS.COM

A one-stop shop for all things SRP. The srpproducts.com website is a powerful resource for the SRP Velocity line-up of adhesives and primers. Discover all the business units of SRP.

SRP VELOCITY AUTO GLASS TECHNICIAN CERTIFICATION PROGRAM

This program recognizes auto glass technicians who have completed the SRP Velocity Field Training Program and are familiar with SRP Velocity products. We also offer an online training program at srpproducts.com. Please contact your SRP Velocity area representative to verify if online training is right for you. SRP Velocity certificates are valid for two years from issue date or until a new version of the manual is made available.

INDUSTRY EVENTS

Find SRP representatives at major auto glass industry events and at area and regional glass distributor open houses. To find out when a representative will be in your area, contact us at any one of the methods outlined in the section titled “SRP Contact Information.” (page 4).
SRP VELOCITY PRIMING GUIDE

CLEANING, PREPPING AND PRIMING GLASS

INSPECT THE GLASS

First inspect the glass part to ensure that it is free of defects; damaged edges, scratches, distortions, missing or damaged attachments or other issues that would deem the part unacceptable for installation. The technician should also look for signs of contamination at this time.

GLASS PREPARATION

Ensuring a quality windshield installation starts with detailed glass preparation. Failing to check for damage or distortions will make for an unhappy customer, but failing to properly clean and remove contamination will risk the safety of your customer. Contamination can occur during the manufacturing process, packaging, transportation, storage, and/or the delivery process. Various types of contamination from skin oils and dirt to industrial forms like release agents and silicones are often present. While the type and degree of contamination can vary from install to install, glass technicians must be diligent in removing contamination to ensure the best bond possible. When preparing for activator, primer and the use of a primerless to glass adhesive, the bond line on the glass must be free of contamination.

Never use glass cleaner with anti-static properties or those that contain silicates.

STEPS:

1. Place the replacement glass, exterior side down, on a windshield cradle.

2. Thoroughly apply SRP Foaming Glass Cleaner to the bond line of the glass and then onto the center of the glass. This will move any loose contaminants into the center of the glass and away from the bond line.

3. Using an SRP Velocity Multipurpose Pad or a white Scotch-Brite type pad, with medium force, scrub the bond-line to remove contamination.

4. Using a clean, lint-free, disposable cloth or towel, wipe the SRP Foaming Glass Cleaner from the bond-line, rotating the cloth or towel several times as you work your way around the bonding surface. Continue working from the outer bond-line towards the center of the glass.

If contamination is still present proceed to steps number 5 & 6 for advanced contamination removal. If all contamination has been removed proceed to the priming the glass section.

5. Thoroughly apply the SRP Velocity100CR contamination remover on to the bond-line of the glass. Using an SRP Multipurpose Pad or a white Scotch-Brite type pad, with medium force, scrub the bond-line to remove contamination.

6. Using a clean, lint-free, disposable cloth or towel, wipe the SRP Velocity100CR contamination remover from the bond-line, rotating the cloth or towel several times as you work your way around the bonding surface. Touch-up any non-bonding areas with the cloth or towel. Make sure not to touch the bond-line again after the cloth or towel has touched a non-bonding area.

PRE-PRIMED GLASS

Occasionally, windshields are made available to the aftermarket with factory applied black primer. Providing that it can be determined the OEM placed this primer on the glass in a controlled factory setting, SRP Velocity can recommend the use of the glass. Follow priming procedures from this section and your choice of SRP Velocity primers.

After ensuring the glass is clean, per the instructions listed above, place the SRP Velocity247 primer on top of the pre-applied OEM primer as if the primer were not there.

SRP has devoted extensive R&D hours to ensure that this recommendation is safe and that standard priming procedures will promote adhesion with all SRP Velocity primers. If it cannot be determined that the primer was applied to the glass by the OEM, or it is suspected that the glass was primed in the aftermarket and returned to the glass distributor, the windshield should not be installed and should be returned to the distributor. Any glass that shows signs of an unknown pre-installation, or used glass should never be used.
A WORD ON DRY FITTING THE GLASS

Dry fitting (or dry setting) the glass is always a good idea once the original windshield is cut out to check for any fit problems that may arise. Make sure to dry fit the windshield before you prep and prime the glass. Also, after the dry fit, clean the glass following the steps in the section titled “Inspecting and Cleaning the Glass.”

The glass can become contaminated during the dry fit process. Make sure to inspect and thoroughly clean the glass before applying SRP Velocity primers or adhesives.

GGLASS PRIMING METHODS

Two methods exist for priming glass using SRP Velocity products. First is the SRP Velocity050 cleaning activator and second the SRP Velocity247 black primer. Both primers promote excellent adhesion on glass with a frit. The use of activator requires the glass to have a solid (inner or outer) frit that will provide UV protection for the adhesive. Glass parts that are manufactured without a frit or frits that are “light” or “thin” allowing damaging UV light to penetrate will require the SRP Velocity247 black primer, to provide additional UV protection. The application of both SRP Velocity050 cleaning activator and SRP Velocity247 black primer require that the surface be completely dry and free of contamination.

SRP VELOCITY050 CLEANING ACTIVATOR

SRP Velocity050 is a cleaning activator that promotes adhesion to bare glass (with an inner layer frit) and ceramic frits. It can also be used to wipe off areas of bare metal where rust or corrosion may have been removed (make two passes allowing the product to dry in between) or on molding to remove dirt and other contaminates. For encapsulated or bonded parts use Velocity247.

STEPS FOR SRP VELOCITY050 CLEANER AND ACTIVATOR’S GLASS APPLICATION

1. Thoroughly clean glass until all oil, grease and other contaminates have been removed. Allow any cleaning agents used to completely dry. (The full list of glass cleaning instruction is found on page 8). If the glass cannot be freed of all contamination, use another glass.

2. Inspect the frit to ensure that adequate UV protection is provided, if not, use SRP Velocity247 Black Primer.

3. Shake the SRP Velocity050 bottle for 1 minute prior to use.

4. Inspect the expiration date, located on the bottom of the SRP Velocity050 bottle to ensure that the product is fresh. The use of expired product can result in failure of the adhesive system in the event of an accident.

5. Once the SRP Velocity050 is open, record the date of the original bottle opening on the label. All SRP primers have an open life of 7 days. Dispose of any unused product once the 7-day open-life has expired.

6. With a clean, SRP Velocity Multipurpose Pad or a clean, lint-free disposable cloth, apply SRP Velocity050 in a continuous motion to the bond line of the replacement glass. Start in the lowest part of the windshield or tempered part to prevent excess SRP Velocity050 from running onto and staining the non-bonding areas of the glass. If using a wool dauber follow the same instructions, but finish by using a clean, lint-free cloth or towel and wipe in a continuous motion around the bond-line, rotating the cloth or towel as you go.

7. Tightly close the SRP Velocity050 bottle with the original cap as soon as possible after use to minimize solvent flash and/or potential contamination.

8. Allow the SRP Velocity050 to completely dry, normally 4-6 minutes depending on environmental conditions. In cold applications where temperatures are above 0°F (-17°C) and below 40°F (8°C), allow a full 6 minutes for the primer to dry before applying SRP Velocity adhesive products to the glass.

Failure to allow the primer to flash off completely may result in adhesive failure of the urethane adhesive system in the event of an accident.

9. The SRP Velocity050 on the glass will remain active for 1 hour. If fresh adhesive is not applied to the glass within 1 hour, re-activate the bond line by applying SRP Velocity050 according to the procedures outlined in this section. This can be done only once after the glass was originally primed with SRP Velocity050. Do not apply SRP Velocity050 over SRP Velocity247 to re-activate.

Note the expiration date & lot number on your Installation Record.
**Tech Tips:**

- SRP Velocity050 has an open life of 7 days when immediately closed after use.
- Properly dispose of any expired primer and adhesive products.
- SRP Velocity050 can be used at temperatures of 0°F (-17°C) and above. Be sure to use the appropriate SRP Velocity adhesive at colder temperatures.
- In cold weather where the glass must be prepped ahead of time, be sure to keep the glass contaminant free.
- Never “Re-Load” daubers or cloths by dipping them into fresh prep or primer products a second time nor “Re-Use” cloths or shop towels that have been washed as chemicals may remain on the fabric that can contaminate the entire bottle of prep or primer product.

The use of contaminated product may result in adhesive failure of the urethane adhesive system in the event of an accident.

**SRP Velocity247**

The SRP Velocity247 black primer is a one-step “black out” primer designed to promote adhesion between the urethane and the glass. The “black out” properties within the SRP Velocity247 black primer serve as a barrier to protect the installed urethane adhesive from long-term breakdown caused by the sun’s harmful UV rays. This is mandatory on glass without a frit and glass parts with a “light” or “thin” frit. The SRP Velocity247 black primer is also used to prime the pinchweld and other bonding surfaces.

**Steps for SRP Velocity247 Black Primer’s Glass Application**

1. Thoroughly clean glass until all oil, grease and other contaminants have been removed and allow any cleaning agents used to completely dry. (The full list of glass cleaning instruction are found on page 8). If the glass cannot be freed of all contamination, use another glass.
2. Inspect the expiration date, located on the bottom of the SRP Velocity247 black primer bottle to ensure that the product is fresh. The use of expired product can result in failure of the urethane adhesive system in the event of an accident.
3. Shake the SRP Velocity247 black primer bottle for at least 1 minute prior to use.
4. Once the SRP Velocity247 black primer is open, record the date of the original bottle opening on the label. All SRP Velocity primers have an open life of 7 days. Dispose of any unused product once the 7-day open-life has expired.
5. With a clean, SRP Velocity Multipurpose Pad or a clean, disposable dauber, apply SRP Velocity247 in a continuous motion to the bond line of the replacement glass. Start in the lowest part of the windshield or tempered part to prevent excess SRP Velocity247 from running onto and staining the non-bonding areas of the glass.
6. Tightly close the SRP Velocity247 bottle with the original cap as soon as possible after use to minimize solvent flash and/or potential contamination. Properly dispose of any unused product once the 7-day open life has been reached.
7. Allow the SRP Velocity247 to completely dry, normally 4-6 minutes depending on environmental conditions. In cold applications where temperatures are above 0°F (-17°C) and below 40°F (8°C), allow additional time to ensure the primer has fully dried before applying SRP Velocity adhesive products to the glass.

Failure to allow the primer to flash off completely may result in adhesive failure of the urethane adhesive system in the event of an accident.

8. The SRP Velocity247 on the glass will remain active for 1 hour. If fresh adhesive is not applied to the glass within 1 hour, re-activate the bond line by applying SRP Velocity247 according to the procedures outlined in this section. This can be done only once and should only be done with the SRP Velocity247 even if the original application was the SRP Velocity050.

Note the expiration dates and lot numbers on your Installation Record.

**Tech Tips:**

- Allow additional time to ensure the primer has fully dried before applying SRP Velocity adhesive products to the glass.
- SRP Velocity247 black primer has an open life of 7 days when immediately closed after use.
- Properly dispose of any expired primer and adhesive products.
- SRP Velocity247 can be used at temperatures of 0°F (-17°C) and above. Be sure to use the appropriate SRP Velocity adhesive at colder temperatures.
- Apply SRP Velocity247 in a continuous motion around the bond line.
• In cold weather situations where the glass must be prepped ahead of time, be sure to keep the glass contaminate free.
• Never “Re-Load” daubers or cloths by dipping them into fresh prep or primer products a second time nor “Re-Use” cloths or shop towels that have been washed as chemicals may remain on the fabric that can contaminate the entire bottle of prep or primer product.
• SRP Velocity247 can be used with all SRP Velocity urethanes.

The use of contaminated product may result in adhesive failure of the urethane adhesive system in the event of an accident.

INSPECTING, CLEANING AND PRIMING THE PINCHWELD

The glass technician must assess the pinchweld’s condition once they have cut out the existing glass. The condition of the pinchweld, along with the condition of the existing urethane bead, must be inspected for signs of rust, damage, corrosion, and anything else that will impact the fit and function of the replacement glass. Cleaning the pinchweld must be done before trimming back the existing adhesive. This will allow the bonding surface to remain covered and protected from contaminants while cleaning. Never use a cleaner with anti-static properties or that contain silicates. The use of clean, fresh water or SRP Foaming Glass cleaner is recommended. The outer portion of the pinchweld bonding surface is often covered in heavy contamination, dirt, mud, and other debris may be visible while other contamination such as the residue from carwash detergents and waxes may not be obvious. Applying large amounts of liquid in the area will result in a cascade and may spread contamination. For this reason, it is best not to spray water or glass cleaner directly on the pinchweld. Apply water or SRP Foaming Glass Cleaner to a clean cloth or towel. Using the cloth or towel wipe the area on both sides of the un-trimmed adhesive rotating the cloth or towel often so that a clean surface is removing the contamination and not spreading it. Once the pinchweld has been freed of contamination resume the inspection focusing on area that were previously concealed by dirt and debris.

FULL CUT METHOD

In the full cut method, the glass technician will trim the existing urethane bead down, leaving 0.05” to 0.08” (1mm to 2mm) of the adhesive. Using this method requires that the previous installation was done with urethane, and the remaining bead is uncontaminated and well bonded. The trimmed back adhesive must provide a sound bonding surface for the fresh adhesive. Existing beads that cover areas of rust or corrosion must be removed.

SHORT-CUTTING

The method known as the short cut method or simply shortcutting should never be used! This practice of only trimming back and using a small amount of fresh adhesive not only fails to restore the vehicle back to OEM condition, but voids the manufacture drive times, and puts the consumer at greater risk due to adhesive failure during a collision.

INSPECT FOR RUST AND CORROSION

Corrosion is a serious problem in auto glass replacements. It occurs from the breakdown of the coatings on the pinchweld, either from prior windshield replacement damage or age. Technicians may inadvertently scratch the paint with a cut-out or trimming tool, and the failure to properly treat and seal the damage with the appropriate primer will allow air and moisture to contact the exposed metal of the vehicle. When left untreated, the exposed metal will likely develop corrosion or rust over time.

Once the windshield has been removed, thoroughly inspect the pinchweld for existing corrosion and scratches that could become future corrosion hot spots. Be aware that scratches in the paint are often hidden by urethane. These areas must be properly prepared before applying the new bead of urethane.

If rust or corrosion is found, please consult the section titled “Rectification Work and Bare Metal.”

INSPECT PRIOR RETENTION SYSTEM

If, upon removal of the windshield of a vehicle licensed for highway use, it is determined that the prior retention system was anything other than polyurethane (e.g., butyl, polysulfide, rubber gasket or other non-polyurethane material) or it is suspected that inappropriate materials or methods were used in the previous installation, the owner/operator of the vehicle should immediately be notified.

It is the technician’s responsibility to properly remove all non-conforming material and replace with a polyurethane retention system or current OE specified system. The only permissible exceptions are unusual applications, antique restorations or where a conflict occurs with current vehicle manufacturer specifications.
PRIMING PROCEDURE FOR PINCHWELD

The SRP Velocity247 black primer offers a one-step solution to all your pinchweld priming needs. The SRP Velocity247 saves you money by eliminating the need for separate primers for exposed metal, encapsulated parts, painted surfaces, and moldings. SRP Velocity247 also reactivates PAAS and trimmed urethane that has been exposed to air for an extended amount of time.

SRP Velocity247 is compatible with all cutback urethane, paint, metal and PVC surfaces used in the production of today’s vehicles. While the SRP Velocity247 black primer contains no rust inhibitors, it helps to seal and protect metal surfaces, preventing air and moisture contact that can lead to future rust development.

For SRP Velocity247 to properly flash it should always be applied in a thin layer. If a subsequent layer is needed the previous thin layer should be completely dry. Always use two coats of SRP Velocity247 on bare or scratched aluminum.

STEPS FOR SRP VELOCITY247

1. Inspect the expiration date located on the bottom of the SRP Velocity247 black primer to ensure that the product is fresh.

The use of expired product can result in failure of the urethane adhesive system in the event of an accident.

2. Once the bottle is open, write the date of the original bottle opening on the label. All SRP Velocity primers have an open life of 7 days. Dispose of any unused product once the 7-day open-life has expired.

3. Shake the bottle for 1 minute prior to use to ensure a proper mixture.

4. Remove the cap using a twisting motion and place the cap on a clean surface.

5. Using a clean, uncontaminated dauber, apply the SRP Velocity247 Black Primer to bright scratches, exposed metal, painted pinchweld surfaces, PAAS and cut-back urethane that has been exposed for more than 6 hours.

6. Tightly close the bottle with the original cap as soon as possible after use to minimize solvent flash and/or potential contamination.

7. Allow SRP Velocity247 Black Primer to “flash off” and completely dry, normally 4-6 minutes depending on environmental conditions, before extruding fresh urethane.

Note the expiration dates and lot numbers on your Installation Record. Surfaces primed with SRP Velocity247 Black Primer will remain active for 60 minutes. If fresh adhesive has not been applied or the replacement glass installed to the pinchweld surfaces within this time limit, re-prime the inactive surfaces with SRP Velocity247 Black Primer according to the steps previously outlined.

TECH TIPS:

- SRP Velocity247 Black Primer has an open life of 7 days when immediately closed after use.
- Properly dispose of any expired primer and adhesive products.
- If you find rust or corrosion on the pinchweld, immediately stop priming and consult OEM recommendations for removal and restoration of the pinchweld. Never place SRP Velocity Primers on top of rust or corrosion.
- For urethane that has been exposed to air for over 6 hours, use a clean dauber to refresh the cut back urethane with SRP Velocity247 Black Primer.
- Never “Re-Load” daubers or cloths by dipping them into fresh prep or primer products a second time nor “Re-Use” cloths or shop towels that have been washed as chemicals may remain on the fabric that can contaminate the entire bottle of prep or primer product.

The use of contaminated product may result in adhesive failure of the urethane adhesive system in the event of an accident.

PRIMING PROCEDURES FOR PAAS PARTS

Some OEM automotive manufacturers use a Pre-Applied Adhesive System (PAAS) on their auto glass. These systems are being utilized to ensure that the new adhesive bead is applied in the correct position on the glass and ensure proper spacing between the glass and the pinchweld.

In order to complete a safe installation, a different set of procedures must be followed to prepare the PAAS surface for adhesive application. SRP Velocity247 black primer is used to re-activate the pre-applied adhesive bead.
**Steps:**

1. Some glass manufacturers use a special wax or a mold release agent for protection of the PAAS bead during the final production process. Use an SRP Velocity Multipurpose Pad or a clean abrasive pad, such as a white Scotch-Brite® Pad, to abrade the PAAS surface, and remove any wax or agents that may be on the surface.
2. Inspect the expiration date on SRP Velocity247 bottle to ensure that the product is fresh.
3. Shake the bottle for 1 minute prior to use to ensure proper mixing.
4. Remove the cap using a twisting motion and place it on a clean surface.
5. Once the bottle is open, write the date of the original bottle opening on the label. All SRP Velocity primers have an open life of 7 days. Dispose of any unused product once the 7-day open-life has expired.

6. Using a clean, uncontaminated dauber, apply the SRP Velocity247 black primer to the entire PAAS bead in order to reactivate the pre-applied urethane.

7. Tightly close the bottle with the original cap as soon as possible after use to minimize solvent flash and/or potential contamination.

8. Allow SRP Velocity247 black primer to dry completely, normally 4-6 minutes depending on environmental conditions, before applying fresh urethane into the channel on the PAAS urethane bead. The PAAS urethane bead will remain active for 6 hours after application.

**Tech Tips:**

- SRP Velocity247 Black Primer has an open life of 7 days when immediately closed after use.
- SRP does not recommend applying product until immediately before replacement glass installation in order to prevent contamination of the bond line and to ensure that all surfaces remain active for bonding to the fresh adhesive.
- Never “Re-Load” daubers or cloths by dipping them into fresh prep or primer products a second time nor “Re-Use” cloths or shop towels that have been washed as chemicals may remain on the fabric that can contaminate the entire bottle of prep or primer product.

**The use of contaminated product may result in failure of the urethane adhesive system in the event of an accident.**

**Priming Procedures for Fiberglass and FRP Surfaces**

It is becoming more common for glass shops that replace glass on RV’s, trucks, and tractor-trailers to come across Fiberglass and Fiberglass Reinforced Plastic (FRP). Manufacturers are increasingly using this material because of its ability to be molded into almost any shape and it’s light weight.

While most windshields are still set into metal or aluminum pinchwelds, quite often side and back tempered parts utilize fiberglass or FRP. To ensure that SRP Velocity adhesives properly bond to these surfaces and to complete a proper replacement, follow these special procedures.

**Steps:**

1. Inspect the fiberglass surface to be sure that no corrosion or UV degradation has occurred. This damage will appear as fading, pitting or discoloration in the fiberglass surface. If damage appears, lightly wet sand the fiberglass surface using light sandpaper (1200 grit or higher) until all discoloration is removed and pitting is smooth.

2. Thoroughly clean the bond line and make sure the area is free from dust and is completely dry. Once completely cleaned and dry, prime the bond line on the fiberglass with SRP Velocity247 black primer. Follow the priming procedures as described in the section of the manual titled “Priming Procedures for Auto Glass.”
TECH TIPS:
- Always wear a proper protective mask, gloves, and other recommended safety equipment when sanding fiberglass surfaces and follow manufacturers recommendation.
- Review and understand all directions and notes in the section titled “Priming Procedures for Auto Glass” before priming fiberglass surfaces and any other safety procedure that may be recommended by the manufacturer.

PINCHWELD PRIMING AFTER VEHICLE HAS BEEN REPAIRED
Glass replacement often takes technicians into collision repair shops. Often, they must install a new windshield on a vehicle that has been recently painted. This should not be a cause for concern providing the following scenarios are identified, and the proper steps followed.

SCENARIO 1:
1. The entire bead of urethane was left on the pinchweld and the existing urethane bead was painted over. Once the paint has fully cured, perform the full cut method on the existing urethane bead. Leave 0.05” to 0.08” (about 1mm to 2mm) of urethane on the pinchweld.
2. Follow regular priming method of the SRP Velocity247 black primer.

SCENARIO 2:
The existing urethane bead was completely removed. The pinchweld area was repaired and primer coat painted on.
1. Make sure the primer coat has fully cured.
2. Lightly abrade the primer coat on the bond area of the pinchweld with an abrasive cloth such as a Scotch-Brite® green pad and clean off area.
3. Follow regular priming method of the SRP Velocity247 Black Primer.

SCENARIO 3:
The existing urethane bead was completely removed. The pinchweld area was repaired and fully color painted.
1. Make sure the paint has fully cured.
2. Remove topcoat, basecoat, and clear coat (if used) to expose the primer coat.
3. If step #2 exposes large areas of bare metal, use SRP Velocity 247 black primer or have the body shop reapply the primer coat to those areas.
4. Lightly abrade the primer coat on the bond area of the pinchweld with an abrasive cloth such as a Scotch-Brite® green pad and clean off area.
5. Follow regular priming method of the SRP Velocity247 Black Primer.

Never “Re-Load” daubers or cloths by dipping them into fresh prep or primer products a second time nor “Re-Use” cloths or shop towels that have been washed as chemicals may remain on the fabric that can contaminate the entire bottle of prep or primer product.

The use of contaminated product may result in adhesive failure of the urethane adhesive system in the event of an accident.

RECTIFICATION WORK AND BARE METAL
Often, due to body shop work or rectification of rust damaged areas, large areas of bare metal or aluminum are exposed. Care must be taken with these areas to make sure the bare metal is protected and properly primed.

The SRP Velocity247 black primer is needed when rust rectification has been done or bare metal needs to be prepared for urethane application.

RUST AND CORROSION
When rust is extensive, SRP only recommends consulting the OEM or referring the vehicle to a body shop for repair or reconstruction of the pinchweld.
**SMALL AREAS OF RUST AND CORROSION ON BARE METAL OR ALUMINUM**

When rust areas are small, less than 1” by 1” (thumb sized), repair these spots and seal them SRP Velocity247 Primer. Make sure all rust is removed and the metal is clean before applying any SRP Velocity products.

**STEPS**

1. Remove the original adhesive bead down to the bare metal of affected area. Remove additional bead around the rusted area to ensure all rust is exposed. Do this prior to trimming back the remainder of the existing adhesive bead. The existing bead will protect the bonding surface from dust created in the repair process.
2. Use a Wire Brush, Rotary Wire Brush, or similar tool to remove all rust from the damaged area. If the corrosion has destroyed or reduces the pinchweld’s strength or thickness, take the vehicle to an autobody repair facility to restore the area to its original OEM condition.
3. Use a brush to remove all remaining dust or rust debris from the rectified area.
4. Clean the metal with an approved metal cleaner or SRP Velocity050. Allow to completely dry.
5. Inspect the expiration date located on the bottom of the SRP Velocity247 to ensure that the product is fresh.
6. Shake the bottle for at least 1 minute prior to use to ensure proper mixing.

The use of expired product can result in failure of the urethane adhesive system in the event of an accident.

7. Once the bottle is open, write the date of the original opening on the label. All SRP primers have an open life of 7 days. Dispose of any unused product once the 7-day open-life has expired.
8. Remove the cap using a twisting motion and place the cap on a clean surface.
9. Using a clean, uncontaminated brush, apply the SRP Velocity247 to the exposed metal. Make sure to slightly overlap paint and adhesive bead.
10. Tightly close the bottle with the original cap as soon as possible after use to minimize solvent flash and/or potential contamination.

11. Allow product to “flash off”, or completely dry. Normally this takes 4 to 6 minutes depending on environmental conditions. In colder applications, the flash off time may be longer.
12. Trim back the remainder of the adhesive bead and prime areas as described in the section titled “Priming Procedure for Pinchweld”.

**Note the expiration dates and lot numbers on your Installation Record.**

**LARGE AREAS OF RUST AND CORROSION ON BARE METAL OR ALUMINUM**

SRP Velocity247 black primer is an easy to use, one-step, fast drying solution for all your large area, bare metal priming needs. Unlike many other primers, SRP Velocity urethanes can be applied directly onto SRP Velocity247 without further priming.

SRP Velocity247 primer meets all OEM requirements and are compatible with all existing urethane, paint, and metal surfaces used in the production of today’s vehicles. While SRP Velocity247 contains no rust inhibitors, it helps to seal and protect metal surfaces, preventing moisture contact that leads to future rust development.

These products are not designed to replace automotive paint primer coatings in major restoration. When corrosion compromises the pinchweld’s strength and thickness, take the vehicle to an autobody repair facility to restore the rusted area to its original OEM condition.

**STEPS**

1. Remove the original adhesive bead down to the bare metal of affected area. Remove additional bead around the rusted area to ensure all rust is exposed. Do this prior to trimming back the remainder of the existing adhesive bead. The existing bead will protect the bonding surface from dust created in the repair process.
2. Use a Wire Brush, Rotary Wire Brush, or similar tool to remove all rust from the damaged area. If the corrosion has destroyed or reduces the pinchweld’s strength and thickness, take the vehicle to an autobody repair facility to restore the area to its original OEM condition.
3. Use a brush to remove all remaining dust or rust debris from the rectified area.
4. Clean the metal with SRP Velocity050 or an approved metal cleaner such as MEK or 100% Acetone and allow to dry.
5. Inspect the expiration date located on the bottom of the bottle to ensure that the product is fresh.
6. Shake the SRP Velocity247 bottle for at least 1 minute prior to use to ensure proper mixing.

The use of expired product can result in failure of the urethane adhesive system in the event of an accident.

7. Once the bottle is open, write the date of the original opening on the label. All SRP primers have an open life of 7 days. Dispose of any unused product once the 7-day open-life has expired.
8. Remove the cap using a twisting motion and place the cap on a clean surface.
9. Using a clean, uncontaminated brush, apply the SRP Velocity247 to the exposed metal. Make sure to slightly overlap paint and adhesive bead.
10. Tightly close the bottle with the original cap as soon as possible after use to minimize solvent flash and/or potential contamination.
11. Allow to “flash off”, or completely dry, normally 4 to 6 minutes depending on environmental conditions, before extruding fresh urethane onto the surface or installing the replacement. In colder applications, the flash off time may be longer.
12. Trim back the remainder of the adhesive bead and prime areas as describes in the section titled “Priming Procedure for Pinchweld.”
13. SRP Velocity adhesives can be applied directly to the SRP Velocity247 as soon as the product has fully flashed.

Note the expiration dates and lot numbers on your Installation Record.

**AUTO GLASS SUPPORT INSTALLATION**

Several products are used by OEM manufacturers to help support the windshield or tempered parts and provide the best possible finished interior to their customers. SRP recommends priming the pinchweld surface and then installing these items. This ensures that any cuts or scratched in the paint surface are primed and sealed before being covered by the support devices. Install these devices as the OEM recommends.

**GENERAL PROCEDURES:**

1. Windshield Blocks: Place the blocks in the designated position on the pinchweld. Do not skip the installation of these blocks. They are part of the energy management system that directs the force of a collision away from the passenger compartment and are necessary to perform a safe installation.
2. Foam Dam Tape: Peel the adhesive backing from a small section of the Foam Dam. Apply the Foam Dam to the inner edge of the pinchweld. Ensure that the Foam Dam is not placed on or contacting the trimmed urethane bead.
3. Foam Core Butyl: Many Ford, Lincoln, and Mercury vehicles use Foam Core Butyl in the installation of their tempered parts. Install the Foam Core Butyl in the same manner as a Foam Dam is installed. Also ensuring that the Foam Dam is not placed on or contacting the trimmed urethane bead.
SRP VELOCITY URETHANE GUIDE

SRP VELOCITY ADHESIVES
A properly bonded windshield is a safe windshield. At SRP, we put safety first! Our products undergo extensive testing and a series of crash tests per Federal Motor Vehicle Safety Standards (FMVSS). AGSC and LYNX Services™ approved, the SRP line of primers and adhesives are designed to meet the demanding needs of the AGR industry.

SRP VELOCITYPROV+
- SRP VelocityProV+ provides a combination of performance and convenience without sacrifice.
- Primerless to glass and ceramic frit.
- High viscosity formula suitable for large windshields.
- Available in 600ml foil packs and 310ml cartridges.
- Meets or exceeds all FMVSS safety standards.

SRP VELOCITY60
- Provides unparalleled value.
- High Viscosity formula suitable for large windshields.
- Universal Modulus for performance vehicles.
- Low conductive solid protection for Aluminum and electronic sensitive applications.
- 1 to 2-hour MDAT impressive performance.
- Consistent performance in all weather.
- Available in 600ml foil packs and 310ml cartridges.
- Meets or exceeds all FMVSS safety standards.

SRP VELOCITY30
- High Viscosity for exceptional decking.
- High Modulus for today’s high-performance vehicles.
- Low Conductive - high resistance for aluminum and electronics protection.
- 30 minutes MDAT for a fast-paced world.
- True performance in all weather.
- Available in 600ml foil packs and 310ml cartridges.
- Meets or exceeds all FMVSS safety standards.

LOW CONDUCTIVE – HIGH MODULUS
All matter conducts electricity, and polyurethane adhesives are no exception. In many cases, automakers mandate the use of an adhesive that reduces the level of electrical conductivity for a multitude of reasons. Vehicles with aluminum bodies need additional protection from galvanic corrosion. Glass parts with antennas for things like GPS, satellite radio, and toll pass transponders need to be isolated from electrical current that can cause static interference or a weakened signal. Low conductive adhesive may also be used to insulate non-insulated wires used in for heated glass parts or defrosters, reducing the risk of an electrical short or even fire.

Adhesive manufacturers achieve lower conductivity or a higher resistance to electrical current by using a special grade of Carbon Black; which is typically very conductive due to its vast surface area in relation to its mass.

HIGH MODULUS – UNIVERSAL MODULUS
While the term high modulus is often used along with non-conductive, however, the two terms referred to are seperate concepts in adhesive technology. High Modulus refers to the adhesives ability to withstand high amounts of stress, thus enabling vehicle manufacturers to build cars with stiffer handling, while also stabilizing the movement and reducing vibration and noise. The SRP Velocity30 and Velocity60 are formulated as universal modulus, ensuring the original level of stiffness is retained while still allowing the flex needed for cars that have been manufactured with traditional adhesive. The number of vehicles that requires low conductive adhesive is far greater than those requiring high modulus. Both SRP Velocity30 and Velocity60 are formulated for use on vehicles that require High Modulus — Non-Conductive (HMNC) urethanes.
CHOOSING THE RIGHT SRP VELOCITY PRODUCT

Which SRP Velocity Urethane should you use? That will depend on a lot of factors that you need to know and understand.

1. **Determine the Vehicle’s Needs:**
   The priority in the adhesive selection process is to determine the needs of the vehicle. Does it need a high modulus and/or a low conductive adhesive?

2. **Determine the Customer’s Needs:**
   If it is known when the vehicle will likely be driven, use this time to determine the slowest adhesive that should be used. If the installer does not know, or even questions when a customer will need to drive the vehicle, they should assume that it will be moved immediately and should use the adhesive with the fastest drive away time. This is particularly important for mobile installations where the installer may be liable if a driver or passenger is injured in an accident even when the vehicle owner acknowledges the drive away time and signs a release. Always notify the owner/operator of the vehicle of the drive away times. Explain to them why it is important and why they must adhere to those times.

   **When in doubt, use the SRP Velocity30 which will give you the peace of mind that you have used the product with the quickest drive away time.**

3. **Determine the Temperature and Relative Humidity:**
   The cure rate of SRP Velocity adhesives is affected, to some extent by the temperature and relative humidity. It is important to note that technicians must determine the temperature and humidity where the vehicle will sit and cure, not where the replacement is performed.

   **FOR EXAMPLE:**
   If a replacement is made inside a shop in Edmonton, Alberta in January, and the vehicle is immediately moved outdoors, the outdoor temperature and relative humidity reading must be used to calculate the drive away time.

4. **How to Use SRP Minimum Drive Away Charts**
   The easiest way to prevent urethane failure is to read, understand and adhere to SRP Velocity comprehensive written instructions and Minimum Drive Away Charts. To determine drive away times, three crucial pieces of information are needed: the temperature and the humidity of the location where the vehicle will sit as the urethane cures and the correct SRP Velocity Minimum Drive Away Chart. SRP Velocity Minimum Drive Away Charts are located on the SRP Velocity Minimum Drive Away Chart Sales Sheet, the SRP Velocity Installers Wall Chart, Appendix A of this manual and at www.srpproducts.com. The best source for reading the temperature and relative humidity is a small, portable digital thermometer/hygrometer. Thermometers and Hygrometers give accurate temperature and relative humidity readings and are inexpensive. Portability is important for mobile technicians and for shops that move their completed vehicles outside to cure. Knowing that the temperature is 70°F with 50% Rh inside the shop does little good to a mobile installer in Chicago in January. To determine the drive away time, follow the procedures listed below.

   1. Determine whether the vehicle is equipped with a driver’s side airbag only, or a dual airbag system. Use the chart labeled “FVMSS Drive Away Times for Single Airbag Vehicles” for vehicle without airbags or passenger side airbag. Use the charts labeled “FMVSS Drive Away Times for Dual Airbag Vehicles” for cars with dual airbags. This will include all passenger vehicles manufactured or sold in North America for the past decade.
   2. Using your thermometer/hygrometer, determine the temperature and relative humidity of the location where the vehicle will cure.
   3. Using the SRP Velocity Minimum Drive Away Chart for your selected adhesive, find where the temperature intersects with the relative humidity. An example is shown below with the temperature at 62°F and a 44% Rh.

   The time shown is the earliest the vehicle should be driven. Remember to account for coming weather changes and the time of day when determining drive away times. These charts are guides only. It is always recommended to let the product achieve full cure. Technician judgment is necessary to account for individual situations and changing weather conditions.

   Do not undertake any glass replacement knowing that the SRP Velocity glass retention systems minimum drive time will exceed the time in which the vehicle is reasonably expected to be driven.

   **Remember, in the event of an accident, previous lawsuits have found the installer liable even when the vehicle owner was warned, signed a release, and the owner disobeyed installer recommendations. It is best not to allow the vehicle back into service until you are positive the vehicle is safe to drive.**
### FMVSS Minimum Drive Away Times for Single & Dual Airbag Vehicles

<table>
<thead>
<tr>
<th>Relative Humidity</th>
<th>0° - 20°F (17° - 7°C)</th>
<th>20° - 30°F (7° - 1°C)</th>
<th>30° - 40°F (4° - 1°C)</th>
<th>40° - 50°F (10° - 16°C)</th>
<th>50° - 60°F (16° - 21°C)</th>
<th>60° - 70°F (21° - 27°C)</th>
<th>70° - 80°F (27° - 33°C)</th>
<th>80°F+</th>
</tr>
</thead>
<tbody>
<tr>
<td>80 - 100%</td>
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<td>1 hr</td>
<td>1 hr</td>
<td>30 min</td>
</tr>
</tbody>
</table>

**Always follow the SRP Velocity cold weather procedures when the ambient temperature is below 40°F (4°C).**

### FMVSS Minimum Drive Away Times for Single & Dual Airbag Vehicles

<table>
<thead>
<tr>
<th>Relative Humidity</th>
<th>20° - 40°F (6° - 4°C)</th>
<th>40° - 60°F (4° - 16°C)</th>
<th>60° - 70°F (16° - 21°C)</th>
<th>70° - 80°F (21° - 27°C)</th>
<th>80°F+</th>
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</tr>
</tbody>
</table>

**Always use SRP Velocity30 when the temperature is 20°F (-6°C) or below. Always follow the SRP Velocity cold weather procedures when the ambient temperature is below 40°F (4°C).**

### FMVSS Minimum Drive Away Times for Single & Dual Airbag Vehicles

<table>
<thead>
<tr>
<th>Relative Humidity</th>
<th>40° - 50°F (4° - 10°C)</th>
<th>50° - 60°F (10° - 16°C)</th>
<th>60° - 70°F (16° - 21°C)</th>
<th>70° - 80°F (21° - 27°C)</th>
<th>80°F+</th>
</tr>
</thead>
<tbody>
<tr>
<td>80 - 100%</td>
<td>3 hrs</td>
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<td>3 hrs</td>
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</tr>
<tr>
<td>60 - 80%</td>
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<td>3 hrs</td>
<td>3 hrs</td>
<td>3 hrs</td>
<td>3 hrs</td>
<td>3 hrs</td>
</tr>
</tbody>
</table>

**Under 40°F use Velocity30 or Velocity60. Always follow the SRP cold weather procedures when the ambient temperature is below 40°F.**

The time indicated on these charts is the minimum time necessary for a given adhesive to achieve the minimum drive away strength needed to meet the requirements of FMVSS, 208, 212 & 216. Follow all SRP Velocity comprehensive written instructions to ensure the installation is performed correctly.

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**SRP VELOCITY INSTALLATION MANUAL V1.1 20201221**
Special Considerations

Low Conductive Urethane
Low conductive urethane will minimize the potential for an electrical current to flow between the electronics in the encapsulation of the windshield and the metal body frame of the vehicle. Without the proper urethane the radio and cell phone signals may be disrupted, electronics can fail, and damage may occur to these devices. Also, if an electrical current is created by the interaction of the carbon in the adhesive and the aluminum body frame of the car, the current created will eventually corrode the aluminum causing major damage to the structure of the vehicle (see galvanic corrosion).

Consult NAGSTM for a comprehensive list of vehicles that require low conductive adhesive.

Galvanic Corrosion
When two unlike types of elements are in contact with each other, the potential for electrons to migrate exists. The current caused by the migration of electrons could happen between the aluminum of the vehicle body to the carbon in standard adhesives or by other dissimilar metals in antennas, heaters or other electronics. Therefore, it is important to use products especially designed to alleviate this occurrence. As the electrons leave the aluminum, what is left behind is a white powder on the surface. This is galvanic corrosion and it is the deterioration of the aluminum pinchweld. Many auto manufactures have used aluminum for years and more are starting, increasing the demand for low conductive adhesives.

Use only SRP Velocity60 and Velocity30 on models where the vehicle manufacturer has identified the need for low-conductive adhesive. Low-conductive requirements are also listed and published by NAGSTM.

High Modulus Urethane
On many luxury and sports vehicles, the windshield plays a key role in keeping the car stabilized and rigid. The stress that is placed on the adhesive through compression, lateral shear, tension, and torsion requires an adhesive that has a greater tolerance to stress. Rest assured that all SRP Velocity60 and Velocity30 will meet the aftermarket replacement needs of these vehicles.

There are numerous manufacturers that use High Modulus adhesive in special applications.

Consult NAGSTM for complete vehicle list.

SRP Velocity Adverse Weather Procedures
Adverse weather conditions create several problems for auto glass technicians. Cold weather causes most one-component adhesives to cure slower because of the reduced capacity of the atmosphere to hold moisture. Hot humid weather also has its own issues with reduced viscosities, and condensation on the glass that can contaminate a bond line. This is all compounded when the job is being done mobile versus in-shop.

Mobile Replacements in Cold Weather
Not only does the adhesive cure more slowly, but technicians must also contend with condensation, frost, frozen parts or vehicles, and primer that will dry slower. To compound these issues, the viscosity of some urethanes can increase making it difficult to properly set and adjust a windshield.

When ambient air temperatures drop below 40°F (4°C), special care must be taken when installing replacement auto glass. Certain SRP Velocity adhesives are designed to perform well in colder weather, but primers that are part of the SRP Velocity system require additional care at low temperatures.

1. When using SRP Velocity adhesives, make sure the adhesive is between 60°F and 80°F (15°C and 26°C) to ensure proper dispensing.
2. If desired, turn on the vehicle’s defrost and leave the vehicle running through the rest of the installation. The added heat will help the urethane’s working time and improve cure rates in cold weather. Be aware of carbon monoxide being produced by the running vehicle.
3. Prepare the pinchweld by removing excess urethane and treat scratches and corrosion per SRP Velocity published procedures.

4. Pre-prime the glass in the shop or in the heated van. The SRP Velocity247 black primer must be applied at temperatures of 30°F (-1°C) or above. SRP Velocity050 cleaner and activator may be applied at temperatures as low as 0°F (-17°C).

5. Allow preps and primers to properly flash off. Never apply SRP Velocity adhesives to a wet surface. Make sure to remove any condensation that appears. The flash off time will vary by temperature; in very cold temperatures the SRP Velocity247 black primer may take longer. SRP Velocity050 cleaner and activator should be ready in as little as 5 minutes.

6. If vehicle is running with defrost on, leave running for 15 minutes after the glass is set in place.

7. Replace all trim, cowlings, and moldings.

MOBILE REPLACEMENTS IN HOT AND HUMID WEATHER

1. When using SRP Velocity adhesives, make sure the adhesive is between 60°F and 80°F (15°C and 26°C) to ensure proper dispensing.

2. Prepare the pinchweld by removing excess urethane and treat scratches and corrosion per SRP Velocity published procedures.

3. If removing the glass from a cool, conditioned space, allow glass to equalize with outside temperature before the application of primers. This will help eliminate condensation.

4. Allow preps and primers to properly flash off. Never place SRP Velocity adhesives onto a wet surface.

RAIN, SNOW AND FOG

Moisture helps all urethane adhesives cure faster but can be detrimental to the bond of the adhesive to the glass or pinchweld. Ensure that the glass and pinchweld are perfectly dry before applying any SRP Velocity primers and adhesives. Never apply to a wet surface.

LOW TEMPERATURES CAN BE SAFE TEMPERATURES

You can’t control the weather, but the weather does not have to control your business. By following the published adverse weather procedures, choosing the right product for the job and the weather, and using common sense, you will make adverse weather a non-issue.
**USING SRP VELOCITY URETHANES**

**OPENING SRP VELOCITY URETHANE CARTRIDGE**

Follow the procedures listed below to ensure that both ends of the cartridge are opened properly. Failure to do so will impede the extrusion of the urethane and cause general dispensing problems.

1. SRP Velocity Adhesives feature a “Pop–Top” freshness seal on the bottom of the adhesive cartridge. Simply lift the tab and pull it off.
2. Place the cartridge on a sturdy workbench or similar surface. Pierce the top membrane on the threaded end of the adhesive cartridge using an un-cut nozzle or similar tool. Make sure that the port is fully opened.
3. Screw the cut nozzle onto the threaded end of the adhesive cartridge and turn until tight.

**OPENING SRP VELOCITY FOIL-PACK (SAUSAGE)**

Follow the procedures listed below to ensure that foil-pack (sausage) is opened properly. Failure to do so may cause issues with dispensing.

**STEPS:**

1. Remove metal clip from one end of the sausage pack by cutting the foil in a circular shape large enough for the adhesive to extrude.
2. Prepare nozzle (see below) and place foil and nozzle into the gun.
3. Screw the cap over the nozzle and turn until tight.

**NOZZLE PREPARATION**

The use of a properly shaped adhesive bead is critical when installing replacement auto glass. All adhesive manufacturers and all OEMs recommend the use of a triangular bead because it is the only shape that guarantees that no air bubbles can get trapped between the fresh adhesive and the glass or pinchweld when the glass is placed into the vehicle.

As the glass is installed in the vehicle, the peak of the triangle is the first point of contact. As the glass is lowered into place, the top of the triangle is pushed down into the adhesive bead. This forces the top of the bead to bow out as the glass is lowered further. Since the adhesive is being pushed out from the center, the contact moves from the center to the final edge of the bead. Air is forced away from the bead and is prevented from becoming trapped.

Square beads can present problems when the nozzle is cut poorly. If any dip is present in the center of the bead, the outside edges will contact the glass or pinchweld first. This can create an air pocket that can result in leaks or adhesive failure in the event of a crash. A similar problem exists with round beads. If the bead rolls as the glass is installed, or uneven pressure is placed on the bead, an outside edge can contact the bonding surface before the center of the bead creating air pockets.

SRP Velocity packages twelve precut nozzles in each case so glass technicians can trim the appropriate triangle shape for each installation. For example, a Ram pickup will require a taller triangular bead than a Honda Civic because of the depth of the pinchweld.

When cutting a nozzle adjust both the width and height of the bead. Do so by adjusting the shape of the V. When applying the adhesive to the glass, the tip should be cut at an angle close to 90° but not more. Applying the adhesive to the body may require the glass technician to reach out and reduce the angle of the application tool. To ensure the applicator makes good contact, cut the tip at a bit of an angle, but not less than 30°. Cutting a separate applicator designed for the vehicle will help duplicate the factory adhesive application. Reusing the same applicator increases the likelihood of an air bubble, but more concerning is the use of too little or too much adhesive. Using too little adhesive may not provide adequate retention in an accident. Too much adhesive, when compressed may move past the fresh cut adhesive an onto an unprimed, contaminated area of the body resulting in adhesion failure. In extreme cases of too much adhesive the urethane will fill the entire channel out to the sidewall. This will prevent the air from flowing around the fresh bead, reducing the curing rate. If this were to occur, the published minimum drive away times would no longer be accurate, and SRP would not be held liable.
APPLYING ADHESIVES TO GLASS OR PINCHWELD

ADHESIVE APPLICATION AND SEAM PADDLING PROCEDURES

Leaks occur most often at the joints where adhesive beads meet. Joints that are not sealed properly can result in water leaks and/or air noise. Either way, they result in costly re-work and/or time-consuming R&R’s as well as inconvenience for the vehicle owner.

If gaps are present at seams in the adhesive, the gaps are weak points in the urethane bead. In the event of an accident, failure can begin at these points and “unzip” around the glass perimeter. This can lead to glass failure and/or failure of the supplemental restraint system which is critical to the safety of vehicle occupants.

The best method to reduce leaks and gaps is to plan the locations of your joints in advance and to properly “butt-and-paddle” all seams in the adhesive bead. Technicians should attempt to lay one continuous bead across the top of the glass in order to prevent water leaks, and lay a second continuous bead along the bottom of the passenger-side of the windshield to absorb the impact of airbag deployment in a collision.

Follow the following procedures to properly apply your selected SRP adhesive to either the replacement glass or the prepared pinchweld:

URETHANE TO GLASS APPLICATION:

1. Begin applying your selected SRP Velocity adhesive at the bottom of the windshield in the center of the driver’s side of the glass.
2. Proceed along the bottom of the glass, up the passenger A-Pillar, across the top of the windshield, and as far down the driver A-Pillar as possible before the adhesive cartridge is empty.
3. Switch cartridges and “butt” the tip of the nozzle into the end of the adhesive line on the driver A-Pillar.
4. Continue applying adhesive down the A-Pillar and along the bottom of the glass until the beginning of the adhesive bead is reached. Overlap the adhesives for approximately 1”.
5. Use a windshield stick or similar object to paddle the seams. Paddle the adhesive in one direction on one side of the bead and in the other on the opposite side of the bead for best results.

PINCHWELD APPLICATION

1. Begin applying the adhesive to the pinchweld holding caulking gun at a 90° angle and ensure the fresh adhesive is making good contact.
2. Plan where the breaks will be located to ensure seams will not be in the corners.
3. Match the width of the trimmed OE adhesive while the height should match the depth of the pinchweld.
4. To continue where a break occurred from repositioning or re-loading, butt the adhesive nozzle into the end of the bead and continue dispensing.
5. Overlap the adhesive by 1” anytime that your fresh bead is going to contact another freshly applied bead.
6. Use a clean windshield stick or similar object to paddle the adhesive in one direction on one side of the bead and in the other on the opposite side of the bead for best results.
7. Properly paddled seams are essential in avoiding leaks and wind noise. When done correctly, paddled seam will not suffer a loss of integrity.

Do not use your finger to paddle seams as this may contaminate the urethane bead.

BACKFILLING AIR OR WATER LEAKS

If it is necessary to re-seal an area due to wind noise or a water leak within a polyurethane retention system, be sure to use only compatible polyurethane.

If sealing air or water leaks within a rubber gasket and sealant system other than polyurethane, use only an OE compatible sealant. Never use butyl, silicone caulk, or any other non-polyurethane product. When repairing a water or air leak from an install performed by another company, it is best not to attempt to re-seal. Depending on the corrective action required it is usually better to perform an R&R or a new installation. A great deal of liability transfers once repair efforts begin, therefore it is very important to identify the source of the leak. Remember, once you touch it, you own it.

MECHANICALLY FASTENED GLASS

If you incur a piece of glass that has been mechanically fastened from the OEM, please consult the OEM for the proper way to refasten the glass for its replacement. If it is determined that the glass was polyurethane set in the aftermarket, and the original OEM design was a mechanical attachment, then the glass must be attached per the original OEM design.
SRP VELOCITY APPLICATION PROCEDURE BY PRODUCT

SRP VELOCITYPROV+ PRIMERLESS TO GLASS ADHESIVE APPLICATION PROCEDURE

SRP VelocityProV+ is a primerless to glass adhesive designed to simplify aftermarket installations. This type of product is one of the easiest in the industry to use with high initial viscosities and superior deck properties. SRP VelocityProV+ has an electrical resistance of 10^5 and is suitable for use on some vehicles that require “non-conductive” adhesive. Refer to the OE specifications for exact requirements. Once it is determined that this product is appropriate for the installation, follow the procedures listed below to extrude this product onto either the pinchweld or glass.

1. Inspect the expiration date on the SRP VelocityProV+ cartridge or foil pack to ensure that the product is fresh. The lot number and expiration dates are printed on the top of the cartridge or side of the urethane. There is also a removable sticker in the box with the urethane.

2. Thoroughly clean the glass with SRP Glass Cleaner and inspect for contamination. If oils, debris, or release agents are still present continue to clean until gone. If there is a concern about the glass, it is recommended to use SRP Velocity247 Black Primer. See section titled “Cleaning, Prepping and Priming Glass.”

The use of expired product can result in failure of the urethane adhesive system in the event of an accident.

1. Using the appropriate caulking gun, air gun, or battery powered gun, apply the urethane adhesive to the bond line of either the prepared and primed glass or the primed pinchweld and paddle all joints according to the directions in the section of this manual titled “Adhesive Application and Seam Paddling Procedures.”

2. Immediately install replacement glass into the pinchweld. Adjust the glass as necessary to correctly align the glass and moldings.

Note the product used, the expiration date, and lot number of the adhesive on the Installation Record.

TECH TIPS:

- It is important that SRP VelocityProV+ be applied to completely clean glass since it is a primerless to glass product. Use SRP Glass Cleaner to thoroughly clean the glass surface.
- If needed, use SRP Velocity100CR Contamination Remover and an SRP Velocity Multipurpose Pad to remove stubborn spots of contamination.
- SRP VelocityProV+ is a primerless to glass product which means a glass primer is not required. SRP Velocity050 Cleaner and Activator and SRP Velocity247 Black Primer can be used with SRP VelocityProV+ if desired.
- Properly dispose of any expired primer and adhesive products.
- SRP VelocityProV+ has a working time of 20 minutes. Install the replacement glass soon after adhesive application to prevent skin formation and to ensure a proper adhesive bond.
- Refer to the appropriate SRP Velocity Minimum Drive Away Chart to determine when the adhesive will achieve adequate strength for vehicle use. Do not allow customers to drive vehicle until the published minimum drive away time has elapsed.

APPLYING SRP VELOCITY30 AND SRP VELOCITY60

SRP Velocity30 and SRP Velocity60 adhesives are all single component products that are applied identically. These products also are among the easiest in the industry to use with high initial viscosities and superior deck properties. Be sure to always use SRP Velocity050 or SRP Velocity247 with the use of these two adhesives. Once it is determined that these products are appropriate for the installation, follow the procedures listed below to extrude these products onto either the pinchweld or glass.

1. Inspect the expiration date on the SRP Velocity30 and SRP Velocity60 tubes or foil pack to ensure that the product is fresh. The lot number and expiration dates are printed on the top of the cartridge or on the side of the foil pack. There is also a removable sticker in the box with the urethane.

The use of expired product can result in failure of the urethane adhesive system in the event of an accident.

2. Using the appropriate caulking gun, air gun, or battery powered gun, apply the urethane adhesive to the bond line of either the prepared and primed glass or the primed pinchweld and paddle all joints according to the directions in the section of this manual titled “Adhesive Application and Seam Paddling Procedures.”

3. Immediately install replacement glass into the pinchweld. Adjust
the glass as necessary to correctly align the glass and moldings.

Note the product used, the expiration date, and lot number of the adhesive on the Installation Record.

**TECH TIPS:**
- The SRP Velocity30 and SRP Velocity60 adhesives all require a Velocity glass activator or primer. Never use these adhesives without a glass primer.
- Properly dispose of any expired primer and adhesive products.
- Both Velocity urethanes have working times of 15 minutes. Install the replacement glass soon after adhesive application to prevent skin formation and to ensure that proper adhesive bonding occurs.
- Refer to the appropriate SRP Velocity Minimum Drive Away Chart to determine when the adhesive will achieve adequate strength for vehicle use. Do not allow customers to drive vehicle until the published minimum drive away time has elapsed.

**AUTO GLASS INSTALLATION**

Once the adhesive bead has been extruded onto either the pinchweld or the glass, the technician should immediately install the replacement glass onto the vehicle. SRP recommends the use of suction cup tools to ease the installation process, and to prevent hand contact with either the adhesive or the primed bonding surfaces. SRP also recommends the use of two-man installation teams or specialty setting devices that ensure proper glass placement and prevent problems and injuries during installation.

**STEPS**

1. Using the selected suction cup tools as described by the manufacturer, attach the tools to the exterior of the glass being installed.
2. Pick up the glass using the suction cup tools. Installers can use their free hand to help steady the glass, but care should be taken to avoid contact with the bond line or adhesive on the glass. Always wear nitrile gloves.
3. Place the glass into the vehicle pinchweld using tape marks from dry fitting to guide the placement.
4. Gently press around the perimeter of the glass to ensure good contact is made between the fresh adhesive and the bonding surface of the glass or pinchweld.
5. Install any external moldings and/or make any necessary adjustments to the glass to provide a proper professional look. Use molding tape if necessary to ensure that the moldings stay in place until the adhesive cures.
6. Clean the interior and exterior of the glass using SRP Foaming Glass Cleaner to remove any fingerprints or dust from the glass.
7. Re-Install any trim pieces, such as the A-Pillars, molding, the wiper arms, rearview mirror, cowl and any other vehicle parts removed during the replacement process.
8. Complete the Installation Record and Hang Tag. Attach the Installation Record to the work order for the replacement and place the Hang Tag on the rearview mirror of the vehicle.
9. Finish any other cleaning tasks on the vehicle and again advise the vehicle owner of the following items:
   - When the vehicle will be able to be used as determined using the SRP Velocity Minimum Drive Away Charts. If necessary, explain the safety functions of the windshield and that the vehicle occupants can be seriously injured in the event of an accident if the drive times are not respected.
   - Leave vehicle windows partially opened for at least 24 hours to allow air to circulate.
   - Do not slam car doors or rear lift-gates for at least 24 hours.
   - Do not take the vehicle through high-pressure car washes for at least 24 hours.
   - In cold weather (less than 55°F/13°C), run the defroster as much as possible to help accelerate the curing process.
CLEAN UP MADE EASY WITH SRP
SRP distributes several additional products for use in the AGR market. The SRP professional cleaning products are designed to make auto glass installation and clean-up easier and provide value-added products for the glass technician.

SRP FOAMING GLASS CLEANER
SRP Foaming Glass Cleaner is an ammonia-free cleaner designed for both automotive and flat glass. Its non-streaking and non-fogging formula will not interfere with the bonding or curing of SRP urethane products.
- Compatible with SRP Velocity products
- 19 oz aerosol spray can

SRP QUICK ‘N CLEANS
Quick N’ Clean Towels are effective at removing stubborn soil and urethane without scratching painted surfaces. Packaged in a convenient and economical “baby wipe” style bucket, these disposable towels provide cleaning convenience for mobile AGR technicians. Pre-Moistened towels also contain moisturizers to soothe dry and chapped hands
- 90 towels each bucket
- Pre-Moistened towels are perfect for mobile units
- Environmentally safe and non-hazardous
### Appendix A

**SRP Velocity Minimum Drive Away Charts**

#### FMVSS Minimum Drive Away Times for Single & Dual Airbag Vehicles

<table>
<thead>
<tr>
<th>Relative Humidity</th>
<th>0° - 20°F</th>
<th>20° - 30°F</th>
<th>30° - 40°F</th>
<th>40° - 50°F</th>
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<td>1 HR</td>
<td>1 HR</td>
<td>30 MIN</td>
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Always follow the SRP Velocity cold weather procedures when the ambient temperature is below 40°F (4°C).

#### FMVSS Minimum Drive Away Times for Single & Dual Airbag Vehicles

<table>
<thead>
<tr>
<th>Relative Humidity</th>
<th>20° - 40°F</th>
<th>40° - 60°F</th>
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<tr>
<td>80 - 100%</td>
<td>1 HR</td>
<td>1 HR</td>
<td>1 HR</td>
<td>1 HR</td>
<td>1 HR</td>
</tr>
<tr>
<td>60 - 80%</td>
<td>1 HR</td>
<td>1 HR</td>
<td>1 HR</td>
<td>1 HR</td>
<td>1 HR</td>
</tr>
<tr>
<td>40 - 60%</td>
<td>2 HRS</td>
<td>1 HR</td>
<td>1 HR</td>
<td>1 HR</td>
<td>1 HR</td>
</tr>
<tr>
<td>20 - 40%</td>
<td>2 HRS</td>
<td>2 HRS</td>
<td>1 HR</td>
<td>1 HR</td>
<td>1 HR</td>
</tr>
<tr>
<td>0 - 20%</td>
<td>2 HRS</td>
<td>2 HRS</td>
<td>2 HRS</td>
<td>1 HR</td>
<td>1 HR</td>
</tr>
</tbody>
</table>

Always use SRP Velocity30 when the temperature is 20°F (-6°C) or below. Always follow the SRP Velocity cold weather procedures when the ambient temperature is below 40°F (4°C).

#### FMVSS Minimum Drive Away Times for Single & Dual Airbag Vehicles

<table>
<thead>
<tr>
<th>Relative Humidity</th>
<th>40° - 50°F</th>
<th>50° - 60°F</th>
<th>60° - 70°F</th>
<th>70° - 80°F</th>
<th>80°F+</th>
</tr>
</thead>
<tbody>
<tr>
<td>80 - 100%</td>
<td>3 HRS</td>
<td>3 HRS</td>
<td>3 HRS</td>
<td>3 HRS</td>
<td>3 HRS</td>
</tr>
<tr>
<td>60 - 80%</td>
<td>3 HRS</td>
<td>3 HRS</td>
<td>3 HRS</td>
<td>3 HRS</td>
<td>3 HRS</td>
</tr>
<tr>
<td>40 - 60%</td>
<td>3 HRS</td>
<td>3 HRS</td>
<td>3 HRS</td>
<td>3 HRS</td>
<td>3 HRS</td>
</tr>
<tr>
<td>20 - 40%</td>
<td>3 HRS</td>
<td>3 HRS</td>
<td>3 HRS</td>
<td>3 HRS</td>
<td>3 HRS</td>
</tr>
<tr>
<td>0 - 20%</td>
<td>3 HRS</td>
<td>3 HRS</td>
<td>3 HRS</td>
<td>3 HRS</td>
<td>3 HRS</td>
</tr>
</tbody>
</table>

Under 40° use Velocity30 or Velocity60. Always follow the SRP cold weather procedures when the ambient temperature is below 40°.

The time indicated on these charts is the minimum time necessary for a given adhesive to achieve the minimum drive away strength needed to meet the requirements of FMVSS, 208, 212 & 216. Follow all SRP Velocity comprehensive written instructions to ensure the installation is performed correctly.
APPENDIX B

AUTO GLASS SAFETY COUNCIL (AGSC)

AUTOMOTIVE GLASS REPLACEMENT SAFETY STANDARD (AGRSS)

Compliance Package and Reference

If you require any additional help, please contact your regional SRP Sales Representative, e-mail us at info@srpproducts.com or call us at 800-728-1817.

SRP will provide additional support for the validation phase of the AGSC Registration process. Please notify SRP as soon as possible once you have been notified that you will be going through the validation process.

For additional information on the Auto Glass Safety Council and the resources they offer for help in the registration process, please visit them at www.agsc.org.
Thank you for using the SRP Velocity line of automotive adhesives, primers and cleaning products. The Automotive Glass Replacement Safety Standard (AGRSS) addresses procedures, education and product performance. The SRP Velocity AGRSS Compliance Package is designed to help you with accreditation, compliance and familiarity with the AGRSS standards and practices regarding the safe installation of fixed automotive glass when using SRP Velocity products.

The SRP Velocity AGRSS Compliance Packet contains documents to help you complete your “Application for Registration of Compliance with ANSI/AGRSS 004-2018 Automotive Glass Replacement Standard” in order to obtain your Auto Glass Safety Council (AGSC) accreditation.

This packet also contains information to help you complete all eight deliverable requirements of the ANSI/AGSC/AGRSS 004-2018 Automotive Glass Replacement Standard. Please visit www.agrss.org for additional information regarding the standard and its registration requirements.

Please refer to the SRP Velocity Installation Manual regarding the proper procedures and techniques when using SRP Velocity adhesives, primers and cleaning products.

The SRP Field Training Program is an AGSC registered training program designed to help keep you and your shop compliant. Please contact your SRP Sales Representative for further information.

You can find additional information regarding our cleaning products, windshield repair, plastic polish and glass restoration products on our website at www.srpproducts.com.

AGRSS and AGSC are registered trademark of Auto Glass Safety Council, Inc.
AGRSS DELIVERABLES CHECKLIST

Instructions: Attach to this sheet or to the pages in this manual each of the following listed deliverables in the SRP Velocity AGRSS Compliance Package. Mark each box corresponding with each deliverable to ensure that your application for registration with the AGSC is complete.

☐ DELIVERABLE 1:
  4.0 Copy of form to record condition of vehicle that could compromise the retention system

☐ DELIVERABLE 2:
  5.01 Copy of the retention system manufacturer/private labeler document that specifies compliance to a quality assurance standard.

☐ DELIVERABLE 3:
  5.03 Copy the retention system manufacturer/private labeler document that specifies retention system being either OEM approved or equivalent.

☐ DELIVERABLE 4:
  5.04 Copy of cover of retention system manufacturer/private labeler current written instructions.

☐ DELIVERABLE 5:
  6.03 Provide copy of drive-away chart provided by retention system manufacturer/private labeler.

☐ DELIVERABLE 6:
  6.04 Copy of your record utilized to record drive away times specified to the vehicle owner/operator before and after the job has been completed (make sure names of owner/operator do not appear).

☐ DELIVERABLE 7:
  6.07 Copy of your record utilized to note retention system lot numbers and glass part DOT/part numbers (make sure names of owner/operator do not appear).

☐ DELIVERABLE 8:
  9.02 Sample copy of auto glass replacement technician’s AGR training certificate indicating form of training maintained
**DELMERABLE 1:**

4.0 COPY OF THE FORM USED TO RECORD CONDITION OF VEHICLE THAT COULD COMPROMISE THE RETENTION SYSTEM

**REQUIRED:**
Copy of the form used to document the condition of the vehicle. Often this document is the same as the inspection sheet, work order or shop paperwork. It is also required to record the adhesive and primer system used in the retention system installation along with vehicle, weather conditions and any other factors that could compromise the retention system should also be noted on this form.

**DELMERABLE:**
Do the personnel performing automotive glass replacement refrain from beginning or completing an installation where any related condition would compromise the retention system? If a problem is found, is there a documented procedure to notify the customer?

**SRP PROVIDES:**
We furnish an installation record form for the installer to record pre and post installation notes for shops that do not currently have one. The form allows the installer to record the VIN number, mileage, weather condition, condition of vehicle, along with the SRP Velocity adhesive and primer system used.

**WHERE TO REFERENCE THIS INFORMATION**
This information can be found on page 32 Velocity of the SRP Velocity Installation Manual (Version 1.1).

**ACTION REQUIRED BY TECHNICIAN**
Attach a copy of your company’s installation record form or the SRP form provided and attach it to your AGRSS Deliverables Checklist Sheet.
Use this as a guide for your company’s installation record sheet. You do not have to use this specific form from SRP to be compliant with the AGRSS Standard. Just be sure to capture all the information needed for traceability of parts.
DELMIVERABLE 2:

SECTION 5.01 COPY OF THE RETENTION SYSTEM MANUFACTURER/PRIVATE LABELER DOCUMENT THAT SPECIFIES COMPLIANCE TO A QUALITY ASSURANCE STANDARD.

REQUIRED:
Copy of attached Quality Assurance letter from SRP. Proper use of SRP Velocity products ensures that all vehicles meet OEM specifications for structural integrity and aesthetics.

DELIVERABLE:
Have all the retention system suppliers/vendors that your functional units use been verified to ensure that their products are produced under a documented quality assurance standard?

SRP PROVIDES:
Written documentation stating that all SRP Velocity adhesives and primers are produced under the quality assurance of ISO 9001 2015 ECOVADIS Silver Medal. Each SRP Velocity product has been tested and has passed FMVSS 208/212 standards for glass retention.

WHERE TO REFERENCE THIS INFORMATION
This information can be found on page 34 of the SRP Velocity Installation Manual (Version 1.1).

ACTION REQUIRED
Copy attached Quality Assurance letter and attach to your AGRSS Deliverables Checklist Sheet.
SRP Velocity offers a complete line of OEM and OEM approved adhesives for the bonding of automotive glass. No matter which SRP Velocity adhesive used, each product is produced under the quality assurance of ISO 9001:2015, ECOVADIS Silver Medal Holder approvals.

Each SRP Velocity product has been tested and has passed FMVSS 208/212 standards for glass retention.

SRP, is part of the Fix Network which is one of the largest automotive aftermarket services providers worldwide. With decades of experience in the Automotive Glass Repair and Replacement (AGRR) industry, and over 1,300 corporate, franchise and affiliate units in more than 30 countries SRP brings solutions that other companies simply cannot – products designed specifically For Installers, By Installers™.
DETERMINABLE 3:

SECTION 5.03 COPY OF THE RETENTION SYSTEM MANUFACTURER/PRIVATE LABELER DOCUMENT THAT SPECIFIES RETENTION SYSTEM BEING EITHER OEM APPROVED OR EQUIVALENT.

REQUIRED:
Copy of the retention system manufacturer/private labeler document that specifies retention system being either OEM approved or equivalent.

DETERMINABLE:
Is the retention system you are using OEM approved or equivalent and is documentation available certifying this approval of equivalency?

SRP PROVIDES:
Documentation stating Velocity adhesives are used on vehicles (OEM) across Europe. SRP Velocity is a Tier 1 supplier to vehicles worldwide.

Where to Reference This Information
This information can be found on pages 34 in the most current version of the SRP Velocity Installation Manual (V1.1).

ACTION REQUIRED
Copy the Quality Assurance Letter from Deliverable 2 on the previous page and attach to your AGRSS Deliverables Checklist Sheet.

DETERMINABLE 4:

AGRSS and AGSC are registered trademark of Auto Glass Safety Council, Inc.
SECTION 5.04 COPY OF COVER OF RETENTION SYSTEM MANUFACTURER/PRIVATE LABELER CURRENT WRITTEN INSTRUCTIONS.

REQUIRED:
Copy of cover of SRP Velocity installation Manual (1.1)

DELIVERABLE:
Is the documentation readily available from the retention system manufacturer or private labeler that instructs users of such systems regarding all of the following criteria:
- Proper use of application materials
- Storage specifications
- Special requirements regarding adverse weather conditions

SRP PROVIDES:
Current product and training literature along with full auto glass replacement training as needed. Training and product brochures include:
- Installation procedures for adhesives and primers
- Storage and shelf life expectations for all products
- Instructions detailing the proper use of all products in a variety of weather conditions
- Minimum Drive away charts containing temperature and humidity considerations

The best source for this information in one place is the current SRP Velocity Installation Manual (1.1), which is the one place you should always consult for all SRP Velocity related questions.

WHERE TO REFERENCE THIS INFORMATION
The SRP Velocity Installation Manual (Version 1.1) is the official reference for usage, storage and technical procedures for SRP Velocity products.

ACTION REQUIRED
Provide copy of the cover of the most recent SRP Velocity Installation Manual (1.1) and attach to AGRSS Deliverables Checklist Sheet.
For AGRSS Validation, each installer must have a copy of the SRP Velocity Installation Manual version 1.1 available and accessible for demonstration and reference.

Note: Cover artwork may vary, always confirm manual version number.
DELIVERABLE 5:

SECTION 6.03 COPY OF MINIMUM DRIVE-AWAY CHART PROVIDED BY RETENTION SYSTEM MANUFACTURER/PRIVATE LABELER.

REQUIRED:
Copy of the Minimum Drive Away Chart for adhesive used in the SRP Velocity retention system installation provided by SRP.

DELIVERABLE:
Are all automotive glass replacements undertaken using an adhesive glass retention system that will achieve the minimum drive-away time by the time the vehicle may reasonably be expected to be operated?

SRP PROVIDES:
Minimum drive away charts for all products can be found in the sales literature, the SRP Velocity Installation Manual and on-line at www.srpproducts.com.

WHERE TO REFERENCE THIS INFORMATION
This information can be found on pages 19 and 27 of the SRP Velocity Installation Manual (Version 1.1).

ACTION REQUIRED
Copy appropriate SRP Minimum Velocity drive away chart and attach to AGRSS Deliverables Checklist Sheet.
DELIVERABLE 6:

SECTION 6.04 COPY OF YOUR RECORD UTILIZED TO RECORD MINIMUM DRIVE AWAY TIMES SPECIFIED TO THE VEHICLE OWNER/OPERATOR (MAKE SURE NAMES OF VEHICLE OWNER/OPERATOR DO NOT ApPEAR).

REQUIRED:
Copy of Installation form used to record all factors including vehicle and weather conditions, adhesive and primer system used in the installation that factor into a safe retention system installation.

DELIVERABLE:
Are all vehicle owners/operators advised of minimum drive-away times under the circumstances of the replacement before and after the completion of the job.

SRP PROVIDES:
An installation record form for the installer to record the time the glass was installed, and the temperature and relative humidity at the beginning of the installation. Additionally, the form allows the installer to record the time the vehicle was released back to the customer.

WHERE TO REFERENCE THIS INFORMATION
This information can be found on page 32 of the SRP Velocity Installation Manual (Version 1.1).

ACTION REQUIRED
Attach a copy of your company’s installation record form or the SRP form provided at Deliverable 1 and attach it to your AGRSS Deliverables Checklist Sheet.
DELIVERABLE 7:

SECTION 6.07 COPY OF YOUR RECORD UTILIZED TO NOTE RETENTION SYSTEM LOT NUMBERS AND GLASS PART DOT/PART NUMBERS (MAKE SURE NAMES OF VEHICLE OWNER/OPERATOR DO NOT APPEAR).

REQUIRED:
Copy of your record utilized to note retention system lot numbers and glass Department of Transportation (DOT)/part numbers.

DELIVERABLE:
Are all adhesive system component lot numbers, glass part numbers and DOT numbers traceable to each job?

SRP PROVIDES:
An installation record form for the installer to record installation information including product lot numbers, glass part numbers and DOT numbers. SRP provides the lot number and expiration dates on all SRP Velocity products. This information is printed on each cartridge, sausage pack or bottle as well as printed on peel-off label to attach to your installation records.

WHERE TO REFERENCE THIS INFORMATION
This information can be found on page 32 of the SRP Velocity Installation Manual (Version 1.1).

ACTION REQUIRED
Attach a copy of your company’s installation record form or the SRP form provided at Deliverable 1 which shows your ability to record lot part numbers, lot numbers and DOT numbers. Attach it to your AGRSS Deliverables Checklist Sheet.
DELIVERABLE 8:

SECTION 9.02 SAMPLE COPY OF AUTO GLASS REPLACEMENT TECHNICIAN’S AGR TRAINING CERTIFICATE INDICATING FORM OF TRAINING MAINTAINED.

REQUIRED:
Copy of SRP Velocity Field Training certificate for performing auto glass replacement, indicating form of training maintained.

DELIVERABLE:
Are all technicians performing replacement of automotive glass fully qualified for the tasks they are required to perform? Qualifications shall include, at a MINIMUM completion of a comprehensive training program with a final exam.

SRP PROVIDES:
A comprehensive training program including:

☐ AGR safety issues
☐ OEM installation standards and practices
☐ Relevant technical specifications training
☐ Comprehensive retention system specific training
☐ The opportunity to apply and demonstrate learned skills

SRP updates and distributes comprehensive written instructions in the form of the SRP Velocity Installation Manual regularly that provides the technician with:

☐ SRP Velocity Overview
☐ SRP Velocity Prep and Primer Guide including proper application procedures
☐ SRP Velocity urethane application procedures including adverse weather procedures
☐ SRP Velocity Minimum Drive Away Charts

WHERE TO REFERENCE THIS INFORMATION
This information can be found on the SRP Velocity Certificate provided to an installer once they have completed training on SRP Velocity products.

ACTION REQUIRED
Copy the cover of the Installation Manual plus a copy of all technicians training certificates and attach to your AGRSS Deliverables Checklist Sheet. To request a duplicate copy of your certificate from SRP please call 800-728-1817.