

PRC[®] and PRO-SEAL[™]

Aerospace Sealants



PPG. Global leadership in aerospace sealants and service.



For more than 50 years, PPG's aerospace business has been a leader in the development of products fundamental to aerospace manufacturing, maintenance and repair. That leadership is firmly established in the highly specialized field of aerospace sealants.

PRC aerospace sealants were the first elastomeric products capable of resisting deterioration from long-term exposure to jet fuel. Since then, sealants such as PR-1422™ and *PRO-SEAL* 890 aerospace sealants have become acknowledged global industry standards for sealing fuel tanks.

This tradition of leadership continues with innovative new sealants based on our advanced PERMAPOL® polymers. These sealants are lighter in weight, withstand higher temperatures, cure faster, and are easier to apply than older technology sealants.

Supported by a global network of application support centers (ASCs), each staffed by technical support specialists who can quickly provide needed service and information, PPG continues to establish higher standards for product and service excellence.

We're at work in more aerospace applications than anyone else in the world.



Fuel tank/proven standards

Proven over years of on-going service.

Product (Aerospace Sealants)	Features	Chemistry	Approved by
P/S 890®	Over 40 years of field service	Polysulfide, manganese dioxide cured	Boeing®, Cessna®, Raytheon® (Beech), SAAB®, SAE® (AMS)
PR-1422®	Over 40 years of field service, humidity independent cure	Polysulfide, dichromate cured	Airbus®, Bae Systems®, Boeing (Long Beach), Embraer®, Lockheed Martin®, SAAB, UK MoD®
PR-1440®	Over 35 years of field service	Polysulfide, manganese dioxide cured	SAE (AMS), Sikorsky®, UK MoD
PR-1440M	Over 35 years of field service	Polysulfide, manganese dioxide cured	Dassault
PR-1750®	Higher temperature resistance	Polysulfide, manganese dioxide cured	Boeing (St. Louis), Lockheed Martin, SAE (AMS)
PR-1776®	20% lower weight than P/S 890, (SpG = 1.30)	Polysulfide, manganese dioxide cured <i>Permapol</i> P-5 polymer	SAE (AMS)
PR-1776M	20% lower weight than P/S 890, (SpG = 1.30)	Polysulfide, manganese dioxide cured <i>Permapol</i> P-5 polymer	Airbus, Boeing, Bombardier®, Cessna, Lockheed Martin, Raytheon, Embraer, SAE (AMS)

*Note: PR-1422 is no longer manufactured in the EU

Fuel tank/high performance options

Advanced technology. Excellent performance.

Product (Aerospace Sealants)	Features	Chemistry	Approved by
PR-1770®	High strength, high solids content, excellent tensile/peel strength properties	Polysulfide, manganese dioxide cured <i>Permapol</i> P-5 polymer	<i>BAE Systems, Boeing, Eurofighter®, Northrop Grumman</i>
PR-1782®	30% lower weight than <i>P/S 890</i> and <i>PR-1440</i> (SpG = 1.1)	Polysulfide, manganese dioxide cured	<i>Airbus</i>
PR-2001®	Rapid curing, light weight (SpG = 1.4), low odor, low shrinkage, excellent tooling properties	Polythioether, epoxy cured <i>Permapol</i> P-3.1 polymer	<i>Boeing (St. Louis), Lockheed Martin, Northrop Grumman, U.S. Navy®, SAE (AMS)</i>
PR-2007	30% lower weight than <i>P/S 890</i> and <i>PR-1440</i> (SpG = 1.1)	Polysulfide, manganese dioxide cured	<i>SAE (AMS), Embraer, Cessna</i>

Corrosion inhibitive

Protects the airframe from harsh environments.

Product (Aerospace Sealants)	Features	Chemistry	Approved by
P/S 870®	Benchmark corrosion inhibitive sealant, 3-7% soluble chromate	Polysulfide, manganese dioxide cured	<i>Boeing, Bombardier, Lockheed Martin, SAAB, U.S. Navy</i>
PR-1432-GP	Highly flexible, sprayable alternative to rigid epoxy primers for painting aircraft exteriors, excellent adhesion, but easy to strip when required	Polysulfide, dichromate cured	<i>Boeing, USAF®</i>
PR-1436-G Spr.	Sprayable	Polysulfide, dichromate cured	<i>Boeing, UK MoD, U.S. Navy</i>
PR-1775	Specially formulated without chrome corrosion inhibitors*	Polysulfide, manganese dioxide cured <i>Permapol</i> P-5 polymer	<i>Boeing (Long Beach), SAE (AMS)</i>

* Chromium is not intentionally added in the formulation of this product. PPG's "Chrome free" statement is based on our knowledge of the product formulation

Did you know that most of our Class B sealants are also available in preformed parts using PPG ARE® 3D Printed Sealants?



[Click here for more information](#)

Electrically conductive

Ideal for use where electrical continuity across the seal is required.

Product (Aerospace Sealants)	Features	Chemistry	Approved by
PR-1764®	Corrosion inhibitive, EMI/RFI shielding, fuel resistant	Polythioether, manganese dioxide cured <i>Permapol</i> P-3 polymer	<i>Bae Systems, Lockheed Martin, Raytheon, SAAB, SAE (AMS)</i>
PR-2200	Low shrinkage, corrosion inhibitive, EMI/RFI shielding, fuel resistant, excellent elongation	Polythioether, epoxy cured <i>Permapol</i> P-3.1 polymer	<i>Boeing Defense</i>
PR-2201	Low shrinkage, specially formulated without chrome corrosion inhibitors*, EMI/RFI shielding, fuel resistant, excellent elongation	Polythioether, epoxy cured <i>Permapol</i> P-3.1 polymer	<i>Lockheed Martin, Airbus, Airbus Helicopter</i>
PR-2225	High temperature resistance	Silicone	<i>Boeing (St. Louis), Northrop Grumman</i>

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Fast cure/flight line repair

When time counts.

Product (Aerospace Sealants)	Features	Chemistry	Approved by
PR-1826®	Wider service temp. than polysulfide, rapid cure (4 hours at 77°F/25°C for B-1/2)	Polythioether, epoxy cured, <i>Permapol</i> P-3 polymer	<i>Boeing, USAF, U.S. Navy</i>
PR-1828®	Wider service temp. than polysulfide, rapid cure (4 hours at 77°F/25°C for B-1/2), primerless adhesion	Polythioether, epoxy cured, <i>Permapol</i> P-3 polymer	<i>SAE (AMS)</i>
PR-2001®	Rapid cure (3 hours at 77°F/25°C for B-1/2), low weight, low odor, low shrinkage, excellent tooling properties, primerless adhesion, cures at low temperatures	Polythioether, epoxy cured, <i>Permapol</i> P-3.1 polymer	<i>Airbus, Boeing (St. Louis), Lockheed Martin, Northrop Grumman, U.S. Navy, SAE (AMS)</i>

Adhesion promoters

To ensure consistent adhesion.

Product (Aerospace Sealants)	Features	Chemistry	Approved by
PR-142	Non-crazing for acrylic and polycarbonate	Silane	<i>GKN, PPG Standard</i>
PR-148®	Cleaner and coupling agent	Titanate	<i>BAE Systems, Lockheed Martin, SAE (AMS)</i>
PR-182	Specially formulated without VOCs, water based.	Silane	<i>Boeing (St. Louis), Northrop Grumman, SAE (AMS)</i>
PR-184	Lower flammability, low odor, formulated without aromatic solvents	Titanate	<i>Airbus</i>
PR-187	Coupling agent for polythioether to polysulfide applications	Amine	<i>Northrop Grumman</i>
PR-188	Universal sealant adhesion promoter for use with both polysulfides and polythioethers. Compliant with all US VOC regulations for aerospace adhesion promoters	Amine	<i>Lockheed Martin, Northrop Grumman, SAE (AMS)</i>

For a more thorough listing of our products, please visit our website, www.ppg.com/aerospace

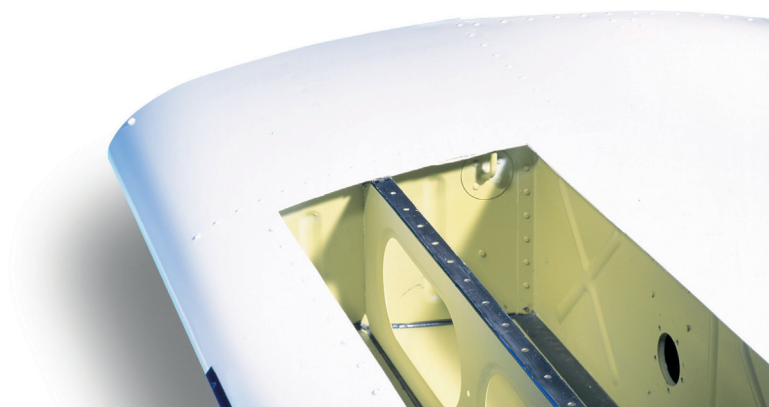
Specialty products

For unique applications.

Product (Aerospace Sealants)	Use/features	Chemistry	Approved by
CA 1000	Sealing removable assemblies, one part, specially formulated without chrome corrosion inhibitors*, non curing	Polysulfide, epoxy capped <i>Permapol</i> polymer	SAE (AMS), BAE SYSTEMS, Eurofighter, Sikorsky, U.S. Navy
CA 1010	Sealing removable assemblies, one part, specially formulated without chrome corrosion inhibitors*, non-curing, higher service temperature to 320°F (160°C)	Polyester polyol resin	Pratt-Whitney®, SNECMA, Safran®, Ariane Group, Airbus Helicopter, Fokker
PR-1425®	Aircraft windshield and canopy sealing, humidity independent cure, good UV resistance	Polysulfide, dichromate cured	Aerospace Composite Technologies, Lockheed Martin (Ft. Worth), GKN, PPG standard, SAAB
PR-1425CF	Aircraft windshield and canopy sealing, faster cure, specially formulated without chrome corrosion inhibitors*	Manganese dioxide cured polysulfide	PPG standard
PR-1428®	Access door/form-in-place gasket applications, fuel resistant	Polysulfide, manganese dioxide cured	Boeing, Bombardier (De Havilland)
PR-1772	Low weight fuselage sealant (SpG=1.1)	Polysulfide, manganese dioxide cured <i>Permapol</i> P-5	Boeing
PR-1773®	Access door/form-in-place gasket applications, fuel resistant, specially formulated without chrome corrosion inhibitors*	Polysulfide, manganese dioxide cured, <i>Permapol</i> P-5 polymer	SAE (AMS), USAF, U.S. Navy, Cessna
PR-1829 PR-1829N**	Aircraft windshield and canopy sealing, rapid cure, humidity independent cure, UV resistant, non-crazing	Polythioether, epoxy cured <i>Permapol</i> P-3 polymer	Aerospace Composite Technologies, Airbus Helicopters**, Pilatus®**
PR-2050	Flexible aerodynamic smoothing compound, 1 hour cure, low shrinkage, mix on demand	Polythioether, epoxy cured <i>Permapol</i> P-3.1 polymer	Boeing (St. Louis), Boeing (Philadelphia), Gulfstream®, Northrop Grumman, Embraer
PR-1784	Aircraft windshield and canopy sealing, faster cure, specially formulated without chrome corrosion inhibitors*	Manganese dioxide cured polysulfide	Airbus

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For optimal fuel capacity, the majority of aircraft store fuel in the wing structure. *PRC* and *Pro-Seal* aerospace sealants are used to seal these "wet wings".



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This document has been reviewed by the PPG Aerospace Export Control Department and has been determined to contain only EAR99 controlled data.

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