



precote 30

precote 30-3, precote 30-8

Middle-Strength Coating for Sealing with Controlled Friction

Description

precote 30, precote 30-3 and precote 30-8 are varnish-like, solvent-free coating systems based on microencapsulated acrylates for sealing and locking of threaded parts. The dried film is tack-free and non-sticky. The microcapsules are destroyed by compressive and shear stress during assembly, and the released components mix and harden.

Application

All versions of precote 30 are middle strength thread locking coatings with a high sealing effect. They can be used on all types of external and internal threads.

- precote 30: for threads > M6 and pitches > 1mm
- precote 30-3: accelerated curing for threads > M6
Yellow UV marker visible under UV light
- precote 30-8: for threads ≤ M6 or pitches ≤ 1mm to max. M10x1
White UV marker visible under UV light

The physical data and chemical resistance of precote 30-3 and precote 30-8 match with the data of the standard version precote 30 after complete curing.

The coating can be used in all kind of assembly procedures, particularly for serial production.

Areas of application are electronics, two wheel and automotive industry, household appliances, office machines, computer industry, electric motors, e-mobility, etc.

Properties

- precote 30 and precote 30-8 meet the required values of DIN 267-27 after 6 hours curing at RT.
Fast curing precote 30-3 meets these values after 30 minutes
- Constant assembly properties
- Temperature range up to +150°C (+300°F)
- Low, controlled friction
- Good thermal and chemical resistance
- Forms a dry and tack free film
- Captive part of the thread
- No post-curing even after repeated temperature exposure
- Prevents corrosion in the threaded connection

Technical data

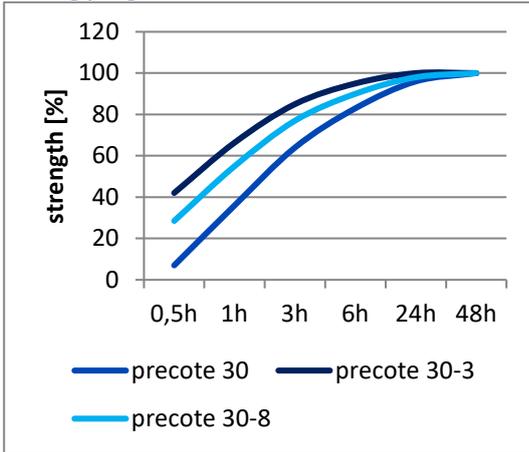
Chemical Type	Acrylate																		
Color ¹	yellow																		
Thread friction μ_{Thread}^2	0,10 – 0,15																		
Sealing properties at RT in air																			
Threads cylindrical/cylindrical	tested up to 200 bar																		
Threads cylindrical/conical	tested up to 250 bar																		
Curing time ³ at RT to final strength	ca. 24h																		
Curing time ³ at RT	precote 30: 6h																		
to exceed the values	precote 30-8: 6h																		
according to DIN 267-27	precote 30-3: 0,5h																		
Prevailing-in torque PIT on assembly ³	< 3 Nm																		
Strength without preload BAT ³	> 15 Nm																		
Prevailing-out torque POT ³	< M _{LB}																		
Temperature range ³	-60°C to +150°C -75°F to +300°F																		
Chemical resistance tested according to all current automotive standards and DIN 267-27, storage time 1000h	<table border="1"> <thead> <tr> <th colspan="2">Test temperature</th> </tr> </thead> <tbody> <tr> <td>Engine oil</td> <td>150°C</td> </tr> <tr> <td>Super-grade gasoline</td> <td>23°C</td> </tr> <tr> <td>DOT4 brake fluid</td> <td>90°C</td> </tr> <tr> <td>Anti-freeze 100%</td> <td>120°C</td> </tr> <tr> <td>Anti-freeze/Water 50:50</td> <td>120°C</td> </tr> <tr> <td>Automatic transmission oil</td> <td>150°C</td> </tr> <tr> <td>Transmission oil</td> <td>120°C</td> </tr> <tr> <td>Polyurea AdBlue®</td> <td>23°C</td> </tr> </tbody> </table>	Test temperature		Engine oil	150°C	Super-grade gasoline	23°C	DOT4 brake fluid	90°C	Anti-freeze 100%	120°C	Anti-freeze/Water 50:50	120°C	Automatic transmission oil	150°C	Transmission oil	120°C	Polyurea AdBlue®	23°C
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¹ This product information is also valid for special colors. The specified color is not a primary product feature. The color may vary slightly due to the manufacturing process and the formulation. This does not affect the quality of the product.

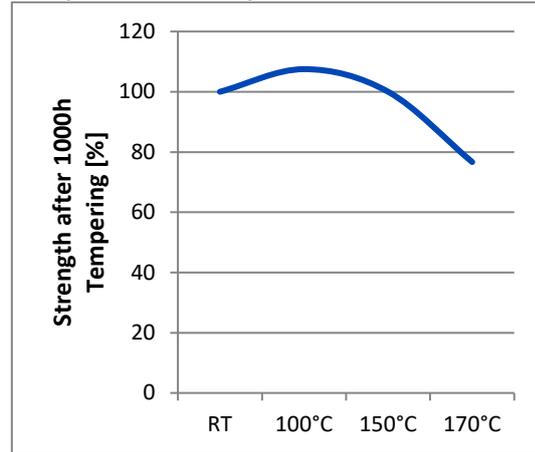
² Test according to DIN EN ISO 16047. All values apply to screws ISO 4017 M10x55-8.8- plain finish and nuts ISO 4032 M10-10- plain finish. All other surfaces could deliver different values.

³ Test according to DIN 267-27. All values apply to screws ISO 4017 M10x35-8.8- plain finish and nuts ISO 4032 M10-10- plain finish. All other surfaces could deliver different values.

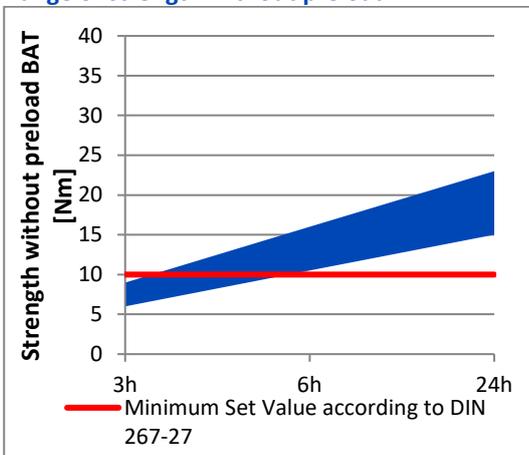
Curing progress



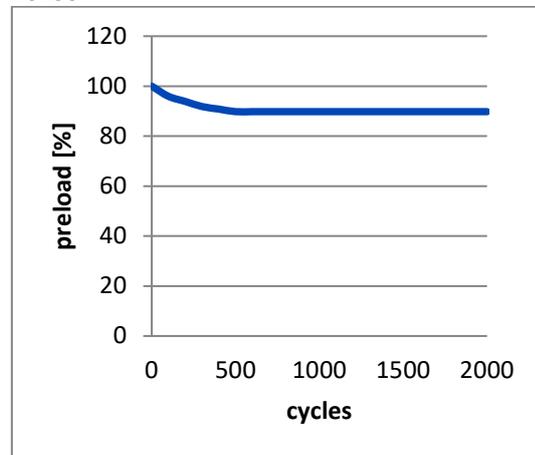
Temperature stability after 1000h



Range of strength without preload BAT¹



Vibration test according to Junkers DIN 65151 and ISO 16130



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All versions of precote 30 meet and exceed technical specifications of following companies

Aisin, Audi, Autoliv, BASF, Bendix, BMW, Bosch, Bridgestone/Firestone, Brose, Chrysler, Continental, Cummins, DAF, Daimler, Dana, Delphi, Denso, Faurecia, Fiat, Ford, Geely, General Motors, Getrag, Hitachi, Honda, Hyundai, Kia, Hyundai Mobis, Johnson Controls, KWC, Lear, Magna, Magneti Marelli, Mahle, MAN, Michelin, Opel, Panasonic (Matsushita Electric), Porsche, PSA, Renault, Rover, Saab Scania, Schaeffler, Siemens, Stihl, Tesla, Toyota, TRW Automotive, Valeo, Volvo, VW, ZF Friedrichshafen and many more

Storage

Shelf-life of coated parts 4 years at max. 30°C and max. 65% relative humidity.
Please note the omniTECHNIK packaging information.

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Note: As we do not know the specimen, dimensions, materials, combinations, surface conditions etc. of the threads in question, it is absolutely essential to run quality tests prior to general use to make sure about the required performance under field conditions. Our guarantee is confined to supplying precote in proper quality. In view of the fact that processing of precote by the coating partner and the application of precote coated parts are beyond our control we cannot guarantee for the quality of parts coated with precote and assemblies made thereof. We accept liability for the fitness of our

products for particular purposes and liability for particular qualities of our products only in the event that we have accepted such liability in writing in the individual case. In any event any justified warranty claims shall be limited to the delivery of replacement goods which are free from defect or, in the event that such subsequent improvement fails, to reimbursement of the purchase price. Any and all further claims, in particular but without limitation any liability for consequential damage, shall be excluded.