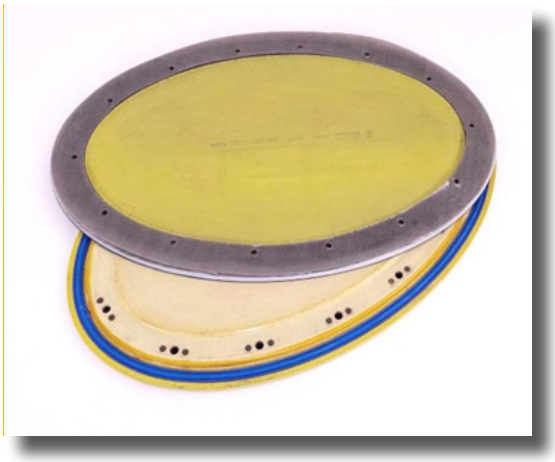
THE SCIENCE THAT STOPS CORROSION

Product Information Sheet

HI-TAK® Fuel Acess Panel Gasket

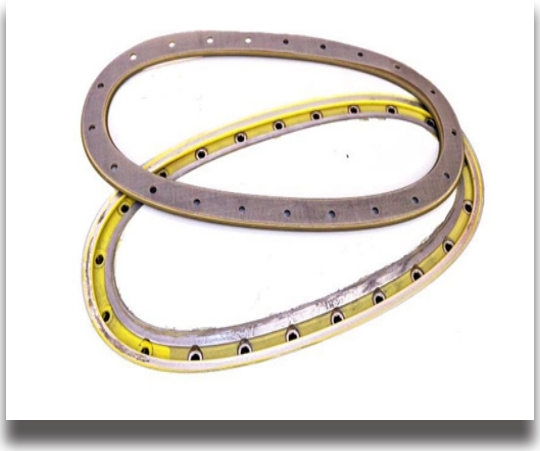
The Av-DEC® Hi-TAK® Fuel Access Panel Gasket, with its "Apply and Fly™" application method and its polyurethane sealant, offers many advantages over commonly-used grease-impregnated gaskets: ease of use resulting in reduced installation time; no VOCs that evaporate over time and lead to voids that trap moisture which promotes corrosion; infinite shelf life when stored in original packaging and protected from UV exposure; no use of grease, no need to degrease and reapply grease every five years, no greasy mess.

The gasket's aluminum mesh provides a conductive path for lightning strike protection over the life of the gasket and reduces fretting to the wing skin and door surfaces. Its fuel-resistant polyurethane sealant fills voids and surface imperfections to protect the faying surfaces from moisture intrusion and corrosion, providing a long-term environmental seal. The flexible and cohesive nature of the gasket provides a high degree of environmental protection to help reduce or eliminate corrosion, reducing the scrap rate of tank access doors, decreasing cost and saving time, and improving the reliability of the air vehicle.

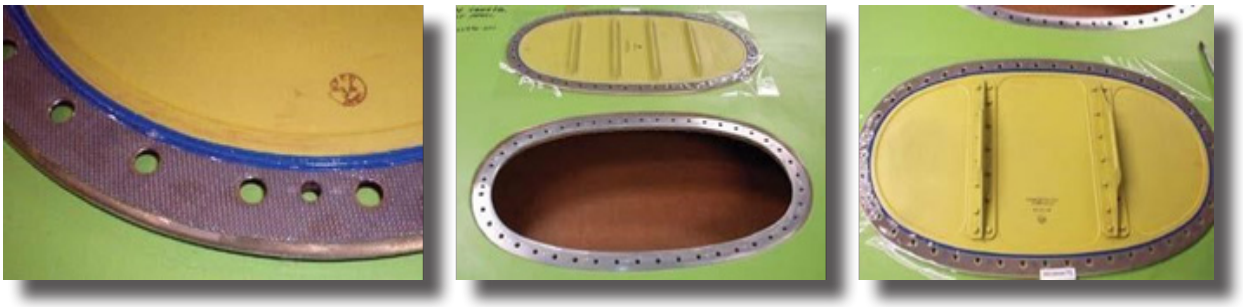


Challenger 300 fuel resistant conductive gasket.

MD-80 fuel resistant conductive gasket.



7X7 fuel resistant conductive gasket.



MD-80 fuel resistant conductive gasket.

TYPICAL PHYSICAL PROPERTIES

Product Name	**Fuel Resistant Conductive Gasket**
Part Number Series	FG323000-XX
Applications	FAA-STC approval for DC-9/MD-80 aircraft, FAA-PMA approval for DC-9/MD-80, 737, 747, 757, 767, 777
Frame (Mesh)	Aluminum
Thickness	Before Compression 30 mils – After Compression 15-20 mils, depending on clamping force applied.
Weight/Area	0.024 oz/in2 (0.105 g/cm2)
Shelf Life	Indefinite (in original packaging and protected from UV exposure)
Bonding Resistance	Meets MIL-B-5087 Class "R", ≤ 2.5mΩ
Service Temperature Guide (RTCA DO-160G, Sec. 5)	-65°C to 135°C (-85°F to 275°F)
Corrosion Prevention - Salt Fog 3000hrs (ASTM B117)	No Corrosion Present
Fluid Resistance – Spray Test (RTCA DO-160G, Sec. 11 @ 77°F; MIL-STD-810, Method 504.1, Procedure 2)	Isopropyl Alcohol Solvent Denature Alcohol Solvent Aviation Jet A Fuel Sky-Kleen Solvent De-Ionized Water 5% NaCl Solution Non-Mineral Based Hydraulic Fluid Silicone-Based Hydraulic Fluid Synthetic Hydrocarbon Based Hydraulic Fluid Mineral-Based Hydraulic Fluid Mineral-Based Lubricating Oil Ester-Based Lubricating Oil Propylene Glycol De-Icing Fluid Ethylene Glycol De-Icing Fluid Potassium Acetate De-Icing Fluid Phosphate Ester-Based Hydraulic Fluid Potassium Formate De-Icing Fluid
Pressure Retention (14 CFR part 25 § 25.1438(a))	Pass, maintained a pressure of 2 atm (29.4 PSI) for 4 days
Lightning Strike (Zone 1A and 2A)	Pass*
SDS	SDS information can be requested at info@avdec.com

* Zone determined per SAE ARP5412; each airframe configuration may be different