



Retention System Provider Training Instructions and Documentation Worksheet

Column A 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.	Column B 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)	Column C 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)
3.0 Vehicle Assessment before Replacement		
3.01 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.	If a condition(s) is found that would compromise the replacement, it should not be attempted and the owner/operator of the vehicle should be immediately notified.	Page 7, paragraph 5, lines 3-4 of the "SRP Technical Training Installation Manual."
4.0 Selection of Glass and Retention Systems		
4.01 Those engaged in automotive glass replacement shall use retention systems that are produced under documented quality assurance standards.	All SRP Totalseal adhesives and primers are produced in a ISO/QS certified production facility.	Page 4, paragraph 2, lines 3-4 of the "SRP Technical Training Installation Manual."
4.03 Those engaged in automotive glass replacement must 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.	Totalseal adhesives are used by worldwide Original Equipment Manufacturers.	Page 3, paragraph 6 and page 4, paragraph 1 of the "SRP Technical Training Installation Manual."



<p>4.04 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.</p> <p>NOTE: This section of the standard requires the technician, using your product for installation, to follow the exact written instructions. If they do not follow these instructions, an auditor will find the technician to be non-compliant to the standard. After reviewing urethane manufacture’s written instructions, we realize there are many items that would keep the technician safe, such as wearing goggles, but if not followed during the installation steps would not compromise the installation.</p> <p>With this in mind, please list your procedures for each of the following subject lines, defining your minimum requirements pertaining to each subject part of an auto glass replacement.</p> <p>Enter your answers in Column B and where these specific answers can be located in your current written instructions in Column C.</p> <p><u>1. GLASS CLEANING:</u></p> <ul style="list-style-type: none"> • Product requirements • Application requirements • Storage requirements 	<p><u>Glass Cleaning</u></p> <ol style="list-style-type: none"> 1. Apply Glass Cleaner to the bond line of the glass and then onto the center of the glass. 2. Using a clean, lint-free, disposable cloth or towel, wipe the Glass Cleaner around the bond line first, working toward the center of the windshield. 3. If contaminants are still present on the glass, the use of a white or green Scotch-Brite type pad is recommended on the bondline. 4. If contamination is still present, repeat step 1-4 until glass is completely clean. <p><u>Glass Prep/Priming</u></p> <p>Two methods exist for priming glass using SRP Totalseal urethanes.</p> <p><u>SRP7000 One Step for Glass Application (Option 1)</u></p> <ol style="list-style-type: none"> 1. Thoroughly clean glass. 2. Inspect the expiration date, located on the bottom of the SRP7000. Note the expiration date and lot numbers on your Installation Record. 3. Shake the SRP7000 bottle for 1-minute prior to use. Once the bottle has been open, it will remain good for 7 days. 4. Using a clean dauber or a clean lint-free disposable cloth, apply SRP7000 in a continuous motion to the bond line of the replacement glass surface. Do not “double dip” dauber. 5. Using a clean, lint-free, cloth or disposable towel, immediately wipe the treated surface to remove any excess SRP7000 from the glass. 6. Allow the SRP7000 to flash off for a minimum of 3 minutes before the application of urethane. 7. SRP 7000 can be used with all SRP urethanes. <p><u>SRP7050 Black Out Glass Primer Application (Option 2)</u></p> <ol style="list-style-type: none"> 1. Thoroughly clean glass. 2. Inspect the expiration date, located on the bottom of the SRP7050. Note the expiration dates and lot numbers on your Installation Record. 	<p><u>Glass Cleaning</u></p> <p>Page 13, paragraph 3, section titles “Inspecting and Cleaning the Glass” of the “SRP Technical Training Installation Manual.”</p> <p><u>Glass Prep/Priming</u></p> <p><u>Priming Glass</u></p> <p>Page 13-17, all paragraphs of the “SRP Technical Training Installation Manual.” If using SRP Edge, see page 40, item #2 under “SRP Edge Primerless to Glass Application” section.</p>
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<ul style="list-style-type: none"> • Shelf-life (opened & unopened) • Adverse weather conditions • Additional requirements <p><u>2. GLASS PREP/PRIMING:</u></p> <ul style="list-style-type: none"> • Product requirements • Application requirements • Storage requirements • Shelf-life (opened & unopened) • Adverse weather conditions • Additional requirements <ul style="list-style-type: none"> - Used Glass - Pre-primed glass - PAAS - Non-traditional contamination - Other <p><u>3. PINCHWELD PREP/PRIMING:</u></p> <ul style="list-style-type: none"> • Product requirements • Application requirements • Storage requirements • Shelf-life (opened & unopened) • Adverse weather conditions • Additional requirements <ul style="list-style-type: none"> - Corrosion treatment - Gasket Sets <p><u>4. URETHANE APPLICATION:</u></p> <ul style="list-style-type: none"> • Product requirements • Application requirements • Storage requirements • Shelf-life • Adverse weather conditions • Additional requirements <ul style="list-style-type: none"> - SDAT identification - Non-conductive considerations - High modulus considerations - Other 	<ol style="list-style-type: none"> 3. Shake the SRP7050 Glass Primer bottle for at least 1 minute prior to use. Once the bottle has been open, it will remain good for 7 days. 4. Apply the SRP7050 Glass Primer with a clean, uncontaminated dauber to the bondline of the glass. Do not “double dip” dauber. 5. Allow the SRP7050 Glass Primer to flash off for a minimum of 8 minutes. 6. SRP7050 can also be used to prime and seal scratches on painted metal surfaces on the pinchweld. 7. SRP7050 can be used with all SRP urethanes. <p><u>Adverse Weather Conditions</u> <u>Mobile Replacements in Cold Weather</u> When ambient air temperatures drop below 40°F (4°C), special care must be taken when installing replacement auto glass.</p> <ol style="list-style-type: none"> 1. Pre-prime the glass in the shop or in a heated van. All SRP Preps and Primers must be applied at temperatures of 40°F (4°C) or above. 2. If removing the glass from a warm, conditioned space, allow glass to equalize with outside temperatures before the application of primers to eliminate condensation. <p><u>Mobile Replacements in Hot and Humid Weather</u></p> <ol style="list-style-type: none"> 1. Do not allow SRP adhesives to be stored in temperatures over 90°F for over 24 hours. 2. If removing the glass from a cool, conditioned space, allow glass to equalize with outside temperatures before the application of primers. <p><u>Rain, Snow and Fog</u> Ensure that the glass and pinchweld are perfectly dry before applying any SRP Totalseal products. Never place SRP Totalseal products onto a wet surface.</p> <p><u>Additional Requirements</u> <u>Used Glass</u> Only reinstall a piece of glass if it originally came from the vehicle in question, and only if polyurethane adhesive was used in the original installation.</p>	<p><u>Adverse Weather</u> Page 33-35, all paragraphs under the heading “SRP Totalseal Adverse Weather Procedures” of the "SRP Technical Training Installation Manual."</p>
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	<p>Do not use salvaged or reclaimed glass from another vehicle. Do not use glass that was retained by anything other than polyurethane.</p> <p>If the glass was removed safely from the vehicle without chips or damage to the bonding surface and the existing bond of the urethane to the glass is intact, follow these instructions.</p> <ol style="list-style-type: none"> 1. Cut back the adhesive on the glass. 2. Make sure the residual bead of urethane on the glass is structurally sound and is in good condition. 3. If the residual bead has been exposed to air for more than 3 hours, refresh the adhesive with SRP5025/5025+ or SRP5055. <p><u>Pre-Primed Glass</u> As long as it can be determined that the OEM placed this primer on the glass in a controlled factory setting, then SRP can recommend using this glass.</p> <p>If it can not be determined that the primer was placed onto the glass by the OEM, or it is suspected that the glass was primed in the aftermarket and returned to the glass distributor, then the windshield should not be installed and should be returned to the distributor.</p> <p><u>Contaminants</u></p> <ol style="list-style-type: none"> 5. Apply Glass Cleaner to the bond line of the glass and then onto the center of the glass. 6. Using a clean, lint-free, disposable cloth or towel, wipe the Glass Cleaner around the bond line first, working your way to the center of the windshield. 7. If contaminants are still present on the glass, the use of a white or green Scotch-Brite type pad is recommended on the bondline. 8. If contamination is still present, repeat step 1-4 until glass is completely clean. <p><u>Pinchweld Prep/Priming</u> The installer must make an assessment of the pinchweld's condition once they have cut out the existing glass.</p>	<p><u>Additional Requirements:</u></p> <p><u>Used Glass</u> Page 14, paragraph 3 of the "SRP Technical Training Installation Manual."</p> <p><u>Pre-Primed Glass</u> Page 13-14, section titled "Pre-primed glass" of the "SRP Technical Training Installation Manual."</p> <p><u>PAAS</u> Page 20, section titled "Priming Procedure for PAAS" of the "SRP Technical Training Installation Manual."</p> <p><u>Contamination</u> Page 13, paragraph 3, section titles "Inspecting and Cleaning the Glass" of the "SRP Technical Training Installation Manual."</p>
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	<ol style="list-style-type: none"> 3. Clean the metal with an approved metal cleaner. Allow to dry. 4. Using a clean, uncontaminated dauber, apply the SRP5025. SRP5025+ or SRP5055 to the exposed metal. Make sure to slightly overlap paint and adhesive bead. 5. Allow the Primer to “flash off” for 5 minutes before extruding fresh urethane. <p><u>Rust and Corrosion and Bare Metal or Aluminum (Large Areas)</u> SRP5055 Bare Metal Primer or SRP5025+ is used to prime large areas of bare metal (over 1” by 1”)</p> <ol style="list-style-type: none"> 1. 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. 2. Use a brush to remove all remaining dust or rust debris from the rectified area. 3. Clean the metal with an approved metal cleaner. Allow to dry. 4. Shake the SRP5055 or SRP5025+ bottle for at least 1 minute. 5. Using a clean, uncontaminated dauber, apply the SRP5055 or SRP5025+ to the exposed metal. Make sure to slightly overlap paint and adhesive bead. 6. Allow SRP5055 or SRP5025+ Paint Primer to “flash off” for 5 minutes before extruding fresh urethane. <p><u>Gasket Sets</u> 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.</p> <p>It is the installer’s job to properly remove the non-conforming</p>	<p><u>Gasket Sets</u> Page 18, paragraph 7-8 under the section “Inspect Prior Retention System” of the “SRP Technical Training Installation Manual.”</p>
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	<p>material and replace with a polyurethane retention system or current OE specified system. The only permissible exceptions are egress applications, antique restorations or where a conflict occurs with current vehicle manufacturer specifications.</p> <p><u>Urethane Application</u> Follow these procedures to properly apply your selected SRP adhesive to either the replacement glass or the prepared pinchweld:</p> <p>Nozzle Preparation</p> <ol style="list-style-type: none"> 1. Cut nozzle in a V shape where the height of the triangle is equal to the depth of the pinchweld and the width matches the existing bead on the pinchweld or per OEM instructions.. <p>SRP180HV/FP, SRP Icon, SRP Edge and SRP Velocity 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.</p> <ol style="list-style-type: none"> 1. Inspect the expiration date to ensure that the product is fresh. The lot number and expiration dates are printed on the top of the cartridge or side of sausage pack. There is also a removable sticker on the side of the cartridge or in the box of the sausage packs. Note the product used, the expiration date, and lot number of the adhesive on the Installation Record. 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. 3. If using SRP Edge, the glass primer is optional. 4. Immediately install replacement glass into the pinchweld. Adjust the glass as necessary to correctly align the glass and moldings. 	<p><u>Urethane Application</u> Pages 37-41, all paragraphs of the section titled "Using SRP Totalseal Urethanes" and pages 40-42 under "SRP Totalseal Application Procedure" of the "SRP Technical Training Installation Manual."</p>
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	<p><u>Additional Requirements</u> <u>SDAT Identification</u></p> <ol style="list-style-type: none"> 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 without a passenger's side airbag. Use the charts labeled "FMVSS Drive Away Times for Dual Airbag Vehicles" for cars with dual airbags. 2. Using a thermometer and hygrometer to determine the temperature and relative humidity of the location where the vehicle will while adhesive cures. 3. Using the Safe 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 is safe to be driven. <p><u>Non-Conductive Considerations</u> You must use SRP Icon for vehicles that require a Non-conductive adhesive for the bonding of the windshield.</p> <p><u>High Modulus Considerations</u> All SRP Totalseal products are appropriate for vehicles that require a High Modulus adhesive for the bonding of the windshield.</p>	<p><u>Additional Requirements</u> <u>SDAT Identification</u> Page 31-32, section #3 & 4 of the "SRP Technical Training Installation Manual." Actual chart: Appendix A, Page 47-48 of the "SRP Technical Training Installation Manual."</p> <p><u>Non-Conductive Considerations</u> Page 33, paragraph 1, lines 1-12 of the "SRP Technical Training Installation Manual."</p> <p><u>High Modulus Considerations</u> Page 33, paragraph 4, lines 1-12 of the "SRP Technical Training Installation Manual."</p>
<p>5.0 Installation Standards- Adhesive Bonded</p>		
<p>5.01 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.</p>	<p>I understand the manufacturer's written instructions before the job is started and I will pay special attention that all environmental and other conditions surrounding the replacement of auto glass are compatible.</p>	<p>Page 8, paragraph 3, under the section "Follow All Safety Instructions Provided By The Manufacturer" of the "SRP Technical Training Installation Manual."</p>



5.02 Products must be stored and controlled according to manufacturers' requirements as provided directly or through a private labeler.	You must store your product long term (90+ days) at 60F to 80F (16C to 27C)..	Page 8, paragraph 1, lines 3-4 of the "SRP Technical Training Installation Manual."
5.03 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.	Do not undertake glass replacement using an SRP Totalseal product you know will not achieve a safe drive away time by the time the vehicle will reasonably be expected to be driven.	Page 32, paragraph 6 (last one), lines 1-2 of the "SRP Technical Training Installation Manual."
5.04 The vehicle owner / operator shall be advised of the minimum drive-away time under the circumstances of the replacement.	Always notify the owner/operator of the vehicle of the drive away time.	Page 31, bullet point #2, line 9 of the SRP Technical Training Installation Manual."
5.05 Adhesive must be applied so that the finished bead cross section profile and dimensions meet or exceed original equipment configuration.	The width and height of the triangular bead need to meet the OE configuration of the pinchweld.	Page 37, paragraph 4, bullet point #2, line 3 of the SRP Technical Training Installation Manual."
5.06 If the OEM installation was polyurethane, then the glass must 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 installer's job to properly remove any non-conforming material and replace with a polyurethane retention system or current OE specified system.	Page 18, paragraph 7, lines 1-8 under the section "Inspect Prior Retention System" of the "SRP Technical Training Installation Manual."
5.07 All adhesive system component lot numbers must be traceable to each job.	Use the lot number and expiration date information for traceability of the retention system used on every job performed using SRP Totalseal products.	Page 8, paragraph 9, under the section "Document Lot Numbers" of the "SRP Technical Training Installation Manual."
5.09 No product that has exceeded its expiration date, open shelf life, or active shelf life shall be used.	Never used expired SRP Totalseal primers or adhesives or products that have passed their shelf life.	Page 8, paragraph 10, under the section "Document Lot Numbers" of the "SRP Technical Training Installation Manual."
5.11 When inappropriate replacement materials or methods are detected, those engaged in automotive glass replacement shall report their findings to the vehicle owner/operator.	If I believe or suspect that inappropriate materials or methods were used in the previous installation, the owner/operator of the vehicle will be immediately notified.	Page 18, paragraph 7-8, under the section "Inspect Prior Retention System" of the "SRP Technical Training Installation Manual."
5.12 When those engaged in automotive glass replacement correct inappropriate glass	It is the installer's job to properly remove any non-conforming material and replace with a polyurethane retention	Page 18, paragraph 7, lines 1-4, under the section "Inspect Prior Retention System"



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.	system or current OE specified system.	of the "SRP Technical Training Installation Manual."
5.13 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 seal an area to fix wind noise or water leaks in a polyurethane retention system, be sure to use only compatible polyurethane.	Page 39, paragraph 4, lines 1-3, under the section "Backfilling For Air Or Water Leaks" of the "SRP Technical Training Installation Manual."
5.14 Only the full cut method should be used for polyurethane retention systems.	SRP recommends only the full cut method.	Page 16, paragraph 2-3, under the section "Full Cut Method" of the "SRP Technical Training Installation Manual."
6.0 Installation Standards- Rubber Gasket		
6.01 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 installer's job to properly remove the non-conforming material and replace with a polyurethane retention system or current OE specified system.	Page 18, paragraph 7, lines 1-9, of the "SRP Technical Training Installation Manual."
6.02 If the OEM gasket installation did not include adhesive and the vehicle is licensed for highway use, the installation shall include polyurethane or an equivalent adhesive bonding system. The following are permissible exceptions: egress applications, antique restorations, or in cases in which this practice conflicts with current vehicle manufacturer specifications.	It is the installer's job to properly remove the non-conforming material and replace with a polyurethane retention system or current OE specified system. The only permissible exceptions are egress applications, antique restorations or where a conflict occurs with most current vehicle manufacturer specifications.	Page 18, paragraph 7, lines 1-9, of the "SRP Technical Training Installation Manual."
6.03 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).	If sealing air or water leaks within a rubber gasket and sealant system other than polyurethane, use only an OE compatible sealant.	Page 38, paragraph 3-4, under the section "Backfilling For Air Or Water Leaks" of the "SRP Technical Training Installation Manual."
6.04 When sealing air or water leaks within a	If sealing air or water leaks within a rubber gasket and sealant	Page 38, paragraph 3-4, under the



rubber gasket/SEALANT SYSTEM only OE compatible sealant shall be used.	system other than polyurethane, use only an OE compatible sealant.	section "Backfilling For Air Or Water Leaks" of the "SRP Technical Training Installation Manual."
7.0 Additional Requirements		
7.04 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.	It is the installer's job to properly remove the non-conforming material and replace with a polyurethane retention system or current OE specified system.	Page 18, paragraph 7, lines 1-9 under the section "Inspect Prior Retention System" of the "SRP Technical Training Installation Manual."
7.05 The failure of any product used in the glass installation process that the installer believes could jeopardize customer safety shall be reported promptly to the manufacturer or supplier of the product.	If you believe an SRP Totalseal product has failed and could jeopardize the safety of the customer, it is the duty of the installation company to notify Shat R Proof Corp. promptly.	Page 10, paragraph 1-2, under the section "Notify SRP" of the "SRP Technical Training Installation Manual."
7.06 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.	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 on or near the pinchweld of the vehicle.	Page 9, paragraph 5-6, under the section "Use of Cleaning Agents" of the "SRP Technical Training Installation Manual."
7.07 Those engaged in automotive glass replacement shall maintain documentation to demonstrate compliance with this standard.	Always maintain all SRP documentation in a centralized location along with all AGRSS documentation to demonstrate compliance with the AGRSS standard.	Page 9, paragraph 7-8, under the section "Automotive Glass Replacement Safety Standard (AGRSS)" of the "SRP Technical Training Installation Manual."

Retention System Provider Deliverables:

Deliverable:	Retention System Provider Response:	Is Documentation Included: (Yes, No)
4.01 Those engaged in automotive glass replacement shall use retention systems that are produced under documented quality assurance standards. Identify your organizations current quality assurance standard and how this should be identified by your glass shop customers.	SRP Totalseal products are manufactured under the quality assurance of ISO 9000, ISO/TS 16949 and QS9000 approvals. Information provided in the "SRP AGRSS Compliance Package" or Appendix B of the "SRP Technical Training Installation Manual."	Yes



<p>4.02 Those engaged in automotive glass replacement must 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.</p> <p>Provide validation to this requirement and how your glass shop customers' would demonstrate your compliance to this section of the Standard.</p>	<p>SRP Totalseal products offer a complete line of OEM and OEM approved adhesives for the bonding of Automotive glass.</p> <p>Information provided in the "SRP AGRSS Compliance Package" or Appendix B of the "SRP Technical Training Installation Manual."</p>	<p>Yes</p>
<p>4.03 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.</p> <p>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.</p>	<p>SRP Totalseal products offer a complete line of OEM and OEM approved adhesives for the bonding of Automotive glass.</p> <p>Information provided in the "SRP AGRSS Compliance Package" or Appendix B of the "SRP Technical Training Installation Manual."</p>	<p>Yes</p>
<p>5.03 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.</p> <p>Identify the drive-away-time chart to be utilized by your company's glass shop customers in order to be compliant with this requirement.</p>	<p>Located on page 32 of the "SRP Technical Training Installation Manual", version 8.0</p> <p>Available on the "SRP Drive Away Charts" brochure, revision 10/10</p> <p>Available on www.shatproof.com.</p>	<p>Yes</p>
<p>8.01 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 a continuing education component. The program shall include, among other</p>	<p>SRP Technical Training Installation Manual Version 8.0</p> <p>SRP Technical Training Test Booklet which is replaced by the SRP Training Certificate once completed</p> <p>Training is conducted with known new SRP customers and given on an on-going basis for new technicians and refresher course.</p>	<p>Yes</p>



<p>things: AGR safety issues, an understanding of OEM installation standards and procedures, relevant technical specifications, comprehensive retention system specific training and the opportunity to apply and demonstrate the skills technicians learn.</p> <p>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.</p>		
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Contact Information:

Your Name:	David Osland
Your Phone Number:	952-946-0450
Your Email Address:	david.osland@shatrproof.com
Your Mailing Address:	12800 Highway 13 South Suite 500 Savage MN 55378 USA

