



BETASEAL™ Glass Bonding Innovations Since 1961

1961
BETASEAL™, the first adhesive to bond automotive glass, is used on the GM Oldsmobile Cutlass

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1970
FMVSS 212 mandates windshield retention requirements for motor vehicles during crashes

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1973
FMVSS 216 roof crush resistance standard takes effect for passenger cars

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1973
BETASEAL™ is specified for bonded windshields in mass production at GM in the US

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1976
BETASEAL™ is specified for bonded windshields in mass production at Audi in Europe

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1980
BETASEAL™ 2K glass bonding adhesive is introduced, bringing improved strength and reliable room-temperature curing

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1990
BETASEAL™ advanced-cure 2K high-modulus/non-conductive glass bonding adhesive launches for aftermarket

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2000
BETASEAL™ 1K, high-modulus/non-conductive adhesives are introduced

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2011
BETASEAL™ 1K glass bonding adhesive with 30-minute MDAT becomes the fastest cold-applied system available

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2010
BETAPRIME™ all-in-one glass primer requires no shaking and offers a sure, easy, and fast installation

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2020
BETASEAL™ adhesive system with MDI-free primers offers further sustainability and the benefits of high-modulus and non-conductive technologies

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2020
BETASEAL™ primerless-to-glass becomes the first glass bonding adhesive for OEMs that doesn't require an activator, primer, or cleaner

BETASEAL™ is an elastic polyurethane adhesive for glass and plastic bonding

BETASEAL™ advantages for manufacturers include:

- Excellent performance on glass and ceramic substrates
- Compatibility with all vehicle production processes, including cold-and warm-applied systems
- Exceeds OEM durability specifications and Federal Motor Vehicle Safety Standards for barrier, rollover, and roof crush regulations

For the aftermarket, BETASEAL™ can help:

- Return a vehicle to OEM quality, safety, and specifications
- Exceed FMVSS and other global requirements for occupant safety
- Deliver fast ADAS recalibration
- Provide 30-minute MDAT in select formulations