680A Communiqué

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ATA 30 – Windows

PPG Industries, Inc, the supplier of the aircraft cockpit windshields and cockpit side windows, has reformulated the Surface Seal® Gen II coating to the Surface Seal® Gen III. The purpose of the coating is to provide improved water shedding performance during precipitation conditions. The formulation change was introduced because of PPG's commitment to providing environmentally sustainable products and evolving regulation while not reducing the water shedding performance.

On June 1, 2020 the existing Surface Seal® Gen II coating will become obsolete. After this date PPG will provide only the new Surface Seal® Gen III coating whether it be for spare windshields and cockpit side windows or PPG kits used for refurbishing the coating. Any stock of spare windshields and cockpit side windows and existing Surface Seal® Gen II kits can continue to be used until the supplies are exhausted. If after June 1 you place an order with Textron for the existing Surface Seal® Gen II kit the new Surface Seal® Gen III kit will be provided instead.

The Aircraft Maintenance Manual (AMM) is being revised to address the change, but this communiqué provides the necessary information before the revision will be available.

- Textron and PPG part numbers for the windshields and cockpit side windows are not changing.
- Specified inspection intervals for checking the Surface Seal® are not changing.
- PPG has updated their procedures which were called out in the AMM as DSS1042, DSS1001-300, and the instructions included in the existing Surface Seal® Gen II kits themselves. The new procedures remain the same except:
    - For the new Surface Seal® Gen III coating, the solution applicator is a two-ampule system due to part A and part B needing to be mixed just prior to application, while the existing Surface Seal® Gen II coating solution applicator is one ampule.
    - For the new Surface Seal® Gen III coating, any AMM procedure for curing the coating can reduce the duration from 8 hours to 2 hours.
    - For the new Surface Seal® Gen III coating, during the surface preparation procedure step, the Surface Prep application is applied twice with a 5-minute air-dry after each application.

- For the new Surface Seal® Gen III coating, during the coating application procedure step, the application is applied twice with a 5-minute air-dry after each application.

- For ordering the PPG kits used to refurbish the Surface Seal®, the kit numbers are changing per the table below. Also included are the associated kit procedure document numbers.

Description	EXISTING Surface Seal® Gen II coating		NEW Surface Seal® Gen III coating	
	EXISTING PPG kit number	EXISTING Procedures Document number	NEW PPG kit number	NEW Procedures Document number
Master Kit	DSS1040	DSS1042	DSS4040	DSS4042
Master Kit	DSS1000	DSS1001	DSS4040 and DSS3000[1]	DSS4042
Master Kit - International	DSS1000X	DSS1001	DSS4040X and DSS3000[1]	DSS4042
Master Kit Refill (Consumables to prepare approximately one windshield)	DSS1015	N/A	DSS4015	N/A
Master Kit Refill (Consumables to prepare approximately six windshields)	DSS1016 or DSS 1027	N/A	DSS4027	N/A
Surface Seal Maintenance, Assessment, Application Procedures for Aircraft and Specialty Glass-faced Windshields	DSS1042 or DSS1001-300		DSS4042	
[1] DSS3000 kit is a separate kit that is only needed if using the droplet contact angle measurement method from the DSS4042.				

Though the new documents shown in the above table are not provided as part of this communiqué, if a copy is desired before the AMM revisions are available, please request them from your Field Service Representative or the Textron Aviation Technical Support line.
If you have additional questions or need further support, please contact your Field Service Representative or the Textron Aviation 680 Series Technical Support line at 1.877.683.7344, 316.517.1695, or team680@txtav.com.