Oil based plastics

Oil based plastic is just that; plastic with too much oil in it.

No superglue can get passed that oil. In fact, no glue whatsoever, be it superglue or gen-kem or any other glue product, can get passed that oil. People have resorted to drilling holes in plastic and tying the two broken parts together with wire and even cable-ties. They have used putty and molten plastic to no avail. So when a client who just made a R45.000.00 cash sale comes up to me and asks whether we can save said sale, I knew that wire and cable-ties were out of the question.

I love a challenge but knew from the start that this request was way above my head. I trust the product I'm marketing. It has exceeded my expectations on all fronts. All it takes is to experiment with your Satlon 105 and become a believer like me. I have made mistakes, though one such mistake cost me in the region of R500.00 because I wasn't thinking.

My daughter asked me to repair her new tackies. (Two days old, pure white in color and already the sole of one was pulling away from the body). Easy I said. So I commenced to remove the old gen-kem glue because as you know, glue does not stick to glue. I poured Satlon 105 liberally onto the sole and gave pressure. (Satlon 105 activates with pressure. The more pressure and the longer it's given the better.) Giving pressure by hand I thought, just would not be effective, so in my wisdom I went along and placed the tackie on the drive way and drove my vehicle over it. The one tyre coming to rest on the shoe. (You want pressure … I give you pressure!).

An hour later my daughter reminds me of her tackie and I fetch it. Voila! One repaired tackie. (The fact that a tyre tred lay imprinted across it kind of deflated the fact that the glue had done its job as promised. The end result? R500.00 for a new pair.)

So mistakes can and will be made. You just have to grin and bare it and experiment further. Do not pour scorn on your Satlon 105 should you not be happy with its performance. The fault does not lay by the glue.

IT`S YOUR FAULT! ALL YOURS!

WHAT SUPERGLUE CAN BOAST THE FACT THAT IT CAN REPAIR JO-JO- WATER TANKS?

EXPERIMENTATION is of utmost importance! Experiment until you find the correct recipe. Satlon 105 is a Superglue and it does not say SUPER for nothing! (It cannot glue exhaust manifolds though, so please don't try – somebody did and was highly upset that it didn't work – go figger. The fact that Satlon 105 starts to get soft at 145 °C JUST DID NOT OCCURE TO

THIS MECHANIC EVEN THOUGH HE WENT TO OUR WEBSITE AND DOWNLOADED THE DATA SHEET!

Should Satlon 105 not work the first time, you have to work out why. Too much oil/grease/water/dust etc present? Maybe it's just too cold. The weather also affects the outcome and results –did you know that? I didn't until I made a mistake – as usual).

The weather.

The colder it is, the longer Satlon 105 takes to activate. The hotter …? And this is where a R45 000.00 cash sale comes into the picture. (An interesting point; did you know that the Finger print guys are using Satlon 105 to find fingerprints on vehicle dashboards? Just like in the movies! Now I know how it`s done – they told me, but *that's* going to stay a secret. Sorry! Again I must add, they discovered the trick by mistake).

The weather!

Place Satlon 105 in the sun to get hot and it seems to get stronger though logic tells me I'm sacrificing an exceptionally long lifespan. Another fact is that when heated, Satlon 105 may burn your fingers and really glue your skin together to such a point where emergency medical care comes into play. Room temperature and slightly warmer is the ideal working condition for this product though you will inadvertently affect the lifespan the hotter it gets.

A R45 000.00 cash sale can be made or broken! All I was required to do was repair an oil based plastic carry case as seen in the following pictures.

Pic #1: Pick up the case and sigh loudly. There is just no way I'm going to get this right. The plastic test – a drop of glue on it – place finger on glue and slide finger to one side proves that the plastic has too much oil. Should my finger have stuck to the plastic, I would have sighed once more, this time in relief. I sat there for about ten minutes wracking my brains and sweated as the anxious client hovered about.

Pic #2: An idea slowly entered my head. I remembered the time I left my bottle of Satlon 105 in the sun and how it burnt my skin and glued the hell out of it. Worth a try I thought, and placed the bottle where it would do the most good. I then went to the preparation part. (Preparation is the be – all and end – all to this product). Firstly I "V"-ed the plastic along the crack on both sides with a sharp knife. Took medium rough sand paper and sanded the area around the crack. (Both sides).

Pic #3: Bi-carb. The must-have powder. As there was a thick grey foam on the inside that would be glued on with silicone, no finishing touches would be necessary so I used bi-carb to join the pieces together. The glue was extremely hot by this time as it was standing in the sun for approximately 15 minutes. I kept my hands well away from it.

Pic #4: My sigh of relief came about here. Satlon 105 proved once more that it was an exceptional product. One oil based plastic carry case was well on its way to being repaired. Notice the R45 000.00 gadget that can notify a farmer whether his cattle or sheep or dogs or what have you are pregnant – or not!

Pic #5: Can you see how shiny the plastic is? That's another indication of oiliness in the plastic. I had a problem here. Well, not here per-say, but I did have a problem. Bi-carb is white and the carry case was black. The inside of the lid was no problem as nobody would see the white bi-card repair job due to the grey foam that would cover the work. But on the outside …?

Pic #6: One bottle of coke later. A few lumps of charcoal, crushed finely and mixed 50/50 with bi-carb and voila; Black powder. I placed the powder all along the crack about 4mm thick and smoothed it out. Poured Satlon 105 (very hot Satlon 105) onto the powder and left it for five minutes to set slightly.

Pic #7: The hard part; Sanding down. Looking carefully at my right hands forefinger, one can see how the black powder was chipping away at the thin edges. (The sand paper was a bit too rough). This was another problem I did not foresee and had to overcome. By sanding the glued charcoal powder I saw that that same powdered dust filled up the cracks and instead of removing the dust, I poured some more hot glue onto it and waited about 20 seconds before sanding again. This period of time did not give the glue time to set and by mistake I discovered that the tacky powder, though clogging the sandpaper, also had the effect of making the joint invisible.

Pic #8: Can you see any difference in the color of the powder and the carry case? Go back **to pic #6** and look again. The charcoal is blacker than the case is. **Pic #7** shows you that the powder is now lighter than the case because of the bi-carb mix and the sanding is bringing out the grayness. Sometimes, mistakes can be good things. I learnt something new this day. Sanding down the carry case and adding some finishing touches like black bumper polish, sealed my clients sale and proved to me that I not only had a superior product on my hands but also that imagination, experimentation and one or two mistakes thrown into the mix, can deliver outstanding results.

NOW IF ONLY SATLON 105 COULD GLUE

RELATIONSHIPS TOGETHER!