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<p>May 2014</p> <p>L&L Products is pleased to announce the worldwide launch of L&L SEAL A-J Series elastic sealants and adhesives</p>	<p>2014 年 5 月</p> <p>L&L Products 非常高兴地向世界宣布，其 L&L SEAL A-J 系列弹性密封剂和胶粘剂正式问世</p>
<p>L&L SEAL A-J Series elastic sealants and adhesives are a range of high performance, room temperature curing paste materials formulated to meet the demanding requirements of the global Commercial Vehicles industry.</p>	<p>L&L SEAL A-J 系列弹性密封剂和胶粘剂包含种类齐全的高性能、室温固化胶粘材料，专为满足全球商用车行业的严苛要求而研制。</p>
<p>Typical applications for this new range of materials include:</p> <ul style="list-style-type: none"> • Elastic bonding and sealing of bus / coach roof, side panel, luggage door and floor panels • Elastic bonding and sealing of truck high roof panels, body structures, cockpit and pedal plate areas • Backfilling and sealing exposed joints • Elastic bonding and sealing construction / agricultural vehicle roof, cabin side wall and door panels 	<p>该系列新材料的主要用途包括：</p> <ul style="list-style-type: none"> • 巴士/长途公共汽车顶盖、侧板、行李箱门及地板的弹性粘合和密封 • 卡车驾驶室顶板、车身构件、驾驶舱及脚踏板区域的弹性粘合和密封 • 明缝充填和密封 • 建筑/农用车辆顶盖、车厢侧壁及门板的弹性粘合和密封
<p>This new range of elastic sealant and adhesive pastes is designed to completely seal joints in the body structure to prevent water, noise, air, dust and fumes from intruding into the interior compartment of a commercial vehicle. The range also includes elastic adhesive bonding materials with an excellent balance of strength, elongation and creep resistance for applications requiring robust assembly of</p>	<p>该全新系列的弹性密封剂和胶粘剂旨在完全密封商用车车身构件的缝隙，以防止水、噪音、空气、灰尘及烟雾侵入车厢内部。系列产品中还包括在强度、延伸率及抗蠕变性方面拥有极佳平衡性的弹性粘合剂材料，适用于要求稳固组装具有不同基底或大型构件的情况。</p>

dissimilar substrates or large structures.	
<p>Key features of the L&L SEAL A-J range include:</p> <ul style="list-style-type: none"> • Robust adhesion without primers to most metals and composites for optimum acoustic sealing and anti-corrosion sealing • Enhanced worker safety, with formulations available that are free of solvents, VOC's and isocyanates • No shrinkage for reduced rework on bonded structures • Full cure at room temperature via atmospheric moisture curing technology • Wide range of cure speeds • Broad range of mechanical properties available 	<p>L&L SEAL A-J 系列的关键优势包括:</p> <ul style="list-style-type: none"> • 无需喷涂底漆即可牢固粘合多数金属和复合材料, 达到最佳的隔音密封和防腐密封效果 • 配方中不含化学溶剂、挥发性有机物及异氰酸酯, 提高了操作人员的安全性 • 固化后无收缩以降低粘合构件的返工 • 通过采用空气湿度固化技术, 实现了在室温条件下完全固化 • 具有多种不同的固化速度 • 提供范围广泛的机械性能
L&L CBS Inserts Placed Throughout Honda MDX to Help Minimize Wind Noise	本田 MDX 系列全面采用 L&L CBS 以帮助将风噪音降至最低
<p>August 2013</p> <p>L&L CBS inserts are highlighted in a recent Automotive Engineering International magazine article, 2014 MDX Re-engineered to pass IIHS test, reduce NVH.</p>	<p>2013 年 8 月</p> <p>《国际汽车工程》杂志上最近刊登的一篇文章名为“2014 MDX Re-engineered to pass IIHS test, reduce NVH” (2014 款 MDX 经过重新设计制造以通过美国公路安全保险协会的测试及提高 NVH 性能的文章重点介绍了 L&L CBS。</p>
<p>“Based on customer feedback, a major effort was made to lower NVH. The increase in body stiffness of the new platform itself certainly helped, but a lot more was done. A rigorous study of body sealing led to two-thirds reduction in air leakage paths throughout the body, noted Pafumi. The door openings were fitted with triple sealing, which compared with double-sealing further reduces the turbulence from air blowing in and exciting the volume of air between doors and body, he added.</p>	<p>“根据客户的反馈意见, 我们在降低噪音、振动和声振粗糙度 (NVH) 方面做了大量工作。虽然新平台对提高车身刚度确实增效不少, 但我们所做的远不止这些。我们针对车身密封开展了缜密的研究, 使整个车身的漏气通道减少了三分之二, ” Pafumi 说, “我们在车门孔隙处应用三重密封, 与双重密封相比, 此举进一步减少了因吹入的气流和车门与车身之间激起大量气流而引起的扰动”。</p>
<p>In addition, 22 custom-design structural foam inserts are clipped on, inside the pillars, and when the body is baked in the paint shop the foam expands to fill. This is more efficient than foam injection, Pafumi told AEI.</p>	<p>“此外, 我们将 22 个定制设计的结构性泡沫垫片夹于柱内, 当车身在油漆车间进行烤漆时, 泡沫会膨胀以便填满缝隙。这种方法比注射泡沫更加高效, ” Pafumi 在接受 AEI 采访时表示。</p>
<p>Tire noise, he said, is a major issue, and it's both air and structural borne. Improved sealing of the wheelhouse openings helped, but engineered upgrades to stiffen the structure of the openings were even more important, Pafumi said.”</p> <p>L&L Products Recognized by General Motors as a 2013 Supplier of the Year Winner</p>	<p>他说, 轮胎噪音是主要问题, 它包括空气噪音和结构噪音。“改进驾驶室孔隙的密封性确实有效, 但更重要的是对孔隙结构进行改造升级以使其更加坚固, ” Pafumi 指出。</p> <p>L&L Products 荣膺美国通用汽车评选的 2013 年度最佳供应商大奖</p>
March 2014	2014 年 3 月