

NEW PRODUCTS

CSS - COLD SHRINK SPLICE KIT

DSG-CANUSA EXPANDS IT'S ELECTRICAL INSULATION PRODUCT LINE TO INCLUDE LOW VOLTAGE, COLD APPLIED CABLE ACCESSORIES

Heat shrink technology has provided a sure way of insulating and sealing cable splices for many decades and still continues to be widely used. However for some applications, sensitivities to the use of an open flame or a heat source have necessitated the development of cold applied technology. One of the more common types of products using this technology is referred to as cold shrink. The product application does not require any special tools or skilled labour and can be performed very quickly and easily thereby significantly reducing the labour cost component of installing an electrical splice.

With the introduction of DSG-Canusa's new line of low voltage cold applied cable accessories, the CSS Cold Seal Splice Kits offer several versatile and cost saving solutions for the Industrial and Electrical Utility markets. CSS kits offer a one-piece compact design made of silicone rubber tubes that are factory expanded over a removable, plastic rip cord housing to facilitate a fast, simple, durable and cost effective installation.

Qualified to ANSI C119.1 standards and rated for 1kV protection, the CSS splice sealing kits are designed to provide excellent insulation and moisture proof sealing of in-line secondary cable splices and protection covers for cable jacket repairs. CSS kits can also be used to seal cable jackets during installation of elbows or other cable accessories that do not include a jacket seal.

Offered in two kit configurations and covering a wide range of cable conductor sizes from #2awg – 2000kcmil, CSS sealing kits are UV resistant and suitable for use in indoor and outdoor applications or confined spaces and vault applications. The "CSS IN-LINE SPLICE SEALING KITS" can be used for straight cable connector systems and jacket repairs. The "CSS CABLE JACKET SEALING KITS" also include sealant mastics for protection of the jacketed end of medium voltage power cables that are connected to load break or dead break elbows or other types of cable accessories.



DSG-CANUSA UPDATE

NEW CATALOG AVAILABLE



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DSG-CANUSA NEWS

IFS IMPLEMENTATION

Earlier this year, DSG-Canusa implemented a new ERP (enterprise resource planning) computer system. This application provides DSG-Canusa with the flexibility to respond quickly to market changes, new business opportunities, and new technologies.

As expected the start-up phase was challenging but now the DSG-Canusa team is fluent with the new operating system, and is harnessing it's full capabilities. We are confident that we can now provide you an enhanced experience when working with DSG-Canusa.

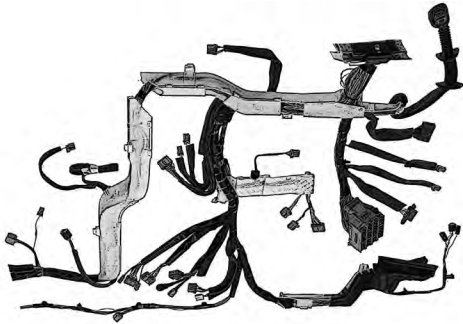
Ease of access to information, greater reporting capabilities, and an enhanced MRP system are only a few of the benefits that were gained through this venture. We feel strongly that this enhanced technology will allow us to provide a stronger partnership with you, now and for many years to come.

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DSG-CANUSA APPLICATIONS

DSG-CANUSA'S UNIQUE AND EFFECTIVE WATER BLOCKING SOLUTION

As today's automobiles evolve, the need for comfort combined with fuel efficiency and very low noise has become paramount.



With advancements in vehicle design, the wiring harness has remained relatively untouched. One neglected area is the harness feed through location, where preventing water migration into the vehicles interior continues to be a source of frustration for harness designers and engineers.

An automotive designer is tasked with selecting the correct water blocking system. They are challenged with choosing the most cost effective system, ensuring that the system provides the necessary protection 100% of the time and that the system is simple and easy to install.

The designer typically has three options:

1. Drip Loops
2. Epoxy/Silicones
3. Mastics

Drip Loops

Drip loops are the oldest and most widely used method in preventing vehicle water ingress via the wiring harness. They involve the addition of an extra 12-18 inches of cabling into the wiring harness just before it enters through the vehicles fire wall. The cables are bent to form a concave – U shaped loop. The premise behind drip loops is that when water beads onto the wiring harness it will flow down the cables and away from entering the inside of the vehicle.

The entire concept of drip loops is being phased out as it is not reliable 100% of the time, especially in vehicles that are designed to perform in both on-highway, off-road conditions.

The three main areas of concerns with drip loops are performance, cost and noise.

When water gets to the side of the drip loop closest to the vehicles interior it gains unimpeded access to the interior wire harness. If there are unsealed splices in the interior harness water will wick up the cables and into the splices and create corrosion and ultimately failure of components.

The extra lengths of cable increase the vehicles curb weight and ultimately the assembly labor cost as the excess wires are cumbersome to maneuver.

As the wiring harness is generally fed through a hollow grommet, the noise generated in the engine compartment and from the road travels uninhibited into the vehicles interior.

Epoxy and Silicones

The process of using epoxy or silicone improves upon drip loops as it eliminates the excess cables and allows for easier pulling of the harness during assembly. They ensure complete encapsulation of each individual cable in the wiring harness bundle and provide some noise suppression. These types of material are usually supplied and applied in the semi-liquid state, allowing for easy injection into a specially designed grommet.

The benefits of epoxy's and silicones are off-set by long curing times, EHS issues and the challenge of containing them during processing.

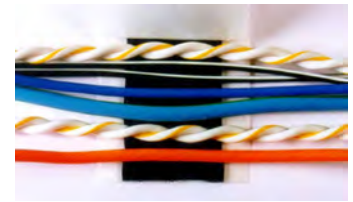
Silicones and epoxies creep over time, losing shape and volume. The hardening of these materials creates excess stress at the blocked area increasing the likelihood of cable insulation damage and ultimately water penetration.

Mastics

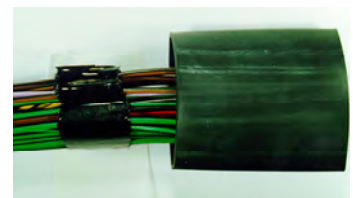
Mastics are the most widely used water blocking solution in automotive applications. They are generally low cost, easily applied and provide the necessary strain relief, while ensuring 100% water proofing when correctly installed.

DSG-Canusa's Deray® Coldmelt water blocking system employs a 2 part solution of a fast recovering heat shrink tubing and specially formulated mastic. By using a carefully designed shrink oven, Deray® ColdMelt effectively seals 100% of the time.

Deray® ColdMelt is extremely easy to install and accommodates cable bundles ranging in sizes from 10-150 wires. It is ideal for any application where water leakage/moisture ingress is a potential problem.



The inner mastic strip provides sealing of both small and large wire bundles and requires no heat input.



The heat shrink tubing provides an outer layer which continuously shrinks to maintain hoop strength while protecting the mastic from fluids and heat aging. A cylindrical shape is formed which improves grommet placement.



Deray® ColdMelt, a very cost effective, OEM approved water blocking system has five major advantages over competing options.

1. 100% water blocking
2. Dampens noise
3. Reduces harness weight
4. Safe and flexible process
5. Easy to handle during vehicle assembly