

CEE-BEE REMOVER A-477

by Cee-Bee®



data sheet

CEE-BEE REMOVER A-477 is a non-phenolic, alkaline, diphase, hot tank paint and carbon remover.

BENEFITS

- Effectively removes carbonaceous deposits and a wide range of paint systems, such as polyurethanes, polyamides, epoxies and phenolics.
- Provided with an oil seal to minimize evaporation.
- Safe on most aircraft structural metals, including high strength steel, stainless steel, mild steel, aluminum, magnesium and titanium.
- Contains non-photochemically reactive solvents which will not contribute to air pollution.
- Contains no phenol, cyanides or heavy metal salts.

CONFORMS TO

- **ABSC (AIRCRAFT BRAKING SYSTEM CORP.)**
- **AVCO AEROSTRUCTURES**
- **BELL HELICOPTER (MB 1156U) APPROVAL**
- **BOMBARDIER BAPS 180-006**
- **GENERAL ELECTRIC LTR. APPROVED FOR CFM 56 AND CF6**
- **GREENWICH AIRMOTIVE**
- **INTERNATIONAL AERO ENGINES CoMAT 01-120F**
- **MIL-PRF-83936C (QPL)**
- **PRATT & WHITNEY SPMC 12 (SPS 152) (SPOP 260)**
- **ROLLS ROYCE OMAT NO. 1/226F**

**NOTE: To place an order, call or Fax Customer Service at
800-932-7006 / FAX 1-216-441-1377
Cee-Bee Remover A-477 Product Code # 23054**



NOTES PRIOR TO HANDLING

Before using your McGean-Rohco, Inc. products, all safety and operating instructions should be read and understood. If you have any questions, please contact your McGean-Rohco representative before proceeding.

USE PROCEDURES

Use full strength at 160-200°F (71-92°C). Although 180°F (82°C) is adequate for most applications, a higher temperature is recommended for removing the most resistant coatings.

1. Immerse parts completely into lower layer and soak until coating and/or soils have been penetrated and loosened. Soak time will vary from a few minutes to several hours depending on the coating type and thickness. Parts can be lightly brushed to speed removal.
2. When the cleaning operation is complete, remove the parts and allow excess remover to drain back into the tank.
3. Rinse with air boosted water spray away from the tank area to minimize the risk of water contamination.
4. Wipe the parts dry or allow to air dry.

Cee-Bee A-477 can also be used at ambient temperature to soften paint and carbon prior to removal by mechanical blasting.

- To minimize introduction of water into the bath, parts must be thoroughly dry before processing in Cee-Bee A-477.
- Spray rinsing must be conducted away from the tank area.

CONTROL

- Maintain at least a 6" to 8" oil seal. Adjust if necessary with Cee-Bee A-477 Additive O.
- Periodic additions of Cee-Bee A-477 Additive A are required to replace loss through dragout and evaporation. The following procedure can be used to determine the amount required. Once the titration is less than 12.0 ml, additions of Additive A should be made to bring the analysis back up to 14.0 mls.
 1. Pipet 2 ml. of the lower layer into a 250 ml. Erlenmeyer flask.
 2. Add approximately 50 ml. of distilled or deionized water and 2 to 3 drops of Bromocresol Green indicator.
 3. Titrate with 1N acid to Bromocresol Green end point.

Calculations - (14.0 - mls 1N acid required) X 3.0 = gallons of Cee-Bee A-477 Additive A required for each 100 gallons of tank solution.

- An addition of 1% Cee-Bee A-477 Additive G will reduce or eliminate any smutting that may occur on cadmium.

PROPERTIES

- Clear, straw-colored, diphasic liquid with amine odor.
- Flash point with oil seal, none up to and including initial boiling point.

PRECAUTIONS

- **WARNING! Highly alkaline.** Avoid any contact. May cause severe burns.
- Use face shield or goggles, rubber gloves and other protective clothing sufficient to avoid any eye and skin contact.
- Use with adequate ventilation. Wash thoroughly after handling. Do not take internally.
- In case of accidental contact, immediately flush area with water for at least 15 minutes. If irritation persists, seek medical attention.
- Remove and wash contaminated clothing before reuse. For ingestion, do not induce vomiting. Administer large quantities of water. Seek medical attention.
- Before removing the bung, loosen slowly to relieve internal pressure. Keep bung tight to prevent leakage. Keep away from sparks and open flame.