

Approvals and conformities

AIRBUS	NTO on Airbus aircraft
AIRBUS HELICOPTERS	NTO on metallic structures
ASTM International	Conforms to ASTM F2111: IGA EGP
BAE SYSTEMS	NTO on regional aircraft
BOEING	Conforms to BAC 5725 / Conforms to D6-17487 (Superseded by BSS 7432) Except corrosion test on Mg) / NTO on Boeing aircraft
BOMBARDIER	NTO on CRJ aircraft
CESSNA	CSFS 040 TYPE VI
DASSAULT AVIATION	
DELTA AIRLINES	Engineering Repair / Authorization 10-489048-14 REV A. Process Standard 900-1-4
EMBRAER	NTO on EMBRAER aircraft
FOKKER	NTO on Fokker aircraft
GULFSTREAM	GAMPS 4000
HAWKER BEECHCRAFT	BS298449
McDONNELL DOUGLAS	Conforms to Douglas CSD #1
SAAB	STD 177013
SAE	Conforms to MA 4872
SIKORSKY	SS 8786 TYPE A, B, C, D
US Environmental Protection Agency	Biological test EPA 821-R-02-013
USA Department of Defense	Conforms to MIL R 81903

Hydrogen peroxide activated aircraft paint stripper with a long shelf-life for the efficient removal of difficult primers and multiple paint layers.

SPC-909N is a coating remover specifically designed for aerospace applications. It is a cost-effective and an environmentally advantaged means for the removal of coatings from aircraft surfaces. SPC-909N can be used on aluminum, mild steel, high strength steel, and titanium when used as directed. SPC-909N is not recommended for use on magnesium surfaces. It is available in gel form and blue in color to assist with coverage during application.

Advantages & Uses:

- Water-based, hydrogen peroxide activated paint remover
- Neutral pH
- Biodegradable, low odor, low volatile organic compounds, non-flammable and non-carcinogenic
- Clings to vertical and inverted surfaces
- Contains no methylene chloride, formic or other acids, chlorinated/halogenated solvents, phenols, chromates, ammonia, caustics or NMP (N-Methyl-2-Pyrrolidone)
- Less overall product consumption compared to methylene chloride based removers
- Low evaporation rate and will remain moist for extended periods
- Extremely effective in the removal of multiple paint layers (e.g. lacquers, acrylic, alkyd, polyurethane, epoxy) and difficult primers
- Safe on most aviation alloys

DIRECTIONS FOR USE

Surface Preparation

- Check the OEM manual for the appropriate masking procedure
- Masking tape should be MIL-T-23397B, Type II or similar
- Tape must be applied to clean surfaces and the edges pressed down with a piece of plastic to ensure adhesion
- Check windows from inside the aircraft for light shining through

Thoroughly mix the product each time prior to use.

Equipment

Small area applications: brush, roller (make sure the thickness layer is consistent)

Larger area applications: airless piston pump (chemical resistant drum pumps or pail electrical pumps) e.g. Graco 226-040 2:1 ratio stainless steel barrel pump for smaller jets and Graco 224-040 5:1 ratio stainless steel barrel pump for larger aircraft.

- Tip size drums: 0.053" - 0.079" (Non-atomizing spray)
- Tip size pails: 0.019" to 0.023" (Non-atomizing spray)
- PSI range: 800 working pressure and 3200 bursting pressure

Never leave pumps or hoses in the product after use or when in storage. Thoroughly clean the equipment with water.

Application Recommendations

Test area: apply a small test application to determine appropriate equipment, proper product dwell times, application thickness, final removal and cleanup methods.

Temperature: 15 – 40°C (59 – 95°F) (Do not apply below 5°C or 41°F)

Optimum coverage: 1m² per liter (= 40 sqft per US gallon)

The product works better at warmer temperatures. Good ventilation should be provided in confined areas. Appropriate measures should be taken while working outside. SPC-909N may be applied in various conditions, please consult Sea to Sky/ Socomore representative for further

technical support in this regard. The quality of the application and product usage is dependent on the coating type, film thickness, ambient temperature and the chosen spray equipment.

Dwell Time

The dwell time depends on the type, thickness, number of layers, inter-adhesion of the paint and the temperature of the substrate. Allow sufficient dwell time to obtain optimum results. Most paint systems will take 1- 8 hours to lift. Some specialty coatings may require up to 12 hours of dwell time. 2-3 applications may be required to remove multiple paint layers from the substrate.

Removal and Disposal

Residue can be removed with a scraper, squeegee, wet/dry vacuum system or high-pressured water (use with caution so as not to damage the substrate). Do not store removal material or paint waste in metal containers. Always use a plastic liner when using metal containers.

- Dispose of removal residue and paint chips in vented plastic containers.
- Waste containers should not be completely filled nor tightly sealed as wet paint chips have a tendency to expand and need a breathing period of 24-36 hours.
- Only fill waste up to 75% of its volume
- Dispose of solid paint waste in accordance with local government regulations.

TECHNICAL CHARACTERISTICS

Appearance	Blue emulsion
pH	6.0 – 8.0
Viscosity	3000-12000 cP
Boiling point	>100°C (212°F)
Freezing point	0°C (32 °F)
Specific gravity	Approximately 1.02 – 1.04
Shelf life	15 months
Storage temperature	5 - 45°C (41 - 133°F) in a dry place (Keep from freezing)

PRECAUTIONS FOR USE AND STORAGE

Comply with all local safety, disposal, and transportation regulations.

Check the Safety Data Sheet (SDS) and label of the individual products carefully before using the products.

For professional use only.

SOCOMORE CANADA LTD

PRODUCTION AND MANUFACTURING
204-6741 Cariboo Rd
Burnaby, BC
V3N 4A3 Canada
Tel: +1 604 420 7707
Fax: +1 604 420 7701
Email: csr-ca@socomore.com

SOCOMORE JAPAN LTD

Shin-Yokohama West Bld 701
2-3-3 Shinyokohama Kohoku-ku,
Yokohama, Kanagawa 222-0033,
Japan
Tel. +81 45 620 3567
Fax. +81 45 620 3568
Email: nkobayashi@socomore.com

This technical data sheet replaces and cancels the previous one.

The above details have been compiled to the best of our knowledge. They have, however, an indicative value only and we therefore make no

warranties and assume no liability in connection with any use of this information, particularly if a third party's rights are affected by the use of our products. The above information has been compiled based upon tests carried out by SEA TO SKY. All data is subject to change as Socomore deems appropriate. The data given is not intended to substitute for any testing you must conduct in order to determine the suitability of the product for your particular purposes. Please check your local legislation applicable to the use of this product. Should you need any further information please contact us.