Cee-Bee
Innovative Aviation Chemistry

Product Data Sheet

Cee-Bee® A-601

Cee-Bee® A-601 is a powdered, acidic deoxidizer and smut remover for aluminum.

Conforms To

- ANA
  - ANA 111-2
- Douglas
  - DPM 1112-1
- FedEx
  - Report 99-015

Benefits

- Effectively desmuts and deoxidizes a wide variety of aluminum alloys.
- Non-dusting, free flowing, non-caking and readily soluble in water.
- Safe for use on aluminum, mild steel, glass, acrylic plastic and paints when used as directed.

Properties

- Red to orange powder
- Non-fluorinated

Notes Prior to Handling

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

Use Procedure

Equipment Recommendation

- Contain Cee-Bee® A-601 solutions in 316 stainless steel, steel with an acid resistant plastic lining, or polyethylene.

Desmutting After Brightening Aircraft and Aluminum Trailers

1. Add 0.5 - 2.0 oz/gal of Cee-Bee® A-601 (3.75 - 15.0 g/liter) to water. Mix until completely dissolved.
2. Immediately after rinsing the corrosion remover from the surface, apply the Cee-Bee® A-601 solution with brushes, mops, rollers or non-atomizing spray equipment. Start at the lowest point on the surface. And work upward.
3. While the surface is still wet, agitate lightly with a mop or brush, then immediately rinse with flowing water.

Smut Removal after Caustic or Acid Etching

1. Add 8.0 - 20.0 oz/gal. of Cee-Bee® A-601 (60 - 150 g/liter) to deionized or distilled water. Mix until completely dissolved.
2. While parts are still wet from the rinse after etching, immerse in Cee-Bee® A-601 at ambient temperature for 1 to 5 minutes, or until smut is removed.
3. Remove the parts from the tank and immediately dip into an agitated, overflowing water rinse tank or flush thoroughly with a water spray.

Deoxidize Prior to Adhesive Bonding, Resistance Welding or Conversion Coating

1. Add 8.0 - 20.0 oz/gal. of Cee-Bee® A-601 (60 - 150 g/liter) to deionized or distilled water. Mix until completely dissolved.
2. Immerse pre-cleaned parts in Cee-Bee® A-601 at ambient temperature for 5 to 60 minutes.
3. Remove from tank and dip in an agitated, overflowing water rinse tank or flush thoroughly with a water spray.
4. Immediately process the parts through the next operation (bonding, welding, conversion coating, etc.).

Solution Control

Concentration of Cee-Bee® A-601

Reagents and Equipment

- 250 ml Erlenmeyer Flask
- 5 ml Volumetric Pipette
- 10% KI Solution
- 0.5% Soluble Starch Solution
- Deionized or Distilled Water
- 100 ml Graduated Cylinder
- 1:1 HCl Solution
- 0.1N Sodium Thiosulfate

Analysis Procedure

1. Add about 100 ml of deionized or distilled water into a 250 ml Erlenmeyer flask.
2. Pipette a 5 ml bath sample of Cee-Bee® A-601 bath into the flask.
3. Add 30 ml of 10% KI solution.
4. Add 15 ml of 1:1 HCl solution. Let stand for approximately 1 minute.
5. Titrate with 0.1N Sodium Thiosulfate until a golden color appears. Add several drops of the soluble starch solution. A blue–black color will appear.
6. Continue titration until the blue-black color disappears to a colorless endpoint.

Calculations

(ml of 0.1 N Sodium Thiosulfate) X 6.67 = gram/liter of Cee-Bee® A-601 in bath.
(ml of 0.1 N Sodium Thiosulfate) X 0.889 = ounces/gallon of Cee-Bee® A-601 in bath.

Safety, Handling, and Precautions

- **Warning!** Contains chromic acid.
- Irritating to eyes and skin. Avoid contact. Wear rubber gloves, face shield or goggles and other protective clothing.
- Avoid breathing spray mist or dust. Use a respirator. Provide adequate ventilation.
- Do not take internally.
- For accidental contact, flush eyes and skin with water for at least 15 minutes while removing contaminated clothing. If irritation persists, seek medical attention. For ingestion, administer large quantities of water.
- Store in cool, dry place away from contact with water and combustible materials. Contact may cause a fire.
- Thoroughly mask all high strength steel parts, such as aircraft landing gear, flap brackets and tracks, to avoid hydrogen embrittlement.

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