

#23

### **Simple Green Formula and Cleaning**

12 April 2001

Simple Green and No High Pressure Please...

#### **SIMPLE GREEN:**

It has been brought to the attention of the AMCOM depot Maintenance Engineering Team that numerous units are using the commercial product SIMPLE GREEN as an aircraft wash. STOP! This product has been through DoD testing and was determined to be highly corrosive on aircraft aluminum. It can also be a catalyst for hydrogen embrittlement in high strength aircraft alloys.

While it is a highly effective cleaning agent for floor and non-aluminum/non-high strength alloy vehicles, this product is not approved for aviation usage.

If your unit has been using SIMPLE GREEN on a regular basis, it is recommended that a thorough fresh-water wash with the approved cleaners per the appropriate airframe maintenance manuals be accomplished as soon as practicable. This should be followed up with a corrosion inspection/treatment and application of approved CPC's.

Insure that no unauthorized cleaning products are being used on your aircraft or in the shops as a component cleaner.

Some units are using high-pressure washers to clean aircraft. That's a no-no. Para 3-3-.9 of TM 1-1500-344-23, aircraft weapons system cleaning and control, says to use no more than 175-PSI nozzle pressure when you use a water hose. Pressure washers can develop very high pressure, sometimes in excess of 1,500 PSI. That pressure can harm numerous items on aircraft, including bearings, composite panels and painted surfaces. A soft spray, no more than 175-PSI nozzle pressure, is all an aircraft can handle-the softer, the better.

**HERE ARE SOME OTHER TARGETS TO KEEP IN MIND WHEN YOUR AIRCRAFT NEEDS A BATH.**

**DON'T OVERDO THE CHEMICALS.** You need chemicals to clean the aircraft, but don't over do it. The right amount cleans the area intended. Too much causes run-off that can damage wiring and bearings, as well as doing potential harm to the environment.

**START WITH A DAMPENED CLOTH.** If the dirt is stubborn, add water to dampen the cloth some more. If there's danger of run-off, you can protect the areas prone to get damaged with some waterproof paper, NSN 8135-00-753-4662, and preservation sealing tape, NSN 7510-00-852-8180.

**NO LINT, PLEASE.** Any old rag might be fine for some cleaning chores, but an aircraft needs lint-free cloths. Lint can clog a filter, ruin an electrical contact, or pollute a vital fluid. Don't take a chance...

**STANDING WATER CORRODES.** Any standing water left on the aircraft after cleaning needs to be wiped up. Water corrodes-standing water corrodes absolutely.

**PREVENTING CORROSION.** The aircraft is clean, everything's fine, right? Hold one, the job's not finished until CPC (corrosion prevention compound) has been added to all those areas called out in your TMs.