

## General

Protection of external surfaces performs a key part of a corrosion prevention and control program whilst providing long-term protection from damage by fluids and UV light. By applying RMX Complete Surface Protection (CSP), the frequency of cleaning can be extended by up to 25%. It is recommended that CSP be applied immediately after repaint or on a completely clean, grease free surface, however, the properties of CSP will work on any hard surface, but once applied, it will retain the condition of the underlying surface.

RMX CSP should be used to coat aircraft surfaces such as Fuselage, Wings, Engine cowlings, horizontal and vertical Stabilisers and Cabin Windows. There is no risk of scratching when using the product as per the application instructions.

RMX CSP should not be used on Anti-icing surfaces, Landing gear or Windscreen.

## Coating Procedure

- ONLY USE micro-fibre cloths or micro-fibre mop heads.
- Use appropriate low pressure spray equipment for the size of application.
- DO NOT AEROSOLISE.

### *Typical examples of appropriate spray equipment*



1.5-2.0L handheld -  
small application



8L over-shoulder -  
medium application



16L backpack -  
large application

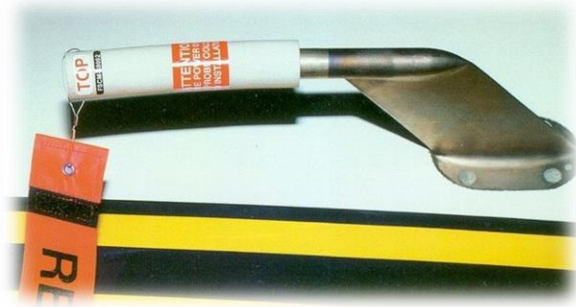
### **NOTE**

Take care when operating around the aircraft not to cause any damage. If any damage has occurred or is found, report it immediately to a supervisor or maintenance personnel.

### **NOTE**

If not applying as part of the paint process, ensure the paint surface is totally clean and free from dust, grease and other contaminants. DO NOT use RMX Drywash immediately prior to use. Use regular aircraft approved cleaning detergents.

- A.** Prepare the aircraft for coating by following the appropriate cleaning procedures in the aircraft maintenance manual.



- B.** Fit all pitot probe covers and static port blanks.

## **WARNING**

FLUIDS ENTERING THE PITOT/STATIC SYSTEM CAN HAVE SERIOUS EFFECTS ON AIRCRAFT SYSTEMS.

- C.** Fit engine blanks if available.



## **NOTE**

It is not necessary to fit landing gear covers or close all doors as no residue or overspray is generated.

- D.** Spray a fine mist onto the surface being coated.



## **NOTE**

Work on manageable areas at a time to guard against the fluid fully evaporating. Suggested working area up to 2m by 2m.

- E.** Spread gently using micro-fibre cloths or micro-fibre mop heads (do not allow to dry completely).



- F.** Using a clean, dry micro-fibre cloth or micro-fibre mop head, gently buff until all fluid has evaporated.



## **NOTE**

It is not always necessary to perform step **F.**  
however a better finish will ensue.

- G.** Ensure all coating equipment is removed from the aircraft.
- H.** Remove all pitot probe covers and static port blanks.
- I.** Remove engine blanks if fitted.
- J.** Restore aircraft to normal configuration I.A.W the procedures in the aircraft maintenance manual.

**Please contact:**

RMX-Global Ltd  
Schiphol Way  
Humberside International Airport,  
Lincolnshire, United Kingdom  
DN39 6YH

e: [info@rmx-global.com](mailto:info@rmx-global.com)

t: +44 (0) 1472 563933

[www.rmx-global.com](http://www.rmx-global.com)