

GULFSTREAM G550

MAINTENANCE MANUAL

EXTERNAL AIRCRAFT WASHING — SERVICING

1. Aircraft Washing — Servicing

NOTE: Pressure washing of aircraft is not recommended due to the adverse effects on aircraft components. The high-velocity water and cleaning agents can force dirt, contamination and moisture into bearings, bushed joints, actuator seals, electrical components, faying surfaces and structural joints resulting in increased maintenance costs and unserviceability.

A. Preparation

CONSUMABLES

Cleaning agent Local purchase
Lint free cloths Local purchase

(1) References

- [Safe Ground Maintenance Procedure, 20-00-00, Maintenance Practices](#)
- [Main Landing Gear - Lubrication, 32-10-00, Servicing or Code 321005](#)
- [Main Landing Gear Sidebrace Actuator Attach Pins / Trunnion Area Corrosion Inhibiting Compound Application, 32-14-01, Servicing or Code 321243](#)
- [Nose Landing Gear - Lubrication, 32-20-00, Servicing or Code 322004](#)
- [Windshield with Surface Seal Coating - Cleaning, 56-11-01, Cleaning / Painting](#)
- [Cabin Window - Cleaning, 56-21-01, Cleaning / Painting](#)

(2) Aircraft Preparation

- (a) Prepare aircraft for safe ground maintenance. See [Safe Ground Maintenance Procedure, 20-00-00, Maintenance Practices](#).

NOTE: Landing gear lubrication prior to aircraft washing will provide a moisture dam and will ensure that dirt and contamination are purged from structural joints.

- (b) Perform [Main Landing Gear - Lubrication, 32-10-00, Servicing or Code 321005](#).
- (c) Perform [Nose Landing Gear - Lubrication, 32-20-00, Servicing or Code 322004](#).

B. Procedure

CAUTION: AVOID USING FLUIDS WITH CHLORIDES AROUND ENGINE AND AUXILIARY POWER UNIT INTAKES.

FORMULA 409 CLEANER HAS CORROSIVE PROPERTIES AND IS NOT AUTHORIZED FOR USE ON GULFSTREAM AIRCRAFT.

TO AVOID DAMAGING SURFACE, BRUSHES SHOULD NOT BE USED TO WASH COCKPIT AND CABIN WINDOWS. ONLY CLEAN, SOFT, LINT FREE CLOTH SHOULD BE USED ON WINDOWS.

WATER DIRECTED AT CLOSE RANGE BY HOSES WITH EVEN MODEST PRESSURE CAN REMOVE JOINT LUBRICANTS AND DAMAGE AIRCRAFT COMPONENTS.

- (1) Wash aircraft with cleaning agent that is pH neutral or slightly alkaline to avoid a corrosive potential (car wash type cleaners are suggested).

NOTE: Gulfstream recommends manual washing methods such as scrubbing with a nylon brush.

Water pressure should be minimized.

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- (2) Clean windshields and cabin windows. See [Windshield with Surface Seal Coating - Cleaning, 56-11-01, Cleaning / Painting](#) and [Cabin Window - Cleaning, 56-21-01, Cleaning / Painting](#).
- (3) Avoid direct rinsing of all bearings, bushings, electrical connectors and electrical components.
- (4) Exercise care around landing gear joints and bushings so protective cover of old grease is not removed.
- (5) Avoid directing spray into openings or onto surfaces adjacent to openings.
- (6) Where possible, keep water nozzle at least 3 feet from surface being rinsed.

NOTE: Water stream should be positioned at 45° or less to minimize impact pressure.

C. Follow On

- (1) Inspect for presence of foreign objects.
- (2) Immediately perform [Main Landing Gear - Lubrication, 32-10-00, Servicing or Code 321005](#).
- (3) Immediately perform [Nose Landing Gear - Lubrication, 32-20-00, Servicing or Code 322004](#).
- (4) Apply corrosion inhibiting compound to main landing gear spindle pin threads and nuts, see [Main Landing Gear Sidebrace Actuator Attach Pins / Trunnion Area Corrosion Inhibiting Compound Application, 32-14-01, Servicing or Code 321243](#).
- (5) Record all maintenance actions in accordance with current governing authority.