

CS 5500N Class B

HIGHER TEMPERATURE FUEL TANK SEALANT

Technical Data Sheet

Description

CS 5500N Class B aerospace sealant was designed for fuel tank and fuselage sealing applications, such as repairing integral fuel tanks, cabin pressure sealing, and aerodynamic smoothing. It can be used for sealing joints and seams in both fuel and non-fuel areas.

- Two-part, manganese dioxide cured polysulfide
- Room temperature cure
- Excellent adhesion to a wide variety of coated and bare aircraft substrates
- Excellent flexibility and resistance to fuel, water, and other aerospace fluids
- Cured material has a service temperature range of -65°F to 250°F (-54°C to 121°C) with excursions to 360°F (182°C)
- Uncured CS 5500N Class B is a thixotropic (low sag) material easily applied with an extrusion gun or spatula.
- CS 5500N B-1/2, B-2, B-4, and B-6 are qualified to SAE AMS3276.

For information on other qualifications or the availability of modified products, contact Sales.

The following technical information and data are typical for the material but should not be used for specification or acceptance purposes. Testing was performed in accordance with SAE AMS3276.

Typical Performance Properties

Cured 14 days at 77°F (25°C) and 50% relative humidity

Specific gravity	1.46
Ultimate hardness	47A
% Nonvolatile material	97%
Hydrolytic stability	Pass - 39A
Thermal rupture resistance --30 min at 300°F (149°C), 10 psi (69 kPa)	Pass - dry or fuel immersed
Volume swell in AMS 2629 Type 1	2.7%
Weight loss after AMS 2629 Type 1	4.6%
Low temperature flexibility	Pass at -65°F (-54°C)

Tensile strength and elongation

Conditioning	Tensile strength	Elongation
Standard cure	435 psi 3.0 MPa	535 %
Cure + heat in fuel per AMS3276 3.6.22.3	410 psi 2.8 MPa	510 %
As above + 24 hours at 120°F (49°C) + AMS3276 heat cycle	305 psi 2.1 MPa	63 %
Cure + AMS3276 standard heat cycle in air	320 psi 2.2 MPa	33 %

Typical Application Properties

At 77°F (25°C) and 50% relative humidity

Color	
Base	Off-white
Curing agent	Black
Mixed	Dark gray
Mix ratio	
By weight	100:10 (base/curing agent)
Base viscosity (Brookfield #7@ 2 rpm)	13,000 Poise (1300 Pa-s)
Slump	< 0.2" (5 mm)

	Minimum application time	Extrusion rate at application time (g/min)	Tack-free time (hours)	Cure time to 30A (hours)
B-1/2	30 minutes	25 - 50	6 - 8	< 24
B-2	2 hours	20 - 40	< 24	< 48
B-4	4 hours	20 - 40	< 36	< 80
B-6	6 hours	20 - 40	< 48	< 120

Peel strength

First value is pli; second value is N/25 mm All 100% cohesive failure * indicates use of AMS3100 adhesion promoter	
After 7 days in JRF (AMS2629 Type 1) at 140°F (60°C)	
Alodine (MIL-DTL-5541)	34 (149)
Sulfuric acid anodized	37 (162)
Stainless steel (AMS 5516)*	40 (175)
Titanium (AMS 4911)*	48 (210)
IFT coating (AMS-C-27725)	57 (250)
IFT coating + AMS3100	60 (263)
Carbon epoxy, peel side	46 (201)
Carbon epoxy, tool side	38 (166)
Carbon/BMI, peel side	44 (193)
Carbon/BMI, tool side	52 (228)
After 70 days in JRF (AMS2629 Type 1) at 140°F (60°C)	
Titanium (AMS 4901)	46 (201)
IFT coating (AMS-C-27725)	57 (250)
After 7 days immersion in 50/50 JRF (AMS2629 Type 1) /3% salt water(SW) at 140°F (60°C)	
Alodine (MIL-DTL-5541)	JRF: 45 (197); SW: 39 (171)
Sulfuric acid anodized	JRF: 34 (149); SW: 31 (136)
Stainless steel (AMS 5516)*	JRF: 36 (158); SW: 31 (136)
Titanium (AMS 4911)*	JRF: 50 (219); SW: 53 (232)
IFT coating (AMS-C-27725)	JRF: 54 (236); SW: 58 (254)
IFT coating + AMS3100	JRF: 62 (271); SW: 64 (280)
Carbon epoxy, peel side	JRF: 47 (206); SW: 53 (232)
Carbon epoxy, tool side	JRF: 45 (197); SW: 55 (241)
Carbon/BMI, peel side	JRF: 40 (175); SW: 36 (158)
Carbon/BMI, tool side	JRF: 53 (232); SW: 59 (258)
After 70 days immersion in 50/50 JRF (AMS2629 Type 1) /3% salt water(SW) at 140°F (60°C)	
Titanium (AMS 4911)*	JRF: 37 (162); SW: 38 (166)
IFT coating (AMS-C-27725)	JRF: 54 (236); SW: 56 (245)
Continued	

Peel Strength continued

After 6 JRF/3% salt water heat cycles per AMS3276	
Alodine (MIL-DTL-5541)	JRF: 34 (149); SW: 33 (144)
Sulfuric acid anodized	JRF: 35 (153); SW: 31 (136)
Stainless steel (AMS 5516)*	JRF: 35 (153); SW: 31 (136)
Titanium (AMS 4911)*	JRF: 42 (184); SW: 41 (180)
IFT coating (AMS-C-27725)	JRF: 52 (228); SW: 60 (263)
IFT coating + AMS3100	JRF: 55 (241); SW: 61 (267)
Carbon epoxy, peel side	JRF: 49 (215); SW: 50 (219)
Carbon epoxy, tool side	JRF: 45 (195); SW: 48 (210)
Carbon/BMI, peel side	JRF: 52 (228); SW: 60 (263)
Carbon/BMI, tool side	JRF: 53 (232); SW: 60 (263)
After 7 days immersion in 3% salt water at 140°F (60°C)	
MIL-PRF-23377, standard cure	61 (267)
MIL-PRF-23377, 200°F (93°C) cure	61 (267)
MIL-PRF-85285 + AMS3100	44 (193)
MIL-PRF-85582 + AMS3100	55 (241)
Repairability (AS5127/1, 8.2)	
CS 5500N Class B to itself	45 (197)
CS 5500N Class B to itself + exposure	46 (201)
To another AMS 3276 sealant	42 (184)
To another AMS 3276 sealant + exposure	42 (184)
To a second AMS 3276 sealant	41 (180)
To a second AMS 3276 sealant + exposure	42 (184)

Surface Preparation

To obtain good adhesion, surfaces must be free of all traces of oil, wax, grease, dirt or other contaminants. A progressive cleaning process is recommended. Use an appropriate solvent and lint-free clothes. Pour solvent on the cloth to keep the solvent supply clean. Clean a small area at a time and wipe the surface dry with a second clean cloth. See SAE AIR 4069 for additional information on surface preparation. For Socomore's full line of solvents and wipes used for aerospace sealant preparation, and their customer approvals, visit www.Socomore.com.

Storage

Unmixed CS 5500N Class B has a shelf life of at least 9 months from date of packaging when stored below 80°F or below in the original, unopened package. Refrigerated shipping is not required, but storage above this temperature typically affects application properties before performance properties.

Mixing Instructions

CS 5500N base and curing agents are matched and tested together; do not mix lots. Mix according to the indicated mix ratios; using the incorrect ratio can affect the sealant properties and voids the warranty. Do not thin the material with solvents. For additional information, see the FAQ on the Flamemaster website (www.flamemaster.com).

Curing

The application, tack-free, and cure times are based on the standard conditions of 77°F (25°C) and 50% relative humidity. For information on the effects of temperature and humidity, as well as information on accelerated curing, see the FAQ on the Flamemaster website (www.flamemaster.com).

Clean up

Cured aerospace sealants are difficult to remove. Cleaning tools and other surfaces is best done when the material has not yet cured. For fresh material and tool cleaning use an appropriate solvent and lint-free cloth. Once the material has cured, use an approved chemical and/or plastic scraper to remove the sealant. For Socomore's full line of solvents, wipes, chemical sealant removers (SkyRestore), plastic scrapers (SkyScraper), and their customer approvals, visit www.Socomore.com.

Packaging

CS 5500N Class B is available in injection kits and can kits. Bulk packaging and premix frozen (PMF) may be available; contact Sales.

Health and Safety

CS 5500N Class B is safe to use and apply when the recommended precautions are followed. Before using this material, read and understand the Safety Data Sheet (SDS) as it includes information on health, physical, and environmental hazards, as well as handling precautions and first aid recommendations. SDSs are available upon request.

Emergency Contact Chemtrec 800-424-9300
Outside North America 703-527-3887
Keep out of the reach of children
For industrial use only

Rev. April 1, 2025

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 SOCOMORE. 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. Pictures are not contractual. Please check your local legislation applicable to the use of this product. Should you need any further information please contact us.