




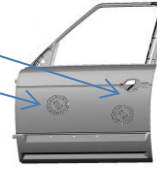

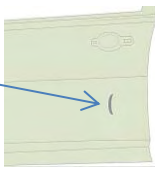




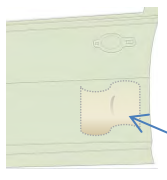





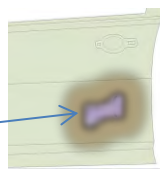









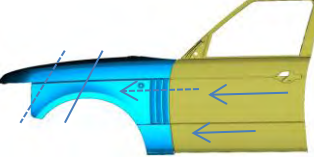


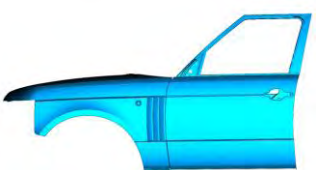



# Land Rover Standard Operating Procedure

## Aluminium coating process for new replacement parts

### Landrover Aluminium Repair Guidelines

Increasing numbers of Land Rover vehicles have aluminium body panels that require careful handling when being replaced or repaired. New parts are delivered with a protective coating which should not be removed or sanded through as this may invalidate the long-life warranty of the part and vehicle.

<p>01. <b>New replacement part preparation</b></p> <p><u>No damage</u></p>	<p>Inspect parts for coating damage.</p> <p>Clean with silicone remover before sanding begins.</p>	 <p>Wet a lint free cloth and wipe on to clean the part. Do not allow to dry on the surface.</p>	 <p>Wipe dry with a lint free cloth.</p>	 <p>Sand with grey pad or e-coat abrasive.</p>		<p>Do not break through the electro-coating as this is the best possible form of anti-corrosion material.</p>	 <p>Re-clean as earlier.</p> <p>Go to step 05.</p>
<p>02. <b>New damaged replacement part preparation</b></p> <p><u>Part A</u></p>	<p>Identify the extent of the damage.</p> <p>Clean with silicone remover before sanding</p>		 <p>Wet a lint free cloth and wipe on to clean the part. Do not allow to dry.</p>	 <p>Wipe dry with a lint free cloth.</p>	<p>For dents, scratches or any breaks in the electro coat prepare with tools dedicated to aluminium processing.</p>	 <p>Sand with P240-320 for dents and break through areas.</p>	 <p>Re-clean as earlier.</p>
<p>03. <b>New damaged replacement part preparation</b></p> <p><u>Part B</u></p>	<p><b>Caution</b></p> <p>Do not apply polyester stopper or body filler direct to aluminium.</p>	<p>All <b>exposed bare aluminium</b> must be coated with an approved Epoxy Primer <b>before</b> applying stopper or filler.</p>		 <p>Mix Epoxy Primer and apply to the damaged area that must be filled.</p>	 <p>Dry according to TDS Allow to cool.</p>	 <p>Sand primer with P280-320. <b>Do not break through</b> the EP primer.</p>	 <p>Re-clean as earlier.</p>
<p>04. <b>New damaged replacement part preparation</b></p> <p><u>Part C</u></p>	 <p>Mix and apply stopper to the sanded primer.</p>		<p><b>Caution</b></p> <p>Do not apply polyester stopper or body filler direct to aluminium.</p>	 <p>Dry 20°C 20-30 min. or until hard.</p>	 <p>Sand the Stopper with P280-320.</p>	 <p>Re-clean as earlier.</p>	
<p>05. <b>New or repaired replacement part priming</b></p>	<p>Repaired or new parts with sanded electro-coat can be primed with an approved 2K Primer / filler.</p>	 <p>Mix 2K Primer or Filler and apply to the entire part.</p>		 <p>Dry as TDS.</p>	 <p>Sand the primer with P400-500.</p>	 <p>Re-clean as earlier.</p>	
<p>06. <b>Basecoat colour for primed and sanded blend areas</b></p>	<p>Primed and sanded parts can now be painted with approved basecoat material.</p>	 <p>Mix and apply the basecoat colour according to the TDS.</p>		 <p>Dry as TDS.</p>			
<p>07. <b>Clear coat for base coated or fine sanded blend areas</b></p>	<p>After drying the base coat the approved clear coat can be mixed and applied.</p>	 <p>Mix and apply the clear coat according to the TDS.</p>		 <p>Dry as TDS.</p>			

