

BODY REPAIRS – GENERAL INFORMATION

CORROSION PREVENTION (G1987933)

DESCRIPTION AND OPERATION

General

The application of additional corrosion protection following body repair is not necessary and not recommended. However, it is important to be aware of galvanic corrosion and take steps to prevent its occurrence.

Galvanic Corrosion

Galvanic corrosion is the cross-contamination of dissimilar metals, in this case aluminium and steel. Avoidance of galvanic corrosion is an important issue to be considered in the repair of aluminium bodied vehicles.

Precautions to prevent the contamination of exposed bare aluminium surfaces should be taken. Good housekeeping and cleanliness should be adopted throughout repairs and especially prior to welding, pre-treatment, (Pyrosil), and adhesive bonding.

The repair environment requires control and protection from dust and debris from conventional steel body repairs. All equipment must be clearly identified and used solely on aluminium.

Tools should be kept clean and in good order. Steel fastenings are coated to prevent galvanic corrosion. Fastenings should be examined during repairs and where damaged or suspect must be renewed.

The use of graphite, penetrating oil, or copper based anti-seize compounds upon the steel fixings is not recommended.

Where the original equipment surface protection (paint), is removed it must be repainted to the recommended standard.

Only Land Rover Cars Ltd original bodywork components and Land Rover Cars Ltd approved repair materials, (sealer, paint, etc.), are to be used for bodywork repairs.