



Land Rover Standard Operating Procedure

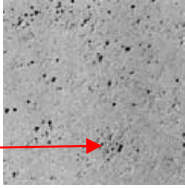

Corrosion rectification process for warranty parts

Corrosion Rectification Guidelines


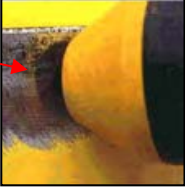
Corrosion and reaction blisters can occur due to chemical changes in the metals when exposed to specific conditions which generate changes in the objects properties. This can be found in cavities and where lap-joints are present. This can be removed successfully in the following these guidelines. Always refer to the product Technical Data Sheets (TDS) where applicable.

01. **Corrosion removal and rectification**




Identify the metal substrate and type of the corrosion. Establish the extent of its spread or penetration.




Mechanically sand the corrosion. Where pitting is present, blast with a suitable media.


02. **Alternative method of corrosion removal and rectification**


Surface corrosion can be sanded using a mechanical process (abrasive disc). Remove all traces on surface.




Residual pit deposits should be removed using appropriate chemical process. Repeat the process until all traces are removed.


03. **Corrosion eliminated without Pitting**

Clean the surface and surroundings with an appropriate cleaner before sanding begins.





Use a lint free cloth to clean the part. Do not allow product to dry on the surface.




Clean according to TDS.

Sand the corrosion using a suitable abrasive. P80- P180 then P240- P320



Re-clean as earlier.


04. **Corrosion treatment and filling**

Aluminium

Refer to:-
Aluminium Parts repair.
05. **Corrosion treatment and filling**

Steel

Refer to:-
Mild steel parts repair.