



# **B VEHICLE CORROSION PREVENTION**

This publication contains information covering the requirements of  
Category 2 at information level 1 and category 5 at  
information levels 2, 3 and 4

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**DE & S LAND SYSTEMS SAFETY AND ENGINEERING**

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**AMENDMENT RECORD**

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ARMY EQUIPMENT  
SUPPORT PUBLICATION

**CONTENTS**

<b>PRELIMINARY MATERIAL</b>	<b>Page</b>
Front cover (title page) .....	(i)
CONDITIONS OF RELEASE .....	(ii)
AMENDMENT RECORD .....	(iii)/(iv)
CONTENTS (this list) .....	(v)
PREFACE .....	(vi)
Introduction .....	(vi)
Related and associated publications .....	(vi)
Related publications .....	(vi)
Associated publications .....	(vii)/(viii)
COMMENT(S) ON AESP* .....	Final leaf

**Para**

- 1 Introduction
- 2 Applicability
  - Standard commercial cars saloon, cars utility, coaches and vans
- 3 Wax injection and underbody protection
- 4 Manufacturer's bodywork anti-perforation/ corrosion warranties
  - Large goods vehicles, coaches and specialist vehicles
- 5 Vehicle chassis and sub-chassis
- 6 Coach bodies
- 7 Vehicle cabs
- 8 Specialist vehicle bodies
- 9 Lifting equipment superstructures, booms, masts and jibs
  - Trailers
- 10 Trailer chassis
- 11 Trailer bodies
- 12 Variations in examination and corrosion prevention procedures
  - Vehicle corrosion prevention procedures application of PX 28 (WARNINGS) (CAUTION)
- 13 Preparation
- 14 Spraying equipment
- 15 Vehicle cabs
- 16 Specialist vehicles, trailers and bodies

<b>Fig</b>	<b>Page</b>
1 Examples of enclosed box sections to be found at the front and sides of a vehicle cab/body <b>Error!</b> <b>Bookmark not defined.</b>	
2 Examples of box sections to be found on a cab door .....	6
3 Examples of box sections to be found at the rear of a cab .....	6
4 Examples of box sections to be found on the underside/floor of a vehicle cab .....	7

**Annex A – Vehicle bodywork warranty examination form**

<b>Fig</b>	<b>Page</b>
5 Example of light/medium vehicle body .....	A-1

<b>Table</b>	<b>Page</b>
1 Record of bodywork defects .....	A-2

PREFACE

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**INTRODUCTION**

1 Any comments by service users on this publication should be forwarded through the channels prescribed in Army Equipment Support Publication (AESP) 0100-P-011-013. An AESP Form 10 is provided at the end of this publication; it should be photocopied and used for forwarding comments on this AESP.

2 AESPs are issued under UK MOD authority and where AESPs specify action is to be taken, the AESP will of itself be sufficient authority for such action and also for the demanding of the necessary stores, subject to the provisions of Para 3 below.

3 The subject matter of this publication may be affected by Defence Instructions and Notices (DINs), Standard Operating Procedures (SOPs) or by local regulations. When any such instruction, Order or Regulation contradicts any portion of this publication it is to be taken as the overriding authority.

**RELATED AND ASSOCIATED PUBLICATIONS**

**Related publications**

4 The Octad for the subject equipment consists of the publications shown opposite. All references are prefixed with the first eight digits of this publication. The availability of the publications can be checked by reference to the relevant Group Index (see AESP 0100-A-001-013).

Category/Sub-category		Information Level				
		1 User/Operator	2 Unit Maintenance	3 Field Maintenance	4 Base Maintenance	
1	0	Purpose and Planning Information	*	*	*	*
	1	Equipment Support Policy Directive	*	*	*	*
2	0	Operating Information	*	*	*	*
	1	Aide Memoiré	*	*	*	*
	2	Training Aids	*	*	*	*
3		Technical Description	*	*	*	*
4	1	Installation Instructions	*	*	*	*
	2	Préparation for Special Environments	*	*	*	*
5	1	Failure Diagnosis	*	*	*	*
	2	Maintenance Instructions	*	*	*	*
	3	Inspection Standards	*	*	*	*
	4	Calibration Procedures	*	*	*	*
6		Maintenance Schedules	*	*	*	*
7	1	Illustrated Parts Catalogues	*	*	*	*
	2	Commercial Parts Lists	*	*	*	*
	3	Complete Equipment Schedule, Production	*	*	*	*
	4	Complete Equipment Schedule, Service Edition (Simple Equipment)	*	*	*	*
	5	Complete Equipment Schedule, Service Edition (Complex Equipment)	*	*	*	*
8	1	Modification Instructions	*	*	*	*
	2	General Instructions, Special Technical Instructions and Servicing Instructions	*	*	*	*
	3	Service Engineered Modification Instructions (RAF only)	*	*	*	*

\*Category/sub-category not published

**Associated publications**

5	Reference	Title
	JSP 375	MOD Health and Safety Handbook
	JSP 437	Personal Protective Equipment Catalogue
	JSP 515	Hazardous Stores Information System
	JSP 800	Defence Movements and Transportation Regulations Vol 5
	EMER T & M A 028 Chap 150	General Principles of Quality Assessment of Vehicles
	AESP 0200-A-100-013	Mandatory Equipment Inspection (MEI)
	Vehicle Inspectorate	Heavy Goods Vehicle Inspection Manual
	Vehicle Inspectorate	Public Service Vehicle Inspection Manual
	Vehicle Inspectorate	Car and Light Commercial Vehicle Testing Manual
	AESP Octad	For specific vehicle as necessary

## **WARNINGS AND CAUTIONS**

### **6 WARNINGS**

#### **VEHICLE CORROSION PREVENTION PROCEDURES APPLICATION OF PX 28**

- (1) **HEALTH HAZARD. PERSONNEL SPRAYING PX 28 ARE TO WEAR THE APPROPRIATE PROTECTIVE CLOTHING AND RESPIRATOR/BREATHING EQUIPMENT IN ACCORDANCE WITH MANUFACTURERS SAFETY DATA SHEETS AND/OR JSP 437.**
- (2) **HEALTH HAZARD. PERSONNEL ARE TO BE CONVERSANT WITH THE HEALTH HAZARDS AND SAFETY PRECAUTIONS CONTAINED ON THE SAFETY DATA SHEET PRIOR TO SPRAYING PX 28.**
- (3) **HEALTH HAZARD. APPLICATION OF PX 28 IS TO BE CARRIED OUT IN VEHICLE SPRAY BAYS/BOOTHES WITH BUILT IN EXTRACTION FACILITIES OR IN DESIGNATED AREAS AS APPROVED BY LOCAL HEALTH AND SAFETY MANAGEMENT, IN ACCORDANCE WITH REGULATIONS LAID DOWN UNDER THE H AND SW ACT 1974 AND LOCAL FIRE ORDERS.**
- (4) **FIRE HAZARD. AFTER SPRAYING PX 28 IN/ONTO A VEHICLE THE VEHICLE IS NOT TO BE USED/DRIVEN FOR AT LEAST FOUR HOURS. IDEALLY THE VEHICLE SHOULD BE LEFT INSIDE THE SPRAY BAY OVERNIGHT TO ALLOW THE PX 28 TO DRY OFF.**

### **7 CAUTIONS**

- (1) **MASKING. Where necessary and before spraying, mask off any brake components, electrical wiring, plastic pipes/hoses and mechanical linkages etc.**



## **INTRODUCTION**

1 This AESP details the corrosion prevention procedures to be carried out on green fleet B vehicles used in the Services as called for routinely in individual vehicle AESP Category 6 Maintenance Schedules or after any rectification work as necessary. Unit personnel carrying out either routine maintenance or rectification work are to ensure that any corrosion found is removed, using the appropriate equipment and complying with relevant safety precautions as necessary, before repainting or treating of affected areas. This AESP also gives details on the application of PX 28 to vehicles as a corrosion prevention measure. PX 28 is to be applied to vehicle types listed in this AESP by a specialist Painter and Finisher (P&F) MOD civilian or contract tradesmen in an authorised specialist vehicle spray bay/booth.

## **APPLICABILITY**

2 This AESP applies to all green fleet B vehicles. Green fleet vehicles are those maintained in-house. Dual role vehicles, e.g. Ambulance Role Coaches, EOD vans etc, will remain an in-service responsibility. As a guideline, any vehicle with letters NB as part of the Equipment Asset Code shall be subject to in-service/contract corrosion prevention. In instances where cabs or bodies are manufactured from non-metallic materials, (fibre glass, plastic etc) whilst corrosion is not likely to effect these components, they should still be examined where they contribute to the overall strength of the vehicle. All metallic supporting framework, box sections and attachments should be treated as necessary.

## **STANDARD COMMERCIAL CARS SALOON, CARS UTILITY, COACHES AND VANS**

### **Wax injection and underbody protection.**

3 Modern vehicles have wax injection of hollow body sections and underbody protection applied during manufacture. The re-application of wax injection or underbody protection is not necessary for variants of cars saloon, cars utility, coaches small, ambulances and vans, unless specifically called for in the vehicle's AESP Category 6.

### **Manufacturer's bodywork anti-perforation/ corrosion warranties**

4 Most light and medium vehicles are covered by a manufacturer's bodywork anti-perforation/corrosion warranty, usually for a period of six years. A condition of these warranties is that the bodywork must be examined annually for damage/ corrosion. For most Service vehicles, this examination can be carried out by a REME tradesman /MT Technician (RAF) or civilian equivalent. A bodywork warranty examination form has been compiled for recording these examinations and is reproduced at Annex A to this AESP. Rectification of any damage found on the paintwork/underbody protection, during the warranty period, is to be carried out by a manufacturer's recognised local dealer for the vehicle type. For vehicles located in remote areas overseas, where it is not feasible for it to be returned to a manufacturer's local agent, the warranty terms cannot be complied with and rectification necessary should be carried out by the unit. The warranties normally cover corrosion that perforates a panel from the inside as a result of defective materials or workmanship. They do not cover corrosion that has resulted from damage to exterior paintwork or underbody protection from exterior sources. Once a vehicle's bodywork warranty has expired, the annual examination of the body is still to be carried out. However, any rectification work is to be carried out at unit level where possible.

## **LARGE GOODS VEHICLES, COACHES AND SPECIALIST VEHICLES**

### **Vehicle chassis and sub-chassis.**

5 The vehicle chassis and sub-chassis is to be examined annually for surface corrosion. If corrosion is found, it is to be removed and the area repainted. Minor corrosion can be mechanically removed and the affected area repainted by the user/MT Mech/Tech (RAF) taking advice as necessary from REME tradesmen, (P&F) MOD civilian or contract tradesmen. Heavy chassis corrosion should be removed and the affected area treated then repainted by (P&F) MOD civilian or contract tradesmen or at 2nd or 3rd line as necessary.

**Coach bodies.**

6 Coach bodies are constructed with a steel or alloy frame, mounted onto the vehicle chassis or sub-chassis. The frames are covered with painted aluminium and fibre-glass exterior panels. The frame is normally wax-injected during vehicle manufacture and it is not necessary to re-apply during the life of the vehicle. Coach bodies and their frames are to be examined annually for corrosion. Any minor corrosion found is to be removed and the area repainted. Heavy corrosion is to be removed and the affected area treated then repainted by (P&F) MOD civilian or contract tradesmen or at 2nd or 3rd line as necessary.

**Vehicle cabs.**

7 All vehicle cabs are to have the following examination/corrosion prevention measures carried out:

7.1 The exterior of the cab, including the underside, is to be cleaned and examined annually for damage to the paintwork and for corrosion. Any damage to the paintwork is to be rectified immediately and any corrosion is to be removed and the area retreated/repainted. In instances where cabs or bodies are manufactured from non - metallic materials, fibre glass, plastic, etc whilst corrosion is not likely to effect these components, they should still be examined where they contribute to the overall strength of the vehicle. All metallic supporting framework, box sections and attachments should be treated as necessary.

7.2 At the 1st maintenance interval, as called for in the respective AESP Category 6 Maintenance Schedule, the cab is to be examined to ascertain that box sections and the underside of the floor pan have been sprayed with manufacturer's corrosion preventative compound (CPC). If the cab has been treated and the CPC is in good condition then record this fact in the Vehicle document FMT 1004 within the FMT1000 series for both Army and RAF. If the cab has not been sprayed with a CPC or the covering is found to be inadequate, then PX 28, NSN 8030-99-657-7708 is to be sprayed into all hollow box sections, inside doors and on the underside of the floor pan where no underbody protection exists. This application of PX 28 should be carried out by REME tradesmen or (P&F) MOD civilian or contract tradesmen or at 2nd or 3rd line as necessary, and recorded in the AB 562 (Army) or on STAMA and the vehicle record card (4870) (RAF). Information on applying PX 28 is at Paras 13 to 16.

**Specialist vehicle bodies.**

8 The following examination and corrosion prevention measures are to be carried out on the bodies of specialist vehicles:

8.1 Interior and exterior bodywork and any supporting framework is to be cleaned and examined annually for damage to paintwork and for corrosion. If any damage or corrosion is found it is to be rectified immediately.

8.2 At the 1st maintenance interval, as called for in the respective vehicle AESP Category 6 Maintenance Schedule, the bodywork is to be examined to ascertain that box sections and panels on the underside or in hidden/non-cosmetic areas have been sprayed with manufacturer's CPC. If the body has been treated and the compound is in good condition, then record this fact in the Vehicle document FMT 1004 within the FMT1000 series for both Army and RAF. If the body has not been sprayed with a CPC, or the covering is found to be inadequate, then PX 28 is to be sprayed into all hollow box sections and onto unprotected panels on the underside or in hidden/non-cosmetic areas of the body. This application of PX 28 should be carried out by REME tradesmen or (P&F) MOD civilian or contract tradesmen at 2nd or 3rd line as necessary, and recorded in the Vehicle document FMT 1004 within the FMT1000 series for both Army and RAF. Information on the application of PX 28 is given in this AESP.

**Lifting equipment superstructures, booms, masts and jibs.**

9 Superstructures, booms, masts and jibs of all lifting equipment are to be examined annually for damage to paintwork and for corrosion. Minor corrosion can be mechanically removed/repainted by the user/MT Mech/Tech (RAF), taking advice as necessary from REME tradesmen or (P&F) MOD civilian or contract tradesmen. Heavy corrosion should be removed, and the affected area treated then repainted by (P&F) MOD civilian or contract tradesmen or at 2nd or 3rd line as necessary.

## **TRAILERS**

### **Trailer chassis.**

10 Trailer chassis and sub-chassis are to be examined as per Para 0.

### **Trailer bodies.**

11 The bodies of trailers are to be examined as follows:

11.1 Annually, bodywork and any supporting framework is to be examined for corrosion and damage to the paintwork. Any damage or corrosion found is to be rectified immediately.

11.2 The body is to be examined and treated with PX 28 if necessary as per Para 8.2

## **VARIATIONS IN EXAMINATION AND CORROSION PREVENTION PROCEDURES**

12 Any variations to the procedures listed in this AESP, required to comply with manufacturer's warranty conditions, will be identified in individual vehicles manufacturer's literature or AESP

Category 6 Maintenance Schedules as applicable. When new panels or repaired sections of a vehicle cab/body are fitted, the internal surface of the panels/ box sections are to be sprayed with PX 28 prior to the vehicle being returned to use.

## **VEHICLE CORROSION PREVENTION PROCEDURES APPLICATION OF PX 28**

### **WARNINGS**

(5) **HEALTH HAZARD. PERSONNEL SPRAYING PX 28 ARE TO WEAR THE APPROPRIATE PROTECTIVE CLOTHING AND RESPIRATOR/BREATHING EQUIPMENT IN ACCORDANCE WITH MANUFACTURERS SAFETY DATA SHEETS AND/OR JSP 437**

(6) **HEALTH HAZARD. PERSONNEL ARE TO BE CONVERSANT WITH THE HEALTH HAZARDS AND SAFETY PRECAUTIONS CONTAINED ON THE SAFETY DATA SHEET PRIOR TO SPRAYING PX 28.**

(7) **HEALTH HAZARD. APPLICATION OF PX 28 IS TO BE CARRIED OUT IN VEHICLE SPRAY BAYS/BOOTHES WITH BUILT IN EXTRACTION FACILITIES OR IN DESIGNATED AREAS AS APPROVED BY LOCAL HEALTH AND SAFETY MANAGEMENT, IN ACCORDANCE WITH REGULATIONS LAID DOWN UNDER THE H AND SW ACT 1974 AND LOCAL FIRE ORDERS.**

(8) **FIRE HAZARD. AFTER SPRAYING PX 28 IN/ONTO A VEHICLE THE VEHICLE IS NOT TO BE USED/DRIVEN FOR AT LEAST FOUR HOURS. IDEALLY THE VEHICLE SHOULD BE LEFT INSIDE THE SPRAY BAY OVERNIGHT TO ALLOW THE PX 28 TO DRY OFF.**

### **CAUTION**

(1) **MASKING. Where necessary and before spraying, mask off any brake components, electrical wiring, plastic pipes/hoses and mechanical linkages etc.**

### **Preparation.**

13 Prior to the application of PX 28, the underside of the vehicle must be thoroughly power cleaned and dried. To enable PX 28 to be sprayed it must be warmed, by decanting a quantity into a container and placing the container in hot water. PX 28 should not normally be thinned. However, in cold climates or conditions where it is impossible to spray without dilution, it is permissible to thin the PX 28 with up to a maximum of 20% white spirit. The spray pattern/coverage from the spray gun/nozzles being used should be checked by spraying into a cardboard box prior to treating a vehicle.

**Spraying equipment.**

14 The following equipment is to be used to spray PX 28:

14.1 Enclosed box sections. A spray gun, with rigid and flexible nozzle extension lances should be used. These should be available at authorised vehicle spray booths/bays with kits consisting of:

14.1.1 Spray gun.

14.1.2 Long rigid extension lance 1100 x 8 mm (metal) giving 360 degrees spray at right angles from the lance.

14.1.3 Flexible nylon extension hose 1300 x 8 mm giving 360 degrees spray at right angles to the hose end.

14.1.4 Rigid hook nozzle 300 x 4 mm giving a forward spray. The air supply to this spray gun should be regulated to between 3 - 6 bar (40-80 lbf/in<sup>2</sup>).

14.2 Open panels. A high volume low pressure (HVLP) type spray gun must be used whenever PX 28 is sprayed onto open panels (in accordance with EC Volatile Organic Compound Regulations). HVLP spray guns are available under Section Ref numbers 4940-99-915-3666 and 4940-99-225-5425. These are only available to authorised vehicle spray booths/bays

**Vehicle cabs.**

15 The following procedures are to be followed:

15.1 Cab preparation. Before treatment, the cab interior trims and door trims should be removed as necessary by a REME tradesman or MT Mech/Tech (RAF) or civilian equivalent, to give access to any box sections. The instrument panel/dashboard headlining need not be removed. Remove any loose material/dust from inside the cab/panels as necessary using a vacuum cleaner. Most box sections will have manufacturer's holes to facilitate spraying. Any box sections that do not have suitable access are to have 10 mm diameter holes drilled by a REME tradesman or MT Mech/Tech (RAF) or civilian equivalent as follows:

15.1.1 On long vertical box sections, 2 holes should be drilled, one approximately a third of the way up and the other, two thirds.

15.1.2 On short vertical sections, a single hole should be drilled midway.

15.1.3 On horizontal or diagonal sections, holes should be drilled at approximately 900 mm intervals.

Any holes drilled in box sections should be in non-cosmetic areas, for example on the inside or underside of the cab or in areas that are normally covered by a trim panel. Bare metal created by the drilling of extra holes is to be painted prior to the application of PX 28. After application of the PX 28 these additional holes are to be plugged using grommets (NSN 6MT 5340-99-810-8172), or equivalent.

15.2 Application. The shaded areas marked on **Error! Reference source not found.** to Fig 4, give representative examples of the box sections of a vehicle cab to be treated with PX 28. When the rigid and flexible extension lances are used, they should be fully inserted into the box section/panel and then slowly withdrawn with the spray gun trigger fully applied. When using the hook nozzle, the nozzle end should be inserted into the panel/section and directed at the area to be treated with the spray gun trigger fully applied. The cab should be treated in separate areas as follows:

15.2.1 Cab front. Raise the cab front grille and identify all box sections to be treated. Remove plugs/grommets from box section access holes. Spray PX 28 into all box sections using a flexible nozzle extension or hook nozzle as necessary. Refit plugs/grommets.

15.2.2 Cab sides. Open the cab doors, locate box sections and remove any plastic plugs/grommets from existing manufacturer's holes. PX 28 should be sprayed into all the box sections using the rigid or flexible nozzle extension. Refit plastic plugs/grommets to holes as necessary.

15.2.3 Cab doors. Open cab doors and ensure the windows are raised. Spray PX 28 up into the box section window frames, using the rigid and flexible nozzle extensions as necessary. Using the hook nozzle extension, spray PX 28 inside the door cavity below the window frames, paying particular attention to all welded and folded joints and strengtheners in contact with the outer skin.

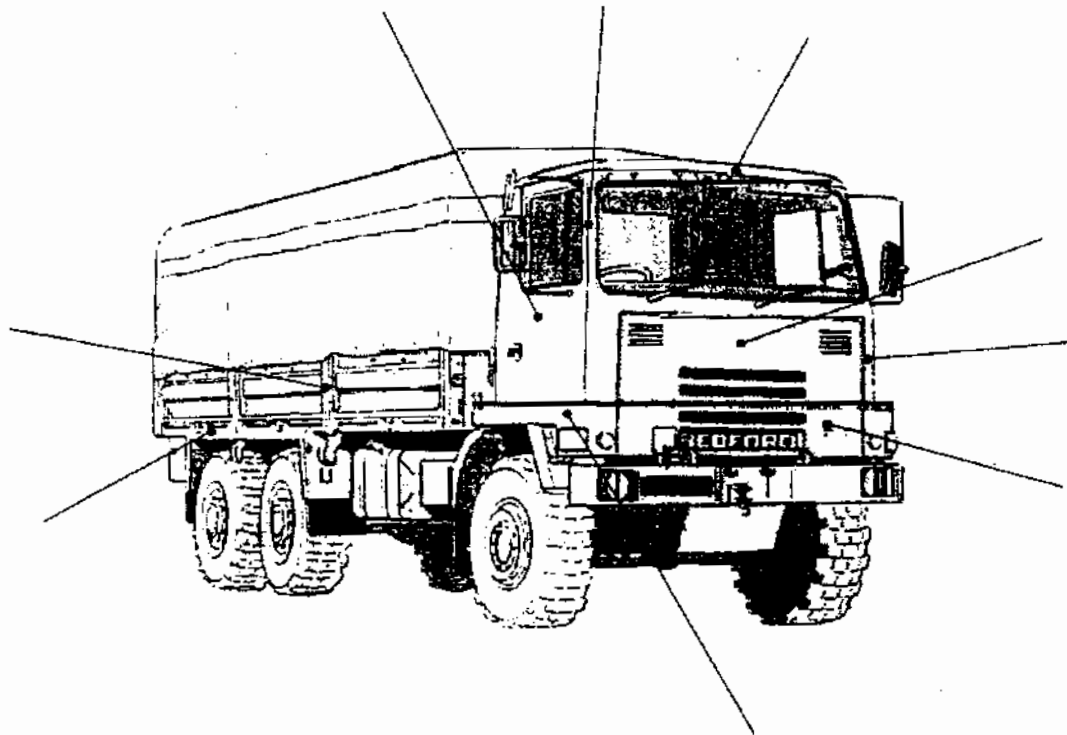


Fig 1 Examples of enclosed box sections to be found at the front and sides of a vehicle cab/body

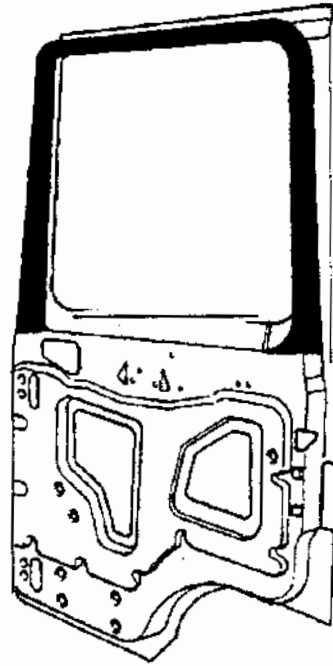


Fig 2 Examples of box sections to be found on a cab door

15.2.4 Cab rear. Identify all box sections on the cab rear and remove any plugs/grommets from access holes. Spray PX 28 into all box sections, using the rigid and flexible nozzle extensions as necessary through all available holes. Refit plugs/grommets.

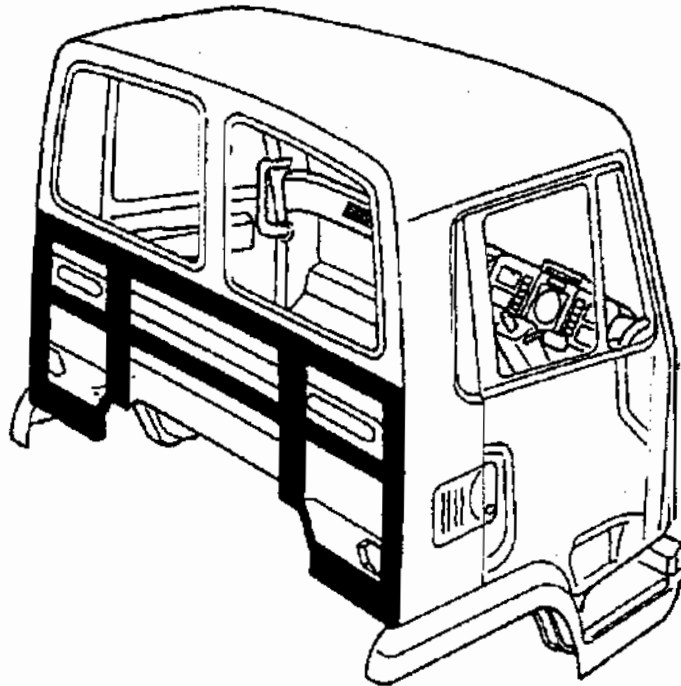


Fig 3 Examples of box sections to be found at the rear of a cab

15.2.5 Cab underside/floor Tilt the cab, identify all enclosed box sections on the cab floor and remove any plugs/grommets from access holes. Spray PX 28 into the box sections using the rigid and flexible nozzle extensions as necessary, through all access holes. Refit plugs/grommets. Spray any panels on the underside of the cab floor that are not coated with underbody sealant with PX 28, using a HVLP spray gun and lower the cab. From inside the cab, spray PX 28 into any box sections that have not been treated. After spraying PX 28, ensure that all manufacturer's drainage holes on the vehicle are clear.

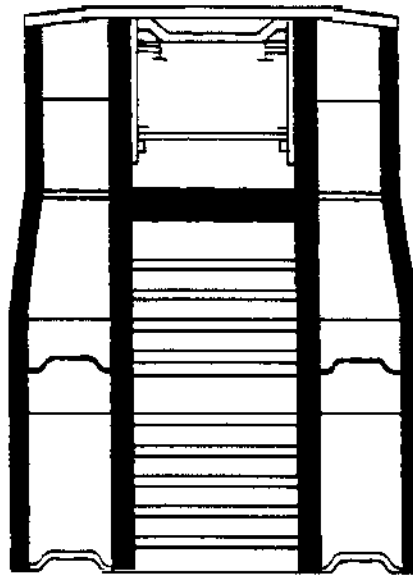


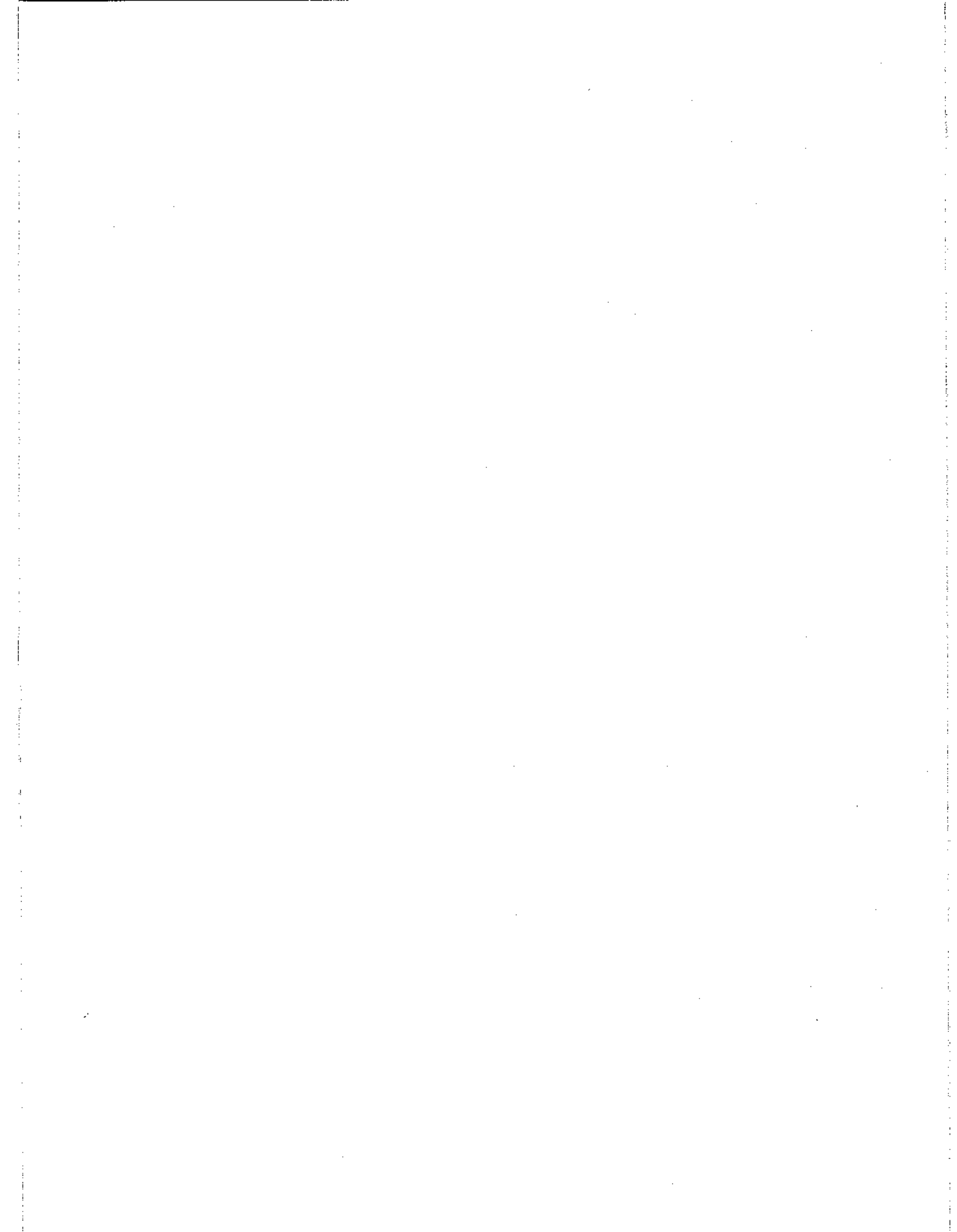
Fig 4 Examples of box sections to be found on the underside/floor of a vehicle cab

#### **Specialist vehicles, trailers and bodies**

16 The following procedures are to be followed when applying PX 28 to specialist vehicles, trailers and bodies:

16.1 Preparation. Any loose equipment should be removed and stowed away from the vehicle. If necessary, trim panels should be removed by a REME tradesman or MT Mech/Tech (RAF) or civilian equivalent to give access to areas that require spraying. Examine the body structure of the vehicle or trailer and note the position of any enclosed box sections and whether there are sufficient access holes. Any box sections that do not have sufficient access holes are to have 10 mm diameter holes drilled in accordance with Para 15. Note the position of any unprotected aluminium panels on the underside. If necessary, mask up electrical wiring, brake components, plastic pipes/hoses and mechanical linkages adjacent to open panels that are to be sprayed. of the vehicle and in hidden non-cosmetic areas, particularly where they are in contact with steel supporting frames/structures. Remove any loose material or dust with a vacuum cleaner.

16.2 Application. Remove any plugs/grommets and spray PX 28 into all steel enclosed box sections using a spray gun with rigid or flexible extension lance as necessary. The interior surfaces of door cavities are to be sprayed using the hook nozzle extension. The interior surfaces of any hidden/non-cosmetic steel sheet or aluminium sheet body panels and any unprotected aluminium or steel panels on the underside of the vehicle, are to be sprayed using a HVLP spray gun. Particular attention should be paid to all welded and folded joints and strengtheners supporting frames in contact with the outer skin. After spraying, ensure that any manufacturer's drainage holes are clear. Refit plugs/grommets.





**ANNEX A**

**VEHICLE BODYWORK WARRANTY**

**EXAMINATION FORM**

Fig		Page
1	Example of light/medium vehicle body.....	2
Table		Page
1	Record of bodywork defects	4

## ANNEX A

## VEHICLE BODYWORK WARRANTY EXAMINATION FORM

## NOTES

- (9) This form is to be photocopied and used to record in-house vehicle bodywork warranty examinations on light/medium vehicles.
- (10) The Figure below shows a representative example of a light/medium vehicle body with panels to be examined.
- (11) Any damaged bodywork/paintwork found during the examination is to be recorded in Table 1, for example stone chips on the bonnet should be recorded with the words 'stone chips' against Serial 2. A dent on the front 1 .h. wing would be recorded with the word 'dent' against Serial 4.
- (12) If damaged bodywork/paintwork is found, arrangements to get the damage repaired should be initiated as soon as possible.
- (13) The completion of the bodywork examination should be documented on this form by using the unit stamp and signature by the MT WO/SNCO or MT TECH NCO.
- (14) The form is to be retained with the vehicles Vehicle document FMT 1004 within the FMT 1000 series/maintenance documents for the duration of the vehicle's bodywork warranty - normally six years from the date into service.

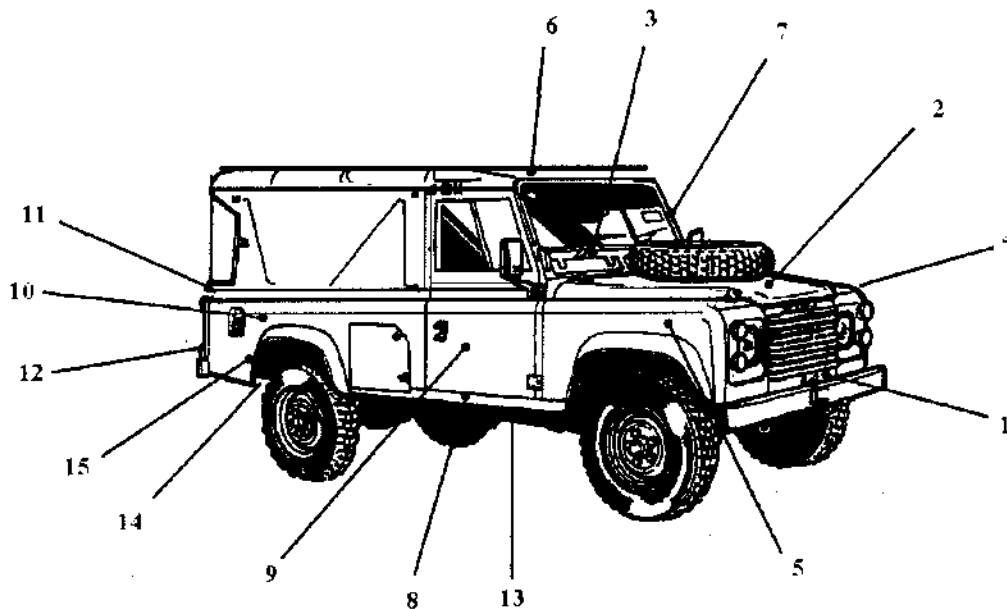


Fig 5 Example of light/medium vehicle body



**TABLE 1 RECORD OF BODYWORK DEFECTS**

<b>Serial</b>	<b>Body Area</b>	<b>Comments</b>
1	Front Panel/Valance	
2	Bonnet	
3	Windscreen Surround	
4	LH Front Wing	
5	RH Front Wing	
6	Roof	
7	LH Front Door	
8	Sills	
9	RH Front Door	
10	RH Rear Wing/Bodyside Panel	
11	Boot/Tailgate/Rear Door(s)	
12	Rear Panel/Valance	
13	Floor Pan	
14	Chassis Legs/Crossmembers	
15	Front and Rear Wheel Arches	
16	Miscellaneous Body Panels	
17		
18		
19		

<b>EAC:</b> _____	<b>REGISTRATION NO:</b> _____
<b>VEHICLE TYPE</b> _____	<b>VEHICLE MILEAGE:</b> _____
<b>UNIT STAMP:</b>	<b>SIGNATURE:</b>

If required this form should be adapted locally and used on Large Goods Vehicles, Coaches and Trailers.

**COMMENT(S) ON AESP\***

To: FRACAS BFPO 794

From: .....  
.....  
.....

<b>Senders Reference</b>	<b>BIN Number</b>	<b>Date</b>
AESP Title: B VEHICLE CORROSION PREVENTION - TECHNICAL DESCRIPTION		
<b>Chapter(s)/Instruction</b>	<b>Page(s)/Paragraph(s)</b>	
If you require more space please use the reverse of this form or a separate piece of paper. Comment(s):		

Signed: ..... Telephone No.: .....

Name(Capitals): ..... Rank/Grade: ..... Date: .....

X .....

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TO: ..... FROM: .....  
.....  
.....

Thank you for commenting on AESP\*: 2300-A-310-201.....

Your reference: ..... Dated: .....

<b>Action is being taken to:</b>	<b>Tick</b>		<b>Tick</b>
Issue a revised/amended AESP*		Under investigation	
Incorporate comment(s) in future amendments		No action required	
Remarks			

Signed: ..... Telephone No.: .....

Name(Capitals): ..... Rank/Grade: ..... Date: .....

\* AESP or EMER

