

Note:

Following repairs, the corrosion protection work already begins with the correct removal of the underbody protection, anti-drumming layer and seam sealing in the repair area.

The [products recommended](#) by BMW are optimized with regard to corrosion protection.

1.0 Removing and applying sealing materials:

1.1 Removing sealing materials:

Important!

- Do not burn off PVC material (sealant) with an autogenous torch or similar or heat to temperatures above 180 °C. This would generate highly corrosive hydrochloric acid and release harmful vapour.
- The new lining does not form a satisfactory bond with burnt PVC material which means that subsequent rust creep may set in.

Remove PVC material with a rotating steel brush, or heat PVC to maximum 180 °C with a hot air blower and scrape off with a spatula.

1.2 Applying sealing materials:

All weld joints sealed off with body sealing compound in original state must be primed and sealed off again thoroughly after repairing. Replace damaged or removed anti-drumming layers.

Note:

Spray gun required for body sealing compound (order no. 81 49 0 300 887).

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Seal blind rivet with [sealant](#) (risk of corrosion).

Seal affected cavities with [cavity preservation](#) (risk of corrosion).

2.0 Basics of cavity preservation:

Carry out cavity preservation after all body repairs.

Concluding cavity preservation is the most important part of all corrosion protection measures.

Use the cavity protection spray only for smaller-scale straightening work where the parts in question are easily accessible. Use the [pressure cup gun](#) for all other repairs. Cavity protection agent is available in different container sizes.

Use the relevant sensors with tubes for the different cavity areas.

Required tools can be found in the Aftersales Assistance Portal (ASAP) - Service/Technology - Workshop Equipment (Start BMW) - Shop Workshop Equipment or at www.bmwgroup-wep.com.

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Important!

Incorrectly performed cavity protection can, especially in the case of steel/aluminium joints, give rise to a non-calculable product liability and safety risk.

The best repair is worth nothing if the subsequent cavity protection measures are not conscientiously carried out.

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2.1 Cavity preservation of steel parts:

New doors and lids must be sealed with cavity protection agent after being painted.

New sheet-metal parts or cavities, weld seams and folds formed by new sheet-metal parts must be sealed with cavity protection agent after being painted.

The cavities affected must be sealed with cavity protection agent after all straightening work.

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2.2 Cavity preservation of aluminium parts:

New doors, lids and side panels made of aluminium are not sealed with cavity protection agent.

After all straightening work on aluminium components, the cavities affected must be sealed with cavity protection agent after being painted.

After all welding work (E52 only) on aluminium components, the cavities affected must be sealed with cavity protection agent after being painted.

Cavities, seams and folds formed from new sheet metal parts or extruded profile must be sealed with cavity protection agent after being painted.