

In-Situ Electroplating Salvages Worn Equipment Without Disassembly “On Site”

Lloyds Approved

Nicol & Andrew's **In-Situ Electroplating and In-situ Machining** is the answer with benefits such as corrosion protection and increased wear resistance.

Our in-situ electroplating and machining process, goes to the job site and eliminates a lot of equipment downtime. Your technicians are then free to make alternative choices for a variety of repairs. Our plating solutions can be deposited on most conductive substrates, with over 60 standard precious metals, non-precious metals, and a variety of alloys. Our process enables you to build up worn parts, it can increase conductivity of bus bars; it even provides corrosion protection and added wear resistance.

We will estimate your repair and send an experienced team of plating & machining engineers to restore your equipment to original specifications...and **guarantee** the repair.

Here are some typical repair problems that our **in-situ plating and machining** process can solve:

AIRCRAFT: Repair Cadmium and Chrome surfaces on landing gear to zinc on helicopter prop blades. Provides a solid film lubricant or bearing surface to areas where normal lubrication is impractical.

BEARINGS: Plate ID and/or OD for dimensional correction. Provides fretting and corrosion resistance with Nickel, Cobalt, Chrome, Cadmium or Tin.

BEARING HOUSINGS: Plate in place and to size. Copper, Nickel and Babbitt available.

BUS BARS: Plate in place Aluminium and Copper bus bars. Aluminium and Copper for bus bars, Silver and Tin for electrical switching gear.

COMMUTATORS AND SLIP RINGS: Plate for wear, as well as reduce RF interference, heat build, and current loss. Arcing solutions include Rhodium, Platinum and Gold.

DIESEL ENGINES: Plate block to reduce fretting and worn or damaged main bearing pockets to recover back to standard diameter with Copper and Nickel. Crank shaft repairs with Nickel, Copper or Cobalt.

ELECTRIC MOTORS: Repair journals. Resize end bells with Nickel or Tin.

ELECTRONICS: Repair PC boards, contacts with Nickel, Gold, Silver or Rhodium.

END BELLS: Repair of worn and fretting bells to original specifications with Nickel or Tin solutions.

FRETTING CORROSION: Plate surfaces to repair fretting corrosion and help prevent recurrences.

Let us show you how the Nicol & Andrew in-situ plating and machining process can help prevent costly downtime and shipping headaches.

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HYDRAULICS: Ram and cylinder scores repaired without disassembly using Nickel, Copper, Cobalt or Chrome.

O-RING GROOVES: Repair pitted surfaces, or plating, to original surface specifications with Nickel, Copper or Chrome.

PRINTING PRESSES: Resize journals. Repair damages or scores in blanket cylinders. Repair worn Copper on offset inking drums.

PRODUCTION EQUIPMENT: Repair spindles and way beds to dimension and/or corrosion resistance with Nickel, Copper or Tin.

PUMPS: Repair housing or impeller shafts with Copper, Nickel or Cobalt.

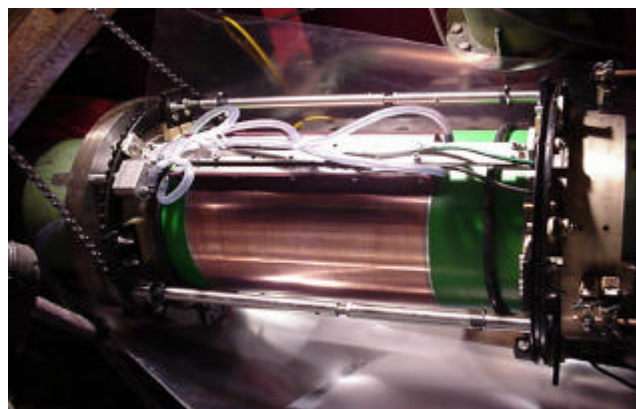
REDUCTION GEARS: Repair worn, grooved or fretted bores restoring original dimensions with Copper or Nickel.

SHAFTS: Repair worn or mismatched journals to original size with Nickel or Cobalt. **See Photo below.**

SWITCHES: Plate contacts and sliding faces for improved current flow using Silver, Gold or Rhodium.

TURBINES: Restore original shaft dimensions on bearing and seal surfaces. Repair steam cuts on horizontal joint seal surfaces with Silver.

VALVES (High Pressure): Repair steam cuts, correct dimensions, improve corrosion protection. Repair damaged stellite with Nickel, Copper or Cobalt. Silver plate seal rings.



Rotary electroplating of a 400mm Ø Tailshaft on board a frigate in Mobile Alabama

“If you can't move it, we'll plate it where it stands”