

## Nuffield and Leyland Paint Codes and Paint Information

One of the major tasks in restoring classic tractors is the 'Paint Job'. Some purists say that it's wrong to produce a finish that is better and shinier than the original factory finish, others say that it is better to produce a finish that is close to production originality as possible. Yet another thought is that the tractor should be left in 'working' condition showing the 'Patina of age. Whatever your personal view is you will need the correct paint!

Below can be found some codes supplied to us by UK tractor restorers.

<b>Leyland Light Blue</b>	<b>CC94</b>
<b>Leyland Dark Blue</b>	<b>CC93</b>
<b>Nuffield Poppy Orange</b>	<b>AD49</b>

The above codes are for ICI paint (A British company called Imperial Chemical Industries)

An alternative paint code from PPG (PPG is one of the largest car paint manufacturers in the world, and recently acquired the ICI car paint business) is;

**Nuffield Poppy Orange EFT41850**

(Also available from Witham Oil & Paint, Lincoln, Soham & Ipswich.)

Contrary to recent information given to us the Nuffield colour is **Poppy Orange** not **RED!** it's just that 50 years on it's difficult to tell! If you remove a dash side panel and 'T' cut the inside and then get a paint to match that you will get a colour very close to the original, many paint suppliers have computer colour matching machines to get the exact match. It is recommended that red coloured primers are used under Nuffield Orange.

**Nuffield Old English White (Cream) WT/3**

Available from Sparex Paint Distributors under No; S89550

Nuffield's were originally painted in synthetic paint.

All Nuffield's used Poppy Orange with Cream wheels and all blue Leyland's used the same Dark and Light Blue colours with Silver wheels, no changes were ever made during the production life. The last Leyland's were Golden Harvest with White wheels.

### **The following information has recently come to hand regarding Leyland Paint:**

	<b>Manufactures Specification</b>
<b>Light Blue</b>	<b>C 7364</b>
<b>Dark Blue</b>	<b>C 7755</b>
Manufacture	Carrs Paints, Birmingham (This manufacturer is still in existence)
<b>Silver Mist</b>	<b>3227 - 6050</b>
<b>Highway Yellow</b>	<b>206F 4140</b>
Manufacturer	Pinchin & Johnson Paint, London (Now called International Paint Ltd, Gateshead)

The light and dark blue paint was, at one time, obtainable under the following part numbers;

<b>Light Blue</b>	<b>AKJ 227</b>	<b>1 Pint</b>
	<b>AKJ 228</b>	<b>4 Pint</b>
<b>Dark Blue</b>	<b>AKJ 229</b>	<b>1 Pint</b>
	<b>AKJ 230</b>	<b>4 Pint</b>

(Cont.)

<b>Tractor Golden Harvest (1)</b>	<b>E5789</b>
Manufacturer	Carrs Paints, Birmingham
<b>Tractor Golden Harvest (2)</b>	<b>ICI 7919</b>
Manufacturer	ICI Ltd, now acquired by PPG
<b>Tractor Golden Harvest (3)</b>	<b>DITZ 82018</b>
Manufacturer	Ditzer Paints
<b>Tractor Golden Harvest (4)</b>	<b>30013</b>
Manufacturer	Dupont Paints
<b>Semi Gloss Black</b>	<b>P.P. 293</b>
Manufacturer	Dufay Titanine Ltd, Shilden No trace of this company can be found)
<b>Leyland White</b>	<b>FA78, Shade no. BLVC243</b>
Manufacturer	ICI Ltd, now acquired by PPG)

### **Marshall Tractor Golden Harvest**

<b>Marshall Golden Harvest (1)</b>	<b>21979</b>
Manufacturer	None given
<b>Marshall Golden Harvest (2)</b>	<b>82018</b>
Manufacturer	PPG Paints
<b>Marshall Golden Harvest (3)</b>	<b>30013</b>
Manufacturer	Dupont Paints

Another method of finding out the code number for any particular colour is to take a section of un-faded panel work to an automotive paint supplier. He will use a 'Paint Gun' which will give the code and mixing instructions for the colour.

Many thanks to all who have given information for this article, without which it would have been impossible to put together!

The above is for information only, it is not known whether or not any of the suppliers are in a position to supply any paint.

**Note; No guarantee can be given to the accurate colour match of any of the forgoing paints, different manufacturers and 'aging' of existing paint coatings can produce non-matching colours. Also different manufacturers have different ideas on 'Colour name' interpretations.**

### **EU Paint and Products Directive**

The EU (European Union) Paint and Products Directive (PPD) came into law on November 1st 2005 and came into effect on 1st January 2007. The amended legislation has been enacted under UK PG6/34 regulations that will also withdraw vehicle repairers from the Solvent Emissions Directive SED.

The new law restricts the sale of non-compliant paint products and will have a major effect on the motor and industrial paint finishing market. However, following a period of consultation there have been some allowances made for paint and materials already in the system and as a result of this consultation there is now no fixed period for body shops to use up their existing non-compliant stocks by a specific date. This will help the industry by enabling distributors to continue to supply from existing stocks and users to use the paint etc. until supplies run out or the shelf life expires. It is expected that this will result in all stocks of non-compliant products disappearing by the end of 2007 after which only VOC (Volatile Organic Compounds) compliant products will be in circulation.

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**One exception to the new legislation is for the classic and vintage vehicle market where licensed restorers will be able to purchase and use existing 'non-compliant materials' for the foreseeable future. This anomaly is still under discussion but a decision from DEFRA (Department for Environment, Food and Rural Affairs) as to how the scheme will work is expected shortly.**

One outcome of the relaxation of the directive is that some body-shops are seeing it as a reason to delay the implementation of the new water based paint technology. However, a word of warning. 'Existing supplies of popular paints and colours are bound to run short, this could directly affect the ability of a workshop to complete work on time'

**You will probably come across any one of three different paint types,  
or systems, on motor vehicles.**

**Nitro-cellulose paint**

This is the most common 'classic' or older paint finish. It's ease of use and relatively hardwearing characteristics made it popular with manufacturers and repairers alike. Although toxic, it can be applied with basic breathing apparatus and with relatively cheap spraying equipment. Essentially it is a system which is not designed to produce a final finish 'out of the spray gun'. Rather, once applied, it needs to be polished by varying degrees to achieve a high gloss shine. Unlike more modern paint systems, it can be applied by brush, although the best effect is achieved by spraying. This paint type dries through a process of evaporation.

**Two-pack or Isocyanate paint**

This paint system was first used extensively during the 1970's and 1980's. The paint is extremely toxic. Isocyanate is a respiratory sensitiser so inhalation can affect breathing, with potentially fatal results. For this reason, this particular system is not normally suitable for application by DIY enthusiasts, as it requires special breathing equipment. Drying is assisted by the use of a hardener (the second part of the two pack system), although evaporation takes place also, preferably in a heated spray booth or oven. This paint type is very hardwearing and produces a finish straight from the spray gun, so cutting application times.

**Water based paint**

This system is the most common type in use by manufacturers and repairers today. The colour coat is water based but still needs to be protected by a two-pack type clear or lacquer coating. Being water based it is more environmentally friendly. Because of the mixture of paint types, repair is difficult for the DIY painter.

Before undertaking re-sprays yourself it is advisable to seek professional advice from a qualified vehicle painter or paint shop supplier.