Action code: WHEN CONVENIENT

Pre-inspection of turbocharger hot-parts

SL2023-742/KHMA
July 2023

Concerns

Owners and operators of MET axial turbochargers

Summary

Guiding overhaul and expected service life of MET turbocharger hot-parts.

Please forward this information to your technical operating personnel.

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Dear Sir or Madam

As an MET-authorised repair agent, we would like to draw your attention to the good condition and function of the MET axial turbocharger.

Recommendation

According to the manufacturer's experience, aged deterioration of wear parts that have been exposed to exhaust gases (turbine blades, nozzle ring and gas outlet guide) is frequently observed after around 10 years in operation. This deterioration will become a contributing factor to degradation of the turbocharger performance.

For this reason, it is recommended to conduct an inspection of the turbocharger turbine side 3-4 months ahead of the scheduled major overhaul.

For more detailed information, we kindly ask you to contact us with the relevant engine number and turbocharger specification.

Contact

If you have any questions or need a quotation for service and/or supply of replacement components, our technical service team will be pleased to be of assistance:

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Yours faithfully

Serghei Nastas
Head of PrimeServ Omnicare

Nils Gerth
Technical Support Manager

Improved performance and reliability
Poor turbocharger condition will lead to lack of charge air pressure, consequently resulting in poor cylinder conditions. This may lead to a vicious cycle of reduced engine output, decreased fuel efficiency, and increased emissions.

To prevent degradation of the turbocharger performance, the inspection and replacement of the turbochargers turbine blades, nozzle ring, and gas outlet guide (also called “hot-parts”) is highly recommended.

Exchange of turbocharger hot-parts
In many cases, unexpected damage on turbocharger hot-parts are first discovered during the major overhaul of the MET axial turbocharger. As these spare parts are not included in the major overhaul kit (C1 and C2), this may lead to delays in dry-dock schedule and unbudgeted costs.

To avoid these inconveniences, we recommend ordering the necessary replacement parts in due time before a major overhaul.

MET pre-inspection report
As an authorized repair agent, PrimeServ offers pre-drydock inspections of MET axial turbochargers, saving our customers the onboard workload while ensuring delivery of the necessary replacement parts in due time.

The inspection can also be carried out by the vessels’ own crew. In cooperation with MET, PrimeServ has formulated a clear and simple procedure on how to carry out the recommended inspection of the axial MET turbochargers before a major overhaul.

PrimeServ Omnicare provides an inspection report which can be completed by the crew. This report must be returned to PrimeServ Omnicare for evaluation. Based on the findings, PrimeServ Omnicare will confirm the condition accordingly.

In addition, based on the report, PrimeServ Omnicare will provide recommendations for the actions to be taken and a quote for the supply of spare parts for the upcoming major service.