

Blackreef — AxiomIQ Fleet Overview

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Coverage: 2026-01-01 -> 2026-03-31 | Samples: 64800 | Engines: 6

Run Configuration

Version: 0.1.1

Key Changes Since Last Report

- No material fleet changes detected since last report.

Fleet Verdict

DG3 requires inspection within 72 hours due to near-term drift. DG2, DG5, DG1, DG4, DG6 shows degradation and should be scheduled for inspection.

This page ranks generator sets by operational priority using health score, drift severity, and estimated time-to-limit.

Top Alerts

DG3 [HIGH] Health 70.7 | charge_air_pressure_bar | ETA 0.2d | Inspect <72h

DG2 [MED] Health 66.5 | htcw_engine_outlet_temp_c | ETA N/A | Sched next maint

DG5 [MED] Health 69.4 | lo_inlet_temp_c | ETA N/A | Sched next maint

Engine	Trend	Health	Top Risk	Reason	Action	ETA	Pri
! DG3		70.7	charge_air_pressure_bar	ETA 0.2d to limit (charge_air_pressure_bar).	Inspect <72h	0.2d	HIGH
DG2		66.5	htcw_engine_outlet_temp_c	Health 66.5 (<80) and ETA unavailable; schedule inspection (htcw_engine_outlet_temp_c).	Sched next maint	N/A	MED
DG5		69.4	lo_inlet_temp_c	Health 69.4 (<80) and ETA unavailable; schedule inspection (lo_inlet_temp_c).	Sched next maint	N/A	MED
DG1		70.4	lo_inlet_temp_c	Health 70.4 (<80) and ETA unavailable; schedule inspection (lo_inlet_temp_c).	Sched next maint	N/A	MED
DG4		70.6	htcw_engine_outlet_temp_c	Health 70.6 (<80) and ETA unavailable; schedule inspection (htcw_engine_outlet_temp_c).	Sched next maint	N/A	MED
DG6		72.1	htcw_engine_outlet_temp_c	Health 72.1 (<80) and ETA unavailable; schedule inspection (htcw_engine_outlet_temp_c).	Sched next maint	N/A	MED

Blackreef — AxiomIQ Analytics Report

Executive Summary

Engine DG3 is currently operating within defined limits, with an overall health score of 70.7 out of 100. Analysis indicates developing drift patterns rather than immediate failure conditions.

Key Developing Risk Indicators

charge_air_pressure_bar (Air Intake / Turbocharging) Trend: ↑

Observed trend suggests: A sustained decline in charge air pressure may indicate intake restriction, air filter fouling, or reduced turbocharger efficiency.

Risk classification: Performance degradation leading to thermal stress

Estimated time to limits: min=N/A | max=0.2d

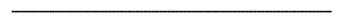


htcw_engine_outlet_temp_c (High Temperature Cooling Water) Trend: →

Observed trend suggests: Increasing HT cooling water outlet temperature may indicate reduced heat transfer, cooler fouling, or elevated engine thermal load.

Risk classification: Thermal stress and reduced margin

Estimated time to limits: min=N/A | max=N/A



tc_lo_inlet_pressure_bar (Turbocharger Lubrication) Trend: →

Observed trend suggests: Declining turbocharger lube oil pressure may suggest filter restriction or pump performance issues.

Risk classification: Turbocharger bearing wear

Estimated time to limits: min=N/A | max=N/A



engine_lo_inlet_pressure_bar (Main Lubrication System) Trend: ↓

Observed trend suggests: A gradual drop in lube oil inlet pressure can indicate filter loading, pump wear, or internal leakage.

Risk classification: Loss of lubrication margin

Estimated time to limits: min=2.4d | max=N/A

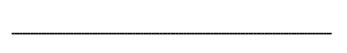


lo_inlet_temp_c (Lubrication Oil) Trend: →

Observed trend suggests: Rising lube oil inlet temperature can indicate reduced cooling efficiency, oil cooler fouling, or increased engine friction.

Risk classification: Accelerated wear and oil breakdown

Estimated time to limits: min=N/A | max=N/A



Operational Recommendations

- No immediate shutdown or load reduction is recommended at this time.
- Prioritize inspection of the highest-risk subsystem during the next planned maintenance opportunity.
- Monitor key lubrication and cooling parameters for continued drift over the next 72 hours.
- Re-run AxiomIQ analysis after additional data is collected (ideally 7–14 days).