

Reason

In some cases NR12/S. turbochargers showed advanced wear on the turbine side sealing system. Especially on HFO-operated engines with e.g. insufficient cleaning of the turbocharger, exhaust gas deposits may enter the piston ring sealing area of the turbine rotor resulting in an excessive wear on the piston ring and the locating ring.

Action Code:

When convenient

Sealing Air

PrimeServ Customer Information

No. 354 / October 2015

Concerns

MAN Diesel & Turbo Turbochargers
NR12/S.

Filing Advice

Order No. 517.000

Bearing Casing complete



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Description

In order to avoid exhaust gas deposits on the piston ring (520.032) the following measure is applied:

Internal sealing air is led from the compressor wheel section (rear side of the compressor wheel 520.005) to the location of the turbine side piston ring area. The overpressure behind the turbine wheel prevents the entering of exhaust gas. Heavy contamination by exhaust gas deposits is no longer possible.

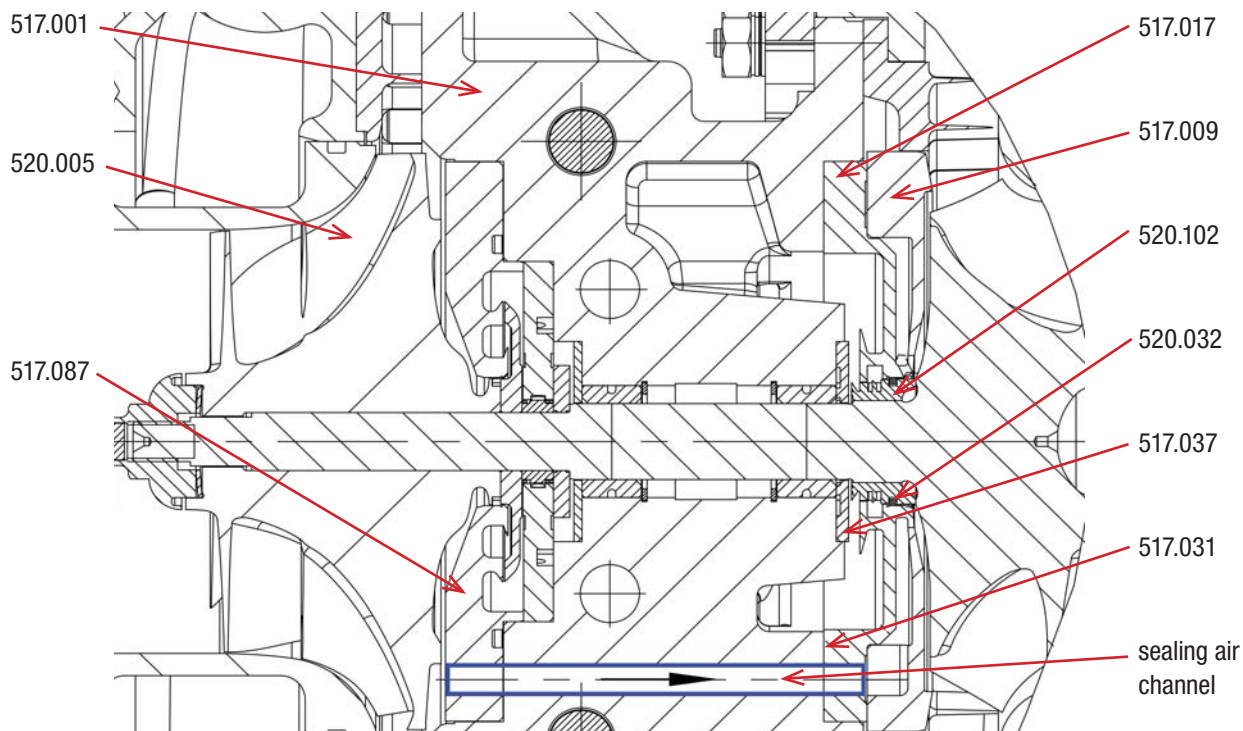


Figure sealing air design

To ensure the proper function of the sealing air, the turbine side sealing cover (517.017) is new designed. The new sealing cover is thicker compared to the old one which means the existing gasket (517.031) is replaced by using a special liquid sealing (517.031). Never use the old design sealing cover in upgraded turbochargers!

NR12/S. turbochargers in operation can be upgraded by remachining of the bearing casing (517.001) in one of our workshops and exchanging the following components:

Material / Spares

- 517.009 Cover disk
- 517.017 Sealing cover, turbine side
- 517.031 Liquid sealing
- 517.037 Cover
- 517.087 Sealing cover, compressor side
- 520.032 Piston ring

Contact

For upgrading to the sealing air design, please don't hesitate to contact our technical service department for further information.

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Please forward this information to your technical operating personnel and remember to inform us of the current operating hours of your MAN Diesel & Turbo engines.