

# On-site recovery

## MAN PrimeServ

**When unexpected events take out your engine, our on-site recovery team provides the in-situ machining you'll need to get back in operation as quickly as possible.**

### Recovery expertise you can count on

With over 65 years of experience, On-Site Recovery has unmatched knowledge of your MAN engine, and has the skills and tools it takes to bring any engine back to manufacturer

specifications – even against great odds. No matter how complex the problem, how small the tolerances, or what kind of customized tools we need to apply, we will get the job done.

### Anytime, anywhere, any manufacturer

The on-site recovery service is based out of MAN PrimeServ offices around the world. The size of our team and our urgency culture mean 24/7 availability and service in almost every location around the world. And while we are proud to be part of MAN Energy Solutions, we recover not just MAN engines and other components, but systems from any manufacturer.

### Why choose us

- Global presence
- Fast response times
- Recovery to manufacturer's specifications
- Service equipment from any manufacturer
- Over 65 years of experience
- Solve problems against the odds

### What we do

- Crankpin recovery
- Main journal recovery
- Main bearing saddle recovery
- Bearing line recovery
- Stud & thread recovery
- Flywheel recovery
- Cylinder cover recovery
- Cast iron recovery
- Engine frame recovery
- Chain wheel recovery
- Turbine casing recovery
- Pump casing recovery
- Gearbox recovery
- Flange recovery
- Measurement & alignment
- Customized recovery



# Cylinder cover recovery

## In-situ machining and welding



Initial inspection of cracks



Drilling new injector hole



Drilling fuel injector hole



Final crack test



All cracks removed



New injector hole

Have you observed small cracks in the area around the fuel injector pockets, starting air valve pocket and/or indicator bore of your cylinder cover?

This is a condition that may occur independent of type and size of your engine and that requires welding. If you don't have the time or enough spare covers to be able to send your cylinder cover to a workshop for repair, in-situ machining and welding onboard may be the solution for you.

On-site recovery of cylinder covers include the following steps:

- 1 **Inspection of cracks**
- 2 **Removal of Inconel padding by milling**
- 3 **Drilling out the cracked fuel injector hole**
- 4 **Preheating & Inconel welding**
- 5 **Final machining of injector bore**
- 6 **Final inspection**

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