



Turbocharger Warranty Inspection Report

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| Customer | | Customer Ref | | Date | |
| Part No | 5303-970-0055 | Job Number | | Serial No | |

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| Reason For Return | No reason stated |
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| Actuator | No visible signs of damage |
| Compressor Housing | Full of oil |
| Turbine Housing | Discoloured due to excessive heat |
| V Clamps/Clamps | OK |
| Compressor Wheel | Fine particle damage on tips of inducer blades |
| Turbine Wheel Assy | Scoring/wear/discolouration turbine end bearing journal |
| Bearing Housing | Discoloured around turbine end, silicone sealer used on oil return flange |
| Journal Bearing/s | Worn/Scored |
| Piston Ring/s T'end | Light wear |
| Piston Ring/s C'end | No visible signs of damage |
| Thrust Bearing | Worn/Scored both sides |
| Backplate/Insert | Seal bored lightly scored |
| O' Ring Brg Hsg | No visible signs of damage |
| O' Ring Comp Hsg | No visible signs of damage |
| Retaining Ring/s | No visible signs of damage |
| Thrust Flinger/Collar | Lightly Worn/Scored |
| Thrust Washer/s | Worn/Scored |
| Thrust Spacer | N/A |
| Oil Deflector | No visible signs of damage |
| Anti-Rotation Pin/Plate | Worn |
| Shaft Nut | No visible signs of damage |
| Heat Shield | No visible signs of damage |

Conclusion:
The wear, scoring and discolouration is an indication of marginal lubrication.

The damage to the compressor wheel inducer blades indicates fine particles coming through the air supply to the turbo, sometimes caused by a split hose or ineffective air filter.

Silicone sealer should not be used on turbochargers

See additional photosheet

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| Inspected By: Peter Allpress | Warranty Accepted | Warranty Rejected | X |
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