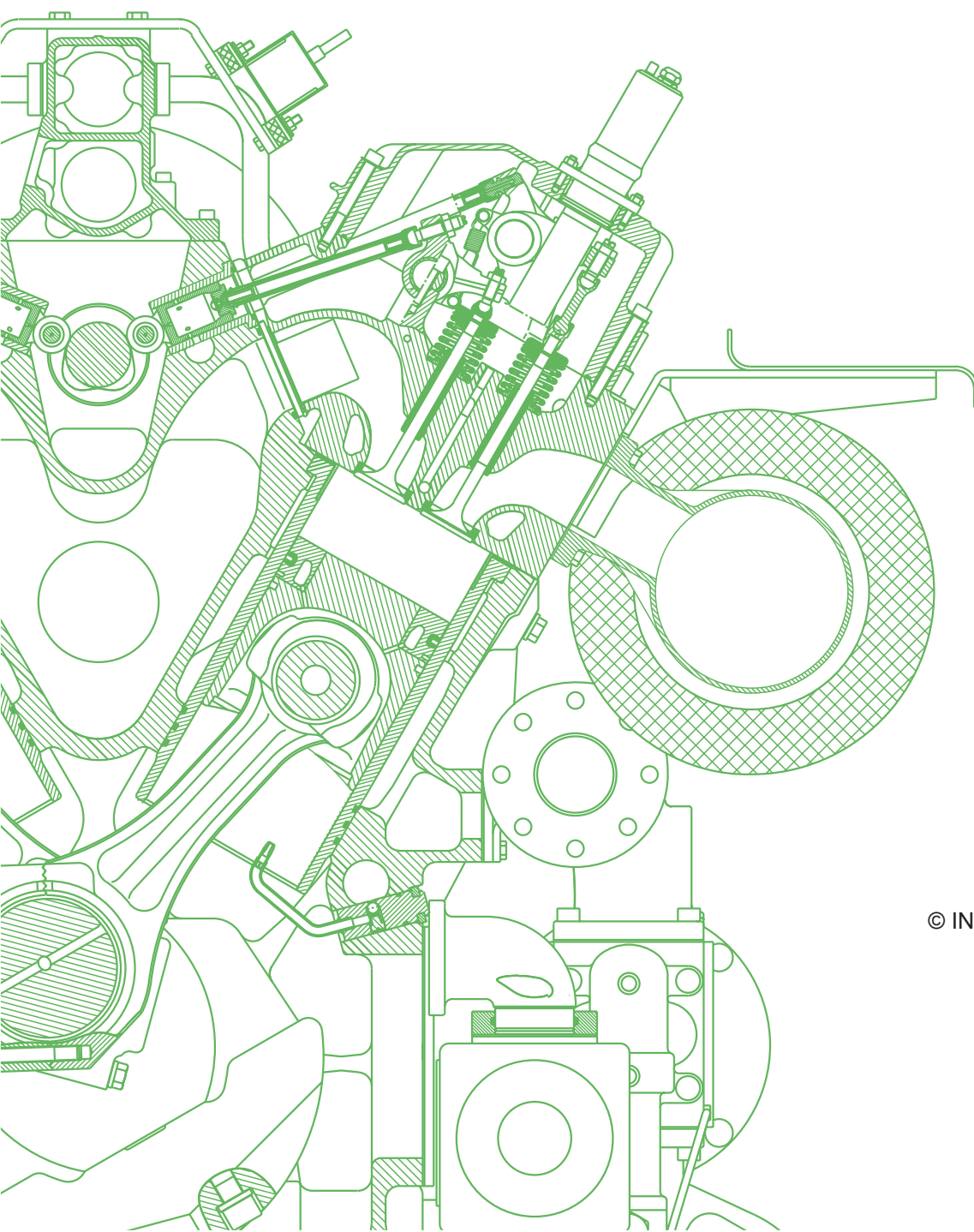




Standard Wartungsplan C Baureihe 3



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grün gekennzeichnete Wartungsarbeit

Die grün gekennzeichneten Wartungsarbeiten im Wartungsplan sind anlagenspezifisch und sie werden je nach Motortype und Ausführung in den kundenspezifischen Wartungsplan integriert.

Revisionsverlauf

| Index | Datum | Beschreibung / Änderungszusammenfassung | Experte Prüfer |
|-------|------------|---|---------------------------------|
| 1 | 02.09.2019 | Erstausgabe | Technology Technology |

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GEDRUCKTE ODER ELEKTRONISCH VERMITTELTE VERSIONEN SIND NICHT KONTROLLIERT

**Hinweis zu Gewährleistungsansprüchen:**

Die Einhaltung der TA 1100-0113 sorgt für eine sichere, schnelle und ordnungsgemäße Durchführung jeder Wartungsarbeit.

Aus der vom Betreiber der Anlage durchzuführenden Gefährdungsbeurteilung und den behördlichen und behördeähnlichen Sicherheitsregeln und Gesetze können Abnahmen, Überprüfungen und Wartungsarbeiten resultieren, die im Wartungsplan nicht enthalten sind. Es liegt in der Verantwortung des Betreibers diese zusätzlichen Maßnahmen umzusetzen und durchzuführen.

Die festgelegten Wartungsintervalle beruhen auf Erfahrungswerten bei durchschnittlicher Betriebsweise unter vollständiger Einhaltung der Betriebs- und Wartungsanweisungen des Herstellers. Im Einzelfall können die jeweiligen Betriebsbedingungen sowie weitere verschleißrelevante Faktoren den tatsächlichen Wartungsbedarf beeinflussen. Der Hersteller behält sich daher vor, im Einzelfall abweichende Wartungsintervalle festzulegen.

HINWEIS**Maschinenschaden**

Werden die Intervalle, die im Wartungsplan angegeben sind nicht genau befolgt, kann dies zu einem Maschinenschaden führen. Zustandsabhängige, Startabhängige oder Betriebsstundenunabhängige Intervalle beachten.

Die farblich gekennzeichneten Wartungsschritte im Wartungsplan sind anlagenspezifisch und sie werden je nach Motortype und Ausführung in den kundenspezifischen Wartungsplan integriert.

| | |
|-----------------------------|---|
| inspizieren | Verschleißteile und Toleranzen werden von INNIO und / oder einem von INNIO ausgewählten autorisierten Unternehmen überprüft und gegebenenfalls als vorbeugende Wartungsmaßnahme getauscht. Dichtungen müssen aufgrund der Demontage getauscht werden. |
| tauschen | Das Bauteil muss bei dem angegebenen Intervall aufgrund von Betriebsstunden, Zeit oder Starts vorbeugend getauscht werden. |
| überholen | Das Bauteil muss demontiert, überholt (reinigen, Verschleißteile austauschen etc.) und wieder montiert werden. |
| c (Zustandsabhängig) | Das Inspizier-, Tausch- oder Überholintervall ist zustandsabhängig. |
| s (Startabhängig) | Das Inspizier-, Tausch- oder Überholintervall ist startabhängig. |
| t (Zeitabhängig) | Das Inspizier-, Tausch- oder Überholintervall ist zeitabhängig. |
| z (Thermozyklus) | Das Inspizier-, Tausch- oder Überholintervall ist von einem Thermozyklus abhängig. Ein Thermozyklus ist definiert als das Aufwärmen auf Betriebstemperatur und Abkühlung unter eine für die jeweilige Komponente definierte Temperatur. Wird die Betriebstemperatur wieder erreicht bevor eine Abkühlung bis unter die Grenztemperatur stattgefunden hat, handelt es sich um keinen Thermozyklus. |
| K | Diese Tätigkeit ist vom Kunden, INNIO oder einem von INNIO ausgewählten autorisierten Unternehmen durchzuführen. |
| INNIO | Diese Tätigkeit ist von INNIO oder einem von INNIO ausgewählten autorisierten Unternehmen durchzuführen. |
| WA | Referenzdokument zur entsprechenden Wartungstätigkeit |
| I | Wartungsarbeit, die nur Inspektions-Arbeiten beschreibt. |
| W | Wartungsarbeit, die nur Austausch / Überhol-Arbeiten beschreibt. |
| IW | Wartungsarbeit, die nur Inspektions- und Austausch / Überhol-Arbeiten beschreibt. |
| Bh | Betriebsstunden |



Im Wartungsplan ist nach der Wartung <100 Bh eine Linie dicker dargestellt. Diese Linie kennzeichnet die Trennung zwischen einmaligen bzw. betriebsstundenunabhängigen Intervallen und Intervalle die nach einer gewissen Anzahl von Betriebsstunden wiederholt durchgeführt werden müssen.

Die genaue **Beschreibung der zeit-, start- und zustandsabhängigen Intervallen** finden Sie im Kapitel Wartungsintervall in der jeweiligen **Wartungsanweisung**.

Ist ein Wartungsschritt von zwei unterschiedlichen Gegebenheiten abhängig, zum Beispiel Betriebsstunden und Starts, muss der Wartungsschritt beim Erreichen eines Grenzwertes nur einmal ausgeführt werden. Nach der Durchführung des Wartungsschrittes beginnen beide Grenzwerte wieder von vorne an zu zählen.

| c- Zustandsabhängig | | t- Zeitabhängig | | s- Startabhängig | | c | | t | | s | | alle 1 000 Bh | | 1 000 Bh | | 2 000 Bh | | 3 333 Bh | | 4 000 Bh | | 6 000 Bh | | 6 666 Bh | | 8 000 Bh | | 10 000 Bh | | 12 000 Bh | | 13 333 Bh | | 14 000 Bh | | 16 000 Bh | | 16 666 Bh | | 18 000 Bh | | 20 000 Bh | | 22 000 Bh | | 23 333 Bh | | 24 000 Bh | | 26 000 Bh | | 26 666 Bh | | 28 000 Bh | | 30 000 Bh | | 32 000 Bh | | 33 333 Bh | | 34 000 Bh | | 36 000 Bh | | 36 666 Bh | | 38 000 Bh | | 40 000 Bh | | 41 000 Bh | | 42 000 Bh | | 43 333 Bh | | 44 000 Bh | | 46 000 Bh | | 46 666 Bh | | 48 000 Bh | | 50 000 Bh | | 52 000 Bh | | 53 333 Bh | | 54 000 Bh | | 56 000 Bh | | 56 666 Bh | | 58 000 Bh | | 60 000 Bh | | 62 000 Bh | | 63 333 Bh | | 64 000 Bh | | 66 000 Bh | | 66 666 Bh | | 68 000 Bh | | 70 000 Bh | | 72 000 Bh | | 73 333 Bh | | 74 000 Bh | | 76 000 Bh | | 76 666 Bh | | 78 000 Bh | | 80 000 Bh | |
|--|--|-----------------|--|------------------|--|---|--|---|--|---|--|---------------|--|----------|--|----------|--|----------|--|----------|--|----------|--|----------|--|----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|
| Inspektion | | I 0103 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| c- Zustandsabhängig | | t- Zeitabhängig | | s- Startabhängig | | c | | t | | s | | alle 1 000 Bh | | 1 000 Bh | | 2 000 Bh | | 3 333 Bh | | 4 000 Bh | | 6 000 Bh | | 6 666 Bh | | 8 000 Bh | | 10 000 Bh | | 12 000 Bh | | 13 333 Bh | | 14 000 Bh | | 16 000 Bh | | 16 666 Bh | | 18 000 Bh | | 20 000 Bh | | 22 000 Bh | | 23 333 Bh | | 24 000 Bh | | 26 000 Bh | | 26 666 Bh | | 28 000 Bh | | 30 000 Bh | | 32 000 Bh | | 33 333 Bh | | 34 000 Bh | | 36 000 Bh | | 36 666 Bh | | 38 000 Bh | | 40 000 Bh | | 41 000 Bh | | 42 000 Bh | | 43 333 Bh | | 44 000 Bh | | 46 000 Bh | | 46 666 Bh | | 48 000 Bh | | 50 000 Bh | | 52 000 Bh | | 53 333 Bh | | 54 000 Bh | | 56 000 Bh | | 56 666 Bh | | 58 000 Bh | | 60 000 Bh | | 62 000 Bh | | 63 333 Bh | | 64 000 Bh | | 66 000 Bh | | 66 666 Bh | | 68 000 Bh | | 70 000 Bh | | 72 000 Bh | | 73 333 Bh | | 74 000 Bh | | 76 000 Bh | | 76 666 Bh | | 78 000 Bh | | 80 000 Bh | |
|---|--|-----------------|--|------------------|--|---|--|---|--|---|--|---------------|--|----------|--|----------|--|----------|--|----------|--|----------|--|----------|--|----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|-----------|--|
| Nockenwelle/Ventilsteuerung | | IW 8052 M0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ⇒ Nockenwelle inspizieren | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ⇒ Rollenstößel bzw. Tassenstößel tauschen | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Brennraum | | IW 8056 M0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ⇒ Brennraum inspizieren und reinigen | | ■ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ⇒ Brenngasqualität, vor allem Siliziumgehalt bei Deponiegasmotoren überprüfen | | ■ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ⇒ Ölverbrauch überprüfen | | ■ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ⇒ Öleintrag in den Motor durch defekten Blow-by Filter überprüfen und Ansaugleitung auf „Ölnässe“ inspizieren | | ■ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NOx | | IW 8057 M0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ⇒ NOx-Wert messen und gegebenenfalls LEANOX-Einstellung anpassen | | ■ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ⇒ NOx-Sensor tauschen (falls vorhanden) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Regelgestänge/Drosselklappe/Stellgerät | | W 0200 M0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ⇒ Regelgestänge inspizieren und nachschmieren | | ■ ■ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ⇒ Drosselklappe inspizieren | | ■ ■ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ⇒ O-Ringe tauschen | | ■ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ⇒ Gelenkköpfe tauschen und schmieren, Drosselklappenlagerung tauschen | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ⇒ Drosselklappe tauschen | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ⇒ Stellgerät, Regulierhebel und Drosselklappenwelle tauschen | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Zündung | | W 0303 M0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ⇒ Drehzahlsensoren reinigen | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ⇒ Zündkerzenstecker Dichtung tauschen | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ⇒ Zündsystem inspizieren | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ventilspiel | | W 0400 M0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ⇒ Ventilschaftüberstand messen | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ⇒ Ventilspiel einstellen | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Kurbelgehäuseentlüftung | | W 0508 M0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ⇒ Ölnebelabscheider tauschen | | ■ ■ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ⇒ Differenzdruck messen | | ■ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ⇒ Blow-by Schläuche tauschen | | ■ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ⇒ Vorabscheiderelement tauschen | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Schwingungsdämpfer | | W 0601 M0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ⇒ Schwingungsdämpfer tauschen | | ■ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Gasmischer | | W 0704 M0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ⇒ Platine tauschen | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| c- Zustandsabhängig | t- Zeitabhängig | s- Startabhängig |
|---|-----------------|------------------|
| ⇒ Stellmotor tauschen | W 0704 M0 | |
| ⇒ Gasmischer überholen | | |
| Gemischbypassventil | W 0802 M0 | |
| ⇒ Gemischbypassventil erneuern | | |
| Revision | W 2100 M0 | |
| ⇒ Gummischieben von Motor und Generator tauschen | | |
| ⇒ Nockenwelle tauschen | | |
| ⇒ Kurbelwelle inspizieren | | |
| ⇒ Kurbelgehäuse inspizieren | | |
| ⇒ Rädertrieb inspizieren | | |
| ⇒ Zylinderköpfe inspizieren | | |
| ⇒ Kolben, Kolbenringe und Kolbenbolzen tauschen | | |
| ⇒ Zylinderlaufbuchse tauschen | | |
| ⇒ Kurbelwellenhauptlager/Kurbelwellenaxiallager tauschen | | |
| ⇒ Pleuellagerschalen tauschen | | |
| ⇒ Schwingungsdämpfer tauschen | | |
| Abgasturbolader | W 8023 M0 | |
| ⇒ Abgasturbolader verdichterseitig inspizieren | | |
| ⇒ Abgasturbolader überholen | | |
| ⇒ Abgasturbolader überholen | | |
| ⇒ O-Ringe tauschen | | |
| ⇒ O-Ringe tauschen | | |
| ⇒ Abgasturbolader tauschen | | |
| ⇒ Abgasturbolader tauschen | | |
| Abgasturbolader | W 8024 M0 | |
| ⇒ Abgasturbolader überholen | | |
| ⇒ Turbinen-Gehäuse erneuern (nur bei Heißgas-Paket) | | |
| ⇒ Abgasturbolader verdichterseitig inspizieren | | |
| ⇒ Abgasturbolader oder Laufgruppe tauschen | | |
| Abgasturbolader | W 8025 M0 | |
| ⇒ Abgasturbolader verdichterseitig inspizieren | | |
| ⇒ Abgasturbolader überholen | | |
| ⇒ O-Ringe tauschen | | |
| ⇒ Alle Verschraubungen/Verschlüsse auf festen Sitz prüfen | | |
| Abgasturbolader | W 8026 M0 | |

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