



# DIESEL AND MARINE GROUP

## DIESEL SERVICE, RECONDITIONING AND PARTS EXCHANGE



### Service

The Diesel and Marine Group's experienced service engineers are available to carry out or supervise engine overhauls on a worldwide basis.

Refurbishing major engine components can achieve worthwhile returns by extending lifespan and increasing operating efficiency and profitability. The reconditioning process takes place in well-equipped workshop facilities, each item undergoes stringent inspection and is carefully tracked and tested. A detailed overhaul report is supplied with each order. We ensure rigid compliance with health and safety guidance and exercise a general duty of care with regard to our environment.

### Our reconditioning services includes:

- crankshaft machining and polishing
- connecting rod refurbishment and remachining
- cylinder liner honing
- cylinder head complete overhaul
- valve seat grinding
- viscous vibration dampers
- piston crack detection and remachining
- fuel injector overhaul
- water and oil pump overhaul
- intercooler cleaning and pressure testing
- turbocharger reconditioning
- complete engine overhaul

### Parts exchange

Where time is critical we offer a service exchange program enabling customers to keep downtime to an absolute minimum.

The principle of these schemes is simple: customers are provided with remanufactured and guaranteed components (frequently their own) in exchange for worn components removed during the service.

Components which are usually covered under these schemes include cylinder heads, fuel pumps, injectors, water and lube oil pumps and turbochargers.



### Contact

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TYPICAL WORK FLOW OF CYLINDER HEAD OVERHAUL



Old units are received in our workshops. Their receipt is recorded and the castings marked and documented for reporting and traceability purposes.



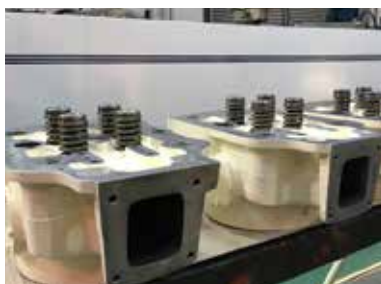
Any valves and stud work are removed and the casting inspected for damage using crack detection and pressure testing techniques.



Valve guides and valve seats are removed and the bare head is thoroughly de-carbonised and cleaned.



Valve seat locating pockets are inspected and reworked as necessary, the flame and gasket faces are re-skimmed as required and the replacement seats are cut back to original specifications using the Chris Marine equipment.



With guides fitted, the valves are 'lapped' into their respective seats for individual fit and the head is reassembled. The hydraulic pressure test and final inspection are conducted before the head is painted, preserved, if required, and packed to customer specific requirements.



Reclassification is available on request. but all repairs are covered by our own internal report which identifies the work carried out and provides full traceability of your units.

