Wear limits for a major overhaul and repair When does a part need to be replaced during a repair or overhaul?

Determination of actual wear [%]

See Figs. 00-5, 00-6 and 00-7.

Determine actual dimension **F** of the part in question.

For new dimension (max) **B** and wear limit **C**, see the corresponding section "Wear limits" (e. g. 74-00-00 sec. 4).

Fig. 00-5
08217

$$\text{Actual wear} = \frac{\{\text{Actual dimension (F)} - \text{New dimension max. (B)}\} \times 100}{\{\text{Wear limit (C)} - \text{New dimension max. (B)}\}} \quad [\%]$$

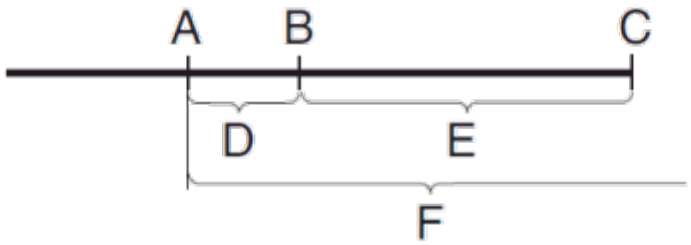

Fig. 00-6
07531

The **actual wear** in [%] is determined with the following formula:

Legend:

- **A** New dimension (min)
- **B** New dimension (max)
- **C** Wear limit
- **D** New dimension tolerance
- **E** Wear tolerance
- **F** Actual dimension

The decision is to be made according to the following table.
This means that when repairing an engine that has run 520 hours, a part that **has 62% wear according to the formula must be replaced.**

TSN [h] (Time Since New)			**max. permissible wear for repair [%]**		
from	**to**		**TBO 1200**	**TBO 1500**	**TBO 2000**
0	50		6	4	4

TSN [h] (Time Since New)			max. permissible wear for repair [%]		
51	100		14	12	12
101	150		24	18	18
151	200		30	24	24
201	250		36	30	30
251	300		44	36	36
301	350		50	42	42
351	400		54	46	46
401	450		60	52	52
451	500		64	56	56
501	550		68	60	60
551	600		72	62	62
601	700		76	68	67
701	800		82	73	72
801	900		87	78	76
901	1000		91	82	80
1001	1100		95	87	83
1101	1200		100	90	87
1201	1300			93	90
1301	1400			96	92
1401	1500			100	94
1501	1600				96
1601	1700				98
1701	1800				98
1801	1900				99
1901	2000				100

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