Turbocharger Warranty
Analysis Guidelines
Introduction

Interstate-McBee reaches around the globe to provide engine parts, fuel injection and gaskets for the heavy duty diesel and natural gas industry.

This text is designed to serve as a guide to in-the-field failure analysis of turbochargers. These guidelines, combined with experience, will assist individuals in isolating the cause(s) of failure. It will also discuss proper maintenance procedures and possible indications of premature failure.

It is hoped that this text will aid in all daily activities related to preventative maintenance and troubleshooting of turbochargers.

Prior to disassembly and component examination of a failed turbocharger, it is critical to acquire as much information as possible relative to the installation, operation, and reason for removal. This information will greatly influence the failure analysis process and aid in preventing repeat failures.

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1. Turbocharger Overview

1.1. Definition

A turbocharger (Figure 1) is a radial fan pump driven by the energy of the exhaust gases of an engine. Turbochargers consist of a turbine and a compressor on a shared shaft. The turbine is a heat engine in itself. It converts the heat energy from the exhaust to power, which then drives the compressor, compressing ambient air and delivering it to the air intake manifold of the engine at higher pressure, resulting in a greater mass of air entering each cylinder.

Figure 1: Diagram of Air & Oil Flow through a Turbocharger
1. Turbocharger Overview

1.2. Objective & Benefits

The objective of a turbocharger is to improve upon the size-to-output efficiency of an engine by solving one of its cardinal limitations. A naturally aspirated automobile engine uses only the downward stroke of a piston to create an area of low pressure in order to draw air into the cylinder through the intake valves. This ability to fill the cylinder with air is its volumetric efficiency. Because the turbocharger increases the pressure at the point where air is entering the cylinder, a greater mass of air (oxygen) will be forced in as the inlet manifold pressure increases. The additional oxygen makes it possible to add more fuel, increasing the power and torque output of the engine while reducing emissions.

1.3. Structure of a Turbocharger

A typical turbocharger assembly consists of the components shown in Figure 2. There are many variations of this assembly with minor differences. Some turbocharger assemblies will contain supplementary components such as a ball bearing cartridge, a variable nozzle turbine (VNT) assembly, or a wastegate. If you encounter questions regarding any of these supplementary components please contact Rotomaster for technical assistance.

Figure 2: Typical Turbocharger Exploded View
2. Maintenance & Teardown Procedures

2.1. Periodic Maintenance & Inspection

In most cases, the damage severity of turbocharger failure can be greatly reduced by performing routine inspections during normal vehicle maintenance. Start by removing the turbine and compressor housings and inspect the state of the wheels and housings. If there are no abnormalities, do not disassemble further but rather inspect the bearings by manually turning the wheel assembly. The wheels should turn freely without any hindrance. You can also place a dial gauge on the wheel assembly to measure the axial play. If this play exceeds the maintenance standards in the service manual, the turbo should be removed and fully inspected.

2.2. Teardown Procedure

Start by performing a visual inspection of all components prior to removal. It is a good practice to keep detailed notes and take pictures of any visible abnormalities throughout this procedure. These notes will aid in the analysis, comparison to future cases, and also provide excellent feedback to the customer.

A typical teardown procedure is shown below (Figures 3 to 6). Do not clean the components until they have been carefully inspected for oil blockages causing a lack of lubrication. Label the journal bearings as they are removed to aid in bearing analysis (Compressor Side and Turbine Side).
3. Common Causes for Turbocharger Failure

This section will discuss the four primary causes for turbocharger failure. It is important to note that when a turbocharger fails for any reason, there is almost always secondary (and often more severe) damage caused by the resulting shaft motion. You must look past the obvious damage to locate the root cause. Note that some “cause of failure” descriptions contain very similar indicators so be sure to read through all prior concluding your analysis.

3.1. Lack of Lubrication / Contaminated Oil (Causes over 40% of Failures)

The lubrication system plays a vital role in extending the life expectancy of a turbocharger by lubricating, cooling, and cleaning the bearings. The shaft and bearings must “float” on a constant, clean film of oil to prevent direct contact with each other which will result in damage. Any lack of oil flow or foreign contaminant (i.e. dirt, sand, or metal shavings) in the oil will cause excess wear and/or scaring on the bearing surfaces. This wear will often increase the clearances between rotating components resulting in excess “shaft motion”. A large amount of “shaft motion” is detrimental to the life of a turbocharger.

Common causes of lubrication failure:
- Low engine oil pressure/level
- Obstructed oil supply or drain lines
- Improper weight of oil
- Contaminated oil
- Fast starts in cold weather
- Hot shutdown (Figure 7) - Engine is shutoff at high rpm/temp; instant oil flow loss causing overheating
- Engine Blow-by

A. External Lack of Lubrication:
- Occurs when anything exterior to the turbocharger is affecting the oil flow (supply or drain lines, engine blow-by, etc.).
- All thrust & journal bearings as well as the turbine shaft will show signs heat discoloration (Figure 8) as well as wear from the resulting shaft motion. The wear will appear smooth or “wiped” (Figures 9 & 10) and should not have any significant scaring (Figures 11 & 12).
- Unwarrantable: The cause of this failure is external to the turbocharger.

B. Internal Lack of Lubrication:
- Visible when one or more, but not all, of the bearings show the above mentioned wear. This indicates that only one of the oil feed lines have been blocked from either contaminated oil (see below) or a manufacturers defect.
- Warrantable: If there are no signs of contaminated oil.
- Unwarrantable: If there are signs of contaminated oil or “coking” of the oil caused by overheating.

C. Contaminated Oil:
- Occurs when abrasive material such as dirt, sand, or metal shavings enters the oil passages. This is generally easy to notice as the bearings and connecting components will show abnormal grooves and scratches (Figures 11 & 12). This may also cause a lack of lubrication failure as noted above.
- Unwarrantable: The cause of this failure is related to the installation or oil quality within the vehicle.
 Turbocharger Warranty Analysis Guidelines

**Figure 7: "Hot Shutdown"**
Turbine Wheel Shows Visible Bearing Pattern and Heat Discoloration

**Figure 8: Turbine Shaft Lack of Lubrication**
Turbine Wheel Shows Visible Heat Discoloration and Smeared Wear

**Figure 9: Journal Bearing Lack of Lubrication**
Left = New Bearing; Right = Smooth Wear & Heat Discoloration

**Figure 10: Thrust Bearing Lack of Lubrication**
Left = New Bearing; Right = Smooth Wear & Heat Discoloration

**Figure 11: Journal Bearing Contaminated Oil**
Visible Scaring on Inner and Outer Diameters

**Figure 12: Thrust Bearing Contaminated Oil**
Visible Scaring on Pads
3.2. Foreign Material in Exhaust or Air Inlet

Foreign particles (i.e. Screws, nuts, sand, metal power, broken air filters, etc.) entering the turbine or compressor stages will damage the rotating turbine or compressor blades. Both wheels are accurately balanced to perform at extremely high operating speeds required by their application. If either wheel is damaged in any way, the rotating assembly will no longer maintain its balanced state which will result in severe shaft motion causing almost every component of the turbocharger to fail.

In many cases, this is the most obvious damage to recognize as the compressor or turbine wheel will often show severe damage without removing the housing (Figure 13 & 14). However, in some scenarios, this is a gradual erosion of the wheel from fine particles such as sand or dirt. In this case, the wheel will display small pits across the vanes or minor wear on the inducer tips.

Although rare, this failure may also be caused by the compressor wheel lock nut loosening off and entering the compressor vanes (Figure 18). This failure originates from assembly if the lock nut was not tightened to the specified torque setting or the Loctite® compound was not applied.

- **Warrantable:** If the compressor wheel lock nut is the visible cause of failure.
- **Unwarrantable:** If caused by any other foreign material external to the turbocharger.
3.3. High Exhaust Temperature

Excessive temperature in the exhaust system will cause the lubricating oil to “coke” in the bearing housing drain annulus at the turbine end (Figure 15). This causes oil leakage into the turbine housing. Coke and carbon deposits will be visible and eventually damage the back of the turbine wheel and cause abnormal wear on the thrust bearing. High exhaust temperatures can also erode (Figure 16) and crack (Figure 17) the turbine housing and/or bearing housing. Excessive heat discoloration of the turbine shaft is usually visible. The piston ring in the turbine side of the bearing housing will often appear relaxed if it has been submitted to these high temperatures.

High exhaust temperatures can originate from several operating conditions shown below:

- Incorrect fuel ratio (high fuel setting)
- Excessive exhaust restrictions
- Excessive exhaust restrictions
- Insufficient air supply caused by a plugged air cleaner, etc.
- Plugged aftercooler core
- A leak in the intake manifold or piping
- A leak in the intake manifold or piping

- **Unwarrantable:** Unless incorrect compressor or turbine housings were assembled originally.

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**Figure 15:** Bearing Housing High Exhaust Temp
Blocked Drain Annulus from Oil Coking

**Figure 16:** Turbine Housing High Exhaust Temp
Erosion of Web Caused by High Temperatures

**Figure 17:** Turbine Housing High Exhaust Temp
Cracked Housing Caused by High Temperatures
3.4. Defective Workmanship or Material

While these occurrences are rare, the visible evidence is often easy to recognize. Some examples are displayed and explained below.

- **Warrantable**: If the defects originate from the manufacturer.
- **Unwarrantable**: If the defects originate from the installation.

![Figure 18: Compressor Wheel Lock Nut Failure](image1)
Nut is missing, foreign object damage to vanes

![Figure 19: One Sided Wear on Compressor Housing](image2)
Can be caused by improper manufacturing or assembly

![Figure 20: Back Plate Bolt Loosened and Contacted Back of Compressor Wheel](image3)
Can be caused by improper assembly (No Loctite®)
3.5. Common Failure Diagrams

Below and on the next page are four examples of Turbocharger failure due to improper installation or vehicle systems (Unwarrantable).

Figure 21: Engine Blowby
Increased crank case pressure causes flowing oil to squeeze out of the piston ring gaps and also reduces the amount of oil to the bearings causing failure.

Figure 22: Clogged Oil Drain Pipe
Oil cannot flow and pressurizes the drain area causing oil leakage and bearing failure.
3.5. Common Failure Diagrams (Continued)

**Figure 23: Oil Level Too High**
Minor pressure in the crank case will prevent oil from flowing which pressurizes the drain area causing oil leakage and bearing failure.

**Figure 24: Clogged Air Filter**
Reduced air flow in the compressor inducer will create high vacuum pressure which will suck oil into the compressor side of the turbocharger.
4. Before a New Turbocharger is Installed

It is important to inform the customer of the analysis results. In most cases, the cause of failure originates from either an installation error (foreign material, etc.), improper vehicle systems (oil lines, etc.), or improper operation of the vehicle (hot shutdown, etc.). Ensure the cause of failure is fixed and/or the customer is educated about the cause of failure prior to installing a new turbocharger to avoid a repeat failure.

5. Summary

There are many factors that can greatly reduce the life of a turbocharger. This text was designed to serve as an educational guide to improve our customer’s knowledge. In most cases, turbochargers fail due to improper use or maintenance by the end user. It is hoped that better informing our customers will reduce the time required to get this information to the end user and also reduce costs related to warranty returns.

Please contact Interstate-McBee toll free at 1-800-321-4234 if you have any questions regarding this text or if you encounter a failure which is not discussed or difficult to determine the root cause.
6. Warranty Reporting Process

We encourage our customers to understand that there can be long delays and costs related to warranty returns. Customers must first call to obtain a RGA # prior to sending a failed turbocharger to Interstate-McBee. To aid in the analysis process, we ask that customers supply as much of the information shown below as possible.

Customers are to supply the following information if a turbocharger is returned for further analysis:

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