

About Scandic Diesel

Scandic Diesel Services servicing the fishing fleet, merchant fleet, offshore and mining industry, power plants and industrial installations world-wide 24 hours a day.

Scandic Diesel is located in the port of Montreal near Pierre Trudeau International Airport and provide full services to Americas within our product lines...

Together with our clients, we are setting new standards for requirements and time frames lifting service and spare parts to a new level.

Parts, service, reconditioning, alternatives & exchange - You name it we got it, within our many, but dedicated product lines.

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Turbocharger Service
Fuel injection systems service
Governors and controls service
Fuel & emissions monitoring
Performance monitoring
service
Field service engineers
24 hour service...
World wide....

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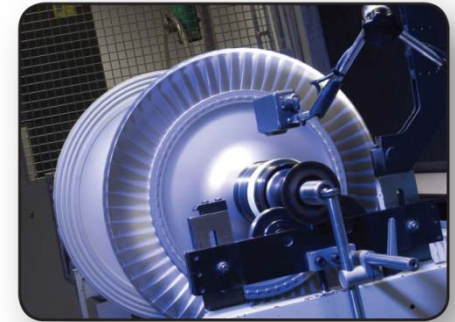
Turbochargers

We service and deliver parts for

- ABB / BBC (VTR... & VTC...)
- NAPIER (NA ..5 & NA ..7)
- MAN (NR, TCR, NA & TCA)
- KBB (HOLSET) (R, M & HPR)
- MITSUBISHI (MET Series)
- Full parts program for above

Exchange program for

- Rotors
- Bearings and oil pumps
- Cartridges
- Turbocharger kits



Scandic Diesel Services is always ready, at any time and any place in the world, to solve your turbocharger problem with technical excellence at an acceptable price.

In order to assure you of an even faster service, and improve the quality even further, Scandic Diesel Services has entered into extensive co-operative agreements with a number of allied companies, who maintain the same high level of Quality Assurance and work under strict Scandic Diesel Services guidelines.

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Fuel injection systems (New)

- Scandic Diesel Services is the North American distributor for OMC2 product lines within Canada and United States.
- Scandic Diesel is proud to represent, and take part of the OMC2 dedication, ensuring the high quality products, and fast delivery time will benefit the North American end users.



OMC2 fuel nozzles, fuel elements (Plunger & barrels) and D-valves, are suitable to the marine, stationary, railway, agricultural, automotive engines of the world's major engine builders. We can supply for MAN B&W, DAIHATSU, CATERPILLAR, MAN, MAK, KHD, DEUTZ, SEMT PIELSTICK, SKL, SULZER, SWD, WÄRTSILÄ and many others.

OMC2 is recognized for their supply of high end and high quality standard products, ensured by the most advanced testing systems. A dedicated production, to the dedicated end-users. A commitment and dedication that defines the the OMC2 core values.

Fuel injection systems (Recon)

Scandic Diesel Services representing PJ Diesel who started the reconditioning process with the production of a new oversize plunger and honing of the barrels. The plungers is hardened under the same procedures as new original produced plungers. The small difference in diameter once the honing procedure is completed, is almost non-measurable.

The fuel valves were lapped on all sealing surfaces and the nozzle renewed if possible - in some cases the supply was not possible and reconditioning of the nozzles were required in order to comply with owners requirements and demand. This was done by replacing the needle, machining and lapping of the seats. All injection holes were then indicated, of course only if the repair was possible and injector holes not burned beyond repair.



Service and support for:

**BOSCH
L'ORANGE
MAN B&W
SULZER
WOODWARD
ZEXEL**

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Condition monitoring and performance analysis

Scandic Diesel is the Canadian representative for LEHMANN & MICHELS GmbH (LEMAG) who manufacture diesel, gas, steam and compressor engine condition monitoring and performance analysis systems for the marine industry.

LEHMANN & MICHELS specialise in engine Mean Indicated Pressure (MIP) systems for performance reporting and Condition Based Maintenance (CBM). The MIP range includes electronic indicators, MIP calculators and permanent computerized MIP systems that enable 24hr engine monitoring to shaft power measuring systems. LEHMANN & MICHELS' engine condition and performance analysis systems enable their customers to achieve optimum power and energy use and to enable the customer to carry out



Pneumatic/hydraulic fuel-injection valve test equipment and hydraulic power units

Scandic Diesel represent the Danish quality products lines within high pressure products and fuel injection valve test equipment. IOP product line comprises the development, manufacturing, sale, marketing and maintenance of pneumatic/hydraulic fuel-injection valve test equipment and hydraulic power units for 2- and 4-stroke diesel engines. IOP Marine started manufacturing high pressure products in 1969 and has been developing, improving and enlarging their product range ever since. This is why IOP Marine today is one of the leading suppliers of high pressure products. Engineering and manufacturing of all products is performed in-house at facilities in Denmark, which secures the high product quality for which IOP Marine A/S is known.

When you buy an IOP Marine product, you buy quality equipment that keeps performing for several decades.

 **IOP MARINE**
OBEL-P PRODUCTS



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Recondition of connecting rods

We offer connecting rod reconditioning/refurbishment for all four stroke engines, with as well as without serrations.

Upon receipt, all connecting rods are cleaned and inspected.

Connecting rods are then crack tested with magnaflux for crack detection.

Connecting rod repair services – scope of repair:

Machining and refurbishment of connecting rod

Magnaflux testing to determine invisible cracks and damages

Machining and restoration of damaged serrations

Internal machining of big end and small end bores to remove ovality

Retesting after machining with magnaflux

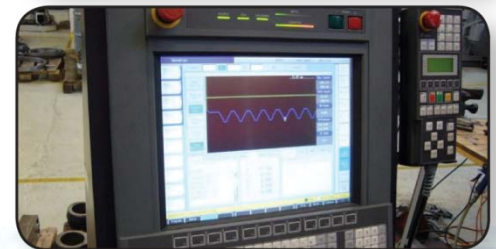
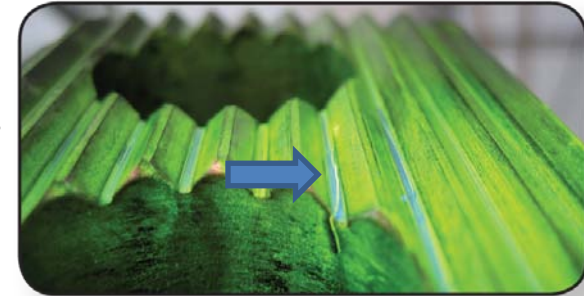
Accuracy and finish achieved as per OEM specifications

Survey by class society – upon request (LR, DNV, ABS, BV, NK, GL or other)

Packing and preservation

All repairs are conducted by CNC erosion technology, providing the best possible finish on serrations, enabling fast deliveries regardless of make and type.

This is secured by no requirement for special tools, and no time loss due to positioning of arrangement.

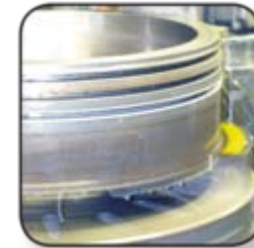
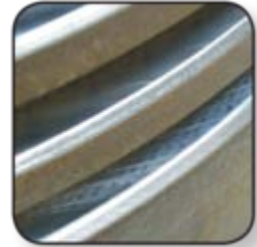


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Chroming of piston crowns

Reconditioning by chroming of ring grooves

- Piston crowns often exhibit wear, particularly within the piston ring grooves, which inevitably leads to over sizing and often scrapping. Scandic Diesel and our partner have developed a proven method to recondition used piston crowns back to standard at a fraction of the cost of a new unit(s).
- On receipt at our works, all piston crowns are thoroughly cleaned, degreased and identified with a unique reference number to ensure traceability.
- A **full inspection report** is produced, including photographs – And sent to the client for approval including recommendation for repair.
- Upon receipt of approval from client, the piston crown(s) is machined to remove all existing chrome and prepared for **hard chrome plating** of the ring grooves.
- **Hard chrome plating** of all over size ring grooves is then completed.
- This is followed by precision re-machining of the ring grooves, and all critical areas to the original limits and tolerances, carried out in own state-of-the-art workshops.
- The piston crown is then clean and complete.
- Delivered with class society approval upon request



Reconditioning of cylinder covers

- The cost of replacing damaged and defective components such as cylinder covers can be prohibitive, whilst some are virtually irreplaceable.
- Repairing these components by SDS offers a sound and lasting repair at a fraction of the new replacement cost.
- On receipt of at our works, all components are thoroughly cleaned, degreased and identified with a unique reference number to ensure traceability.
- A full inspection report is produced, including photographs and sent to the client for approval including recommendations for repair and spare parts required.
- Once approved, the cylinder cover is machined ready for welding.
- Defective and worn areas are rebuilt with close grained machineable cast iron, fused perfectly with the parent material. Strictly controlled pre- and post-heat treatment procedures are individually recorded.
- This is followed by precision re-machining of all critical areas to original limits and tolerances, and fitting of new seats, valve guides and spare parts required, carried out at our state-of-the-art workshops.



Reconditioning of exhaust valve cages

We believe that there is no short cut to producing a first class reconditioned product. We have established the correct welding parameters, pre- and post- heat treatment thereby removing the likelihood of cracking through the use of incorrect material and procedures. SDS’s repair procedures are strictly controlled to ensure a quality repair every time.

The seat and landing end of the water cooled cage is removed – often revealing complete blockage or erosion of the coolant passageways.

We manufacture at our facility, a new exhaust valve seat, the seat is the stellite on the valve seating face to ensure hardness. The water resistant passageways are cleared and the nose end is then welded onto the body.

Material analyses are taken to ensure the correct matching material is used for the new exhaust valve seat (nose). Finish machining is attended to with equal care. Attention to the detail is essential – in particular the stellite valve seating and valve cage landing faces leave no margin for error. The same meticulous attention to the detail is applied to the reconditioning of the upper and lower components of both cooled and un-cooled two piece valve cages. Before the exhaust valve cage is complete, we machine the guide bore and fit new valve guides in housings/cages. The exhaust valve cage in the complete painted, boxed and ready for delivery...



Reconditioning of piston skirts

Piston skirts can be fully reconditioned at Scandic Diesel and partner, our unique service offers aluminum weld repairs back to original manufacturer standards at a fraction of the cost of a new !

On receipt at our works, all piston crowns are thoroughly cleaned, degreased and identified with a unique reference number to ensure traceability.

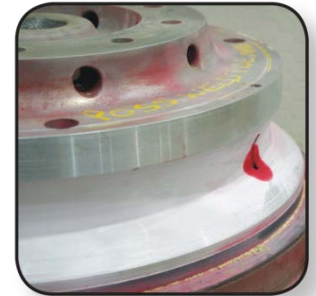
A **full inspection report** is produced, including photographs – And sent to the client for approval including recommendation for repair.

Upon receipt of approval from client, the piston skirt(s) is then machined to remove all existing defects and grooves if oversize in preparation for the **aluminium weld process**.

The **aluminum weld process** is then carried out to the defective areas.

This is followed by precision re-machining of the ring grooves, and all critical areas to the original limits and tolerances, carried out in own state-of-the-art workshops.

The piston is then clean and complete.



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