

# **Surface Inspection of Diesel Engine Crankshafts**

## **Amended Guidance**

Guidance for the Survey and Construction of Steel Ships Part K

## **Reason for Amendment**

The requirements related to standards for the allowable limit of defects for the surface inspection of crankshafts have not been reviewed since their establishment in 1974. However, because of improvements made in quality control by crankshaft manufacturers in recent years, the time has come to review these standards and take into account this present level of quality control.

Taking these circumstances into account, the requirements for the surface inspection of diesel engine crankshafts have been amended.

## **Outline of Amendment**

- (1) For “class A” and “class B” steel-forged crankshafts, which are classified in Annex K5.1.9(2), the allowable limit of defects for surface inspection have been amended.
- (2) In the figure “Divisions for Inspection Surface”, the figure of a “Full built up crankshaft” has been deleted because such crankshafts are no longer produced.