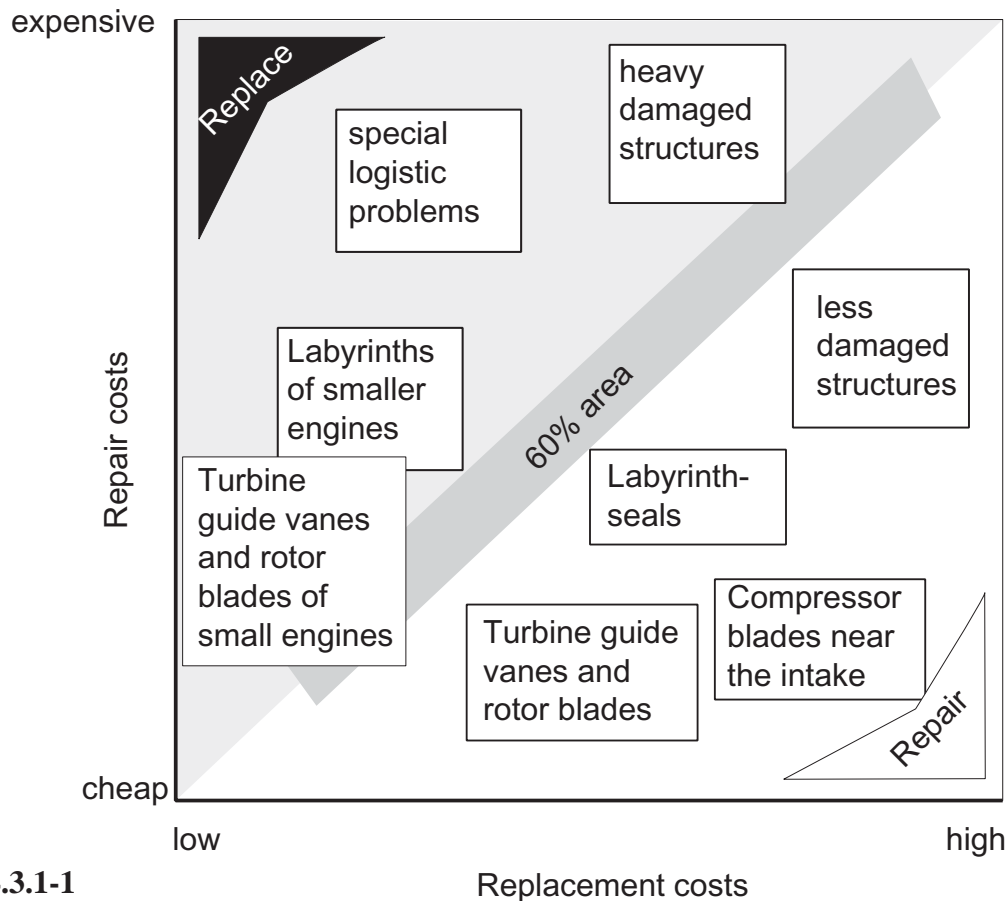


Replacement or repair? This is the question.



Ill. 4.3.1-1

Ill. 4.3.1-1: What is more convenient, the **exchange of a part or a repair**? This is a question, posed above all by an operator. The answer is not only dependent on the direct expenses involved, but also on expenses that emerge because of **availability and logistics**. There are, however, some typical components worth repair, such as turbine blades and labyrinths, if the damages are not too far gone (Ill. 4.1-2). In the area of aviation, one speaks of a **60% decision line** (Lit.4.3-1). Repair is only worth it when the costs lie below 60% of the expenses to be spent out on

a new part. The pre requisite for a repair is then, that the part has **no life and technical operation limits when compared to the new part**.

Repair costs are also influenced by the development and the proof of being serviceable after repairs have been carried out. The **development costs** are worth it for the hot parts only for **repairs** supported by an adequate, **added value**. Otherwise, repair measures are not offered on the market.