



A "factory remanufactured" is better than a field overhaul, because only the factory offers a true "zero-timed" engine.?????

So what is the truth around the differences between Field overhaul, and a Factory Engine?

while it's true that a factory rebuilt engine comes with a zero-time logbook while a field overhauled engine does not, it's not for the reasons you may think.

When you have your engine overhauled by Nicholson McLaren Aviation or another reputable Engine overhaul shop, that engine will retain most of its original parts, as well as its original serial number, data plate, and engine logbook. The overhauled engine you get back is legally the same engine you sent in, all cleaned up with lots of new parts.

On the other hand, when TCM or Lycoming receives a runout core from a customer, that engine loses its identity. The data plate is removed and destroyed. So are the logbooks. The case halves are cleaned up, inspected, and added to a big pile of reusable case halves. The crankshaft is cleaned up, inspected, and added to a big stack of reusable cranks. The same is true of camshafts, Connecting rods, accessory gears, oil pump gears and so on. Those reusable parts become "anonymous" because they're no longer associated with any particular engine serial number.

Now, when TCM or Lycoming builds up a factory rebuilt engine (referred to as a "factory remanufactured"), it pulls some "anonymous" case halves from one pile, an "anonymous" crankshaft from another pile, and so on. When the engine is completely assembled, it gets a new data plate, a new serial number, and a new logbook.

The logbook starts out at zero time-in-service, GREAT!! But why zero? Because there's no other reasonable figure to put in the logbook. The Crankcase case halves are certainly not zero-time, but there's no record of how much time they've accrued. The crankshaft may not be new, but there's no record of how much time is on the crank, either. And so on.

In short, the "zero-time" logbook that comes with a factory rebuilt engine in no way implies that the engine is "newer" or "better" than a Nicholson McLaren Aviation or another reputable Engine overhaul shop. All it implies is that the reused components in the engine are of unknown heritage...nobody knows how long they were in service prior to the time then were cleaned up, inspected, and reused in your engine!

When you have an engine overhauled by Nicholson McLaren, you will receive your existing engine back that has been carefully overhauled back to TSO 00:00 Hrs by one of our fully experienced engineers know the full origin of your engine and components.

\* Data is taken from both factual and documented findings of field overhauled engines. This does not represent a certain shop. All points outlined above should be questioned to your preferred engine shop prior to work commencement.