Service Information No. 05 / 06

Date: 06.02.2006

Inspection of Actuator for Correct Calibration (Zero Position) and Stop Position of Fuel Rack Linkage

VM32 / VM32C / VM43

Within the scope of a continuous improvement and product development project Caterpillar Motoren determined that de-calibration of an actuator had occurred on one of our engines in operation. As a result, we are recommending an inspection of all actuators for the above-mentioned engine types.

The inspection should be carried out as follows:

> Directly on the actuator output shaft there is a scale with a range of 1 - 10 corresponding to 0-100% actuator travel. In the following travel is always referred to as a percentage value.

Check:

1. Stop the engine

   The actuator output shaft must immediately return to 0% (zero stop). During rundown of the engine permanently watch the actuator shaft. It must remain at zero position until complete standstill. Even a slight, temporary deviation from zero position is inadmissible.

   This check requires two people.
   One to continuously watch the position of the output shaft at the scale and the other to actuate a normal stop (not an emergency stop). Furthermore, this person is to check - by quickly pressing on one of the fuel pump linkage levers - that the air stop cylinders of the fuel pumps are **not** activated.

2. Check stop fuel rack position

   This check must be carried out on each individual fuel pump. The highest allowable fuel rack position reading is zero. On average, minus two (-2) should be reached.

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Please confirm the a.m. inspection in writing and send your confirmation and the results you obtained to the following e-mail address or fax No. of the Marine Customer Service.

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