## **Service Information**

Caterpillar Motoren GmbH & Co. KG product support information for medium-speed engines

Engine platform: all, except M20 Engine section: operating manual Engine type: all Validity: until further notice

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Information for all recipients of Service Information

Action: for your information

## Translation error in the engine operating manual in the English version

Our engine operating manuals are continuously maintained. In order to comply with current industry standards, the general design was significantly changed a few years ago. In the course of this change, a translation error occurred in the English translation in the chapter "Barring Device".

In the description of how to activate the barring device, it says that this is only possible when the engine is idling. This is of course wrong and can cause damage to the system.

The correct English translation is:

The output pinion is laterally adjustable and can, with the aid of an engaging lever, be engaged in the gear ring on the flywheel **when the engine is at standstill.** 

We apologize for this mistake.

Please note that the chapter "Barring Device" is used in operating manuals of different engine types, therefore the number of the corresponding chapter may be different, and the attached document does not refer to one chapter number. Please have the corresponding "Barring Device" pages exchanged / added in your engine manuals.







## **Barring Device** 5 2 1 $\bigcirc$ 7 6 8

Barring device

- 1 Reduction gear
- 2 Engaging lever
- 3 Air/electric motor
- 4 Locking lever

- 5 Gear ring on the flywheel
- 6 Flywheel
- 7 Limit switch
- 8 Hand wheel for rotating the gear



The barring device (Fig. 3-28) is fitted to the engine block at the driving end and used for the slow and precise turning (barring) of the crankshaft for maintenance, assembly, and measurement tasks.

An air or electric motor (Fig. 3-28/3) drives an output pinion via a reduction gear (Fig. 3-28/1) consisting of a self-locking helical gear and spur gear speed.

The output pinion is laterally adjustable and can, with the aid of an engaging lever (Fig. 3-28/2), be engaged in the gear ring (Fig. 3-28/5) on the flywheel (Fig. 3-28/6) (see chapter 3.2.5 Crankshaft) when the engine is at standstill.

A limit switch (Fig. 3-28/7) detects the position of the lever and generates a start interlock in the engine control system as soon as the lever has left the "disengaged" end position. A locking lever (Fig. 3-28/4) prevents unintentional actuation of the engaging lever.

The hand wheel (Fig. 3-28/8) on the drive motor shaft of the barring device is used to manually rotate the laterally adjustable output pinion to a position suitable for engagement.

Due to the self-locking helical gear, the engaged barring device can also be used for locking the engine.

A limit switch (Fig. 3-28/7) detects the position of the lever at the "disengaged" end position and cancels a start interlock in the engine control system, see also **Engine Documentation**, **part 2 "Maintenance"**, **Job Card A5.05.12.08.01.nn**.