

Engine type: M 32
Subject: big end bearing

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Reduction in big end bearing variants

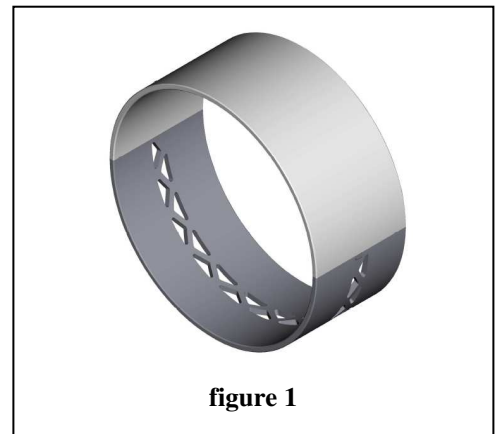
To keep the spare parts variety low the big-end bearings var.-25 and var.-33 are no longer kept in stock and will be replaced by var.-38.

The big-end bearing var.-38 is a bearing in grid technology.

Benefits of Big-End Bearing Var. -38

A bearing in grid-technology (oil grooves in triangular form; see figure 1) offers the following benefits:

1. **Prevention of cam wear**
2. **No cavitation**
3. **No impact overload**
4. **No lubricating oil pressure fluctuations**
5. **Optimal lubricating oil flow rate for piston cooling**
6. **Optimal spreading of the load bearing capacity in the main load area**
7. **Increase of fatigue strength**
8. **General higher reliability**



Notes:

The variant of the big end bearing can be identified by the last two digits of the bearing marking (e.g. 9 282038 corresponds to variant – 38).

On principle, the retrofit to the big-end bearing var.-38 should be effected on all cylinders at the same time in one engine.

Mixed operation must be avoided in older engines (danger of cavitation).

From engine number 38220 the engines are equipped with ventilated big-end bolt systems (big-end bolt catalogue No. 9.2810.-104, washer catalogue No. 9.2810-113 and ventilated round nut catalogue No. 9.2810-055). In these cases also a mixed operation is admissible.

Regarding engines with higher operating hours (> 30.000) the crank pin should be polished before installing big-end bearing var.-38.

In case of questions please contact your local MaK service representative.

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