

Date: September 02, 2015
green
Subject: Big end bearing
Engine type: M32, M32C, VM 32C

Caterpillar confidential:

Availability and selection of big end bearing variants

With service information 0003 M32 of March 5, 2012, we informed that bearing variant -25 would no longer be supplied, because variant -38 offers several technical advantages. The big-end bearing var.-38 is a bearing in grid technology. The big-end bearing variant -25 is of the "classic" design with an oil groove in the lower bearing shell and round oil bores. A continuous demand for variant -25 has, however, led us to offer this variant again. As of June 1st, 2015, big end bearings of variant -25 can be purchased through authorized MaK dealerships again, certain lead times should be expected, though.

Benefits of Big-End Bearing Var. -38:
A bearing in grid-technology (oil grooves in triangular form; see figure 1) offers several technical advantages, which is why we generally recommend this variant.

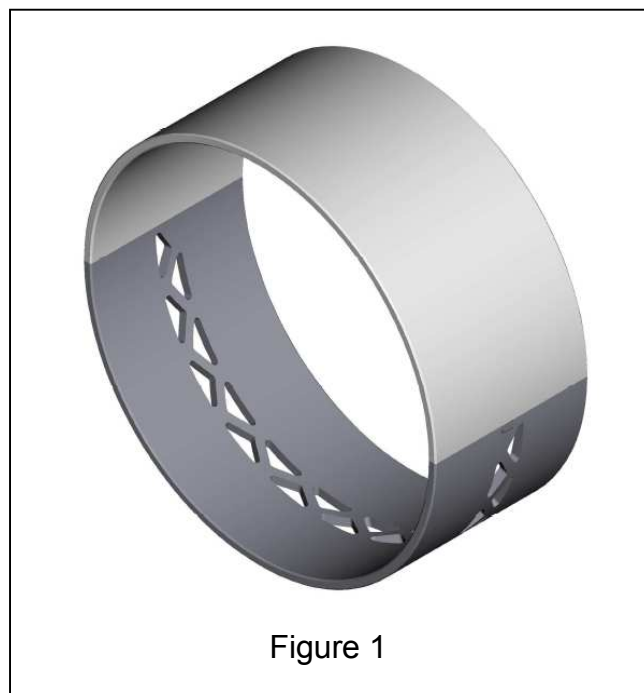


Figure 1

Please note that when performing an exchange of big-end bearings, we urgently recommend inspecting the crank pins and the dismantled bearings for wear. In case significant and/or uneven wear is found, the crank pins must be treated appropriately. Otherwise, high uneven loads can occur on a new bearing and therewith the risk of an early failure, regardless of the bearing variant installed. In general, the presence of significant high/uneven wear indicates challenging operating conditions in which case we recommend installing variant -38.

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We would like to make you aware of some restrictions and recommendations, which should be taken into account when selecting a bearing variant for exchange.

- If you have already installed bearings in grid-technology (oil grooves in triangular form; see figure 1) we strongly recommend NOT switching back to the “classic” design.
- In case where all big end bearings of an engine are exchanged at the same occasion, bearings of variant -38 should be preferred
- Mixed operation of different big end bearing designs (“classic” and grid on one engine) is possible with ventilated big end bearing bolts only. Engines with serial number 38220 and higher were originally equipped with such ventilated bolts.

For further information about the best option for your particular installation, support with the interpretation of wear patterns on crank pins and bearings and any other questions concerning this subject, please contact your servicing MaK dealer.