Service Information

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

Engine platform: M32 Engine section: Crankshaft Engine type: 9M32 / 9M32C Validity: until further notice

No. 0009M32 • Issue 1; April 16, 2019

Action: at next opportunity

Information for all engine owners / managers

Crankshaft issues on 9M32 / 9M32C

With Service Information No. 0001M32 we informed about occasionally reported cracks in crankshafts on 9M32 engines after long operating hours. Since the publication of this service information, further investigations took place and it was found that such cracks can be initiated by fretting marks on the counterweight contact surfaces on the crankshaft. Countermeasures were taken for the serial production and check and rework procedures for crankshafts in the field were developed and validated. The crankshaft rework procedure contains new modified parts and is available as a package for a fixed price. This package contains parts and labor for the required check and rework. Travel and accommodation expenses are not included and will be charged separately.

Please note that there is a risk of severe damage to crankshaft whenever a crack the remains undetected over a longer period of time. The risk of injury for engine room personnel caused by a crankshaft damage is very low. Nevertheless, as a general precaution, personnel should avoid staying next to the engine unless required.

As only certain variants of 9M32 crankshaft are potentially affected, we recommend checking your 9M32 / 9M32C engine for the installed crankshaft variant first. The respective marking can be found on a crank web (see figure 1+2; the variants are marked with a red circle). In case a crankshaft of variant -02, -03 or -04 is installed, please contact your local MaK Service Representative and ask for an offer for a crankshaft check to avoid potentially significant unplanned engine downtime caused by a damaged crankshaft.

Please note that this check cannot be carried out on crankshafts that were heat-treated in the field or have journals with more than 3 mm undersize. These kinds of crankshaft repair work are not approved by Caterpillar Motoren and performance and durability of such crankshafts cannot be predicted.

Figure 1



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