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Subject: Fuel Cam Follower

Engine type: **M 43 C**
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M 43 C Fuel Cam Follower

There have been isolated cases of irregularities regarding the operating behaviour of the fuel cam follower roller after long operating periods. In these instances the bearing bush in the roller was observed to have moved. In individual cases this may cause contact marks on the roller and, as a consequence, damage to the fuel cam follower.

As a long-term consequence the roller may become blocked subsequently causing surface damage to the fuel cam.

For this reason we would like to ask you to shorten the component inspection interval (**see engine operating instructions, chapter A5.05.02.01.01.00**) for the camshaft area from 3,750 operating hours to 1,000 operating hours for the time being.

For this purpose, please carry out the following inspections:

1. **Visual inspection** of fuel cam and roller for unusual marks: This does not refer to the circumferential marks described in Service Info 03-05 "Running Patterns of Rollers and Cams". Please check the roller for grinding marks and/or material transfer from the roller to the fuel cam (see Figure 1).
2. **Check the clearance** between roller and fuel cam follower. Please proceed as follows: Turn the crankshaft until the roller is on the base circle of the fuel cam. Then push the roller to the left by means of a suitable tool until it contacts the cam follower. Measure the clearance between roller and cam follower on the right-hand side by means of a feeler gauge. Now push the roller to the right until contact is reached and measure the clearance on the left-hand side. The clearance between roller and cam follower should be within a range of 0.5 - 0.8 mm each time.
3. **Visual inspection** to determine if the bronze-coloured bush of the roller is visible (see Figure 2). If the roller is in proper condition, the bush should not be visible.

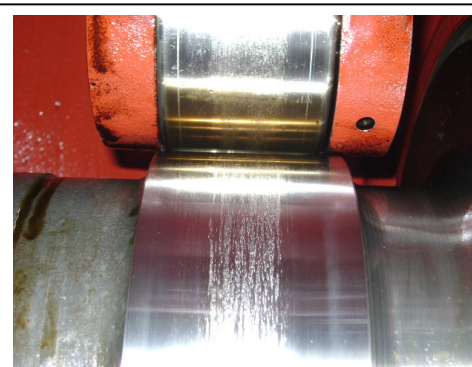


Figure 1

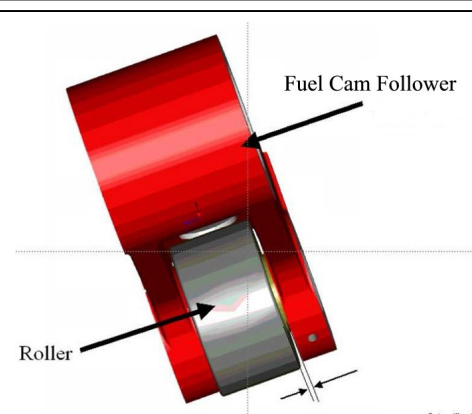


Figure 2

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If you identify

- any unusual marks during the visual inspection of the fuel cam and the roller (1)
- or a clearance (2) in excess of 0.8 mm when carrying out the measurement
- or a difference in excess of 0.2 mm between the values on both sides when measuring the clearance (2)
- or if you can see the bush when carrying out visual inspection (3)

please contact your MaK agency as soon as possible in order to have the findings confirmed and a repair carried out if required. If this cannot be done within a short timeframe, the engine can continue to operate. In this case the affected assembly should be inspected in each port and the trend should be documented. Latest, however, if material crumbling occurs on roller, bush or cam, the assembly needs to be promptly replaced.