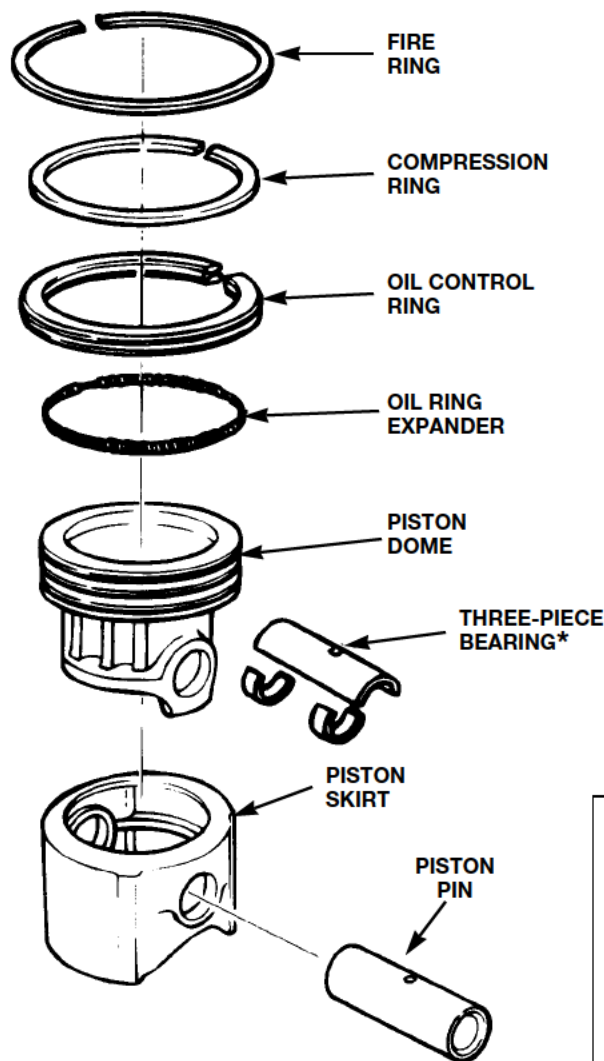




Installation Instructions

18SP374—Piston Ring Installation – Crosshead Pistons on Series 50® and Series 60® Diesel-Fueled Engines



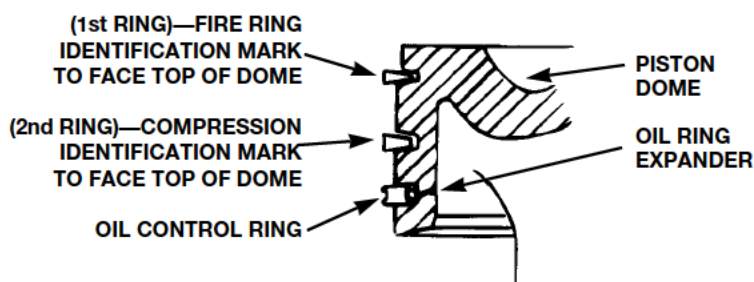
NOTICE:

The EPA requirements shown on page 2 *must* be followed to ensure the engine maintains required certification.

NOTICE:

Older style piston domes (23504944 and 23505483) and skirts (8929848) on Series 50® and Series 60® diesel-fueled engines are not compatible with current style domes and skirts and must not be mixed in the same cylinder. Current style parts *must* be used together. Mixing older style with current style domes or skirts may cause excessive lube oil consumption or increase piston dome operating temperature.

Replacing an older style dome and skirt with a current style dome and skirt has no effect on engine balance and does not require changing out the remaining cylinders.



Piston Ring/Expander Installation

NOTICE:

Detroit Diesel Corporation, in cooperation with the Environmental Protection Agency of the United States requires that all qualifying Series 60 diesel-fueled engines built between 1994 and 1998 which undergo an overhaul, repair or reconditioning within the United States adhere to the Low NOx Rebuild Program Requirements. These requirements state that all Series 60 engine rebuilds **must** fully comply if the rebuild activity includes the repair or reconditioning of **four** or more cylinders or the repair or reconditioning of a major cylinder kit component in **four** or more cylinders which have accumulated more than 290,000 miles. The rebuild must fully comply if **all** major cylinder components are repaired or reconditioned that have accumulated less than 290,000 miles. (A major cylinder component means a piston assembly, cylinder liner, connecting rod or piston ring set.) Please contact a Detroit Diesel affiliated dealer or distributor for further information.

DDC has made available Low NOx Rebuild kits for engine rebuilds which qualify for the Low NOx Rebuild Program. DDC's rebuild kit principally entails the reprogramming of the engine's electronic control module (ECM). DDC has authorized its dealer and distributor network to provide the ECM reprogramming to **all** Series 60 engine owners at no added cost. However, engine owners are responsible for the normal costs associated with the engine repair, including parts, labor, and any costs normally incurred as part of an engine rating upgrade.

Once available, a Low NOx Rebuild engine rating *must* be used whenever one of the applicable engines is rebuilt. Failure to program a Low NOx Rebuild rating, or removal of a Low NOx Rebuild calibration once installed, may according to EPA constitute tampering under Section 203(a)(3) of the Clean Air Act. Section 205 of the Clean Air Act provides for a maximum civil penalty of \$27,500 for any manufacturer or dealer and \$2,750 for any person who violates Section 203(a)(3). The US EPA may consider each engine involved as a separate violation of the Act.

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