


[Previous Screen](#)

< Product: GENERATOR SET  
 Model: 3612 GENERATOR SET 9RC  
 Configuration: 3612 GENERATOR,INDUSTRIAL,LOCOMOTIVE AND MARINE  
 JANUARY 1998 TO CURRENT 9RC00001-UP

## Engine News

**2010/01/21**
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i03823750

# An Improved Lifter Assembly Is Available for C280 and 3600 Engines That Operate in Low Load Applications {1209, 1210}

**SMCS - 1209; 1210**

### Engine:

**3606 (S/N: 8RB1-UP)**
**3608 (S/N: 6MC1-UP)**
**3612 (S/N: 9RC1-UP)**

### Marine Engine:

**C280-12 (S/N: TSJ1-UP; RDW1-UP)**
**C280-6 (S/N: SCB1-UP; LDL1-UP)**
**C280-8 (S/N: PKA1-UP; NDT1-UP)**

Engine News SEBD9557, 09 August 2008, "An Improved Lifter Assembly Is Used". Disregard this article. Refer to the article that follows.

In vessels such as harbor tugs or anchor handlers that operate at low loads with cyclical loading conditions, the surface of the camshaft at the center of the camshaft lobes for the inlet valves and for the exhaust valves begin to spall on the down ramp. Extended oil change intervals can also contribute to the spalling of the camshaft.

The new valve lifter assembly has an improved roller with a coated surface in order to resist spalling between the camshaft and the lifter assembly.

For engines for low load applications that are already delivered to the customer, the new 284-1433 Valve Lifter As is available.

When ordering new engines for low load operations, new valve lifter assemblies and bimetallic cylinder liners can be ordered from the price list using the following:

- TUG1003 for 6 cylinder engines
- TUG1004 for 8 cylinder engines
- TUG1005 for 12 cylinder engines

These feature codes require the use of a Caterpillar or a customer supplied lube oil heater when the

engine is not in operation.

For 16 cylinder engines, this option is currently available through a request for Design to Order (DTO).



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Illustration 1 g01618575  
Spalling on the downward side of the camshaft lobe

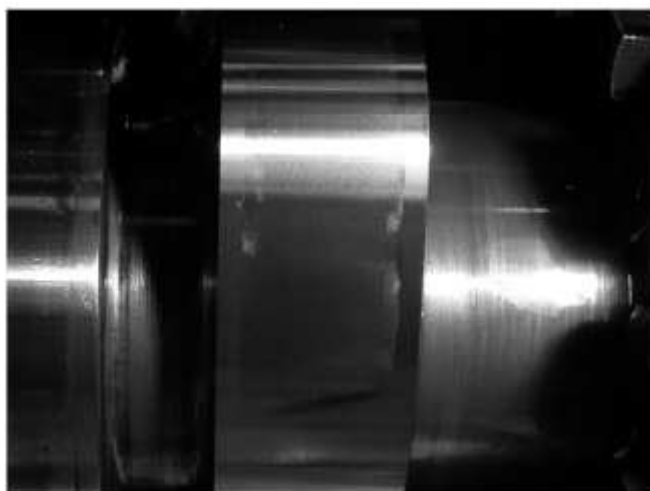


Illustration 2

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Example of the surface of the camshaft with new coated 284-1433 Valve Lifter As

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