

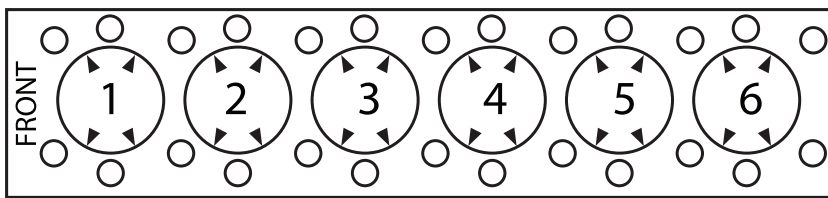
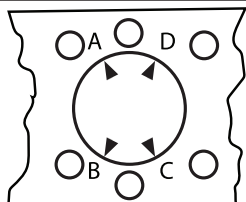
Meter (Mi/KM) _____

Date _____

Hours _____

VIN/Truck Serial Number _____

Engine Serial Number _____



Liner Protrusion Measurements
Identify Block Machine Process

MAX Variation Each Cylinder
Max 0.051 mm (0.002 in)

MAX Variation of AVG Between Adjacent Liners
Max 0.051 mm (0.002 in)

_____ A or B
A) Counterbore With Shims (In-Frame Process)
Max 0.1500 mm (0.0060 in)
Min 0.0889 mm (0.0035 in)

B) Machined Top Deck (With Insert)
(Out of Frame Process)
Max 0.0150 mm (0.006 in)
Min 0.025 mm (0.001 in)

| | |
|-----------|--|
| 1A | |
| 1B | |
| 1C | |
| 1D | |
| Sum Cyl 1 | |
| Avg Cyl 1 | |
| 2A | |
| 2B | |
| 2C | |
| 2D | |
| Sum Cyl 2 | |
| Avg Cyl 2 | |
| 3A | |
| 3B | |
| 3C | |
| 3D | |
| Sum Cyl 3 | |
| Avg Cyl 3 | |
| 4A | |
| 4B | |
| 4C | |
| 4D | |
| Sum Cyl 4 | |
| Avg Cyl 4 | |
| 5A | |
| 5B | |
| 5C | |
| 5D | |
| Sum Cyl 5 | |
| Avg Cyl 5 | |
| 6A | |
| 6B | |
| 6C | |
| 6D | |
| Sum Cyl 6 | |
| Avg Cyl 6 | |

| | |
|-----------|--|
| Max 1A-1D | |
| Min 1A-1D | |
| Variation | |
| Max 2A-2D | |
| Min 2A-2D | |
| Variation | |
| Max 3A-3D | |
| Min 3A-3D | |
| Variation | |
| Max 4A-4D | |
| Min 4A-4D | |
| Variation | |
| Max 5A-5D | |
| Min 5A-5D | |
| Variation | |
| Max 6A-6D | |
| Min 6A-6D | |
| Variation | |

| | |
|--------------------|--|
| AVG Liner 1 | |
| AVG Liner 2 | |
| Variation | |
| AVG Liner 2 | |
| AVG Liner 3 | |
| Variation | |
| AVG Liner 3 | |
| AVG Liner 4 | |
| Variation | |
| AVG Liner 4 | |
| AVG Liner 5 | |
| Variation | |
| AVG Liner 5 | |
| AVG Liner 6 | |
| Variation | |
| Max. AVG. 1-5 Min. | |
| AVG. 1-6 | |
| Variations | |

Cylinder Block Flatness

The flatness of the top deck must be within tolerance for the entire surface
Max .05 mm (0.002 in) over any 150mm (6.000 in) span.

| | |
|--|--|
| Max Variation in any 6" span - Cross Angle 1 | |
| Max Variation in any 6" span - Cross Angle 2 | |
| Max Variation in any 6" span - Horiz A | |
| Max Variation in any 6" span - Cross Horiz B | |

