



(Also applies to Mack Trucks Australia for MP8 Engines)

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Camshaft Wear Inspection

MP7, MP8, MP10

SB213057, Camshaft Wear Inspection

(July 2008)

This service bulletin provides camshaft inspection criteria for MACK MP7, MP8 and MP10 engines. The photographs that follow illustrate acceptable and unacceptable cam lobe wear.

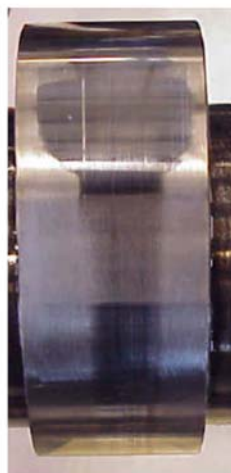
NOTE

Unevenness can develop on cam lobe surfaces during normal engine operation. This does **NOT** mean the camshaft must be changed.

NOTE

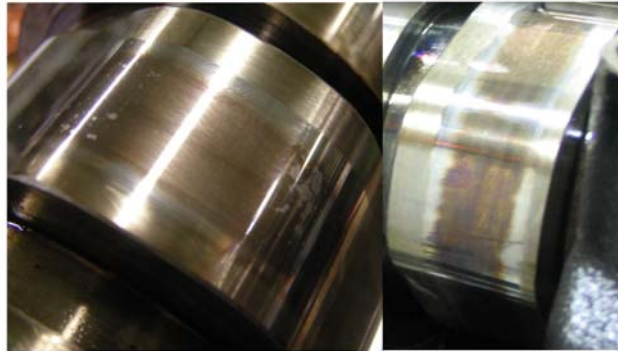
Use the applicable engine turning tool (tool Nos. 9996956 for MP7 engines or 88800014 for MP8 and MP10 engines) to rotate the engine so that the entire circumference of the cam lobes can be inspected.

The following two figures show examples of scoring that will **NOT** affect engine operation. Camshafts with this type of scoring do **NOT** need to be changed.



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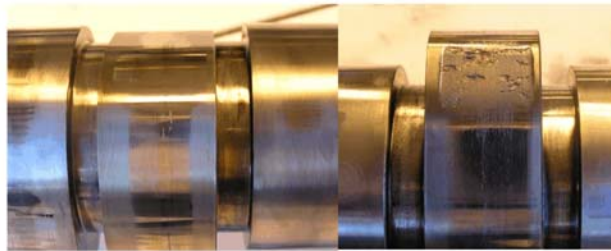
Figure 1 — Acceptable Unit Injector Lobe Wear, Showing Only a Change in Coloration of the Lobes



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Figure 2 — Acceptable Inlet, Exhaust and Brake Lobe Wear, Showing Only a Change in Coloration of the Lobes

The following two figures show examples of a camshaft with material damage (several millimeters of damage which can be felt with the fingernail). Camshafts showing this type of damage should **NOT** be reused, and rocker arms at the locations of the damaged cam lobes **MUST** be replaced.



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Figure 3 — Unacceptable Unit Injector Lobe Wear



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Figure 4 — Unacceptable Inlet, Exhaust and Brake Lobe Wear