

ENGINE INSPECTION SHEET

Unit Number: **DAKX 1001**
 Date: **4/20/2016**
 Inspector: **R.Dickson**

Type Engine: **12-567-BC**
 Serial No. **65-H3-1130**
 Type Injectors: **5229295**

No.	Lead Reading	RE-lead	Lead difference	Piston Cond.	Liner Cond.	#1 Ring Land	Ring Cond.	Piston skirt	Remarks / Corrections made
1	.059 - .059	NA	0.000	Dry carbon	Smooth Chr	0.012	Type 1	Smooth	
2	.043 - .046	NA	0.003	Dry carbon	Smooth Chr	0.017	Type 1	Smooth	
3	.041 - .043	NA	0.002	Dry carbon	Smooth Chr	0.010	Type 1	Smooth	
4	.048 - .050	NA	0.002	Dry carbon	Smooth Chr	0.051	Type 1	Smooth	Large gap on ring land.
5	.046 - .052	NA	0.004	Dry carbon	Smooth Chr	0.010	Type 1	Smooth	
6	.049 - .052	NA	0.003	Dry carbon	Smooth Chr	0.010	Type 1	Smooth	
7	.061 - .061	NA	0.000	Dry carbon	Smooth Chr	0.025	Type 1	Smooth	
8	.055 - .061	NA	0.006	Dry carbon	Smooth Chr	0.011	Type 1	Smooth	
9	.046 - .047	NA	0.001	Dry carbon	Smooth Chr	0.010	Type 1	Smooth	
10	.053 - .054	NA	0.001	Dry carbon	Smooth Chr	0.020	Type 1	Smooth	
11	.045 - .046	NA	0.001	Dry carbon	Smooth Chr	0.010	Type 1	Smooth	
12	.048 - .049	NA	0.001	Dry carbon	Smooth Chr	0.010	Type 1	Smooth	
13									
14									
15									
16									
	.068 max new		0.005 EMD 0.009 S.Line			Turbo units only .012 max new	Type 0, 1, 2, 2A 3, 4		

NOTES:

Type 0
(New)

Type 1
(80% grvs)

Type 2
(Faint grvs)

Type 2A
(Smooth Chr)

Type 3
(Chr in Cast)

Type 4
(No chrome)

Abbreviations:

- B = Broken
- C = Carbon
- D = Dry
- M = Missing
- O = Oily
- P = Port Streaking
- R = Rust
- S = Smooth
- W = Water
- X = Chrosshatching
- Y = Scuffing
- Z = Scratch