

How far in the top end would you...



[Brandon Rubert](#) 5 posts since Dec 16, 2017

How far in the top end would you inspect, and what would you replace if you had one spun con rod bearing at the same time as a low 2318rpm overspeed fault, Sep 18, 2020 4:25 PM

#DD15 single

spun con rod

- ([3AKJHHDR8KSKH3282](#)) [9-18-2020 0703.08.DrumrollLog](#) 191.4 KB



[Jon Cecil](#) 790 posts since Nov 25, 2014

Re: How far in the top end would you inspect, and what would you replace if you had one spun con rod bearing at the same time as a low 2318rpm overspeed fault, Sep 18, 2020 5:58 PM

I'm assuming the spun rod bearing was found on #2 since a code logged for idle smoothness control.

Assuming there was material from the bearing removed to cause incomplete combustion to cause the code, I would definitely inspect for valve to piston contact. Performing the cylinder leakage test would help determine if the valves are sealing but if there is liner damage, this might not be possible. Looking at the top of the piston for an indication of the valve contacting it would probably be the best option. Should be able to use a bore scope with a small enough camera to inspect the top of the piston with removing the injector. The camshaft lobes shouldn't spin at the RPM but would replace them since there was the overspeed code.



[Jesse Gutierrez](#) 404 posts since Mar 5, 2017

Re: How far in the top end would you inspect, and what would you replace if you had one spun con rod bearing at the same time as a low 2318rpm overspeed fault, Sep 21, 2020 2:02 PM

Spot on, you also have to consider that a rod losing bearing material on one side, caused excessive clearance and more than likely allowed valve to piston contact. Just encountered this on a dd13, lost the lower bearing after spinning and allowed the piston to make contact with the valve on that cylinder pack



[Steve Reppard](#) 92 posts since Jun 29, 2020

Re: How far in the top end would you inspect, and what would you replace if you had one spun con rod bearing at the same time as a low 2318rpm overspeed fault, Sep 22, 2020 5:41 PM

Well spun rod bearing requires replacing rod, so you will have the head off. Inspect valvetrain, cylinder kits and head sealing surfaces while apart. Overspeed at 2300 will not spin cam lobes so no need to look into that but make sure you inspect anything you touch IMO. If this engine is ghg14 or even ghg17 with high mileage/hours I would replace cylinder head for recessed valves- you already have the head off.