



EVERY PART. GENUINE.



RECON[®] DISTRIBUTOR HEAVY DUTY ENGINE HANDBOOK MARCH 2008



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Heavy Duty

INTRODUCTION TAB



Important Information

When Should a Cummins ReCon® Engine Be Considered?

1. When equipment duty cycle dictates the need for a complete engine out-of-frame overhaul to assure maximum reliability durability and performance.
2. When extensive block repair or replacement is required or when crankshaft or camshaft replacement is required.
3. When revenue loss from equipment down time needs to be minimized.
4. When resale value is important to your customer.
5. When nationwide warranty protection is important to your customer.
6. When glider applications are being considered.
7. When nationwide warranty protection is important to your customer.

The Cummins ReCon® engine is regarded in the marketplace as the high quality option to an out-of-frame overhaul. Present the Cummins ReCon® engine program to your customers with confidence. And with the ReCon® remanufactured option your distributorship/dealership can avoid the warranty exposure of doing in-house out-of-frame overhauls.

Cummins ReCon® Engine Key Selling Points

1. Remanufactured to latest Cummins specifications for improved performance and fuel economy
2. Assembled in a same plant as new Cummins engines
3. 100% Genuine Cummins new or ReCon parts for highest quality and durability
4. Every engine is tested at the plant before shipping.
5. Low cost or no cost uprates for more horsepower and later Cummins engine technology.
6. No-hassle engine core acceptance based on a simple visual inspection with no disassembly and no surprise billbacks.
7. Fast turnaround gets your customers back on the job faster and frees your service bays from costly machine shop delays.
8. The best warranty in the business backed by the largest and best independent service network in the world—Cummins.



Important Information

Heavy Duty Glider Engines

Many Cummins ReCon N Series and L10/M11 Engines are also available for exchange or outright purchase as a "Glider-Spec" package. Additional N Series parts include the fan hub bracket, flywheel housing, fuel filter assembly, water filter, corrosion resistor, hand hole cover with dipstick tube and fitting, and front mount support. Additional L10/M11 parts include flywheel, hand hole cover, dipstick and alternator bracket. On standard or common automotive applications the exchange price will

be increased by the following amounts.

L10/M11	\$650
NH/NT	\$750
N14	\$1000
ISX	\$650

Engine cores turned in against "Glider-Spec" engine orders should include the additional parts. Contact your salesperson for details.

** Price is subject to change without notice.*

Application Parts

Application parts that make the engine application unique are not included on Cummins ReCon exchange engine models except where noted. Parts such as these are easily transferred from the core.

- Fan
- Fan hub and bracket
- Breathers (air compressor, governor and crankcase)
- Water outlet connection
- Corrosion resistor (included on C Series engines)

- Hand hole cover (except when used for turbo drain)
- Oil filler tube and cap
- Fuel filter and bracket (included on NBCIV, 88NT, B & C Series engines)
- Throttle lever
- Belts
- Electrics system (starters & Alternators)
- Dipstick and tube
- Flywheel and housings (flywheel housing is included on L10/M11 engines and NT gliders)

Optional Parts

Cummins will build your engine with optional parts such as Fan Hubs, Engine Brakes, PT Pacer, Prelub™ Electric Systems, Genuine Cummins Chrome Parts, and the new Centinel product from Cummins.

A ReCon engine equipped with a PT Pacer does not include wiring harness and sensor. Contact your salesperson for lead times and details.

Cummins ReCon Immediate Ship Program

When a ReCon engine is required immediately and you do not have the needed model in stock, Cummins will ship any ReCon engine in stock at the Memphis Distribution Center (MDC) via common carrier to any location within a distributor's territory (Alaska and Hawaii not

included). Pricing for this service* is: \$275 for N Series, L10/M11, C engines; \$225 for 4B and 6B engines. All short and long blocks, service blocks and block kits \$225.

**Pricing subject to change without notice.*