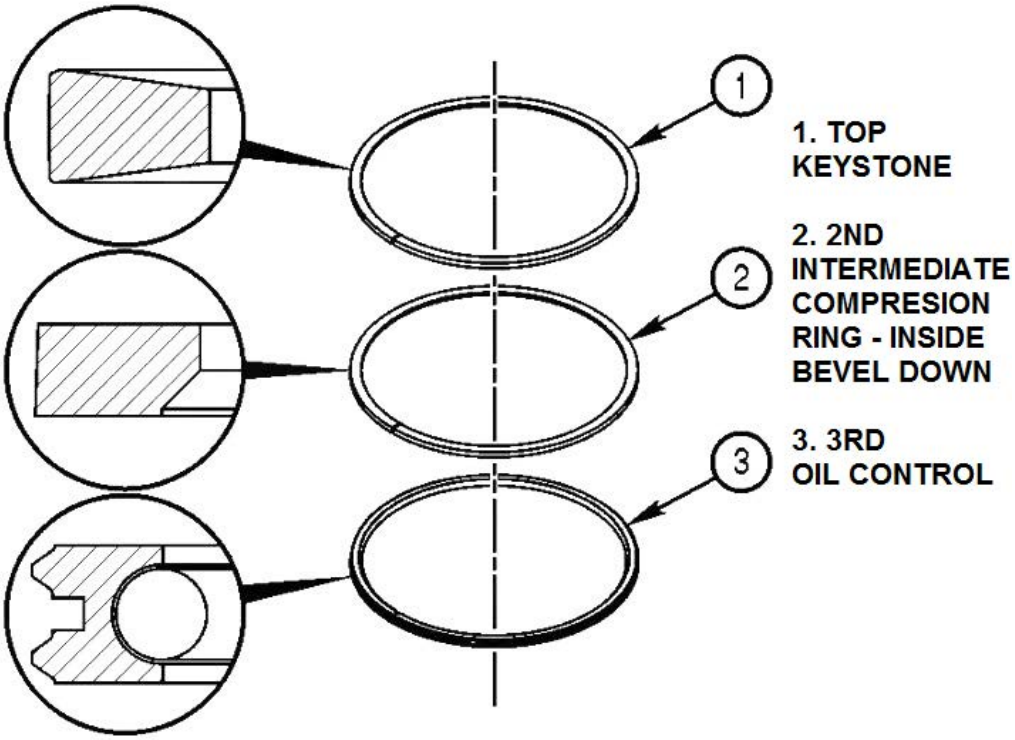
Piston Ring Clarification on Cummins 4.5 & 6.7L B Series Diesel Engines

The AERA Technical Committee offers the following information regarding piston ring clarification on Cummins 4.5 & 6.7L, B Series diesel engines. Two different intermediate piston ring designs are used in these engines and the specific use depends upon the engine serial number.

The type of piston ring can be identified by the type of coating applied to the ring face.

- The chrome faced intermediate piston ring will have a bare metal appearance.
- The phosphate coated intermediate piston ring will have a black appearance.



The piston ring end gap for the two different design intermediate piston rings is unique to its design and varies from each other. Refer to the chart below to determine the specifications to use when checking piston ring end gap for these engines. It should also be noted that the intermediate rings' inside bevel faces down from the top of the piston when correctly installed.

4.5L and 6.7L Engines Ring Gap

Location	End Gap Specification	
	Minimum	Maximum
Top	.012” (.300 MM)	.018” (.460 MM)
Phosphate Coated Intermediate	.032” (.820 MM)	.047” (1.180 MM)
Chrome Faced Intermediate	.021” (.520 MM)	.034” (.880 MM)
Oil	.010” (.220 MM)	.023” (.580 MM)