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The CAT 3116 diesel engine for marine applications requires different maintenance depending on usage measured in hours. Another similarity between the two engines is the absence of a wet-sleeve design, which makes them both harder to repair and rebuild than competitor diesel engines. They differed in the vehicles that they powered. 3116 & 3216 Engine Specs Engine variations Production Years Horsepower Torque CAT 3126 CAT 3126 BCAT 3126 E 1997 to 1998 1998 to 2001 2002 to 2004 Minimum: 175 hp @ 2400 RPM Maximum: 300 hp @ 2200 RPM Minimum: 420 lb-ft @ 1440 RPM Maximum: 860 lb-ft @ 1440 RPM CAT 3116 & CAT 3216 Transmissions The CAT 3126 diesel engine was paired with Allison generation 3 transmissions, either the 2000 series or 3000 series. Mechanics report sometimes transmissions are swapped with Eaton transmission models in the aftermarket. The CAT 3116 diesel engine for marine applications was paired with the MG5050 with variable-speed gear ratios. It's recommended that vehicle owners check valves as part of a routine maintenance schedule. Other common issues - Mechanics list other issues associated with the CAT diesel engine, including cracked cylinder heads (mostly CAT 3116 models), crankshaft failures, over fueling, lack of oil pressure and scored pistons/liners. That kind of engine life expectancy is considered low range when compared with competitor diesel engines. For the same reasons, production for the CAT 3116/3126 diesel engine series lasted only a few years. The engine was available in 8 different horsepower ratings (from 210 to 360 hp), as well as various torque ratings (520 to 925 lb-ft). The two engines shared the same engine block design, but only the CAT 3116 reportedly had issues of cracked engine blocks resulting from high stress to powerboats. Due to the shorter production years of both engines, aftermarket components tend to be scarcer and more expensive to repair. Mechanics list other issues associated with the CAT diesel engines, including cracked cylinder heads (mostly CAT 3116 models), crankshaft failures, over-fueling, lack of oil pressure, and scored pistons/liners. The first variant, called the CAT 3126B, was introduced in 1998 with an improved HEUI system and new fuel injectors to achieve higher horsepower and torque ratings. The Navistar diesels were designed for heavy-duty vehicles and severe-duty equipment, while the CAT 3116/3126 were more appropriate for medium-duty vehicles and marine applications (mostly CAT 3116). DT466 / DT466E The Navistar International DT466/DT466E/MaxxForce diesel engines were in production long before and after the introduction of CAT 3116/3126 diesel engines. By 2009, Caterpillar no longer wanted to invest money and effort to keep upgrading engines for new low emissions mandates that went into effect in 2010. Feature comparison CAT 3126 diesel engine CAT C7 diesel engine Production years 1997 to 1998 CAT 3126 1998 to 2001 CAT 3126 B 2002 to 2004 CAT 3126 E 2003 - 2009 Horsepower Minimum: 175 hp @ 2400 RPM Maximum: 300 hp @ 2200 RPM Minimum: 210 hp @ 1800 RPM Maximum: 360 hp @ 2200 RPM Torque Minimum: 420 lb-ft @ 1440 RPM Maximum: 860 lb-ft @ 1440 RPM Minimum: 520 lb-ft @ 1800 RPM Maximum: 925 lb-ft @ 2200 RPM CAT 3116 / 3126 vs. However, it had an unfair bad reputation, because it was associated with issues from its parent CAT 3116 diesel engine. Unlike the CAT diesel engines, the Navistar International diesel series includes a wet-sleeve cylinder design, which enhances engine durability and serviceability. Caterpillar introduced the CAT 3126 engine in 1997 as its first electronic mid-range diesel engine. To maintain power with cleaner emissions, both the CAT 3116/3126 and T444E diesel engines were equipped with their own versions of a Hydraulic Electronic Unit Injector system (HEUI). The CAT 3116 diesel engine for marine applications had lower horsepower, and some boats were equipped with twin engines for more power on the water. Engine variations Normal conditions CAT 3126 diesel engine for medium-duty trucks Oil capacity: 22 quarts Engine oil & air filter: 6,000 miles/6 months Fuel filter: 15,000 miles/6 months Engine coolant: 200,000 miles/24 months Transmission fluid & filter: 30,000 miles CAT 3116 & CAT 3126 Common Engine Problems The CAT 3126 diesel engine was adjusted over time to accommodate strict emissions regulations. These automatic transmissions included more sensors and diagnostic capabilities than previous models. All engine versions were basically the same, and they all included a hydraulically activated electronic control injector (HEUI) designed for staged fuel distribution to improve engine combustion and reduce emissions. The two engine variants differed with improvements to electronic components and fuel systems. CAT 3116/3126 vs. New regulation in 2007 dictated the use of Ultra Low Sulfur Diesel (ULSD) for fueling newly produced heavy-duty vehicles and super-duty machinery. Both CAT engine series came with a hydraulically activated electronic control injector (HEUI) designed for staged fuel distribution to improve engine combustion and reduce emissions. It was also used in severe-duty equipment for agriculture, construction, and mining industries. Some mechanics claim the wet-sleeve design also gives DT466-equipped vehicles greater longevity, sometimes 700,000 miles before requiring a major repair or rebuild. Fuel management components within the CAT 3116/3126 diesel engines evolved over time to meet escalating emission reduction regulations in the late 1990s and early 2000s. This article will dive further into the CAT 3116 and CAT 3216 diesel engine including: Engine Overview Engine Specs Towing Capacity Life Expectancy Maintenance Requirements Typically paired transmissions Common engine problems Engine comparisons to the DT466 / DT466E and T444E CAT 3116 & 3216 Diesel Engine Overview The CAT 3126 diesel engine came to market just as regulation went into effect to improve air quality and reduce emissions in the United States, Canada, and other countries. The fastest transmission, the MG507-1, is heavier at 350 pounds. The CAT C7 featured even more electronics and emissions reduction equipment while offering a wider range of horsepower (from 210 hp to 360 hp) and torque capacities. Mechanics report that if properly maintained the CAT 3126 is a very reliable diesel engine. CAT 3116 & 3126 Engine Maintenance Requirements Extra care and high-quality fluids are needed for CAT 3126 diesel engines, especially when operating under heavy-duty conditions (i.e., excessive idling, dusty environments, frequent hauling, and short trips without reaching full operating temperature). Allow the engine to warm up before driving, and let it idle for a few minutes before shutting off to help the turbocharger slow down after being revved up. As air quality regulation increased, Navistar International discontinued the T444E series and replaced it with the all-new 6.0L VT365 to address emissions mandates. The highest horsepower version required an optional dual turbocharger. Even its replacement diesel engine, the CAT C7, lasted only a few production years. The injectors use CAT's pre-injection metering (PRIME) system, which provides a short injection of fuel ahead of the delayed main injection. Feature comparison CAT 3126 diesel engine T444E diesel engine Production years 1997 to 1998 CAT 3126 1998 to 2001 CAT 3126 B 2002 to 2004 CAT 3126 E 1994 to 2004 Horsepower Minimum: 175 hp @ 2400 RPM Maximum: 300 hp @ 2200 RPM Standard: 184 hp @ 2,200 RPM Optional: 238 hp @ 2,300 RPM Torque Minimum: 420 lb-ft @ 1440 RPM Maximum: 860 lb-ft @ 1440 RPM Standard: 460 lb-ft @ 1,400 RPM Optional: 620 lb-ft @ 1,400 RPM Upgraded horsepower and torque were optional for more rigorous towing. The CAT C7 engine included improvements to both HEUI and ACERT systems. The CAT 3116 is a slight variation of the CAT 3126. It is also closely associated with the CAT 3116 diesel engine, which is primarily used in marine applications. The second variant, called the CAT 3126E, was introduced in 2002 as an intermittent diesel engine for meeting even stricter emissions regulations slated for 2004. Valve drops are more common on heavy-duty machines and equipment, due to the engine's rigorous use. The CAT 3126 diesel engine also featured an early version of Advanced Combustion Emissions Reduction Technology (ACERT), which is an air/fuel management system to control emissions. Navistar International had two upgrades (DT466E in 1995 and MaxxForce in 2007) to address the same escalating emissions regulations. Mechanics report the CAT diesel engines had more issues with its componentry, such as HEUI and ACERT system failures. The CAT 3126 is a turbocharged 7.2L inline 6-cylinder diesel engine used to power medium-duty buses, dump trucks, tow trucks, fire trucks, ambulances, and RV motorhomes. Towing with a CAT 3116 or CAT 3216 The CAT 3126 diesel engine was built to accommodate medium-duty vehicles and a maximum tow capacity of 9,000 pounds. This system helped reduce nitrogen oxide (NOx) and noise emissions. To help power a wide range of heavy-duty vehicles, the diesel engine provided original equipment manufacturers (OEMs) with a range of horsepower and torque capacities. T444E The CAT 3116/3126 and Navistar International T444E diesel engines were produced approximately the same years. For Caterpillar to better comply with escalating emissions regulation, the manufacturer released two other versions of the CAT 3126 over seven years of the series production. Hence, they both evolved in response to increased emissions standards in the U.S. and other countries during the late 1990s and early 2000s. Due to their long production run, the DT466/DT466E/MaxxForce engines and components tend to be more plentiful in the aftermarket. Caterpillar eventually replaced the engines with an all-new CAT C7 diesel engine to better meet more rigorous regulations in 2004. Older engines (2002 model year) sometimes have faulty HEUI fuel pumps. Advanced Combustion Emissions Reduction Technology (ACERT) problems - The ACERT system is prone to numerous issues. Many mechanics have reported several issues with the components intended for reduced emissions. Hydraulically activated electronic control injector (HEUI) - If not maintained and lubricated properly, mechanics report the HEUI could develop issues. Feature comparison CAT 3126 diesel engine DT466/DT466E/MaxxForce diesel engines Production years 1997 to 1998 CAT 3126 1998 to 2001 CAT 3126 B 2002 to 2004 CAT 3126 E DT466: 1971 to 1994 DT466E: 1995 to 2007 MaxxForce DT: 2007 to 2015 Horsepower Minimum: 175 hp @ 2400 RPM Maximum: 300 hp @ 2200 RPM Standard: DT466: 250 hp @ 2,400 RPM DT466E: 275 hp @ 2,400 RPM MaxxForce DT: 300 hp @ 2,200 RPM Torque Minimum: 420 lb-ft @ 1440 RPM Maximum: 860 lb-ft @ 1440 RPM Standard: DT466: 660 lb-ft @ 1,600 RPM DT466E: 800 lb-ft @ 1,600 RPM MaxxForce DT: 860 lb-ft @ 1,300 RPM CAT 3116/3126 vs. The wet-sleeve design allows the engines to be rebuilt to factory specifications, sometimes without even removing the engine from the vehicle. The engine blocks were prone to cracking when the engine ran over its red line to level out boats on choppy waves. This CAT 3116 and CAT 3216 diesel engine is a part of our Diesel Engine Guide series to help with buying a school bus for sale. The Navistar International T444E or Power Stroke, is best known for powering Ford Super Duty 250/350 diesel trucks, Ford Excursion sport utility vehicles and E-series vans. In response to the fuel change, Caterpillar upgraded the CAT C7 engine with a new common-rail fuel injector system for pumping different kinds of liquid fuel. Some mechanics recommend plugging in the block heater the night before going out on a winter day. The T444E engine also was part of the bus chassis for Navistar International Type C school buses and other medium-duty vehicles. Mechanics report that the Navistar International T444E has problems starting in cold weather. CAT 3116 & CAT 3216 Diesel Engine Life Expectancy The CAT 3126 and CAT 3116 diesel engines could reach 200,000 miles before requiring a major repair or rebuild. For example, mechanics report clogged diesel particulate filters, as well as clogging of the turbocharger inlet. Valves - Valve drop is an issue reported by mechanics. The CAT 3126E diesel engine featured a rudimentary Advanced Combustion Emissions Reduction Technology (ACERT), which is an air/fuel management system to control emissions. In 2004, Caterpillar ended production of the CAT 3126 and replaced it with the CAT C7 diesel engine. Production for both CAT 3116/3126 and C7 diesel engine series lasted only a few years. The CAT 3116/3126 diesel engines were built for medium-duty vehicles and marine equipment. CAT C7 After the CAT 3116/3126 diesel engine series ended production in the early 2000s, Caterpillar introduced the inline 6-cylinder CAT C7 diesel engine series in 2003 for use in heavy-duty vehicles with gross vehicle weight (GVW) up to 33,000 pounds. The CAT C7 diesel engine powered box trucks, tow trucks, fire trucks, tractor-trailers, RV motorhomes, and large school buses.

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