



13,400 engine parts get their final exam.

This 16-cylinder Diesel went through 1,013 not-so-ordinary inspections on the final assembly line. Many of these inspections use special equipment, designed only for EMD. Every engine we build gets this same thorough treatment—from checking crankcase dimensions and tightness of nuts and bolts to verifying the horsepower it produces. And before an engine is approved, it gets a seven-hour running test, followed by a comprehensive visual inspection.

But this particular engine was selected at random for extra-special attention. It's one of the engines we audit every 90 days as a final exam of our production quality.

First we run it for 100 hours, cycling it from idle to full load. Then we disassemble it completely,



observing and recording what we find. Major parts are reinspected, critical parts and tolerances are reviewed, and final exam results are recorded.

Finally, parts and recorded inspection checks get a critical review by management in design, manufacturing and quality control.

All together, this 100-hour extra run and evaluation takes about three weeks. We think that's time well spent when you consider how important every Diesel is to the customer.

The full-load 100-hour operating test and disassembly exam is just one reason why most of the more than 88 million horsepower we've built is still going strong all over the world.



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