

SX ENGINES & COMPONENT SALES

2021 EDITION

LOVICK

DIESEL & GAS ENGINE RECONDITIONING SPECIALISTS

28

21328

CAT

THIS EDITION

**CURRENT SERVICE
EXCHANGE (SX)**

ENGINES FOR SALE

**RECONDITIONED SERVICE
EXCHANGE (SX) COMPONENTS
FOR SALE**



Lovick Heavy Duty Crankshaft Bearings Suit

Cat 3500 including 3500 HD

Cat C-Series (C27 / C32)

Cummins QSK (38 / 50, 45 / 60)



36

MONTHS

WARRANTY

***TRUCK ENGINES**

CONTACT US TODAY

(02) 6362 3599 | workshop@lovick.com.au

Certified System

**Quality
ISO 9001**

SAI GLOBAL

CURRENT SX ENGINES FOR SALE

VISIT OUR WEBSITE FOR MORE DETAILS ON OUR CURRENT SERVICE EXCHANGE ENGINES FOR SALE OR CONTACT THE WORKSHOP DIRECTLY ON (02) 6362 3599



CAT

C15 980H A8J

235-4692



CAT

C32 777F

JRP/JXP

366-7767



CAT

3508B

992G AZX

854G A4W

217-7092

Not shown, but included in the arrangement:

- Air Filters
- Alternator
- Starter motor
- A/C Pump

All engines rebuilt by Lovick's include multiple Engineered Upgrades and Product Improvements (as standard) at no additional cost. These upgrades and improvements allow Lovick's to provide every Engine with an extended warranty, up to 36 months*, and Components 12 months. For more about our quality built Engines, Engineered Upgrades, Product improvements and our extended warranty programs, please contact Lovick Engineering.

"Rebuilding Value Added Engines"



CAT

C32 D11T AMA

341-3157



CAT

CAT C27

D10T RJG

212-2744



CAT

785C APX

3512B

373-9862

LOVICK ENGINEERING | 2021 EDITION | (02) 6362 3599 | workshop@lovick.com.au



CURRENT SX ENGINES FOR SALE

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ENGINES FOR SALE OR CONTACT THE WORKSHOP DIRECTLY ON (02) 6362 3599



CAT

**3516B HD
789D SHH
561-2198**



CAT

**3516B HD
793D FDB
235-0300**

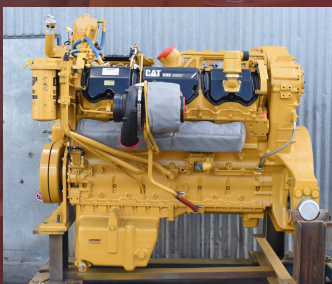


CAT

**3516B
789C 2BW
100-8089**

With over 60 years industry experience, Lovick Engineering is proud to be one of Australia's longest established diesel and (gas) power generation, engine repair and rebuilding companies. We provide a complete 'one stop'; engineering, machining and engine rebuilding service for all makes of High Horsepower engines used in the; mining, power generation, rail, marine and oil and gas industries. We are a regional based business employing a dynamic team of highly skilled machinists and diesel technicians. Having invested in world-class equipment and machine tools, we are able to provide an extensive range of high quality services, covering all the predominant engine brands, in one shop.

No matter what size your job – if you rely on diesel or gas powered engines – look to Lovicks first.



CAT

**C32 D11T GEB
246-5627**



CAT

**C18 24M B9K
370-1706**



CAT

**3508B D11R
7PZ
155-5556**



RECONDITIONED SERVICE EXCHANGE (SX) COMPONENTS.

CAMSHAFTS

ALL CAMSHAFTS RECONDITIONED BY LOVICKS UNDERGO MULTIPLE INSPECTION PROCESSES IN ORDER FOR EACH CAMSHAFT TO QUALIFY FOR A FULL LIFE SERVICE. OUR INSPECTION PROCEDURES INCLUDE: CHEMICAL CLEANING, SURVEY OF THE ENTIRE CAMSHAFT INCLUDING EACH INDIVIDUAL LOBE, UV CRACK TESTING, ALIGNMENT MEASUREMENT, LOBE MEASUREMENT INCLUDING LOBE PROFILING, HARDNESS TESTING AND SURFACE FINISH TESTING.

FOLLOWING THESE INSPECTION PROCEDURES, LOVICKS WILL EITHER MICRO POLISH OR RE-PROFILE THE LOBES TO MEET THE OEM SPECIFICATIONS.



CAT 3512B - 785C CAMSHAFT
127-5407, 127-5408

LOVICK
REBUILT & RATED SERVICE EXCHANGE EQUIPMENT



CAT C32 - 777F CAMSHAFT
250-9275, 260-3202

LOVICK
REBUILT & RATED SERVICE EXCHANGE EQUIPMENT

ANCILLARY COMPONENTS

CONTACT FOR INFORMATION

VARIABLE SPEED
FAN HUB

163-259



LOVICK
REBUILT & RATED SERVICE EXCHANGE EQUIPMENT

MAIN WATER PUMP

416-0610



LOVICK
REBUILT & RATED SERVICE EXCHANGE EQUIPMENT

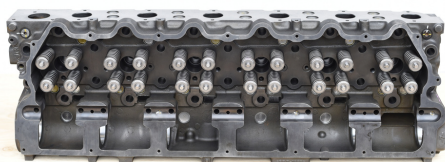
AUX WATER PUMP

424-3629



LOVICK
REBUILT & RATED SERVICE EXCHANGE EQUIPMENT

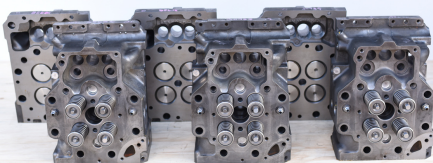
CYLINDER HEADS



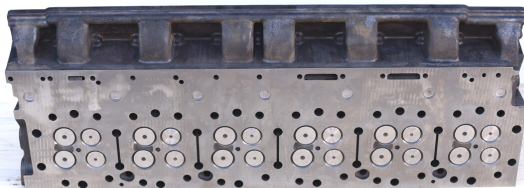
LOVICK CAT C15 / C16 / C18 223-9250L, 263-5055

CYLINDER HEADS UNDERGO MULTIPLE CLEANING AND INSPECTION PROCEDURES INCLUDING: CHEMICAL AND MECHANICAL CLEANING, COMPLETE SURVEY, UV CRACK TESTING AND PRESSURE TESTING. FULL MACHINING OF EACH HEAD INCLUDES: COMBUSTION FACE, MANIFOLD FACES, VALVE SEATS AND ROCKER SHAFT TUNNEL (C-SERIES). EACH HEAD IS FITTED WITH NEW PARTS INCLUDING: INLET AND EXHAUST VALVES, VALVE GUIDES, SEAT INSERTS, SPRINGS AND ROTATORS, VALVE COLLETS, VALVE STEM SEALS, INJECTOR TUBES AND SEALS INCLUDING CAM BEARINGS (C-SERIES).

CONTACT FOR INFORMATION



LOVICK CAT 3500B 317-2440, 335-6220, 380-5795

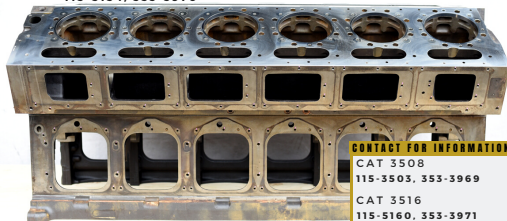


LOVICK CAT C27 / C32 359-0936L, 396-8375L

CYLINDER BLOCKS

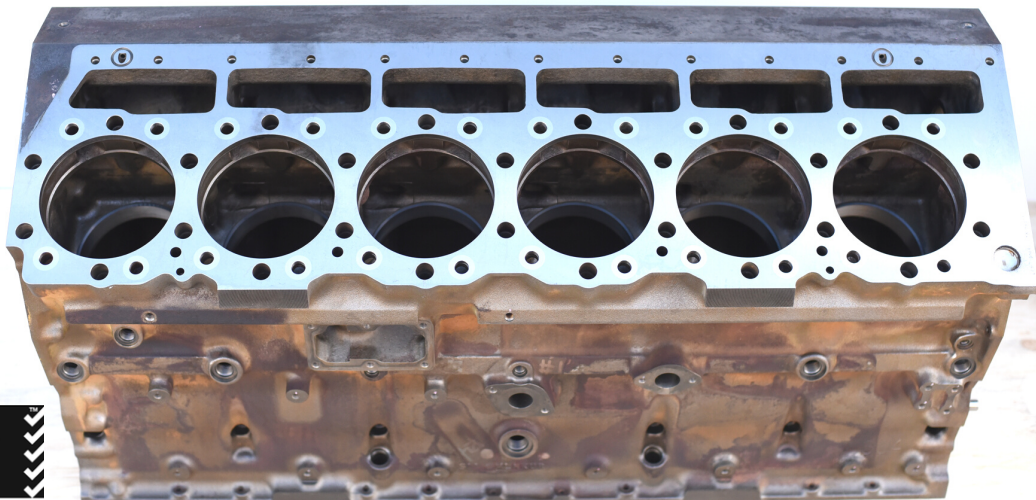
ALL LOVICKS CYLINDER BLOCKS UNDERGO MULTIPLE INSPECTION AND TESTING PROCEDURES. THESE INCLUDE: CHEMICAL CLEANING, COMPLETE SURVEY OF THE ENTIRE BLOCK INCLUDING ALL MACHINED AREAS, UV CRACK TESTING OF THE ENTIRE BLOCK. MACHINING IS UNDERTAKEN ON AN 'AS REQUIRED' BASIS AND TO ENSURE THAT EVERY LOVICK BLOCK MEETS AND/OR EXCEEDS THE OEM SPECIFICATIONS. STAINLESS STEEL WATER SEAL INSERTS ARE A STANDARD FITMENT. UPPER AND LOWER LINER BORE INSERTS (WHERE FITTED) ARE STAINLESS STEEL.

LOVICK CAT 3512
115-5154, 353-3970



CONTACT FOR INFORMATION
CAT 3508
115-3503, 353-3969
CAT 3516
115-5160, 353-3971

LOVICK CAT C27 / C32
230-7181, 348-9904



Certified System
Quality
ISO 9001
SAI GLOBAL

RECONDITIONED SERVICE EXCHANGE (SX) COMPONENTS.

CRANKSHAFTS

ALL LOVICKS CRANKSHAFTS UNDERGO MULTIPLE INSPECTIONS AND TESTING PROCEDURES. THESE INCLUDE: CHEMICAL CLEANING, COMPLETE SURVEY OF THE ENTIRE CRANKSHAFT, UV CRACK TESTING, ALIGNMENT AND HARDNESS TESTING.

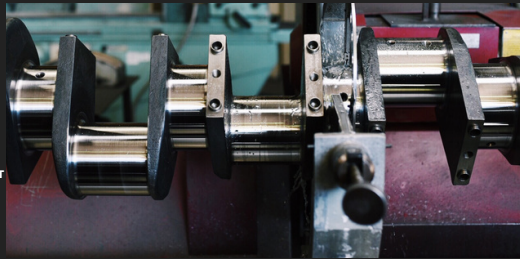
FOLLOWING THE COMPLETION OF THE INSPECTION PROCEDURES, EACH CRANKSHAFT IS EITHER, MICRO POLISHED OR PRECISION GROUND TO THE OEM SPECIFICATIONS.

ALL LOVICK CRANKSHAFTS INCLUDE DYNAMIC BALANCING TO A TOLERANCE OF <3.5G/M.

***NOTE - ALL 3516 CRANKSHAFTS INCLUDE THE UPDATED #16 CREWCUT COUNTERWEIGHT 448-8941.

ALL 3500 SERIES CRANKSHAFTS INCLUDE NEW COUNTERWEIGHT BOLTS.

EACH CRANKSHAFT IS SUPPLIED WITH MULTIPLE REPORTS, INCLUDING: FINAL MEASUREMENT, SURFACE FINISH AND DYNAMIC BALANCE.



CONTACT FOR INFORMATION

CAT C32	CAT 3516B ***
384-9908	448-8940
CAT C18	CAT 3516B HD ***
468-5119	506-1982
CAT C15	CAT C27
221-9360, 337-0201	384-9907

LOVICK
FUEL & GAS ENGINE RECONDITIONING SPECIALISTS
CAT 3500B
182-7625, 241-0221



CAT 3512B
128-6786

CONRODS

ALL LOVICKS SX CONRODS UNDERGO MULTIPLE INSPECTION AND TESTING PROCEDURES. THESE INCLUDE - CHEMICAL CLEANING, COMPLETE SURVEY OF THE ENTIRE CONROD, OVERALL UV CRACK TESTING AND ALIGNMENT TESTING. MACHINING PROCEDURES INCLUDE: CLOSE AND MACHINE BICENT TUNNELS TO THE STD ID SPECIFICATION, FITTING AND FINISH BORING OF NEW ROD BUSHES, PROOF (PRESSURE) TESTING OF THE ROD BUSH. NEW ROD BOLTS ARE SUPPLIED WITH EACH SX CONROD.

LOVICKS CAN PROVIDE SERVICED CONRODS IN 'BALANCE MATCHED' SETS.

LOVICK
FUEL & GAS ENGINE RECONDITIONING SPECIALISTS



CAT C27 / C32
232-3232



CAT 3500B
144-0725



CAT C15 / C16 / C18
224-3245

Certified System
Quality
ISO 9001
SAI GLOBAL



DIESEL & GAS ENGINE RECONDITIONING SPECIALISTS



SPECIALISED SERVICES

CONTACT (02)6362 3599 FOR MORE INFORMATION

Dedicated and highly skilled technicians produce an unparalleled level of service every time.

LOVICK TURBO CHARGER REPAIRS & RECONDITIONING

Lovick Diesel Engineering's Turbo Charger Reconditioning Department, is fully equipped to recondition and rebuild all High Horsepower diesel and (gas) power generation engines. Our technicians have extensive training and experience with the proper repair and reconditioning of turbo chargers to suit engines used in the: Mining, Civil, Power Generation, Rail, Marine, Oil & Gas industries. Lovick's turbo service will rebuild our customers own turbo's and also carry an extensive range of service exchange turbo chargers to suit all models of Caterpillar C-series and 3500 engine, Cummins QSK and MTU 4000.

All turbo chargers reconditioned by Lovicks undergo our detailed 55 step: inspection, repair, machining and assembly procedures and processes.

All Lovick turbo's are precision balanced to $<0.02\text{g}/\text{inch}$, which is up to 20 times more precise than the OEM manufacturers balance tolerances. This is one of the critical tolerances that enables a Lovick turbo to outlast all other turbo's.



Certified System

Quality
ISO 9001
SAI GLOBAL

LOVICK HEAVY DUTY CRANKSHAFT BEARINGS SUIT:

Cat 3500 including 3500 HD
Cat C-Series (C27 / C32)
Cummins QSK (38 / 50, 45 / 60)



Lovicks Heavy Duty crankshaft bearings are manufactured in Europe to provide increased bearing service life. This is achieved by using highly specialised manufacturing techniques and materials that improves resistance to each of the 5 primary factors that influence the normal service life of crankshaft bearings:

1. **Reduced Start-up friction** – Lovicks HD bearings are manufactured with specific tribology, thin film coatings that significantly lower the coefficient of friction. This is particularly beneficial at each start-up cycle, where the crank bearings are subjected to both Boundary and Mixed lubrication phases, prior to reaching full Hydrodynamic oil pressure.
2. **Higher Wear Resistance** – Micro contamination is the primary cause of wear ($>5.0 \mu\text{m}$) Lovicks HD bearings are manufactured with an amorphous and extremely dense coating, which has a far higher resistance to wear. Our HD bearings also include a Polymer top coat, which provides 'break-in' protection and is an aid towards controlling contamination.
3. **Higher Resistance to Cavitation Damage** – Lovicks HD bearings have a higher micro hardness combined with an amorphous running layer. Both characteristics provide a far higher resistance to cavitation damage.
4. **Increased Fatigue Resistance** – Lovicks HD bearings have a far higher Specific Load Specification, which makes our bearings significantly stronger and capable of dealing with extreme bearing loads. Lovick HD bearing 115 MPa. Typical OE bearings approx. 55 MPa).
5. **Increased Short and Long Term Temperature Durability** – Lovicks HD bearings are designed to withstand higher operating temperatures, with lower oil viscosities. As the engine torque requirement increases, so does the Specific Load placed upon the crankshaft bearings. The increased bearing load elevates the bearing operating temperature, which in-turn increases the oil operating temperature, resulting in lower oil viscosity.

