

SERVICE BULLETIN

DATE: March 17, 2023

BULLETIN NUMBER: 2023-1

SUBJECT: 56919 Dipstick

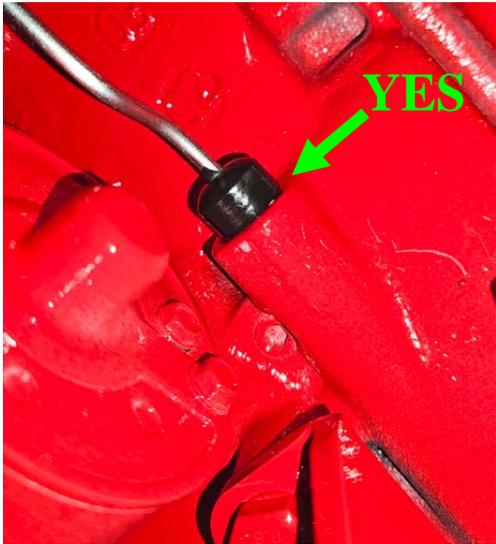
MODELS

AFFECTED: 9.5 MCGA, Manufacturing Date Code “WC” (March 2023) and Prior

There have been reports from the field of dipsticks on some 9.5 MCGA generators in the subject date codes not fitting as snugly as expected in the engine block. Some of these dipstick seals have been reported to not remain fully seated and potentially weep oil under certain operational and environmental conditions. A revised dipstick grommet has been developed and put into production. The rubber has been reformulated and the dimensions of the grommet have been increased to provide a tighter seal in the engine block. Dipsticks that have shipped from the factory after March 17, 2023 are the latest rev B design. Dipsticks from dealer inventory or shipped from the factory prior to that date may or may not be the latest revision. To determine whether a particular dipstick is the latest revision, measure the grommet diameter as shown below. The measurements shown are with the calipers very lightly in contact with the grommet, not squeezing it. Measure at 2 points 90 degrees from each other and average the result. If there is any uncertainty about which revision a particular dipstick is, replace it with a known new style dipstick.



The improved dipstick design fits very snugly in the engine block to ensure a tight, vibration-resistant seal. Reports from the field indicate that some inexperienced operators might install the new style dipstick incorrectly by failing to insert it fully into the hole. This could potentially result in the dipstick coming out of the hole during engine operation. A brand-new dipstick grommet should be lubricated with engine oil before the first insertion to allow the grommet to slip more easily into the fully seated position. It is important that the dipstick be FULLY and completely inserted into the engine block for proper oil level indication and for optimal sealing. Please refer to the following photographs for more information:

FULLY INSERTED DIPSTICK (CORRECT)	PARTIALLY INSERTED DIPSTICK (INCORRECT)
	

It has also been reported that some operators have failed to route the dipstick in the correct location. The dipstick must be routed through the space between the intake manifold and the fuel rail. The dipstick must be inserted part way past the manifold then rotated 90 degrees as the grommet is fully inserted to fit properly.

Proper dipstick routing:



Improperly routing the dipstick by forcing it under the intake manifold can result in a bent dipstick and can cause the dipstick to rub against rotating internal engine components. Improper routing can also result in the grommet being damaged and failing to seal properly.