

## DON'T HAVE A 3406E OR C15 CAT ENGINE?

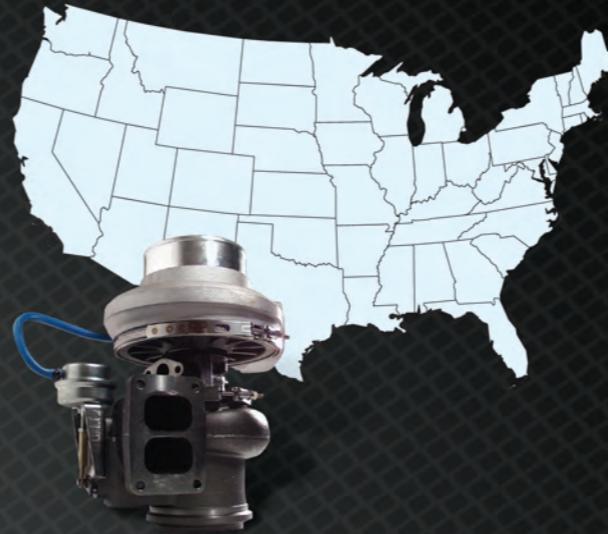
Don't worry, we have you covered...



All Participating distributors are Garrett Turbocharger authorized! This means that regardless the application, our distributors have a turbocharger for you!

Just visit [BetterTurbo.com](http://BetterTurbo.com) to find your nearest participating distributor of the "Heavy Duty" turbocharger and others.

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distributor go to:  
**[www.BetterTurbo.com](http://www.BetterTurbo.com)**

**Note:** If it isn't part number T704604-11 or  
F704604-11 then it isn't the  
**"New Heavy-Duty Turbo"**

DRIVE A CATERPILLAR BRAND ENGINE?

## BETTER TURBOS FOR HIGH-HORSEPOWER CATERPILLAR ENGINES.



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# NEW! HEAVY-DUTY TURBOCHARGER: FOR ON-HIGHWAY 550 H.P. 3406E OR C15 ENGINES



## "For The Durability You Expect"

Nothing is better than getting into your vehicle and knowing, just knowing, that you aren't going to have any trouble with it today, tomorrow, or the day after that. Well, today is that day. "Durability" is just a call away. What are you waiting for?

## INTRODUCING THE NEW COMPRESSOR COVER WITH GT4702 UPDATES!



The Garrett® Brand Turbo GT4702 used on Caterpillar engines can contain two frequent modes of failure:

- One Compressor Related
- One Turbine Related

The GT4702 uses a boreless compressor wheel for cycle fatigue durability. However, the older compressor cover design causes premature blade failure, that in turn, causes catastrophic turbo failure and negatively impacts component salvage.

The example below shows three symmetrically spaced inducer support ribs for inducer bleed. These produce blade harmonics that cause premature wheel failure and compressor housing damage. Due to the common failure mode the three web inducers cause, it is not recommended that this compressor cover be reused.

The new assembly shown above, contains four asymmetrically spaced inducer support ribs to eliminate the compressor blade and wheel frequency problems.



Both original Caterpillar part numbers\* OR7310 and OR7923 can have turbine housing heat-related failure issues.

High exhaust temperatures can cause the turbine housing divider wall to begin to crack and run the possibility of escaping visual inspection on an external assembly examination.

To the right, a turbine housing divider wall has been cut to reveal a series of cracks, that can cause turbo failure due to foreign object damage of turbine housing fragments entering the turbine wheel inducer.



## INTRODUCING THE NEW HEAVY DUTY TURBINE HOUSING



The "New" Heavy-Duty Turbine housing has been designed for strength. In addition to advanced material selection, a critical element, the divider wall has also been designed to be thicker without change to the turbine A/R ratio by keeping the cross-sectional area of the gas passage the same as the original design.

The cut-a-way sections to the left demonstrate the old Caterpillar turbine housing cross-section, versus the new Heavy Duty version cut in the exact same coordinates.

The new "HD" turbine housing boasts the new stronger divider wall thickness.

Get more, go to [www.BetterTurbo.com](http://www.BetterTurbo.com)

