Others

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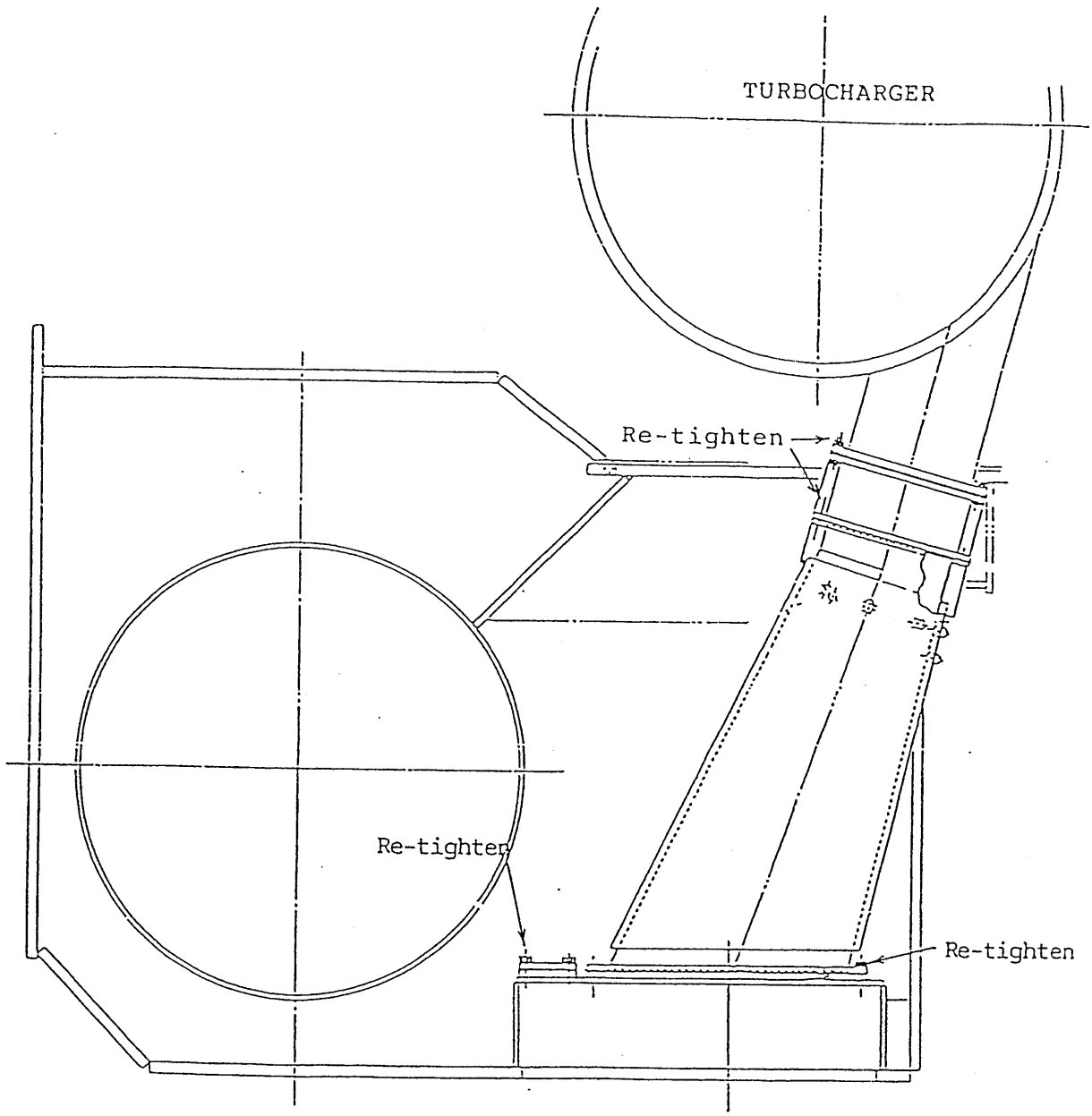
Others

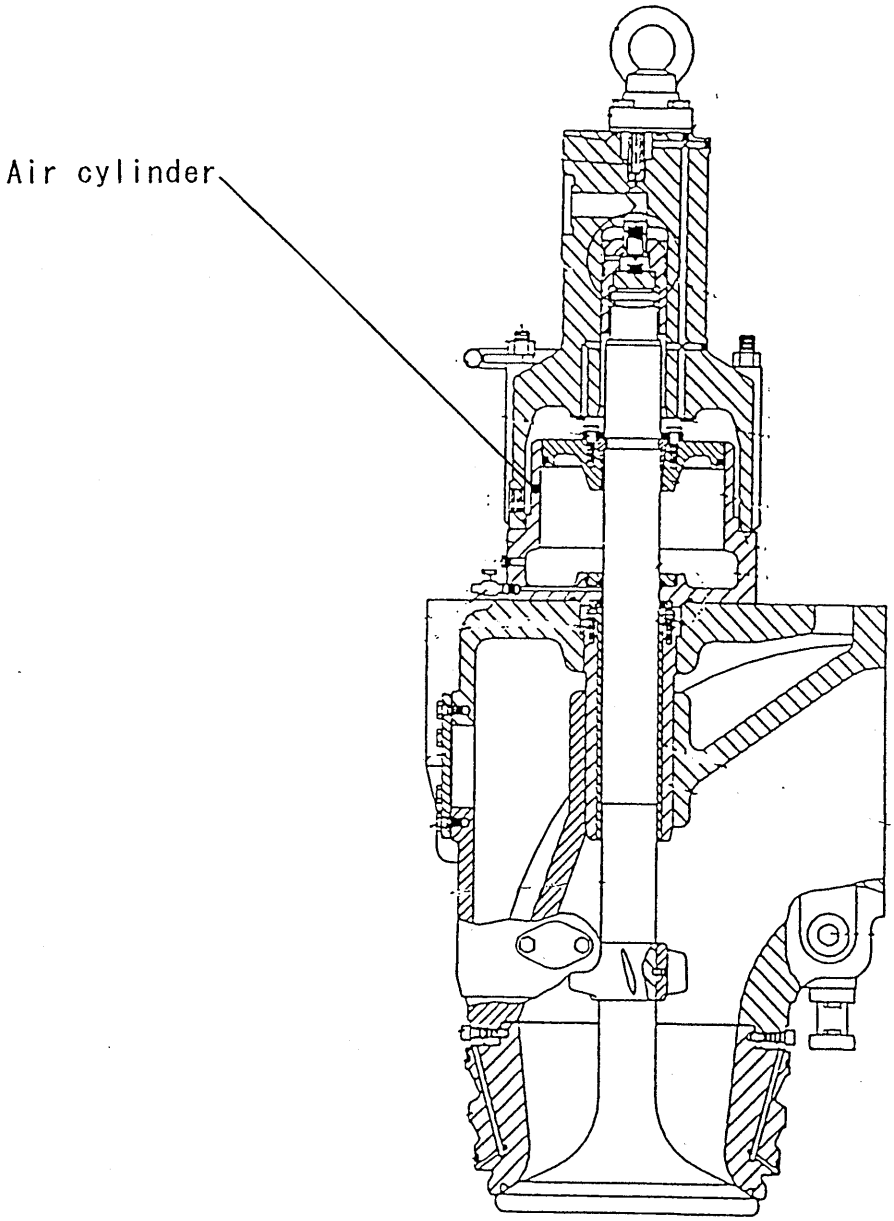
Re-tightening of bolts

In order to prevent air leakage from the joint in the turbocharger delivery pipe, it is requested to re-tighten the bolts shown in the sketch below after about one month in the maiden voyage.



Exhaust valve, spare parts

When spare exhaust valve is first put on the engine for overhauling of the working one, please confirm that there is no rust taking place on the inner surface of the air cylinder.
The surface might be rusted during the storage.
Please carry out checking of the preservation of spare exhaust valves every 4000 hours.



Fuel valve, atomization test

The capacity of the fuel pump used for the latest L/S-MC/MC-C engine is made substantially larger than the capacity of the fuel valve test pump in order to meet requirements for increased power and improved SFOC.
Therefore, the atomization by the test pump is usually not very distinctive as was in case of conventional engines.
Sometimes the engine operator misunderstand that the fuel valve is defective because it does not make a clear atomization on the test device.
But this is not correct as far as the modern diesel engines are concerned.

Following tests are to be carried out on the fuel valve test device, and **the tested fuel valve is considered fine and suitable for use on the engine, even if the atomization is not distinctive, in case the results of these tests are satisfactory.**
Satisfactory results of these test ensures proper atomization of the fuel valve once it is fitted on the engine and activated by the fuel pump of the engine.

Test items to be carried out on the fuel valve test device

- Check of opening pressure
- Sealing test, atomizer
- Sealing test, O-ring

ディスク型始動管制弁の保守,　S46/50MC-C 型機関

1. 逆転ディスク摺動面の注油

本体カバーの上部に付いているプラグを取り外せば給油穴が開いておりますので、そこに清浄な潤滑油を給油して下さい。　給油は、プラグの穴いっぱいまでとし、1ー2ヶ月に１回程度の割合でお願いします。(主機運転中に給油)
給油時に、給油穴から逆転ディスク摺動面にゴミ等が入らないよう注意して下さい。
給油後はプラグをかっちりと締めておいて下さい。

2. 逆転位置検出用リミットスイッチ

このリミットスイッチは、逆転ディスクのアームによって検出ローラーが押されるようになっております。　リミットスイッチの位置がずれると検出ローラーが正しく押されなくなり、始動管制弁切換え完了信号が検出されず、主機が始動不能になりますので注意して下さい。
この場合でも、機側操縦では主機は始動できます

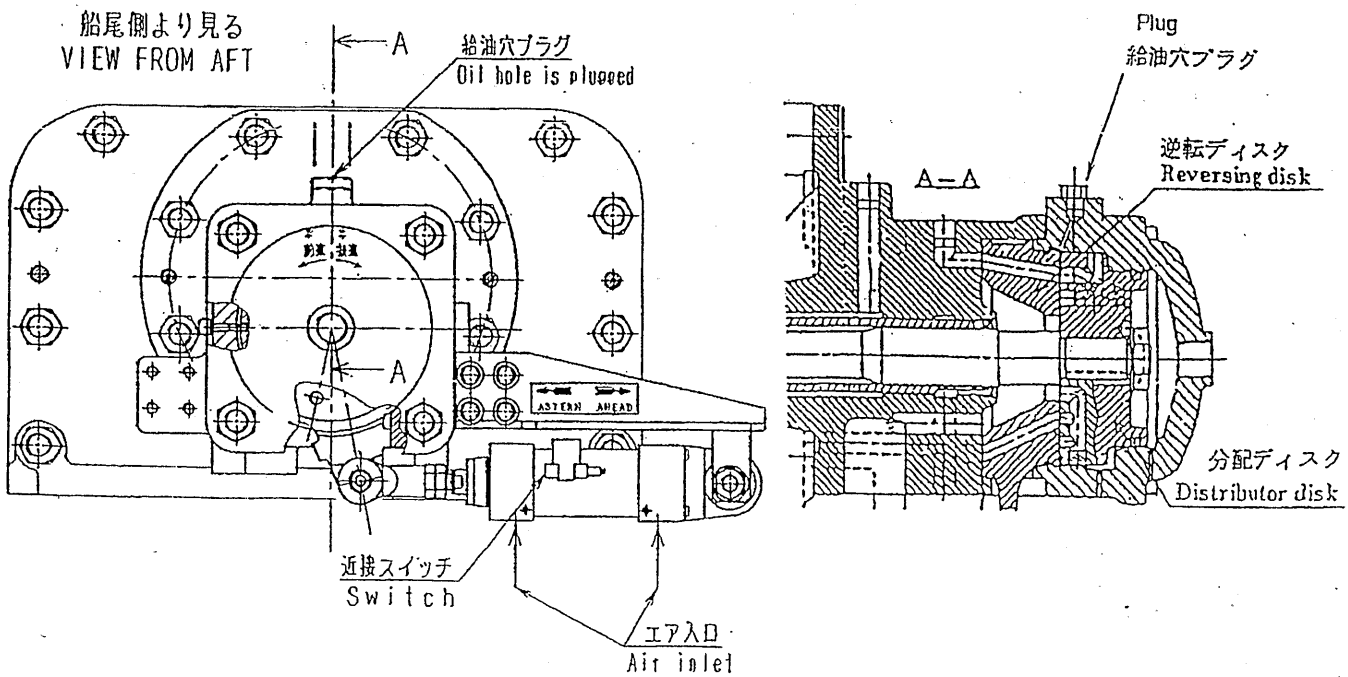
Maintenance of starting air distributor (disk type), S46/50MC-C

1. Oiling of reversing disk sliding surface

Remove a plug located at the top of the cover and supply clean LO until it overflows from the plug hole.　Oiling to be done once in 1-2 months while the main engine is running.
Be careful not to allow foreign particles to sneak into the distributor.

2. End switch for reversing position

Two end switches with a roller arm are used for detecting completion of the reversing disk change-over. Be careful about correct positioning of the end switches because the main engine will not be started if the roller arm of the switch is not correctly pressed.
Even in such a condition the engine starting is possible at the local control stand.



MAN B&W Diesel A/S

Service Letter

No: SL97-348/ERO
July 1997

Ignition in Crankcase

Dear Sirs,

MAN B&W engines are, as standard, equipped with relief valves designed to relieve pressure in the event of a crankcase explosion. To minimise the risk of fire in the engine room or injury to personnel, the relief valve is equipped with a flame arrester.

However, high temperatures in the area around the relief valve are unavoidable in such cases, for which reason our instruction book Volume I, Chapter 704 describes the general precautions that are to be taken if an oil mist occurs. This includes the following warning:

> *Do not stand near crankcase doors or relief valves –*
> *nor in corridors near doors to the engine room casing.*

Recently, however, we experienced that a crankcase explosion took place shortly after the oil mist alarm sounded. Therefore, we want to extend this warning to be in force as soon as an alarm for either high lub. oil temperature, no piston cooling oil flow, or scavenge box fire is registered. These alarms should thus be considered as pre-warnings of a possible increasing oil mist level.

Yours faithfully,

MAN B&W Diesel A/S

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Service Letter

No: SL97-352/KMJ
November 1997

K/L/S-MC Engines
Burnt Exhaust Valve Seats
Lifting/Rotation Indicator

Dear Sirs,

Burnt exhaust valve seats, provoked by a lack of spindle rotation, have recently been observed.

As a result of continuous activation, the lifting/rotation indicator pin had worn a deep groove in the curved surface of the air piston, thus obstructing the free rotation of the spindle. This situation is particularly prevalent at low engine load where the rotational force created by the exhaust gas forces on the spindle vane wheel is small. Please refer to the enclosed figure.

We therefore emphasize:

- That the indicator pin must only be activated for short periods to check the valve functioning, e.g. after overhaul work. Please refer to our instruction books, Volume I, Checks during starting and Checks during running, in Chapter 703. The indicator device was never intended or designed for continuous operation.

- At the next overhaul, the contact surfaces on the air piston and the indicator pin should be checked for damage. Small marks can be smoothened by grinding. Air pistons with extensive damage should be replaced. Repair by welding is not recommended.

Yours faithfully,

MAN B&W Diesel A/S

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