

Dear Sirs

MAN Diesel & Turbo is occasionally informed about major damage to engines in service due to failure of a connecting rod stud/screw followed by a connecting rod failure and even damage to the crankshaft and engine frame.

Most of the time, the root cause analysis of the breakdown concludes that tightening of the connecting rod studs/screws has not been performed according to the instructions issued by MAN Diesel & Turbo.

With the purpose of minimising this risk of Maintenance Induced Failure, MAN Diesel & Turbo has revised and updated the procedure for check of tightening of connecting rods.

New Procedure:

MAN Diesel & Turbo recommends checking the tightening after "Starting-up after repair" or any other overhaul/maintenance, i.e. the first time the engine is stopped after reaching nominal RPM without load according to existing commissioning procedures after overhaul. Consequently, check of tightening must be done after the starting-up procedure and before loading the engine.

Benefits:

- In case of wrong tightening at installation, correct tightening can be done at the tightening check.
- No risk of overlooking the tightening check in case of crew change.
- No retightening after 200 hours.

Please find the updated work cards and descriptions for all engine types enclosed.

We kindly request that these new working cards are replaced in the instruction manuals at first opportunity.

If you have further questions, please do not hesitate contacting our Operation Department in Holeby. LEO7-hol@mandieselturbo.com

Yours faithfully


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Action code: AT FIRST OPPORTUNITY

Check of Tightening of Connecting Rod

SL2015-606/KEL
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Concerns

Owners and operators of MAN four-stroke diesel engines.
Types:
L16/24, L21/31, L23/30, L27/38, L28/32, V28/32 (all types)

Summary

New safer tightening instructions for connecting rods

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See Attachments

