

Action code: **COMMERCIAL/FOR INFO**

Multi-Purpose Controllers Termination of Reconditioning Programme

SL2017-637/LAFO
January 2017

Concerns

Owners and operators of MAN B&W two-stroke marine diesel engines.
Types: All ME-type engines

Summary

The sale of reconditioned multi-purpose controllers (MPC 1142075-2 and MPC-10 1882134-4) is terminated.

Dear Sirs

The high reliability of MAN B&W engines is of key importance to MAN Diesel & Turbo, and we have therefore decided to terminate the reconditioning programme for the MPC and MPC-10.

This service letter specifies the proper execution of daily routines and maintenance of two-stroke engines by keeping the engine control system up to date with the latest safety and reliability requirements.

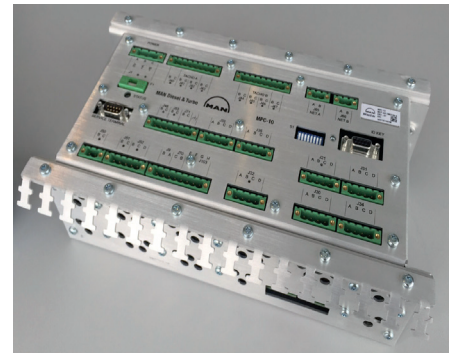
Yours faithfully



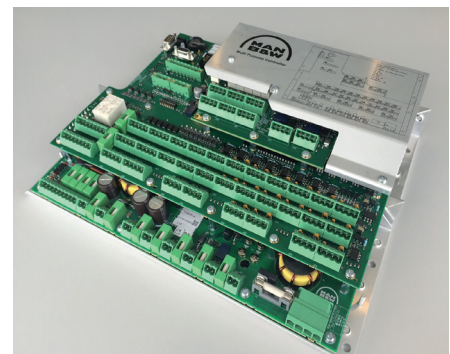
Svend Krogsgaard
Head of Basic Software and Electronics



Lars Fox
Head of Maturing and Electronics Production Engineering



MPC10



MPC

Head office (& postal address)
MAN Diesel & Turbo
Teglhølmegade 41
2450 Copenhagen SV
Denmark
Phone: +45 33 85 11 00
Fax: +45 33 85 10 30
info-cph@mandieselturbo.com
www.mandieselturbo.com

PrimeServ
Teglhølmegade 41
2450 Copenhagen SV
Denmark
Phone: +45 33 85 11 00
Fax: +45 33 85 10 49
PrimeServ-cph@mandieselturbo.com

Production
Teglhølmegade 35
2450 Copenhagen SV
Denmark
Phone: +45 33 85 11 00
Fax: +45 33 85 10 17
manufacturing-dk@mandieselturbo.com

Forwarding & Receiving
Teglhølmegade 35
2450 Copenhagen SV
Denmark
Phone: +45 33 85 11 00
Fax: +45 33 85 10 16
shipping-cph@mandieselturbo.com

MAN Diesel & Turbo
Branch of MAN Diesel & Turbo SE,
Germany
CVR No.: 31611792
Head office: Teglhølmegade 41
2450 Copenhagen SV, Denmark
German Reg.No.: HRB 22056
Amtsgericht Augsburg



Introduction

This service letter provides general information on:

1. Termination of the reconditioning programme for the MPC (1882075-2) and MPC-10 (1882134-4)
2. Daily routines and maintenance

Termination of reconditioning programme for MPC and MPC-10

Until now, MAN Diesel & Turbo (MDT) has offered reconditioned units in replacement of failing units on the electronically controlled ME engine installations.

MDT has experienced an increasing number of reliability issues with reconditioned units. There have been various reasons for the reported failures on the MPC and MPC-10 units, however, it has been established that it is impossible to ensure that all reconditioned units and newly produced units are equally good, one reason being the simple fact that the units consist of multiple layers of PCBs with hundreds of components.

Reconditioned units must indeed perform well and as intended. However, when reconditioned, repaired and tested, it is impossible to test for all real life "exposures" (vibration, temperature, and humidity). This means that a released reconditioned unit may behave flawlessly after reconditioning and during laboratory testing, but not when exposed to the environmental conditions in service.

For this particular reason, MDT has decided to terminate the reconditioning programme for the MPC and MPC-10, thus this service will no longer be an option.

Daily routines and maintenance

Regular inspections are required to ensure that the cause of potential issues are detected as early as possible and solved promptly. It is vital that regular inspections and maintenance are executed in accordance with the instructions given in the instruction manual for the engine as well as the service letters issued by MDT.

For more details or a quotation on components, please do not hesitate to contact:

PrimeServ-cph@mandieselturbo.com

Questions regarding this service letter can be forwarded to:

post-ld@man.eu