

Service Letter

SL03-420/ERO  
February 2003

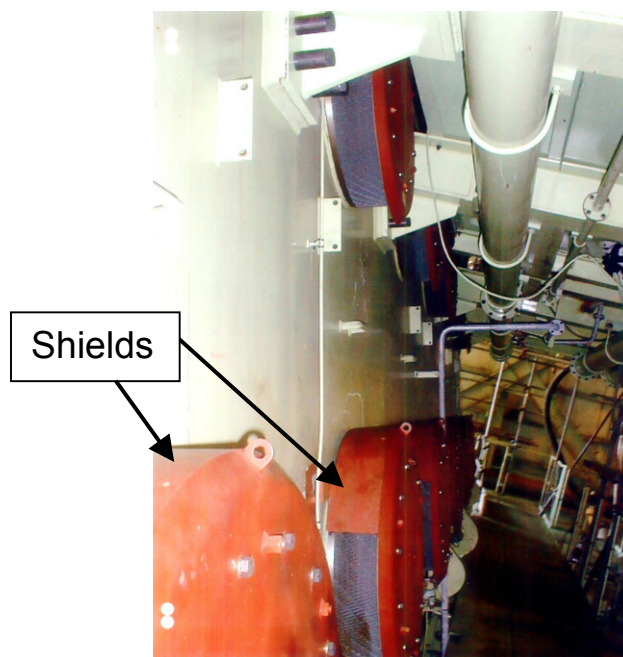
**Crankcase Relief Valves**

Action Code: AT FIRST OPPORTUNITY

Dear Sirs

We refer to our Service Letter [SL99-373/ERO](#) dated October 1999, outlining our requirements for crankcase relief valves, which requirements have contributed to increased safety for crew and ships.

However, it has recently been brought to our attention that some ships in service have shields mounted on or around the crankcase relief valves. An example is shown in Fig. 1.



*Fig.1: Shields fitted around crankcase relief valves*

We strongly advise against the use of such shields as they will have a negative effect. The oil mist will still move towards the turbocharger(s) anyway and, even worse, the shielding will spoil the effect of an, otherwise, well-functioning flame arrester.

During tests made for MAN B&W Diesel by a test institute it was experienced that when a relief valve with a well-functioning flame arrester was equipped with a shield, the functioning of the flame arrester was influenced so that external ignition was experienced when testing with both a small and a large shield.

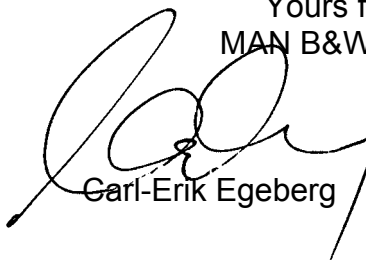


*Fig. 2: Large, small and no shield*

Based on this experience, we recommend that you check the relief valves on your engines and if equipped with such shields, we recommend that these be removed as soon as possible.

Questions or comments regarding this SL should be directed to our Dept. 2002.

Yours faithfully  
MAN B&W Diesel A/S

  
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