

MAN Diesel & Turbo
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Dear Sirs

We have recently experienced a few failures of the starting air pilot valve and consequently starting problems of the engine. The failures were caused by two factors:

1. Disintegration of the activator piston in the pilot valve.
2. Loosening of the nut for positioning the magnetic coil on the pilot valve.

Re 1

Three types of valves have been used since the introduction of ME/ME-C engines – only the new type is used today, see below.

Maker: Bosch Rexroth

New type: **MAN No. 5158228-5** – Bosch Rexroth
 No. R40-406-116-5 (aluminium piston).

Old types: **MAN No. 5057773-8** – Bosch Rexroth
 No. R40-405-372-2 (synthetic piston).

MAN No. 1235947-9 – Bosch Rexroth
 No. 565/331 (internal pilot air 30 bar).

We recommend inspecting the valves at the earliest opportunity, and check the valves at regular intervals of 12,000 service hours in connection with overhaul of the main starting valve.

Re 2

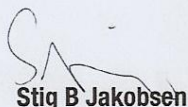
The finger nut for the magnetic coil should be secured with Loctite 222 to prevent loosening of this component.

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

Yours faithfully


Mikael C Jensen

Vice President, Engineering


Stig B Jakobsen

Senior Manager, Operation

Action code: **AT FIRST OPPORTUNITY**

Damaged Starting Air Pilot Valve

SL11-539/IUS
 January 2011

Concerns

Owners and operators of MAN B&W two-stroke marine diesel engines.

Types: ME/ME-C



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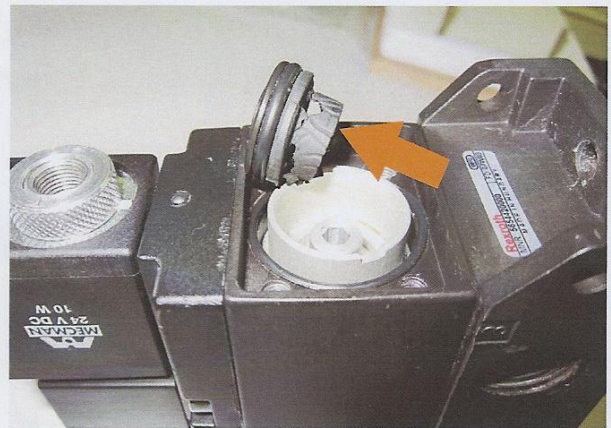
Branch of MAN Diesel & Turbo SE,
 Germany
 CVR No.: 31611792
 Head office: Tegholmegade 41
 2450 Copenhagen SV, Denmark
 German Reg.No.: HRB 22056
 Amtsgericht Augsburg



New Type

MAN No. 5158228-5

Bosch Rexroth No. R40-406-116-5 (aluminium piston)



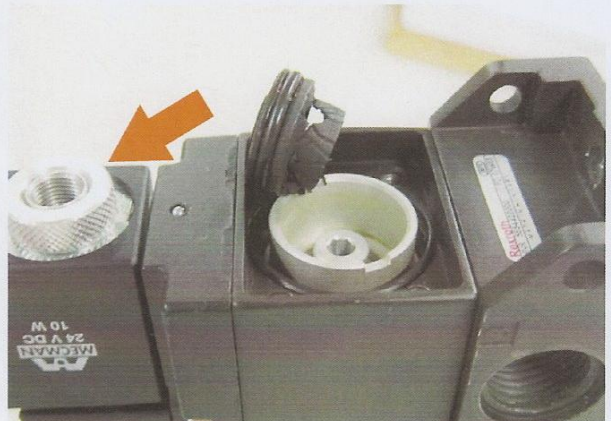
Old Type

MAN No. 5057773-8

Bosch Rexroth No. R40-405-372-2 (synthetic piston)



Damaged synthetic piston (POM: Polyacetal)



Finger nut to be secured with Loctite 222