



Service Letter

SL05-454/HMH
August 2005

Tool for Lifting of Main Bearing Cap
Engine types: 60-98MC/MC-C/ME/ME-C
Action Code: IMMEDIATELY

Dear Sirs

Recently, we received information from a ship owner regarding an accident on board a vessel involving serious personal injury.

The accident happened during the overhaul of a main bearing on a 90-bore engine. A main bearing cap lifting pulley, which is fitted in the bottom of the crosshead guide shoe, broke, and the bearing cap dropped down and injured the leg of an engineer.

The enclosed service letter from 2003, SL03-429/ANR, describes how to modify this tool for the **90 and 98-bore engines**.

To eliminate any risk when using this tool, we strongly recommend that the enclosed service letter be studied and evaluated. Afterwards, the check-table (see the service letter) should be returned to MAN B&W Diesel A/S in Copenhagen, so that we can send you the necessary updates for tools and new overhaul instructions for main bearings.

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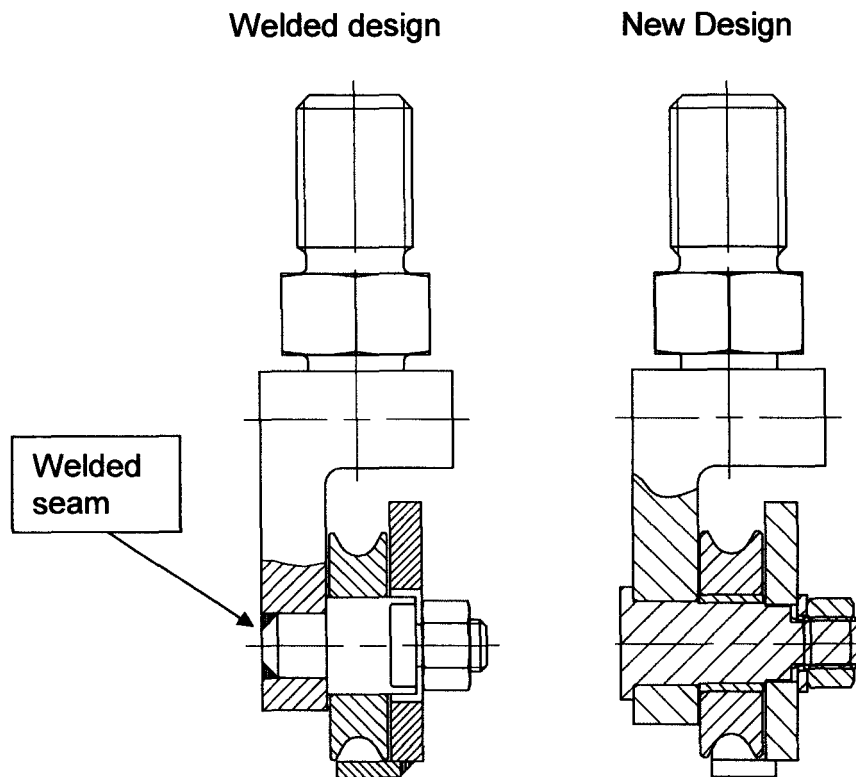
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Please note that it is only necessary to make the modification if you have the “welded” version of the tool (see sketch below). If you have the new design with sleeve, further modification is not necessary.



For the sake of good order, we have made additional tensile tests of the tool (welded design).

The test result shows that the tool can be used on the 60 and 70-bore engines without any modification. However, to avoid any risk on the 80-bore engines, we recommend this tool to be modified as well (see encl. B of the enclosed SL). Therefore, please fill out and return the check-table and we will send you the instruction and spare parts to modify the tool.

The table below summarises the engine sizes for which an update is required:

All	60-bore	Update not required
	70-bore	Update not required
	80-bore	Update required
	90-bore	Update required
	98-bore	Update required

Until the necessary modification of the tool has been made, the crew onboard the vessels must exercise extra caution when lifting the main bearing cap during a main bearing overhaul.

If there are any doubts as to the safety of the tool, a new one should be ordered from the engine builder or MAN B&W Diesel A/S.

Questions or comments regarding this SL should be directed to our Dept. 2140.

Yours faithfully

MAN B&W Diesel A/S



Carl-Erik Egeberg



Kjeld Aabo

Encl.:
SL03-429/ANR