

Action code: IMMEDIATELY

Lifting of Cylinder Liner

35-98 bore engines

SL2012-566/PRP
August 2012

Concerns

Owners and operators of MAN B&W two-stroke marine diesel engines.
Type: MC/MC-C and ME/ME-C

Summary

Check procedure when mounting cylinder liner lifting tool, in order to ensure full contact between lifting tool and cylinder liner.

Dear Sirs

In March 2000, MAN Diesel & Turbo issued a service letter, SL00-376/DHA, about verification of full contact between the cylinder liner and the lifting tool for the cylinder liner.

We have recently received information suggesting that there might still be issues calling for further clarification, hence we re-inform about the subject.

Yours faithfully



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Mounting of cylinder liner lifting tool

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It has been discovered that, in some cases, the diameter of the machined spot-face on the cylinder liner is insufficient to assure full contact with the lifting tool, thus obstructing the required contact between the liner and the shoulder of the screw (see Fig. 1). Similarly, in some cases, it has also been discovered that the threaded hole for the lifting tool in the cylinder liner is too short (see Fig. 3).

The designs of both the lifting and tilting screw and the cylinder liner were updated in 2000 to ensure full contact.

To facilitate reliable feeler gauge checking, a groove should be ground or filed on the liners of all engines in service (see Fig. 2).

We advise that a check is made prior to lifting the cylinder liner, either visually or by using a feeler gauge, to ensure that the lifting and tilting screw is in full contact with the spot-face on the liner (see Fig. 4). If this is not the case,

then the diameter of the shoulder on the lifting and tilting screw should be reduced by max. 3 mm.

If there is insufficient thread engagement in the cylinder liner for the stud, we advise that the thread in the cylinder liner is checked for dirt or preservation residues. If required, refresh the thread with a threaded pin.

If the thread in the cylinder liner is insufficient, then the length of the stud is to be reduced accordingly, but never by more than 7 mm. As a general precaution, we recommend that you always check that full contact is ensured between the liner and the lifting screw by using a feeler gauge (see Fig. 2).

If you have any questions regarding the content of this Service Letter, please contact our Maintenance Tools department, LEE3, via email LEE3@mandieselturbo.com.

