

YANMAR SERVICE NEWS

Subject	Cracking of Upper Pressure Indicator	No. : 15-2-G-08-007-L	Date: Aug. 3, 2015
Engine Model	All Models	Use	Marine main & Aux.; Industrial
		Engine Nos.	_____

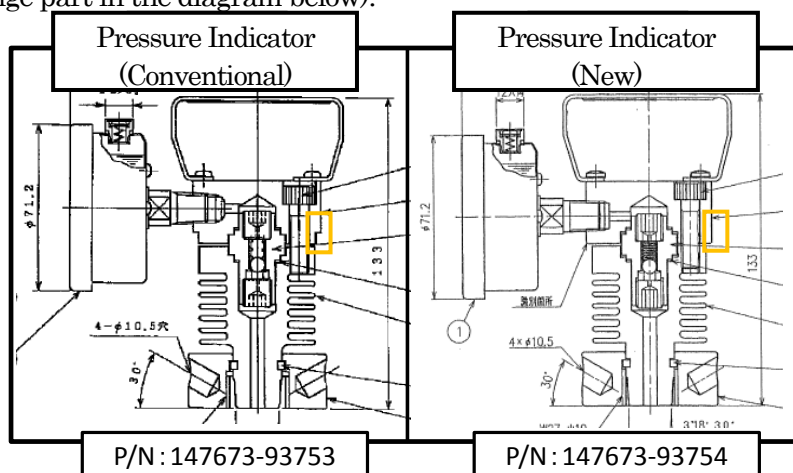
In some engines in the market, the upper flange of pressure indicator for measuring pressure inside the engine's cylinder, was found to be cracked.

The material, (C3604BD), of pressure indicator, characteristically, causes the allowable tensile stress to be lowered under extreme temperature. It is considered that in the damaged pressure indicator, which was connected to the cylinder head and was prone to the extreme temperature for a long time, the material has caused strength decrease for developing the cracking in the flange face.

In order to prevent the problem above, it is requested that the measuring time per cylinder be kept within 20 seconds and that the installation and removal of the indicator be made as fast as possible. Check that heat of the indicator itself has cooled sufficiently before measuring the pressure of another cylinder.

The relevant pressure indicator has been the time-tested item for a long time and the cracking has been rare comparatively. However, in order to prevent the cracking for sure that may be caused by the fluctuations of the pressure measurement conditions, we have prepared a new pressure indicator having increased heat resistance. In the new pressure indicator, the threaded hole was changed, too. This, however, does not mean that that the characteristics of the material have been changed. Accordingly, connect the new pressure indicator for a short time only in the same way as was for the conventional pressure indicator.

*The new and old pressure indicators can be discriminated by if or not there is a step at the handle of the pressure indicator, (orange part in the diagram below).



Example) Damaged Pressure Indicator Flange

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