



Dear Sir or Madam

We have received a few reports of unintentional activation of the air starter during engine operation, resulting in damage to the starter rim/ air starter. If the air starter is engaged during operation this poses a potential hazard to the personnel.

The risk of bodily injury is negligible, however we must inform you of this personal safety hazard.

A failure in both of the tacho sensors connected to the propulsion control system (PCS) can cause this unintentional activation of the air starter. A faulty tacho sensor will be indicated as a "Tacho One" or "Tacho Two" failure in the PCS panel. The engine will be able to continue operating with one of these tacho failures. However, in order to eliminate the risk of any unintentional activation of the air starter if the second sensor should fail, we recommend that you disconnect the electric plug on the solenoid valve for the air starter after start-up.

We strongly urge you to rectify the tacho sensor problem at the first opportunity, as you will not be able to restart the engine with the plug disconnected. Accordingly, we also strongly recommend having at least one new tacho sensor on board as spare.

On request, one of our superintendents can visit the ship and make an additional update of the PCS software to eliminate the risk of unintentional air starter activation due to failure of both tacho sensors. Alternatively, a spare CPU can be purchased and loaded with the updated software for "plug and play" exchange by the crew.

For further information, please do not hesitate to contact our Technical Service Department at Frederikshavn.

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Yours faithfully

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Action code: AT FIRST OPPORTUNITY

Handling of Tacho Failures and Reduction of Safety Risks in Plants with AT2000 PCS

SL14-586/BTT

March 2014

Concerns

Owners and operators of MAN Diesel & Turbo four-stroke diesel engines.

Type: Propulsion L21/31 and L27/38

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