



Action code: AT FIRST OPPORTUNITY

Cleaning Procedure for Fuel Safety Filter

Supplement to SL13-577/KEL

SL14-595/CLAN
December 2014

Concerns

Owners and operators of
MAN four-stroke diesel engines.
Type: L16/24, L21/31, L23/30H, L27/38,
L28/32H, V28/32S

Summary

New fuel safety filter ensures prolonged
lifetime of fuel equipment and good en-
gine performance on MDO and HFO.

Dear Sirs

Supplement to SL13-577/KEL

We have experienced that the cleaning procedure for the manually operated fuel oil safety filter installed just before the engine is not always optimal.

The plate on page 2 describes the optimal manual cleaning procedure for wire mesh fuel oil safety filters. The procedure will be introduced as a work card in the instruction book.

Yours faithfully

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Cleaning procedure for fuel safety filter

The cleaning interval of the filter depends on the engine operating conditions, the fuel oil quality and the treatment of the fuel oil. Operation and maintenance of the filter must be carried out with utmost care to avoid troubles in the fuel injection system. This cleaning procedure is valid for all types of fuel safety filters, with a filter medium made of wire mesh.

Auxiliary material:

Tools: 24 mm, 17 mm spanner, air gun and a soft brush.
 Cleaning agent: Ultrasonic Cleaning
 Boll Clean 2000 (Boll & Kirch)
 Filter Clean (Drew FC)
 Filter Clean (Unimarine)
 Sea Shield Filter Clean (Nalfleet)

Sequence of operation:

During normal operation of the engine, clean the filter when **50 % of the red mark** of the differential pressure gauge (Fig. 1) becomes visible, or if an alarm is given at maximum differential pressure.

Change the filter over to the clean chamber by the lever **(1)**.

See plate on the filter cover for valve position **(2)**.

- 1) Slowly open the venting screw/valve **(3)** on the filter chamber which has been cut off.
- 2) Open the drain plug/valve **(4)** on the filter chamber which has been cut off.
- 3) Dismantle the filter housing cap **(5)** on the filter chamber which has been cut off.
- 4) Withdraw the filter element from the chamber and place the filter element in a suitable cleaning agent.

NOTICE When using HFO, never let the dirty filter element cool down before soaking into the cleaning agent.

- 5) After taken the filter up from the cleaning agent. Carefully blow compressed air through the filter element from the outside to the inside, rinse the filter in clean cleaning fluid and blow through again with air. For obstinate dirt, use a soft brush that cannot damage the mesh.

NOTICE Always check the filter element for damage. Filter elements with damage, mesh and joint surfaces must be changed. Clean the filter chamber carefully before inserting a new clean filter to prevent harmful particles from entering the fuel injection system (Fig. 3).

- 7) Check the O-ring **(6)** on the filter element and replace it if necessary. Mount the filter housing cap **(5)** and tighten the drain plug / close the drain valve **(4)**.
- 8) Prepare the overhauled filter for stand-by or operation by turning the lever **(1)** to the middle position, which also equalizes the pressure between the two chambers.
- 9) Close the venting valve/plug **(3)** as soon as liquid with no air bubbles flows from it, then turn the lever **(1)** back to the position with one filter in operation. See the plate on the filter cover for valve position **(2)**.

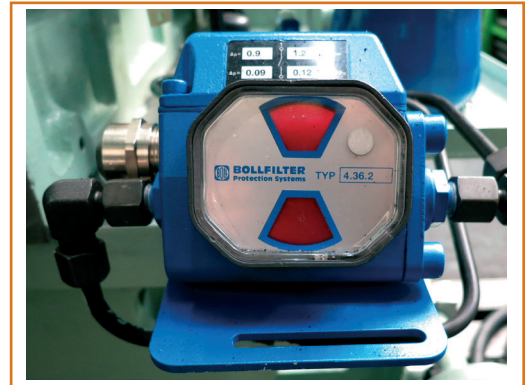


Fig. 1

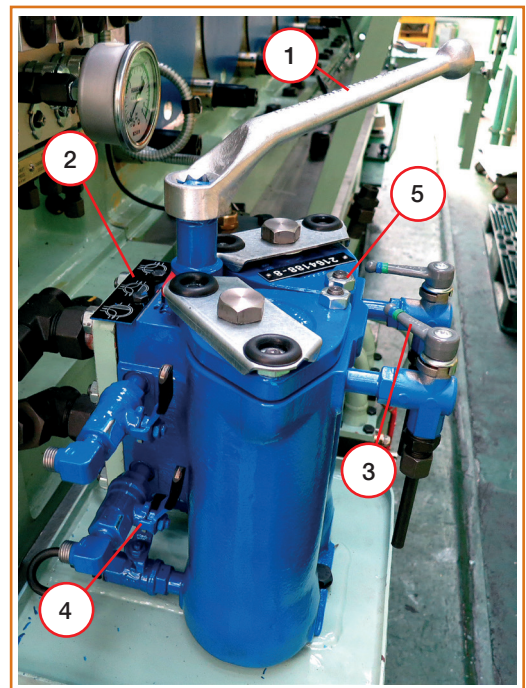


Fig. 2

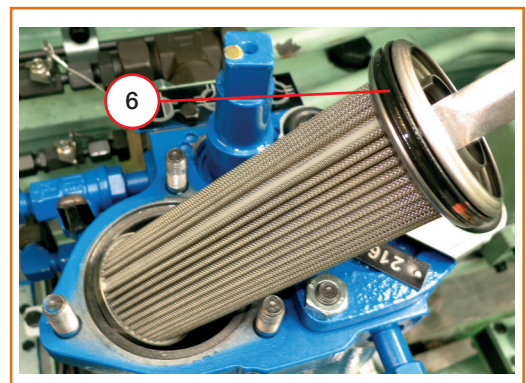


Fig. 3