

Dear Sirs

Based on a recent, but single, incident, which happened during a pressure test of a lube oil cooler, causing personal injury, we must emphasise that any assembly and tightening of lube oil coolers must only be done fully depressurized, and all threaded bolts must be tightened equally.

Investigation furthermore revealed a second issue related to overstressed threaded bolts and nuts caused by heavy use of power tools combined with single bolt tightening on a pressurized lube oil cooler.

We recommend that all threaded bolts and nuts should be carefully inspected and exchanged if visual damage is found or in case of doubt.

The lube oil cooler must be maintained according to the latest working cards as listed below:

GenSets		Propulsion	
Engine type	Work card	Engine type	Work card
L16/24	M5150600-03/08	L21/31	M5150600-07
L21/31	M5150600-06/11	L27/38	M128104A
L27/38	M5150600-05/09/10	L23/30A	D128C2-02
L23/30H	M5150600-02	L28/32A	D128A1-04
L/V28/32H	M6150600-02H		

If you have any questions regarding this Service Letter, please do not hesitate to contact us at:

GenSet engines: PrimeServ-HOL-Technic@mandieselturbo.com

Propulsion engines: PrimeServ-frh@mandieselturbo.com

Yours faithfully


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Action code: WHEN CONVENIENT

Maintenance and Pressure Test of Lube Oil Cooler

SL2015-602/NLC
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Concerns

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

Summary

Safety

Attachments

Warning



Never tighten / untighten bolts or nuts on a pressurized plate cooler.
 Doing so may cause the bolts / nuts to fail due to overload.
 Damaged bolts / nuts must be replaced.

