

Dear Sirs and Mesdames

Service experience has proven that the intermediate inspection of the torsional vibration damper on the crankshaft of our mentioned GenSets can be omitted without compromising a reliable engine operation. This applies to both for new engines and to engines in service.

Consequently, we have deleted the intermediate inspection from our planned maintenance programme (510-04.00), thus saving related dismantling and inspection work.

The lifetime of the vibration damper is in the range of 48,000 to 54,000 running hours, after which it must be replaced.

During operation the damper is subjected to stresses which inevitably lead to wear and tear on the torsional vibration damper.

Unfavorable operating conditions such as:

- engine over-speed
- shocks caused by hydraulic locks in engine cylinders
- water in the lube oil
- reduced lube oil supply
- contaminated lube oil leading to carbon built up internal the damper by the centrifugal forces

will reduce the service life of the torsional vibration damper and may lead to failure before reaching the mentioned operation limits.

Indications of a failing torsional vibration damper could be abnormal noise from the torsional vibration damper or any change in the vibration behavior of the complete GenSet. In such a case, the complete torsional vibration damper must be replaced.

For questions or comments please contact operation dept. Holeby: [leo7@mandieselturbo.com](mailto:leo7@mandieselturbo.com)

Yours faithfully

  
**Mikael C. Jensen**

Vice President,  
Engineering

  
**Stig B. Jakobsen**

Senior Manager,  
Operation

Action code: **WHEN CONVENIENT**

**Crankshaft Torsional Vibration Damper**

SL2017-654/JNN  
November 2017

**Concerns**

Owners and operators of  
MAN four-stroke diesel engines.

Type:

Marine: L16/24, L21/31, L27/38

Stationary: L16/24S, L21/31S, L27/38S

Propulsion: L21/31, L27/38

