

Differential Pressure Indicators Fuel Duplex Filters

**00/07
M25/M32**

As you have already been informed by our Customer Service Information No. 99/13, leaks have occurred at the pipework and the differential pressure indicators on the engine mounted fuel duplex filters.

In this context we asked you to close the stopcocks on both the waste and the clean oil side on all installations concerned as a precautionary action until further notice in order to exclude any danger to the operating personnel and the installation.

We have now developed a solution to the problem in co-operation with our filter supplier.

This solution requires design modifications of the pipework and the differential pressure indicators for the fuel duplex filters. In detail these are:

- Pipework increased to 8 x 1.5 mm steel tube
- Weld nipple joints
- Screw-in pieces on the clean and waste oil side of the filter with 1 mm throttle
- Differential pressure indicators with screw-in pieces out of steel
- Stopcocks as straight-way type 1/4"

Intense investigations of the problem clearly revealed that only M32 engines with 480 kW/cyl., the M32 IMO engines with 440 kW/cyl. and a few M25 engines are affected.

New conversion kits of the improved version are available.

Our local agencies will shortly contact the operators of the installations affected.

Should your engines not be concerned, you may reopen the stopcocks on the clean and waste oil side of the differential pressure indicator.