

Service Information No. 06 / 04

Date: 28.07.2004

Pressure Switch in the Cooling Circuit

6,7,8,9 M43 900kW/cyl.

There is evidence that in two instances engine shutdowns occurred on board due to false alarms of the cooling water pressure switches. In both instances the cooling water pressure was normal. It was not possible to reproduce the false alarms. Subsequently, it was identified that in exceptional cases the operating conditions relevant to the switch have caused those false alarms. As the actual condition of each individual pressure switch is not known and therefore in rare cases false alarm cannot totally be excluded, we have decided, with the consent of the relevant classification societies, to disconnect the automatic engine stop due to shortfall of the cooling water pressure below the adjusted shutdown value until final technical clarification of this issue. The cooling water pressure alarm circuit continues to be fully functional, which also includes automatic start of the standby pump.

However, this also means that the crew will have to reduce the engine output or stop the engine manually if required in the individual case.

The exact procedure for disconnecting the pressure switch is described on pages 2 and 3. Please do not pull off the plug on the pressure switch M2103 itself, so as to avoid further risks due to the open poles.

As shutdowns due to false alarms may severely affect the manoeuvrability of the vessel also at critical passages, we urgently recommend that this measure be implemented immediately and the crew informed.

We are confident to provide you at short notice with a technical retrofit solution that is currently already in the process of final testing. You will be informed about further necessary activities, as soon as a validated solution is available.

This measure is valid for all M43 inline engines with 900 kW/cyl. which do not have a CAN Bus system, regardless of the classification society.

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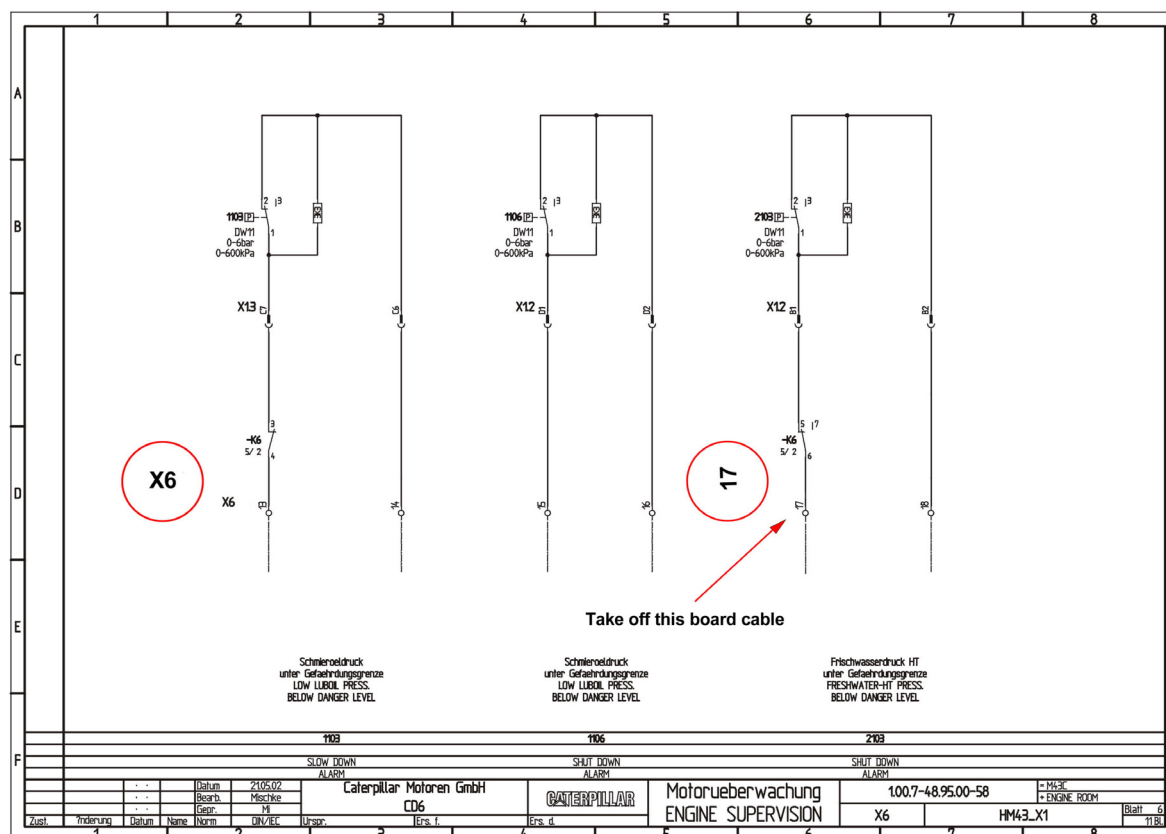
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What has to be done:

At terminal strip X6 the board cable must be removed from terminal 17.



How this should be done:

A detailed description of the sequence of operations is provided on page 3.

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Sequence of operations for disconnecting the shutdown:

1. Open the switch box on the engine by means of the switch box key.
(located laterally on the engine at the exhaust side)
2. Look for terminal strip X6.
(the code X6 is to be found at left-hand side on the terminal strip, see Fig. 2)
3. Look for terminal 17 of this strip.
(highlighted in Fig.2)
4. Remove the board cable from this terminal 17.
(in Fig. 2 terminal 17 is already shown without board cable)
5. Completely insulate the removed cable end/cable plug with suitable insulating tape.
6. Fasten this free cable end in an appropriate way so that it cannot come into electrical or ground contact.
7. Close the switch box.

Note:

The wire break message created by this is accepted and will serve as a reminder of the temporary disconnection of the shutdown.

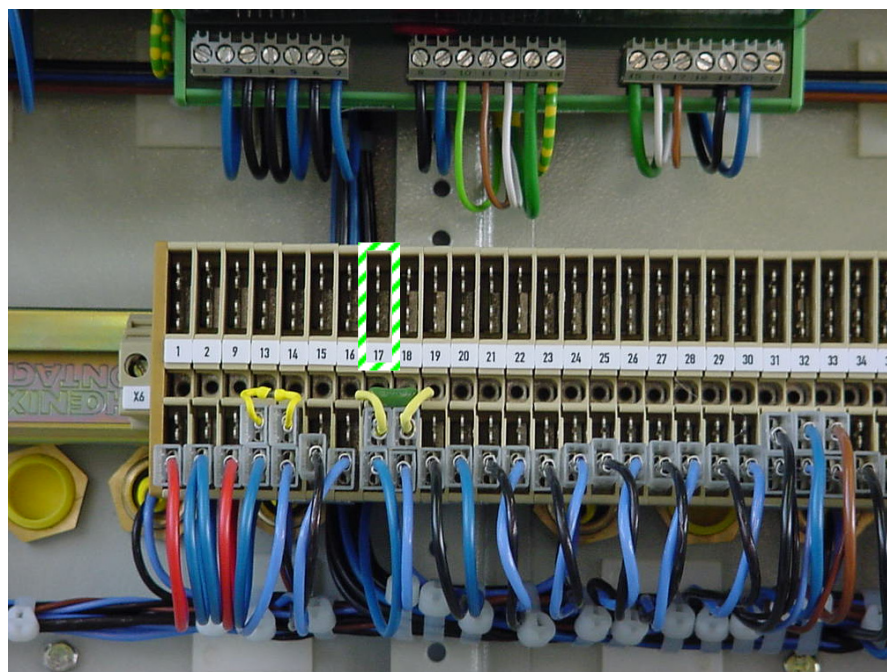


Fig. 2