

Action code: AT FIRST OPPORTUNITY

Check of wiring for actuator

SL2019-678/JNN August 2019

Concerns

Owners and operators of MAN four-stroke diesel engines.

Types:

Marine: L16/24, L21/31, L27/38, L32/40, V32/40

Stationary: L16/24S, L21/31S, L27/38S Propulsion: L21/31, L27/38, L32/40,

V32/40

Dual Fuel: L23/30DF, L28/32DF

Dear Sir or Madam

We have received a few reports of engine shutdown/loss of power due to a wire failure in the engine speed governor/actuator.

The governors/actuators in question are marked with article no. 285.14301-0006 or – 0007 on the nameplate.

In the cases reported, an insulation failure has occurred on the wiring connecting the control module to the speed actuator. The cause for the insulation failure has been located to the wiring in the terminal box on the actuator.

Page 2 describes how to eliminate the risk of such a wire failure.

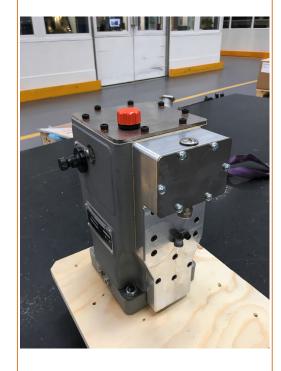
In case you have any questions related to this service letter please contact our worldwide PrimeServ organisation directly or send an email to Primeserv-hol@man-es.com

Yours faithfully

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As a precaution, we recommend to inspect the wiring in the terminal box at the first opportunity. At the inspection, it must be checked that the connection is installed in such a way that the wires do not touch the cover of the connection box. In case of any signs of wear on the insulation of the wires, the damaged part is to be cut off. The connection terminals are of the spring-loaded type, ferrules may be applied at the cables, we however in this particular case recommend removing the cable ferrules, if installed, and connect the wires directly in the terminal strip.

After reconnecting the wires, it must be ensured that no wire can be in contact with the cover. Remove the six screws in the front cover of the actuator to get access to the terminal strip.



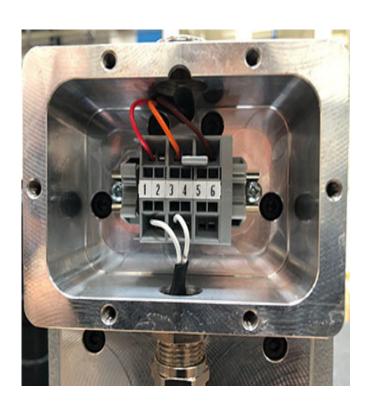
Terminal box with cover



Worn-off wire insulation



Cover removed from terminal box



Correct wiring without wire ferrules