

Dear Sir or Madam

As an engine designer, we aim to deliver innovative top quality products of the highest standard. Therefore, we are continuously monitoring the operation of our products for improvements.

We have recently received reports of the starting air main valve not closing after activation. The result is in a continuous drainage of the starting air pressure from the air tank reservoir until a point where the engine is not able to start. This issue is related to a software bug causing the malfunction.

Possible scenario:

If the engine telegraph is moved to a start command position and is then regretted within two seconds during engine standby, the main starting air valve will stay open until the engine telegraph is moved to a new start position.

If the above scenario occurs, and the main starting air valve does not close, follow the sequence below during engine standby to close the valve:

1. Move the engine telegraph to stop position.
2. Move the engine telegraph to dead slow position and keep it there for more than two seconds.
3. Move the engine telegraph back to stop position.

If your engine is equipped with one of the software versions listed below, please send a SPAF-file to the following email address:

OperationControlandElectronics2S@man-es.com

Software versions affected:

- ME ECS 1909-7
- ME ECS 1909-8
- ME ECS 2105-2
- ME ECS 2105-3

We will release a parameter update via our parameter update tool (PUT). The update will be distributed via email.

Yours faithfully



Mikael C Jensen
Vice President, Engineering



Stig B Jakobsen
Senior Manager, Operation

Action code: AT FIRST OPPORTUNITY

Starting air valve

Failure to close

SL2023-733/ULWI

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Concerns

Owners and operators of MAN B&W two-stroke marine combustion engines.
Type: ME/ME-C

Summary

This Service Letter addresses observations gathered from service experience that could be highly relevant for your engines.



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