

Junma Services Pte Ltd



Subject;

MAN B&W L23/30 Roller Guide Damage for Valve Gear & Fuel pump

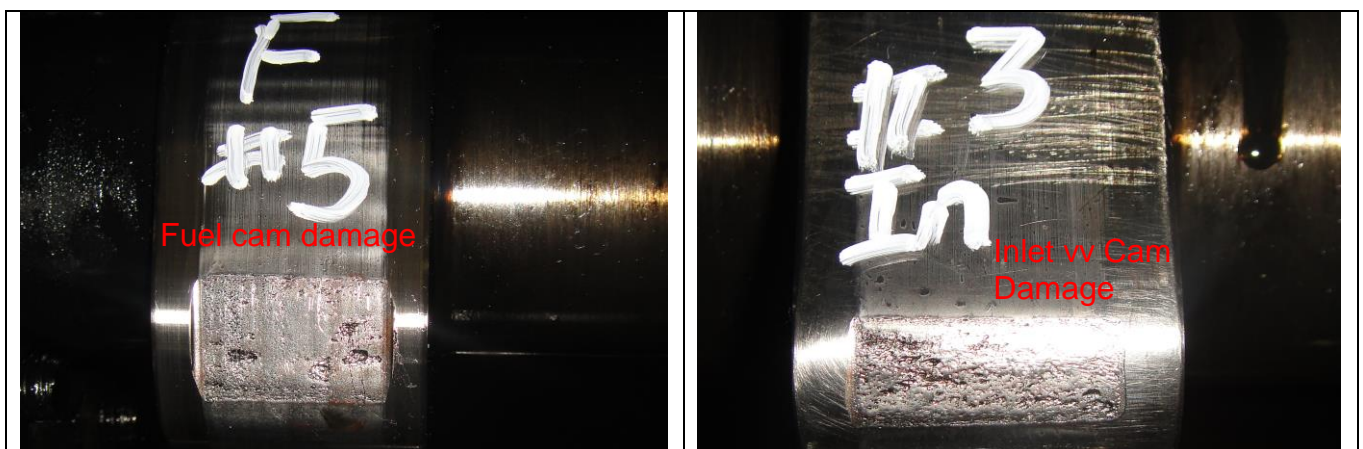
Dear Sir,

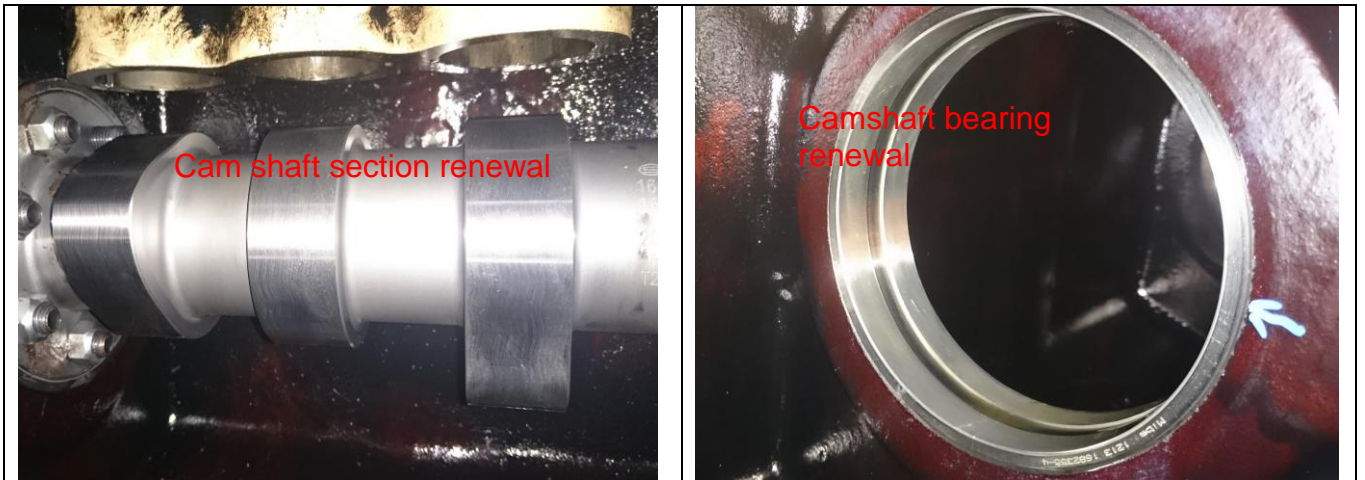
Recently, we have experienced cases that MAN B&W L23/30H engine roller guide damage during general inspection. Such kind of damage may lead to consequential damage to cam and camshaft and cause blackout onboard vessel. We therefore strongly recommend to carry out routine inspection and necessary maintenance as preventive measure.

Following steps should be taken into account:

1. Camshaft and camshaft drive inspection should be taken in every 12000hrs or in combination to engine overhauling.
 - Any loos bolts for camshaft and gear wheel? Re-tighten the bolt.
 - Any blockage of lubrication passage.
 - Camshaft bearing condition?
 - Any scoring marks on cam? Polishing cam if necessary.
 - Any metal peeling off on cam surface? Replace with new camshaft section.

2. If any cam damage or even light scoring marks was found during inspection, it is necessary to dismantle roller guide for inspection, following measures should be take into account when doing roller guide overhaul:





- Carry out crack test and replace any cracked roller guides.



- Polish all running surfaces to smooth.



- **Replace roller if found with deep scoring marks.**
- **Measure roller bush clearance and ensure to be within limit.**
- **Locite 243 must be applied on locking screw upon re-assemble roller guide.**



- **Confirm oil flow upon start up lub oil priming pump.**

Services Team
Junma Services Pte Ltd

18TH Feb. 2015

Note:

- This technical memo is intended to our clients only.
- The purpose of the Technical Memo is to share our point of view with our clients aiming to reduce engine operational cost and avoid incident from happening.
- All comments to this circular are welcomed
- Please send your feedback/opinion to service@junma.biz.