

SOLAS Requirements 32/40, 40/54, 48/60 and 58/64 Engine Series

Cus 195 • 05/03

Introduction

In accordance with the 2001 consolidated edition of the SOLAS (Safety Of Life At Sea) provisions, which are internationally significant and valid, it is requested that all ships' engines be retrofitted as per 1 July 2003 as regards:

- surface temperature < 220 °C
- splash protection at the flanges of pipes for combustible fluids in low-pressure areas and
- double-wall injection pipes in high-pressure fuel systems and the leakage fuel tank with alarm function.

Further information can be gathered from the SOLAS guidelines, 2001 consolidated edition, chapter II-2, regulation 15, items 2.9 to 2.12, which are published by the IMO (International Maritime Organization).

Measures

We can provide solution packages for MAN B&W Diesel engines to meet the requirements specified in the current SOLAS provisions.

- **Surface temperatures < 220 °C**

This concerns so-called hot spots, which could occur in the regions of the indicator valves, turbocharger, exhaust insulations, bypass flaps and the wastegate devices.

Many classification societies recommend that a so-called thermographic analysis be conducted on board in order to locate the relevant areas.

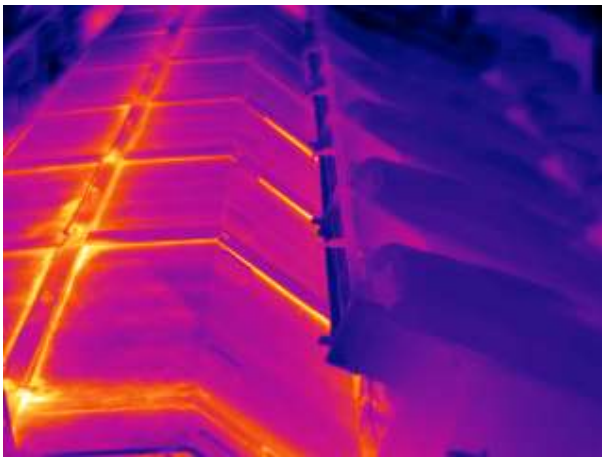


Figure. Covering of the exhaust pipe and cylinder head cover (shots taken with and without thermoscan camera)

MAN B&W provides an on-board thermographic analysis in order to subsequently elaborate a complete package to prevent all hot spots on the engine, in addition to already existing standard solutions for hot-spot prevention (e.g. for the indicator unit) (see Figure).

As a retrofit, our insulation solution is based on a technically innovative, reliable concept which meets all of the SOLAS requirements, as it has already obtained the necessary certifications.

Please contact our Technical Service (see below for contact addresses) should you have any explicit enquiries or require information on solution concepts.

- **Splash protection at the flanges of pipes for combustible fluids in low-pressure areas**

In the case of Diesel engines, this requirement is limited to fuel and lubrication oil pipes.

MAN B&W Diesel provides appropriate retrofit sets as trims for the various flange designs.

For an offer please contact our spare part service department.

- **Double-wall injection pipes in high-pressure fuel systems and the leakage fuel tank with alarm function**

All MAN B&W Diesel engines of the models mentioned are equipped as standard with double-wall injection pipes in the high-pressure area, i.e. between the injection pump and the injection nozzle. Therefore, these pipes do not have to be retrofitted.

Furthermore, the standard leakage fuel system includes a leakage tank which is primarily integrated in the alarm system on the system side. Except for a few engines of the 58/64 series, which comprise of an open leakage fuel funnel for leakage control, retrofitting is not required.

Likewise, please contact our Technical Service should an existing system require modernisation, repair or maintenance.

Additional Information

Should you have any further questions, please do not hesitate to contact our Technical Service, who will be pleased to assist you.

The SOLAS guidelines are available in the form of a PDF file upon request.

Diesel Customer Information

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In addition, we have configured an e-mail especially for this topic, which is exclusively available for developing solutions for you.

Contact addresses

Technical Service:

Fax : [REDACTED]

Spare part service:

Fax : [REDACTED]

e-mail:

[REDACTED]

[REDACTED]