

MAN Diesel & Turbo Common Rail Technology permits continuous and load-independent control of injection timing, injection pressure and injection volume. Thus, CR technology achieves the highest levels of flexibility for all load ranges and yields significantly better results than any conventional injection system.

MAN Diesel & Turbo has the ambition to improve the products at every possible opportunity. During the last years, MAN implemented various updates of our Common Rail parts in the field. We are pleased to present our revised Common Rail Documentation, for these updates to you.

Furthermore, with this updated documentation, the assessment of the condition of CR components, for example of the sealing surfaces, is improved and the handling and testing procedures based on field experience are integrated.

A complete revised set of the Operating Instructions, Working Instructions and Spare Parts Catalogue will be sent to our 48/60CR customers in digital form. Please find below an overview, which chapters have been replaced or removed.

Action Code: When convenient

Revised Common Rail Documentation

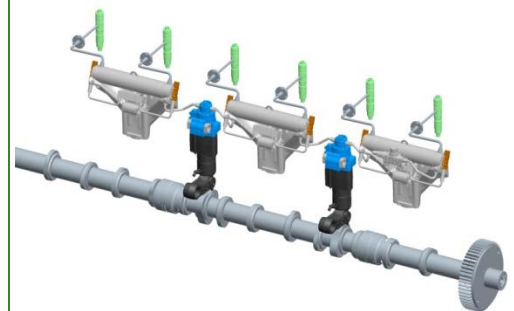
PrimeServ Customer Information
No. 380 / August 2017

Concerns

MAN Diesel & Turbo four-stroke engines
L+V48/60CR

Filing Advice

Common Rail Documentation



Operating Instructions:

Chapter name	Chapter	Replaced	Removed
Temperatures and pressures	2.5.2	X	
Viscosity-temperature diagram (VT diagram)	3.3.4	X	
Changeover from diesel oil to heavy fuel oil and vice versa	3.4.2	X	
Faults/Defects and their causes (fault detection)	3.6.1	X	
Maintenance schedule (Engine)	4.7.2	X	

Working Instructions:

Chapter name	Chapter	Replaced	Removed
Operating Fluid Systems: flushing and cleaning	000.03	X	
Pipelines: cleaning, pickling and preservation	000.16	X	
Tightening screwed connections: Tightening torque (partial image)	000.29	X	
Tightening screwed connections: Tightening torque (table)	000.30	X	
Working and Safety Regulations Prepare Common-Rail engine	000.44	X	
Work and Safety Regulations when turning the running gear	000.46	X	
High-pressure pump: disassembly and assembly	204.04	X	
High-pressure pump on mounting plate: fitting on turnover stand	204.05	X	
Fuel injection valve: removal and installation	221.01	X	
Fuel injection valve: inspecting	221.02	X	
Fuel injection valve: dismantling	221.03	X	
Fuel injection valve: assembling	221.04	X	
Fuel injection valve: Grind sealing faces on threaded insert	221.05		X
Rail pressure measuring transducer: removal and installation	418.01	X	
Detection sensor: removal and installation	418.02	X	
Fuel-injection line: removal and installation	434.01	X	
Fuel-injection line: dismantling and assembling	434.02	X	
Common-Rail system: Carry out a pressure test, check for leaks	435.01	X	
Common-Rail accumulator unit: check for tightness	435.02	X	
High-pressure pump: check for tightness	435.03	X	
High-pressure fuel pipe: check for tightness	435.04	X	
Common-Rail components: Rework sealing face (tapered)	435.05	X	
Common-Rail accumulator unit: removal and installation	437.01	X	
Non-return valve (purging): removal and installation	437.02	X	
Valve block: removal and installation	437.03	X	
Adapter with non-return valve (splitting): removal and installation	437.04	X	
Valve group: removal and installation	437.05	X	
Pressure limiting valve: removal and installation	437.06	X	
Non-return valve (flushing): dismantling and assembling	437.07	X	
High-pressure fuel pipe: removal and installation	437.08	X	
Adapter with check valve (shut-off): dismantling and assembling	437.09	X	
High-pressure connection pipe: removing and installing	437.10		X

Localizing and repairing leakages in the CR injection system	437.11	X	
High-pressure fuel pipe (diverter line): removal and installation	437.12	X	
Common-Rail accumulator unit: disassembly and assembly	437.13	X	
Flow limiter: removal and installation	437.14	X	
Flush valve: disassembly, clean and assembly	437.15	X	
Work holding fixture on turnover stand: fitting and removal	437.16	X	
Disconnecting and connecting the cabling	437.17	X	

Spare Parts Catalogue:

Chapter name	Chapter	Replaced	Removed
High pressure pump	204.05		X
High pressure pump*	204.14	X	
High pressure pump*	204.15	X	
Fuel injection valve with injection nozzle	221.05		X
Mounting of fuel injection valve	221.08	X	
Sensor system CR*	403.09	X	
Sensor system CR*	403.18	X	
Fuel oil pipe*	434.72	X	
Fuel oil pipes on free end*	434.73	X	
Fuel injection pipe	436.03		X
Fuel injection pipe	436.10	X	
Non-return valve	437.05	X	
Accumulator unit	437.06		X
Accumulator unit	437.07		X
Accumulator unit	437.14		X
Accumulator unit	437.16		X
Accumulator unit	437.17		X
Accumulator unit*	437.18	X	
Accumulator unit	437.22		X
Accumulator unit*	437.23	X	
Attachment of accumulators*	437.24	X	
Attachment of accumulators*	437.25	X	
Attachment of accumulators*	437.26	X	
Accumulator unit*	437.29	X	
Accumulator unit*	437.30	X	
Accumulator unit*	437.31	X	
Accumulator unit*	437.32	X	
Expansion kit, V engines*	489.82	X	
CR cables conduit with attachment*	489.86	X	
Tools for subassembly group 204 (standard tools)	981.35		X
Tools for subassembly group 204 (standard tools)	981.71	X	

*chapter depending on engine configuration

PrimeServ Customer Information

The new documentation for the Common Rail System replaces the existing documentation. We kindly ask you to use the new documents, as soon as the files are received. Due to the huge size of the documents, the files will be send on a USB flash drive.

Contact

Should you have any queries, our Technical Service will be pleased to be of assistance:

MAN Diesel & Turbo SE
86224 Augsburg
Tel.: +49 (0) 821 322-4787
Fax: +49 (0) 821 322-3838
E-mail: primeserv-aug-technical@mandieselturbo.com



Stefan Eefting
Senior Vice President
PrimeServ Augsburg



Dr. Ingo Henne
Senior Manager
Technical Service

Please forward this information to your technical operating personnel and remember to inform us of the current operating hours of your MAN Diesel & Turbo engines.