

Please find below details of what work was carried out as part of the E50 service plus the variations and testing.

Holditch #1 – 2200071

All 16 cylinder heads replaced by service exchange cylinder heads from the Deutz German Xchange centre. All associated valve gear re-assembled and set to the correct clearances.

All 16 combustion spaces cleaned and checked.

Both intercoolers completely stripped and rebuilt using all new gaskets and seals. All aluminium covers, top and bottom, have been replaced using cast covers.

Both gas mixers cleaned, checked and lubricated. Control of both gas mixers checked correct and tested from the TEM with full travel. Limit switches set up correct.

New oil filters, seals and O rings fitted.

New air filters and spark plugs have been supplied but not fitted to prevent damage in transit. Old filters and plugs re-fitted to the engine to prevent dirt ingress to engine.

All old oil drained from engine.

Oil filter housing bracket on A bank has been replaced due to the original being badly cracked.

Intercooler and jacket water system pressure tested to 4.5 bar with no leaks.

Both turbo chargers type RR221 -14 have been returned to the manufacturer for overhaul. The details of which have been supplied on a previous report.

New control batteries have been fitted to the generator control panel.

All associated pumps and fan motors associated with the generator have been run under electrical power and proved correct.

Throttle has been re-calibrated through the TEM system.

All engine sensors are indicating correct back to the TEM system.

The TEM CPU has been upgraded to version 2.29, and the operating terminal has been upgraded to the latest touch screen version.

The TEM system has been re-installed with all the original commissioning parameters and additional 24 messages.

Holditch #2 – 2200093

All 16 cylinder heads replaced by service exchange cylinder heads from the Deutz German Xchange centre. All associated valve gear re-assembled and set to the correct clearances.

All 16 combustion spaces cleaned and checked.

Both intercoolers completely stripped and rebuilt using all new gaskets and seals. All aluminium covers, top and bottom, have been replaced using cast covers.

Both gas mixers cleaned, checked and lubricated. Control of both gas mixers checked correct and tested from the TEM with full travel. Limit switches set up correct.

New oil filters, seals and O rings fitted.

New air filters and spark plugs have been supplied but not fitted to prevent damage in transit. Old filters and plugs re-fitted to the engine to prevent dirt ingress to engine.

All old oil drained from engine.

Intercooler and jacket water system pressure tested to 4.5 bar with no leaks.

Both turbo chargers type RR221 -14 have been returned to the manufacturer for overhaul. The details of which have been supplied on a previous report.

New control batteries have been fitted to the generator control panel and a new battery charger.

All associated pumps and fan motors associated with the generator have been run under electrical power and proved correct.

Throttle has been re-calibrated through the TEM system.

All engine sensors are indicating correct back to the TEM system.

The TEM CPU has been upgraded to version 2.29, and the operating terminal has been upgraded to the latest touch screen version.

The TEM system has been re-installed with all the original commissioning parameters and additional 24 messages

Holditch #3 – 2200100

All 16 cylinder heads replaced by service exchange cylinder heads from the Deutz German Xchange centre. All associated valve gear re-assembled and set to the correct clearances.

All 16 combustion spaces cleaned and checked.

Both intercoolers completely stripped and rebuilt using all new gaskets and seals. All aluminium covers, top and bottom, have been replaced using cast covers.

Both gas mixers cleaned, checked and lubricated. Control of both gas mixers checked correct and tested from the TEM with full travel. Limit switches set up correct.

New oil filters, seals and O rings fitted.

New air filters and spark plugs have been supplied but not fitted to prevent damage in transit. Old filters and plugs re-fitted to the engine to prevent dirt ingress to engine.

All old oil drained from engine.

Intercooler and jacket water system pressure tested to 4.5 bar with no leaks.

Both turbo chargers type RR221 -14 have been returned to the manufacturer for overhaul. The details of which have been supplied on a previous report.

New control batteries have been fitted to the generator control panel.

All associated pumps and fan motors associated with the generator have been run under electrical power and proved correct.

Throttle has been re-calibrated through the TEM system.

All engine sensors are indicating correct back to the TEM system.

The TEM CPU has been upgraded to version 2.29, and the operating terminal has been upgraded to the latest touch screen version.

The TEM system has been re-installed with all the original commissioning parameters and additional 24 messages .