



## Check and adjustment of Prise, difference between Max. combustion pressure, Pmax and compression pressure, Pcomp

ENGINE TYPE: ME Type

Excessive Prise could have negative effects on M/E performance and combustion chamber components. Therefore, Max. Prise for ME type engine is regulated each engine type. However, temporary fluctuation up to +5 bar is permitted, as there are some cases of exceeding regulated value temporarily on some cylinders due to M/E load fluctuation caused by unstable condition such as rough sea.

As it is found out that this regulated value + 5 bar is introduced as Max. Prise value on the instruction book of some in-service vessels, we'd like to issue this service news for clarifying the regulation on Max. Prise and avoiding any confusion caused.

- S50ME-C10.6 / S60ME-C10.6

Max. Prise should be 50 or less than 50 bar. However, temporary fluctuation up to 55 bar is permitted in some special unstable condition such as rough sea only.

- Except for S50ME-C10.6 / S60ME-C10.6

Max. Prise should be 40 or less than 40 bar. However, temporary fluctuation up to 45 bar is permitted in some special unstable condition such as rough sea only.

Prise should be checked and evaluated on a regular basis in the calm sea with small fluctuation condition.

Adjust Pmax to be regulated value or below by changing Pmax offset on MOP monitor (Process Adjustment, Cylinder Press. tab).

At adjusting Pmax of all cylinders, change "All", and change the subject cylinder value at adjusting an individual cylinder.

REMARKS: 1sr edition : 10 Apr. 2017  
Rev.1 : Revised according to release of engine type with 50bar Prise setting. 15 Sep. 2023



Fig. 1 MOP monitor screen for example (Process Adjustment, Cylinder Press. Tab)

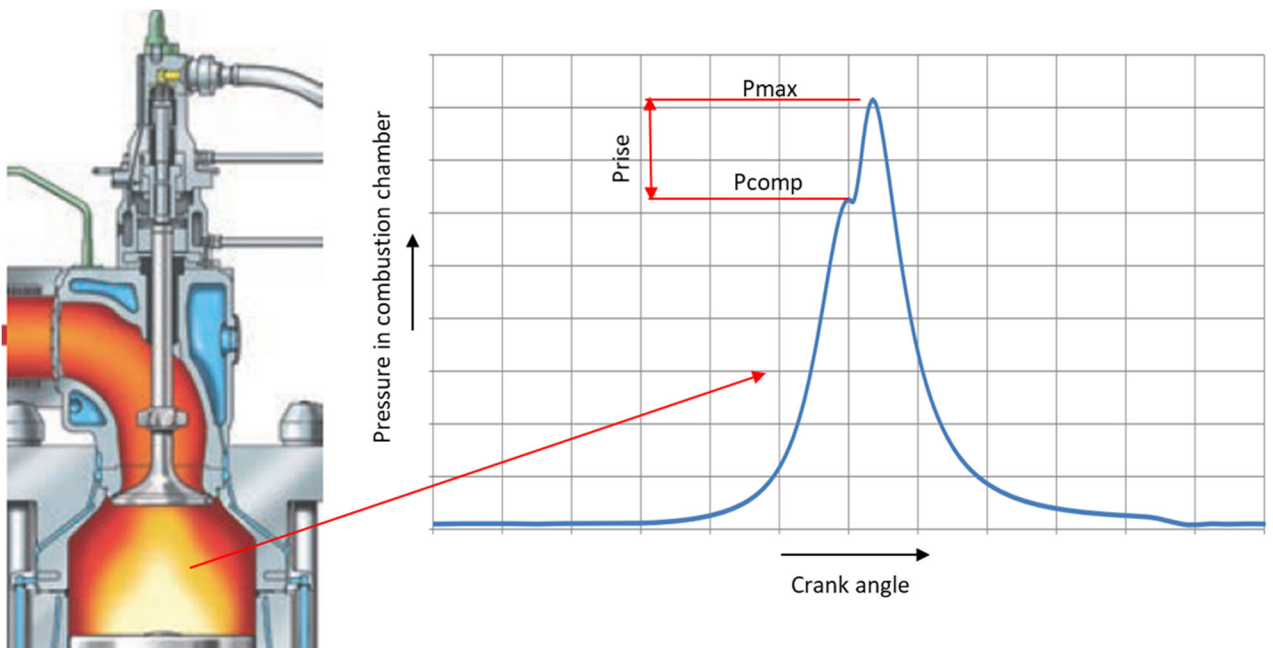


Fig. 2 Pmise in cylinder pressure curve