

M10 Protection of internal combustion engines against crankcase explosions

(1972)
(Rev.1
1991)
(Corr.
1997)
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Jan
2005)
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2005)
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Oct
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Sept
2008)

M10.1 Crankcase construction and crankcase doors are to be of sufficient strength to withstand anticipated crankcase pressures that may arise during a crankcase explosion taking into account the installation of explosion relief valves required by UR M9. Crankcase doors are to be fastened sufficiently securely for them not be readily displaced by a crankcase explosion.

M10.2 Additional relief valves are to be fitted on separate spaces of crankcase such as gear or chain cases for camshaft or similar drives, when the gross volume of such spaces exceeds 0.6 m^3 .

M10.3 Scavenge spaces in open connection to the cylinders are to be fitted with explosion relief valves.

M10.4 Crankcase explosion relief valves are to comply with UR M9.

M10.5 Ventilation of crankcase, and any arrangement which could produce a flow of external air within the crankcase, is in principle not permitted except for dual fuel engines where crankcase ventilation is to be provided in accordance with UR M59.3.2.(1).

M10.5.1 Crankcase ventilation pipes, where provided, are to be as small as practicable to minimise the inrush of air after a crankcase explosion.

M10.5.2 If a forced extraction of the oil mist atmosphere from the crankcase is provided (for mist detection purposes for instance), the vacuum in the crankcase is not to exceed $2.5 \times 10^{-4} \text{ N/mm}^2$ (2.5 m bar).

M10.5.3 To avoid interconnection between crankcases and the possible spread of fire following an explosion, crankcase ventilation pipes and oil drain pipes for each engine are to be independent of any other engine.

Note:

1. ~~Engines are to be fitted with components and arrangements complying with Revision 2 of this UR, except for M10.8, when~~ The requirements of M10 Rev. 3 are to be uniformly implemented by IACS Societies for engines:

4i) when an application for certification of an engine is dated ~~on/after~~ on or after 1 January ~~2006~~ 2010; or

2ii) which are installed in new ships for which the date of contract for construction is on or after 1 January ~~2006~~ 2010.

~~The requirements of M10.8 apply, in both cases above, from 1 January 2007.~~

2. The “contracted for construction” date means the date on which the contract to build the vessel is signed between the prospective owner and the shipbuilder. For further details regarding the date of “contract for construction”, refer to IACS Procedural Requirement (PR) No. 29.

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M10.6 Lubricating oil drain pipes from the engine sump to the drain tank are to be submerged at their outlet ends.

M10.7 A warning notice is to be fitted either on the control stand or, preferably, on a crankcase door on each side of the engine. This warning notice is to specify that, whenever overheating is suspected within the crankcase, the crankcase doors or sight holes are not to be opened before a reasonable time, sufficient to permit adequate cooling after stopping the engine.

M10.8 ~~Where crankcase oil mist detection/monitoring arrangements are to be fitted to engines they are to be of a type approved by classification societies and tested in accordance with UR M67 and comply with UR M10.9 to UR M10.20. Oil mist detection arrangements (or engine bearing temperature monitors or equivalent devices) are required:~~

- for alarm and slow down purposes for low speed diesel engines of 2250 kW and above or having cylinders of more than 300 mm bore
- for alarm and automatic shutoff purposes for medium and high speed diesel engines of 2250 kW and above or having cylinders of more than 300 mm bore

Oil mist detection arrangements are to be of a type approved by classification societies and tested in accordance with UR M67 and comply with UR M10.9 to UR M10.20. Engine bearing temperature monitors or equivalent devices used as safety devices have to be of a type approved by classification societies for such purposes.

Note: For equivalent devices for high speed engines, refer to UI SC 133.

M10.9 The oil mist detection/~~monitoring~~ system and arrangements are to be installed in accordance with the engine designer's and oil mist manufacturer's instructions/recommendations. The following particulars are to be included in the instructions:

- Schematic layout of engine oil mist detection/~~monitoring~~ and alarm system showing location of engine crankcase sample points and piping or cable arrangements together with pipe dimensions to detector/~~monitor~~.
- Evidence of study to justify the selected location of sample points and sample extraction rate (if applicable) in consideration of the crankcase arrangements and geometry and the predicted crankcase atmosphere where oil mist can accumulate.
- The manufacturer's maintenance and test manual.
- Information relating to type or in-service testing of the engine with engine protection system test arrangements having approved types of oil mist detection ~~monitoring~~ equipment.

M10.10 A copy of the oil mist detection/~~monitoring~~ equipment maintenance and test manual required by UR M10.9 is to be provided on board ship.

M10.11 Oil mist detection ~~monitoring~~ and alarm information is to be capable of being read from a safe location away from the engine.

M10.12 ~~Where there are multi-engine installations, Each engine is to be provided with oil mist detection/monitoring~~ its own independent oil mist detection arrangement and a dedicated alarm.

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M10.13 Oil mist detection/monitoring and alarm systems are to be capable of being tested on the test bed and board under engine at standstill and engine running at normal operating conditions in accordance with test procedures that are acceptable to the classification society.

M10.14 Alarms and shutdowns for the oil mist detection/monitoring system are to be in accordance with UR M35 and UR M36 and the system arrangements are to comply with UR M29 and UR M30.

M10.15 The oil mist detection/monitoring arrangements are to provide an alarm indication in the event of a foreseeable functional failure in the equipment and installation arrangements.

M10.16 The oil mist detection/monitoring system is to provide an indication that any lenses fitted in the equipment and used in determination of the oil mist level have been partially obscured to a degree that will affect the reliability of the information and alarm indication.

M10.17 Where oil mist detection/monitoring equipment includes the use of programmable electronic systems, the arrangements are to be in accordance with individual classification society requirements for such systems.

M10.18 Plans of showing details and arrangements of oil mist detection/monitoring and alarm arrangements are to be submitted for approval in accordance with UR M44 under item 28.

M10.19 The equipment together with detectors/monitors is to be tested when installed on the test bed and on board ship to demonstrate that the detection/monitoring and alarm system functionally operates. The testing arrangements are to be to the satisfaction of the classification society.

M10.20 Where sequential oil mist detection/monitoring arrangements are provided the sampling frequency and time is to be as short as reasonably practicable.

M10.21 Where alternative methods are provided for the prevention of the build-up of oil mist that may lead to a potentially explosive condition within the crankcase details are to be submitted for consideration of individual classification societies. The following information is to be included in the details to be submitted for consideration:

- Engine particulars – type, power, speed, stroke, bore and crankcase volume.
- Details of arrangements prevent the build up of potentially explosive conditions within the crankcase, e.g., bearing temperature monitoring, oil splash temperature, crankcase pressure monitoring, recirculation arrangements.
- Evidence to demonstrate that the arrangements are effective in preventing the build up of potentially explosive conditions together with details of in-service experience.
- Operating instructions and the maintenance and test instructions.

M10.22 Where it is proposed to use the introduction of inert gas into the crankcase to minimise a potential crankcase explosion, details of the arrangements are to be submitted to the classification society for consideration.

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