



SUGGESTED MAINTENANCE PLAN FOR ENGINE DETECTION SYSTEM

1. Clear and clean the filter found in the Detector and the baffle which is mounted in the crank space. The best method for doing this is by removing the Detector from its base plate when the crank space doors are open. Remember if you un-plug the cable from the Detector you will have an alarm come up on the Monitor and control room alarm panel.

After you have reconnected the plug you will have to reset the alarm panel and Monitor. Then remove the filter and clean or replace it if it has been blocked and can not be cleared. (As shown in manual). To clean and clear the baffles use a jet of compressed air in towards the crank space. It is very rare to have a blocked baffle as there should not be any contaminants in the area of the baffles.

2. To check the engine Shutdown and alarms just set the alarm levels lower than the normal running values so that the system will go into alarm. Please remember to get permission of the Captain and Chief Engineer before carrying out this simple task. Also remember to reset the Monitor to its original alarm settings.
3. Regularly use the test programme by using the switch on the front of the Monitor. This tests most of the operational functions of the system except the engine slow/Shutdown function. The indication "dd" on any channel will mean that you have over 20% of dirt on the lenses so it is a good idea to clean the lenses as soon as it is feasible. The system however can compensate for up to 40% of contamination.
4. To test out F1 failure simply un-plug one of the Detectors to make sure it alarms and shows on the Monitor.
5. To test the VB3 fan cut the power to it and then "F4" should come up on the Monitor display.

If these few simple tests are carried out you will experience very few problems with your QMI system. Always make sure Monitor is always reset.