

Technical Bulletin

November 2020

In order to reduce the risk of costly booster/circulation fuel pump damage, fuel return line strainers are strongly recommended as part of shipyard delivery

It is vital to ensure that the fuel used onboard a vessel is clean and meets the specified engine requirements to guarantee the continued health of fuel pumps and reduce the associated repair costs. Similarly, it is necessary to operate the related fuel separators effectively to remove solid impurities and obtain optimum cleaning of the chosen fuel.

Auramarine fuel supply units should not be connected to external piping or operated before all external fuel system piping has been flushed by a shipyard's dedicated flushing equipment.

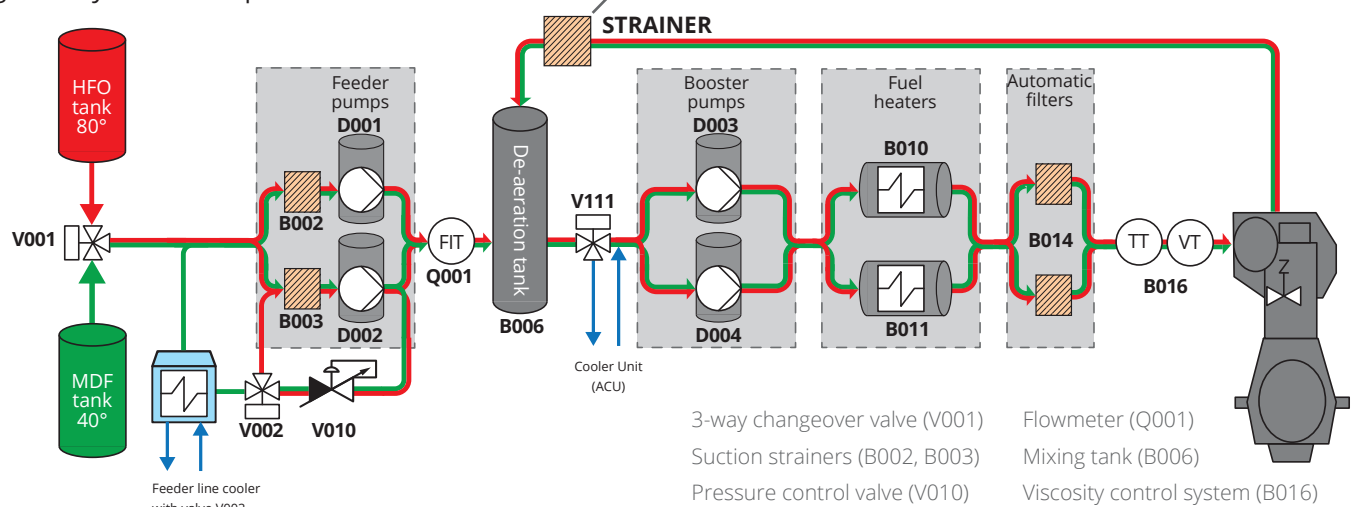
To mitigate the impact of impurities that may remain in the fuel circulation line after installation, it is mandatory that a shipyard delivers and installs a strainer in its fuel circulation piping to protect the booster/circulation pumps and avoid additional repair costs later down the line. The strainer size is defined by the circulation pipe diameter. The installation is temporary until the fuel circulation pipe can be considered clean from impurities. The length of such cleaning period depends on the engine operating hours and fuel flow rate, but generally 800 hours period is recommended.

It is also important to note that shut off valves on both sides of the strainer are necessary to allow the eventual cleaning or replacement of the strainer with piping at a later date. For added safety, a pressure difference indicator (PDI) or pressure difference indicator switch (PDIS) with an alert function can be installed.

The strainer should have a mesh size of a maximum 250 microns and must be installed in close proximity to an Auramarine unit return inlet; please see the illustration below:



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