

**BULLETIN 35370**  
**C9 Inlet Manifold Pressure Gauge Hose**  
**Location**

Date: 16-5-2017  
Prepared for: Industry – C9 Owners & Operators  
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Revision: A



## Communication: Air inlet manifold pressure gauge hose may have been connected directly to air intake manifold on all revisions of C9 engines registered to MDR 106483 DES.

GE Mining has found examples of the air inlet manifold (turbo boost) pressure gauge hose connecting via threaded fittings directly into the air inlet manifold, downstream of the air inlet flame-trap. If intake flashback occurs, hot gasses could potentially escape through the hose or fittings.

The recommended inlet manifold pressure gauge hose connection point is in the spare port on the 45° elbow immediately upstream of the air inlet flame-trap.

This connection location had not been indicated on the DES drawing so may have not been inspected during routine maintenance.

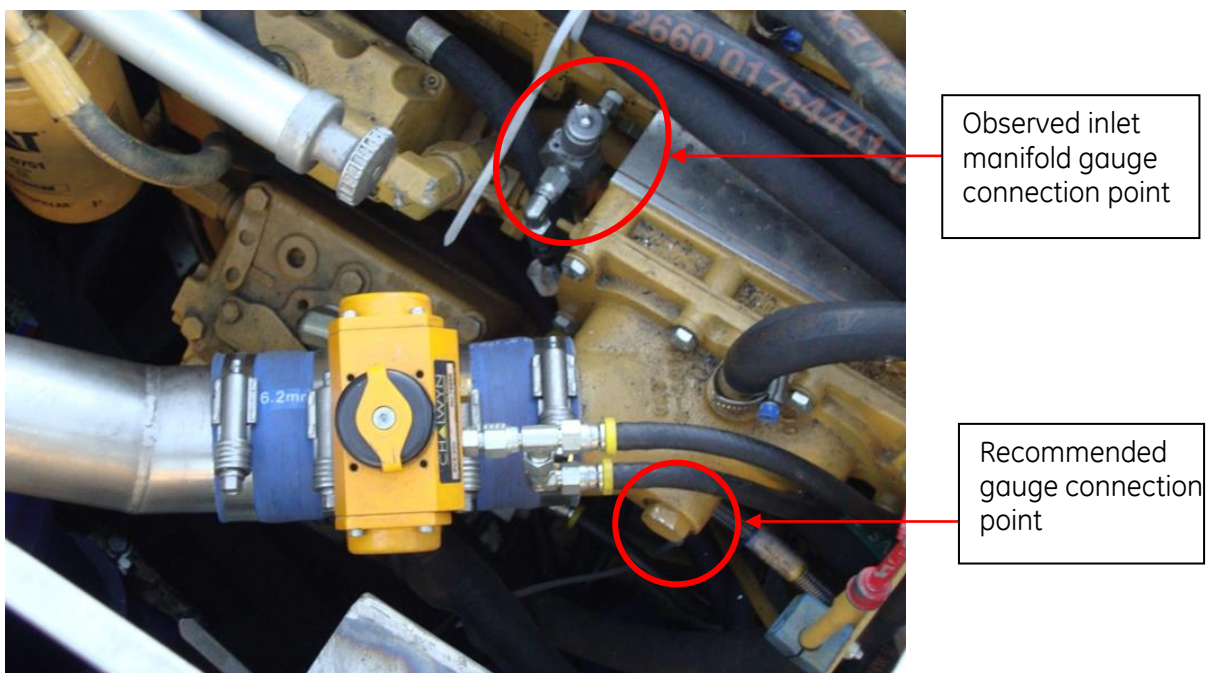
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### Immediate action to be undertaken:

All relevant machines should be inspected to establish if the inlet manifold pressure gauge hose connects downstream of the air inlet flame trap. If so, it should be moved to the spare port upstream of the air inlet flame-trap as soon as possible. The photo below illustrates the observed example of a downstream connection and shows the recommended connection point.

The ports into the intake manifold must be plugged with a 1/8" NPT plug, part number 7-053133-722. The gauge line may be reconnected with a 3/4" UNO to 7/16 JIC adaptor (C3-1207). Free issue of parts can be arranged by emailing [IMESales@ge.com](mailto:IMESales@ge.com)

Please inform GE Mining as your machines are inspected and the correction (if needed) is completed.



Please distribute this bulletin to all relevant personnel.

### GE Mining Contacts in respect to this bulletin:

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