

**BULLETIN 35411**  
**“3126” Inlet Manifold Threaded Ports**

Date: 29-5-2017  
Prepared for: Industry – 3126 Owners & Operators  
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Revision: A



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07 4982 0066

**Communication: The air inlet pressure gauge hose and a metal tube between inlet manifold and fuel pump may have been connected downstream of the air inlet flame trap on all revisions of “3126” engines registered to MDR 074167 DES and MDR 040173 DES.**

Engine systems have been supplied with the air inlet (turbo boost) pressure gauge hose connecting via threaded fittings directly into the inlet manifold, downstream of the air inlet flame-trap. These engines also have a metal tube connecting a similar port on the inlet manifold with the fuel pump. If intake flashback occurs, hot gasses could potentially escape through the hose or fittings.

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

The recommended connection point for the inlet air pressure gauge hose and fuel pump line is in the port on the underside of the aftercooler immediately upstream of the air inlet flame-trap.

**Immediate action to be undertaken:**

**Pressure Gauge Hose**

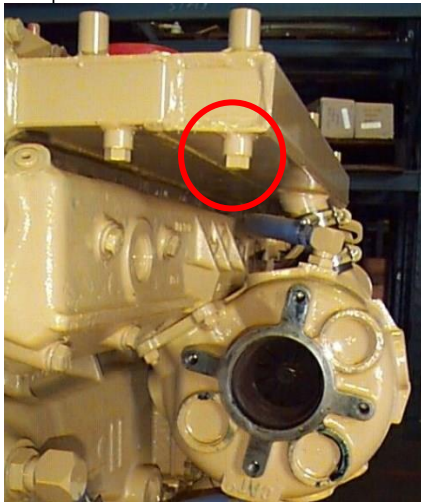
All relevant machines should be inspected to establish if the inlet air pressure gauge hose connects downstream of the air inlet flame trap. If so, it should be moved to the spare port in the underside of the aftercooler, upstream of the air inlet flame-trap as soon as possible.

The ports into the inlet manifold must be plugged.

The photo below illustrates the observed gauge connection, downstream of the air inlet flametrap.



The photo below shows the recommended gauge connection point in the underside of the aftercooler.



### Tube to Fuel Pump

All relevant machines should be inspected to establish if a metal tube connects the fuel pump to the inlet manifold downstream of the inlet flame-trap. If so, it should be replaced as soon as possible with a pneumatic hose that connects the fuel pump to the aftercooler, upstream of the air inlet flame-trap. The fuel pump line may be reconnected into the port in the underside of the aftercooler, using a Tee fitting at the same port as the relocated gauge line.

The pictures below show the observed fuel pump line connection into the inlet manifold and the connection into the fuel pump.



### Required Parts

Part Number	Description	Quantity	Location
7-052177-706	Plug 3/4" UNO - (16tpi)	2	Inlet manifold
7-052177-713	O-ring seal	2	Inlet manifold
7-187369-701	Tee fitting MMM 7/16 JIC, 7/16 JIC, 7/16 UNO	1	Aftercooler port
7-161641-700	Push on hose 1/4"	2m	Aftercooler to fuel pump
7-180502-715	1/4" hose tail push on, 7/16 JICM	2	Aftercooler to fuel pump
7-187247-701	Elbow 90° 7/16 UNO M to 7/16 JIC M	1	Fuel pump port

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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