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## **M1**      **Cylinder overpressure monitoring of internal combustion engines**

(1969)  
(Rev. 1  
1985)  
(Rev.2  
April  
1999)

Deleted in Aug 2004

END

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## **M2**      **Alarm devices of internal combustion engines**

(1971)

Main and auxiliary engines, above 37 kW, must be fitted with an alarm device with audible and luminous signals for failure of the lubricating oil system.

END

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## **M3**      **Speed governor and overspeed protective device**

(1971)  
(Rev. 1  
1984)  
(Rev. 2  
1986)  
(Rev. 3  
1990)  
(Rev. 4  
June  
2002)  
(Corr. Aug  
2003)  
(Rev.5  
Feb. 2006)

### **M3.1 Speed governor and overspeed protective device for main internal combustion engines**

1. Each main engine is to be fitted with a speed governor so adjusted that the engine speed cannot exceed the rated speed by more than 15%.
  2. In addition to this speed governor each main engine having a rated power of 220 kW and above, and which can be declutched or which drives a controllable pitch propeller, is to be fitted with a separate overspeed protective device so adjusted that the engine speed cannot exceed the rated speed by more than 20%. Equivalent arrangements may be accepted upon special consideration. The overspeed protective device, including its driving mechanism, has to be independent from the required governor.
  3. When electronic speed governors of main internal combustion engines form part of a remote control system, they are to comply with UR M43.8 and M43.10 or M47 and namely with the following conditions:
    - if lack of power to the governor may cause major and sudden changes in the present speed and direction of thrust of the propeller, back up power supply is to be provided;
    - local control of the engines is always to be possible, as required by M43.10, and, to this purpose, from the local control position it is to be possible to disconnect the remote signal, bearing in mind that the speed control according to UR M3.1, subparagraph 1, is not available unless an additional separate governor is provided for such local mode of control.
    - In addition, electronic speed governors and their actuators are to be type tested according to UR E10.
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