

Action code: COMMERCIAL

Slide Type Fuel Valve Nozzles Extended TBO

SL08-499/JOF
September 2008

Concerns

Owners and operators of MAN B&W MC/MC-C and ME/ME-B/ME-C engines.

Dear Sirs

Slide type fuel valves have been the standard on MAN B&W low speed two-stroke engines since the beginning of this century. Since then, improved HIP-compound nozzles have been introduced gradually, and now all new slide valve nozzles that we deliver are HIP-compound nozzles.

HIP-compound nozzles are made of a very strong and wear resistant tool steel. To enhance heat resistance, the nozzle tips are covered with a high-temperature resistant Ni-alloy.

Based on extremely positive service experience with this nozzle material, we are pleased to announce that the expected lifetime of HIP-compound nozzles is extended from 8,000 hours to 16,000 hours.

Our new overhaul instructions for HIP-compound nozzles:

After 8,000 hours

1. Disassemble, clean and overhaul valve
2. Inspect nozzle for burns and cracks
3. Re-assemble valve
4. Perform pressure test and adjust opening pressure

After 16,000 hours

Replace nozzle and spindle guide. Do not reuse the spindle guide; the seat in the spindle guide cannot be overhauled, because the nitrated layer is too thin to be reconditioned.

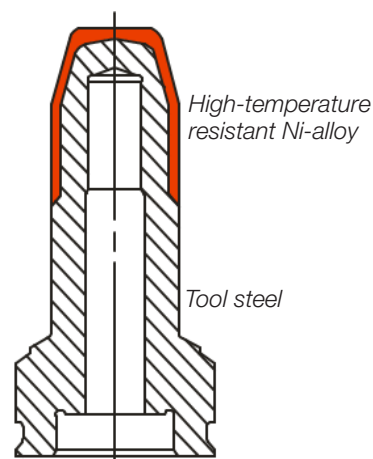
Any questions regarding HIP-compound nozzles can be directed to PrimeServ at PrimeServ-Cph@mandiesel.com

Yours faithfully


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HIP-compound nozzle



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