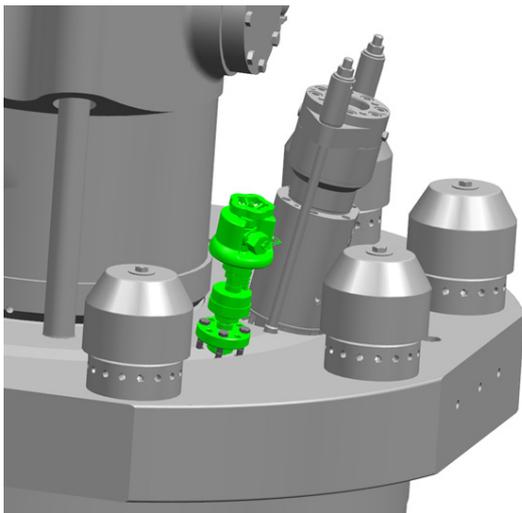


Dear Sir or Madam

The general trend of low-load running, as described in our service letter SL2016-621, has led to focus on insulating the indicator cock. This is to ensure that the temperature stays above the acid dew point and to avoid cold corrosion for engines operated in a low-load profile.

Engine running at higher load profiles will typically raise the temperature in the indicator pipe arrangement. This may affect the performance of the PMI sensor, causing signal failure. In those cases, removing insulation will lower the temperature in the sensor and restore normal performance.

Note that ABB sensors should never be insulated, only the indicator cock, as illustrated in the drawings.



Questions regarding this Service Letter should be directed to our Large Bore Design department at LargeBore2S@man-es.com

Yours faithfully



Mikael C Jensen
Vice President
Engineering



Stig B Jakobsen
Senior Manager
Operation

Action code: WHEN CONVENIENT

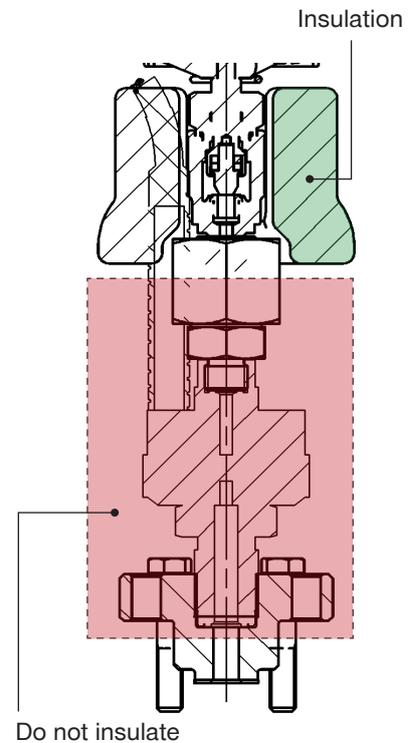
Insulation of indicator cock

SL2019-675/SBE
July 2019

Concerns

Owners and operators of MAN B&W two-stroke marine diesel engines.
Types: All 26-98 bore MC/MC-C and ME/ME-C engines

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