

Dear Sirs

As the leading supplier of marine diesel engines we are constantly working on new developments and improvements of our products to the benefit of the environment as well as to the owners and operators of MAN Diesel engines.

We are hereby pleased to inform that a new low sack nozzle is released for engine type L27/38.

The new nozzle, IMO No 1859, will replace the previous nozzle type, IMO No 1482.

New nozzles ordered in accordance with the original spare part plate will be of the new type, and are fully interchangeable with the former nozzle type.

As the injection nozzle is included in the engine technical file, we will deliver an amendment to this for engines delivered in accordance with the Marpol annex VI rules in order to comply with the rules. Please be sure to update the technical file on board.

The delivery of the amendment to the engine technical file for engines built by our licensees may in some cases be delayed due to required processing time of the amendment.

The following advantages are obtained by the new design:

- Less contamination of the lube oil
- Less building-up of coke deposits in combustion chamber and on piston/piston rings and valve spindles
- Lower wear rates on cylinder liner, piston ring grooves
- Less coke deposits on turbocharger nozzle ring
- General improved cleanness of the engine

In case you may have any questions regarding this Service Letter, please feel free to contact us at our common e-mail address as follows:

GenSet engines : PrimeServ-hol@mandiesel.com

Propulsion engines: PrimeServ-frh@mandiesel.com

Yours faithfully



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Action code: When convenient

New Low Sack Nozzle

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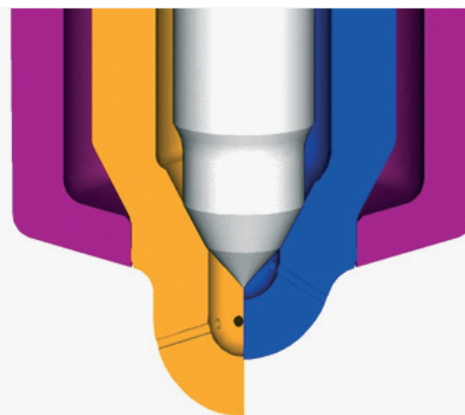
SL09-505/JNN

Concerns

Owners and Operators of MAN
Four-stroke Diesel Engines Type
L27/38.

Original design

Optimized design



Normal sack

Low sack

MAN Diesel

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