



Action code: IMMEDIATELY

### Fuel Oil Piping

SL12-555/MIKA  
January 2012

#### Concerns

Owners and operators of MAN Diesel & Turbo four-stroke diesel engines.  
Type: L27/38 Propulsion

Dear Sirs

On IMO Tier I engines, there is a risk for high surface temperature during operation of the fuel oil piping at the exhaust pipe area before turbocharger. On the basis of regular reviews of our risk analyses, we have found reason for issuing this service letter.

This service letter concerns L27/38 propulsion engines in service and aims at reducing potential fire hazards.

Yours faithfully

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Enclosure:  
Description 500.50 edition 02

**Mikael C. Jensen**  
Vice President  
Engineering

**Jens Christensen**  
Manager  
Operation

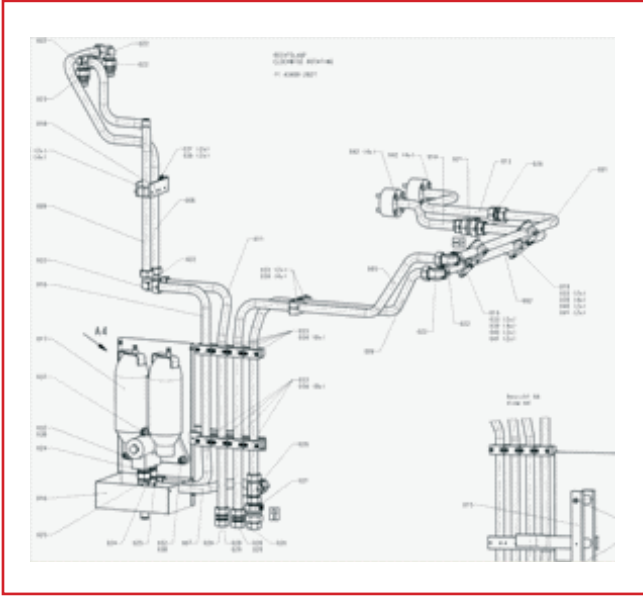


Fig. 1: Latest fuel oil piping design, IMO Tier II

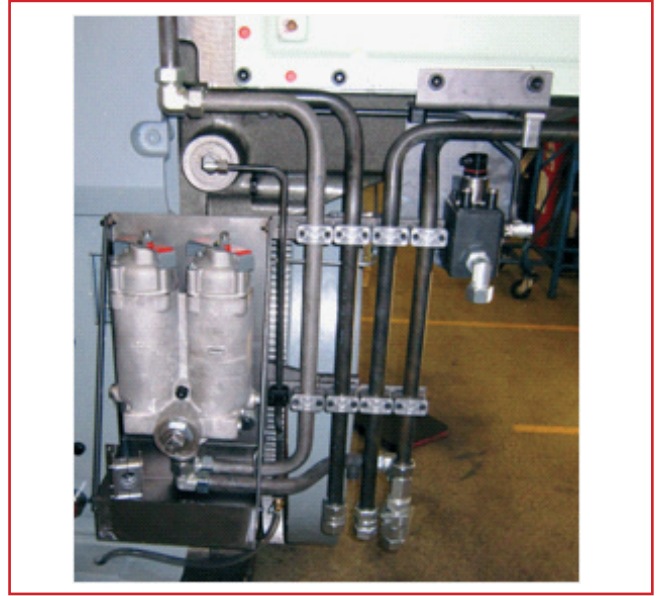


Fig. 2: Latest fuel oil piping design, IMO Tier II

With the introduction of the L27/38 propulsion engine for IMO Tier II compliance, the fuel oil low-pressure piping arrangement has been modified in terms of rearrangement from exhaust side to fuel pump side of the engine. This modification results in a longer piping distance to avoid passing through high temperature areas.

As the new fuel oil pipe arrangement is not easily interchangeable with former designs, it is recommended that customers prepare a covering/insulation of the fuel oil pipe below the exhaust pipe. Covering can be done with no-spray protection tape according to SOLAS regulations.

This can be ordered free of charge from MAN Diesel & Turbo at Holeby by filling in the enclosed "Ordering of Spare Parts", 500.50, and sending it to:

Operation warranty department : [leo2-hol@mandieselturbo.com](mailto:leo2-hol@mandieselturbo.com)

It is recommended that the piping is covered from the exhaust side to the fuel pump side of the engine, coloured in the pictures below. Afterwards, the covering/insulation should be checked visually at least once a year.

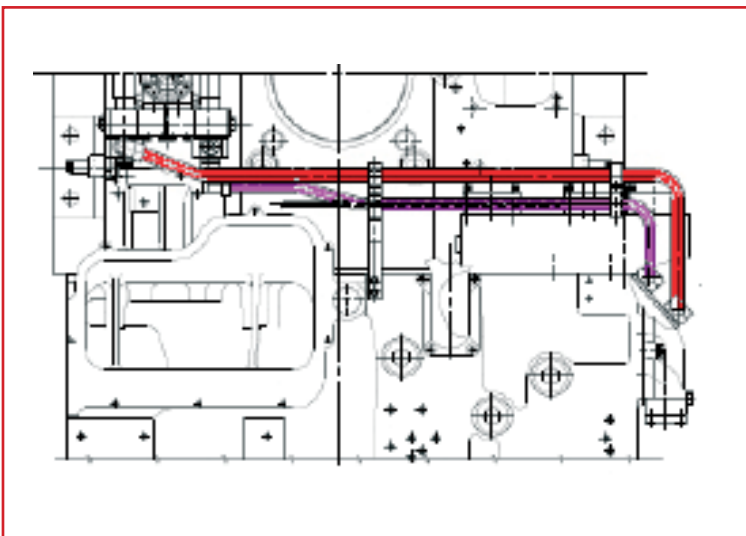


Fig. 3: Former fuel oil piping design where covering is needed

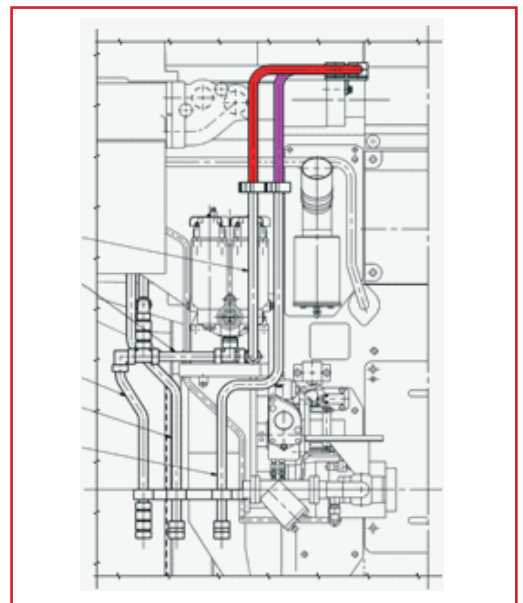


Fig. 4: Former fuel oil piping design

Description Page 1 (2)	<b>Ordering of Spare Parts</b>	<b>500.50</b> Edition 02
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**General**

When spare parts are ordered (or referred to in correspondence, etc.) the following data must be indicated for the engine concerned:

- Name of customer/ship
- IMO number
- Engine Type
- Engine no
- Built by
- Plate number
- Item no
- Description
- Qty.

These data are necessary to ensure supply of the correct spare parts for a particular engine, even though the spare part illustrations contained in this book may not always be in complete accordance with the individual components of a specific engine.

**Note:** For ordering of spare parts for governor, turbocharger and alternator, please see the special chapter in the instruction book for these components. For latest news concerning spare parts and design, please contact Licensee alternatively. When ordering spare part kits, the procedure is the same as be ordinary spare parts.

**Information found on the nameplate of the engine(s)**

<b>Example:</b>	Name of customer/ship	IMO no	Eng. type	Eng. no	Built by
	DANYARD 705	L9007489	5L28/32H	20433	MAN Diesel & Turbo / Licensee

**Information found on each plate:**

Plate no	Edition	Item no	Description	Qty.
50601	13H	10	Piston ring	10 pcs

