

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 medium speed four-stroke diesel engines.

We are therefore pleased to inform you that a new low sac nozzle is released for engine type L21/31.

IMO No. 1724 will remain the same for the new low sac nozzle as for the previous nozzle type.

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 and still in compliance with the technical files.

The following advantages are obtained with 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 and piston ring grooves
- Less coke deposits on turbocharger nozzle ring
- Cleaner engine in general

If you have any questions regarding this Service Letter, please feel free to contact us by writing to one of following e-mail addresses:

GenSet engines : PrimeServ-hol@mandieselturbo.com  
 Propulsion engines: PrimeServ-frh@mandieselturbo.com

Yours faithfully

  
**Mikael C. Jensen**  
 Vice President  
 Engineering

  
**Jens Christensen**  
 Manager  
 Operation

Action code: **WHEN CONVENIENT**

**New Low Sac Nozzle**

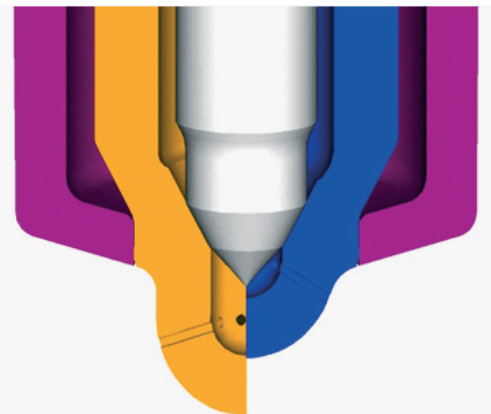
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 February 2012

**Concerns**

Owners and operators of MAN four-stroke diesel engines.  
 Type: L21/31 Tier I,  
 GenSet and Propulsion

Original design

Optimised design



Normal sac

Low sac