

Dear Sirs

MAN Diesel & Turbo (MDT) has the following recommendation for change-over to EAL (environmentally acceptable lubricant) in the propeller servo system:

*US-EPA/VGP requirements are referring to oils in oil-to-sea interfaces. Stern tube seals and CPP-propeller blade seals are dynamic seals, which operate with a natural leakage to sea – following the stern tube and CPP-propeller hub lubricating oils are covered by the requirements (please see Service letter SL13-578/BTT from MAN Diesel & Turbo).*

As regards the CPP **servo system**, the pressure fluid/oil has no direct contact with the sea, for which reason we do NOT consider it an oil-to-sea interface.

**VBS Mk.1, Mk.2 and Mk.3:**

The HPU (Hydraulic Power Unit) containing the pressure fluid/oil is NOT designed for use of EAL because the internal coating and sealing compatibility can not be ensured. Therefore, it is considered technically infeasible to use EAL for the CPP servo system.

**VBS Mk.5:**

Even though we do not consider the CPP servo system an oil-to-sea interface, the CPP servo system for our latest Mk.5 propeller series is, however, designed for use also with EALs in order to meet specific customer demands and/or future requirements.

**NOTE!**

Only EALs approved by MAN Diesel & Turbo may be used. For further information and the latest approved list of EALs, you are welcome to contacting our Technical Service Department:

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E-mail: [primeserv-frh@mandieselturbo.com](mailto:primeserv-frh@mandieselturbo.com)

Yours faithfully



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Action code: **WHEN CONVENIENT**

**Change-over to EAL in Propeller Servo Systems**  
Replacement of SL13-580/BTT

SL2016-630/BTT  
November 2016

**Concerns**

Owners and operators of MAN Diesel & Turbo designed Alpha Propeller systems.  
Type: VBS Mk.1, Mk.2, Mk.3 and Mk.5

**Change compared to SL13-580/BTT**

Reference to the oil type HEES has been deleted.