

Dear Sir or Madam

Since fuel oil leakages always involve a potential risk of fire and personal injuries, all measures must be taken to avoid this risk. This Service Letter draws attention to a number of cases related to fuel oil leakages.

In some of the cases, the oil leakage was related to cracks in the union nipple that fastens the fuel oil pipe to the fuel booster/pump. In other cases, a large fuel oil leakage from the low-pressure circulation line has been reported.

For this reason, we find it necessary to highlight the need for proper action according to the instruction manual and common good workmanship in general.

If you have any questions or inquiries regarding this Service Letter, contact our Operation Department at Operation2S@man-es.com.

Yours faithfully



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Action code: AT FIRST OPPORTUNITY

Fuel leakage

– from high-pressure pipes and low-pressure circulation lines

SL2020-707/KNB
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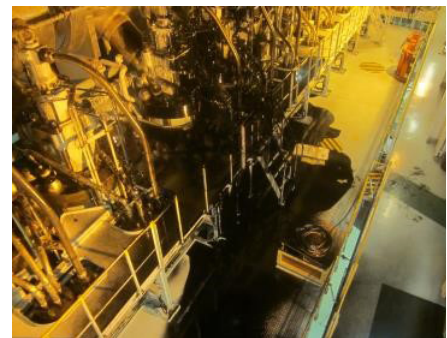
Concerns

Owners and operators of MAN B&W two-stroke marine diesel engines.
Type: All MAN B&W engines

Summary

Never remedy an oil leakage by retightening the union nipples. Regularly inspect the low-pressure circulation line for damage and defective parts.

Other relevant Service Letters:
SL2019-681



Proper remedial action if a leakage is detected

If leaks from the high-pressure fuel pipes are detected, it is of great importance to act timely and properly in order to reduce the risk of a major oil spill or, in the worst case, an engine room fire.

An oil leakage should under no circumstances be remedied by retightening the union nipples.

High-pressure system:

The fuel pipe must be dismantled, cleaned, and checked visually for damage on the seating surfaces (conical seats), and the union nipple must be examined for cracks or seizure marks, especially around the threads.

If damage is found on the conical seating area on the high-pressure fuel pipe, the conical part must be dressed up according to the instruction book, instruction no. 4265-0101.

In order to avoid cracks and seizure marks, the following actions must be followed:

- It is highly important to follow the mounting and tightening procedure stated in our instruction book, instruction no. 4265-0101.
- When parts have been cleaned and inspected properly, the pipe must be tightened using the correct torque.
- In case of a leakage, the parts must be disassembled, cleaned, and inspected before a new attempt to re-assemble is carried out.
- In our experience, the risk of a crack developing increases if a union nipple just once has been tightened in an unauthorised way by means of a wrench and a hammer. In such a case, we recommend exchanging the union nipples at the first opportunity.
- We refer to the expected lifetime of the complete high-pressure pipe (including the union nipple) as stated in our Service Letter SL2019-681.

Low-pressure circulation line:

The fuel line must be dismantled, cleaned, and checked visually for damage and defective parts. Any defective parts must be replaced.

For questions regarding spare parts contact PrimeServ at Primeserv-cph@man-es.com.



Cracked fuel oil pipe nipple



Unauthorised tightening by means of a wrench and a hammer



Torque wrench high-pressure fuel pipe