

SERVICE LETTER 920225

Cylinder Oil Feed Rate in Relation to Sulphur Content in the Fuel Oil.

In case of variation in the Sulphur content in the fuel oil which is being burned in the engine it might be necessary to adjust the cylinder oil feed rate accordingly, this in order to avoid building up of residues of on used neutralization chemical from the cylinder oil on piston crown top- and ring lands as heavy build up of chemical residues will lead to high liner wear and breakage of piston rings.

The principle of cylinder lubrication used must be taken in to consideration i.e.

1. SIP lubrication where the cylinder oil placed onto the cylinder liner wall.
2. Traditional lubrication via non return valve feeding cylinder oil into the piston ring pack.

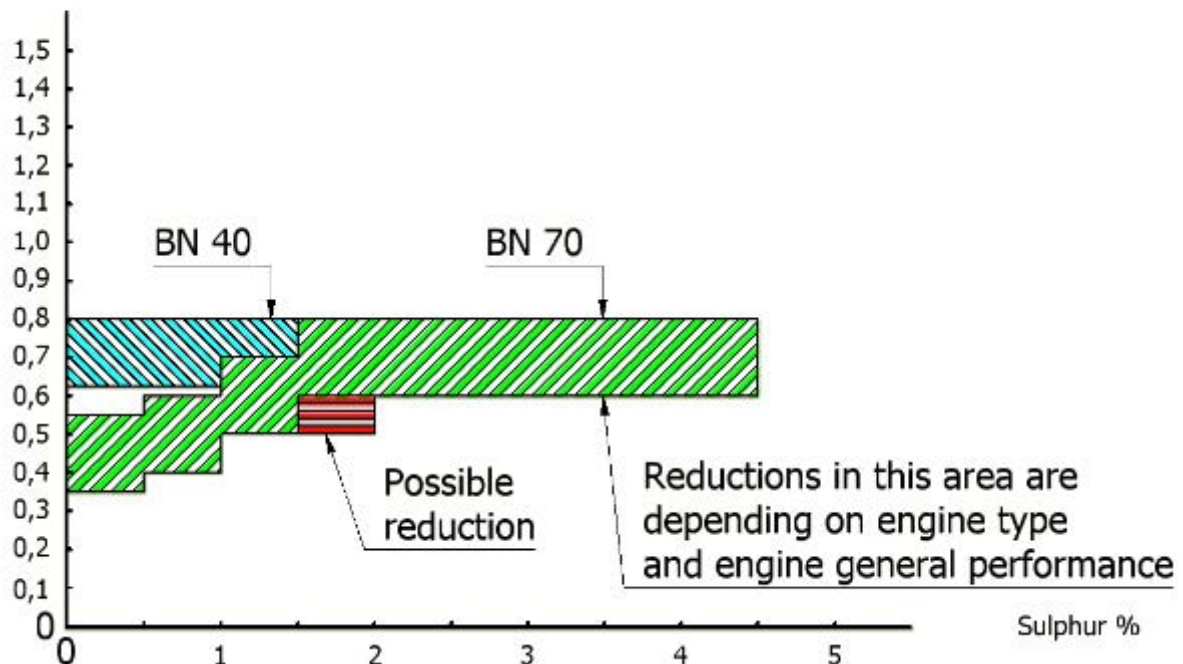
Ad. 1.

Pending on engine type and condition the normal feed rate must be in the range of 0.80 g/kwh down to 0.60 g/kwh. with a sulphur content from 1.5 % to 4.5 % in the fuel oil. With a sulphur content of 2 % and lower attention must be given to possible build up of chemical residues on the piston crown top and ring lands and reduction in feed rate must be considered, alternatively change to a cylinder oil with a lower BN.

See below graph as guidance for reduction in feed rate.

Cylinder Oil feed rate via SIP valve

Feed rate g/kWh



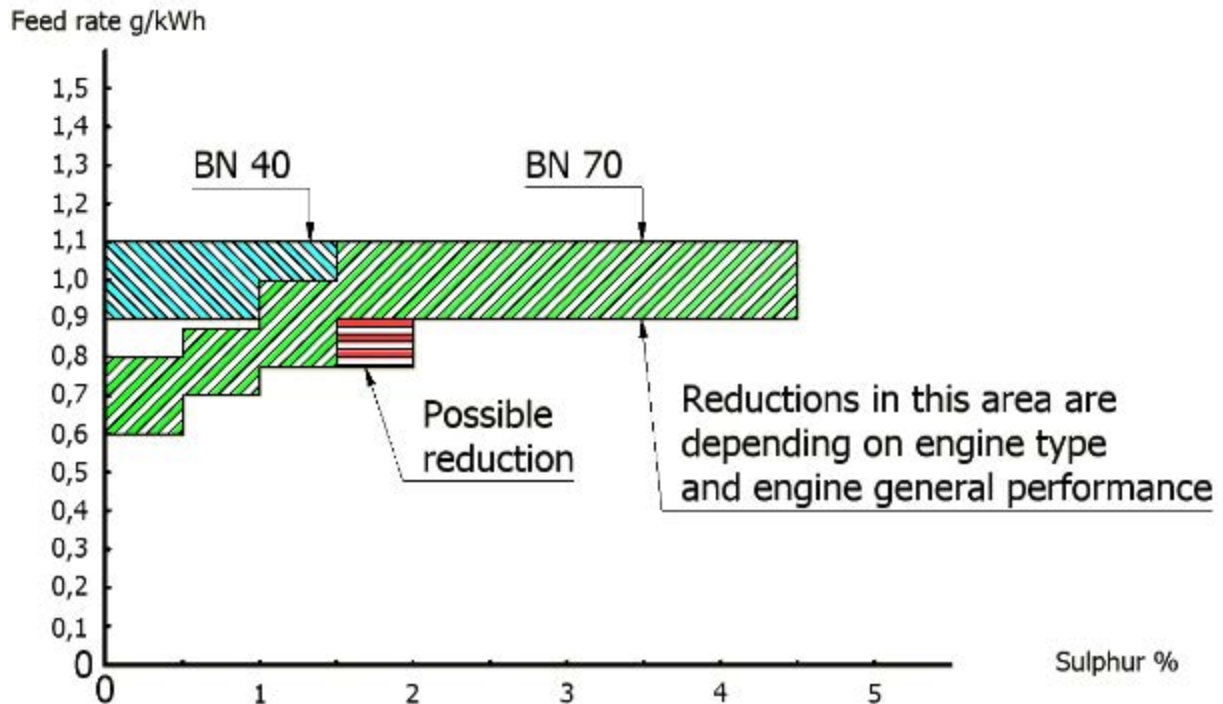
Ad. 2.

Pending on engine type and condition the normal feed rate will be in range of 1.10 g/kwh. down to 0.90 g/kwh. with a sulphur content of up to 4.5 % in the fuel oil.

With a sulphur content of 2 % and lower in the fuel oil attention must be given to possible build up of chemical residues on the piston crown top- and ring lands and reduction in feed rate must be considered, alternatively change to a cylinder oil with a lower BN.

See below graph as guidance for reduction in feed rate.

Cylinder Oil feed rate via non-return valve



HHP Hadsund den 28/3-2010