



Action code: **WHEN CONVENIENT**

**Cylinder Lubrication Update**

Adjusting the ACC factor in service  
Replaces SL07-479 and SL09-507

SL2013-571/JAP  
May 2013

**Concerns**

All ME/ME-C/ME-B/ME/MC/MC-C and ME-GI engines with electronically controlled lubricators.

**Summary**

New cylinder oil lubrication recommendation.

Guiding ACC values for all engines:  
ACC range 0.20-0.34 g/kWh x S%,  
minimum 0.60 g/kWh.

Dear Sirs

Our guidelines on cylinder lubrication of MAN B&W low speed engines have called for an update in response to the below development:

- recent changes in operational patterns towards lower-load operation
- development of new cylinder oils aiming at being better able to cater for a larger variation of fuel oil sulphur contents
- the general development of engines towards larger stroke-to-bore ratios and changed process parameters triggered by environmental compliance rules.

In conclusion of the above, MAN Diesel & Turbo recommends the following:

- lubrication with cylinder oils with at least the same acid neutralisation ability as the traditional BN 70 cylinder lube oils, i.e. BN 70-100 and SAE 50, on our newest engine designs (Mk 9 type and newer engines) when operating on high sulphur heavy fuel oil.
- increased lube oil feed rate or lubrication with higher-BN oils on part-load and low-load fuel-optimised engines requiring increased neutralisation ability.
- Lubricator part load control break point set at 50% for Mk 8 and newer.

This service letter replaces the previous service letters SL2007-479 and SL2009-507.

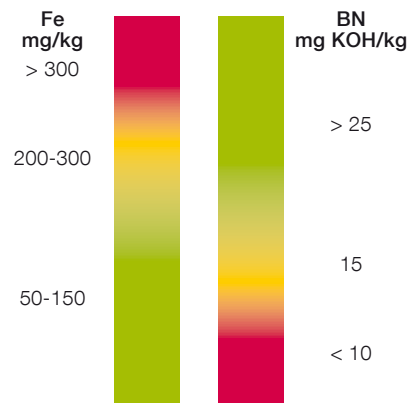
Guidelines for mechanical lubrication are found in SL2000-385 and SL2012-553.

Yours faithfully

  
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**Scavenge Drain Oil**



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## Introduction

Lately, MAN Diesel & Turbo has concentrated on further enhancing the fuel efficiency while at the same time fulfilling Tier I and Tier II. In order to improve the specific fuel oil consumption, the pressure in the combustion chamber has been increased on the newest engine designs, especially at low load. This pressure increase, together with the increased operating time at low load, has led to increased water and acid condensation on the cylinder walls, which leads to cold corrosion in the combustion chamber.

Also the most recently developed part-load and low-load tuning options utilise increased combustion chamber pressure as the main tool to ensure a low SFOC (Specific Fuel Oil Consumption) at part load, and the same result may be experienced.

Appropriate cylinder oil feed rates and ACC (Adaptable Cylinder oil Control) values must be obtained on the basis of service inspections, measurements and wear data from combustion chamber parts (piston rings, liner, and crown), and can with benefit be supplemented with scavenge drain oil analyses.

## Cylinder lubrication

Cylinder oil is essential for the two-stroke engine. Today's cylinder oils are made with a complex chemistry, and the individual feed rate must therefore be assessed for each oil brand, viscosity class and BN level.

A cylinder oil is mixed to achieve the necessary level of detergency and dispersancy to keep the piston rings and crown clean, and the necessary base number (BN) to neutralise the acids formed during combustion.

The cylinder oil not only serves to lubricate the moving parts, but is also designed to control the degree of corrosion on the liner surface.

This is illustrated by our feed rate guide, which sets the minimum feed rate to the level needed to keep the parts moving within a safe margin. However, so as to ensure the necessary lubrication effect, an increased formation of acid would call for a higher BN level than specified at the minimum feed rate. This is compensated for by calculating a feed rate on the basis of an ACC factor within the guide shown in Fig. 1.

In order to simplify the lubrication process onboard the ships, as well the logistics of supply, the oil companies have started the process of developing a single-cylinder lube oil that can lubricate the cylinders regardless of the sulphur content in the fuel.

- Such oils have BN levels that are lower than the traditional BN 70 cylinder lube oils.
- Such oils have performed acceptably in the service tests carried out.
- Such oils can very well be used on the vast majority of earlier-type MAN B&W engines that are not affected by cold corrosion, but may not be applicable on newer engine designs with higher levels of cold corrosion

MAN Diesel & Turbo recommends using cylinder lube oils characterised primarily by its BN number and SAE viscosity and to use a feed rate according to the BN in the cylinder oil and sulphur content of the fuel. MAN Diesel & Turbo is aware that some engines may be operated satisfactorily at even lower feed rates. Hence, feed rates are, just as before, based on practical experience rather than pre-calculated figures.

The above mirrors the importance of the fact that the crew should challenge the cylinder oil feed rate ACC factor, so as to find the correct ACC value that suits the actual engine configuration and engine load.

## Optimising the ACC factor

The best way to establish the optimum ACC factor is to measure the engine wear. If the wear rate of the liner and piston rings is too high, because of corrosion, the ACC factor must be increased to reduce the wear.

We recommend to start out with an ACC factor in the upper end of the range, and then slowly reduce it when the engine wear response has been confirmed by measurements.

For more information on condition-based monitoring, we refer to our service letter SL2007-483.

However, the ACC factor can only be assessed when the fuel sulphur level has been high enough to ensure that the lubrication has been in the ACC active area (the blue area marked in Fig. 1), at lower fuel sulphur levels the engine is excessively protected against corrosion because of the active minimum feed rate.

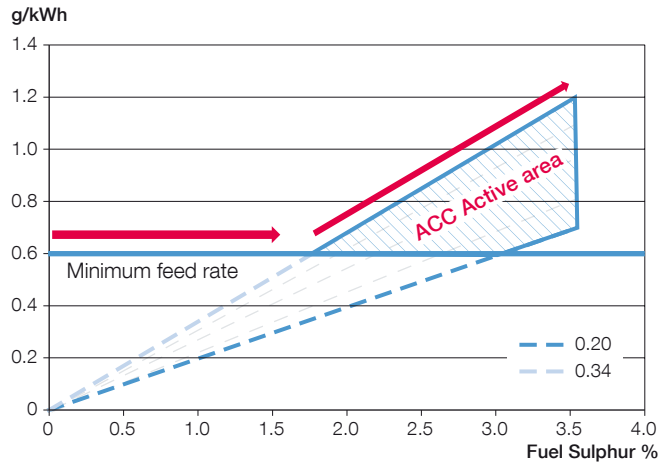


Fig. 1: BN 70 ACC range

The acceptable wear rates must be in line with our recommendations on overhaul intervals and expected lifetime of the components, see SL2009-509. Liner wear rates are normally below 0.1 mm/1,000 running hours (rh).

High ovality in the liner wear could be a sign of corrosive wear. As the liner surface temperature is not necessarily uniform, more corrosion will occur in the colder areas.

The piston ring wear must also be kept under observation, and it must be assured that the controlled leakage (CL) groove on the piston rings is not worn below the acceptable minimum and that the POP-ring groove does not exceed its maximum allowable wear, see Encl. 3. For more information on CPR-POP rings, see SL2012-562.

**Drain oil analysis**

Drain oil analysis is also a strong tool for judging the engine wear condition. Drain oil samples taken in active ACC operation will show if the oil feed rate can be optimised while keeping the BN between 10-25 mgKOH/kg and the iron (Fe) content below 200-300 mg/kg in the drain oil (for loads above 50%).

Used oil taken from the engine through the scavenge bottom drain can be used for cylinder condition evaluation.

Onboard sets exist, but it is important to get a valid test result that shows the total content of iron (Fe). Laboratory testing according to ASTM D5185-09 is the only certain measuring method. The BN must be tested in accordance with ISO 3771:2011(E).

XRF measurements have also proven to be a good method of measuring the Fe content, however, general standards for measuring and calibration are not yet available.

A cylinder oil can be degraded to a certain level where the corrosion level begins to increase. The level of depletion is different among oil brands as well as among engines, and an individual evaluation of each engine is therefore recommended.

Scavenge Drain Oil – Guiding Values	
BN	10-25 mgKOH/kg
Iron [Fe]	less than 200-300 mg/kg

Table 1: Drain oil values

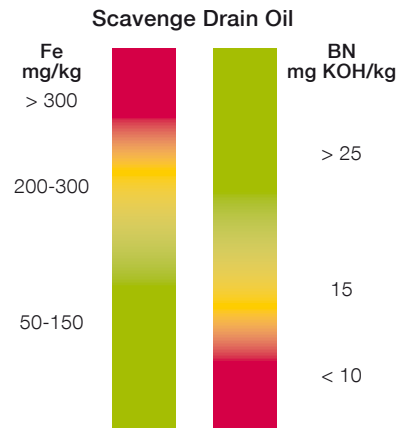


Fig. 2: Scavenge drain oil result

One possibility is to perform a stress test called “feed rate sweep”. This will shorten the ACC familiarization period considerably. The sweep test is based on a fast six-day test at steady load and, preferably, running on fuel in the high-sulphur range of 2.8-3.5 % sulphur content. The feed rate is adjusted to set values, i.e. 1.4, 1.2, 1.0, 0.8 and 0.6 g/kWh. Each feed rate must be applied for 24 running hours before taking a sample and switching to the next feed rate. A detailed feed rate sweep protocol is enclosed (see Encl. 5).

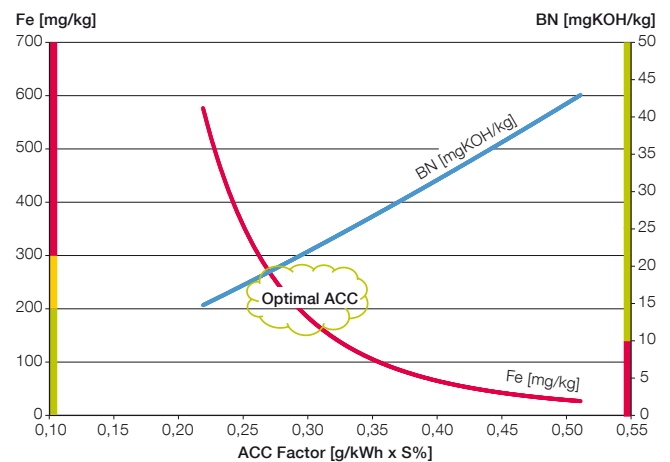


Fig. 3: Feed rate sweep

**Cylinder oils with different BN levels**

The various oil suppliers offer cylinder oils with a broad range of BN levels. Our MAN B&W engine design is based on the 70 BN oil traditionally used, however, as new oil products have been introduced, BN levels have changed.

When switching to a different BN level, we recommend to start out with scaling the ACC factor from 70 to the new BN level by multiplying the ACC factor with the fraction of 70/BN oil.

*Example:*  
 Using a BN 45 and ACC (BN 70) = 0.26  
 ACC (BN 45) = 0.26 × 70/45 = 0.40

When changing to a new oil brand or type, the ACC factor may need to be reassessed as described above, starting with an ACC factor in the upper range. After this, a gradual reduction can be carried out based on actual observed conditions or the sweep test.

**Low-sulphur HFO and distillates**

When running on low-sulphur residual fuel (HFO), the feed rate will be set at the minimum feed rate. High-BN cylinder oils will lead to over-additivation in the aspect of controlling the corrosion as well as lead to increased build-up of piston crown deposits.

We therefore recommend switching to a low-BN cylinder oil at the same time as switching to a low-sulphur heavy fuel. Continuous running on high-BN cylinder oils can only be recommended in special cases, and not for more than 1 to 2 weeks.

Also when switching to distillate fuels (MGO/MDO), we recommend switching to a low-BN cylinder oil at the same time as the switching of the fuel. We do not recommend the use of a high-BN cylinder oil when running on distillate fuels.

Application	BN
Distillate and LNG	< = 40
Low-sulphur residual fuel	40-60
High-sulphur residual fuel (70-100 for Mk 9 and newer)	55-100

Table 2: Cylinder oil guide

**Part-load operation (slow steaming)**

When operating the engine at part load, the cold corrosion behavior may deviate from operation at normal load. When the vessel is slow steaming, the engine is operated at low load, and the liner surface will become cooler and, therefore, increase the risk of corrosion. Waste heat recovery and various part-load optimisation possibilities, e.g.

TC cut-out, variable turbine area (VTA) turbocharger, and exhaust gas bypass (EGB), may call for a re-assessment of the ACC factor to accommodate the new corrosion level.

**New guiding values**

New recommendations for standard operation with standard 70 BN cylinder oil. Viscosity range: SAE 40-SAE 50 (SAE 50 for Mk 9 and newer engines).

**Guiding values**

Base number (BN)	70
SAE	40-50 (50 for Mk 9 and newer)
Guiding minimum feed rate	0.60 g/kWh
ACC range	0.20–0.34 g/kWh x S%

Table 3: Guiding values

**Familiarization of the ACC factor**

After the breaking-in period, the engine ACC factor should be assessed over a period of steps of 600 hours (see Fig. 6, Encl. 2).

To be able to assess the engine wear, the steps must be completed with a fuel sulphur content that is high enough to assure that the cylinder oil feed rate is in the ACC active range. This means that the feed rate must be above the minimum 0.60 g/kWh.

Before moving to the next step, the cylinder condition and wear must be assessed through a scavenge port inspection.

In some cases, this familiarization period extends substantially. However, the period can be substantially shortened by means of scavenge drain analyses, where the laboratory results will show the remaining BN and Fe (iron) content. If the samples taken during the ACC active feed rates repeatedly show high BN and acceptable (Fe) levels, the ACC factor can be lowered.

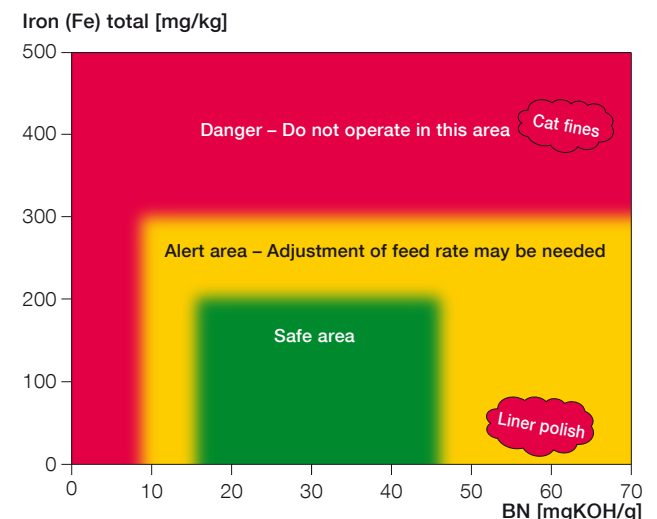


Fig. 4: Drain oil BN vs. iron (Fe)



A feed rate sweep can also be performed to quickly find the correct ACC range for the given engine configuration and load, see Encl. 5.

**Running-in operation**

MAN B&W two-stroke engines require extra attention and lubrication during their first running hours.

The first 500 running hours are the most demanding. This is the period where the liners are run in, which is also referred to as the breaking-in period.

The purpose of the breaking-in period is to flush away wear particles and facilitate running-in of the liner surface and rings.

The breaking-in period is followed by a familiarization period, where the crew must assess the engine wear and cylinder condition to select the right ACC factor for the engine application.

**Breaking-in (0-500 rh)**

Cylinder liner and piston ring breaking-in takes 500 running hours maximum (see Fig. 5, Encl. 2).

During this breaking-in period, the running-in coating on the piston rings will gradually wear off, and the wave cut shape on the cylinder liner surface will smoothen. During this process, extra lubrication oil is required to flush away wear particles and assure a satisfactory oil film between the relatively rough sliding surfaces.

During breaking-in, we recommend checking piston rings and cylinder liners through scavenge air port inspections for every 100 hours. Do not proceed to the next lubrication step if the scavenge air port inspection reveals seizures or other irregularities.

When the steps in the breaking-in reaches 1.20 g/kWh, the feed rate depending on the fuel sulphur content must also be taken into account. The set feed rate is to be the highest of the two.

Hours	g/kWh
0-5 hours	1.70 g/kWh
5-100 hours	1.50 g/kWh
100-200 hours	1.30 g/kWh
200-300 hours	1.10 g/kWh*
300-400 hours	0.90 g/kWh*
400-500 hours	0.70 g/kWh*

\* Only if the ACC dependent (fuel sulphur x ACC factor) feed rate is lower than the step, if not then the ACC dependent feed rates are to be used.

Table 4: Breaking-in

Please direct any inquiries and questions regarding tables or condition-based overhaul to our Operation Department at [leo@mandieselturbo.com](mailto:leo@mandieselturbo.com) or to our Service Department at [PrimeServ-cph@mandieselturbo.com](mailto:PrimeServ-cph@mandieselturbo.com).



**Guiding cylinder oil feed rates**  
**All ME/ME-C/ME-B/ME/MC/MC-C and ME-GI engines**  
**With electronically controlled lubrication system**

	<b>Standard BN 70 Cylinder oil</b>
Viscosity range	SAE 40-50 (SAE 50 for Mk 9 and newer)
ACC setting	0.34 - 0.20 g/kWh x S%
Guiding minimum feed rate	0.60 g/kWh
Maximum feed rate during running-in	1.7 g/kWh
Part-load control	Proportional with the load, at lower loads, control is automatically changed to proportional with rpm. On Mk 8 and newer, the break point is set at 50% load as default. The break point may be changed based on actual service experience.
Running-in new or reconditioned liners and new piston rings	<p><b>Feed rate:</b></p> <p>First 5 hours: 1.7 g/kWh</p> <p>From 5 to 500 hours: Stepwise reduction from 1.5 - 0.6 g/kWh or ACC factor x fuel sulphur (using the highest feed rate)</p> <p><b>Engine load:</b></p> <p>Test bed: Stepwise increase to max. load over 5 hours</p> <p>In service: 50% to max. load in 16 hours</p>
Familiarizing ACC Factor	Starting at 0.34 g/kWh x S%
	Reducing in steps of 0.04 g/kWh x S% after minimum 600 hours where the feed rate has been sulphur dependent (above minimum feed rate) or using feed rate sweep or continuous drain oil analysis
Running-in new rings in already run-in and well running liners	From 50% to max. load in 5 hours Feed rate 0.9 g/kWh for 24 hours. If the fuel sulphur and applied ACC factor combination results in a specific feed rate higher than 0.9 g/kWh (use the calculation feed rate), no extra lubrication is needed.
Manoeuvring and load change situations	During starting, manoeuvring and load changes, increase feed rate by means of the "LCD" by 25% of the actual figure and kept at this level for ½ hour after the load has stabilised.
Lubrication of cylinders that show abnormal conditions	<p>Frequent scavenge port inspections of piston rings and cylinder liners are very important for maintaining a safe cylinder condition.</p> <p>If irregularities are observed, adjustments of the lube oil feed rate should be considered.</p> <p>In case of scuffing, sticking piston rings or high liner temperature fluctuations, raise the feed rate to 1.20 g/kWh and lower the pmax and mep. As soon as the situation has been stabilised, set the lubrication feed rate and pressures back to normal.</p> <p>In case of high corrosive wear, the part-load break point from power to rpm is to be set at 50% load, and the ACC factor is to be increased to the highest ACC factor (0.34 for BN 70) and be reduced in steps of only 0.02 g/kWh x S% when the wear has been confirmed as normal.</p>

Table 5: Guiding cylinder oil feed rates



**Breaking-in New Liners**

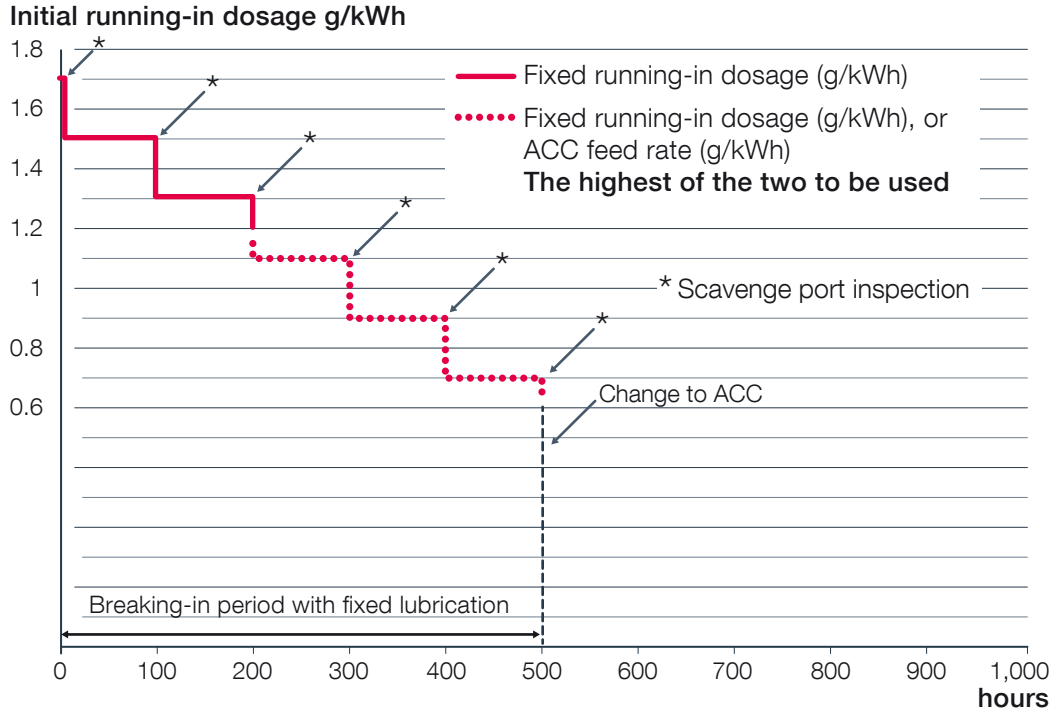


Fig. 5: Breaking-in schedule

**New ACC Running-in Schedule (liner and rings)**

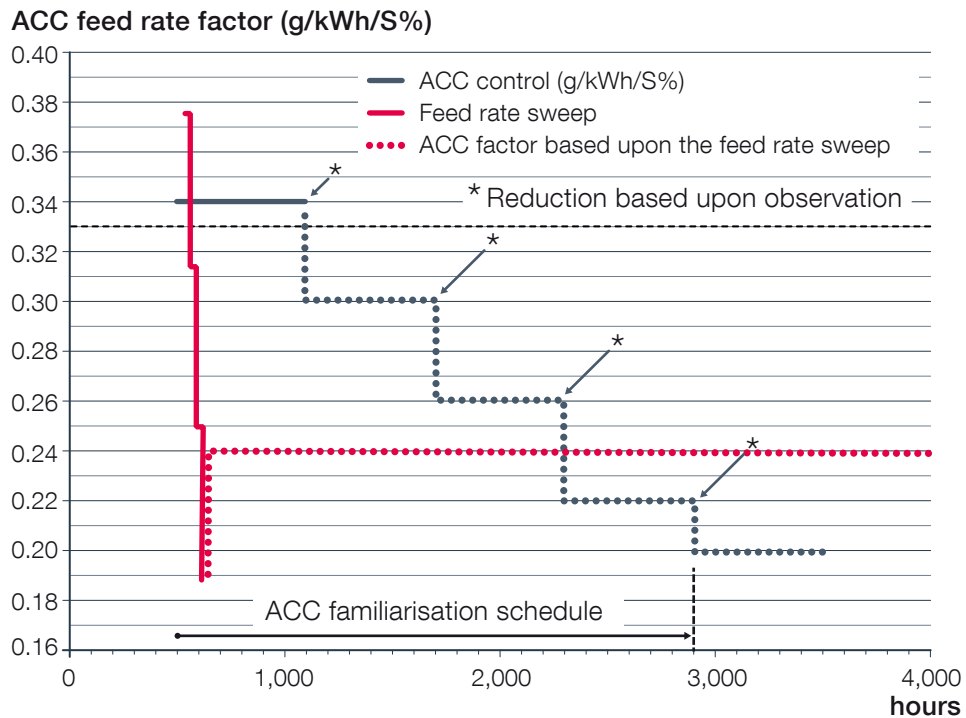


Fig. 6: ACC familiarisation schedule



## Guiding Wear Rate Values

Bore size [cm]	Max. radial ring wear [mm]	Max. width of leakage groove (use feeler gauge) [mm]
26 cm	1.8	6.6
30 cm	2.0	7.0
35 cm	2.2	7.4
40 cm	2.2	7.4
42 cm	2.2	7.4
45 cm	2.2	7.4
46 cm	2.2	7.4
50 cm	3	9

Table 6: CPR-POP top ring wear

Engine bore	CL-groove new depth	Minimum depth
26 cm	2.0 mm	0.6 mm
30 cm	-	-
35 cm	2.5 mm	0.8 mm
40 cm	2.5 mm	0.8 mm
42 cm	2.5 mm	0.9 mm
45 cm	-	-
46 cm	2.5 mm	1.0 mm
50 cm	3.0 mm	1.1 mm
60 cm	3.5 mm	1.3 mm
65 cm	3.5 mm	1.4 mm
70 cm	3.5 mm	1.6 mm
80 cm	4.0 mm	1.8 mm
90 cm	(Cermet 4.0 mm) 5.0 mm	2.0 mm
98 cm	(Cermet 4.5 mm) 5.5 mm	2.2 mm

Table 7: CPR-CL top ring wear





**ACC settings for BN70 lubricating oils for MC/MC-C engines**

Alpha Lube ACC BN70 Cylinder Oil								
ACC factor g/kWh × S%							g/kWh	HMI setting
0.20	0.24	0.26	0.28	0.30	0.32	0.34		
Sulphur content %								
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.59	54
3.1	2.6	2.4	2.2	2.1	1.9	1.8	0.62	56
3.2	2.7	2.5	2.3	2.1	2.0	1.9	0.64	58
3.3	2.8	2.5	2.4	2.2	2.1	1.9	0.66	60
3.4	2.8	2.6	2.4	2.3	2.1	2.0	0.68	62
	2.9	2.7	2.5	2.3	2.2	2.1	0.70	64
	3.0	2.8	2.6	2.4	2.3	2.1	0.73	66
	3.1	2.9	2.7	2.5	2.3	2.2	0.75	68
	3.2	3.0	2.8	2.6	2.4	2.3	0.77	70
	3.3	3.0	2.8	2.6	2.5	2.3	0.79	72
	3.4	3.1	2.9	2.7	2.5	2.4	0.81	74
	3.5	3.2	3.0	2.8	2.6	2.5	0.84	76
		3.3	3.1	2.9	2.7	2.5	0.86	78
		3.4	3.1	2.9	2.8	2.6	0.88	80
		3.5	3.2	3.0	2.8	2.7	0.90	82
			3.3	3.1	2.9	2.7	0.92	84
			3.4	3.2	3.0	2.8	0.95	86
			3.5	3.2	3.0	2.8	0.97	88
				3.3	3.1	2.9	0.99	90
				3.4	3.2	3.0	1.01	92
				3.4	3.2	3.0	1.03	94
					3.3	3.1	1.06	96
					3.4	3.2	1.08	98
					3.4	3.2	1.10	100
						3.3	1.12	102
						3.4	1.14	104
						3.4	1.17	106
						3.5	1.19	108

Table 5: BN70 Cylinder Oil