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Group 1 - 70, 80 and 90 bore. Excluding Mobilgard 570 Total 610 cylinders Average wear 0.110 mm/1,000 hrs This chart was been made after a request from Mobil, and is based only on ships where MAN B&W Diesel A/S have been on board either to test engine components or as 'trouble-shooters'.

MAN B&W Diesel Service - marengine.com

MAN B&W 90-50ME-C8 TII .2 and higher MAN Diesel 198 92 33-2.0. Auxiliary Blower. The engine is provided with electrically driven scavenge air blowers integrated in the scavenge air cooler. The suction side of the blowers is connected to the scavenge air space after the air cooler.

MAN B&W S70ME-C8.2-TII

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MAN B&W 90-50ME-C8 TII .2 and higher MAN Diesel 198 92 33-2.0. Cylinder Cover. The cylinder cover is of forged steel, made in one piece, and has bores for cooling water. It has a central bore for the exhaust valve, and bores for the fuel valves, a starting valve and an indicator valve.

MAN B&W S80ME-C8

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The guarantee is given with a margin of 5%. As SFOC and NO_x are interrelated parameters, an engine offered without fulfilling the IMO NO_x limitations is subject to a tolerance of only 3% of the SFOC. Lubricating oil data. The cylinder oil consumption figures stated in the tables are valid under normal conditions.

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