Dear Sirs

The piston rod stuffing boxes on MAN B&W two-stroke engines can have two types of top scraper ring configuration:

1. One type with relief grooves on the bottom of the back-up rings, see Fig. 1 on page 2.
2. The-straight type without grooves on the bottom, see Fig. 2 on page 2.

Service tests have shown that the top scraper ring of the straight-type can reduce the drain amount on some engines. We recommend that the top scraper ring is of the straight type without grooves. The top scraper ring can be replaced from inside the crankcase without pulling the piston, and the remaining scraper rings and sealing rings may be reused depending on their condition.

Top scraper rings can be ordered by contacting MAN PrimeServ in Copenhagen using the following email: primeserv-cph@mandieselturbo.com.

Yours faithfully

Stig B. Jakobsen  
Senior Manager  
Operation

Keld Bønnebykke  
Superintendent Engineer  
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**Piston Rod Stuffing Box**

**Top scraper ring improvement**

SL2016-624/KLB  
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**Concerns**

Owners and operators of MAN B&W two-stroke marine diesel engines.  
Type: S-MC-C and S/G-ME-C

**Summary**

It is recommend that the top scraper ring is the straight-type as it reduces the drain amount from the piston rod stuffing box. The top scraper ring can be replaced from inside the crankcase.
Fig. 1: Top scraper ring with relief grooves on the lower side of the back-up ring

Fig. 2: Top scraper ring without relief grooves on the lower side of the back-up ring (straight-type)