



Part-Load Optimisation Tuning Method Proves Popular

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Part-load optimisation delivers significant fuel savings for MAN auxiliary engines

MAN Diesel & Turbo has announced that its Part-Load Optimisation initiative has rounded 180 orders since its introduction. Part-Load Optimisation is a tuning method that optimises fuel-oil consumption during the part-load operation of four-stroke, small-bore MAN auxiliary engines.

Finn Fjeldhøj – Head of Small-Bore, Four-Stroke Engineering – MAN Diesel & Turbo, said: “Part-Load Optimisation works on the principle that fuel consumption is reduced at low and part load at the expense of a higher fuel consumption in the high-load range, without exceeding the IMO NO_x limit. We can deliver new engines pre-optimised, or retrofit as necessary. Both Part-Load Optimisation solutions have proved popular with the market to date, as evidenced by this strong demand.”

Part Load Optimisation

Part-Load Optimisation helps shipowners to maintain their auxiliary engines in good working order while reducing fuel-oil costs. It is recommended for GenSets that often run at part-loads below 75% MCR (especially the load range from approximately 40 - 65% MCR) and optimises engine performance at 60 - 65% MCR.

It is available for all new Holeby engines and can be retrofitted on all existing engines. The tailor-made retrofit kits cover all components, qualified service fitters and calculations of cost benefit; engine tuning can be executed with a charge-air blow-off valve or waste gate.

Part-Load Optimisation delivers fuel-oil savings of, typically, up to 5 g/kWh depending on engine type and load point, and improves the condition of key engine components due to its superior combustion process.

The same, relative fuel-consumption savings also apply when applied in combination with an SCR-system for IMO Tier III compliance.

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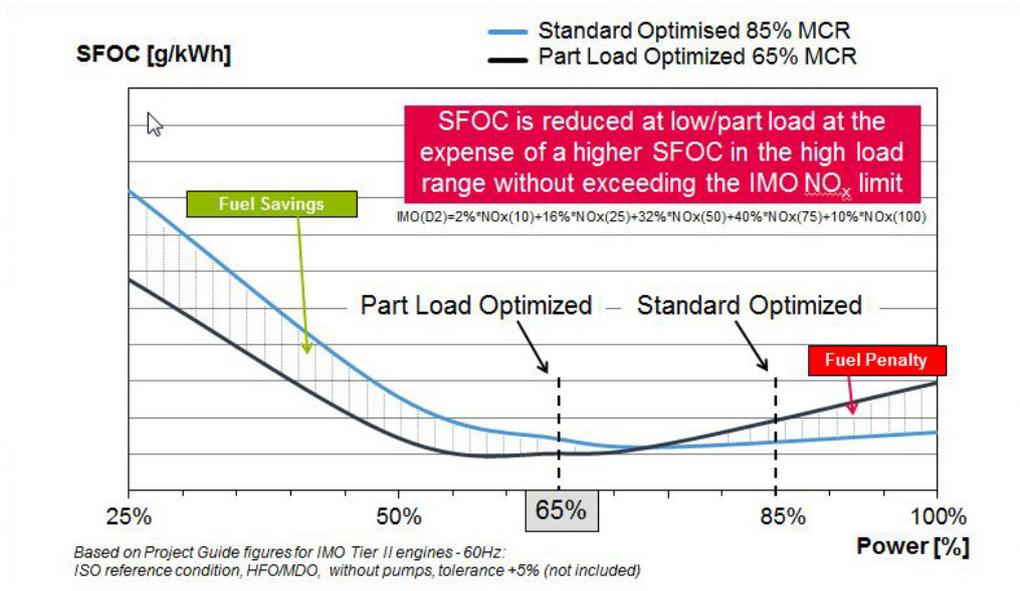
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References

Since its introduction, Part-Load Optimisation has won favour across a broad spectrum of shipping applications, especially medium- and long-range tankers, and feeder container vessels. The MAN L23/30H GenSet has proved a popular candidate for Part-Load Optimisation, typically @ 65% MCR using the charge-air blow-off valve tuning method.

Estimated Fuel-Oil Saving		
MAN GenSet	Power range	SFOC reduction
L16/24	450 – 990 kW	4-5 g/kWh
L21/31	1,000-1,980 kW	4-5 g/kWh
L27/38	1,500-3,150 kW	3-5 g/kWh
L23/30H	650-1,400 kW	4-5 g/kWh



The Part-Load Optimisation fuel-saving principle



Exploded view of a Part-Load Optimisation charge-air blow-off valve (left); and close-up on engine (right)

About MAN Diesel & Turbo

MAN Diesel & Turbo SE, based in Augsburg, Germany, is the world's leading provider of large-bore diesel and gas engines and turbomachinery. The company employs around 15,000 staff at more than 100 international sites, primarily in Germany, Denmark, France, Switzerland, the Czech Republic, India and China. The company's product portfolio includes two-stroke and four-stroke engines for marine and stationary applications, turbochargers and propellers as well as gas and steam turbines, compressors and chemical reactors. The range of services and supplies is rounded off by complete solutions like ship propulsion systems, engine-based power plants and turbomachinery trains for the oil & gas as well as the process industries. Customers receive worldwide after-sales services marketed under the MAN PrimeServ brand.