

Flexible Turbocharger Cut-out

MAN PrimeServ

Slow steaming & SFOC reduction

By installing a turbocharger cut-out system, the operator has the option of disabling one or more of the turbochargers for low-load operation. This improves the performance of the remaining turbochargers, and reduces SFOC.

Out of the total operational costs of a ship, fuel costs account for by far the highest proportion. Low-load operation, also well known as “slow steaming”, represents a highly effective and popular measure to cut fuel costs and, thereby, the total operational costs. With more than 500 systems in operation worldwide, the shipping world has given the turbocharger cut-out system a warm welcome.

Obtainable load range after turbocharger cut-out

No. of turbocharger cut-out	1 of 2	1 of 3	1 of 4	2 of 4
Relative savings, g/kWh (at 25% engine load)	6	5	4	6
Load range	10-35% MCR	10-66% MCF	10-74% MCF	10-35% MCR

Fig. 1: Load range in %

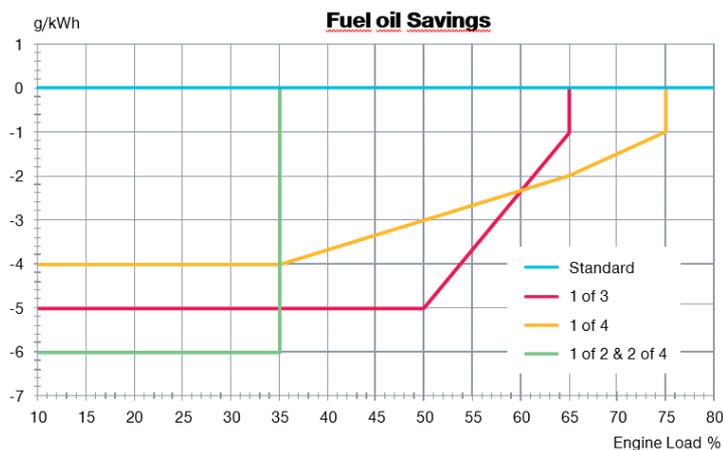


Fig. 2: Fuel oil savings [g/kWh]



Fig. 3: Turbocharger Cut-Out

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Slow Steaming and SFOC Reductions

Key benefits

- Improved performance of remaining turbochargers
- Improved combustion and cleaner engine
- Fuel savings up to 6g/kWh
- Short payback time
- High flexibility

Scope of supply

- Set of gate valves
- Insulation
- Pipes and fittings
- Control system
- Cables
- Installation “(optional)”
- Commissioning
- Amendment to Technical File
- Engineering package
- Torsional vibration evaluation

Applicability

- 50-98 MC/MC-C engines
- 50-98 ME/ME-C engines
- 50-60 ME-B engines
- Installation of the turbocharger cut-out requires minimum two turbochargers

Reference List

- Sold to more than 500 vessels

Retrofit & Upgrades

(Two-stroke)

P + 45 3385 1100

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More information

Would you like to know more about the product, and how the upgrade can improve your specific engine? Then do not hesitate to contact your local MAN PrimeServ office to receive more information about the upgrade!

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