Many people think my job is boring. More than 40 times a day I travel back and forth between the Norwegian towns of Stavanger and Tau. Nice towns, admittedly. Stavanger is Norway’s fourth largest city and it includes a lot of small islands. Tau, on the other hand, is smaller but the surrounding area is great for hiking, fishing or swimming. With the help of my three teammates, the journey takes 25 minutes.

Oh, I’m sorry, I haven’t even introduced myself. I am an MTU Series 4000 engine. I have twelve cylinders and can produce 1,320 kilowatts of power. I was born six years ago at MTU in Friedrichshafen. And I have three siblings. We were sold to the Norwegian shipping company Tide Sjö right after we were born. And since then we have worked in the “Stavanger”, an 80-meter, 640-tonne car ferry. We can drive it along at 24 knots when we try our hardest. But it’s not an easy job, by any means. We work twenty hours a day, sometimes longer. It’s tough, make no mistake, but my siblings and I make a good team. At night, when there’s not so much happening on the ferry and we don’t need as much power, two of us are allowed to sleep while the others do the work. In that way, we have mastered the job very successfully, and are proud to say we have never been the cause of a ferry failure. Our boss Odd Asheim, technical director of the firm we work for, Tide Sjö, says we are the best engines in the fleet. And he should know.

Frugal and fast.

But as time goes on, we are losing some of our youthful strength. Our knees hurt, backs ache and our legs are tired. Not surprising when you think every one of us has run for 28,000 hours in our life time. Odd says that my brother and I are going to be sent to a health farm for a while. He’s been worrying for a long time about how to replace us. Because, without us, the “Stavanger” will be lying idle, and Odd always says, “time is money”. He can’t afford to wait a long time for

**Remanufacturing as a fast, eco-friendly and cost-efficient process.**

**New Again**

An engine of standard MTU quality is supplied within a matter of hours. It is substantially cheaper than a brand new unit and the buyer is saving the environment into the bargain. Smoke and mirrors? No, it’s Value_Exchange, the MTU remanufacturing process for Series 2000 and Series 4000 engines, PowerPacks and components. This is a ferry engine’s story.

Although an engine doesn’t actually have an MRI scan in the MTU remanufacturing process, it is nevertheless given a thorough checkup and completely reconditioned according to a standardized process. And instead of having to wait for their original engine to complete the process, customers are supplied with a previously remanufactured unit in exchange.

**Engine overhaul as alternative to remanufacturing**

Not all owners want to swap their long-serving engines for remanufactured replacements. So the MTU Engine Overhaul Program offers the alternative option of having your own engine overhauled. And at a fixed price. As with remanufacturing, the engine is dismantled down to the very last nut and bolt, cleaned and checked over. All components that can be restored to the original blueprint and quality specifications are reconditioned. Worn-out, damaged or out-of-date components are replaced with genuine MTU parts. And before the engine leaves the factory, it is checked to make sure it meets the original MTU performance specifications.
Remanufacturing in brief

When an engine or component reaches the end of its service life, the owner gives it back to MTU in return for an immediate replacement. The replacement is either a brand new engine/component or a reconditioned (remanufactured) engine/component. The old engine/components are completely overhauled and technically upgraded at the MTU remanufacturing center and then reissued to the owner.

The advantages:
- Unbeatable pricing: When returning an old engine or component, the customer is given a substantial discount on the exchange or remanufactured engine.
- Quality: The remanufactured parts and engines still offer proven MTU quality – they come with the same MTU warranty as their new equivalents.
- Ecology: Remanufacturing engines saves the environment. Rather than being scrapped at the end of their lives, the old components are reconditioned and re-used. That saves the environment.
- Fountain of youth: Odd told me it was a great idea and things started to happen very quickly. One evening, some men in blue overalls started to take us out of the ferry. When we were lifted out, there was already a truck standing alongside with our replacements. When we were loaded onto the truck, we really enjoyed the journey because finally we got to relax while someone else did the driving. After a while, we got to Magdeburg, a town in eastern Germany. That is where the MTU remanufacturing center is – our fountain of youth, you might say. Everything looks new and clean. Doctors in blue uniforms first of all gave us a thorough checkup and then put us on a standardised regime to restore us to full health. We had to undergo some lengthy operations in which we were opened up, purged of all toxins, had all our organs tested and were given transplants for any that were worn out. The doctors even gave us some completely new parts when returning an old engine in Region 1, 2 or 3 checks the engine against the acceptance criteria and reimburses any deposit (core deposit).
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After returning at the remanufacturing center, the engine is first thoroughly cleaned (1 and 2). Using the very latest technology, the engines are then checked for wear and faults (3) and then remanufactured (4). That includes replacing worn and defective parts and technical upgrades.
Looking back… Right from the earliest days of MTU afer-sales services played a big part in the business. In the first few years, spare parts sales were backed up by customer service including the repair of large-scale engines and the “Flying Doctor” service. Today, the MTU Value_Care portfolio offers a range of services comprising maintenance contracts, engine overhauls, training, remanufacturing and a 24-hour spares service that provides customers worldwide with the right after-sales solution to meet their needs.

regimes that prepares them for many more years of useful life, the same as for us engines. Often MTU supplies the owners with the new part first and then send back the old part for remanufacturing later on. I have certainly found out some interesting stuff here.

I’m not sure how long I’ll be staying here. Others are now doing my job at the ferry company Tides Sjö, so I won’t be going back there. But I’m looking forward to my next assignment, whatever it might be. Maybe I’ll work on a ferry in the English Channel or perhaps get sent to Asia. I can’t wait to find out.

LUCIE DAMMANN
To find out more, contact: Barbara Amann barbara.amann@mtu-online.com Tel. +49 7541 90-8543

MTU Supplies the Owners with the New Part First

MTU supplies the owners with the new part first and they then send back the old part for remanufacturing. So, I won’t be going back there. But I’m looking forward to my next assignment, whatever it might be. Maybe I’ll work on a ferry in the English Channel or perhaps get sent to Asia. I can’t wait to find out.

The highly sophisticated equipment at the Renes Condition Center in Magdeburg includes a special crack detection machine (1) and a special crankshaft grinding machine (2).

The production infrastructure at the MTU remanufacturing center offers the ideal conditions for reconditioning engines and components.

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