Indian patrol boats get up to speed

India’s coast guard has placed an order for 60 MTU engines with automation systems for 20 new vessels. The order is in the medium two-digit million euro range. Each new coastal patrol vessel will be propelled by triple-type 16V Series 4000 M90 engines, each with 2,720 kW (3,700 PS) power output. Combined with water-jet drives, these enable the vessels to reach speeds of 35 Knots (65 km/h). Also included in the supply scope for the 48-meter-long patrol boats is MTU’s ship automation system Callosum which integrates vessel monitoring with fire detection and extinguishing systems. The engines will be built in Friedrichshafen and shipped to the city of Kochi in southern India, where Cochin Shipyard Ltd. is to build the vessels. (kh)

Main propulsion units for new Havyard platform supply vessels

Havyard, the Norwegian shipyard, has placed an order for eight diesel-electric propulsion systems based on MTU Series 4000 engines for powering two platform supply vessels. The order also includes MTU’s ‘Genoline’ automation systems. The ‘Supply Service’ company based on the Faeroe Islands provides supply services for international offshore oil and gas production. The Havyard 832L TBN vessel of 86 meters length is to be propelled by four 12V Series 4000 M33S engines, each with 1,560 kW power output. With a load-bearing capacity of 4,300 tons, the vessel is capable of a maximum speed of 15 Knots. The second Havyard supply vessel is type 833 TBN (86 meters length) and will be equipped with a two-engine diesel-electric propulsion system comprising the 12V Series 4000 M33S and the 16V Series 4000 M23S unit. This vessel has 4,700 tons loading capacity. Norway is one of the biggest markets for diesel-electric propulsion systems in the offshore sector. (kh)

Ferry fun in the South Pacific

It takes just a few minutes by ferry for holidaymakers to cross from Nouméa, the New Caledonian Capital, to Amadee, the island paradise of crystal-clear waters and brilliant white sands. Since 1998, the ‘Mary D Dolphin’ ferry, propelled by Series 183 engines from MTU, has shuttled around 300,000 passengers along this route. At the beginning of February, ferry operator Mary D Enterprises contracted the building of another vessel by Australia’s Austal shipyard. This time, the vessel will be powered by three MTU 12-cylinder Series 2000 engines. From November 2011, the 35-meter passenger ferry is to principally serve the route from Nouméa to Amadee. With the new ferry, Mary D Enterprises is offering a more up-to-date, eco-friendly service. The engines have been awarded IMO Tier-2 emissions certification and allow the ferry to accelerate up to 34 Knots. (aka)

Nor-Shipping: MTU diesel genset for commercial applications

At Nor-Shipping, the Norwegian shipping exhibition in Oslo from 24 to 27 May, MTU will be showcasing its portfolio with the support of distributor Bertel O. Steen Teknikk. The focal point of MTU’s presentation (at booth E04-12) will be its genset for diesel-electric propulsion and on-board power. The genset has been especially designed for commercial marine applications such as the tending of wind parks or oil and gas platforms. In this genset family, an MTU ‘Ironmen’ Series 4000 work boat engine with 8, 12 or 16 cylinders is combined on a base frame with a generator and MTU’s electronic control system. The gensets cover the 760 – 2,240 kW output range and can be configured for 3,000 kW on request. Engine monitoring and control is performed by MTU’s ‘Genoline’ automation system designed for gensets used in commercial shipping. (kh)
The ultimate test of EPA Tier 4 compliance

Diesel engines installed in haul trucks and large-sized excavators have to be able to meet EPA Tier 4 requirements - the stricter emissions rules due to be imposed from 2015 by the EPA. To ensure that a lowering of exhaust emissions does not mean higher fuel consumption than on current models, MTU began testing the prototype of a new Series 4000 engine as early as 2009. Over a period of six months, the 20-cylinder engine was run for over 3,000 operating hours in a Liebherr haul truck in Chucuqamata, a copper mine in Chile. The know-how gained from running the engine under such demanding real-life conditions was channeled into engine development for vehicles with similar requirement profiles. Pump drive technology based on Series 4000 engines, due to be launched mid-year on the market for the oil and gas industry, likewise benefited from the practical tests performed in the Chilean mine. (eb)

Visit MTU’s website for more details of the project.

Standby for steady soda supply

Soda Sanayi AS is the sole manufacturer of soda ash and chromium chemicals in Turkey. In order to ensure continuous uptime of its Mersin salt plant, the company relies on MTU for its emergency standby application: A skid-mounted 16V 4000 G23 diesel-generator set prime rated at 2,145 kVA provides enough electrical energy to keep the machines at the salt facility running in case of a power failure. Applying high quality standards to its production processes, the ISO and OHSAS certified company chose MTU’s generator set because of its reliability and ability to accept full rated load in one step. All necessary maintenance services will be provided by MTU’s on-site service network distributor, MTU Turkey. (eb)

Tognum is Top-Employer

For the third time in a row, Tognum, the parent company of MTU, has been rated as one of Germany’s most attractive employers, moving up once more in the rankings from the previous year. The company again received the accolades "Top Employers for Engineers 2011" (coming 5th out of 37 companies) and "Top Employers in Germany 2011" (ranking 19th out of 101). Its performance in the ‘primary benefits’ category, as assessed by the CRF research institute, was particularly outstanding. These included remuneration, benefits, company pension, and a transparent remuneration policy. In the other rated categories, such as career opportunities, secondary benefits, work-life balance, development and training, and corporate culture, the company also performed exceptionally well. (wob)

Production capacities for drive and power generation systems carrying the MTU and MTU Onsite Energy brands are to be expanded.

Millions invested in building more engines

To adjust itself to high anticipated growth levels, MTU’s parent company Tognum will be investing several million euros over the next few years in significantly expanding its production capacities. The Friedrichshafen location, which will remain the company’s research, development and production headquarters, will be one of the beneficiaries. A new site is also to be built in eastern Europe, whose main speciality from 2013 will be Series 2000 crankcase manufacture and the production of selected components for commercial engines. The new location is to supply components to assembly lines in Germany, China and the US and will consolidate Tognum’s network of production facilities for the MTU and MTU Onsite Energy brands. Production locations in eastern Europe offer advantages in terms of costs and logistics which strengthen the company’s position on the highly competitive world market. (wob)