

# Wärtsilä 31

PRODUCT GUIDE



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# Introduction

This Product Guide provides data and system proposals for the early design phase of marine engine installations. For contracted projects specific instructions for planning the installation are always delivered. Any data and information herein is subject to revision without notice.

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1/2022	21.9.2022	Updates throughout the guide
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Wärtsilä Marine Business

Vaasa, Septemeber 2022

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# 1. Main Data and Outputs

The Wärtsilä 31 is a 4-stroke, non-reversible, turbocharged and intercooled diesel engine with direct fuel injection.

Cylinder bore .....	310 mm
Stroke .....	430 mm
Number of valves .....	2 inlet valves, 2 exhaust valves
Cylinder configuration .....	8, 10, 12, 14 and 16
V-angle .....	50°
Direction of rotation .....	Clockwise, counterclockwise
Speed .....	720, 750 rpm
Mean piston speed .....	10.32 - 10.75 m/s

## 1.1 Maximum continuous output

**Table 1-1 Rating table for Wärtsilä 31**

Cylinder configuration	Main engines	Generating sets			
	750 rpm	720 rpm		750 rpm	
	[kW]	Engine [kW]	Generator [kVA]	Engine [kW]	Generator [kVA]
W 8V31	4880	4720	5664	4880	5856
W 10V31	6100	5900	7080	6100	7320
W 12V31	7320	7080	8496	7320	8784
W 14V31	8540	8260	9912	8540	10248
W 16V31	9760	9440	11328	9760	11712

The mean effective pressure  $P_e$  can be calculated as follows:

$$P_e = \frac{P \times c \times 1.2 \times 10^9}{D^2 \times L \times n \times \pi}$$

**where:**

$P_e$  = mean effective pressure [bar]

$P$  = output per cylinder [kW]

$n$  = engine speed [r/min]

$D$  = cylinder diameter [mm]

$L$  = length of piston stroke [mm]

$c$  = operating cycle (4)

## 1.2 Engine optimization

### 1.2.1 Diesel operation

The engine is optimized to comply with IMO Tier II NO<sub>x</sub> - emission limits and, in combination with Selective Catalytic Reactor (SCR), IMO Tier III NO<sub>x</sub> - emission limits.

## 1.3 Reference conditions

The output is available up to an air temperature of max. 45°C. For higher temperatures, the output has to be reduced according to the formula stated in ISO 3046-1:2002 (E).

The specific fuel oil consumption is available through Wärtsilä website (an online tool called [Engine Online Configurator](#)). The stated specific fuel oil consumption applies to engines with engine driven pumps, operating in ambient conditions according to ISO 15550:2016 (E). The ISO standard reference conditions are:

total barometric pressure	100 kPa
air temperature	25 °C
relative humidity	30 %
charge air coolant temperature	25 °C

Correction factors for the fuel oil consumption in other ambient conditions are given in standard ISO 15550:2016 (E).

## 1.4 Operation in inclined position

The engine is designed to ensure proper engine operation at inclination positions. Inclination angle according to IACS requirement M46.2 (1982) (Rev.1 June 2002) - Main and auxiliary machinery.

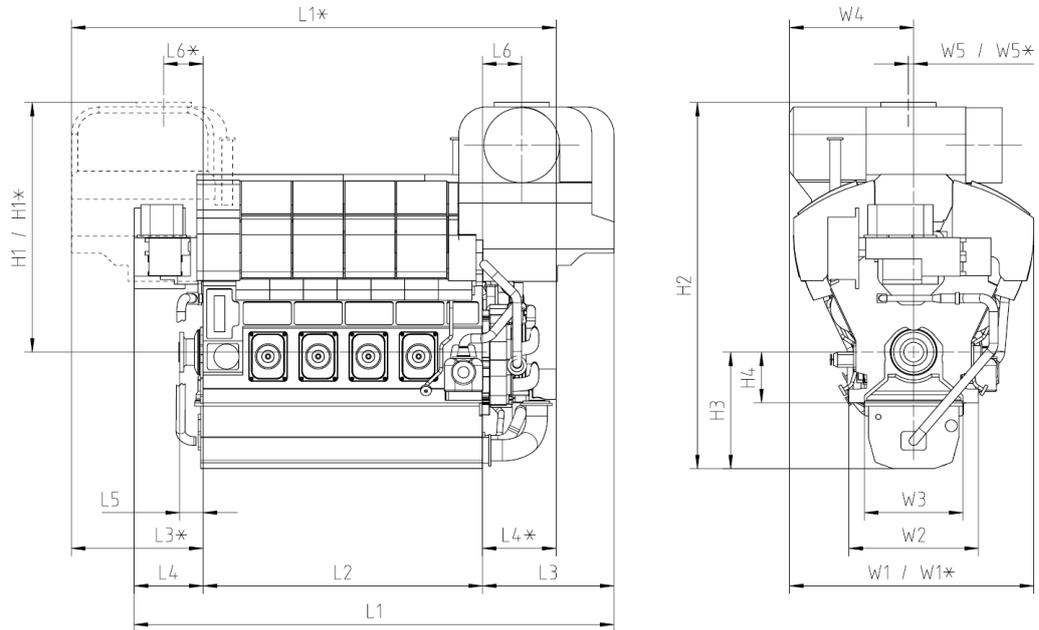
Max. inclination angles at which the engine will operate satisfactorily:

**Table 1-2 Inclination with Normal Oil Sump**

● Permanent athwart ship inclinations (list)	15°
● Temporary athwart ship inclinations (roll)	22.5°
● Permanent fore and aft inclinations (trim)	10°
● Temporary fore and aft inclinations (pitch)	10°

# 1.5 Principle dimensions and weights

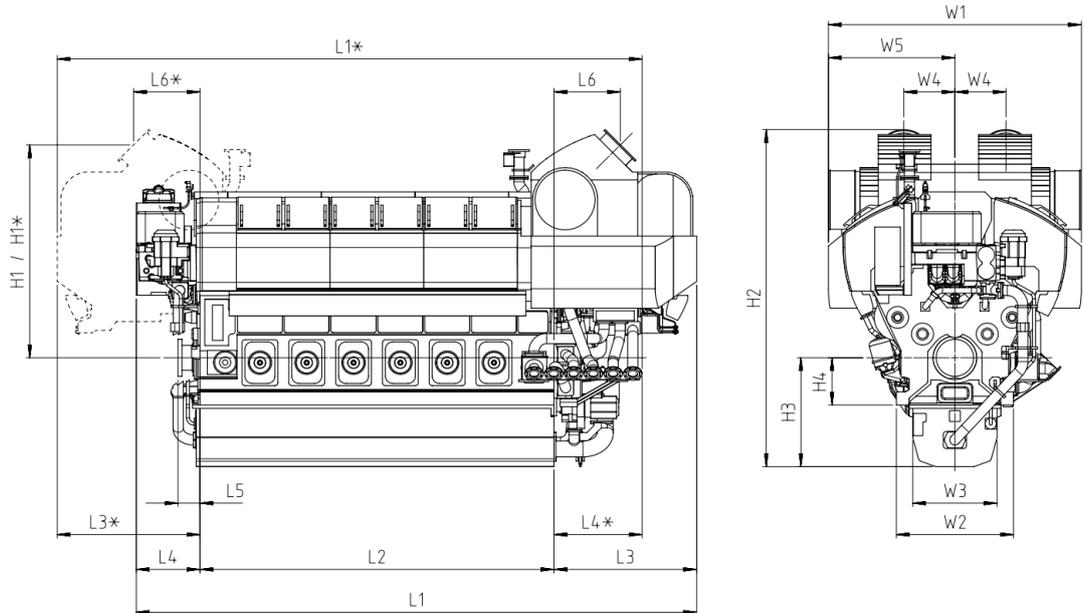
## 1.5.1 Main engines



**Fig 1-1 W8V31 & W10V31 Main engine dimensions (DAAF336230C, DAAF360383D)**

Engine	L1	L1*	L2	L3	L3*	L4	L4*	L5	L6	L6*
W8V31	6080	6417	3560	1650	1650	877	986	300	500	500
W10V31	6720	7057	4200	1650	1650	877	986	300	500	500

Engine	H1	H1*	H2	H3	H4	W1	W1*	W2	W3	W4	W5	W5*	Weight Engine**	Weight Liquids
W8V31	3205	3205	4747	1496	650	3115	3115	1600	1153	1585	67	-67	57,1*	3.3
W10V31	3205	3205	4747	1496	650	3115	3115	1600	1153	1585	67	-67	64,7*	3.95



**Fig 1-2 W12V31, W14V31 & W16V31 Main engine dimensions (DAAF392671A, DAAF360383D)**

Engine	L1	L1*	L2	L3	L3*	L4	L4*	L5	L6	L6*
W12V31	7682	7833	4840	2000	2000	1000	1250	300	908	908
W14V31	8321	8473	5480	2000	2000	1000	1250	300	908	908
W16V31	8962	9113	6120	2000	2000	1000	1250	300	908	908

Engine	H1	H1*	H2	H3	H4	W1	W2	W3	W4	W5	Weight Engine**	Weight Liquids
W12V31	2926	2926	4690	1546	650	3500	1600	1153	698	1750	76*	4.95
W14V31	2926	2926	4790	1646	650	3500	1600	1153	698	1750	84,9*	5.5
W16V31	2926	2926	4790	1646	650	3500	1600	1153	698	1750	92,5*	6.25

L1	Total length of engine
L2	Length of the engine block
L3	Length from the engine block to the outer most point in turbocharger end
L4	Length from the engine block to the outer most point in non-turbocharger end
L5	Length from engine block to crankshaft flange
L6	Length from engine block to center of exhaust gas outlet
H1	Height from the crankshaft centerline to center of exhaust gas outlet
H2	Total height of engine (normal wet sump)
H3	Height from crankshaft centerline to bottom of the oil sump (normal wet sump)
H4	Height from the crankshaft centerline to engine feet (fixed mounted)
W1	Total width of engine
W2	Width of engine block at the engine feet
W3	Width of oil sump
W4	Width from crankshaft centerline to center of exhaust gas outlet
W5	Width from crankshaft centerline to the outer most point of the engine

\* Turbocharger at flywheel end;

\*\* Weight without liquids, damper and flywheel;

All dimensions in mm, weights in tonne.

#### NOTE

For reference only, project specific engine measurements please contact Wärtsilä.



Most current **2D** drawings and **3D** models of Engines and Gensets are available at [www.wartsila.com](http://www.wartsila.com) and all dimensions and weights shown above are for reference only.

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## 2. Operating Ranges

### 2.1 Engine operating range

Running below nominal speed the load must be limited according to the diagrams in this chapter in order to maintain engine operating parameters within acceptable limits. Minimum speed is indicated in the diagram, but project specific limitations may apply.

#### 2.1.1 Controllable pitch propellers

The engine load must be limited according to the diagram below when operating below nominal speed, in order to maintain engine operating parameters within acceptable limits. Operation in the shaded area is permitted only temporarily during transients to permit smooth overload control.

Note that project specific vibration calculations may result in higher minimum speed than in the diagram below.

The propeller efficiency is highest at design pitch. It is common practice to dimension the propeller so that the specified ship speed is attained with design pitch, nominal engine speed and 85% output in the specified loading condition. The power demand from a possible shaft generator or PTO must be taken into account. The 15% margin is a provision for weather conditions and fouling of hull and propeller. An additional engine margin can be applied for most economical operation of the engine, or to have reserve power.

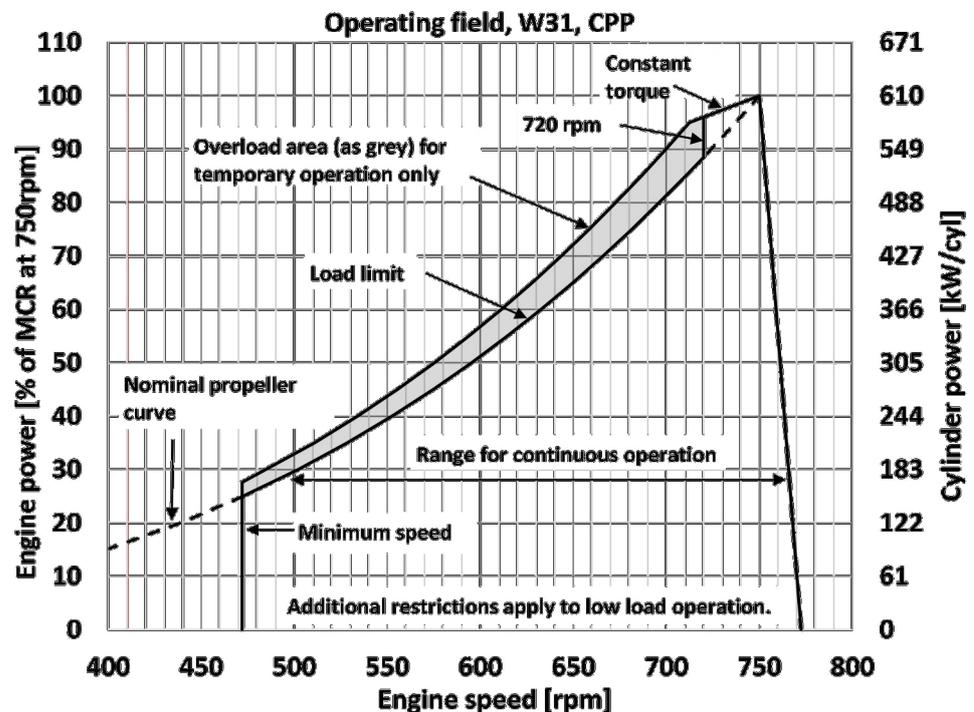


Fig 2-1 Operating field for Controllable Pitch Propeller (DAAF292639D)

**NOTE**

- 1) Minimum engine speed 472 rpm with oil pump intended for CPP operation. Project specific limitations for minimum speed may apply
- 2) Additional restrictions may apply to low load operation
- 3) 720 rpm operating line could be used for example for operation with 60 Hz PTO or shaft generator.

## 2.2 Loading capacity

Controlled load increase is essential for highly supercharged diesel engines, because the turbocharger needs time to accelerate before it can deliver the required amount of air. A slower loading ramp than the maximum capability of the engine permits a more even temperature distribution in engine components during transients.

Important notes:

- Unloading greater than diesel & gas nominal unloading ramp rate or step size can cause compressor surge and HP TC overspeed. If done in gas mode, this can cause the engine to trip to diesel operation. If done repeatedly it will affect LP and HP TC lifetimes.
- **Nominal loading rate** is applicable for a preheated engine, HT-cooling water temperature after cylinders is min. 70°C and lubricating oil temperature is min. 40°C.
- **Fast loading rate and load steps**, are applicable for an engine that has reached steady-state operating temperature (nominal HT water temperature, nominal lubricant oil temperature). For indication only, this condition is typically fulfilled after operating the engine continuously for 30 minutes at  $\geq 75\%$  load.
- **Emergency loading rate** is applicable only on diesel operation and for an engine that has reached steady-state operating temperature (nominal HT water temperature, nominal lubricant oil temperature). For indication only, this condition is typically fulfilled after operating the engine continuously for 30 minutes at  $\geq 75\%$  load.

### 2.2.1 Mechanical propulsion

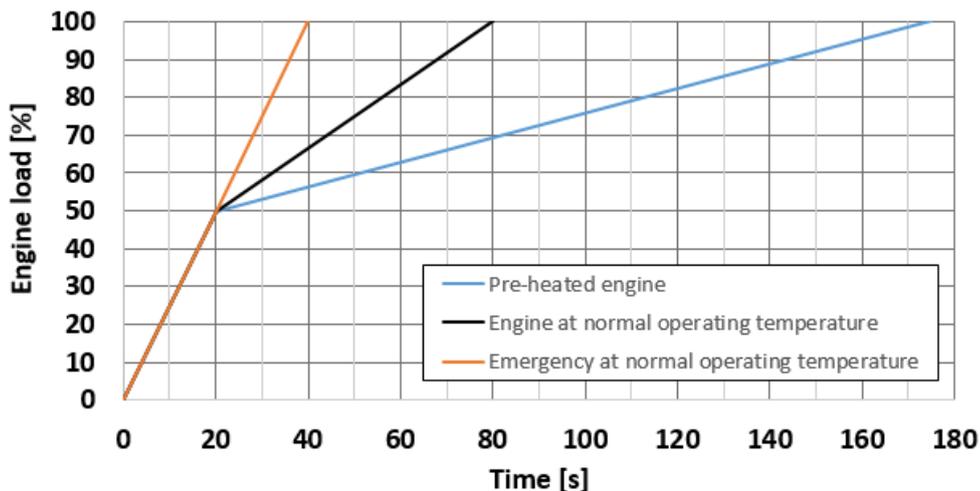
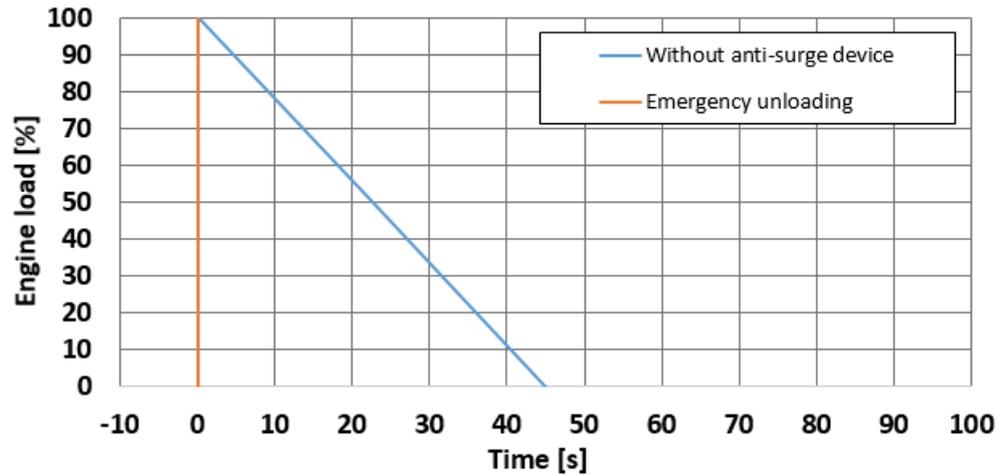


Fig 2-2 Maximum recommended load application rate for variable speed engines (FPP / CPP)

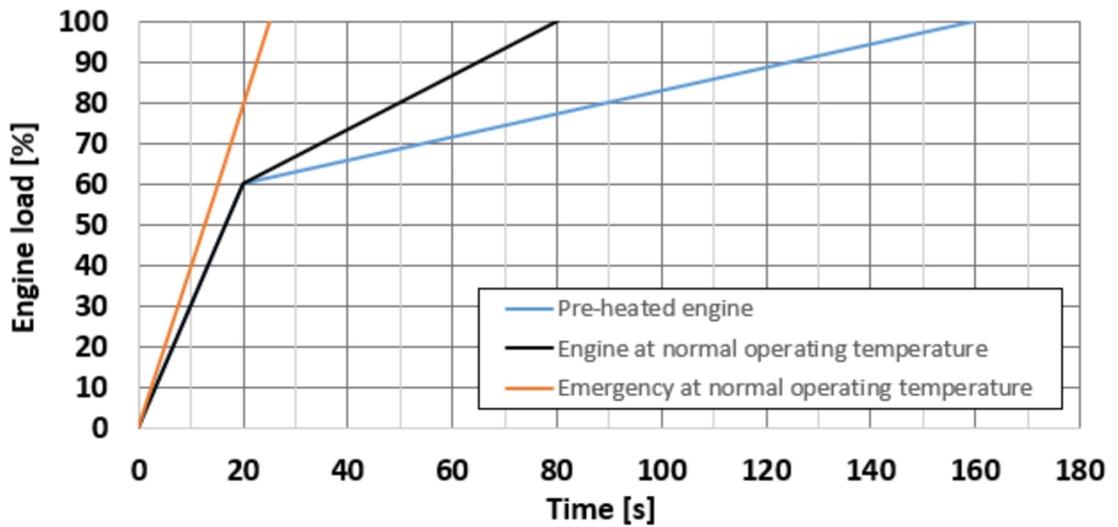


**Fig 2-3 Maximum rate of load decrease at constant and variable speed**

The propulsion control must include automatic limitation of the load increase rate. If the control system has only one load increase ramp, then the ramp for a preheated engine should be used. In tug applications the engines have usually reached normal operating temperature before the tug starts assisting. The “emergency” curve is close to the maximum capability of the engine.

Large load reductions from high load should also be performed gradually. In normal operation the load should not be reduced from 100% to 0% in less than 45 seconds. When absolutely necessary, the load can be reduced as fast as the pitch setting system can react (overspeed due to windmilling must be considered for high speed ships).

## 2.2.2 Diesel electric propulsion and auxiliary engines



**Fig 2-4 Maximum recommended load increase rates for engines operating at nominal speed**

For unloading rate, please refer to [Maximum rate of decrease at constant and variable speed](#) for details.

In diesel electric installations loading ramps are implemented both in the propulsion control and in the power management system, or in the engine speed control in case isochronous load sharing is applied. If a ramp without knee-point is used, it should not achieve 100% load in shorter time than the ramp in the figure. When the load sharing is based on speed droop, the load increase rate of a recently connected generator is the sum of the load transfer performed by the power management system and the load increase performed by the propulsion control.

The “emergency” curve is close to the maximum capability of the engine and it shall not be used as the normal limit. In dynamic positioning applications loading ramps corresponding to 20-30 seconds from zero to full load are however normal. If the vessel has also other operating modes, a slower loading ramp is recommended for these operating modes.

In typical auxiliary engine applications there is usually no single consumer being decisive for the loading rate. It is recommended to group electrical equipment so that the load is increased in small increments, and the resulting loading rate roughly corresponds to the “normal” curve.

In normal operation the load should not be reduced from 100% to 0% in less than 45 seconds. If the application requires frequent unloading at a significantly faster rate, special arrangements can be necessary on the engine. In an emergency situation the full load can be thrown off instantly.

### 2.2.2.1 Maximum instant load steps

The electrical system must be designed so that tripping of breakers can be safely handled. This requires that the engines are protected from load steps exceeding their maximum load acceptance capability. The load steps are in three equal steps. The resulting speed drop is less than 10% and the recovery time to within 1% of the steady state speed at the new load level is max. 5 seconds.

When electrical power is restored after a black-out, consumers are reconnected in groups, which may cause significant load steps. The engine must be allowed to recover for at least 10 seconds before applying the following load step, if the load is applied in maximum steps.

### 2.2.2.2 Start-up

A diesel generator typically reaches nominal speed in about 15 or 30 seconds (depending on start mode) after the start signal. The acceleration is limited by the speed control to minimize smoke during start-up. If requested faster starting times can be arranged.

## 2.3 Low load operation

Engine idling and low load operating restrictions :

Load	%	0	2	17.5
LFO, max continuous time	h	15	50	300
HFO, max continuous time	h	10	10	200

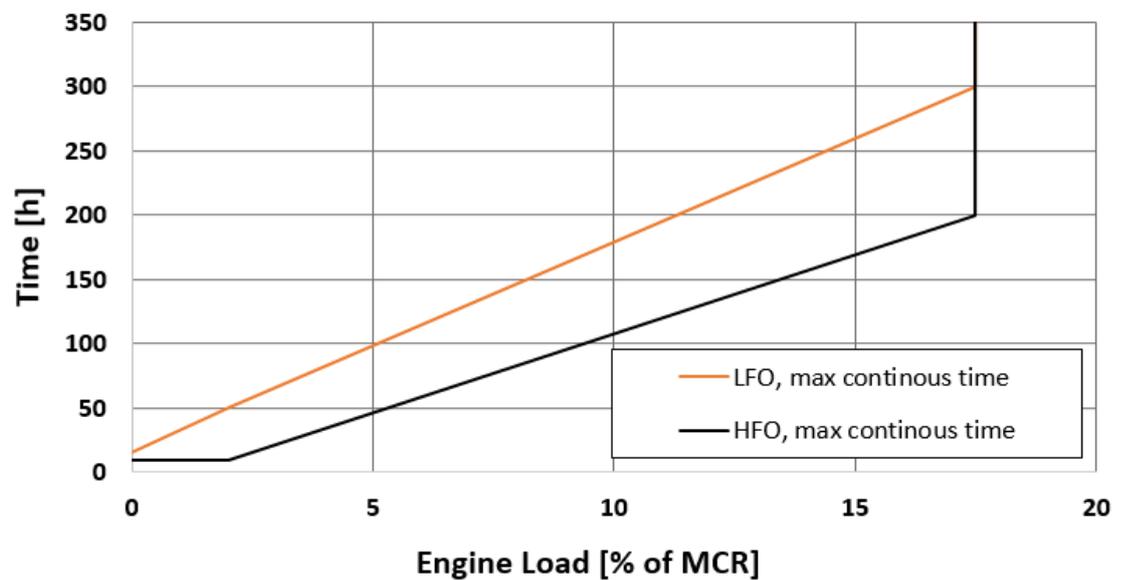


Fig 2-5 Low load operating restrictions

NOTE
1) Above 17.5% load there is no additional restriction from low load operation.
2) Duration at low load only applies if charge air temperature in receiver is at : - LFO: 35°C or above - HFO: 45°C or above
3) High load running (minimum 70%) is to be followed for a minimum of 60 minutes to clean up the engine after maximum allowed low load running time has been reached.

NOTE
Operating restrictions on SCR applications in low load operation to be observed.

## 2.4 SCR Operation

SCR operations on sustained low load or idling might need special attention from the operator. For further details please contact Wärtsilä.

## 2.5 Low air temperature

In standard conditions the following minimum inlet air temperatures apply:

- Starting + 5°C
- Idling - 5°C
- High load - 10°C

### 2.5.1 Arctic pack options

When operating the engine in conditions with inlet air temperatures below -10 °C, arctic pack shall be configured for the engine.

Arctic pack can be configured in two different options:

- W31 Arctic pack - Minimum engine suction air temperature -30 °C
- W31 Arctic pack Vertex - Minimum engine suction air temperature -50 °C

For further guidelines, see chapter *Combustion air system design*.

## 3. Technical Data

### 3.1 Introduction

Real-time product information including all technical data can be found by using [Engine Online Configurator](#) available through Wärtsilä's website. Please check online for the most up to date technical data.

<b>NOTE</b>
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Fuel consumptions in SCR operation guaranteed only when using Wärtsilä SCR unit.
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<b>NOTE</b>
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For proper operation of the Wärtsilä Nitrogen Oxide Reducer (NOR) systems, the exhaust temperature after the engine needs to be kept within a certain temperature window. Please consult your sales contact at Wärtsilä for more information about SCR Operation.
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## 4. Description of the Engine

### 4.1 Definitions

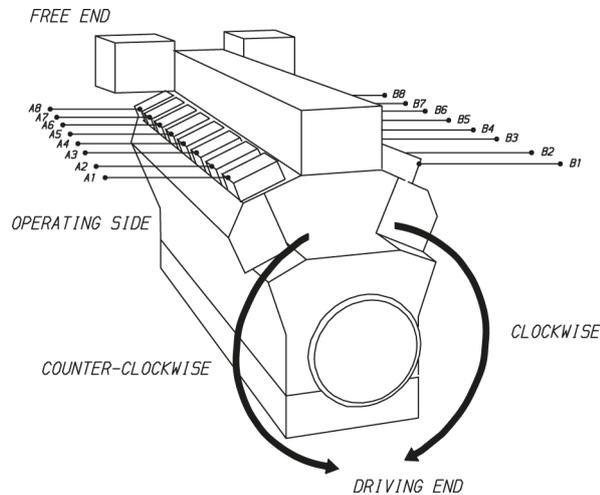


Fig 4-1 Engine definitions (V93C0028)

### 4.2 Main components and systems

Main dimensions and weights are shown in section "*Principle dimensions and weights*" in Chapter 1.

#### 4.2.1 Engine block

The engine block, made of nodular cast iron, is cast in one piece for all cylinder numbers and it supports the underslung crankshaft. The block has been given a stiff and durable design to absorb internal forces and the engine can therefore also be resiliently mounted not requiring any intermediate foundations. It incorporates water and charge air main and side channels. Also camshaft bearing housings are incorporated in the engine block. The engines are equipped with crankcase explosion relief valve with flame arrester.

The main bearing caps, made of nodular cast iron, are fixed with two hydraulically tensioned screws from below. They are guided sideways and vertically by the engine block. Hydraulically tensioned horizontal side screws at the lower guiding provide a very rigid crankshaft bearing assembly.

A hydraulic jack, supported in the oil sump, offers the possibility to lower and lift the main bearing caps, e.g. when inspecting the bearings. Lubricating oil is led to the bearings through this jack.

The oil sump, a light welded design, is mounted on the engine block from below. The oil sump is available in two alternative designs, wet or dry sump, depending on the type of application. The wet oil sump includes a suction pipe to the lubricating oil pump. For wet sump there is a main distributing pipe for lubricating oil, suction pipes and return connections for the separator. For the dry sump there is a main distributing oil pipe for lubricating oil and drains at either end to a separate system oil tank.

The engine holding down bolts are hydraulically tightened in order to facilitate the engine installation to both rigid and resilient foundation.

## 4.2.2 Crankshaft

Crankshaft line is built up from several pieces: crankshaft, counter weights, split camshaft gear wheel and pumpdrive arrangement.

The crankshaft itself is forged in one piece. Main bearings temperatures are continuously monitored. Big end bearings temperatures are continuously monitored as well, if the optional big end bearing temperature monitoring system is installed.

Counterweights are fitted on every web. High degree of balancing results in an even and thick oil film for all bearings.

The connecting rods are arranged side-by-side and the diameters of the crank pins and journals are equal irrespective of the cylinder number.

All crankshafts can be provided with torsional vibration dampers or tuning masses at the free end of the engine, if necessary. Main features of crankshaft design: clean steel technology minimizes the amount of slag forming elements and guarantees superior material durability.

The crankshaft alignment is always done on a thoroughly warm engine after the engine is stopped.

## 4.2.3 Connecting rod

The connecting rod is of forged alloy steel. All connecting rod studs are hydraulically tightened.

The connecting rod is of a three-piece design, which gives a minimum dismantling height and enables the piston to be dismantled without opening the big end bearing.

## 4.2.4 Main bearings and big end bearings

The main bearings and the big end bearings are of tri-metal design with steel back, bronze lining and a soft running layer. The bearings are covered with a Sn-flash for corrosion protection. Even minor form deviations can become visible on the bearing surface in the running in phase. This has no negative influence on the bearing function. A wireless system for real-time temperature monitoring of connecting rod big end bearings, "BEB monitoring system", is available as an option.

## 4.2.5 Cylinder liner

The cylinder liners are centrifugally cast of a special alloyed cast iron. The top collar of the cylinder liner is provided with a water jacket for distributing cooling water through the cylinder liner cooling bores. This will give an efficient control of the liner temperature. An oil lubrication system inside the cylinder liner lubricates the gudgeon pin bearing and also cools piston crown through the oil channels underside of the piston.

## 4.2.6 Piston

The piston is of composite type with steel crown and nodular cast iron skirt. A piston skirt lubricating system, featuring oil bores in a groove on the piston skirt, lubricates the piston skirt/cylinder liner. The piston top is oil cooled by the same system mentioned above. The piston ring grooves are hardened for extended lifetime.

## 4.2.7 Piston rings

The piston ring set are located in the piston crown and consists of two directional compression rings and one spring-loaded conformable oil scraper ring. Running face of compression rings are chromium-ceramic-plated.

## 4.2.8 Cylinder head

The cross flow cylinder head is made of cast iron. The mechanical load is absorbed by a flame plate, which together with the upper deck and the side walls form a rigid box section. There are four hydraulically tightened cylinder head bolts. The exhaust valve seats and the flame deck are efficiently direct water-cooled. The valve seat rings are made of alloyed steel, for wear resistance. All valves are hydraulic controlled and equipped with valve guides, valve springs and rotators.

A small side air receiver is located in the hot box, including charge air bends with integrated hydraulics and charge air riser pipes.

Following components are connected to the cylinder head:

- Charge air components for side receiver
- Exhaust gas pipe to exhaust system
- Cooling water collar
- Quill pipe with High Pressure (HP) fuel pipe connections

## 4.2.9 Camshaft and valve mechanism

The cams are integrated in the drop forged shaft material. The bearing journals are made in separate pieces, which are fitted, to the camshaft pieces by flange connections. The camshaft bearing housings are integrated in the engine block casting and are thus completely closed. The bearings are installed and removed by means of a hydraulic tool. The camshaft covers, one for each cylinder, seal against the engine block with a closed O-ring profile. The valve tappets are of piston type with self-adjustment of roller against cam to give an even distribution of the contact pressure. The valve springs make the valve mechanism dynamically stable.

The hydraulic valve mechanism enables stepless control of inlet and exhaust valve closing times. It allows to always use a proper scavenging period and Miller degree. This is needed to optimize and balance emissions, fuel consumption, operational flexibility & load taking, whilst maintaining thermal and mechanical reliability. The design enables clearly longer maintenance interval, due to the reduced thermal and mechanical stress on most of the components in the valve mechanism.

## 4.2.10 Camshaft drive

The camshafts are driven by the crankshaft through a gear train. The gear wheel on the crankshaft is clamped between the crankshaft and the end piece with expansion bolts.

## 4.2.11 Turbocharging and charge air cooling

The selected 2-stage turbocharging offers ideal combination of high-pressure ratios and good efficiency both at full and part load.

The turbochargers can be placed at the free end or fly wheel end of the engine. For cleaning of the turbochargers during operation there is, as standard, a water washing device for the air (compressor) and exhaust gas (turbine) side of the LP stage and for the exhaust gas (turbine) side of the HP stage. The water washing device is to be connected to an external unit.

An Exhaust gas Waste Gate (EWG) system controls the exhaust gas flow by-passing for both high pressure (HP) and low pressure (LP) turbine stages. EWG is needed in case of engines equipped with exhaust gas after treatment based on Selective Catalytic Reaction (SCR).

The turbochargers are lubricated by engine lubricating oil with integrated connections.

The Exhaust Waste Gate (EWG) is used for controlling the charge air pressure and consequently the cylinder pressure at an optimal level at high loads. For installations with low suction air temperature an Air Waste Gate (AWG) is installed to prevent the turbocharger from surging as well as to prevent the exhaust waste gate system reaching its maximum capacity for charge air pressure control.

A step-less Air By-pass valve (ABP) system is used depending on engine application for preventing surging of turbocharger compressors in case of rapid engine load reduction. In case of variable speed engine applications not only can the ABP be used for increasing the surge margin of compressor, but the engine performance at low engine speeds can also be enhanced.

The Charge Air Coolers (CAC) consist of a 2-stage type cooler (LP CAC) between the LP and HP compressor stages and a 1-stage cooler (HP CAC) between the HP compressor stage and the charge air receiver. The LP CAC is cooled with LT-water or in some cases by both HT- and LT-water. The HP CAC is always cooled by LT-water and fresh water is used for both circuits. When there is a risk for over-speeding of the engine due to presence of combustible gas or vapour in the inlet air, a UNIC automation controlled Charge Air Blocking device, can be installed.

Please refer to Chapter [Exhaust gas system](#) for more information.

## 4.2.12 Fuel injection equipment

The fuel injection equipment and system piping are located in a hotbox, providing maximum reliability and safety when using preheated heavy fuels. In the Wärtsilä electronic fuel injection system, the fuel is pressurized in the high pressure HP-pumps from where the fuel is fed to the injection valves which are rate optimized. The fuel system consists of different numbers of fuel oil HP pumps, depending of the cylinder configuration. HP pumps are located at the engine pump cover and from there high pressure pipes are connected to the system piping. A valve block is mounted at the fuel outlet pipe, including Pressure Drop and Safety Valve (PDSV), Circulation Valve (CV) and a fuel pressure discharge volume. The PDSV acts as mechanical safety valve and the fuel volume lowers the system pressure. The injection valves are electronic controlled and the injection timing is pre-set in the control system software.

## 4.2.13 Lubricating oil system

The engine internal lubricating oil system include the engine driven lubricating oil pump, the electrically driven prelubricating oil pump, thermostatic valve, filters and lubricating oil cooler. The lubricating oil pumps are located in the free end of the engine. The automatic filter, cooler and thermostatic valve are integrated into one module.

## 4.2.14 Cooling water system

The fresh water cooling system is divided into a high temperature (HT) and a low temperature (LT) circuit.

For engines operating in normal conditions the HT-water is cooling the cylinders (jacket) and the first stage of the low pressure 2-stage charge air cooler. The LT-water is cooling the lubricating oil cooler, the second stage of the low pressure 2-stage charge air cooler and the high pressure 1-stage charge air cooler.

For engines operating in cold conditions the HT-water is cooling the cylinders (Jacket). A HT-water pump is circulating the cooling water in the circuit and a thermostatic valve mounted in the internal cooling water system, controls the outlet temperature of the circuit. The LT-circuit is cooling the Lubricating Oil Cooler (LOC), the second stage of the Low Pressure 2-stage charge air cooler, the High Pressure 1-stage charge air cooler and the first stage of the low pressure 2-stage charge air cooler. An LT-thermostatic valve mounted in the external cooling water system, controls the inlet temperature to the engine for achieving correct receiver temperature.

## 4.2.15 Exhaust pipes

The exhaust manifold pipes are made of special heat resistant nodular cast iron alloy.

The complete exhaust gas system is enclosed in an insulating box consisting of easily removable panels. Mineral wool is used as insulating material.

## 4.2.16 Automation system

The Wärtsilä engine is equipped with an UNIC electronic control system. UNIC have hardwired interface for control functions and a bus communication interface for alarm and monitoring. Additionally UNIC includes fuel injection control for engines with electronic fuel injection rate optimized nozzles.

For more information, please refer to Chapter [Automation system](#).

## 4.3

## Time between inspection or Overhaul & Expected Life Time

<b>NOTE</b>	
•	Time Between Overhaul data can be found in Engine Operation & Maintenance Manual (O&MM)
•	Expected lifetime values may differ from values found in Engine Operation & Maintenance Manual (O&MM)
•	Achieved life times very much depend on the operating conditions, average loading of the engine, fuel quality used, fuel handling systems, performance of maintenance etc
•	Expected lifetime is different depending on HFO1 or HFO2 used. For detailed information of HFO1 and HFO2 qualities, please see <a href="#">6.1.4.1</a> .

**Table 4-1 Time Between Overhaul and Expected Life Time**

Component	Time between inspection or overhaul (h)		Expected life time (h)	
	HFO operation	LFO	HFO operation	LFO
Piston	24000	32000	Min. 72000	Min. 96000
Piston rings	24000	32000	24000	32000
Cylinder liner	24000	32000	96000	128000
Cylinder head	24000	32000	96000	128000
Connecting rod	24000	32000	128000	128000
Inlet valve	24000	32000	24000	32000
Exhaust valve	24000	32000	24000	32000
Main bearing	24000	32000	48000	64000
Big end bearing	24000	32000	24000	32000
Intermediate gear bearings	64000	64000	64000	64000
Balancing shaft bearings	32000	32000	32000	32000
Injection valve (wear parts)	8000	8000	NA	NA
High Pressure fuel pump	24000	24000	24000	24000
LP and the HP turbochargers	16000	16000	80000	80000

**NOTE**

Even if residual fuels (HFO) do fulfil Wärtsilä fuel specification for HFO2 those they can contain elevated amounts of sulphur and various ash constituents. This can increase the risks of exhaust valve burning, hot corrosion of piston tops, increased wear rate of cylinder liners and piston rings as well as deposit formation on engine component surfaces. As a result of this the expected service intervals and component lifetime might be shorter than compared to operation on average or typical world-wide residual fuel quality.

## 4.4 Engine storage

At delivery the engine is provided with VCI coating and a tarpaulin. For storage longer than 3 months please contact Wärtsilä .

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## 5. Piping Design, Treatment and Installation

This chapter provides general guidelines for the design, construction and planning of piping systems, however, not excluding other solutions of at least equal standard. Installation related instructions are included in the project specific instructions delivered for each installation.

Fuel, lubricating oil, fresh water and compressed air piping is usually made in seamless carbon steel (DIN 2448) and seamless precision tubes in carbon or stainless steel (DIN 2391), exhaust gas piping in welded pipes of corten or carbon steel (DIN 2458). Sea-water piping should be in Cunifer or hot dip galvanized steel.

<b>NOTICE</b>
The pipes in the freshwater side of the cooling water system must not be galvanized.

Attention must be paid to fire risk aspects. Fuel supply and return lines shall be designed so that they can be fitted without tension. Flexible hoses must have an approval from the classification society. If flexible hoses are used in the compressed air system, a purge valve shall be fitted in front of the hose(s).

It is recommended to make a fitting order plan prior to construction.

**The following aspects shall be taken into consideration:**

- Pockets shall be avoided. When not possible, drain plugs and air vents shall be installed
- Leak fuel drain pipes shall have continuous slope
- Vent pipes shall be continuously rising
- Flanged connections shall be used, cutting ring joints for precision tubes

Maintenance access and dismounting space of valves, coolers and other devices shall be taken into consideration. Flange connections and other joints shall be located so that dismounting of the equipment can be made with reasonable effort.

### 5.1 Pipe dimensions

**When selecting the pipe dimensions, take into account:**

- The pipe material and its resistance to corrosion/erosion.
- Allowed pressure loss in the circuit vs delivery head of the pump.
- Required net positive suction head (NPSH) for pumps (suction lines).
- In small pipe sizes the max acceptable velocity is usually somewhat lower than in large pipes of equal length.
- The flow velocity should not be below 1 m/s in sea water piping due to increased risk of fouling and pitting.
- In open circuits the velocity in the suction pipe is typically about 2/3 of the velocity in the delivery pipe.

**Table 5-1 Recommended maximum velocities on pump delivery side for guidance**

Piping	Pipe material	Max velocity [m/s]
Fuel oil piping	Black steel	1.0
Lubricating oil piping	Black steel	1.5
Fresh water piping	Black steel	2.5
Sea water piping	Galvanized steel	2.5
	Aluminum brass	2.5
	10/90 copper-nickel-iron	3.0
	70/30 copper-nickel	4.5
	Rubber lined pipes	4.5

Compressed air pipe sizing has to be calculated project specifically. The pipe sizes may be chosen on the basis of air velocity or pressure drop. In each pipeline case it is advised to check the pipe sizes using both methods, this to ensure that the alternative limits are not being exceeded.

**Pipeline sizing on air velocity:** For dry air, practical experience shows that reasonable velocities are 25...30 m/s, but these should be regarded as the maximum above which noise and erosion will take place, particularly if air is not dry. Even these velocities can be high in terms of their effect on pressure drop. In longer supply lines, it is often necessary to restrict velocities to 15 m/s to limit the pressure drop.

**Pipeline sizing on pressure drop:** As a rule of thumb the pressure drop from the starting air vessel to the inlet of the engine should be max. 0.1 MPa (1 bar) when the bottle pressure is 3 MPa (30 bar).

It is essential that the instrument air pressure, feeding to some critical control instrumentation, is not allowed to fall below the nominal pressure stated in chapter "*Compressed air system*" due to pressure drop in the pipeline.

## 5.2 Pressure class

The pressure class of the piping should be higher than or equal to the design pressure, which should be higher than or equal to the highest operating (working) pressure. The highest operating (working) pressure is equal to the setting of the safety valve in a system.

### The pressure in the system can:

- Originate from a positive displacement pump
- Be a combination of the static pressure and the pressure on the highest point of the pump curve for a centrifugal pump
- Rise in an isolated system if the liquid is heated

Within this publication there are tables attached to drawings, which specify pressure classes of connections. The pressure class of a connection can be higher than the pressure class required for the pipe.

### Example 1:

The fuel pressure before the engine should be 0.7 MPa (7 bar). The safety filter in dirty condition may cause a pressure loss of 0.1 MPa (1.0 bar). The viscosimeter, automatic filter, preheater and piping may cause a pressure loss of 0.25 MPa (2.5 bar). Consequently the discharge pressure of the circulating pumps may rise to 1.05 MPa (10.5 bar), and the safety valve of the pump shall thus be adjusted e.g. to 1.2 MPa (12 bar).

- A design pressure of not less than 1.2 MPa (12 bar) has to be selected.
- The nearest pipe class to be selected is PN16.
- Piping test pressure is normally 1.5 x the design pressure = 1.8 MPa (18 bar).

**Example 2:**

The pressure on the suction side of the cooling water pump is 0.1 MPa (1 bar). The delivery head of the pump is 0.3 MPa (3 bar), leading to a discharge pressure of 0.4 MPa (4 bar). The highest point of the pump curve (at or near zero flow) is 0.1 MPa (1 bar) higher than the nominal point, and consequently the discharge pressure may rise to 0.5 MPa (5 bar) (with closed or throttled valves).

- Consequently a design pressure of not less than 0.5 MPa (5 bar) shall be selected.
- The nearest pipe class to be selected is PN6.
- Piping test pressure is normally 1.5 x the design pressure = 0.75 MPa (7.5 bar).

Standard pressure classes are PN4, PN6, PN10, PN16, PN25, PN40, etc.

## 5.3 Pipe class

Classification societies categorize piping systems in different classes (DNV) or groups (ABS) depending on pressure, temperature and media. The pipe class can determine:

- Type of connections to be used
- Heat treatment
- Welding procedure
- Test method

Systems with high design pressures and temperatures and hazardous media belong to class I (or group I), others to II or III as applicable. Quality requirements are highest on class I.

Examples of classes of piping systems as per DNV rules are presented in the table below.

**Table 5-2 Classes of piping systems as per DNV rules**

Media	Class I		Class II		Class III	
	MPa (bar)	°C	MPa (bar)	°C	MPa (bar)	°C
Steam	> 1.6 (16)	or > 300	< 1.6 (16)	and < 300	< 0.7 (7)	and < 170
Flammable fluid	> 1.6 (16)	or > 150	< 1.6 (16)	and < 150	< 0.7 (7)	and < 60
Other media	> 4 (40)	or > 300	< 4 (40)	and < 300	< 1.6 (16)	and < 200

## 5.4 Insulation

**The following pipes shall be insulated:**

- All trace heated pipes
- Exhaust gas pipes
- Exposed parts of pipes with temperature > 60°C

**Insulation is also recommended for:**

- Pipes between engine or system oil tank and lubricating oil separator
- Pipes between engine and jacket water preheater

## 5.5 Local gauges

Local thermometers should be installed wherever a new temperature occurs, i.e. before and after heat exchangers, etc.

Pressure gauges should be installed on the suction and discharge side of each pump.

## 5.6 Cleaning procedures

Instructions shall be given at an early stage to manufacturers and fitters how different piping systems shall be treated, cleaned and protected.

### 5.6.1 Cleanliness during pipe installation

All piping must be verified to be clean before lifting it onboard for installation. During the construction time uncompleted piping systems shall be maintained clean. Open pipe ends should be temporarily closed. Possible debris shall be removed with a suitable method. All tanks must be inspected and found clean before filling up with fuel, oil or water.

Piping cleaning methods are summarised in table below:

**Table 5-3 Pipe cleaning**

System	Methods
Fuel oil	A,B,C,D,F
Lubricating oil	A,B,C,D,F
Starting air	A,B,C
Cooling water	A,B,C
Exhaust gas	A,B,C
Charge air	A,B,C

1) In case of carbon steel pipes

#### Methods applied during prefabrication of pipe spools

*A = Washing with alkaline solution in hot water at 80°C for degreasing (only if pipes have been greased)*

*B = Removal of rust and scale with steel brush (not required for seamless precision tubes)*

*D = Pickling (not required for seamless precision tubes)*

#### Methods applied after installation onboard

*C = Purging with compressed air*

*F = Flushing*

### 5.6.2 Fuel oil pipes

Before start up of the engines, all the external piping between the day tanks and the engines must be flushed in order to remove any foreign particles such as welding slag.

Disconnect all the fuel pipes at the engine inlet and outlet . Install a temporary pipe or hose to connect the supply line to the return line, bypassing the engine. The pump used for flushing should have high enough capacity to ensure highly turbulent flow, minimum same as the max nominal flow. Heaters, automatic filters and the viscosimeter should be bypassed to prevent

damage caused by debris in the piping. The automatic fuel filter must not be used as flushing filter.

The pump used should be protected by a suction strainer. During this time the welds in the fuel piping should be gently knocked at with a hammer to release slag and the filter inspected and carefully cleaned at regular intervals.

The cleanliness should be minimum ISO 4406 © 20/18/15, or NAS 1638 code 9. A measurement certificate shows required cleanliness has been reached there is still risk that impurities may occur after a time of operation.

<b>NOTICE</b>
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The engine must not be connected during flushing.
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### 5.6.3 Lubricating oil pipes

Flushing of the piping and equipment built on the engine is not required and flushing oil shall not be pumped through the engine oil system (which is flushed and clean from the factory).

It is however acceptable to circulate the flushing oil via the external oil sump/tank or via engine sump if this is advantageous. Cleanliness of the oil sump shall be verified after completed flushing and is acceptable when the cleanliness has reached a level in accordance with ISO 4406 © 21/19/15, or NAS 1638 code 10. All pipes connected to the engine, the engine wet sump or to the external engine wise oil tank shall be flushed. Oil used for filling shall have a cleanliness of ISO 4406 © 21/19/15, or NAS 1638 code 10.

<b>NOTICE</b>
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The engine must not be connected during flushing
--

### 5.6.4 Pickling

Prefabricated pipe spools are pickled before installation onboard.

Pipes are pickled in an acid solution of 10% hydrochloric acid and 10% formaline inhibitor for 4-5 hours, rinsed with hot water and blown dry with compressed air.

After acid treatment the pipes are treated with a neutralizing solution of 10% caustic soda and 50 grams of trisodiumphosphate per litre of water for 20 minutes at 40...50°C, rinsed with hot water and blown dry with compressed air.

Great cleanliness shall be validated in all work phases after completed pickling.

## 5.7 Flexible pipe connections

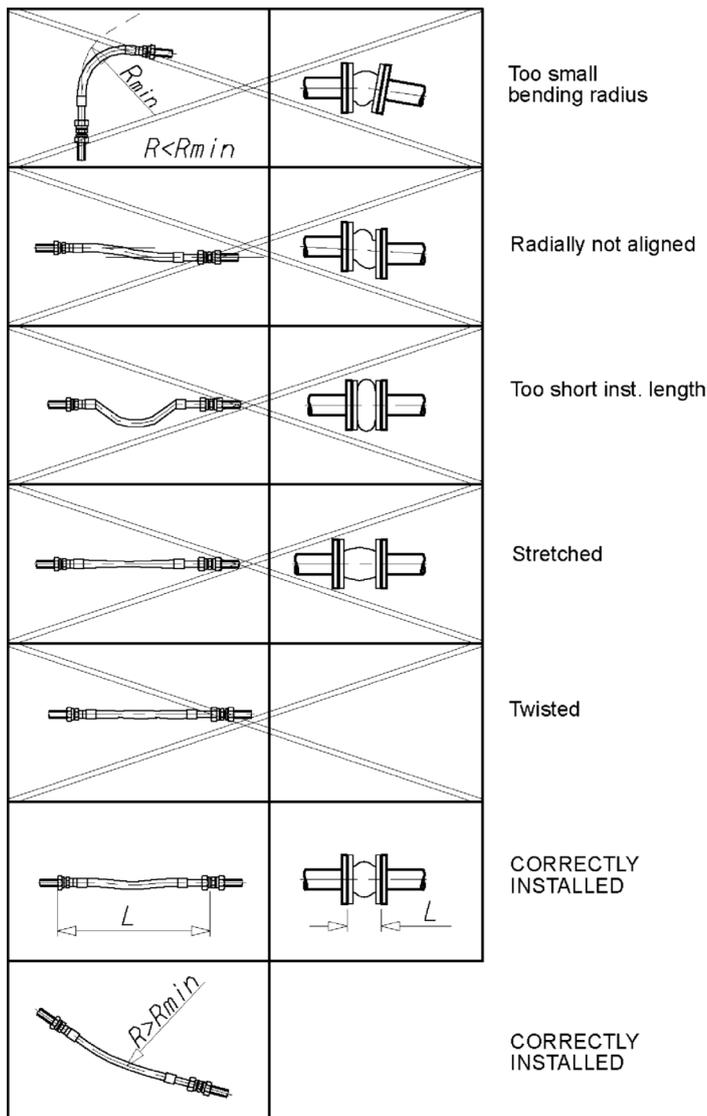
All external pipes must be precisely aligned to the fitting or the flange of the engine to minimize causing external forces to the engine connection.

Adding adapter pieces to the connection between the flexible pipe and engine, which are not validated by Wärtsilä are forbidden. Observe that the pipe clamp for the pipe outside the flexible connection must be very rigid and welded to the steel structure of the foundation to prevent vibrations and external forces to the connection, which could damage the flexible connections and transmit noise. The support must be close to the flexible connection. Most problems with bursting of the flexible connection originate from poor clamping.

Proper installation of pipe connections between engines and ship's piping to be ensured.

- Flexible pipe connections must not be twisted
- Installation length of flexible pipe connections must be correct
- Minimum bending radius must be respected

- Piping must be concentrically aligned
- When specified, the flow direction must be observed
- Mating flanges shall be clean from rust, burrs and anticorrosion coatings
- If not otherwise instructed, bolts are to be tightened crosswise in several stages
- Painting of flexible elements is not allowed
- Rubber bellows must be kept clean from oil and fuel
- The piping must be rigidly supported close to the flexible piping connections.



**Fig 5-1 Flexible hoses**

**NOTICE**

Pressurized flexible connections carrying flammable fluids or compressed air have to be type approved.

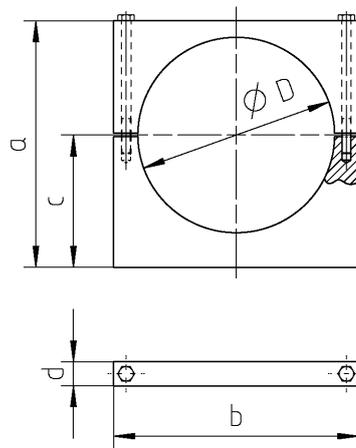
## 5.8 Clamping of pipes

It is very important to fix the pipes to rigid structures next to flexible pipe connections in order to prevent damage caused by vibration. The following guidelines should be applied:

- Pipe clamps and supports next to the engine must be very rigid and welded to the steel structure of the foundation.
- The first support should be located as close as possible to the flexible connection. Next support should be 0.3-0.5 m from the first support.
- First three supports closest to the engine or generating set should be fixed supports. Where necessary, sliding supports can be used after these three fixed supports to allow thermal expansion of the pipe.
- Supports should never be welded directly to the pipe. Either pipe clamps or flange supports should be used for flexible connection.

A typical pipe clamp for a fixed support is shown in Figure 5-2. Pipe clamps must be made of steel; plastic clamps or similar may not be used.

SUPPORTS AFTER FLEXIBLE BELLOW (FIXED) DN 25-300



DN	$d_u$ mm	D mm	a mm	b mm	c mm	d mm	BOLTS
25	33.7	35	150	80	120	25	M10x50
32	42.4	43	150	75	120	25	M10x50
40	48.3	48	154.5	100	115	25	M12x60
50	60.3	61	185	100	145	25	M12x60
65	76.1	76.5	191	115	145	25	M12x70
80	88.9	90	220	140	150	30	M12x90
100	114.3	114.5	196	170	121	25	M12x100
125	139.7	140	217	200	132	30	M16x120
150	168.3	170	237	240	132	30	M16x140
200	219.1	220	295	290	160	30	M16x160
250	273.0	274	355	350	190	30	M16x200
Ⓐ 300	323.9	325	410	405	220	40	M16x220

$d_u$  = Pipe outer diameter

**Fig 5-2 Pipe clamp for fixed support (V61H0842A)**

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## 6. Fuel System

### 6.1 Acceptable fuel characteristics

The fuel specifications are based on the ISO 8217:2017 (E) standard. Observe that a few additional properties not included in the standard are listed in the tables. For maximum fuel temperature before the engine, please refer to technical data which can be found by accessing [Engine Online Configurator](#) available through Wärtsilä's website.

The fuel shall not contain any added substances or chemical waste, which jeopardizes the safety of installations or adversely affects the performance of the engines or is harmful to personnel or contributes overall to air pollution.

#### 6.1.1 Light Fuel Oil (LFO)

The fuel specification is based on the ISO 8217:2017(E) standard and covers the fuel grades ISO-F-DMX, DMA, DFA, DMZ, DFZ, DMB and DFB. These fuel grades are referred to as Light Fuel Oil (LFO).

The distillate grades mentioned above can be described as follows:

- **DMX**: A fuel quality which is suitable for use at ambient temperatures down to  $-15\text{ °C}$  without heating the fuel. Especially in merchant marine applications its use is restricted to lifeboat engines and certain emergency equipment due to reduced flash point. The low flash point which is not meeting the SOLAS requirement can also prevent the use in other marine applications, unless the fuel system is built according to special requirements. Also the low viscosity (min. 1.4 cSt) can prevent the use in engines unless the fuel can be cooled down enough to meet the min. injection viscosity limit of the engine.
- **DMA**: A high quality distillate, generally designated MGO (Marine Gas Oil) in the marine field.
- **DFA**: A similar quality distillate fuel compared to DMA category fuels but a presence of max. 7,0% v/v of Fatty acid methyl ester (FAME) is allowed.
- **DMZ**: A high quality distillate, generally designated MGO (Marine Gas Oil) in the marine field. An alternative fuel grade for engines requiring a higher fuel viscosity than specified for DMA grade fuel.
- **DFZ**: A similar quality distillate fuel compared to DMZ category fuels but a presence of max. 7,0% v/v of Fatty acid methyl ester (FAME) is allowed.
- **DMB**: A general purpose fuel which may contain trace amounts of residual fuel and is intended for engines not specifically designed to burn residual fuels.
- **DFB**: A similar quality distillate fuel compared to DMB category fuels but a presence of max. 7,0% v/v of Fatty acid methyl ester (FAME) is allowed.

##### 6.1.1.1 Table Light fuel oils

**Table 6-1 Distillate fuel specifications**

Characteristics	Unit	Lim- it	Category ISO-F						Test meth- od(s) and ref- erences
			DMX	DMA	DFA	DMZ	DFZ	DMB	
Kinematic viscosity at 40 °C <sup>i)</sup>	mm <sup>2</sup> /s <sup>a)</sup>	Max	5,500	6,000	6,000	11,00			ISO 3104
		Min	1,400 <sup>i)</sup>	2,000	3,000	2,000			
Density at 15 °C	kg/m <sup>3</sup>	Max	-	890,0	890,0	900,0			ISO 3675 or ISO 12185

Characteristics	Unit	Limit	Category ISO-F						Test method(s) and references	
			DMX	DMA	DFA	DMZ	DFZ	DVB		DFB
Cetane index		Min	45	40	40	35			ISO 4264	
Sulphur <sup>b, j)</sup>	% m/m	Max	0,50	0,50	0,50	0,50			ISO 8754 or ISO 14596, ASTM D4294	
Flash point	°C	Min	43,0 <sub>k)</sub>	60,0	60,0	60,0			ISO 2719	
Hydrogen sulfide	mg/kg	Max	2,00	2,00	2,00	2,00			IP 570	
Acid number	mg KOH/g	Max	0,5	0,5	0,5	0,5			ASTM D664	
Total sediment by hot filtration	% m/m	Max	-	-	-	0,10 <sup>c)</sup>			ISO 10307-1	
Oxidation stability	g/m <sup>3</sup>	Max	25	25	25	25 <sup>d)</sup>			ISO 12205	
Fatty acid methyl ester (FAME) <sup>e)</sup>	% v/v	Max	-	-	7,0	-	7,0	-	7,0	ASTM D7963 or IP 579
Carbon residue - Micro method on 10% distillation residue	% m/m	Max	0,30	0,30	0,30	-			ISO 10370	
Carbon residue - Micro method	% m/m	Max	-	-	-	0,30			ISO 10370	
Cloud point <sup>f)</sup>	winter	°C	Max	-16	Report	Report	-		ISO 3015	
	summer			-16	-	-	-			
Cold filter plugging point <sup>f)</sup>	winter	°C	Max	-	Report	Report	-		IP 309 or IP 612	
	summer			-	-	-	-			
Pour point <sup>f)</sup>	winter	°C	Max	-	-6	-6	0		ISO 3016	
	summer			-	0	0	6			
Appearance		-	Clear and bright <sup>g)</sup>				<sup>c)</sup>		-	
Water	% v/v	Max	-	-	-	0,30 <sup>c)</sup>			ISO 3733 or ASTM D6304-C <sup>l)</sup>	
Ash	% m/m	Max	0,010	0,010	0,010	0,010			ISO 6245	
Lubricity, corr. wear scar diam. <sup>h)</sup>	µm	Max	520	520	520	520 <sup>d)</sup>			ISO 12156-1	

**NOTICE**

- a)  $1 \text{ mm}^2/\text{s} = 1 \text{ cSt}$ .
- b) Notwithstanding the limits given, the purchaser shall define the maximum sulphur content in accordance with relevant statutory limitations.
- c) If the sample is not clear and bright, the total sediment by hot filtration and water tests shall be required.
- d) If the sample is not clear and bright, the Oxidation stability and Lubricity tests cannot be undertaken and therefore, compliance with this limit cannot be shown.
- e) See ISO 8217:2017(E) standard for details.
- f) Pour point cannot guarantee operability for all ships in all climates. The purchaser should confirm that the cold flow characteristics (pour point, cloud point, cold filter clogging point) are suitable for ship's design and intended voyage.
- g) If the sample is dyed and not transparent, see ISO 8217:2017(E) standard for details related to water analysis limits and test methods.
- h) The requirement is applicable to fuels with a sulphur content below 500 mg/kg (0,050 % m/m).
- Additional notes not included in the ISO 8217:2017(E) standard:**
- i) Low min. viscosity of 1,400  $\text{mm}^2/\text{s}$  can prevent the use of ISO-F-DMX category fuels unless a fuel can be cooled down enough to meet the specified min. injection viscosity limit. For Wärtsilä 31 the allowed kinematic viscosity before the injection pumps is 2,0 - 24  $\text{mm}^2/\text{s}$ .
- j) There doesn't exist any minimum sulphur content limit for Wärtsilä® 4-stroke diesel engines and also the use of Ultra Low Sulphur Diesel (ULSD) is allowed provided that the fuel quality fulfils other specified properties.
- k) Low flash point of min. 43 °C can prevent the use of ISO-F-DMX category fuels in Wärtsilä® engines in marine applications unless the ship's fuel system is built according to special requirements allowing the use or that the fuel supplier is able to guarantee that flash point of the delivered fuel batch is above 60 °C being a requirement of SOLAS and classification societies.
- l) Alternative test method

## 6.1.2 Operation on 0,10 % m/m residual sulphur fuels (ULSFO RM) for SECA areas

Due to the tightened sulphur emission legislation being valid since 01.01.2015 in the specified SECA areas many new max. 0,10 % m/m sulphur content fuels have entered the market. Some of these fuels are not pure distillate fuels, but contain new refinery streams, like hydrocracker bottoms or can also be blends of distillate and residual fuels. The new 0,10 % m/m sulphur fuels are also called as Ultra Low Sulphur Fuel Oils (ULSFO) or “hybrid” fuels, since those can contain properties of both distillate and residual fuels. In the existing ISO 8217:2017(E) standard the fuels are classed as RMA 10, RMB 30 or RMD 80, if not fulfilling the DM grade category requirements, though from their properties point of view this is generally not an optimum approach.

These fuels can be used in the Wärtsilä 31 engine type, but special attention shall be paid to optimum operating conditions. See also Services Instruction WS02Q312.

Characteristics	Unit	RMA 10	RMB 30	RMD 80	Test method reference
Kinematic viscosity bef. inj. pumps <sup>c)</sup>	mm <sup>2</sup> /s a)	6,0 - 24	6,0 - 24	6,0 - 24	-
Kinematic viscosity at 50 °C, max.	mm <sup>2</sup> /s a)	10,00	30,00	80,00	ISO 3104
Density at 15 °C, max.	kg/m <sup>3</sup>	920,0	960,0	975,0	ISO 3675 or ISO 12185
CCAI, max. <sup>e)</sup>	-	850	860	860	ISO 8217, Annex F
Sulphur, max. <sup>b)</sup>	% m/m	0,10	0,10	0,10	ISO 8574 or ISO 14596
Flash point, min.	°C	60,0	60,0	60,0	ISO 2719
Hydrogen sulfide, max.	mg/kg	2,00	2,00	2,00	IP 570
Acid number, max.	mg KOH/g	2,5	2,5	2,5	ASTM D664
Total sediment existent, max.	% m/m	0,10	0,10	0,10	ISO 10307-2
Carbon residue, micro method, max.	% m/m	2,50	10,00	14,00	ISO 10370
Asphaltenes, max. <sup>c)</sup>	% m/m	1,5	6,0	8,0	ASTM D3279
Pour point (upper), max., winter quality <sup>d)</sup>	°C	0	0	30	ISO 3016
Pour point (upper), max., summer quality <sup>d)</sup>	°C	6	6	30	ISO 3016
Water max.	% v/v	0,30	0,50	0,50	ISO 3733 or ASTM D6304-C <sup>c)</sup>
Water bef. engine, max. <sup>c)</sup>	% v/v	0,30	0,30	0,30	ISO 3733 or ASTM D6304-C <sup>c)</sup>
Ash, max.	% m/m	0,040	0,070	0,070	ISO 6245 or LP1001 <sup>c, h)</sup>
Vanadium, max. <sup>f)</sup>	mg/kg	50	150	150	IP 501, IP 470 or ISO 14597
Sodium, max. <sup>f)</sup>	mg/kg	50	100	100	IP 501 or IP 470
Sodium bef. engine, max. <sup>c, f)</sup>	mg/kg	30	30	30	IP 501 or IP 470

Characteristics	Unit	RMA 10	RMB 30	RMD 80	Test method reference
Aluminium + Silicon, max.	mg/kg	25	40	40	IP 501, IP 470 or ISO 10478
Aluminium + Silicon bef. engine, max. <sup>c)</sup>	mg/kg	15	15	15	IP 501, IP 470 or ISO 10478
Used lubricating oil: <sup>g)</sup> - Calcium, max.	mg/kg	30	30	30	IP 501 or IP 470
- Zinc, max.	mg/kg	15	15	15	IP 501 or IP 470
- Phosphorus, max.	mg/kg	15	15	15	IP 501 or IP 500

### NOTE

**a)** 1 mm<sup>2</sup>/s = 1 cSt.

**b)** The purchaser shall define the maximum sulphur content in accordance with relevant statutory limitations.

**c)** Additional properties specified by the engine manufacturer, which are not included in the ISO 8217:2017(E) standard.

**d)** Purchasers shall ensure that this pour point is suitable for the equipment on board / at the plant, especially if the ship operates / plant is located in cold climates.

**e)** Straight run residues show CCAI values in the 770 to 840 range and are very good ignitors. Cracked residues delivered as bunkers may range from 840 to – in exceptional cases – above 900. Most bunkers remain in the max. 850 to 870 range at the moment. CCAI value cannot always be considered as an accurate tool to determine fuels' ignition properties, especially concerning fuels originating from modern and more complex refinery processes.

**f)** Sodium contributes to hot corrosion on exhaust valves when combined with high sulphur and vanadium contents. Sodium also strongly contributes to fouling of the exhaust gas turbine blading at high loads. The aggressiveness of the fuel depends on its proportions of sodium and vanadium, but also on the total amount of ash. Hot corrosion and deposit formation are, however, also influenced by other ash constituents. It is therefore difficult to set strict limits based only on the sodium and vanadium content of the fuel. Also a fuel with lower sodium and vanadium contents than specified above, can cause hot corrosion on engine components.

**g)** The fuel shall be free from used lubricating oil (ULO). A fuel shall be considered to contain ULO when either one of the following conditions is met:

- Calcium > 30 mg/kg and zinc > 15 mg/kg OR
- Calcium > 30 mg/kg and phosphorus > 15 mg/kg

**h)** Ashing temperatures can vary when different test methods are used having an influence on the test result.

### 6.1.3 Operation on 0,50 % m/m sulphur residual fuels (VLSFO RM)

In addition to the 0,10 % m/m sulphur ULSFOs also another new fuel category has entered the marine market after the global fuel sulphur content limit of max. 0,50 % m/m became valid on the 01.01.2020. These Very Low Sulphur Fuel Oils (VLSFO RM) have to be used outside of SECA areas unless the engines are equipped with exhaust gas cleaning system (scrubber). There doesn't exist own fuel categories for VLSFO RM products, but the existing RM categories included in the ISO 8217:2017(E) standard are valid.

Properties of the VLSFO RM category products can vary significantly and only the max. 0,50 % m/m sulphur content is a common requirement for those. Some of the fuels are low viscosity products like the ULSFO RM products described in chapter 2.3 while some others are more viscous fuels which shall anyway fulfil either the "HFO 1" or "HFO 2" quality requirements included in the chapter 2.5, "High sulphur residual operation". See also Services Instruction WS02Q312.

### 6.1.4 Heavy Fuel Oil (HFO)

Residual fuel grades are referred to as HFO (Heavy Fuel Oil). The fuel specification HFO 2 is based on the ISO 8217:2017(E) standard and covers the categories ISO-F-RMA 10 to RMK 700. Fuels fulfilling the specification HFO 1 permit longer overhaul intervals of specific engine components than HFO 2.

#### 6.1.4.1 Table Heavy fuel oils

**Table 6-2 Residual fuel specifications**

Characteristics	Unit	Limit HFO 1	Limit HFO 2	Test method reference
Kinematic viscosity bef. inj. pumps <sup>d)</sup>	mm <sup>2</sup> /s <sup>b)</sup>	20 ± 4	20 ± 4	-
Kinematic viscosity at 50 °C, max.	mm <sup>2</sup> /s <sup>b)</sup>	700,0	700,0	ISO 3104
Density at 15 °C, max.	kg/m <sup>3</sup>	991,0 / 1010,0 <sup>a)</sup>	991,0 / 1010,0 <sup>a)</sup>	ISO 3675 or ISO 12185
CCAI, max. <sup>f)</sup>	-	850	870	ISO 8217, Annex F
Sulphur, max. <sup>c, g)</sup>	%m/m	Statutory requirements or max. 3,50 % m/m <sup>c)</sup>		ISO 8754 or ISO 14596
Flash point, min.	°C	60,0	60,0	ISO 2719
Hydrogen sulfide, max.	mg/kg	2,00	2,00	IP 570
Acid number, max.	mg KOH/g	2,5	2,5	ASTM D664
Total sediment aged, max.	%m/m	0,10	0,10	ISO 10307-2
Carbon residue, micro method, max.	%m/m	15,00	20,00	ISO 10370
Asphaltenes, max. <sup>d)</sup>	%m/m	8,0	14,0	ASTM D3279
Pour point (upper), max. <sup>e)</sup>	°C	30	30	ISO 3016
Water, max. <sup>d)</sup>	%V/V	0,50	0,50	ISO 3733 or ASTM D6304-C <sup>d)</sup>
Water before engine, max. <sup>d)</sup>	%V/V	0,30	0,30	ISO 3733 or ASTM D6304-C <sup>d)</sup>

Characteristics	Unit	Limit HFO 1	Limit HFO 2	Test method reference
Ash, max.	%m/m	0,050	0,150	ISO 6245 or LP1001 d, i)
Vanadium, max. g)	mg/kg	100	450	IP 501, IP 470 or ISO 14597
Sodium, max. g)	mg/kg	50	100	IP 501 or IP 470
Sodium before engine, max. d, g)	mg/kg	30	30	IP 501 or IP 470
Aluminium + Silicon, max. d)	mg/kg	30	60	IP 501, IP 470 or ISO 10478
Aluminium + Silicon before engine, max. d)	mg/kg	15	15	IP 501, IP 470 or ISO 10478
Used lubricating oil h) - Calcium, max. - Zinc, max. - Phosphorus, max.	mg/kg mg/kg mg/kg	30 15 15	30 15 15	IP 501 or IP 470 IP 501 or IP 470 IP 501 or IP 500

### **NOTICE**

**a)** Max. 1010 kg/m<sup>3</sup> at 15 °C, provided the fuel treatment system can reduce water and solids (sediment, sodium, aluminium, silicon) before engine to the specified levels.

**b)** 1 mm<sup>2</sup>/s = 1 cSt.

**c)** The purchaser shall define the maximum sulphur content in accordance with relevant statutory limitations. However, the use of fuels with sulphur content higher than 3,50 % m/m is also possible. Please contact Wärtsilä for further evaluation.

**d)** Additional properties specified by the engine manufacturer, which are not included in the ISO 8217:2017(E) standard.

**e)** Purchasers shall ensure that this pour point is suitable for the equipment on board / at the plant, especially if the ship operates / plant is located in cold climates.

**f)** Straight run residues show CCAI values in the 770 to 840 range and are very good ignitors. Cracked residues delivered as bunkers may range from 840 to – in exceptional cases – above 900. Most bunkers remain in the max. 850 to 870 range at the moment. CCAI value cannot always be considered as an accurate tool to determine fuels' ignition properties, especially concerning fuels originating from modern and more complex refinery processes.

**g)** Sodium contributes to hot corrosion on exhaust valves when combined with high sulphur and vanadium contents. Sodium also strongly contributes to fouling of the exhaust gas turbine blading at high loads. The aggressiveness of the fuel depends on its proportions of sodium and vanadium, but also on the total amount of ash. Hot corrosion and deposit formation are, however, also influenced by other ash constituents. It is therefore difficult to set strict limits based only on the sodium and vanadium content of the fuel. Also a fuel with lower sodium and vanadium contents than specified above, can cause hot corrosion on engine components.

**h)** The fuel shall be free from used lubricating oil (ULO). A fuel shall be considered to contain ULO when either one of the following conditions is met:

- Calcium > 30 mg/kg and zinc > 15 mg/kg OR
- Calcium > 30 mg/kg and phosphorus > 15 mg/kg

**i)** The ashing temperatures can vary when different test methods are used having an influence on the test result.

## 6.1.5 Biofuel oils

### Liquid biofuel characteristics and specifications

Wärtsilä engine is designed and developed for continuous operation on below specified liquid biofuel (LBF) qualities with the properties included in the tables below. The engine is not designed nor developed for properties not included in these tables.

<b>NOTE</b>
Liquid biofuels included in the <a href="#">Table</a> have typically lower heating value than fossil fuels, while the capacity of fuel injection system influencing on guaranteed engine output must be checked case by case.

<b>NOTE</b>
Liquid biofuels included in the <a href="#">Table</a> have a low density, while the capacity of fuel injection system influencing on guaranteed engine output must be checked case by case. Their flash point can based on specifications be also lower than 60 °C required for marine applications by SOLAS and Classification societies, which may prevent the use.

<b>NOTE</b>
The use of liquid biofuels qualities always require a NSR to be made.

### Blending of different fuel qualities:

Liquid biofuel qualities presented in the Table 1 and 2 can be mixed with fossil distillate fuel with various ratios. Fossil fuel being used as a blending component must fulfil Wärtsilä' s distillate fuel specification based on the ISO 8217:2017(E) standard. Depending on the bio component type its quality must meet either the EN 14214:2012 standard included in the Table 1 or the EN 15940:2016 standard included in the Table 2.

### 6.1.5.1 Fatty acid methyl ester (FAME) / Biodiesel

Renewable refined liquid biofuels which are manufactured by using transesterification processes, can contain both vegetable and / or animal based feedstock and do normally show out very good physical and chemical properties. These fuels can be used provided that the specification included in the table below is fulfilled. International standards ASTM D 6751-19 or EN 14214:2012 (E) are typically used for specifying biodiesel quality.

**Table 6-3 Fatty acid methyl ester (FAME) / Biodiesel specification based on the EN 14214:2012 standard**

Property	Unit	Limit	Test method reference
Viscosity, min. - max.	mm <sup>2</sup> /s @ 40 °C	3.5 - 5.0	EN ISO 3104
Injection viscosity, min.	mm <sup>2</sup> /s	1.8 - 2.0 <sup>1)</sup>	EN ISO 3104
Density, min. - max.	kg/m <sup>3</sup> @ 15 °C	860 - 900	EN ISO 3675 / 12185
Cetane number, min.	-	51.0	EN ISO 5165
Sulphur content, max.	mg/kg	10.0	EN ISO 20846 / 20884 / 13032
Sulphated ash content, max.	% m/m	0.02	ISO 3987
Total contamination, max.	mg/kg	24	EN 12662
Water content, max.	mg/kg	500	EN ISO 12937

Property	Unit	Limit	Test method reference
Phosphorus content, max.	mg/kg	4.0	EN 14107
Group I metals (Na + K) content, max.	mg/kg	5.0	EN 14108 / EN 14109 / 14538
Group II metals (Ca + Mg) content, max.	mg/kg	5.0	EN 14538
Flash point, min.	°C	101	EN ISO 2719A / 3679
Cold filter plugging point, max. (climate dependent requirement)	°C	-20 → +5 <sup>2)</sup>	EN 116
Oxidation stability @ 110 °C, min.	h	8.0	EN 14112
Copper strip corrosion (3 hrs @ 50 °C), max.	Rating	Class 1	EN ISO 2160
Acid value, max.	mg KOH/g	0.50	EN 14104
Iodine value, max.	g iodine/100 g	120	EN 14111 / 16300
FAME content, min.	% m/m	96.5	EN 14103
Linolenic acid methyl ester, max.	% m/m	12.0	EN 14103
Polyunsaturated ( ≥ 4 double bonds) methyl esters, max.	% m/m	1.00	EN 15779
Methanol content, max.	% m/m	0.20	EN 14110
Monoglyceride content, max.	% m/m	0.70	EN 14105
Diglyceride content, max.	% m/m	0.20	EN 14105
Triglyceride content, max.	% m/m	0.20	EN 14105
Free glycerol, max.	% m/m	0.02	EN 14105 / EN 14106
Total glycerol, max.	% m/m	0.25	EN 14105

#### NOTE

**1)** Min. viscosity limit at engine inlet in running conditions; 2,0 cSt.

**2)** Cold flow properties of renewable biodiesel can vary based on the geographical location and also based on the feedstock properties, which issues must be taken into account when designing the fuel system. For arctic climates even lower CFPP values down to -44 °C are specified.

### 6.1.5.2 Paraffinic diesel fuels from synthesis and hydrotreatment

Paraffinic renewable distillate fuels originating from synthesis or hydrotreatment represent clearly a better quality than transesterified biodiesel and the comparison to biodiesel quality requirements is thus so relevant. The quality of the fuel qualities shall meet the EN 15940:2016 Class A requirements included in the table below. For arctic or severe winter climates additional or more stringent requirements are set concerning cold filter plugging point, cloud point, viscosity and distillation properties.

**Table 6-4 Requirements for paraffinic diesel from synthesis or hydrotreatment based on the EN 15940:2016 standard**

Property	Unit	Limit	Test method reference
Viscosity, min. - max.	mm <sup>2</sup> /s @ 40 °C	2.0 - 4.5	EN ISO 3104
Injection viscosity, min.	mm <sup>2</sup> /s	1.8 - 2.0 <sup>1)</sup>	EN ISO 3104
Density, min. - max.	kg/m <sup>3</sup> @ 15 °C	765 - 800 <sup>2)</sup>	EN ISO 3675 / 12185
Cetane number, min.	-	70.0	EN 15195 / EN ISO 5165
Sulphur content, max.	mg/kg	5.0	EN ISO 20846 / 20884
Ash content, max.	% m/m	0.010	EN ISO 6245
Total contamination, max.	mg/kg	24	EN 12662
Water content, max.	mg/kg	200	EN ISO 12937
Total aromatics, max.	% m/m	1.1	EN 12916
Carbon residue on 10% distillation residue, max.	% m/m	0.30	EN ISO 10370
Lubricity, max.	µm	460	EN ISO 12156-1
Flash point, min.	°C	55 <sup>3)</sup>	EN ISO 2719
Cold filter plugging point, max. (climate dependent requirement)	°C	-20 → +5 <sup>4)</sup>	EN 116 / 16329
Oxidation stability, max. Oxidation stability, min.	g/m <sup>3</sup> h	25 20 <sup>5)</sup>	EN ISO 12205 EN 15751
Copper strip corrosion (3 hrs @ 50 °C), max.	Rating	Class 1	EN ISO 2160
Distillation			EN ISO 3405 / 3924
% v/v recovered @ 250 °C, max.	% v/v	65	
% v/v recovered @ 350 °C, min.	% v/v	85	
95 % v/v recovered at, max.	°C	360	
Distillation % v/v recovered @ 250 °C, max. % v/v recovered @ 350 °C, min. 95 % v/v recovered at, max.	% v/v % v/v °C	65 85 360	EN ISO 3405 / 3924
FAME content, max.	% v/v	7.0	EN 14078

**NOTE**

- 1) Min. viscosity limit at engine inlet in running conditions; 2,0 cSt.
- 2) Due to low density the guaranteed engine output of pure hydrotreated fuel / GTL has to be confirmed case by case.
- 3) The use in marine applications is allowed provided that a fuel supplier can guarantee min. flash point of 60 °C.
- 4) Cold flow properties of renewable biodiesel can vary based on the geographical location and also based on the feedstock properties, which issues must be taken into account when designing the fuel system. For arctic or severe winter climates even lower CFPP values down to -44 °C are specified.
- 5) Additional requirement if the fuel contains > 2.0 % v/v of FAME.

## 6.2 External fuel oil system

The design of the external fuel system may vary from installation to installation but every system shall be designed to provide the engine with fuel oil of correct flow, pressure, viscosity and degree of purity. Temperature control is required to maintain stable and correct viscosity of the fuel before the injection pumps (please refer to [Engine Online Configurator](#) available through Wärtsilä website for details). Sufficient circulation through every engine connected to the same circuit must be ensured in all operating conditions.

The fuel treatment system should comprise at least one settling tank and two separators. Correct dimensioning of HFO separators is of greatest importance, and therefore the recommendations of the separator manufacturer must be closely followed. Poorly centrifuged fuel is harmful to the engine and a high content of water may also damage the fuel feed system.

The fuel pipes between the feed unit and the engine must be properly clamped to rigid structures. The distance between the fixing points should be at close distance next to the engine. See chapter *Piping design, treatment and installation*.

A connection for compressed air should be provided before the engine, together with a drain from the fuel return line to the clean leakage fuel or overflow tank. With this arrangement it is possible to blow out fuel from the engine prior to maintenance work, to avoid spilling.

**NOTICE**

In multiple engine installations, where several engines are connected to the same fuel feed circuit, it must be possible to close the fuel supply and return lines connected to the engine individually. This is a SOLAS requirement. It is further stipulated that the means of isolation shall not affect the operation of the other engines, and it shall be possible to close the fuel lines from a position that is not rendered inaccessible due to fire on any of the engines.

### 6.2.1 Definitions Filtration term used

- **Beta value  $\beta_{xx}$  ISO 16889, and Efficiency  $\epsilon_{xx}$** : scientific measurement of filter effectiveness. Numerical result on a given filter varies, depending on test method used, and on dust size distribution used during measurements.
- **Beta value  $\beta_{xx} = YY$**  : ISO name with ISO 16889 internationally standardised test method. Scientific repeatability below 25 micron  $\beta_{xx} = 75$ , but weaker repeatability for filter mesh bigger than 25.45 microns. Example:  $\beta_{20} = 75$  means “ultrapass test, with standardised dust (ISO MTD dust): every 75 particles 20 micron ISO dust sent, one passes.”
- **Efficiency  $\epsilon_{xx} = YY\%$**  : Old terminology, mathematically same meaning as Beta value, but not any ISO standardised test method, and not necessarily with ISO MTD dust. Hence sometimes used for particles larger than 25.45 micron. Example:  $\epsilon_{20} = 98,7\%$  means “undefined test method, undefined dust: every 75 particles 20 micron non-ISO dust sent, one passes, which is 98,7% stopped.”

- **mesh size:** opening of the mesh (surface filtration), and often used as commercial name at purchase. Only approximately related to Efficiency and Beta-value. Insufficient to compare two filters from two suppliers. Good to compare two meshes of same filter model from same supplier. Totally different than micron absolute, that is always much bigger size in micron.

e.g. a real example: 30 micron mesh size = approx. 50 micron  $\beta_{50} = 75$

- **abs. mesh (sphere passing mesh):** it is a more accurate mesh size definition than above. It also specifies the measurement method (with spherical particles, passing /not passing through). On a given filter, it can have a different micron value than the commercial "mesh size"

- **XX micron, absolute:** it defines the real grade of filtration only when it is followed by Beta-value or Efficiency. Example: many suppliers intend it as  $\beta_{xx} = 75$  ISO 16889 similar to old efficiency  $\epsilon_{xx} = 98,7\%$ , or as  $\beta_{xx} = 200$  ISO 16889 (was  $\epsilon_{xx} = 99,9\%$ ), but some suppliers intend it as  $\beta_{xx} = 2$  ISO 16889 (was  $\epsilon_{xx} = 50\%$ )

- **XX micron, nominal:** commercial name of that mesh, at purchase. Not really related to filtration capability, especially when comparing different suppliers. Typically, a totally different value than XX micron, absolute e.g. a real example: 10 micron nominal ( $\epsilon_{10} = 60\%$ ) = approx. 60 micron absolute  $\beta_{60} = 75$  ISO 16889

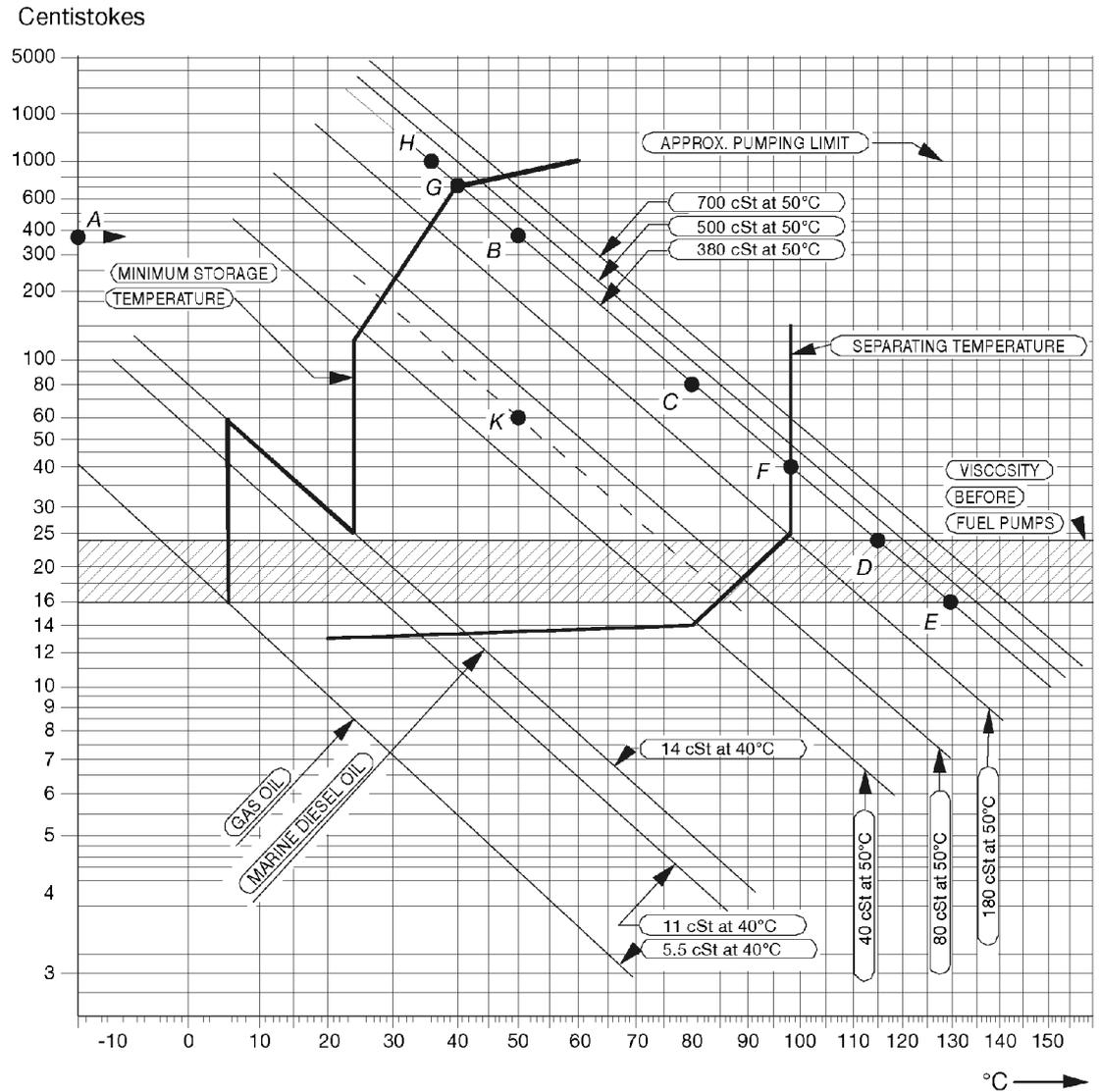
## 6.2.2 Fuel heating requirements HFO

Heating is required for:

- Bunker tanks, settling tanks, day tanks
- Pipes (trace heating)
- Separators
- Fuel feeder/booster units

To enable pumping the temperature of bunker tanks must always be maintained 5...10°C above the pour point, typically at 40...50°C. The heating coils can be designed for a temperature of 60°C.

The tank heating capacity is determined by the heat loss from the bunker tank and the desired temperature increase rate.



**Fig 6-1 Fuel oil viscosity-temperature diagram for determining the pre-heating temperatures of fuel oils (4V92G0071b)**

**Example 1:** A fuel oil with a viscosity of 380 cSt (A) at 50°C (B) or 80 cSt at 80°C (C) must be pre-heated to 115 - 130°C (D-E) before the fuel high pressure pumps, to 98°C (F) at the separator and to minimum 40°C (G) in the bunker tanks. The fuel oil may not be pumpable below 36°C (H).

To obtain temperatures for intermediate viscosities, draw a line from the known viscosity/temperature point in parallel to the nearest viscosity/temperature line in the diagram.

**Example 2:** Known viscosity 60 cSt at 50°C (K). The following can be read along the dotted line: viscosity at 80°C = 20 cSt, temperature at fuel high pressure pumps 74 - 87°C, separating temperature 86°C, minimum bunker tank temperature 28°C.

### 6.2.3 Fuel tanks

The fuel oil is first transferred from the bunker tanks to settling tanks for initial separation of sludge and water. After centrifuging the fuel oil is transferred to day tanks, from which fuel is supplied to the engines.

The fuel oil is first transferred from the bunker tanks to settling tanks for initial separation of sludge and water. After filtering the fuel oil is transferred to day tanks, from which fuel is supplied to the engines.

### 6.2.3.1 Settling tank, HFO (1T02) and LFO (1T10)

Separate settling tanks for HFO and LFO are recommended.

To ensure sufficient time for settling (water and sediment separation), the capacity of each tank should be sufficient for min. 24 hours operation at maximum fuel consumption. The tanks should be provided with internal baffles to achieve efficient settling and have a sloped bottom for proper draining. The temperature in HFO settling tanks should be maintained between 50°C and 70°C, which requires heating coils and insulation of the tank. Usually LFO settling tanks do not need heating or insulation, but the tank temperature should be in the range 20...40°C.

### 6.2.3.2 Day tank, HFO (1T03) and LFO (1T06)

Two day tanks for HFO are to be provided, each with a capacity sufficient for at least 8 hours operation at maximum fuel consumption. A separate tank is to be provided for LFO. The capacity of the LFO tank should ensure fuel supply for 8 hours. Settling tanks may not be used instead of day tanks.

The day tank must be designed so that accumulation of sludge near the suction pipe is prevented and the bottom of the tank should be sloped to ensure efficient draining. HFO day tanks shall be provided with heating coils and insulation. It is recommended that the viscosity is kept below 140 cSt in the day tanks. Due to risk of wax formation, fuels with a viscosity lower than 50 cSt at 50°C must be kept at a temperature higher than the viscosity would require. Continuous separation is nowadays common practice, which means that the HFO day tank temperature normally remains above 90°C. The temperature in the LFO day tank should be in the range 20...40°C. The level of the tank must ensure a positive static pressure on the suction side of the fuel feed pumps.

### 6.2.3.3 Leak fuel tank, clean fuel (1T04)

Clean leak fuel is drained by gravity from the engine. The fuel should be collected in a separate clean leak fuel tank, from where it can be pumped to the day tank and reused without separation. The pipes from the engine to the clean leak fuel tank should be arranged continuously sloping.

The tank and the pipes must be heated and insulated, unless the installation is designed for operation on LFO only.

In HFO installations the change over valve for leak fuel (1V13) is needed to avoid mixing of the LFO and HFO clean leak fuel. When operating the engines in LFO, the clean LFO leak fuel shall be directed to the LFO clean leak fuel tank. Thereby the LFO can be pumped back to the LFO day tank (1T06).

When switching over from HFO to LFO the valve 1V13 shall direct the fuel to the HFO leak fuel tank long time enough to ensure that no HFO is entering the LFO clean leak fuel tank.

Refer to section "*Fuel feed system - HFO installations*" for an example of the external HFO fuel oil system.

The leak fuel piping should be fully closed to prevent dirt from entering the system.

### 6.2.3.4 Leak fuel tank, dirty fuel (1T07)

In normal operation no fuel should leak out from the components of the fuel system. In connection with maintenance, or due to unforeseen leaks, fuel or water may spill in the hot box of the engine. The spilled liquids are collected and drained by gravity from the engine through the dirty fuel connection.

Dirty leak fuel shall be led to a sludge tank.

The tank and the pipes must be heated and insulated, unless the installation is designed for operation exclusively on LFO.

## 6.2.4 Fuel treatment

### 6.2.4.1 Separation

Heavy fuel (residual, and mixtures of residuals and distillates) must be cleaned in an efficient centrifugal separator before it is transferred to the day tank.

Classification rules require the separator arrangement to be redundant so that required capacity is maintained with any one unit out of operation.

All recommendations from the separator manufacturer must be closely followed.

Centrifugal disc stack separators are recommended also for installations operating on LFO only, to remove water and possible contaminants. The capacity of LFO separators should be sufficient to ensure the fuel supply at maximum fuel consumption. Would a centrifugal separator be considered too expensive for a LFO installation, then it can be accepted to use coalescing type filters instead. A coalescing filter is usually installed on the suction side of the circulation pump in the fuel feed system. The filter must have a low pressure drop to avoid pump cavitation.

#### Separator mode of operation

The best separation efficiency is achieved when also the stand-by separator is in operation all the time, and the throughput is reduced according to actual consumption.

Separators with monitoring of cleaned fuel (without gravity disc) operating on a continuous basis can handle fuels with densities exceeding 991 kg/m<sup>3</sup> at 15°C. In this case the main and stand-by separators should be run in parallel.

When separators with gravity disc are used, then each stand-by separator should be operated in series with another separator, so that the first separator acts as a purifier and the second as clarifier. This arrangement can be used for fuels with a density of max. 991 kg/m<sup>3</sup> at 15°C. The separators must be of the same size.

#### Separation efficiency

The term Certified Flow Rate (CFR) has been introduced to express the performance of separators according to a common standard. CFR is defined as the flow rate in l/h, 30 minutes after sludge discharge, at which the separation efficiency of the separator is 85%, when using defined test oils and test particles. CFR is defined for equivalent fuel oil viscosities of 380 cSt and 700 cSt at 50°C. More information can be found in the CEN (European Committee for Standardisation) document CWA 15375:2005 (E).

The separation efficiency is measure of the separator's capability to remove specified test particles. The separation efficiency is defined as follows:

$$n = 100 \times \left( 1 - \frac{C_{out}}{C_{in}} \right)$$

where:

n = separation efficiency [%]

C<sub>out</sub> = number of test particles in cleaned test oil

C<sub>in</sub> = number of test particles in test oil before separator

### 6.2.4.2 Separator unit (1N02/1N05)

Separators are usually supplied as pre-assembled units designed by the separator manufacturer.

Typically separator modules are equipped with:

- Suction strainer (1F02)

- Feed pump (1P02)
- Pre-heater (1E01)
- Sludge tank (1T05)
- Separator (1S01/1S02)
- Sludge pump
- Control cabinets including motor starters and monitoring

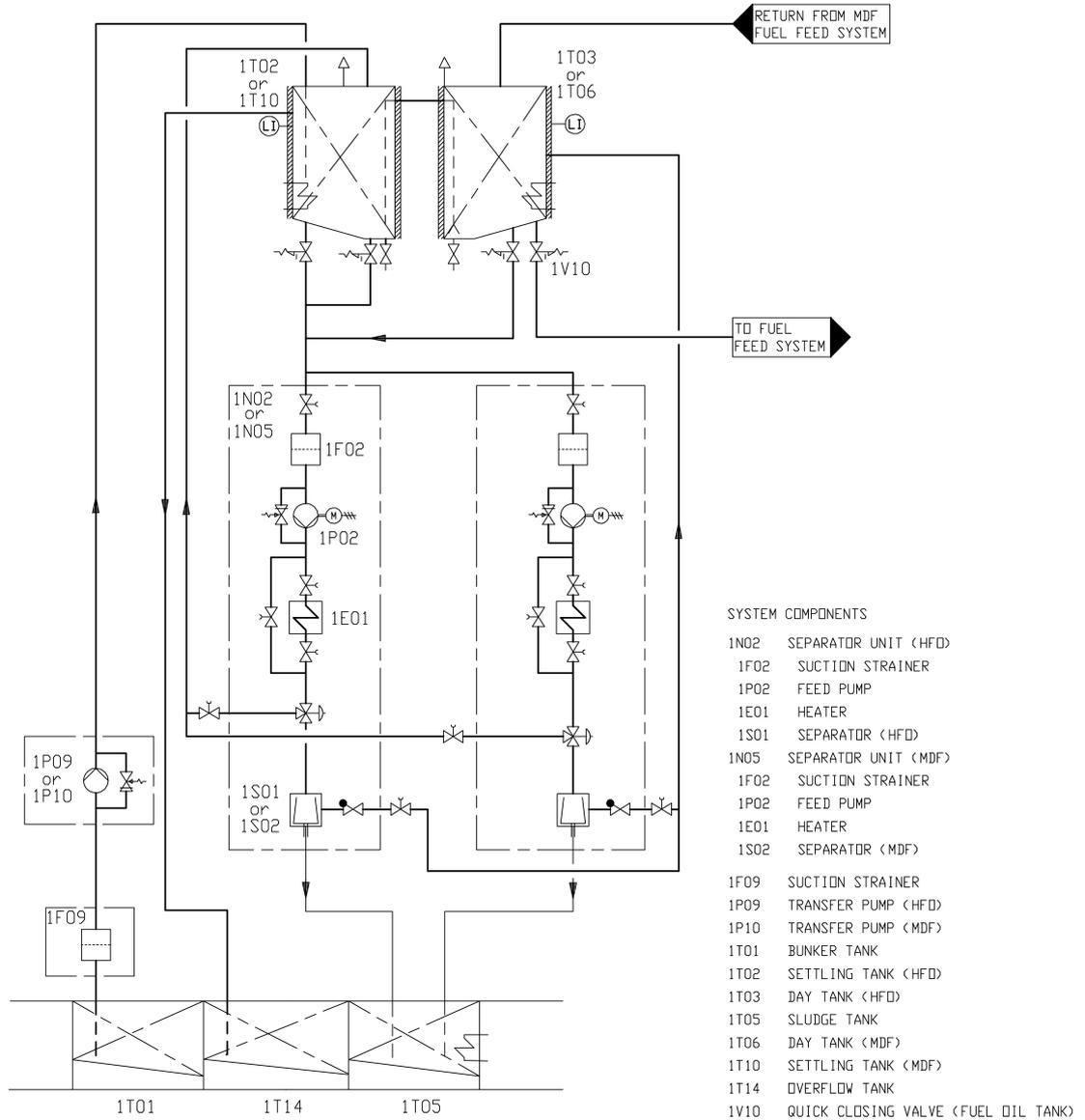


Fig 6-2 Fuel transfer and separating system (V76F6626G)

### 6.2.4.3 Separator feed pumps (1P02)

Feed pumps should be dimensioned for the actual fuel quality and recommended throughput of the separator. The pump should be protected by a suction strainer (mesh size about 0.5 mm)

An approved system for control of the fuel feed rate to the separator is required.

Design data:

HFO

LFO

Design pressure	0.5 MPa (5 bar)	0.5 MPa (5 bar)
Design temperature	100°C	50°C
Viscosity for dimensioning electric motor	1000 cSt	100 cSt

#### 6.2.4.4 Separator pre-heater (1E01)

The pre-heater is dimensioned according to the feed pump capacity and a given settling tank temperature.

The surface temperature in the heater must not be too high in order to avoid cracking of the fuel. The temperature control must be able to maintain the fuel temperature within  $\pm 2^\circ\text{C}$ .

Recommended fuel temperature after the heater depends on the viscosity, but it is typically  $98^\circ\text{C}$  for HFO and  $20\text{...}40^\circ\text{C}$  for LFO. The optimum operating temperature is defined by the separator manufacturer.

The required minimum capacity of the heater is:

$$P = \frac{Q \times \Delta T}{1700}$$

where:

P = heater capacity [kW]

Q = capacity of the separator feed pump [l/h]

$\Delta T$  = temperature rise in heater [ $^\circ\text{C}$ ]

For heavy fuels  $\Delta T = 48^\circ\text{C}$  can be used, i.e. a settling tank temperature of  $50^\circ\text{C}$ . Fuels having a viscosity higher than 5 cSt at  $50^\circ\text{C}$  require pre-heating before the separator.

The heaters to be provided with safety valves and drain pipes to a leakage tank (so that the possible leakage can be detected).

#### 6.2.4.5 Separator (1S01/1S02)

Based on a separation time of 23 or 23.5 h/day, the service throughput Q [l/h] of the separator can be estimated with the formula:

$$Q = \frac{P \times b \times 24[\text{h}]}{\rho \times t}$$

where:

P = max. continuous rating of the diesel engine(s) [kW]

b = specific fuel consumption + 15% safety margin [g/kWh]

$\rho$  = density of the fuel [ $\text{kg}/\text{m}^3$ ]

t = daily separating time for self cleaning separator [h] (usually = 23 h or 23.5 h)

The flow rates recommended for the separator and the grade of fuel must not be exceeded. The lower the flow rate the better the separation efficiency.

Sample valves must be placed before and after the separator.

#### **6.2.4.6 LFO separator in HFO installations (1S02)**

A separator for LFO is recommended also for installations operating primarily on HFO. The LFO separator can be a smaller size dedicated LFO separator, or a stand-by HFO separator used for LFO.

#### **6.2.4.7 Sludge tank (1T05)**

The sludge tank should be located directly beneath the separators, or as close as possible below the separators, unless it is integrated in the separator unit. The sludge pipe must be continuously falling.

## 6.2.5 Fuel feed system - LFO installations

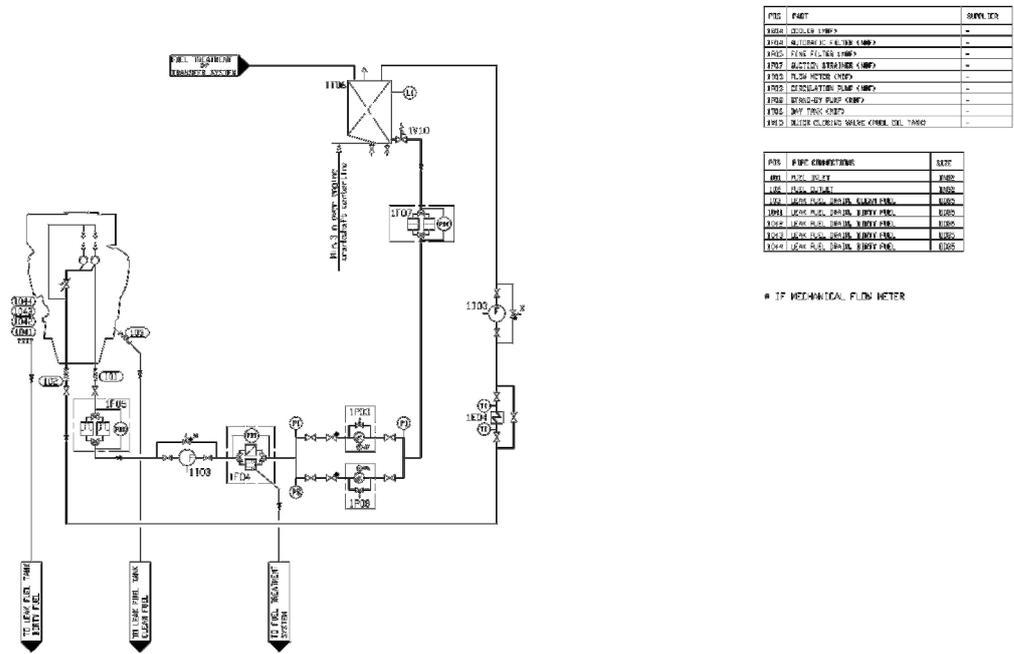


Fig 6-3 LFO fuel oil system with electric fuel circulation pump, single main engine (DAAF314554D)

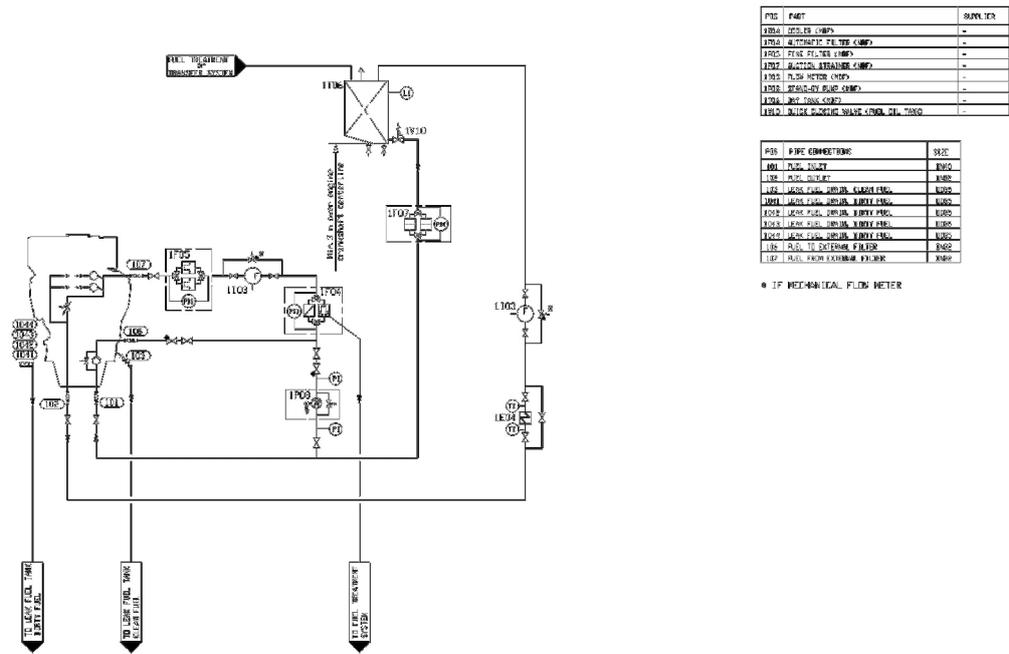


Fig 6-4 LFO fuel oil system, single main engine with engine driven fuel feed pump (DAAF301495D)

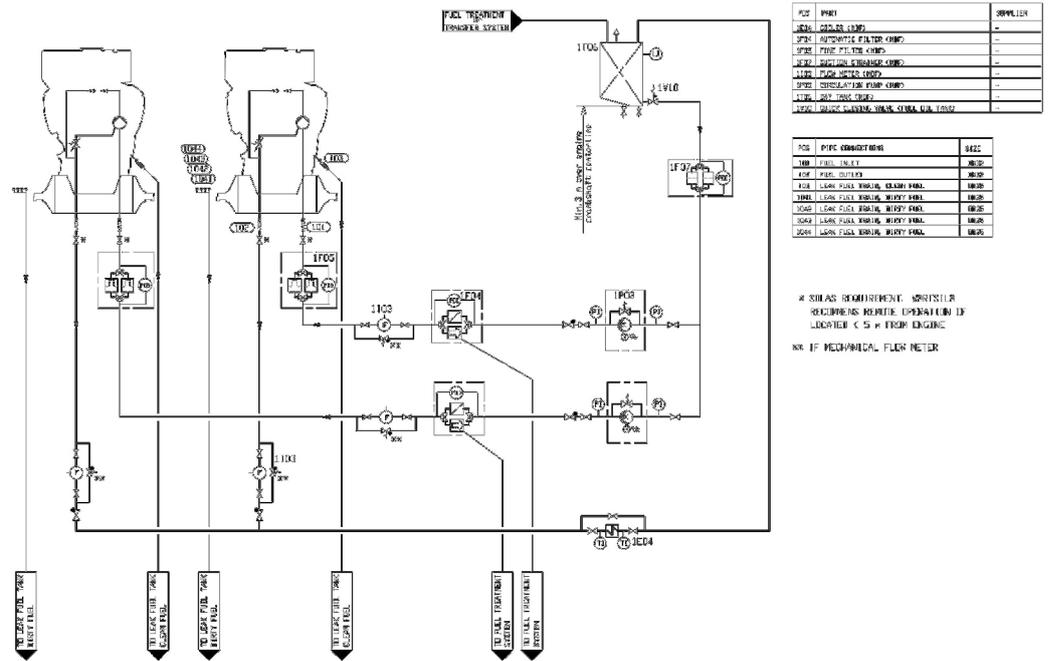


Fig 6-5 LFO fuel oil system, multiple engines (DAAF301496D)

If the engines are to be operated on LFO only, heating of the fuel is normally not necessary. In such case it is sufficient to install the equipment listed below. Some of the equipment listed below is also to be installed in the LFO part of a HFO fuel oil system.

### 6.2.5.1 Circulation pump, LFO (1P03)

The circulation pump maintains the pressure at the high pressure pumps and circulates the fuel in the system. It is recommended to use a screw pump as circulation pump. A suction strainer with a fineness of 0.5 mm should be installed before each pump. There must be a positive static pressure of about 30 kPa on the suction side of the pump.

Dimensioning of the circulation pump depends on the total system design.

#### Design data:

Capacity without circulation pumps (1P12)	please refer to <a href="#">Engine Online Configurator</a> available through Wärtsilä website
Capacity with circulation pumps (1P12)	15% more than total capacity of all 1P12 circulation pumps
Design pressure	1.6 MPa (16 bar)
Max. total pressure (safety valve)	1.2 MPa (12 bar)
Nominal pressure	please refer to <a href="#">Engine Online Configurator</a> available through Wärtsilä website
Design temperature	50°C
Viscosity for dimensioning of electric motor	90 cSt

### 6.2.5.2 Circulation pump (1P12)

The purpose of the circulation pump is to ensure equal circulation through all engines. With a common circulation pump for several engines, the fuel flow will be divided according to the pressure distribution in the system (which also tends to change over time) and the control valve on the engine has a very flat pressure versus flow curve.

In installations where LFO is fed directly from the LFO tank (1T06) to the circulation pump, a suction strainer (1F07) with a fineness of 0.5 mm shall be installed to protect the circulation pump. The suction strainer can be common for all circulation pumps.

#### Design data:

Design pressure	1.6 MPa (16 bar)
Max. total pressure (safety valve)	1.2 MPa (12 bar)
Design temperature	150°C
Pressure for dimensioning of electric motor ( $\Delta P$ ):	If LFO is fed directly from day tank: 0.12 MPa (1.2 bar) If all fuel is fed through feeder/booster unit: 0.6 MPa (6 bar)
Viscosity for dimensioning of electric motor	500 cSt

### 6.2.5.3 Flow meter, LFO (1I03)

If required, a flow meter is used for monitoring of the fuel consumption. The total resistance of the flow meter and the suction strainer must be small enough to ensure a positive static pressure of about 30 kPa on the suction side of the circulation pump. There should be a by-pass line around the consumption meter, which opens automatically in case of excessive pressure drop.

### 6.2.5.4 Automatic filter (1F04)

It is recommended to use automatic filter as main filter, for one or multiple engines, through which only fuel consumption flow. For redundancy, it's recommended to have stand-by filter,

especially when one main automatic filter is used for multiple engines. The coarser stand-by filter is only intended for temporary use, while the automatic filter is maintained. External fuel oil system must be made so that it's not possible to feed engine(s) with only 25-34 µm absolute mesh filtration for longer than 24 hours. In case stand-by filter is used for long time operation, the filtration must be  $\beta_{17} = 75$ ,  $\beta_6 = 2$  according to ISO16889 and system control shall monitor how long time engines have been operated with inadequate fuel filtration.

**Design data:**

Fuel viscosity	According to fuel specification
Design temperature	50°C
Design flow	Equal to feed pump capacity
Design pressure	1.6 MPa (16 bar)
Fineness:	
- automatic filter	6 µm (absolute mesh size) ( $\beta_{17} = 75$ , $\beta_6 = 2$ , ISO16889)
- stand-by filter	25 - 34 µm (absolute mesh size) ( $\beta_{25 - 34} = 2$ , $\beta_{40 - 50} = 75$ , ISO16889)

Maximum permitted pressure drops at 14 cSt:

- clean filter	20 kPa (0.2 bar)
- alarm	80 kPa (0.8 bar)

<b>NOTE</b>
If LFO is the only fuel then it's recommended to have 25 µm filtration, minimum is 34 µm filtration.

<b>NOTE</b>
In multiple installations it is recommended that each engine has its own feed pump and automatic filter and check filtration.

**6.2.5.5 Fine filter or Safety filter, LFO (1F05)**

The fuel oil fine filter is a full flow duplex type filter with steel net. It's sometimes called safety filter and it must be installed as near the engine as possible. The diameter of the pipe between the safety filter and the engine should be the same as the diameter before the filters.

External fuel oil system must be made so that it's not possible to operate with only safety filter for longer than 24 hours, and system control shall monitor how long time engines have been operated with inadequate fuel filtration.

**Design data:**

Fuel viscosity	according to fuel specifications
Design temperature	50°C
Design flow	Larger than feed/circulation pump capacity
Design pressure	1.6 MPa (16 bar)
Fineness	25 - 34 µm (absolute mesh size) ( $\beta_{25 - 34} = 2$ , $\beta_{40 - 50} = 75$ , ISO16889)

Maximum permitted pressure drops at 14 cSt:

- clean filter	20 kPa (0.2 bar)
- alarm	80 kPa (0.8 bar)

### **NOTICE**

If LFO is the only fuel then it's recommended to have 25 µm filtration, minimum is 34 µm filtration.

## 6.2.5.6 LFO cooler (1E04)

The fuel viscosity may not drop below the minimum value stated in [Engine Online Configurator](#) available through Wärtsilä website. When operating on LFO, the practical consequence is that the fuel oil inlet temperature must be kept below 45°C. Very light fuel grades may require even lower temperature.

Sustained operation on LFO usually requires a fuel oil cooler. The cooler is to be installed in the return line after the engine(s). LT-water is normally used as cooling medium.

If LFO viscosity in day tank drops below stated minimum viscosity limit then it is recommended to install a LFO cooler into the engine fuel supply line in order to have reliable viscosity control.

#### **Design data:**

Heat to be dissipated	30 kW per engine
Max. pressure drop, fuel oil	80 kPa (0.8 bar)
Max. pressure drop, water	60 kPa (0.6 bar)
Margin (heat rate, fouling)	min. 15%
Design temperature LFO/HFO installation	50/150°C

## 6.2.5.7 Black out start

Diesel generators serving as the main source of electrical power must be able to resume their operation in a black out situation by means of stored energy. Depending on system design and classification regulations, it may in some cases be permissible to use the emergency generator. HFO engines without engine driven fuel feed pump can reach sufficient fuel pressure to enable black out start by means of:

- A pneumatically driven fuel feed pump (1P11)
- An electrically driven fuel feed pump (1P11) powered by an emergency power source

## 6.2.6 Fuel feed system - HFO installations

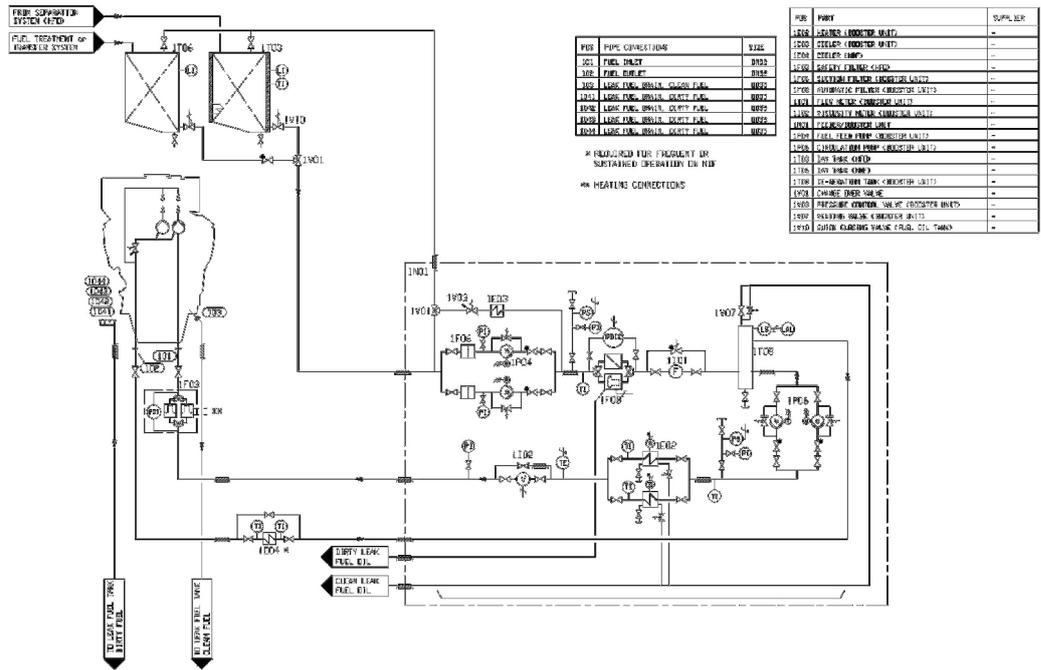


Fig 6-6 HFO fuel oil system, single main engine installation (DAAF301497D)

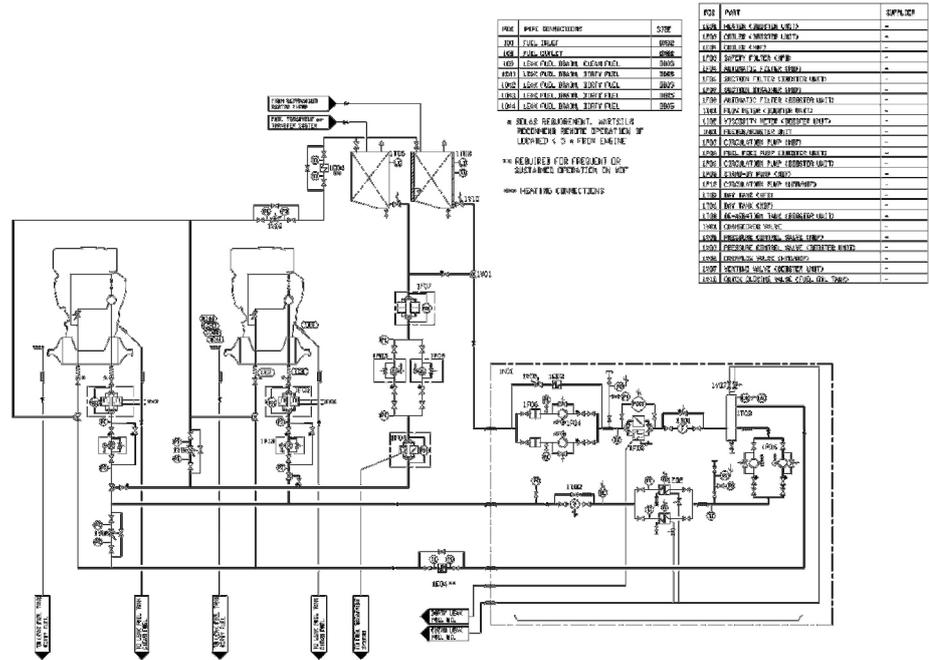


Fig 6-7 HFO fuel oil system, multiple engine installation (DAAF301498D)

HFO pipes shall be properly insulated. If the viscosity of the fuel is 180 cSt/50°C or higher, the pipes must be equipped with trace heating. It shall be possible to shut off the heating of the pipes when operating on LFO (trace heating to be grouped logically).

### 6.2.6.1 Starting and stopping

The engine can be started and stopped on HFO provided that the engine and the fuel system are pre-heated to operating temperature. The fuel must be continuously circulated also through a stopped engine in order to maintain the operating temperature. Changeover to LFO for start and stop is not required.

Prior to overhaul or shutdown of the external system the engine fuel system shall be flushed and filled with LFO.

### 6.2.6.2 Changeover from HFO to LFO

The control sequence and the equipment for changing fuel during operation must ensure a smooth change in fuel temperature and viscosity. When LFO is fed through the HFO feeder/booster unit, the volume in the system is sufficient to ensure a reasonably smooth transfer.

When there are separate circulating pumps for LFO, then the fuel change should be performed with the HFO feeder/booster unit before switching over to the LFO circulating pumps. As mentioned earlier, sustained operation on LFO usually requires a fuel oil cooler. The viscosity at the engine shall not drop below the minimum limit stated in [Engine Online Configurator](#) available through Wärtsilä website.

### 6.2.6.3 Feeder/booster unit (1N01)

A completely assembled feeder/booster unit can be supplied. This unit comprises the following equipment:

- Two suction strainers
- Two fuel feed pumps of screw type, equipped with built-on safety valves and electric motors
- One pressure control/overflow valve
- One pressurized de-aeration tank, equipped with a level switch operated vent valve
- Two circulating pumps, same type as the fuel feed pumps
- Two heaters, steam, electric or thermal oil (one heater in operation, the other as spare)
- One automatic back-flushing filter with stand-by filter
- One viscosimeter for control of the heaters
- One control valve for steam or thermal oil heaters, a control cabinet for electric heaters
- One temperature sensor for emergency control of the heaters
- One control cabinet including starters for pumps
- One alarm panel

The above equipment is built on a steel frame, which can be welded or bolted to its foundation in the ship. The unit has all internal wiring and piping fully assembled. All HFO pipes are insulated and provided with trace heating.

#### Fuel feed pump, booster unit (1P04)

The feed pump maintains the pressure in the fuel feed system. It is recommended to use a screw pump as feed pump. The capacity of the feed pump must be sufficient to prevent pressure drop during flushing of the automatic filter.

A suction strainer with a fineness of 0.5 mm should be installed before each pump. There must be a positive static pressure of about 30 kPa on the suction side of the pump.

**Design data:**

Capacity	Total consumption of the connected engines added with the flush quantity of the automatic filter (1F08) and 15% margin.
Design pressure	1.6 MPa (16 bar)
Max. total pressure (safety valve)	0.7 MPa (7 bar)
Design temperature	100°C
Viscosity for dimensioning of electric motor	1000 cSt

**Pressure control valve, booster unit (1V03)**

The pressure control valve in the feeder/booster unit maintains the pressure in the de-aeration tank by directing the surplus flow to the suction side of the feed pump.

**Design data:**

Capacity	Equal to feed pump
Design pressure	1.6 MPa (16 bar)
Design temperature	100°C
Set-point	0.3...0.5 MPa (3...5 bar)

**Automatic filter, booster unit (1F08)**

It is recommended to use automatic filter as main filter, for one or multiple engines, through which only fuel consumption flow. The automatic filter must be installed before the heater, between feed pump and the de-aeration tank and, it should be equipped with a heating jacket. Overheating (temperature exceeding 100°C), however, is to be prevented, and it must be possible to switch off heating for LFO operation. For redundancy, it's recommended to have stand-by filter, especially when one main automatic filter is used for multiple engines. The coarser stand-by filter is only intended for temporary use, while the automatic filter is maintained. External fuel oil system must be made so that it's not possible to feed engine(s) with only 25-34 µm absolute mesh filtration for longer than 24 hours. In case stand-by filter is used for long time operation, the filtration must be  $\beta_{17} = 75$ ,  $\beta_6 = 2$  according to ISO16889 and system control shall monitor how long time engines have been operated with inadequate fuel filtration.

**Design data:**

Fuel viscosity	According to fuel specification
Design temperature	100°C
Preheating	If fuel viscosity is higher than 25 cSt/100°C
Design flow	Equal to feed pump capacity
Design pressure	1.6 MPa (16 bar)
Fineness:	
- automatic filter	$\beta_{17} = 75$ , $\beta_6 = 2$ , ISO16889 (typically reached with 6 µm absolute mesh size, $\beta$ value is to be used for filter selection)
- stand-by filter	25 - 34 µm (absolute mesh size) ( $\beta_{25-34} = 2$ , $\beta_{40-50} = 75$ , ISO16889)

Maximum permitted pressure drops at 14 cSt:

- clean filter 20 kPa (0.2 bar)
- alarm 80 kPa (0.8 bar)

<b>NOTE</b>
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If LFO is the only fuel then it's recommended to have 25 µm filtration, minimum is 34 µm filtration.
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<b>NOTE</b>
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In multiple engine installations it is recommended to have each engine has its own feed pump and automatic filter.
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### Flow meter, booster unit (1I01)

If a fuel consumption meter is required, it should be fitted between the feed pumps and the de-aeration tank. When it is desired to monitor the fuel consumption of individual engines in a multiple engine installation, two flow meters per engine are to be installed: one in the feed line and one in the return line of each engine.

There should be a by-pass line around the consumption meter, which opens automatically in case of excessive pressure drop.

If the consumption meter is provided with a prefilter, an alarm for high pressure difference across the filter is recommended.

### De-aeration tank, booster unit (1T08)

It shall be equipped with a low level alarm switch and a vent valve. The vent pipe should, if possible, be led downwards, e.g. to the overflow tank. The tank must be insulated and equipped with a heating coil. The volume of the tank should be at least 100 l.

### Circulation pump, booster unit (1P06)

The purpose of this pump is to circulate the fuel in the system and to maintain the required pressure at the high pressure pumps (please refer to [Engine Online Configurator](#) available through Wärtsilä's website for technical details). By circulating the fuel in the system it also maintains correct viscosity, and keeps the piping and the high pressure pumps at operating temperature.

Dimensioning of the circulation pump depends on the total system design. In the multi engine installation, individual circulation pump 1P12 is used, the circulation pump 1P06 capacity needs to be approx. 10% higher than total capacity of all 1P12 circulation pumps in the system. The nominal capacity for the specific engine can be found by accessing [Engine Online Configurator](#) available through Wärtsilä's website

### Heater, booster unit (1E02)

The heater must be able to maintain a fuel viscosity of 14 cSt at maximum fuel consumption, with fuel of the specified grade and a given day tank temperature (required viscosity at high pressure pumps stated in *Technical data*, which could be found by accessing [Engine Online Configurator](#) available through Wärtsilä's website). When operating on high viscosity fuels, the fuel temperature at the engine inlet may not exceed 135°C however.

The power of the heater is to be controlled by a viscosimeter. The set-point of the viscosimeter shall be somewhat lower than the required viscosity at the high pressure pumps to compensate for heat losses in the pipes. A thermostat should be fitted as a backup to the viscosity control.

To avoid cracking of the fuel the surface temperature in the heater must not be too high. The heat transfer rate in relation to the surface area must not exceed 1.5 W/cm<sup>2</sup>.

The required heater capacity can be estimated with the following formula:

$$P = \frac{Q \times \Delta T}{1700}$$

**where:**

P = heater capacity (kW)

Q = total fuel consumption at full output + 15% margin [l/h]

$\Delta T$  = temperature rise in heater [°C]

### Viscosimeter, booster unit (1I02)

The heater is to be controlled by a viscosimeter. The viscosimeter should be of a design that can withstand the pressure peaks caused by the high pressure pumps of the diesel engine.

**Design data:**

Operating range	0...50 cSt
Design temperature	180°C
Design pressure	4 MPa (40 bar)

### 6.2.6.4 Safety filter, HFO (1F03)

The safety filter is a full flow duplex type filter with steel net. The filter should be equipped with a heating jacket. The safety filter or a pump and filter unit shall be installed as near the engine as possible.

External fuel oil system must be made so that it's not possible to operate with only safety filter for longer than 24 hours, and system control shall monitor how long time engines have been operated with inadequate fuel filtration.

Consider to have a filter with 25 - 34  $\mu\text{m}$  absolute mesh size (approx.  $\beta_{25-34} = 2$ ,  $\beta_{40-50} = 75$  according to ISO16889) for pre-filtration before main filter  $\beta_{17} = 75$ ,  $\beta_6 = 2$  according to ISO16889.

**Design data:**

Fuel viscosity	According to fuel specification
Design temperature	150°C
Design flow	Equal to circulation pump capacity
Design pressure	1.6 MPa (16 bar)
Filter fineness	25 - 34 $\mu\text{m}$ (absolute mesh size) ( $\beta_{25-34} = 2$ , $\beta_{40-50} = 75$ , ISO16889)
Maximum permitted pressure drops at 14 cSt:	Clean filter: 20 kPa (0.2 bar) Alarm: 80 kPa (0.8 bar)

#### NOTE

If LFO is the only fuel then it's recommended to have 25  $\mu\text{m}$  filtration, minimum is 34  $\mu\text{m}$  filtration.

### 6.2.6.5 Overflow valve, HFO (1V05)

When several engines are connected to the same feeder/booster unit an overflow valve is needed between the feed line and the return line. The overflow valve limits the maximum pressure in the feed line, when the fuel lines to a parallel engine are closed for maintenance purposes.

The overflow valve should be dimensioned to secure a stable pressure over the whole operating range.

**Design data:**

Capacity	Equal to circulation pump (1P06)
Design pressure	1.6 MPa (16 bar)
Design temperature	150°C

## 6.2.7 Flushing

The external piping system must be thoroughly flushed before the engines are connected and fuel is circulated through the engines. The piping system must have provisions for installation of a temporary flushing filter.

The fuel pipes at the engine (connections 101 and 102) are disconnected and the supply and return lines are connected with a temporary pipe or hose on the installation side. All filter inserts are removed, except in the flushing filter of course. The automatic filter and the viscosimeter should be bypassed to prevent damage.

The fineness of the flushing filter should be 6 µm or finer.

## 7. Lubricating Oil System

### 7.1 Lubricating oil requirements

#### 7.1.1 Engine lubricating oil

The lubricating oil must be of viscosity class SAE 40 and have a viscosity index (VI) of minimum 95. The lubricating oil alkalinity (BN) is tied to the fuel grade, the required lubricating oil alkalinity in distillate fuel / liquid bio fuel operation is tied to the fuel quality as stated in the table hereafter. BN is an abbreviation of Base Number. The value indicates milligrams KOH per gram of oil.

**Table 7-1 Fuel standards and lubricating oil requirements**

Category	Fuel standard		Lubricating oil BN	Fuel S content, [% m/m]
A	ASTM D 975-17 ISO 8217:2017(E)	GRADE NO. 1-D, 2-D, 4-D ISO-F-DMX -> DMB, DFA -> DFB	10 - 20 21 - 30 *)	< 0,40
B	ASTM D 975-17 ISO 8217:2017(E)	GRADE NO. 1-D, 2-D, 4-D ISO-F-DMX -> DMB, DFA -> DFB	15 - 20 (10 - 14) ** (21 - 30) *)	0,40 - 1,50
C	ASTM D 975-17, ASTM D 396-17, ISO 8217:2017(E)	GRADE NO. 4-D GRADE NO. 5-6 RMA 10 - RMK 700 (incl. also max. 0,50 % m/m S VLSFO RM)	30 - 55	less than or equal to 3,50 or statutory requirements ***)
D	8217:2017(E)	RMA 10 - RMK 700 (ULSFO RM)	20	□ 0,10 □

\*) Though the use of BN 21 – 30 lubricating oils is allowed in distillate fuel operation, there is no technical reason for that but a lower BN level shown in the above table is well enough.

\*\*) BN 10 – 14 lubricating oils cannot be recommended in the first place when operating on > 0,40 % m/m sulphur distillate fuels due to shortened oil change interval resulting from BN depletion.

\*\*\*) Sulphur content can be also higher than 3,50 % m/m.

In case a low sulphur (S max. 0,4 % m/m) distillate fuel is used, it's recommended to use a lubricating oil with BN of 10 – 15.

It is recommended to use in the first place BN 50 - 55 lubricants when operating on residual fuel. This recommendation is valid especially for engines having wet lubricating oil sump and using residual fuel with sulphur content above 2,0 % mass.

BN 40 lubricants can be used when operating on residual fuel as well if experience shows that the lubricating oil BN equilibrium remains at an acceptable level.

In residual fuel operation BN 30 lubricants are recommended to be used only in special cases, like e.g. such as installations equipped with an SCR catalyst. Lower BN products eventually have a positive influence on cleanliness of the SCR catalyst.

With BN 30 oils lubricating oil change intervals may be rather short, but lower total operating costs may be achieved because of better plant availability provided that the maintenance intervals of the SCR catalyst can be increased.

If both distillate fuel and high sulphur (> 0,50 m/m S) residual fuel are used in turn as fuel, lubricating oil quality has to be chosen according to instructions being valid for residual fuel operation, i.e. BN 30 is the minimum. Optimum BN in this kind of operation depends on the length of operating periods on both fuel qualities as well as of sulphur content of fuels in question. Thus in particular cases BN 40 or even higher BN lubricating oils should be used.

If Ultra Low Sulphur Fuel Oil (max. 0,10 % m/m S ULSFO RM) classed as residual fuel is used, the lubricating oil BN requirement is min. 20. In Very Low Sulphur Fuel Oil (max. 0,50 % m/m S VLSFO RM) operation with fuels classed as residual fuels the use of min. BN 30 lubricating oils is required.

Different oil brands may not be blended, unless it is approved by the oil suppliers. Blending of different oils must also be validated by Wärtsilä, if the engine is still under warranty.

An updated list of validated lubricating oils is supplied for every installation. Please refer to Service Bulletin WS15S475.

Different oil brands may not be blended, unless it is approved by the oil suppliers. Blending of different oils must also be validated by Wärtsilä, if the engine is still under warranty.

An updated list of validated lubricating oils is supplied for every installation.

## 7.1.2 Oil in turning device

Based on the turning device manufacturer's instructions EP-gear oils \*) having viscosity of 414 - 506 mm<sup>2</sup>/s (cSt) at 40 °C = ISO VG 460 \*\*) are normally considered as suitable lubricating oils for turning device. The following products are fulfilling the requirements:

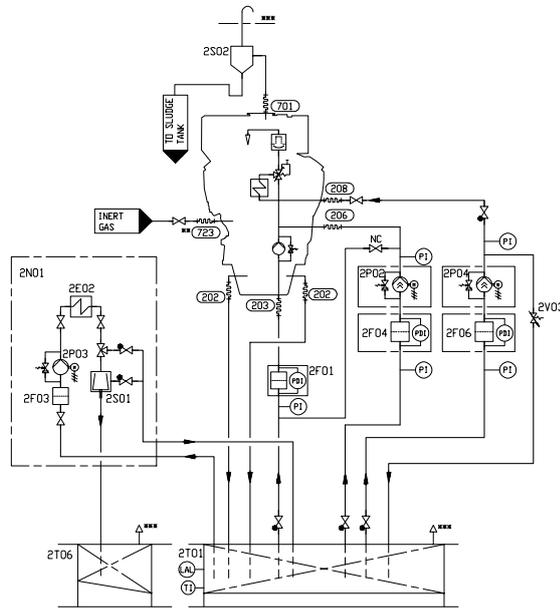
\*) EP = Extreme pressure

\*\*) ISO VG = Viscosity Grade categorisation specified by International Organization for Standardization

LUBRICATING OILS FOR ENGINE TURNING DEVICE				
SUPPLIER	BRAND NAME	VISCOSITY mm <sup>2</sup> /s at 40 °C	VISCOSITY mm <sup>2</sup> /s at 100 °C	VISCOSITY INDEX (VI)
Shell	Omala S2 GX 460	460	30,8	97
Castrol	Alpha SP 460	460	30,5	95
Chevron (Texaco + Caltex)	Meropa 460	460	31,2	97
ENI S.p.A.	Blasia 320	300	23,0	95
ExxonMobil	Mobilgear 600 XP 460	460	30,6	96
Fuchs	Renolin CLP 460	460	30,4	95
Petro-Canada	Enduratex EP 460	452	30,4	97
Repsol	Super Tauro 460	460	30,0	92
RN-Lubricants	Rosneft Redutec CLP 460	429	27,7	87
Total / Lubmarine	Carter EP 460	470	30,3	93

Fig 7-1 Allowed lubricating oils for turning device:

# 7.2 External lubricating oil system



PDS	PART	SUPPLIER
2E02	HEATER (SEPARATOR UNIT)	-
2F01	SUCTION STRAINER (MAIN LUBE OIL PUMP)	-
2F03	SUCTION FILTER (SEPARATOR UNIT)	-
2F04	SUCTION STRAINER (PRE LUBE OIL PUMP)	-
2F06	SUCTION STRAINER (STAND-BY PUMP)	-
2N01	SEPARATOR UNIT	-
2P02	PRE LUBE OIL PUMP	-
2P03	SEPARATOR PUMP (SEPARATOR UNIT)	-
2P04	STAND-BY PUMP	-
2S01	SEPARATOR	-
2S02	CONDENSATE TRAP	-
2T01	SYSTEM OIL TANK	-
2T06	SLUDGE TANK	-
2V03	PRESSURE CONTROL VALVE	-

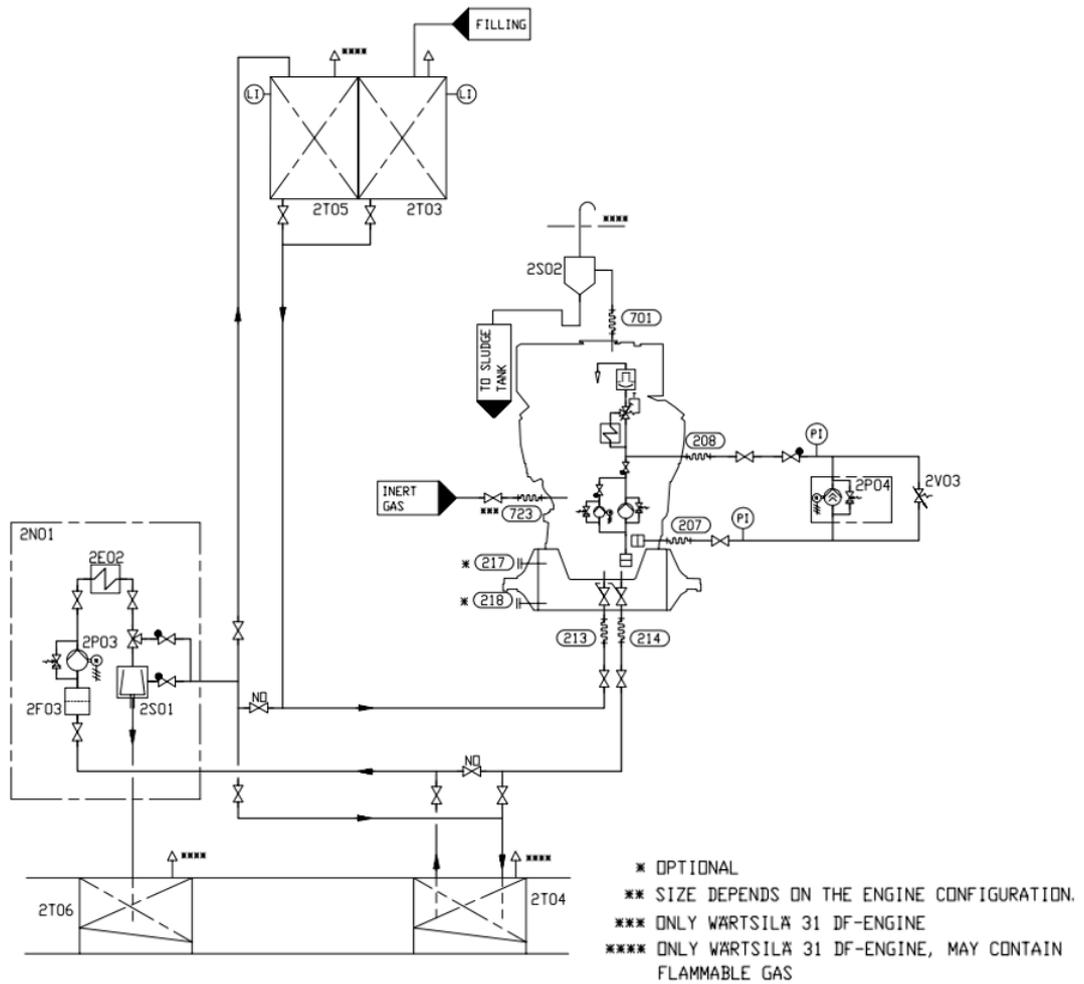
PDS	PIPE CONNECTIONS	SIZE 8V-10V	SIZE 12V-16V
202	LUBE OIL OUTLET	DN200	DN250
203	LUBE OIL TO ENGINE DRIVEN PUMP	DN200	DN250
206	LUBE OIL FROM PRIMING PUMP	DN80	DN80
208	LUBE OIL FROM EL. DRIVEN PUMP	DN125	DN125
701	CRANKCASE AIR VENT	DN125	DN150
**723	INERT GAS INLET	DN50	DN50

\* SIZE DEPENDS ON THE ENGINE CONFIGURATION.  
 \*\* ONLY WARTSILA 31 DF-ENGINE.  
 \*\*\* ONLY WARTSILA 31 DF-ENGINE, MAY CONTAIN FLAMMABLE GAS

Fig 7-2 Lubricating oil system, single main engine (DAAF301499B)

System components:			
2E02	Heater (separator unit)	2P03	Separator pump (separator unit)
2F01	Suction strainer (main lubricating oil pump)	2P04	Stand-by pump
2F03	Suction filter (separator unit)	2S01	Separator
2F04	Suction strainer (Prelubricating oil pump)	2S02	Condensate trap
2F06	Suction strainer (stand-by pump)	2T01	System oil tank
2N01	Separator unit	2T06	Sludge tank
2P02	Pre lube oil pump	2V03	Pressure control valve

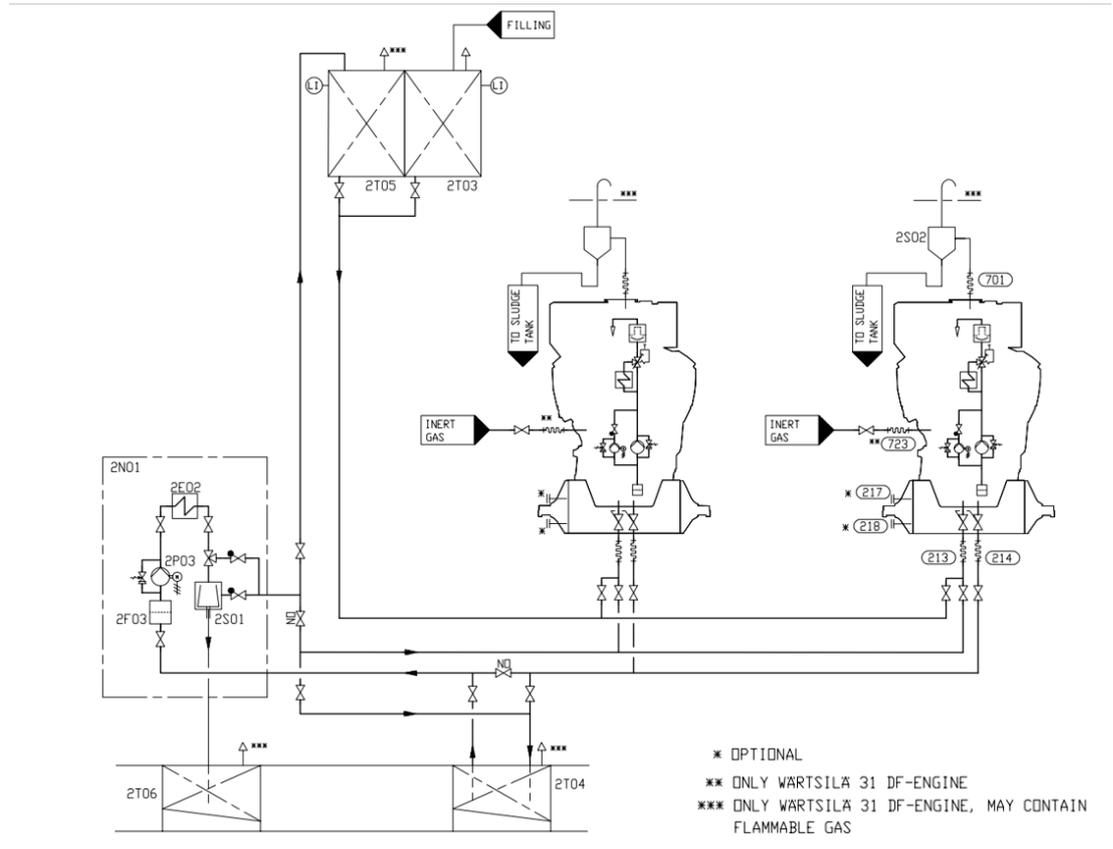
Pipe connections:		8V - 10V	12V - 16V
*202	Lubricating oil outlet	DN200	DN250
*203	Lubricating oil to engine driven pump	DN200	DN250
206	Lubricating oil from priming pump	DN80	DN80
208	Lubricating oil from electric driven pump	DN125	DN125
701	Crankcase air vent	DN125	DN150
**723	Inert gas inlet	DN50	DN50



**Fig 7-3 Lubricating oil system, single main engine LFO (DAAF301501C)**

System components:			
2E02	Heater (separator unit)	2S02	Condensate trap
2F03	Suction filter (separator unit)	2T03	New oil tank
2N01	Separator unit	2T04	Renovating oil tank
2P03	Separator pump (separator unit)	2T05	Renovated oil tank
2P04	Stand-by pump	2T06	Sludge tank
2S01	Separator	2V03	Pressure control valve

Pipe connections:		8V - 10V	12V - 16V
**207	Lube oil to el. driven pump	DN200 / DN250	
208	Lube oil from el. driven pump	DN125	DN125
213	Lubricating oil from separator and filling	DN40	DN40
214	Lubricating oil to separator and drain	DN40	DN40
217	Lube oil to generator bearing	DN40	DN40
218	Lube oil from generator bearing	DN40	DN40
701	Crankcase air vent	DN125	DN150
***723	Inert gas inlet	DN50	DN50



**Fig 7-4 Lubricating oil system (LFO), multiple engine (DAAF301500B)**

System components:			
2E02	Heater (separator unit)	2S02	Condensate trap
2F03	Suction filter (separator unit)	2T03	New oil tank
2N01	Separator unit	2T04	Renovating oil tank
2P03	Separator pump (separator unit)	2T05	Renovated oil tank
2S01	Separator	2T06	Sludge tank

Pipe connections:		8V - 10V	12V - 16V
213	Lubricating oil from separator and filling	DN40	DN40
214	Lubricating oil to separator and drain	DN40	DN40
217	Lube oil to generator bearing	DN40	DN40
218	Lube oil from generator bearing	DN40	DN40
701	Crankcase air vent	DN125	DN150
**723	Inert gas inlet	DN50	DN50

## 7.2.1 Separation system

### 7.2.1.1 Separator unit (2N01)

Lube oil by-pass treatment is recommended for marine engines.

A lube oil separator is required, as an oil by-pass treatment device, for engines running on fuels classified as lower grade than ISO-F-DMB. For ISO-F-DMB fuels or higher grade, other alternative as oil by-pass treatment is allowed as long as the oil quality and cleanliness can be maintained. Specific conditions for oil temperature during starting to be considered if lube oil by-pass treatment is used in case it is not including heater.

**General Separator requirements:**

- The separator should be dimensioned for continuous centrifuging
- Each lubricating oil system should have its own individual separator
- Rate of circulation of the entire volume per 24h: approx. 5 times
- Centrifuging temperature: 95 °C

Separators are usually supplied as pre-assembled units.

**Typically lubricating oil separator units are equipped with:**

- Feed pump with suction strainer and safety valve
- Preheater
- Separator
- Control cabinet

The lubricating oil separator unit may also be equipped with an intermediate sludge tank and a sludge pump, which offers flexibility in placement of the separator since it is not necessary to have a sludge tank directly beneath the separator.

**Separator feed pump (2P03)**

The feed pump must be selected to match the recommended throughput of the separator. Normally the pump is supplied and matched to the separator by the separator manufacturer.

The lowest foreseen temperature in the system oil tank (after a long stop) must be taken into account when dimensioning the electric motor.

**Separator preheater (2E02)**

The preheater is to be dimensioned according to the feed pump capacity and the temperature in the system oil tank. When the engine is running, the temperature in the system oil tank located in the ship's bottom is normally 65...75°C. To enable separation with a stopped engine the heater capacity must be sufficient to maintain the required temperature without heat supply from the engine.

Recommended oil temperature after the heater is 95°C.

It shall be considered that, while the engine is stopped in stand-by mode without LT water circulation, the separator unit may be heating up the total amount of lubricating oil in the oil tank to a value higher than the nominal one required at engine inlet, after lube oil cooler (please refer to [Engine Online Configurator](#) available through Wärtsilä website). Higher oil temperatures at engine inlet than the nominal, may be creating higher component wear and in worst conditions damages to the equipment and generate alarm signal at engine start, or even a load reduction request to PMS.

The surface temperature of the heater must not exceed 150°C in order to avoid cooking of the oil.

The heaters should be provided with safety valves and drain pipes to a leakage tank (so that possible leakage can be detected).

**Separator (2S01)**

The separators should preferably be of a type with controlled discharge of the bowl to minimize the lubricating oil losses.

The service throughput  $Q$  [l/h] of the separator can be estimated with the formula:

$$Q = \frac{1.35 \times P \times n}{t}$$

where:

Q = volume flow [l/h]

P = engine output [kW]

n = 5 for HFO, 4 for LFO

t = operating time [h/day]: 24 for continuous separator operation, 23 for normal dimensioning

### Sludge tank (2T06)

The sludge tank should be located directly beneath the separators, or as close as possible below the separators, unless it is integrated in the separator unit. The sludge pipe must be continuously falling.

## 7.2.2 System oil tank (2T01)

Recommended oil tank volume is stated in [Engine Online Configurator](#) available through Wärtsilä website.

The system oil tank is usually located beneath the engine foundation. The tank may not protrude under the reduction gear or generator, and it must also be symmetrical in transverse direction under the engine. The location must further be such that the lubricating oil is not cooled down below normal operating temperature. Suction height is especially important with engine driven lubricating oil pump. Losses in strainers etc. add to the geometric suction height. Maximum suction ability of the pump is stated in [Engine Online Configurator](#) available through Wärtsilä website.

The pipe connection between the engine oil sump and the system oil tank must be flexible to prevent damages due to thermal expansion. The return pipes from the engine oil sump must end beneath the minimum oil level in the tank. Further on the return pipes must not be located in the same corner of the tank as the suction pipe of the pump.

The suction pipe of the pump should have a trumpet shaped or conical inlet to minimise the pressure loss. For the same reason the suction pipe shall be as short and straight as possible and have a sufficient diameter. A pressure gauge shall be installed close to the inlet of the lubricating oil pump. The suction pipe shall further be equipped with a non-return valve of flap type without spring. The non-return valve is particularly important with engine driven pump and it must be installed in such a position that self-closing is ensured.

Suction and return pipes of the separator must not be located close to each other in the tank.

The ventilation pipe from the system oil tank may not be combined with crankcase ventilation pipes.

It must be possible to raise the oil temperature in the tank after a long stop. In cold conditions it can be necessary to have heating coils in the oil tank in order to ensure pumpability. The separator heater can normally be used to raise the oil temperature once the oil is pumpable. Further heat can be transferred to the oil from the preheated engine, provided that the oil viscosity and thus the power consumption of the pre-lubricating oil pump does not exceed the capacity of the electric motor.

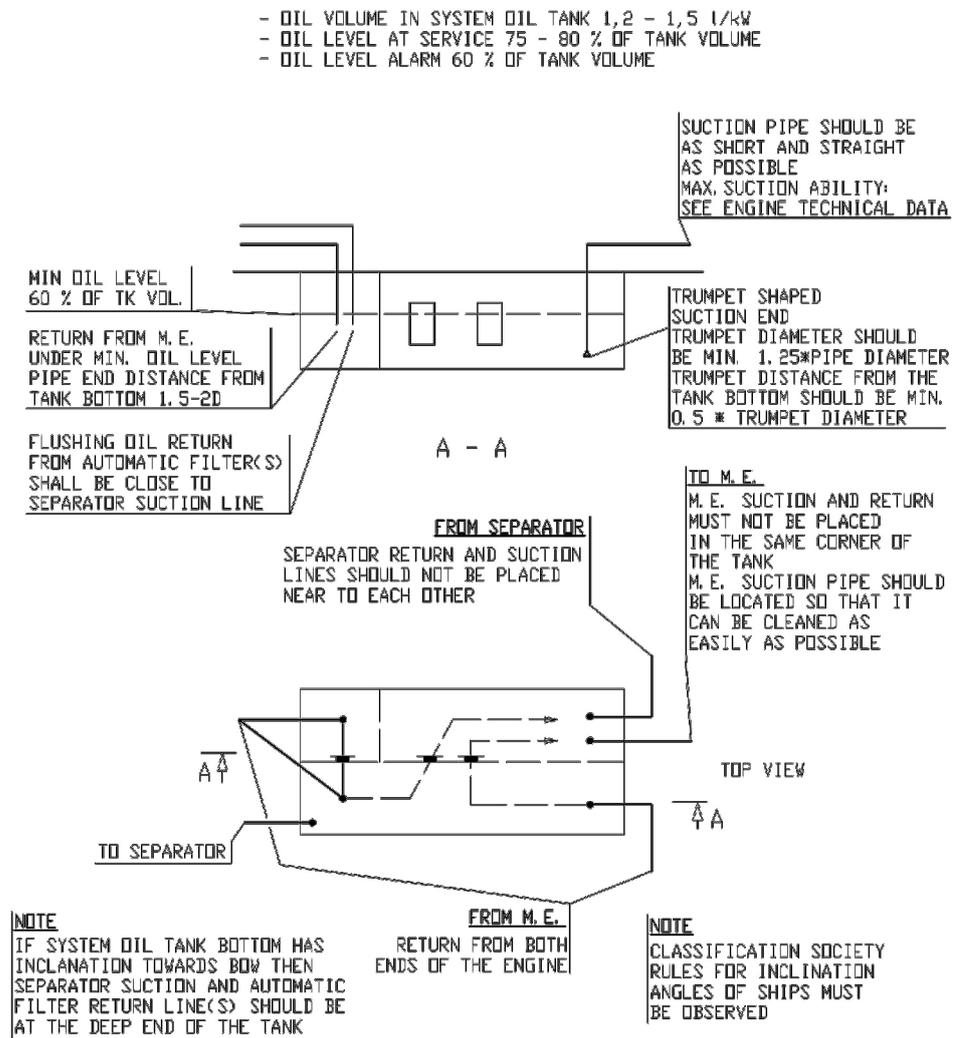


Fig 7-5 Example of system oil tank arrangement (DAAE007020F)

### 7.2.3 Suction strainers (2F01, 2F04, 2F06)

It is recommended to install a suction strainer before each pump to protect the pump from damage. The suction strainer and the suction pipe must be amply dimensioned to minimize pressure losses. The suction strainer should always be provided with alarm for high differential pressure.

**Design data:**

Fineness	0.5...1.0 mm
----------	--------------

## 7.2.4 Pre-lubricating oil pump (2P02)

The pre-lubricating oil pump is a scew or gear pump, which is to be equipped with a safety valve.

The installation of a pre-lubricating pump is mandatory. An electrically driven main pump or standby pump (with full pressure) may not be used instead of a dedicated pre-lubricating pump, as the maximum permitted pressure is 200 kPa (2 bar) to avoid leakage through the labyrinth seal in the turbocharger (not a problem when the engine is running). A two speed electric motor for a main or standby pump is not accepted.

The piping shall be arranged so that the pre-lubricating oil pump fills the main oil pump, when the main pump is engine driven.

The pre-lubricating pump should always be running, when the engine is stopped.

Depending on the foreseen oil temperature after a long stop, the suction ability of the pump and the geometric suction height must be specially considered with regards to high viscosity.

The pump is to be equipped with a pressure regulating valve or then an external valve outside pump bypassing oil back to pump suction. If pressure regulating valve is integrated into pump it is to be confirmed with supplier that pump can manage about 50% recirculation.

**Design data:**

Capacity	please refer to technical data, which could be found by accessing <a href="#">Engine Online Configurator</a> available through Wärtsilä's website
Max. pressure (safety valve)	200 kPa (2 bar)
Design temperature	100°C
Viscosity for dimensioning of the electric motor	500 cSt

## 7.2.5 Pressure control valve (2V03)

**Design data:**

Design pressure	1.0 MPa (10 bar)
Capacity	Difference between pump capacity and oil flow through engine
Design temperature	100 °C

## 7.2.6 Lubricating oil pump, stand-by (2P04)

The stand-by lubricating oil pump is normally of screw type and should be provided with an safety valve.

**Design data:**

Capacity	please refer to <a href="#">Engine Online Configurator</a> available through Wärtsilä website
Design pressure, max	0.8 MPa (8 bar)
Design temperature, max.	100°C

Lubricating oil viscosity	SAE 40
Viscosity for dimensioning the electric motor	500 mm <sup>2</sup> /s (cSt)

## 7.3 Crankcase ventilation system

The purpose of the crankcase ventilation is to evacuate gases from the crankcase in order to keep the pressure in the crankcase within acceptable limits.

Each engine must have its own vent pipe into open air. The crankcase ventilation pipes may not be combined with other ventilation pipes, e.g. vent pipes from the system oil tank.

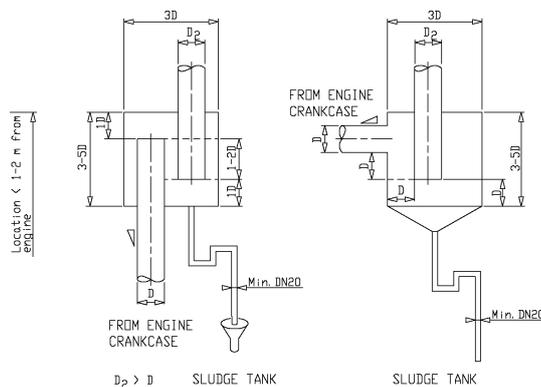
The diameter of the pipe shall be large enough to avoid excessive back pressure. Other possible equipment in the piping must also be designed and dimensioned to avoid excessive flow resistance.

A condensate trap and a drain must be provided for the vent pipe near the engine.

The connection between engine and pipe is to be flexible. It is very important that the crankcase ventilation pipe is properly fixed to a support rigid in all directions directly after the flexible hose from crankcase ventilation outlet, extra mass on the oil mist detector must be avoided. There should be a fixing point on both sides of the pipe at the support. Absolutely rigid mounting between the pipe and the support is recommended. The supporting must allow thermal expansion and ship's structural deflections.

### Design data:

Flow	please refer to <a href="#">Engine Online Configurator</a> available through Wärtsilä website
Crankcase pressure, max.	please refer to <a href="#">Engine Online Configurator</a> available through Wärtsilä website
Temperature	80°C



**Fig 7-6 Condensate trap (DAAE032780B)**

The size of the ventilation pipe (D2) out from the condensate trap should be bigger than the ventilation pipe (D) coming from the engine.

For more information about ventilation pipe (D) size, see the external lubricating oil system drawing.

The max. back-pressure must also be considered when selecting the ventilation pipe size.

## 7.4 Flushing instructions

Flushing instructions in this Product Guide are for guidance only. For contracted projects, please refer to Installation Planning Instructions (IPI) for the fineness of the flushing filter and other project specific instructions.

### 7.4.1 Piping and equipment built on the engine

Flushing of the piping and equipment built on the engine is not required and flushing oil shall not be pumped through the engine oil system (which is flushed and clean from the factory). Cleanliness of the external system shall be verified after completed flushing and is acceptable when the cleanliness has reached a level in accordance with ISO 4406 © 21/19/15, or NAS 1638 code 10. All pipes connected to the engine, the engine wet sump or to the external engine wise oil tank shall be flushed. Oil used for filling shall have a cleanliness of ISO 4406 © 21/19/15, or NAS 1638 code 10.

<b>NOTICE</b>
The engine must not be connected during flushing.

### 7.4.2 External oil system

Refer to the system diagram(s) in section *External lubricating oil system* for location/description of the components mentioned below.

If the engine is equipped with a wet oil sump the external oil tanks, new oil tank (2T03), renovating oil tank (2T04) and renovated oil tank (2T05) shall be verified to be clean before bunkering oil. Especially pipes leading from the separator unit (2N01) directly to the engine shall be ensured to be clean for instance by disconnecting from engine and blowing with compressed air.

If the engine is equipped with a dry oil sump the external oil tanks, new oil tank and the system oil tank (2T01) shall be verified to be clean before bunkering oil.

Operate the separator unit continuously during the flushing (not less than 24 hours). Leave the separator running also after the flushing procedure, this to ensure that any remaining contaminants are removed.

If an electric motor driven stand-by pump (2P04) is installed then piping shall be flushed running the pump circulating engine oil through a temporary external oil filter (recommended mesh 34 microns) into the engine oil sump through a hose and a crankcase door. The pump shall be protected by a suction strainer (2F06).

Whenever possible the separator unit shall be in operation during the flushing to remove dirt. The separator unit is to be left running also after the flushing procedure, this to ensure that any remaining contaminants are removed.

### 7.4.3 Type of flushing oil

#### 7.4.3.1 Viscosity

In order for the flushing oil to be able to remove dirt and transport it with the flow, ideal viscosity is 10...50 cSt. The correct viscosity can be achieved by heating engine oil to about 85°C or by using a separate flushing oil which has an ideal viscosity in ambient temperature.

#### 7.4.3.2 Flushing with engine oil

The ideal is to use engine oil for flushing. This requires a heater or that the separator unit is in operation to heat the oil. Engine oil used for flushing can be reused as engine oil provided that no debris or other contamination is present in the oil at the end of flushing.

### **7.4.3.3 Flushing with low viscosity flushing oil**

If no separator heating is available during the flushing procedure it is possible to use a low viscosity flushing oil instead of engine oil. In such a case the low viscosity flushing oil must be disposed of after completed flushing. Great care must be taken to drain all flushing oil from pockets and bottom of tanks so that flushing oil remaining in the system will not compromise the viscosity of the actual engine oil.

### **7.4.3.4 Lubricating oil sample**

To verify the cleanliness a LO sample shall be taken by the shipyard after the flushing is completed. The properties to be analyzed are Viscosity, BN, AN, Insolubles, Fe and Particle Count.

Commissioning procedures shall in the meantime be continued without interruption unless the commissioning engineer believes the oil is contaminated.

## 8. Compressed Air System

Compressed air is used to start engines and to provide actuating energy for safety and control devices. The use of starting air for other purposes is limited by the classification regulations.

To ensure the functionality of the components in the compressed air system, the compressed air has to be free from solid particles and oil.

### 8.1 Instrument air quality

The quality of instrument air, from the ships instrument air system, for safety and control devices must fulfill the following requirements.

Instrument air specification:	
Design pressure	1 MPa (10 bar)
Nominal pressure	0.7 MPa (7 bar)
Dew point temperature	+3°C
Max. oil content	1 mg/m <sup>3</sup>
Max. particle size	3 µm
INSTRUMENT AIR QUALITY at engine connection	ISO 8573-1:2010 [5:5:3]

### 8.2 External compressed air system

The design of the starting air system is partly determined by classification regulations. Most classification societies require that the total capacity is divided into two equally sized starting air receivers and starting air compressors. The requirements concerning multiple engine installations can be subject to special consideration by the classification society.

The starting air pipes should always be slightly inclined and equipped with manual or automatic draining at the lowest points.

Instrument air to safety and control devices must be treated in an air dryer.

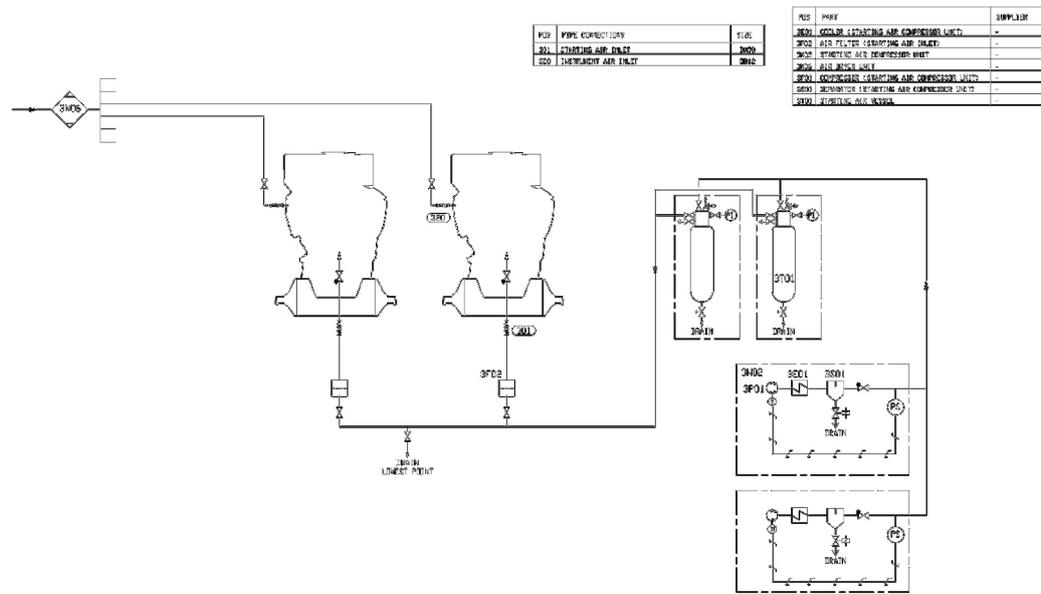


Fig 8-1 External starting air system (DAAF301502A)

## 8.2.1 Starting air compressor unit (3N02)

At least two starting air compressors must be installed. It is recommended that the compressors are capable of filling the starting air vessel from minimum (1.8 MPa) to maximum pressure in 15...30 minutes. For exact determination of the minimum capacity, the rules of the classification societies must be followed.

## 8.2.2 Oil and water separator (3S01)

An oil and water separator should always be installed in the pipe between the compressor and the air vessel. Depending on the operation conditions of the installation, an oil and water separator may be needed in the pipe between the air vessel and the engine.

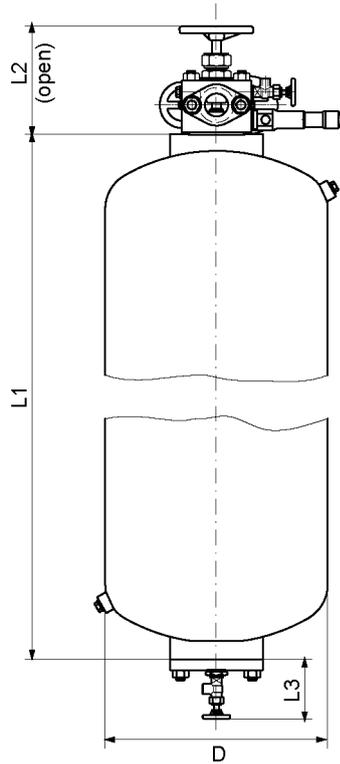
## 8.2.3 Starting air vessel (3T01)

The starting air vessels should be dimensioned for a nominal pressure of 3 MPa.

The number and the capacity of the air vessels for propulsion engines depend on the requirements of the classification societies and the type of installation.

It is recommended to use a minimum air pressure of 1.8 MPa, when calculating the required volume of the vessels.

The starting air vessels are to be equipped with at least a manual valve for condensate drain. If the air vessels are mounted horizontally, there must be an inclination of 3...5° towards the drain valve to ensure efficient draining.



Size [Litres]	Dimensions [mm]				Weight [kg]
	L1	L2 1)	L3 1)	D	
250	1767	243	110	480	274
500	3204	243	133	480	450
710	2740	255	133	650	625
1000	3560	255	133	650	810
1250	2930	255	133	800	980

1) Dimensions are approximate.

**Fig 8-2 Starting air vessel**

The starting air consumption stated in [Engine Online Configurator](#) (available through Wärtsilä website) is for a successful start. During start the main starting valve is kept open until the engine starts, or until the max. time for the starting attempt has elapsed. A failed start can take twice the air consumption of a successful start. If the ship has a class notation for unattended machinery spaces, then the starts are to be demonstrated.

The required total starting air vessel volume can be calculated using the formula:

$$V_R = \frac{p_E \times V_E \times n}{p_{Rmax} - p_{Rmin}}$$

where:

$V_R$  = total starting air vessel volume [m<sup>3</sup>]

$p_E$  = normal barometric pressure (NTP condition) = 0.1 MPa

$V_E$  = air consumption per start [Nm<sup>3</sup>] please refer to [Engine Online Configurator](#) available through Wärtsilä website

$n$  = required number of starts according to the classification society

$p_{Rmax}$  = maximum starting air pressure = 3 MPa

$p_{Rmin}$  = minimum starting air pressure = please refer to [Engine Online Configurator](#) available through Wärtsilä website

**NOTICE**

The total vessel volume shall be divided into at least two equally sized starting air vessels.

## 8.2.4 Air filter, starting air inlet (3F02)

Condense formation after the water separator (between starting air compressor and starting air vessels) create and loosen abrasive rust from the piping, fittings and receivers. Therefore it is recommended to install a filter before the starting air inlet on the engine to prevent particles to enter the starting air equipment.

## 9. Cooling Water System

### 9.1 Water quality

Raw water quality to be used in the closed cooling water circuits of engines has to meet the following specification.

Property .....	Unit	Limits for chemical use
pH <sup>1)</sup> .....	-	6,5 – 8,5
Hardness .....	°dH	max. 10
Chlorides as Cl <sup>1)</sup> .....	mg/l	max. 80
Sulphates as SO <sub>4</sub> .....	mg/l	max. 150
Silica as SiO <sub>2</sub> .....	mg/l	max. 100

Use of raw water produced with an evaporator as well as a good quality tap water will normally ensure that an acceptable raw water quality requirement is fulfilled, but e.g. sea water and rain water are unsuitable raw water qualities.

1) If a Reverse Osmosis (RO) process is used, min. limit for pH is 6,0 based on the RO process operational principle. The use of water originating from RO process further presumes that a max. content of 80 mg/l for chloride content is achieved.

#### 9.1.1 Validated cooling water additives

Manufacturer	Additive name	Additive type
Alm International S.A.	Diaprosim RD11 (RD11M)	Sodium nitrite + borate
S.A. Artec N.V.	Havoline XLI	Organic Acid Technology
Drew Marine	Liquidewt Maxigard	Sodium nitrite + borate Sodium nitrite + borate
Chevron (Texaco + Caltex)	Delo XLI Corrosion Inhibitor Concentrate (supersedes Havoline XLI) XL Corrosion Inhibitor Concentrate	Organic Acid Technology Organic Acid Technology
Korves Oy	Pekar J	Organic Acid Technology
Kuwait Petroleum (Danmark) AS	Q8 Corrosion Inhibitor Long-Life	Organic Acid Technology
Marine Care B.V.	Caretreat 2 Diesel	Sodium nitrite + borate
Maritech AB	Marisol CW	Sodium nitrite + borate
Motul	HD Cool Power Ultra	Organic Acid Technology
Nalco Chemical Company	TRAC102 TRAC118 Nalcool 2000	Sodium nitrite + borate Sodium nitrite + borate Sodium nitrite + borate
Shell	Shipcare Cooling Water Treat	Sodium nitrite + borate
Solenis	Drewgard 4109	Sodium nitrite + borate

Manufacturer	Additive name	Additive type
Suez Water Technologies & Solutions	CorrShield NT4293 CorrShield NT4200	CorrShield NT4293 CorrShield NT4200
Total	WT Supra	Organic Acid Technology
Vecom Marine Alliance B.V.	Cool Treat NCLT	Sodium nitrite + borate
Wilhelmsen Chemicals AS	Dieselguard NB Rocor NB liquid Cooltreat AL Engine Water Treatment 9-108 Nalfleet 2000	Sodium nitrite + borate Sodium nitrite + borate Organic Acid Technology Sodium nitrite + borate Sodium nitrite + borate

In order to prevent corrosion in the cooling water system, the instructions of right dosage and concentration of active corrosion inhibitors should always be followed. Please contact Wärtsilä for details.

## 9.1.2 Glycol

If a freezing risk exists, glycol needs to be added to cooling water. However, in case there is no freezing risk, the use of glycol in cooling water shall be avoided due to its detrimental effect on heat transfer. Since glycol alone does not protect the engine and cooling water system against corrosion, additionally a validated cooling water additive must always be used. All validated cooling water additives are compatible with glycol.

Ready-to-use mixtures of commercial coolant brands containing both glycol and corrosion inhibitors are not allowed to use. Those are typically designed to be used as strong (~ 30 –) 50% / 50 (~ 70) % mixtures. However, in Wärtsilä engines normally a much lower glycol amount is adequate to protect the cooling water system against freezing. The outcome of decreasing the glycol amount is that simultaneously also the concentration of corrosion inhibitors will decrease to too low level resulting in an increased risk of corrosion.

The amount of glycol in closed cooling water system shall always be minimized since heat transfer of water containing glycol has deteriorated significantly. The engine may therefore be subject to additional output derating when using glycol in the cooling water, please contact Wärtsilä for details.

Instead of ready-to-use glycol-corrosion inhibitor mixtures a pure commercially available monopropylene glycol (MPG) or monoethyleneglycol (MEG) has to be used when a freezing risk exists. So called industrial quality of both glycol types is allowed to use, but MPG is considered to be a more environmentally friendly alternative.

## 9.1.3 Wärtsilä Water Conditioner Unit (WWCU)

As an alternative to the validated cooling water additives, Wärtsilä Water Conditioner Unit (WWCU) can also be used to treat cooling water of engines' closed water circuits. WWCU is based on the Enwamatic EMM

cooling water treatment system, but it includes a number of new features based on Wärtsilä design. The WWCU protects an engine from corrosion without a need to use any chemicals. It acts as a side stream filtration

and water treatment unit and includes the following functions:

- corrosion protection
- scale control
- filtration
- control of bacterial growth and air separation

The WWCU can be a sensible alternative for the installations in which environmentally friendly solutions are appreciated or even required by authorities.

The WWCU cannot be used if simultaneously ready-to-use mixtures of commercial coolant brands containing both glycol and corrosion inhibitors are used in the cooling water system. If protection against freezing is

needed, the equipment can on the other hand be used together with pure monopropylene glycol (MPG) or monoethylene glycol (MEG). The WWCU must be installed so that the cooling water inlet temperature to the

unit does not exceed 109 °C and that the inlet pressure does not exceed 10 bar (abs.).

Due to a severe corrosion risk WWCU can't be used in the cooling water systems containing aluminium or aluminium alloys as a construction material. The reason for the above mentioned ban is that in the cooling

water systems equipped with the WWCU pH of cooling water can be above 9 and at that pH range corrosion rate of aluminium / aluminium alloys starts to increase significantly.

One WWCU unit has to be installed to each separate cooling water circuit and the right type must be chosen according to the water volume of each cooling water system.

The WWCU must be backflushed regularly in order to remove deposits from the bottom of the unit. In case of new installation even daily backflushing is needed, but the backflush interval can be extended when a stable

situation in the cooling water system is achieved.

A typical backflush interval in a stabilized cooling water system is estimated to be from one week to one month depending on water quality and added make-up water amount. Further, it is important to follow continuously

functioning of the WWCU. Frequent operation of an engine will intensify the circulation rate of cooling water through the WWCU.

If WWCU is installed to the engines having already been in service and in which chemical cooling water treatment has been used, the cooling water system has to be drained and possible deposits (grease, rust, other

impurities) need to be removed from the system prior to the start of using WWCU. If flushing of the cooling water system does not result in an adequate cleanliness, additionally a chemical cleaning has to be done. Major

cooling water additive suppliers are able to offer suitable cleaning chemicals.

If an engine will not be in service for longer periods, water circulation in the closed cooling water circuit will be slow and a special attention has to be paid to that corrosion of the system will not occur.

The list of the WWCU types along with the specified cooling water system volumes are included in the table below.

<b>WWCU type</b>	<b>Specified water system volume (m<sup>3</sup>)</b>
WWCU F1	0 - 7
WWCU F2	0 - 20
WWCU F3	0 - 40

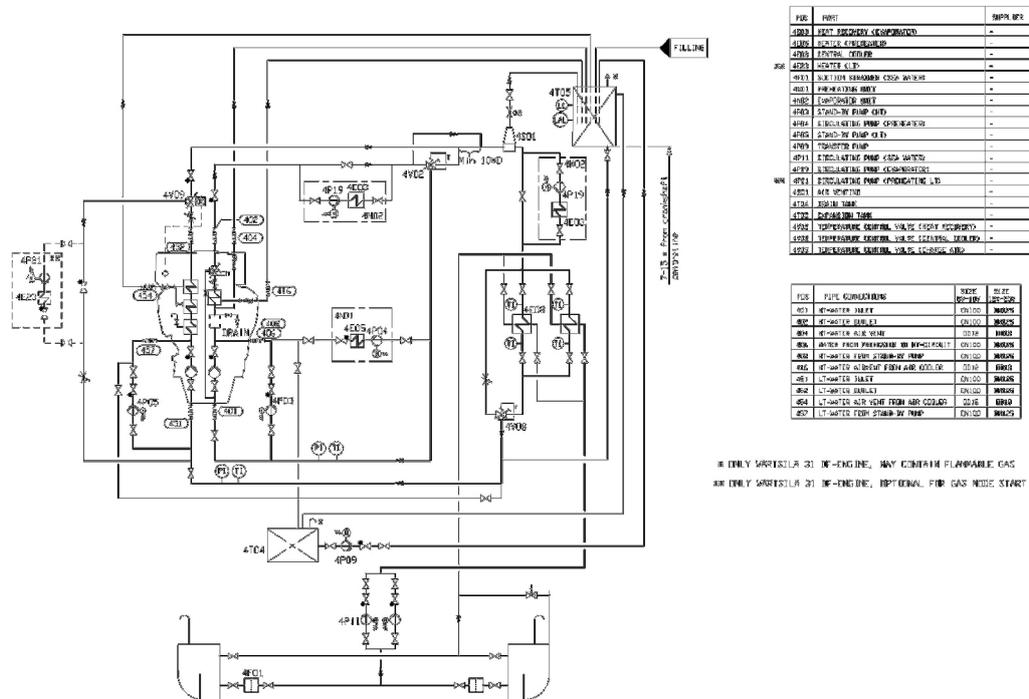
The use of pipes having galvanized inner surfaces is not allowed in the cooling water system.

## 9.2 External cooling water system

It is recommended to divide the engines into several circuits in multi-engine installations. One reason is of course redundancy, but it is also easier to tune the individual flows in a smaller system. Malfunction due to entrained gases, or loss of cooling water in case of large leaks can also be limited. In some installations it can be desirable to separate the HT circuit from the LT circuit with a heat exchanger.

The external system shall be designed so that flows, pressures and temperatures are close to the nominal values in *Technical data* (please refer to technical data, which could be found by accessing [Engine Online Configurator](#) available through Wärtsilä's website) and the cooling water is properly de-aerated. With good external cooling water system design, kinetic energy losses and pressure drops are minimized and therefore efficient and proper engine cooling are achieved.

Pipes with galvanized inner surfaces are not allowed in the fresh water cooling system. Some cooling water additives react with zinc, forming harmful sludge. Zinc also becomes nobler than iron at elevated temperatures, which causes severe corrosion of engine components.

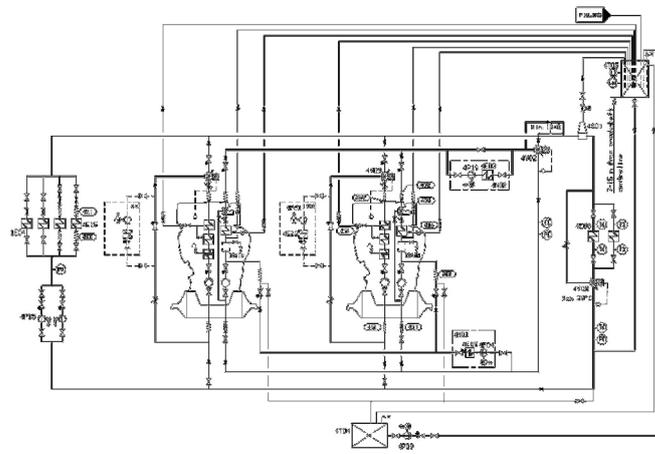


PIC.	PART	SUPPLIER
4P01	FRESH WATER COOLING SYSTEM	-
4P02	STARTER MOTOR	-
4P03	STARTER MOTOR	-
4P04	STARTER MOTOR	-
4P05	STARTER MOTOR	-
4P06	STARTER MOTOR	-
4P07	STARTER MOTOR	-
4P08	STARTER MOTOR	-
4P09	STARTER MOTOR	-
4P10	STARTER MOTOR	-
4P11	STARTER MOTOR	-
4P12	STARTER MOTOR	-
4P13	STARTER MOTOR	-
4P14	STARTER MOTOR	-
4P15	STARTER MOTOR	-
4P16	STARTER MOTOR	-
4P17	STARTER MOTOR	-
4P18	STARTER MOTOR	-
4P19	STARTER MOTOR	-
4P20	STARTER MOTOR	-
4P21	STARTER MOTOR	-
4P22	STARTER MOTOR	-
4P23	STARTER MOTOR	-
4P24	STARTER MOTOR	-
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4P37	STARTER MOTOR	-
4P38	STARTER MOTOR	-
4P39	STARTER MOTOR	-
4P40	STARTER MOTOR	-
4P41	STARTER MOTOR	-
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4P49	STARTER MOTOR	-
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4P96	STARTER MOTOR	-
4P97	STARTER MOTOR	-
4P98	STARTER MOTOR	-
4P99	STARTER MOTOR	-
4P100	STARTER MOTOR	-

PIC.	PART	REF.	REF.
4P01	STARTER MOTOR	EN100	4P01
4P02	STARTER MOTOR	EN100	4P02
4P03	STARTER MOTOR	EN100	4P03
4P04	STARTER MOTOR	EN100	4P04
4P05	STARTER MOTOR	EN100	4P05
4P06	STARTER MOTOR	EN100	4P06
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4P09	STARTER MOTOR	EN100	4P09
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4P97	STARTER MOTOR	EN100	4P97
4P98	STARTER MOTOR	EN100	4P98
4P99	STARTER MOTOR	EN100	4P99
4P100	STARTER MOTOR	EN100	4P100

IN ONLY WÄRTSILÄ 31 IN-ENGINE, MAY CONTAIN FLAMMABLE GAS  
 AND ONLY WÄRTSILÄ 31 IN-ENGINE, OPTIONAL FOR GAS HEAT START

Fig 9-1 Single main engine with heat recovery (DAAF301503C)

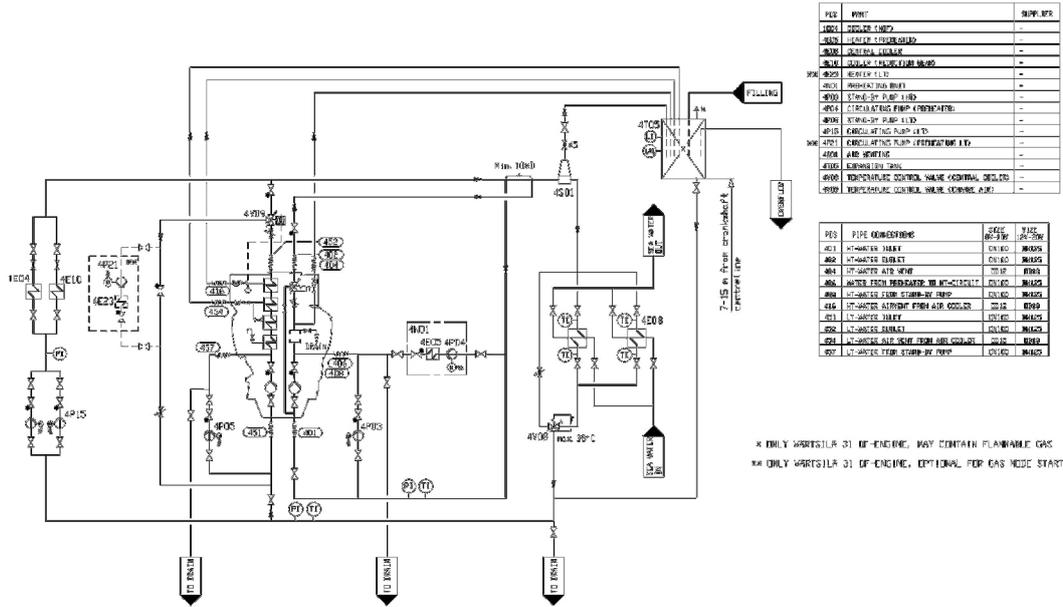


ITEM	NAME	ALTERNATIVE
1000	ENGINE COOL	-
1001	SEAL OFF/SHUT DOWN/STOP	-
1002	START/STOP/STOP	-
1003	STOP/STOP/STOP	-
1004	STOP/STOP/STOP	-
1005	STOP/STOP/STOP	-
1006	STOP/STOP/STOP	-
1007	STOP/STOP/STOP	-
1008	STOP/STOP/STOP	-
1009	STOP/STOP/STOP	-
1010	STOP/STOP/STOP	-
1011	STOP/STOP/STOP	-
1012	STOP/STOP/STOP	-
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1017	STOP/STOP/STOP	-
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1040	STOP/STOP/STOP	-

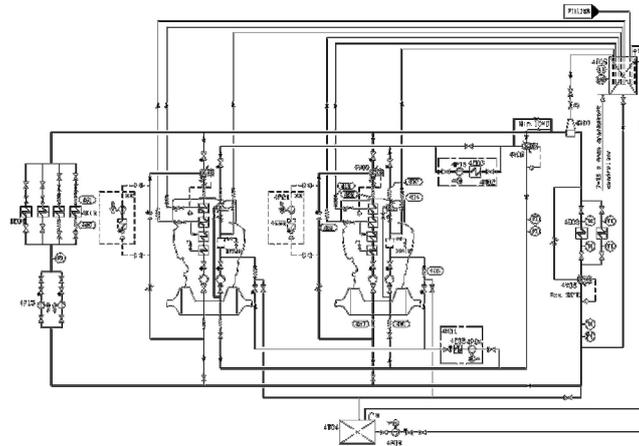
ITEM	NAME	ALTERNATIVE
1000	ENGINE COOL	-
1001	SEAL OFF/SHUT DOWN/STOP	-
1002	START/STOP/STOP	-
1003	STOP/STOP/STOP	-
1004	STOP/STOP/STOP	-
1005	STOP/STOP/STOP	-
1006	STOP/STOP/STOP	-
1007	STOP/STOP/STOP	-
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1037	STOP/STOP/STOP	-
1038	STOP/STOP/STOP	-
1039	STOP/STOP/STOP	-
1040	STOP/STOP/STOP	-

\* ONLY WÄRTSILÄ 31 37-DIGIT. NOT COMPATIBLE WITH 30  
 \*\* ONLY WÄRTSILÄ 31 37-DIGIT. OPTIONAL FOR THE FINE START

Fig 9-2 Multiple main engines with heat recovery (DAAF301505C)



**Fig 9-3 Cooling water system, single main engine arctic solution without heat recovery (DAAF320499C)**



NO	PART	QUANTITY
1721	ENGINE LOOP	-
1722	WATER COOLER	-
1723	WATER COOLER	-
1724	WATER COOLER	-
1725	WATER COOLER	-
1726	WATER COOLER	-
1727	WATER COOLER	-
1728	WATER COOLER	-
1729	WATER COOLER	-
1730	WATER COOLER	-
1731	WATER COOLER	-
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1742	WATER COOLER	-
1743	WATER COOLER	-
1744	WATER COOLER	-
1745	WATER COOLER	-
1746	WATER COOLER	-
1747	WATER COOLER	-
1748	WATER COOLER	-
1749	WATER COOLER	-
1750	WATER COOLER	-

NO	PART	QUANTITY
1751	WATER COOLER	-
1752	WATER COOLER	-
1753	WATER COOLER	-
1754	WATER COOLER	-
1755	WATER COOLER	-
1756	WATER COOLER	-
1757	WATER COOLER	-
1758	WATER COOLER	-
1759	WATER COOLER	-
1760	WATER COOLER	-
1761	WATER COOLER	-
1762	WATER COOLER	-
1763	WATER COOLER	-
1764	WATER COOLER	-
1765	WATER COOLER	-
1766	WATER COOLER	-
1767	WATER COOLER	-
1768	WATER COOLER	-
1769	WATER COOLER	-
1770	WATER COOLER	-

\* ONLY WARTSILA 31 ENGINES, AND DATA IN PARENTHESIS CASE  
 \*\* ONLY WARTSILA 31 ENGINES, EXCEPT FOR 3000 HP 2000

**Fig 9-4 Cooling water system, multiple engines arctic solution with heat recovery (DAAF320500C)**

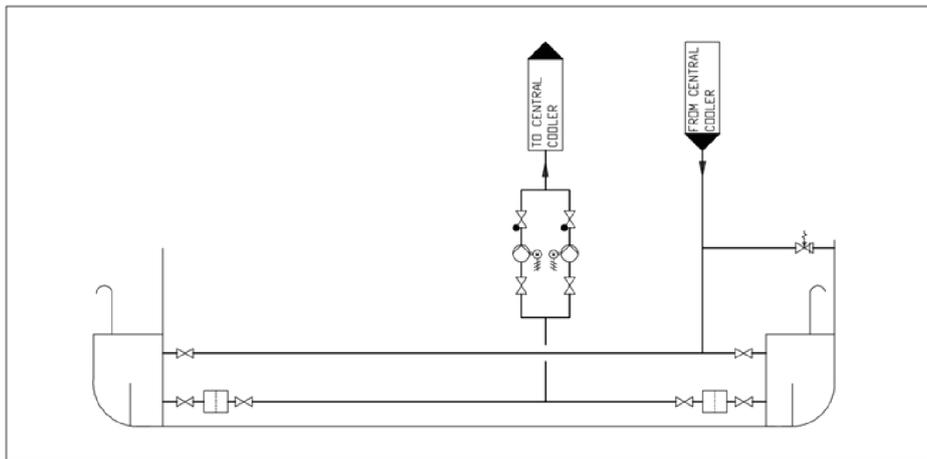
## 9.2.1 Cooling water system for arctic conditions

At low engine loads the combustion air can be below zero degrees Celsius after the compressor stage, it cools down the cooling water and the engine instead of releasing heat to the cooling water in the charge air cooler. If the combustion air temperature reaching the cylinders is too cold, it can cause uneven burning of the fuel in the cylinder and possible misfires. Additionally overcooling the engine jacket can cause cold corrosion of the cylinder liners or even a stuck piston.

Thus maintaining nominal charge air receiver and HT-water inlet temperature are important factors, when designing the cooling water system for arctic conditions. When needed, all charge air coolers can be placed inside LT circuit. Proper receiver temperatures must be ensured at all ambient temperatures. If needed, LT circuit heaters can be used.

### 9.2.1.1 The arctic sea water cooling system

In arctic conditions, the hot sea water from the central cooler outlet is typically returned back to the sea chest in order to prevent ice slush from blocking the sea water filters. An example flow diagram of the arctic sea water system is shown below.



**Fig 9-5 Example flow diagram of arctic sea water system**

Ships (with ice class) designed for cold sea-water should have provisions for recirculation back to the sea chest from the central cooler:

- For melting of ice and slush, to avoid clogging of the sea water strainer
- To enhance the temperature control of the LT water, by increasing the seawater temperature

## 9.2.2 Stand-by circulation pumps (4P03, 4P05)

Stand-by pumps should be of centrifugal type and electrically driven. Required capacities and delivery pressures can be found in [Engine Online Configurator](#) available through [Wärtsilä website](#).

## 9.2.3 Sea water pump (4P11)

The sea water pumps are always separate from the engine and electrically driven.

The capacity of the pumps is determined by the type of coolers and the amount of heat to be dissipated.

Significant energy savings can be achieved in most installations with frequency control of the sea water pumps. Minimum flow velocity (fouling) and maximum sea water temperature (salt deposits) are however issues to consider.

## 9.2.4 Temperature control valve for central cooler (4V08)

When external equipment (e.g. a reduction gear, generator or LFO cooler) are installed in the same cooling water circuit, there must be a common LT temperature control valve and separate pump 4P15 in the external system. The common LT temperature control valve is installed after the central cooler and controls the temperature of the water before the engine and the external equipment, by partly bypassing the central cooler. The valve can be either direct acting or electrically actuated. The maximum inlet water temperature for those equipment is generally 38 °C. The set-point of the temperature control valve 4V08 can be up to 45 °C for the engine.

## 9.2.5 Charge air temperature control valve (4V09)

The temperature of the charge air is maintained on desired level with an electrically actuated temperature control valve in the external LT circuit. The control valve regulates the water flow through the LT-stage of the charge air cooler according to the measured temperature in the charge air receiver.

## 9.2.6 Temperature control valve for heat recovery (4V02)

The temperature control valve after the heat recovery controls the maximum temperature of the water that is mixed with HT water from the engine outlet before the HT pump. The control valve can be either self-actuated or electrically actuated.

Especially in installations with dynamic positioning (DP) feature, installation of valve 4V02 is strongly recommended in order to avoid HT temperature fluctuations during low load operation.

The set-point is usually up to 75 °C.

## 9.2.7 Coolers for other equipment and LFO coolers

The engine driven LT circulating pump can supply cooling water to one or two small coolers installed in parallel to the engine, for example a LFO cooler or a reduction gear cooler. This is only possible for engines operating on LFO, because the LT temperature control valve cannot be built on the engine to control the temperature after the engine. Separate circulating pumps are required for larger flows.

Design guidelines for the LFO cooler are given in chapter *Fuel system*.

## 9.2.8 Fresh water central cooler (4E08)

The flow to the fresh water cooler must be calculated case by case based on how the circuit is designed.

In case the fresh water central cooler is used for combined LT and HT water flows in a parallel system the total flow can be calculated with the following formula:

$$q = q_{LT} + \frac{3.6 \times \Phi}{4.15 \times (T_{OUT} - T_{IN})}$$

where:

$q$  = total fresh water flow [m<sup>3</sup>/h]

$q_{LT}$  = nominal LT pump capacity [m<sup>3</sup>/h]

$\Phi$  = heat dissipated to HT water [kW]

$T_{out}$  = HT water temperature after engine ( 96°C)

$T_{in}$  = HT water temperature after cooler (38°C)

**Design data:**

Fresh water flow	please refer to <a href="#">Engine Online Configurator</a> available through Wärtsilä website
Heat to be dissipated	please refer to <a href="#">Engine Online Configurator</a> available through Wärtsilä website
Pressure drop on fresh water side	max. 60 kPa (0.6 bar)
Sea-water flow	acc. to cooler manufacturer, normally 1.2 - 1.5 x the fresh water flow
Pressure drop on sea-water side, norm.	acc. to pump head, normally 80 - 140 kPa (0.8 - 1.4 bar)
Fresh water temperature after LT cooler	max. 38 °C
Fresh water temperature after HT cooler	max. 83 °C
Margin (heat rate, fouling)	15%

As an alternative to central coolers of plate or tube type, a box cooler can be installed. The principle of box cooling is very simple. Cooling water is forced through a U-tube-bundle, which is placed in a sea-chest having inlet- and outlet-grids. Cooling effect is reached by natural circulation of the surrounding water. The outboard water is warmed up and rises by its lower density, thus causing a natural upward circulation flow which removes the heat.

Box cooling has the advantage that no raw water system is needed, and box coolers are less sensitive for fouling and therefor well suited for shallow or muddy waters.

## 9.2.9 Waste heat recovery

The waste heat in the HT cooling water can be used for fresh water production, central heating, tank heating etc. The system should in such case be provided with a temperature control valve to avoid unnecessary cooling, as shown in the example diagrams. With this arrangement the HT water flow through the heat recovery can be increased.

The heat available from HT cooling water is affected by ambient conditions. It should also be taken into account that the recoverable heat is reduced by circulation to the expansion tank, radiation from piping and leakages in temperature control valves.

To maximize heat recovery and functionality, it is recommended for all valves installed on the LT and HT line, to have max 0.5% volumetric leakage. For electrical actuated valves, full stroke speed must be max. 65 seconds and dead band max. 1%.

## 9.2.10 Air venting

Air may be entrained in the system after an overhaul, or a leak may continuously add air or gas into the system. The engine is equipped with vent pipes to evacuate air from the cooling water circuits. The vent pipes should be drawn separately to the expansion tank from each connection on the engine, except for the vent pipes from the charge air cooler on V-engines, which may be connected to the corresponding line on the opposite cylinder bank.

Venting pipes to the expansion tank are to be installed at all high points in the piping system, where air or gas can accumulate.

The vent pipes must be continuously rising.

## 9.2.11 Expansion tank (4T05)

The expansion tank compensates for thermal expansion of the coolant, serves for venting of the circuits and provides a sufficient static pressure for the circulating pumps.

**Design data:**

Volume min. 10% of the total system volume

### **NOTICE**

The maximum pressure at the engine must not be exceeded in case an electrically driven pump is installed significantly higher than the engine.

Concerning the water volume in the engine, please refer to [Engine Online Configurator](#) available through Wärtsilä website.

The expansion tank should be equipped with an inspection hatch, a level gauge, a low level alarm and necessary means for dosing of cooling water additives.

The vent pipes should enter the tank below the water level. The vent pipes must be drawn separately to the tank (see air venting) and the pipes should be provided with labels at the expansion tank.

The balance pipe down from the expansion tank must be dimensioned for a flow velocity not exceeding 1.0...1.5 m/s in order to ensure the required pressure at the pump inlet with engines running. The flow through the pipe depends on the number of vent pipes to the tank and the size of the orifices in the vent pipes. The table below can be used for guidance.

**Table 9-1 Minimum diameter of balance pipe**

Nominal pipe size	Max. flow velocity (m/s)	Max. number of vent pipes with $\varnothing$ 5 mm orifice
DN 32	1.1	3
DN 40	1.2	6
DN 50	1.3	10
DN 65	1.4	17

## 9.2.12 Drain tank (4T04)

It is recommended to collect the cooling water with additives in a drain tank, when the system has to be drained for maintenance work. A pump should be provided so that the cooling water can be pumped back into the system and reused.

Concerning the water volume in the engine, please refer to [Engine Online Configurator](#) available through Wärtsilä website. The water volume in the LT circuit of the engine is small.

## 9.2.13 HT preheating

The cooling water circulating through the cylinders must be preheated to at least 50 °C, preferably 70 °C.

This is an absolute requirement for installations that are designed to operate on heavy fuel, but strongly recommended also for engines that operate exclusively on marine diesel fuel.

The energy required for preheating of the HT cooling water can be supplied by a separate source or by a running engine, often a combination of both. In all cases a separate circulating pump must be used. It is common to use the heat from running auxiliary engines for preheating of main engines. In installations with several main engines the capacity of the separate heat source can be dimensioned for preheating of two engines, provided that this is acceptable for the operation of the ship. If the cooling water circuits are separated from each other, the energy is transferred over a heat exchanger.

### 9.2.13.1 HT heater (4E05)

The energy source of the heater can be electric power, steam or thermal oil.

It is recommended to heat the HT water to a temperature near the normal operating temperature. The heating power determines the required time to heat up the engine from cold condition.

The minimum required heating power is 5 kW/cyl, which makes it possible to warm up the engine from 20 °C to 60...70 °C in 10-15 hours. The required heating power for shorter heating time can be estimated with the formula below. About 2 kW/cyl is required to keep a hot engine warm.

**Design data:**

Preheating temperature	min. 50°C for starts at LFO or gas; min 70°C for startings at HFO
Required heating power	5 kW/cyl
Heating power to keep hot engine warm	2 kW/cyl

Required heating power to heat up the engine, see formula below:

$$P = \frac{(T_1 - T_0)(m_{\text{eng}} \times 0.14 + V_{\text{LO}} \times 0.48 + V_{\text{FW}} \times 1.16)}{t} + k_{\text{eng}} \times n_{\text{cyl}}$$

**where:**

P =	Preheater output [kW]
T <sub>1</sub> =	Preheating temperature = 60...70 °C
T <sub>0</sub> =	Ambient temperature [°C]
m <sub>eng</sub> =	Engine weight [tonne]
V <sub>LO</sub> =	Lubricating oil volume [m <sup>3</sup> ] (wet sump engines only)
V <sub>FW</sub> =	HT water volume [m <sup>3</sup> ]
t =	Preheating time [h]
k <sub>eng</sub> =	Engine specific coefficient = 1 kW
n <sub>cyl</sub> =	Number of cylinders

### 9.2.13.2 Circulation pump for HT preheater (4P04)

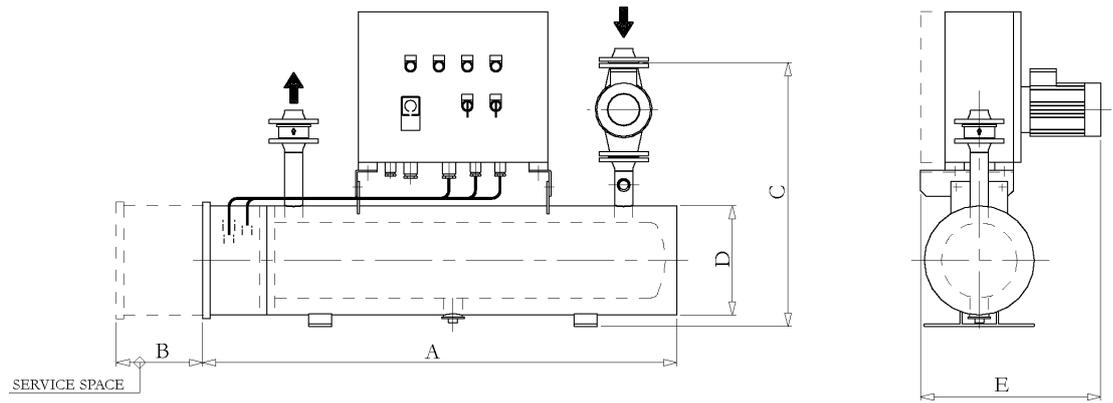
**Design data:**

Delivery pressure	80...100 kPa (0.8...1.0 bar)
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### 9.2.13.3 Preheating unit (4N01)

A complete preheating unit can be supplied. The unit comprises:

- Electric or steam heaters
- Circulating pump
- Control cabinet for heaters and pump
- Set of thermometers
- Non-return valve
- Safety valve



**Fig 9-6 Preheating unit, electric (V60L0562C)**

Heater capacity [kW]	Pump capacity [m <sup>3</sup> /h]		Weight [kg]	Pipe conn. In/outlet	Dimensions [mm]				
	50 Hz	60 HZ			A	B	C	D	E
18	11	13	95	DN40	1250	900	660	240	460
22.5	11	13	100	DN40	1050	720	700	290	480
27	12	13	103	DN40	1250	900	700	290	480
30	12	13	105	DN40	1050	720	700	290	480
36	12	13	125	DN40	1250	900	700	290	480
45	12	13	145	DN40	1250	720	755	350	510
54	12	13	150	DN40	1250	900	755	350	510
72	12	13	187	DN40	1260	900	805	400	550
81	12	13	190	DN40	1260	900	805	400	550
108	12	13	215	DN40	1260	900	855	450	575

### 9.2.14 Throttles

Throttles (orifices) are to be installed in all by-pass lines to ensure balanced operating conditions for temperature control valves. Throttles must also be installed wherever it is necessary to balance the waterflow between alternate flow paths.

### 9.2.15 Thermometers and pressure gauges

Local thermometers should be installed wherever there is a temperature change, i.e. before and after heat exchangers etc. in external system.

Local pressure gauges should be installed on the suction and discharge side of each pump.

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## 10. Combustion Air System

The engine draws the combustion air either from the engine room through the inlet filter fitted on the turbocharger or from outside of the engine room. In case air is taken from inside of the engine room, the combustion air should be delivered through a dedicated duct close to the turbochargers, directed towards the air intakes. For the required amount of combustion air and the heat emitted by the engine please refer to [Engine Online Configurator](#) which is available through Wärtsilä's website.

### 10.1 Engine room ventilation

To maintain acceptable operating conditions for the engines and to ensure trouble free operation of all equipment, attention shall be paid to the engine room ventilation and the supply of combustion air.

The air intakes to the engine room must be located and designed so that water spray, rain water, dust and exhaust gases cannot enter the ventilation ducts and the engine room.

The dimensioning of blowers and extractors should ensure that an overpressure of about 50 Pa is maintained in the engine room in all running conditions.

During normal operating conditions the air temperature at the turbocharger inlet should be kept between 15°C and 35°C. Max. 45°C is allowed.

For the minimum requirements concerning the engine room ventilation and more details, see applicable standards, such as ISO 8861.

The amount of air required for ventilation is calculated from the total heat emission  $\Phi$  to evacuate. To determine  $\Phi$ , all heat sources shall be considered, e.g.:

- Main and auxiliary diesel engines
- Exhaust gas piping
- Generators
- Electric appliances and lighting
- Boilers
- Steam and condensate piping
- Tanks
- Other auxiliary equipment

It is recommended to consider an outside air temperature of no less than 35°C and a temperature rise of 11°C for the ventilation air.

The amount of air required for ventilation is then calculated using the formula:

$$q_v = \frac{\Phi}{\rho \times c \times \Delta T}$$

**where:**

$Q_v$  = air flow [m<sup>3</sup>/s]

$\Phi$  = total heat emission to be evacuated [kW]

$\rho$  = air density 1.13 kg/m<sup>3</sup>

$c$  = specific heat capacity of the ventilation air 1.01 kJ/kgK

$\Delta T$  = temperature rise in the engine room [°C]

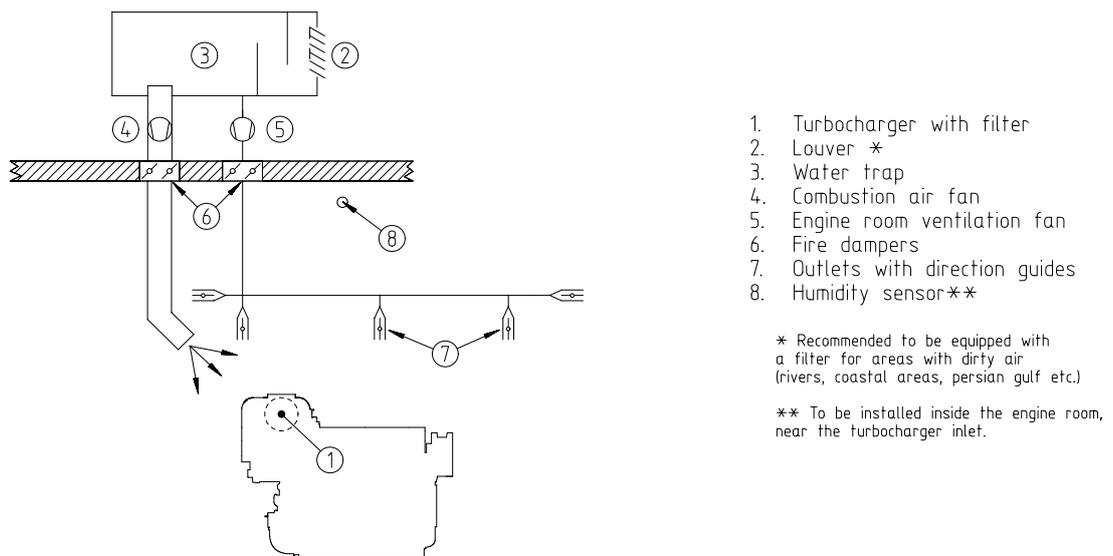
The heat emitted by the engine is listed in [Engine Online Configurator](#) available through Wärtsilä website.

The engine room ventilation air has to be provided by separate ventilation fans. These fans should preferably have two-speed electric motors (or variable speed). The ventilation can then be reduced according to outside air temperature and heat generation in the engine room, for example during overhaul of the main engine when it is not preheated (and therefore not heating the room).

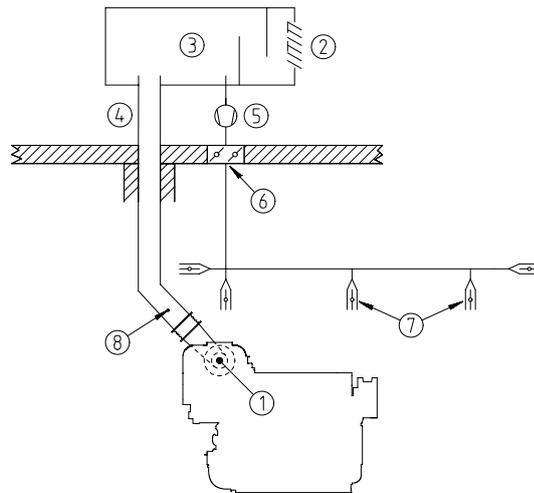
The ventilation air is to be equally distributed in the engine room considering air flows from points of delivery towards the exits. This is usually done so that the funnel serves as exit for most of the air. To avoid stagnant air, extractors can be used.

It is good practice to provide areas with significant heat sources, such as separator rooms with their own air supply and extractors.

Under-cooling of the engine room should be avoided during all conditions (service conditions, slow steaming and in port). Cold draft in the engine room should also be avoided, especially in areas of frequent maintenance activities. For very cold conditions a pre-heater in the system should be considered. Suitable media could be thermal oil or water/glycol to avoid the risk for freezing. If steam is specified as heating medium for the ship, the pre-heater should be in a secondary circuit.



**Fig 10-1 Engine room ventilation, turbocharger with air filter (DAAF391752A)**



1. Combustion air duct connected to turbocharger with a flexible bellow
2. Louver \*
3. Water trap
4. Combustion air duct
5. Engine room ventilation fan
6. Fire dampers
7. Outlets with direction guides
8. Humidity sensor

\* Always to be equipped with a filter when an air duct is connected to the turbocharger

**Fig 10-2 Engine room ventilation, air duct connected to the turbocharger (DAAF391711B)**

## 10.2 Combustion air system design

Usually, the combustion air is taken from the engine room through a filter on the turbocharger. This reduces the risk for too low temperatures and contamination of the combustion air. It is important that the combustion air is free from sea water, dust, fumes, etc.

For the required amount of combustion air, please refer to [Engine Online Configurator](#) available through Wärtsilä website.

The combustion air shall be supplied by separate combustion air fans, with a capacity slightly higher than the maximum air consumption. The combustion air mass flow stated in [Engine Online Configurator](#) available through Wärtsilä website is defined for an ambient air temperature of 25°C. Calculate with an air density corresponding to 30°C or more when translating the mass flow into volume flow. The expression below can be used to calculate the volume flow.

$$q_c = \frac{m'}{\rho}$$

where:

$q_c$  = combustion air volume flow [m<sup>3</sup>/s]

$m'$  = combustion air mass flow [kg/s]

$\rho$  = air density 1.15 kg/m<sup>3</sup>

The fans should preferably have two-speed electric motors (or variable speed) for enhanced flexibility. In addition to manual control, the fan speed can be controlled by engine load.

In multi-engine installations each main engine should preferably have its own combustion air fan. Thus the air flow can be adapted to the number of engines in operation.

The combustion air should be delivered through a dedicated duct close to the turbocharger, directed towards the turbocharger air intake. The outlet of the duct should be equipped with a

flap for controlling the direction and amount of air. Also other combustion air consumers, for example other engines, gas turbines and boilers shall be served by dedicated combustion air ducts.

If necessary, the combustion air duct can be connected directly to the turbocharger with a flexible connection piece. With this arrangement an external filter must be installed in the duct to protect the turbocharger and prevent fouling of the charge air cooler. The permissible total pressure drop in the duct is max. 1.5 kPa. The duct should be provided with a step-less change-over flap to take the air from the engine room or from outside depending on engine load and air temperature.

For very cold conditions arctic setup is to be used. The combustion air fan is stopped during start of the engine and the necessary combustion air is drawn from the engine room. After start either the ventilation air supply, or the combustion air supply, or both in combination must be able to maintain the minimum required combustion air temperature. The air supply from the combustion air fan is to be directed away from the engine, when the intake air is cold, so that the air is allowed to heat up in the engine room.

### **10.2.1 Charge air shut-off valve (optional)**

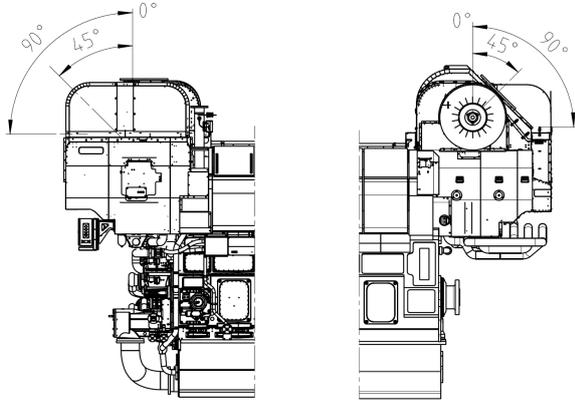
In installations where it is possible that the combustion air includes combustible gas or vapour the engines can be equipped with charge air shut-off valve. This is regulated mandatory where ingestion of flammable gas or fume is possible.

### **10.2.2 Condensation in charge air coolers**

Air humidity may condense in the charge air cooler, especially in tropical conditions. The engine is equipped with an active dewpoint control to minimize condensation in the charge air coolers and the charge air receiver by raising the LT-cooling water temperature based on ambient humidity and charge air pressure. The engine is also equipped with a small drain pipe from the charge air cooler and receiver for possible condensed water. Humidity sensor is mounted in external system.

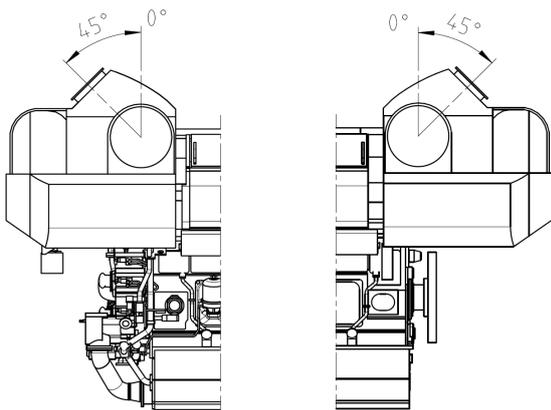
# 11. Exhaust Gas System

## 11.1 Exhaust gas outlet



Engine	TC location	
	Free end	Driving end
W 8V31	0°, 45°, 90°	0°, 45°, 90°
W 10V31		

**Fig 11-1 Exhaust pipe connections, W8V31 & W10V31 (DAAF343596A)**

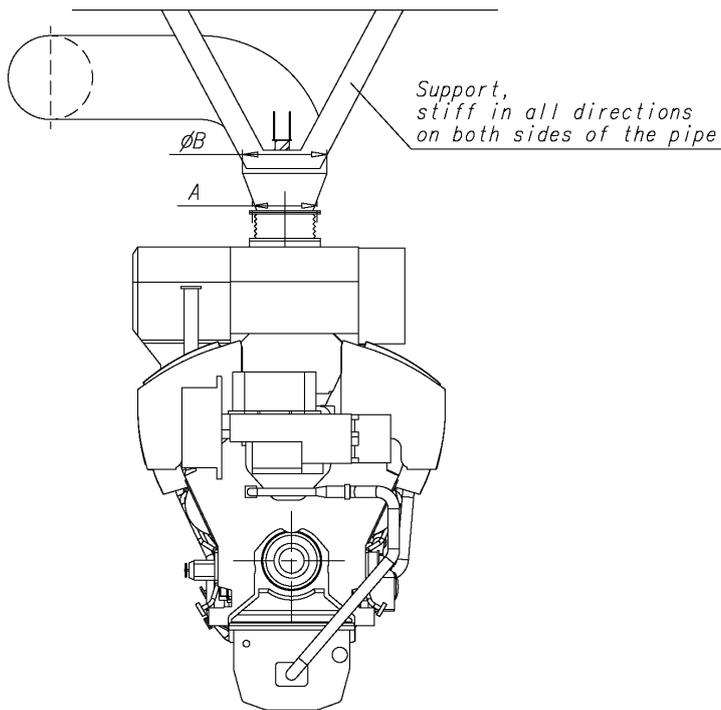


Engine	TC location	
	Free end	Driving end
W 12V31	0°, 45°	0°, 45°
W 14V31		
W 16V31		

**Fig 11-2 Exhaust pipe connections, W12V - W16V31 (DAAF343596A)**

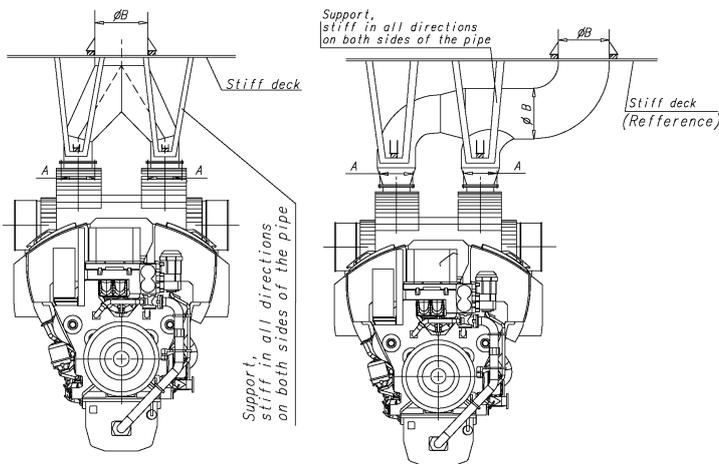
**NOTE**

Pipe Connection 501 Exhaust Gas Outlet DIN86044, PN 6



Engine	A [mm]	ØB [mm]
W 8V31	DN550	700
W 10V31	DN550	800

**Fig 11-3 Exhaust pipe, diameters and support (DAAF351047)**



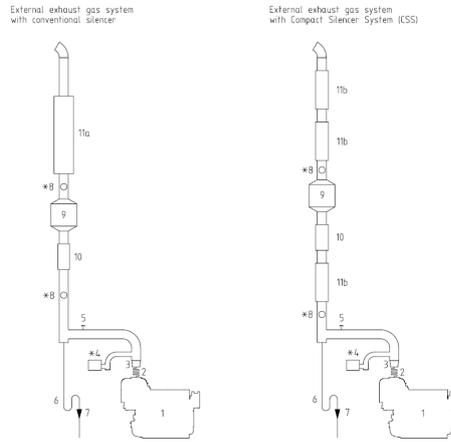
Engine	A [mm]	ØB [mm]
W 12V31	DN450	800
W 14V31	DN450	900
W 16V31	DN450	900

**Fig 11-4 Exhaust pipe, diameters and support (DAAF351275A, DAAF351507A)**

## 11.2 External exhaust gas system

Each engine should have its own exhaust pipe into open air. Backpressure, thermal expansion and supporting are some of the decisive design factors.

Flexible bellows must be installed directly on the turbocharger outlet, to compensate for thermal expansion and prevent damages to the turbocharger due to vibrations.



- 1 Engine
- 2 Exhaust gas bellows
- 3 Transitions piece
- 4 Not applicable for Wärtsilä 31 Diesel Engines
- 5 Connection for measurement of back pressure
- 6 Drain with water trap, continuously open
- 7 Bilge
- 8 Not applicable for Wärtsilä 31 Diesel Engines
- 9 Selective Catalytic Reactor (SCR)
- 10 Urea injection unit (SCR)
- 11a Silencer with spark arrestor
- 11b CSS silencer element

**Fig 11-5 External exhaust gas system (DAAF391527)**

### 11.2.1 Piping

The piping should be as short and straight as possible. Pipe bends and expansions should be smooth to minimise the backpressure. The diameter of the exhaust pipe should be increased directly after the bellows on the turbocharger. Pipe bends should be made with the largest possible bending radius; the bending radius should not be smaller than 1.5 x D.

The recommended flow velocity in the pipe is maximum 35...40 m/s at full output. If there are many resistance factors in the piping, or the pipe is very long, then the flow velocity needs to be lower. The exhaust gas mass flow given in [Engine Online Configurator](#) available through Wärtsilä website can be translated to velocity using the formula:

$$v = \frac{4 \times m'}{1.3 \times \left( \frac{273}{273 + T} \right) \times \pi \times D^2}$$

where:

- v = gas velocity [m/s]
- m' = exhaust gas mass flow [kg/s]
- T = exhaust gas temperature [°C]
- D = exhaust gas pipe diameter [m]

The exhaust pipe must be insulated with insulation material approved for concerned operation conditions, minimum thickness 30 mm considering the shape of engine mounted insulation.

Insulation has to be continuous and protected by a covering plate or similar to keep the insulation intact.

Closest to the turbocharger the insulation should consist of a hook on padding to facilitate maintenance. It is especially important to prevent the airstream to the turbocharger from detaching insulation, which will clog the filters.

After the insulation work has been finished, it has to be verified that it fulfils SOLAS-regulations. Surface temperatures must be below 220°C on whole engine operating range.

## 11.2.2 Supporting

It is very important that the exhaust pipe is properly fixed to a support that is rigid in all directions directly after the bellows on the turbocharger. There should be a fixing point on both sides of the pipe at the support. The bellows on the turbocharger may not be used to absorb thermal expansion from the exhaust pipe. The first fixing point must direct the thermal expansion away from the engine. The following support must prevent the pipe from pivoting around the first fixing point.

Absolutely rigid mounting between the pipe and the support is recommended at the first fixing point after the turbocharger. Resilient mounts can be accepted for resiliently mounted engines with “double” variant bellows (bellow capable of handling the additional movement), provided that the mounts are self-captive; maximum deflection at total failure being less than 2 mm radial and 4 mm axial with regards to the bellows. The natural frequencies of the mounting should be on a safe distance from the running speed, the firing frequency of the engine and the blade passing frequency of the propeller. The resilient mounts can be rubber mounts of conical type, or high damping stainless steel wire pads. Adequate thermal insulation must be provided to protect rubber mounts from high temperatures. When using resilient mounting, the alignment of the exhaust bellows must be checked on a regular basis and corrected when necessary.

After the first fixing point resilient mounts are recommended. The mounting supports should be positioned at stiffened locations within the ship's structure, e.g. deck levels, frame webs or specially constructed supports.

The supporting must allow thermal expansion and ship's structural deflections.

## 11.2.3 Back pressure

The maximum permissible exhaust gas back pressure is stated in [Engine Online Configurator](#) available through Wärtsilä website. The back pressure in the system must be calculated by the shipyard based on the actual piping design and the resistance of the components in the exhaust system. The exhaust gas mass flow and temperature given in [Engine Online Configurator](#) available through Wärtsilä website may be used for the calculation.

Each exhaust pipe should be provided with a connection for measurement of the back pressure. The back pressure must be measured by the shipyard during the sea trial.

## 11.2.4 Exhaust gas bellows (5H01, 5H03)

Bellows must be used in the exhaust gas piping where thermal expansion or ship's structural deflections have to be segregated. The flexible bellows mounted directly on the turbocharger outlet serves to minimise the external forces on the turbocharger and thus prevent excessive vibrations and possible damage. All exhaust gas bellows must be of an approved type.

## 11.2.5 SCR-unit (11N14)

The SCR-unit requires special arrangement on the engine in order to keep the exhaust gas temperature and backpressure into SCR-unit working range. The exhaust gas piping must be straight at least 3...5 meters in front of the SCR unit. If both an exhaust gas boiler and a SCR unit will be installed, then the exhaust gas boiler shall be installed after the SCR. Arrangements must be made to ensure that water cannot spill down into the SCR, when the exhaust boiler is cleaned with water.

**NOTICE**

SCR operation restrictions in low load and idling are to be observed i.e. exhaust gas temperature must be maintained within a temperature window (between minimum and maximum temperature threshold) and that the minimum load and its operating duration need to be checked and agreed with Wärtsilä.

### 11.2.6 Exhaust gas boiler

If exhaust gas boilers are installed, each engine should have a separate exhaust gas boiler. Alternatively, a common boiler with separate gas sections for each engine is acceptable.

For dimensioning the boiler, the exhaust gas quantities and temperatures given in [Engine Online Configurator](#) available through Wärtsilä website.

## 11.2.7 Exhaust gas silencers

The exhaust gas silencing can be accomplished either by the patented Compact Silencer System (CSS) technology or by the conventional exhaust gas silencer.

### 11.2.7.1 Exhaust noise

The unattenuated exhaust noise is typically measured in the exhaust duct. The in-duct measurement is transformed into free field sound power through a number of correction factors.

The spectrum of the required attenuation in the exhaust system is achieved when the free field sound power (A) is transferred into sound pressure (B) at a certain point and compared with the allowable sound pressure level (C).

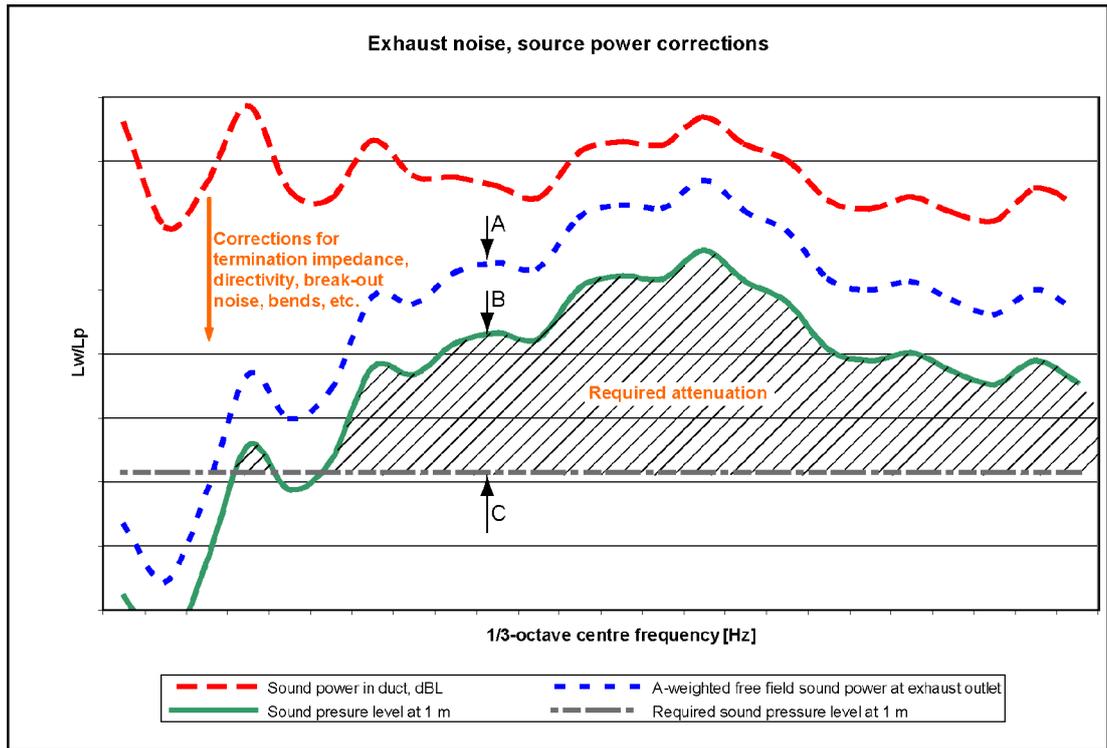


Fig 11-6 Exhaust noise, source power corrections

The conventional silencer is able to reduce the sound level in a certain area of the frequency spectrum. CSS is designed to cover the whole frequency spectrum.

### 11.2.7.2 Silencer system comparison

With a conventional silencer system, the design of the noise reduction system usually starts from the engine. With the CSS, the design is reversed, meaning that the noise level acceptability at a certain distance from the ship's exhaust gas pipe outlet, is used to dimension the noise reduction system.

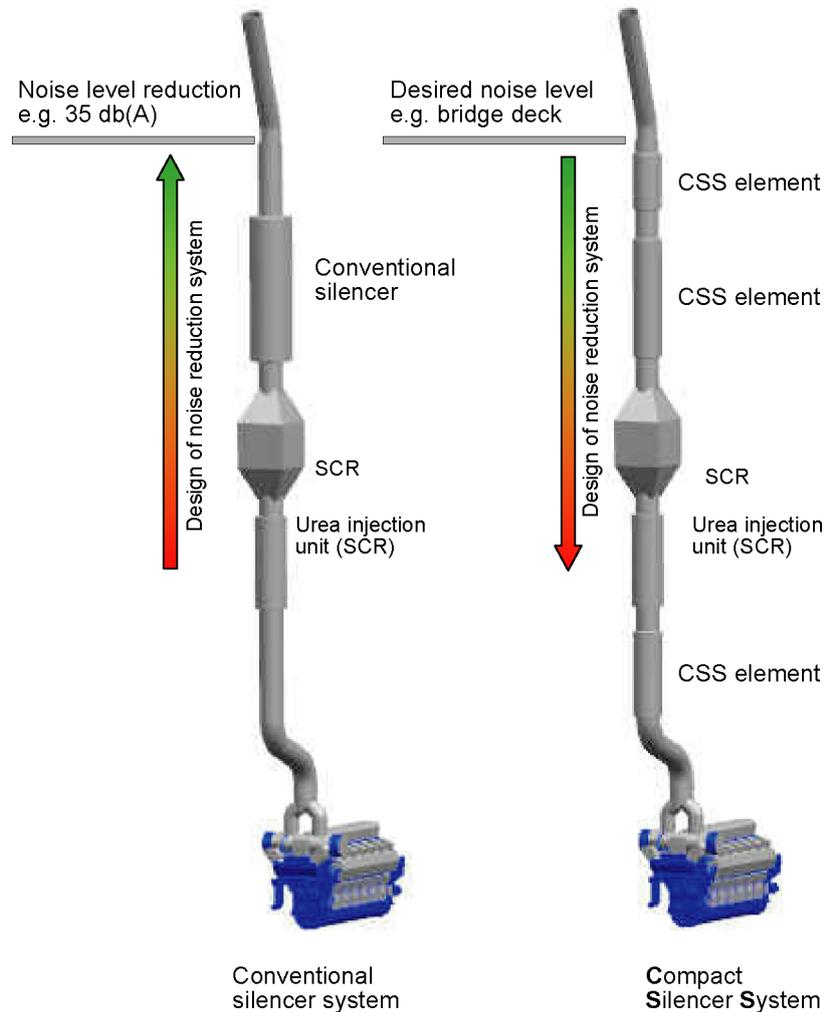


Fig 11-7 Silencer system comparison

### 11.2.7.3 Compact silencer system (5N02)

The CSS system is optimized for each installation as a complete exhaust gas system. The optimization is made according to the engine characteristics, to the sound level requirements and to other equipment installed in the exhaust gas system, like SCR, exhaust gas boiler or scrubbers.

The CSS system is built up of three different CSS elements; resistive, reactive and composite elements. The combination-, amount- and length of the elements are always installation specific. The diameter of the CSS element is 1.4 times the exhaust gas pipe diameter.

The noise attenuation is valid up to an exhaust gas flow velocity of max 40 m/s. The pressure drop of a CSS element is lower compared to a conventional exhaust gas silencer (5R02).

### 11.2.7.4 Conventional exhaust gas silencer (5R02)

Yard/designer should take into account that unfavourable layout of the exhaust system (length of straight parts in the exhaust system) might cause amplification of the exhaust noise between engine outlet and the silencer. Hence the attenuation of the silencer does not give any absolute guarantee for the noise level after the silencer.

When included in the scope of supply, the standard silencer is of the absorption type, equipped with a spark arrester. It is also provided with a soot collector and a condensate drain, but it comes without mounting brackets and insulation. The silencer can be mounted either horizontally or vertically.

The noise attenuation of the standard silencer is either 25 or 35 dB(A). This attenuation is valid up to a flow velocity of max. 40 m/s.

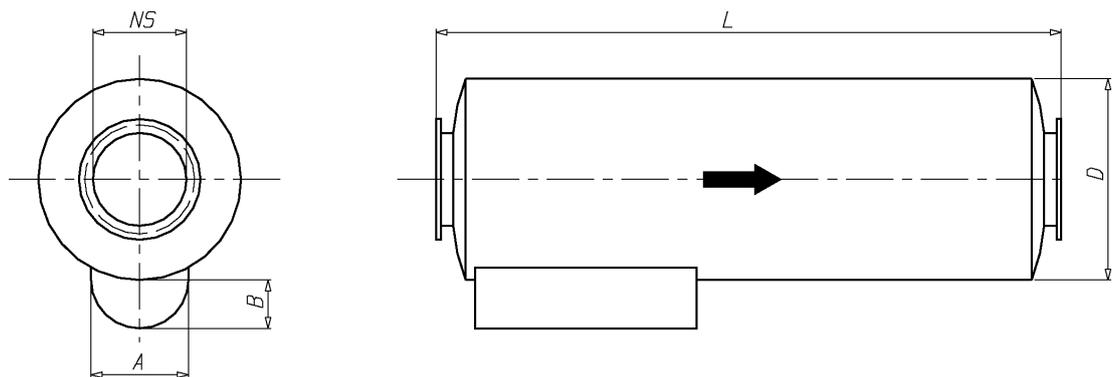


Fig 11-8 Exhaust gas silencer

Table 11-1 Typical dimensions of exhaust gas silencers

NS	D	A	B	Attenuation: 35 dB(A) L	Weight [kg]
700	1600	745	270	7010	2235
800	1800	840	280	7240	2790
900	1900	950	285	7760	3370
1000	2000	970	330	8010	4040

# 12. Turbocharger Cleaning

Regular water cleaning of the turbine and the compressor reduces the formation of deposits and extends the time between overhauls. Fresh water is injected into the turbocharger during operation. Additives, solvents or salt water must not be used and the cleaning instructions, as outlined in the Engine Operation & Maintenance Manual, must be carefully followed.

## 12.1 Turbine cleaning system

A dosing unit consisting of a flow meter and an adjustable throttle valve is delivered for each installation. The dosing unit is installed in the engine room and connected to the engine with a detachable rubber hose. The rubber hose is connected with quick couplings and the length of the hose is normally 10 m. One dosing unit can be used for several engines.

**Water supply:**

- Fresh water
- Min. pressure 0.6 MPa (6 bar)
- Max. pressure 0.8 MPa (8 bar)
- Max. temperature 80 °C
- Flow 15-30 l/min (depending on cylinder configuration)

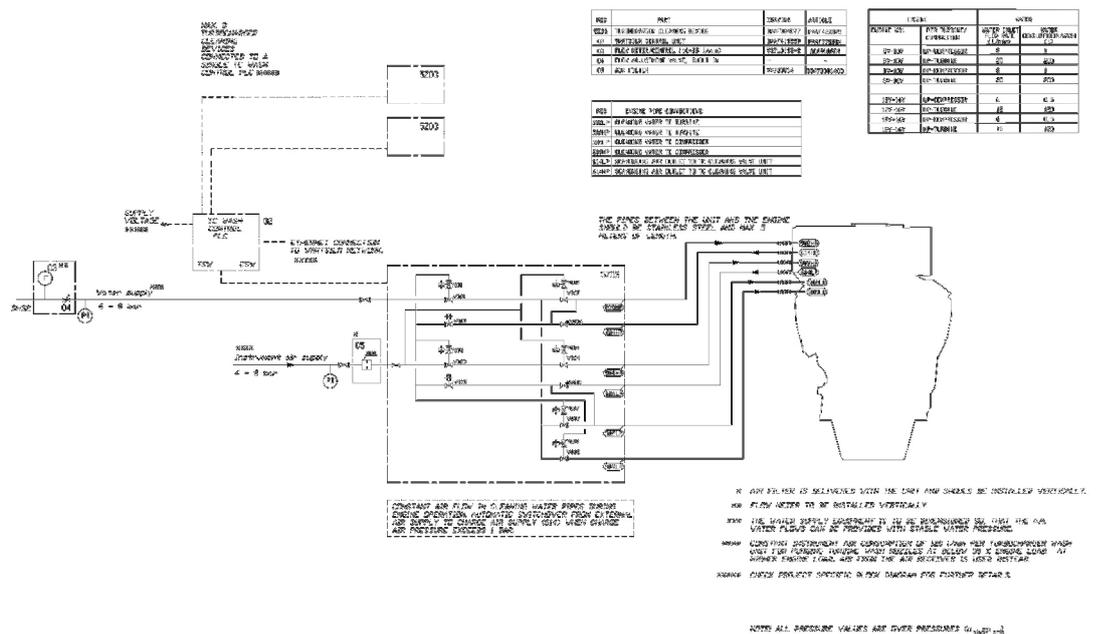


Fig 12-1 Turbocharger cleaning system (DAAF347567E)

System components		Pipe connections	
5Z03	TC cleaning device	502##	Cleaning water to turbine
02	Wärtsilä control unit	509##	Cleaning water to compressor
03	Flow meter/control (10 - 85 l/min)	614##	Scavenging air outlet to TC cleaning valve unit
04	Flow adjustment valve, built in		
05	Air filter		

Engine (8V - 10V)	Water	
	Water inlet flow rate (l/min)	Water consumption/wash (l)
Turbine / compressor		
LP-compressor	8	1
LP-turbine	20	200
HP-compressor	8	1
HP-turbine	20	200

Engine (12V - 16V)	Water	
	Water inlet flow rate (l/min)	Water consumption/wash (l)
Turbine / compressor		
LP-compressor	6	0.5
LP-turbine	15	150
HP-compressor	6	0.5
HP-turbine	15	150

## 12.2 Compressor cleaning

The compressor side of the turbocharger is cleaned with the same equipment as the turbine.

### NOTE

If the turbocharger suction air is below +5 °C, washing is not possible.

### 12.2.1 Compressor cleaning

A dosing unit consisting of a flow meter and an adjustable throttle valve is delivered for each installation. The dosing unit is installed in the engine room and connected to the engine with a detachable rubber hose. The rubber hose is connected with quick couplings and the length of the hose is normally 10 m. One dosing unit can be used for several engines.

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Fresh water

Min. pressure 0.6 MPa (6 bar)

Max. pressure 0.8 MPa (8 bar)

Max. temperature 80 °C

Flow 15-30 l/min (depending on cylinder configuration)

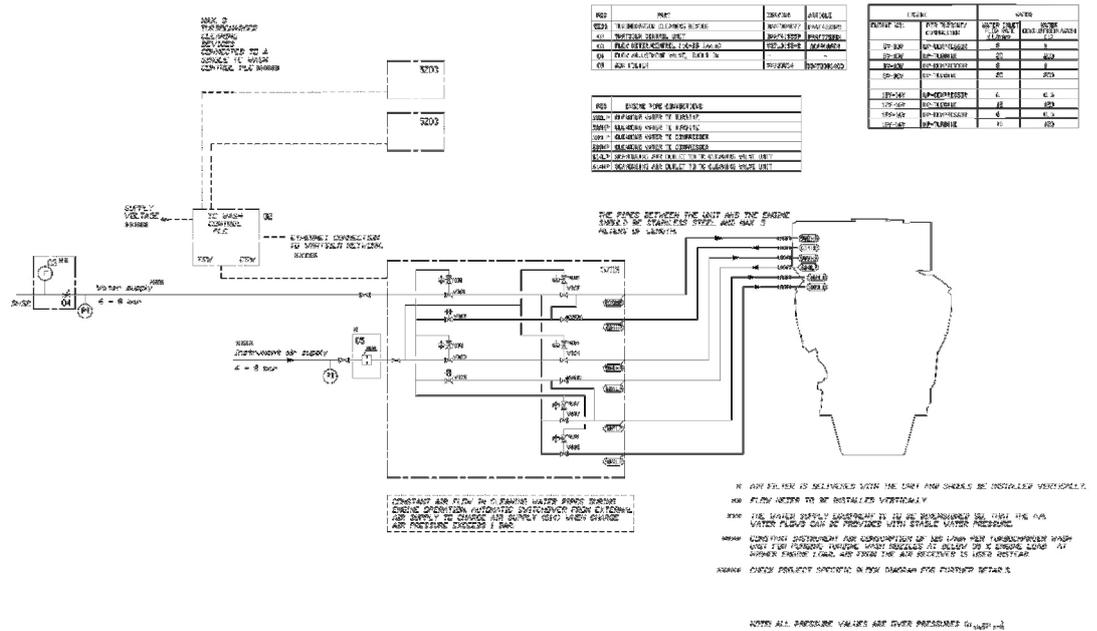


Fig 12-2 Turbocharger cleaning system (DAAF347567E)

System components		Pipe connections	
5Z03	TC cleaning device	502##	Cleaning water to turbine
02	Wärtsilä control unit	509##	Cleaning water to compressor
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04	Flow adjustment valve, built in		
05	Air filter		

Engine (8V - 10V)	Water	
	Water inlet flow rate (l/min)	Water consumption/wash (l)
Turbine / compressor		
LP-compressor	8	1
LP-turbine	20	200
HP-compressor	8	1
HP-turbine	20	200

Engine (12V - 16V)	Water	
	Water inlet flow rate (l/min)	Water consumption/wash (l)
Turbine / compressor		
LP-compressor	6	0.5
LP-turbine	15	150
HP-compressor	6	0.5
HP-turbine	15	150

**NOTE**

If the turbocharger suction air is below +5 °C, washing is not possible.

**NOTE**

The engine has automatic cleaning unit. One cleaning device per engine and one control unit can control up to 3 cleaning devices.

## 12.3 Purge air for turbine cleaning nozzles

The nozzles of the turbine cleaning module have to be connected permanently to purge air in between the cleaning cycles. Purge air will be taken from the air receiver at higher engine loads, a purge air flow of 0,1-0,2% of compressor air flow is used. On low load below 35% instrumentation air is used. This is to prevent exhaust gas flow into the cleaning system

Instrument air consumption is 120 l/min per engine wash unit for purging below 35% load.

**NOTE**

For cleaning interval, washing instruction of turbocharger, please refer to Engine Operation & Maintenance Manual.

## 13. Exhaust Emissions

Exhaust emissions from the diesel engine mainly consist of nitrogen, oxygen and combustion products like carbon dioxide (CO<sub>2</sub>), water vapour and minor quantities of carbon monoxide (CO), sulphur oxides (SO<sub>x</sub>), nitrogen oxides (NO<sub>x</sub>), partially reacted and non-combusted hydrocarbons (HC) and particulate matter (PM).

There are different emission control methods depending on the aimed pollutant. These are mainly divided in two categories; primary methods that are applied on the engine itself and secondary methods that are applied on the exhaust gas stream.

### 13.1 Diesel engine exhaust components

The nitrogen and oxygen in the exhaust gas are the main components of the intake air which don't take part in the combustion process.

CO<sub>2</sub> and water are the main combustion products. Secondary combustion products are carbon monoxide, hydrocarbons, nitrogen oxides, sulphur oxides, soot and particulate matters.

In a diesel engine the emission of carbon monoxide and hydrocarbons are low compared to other internal combustion engines, thanks to the high air/fuel ratio in the combustion process. The air excess allows an almost complete combustion of the HC and oxidation of the CO to CO<sub>2</sub>, hence their quantity in the exhaust gas stream are very low.

#### 13.1.1 Nitrogen oxides (NO<sub>x</sub>)

The combustion process gives secondary products as Nitrogen oxides. At high temperature the nitrogen, usually inert, react with oxygen to form Nitric oxide (NO) and Nitrogen dioxide (NO<sub>2</sub>), which are usually grouped together as NO<sub>x</sub> emissions. Their amount is strictly related to the combustion temperature.

NO can also be formed through oxidation of the nitrogen in fuel and through chemical reactions with fuel radicals. NO in the exhaust gas flow is in a high temperature and high oxygen concentration environment, hence oxidizes rapidly to NO<sub>2</sub>. The amount of NO<sub>2</sub> emissions is approximately 5 % of total NO<sub>x</sub> emissions.

#### 13.1.2 Sulphur Oxides (SO<sub>x</sub>)

Sulphur oxides (SO<sub>x</sub>) are direct result of the sulphur content of the fuel oil. During the combustion process the fuel bound sulphur is rapidly oxidized to sulphur dioxide (SO<sub>2</sub>). A small fraction of SO<sub>2</sub> may be further oxidized to sulphur trioxide (SO<sub>3</sub>).

#### 13.1.3 Particulate Matter (PM)

The particulate fraction of the exhaust emissions represents a complex mixture of inorganic and organic substances mainly comprising soot (elemental carbon), fuel oil ash (together with sulphates and associated water), nitrates, carbonates and a variety of non or partially combusted hydrocarbon components of the fuel and lubricating oil.

#### 13.1.4 Smoke

Although smoke is usually the visible indication of particulates in the exhaust, the correlations between particulate emissions and smoke is not fixed. The lighter and more volatile hydrocarbons will not be visible nor will the particulates emitted from a well maintained and operated diesel engine.

Smoke can be black, blue, white, yellow or brown in appearance. Black smoke is mainly comprised of carbon particulates (soot). Blue smoke indicates the presence of the products of

the incomplete combustion of the fuel or lubricating oil. White smoke is usually condensed water vapour. Yellow smoke is caused by NO<sub>x</sub> emissions. When the exhaust gas is cooled significantly prior to discharge to the atmosphere, the condensed NO<sub>2</sub> component can have a brown appearance.

## **13.2 Marine exhaust emissions legislation**

### **13.2.1 International Maritime Organization (IMO)**

The increasing concern over the air pollution has resulted in the introduction of exhaust emission controls to the marine industry. To avoid the growth of uncoordinated regulations, the IMO (International Maritime Organization) has developed the Annex VI of MARPOL 73/78, which represents the first set of regulations on the marine exhaust emissions.

The IMO Tier 3 NO<sub>x</sub> emission standard has entered into force from year 2016. It applies for new marine diesel engines that:

- Are > 130 kW
- Installed in ships which keel laying date is 1.1.2016 or later
- Operating inside the North American ECA and the US Caribbean Sea ECA

From 1.1.2021 onwards Baltic sea and North sea will be included in to IMO Tier 3 NO<sub>x</sub> requirements.

### **13.2.2 Other Legislations**

There are also other local legislations in force in particular regions.

## **13.3 Methods to reduce exhaust emissions**

All standard Wärtsilä engines meet the NO<sub>x</sub> emission level set by the IMO (International Maritime Organisation) and most of the local emission levels without any modifications. Wärtsilä has also developed solutions to significantly reduce NO<sub>x</sub> emissions when this is required.

Diesel engine exhaust emissions can be reduced either with primary or secondary methods. The primary methods limit the formation of specific emissions during the combustion process. The secondary methods reduce emission components after formation as they pass through the exhaust gas system.

# 14. Automation System

Wärtsilä Unified Controls - UNIC is a fully embedded and distributed engine management system, which handles all control functions on the engine; for example start sequencing, start blocking, fuel injection, cylinder balancing, speed control, load sharing, normal stops and safety shutdowns.

The distributed modules communicate over an internal communication bus.

The power supply to each module is physically doubled on the engine for full redundancy.

Control signals to/from external systems are hardwired to the terminals in the main cabinet on the engine. Process data for alarm and monitoring are communicated over a Modbus TCP connection to external systems.

Alternatively Modbus RTU serial line RS-485 is also available.

## 14.1 Technical data and system overview

### 14.1.1 Ingress protection

The ingress protection class of the system is IP54 if not otherwise mentioned for specific modules.

### 14.1.2 Ambient temp for automation system

The system design and implementation of the engine allows for an ambient engine room temperature of 55°C.

Single components such as electronic modules have a temperature rating not less than 70°C.

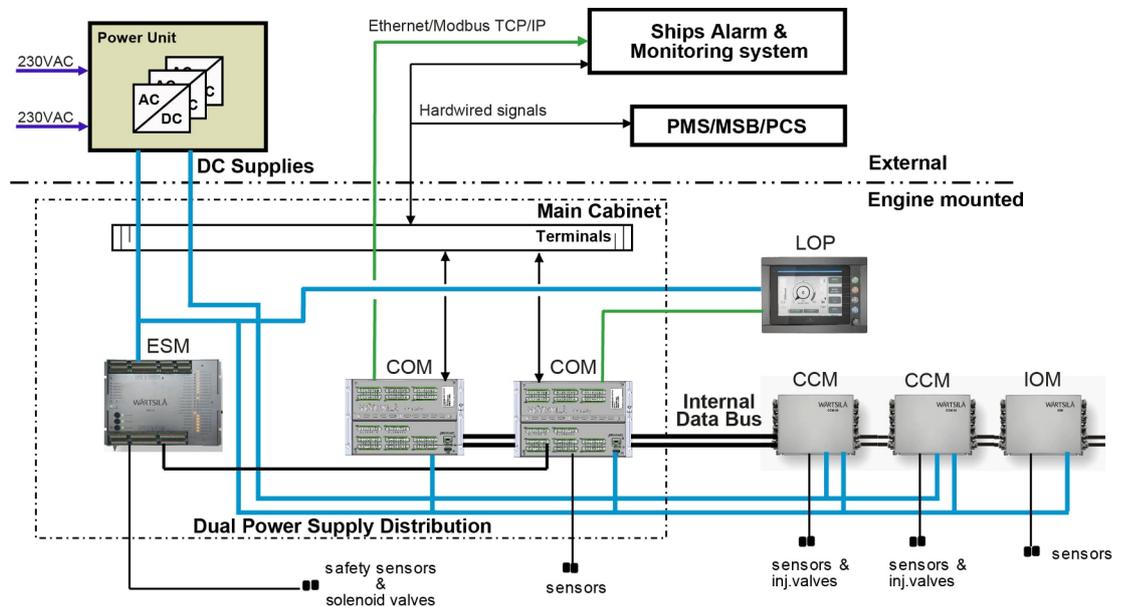


Fig 14-1 Architecture of UNIC

Short explanation of the modules used in the system:

<b>COM</b>	Communication Module. Handles strategic control functions (such as start/stop sequencing and speed/load control, i.e. "speed governing") of the engine. The communication modules handle engine internal and external communication, as well as hardwired external interfaces.
<b>LOP</b>	The LOP (local operator panel) shows all engine measurements (e.g. temperatures and pressures) and provides various engine status indications as well as an event history.
<b>IOM</b>	Input/Output Module handles measurements and limited control functions in a specific area on the engine.
<b>CCM</b>	Cylinder Control Module handles fuel injection control and local measurements for the cylinders.
<b>ESM</b>	Engine Safety Module handles fundamental engine safety, for example shutdown due to overspeed or low lubricating oil pressure.

The above equipment and instrumentation are prewired on the engine.

### 14.1.3 Local operator panel

- The Local operator panel (LOP) consist of a display unit (LDU) with touch screen and pushbuttons as well as an emergency stop button built on the engine.

The local operator panel shows all engine measurements (e.g. temperatures and pressures) and provides various engine status indications as well as an event history

The following control functions are available:

- Local/remote control selection
- Local start & stop
- Shutdown reset
- Emergency stop
- Local emergency speed setting (mechanical propulsion)
- Local emergency stop



Fig 14-2 Local operator panel

## 14.1.4 Engine safety system

The engine safety module handles fundamental safety functions, for example overspeed protection.

Main features:

- Redundant design for power supply, speed inputs and stop solenoid control
- Fault detection on sensors, solenoids and wires
- Led indication of status and detected faults
- Digital status outputs
- Shutdown latching and reset
- Shutdown pre-warning
- Shutdown override (configuration depending on application)

## 14.1.5 Power unit

A power unit is delivered with each engine. The power unit supplies DC power to the automation system on the engine and provides isolation from other power supply systems onboard. The cabinet includes also firewall/ router for external communication and It is designed for bulkhead mounting, protection degree IP44, max. ambient temperature 50°C.

The power unit contains redundant power converters, each converter dimensioned for 100% load. At least one of the two incoming supplies must be connected to a UPS. The power unit supplies the automation system on the engine with 24 VDC and 110 VDC.

Power supply from ship's system:

- Supply 1: 230 VAC / abt. 750 W
- Supply 2: 230 VAC / abt. 750 W

### 14.1.6 Cabling and system overview

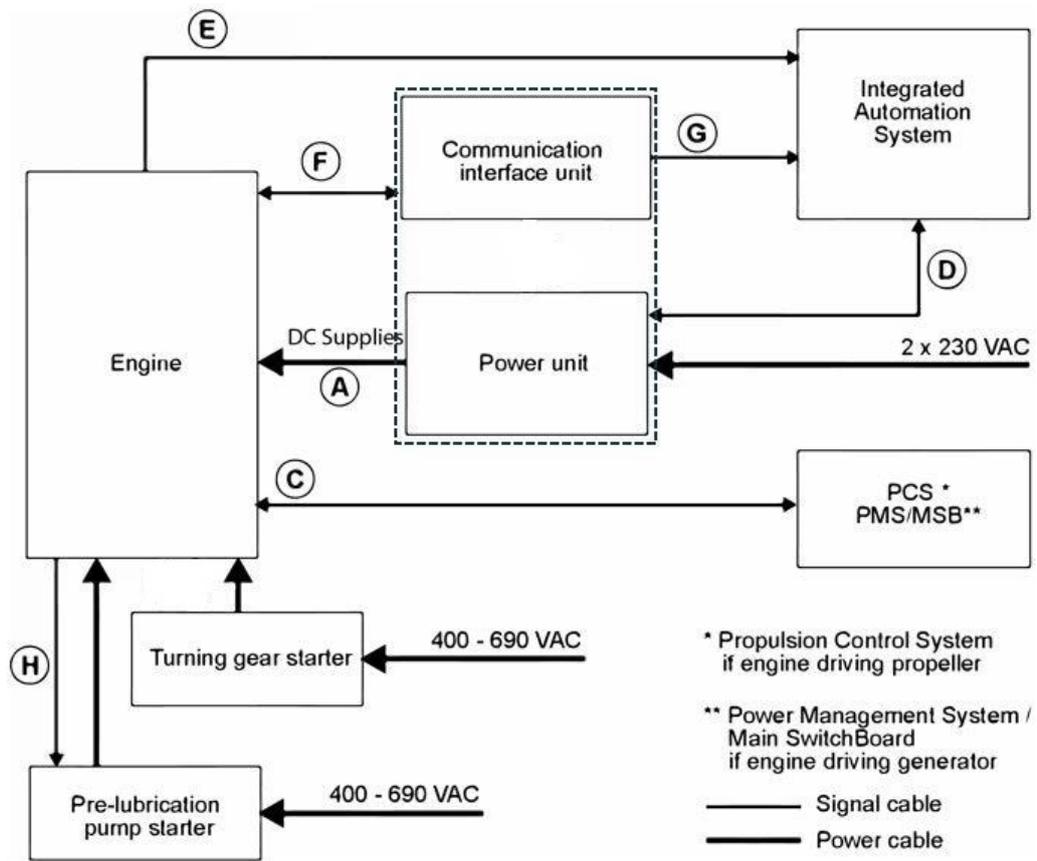


Fig 14-3 UNIC overview

Table 14-1 Typical amount of cables

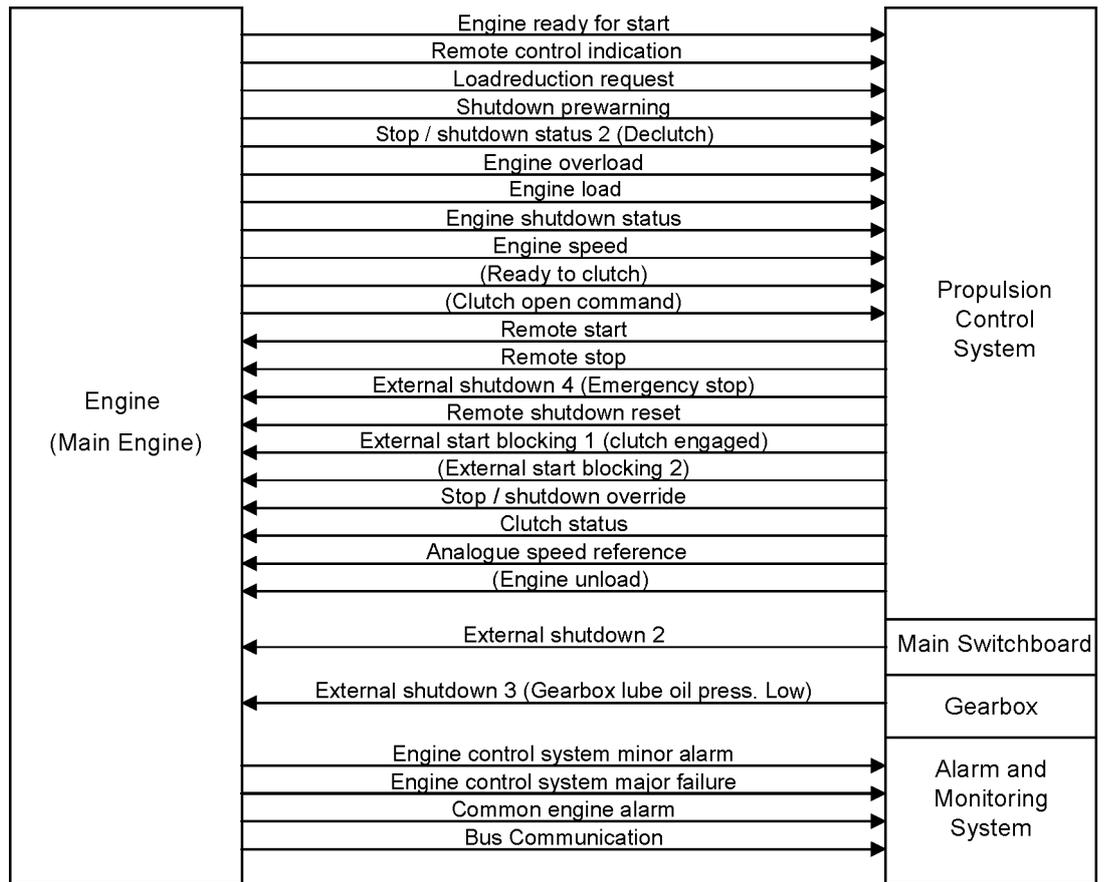
Cable	From <=> To	Cable types (typical)
A	Engine <=> Power Unit	2 x 4 mm <sup>2</sup> (power supply) * 2 x 4 mm <sup>2</sup> (power supply) *
C	Engine <=> Propulsion Control System Engine <=> Power Management System / Main Switch-board	1 x 2 x 0.75 mm <sup>2</sup> 1 x 2 x 0.75 mm <sup>2</sup> 1 x 2 x 0.75 mm <sup>2</sup> 24 x 0.75 mm <sup>2</sup> 24 x 0.75 mm <sup>2</sup>
D	Power unit <=> Integrated Automation System	2 x 0.75 mm <sup>2</sup>
E	Engine <=> Integrated Automation System	3 x 2 x 0.75 mm <sup>2</sup>
F	Engine => Power Unit	1 x Ethernet CAT 5
G	Power Unit => Integrated automation system	1 x Ethernet CAT 5

Cable	From <=> To	Cable types (typical)
H	Engine => Pre-lubrication pump starter	2 x 0.75 mm <sup>2</sup>

**NOTICE**

Cable types and grouping of signals in different cables will differ depending on installation.  
 \* Dimension of the power supply cables depends on the cable length.

Power supply requirements are specified in section *Power unit*.



**Fig 14-4 Typical signal overview (Main engine)**

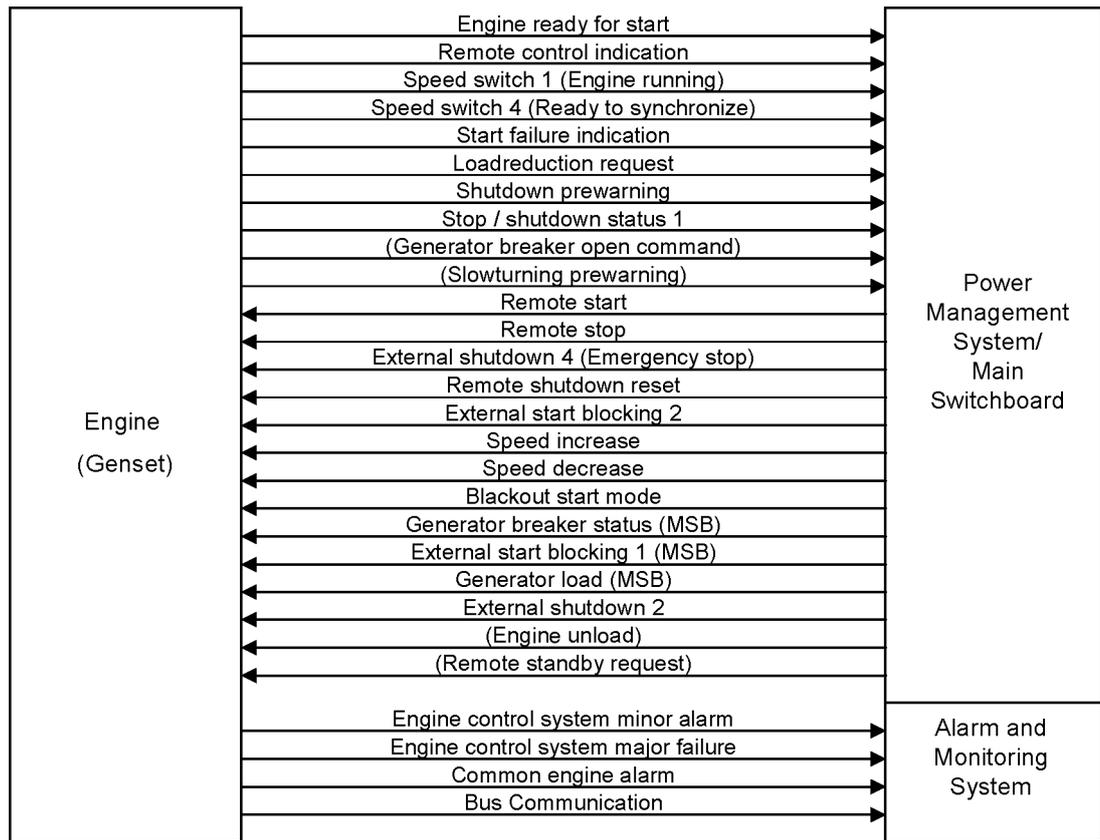


Fig 14-5 Typical signal overview (Generating set)

## 14.2 Functions

### 14.2.1 Start

The engine is started by injecting compressed air directly into the cylinders.

The engine can be started locally, or remotely if applicable for the installation e.g. from the power management system or control room. In an emergency situation it is also possible to operate the starting air valve manually.

Starting is blocked both pneumatically and electrically when the turning gear is engaged.

The engine is equipped with a slow turning system, which rotates the engine without fuel injection for a few turns before start. Slow turning is performed automatically at predefined intervals, if the engine has been selected as stand-by.

For generating sets, hydrostatic lifting device (jack-up pump) is recommended for each sleeve type generator bearing.

#### 14.2.1.1 Startblockings

Starting is inhibited by the following functions:

- Turning gear engaged
- Pre-lubricating pressure low
- Blocked by operator from the local operator panel
- Stop or shutdown active
- External start blockings active
- Engine running

## 14.2.2 Stop and shutdown

A normal stop can be initiated locally, or remotely if applicable for the installation. At normal stop the stop sequence is active until the engine has come to standstill. Thereafter the system automatically returns to "ready for start" mode in case no start block functions are active, i.e. there is no need for manually resetting a normal stop.

Emergency stop can be activated with the local emergency stop button, or from a remote location as applicable.

The engine safety module handles safety shutdowns. Safety shutdowns can be initiated either independently by the safety module, or executed by the safety module upon a shutdown request from some other part of the automation system.

### Typical shutdown functions are:

- Lubricating oil pressure low
- Overspeed
- Oil mist in crankcase
- Lubricating oil pressure low in reduction gear

At a stop or shutdown the fuel injection is disabled and the pressure in the high pressure fuel line is instantly released.

Depending on the application it is possible to override a shutdown via a separate input. It is not possible to override a shutdown due to overspeed or emergency stop.

Before restart the reason for the shutdown must be thoroughly investigated and rectified.

## 14.2.3 Speed control

### 14.2.3.1 Main engines (mechanical propulsion)

The electronic speed control is integrated in the engine automation system.

The remote speed setting from the propulsion control is an analogue 4-20 mA signal. It is also possible to select an operating mode in which the speed reference can be adjusted with increase/decrease signals.

The electronic speed control handles load sharing between parallel engines, fuel limiters, and various other control functions (e.g. ready to open/close clutch, speed filtering). Overload protection and control of the load increase rate must however be included in the propulsion control as described in the chapter [Operating Ranges](#).

### 14.2.3.2 Generating sets

The electronic speed control is integrated in the engine automation system.

The load sharing can be based on traditional speed droop, or handled independently by the speed control units without speed droop. The later load sharing principle is commonly referred to as isochronous load sharing. With isochronous load sharing there is no need for load balancing, frequency adjustment, or generator loading/unloading control in the external control system.

In a speed droop system each individual speed control unit decreases its internal speed reference when it senses increased load on the generator. Decreased network frequency with higher system load causes all generators to take on a proportional share of the increased total load. Engines with the same speed droop and speed reference will share load equally. Loading and unloading of a generator is accomplished by adjusting the speed reference of the individual speed control unit. The speed droop is typically 4%, which means that the difference in frequency between zero load and maximum load is 4%.

In isochronous mode the speed reference remains constant regardless of load level. Both isochronous load sharing and traditional speed droop are standard features in the speed control and either mode can be easily selected. If the ship has several switchboard sections with tie breakers between the different sections, then the status of each tie breaker is required for control of the load sharing in isochronous mode.

## 14.3 Alarm and monitoring signals

Regarding sensors on the engine, the actual configuration of signals and the alarm levels are found in the project specific documentation supplied for all contracted projects.

## 14.4 Electrical consumers

### 14.4.1 Motor starters and operation of electrically driven pumps

Motor starters are not part of the control system supplied with the engine, but available as loose supplied items.

#### 14.4.1.1 Engine turning device (9N15)

The crankshaft can be slowly rotated with the turning device for maintenance purposes and for engine slowturning. The engine turning device is controlled with an electric motor via a frequency converter. The frequency converter is to be mounted on the external system. The electric motor ratings are listed in the table below.

**Table 14-2 Electric motor ratings for engine turning device (DAAF026149AZ DAAF026159W)**

Engine type	Voltage [V]	Frequency [Hz]	Power [kW]	Current [A]
Wärtsilä 31	3 x 380 - 690	50/ 60	4 - 7.5	5.1 - 15.6

#### 14.4.1.2 Pre-lubricating oil pump

The pre-lubricating oil pump must always be running when the engine is stopped. The engine control system handles start/stop of the pump automatically via a motor starter.

It is recommended to arrange a back-up power supply from an emergency power source. Diesel generators serving as the main source of electrical power must be able to resume their operation in a black out situation by means of stored energy. Depending on system design and classification regulations, it may be permissible to use the emergency generator.

Electric motor ratings are listed in the table below.

**Table 14-3 Electric motor ratings for pre-lubricating pump (DAAF026149AW, DAAF026159T)**

Engine type	Voltage [V]	Frequency [Hz]	Power [kW]	Current [A]
Wärtsilä 31	3 x 380 - 690	50 / 60	15.0	15 - 29

#### 14.4.1.3 Stand-by pump, lubricating oil (if applicable) (2P04)

The engine control system starts the pump automatically via a motor starter, if the lubricating oil pressure drops below a preset level when the engine is running.

The pump must not be running when the engine is stopped, nor may it be used for pre-lubricating purposes. Neither should it be operated in parallel with the main pump, when the main pump is in order.

#### **14.4.1.4 Stand-by pump, HT cooling water (if applicable) (4P03)**

The engine control system starts the pump automatically via a motor starter, if the cooling water pressure drops below a preset level when the engine is running.

#### **14.4.1.5 Stand-by pump, LT cooling water (if applicable) (4P05)**

The engine control system starts the pump automatically via a motor starter, if the cooling water pressure drops below a preset level when the engine is running.

#### **14.4.1.6 Circulating pump for preheater (4P04)**

The preheater pump shall start when the engine stops (to ensure water circulation through the hot engine) and stop when the engine starts. The engine control system handles start/stop of the pump automatically.

## 14.5 System requirements and guidelines for diesel-electric propulsion

Typical features to be incorporated in the propulsion control and power management systems in a diesel-electric ship:

1. The load increase program must limit the load increase rate during ship acceleration and load transfer between generators according to the curves in chapter 2.2 *Loading Capacity*.

- Continuously active limit: "normal max. loading in operating condition"
- During the first 6 minutes after starting an engine: "preheated engine"

If the control system has only one load increase ramp, then the ramp for a preheated engine is to be used.

The load increase rate of a recently connected generator is the sum of the load transfer performed by the power management system and the load increase performed by the propulsion control, if the load sharing is based on speed droop. In a system with isochronous load sharing the loading rate of a recently connected generator is not affected by changes in the total system load (as long as the generators already sharing load equally are not loaded over 100%).

2. Rapid loading according to the "emergency" curve in chapter *Loading Capacity* may only be possible by activating an emergency function, which generates visual and audible alarms in the control room and on the bridge.

3. The propulsion control should be able to control the propulsion power according to the load increase rate at the diesel generators. Controlled load increase with different number of generators connected and in different operating conditions is difficult to achieve with only time ramps for the propeller speed.

4. The load reduction rate should also be limited in normal operation. Crash stop can be recognised by for example a large lever movement from ahead to astern.

5. Some propulsion systems can generate power back into the network. The diesel generator can absorb max. 5% reverse power.

6. The power management system performs loading and unloading of generators in a speed droop system, and it usually also corrects the system frequency to compensate for the droop offset, by adjusting the speed setting of the individual speed control units. The speed reference is adjusted by sending an increase/decrease pulse of a certain length to the speed control unit. The power management should determine the length of the increase/decrease pulse based on the size of the desired correction and then wait for 30 seconds or more before performing a new correction, in particular when performing small corrections.

The relation between duration of increase/decrease signal and change in speed reference is usually 0.1 Hz per second. The actual speed and/or load will change at a slower rate.

7. The full output of the generator is in principle available as soon as the generator is connected to the network, but only if there is no power limitation controlling the power demand. In practice the control system should monitor the generator load and reduce the system load, if the generator load exceeds 100%.

In speed droop mode all generators take an equal share of increased system load, regardless of any difference in initial load. If the generators already sharing load equally are loaded beyond their max. capacity, the recently connected generator will continue to pick up load according to the speed droop curve. Also in isochronous load sharing mode a generator still on the loading ramp will start to pick up load, if the generators in even load sharing have reached their max. capacity.

8. The system should monitor the network frequency and reduce the load, if the network frequency tends to drop excessively. To safely handle tripping of a breaker more direct action can be required, depending on the operating condition and the load step on the engine(s).

## 15. Foundation

Engines can be either rigidly mounted on chocks, or resiliently mounted on rubber elements. If resilient mounting is considered, Wärtsilä must be informed about existing excitations such as propeller blade passing frequency. Dynamic forces caused by the engine are listed in the chapter *Vibration and noise*.

### 15.1 Steel structure design

The system oil tank may not extend under the reduction gear, if the engine is of dry sump type and the oil tank is located beneath the engine foundation. Neither should the tank extend under the support bearing, in case there is a PTO arrangement in the free end. The oil tank must also be symmetrically located in transverse direction under the engine.

The foundation and the double bottom should be as stiff as possible in all directions to absorb the dynamic forces caused by the engine, reduction gear and thrust bearing. The foundation should be dimensioned and designed so that harmful deformations are avoided.

The foundation of the driven equipment must be integrated with the engine foundation.

### 15.2 Mounting of main engines

#### 15.2.1 Rigid mounting

Main engines can be rigidly mounted to the foundation either on adjustable steel chocks or resin chocks.

The holding down bolts are through-bolts with a nut at each end. Two of the holding down bolts are fitted bolts and the rest are clearance bolts. The two Ø37n6 fitted bolts are located closest to the flywheel, one on each side of the engine.

A distance sleeve should be used together with the fitted bolts. The distance sleeve must be mounted between the seating top plate and the lower nut in order to provide a sufficient guiding length for the fitted bolt in the seating top plate. The guiding length in the seating top plate should be at least equal to the bolt diameter.

The design of the holding down bolts is shown in the foundation drawings. It is recommended that the bolts are made from a high-strength steel, e.g. 42CrMo4 or similar. A high strength material makes it possible to use a higher bolt tension, which results in a larger bolt elongation (strain). A large bolt elongation improves the safety against loosening of the nuts.

In order to avoid bending stress in the bolts and to ensure proper fastening, the contact face of the nut underneath the seating top plate should be counterbored.

Lateral supports must be installed for all engines. One pair of supports should be located close to free end of engine, and one pair near the middle of the engine (for engines larger than 12 cylinders). The lateral supports are to be welded to the seating top plate before fitting the chocks. The wedges in the supports are to be installed without clearance, when the engine has reached normal operating temperature. The wedges are then to be secured in position with welds. An acceptable contact surface must be obtained on the wedges of the supports.

#### 15.2.1.1 Resin chocks

The recommended dimensions of resin chocks are 250 x 415 mm or 250 x 630mm (depending on engine feet). The total surface pressure on the resin must not exceed the maximum permissible value, which is determined by the type of resin and the requirements of the classification society. It is recommended to select a resin type that is approved by the relevant classification society for a total surface pressure of 5N/mm<sup>2</sup>. (A typical conservative value is P<sub>tot</sub> 3.5 N/mm<sup>2</sup>).

During normal conditions, the support face of the engine feet has a maximum temperature of about 75°C, which should be considered when selecting the type of resin.

The bolts must be made as tensile bolts with a reduced shank diameter to ensure a sufficient elongation since the bolt force is limited by the permissible surface pressure on the resin. For a given bolt diameter the permissible bolt tension is limited either by the strength of the bolt material (max. stress 80% of the yield strength), or by the maximum permissible surface pressure on the resin.

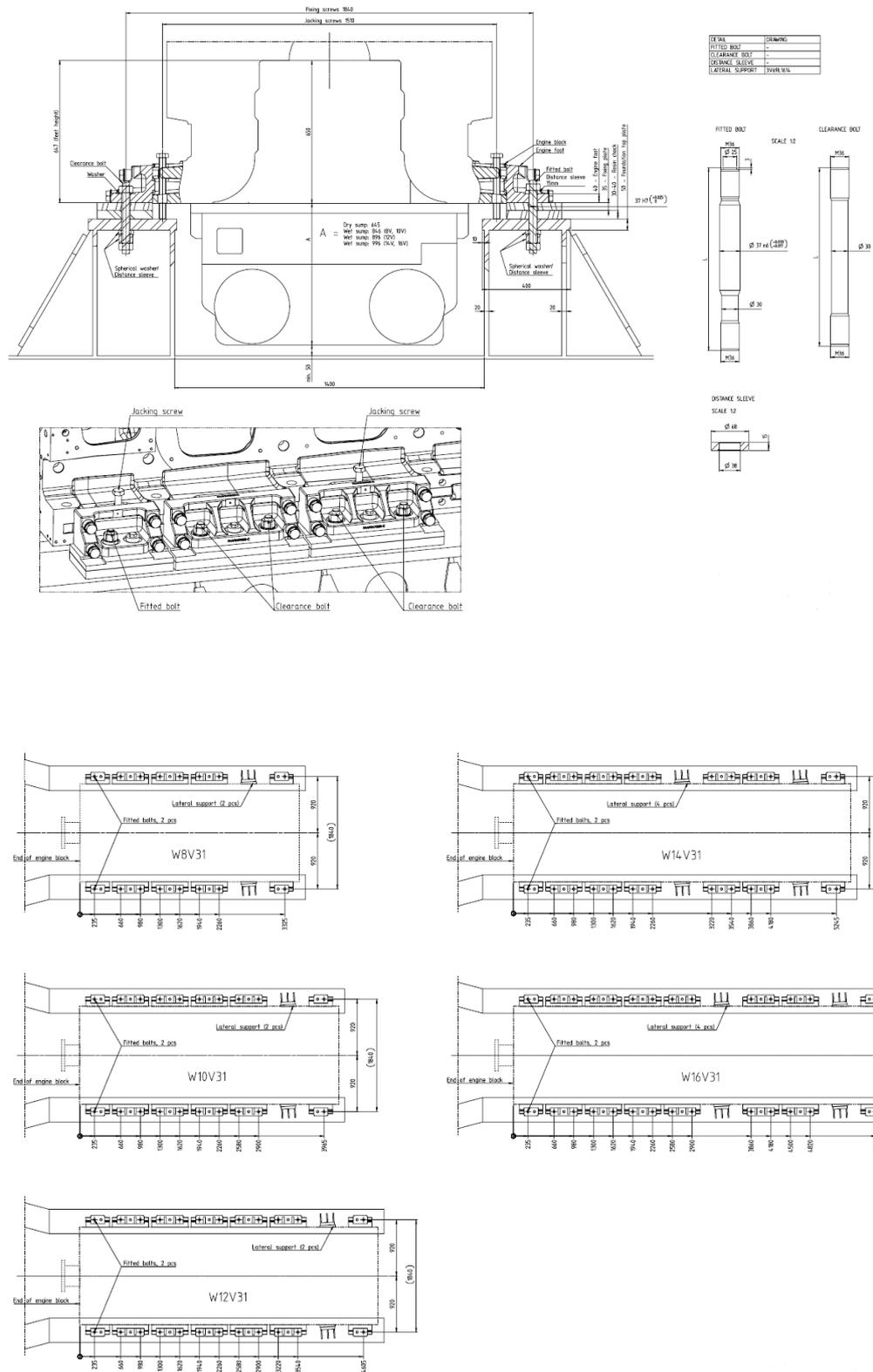


Fig 15-1 Fixed mounting with resin chocks (DAAF464160A)

### 15.2.1.2 Steel chocks with adjustable height

As an alternative to resin chocks, it is also permitted to install the engine on adjustable steel chocks. The chock height is adjustable between 55 mm and 67 mm for the approved type of chock. There must be a chock of adequate size at the position of each holding down bolt.



## 15.2.2 Resilient mounting

In order to reduce vibrations and structure borne noise, main engines can be resiliently mounted on rubber elements. The transmission of forces emitted by the engine is 10-20% when using resilient mounting. For resiliently mounted engines a speed range of 500-750 rpm is generally available.

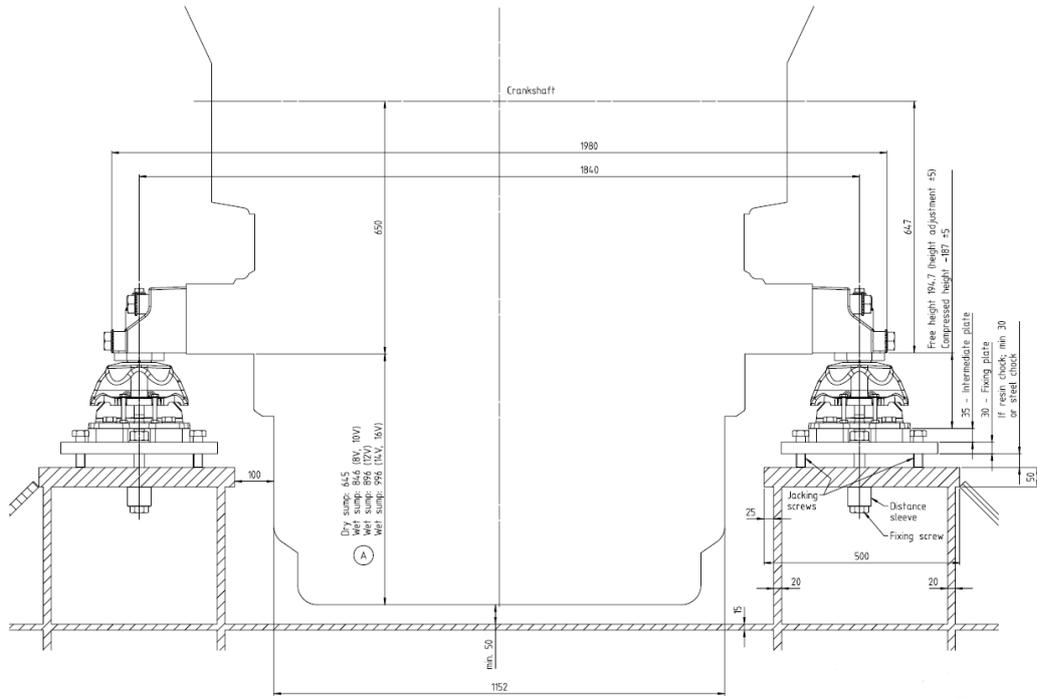


Fig 15-3 Principle of resilient mounting (DAAF409395A)



or shims should be used to compensate for local tolerances. Only one shim is permitted under each mount.

The transmission of forces emitted by the engine is 10 -20% when using conical mounts. For the foundation design, see drawing 3V46L0294.

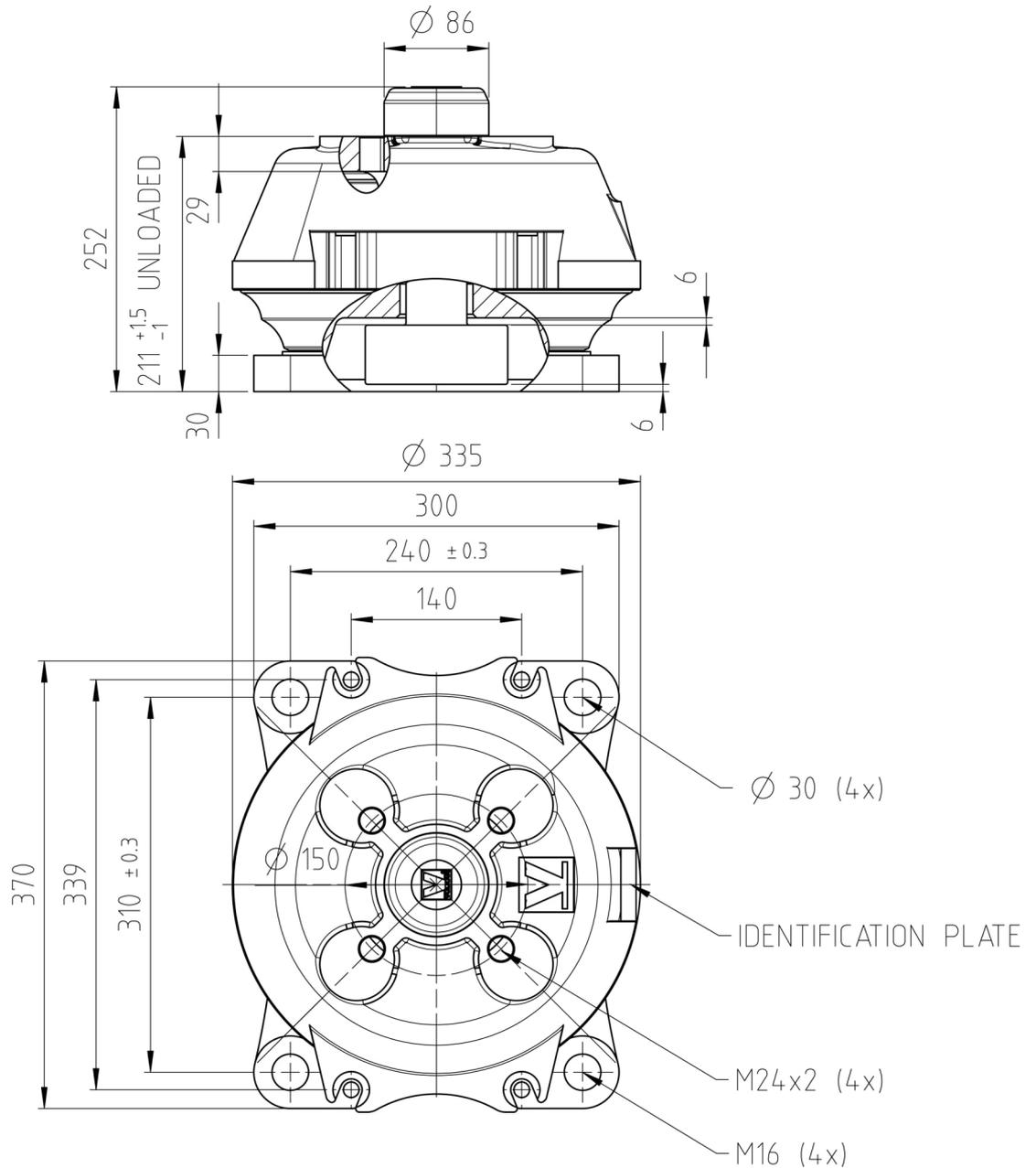


Fig 15-5 Rubber mount, (DAAE018766C)

## 15.4 Flexible pipe connections

When the engine or generating set is resiliently installed, all connections must be flexible and no grating nor ladders may be fixed to the engine or generating set. When installing the flexible pipe connections, unnecessary bending or stretching should be avoided. The external pipe must be precisely aligned to the fitting or flange on the engine. It is very important that the pipe clamps for the pipe outside the flexible connection must be very rigid and welded to the steel structure of the foundation to prevent vibrations, which could damage the flexible connection.

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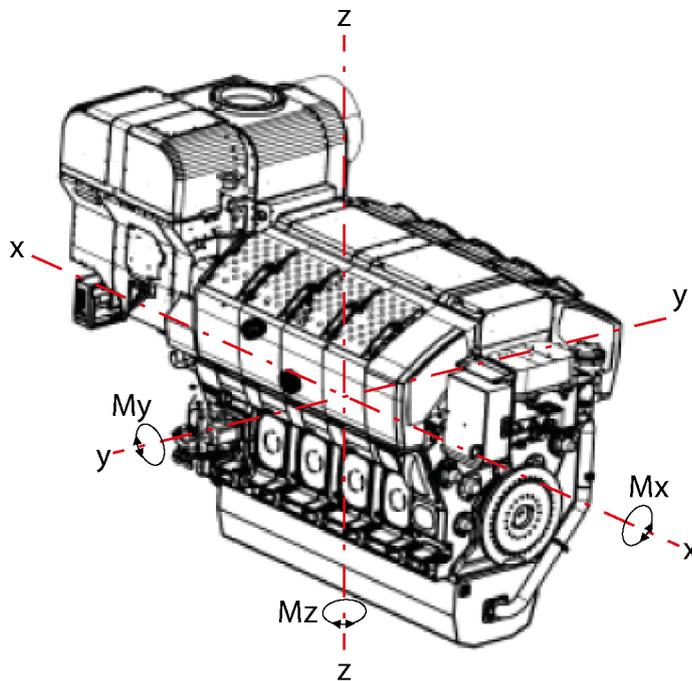
# 16. Vibration and Noise

Generating sets comply with vibration levels according to ISO 8528-9. Main engines comply with vibration levels according to ISO 10816-6 Class 5.

## 16.1 External forces & couples

Some cylinder configurations produce external forces and couples. These are listed in the tables below.

The ship designer should avoid natural frequencies of decks, bulkheads and superstructures close to the excitation frequencies. The double bottom should be stiff enough to avoid resonances especially with the rolling frequencies.



**Fig 16-1 External forces, couples and torque variations**

**Table 16-1 External forces**

Engine	Speed [RPM]	Freq. [Hz]	F <sub>Y</sub> [kN]	F <sub>Z</sub> [kN]	Freq. [Hz]	F <sub>Y</sub> [kN]	F <sub>Z</sub> [kN]	Freq. [Hz]	F <sub>Y</sub> [kN]	F <sub>Z</sub> [kN]
8V31	720	24	---	---	48	2	1	---	---	---
	750	25	---	---	50	2	1	---	---	---
10V31	720	---	---	---	---	---	---	---	---	---
	750	---	---	---	---	---	---	---	---	---
12V31	720	---	---	---	---	---	---	---	---	---
	750	---	---	---	---	---	---	---	---	---
14V31	720	---	---	---	---	---	---	---	---	---
	750	---	---	---	---	---	---	---	---	---
16V31	720	48	4	2	---	---	---	---	---	---
	750	50	5	2	---	---	---	---	---	---

--- couples and forces = zero or insignificant.

**Table 16-2 External couples**

Engine	Speed [RPM]	Freq. [Hz]	M <sub>Y</sub> [kNm]	M <sub>Z</sub> [kNm]	Freq. [Hz]	M <sub>Y</sub> [kNm]	M <sub>Z</sub> [kNm]	Freq. [Hz]	M <sub>Y</sub> [kNm]	M <sub>Z</sub> [kNm]
8V31	720	---	---	---	---	---	---	---	---	---
	750	---	---	---	---	---	---	---	---	---
10V31	720	12	38	38	24	---	---	48	---	0,2
	750	12,5	41	41	25	---	---	50	---	0,2
12V31	720	---	---	---	---	---	---	---	---	---
	750	---	---	---	---	---	---	---	---	---
14V31	720	12	22	22	24	35	20	48	1	3
	750	12,5	24	24	25	38	21	50	1	4
16V31	720	---	---	---	---	---	---	---	---	---
	750	---	---	---	---	---	---	---	---	---

--- couples and forces = zero or insignificant.

**Table 16-3 Torque variations**

Engine	Speed [RPM]	Freq. [Hz]	M <sub>x</sub> [kNm]						
8V31	720	24	25	48	14	72	31	---	---
	750	25	19	50	14	75	31	---	---
10V31	720	24	25	30	82	60	41	90	21
	750	25	27	31	82	63	41	94	21
12V31	720	36	24,46	72	47	108	8	144	1
	750	37,5	23	75	47	112,5	8	150	1
14V31	720	42	8	84	38	126	1	168	1
	750	44	8	88	38	131	1	175	1
16V31	720	48	28	96	24	144	1	192	1
	750	50	28	100	24	150	1	200	1

--- couples and forces = zero or insignificant.

**Table 16-4 Torque variations (0% load)**

Engine	Speed [RPM]	Freq. [Hz]	M <sub>x</sub> [kNm]						
8V31	720	24	69	48	2	72	8	96	4
	750	25	77	50	2	75	8	96	4
10V31	720	24	25	30	10	60	6	90	1
	750	25	27	31	10	63	6	94	1
12V31	720	36	14	72	12	108	3	144	1
	750	37,5	16	75	12	112,5	3	150	1
14V31	720	42	2	84	10	126	---	168	1
	750	44	2	88	10	131	---	175	1
16V31	720	48	5	96	7	144	1	192	---
	750	50	5	100	7	150	1	200	---

--- couples and forces = zero or insignificant.

## 16.2 Mass moments of inertia

The mass-moments of inertia of the main engines (including flywheel) are typically as follows:

Engine	J [kg m <sup>2</sup> ]
8V31	640–740
10V31	720–820
12V31	800–900
14V31	890–990
16V31	980–1080

## 16.3 Air borne noise

The airborne noise of the engines is measured as sound power level based on ISO 9614-2. The results represent typical engine A-weighted sound power level at full load and nominal speed.

Engine A-weighted Sound Power Level in Octave Frequency Band [dB, ref. 1pW] - Diesel Mode								
[Hz]	125	250	500	1000	2000	4000	8000	Total
8V	100	111	116	121	119	116	114	125
10V	101	108	117	120	121	118	114	126
12V	101	106	113	113	113	110	103	119
14V	95	99	113	114	116	114	114	121
16V	102	107	115	116	117	119	116	124

## 16.4 Exhaust noise

The results represent typical exhaust sound power level measured after turbocharger outlet in duct line with 1m diameter and exhaust temperature approximately 250 Celsius for diesel at engine full load and nominal speed.

Exhaust Gas Sound Power Level in Octave Frequency Band [dB, ref. 1pW]									
[Hz]	32	63	125	250	500	1000	2000	4000	Total
8V	146	148	134	129	124	121	120	115	150
10V	149	140	134	131	127	119	115	111	150
12V	138	135	126	126	118	112	104	101	140
14V	138	136	129	126	125	121	109	102	141
16V	135	132	133	128	128	129	125	118	140

## 16.5 Air Inlet Noise

The results represent typical unsilenced air inlet A-weighted sound power level at turbocharger inlet at engine full load and nominal speed.

A-weighted Air Inlet Sound Power Level in Octave Frequency Band [dB, ref. 1pW]									
[Hz]	63	125	250	500	1000	2000	4000	8000	Total
8V	73	85	93	104	111	121	147	139	147
10V	73	87	95	106	112	132	149	142	150
12V	74	86	96	105	112	130	149	143	150
14V	74	86	96	107	112	130	150	143	150
16V	82	93	103	116	121	129	150	143	151

## 17. Power Transmission

### 17.1 Flexible coupling

The power transmission of propulsion engines is accomplished through a flexible coupling or a combined flexible coupling and clutch mounted on the flywheel. The crankshaft is equipped with an additional main bearing at the flywheel end. Therefore also a rather heavy coupling can be mounted on the flywheel without intermediate bearings.

The type of flexible coupling to be used has to be decided separately in each case on the basis of the torsional vibration calculations.

In case of two bearing type generator installations a flexible coupling between the engine and the generator is required.

### 17.2 Clutch

In many installations the propeller shaft can be separated from the diesel engine using a clutch. The use of multiple plate hydraulically actuated clutches built into the reduction gear is recommended.

A clutch is required when two or more engines are connected to the same driven machinery such as a reduction gear.

To permit maintenance of a stopped engine clutches must be installed in twin screw vessels which can operate on one shaft line only.

### 17.3 Shaft locking device

To permit maintenance of a stopped engine clutches must be installed in twin screw vessels which can operate on one shaft line only. A shaft locking device should also be fitted to be able to secure the propeller shaft in position so that wind milling is avoided. This is necessary because even an open hydraulic clutch can transmit some torque. Wind milling at a low propeller speed (<10 rpm) can due to poor lubrication cause excessive wear of the bearings.

The shaft locking device can be either a bracket and key or an easier to use brake disc with calipers. In both cases a stiff and strong support to the ship's construction must be provided.

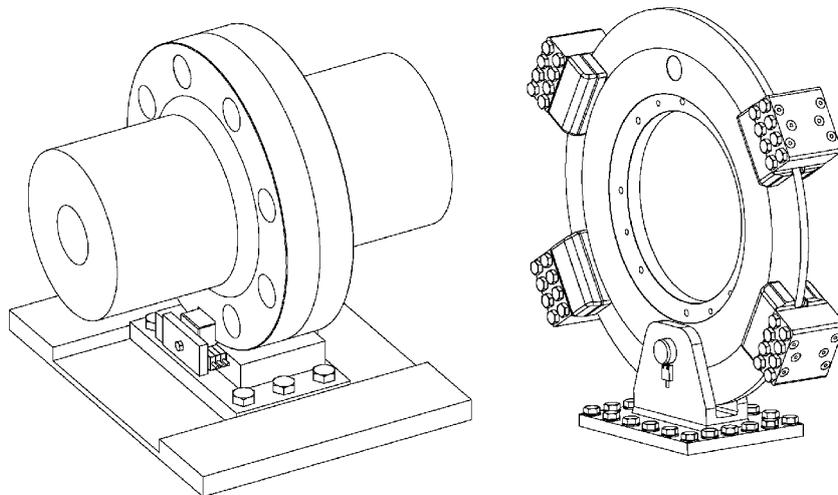


Fig 17-1 Shaft locking device and brake disc with calipers

## 17.4 Input data for Torsional Vibration Calculation

The torsional vibration calculation (TVC) is performed for each installation according to classification requirements. For this purpose, the following project specific exact data of all components included in the shaft system are required.

### General and operational data

- Classification society (leading class, in case of dual class)
- Class notations (especially in case of Ice, Polar, Redundant Propulsion)
- List of all operating modes (including for navigation in ice, if applicable)
- Power distribution between the different consumers for every operating mode
- Power Vs Speed curve for every consumer
- GA drawing or layout illustrating propulsion machinery arrangements

### Gearbox

- Mass elastic diagram showing:
  - All clutching possibilities (especially in case of multiple clutches)
  - Dimensions of all shafts
  - Mass moment of inertia of all rotating parts including shafts and flanges
  - Torsional stiffness of shafts between rotating masses
  - Gear ratios
  - Drawing number (including revision)
- GA drawing or other type of drawing showing:
  - Input and output interface details (type/dimensions details, material and yield strength, surface roughness)
    - In case of cylindrical shaft interface: fillet radius at step diameter and keyway standard
  - Material of shafts including minimum tensile strength
  - Drawing number (including revision)

### Propeller and shafting

- Mass-elastic diagram or propeller shaft drawing showing:
  - Mass moment of inertia of all rotating parts including the rotating part of the OD-box, SKF couplings and rotating parts of the bearings
  - Mass moment of inertia of the propeller in water for all operating modes (as minimum full/zero pitch)
  - Torsional stiffness or dimensions of the shafts
  - Drawing number (including revision)
- Drawing or data sheet with:
  - Propeller power consumption for all operating modes (as minimum full/zero pitch)
  - Number of propeller blades
  - Material of the shafts including minimum tensile strength
  - In case of Ice class notation: propeller outer diameter, outer diameter of the propeller hub, propeller pitch at bollard pull condition
  - In case of cardan shafts: joint inclination angle and mass moment of inertia of every single part (joints and shaft)
  - Drawing number (including revision)

**Shaft generator or main generator**

- Technical data sheet with at least:
  - Nominal power and speed
  - Information if variable or constant speed operation
  - In case of variable speed, Power Vs Speed curve
  - Number of pole pairs
  - Bearing external load capabilities (axial and radial)
- Outline drawing with:
  - input interface details (type/dimensions details, material and yield strength, surface roughness)
    - In case of cylindrical shaft interface: fillet radius at step diameter and keyway standard
  - Bearing axial clearance (minimum and maximum values)
  - Drawing number (including revision)
- Mass-elastic diagram or the generator shaft drawing showing:
  - Mass moment of inertia of all rotating parts and total inertia value of the rotor, including the shaft
  - Torsional stiffness or dimensions of the shaft
  - Material of the shaft including minimum tensile strength
  - Drawing number of the diagram or drawing
- For shaft generator (connected to gearbox)
  - In case of PTI function, Power Vs Speed curve
  - In case of booster function, Power Vs Speed curve
- For main generator (connected to engine)
  - Electrical data: reactances and time constants

**Flexible coupling/clutch**

- Customer preferred coupling brand, if any
- Brand selection restrictions due to possible international export regulations
- Specific dimensional requirements (for example length)
- If coupling is in customer scope of supply, the following data of it must be informed:
  - Mass moment of inertia of all parts of the coupling
  - Number of flexible elements
  - Torsional stiffness per element
  - Dynamic magnification or relative damping
  - Nominal torque, permissible vibratory torque and permissible power loss
  - Drawing of the coupling showing interface details, maker, type and drawing number

**Other components:**

- In case of electric motor
  - Nominal power and speed
  - Power Vs Speed curve
  - Outline drawing with:

- input interface details (type/dimensions details, material and yield strength, surface roughness)
  - In case of cylindrical shaft interface: fillet radius at step diameter and keyway standard
- Drawing number (including revision)
- Mass-elastic diagram or the motor shaft drawing showing:
  - Mass moment of inertia of all rotating parts and total inertia value of the rotor, including the shaft
  - Torsional stiffness or dimensions of the shaft
  - Material of the shaft including minimum tensile strength
  - Drawing number of the diagram or drawing
- In case of pump:
  - Nominal power and speed
  - Power Vs Speed curve
  - Information if variable or constant speed operation
  - Outline drawing with:
    - input interface details (type/dimensions details, material and yield strength, surface roughness)
      - In case of cylindrical shaft interface: fillet radius at step diameter and keyway standard
    - Drawing number (including revision)
  - Mass-elastic diagram or the impeller shaft drawing showing:
    - Mass moment of inertia of all rotating parts and total inertia value of the impeller, including the shaft
    - Torsional stiffness or dimensions of the shaft
    - Material of the shaft including minimum tensile strength
    - Drawing number of the diagram or drawing
  - Number of impeller blades
  - Torsional excitations (especially in case of dredging pump)

## 17.5 Turning gear

The engine is equipped with an electrical driven turning gear, capable of turning the flywheel and crankshaft.

# 18. Engine Room Layout

## 18.1 Crankshaft distances

Minimum crankshaft distances are to be arranged in order to provide sufficient space between engines for maintenance and operation.

### 18.1.1 Main engines

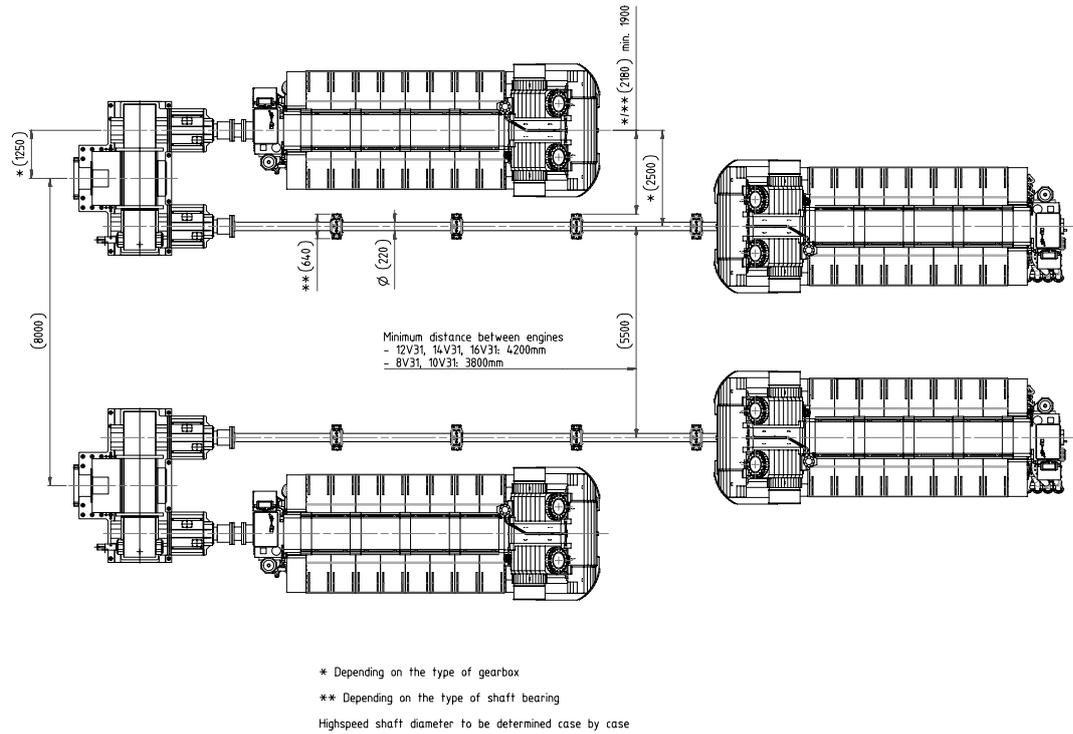


Fig 18-1 Engines with twin-in single-out gearbox (DAAF560952)

### 18.1.2 Generating sets

TBA

## 18.2 Space requirements for maintenance

### 18.2.1 Working space around the engine

The required working space around the engine is mainly determined by the dismantling dimensions of engine components, and space requirement of some special tools. It is especially important that no obstructive structures are built next to engine driven pumps, as well as camshaft and crankcase doors.

However, also at locations where no space is required for dismantling of engine parts, a minimum of 1000 mm free space is recommended for maintenance operations everywhere around the engine.

### 18.2.2 Engine room height and lifting equipment

The required engine room height is determined by the transportation routes for engine parts. If there is sufficient space in transverse and longitudinal direction, there is no need to transport engine parts over the engine and in such case the necessary height is minimized. Separate lifting arrangements are usually required for overhaul of the turbocharger since the crane travel is limited by the exhaust pipe. A chain block on a rail located over the turbocharger axis is recommended.

### 18.2.3 Maintenance platforms

In order to enable efficient maintenance work on the engine, it is advised to build the maintenance platforms on recommended elevations. The width of the platforms should be at minimum 800 mm to allow adequate working space. The surface of maintenance platforms should be of non-slippery material (grating or chequer plate).

<b>NOTICE</b>
---------------

Working Platforms should be designed and positioned to prevent personnel slipping, tripping or falling on or between the walkways and the engine.
---

## 18.3 Transportation and storage of spare parts and tools

Transportation arrangement from engine room to storage and workshop has to be prepared for heavy engine components. This can be done with several chain blocks on rails or alternatively utilising pallet truck or trolley. If transportation must be carried out using several lifting equipment, coverage areas of adjacent cranes should be as close as possible to each other.

Engine room maintenance hatch has to be large enough to allow transportation of main components to/from engine room.

It is recommended to store heavy engine components on slightly elevated adaptable surface e.g. wooden pallets. All engine spare parts should be protected from corrosion and excessive vibration.

On single main engine installations it is important to store heavy engine parts close to the engine to make overhaul as quick as possible in an emergency situation.

## 18.4 Required deck area for service work

During engine overhaul some deck area is required for cleaning and storing dismantled components. Size of the service area is dependent of the overhauling strategy chosen, e.g. one cylinder at time, one bank at time or the whole engine at time. Service area should be plain steel deck dimensioned to carry the weight of engine parts.

### 18.4.1 Service space requirement

#### 18.4.1.1 Service space requirement, main engine

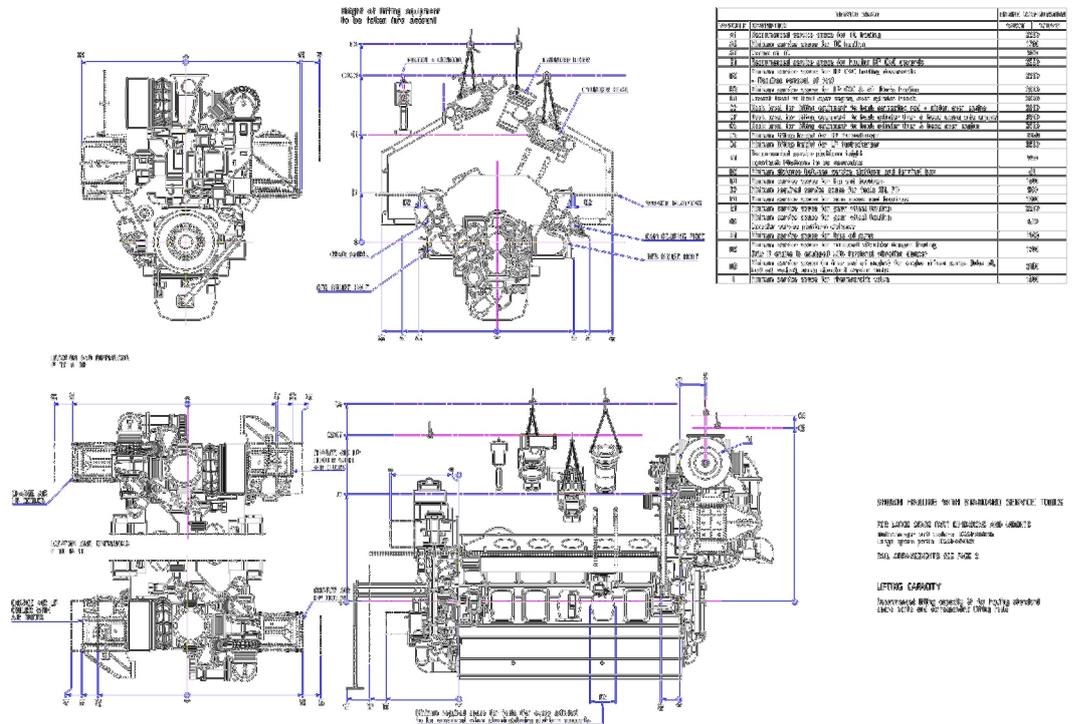


Fig 18-2 Service space requirement, main engine W8V31 & W10V31 (DAAF443904C - 1)

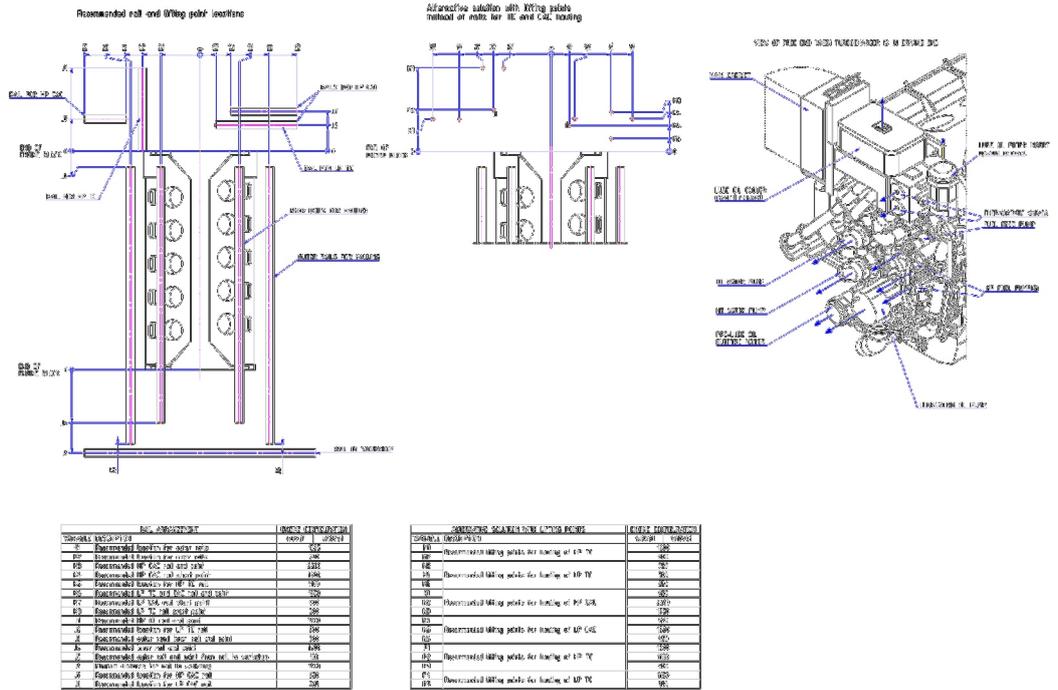


Fig 18-3 Service space requirement, main engine W8V31 & W10V31 (DAAF443904C - 2)

**NOTE**

Please refer to DAAF336984 for Turbocharger and Cooler (Lubricating oil cooler, Charge air cooler) spare part dimensions and weights, both LP and HP stage.

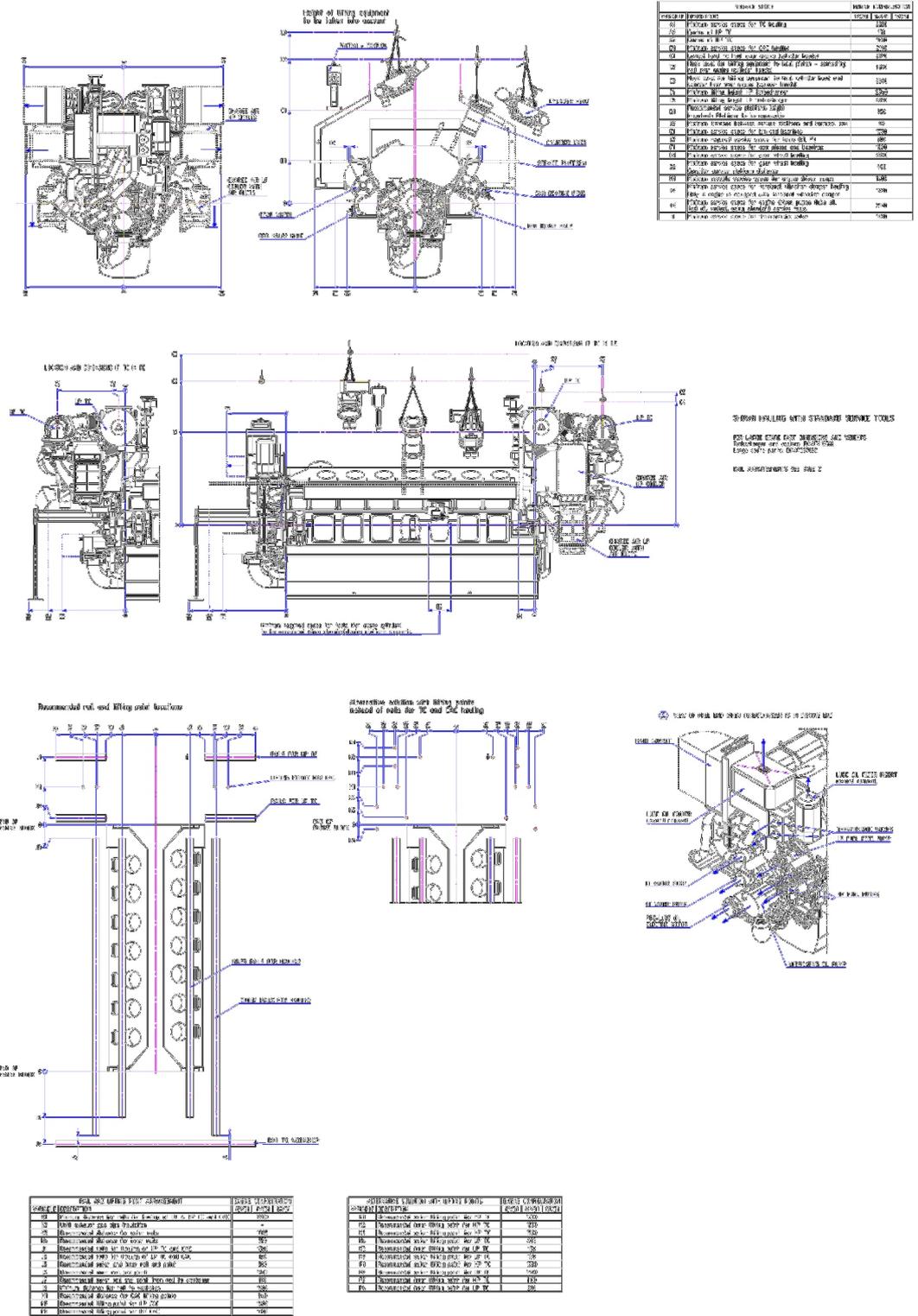
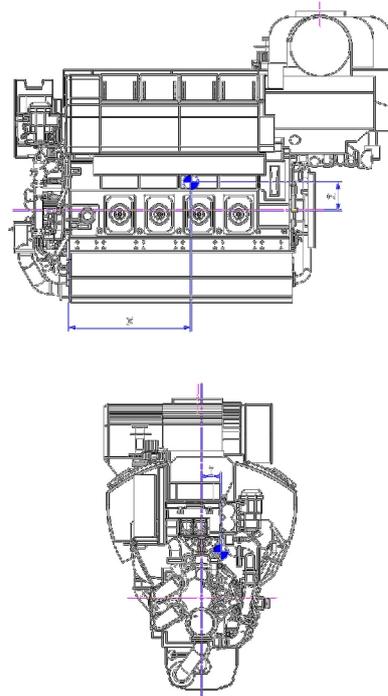


Fig 18-4 Service space requirement, main engine W12V31, W14V31 & W16V31 (DAAF438352B)

**NOTE**  
Please refer to DAAF410568 for Turbocharger and Cooler (Lubricating oil cooler, Charge air cooler) spare part dimensions and weights, both LP and HP stage.

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Engine	Dry weight with propeller and generator	D				
		x	y	z	CG	Center
	[kg]	[mm]	[mm]	[mm]	[kg]	[kg]
3031 TC PE	33000	1541	-52	285	2520	830
3030 TC Fuel	33700	1620	92	280	2520	830
3020 DC PE	41000*	1730	-10	285	3000	830
3020 DC Fuel	41500*	1800	90	280	3000	830
3010 DC PE	51000*	1900	0	285	3600	830
3010 DC Fuel	52000*	2000	0	285	3600	830
3000 DC FF	70000*	2500	0	275	4300	830
3000 DC Fuel	70000*	2600	0	275	4300	830
3000 DC PE	80000*	2700	0	275	5200	830
3000 DC Fuel	80000*	2800	0	275	5200	830

\* Estimated values

**Fig 19-2 Lifting of main engines (DAAF336773D - 2)**

All dimensions in mm.

## 19.2 Lifting of generating sets

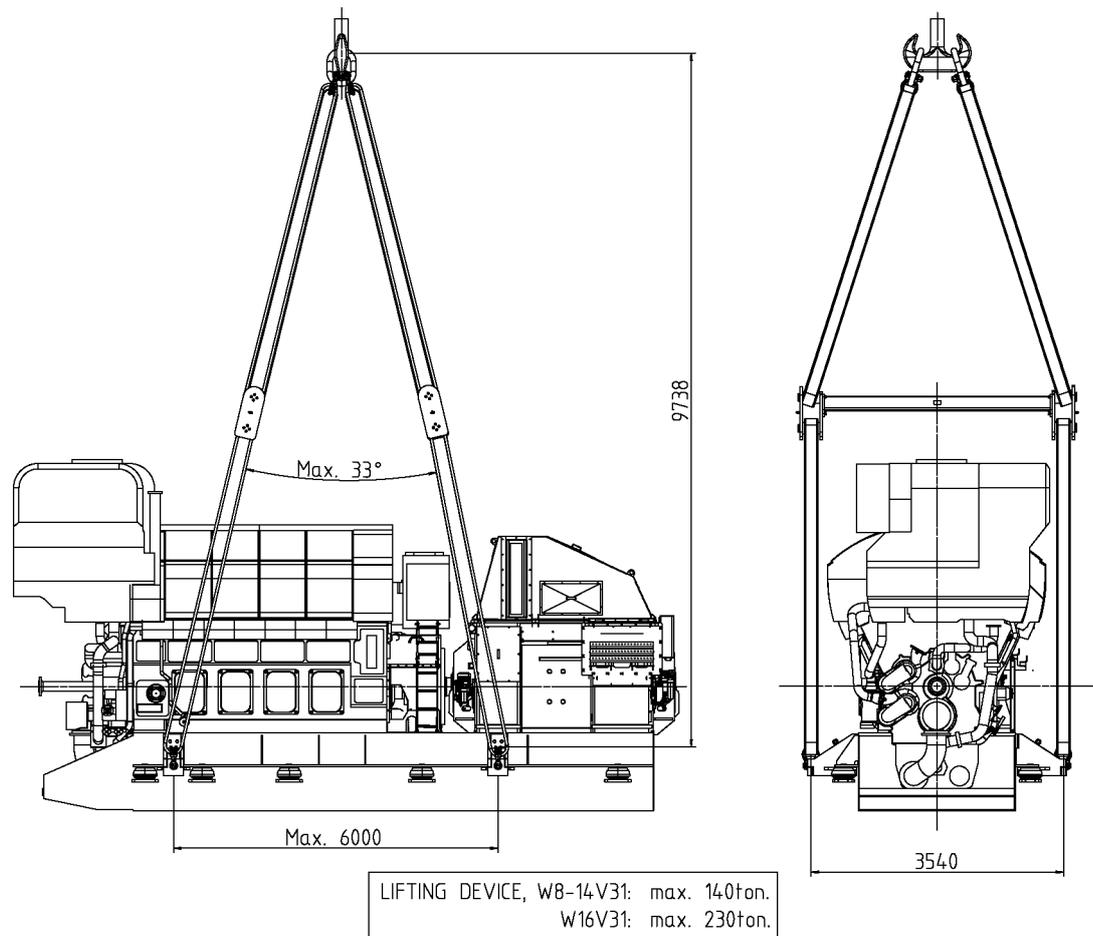


Fig 19-3 Lifting of generating sets (DAAF341224)

### 19.3 Engine components

Table 19-1 Turbocharger and cooler inserts (DAAF336984 for 8V, 10V & DAAF410568 for 12,14,16V)

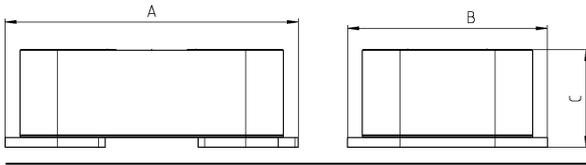


Fig 19-4 Lube oil cooler

Engine	Weight [kg]	Dimensions [mm]		
		A	B	C
W 8V31	232	830	537	314
W 10V31	232	830	537	314
W 12V31	282	830	537	419
W 14V31	282	830	537	419
W 16V31	307	830	537	463

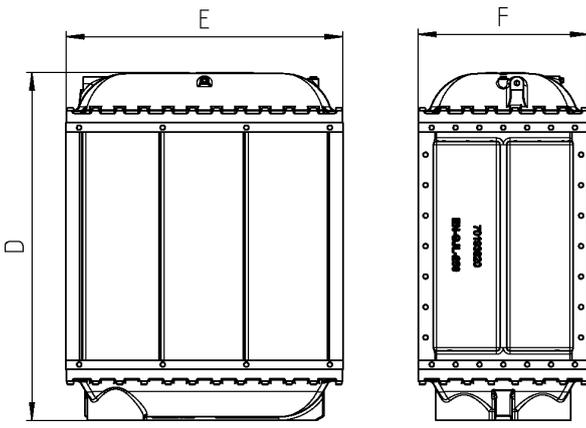


Fig 19-5 Charge air cooler (HP)

Engine	Weight [kg]	Dimensions [mm]		
		D	E	F

W 8V31	790	1165	915	625
W 10V31	790	1165	915	625
W 12V31	730	1135	912	625
W 14V31	730	1135	912	625
W 16V31	730	1135	912	625

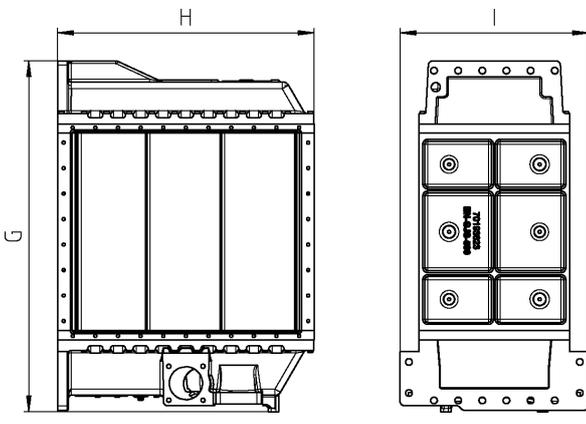


Fig 19-6 Charge air cooler (LP)

Engine	Weight [kg]	Dimensions [mm]		
		G	H	I

W 8V31	830	1155	850	625
W 10V31	830	1155	850	625
W 12V31	650	1075	668	558
W 14V31	650	1075	668	558
W 16V31	650	1075	668	558

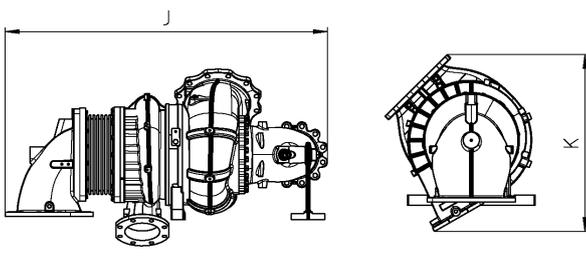
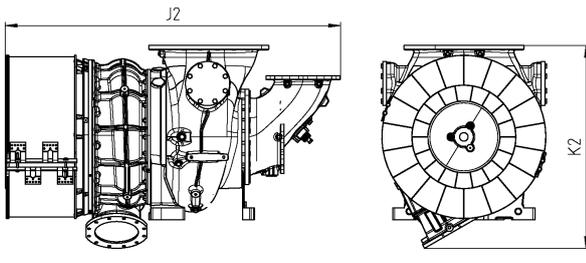


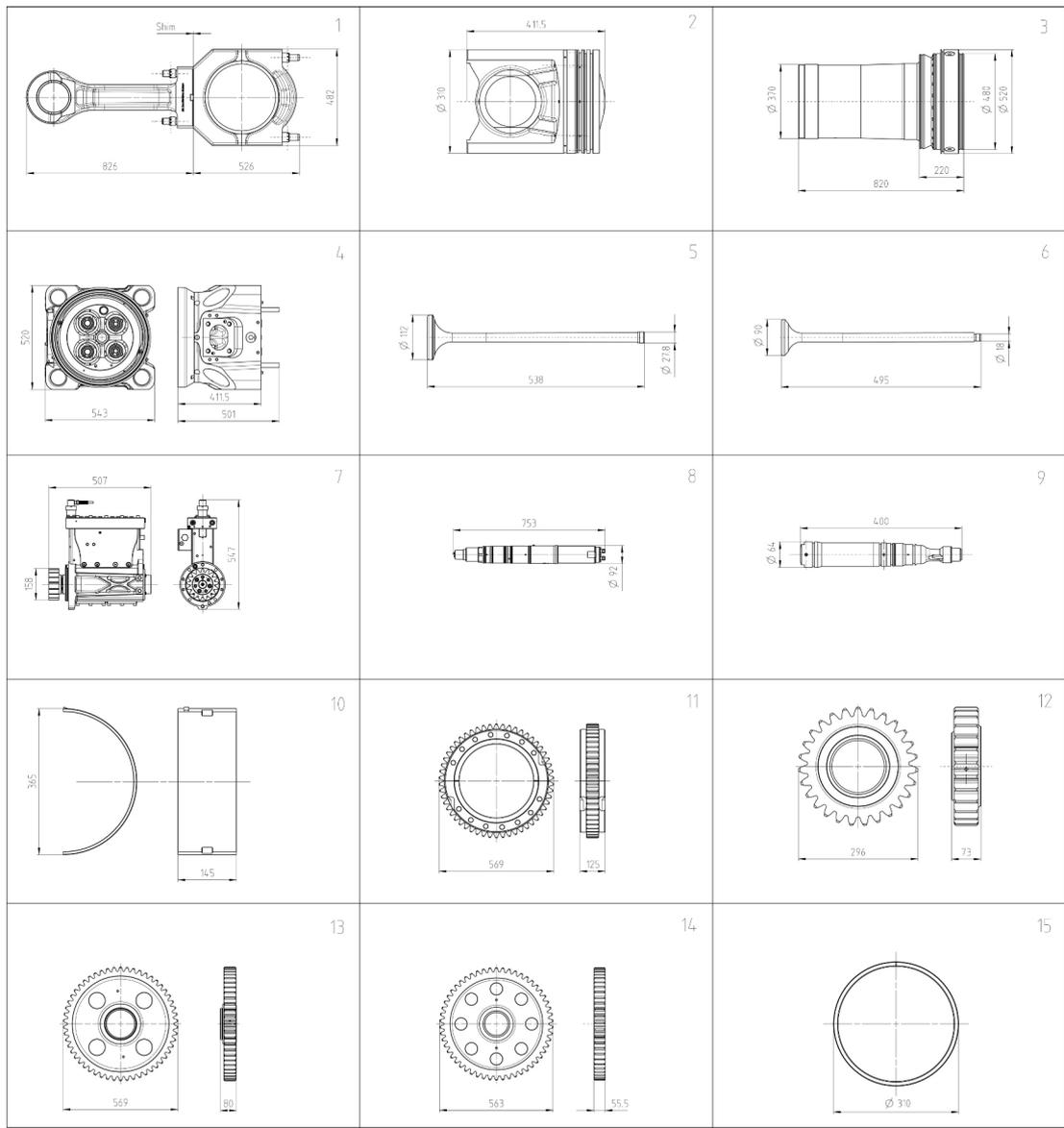
Fig 19-7 Turbocharger (HP)

Engine	Weight [kg]	Dimensions [mm]	
		J	K
W 8V31	680	1612	717
W 10V31	680	1612	717
W 12V31	443	1421	610
W 14V31	443	1421	610
W 16V31	443	1421	610



**Fig 19-8 Turbocharger (LP)**

Engine	Weight [kg]	Dimensions [mm]	
		J2	K2
W 8V31	1568	1633 (with filter) or 2160 (with suction branch)	1030
W 10V31	1568	1633 (with filter) or 2160 (with suction branch)	1030
W 12V31	1020	1411 (with filter) or 1861 (with suction branch)	876
W 14V31	1020	1411 (with filter) or 1861 (with suction branch)	876
W 16V31	1020	1411 (with filter) or 1861 (with suction branch)	876



**Fig 19-9 Major spare parts (DAAF337022)**

**Table 19-2 Weights**

Item no	Description	Weight [kg]	Item No	Description	Weight [kg]
1	Connecting rod	192	9	Starting valve	7.6
2	Piston	72.4	10	Main bearing shell	4.7
3	Cylinder liner	307	11	Split gear wheel	94.7
4	Cylinder head	400	12	Small intermediate gear	21.6
5	Inlet valve	5.2	13	Large intermediate gear	60.6
6	Exhaust valve	3.3	14	Camshaft drive gear	61.8
7	HP fuel pump	134	15	Piston ring set	1.5
8	Injection valve	27		Piston ring	0.5

## 20. Product Guide Attachments

This and all other product guides can be accessed on the internet, at [www.wartsila.com](http://www.wartsila.com). Product guides are available both in web and PDF format. Engine outline drawings are available not only in **2D** drawings (in PDF, DXF format), but also in **3D** models in near future. Please consult your sales contact at Wärtsilä for more information.

Engine outline drawings are not available in the printed version of this product guide.

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# 21. ANNEX

## 21.1 Unit conversion tables

The tables below will help you to convert units used in this product guide to other units. Where the conversion factor is not accurate a suitable number of decimals have been used.

*Length conversion factors*

Convert from	To	Multiply by
mm	in	0.0394
mm	ft	0.00328

*Mass conversion factors*

Convert from	To	Multiply by
kg	lb	2.205
kg	oz	35.274

*Pressure conversion factors*

Convert from	To	Multiply by
kPa	psi (lbf/in <sup>2</sup> )	0.145
kPa	lbf/ft <sup>2</sup>	20.885
kPa	inch H <sub>2</sub> O	4.015
kPa	foot H <sub>2</sub> O	0.335
kPa	mm H <sub>2</sub> O	101.972
kPa	bar	0.01

*Volume conversion factors*

Convert from	To	Multiply by
m <sup>3</sup>	in <sup>3</sup>	61023.744
m <sup>3</sup>	ft <sup>3</sup>	35.315
m <sup>3</sup>	Imperial gallon	219.969
m <sup>3</sup>	US gallon	264.172
m <sup>3</sup>	l (litre)	1000

*Power conversion*

Convert from	To	Multiply by
kW	hp (metric)	1.360
kW	US hp	1.341

*Moment of inertia and torque conversion factors*

Convert from	To	Multiply by
kgm <sup>2</sup>	lbf ft <sup>2</sup>	23.730
kNm	lbf ft	737.562

*Fuel consumption conversion factors*

Convert from	To	Multiply by
g/kWh	g/hph	0.736
g/kWh	lb/hph	0.00162

*Flow conversion factors*

Convert from	To	Multiply by
m <sup>3</sup> /h (liquid)	US gallon/min	4.403
m <sup>3</sup> /h (gas)	ft <sup>3</sup> /min	0.586

*Temperature conversion factors*

Convert from	To	Multiply by
°C	F	F = 9/5 °C + 32
°C	K	K = C + 273.15

*Density conversion factors*

Convert from	To	Multiply by
kg/m <sup>3</sup>	lb/US gallon	0.00834
kg/m <sup>3</sup>	lb/Imperial gallon	0.01002
kg/m <sup>3</sup>	lb/ft <sup>3</sup>	0.0624

### 21.1.1 Prefix

**Table 21-1 The most common prefix multipliers**

Name	Symbol	Factor	Name	Symbol	Factor	Name	Symbol	Factor
tera	T	10 <sup>12</sup>	kilo	k	10 <sup>3</sup>	nano	n	10 <sup>-9</sup>
giga	G	10 <sup>9</sup>	milli	m	10 <sup>-3</sup>			
mega	M	10 <sup>6</sup>	micro	μ	10 <sup>-6</sup>			

## 21.2 Collection of drawing symbols used in drawings

INTERNATIONAL STANDARD ISO 10628 and ISO 14617			INTERNATIONAL STANDARD ISO 10628 and ISO 14617			INTERNATIONAL STANDARD ISO 10628 and ISO 14617		
POS Reg. No.	SYMBOL	DESCRIPTION	POS Reg. No.	SYMBOL	DESCRIPTION	POS Reg. No.	SYMBOL	DESCRIPTION
1 2101		Valve (general)	10 X2113		Check valve globe type	17 X2131		Control valve with electric motor actuator
2 X8068		Valve, globe type	11 X8078		Swing check valve (Form 1)	18 X2103		Two-way valve with solenoid actuator
3 X8071		Valve, ball type	12 X8165		Swing check valve (Form 2)	19		Two-way valve with double-acting cylinder actuator (pneumatic)
4 X8074		Valve, gate type	13 X2124		Safety valve, spring loaded, globe type	20 X2104		Two-way valve with electric motor actuator
5 X8075		Valve, butterfly type (Form 1)	14 X1021		Manual operation of valve	21 X2101		Two-way valve with diaphragm actuator (pneumatic)
6 X8075		Valve, butterfly type (Form 2)	15 X2001		Weight-loaded safety valve detained in open position after operation	22		Two-way control valve with diaphragm actuator (pneumatic)
7 X8076		Valve, needle type	16 X2134		Float-operated control valve	23 X2002		Spring-loaded safety two-way valve with automatic return after operation
8 X8087		Valve, control type, continuously operated						
9 X8077		Check valve (general), (Two-way non-return valve; flow from left to right)						

Fig 21-1 List of symbols (DAAF406507 - 1)

INTERNATIONAL STANDARD ISO 10628 and ISO 14617			INTERNATIONAL STANDARD ISO 10628 and ISO 14617			INTERNATIONAL STANDARD ISO 10628 and ISO 14617		
POS Reg. No.	SYMBOL	DESCRIPTION	POS Reg. No.	SYMBOL	DESCRIPTION	POS Reg. No.	SYMBOL	DESCRIPTION
24		Manually operated control valve	33 X8070		Valve, three way globe type	40		Three-way control valve with diaphragm actuator
25 X2112		Combinated non-return valve and manually actuated stop valve. Flow from left to right	34 X8073		Valve, three way ball type	41		Self-operating pressure reducing three-way control valve
26		Spring-loaded non-return valve. Flow from left to right	35		Three-way control valve with electrical motor actuator	42		Self-operating thermostatic three-way control valve
27 X2133		Self-operating pressure reducing control valve	36 X2103		Three-way valve with solenoid actuator	43		Self-contained thermostat valve
28		Pressure control valve (spring loaded)	37 X2107		Three-way valve with double-acting cylinder actuator (pneumatic)	44 2102		Valve, angle type (general)
29		Pressure control valve (remote pressure sensing)	38		Three-way valve with electric motor actuator	45 X8069		Valve, angle globe type
30		Pneumatically actuated valve, spring-loaded cylinder actuator	39 X2102		Three-way valve with diaphragm actuator			
31		Quick-closing valve						
32 2103		Valve, three way type (general)						

Fig 21-2 List of symbols (DAAF406507 - 2)

INTERNATIONAL STANDARD ISO 10628 and ISO 14617			INTERNATIONAL STANDARD ISO 10628 and ISO 14617			INTERNATIONAL STANDARD ISO 10628 and ISO 14617		
POS Reg. No.	SYMBOL	DESCRIPTION	POS Reg. No.	SYMBOL	DESCRIPTION	POS Reg. No.	SYMBOL	DESCRIPTION
46 X8072		Valve, angle ball type	55 772		Orifice plate	62		Valve 1/2 Pneum/Pneum
47 X2125		Safety valve, spring loaded, globe angle type	56 X2182		Shuttle valve with "AND-function"	63		Valve 1/2 Pneum/Spring
48		Weight loaded angled valve detained in open position after operation	57		Valve 1/2 Pneum/Pneum	64		Valve 1/2 Solenoid/Spring
49		Spring-loaded safety angled valve with automatic return after operation	58		Valve 1/2 Pneum/Spring	65		Valve 1/2 Lever/Spring
50		Non-return angled two-way valve. Flow from left to right	59		Valve 1/2 Solenoid/Spring	66		Valve 1/2 Manual/Spring
51		Non-return angled two-way valve hand operating. Flow from left to right	60		Valve 1/2 Lever/Spring	67		Valve 1/2 Pneum/Pneum
52 2181		Self-operating release valve (steam trap)	61		Valve 1/2 Manual/Spring			
53 X2212		Adjustable restrictor (valve)						
54 2031		Restrictor						

Fig 21-3 List of symbols (DAAF406507 - 3)

INTERNATIONAL STANDARD ISO 10628 and ISO 14617			INTERNATIONAL STANDARD ISO 10628 and ISO 14617			INTERNATIONAL STANDARD ISO 10628 and ISO 14617		
POS Reg. No.	SYMBOL	DESCRIPTION	POS Reg. No.	SYMBOL	DESCRIPTION	POS Reg. No.	SYMBOL	DESCRIPTION
68		Valve 1/2 Pneum/Spring	77		Electrically driven compressor	84 X8079		Heat exchanger (general), condenser
69		Valve 1/2 Solenoid/Spring	78 2302		Compressor, vacuum pump (general)	85 X2674		Pneumatic-air lubricator
70		Valve 1/2 Lever/Spring	79 2301		Pump, liquid type (general)	86 X8111		Cooling tower, dry with induced draught
71		Valve 1/2 Manual/Spring	80 2401		Hydraulic pump	87 2521		Cooling tower (general) (Deaerator)
72		Turbogenerator	81		Manual hydraulic pump	88 2040		Funnel
73		Turbogenerator with gear transmission	82 X2071		Boiler feedwater vessel with deaerator	89		Trough or drip tray with drain funnel
74		Turbocharger	83 2501		Heating or cooling coil			
75 C0082		Electric motor (general)						
76		Electrically driven pump						

Fig 21-4 List of symbols (DAAF406507 - 4)

INTERNATIONAL STANDARD ISO 10628 and ISO 14617			INTERNATIONAL STANDARD ISO 10628 and ISO 14617			INTERNATIONAL STANDARD ISO 10628 and ISO 14617		
POS Reg. No.	SYMBOL	DESCRIPTION	POS Reg. No.	SYMBOL	DESCRIPTION	POS Reg. No.	SYMBOL	DESCRIPTION
90 517		Flanged dummy cover (Blind flange pair)	99 564		Quick-release coupling element of female type	106		Air vent + flame arrestor
91 511		Flanged connection	100 563		Quick-release coupling element of male type	107 2036		Flame arrestor
92 518		End cap	101 X411		Hose	108 X322		Pipeline with thermal insulation
93 514		Screwed joint	102 532		Expansion sleeve	109 X8174		Piping, heated or cooled and insulated
94 516		Reducer	103 533		Compensator (Expansion bellows)	110 X2619		High speed centrifuge (Separator)
95		Joint with change of pipe dimension, pipe reducer eccentric	104 2038		Siphon	111 X2614		Centrifuge with perforated shell (Centrifugal filter)
96 565		Quick-release coupling element which fits into another coupling element of the same type	105 2039		Vent (outlet to the atmosphere for steam/gas)			
97 567		Quick-release coupling element of female type with automatic closing when decoupled						
98 566		Quick-release coupling element of male type with automatic closing when decoupled						

Fig 21-5 List of symbols (DAAF406507 - 5)

INTERNATIONAL STANDARD ISO 10628 and ISO 14617			INTERNATIONAL STANDARD ISO 10628 and ISO 14617			INTERNATIONAL STANDARD ISO 10628 and ISO 14617		
POS Reg. No.	SYMBOL	DESCRIPTION	POS Reg. No.	SYMBOL	DESCRIPTION	POS Reg. No.	SYMBOL	DESCRIPTION
112 X8116		Liquid filter (general)	121 X8123		Screening device, sieve, strainer, general	128 X2069		Vessel with dished ends and heating / cooling jacket
113 X8117		Liquid filter, bag, candle or cartridge type	122 X8031		Gravity separator, settling chamber	129 2033		Silencer
114		Automatic filter with by-pass filter	123 X2618		Separator, cyclone type	130 2034		Viewing glass
115 X8019		Suction filter	124 X8090		Strainer	131		Receiver, pulse damper
116 X8119		Liquid rotary filter, drum or disc type	125 2073		Pressure vessel with diaphragm, for example expansion vessel	132		Indicating measuring instrument P = Pressure 1006 T = Temperature 1010 Y = Density 1012 F = Flow rate 1016
117		Duplex filter	126 2062		Pressure or vacuum vessel	133		Local instrument
118		Candle filter with rotating drum with by-pass	127 301		Tank, vessel			
119 X8122		Gas filter (general)						
120 X8022		Gas filter, bag, candle or cartridge type						

Fig 21-6 List of symbols (DAAF406507 - 6)

INTERNATIONAL STANDARD ISO 10628 and ISO 14617			INTERNATIONAL STANDARD ISO 10628 and ISO 14617			INTERNATIONAL STANDARD ISO 10628 and ISO 14617		
POS Reg. No.	SYMBOL	DESCRIPTION	POS Reg. No.	SYMBOL	DESCRIPTION	POS Reg. No.	SYMBOL	DESCRIPTION
134		Local panel	141 X1032		Automatic operation of valve with two stable positions open and close	148		
135		Signal to control board	142			149		
136		TI = Temperature indicator TE = Temperature sensor TEZ = Temperature sensor shut-down PI = Pressure indicator PS = Pressure switch PT = Pressure transmitter PSZ = Pressure switch shut-down POIS = Differential pressure indicator and alarm LS = Level switch QS = Flow switch TSZ = Temperature switch	143			150		
137 X2122		Overflow safety valve	144			151		
138 X1048		Flow rate indication	145			152		
139 X1056		Recording of flow rate with summation of volume	146			153		
140 X1036		Automatic operation of valve with infinite number of stable positions	147					

**Fig 21-7 List of symbols (DAAF406507 - 7)**

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