

PROJECT GUIDE

HIMSEN H32DF-LM FOR MARINE 2024 1st EDITION



DISCLAIMER

All information provided in this document is for informational purposes only.

It is not a definitive binding document and may be changed without prior notice. In addition, there are no guarantees or guarantees for any particular content. Depending on the requirements of the specific project in the future, related data and documents may be changed, and specifications should be determined after evaluation by specific project. This should be determined according to each individual project, that is, the specifications required for the specific area and specific operating conditions.

List of updates for H32DF-LM Project Guide

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Remark

The above information is the major updates from the previous version, and it doesn't include the minor changes.

		Page
1	General information	
1.1	Introduction	7
1.2	Engine nomenclature	8
2	Structural design and installation	
2.1	Principal data	9
2.2	Engine cross section	10
2.3	Engine design outline	11
2.4	Generating-set dimension and weight	14
2.5	Mounting	15
2.6	Overhaul dimension	16
3	Performance data	17
4	Dynamic characteristics and noise	
4.1	External forces and couples	19
4.2	Moment of inertia	21
4.3	Noise measurement	22
5	Operation and control system	
5.1	Engine operation	23
5.2	Engine control system	34
5.3	Outline of engine automation	42
5.4	Operation data and alarm points	45

		Page
6	Fuel system	
6.1	Modes of engine operation	47
6.2	Internal fuel oil system	48
6.3	External fuel oil system	50
6.4	Fuel oil specification	58
6.5	Fuel oil viscosity diagram	63
6.6	Fuel oil quality	64
6.7	Internal methanol system	67
6.8	External methanol system	69
7	Lubricating oil system	
7.1	Internal lubricating oil system	71
7.2	External lubricating oil system	74
7.3	Lubricating oil specification	78
7.4	List of lubricants	81
8	Cooling water system	
8.1	Internal cooling water system	83
8.2	External cooling water system	86
8.3	Cooling water quality and treatment	91

		Page
9	Air and exhaust gas system	
9.1	Internal compressed air system	93
9.2	External compressed air system	95
9.3	Internal combustion air system	97
9.4	External combustion air system	98
9.5	External exhaust gas system	100
9.6	External exhaust gas pipe connection	102
9.7	Approach SCR system installation	103
9.8	Exhaust gas silencer with spark arrestor	105
9.9	Generator information	107
10	Engine maintenance	
10.1	Maintenance schedule	109
10.2	Recommended wearing parts	117
10.3	List of standard spare parts	122
10.4	Heavy parts for maintenance	126
10.5	List of standard tools	128
11	Appendix 1 (Piping symbols)	133
12	Appendix 2 (Instrumentation code)	137
13	Note	141

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1 General information

1.1 Introduction

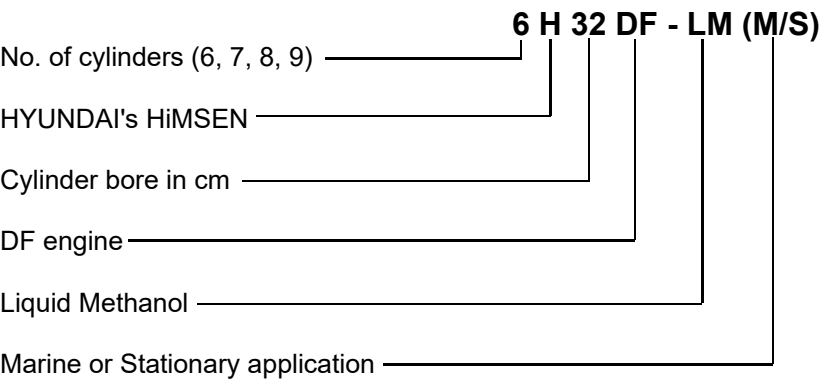
This project guide provides necessary information and recommendations for the application of HYUNDAI HiMSEN H32DF-LM (Dual Fuel-Liquid Methanol) generating-set (gen-set). "HiMSEN"® is the licensed brand name of HYUNDAI's own design engine and the abbreviation of 'Hi-Touch Marine & Stationary ENgine'. The HiMSEN H32DF-LM generating sets are delivered as complete packages, an engine and a generator are mounted on a common base frame together with related auxiliary equipment.

Please note that all data and information prepared in this project guide are for guidance only and subject to revision without notice. Therefore, please contact Hyundai Heavy Industries Co., Ltd. before actual applications of the data. Hyundai Heavy Industries Co., Ltd. (HHI) will always provide the data for the installation of specific project.

Each sheet is identified by the engine type and own 'Sheet Number'. Therefore, please use engine type 'H32DF', and 'Sheet No.' for easier communications

Some phrase or figures mention SF(second fuel). SF means methanol in this document.

Engine model designation



1.2 Engine nomenclature

1.2.1 Cylinder numbering

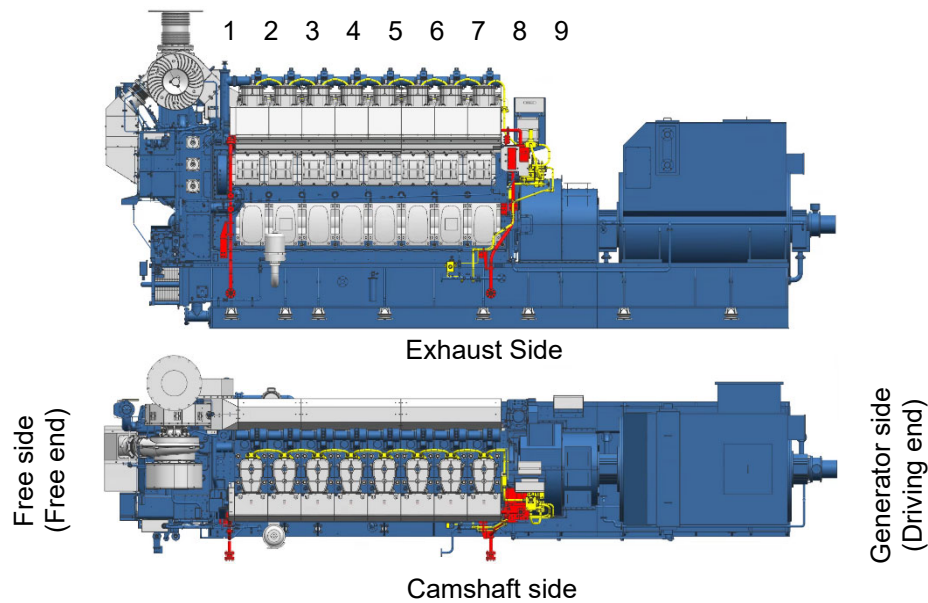


Figure 1.1 Cylinder numbering

1.2 Direction of engine rotation

Clockwise Engine : Clockwise viewed from driving end (Counter-clockwise viewed from free end)

Counter-clockwise Engine : Counter-clockwise viewed from driving end (Clockwise viewed from free end)

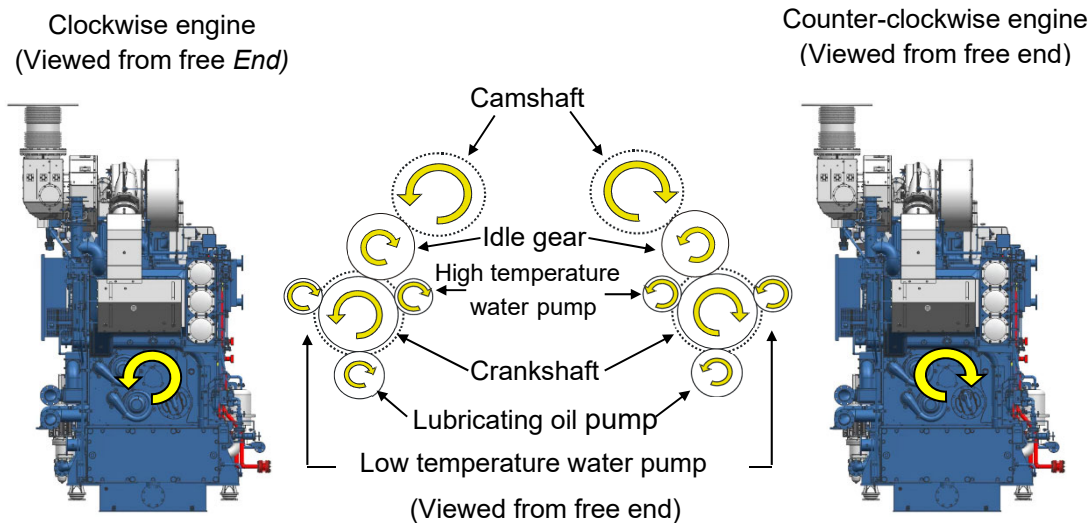


Figure 1.2 Direction of engine rotation

2 Structural design and installation

2.1 Principal data

Table 2.1 Principal data

Type of engine	4-stroke, turbocharged and inter-cooled, dual fuel engine, trunk piston type.	
Cylinder configuration		In-line
Number of cylinder		6 - 7 - 8 – 9
Rated speed	rpm	720 750
Power per cylinder	kW	500 500
Cylinder bore	mm	320
Piston stroke	mm	400
Swept Volume per cylinder	dm ³	32.2
Mean piston speed	m/s	9.6 10.0
Mean effective pressure	bar	25.9 24.9
Compression ratio		15 : 1
Direction of engine rotation		Clockwise viewed from generator side (Non-reversible)
Cylinder firing order	6H32DF-LM	1 - 4 - 2 - 6 - 3 - 5
	7H32DF-LM	1 - 2 - 4 - 6 - 7 - 5 - 3
	8H32DF-LM	1 - 3 - 5 - 7 - 8 - 6 - 4 - 2
	9H32DF-LM	1 - 3 - 5 - 7 - 9 - 8 - 6 - 4 - 2

2.2 Engine cross section

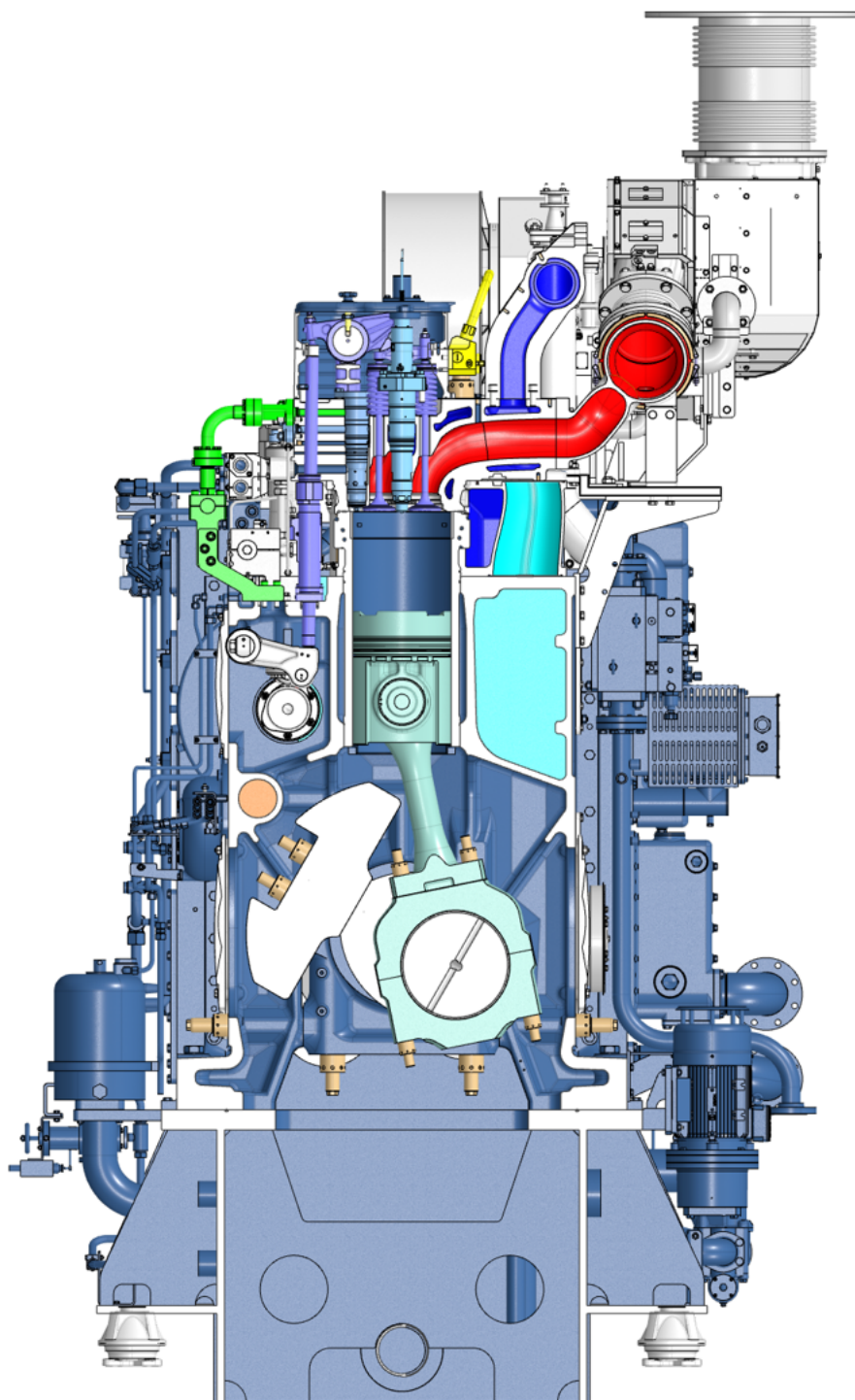


Figure 2.1 Engine cross section

2.3 Engine design outline

2.3. 1 General

Hyundai dual fuel engine 'HiMSEN H32DF-LM' family have simple and smart design suitable for marine application with high reliability and performance. The key features are summarized as below :

1. DF-LM engine can be run with liquid methanol or liquid fuel oil alternatively.
2. Eco-friendly and economical engine with the lowest fuel consumption and NO_x emission which are based on the following specific designs :
 - ✓ High stroke to bore ratio
 - ✓ High compression ratio
 - ✓ Optimized supercharging with miller cycle
 - ✓ High fuel injection pressure
3. Reliable and practical engine with simple, smart and robust structure.
 - ✓ A number of engine components are minimized with pipe-free design
 - ✓ Most of the components are directly accessible for easy maintenance.
 - ✓ Maintenance concept for each parts is to be provided
 - ✓ Feed system is fully modularized with direct accessibility
 - ✓ Highly integrated control system
 - ✓ Raven components are applied
 - ✓ Free from methanol leakage
 - ✓ Up-to-date technology is adopted

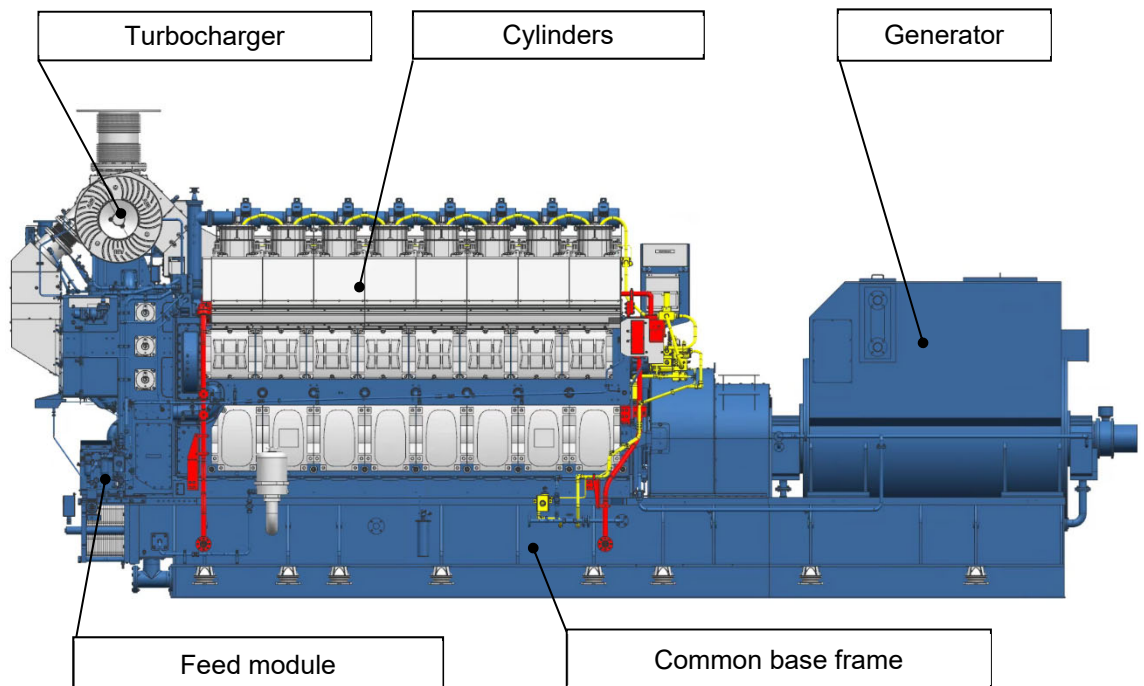


Figure 2.2 Engine design outline

2.3.2 Design of main components

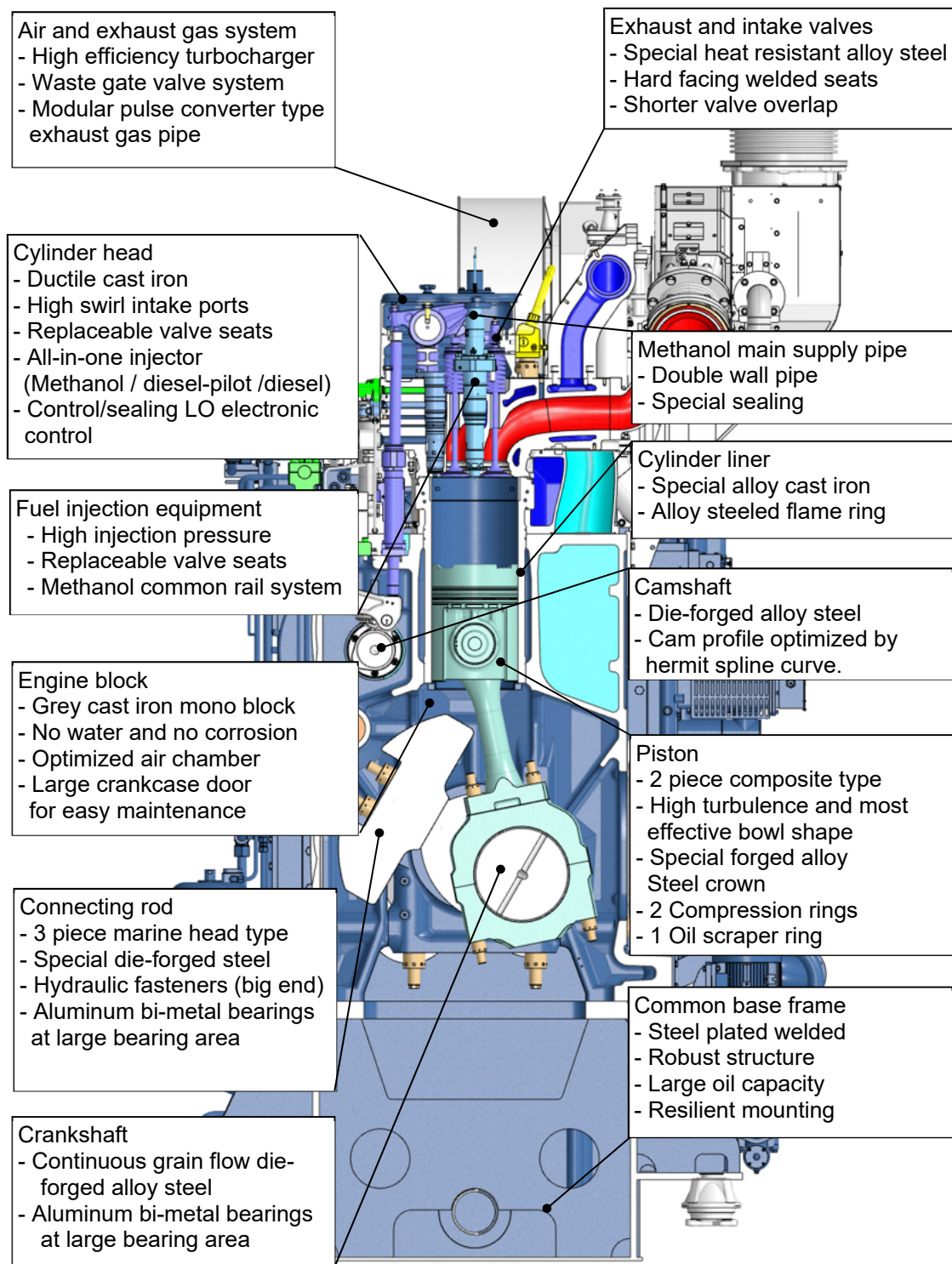


Figure 2.3 Cross section drawing

2.3.3 Description of feed module

HiMSEN has a unique design of feed module for better reliability and easy maintenance such as cooling water and lubricating oil system are fully modularized into the feed module with the following key features.

- ✓ All the components of the system, for example, pumps, valves, filters and coolers are mounted on feed block without any pipe connection, which provides direct accessibility with fewer parts for easy maintenance as shown below Figure 2.4
- ✓ Feed block has cast-in flow channels for cooling water and lubricating oil circuits, which are arranged to secure water-tight to oil space and simplified in combination with pumps and valve housings for better flow characteristics to avoid any risk of corrosion due to cavitation.

Outline of feed module

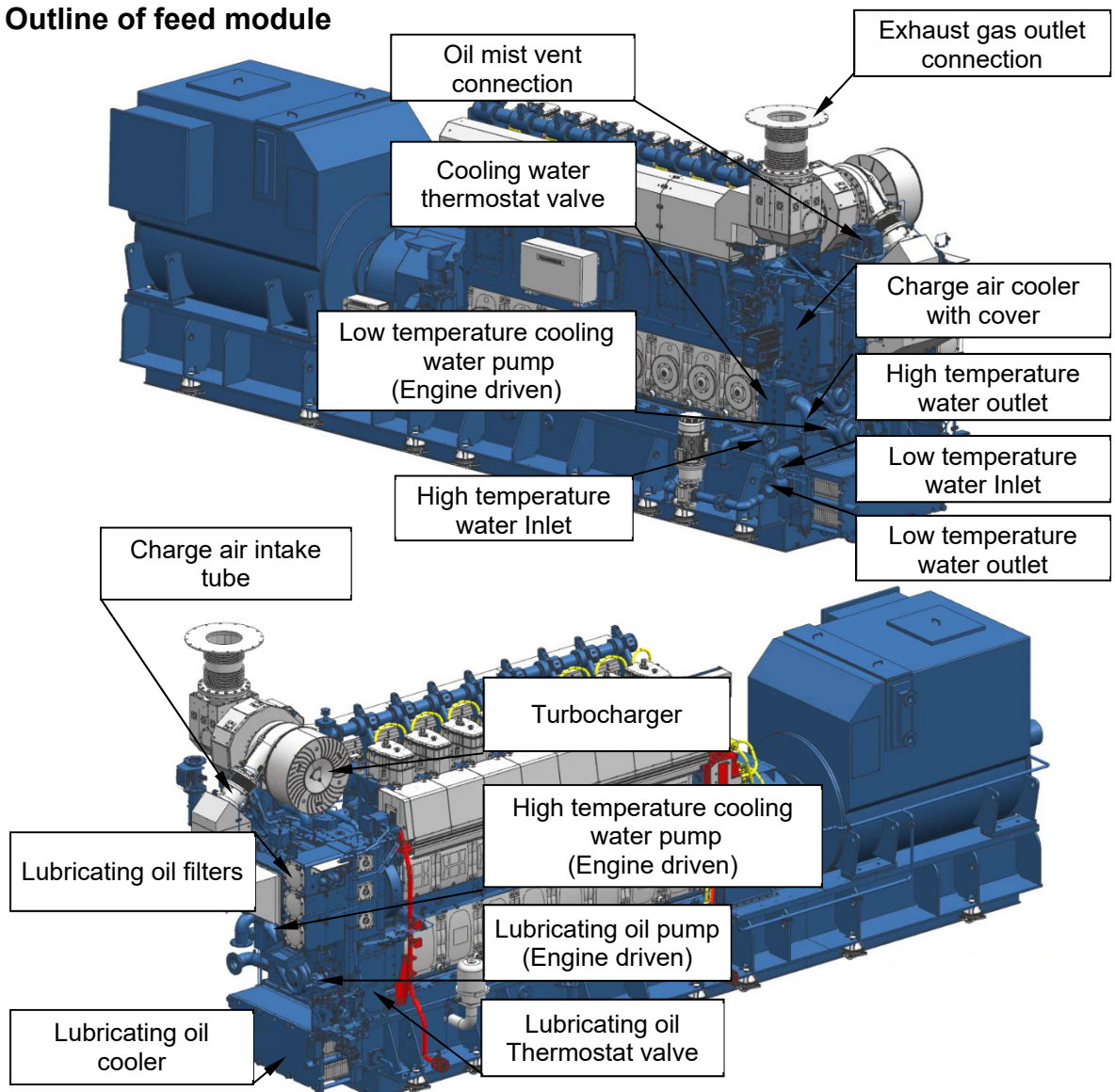


Figure 2.4 Outline of feed module

2.4 Generating-set dimension and weight

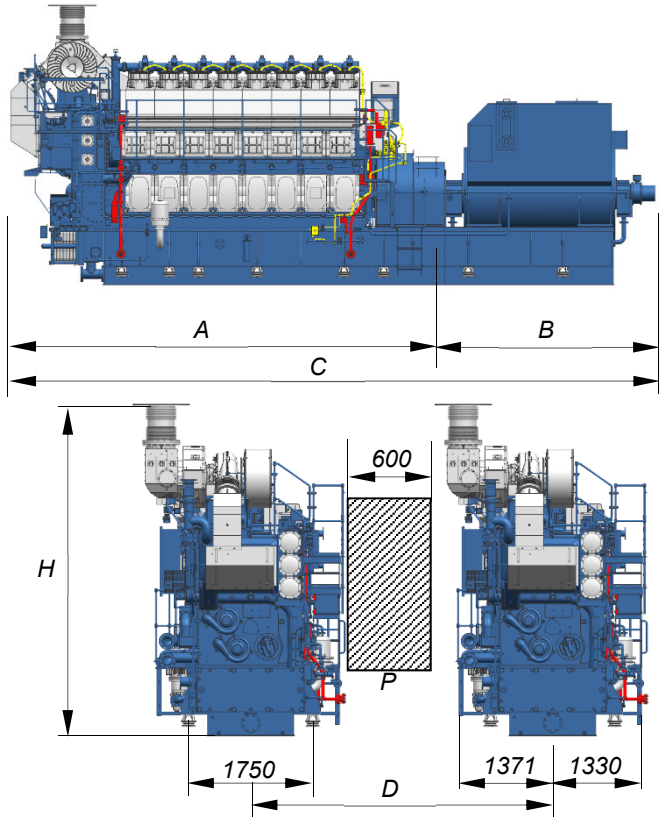


Table 2.2 Generating-set dimension and weight

Engine type	Dimensions (mm)					Dry weight (ton) ²⁾	
	A	B ¹⁾	C ¹⁾	D ⁵⁾	H	Engine ³⁾	Generating-set ⁴⁾
6H32DF-LM	5,765	3,415	9,180	3,677	4,520	40.2	62.5
7H32DF-LM	6,255	3,669	9,924	3,677	4,684	43.5	70.2
8H32DF-LM	6,881	3,923	10,804	3,677	4,684	46.7	77.8
9H32DF-LM	7,008	4,063	11,071	3,677	4,684	51.4	85.0

1. All dimensions and weight are approximate value and subject to change without prior notice.

1) : Depending on alternator.

2) : Weight including a standard alternator (Maker : HHI-EES)

3) : Without common base frame

4) : With common base frame and generator

5) : Depending on methanol pipe connection

D : Min. distance between engines

P : Free passage between the engines, width 600 mm and height 2,000 mm.

2.5 Mounting

2.5.1 General

The HiMSEN generating-set consists of dual fuel engine and alternator mounted on common base frame. The common base frame is installed on resilient mounts on the foundation in the ship.

The resilient mounting for the generating-set is made with a number of rubber elements in order to isolate from vibrations between generating-set and hull structure. These rubber elements are bolted to brackets of the common base frame as shown below Figure 2.5.

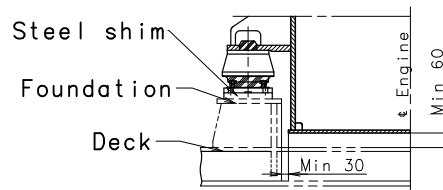


Figure 2.5 Resilient mounting

2.5.2 Design of resilient mount

The quantities and position of the resilient mount are determined by the dynamic characteristics of vessel. Therefore, the final specification of the resilient mount shall be decided based on the information from vessel contractor

2.5.3 Connections to the generating-set

Generating-set mounted on resilient mount is usually influenced by a relative motions from the hull structure. Due to the reason, any rigid fixing between generating-set and hull structure causes damages to generating-set or hull. Therefore, all connections, for example, pipes, gratings, ladders, electric wires, etc., should be flexible enough to absorb the relative movements.

2.5.4 Recommendations for seating design and adjustment

The foundation for common base frame mounting should be rigid enough to support the load from generating-set. Steel shim plates with thickness of minimum 25mm between rubber elements and foundation are required to adjust leveling of each mount (Method 1). Additional shim plate (Minimum thickness 10 mm) can be used for adjustments (Method 2) as shown below Figure 2.6. It is also recommended to check the crankshaft deflection before starting up the engine to secure the correct adjustments of the shim plate and leveling of the generating-set.

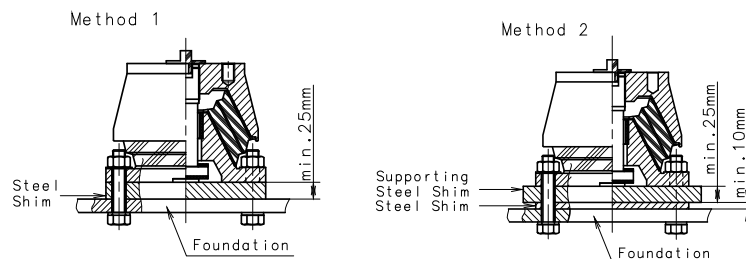
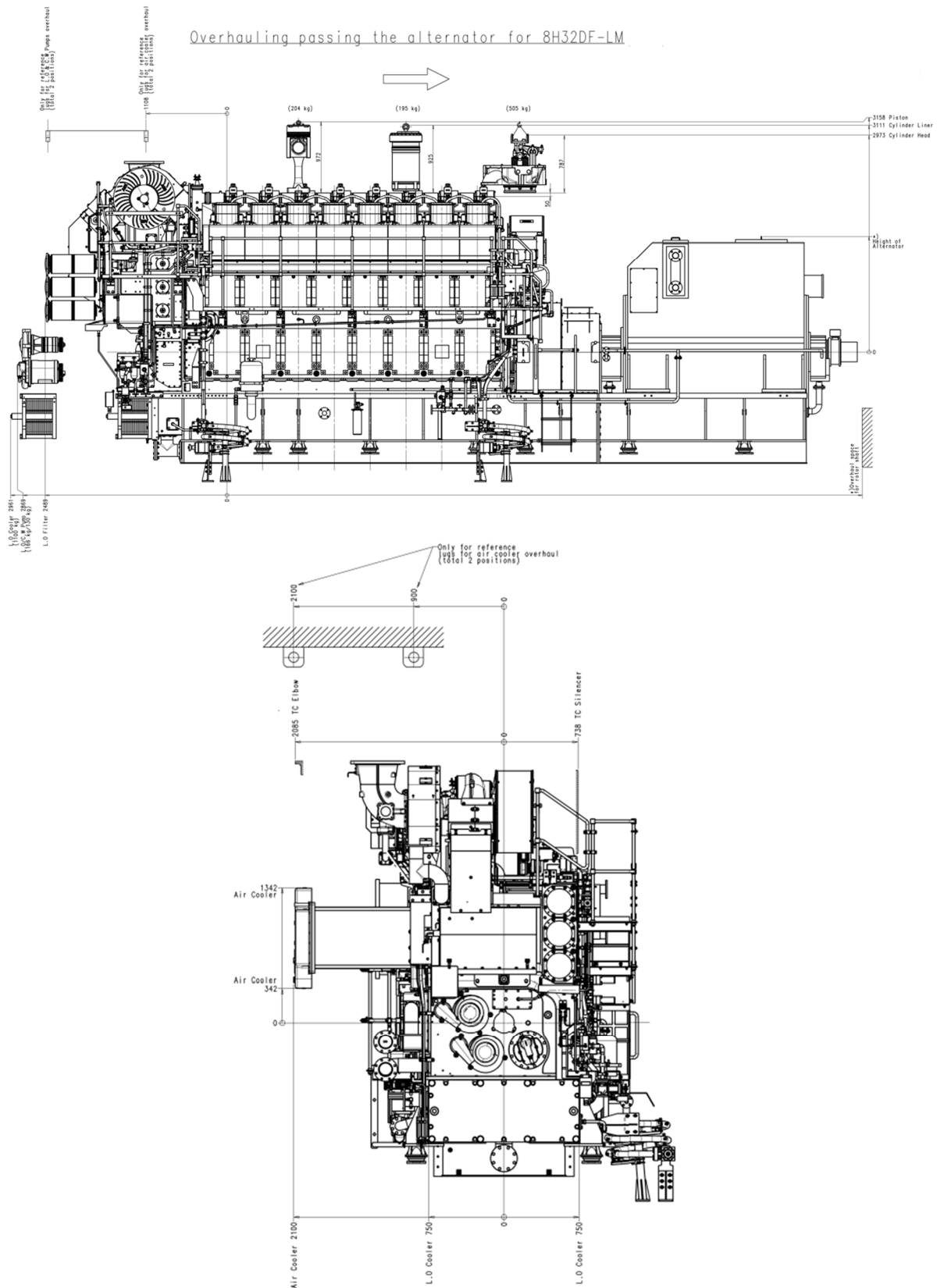


Figure 2.6 Recommendations for seating design

2.6 Overhaul dimension



3 Performance data

Rated power for generating-set

Table 3.1 Rated power for generating-set

Engine type	Rated output at			
	720 rpm / 60 Hz		750 rpm / 50 Hz	
	Engine (kWm)	Generator (kWe)	Engine (kWm)	Generator (kWe)
6H32DF-LM	3,000	2,880	3,000	2,880
7H32DF-LM	3,500	3,360	3,500	3,360
8H32DF-LM	4,000	3,840	4,000	3,840
9H32DF-LM	4,500	4,320	4,500	4,320

1. No overload operation is permissible except 10 % overload of diesel mode during official factory test only.
2. The alternator outputs are calculated for an efficiency of 96 % and a power factor of 0.8 lagging.
3. Power adjusting of dual fuel engines must be consulted to engine builder.

Reference condition

General definition of gas engine rating is specified in accordance with ISO 3046-1.

ISO condition

Turbocharger air inlet pressure : 1,000 mbar
 Intake air temperature : 298 K (25 °C)
 L.T cooling water temperature : 298 K (25 °C)

Tropical condition

Turbocharger air inlet pressure : 1,000 mbar
 Intake air temperature : 318 K (45°C)
 L.T cooling water temperature : 309 K (36°C)

Please check the attached drawing for the engine data information below :

Drawing No.	Description
BH4-097899-2	Engine performance data

4 Dynamic characteristics and noise

4.1 External forces and couples

Table 4.1 External forces and couples (Diesel mode)

Engine type	Speed	External forces and moments				Guide force moments		
		Order		Moment		Order		Moment
	rpm			Horizontal	Vertical			
		No.	Hz	kNm	kNm	No.	Hz	kNm
6H32DF-LM	720	1	12.0	0.0	0.0	3	36.0	42.4
		2	24.0	0.0	0.0	6	72.0	20.6
	750	1	12.5	0.0	0.0	3	37.5	39.3
		2	25.0	0.0	0.0	6	75.0	20.6
7H32DF-LM	720	1	12.0	3.7	28.5	3.5	42.0	78.3
		2	24.0	0.0	21.7	7	84.0	14.2
	750	1	12.5	4.1	30.9	3.5	43.8	78.3
		2	25.0	0.0	23.5	7	87.5	14.2
8H32DF-LM	720	1	12.0	0.0	0.0	4	48.0	69.8
		2	24.0	0.0	0.0	8	96.0	9.1
	750	1	12.5	0.0	0.0	4	50.0	69.5
		2	25.0	0.0	0.0	8	100.0	9.1
9H32DF-LM	720	1	12.0	2.7	20.6	4.5	54.0	63.5
		2	24.0	0.0	11.8	9	108.0	5.3
	750	1	12.5	2.9	22.3	4.5	56.3	63.5
		2	25.0	0.0	12.8	9	112.5	5.3

Table 4.2 External forces and couples (Methanol mode)

Engine type	Speed	External forces and moments				Guide force moments		
		Order		Moment		Order		Moment
				Horizontal	Vertical			
	rpm	No.	Hz	kNm	kNm	No.	Hz	kNm
6H32DF-LM	720	1	12.0	0.0	0.0	3	36.0	27.4
		2	24.0	0.0	0.0	6	72.0	18.8
	750	1	12.5	0.0	0.0	3	37.5	24.5
		2	25.0	0.0	0.0	6	75.0	18.8
7H32DF-LM	720	1	12.0	3.7	28.5	3.5	42.0	64.2
		2	24.0	0.0	21.7	7	84.0	14.5
	750	1	12.5	4.1	30.9	3.5	43.8	64.2
		2	25.0	0.0	23.5	7	87.5	14.5
8H32DF-LM	720	1	12.0	0.0	0.0	4	48.0	56.7
		2	24.0	0.0	0.0	8	96.0	11.2
	750	1	12.5	0.0	0.0	4	50.0	56.7
		2	25.0	0.0	0.0	8	100.0	11.2
9H32DF-LM	720	1	12.0	2.7	20.6	4.5	54.0	53.1
		2	24.0	0.0	11.8	9	108.0	8.4
	750	1	12.5	2.9	22.4	4.5	56.3	53.1
		2	25.0	0.0	12.8	9	112.5	8.4

4.2 Moment of inertia

Table 4.3 Moment of inertia

Engine type	Speed	Rating	Moments of inertia ; J ₁				
			Engine MOI	Flywheel		Alternator MOI ₂	Total MOI
	rpm	kW		MOI	Mass		
			kgm ²	kgm ²	kg	kgm ²	kgm ²
6H32DF-LM	720	3000	358.5	190.0	938.2	524.6	1073.1
	750	3000	358.5	190.0	938.2	524.6	1073.1
7H32DF-LM	720	3500	416.9	400.0	1688.6	618.3	1435.2
	750	3500	416.9	400.0	1688.6	618.3	1435.2
8H32DF-LM	720	4000	475.4	386.0	1431.7	716.3	1577.7
	750	4000	475.4	386.0	1431.7	716.3	1577.7
9H32DF-LM	720	4500	533.8	100.0	568.3	944.5	1578.3
	750	4500	533.8	100.0	568.3	944.5	1578.3

1) Moment of Inertia : $GD^2 = 4 \times J$ (kgm²)

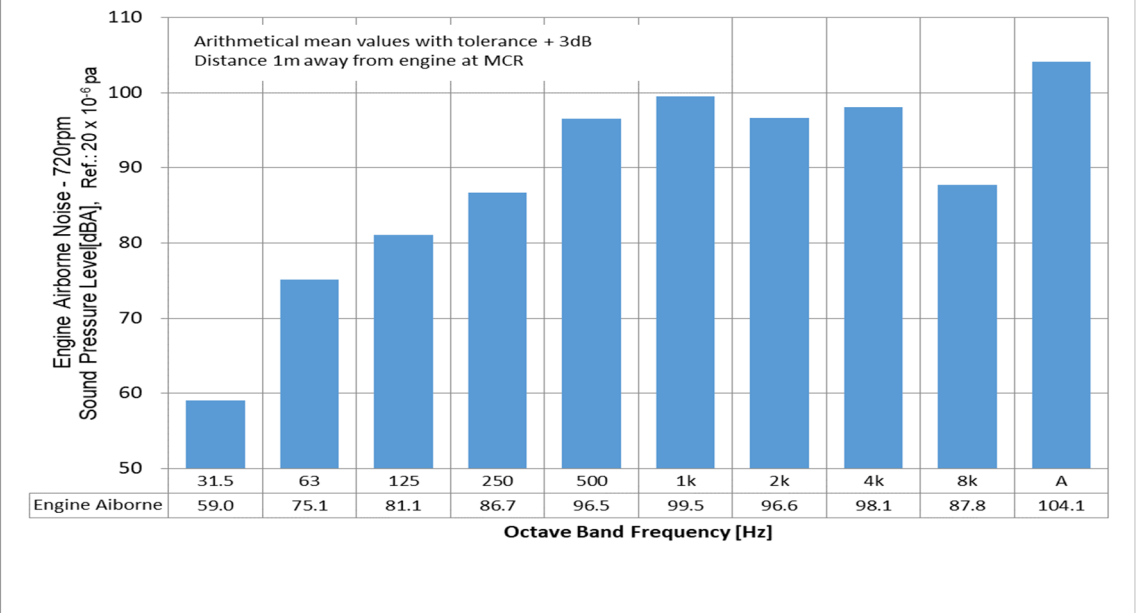
2) Recommended values, the case of different MOI should be confirmed by a torsional vibration analysis

4.3 Noise measurement

4.3.1 General description

The airborne noise of the engine is defined as a sound pressure level according to ISO 6798 and ISO 8528-10. The total 19 point at distance 1 m away from the engine surface at full load should be measured. The values are averaged with A-weighting in one octave band. In the octave level diagram, the minimum and maximum octave levels of all measuring points have been linked by results. The data can be changed, depending on the acoustical properties of the environment and the number of cylinder

720 rpm (Diesel mode)



720 rpm (Methanol mode)

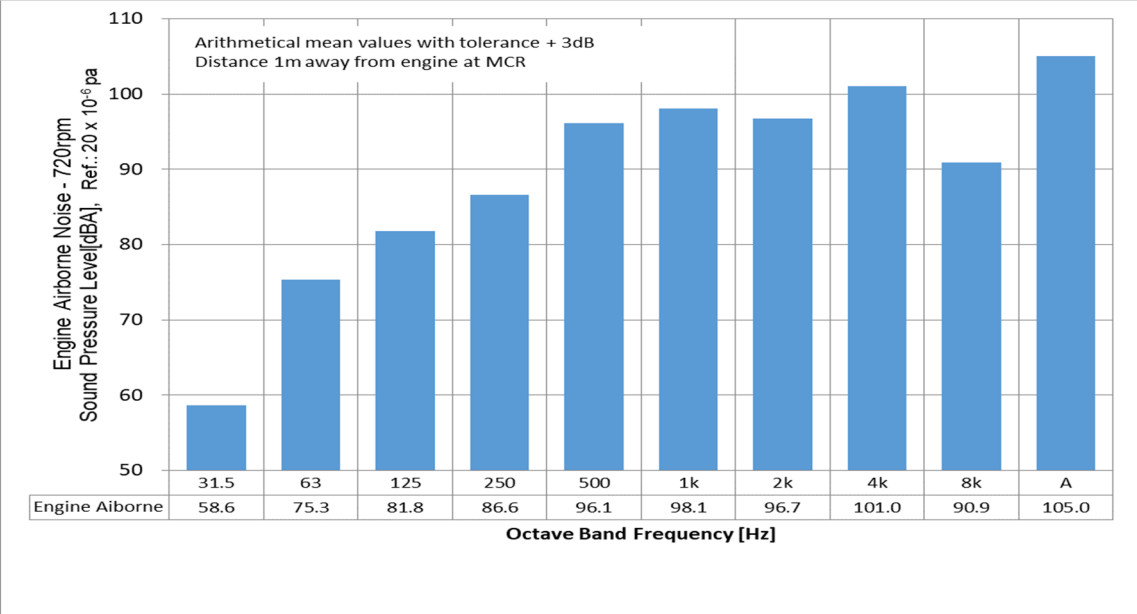


Figure 4.2 Engine air airborne noise level (Methanol mode)

5 Operation and control system

5.1 Engine operation

5.1.1 General

HiMSEN DF-LM engine is able to run in both diesel and methanol fuel.

The operation characteristics at diesel and methanol mode are different. Suitable fuel mode should be selected at each required operation capacity and proper action should be taken based on fuel mode.

5.1.2 Engine fuel mode

Diesel mode

- ✓ Diesel fuel oil system active.
- ✓ Diesel FO is injected by electronic fuel injection pump (E-FIP) system and the timing and amount of injected fuel is controlled by ECS.(Engine control system)
- ✓ When manually selected or methanol mode operation is not available (methanol trip condition).

Methanol mode

- ✓ Methanol fuel and pilot fuel oil system active.
- ✓ Diesel fuel oil system is used for pilot fuel injection and its timing and amount of fuel is adjusted for its purpose
- ✓ Methanol fuel is injected by fuel injection valve(FIV) and the timing and amount of injected fuel is controlled by ECS.
- ✓ When manually selected.

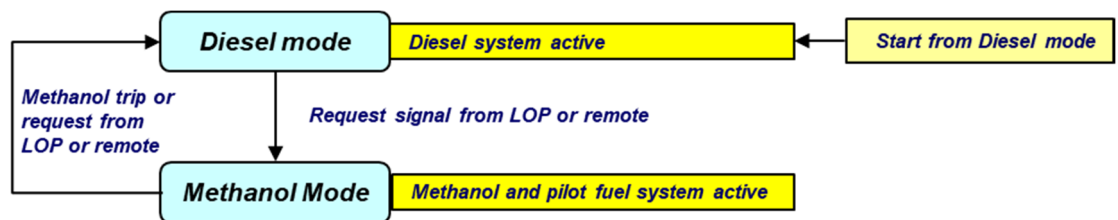


Figure 5.1 Engine fuel mode

Fuel mode can be selected from

- ✓ At switch on local operating panel(LOP) (On engine)
- ✓ From remote system (Power management system or ship management system)

The methanol trip condition is specified in alarm list.

5.1.3 Starting condition

Normal starting condition

Lubricating oil

- ✓ Continuous pre-lubrication is required
- ✓ Temperature : over 40 °C (Preheated)

Cylinder cooling water

- ✓ Start on marine diesel oil / marine gas oil : over 40 °C (Preheated)
- ✓ Start on heavy fuel oil : over 60 °C (Preheated)

Combustion Air

- ✓ Intake air temperature : between 0 °C and 45 °C

Fuel oil (Marine diesel oil/marine gas oil or heavy fuel oil)

- ✓ Pre-circulation is required
- ✓ Engine inlet viscosity : 12 ~ 18 cSt (Heavy fuel oil)
2 ~ 14 cSt (Marine diesel oil / marine gas oil)

Emergency cold starting condition

Fuel oil : only marine diesel oil / marine gas oil is acceptable

Cooling water : minimum 15 °C

Lubricating oil : minimum 10 °C, pre-lubricated
(Approx. 1,000 cSt based on SAE 40)

Intake air temperature : minimum 0 °C

5.1.4 Engine start

Engine start ready

Engine start ready condition is indicated in local and remote. It is recommended that engine is to be in warm condition before start.

Start block signals

- ✓ Lubricating oil pressure at engine inlet low
- ✓ Starting air pressure engine inlet low (Option)
- ✓ High temperature cooling water at engine inlet low (Option)
- ✓ Turning gear engaged
- ✓ Slow turning failure
- ✓ Engine speed high before start
- ✓ Start block in test mode
- ✓ Start block from remote system

Engine start at different start mode

Main starting valve is installed in engine side and operated by compressed air and controlled by pneumatic solenoid valve. (See the diagram Figure 9.1)

Starting is performed only in diesel mode (or diesel mode with blackout start) regardless of requested fuel mode since methanol mode is possible only above predefined load operation.

This is to guarantee safe operation of DF-LM engine in terms of stable combustion in combination of pilot fuel and methanol injection.

Engine start at diesel mode

- ① Engine begin to start
Slow turning is performed depends on predefined conditions.

After completion of slow turning sequence, actual start sequence is started and after reaching "speed limit for diesel fuel injection", main fuel oil begins to be injected. The amount of FO injection will follow the predefined value at engine start.

At "speed limit starter off", the starting sol. valve is deactivated. After predefined speed, engine status changed to "engine run".

Engine reaches idle speed in predefined fuel injection profile to minimize smoke emission.

- ② Speed ramp up from idle speed to rated speed
Ramp up rate "Period between idle and rated speed" is applied
- ③ Engine running at rated speed
Ready for circuit breaker closed

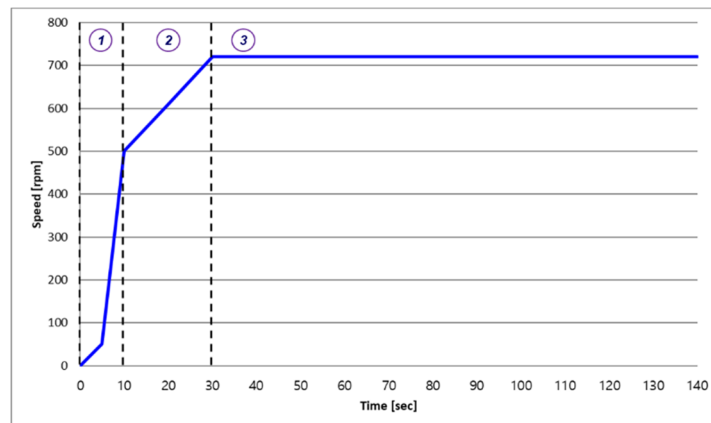


Figure 5.2 Engine start at diesel mode

Engine start at diesel black out start mode

① Engine begin to start

Slow turning is ignored regardless of engine control mode (local/remote), request from remote and below conditions are overridden.

- Lubricating oil pressure at engine inlet low
- Starting air pressure at engine inlet low
- High cooling water temperature at engine inlet low
- Slow turning failure

After predefined speed, after reaching “speed limit for diesel fuel injection”, main fuel oil begins to be injected. The amount of fuel oil injection will follow the predefined value at engine start.

At “speed limit starter off”, the starting sol. valve is deactivated. After predefined speed, engine status changed to “engine run”. The speed is increased without staying in idle speed and reach to rated speed as fast as possible

② Engine running at rated speed: Ready for circuit breaker closed

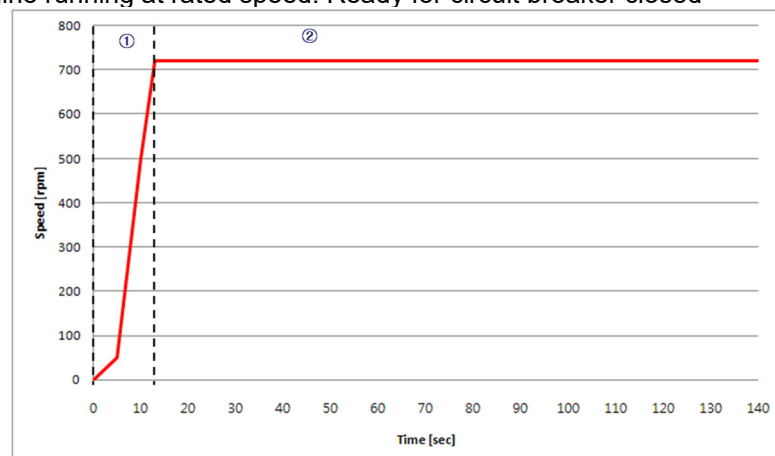


Figure 5.3 Engine start at black-out start mode

5.1.5 Restriction for low load operation

Idle running

- ✓ Less than 5 minutes of idle running is permitted if the engine is going to stop
- ✓ Maximum 30 minutes of idle running is permitted if the engine is loaded after idle running

Long term low load operation

Marine diesel oil and marine gas oil operation

- ✓ Over 15 % load operation : no restriction
- ✓ Below 15 % load operation : load up over 70 % load at every limited time at corresponding load in Figure 5.4.

Heavy fuel oil operation

- ✓ Over 20 % load operation : no restriction
- ✓ Below 20 % load operation : load up over 70 % load at every limited time at corresponding load in Figure 5.4.

Methanol fuel operation

- ✓ Over 20 % load operation : no restriction
- ✓ Below 20 % load operation : not permitted

Duration of flushing operation (See Figure 5.4)

'Time limits for low load operation' (left) shows admissible operation time at certain load, and 'Duration of flushing operation' (right) shows the required time for duration that engine operates at not less than 70 % of full load in order for burning the deposits away.

Example

1. Time limits for low load operation (line A, A')
At 10 % of full load, heavy fuel oil operation is permissible for about 17 hours (line A), whereas marine diesel oil/marine gas oil operation for 37 hours. (line A').
2. Duration of flushing operation (line B, B')
Engine should be operated for roughly 1.15 hours (heavy fuel oil) and 0.75 hours (marine diesel oil / marine gas oil) at not less than 70 % of full load.

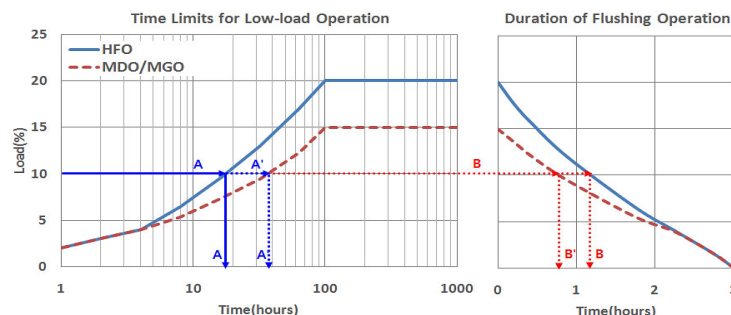


Figure 5.4 Time limits for low load operation

5.1.6 Engine load-up

Engine fulfills all requirements regarding the load application of all major classification societies and IACS at diesel mode.

At methanol mode, both continuous and step by step load up should be taken carefully for stable and safe operation of engine.

The engine has to be in warm condition for normal or emergency load up. When the engine is in cold condition, the continuous load up should be slower than normal and high step load should be prohibited.

Continuous load-up

The continuous load up capacity at each fuel mode is referred in Figure 5.5

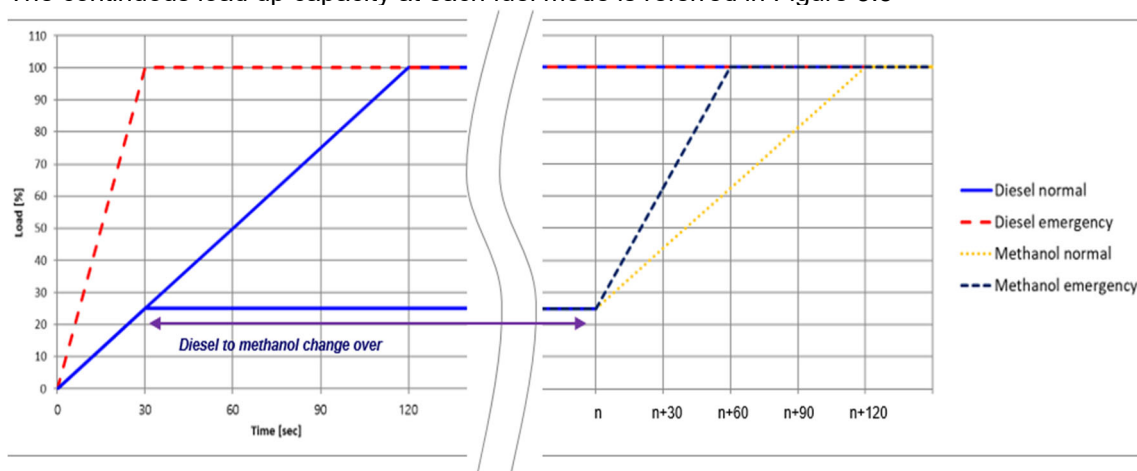


Figure 5.5 Engine load up capacity in ramp

Diesel mode

At warm condition, the 100 % load can be achieved in 120 sec by continuous ramping up at normal condition.

At emergency condition, the load can be more quickly increased to 100 % in 30 sec.

Methanol mode

After change over from diesel to methanol, the load from 25% to 100 % can be achieved in 120sec by continuous ramping up at normal condition.

At emergency condition, the load can be more quickly increased from the load 25% to 100% in 60sec.

Step by step load-up

Considering the time and safety required for stabilizing the frequency due to sudden load up, it is recommended to load up from idle to full load by more than three steps in diesel mode and four steps in methanol mode. Frequency deviation and recovery time when loading up by step is referred in Figure 5.6 and Figure 5.7. At methanol mode, the amount of load step is decreased at high load for stable operation.

Diesel mode

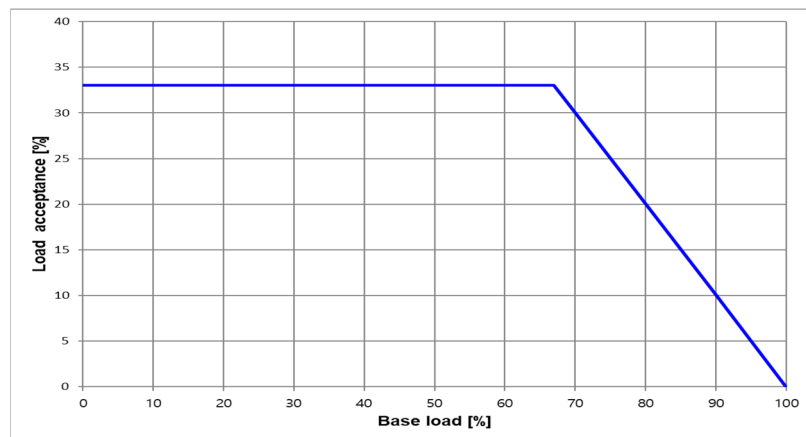


Figure 5.6 Step load acceptance at diesel mode

1. Max instant load step: 0 – 33 – 66 – 100 %
2. Max speed variation ≤ 10 %
3. Steady-state speed band ≤ 1.0 %
4. Recovery time ≤ 5 sec
5. Time between next load step ≥ 10 sec

Methanol mode

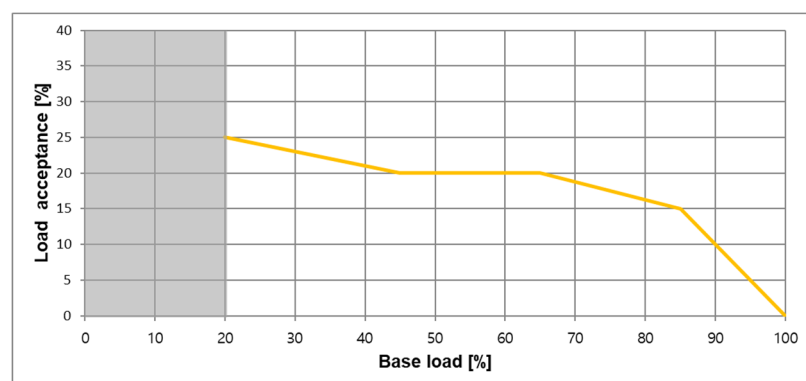


Figure 5.7 Step load acceptance at methanol mode

1. Max instant load step: 20 – 45 – 65 – 85 – 100 %
2. Max speed variation ≤ 10 %
3. Steady-state speed band ≤ 1.5 %
4. Recovery time ≤ 5 sec
5. Time between next load step ≥ 15 sec

5.1.7 Fuel mode changeover

HiMSEN DF-LM engine operation at diesel or methanol mode is possible when predefined condition for each mode is satisfied.

Fuel mode changeover is available from

- ✓ Switch in local (Engine room)
- ✓ Switch in remote (Engine control room)

When predefined trip condition at each fuel mode is detected, fuel mode is automatically transferred to safer fuel mode (methanol to diesel) for continuous operation without engine shutdown (Refer to Figure 5.1).

From methanol to diesel mode

- ✓ Changeover is available at entire load range 0 % ~ 100 %
- ✓ Changeover takes only a second (Refer to Figure 5.8)

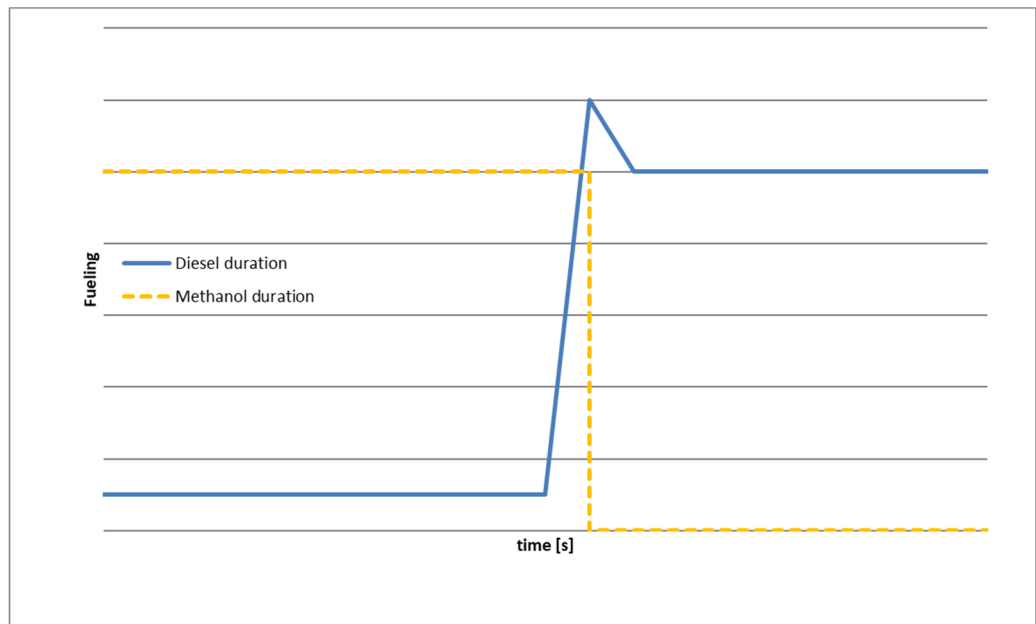


Figure 5.8 Fuel mode changeover from methanol to diesel

From diesel to methanol mode

- ✓ Before changing over from diesel to methanol mode, below conditions shall be met.
 - Low flashpoint fuel supply system ready
 - Methanol high pressure pump ready
 - Not methanol trip condition
- ✓ Changeover is available at load range of 20 % ~ 80 %
- ✓ Methanol leakage test is performed before changeover.
- ✓ Changeover takes approx. 10 min. including methanol leakage test and it depends on pipe system. (Refer to Figure 5.9).
- ✓ In order to change over to methanol mode, marine diesel oil or marine gas oil are required as pilot fuel oil. HFO is not permitted to be used as pilot fuel oil.

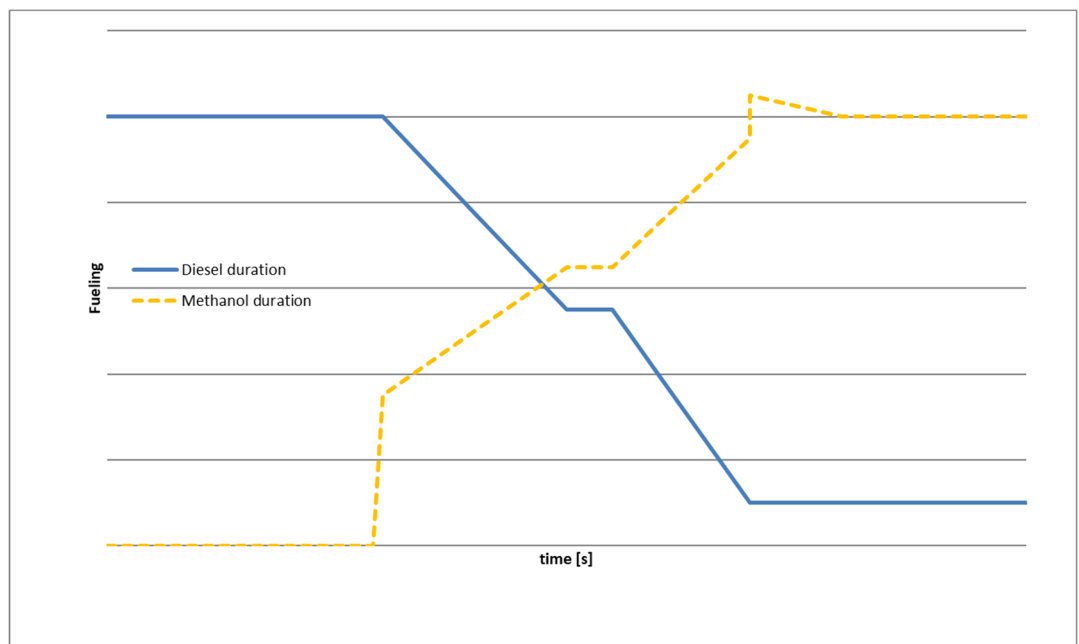


Figure 5.9 Fuel mode changeover from diesel to methanol

5.1.8 Engine stop

Normal stop

Normal stop is applied when stop command is active at circuit breaker(CB) open condition. Therefore, the de-loading and CB open action has to be taken either from local or remote in advance of normal stop.

Normal stop is only available at diesel mode because low load operation is prohibited at methanol mode operation.

If stop command is activated at methanol mode, engine shutdown signal is activated.

Before engine stop, the engine will run at cool-down speed to dissipate the heat of engine. After that, electronic fuel injection is stopped and engine stops safely.

Engine shutdown

When the engine enters predefined shutdown condition due to certain abnormality, the engine is stopped immediately and the circuit breaker is opened automatically without de-load.

If the engine shutdown at methanol mode operation, pilot fuel oil injection and methanol injection are stopped and fuel oil shut off valve is closed simultaneously.

Also, methanol shut off valves and drain valves at fuel valve train are activated and methanol circuit both on methanol high pressure pump and engine is purged with inert gas.

If the engine shutdown at diesel operation, main fuel oil injection is stopped and fuel oil shut-off valve is closed simultaneously and it forces the fuel cut to engine.

Emergency stop

When emergency stop signal is entered from local operating panel and/or remote system by activating the switch signal or engine speed is over the limit, the engine is stopped immediately. The stop sequence is same as shutdown.

5.1.9 Engine safety

The HiMSEN DF-LM engine control system monitors the signals from all sensors on engine and takes an appropriate action against abnormality of engine for safe operation. All engine reaction including limit value and delay defined in HiMSEN DF-LM engine control system.

HiMSEN DF-LM engine control system fulfills and satisfies redundant and independent safety function against critical shutdown conditions. HiMSEN DF-LM engine control system implements safety functions written in next Figure 5.10 describes layout of HiMSEN DF-LM engine safety system.

Alarm

Engine control system release alarm message against abnormal sensor signal or sensor failure. No influence to engine operation but operator has to monitor the value carefully.

Start block

Engine control system release alarm message and engine start is blocked. The start block condition has to be cleared before start the engine.

Load reduction

Engine control system release alarm message and the load is reduced automatically (in fixed kW mode) or request a command to its power management system for the load reduction (in droop mode).

Methanol trip

Engine control system release alarm message and the fuel mode is transferred from methanol to diesel mode and the purging sequence with inert gas is fulfilled. The methanol trip condition has to be cleared before go back to methanol mode.

Shutdown

Engine control system release shutdown message and the engine is shutdown after predefined delay.

Emergency stop

Engine control system release emergency stop message and the engine is shutdown immediately.

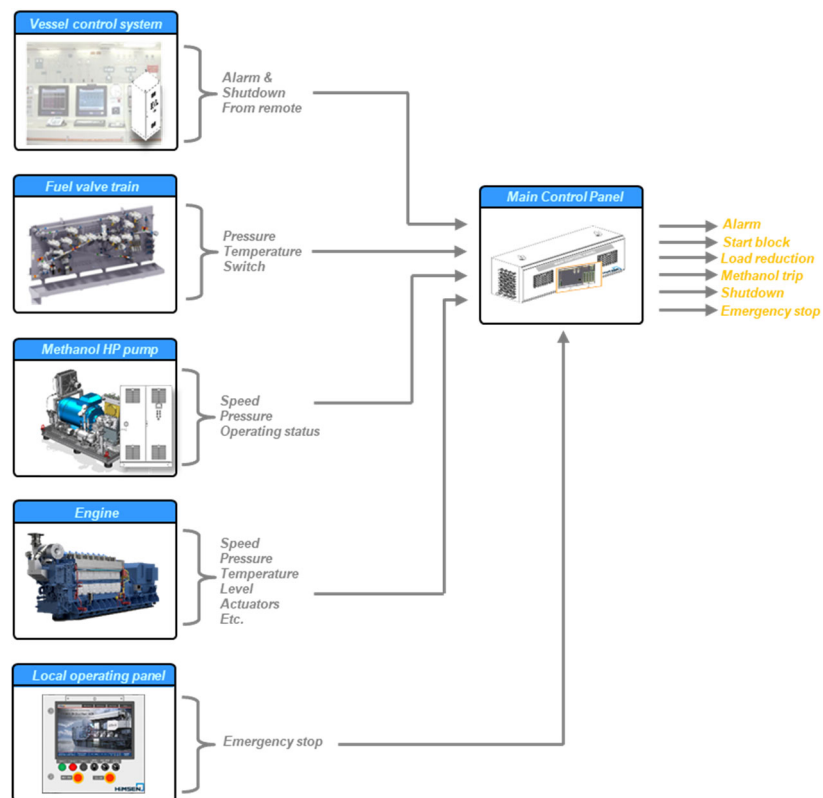


Figure 5.10 H32DF-LM engine safety function layout

5.2 Engine control system

5.2.1 General

The HiMSEN DF-LM ECS performs the complete engine management.

HiMSEN DF-LM engine shall be equipped with double wall methanol piping system, machinery space is regarded as 'safe area' and thus HiMSEN DF-LM ECS is not required to be explosion proof design.

However based on explosion zone definition of the engine and auxiliary components, some signals can be interfaced with IS barrier.

HiMSEN DF-LM ECS mainly consists of MCP (Main control panel), ICM (Injection Control Module), CMM(Cylinder Monitoring Module), LOP (Local Operating Panel), and ACP (Auxiliary Control Panel)

HiMSEN DF-LM ECS is responsible for operation, full monitoring of engine and safety function. All sensors and actuators are connected and dedicated actions are taken for more optimized and safe operation condition.

It is also connected to external system via hardwired signal and bus communication. This configuration provides full operation and monitoring capability to remote system.

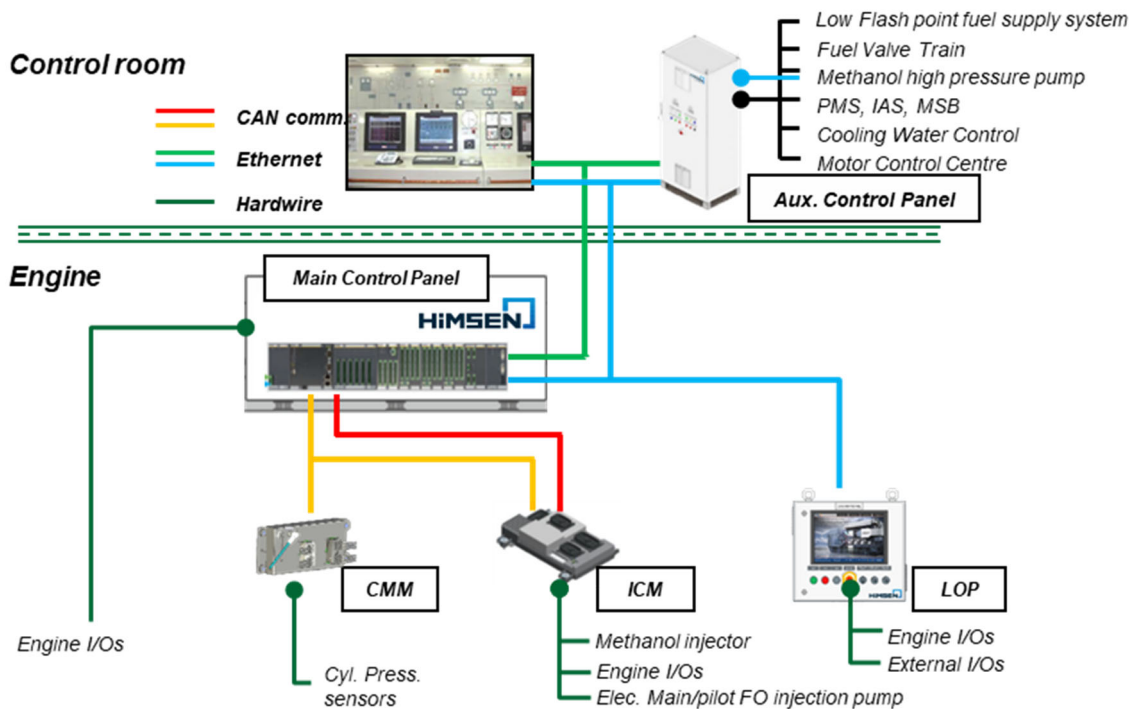


Figure 5.11 HiMSEN DF-LM ECS overview

5.2.2 Hardware description

Main Control Panel (MCP)

MCP is the central control unit of HiMSEN DF-LM ECS which consists of the main processor module for engine control and I/O modules for communication and I/O interfaces. MCP is mounted directly on the engine and interfaced with all other panels and modules of HiMSEN DF ECS and all instruments on engine for control and monitoring. Moreover, Engine Safety Module is installed in MCP which shutdown the engine independently from Main control & Alarm Module

- ✓ Location : Mounted on engine (1 set per engine)
- ✓ Consist of
 - Main Control & Alarm Module
 - I/O modules and terminals
 - Communication switches
 - Engine Safety Module (ESM)
- ✓ *Responsible for*
 - Main control and monitoring of DF-LM engine
 - Engine safety control
 - Engine control and safety parameter tuning

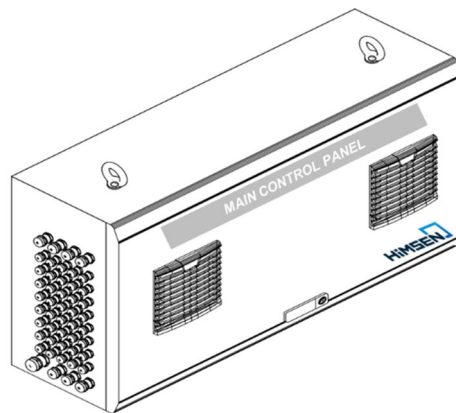


Figure 5.12 Main control panel

Injection Control Module (ICM)

ICM is mounted on the engine and connected to electronic main/pilot fuel injection pump and Methanol injector on each cylinder.

- ✓ Location : Mounted on engine (1 set per engine)
- ✓ Responsible for
 - Driving main/pilot fuel electronic injection
 - Driving methanol electronic injection
 - Measurement and process of analogue/digital engine I/O and transmit data to MCP for control
 - Measurement and process of knock signal and transmit data to MCP for control



Figure 5.13 Injection control module

Cylinder Monitoring Module(CMM)

In order to achieve higher thermal efficiency and more stable & safe engine operation, combustion of individual cylinder have to be monitored & controlled. For this matter of fact, CMM is integrated and monitors both combustion characteristics and knock intensity of each cylinder and communicates this information with MCP for control and monitoring.

- ✓ Location : Mounted on engine (1 set per engine)
- ✓ Responsible for
 - Measurement of cylinder pressure signal
 - Calculation of combustion characteristics and knock intensity
 - Transmission of data to MCP for control
 - On/Off line analysis of combustion data via PC

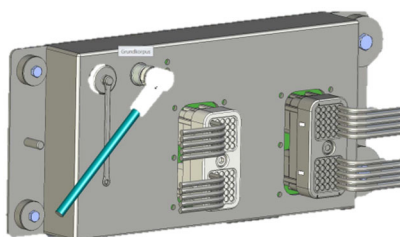


Figure 5.14 Cylinder monitoring module

Local Operating Panel (LOP)

LOP (Local Operating Panel) is mounted on engine to offer operators the operation and monitoring environment of the engine. All engine information and status can be monitored via HMI on LOP.

- ✓ Location : Mounted on engine (1 set per engine)
- ✓ Consist of
 - Touch screen HMI PC
 - Switches and buttons for engine operation
- ✓ Responsible for
 - Operation through hardwired contacts
 - Display of engine measurement and status
 - Alarm / event display and handling
 - Alarm / event logging
 - Emergency stop button
 - Test of electronic injection valves, valves on engine and FVT
 - standstill
 - Independent engine shutdown



Figure 5.15 Local operating panel

Auxiliary Control Panel (ACP)

ACP (Auxiliary Control Panel) is normally installed in ECR (Engine control room) or shall be installed in a location where temperature is kept low as self-standing cabinet.

ACP is in charge of not only FVT, methanol high pressure pump and cooling water control but also interface with VCS, MSB and PMS via communication and hard-wire.

- ✓ Location : Standalone separated from engine (1 set per engine)
- ✓ Consist of
 - Remote Control Module
 - Buttons and lamps for status indication
- ✓ Responsible for
 - Control of FVT, methanol high pressure pump and cooling water valve
 - Communication with methanol high pressure pump
 - Engine status indication via lamp
 - Emergency stop button
 - Interface with MSB, PMS and VCS

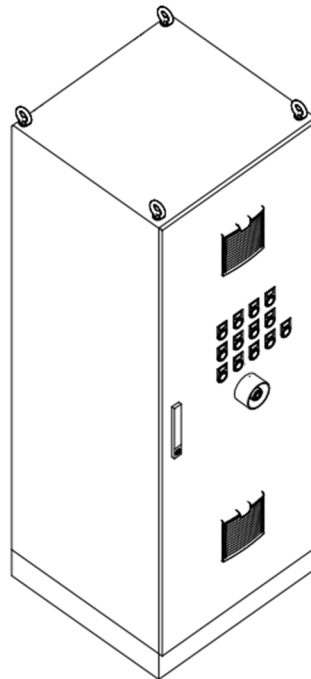


Figure 5.16 Auxiliary control panel

Local and remote operation of engine

Engine operation at local (Engine)

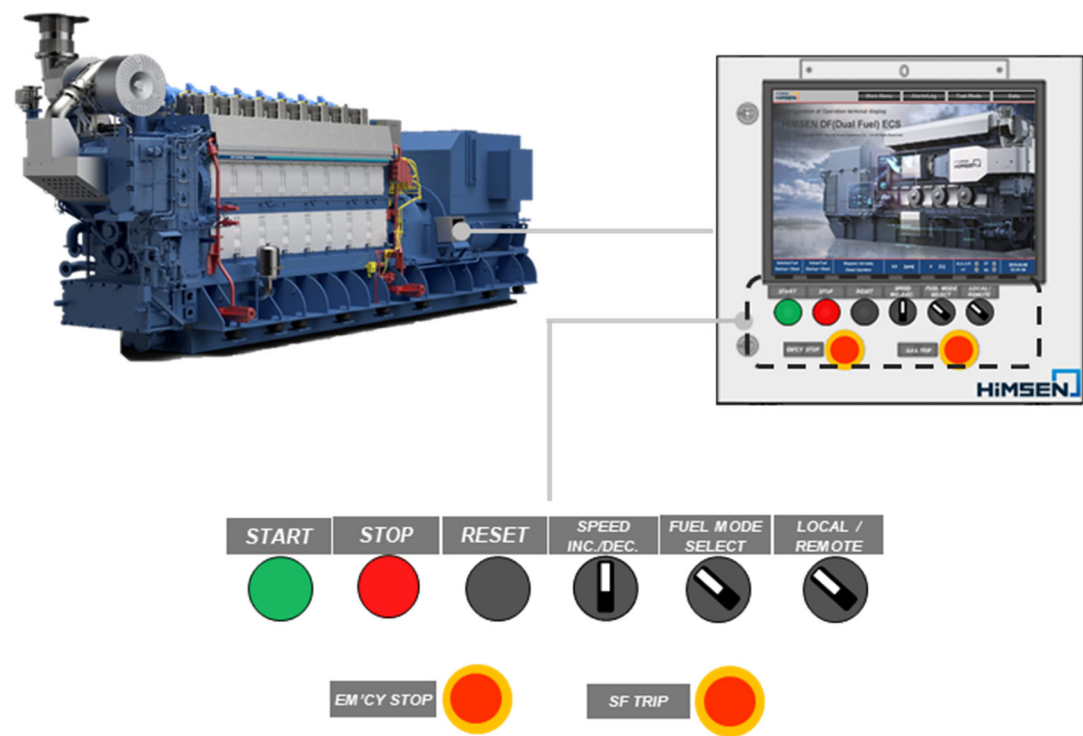


Figure 5.17 Engine operation at local

Engine operation at Remote (VCS or PMS / MSB)

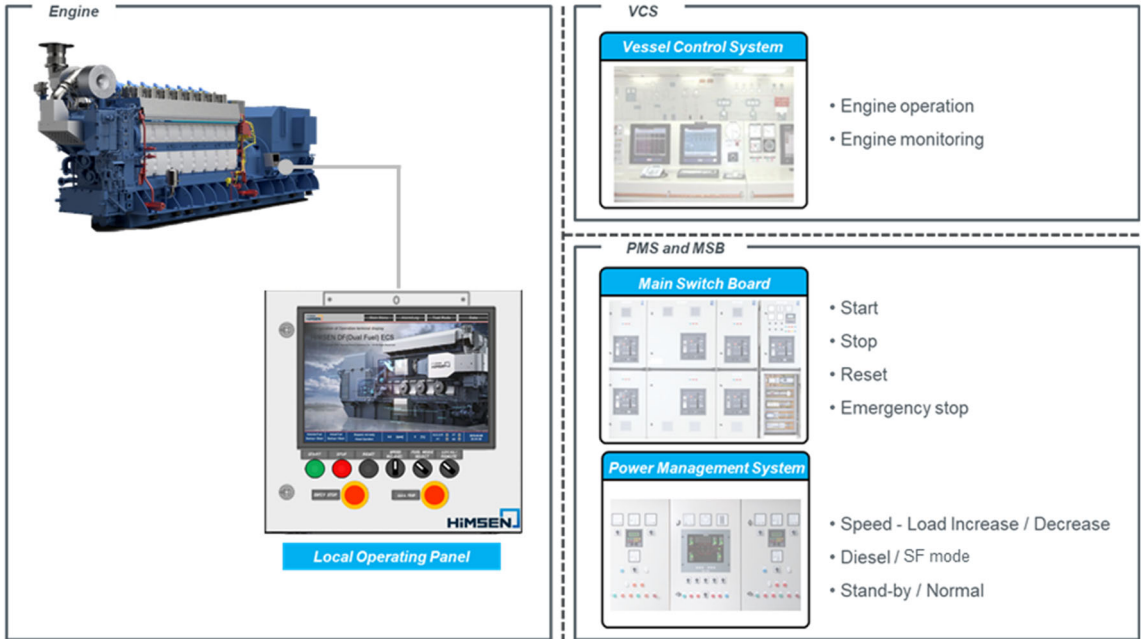


Figure 5.18 Engine operation at remote (VCS or PMS / MSB)

5.2.3 Functional description

Speed control

At methanol mode, ECS regulates the duration of fuel injection valve for speed & power control.

At diesel mode, ECS regulates the duration of electronic fuel injection pump for speed & power control.

Exhaust gas waste gate(EWG) valve control

Exhaust gas temperature at turbo charger outlet is controlled by adjusting the opening ratio of EWG valve. The EWG valve controls the amount of bypassed gas of exhaust gas to turbocharger.

This is for use in combination of an emission after treatment system like selective catalytic reduction (SCR).

During fuel mode changeover or engine operation in SF mode, EWG valve control is active based on the charge air pressure.

Pilot fuel injection control

In HiMSEN DF-LM engine, pilot fuel oil injection is ignition source of combustion in methanol mode. Diesel fuel injection system is commonly used with main and pilot fuel oil injection.

ECS should control pilot fuel oil injection timing and duration of electronic fuel injection pump.

Methanol pressure control

HiMSEN DF-LM ECS manages the control of stable methanol pressure by controlling methanol high pressure pump speed.

Cylinder balancing control

Cylinder combustion pressure monitoring function is integrated in HiMSEN DF-LM ECS.

This control function guarantees cylinder combustion balancing control.

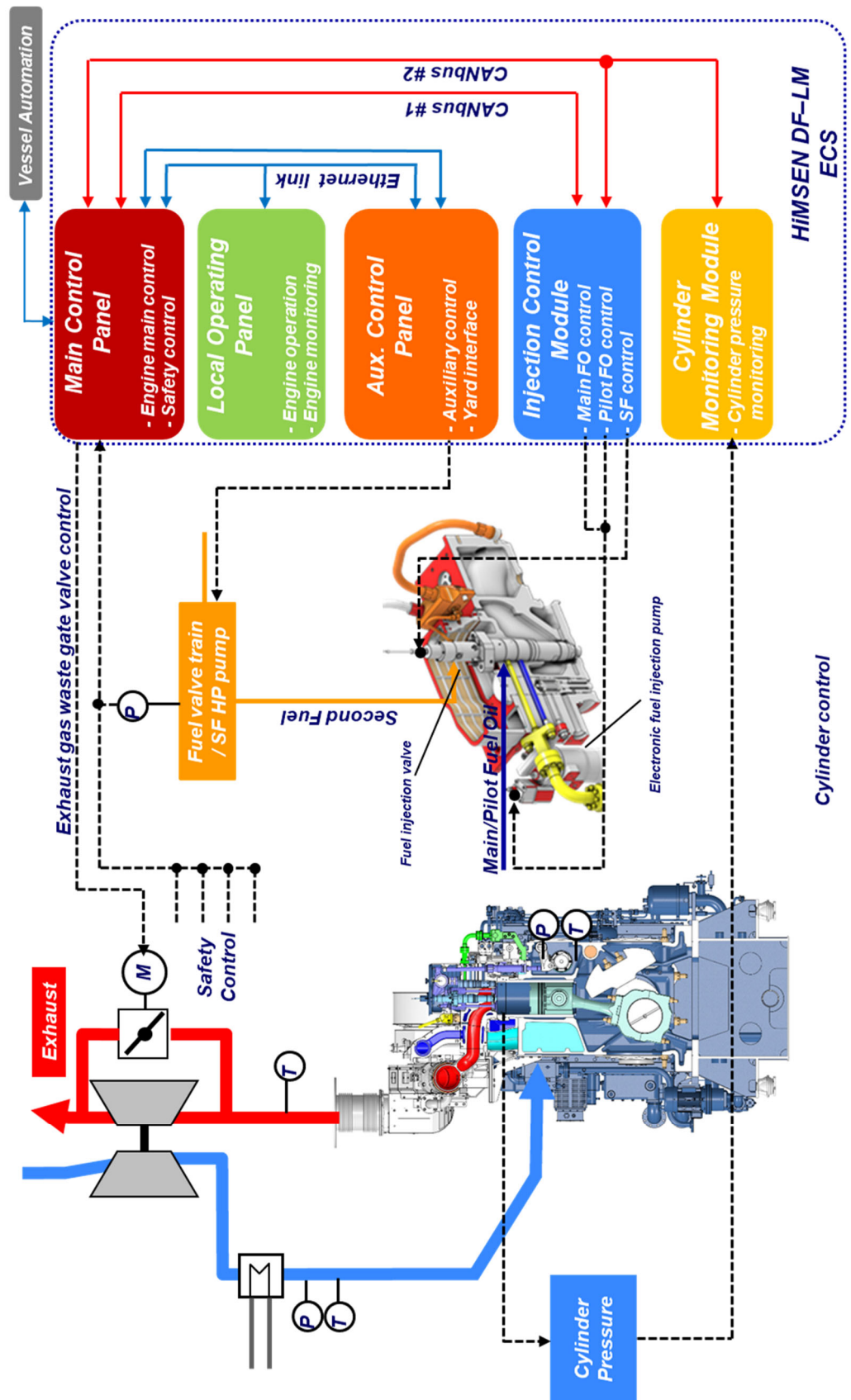


Figure 5.19 Overview of HiMSEN DF-LM engine control function

5.3 Outline of engine automation

5.3.1 General

HiMSEN DF-LM ECS is closely interfaced with external system and provide full capability for optimum operation at different fuel mode.

The external system should also recognize the current fuel mode and take a proper action based on fuel mode.

Refer to Fig. 5.20 for system schematic of the external interface.

This information is only for reference with single engine diagram.

The external interface can be different and depending on the project.

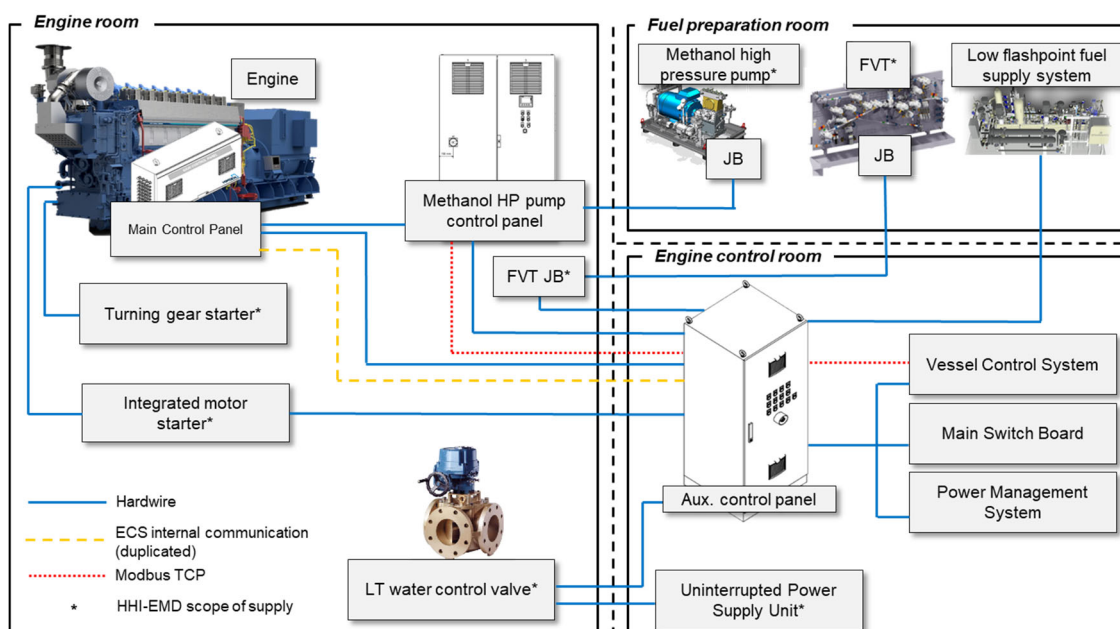


Figure 5.20 HiMSEN DF ECS external interface (system schematic)

5.3.2 Communication interface

HiMSEN DF-LM ECS provides all information including status of engine, monitored value and operation condition through ether net (modbus TCP) to external system.

The external system is modbus master and HiMSEN DF-LM ECS is always mod bus slave.

Refer to Fig. 5.21 for concept of communication interface

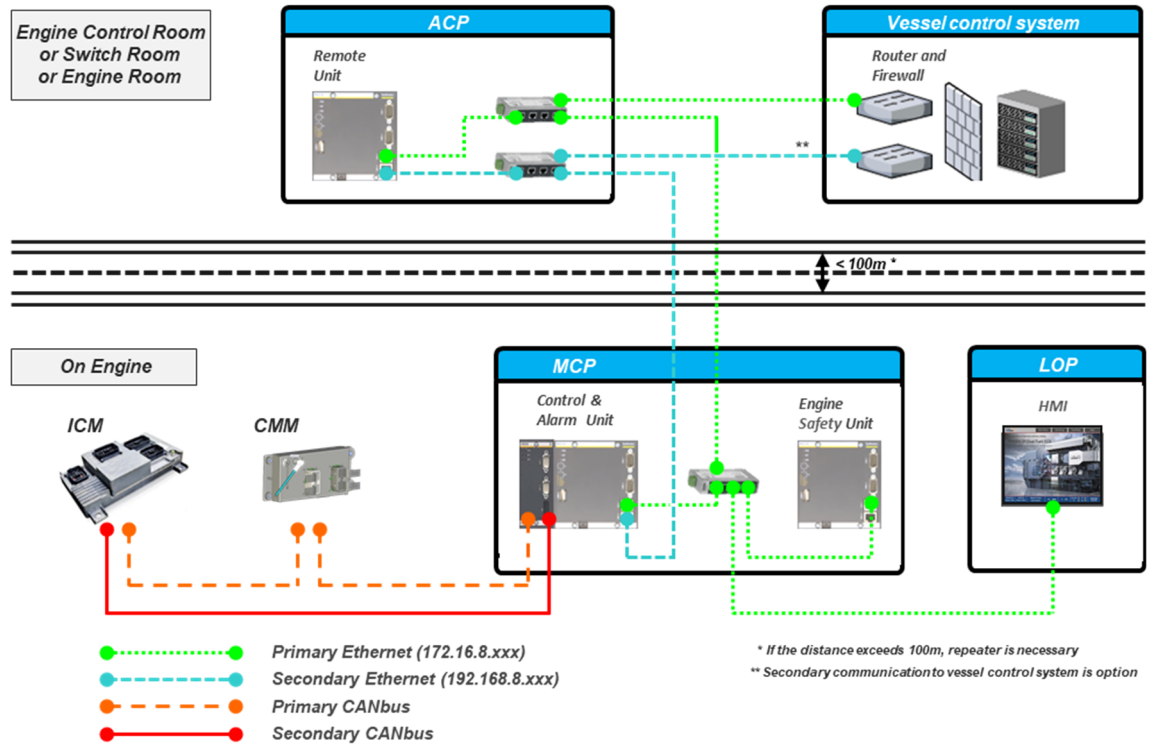


Figure 5.21 HiMSEN DF-LM ECS communication interface

5.3.3 Power distribution

Redundant powers are supplied to HiMSEN DF-LM ECS and provide high availability to operate the engine against single power failure.

Moreover, the power for ESM can be supplied independently to satisfy the requirement for specific applications.

Redundant 220VAC power should be supplied to Uninterrupted Power Supply (UPS).

UPS converts 24VDC power for control and the battery for 30 min. of engine running at diesel mode is installed inside.

Refer to Fig. 5.22 for the concept of power distribution to ECS and specification of UPS.

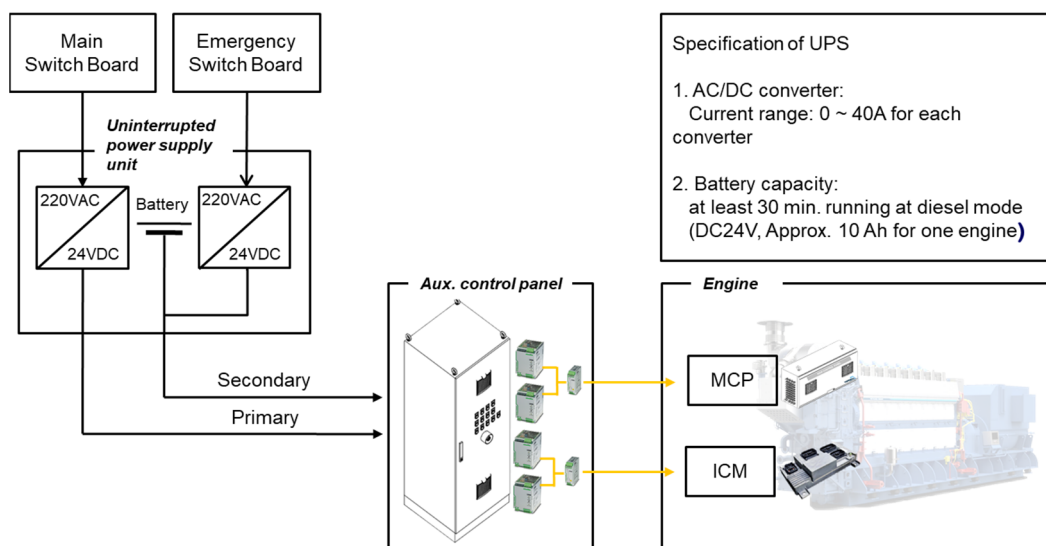


Figure 5.22 HiMSEN DF ECS power distribution

5.4 **Operation data and alarm points**

Please check the attached drawing for the engine operation data information below :

Drawing No.	Description
BH4-126950-8.0	Operation data of the engine

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6 Fuel system

6.1 Modes of engine operation

Engine operation mode

Dual fuel engine can be operated by using the diesel oil or methanol as main fuel. The operating mode can be changed without any interruption while engine is running. The fuel mode for the engine can be chosen by operator depending on the condition of vessel or plant. Also if there are any abnormal conditions in methanol mode, the engine is automatically transferred to diesel mode without power de-rating. The engine operating modes are as follows :

- ✓ Methanol mode : Methanol + pilot oil(MDO, MGO)
- ✓ Diesel mode : Heavy fuel oil or marine diesel oil

Both fuels are injected by the main injector which has separate lines for methanol and fuel oil. For fuel oil, main oil and pilot oil also are injected by the main injector through the same lines.

Methanol mode(Second Fuel mode)

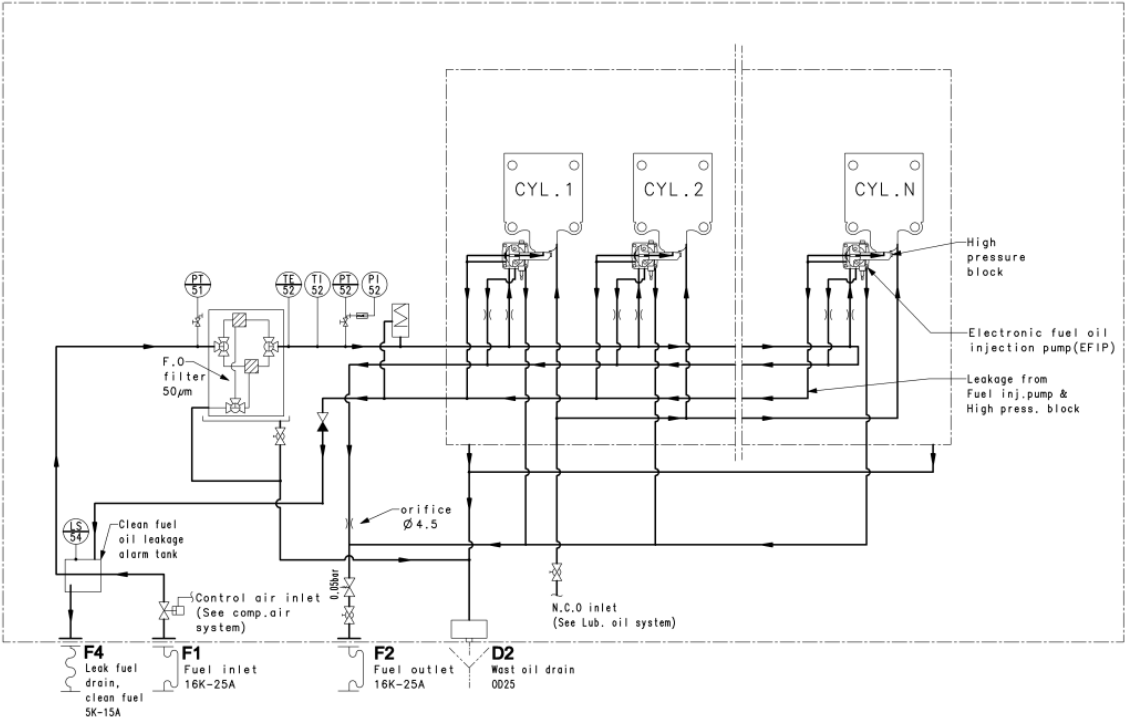
In methanol mode, liquid methanol as main fuel is injected through the main injector which is controlled electrically. The liquid methanol is ignited by pilot oil which is injected by the main injector to the main combustion chamber. The injection timing, the amounts of methanol and / or pilot oil shall be adjusted at each cylinder by the engine control system.

Diesel mode

In diesel mode, it is same as the conventional diesel engine operation, i.e. heavy fuel oil or marine diesel oil can be used as the main fuel. When the charge air is compressed in the combustion chamber, the liquid oil is injected through the main injector which is controlled electrically.

6.2 Internal fuel oil system

Diagram for Internal fuel oil system



*) Scope of instrumentations will be according to extent of delivery and engine builder's standard.

Figure 6.1 Diagram for Internal fuel oil system(BH2-107320-2)

Table 6.1 Size of external pipe connections

Code	Description	Size	Remark
F1	Fuel oil inlet	25 A	JIS B 2220
F2	Fuel oil outlet	25 A	JIS B 2220
F4	Leaked fuel oil drain (clean)	15 A	JIS B 2220
D2	Waste Oil Drain (dirty)	Φ25	JIS B 2220

6.2.1 General description

Fuel system is designed for a reliable combustion of heavy fuel oil as well as diesel fuel oil. Therefore, it is not recommended to change over the fuels except for the cold starting, flushing of the system, maintenance or long term stand still.

Fuel oil system

The fuel oil injection equipment comprises an injection pump (EFIP, Electronic Fuel Injection Pump), connection block, injection pipe and injection valve, which are installed on each cylinder. The system is designed for operating the high pressure of the fuel injection with better combustion.

The timing and amount of fuel injection is controlled by EFIP which receives the signals from the engine control system.

The clean leak oil from each injection pump, high pressure connection block, etc. is drained and collected to the recycling fuel oil leakage alarm tank. It can be recycled without additional separation process. Recycling fuel oil leakage alarm tank is a modularized box for the external connections, which provides :

- ✓ Connections for fuel oil return pipes 25 A
- ✓ Connection for a recycling drain pipe 15 A
- ✓ Alarm switch and tank for excessive leakage

The dirty leak oil is collected to the common drain pipe led to the sludge tank.
The total leak rate of fuel oil is $0.30 \times C_f^{1)}$ liter / cylinder hour (Tolerance $\pm 50 \%$). The recycling fuel oil can be led to external tank to be reused.

1) C_f : Heavy fuel oil = 0.5, Marine diesel oil = 1.0, Marine gas oil = 2.0

6.3 External fuel oil system

Diagram for heavy fuel oil system – Normal operation

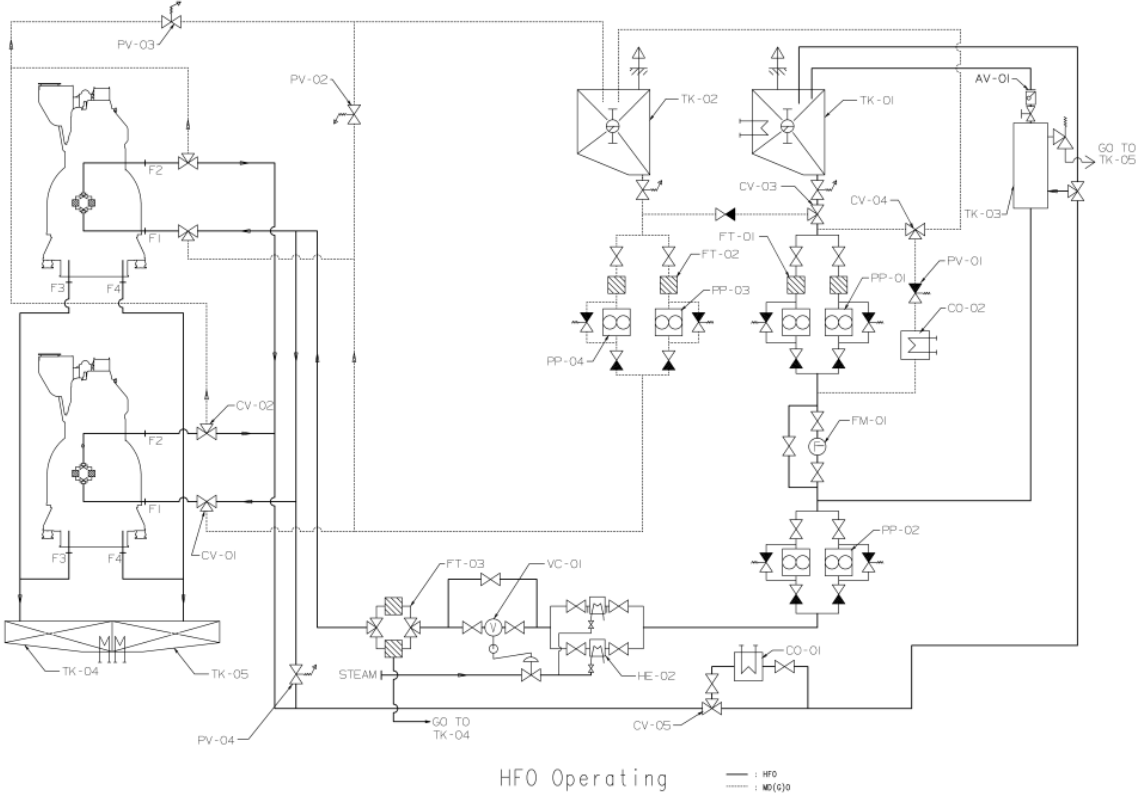


Figure 6.2 Diagram for heavy fuel oil system [B91-328883-6.0]

Table 6.2 System components

Code	Description	Code	Description
TK-01	Day tank, heavy fuel oil	FT-01	Suction strainer, heavy fuel oil
TK-02	Day tank, marine diesel oil	FT-02	Suction strainer, marine diesel oil, pilot oil
TK-03	Mixing tank	FT-03	Automatic filter
TK-04	Drain tank for dirty oil	CO-01	Marine diesel oil cooler
TK-05	Drain tank for clean oil	CO-02	Cooler
AV-01	Auto deaerating valve	HE-02	Heater
FM-01	Flow meter	VC-01	Viscosity controller
PP-01	Heavy fuel oil supply pump (4 bar)	PV-01	Pressure control valve

Code	Description	Code	Description
PP-02	Heavy fuel oil booster pump (8 bar at fuel oil inlet, F1)	PV-02	Marine diesel oil inlet pressure control valve (6 bar)
PP-03/04	Emergency marine diesel oil pump (6 bar)	PV-03	Marine diesel oil outlet pressure control valve (2 bar)
CV-01~05	Heavy fuel oil, marine diesel oil change over valve	PV-04	Heavy fuel oil inlet pressure control valve (9 bar)

1. In case of continuous marine diesel oil operation, contact to HHI-EMD.
2. Additional day tanks for low sulfur heavy fuel oil and / or marine diesel oil could be required due to IMO MARPOL Annex VI, a special notation of classification societies, a local regulation, or other reasons.
3. This heavy fuel oil system is only for guidance for generator engines. All external piping design and system arrangement should be designed by shipbuilder in accordance to the classification rules and building specifications.

Diagram for marine diesel oil (marine gas oil) – Normal operation

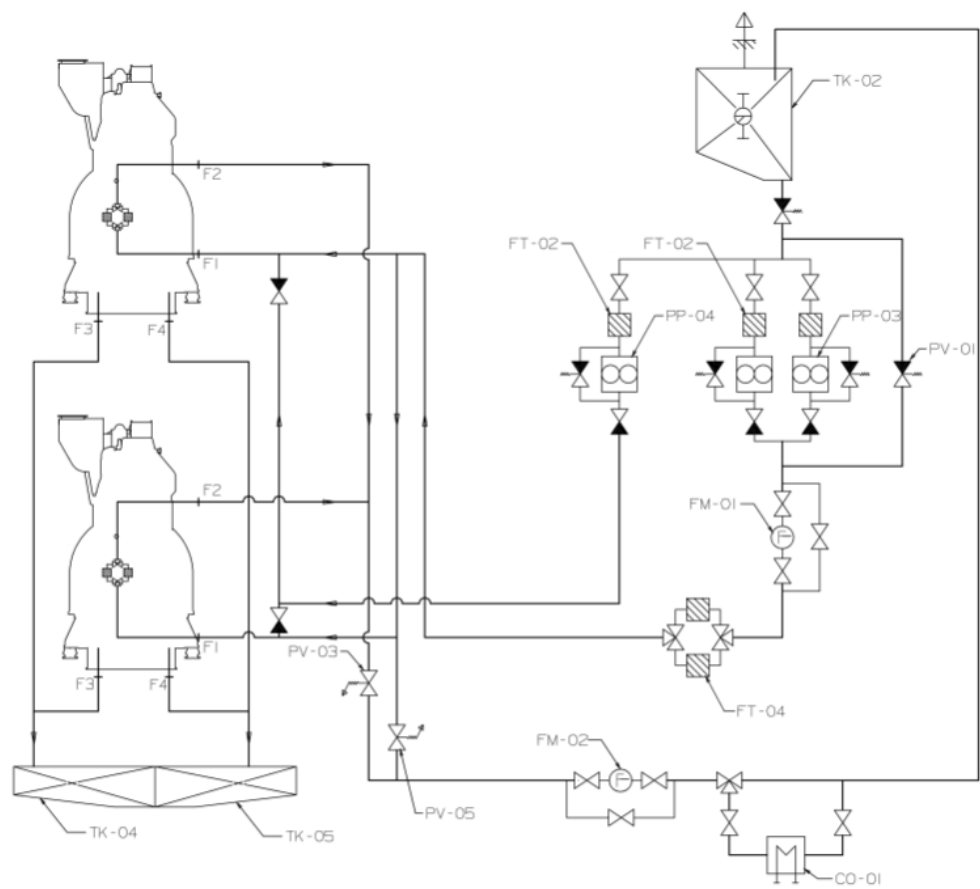


Figure 6.3 Diagram for marine diesel oil (marine gas oil) system [B91-328883-6.1]

Table 6.3 System components

Code	Description	Code	Description
TK-02	Day tank, marine diesel oil	FT-02	Suction strainer, marine diesel oil
TK-04	Drain tank	FT-04	Duplex filter
TK-05	Drain tank for clean oil	CO-01	Marine diesel oil cooler
FM-01	Flow meter	PP-03/04	Emergency marine diesel oil pump (6 bar)
PV-01	Pressure control valve	PV-03	Marine diesel oil outlet pressure control valve (2 bar)
FM-02	Flow meter		

- 1. In case of continuous marine diesel oil operation, contact to HHI-EMD.
- 2. Additional day tanks for low sulfur heavy fuel oil and / or marine diesel oil could be required due to IMO MARPOL Annex VI, a special notation of classification societies, a local regulation, or other reasons.
- 3. This heavy fuel oil system is only for guidance for generator engines. All external piping design and system arrangement should be designed by shipbuilder in accordance to the classification rules and building specifications

6.3.1 General requirements

The external fuel system for the auxiliary engines can be a common system with main engine or an independent system depending on the shipbuilder's choice.

In any cases, the condition of fuel oil, especially heavy fuel oil, is critical for the reliable operation of the engine. The most important conditions and requirements of the external fuel oil system are described as follows :

Well cleaned fuel

Solid particles and water in the fuel cause over wearing and frequent maintenance for the engine itself as well as external fuel system. Therefore, the proper and reliable separation equipment should be included in the external fuel oil system not only for heavy fuel oil but also for distillate fuel.

Proper viscosity, temperature, pressure

The appropriate viscosity, temperature and pressure are necessary. Therefore, preheating, insulation with heat tracing, and pressurizing equipment should be included in the external fuel oil system. Especially if the fuel is at low viscosity, fuel temperature should be controlled to meet the required viscosity by fuel cooling device such as cooler unit.

In order to prevent excessive pressure losses and also to minimize possible pressure pulses in the piping system, the fuel oil velocity should not exceed :

✓ Marine diesel oil suction pipe	: 0.5 ~ 1.0 m / s
✓ Marine diesel oil pressure pipe	: 1.5 ~ 2.0 m / s
✓ Heavy fuel oil suction pipe	: 0.3 ~ 0.8 m / s
✓ Heavy fuel oil pressure pipe	: 0.5 ~ 1.2 m / s

Marine diesel fuel oil

Diesel fuel oil system is necessary to back up (especially for emergency situations) and, it is also used for flushing before engine stop for long period standstill and in the event of major overhaul.

External fuel oil system

Normally the external fuel system comprises the fuel treatment system and fuel feed system. General requirements described on next section and more detailed information can be provided if needed for specific vessel or plant.

Fuel treatment system

The fuel treatment system should be designed for proper cleaning of heavy fuel oil considering total fuel consumption of the vessel. Centrifugal separators should be an automatic type with the same additional stand-by unit. The separator should be capable of purifying the worst grade of the fuel oil. Normally, the fuel oil grade of H380 to H700 requires the capability of up to 1010 kg/m³.

For distillate fuel, an independent purifier system is required.

It is necessary to ensure a proper cleaning of heavy fuel oil as follows :

- ✓ Selection and operation of fuel oil centrifuge according to supplier's recommendation
- ✓ Correct heavy fuel oil temperature at inlet to centrifuge
(The centrifuge should be always operated with an inlet temperature of 98 °C for heavy fuel oil)
- ✓ Correct throughput of fuel oil through centrifuge

$$Q = \frac{P \times b \times 24(h)}{\rho \times t}$$

P = maximum continuous output of the engine(s) [kW]

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

ρ = density of the fuel [kg/m³]

t = daily separating time(h) (usually = 23 h or 23.5 h)

- ✓ Proper density of heavy fuel oil in conformance with centrifuge specification
- ✓ Proper maintenance of centrifuge

The centrifuges should be operated in parallel, unless the centrifuge installation comprises manually operated centrifuges, with the purifier followed by the clarifier. To achieve the maximum separation efficiency, it is recommended to always use all available heavy fuel oil centrifuges whenever possible, and to operate them in parallel with an adjusted feed rate lowering the throughput in the centrifuges. This will ensure the longest possible retention time in the centrifuges and optimal efficiency for removal of catalytic fines.

It is important that maintenance and operation of the centrifuge is done according to the recommendations of the manufacturer.

The required capacity of the daily (service) tank and the settling tank for heavy fuel oil is minimum 24 operating hours feed for continuous full load operation. Each tank should be heated to have stable temperature between 50 ~ 70 °C. Each tank should be equipped with effective sludge and water drain system.

6.3.2 Fuel feed system

The fuel feed system can be common with other engines. The one of the most important is the proper control of the fuel viscosity. So the fuel feed system should have appropriated heating equipment and insulation accordingly. In addition, the fuel oil should be pressurized to avoid the gas separation due to high temperature.

Day tank for heavy fuel oil and marine diesel oil

The heavy fuel day tank should be filled with cleaned fuel by continuous fuel separation.

- ✓ Tank capacity : minimum 24 operating hours feed for full load operation.
- ✓ Tank heating : approx. 75 °C, as stable as possible.
- ✓ Sludge / water space and drain provided.

Heavy fuel oil / marine diesel oil changeover valve

The heavy fuel oil and marine diesel oil changeover valves should be installed before the supply pump and the cooler for fuel oil outlet respectively. The valve can be a manual type or an electro-pneumatic remote control type for the flexible fuel mode selection at any load conditions.

Suction strainer

To protect the supply pump, a suction strainer with a fineness of approx. 0.5 mm with magnet should be installed on the pump suction side.

Supply pump

- ✓ Capacity : min. 1.5 x total fuel consumption at maximum continuous rating + back flushing quantity
- ✓ Pump head : 4 bar (HFO)
- ✓ Operating temperature : 100 °C
- ✓ Viscosity (for electric motor) : 1000 cSt

Flow meter

If a measuring device for fuel oil consumption is required, it has to be fitted between the supply pump and the mixing tank.

A by-pass line has to be installed in parallel with the flow meter to ensure the fuel oil supply free from possible clogging.

Mixing tank

The major purpose of mixing tank is to ensure the ventilation of the gas from the hot fuel oil and a gradual temperature balance by mixing the hot returned oil from the engine with the oil from the day tank.

The tank is to be dimensioned to ensure fuel supply for 10~15 minutes at full load operation, but not less than 50 liters in any case..

Pressure control valve

The pressure control valves maintain constant system pressure. The surplus oil return to the supply pump suction side or to the fuel oil return line.

Booster pump

Since the heated fuel oil has to be continuously recirculated, the booster pump should ensure the fuel circulation with the required pressure in the system.

- ✓ Capacity : min. 3.0 x total fuel consumption at maximum continuous rating + back flushing quantity
- ✓ Pump head : 8 bar at Fuel oil inlet, F1
- ✓ Operating temperature : 150 °C
- ✓ Viscosity (for electric motor) : 500 cSt

Heater and viscosity controller

In order to ensure the correct injection viscosity at 12 ~ 18 cSt (HFO), the dual heaters are controlled by the viscosity controller.

Each heater should have sufficient capacity for heating the fuel oil for all engines at full load, one heater can therefore be overhauled while the other one is in service.

Auto back flushing filter

In the circulating lines, absolute 10 µm automatic back-flushing filter must be installed before the branch pipe for each engine to ensure the cleanness of the fuel oil. If the cleaning cycles of the automatic back-flushing filter are increased, the fuel oil treatment system must be optimized in order to protect the engine.

Safety filter

Fuel oil safety filter, duplex type of absolute 50 µm, to be built in the fuel oil supply line of each engine.

Drain tank for dirty oil

The dirty leak oil from the engine is drained by gravity and collected to the drain tank for dirty oil, where heating coils are required. The drain tank should be transferred to the sludge tank.

Drain tank for clean oil

The clean leak oil from the engine is drained by gravity and collected to the drain tank for clean oil, in where heating coils are required. It can be pumped to the day tank and reused to the engine without additional separation process.

Marine diesel oil cooling system

The marine diesel oil cooler or alternative should be applied on the fuel oil return line of engines in order to maintain suitable viscosity of marine diesel oil in continuous marine diesel oil operation.

When changeover from heavy fuel oil to marine diesel oil, the fuel oil return passes through the marine diesel oil cooler or alternative by changeover valve operation.

Marine diesel oil feed system

Even for the heavy fuel oil engine, an independent marine diesel oil feed system is required for the cases as below;

- ✓ Long time low load operation or stop
- ✓ Maintenance of heavy fuel oil system
- ✓ Emergency situation such as a black-out

Emergency start

In emergency situation such as black out, marine diesel oil must be supplied to start up stand-by engines with a sufficient fuel oil pressure, which can be supplied by emergency booster pump or a gravity tank which is located minimum 8 m above the engine.

6.4 Fuel oil specification

The fuel oil specifications are based on ISO 8217 : 2017. The fuel is largely classified into two categories as distillate fuel and residual fuel. Distillate fuel are categorized into DMX, DMA, DFA, DMZ, DFZ, DMB, and DFB. Residual fuels are categorized into RMA 10, RMB 30, RMD 80, RME 180, RMG 180 to 700, RMK 380 to 700. The usage of DMX is restricted by SOLAS requirement due to its low flash point.

The terminologies of marine fuel oil to be called after 1st January 2020 have been determined as below Table 6.4. In accordance with the most relevant characteristics.

HiMSEN is able to operate with all fuels specified in the below table. The simplified terminologies listed in Table 6.4 allows easy determination if the fuel can be applicable for HiMSEN.

Table 6.4 Designation of fuel grades

Fuel grade		Sulfur content (%)	Typical viscosity (cSt) (at 50 °C for residual fuels and 40 °C for distillate fuels)		ISO 8217 : 2017
			Minimum	Maximum	
HFO (Heavy fuel oil)	HSFO (High sulfur fuel oil)	1.0 < S ≤ 3.5 (or even higher)	10	700	Residual marine fuels (RMB, RMD, RME, RMG, RMK)
	LSFO (Low sulfur fuel oil)	0.5 < S ≤ 1.0			
	VLSFO (Very low sulfur fuel oil)	0.1 < S ≤ 0.5	2 ~ 380 (Not decided yet)		Not defined
	ULSFO (Ultra low sulfur fuel oil)	S ≤ 0.1	9 ~ 67 (Not decided yet)		
MGO (Marine gas oil)		S ≤ 1.0	2	6	Distilled marine fuels (DMA, DFA, DMZ, DFZ)
MDO (Marine diesel oil)		S ≤ 1.5	2	11	Distillate marine fuels (DMB, DFB) Residual marine fuels (RMA 10)

Table 6.5 Specifications of distillate fuel

Characteristics	Unit	Limit	Category ISO-F-							Test method reference
			DMX	DMA	DFA	DMZ	DFZ	DMB	DFB	
Kinematic viscosity at 40 °C	mm ² /s ^{a)}	max.	5.5	6.0		6.0		11.0		ISO 3104
		min.	1.4	2.0		3.0		2.0		
Density at 15 °C	Kg/m ³	min.	-	890.0		890.0		900.0		ISO 3675 or ISO 12185
Cetane index	-	min.	45	40		40		35		ISO 4264
Sulfur ^{b)}	Mass %	max.	1.0	1.0		1.0		1.5		ISO 8754 ISO 14596 ASTM D4294
Flash point	°C	min.	43.0	60.0		60.0		60.0		ISO 2719
Hydrogen sulfide	mg/kg	max.	2.0	2.0		2.0		2.0		IP 570
Acid number	mg KOH/g	max.	0.5	0.5		0.5		0.5		ASTM D664
Total sediment by hot filtration	Mass %	max.	-	-		-		0.10 ^{c)}		ISO 10307-1
Oxidation stability	g/m ³	max.	25	25		25		25 ^{d)}		ISO12205
Fatty acid methyl ester(FAME) ^{e)}	Volum e %	max.	-	-	7.0	-	7.0	-	7.0	ASTM D7963 or IP579
Carbon residue : micro method on the 10 % volume distillation residue	Mass %	max.	0.3	0.30		0.30		-		ISO 10370
Carbon residue : micro method	Mass %	max.	-	-		-		0.30		ISO 10370
Cloud point ^{f)}	Winter	°C	max.	-16	report	report		-		ISO 3015
	Summer	°C	min.	-16	-	-		-		
Cold filter plugging point ^{f)}	Winter	°C	max.	-	report	report		-		IP 309 or IP 612
	Summer	°C	min.	-	-	-		-		
Pour point (upper) ^{f)}	Winter	°C	max.	-	-6	-6		0		ISO 3016
	Summer	°C	max.	-	0	0		6		
Appearance	-	-	Clear and bright ^{g)}					^{c)}		
Water	Volum e %	max.	-	-		-		0.30 ^{c)}		ISO 3733
Ash	Mass %	max.	0.01	0.01		0.01		0.01		ISO 6245
Lubricity, corrected wear scar diameter (WSD 1,4) at 60 °C ^{h)}	µm	max.	520	520		520		520 ^{d)}		ISO 12156-1

- a) $1 \text{ mm}^2 / \text{s} = 1 \text{ cSt}$
- b) Notwithstanding the limits given, a purchaser shall define the maximum sulfur content in accordance with relevant statutory limitations. See introduction of ISO 8217 : 2017.
- c) If the sample is not clear and bright, the total sediment by hot filtration and water tests shall be required. See 6.8 and 6.12 of ISO 8217 : 2017.
- d) If the sample is not clear and bright, the test cannot be undertaken and therefore, compliance with this limit cannot be shown.
- e) See 5.1 and Annex A ISO 8217 : 2017
- f) Pour point cannot guarantee operability for all ships in all climates. The purchaser should confirm that the cold flow characteristics (pour point, cold filter plugging point) are suitable for the ship's design and intended voyage. See 6.11 of ISO 8217 : 2017.
- g) If the sample is dyed and not transparent, then the water limit and test method as given in 6.12 of ISO 8217 : 2017 shall apply.
- h) This requirement is applicable to fuels with a sulfur content below 500 mg/kg (0.050 mass %).

Table 6.6 Specifications of residual fuel

Characteristics	Unit	Limit	Category ISO-F-				Test method reference
			RMA	RMB	RMD	RME	
			10	30	80	180	
Kinematic viscosity at 50 °C	mm ² /s ^{a)}	max .	10.0	30.0	80.0	180.0	ISO 3104
Density at 15 °C	kg/m ³	max .	920.0	960.0	975.0	991.0	ISO 3675 or ISO 12185
CCAI	-	max .	850	860	860	860	
Sulfur ^{b)}	mass %	max .	Statutory requirements ^{*)}				ISO 8754 ISO 14596 ASTM D4294
Flash point	°C	min.	60.0	60.0	60.0	60.0	ISO 2719
Hydrogen sulfide	mg/kg	max .	2.0	2.0	2.0	2.0	IP 570
Acid number ^{c)}	mg KOH/g	max .	2.5	2.5	2.5	2.5	ASTM D664
Total sediment aged	mass %	max .	0.1	0.1	0.1	0.1	ISO 10307-2
Carbon residue : micro method	mass %	max .	2.5	10.0	14.0	15.0	ISO 10370
Pour point(upper) ^{d)}	Winter	°C	max .	0	0	30	ISO 3016
	Summer	°C	max .	6	6	30	
Water	volume %	max .	0.30	0.50	0.50	0.50	ISO 3733
Ash	mass %	max .	0.04	0.07	0.07	0.07	ISO 6245
Vanadium	mg/kg	max .	50	150	150	150	IP 501, IP 470 or ISO 14597
Sodium	mg/kg	max .	50	100	100	50	IP 501, IP 470
Aluminum plus silicon	mg/kg	max .	25	40	40	50	IP 501, IP 470 or ISO 10478
Used lubricating oils (ULO) Calcium and Zinc ; or calcium and phosphorus	mg/kg	-	Do not use if : calcium > 30 and zinc > 15 or Calcium > 30 and phosphorus > 15				IP 501 or IP 470, IP 500

a) 1 mm²/ s = 1 cSt

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

c) See Annex H of ISO 8217 : 2017.

d) The purchaser should confirm that this pour point is suitable of the ship's intended area of operation.

*) International statutory requirements

This document specifies allowable minimum flash point limits following the provisions given in the SOLAS convention. MARPOL Annex VI, which controls air pollution from ships, includes a requirement that either the fuel shall not exceed a specified maximum sulfur or an approved equivalent alternative means be used. During the lifetime of this document, regional and/or national bodies may introduce their own local emission requirements, which can impact the allowable sulfur content, for example, the EU sulfur directive. It is the purchaser's and the user's responsibility to establish which statutory requirements are to be met and specify on that basis the corresponding maximum fuel sulfur content to the supplier.

Characteristics		Unit	Limit	Category ISO-F-						Test method reference	
				RMG				RMK			
				180	380	500	700	380	500		700
Kinematic viscosity at 50 °C		mm²/s ^{a)}	max .	180. 0	380. 0	500. 0	700. 0	380. 0	500. 0	700. 0	ISO 3104
Density at 15 °C		kg/m³	max .	991.0				1,010.0			ISO 3675 or ISO 12185
CCAI		-	max .	870				870			
Sulfur ^{b)}		mass %	max .	Statutory requirements ^{*)}						ISO 8754 ISO 14596 ASTM D4294	
Flash point		°C	min.	60.0			60.0			ISO 2719	
Hydrogen sulfide		mg/kg	max .	2.0			2.0			IP 570	
Acid number ^{c)}		mg KOH/g	max .	2.5			2.5			ASTM D664	
Total sediment aged		mass %	max .	0.1			0.1			ISO 10307-2	
Carbon residue : micro method		mass %	max .	18.0			20.0			ISO 10370	
Pour point(upper) ^{d)}	Winter	°C	max .	30			30			ISO 3016	
	Summer	°C	max .	30			30				
Water		volume %	max .	0.50			0.50			ISO 3733	
Ash		mass %	max .	0.10			0.15			ISO 6245	
Vanadium		mg/kg	max .	350			450			IP 501, IP 470 or ISO 14597	
Sodium		mg/kg	max .	100			100			IP 501, IP 470	
Aluminum plus silicon		mg/kg	max .	60			60			IP 501, IP 470 or ISO 10478	
Used lubricating oils (ULO) Calcium and Zinc ; or calcium and phosphorus		mg/kg	-	Do not use if : calcium > 30 and zinc > 15 or Calcium > 30 and phosphorus > 15						IP 501 or IP 470, IP 500	

a) 1 mm²/s = 1 cSt

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

c) See Annex H of ISO 8217 : 2017.

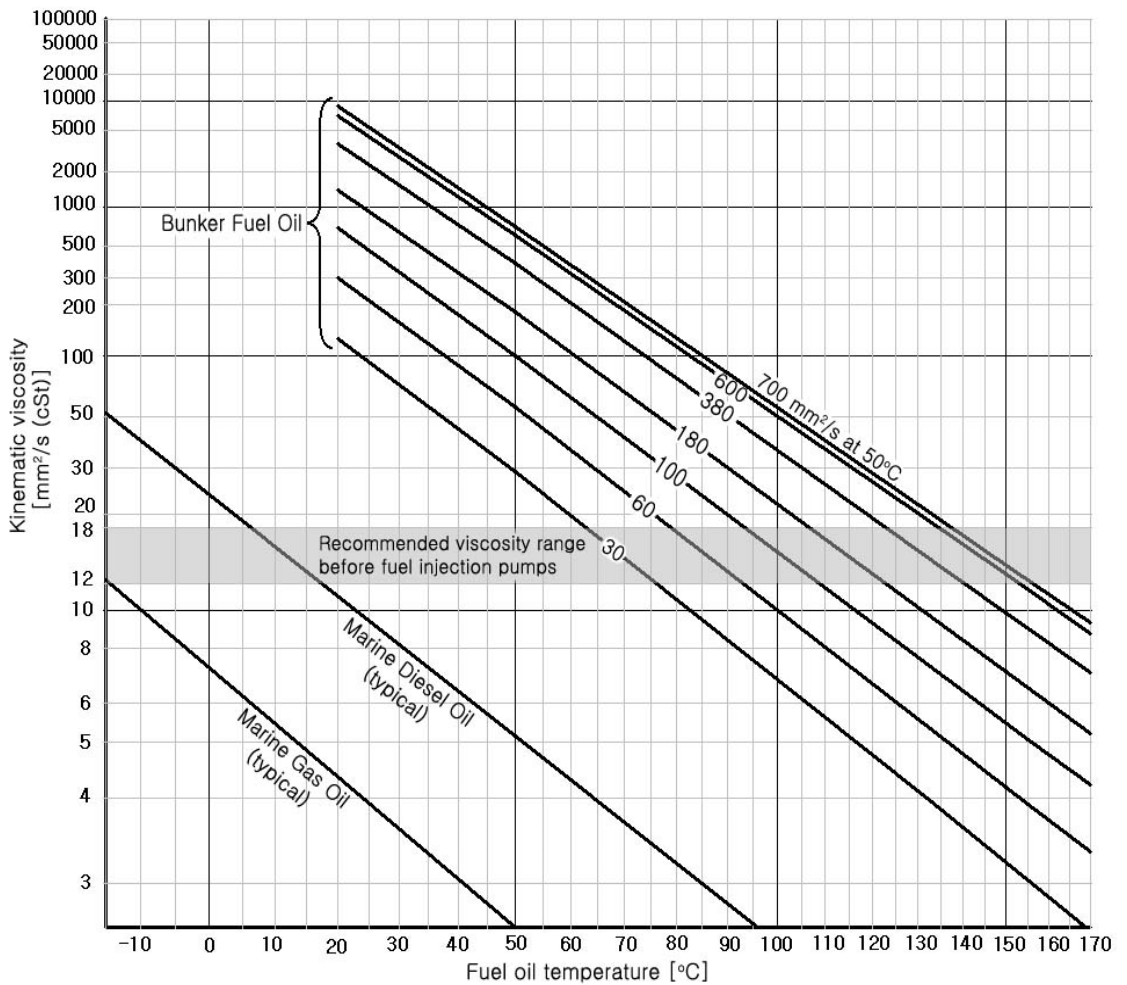
d) The purchaser should confirm that this pour point is suitable of the ship's intended area of operation.

*) International statutory requirements

This document specifies allowable minimum flash point limits following the provisions given in the SOLAS convention. MARPOL Annex VI, which controls air pollution from ships, includes a requirement that either the fuel shall not exceed a specified maximum sulfur or an approved equivalent alternative means be used. During the lifetime of this document, regional and/or national bodies may introduce their own local emission requirements, which can impact the allowable sulfur content, for example, the EU sulfur directive. It is the purchaser's and the user's responsibility to establish which statutory requirements are to be met and specify on that basis the corresponding maximum fuel sulfur content to the supplier.

6.5 Fuel oil viscosity diagram

The viscosity of heavy fuel oil to the engine should be kept within the value of 12 ~ 18 cSt. However, the viscosity varies depending on the properties and the temperature of the fuel oil. Maximum preheating temperature of heavy fuel oil is limited up to 155 °C to avoid The vaporization of the fuel oil. A typical fuel oil viscosity diagram with temperature is as follows :



1. The viscosity of marine diesel oil / marine gas oil to the engine should be kept within the value of 2 ~ 14 cSt in order to avoid possible sticking of fuel injection pump due to low lubricity of marine diesel oil / marine gas oil.

Figure 6.4 Diagram for fuel oil viscosity

6.6 Fuel oil quality

6.6.1 Fuel characteristics

Viscosity

The viscosity of fuel oil to the engine should be kept within the value of 12 ~ 18 cSt for HFO and 3 ~ 14 cSt for MDO / MGO, which could be achieved by proper heating recommended by fuel supplier as the viscosity varies depending on the properties of the fuel oil.

Density

If the density of the fuel oil is over the maximum density (991 kg / m³ at 15 °C), the fuel oil is hard to be used because it is highly expected to be contaminated by water or solid unfiltered from system. The special centrifuging system should be installed for the fuel oil with the maximum density (1010 kg / m³ at 15 °C).

Sulfur

It is important to keep proper sulfur contents in the fuel oil. The high sulfur content in the fuel may increase the risk of low temperature corrosion in the combustion chamber and contribute to the formation of high temperature deposit. It is also recommended to keep the proper alkalinity of the lubricating oil for neutralizing.

Ash

The ash content comes from natural crude oil and also from contamination during treatment of the fuel. The solid ingredients can be removed mostly by centrifuging of the fuel. However there are soluble compounds such as vanadium and sodium, which can be transformed as ash after combustion. As the ash in any form promotes mechanical wear of engine parts and harmful deposits in the combustion chamber, the ash components should be carefully analyzed and removed in advance.

Vanadium and sodium

Vanadium is oil – soluble and comes from crude oil mostly. However sodium is water-soluble and comes from crude oil as well as contaminated fuel by salt water. As vanadium and sodium become corrosive ash after combustion, these should be removed as possible. A sodium compound contributes to lower the melting point of vanadium ash, which is very corrosive and harmful to exhaust valves and turbocharger. Therefore, compounds should be less than 1/3 of vanadium contents in weight.

Conradson carbon

Including much conradson carbon may impair combustion properties of the fuel and cause deposit formation in combustion chamber and exhaust system particularly at low engine output.

Asphaltenes

High asphaltene contents shall contribute to forming of deposit in combustion chamber as well as exhaust system at low loads and stick the fuel injection pump. It also causes excessive centrifuge sludge and deposits in the fuel system.

Water

The water contents can be measured by a standardized distillation test. The water causes corrosion and cavitation of the fuel injection pump and fouling of the exhaust system and turbochargers. The water content should be reduced to maximum 0.2% by centrifuging.

Abrasive particles

Fuel oil can be contaminated by abrasive particles composed of aluminium and silicon. If the efficient fuel treatment is not applied, these fine catalysts can cause abnormal wear on injection system and cylinder liners / piston rings. The aluminum and silicon should be reduced to maximum 15 mg/kg before engine inlet.

6.6.2 Ignition quality

The ignition quality is related to the ignition delay to the intervals between fuel injection and combustion. If the engine is operated at low load or in the condition of low temperature or pressure in the combustion chamber, the ignition delay is lengthened. During the initial operation, the engine can be damaged by the low ignition quality without sufficient preheating. The equation of CCAI (Calculated Carbon Aromaticity Index) developed by Shell can be used to get the ignition quality of the heavy fuel oil.

Calculated carbon aromaticity index

$$CCAI = D - 81 - 141 \times \log \times [\log \times (V_k + 0.85)]$$

Where :

D (kg / m³ at 15 °C) = Density

Vk (cSt at 50 °C) = Viscosity

If the value of CCAI is increased, the ignition quality has decreased value. The fuel oil with high CCAI value can cause a combustion problem.

To prevent any troubles about poor ignition quality, engine should be preheated sufficiently before start and has proper functions of cooling system and injection system.

From light distillates to residual fuels, net and gross specific energy can be tested or calculated according to various international standards. Basically, the specific energy value provided by fuel supplier is adapted for the determination of the heat of combustion.

If it is not supplied from fuel supplier, it can be calculated by the specification of other properties as the equations given below.

For residual fuels,

$$N = (46.704 - 8.802 \times \rho^2 \times 10^{-6} + 3.167 \times \rho \times 10^{-3}) \times [1 - 0.01 \times (w + a + s)] + 0.0942 \times s - 0.02449 \times w$$

$$G = (52.190 - 8.802 \times \rho^2 \times 10^{-6}) \times [1 - 0.01 \times (w + a + s)] + 0.0942 \times s$$

For marine distillate fuels,

$$N = (46.423 - 8.792 \times \rho^2 \times 10^{-6} + 3.170 \times \rho \times 10^{-3}) \times [1 - 0.01 \times (w + a + s)] + 0.0942 \times s - 0.02449 \times w$$

$$G = (51.916 - 8.792 \times \rho^2 \times 10^{-6}) \times [1 - 0.01 \times (w + a + s)] + 0.0942 \times s$$

Where :

N (MJ/kg) = Net specific energy

G (MJ/kg) = Gross specific energy

ρ (kg/m³) = Density at 15°C

w (mass %) = Water content

a (mass %) = Ash content

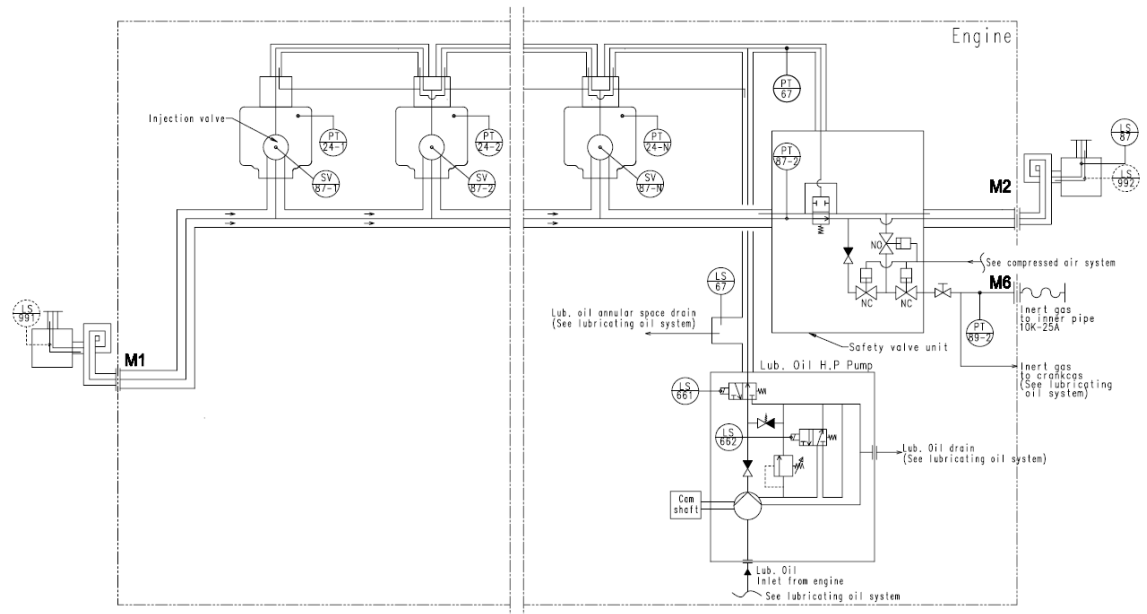
s (mass %) = Sulfur content

Ref. ISO 8217:2017(E)

* Refer to that the actual specific energy test method (for example ASTM D 240) takes priority over the specific energy calculation method as above.

6.7 Internal methanol system

Diagram for Internal fuel methanol system



*) Scope of instrumentations will be according to extent of delivery and engine builder's standard.

Figure 6.5 Diagram for internal methanol system(BH2-107318-1)

Table 6.7 External pipe connection size

Code.	Description	Size
M1	Methanol inlet (double wall)	Special flange
M2	Methanol outlet	Special flange
M6	Inert gas inlet	10K-25A

1. Connection size is according to JIS B 2220.

2. Scope of instrumentations will be followed according to the extent of delivery and the engine builder's standard.

6.7.1 General description

In methanol mode, liquid methanol as main fuel is injected through the main injector which is controlled electrically. The liquid methanol is ignited by pilot oil which is injected by the main injector to the main combustion chamber. The injection timing, the amounts of methanol and / or pilot oil shall be adjusted at each cylinder by the engine control system.

When changing over from methanol to diesel, all of methanol in double wall pipes purge out to the service tank with inert gas (nitrogen), which is supplied via FVT(Fuel valve train).

The methanol pipes on the engine are made of double walled structure. The annular intermediate space of double walled pipes shall be continuously ventilated under the negative pressure by the ventilation fan.

Fuel injection valve

Liquid methanol is injected by fuel injection valves (the main injector) into the combustion chamber with suitable timing and duration. To regulate the power and speed of the engine, the amount of methanol fed into each cylinder is individually controlled by the main injector which receive the signals from engine control system

Safety valve unit

The safety valve unit is located after the last cylinder in the methanol pipe. It has several roles as follow :

- ✓ It blocks the methanol pipe after filling the methanol pipe with methanol in order to make pressure (high pressure) of methanol to the certain level for methanol mode operation.
- ✓ It relieves methanol pressure when the pressure exceeds the normal operation ranges.
- ✓ It purges residual methanol in the purging pipe (from engine outlet to the service tank) out to the service tank by inert gas.

Lub. Oil high pressure pump and pipes for control/sealing

Lub. Oil high pressure pump and pipes are applied for methanol injection. They are used for as follow :

- ✓ Hydraulic system of the main injector with solenoid valve to inject methanol properly.
- ✓ Sealing methanol from the main injector to other internal system of engine for safety (The pressure of Lub. Oil should be over than the pressure of methanol.)

6.8 External methanol system

For diagram for external fuel methanol system and related information, refer to the specification :

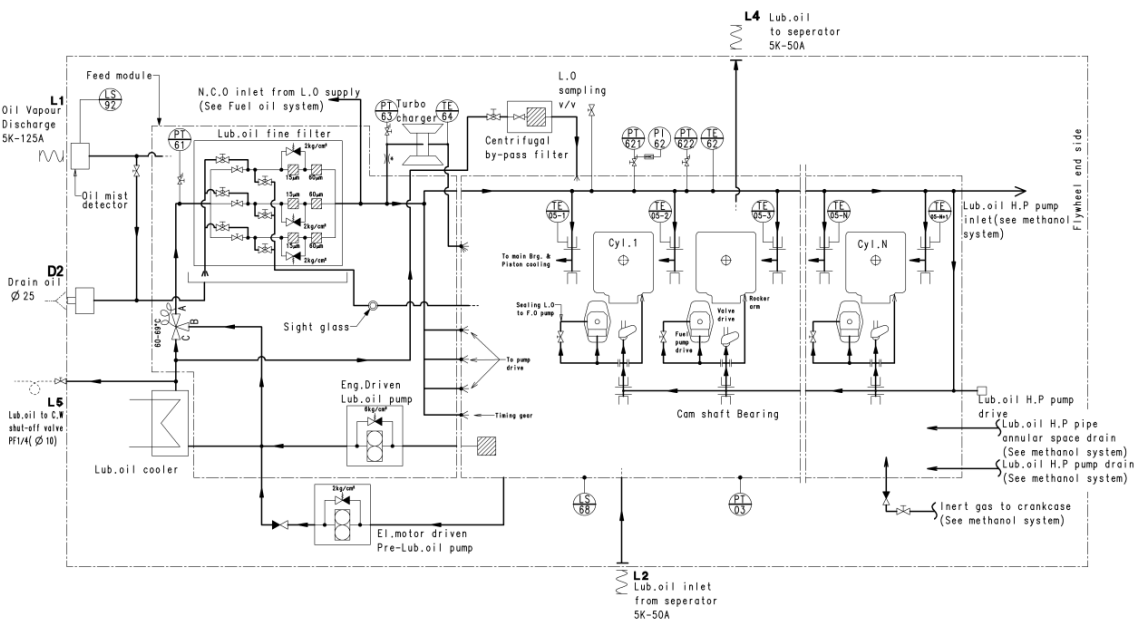
Drawing No.	Description
BH4-097895-5	Installation specification
BH4-097894-3	General information for LFSS
BH4-097898-0	Methanol specification
BH2-115770-3	Methanol supply system
BH2-107335-7	External ventilation system
BH4-097896-7	Inner/Outer pipe
BH4-097897-9	Inert gas
BH4-113214-8	Fuel valve train
BH4 -097913-2	Methanol high pressure pump

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7 Lubricating oil system

7.1 Internal lubricating oil system

Diagram for Internal lubricating oil system



*) Scope of instrumentations will be according to extent of delivery and engine builder's standard.

Figure 7.1 Diagram for internal lubricating oil system(BH2-107322-6)

Table 7.1 Sizes of external pipe connections

Code	Description	Size
L1	Lubricating oil vapor discharger	125A
L2	Lubricating oil from separator	50A
L4	Lubricating oil to separator	50A
L5	C.W. auto shut off valve	PF1/4

1. Connection size is according to JIS B 2220.

7.1.1 General description

The engine has its own internal lubricating oil system with the wet type oil sump, which supplies lubricating oil to all moving parts for lubricating as well as cooling. Most of oil passages are incorporated into engine components and equipment in the system, which are mounted directly on feed module without pipe connections.

The internal lubricating oil system comprises following equipment :

- ✓ Lubricating oil cooler
- ✓ Engine driven lubricating oil pump
(with pressure regulating valve)
- ✓ Electric motor driven pre-lubricating pump
- ✓ Lubricating oil thermostatic valve
- ✓ Lubricating oil filter
- ✓ Wet sump tank
- ✓ Centrifugal oil filter
- ✓ Oil mist detector

Quantity of lubricating oil (wet sump)

Table 7.2 Total quantity of lubricating oil inside the engine

Engine type	Oil quantities in liter 720/750rpm	
	Min.	Max.
6H32DF-LM	1,900	2,450
7H32DF-LM	2,080	2,710
8H32DF-LM	2,460	3,160
9H32DF-LM	2,730	3,520

Lubricating oil consumption

Methanol mode : 0.5 g / kWh + 1.1 liter / 24hrs per cylinder

Diesel mode : 0.5 g / kWh

- ✓ Tolerance : +25 % depending on the operating condition
- ✓ Only maximum continuous rating should be used to evaluate the lubricating oil consumption.

Engine driven lubricating oil pump

The engine driven lubricating oil pump is a gear type, mounted on the feed module of the engine. The pump is designed to provide sufficient flow even at low speed.

Pre-lubricating oil pump

The pre-lubricating pump is gear type, and electric motor driven. The pre-lubricating pump is automatically started to operate when engine is stopped. And the pre-lubricating is required during the engine stop period if the fuel oil is circulating. In case that the automatic pre-lubrication has been switched off, the engine must be pre-lubricated sufficiently before starting up.

Lubricating oil cooler

The lubricating oil cooler is plate type, mounted on the feed module of the engine.

Thermostatic valve

The thermostatic valve is the wax element type, working at fixed temperature range of 60 ~ 69 °C, is mounted on the feed module of the engine.

Lubricating oil filter

The lubricating oil filter is duplex paper cartridge type, mounted on the feed module of the engine. Each filter has a safety cartridge of stainless steel.

- ✓ Paper cartridge fineness : 15 μm
- ✓ Safety cartridge fineness : 60 μm

Pressure regulating valve

The pressure regulating valve adjusts inlet pressure after lubricating oil filter at 4 ~ 5 bar and is mounted on feed module of the engine.

Centrifugal oil filter

Centrifugal oil filter can be mounted on engine. The centrifugal force is taken from the oil pressure.

Lubricating oil sump drain

It is recommended to use the separator suction pipe for draining of the lubricating oil sump.

7.2 External lubricating oil system

Diagram for external lubricating oil system

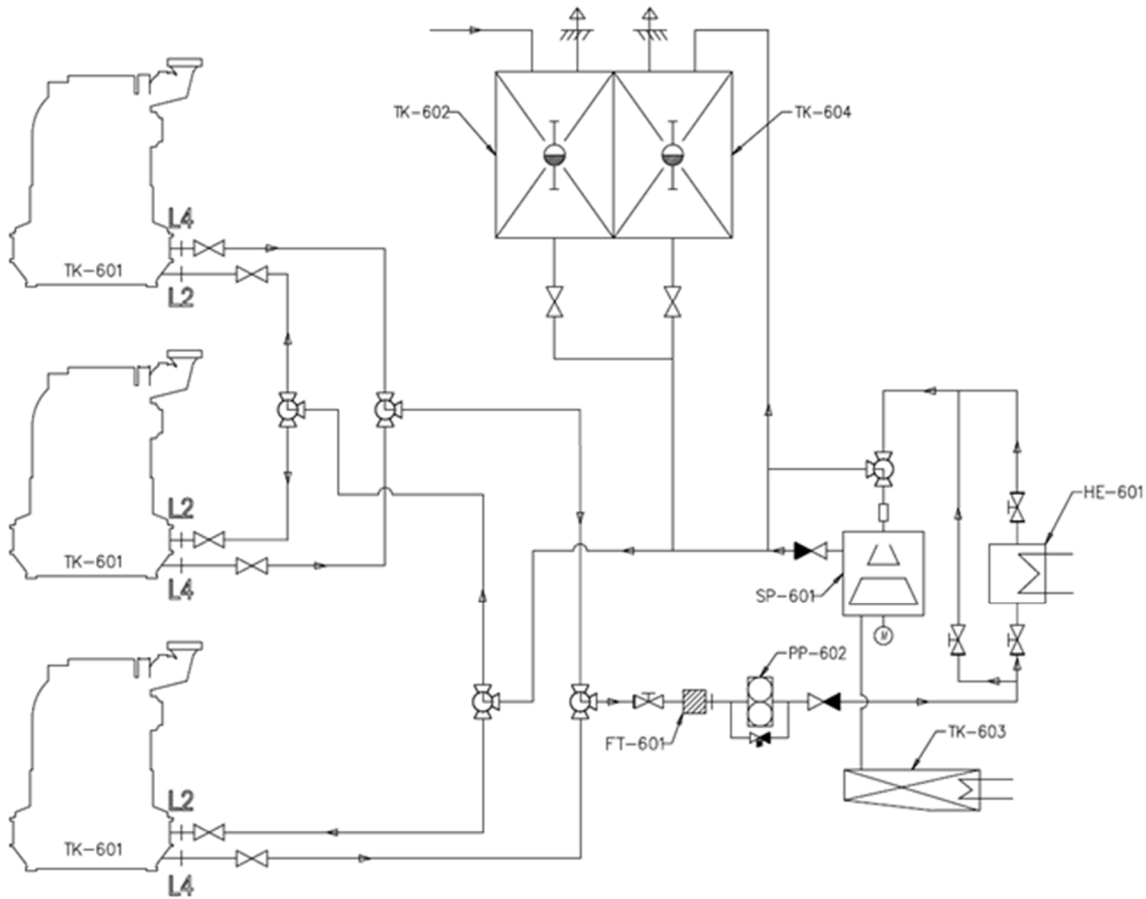


Figure 7.2 Diagram for external lubricating oil system (B91-314112-7.1)

Table 7.3 System components

Code	Description	Code	Description
TK-601	System oil tank	HE-601	Pre-heater for the separator
TK-602	Storage tank	SP-601	Separator
TK-603	Sludge tank	PP-602	Feed pump for the separator
TK-604	Separated oil tank	FT-601	Suction strainer

7.2.1 General description

The external lubricating oil system is required for not only cleaning but also heating the oil to start the engine quickly. The system shall be used commonly for all auxiliary engines.

Though filtering equipment built on engine shall be sufficient for the engine operating with natural gas or marine gas oil, the centrifugal purification is commonly required for marine diesel oil and heavy fuel oil operation.

7.2.2 Lubricating oil separator

Self-cleaning type or manual cleaning type separator can be used.

Separator capacity

The separators should be dimensioned for continuous operation and following formula can be used, as a guidance, for estimating the required flow for the separator capacity :

$$F = p \times 1.4 \times n / t$$

Where :

F (l / h) = required flow

p (kW) = total engine output

n = number of oil circulation per day (4 for marine diesel oil / marine gas oil / natural gas, 6 for heavy fuel oil)

t = actual separation time per day (Normally, 23 hour)

For the simple estimation, above formula can be expressed as follows :

$$F = 0.3 \times p \text{ (l / h)}$$

The below formula is used to find the rated capacity for the separator :

$$V = F / B \text{ (l / h)}$$

Where :

V (l / h) = rated capacity for the separator

F (l / h) = required flow

B = throughput factor (0.2 ~ 0.25)

Throughput factor (B) shall be in accordance with the separator maker's recommendations.

Separator installation

The separator should be in continuous operation while the engine is on running in order to ensure removal of contaminants as quick as possible. If possible, the separator should be in operation also when the engine on shut-down for the reducing of the contamination level. In the latter case, oil temperature for efficiencies of separation needs to be maintained through heaters. Those installations with their separation plant shut down during engine stop, should consider re-starting the separator prior to engine start-up because contamination (engine leaks, condensation) could occur during engine stop.

With multi-engine plants, It would be the best to install one separator per each engine. (Figure 7.3) The cleaning systems of auxiliary engines are often designed such that the separator intermittently serves on engine at a time. If only one separator is in operation, the following lay-outs can be used. (Figure 7.4)

Oil cleaning, the discharge depending upon the operating time between two periods of oil cleaning the discharge interval may have to be shortened during the first couple of hours. In this way the separator will be able to cope with the high level of contaminants at the beginning of the cleaning phase. The appropriate discharge interval has to be found by trial and error.

It is important that maintenance and operation of the separator should be performed according to the manufacturer's recommendations.

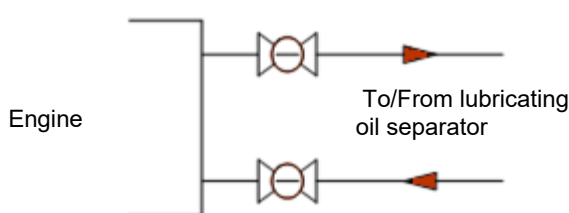


Figure 7.3 Principle layout for direct separating on single engine.

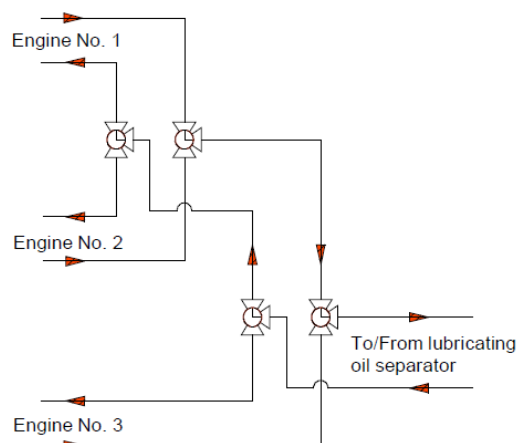


Figure 7.4 Principle layout for direct separating on multi engines

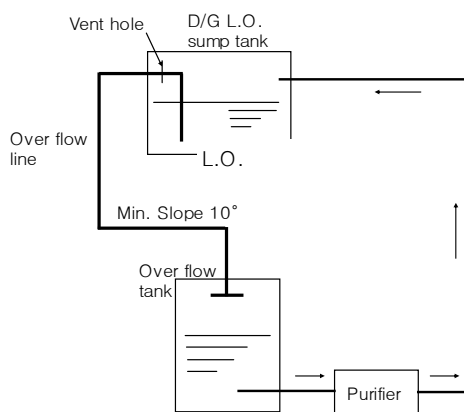


Figure 7.5 Principle layout for overflow system

It should be ensured that the separator is only connected with one engine at a time. In order to ensure that there is no suction and discharging from one engine to another.

To provide the mentioned above, it is recommended that inlet and outlet valves can be changed over simultaneously.

With only one engine in operation there are no problems with separating, but if multi engines are in operation for some time it is recommended to split up the time so that there is separation on all engines, which are operating in turns.

Overflow system

In some cases, overflow system can be applied as an alternative for continuous purification (Figure 7.5). In order to have a better syphon effect, the overflow pipe from sump to overflow tank should have a continuous downward gradient of min. 10 degrees without high and low point.

Suction strainer

0.8 ~ 1.0 mm mesh size of suction strainer should be inserted before the separator pump.

Pump for separator

The pump can be either directly driven by the separator or driven by an independent motor as recommended from a separator maker.

Heater for separator

The lubricating oil in wet sump tank and in the system is to be warm-up to 40 °C from the separator heater prior to engine starting. The lubricating oil in sump tank is to be heated-up to approx. 65 °C in engine service. Heater for separator is to be designed to heat the lubricating oil from 65 °C up to 95 ~ 98 °C according to separator maker's recommendation.

If the separation temperature is lowered from 95 °C to 90 °C, the separator throughput has to be reduced by 22 % to maintain the same separation efficiency.

7.2.3 Velocities and pressure losses

In order to prevent excessive pressure losses in the piping system, we recommend that the lubricating oil velocity should not exceed :

- ✓ Suction pipe : 0.5 ~ 1.5 m / s
- ✓ Pressure pipe : 1.0 ~ 2.5 m / s

7.2.4 Crank case ventilation

Where two or more engines are installed, vent pipes, if fitted, and lubrication oil drain pipes should be independent to avoid inter circulation between crankcases.

- ✓ The crankcase vent pipes from each engine shall be led independently to a safe location outside of engine room distant from any source of ignition. The pipes should not be connected to any other branch such as a tank vent, etc.
- ✓ The outlet of vent pipe is to be fitted with corrosion resistant flame screen separately for each engine.
- ✓ The vent pipe should have a continuous upward gradient of minimum 10 degrees without high point or low point.
- ✓ The vent pipe should be equipped with a condensate trap and drain near the engine.
- ✓ The connection between the engine and yard vent pipe is to be flexible, if resilient mounting is applied.
- ✓ The dimension of the flexible connection is 125 A, and the vent pipe size after the flexible connection must be min. 125 A.
- ✓ The oil mist should not be go into suction side of intake duct located outside (for outdoor type) or engine room (for indoor type)

7.3 Lubricating oil specification and list of lubricants

7.3.1 Oil grade

The medium-alkaline, heavy duty (HD) oils in API-CD class have to be used for HiMSEN engine including turbocharger lubrication. Please refer to the Table 7.4

7.3.2 Oil viscosity

The oil viscosity is based on SAE 40 oil and recommended to be 145 mm² / sec. at 40 °C.

The lubricating oil should be heated to 40 °C prior to engine start.

7.3.3 Governor oil grade

In case of the hydraulic governor, an independent oil system is required. For further information, please refer to the Table 7.6

7.3.4 BN value

BN (Base Number) is a measure of the alkalinity or basicity of the oil. It is expressed in milligrams of potassium hydroxide per gram of the oil (mg KOH/g).

Alkalinity in lubricating oil is necessary to neutralize the acidic combustion products coming from the sulfur in fuel. Therefore, lubricating oil with suitable BN should be selected to maintain proper balance between alkalinity in lubricating oil and the sulfur level in fuel after consulting with lubricating oil supplier or specialist.

- ✓ High sulfur fuel + low BN lubricating oil → Excessive corrosive wear
- ✓ Low sulfur fuel + high BN lubricating oil → Excessive top land deposit formation
→ Lacquering formation on cylinder liner surface

7.3.5 Lubricating oil selection

The general lubricating oil BN selection strategy is to match the lubricating oil with the fuel sulfur contents (%). Because BN decreases at various rates in each engine and condition, lubricating oil consumption also should be considered to have sufficient equilibrium during operation.

DF engines can be operated using methanol, distillate fuel and residual fuel, and these fuels have different sulfur level.

For the recommendation considering the lubricating oil BN, please refer to the following table. If DF engines are operated in turn on three fuels with methanol as main fuel and distillate / residual fuel as auxiliary fuel, limitations of auxiliary fuel should be followed based on residual fuel.

Refer to the 6 or specification of fuel oil and methanol.

Table 7.4 Recommended BN for DF-LM engine operation cases

Aux. fuel \ Main fuel		Methanol	
		No sulfur	
Methanol	No sulfur	BN 3 ~ 7	
Distillated fuel (MGO / MDO)	- 0.1% S	BN 3 ~ 15 Limit 1 on Table 7.5	
	0.1 - 0.5% S	BN 3 ~ 15 Limit 1 on Table 7.5	
Residual fuel	ULSFO	- 0.1% S	BN 3 ~ 20 Limit 2 on Table 7.5
	VLSFO	0.1 - 0.5% S	BN 3 ~ 30 Limit 3 on Table 7.5
	HSHFO	0.5 - 3.5% S	BN 20 ~ 30 with limit ⁴⁾
		3.5 - % S	BN 30 ~ 40 with limit ⁵⁾

Table 7.5 Limitation (Allowed Max. operating hours)

Limit	X (Fuel kinds)	'X' fuel operating hours / Total montly cumulative operating hours	Required BN
1	Distillated fuel	< 15 %	3 ~ 7
		≥ 15 %	10 ~ 15
2	ULSFO	0 ~ 5 %	3 ~ 7
		5 ~ 10 %	10 ~ 15
		10 ~ 15 %	15 ~ 20
		≥ 15 %	20
3	VLSFO	0 ~ 5 %	3 ~ 7
		5 ~ 10 %	10 ~ 15
		10 ~ 15 %	15 ~ 20
		≥ 15 %	20 ~ 30
4	HSHFO	0 ~ 5 %	3 ~ 7
		5 ~ 10 %	15 ~ 20
		10 ~ 15 %	20 ~ 30
		≥ 15 %	30 ~ 40
5		0 ~ 5 %	3 ~ 7
		5 ~ 10 %	20 ~ 30
		10 ~ 15 %	30 ~ 40
		≥ 15 %	40 ~ 55

7.4 List of lubricants

Table 7.6 List of lubricants

Oil brand	Engines system lubricating oil			Governor oil
Oil company	Brand name	SAE	BN ¹⁾	
Shell	Mysella S3 N40	40	5	1) Same as engine system lubricating oil 2) Refer to the governor manual for detailed lubricating oil specification, volume of governor. 3) Initial filling : oil filled 4) Electrical (Digital) governor: not applied
	Mysella S5 N40		4.5	
	Shell Gadinia S3 40		12	
	Shell Argina S2 40		20	
	Shell Argina S3 40		30	
	Shell Argina S4 40		40	
	Shell Argina S5 40		50	
TOTAL (Lubmarine)	Aurelia LNG	40	5	
	Nateria X 405		5.2	
	DISOLA M 4012		12	
	DISOLA M 4015		14	
	AURELIA TI 4020		20	
	AURELIA TI 4030		30	
	AURELIA TI 4040		40	
Chevron (Texaco, Caltex)	AURELIA TI 4055		55	
	HDAX 9700	40	5.8	
	DELO SHP 40		12	
	DELO 1000 Marine 40		12	
	TARO 20 DP 40(X)		20	
	TARO 30 DP 40(X)		30	
	TARO 40 XL 40(X)		40	
ExxonMobil	TARO 50 XL 40(X)		50	
	Pegasus 805 Ultra	40	5.4	
	Pegasus 805		6.2	
	Pegasus 1005		5.4	
	Pegasus 1105		6.2	
	Pegasus 1107		7.3	
	Pegasus 1		6.5	
	Mobilgard ADL 40, Mobil Delvac 1640		12	
	Mobilgard 412		15	
	Mobilgard M420		20	
	Mobilgard M430		30	
	Mobilgard M440		40	
	Mobilgard M50		50	
BP (Castrol)	CASTROL Duratex L	40	4.5	
	CASTROL MHP 154		15	
	CASTROL TLX 2-40		20	
	CASTROL TLX 3-40		30	
	CASTROL TLX 4-40		40	
SK Lubricants	CASTROL TLX 5-40		53	
	SUPERMAR 13TP 40	40	13	
	SUPERMAR 24TP 40		24	
	SUPERMAR 30TP 40		30	
	SUPERMAR 40TP 40		40	
LUKOIL	Navigo TPEO 12/40	40	12	
	Navigo TPEO 15/40		15	
	Navigo TPEO 20/40		20	
	Navigo TPEO 30/40		30	
	Navigo TPEO 40/40		40	
	Navigo TPEO 50/40		50	
	Navigo TPEO 55/40		55	

Oil brand	Engines system lubricating oil			Governor oil
Oil company	Brand name	SAE	BN ^{*)}	
Gulf Oil Marine	GulfSea Power MDO 4012, SeaLub Power MDO 4012	40	12	1) Same as engine system lubricating oil 2) Refer to the governor manual for detailed lubricating oil specification, volume of governor. 3) Initial filling : oil filled 4)Electrical (Digital) governor: not applied
	GulfSea Power MDO 4015, SeaLub Power MDO 4015		15	
	GulfSea Power MDO 4020, SeaLub Power MDO 4020		20	
	GulfSea Power 4030, SeaLub Power 4030		30	
	GulfSea Power 4040, SeaLub Power 4040		40	
	GulfSea Power 4055, SeaLub Power 4055		55	
ENI S.p.A.	AGIP CLADIUM 120	40	12	
	AGIP CLADIUM 300		30	
	AGIP CLADIUM 400		40	
	AGIP CLADIUM 500S		50	
Petronas	PETRONAS Disrol 12	40	12	
	PETRONAS Disrol 15		15	
	PETRONAS Disrol 300		32	
	PETRONAS Disrol 400		42	
	PETRONAS Disrol 500		51	
AEGEAN	ALFAMAR 430	40	30	
	ALFAMAR 440		40	
	ALFAMAR 450		50	
	ALFAMAR 455		55	
SINOPEC TPEO	SINOPEC TPEO 4012	40	12	
	SINOPEC TPEO 4015		15	
	SINOPEC TPEO 4020		20	
	SINOPEC TPEO 4030		30	
	SINOPEC TPEO 4040		40	
	SINOPEC TPEO 4050		50	
Hyundai Oilbank	Hyundai XTeer HGSL 40	40	4.5	
	Hyundai XTeer TPEO 4012		12	
	Hyundai XTeer TPEO 4015		15	
	Hyundai XTeer TPEO 4020		20	
	Hyundai XTeer TPEO 4030		30	
	Hyundai XTeer TPEO 4040		40	
	Hyundai XTeer TPEO 4050		50	
Gazpromneft Lubricants	Gazpromneft Ocean TPL 1240	40	12	
	Gazpromneft Ocean TPL 1540		15	
	Gazpromneft Ocean TPL 2040		20	
	Gazpromneft Ocean TPL 3040		30	
Petro-Canada	Sentinel 445	40	4.7	
Oil volume	See the separate data for sump volume as per each engine type.			UG-25+: 2.1 Liter

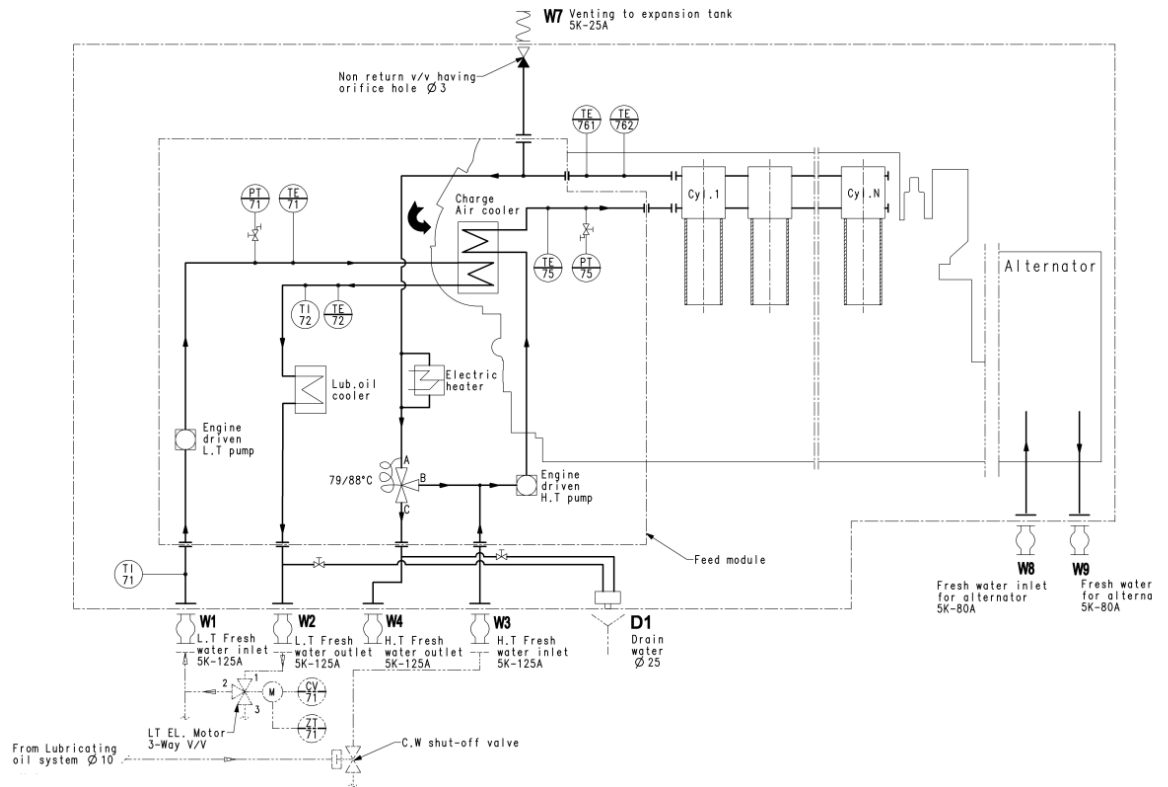
1. This list is given as guidance only.

*) Refer to Figure 7.4 when selecting BN value.

8 Cooling water system

8.1 Internal cooling water system

Diagram for internal cooling water system (electric pre-heating element)



*) Scope of instrumentations will be according to extent of delivery and engine builder's standard.

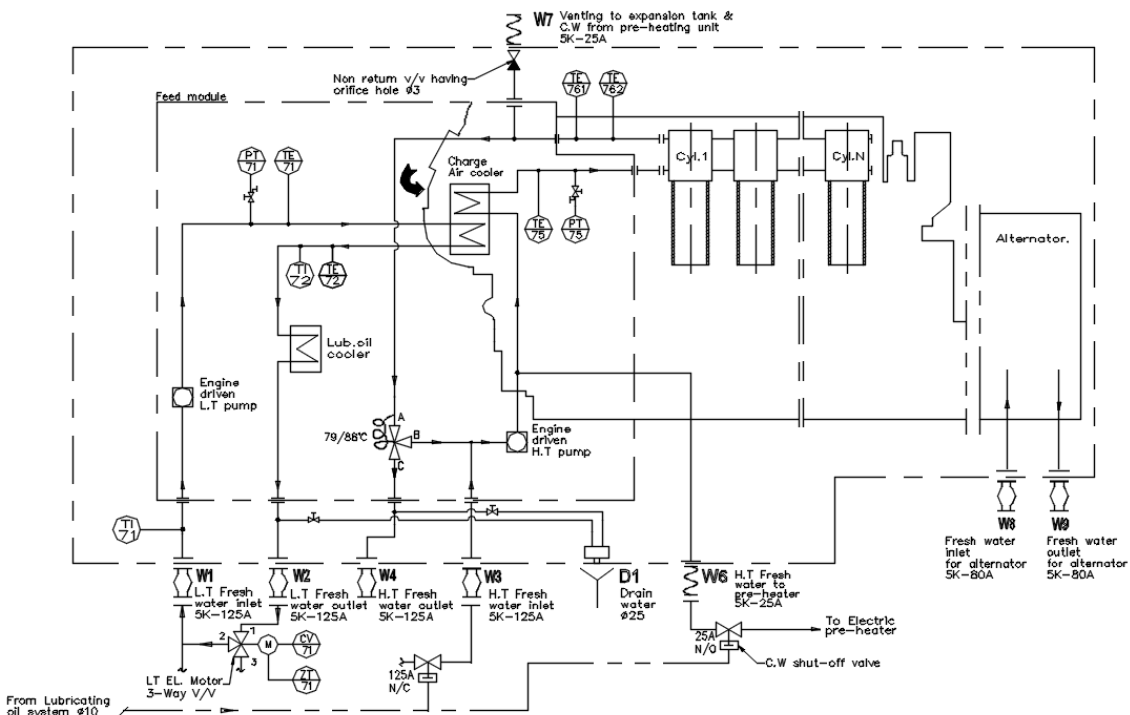
Figure 8.1 Diagram for internal cooling water system

Table 8.1 Sizes of external pipe connections

Code.	Description	Size
W1	Low temperature cooling water engine inlet	125A
W2	Low temperature cooling water engine outlet	125A
W3	High temperature cooling water engine inlet	125A
W4	High temperature cooling water engine outlet	125A
W6	High temperature cooling water pre-heating outlet	25A
W7	Ventilation to expansion tank	25A

1. Connection size is according to JIS B 2220.

Diagram for internal cooling water system (pre-heating unit)



*) Scope of instrumentations will be according to extent of delivery and engine builder's standard.

Figure 8.2 Diagram for internal cooling water system

Table 8.2 Sizes of external pipe connections

Code.	Description	Size
W1	Low temperature cooling water engine inlet	125A
W2	Low temperature cooling water engine outlet	125A
W3	High temperature cooling water engine inlet	125A
W4	High temperature cooling water engine outlet	125A
W6	High temperature cooling water pre-heating outlet	25A
W7	Ventilation to expansion tank	25A

1. Connection size is according to JIS B 2220.

8.1.1 General description

The engine has two cooling water circuits internally, which are low temperature and high temperature water circuits. Most of the components of circuits are modularized and directly mounted on the feed module. Please refer to Figure 2.4.

Low temperature water circuit comprises :

- ✓ Engine driven pump
- ✓ Charge air cooler
- ✓ Lubricating oil cooler
- ✓ Motor operated valve type thermostat

High temperature water circuit comprises :

- ✓ Engine driven pump
- ✓ Charge air cooler
- ✓ Engine water jackets and cylinder heads
- ✓ Wax type thermostat, dividing type (temp. range : 79 ~ 88 °C fixed)
- ✓ Motor operated valve type thermostat, alternative of wax type (option)

Scope of supply

The internal cooling system consists of the following built-in equipment :

- ✓ Engine driven low temperature cooling water pump
- ✓ Engine driven high temperature cooling water pump
- ✓ Two stage charge air cooler
- ✓ high temperature cooling water control thermostatic valve
- ✓ low temperature cooling water control thermostatic valve
- ✓ Electric pre-heater unit (option)

1. Low temperature cooling water control thermostatic valve is to be installed on external piping of engine.

8.2 External cooling water system

Diagram for external cooling water system with electric pre-heating element

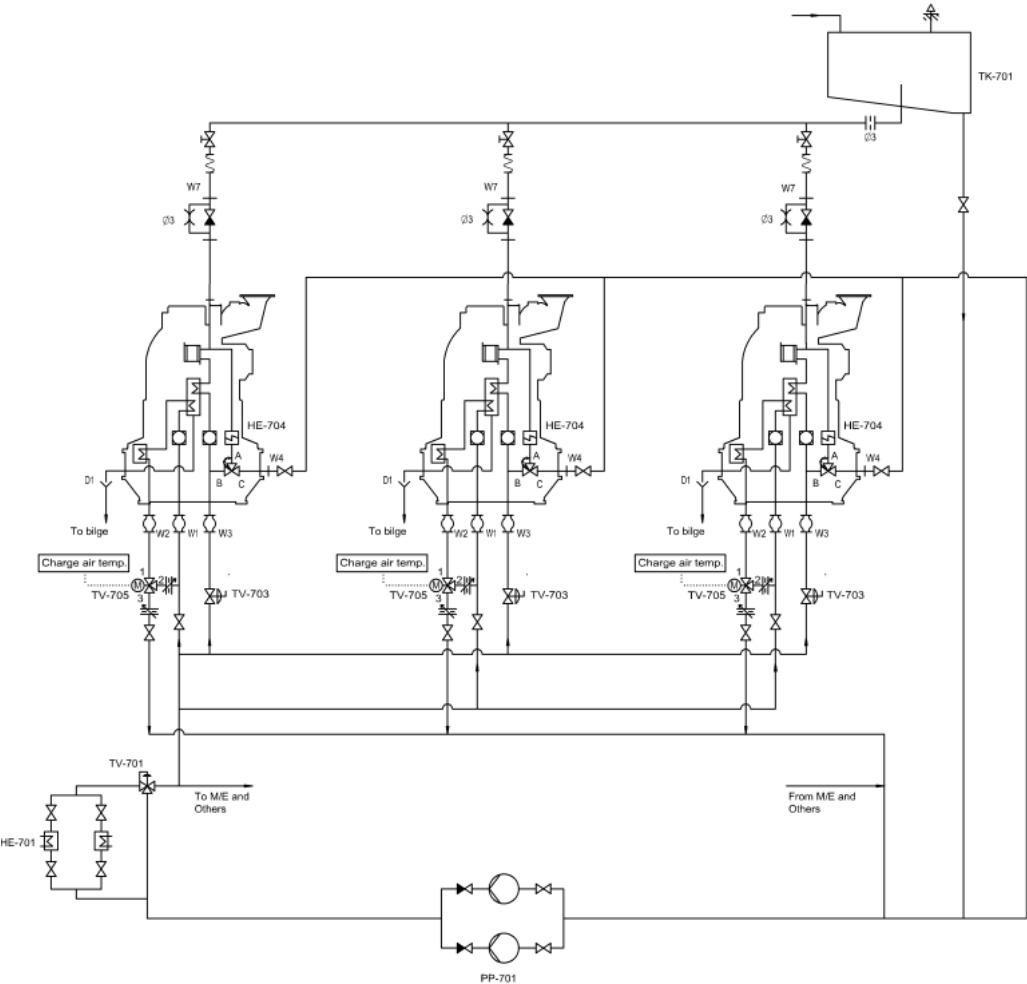


Figure 8.3 Diagram for external cooling water system with electric pre-heating element (BH2-126860-9)

Table 8.3 System components

Code	Description	Code	Description
TK-701	Expansion tank	TV-703	Auto shut-off valve
HE-701	Central cooler	TV-705	Thermostatic valve for low temperature cooling water
HE-704	Electric pre-heating element	PP-701	Circulation pump for fresh water
TV-701	Thermostatic valve for central cooling		

Diagram for external cooling water system with electric pre-heating unit

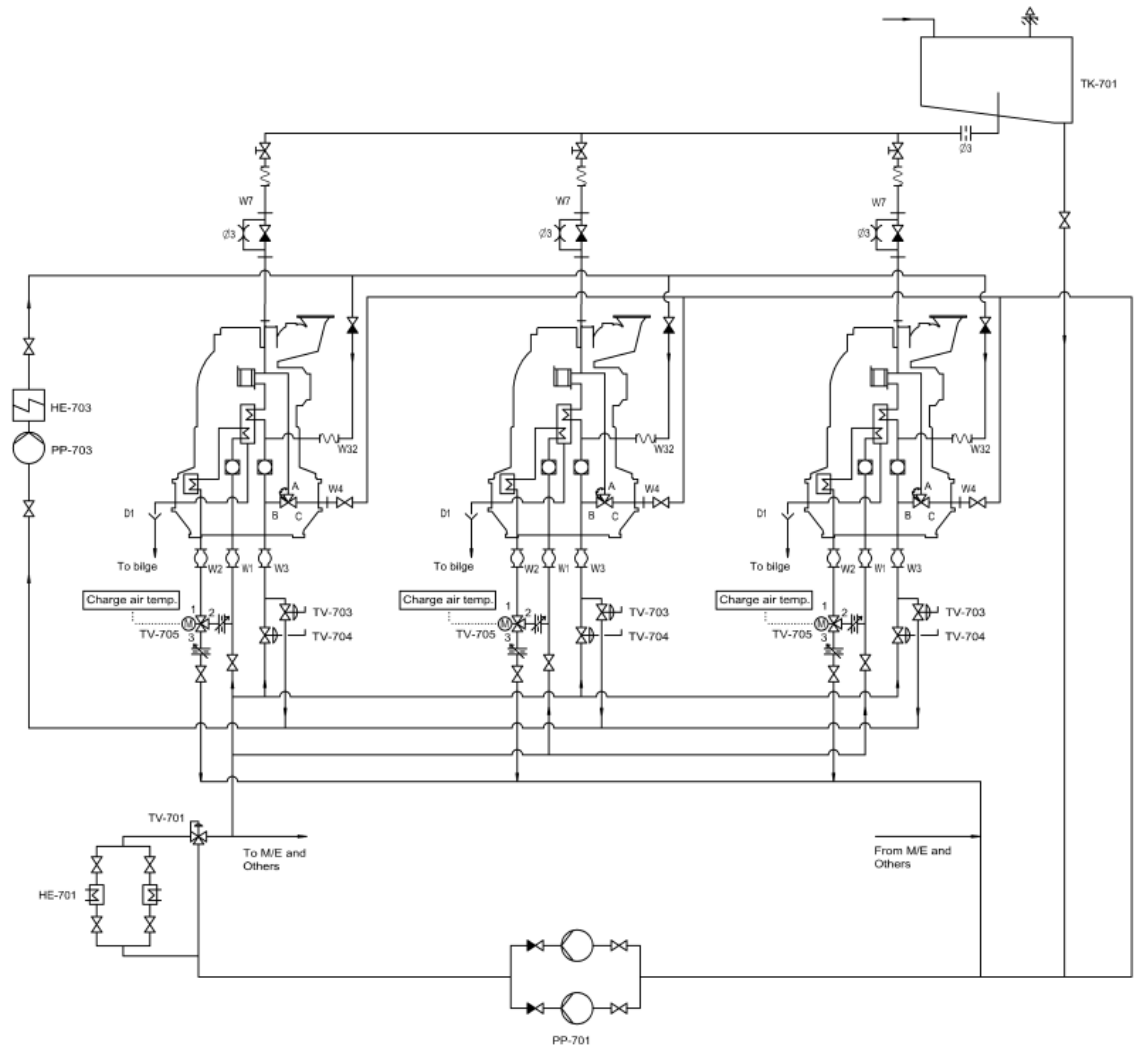


Figure 8.4 Diagram for external cooling water system with pre-heating unit (BH2-126862-2)

Table 8.4 System components

Code	Description	Code	Description
TK-701	Expansion tank	TV-703/704	Auto shut-off valve
HE-701	Central cooler	TV-705	Thermostatic valve for low temperature cooling water
HE-703	Preheater for high temperature cooling water	PP-701	Circulation pump for fresh water
TV-701	Thermostatic valve for central cooling	PP-703	Circulation pump for preheating

8.2.1 General description

Pressure drop

- ✓ Engine high temperature cooling water system : approx. 0.5 bar
- ✓ Charge air cooler : approx. 0.5 bar
- ✓ Lubricating oil cooler : approx. 0.2 bar
- ✓ Thermostatic valve : approx. 0.5 bar

(These values shall be different depending on the actual design of each vessel or plant.)

Fresh water velocity

- ✓ Max. 2.5 m / s

Sea water velocity

- ✓ Suction pipe : 1.0 ~ 1.5 m / s
- ✓ Delivery pipe : 1.5 ~ 2.5 m / s

Expansion tank

To avoid cavitation in cooling water system, a certain suction head for engine driven high temperature cooling water pump is required as follows :

- ✓ Minimum head : 0.5 bar (5 meters above the crank shaft level)
- ✓ Tank volume : 200 liter + α^1

1. α : Min. 10% of high temperature cooling water and low temperature cooling water volume of each engine(s).

Table 8.5 Cooling water volume of the engines

Engine type	High temperature cooling water and low temperature cooling water volume
6H32DF-LM	582 liter
7H32DF-LM	617 liter
8H32DF-LM	651 liter
9H32DF-LM	686 liter

Central cooling

The central cooler for fresh water can be of the tube or plate type, which can be common for several engines or separate for each engine.

1) Fresh water side

- ✓ Flow quantity and heat dissipation : Refer to '3 Performance data'.
- ✓ Pressure drop : maximum 0.5 bar.
- ✓ Pump : centrifugal type (Electric motor driven)
- ✓ Water temperature before engine : 36 °C

2) Sea water side

- ✓ Flow quantity : 1.1 ~ 1.5 times of fresh water flow
- ✓ Pressure drop : 1.0 ~ 1.5 bar

8.2.2 Cooling water pressure of engine inlet

Pressure of engine inlet should be kept under 2.5 bar.

8.2.3 Cooling water

The cooling water system is designed for using normal fresh water with dosing corrosion inhibitor.

If sea water or other coolant system should be applied, please contact the engine maker separately in advance.

Pre-heating

In order to ensure start of engine and quick load up, pre-heating facility must be installed on the internal or external cooling water circuit. Pre-heating for all engines are required.

Pre-heating temperature :

- ✓ Marine diesel oil operation : minimum 40 °C
- ✓ Heavy fuel oil operation : minimum 60 °C

Electric pre-heating element (Option)

The mount type on the cooling water preheating arrangement consists of a thermostat-controlled electric-heating element which is built in high temperature cooling water circuit located on the engine's Feed Module. The pre-heater is activated by thermostat at 60 °C which provides water (60 °C) to jacket water outlet.

Table 8.6 Recommended capacity of pre-heater

Cyl.	Electric pre-heater (kW)
6	32
7	32
8	32
9	32

1. The baggiest capacity is applied for all cylinder for better heating effect

Operation

Before the engine starts on heavy fuel oil / marine diesel oil, the engine jacket must be pre-heated by pre-heater.

It is recommended that the pre-heater is arranged for automatic operation, so that the pre-heater shall be disconnected while the engine is running and connected while the engine is stand-by condition.

When the engine is in standstill, an external valve for pre-heater must be shut off the cooling water inlet.

Preheating unit (Option)

External pre-heating unit comprising with the follows can be supplied as option :

- ✓ Electric or steam heater
- ✓ Circulating water pump
- ✓ Control panel and circulating pump starter
- ✓ Switch on-off of heating media

The capacity of external pre-heater should be 3.5 kW per cylinder The flow through the engine for each cylinder should be approx. 3.0 l / min with flow top and downwards.

Auto shut off valve must be installed on the external cooling water system to ensure preheating, which prevents cooling water from flowing into the engine during preheating.

Preheating of stand-by engine

When only one engine set in service and others in stand-by, cold cooling water should not be passed into the cooling jackets on stand-by engines, which will cause cold corrosion in cooling system

Stand-by engines should be kept warm condition through heating source such as thermal heating through venting pipe from a running engine or pre-heater.

8.3 Cooling water quality and treatment

8.3.1 Quality of cooling water

The cooling of the engine should be done by only distilled (demineralized) or fresh water, which should be checked and treated to satisfy following requirements below table before adding corrosion inhibitor.

It is necessary for keeping effective cooling and preventing corrosion of the system.

Though the distilled water fully satisfy to the requirements for cooling water, it is necessary to add corrosion inhibitor before applying cooling water to engine cooling water system because untreated cooling water absorbs carbon dioxide from the air and then becomes corrosive.

Table 8.7 Quality of cooling water

pH	7 to 9
Total Hardness as CaCO_3	Maximum 75 ppm (mg/l)
Chlorides Cl^-	Maximum. 80 ppm (mg/l)
Sulphates as SO_4^{2-}	Maximum 100 ppm (mg/l)
Silica as SiO_2	Maximum 60 ppm (mg/l)
Residue after evaporation	Maximum 400 ppm (mg/l)

1. Chloride and Sulphate are corrosive even in the presence of an inhibitor.

Sea water or fresh water contaminated by sea water even in small amount is not allowed to be used as cooling water of the engine due to high risk of severe corrosion and deposits formation in the system.

Rainwater is heavily contaminated and highly corrosive in general, which is also not recommended as cooling water.

Tap water (drinking water) is not recommended as cooling water due to risk of chalk deposit formation inside the cooling system.

However, if the distilled water, for example from fresh water generator, is not available, tap water may be used as cooling water after softening and some other treatments according to the ingredients.

8.3.2 Treatment of cooling water

Cooling water should be treated properly and corrosion inhibitor should be added.

The analysis and treatment of cooling water are recommended to be carried out by experts. Otherwise, comply the treatment procedures strictly according to the instructions from the supplier.

The recommended products are listed in following table.

Table 8.8 Recommended products list

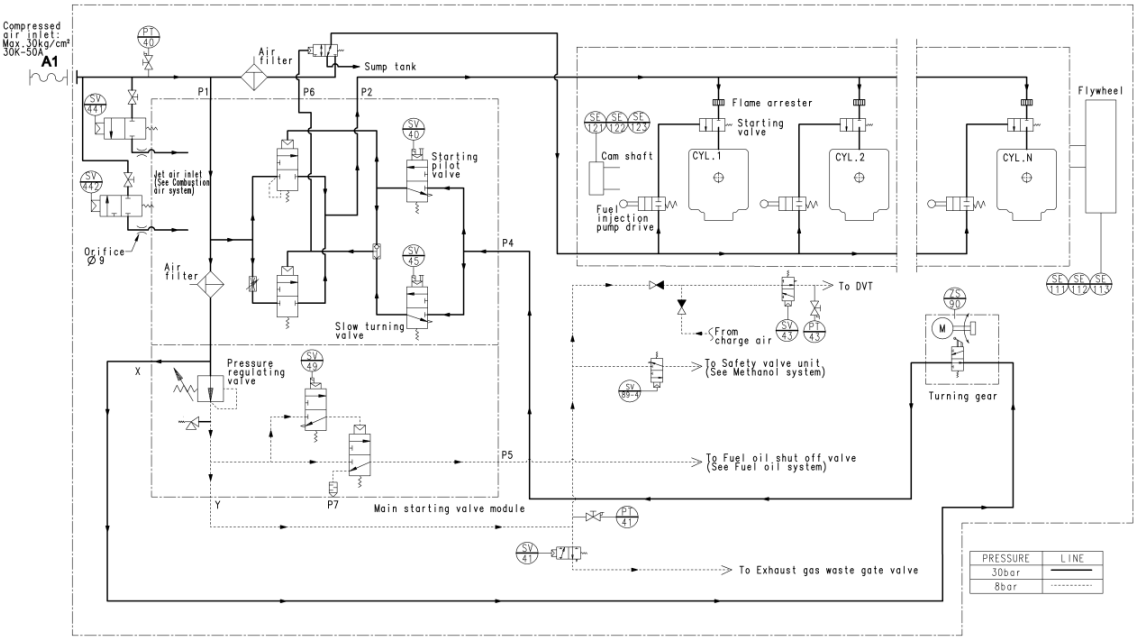
Manufacturer	Brand name	Constituent	Delivery form	Recommended Dosage
Chevron (FAMM)	DELO XLI(Havoline XLI)	Carboxylates	Liquid	75 liter / 1,000 liter
VECOM	Cooltreat NCLT	Nitrite	Liquid	48 liter / 1,000 liter
Wilhelmsen Chemicals	Rocor NB	Nitrite, Borate	Liquid	63 liter / 1,000 liter
NALCO	NALCOOL2000	Nitrite, Borate	Liquid	128 liter / 1,000 liter
	TRAC100	Molybdate, silicate	Liquid	17.5 liter / 1,000 liter
	TRAC108	Nitrite, Borate	Liquid	28 liter / 1,000 liter
GE	CorrShield NT4200	Nitrite	Liquid	30 liter / 1,000 liter
Water and Process Technologies				
Shell	Shipcare Cooling Water Treat	Nitrite, Borate	Liquid	128 liter / 1,000 liter
Drew marine	LIQUIDEWT	Nitrite	Liquid	24 liter / 1,000 liter
	MAXIGARD	Nitrite	Liquid	64 liter / 1,000 liter

1. Follow the guidelines of corrosion inhibitor manufacturer for cooling water treatment.
2. Oily inhibitors adhere to cooling surface and influence cooling efficiency, which are not recommended for cooling water. Only nitrite-borate based inhibitors are recommended.
3. Some inhibitors may be toxic and hazardous. Strict control is required when handling inhibitors.

9 Air and exhaust gas system

9.1 Internal compressed air system

Diagram for internal compressed air system



*) Scope of instrumentations will be according to extent of delivery and engine builder's standard.

Figure 9.1 Diagram for internal compressed air system.(BH2-107324-0)

Table 9.1 Size of external pipe connection

Code.	Description	Size
A1	Compressed air inlet	50A

1. Connection size is according to JIS B 2220.

9.1.1 General description

Compressed air is supplied for engine start, slow turn, waste gate valve and etc. as for the control air. In addition, the start block is activated in case of turning gear engagement. The detail information of engine operation is explained in the chapter '5.operation and control system'.

Starting system

Starting system mainly consists of main starting valve, starting pilot valve, starting valve located in each cylinder. The compressed air with max. 30 bar is directly delivered to the combustion chamber. Without additional devices, the compressed air is distributed as the firing order by means of fuel pump drivers.

Slow turn

Slow turn function is few flywheel revolutions without fuel injection in order to ensure that there is no residual gas or other foreign liquids in the combustion chamber. In stand-by mode, slow turn is automatically conducted every 24 hours before start. On the contrary, slow turn will be skipped when engine has been operated 30 minutes earlier.

Scope of supply

The internal compressed air system consists of the following equipment :

- ✓ Main starting valve
- ✓ Turning gear
- ✓ Slow turn valve assembly

9.2 External compressed air system

Diagram for external compressed air system

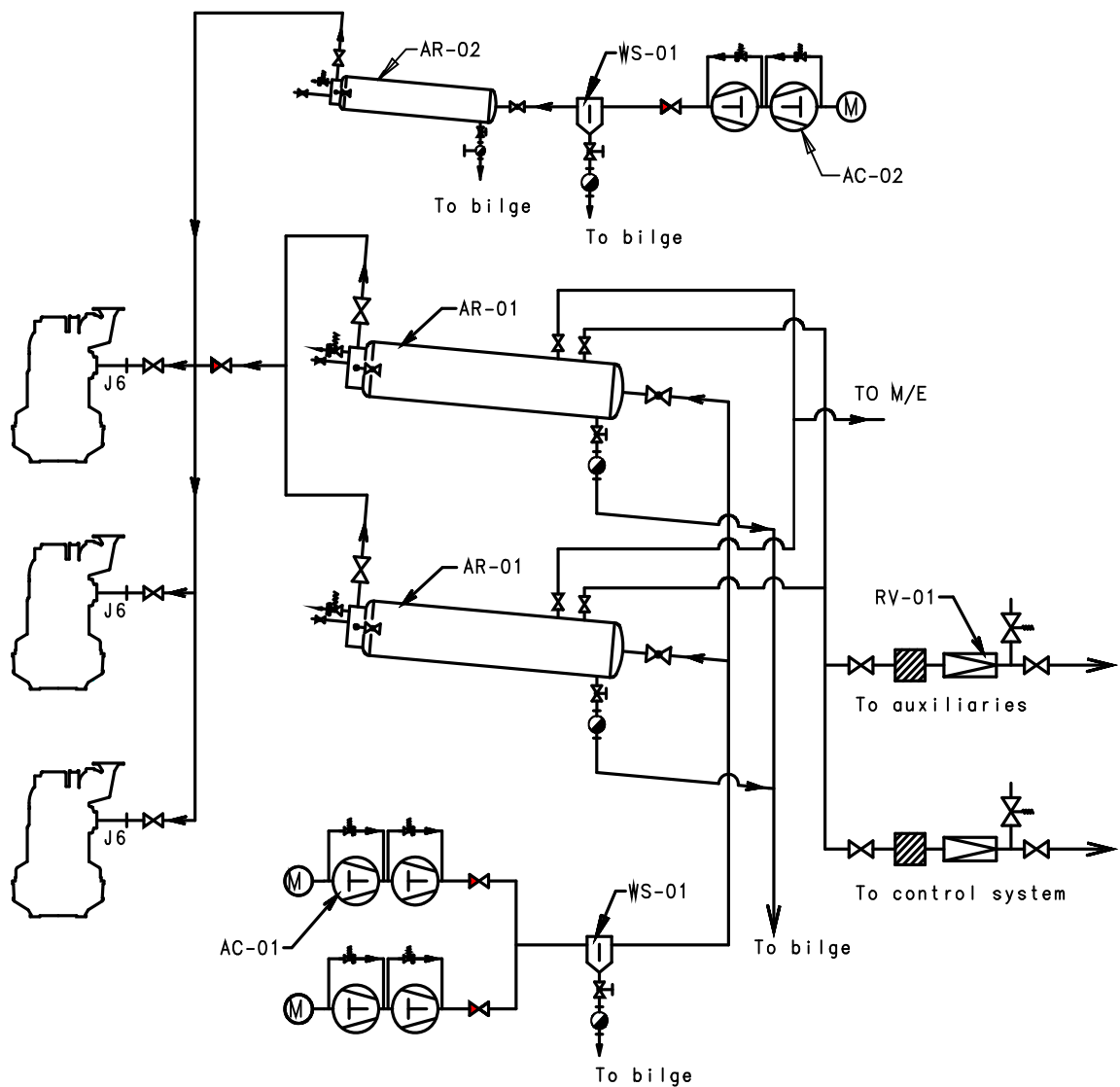


Figure 9.2 Diagram for external compressed air system

Table 9.2 System components

Code	Description	Code	Description
AR-01	Main air receiver	WS-01	Oil and water separator
AR-02	Aux. air receiver	RV-01	Reduction station
AC-01	Main air compressor	AC-02	Emergency air compressor

9.2.1 General requirements

The maximum 30 bar for the compressed air system is required for engine operation. Therefore, all external supply system should be properly designed for this nominal pressure and also should satisfy the rules of corresponding classification society.

For the external compressed air system, the requirements are as follows:

- ✓ A dry and clean air is essential for the reliable functions of the engine starting and control system. And the required air quality shall be referred to the ISO 8573-1:2010 Class 4.5.3. Therefore, the appropriate separation equipment should be included in the external system.
- ✓ The air pipes and vessels should be arranged with a slope to ensure a good drainage of condensate. In addition, it is required to be equipped with the automatic or manual drain system at the lowest point.
- ✓ Compressed air quality of starting air (According to ISO 8573-1 : 2010)
Humidity and Liquid Water Classes : Dew point temperature $\leq -8^{\circ}\text{C}$
Particle Classes : Maximum Particle size $40\mu\text{m}$ [Class 6]
Oil Classes : Concentration $\leq 5 \text{ mg/m}^3$ [Class 4]
- ✓ Compressed air quality of control air (According to ISO 8573-1 : 2010) - 100% Dry air
Humidity and Liquid Water Classes : Class 4
Particle Classes : Particle Classes :Class 5
Oil Classes : Class 3

9.2.2 Starting air volume of the engine

Air consumption per one start is specified in '3 Performance data'. The capacity of starting air vessel varies as per Classification Societies or Customer's requirement.

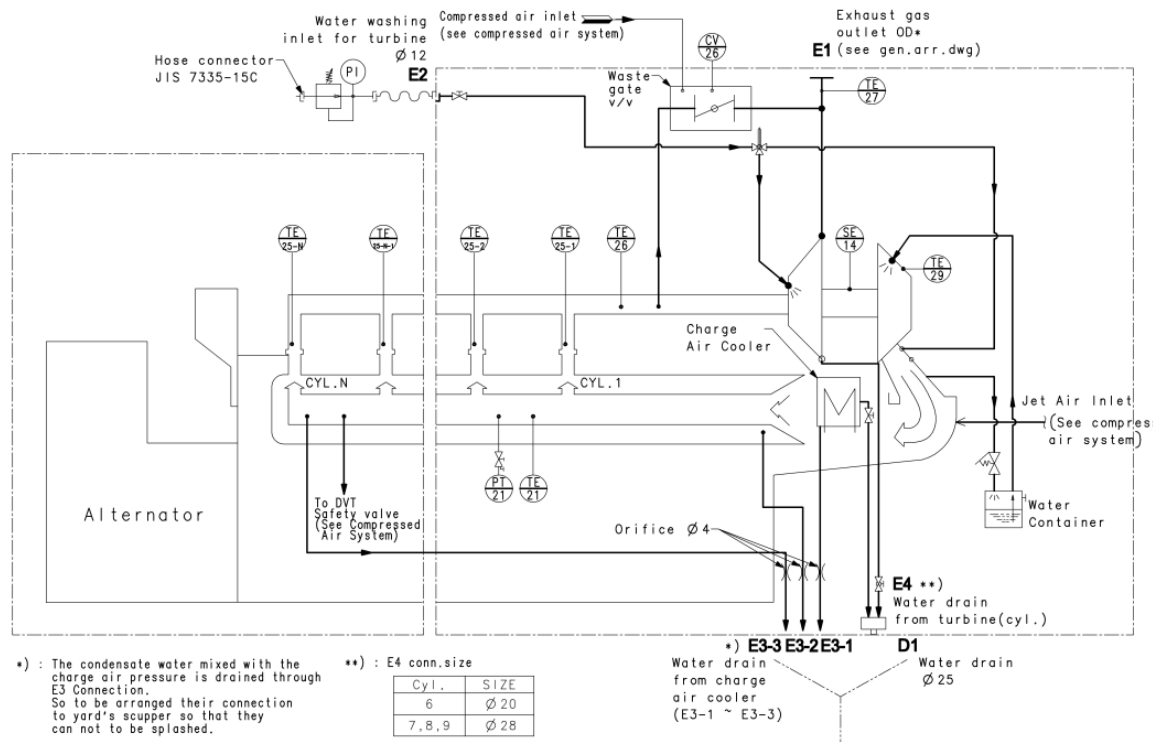
Volumes for three starts of one auxiliary engine(includes jet assist and slow turn) are as follows;

Table 9.3 Starting air volume of the engines

Engine type	Volume (liter)
6H32DF-LM	1,480
7H32DF-LM	1,520
8H32DF-LM	1,615
9H32DF-LM	1,635

9.3 Internal combustion air system

Diagram for internal combustion air system



*) The condensate water mixed with the charge air pressure is drained through E3 connection, So to be arranged their connection to yard's scupper so that they can not to be splashed.

Figure 9.3 Diagram for combustion and exhaust gas system(BH2-107321-4)

Table 9.4 Size of external pipe connection

Code.	Description	Size
E1	Exhaust gas outlet	-
E2	Water washing inlet for turbine	Ø12
E3-1 ~ E3-3	Water drain from charge air cooler	-
E4	Water drain from turbine	**)
D1	Water drain from turbine	Ø25

1. Connection size is according to JIS B 2220.

9.3.1 General description

The air required for combustion is taken from the engine room through a filter fitted on the turbocharger. It is imperative that the combustion air be free from sea water, dust and fumes etc.

Turbocharger

Turbocharger is a radial type with high efficiency and mounted on the feed module of the engine. The water washing systems for the compressor and turbine are supplied as standard.

Charge air cooler

Charge air cooler is two stage high temperature and low temperature cooled type. In general, sea water cooled type charge air cooler is not recommended.

Water mist catcher

Water mist catcher is installed between charge air cooler and air chamber of engine block.

Waste gate

Waste gate is a butterfly valve in an exhaust by-pass channel, which controls the amount of exhaust gas that passes through the turbine.

Air chamber

Air chamber is incorporated into the engine block with large volume for even distribution of induced air to each cylinder.

Exhaust pipe system

Exhaust pipe system is modular pulse converter (MPC) type, which has better performance at high load with a simple arrangement and easy maintenance.

Water drain pipes

Water drain pipes are installed for the air chamber and water mist catcher.

Charge air by-pass valve

Charge air by-pass valve can be installed as optional.

9.4 External combustion air system

9.4.1 General description

As the engines are consume considerable amount of air in the engine room directly, or the outdoor intake system is required, the design of combustion air is important not only for man-working but also for engine running.

Various requirements are applicable depending on the ambient condition but the minimum requirements and recommendations for the engines are described as follows.

9.4.2 Combustion air

Arrangement of air intake pipes should be made to supply fresh air for engine combustion, which should be free from any risk of water spray, exhaust gas, dust, oil mist and electric equipment, etc. The piping system of intake air should be considered to allow thermal expansion and harmful vibration to avoid stress of pipe.

The end of deep slope position of intake pipe, cleanable waste trap and water drain should be prepared. Therefore air duct should be installed to face the air intake silencer for each turbocharger as close as possible.

Combustion air intake pipe system, the air velocity must not exceed 15 m/s during engine running. Prior to commissioning, the pressure loss must be checked at compressor side whether the depression of compressor air inlet must not exceed 200 mmWC as maximum. The measuring point is approx. 1~2m before from the turbocharger air inlet casing.

Air consumption volume should be designed in accordance with '3.2 engine capacity data'.

Air filtration should be prevented from the outdoor's sand, cement, dust, and other particles. All particles size are not to be entered Max. 5 µm and above.

Oil bath type filter are generally used for the industrial area, cement plants, and sand winded area. Recommendable pressure loss of oil bath intake filter is 50~70 mmWC and even of fouled condition, must be kept within 110 mm WC.

Environmental condition of Max. particle size of dust is typically applied depending on site.

- ✓ Non-industrial area in rain/dry condition : 0.8 / 2 µm
- ✓ Area of emissions, chimneys, work area : 60 µm
- ✓ Metropolitan area , residential/Industrial area : 7 / 20 µm
- ✓ Desert area, during sand storms : 500 µm

Ventilation of engine room

To determine the amount of air ventilation for an engine room, all heat sources of the engine room should be considered.

Total amount of ventilation of auxiliary engine = $Q_c + Q_r + Q_v$ (m³/h)

Where :

Q_c (m³ / h) : Air required for engine combustion,

$Q_r = \frac{\text{Engine radiation heat (kJ / h)}}{\text{Air conditioning factor (} Q_a = 12 \text{)}}$

Q_v (m³ / h) : Air required for other heat sources such as alternator and exhaust gas pipe , etc.

1. Should outdoor intake air system, and shut-off of air intake be necessary, a special provision is required as option.

9.5 External exhaust gas system

9.5.1 General description

Exhaust gas of the engine flows out from turbocharger to atmosphere via an external exhaust gas system, which may be comprised of expansion bellows, exhaust pipe, exhaust gas boiler (possibly) and silencer, etc

Independent exhaust gas system

System should be prepared for each engine even for the case of common boiler system with other engines.

Back pressure

Back pressure of the exhaust system in total is recommended to be less than 300 mmWC at maximum continuous rating. The maximum back pressure should not exceed 500 mm WC at maximum continuous rating. Please see the 3.6 correction of fuel consumption for the fuel consumption correction in case of exceeding 300 mmWC at MCR. The measuring position is approx. 1 ~ 2 m after the turbocharger gas outlet casing not turbocharger gas outlet casing.

9.5.2 Velocity

External exhaust gas piping is recommended to be designed that velocity of exhaust gas through pipes should not exceed approximately 40 m/sec at maximum continuous rating.

Insulation

Insulation of the whole exhaust system is required for the safety and to reduce noise and loss of thermal energy, which, of course, should comply with requirements of classification society and other related authorities

9.5.3 Piping design for exhaust gas system

In order to have lower back pressure and thermal loss, following design consideration is required ;

- ✓ Pipe should be as short and straight as possible. Pipe bendings should be minimized and the bending radius should be as large as possible.
- ✓ A water separating pocket and drain should be provided on the pipe.
- ✓ Rigid (fixed) supports and movable supports must be provided considering the thermal expansion and vibration of pipes.
- ✓ The exhaust gas outlet of Turbocharger can be turned on request.

For more information, please refer to the sheet '9.6 external exhaust gas pipe connection'.

9.5.4 Expansion bellows

The expansion bellows has to be mounted between the turbocharger outlet and external exhaust gas pipe in order to compensate thermal expansion and mechanical vibration. The expansion bellows are supplied separately as standard. However, an additional expansion bellows may be required depending on the actual length of exhaust pipe in total.

1. The external exhaust pipe must not exert any force against the gas outlet on the engine.
2. The external exhaust pipe just on expansion bellows should be fixed rigidly so that turbocharger can be free from any forces from the external exhaust pipe.
3. The sturdy fixed-point support must be provided for the expansion bellows on the turbocharger. It should be positioned, immediately above the expansion bellows in order to prevent the transmission of forces, resulting from the weight, thermal expansion or lateral displacement of the exhaust piping, to the turbocharger.
4. The exhaust piping should be mounted with a slope towards the gas outlet on the engine. It is recommended to have drain facilities in order to be able to remove condensate or rainwater.

Installation procedure for expansion bellow

- ✓ The generating set (or engine) should be installed in its final position before any external pipes are connected.
- ✓ Remove the counter flange from the engine connection, if fitted.
- ✓ Fasten the counter flange temporarily to the outlet side of the bellows. For the correct orientation of the bellows (flow direction), see the dimensional drawing.
- ✓ Fasten the bellows to the engine temporarily.
- ✓ Align the external pipe to the counter flange. No axial, lateral or angular deflection of the bellows is allowed. Anchor the external pipe to the steel structure within 1 m from flange. Observe that the pipe clamping with bracket must be very rigid in order to prevent vibration and movement of the exhaust gas pipe. Most problems with bursting and vibration originate from poor clamping and support. Especially the support in the axial direction must be rigid.
- ✓ Put some temporary protection cover between the flanges in order to prevent debris from falling into the turbocharger.
- ✓ Tack weld the counter flange to the external pipe.
- ✓ Remove the bellows and weld the flange finally to the external pipe.
- ✓ Remove the protection cover. Place the bellows with gaskets between the flanges.
- ✓ Lubricate the threads of the connection screw with heat resistant grease and tighten first until finger tight. Finally tighten the screw in a diagonal sequence.
- ✓ Remove the guide bar between the flanges of the bellows.

9.5.5 Exhaust gas boiler

Thermal energy of exhaust gas can be utilized by boiler. Please refer to the sheets '3.2 engine capacity data' for the exhaust gas data. A boiler may be a separate unit for each engine or a common unit with other engines. In any cases, however, the exhaust gas line for each engine should be separated from other engine's exhaust gas lines.

The back-pressure through boiler should be minimized to be within limited level for total exhaust gas system.

9.5.6 Exhaust gas silencer

Exhaust gas silencer can be supplied as option on request. The noise attenuation of silencer shall be either 25 dB(A) or 35 dB(A). For more information, please refer to the sheets for '9.6 exhaust gas silencer with spark arrestor'

9.6 External exhaust gas pipe connection

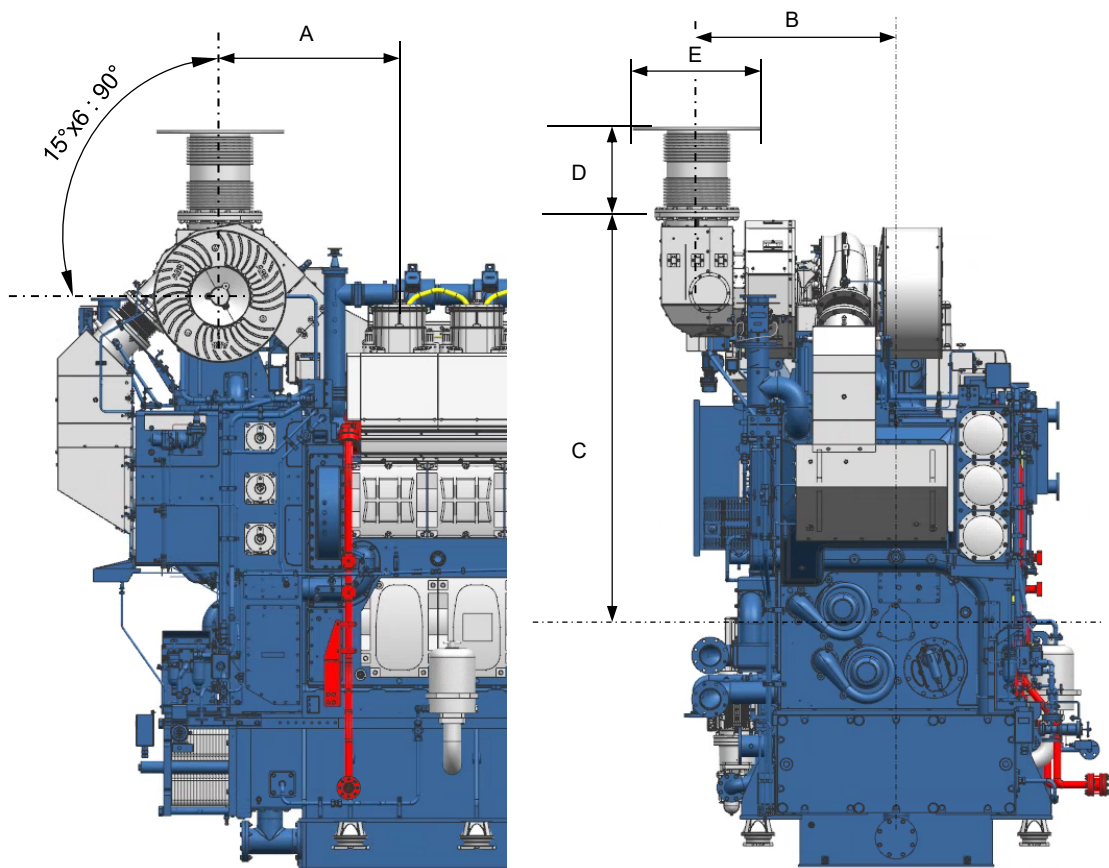


Figure 9.4 External exhaust gas pipe connection.

Table 9.5 Exhaust gas connection size for 720 / 750 rpm (500 kW / cylinder)

Engine type	Exhaust gas outlet position (mm)				E	
	A	B	C	D	Size	Standard
6H32DF-LM	1143	1143	2520	470	600A	JIS F 7805
7H32DF-LM	1134	1261	2612	542	650A	JIS F 7805
8H32DF-LM	1134	1261	2612	542	700A	JIS F 7805
9H32DF-LM	1134	1261	2612	542	750A	JIS F 7805

9.7 Approach of SCR (Selective Catalytic Reduction) system installation

9.7.1 General description

IMO NOx Tier III regulation was in effect from the year 2016 according to IMO's environmental policy, in which NOx emission should be reduced by 80 % level comparing to the IMO NOx Tier I. SCR (Selective Catalytic Reduction) system became one of proper solutions to meet the IMO NOx Tier III regulation.

The HiMSEN engine is able to be combined SCR (Selective Catalytic Reduction) systems provided by third parties. However, HHI-EMD recommends using Hyundai NoNOx SCR (Selective Catalytic Reduction) system for convenience such as testing NOx Scheme A test for EIAPP certificate and providing integrated technology. For detailed specifications of Hyundai NoNOx, please see the HYUNDAI HiMSEN ENGINE programme or contact to HHI-EMD.

9.7.2 Boundary conditions for SCR (Selective Catalytic Reduction) operation

General boundary conditions for SCR (Selective Catalytic Reduction) operation :

Mode

- ✓ SCR (Selective Catalytic Reduction) operation is allowed in diesel/methanol mode.

Main diesel fuel oil

- ✓ The diesel fuel for SCR (Selective Catalytic Reduction) operation should be selected according to the sulfur content in consideration of the sailing region and SCR (Selective Catalytic Reduction) specifications.

Exhaust gas temperature

- ✓ The minimum required temperature for SCR (Selective Catalytic Reduction) operation is determined by the sulfur content in fuel and SCR (Selective Catalytic Reduction) specifications.
- ✓ In some cases exhaust gas temperature is controlled to increase by adjustable waste gate valve automatically for SCR (Selective Catalytic Reduction) active or ready condition

Maximum exhaust gas back pressure

- ✓ Allowable back pressure in total of the exhaust system to guarantee fuel consumption see the 9.5.1 "General Description". It is not recommended that the exhaust gas's total back pressure exceeds 500 mmWC in diesel mode MCR (Maximum Continuous Rating)

Other equipment installation such as exhaust gas boiler, silencer, etc. between the engine and the SCR chamber is not recommended in order to keep exhaust gas temperature.

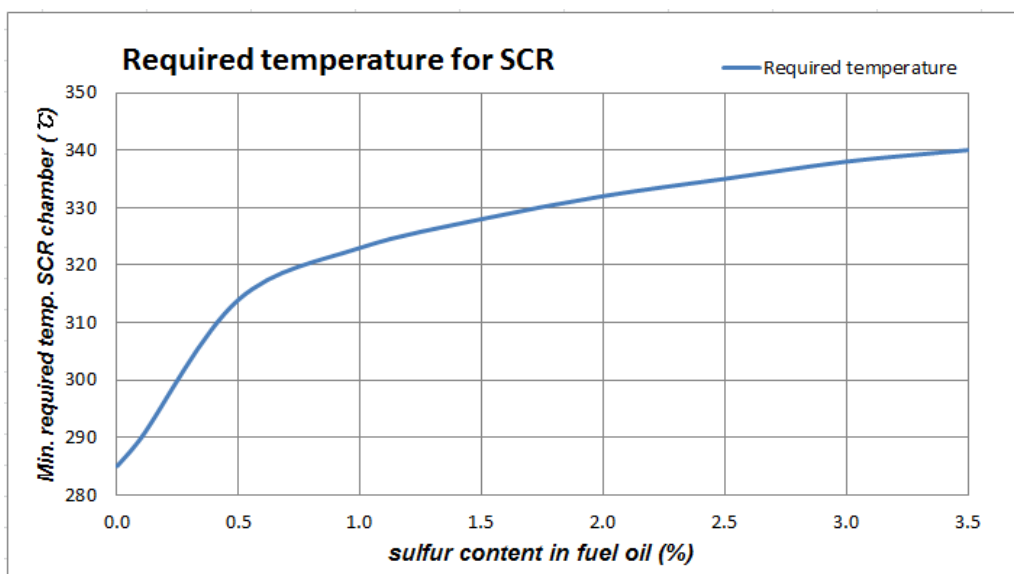


Figure 9.5 Minimum required exhaust gas temperature for SCR operation

1. When SCR (Selective Catalytic Reduction) units are installed, the heat loss of the exhaust gas pipe between engine and SCR (Selective Catalytic Reduction) chamber should be designed to be minimized in order to keep the required exhaust gas temperature. The supports of exhaust gas pipe should be designed and installed to minimize heat loss.

9.7.3 Operation and performance change

As the SCR (Selective Catalytic Reduction) system is installed, the waste gate valve can be used to increase the exhaust gas temperature in the SCR (Selective Catalytic Reduction) operation at certain loads which is lower exhaust gas temperature.

The waste gate valve is activated when the exhaust temperature is lower than required temperature in SCR (Selective Catalytic Reduction) mode. At this time, the exhaust gas temperature will rise until target temperature and the fuel consumption will be slightly increased in proportion to the valve operation.

9.7.4 Exceptionals

In exceptional cases of SCR (Selective Catalytic Reduction) installation, please contact to HHI-EMD.

9.8 Exhaust gas silencer with spark arrestor

The silencer is of an absorption type delivered with spark arrestor and mounting bracket, excluding insulation. The silencer can be mounted vertically.

The gas flow passes through a straight perforated tube, surrounded with an efficient sound absorbing material. The silencer gives whereby an excellent sound attenuation suitable for even a wide operating range.

The gas pressure will be dropped into an approximate value shown on the graph, pressure loss vs. gas velocity.

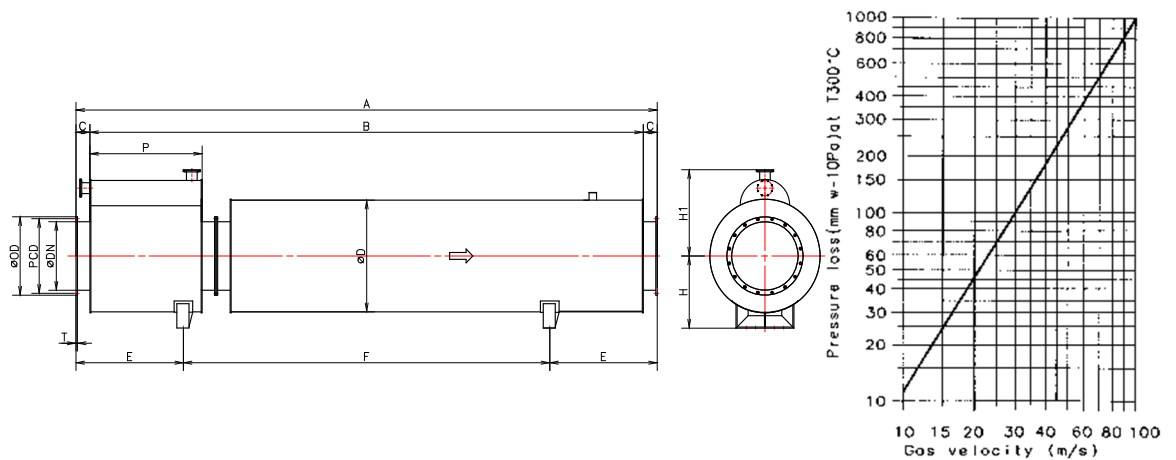


Figure 9.6 Exhaust gas silencer (25 dB type).

Table 9.6 Exhaust gas silencer size (25 dB type)

Cylinder type	DN	A	B	C	D	E	F	
6 (720 rpm)	600	4980	4680	150	1060	990	3000	
7 (720 rpm)	650	5680	5380	150	1110	1090	3500	
8 (720 rpm)	700	6220	5920	150	1160	1150	3920	
9 (720 rpm)	750	6660	6360	150	1210	1170	4320	
Cylinder type	H	H1	P	PCD	OD	T	N-d	Weight (kg)
6 (720 rpm)	700	792	1000	670	710	16	16- Ø23	2065
7 (720 rpm)	730	819	1100	720	760	16	16- Ø23	2295
8 (720 rpm)	750	885	1200	775	815	16	16- Ø23	2615
9 (720 rpm)	780	910	1200	825	865	20	20- Ø23	2910

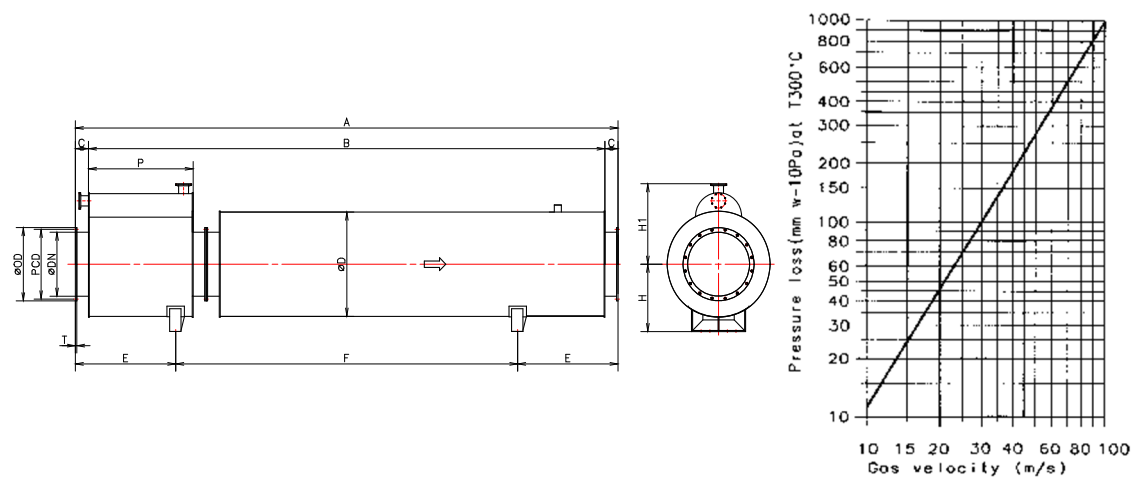


Figure 9.7 Exhaust gas silencer (35 dB type).

Table 9.7 Exhaust gas silencer size (35 dB type).

Cylinder type	DN	A	B	C	D	E	F	
6 (720 rpm)	600	6230	5930	150	1060	990	4250	
7 (720 rpm)	650	6980	6680	150	1110	1090	4800	
8 (720 rpm)	700	7570	7270	150	1160	1150	5270	
9 (720 rpm)	750	8060	7760	150	1210	1170	5720	
Cylinder type	H	H1	P	PCD	OD	T	N-d	Weight (kg)
6 (720 rpm)	700	792	1000	670	710	16	16- Ø23	2065
7 (720 rpm)	730	819	1100	720	760	16	16- Ø23	2295
8 (720 rpm)	750	885	1200	775	815	16	16- Ø23	2615
9 (720 rpm)	780	910	1200	825	865	20	20- Ø23	2910

9.9 Generator information

Mounting of generator

As a standard design of H32DF-LM engine, the engine and generator are coupled with flexible coupling and rigidly mounted on common base frame.

Generator bearing

Type of generator bearing is double sleeves, bearing with forced lubrication.

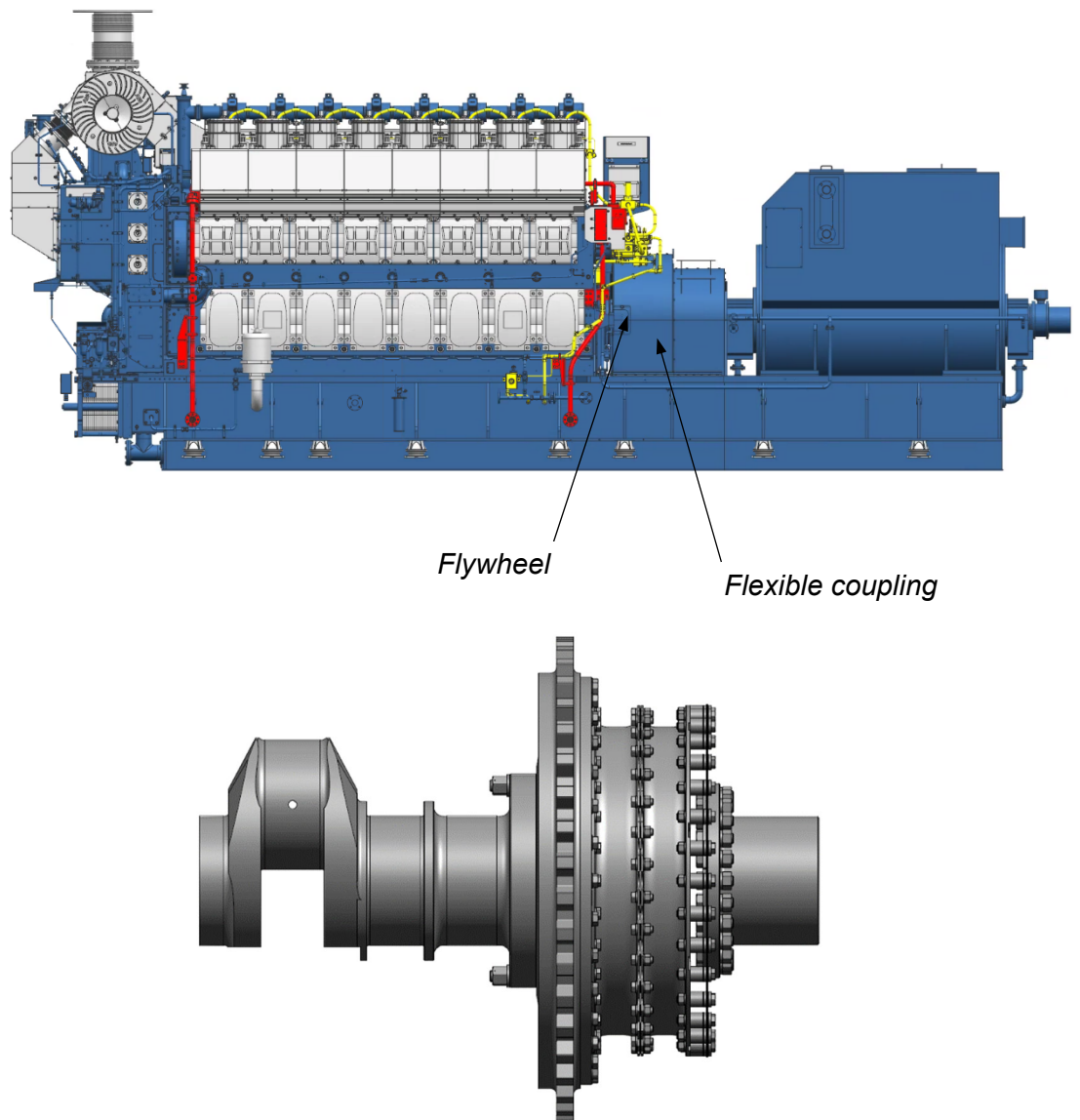


Figure 9.8 Flexible coupling outline

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10 Engine maintenance

10.1 Maintenance schedule

Table 10.1 Maintenance guidance

Section No.	Description	Overhaul interval (hours)											Remark
		Others	500 *	2000	4000	8000	12000	16000	20000	24000	28000	32000	

Major fasteners - confirmation

M11100	LDFM11100	Bolt for base frame and resilient mount		▲			◆						
G11100	-	Nut for resilient mount and foundation		▲			◆						
-	LDFM13000	Hydraulic nut for engine block and base frame		◆			◆						
M13250	LDFM13000	Hydraulic nut for main bearing cap		◆			◆						
M21100	LDFM13000	Hydraulic nut for cylinder head		◆			◆						
M25000	LDFM25000	Bolt and nut for camshaft		▲			◆						
M31000	LDFM32000	Hydraulic nut for connecting rod (Shaft)		◆			◆						
M31000	LDFM32000	Hydraulic nut for connecting rod (big-end)		◆			◆						
M33200	LDFM33000	Hydraulic nut for counter weight		◆			◆						
M35300	LDFM35000	Bolt and nut for timing gear		▲			◆						
-	LDFM83000	Bolt and nut for turbocharger mounting		▲			◆						

Expected life time ✓ 1 Cylinder overhaul. If not good, check all cylinders.

Overhaul inspection ◆ Confirm tightening: tighten with specified torque or hyd.pressure. Do not loosen!

Check & adjustment ◎ Measuring or sampling without dismantling

Function test ▲ Visual inspection

*) It is not a part of normal overhaul interval, but confirmations or visual inspections of the specified components should be carried out after overhaul and renew.

1. When doing maintenance and overhaul work, seals (o-rings and gaskets, etc.) should be renewed.

2. The overhaul intervals and expected life time stated above are only for guidance as these depend on the actual service condition, the quality of used fuel or lubricating oil, the treatment of cooling water and so on.

Section No	Description	Overhaul interval (hours)											Remark
		Others	500 ^{*)}	2000	4000	8000	12000	16000	20000	24000	28000	32000	
Resilient mount													
M11100	LDFM11100	Resilient mount		●			●						**)
Major bearing													
M13250	LDFM13250	Main bearing					√				■		
M13250	LDFM13250	Thrust washer : axial clearance					◎						■
M25000 M25300	LDFM25300	Camshaft bearing : clearance					√		◎				■
M31000 M32120	LDFM32000	Connecting rod bearing (big-end)					√		■		■		
M32130	LDFM32000	Connecting rod bearing (small-end)					√		■				■
M35300	LDFM35000	Bearing bush for Idle gear : clearance							◎				■

■ Expected life time √ 1 Cylinder overhaul. If not good, check all cylinders.

■ Overhaul inspection ◆ Confirm tightening: tighten with specified torque or hyd.pressure. Do not loosen!

● Check & adjustment ◎ Measuring or sampling without dismantling

○ Function test ▲ Visual inspection

*) It is not a part of normal overhaul interval, but confirmations or visual inspections of the specified components should be carried out after overhaul and renew.

**) During on board (site) commissioning, inspection is carried out by HHI-EMD service engineer.

1. When doing maintenance and overhaul work, seals (o-rings and gaskets, etc.) should be renewed.

2. The overhaul intervals and expected life time stated above are only for guidance as these depend on the actual service condition, the quality of used fuel or lubricating oil, the treatment of cooling water and so on.

Section No		Description	Overhaul interval (hours)											Remark
			Others	500 ^{*)}	2000	4000	8000	12000	16000	20000	24000	28000	32000	
Cylinder unit and connecting rod														
M15100	LDFM15000	Cylinder liner					√		■					
M15100	LDFM15000	Flame ring					√		▣					
M21100	LDFM15000 LDFM21100	Cylinder head and water jacket cooling water space					√		■					
M21120 M21130 M21200	LDFM21100 LDMF21200	Intake/exhaust valve spindle, seat ring and valve guide : overhaul and reconditioning					√		■		▣			
M21210	LDFM21200	Intake/exhaust valve : clearance		●	●									
M21210	LDFM21200	Rocker arm shaft and bush					√		■					
M21220	LDFM21200	Rotocap			○				■					
M21400	LDFM21400	Starting valve					√		■					
M24100	LDFM24100	Dual valve timing					√							
M31100	LDFM31100	Piston rings					√		▣					
M31100	LDFM31100	Piston and piston pin					√		■					
M31000 M31101	LDFM32000	Connecting rod bore (big-end)					√		■					

■ Expected life time √ 1 Cylinder overhaul. If not good, check all cylinders.

■ Overhaul inspection ◆ Confirm tightening: tighten with specified torque or hyd.pressure. Do not loosen!

● Check & adjustment ◎ Measuring or sampling without dismantling

○ Function test ▲ Visual inspection

*) It is not a part of normal overhaul interval, but confirmations or visual inspections of the specified components should be carried out after overhaul and renew.

**) During on board (site) commissioning, inspection is carried out by HHI-EMD service engineer.

1. When doing maintenance and overhaul work, seals (o-rings and gaskets, etc.) should be renewed.

2. The overhaul intervals and expected life time stated above are only for guidance as these depend on the actual service condition, the quality of used fuel or lubricating oil, the treatment of cooling water and so on.

Section No	Description	Overhaul interval (hours)											Remark
		Others	500 *)	2000	4000	8000	12000	16000	20000	24000	28000	32000	

Cylinder unit and connecting rod

M31100 M32130	LDFM31100 LDFM32000	Piston pin and connecting rod (small-end) : clearance					√	■					
M31000	LDFM32000	Shim plate for connecting rod					√	■					
M31000	LDFM32000	Studs for connecting rod										■	

Crankshaft and gears

M33100	LDFM33000	Crankshaft : deflection					◎						
-	LDFM33300 LDFM42300	Gear teeth on flywheel and turning gear					▲						
-	LDFM33400	Torsional vibration damper : fluid sampling (only for viscous damper)						◎					***)
-	LDFM33500	Flexible coupling	▲										***)
M35300	LDFM35000	Timing gear and pump driving gear : clearance and backlash						◎					

■ Expected life time √ 1 Cylinder overhaul. If not good, check all cylinders.

■ Overhaul inspection ◆ Confirm tightening: tighten with specified torque or hyd.pressure. Do not loosen!

● Check & adjustment ◎ Measuring or sampling without dismantling

○ Function test ▲ Visual inspection

*) It is not a part of normal overhaul interval, but confirmations or visual inspections of the specified components should be carried out after overhaul and renew.

***) See maker manual recommendation

1. When doing maintenance and overhaul work, seals (o-rings and gaskets, etc.) should be renewed.

2. The overhaul intervals and expected life time stated above are only for guidance as these depend on the actual service condition, the quality of used fuel or lubricating oil, the treatment of cooling water and so on.

Section No	Description	Overhaul interval (hours)											Remark
		Others	500 ^{*)}	2000	4000	8000	12000	16000	20000	24000	28000	32000	

Valve operating mechanism

M23000	LDFM23000	Swing arm roller shaft and bush							■				■	
M25000	LDFM23000 LDFM25000	Contact faces of cam and swing arm roller camshaft bearing		▲			▲							

Control system

G40001	-	Safety device : function check	○											Monthly
-	LDFM45000	Engine RPM pick-up sensor : clearance					●							
-	LDFM45000	Cylinder pressure sensor (if applied)						■						
M45200	LDFM45000	Temperature / pressure sensor	○											In case of necessity

■ Expected life time √ 1 Cylinder overhaul. If not good, check all cylinders.

■ Overhaul inspection ◆ Confirm tightening: tighten with specified torque or hyd.pressure. Do not loosen!

● Check & adjustment ◎ Measuring or sampling without dismantling

○ Function test ▲ Visual inspection

*) It is not a part of normal overhaul interval, but confirmations or visual inspections of the specified components should be carried out after overhaul and renew.

1. When doing maintenance and overhaul work, seals (o-rings and gaskets, etc.) should be renewed.

2. The overhaul intervals and expected life time stated above are only for guidance as these depend on the actual service condition, the quality of used fuel or lubricating oil, the treatment of cooling water and so on.

Section No.	Description	Overhaul interval (hours)											Remark
		Others	500 ^{*)}	2000	4000	8000	12000	16000	20000	24000	28000	32000	
Fuel oil & Methanol system													
G05100 G05200 G05102 G05202	-	Analyze fuel oil/Methanol properties : sampling	◎										Every bunkering
M51100	LDFM51000	Fuel injection pump											
		Plunger assembly					■		▣				
		Delivery valve assembly (except case)					■		▣				
		Delivery valve case					■					▣	
		Roller bush for tappet						■				▣	
		Control valve for control valve ass'y				●	▣						
M52000 M52001 M52002 M52003	LDFM52000	Fuel injection valve : opening pressure		●	●	▣							****) ▣ :Atomizer life time
	LDFM52000	Electric Regulating valve										▣	
-	LDFM53000	O-rings for feed block					▣						
M53010	LDFM56000	Fuel oil shock absorber				■							
M56000	LDFM56000	Fuel oil filter	■										If pressure drop reaches limit(See G01400)
M57000	LDFM57000	Methanol pipe						■					

■ Expected life time √ 1 Cylinder overhaul. If not good, check all cylinders.

■ Overhaul inspection ◆ Confirm tightening: tighten with specified torque or hyd.pressure. Do not loosen!

● Check & adjustment ◎ Measuring or sampling without dismantling

○ Function test ▲ Visual inspection

*) It is not a part of normal overhaul interval, but confirmations or visual inspections of the specified components should be carried out after overhaul and renew.

***) See maker manual recommendation

****) Regardless of the normal check and adjustment interval, if the exhaust gas temperature deviation alarm occurs, individual cylinders should be inspected according to M52000.

1. When doing maintenance and overhaul work, seals (o-rings and gaskets, etc.) should be renewed.

2. The overhaul intervals and expected life time stated above are only for guidance as these depend on the actual service condition, the quality of used fuel or lubricating oil, the treatment of cooling water and so on.

Section No.	Description	Overhaul interval (hours)											Remark
		Others	500 *	2000	4000	8000	12000	16000	20000	24000	28000	32000	

Fuel oil & Methanol system

M57010	LDFM57010	Support for Methanol pipe				■	■						
M61001	LDFM61001	LO high pressure pump	■										***)
M61002	LDFM61002	LO high pressure pipe						■					

Lubricating oil system

G06100	-	Analyze lubricating oil properties : sampling	◎										Every 3 month
M61000	LDFM61000	Lubricating oil pump						■					
M62000	LDFM62000	Lubricating oil cooler						■					***)
M63000	LDFM63000	Lubricating oil filter (cartridge type)	■		■								If pressure drop reaches limit(See G01400)
-	LDFM63000	Auto backwashing filter (If applied)	■										***)
-	LDFM64000	Thermostatic valve : clean and check the elements						■					***)
M67000	LDFM67000	Lubricating oil centrifugal filter	■										***)

■ Expected life time ✓ 1 Cylinder overhaul. If not good, check all cylinders.

■ Overhaul inspection ◆ Confirm tightening: tighten with specified torque or hyd.pressure. Do not loosen!

● Check & adjustment ◎ Measuring or sampling without dismantling

○ Function test ▲ Visual inspection

*) It is not a part of normal overhaul interval, but confirmations or visual inspections of the specified components should be carried out after overhaul and renew.

***) See maker manual recommendation

1. When doing maintenance and overhaul work, seals (o-rings and gaskets, etc.) should be renewed.

2. The overhaul intervals and expected life time stated above are only for guidance as these depend on the actual service condition, the quality of used fuel or lubricating oil, the treatment of cooling water and so on.

Section No.	Description	Overhaul interval (hours)											Remark
		Others	500 *	2000	4000	8000	12000	16000	20000	24000	28000	32000	

Cooling water system

G07100	-	Analyze cooling water properties : sampling	◎										Weekly : test kit every 3 month : Lab. test
M70000	LDFM71000	Cooling water pump						■					
-	LDFM74000	Thermostatic valve : clean and check the elements						■					***)

Compressed air system

O02300	-	Air running	○										Monthly
G40000	-	Check starting & stop system	○										Weekly (over a week stand-still condition)

Combustion air system

G81000	LDFM75000	Charge air condensate drain pipe	●										Weekly
M80000		Turbocharger	■										***)
		Clean air filter (only for filter silencer type)	■		■								Every 500 hours running
		Turbine : water-washing	●										Every 200 hours running
		Compressor : water-washing	●										Every 24 ~ 50 hours running
M83200	-	Exhaust gas waste gate	○										Weekly
M84000	LDFM84000	Charge air cooler						■					

■ Expected life time √ 1 Cylinder overhaul. If not good, check all cylinders.

■ Overhaul inspection ◆ Confirm tightening: tighten with specified torque or hyd.pressure. Do not loosen!

● Check & adjustment ◎ Measuring or sampling without dismantling

○ Function test ▲ Visual inspection

*) It is not a part of normal overhaul interval, but confirmations or visual inspections of the specified components should be carried out after overhaul and renew.

***) See maker manual recommendation

1. When doing maintenance and overhaul work, seals (o-rings and gaskets, etc.) should be renewed.

2. The overhaul intervals and expected life time stated above are only for guidance as these depend on the actual service condition, the quality of used fuel or lubricating oil, the treatment of cooling water and so on.

10.2 Recommended wearing parts

List of consumable parts for one engine (C=Number of cylinder / U=Number of unit)

Table 10.2 List of consumable parts for one engine

Section No.	Parts description	Quantity for the operating hours								
		Set/ea	0 - 4000	0 - 8000	0 - 12000	0 - 16000	0 - 20000	0 - 24000	0 - 28000	0 - 32000

Covers for engine block

LDFM13000	Gaskets for gear case cover	set	-	1	1	2	2	3	3	4
LDFM19300	O-ring for crankcase cover	ea	-	2 x C	2 x C	4 x C	4 x C	6 x C	6 x C	8 x C
LDFM19300	O-ring for camshaft cover	ea	-	1 x C	1 x C	2 x C	2 x C	3 x C	3 x C	4 x C

Bearings

LDFM13250	Main bearing (upper & lower)	set	-	-	-	-	-	1xC+ 1	1xC+ 1	1xC+ 1
LDFM13250	Thrust washer	ea	-	-	-	-	-	-	-	2
LDFM25300	Camshaft bearing	ea	-	-	-	-	-	-	-	1xC+ 1
LDFM32000	Big-end bearing (upper & lower)	set	-	-	-	-	-	1 x C	1 x C	1 x C
LDFM32000	Small-end bearing	ea	-	-	-	-	-	-	-	1 x C
LDFM35000	Bearing bush for idle gear	ea	-	-	-	-	-	-	-	1

Cylinder unit and connecting rod

LDFM15000	Flame ring	ea	-	-	-	1 x C	1 x C	1 x C	1 x C	2 x C
LDFM15000	O-rings and gasket for cylinder liner / cooling water jacket	set	-	1	1	1xC+ 1	1xC+ 1	1xC+ 2	1xC+ 2	2xC+ 2
LDFM21100	O-rings for cylinder head cover	set	0.5 x C	1 x C	1.5 x C	2 x C	2.5 x C	3 x C	3.5 x C	4 x C

1. The list of consumable parts stated above is only for guidance as this depends on the actual service condition, the quality of used fuel or lubricating oil, the treatment of cooling water and so on

Section No.	Parts description	Quantity for the operating hours								
		Set/ea	0 - 4000	0 - 8000	0 - 12000	0 - 16000	0 - 20000	0 - 24000	0 - 28000	0 - 32000

Cylinder unit and connecting rod

LDFM21100	O-ring for cylinder head	ea	-	1	1	1xC+1	1xC+1	1xC+2	1xC+2	2xC+2
LDFM21100	Bush and O-ring for fuel valve	set	-	-	-	1 x C	1 x C	1 x C	1 x C	2 x C
LDFM21100	O-rings for valve guide and exhaust valve seat ring	set	-	1	1	1 x C+1	1 x C+1	1xC+2	1xC+2	2xC+2
LDFM21100 LDFM21200	Intake valve spindle, seat ring and valve guide	set	-	-	-	-	-	1 x C	1 x C	2 x C
LDFM21100 LDFM21200	Exhaust valve spindle, seat ring and valve guide	set	-	-	-	-	-	1 x C	1 x C	2 x C
LDFM21400	O-rings for starting valve	set	-	1	1	1 x C+1	1 x C+1	1xC+2	1xC+2	2xC+2
LDFM23000	Roller bush for swing arm	ea	-	-	-	-	-	-	-	1 x C
LDFM24100	O-rings for dual valve timing	set	-	1	1	1xC+1	1xC+1	1xC+2	1xC+2	2xC+2
LDFM31100	Piston ring-top ring / 2nd ring / scraper ring	set	-	-	-	1 x C	1 x C	1 x C	1 x C	2 x C
LDFM32000	Shim plate for connecting rod	ea	-	-	-	1 x C	1 x C	1 x C	1 x C	2 x C
LDFM32000	Stud for connecting rod shaft	ea	-	-	-	-	-	-	-	4 x C

Control system

LDFM45275	Cylinder pressure sensor (if applied)	set	-	-	1 x C	1 x C	1 x C	2 x C	2 x C	3 x C
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Fuel & Methanol system

LDFM51000	Plunger assembly for fuel pump	ea	-	-	-	-	-	1 x C	1 x C	1 x C
LDFM51000	O-rings and seal ring for plunger assembly	set	-	1 x C	1 x C	2 x C	2 x C	3 x C	3 x C	4 x C
LDFM51000	Gaskets and seal ring for fuel pump	set	-	-	-	-	-	1 x C	1 x C	1 x C
LDFM51000	Delivery valve assembly (except case)	set	-	-	-	1 x C	1 x C	1 x C	1 x C	2 x C
LDFM51000	Delivery valve case	ea	-	-	-	-	-	-	-	1 x C

1. The list of consumable parts stated above is only for guidance as this depends on the actual service condition, the quality of used fuel or lubricating oil, the treatment of cooling water and so on.

Section No.	Parts description	Quantity for the operating hours								
		Set/ea	0 - 4000	0 - 8000	0 - 12000	0 - 16000	0 - 20000	0 - 24000	0 - 28000	0 - 32000

Fuel & Methanol system

LDFM51000	O-ring for fuel pump	set	-	1 x C	1 x C	2 x C	2 x C	3 x C	3 x C	4 x C
LDFM51000	Roller bush for tappet	ea	-	-	-	-	-	-	-	1 x C
LDFM51000	O-ring for fuel pump drive	ea	-	-	-	-	-	-	-	1 x C
LDFM51000	O-ring for control valve	ea	1 x C	1 x C	2 x C	2 x C	3 x C	3 x C	4 x C	4 x C
LDFM51000	Solenoid valve unit	set	-	1 x C	1 x C	2 x C	2 x C	3 x C	3 x C	4 x C
LDFM52000	Fuel injection nozzle with dowel pin	set	1 x C	2 x C	3 x C	4 x C	5 x C	6 x C	7 x C	8 x C
LDFM52000	O-rings and gasket for fuel injection valve	set	2 x C	4 x C	6 x C	8 x C	10xC	12xC	14xC	16xC
LDFM52000	Electric regulating valve for fuel injection valve	set	-	-	-	-	-	-	-	1 x C
LDFM52300	O-rings for fuel injection pipe block	set	2xC	4xC	6xC	8xC	10xC	12xC	14xC	16xC
LDFM57000	Sealing rings for methanol branch pipe	set	2xC	4xC	6xC	8xC	10xC	12xC	14xC	16xC
LDFM57000	Sealing ring for methanol main pipe	ea	-	3	-	6	-	9	-	12
LDFM57000	Sealing ring for methanol helix pipe	ea	-	3	-	6	-	9	-	12
LDFM61002	Gasket for sealing lubricating oil connection pipe	ea	2xC	4xC	6xC	8xC	10xC	12xC	14xC	16xC
LDFM53000	O-rings for fuel feed pipe connection	set	-	1	1	2	2	3	3	4
LDFM56000	Spare parts for fuel oil filter	set	(See manual for fuel oil filter filter)							
LDFM57000	Sealing rings For methanol pipe	set					1 x U	1 x U	1 x U	2 x U
LDFM57000	Support for Methanol pipe	set		1 x U	1 x U	2 x U	2 x U	3 x U	3 x U	4 x U
LDFM61002	O-ring for lo high pressure pipe	set	-	-	-	1 x U	1 x U	1 x U	1 x U	2 x U
LDFM56000	Wearing ring and sealing ring for F.O shock absorber	set	1 x U	2 x U	3 x U	4 x U	5 x U	6 x U	7 x U	8 x U

1. The list of consumable parts stated above is only for guidance as this depends on the actual service condition, the quality of used fuel or lubricating oil, the treatment of cooling water and so on

Section No.	Parts description	Quantity for the operating hours								
		Set/ea	0 - 4000	0 - 8000	0 - 12000	0 - 16000	0 - 20000	0 - 24000	0 - 28000	0 - 32000
LDFM57000	Spare parts for safety valve unit	set	(See manual for safety valve unit)							
LDFM61001	Spare parts for lubricating oil high pressure pump	set	(See manual for lubricating oil high pressure pump)							

Lubricating oil System

LDFM61000	Bushes for lubricating oil pump	set	-	-	-	1 x U	1 x U	1 x U	1 x U	2 x U
LDFM61000	O-rings for lubricating oil pump	set	-	-	-	1 x U	1 x U	1 x U	1 x U	2 x U
LDFM62000	O-ring for lubricating oil cooler connection (installation on engine side)	ea	-	-	-	4	4	4	4	8
LDFM63000	Lubricating oil filter cartridge (paper cartridge type)	ea	2xU	4xU	6xU	8xU	10xU	12xU	14xU	16xU
LDFM63000	O-rings for lubricating oil filter assembly (paper cartridge type)	set	2xU	4xU	6xU	8xU	10xU	12xU	14xU	16xU
LDFM63000	Spare parts for auto backwashing filter	set	(See manual for auto backwashing filter)							
LDFM63000	Packing for auto backwashing filter (see manual for auto backwashing filter)	ea	-	-	-	1	1	1	1	2
LDFM64000	O-ring for lubricating oil thermostat valve	ea	-	-	-	1 x U	1 x U	1 x U	1 x U	2 x U
LDFM64000	Gasket for thermostatic valve cover (No installation of auto backwashing filter)	ea	-	-	-	1	1	1	1	2
LDFM67000	Spare parts for centrifugal filter	set	(See manual for centrifugal filter)							

Cooling water system

LDFM71000	Oil seal, mechanical seal and O-ring for high and low temperature cooling water pump	set	-	-	-	1 x U	1 x U	1 x U	1 x U	2 x U
LDFM74000	O-ring for cooling water thermostat valve (wax type installed on engine)	ea	-	-	-	1 x U	1 x U	1 x U	1 x U	2 x U

1. The list of consumable parts stated above is only for guidance as this depends on the actual service condition, the quality of used fuel or lubricating oil, the treatment of cooling water and so on.

Section No.	Parts description	Quantity for the operating hours								
		Set/ea	0 - 4000	0 - 8000	0 - 12000	0 - 16000	0 - 20000	0 - 24000	0 - 28000	0 - 32000

Cooling water system

LDFM74000	Gasket for thermostatic valve cover (wax type installed on engine)	ea	-	-	-	1 x U	1 x U	1 x U	1 x U	2 x U
LDFM77000	O-ring for cooling water connection	ea	-	2	2	4	4	6	6	8
LDFM78000	O-ring for cylinder head cooling water connection	ea	-	8	8	(4xC) +6	(4xC) +6	(4xC) +14	(4xC) +14	(8xC) +12
LDFM78000	O-ring for cylinder head outlet connection	ea	-	1	1	(1xC) +1	(1xC) +1	(1xC) +2	(1xC) +2	(2xC) +2

Supercharging system

LDFM81000	Gaskets for compressor out	set	-	-	-	1	1	1	1	2
LDFM82000	Gasket for connection flange	ea	-	1	1	1xC+ 1	1xC+ 1	1xC+ 2	1xC+ 2	2xC+ 2
LDFM83000	O-rings for Turbocharger connection	set	-	-	-	1	1	1	1	2

Charge air cooler

LDFM84000	O-rings and gaskets for air cooler	set	-	-	-	1	1	1	1	2
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Turbocharger

	Spare parts for turbocharger	set	(See manual for turbocharger)							
	Air filter mat (Engine room air suction)	ea	2	4	6	8	10	12	14	16

1. The list of consumable parts stated above is only for guidance as this depends on the actual service condition, the quality of used fuel or lubricating oil, the treatment of cooling water and so on.

10.3 List of standard spare parts

List of minimum spare parts for each plant or each ship (valid for all classification societies)

Table 10.3 List of standard spare parts

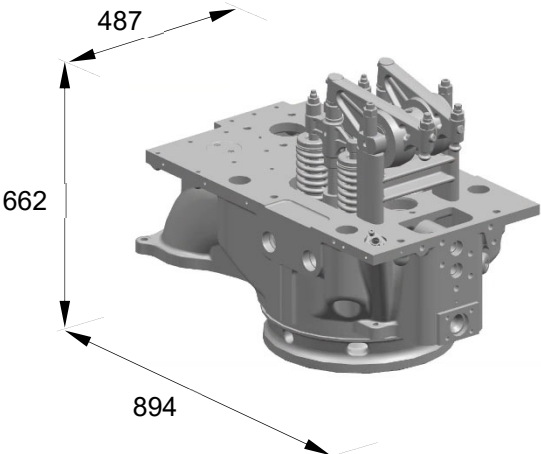
Parts description	Q'ty	Section No.	Item No.	Remark
Engine block and covers				
Main bearing, upper	1	LDFM13250	251	
Main bearing, lower	1	LDFM13250	251	
Thrust washer	2	LDFM13250	252	
Main bearing stud	2	LDFM13000	231	
Nut for main bearing stud	2	LDFM13000	232	
Oil sealing ring for crankcase door	1	LDFM19300	390	
Cylinder head and cylinder liner				
O-ring for cooling water jacket	1	LDFM15000	901	
O-ring for cooling water jacket	1	LDFM15000	902	
O-ring for cylinder liner	1	LDFM15000	192	
O-ring for cylinder liner	2	LDFM15000	193	
Sealing ring for cylinder liner	1	LDFM15000	191	
O-ring for cooling water jacket	1	LDFM15000	922	
O-ring for cooling water jacket	1	LDFM15000	923	

Parts description	Q'ty	Section No.	Item No.	Remark
Cylinder head and cylinder liner				
Valve seat, inlet	2	LDFM21100	111	
Valve seat, exhaust	4	LDFM21100	112	
Valve guide	4	LDFM21100	113	
O-ring for exhaust valve seat ring	4	LDFM21100	118	
O-ring for valve guide	4	LDFM21100	291	
Valve stem seal	2	LDFM21100	292	
Valve guide for valve stem seal	2	LDFM21100	293	
O-ring for cylinder head cover, lower	1	LDFM21100	805	
O-ring for cylinder head cover, upper	2	LDFM21100	806	
O-ring for cylinder head	2	LDFM21100	901	
Valve spindle, intake	2	LDFM21200	201	
Valve spindle, exhaust	4	LDFM21200	202	
Rotocap	6	LDFM21200	204	
Conical piece	6	LDFM21200	206	
Valve spring	6	LDFM21200	207	
O-ring for dual valve timing	N	LDFM24100	340	N : maximum. cylinder No.
O-ring for dual valve timing	N x 2	LDFM24100	420	N : maximum. cylinder No.

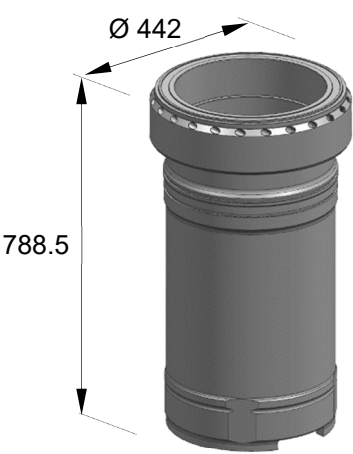
Parts description	Q'ty	Section No.	Item No.	Remark
Cylinder head and cylinder liner				
Air start valve	1	LDFM21400	400	
O-ring for starting valve	1	LDFM21400	409	
O-ring for starting valve	1	LDFM21400	410	
O-ring for starting valve	1	LDFM21400	411	
O-ring for starting valve	1	LDFM21400	412	
O-ring for starting valve	1	LDFM21400	413	
O-ring for starting valve	1	LDFM21400	415	
O-ring for starting valve	1	LDFM21400	416	
O-ring for starting valve	1	LDFM21400	417	
O-ring for cooling water connection	4	LDFM78000	630	
Piston, connecting rod				
Piston pin	1	LDFM31100	120	
Piston ring, top	1	LDFM31100	151	
Piston ring, 2nd	1	LDFM31100	152	
Piston ring, scraper	1	LDFM31100	153	
Big end bearing, upper and lower	1	LDFM32000	113	
Small end bush	1	LDFM32000	114	
Connecting rod big end stud	4	LDFM32000	191	
Nut for connecting rod	8	LDFM32000	192	
Cylindrical pin	4	LDFM32000	193	
Stud for connecting rod shaft	1	LDFM32000	194	
Shim plate for connecting rod	2	LDFM32000	195	

Parts description	Q'ty	Section No.	Item No.	Remark
Ignition system				
Fuel injection pump	1	LDFM51000	100	
Fuel injection valve	N / 2	LDFM52000	100	N : maximum. cylinder No.
Gasket for fuel injection valve	15 x Cyl.	LDFM52000	110	
Fuel high pressure block	1	LDFM52300	100	
Methanol high pressure block	1	LDFM52300	200	
Sealing ring for methanol branch	6	LDFM57000	630	
Sealing ring for methanol main	2	LDFM57000	631	
O-ring for methanol branch	6	LDFM57000	633	
O-ring for methanol main	2	LDFM57000	634	
Sealing ring for methanol helix	3	LDFM57000	983	
O-ring for methanol helix	3	LDFM57000	984	
O-ring for level switch cover	1	LDFM57000	985	
Piping system				
Flexible connecting pipe, each type	1 set	LDFM98370		
Lube oil filter cartridge (primary)	1 set	LDFM63000	701	
Paper insert (centrifugal filter)	1 set (25ea)	LDFM67000	702	
Etc.				
Turning gear spare kit	1 set	Maker	-	
Air cooler spare kit	1 set	Maker	-	
Plug for connection block	2	LDFM57000	990	
Gasket for air cooler cover	1	LDFM84000	111	
Gasket for air cooler cover	1	LDFM84000	131	

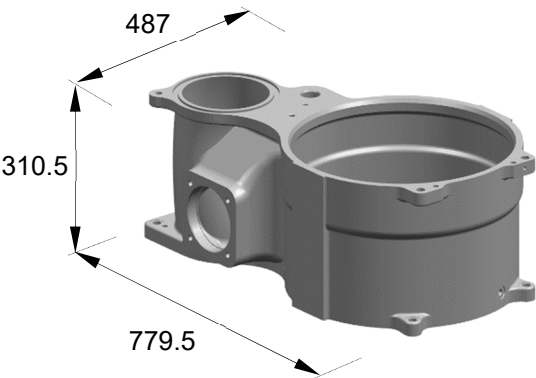
10.4 Heavy parts for maintenance



Cylinder head and rocker arms assembly
(Weight : approx. 468.11 kg)



Cylinder liner
(Weight : approx. 189.96 kg)



Water jacket
(Weight : approx. 114.98 kg)



Connecting rod shaft
(Weight : approx. 71.36 kg)

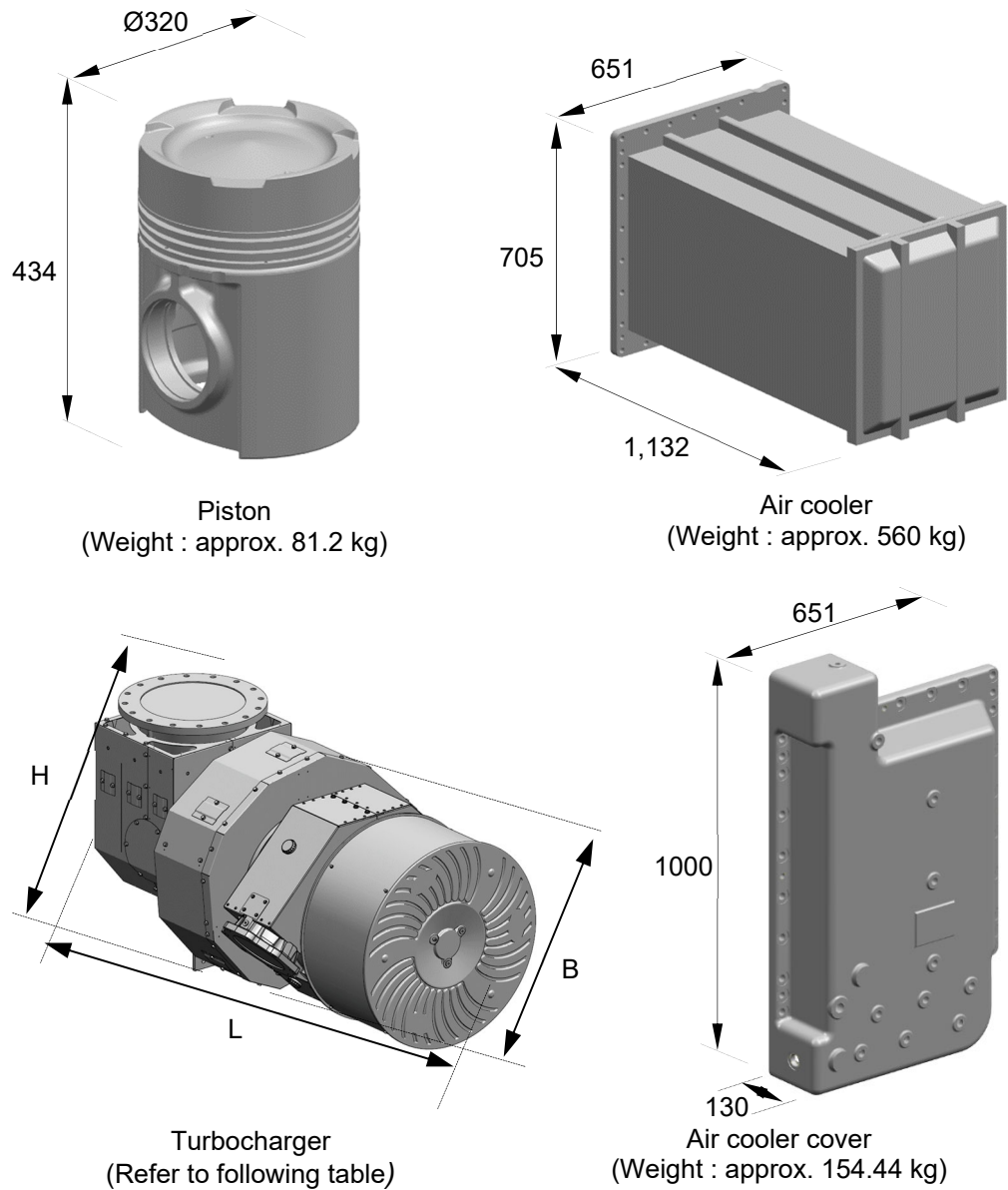


Figure 10.1 Heavy parts dimension and weight.

Table 10.4 List of turbocharger outline dimension and weight

Turbocharger type	B	H	L	Weight (kg)	Remarks
A145	801	902	1436	850	Without insulation
A150-M58	839	930	1823	1200	Without insulation

10.5 List of standard tools

Table 10.5 List of standard tool parts

Tool description	Q'ty	Remark
Cylinder head and liner		
Lifting tool for cylinder head	1	
Fitting/removal device for valve conical clamping piece	1	
Grinding tool for cylinder head and liner	1	
Extract/suspension device for cylinder liner	1	
Cylinder bore gauge	1	
Removing device for flame ring	1	
Removal device for intake and exhaust valve seat	1	
Lapping device for inlet and exhaust valve seat	1	
Air gun	1	
Feeler gauge for inlet and exhaust valve.	1	
Plier for locking ring	1	
Piston and connecting rod		
Guide bush for piston	1	
Lifting tool for piston	1	
Holding piece for crank pin bearing	2	
Guide support for connecting rod	1	
Turning bracket for connecting rod	1	
Clamping support for connecting rod	2	
Plier 125 for piston pin locking ring	1	
Plier for piston ring opener	1	























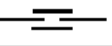








Tool description	Q'ty	Remark
Crankshaft and main bearing		
Lifting device for main bearing cap	4	
Fitting device for main bearing	1	
Deflection gauge for crankshaft	1	
Fuel injection valve		
Test tool for fuel valve nozzle	1	
Test tool for fuel valve driver	1	
Separator for methanol adaptor	4	
Separator for methanol branch	N	N : maximum. cylinder No.
Removal device for fuel injection valve	1	
Lapping device for fuel injection valve bush	1	
Removal tool for atomizer nut	1	
Cleaning tool for fuel injection valve nozzle	1	
Methanol drain tank unit	1	
Removal device for fuel injection valve bush	1	
Spanner for fuel high pressure block	1	
General tools		
Removal device for cooling water connection	1	
Torque wrench 22.5 Nm	1	
Torque wrench spanner head 8	1	
Torque wrench spanner head 16	1	
Crowfoot wrench head 41	1	
Turbocharger cleaning hose	1	

Tool description	Q'ty	Remark
Hydraulic tools		
Hydraulic tightening devices M48 (cylinder head, main bearing cap)	4	
Hydraulic tightening devices M39 (side stud, count weight)	2	
Hydraulic tightening devices M33 (connecting rod shaft, big end)	2	
Set of spare parts for hydraulic tools M48	1	
Set of spare parts for hydraulic tools M39	1	
Set of spare parts for hydraulic tools M33	1	
Insert screw for hydraulic jack M33	2	
Angle piece	2	
Support for hydraulic tools M48 (main bearing cap)	2	
Support for hydraulic tools M48 (cylinder head)	4	
Support for hydraulic tools M39 (side stud, count weight)	2	
Support for hydraulic tools M33 (connecting rod shaft, big end)	2	
Extension screw for hydraulic tools M48 (cylinder head)	4	
Distribution pieces 2-POT	1	
Distribution pieces 4-POT	1	
High pressure hose (L=800)	4	
High pressure hose (L=4000)	2	
Adapter for hydraulic handing pump	1	

Tool description	Q'ty	Remark
Hydraulic tools		
Turning pin (Φ10)	2	
Turning pin (Φ6)	2	
Cylinder pressure sensor tools		
Fitting/removal device for cylinder pressure sensor	1	
Dual valve timing tools		
Assembly tool for dual valve timing	1	
Standard tool box		
Spare and tool box	5	
Air starting valve tools		
Lapping device for air starting valve	1	
Tool for air starting valve	1	
Supercharging system		
Air cooler tool kit	1 set	Maker
Turning equipment		
Turing gear tool kit	1 set	Maker

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11 Appendix 1 (Piping symbols)

No.	Symbol	Symbol designation	No.	Symbol	Symbol designation
General conventional symbols					
1.1		Pipe	1.5		Indicating and measuring instruments
1.2		Pipe with indication of direction of flow	1.6		High pressure pipe
1.3		Valves, gate valves, cocks and flaps	1.7		Tracing
1.4		Appliances	1.8		Enclosure for several components assembled in one unit
Pipes and pipe joint					
2.1		Crossing pipes, not connected	2.13		Blank flange
2.2		Crossing pipes, connected	2.14		Spectacle flange
2.3		Tee pipe	2.15		Bulkhead fitting water tight, flanged
2.4		Flexible pipe	2.16		Bulkhead crossing, non-water tight
2.5		Expansion pipe	2.17		Test piece with plug
2.6		Joint, Screwed	2.18		Orifice
2.7		Joint, flanged	2.19		Reducer
2.8		Joint, sleeve	2.20		Open drain and air vent
2.9		Joint, hose coupling	2.21		Orifice
2.10		Expansion joint with gland	2.22		Loop expansion joint
2.11		Expansion pipe	2.23		Snap-coupling
2.12		Cap nut			

No.	Symbol	Symbol designation	No.	Symbol	Symbol designation
Valves, gate valves, cocks and flaps					
3.1		Valve, straight	3.24		Suction valve chest with non-return valves
3.2		Valve, angle	3.25		Double-seated changeover valve, straight
3.3		Stop valve (Screw ended)	3.26		Double-seated changeover valve, angle
3.4		Valve, Three-way	3.27		Cock, straight through
3.5		Non-return valve (Flap) straight	3.28		Cock, angle
3.6		Non-return valve (Flap) angle	3.29		Cock, three-way, L-port in plug
3.7		Non-return valve (Flap) straight, screw down	3.30		Cock, three-way, T-port in plug
3.8		Non-return valve (Flap) angle, screw down	3.31		Cock, four-way, straight through in plug
3.9		Flap, straight through	3.32		Cock, with bottom connection
3.10		Flap, angle	3.33		Cock, straight through with bottom connection
3.11		Reducing valve	3.34		Cock, angle with bottom connection
3.12		Safety valve	3.35		Cock, three-way, with bottom connection
3.13		Angle safety valve	3.36		Solenoid valve
3.14		Self-closing valve	3.37		3-way test valve
3.15		Quick-opening valve	3.38		Thermostatic valve
3.16		Quick-closing valve	3.39		Valve with test flange
3.17		Regulating valve	3.40		3-way valve with remote control (Actuator)
3.18		Angle valve	3.41		Non-return valve (Air)
3.19		Ball valve (-Cock)	3.42		3/2 spring return valve, normally closed
3.20		Butterfly valve	3.43		2/2 spring return valve, normally closed
3.21		Gate valve	3.44		3/2 spring return valve, control by solenoid
3.22		Double-seated changeover valve	3.45		On/off valve controlled by solenoid and pilot directional valve and with spring return
3.23		Suction valve chest			

No.	Symbol	Symbol designation	No.	Symbol	Symbol designation
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Control and regulating part















4.1		Hand-operated	4.10		Electric motor driven
4.2		Remote control	4.11		Air motor driven
4.3		Spring	4.12		Manual (At pneumatic valve)
4.4		Mass	4.13		Push button
4.5		Float	4.14		Spring
4.6		Piston	4.15		Solenoid
4.7		Membrane	4.16		Solenoid and pilot directional valve
4.8		Electro-magnetic	4.17		By plunger or tracer
4.9		Flame trap			

Appliances







5.1		Mudbox	5.13		Heat exchanger
5.2		Simplex strainer	5.14		Electric pre-heater
5.3		Duplex strainer	5.15		Air filter
5.4		Magnetic filter	5.16		Air filter with manual control
5.5		Separator	5.17		Air filter with automatic drain
5.6		Steam trap	5.18		Water trap with manual control
5.7		Centrifugal pump	5.19		Air lubricator
5.8		Gear-or screw pump	5.20		Silencer
5.9		Hand pump (Bucket)	5.21		Fixed capacity pneumatic motor with spring returned
5.10		Ejector	5.22		Single acting cylinder with spring returned
5.11		Various accessories (Text to be added)	5.23		Double acting cylinder with spring returned
5.12		Piston pump	5.24		Auto drain trap

No.	Symbol	Symbol designation	No.	Symbol	Symbol designation
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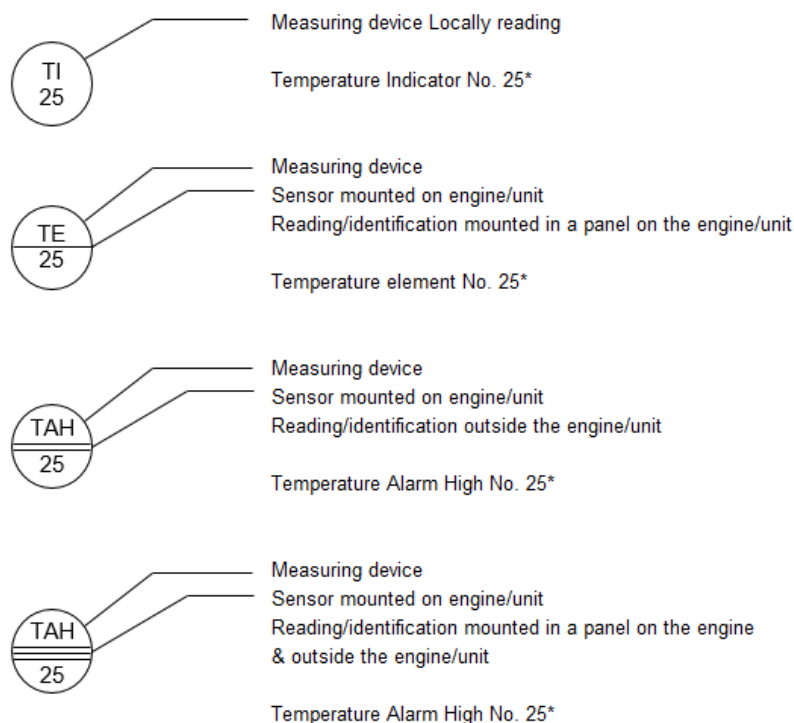
Fittings

6.1		Funnel	6.8		Air pipe with pressure-vacuum valve
6.2		Bell-mouthed pipe end	6.9		Deck fittings for sound's or filling pipe
6.3		Air pipe	6.10		Short sounding pipe with self-closing cock
6.4		Air pipe with net	6.11		Stop for sounding rod
6.5		Air pipe with cover	6.12		Oil tray coaming
6.6		Air pipe with cover and net	6.13		Bearing
6.7		Air pipe with pressure-vacuum valve	6.14		Water jacket

Reading instruments with ordinary symbol designations

7.1		Sight flow indicator	7.4		Distance level indicator
7.2		Observation glass	7.5		Counter (Indicate function)
7.3		Level indicator	7.6		Recorder

12 Appendix 2 (Instrumentation code)



*Refer to standard location and text for instruments on the following page

Specification of letter code for measuring devices					
1 st letter		2 nd letter		3 rd letter	
C	Control	A	Alarm	L	Low
F	Flow	D	Differential	H	High
L	Level, Limit	E	Element		
P	Pressure	I	Indicating		
S	Speed, Solenoid	S	Switching, Stop		
T	Temperature	T	Transmitting		
U	Voltage	X	Failure		
V	Viscosity	V	Valve		
Z	Position				

Speed system

- 11 Engine speed
- 12 Engine speed & position

Combustion gas system

- 21 Charge air at cooler outlet
- 25 Exhaust gas at cylinder outlet
- 26 Exhaust gas at TC inlet
- 27 Exhaust gas at TC outlet
- 49-1 Alternator winding 1
- 49-2 Alternator winding 2
- 49-3 Alternator winding 3

Compressed air system

- 40 Air starting valve / emergency stop valve
- 41 Compressed air at engine inlet
- 42 Turbocharger speed
- 43 Charge air condition valve
- 45 Stop solenoid on governor
- 46 Micro switch for turning gear
- 47 Engine speed
- 48 Over speed
- 49 On-off v/v for shut down and overs peed stop
- 50 Fuel rack limiter solenoid valve

Fuel oil system

- 51 Fuel oil at engine inlet
- 52 Fuel oil filter inlet
- 54 Leakage alarm tank

Lubricating oil system

- 61 Lubricating oil at filter inlet
- 62 Lubricating oil at engine inlet
- 63 Lubricating oil at TC inlet
- 65 Pre-lubricating
- 68 Level in base frame
- 92 Oil mist detector

Cooling water system

- 71 Low temperature water at air cooler inlet
- 72 Low temperature water at air cooler outlet
- 75 High temperature. water at engine inlet
- 76 High temperature water at engine outlet
- 77 High temperature water each cylinder outlet

Second fuel system

- 67 Control & sealing oil
- 80 Methanol at FVT filter inlet
- 81 Methanol at FVT filter outlet
- 82 Methanol at methanol double block and bleed valve
- 83 Control air at FVT
- 84 Methanol shutoff valve
- 85 Methanol drain valve
- 87 Methanol at methanol high pressure pump inlet and engine outlet
- 89 Inert gas valve

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