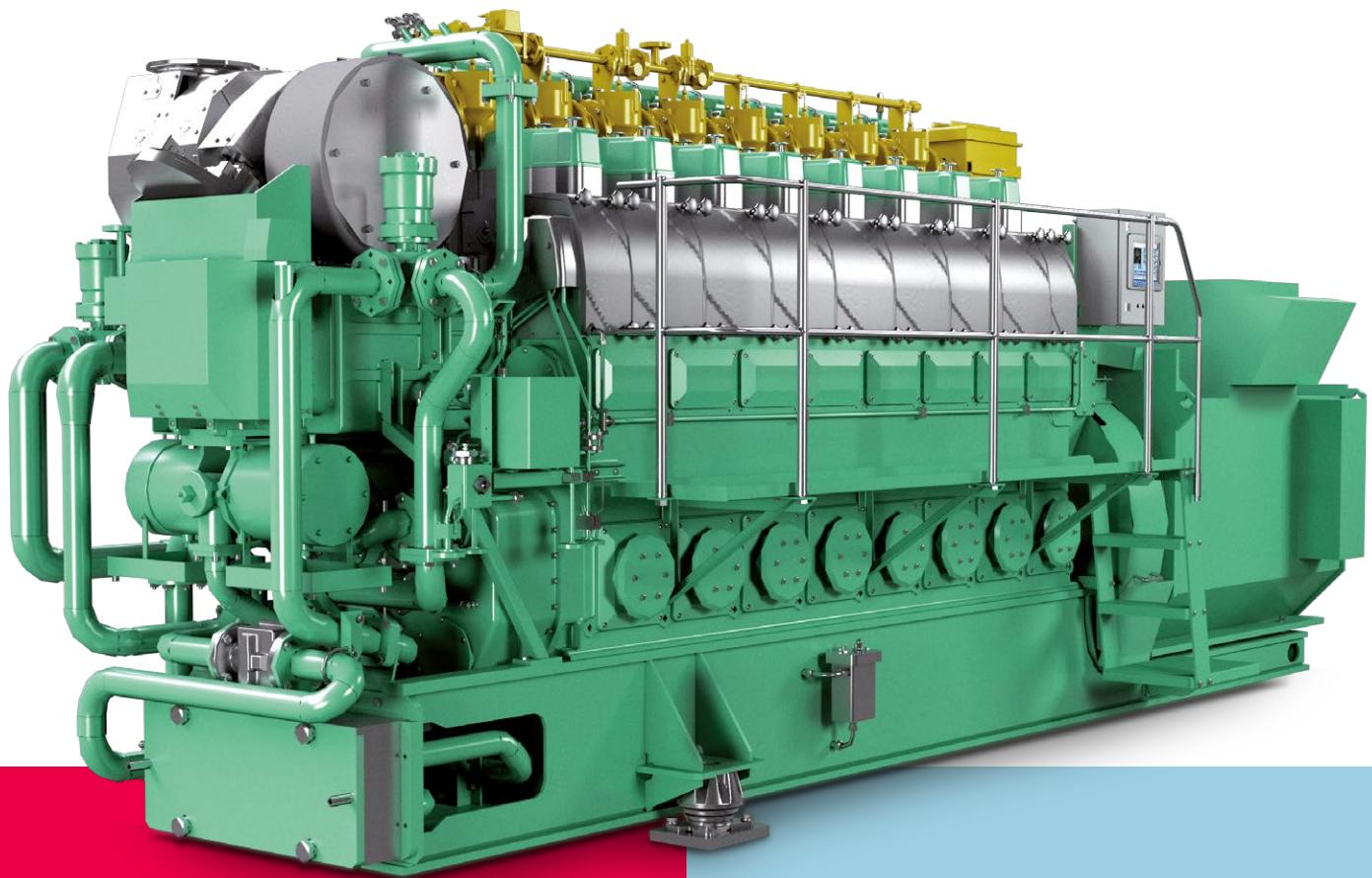


L23/30DF



The new dual fuel L23/30DF (IMO Tier III) is based on the well known and highly reliable L23/30H diesel GenSet.

Benefits at a glance

- Best in class of GenSet dynamic with load step of 20-40-60-80-100%
- Simplified and cost-effective fuel injection system
- Low maintenance costs – TBO up to 36,000 hrs.
- Fast and easy installation with unique base frame design
- Flexible installation with gas pressure control valve on engine

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L23/30DF

GenSet

Dimensions

Cyl. No.		5	6	6	7	7	8	8
	rpm	720/750	720/750	900	720/750	900	720/750	900
A	mm	3,469	3,839	3,839	4,209	4,276	4,579	4,896
B	mm	2,202	2,252	2,252	2,302	2,302	2,352	2,352
C	mm	5,671	6,091	6,091	6,511	6,578	6,931	7,241
H	mm	2,749	2,749	2,749	2,749	2,749	2,749	2,749
Dry mass	t	17.3	19.0	19.2	21.4	21.4	23.3	23.4



Output

Speed	rpm	750	750	720	720	900	900
Frequency	Hz	50	50	60	60	60	60
		Eng.	Gen.*	Eng.	Gen.*	Eng.	Gen.*
5L23/30DF	kW	625	590	625	590	-	-
6L23/30DF	kW	750	710	750	710	990	940
7L23/30DF	kW	875	830	875	830	1,155	1,100
8L23/30DF	kW	1,000	950	1,000	950	1,320	1,255

*Based on nominal generator efficiencies of 95%. Gas / fuel ratio at 20-100 % load: 2-7% (Tier III).
Gas methane number ≥ 80.

General

- Engine cycle: four-stroke
- No. of cylinders: 5-8
- Bore: 225 mm
- Stroke: 300 mm

Power range and power output (MCR)

- Power range: 625 – 1,320 kW
- 720/750 rpm: 125 kW per cylinder
- 900 rpm: 165 kW per cylinder
- Gas mode: 100% MCR
- Fuel mode: 110% MCR

Compliance with emission regulations

- **720/750 rpm**
 - Gas mode: IMO Tier III
 - Fuel mode: IMO Tier II
- **900 rpm**
 - Gas mode: IMO Tier III
 - Fuel mode: IMO Tier II

Reliability

The L23/30H conventional fuel oil engine has a strong global reputation for operational stability and reliability.

Based on the same basic design, the L23/30DF dual-fuel version has passed its type approval test (TAT) and achieved a certificate of IMO Tier III compliance when operating in gas mode without any after treatment equipment.

Cost-effective

The simplified fuel injection system is designed for high reliability and cost-efficiency. The main injection valve is also used for injection of pilot oil. This means that separate injectors, piping and pumps for main oil and pilot oil or a common rail system are not needed.

Low maintenance costs

The simplified fuel injection design also cuts maintenance costs as fewer parts need to be replaced and thanks to the extremely long time between overhaul (TBO) of 36,000 hours.

Flexible engine room layout

The engine and gas valve units (GVU) offer flexible installation as the distance between the two can be up to 90 m.

Installation costs

The new base frame design is a cost-down initiative that simplifies installation, given that levelling is not necessary and steel work can be reduced.

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