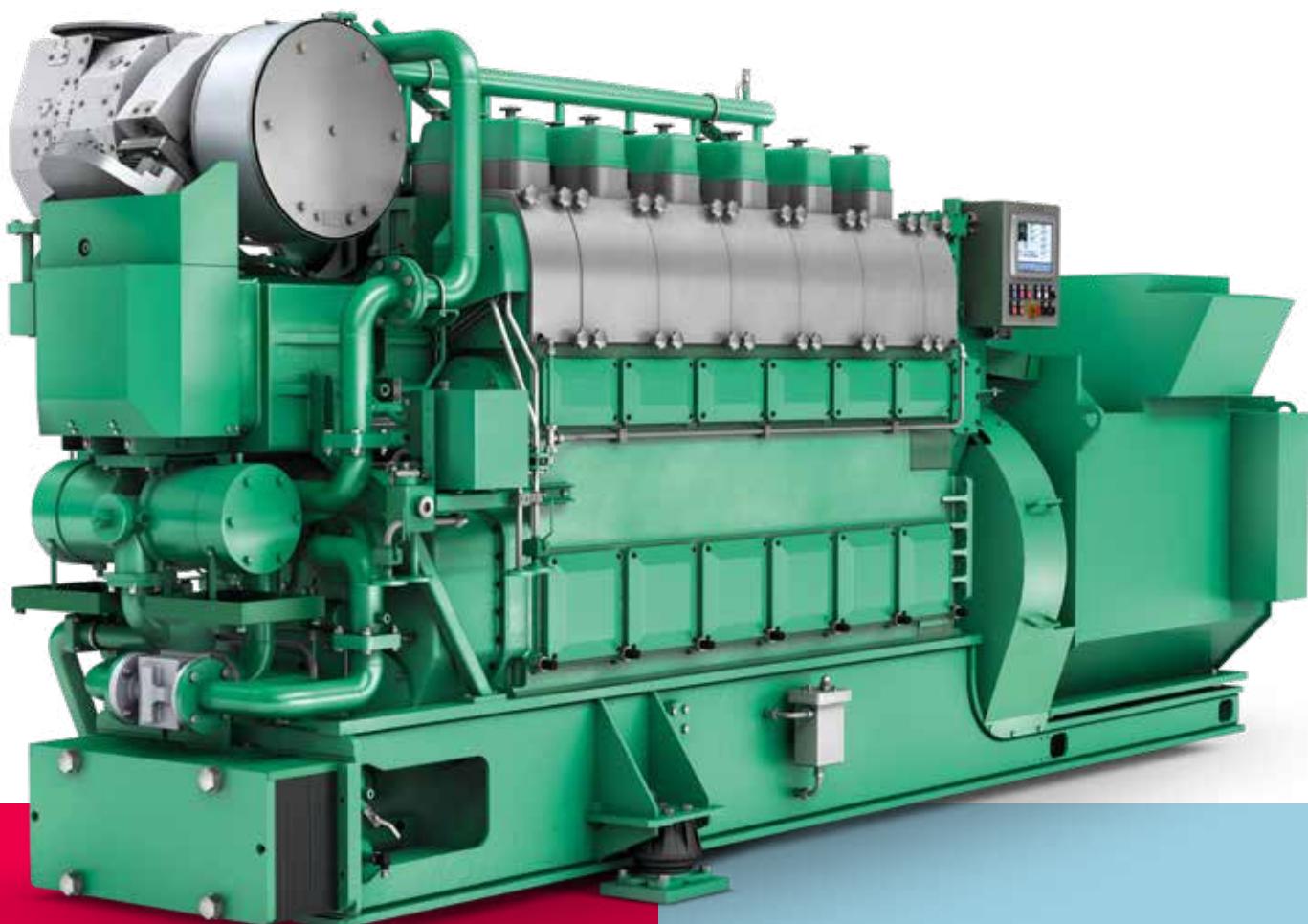


L23/30H Mk 3



Combining the classic design principles of the world class performer L23/30H with innovative technology, a new and fully 2020 sulphur cap compliant L23/30H Mk 3 is now available in the power range of 500 – 1,800 kW.

Benefits at a glance

- Increased power output per cylinder
- Compliance with 2020 SOx-regulations
- Reduced fuel oil consumption
- Longest TBO in its class
- Improved conrod design
- Two-parts piston design for fast maintenance

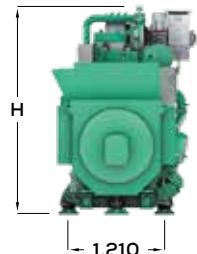
Everllence

L23/30H Mk 3

GenSet

Dimensions

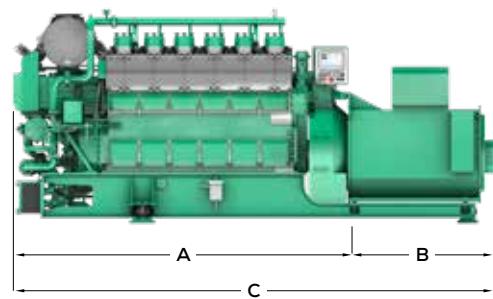
Cyl. No.	5	5	6	6	7	7	8	8	9	9	
	rpm	720 ECR	720/750	720/750	900	720/750	900	720/750	900	720/750	900
A	mm	3,320	3,320	3,690	3,690	4,060	4,060	4,430	4,430	4,800	4,800
B	mm	2,262	2,262	2,254	2,254	2,254	2,254	2,314	2,314	2,294	2,294
C	mm	5,582	5,582	5,944	5,944	6,314	6,314	6,744	6,744	7,094	7,094
H	mm	2,381	2,446	2,446	2,516	2,496	2,566	2,566	2,731	2,566	2,731
Dry mass	t	16.8	16.8	18.4	18.6	20.7	20.7	22.5	22.6	24.5	24.5



Output

Speed	rpm	750	750	720	720	900	900
Frequency	Hz	50	50	60	60	60	60
	Eng.	Gen.*	Eng.	Gen.*	Eng.	Gen.*	
5L23/30H Mk 3 ECR	kW	-	-	500-600	475-570	-	-
5L23/30H Mk 3	kW	885	840	850	810	-	-
6L23/30H Mk 3	kW	1,062	1,010	1,020	970	1,200	1,140
7L23/30H Mk 3	kW	1,239	1,180	1,190	1,130	1,400	1,330
8L23/30H Mk 3	kW	1,416	1,345	1,360	1,290	1,600	1,520
9L23/30H Mk 3	kW	1,593	1,515	1,530	1,455	1,800	1,710

*Based on nominal generator efficiencies of 95%



Emission compliance

IMO's global 2020 sulphur cap means that vessels will either have to use marine fuel oils with maximum 0.5% or 0.1% sulphur, or invest in SO_x reducing technology that will require higher auxiliary engine power. The new L23/30H Mk 3 EcoGen supports both solutions.

For shipowners preferring to comply with the 2020 sulphur cap by operating on low-sulphur fuel oils, the new EcoGen is a perfect choice. The engine is designed with coated fuel oil pumps to account for the poorer lubricating properties of low-sulphur fuel oils.

Engine room layout

When running on low-sulphur fuel oil, an additional advantage of the EcoGen is the increased power output. In many cases, the engine can be selected with one cylinder less compared to Mk 1 and Mk 2. This means lower engine weight and shorter length.

Thanks to the higher power output, the EcoGen is also especially suitable for installation in engine rooms designed with a SO_x scrubber.

The engine room for an L23/30H Mk 3 can be designed with the same cylinder numbers as for a pre-2020 vessel without a SO_x scrubber. This means that only few changes are necessary in the engine room.

Time between overhaul

Another possibility is to select an EcoGen engine with one more cylinder, and thereby reduce the engine speed from 900 to 720 rpm. This solution prolongs the time between overhaul (TBO) with 4,000 hours, or around one year of operation.

The TBOs are the same as for an L23/30H Mk 2, which is the highest in its class. An EcoGen of 720/750 rpm running on ULSFO offers a TBO of

32,000 hours and 20,000 hours when applying the 900-rpm version.

New design features

- Improved conrod applying the marine-head-type design that allows dismantling from the crankshaft without opening the crankshaft bearing.
- New two-piece piston design that enables exchange of the piston crown without changing the entire piston assembly.
- SaCoS_{one} safety and control system with electronic speed governor.

Everllence

2450 Copenhagen SV, Denmark
 P +45 33 85 11 00
 F +45 33 85 10 49
 info-cph@everllence.com
 www.everllence.com