Market Update Note

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Prolonging Time Between Overhaul of MAN Holeby L23/30H Mk. II

The L23/30H Mk. II GenSet has a long history of operational reliability. The GenSet is popular with shipowners for a number of reasons. The most important are:

- high reliability
- easy maintenance
- low maintenance costs.

Now maintenance costs are reduced even further.

In close cooporation with several international and well-reputed shipowners, MAN Diesel & Turbo followed their GenSets over a period of time. The cooperation resulted in a significant improvement of the time between overhaul (TBO) thanks to the guidance from MAN Diesel & Turbo and the implementation of other official recommendations.

The TBO for new MAN Holeby L23/30H Mk. II operating on HFO is prolonged regardless of GenSet maker:

- from 16,000 to 20,000 hours for 750/720 r/min
- from 12,000 to 16,000 hours for 900 r/min

and for operation on MDO/MGO:

- from 20,000 to 32,000 hours for 720/750 r/min
- from 16,000 to 20,000 hours for 900 r/min.

Prolonging the TBO means that fewer overhauls are needed in the service life of the GenSet, besides, prolonging the TBO will have a beneficial impact on OPEX.

We have compared the costs of spare parts and man-hours for a 6L23/30H Mk. II when applying TBOs at 16,000 and 20,000 hours, respectively. The outcome of the comparison is that prolonging the TBO of L23/30H Mk. II (720 r/min) from 16,000 hours to 20,000 hours will provide the owner with a reduction in spare part costs of 40% and a reduction in necessary man-hours of 22% per GenSet, see. Fig. 1.

GenSets already in service can obtain a similar TBO as for the new MAN Holeby GenSets.

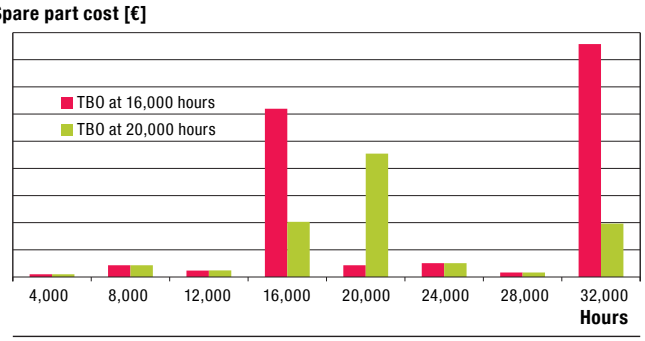

Fig. 1 The costs of spare parts for 6L23/30H Mk. II with TBOs at 16,000 and 20,000 hours, respectively.

For further details about our marine GenSets click here: http://marine.man.eu/gensets/marine-gensets