

Everllence Actuator



Main Benefit



Obsolescence

Fuel Rack Actuator Retrofit



Obsolescence

- Spare parts for EM300 and EM80 actuator are obsolete and not available anymore
- Secured supply of spare parts and service for new fuel rack actuator

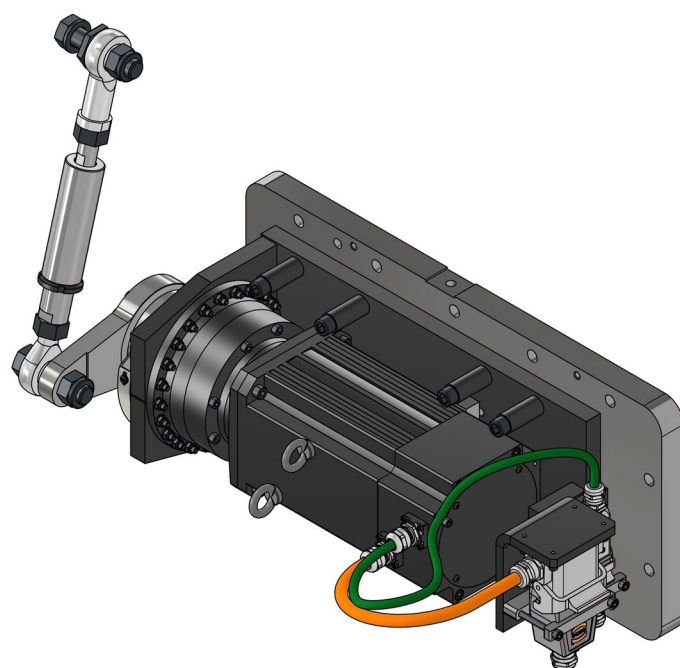


Other Benefits

- Reliable engine operation with minimum down time
- Fully integration in existing automation system
- Less expensive overhaul than PGG-EG actuators

How the Solution works

- Woodward EM300, EM80 or PGG-EG actuator are replaced by new Stöber actuator
- Electric Speed Governor calculates target position of fuel rack actuator and transmits the signal to the driver unit of the actuator
- The actuator causes a rotation of the regulating linkage for all injection pumps
- Each control rod of the injection pumps transfers this movement into a rotation of the plunger through a gear mechanism
- This affects the injected fuel quantity and the power output of the engine
- The driver unit of the actuator is either placed in an existing cabinet or in a new specific cabinet (SADC)
- The actuator and the driver unit can be fully integrated into the existing automation



For further information:

Should you have any queries, our Retrofit & Upgrades team will be pleased to be of assistance.

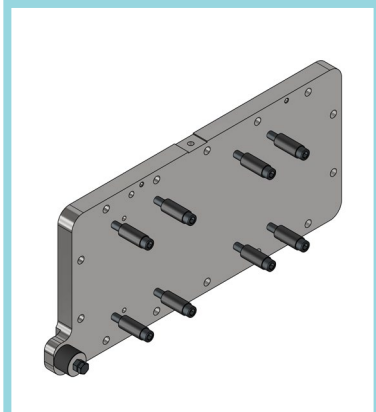
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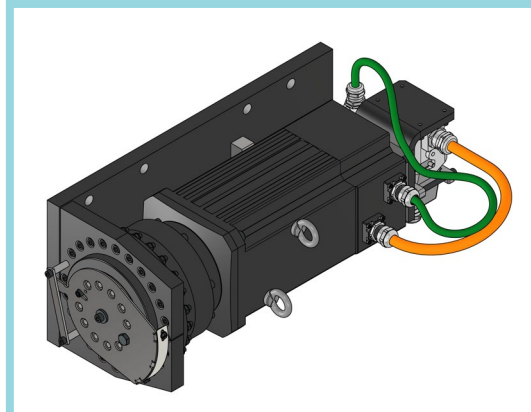
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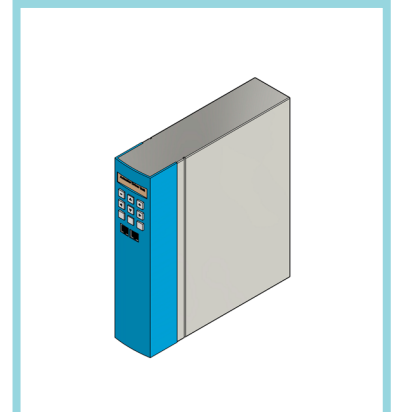




Attachment kit



Fuel rack actuator



Driver unit

Scope of Supply

- Fuel rack actuator
- Driver unit (with or without SADC)
- Attachment kit

Applicability

Actuator retrofit is available for the following engine types (Marine and Power application):
32/40, 48/60 and 51/60

Restrictions

This retrofit is available for engines with the following previous fuel rack actuator:
Woodward EM 300, Woodward EM80
PGG-EG

Modern Safety Standard

New fuel rack actuator is serial standard for all new conventional engines

MAN Energy Solutions is now:

Everllence

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