



LSC Shipmanagement and Hans Jensen Lubricators demonstrate that HJ - Lubtronic 2.0 SIP is the optimum cylinder lubrication technology for RTA engines

Low feed rate on 7RTA48T-B engine and improved engine reliability

LSC Shipmanagement and Hans Jensen Lubricators has agreed on installing HJ Lubtronic 2.0 SIP for a further 5 vessels with a total of 10 ships.

Since June 2016 LSC Shipmanagement has been experiencing promising results with the upgrade installed on 5 vessels.

LSC Shipmanagement comments:

"LSC are pleased to confirm that the results of the co-operation with Hans Jensen Lubricators so far are giving very positive results."

After 5 months of operation we see savings in cylinder lube oil of up to 48% without compromising the cylinder liner conditions.

- Average CLOC before installation was 163 liters per day with a feed rate of average 1,14 g/kWh.
- Now CLOC is average 85 liters per day with feed rate of 0,7 g/kWh.

The first port inspections suggest to lower the feed rate even more as there actually are signs of over lubrication.

All piston rings found in good, smooth and loose condition."

- Mikkjal Poulsen
Managing Director / LSC Shipmanagement

Feed rate and cylinder condition before and after installation

The 5 vessels equipped with the 7RTA48T-B engines were operating with an average feed rate of 1.14 g/kWh. Current feed rate after installation is 0.7 g/kWh.

The engines were facing problems with frequent cracked piston rings and high cylinder liner wear. Further to this the good cylinder and piston rings condition shows that there are a potential of longer lifetime.

Consumption	
Before Installation	After Installation
Feed rate: 1.14 g/kWh	Feed rate: 0.7 g/kWh
CLOC: 163 ltr/24 hrs	CLOC: 85 ltr/24 hrs
Savings in CLOC: 78 ltr/24 hrs	

Based on SDA analysis and HJ FROP - Feed Rate Optimization Program - our recommendation is to lower the feed rate to 0.6 g/kWh.

By exchanging the standard lubricator and non-retun valves with HJ Lubtronic 2.0 and HJ SIP you will be able to obtain the following:

- Optimum utilization of the injected cylinder oil.
- Improve cylinder condition and engine reliability.
- Reduced cylinder oil consumption.
- Minimize risk of cold corrosion and reduce wear.
- Reduce partical emission - Become a **greener** fleet.