

PRESS RELEASE:

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WinGD introduces compact on-engine emissions solution for X-DF portfolio

Swiss marine power company WinGD has introduced an on-engine version of its popular iCER system, enabling the emissions reduction technology to be installed without impact on engine footprint. The development is part of WinGD's commitment to making decarbonisation as simple as possible for ship operators.

iCER is the first X-DF2.0 technology introduced to further boost the emissions performance and efficiency of the widely deployed dual-fuel X-DF two-stroke engine series. X-DF engines running on LNG already offer a more than 20% reduction in greenhouse gas emissions and a dramatic reduction in air pollution compared to fuel oil. The addition of iCER delivers a 50% reduction of methane slip in gas mode. Combined with better fuel efficiency, this reduces total greenhouse gas emissions by up to 8% in gas mode. Running on diesel, iCER improves the emissions performance of X-DF engines by 6%.

The on-engine iCER offers the same advantages while simplifying testing, building and installation of the engine, as well as reducing the engine room space needed for emissions reduction equipment. The exhaust gas cooler and all exhaust gas flow control components are installed on the engine, offering significant engine room design flexibility.

Dr. Rudolf Holtbecker, Executive Director of Operations, WinGD said: "The iCER technology is a vital component of our proven X-DF engine portfolio that has a clear role in supporting the marine industry's transition to cleaner, greener fuels and reducing the carbon footprint of a vessel. This important addition to the choices in our X-DF2.0 portfolio extends the benefits to all shipyards and global engine builders with an improved arrangement and a production-friendly design for minimised manufacturing and installation costs."

On-engine iCER is initially available on WinGD's X72DF engines, which have become the standard on modern LNG carriers. Minimising methane slip on LNG carriers has an added benefit for operators using their cargo as fuel, allowing them to maximise the value of the LNG delivered. The technology will be rolled out to other models in the X-DF engine range.

The principle behind iCER, which stands for intelligent control by exhaust recycling, is to minimise emissions by regulating air and exhaust gas flow. By cooling and recirculating exhaust back to the engine, more gases which can contribute to climate change are combusted without escaping into the atmosphere.

As well as reducing methane slip and total greenhouse gas emissions, both on- and off-engine iCER enable compliance with IMO's Tier III NOx limits, whether using LNG or diesel fuels.

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WinGD in brief

WinGD advances the decarbonisation of marine transportation through sustainable energy systems using the most advanced technologies in emissions reduction, fuel efficiency, hybridisation and digital optimisation. With their two-stroke low-speed engines at the heart of the power equation, WinGD sets the industry standard for reliability, safety, efficiency and environmental design, backed by a global network of service and support. Headquartered in Winterthur, Switzerland since its origin as the Sulzer Diesel Engine business in 1893, today it is powering the transformation to a sustainable future.

WinGD is a CSSC Group company.

For more information visit: www.wingd.com