

## A smarter perspective on ship power solutions

Welcome to the first issue of WinGD Xtra, the new newsletter from WinGD.

Our first mailing coincides with the 125th anniversary of Rudolf Diesel starting the first reciprocating diesel engine in Winterthur. We've been innovating ever since, as the stories below indicate, with big developments in future fuel capability, hybrid power and core engine technologies.



Keep an eye out for future updates from WinGD Xtra as we continue to extend our ecosystem of solutions and build on 125 years of engine innovation.

### TECHNOLOGY TALK

#### VCR technology enhances fuel-flexible efficiency

WinGD has introduced a new core engine technology that enables ship operators to further optimise efficiency when switching between fuels in X-DF engines.

[Read more](#)



### ELECTRIC CHARGE

#### NYK Line deliveries feature WinGD integration and energy management



Two new pure car and truck carriers for NYK Line are the first vessels delivered with energy systems integrated by WinGD, featuring X-EL Energy Manager.

[Read more](#)

### NEWS FROM THE LAB

#### Unique testing facility accelerates WinGD fuels research

WinGD is seeing early results from a one-of-a-kind test rig, the Spray Combustion Chamber, which enables rapid research into fuels and injection concepts before advancing to engine testing.



[Read more](#)

### ORDERBOOK UPDATE



#### COSCO order marks methanol engine milestone

Chinese container ship owner COSCO Shipping will be among the first customers for WinGD's methanol-fuelled X-DF-M engines.

[Read more](#)

### OPERATIONS SPOTLIGHT

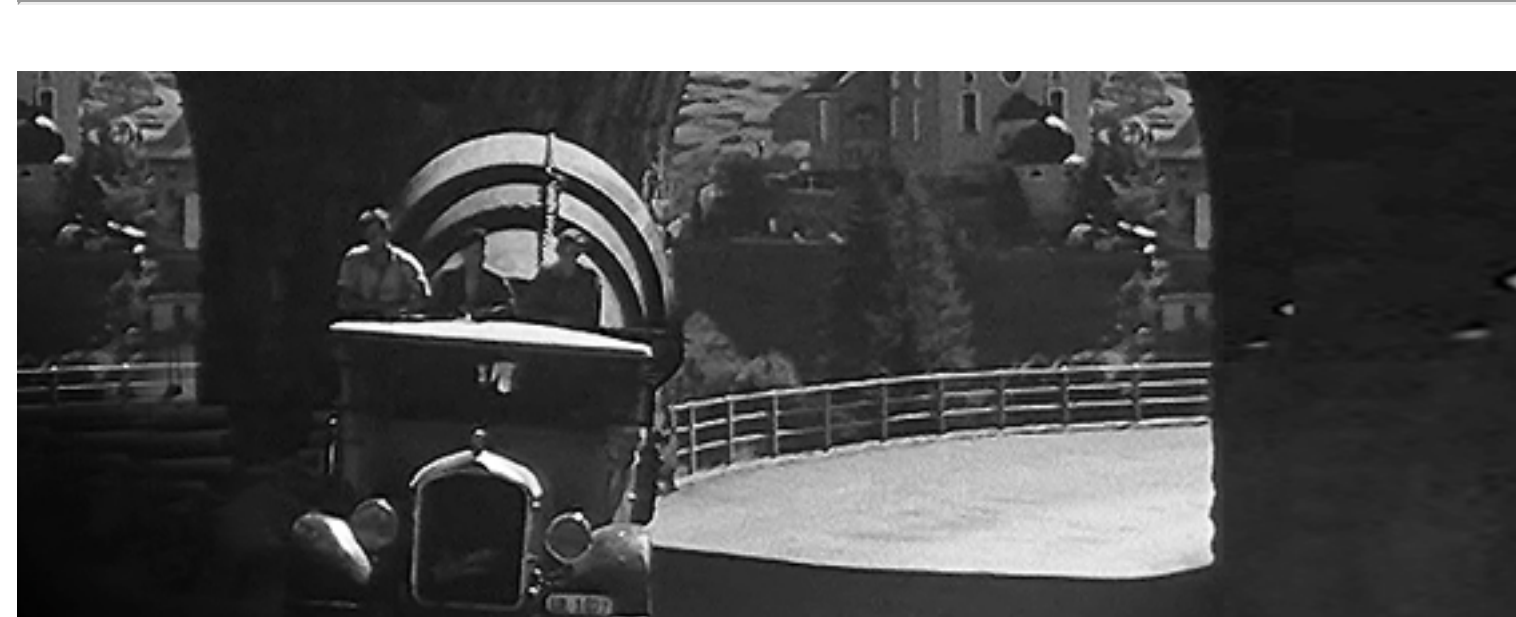
#### Bernhard Schulte pilots enhanced engine monitoring



WinGD is working with the LNG carrier operator to test new capabilities that will lead to predictive maintenance through the WiDE engine monitoring and diagnostics system.

[Read more](#)

### THE ENGINE ARCHIVES



WinGD's engines are now built in China, Korea and Japan. But it wasn't always so. Until 1986, they were built in Winterthur, Switzerland, where WinGD now designs its future engine concepts. Why the change? Was it to cut costs or to move production closer to its shipyard customers?

The answer is less strategic than you might think: As ship engines got bigger, it simply became impossible to transport them through the tunnels around the Alpine town. Even Swiss engineering can't beat Swiss geography.

### BROCHURES



#### Low-speed Engines 2023

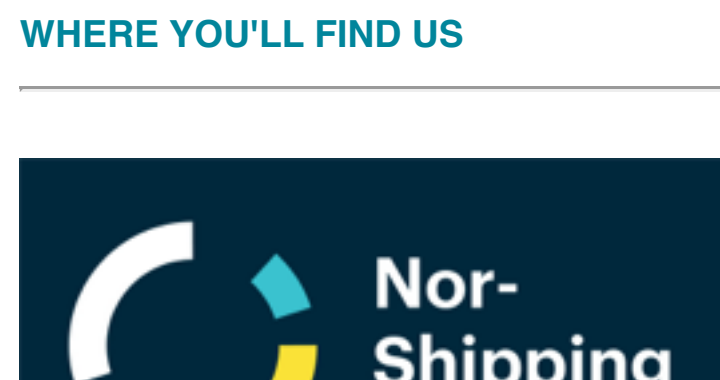
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### WHERE YOU'LL FIND US



#### Nor-Shipping 2023

06 - 09 June 2023

Norway

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#### CIMAC World Congress

12-16 June 2023

Busan

[Find out more](#)



#### Electric & Hybrid World Expo 2023

20 - 22 June 2023

Lillestrøm, Norway

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Contact Us | [www.wingd.com](http://www.wingd.com)

WinGD  
Schützenstrasse 3  
CH-8400 Winterthur

Phone: +41 52 264 8844

