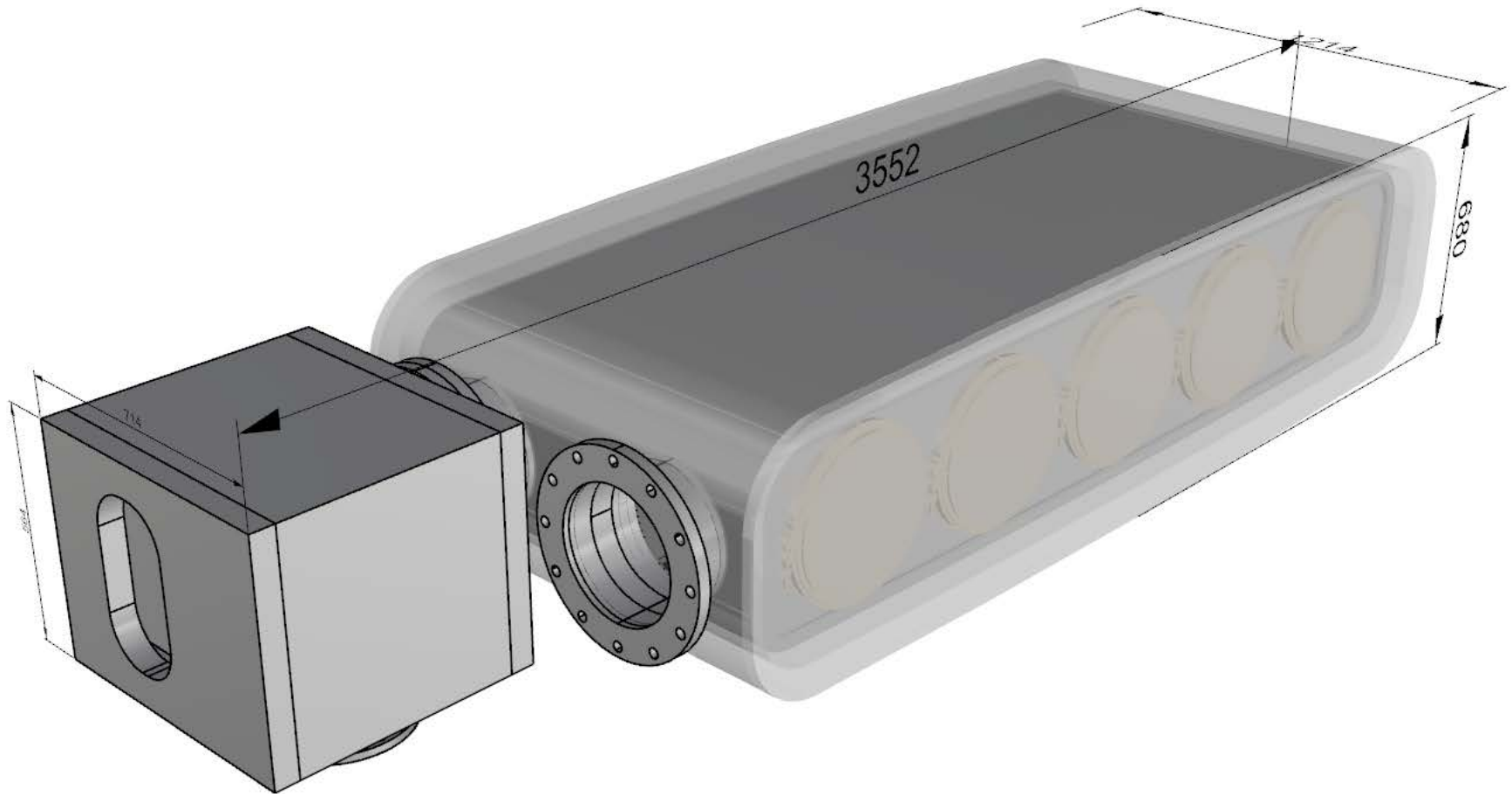


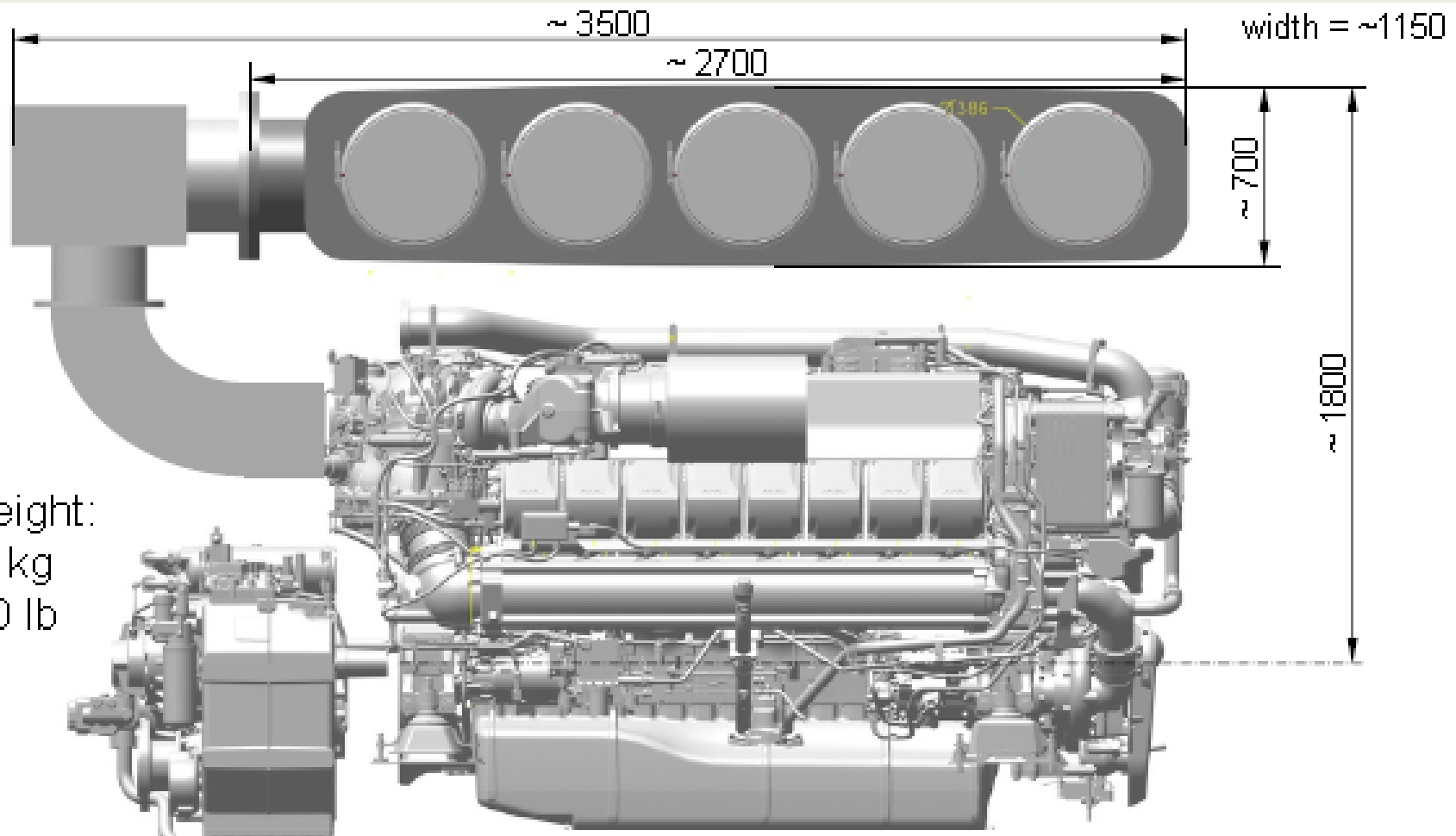
SCR APPLICATION STUDY

SCR for MTU – 2000 SERIES

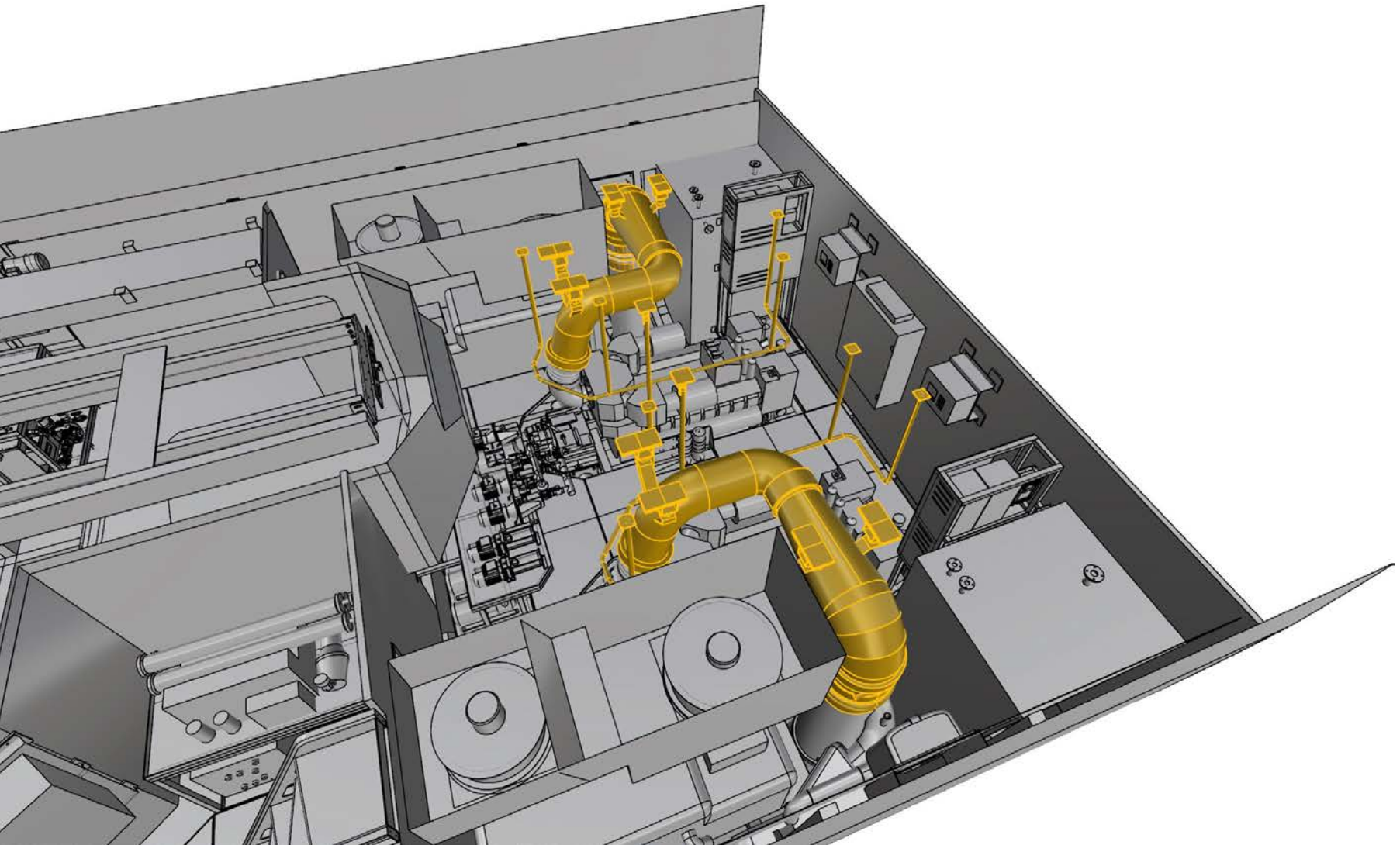
To be installed for COMPLIANCE with NOx IMO Tier 3 emissions limits



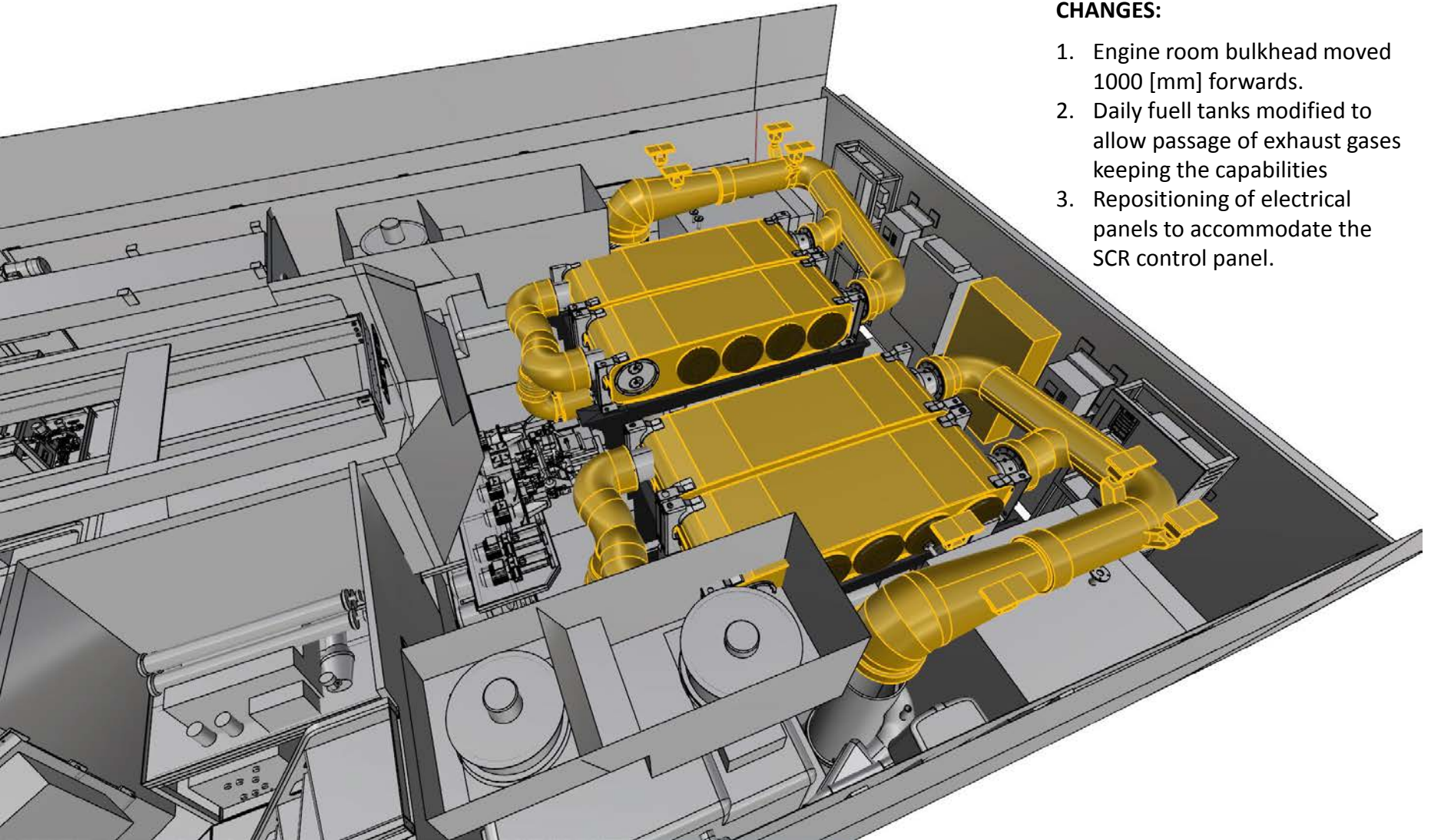
IMPACT OF SCR ON ENGINE ROOM LAYOUT



STANDARD ENGINE ROOM LAYOUT



ENGINE ROOM LAYOUT WITH SCR

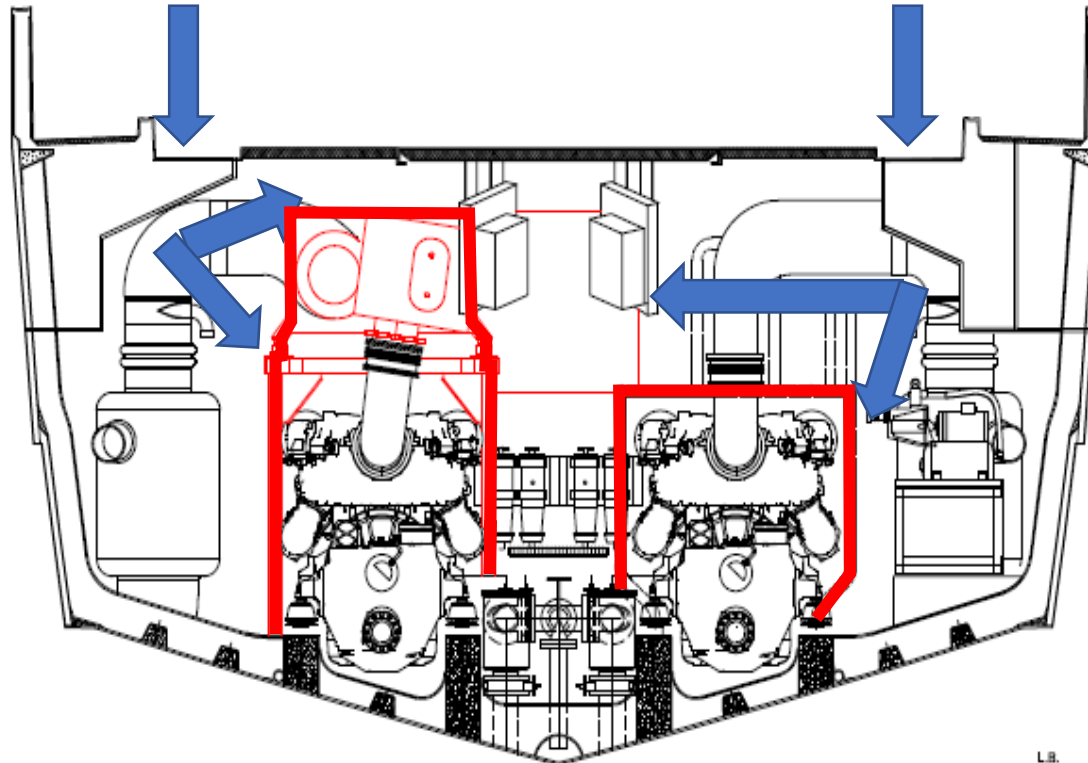


CHANGES:

1. Engine room bulkhead moved 1000 [mm] forwards.
2. Daily fuell tanks modified to allow passage of exhaust gases keeping the capabilities
3. Repositioning of electrical panels to accommodate the SCR control panel.

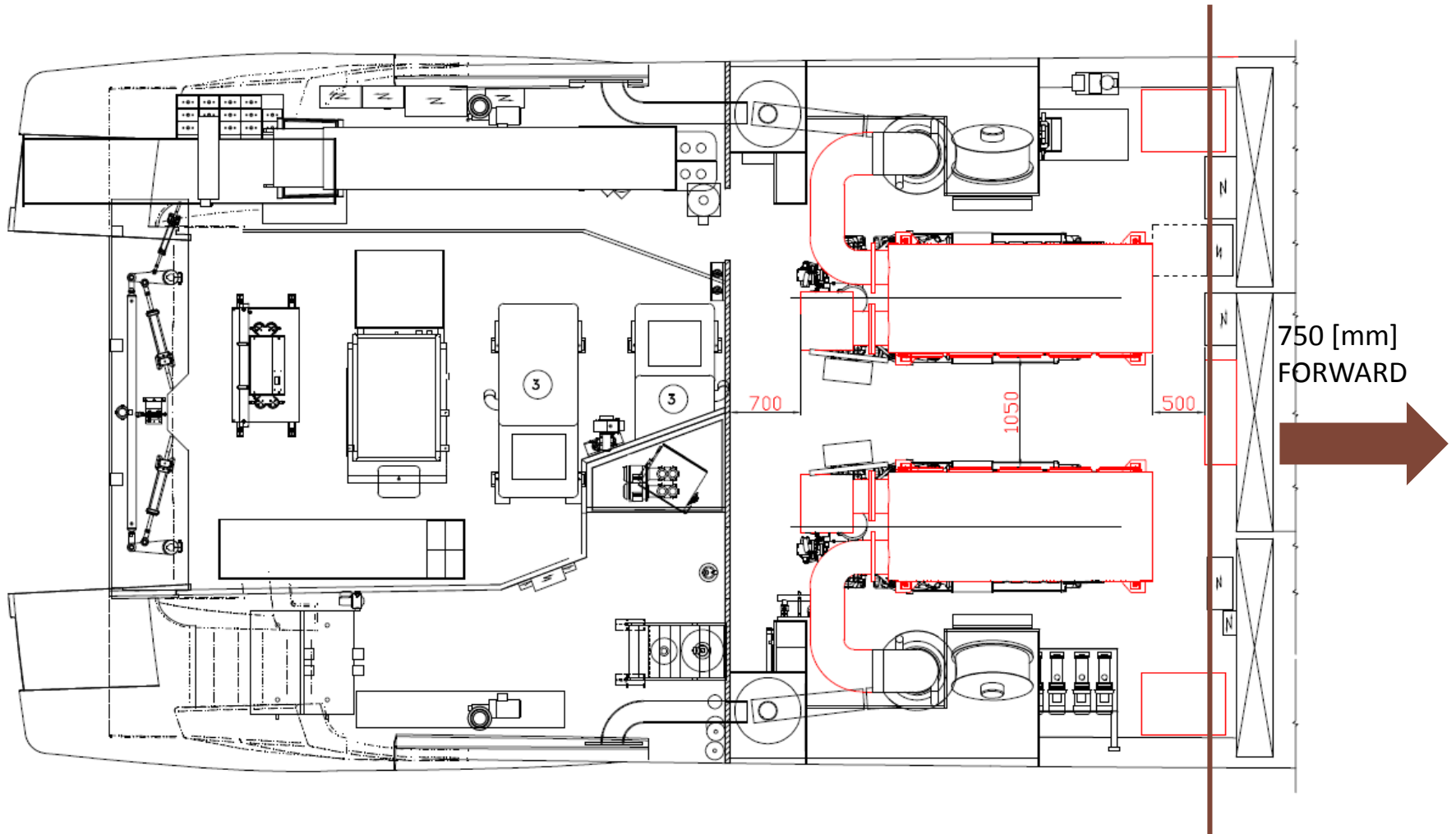
IMPACT OF SCR ON ENGINE ROOM VENTILATION

- ADDITIONAL HEAT DEVELOPED IN ENGINE ROOM
- ADDITIONAL VENTILATION FLOW
- REDUCTION IN AIR CROSS SECTION OVER THE ENGINE



L.B.

IMPACT OF SCR ON ENGINE ROOM VENTILATION



SL118 with MTU 16V2000M96L (with MTU SCR system)

3D Model - Video
