AutoChief®

AutoChief® Propulsion Control System

Dynamic CPP

The Kongsberg AutoChief® can be fitted with functiona-lity to optimize the load on Controllable Pitch Propeller installations.
The Dynamic CPP extends a combinator mode and aims to maintain the engine load in light running. Running the engine in Light Running Margin (LRM) is more beneficial for fuel economy and maintenance.

Key features

- Simple installation
- Improved fuel economy
- Reduced maintenance
- Easy to use

Function:

Maintains engine load according to power curve, or on preset LRM by controlling the propeller pitch. RPM may be controlled accordingly to maintain approximate same thrust.
The function acts according to engine optimized load, propeller setting position is not considered.
Available in combinator modes only.

Options:

- Increases RPM command if engine runs above LRM/ power curve
- Decreases RPM command if engine runs below LRM/ power curveFixed offset on fuel margin for LRM instead of calculated.
- Fixed offset on fuel margin for LRM instead of calculated
- Response setting (operator input)

Main Features

Combinator mode
- Increases pitch command if engine runs above LRM/ power curve
- Decreases pitch command if engine runs below LRM/ power curve
- LRM is offset to fuel margin, power curve is calculated
- Limitation of maximum Dynamic CPP contribution
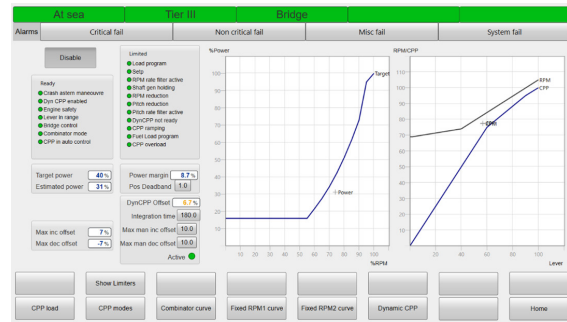
Operation
- Enable/disable
- Parameter settings
- When enabled, it will auto activate when conditions are met
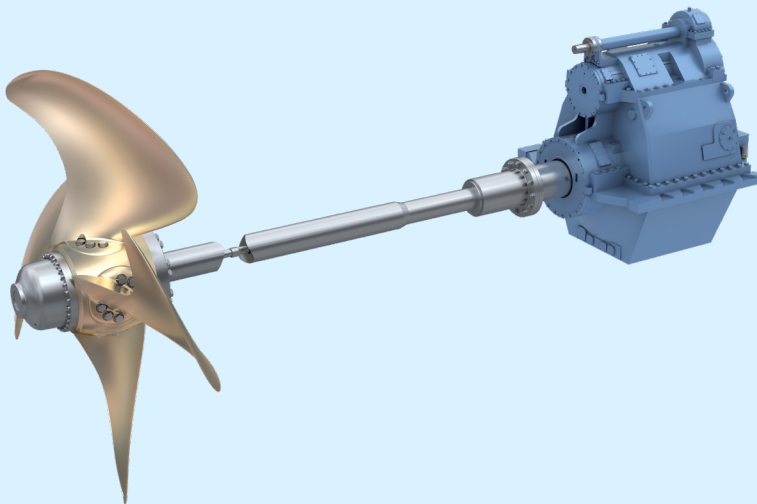
Control Panel:
Status indication depending on system
- Dynamic CPP readiness
- Reference feedback
- Deviation from design curves

Inputs
- Enable/disable
- View/set parameters

Applicable Motortypes:

- Everllence B&W ME-C
- Everllence B&W ME-GI
- Everllence B&W ME-LGIM
- Everllence B&W ME-LGIP
- Everllence B&W MC
- WinGD X
- WinGD X-DF
- WinGD X-DF-A
- WinGD X-DF-M
- WinGD RT-Flex
- Mitsubishi UE