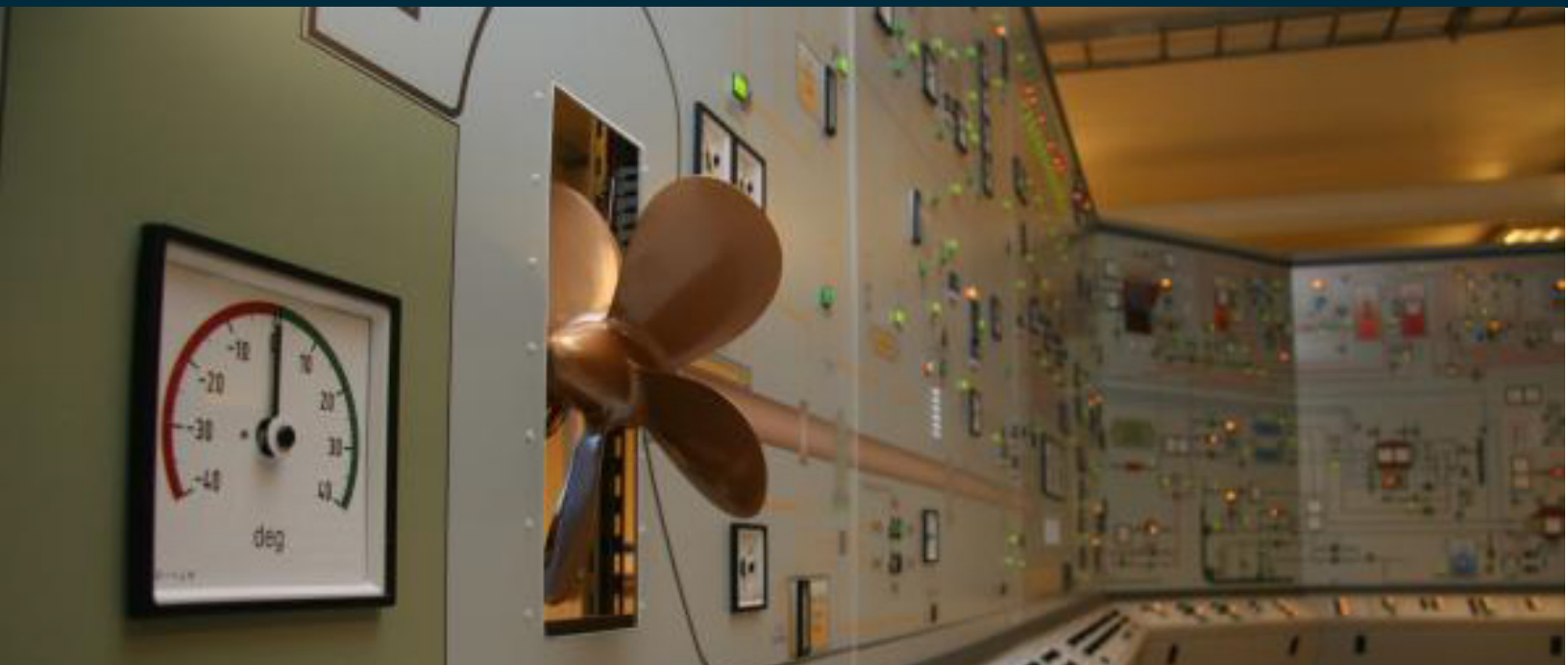


K-SIM ENGINE



KONGSBERG



K-SIM ENGINE 12RTA84 CONTAINER L11-III

The K-Sim Engine 12RTA84 Container L11-III model simulates a large container vessel with a Sulzer slow speed turbo charged diesel engine as propulsion unit modelled with fixed and controllable propeller. The model is based on real engine data that make the dynamic behaviour of the simulator close to real engine response.

Kongsberg Engine Room Simulators

Our engine room simulators provide realistic, hands-on experience in a ship-like environment. Systems include vital components, such as main engine remote control, engine-room local panels, controllers, engine telegraph, alarm systems, power supply switchboards, engine sounds etc.

We have an extensive model library of different propulsion plants and engines types, certified by the engine manufacturer as exact simulations.

Our library includes models of diesel engines such as MAN B&W, Wärtsilä, Sulzer, Pielstick, MaK and MTU as well as gas turbine, diesel electric, water jet and steam propulsion plants.

Our systems can be easily networked with our full ship's bridge simulator for total ship training.

Model Description

The electrical power plant includes four (4) diesel generators and one emergency generator.

The steam plant includes an oil fired boiler and exhaust boiler.

Control room operator station and panels and bridge and steering panels are included.

Fulfilling the requirements

The K-Sim Engine 12RTA84 Container L11-III simulator model exceeds requirements in the STCW convention, Regulation 1/12 and fulfills DNV GL's standard DNVGL-ST-033:2014-08 Maritime Simulator Systems.

MODEL FEATURES & DETAILS

Main Engine Data

Type	Sulzer 12RTA 84C
Cylinder bore.	84 cm
Piston stroke	240 cm
No. of cylinders	12
No. of air coolers	3
No. of turbochargers	3
MCR	48600 kW
Corresp. Eng. speed	102 RPM
Mean indicated press.	17.9 Bar
Scavenge air press.	2.4 Bar
Turbocharger speed	9500 RPM
No. of propeller blades	5
Propeller pitch	0.9 P/D
Spec. fuel consumption	171 g/kWh
Fuel specification	730 cSt (50 degC)

Vessel's Main Particulars

Length overall	295.00 m
Breadth moulded	32.00 m

TEU	4200
Draught	12.6 m
Dead-weight	55000 tons
Speed	25 knots



TECHNICAL SPECIFICATIONS

The following dynamic models and features are included:

- Sea & LT/HT fresh water systems

Incl. FW generator

- Electrical power plant

Incl. diesel generators

- Start & service air compressors

Incl. compressor intermediate coolers and emergency compressor

- Electrical power and pump management

Manual and automatic

- Battery charging system
- Steam plant

Incl. oil fired boiler and exhaust boiler

- Diesel/heavy fuel oil systems

Incl. tanks, separators, viscometers

- Lubricating oil systems

Incl. separator

- Stern tube systems
- Propeller servo LO system
- CPP bow thruster
- Steering gear/autopilot

Incl. double acting IMO type steering gear and ship course control

- Turbo charger systems
- Main engine control system

Incl. bridge, ECR and local control

- Main engine control air system
- FO high pressure system

Incl. VIT, fuel leak detector and fuel distributor priming valves

- Cylinder indication diagrams
- Piston ring monitoring
- ME bearing system
- Air ventilation system
- Bilge wells & bilge separator
- Air conditioning plant
- Sewage treatment plant
- Incinerator plant
- Cathodic protection system
- Marine growth protection system
- Reefer containers
- Ballast system
- Refrigeration systems
- Ship loading system
- CO2 scavenging air box fire extinguish system

Specifications subject to change without any further notice.

KONGSBERG MARITIME

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