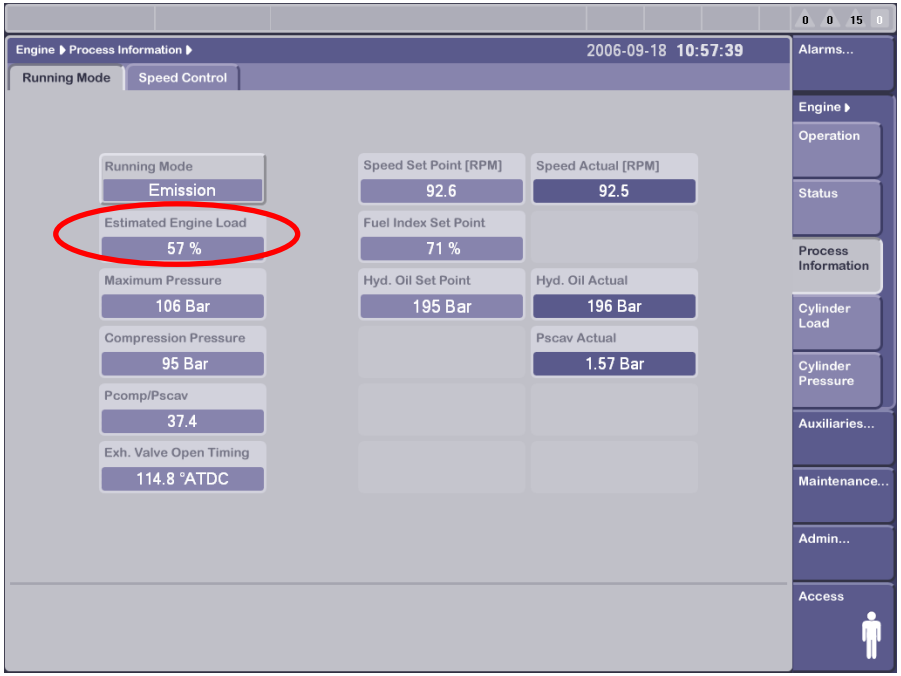
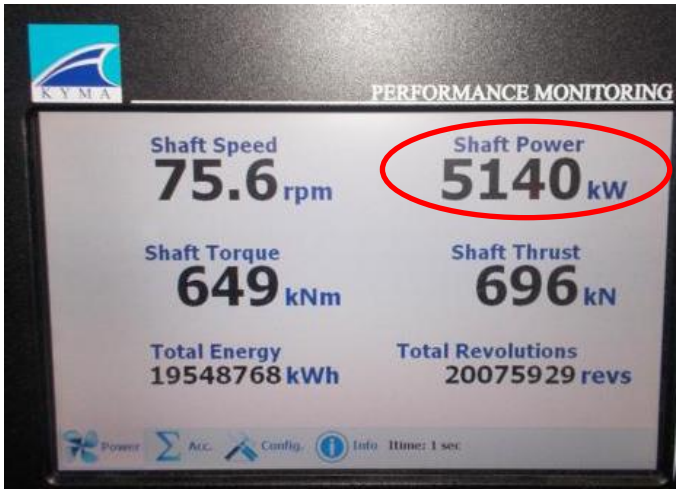
Estimated engine load adjustment

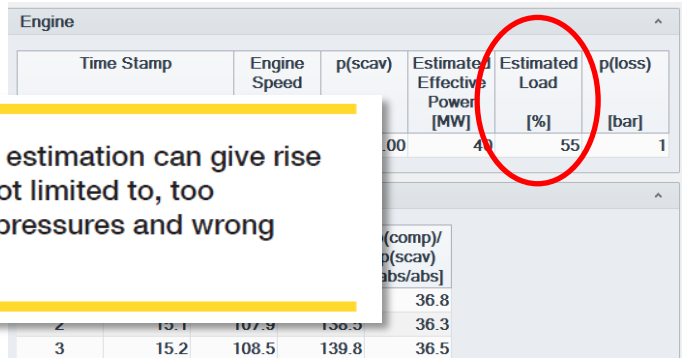
MOP



Torque Meter



PMI System



NOTICE

Mismatch between internal and external load estimation can give rise to a wide range of problems. Including, but not limited to, too restrictive fuel index limiters, wrong cylinder pressures and wrong cylinder lube oil usage.

Estimated engine load adjustment

Adjusting estimated engine load on MOP

A. Manually enter the lower calorific value and density@15°C. (See fuel oil analysis report.)

B. Automatically 'Calculated Fuel Quality Offset' will take place.

C. Manually adjust 'Applied Fuel Quality Offset' same as 'Calculated Fuel Quality Offset'.

D. Measure engine load% with Torque meter (or PMI system).

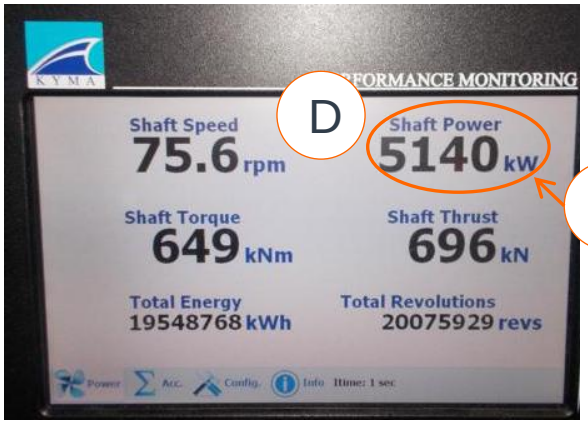
E. Compare estimated engine load% on MOP with Torque meter (or PMI system).

F. Manually adjust 'Applied Fuel Quality Offset' to make the estimated engine load on MOP the same as the load measurement on Torque meter (or PMI system).

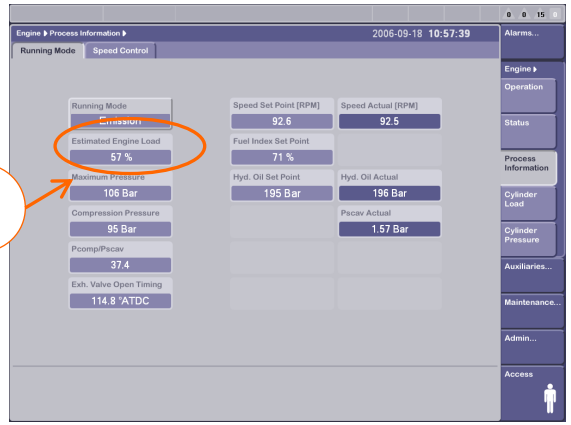
G. Repeat E and F until the difference between estimated engine load on MOP and PMI system is within 2%.

G

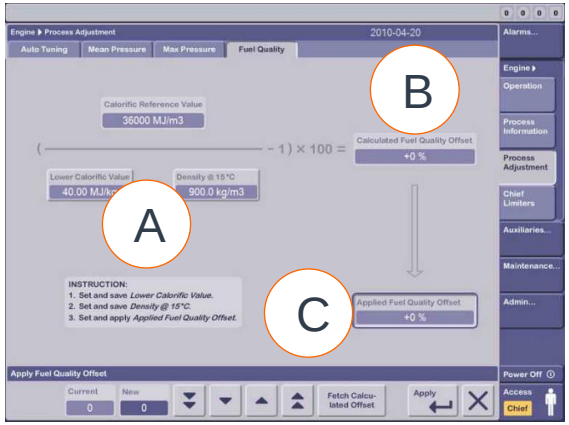
When est. engine load adjustment is done, Pcomp, Pi and Pmax may be adjusted.



<Torque Meter>



<MOP/Engine/Process Information>



<MOP/Engine/Process Adjustment>

Engine:
Fuel Quality new version