







## Use case I Seasonal tourist ferry

### Comparison specifications:

Ferry	Intermittent load	25 years	2 x 2,560 kW / 1,800 rpm
			
Application	Load profile	Avg. lifespan of the ferry	Engine

### Peer group comparison: *mtu* 16V 4000 M65L vs. competitor engine

Time Between Overhaul (TBO) in hours calculated:

<i>mtu</i> 16V 4000 M65L		26,000*
Competitor engine		15,660

TBO in years calculated, based on 2,000 operating hours p.a.:

<i>mtu</i> 16V 4000 M65L		13 years*
Competitor engine		8 years

\* *mtu* engine overhaul is recommended when TBO hours are reached or after **25 years** at the latest, whichever occurs first.

# 66%

more operating hours than competitor between overhauls

# ONE

overhaul during the 25-year operating lifecycle\*\*

\*\* depending on load profile and yearly operating hours

# OPTIMIZED TBO REDUCES TIME-CONSUMING OVERHAULS

## Lifecycle cost optimization of *mtu* Series 4000 M65L marine engines

### Executive summary

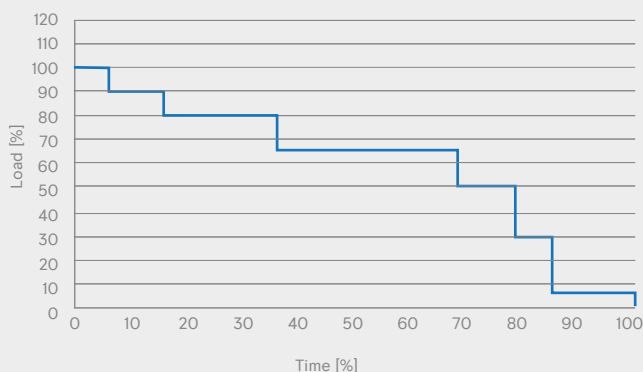
Engine overhauls mean downtime and loss of revenue. *mtu* Series 4000 M65L engines, however, have a much longer TBO than a comparable competitor, as the following use case illustrates. Assuming an average seasonal tourist ferry lifespan of 25 years and 2,000 operating hours per year, practically only one general overhaul is needed compared to three for the competitor engine.

**Who:** Seasonal tourist ferry operator

**Why?** Ferry readiness and availability with minimal maintenance are essential requirements for transport operations. Long downtimes for maintenance mean a loss of income and higher costs.

- Main benefits:**
- Lifecycle maintenance cost optimization
  - Reduced ferry downtime
  - More operating hours out of one engine lifecycle before major overhaul

Assumed load profile for the comparison



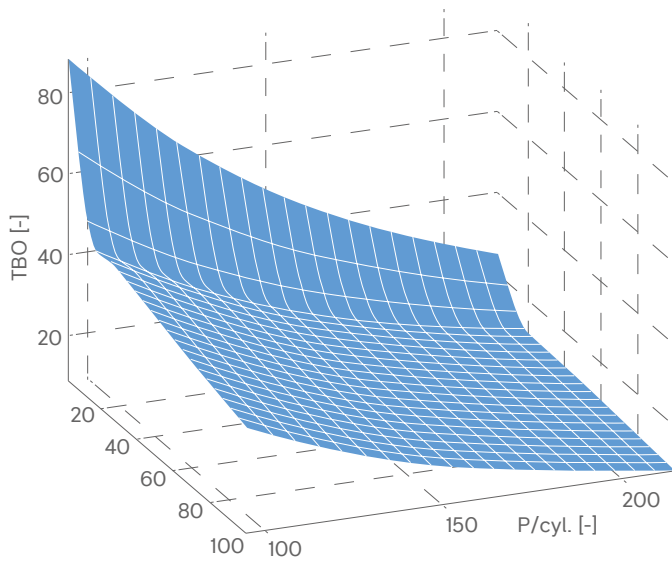
# TBO OPTIMIZATION CALCULATION

## A real data analysis of overhaul intervals using latest algorithms

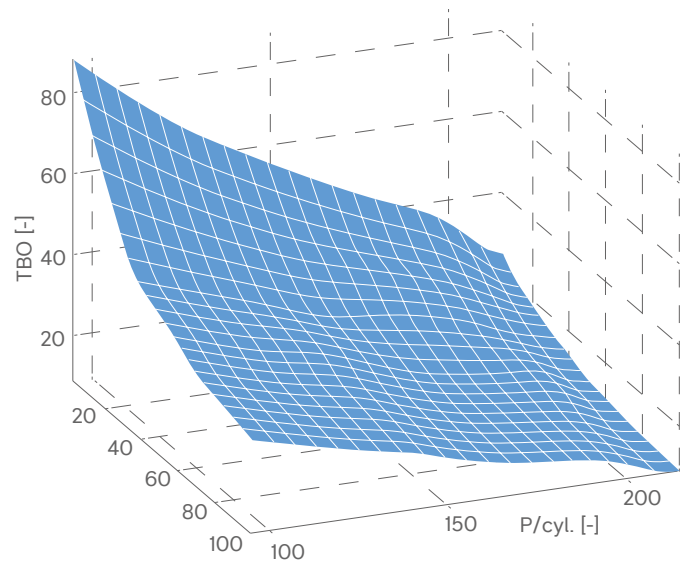
We have combined 25 years of experience with the digital analysis of field data from over 50,000 data sets from 18,000 engines and used state-of-the-art calculation methods to optimize the load bands of the *mtu* engines.

The load factor (LF) represents the average load of an engine, the load indicator (LI) describes the high load share in a load profile.

### Load Indicator (LI)



### Load Factor (LF)



The representative load profiles describe the average load profile per load band that best describes each load band. The real load profiles that can be assigned to this load band can therefore be above or

below the representative load profile in the individual values. The load band in which most of the engines of an application operate in the field is marked as standard.

## Results of the comparison

### Competitor engine

Power: 2,560 kW / 1,800 rpm  
Operating hours: 2,000 (p.a.)  
Average lifespan: 25 years  
TBO: 15,660 hours

Requires three overhauls  
after 8, 16 and 24 years.

### *mtu* Series 4000 M65L

Power: 2,560 kW / 1,800 rpm  
Operating hours: 2,000 (p.a.)  
Average lifespan: 25 years  
TBO: 26,000 hours

One overhaul required  
after 13 years.