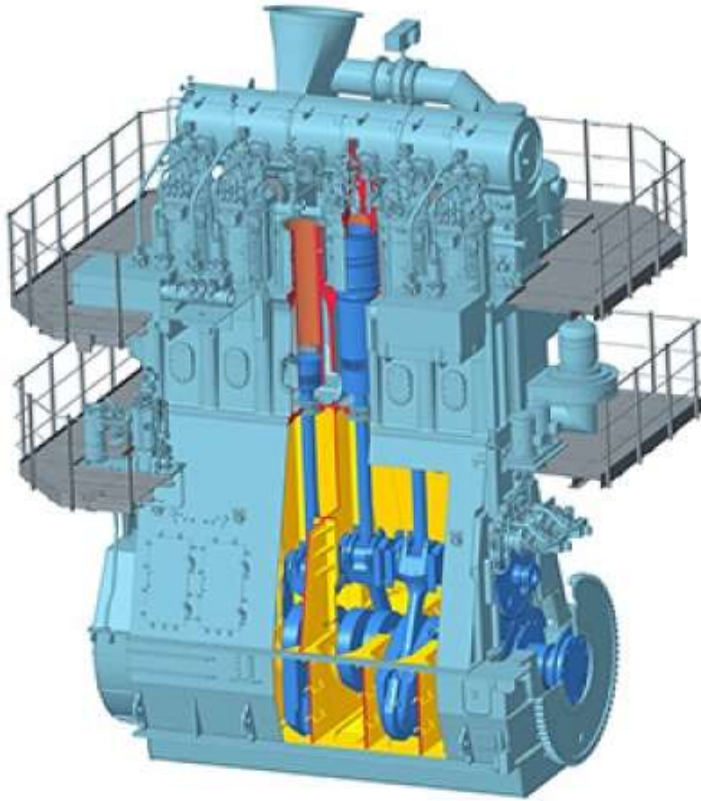


J-ENG received the multiple orders for cutting-edge UEC42LSH Engines



UEC42LSH

Japan Engine Corporation (J-ENG) consecutively received total six (6) orders including the first set for the cutting edge engine, 6UEC42LSH-Eco-D3 / 6UEC42LSH-Eco-D3-EGR, which are currently in the final stages of development, for Handy size bulk carriers, small / medium size chemical tankers built in Japanese shipyards.

Based on the thorough market research, UEC42LSH engine, as the successor to the UE's best selling UEC45LSE engine, has been developed with the optimized rating field for Handy size bulk carriers, small / medium size chemical tankers etc. considering the market demand of lower output according to the strict EEDI regulation in the future and has been achieved the world class low fuel oil consumption beyond the competitor engines.

As a countermeasure technology for IMO NOx Tier III regulations, the "Low Pressure EGR System (LP-EGR)" which is J-ENG's original development will be applied to 42LSH-EGR engines. J-ENG's LP-EGR system has economical advantage to reduce NOx amount drastically, minimizing the deterioration to fuel oil consumption rate. LP-EGR system realize simple and compact system component with taking advantage of treating low pressure and low temperature exhaust gas from turbocharger outlet, and makes a contribution to improve maintainability and reduce the operation cost. Furthermore, considering the possibility of expansion of waste water restricted area in Northern America and/or Europe, LP-EGR system has no waste water from water treatment system and is friendly for both environment and operation.

Taking the advantage of these multiple orders, J-ENG aims to further increase the orders of small and medium sized engines, and move forward to innovate and provide the environment-friendly engine for the customers with low fuel consumption and energy saving as the only global and independent licensor of marine diesel engine, which has a throughout business structure from the development, design, manufacturing, marketing and the after-sales service.

Main Particulars UEC42LSH comparing with conventional UEC45LSE

Model	6UEC42LSH-Eco-D3	6UEC45LSE-Eco-B2
Bore [mm]	420	450
Stroke [mm]	1,930	1,930
Output [kW]	7,560	8,280
Engine speed [rpm]	118	128
Mean Effective Pressure [bar]	24.0	21.1
SFOC* at 100% load with Tier 2 mode [g/kWh]	164	169
SFOC* with Tier 3 mode [g/kWh]	165.6 (LP-EGR)	170.7 (LP-EGR)

※ SFOC: Specific Fuel Oil Consumption

Business contact

Japan Engine Corporation
General Affairs & Public Relations