

Present cooling
seawater pumps
in your vessel....

1

are running 100% of
the time regardless
of actual necessity

2

are wasting precious
fuel by using more
power than needed

3

are costing you extra
money which can be saved
safely and efficiently

Power

Approx. **87%** energy savings

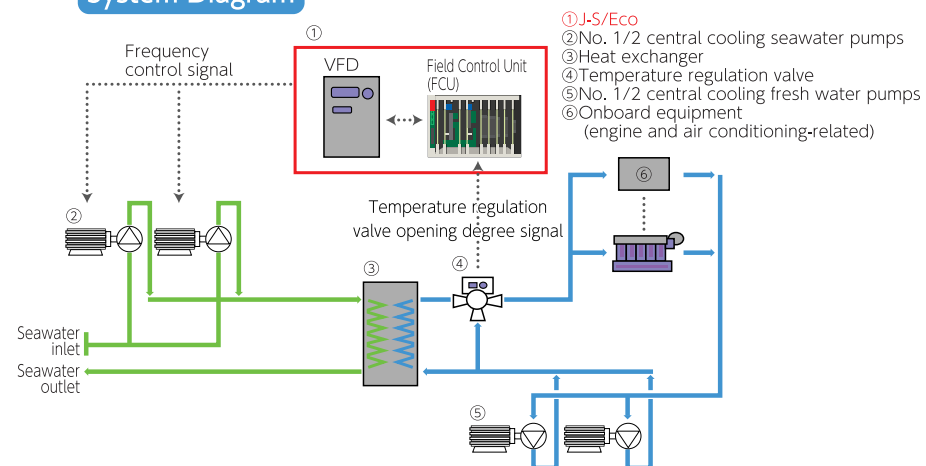
Amazing results, proven by an actual operation test onboard a large container vessel.

○Max. seawater temp: 26.2°C ○Input power to motor with J-S/Eco: 12 kW; without J-S/Eco: 98 kW

○Annual fuel consumption per kW: 1.95 t/kW 98 kW - 12 kW = 86 kW 86 kW × 1.95 t/kW = **167 t/yr**

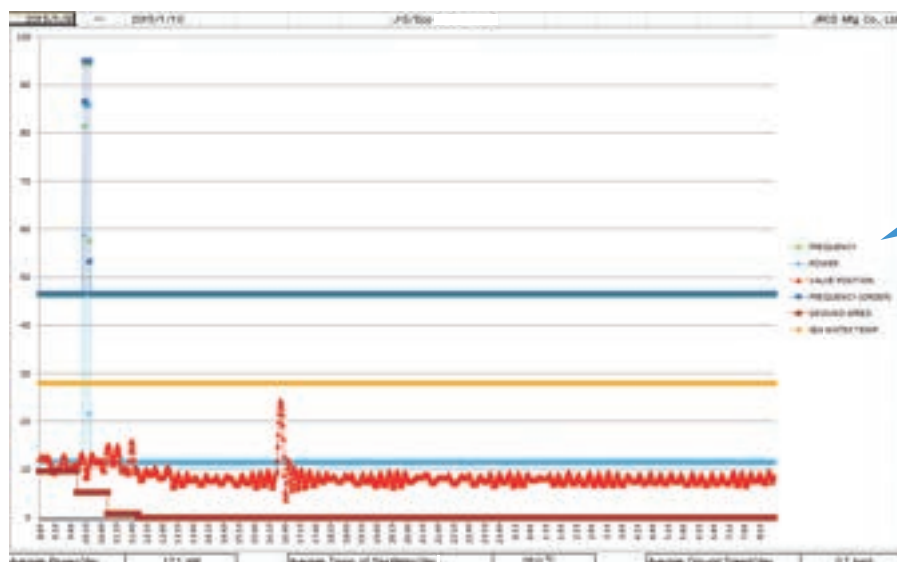
※The above figures show the trial results; however the actual energy-saving rate may vary according to each vessel.

System Diagram



Utilizing the Variable Frequency Drive enables fine control over motors and seawater temp. Giving you optimum flow of cooling seawater.

Trial Data



A test voyage has proven that J-S/Eco can keep the motor control frequency below 50%, leading to energy savings and reduced power usage. This means that you can get your initial investment back in no time!

Present ventilation
fans in your vessel
are wasting energy!

Engine Room ventilation fan capacity is defined by ISO8861.

Capacity is defined as the amount of air necessary for fuel combustion plus the amount of air necessary for heat exhaust when the main and auxiliary equipment is running at 100%. However, since the equipment does not run at full power 24/7, the fans are working harder than necessary.

Power

Approx. **65%** energy savings

Proven results of an actual onboard test on a 20,000 ton tanker.

○Input power to motor with J-S/Eco plus: 10 kW; without J-S/Eco plus: 27.5 kW

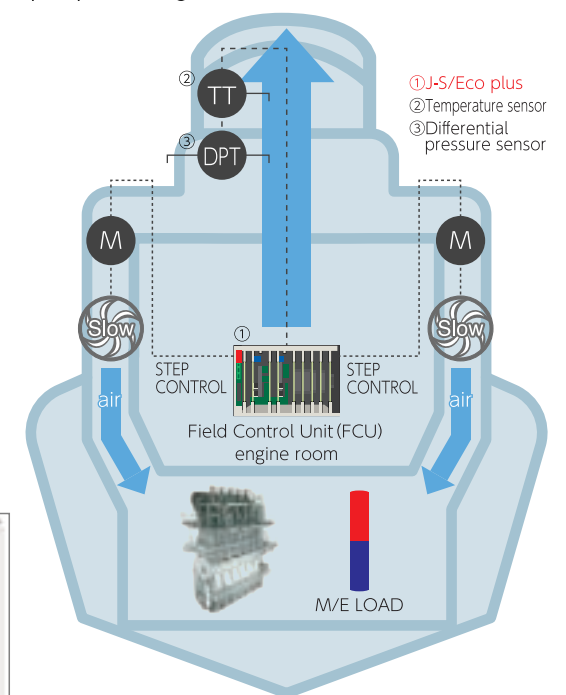
○Annual fuel consumption per kW: 1.95 t/kW 27.5 kW - 10 kW = 17.5 kW 17.5 kW × 1.95 t/kW = **34.2 t/yr**

※The above figures show the trial results; however the actual energy-saving rate may vary according to each vessel.

System Diagram

J-S/Eco plus gives you full control over the volume of engine room ventilation. Maintaining an atmospheric pressure of 50 Pa is a great save in energy. While at dock a vast reduction in noise has also been demonstrated.

Trial Data



As this data confirms, J-S/Eco plus results in the optimum volume of ventilation from engine output.