In our daily life, we are all surrounded by the atmosphere, and we enjoy to breathe the fresh air – including its humidity without any harm.

When it comes to our high efficient GenSets, however, it is important to take the necessary precautions in order to avoid the risk of negative influence from possible water condensate in the charge air system.

The amount of water which can be absorbed in the air is given by the pressure and the temperature. Higher pressure and lower temperature (turbocharger/engine conditions) will reduce the amount of water which can be absorbed in the air. At our L23/30(H) and L28/32(H) GenSets, we have observed that especially in humid areas water will condensate and create water droplets in the charge air flow (as the combustion air is exposed to pressure increase by the turbocharger as well as temperature decrease in the charge air cooler) with the risk of water entering the cylinders. Seizures may occur at the liners, since water droplets can breakdown the lube oil film at the surface, and hereby negatively influence the operational reliability and the time between overhaul.

Eliminate the risk of condensation water in the charge air and possible disturbance to your GenSet operation.
Retrofit of Water Mist Catcher
WMC for L23/30(H) and L28/32(H) GenSets

Under the above-mentioned humid conditions, service experience has proven that an effective solution to avoid water entering the cylinder liners is the application of a charge air cooler with Water Mist Catcher (WMC).

For L23/30(H) and L28/32(H) engines in service, we offer a charge air cooler with integrated WMC as a retrofit package. The new cooler is fully interchangeable with the initial design without WMC.

For further information concerning possible charge air cooler retrofit, please contact us via PrimeServ-hol@mandieselturbo.com or call at +45 54 69 31 00.