

System components

Exhaust gas compensator after turbocharger

When dimensioning the compensator for the expansion joint on the turbocharger gas outlet transition piece, the exhaust gas piece and components, are to be so arranged that the thermal expansions are absorbed by expansion joints. The heat expansion of the pipes and the components is to be calculated based on a temperature increase from 20°C to 250°C. The max. expected vertical, transversal and longitudinal heat expansion of the engine measured at the top of the exhaust gas transition piece of the turbocharger outlet are indicated in Fig. 15.06.01 and Table 15.06.01 as DA, DB and DC.

The movements stated are related to the engine seating, for DC, however, to the engine centre. The figures indicate the axial and the lateral movements related to the orientation of the expansion joints.

The expansion joints are to be chosen with an elasticity that limits the forces and the moments of the exhaust gas outlet flange of the turbocharger as stated for each of the turbocharger makers in Table 15.06.02. The orientation of the maximum permissible forces and moments on the gas outlet flange of the turbocharger is shown in Fig. 15.06.02.

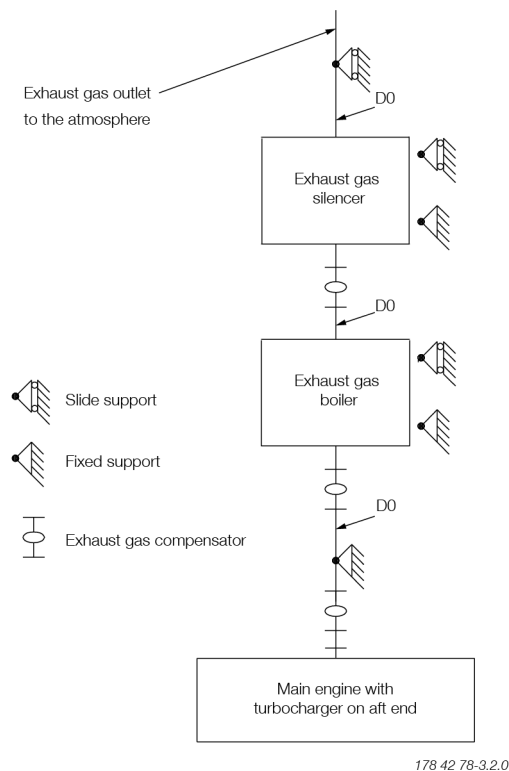


Fig. 15.04.01a: Exhaust gas system, one turbocharger

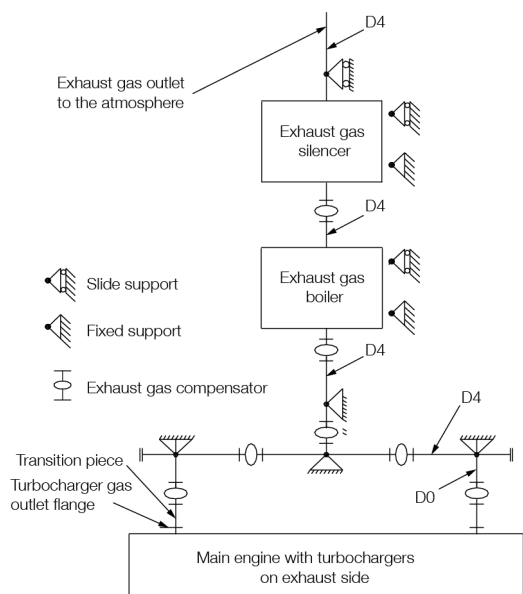
Exhaust gas boiler

Engine plants are usually designed for utilisation of the heat energy of the exhaust gas for steam production or for heating the thermal oil system. The exhaust gas passes an exhaust gas boiler which is usually placed near the engine top or in the funnel.

It should be noted that the exhaust gas temperature and flow rate are influenced by the ambient conditions, for which reason this should be considered when the exhaust gas boiler is planned. At specified MCR, the maximum recommended pressure loss across the exhaust gas boiler is normally 150 mm WC.

This pressure loss depends on the pressure losses in the rest of the system as mentioned above. Therefore, if an exhaust gas silencer/spark arrester is not installed, the acceptable pressure loss across the boiler may be somewhat higher than the max. of 150 mm WC, whereas, if an exhaust gas silencer/spark arrester is installed, it may be necessary to reduce the maximum pressure loss.

The above mentioned pressure loss across the exhaust gas boiler must include the pressure losses from the inlet and outlet transition pieces.



178 33 46-7.4.0

Fig. 15.04.01b: Exhaust gas system, two or more TCs

Exhaust gas silencer

The typical octave band sound pressure levels from the diesel engine's exhaust gas system – at a distance of one meter from the top of the exhaust gas uptake – are shown in Fig.15.04.02.

The need for an exhaust gas silencer can be decided based on the requirement of a maximum permissible noise level at a specific position.

The exhaust gas noise data is valid for an exhaust gas system without boiler and silencer, etc.

The noise level is at nominal MCR at a distance of one metre from the exhaust gas pipe outlet edge at an angle of 30° to the gas flow direction.

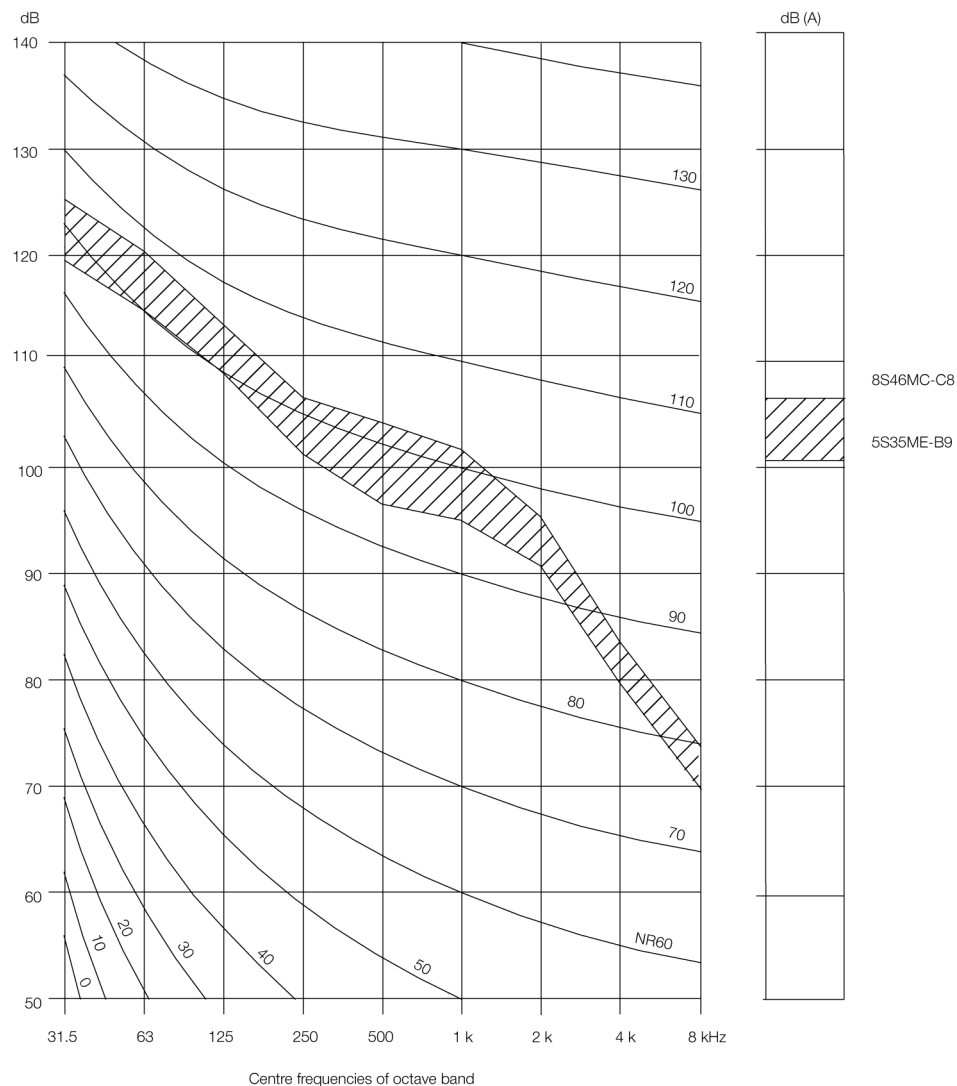
For each doubling of the distance, the noise level will be reduced by about 6 dB (far-field law).

When the noise level at the exhaust gas outlet to the atmosphere needs to be silenced, a silencer can be placed in the exhaust gas piping system after the exhaust gas boiler.

The exhaust gas silencer is usually of the absorption type and is dimensioned for a gas velocity of approximately 35 m/s through the central tube of the silencer.

An exhaust gas silencer can be designed based on the required damping of noise from the exhaust gas given on the graph.

In the event that an exhaust gas silencer is required – this depends on the actual noise level requirement on the bridge wing, which is normally maximum 60-70 dB(A) – a simple flow silencer of the absorption type is recommended. Depending on the manufacturer, this type of silencer normally has a pressure loss of around 20 mm WC at specified MCR.



178 59 43-3.0.0

Fig. 15.04.02: ISO's NR curves and typical sound pressure levels from the engine's exhaust gas system. The noise levels at nominal MCR and a distance of 1 metre from the edge of the exhaust gas pipe opening at an angle of 30 degrees to the gas flow and valid for an exhaust gas system – without boiler and silencer, etc. Data for a specific engine and cylinder no. is available on request

Spark arrester

To prevent sparks from the exhaust gas being spread over deck houses, a spark arrester can be fitted as the last component in the exhaust gas system. It should be noted that a spark arrester contributes with a considerable pressure drop, which is often a disadvantage.

It is recommended that the combined pressure loss across the silencer and/or spark arrester should not be allowed to exceed 100 mm WC at specified MCR. This depends, of course, on the pressure loss in the remaining part of the system, thus if no exhaust gas boiler is installed, 200 mm WC might be allowed.