

Lubetimizer Quick Reference Guide

The Lubetimizer automatically controls small partial drain and filling of engine lubricant in medium-speed engine sumptanks. The unit calculates the lubricant consumption needed at the specific fuel sulphur % and engine load % to stabilize the TBN of the lubricant in service at a level of 24. The fuel sulphur % is set by the units HMI setting mentioned on the HMI setting table. The unit calculates the total lubricant consumption needed, and deducts the engine consumption as setup in the unit, the remaining consumption volume (if present) is drained from the engines sumptank. The drained or if selected the total consumption (incl. the engine consumption) is pumped from storage to the engines sump. To calculate the correct partial replacement volume it is important to setup the correct engine's lubricant consumption in ltr/24h as explained under initial setup.



1 2 3 4

- 1-HMI +/- buttons
- 2-Function keys F1-F4
- 3-ESC & Arrow keys
- 4-Function selection switch

$$\frac{\text{Calculated consumption}}{\text{Engine consumption} - \text{Drain consumption}}$$

FOR THE SAFETY INSTRUCTIONS WE REFER TO THE LUBETIMIZER MANUAL!!!!

Initial Unit Setup

ENGINE CONSUMPTION SETUP – Press the **F3** button and setup the correct consumption in ltr/24h by means of the **HMI+** & **HMI-** buttons.

The engine's lubricant consumption can be automatically added on top of the partial replacement by setting the Fill option to 1, press **ESC & ▶** to switch this option on, and press **ESC & ◀** to switch the option off, if switched off only the drain volume is added. If this consumption setting is too high gradually the sump level will increase, if it is setup too low it will decrease, this directly enables you to check if the consumption is setup correctly or if there is any change in consumption over time.

```
Engine System Cons.
Setup in ltr/24hrs
press HMI +/- 30

Sumptank Top Up
1=Y 0=N ESC ◀+0
```

Unit Operation

NORMAL OPERATION – Turn function selection switch **4** down, the HMI setting can be set to the correct fuel sulphur % according the HMI setting table by means of the **HMI+** & **HMI-** buttons.

LOW SULPHUR OPERATION – Turn function selection switch **4** up, then press function key **F1**. The unit is now set for 0,1% fuel sulphur. Switching back to normal operation can be done by just turning function selection switch **4** down. When running with low sulphur fuel it can be that the drain pump is not draining when the regular lubricant consumption is sufficient.

```
HMI SETTING
Sulphur dependent
Press HMI +/- 85
Engine Load% +95
Drain is based on
average Load%+95
```

FUEL CONTAMINATION OPERATION – To tackle fuel contamination a load dependent partial replacement in ltr/24 can be setup in the unit, there is no relation to the fuel sulphur % when using this option. Turn function selection switch **4** up, then press function key **F2**. The unit is now set for a load dependent partial replacement. Setup the partial replacement in ltr/24h at 100% load by means of the **HMI+** & **HMI-** buttons. Switching back to normal operation can be done by just turning function selection switch **4** down.

```
ECA Modus running
max. 0,1% Sulphur
ECA HMI 6
Engine Load% +95
Drain is based on
average load%+94
```

VOLUME REPORTING – The **F4** button is showing you the total drain- & feed volume in ltrs, and the total running hours since last reset. The volumes and running hours can be reset by pressing the **ESC & ▶** keys, resetting all the values to zero. In this way you can very easily report and document your daily, weekly or monthly lubricant consumption figures. Maximum 32.000 ltr can be recorded, reset the counters before 32.000 ltr is reached.

```
Load dependent Drain
Setup @ 100% load
Press HMI +/- 50
Current Load%+95
Drain is based on
average load%+94
```

ALARM RESET – Press **ESC & ▶** to reset the alarm, the unit is continuing operation after alarm reset

```
TOTALS
Drain Volume +0
Feed Volume +0
Running Hours 1
Reset max. at 32.000
RESET - press ESC/>
```

The Lubetimizer is automatically starting and stopping with the main engine and lubricant purifier