

Engine Room Console 6 XL

Engine Room Console 6 XL (ERC6_XL) is an engine room simulator with a single hardware console which models a conventional, camshaft controlled low speed diesel main engine.



ERC6_XL has been developed to comply with:

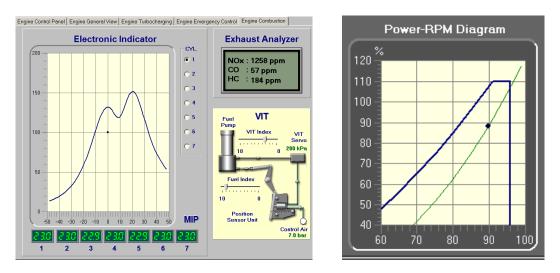
- STCW 2010 Code (with Manila Amendments).
- ISM Code: Section 6 and Section 8.

ERC6_XL is type approved by an EU classification company.

Main educational tasks accomplished with ERC6_XL:

- Learning typical ship's engine room **operating routines** with the support of integrated **checklists**.
- Ship's engine room **operation training**. The user will be able to accomplish any operational task starting from pre-prepared or previously saved **exercises**.
- Training in corrective action when faults occur. **Different faults** can be mixed in the runtime or loaded from disk.
- **Standardised and automated assessment** divided into 14 STCW compatible tests. These tests provide an independent and objective trainee evaluation.

The low speed diesel engine with camshaft control modelled by **ERC_6XL** is an extended and improved version of the successful VER 4.8 software. VIT system and exhaust gas analyzer have been implemented as well.

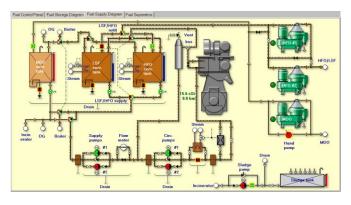


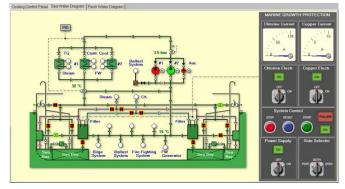


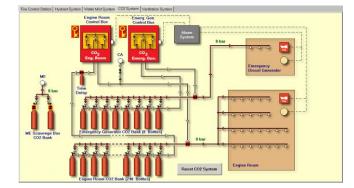
ERC6_XL main features:

- A highly realistic simulator with virtual controls for ship's engine room training.
- **Mimic diagrams** with active valves, pump status indicators, tank level indicators and selected digital gauges make the system easy to use.
- Multichannel digitised sound provides a very realistic ship's engine feel.
- Synthesized speech emulates the chief engineers advice
- The **Computer Aided Assessment** (CAA) is fully integrated and includes 3 generic and 14 STCW compatible tests with a **Test Editor** to create new tests and to edit the existing tests.
- Exercise recording and replay at different speeds.
- Integrated checklists with synthetized voice instruction.







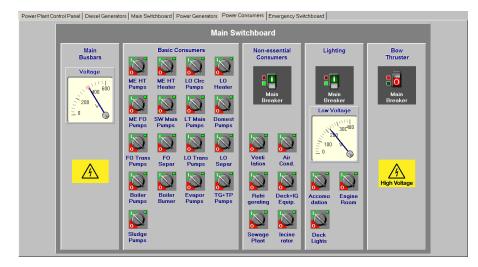


- Conventional main engine model with a camshaft and VIT.
- Main engine (2 stroke, low speed, 7 cylinders, fixed pitch propeller)
- Main engine remote control system (manual from CR, automated from the bridge and the emergency control at the engine side)
- Fuel system (MDO, HFO and Low Sulphur Fuel, including storage system and separators).
- Lubricating system (LO circulation and separator, LO storage and stern tube lubricating).
- Cooling system (sea water and fresh water central cooling).
- Compressed air system.
- Sewage treatment plant.
- Sludge and garbage incinerator.
- Steam system (auxiliary boiler, waste heat recovery, superheated steam, consumers).
- Power plant (2 diesel generators, 1 shaft generator, 1 turbo generator and 1 emergency diesel generator, multiple power consumers with separate circuits and bow thruster).
- Bilge system with oily water separator.
- Ballast system.
- Steering gear.
- Refrigerating system.
- Domestic water system
- Air conditioning system
- Simplified own ship model with ship speed modelling.
- Engine room ventilation system.
- Inert gas system.
- Turbo pump.
- Engine room ventilation system.
- Water mist firefighting system.
- CO₂ firefighting system.
- PID controllers

ERC6_XL includes multiple PID controllers which can be set both automatically and manually.



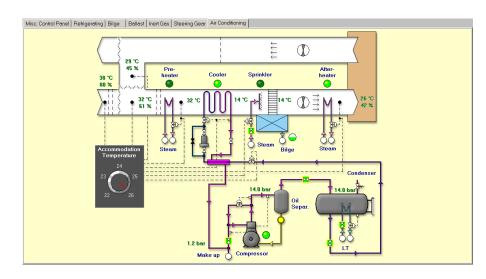
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ERC6_XL offers different types of user interface:

The control panels include very realistic, animated virtual controls like switches, gauges and lamps. The control panels imitate the most important parts of the control

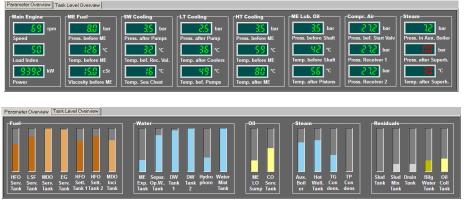
room equipment.



The mimic diagrams present the layout of all vital engine room systems. They include active valves, animated status

indicators and tank

level gauges.



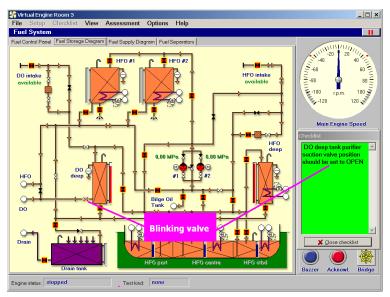
The Parameter

Overview shows the most important parameters from the whole engine room combined into media groups

The Tank Level Overview shows the liquid level in the most important tanks from the whole engine room combined into media groups.

Other ERC6_XL features are shown below:

The green **Checklist window** shows instructions relevant to the selected checklist. The appropriate system window will always open when a new checklist step is shown in the checklist window. The control lamp, switch or gauge specified in the checklist step "blinks" in order to make it easier to identify.



The **Assessment window** includes:

- A full list of errors with related penalty points.
- The total number of penalty points.
- Score in %
- The final results (Passed or failed).

The **Test Editor** enables you to create custom tests and to edit existing tests.

It is possible to edit both the parameter test conditions (limit value plus the logic condition) and the state test conditions (required status). Penalty points can be assigned to every test condition.

est information				
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TEST TITLE:				
Scenario No.5 for Management Level (Steam Boller Operation)				_
TEST AIM:				
To be able Start up and shut down main propulsion o excilinary machinery including associated systems (STCW Table A-III/2) by operating the boiler safety the steam pressure reaches 6.8 to 7.2 bars.				
INITIAL SITUATION:				
- Main Engine: stopped - DGEN No.1 - Engine: running, Generator: on line.				×
	Print Results	Penalty points:	250 of 260	
	1 Close	Positive score:	4 %	
⊳		TEST	FAILED	

PARAMETER TEST CONDITIONS

Parameter Name	Units	No	Status	Linit	Value	Penalty	Useit	*	
Nesel Generator No.1 Reactive Power	Mont	311	obuve	value	0.14	100	Ves.	100	
iesol Generator Na 2 Roal Pawor	MW	014	ovode	velue	0.14	100	305		
arbo Generator Real Power	111	322	below.	value	0.01	100	no		
futo Generator R.P.M	rpm	256	below	velue	100	1.00	yes		
									Al 'yes'
									All 'no'
		-	1					•	INST
			Click	Click	Click	Click	Click		1. Fds

STATE TEST CONDITIONS

	State Name	No	Status	Penalty	Useit	*	
Tubo Generator Supplicated Steam Intel Valve Position 1020 CLOSED 10 yes Tarbo Generator Gland Steam Intel Valve Position 1020 CLOSED 10 yes Ejector Motive Steam Intel Valve Position 10211 CLOSED 10 yes Tarbo Generator Condensate Pump Switch Position 10251 OFF 10 yes	Exhaust Boiler Steam Outlet Valve Position	10174	CLOSED	10	yes	<u>.</u>	
Turbo Generator Gland Steam Inlet Valve Position 10209 0L0SED 10 yes Ejector Motivo Steam Inlet Valve Position 10211 CL0SED 10 yes Turbo Generator Condensate Pump Switch Position 10251 0FF 10 yes	Exhaust Boiler Superheated Steam Velve Position	10125	CLOSED	10	yes		
Ejector Motive Steem Inter Velve Position 10211 CLOSED 10 yes Turbo Generator Condensate Pump Switch Position 10251 0FF 10 yes All Yes	Turbo Generator Superheated Steam Inlet Valve Position	10205	CLOSED	10	ves		
	Turbo Generator Gland Steam Inlet Valve Position	10208	CLOSED	10	yes		
Allyos	Ejector Motive Steam Inlet Valve Position	10211	CLOSED	10	195		
State Stat	Turbo Generator Condensate Pump Switch Position	10251	OFF	10	yes		
Allina							Allyes
		8 5	13				Ali 'no'

Please contact PC Maritime for further information or for a demo.