

marine lubricants

positive impact of chevron's taro[®] ultra advanced 40 on the MV carlos fischer's operations

chevron's taro ultra advanced 40 was implemented for use on fruit juice tanker MV carlos fischer, demonstrating our dedication to providing strategic, customer-centric solutions in the maritime industry

Chevron's focus on innovation and operational reliability was recently exemplified in the successful use of Taro Ultra Advanced 40 in the operations of the MV CARLOS FISCHER. With a capacity to transport 37,000 tons of fresh and concentrated orange juice in bulk tanks, this vessel is one of the biggest fruit juice transiting carrier ships in the world. Owned by Citrosuco Europe NV, it is part of a six-vessel fleet.

Challenge and Transition

The vessel was built in 2002 and equipped with a WinGD-Sulzer 7 RTA 84 C-U engine. This engine, considered to be older in design, requires a relatively high cylinder oil feed rate (1 - 1.2 g/kWh) for mechanical reasons. Initially lubricated with Taro Ultra 70, the vessel was changed to BN 40 in 2020 to achieve



the lower sulphur content of IMO 2020 compliant VLFSO. The less favourable tribological conditions and high liner service hours called for improved detergency, but continuous application of BN 100 – Taro Ultra 100 was unfortunately not an option due to the required elevated cylinder oil feed rate. Taro Ultra Advanced 40 offered the ultimate solution: providing the required superior cleaning ability at a balanced alkalinity and oil ash level.

Results

When switching to Taro Ultra Advanced 40, piston cleanliness, stability and maintenance was possible using a single cylinder oil, despite less favourable tribological conditions and high liner service hours.

The Chief Engineer's feedback and designated scavenge port inspection results were positive, confirming Taro Ultra Advanced 40 provides an adequate and long-term solution for the specific conditions of the tanker.

"the proactive approach and ongoing guidance from chevron have been instrumental in ensuring effective operations"

Mr. Carlos De Raedt, Fleet Manager Citrosuco Europe NV



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Customer Satisfaction

Mr. Carlos De Raedt, Fleet Manager at Citrosuco Europe NV has praised the performance of Taro Ultra Advanced 40, as well as Chevron's proactive approach and ongoing guidance, which were instrumental in ensuring effective operations. "Transitioning from Taro Ultra 70 to Taro Ultra Advanced 40 was a strategic decision in response to the IMO 2020 compliant fuel changes," he said. "Initially, Citrosuco were concerned about how an older engine design would adapt, especially since it required a higher cylinder oil feed rate. The application of Taro Ultra Advanced 40 since 2023 has vielded good results, supporting the continued and safe operation of this vessel."

this demonstrates chevron's ability to deliver strategic solutions that not only address current challenges but also pave the way for a sustainable future

taro[®] ultra advanced 40 supports global emissions goals

Ongoing Support and Strategic Solutions

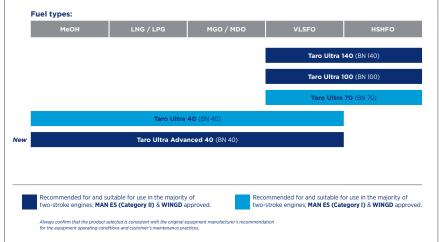
Rik Truijens, Technical Field Specialist at Chevron, emphasised the importance of consistent support and tailored solutions. "We are closely monitoring areas to ensure we continue to provide strategic solutions tailored to the customer's specific needs," he said. 'We look forward to continuing this fruitful partnership with Citrosuco."

Conclusion

The successful transition of the MV CARLOS FISCHER to Taro Ultra Advanced 40 demonstrates Chevron's ability and commitment to deliver innovative strategic solutions that address current challenges through a well-equipped portfolio.



taro[®] ultra range



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