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Flexible Turbocharging

Resilient solutions for an uncertain future

November 2026

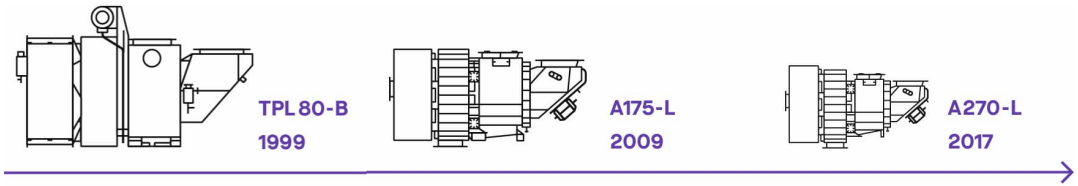
ACCX300-L

Yesterday - evolutionary improvement of turbocharging



Previously, market conditions drove an evolutionary step change in turbocharging innovation:

- Higher compression ratios
- Improved efficiency
- Increased power density
- Focused on conventional fuels



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ACCX300-L

Today - market conditions are uncertain

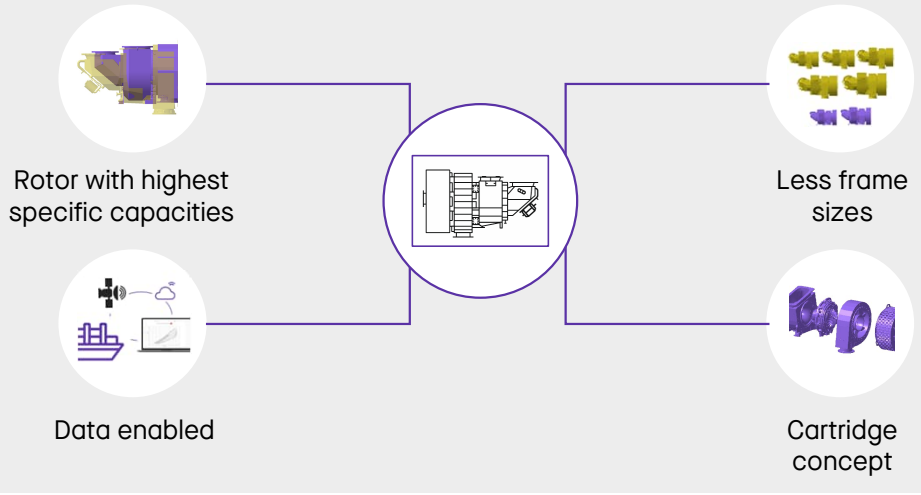
- The transition to carbon neutral fuels has started
- The type of fuel and timeframe is unclear
- Geopolitical events can disrupt market conditions at any point of time

To manage this uncertain future, shipowners/operators require flexibility.

To provide this flexibility, we combined
- the next evolution in turbocharging technology with
- a reduced number of frame sizes
- a re-thought service concept
- an enhanced flexible cut-out feature

This flexible new design intends to
support customers in their uncertain journey





Turbocharging re-imagined

ACCX300-L, designed to deliver unmatched flexibility and efficiency

Flexibility in Design

- Only 2 frame sizes (X365-L & X370-L) covering the full range
- Cartridge-based design
- More commonalities, fewer variants

Flexibility in Service

- Service during port-stay with cartridge exchange
- Service-friendly: exchange from cold (compressor) side
- Cartridge pool enabling optimal use and fewer service events

Flexibility in Operation

- Enhanced cut-out possibilities through twin arrangement
- Optimum use of component lifetime

➢ fast design upgrade over lifetime

➢ reduced maintenance cost

➢ reduced operating expenses

Dismantling | Service Events | Twin | Fits2 | Reference List

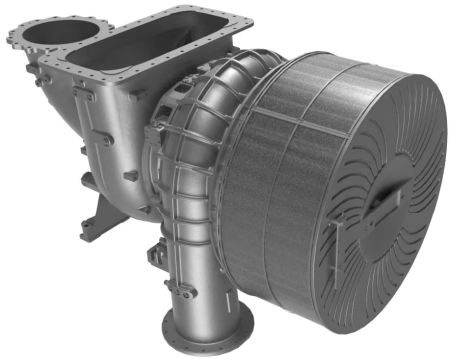
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Turbocharging re-imagined

Introducing the ACCX300-L series turbocharger for low-speed engines

A100-L / A200-L series:

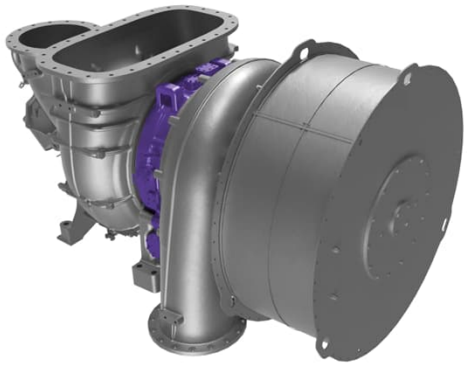
hot side



cold side

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ACCX300-L series:

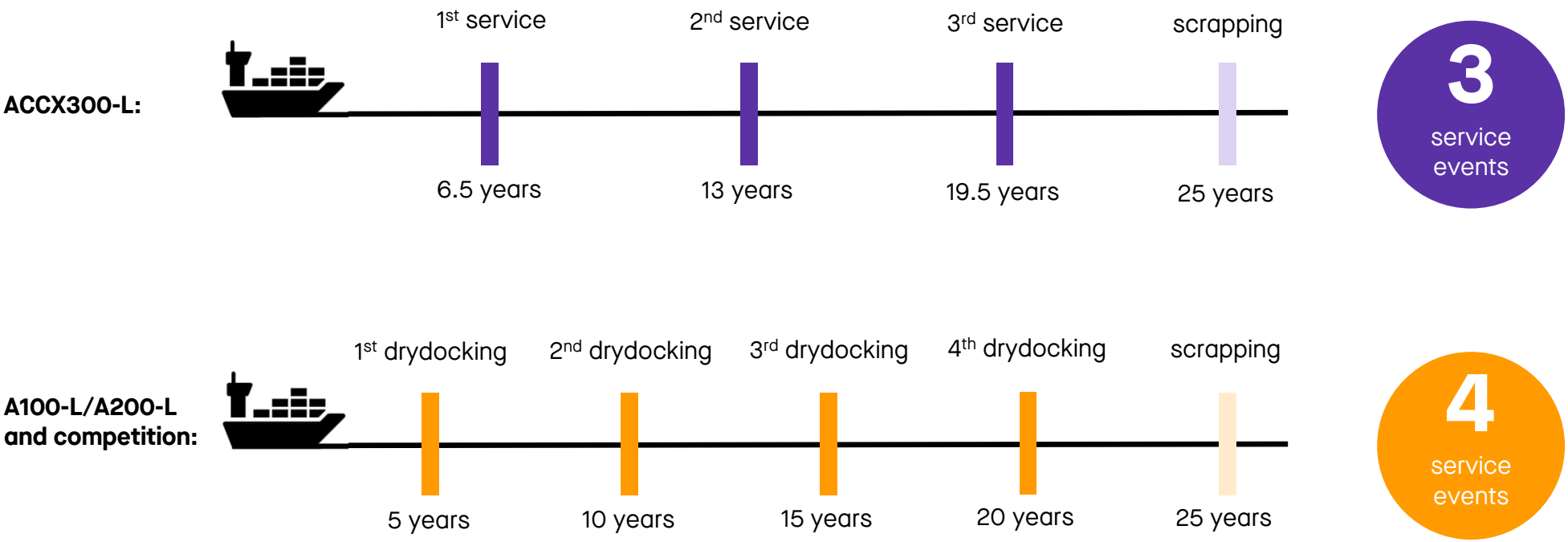


cold side

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Cartridge exchange during port stay

Optimum use of component lifetimes and reduced number of service events

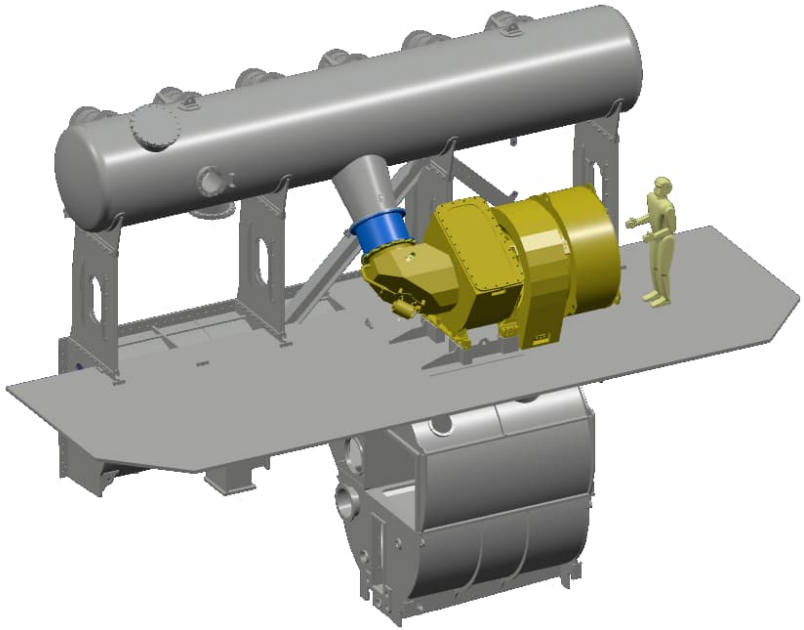


Note: assuming c. 5'500 running hours annually and disposal / scrapping after 25 years

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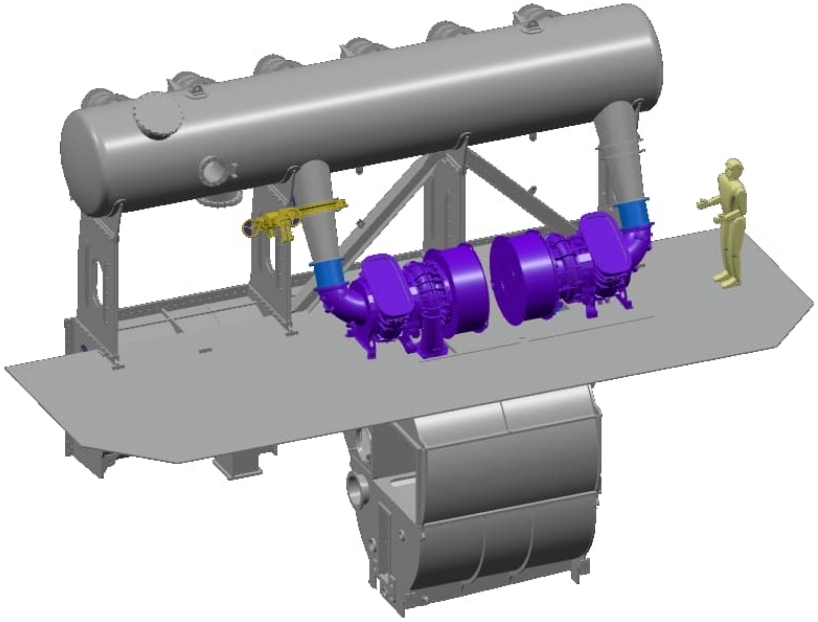
Twin arrangement

Conventional arrangement:



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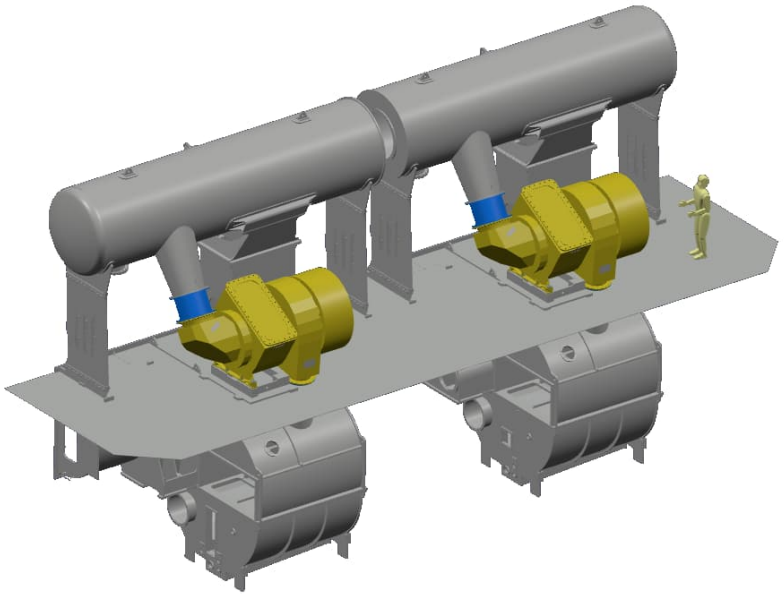
Twin arrangement:



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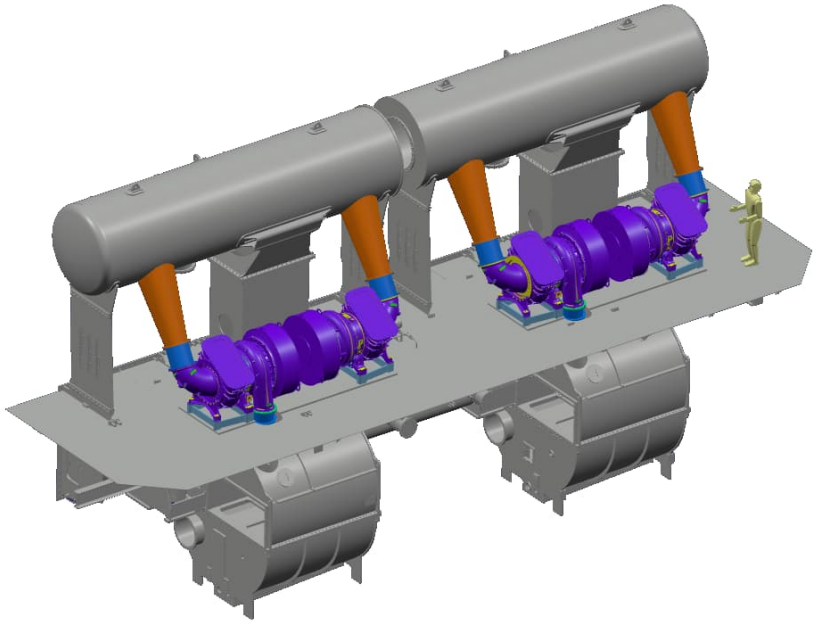
2x Twin arrangement

Conventional arrangement



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2x Twin arrangement



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2x Twin arrangement

Enhanced cut-out possibilities

turbocharger cut-out: scavenge air pressure at part load ↗

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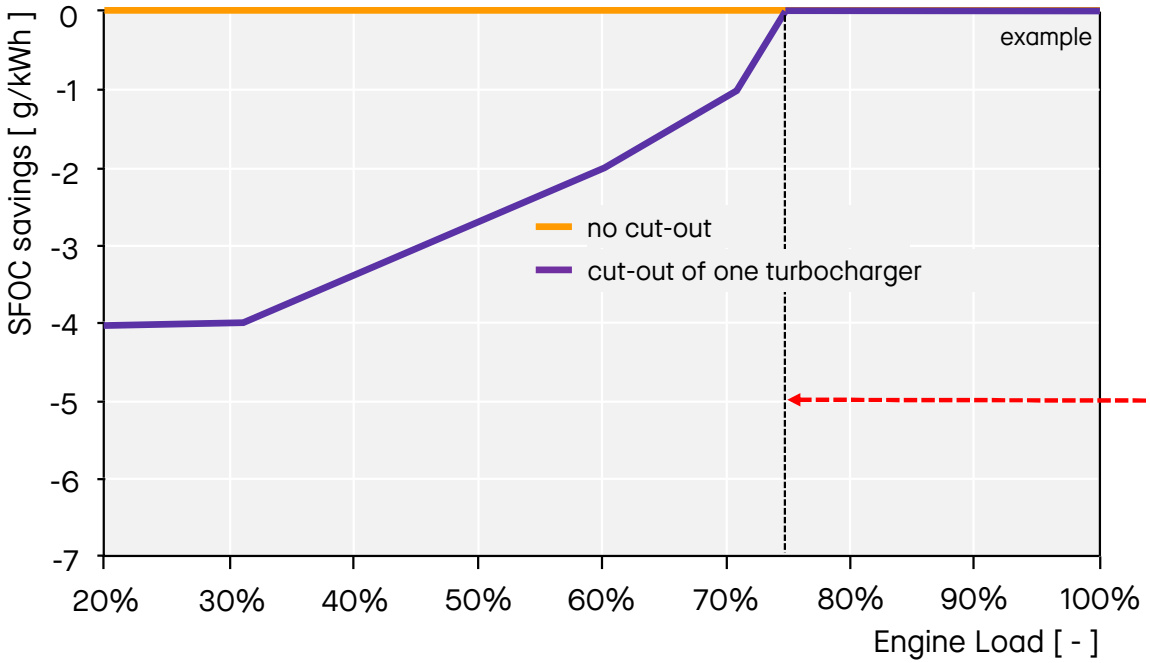
auxiliary blower switch-point ↘

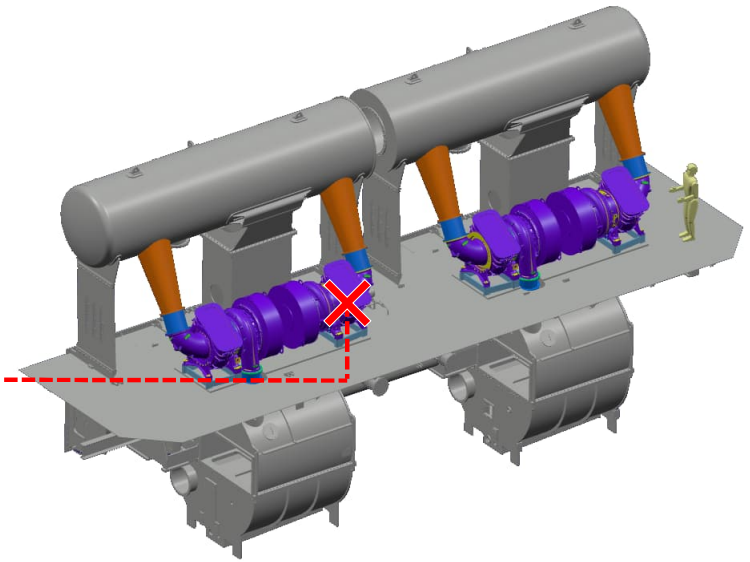
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operational flexibility ↗ engine efficiency ↗

↓

operating expenses ↘





2x twin arrangement

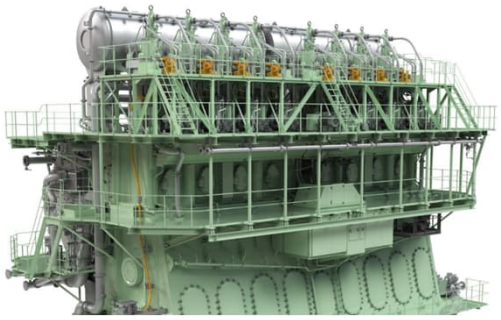
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ACCX300-L Reference List as of Oct. end 2026

30+ Ship-Owners



10 Engine Builders



20 Ship Yards



200 Turbochargers
190 Vessels
1.60 GW

Home



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Thank you!

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