



## **RENK recognized by WinGD for energy saving PTO solution**

With WinGD announcing their approval, now both big designers for two-stroke-engines list the IFPS from RENK as an add-on

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Swiss engine designer WinGD selects the Integrated Front-end Power System (IFPS) by RENK as an approved power take-off (PTO) solution for their two-stroke-engines. With the addition of WinGD's supplier certification, now both big designers for two-stroke engines recommend using IFPS as a solution to save fuel consumption thereby reducing the CO2 footprint of vessels on the seas.

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With both the EEXI for existing vessels as well as the EEDI for new ships intensifying their demands regarding fuel saving and sustainability, PTO-solutions are one important component in order to comply with the new and challenging regulations: "The solutions we are working on for our customers go much further than just fuel flexibility in the engine, such as ammonia and methanol. We also look very closely at solutions to improve overall efficiency, regardless of the fuel choice and we are happy to approve RENK as an official supplier for their IFPS PTO system", says Dr. Monika Damani, General Manager of Production Support at WinGD. Her company just recently announced a cooperation with Hyundai Heavy Industries pushing forward for new technologies.

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"The topic is more important than ever and the IFPS is a reliable, space-saving and very efficient way to make ships more sustainable", says Sven Schemmink, Maritime Sales Expert with RENK. Damani likes the approach of using energy that already exists on the ship for the power grid. This principle will make Gensets and their demands for additional fuel more and more obsolete: "Many customers ask us about solutions that save fuel and lower the CO2 emissions", says the General Manager Damani. That is not only the case for new ships and engines coming from the factories, but the IFPS is also a favorable solution for retrofits: "The IFPS can be easily attached at the accessible end of the drivetrain and does not need to be installed expensively. With its slim and space-saving design it will fit in any engine room", says Dominik Elskamp, project engineer for the IFPS with RENK.

“There are a number of positive outcomes this IFPS installation brings to our customers”, praises Damani of WinGD. As products that save fuel and CO2 are becoming more and more important, Schemmink is sure that the IFPS will be defining new standards for sustainable ship building as well as rewarding retrofits. The IFPS will bring benefits both for the operators as well as the environment. Schemmink: “With an unmatched efficiency rate of 91%, an easy scalability up to 2500 kW, a high reliability and compatibility as well as a very stable operating mode on board of the vessel, we see the IFPS as unbeatable on the market right now and in the foreseeable future.”



Sven Schemmink (Maritime Sales Expert at RENK), Dr. Monika Damani (General Manager Production Support at WinGD), Nils Oesterlen (Head of Marine at RENK) and Dominik Elskamp (Project Engineer at RENK) at SMM in Hamburg.

#### About the RENK Group:

Headquartered in Augsburg, Germany, the RENK Group is a leading global player for high-end gear units, power packs, hybrid propulsion systems, suspension systems, plain bearings, couplings and test systems. The company caters to a multiplicity of end markets, focusing especially on security and defense, energy and infrastructure. With more than 3000 employees, the RENK Group earns annual income on the high side of EUR 850 million.

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