

Press Release

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NPS Diesel and Vink Diesel introduce MARINE POWERED BY DAF: “Cleaner doesn’t mean more expensive”



Now that the inland navigation sector has to comply with the same emission standards as the industrial and agricultural sectors, transport over inland waterways is taking a big step forward. After four years of developing, the equivalence of the Euro VI DAF/PACCAR MX-11 and -13 engines adapted by NPS Diesel and Vink Diesel for inland navigation vessels is a fact. NPS and Vink marinise the standard MX engines and, therefore, they now comply with all the required standards. The compliance with the IWW Stage V emission legislation is even more than adequately achieved. The result: up to 98% reduction of nitrogen oxides, 99% less soot emission, and a fuel consumption (read CO₂ emission) that is a guaranteed 16% lower than the consumption of the previous generation of CCR2 ship diesel engines.

Cleaner, more economical and more silent

[NPS Diesel](#) and [Vink Diesel](#) are proud of the achieved result for the DAF/PACCAR Euro VI engine application for the inland navigation sector, which is available in capacities from 220 to 390 kW. The modern MX marine power sources offer the same DAF reliability as always and reduce the vibration and noise levels on board to an absolute minimum. The diesel engine and exhaust aftertreatment are so compact that even the repowering in existing, often small, engine rooms will be no problem. The extremely low fuel consumption and long maintenance intervals lead to a very short payback time. Consequently, the Euro VI engine costs less per operating hour than a comparable CCR2 engine.

Supply and demand were not aligned

“The demand for cleaner and sustainable engines for the inland navigation sector has been around for some time. However, whereas the maximum emission levels for the automotive industry have been at the highest level for years, the technological developments in shipping were lagging. In 2015, NPS and Vink decided that the time had come to change this. The decision to collaborate on making the Euro VI technology available for the inland navigation sector was made in 2016, during the Maritime Industry exhibition in Gorinchem. The decision was based on our joint passion for the technology, the - then still - future Stage V emission legislation, and the increasing awareness that inland navigation should also offer a solution-oriented contribution to the climate change issues”, says Stenn Hertgers, Sales Engineer at NPS Diesel.

Jumpstart

It is very likely that the ambitious emission step forward - CCR2 to Stage V - for the inland navigation sector will result in a shortage of available engines for the branch. New developments with the engine manufacturers were a long time coming. It was clear that no supplier was capable of supplying a marine engine that complied with the new requirements and standards. Stenn: “Our green light was the fact that the European Commission allowed the use of high-grade diesel engines from other branches in 2016.” Vink marinised the Euro VI engine and two units were installed in the MS Noord of De Klerk Werkendam. “This pilot project was then used to initiate discussions with the involved national institutions about their role in the certification process. Since 2017, with a waiver on the inspection certificate, we already commissioned over 30 Euro VI installations”, adds Sander Langenberg, Managing Director at Vink Diesel.

European Commission at the table

As a certified RDW technical services supplier, TNO carried out the inspections of the DAF/PACCAR Euro VI engines and accredited the engine as the main power source and as an auxiliary power unit for inland navigation. This was partially achieved thanks to a unique collaboration between various market parties and governments. Sander: “The title of Innovation Pusher, which we got from Philipp Troppman of the European Commission, was a wonderful compliment”.

Repowering MS La Coruna as a calling card

In 2019, a new DAF/PACCAR MX 13 390 kW engine was installed in the Canal du Nord vessel La Coruna. "The choice for the Euro VI made it technically feasible and affordable to keep our vessel operational. Our fuel consumption has dropped by over 16%, the complete installation takes up considerably less space, and the noise levels are many times lower than the old engine", explains vessel owner Thierry Vleminckx. “In light of the current developments and nitrogen issues, this is the perfect time to go green. Installing the Euro VI on board vessels offers the inland navigation modality by far the best emission performance per tonne-kilometre and that, in turn, increases our business significantly. La Coruna is ready for the future.”

In short: the Euro VI marine powered by DAF is clean, affordable, fuel-efficient, silent, low in maintenance, compact, sustainable, 100% HVO, has a short delivery period, and always complies with the latest state of technology. The best solution for inland navigation 2.0.

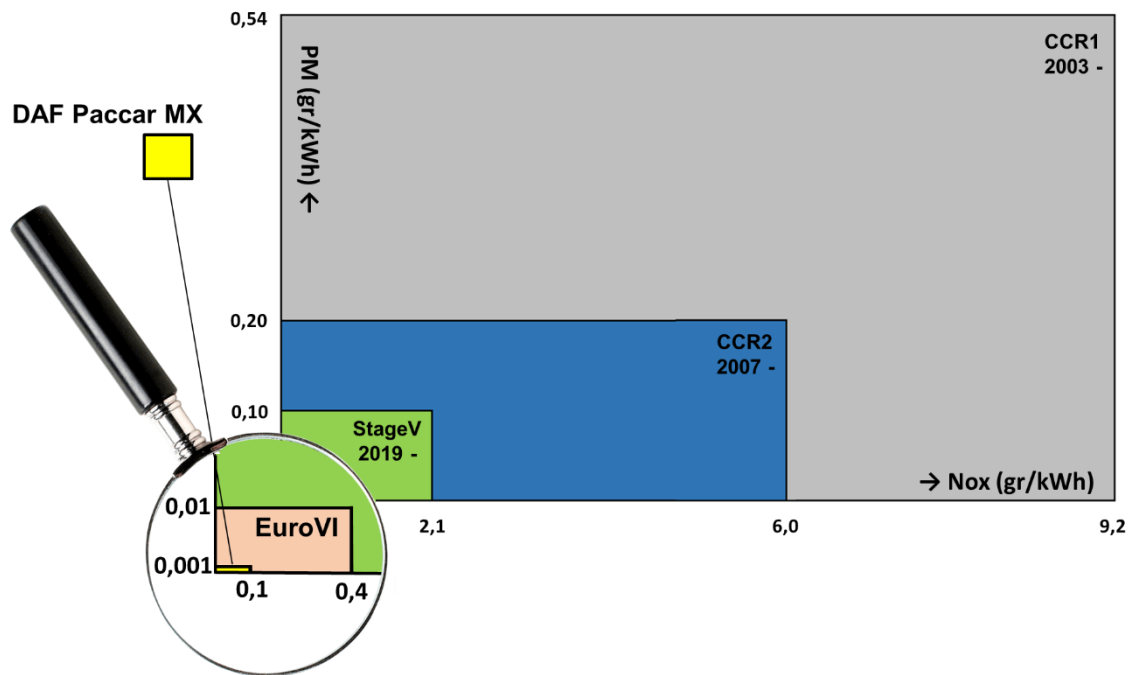


Image: the image shows the nitrogen (NOx) and soot (PM) emissions. 75% of the inland navigation marine engines used today do not yet comply with the CCR2 standard. The DAF/PACCAR Euro VI marine engines ensure an immediate and big step forward to a cleaner and sustainable inland navigation sector. Greening within the inland navigation sector, cleaner and yet even more affordable!

For more information or questions, please contact Manon Krieckaert-Nijs, Marketing & Communications NPS Diesel via m.krieckaert@npsdiesel.com or +31 (0)6 – 82 75 02 88.

Visual content

The enclosed photo can be used free of royalties.

The photo shows Sander Langenberg (Vink Diesel, on the left) and Stenn Hertgers (NPS Diesel, on the right) proudly presenting the equivalence of the Euro VI DAF/PACCAR MX-11 and -13 engines adapted by NPS Diesel and Vink Diesel for inland navigation vessels.

About NPS Diesel

NPS Diesel is *the* reliable partner for comprehensive solutions for your powertrain. From its locations in Ravenstein (NL), Pontchâteau and Antibes (FR), NPS supplies diesel engines, generators, components, training programmes, engineering and services, all under one roof. This is how we offer reliable power and control worldwide. For more information, please go to www.npsdiesel.com.

About Vink Diesel

Vink Diesel supplies diesel engines for the shipping industry and industrial use. Vink is specialised in the installation, maintenance and revision of diesel engines in ships, including all the related components. With its office and workshop right on the bank of the Merwede, the work activities can be done on-site and ships up to 100 tons can be hauled ashore. Please go to www.vinkdiesel.nl for more information.