Azipod® VI
Propulsion system for icegoing vessels
Azipod® Propulsion System Features

- Electric Propulsion System
- High Efficiency
- Excellent Manoeuvrability
- High performance
- Excellent characteristics in ice operation
- About 7 million operating hours (November 2011)
Azipod® VI – Propulsion unit for icegoing vessel

- Freely 360 degrees rotating thruster without gears
- Electric motor inside the pod
- Fixed pitch stainless steel
- Open pulling propeller
- Framed and rigid steel structure to match high ice class requirements
- Short and rigid shaftline
Superior operation in ice

- Motor overtorque to match ice operation needs
- Full torque at low RPMs
- No need for a nozzle propeller
- Suitable for bow first and stern first icebreaking (DAS, Double Acting Ship)
- Full torque available also in reverse RPMs
Typical propulsion motor dimensioning

Drive and motor torque—RPM capacity

- Additional cyclic torque for icebreaking
- Constant torque
- Curve of constant power
- Propeller curve bollard pull
- Propeller curve free running

Motor torque vs. Propeller RPM graph.
Azipod® VI products

Frame size selection will be done always based on project requirements, ice class, propeller diameter, optimizing point, etc.
Azipod® in icebreaking vessels

- References with power range from 0.5 to 16 MW per unit
- References in single Azipod and twin Azipod installations
- References with all major classification societies and ice classes
- References with wide range of different ship types
- References of DAS concept
Units delivered or on order 47 pcs
Total number of vessels (≥ 1A Super ice class) 28

- Icebreakers 5 (Ice10 IB, 1A Super)
- Ice going tankers 10 (RMR LU6/LU7, 1A Super)
- Arctic container vessel 5 (RMR LU7)
- Ice breaking supply vessels 6 (Ice 10 IB, Ice 15 IB)
- Ice breaking patrol vessel 1 (Polar Ice 10)
- Waterway service vessel 1 (1A Super)
Power and productivity for a better world™