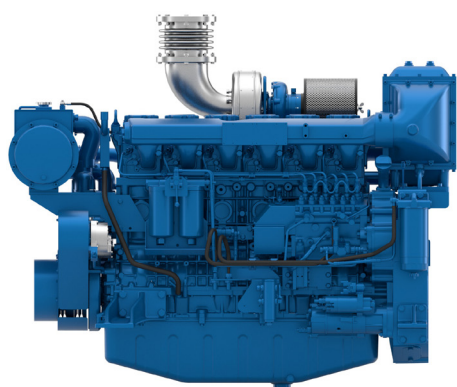




6M16

Propulsion Diesel Engine



Number of cylinders	6 in line
Bore and stroke (mm)	126 X 130
Total displacement (L)	9.7
Compression ratio	17/1
Engine rotation	counter clockwise
Idle speed (rpm)	650
Flywheel	SAE 1
Flywheel housing	SAE 14"

Customer benefits

Genuine marine design, our engine is designed specifically for Marine applications with Marine components

Global environment care with low exhaust emissions at any running cycle

Simple technology with mechanical injection

Life cycle cost efficiency with extended MTBO, modular concept reducing number of components and interfaces

Rated power - Fuel consumption

Duty	kW	HP	RPM	Fuel consumption			IMO
				Optimum value	Rated power		
				g/kWh	g/kWh	l/h	
P1	240	326	2100	214	218	61	II
P2	264	359	2100	216	225	69	II

	P1	P2
Application	Unrestricted Continuous	Continuous (Heavy)
Engine load variations	Not important	Important
Average Engine load factor	80-100%	30-80%
Annual working time	More Than 5000 H	3000 -5000 H
Time at full load	Unlimited	8h Each 12h

P1 Continuous Duty

- Deep sea trawlers
- Shrimps trawlers
- Sea going tug boats
- River tug boats
- Push boats
- Freighters
- Dredges
- LCT
- Ferries

P2 Heavy Duty

- Deep sea trawlers
- Shrimps trawlers
- Sea going tug boats
- River tug boats
- Push boats
- Freighters
- Dredges
- LCT
- Ferries

P3 Intermittent Duty

- Seasonal passenger vessels
- Fishing boats
- Pilot boats
- Commercial pleasure boats
- Pump boats
- Displacement sailboats
- Trawlers
- Bow thrusters

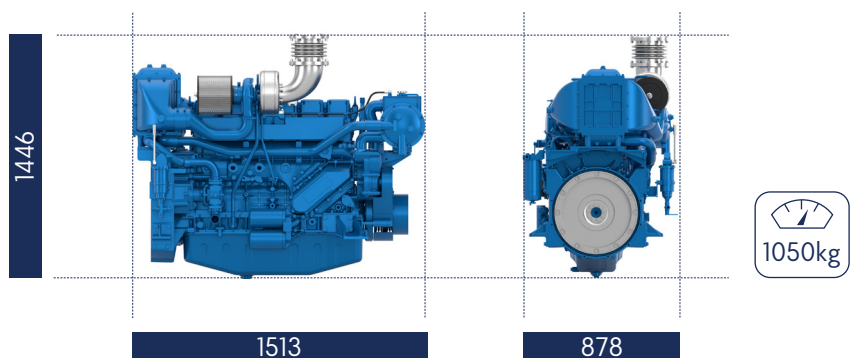
P4 Light Duty

- Private pleasure boats
- Multi-hull pleasure boats
- Survey or rescue fast vessels
- Military fast vessels.

P5 High performance Duty

- Private pleasure boats
- Multi-hull pleasure boats

Dimensions and dry weight (mm/kg)



Standard equipment

Engine & Block

Cast iron cylinder block, with replaceable cylinder liners
 Separate cast iron cylinder heads
 Replaceable valves guides and seats
 Steel forged crankshaft with 7 bearings
 Lube oil cooled light alloy piston with 3 high performance piston rings

Cooling System

Fresh / raw water heat exchanger with integrated thermostatic valves and expansion tank
 Cast iron centrifugal fresh water pump, mechanically driven
 Bronze self-priming raw water pump, mechanically drive

Lubrication System

Full flow screwable oil filters
 Fresh water cooled lube oil cooler

Fuel System

In line injection pump with flanged mechanical governor
 Double wall injection bundle
 Duplex fuel filters replaceable engine running
 Water separator

Intake Air & Exhaust System

Insulated exhaust gas manifold
 Turbo blower with insulated turbine housing
 Low water temperature cooled intake air cooler

Electrical System

Voltage: 24Vcc
 Electrical starter on flywheel crown
 35A battery charger

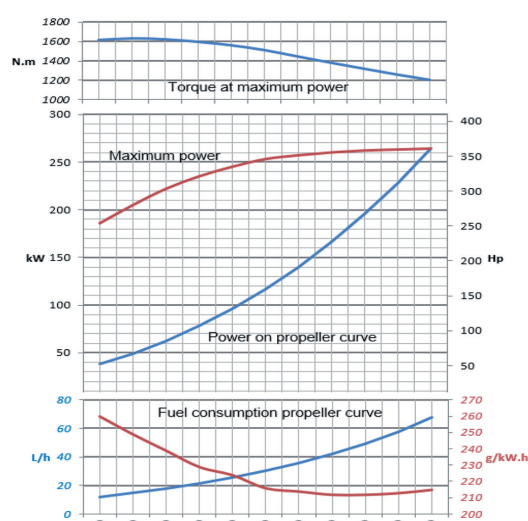
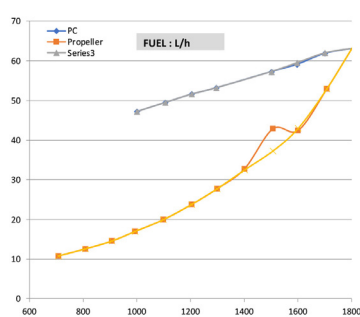
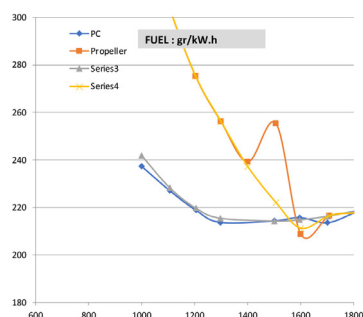
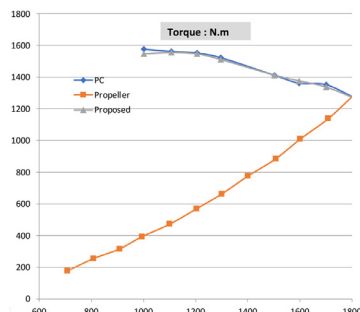
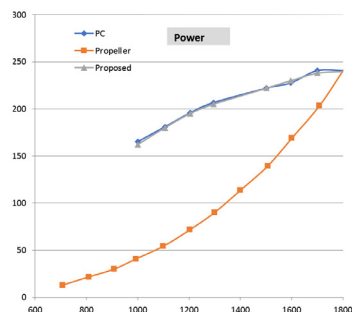
Optional Equipment

Cooling system adapted for box / keel cooling
 Connection for emergency raw water circuit Resilient mounts under engine
 Bilge pump
 Air starter
 Exhaust water injection after turbocharger
 Resilient mounts under engine
 Free end PTO

Performance

P1 - 240kW - 326hp @2100rpm

P2 - 264kW - 360hp @2100rpm



Power definition

(Standard ISO 3046/1 - 1995 (F))

Reference conditions

Ambient temperature	25°C / 77°F
Barometric pressure	100 kPa
Relative humidity	30%R
Raw water temperature	25°C / 77°F

Fuel oil

Relative density	0,840 ± 0,005
Lower calorific power	42 700 kJ/kg
Consumption tolerances	+ 5%
	(DIN ISO 3046-1)
Inlet limit temperature	35°C / 95°F

Our ratings also comply with classification societies maximum temperature definition without power derating.

Ambient temperature	45°C / 113°F
Raw water temperature	32°C / 90°F