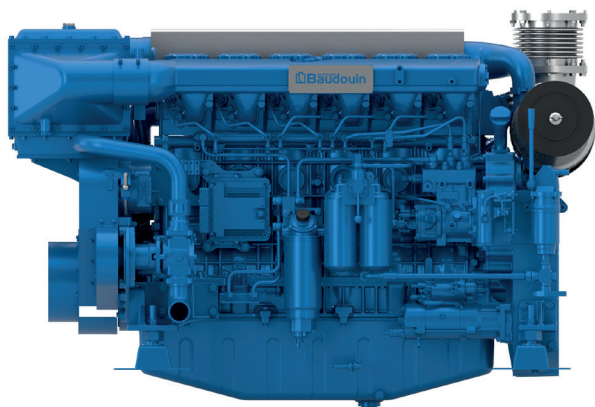




6M19.3

4 Stroke Diesel Engine, Direct Injection



Number of cylinders	6 in line
Bore and stroke (mm)	126 x 155 mm
Total displacement (L)	11.6
Engine rotation	Counterclockwise
Idle speed	600 rpm
Flywheel housing	SAE 1
Flywheel	SAE 14"
Common-rail injection	

Customer benefits

Continuous compact power with reference performances in its category

Global environment care with low exhaust emissions

Best in Class fuel consumption at any load profile

Life cycle cost efficiency with extended mean time between overhauls (MBTO)

Rated power - Fuel consumption

Duty	kW	HP	RPM	Fuel Consumption		IMO	CCNR	CE97/68
				g/kWh	l/h			
P1	331	450	1800	199	78	II	II	IIIA
P2	368	500	2100	209	91	II	II	IIIA
P3	404	550	2100	213	101	II	II	IIIA
P4	425	578	2200	223	113	II	II	-

	P1	P2	P3	P4
Application	unrestricted continuous	continuous	intermittent	high performance
Engine load variations	very little or none	continuous	important	very important
Average engine load factor	80% to 100%	30% to 80%	50%	30%
Annual working time	more than 5000h	3000 to 5000h	1000 to 3000h	less than 1000h
Time at full load	unlimited	8h each 12h	2h each 12h	1h each 12h

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

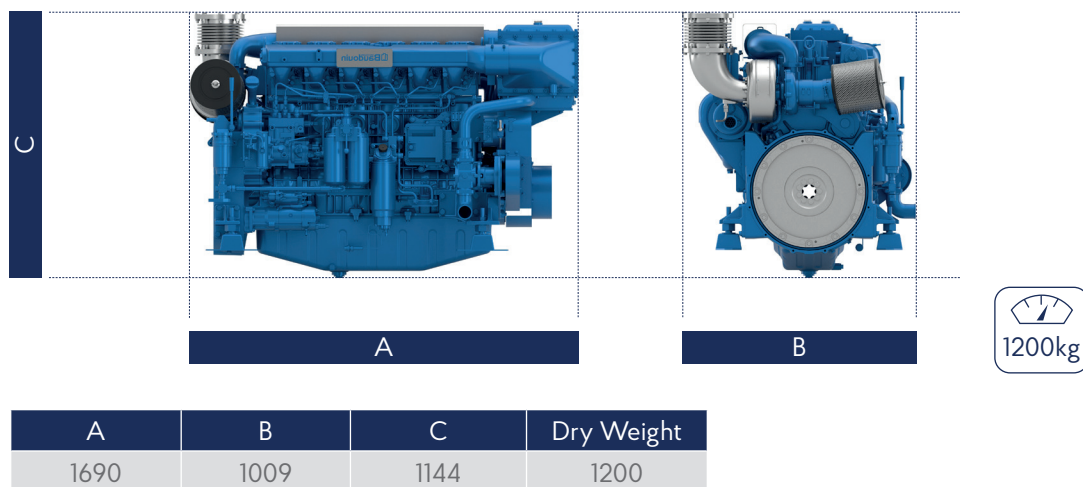
Fuel oil

Relative density	0,840 ± 0,005
Lower calorific power	42 700 kJ/kg
Consumption tolerances	0 ± 5%
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

Dimensions and dry weight (mm/kg)



Standard equipment

Engine and block

Cast iron cylinder block, with replaceable cylinder liners
 Separate cast iron cylinder heads equipped with 4 valves
 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 driven

Lubrication system

Full flow duplex type oil filters
 Fresh water cooled lube oil cooler plate type

Fuel system

Electronic common-rail injection
 Double wall injection bundle with alarm and leakage collector
 Duplex fuel filters replaceable engine running
 Water separator

Intake air and exhaust system

Exhaust gas manifold cooled by the engine fresh water
 Dry turbo blower insulated
 Low water temperature cooled intake air cooler

Electrical system

Voltage: 24V CC
 Electrical starter on flywheel crown
 35A battery charger
 Wheelhouse control panel

Optional equipment

Cooling system adapted for box/keel cooling
 Connection for emergency raw water circuit Bilge pump
 Promachined free end PTO
 Resilient mounts under engine
 Exhaust water injection after turbocharger
 Electronic fuel transfer pump