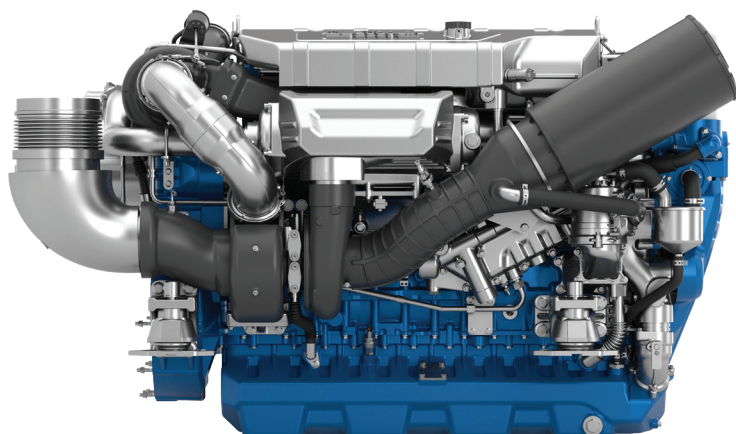




6F21

Common rail diesel engine, 2-stage turbocharging



Number of cylinders	6
Bore and stroke	127 x 165 mm
Total displacement	12.5 L
Engine rotation	Counterclockwise
Idle speed	700rpm
Flywheel housing	SAE 1
Flywheel	SAE 14"

Customer benefits

Genuine marine design - our engine is designed specifically for marine applications with marine components, such as individual cylinder heads that make maintenance easy even in the smallest of engine rooms

Continuous compact power - best in class for power output at P3 & P4 and co-leader at P5 rating and best in class for power density throughout all 3 duty ratings

Global environment care - low exhaust emissions at any running cycle

Latest safe technology - including as a standard, double wall HP pipes and a protected rail, with fuel leak sensor, and also marine approved components and monitoring systems

Rated power - Fuel consumption

Duty	Kw	Hp	rpm	Fuel consumption g/kWh	l/h	IMO
P3	599	815	2300	220	155	II
P4	662	900	2300	223	174	II
P5	735	1000	2300	228	197	II

[EPA 3 is in progress]

	P3	P4	P5
Application	intermittent	light	high performance
Engine load variations	important	very important	important
Average engine load factor	60%	60%	60%
Annual working time	1000 to 3000h	less than 1500h	500h
Time at full load	2h each 12h	1h 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

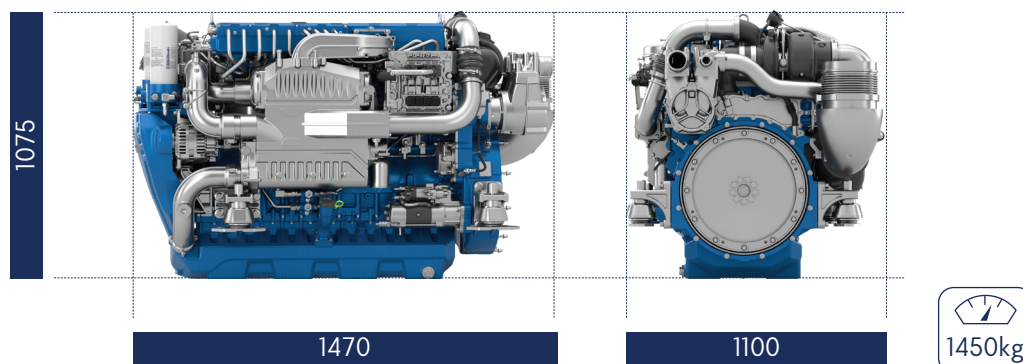
Fuel oil

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

Cooling system

Two - stage cooling circuit with built - in HT thermostatic valve
Integrated fresh water expansion tank
High efficiency tubular heat exchanger
Gear driven centrifugal raw water pump
Self priming raw water pump with bronze impeller

Lubrication system

Full flow lube oil filters duplex type
Fresh water cooled lube oil heat exchanger

Fuel system

Common-rail electronic injection
High pressure pump with shielded high pressure injection rail and pipes
Fuel oil filter duplex type
External fuel pre-filter with water separator

Intake air and exhaust system

Double flow raw water cooled intake air heat exchanger module
High efficiency dry turbocharger with ball bearing technology
Two Stage Turbocharging system

Electrical system

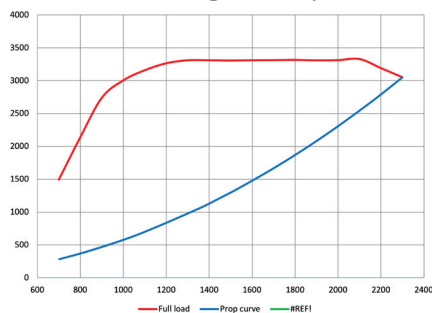
Voltage: 24V DC insulated
Electrical starter
190A battery alternator

Optional equipment

Rigid mounting
Water injection exhaust
Closed circuit venting
SAE A Live PTO
Front PTO 1000N.m
Cabin heating connections
Fresh water pre-heater 120V & 240V
Gearbox oil draining
GOC adj. raw water connection

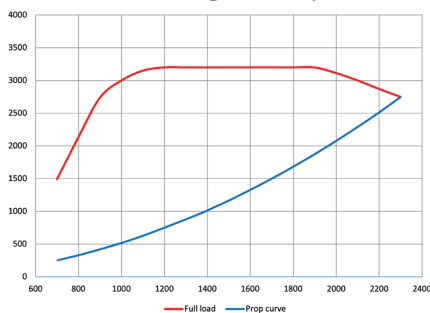
Performance - P5

6F21 P5 735@2300 - Torque



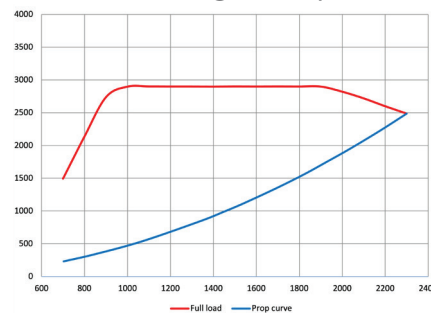
Performance - P4

6F21 P4 662@2300 - Torque

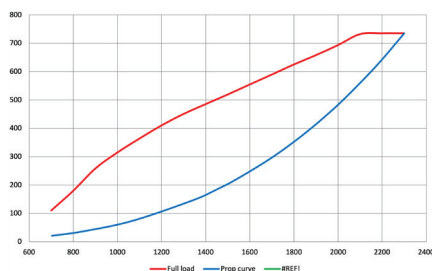


Performance - P3

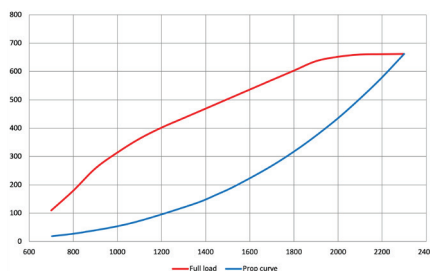
6F21 P3 588@2300 - Torque



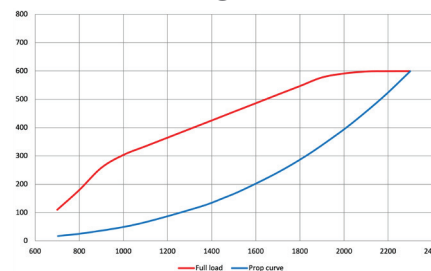
6F21 P5 735@2300 - Power



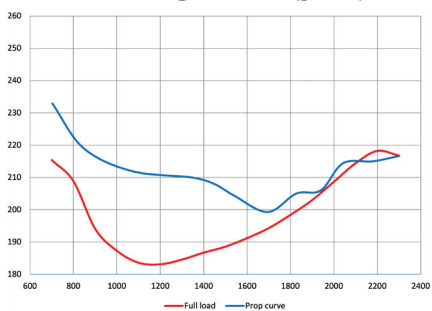
6F21 P4 662@2300 - Power



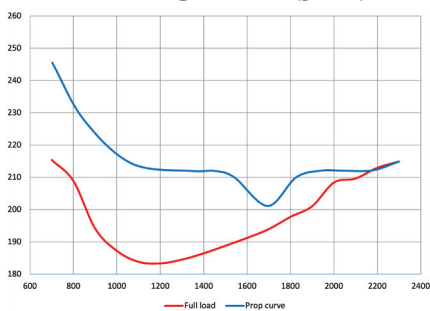
6F21 P3 588@2300 - Power



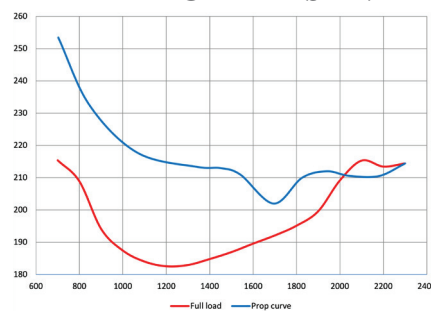
6F21 P5 735@2300 - BSFC (g/kWh)



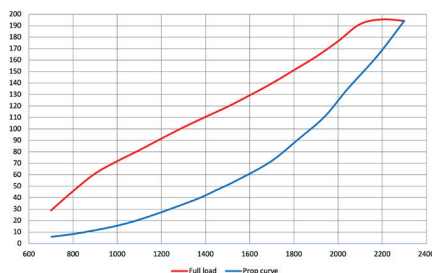
6F21 P4 662@2300 - BSFC (g/kWh)



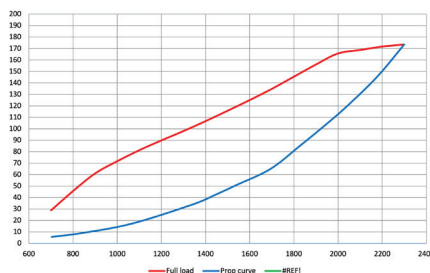
6F21 P3 588@2300 - BSFC (g/kWh)



6F21 P5 735@2300 - BSFC (L/H)



6F21 P4 662@2300 - BSFC (L/H)



6F21 P3 588@2300 - BSFC (L/H)

