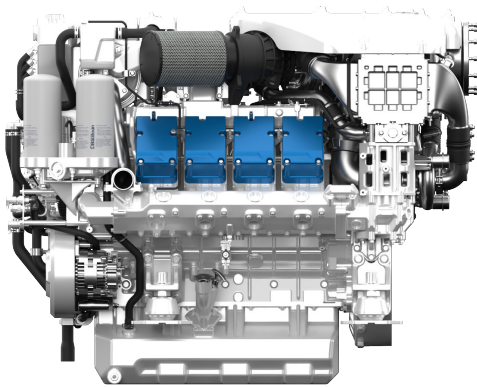


8F21

Common rail diesel engine, 2-stage turbocharging

Common rail diesel engine,
2-stage turbocharging



Number of cylinders	8
Bore and stroke (mm)	127 x 165
Total displacement (L)	16.7
Engine rotation	counter clockwise
Idle speed	700
Flywheel	SAE 14"
Flywheel housing	SAE 1

Customer benefits

Most advanced Common Rail technology and high-end injection system (2200 bar), key to achieve strict emissions regulations and competitive performances

Highly efficient turbochargers optimized to operate with high performance keeping fuel consumption under control

Individual cylinder heads allowing easy maintenance

Key components made of highly reliable materials.

Rated power - Fuel consumption

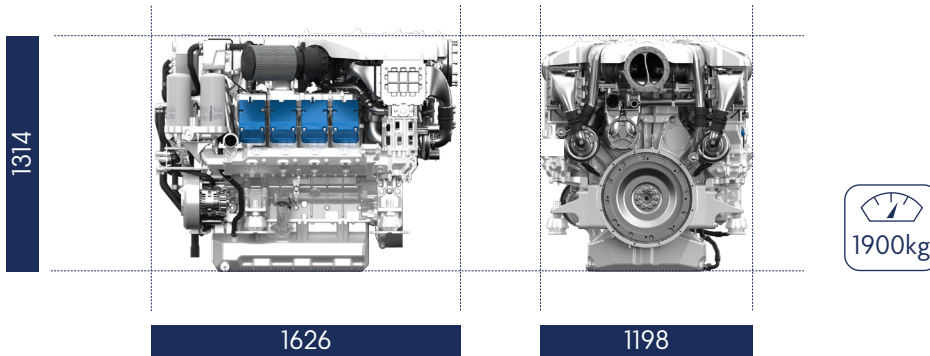
Duty	kW	HP	RPM	Fuel consumption			IMO
				Optimum value	Rated power		
				g/kWh	g/kWh	l/h	
P5	1000	1360	2300	204	223	274	II

	P5
Application	High performance
Engine load variations	Important
Average Engine load factor	60%
Annual working time	500h
Time at full load	1h each 12h

P5 High performance Duty Typical applications:

- Private pleasure boats
- Multi-hull pleasure boats

Dimensions and dry weight (mm/kg)



Standard equipment

Engine & Block

Cast iron cylinder block
Separate cast iron cylinder heads
Replaceable valves guides and seats
Steel forged crankshaft with 5 bearings
Lube oil cooled light steel piston with 3 high performance piston rings

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

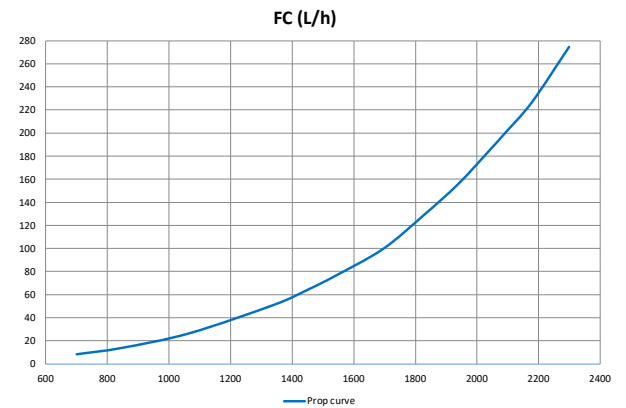
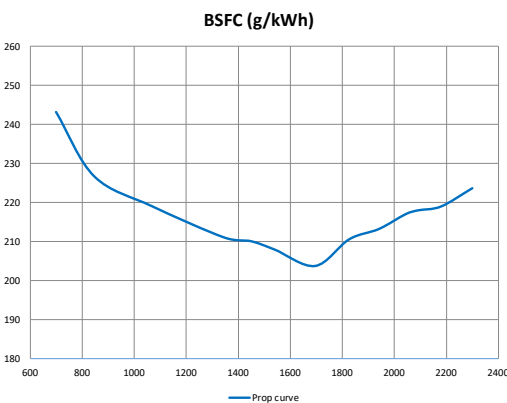
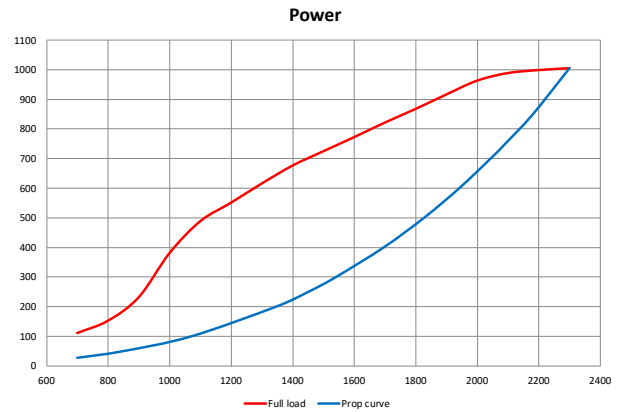
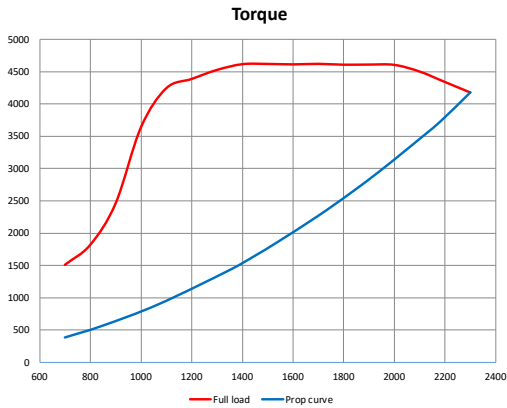
Double flow raw water cooled intake air heat exchanger module
High efficiency dry turbocharger with ball bearing technology
Two Stage Turbocharging system

Electrical System

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

Performance

P5 - 1000 kW - 2300 rpm



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