

**General**

In-line four stroke diesel engine with direct injection.

Number of cylinders		4
No of valves		2
Displacement, total	litres in <sup>3</sup>	4,76 290,7
Firing order		1-3-4-2
Rotational direction, viewed towards flywheel		Anti-clockwise
Bore	mm in	108 4,25
Stroke	mm in	130 5,12
Compression ratio		17,6
Idling speed	rpm	775 ± 25
Rated speed	rpm	2300
Propeller selection range	rpm	2275-2325

<b>Performance</b>	<b>Rating</b>	<b>r/min</b>	<b>1000</b>	<b>1200</b>	<b>1500</b>	<b>1800</b>	<b>1900</b>	<b>2100</b>	<b>2300</b>			
Crankshaft power 1), 5)	2	kW	47	63	91	100	103	110	118			
		hp	64	86	124	136	140	150	160			
Propellershaft power 1) (At full load)	2	kW	46	61	88	97	100	107	114			
		hp	62	83	120	132	136	145	156			
Propellershaft power at prop.load x <sup>2,5</sup>	2	kW	14	22	39	62	71	91	114			
		hp	19	30	53	84	96	123	155			
Propellershaft power at prop.load x <sup>3</sup>	2	kW	9	16	32	55	64	87	114			
		hp	12	22	44	75	87	118	155			
Torque at crankshaft 2)	2	Nm	449	501	579	531	518	500	490			
		lbf ft	331	370	427	391	382	369	361			
Mean piston speed		m/s	4,3	5,2	6,5	7,8	8,2	9,1	10,0			
		ft/s	14,2	17,1	21,3	25,6	27,0	29,9	32,7			
Effective mean pressure 2)	2	MPa	1,18	1,32	1,53	1,40	1,37	1,32	1,29			
		psi	171,7	191,8	221,7	203,0	198,1	191,4	187,4			

1) ISO 3046, fuel temp 40°C.

ISO 8665 (=SAE J 1228=ICOMIA 28-83)

2) At power according to 1).

3) If reverse gear is used, 4% in heat rejection will be added for its oil cooler.

4) Acc. to ISO 3744

5) At installed back pressure

<b>Fuel system</b>	<b>Rating</b>	<b>r/min</b>	<b>1000</b>	<b>1200</b>	<b>1500</b>	<b>1800</b>	<b>1900</b>	<b>2100</b>	<b>2300</b>			
Specific fuel consumption 2)	2	g/kWh	225	215	205	202	202	206	210			
		lb/hph	0,36	0,35	0,33	0,33	0,33	0,33	0,34			
Fuel consumption at prop. load x <sup>2,5</sup>	2	l/h	4	6	10	15	17	22	29			
		US gal/h	1,0	1,5	2,5	3,9	4,5	5,9	7,5			
Fuel consumption at prop. load x <sup>3</sup>	2	l/h	2	4	8	13	15	21	29			
		US gal/h	0,6	1,1	2,1	3,5	4,1	5,6	7,5			
Fuel consumption at full load	2	l/h	13	16	22	24	25	27	30			
		US gal/h	3,3	4,3	5,9	6,4	6,5	7,1	7,8			

<b>Intake and exhaust system</b>	<b>Rating</b>	<b>r/min</b>	<b>1000</b>	<b>1200</b>	<b>1500</b>	<b>1800</b>	<b>1900</b>	<b>2100</b>	<b>2300</b>			
Specific exhaust heating effect in percent of crankshaft power	2											
	2											
Exhaust temperature (at the exhaust pipe connecting flange after the turbo charger?)	2	°C	430	440	450	390	380	360	350			
		°F	806	824	842	734	716	680	662			
Permitted back pressure in the exhaust line at rated speed. (Installed back pressure)		kPa								Max	5,7	
		psi									0,8	
Engine air consumption at 25°C / 77°F atmospheric pressure 100kPa and relative humidity 30%	2	m <sup>3</sup> /min			6	6,8	7,5	8,8	9,8			
		cu.ft./min			212	240	265	311	346			
Exhaust gas flow (behind turbine)	2	m <sup>3</sup> /min			15	19,3	20,3	21,7	23,2			
		cu.ft./min			530	683	718	765	818			

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<b>Cooling system</b>	<b>Rating</b>	<b>r/min</b>	<b>1000</b>	<b>1200</b>	<b>1500</b>	<b>1800</b>	<b>1900</b>	<b>2100</b>	<b>2300</b>			
Heat rejection to after cooler in percent of crankshaft power.	2	%			23	25	28	29	30			
Cooling water heating effect incl. oil cooler in percent of crankshaft power 3).	2	%			73	83	82	91	101			
Highest permissible pressure drop in outer circuit at keel cooling.		kPa In H <sub>2</sub> O	50 201									
Sea water pump flow.		l/min cu.ft/min			110,0 3,9	130,0 4,6	135,0 4,8	145,0 5,1	160,0 5,7			
Cooling water circulation pump flow		l/min cu.ft/min			120,0 4,2	140,0 4,9	145,0 5,1	155,0 5,5	170,0 6,0			
Max permissible temperature on fresh water circulation outlet from the engine		°C °F	105 221									
Coolant volyme in engine with raw water.		litres U.S. gal.	21 5,55									
Thermostat, start open at		°C °F	87 189									
Thermostat, fully open at		°C °F	102 216									

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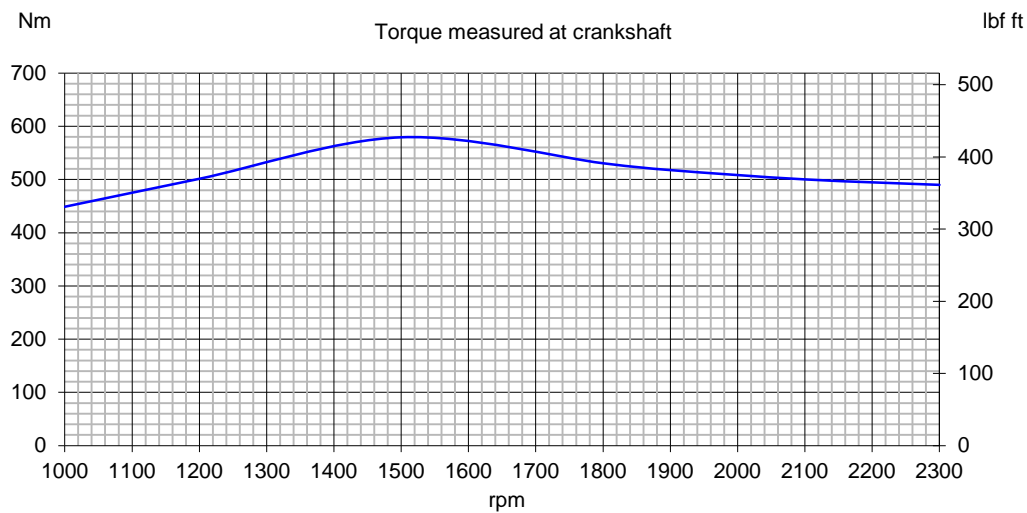
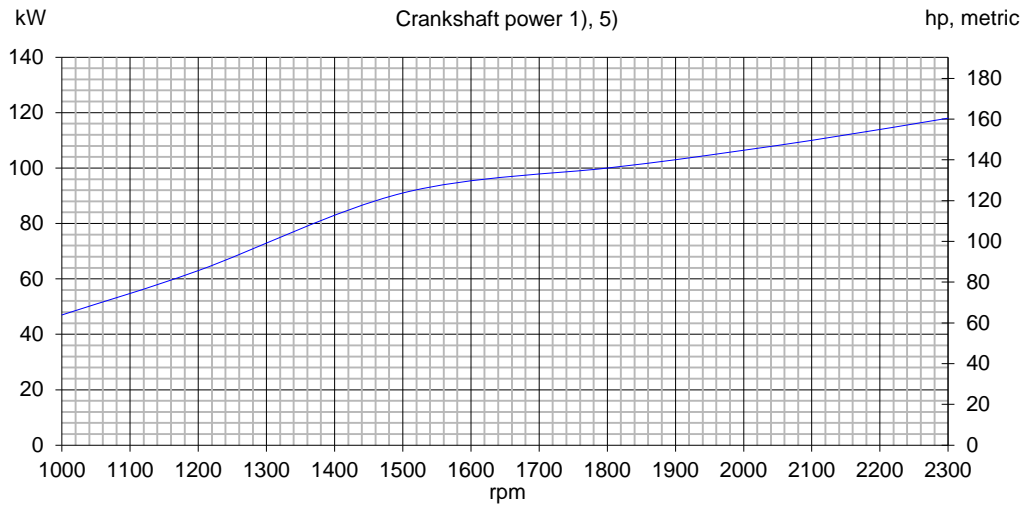
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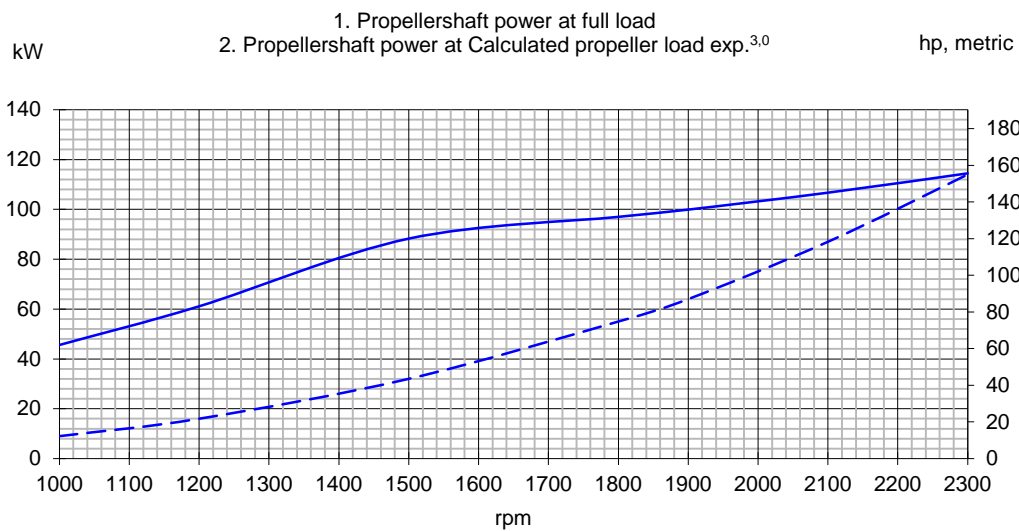
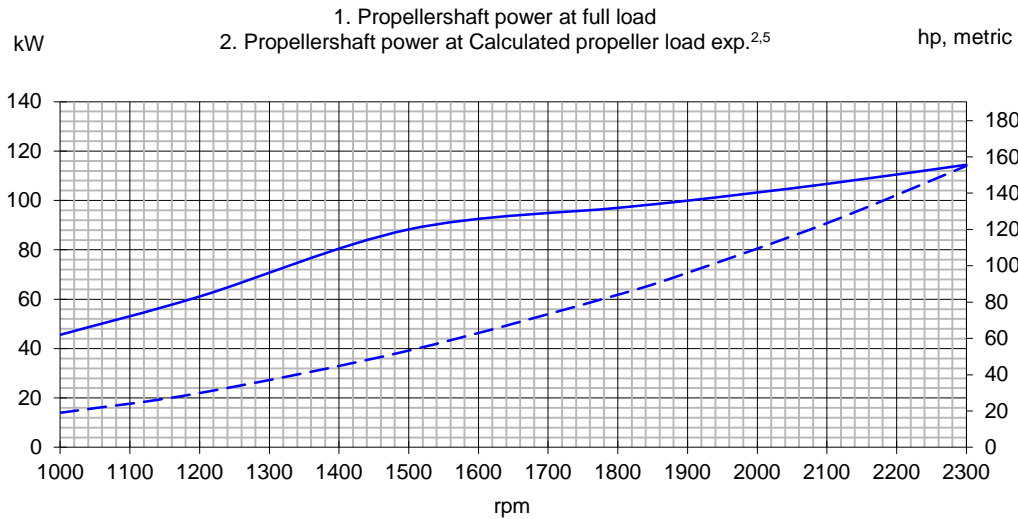
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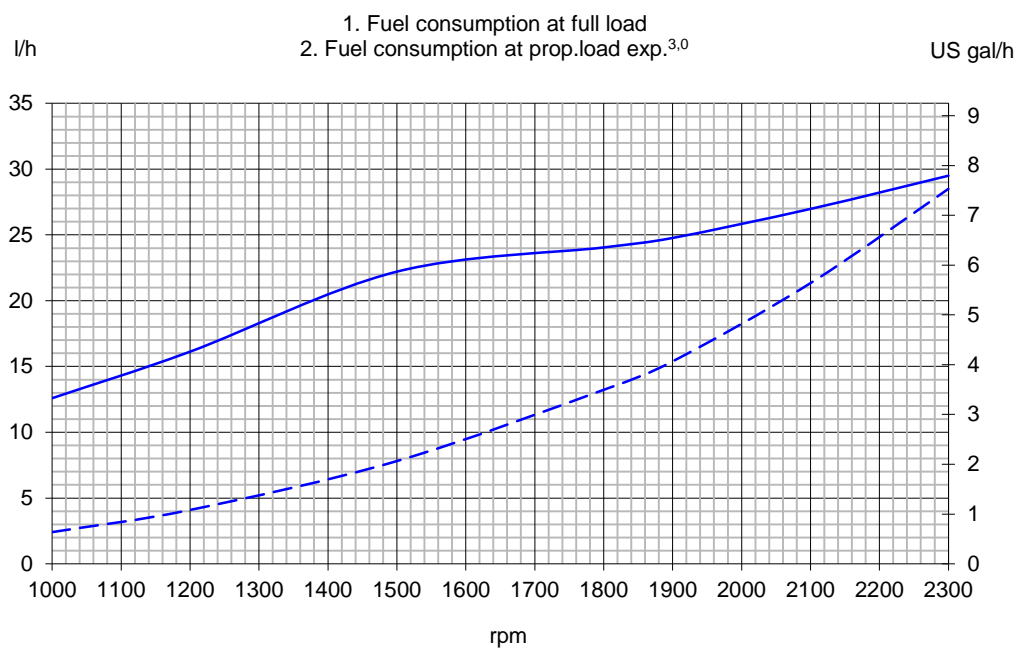
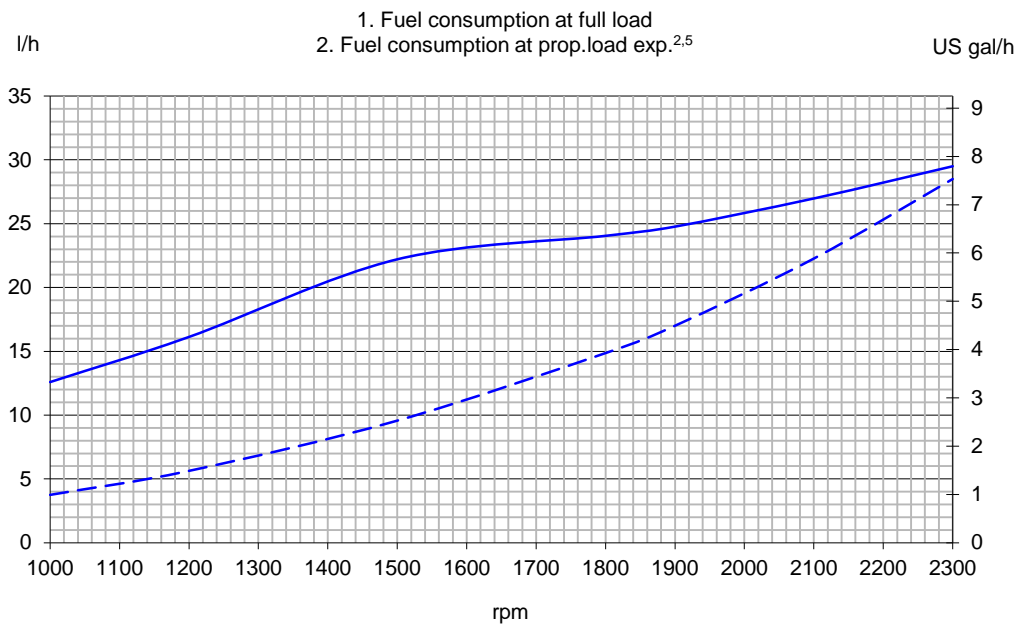
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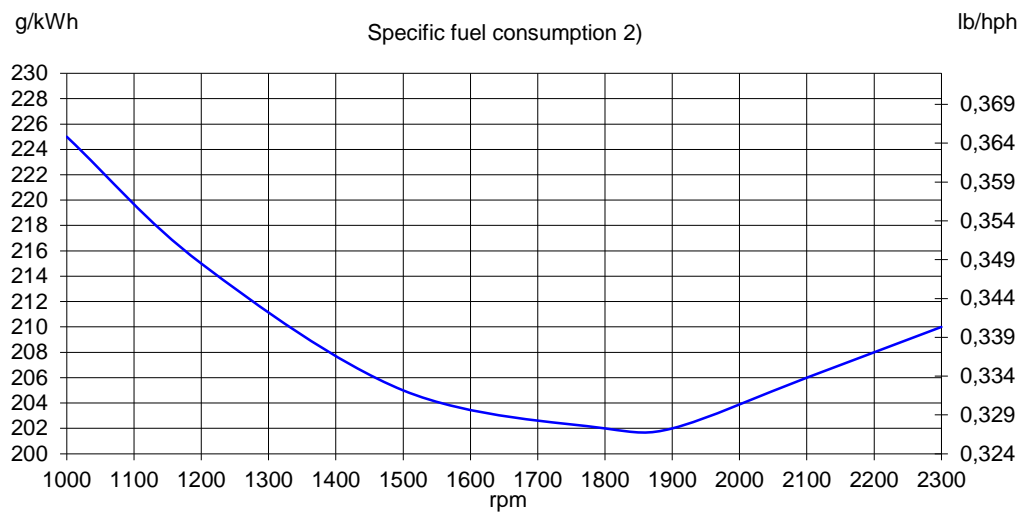
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