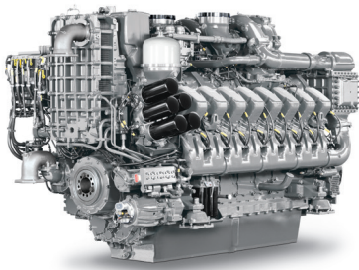




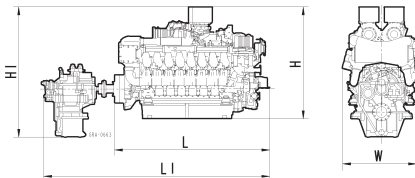
Marine

DIESEL ENGINES 16V 4000 M63R/M63/M63L

for vessels with unrestricted continuous operation (1A)



16V 4000	Dimensions (LxWxH) mm (in)	Mass, dry kg (lbs)
M63R/M63/ M63L	2990x1850x2070 (117.7x72.8x81.5)	8590 (18938)
16V 4000-with stand. gearbox	Dimensions (L _x WxH ₁) mm (in)	Mass, dry kg (lbs)
M63R/M63/ M63L	4870x1850x2860 (191.7x72.8 x112.5)	12375 (27282)



Typical applications: Fast yachts, fast patrolboats, police craft and fire-fighting vessels

Optional equipment and finishing shown. Standard may vary.

Engine type		16V 4000 M63R	16V 4000 M63	16V 4000 M63L
Rated power ICFN	kW	1920	2000	2240
	(bhp)	(2575) ²⁾	(2680) ³⁾	(3004)
Speed	rpm	1600	1800	1800
No. of cylinders		16	16	16
Bore/stroke	mm (in)	170/210 (6.7/8.3)	170/210 (6.7/8.3)	170/210 (6.7/8.3)
Displacement, total	l (cu in)	76.3 (4656)	76.3 (4656)	76.3 (4656)
Flywheel housing		SAE 00	SAE 00	SAE 00
Gearbox model, standard		WAF 863	WAF 863 L	WAF 863 L
Gearbox model, alternativ		ZF 9311	ZF W7615	ZF 9350
Optimization of exhaust emissions ¹⁾		IMO II/EPA 2/EU IIIA ⁴⁾	IMO II/EPA 2/EU IIIA ⁴⁾	IIIMO II/EPA 2/EU IIIA ⁴⁾

1) IMO - International Maritime Organisation (MARPOL)
EPA - US Marine Regulation 40 CFR 94
EU - Nonroad Directive 97/68/EC

2) 1840 kW with 1600 rpm available on request

3) 1920 kW with 1800 rpm available on request

4) Recognition through the RheinSchUO (CCNR)

M63 - heavy duty with high load factors up to approximately 80%

Performance & fuel consumption ¹⁾		16V 4000 M63R	16V 4000 M63	16V 4000 M63L
Fuel consumption	g/kWh	203	199	195
	l/hr	468	479.5	526.3
	gal/hr	123.6	126.7	139.1

1) Tolerance +5% per ISO 3046, Diesel fuel to DIN EN 590 with a min L.H.V. of 42800kJ/kg (18390 BTU/lb)

Standard equipment	
Starting system	Electric starter motor 24V, 2 pole
Oil system	Gear driven lube oil pump, non switchable oil filter, Centrifugal oil filter, lube oil heat exchanger, pump for lube oil extraction, opened crankcase ventilation
Fuel system	Gear driven lube oil pump, lube-oil duplex filter with diverter valve, lube-oil heat exchanger, handpump for oil extraction
Fuel system	Fuel conditioning system with water separator, Fuel delivery pump, duplex lube fuel filter with diverter valve, common rail fuel injection system with high-pressure pump, pressure accumulator and electronic fuel injection with cylinder cutout system, jacketed HP fuel lines, flame- proof hose lines, leak-off fuel tank level monitoring
Cooling system	Engine version for separate heat exchanger, gear driven coolant circulation pump
Combustion air system	Engine coolant temperature-controlled intercooler, turbocharging with 2 water-cooled turbochargers, on-engine seawater-resistant air filters
Exhaust system	Triple-walled, liquid-cooled, on-engine exhaust manifolds, 30° discharge elbow, exhaust bellows
Mounting system	Resilient mounts
Power transmission	Torsional resilient and off-set compensating coupling (Centa CX for D-Drive); Torsional resilient coupling with bearing
Auxiliary PTO	Charging generator, 120A, 28V, 2 pole
Engine management system	Engine control and monitoring system (ADEC); engine interface module - EiM, engine mounted
Engine safety system	The scope of delivery for the engine fulfils SOLAS requirements for admissible surface temperature and shielding of fuel and lube oil lines

Optional equipment	
Starting system	Coolant preheating system, air starter
Oil system	Lube oil priming system, oil level monitoring, automatic oil replenishment system, automatic lube oil filter, main and connecting rod bearing temperature monitoring
Fuel System	Switchable pre-filter with water separator in conjunction with switchable additional secondary filter
Cooling System	Coolant-to-raw water plate core heat exchanger, self priming centrifugal raw water pump, engine mounted coolant expansion tank, gear driven coolant circulation pump, raw-water connection for gearbox cooling
Combustion air system	Intake air silencer
Exhaust system	90° discharge elbow
Auxiliary PTO	Bilgepump (as secondary coolant pump), PTOs at free end of engine
Engine management system	Expansion In compliance with extended scope of monitoring (individual exhaust temperature monitoring)
Gearbox Options	Various reserve reduction gearbox models, elec. actuated, gearbox mounts, PTO for hydraulic pump at driving shaft or at mediate shaft, trolling, trailing pump, propeller shaft flange
Classification	ABS, BV, CCS, CR, DNV, GL, KR, LR, NK, RINA including necessary extensions to scope of supply

Reference conditions:

- > The rated power of the stated diesel engines corresponds to ISO 3046-1:2002 (E) and ISO 15550:2002 (E).
 - > Intake air temperature 25°C/Sea water temperature 25°C
 - > Intake air depression 15 mbar/Exhaust back pressure 30 mbar
 - > Barometric pressure 1000 mbar
 - > No power reduction at 45°C/32°C (increase fuel consumption: 2%)
- Specifications are subject to change without notice. All dimensions are approximate, for complete information refer to installation drawing.
For further information consult your MTU distributor/dealer.