Marine

**DIESEL ENGINE S60**

for vessels with low load factors (1DS)

<table>
<thead>
<tr>
<th>Engine</th>
<th>Dimensions (LxWxH) mm (in)</th>
<th>Mass, dry kg (lbs)</th>
</tr>
</thead>
<tbody>
<tr>
<td>S60</td>
<td>1842x1035x1160 (72.5x40.7x45.7)</td>
<td>1630 (3593)</td>
</tr>
<tr>
<td>Engine with Marine gearbox</td>
<td>2036x1035x1170 (80.2x40.7x46.1)</td>
<td>1941 (4279)</td>
</tr>
</tbody>
</table>

**Typical applications:** Fast yachts, fast patrolboats, police craft

Optional equipment and finishing shown. Standard may vary.

<table>
<thead>
<tr>
<th>Engine type</th>
<th>S60</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rated power ICFN kW (bhp)</td>
<td>466 - 615 (625 - 825)</td>
</tr>
<tr>
<td>Speed rpm</td>
<td>2300</td>
</tr>
<tr>
<td>No. of cylinders</td>
<td>6</td>
</tr>
<tr>
<td>Bore/stroke mm (in)</td>
<td>133/168 (5.2/6.6)</td>
</tr>
<tr>
<td>Displacement, total l (cu in)</td>
<td>14.0 (855)</td>
</tr>
<tr>
<td>Description</td>
<td>Turbocharged and aftercooled</td>
</tr>
<tr>
<td>Governor</td>
<td>Electronic DDEC IV</td>
</tr>
<tr>
<td>Port Model</td>
<td>6062HK31 (HE)</td>
</tr>
<tr>
<td>Starboard Model</td>
<td>6062HK30 (HE)</td>
</tr>
</tbody>
</table>

Engines comply with NOx Limits according to MARPOL 73/78 (IMO) Annex VI; available also acc. to EPA Emissionstandard 40CFR 94 Tier2.
### Performance & fuel consumption

<table>
<thead>
<tr>
<th>Speed</th>
<th>kW</th>
<th>g/kWh</th>
<th>l/hr</th>
<th>gal/hr</th>
</tr>
</thead>
<tbody>
<tr>
<td>rpm</td>
<td>(bhp)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2300</td>
<td>625</td>
<td>216</td>
<td>121</td>
<td>31.9</td>
</tr>
<tr>
<td>2300</td>
<td>670</td>
<td>211</td>
<td>127</td>
<td>33.5</td>
</tr>
<tr>
<td>2300</td>
<td>740</td>
<td>215</td>
<td>143.1</td>
<td>37.9</td>
</tr>
<tr>
<td>2300</td>
<td>812</td>
<td>218</td>
<td>156.7</td>
<td>41.4</td>
</tr>
<tr>
<td>2300</td>
<td>825</td>
<td>219</td>
<td>162.4</td>
<td>42.9</td>
</tr>
</tbody>
</table>

### Standard equipment

- **Diesel Engine**
- **Fuel system**
- **Engine Oil System**
- **Engine Cooling System; Heat Exchanger (HE)**
- **Air Inlet System**
- **Electrical**
- **Mounting system**
- **Marine Gear**
- **Port/Starboard; Engine Configuration**

- Water-cooled exhaust components; Flywheel housing SAE #1
- Electronic unit injection system; secondary fuel filter mounted on engine
- Dual filters mounted on engine
- Titanium plate modular heat exchanger system with integral fuel cooler; sea water cooled charge air cooler; gear driven self-priming raw water pump with 2.5" inlet
- Air intake filter with silencer and attached on breather pipe; 24V emergency air shutdown
- Starter: 24V; Alternator: 24V/100 amp, belt driven
- Resilient
- Electric shift marine gear; gear oil cooler in raw water circuit
- Accessibility for service work

### Optional equipment

- **Engine Lube System**
- **Electrical**
- **Accessory Drives**
- **Transmission**
- **Transmission Options**
- **Exhaust**
- **Electric Priming Fuel Pump**
- **Classification**

- Remote mount lube oil filters – single or double
- 12V starter; 12V alternator/130 amp; 12V Amot air shut down
- SAE A (front gear train), Front crankshaft pulley for use with V-belts
- Shallow oil pan, down angle
- Trolling valve
- Raw water cooled stainless elbow
- Mounted on primary fuel filter/water separator
- Available upon request

Reference conditions:
- Power definition according ISO 3046
- Intake air temperature 25°C/Sea water temperature 25°C
- Intake air depression 15 mbar / Exhaust back pressure 30 mbar
- Rated power available up to 45°C/32°C
- Shaft power equal to rated power x 0.97

IH – Diesel engines for fast vessels with high load factors

Standard load profile:
- Power % 100 70 15
- Time % 10 70 20

All dimensions are approximate. For complete dimensional information, refer to installation drawing provided by your authorized MTU representative.

Transmission shown represents standard option marine gear.

ICFN

I = Power to ISO
C = Continuous power output
F = Fuel stop power
N = Available power. Accessories necessary for operation, engine driven