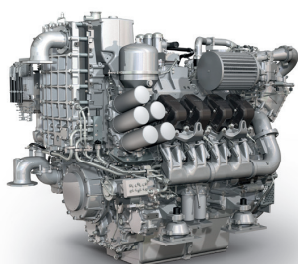




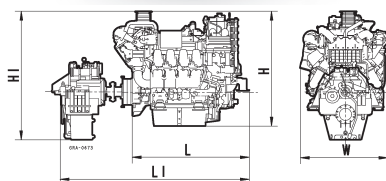
Marine

DIESEL ENGINE 8V 4000 M63

for vessels with unrestricted continuous operation (1A)



Engine	Dimensions (LxWxH) mm (in)	Mass, dry kg (lbs)
8V / M63	2040 x 1615 x 2060 (80.3 x 63.6 x 81.1)	5610 (12368)
Engine with gearbox	Dimensions (LxWxH) mm (in)	Mass, dry kg (lbs)
8V / M63 - WAF 562	3142 x 1615 x 2417 (123.7 x 63.6 x 95.2)	7117 (15690)



Typical applications: work boats, tugs, barges, ferries, governmental vessels

Optional equipment and finishing shown. Standard may vary.

Engine type		8V 4000 M63
Rated power ICFN	kW	1000
	(bhp)	(1340)
Speed	rpm	1800
No. of cylinders		8
Bore/stroke	mm (in)	170/210 (6.7/8.3)
Displacement, total	l (cu in)	38.2 (2331)
Optimization of exhaust emissions ¹⁾		IMO II/EPA 2/EU IIIA ²⁾

- 1) IMO - International Maritime Organisation (MARPOL)
EPA - US Marine Regulation 40 CFR 94
EU - EU Nonroad Directive 97/68/EC
- 2) Recognition through the RheinSchUO (CCNR)
M63 - heavy duty with high load factors up to approximately 80%

Fuel consumption ¹⁾		8V 4000 M63
at rated power	g/kWh	209
	l/hr	251.8
	gal/hr	66.5

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

Standard equipment	
Starting system	Electric starter 24 V, 2 pole
Oil system	Gear driven lube oil pump, non switchable oil filter, centrifugal oil filter, lube oil heat exchanger, opened crankcase ventilation, lube oil extraction pump
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	Dry charge air manifolds, 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, vertical discharge, exhaust bellow
Mounting system	Rigid engine mounting
Power transmission	Torsional resilient and off-set compensating coupling (Centa CX for D-Drive); torsional resilient coupling with bearing housing (Centamax for T-Drive)
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 with basic scope of monitoring, switchable oil filter with extended scope of 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, raw water connection for gearbox cooling
Combustion air system	Intake air silencer
Exhaust system	90° elbow for horizontal discharge
Engine mounting	Resilient engine mounting
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 option	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 54°C/32°C (increase fuel consumption: 2%)

Specifications are subject to change without notice.
All dimensions are approximate, for complete information refer to installations drawing. For further information consult your **mtu** distributor/dealer.