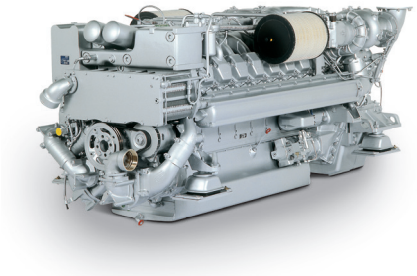
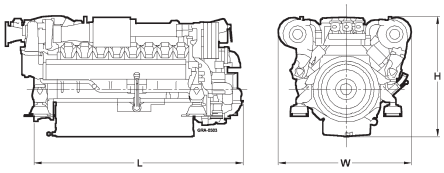
Marine

DIESEL ENGINE 16V 2000 M61

for vessels with unrestricted continuous operation (1A)





Optional equipment and finishing shown. Standard may vary.

Engine	Dimensions (LxWxH) mm (in)	Mass, dry kg (lbs)
M61	2235x1400x1290 (88.0x55.1x50.8)	3200 (7055)
Engine with gearbox type*	**Dimensions (L_1xWxH_1) mm (in)**	**Mass, dry kg (lbs)**
M61 - ZF 3050	3037x2130x2099 (119.6x83.9x82.6)	3900 (8598)

* gear ratio on request

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.

Typical applications: Work Boats, Ferries, Tugs, Barges and Large Sailing Yachts

Engine type		16V 2000 M61
Rated power ICFN	kW	800
	(bhp)	(1070)
Speed	rpm	1800
No. of cylinders		16
Bore/stroke	mm (in)	130/150 (5.1/5.9)
Displacement, total	l (cu in)	31.8 (1943)
Flywheel housing		SAE 0
Gearbox model		ZF 3050
Optimization of exhaust emissions*		IMO II/EPA 2/CCNR II
Solas compliance		Yes (without optional accessory kit)

* IMO – International Maritime Organisation
EPA – US Marine Directive 40 CFR 94
ReihnSchUO - CCNR, Stage II

A Rolls-Royce solution

Performance & fuel consumption [1]		16V 2000 M61	16V 2000 M61	16V 2000 M61
Speed	rpm	1800	1600	1200
Maximum power	kW	800	800	545
	(bhp)	1070	1070	729
Power on propeller curve (n^3)	kW	800	568	240
	(bhp)	1070	760	321
Fuel consumption	g/kWh	209	210	218
on propeller curve	l/hr	167	119	52
	gal/h	44.1	31.4	13.7

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)
All pumps necessary for engine operation included. Heat exchanger version without sea water pump: -2 g/kWh

Standard equipment	
Starting system	Electrical starter 24 V
Auxiliary PTO	Charging generator, 140A, 28V, 2 pole
Oil system	Gear driven lube oil pump, lube-oil duplex filter with diverter valve, lube-oil heat exchanger, handpump for oil extraction
Fuel system	Fuel feed pump, fuel pre-filter, fuel main filter with diverter valve, on-engine fuel oil cooler, leak-off tank level monitored
Cooling system	Coolant-to-raw water plate core heat exchanger, self priming centrifugal raw water pump, gear driven coolant circulation pump
Combustion air system	Turbocharging with 2 water-cooled exhaust-gas turbochargers, on-engine intake air filters
Exhaust system	Triple-walled, liquid-cooled, on-engine exhaust manifolds, twin exhaust outlet, exhaust bellows horizontal discharge
Mounting system	Resilient mounts at free end
Engine management system	Engine control and monitoring system (MDEC)

Optional equipment	
Auxiliary PTO	Charging generator, 200A, 28V, 2 pole, bilgepump, on-engine PTOs
Fuel System	Duplex fuel prefilter, fuel conditioning system
Cooling System	Coolant preheating system, integr. seawater gearbox piping
Exhaust System	Exhaust bellows vertical discharge SOLAS Kit
Mounting System	Resilient mounts at driving end
Engine Management System	In compliance with Classification Society Regulations (EMU + MEU)
Monitoring / Control System	smartline, blueline, bluevision
Power Transmission	Torsionally resilient coupling
Gearbox Options	Reverse reduction gearbox, el. actuated, gearbox mounts, trolling mode, trailing mode free auxiliary PTO, hydraulic pump drives

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
> Barometric pressure 1000 mbar
Customization possible. Engines illustrated in this document may feature options not fitted as standard to standard engine.

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Subject to change. | 3234181 | Edition 01/19 | ESM 2019-08.