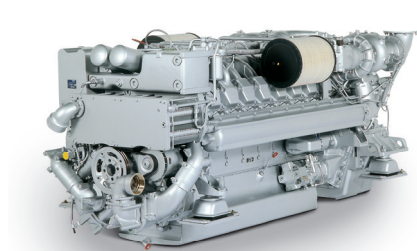




Marine

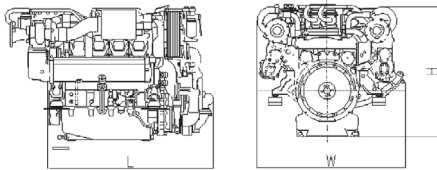
DIESEL ENGINE 8V 2000 M61

for vessels with unrestricted continuous operation (1A)



| Engine | Dimensions (LxWxH) mm (in) | Mass, dry kg (lbs) |
|---------------------------|---------------------------------|--------------------|
| M61 | 1435x1285x1150 (56.5x50.6x45.3) | 1790 (3946) |
| Engine with gearbox type* | Dimensions (LxWxH,) mm (in) | Mass, dry kg (lbs) |
| M61 - ZF W650 | 1925x1285x1465 (75.8x50.6x57.7) | 2430 (5357) |

* gear ratio on request



Typical applications: work boats, ferries, tugs, barges and large sailing yachts

Optional equipment and finishing shown. Standard may vary.

| Engine type | 8V 2000 M61 | |
|-----------------------|-------------|----------------------|
| Rated power ICFN | kW | 400 |
| | (bhp) | (536) |
| Speed | rpm | 1800 |
| No. of cylinders | | 8 |
| Bore/stroke | mm (in) | 130/150 (5.1/5.9) |
| Displacement, total | l (cu in) | 15.9 (970) |
| Flywheel housing | | SAE 1 |
| Gearbox model | | ZF W650 |
| Exhaust optimization* | | IMO II/EPA 2/CCNR II |
| Solas compliance | | Yes |

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

| Performance & fuel consumption ¹⁾ | | 8V 2000 M61 | 8V 2000 M61 | 8V 2000 M61 |
|--|--------|-------------|-------------|-------------|
| Speed | rpm | 1800 | 1600 | 1200 |
| Maximum power | kW | 400 | 400 | 250 |
| | (bhp) | 536 | 536 | 335 |
| Power on propeller curve (n ³) | kW | 400 | 285 | 120 |
| | (bhp) | 536 | 382 | 160 |
| Fuel consumption on propeller curve | g/kWh | 215 | 213 | 215 |
| | l/hr | 104 | 73.1 | 31.0 |
| | gal/hr | 27.4 | 19.3 | 8.2 |

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, SOLAS Kit |
| Mounting system | Resilient mounts at free end |
| Engine management system | Engine and gearbox 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 |
| 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

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.

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