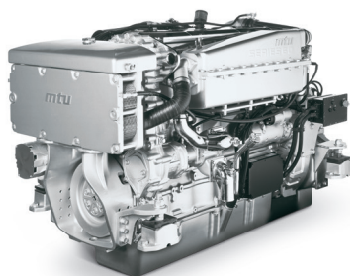




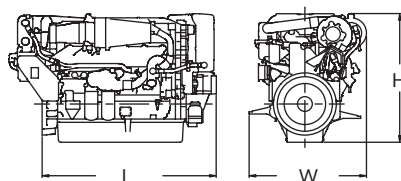
Marine

DIESEL ENGINE S60

for vessels with unrestricted continuous operation (1A)



Engine	Dimensions (L x W x H) mm (in)	Mass, dry kg (lbs)
S60	1842 x 1035 x 1160 (72.5 x 40.7 x 45.7)	1630 (3593)
Engine with marine gearbox	Dimensions (L ₁ x W x H ₁) mm (in)	Mass, dry kg (lbs)
MG 5114 SC	2040 x 1035 x 1170 (80.3 x 40.7 x 46.1)	1941 (4279)

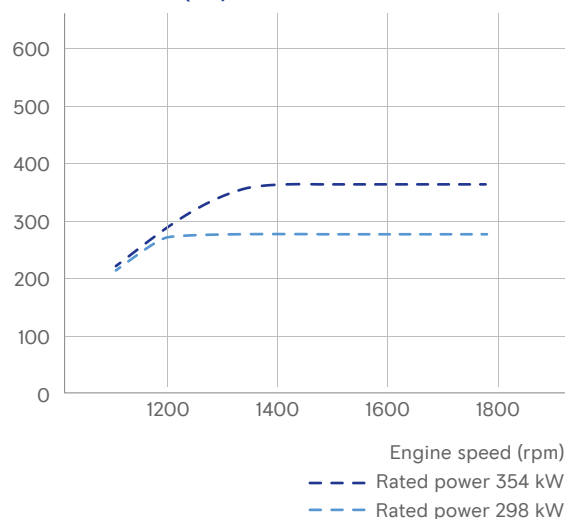


Typical applications: Work boats, tugs and pushboats, offshore supply boats, fishing trawlers, draggers, ferries

Optional equipment and finishing shown. Standard may vary.

Engine type	S60
Rated power ICFN	261 - 373
(bhp)	(350 - 500)
Speed	1800
No. of cylinders	6
Bore/stroke	133/168 (5.2/6.6)
Displacement, total	14.0 (855)
Description	Turbocharged and aftercooled
Governor	Electronic DDEC IV
Port model	6062HK39 (HE) or HK37 (KC)
Starboard model	6062HK38 (HE) or HK36 (KC)

Power curve (Nm)



A Rolls-Royce solution

Performance & fuel consumption		S60	S60	S60	S60	S60	S60	S60
Speed	rpm	1800	1800	1800	1800	1800	1800	1800
Maximum power	kW	261	280	298	317	336	354	373
(SAE J 1228)	(bhp)	350	375	400	425	450	475	500
Fuel consumption	g/kWh	206	205	198	197	196	196	196
	l/hr	64.7	69.3	71	75.3	79.5	83.7	88.2
	gal/hr	17.1	18.3	18.7	19.9	21	22.1	23.3

Standard equipment	
Diesel engine	Water-cooled exhaust components; flywheel housing SAE #1
Fuel system	Electronic unit injection system; secondary fuel filter mounted on engine
Engine oil system	Dual filters mounted on engine
Engine cooling system; heat exchanger (HE)	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
Engine cooling system; keel cooled (KC) (6062 HK 32/33)	Engine equipped for keel cooling including expansion tank; separate circuit cooling pump; engine fuel cooler; marine gear oil cooler
Air inlet system	Air intake filter with silencer and attached on breather pipe; 24V emergency air shutdown
Electrical	Starter: 24V; alternator: 24V/100 amp, belt driven
Mounting system	Resilient
Marine gear	Electric shift marine gear; gear oil cooler in raw water circuit
Port/starboard; engine configuration	Accessibility for service work

Optional equipment	
Engine lube system	Remote mount lube oil filters – single or double
Electrical	12V starter; 12V alternator/130 amp; 12V Amot air shut down
Accessory drives	SAE A (front gear train), front crankshaft pulley for use with V-belts
Transmission	Shallow oil pan, down angle
Transmission options	Trolling valve
Exhaust	Raw water cooled stainless elbow
Electric priming fuel pump	Mounted on primary fuel filter/water separator
Classification	Available upon request

Reference conditions:

- > Power definition according ISO 3046
- > Intake air temperature 25°C/Sea water temperature 25°C
- > Rated power available up to 45°C/32°C
- > Shaft power equal to rated power x 0.97

1B – Diesel engines for fast vessels with high load factors

Standard load profile:

Power % 100 80 60 15

Time % 10 50 20 20

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.

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

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