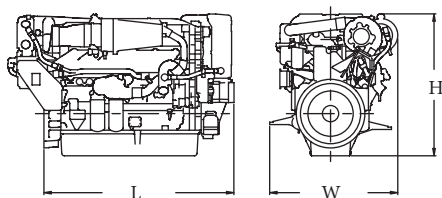
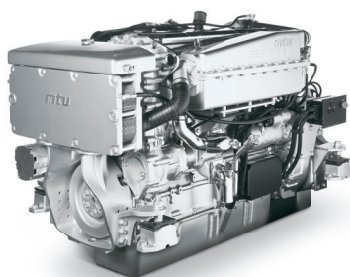




Marine

DIESEL ENGINE S60

for on-board power generation and diesel-electric drives (3A/3B) –
50/60 Hz



Engine	Dimensions (L x W x H) mm (in)	Mass, dry kg (lbs)
S60 with keel cooling	1545 x 1035 x 1160 (60.8 x 40.7 x 45.7)	1635 (3605)

All dimensions are approximate, for complete information refer to the installation drawing.

Engine		
Bore/stroke	mm (in)	133/168 (5.24/6.61)
Cylinder configuration		6 cyl./In-line
Displacement, total	l (cu in)	133.0 (855.0)
Description		Turbocharged and after cooled
Model		6062HK51/6062HK53 with exhaust emission IMO I 6062HK57/6062HK59 with exhaust emission IMO II/ EPA 2
Governor		Electronic DDEC IV

Frequency		50 Hz			
Speed	rpm	1500			
Application	rpm	3A/3B			
Power definition		Rated power (ICXN)	Fuel stop power (110%)	Rated power (ICXN)	Fuel stop power (110%)
	kw	271	298	322	354
	bhp	360	400	432	475
Fuel consumption ¹⁾					
	g/kWh	200	200	195	195
	l/h	65.3	71.1	75.7	82.6
	gal/h	17.3	18.8	20.0	21.8
Optimization of exhaust emissions		IMO I ¹⁾	IMO I ¹⁾	IMO I ¹⁾	IMO I ¹⁾

¹⁾ For 50 Hz configurations IMO II on request

Frequency		60 Hz							
Speed	rpm	1800							
Application		3A							
Power definition		Rated power (ICXN)		Fuel stop power (110%)		Rated power (ICXN)		Fuel stop power (110%)	
	kw	271		298		322		354	
	bhp	360		400		432		475	
Fuel consumption ¹⁾	g/kWh	197	197	196	211	200	200	196	211
	l/h	64.3	64.3	70.0	75.3	77.6	77.6	82.8	89.3
	gal/h	17.0	17.0	18.5	19.9	20.5	20.5	21.9	23.6
Optimization of exhaust emissions		IMO I	IMO II/EPA2	IMO I	IMO II/EPA2	IMO I	IMO II/EPA2	IMO I	IMO II/EPA2
Application		3B							
	kw	271		298		322		354	
	bhp	360		400		432		475	
Fuel consumption ¹⁾	g/kWh	197	197	200	211	200	200	196	211
	l/h	64.3	64.3	71.1	75.3	77.6	77.6	82.6	89.3
	gal/h	17.0	17.0	18.8	19.9	20.5	20.5	21.8	23.6
Optimization of exhaust emissions		IMO I	IMO II/EPA2	IMO I	IMO II/EPA2	IMO I	IMO II/EPA2	IMO I	IMO II/EPA2

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	Filters mounted on engine
Engine cooling system; heat gear	Titanium plate modular heat exchanger system with integral fuel cooler; sea water cooled charge air cooler exchanger (HE) (6062HK53+57) driven self-priming raw water pump with 2.5" inlet
Engine cooling system	Engine equipped for keel cooling including expansion tank; separate circuit cooling pump; keel cooled (KC) (6062HK51+59) engine fuel cooler
Air inlet system	Air intake filter with silencer Alfdex centrifugal breather system; 24V emergency air shutdown
Electrical	Starter: 24V; alternator: 24V/100 amp, belt driven
Mounting system	Resilient and solid
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
Exhaust	Raw water cooled stainless elbow
Electric priming fuel pump	Mounted on primary fuel filter/water separator
Classification	Available upon request
Air inlet system	Walker air sep

Reference conditions:

- > Power definition at rated Power (ICXN) according ISO 3046
- > Power definition at fuel stop power according SAE J1228
- > Barometric pressure 1000 mbar
- > 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

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.