Marine Propulsion System

H21/32P

I Bore: 210 mm, Stroke: 320 mm

Main Data

Speed		900 rpm
Cylinder output	kW/cyl.	200
		Eng.kW
6H21/32P		1,200
7H21/32P		1,400
8H21/32P		1,600
9H21/32P		1,800

Power adjusting between -5% derating is generally accepted, other power adjusting must be consulted to engine builder.

Specfific Fuel Ofil Consumptfion

	900 rpm
SFOC at 100% MCR	183 g/kWh
SFOC at 85% MCR	183 g/kWh

Specific Lubricating Oil Consumption

Lub. Oil: 0.6 g/kWh

Controllable Pitch Propeller

Permit high skew angles to minimize noise and vibration.

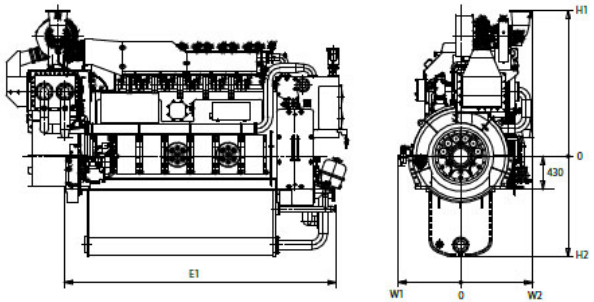
Fixed Pitch Propeller

Guarantee optimum thrust, minimal noise and vibration level.

Dimensions

900 rpm	cyl.	Rated Output at Engine (kW)#	Engine dimension (mm) & dry weight (ton)					
			E1	H1	H2	W1	W2	Dry Weight
	6	1,200	3,535	1,885	1,300	812	939	18.0
	7	1,400	3,865	1,885	1,300	812	939	20.0
	8	1,600	4,195	2,059	1,355	812	1,005	21.0
	9	1,800	4,525	2,059	1,355	812	1,005	23.0

E1 : Dimension between eng. flywheel to eng. free end.
In case of dry sump, the weight and height will be reduced.



*) Note :
1) Reference condition based on ISO 3046/1
2) Fuel oil based on LCV(Lower Calorific Value) 42,700kJ/kg
3) Tolerance +5% and without engine driven pumps
4) NOx Emission limitation : IMO Tier II

#) Based on the CPP Constant speed operation (For FPP : Please contact us)