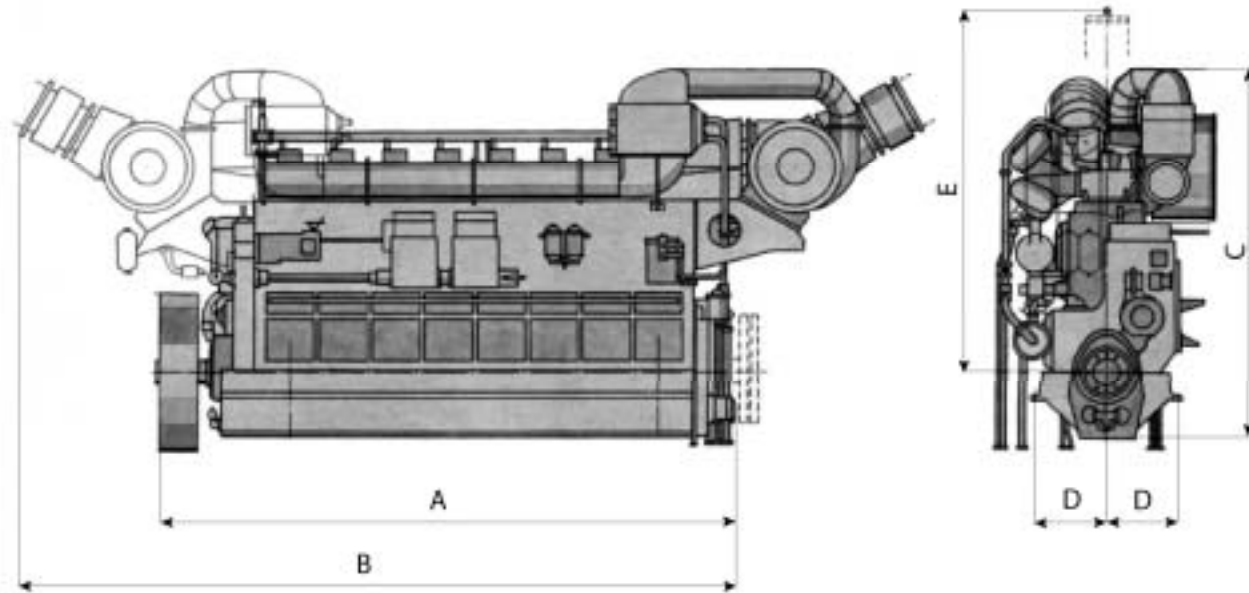


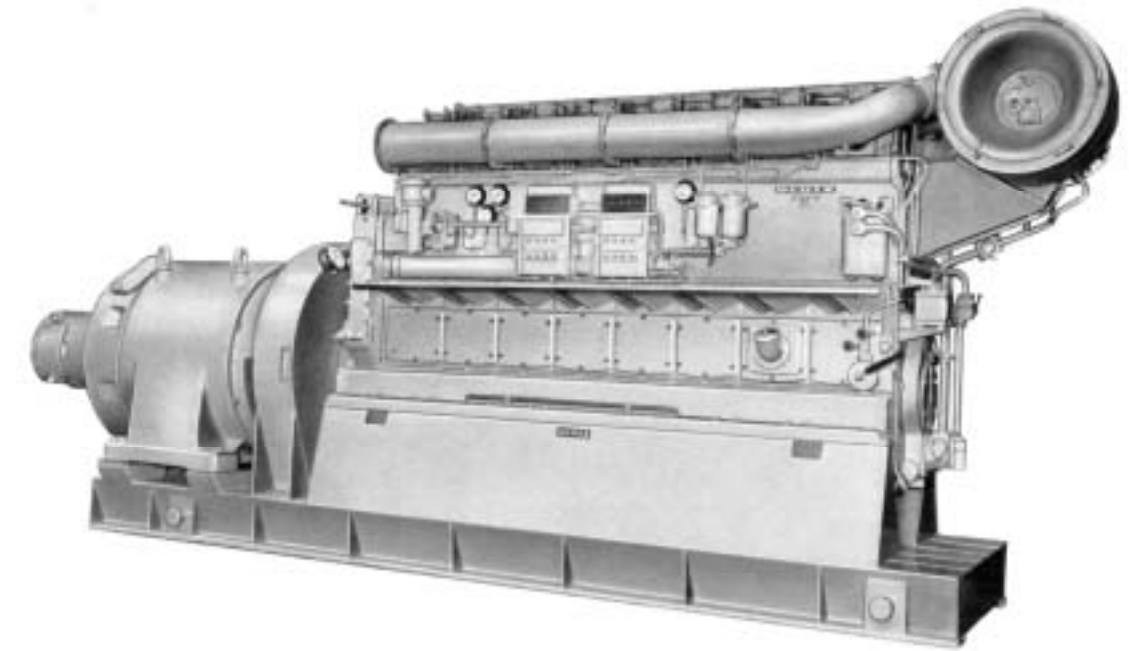
## ➤ Dimensions



Engine type		A	B	C	D	E
(R)(S)V6M536	mm	3050	-	2145	510	2770
(R)(S)BV6M536	mm	3050	4015	2640	510	2770
(R)(S)V8M536	mm	3790	-	2145	510	2770
(R)(S)BV8M536	mm	3790	4755	2640	510	2770

Engine type	(R)(S)V6M536	(R)(S)BV6M536	(R)(S)V8M536	(R)(S)BV8M536	
Weight	t	9.9	10.7	12.5	13.4

## Total Service



## WÄRTSILÄ DEUTZ marine engines

### Characteristics

- Water-cooled 6 and 8 cylinder in-line engines.
- Four-stroke engine.
- Direct fuel injection.
- Suitable for heavy fuel oil.

### Benefits

- Engine can be furnished for direct reversing.
- Robust design.
- Low fuel consumption.
- Easy control and easy maintenance.

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## ➤ Engine description

<b>Crankcase</b>	The crankcase is made of grey cast iron and is made of one piece. Large sidewall openings ensure easy access.
<b>Crankshaft</b>	The crankshaft is made of high-quality Siemens-Martin steel. The main bearings are all of the same type and consist of steel shells lined with anti-friction metal.
<b>Torsional vibration damper</b>	Viscous-fluid or rubber vibration damper.
<b>Cylinder liner</b>	The water-cooled cylinder liner is made of special cast iron.
<b>Connecting rod</b>	The connecting rod is made of forged steel. The big end bearing is made of a lead bronze type and the small end bearing is made of cast iron.
<b>Piston</b>	The engine type without turbocharger (type VM) has a special grey iron piston. The turbocharged engine (type BVM) has a light metal piston. The piston has 7 piston rings.
<b>Cylinder head</b>	The cylinder head is water-cooled and contains one inlet and one exhaust valve, one injection valve and one starting valve. Expansion bolts secure the cylinder head to the crankcase.
<b>Camshaft</b>	The camshaft has hardened cams.
<b>Injection pump</b>	Block-pump.
<b>Governor</b>	The engine has a mechanical governor.
<b>Fuel system</b>	The engine has a fuel supply pump, duplex change-over filter and block-pump.
<b>Lubricating oil system</b>	Forced oil circulation by engine mounted gear lubricating oil pumps. The system is provided with two pumps, one elevated oil tank, oil-cooler, a duplex change-over filter, overflow valve and manometer. Lube oil to the cylinder liner and injection pump is supplied by a mechanical lubricator, which can also be used for pre-lubrication by hand. Surplus oil from the cylinder flows back into the oil tray. A fine filter is optional.
<b>Lube oil filter</b>	Duplex change-over filter.
<b>Starting system</b>	The engine starts with compressed air via starting valves mounted in the cylinder heads.
<b>Cooling water system</b>	The engine has been equipped with a closed circuit cooling water system. A cooling coil with raw water or cooling ribs with ventilator is used for re-cooling.
<b>Exhaust gas system</b>	The engine has water-cooled exhaust manifolds.
<b>Turbocharger</b>	The engine types (R)(S)BV6M536 and (R)(S)BV8M536 have a water-cooled turbocharger, inlet silencer and insulated exhaust gas line. The turbocharger can be located at driving end or free end of the engine. The engine can be equipped with a charge air cooler.
<b>Optional</b>	Cooling water pump aggregate, oil bath air filter, cooling water re-cooler, oil cooler for cooling water above 35 °C, built-on cooling water pump, etceteras.

## ➤ Technical Data

Engine type <sup>1)</sup>		(R)(S)V6M536	(R)(S)BV6M536	(R)(S)V8M536	(R)(S)BV8M536
Model		in-line	in-line	in-line	in-line
Number of cylinders		6	6	8	8
Bore / stroke	mm	270/360	270/360	270/360	270/360
Displacement	l	123.7	123.7	164.9	164.9
Compression ratio	l	13	11.6	13	11.6
Direction of rotation		clockwise or counter-clockwise			

### Power ratings for marine propulsion units and on board generating sets

Continuous output A <sup>2)</sup>					
at 450 min <sup>-1</sup>	kW	249	449	331	596
at 500 min <sup>-1</sup>	kW	276	497	368	662
at 514 min <sup>-1</sup>	kW	276	497	368	662
at 600 min <sup>-1</sup>	kW	331	-	-	-
Mean effective pressure					
at 450 min <sup>-1</sup>	bar	5.35	9.66	5.35	9.62
at 500 min <sup>-1</sup>	bar	5.35	9.62	5.35	9.62
at 514 min <sup>-1</sup>	bar	5.22	9.35	5.29	9.35
at 600 min <sup>-1</sup>	bar	5.35	-	-	-
Specific fuel consumption					
at full load	g/kWh	221	217	224	217
at ¾ load	g/kWh	224	214	224	214
at ½ load	g/kWh	244	217	244	217
Lubricating oil consumption					
at 450 min <sup>-1</sup>	kg/h	0.85	1.08	1.13	1.45
at 500 min <sup>-1</sup>	kg/h	0.95	1.20	1.25	1.60
at 514 min <sup>-1</sup>	kg/h	0.97	1.23	1.30	1.65
at 600 min <sup>-1</sup>	kg/h	1.15	-	-	-
Idling speed	min <sup>-1</sup>	100	100	100	100

<sup>1)</sup> Explanation of model designation  
 'B' refers to turbocharging principle version  
 'V' refers to four-stroke  
 'R' refers to reversible version  
 'S' refers to ship version.

<sup>2)</sup> According to DIN 6270.

#### Note:

The values given in this data sheet are for information purposes only and not binding. The data in the offer is decisive.