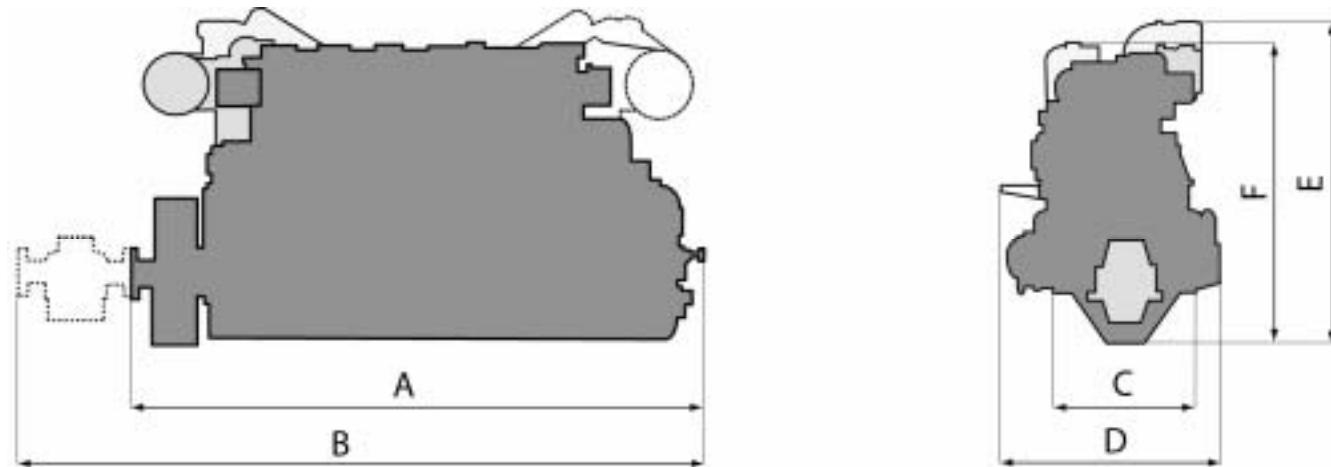


➤ Dimensions



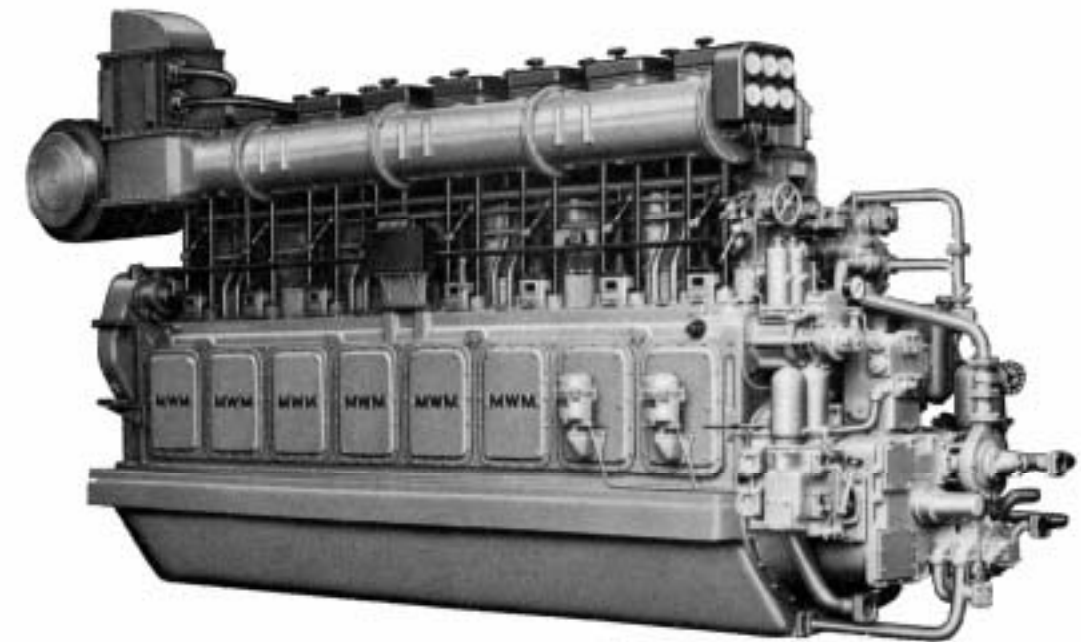
Engine type		A	B	C	D	E	F
TD 484-6(U)	mm	5065	-	1300	1860	-	2770
TBD 484-6(U)	mm	5065	6065 ⁵⁾	1300	1860	3075	-
TBD 484-8(U)	mm	6065	7065 ⁵⁾	1300	1860	3075	-

Engine type		TD 484-6(U)	TBD 484-6(U)	TBD 484-8(U)
Weight ⁶⁾	t	17.15	17.85	23.70

⁵⁾ Dimension with thrust bearing.

⁶⁾ Weight without flywheel and without accessories.

Total Service



WÄRTSILÄ DEUTZ marine engines

Characteristics

- Water-cooled 6 and 8 cylinder in-line engine.
- Four-stroke engine.
- Direct fuel injection.

Benefits

- Engine can be furnished for direct reversing.
- Reliable operation.
- Sturdy engine construction.

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➤ Engine description

Crankcase	The crankcase is made of cast iron. The cylinder jackets are attached to the frame separately with bolts.
Crankshaft	The crankshaft is made of one piece and is mounted in the rigid cast bedplate.
Torsional vibration damper	A viscous-fluid vibration damper.
Cylinder liner	The cylinder liner is made of wear resistant cast iron.
Connecting rod	Main and big end bearings are replaceable, multi-layer shell-back units. Oil supply to the bearings is made by oil channels in the connecting rod.
Piston	The piston is made of light-metal and has 6 piston rings.
Cylinder head	The cylinder head is made from cast iron alloy and is held down to the cylinder jacket by means of eight bolts. The cylinder head contains the inlet valve, exhaust valve, injector, starting valve and safety valve. The inlet and exhaust valves are in separate valve cages, fitted from above. The valve gear is automatically lubricated and protected by a cover.
Camshaft	The camshaft is carried in the frame in bronze bushes and driven through spur gears from the flywheel end of the crankshaft. The cams for the inlet valve, exhaust valve and injection pump are non-adjustable and permanently fixed to the camshaft. In case of reversing engines there are two identical cams, one for each direction of rotation.
Injection pump	Injection pumps are attached to each cylinder.
Governor	Hydraulic or mechanical speed governor.
Fuel system	A fuel supply gear pump, injection pumps and a change-over fuel filter is mounted in the fuel system.
Lubricating oil system	Forced oil circulation by two geared oil pumps. The oil is pumped from the oil sump to an oil reservoir tank attached to the engine from which the oil is supplied to the bearings. An oil cooler is mounted on the engine. The cylinder walls are lubricated both by oil splash and by an engine-driven lubricating system using fresh oil. Pre-lubrication optionally by hand pump or electric pump.
Lube oil filter	Change-over strainer filter in main flow. Optional: two centrifugally filters in partial flow.
Starting system	Compressed air. Starting air valves are mounted in the cylinder heads.
Cooling water system	Indirect cooling using a heat exchanger. The fresh water is circulated through the water passages by a rotary pump coupled to the engine. Raw water passing through the heat exchanger is circulated by a reciprocating pump attached to the engine or by a separate electric pump.
Exhaust gas system	The exhaust gas line is heat isolated.
Turbocharging	The water-cooled turbocharger can be fitted to either end of the engine. At higher pressures the charge air is re-cooled (TBD engines).
Optional	Air intake filter, thrust bearing, exhaust gas silencer, water filters, safety valves for crankcase, high elastic rubber couplings, etceteras.

➤ Technical Data

Engine type ¹⁾		TD 484-6(U)	TBD 484-6(U)	TBD 484-8(U)
Model		in-line	in-line	in-line
Number of cylinders		6	6	8
Bore / stroke	mm	320 / 240	320 / 240	320 / 240
Displacement	l	231.6	231.6	308.8
Compression ratio		12.5	12.5	12.5
Direction of rotation		clockwise or counter-clockwise		
Continuous rating				
Continuous output 'A' ²⁾				
at 360 min ⁻¹	kW	614	846	1140
at 375 min ⁻¹	kW	640	883	1177
at 385 min ⁻¹	kW	658	920	1214
at 400 min ⁻¹	kW	684	956	1287
Mean effective pressure				
at 360 min ⁻¹	bar	8.83	12.16	12.30
at 375 min ⁻¹	bar	8.84	12.19	12.19
at 385 min ⁻¹	bar	8.85	12.36	12.24
at 400 min ⁻¹	bar	8.86	12.38	12.49
Specific fuel consumption ³⁾	g/kWh	117	117	117
Lubrication oil consumption ⁴⁾				
at 360 min ⁻¹	kg/h	1.45	1.45	1.95
at 375 min ⁻¹	kg/h	1.5	1.5	2.0
at 385 min ⁻¹	kg/h	1.56	1.56	2.06
at 400 min ⁻¹	kg/h	1.62	1.62	2.2
Total oil capacity of the engine	l	40	40	50
Idling speed	min ⁻¹	100	100	120

¹⁾ Explanation of model designation:

T = turbocharger
B = charge air cooler
D = diesel
U = direct reversing

²⁾ Continuous output 'A' according to DIN 6270 with 10% overload for 1 hour within 12 hours.

³⁾ The fuel consumption values are related to a fuel with a calorific value of at least 10,000 kcal/kg, at 736 mm Hg and 20 °C intake temperature.
Guarantee at full load according DIN 6270 and BBS with a tolerance of 5%.

⁴⁾ Without taking in account lube oil changes.

Note:

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