

MAIN DATA: [L35MC6 TierII](#),
[S35MC7 TierII](#),
[Specific Cylinder Oil Consumption TierII](#)

L35MC6 TierII

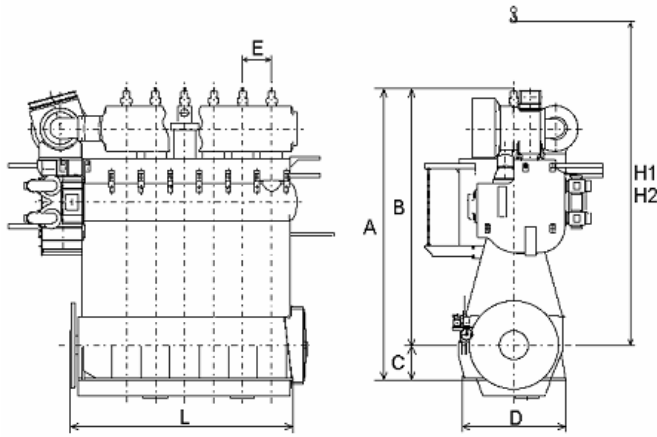
Bore:350mm Stroke:1050mm

Layout					
Layout points		L1	L2	L3	L4
speed	min ⁻¹	210	210	178	178
mep	MPa	1.84	1.47	1.84	1.47
Cylinder	Power	L1	L2	L3	L4
5L35MC6	kW	3,250	2,600	2,750	2,200
	BHP	4,425			
6L35MC6	kW	3,900	3,120	3,300	2,640
	BHP	5,310			
7L35MC6	kW	4,550	3,640	3,850	3,080
	BHP	6,195			
8L35MC6	kW	5,200	4,160	4,400	3,520
	BHP	7,080			

Specific Fuel Oil Consumption (SFOC)				
g / kW * h	179	175	179	175
g / BHP * h	131.7			

Lubricating and Cylinder Oil Consumption	
Lubricating oil	2 - 3kg / cyl. * day (guidance value)
Cylinder oil	refer item "Specific Cylinder Oil Consumption"

Main Dimensions and Masses				
Cyl.No.	5	6	7	8
Dry Mass ton	60	68	77	86
L mm	4,085	4,685	5,285	5,885
A mm	5,061			
B mm	4,511			
C mm	550			
D mm	1,980			
E mm	600			
H1 mm	5,445			
H2 mm	5,125			



Main Dimension and Dry Masses

Main dimensions stated in this catalog are given in mm, for guidance only.

Dismantling height:

H1: Normal vertical lift

H2: Vertical lift between cylinder cover studs

The masses are stated for engines with standard turbocharger, a standard turning wheel and can vary up to 10% depending on the design and options chosen such as moment compensators, tuning wheel, etc.

Engine Power

The engine power figures in the catalog remain valid up to "tropical conditions" at sea level, i.e. :

- Turbocharger blower inlet temperature : 45 °C
- Air cooler cooling water inlet temperature : 32 °C
- Atmospheric pressure : 1,000 hPa

Specific Fuel Oil Consumption

The SFOC figures stated in this catalog are based on the following condition.

- Tolerance margin : +5%
- Fuel oil lower calorific value : 42,700 kJ/kg
- ISO 3046/1-1995

Turbocharger blower inlet temperature : 25 °C

Air cooler cooling water inlet temperature : 25 °C

Atmospheric pressure : 1,000 hPa

Emission Control

All engines in this catalog has option of modifying and adjusting to comply with the Regulation 13 of New Annex VI(1997)-Regulation for Prevention of Air Pollution from ships, of MARPOL 73/78, referred to as TierII.

S35MC7 TierII

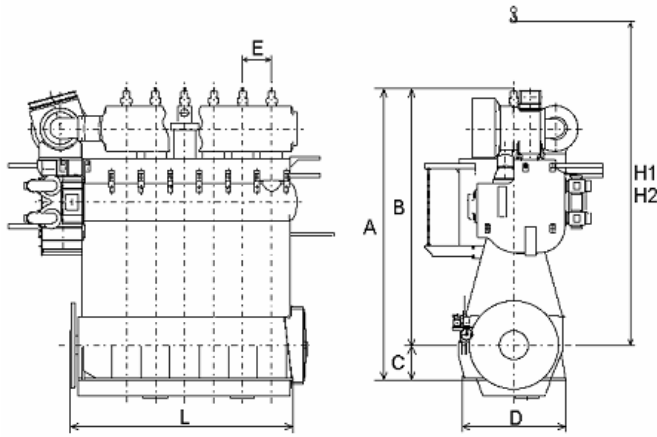
Bore:350mm Stroke:1400mm

Layout					
Layout points		L1	L2	L3	L4
speed	min ⁻¹	173	173	147	147
mep	MPa	1.91	1.53	1.91	1.53
Cylinder	Power	L1	L2	L3	L4
5S35MC7	kW	3,700	2,975	3,150	2,525
	BHP	5,050			
6S35MC7	kW	4,440	3,570	3,780	3,030
	BHP	6,060			
7S35MC7	kW	5,180	4,165	4,410	3,535
	BHP	7,070			
8S35MC7	kW	5,920	4,760	5,040	4,040
	BHP	8,080			

Specific Fuel Oil Consumption (SFOC)				
g / kW * h	179	175	179	175
g / BHP * h	131.7			

Lubricating and Cylinder Oil Consumption	
Lubricating oil	2 - 3kg / cyl. * day (guidance value)
Cylinder oil	refer item "Specific Cylinder Oil Consumption"

Main Dimensions and Masses				
Cyl.No.	5	6	7	8
Dry Mass ton	67	77	87	96
L mm	4,120	4,720	5,320	5,920
A mm	6,053			
B mm	5,403			
C mm	650			
D mm	2,200			
E mm	600			
H1 mm	6,650			
H2 mm	6,270			



Main Dimension and Dry Masses

Main dimensions stated in this catalog are given in mm, for guidance only.

Dismantling height:

H1: Normal vertical lift

H2: Vertical lift between cylinder cover studs

The masses are stated for engines with standard turbocharger, a standard turning wheel and can vary up to 10% depending on the design and options chosen such as moment compensators, tuning wheel, etc.

Engine Power

The engine power figures in the catalog remain valid up to "tropical conditions" at sea level, i.e. :

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- Atmospheric pressure : 1,000 hPa

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Emission Control

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Specific Cylinder Oil Consumption TierII

The figures given in this catalog represent values based on research as well as service experience.

For the MC,MC-C type engine, the cylinder lubricating system can be either the conventional mechanical lubricators (standard scope of supply) or electronically controlled Alpha lubricator system (option).

For the ME type engines, the Alpha lubricator system is equipped as standard scope of supply.

The Basic Setting of cylinder oil feed rate for the Alpha lubricating system can be reduced lower than that of conventional mechanical lubricators. Furthermore, the Alpha lubricator system regulates the cylinder oil feed rate at partial load proportionally to MEP.

MC,MC-C engines with Mechanical lubricator (guidance value)

	S-MC/S-MC-C	L-MC
Basic Setting	1.5g/kW*h	1.2g/kW*h
Minimum Feed Rate	0.95g/kW*h	0.8g/kW*h

ME-B,MC,MC-C engines with Alpha lubricator system (guidance value)

	S-ME-B	S-MC/MC-C/L-MC
Basic Setting	1.53g/kW*h	1.1g/kW*h
Minimum Feed Rate	0.7g/kW*h	0.8g/kW*h

As the another control regulation for cylinder feed rate, the Alpha ACC (Adaptive Cylinder oil Control) can be selected, where the cylinder oil feed rate is adjusted depending on sulphur percentage (S%) in the fuel oil. Furthermore, the cylinder oil feed rate at partial load is regulated proportionally to engine load.

(guidance value)	
Feed Rate(TBN 40)	$0.34 \times 70/40 \times S\%$ g/kW·h
Feed Rate(TBN 70)	$0.34 \times S\%$ g/kW·h
Minimum Feed Rate	0.7 g/kW·h

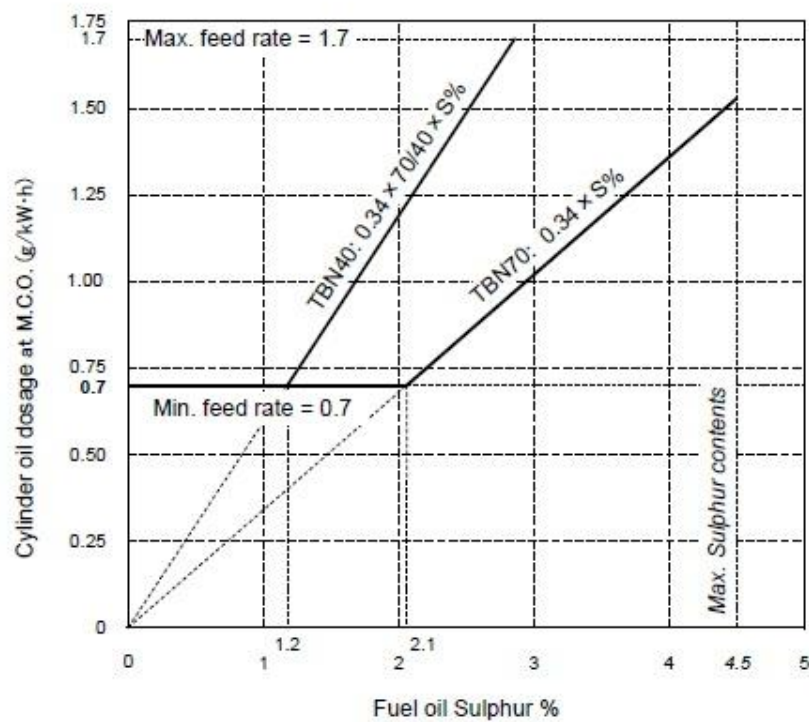


Fig. 1 Sulphur content and Basic Feed Rate at M.C.O.