Marine Propulsion System

H21CP

I Bore: 210 mm, Stroke: 330 mm

Main Data

Speed		900 rpm
Cylinder output	kW/cyl.	240
		Eng.kW
5H21CP		1,200
6H21CP		1,440
7H21CP		1,680
8H21CP		1,920
9H21CP		2,160

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

Heat Rate & SFOC (100% Load)

	900 rpm
Heat rate @ Gas mode	7,814 kJ/kWh
SFOC @ Diesel mode	183 g/kWh

Specific Lubricating Oil Consumption

Lub. Offl: 0.6 g/kWh

Controllable Pitch Propeller

Permit high skew angles to minimize noise and vibration.

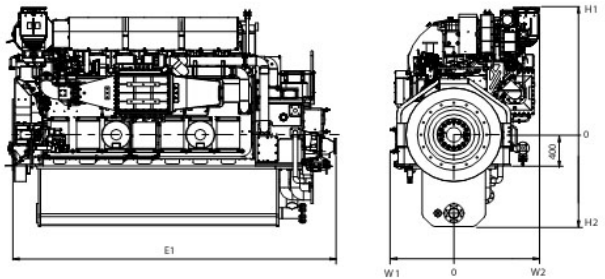
Fixed Pitch Propeller

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
	5	1,200	3,688	1,620	1,175	798	1,065	15.0
	6	1,440	4,038	1,620	1,175	798	1,065	17.0
	7	1,680	4,388	1,620	1,175	798	1,065	19.0
	8	1,920	4,738	1,620	1,175	798	1,065	20.0
	9	2,160	5,088	1,620	1,175	798	1,065	22.0

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)