

Marine Propulsion System

H35DFVP

Tier II, Tier III

Bore: 350 mm, Stroke: 400 mm

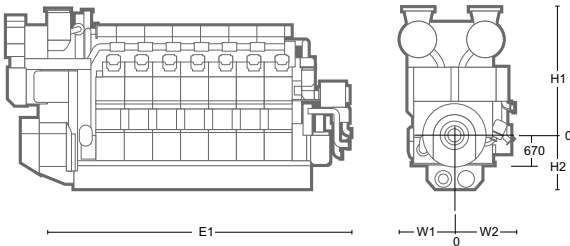
Controllable Pitch Propeller

Permit high skew angles to minimize noise and vibration.

Dimensions

| 750 rpm | cyl. | Rated Output at Engine (kW) | Engine dimension (mm) & dry weight (ton) | | | | | Dry Weight |
|---------|------|-----------------------------|--|-------|-------|-------|-------|------------|
| | | | E1 | H1 | H2 | W1 | W2 | |
| | 12 | 6,000 | 6,092 | 2,725 | 1,192 | 1,277 | 1,412 | 79.7 |
| | 14 | 7,000 | 6,717 | 2,933 | 1,192 | 1,277 | 1,412 | 84.7 |
| | 16 | 8,000 | 7,342 | 2,933 | 1,192 | 1,277 | 1,412 | 92.9 |
| | 18 | 9,000 | 7,967 | 2,933 | 1,192 | 1,277 | 1,412 | 98.4 |
| | 20 | 10,000 | 8,592 | 2,933 | 1,192 | 1,277 | 1,412 | 107.3 |

E1 : Dimension between eng. flywheel to eng. free end.



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Heat Rate & SFOC (100% Load)

| Load | 100% | 85% |
|--------------------|--------------|-----------|
| Heat Rate@Gas mode | 7,270 kJ/kWh | |
| SFOC@Diesel mode | 185 g/kWh | 184 g/kWh |

*) Note :

- 1) Reference condition based on ISO 3046/1
- 2) Main fuel oil based on marine diesel oil, LCV(Lower Calorific Value) 42,700kJ/kg
- 3) Fuel gas based on natural gas, Lower Heating Value 36MJ/Nm³, methane number Min. 80
- 4) Tolerance +5% and without engine driven pumps
- 5) NOx Emission limitation : IMO Tier II on Diesel mode, IMO Tier III on Gas mode

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

Specific Lubricating Oil Consumption

Lub. Oil: 0.4 g/kWh

Application

- Controllable pitch propulsion
- Fixed pitch propulsion
- Azimuth thruster propulsion
- Pump drive



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