51/60DF



The 51/60DF runs on liquid or gaseous fuels and switches seamlessly during operation. It offers high efficiency, low emissions and proven robustness.

Benefits at a glance

- Flexible operation and start up
- Start and stop in gas mode
- Full fuel flexibility with HFO, diesel, natural gas, e-methane and bio fuel
- Optimized variants for tropical conditions
- High single cycle efficiency
- Optimized performance settings

Everllence

51/60DF

Dimensions

Cyl. No.	6L		12 V		18 V	
L	8,464 mm	333.2 in	9,970 mm (HE) 10,134 mm (HP)	392.5 in 399.0 in	13,489 mm	531.1 in
Н	5,807 mm	228.6 in	6,450 mm	253.9 in	6,450 mm	253.9 in
W	3,156 mm	124.3 in	4,884 mm	192.3 in	4,884 mm	192.3 in
Engine weight	171.6 t	378,313 lb	293.8 t (HE) 297.6 t (HP)	647,718 lb 656,095 lb	416.8 t	918,887 lb
Output						
Cyl. No.		6 L		12 V		18 V
Output mech. (kW)	6,300	6,900	12,600	13,800	18,900	20,700
Speed (rpm)	500/514	500/514	500/514	500/514	500/514	500/514
Frequency (Hz)	50/60	50/60	50/60	50/60	50/60	50/60

HE = high efficiency version (1,050 kW / cyl.) HP = high power version (1,150 kW / cyl.) Values according to ISO 3046-1:2002; ISO 15550:2002. Last updated November 2023



General data

- Engine cycle: four-stroke
- No. of cylinders: 6 L, 12 V, 18 V
- Bore: 510 mm / 20.08 in,
- Stroke: 600 mm / 23.62 in

Fuel efficiency comparison



Engine automation and control

• SaCoS_{one} safety and control system on engine, developed by Everllence

Turbocharging system

- Constant pressure turbocharging system
- Individual engine / turbocharger optimization matching on site

Fuel & gas system

- Common rail pilot fuel injection system
- Amount of pilot fuel ~1%
- Seamless switch from liquid to gas during operation
- Robust conventional main injection system
- Low pressure gas system
 (5 bar(g) / 72.52 psi at inlet of gas valve unit)

Starting system

• Starting air valves in cylinder head

Applications

- Whenever fuel flexibility is of benefit
- Locations with non-constant gas supply
- Installations with gas operation at a later date
- Locations with highly volatile fuel prices

Contact

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