

MARINE POWER SYSTEMS | **POWER FOR THE EXTREME**



Legendary Power. Driving the Future

**FAIRBANKS
MORSE
ENGINE** 
an EnPro Industries company

EVERY HISTORY HAS ITS UNSUNG HEROES

Few engine builders are better known in the annals of military shipbuilding than Fairbanks Morse Engine, and none are more deserving of praise. It is a story of proven toughness, and of steadfast trust in the dependability of every Fairbanks Morse engine that leaves port.

Confidence in unfailing power is what makes Fairbanks Morse engines legendary among warfighters at sea. From the first marine diesel engines introduced by the company in 1925, through the sea battles of World War II, our engines have earned high merit for conduct above the call of duty. Today's innovative new propulsion and ship service power systems continue this distinctive tradition with engine technologies that are both mission capable and fuel efficient.

We build engines for the most important part of any tour – the return home.

Power systems from Fairbanks Morse Engine have delivered crews home safely for more than 70 years. This lineage of toughness and dependability is why U.S. Navy and Coast Guard crews returning home under Fairbanks Morse power never have to think about the engines that got them there and back. That's because our engines do the one thing that most take for granted — they just keep running.

USS MAKIN ISLAND (LHD 8)

POWER FROM WITHIN

They are certainly big. And while they do look tough, you can't judge a Fairbanks Morse engine on the surface. You have to look inside, where the power originates. Here you will see the product of precision engineering and exacting design technology. What's the payoff for the crew on the bridge? Ample power at sea, rugged durability and limited down time.

The exacting standards of an engine built by Fairbanks Morse are legendary among veteran sailors. They know through experience that these power plants are designed from the inside out for abundant power and long-wearing durability. Their beauty lies within.

AT A GLANCE

70+

NUMBER OF YEARS BUILDING ENGINES FOR THE U.S. NAVY

75%

PERCENTAGE OF NAVY SURFACE FLEET POWERED BY FAIRBANKS MORSE ENGINES

1

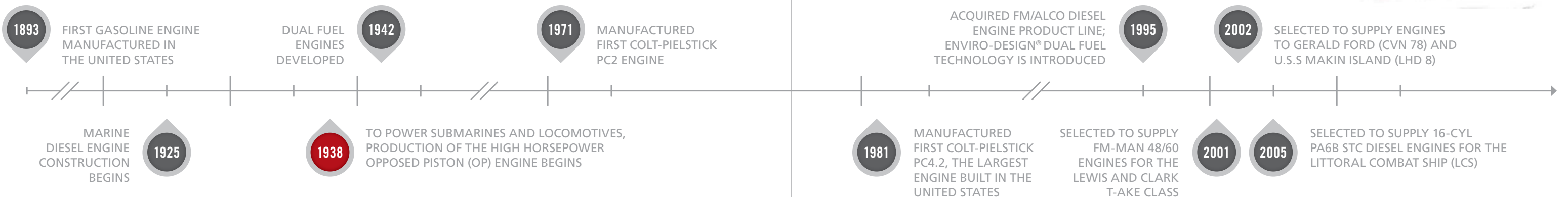
NUMBER OF MEDIUM-SPEED DIESEL ENGINES QUALIFIED TO ABS NAVAL VESSEL RULES



USCGC MELLON (WHEC 717)

OPPOSED PISTON MODEL 38D 8 1/8

THE TIMELINE

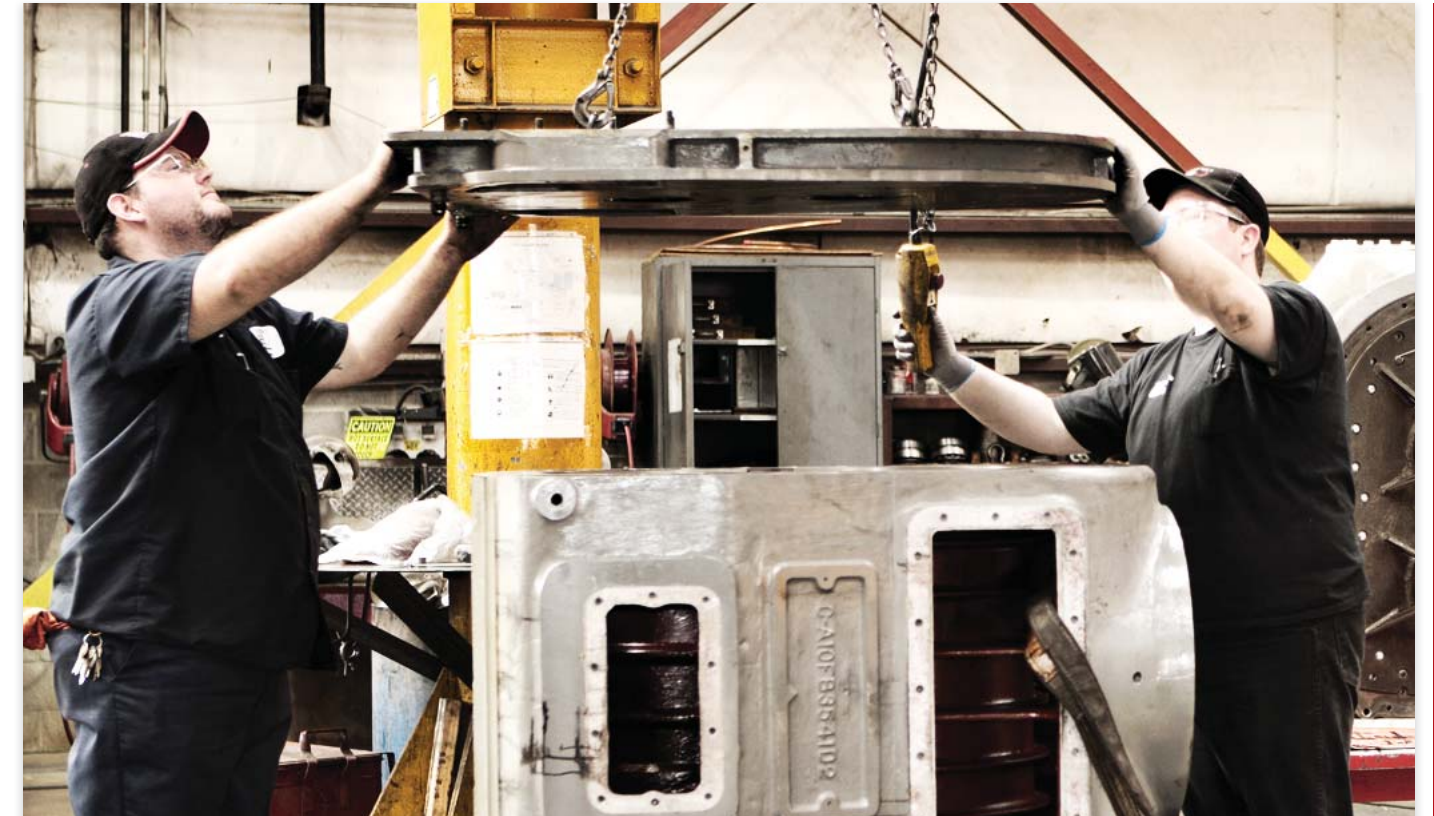


The Fairbanks Morse Colt-Pielstick PA6B STC: **The Definition of Tough.**



The Fairbanks Morse Colt-Pielstick PA6B STC has the distinction of being the only medium-speed engine to successfully qualify to ABS Naval Vessel Rules. Designed to weed out poor engine design, this test simulates the extreme demand placed on a propulsion system during naval combat. Bravo Zulu. Mission accomplished.

Six words to live by: Fairbanks Morse Engine **Parts and Service.**



PARTS ARE NOT PARTS. PARTS ARE YOUR ENGINE.

For Fairbanks Morse Engine, there is no short term. Our engines are built for the long haul (and then some) and the same is true of Fairbanks Morse Engine OEM replacement parts. They are manufactured to keep your ship at sea, performing and saving fuel – which is the reason she was built with Fairbanks Morse engines in the first place.

Choosing genuine Fairbanks Morse OEM parts also lets you incorporate new performance technologies to extend the life of your engines through your career and beyond. If there is a parts “will-fitter” around who can say that... Well, there just isn't.

EXPERT SERVICE CANNOT COME FROM NOVICES.

You will get unparalleled service from an experienced team of field service technicians who are trained and certified at our Beloit factory. Just call. You can expect a Fairbanks Morse Engine expert sent directly from one of our five service centers to solve your problem. We also provide OEM technical support, expedited parts delivery, worldwide on-site engine repair, comprehensive preventative maintenance and periodic engine performance analysis. For dependable service, you have to have expertise, and it's only available from Fairbanks Morse Engine.



COLT-PIELSTICK PA6B STC

The Colt-Pielstick PA6B STC is the latest development of the PA6 engine, intended for ships requiring high-propulsion power combined with a lightweight installation. Available in 12, 16, 18, and 20-cylinder configurations, the PA6B engine is designed specifically for the high demands of naval and commercial markets.

L,V DIMENSIONS (MM) AND RATINGS

CYL.	A	B	C	D	RPM	KW	TONS (METRIC)
12v	3055	5860	2500	3166	1050	4860	26
16v	3975	6780	2500	3166	1050	6480	34
18v	4435	7398	2640	3420	1050	7290	39
20v	4895	8000	2640	3420	1050	8100	41

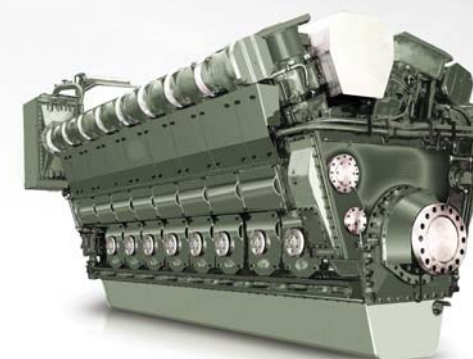


COLT-PIELSTICK PA6B

With over 840 engines in operation, the Colt-Pielstick PA6 is respected worldwide for its reliability and advanced technology. This engine has been expanded to include the longstroke "B" version, which is 25 percent more powerful than the PA6. The PA6B has a redesigned connecting rod, crankshaft, cylinder head, and liner with an anti-bore polishing ring. These design improvements extend the time between engine maintenance intervals and provide excellent fuel consumption with low emissions.

L,V DIMENSIONS (MM) AND RATINGS

CYL.	A	B	C	D	RPM	KW	TONS (METRIC)
8L	3495	4927	1944	2895	900	2800	18
12v	3055	5375	2400	3540	900	4200	24
16v	3975	6255	2400	3540	900	5600	32
20v	4895	7215	2400	3540	900	7000	38



COLT-PIELSTICK PC 2.6B

The Colt-Pielstick PC2.6B is a development of the Colt-Pielstick PC2.6 medium-speed engine. While retaining the same main characteristics, the power rating has increased from 615 kW/cyl to 750 kW/cyl. The 'B' engine operates at 600 rpm, with a lower fuel consumption and with the patented MPC (Modular Pulse Converter) supercharging system.

L,V DIMENSIONS (MM) AND RATINGS

CYL.	A	B	C	D	RPM	KW	TONS (METRIC)
12v	5460	7665	3674	4240	600	9000	100
14v	6200	8680	3674	4345	600	10500	110
16v	6940	9420	3674	4345	600	12000	120
18v	7680	10160	3674	4345	600	13500	130
20v	8420	11840	4000	4770	600	15000	140



COLT-PIELSTICK PC 2.5 STC

The 16-cylinder Colt-Pielstick PC2.5 STC engine is intended for use on ships requiring high propulsion power combined with a lightweight installation. The engine was selected by the U.S. Navy to power the San Antonio class (LPD 17) vessels. Four engines are installed per ship, two per reduction gear, with each shaft driving controllable pitch propellers. Each engine is rated at 7755 kW at 520 rpm.

L,V DIMENSIONS (MM) AND RATINGS

CYL.	A	B	C	D	RPM	KW	TONS (METRIC)
12v	6854	5076	3775	3747	520	5820	67
14v	7594	5816	3775	3747	520	6790	76
16v	8334	6555	3775	3747	520	7760	84
18v	9074	7295	3775	3747	520	8730	91

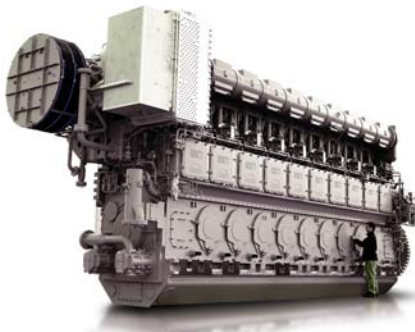


FM/MAN 28/33D

The Fairbanks Morse FM-MAN 28/33D engine combines world-class engineering and state-of-the-art technology to produce the most powerful and fuel efficient 1000 rpm diesel engine in the world.

L,V DIMENSIONS (MM) AND RATINGS

CYL.	SPEED r/min	POWER kWb	POWER bhp	L _{min} mm	W mm	H mm	B mm (METRIC)	C mm	Dry Mass t
12v	900	4860	6610	5490	2100	3180	1700	2463	30
	1000	5400	7340						
16v	900	6480	8810	6410	2100	3180	1700	2463	37
	1000	7200	9790						
20v	900	8100	110010	7330	2100	3180	1700	2463	46
	1000	9000	12240						

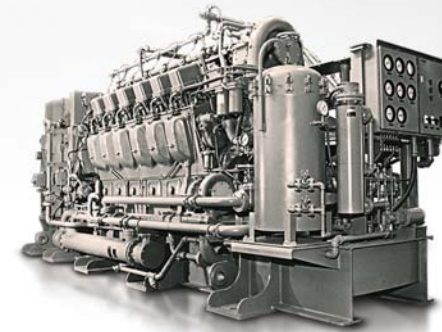


FM/MAN 48/60B

The FM-MAN 48/60 has over 270 engines in operation for marine and stationary applications. This engine is available in both in-line and vee configurations, which makes it a versatile powerplant for both propulsion and auxiliary applications.

L,V DIMENSIONS (MM) AND RATINGS

CYL.	L	L1	W	W1	H	H1	KW (500/514 RPM)	TONS (METRIC)
6L	8090	6728	3130	2100	5010	700	7200	108
7L	9120	7540	3390	2100	5010	700	8400	122
8L	9835	8360	3265	2100	5010	700	9600	136
9L	10655	9180	3265	2100	5010	700	10800	149
12L	9670	7980	5515	2280	4910	830	14400	190
14L	10985	8980	5515	2280	4950	830	16800	218
16L	11985	9980	5515	2280	4950	830	19200	242
18L	12866	10980	5515	2280	4950	830	21600	264



FM/ALCO 251 F

The FM/ALCO 251 F engine is universally recognized for its great reliability, high specific output, and low specific fuel consumption. The latest version of the FM/ALCO 251 F incorporates performance improvements known as the Plus Package. The "Plus" configuration has been engineered utilizing years of actual field experience with the intent to reduce fuel consumption and improve reliability and durability.

L,V DIMENSIONS (MM) AND RATINGS

CYL.	LENGTH (mm)	HEIGHT (mm)	WIDTH (mm)	TONS	900 RPM	1,000 RPM	1,100 RPM	1,200 RPM	DRY WEIGHT
					BHP / kWe	BHP / kWe	BHP / kWe	BHP / kWe	LBS (KG)
6L	6,743	3,486	2,692	26	1025/764	1215/906	1335/995	1335/995	22500/10206
8v	6,543	3,486	2,692	24	1460/1089	1620/1208	—	—	25700/11658
12v	8,573	3,486	2,692	28	2185/1629	2430/1812	2670/1991	2670/1991	33000/14969
16v	9,712	3,486	2,692	38	2915/2174	3240/2416	3560/2655	3560/2655	42000/19050
18v	10,465	3,486	2,692	43	3280/2446	3645/2718	4010/2990	4010/2990	49200/22317

L,V DIMENSIONS (MM) AND RATINGS



OPPOSED PISTON MODEL 38D 8 1/8

The Fairbanks Morse Opposed Piston (OP) engine has been designed and developed for a wide array of electrical power generation and heavy industrial applications. OP engines have even provided standby power for the country's most critical applications, including emergency power generation for nuclear submarines and nuclear power facilities, and backup power for vital life support and telecommunications networks.

L,V DIMENSIONS (MM) AND RATINGS

CYL.	RPM	TURBO-BLOWER		TURBOCHARGED		DIMENSIONS		DRY WEIGHT LBS
		BHP	kWe	BHP	kWe	A	B	
6	900/1000	2100	1506	2205	1580	6350	2286	53,740
9	900/1000	3150	2260	3308	2370	7620	2794	73,450
12	900/1000	4200	3013	4410	3165	9296	3302	85,025



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