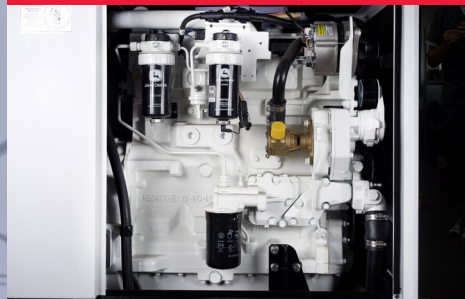


mariner 150 jdt - 150.06 jdt



CONTROL PANEL



JOHN DEERE ENGINE



INPUT/OUTPUT FUEL PIPE



COMPACT
DESIGN



EASY
INSTALLATION

the engine is cooled by a coolant loop in a closed circuit. The system consists of a heat exchanger, inside which the heat exchange between coolant and sea water takes place. Two separate pumps provide for the circulation of coolant and seawater. Air flows ensure effective cooling of the alternator. The excellent accessibility to the internal compartment makes maintenance operations easier, even with the generator installed in confined environments.

We reserve the right to modify the data, images and drawings in this document without prior notice.

For more detailed information, please contact your local distributor or Mase Generators S.p.A.



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mase
GENERATORS
Believing in change.



CONTROL PANEL

_ CBU EVO IL4 device controls and drives the genset. The large display and control pushbuttons allow easy use and monitoring:

- Manual start
- Voltage Vac
- Frequency Hz
- Engine rpm
- Hour meter
- Genset battery voltage
- Oil pressure
- Engine temperature
- Power output
- Current output
- Oil low pressure alarm
- Engine high temperature alarm
- Alternator battery charger failure alarm
- Low and high voltage alarm
- Low and high frequency alarm
- Low and high rpm engine
- Alarm history
- Maintenance warnings

_ Emergency stop button

_ Magneto-thermal protection

ENGINE

_ Easy maintenance access to the feeding and lubrication systems, the sea water pump and the air filter

_ Double vibration dumping system

50 Hz

60 Hz

AC alternator -

Synchronous, 4 poles, with AVR

Cooling -

Air

Voltage -

400 V

480 V

Frequency -

50 Hz

60 Hz

Amps -

228.1 A

190 A

Max power -

158 kVA

Continuous power -

148 kVA

Power Factor -

cos ø 0.8

Insulating class -

H

Voltage stability -

±2%

Frequency stability -

±5%

The power is referred to an atmospheric pressure of 100 kPa, a humidity percentage of 30% and an ambient temperature of 25°C.

Model -

John Deere 6068AFM85

Type -

Diesel

Cylinder block material -

Cast iron

Cylinders -

nr 6

Bore -

107 mm - 4.22 in

Stroke -

127 mm - 5 in

Displacement -

6800 cc - 414.96 CID

Power -

173 hp - 127.26 kWm

RPM -

1500

1800

Compression ratio

16.7:1

Engine head material -

Cast iron

Combustion system -

Direct injection

Speed governor -

Electronic

Lubrication system -

Forced

Oil sump capacity with filter -

19 l - 5.35 gl

Engine stop system -

Electronic

Fuel pump -

Electric

Max. fuel pump head -

1500 mm - 59 in

1800 mm - 70.86 in

Fuel consumption -

38 l/h - 10.04 gl/h

46.1 l/h - 12.18 gl/h

Air intake-

11100 l/min - 392 cfm

14400 l/min - 509 cfm

Starting battery -

100 Ah - 24 V

Battery charger -

75 Ah - 24 V

Starter motor -

3.7 kW - 24 V

Max. inclination -

25°

Water pump flow -

163 l/min - 43.06 gl/min

Sea water inlet pipe Ø -

50 mm - 2"

Exhaust pipe Ø -

127 mm - 5"

Input/Output fuel pipe Ø -

8 mm - 5/16"

Dimensions (L x W x H) -

2050 x 910 x 1000 mm - 80.7 x 35.8 x 39.4 in

Weight -

1500 Kg - 3308 lb

Accessory

Code

ACCESSORIES ON REQUEST

- Siphon break D.50 - ref.3
- Remote START/STOP panel with 20m cable for Comap IL4 - ref.1
- Comap IL4 remote start panel with 20-meter cable - ref.2
- Cruise kit

041171

037561

039607

913956



.1



.2



.3