

Fact Sheet

Simply Clean

Wabtec Marine L250/V250MDC Diesel Engines



As a global leader in emissions-reducing solutions, Wabtec's marine diesel engines meet US EPA Tier 4 and IMO Tier III emission standards with advanced exhaust gas recirculation (EGR) and without urea.

This breakthrough engine technology reduces key emissions by more than 70% without compromising fuel efficiency and maintenance intervals. With this in-engine, less complex to install, easy to operate solution, customers enjoy more valuable cargo, fuel, and accommodation space and avoid the hassle associated with planning for urea logistics replenishment and handling urea on board.

No urea. No kidding.

Quick Facts

- Advanced technology **reduces key emissions** by more than 70%
- Enables in-engine compliance with IMO Tier III and US EPA Tier 4 emissions standards
- **Eliminates urea use** and storage to preserve cargo and tank space
- World-wide **Service Network**
- Impressive durability with **no planned major overhauls** for up to 60,000*
- **No additional equipment** required to comply with emissions

*Depending upon duty cycle and fuel burn

	6L250MDC		8L250MDC		12V250MDC		16V250MDC	
Rated speed (rpm)	900	1,000	900	1,000	900	1,000	900	1,000
MCR								
bkW	1,700	1,900	2,250	2,500	3,150	3,500	4,200	4,700
bhp	2,280	2,548	3,018	3,353	4,224	4,694	5,632	6,303
Engine data								
Number of cylinders	6		8		12		16	
Cylinder arrangement	inline		inline		V		V	
Height	2,785 mm (109.6 in)*		2,785 mm (109.6 in)*		3,636 mm (143 in)**		3,721mm (147 in)**	
Length	4,880 mm (192 in)		5,875 mm (231 in)		5,209 mm (205 in)		6,285 mm (247 in)	
Width	1,995 mm (78.5 in)		2,087 mm (82 in)		2,730 mm (107 in)		2,778.5 mm (109.4 in)	
Dry weight	21,137 kg (46,600 lbs)		24,766 kg (54,600 lbs)		28,667 kg (63,200 lbs)		34,350 kg (75,728 lbs)	

*Height w/deep sump

**Includes exhaust stack and bellows

Proud to Power...



HARLEY MARINE
M.V. Harley One Cure
2 x 6L250MDC
(Mechanical Propulsion)
Articulated Tug Barge (ATB)

Harley Marine operates a widely diverse fleet of tugs and barges with diversified marine operations in all major West Coast ports, New York and the American Gulf.



HARVEY GULF
M.V. Harvey Stone
2 x 12V250MDC
(Diesel Electric Power and Propulsion)
Multi-Purpose Field Support Vessel (MPFSV)

Harvey Gulf operates a wide variety of offshore supply vessels including the M. V. Harvey Stone. This innovative vessel serves as a dedicated field support vessel for the Shell Stones FPSO offshore terminal.



LINDBLAD EXPEDITIONS
M.V. National Geographic Endurance
2 x 8L250MDC and
2 x 12V250MDC
(Diesel Electric Power and Propulsion)
Arctic Excursion Cruise Vessel

Lindblad Expeditions has a long term partnership with National Geographic and operates a wide array of Expeditions and Luxury Cruise ships. These vessels take travelers and adventurers into the most remote and pristine parts of the planet including Arctic and Antarctic.



INGRAM BARGE COMPANY
M.V. Mark Duley
2 x 8L250MDC
(Mechanical Propulsion)
Inland Marine Tow Boat

Ingram Barge Company is one of the largest operators of tow boats and barges on the nation's inland waterway system. They hold the position of the largest dry cargo carriers and one of the top liquid carriers in America.



REINAUER TRANSPORTATION
M.V. Bert Reinauer
2 x 12V250MDC
(Mechanical Propulsion)
Articulated Tug Barge (ATB)

Reinauer Transportation operates a variety of coastwise and ocean going tug vessels including: conventional and tractor tug boats, barges and articulated tug barge (ATB) units.



WEEKS MARINE
J.S. Chatry
2 x 16V250MDC and
3 x 8L250MDC
(Mechanical Pump Drive and Diesel Electric Power)
Cutter Head Dredging Vessel

Weeks Marine is one of the largest Dredging Contractors in the USA. The company operates large, innovative Dredging Vessels that are focused on coastal and environmental restoration though out the USA.