

UL/FM - cUL APPROVED RATINGS BHP/kW

JW6H MODEL	RATED SPEED				
	1760		2100		2350
JW6H-UFAA60				360	268
JW6H-UFAD70	376	280	399	297.5	
JW6H-UFAD80	422	315	400	298	
JW6H-UFADFO	327	244	311	232	
JW6H-UFADJO	350	261	332	247.5	



Image shown represents a JW6H engine model

◆ All Models are available for export.

ENGINE SPECIFICATIONS					
JW6H MODELS	UFAA60	UFAD70	UFAD80	UFADFO	UFADJO
Number of Cylinders	6				
Aspiration	TRWA				
Rotation*	CW				
Overall Dimensions - in. (mm)	66.9 (1699) H x 61.1 (1553) L x 38.2 (971) W				
Crankshaft Centerline Height - in. (mm)	17.7 (449)				
Weight - lb (kg)	2094 (948)				
Compression Ratio	16.0:1				
Displacement - cu. in. (l)	549 (9.0)				
Engine Type	4 Stroke Cycle - Inline Construction				
Bore & Stroke - in. (mm)	4.66 x 5.35 (118 x 136)				

Abbreviations: CW – Clockwise NA – Naturally Aspirated T – Turbocharged L – Length W – Width H - Height

*Rotation viewed from Heat Exchanger / Front of engine

CERTIFIED POWER RATING

- Each engine is factory tested to verify power and performance.
- Although FM-UL ratings are shown at specific speeds, Clarke engines with optional speed interpolation can be applied at any intermediate speed. To determine the intermediate speed power; make a linear interpolation from the Clarke FM-UL power curve. Contact Clarke or your Pump OEM Representative to obtain details.

ENGINE RATINGS BASELINES

- Engines are to be used for stationary emergency standby fire pump service only. Engines are to be tested in accordance with NFPA 25.
- Engines are rated at standard SAE conditions of 29.61 in. (752.1 mm) 77°F (25°C) inlet air temperature [approximates 300 ft. (91.4 m) above sea level] by the testing laboratory (see SAE Standard J 1349).
- A deduction of 3 percent from engine horsepower rating at standard SAE conditions shall be made for diesel engines for each 1000 ft. (305 m) altitude above 300 ft. (91.4 m)
- A deduction of 1 percent from engine horsepower rating as corrected to standard SAE conditions shall be made for diesel engines for every 10°F (5.6°C) above 77°F (25°C) ambient temperature.



ENGINE EQUIPMENT

EQUIPMENT	STANDARD	OPTIONAL
Air Cleaner with Air Differential Gauge	Direct Mounted, Washable, Indoor Service with Drip Shield	Disposable, Drip Proof, Indoor Service Outdoor Type, Single or Two Stage (Cyclonic)
Alarm	Overspeed Alarm & Shutdown, Low Oil Pressure, Low & High Coolant Temperature, Low Raw Water Flow, High Raw Water Temperature, Alternate ECM Warning, Fuel Injection Malfunction, ECM Warning and Failure with Automatic Switching	Low Coolant Level, Low Oil Level, Oil Filter Differential Pressure, Fuel Filter Differential Pressure, Air Filter Restriction
Alternator	12V-DC, 42 Amps with Poly-Vee Belt and Guard	24V-DC, 40 Amps with Poly-Vee Belt and Guard
Coupling	Bare Flywheel	UL Listed Driveshaft and Guard, UFADD0/F0/J0/70-CDS50-SC; UFAD80 – CDS50-SC AT 2100 RPM only
Electronic Control Module	12V-DC, Energized to Stop, Primary ECM always Powered on	24V-DC, Energized to Stop, Primary ECM always Powered on
Engine Heater	230V-AC, 2500 Watt	
Exhaust Flex Connection	SS Flex, 150# ANSI Flanged Connection, 6"	SS Flex, 150# ANSI Flanged Connection, 8"
Exhaust Protection	Metal Guard on Manifold and Turbochargers	
Flywheel Housing	SAE #3	
Flywheel Power Take Off	11.5" SAE Industrial Flywheel Connection	
Fuel Connections	Fire Resistant, Flexible, USA Coast Guard Approved, Supply and Return Lines	SS, Braided, cUL Listed, Supply and Return Lines
Fuel Filter	Primary and Secondary Filter with Priming Pump	
Fuel Injection System	High Pressure Common Rail	
Governor, Speed	Dual Electronic Engine Control Modules	
Heat Exchanger	Serviceable Shell and Tube Type, 60 PSI (4 Bar), NPT (F) Connections, Fresh Water Only	Serviceable 90/10 CuNi Sea Water Compatible (Provided with optional sea water, 316 stainless steel or 90/10 CuNi cooling loop)
Instrument Panel	Standard NEMA Type 4 (IP66) touch screen panel with digital tachometer, hour meter, water temperature, oil pressure and voltmeter gauges. Front Opening. <i>Note: Some models may include powerview display in place of TSP-E</i>	Stainless Steel NEMA Type 4X (IP66) touch screen panel with digital tachometer, hour meter, water temperature, oil pressure and voltmeter gauges. Front Opening.
Junction Box	Integral with Instrument Panel; For DC Wiring Interconnection to Engine Controller	
Lube Oil Cooler	Engine Water Cooled, Plate Type	
Lube Oil Filter	Full Flow with By-Pass Valve	
Lube Oil Pump	Gear Driven, Gear Type	
Manual Start Control	On Instrument Panel with Control Position Warning Light	
Overspeed Control	Electronic, Factory Set, Not Field Adjustable	
Raw Water Cooling Loop w/ Alarms	Galvanized	Seawater, All 316SS, High Pressure
Raw Water Solenoid Operation	Automatic from Fire Pump Controller and from Engine Instrument Panel (for Horizontal Fire Pump Applications)	Not Supplied (for Vertical Turbine Fire Pump Applications)
Run - Stop Control	On Instrument Panel with Control Position Warning Light	
Starter	One (1) 12V-DC with Two (2) Start Contactors	One (1) 24V-DC with Two (2) Start Contactors
Throttle Control	Adjustable Speed Control by Increase/Decrease Button, Tamper Proof in Instrument Panel	
Water Pump	Centrifugal Type, Gear Driven	

Abbreviations: DC - Direct Current, AC - Alternating Current, SAE - Society of Automotive Engineers, BSP(F) - British Standard Pipe Thread (Female), SS - Stainless Steel

MODEL NOMENCLATURE (10 Digit Models)



Specifications and information contained in this brochure is subject to change without notice.