

Diesel Engine Series 8V/10V 2000 M92

for Fast Vessels

with Low Load Factors (1DS)



Typical applications:

Fast Yachts, Fast Patrol Boats,
Police Craft and Fire-Fighting
Vessels

Engine Model	8V 2000 M92	10V 2000 M92
Rated power ICFN kW (bhp)	810 (1085)	1015 (1360)
Speed (speed margin) rpm	2450 (+50)	2450 (+50)
No. of cylinders	8	10
Bore/stroke mm (in)	135/156 (5.4/6.1)	135/156 (5.4/6.1)
Displacement, total l (cu in)	17.9 (1093)	22.3 (1361)
Flywheel housing	SAE 1	SAE 1
Gearbox model	ZF 550 A i = 1.2 – 2.5	ZF 2000 A i = 1.5 – 2.9

Performance and Fuel Consumption		8V 2000 M92				10V 2000 M92			
Speed	rpm	2450	2200	2000	1200	2450	2200	2000	1200
Maximum power	kW	810	810	775	375	1015	1015	975	475
	bhp	1085	1085	1040	505	1360	1360	1310	635
Power on propeller curve (n ³)	kW	810	500	445	95	1015	750	550	120
	bhp	1085	790	595	125	1360	1005	740	160
Fuel consumption	g/kWh	216	209	213	235	215	208	211	220
	l/h	210.8	148.6	114.2	26.9	262.9	188.0	139.8	31.8
	gal/h	55.7	39.3	30.2	7.1	69.5	50.0	37.0	8.4

¹⁾ Tolerance +5% per ISO 3046, Diesel fuel to DIN EN 590 with a min L.H.V. of 42800kJ/kg (18390 BTU/lb)



Standard Equipment

Starting System	Electric starter motor 24 V
Auxiliary PTO	Charging generator, 80A, 28V, 2 pole
Oil System	Gear driven lube oil pump, lube-oil duplex filter with diverter valve, lube-oil heat exchanger, handpump for oil extraction
Fuel System	Fuel feed pump, fuel hand pump, fuel pre-filter, fuel main filter with diverter valve, on-engine fuel oil cooler, HP fuel pump, jacketed HP fuel lines, injection nozzles (CR system), flame proof hose lines, leak-off fuel tank level monitored
Cooling System	Coolant-to-raw water plate core heat exchanger, self priming centrifugal raw water pump, gear driven coolant circulation pump
Combustion Air System	Sequential turbocharging with 2 water-cooled exhaust-gas turbochargers, on-engine set of combustion-air filters
Exhaust System	Triple-walled, liquid-cooled, on-engine exhaust manifolds, single centrally located exhaust outlet, 1 exhaust bellows vertical discharge
Mounting System	Resilient mounts at free end
Engine Management System	Engine and gearbox control and monitoring system (ADEC)

Optional Equipment

Auxiliary PTO	Charging generator, 140A, 28V, 2 pole, bilgepump, on-engine PTOs
Fuel System	Duplex fuel pre-filter
Cooling System	Coolant preheating system, integr. seawater gearbox piping
Exhaust System	1 exhaust bellows horizontal discharge
Mounting System	Resilient mounts at driving end
Engine Management System	In compliance with Classification Society Regulations (EMU + MEU)
Monitoring / Control System	smartline* , blueLine , bluevision* (* available from August 2005 on)
Power Transmission	Torsionally resilient coupling
Gearbox Options	Reverse reduction gearbox, el. actuated, gearbox mounts, trolling mode for dead-slow propulsion, free auxiliary PTO, hydraulic pump drives
Classification	ABS, BV, CCS, DNV, GL, KR, JG, LR, NK, RINA (from August 2005 on)

Power definition according ISO 3046

Intake air temperature 25°C / Sea water temperature 25°C

Intake air depression 15 mbar / Exhaust back pressure 30 mbar

Barometric pressure 1000 mbar

Power reduction at 45°C/32°C: none

All engines fulfil IMO emission regulation, certificate on request from April 2005 on

All engines EPA Tier 2 certification available from April 2005 on

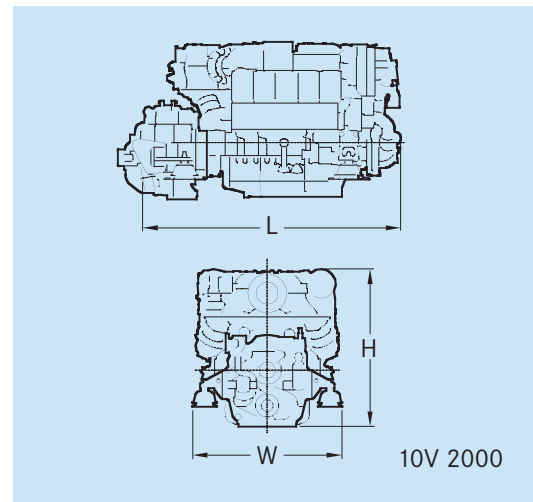
Dimensions and Masses (incl. gearbox)

Engine Model	8V2000	10V2000
Length [L] mm (in)	1895 (74.6)	2055 (81.0)
Width [W] mm (in)	1130 (44.5)	1130 (44.5)
Height [H] mm (in)	1200 (47.2)	1230 (48.4)
Mass [dry] kg (lbs)	2360 (5203)	2700 (5952)

Specifications are subject to change without notice.

All dimensions are approximate, for complete information refer to installation drawing.

For further information consult your MTU or Detroit Diesel distributor/dealer or any other authorized DaimlerChrysler representative.



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