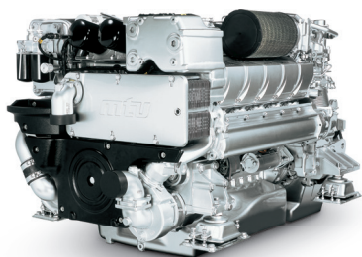




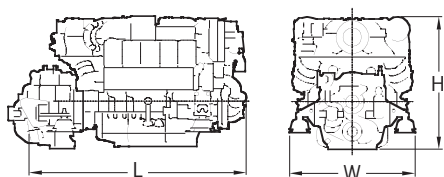
Marine

DIESEL ENGINES 8V 2000 M94

for fast vessels with low load factors (1DS)



Engine	Dimensions (L x W x H) mm (in)	Mass, dry kg (lbs)
8V / M94	1416 x 1130 x 1200 (55.7 x 44.5 x 47.2)	1980 (4365)
Engine with gearbox	Dimensions (L x W x H) mm (in)	Mass, dry kg (lbs)
8V / ZF 550	2055 x 1130 x 1200 (80.9 x 44.5 x 47.2)	2360 (5203)



Typical applications: Fast yachts, fast patrol boats, police craft and fire-fighting vessels

Optional equipment and finishing shown. Standard may vary.

Engine type		8V 2000 M94
Rated power ICXN	kW	932
	(bhp)	(1250)
Speed	rpm	2450
No. of cylinders		8
Bore/stroke	mm (in)	135/156 (5.3/6.1)
Displacement, total	l (cu in)	17.9 (1093)
Flywheel housing		SAE 1
Gearbox model, standard ¹⁾		ZF 550
Optimization of exhaust emissions ²⁾		IMO II/EPA 2/EU III A ³⁾
Solas compliance		Yes

1) gear ratio on request

2) IMO – International Maritime Organisation (MARPOL), EPA – US Marine Directive 40 CFR 94

3) on request



A Rolls-Royce
solution

Performance & fuel consumption ¹⁾		8V 2000 M94			
Speed	rpm	2450	2100	1700	1200
Maximum power	kW	932	885	680	395
	bhp	1250	1185	910	530
Power on propeller curve (n ³)	kW	932	570	320	110
	bhp	1250	765	430	150
Fuel consumption	g/kWh	226 ²⁾	215	230	218
	l/h	253	147	88	28
	gal/h	65.3	38.8	23.4	7.6

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

2) Fuel consumption for cruising speed with 70% power at 1900 rpm: 8V = 208 g/kWh; 10V = 206 g/kWh

Standard equipment	
Starting system	Electric starter 24 V pole
Auxiliary PTO	Alternator, 80A, 28V, 2 pole
Oil system	Gear driven lube-oil pump, lube-oil duplex filter with diverter valve, lube oil heat exchanger, hand pump 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 (common rail system) flame proof hose lines, leak-off 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 intake air filters
Exhaust system	Triple-walled, liquid-cooled, on-engine exhaust manifolds, single centrally located exhaust outlet, 1 exhaust bellows vertical discharge horizontal discharge
Mounting system	Resilient mounts at free end
Engine management system	Engine control and monitoring system (ADEC)

Optional equipment	
Auxiliary PTO	Alternator, 140A or 200A, 28V, 2 pole, bilgepump, on-engine PTOs
Fuel system	Duplex fuel pre-filter
Cooling system	Coolant preheating system engine mounted, integrated seawater gearbox piping
Exhaust system	Exhaust bellow vertical discharge
Mounting system	Resilient mounts at driving end
Engine management system	In compliance with classification Society Regulations
Monitoring/control system	smartline, blueine, bluevision, BlueVision NewGeneration, Callosum
Power transmission	Torsionally resilient coupling
Gearbox options	Reverse reduction gearbox, electronically actuated, gearbox mounts, trolling mode for dead-slow propulsion, free auxiliary PTO, hydraulic pump drives

Reference conditions:

- > Power definition according ISO 3046-1:2002 (E) and ISO 15550:2002 (E)
- > Intake air temperature 25°C/Sea water temperature 25°C
- > Intake air depression 15 mbar/Exhaust back pressure 30 mbar
- > Barometric pressure 1000 mbar

Specifications are subject to change without notice. All dimensions are approximate, for complete information refer to installations drawing. For further information consult your MTU distributor/dealer.

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