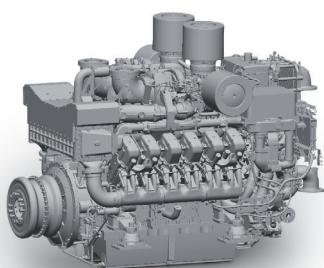




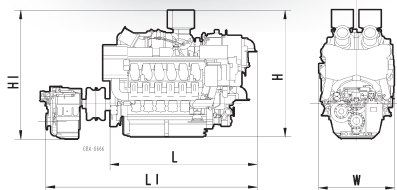
## Marine

# DIESEL ENGINES 12V 4000 M93/M93L

for fast vessels with low load factors (1DS)



Engine	Dimensions (L x W x H) mm (in)	Mass, dry kg (lbs)
M93/M93L	2840 x 1465 x 2450 (111.8 x 57.7 x 96.5)	8410 (18541)
Engine with gearbox	Dimensions (L <sub>1</sub> x W x H <sub>1</sub> ) mm (in)	Mass, dry kg (lbs)
M93/M93L - ZF 7600	4075 x 1465 x 2500 (148.0 x 57.7 x 98.4)	9910 (21848)



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

Optional equipment and finishing shown. Standard may vary.

Engine type		12V 4000 M93	12V 4000 M93L
Rated power ICFN	kW	2340	2580
	(bhp)	(3140)	(3460)
Speed	rpm	2100	2100
No. of cylinders		12	12
Bore/stroke	mm (in)	170/190 (6.7/7.5)	170/190 (6.7/7.5)
Displacement, total	l (cu in)	51.7 (3155)	51.7 (3155)
Flywheel housing		SAE 00	SAE 00
Gearbox type <sup>2)</sup>		ZF 7600	ZF 7600
Optimization of exhaust emissions <sup>1)</sup>		IMO II/EPA 2	IMO II/EPA 2

1) IMO - International Maritime Organization (MARPOL)

EPA - US marine directive 40 CFR 94

2) gearbox variants "Down Angle (A)" and "V-Drive" available on request



A Rolls-Royce  
solution

Fuel consumption *		12V 4000 M93	12V 4000 M93L
at rated power	g/kWhr	216	217
	l/hr	600.5	671.4
	gal/hr	158.7	177.4

\* 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 24 V, 2 pole
Oil system	Gear driven lube oil pump, duplex lube oil filter with diverter valve, centrifugal lube oil filter lube oil heat exchanger, pump for lube oil extraction
Fuel system	Fuel delivery pump, duplex lube fuel filter with diverter valve, common rail fuel injection system with high-pressure pump, pressure accumulator and electronic fuel injection with cylinder cutout system, jacketed HP fuel lines, flame- proof hose lines, leak-off fuel tank level monitoring, fuel pre-filter with water separator
Cooling system	MTU-split-circuit coolant system, electronically controled thermostats, coolant-to-raw water plate core heat exchanger, self priming centrifugal raw water pump, engine mounted coolant expansion tank, gear driven coolant circulation pump, raw-water connection for gearbox cooling
Combustion air system	Water cooled charge air manifolds, engine coolant temperature-controlled intercooler, sequential turbocharging with 2 water-cooled turbochargers , on-engine seawater-resistant air filters
Exhaust system	Triple-walled, liquid-cooled, on-engine exhaust manifolds, exhaust bellows, horizontal discharge
Mounting system	Resilient mounts
Auxiliary PTO	Charging generator, 120A, 28V, 2 pole
Engine management system	Engine control and monitoring system (ADEC), interface to gearbox control, interface to remote control and monitoring system, local operating panel (LOP)
Electronics and instrumentation	The scope of delivery for the engine fulfills SOLAS requirements for admissible surface temperature without additional insulation

Optional equipment	
Starting system	Coolant preheating system, air starter
Oil system	Lube oil priming system, oil level monitoring, automatic oil replenishment system, automatic lube oil filter, main and connecting rod bearing temperature monitoring
Cooling system	Engine version for sealed engine coolant system in conjunction with ship's side recooling system
Exhausted system	Vertical discharge
Auxiliary PTO	Bilge pump, PTOs at free end of engine
Engine management system	Expansion In compliance with classification society regulations
Monitoring/control system	Fuel consumption measurement device, MTU-monitoring and control systems MCS, remote control systems RCS
Gearbox options	Various reserve reduction gearbox models, elec. actuated, gearbox mounts, PTO for hydraulic pump at driving shaft or at mediate shaft, trolling, trailing pump, propeller shaft flange
Classification	ABS, BV, CCS, CR, DNV, GL, KR, LR, NK, RINA including necessary extensions to scope of supply.

Reference conditions:

- > 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: 3%

We reserve the right to change technical data. All data represent approximate values, refer to the installation drawing for full details. Contact your MTU distributor/dealer for more information.