Marine

DIESEL ENGINES 16V 8000 M71L
for fast vessels with high load factors (1B)

<table>
<thead>
<tr>
<th>Engine</th>
<th>Dimensions (L x W x H) mm (in)</th>
<th>Mass, dry kg (lbs)</th>
</tr>
</thead>
<tbody>
<tr>
<td>M71L</td>
<td>5698 x 2040 x 3375 (224.3 x 80.3 x 132.9)</td>
<td>42000 (92594)</td>
</tr>
</tbody>
</table>

Typical applications: ferries, large displacement yachts, OPVs, naval auxiliary vessels

Optional equipment and finishing shown. Standard may vary.

<table>
<thead>
<tr>
<th>Engine type</th>
<th>16V 8000 M71L</th>
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</thead>
<tbody>
<tr>
<td>Rated power ICFN kW (bhp)</td>
<td>7280 (9762)</td>
</tr>
<tr>
<td>Speed rpm</td>
<td>1150</td>
</tr>
<tr>
<td>No. of cylinders</td>
<td>16</td>
</tr>
<tr>
<td>Bore/stroke mm (in)</td>
<td>265/315 (10.4/12.4)</td>
</tr>
<tr>
<td>Displacement l (cu in)</td>
<td>278 (21200)</td>
</tr>
<tr>
<td>Optimization of exhaust emissions*</td>
<td>IMO II/EPA 2 compl.</td>
</tr>
</tbody>
</table>

* IMO - International Maritime Organisation (MARPOL)
EPA - US Marine Regulation 40 CFR 94
### Standard equipment

**Starting system**
- Air starter motor, 15 bar; press. reduct. station 40/15 bar, coolant preheating system

**Oil system**
- Lube oil pump, automatic filter with backflushing, centrifugal oil filter, lube-oil heat exchanger, lube oil priming pump, lube oil level monitoring/replenishment system, switchboxes for lube oil replenishment and priming pumps

**Fuel system**
- Fuel delivery pump, fuel duplex filter with diverter valve, “common rail” fuel injection system with high-pressure pump, pressure accumulator and electronically fuel injection with cylinder cutout system, jacketed HP fuel lines, leak-off fuel tank level monitored, fuel hand pump, fuel pre-filter with water separator, fuel recouler

**Cooling system**
- MTU-split-circuit coolant system, coolant-to-raw water plate core heat exchanger, centrifugal raw water pump with priming system, coolant circulation pump, coolant expansion tank

**Combustion air system**
- Engine coolant temperature-controlled intercooler, sequential turbocharging with 4 water-cooled turbochargers, on-engine set of combustion-air filters

**Exhaust system**
- On-engine exhaust manifolds, exhaust bellows

**Mounting system**
- Resilient mounts

**Power transmission**
- Torsional and offset compensating couplings

**Engine management system**
- Engine control and monitoring system (MDEC), interface to remote control and monitoring system, local operating panel (LOP)

**Interfaces**
- Flexible joints (hose lines, rubber bellows)

### Optional equipment

**Starting system**
- Compressed air tanks

**Monitoring/control system**
- Monitoring and control system MCS-5, remote control system RCS-5

**Gearbox option**
- Various gearbox models

**Classification**
- ABS, BV, CR, DNV, GL, KR, LR, NK, RINA incl. necessary extensions to scope of supply

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**Fuel consumption**

<table>
<thead>
<tr>
<th>Power</th>
<th>g/kWh</th>
<th>l/h</th>
<th>gal/h</th>
</tr>
</thead>
<tbody>
<tr>
<td>at rated</td>
<td></td>
<td></td>
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</table>

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

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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: none

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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