

Diesel Engines 8V/10V 2000 M72

for Vessels

with High Load Factors (1B)



Typical applications:

Ferries (e. g. monohulls, hydrofoils, catamarans, surface effect ships) and displacement yachts

Engine Model		8V 2000 M72	10V 2000 M72
Rated power ICFN	kW (bhp)	720 (965)	900 (1205)
Speed	rpm	2250	2250
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 2000	ZF 3000
		i = 1.1 – 2.5	i = 1.1 – 2.9

Fuel Consumption ¹⁾		8V 2000 M72			10V 2000 M72		
Speed	rpm	2250	1950	1200	2250	1950	1200
Maximum power	kW	720	710	340	900	880	445
	bhp	965	950	455	1205	1180	595
Power on propeller curve (n ³)	kW	720	475	115	900	585	140
	bhp	965	635	155	1205	785	190
Fuel consumption on propeller curve ¹⁾	g/kWh	207	214	226	206	209	216
	l/h	179.6	122.5	31.3	223.4	147.3	36.4
	gal/h	47.4	32.4	8.3	59.0	39.0	9.6

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



Standard Equipment

Starting System	Electric starter 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

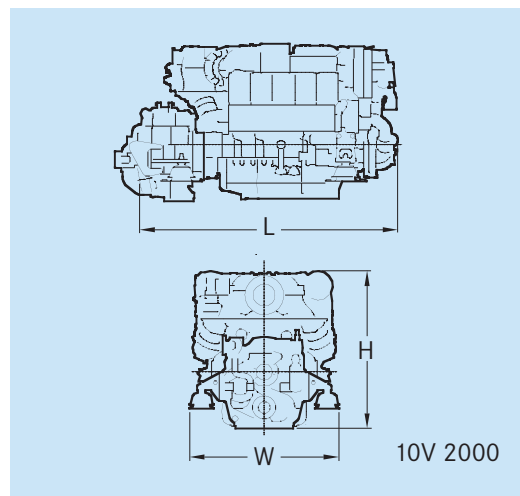
Auxiliary PTO	Charging generator, 140A, 28V, 2 pole, bilgepump, on-engine PTOs
Oil System	Centrifugal oil filter, oil replenishment system
Fuel System	Duplex fuel pre-filter
Cooling System	Coolant preheating system, integr. seawater gearbox piping
Exhaust System	1 exhaust bellows horizontal discharge
Mounting System	Resilient mounts at driving end
Engine Management System	In compliance with Classification Society Regulations (EMU + MEU)
Monitoring / Control System	<i>smartline</i> , <i>blue</i> <i>line</i> , <i>blue</i> <i>vision</i>
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

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
 All engines EPA Tier 2 certified

Dimensions and Masses (incl. gearbox)

Engine Model		8V 2000 M72	10V 2000 M72
Length [L]	mm (in)	2080 (81.9)	2365 (93.1)
Width [W]	mm (in)	1130 (44.5)	1130 (44.5)
Height [H]	mm (in)	1225 (48.1)	1305 (51.4)
Mass [dry]	kg (lbs)	2590 (5710)	3050 (6724)

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 MTU Detroit Diesel distributor/dealer.



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