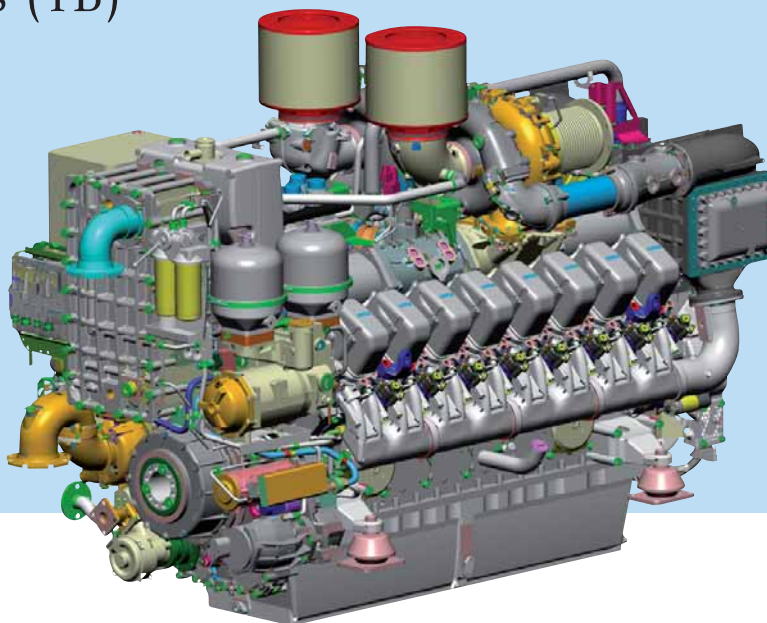


# 16V 4000 M73/M73L Diesel Engines

for fast vessels

with high Load Factors (1B)



## Typical examples:

Ferries (e.g. single-hull vessels, hydrofoils, catamarans, hovercraft) and yachts

Engine type		16V 4000 M73	16V 4000 M73L
Rated power ICFN	kW (bhp)	2560 (3430)	2880 (3860)
Speed	rpm	1970	2050
Number of cylinders		16	16
Bore/stroke	mm (in)	170/190 (6.7/7.5)	170/190 (6.7/7.5)
Overall displacement	l (cu in)	69.0 (4210)	69.0 (4210)
Flywheel housing		SAE 00	SAE 00
Gearbox type <sup>2)</sup>		ZF 7650	ZF 9050
Optimization of exhaust emissions <sup>1)</sup>		IMO / EPA 2	IMO / EPA 2

Fuel consumption *		16V 4000 M73	16V 4000 M73L
at rated power	g/kWh	213	214
	l/h (gal/h)	657.0 (173.6)	742.6 (196.2)

\* Tolerance +5% as per ISO 3046, diesel fuel as per DIN EN 590 with a lower heating value of 42800kJ/kg (18390 BTU/lb)

<sup>1)</sup>IMO - International Maritime Organization

EPA - US marine directive 40 CFR 94, with NTE

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



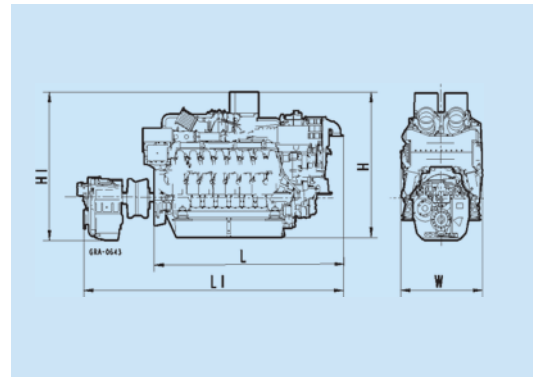
## Standard equipment

Starter	24V electric starter, 2-pole
Oil system	Integral lube-oil pump; Automatic oil filter (16/20V), centrifuge , lube oil-heat exchanger, pump for oil extraction, priming system
Fuel system	Fuel delivery pump, fuel duplex filter (switchable), Common Rail injection system with HP pump, pressure accumulator and electronic injection with cylinder cutout, jacketed HP fuel lines, flame-resistant hoses, leak-fuel tank with level monitoring, fuel conditioning system
Cooling system	MTU split-circuit cooling system, map-controlled coolant thermostats, raw water-cooled engine coolant-plate-core heat exchanger, self-priming raw water centrifugal pump, engine coolant circulating pump, raw water connection for gear oil cooling, flame-resistant hoses and rubber bellows
Combustion air system	Water-cooled charge-air pipework, coolant temperature controlled intercooler, sequential turbocharging. with 2 water-cooled turbochargers, seawater-repellent intake air filter on engine with integral intake air silencer
Exhaust system	Triple-walled, liquid-cooled, exhaust manifolds on engine, exhaust bellows, exhaust outlet from horizontal 30° upwards
Engine mounting	Resilient mounts
Power transmission	Torsionally-resilient couplings with offset compensation
Auxiliary PTO	Generator 120A, 28V, 2-pole
Engine management	Engine control and monitoring system (ADEC), interface to gearbox controller, interface to remote control and monitoring system, local operating panel (LOP), fuel consumption display
Engine safety system	The scope of delivery for the engine fulfills SOLAS requirements for admissible surface temperature without additional insulation

## Optional equipment

Starter	Air starter
Oil system	Oil level monitoring, automatic oil replenishment, main bearing and conrod bearing temperature monitoring
Cooling system	Engine coolant preheater
Exhaust system	Exhaust outlet vertically up
Auxiliary PTO	Auxiliary PTO free crankshaft end
Engine management	Extension as per classification society specifications
Monitoring and control system	MTU MCS Monitoring and Control Systems, RCS Remote Control Systems
Gearbox option	Various marine reduction-reversing gears, electrically actuated, rigid or resilient gearbox mounting , drive for hydraulic pump on drive or intermediate shaft, Trolling system, under tow oil pump, propeller shaft flange
Classification	ABS, BV, CCS, CR, DNV, GL, KR, LR, NK, RINA including necessary extensions to the scope of delivery

Engine dimensions and masses			
Engine type		16V 4000 M73	16V 4000 M73L
Length [L]	mm (in)	3480 (137.0)	3480 (137.0)
Width [W]	mm (in)	1465 (57.7)	1465 (57.7)
Height [H]	mm (in)	2070 (81.5)	2070 (81.5)
Mass (dry)	kg (lbs)	9350 (20615)	9350 (20615)
Engine with gearbox dimensions and masses			
Gearbox type		ZF 7600	ZF 9050
Length [L <sup>1</sup> ]	mm (in)	4625 (182.1)	4625 (182.1)
Width [W]	mm (in)	1465 (57.7)	1465 (57.7)
Height [H <sup>1</sup> ]	mm (in)	2420 (95.3)	2530 (99.6)
Mass (dry)	kg (lbs)	10420 (22972)	10842 (23902)



Performance defined as per ISO 3046; intake air temperature: 25°C / seawater 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 or MTU Detroit Diesel distributor/dealer for more information.

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