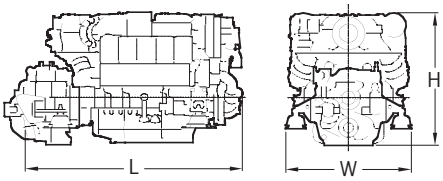
Marine

Diesel Engine 10V 2000 M84

for Fast Vessels with Intermittend Load Factors (1D)



Dimensions and Masses

10V 2000	Dimensions (LxWxH) mm (in)	Mass, dry kg (lbs)
M84	1600x1135x1250 (63.0x44.7x49.2)	2240 (4938)
10V 2000 - with Gearbox type*	**Dimensions (LxWxH) mm (in)**	**Mass, dry kg (lbs)**
M84 - ZF 2000	2135x1135x1245 (84.1x44.7x49.0)	2660 (5864)

* gear ratio on request

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

Engine Model		10V 2000 M84
Rated power ICFN	**kW (bhp)**	**1015 (1360)**
Speed	**rpm**	**2450**
No. of cylinders		10
Bore/stroke	mm (in)	135/156 (5.3/6.1)
Displacement, total	l (cu in)	22.3 (1361)
Flywheel housing		SAE 1
Gearbox type		ZF 2000
Optimization of exhaust emissions[2)]		IMO 2/EPA 2/EU [3)]
Solas compliance		Yes (without accessory kit)

[2)] IMO – International Maritime Organisation
EPA – US Marine Directive 40 CFR 94
EU – Recreational crafts 94/25 EC
[3)] EU IIIA/RheinSchUO (CCNR) on request

Power. Passion. Partnership.

Performance & Fuel Consumption [1]		10V 2000 M84			
Speed	rpm	2450	2100	1700	1200
Maximum power	kW	1015	1015	820	480
	bhp	1360	1360	1100	644
Power on propeller curve (n^3)	kW	1015	650	340	125
	bhp	1360	872	456	168
Fuel consumption	g/kWh	215	212	214	218
on propeller curve	l/h	266.6	166.0	87.7	32.8
	gal/h	70.4	43.9	23.2	8.7

[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 (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
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 or 200A, 28V, 2 pole, bilgepump, on-engine PTPs
Fuel System	Duplex fuel pre-filter
Cooling System	Coolant preheating system, integr. seawater gearbox piping
Exhaust System	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	**smart***line*, **blue***line*, **blue***vision*
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

> Power definition according ISO 3046
> Intake air depression 15 mbar/Exhaust back pressure 30 mbar
> Power reduction at 45°C/32°C: none
> Intake air temperature 25°C/Sea water temperature 25°C
> Barometric pressure 1000 mbar

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.

Subject to change. | 3233461 | 1/10 | VMD 2010-08.

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