

DV48RME

BUKH LIFEBOAT DIESEL ENGINE

48 effective and disciplined horse powers guarantee safe and troublefree sailing.

The DV48RME is designed and constructed as a genuine marine engine - it is not a "marinized" industrial engine. Through a simple design the service of the engine is carried out very easily.

A BUKH does not vibrate due to a well-balanced system of rotating counterweights in the engine neutralizing all vibrations. It does not rattle because minimal tolerances in all moving parts ensure the lowest possible noise level in bearings, gearwheels, pistons and connecting rods. A BUKH RME engine has automatic fuel control which guarantees that the engine only gets the amount of fuel which the immediate load requires.

Due to an open flywheel we are able to offer a great variety of different SOLAS approved starting systems which is not an option with other diesel engines. We can combine hand start, hydraulic start and spring start with traditional electric start.



Standard Equipment:

- Reverse-reduction gear
- Wet sump lubrication system
- Pre and main (full flow) filter
- Keel-cooling with thermostat
- Air inlet filter
- Fuel lift pump
- Electric start
- Charging alternator with double diode
- Operating remote panel with
 - Charging light
 - Luboil pressure warning light
 - Cooling water temperature warning light
 - Push button for start and stop
 - Audible warning
- Fittings for remote control
- Zinc anode protection
- Drain pump for luboil
- Dry exhaust fitting
- Up-side-down valve

- Standard set of tools
- Operating manual
- Watercooled exhaust manifold
- Fittings for keel cooling
- Bosch distributor injection pump with automatic device and governor
- Automatic ventilation of fuel system
- Lubrication oil cooler
- Turbocharger

Options:

- Instrument panel with gauges
 - Tachometer
 - Temperature
 - Oil pressure
- Spraypump for fireprotected lifeboats that can stand dry-running.
- Battery switch
- Remote control
- 3 blade propeller

- Propeller shaft
- Sterntube
- Front sealing arrangement for sterntube
- Rear sterntube bearing
- Propeller shaft coupling
- 6 different SOLAS approved starting systems
 - Electric start with two independent starting batteries
 - Electric start with two starter motors and two independent starting batteries
 - Electric start and hand start with one battery
 - Electric start and spring start with one battery
 - Electric start and hydraulic start
 - Hand start and hydraulic start

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DV48RME Specifications

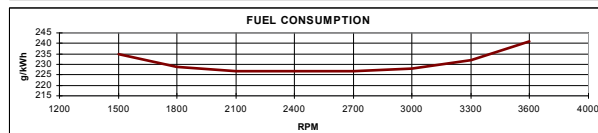
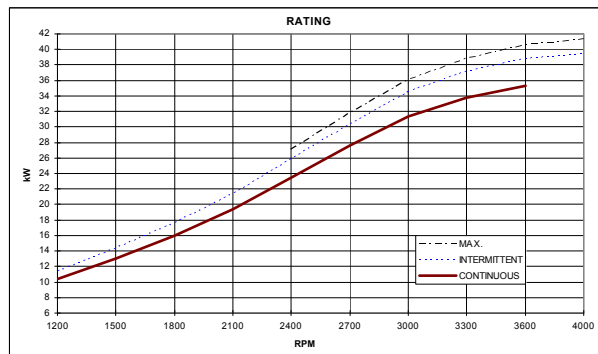
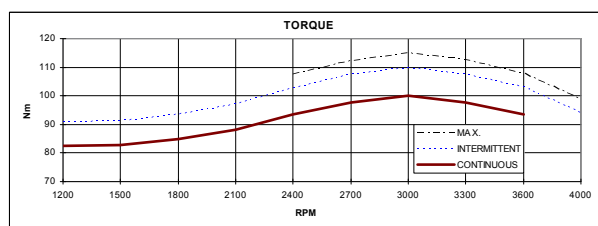
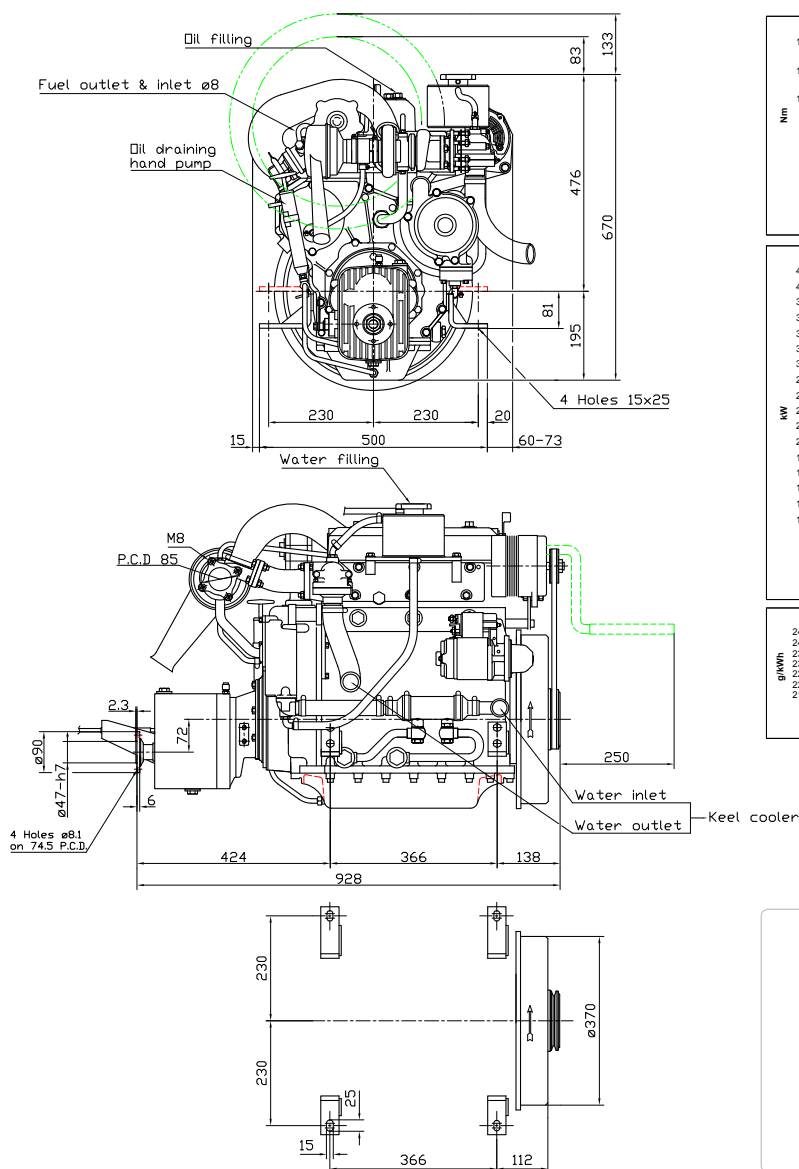
Max continuous rating (ISO3046) at:

60 rps (3600 rpm)	48 HP (35.3 kW)
50 rps (3000 rpm)	43.5 HP (32 kW)
40 rps (2400 rpm)	32 HP (23.6 kW)
33 rps (2000 rpm)	-
Reverse-reduction gear ratio	2:1 / 2.5:1 / 2.82:1 (optional)
Engine rotation (looking forward)	Anti-clockwise
Propeller rotation (looking forward)	Clockwise
Number of cylinders	3
Bore and stroke	85x85 mm (3.35x3.35 in)
Swept volume	1447 cm ³ (88.29 cu in)
Cycle	4-stroke

Turbo charge pressure	0.5 Bar (7.25 psi)
Cooling system (standard)	Keel-cooling
Inclination, max, fore and aft	15°
Heel, max, continuous	30°
Fuel consumption, full load	9.9 l/h (2.62 galls/h)
Fuel consumption, cruising	5.5 l/h (1.45 galls/h)
Air consumption	3210 l/min
Exhaust temperature	580° C
Electric starter motor	12V, 1.74 HP (1.3 kW)
Charging alternator	14V, 50 Amp, 700W
Net weight	273 kg (602 lbs)

As BUKH is always endeavouring to improve the engines, specifications mentioned are subject to alterations without previous notice.

DV48RME Dimensions



SOLAS approved by Det Norske Veritas
Notified Body: No. 0575