



### **DIESEL DRIVEN 8V92 (375 HP) ENGINE WITH WOMA 400M FLUID END**

<b>DIESEL DRIVEN 8V92 (375 HP) ENGINE WITH WOMA 400M FLUID END SPECIFICATIONS</b>	
Pump	Manufacturer – WOMA Apparatebau GmbH
Model	WOMA 400M P18
Pump Maximum operating pressure	43,500 psig (3,000 barg)
Pump Maximum flow rate	42 litres/min
Engine Manufacturer	Detroit
Engine Power Train model	GM 8V-92TA 2 Stroke Diesel Engine
Power Output	450 bhp (336 Kw) @ 2100rpm
Peak Torque	1250 lb ft (1695 N.m) @1300rpm
Skid frame	3,300 mm x 1,900 mm x 2,300 mm x 5.5tons
No of units	1

## Diesel Driven Positive Displacement High Pressure Pumps

---

*The WOMA Type 400M P18 high-pressure plunger pump provides a max. working pressure of 3000 bar and a max. flow rate of 42 l/min. The M-series pumps are ideally suited for tasks such as cutting, dismantling, de coating and de rusting.*

*The power train used for this pump skids is a Detroit 8V92 diesel driven engine. The Detroit Diesel Series 92 is a two-stroke cycle, V-block diesel engine, produced with versions ranging from six to 16 cylinders. 8V92 engine is an 8-cylinder engine with 92 cubic inches volume per cylinder producing 285BHP (212.5kW) @1200 RPM and up to 450BHP (336kW) @2100RPM. In order to prevent overstressing the engine is usually run at approximately 1600RPM. The fuel consumption rate varies from 14 USG/hr @1200 RPM to 19 USG/hr @ 1800 RPM*

*The pump skids (3,300 mm x 1,900 mm x 2,300 mm x 5.5MT) have been designed to comply with DNV criteria (DNV 2.7-3) for offshore portable equipment lifting operations. The skid status needs to be reviewed before each project.*

*OCS has Equipment passports for individual Engines, Skids and Fluid Ends which must be reviewed before each project to assess the status. The equipment passport gives the working history, maintenance and certification history for Engines, Fluid Ends and Pump skids.*

*Where failures occur during operations Equipment bulletins will be issued to document the problem and the remediation solutions applied. The equipment bulletin will be circulated to all field engineers to be informed about the possible failure that can occur during the operation and thereby avoid future failure.*

*This equipment file remains a live document and will be constantly updated by the equipment department.*