

PowerGen

Series 2000 G05

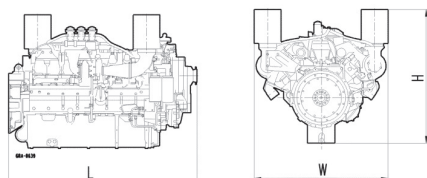
for PowerGen Applications
with Air Charge Air Cooling



Dimensions and Masses

Engine	Dimensions LxWxH mm (in)*	Mass, dry kg (lbs)
12V	1885x1580x1570 (74x62x62)	2490 (5490)
16V	2225x1580x1580 (88x62x62)	3100 (6835)
18V	2400x1580x1605 (95x62x63)	3500 (7715)

* Engines with integrated radiators and fan: length + 650 mm (12V/16V) + 850 mm (18V)
All dimensions are approximate, for complete information refer to the installation drawing.



Engine Model

Bore/stroke	mm (in)	130/150 (5.1/5.9)
Cylinder configuration		90°V
Displacement/cylinder	l (cu in)	1.99 (121)
Displacement, total	l (cu in)	12V: 23.9 (1458), 16V: 31.8 (1944), 18V: 35.8 (2185)
Fuel specification		EN 590, Grade No.1-D/2-D (ASTM D975-00)

Engine type

Prime Power
3B

Standby Power
3D

Optimization

or

Application

Rated Power kW (bHP) at 1500 rpm (50 Hz)

12V 2000 G25	580 (778)	635 (853)
12V 2000 G65	695 (932)	765 (1026)
16V 2000 G25	810 (1086)	890 (1194)
16V 2000 G65	890 (1194)	975 (1308)
18V 2000 G65	1000 (1341)	1100 (1475)

Optimization: Exhaust emission TA-Luft (for Standby Power) Fuel consumption
Fan drive power not included Engines available also with Water Charge Air Cooling



Power. Passion. Partnership.

Engine type	Prime Power 3B	Standby Power 3D
Optimization	③	③
Application	Rated Power kW (bHP) at 1800 rpm (60 Hz)	
12V 2000 G45	710 (952)	780 (1046)
12V 2000 G85	810 (1086)	890 (1194)
16V 2000 G45	915 (1227)	1010 (1355)
16V 2000 G85	1010 (1355)	1115 (1495)
18V 2000 G85	1191 (1597)	1310 (1757)

Optimization: ③ Exhaust emission EPA 40 CFR 89/Tier 2 Fan drive power not included Engines available also with Water Charge Air Cooling

Application	Power definition	
3B	Continuous operation w/ variable load	Load factor: < 75%, Operating hours: unrestricted, Overload: Fuel stop (ICXN)
3D	Standby operation w/ variable load	Load factor: < 85%, Operating hours: max. 500 p/ y, Overload: Fuel stop (ICFN)

Power output within 5% tolerance at standard conditions. Power definition according to ISO 3046 (ratings also correspond to SAE J 1995 and SAE J 1349 standard conditions)
Consult your MTU Detroit Diesel or MTU distributor/dealer for the rating that will apply to your specific application.

Standard Equipment	
Starting System	Electric starter 24 VDC / 2-pole
Fuel Oil System	Electronically controlled high-pressure injection with single unit injection pumps (EUP)
Lube Oil System	Forced feed lubricating system with piston cooling, lube oil circulation pump, multi stage oil filter, lube oil heat exchanger
Cooling System	Coolant circulating pump and coolant thermostat for jacket water circuit, engine mounted fan drive, front type radiator for jacket water and charge air
Combustion Air System	2 exhaust turbochargers, intercooler integrated in radiator, set of dry type air filters
Engine Mounting	Set of engine mounting brackets for resilient mount
Engine Management	Integrated electronic engine control and monitoring system ADEC

Optional Equipment	
Starting System	Redundant starting system electric/air; electric/electric; air/air
Fuel Oil System	Fuel prefilter, special prefilter with water separator
Cooling System	Radiators for different ambient temperatures and duct requirements
Combustion Air System	Heavy duty airfilters
Engine Mounting	Resilient engine mounts, rigid engine mounting
System Management	Service and Application Module (SAM), suitable for installation in switchgear cabinet

Reference conditions:

> Intake-air temperature: 25°C (77°F) > Ambient air pressure: 1000 mbar > Altitude above sea level: 100 m (328 ft)

Subject to change without notice. Customization possible. Engines illustrated in this document may feature options not fitted as standard to standard engine.