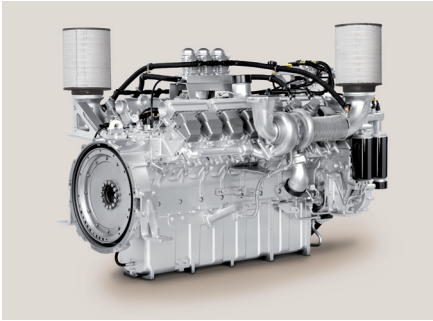


Series 2000 G05

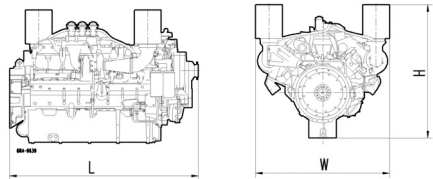
for PowerGen Applications with Water-Cooled Charge Air Cooling



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) |

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 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Application | Rated Power kW (bhp) at 1500 rpm (50 Hz) | |
| 12V 2000 G25-TB | 580 (778) | 635 (853) |
| 12V 2000 G65-TB | 695 (932) | 765 (1026) |
| 16V 2000 G25-TB | 810 (1086) | 890 (1194) |
| 16V 2000 G65-TB | 890 (1194) | 975 (1308) |
| 18V 2000 G65-TB | 1000 (1341) | 1100 (1475) |

Optimization: Fuel consumption



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

Optimization: ③ Exhaust emission EPA 40 CFR 89/Tier 2

| Application | Power Definition | |
|-------------|--------------------------------------|---|
| 3B | Continuous operation w/variable load | Load factor: < 75%, Operating hours: unrestricted, Overload: 10% (ICXN) |
| 3D | Standby operation w/variable load | Load factor: < 85%, Operating hours: max. 500 /yr, 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 distributor/dealer for the rating that will apply to your specific application.

| Standard Equipment | |
|-----------------------|--|
| Starting System | Electric starter 24 VDC/2-pole |
| Fuel 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 cooler |
| 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 circuits |
| Combustion Air System | 2 exhaust turbochargers, Engine mounted intercooler |
| Engine Mounting | Resilient engine mounts |
| Engine Management | Integrated electronic engine control and monitoring system ADEC |

| Optional Equipment | |
|-----------------------|---|
| Starting System | Redundant starting system: electric/air, electric/electric, air/air |
| Fuel System | Fuel pre-filter, Special pre-filter with water separator |
| Combustion Air System | Normal and heavy duty air filters |
| Engine Mounting | Resilient engine mounts, Rigid engine mounts |
| System Management | Service and Application Module (SAM) |

Reference conditions:

> Intake-air temperature: 25°C (77°F)

> Ambient air pressure: 1000 mbar (14.5 psi)

> Charge air coolant temp.: 45°C (113°F)

> 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.