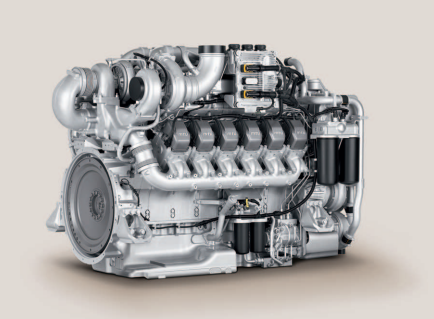
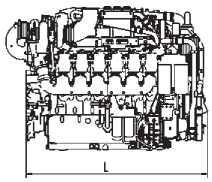
A TOGNUM GROUP BRAND

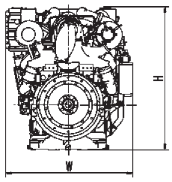
Oil & Gas

Series 2000-06

for Oil & Gas Mechanical Drive Applications







Dimensions and Masses

Engine	Dimensions (LxWxH) mm (in)	Mass, dry kg (lbs)
12V	1830x1280x1430 (72x50x56)	2950 (6503)
16V	2173x1280x1445 (86x50x57)	3350 (7385)

All dimensions are approximate, for complete information refer to the installation drawing.

Engine Model		
Bore/stroke	mm (in)	135/156 (5.3/6.15)
Cylinder configuration		90° V
Displacement/cylinder	l (cu in)	2.23 (136)
Displacement, total	l (cu in)	12V: 26.76 (1633); 16V: 35.68 (2177)
Fuel specification		Diesel fuel in accordance with DIN EN 590, ASTM D 975, BS 2869, US DF # 1-Off Highway and US DF # 2-Off Highway

Engine Type	Rated Power ICFN			Peak Torque			Optimization
Model	kW	bhp	rpm	Nm	lb-ft	rpm	
Application	**Medium duty operation (4B)**						
12V 2000 S56	**783**	**1050**	2100	4640	3423	1100-1500	③
16V 2000 S56	**970**	**1300**	2100	5471	4035	1300	③
Application	**Short time / Frac operation (4D)**						
12V 2000 S96	**858**	**1150**	2100	4911	3622	1300-1600	③
16V 2000 S96	**1163**	**1560**	2100	6582	4854	1300	③

③ Exhaust emission: EPA Tier 4i

Power. Passion. Partnership.

Application	Power definition	
4B	Continuous operation w/variable load	Load factor: < 60 %, Operating hours: unrestricted, Overload: Fuel stop (ICFN)
4D	Standby operation w/variable load	Load factor: < 40 %, Operating hours: max. 2000 h/year, 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	Electrical starter 24 VDC
Fuel System	Electronically controlled common-rail injection system, dual engine mounted fuel filters, double-walled high pressure fuel lines
Lube Oil System	Forced feed lubricating system with piston cooling, lube oil circulating pump, multi stage oil filter, lube oil heat exchanger, 15° oil pan
Combustion Air System	Two-stage turbocharging, intercooling and charge air cooling, cooled exhaust gas recirculation, turbocharger air intake from free end (front side)
Coolant System SCCC	HT (JW) and LT (CAC) separate coolant circuits with coolant pumps and thermostats
Flywheel/Housing	Flexplate, SAE 0 flywheel housing, suitable for wet and dry drive solutions
Engine Mounting	3-point or 4-point mounting
Electronics and Instrumentation	Latest ADEC engine control and management system

Optional Equipment	
Starting System	Redundant starting systems electric (dual); air
Oil System	Remote mounted oil filters, 22°/30° oil pans
Combustion Air System	Air shut-off Flaps, turbocharger air intake from driving end (rear side)
Coolant System	Coolant heater, front crank PTO for fan drive (various ratios), connections for transmission heat exchanger (partial flow/full flow)
Flywheel/Housing	Flywheel housing with aux. PTO`s
Accessory Drives	Battery charging alternator, 28VDC, aux. PTO's for hydr. pump drives and compressors

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.

Subject to change. | 3235191 | 1/11 | VMC 2011-05.

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