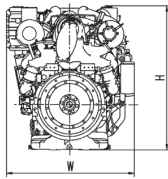
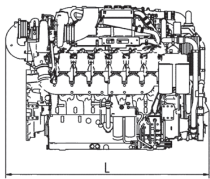


# SERIES 2000 CX6

for Mining applications



Engine	Dimensions (LxWxH) mm (in)	Mass, dry kg (lbs)
12V	2028 x 1278 x 1461 (79.8 x 50.3 x 57.5)	2950 (6503)
16V	2378 x 1289 x 1480 (93.6 x 50.8 x 58.3)	3350 (7385)

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

Optional equipment and finishing shown.  
Standard may vary.

Engine		
Bore/stroke	mm (in)	135/156 (5.3/6.2)
Cylinder configuration		90° V
Displacement/cylinder	l (cu in)	2.23 (136)
Displacement, total	l (cu in)	12V: 26.8 (1635), 16V: 35.7 (2179)
Fuel specification		Diesel fuels*

\* See fluids & lubricants specification A001061 for details

Application	Power definition	Operating profile
5B	Continuous operation with variable load	Load factor: < 60 %, operating hours: unrestricted, overload: fuel stop (ICFN)

ICFN = ISO standard (continuous) fuel stop power. For detailed information regarding engine performance under non-standard boundary conditions, please, contact your local **mtu** service partner.

Application	Vehicle type	Rated power ICFN			Peak torque			Optimization
		kW	bhp	rpm	Nm	lb-ft	rpm	
<b>Medium duty operation (5B)</b>								
20V 4000 C22		783	1050	2100	4636	3419	1100	Nonroad T4i Comp (40CFR1039), China NRMM Stage III (GB20981-2014)
12V 2000 C66R <sup>1)</sup>		783	1050	1800	4636	3419	1100	Nonroad T4i Comp (40CFR1039), China NRMM Stage III (GB20981-2014)
16V 2000 C66		970	1301	2100	5225	3854	1100	Nonroad T4i Comp (40CFR1039), China NRMM Stage III (GB20981-2014)
16V 2000 S96 *		1163	1560	2100	6400	4720	1300	Nonroad T4i Comp (40CFR1039), China NRMM Stage III (GB20981-2014)

<sup>1)</sup> available for 5A application

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	Electrical starter 24 VDC
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
Fuel system	Electronically controlled common-rail injection system, dual engine mounted fuel filters
Coolant system SCCC	HT (JW) and LT (CAC) separate coolant circuits with coolant pumps and thermostats
Combustion air system	Two-stage turbocharging, intercooling and charge air cooling, cooled exhaust gas recirculation, turbocharger air intake from free end (vertical, horizontal)
Flywheel/housing	SAE 0 flywheel housing, suitable for wet and dry drive solutions
Engine mounting	Resilient 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); hydraulic start, air start, w/o starting system
Fuel system	Doublewalled high pressure piping, different fuel prefilter with connectors
Oil system	Remote mounted oil filters, oil centrifuge, 22°/30° oil pans
Combustion air system	Turbocharger air intake from driving end (horizontally rotatable)
Coolant system	Coolant heater, connections for accessory heat exchanger (part flow/full flow), connecting parts for pre- / cab- heating
Flywheel/housing	Flexplate, flywheel with metric thread, flywheel housing with aux. PTO's
Exhaust system	Exhaust allbow with counter flanges, exhaust ducting thermal insulated
Accessory drives	Battery charging alternator, 28VDC, aux. PTO's for hydr. pump drives and compressors fan drive, different heigt, with or w/o coupling
Engine mounting	Four point mounting industrial equipped flange mounted (3-, 4-, multipoint- mounting)
Management system	With filtering monitoring, with crankcase pressure monitoring, with coolant level sensor, with different calbe length for water in fuel sensor
External ADEC Dialog Interface	MAU for panel mounting with USB/ CAN converter+ USB dongle

Reference conditions:

- > Intake-air temperature: 25°C (77°F)
- > Altitude above sea level: 100 m (328 ft)
- > Ambient air pressure: 1000 mbar (14.5 psi)
- > Charge air coolant temperature: 45°C (113°F)

All information is subject to change. Errors, changes and typographical errors excepted. Engine illustrated in this document may feature optional equipment.