

Technical Sales Document

16V2000G83-TB

Application group
Data set
Exhaust regulations
Frequency hz

3D
Water charge air cooling (external); exhaust optimized (EPA Tier 1); ref.
25°C/55°C (53)
EPA Nonroad T1 (40CFR89)
60

Speed rpm
Nominal Power kW
Nominal Power bhp

1800
1,115
1495

Reference conditions

Attribute ID	Description	Index	Value 1	Unit 1	Value 2	Unit 2
381	Intake air temperature	-	25	°C	77	°F
383	Charge-air coolant temperature	-	55	°C	131	°F
384	Barometric pressure	-	1000	mbar	15	psi
385	Site altitude above sea level	-	100	m	328	ft
386	Raw-water inlet temperature	-	-	°C	-	°F

0. Data-relevant engine design configuration

Attribute ID	Description	Index	Value 1	Unit 1	Value 2	Unit 2
464	Engine rated speed switchable (1500/1800 rpm)	-	-	-	-	-
472	Engine with sequential turbocharging (turbochargers with cut-in/cut-out control)	-	-	-	-	-
473	Engine without sequential turbocharging (turbochargers without cut-in/cut-out control)	-	X	-	-	-
476	Engine with air-cooled charge air	-	-	-	-	-
477	Engine with water-cooled charge air (external)	-	X	-	-	-

1. Power-related data

Attribute ID	Description	Index	Value 1	Unit 1	Value 2	Unit 2
491	Engine rated speed	A	1800	rpm	-	-
504	Mean piston speed	-	9	m/s	1772	ft/min

Attribute ID	Description	Index	Value 1	Unit 1	Value 2	Unit 2
512	Fuel stop power ISO 3046	A	1115	kW	1495	bhp
529	Mean effective pressure (MEP) (Fuel stop power ISO 3046)	-	23.3	bar	338	psi

2. General Conditions (for maximum power)

Attribute ID	Description	Index	Value 1	Unit 1	Value 2	Unit 2
581	Intake air depression (new filter)	A	30	mbar	0.44	psi
584	Intake air depression, max.	L	50	mbar	0.73	psi
589	Exhaust back pressure	A	50	mbar	0.73	psi
592	Exhaust back pressure, max.	L	100	mbar	1.5	psi
651	Fuel temperature at fuel feed connection	R	38	°C	100	°F
3639	Fuel temperature at fuel feed connection, max.	L	55	°C	131	°F

3. Consumption

Attribute ID	Description	Index	Value 1	Unit 1	Value 2	Unit 2
3640	Specific fuel consumption (be) - 100 % FSP (+ 5 %; EN 590; 42.8 MJ/kg)	R	206	g/kWh	0.34	lb/bhp-h
727	Specific fuel consumption (be) - 75 % FSP (+ 5 %; EN 590; 42.8 MJ/kg)	R	210	g/kWh	0.35	lb/bhp-h
728	Specific fuel consumption (be) - 50 % FSP (+ 5 %; EN 590; 42.8 MJ/kg)	R	215	g/kWh	0.35	lb/bhp-h
729	Specific fuel consumption (be) - 25 % FSP (+ 5 %; EN 590; 42.8 MJ/kg)	R	235	g/kWh	0.39	lb/bhp-h
774	No-load fuel consumption	R	22	kg/h	49	lb/h
780	Lube oil consumption after 100 h of operation (B = fuel consumption per hour)	R	0.5	% of B		-
782	Lube oil consumption after 100 h of operation, max. (B = fuel consumption per hour)	L	1	% of B		-

4. Model-related data (basic design)

Attribute ID	Description	Index	Value 1	Unit 1	Value 2	Unit 2
810	Engine with exhaust turbocharger (ETC) and intercooler	-	X	-		-
812	Exhaust piping, non-cooled	-	X	-		-
813	Exhaust piping, liquid-cooled	-	-	-		-
817	Working method: four-cycle, diesel, single-acting	-	X	-		-
819	Combustion method: direct injection	-	X	-		-
821	Cooling system: conditioned water	-	X	-		-
825	Direction of rotation: c.c.w. (facing driving end)	-	X	-		-
3463	Number of cylinders	-	16	-		-
3464	Cylinder configuration: V angle	-	90	degrees (°)		-
3466	Bore	-	130	mm	5.1	in

Attribute ID	Description	Index	Value 1	Unit 1	Value 2	Unit 2
3467	Stroke	-	150	mm	5.9	in
833	Displacement, cylinder	-	2	liter		-
3465	Displacement, total	-	32	liter		-
3457	Compression ratio	-	14	-		-
836	Cylinder heads: single-cylinder	-	X	-		-
837	Cylinder liners: wet, replaceable	-	X	-		-
844	Number of inlet valves, per cylinder	-	2	-		-
845	Number of exhaust valves, per cylinder	-	2	-		-
848	Number of turbochargers	-	2	-		-
852	Number of intercoolers	-	1	-		-
859	Standard flywheel housing flange (engine main PTO) according to SAE J617	-	0	SAE		-
886	Flywheel interface (DISC)	-	18"	-		-
887	Engine mass diagram, drawing No.	-	N	-		-
888	Engine mass diagram, drawing No. (cont.)	-	N	-		-

5. Combustion air / exhaust gas

Attribute ID	Description	Index	Value 1	Unit 1	Value 2	Unit 2
965	Charge-air pressure before cylinder - FSP	R	3.5	bar abs	51	psi-abs
983	Combustion air volume flow - FSP	R	1.4	m³/s	49	ft³/s
989	Exhaust volume flow (at exhaust temperature) - FSP	R	3.8	m³/s	134	ft³/s
1011	Exhaust temperature after turbocharger - FSP	R	585	°C	1085	°F

6. Heat dissipation

Attribute ID	Description	Index	Value 1	Unit 1	Value 2	Unit 2
1182	Heat dissipated by engine coolant - FSP with oil heat, without charge-air heat	R	480	kW	1638	kBTU/h
1242	Charge-air heat dissipation - FSP	R	290	kW	990	kBTU/h
1257	Radiation and convection heat, engine - FSP	R	45	kW	154	kBTU/h

7. Coolant system (high-temperature circuit)

Attribute ID	Description	Index	Value 1	Unit 1	Value 2	Unit 2
3519	Coolant temperature (at engine outlet to cooling equipment)	A	95	°C	203	°F
1306	Coolant temperature after engine, limit 1	L	97	°C	207	°F
1312	Coolant temperature after engine, limit 2	L	102	°C	216	°F
3479	Coolant antifreeze content, max.	L	50	%		-
3490	Cooling equipment: coolant flow rate	A	58	m³/h	2048	ft³/h
3501	Coolant pump: inlet pressure, min.	L	0.4	bar	5.8	psi



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Attribute ID	Description	Index	Value 1	Unit 1	Value 2	Unit 2
3500	Coolant pump: inlet pressure, max.	L	1.5	bar	22	psi
3506	Pressure loss in off-engine cooling system, max.	L	0.7	bar	10	psi
3488	Breather valve (expansion tank) opening pressure (excess pressure)	R	N	bar		-
3489	Cooling equipment: height above engine, max.	L	15	m	50	ft
3494	Cooling equipment: operating pressure	A	2.2	bar	32	psi
3481	Coolant level in expansion tank, below min. shutdown	L	X	-		-
3511	Breather valve (expansion tank) opening pressure (depression)	R	N	bar	N	psi
3505	Pressure in cooling system, max.	L	N	bar	N	psi

8. Coolant system (low-temperature circuit)

Attribute ID	Description	Index	Value 1	Unit 1	Value 2	Unit 2
1445	Coolant temperature before intercooler (at engine inlet from cooling equipment)	A	55	°C	131	°F
1323	Coolant antifreeze content, max.	L	50	%		-
1461	Charge-air temperature after intercooler, max.	L	70	°C		-
1468	Charge-air temperature after intercooler, max. for compliance with "TA-Luft" at CP	L	-	°C	-	°F
1331	Cooling equipment: coolant flow rate	A	17	m³/h	600	ft³/h
1362	Coolant pump: inlet pressure, min.	L	0.4	bar	5.8	psi
1363	Coolant pump: inlet pressure, max.	L	1.5	bar	22	psi
1369	Pressure loss in off-engine cooling system, max.	L	0.7	bar	10	psi
1404	Cooling equipment: height above engine, max.	L	15	m	50	ft
1400	Breather valve (expansion tank) opening pressure (excess pressure)	R	N	bar	N	psi
1421	Breather valve (expansion tank) opening pressure (depression)	R	N	bar	N	psi
1426	Pressure in cooling system, max.	L	N	bar	N	psi
1406	Cooling equipment: operating pressure	A	2.2	bar	32	psi
1412	Coolant level in expansion tank, below min. shutdown	L	X	-		-

10. Lube oil system

Attribute ID	Description	Index	Value 1	Unit 1	Value 2	Unit 2
1562	Lube oil operating temp. before engine, from	R	88	°C	190	°F
1564	Lube oil operating temp. before engine, to	R	98	°C	208	°F
1570	Lube oil temperature before engine, limit 1	L	103	°C		-
1572	Lube oil temperature before engine, limit 2	L	-	°C		-
1579	Lube oil operating press. bef. engine, from	R	6	bar	87	psi
1581	Lube oil operating press. bef. engine, to	R	7	bar	102	psi
1585	Lube oil pressure before engine, alarm	L	5.5	bar		-



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Attribute ID	Description	Index	Value 1	Unit 1	Value 2	Unit 2
1589	Lube oil pressure before engine, shutdown	L	5	bar		-
1613	Lube oil fine filter (main circuit): number of units	-	1	-		-
1614	Lube oil fine filter (main circuit): number of elements per unit	-	2	-		-
1615	Lube oil fine filter (main circuit): particle retention	R	0.009	mm	0.00035	in
1622	Lube oil fine filter (main circuit): pressure differential, max.	L	0.8	bar		-

11. Fuel system

Attribute ID	Description	Index	Value 1	Unit 1	Value 2	Unit 2
1634	Fuel pressure at engine fuel feed connection, min. (when engine is starting)	L	-0.3	bar	-4.4	psi
1637	Fuel pressure at engine fuel feed connection, max. (when engine is starting)	L	0.5	bar	7.3	psi
1656	Fuel supply flow, max.	A	7.5	liter/min		-
1675	Fuel return flow, max.	A	3.5	liter/min		-
1687	Fuel pressure at return connection on engine, max.	L	0.5	bar		-
1700	Fuel temperature differential before/after engine	R	50	K	90	°F
1712	Fuel prefilter: number of units	A	-	-		-
1713	Fuel prefilter: number of elements per unit	A	-	-		-
1714	Fuel prefilter: particle retention	A	-	mm		-
1732	Fuel fine filter (main circuit): number of units	A	1	-		-
1733	Fuel fine filter (main circuit): number of elements per unit	A	1	-		-
1734	Fuel fine filter (main circuit): particle retention	A	0.005	mm	0.0002	in
1748	Fuel fine filter (main circuit): pressure differential, max.	L	1	bar		-

12. General operating data

Attribute ID	Description	Index	Value 1	Unit 1	Value 2	Unit 2
1782	Cold start capability: air temperature (w/o starting aid, w/o preheating) - (case A)	R	0 **	°C	32 **	°F
1784	Additional condition (to case A): engine coolant temperature	R	N	°C	N	°F
1785	Additional condition (to case A): lube oil temperature	R	10 **	°C	50 **	°F
1786	Additional condition (to case A): lube oil viscosity	R	30 **	SAE		-
1795	Cold start capability: air temperature (w/o starting aid, w/ preheating) - (case C)	R	-10 **	°C	14 **	°F
1797	Additional condition (to case C): engine coolant temperature	R	40 **	°C	104 **	°F
1798	Additional condition (to case C): lube oil temperature	R	-5 **	°C	23 **	°F
1799	Additional condition (to case C): lube oil viscosity	R	10W30	SAE		-
1821	Coolant preheating, heater performance (standard)	R	4	kW	14	kBTU/h
1822	Coolant preheating, preheating temperature, min.	L	32	°C	90	°F
1830	Breakaway torque (without driven machinery) coolant temperature +5°C	R	770	Nm	568	lb-ft



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Attribute ID	Description	Index	Value 1	Unit 1	Value 2	Unit 2
1832	Breakaway torque (without driven machinery) coolant temperature +40°C	R	440 *	Nm	325 *	lb-ft
1834	Cranking torque at firing speed (without driven machinery) coolant temperature +5°C	R	510 *	Nm	376 *	lb-ft
1836	Cranking torque at firing speed (without driven machinery) coolant temperature +40°C	R	405 *	Nm	299 *	lb-ft
1846	Starting is blocked if the engine coolant temperature is below	-	5	°C	41	°F
1853	High idling speed, max. (static)	L	1920	rpm	-	-
1866	Limit speed for overspeed alarm / emergency shutdown	L	2100	rpm	-	-
1877	Firing speed, from	R	100	rpm	-	-
1878	Firing speed, to	R	120	rpm	-	-
1888	Engine coolant temperature before starting full-load operation, recommended min. (for emergency/standby sets with coolant preheating the minimum preheating temperature referred to extended property No.1822 is sufficient)	R	60	°C	140	°F
1894	Minimum continuous load	R	20	%	-	-
1898	Extended low or no-load operation possible (consultation required)	-	X	-	-	-
1900	Engine mass moment of inertia (without flywheel)	R	3.3	kgm ²	78	lb-ft ²
1903	Standard flywheel mass moment of inertia	R	2.8	kgm ²	67	lb-ft ²
1913	Engine mass moment of inertia (with standard flywheel)	R	6.1	kgm ²	144	lb-ft ²
1923	Speed droop (with electronic governor) adjustable, from	R	0	%	-	-
1925	Speed droop (with electronic governor) adjustable, to	R	4	%	-	-
1931	Number of starter ring-gear teeth on engine flywheel	-	118	-	-	-

13. Starting (electric)

Attribute ID	Description	Index	Value 1	Unit 1	Value 2	Unit 2
2004	Generally valid data for starter	-	X	-	-	-
2005	Rated starting-attempt Duration (at +20°C ambient temperature with battery full)	R	3	s	-	-
2006	Interval between starts (at rated starting-attempt duration), min.	L	5	s	-	-
2007	Maximum acceptable starting-attempt duration	L	15	s	-	-
2008	Interval between starts (when starting-attempt duration > rated starting-attempt duration)	R	60	s	-	-
2009	Starting attempts within 30 minutes (at +20°C ambient temperature with battery full), max.	L	6	-	-	-

13.1 Starter

Attribute ID	Description	Index	Value 1	Unit 1	Value 2	Unit 2
816	Manufacturer	-	PRESTOLITE MS7	-	-	-
1977	Number of starter	-	1	-	-	-
1978	Starter electrically redundant	-	-	-	-	-



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Attribute ID	Description	Index	Value 1	Unit 1	Value 2	Unit 2
1979	Rated power per starter	R	9	kW	12	bhp
1982	Starter, rated voltage	R	24	VDC		-
1983	Rated short-circuit current per starter	L	1900	A		-
1986	Power consumption per starter (at an engine speed of 100 rpm)	R	830	A		-
1987	Power consumption per starter (at an engine speed of 100 rpm, SAE0)	R	-	A		-
1988	Power consumption per starter (at an engine speed of 100 rpm, SAE1)	R	-	A		-
1989	Internal resistance of power supply + line resistance per starter	A	0.005	Ω		-

13.2 Starter

Attribute ID	Description	Index	Value 1	Unit 1	Value 2	Unit 2
816	Manufacturer	-	PRESTOLITE MS7	-		-
1977	Number of starter	-	2	-		-
1978	Starter electrically redundant	-	X	-		-
1979	Rated power per starter	R	9	kW	12	bhp
3316	Starter, rated voltage	R	24	VDC		-
1983	Rated short-circuit current per starter	L	1900	A		-
1986	Power consumption per starter (at an engine speed of 100 rpm)	R	830	A		-
1987	Power consumption per starter (at an engine speed of 100 rpm, SAE0)	R	-	A		-
1988	Power consumption per starter (at an engine speed of 100 rpm, SAE1)	R	-	A		-
1989	Internal resistance of power supply + line resistance per starter	A	0.005	Ω		-

13.3 Starter

Attribute ID	Description	Index	Value 1	Unit 1	Value 2	Unit 2
816	Manufacturer	-	PRESTOLITE MS7	-		-
1977	Number of starter	-	2	-		-
1978	Starter electrically redundant	-	-	-		-
1979	Rated power per starter	R	9	kW	12	bhp
3316	Starter, rated voltage	R	24	VDC		-
1983	Rated short-circuit current per starter	L	1900	A		-
1986	Power consumption per starter (at an engine speed of 100 rpm)	R	830	A		-
1987	Power consumption per starter (at an engine speed of 100 rpm, SAE0)	R	-	A		-
1988	Power consumption per starter (at an engine speed of 100 rpm, SAE1)	R	-	A		-
1989	Internal resistance of power supply + line resistance per starter	A	0.005	Ω		-



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15.1 Pneumatic starter

Attribute ID	Description	Index	Value 1	Unit 1	Value 2	Unit 2
2049	Starting air pressure before starter motor, min.	R	17	bar	247	psi
2051	Starting air pressure before starter motor, max.	R	N	bar	N	psi
3605	Starting air pressure before starter motor, min.	L	N	bar	N	psi
3604	Starting air pressure before starter motor, max.	L	N	bar	N	psi
3334	Start attempt duration (engine preheated)	R	N	s		-
3333	Start attempt duration (engine not preheated)	R	N	s		-
3332	Start attempt duration, max.	L	N	s		-
2060	Air consumption/start attempt (engine preheated)	R	0.83	m³n		-
3327	Starting air tank for 3 start attempts (max. 40 bar) (engine preheated)	R	N	liter		-
3325	Starting air tank for 3 start attempts (max. 30 bar) (engine preheated)	R	N	liter		-
3331	Starting air tank for 6 start attempts (max. 40 bar) (engine preheated)	R	N	liter		-
3329	Starting air tank for 6 start attempts (max. 30 bar) (engine preheated)	R	N	liter		-
3323	Starting air tank for 10 start attempts (max. 40 bar) (engine preheated)	R	N	liter		-
3321	Starting air tank for 10 start attempts (max. 30 bar) (engine preheated)	R	N	liter		-

16. Inclinations - standard oil system (ref.: waterline)

Attribute ID	Description	Index	Value 1	Unit 1	Value 2	Unit 2
2110	Longitudinal inclination, continuous max. driving end down (Option: max. operating inclinations)	L	5	degrees (°)		-
2112	Longitudinal inclination, continuous max. driving end up (Option: max. operating inclinations)	L	5	degrees (°)		-
2114	Transverse inclination, continuous max. (Option: max. operating inclinations)	L	10	degrees (°)		-

18. Capacities

Attribute ID	Description	Index	Value 1	Unit 1	Value 2	Unit 2
2171	Engine coolant capacity (without cooling equipment)	R	130	liter		-
2185	Intercooler coolant capacity	R	20	liter		-
2191	On-engine fuel capacity	R	5	liter		-
2210	Engine oil capacity, initial filling (standard oil system) (Option: max. operating inclinations)	R	102	liter		-
2217	Oil change quantity, max. (standard oil system) (Option: max. operating inclinations)	R	99	liter		-
2226	Oil pan capacity, dipstick mark min. (standard oil system) (Option: max. operating inclinations)	L	69	liter		-
2227	Oil pan capacity, dipstick mark max. (standard oil system) (Option: max. operating inclinations)	L	92	liter		-



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19. Masses / dimensions

Attribute ID	Description	Index	Value 1	Unit 1	Value 2	Unit 2
2259	Engine mass, dry (basic engine configuration acc. to scope of supply specification)	R	3180	kg	7011	lb
2261	Engine mass, wet (basic engine configuration acc. to scope of supply specification)	R	3410	kg	7518	lb

20. Fan / fan cooler

Attribute ID	Description	Index	Value 1	Unit 1	Value 2	Unit 2
2338	Fan, pusher-type	-	X	-	-	-
2342	Fan arrangement: vertical above crankshaft	-	X	-	-	-
2345	Fan drive: mechanical via V-belt	-	X	-	-	-
2349	Fan: speed	R	N	rpm	-	-
2354	Standard fan cooler, supplied by Rolls-Royce Solutions GmbH, design and specific data acc. to case A / B / C	-	N	-	-	-
2356	(Case A) - fan cooler, designed for: - ambient temperature	A	N	°C	N	°F
2357	(Case A) - fan cooler, designed for: - site altitude, max.	A	N	m	N	ft
2358	(Case A) - fan cooler, designed for: - coolant antifreeze content, max.	A	N	%	-	-
2360	(Case A) - fan: power consumption at 1 mbar / 100 Pa duct allowance (pressure and suction sides, total)	R	N	kW	N	bhp
2361	(Case A) - fan: power consumption at 2 mbar / 200 Pa duct allowance (pressure and suction sides, total)	R	N	kW	N	bhp
2362	(Case A) - fan: power consumption at 3 mbar / 300 Pa duct allowance (pressure and suction sides, total)	R	N	kW	N	bhp
2366	(Case A) - cooling-air flow rate at 1 mbar / 100 Pa duct allowance (pressure and suction sides, total)	R	N	m³/s	N	ft³/s
2367	(Case A) - cooling-air flow rate at 2 mbar / 200 Pa duct allowance (pressure and suction sides, total)	R	N	m³/s	N	ft³/s
2368	(Case A) - cooling-air flow rate at 3 mbar / 300 Pa duct allowance (pressure and suction sides, total)	R	N	m³/s	N	ft³/s
2369	(Case A) - fan: weight	R	N	kg	N	lb
2371	(Case A) - fan cooler: weight, dry (incl. pipework)	R	N	kg	N	lb
2372	(Case A) - fan cooler: coolant capacity	R	N	liter	-	-
2373	(Case B) - fan cooler, designed for: - ambient temperature	A	N	°C	N	°F
2374	(Case B) - fan cooler, designed for: - site altitude, max.	A	N	m	N	ft
2375	(Case B) - fan cooler, designed for: - coolant antifreeze content, max.	A	N	%	-	-
2377	(Case B) - fan: power consumption at 1 mbar / 100 Pa duct allowance (pressure and suction sides, total)	R	N	kW	N	bhp
2378	(Case B) - fan: power consumption at 2 mbar / 200 Pa duct allowance (pressure and suction sides, total)	R	N	kW	N	bhp
2379	(Case B) - fan: power consumption at 3 mbar / 300 Pa duct allowance (pressure and suction sides, total)	R	N	kW	N	bhp

Attribute ID	Description	Index	Value 1	Unit 1	Value 2	Unit 2
2383	(Case B) - cooling-air flow rate at 1 mbar / 100 Pa duct allowance (pressure and suction sides, total)	R	N	m³/s	N	ft³/s
2384	(Case B) - cooling-air flow rate at 2 mbar / 200 Pa duct allowance (pressure and suction sides, total)	R	N	m³/s	N	ft³/s
2385	(Case B) - cooling-air flow rate at 3 mbar / 300 Pa duct allowance (pressure and suction sides, total)	R	N	m³/s	N	ft³/s
2386	(Case B) - fan: weight	R	N	kg	N	lb
2388	(Case B) - fan cooler: weight, dry (incl. pipework)	R	N	kg	N	lb
2389	(Case B) - fan cooler: coolant capacity	R	N	liter		-
2390	(Case C) - fan cooler, designed for: - ambient temperature	A	N	°C	N	°F
2391	(Case C) - fan cooler, designed for: - site altitude, max.	A	N	m	N	ft
2392	(Case C) - fan cooler, designed for: - coolant antifreeze content, max.	A	N	%		-
2394	(Case C) - fan: power consumption at 1 mbar / 100 Pa duct allowance (pressure and suction sides, total)	R	N	kW	N	bhp
2395	(Case C) - fan: power consumption at 2 mbar / 200 Pa duct allowance (pressure and suction sides, total)	R	N	kW	N	bhp
2396	(Case C) - fan: power consumption at 3 mbar / 300 Pa duct allowance (pressure and suction sides, total)	R	N	kW	N	bhp
2400	(Case C) - cooling-air flow rate at 1 mbar / 100 Pa duct allowance (pressure and suction sides, total)	R	N	m³/s	N	ft³/s
2401	(Case C) - cooling-air flow rate at 2 mbar / 200 Pa duct allowance (pressure and suction sides, total)	R	N	m³/s	N	ft³/s
2402	(Case C) - cooling-air flow rate at 3 mbar / 300 Pa duct allowance (pressure and suction sides, total)	R	N	m³/s	N	ft³/s
2403	(Case C) - fan: weight	R	N	kg	N	lb
2405	(Case C) - fan cooler: weight, dry (incl. pipework)	R	N	kg	N	lb
2406	(Case C) - fan cooler: coolant capacity	R	N	liter		-

21. Exhaust emissions

Attribute ID	Description	Index	Value 1	Unit 1	Value 2	Unit 2
2491	Regulation: "TA-Luft" (Edition 1986) - FSP Nitric oxide (NOx) (5% O2)	R	-	mg/m³n	-	gr/yd³n
2492	Regulation: "TA-Luft" (Edition 1986) - FSP Carbon monoxide (CO) (5% O2)	R	-	mg/m³n	-	gr/yd³n
2493	Regulation: "TA-Luft" (Edition 1986) - FSP Unburned hydrocarbons (HC)	R	-	mg/m³n	-	gr/yd³n
2494	Regulation: "TA-Luft" (Edition 1986) - FSP Dust (5% O2)	R	-	mg/m³n	-	gr/yd³n
2495	Regulation: "TA-Luft" (Edition 1986) - FSP Formaldehyde (5% O2)	R	-	mg/m³n	-	gr/yd³n
2521	Regulation: stationary power plants in France - FSP Nitric oxide (NOx) (5% O2)	R	-	mg/m³n	-	gr/yd³n
2522	Regulation: stationary power plants in France - FSP Carbon monoxide (CO) (5% O2)	R	-	mg/m³n	-	gr/yd³n
2523	Regulation: stationary power plants in France - FSP Unburned hydrocarbons (NMHC)	R	-	mg/m³n	-	gr/yd³n



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Not subject to export control.
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Attribute ID	Description	Index	Value 1	Unit 1	Value 2	Unit 2
2524	Regulation: stationary power plants in France - FSP Dust / particulates (5% O2)	R	-	mg/m ³ n	-	gr/yd ³ .n
2528	Regulation: US EPA "Nonroad" (40 CFR 89 - Tier 1 -) Nitric oxide (NOx)	R	9.2	g/kWh	0.015	lb/bhp-h
2531	Regulation: US EPA "Nonroad" (40 CFR 89 - Tier 1 -) Carbon monoxide (CO)	R	11	g/kWh	0.019	lb/bhp-h
2532	Regulation: US EPA "Nonroad" (40 CFR 89 - Tier 1 -) Unburned hydrocarbons (HC)	R	1.3	g/kWh	0.0021	lb/bhp-h
2533	Regulation: US EPA "Nonroad" (40 CFR 89 - Tier 1 -) Particulates	R	0.54	g/kWh	0.00089	lb/bhp-h
2534	Regulation: US EPA "Nonroad" (40 CFR 89 - Tier 2 -) Nitric oxide (NOx) + unburned hydrocarbons (HC)	R	-	g/kWh	-	-
2535	Regulation: US EPA "Nonroad" (40 CFR 89 - Tier 2 -) Carbon monoxide (CO)	R	-	g/kWh	-	-
2537	Regulation: US EPA "Nonroad" (40 CFR 89 - Tier 2 -) Particulates	R	-	g/kWh	-	-
2662	Exhaust volume flow, dry - FSP (standard conditions)	R	N	m ³ /h	N	ft ³ /h
2664	Exhaust mass flow - FSP (reference conditions)	R	N	kg/h	N	lb/h
2665	Residual oxygen content (O2) in dry exhaust - FSP (standard conditions)	R	N	% (vol.)	-	-
2666	Total combustion calorific value - FSP	R	N	kW	N	kBTU/h
2696	Smoke index, BOSCH - FSP	R	0.2	-	-	-

22. Acoustics

Attribute ID	Description	Index	Value 1	Unit 1	Value 2	Unit 2
2759	Exhaust noise, unsilenced - FSP (free-field sound-pressure level Lp, 1m distance, ISO 6798) Spectrum No.	R	N	-	-	-
2796	Engine surface noise with attenuated intake noise (filter) - FSP (free-field sound-pressure level Lp, 1m distance, ISO 6798) Spectrum No.	R	N	-	-	-
2848	Test stand impedance spectrum, Diagram No.	-	N	-	-	-
2850	Test stand impedance spectrum, Diagram No. (cont.)	-	N	-	-	-

BL Reference value: fuel stop power

Maximum engine power that cannot be run continuously on some applications (stabilization reserve)

DL Reference value: continuous power

Engine power that can be run continuously under standard conditions

> Actual value must be greater than specified value

< Actual value must be less than specified value

X Applicable

The module is valid for this product type

- Not applicable

The module is not valid for this product type

N Value not named

The value has not yet been named or will not be named

***** Adequate verification not yet available (tolerance +/- 10%)

****** Adequate verification not yet available (tolerance +/- 5%)

A Design value

Value required for the design of an external system (plant).

R Guideline value

Typical average value as information – only suitable for design purposes to a limited extent

L Limit value

A value representing the lower limit/minimum value or upper limit/maximum value that may not be exceeded. Not suitable for design purposes