CV12 Military Engine 745–1119 kW / 1000-1500 hp Unregulated

The new CV12 engine builds upon the legacy of the original Condor engine, utilising the same high performance core design but expanding on this with a new common rail fuel system.

Designed for military purposes, the new fuel system brings power density, fuel efficiency and reduced heat rejection to the platform. It also brings the next generation of electrical architecture that enables ease of integration into all vehicle types and Powerpack designs.

Available in a range of ratings to suit most heavy armoured applications, the CV12 has been designed from the ground up to meet all the requirements of the latest generation of MBTs.



Specification					
Number of cylinders	12, 60 degree Vee				
Bore and stroke	135 x 152 mm 5.315 x 5.98 in				
Displacement	26.1 litres	1,593 in ³			
Aspiration	Turbocharged aftercooled				
Cycle	4 stroke				
Combustion system	Direct Injection				
Compression ratio	17:1				
Rotation	Anti-clockwise, viewed on flywheel				
Oil capacity	91 litres	24 US gal			
Cooling system	Liquid				
Coolant capacity	68 litres	18 US gal			

Features and Benefits

Reliable power

 World-class manufacturing capability and processes coupled with proven core engine designs assure reliability, quiet operation and many hours of dependable life

Industry leading flexibility

 Exceptional power density enables standardisation across numerous applications. Multiple options minimise total package size

Local support, global coverage

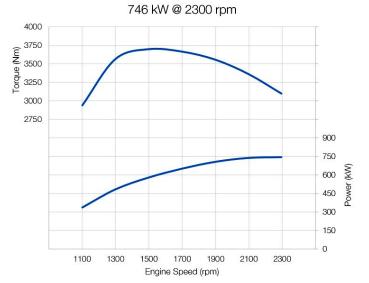
 We can offer a range of flexible solution to help provide appropriate support

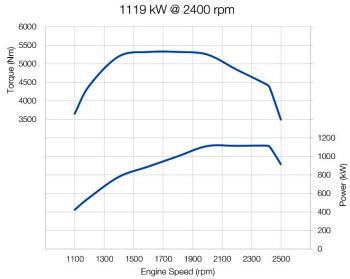
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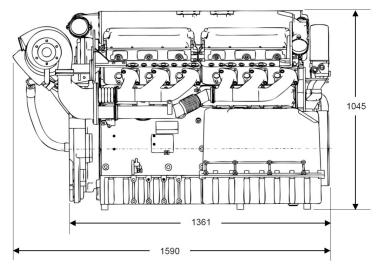
Unregulated

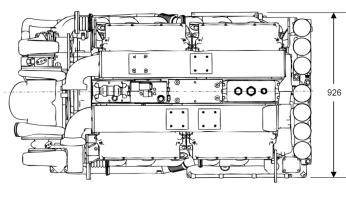




Power kW	Power hp	Speed rpm	Torque Nm	Torque lb.ft	Speed rpm
746	1000	2300	3700	2729	1500
895	1200	2300	4035	2976	1500
1119	1500	2400	5318	3922	1500

Rating Standard ISO 14396:2002





Engine package weights and dimensions					
Dry Weight	1980 kg	4365 lb			
Length (to flywheel interface)	1361 mm	53.6 in			
Width	926 mm	34.5 in			
Height	1045 mm	41.1 in			

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Photographs are for illustrative purposes only and may not reflect final specification. All information in this document is substantially correct at the time of printing and may be altered subsequently. Final weight and dimensions will depend on completed specification.

