# 912. The Genset Engine.

## 29 - 64 kVA at 1500/1800 $min^{-1}$ | rpm

## The engine with integrated cooling system.

## These are the characteristics of the 912 Gen:

3, 4, 6 cylinder naturally aspirated in-line engines.
Displacement: 0.94 l/cylinder.
Unit construction system with individual cylinders.
Advanced injection and combustion system.
Electronic governor (BC or GAC) as option.
Worldwide proven: Over 3.0 million engines in service.
Only a few service points.
Powerful and compact, low weight.
Global service network with over 1,000 locations.

## Your benefits:

- Space-saving and cost-effective installation thanks to integrated cooling system.
- Low maintenance requirements together with legendary durability.
- High quality combined with highly matured, simple configuration.
- Outstanding load acceptance ensures immediate power supply.

**Dimensions and weights**

**F3L 912**

| | | | |
|---|---|---|---|
| Length: | mm \| inch | 670 | 26.4 |
| Width: | mm \| inch | 704 | 27.7 |
| Height: | mm \| inch | 795 | 31.3 |
| Weight: | kg \| lb | 351 | 774 |

**F4L 912**

| | | | |
|---|---|---|---|
| Length: | mm \| inch | 777 | 30.6 |
| Width: | mm \| inch | 704 | 27.7 |
| Height: | mm \| inch | 796 | 31.3 |
| Weight: | kg \| lb | 402 | 886 |

**F6L 912**

| | | | |
|---|---|---|---|
| Length: | mm \| inch | 1057 | 41.6 |
| Width: | mm \| inch | 704 | 27.7 |
| Height: | mm \| inch | 806 | 31.7 |
| Weight: | kg \| lb | 541 | 1193 |

# Rating table: 912. The Genset Engine. 50/60 Hz

| Engine type | | F3L 912 | | F4L 912 | | F6L 912 | |
|---|---|---|---|---|---|---|---|
| Speed | $min^{-1}$ \| rpm | 1500 | 1800 | 1500 | 1800 | 1500 | 1800 |
| Frequency | Hz | 50 | 60 | 50 | 60 | 50 | 60 |
| **Engine/genset ratings** [1] | | | | | | | |
| Continuous power, ICN (COP) [2] | kW \| hp | 25 \| 33.5 | 29 \| 38.9 | 33 \| 44.3 | 39 \| 52.3 | 50 \| 67.1 | 60 \| 80.5 |
| Prime power, ICN (PRP) [3] | kW \| hp | 26 \| 34.9 | 30,5 \| 40.9 | 35 \| 46.9 | 41 \| 55.0 | 52 \| 69.7 | 63 \| 84.5 |
| Limited-time running power, IFN (LTP) [4] | kW \| hp | 27 \| 36.2 | 32 \| 42.9 | 36 \| 48.3 | 43 \| 57.7 | 55 \| 73.8 | 66 \| 88.5 |
| **Typical generator power output** | | | | | | | |
| Typical generator power output (COP) [5] | kVA/kWe | 29 | 27 | 38 | 36 | 58 | 56 |
| Typical generator power output (PRP) [5] | kVA/kWe | 30 | 28 | 41 | 38 | 60 | 59 |
| Typical generator power output (LTP) [5] | kVA/kWe | 31 | 30 | 42 | 40 | 64 | 61 |
| **Spec. fuel consumption (COP)** [6] | | | | | | | |
| 100 % load | g/kWh \| lb/hp-hr | 215 \| 0.348 | 223 \| 0.361 | 215 \| 0.348 | 223 \| 0.361 | 215 \| 0.348 | 224 \| 0.363 |
| 75 % load | g/kWh \| lb/hp-hr | 217 \| 0.351 | 226 \| 0.366 | 217 \| 0.352 | 226 \| 0.366 | 217 \| 0.351 | 225 \| 0.364 |
| 50 % load | g/kWh \| lb/hp-hr | 235 \| 0.380 | 245 \| 0.397 | 236 \| 0.382 | 244 \| 0.395 | 235 \| 0.380 | 243 \| 0.394 |
| 25 % load | g/kWh \| lb/hp-hr | 344 \| 0.557 | 372 \| 0.603 | 348 \| 0.564 | 370 \| 0.599 | 344 \| 0.557 | 367 \| 0.594 |

1) Possibly power reduction depending on altitude and temperature. Please contact DEUTZ.

2) Continuous power 100 % available at flywheel, plus 10 % extra power for governing purposes.

3) Prime power 100 %, mean power output 60 %, no time limitation, plus 5 % extra power for governing purposes.

4) Limited-time running power 100 %, which must be available during 500 running hrs/year, thereof max. 300 running hrs/year continuously, no overload permissible; the required extra power for governing purposes must be taken into account however.

5) Taking into account typical generator efficiency of 93 % and power factor cos (φ) = 0.8.

6) For fuel specification see operation manual.

**The values given in this data sheet are for information purposes only and not binding. The information given in the offer is decisive.**

## Standard specification

**Standard engine:** Flywheel housing SAE 3, flywheel wit 8″/10″ connection.

**Cooling system:** Integrated cooling system, V-belt guard.

**Exhaust system:** Exhaust manifold with elbow, counterflange (loose).

**Filter:** Dry-air cleaner with mech. restriction indicator, fuel filter.

**Engine electrics:** Alternator 14 V, 55 A; starter motor with 12 V, 3 kW.

**Governor:** Mechanical (Bosch, RSV) or electronic (BC or GAC).

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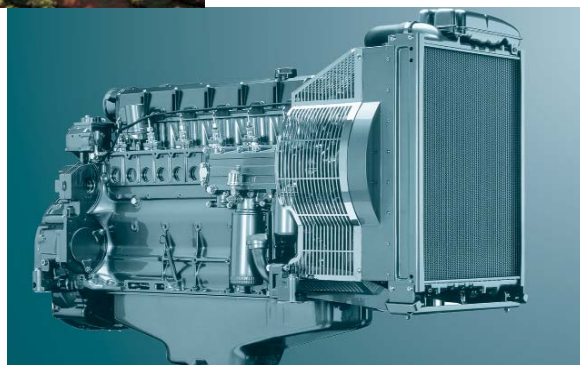
**DEUTZ AG**
DEUTZ MOTOR
Deutz-Mülheimer Str. 147-149
D-51063 Köln
Phone: +49 (0) 2 21-8 22-0
Fax: +49 (0) 2 21-8 22-25 68
Internet: www.deutz.de
eMail: info@deutz.de

Order Number
0031 1655 / 03 / 2003 / VM-V

# 1013. The Genset Engine.

## 83-204 kVA at 1500/1800 min$^{-1}$ | rpm



## The engine with external cooling system.

## These are the characteristics of the 1013 Gen:

Watercooled 4 and 6 cylinder in-line engine.

Turbocharging and turbocharging with charge air cooling.

Displacement: 1.2 l /cylinder.

Modern high-pressure fuel injection system with single injection pumps.

Electronic governor (option).

All servicing points on one side.

Compact design and low weight.

## Your benefits:

- Low noise radiation. This eliminates the need for costly noise attenuation measures.
- Exemplarily low fuel and oil consumption, long service intervals save operating costs.
- Easy and cost-effective installation with minimum weight and small space requirement.
- Outstanding load acceptance ensures immediate power supply.
- Incomparably low exhaust emission, meets all industrial exhaust regulations.
- Global service network with over 1,000 locations.

**Dimensions and weights**

**BF4M 1013E*)**

| | | | | |
|---|---|---|---|---|
| Length: | mm | inch | 1425 | 56.10 |
| Width: | mm | inch | 663 | 26.10 |
| Height: | mm | inch | 1151 | 45.31 |
| Weight: | kg | lb | 520 | 1146 |

**BF6M 1013E*)**

| | | | | |
|---|---|---|---|---|
| Length: | mm | inch | 1702 | 67.00 |
| Width: | mm | inch | 741 | 29.17 |
| Height: | mm | inch | 1239 | 48.78 |
| Weight: | kg | lb | 740 | 1631 |

**BF4M 1013EC**

| | | | | |
|---|---|---|---|---|
| Length: | mm | inch | 1479 | 58.23 |
| Width: | mm | inch | 728 | 28.66 |
| Height: | mm | inch | 1151 | 45.31 |
| Weight: | kg | lb | 560 | 1235 |

**BF6M 1013EC**

| | | | | |
|---|---|---|---|---|
| Length: | mm | inch | 1870 | 73.62 |
| Width: | mm | inch | 866 | 34.09 |
| Height: | mm | inch | 1239 | 48.78 |
| Weight: | kg | lb | 770 | 1697 |

**BF4M 1013FC**

| | | | | |
|---|---|---|---|---|
| Length: | mm | inch | 1479 | 58.23 |
| Width: | mm | inch | 728 | 28.66 |
| Height: | mm | inch | 1151 | 45.31 |
| Weight: | kg | lb | 560 | 1235 |

**BF6M 1013FC**

| | | | | |
|---|---|---|---|---|
| Length: | mm | inch | 1923 | 75.71 |
| Width: | mm | inch | 1003 | 39.49 |
| Height: | mm | inch | 1586 | 62.44 |
| Weight: | kg | lb | 770 | 1697 |

*) Without charge air cooling

## Rating table: 1013. The Genset Engine. 50 Hz

| Engine type | | BF4M 1013E*) | BF4M 1013EC | BF4M 1013FC | BF6M 1013E*) | BF6M 1013EC | BF6M 1013FC | | |
|---|---|---|---|---|---|---|---|---|---|
| Rating category | | | | | | | G1 | G2 | G3 |
| Speed | $min^{-1}$ \| rpm | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| Frequency | Hz | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 |
| **Engine/genset ratings** [1] | | | | | | | | | |
| Continuous power, ICN (COP) [2] | kW \| hp | 77 \| 103 | 92 \| 123 | 96 \| 129 | 116 \| 155 | 139 \| 186 | 154 \| 206 | | 166 \| 222 |
| Prime power, ICN (PRP) [3] | kW \| hp | 81 \| 109 | 97 \| 130 | 101 \| 135 | 122 \| 163 | 146 \| 196 | 162 \| 217 | 166 \| 222 | 183 \| 245 |
| Limited-time running power, IFN (LTP) [4] | kW \| hp | 85 \| 114 | 102 \| 137 | 106 \| 142 | 128 \| 172 | 153 \| 205 | 170 \| 228 | 183 \| 245 | 201 \| 270 |
| **Typical generator power output** | | | | | | | | | |
| Typical generator power output (COP) [5] | kVA | 83 | 98 | 102 | 127 | 149 | 166 | | 168 |
| Typical generator power output (PRP) [5] | kVA | 88 | 104 | 108 | 134 | 157 | 175 | 184 | 203 |
| Typical generator power output (LTP) [5] | kVA | 93 | 109 | 114 | 141 | 165 | 184 | 185 | 204 |
| **Spec. fuel consumption (PRP)** [6] | | | | | | | | | |
| 100 % load | g/kWh \| lb/hp-hr | 219 \| 0.360 | 206 \| 0.339 | 205 \| 0.337 | 212 \| 0.348 | 198 \| 0.326 | 202 \| 0.332 | 223 \| 0.367 | 226 \| 0.372 |
| 75 % load | g/kWh \| lb/hp-hr | 213 \| 0.330 | 205 \| 0.337 | 205 \| 0.337 | 208 \| 0.342 | 199 \| 0.327 | 200 \| 0.329 | 221 \| 0.363 | 222 \| 0.365 |
| 50 % load | g/kWh \| lb/hp-hr | 216 \| 0.355 | 210 \| 0.345 | 209 \| 0.344 | 212 \| 0.348 | 202 \| 0.332 | 202 \| 0.332 | 222 \| 0.365 | 223 \| 0.367 |

## Rating table: 1013. The Genset Engine. 60 Hz

**Exhaust gas optimized according to EPA Stage II**

| Engine type | | BF4M 1013E*) | BF4M 1013EC | BF4M 1013FC | BF6M 1013E*) | BF6M 1013EC | BF6M 1013FC | | |
|---|---|---|---|---|---|---|---|---|---|
| Rating category | | | | | | | G1 | G2 | G3 |
| Speed | $min^{-1}$ \| rpm | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Frequency | Hz | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 |
| **Engine/genset ratings** [1] | | | | | | | | | |
| Continuous power, ICN (COP) [2] | kW \| hp | 81 \| 109 | 101 \| 135 | 110 \| 147 | 122 \| 164 | 148 \| 198 | 179 \| 240 | | 186 \| 249 |
| Prime power, ICN (PRP) [3] | kW \| hp | 85 \| 114 | 105 \| 141 | 116 \| 155 | 128 \| 172 | 155 \| 208 | 188 \| 252 | 186 \| 249 | 204 \| 273 |
| Limited-time running power, IFN (LTP) [4] | kW \| hp | 89 \| 119 | 110 \| 147 | 122 \| 164 | 134 \| 180 | 163 \| 218 | 197 \| 264 | 204 \| 273 | 225 \| 302 |
| **Typical generator power output** | | | | | | | | | |
| Typical generator power output (COP) [5] | kWe | 69 | 83 | 91 | 105 | 127 | 155 | | 148 |
| Typical generator power output (PRP) [5] | kWe | 73 | 86 | 96 | 111 | 133 | 163 | 148 | 163 |
| Typical generator power output (LTP) [5] | kWe | 76 | 91 | 102 | 116 | 140 | 171 | 181 | 200 |
| **Spec. fuel consumption (PRP)** [6] | | | | | | | | | |
| 100 % load | g/kWh \| lb/hp-hr | 218 \| 0.358 | 207 \| 0.340 | 211 \| 0.347 | 210 \| 0.345 | 199 \| 0.327 | 202 \| 0.332 | 220 \| 0.362 | 212 \| 0.349 |
| 75 % load | g/kWh \| lb/hp-hr | 215 \| 0.353 | 207 \| 0.340 | 210 \| 0.345 | 212 \| 0.349 | 199 \| 0.327 | 202 \| 0.332 | 216 \| 0.355 | 205 \| 0.337 |
| 50 % load | g/kWh \| lb/hp-hr | 223 \| 0.367 | 214 \| 0.352 | 213 \| 0.350 | 231 \| 0.380 | 208 \| 0.341 | 204 \| 0.335 | 217 \| 0.357 | 208 \| 0.342 |

1) Possibly power reduction depending on altitude and temperature. Please contact DEUTZ.

2) Continuous power 100 % available at flywheel, no time limitation, plus 10 % extra power for governing purposes.

3) Prime power 100 %, mean power output 60 %, no time limitation, plus 5 % extra power for governing purposes.

4) Limited-time running power 100 %, which must be available during 500 running hrs/year, thereof max. 300 running hrs/year continuously, no overload permissible; the required extra power for governing purposes must be taken into account however.

5) Taking into account typical generator efficiency of 88.8 - 91.2 % and power factor cos (φ) = 0.8.

6) For fuel specification see operation manual.

*) Without charge air cooling and/or EPA Stage II.

**The values given in this data sheet are for information purposes only and not binding. The information given in the offer is decisive. Exhaust-optimized ratings on request.**

### Standard specification

**Standard engine:** Connection housing SAE 2, with flywheel 10″/11.5″.

**Cooling system:** Cooling system HAT, depending on engine version incl. charge air cooler, pressure fan.

**Exhaust system:** Without silencer, with counterflange for exhaust system on the turbocharger.

**Filter:** Lube oil filter, air filter depending on engine version loose as kit or assembled.

**Engine electrics:** 12 Volt version, electrical engine governor standard in 6-cylinder FC engines.

**Governor:** Mechanical standard, optional electronic governor.

**Miscellaneous:** Painted dark gray.

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**The engine company.**

**DEUTZ AG**
DEUTZ MOTOR
Deutz-Mülheimer Str. 147-149
D-51063 Köln
Phone: +49 (0) 2 21-8 22-0
Fax: +49 (0) 2 21-8 22-25 68
Internet: www.deutz.de
eMail: info@deutz.de

Order Number
0031 1784 / 03 / 2004 / VM-V

# 1015. The Genset Engine.

**211 - 558 kVA at 1500/1800 min$^{-1}$ | rpm**

## These are the characteristics of the 1015 Gen:

Extremely compact and powerful.
Very low noise emissions.
State-of-the-art technology with electronic control.
Reliability, durability and long service intervals.

## Your benefits:

- The compact 1015 engines save installation space and thus installation costs, resulting in a favourable power-to-weight ratio.
- The silent 1015 engines reduce your noise attenuation requirements and thus cut down your installation costs as well.
- The advanced combustion system guarantees low fuel consumption as well as long service intervals, thus reducing operating costs.
- The 1015 engines meet exhaust emission regulations and are thus geared to the future.

**Dimensions and weights**/without radiator

**BF 6M 1015 CP**

| | | | | |
|---|---|---|---|---|
| Length : | mm | inch | 1638 | 64.5 |
| Width: | mm | inch | 1515 | 59.6 |
| Height: | mm | inch | 1924 | 75.7 |
| Weight: | kg | lb | 850 | 1874 |

**BF 8M 1015 CP**

| | | | | |
|---|---|---|---|---|
| Length : | mm | inch | 1764 | 69.4 |
| Width: | mm | inch | 1815 | 71.5 |
| Height: | mm | inch | 1849 | 72.8 |
| Weight: | kg | lb | 1060 | 2337 |

## Rating table: 1015. The Genset Engine. 50 Hz

| Engine type | | BF6M 1015 | BF6M 1015 C | BF6M 1015 C | BF6M 1015 CP | BF8M 1015 C | BF8M 1015 C | BF8M 1015 CP |
|---|---|---|---|---|---|---|---|---|
| Rating category | | – | G1 | G2 | G3 | G1 | G2 | G3 |
| Speed | $min^{-1}$ \| rpm | **1500** | **1500** | **1500** | **1500** | **1500** | **1500** | **1500** |
| **Engine/genset ratings** [1] | | | | | | | | |
| Continuous power, ICN (COP) [2] | kW \| hp | 195 \| 261 | 250 \| 335 | – \| – | 303 \| 406 | 333 \| 447 | – \| – | 399 \| 535 |
| Prime power, ICN (PRP) [3] | kW \| hp | 210 \| 282 | 285 \| 382 | 315 \| 422 | 338 \| 453 | 380 \| 510 | 402 \| 539 | 448 \| 601 |
| Limited-time running power, IFN (LTP) [4] | kW \| hp | 231 \| 310 | 314 \| 421 | 345 \| 463 | 365 \| 489 | 418 \| 561 | 459 \| 616 | 490 \| 657 |
| **Typical generator power output** | | | | | | | | |
| Typical generator power output (COP) [5] | kVA | 211 | 271 | – | 334 | 375 | – | 450 |
| Typical generator power output (PRP) [5] | kVA | 228 | 311 | 358 | 381 | 432 | 457 | 508 |
| Typical generator power output (LTP) [5] | kVA | 253 | 344 | 389 | 412 | 477 | 527 | 558 |
| **Spec. fuel consumption (PRP)** | | | | | | | | |
| 100 % load | g/kWh \| lb/hp-hr | 208 \| 0.342 | 200 \| 0.329 | 206 \| 0.339 | 214 \| 0.352 | 201 \| 0.330 | 206 \| 0.339 | 219 \| 0.360 |
| 75 % load | g/kWh \| lb/hp-hr | 206 \| 0.339 | 196 \| 0.322 | 202 \| 0.332 | 207 \| 0.340 | 196 \| 0.322 | 202 \| 0.332 | 210 \| 0.345 |
| 50 % load | g/kWh \| lb/hp-hr | 207 \| 0.340 | 196 \| 0.322 | 201 \| 0.330 | 206 \| 0.339 | 196 \| 0.322 | 202 \| 0.332 | 208 \| 0.342 |

## Rating table: 1015. The Genset Engine. 60 Hz

| Engine type | | BF6M 1015 | BF6M 1015 C | BF6M 1015 CP | BF8M 1015 C | BF8M 1015 CP |
|---|---|---|---|---|---|---|
| Rating category | | – | G1 | G3 | G1 | G3 |
| Speed | $min^{-1}$ \| rpm | **1800** | **1800** | **1800** | **1800** | **1800** |
| **Engine/genset ratings** [1] | | | | | | |
| Continuous power, ICN (COP) [2] | kW \| hp | 211 \| 283 | 271 \| 363 | 320 \| 429 | 362 \| 485 | 426 \| 571 |
| Prime power, ICN (PRP) [3] | kW \| hp | 228 \| 306 | 310 \| 416 | 351 \| 471 | 413 \| 554 | 473 \| 634 |
| Limited-time running power, IFN (LTP) [4] | kW \| hp | 250 \| 335 | 341 \| 457 | 384 \| 515 | 454 \| 609 | 517 \| 693 |
| **Typical generator power output** | | | | | | |
| Typical generator power output (COP) [5] | kWe | 175 | 234 | 280 | 320 | 380 |
| Typical generator power output (PRP) [5] | kWe | 190 | 271 | 309 | 367 | 423 |
| Typical generator power output (LTP) [5] | kWe | 215 | 300 | 339 | 406 | 464 |
| **Spec. fuel consumption (LTP)** | | | | | | |
| 100 % load | g/kWh \| lb/hp-hr | 218 \| 0.358 | 209 \| 0.344 | 223 \| 0.367 | 210 \| 0.345 | 234 \| 0.385 |
| 75 % load | g/kWh \| lb/hp-hr | 212 \| 0.349 | 204 \| 0.335 | 212 \| 0.349 | 205 \| 0.337 | 220 \| 0.362 |
| 50 % load | g/kWh \| lb/hp-hr | 214 \| 0.352 | 204 \| 0.335 | 211 \| 0.347 | 205 \| 0.337 | 218 \| 0.358 |

1) Possibly power reduction depending on altitude and temperature. Power ratings without fan power requirement. Please contact DEUTZ.
2) Continuous power 100 % plus 10 % extra power for governing purposes.
3) Prime power 100 %, mean power output 80 %, wethin 24 hours, plus 10 % extra power for governing purposes.
4) Limited-time running power 100 %, which must be available during 500 running hrs/year, thereof max. 300 running hrs/year continuously, no overload permissible; the required extra power for governing purposes must be taken into account by the customer.
5) Taking into account typical generator efficiency of 91.8 to 95.0 % and power factor cos (φ) = 0.8.

**The values given in this data sheet are for information purposes only and not binding. The information given in the offer is decisive.**

### Standard specification

**Standard engine:** Adapter housing SAE 1 with 50 Hz, SAE 0 with 60 Hz; flywheel with 14″ connection.
**Cooling system:** LT cooling system, charge air cooler (not BF6M 1015), pusher-type fan (raised), viscous fluid coupling, guard.
**Exhaust system:** Turbocharger (flywheel end) with counterflange, without exhaust silencer.
**Filter:** Lube oil filter, air cleaner with restriction indicator mounted, fuel twin filter loose.
**Engine electrics:** Alternator 24 V, 55 A; starter motor with 5.4 kW; monitoring: coolant temperature, oil pressure and coolant level.
**Governor:** Electronic speed control.
**Miscellaneous:** Painting.

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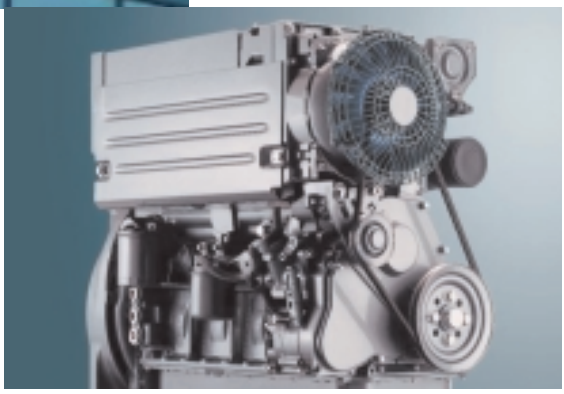
**DEUTZ AG**
DEUTZ MOTOR
Deutz-Mülheimer Str. 147-149
D-51063 Köln
Phone: +49 (0) 2 21-8 22-0
Fax: +49 (0) 2 21-8 22-25 68
Internet: www.deutz.de
eMail: info@deutz.de

Order Number
0031 1663 / 03 / 2003 / VM-V

# 2011. The Genset Engine.

**12 - 50 kVA at 1500/1800 min$^{-1}$ | rpm**



## The engine with integrated oil cooling system.

## These are the characteristics of the 2011 Gen:

2, 3 and 4 cylinder naturally aspirated in-line engines.
4 cylinder model also with turbocharging.
Displacement: 0.78 l/cylinder.
Integrated oil-cooling (engine is delivered complete with cooler).
Acoustically optimized crankcase.
All service points on the same engine side.
Electronic engine governor (option).
Compact design and low weight.
Worldwide service network with over 1,000 locations.

## Your benefits:

- Low noise emission, cost savings as no noise attenuation measures are required.
- Long service intervals: 1,000-hour oil change intervals and low fuel consumption bring savings in operating costs.
- Low installation costs.
- Excellent load takeover characteristics ensure prompt power supply.
- Combined oil cooling and lubrication prevents corrosion and cavitation. High reliability and durability together with reduced maintenance requirement and wear parts.

**Dimensions and weights**/integrated cooler

**F2L 2011**

| | | | | |
|---|---|---|---|---|
| Length: | mm | inch | 645 | 25.2 |
| Width: | mm | inch | 588 | 22.9 |
| Height: | mm | inch | 707 | 27.6 |
| Weight: | kg | lb | 212 | 467 |

**F3L 2011**

| | | | | |
|---|---|---|---|---|
| Length: | mm | inch | 756 | 29.5 |
| Width: | mm | inch | 588 | 22.9 |
| Height : | mm | inch | 701 | 27.3 |
| Weight | kg | lb | 254 | 560 |

**F4L 2011**

| | | | | |
|---|---|---|---|---|
| Length: | mm | inch | 868 | 33.9 |
| Width: | mm | inch | 588 | 22.9 |
| Height : | mm | inch | 722 | 28.2 |
| Weight | kg | lb | 293 | 646 |

**BF4L 2011**

| | | | | |
|---|---|---|---|---|
| Length: | mm | inch | 778 | 30.3 |
| Width: | mm | inch | 531 | 20.7 |
| Height : | mm | inch | 704 | 27.5 |
| Weight | kg | lb | 295 | 650 |

## Rating table: 2011. The Genset Engine. 50 Hz

| Engine type | | F2L 2011 | F3L 2011 | F4L 2011 | BF4L 2011 |
|---|---|---|---|---|---|
| Speed | $min^{-1}$ \| rpm | 1500 | 1500 | 1500 | 1500 |
| Frequency | Hz | 50 | 50 | 50 | 50 |
| **Engine/genset ratings** [1] | | | | | |
| Continuous power, ICN (COP) [2] | kW \| hp | 11,4 \| 15.5 | 18,1 \| 24.6 | 26,2 \| 35.6 | 34,6 \| 47.1 |
| Prime power, ICN (PRP) [3] | kW \| hp | 12,0 \| 16.3 | 19,0 \| 25.8 | 27,6 \| 37.5 | 36,4 \| 49.5 |
| Limited-time running power, IFN (LTP) [4] | kW \| hp | 12,6 \| 17.1 | 20,0 \| 27.2 | 29,0 \| 39.4 | 38,2 \| 52.0 |
| **Typical generator power output** | | | | | |
| Typical generator power output (COP) [5] | kVA | 11,8 | 19,0 | 28,5 | 38,0 |
| Typical generator power output (PRP) [5] | kVA | 12,5 | 20,0 | 30,0 | 40,0 |
| Typical generator power output (LTP) [5] | kVA | 13,1 | 20,9 | 31,5 | 42,0 |
| **Spec. fuel consumption PRP (LTP)** [6] | | | | | |
| 100 % load | g/kWh \| lb/hp-hr | 235 \| 0.381 | 225 \| 0.365 | 215 \| 0.348 | 220 \| 0.356 |
| 75 % load | g/kWh \| lb/hp-hr | 245 \| 0.397 | 230 \| 0.373 | 220 \| 0.356 | 225 \| 0.365 |
| 50 % load | g/kWh \| lb/hp-hr | 270 \| 0.437 | 260 \| 0.421 | 235 \| 0.381 | 235 \| 0.381 |
| 25 % load | g/kWh \| lb/hp-hr | 400 \| 0.648 | 450 \| 0.729 | 350 \| 0.567 | 320 \| 0.518 |

## Rating table: 2011. The Genset Engine. 60 Hz

| Engine type | | F2L 2011 | F3L 2011 | F4L 2011 | BF4L 2011 |
|---|---|---|---|---|---|
| Speed | $min^{-1}$ \| rpm | 1800 | 1800 | 1800 | 1800 |
| Frequency | Hz | 60 | 60 | 60 | 60 |
| **Engine/genset ratings** [1] | | | | | |
| Continuous power, ICN (COP) [2] | kW \| hp | 13,6 \| 18.5 | 21,4 \| 29.1 | 31,1 \| 42.3 | 41,0 \| 55.8 |
| Prime power, ICN (PRP) [3] | kW \| hp | 14,3 \| 19.4 | 22,6 \| 30.7 | 32,8 \| 44.6 | 43,2 \| 58.8 |
| Limited-time running power, IFN (LTP) [4] | kW \| hp | 15,1 \| 20.5 | 23,8 \| 32.4 | 34,5 \| 46.9 | 45,5 \| 61.9 |
| **Typical generator power output** | | | | | |
| Typical generator power output (COP) [5] | kVA/kWe | 14,3/11.3 | 22,5/18.0 | 33,8/27.0 | 45,0/36.0 |
| Typical generator power output (PRP) [5] | kVA/kWe | 14,9/11.9 | 23,8/19.0 | 35,6/28.5 | 47,4/38.0 |
| Typical generator power output (LTP) [5] | kVA/kWe | 15,7/12.5 | 25,0/20.0 | 37,4/30.0 | 49,9/40.0 |
| **Spec. fuel consumption PRP (LTP)** [6] | | | | | |
| 100 % load | g/kWh \| lb/hp-hr | 235 \| 0.381 | 225 \| 0.365 | 220 \| 0.356 | 220 \| 0.356 |
| 75 % load | g/kWh \| lb/hp-hr | 245 \| 0.397 | 230 \| 0.373 | 220 \| 0.356 | 220 \| 0.356 |
| 50 % load | g/kWh \| lb/hp-hr | 270 \| 0.437 | 260 \| 0.421 | 240 \| 0.389 | 235 \| 0.381 |
| 25 % load | g/kWh \| lb/hp-hr | 400 \| 0.648 | 400 \| 0.648 | 350 \| 0.567 | 350 \| 0.567 |

1) Possibly power reduction depending on altitude and temperature. Please contact DEUTZ.
2) Continuous power 100 %, available at flywheel, no time limitation, plus 10 % extra power for governing purposes.
3) Prime power 100 %, mean power output 60 %, no time limitation, plus 5 % extra power for governing purposes.
4) Limited-time running power 100 %, which must be available during 500 running hrs/year, thereof max. 300 running hrs/year continuously, no overload permissible; the required extra power for governing purposes must be taken into account, however.
5) Taking into account typical generator efficiency of 83 % to 88 % and power factor cos (φ) = 0.8.
6) For fuel specification see operation manual.

**The values given in this data sheet are for information purposes only and not binding. The information given in the offer is decisive.**

### Standard specification

**Standard engine:** Flywheel housing SAE 4 (5 for n = 3000 $min^{-1}$ | rpm); flywheel with 6.5″ connection.
**Cooling system:** Integrated cooling system, V-belt guard.
**Filter:** Dry air cleaner with mechanical restriction indicator, fuel filter.
**Engine electrics:** Alternator 14 V, 60 A; starter motor with 12 V, 2.2 kW.
**Governor:** Mechanical (Bosch).

Bestell-Nr. 0031 2042 / 04 / 2003 / VP-V

The engine company.

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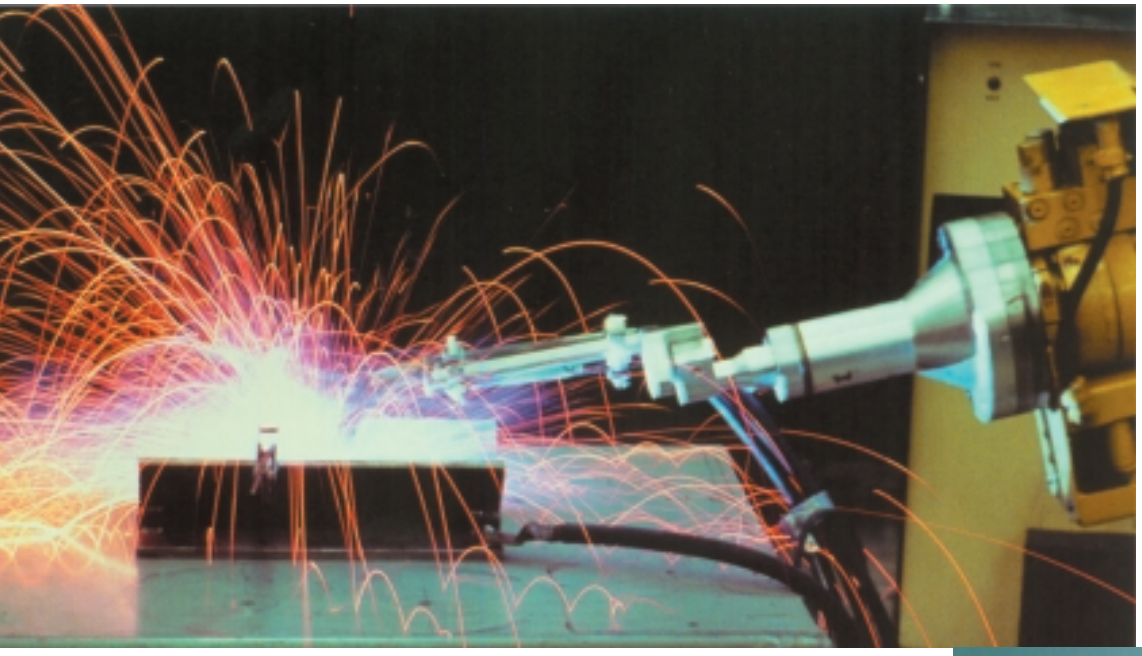
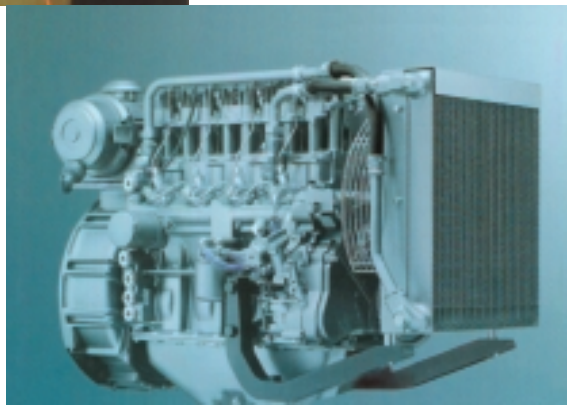
**DEUTZ AG** · Ottostraße 1 · 51149 Cologne · Germany · Phone +49 (0) 221 822-0 · Fax +49 (0) 221 822-3525 · www.deutz.com · E-Mail: info@deutz.com

# 2011. The Genset Engine.

**12 - 60 kVA at 1500/1800 min$^{-1}$ | rpm**





## The engine with external oil cooling system.

## These are the characteristics of the 2011 Gen:

2, 3 and 4 cylinder naturally aspirated in-line engines.
4 cylinder model also with turbocharging.
Displacement: 0.78 l/cylinder.
Fully oil-cooled (engine with conventional cooling system)
Acoustically optimized crankcase.
All service points on the same engine side.
Electronic engine governor (option).
Compact design and low weight.
Worldwide service network with over 1,000 locations.

## Your benefits:

- Low noise emission, cost savings as no noise attenuation measures are required.
- Long oil change intervals: 1,000-hour / turbocharged engines 500 hour and low fuel consumption bring savings in operating cost.
- Low installation cost.
- Excellent load takeover characteristics ensure prompt power supply.
- Combined oil cooling and lubrication prevents corrosion and cavitation. High reliability and durability together with reduced maintenance requirement and wear parts.

**Dimensions and weights**

**F2M 2011**

| | | | |
|---|---|---|---|
| Length: | mm \| inch | 845 | 33.0 |
| Width: | mm \| inch | 643 | 25.1 |
| Height: | mm \| inch | 762 | 29.7 |
| Weight: | kg \| lb | 206 | 454 |

**F3M 2011**

| | | | |
|---|---|---|---|
| Length: | mm \| inch | 956 | 37.3 |
| Width: | mm \| inch | 616 | 24.0 |
| Height: | mm \| inch | 761 | 29.7 |
| Weight: | kg \| lb | 247 | 545 |

**F4M 2011**

| | | | |
|---|---|---|---|
| Length: | mm \| inch | 1067 | 41.6 |
| Width: | mm \| inch | 616 | 24.0 |
| Height: | mm \| inch | 778 | 30.3 |
| Weight: | kg \| lb | 285 | 628 |

**BF4M 2011**

| | | | |
|---|---|---|---|
| Length: | mm \| inch | 1080 | 42.1 |
| Width: | mm \| inch | 649 | 25.3 |
| Height: | mm \| inch | 787 | 30.7 |
| Weight: | kg \| lb | 286 | 631 |

**BF4M 2011 C**

| | | | |
|---|---|---|---|
| Length: | mm \| inch | 1183 | 46.1 |
| Width: | mm \| inch | 717 | 28.0 |
| Height: | mm \| inch | 807 | 31.4 |
| Weight: | kg \| lb | 350 | 772 |

## Rating table: 2011. The Genset Engine. 50 Hz

| Engine type | | F2M2011 | F3M2011 | F4M2011 | BF4M2011 | BF4M2011C |
|---|---|---|---|---|---|---|
| Speed | $min^{-1}$\| rpm | 1500 | 1500 | 1500 | 1500 | 1500 |
| Frequency | Hz | 50 | 50 | 50 | 50 | 50 |
| **Engine/genset ratings** [1] | | | | | | |
| Continuous power, ICN (COP)[2] | kW \| hp | 11.8 \| 16.0 | 18.5 \| 25.2 | 26.6 \| 36.2 | 35.6 \| 48.4 | 53.3 \| 72.5 |
| Prime power, ICN (PRP)[3] | kW \| hp | 12.4 \| 16.0 | 19.4 \| 25.4 | 28.0 \| 38.1 | 37.4 \| 50.9 | 56.1 \| 76.3 |
| Limited-time running power, IFN (LTP)[4] | kW \| hp | 13.0 \| 17.7 | 20.4 \| 27.7 | 29.4 \| 40.0 | 39.2 \| 53.3 | 59.0 \| 80.2 |
| **Typische Generatorleistung** | | | | | | |
| Typical generator power output (COP)[5] | kVA | 11.8 | 19.0 | 28.5 | 38.0 | 58.0 |
| Typical generator power output (PRP)[5] | kVA | 12.5 | 20.0 | 30.0 | 40.0 | 60.0 |
| Typical generator power output (LTP)[5] | kVA | 13.1 | 20.9 | 31.5 | 42.0 | 65.0 |
| **Spec. fuel consumption PRP (LTP)[6]** | | | | | | |
| 100% load | g/kWh \| lb/hp-hr | 235 \| 0.381 | 225 \| 0.365 | 220 \| 0.356 | 215 \| 0.348 | 211 \| 0.342 |
| 75% load | g/kWh \| lb/hp-hr | 245 \| 0.397 | 230 \| 0.373 | 215 \| 0.348 | 210 \| 0.340 | 207 \| 0.335 |
| 50% load | g/kWh \| lb/hp-hr | 270 \| 0.437 | 245 \| 0.397 | 230 \| 0.373 | 225 \| 0.365 | 207 \| 0.335 |
| 25% load | g/kWh \| lb/hp-hr | 400 \| 0.648 | 400 \| 0.648 | 320 \| 0.518 | 270 \| 0.437 | 231 \| 0.374 |

## Rating table: 2011. The Genset Engine. 60 Hz

| Engine type | | F2M2011 | F3M2011 | F4M2011 | BF4M2011 | BF4M2011C |
|---|---|---|---|---|---|---|
| Speed | $min^{-1}$\| rpm | 1800 | 1800 | 1800 | 1800 | 1800 |
| Frequency | Hz | 60 | 60 | 60 | 60 | 60 |
| **Engine/genset ratings** [1] | | | | | | |
| Continuous power, ICN (COP)[2] | kW \| hp | 14.3 \| 19.4 | 22.1 \| 30.1 | 31.8 \| 43.2 | 42.8 \| 58.2 | - |
| Prime power, ICN (PRP)[3] | kW \| hp | 15.0 \| 20.4 | 23.3 \| 31.7 | 33.5 \| 45.6 | 45.0 \| 61.2 | 63.6 \| 86.5 |
| Limited-time running power, IFN (LTP)[4] | kW \| hp | 15.8 \| 21.5 | 24.5 \| 33.3 | 35.2 \| 47.9 | 47.3 \| 64.3 | 66.8 \| 90.8 |
| **Typische Generatorleistung** | | | | | | |
| Typical generator power output (COP)[5] | kWe | 11.3 | 18.0 | 27.0 | 36.0 | - |
| Typical generator power output (PRP)[5] | kWe | 11.9 | 19.0 | 28.5 | 38.0 | 56.0 |
| Typical generator power output (LTP)[5] | kWe | 12.5 | 20.0 | 30.0 | 40.0 | 59.0 |
| **Spec. fuel consumption PRP (LTP)[6]** | | | | | | |
| 100% load | g/kWh \| lb/hp-hr | 230 \| 0.373 | 225 \| 0.365 | 230 \| 0.373 | 210 \| 0.340 | 215 \| 0.348 |
| 75% load | g/kWh \| lb/hp-hr | 240 \| 0.389 | 225 \| 0.365 | 220 \| 0.356 | 210 \| 0.340 | 214 \| 0.347 |
| 50% load | g/kWh \| lb/hp-hr | 270 \| 0.437 | 250 \| 0.405 | 230 \| 0.373 | 220 \| 0.356 | 219 \| 0.355 |
| 25% load | g/kWh \| lb/hp-hr | 400 \| 0.648 | 400 \| 0.648 | 320 \| 0.518 | 260 \| 0.421 | 259 \| 0.419 |

1) Possible power reduction depending on altitude and temperature, without deduction of fan power requirement.Please contact DEUTZ.

2) Continuous power 100%, available at flywheel, no time limitation, plus 10% extra power for governing purposes.

3) Prime power 100%, mean power output 60%, no time limitation, plus 5% extra power for governing purposes.

4) Limited-time running power 100 %, which must be available during 500 running hrs/year, of these max. 300 running hrs/year continuously, no overload permissible; the required extra power for governing purposes must be taken into account however.

5) Taking into account typical generator efficiency of 83 - 88% and power factor cos (φ) = 0.8.

6) For fuel specification see operation manual.

The values given in this data sheet are for information purposes only and not binding. The information given in the offer is decisive. Exhaust-optimized ratings on request.

## Standard specification

| | |
|---|---|
| Standard engine: | Flywheel housing SAE 3; flywheel with 11.5” connection. |
| Cooling system: | Cooling unit, V-belt guard, pusher-type fan. |
| Filter: | Dry air cleaner with mechanical restriction indicator, fuel filter. |
| Engine electrics: | Alternator 14 V, 55 A; starter motor with 12 V, 3.1 kW. |
| Governor: | Mechanical (Bosch). |

**The engine company.**

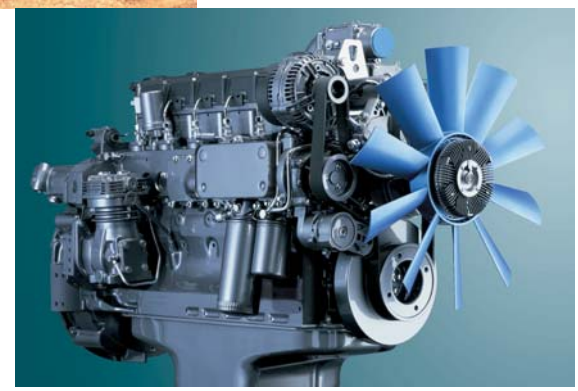
DEUTZ

**DEUTZ AG** · Ottostr. 1 · 51149 Cologne · Germany · Phone +49 (0) 221-822-0 · Telefax +49 (0) 221-822-5850 · www.deutz.com · E-Mail: info@deutz.com

Best.-Nr. 0031 2046 / 11 / 2008 / VI-K

# 2012. The engine for construction equipment.

## 75 - 147 kW at 1500 - 2500 rpm



### The new 1 litre class.

### These are the characteristics of the 2012:

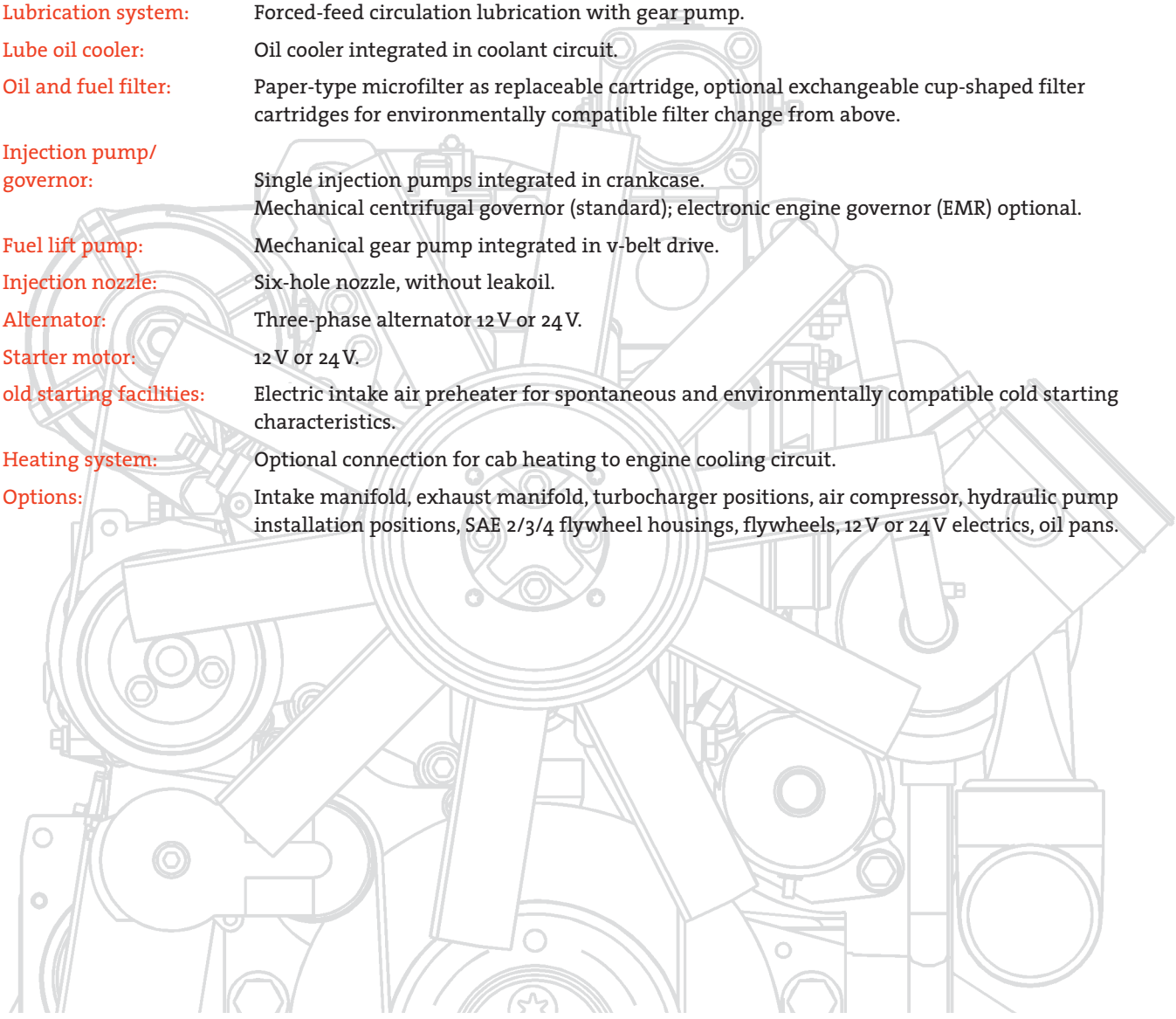
Modern liquid-cooled 4- and 6-cylinder in-line engines.
1 litre displacement per cylinder. Compact design and high power-to-volume-ratio.
Turbocharging and turbocharging with charge air cooling.
High-pressure fuel injection up to 1600 bar.
Electronic engine governor with diagnostic facilities and CAN-bus optional.
3 separate mounting options for gear-driven hydraulic pumps.
Easy accessible service points on one engine side.
Wedge ribbed belt drive with automatic belt tensioner optional.

### Your benefits:

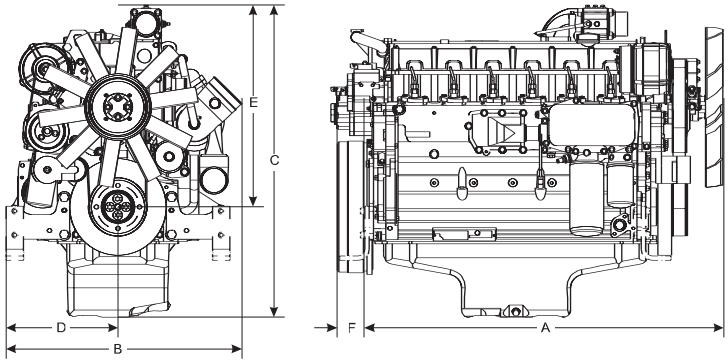
- Fast and powerful response to changing operating duties, dynamic power development.
- Low cost for noise insulation measures. High comfort in the driver's cab because of low noise level. Low noise emission, low environmental impact.
- High operating economy thanks to low fuel consumption, long oil change intervals and low maintenance requirement.
- Low exhaust emission for a clean environment. Meets exhaust regulation EU-RL 97/68 (Step 2) and US-EPA Nonroad (Tier 2).
- High reliability even under extreme working conditions.

## Engine description

| | |
|---|---|
| Type of cooling: | Liquid cooling, thermostatically controlled at engine outlet.<br>Charge-air-cooled engines with air-to-air charge air cooler. |
| Crankcase: | High grey cast iron crankcase, for monobloc construction. |
| Mass balance shafts: | 4-cylinder optional with full mass balance by 2 shafts integrated into the crankcase. |
| Crankcase breather: | Closed-circuit crankcase breather. |
| Cylinder head: | Grey cast block-type cylinder head. |
| Valve arrangement/ timing: | Two valves per cylinder, actuated from gear driven camshaft via tappets, push rods and rocker arms. |
| Piston: | Three-ring aluminium piston. |
| Piston cooling: | Oil cooled with spray nozzles. |
| Connecting rod: | Forged steed rod. |
| Crankshaft: | Forged steel shaft with integral counterweights, 4-cylinder version with integral mass balancing shafts. |
| Camshaft: | Steel shaft. |
| Lubrication system: | Forced-feed circulation lubrication with gear pump. |
| Lube oil cooler: | Oil cooler integrated in coolant circuit. |
| Oil and fuel filter: | Paper-type microfilter as replaceable cartridge, optional exchangeable cup-shaped filter cartridges for environmentally compatible filter change from above. |
| Injection pump/ governor: | Single injection pumps integrated in crankcase.<br>Mechanical centrifugal governor (standard); electronic engine governor (EMR) optional. |
| Fuel lift pump: | Mechanical gear pump integrated in v-belt drive. |
| Injection nozzle: | Six-hole nozzle, without leakoil. |
| Alternator: | Three-phase alternator 12 V or 24 V. |
| Starter motor: | 12 V or 24 V. |
| old starting facilities: | Electric intake air preheater for spontaneous and environmentally compatible cold starting characteristics. |
| Heating system: | Optional connection for cab heating to engine cooling circuit. |
| Options: | Intake manifold, exhaust manifold, turbocharger positions, air compressor, hydraulic pump installation positions, SAE 2/3/4 flywheel housings, flywheels, 12 V or 24 V electrics, oil pans. |



## Dimensions




| Engine with belt drive | | A | B | C | D | E | F |
|---|---|---|---|---|---|---|---|
| BF 4 M 2012 | mm | 742 | 643 | 741 | 300 | 506 | 105 |
| BF 4 M 2012 C | mm | 742 | 643 | 835 | 300 | 600 | 105 |
| BF 6 M 2012 C | mm | 998 | 628 | 920 | 300 | 600 | 105 |

| Engine with wedge ribbed belt drive (Poly-V) | | A | B | C | D | E | F |
|---|---|---|---|---|---|---|---|
| BF 4 M 2012 | mm | 798 | 643 | 741 | 300 | 506 | 105 |
| BF 4 M 2012 C | mm | 798 | 643 | 835 | 300 | 600 | 105 |
| BF 6 M 2012 C | mm | 1015 | 628 | 920 | 300 | 600 | 105 |

## Technical data

| Engine type | | BF 4 M 2012 | BF 4 M 2012 C | BF 6 M 2012 C |
|---|---|---|---|---|
| Number of cylinders | | 4 | 4 | 6 |
| Bore/stroke | mm | 101/126 | 101/126 | 101/126 |
| Displacement | l | 4.04 | 4.04 | 6.06 |
| Compression ratio | | 19 | 19 | 19 |
| Max. rated speed | rpm | 2500 | 2500 | 2500 |
| Mean piston speed | m/s | 10.5 | 10.5 | 10.5 |
| **Power ratings for construction equipment engines [1]** | | | | |
| Power ratings for industrial engines [2] | kW | 74.9 | 103 | 155 |
| at speed | rpm | 2500 | 2500 | 2500 |
| Mean effective pressure | bar | 8.9 | 12.2 | 12.3 |
| Max. torque | Nm | 390 | 493 | 743 |
| at speed | rpm | 1500 | 1500 | 1500 |
| Minimum idle speed | rpm | 800 | 800 | 800 |
| Specific fuel consumption [3] | g/kWh | 208 | 202 | 202 |
| Weight to DIN 70020, part 7A [4] | kg | 391 | 391 | 509 |

## Modell designation

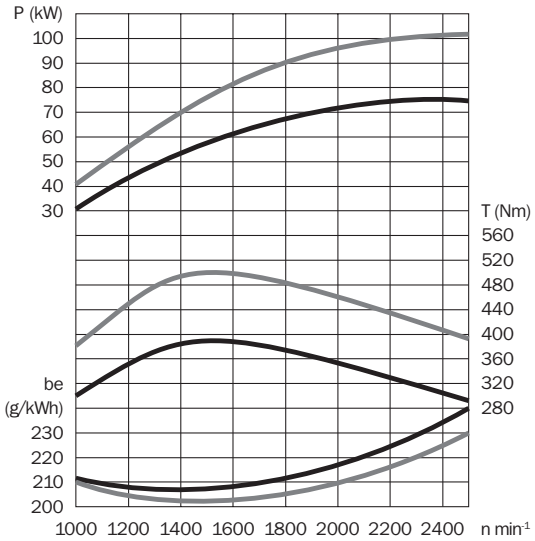
**BF 6 M 2012 C**

- C = Charge air cooler
- Engine family designation
- M = Liquit cooled
- Number of cylinders
- B = Turbocharging
- F = High-speed four-stroke engine

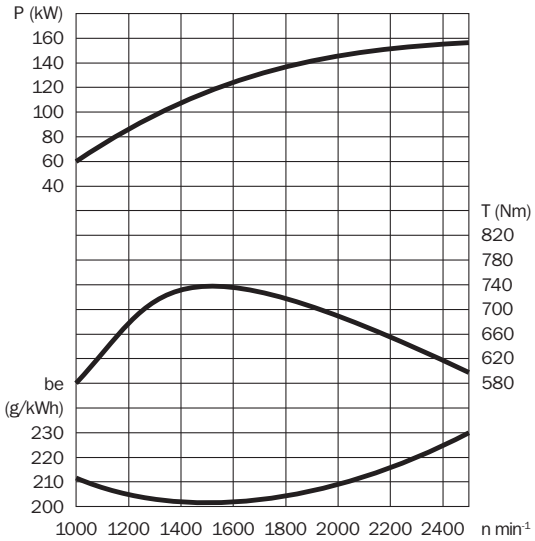
1) Power ratings without deduction of fan power requirement.
2) Fuel stop power to ISO 3046/1.
3) Specific fuel consumption based on diesel fuel with a specific gravity of 0.835 kg/dm³ at 15°C.
4) Without starter motor/alternator, radiator and liquids, however with flywheel and flywheel housing.

The values given in this data sheet are for information purposes only and not binding. The information given in the offer is decisive.

## Standard engines




BF 4 M 2012 BF 4 M 2012 C




BF 6 M 2012 C

Order-Nr 0031 1969 / 05 / 2003 / VM-V

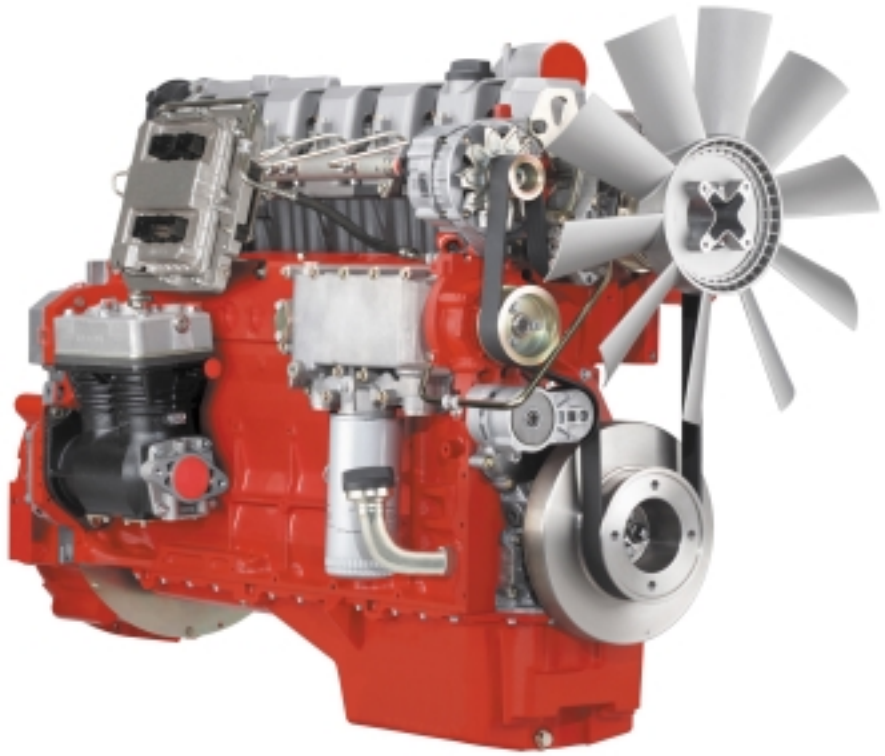

**The engine company.**

**DEUTZ AG**
DEUTZ MOTOR

Deutz-Mülheimer Str. 147-149
D-51063 Köln
Telephone: +49 (0) 2 21-8 22-0
Fax: +49 (0) 2 21-8 22-25 68
Internet: www.deutz.com
eMail: info@deutz.com

# TCD 2013

**The Gen Engine.**
**250 – 263 kW at 1500/1800 rpm**



The engine company.

DEUTZ®

# Engine description

| | |
|---|---|
| **Engine:** | 4 stroke diesel engine with direct injection. |
| **Turning direction:** | At flywheel side to the left. |
| **Cylinder configuration:** | Standing in line. |
| **Crankcase/ cylinder:** | Crankcase of grey cast iron, wet liners. |
| **Cylinder head:** | Greycast block type cylinder head. |
| **Valve arrangement/ timing:** | Hanging in cylinder head, two intake and exhaust valves each, actuated via tappets, pushrods and rocker arms, driven by camshaft in bi-metal bearings. |
| **Camshaft drive:** | From the camshaft via straight, high toothed spur gears. |
| **Crankshaft bearings:** | Tri-metal bearings. |
| **Connecting rod bearings:** | Four-metal, tri-metal sliding bearing. |
| **Turbocharging:** | Wastegate turbocharger with charge air cooling (air/air). |
| **Lubrication:** | Forced-feed circulation lubrication. |
| **Lubricating oil filter:** | One microfilter in full-flow. |
| **Injection pump:** | Two high-pressure plug pumps. |
| **Injector:** | 7-hole nozzle in Injector. |
| **Governor:** | Electronical speed governor (EMR3). |
| **Fuel lift pump:** | Gear driven gear pump. |

## Characteristics

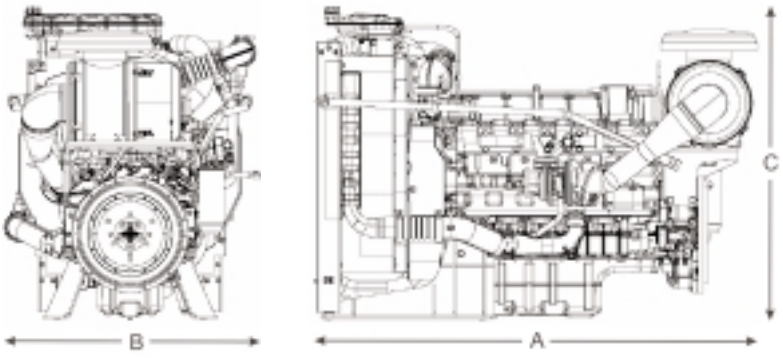
Modern, liquid-cooled 6-cylinder in-line engines | Turbocharged with intercooler | Powerful, rugged engine providing high power density | Electronic engine control EMR 3 | High-pressure fuel injection with DEUTZ Common Rail System (DCR®)

## Your benefits

- Low noise emission: Lower costs for sound deadening.
- Low fuel and oil consumption and long service intervals save operating cost.
- Very good load characteristics.
- Simple and cost efficient installation due to low weight and small installation space requirements.
- Low exhaust emissions, meets EC regulation step II.

| **Engine type** | | **TCD 2013 L6 4V** | |
|---|---|---|---|
| Number of cylinders | | 6 | |
| Bore/stroke | mm | 108/130 | |
| Displacement | l | 7.15 | |
| Compression ratio | | 1 : 18.1 | |
| Weight incl. cooling system and air filter | kg | 955 | |
| | | **50 Hz** | **60 Hz** |
| | | **1500 rpm** | **1800 rpm** |
| **Power output LTP** [1] | | | |
| Gross output | kW\|HP | 250\|336 | 263\|354 |
| Flywheel net | kW\|HP | 238\|320 | 243\|327 |
| **Fuel consumption** [2] | | | |
| 25 % load | g/kWh\|lb/hp-hr | 233\|0.383 | 254\|0.417 |
| 50 % load | g/kWh\|lb/hp-hr | 229\|0.376 | 241\|0.396 |
| 75 % load | g/kWh\|lb/hp-hr | 213\|0.350 | 225\|0.369 |
| 100 % load | g/kWh\|lb/hp-hr | 200\|0.328 | 206\|0.338 |
| **Cooling system/heating balance** | | | |
| Water cooler | kW\|HP | 122\|164 | 130\|175 |
| Chargeair cooler | kW\|HP | 48\|65 | 57\|77 |
| Convection | kW\|HP | 25\|34 | 26\|35 |
| Fan power | kW\|HP | 12\|16 | 20\|27 |
| Cooling air volume flow | $m^3/h$ | 16200 | 21240 |
| **Combustion air/emissions** | | | |
| max. intake vacuum | mbar | 30 | 30 |
| Combustion air volume flow | $m^3/h$ | 909 | 1027 |
| max. exhaust gas temperature | °C | 530 | 490 |
| Exhaust gas volume flow | $m^3/h$ | 2550 | 2740 |

| **Dimensions** | | **A** | **B** | **C** |
|---|---|---|---|---|
| **TCD 2013 L6 4V** | mm | 1865 | 1057 | 1315 |
| | inch | 73.4 | 41.6 | 51.8 |




1) Power ratings acc. to ISO 8528, rating category G3 acc. to ISO 8528-5

2) based on diesel fuel with a specific gravity of 0.835 kg/dm³ at 15° C (6.96 lb/US gallon at 60° F).

The values specified in this datasheet are for information-purposes only and are not binding.

The information given in the quotation is decisive.

Bestell-Nr. 0031 2187 / 11 / 2007 / VP-K

**DEUTZ AG** · Ottostraße 1 · 51149 Cologne · Germany · Phone +49 (0) 221 822-0 · Telefax +49 (0) 221 822-5850 · www.deutz.com · E-Mail: info@deutz.com