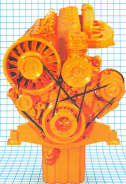


B/FL 913/C



Deutz Air-Cooled Diesel Engines B/FL 910

In order to extend the upper power range of the FL 910 series, the engines of the B/FL 910 series have been developed. These differ from the FL 910 mainly by virtue of larger piston displacement and reinforced main parts.

Maximum economy and reliability combined with air-cooling are the main features of these robust diesel engines.

This advanced series has been developed using the latest technical knowledge gained from basic R&D work carried out at the RHD Research and Development Centre in Pilsen, near Cologne - one of the most advanced of its kind in the world today.

The engines are mass-produced on modern transfer lines to meet the high precision and quality standards symbolized by the DEUTZ trademark.

Distinctive features of DEUTZ air-cooled diesel engines are: Single cylinders and cylinder banks;

Low-noise integrated-cooling air-blower with high efficiency and sufficient reserve power to cope with high ambient temperatures.

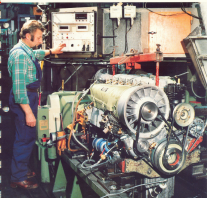
Facilities for arrangement of an additional integrated hydraulic oil cooler for hydrostatic drives or torque converters (bypass cooling provided by engine's cooling oil blower).

In addition, the same optional components are available for B/FL 910 engines as for engines of the FL 910 series.



Quality Assurance

Before delivery each engine undergoes thorough bench tests to verify all characteristic data.



BP 8L 915

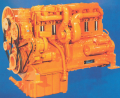


The BP 8L 915C was developed on the basis of the robustly aspirated engine, and its scale in output. By reducing the rated speed from 2800/min to 2500/min, particularly stringent noise level regulations are met. Slight turbocharging compensates for the decrease in power due to the speed reduction. These measures also result in very good fuel economy, with figures as low as 215 g/kWh at 50% HP/rev over a wide range of consumption characteristics.

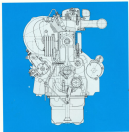
The main applications of the series BP 8L 915 engines are commercial vehicles, truck cranes, excavators, wheel-mounted loaders, rollers and agricultural machinery. These engines have proved to be particularly reliable under extreme climatic conditions.

Thanks to the charge air cooler, the BP 8L 915C may be used at altitudes up to 2100m at 22°C without power reduction.

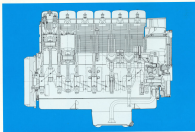
BP 6L 912T



Cross Section F 6L 913



Longitudinal Section F 6L 913



DEUTZ air-cooled diesel engines are distinguished by low noise and high exhaust gas quality. Noise emission can be reduced even further by means of suitable silencing measures. Another advantage is that the cooling air requirement of an air-cooled engine is around 40-50 % lower than that of a water-cooled engine of equal output; the air supply and discharge openings can thus be kept smaller.

With the integrated cooling system, DEUTZ air-cooled engines are complete driving units; no additional components for the cooling system are required.

FDL 913



The 6-cylinder in-line engines of the 913 series, with direct fuel injection, are available in four versions for the automotive and O&M sectors:

1. FDL 913 - naturally aspirated engine
2. DF 9L 913T with slight turbocharging
3. DF 9L 913 with exhaust turbocharger
4. DF 9L 913C with exhaust turbocharger and charge air cooler

FDL 913



BF 8L 913



The BF 8L 913T was developed on the basis of the naturally aspirated engine, and is equal in output. By reducing the rated speed from 2800/min to 2500/min, particularly stringent noise level regulations are met. Slight turbocharging compensates for the decrease in power (due to the speed reduction). These measures also result in very good fuel economy, with figures as low as 21.5 g/kWh (166 g/hp) over a wide range of consumption characteristics.

The main applications of the series 8-FL 913 engines are construction vehicles, truck cranes, excavators, wheel-mounted loaders, rollers and agricultural machinery. These engines have proved to be particularly reliable under extreme climatic conditions.

Thanks to the charge air cooler, the BF 8L 913C may be used at altitudes up to 3000m at 20°C without power reduction.

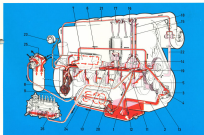
BF 8L 910T



- 1 Oil pump
- 2 Suction pipe
- 3 Oil pump
- 4 Pre-pressure
- 5 Delivery pipe
- 6 Connecting pipe to oil cooler
- 7 Oil cooler, integral type
- 8 Oil filter
- 9 Relief valve
- 10 Main oil gallery
- 11 Main bearing

- 12 Big-end bearing
- 13 Crankshaft bearing
- 14 Tapped (with groove) for guide-lubricating socket arms
- 15 Pushrod (allows for oil supply to rocker arm bearings)
- 16 Rocker arm bearings
- 17 Mixing plug (for lubricating valve)
- 18 Pushrod cover tube (for oil return from cylinder head to crankcase)
- 19 Restrictor hole (for lubricating gear)

- 20 Nozzle (for piston cooling)
- 21 Oil pipe for lubricating turbo-charger
- 22 Oil return pipe from turbo-charger to crankcase
- 23 Oil pressure gauge
- 24 Bypass filter of filter
- 25 Main flow tube of filter
- 26 Fuel injection pump



Model		7.6L 260							
* Net hp (engine) with optional cooling	1900	2							
without turbocharging change in cooling		-							
Maximum Fuel consumption Compression ratio		100/100 9.7/10							
Speed Maximum speed		1000	1000	1000	1100	1100	1000	1000	1000
		8.75	7.5	8.75	8.75	8.0	10.4	9.75	9.7
Continuous power (1) to 2000 RPM (kW constant)	100	17	20	20	17	19	--	--	--
max. at pressure	100*	17	20	20	16	19	--	--	--
Intermittent power (1) to 2000 RPM (kW constant)	100	25	25	17	19	19	25	--	--
at frequency	100*	17	20	20	16	19	25	--	--
at light duty	100	20	20	19	19	20	20	20	20
max. at pressure	100*	19	24	20	19	19	19	19	19
	100*	17.0*	17.0	17.0	17.0	17.0	19.0*	19.0*	17.0
Automatic rating to 2000 RPM	100	--	--	--	--	20	20	20	20
max. at pressure	100*	--	--	--	--	17.4	19	19	19
	100*	--	--	--	--	17.5	19.0*	19.0*	17.0
Max torque related to power (1) light duty and automatic rating at speed		1000							
Max idling speed		800 - 700							
Specific fuel consumption corresponding 20% throttle max torque		100							
Max rate of consumption (g/L of fuel consumption)		7							
Starting system Max continuous resistance		25							
for standard version		25							
low 2 off	20g	25							
reference	20g	25							
Weight (2000)	kg	620							

25 = 100/100/100

Dimensions

Engine		4"	6"	8"	9"	10"
7.6L 262	mm	1000	1000	1075	1000	1000
	inch	39.375	39.375	42.319	39.375	39.375
8.6L 262 T	mm	1000	1000	1075	1000	1000
	inch	39.375	39.375	42.319	39.375	39.375
8.6L 263	mm	1025	1100	1075	1075	1000
	inch	40.354	43.307	42.319	42.319	39.375
8.6L 263 C	mm	1000	1100	1075	1075	1000
	inch	39.375	43.307	42.319	42.319	39.375

* with standard fuel tank

** with standard oil pan
control pump



KHD

DEUTZ

DEUTZ AG

DEUTZ AG, DEUTZ-STRASSE 1, 42699 SOLINGEN, GERMANY
TELEPHONE: +49 (0) 212 240-1000
FAX: +49 (0) 212 240-1001

1997 0000 0

10