Technical Data

Mercedes-Benz Industrial Diesel Engine OM 366 97 kW

OM 366	OM 366 A	OM 366 LA

Technical Data.

The OM 366 in-line engine is part of the industrial engine series 300 offered by Mercedes-Benz.

A = 985
B = 640
C = 920
D = 340

E = 420
F = 190
S = center of gravity

Dimensions (in mm)
Basic version, recirculation cooling system (UK), other versions on request.

General

Cylinder arrangement	vertical, in-line
Cooling system	recirculating water cooling
Operation	4-stroke, direct injection
Number of cylinders	6
Cylinder bore	dia. 97.5 mm
Piston stroke	133 mm
Total displacement	5.958 l
Compression ratio	19.0:1
Mean effective pressure at 2800 / min and 97 kW	7.0 bar
Mean piston speed at 2800 / min	12.4 m / s
Starting speed	approx. 120 / min
Sense of rotation of engine when facing flywheel	ccw
Starter	electric
Cooling water capacity of engine without recooling system	9.5 l
Max. lube oil capacity, standard oil pan	16 l
Weight of basic engine acc. to VDMA, i. e. without recooling system, alternator and starter	425 kg
Weight of engine with fan, alternator and starter	445 kg
Power-to-weight ratio, referred to VDMA weight and 97 kW	4.38 kg / kW
Braking power of engine (exhaust brake) at an engine speed of 2800 / min	
without butterfly valve	34 kW
with butterfly valve	115 kW
Cold-starting ability without starting aid and battery 75% charged, down to	– 20°C
Permissible PTO torque at front end of crankshaft with axial or single-side radial PTO	on request

Power, torque and engine speed ratings

Power and torque curves	see diagram
Max. torque at 1500 ... 1900 / min	384 Nm
Min. permissible engine speed for continuous operation below 1500 / min	on request
Maximum speed without load depending on cyclic irregularity of governor	
Min. idling speed	approx. 600 / min

Installation data

Total moment of inertia of engine with flywheel J = 0.65	0.98 kgm²
Combustion air volume at 2800 / min	6.6 m³ / min
Exhaust gas volume at 2800 / min and 97 kW with back pressure of 100 mbar at engine outlet	20 m³ / min
Heat to be dissipated from cooling water with uncooled exhaust manifold	2300 kJ / kWh
Capacity of cooling water pump without cooling system at engine speed 2800 / min	204 l / min
Permissible air intake restriction upstream of engine inlet at rated automotive output	
oil bath air filter	max. 30 mbar
dry air filter – new	max. 25 mbar
– polluted	max. 50 mbar
Permissible exhaust gas back pressure at engine outlet at nominal power	max. 100 mbar

Starter, battery and alternator

Starter	Bosch
Voltage	24 V
Output	4 kW
Weight	13.5 kg
Starter battery	
Voltage	24 V
Min. capacity	2 x 66 Ah
Three-phase alternator	Bosch
Voltage	28 V
Current	10 / 30 A
Weight	4 kg

Power delivery starts at idling speed

Injection pump and governor

In-line injection pump with governor	Bosch

Provision for installing standard engine speed and injection governors

Consumption data

Fuel consumption see diagram

Lube oil consumption for an already run-in engine amounts up to 0.5% of effective fuel consumption. This value may be exceeded in isolated cases depending on application and running time.

Power, torque and fuel consumption of engine type OM 366.

80/1269/EEC-89/491/EEC
Maximum automotive power
Visco fan hydraulic loose ——————

The power rating quoted above complies with the directive 88/77/EEC, alteration 91/542/EEC, aiming at a reduction in gaseous emissions **and** particulates. Valid as of 1.7.1992 for new homologation.

Fan, rigid — — — —

DIN 6271
Maximum ISO net brake fuel stop power **IFN** ——————

ISO standard power **ICXN** — · — · — exceedable by 10 %

As distinct from DIN standard 6271, the power required by a fan is not considered in power specifications **IFN** and **ICXN** because of the great variety of cooling systems available.

The ISO net brake fuel stop power **IFN** cannot be exceeded. It is permitted for 1 hour without interruption or intermittently within a period of 6 hours.

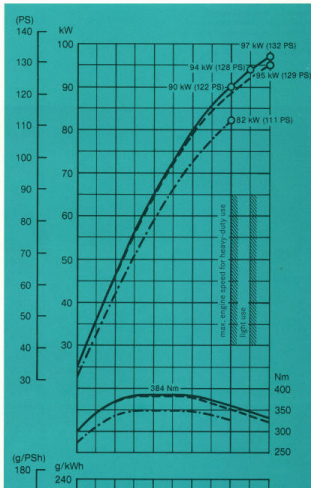
The ISO standard power **ICXN** represents continuous power exceedable by 10 %. The overload power is blocked and permitted for 1 hour without interruption or intermittently within a period of 12 hours.

The power specifications and the specific fuel consumption data refer to diesel fuel with a reference density of $\rho_{15} = 0.84\ g/cm^3$ and a temperature of 35°C at the injection pump inlet.

Exhaust system: from turbocharger flange approx. 600 mm, two flutes. Then pipe to muffler inlet, max. 1000 mm.

In individual cases the power ratings can be chosen to suit the intented application, taking all operating conditions into account.

Engine speeds below 1500/min for continuous operation upon request.



Mercedes-Benz manufactures and supplies a wide range of industrial diesel engines varying from 40 to 612 kW (54 – 832 hp). Information concerning these can be found in the brochures describing the basic concept behind each family of engines and in type sheets detailing the technical specifications of the various engines.

Besides a high-quality and technically perfected product, Mercedes-Benz also provides a comprehensive back-up system. This includes project and installation advisory services, parts supply, a worldwide service network and service training.

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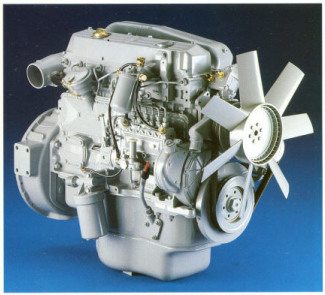

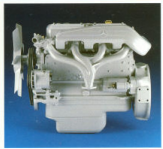

Should you require further material, please consult the Vehicle Components Division in Stuttgart-Untertuerkheim:

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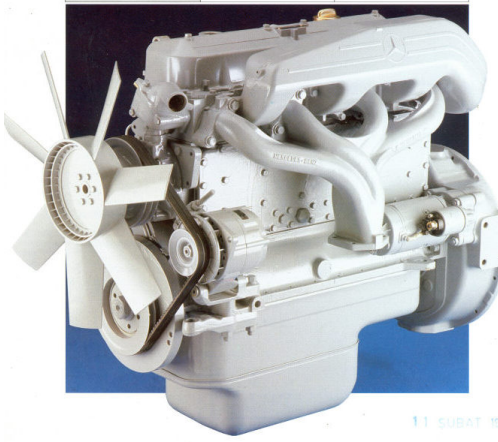
Mercedes-Benz
Industrial engines

Technical Data

Mercedes-Benz
Industrial Diesel Engine
OM 366
100 kW

OM 366 ·	OM 366 A	OM 366 LA



Technical Data.

The OM 366 in-line engine is part of the industrial engine series 300 offered by Daimler-Benz.

A = 1015 E = 420
B = 630 F = 190
C = 940 S = center of gravity
D = 340

Dimensions (in mm)
Basic version, recirculation cooling system (Uk), other versions on request.

General

Cylinder arrangement	vertical, in-line
Cooling system	recirculating water cooling
Operation	4-stroke, direct injection
Number of cylinders	6
Cylinder bore	dia. 97.5 mm
Piston stroke	133 mm
Total displacement	5.958 l
Compression ratio	17.25 : 1
Mean effective pressure at 2800/min and 100 kW	7.2 bar
Mean piston speed at 2800/min	12.4 m/s
Starting speed	approx. 120/min
Sense of rotation of engine when facing flywheel	ccw
Starter	electric
Cooling water capacity of engine without recooling system	9.5 l
Max. lube oil capacity, standard oil pan	16 l
Weight of basic engine acc. to VDMA, i. e. without recooling system alternator and starter	425 kg
Weight of engine with fan, alternator and starter	445 kg
Power-to-weight ratio, referred to VDMA weight and 100 kW	4.52 kg/kW
Braking power of engine (exhaust brake) at an engine speed of 2800/min	
without throttle valve	approx. 39 kW
with throttle valve	approx. 87 kW
Cold-starting ability without starting aid and battery 75 % charged, down to	−20 °C
Permissible PTO torque at front end of crankshaft with axial or single-side radial PTO	on request

Power, torque and engine speed ratings

Power and torque curves	see diagram
Max. torque (80/1269/EEC) at 1400 ... 1600/min	402 Nm
Min. permissible engine speed for continuous operation below 1500/min	on request
Maximum speed without load depending on cyclic irregularity of governor	
Min. idling speed	approx. 600/min

Installation data

Total moment of inertia of engine with flywheel J = 0.65	0.98 kgm²
Combustion air volume at 2800/min	6.8 m³/min
Exhaust gas volume at 2800/min and 100 kW with back pressure of 60 mbar at engine outlet	20.1 m³/min
Heat to be dissipated from cooling water with uncooled exhaust manifold	2300 kJ/kWh
Capacity of cooling water pump without cooling system at engine speed 2800/min	196 l/min
Permissible air intake restriction upstream of engine inlet at rated automotive output	
oil bath air filter	max. 30 mbar
dry air filter – new	max. 20 mbar
– polluted	max. 50 mbar
Permissible exhaust gas back pressure	max. 60 mbar

Starter, battery and alternator

Starter	Bosch
Voltage	24 V
Output	4 kW
Weight	13.5 kg
Starter battery	
Voltage	24 V
Min. capacity	2 × 66 Ah
Three-phase alternator	Bosch
Voltage	28 V
Current	10/30 A
Weight	4 kg
Power delivery starts at idling speed	

Injection pump and governor

In-line injection pump with governor	Bosch
Provision for installing standard engine speed and injection govérnors	

Consumption data

Fuel consumption see diagram	

Lube oil consumption for new and already run-in engines is approx. 0.5 % of effective fuel consumption. This value can – acc. to application and running time – rise in individual cases to max. 1 %.

Power, torque and fuel consumption of engine type OM 366.

80/1269/EEC

Maximum automotive power ————

The power is available at the flywheel of the engine. The power required by the standard fan has already been taken into account.

DIN 6271

Maximum ISO net brake fuel stop power **IFN** · — · — ·

ISO standard power exceedable by 10 % **ICXN** — — —

As distinct from DIN standard 6271, the power required by a fan is not considered in power specifications IFN and ICXN because of the great variety of cooling systems available.

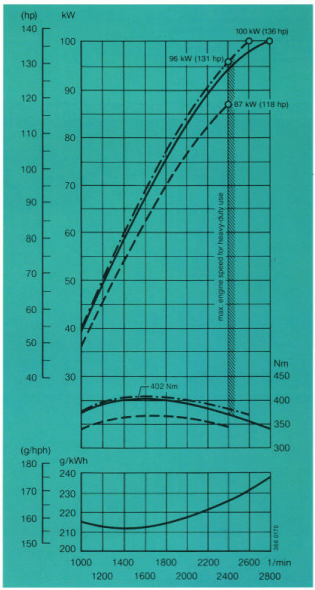
The ISO net brake fuel stop power **IFN** cannot be exceeded. It is permitted for 1 hour without interruption or intermittently within a period of 6 hours.

The ISO standard power **ICXN** represents continuous power exceedable by 10 %. The overload power is blocked and permitted for 1 hour without interruption or intermittently within a period of 12 hours.

The power specifications and the specific fuel consumption data refer to diesel fuel with a reference density of $\rho_{15} = 0.84\ g/cm^3$ and a temperature of 35 °C at the injection pump inlet.

In individual cases, the power ratings can be chosen to suit the intended application, taking all operating conditions into account.

Engine speeds below 1500/min for continuous operation upon request.



Daimler-Benz manufactures and supplies a wide range of industrial diesel engines varying from 17 to 610 kW (23–830 hp). Information concerning these can be found in the brochures describing the basic concept behind each family of engines and in type sheets detailing the technical specifications of all the various engines.

Besides a high-quality and technically perfected product, Daimler-Benz also provides a comprehensive backup system. This includes project and installation advisory services, spare parts supply, a worldwide service network and service training.

Contents not binding.
Subject to modifications.
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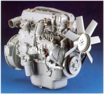

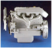

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MERCEDES-BENZ

Technical Data

Mercedes-Benz Industrial Diesel Engine OM 366 A 121 kW

OM 366	OM 366 A	OM 366 LA

Mercedes-Benz

low pollution

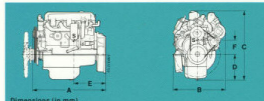
11 EURAT 1995

Technical Data.

The OM 366 A in-line engine is part of the industrial engine series 300 offered by Mercedes-Benz.

A = 985
B = 700
C = 920
D = 340

E = 420
F = 190
S = center of gravity



Dimensions (in mm)
Basic version, recirculation cooling system (Uk), other versions on request.

General

Cylinder arrangement with exhaust gas turbocharger	vertical, in-line
Cooling system	recirculating water cooling
Operation	4-stroke, direct injection
Number of cylinders	6
Cylinder bore	dia. 97.5 mm
Piston stroke	133 mm
Total displacement	5.958 l
Compression ratio	18.0:1
Mean effective pressure at 2600 / min and 121 kW	9.4 bar
Mean piston speed at 2600 / min	11.5 m / s
Starting speed	approx. 120 / min
Sense of rotation of engine when facing flywheel	ccw
Starter	electric
Cooling water capacity of engine without recooling system	9.5 l
Max. lube oil capacity, standard oil pan	17.5 l
Weight of basic engine acc. to VDMA, i. e. without recooling system, alternator and starter	440 kg
Weight of engine with fan, alternator and starter	460 kg
Power-to-weight ratio, referred to VDMA weight and 121 kW	3.64 kg / kW
Braking power of engine (exhaust brake) at an engine speed of 2600 / min without butterfly valve	33 kW
with butterfly valve	89 kW
Cold-starting ability without starting aid and battery 75% charged, down to	– 15°C
Permissible PTO torque at front end of crankshaft with axial or single-side radial PTO	on request

Power, torque and engine speed ratings

Power and torque curves	see diagram
Max. torque at 1300 ... 1700 / min	540 Nm
Min. permissible engine speed for continuous operation below 1500 / min	on request
Maximum speed without load depending on cyclic irregularity of governor	
Min. idling speed	approx. 600 / min

Installation data

Total moment of inertia of engine with flywheel J = 0.65	0.98 kgm²
Combustion air volume at 2600 / min	11.2 m³ / min
Exhaust gas volume at 2600 / min and 121 kW with back pressure of 100 mbar at turbine outlet	28 m³ / min
Heat to be dissipated from cooling water with uncooled exhaust manifold	2300 kJ / kWh
Capacity of cooling water pump without cooling system at engine speed 2600 / min	200 l / min
Permissible air intake restriction upstream of turbocharger inlet at rated automotive power	
oil bath air filter	max. 30 mbar
dry air filter – new	max. 25 mbar
– polluted	max. 50 mbar
Permissible exhaust gas back pressure at rated automotive power at turbine outlet	max. 100 mbar

Starter, battery and alternator

Starter	Bosch
Voltage	24 V
Output	4 kW
Weight	13.5 kg
Starter battery	
Voltage	24 V
Min. capacity	2 x 66 Ah
Three-phase alternator	Bosch
Voltage	28 V
Current	10 / 30 A
Weight	4 kg
Power delivery starts at idling speed	

Injection pump and governor

In-line injection pump with governor	Bosch

Provision for installing standard engine speed and injection governors

Consumption data

Fuel consumption	see diagram

Lube oil consumption for an already run-in engine amounts up to 0.5% of effective fuel consumption. This value may be exceeded in isolated cases depending on application and running time.

Power, torque and fuel consumption of engine type OM 366 A.

80/1269/EEC-89/491/EEC
Maximum automotive power
Visco fan
hydraulic loose ——————

The power rating quoted above complies with the directive 88/77/EEC, alteration 91/542/EEC, aiming at a reduction in gaseous emissions **and** particulates. Valid as of 1.7.1992 for new homologation.

Fan, rigid — — —

DIN 6271
Maximum ISO net brake
fuel stop power **IFN** ——————

ISO standard
power **ICXN** —·—·—
power exceedable by 10%

As distinct from DIN standard 6271, the power required by a fan is not considered in power specifications **IFN** and **ICXN** because of the great variety of cooling systems available.

The ISO net brake fuel stop power **IFN** cannot be exceeded. It is permitted for 1 hour without interruption or intermittently within a period of 6 hours.

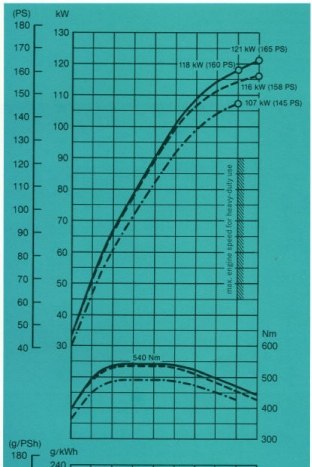
The ISO standard power **ICXN** represents continuous power exceedable by 10%. The overload power is blocked and permitted for 1 hour without interruption or intermittently within a period of 12 hours.

The power specifications and the specific fuel consumption data refer to diesel fuel with a reference density of $\rho_{15} = 0.84\ g/cm^3$ and a temperature of 35°C at the injection pump inlet.

Exhaust system: pipe from turbocharger flange to muffler inlet, max. 1000 mm.

In individual cases the power ratings can be chosen to suit the intented application, taking all operating conditions into account.

Engine speeds below 1500/min for continuous operation upon request.



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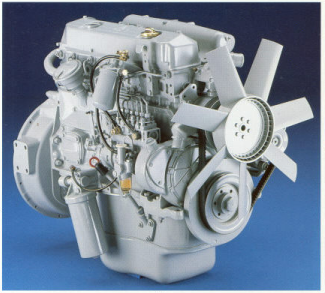

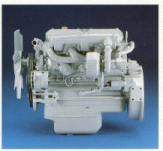

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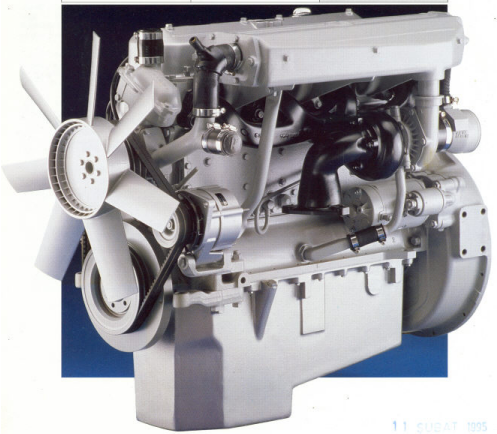
Mercedes-Benz
Industrial engines

Technical Data

Mercedes-Benz Industrial Diesel Engine OM 366 LA 150 kW

OM 366	OM 366 A	OM 366 LA



Technical Data.

The OM 366 LA in-line engine is part of the industrial engine series 300 offered by Daimler-Benz.

A = 1015	E = 420
B = 730	F = 195
C = 915	G = 10
D = 340	S = center of gravity

Dimensions (in mm)
Basic version, recirculation cooling system (UK), other versions on request.

General

Cylinder arrangement vertical, in-line with exhaust gas turbocharger and intercooler	
Cooling system	recirculating water cooling
Operation	4-stroke, direct injection
Number of cylinders	6
Cylinder bore	dia. 97.5 mm
Piston stroke	133 mm
Total displacement	5.958 l
Compression ratio	16.5 : 1
Mean effective pressure at 2600/min and 150 kW	11.6 bar
Mean piston speed at 2600/min	11.5 m/s
Starting speed	approx. 120/min
Sense of rotation of engine when facing flywheel	ccw
Starter	electric
Cooling water capacity of engine without recooling system	9.5 l
Max. lube oil capacity, standard oil pan	17.5 l
Weight of basic engine acc. to VDMA, i. e. without recooling system alternator and starter	475 kg
Weight of engine with fan, alternator and starter	495 kg
Power-to-weight ratio, referred to VDMA weight and 150 kW	3.17 kg/kW
Braking power of engine (exhaust brake) at an engine speed of 2600/min	
without throttle valve	approx. 33 kW
with throttle valve	approx. 95 kW
Cold-starting ability without starting aid and battery 75 % charged, down to	−15 °C
Permissible PTO torque at front end of crankshaft with axial or single-side radial PTO	on request

Power, torque and engine speed ratings

Power and torque curves	see diagram
Max. torque (80/1269/EEC) at 1400...1500/min	640 Nm
Min. permissible engine speed for continuous operation below 1500/min	on request
Maximum speed without load depending on cyclic irregularity of governor	
Min. idling speed	approx. 600/min

Installation data

Total moment of inertia of engine with flywheel J = 0.65	0.98 kgm²
Combustion air volume at 2600/min	12.2 m³/min
Exhaust gas volume at 2600/min and 150 kW with back pressure of 60 mbar at turbine outlet	31.5 m³/min
Heat to be dissipated from cooling water with uncooled exhaust manifold	2300 kJ/kWh
Capacity of cooling water pump without cooling system at engine speed 2600/min	219 l/min
Permissible air intake restriction upstream of turbocharger inlet at rated automotive output	
oil bath air filter	max. 30 mbar
dry air filter – new	max. 20 mbar
– polluted	max. 50 mbar
Permissible exhaust gas back pressure at turbine outlet	max. 60 mbar

Starter, battery and alternator

Starter	Bosch
Voltage	24 V
Output	4 kW
Weight	13.5 kg
Starter battery	
Voltage	24 V
Min. capacity	2 × 66 Ah
Three-phase alternator	Bosch
Voltage	28 V
Current	10/30 A
Weight	4 kg
Power delivery starts at idling speed	

Injection pump and governor

In-line injection pump with governor	Bosch
Provision for installing standard engine speed and injection governors	

Consumption data

Fuel consumption see diagram

Lube oil consumption for new and already run-in engines is approx. 0.5 % of effective fuel consumption. This value can – acc. to application and running time – rise in individual cases to max. 1 %.

Power, torque and fuel consumption of engine type OM 366 LA.

80/1269/EEC
Maximum automotive power ———

The power is available at the flywheel of the engine. The power required by the standard fan has already been taken into account.

DIN 6271
Maximum ISO net brake fuel stop power **IFN** · — · —

ISO standard power exceedable by 10 % **ICXN** — — —

As distinct from DIN standard 6271, the power required by a fan is not considered in power specifications IFN and ICXN because of the great variety of cooling systems available.

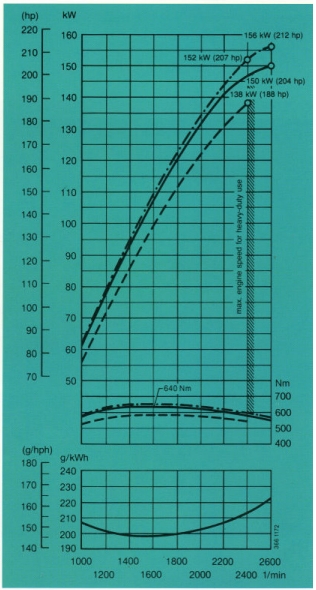
The ISO net brake fuel stop power **IFN** cannot be exceeded. It is permitted for 1 hour without interruption or intermittently within a period of 6 hours.

The ISO standard power **ICXN** represents continuous power exceedable by 10 %. The overload power is blocked and permitted for 1 hour without interruption or intermittently within a period of 12 hours.

The power specifications and the specific fuel consumption data refer to diesel fuel with a reference density of $\rho_{15} = 0.84$ g/cm³ and a temperature of 35 °C at the injection pump inlet.

In individual cases, the power ratings can be chosen to suit the intended application, taking all operating conditions into account.

Engine speeds below 1500/min for continuous operation upon request.



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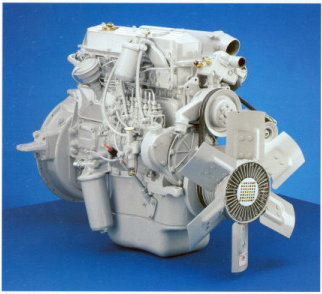

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Mercedes-Benz
Industrial engines

Mercedes-Benz
Industrial engines

Technical Data
OM 366 LA

125 kW	155 kW	177 kW

Technical Data.

The OM 366 LA in-line engine is part of the industrial engine series 300 offered by Mercedes-Benz.

A = 985
B = 700
C = 915
D = 340
E = 420
F = 190
S = center of gravity

Dimensions (in mm)
Basic version; recirculation cooling system (Ulk); other versions on request

General

Cylinder arrangement	vertical, in-line with exhaust gas turbocharger and intercooler
Cooling system	recirculating water cooling
Operation	4-stroke, direct injection
Number of cylinders	6
Cylinder bore	dia. 97.5 mm
Piston stroke	133 mm
Total displacement	5.958 l
Compression ratio	18 : 1
Mean effective pressure at 2600 / min and 177 kW	11.5 bar
Mean piston speed at 2600 / min	11.5 m / s
Starting speed	approx. 120 / min
Sense of rotation of engine when facing flywheel	ccw
Starter	electric
Cooling water capacity of engine without recooling system	9.5 l
Max. lube oil capacity, standard oil pan	17.5 l
Weight of basic engine acc. to VDMA, i. e. without recooling system, alternator and starter	445 kg
Weight of engine with fan, alternator and starter	465 kg
Power-to-weight ratio, referred to VDMA weight and 177 kW	2.51 kg / kW
Braking power of engine (exhaust brake) at an engine speed of 2600 / min without-butterfly valve	33 kW
with butterfly valve	89 kW
Cold-starting ability without starting aid and battery 75% charged, down to	– 15°C

Permissible PTO torque at front end of crankshaft with axial or single-side radial PTO	on request

Power, torque and engine speed ratings

Power and torque curves	see diagram
Max. torque at 1250 ... 1500 / min	840 Nm
Minimum engine speed limit under load	1000 / min
Maximum permissible engine speed with engine brake operation	3000 / min
Min. idling speed	approx. 600 / min

Installation data

Total moment of inertia of engine with flywheel J = 0.54	0.87 kgm²
Combustion air volume at 2600 / min and 177 kW	14.1 m³ / min
Exhaust gas volume at 2600 / min and 177 kW with back pressure of 100 mbar at turbine outlet	36 m³ / min
Heat to be dissipated from cooling water with uncooled exhaust manifold, without intercooler	1600 kJ / kWh
Capacity of cooling water pump without cooling system at engine speed 2600 / min	250 l / min
Permissible air intake restriction upstream of turbocharger inlet at rated automotive power	
oil bath air filter	max. 30 mbar
dry air filter - new	max. 25 mbar
– polluted	max. 50 mbar
Permissible exhaust gas back pressure at rated automotive power at turbine outlet	max. 100 mbar

Starter, battery and alternator

Starter	Bosch
Voltage	24 V
Output	4 kW
Weight	13.5 kg
Starter battery	
Voltage	24 V
Min. capacity	2 x 66 Ah
Three-phase alternator	Bosch
Voltage	28 V
Current	10 / 35 A
Weight	5 kg
Power delivery starts at idling speed	

Injection pump and governor

In-line injection pump with governor	Bosch
Provision for installing standard engine speed and injection governors	

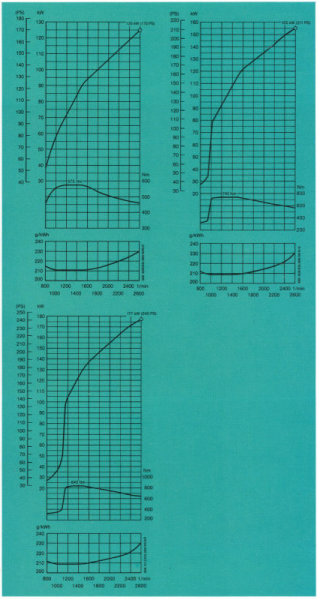
Consumption data

Fuel consumption see diagram	
Lube oil consumption for an already run-in engine amounts up to 0.5% of effective fuel consumption. This value may be exceeded in isolated cases depending on application and running time.	

Power, torque and fuel consumption of engine type OM 366 LA.

80/1269/EEC-89/491/EEC
Maximum automotive power
Visco fan hydraulic loose

The power rating quoted above complies with the directive 88/77/EEC, alteration 91/542/EEC, aiming at a reduction in gaseous emissions **and** particulates. Valid as of 1.10.1995 for new homologation (EURO 2).

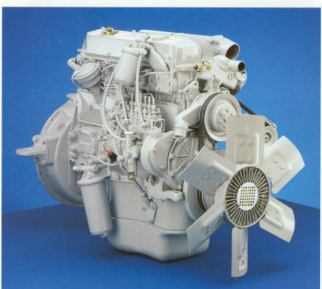


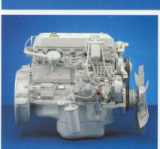
The power specifications and the specific fuel consumption data refer to diesel fuel with a reference density of $\rho_{15} = 0.84\ g/cm^3$ and a temperature of 35°C at the injection pump inlet.

Mercedes-Benz manufactures and supplies a wide range of industrial diesel engines varying from 40 to 612 kW (54 – 832 hp). Information concerning these can be found in the brochures describing the basic concept behind each family of engines and in type sheets detailing the technical specifications of the various engines.

Besides a high-quality and technically perfected product, Mercedes-Benz also provides a comprehensive back-up system. This includes project and installation advisory services, parts supply, a worldwide service network and service training.

Subject to modifications.
The data included in this brochure are to be regarded as approximate.
The illustrations may also contain special equipment which is not part of the standard delivery specification.





Should you require further material, please consult the Vehicle Components Division:

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Mercedes-Benz
Industrial engines