

VW

D 700

INDUSTRIAL



Direct Injection



Rudolf Diesel, l'inventore

D 700

INDUSTRIAL

48/99 kW (66/134 CV)

UN CENTENARIO

Tra i centennial di tutto il mondo, quello del Diesel "motorcentro" della tecnologia dei motori di trasporto è forse il più importante del secolo, con un suo più forte. Cent'anni, gli anni sono dedicati in commemorazione un punto di riferimento storico: un motore a combustione interna, inventato da Rudolf Diesel, che si basava su un principio di funzionamento che ha permesso di realizzare oggi tutti i prodotti del settore. Un principio di cui il Diesel (Diesel) motore ad un unico cilindro con compressione a iniezione, è ancora in vigore, insieme con il motore che produce energia elettrica.

A CENTENARY

Incentennial years are important for all of the world of the world, and among them, the most important is the Diesel "motorcentro" technology of transport engines, with its own more important. Cent'anni, the years are dedicated to a point of reference historical: an internal combustion engine, invented by Rudolf Diesel, which is based on a principle of operation that has allowed to realize today all the products of the sector. A principle of which the Diesel (Diesel) engine, with a single cylinder with compression injection, is still in force, together with the engine that produces electricity.



GICO, RICERCA E SVILUPPO EMENT, R & D.



VERSATILITÀ

A la versatilità, caratteristica propria di ogni motore, GICO aggiunge il vantaggio di una vasta gamma di motori, capaci di funzionare con diversi tipi di combustibile, acqua, olio, gas, metano, ecc. L'adattabilità del motore GICO a tutti i tipi di combustibile, con la possibilità di passare da uno all'altro, è una delle sue caratteristiche più originali.

Un motore GICO viene modificato per alimentare a gas, acqua, olio, metano, ecc. con la stessa facilità con cui si cambia il tipo di carburante.

Un motore GICO, in base alle sue caratteristiche, può alimentare una macchina, un motore, un generatore, ecc. La versatilità del motore GICO, in termini di potenza, di velocità, di tipo di combustibile, ecc., è una delle sue caratteristiche più originali.



VERSATILITÀ

Facile da installare, l'autoalimentatore GICO, in base alle sue caratteristiche, può alimentare una macchina, un motore, un generatore, ecc. La versatilità del motore GICO, in termini di potenza, di velocità, di tipo di combustibile, ecc., è una delle sue caratteristiche più originali.

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SINTESI ULTIMA

GICO, motore GICO, tipo GICO, ecc. La versatilità del motore GICO, in termini di potenza, di velocità, di tipo di combustibile, ecc., è una delle sue caratteristiche più originali.

Un motore GICO viene modificato per alimentare a gas, acqua, olio, metano, ecc. con la stessa facilità con cui si cambia il tipo di carburante.

SUMMARY

The GICO engine, type GICO, etc. The versatility of the GICO engine, in terms of power, speed, type of fuel, etc., is one of its original characteristics.

A GICO engine can be modified to run on gas, water, oil, methane, etc. with the same ease with which the type of fuel is changed.

CON CUI LAVORARE NG PARTNERS



D 704 L

D 704 LT

D 706 LT

N
4 in. Bore x Stroke
1775
94 x 180
17:1
49.5 (364) - 2000
49.8 (367) - 2000
41.2 (304) - 2000
184.3 (78.8) - 1500
219 (181) - 1500
11.4 (75.3) - 2000
735-884-892
264

T
4 in. Bore x Stroke
1775
94 x 180
17:1
55.5 (399) - 2000
55.8 (400) - 2000
47.4 (346) - 2000
59 (426) - 1500
283.2 (28.8) - 1500
215 (158) - 1500
15.8 (117) - 2000
735-884-892
262

T
4 in. Bore x Stroke
4704
94 x 180
17:1
58.8 (424) - 2000
59.2 (426) - 2000
50.8 (364) - 2000
75 (532) - 1500
421.4 (42) - 1500
212 (154) - 1500
15.8 (117) - 2000
891-817-887
275

POWER (kW) - TORQUE (kgm) "N" DENOTES
POWER (kW) - TORQUE (kgm) "T" DENOTES



Direct Injection

LA VIA DIRETTA AL RISPARMIO



The direct path to savings begins with the most significant technological advance in diesel: **it's efficient & longer**

that combined with fuel economy is a formula to increase overall engine life by as much as 50% in one stroke superior to other engines.

It can run under stress

For the maintenance man, the new technology offers something quite different: "one fewer visit in prospect for an increase in time on the road." In temperature, vibration, fuel economy, in comparison to engines that require 25-30 miles more for the motor oil to be changed, it's a matter of hours, not days, of downtime.

It can run under compression
Compared to other engines, it's built to handle heavy loads, and it's built to handle the toughest conditions.

On levels of fuel economy, the direct path to savings is a formula to increase overall engine life by as much as 50% in one stroke superior to other engines.

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THE QUICK ROAD TO SAVINGS

There are three important points which prove the continued success of the direct engine: **it's reliable and efficient**

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It's naturally clean

The direct engine's clean fuel is a result of the "lean" fuel mixture, that burns in an excess of air, with high temperatures and pressures. This significantly reduces the carbon emissions of other engines. (25 times less in some cases). The direct engine's clean fuel is a result of the "lean" fuel mixture, that burns in an excess of air, with high temperatures and pressures. This significantly reduces the carbon emissions of other engines. (25 times less in some cases).

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WITT. MASCHINENFABRIK & CO.
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