

General Engine Data	
Type	V-Type, 4 cycle, water cooled, 8 Cylinder
Aspiration	Turbocharged & Intercooled
Cylinder Type	Replaceable dry liner
Bore x Stroke	<i>mm (inch)</i> 128 x 142 (5.04 x 5.59)
Displacement	<i>litre (inch<sup>3</sup>)</i> 14.618 (892.0)
Compression Ratio	15 : 1
Valves per Cylinder - Intake	1
- Exhaust	1
Valves lashes at cold - Intake	<i>mm (inch)</i> 0.3 mm (0.0118)
- Exhaust	<i>mm (inch)</i> 0.4 mm (0.0157)
Valve Timing - Intake	Opening: 24° BTDC      Close: 36° ABDC
- Exhaust	Opening: 63° BBDC      Close: 27° ATDC
Combustion Type	Direct Injection
Firing Order	1-5-7-2-6-3-4-8
Injection Timing	18° BTDC
Rotation	Counter Clockwise, viewed from flywheel
Dimension (L x W x H)	<i>mm</i> 1,591 x 1,256 x 1,638 (L= Construction length)
Dry Weight	<i>Approx. kg (lb.)</i> 1,150 (2,535)

Approved Ratings	1,470 rpm	1,760 rpm	2,100 rpm
DF15TiH-F Output	<i>kW (hp)</i> 305 (415)	366 (498)	373 (507)

Although our FM ratings are shown at specific speeds, De Maas FFE engines can be applied at any intermediate speed.

To determine the intermediate speed power; make a linear interpolation from the applicable De Maas power curves.

Fuel System	
Injection Pump	Bosch in-line "P" type
Governor	RSV type (all speed control)
Feed Pump	Mechanical type
Injection Nozzle	Multi hole type
Opening Pressure	<i>kPa (psi)</i> 27,949 (4,053.7)
Fuel Filter	Full flow, cartridge type
Used Fuel	Diesel fuel type 2-D Only
Fuel consumption	See table no. 03.100.06FCEN.XX
Minimum Supply line Size	<i>mm (inch)</i> 12 (0.47)
Minimum Return line Size	<i>mm (inch)</i> 12 (0.47)

Electrical System		24 Volts (Nominal)
Starter motor	<i>kW</i>	1 x 7
Recommended Battery Capacity	<i>AH</i>	200
Quantity per battery bank		2
Cold Cranking Amperes	<i>@ -18°C (0°F)</i>	1,000
Charging Alternator Output	<i>Amps</i>	45

Air Induction System	
Air Cleaner Type	Drip proof
Engine Air Flow	<i>m<sup>3</sup>/min.</i> 34.5 @ 2,100 rpm
Air Inlet Restriction	<i>kPa</i> 3.4

Cooling system		
Heat Exchanger Minimum Raw Water Flow		1 litre / Minute per kW installed
Engine Water Pump		Centrifugal type driven by belt
Water Pump Capacity	<i>litre/min. (gal./min.)</i>	454 (120) @ 2,100 rpm
Heat Exchanger Raw water Inlet		
Maximum Pressure	<i>kPa (psi)</i>	1,000 (145.1)
Flow	<i>litre/min. (gal./min.)</i>	373 (82.0)
Temperature	<i>°C (°F)</i>	37.8 (100)
Thermostat, Start to Open	<i>°C (°F)</i>	71 (160)
	Fully Opened <i>°C (°F)</i>	85 (185)
Coolant Capacity	<i>litre (gal.)</i>	29 (7.6)
Coolant Pressure Cap	<i>kPa (psi)</i>	95 (13.8)
Maximum Raw Water Supply pipe		
Connection to Heat Exchanger	<i>inch</i>	1½" BSP
Maximum Raw Water Discharge pipe		
Connection from Heat Exchanger	<i>inch</i>	2" BSP Vertical up!
Max. Engine Coolant Temperature	<i>°C (°F)</i>	96 (204.8)
Pressure loss Engine Cooling Circuit	<i>kPa (psi)</i>	80 (11.6)

Lubrication System		
Lubricating Method		Fully Forced pressure feed type
Oil Pump		Gear type driven by crankshaft
Oil Filter		Full Flow, Cartridge type
Oil pressure Range, normal	<i>kPa (psi)</i>	100 (14.5) at idle 300-400 (43.5-58.0) at maximum speed
Max. Oil Sump Temperature	<i>°C (°F)</i>	121 (250) at 2,100 rpm
Oil Sump Capacity High	<i>litre (gal.)</i>	28 (7.4)
Low	<i>litre (gal.)</i>	26 (6.86)
Total Engine Oil Capacity	<i>litre (gal.)</i>	28 (7.4)
Minimum Oil Pressure	<i>kPa (psi)</i>	75 (10.9)

Exhaust System		
Exhaust Gas Flow	<i>m<sup>3</sup>/min.</i>	87.4 @ 2,100 rpm
Exhaust Gas Temperature	<i>°C (°F)</i>	426 (799) @ 2,100 rpm
Max. Allowable Back Pressure	<i>kPa</i>	5.7
Minimum Exhaust Pipe Diameter	<i>mm (inch)*</i>	2x 219.1 (2x 8")

\* Based on Nominal System. Flow analysis must be done to assure adherence to system limitations!

(Minimum exhaust pipe diameter is based on 15 feet of pipe, one elbow, and a silencer. Pressure drop no greater than one half the max. allowable back pressure)

Heater System		
Wattage (Nominal)	<i>W</i>	3,000
Voltage – AC	<i>V</i>	230

Engine Performance Data		
All data is based on the engine operating with fuel system, lubricating oil pump, air cleaner, and alternator; not included are compressor, fan, optional equipment, and driven components. Data is based on operation at SAE standard J1394 conditions of 300ft (91.4m) altitude, 29.61 in.(752mm) Hg dry barometer, and 77°F (25°C) intake air temperature, using No.2 diesel or a fuel corresponding to ASTM-D2.		
Altitude above which output should be Limited	<i>m (ft.)</i>	91.4 (300)
Correction Factor per 305m.(1,000ft.) above Altitude Limit		3 %
Temperature above which output should be Limited	<i>°C (°F)</i>	25 (77)
Correction Factor per 11°C (10°F) above Temperature Limit		2% (1%)