

General Engine Data			
Type		V-Type, 4 cycle, water cooled, 10 Cylinder	
Aspiration		Turbocharged & Intercooled	
Cylinder Type		Replaceable dry liner	
Bore x Stroke	mm (inch)	128 x 142 (5.04 x 5.59)	
Displacement	litre (inch ³)	18.273 (1,115.1)	
Compression Ratio		15 : 1	
Valves per Cylinder	- Intake	1	
	- Exhaust	1	
Valves lashes at cold	- Intake	mm (inch)	0.3 (0.0118)
	- Exhaust	mm (inch)	0.4 (0.0157)
Valve Timing	- Intake	Opening: 24° BTDC Close: 36° ABDC	
	- Exhaust	Opening: 63° BBDC Close: 27° ATDC	
Combustion Type		Direct Injection	
Firing Order		1-6-5-10-2-7-3-8-4-9	
Injection Timing		18° BTDC	
Rotation		Counter Clockwise, viewed from flywheel	
Dimension (L x W x H)	Approx. mm	1,752 x 1,279 x 1,812	
Dry Weight	Approx.kg (lb.)	1,375 (3,031)	

Engine Ratings	1,470 rpm	1,760 rpm	2,100 rpm
DF15TiH-N Output <i>kW(hp)</i>	404 (542)	484 (649)	516 (692)

*To determine the maximum allowable pump load, a deduction of 10% must be made.

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. 03.100.06FCFEN.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, Replaceable	
Engine Air Flow	<i>m³/min.</i>	348 @ 2,100 rpm
Air Inlet Restriction Dirty	<i>kPa (mmH₂O)</i>	6.2 (635)
Air Inlet Restriction Clean	<i>kPa (mmH₂O)</i>	2.2 (220)

* 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)

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 400-500 (58.0-72.5) at maximum speed
Max. Oil Sump Temperature	<i>°C (°F)</i>	119 (246)
Oil Sump Capacity	High <i>litre (gal.)</i>	35 (9.2)
	Low <i>litre (gal.)</i>	28 (7.4)
Total Engine Oil Capacity	<i>litre (gal.)</i>	35 (9.2)
Minimum Oil Pressure	<i>kPa (psi)</i>	75 (10.9)

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>	516 (113.5)
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>	33 (8.7)
Coolant Pressure Cap	<i>kPa (psi)</i>	95 (13.8)
Maximum Raw Water Supply pipe		
Connection to Charge Air Charge	<i>inch</i>	2½" BSP
Maximum Raw Water Discharge pipe		
Connection from Heat Exchanger	<i>inch</i>	3" BSP
Max. Engine Coolant Temperature	<i>°C (°F)</i>	96 (204)
Pressure loss Engine Cooling Circuit	<i>kPa (psi)</i>	80 (11.6)

Exhaust System		
Exhaust Gas Flow	<i>m³/min.</i>	107 @ 2,100 rpm
Exhaust Gas Temperature	<i>°C (°F)</i>	600 (1,112) @ 2100 rpm
Max. Allowable Back Pressure	<i>kPa (mmHg)</i>	5.9 (600)
Minimum Exhaust Pipe Diameter	<i>mm (inch)*</i>	2x 138.4 (5")

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.(1000ft.) 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%)