

Name 12V4000G14RF Speed [rpm] 1500 **Application Group** 3B Nominal power [kW] 1205 Dataset Ref. 25°C/45°C Nominal power [bhp] 1616 Frequency [Hz] 50

**Exhaust Regulations** NEA Singapore for ORDE;

#### Reference conditions

No.	Description	Index	Value	Unit
6	Intake air temperature		25	°C
7	Charge-air coolant temperature		45	°C
8	Barometric pressure		1000	mbar
9	Site altitude above sea level		100	m
10	Raw-water inlet temperature		-	°C

0. Data-relevant engine design configuration

No.	Description	Index	Value	Unit
0	Engine rated speed switchable			
٥	(1500/1800 rpm)		-	-
12	Engine with sequential turbocharging			
12	(turbochargers with cut-in/cut-out control)		-	-
12	Engine without sequential turbocharging		_	
13	(turbochargers without cut-in/cut-out control)		^	-

### 1. Power-related data

No.	Description	Index	Value	Unit
1	Engine rated speed	Α	1500	rpm
2	Reduction gear - Output speed	Α	-	rpm
3	Mean piston speed		10.5	m/s
1	Continuous power ISO 3046 (10% overload capability)	۸	1205	kW
4	(design power DIN 6280, ISO 8528)	А	1203	KVV
5	Fuel stop power ISO 3046	Α	1325	kW
Q	Mean effective pressure (MEP)		16.8	bar
8	(Continuous power ISO 3046)		10.0	Dai
0	Mean effective pressure (MEP)		18.5	har
9	(Fuel stop power ISO 3046)		16.5	bar
18	Performance map No.		-	-
38	Performance map No. (cont.)		-	-
20	Performance map, amendment index		-	-

2. General Conditions (for maximum power)

No.	Description	Index	Value	Unit
46	Individual power calculation (ESCM)		v	
40	required for maximum power		^	-
1	Intake air depression (new filter)	Α	15	mbar
2	Intake air depression, max.	L	50	mbar
3	Exhaust back pressure	Α	30	mbar
4	Exhaust back pressure, max.	L	85	mbar
5	Fuel temperature at fuel feed connection	R	25	°C
0	Fuel temperature at fuel feed connection, max.		55	°C
9	(w/o power reduction)	L	33	C

BL Reference value: fuel stop power
Maximum engine power that cannot be run continuously on
some applications (stabilization reserve)
DL Reference value: continuous power
Engine power that can be run continuously under standard
conditions

> Actual value must be greater than specified value <a></a> Actual value must be less than specified value

IX Applicable
The module is valid for this product type
In Non-applicable
The module is not valid for this product type
IX Value not named
The value has not yet been named or will not be named

\* Adequate verification not yet available (tolerance +/-10%)
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10	Fuel temperature at fuel feed connection, max.	L	55	°C
18	Fuel temperature at fuel feed connection, min.	L	-	°C

3. Consumption

No.	Description	Index	Value	Unit
17	Specific fuel consumption (be) - 100 % CP	р	203	a /ls/Mb
17	(+ 5 %; EN 590; 42.8 MJ/kg)	R	203	g/kWh
18	Specific fuel consumption (be) - 75 % CP	R	208	g/kWh
10	(+ 5 %; EN 590; 42.8 MJ/kg)	, r	200	g/kvvii
19	Specific fuel consumption (be) - 50 % CP	R	R 218	g/kWh
19	(+ 5 %; EN 590; 42.8 MJ/kg)	ĸ	218	g/kvvii
20	Specific fuel consumption (be) - 25 % CP	R	239	g/kWh
20	(+ 5 %; EN 590; 42.8 MJ/kg)	n	239	g/KVVII
21	Specific fuel consumption (be) - FSP	R	201	g/kWh
21	(+ 5 %; EN 590; 42.8 MJ/kg)	ĸ	201	g/kvvii
56	Specific fuel consumption (be) - 100 % FSP	R	_	g/kWh
50	(+ 5 %; EN 590; 42.8 MJ/kg)	n		g/KVVII
57	Specific fuel consumption (be) - 75 % FSP	P	_	g/kWh
37	(+ 5 %; EN 590; 42.8 MJ/kg)	R -		g/KVVII
58	Specific fuel consumption (be) - 50 % FSP	R	-	g/kWh
50	(+ 5 %; EN 590; 42.8 MJ/kg)	n		g/KVVII
59	Specific fuel consumption (be) - 25 % FSP	R	_	g/kWh
55	(+ 5 %; EN 590; 42.8 MJ/kg)	IX.		g/ KVVII
73	No-load fuel consumption	R	21.0	kg/h
	Lube oil consumption after 100 h of operation			
	(B = fuel consumption per hour)			
92	Guideline value does not apply for the design	R	0.3	% of B
	of EGAT systems. Please consult the Applications			
	Center with regard to the layout of EGA systems.			
62	Lube oil consumption after 100 h of operation, max.		1.0	% of B
02	(B = fuel consumption per hour)	L	1.0	76 OF B

4. Model-related data (basic design)

	der related data (basie design)			
No.	Description	Index	Value	Unit
1	Naturally aspirated engine		-	-
2	Engine with exhaust turbocharger (ETC)		-	-
3	Engine with exhaust turbocharger (ETC) and intercooler		X	-
4	Exhaust piping, non-cooled		X	-
5	Exhaust piping, liquid-cooled		-	-
33	Working method: four-cycle, diesel, single-acting		X	-
34	Combustion method: direct injection		X	-
36	Cooling system: conditioned water		X	-
37	Direction of rotation: c.c.w. (facing driving end)		X	-
6	Number of cylinders		12	-
7	Cylinder configuration: V angle		90	degrees (°)
8	Cylinder configuration: in-line vertical		-	-

BL Reference value: fuel stop power Maximum engine power that cannot be run continuously on some applications (stabilization reserve)
DL Reference value: continuous power Engine power that can be run continuously under standard conditions

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10	Bore		170	mm
11	Stroke		210	mm
12	Displacement, cylinder		4.77	liter
13	Displacement, total		57.2	liter
14	Compression ratio		16.4	-
40	Cylinder heads: single-cylinder		X	-
41	Cylinder liners: wet, replaceable		X	-
42	Piston design: composite piston		-	-
49	Piston design: solid-skirt piston		X	-
21	Number of piston compression rings		2	-
22	Number of piston oil control rings		1	-
24	Number of inlet valves, per cylinder		2	-
25	Number of exhaust valves, per cylinder		2	-
15	Number of turbochargers		4	-
16	Number of L.P. turbochargers		4	-
17	Number of H.P. turbochargers		-	-
18	Number of intercoolers		1	-
19	Number of L.P. intercoolers		1	-
20	Number of H.P. intercoolers		-	-
28	Standard flywheel housing flange (engine main PTO)		00	SAE
50	Static bending moment at standard		15	kNm
50	flywheel housing flange, max.	L	15	KINIII
51	Dynamic bending moment at standard		75	l-Nimo
21	flywheel housing flange, max.	L	/5	kNm
20	Standard flywheel housing flange			CAE
29	(reduction gearbox main PTO)		-	SAE
43	Flywheel interface (DISC)		21	-

### 5. Combustion air / exhaust gas

No.	Description	Index	Value	Unit
8	Charge-air pressure before cylinder - CP	R	2.6	bar abs
27	Charge-air pressure before cylinder - FSP	R	2.8	bar abs
9	Combustion air volume flow - CP	R	1.6	m³/s
10	Combustion air volume flow - FSP	R	1.7	m³/s
11	Exhaust volume flow (at exhaust temperature) - CP	R	4.3	m³/s
12	Exhaust volume flow (at exhaust temperature) - FSP	R	4.6	m³/s
13	Exhaust temperature before turbocharger - CP	R	635	°C
14	Exhaust temperature before turbocharger - FSP	R	655	°C
15	Exhaust temperature after turbocharger - CP	R	495	°C
16	Exhaust temperature after turbocharger - FSP	R	510	°C
17	Exhaust temperature after engine - CP	R	495	°C
18	Exhaust temperature after engine - FSP	R	510	°C

### 6. Heat dissipation

No. Description Index Value	Unit
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9	Heat dissipated by engine coolant - CP	R	_	kW
	with oil heat	11		KVV
11	Heat dissipation by engine coolant - CP	Α	_	kW
	with oil heat, with charge-air heat	^		KVV
60	Heat dissipated by engine coolant - CP	R		kW
00	(high-temperature circuit)	IX.		K V V
61	Heat dissipated by engine coolant - CP	R		kW
01	(low-temperature circuit)	I.		KVV
13	Heat dissipated by engine coolant - CP	R		kW
13	without oil heat, with charge-air heat	IN.	-	
15	Heat dissipated by engine coolant - CP	R	490	kW
13	with oil heat, without charge-air heat		430	
16	Heat dissipated by engine coolant - FSP	R	510	kW
10	with oil heat, without charge-air heat		310	I. VV
17	Heat dissipated by engine coolant - CP	R	-	kW
17	without oil heat, without charge-air heat	I.		
22	Heat dissipated by oil - CP	R	-	kW
24	Charge-air and oil heat dissipation - CP	R	-	kW
26	Charge-air heat dissipation - CP	R	195	kW
27	Charge-air heat dissipation - FSP	R	230	kW
38	Heat dissipated by exhaust gas - CP	R	-	kW
31	Heat dissipated by return fuel flow - CP	R	-	kW
32	Heat dissipated by return fuel flow - FSP	R	5	kW
33	Radiation and convection heat, engine - CP	R	-	kW
34	Radiation and convection heat, engine - FSP	R	75	kW
35	Radiation and convection heat, genset - CP	D		kW
33	(engine + generator + 10m insulated exhaust pipework)		KVV	

7. Coolant system (high-temperature circuit)

No.	Description	Index	Value	Unit
	Coolant temperature			
9	(at engine outlet to cooling equipment;	Α	-	°C
	with max. 40% antifreeze)			
17	Coolant temperature		100	°C
1/	(at engine outlet to cooling equipment)	A	100	C
57	Coolant temperature differential after/before engine, from	R	9	K
58	Coolant temperature differential after/before engine, to	R	11	K
23	Coolant temperature differential after/before engine	L	13	K
20	Coolant temperature after engine, limit 1	L	102	°C
21	Coolant temperature after engine, limit 2	L	104	°C
25	Coolant antifreeze content, max.	L	50	%
30	Cooling equipment: coolant flow rate	Α	56	m³/h
31	Coolant pump: pressure differential	R	2.5	bar
35	Coolant pump: inlet pressure, min.	L	0.5	bar
36	Coolant pump: inlet pressure, max.	L	2.5	bar
39	Engine: coolant pressure differential	R	2.0	bar
3	with thermostat	l K	2.0	val

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41	Pressure loss in off-engine cooling system, max.	L	0.7	bar
72	Pressure loss in off-engine cooling system, min.	L	0.55	bar
43	Pressure loss in off-engine cooling system, max.		0.7	la a a
43	without thermostat	L	0.7	bar
70	Pressure loss in off-engine cooling system, min.		0.55	la - a
70	without thermostat	L .	0.55	bar
45	Flow resistance (X) coefficient		0.80	
45	engine w/ thermostat, w/o cooling equipment	R	0.80	mbar/(m³/h)²
47	Breather valve (expansion tank)	_	1.0	la a se
47	opening pressure (excess pressure)	R	1.0	bar
54	Cooling equipment: height above engine, max.	L	15	m
53	Cooling equipment: operating pressure	А	2.5	bar
73	Coolant level in expansion tank, below min.			
/3	alarm	L	-	-
74	Coolant level in expansion tank, below min.		х	
/4	shutdown	L	^	-
50	Thermostat, starts to open	R	79	°C
51	Thermostat, bypass closed	R	92	°C
52	Thermostat, fully open	R	92	°C
48	Breather valve (expansion tank)	р	-0.1	bor
40	opening pressure (depression)	R	-0.1	bar
49	Pressure in cooling system, max.	L	5.0	bar

8. Coolant system (low-temperature circuit)

No.	Description	Index	Value	Unit
53	Coolant temperature	D	58	°C
33	(at engine outlet to cooling equipment)	R	36	C
0	Coolant temperature before intercooler		45	°C
9	(at engine inlet from cooling equipment)	A	45	C
14	Coolant temperature before intercooler, limit 1	L	75	°C
61	Coolant temperature before intercooler, shutdown	L	-	°C
15	Coolant temperature before intercooler, limit 2	L	-	°C
54	Coolant temperature differential after/before		8	V
54	intercooler, min.	L	٥	K
	Coolant temperature differential after/before		4.5	,,
55	intercooler, max.	L	15	K
13	Coolant antifreeze content, max.	L	50	%
17	Charge-air temperature after intercooler, max.	L	80	°C
7.0	Temperature differential between intake air and		20	<b>V</b>
76	charge-air coolant before intercooler	Α		K
	Temperature differential between intake air and		22	,,
75	charge-air coolant before intercooler, max.	L	22	K
45	Charge-air temperature after intercooler, max.			0.0
45	for compliance with "TA-Luft" at CP	L	-	°C
56	Coolant pump: flow rate	А	30	m³/h
20	Cooling equipment: coolant flow rate	А	30	m³/h
21	Intercooler: coolant flow rate	R	30	m³/h

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าา	Caalant numer numer differential	-	1.4	
22	Coolant pump: pressure differential	R	1.4	bar
24	Coolant pump: inlet pressure, min.	L	0.5	bar
25	Coolant pump: inlet pressure, max.	L	2.5	bar
29	Pressure loss in off-engine cooling system, max.	L	0.7	bar
62	Pressure loss in off-engine cooling system, min.	L	0.55	bar
31	Pressure loss in off-engine cooling system, max.		0.7	ha.
31	without thermostat	L	0.7	bar
63	Pressure loss in off-engine cooling system, min.		0.55	la a se
03	without thermostat	L	0.55	bar
43	Cooling equipment: height above engine, max.	L	15	m
36	Breather valve (expansion tank)		1.0	ha.
30	opening pressure (excess pressure)	R	1.0	bar
37	Breather valve (expansion tank)	р	-0.1	hau
37	opening pressure (depression)	R	-0.1	bar
42	Cooling equipment: operating pressure	А	2.5	bar
67	Coolant level in expansion tank, below min.			
67	alarm	L	-	-
60	Coolant level in expansion tank, below min.		V	
68	shutdown	L	X	-
39	Thermostat, starts to open	R	38	°C
40	Thermostat, bypass closed	R	51	°C
41	Thermostat, fully open	R	51	°C

10. Lube oil system

IV. Lu	be on system			
No.	Description	Index	Value	Unit
1	Lube oil operating temp. before engine, from	R	88	°C
2	Lube oil operating temp. before engine, to	R	98	°C
3	Lube oil operating temp. after engine, from	R	98	°C
4	Lube oil operating temp. after engine, to	R	108	°C
5	Lube oil temperature before engine, limit 1	L	99	°C
6	Lube oil temperature before engine, limit 2	L	101	°C
7	Lube oil operating pressure before engine (measuring block)	R	5.9	bar
8	Lube oil operating press. bef. engine, from	R	5.0	bar
9	Lube oil operating press. bef. engine, to	R	7.0	bar
10	Lube oil pressure before engine, alarm	L	-	bar
33	Lube oil pressure before engine, limit 1(speed-related value, consult Rolls-	L	3.5	bar
11	Lube oil pressure before engine, shutdown	L	-	bar
34	Lube oil pressure before engine, limit 2 (speed-related value, consult Rolls-	L	3.2	bar
17	Lube oil pump(s): oil flow, total	R	625	liter/min
19	Lube oil fine filter (main circuit):		1	
19	number of units		1	-
20	Lube oil fine filter (main circuit):		r.	
20	number of elements per unit		5	-
24	Lube oil fine filter (main circuit):		0.014	
21	particle retention	R	0.014	mm
	•		•	



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32	Lube oil fine filter (main circuit): pressure differential, max.	L	1.5	bar
35	Lube oil fine filter (main circuit):		v	
33	make (standard): MANN & HUMMEL		^	-

#### 11. Fuel system

No.	Description	Index	Value	Unit
	Fuel pressure at engine fuel feed connection, min.	index		Offic
1	(when engine is starting)	L	-0.1	bar
_	Fuel pressure at engine fuel feed connection, max.			
2	(when engine is starting)	L	1.5	bar
57	Fuel pressure at engine fuel feed connection, min.		-0.3	l
57	(when engine is running)	L	-0.3	bar
65	Fuel pressure at engine fuel feed connection, max.	L	0.5	bar
05	(when engine is running)	L	0.5	Dar
4211	Max. fuel supply volume	А	12.1	liter/min
4211	Normal mode	A	12.1	iiter/min
4212	Max. fuel supply volume	A	22.6	liter/min
4212	Failure mode	A	22.0	iitei/iiiii
4	Fuel pressure before injection pump, from	R	6.0	bar
<del>-</del>	(high-pressure pump)	IX.	0.0	Dai
5	Fuel pressure before injection pump, to	R	7.5	bar
,	(high-pressure pump)	n	7.5	Dai
6	Fuel pressure before injection pump, min.	i	5.0	bar
0	(high-pressure pump)		5.0	Dai
7	Fuel pressure before injection pump		1.5	bar
,	with engine not running, max. (high-pressure pump)	_	1.5	Dai
4213	Max. fuel return volume	A	3.8	liter/min
4213	Normal mode	^	5.0	iitei/iiiii
4214	Max. fuel return volume	A	22.3	liter/min
	Failure mode	^		interymini
10	Fuel pressure at return connection on engine, max.	L	0.5	bar
12	Fuel temperature differential before/after engine	R	30	K
38	Fuel temperature after high-pressure pump, alarm	L	95	°C
15	Fuel prefilter: number of units	A	-	-
16	Fuel prefilter: number of elements per unit	А	-	-
17	Fuel prefilter: particle retention	А	-	mm
29	Fuel prefilter: make (standard): MANN & HUMMEL		-	-
18	Fuel fine filter (main circuit): number of units	A	1	-
19	Fuel fine filter (main circuit): number of elements per unit	A	1	-
20	Fuel fine filter (main circuit): particle retention	A	0.005	mm
21	Fuel fine filter (main circuit): pressure differential, max.	L	1.0	bar
32	Fuel fine filter (main circuit):		x	-
J2	make (standard): MANN & HUMMEL			

### 12. General operating data

BL Reference value: fuel stop power Maximum engine power that cannot be run continuously on some applications (stabilization reserve)
DL Reference value: continuous power Engine power that can be run continuously under standard conditions

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No.	Description	Index	Value	Unit
1	Cold start capability: air temperature	R	10	°c
1	(w/o starting aid, w/o preheating) - (case A)	K	10	C
2	Additional condition (to case A):	R	10	°C
2	engine coolant temperature	N	10	C
3	Additional condition (to case A): lube oil temperature	R	10	°C
4	Additional condition (to case A): lube oil viscosity	R	15W40	SAE
9	Cold start capability: air temperature	R	0	°c
	(w/o starting aid, w/ preheating) - (case C)	1	Ů	C
10	Additional condition (to case C):	R	40	°c
10	engine coolant temperature	1		C
11	Additional condition (to case C): lube oil temperature	R	-10	°C
12	Additional condition (to case C): lube oil viscosity	R	15W40	SAE
21	Coolant preheating, heater performance (standard)	R	9	kW
22	Coolant preheating, preheating temperature, min.	L	32	°C
3506	Coolant preheating, preheating temperature, max.	L	55	°C
23	Lube oil priming pump: flow rate	R	N	liter/min
24	Lube oil priming pump: pressure	R	N	bar
25	Lube oil priming pump: rated power	R	N	kW
26	Lube oil priming pump: cut-in interval	R	N	min
	pump cut-in every minutes			
27	Lube oil priming pump: cut-in duration	R	N	min
28	Breakaway torque (without driven machinery)	R	1650	Nm
	coolant temperature +5°C	.`	1000	14111
30	Breakaway torque (without driven machinery)	R	1300	Nm
30	coolant temperature +40°C		1300	IVIII
29	Cranking torque at firing speed (without driven machinery)	R	900	Nm
	coolant temperature +5°C		300	IVIII
31	Cranking torque at firing speed (without driven machinery)	R	660	Nm
J1	coolant temperature +40°C	1	000	IVIII
96	Starting is blocked if the engine coolant temperature is		0	°C
30	below		Ů	C
92	Run-up period to rated speed	R	N	s
J.	(without driven machinery)			3
	Run-up period to rated speed			
93	(with driven machinery)	R	6	S
	(* at general conditions)			
37	High idling speed, max. (static)	L	1700	rpm
38	Limit speed for overspeed alarm / emergency shutdown	L	1950	rpm
39	Limit speed for overspeed alarm	L	1950	rpm
42	Firing speed, from	R	80	rpm
43	Firing speed, to	R	120	rpm
44	Engine coolant temperature before starting full-load operation, recommended	R	60	°c
	min.			C
3515	Minimum continuous load (operation > 10h)	R	30	kW/cyl
49	Extended low or no-load operation possible		x	_
<del></del>	(consultation required)		<u></u>	

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150	Engine mass moment of inertia (without flywheel)	R	9.7	kgm²
52	Standard flywheel mass moment of inertia	R	10.25	kgm²
151	Engine mass moment of inertia (with standard flywheel)	R	19.95	kgm²
69	Speed droop (with electronic governor) adjustable, from	R	0	%
70	Speed droop (with electronic governor) adjustable, to	R	8	%
95	Number of starter ring-gear teeth on engine flywheel		182	-

13. Starting (electric)

13. Sta	rting (electric)			
No.	Description	Index	Value	Unit
2309	Manufacturer		Delco	-
4101	Туре		50MT	-
2310	Number of starter		2	-
2312	Starter electrically redundant		-	-
2313	Rated power per starter	R	9	kW
2314	Starter, rated voltage	R	24	VDC
2315	Rated short-circuit current per starter	L	1900	Α
2316	Power consumption per starter	R	580	^
2310	(at an engine speed of 100 rpm)	l <sub>r</sub>	360	A
2317	Internal resistance of power supply + line resistance per starter	А	0.008	Ω
2318	Manufacturer		Bosch	-
4118	Туре		HEP	-
2319	Number of starter		2	-
2320	Starter electrically redundant		-	-
2321	Rated power per starter	R	11.3	kW
2322	Starter, rated voltage	R	24	VDC
2323	Rated short-circuit current per starter	L	2190	Α
2324	Power consumption per starter	R	750	Α
2324	(at an engine speed of 100 rpm)	<u></u>	730	A
2325	Internal resistance of power supply + line resistance per starter	А	0.0047	Ω
2326	Manufacturer		Prestolite	-
4119	Туре		S-152	-
2327	Number of starter		1	-
2328	Starter electrically redundant		-	-
2329	Rated power per starter	R	15	kW
2330	Starter, rated voltage	R	24	VDC
2331	Rated short-circuit current per starter	L	3000	Α
2332	Power consumption per starter	R	1400	^
2332	(at an engine speed of 100 rpm)	l n	1400	A
2333	Internal resistance of power supply + line resistance per starter	А	0.0045	Ω
2334	Manufacturer		Prestolite	-
4120	Туре		S-152	-
2335	Number of starter		2	-
2336	Starter electrically redundant		X	-
2337	Rated power per starter	R	15	kW
2338	Starter, rated voltage	R	24	VDC

BL Reference value: fuel stop power Maximum engine power that cannot be run continuously on some applications (stabilization reserve)
DL Reference value: continuous power Engine power that can be run continuously under standard conditions

> Actual value must be greater than specified value < Actual value must be less than specified value

Applicable
 The module is valid for this product type
 Non-applicable
 The module is not valid for this product type
 The module is not valid for this product type
 Nolue not named
 The value has not yet been named or will not be named

Adequate verification not yet available (tolerance +/- 10%)
Adequate verification not yet available (tolerance +/- 5%)



Name 12V4000G14RF

**Application Group** 3B

Dataset Ref. 25°C/45°C Speed [rpm] 1500 1205 Nominal power [kW] Nominal power [bhp] 1616 Frequency [Hz] 50

NEA Singapore for ORDE; **Exhaust Regulations** 

Manufacturer	2339	Rated short-circuit current per starter	L	3000	А
(at an engine speed of 100 rpm)	2240	Power consumption per starter		1400	
	2340	(at an engine speed of 100 rpm)	ĸ	1400	A
1   1   1   1   1   1   1   1   1   1	2341	Internal resistance of power supply + line resistance per starter	Α	0.0045	Ω
3375   Number of starter   2   - 3376   Starter electrically redundant   3376   Starter electrically redundant   3378   Starter electrically redundant   3378   Starter, rated voltage   R   24   VDC	3374	Manufacturer		Prestolite	-
Starter electrically redundant   Starter electrically redundant   Starter electrically redundant   Starter electrically redundant   R   Starter electrically redundant   Starter electrically redundant   Starter, rated voltage   R	4121	Туре		MS7	-
Rated power per starter   R   9   kW	3375	Number of starter		2	-
3378       Starter, rated voltage       R       24       VDC         3379       Rated short-circuit current per starter       L       1900       A         3380       (at an engine speed of 100 rpm)       R       530       A         3383       Internal resistance of power supply + line resistance per starter       A       0.005       Ω         4104       Manufacturer       Prestolite       -         4105       Type       M128R       -         4106       Number of starter       2       -         4107       Starter electrically redundant       -       -         4108       Rated power per starter       R       9.4       kW         4109       Starter, rated voltage       R       24       VDC         4110       Rated short-circuit current per starter       R       9.4       kW         4109       Starter, rated voltage       R       24       VDC         4110       Rated short-circuit current per starter       R       9.4       kW         4111       Power consumption per starter       R       600       A         4111       Power consumption per starter       R       600       A         4112       (at a	3376	Starter electrically redundant		-	-
Rated short-circuit current per starter   L   1900   A     Power consumption per starter   (at an engine speed of 100 rpm)   R   530   A     A   3383   Internal resistance of power supply + line resistance per starter   A   0.005   Ω     A   4104   Manufacturer   Prestolite   -     A   4105   Type   M128R   -     A   4106   Number of starter   2   2   -     A   4107   Starter electrically redundant   -     A   4108   Rated power per starter   R   9.4   kW     A   4109   Starter, rated voltage   R   24   VDC     A   4111   Rated short-circuit current per starter   L   2000   A     A   4112   Power consumption per starter   R   600   A     A   4112   A   A   A     A   4114   Internal resistance of power supply + line resistance per starter   A   0.008   Ω     A   4114   Internal resistance of power supply + line resistance per starter   A   0.008   Ω     A   4114   Internal resistance of power supply + line resistance per starter   A   0.008   Ω     A   4114   Internal resistance of power supply + line resistance per starter   A   0.008   Ω     A   4114   Internal resistance of power supply + line resistance per starter   A   0.008   Ω     A   4114   Internal resistance of power supply + line resistance per starter   A   0.008   Ω     A   4114   Internal resistance of power supply + line resistance per starter   A   0.008   Ω     A   4114   Internal resistance of power supply + line resistance per starter   A   0.008   Ω     A   4114   Internal resistance of power supply + line resistance per starter   A   0.008   Ω     A   4115   A   C   C   C   C   C     A   4116   A   C   C   C   C   C   C   C   C     A   5   C   C   C   C   C   C   C   C   C	3377	Rated power per starter	R	9	kW
Power consumption per starter (at an engine speed of 100 rpm)  A 0.005  Q 14104 Manufacturer Prestolite  Type M128R - 4106 Number of starter 4107 Starter electrically redundant	3378	Starter, rated voltage	R	24	VDC
(at an engine speed of 100 rpm)   R   330   A     3383   Internal resistance of power supply + line resistance per starter   A   0.005   Ω     4104   Manufacturer   Prestolite	3379	Rated short-circuit current per starter	L	1900	Α
(at an engine speed of 100 rpm)     A     0.005     Ω       4104     Manufacturer     Prestolite     -       4105     Type     M128R     -       4106     Number of starter     2     -       4107     Starter electrically redundant     -     -       4108     Rated power per starter     R     9.4     kW       4109     Starter, rated voltage     R     24     VDC       4110     Rated short-circuit current per starter     L     2000     A       4111     Power consumption per starter     R     600     A       4111     Power consumption per starter     R     600     A       4112     Power consumption per starter     R     -     A       4113     Power consumption per starter     R     -     A       4113     Power consumption per starter     R     -     A       4114     Internal resistance of power supply + line resistance per starter     A     0.008     Ω       2347     Generally valid data for starter     X     -       2342     Rated starting-attempt Duration (at +20°C ambient temperature with battery     R     5     s       2343     Interval between starts (at rated starting-attempt duration), min.     L     20	2200	Power consumption per starter	ь	E20	^
Manufacturer   Prestolite   -	3360	(at an engine speed of 100 rpm)	K	530	A
M128R   -	3383	Internal resistance of power supply + line resistance per starter	Α	0.005	Ω
Number of starter   2	4104	Manufacturer		Prestolite	-
4107 Starter electrically redundant 4108 Rated power per starter 4109 Starter, rated voltage 4109 Starter, rated voltage 4110 Rated short-circuit current per starter 4111 Power consumption per starter 4111 (at an engine speed of 100 rpm) 4112 Power consumption per starter 4112 (at an engine speed of 100 rpm) 4113 Power consumption per starter 4114 (at an engine speed of 100 rpm, SAE0) 4115 Power consumption per starter 4116 (at an engine speed of 100 rpm, SAE0) 4117 Rated starting-astempt per starter 4118 (at an engine speed of 100 rpm, SAE1) 4119 Internal resistance of power supply + line resistance per starter 4110 Rated starting-attempt Duration (at +20°C ambient temperature with battery 4111 Rated starting-attempt duration), min. 4112 Lated starting-attempt duration   Late	4105	Туре		M128R	-
4108       Rated power per starter       R       9.4       kW         4109       Starter, rated voltage       R       24       VDC         4110       Rated short-circuit current per starter       L       2000       A         4111       Power consumption per starter (at an engine speed of 100 rpm)       R       600       A         4112       Power consumption per starter (at an engine speed of 100 rpm, SAE0)       R       -       A         4113       Power consumption per starter (at an engine speed of 100 rpm, SAE1)       R       -       A         4114       Internal resistance of power supply + line resistance per starter       A       0.008       Ω         2347       Generally valid data for starter       X       -         2342       Rated starting-attempt Duration (at +20°C ambient temperature with battery       R       5       s         2343       Interval between starts (at rated starting-attempt duration), min.       L       20       s         2345       Maximum acceptable starting-attempt duration       L       15       s         2346       Interval between starts (when starting-attempt duration > rated starting-attempt duration)       R       60       s         2346       Starting attempts within 30 minutes (at +20°C ambient temperature with	4106	Number of starter		2	-
Starter, rated voltage   R   24   VDC	4107	Starter electrically redundant		-	-
A Rated short-circuit current per starter  A 1111 Power consumption per starter (at an engine speed of 100 rpm)  A 2000 A 2000 A 3 4111 Power consumption per starter (at an engine speed of 100 rpm)  A 4112 Power consumption per starter (at an engine speed of 100 rpm, SAE0)  A 3 4 6 Power consumption per starter (at an engine speed of 100 rpm, SAE1)  A 4 7 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	4108	Rated power per starter	R	9.4	kW
Power consumption per starter (at an engine speed of 100 rpm)  Power consumption per starter (at an engine speed of 100 rpm, SAE0)  Power consumption per starter (at an engine speed of 100 rpm, SAE0)  Power consumption per starter (at an engine speed of 100 rpm, SAE1)  Results an engine speed of 100 rpm, SAE1)  An engine speed of 100 rpm, SAE1)  An engine speed of 100 rpm, SAE1)  Results an engine speed of 100 rpm, SAE1)  An engine speed of 100 rpm, SAE0)  An engine speed of 100 rpm, SAE1)  An engine speed of 100 rpm, SAE1  An engine speed of 100 rpm, SAE1  An engine speed of 100	4109	Starter, rated voltage	R	24	VDC
A   A   A   A   A   A   A   A   A   A	4110		L	2000	Α
Cat an engine speed of 100 rpm   Power consumption per starter   (at an engine speed of 100 rpm, SAE0)   R   Power consumption per starter   (at an engine speed of 100 rpm, SAE1)   R   Power consumption per starter   A   O.008   Ω	1111	Power consumption per starter	0	600	Δ.
A   A   A   A   A   A   A   A   A   A	4111	(at an engine speed of 100 rpm)	K	600	A
(at an engine speed of 100 rpm, SAE0)	4112	Power consumption per starter	2		^
A   A   A   A   A   A   A   A   A   A	4112	(at an engine speed of 100 rpm, SAE0)	K	-	A
(at an engine speed of 100 rpm, SAE1)   4114 Internal resistance of power supply + line resistance per starter A 0.008 Ω   2347 Generally valid data for starter X -   2342 Rated starting-attempt Duration (at +20°C ambient temperature with battery R 5 s   2343 Interval between starts (at rated starting-attempt duration), min. L 20 s   2345 Maximum acceptable starting-attempt duration L 15 s   2344 Interval between starts (when starting-attempt duration > rated starting-attempt duration) R 60 s   2346 Starting attempts within 30 minutes (at +20°C ambient temperature with battery full), max. L 6 -   3565 Disengagement of starter pinion at engine Speed Note: Exceeding the guideline value of the disengagement speed will reduce R 400 rpm	4112	Power consumption per starter	_		
Generally valid data for starter  Rated starting-attempt Duration (at +20°C ambient temperature with battery R 5 5	4113	(at an engine speed of 100 rpm, SAE1)	ĸ	-	A
Rated starting-attempt Duration (at +20°C ambient temperature with battery R S S S S S S S S S S S S S S S S S S	4114	Internal resistance of power supply + line resistance per starter	Α	0.008	Ω
Interval between starts (at rated starting-attempt duration), min.  2345 Maximum acceptable starting-attempt duration  Interval between starts (when starting-attempt duration > rated starting-attempt duration)  Starting attempts within 30 minutes (at +20°C ambient temperature with battery full), max.  Disengagement of starter pinion at engine Speed Note: Exceeding the guideline value of the disengagement speed will reduce  L 20  s  400  s  400  rpm	2347	Generally valid data for starter		X	-
2343   (at rated starting-attempt duration), min.   L   20   S	2342	Rated starting-attempt Duration (at +20°C ambient temperature with battery	R	5	S
(at rated starting-attempt duration), min.   2345   Maximum acceptable starting-attempt duration   L   15   S	2242	Interval between starts		20	
Interval between starts   (when starting-attempt duration > rated starting-attempt duration)   R   60   S	2343	(at rated starting-attempt duration), min.	L	20	S
2344 (when starting-attempt duration > rated starting-attempt duration)  Starting attempts within 30 minutes (at +20°C ambient temperature with battery full), max.  Disengagement of starter pinion at engine Speed Note: Exceeding the guideline value of the disengagement speed will reduce  R  400  rpm	2345	Maximum acceptable starting-attempt duration	L	15	s
(when starting-attempt duration > rated starting-attempt duration)  Starting attempts within 30 minutes (at +20°C ambient temperature with battery full), max.  Disengagement of starter pinion at engine Speed Note: Exceeding the guideline value of the disengagement speed will reduce  R  400  rpm	2244	Interval between starts		60	
Starting attempts within 30 minutes (at +20°C ambient temperature with battery full), max.  Disengagement of starter pinion at engine Speed Note: Exceeding the guideline value of the disengagement speed will reduce  L 6 - 400 rpm	2344	(when starting-attempt duration > rated starting-attempt duration)	ĸ	60	S
(at +20°C ambient temperature with battery full), max.	2246			6	
Disengagement of starter pinion at engine Speed Note: Exceeding the guideline value of the disengagement speed will reduce  R 400	2346		L	р	-
Note: Exceeding the guideline value of the disengagement speed will reduce R 400 rpm	25.65	Disengagement of starter pinion at engine Speed		400	
	3565		R	400	rpm
	3566		L	500	rpm

14. Starting (air in cylinder)

No.	Description	Index	Value	Unit
1	Starting air pressure before engine, min.	R	-	bar
2	Starting air pressure before engine, max.	R	-	bar
3	Starting air pressure before engine, min.	L	-	bar
4	Starting air pressure before engine, max.	1	-	har



Name 12V4000G14RF

**Application Group** 3B

Dataset Ref. 25°C/45°C Speed [rpm] 1500 1205 Nominal power [kW] Nominal power [bhp] 1616 Frequency [Hz] 50

NEA Singapore for ORDE; **Exhaust Regulations** 

20	Start attempt duration (engine preheated)	R	-	S
21	Start attempt duration (engine not preheated)	R	-	S
22	Start attempt duration	L	-	S
23	Air consumption / start attempt (engine preheated)	R	-	m³n
24	Air consumption / start attempt (engine not preheated)	R	-	m³n
25	Starting air tank for 3 start attempts	D		liter
23	(max. 40 bar) (engine preheated)	R		iitei
26	Starting air tank for 3 start attempts	R		liter
20	(max. 30 bar) (engine preheated)	ĸ		liter
27	Starting air tank for 6 start attempts	D	-	liter
21	(max. 40 bar) (engine preheated)	R		iiter
28	Starting air tank for 6 start attempts	R		liter
20	(max. 30 bar) (engine preheated)	N.		iitei
29	Starting air tank for 10 start attempts	R	-	liter
23	(max. 40 bar) (engine preheated)	ĸ		iitei
30	Starting air tank for 10 start attempts	R	-	liter
30	(max. 30 bar) (engine preheated)	K		
31	Starting air tank for 3 start attempts	R	-	liter
31	(max. 40 bar) (engine not preheated)	N.		
32	Starting air tank for 3 start attempts	R	_	liter
32	(max. 30 bar) (engine not preheated)	N.		iitei
33	Starting air tank for 6 start attempts	R	-	liter
33	(max. 40 bar) (engine not preheated)	K		iitei
34	Starting air tank for 6 start attempts	R	_	liter
54	(max. 30 bar) (engine not preheated)	N.		iitei
35	Starting air tank for 10 start attempts	R	-	liter
33	(max. 40 bar) (engine not preheated)	IX.		liter
36	Starting air tank for 10 start attempts	R		liter
30	(max. 30 bar) (engine not preheated)	N		iitei

15. Starting (pneumatic/oil pressure starter)

	3 (F			
No.	Description	Index	Value	Unit
35	Pneumatic starter: make Gali		-	-
36	Pneumatic starter: make TDI		Х	-
5	Starting air pressure before starter motor, min.	R	8	bar
6	Starting air pressure before starter motor, max.	R	9	bar
7	Starting air pressure before starter motor, min.	L	8	bar
8	Starting air pressure before starter motor, max.	L	9	bar
18	Start attempt duration (engine preheated)	R	3	S
19	Start attempt duration (engine not preheated)	R	5	S
20	Start attempt duration, max.	L	-	S
	Air consumption/start attempt			
114	(engine preheated)		1 1	m³n
	Engine without generator	R	1.1	
	Control with engine controller			



12V4000G14RF Name

**Application Group** 3B

Dataset Ref. 25°C/45°C Speed [rpm] 1500 1205 Nominal power [kW] Nominal power [bhp] 1616 Frequency [Hz] 50

**Exhaust Regulations** NEA Singapore for ORDE;

	Air consumption/start attempt			
	(engine not preheated)		1.2	_
115	Engine without generator	R		m³n
	Control with engine controller			
	Air consumption with external control			
116	for air-starter (per second	R	0.6	m³n
	Starting air tank for 3 start attempts			
23	(max. 40 bar) (engine preheated)	R	-	liter
	Starting air tank for 3 start attempts			
24	(max. 30 bar) (engine preheated)	R	-	liter
	Starting air tank for 6 start attempts			
25	(max. 40 bar) (engine preheated)	R	-	liter
	Starting air tank for 6 start attempts			
26	(max. 30 bar) (engine preheated)	R	-	liter
	Starting air tank for 10 start attempts			
27	(max. 40 bar) (engine preheated)	R	-	liter
	Starting air tank for 10 start attempts			
28	(max. 30 bar) (engine preheated)	R	-	liter
	Starting air tank for 3 start attempts			
29	(max. 40 bar) (engine not preheated)	R	N	liter
	Starting air tank for 3 start attempts			
30	(max. 30 bar) (engine not preheated)	R	N	liter
	Starting air tank for 6 start attempts			
31	(max. 40 bar) (engine not preheated)	R	R N	liter
	Starting air tank for 6 start attempts			
32	(max. 30 bar) (engine not preheated)	R	N	liter
	Starting air tank for 10 start attempts			
33	(max. 40 bar) (engine not preheated)	R	N	liter
	Starting air tank for 10 start attempts			
34	(max. 30 bar) (engine not preheated)	R	N	liter
101	Hydraulic starter: make Huegli		X	
102	Starting oil pressure before starter motor, min.	R	107	bar
103	Starting oil pressure before starter motor, max.	R	207	bar
104	Starting oil pressure before starter motor, min.	ı	107	bar
105	Starting oil pressure before starter motor, max.	ı	207	bar
107	Start attempt duration (engine not preheated)	R	N	S
108	Start attempt duration, max.	L	N	S
	Hydraulic oil consumption / start attempt	_		
109	(engine preheated)	R	N	liter
	Hydraulic oil consumption / start attempt			
110	(engine not preheated)	R	N	liter
111	Minimum specification of hydraulic oil viscosity	R	MilSpec 5606	-
	The state of the s			

16. Inclinations - standard oil system (ref.: waterline)

No.	Description		Inc	ndex	Value	Unit

<sup>&</sup>gt; Actual value must be greater than specified value <a></a> Actual value must be less than specified value

A Design value

Value required for the design of an external system (plant)

R Guideline value

Typical average value as information – only suitable for design purposes to a limited extent

Limit value

A value representing the lower limit/minimum value or upper limit/maximum value that may not be exceeded. Not suitable for design purposes



1500

1205

Speed [rpm] Name 12V4000G14RF **Application Group** 3B Nominal power [kW] Dataset Ref. 25°C/45°C Nominal power [bhp]

1616 Frequency [Hz] 50

**Exhaust Regulations** NEA Singapore for ORDE;

	Longitudinal inclination, continuous max.			
15	driving end down	L	5	degrees (°)
	(Option: max. operating inclinations)			
	Longitudinal inclination, temporary max.			
16	driving end down	L	-	degrees (°)
	(Option: max. operating inclinations)			
	Longitudinal inclination, continuous max.			
17	driving end up	L	5	degrees (°)
	(Option: max. operating inclinations)			
	Longitudinal inclination, temporary max.			
18	driving end up	L	-	degrees (°)
	(Option: max. operating inclinations)			
19	Transverse inclination, continuous max.		10	dograps (°)
19	(Option: max. operating inclinations)	L	10	degrees (°)
20	Transverse inclination, temporary max.		-	degrees (°)
20	(Option: max. operating inclinations)	L	-	

17. Inclinations - special oil system (ref.: waterline)

	, , ,			
No.	Description	Index	Value	Unit
1	Longitudinal inclination, continuous max.	L	-	degrees (°)
7	Transverse inclination, continuous max.	L	-	degrees (°)

18. Capacities

No.	Description	Index	Value	Unit
1	Engine coolant capacity (without cooling equipment)	R	160	liter
10	Intercooler coolant capacity	R	40	liter
11	On-engine fuel capacity	R	7	liter
	Engine oil capacity, initial filling			
14	(standard oil system)	R	260	liter
	(Option: max. operating inclinations)			
	Oil change quantity, max.			
20	(standard oil system)	R	200	liter
	(Option: max. operating inclinations)			
	Oil pan capacity, dipstick mark min.			
28	(standard oil system)	L	160	liter
	(Option: max. operating inclinations)			
	Oil pan capacity, dipstick mark max.			
29	(standard oil system)	L	200	liter
	(Option: max. operating inclinations)			

### 19. Masses / dimensions

No.	Description	Index	Value	Unit
-----	-------------	-------	-------	------

BL Reference value: fuel stop power Maximum engine power that cannot be run continuously on some applications (stabilization reserve)
DL Reference value: continuous power Engine power that can be run continuously under standard conditions

> Actual value must be greater than specified value <a></a> Actual value must be less than specified value

The module is valid for this product type
In Mon-applicable
The module is not valid for this product type
IN Value not named
The value has not yet been named or will not be named

Adequate verification not yet available (tolerance +/- 10%)
Adequate verification not yet available (tolerance +/- 5%)



1500

Speed [rpm] Name 12V4000G14RF **Application Group** 3B Nominal power [kW]

1205 Dataset Ref. 25°C/45°C Nominal power [bhp] 1616 Frequency [Hz] 50

**Exhaust Regulations** NEA Singapore for ORDE;

	Engine mass, dry			
9	(basic engine configuration acc. to	R	6200 *	kg
	scope of supply specification)			

#### 21. Exhaust emissions

No.	Description	Index	Value	Unit
2005	Emissions data sheet:		V	
2005	NEA Singapore for ORDE		^	-

#### 22. Acoustics

No.	Description	Index	Value	Unit
	Exhaust noise, unsilenced - CP			
101	(free-field sound-pressure level Lp, 1m distance,	R	111	dB(A)
	ISO 6798, +3dB(A) tolerance)			
201	Exhaust noise, unsilenced - CP	R	124	dB(A)
201	(sound power level LW, ISO 6798, +3dB(A) tolerance)	ĸ	124	UB(A)
	Exhaust noise, unsilenced - CP			
103	(free-field sound-pressure level Lp, 1m distance,	R	735131e	
103	ISO 6798)	N	7331316	-
	Spectrum No.			
	Exhaust noise,unsilenced - CP			
203	(sound power level LW, ISO 6798)	R	N	-
	Spectrum No.			
	Engine surface noise with attenuated			
109	intake noise (filter) - CP	R	102	dB(A)
103	(free-field sound-pressure level Lp, 1m distance,	IX.	102	ub(A)
	ISO 6798, +2dB(A) tolerance)			
	Engine surface noise with attenuated			
209	intake noise (filter) - CP	R	121	dB(A)
	(sound power level LW, ISO 6798, +2dB(A) tolerance)			
	Engine surface noise with attenuated			
111	intake noise (filter) - CP	R	735135e	
111	(free-field sound-pressure level Lp, 1m distance,	N	7331336	-
	ISO 6798) Spectrum No.			
	Engine surface noise with attenuated			
211	intake noise (filter) - CP	R	N	
211	(sound power level LW, ISO 6798)	N	IN .	-
	Spectrum No.			
	Structure borne noise at engine mounting brackets			
125	in vertical direction above resilient engine mounts - CP	R	737707e	-
	Spectrum No.			

Applicable
 The module is valid for this product type
 Non-applicable
 The module is not valid for this product type
 Would be the module is not valid for this product type
 Wolle not named
 The value has not yet been named or will not be named