



- Product Data -

Name	20V4000G44LF	Speed [rpm]	1500
Application Group	3E	Nominal power [kW]	3007
Dataset	Ref. 25°C/45°C	Nominal power [bhp]	4032
		Nominal power [kVA]	-
		Nominal power [kWeI]	-
		Frequency [Hz]	50

Exhaust Regulations Fuel-consumption optimized;

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

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Maximum engine power that cannot be run continuously on some applications (stabilization reserve)

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Engine power that can be run continuously under standard conditions

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Exhaust Regulations Fuel-consumption optimized;

0. Data-relevant engine design configuration

No.	Description	Index	Value	Unit
13	Engine without sequential turbocharging (turbochargers without cut-in/cut-out control)		X	-

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Exhaust Regulations Fuel-consumption optimized;

1. Power-related data

No.	Description	Index	Value	Unit
1	Engine rated speed	A	1500	rpm
3	Mean piston speed		10.5	m/s
4	Continuous power ISO 3046 (10% overload capability) (design power DIN 6280, ISO 8528)	A	3007	kW
5	Fuel stop power ISO 3046	A	3308	kW
8	Mean effective pressure (MEP) (Continuous power ISO 3046)		25.2	bar
9	Mean effective pressure (MEP) (Fuel stop power ISO 3046)		27.8	bar

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Exhaust Regulations Fuel-consumption optimized;

2. General Conditions (for maximum power)

No.	Description	Index	Value	Unit
46	Individual power calculation (ESCM) required for maximum power		X	-
3726	Site altitude above sea level, max. (special hardware required for altitudes > site altitude)	L	1300	m
3727	Special hardware for altitude > site altitude needed (see chapter 2, item No. 3726)		X	-
1	Intake air depression (new filter)	A	15	mbar
2	Intake air depression, max.	L	30	mbar
51	Exhaust overpressure (total pressure against atmosphere)	A	30	mbar
52	Exhaust overpressure, max. (total pressure against atmosphere)	L	50	mbar
5	Fuel temperature at fuel feed connection	R	25	°C
9	Fuel temperature at fuel feed connection, max. (w/o power reduction)	L	55	°C

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3. Consumption

No.	Description	Index	Value	Unit
17	Specific fuel consumption (be) - 100 % CP (+ 5 %; EN 590; 42.8 MJ/kg)	R	196	g/kWh
18	Specific fuel consumption (be) - 75 % CP (+ 5 %; EN 590; 42.8 MJ/kg)	R	190	g/kWh
19	Specific fuel consumption (be) - 50 % CP (+ 5 %; EN 590; 42.8 MJ/kg)	R	203	g/kWh
20	Specific fuel consumption (be) - 25 % CP (+ 5 %; EN 590; 42.8 MJ/kg)	R	228	g/kWh
73	No-load fuel consumption	R	50	kg/h
92	Lube oil consumption after 100 h of operation (B = fuel consumption per hour) Guideline value does not apply for the design of EGAT systems. Please consult the Applications Center with regard to the layout of EGA systems.	R	0.2	% of B
62	Lube oil consumption after 100 h of operation, max. (B = fuel consumption per hour)	L	0.5	% of B

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4. Model-related data (basic design)

No.	Description	Index	Value	Unit
3	Engine with exhaust turbocharger (ETC) and intercooler		X	-
4	Exhaust piping, non-cooled		X	-
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		20	-
7	Cylinder configuration: V angle		90	degrees (°)
10	Bore		170	mm
11	Stroke		210	mm
12	Displacement, cylinder		4.77	liter
13	Displacement, total		95.4	liter
14	Compression ratio		16.4	-
40	Cylinder heads: single-cylinder		X	-
41	Cylinder liners: wet, replaceable		X	-
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		2	-
16	Number of L.P. turbochargers		2	-
18	Number of intercoolers		1	-

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Exhaust Regulations Fuel-consumption optimized;

19	Number of L.P. intercoolers		1	-
28	Standard flywheel housing flange (engine main PTO)		00	SAE
50	Static bending moment at standard flywheel housing flange, max.	L	15	kNm
51	Dynamic bending moment at standard flywheel housing flange, max.	L	75	kNm
43	Flywheel interface (DISC)		21	-

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Exhaust Regulations Fuel-consumption optimized;

5. Combustion air / exhaust gas

No.	Description	Index	Value	Unit
8	Charge-air pressure before cylinder - CP	R	3.82	bar abs
9	Combustion air volume flow - CP	R	4.2	m ³ /s
11	Exhaust volume flow (at exhaust temperature) - CP	R	10.3	m ³ /s
13	Exhaust temperature before turbocharger - CP	R	621	°C
4084	Exhaust temperature after engine - CP (Position of interface according to installation drawing)	R	435	°C

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Exhaust Regulations Fuel-consumption optimized;

6. Heat dissipation

No.	Description	Index	Value	Unit
15	Heat dissipated by engine coolant - CP with oil heat, without charge-air heat	R	1015	kW
16	Heat dissipated by engine coolant - FSP with oil heat, without charge-air heat	R	1200	kW
26	Charge-air heat dissipation - CP	R	855	kW
27	Charge-air heat dissipation - FSP	R	950	kW
31	Heat dissipated by return fuel flow - CP	R	7.5	kW
33	Radiation and convection heat, engine - CP	R	105	kW
34	Radiation and convection heat, engine - FSP	R	105	kW

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Exhaust Regulations Fuel-consumption optimized;

7. Coolant system (high-temperature circuit)

No.	Description	Index	Value	Unit
17	Coolant temperature (at engine outlet to cooling equipment)	A	100.0	°C
57	Coolant temperature differential after/before engine, from	R	10.0	K
58	Coolant temperature differential after/before engine, to	R	12.0	K
23	Coolant temperature differential after/before engine	L	14.0	K
20	Coolant temperature after engine, limit 1	L	102.0	°C
21	Coolant temperature after engine, limit 2	L	104.0	°C
25	Coolant antifreeze content, max.	L	50	%
127	Cooling equipment: coolant flow rate at max. pressure loss in off-engine cooling System (see chapter 7, item No. 41)	A	75	m³/h
128	Cooling equipment: coolant flow rate at min. pressure loss in off-engine cooling System (see chapter 7, item No. 72)	A	80	m³/h
31	Coolant pump: pressure differential	R	2.25	bar
35	Coolant pump: inlet pressure, min.	L	0.50	bar
36	Coolant pump: inlet pressure, max.	L	2.50	bar
39	Engine: coolant pressure differential with thermostat	R	1.70	bar
41	Pressure loss in off-engine cooling system, max.	L	0.70	bar
72	Pressure loss in off-engine cooling system, min.	L	0.3	bar
43	Pressure loss in off-engine cooling system, max. without thermostat	L	0.70	bar
70	Pressure loss in off-engine cooling system, min. without thermostat	L	0.3	bar
47	Breather valve (expansion tank) opening pressure (excess pressure)	R	1.00	bar

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Exhaust Regulations Fuel-consumption optimized;

54	Cooling equipment: height above engine, max.	L	15	m
53	Cooling equipment: operating pressure	A	2.50	bar
74	Coolant level in expansion tank, below min. shutdown	L	X	-
50	Thermostat, starts to open	R	79.0	°C
51	Thermostat, bypass closed	R	92.0	°C
52	Thermostat, fully open	R	92.0	°C
48	Breather valve (expansion tank) opening pressure (depression)	R	-0.1	bar
49	Pressure in cooling system, max.	L	5.00	bar

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Exhaust Regulations Fuel-consumption optimized;

8. Coolant system (low-temperature circuit)

No.	Description	Index	Value	Unit
53	Coolant temperature (at engine outlet to cooling equipment)	R	70.0	°C
9	Coolant temperature before intercooler (at engine inlet from cooling equipment)	A	45.0	°C
14	Coolant temperature before intercooler, limit 1	L	75.0	°C
15	Coolant temperature before intercooler, limit 2	L	78.0	°C
54	Coolant temperature differential after/before intercooler, min.	L	18.0	K
55	Coolant temperature differential after/before intercooler, max.	L	30.0	K
13	Coolant antifreeze content, max.	L	50	%
17	Charge-air temperature after intercooler, max.	L	80.0	°C
76	Temperature differential between intake air and charge-air coolant before intercooler	A	20.0	K
75	Temperature differential between intake air and charge-air coolant before intercooler, max.	L	22.0	K
56	Coolant pump: flow rate	A	44.0	m ³ /h
18	Coolant pump: flow rate (± 5 %)	R	44.0	m ³ /h
20	Cooling equipment: coolant flow rate	A	44.0	m ³ /h
80	Cooling equipment: coolant flow rate at max. pressure loss in off-engine cooling system	A	43	m ³ /h
81	Cooling equipment: coolant flow rate at min. pressure loss in off-engine cooling system	A	50	m ³ /h
21	Intercooler: coolant flow rate	R	44.0	m ³ /h
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	1.0	bar

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62	Pressure loss in off-engine cooling system, min.	L	0.3	bar
31	Pressure loss in off-engine cooling system, max. without thermostat	L	1.0	bar
63	Pressure loss in off-engine cooling system, min. without thermostat	L	0.3	bar
43	Cooling equipment: height above engine, max.	L	15	m
36	Breather valve (expansion tank) opening pressure (excess pressure)	R	1.00	bar
37	Breather valve (expansion tank) opening pressure (depression)	R	-0.10	bar
42	Cooling equipment: operating pressure	A	2.50	bar
68	Coolant level in expansion tank, below min. shutdown	L	X	-
39	Thermostat, starts to open	R	38.0	°C
40	Thermostat, bypass closed	R	51.0	°C
41	Thermostat, fully open	R	51.0	°C

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10. Lube oil system

No.	Description	Index	Value	Unit
1	Lube oil operating temp. before engine, from	R	85	°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	5.1	bar
8	Lube oil operating press. bef. engine, from	R	4.3	bar
9	Lube oil operating press. bef. engine, to	R	7.1	bar
33	Lube oil pressure before engine, limit 1 (speed-related value, consult Rolls-Royce Solutions GmbH)	L	3.5	bar
34	Lube oil pressure before engine, limit 2 (speed-related value, consult Rolls-Royce Solutions GmbH)	L	3.2	bar
17	Lube oil pump(s): oil flow, total	R	835	liter/min
19	Lube oil fine filter (main circuit): number of units		1	-
20	Lube oil fine filter (main circuit): number of elements per unit		5	-
21	Lube oil fine filter (main circuit): particle retention	R	0.012	mm
32	Lube oil fine filter (main circuit): pressure differential, max.	L	1.5	bar
35	Lube oil fine filter (main circuit): make (standard): MANN & HUMMEL		X	-

[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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Name	20V4000G44LF	Speed [rpm]	1500
Application Group	3E	Nominal power [kW]	3007
Dataset	Ref. 25°C/45°C	Nominal power [bhp]	4032
		Nominal power [kVA]	-
		Nominal power [kWel]	-
		Frequency [Hz]	50

Exhaust Regulations Fuel-consumption optimized;

11. Fuel system

No.	Description	Index	Value	Unit
1	Fuel pressure at engine fuel feed connection, min. (when engine is starting)	L	-0.1	bar
2	Fuel pressure at engine fuel feed connection, max. (when engine is starting)	L	1.5	bar
57	Fuel pressure at engine fuel feed connection, min. (when engine is running)	L	-0.3	bar
65	Fuel pressure at engine fuel feed connection, max. (when engine is running)	L	0.5	bar
37	Fuel supply flow, max.	A	*	liter/min
4211	Max. fuel supply volume Normal mode	A	20.1	liter/min
4212	Max. fuel supply volume Failure mode	A	22.6	liter/min
4	Fuel pressure before injection pump, from (high-pressure pump)	R	7.0	bar
5	Fuel pressure before injection pump, to (high-pressure pump)	R	9.0	bar
6	Fuel pressure before injection pump, min. (high-pressure pump)	L	5.0	bar
7	Fuel pressure before injection pump with engine not running, max. (high-pressure pump)	L	1.5	bar
4213	Max. fuel return volume Normal mode	A	5.5	liter/min
4214	Max. fuel return volume Failure mode	A	21.8	liter/min
10	Fuel pressure at return connection on engine, max.	L	0.5	bar
3235	Fuel fine filter (secondary filter): Number of units	A	1	-
3236	Fuel fine filter (secondary filter): Number of elements per unit	A	2	-

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- Product Data -

Name	20V4000G44LF	Speed [rpm]	1500
Application Group	3E	Nominal power [kW]	3007
Dataset	Ref. 25°C/45°C	Nominal power [bhp]	4032
		Nominal power [kVA]	-
		Nominal power [kWeI]	-
		Frequency [Hz]	50

Exhaust Regulations Fuel-consumption optimized;

18	Fuel fine filter (main circuit): number of units	A	1	-
19	Fuel fine filter (main circuit): number of elements per unit	A	2	-
21	Fuel fine filter (main circuit): pressure differential, max.	L	2.0	bar
3442	Fuel fine filter (intermediate filter): Pressure differential, max.	L	4.0	bar

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Application Group	3E	Nominal power [kW]	3007
Dataset	Ref. 25°C/45°C	Nominal power [bhp]	4032
		Nominal power [kVA]	-
		Nominal power [kWeI]	-
		Frequency [Hz]	50

Exhaust Regulations Fuel-consumption optimized;

12. General operating data

No.	Description	Index	Value	Unit
1	Cold start capability: air temperature (w/o starting aid, w/o preheating) - (case A)	R	10	°C
2	Additional condition (to case A): engine coolant temperature	R	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 (w/o starting aid, w/ preheating) - (case C)	R	0	°C
10	Additional condition (to case C): engine coolant temperature	R	40	°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	9.0	kW
22	Coolant preheating, preheating temperature, min.	L	32	°C
3506	Coolant preheating, preheating temperature, max.	L	55	°C
28	Breakaway torque (without driven machinery) coolant temperature +5°C	R	2600	Nm
30	Breakaway torque (without driven machinery) coolant temperature +40°C	R	2200	Nm
29	Cranking torque at firing speed (without driven machinery) coolant temperature +5°C	R	1400	Nm
31	Cranking torque at firing speed (without driven machinery) coolant temperature +40°C	R	1100	Nm
37	High idling speed, max. (static)	L	1613	rpm
38	Limit speed for overspeed alarm / emergency shutdown	L	1950	rpm
39	Limit speed for overspeed alarm	L	1950	rpm

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Application Group	3E	Nominal power [kW]	3007
Dataset	Ref. 25°C/45°C	Nominal power [bhp]	4032
		Nominal power [kVA]	-
		Nominal power [kWel]	-
		Frequency [Hz]	50

Exhaust Regulations Fuel-consumption optimized;

42	Firing speed, from	R	80	rpm
43	Firing speed, to	R	120	rpm
44	Engine coolant temperature before starting full-load operation, recommended min. (for emergency/standby sets with coolant preheating the minimum preheating temperature referred to extended property No.22 is sufficient)	R	60	°C
3515	Minimum continuous load (operation > 10h)	R	30	kW/cyl
50	Engine mass moment of inertia (without flywheel)	R	24.6	kgm ²
52	Standard flywheel mass moment of inertia	R	10.2	kgm ²
51	Engine mass moment of inertia (with standard flywheel)	R	34.8	kgm ²
69	Speed droop (with electronic governor) adjustable, from	R	0	%
70	Speed droop (with electronic governor) adjustable, to	R	7	%
95	Number of starter ring-gear teeth on engine flywheel		182	-

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Dataset	Ref. 25°C/45°C	Nominal power [bhp]	4032
		Nominal power [kVA]	-
		Nominal power [kWeI]	-
		Frequency [Hz]	50

Exhaust Regulations Fuel-consumption optimized;

13. Starting (electric)

No.	Description	Index	Value	Unit
2309	Manufacturer		Delco	-
4101	Type		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	A
2316	Power consumption per starter (at an engine speed of 100 rpm)	R	580	A
2317	Internal resistance of power supply + line resistance per starter	A	0.008	Ω
2318	Manufacturer		Bosch	-
4118	Type		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	A
2324	Power consumption per starter (at an engine speed of 100 rpm)	R	750	A
2325	Internal resistance of power supply + line resistance per starter	A	0.0047	Ω
2326	Manufacturer		Prestolite	-
4119	Type		S-152	-
2327	Number of starter		1	-
2328	Starter electrically redundant		-	-

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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Application Group	3E	Nominal power [kW]	3007
Dataset	Ref. 25°C/45°C	Nominal power [bhp]	4032
		Nominal power [kVA]	-
		Nominal power [kWeI]	-
		Frequency [Hz]	50

Exhaust Regulations Fuel-consumption optimized;

2329	Rated power per starter	R	15	kW
2330	Starter, rated voltage	R	24	VDC
2331	Rated short-circuit current per starter	L	3000	A
2332	Power consumption per starter (at an engine speed of 100 rpm)	R	1400	A
2333	Internal resistance of power supply + line resistance per starter	A	0.0049	Ω
2334	Manufacturer		Prestolite	-
4120	Type		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
2339	Rated short-circuit current per starter	L	3000	A
2340	Power consumption per starter (at an engine speed of 100 rpm)	R	1400	A
2341	Internal resistance of power supply + line resistance per starter	A	0.0049	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 (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

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Application Group	3E	Nominal power [kW]	3007
Dataset	Ref. 25°C/45°C	Nominal power [bhp]	4032
		Nominal power [kVA]	-
		Nominal power [kWeI]	-
		Frequency [Hz]	50

Exhaust Regulations Fuel-consumption optimized;

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 full)	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 the life cycle of the starter depending on how often and how much the speed has been exceeded	R	400	rpm
3566	Disengagement of starter pinion at engine speed, max.	L	500	rpm

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		Nominal power [kVA]	-
		Nominal power [kWeI]	-
		Frequency [Hz]	50

Exhaust Regulations Fuel-consumption optimized;

15. Starting (pneumatic/oil pressure starter)

No.	Description	Index	Value	Unit
36	Pneumatic starter: make TDI		X	-
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
114	Air consumption/start attempt (engine preheated) Engine without generator Control with engine controller	R	1.4	m ³ n
116	Air consumption with external control for air-starter (per second)	R	0.5	m ³ n
29	Starting air tank for 3 start attempts (max. 40 bar) (engine not preheated)	R	N	liter
30	Starting air tank for 3 start attempts (max. 30 bar) (engine not preheated)	R	N	liter
31	Starting air tank for 6 start attempts (max. 40 bar) (engine not preheated)	R	N	liter
32	Starting air tank for 6 start attempts (max. 30 bar) (engine not preheated)	R	N	liter
33	Starting air tank for 10 start attempts (max. 40 bar) (engine not preheated)	R	N	liter
34	Starting air tank for 10 start attempts (max. 30 bar) (engine not preheated)	R	N	liter
103	Starting oil pressure before starter motor, max.	R	207	bar
105	Starting oil pressure before starter motor, max.	L	207	bar
106	Start attempt duration (engine preheated)	R	2.5	s

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		Nominal power [kVA]	-
		Nominal power [kWeI]	-
		Frequency [Hz]	50

Exhaust Regulations Fuel-consumption optimized;

108	Start attempt duration, max.	L	15	s
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		Nominal power [kVA]	-
		Nominal power [kWeI]	-
		Frequency [Hz]	50

Exhaust Regulations Fuel-consumption optimized;

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

No.	Description	Index	Value	Unit
15	Longitudinal inclination, continuous max. driving end down (Option: max. operating inclinations)	L	5	degrees (°)
17	Longitudinal inclination, continuous max. driving end up (Option: max. operating inclinations)	L	5	degrees (°)
19	Transverse inclination, continuous max. (Option: max. operating inclinations)	L	10	degrees (°)

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		Nominal power [kVA]	-
		Nominal power [kWeI]	-
		Frequency [Hz]	50

Exhaust Regulations Fuel-consumption optimized;

18. Capacities

No.	Description	Index	Value	Unit
1	Engine coolant capacity (without cooling equipment)	R	260	liter
10	Intercooler coolant capacity	R	50	liter
11	On-engine fuel capacity	R	9	liter
14	Engine oil capacity, initial filling (standard oil system) (Option: max. operating inclinations)	R	390	liter
20	Oil change quantity, max. (standard oil system) (Option: max. operating inclinations)	R	340	liter
28	Oil pan capacity, dipstick mark min. (standard oil system) (Option: max. operating inclinations)	L	270	liter
29	Oil pan capacity, dipstick mark max. (standard oil system) (Option: max. operating inclinations)	L	315	liter

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		Nominal power [kVA]	-
		Nominal power [kWeI]	-
		Frequency [Hz]	50

Exhaust Regulations Fuel-consumption optimized;

19. Masses / dimensions

No.	Description	Index	Value	Unit
1	Engine dry mass (standard scope of supply)	R	9650	kg
2	Engine dry mass (with engine-mounted standard accessories incl. coupling)	R	10050	kg
4	Engine length (standard scope of supply)	R	3479	mm
5	Engine width (standard scope of supply)	R	1700	mm
6	Engine height (standard scope of supply)	R	2252	mm

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		Nominal power [kVA]	-
		Nominal power [kWeI]	-
		Frequency [Hz]	50

Exhaust Regulations Fuel-consumption optimized;

21. Exhaust emissions

No.	Description	Index	Value	Unit
1972	Emissions data sheet: Fuel-consumption optimized		X	-

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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

[L] 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



Name	20V4000G44LF	Speed [rpm]	1500
Application Group	3E	Nominal power [kW]	3007
Dataset	Ref. 25°C/45°C	Nominal power [bhp]	4032
		Nominal power [kVA]	-
		Nominal power [kWeI]	-
		Frequency [Hz]	50

Exhaust Regulations Fuel-consumption optimized;

22. Acoustics

No.	Description	Index	Value	Unit
101	Exhaust noise, unsilenced - CP (free-field sound-pressure level Lp, 1m distance, ISO 6798, +3dB(A) tolerance)	R	120	dB(A)
201	Exhaust noise, unsilenced - CP (sound power level LW, ISO 6798, +3dB(A) tolerance)	R	133	dB(A)
103	Exhaust noise, unsilenced - CP (free-field sound-pressure level Lp, 1m distance, ISO 6798) Spectrum No.	R	737702e	-
109	Engine surface noise with attenuated intake noise (filter) - CP (free-field sound-pressure level Lp, 1m distance, ISO 6798, +2dB(A) tolerance)	R	109	dB(A)
209	Engine surface noise with attenuated intake noise (filter) - CP (sound power level LW, ISO 6798, +2dB(A) tolerance)	R	128	dB(A)
111	Engine surface noise with attenuated intake noise (filter) - CP (free-field sound-pressure level Lp, 1m distance, ISO 6798) Spectrum No.	R	737692e	-
125	Structure borne noise at engine mounting brackets in vertical direction above resilient engine mounts - CP Spectrum No.	R	737696e	-

[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

[X] Applicable
The module is valid for this product type

[] Non-applicable
The module is not valid for this product type

[N] 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%)**

[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

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upper limit/maximum value that may not be
exceeded. Not suitable for design purposes