

# VOLVO PENTA GENSET ENGINE

# TAD1342GE

343 kW (466 hp) at 1500 rpm, 395 kW (537 hp) at 1800 rpm, acc. ISO 3046

The TAD1342GE is a powerful, reliable and economical Generating Set Diesel Engine built on the dependable Volvo in-line six concept.

## Durability & low noise

Designed for easy, fast and economical installation. Field tested to ensure highest standard of durability and long life. Well-balanced to produce smooth and vibration-free operation with low noise level.

To maintain a controlled working temperature in cylinders and combustion chambers, the engine is equipped with piston cooling. The engine is also fitted with replaceable cylinder liners and valve seats/guides to ensure maximum durability and service life of the engine.

## Low exhaust & noise emission

The state of the art, high-tech injection and highly efficient charge air system with low internal losses contributes to excellent combustion and low fuel consumption.

The TAD1342GE is EU Stage 2 emission certified. An electronically controlled viscous fan drive is available giving substantially lower noise and fuel consumption.

## Easy service & maintenance

Easily accessible service and maintenance points contribute to the ease of service of the engine.

## Technical description

### Engine and block

- Cast iron cylinder block with optimum distribution of forces without the block being unnecessarily heavy.
- Wet, replaceable cylinder liners
- Piston cooling for low piston temperature and reduced ring temperature
- Tapered connecting rods for increased piston lifetime
- Crankshaft induction hardened bearing surfaces and fillets with seven bearings for moderate load on main and high-end bearings
- Case hardened and Nitrocarburized transmission gears for heavy duty operation
- Keystone top compression rings for long service life
- Viscous type crankshaft vibration dampers to withstand single bearing alternator torsional vibrations
- Replaceable valve guides and valve seats
- Over head camshaft and four valves per cylinder



## Features

- Excellent load acceptance
- Highly efficient cooling system
- Dual Speed 1500 / 1800 rpm
- EMS 2
- EU Stage 2 emission certified
- Wide range of optional equipment including visco fan.

### Lubrication system

- Full flow oil cooler
- Full flow disposable spin-on oil filter, for extra high filtration
- The lubricating oil level can be measured during operation
- Gear type lubricating oil pump, gear driven by the transmission

### Fuel system

- Electronic high pressure unit injectors
- Fuel prefilter with water separator and water-in-fuel indicator / alarm
- Gear driven low-pressure fuel pump
- Fine fuel filter with manual feed pump and fuel pressure switch

### Cooling system

- Efficient cooling with accurate coolant control through a water distribution duct in the cylinder block. Reliable sleeve thermostat with minimum pressure drop
- Belt driven coolant pump with high degree of efficiency
- Electronically controlled viscous fan drive provides lower noise and fuel consumption (optional).

### Turbo charger

- Efficient and reliable turbo charger
- Electronically controlled Waste-gate
- Extra oil filter for the turbo charger

### Electrical system

- Engine Management System 2 (EMS 2), an electronically controlled processing system which optimizes engine performance. It also includes advanced facilities for diagnostics and fault tracing.
- Possibility to perform a start battery test according to the NCPA requirements via CAN bus signals.
- The instruments and controls connect to the engine via the CAN SAE J1939 interface, either through the Control Interface Unit (CIU) or the Digital Control Unit (DCU). The CIU converts the digital CAN bus signal to an analog signal, making it possible to connect a variety of instruments. The DCU is a control panel with display, engine control, monitoring, alarm, parameter setting and diagnostic functions. The DCU also presents error codes in clear text.
- Sensors for oil pressure, oil temp, boost pressure, boost temp, coolant temp, fuel temp, water in fuel, fuel pressure and two speed sensors.

**VOLVO  
PENTA**

# TAD1342GE

## Technical Data

### General

Engine designation .....	TAD1342GE	
No. of cylinders and configuration.....	in-line 6	
Method of operation .....	4-stroke	
Bore, mm (in.).....	131 (5.16)	
Stroke, mm (in.).....	158 (6.22)	
Displacement, l (in <sup>3</sup> ).....	12.78 (780)	
Compression ratio.....	18.1:1	
Wet weight, engine only, kg (lb).....	1325 (2921)	
Wet weight with Gen Pac, kg (lb).....	1790 (3946)	

<b>Performance</b>	<b>1500 rpm</b>	<b>1800 rpm</b>
with fan, kW (hp) at:		
Prime Power	303 (412)	345 (469)
Standby Power	333 (453)	377 (513)

<b>Lubrication system</b>	<b>1500 rpm</b>	<b>1800 rpm</b>
Oil consumption, liter/h (US gal/h) at:		
Prime Power	0.04 (0.011)	0.05 (0.013)
Standby Power	0.04 (0.011)	0.05 (0.013)
Oil system capacity incl filters, liter .....	36	

<b>Fuel system</b>	<b>1500 rpm</b>	<b>1800 rpm</b>
Specific fuel consumption at:		
Prime Power, g/kWh (lb/hph)		
25 %	224 (0.363)	237 (0.384)
50 %	201 (0.326)	207 (0.336)
75 %	193 (0.313)	200 (0.324)
100 %	191 (0.310)	201 (0.326)
Standby Power, g/kWh (lb/hph)		
25 %	220 (0.357)	231 (0.374)
50 %	198 (0.321)	205 (0.332)
75 %	193 (0.313)	200 (0.324)
100 %	191 (0.310)	201 (0.326)

<b>Intake and exhaust system</b>	<b>1500 rpm</b>	<b>1800 rpm</b>
Air consumption, m <sup>3</sup> /min (cfm) at:		
Prime Power	24.6 (869)	28.7 (1014)
Standby Power	25.9 (915)	28.7 (1014)
Max allowable air intake restriction, kPa (PSI) .....	5 (0.7)	
Exhaust gas temperature after turbine, °C (°F) at:		
Prime Power	395 (743)	423 (793)
Standby Power	408 (766)	481 (898)
Max allowable back-pressure in exhaust line, kPa (PSI) .....	10 (1.5)	
Exhaust gas flow, m <sup>3</sup> /min (cfm) at:		
Prime power	53.5 (1889)	65.0 (2295)
Standby Power	57.0 (2013)	69.5 (2454)

<b>Cooling system</b>	<b>1500 rpm</b>	<b>1800 rpm</b>
Fan power consumption, std ratio, kW (hp) 10 (14)		18 (24)

<b>Cooling performance</b>	<b>1500 rpm</b>	<b>1800 rpm</b>
AOT at max cooling air flow, °C (°F):		
Prime Power	68 (154)	66 (151)
Standby Power	65 (149)	61 (142)
Max cooling air flow, m <sup>3</sup> /s (cfs)	6.7 (237)	8.2 (290)

## Standard equipment

	Engine	Gen Pac
<b>Engine</b>		
Automatic belt tensioner	•	•
Lift eyelets	•	•
<b>Flywheel</b>		
Flywheel housing with conn. acc. to SAE 1	•	•
Flywheel for 14" flex. plate and flexible coupling	•	•
<b>Engine suspension</b>		
Fixed front suspension	•	•
<b>Lubrication system</b>		
Oil dipstick	•	•
Full-flow oil filter of spin-on type	•	•
By-pass oil filter of spin-on type	•	•
Oil cooler, side mounted	•	•
Low noise oil sump	•	•
<b>Fuel system</b>		
Fuel filters of disposable type	•	•
Electronic unit injectors	•	•
Pre-filter with water separator	•	•
<b>Intake and exhaust system</b>		
Air filter with replaceable paper insert	•	•
Air restriction indicator	•	•
Air cooled exhaust manifold	•	•
Connecting flange for exhaust pipe	•	•
Exhaust flange	•	•
Turbo charger, low right side	•	•
<b>Cooling system</b>		
Radiator incl intercooler	-	•
Coolant pump	•	•
Fan hub	•	•
Pusher fan	-	•
Fan guard	-	•
Belt guard	-	•
<b>Control system</b>		
Engine Management System (EMS) with CAN-bus interface SAE J1939	•	•
<b>Alternator</b>		
Alternator 80 A	•	•
<b>Starting system</b>		
Starter motor	•	•
Connection facility for extra starter motor	•	•
<b>Instruments and senders</b>		
Temp.- and oil pressure for automatic stop/alarm	•	•
<b>Other equipment</b>		
Expandable base frame	-	•
<b>Engine Packing</b>		
Plastic wrapping	•	•

1) must be ordered, see order specification

2) Available later

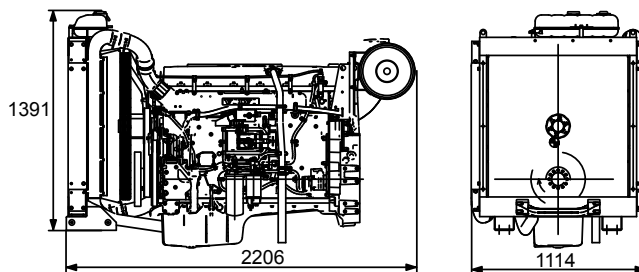
- optional equipment or not applicable

• included in standard specification

For our wide range of optional equipment, please see Order specification.

## Dimensions TAD1342GE

Not for installation



Note! Not all models, standard equipment and accessories are available in all countries.

All specifications are subject to change without notice.

The engine illustrated may not be entirely identical to production standard engines.

### Power Standards

The engine performance corresponds to ISO 3046, BS 5514 and DIN 6271. The technical data applies to an engine without cooling fan and operating on a fuel with calorific value of 42.7 MJ/kg (18360 BTU/lb) and a density of 0.84 kg/liter (7.01 lb/US gal), also where this involves a deviation from the standards. Power output guaranteed within 0 to +2% at rated ambient conditions at delivery. Ratings are based on ISO 8528. Engine speed governing in accordance with ISO 3046/IV, class A1 and ISO 8528-5 class G3

### Exhaust emissions

The engine complies with EU stage 2 emission legislation according to the Non Road Directive EU 97/68/EEC. The engine also complies with TA-luft -50% exhaust emission regulations.

### Rating Guidelines

PRIME POWER rating corresponds to ISO Standard Power for continuous operation. It is applicable for supplying electrical power at variable load for an unlimited number of hours instead of commercially purchased power. A10 % overload capability for governing purpose is available for this rating.

STANDBY POWER rating corresponds to ISO Standard Fuel Stop Power. It is applicable for supplying standby electrical power at variable load in areas with well established electrical networks in the event of normal utility power failure. No overload capability is available for this rating.

1 hp = 1 kW x 1.36

# VOLVO PENTA

AB Volvo Penta

SE-405 08 Göteborg, Sweden  
www.volvopenta.com

**General**

In-line four stroke diesel engine with direct injection. Rotation direction, anti-clockwise viewed towards flywheel.

Turbocharged

Number of cylinders			6
Displacement, total	litre		12,78
	in <sup>3</sup>		779,7
Firing order			1-5-3-6-2-4
Bore	mm		131
	in		5,16
Stroke	mm		158
	in		6,22
Compression ratio			18,1:1
Wet weight	Engine only	kg	1325
		lb	2921
	Engine incl. cooling system, air filtration system, and frame	kg	1790
		lb	3946

**Performance**

			<b>rpm</b>	<b>1500</b>	<b>1800</b>
Prime Power	without fan	kW		313	363
		hp		426	494
	with fan	kW		303	345
		hp		412	469
Standby Power	without fan	kW		343	395
		hp		466	537
	with fan	kW		333	377
		hp		453	513
Torque at:	Prime Power	Nm		1993	1926
		lbft		1470	1420
	Standby Power	Nm		2184	2096
		lbft		1610	1545
Mean piston speed		m/s		7,9	9,5
		ft/sec		26,0	31,2
Effective mean pressure at:	Prime Power	MPa		2,0	1,9
		psi		284	275
Effective mean pressure at:	Standby Power	MPa		2,1	2,1
		psi		311	299
Max combustion pressure at:	Prime Power	MPa		17,1	17,2
		psi		2480	2495
Max combustion pressure at:	Standby Power	MPa		18,5	17,7
		psi		2683	2567
Total mass moment of inertia, J (mR <sup>2</sup> )		kgm <sup>2</sup>		3,43	
		lbft <sup>2</sup>		81,4	
Friction Power		kW		30	44
		hp		40,8	59,84

**Derating see Technical Diagrams**

**Engine noise emission**

Test Standards: ISO 3744-1981 (E) sound power

Tolerance  $\pm 0.75$  dB(A)

		rpm	1500	1800
Measured sound power Lw	No load	dB(A)	114,7	117,9
	Prime Power	dB(A)	115,8	118,2
	Standby Power	dB(A)	115,8	118,3
Calculated sound pressure Lp at 1 m	No load	dB(A)	97,7	100,9
	Prime Power	dB(A)	98,8	101,1
	Standby Power	dB(A)	98,8	101,3

**Unsilenced exhaust noise**

Data calculated as sound pressure Lp.

Assumed microphone distance 1 m

	rpm	1500	1800
Prime Power	dB(A)	114	118
Standby Power	dB(A)	114	118

**Test conditions for load acceptance data**

Warm engine.	Generator	Model	Type of AVR
	Stamford	HCI 444 F1	SX 440

Load acceptance performance can vary due to actual alternator inertia, voltage regulator, type of load and local ambient conditions.

**Single step load performance at 1500 rpm**

Load (%)	Speed diff (%)		Recovery time (s)		Remaining load (%)	Speed diff (%)		Recovery time (s)	
	Prime	Standby	Prime	Standby		Prime	Standby	Prime	Standby
0-20	1,4	1,5	1,0	1,3	20-100	12,0	14,9	2,7	3,4
0-40	2,8	3,2	1,4	1,6	40-100	4,7	5,2	1,8	3,0
0-60	5,1	6,7	1,5	2,7	60-100	2,5	2,6	1,6	1,7
0-80	12,8	16,5	2,5	2,9	80-100	1,2	1,2	1,1	1,1
0-65	7,0		2,5		65-100	2,1		1,6	
0-74	10,0		1,6		74-100	1,5		1,3	
0-60		7,0		2,5	60-100		2,7		1,6
0-66		10,0		1,7	66-100		2,1		1,5
100-0	6,1	6,5	2,0	2,1					

**Single step load performance at 1800 rpm**

Load (%)	Speed diff %		Recovery time (s)		Remaining load (%)	Speed diff (%)		Recovery time (s)	
	Prime	Standby	Prime	Standby		Prime	Standby	Prime	Standby
0-20	1,3	1,4	1,2	1,3	20-100	5,1	5,3	1,6	2,5
0-40	2,6	2,8	1,5	1,5	40-100	3,2	3,2	1,9	1,7
0-60	4,1	4,5	1,5	1,5	60-100	1,9	2,1	1,6	1,7
0-80	6,4	7,4	1,2	1,6	80-100	0,9	1,0	1,3	1,4
0-88	7,0		1,4		88-100	0,6		0,7	
0-100	10,0		2,8						
0-80		7,0		1,1	80-100		1,0		1,4
0-94		10,0		2,5	94-100		0,3		0,4
100-0	5,7	5,9	2,6	2,6					

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**03****Cold start performance**

		°C	rpm	1500	1800
Time from start to stay within 0.5% of no load speed at ambient temperature:	20	s	4,8	4,6	
	5	s	5,7	5,2	
	-15*	s	6,6	6,0	

\* With manifold heater - kW engaged, lubrication oil 15W/40 and block heater.

Block heater type	Make	Power kW	Engaged hours	Cooling water temp engine block
	Volvo	2	12	10°C 50°F

**Lubrication system**

		rpm	1500	1800
Lubricating oil consumption	Prime Power	litre/h US gal/h	0,04 0,011	0,05 0,013
	Standby Power	litre/h US gal/h	0,04 0,011	0,05 0,013
Oil system capacity including filters		litre US gal	36 9,5	
Oil sump capacity:	max	litre US gal	30 7,9	
	min	litre US gal	19 5,0	
Oil change intervals/specifications:	VSD3	h	600	
	VSD2	h	400	
		h	200	
Engine angularity limits:	front up	°	11	
	front down	°	11	
	side tilt	°	11	
Oil pressure at rated speed		kPa psi	370 - 520 54 - 75	
Lubrication oil temperature in oil sump:	max	°C	130	
		°F	266	
Oil filter micron size		µ	40	

\* See also general section in the sales guide

**Fuel system**

		rpm	1500	1800
<b>Prime Power</b> Specific fuel consumption at:	25%	g/kWh lb/hph	224 0,363	237 0,384
	50%	g/kWh lb/hph	201 0,326	207 0,336
	75%	g/kWh lb/hph	193 0,313	200 0,324
	100%	g/kWh lb/hph	191 0,310	201 0,326
<b>Standby Power</b> Specific fuel consumption at:	25%	g/kWh lb/hph	220 0,357	231 0,374
	50%	g/kWh lb/hph	198 0,321	205 0,332
	75%	g/kWh lb/hph	193 0,313	200 0,324
	100%	g/kWh lb/hph	191 0,310	201 0,326

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**03**

<b>Fuel system</b>	<b>rpm 1500 1800</b>		
Fuel to conform to	ASTM-D975-No1 and 2D JIS KK 2204, EN 590		
System supply flow at:	litre/h	115	130
	US gal/h	30,4	34,3
Fuel supply line max restriction (Measured at fuel inlet connection)	kPa	30,0	30,0
	psi	4,4	4,4
Fuel supply line max pressure, engine stopped	kPa	20,0	20,0
	psi	2,9	2,9
System return flow	litre/h	18,0	18,0
	US gal/h	4,8	4,8
Fuel return line max restriction (Measured at fuel return connection)	kPa	20,0	20,0
	psi	2,9	2,9
Maximum allowable inlet fuel temp (Measured at fuel inlet connection)	°C	50	50
	°F	122	122
Prefilter / Water separator micron size	µ	10	
Fuel filter micron size	µ	5	
Governor type/make, standard	Volvo / EMS 2.2		
Injection pump type/make	Delphi E3		

<b>Intake and exhaust system</b>		<b>rpm 1500 1800</b>		
Air consumption at: (+25°C and 100kPa)	Prime Power	m <sup>3</sup> /min	24,6	28,7
		cfm	869	1014
	Standby Power	m <sup>3</sup> /min	25,9	28,7
		cfm	915	1014
Max allowable air intake restriction including piping		kPa	5	5
		psi	0,7	0,7
Air filter restriction clean Volvo Penta filter		kPa	0,8	1,2
		psi	0,1	0,2
Heat rejection to exhaust at:	Prime Power	kW	195	253
		BTU/min	11089	14388
	Standby Power	kW	213	287
		BTU/min	12113	16321
Exhaust gas temperature after turbine at:	Prime Power	°C	395	432
		°F	743	810
	Standby Power	°C	408	481
		°F	766	898
Max allowable back pressure in exhaust line	Prime Power	kPa	9	9
		psi	1,3	1,3
	Standby Power	kPa	10	10
		psi	1,5	1,5
Exhaust gas flow at: (temp and pressure after turbine at the corresponding power setting)	Prime Power	m <sup>3</sup> /min	53,8	65,0
		cfm	1900	2295
	Standby Power	m <sup>3</sup> /min	57,0	69,5
		cfm	2013	2454

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**03****Cooling system****rpm****1500****1800**

Heat rejection radiation from engine at:	Prime Power	kW		
		BTU/min		
	Standby Power	kW		
		BTU/min		
Heat rejection to coolant at:	Prime Power	kW	134	159
		BTU/min	7620	9042
	Standby Power	kW	144	172
		BTU/min	8189	9781
Coolant	Volvo Penta coolant "ready mix" or Volvo Penta coolant mixed with clean fresh water 40 / 60			
Radiator cooling system type	Closed circuit			
Standard radiator core area		m <sup>2</sup>	0,8	
		foot <sup>2</sup>	8,61	
Fan diameter		mm	890	
		in	35,04	
Fan power consumption - LOW fan ratio		kW	6	11
		hp	8	15
Fan power consumption - STD fan ratio		kW	10	18
		hp	14	24
Fan drive ratio - LOW			0,84 : 1	
Fan drive ratio - STD			0,99 : 1	
Coolant capacity,	engine	litre	20	
		US gal	5,28	
	std radiator and hoses	litre	24	
		US gal	6,34	
Coolant pump		drive/ratio	Belt / 1,43 :1	
Coolant flow with standard system		l/s	5	5,5
		US gal/s	1,32	1,45
Minimum coolant flow		l/s	4,1	5,0
		US gal/s	1,08	1,32
Maximum outer circuit restriction, including piping		kPa	40	55
		psi	5,8	8,0
Thermostat	start to open	°C	82	
		°F	180	
	fully open	°C	92	
		°F	198	
Maximum static pressure head (expansion tank height + pressure cap setting)		kPa	100	
		psi	14,5	
Minimum static pressure head (expansion tank height + pressure cap setting)		kPa	70	
		psi	10,2	
Standard pressure cap setting		kPa	70	
		psi	10,2	
Maximum top tank temperature		°C	107	
		°F	225	
Draw down capacity. The difference between min coolant level in the expansion tank and the lowest level where the engine's coolant system still are functioning		litre	1,8	
		US gal	0,48	

**Charge air cooler system**

		<b>rpm      1500      1800</b>		
Heat rejection to charge air cooler	Prime Power	kW	64	81
		BTU/min	3640	4606
	Standby Power	kW	72	80
		BTU/min	4095	4550
Charge air mass flow	Prime Power	kg/s	0,47	0,55
	Standby Power	kg/s	0,49	0,55
Charge air inlet temp. (Charge air temp after turbo compressor)	Prime Power	°C	181	197
		°F	358	387
	Standby Power	°C	193	197
		°F	379	387
Charge air outlet temp. (Charge air temp after intercooler)	Prime Power	°C	44	44
		°F	111	111
	Standby Power	°C	45	45
		°F	113	113
Maximum pressure drop over charge air cooler incl. piping		kPa	8	
		psi	1,16	
Charge air pressure (After charge air cooler)		kPa	220	
		psi	31,91	
Standard charge air cooler core area		m <sup>2</sup>	0,89	
		foot <sup>2</sup>	9,58	

**Cooling performance**

Cooling air flow and external restriction at different radiator air temperatures based on 107°C TTT and 40% coolant. Valid at 1 atm. (radiator and cooling fan, see optional equipment)

Engine speed rpm	Air on temp °C	PRIME POWER		STANDBY POWER	
		Air flow m <sup>3</sup> /s	External restriction Pa	Air flow m <sup>3</sup> /s	External restriction Pa
1500 (STD 0,99)	60			5,8	250
	63	5,7	310	6,3	103
	65	6,1	180	6,7	0
	68	6,7	0		
1800 STD (0,99)	60			7,3	340
	62	7,1	424	7,7	168
	64	7,6	210	8,2	0
	66	8,2	0		
1500 (LOW 0,84)	52			4,8	202
	55	4,5	280	5,2	82
	58	4,9	186	5,5	0
	62	5,5	0		
1800 (LOW 0,84)	52			6,1	235
	55	6,1	235	6,6	60
	57	6,4	105	6,8	0
	59	6,8	0		

Note! External restrictions are calculated for values >0 Pa



**Engine management system**

Functionality	Alternatives	Default setting
Governor mode	Isochronus / Droop	Isochronus
Governor droop	0-8 %	0,0
Governor response	Adjustable PID-constants (VODIA)	Standard
Dual speed	YES	1500 or 1800
Idle speed	600-1200	900
Fine speed adjustment	± 120	0
Stop function	Energized to Run / Stop	Energized to Stop
Preheating function	On / Off	On
Lamp test	On / Off	On

**Engine sensor and switch settings**

Parameter	Unit	Alarm level		Engine protection		
		Setting range	Default setting	Level	Action. Default/Alternative	
Oil temp	°C	120 - 130	125	Setting +5	Shut down.	
Oil pressure	Low idle	kPa	-	190,0	-30,0	Shut down.
	1500 rpm	kPa	-	250,0	-30,0	Shut down.
	1800 rpm	kPa	-	300,0	-30,0	Shut down.
Oil level		-	Min level	-	-	
Piston cooling pressure >1000 rpm	kPa	-	150	150,0	Shut down.	
Coolant temp	°C	95 - 103	102	Setting +5	Shut down.	
Coolant level		See cooling system	On	Low level		
Fuel feed pressure	Low idle	kPa	-	100	-	-
	>1400 rpm		-	200	-	-
Water in fuel		-	High level	-	-	
Crank case pressure	kPa	-	Increased pressure	Increased pressure	Shut down.	
Air filter pressure droop	kPa	-	5	-	-	
	0,0		Alarm level		Engine protection	
Altitude, above sea	m	-	-	-	Automatic derating, see section derating	
Charge air temp	°C	-	80	85	Shut down.	
Charge air pressure	1500 rpm	kPa	-	360	370	Shut down.
	1800 rpm	kPa	-	350	360	Shut down.
Engine speed	rpm	100 - 120% of rated speed	120% of rated speed	Alarm level	Shut down.	

**Engine protection can be disabled. For consequences please see VP International Limited Warranty Policy**

**Electrical system**

Voltage and type		24V / insulated from earth	
Alternator:	make/output	A	Bosch 80 A
	tacho output	Hz/alt. Rev	6
	drive ratio		5,3:1
Starter motor	make	Melco	
	type	105P70	
	kW	7,0	
Number of teeth on:	flywheel	153	
	starter motor	12	
Max wiring resistance main circuit		mΩ	2
Cranking current at +20°C		A	180
Crank engine speed at 20°C		rpm	155
Starter motor battery capacity:	max	Ah/A	2x225
	min at +5°C	Ah/A	-
Inlet manifold heater (at 20 V)		kW	4,0
Power relay for the manifold heater		A	1

**Power take off****lb                      2921                      0**

Front end in line with crank shaft max:		Nm	-	
		lbft		
Front end belt pulley load. Direction of load viewed from flywheel side:	max left	kW	-	-
		hp		
	max down	kW	-	-
		hp		
Timing gear at compressor PTO max:		lbft	118	
Speed ratio direction of rotation viewed from flywheel side		0,91:1/clockwise		
Timing gear at servo pump PTO max:		Nm	100	
		lbft	74	
Speed ratio direction of rotation viewed from flywheel side		1,58:1/clockwise		
Timing gear at hydraulic pump PTO max:		Nm		
		lbft		
Speed ratio direction of rotation viewed from flywheel side				
Max allowed bending moment in flywheel housing		Nm	15000	
		lbft	11063	
Max. rear main bearing load		N	4000	
		lbf	899,2	