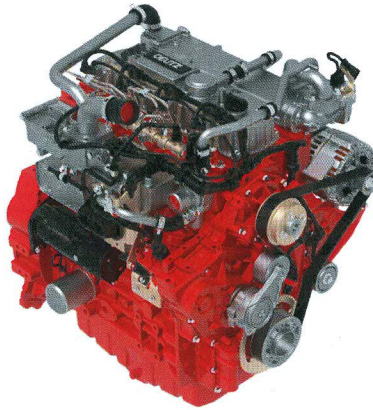


TCD 3.6

STAGE
ready **V**

For mobile machinery
55.4 - 100 kW | 75-134 hp at 2000 - 2300 min⁻¹ | rpm
EU Stage IIIB & IV / US EPA Tier 4

- Newly-designed, water-cooled 4-cylinder inline engine with turbocharging and cooled, external exhaust gas recirculation and optionally with and without charge air cooling.
- Use of DVERT[®] oxidation catalytic converter (DOC) and selective catalytic reduction (SCR) enables maintenance-free operation under all application and ambient conditions. A DVERT[®] particulate filter (DPF) is available as an option. Through the use of the diesel particulate filter, the engines already comply with the expected EU Stage V emissions standard expected from 2019*.
- Protected technology and implementation that is flexible with regard to time: The size and design of the engines will remain identical in the change to Stage V. No changes to the customer's device.



- The powerful DEUTZ Common Rail injection system and the electronic engine control (EMR 4) with intelligent link to the drive management ensure optimum engine performance at low fuel consumption.
- Best cold starting performance even under extreme conditions.

- 500 h oil change intervals and a maintenance-free valve train result in low maintenance costs and increased machine availability.
- The extremely compact engine design and customer friendly accessories reduce the installation costs and increase the number of applications.
- 100% power take-off at flywheel and front end, and additionally up to two PTO drives with a total torque of up to 310 Nm.
- The engines meet the requirements of the Tier 4 <56kW as well as EU Stage IIIB and EPA Tier 4i >56kW with DVERT[®] oxidation catalyst. Additionally for EU Stage IV / US Tier 4 >56kW with SCR. A variant without EAT is available as an option for less regulated markets.

Technical data

Engine type		TD 3.6 L4	TCD 3.6 L4	TCD 3.6 L4
No. of cylinders		4	4	4
Bore/stroke	mm in	98/120 3.9/4.7	98/120 3.9/4.7	98/120 3.9/4.7
Displacement	l cu in	3.6 221	3.6 221	3.6 221
Max. nominal speed	min ⁻¹ rpm	2600	2300	2300

Engine type		TD 3.6 L4	TCD 3.6 L4	TCD 3.6 L4
Power output as per ISO 14396 ¹⁾	kW hp	55.4 74	55.4 74	100 134
at speed	min ⁻¹ rpm	2600	2300	2300
Max. torque	Nm lb/ft	330 243	390 288	500 369
at speed	min ⁻¹ rpm	1600	1300	1600
Minimum idling speed	min ⁻¹ rpm	800	800	800
Specific fuel consumption ²⁾	g/kWh lb/hph	220 0.36	209 0.34	210 0.35
Weight as per DIN 70020 Part 7A ³⁾	kg lb	350 772	350 772	350 772

* Based on the proposal by the EU Commission COM (2014) 581 final from 25.09.2014.

1) Power data without deduction of fan power.

2) Best point consumption refers to diesel with a density of 0.835 kg/dm³ at 15°C.

3) Without starter/alternator, cooler and fluids but with flywheel and flywheel housing.

The data on this data sheet are for information purposes only and are not binding values. The data in the quotation is definitive.

The engine company.

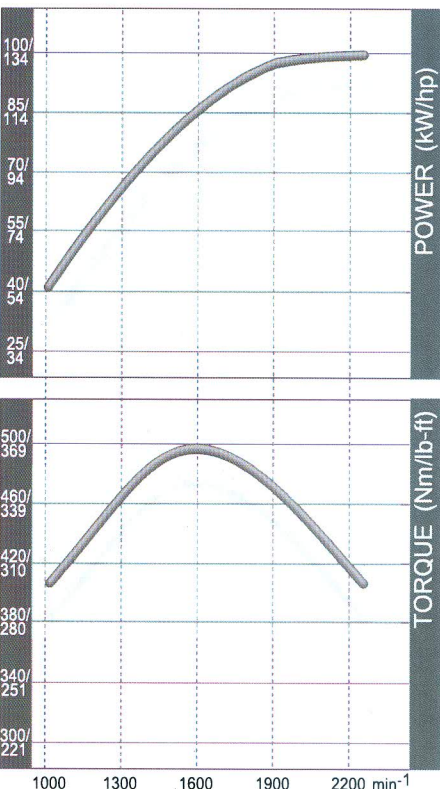
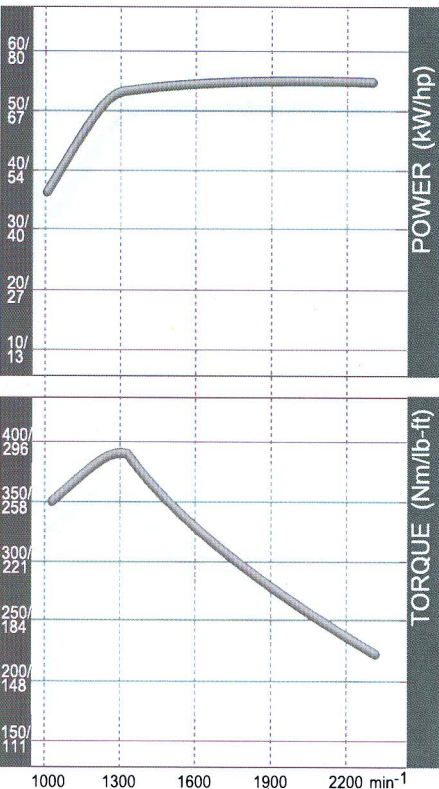
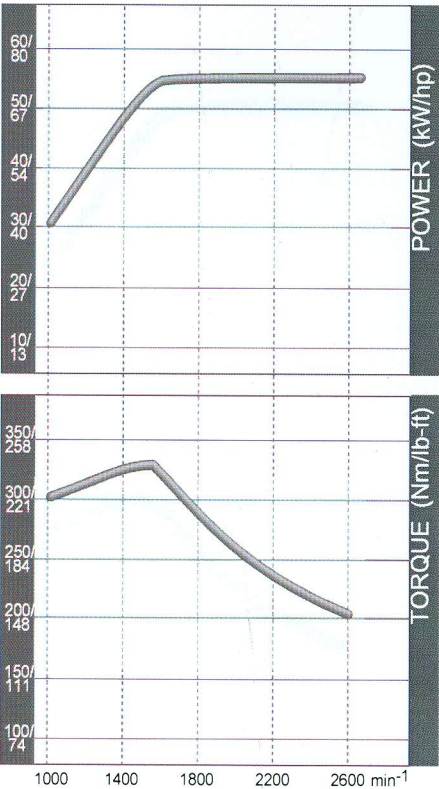


Torque curve

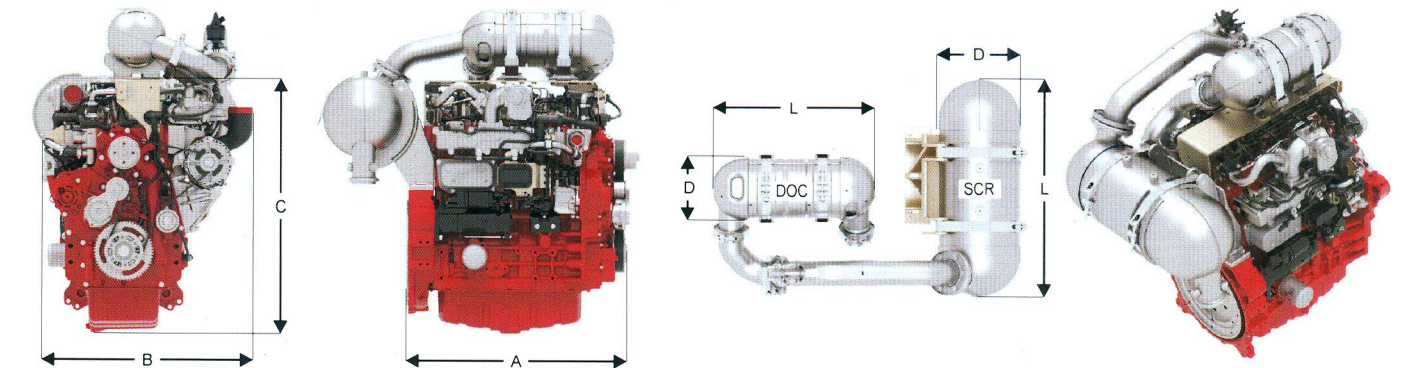
TD 3.6 L4 - 55.4 kW|74 hp

TCD 3.6 L4 - 55.4 kW|74 hp

TCD 3.6 L4 - 100 kW|134 hp



Dimensions



				DOC		SCR		DPF		DVERT® EAT		
	A	B	C	D	L	D	L	D	L	DOC	SCR	DPF
TD 3.6 L4	mm in	701 27.6	592 23.3	790 31.1	199 7.8	523 20.6	-	-	-	-	■	
TCD 3.6 L4	mm in	701 27.6	592 23.3	790 31.1	199 7.8	523 20.6	-	-	-	-	■	
TCD 3.6 L4	mm in	701 27.6	592 23.3	790 31.1	199 7.8	523 20.6	246 9.7	659 25.9	246 9.7	659 25.9	■	▲

- Standard
- ▲ Optional

The DVERT® oxidation catalyst (DOC) does not satisfy the regulations of certain markets that have specified additional limit values for the number of particles (e.g. Switzerland). DEUTZ offers the DVERT® wallflow particulate filter as an option for these markets.

All connection variants are available either in 0° or 90° positions for inlet and outlet flanges.

Note: The engine dimensions and weights vary depending on the scope of delivery.

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