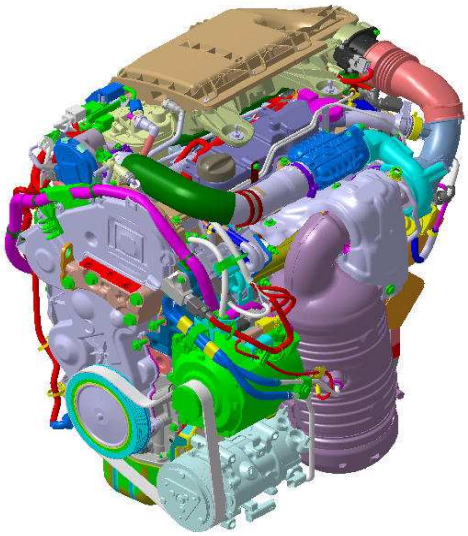
# D V 4C

## EURO 5 Diesel Engine
## Automotive application version

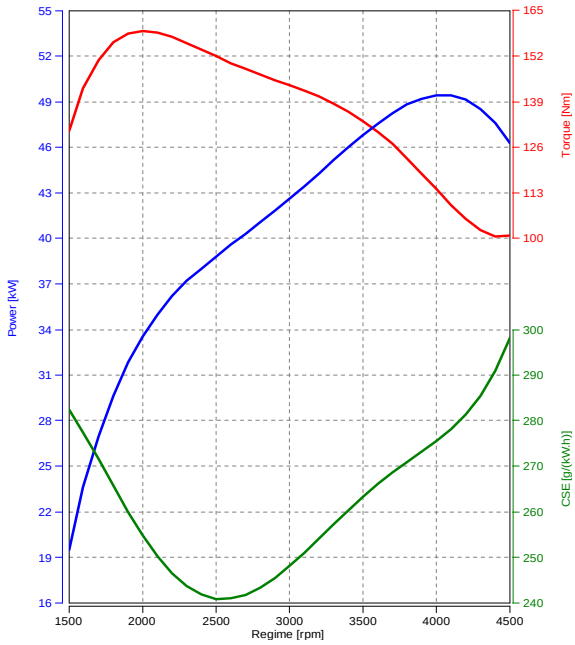
DV4C

- **1398 cc**
- **4 cylinders in Line**
- **Common Rail**
- **2 valves per cylinder**
- **Turbo**
- **50 kW @ 4 000 rpm**
- **160 Nm @ 1 750 rpm**
- **Weight* : 113,2 Kg**

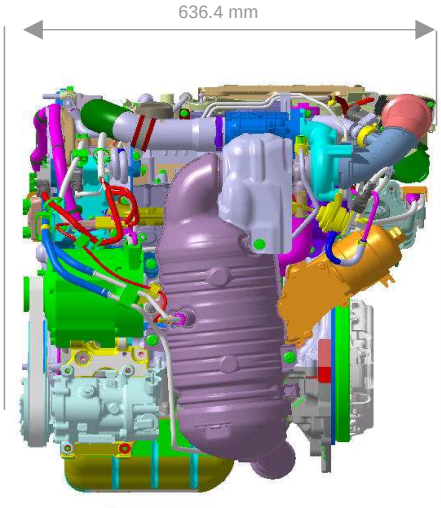


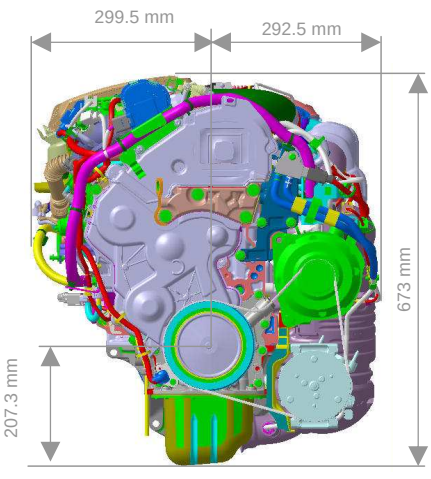
* Weight with oil and clutch without accessories

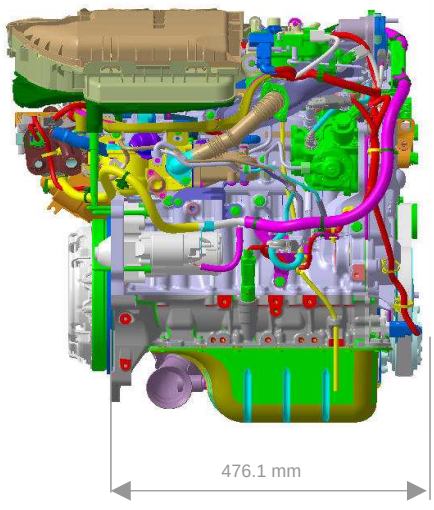
Performances curves




- **Compacity and Light Weight**
- **Low CO2 emissions**
- **High torque at low speed**
- **Environmentally focused with Diesel Particulate Filter System**

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## General Technical characteristic

| | | |
|---|---|---|
| **Name** | | DV4C |
| **Fuel** | | Diesel |
| **Base engine weight** | Kg | 113,2 |
| **Displacement** | cc | 1398 |
| **Bore** | mm | 73,7 |
| **Piston stroke** | mm | 82 |
| **Engine Architecture** | | 4 in line |
| **Number of camshafts** | | 1 |
| **Compression rate** | | 16/1 |
| **Piston rod centreline distance** | mm | 126,8 |
| **Maximum rotation** | rpm | 5100 |
| **idle rotation** | rpm | 750-800 |
| **Injection system** | | BOSCH EDC17 |
| **High pressure pump** | | BOSCH CP4.1 |
| **Injectors** | | solenoïd CRI 2.2 / 7 holes |
| **Turbocharger** | | - TGF with pneumatic actuator (MHI)<br>- Position sensor |
| **EGR Valve** | | - Electric valve<br>- Position Sensor<br>- Watercooled |
| **EGR cooler** | | YES (Air / water) with pneumatic by-pass |
| **Intercooler** | | WITHOUT |
| **Catalyst** | | YES with 1 lambda sensor |
| **DPF** | | YES |
| **Coolant liquids** | | Brugarolas Bradol 497 (diluted 50%)<br>BASF G30 et G33 (diluted 50%)<br>Dow revkogel 2000 (diluted à 50%)<br>Havoline XLC (diluted 50%) |
| **Water Temperature criteria** | °C | - 97°C for continuous<br>- 115°C for peak<br>- 118°C for exceptional |
| **Oil temperature criteria** | °C | - 125°C for continuous<br>- 145°C for peak<br>- 155°C for exceptional |
| **Lubrification Oil capacity** | L | |

## Accessories

- **Alternaor(basic suggestion)**:
CL8+ for DV or CL 15

The choice of the alternator's class will have to be validated while taking into account the clients' needs in electrical devices.

- **Power assisted steering** :
There is no compatibility with the harnessed DAH pump.

- **Starter (basic suggestion)**
CL4* for some DV engines
CL5 for some DV engines

The choice of the starter's class will have to be validated while taking into account the clients' needs in terms of climatic operating conditions (e.g. cold start)

## Heat balance

Heat evacuated in water + oil
(rpm)