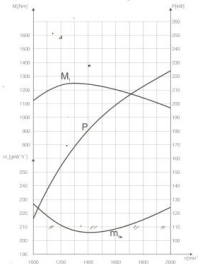


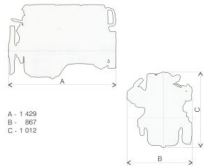


A - 1 429
B - 867
C - 1 012

EURO 0

# M1.2B-M640

| M1.2B-M640 | | Type |
|---|---|---|
| 11 946 | $cm^3$ | Swept volume of engine |
| 130/150 | mm | Bore/Stroke |
| 15:1 | | Compression ratio |
| 224 | kW | Rated output |
| 2 000 | $min^{-1}$ | Nominal speed |
| 1 250 | Nm | Torque $M_i$ max. |
| 1 300 | $min^{-1}$ | Speed at $M_i$ max. |
| 206 | $g.kW^{-1}.h^{-1}$ | Specific fuel consumption |
| 930 | kg | Engine dry weight |
| 157 | kW | Heat transfer to liquid |
| 28/45; 28/60; 28/75 | V/A | Alternator |
| 24/8 | V/kW | Starter |
| + | | Turbocharger |
| + | | Intercooler |
| ↑ | | Engine arrengement (vertical) |

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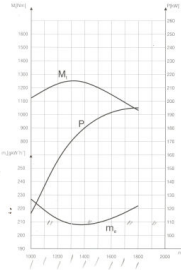
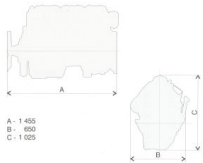
EURO 0




A - 1 455
B - 650
C - 1 025

# M1.2A-M640F

| | | |
|---|---|---|
| **M1.2A-M640F** | | Type |
| 11 946 | $cm^3$ | Swept volume of engine |
| 130/150 | mm | Bore/Stroke |
| 15:1 | | Compression ratio |
| 195 | kW | Rated output |
| 1 800 | $min^{-1}$ | Nominal speed |
| 1 250 | Nm | Torque $M_i$ max. |
| 1 300 | $min^{-1}$ | Speed at $M_i$ max. |
| 208 | $g.kW^{-1}.h^{-1}$ | Specific fuel consumption |
| 930 | kg | Engine dry weight |
| 136 | kW | Heat transfer to liquid |
| 28/45; 28/60; 28/75 | V/A | Alternator |
| 24/8 | V/kW | Starter |
| + | | Turbocharger |
| + | | Intercooler |
| ↑ | | Engine arrangement (vertical) |

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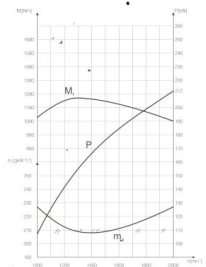
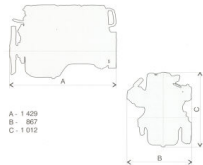
EURO 0




A - 1 429
B - 867
C - 1 012

# M1.2B-M640F

| M1.2B-M640F | | Type |
|---|---|---|
| 11 946 | $cm^3$ | Swept volume of engine |
| 130/150 | mm | Bore/Stroke |
| 15:1 | | Compression ratio |
| 212 | kW | Rated output |
| 2 000 | $min^{-1}$ | Nominal speed |
| 1 170 | Nm | Torque M, max. |
| 1 300 | $min^{-1}$ | Speed at M, max. |
| 208 | $g.kW^{-1}.h^{-1}$ | Specific fuel consumption |
| 930 | kg | Engine dry weight |
| 148 | kW | Heat transfer to liquid |
| 28/45; 28/60; 28/75 | V/A | Alternator |
| 24/8 | V/kW | Starter |
| + | | Turbocharger |
| + | | Intercooler |
| ↑ | | Engine arrangement (vertical) |

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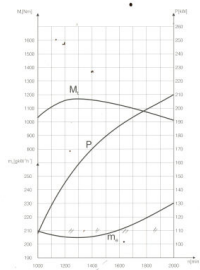


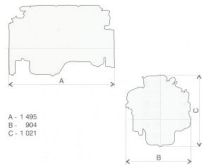


EURO I

# M1.2C-M640F

| M1.2C-M640F | | Type |
|---|---|---|
| 11 946 | cm³ | Swept volume of engine |
| 130/150 | mm | Bore/Stroke |
| 15,7:1 | | Compression ratio |
| 210 | kW | Rated output |
| 2 000 | min⁻¹ | Nominal speed |
| 1 170 | Nm | Torque M, max. |
| 1 300 | min⁻¹ | Speed at M, max. |
| 205 | g.kW⁻¹.h⁻¹ | Specific fuel consumption |
| 970 | kg | Engine dry weight |
| 147 | kW | Heat transfer to liquid |
| 28/45; 28/60; 28/75 | V/A | Alternator |
| 24/6,6 | V/kW | Starter |
| + | | Turbocharger |
| + | | Intercooler |
| ↑ | | Engine arrangement (vertical) |

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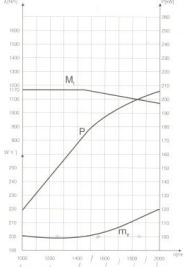


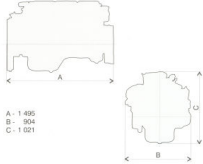


EURO II

# M1.2C-M640FE

| M1.2C-M640FE | | Type |
|---|---|---|
| 11 946 | $cm^3$ | Swept volume of engine |
| 130/150 | mm | Bore/Stroke |
| 15,7:1 | | Compression ratio |
| 206 | kW | Rated output |
| 2 000 | $min^{-1}$ | Nominal speed |
| 1 170 | Nm | Torque $M_t$ max. |
| 1 450 | $min^{-1}$ | Speed at $M_t$ max. |
| 199 | $g.kW^{-1}.h^{-1}$ | Specific fuel consumption |
| 970 | kg | Engine dry weight |
| 145 | kW | Heat transfer to liquid |
| 5; 28/60; 28/75 | V/A | Alternator |
| 24/6,6 | V/kW | Starter |
| + | | Turbocharger |
| + | | Intercooler |
| ↑ | | Engine arrangement (vertical) |

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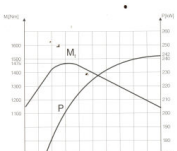
EURO I



# M1.2C-M640S

| M1.2C-M640S | | Type |
|---|---|---|
| 11 946 | $cm^3$ | Swept volume of engine |
| 130/150 | mm | Bore/Stroke |
| 15,7:1 | | Compression ratio |
| 242 | kW | Rated output |
| 2 000 | $min^{-1}$ | Nominal speed |
| 1475 | Nm | Torque $M_i$ max. |
| 1 300 | $min^{-1}$ | Speed at $M_i$ max. |
| 197 | $g.kW^{-1}.h^{-1}$ | Specific fuel consumption |
| 970 | kg | Engine dry weight |
| 170 | kW | Heat transfer to liquid |
| 28/45; 28/60; 28/75 | V/A | Alternator |
| 24/6,6 | V/kW | Starter |
| + | | Turbocharger |
| + | | Intercooler |
| ↑ | | Engine arrangement (vertical) |

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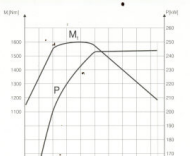

EURO II

# M1.2C-M640SE

| M1.2C-M640SE | | Type |
|---|---|---|
| 11 946 | $cm^3$ | Swept volume of engine |
| 130/150 | mm | Bore/Stroke |
| 15,7:1 | | Compression ratio |
| 242 | kW | Rated output |
| 1 950 | $min^{-1}$ | Nominal speed |
| 1 600 | Nm | Torque $M_i$ max. |
| 1 450 | $min^{-1}$ | Speed at $M_i$ max. |
| 199 | $g.kW^{-1}.h^{-1}$ | Specific fuel consumption |
| 970 | kg | Engine dry weight |
| 170 | kW | Heat transfer to liquid |
| 1/45; 28/60; 28/75 | V/A | Alternator |
| 24/6,6 | V/kW | Starter |
| + | | Turbocharger |
| + | | Intercooler |
| ↑ | | Engine arrangement (vertical) |

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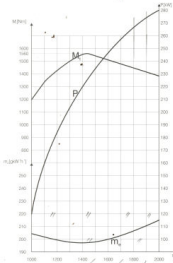
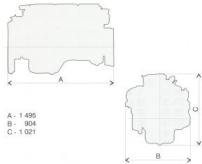
EURO I




A - 1 495
B - 904
C - 1 021

# M1.2C-M640T

| M1.2C-M640T | | Type |
|---|---|---|
| 11 946 | $cm^3$ | Swept volume of engine |
| 130/150 | mm | Bore/Stroke |
| 15,7:1 | | Compression ratio |
| 280 | kW | Rated output |
| 1 950 | $min^{-1}$ | Nominal speed |
| 1 560 | Nm | Torque $M_i$ max. |
| 1 420 | $min^{-1}$ | Speed at $M_i$ max. |
| 198 | $g.kW^{-1}.h^{-1}$ | Specific fuel consumption |
| 970 | kg | Engine dry weight |
| 196 | kW | Heat transfer to liquid |
| 28/45; 28/60; 28/75 | V/A | Alternator |
| 24/6,6 | V/kW | Starter |
| + | | Turbocharger |
| + | | Intercooler |
| ↑ | | Engine arrangement (vertical) |

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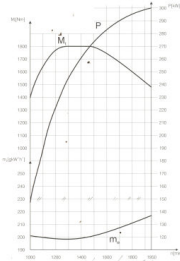

A - 1 495
B - 904
C - 1 021

EURO II

# M1.2C-M640TE

| M1.2C-M640TE | | Type |
|---|---|---|
| 11 946 | $cm^3$ | Swept volume of engine |
| 130/150 | mm | Bore/Stroke |
| 15,7:1 | | Compression ratio |
| 300 | kW | Rated output |
| 1 950 | $min^{-1}$ | Nominal speed |
| 1 800 | Nm | Torque $M_i$ max. |
| 1 450 | $min^{-1}$ | Speed at $M_i$ max. |
| 198 | $g.kW^{-1}.h^{-1}$ | Specific fuel consumption |
| 970 | kg | Engine dry weight |
| 210 | kW | Heat transfer to liquid |
| 28/45; 28/75 | V/A | Alternator |
| 24/6,6 | V/kW | Starter |
| + | | Turbocharger |
| + | | Intercooler |
| ↑ | | Engine arrangement (vertical) |

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