

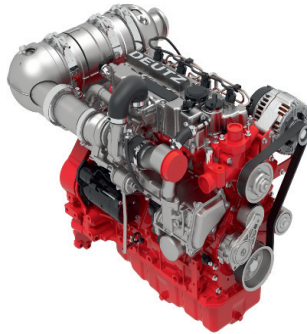
# TCD 2.9

For mobile machinery

30 - 55.4 kW|40 - 75 hp at 2200 - 2600 min<sup>-1</sup>|rpm

EU Stage IIIB / US EPA Tier 4

- Newly-designed, water-cooled 4-cylinder inline engine with cooled, external exhaust gas recirculation with and without turbocharging and optionally with and without charge air cooling.
- Use of DVERT<sup>®</sup> oxidation catalyst (DOC) enables maintenance-free operation under all application and ambient conditions. A DVERT<sup>®</sup> particulate filter (DPF) is available as an option.
- The engines come with a modular exhaust aftertreatment system (EAT) configuration including the option of engine mounted systems. This simplifies machine integration for the OEM considerably and virtually means a drop-in solution.



- The powerful Common Rail injection system and highly-efficient combustion process with cooled external exhaust gas recirculation ensure optimum engine performance at low fuel consumption and exhaust emissions.
- 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 additional side PTO drive with up to 120 Nm for the mounting of up to two hydraulic pumps.
- The DVERT<sup>®</sup> oxidation catalyst enables the engines to meet the requirements of the EU Stage IIIB and US EPA Tier 4.
- A variant without EAT is optionally available for EU Stage III A, US EPA Tier 4i and for less regulated markets.

## Technical data

| Engine type        |                         | D 2.9 L4         | TD 2.9 L4        | TCD 2.9 L4       |
|--------------------|-------------------------|------------------|------------------|------------------|
| No. of cylinders   |                         | 4                | 4                | 4                |
| Bore/stroke        | mm   in                 | 92/110   3.6/4.3 | 92/110   3.6/4.3 | 92/110   3.6/4.3 |
| Displacement       | l   cu in               | 2.9   177        | 2.9   177        | 2.9   177        |
| Max. nominal speed | min <sup>-1</sup>   rpm | 2600             | 2600             | 2600             |

| Engine type                                   |                         | D 2.9 L4   | TD 2.9 L4   | TCD 2.9 L4  |
|---|-------------------------|------------|-------------|-------------|
| Power output as per ISO 14396 <sup>1)</sup>   | kW   hp                 | 36.4   50  | 55.4   75   | 55.4   75   |
| at speed                                      | min <sup>-1</sup>   rpm | 2600       | 2600        | 2600        |
| Max. torque                                   | Nm   lb/ft              | 147   108  | 260   192   | 300   221   |
| at speed                                      | min <sup>-1</sup>   rpm | 1600       | 1600 - 1800 | 1600 - 1800 |
| Minimum idling speed                          | min <sup>-1</sup>   rpm | 900        | 900         | 900         |
| Specific fuel consumption <sup>2)</sup>       | g/kWh   lb/hph          | 230   0.38 | 225   0.37  | 215   0.35  |
| Weight as per DIN 70020 Part 7A <sup>3)</sup> | kg   lb                 | 220   485  | 237   522   | 237   522   |

1) Power data without deduction of fan power.

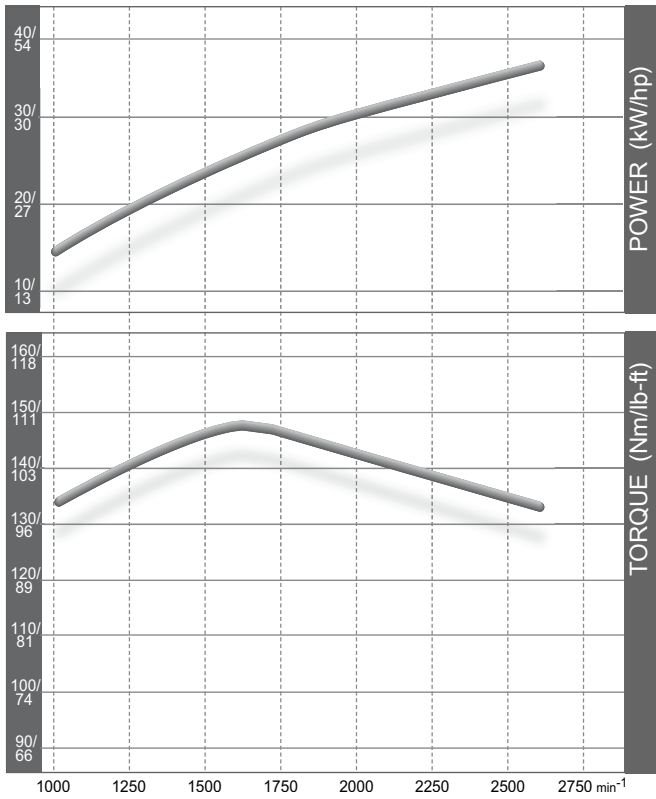
2) Best point consumption refers to diesel with a density of 0.835 kg/dm<sup>3</sup> at 15°C.

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

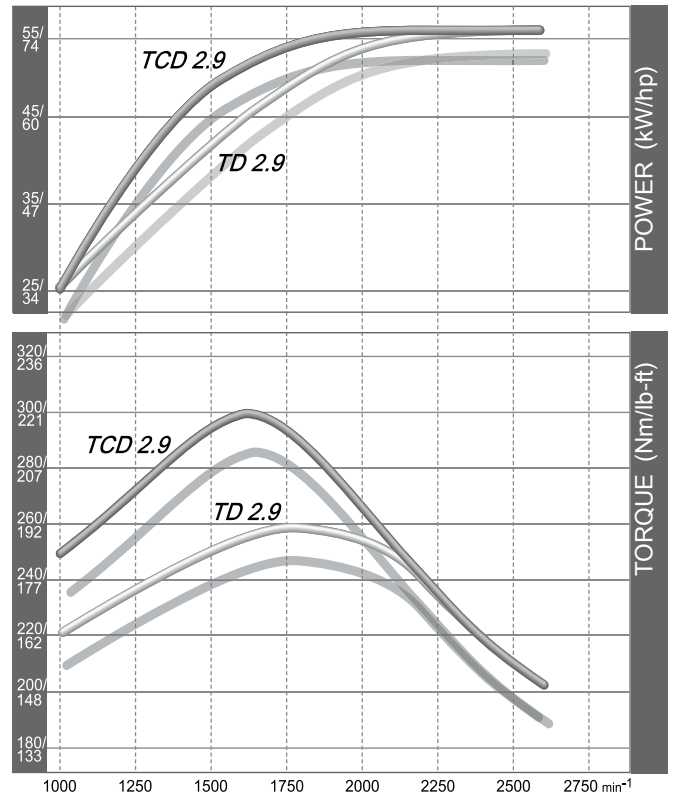
The data on this data sheet are for information purposes only and are not binding values. The data in the quotation is definitive.

## Torque curve

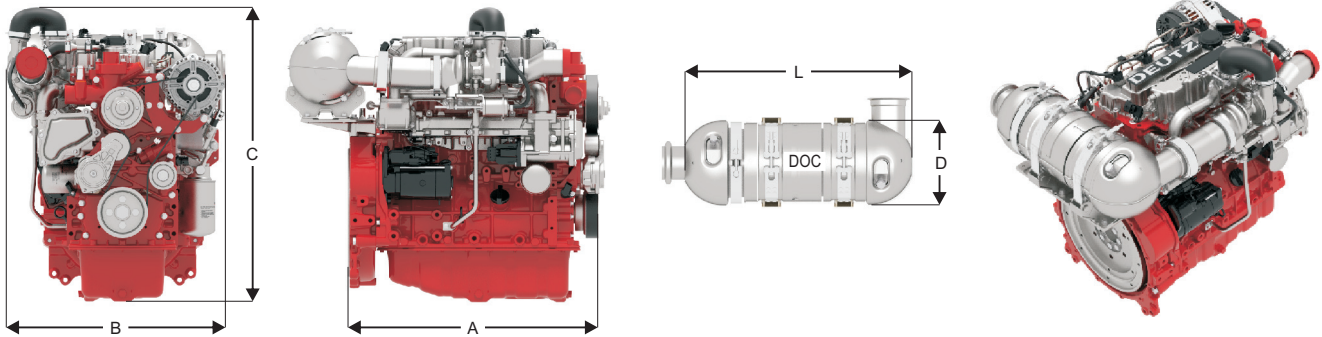
D 2.9 L4 - 36.4 kW|50 hp



TD/TCD 2.9 L4 - 55.4 kW|75 hp



## Dimensions



|            | A      | B       | C          | DOC        |            | DPF       |            | DVERT® EAT |            |   |   |   |   |
|------------|--------|---------|------------|------------|------------|-----------|------------|------------|------------|---|---|---|---|
|            |        |         |            | D          | L          | D         | L          | DOC        | DPF        |   |   |   |   |
| D 2.9 L4   | <37 kW | mm   in | 648   25.5 | 483   19.0 | 685   27.0 | 199   7.8 | 380   15.0 | -          | -          | - | - | ■ | - |
| TD 2.9 L4  | <56 kW | mm   in | 648   25.5 | 560   22.0 | 685   27.0 | 199   7.8 | 523   20.6 | -          | -          | - | - | ■ | - |
| TCD 2.9 L4 | <56 kW | mm   in | 648   25.5 | 560   22.0 | 685   27.0 | 199   7.8 | 380   15.0 | 199   7.8  | 613   24.1 | ■ | ▲ | - | - |

- 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.

For more information please contact the DEUTZ AG Köln or the responsible sales partner.

