

TCD 2.9

STAGE
ready 

For mobile machinery
30 - 55.4 kW | 40 - 75 hp at 2200 - 2600 min⁻¹ | 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® oxidation catalytic converter (DOC) 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 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® 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 ⁻¹ rpm	2600	2600	2600

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

* 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.

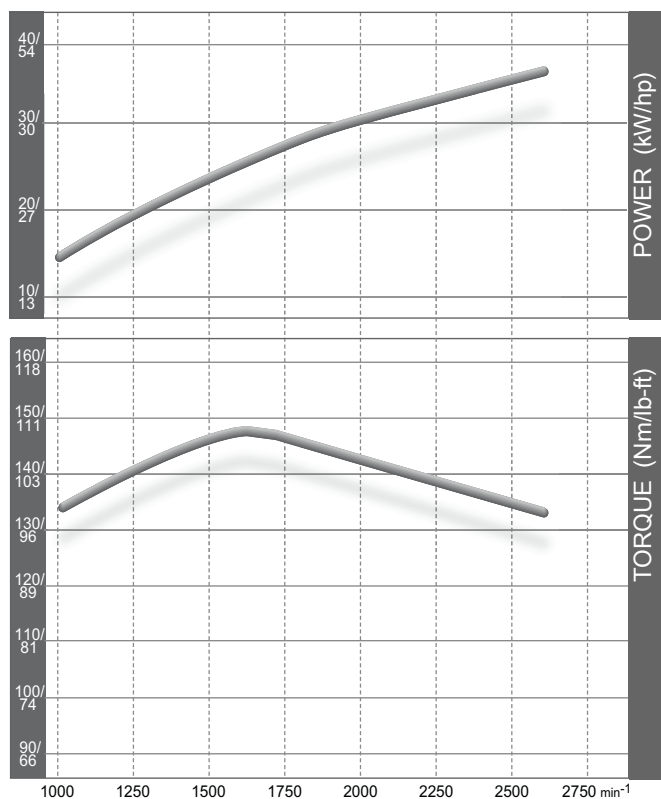
The data on this data sheet are for information purposes only and are not binding values. The data in the quotation is definitive.

The engine company.

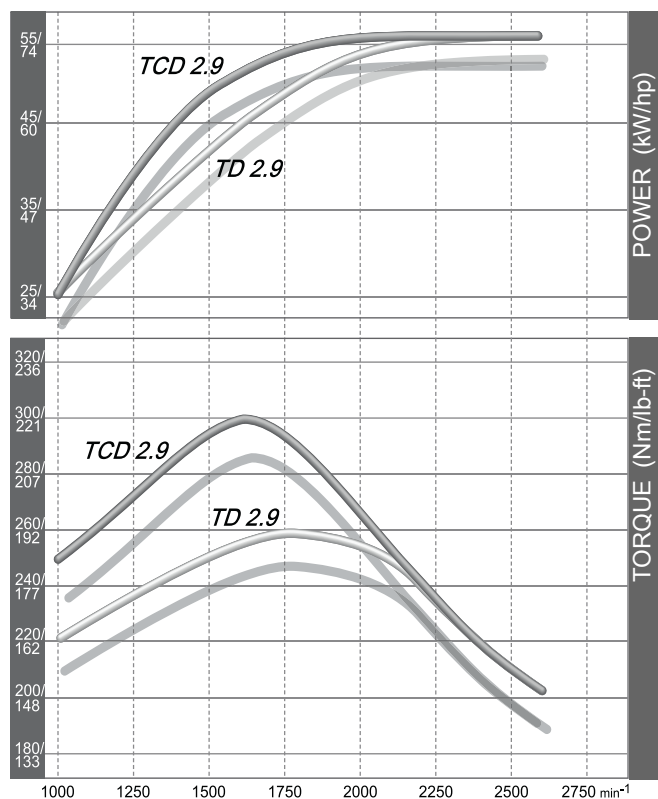


Torque curve

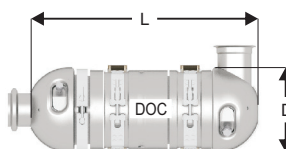
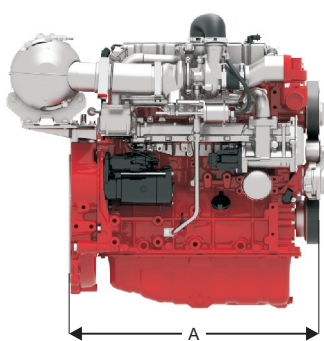
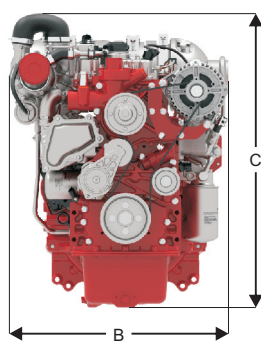
D 2.9 L4 - 36.4 kW|50 hp



TD/TCD 2.9 L4 - 55.4 kW|75 hp



Dimensions



				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.

