

Benefits of the engine:

- high-quality and reliable engines with verified concept
- long service intervals and easy maintenance
- economic operation because of low consumption of oil and fuel

Stationary engines 50 Hz

| Natural gas | Mech. power output kW | Power input (in fuel) | Heat output | | | Efficiency | | | Emissions | | Compression ratio |
|-------------------------|--------------------------|-----------------------|-------------------------|------------------|-------|------------|--------|-------|--------------------|--------------------|-------------------|
| | | | Eng. cooling water heat | Exhaust heat | Total | Mech. | Therm. | Total | CO | NO _x | |
| | | | kW | kW ¹⁾ | kW | % | % | % | mg/Nm ³ | mg/Nm ³ | |
| TG 80 G5V NX 86 | 80,5 | 228,0 | 57,0 | 66,0 | 123,0 | 35,3 | 53,9 | 89,2 | 650 | 500 | 11:1 |
| TG 105 G5V TX 86 | 105,8 | 282,9 | 75,0 | 72,0 | 147,0 | 37,4 | 52,0 | 89,4 | 650 | 500 | 11:1 |
| TG 130 G5V TX 86 | 131,2 | 348,9 | 84,0 | 97,0 | 181,0 | 37,6 | 51,9 | 89,5 | 650 | 500 | 11,1:1 |
| TG 170 G5V TW 86 | 168,0 | 436,4 | 86,0 | 124,5 | 210,5 | 38,5 | 51,9 | 90,4 | 650 | 500 | 12:1 |
| TG 185 G5V TW 86 | 187,0 | 483,2 | 87,0 | 146,0 | 233,0 | 38,7 | 51,7 | 90,4 | 650 | 500 | 11:1 |
| TG 210 G5V TW 86 | 209,1 | 536,2 | 100,0 | 156,0 | 256,0 | 39,0 | 51,7 | 90,7 | 650 | 500 | 12:1 |

| Biogas | Mech. power output kW | Power input (in fuel) | Heat output | | | Efficiency | | | Emissions | | Compression ratio |
|-------------------------|--------------------------|-----------------------|-------------------------|------------------|-------|------------|--------|-------|--------------------|--------------------|-------------------|
| | | | Eng. cooling water heat | Exhaust heat | Total | Mech. | Therm. | Total | CO | NO _x | |
| | | | kW | kW ²⁾ | kW | % | % | % | mg/Nm ³ | mg/Nm ³ | |
| TB 80 G5V NX 86 | 81,0 | 232,1 | 79,0 | 43,0 | 122,0 | 34,9 | 52,6 | 87,5 | 650 | 500 | 11:1 |
| TB 100 G5V TX 86 | 100,0 | 277,8 | 88,0 | 56,0 | 144,0 | 36,0 | 51,8 | 87,8 | 650 | 500 | 11:1 |
| TB 130 G5V TX 86 | 132,3 | 350,0 | 89,0 | 90,0 | 179,0 | 37,8 | 51,1 | 88,9 | 650 | 500 | 11:1 |
| TB 170 G5V TW 86 | 173,6 | 439,5 | 92,0 | 106,0 | 198,0 | 39,5 | 48,9 | 88,4 | 650 | 500 | 14:1 |
| TB 185 G5V TW 86 | 185,7 | 467,8 | 93,0 | 116,0 | 209,0 | 39,7 | 48,5 | 88,2 | 650 | 500 | 14:1 |
| TB 210 G5V TW 86 | 211,2 | 528,0 | 110,5 | 124,0 | 234,5 | 40,0 | 48,4 | 88,4 | 650 | 500 | 14:1 |

| LPG | Mech. power output kW | Power input (in fuel) | Heat output | | | Efficiency | | | Emissions | | Compression ratio |
|-------------------------|--------------------------|-----------------------|-------------------------|------------------|-------|------------|--------|-------|--------------------|--------------------|-------------------|
| | | | Eng. cooling water heat | Exhaust heat | Total | Mech. | Therm. | Total | CO | NO _x | |
| | | | kW | kW ²⁾ | kW | % | % | % | mg/Nm ³ | mg/Nm ³ | |
| TP 90 G5V NX 86 | 89,0 | 268,9 | 73,5 | 80,0 | 153,5 | 33,1 | 57,1 | 90,2 | 650 | 500 | 9,5:1 |
| TP 145 G5V TX 86 | 144,0 | 392,4 | 92,0 | 123,0 | 215,0 | 36,7 | 54,8 | 91,5 | 650 | 500 | 9,5:1 |
| TP 160 G5V TW 86 | 158,9 | 433,0 | 94,0 | 125,5 | 219,5 | 36,7 | 54,4 | 91,1 | 650 | 500 | 9,5:1 |

| Diesel | Mech. power output kW | Power input (in fuel) | Heat output | | | Efficiency | | | Emissions | | Compression ratio |
|-------------------------|--------------------------|-----------------------|-------------------------|------------------|-------|------------|--------|-------|--------------------|--------------------|-------------------|
| | | | Eng. cooling water heat | Exhaust heat | Total | Mech. | Therm. | Total | CO | NO _x | |
| | | | kW | kW ²⁾ | kW | % | % | % | mg/Nm ³ | mg/Nm ³ | |
| TD 105 G5V NX 86 | 105,5 | 278,4 | 69 | 67 | 136 | 37,9 | 48,9 | 86,8 | 650 | 4000 | 15,9:1 |
| TD 135 G5V TX 86 | 137,0 | 344,2 | 77 | 79 | 156 | 39,8 | 45,3 | 85,1 | 650 | 4000 | 15,9:1 |
| TD 150 G5V TW 86 | 150,0 | 355,0 | 84 | 62 | 146 | 42,2 | 44,5 | 86,7 | 650 | 4000 | 15,7:1 |
| TD 175 G5V TW 86 | 175,0 | 412,0 | 90 | 76 | 166 | 42,5 | 44,7 | 87,2 | 650 | 4000 | 15,7:1 |

1) cooled to 120 °C; 2) cooled to 150 °C

All technical data are to be considered as a reference and they can be modified without any notice.

Basic information of the engine:

- displacement 11,946 dm³ and water cooled
- four-stroke six-cylinder in-line engine
- atmospheric or turbocharged

Stationary engines 60 Hz

| Natural gas | Mech. power output kW | Power input (in fuel) | Heat output | | | Efficiency | | | Emissions | | Compression ratio |
|-------------------------|--------------------------|-----------------------|-------------------------|------------------|-------|------------|--------|-------|--------------------|--------------------|-------------------|
| | | | Eng. cooling water heat | Exhaust heat | Total | Mech. | Therm. | Total | CO | NO _x | |
| | | | kW | kW ¹⁾ | kW | % | % | % | mg/Nm ³ | mg/Nm ³ | |
| TG 95 G8V NX 86 | 94,1 | 288 | 70 | 78 | 148 | 32,6 | 51,4 | 84,0 | 650 | 500 | 11:1 |
| TG 160 G8V TX 86 | 158,7 | 433 | 107 | 113 | 220 | 36,7 | 50,8 | 87,5 | 650 | 500 | 11:1 |
| TG 210 G8V TW 86 | 211,6 | 561 | 145 | 118 | 263 | 37,8 | 50,1 | 87,9 | 650 | 500 | 11:1 |

| Biogas | Mech. power output kW | Power input (in fuel) | Heat output | | | Efficiency | | | Emissions | | Compression ratio |
|-------------------------|--------------------------|-----------------------|-------------------------|------------------|-------|------------|--------|-------|--------------------|--------------------|-------------------|
| | | | Eng. cooling water heat | Exhaust heat | Total | Mech. | Therm. | Total | CO | NO _x | |
| | | | kW | kW ²⁾ | kW | % | % | % | mg/Nm ³ | mg/Nm ³ | |
| TB 90 G8V NX 86 | 91 | 280 | 90 | 53 | 143 | 33,6 | 51,1 | 84,7 | 650 | 500 | 11:1 |
| TB 120 G8V TX 86 | 118 | 352 | 115 | 63 | 178 | 34,7 | 50,6 | 85,3 | 650 | 500 | 11:1 |

Standard scope of the engine delivery:

- without the coolant pump (for the installation of an external el. pump)
- flywheel box SAE 1
- flywheel SAE 11½
- electric starter 24 V, 6,6 kW
- without thermostat housing
- exhaust manifold – not cooled
- emergency oil pressure switch
- coating with upper paint BUCHNER AC 80, shade RAL 7035
- standard verification of engine parameters on natural gas
- standard documentation (the letter of guarantee, service book, operation and maintenance manual, the catalogue of spare parts), 1 copy (CD) – in the accompanying package
- standard report of the final technical inspection and of the brake test - in the enclosed package

Spark ignition engines:

- spark plugs
- centrifugal oil filter in the by-pass
- replaceable full-flow filter with the by-pass valve
- oil cooler
- closed crank case with the oil separator, connected to the intake manifold
- oil pan with capacity of 51 dm³

Compression ignition engines:

- Bosch injection pump equipped with the electronic actuator
- injectors
- electronic speed (governor)
- magnetic rpm sensor
- harness between speed controller and actuator
- electro-mechanical stopping valve
- electro-hydraulic stopping valve
- oil pan with capacity of 25 dm³