

PU126TI P-Drive

OPOWER RATING

Intermittent rating kW(PS) / rpm	Max. torque N.m(kg.m) / rpm	Fuel consumption g/kW.h(g/PS.h) / rpm
294 (400) / 2,100	1521 (155) / 1,400	220 (162) / 2,100

In-line 4 cycle, water cooled Turbo charged & intercooled

123(4.84) x 155(6.1) mm(in.)

Above 28 kg/cm²(398 psi) at 200rpm

Counter clockwise viewed from Flywheel

1. The engine performance corresponds to ISO 3046, DIN 6270B.

6

17:1

1-5-3-6-2-4

14° BTDC

PU126TI

Direct injection

Replaceable dry liner

11.051(674.5) lit.(in3)

Approx. 910 kg (2006 lb)

1,383 x 870 x 1,207 mm

(54.4 x 34.3 x 47.5 in.)

SAE NO.1M

Clutch NO.14M

2. Continuous power rating is to 250kW(340ps) @2100rpm.

© MECHANICAL SYSTEM

○ Engine Model

Combustion type

• Number of cylinders

Cylinder Type

• Bore x stroke

Displacement

○ Firing order

ODry weight

Dimension

(LxWxH)

Rotation

○ Fly wheel

Compression ratio

Injection timing

Compression pressure

○ Engine Type



◎ FUEL SYSTEM

○ Injection pump	Zexel in-line "P" type
○ Governor	RSV type(all speed control)
○ Feed pump	Mechanical type
◦ Injection nozzle	Multi hole type
• Opening pressure	220 kg/cm2 (3,129 psi)
○ Fuel filter	Full flow, cartridge type
○ Used fuel	Diesel fuel oil

© LUBRICATION SYSTEM

◦ Lub. Method	Fully forced pressure feed type
○ Oil pump	Gear type driven by crankshaft
○ Oil filter	Full flow, cartridge type
○ Oil pan capacity	High level 23 liters (6.1 gal.)
	Low level 20 liters (5.3 gal.)
○ Angularity limit	Front down 25 deg.
	Front up 25 deg.
	Side to side 15 deg.
≎ Lub. Oil	Refer to Operation Manual

© MECHANISM

○ Fly wheel housing

○ Type ○ Number of valve ○ Valve lashes at cold Over head valve Intake 1, exhaust 1 per cylinder Intake 0.30 mm(0.0118 in) Exhaust 0.30 mm(0.0118 in.)

© VALVE TIMING

∘ Intake valve ∘ Exhaust valve **Opening** 18 deg. BTDC 46 deg. BBDC

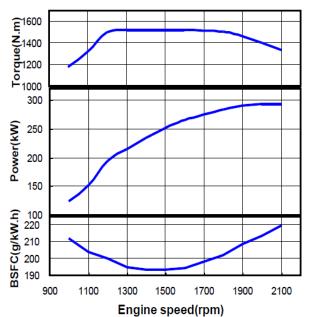
Close 34 deg. ABDC 14 deg. ATDC

© OPTION & ACCESSORY PARTS

○ Engine parts

• Accessory parts • Electrical parts Fly wheel & housing Intake & exhaust manifold Raditor, silencer & air cleaner Gauge panel & stop solenoid

© PERFORMANCE CURVE







PU126TI P-Drive

© COOLING SYSTEM

○ Cooling method	Fresh water forced circulation
• Water capacity	19 liters (5.02 gal.)
(engine only)	
○ Pressure system	Max. 0.9 kg/cm ² (12.8 psi)
○ Water pump	Centrifugal type driven by gear
○ Water pump Capacity	320 liters (84.5 gal.)/min
	at 2,100 rpm (engine)
○ Thermostat	Wax – pellet type
	Opening temp. 83°C
	Full open temp. 95°C
○ Cooling fan	Blower type, plastic
	755 mm diameter, 7 blade

© ENGINEERING DATA

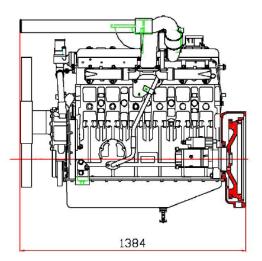
♦ CONVERSION TABLE

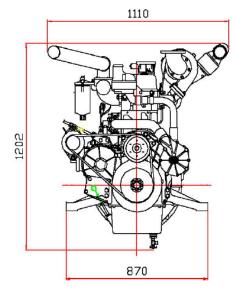
○ Water flow	320 liters/min @2,100 rpm	
◦ Heat rejection to coolant	30 kcal/sec @2,100 rpm	
○ Heat rejection to CAC	17 kcal/sec @2,100 rpm	
• Air flow	26 m ³ /min @2,100 rpm	
○Exhaust gas flow	65 m ³ /min @2,100 rpm	
⊙Exhaust gas temp.	505 °C @2,100 rpm	
◦ Max. permissible restrictions		
Intake system	$220 \text{ mmH}_2\text{O}$ initial	
	$635 \text{ mmH}_2\text{O}$ final	
Exhaust system	1,000 mmH ₂ O max.	

© ELECTRICAL SYSTEM

Charging generator	24V x 45A alternator	in. = mm x 0.0394
○ Voltage regulator	Built-in type IC regulator	$PS = kW \ge 1.3596$
• Starting motor	24V x 6.0kW	psi = kg/cm2 x 14.22
○ Battery Voltage	24V	in3 = lit. x 61.02
• Battery Capacity	150 AH (recommended)	$hp = PS \ge 0.98635$
• Starting aid (Option)	Block heater	$lb = kg \ge 2.20462$

04lb/ft = N.m x 0.73706U.S. gal = lit. x 0.2644.2233kW = 0.2388 kcal/slb/PS.h = g/kW.h x 0.0016205cfm = $m^3/min x 35.336$





LEESGROUP