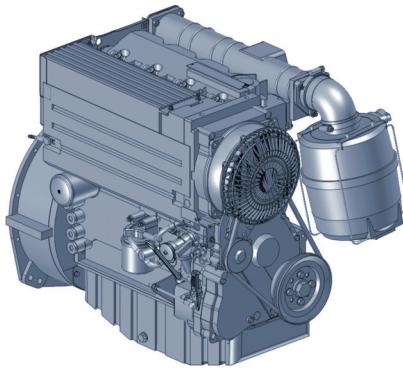


# D 2011 Li

for generator sets

12 - 29 kW|15 - 39 hp at 1500 min<sup>-1</sup>|rpm  
EU Stage IIIA

- Oil-cooled 2, 3 and 4-cylinder aspirated engine in inline construction with integrated cooling system.
- Direct injection with single injection pumps and optional electronic governor.
- High reliability combined with durability. No corrosion or cavitation due to oil cooling and lubrication.



- Minimised running costs due to low maintenance need and little wear.
- Low fuel consumption due to optimised combustion.
- Long oil change intervals of up to 1000 hours.
- A very good load response ensures an immediate power supply.

## Technical data

Engine type	D 2011L02i	D 2011L03i	D 2011L04i
No. of cylinders	2	3	4
Bore/stroke	mm   in	94/112   3.7/4.4	94/112   3.7/4.4
Displacement	l   cu in	1.6   95	2.3   142
Weight (incl. cooler and fan)	kg   lb	212   467	254   560
Governing standard <sup>1)</sup>	G2	G2	G2

## 50 Hz / 1500 min<sup>-1</sup>

Power	D 2011L02i	D 2011L03i	D 2011L04i
Continuous Power (COP) <sup>2)</sup>	kW   hp	11.5   15.4	18.1   24.3
Prime Power (PRP) <sup>3)</sup>	kW   hp	12.1   16.2	19.1   25.6
Limited Time Power (LTP) <sup>4)</sup>	kW   hp	12.7   17.0	20.1   27.0
Fan power consumption	kW   hp	0.1   0.1	0.1   0.1
Typical Generator Output COP <sup>5)</sup>	kVA	13	20
Typical Generator Output PRP <sup>5)</sup>	kVA	13	21
Typical Generator Output LTP <sup>5)</sup>	kVA	14	22

1) According to ISO 8528-5.

2) Continuous Power: No time limitation, plus 10% additional power for governing purpose only.

3) Prime Power: Average power output ≤ 80%, no time limitation, plus 5% additional power for governing purpose only.

4) Limited Time Running Power: For up to 500 h/year, thereof a maximum of 300 h/year continuous running.

5) In consideration of a generator efficiency level of 89 - 90 % and a power factor of 0.8.

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

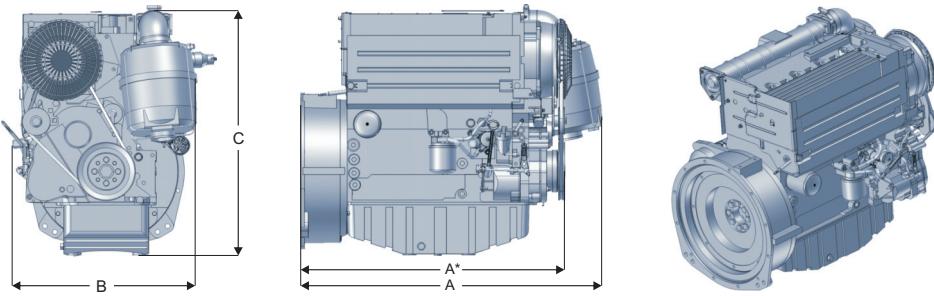
50 Hz / 1500 min<sup>-1</sup>

Fuel Consumption (PRP) <sup>1)</sup>	D 2011L02i	D 2011L03i	D 2011L04i
Fuel consuption 25% load	g/kWh   lb/hph	301   0.49	299   0.49
Fuel consuption 50% load	g/kWh   lb/hph	246   0.40	236   0.39
Fuel consuption 75% load	g/kWh   lb/hph	235   0.39	224   0.37
Fuel consuption 100% load	g/kWh   lb/hph	244   0.40	233   0.38
<b>Heat balance &amp; cooling system</b>	<b>D 2011L02i</b>	<b>D 2011L03i</b>	<b>D 2011L04i</b>
Heat dissipation (engine radiator) <sup>2)</sup>	kW   hp	-	-
Heat dissipation (convection)	kW   hp	-	-
Cooling air flow	m <sup>3</sup> /h   cfm	1065   627	1075   633
<b>Inlet &amp; exhaust data</b>	<b>D 2011L02i</b>	<b>D 2011L03i</b>	<b>D 2011L04i</b>
max. intake depression	mbar   psi	20   0.29	20   0.29
Combustion air volume	m <sup>3</sup> /h   cfm	61   36	86   51
max. exhaust gas temperature	°C   °F	510   950	510   950
Exhaust gas flow	m <sup>3</sup> /h   cfm	169   99	236   139

1) Refers to diesel with a density of 0.835 kg/dm<sup>3</sup> at 15°C | 6.96 lb/US gallon at 60°F.

2) The heat quantities are valid for the dimensioning of the cooling system.

## Dimensions



	A	A*	B	C
D 2011L02i	mm   in	645   25	540   21	590   23
D 2011L03i	mm   in	755   30	650   26	590   23
D 2011L04i	mm   in	870   34	760   30	590   23
				705   28
				700   28
				720   28

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.