



YANMAR

DIESEL ENGINES



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Note: All data is subject to change without notice.
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TNV / TN Common Rail Series

21.8-155.0kW



A SUSTAINABLE FUTURE

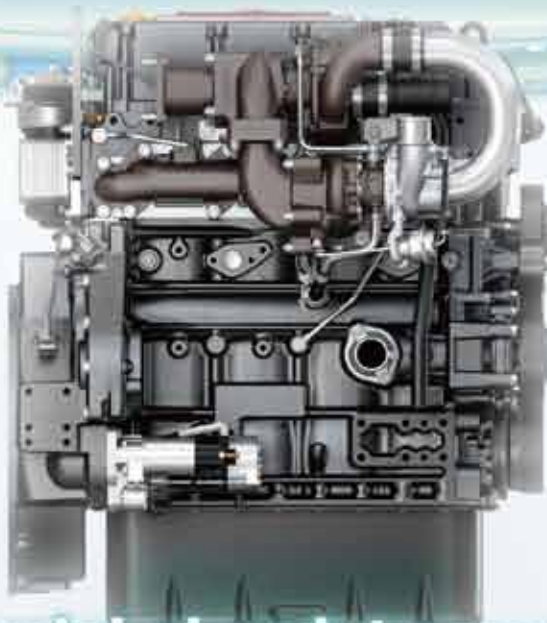
YANMAR is engaged in the relentless pursuit of high efficiency, low emission diesel engines.
With technology that meets the stringent environmental emissions standards,
YANMAR is providing sustainable solutions towards a new era of prosperity.

Over 600,000 YANMAR DPF engines at work around the world

No need to cease the working while DPF regeneration

2012 : World's first certification by CARB Tier4 (19-56 kW)

100 hours : DPF reset regeneration interval



6,000 hours : DPF scheduled maintenance interval

2013 : World's first certification by Swiss Ordinance on Air Pollution Control (18-37kW)

LINE-UP

3TNV88C	<div><div></div></div> 21.8-27.5kW	► P.6
3TNV86CT	<div><div></div></div> 27.4-32.4kW	► P.7
3TNV86CHT	<div><div></div></div> 33.3kW	► P.8
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4TNV94FHT	<div><div></div></div> 69.8-88.4kW	► P.16

4TN101FHT Standard Output	77.0-85.0kW <div><div></div></div>	► P.20
4TN101FDT High Output	96.0-105.0kW <div><div></div></div>	► P.21
4TN107FHT Single Turbo	90.0-110.0kW <div><div></div></div>	► P.22
4TN107FTT 2 Stage Turbo	127.0-155.0kW <div><div></div></div>	► P.23

20kW 40kW 60kW 80kW 100kW 120kW 140kW 160kW

For Power Gen Application

4TNV86CT	<div><div></div></div> 22.5/27.7kW	
4TNV98C	<div><div></div></div> 35.5/41.5kW	► P.17
4TNV98CT	<div><div></div></div> 43.7/51.0kW	

20kW 40kW 60kW 80kW 100kW 120kW 140kW 160kW

Rated Output (Gross)

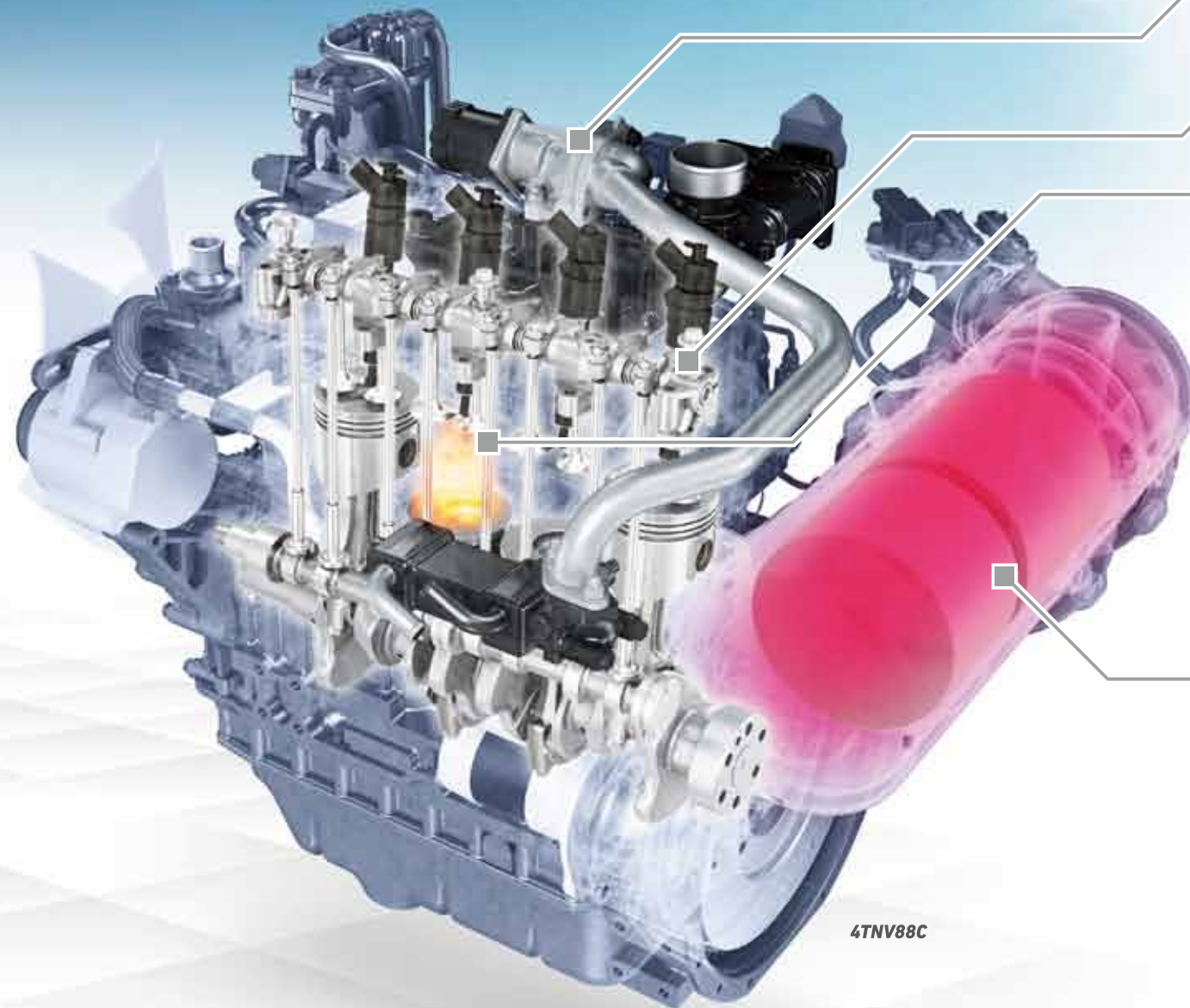
DIESEL ENGINES **TNV/TN**
Common Rail Series

Perfect Technology for Clean Power

YANMAR smart diesel technology from a future where all devices operate under constant electronic control delivers unparalleled levels of efficient combustion.

By monitoring a host of factors from the temperature and oxygen level of the surrounding air to the current engine loading, the engine itself can determine the optimum running conditions to deliver maximum combustion efficiency, in any environment.

Through moment by moment feedback and control a powerful and cleanest engine in its category is born, the likes of which the world has never seen.



4TNV88C

- ❑ **High Power Density**
- ❑ **No Scheduled Maintenance DPF* for 6,000 hours**
Seamless operation in the field
- ❑ **Tough and Reliable Power**
- ❑ **Best in Class Fuel Consumption**
- ❑ **Compliant to EU StageV/EPA·CARB Final Tier4**



COOLED EGR SYSTEM

The cooled Exhaust Gas Recirculation (EGR) system cools a portion of the emission gas, mixing it with intake air and circulating it in the cylinders, to lower the combustion temperature within the cylinders and reduce NOx. The EGR valve makes precise adjustments to the EGR circulation volume to match the air temperature and oxygen concentration depending on altitude of the intake air, enabling stable fuel combustion control in any operating conditions.



COMMON RAIL SYSTEM

The Tier 4 engine uses a fully electronically controlled common rail and fuel injection system. At ignition, the system instantaneously collects and analyzes information such as the outside temperature and altitude (the air's oxygen concentration level), engine load conditions and DPF temperature for precise control of the fuel injection timing, fuel quantity and number of injection times for combustion control down to the millisecond that in turn reduces PM and NOx emissions.



DIRECT INJECTION COMBUSTION

In 1980, YANMAR was one of the first companies to implement direct injection combustion into its small diesel engines. Since then, YANMAR has used its in-house FIE parts manufacturing process to further develop its unique direct injection combustion technology that boasts low emissions, increased fuel economy and high power output. Tier 4 takes this technology to its limit in pursuit of optimal fuel injection for minimal particulate matter (PM) in the exhaust gas.



ECU

The ECU, which provides integrated control of the engine, collects information about the work environment and load via engine sensors and electronic devices, and instantaneously feeds this information back for the reproduction of ideal operating conditions. Furthermore, using CAN communication, the machine also sends a wide variety of information to the ECU to achieve ideal control of the engine and entire machine. Should something happen unexpectedly, the ECU's service history can be extracted directly or via telecommunications using SMARTASSIST (YANMAR's diagnosis system) for faster servicing.



DIESEL PARTICULATE FILTER (DPF)

The minuscule amount of PM in the emissions gas, which has also been reduced to an absolute minimum, is finally captured by the Diesel Particulate Filter (DPF), preventing its escape into the atmosphere, resulting in unparalleled environmental performance. Moreover, the installation of the DPF allows for consistent power output and response even under rapidly changing loads and in low temperatures or high altitudes, factors which could inhibit good combustion, all without any added stress to the operator.

Automatic DPF regeneration operates without the operator ever noticing, so there is no need to stop operation. The DPF remains unclogged and no scheduled maintenance for 6,000 hours.

REGENERATION MODES



ASSIST REGENERATION [No Post Fuel Injection]

During low load and low temperature operation when it is difficult to obtain the temperature required for DPF regeneration, rather than using oxidation heat via the post fuel injection, YANMAR assist regeneration is able to elevate the DPF temperature via the intake throttle valve and combustion control. Therefore, DPF regeneration is possible without sacrificing high fuel economy.

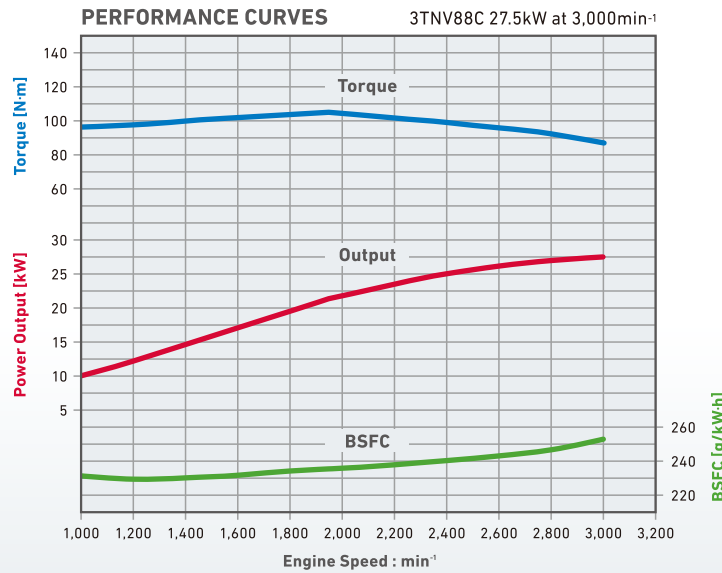


RESET REGENERATION [100 Hour Intervals]

The PM accumulated in the DPF is predicted and monitored based on the operating and working conditions of the engine. Assist regeneration is repeated until PM reaches a certain level, then it automatically switches to reset regeneration, completely regenerating and combusting the captured PM in the DPF without ceasing the engine's operation. Operating efficiency doesn't suffer as the operator continues working without ever noticing the reset regeneration process.

3TNV88C

Rated Output (Gross)
21.8-27.5kW

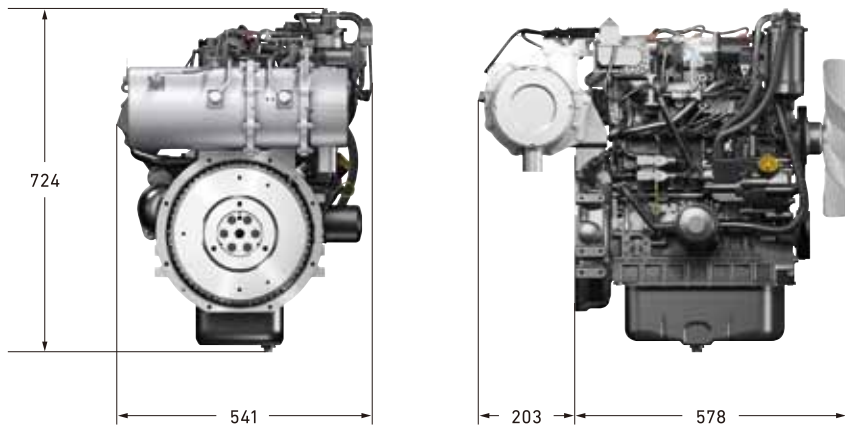


SPECIFICATION

Model		3TNV88C					
Emission Compliance		EU Stage V / EPA-CARB Final Tier4					
Aspiration		Naturally Aspirated					
Fuel Injection		Direct Injection (DI)					
Fuel Injection System		Common Rail					
Intake Throttle Valve		Standard					
Exhaust Throttle Valve		-					
EGR		Cooled EGR					
ATS (After Treatment System)		DOC + DPF					
No. of Cylinders		3					
Bore × Stroke		mm	88 × 90				
Displacement		L	1.642				
Rated Output (Gross)	kW/min ⁻¹	21.8/2,400	22.8/2,500	23.7/2,600	25.5/2,800	27.5/3,000	
	hp/min ⁻¹	29.2/2,400	30.6/2,500	31.8/2,600	34.2/2,800	36.9/3,000	
Max.Torque		N·m/min ⁻¹	105/1,560	105/1,625	105/1,690	105/1,820	105/1,950
Overall Length × Width × Height *		mm	781 × 541 × 724				
Dry Weight (w/ATS) *		kg	170				

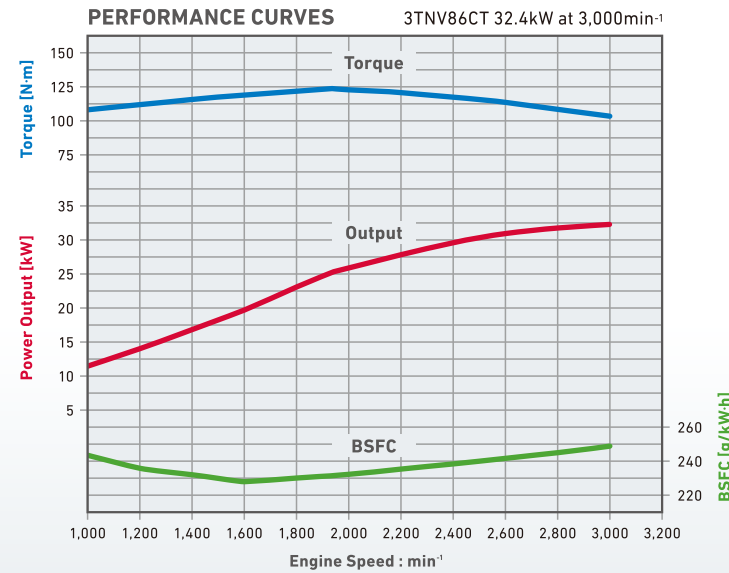
* : DPF on Flywheel Housing

DIMENSIONS (mm)



3TNV86CT

Rated Output (Gross)
27.4-32.4kW

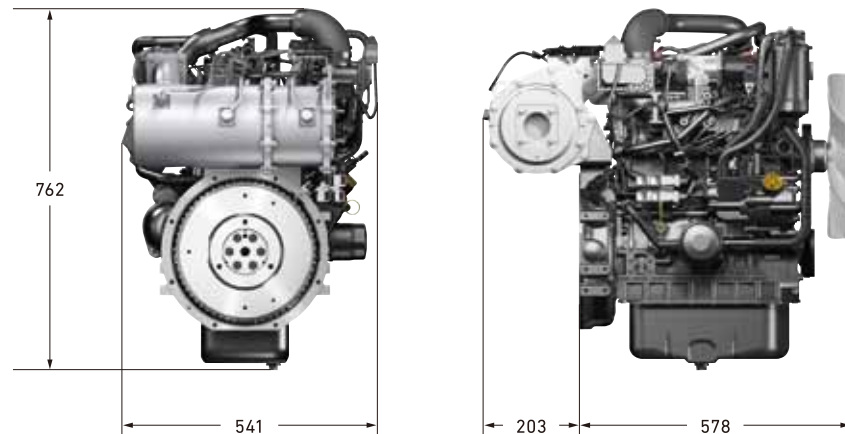


SPECIFICATION

Model		3TNV86CT			
Emission Compliance		EU Stage V / EPA-CARB Final Tier4			
Aspiration		Turbocharged			
Fuel Injection		Direct Injection (DI)			
Fuel Injection System		Common Rail			
Intake Throttle Valve		Standard			
Exhaust Throttle Valve		-			
EGR		Cooled EGR			
ATS (After Treatment System)		DOC + DPF			
No. of Cylinders		3			
Bore × Stroke		mm	86 × 90		
Displacement		L	1.568		
Rated Output (Gross)	kW/min ⁻¹	27.4/2,500	28.5/2,600	31.0/2,800	32.4/3,000
	hp/min ⁻¹	36.7/2,500	38.2/2,600	41.6/2,800	43.4/3,000
Max.Torque		N·m/min ⁻¹	127/1,625	127/1,690	127/1,820
Overall Length × Width × Height *		mm	781 × 541 × 762		
Dry Weight (w/ATS) *		kg	175		

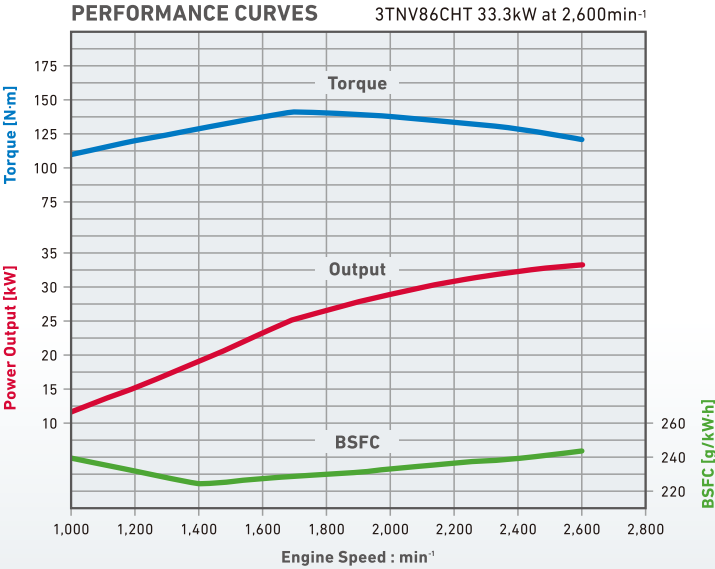
* : DPF on Flywheel Housing

DIMENSIONS (mm)



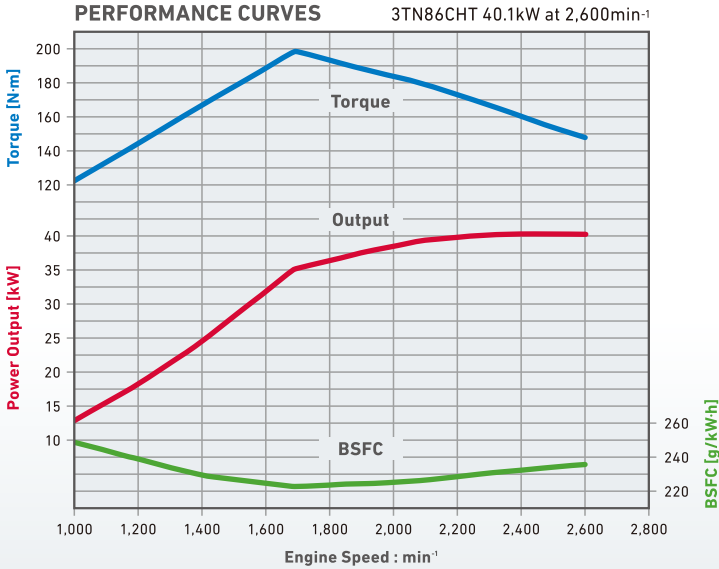
3TNV86CHT

Rated Output (Gross)
33.3kW



3TN86CHT

Rated Output (Gross)
40.1kW



SPECIFICATION

Model	3TNV86CHT	
Emission Compliance	EU Stage V / EPA-CARB Final Tier4	
Aspiration	Turbocharged with CAC	
Fuel Injection	Direct Injection (DI)	
Fuel Injection System	Common Rail	
Intake Throttle Valve	Standard	
Exhaust Throttle Valve	-	
EGR	Cooled EGR	
ATS (After Treatment System)	DOC + DPF	
No. of Cylinders	3	
Bore × Stroke	mm	86 × 90
Displacement	L	1.568
Rated Output (Gross)	kW/min ⁻¹	33.3/2,600
	hp/min ⁻¹	44.7/2,600
Max.Torque	N·m/min ⁻¹	142/1,690
Overall Length × Width × Height *	mm	781 × 541 × 762
Dry Weight (w/ATS) *	kg	175

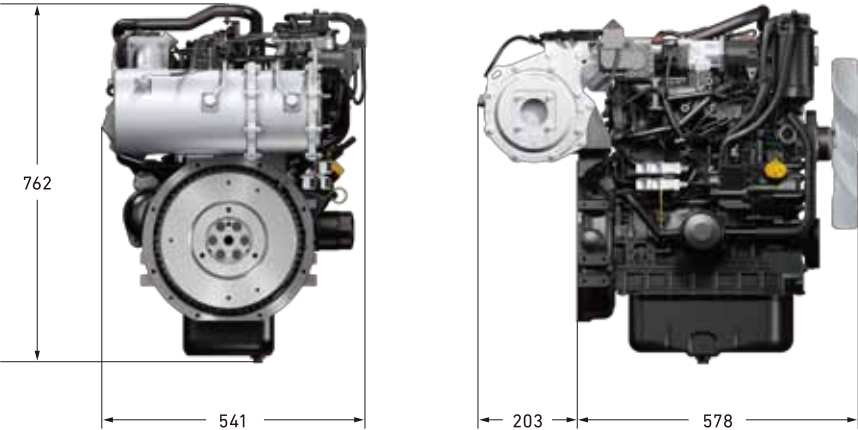
* : DPF on Flywheel Housing

SPECIFICATION

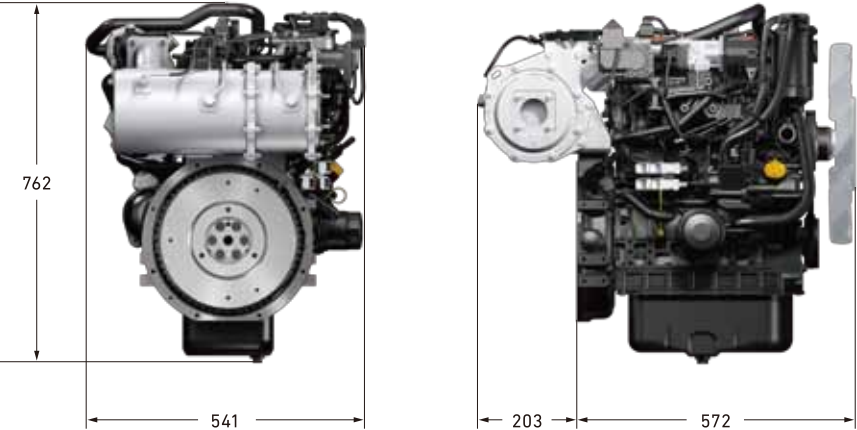
Model	3TN86CHT	
Emission Compliance	EU Stage V / EPA-CARB Final Tier4	
Aspiration	Turbocharged with CAC	
Fuel Injection	Direct Injection (DI)	
Fuel Injection System	Common Rail	
Intake Throttle Valve	Standard	
Exhaust Throttle Valve	-	
EGR	Cooled EGR	
ATS (After Treatment System)	DOC + DPF	
No. of Cylinders	3	
Bore × Stroke	mm	86 × 90
Displacement	L	1.568
Rated Output (Gross)	kW/min ⁻¹	40.1/2,600
	hp/min ⁻¹	53.8/2,600
Max.Torque	N·m/min ⁻¹	197/1,690
Overall Length × Width × Height *	mm	775 × 541 × 762
Dry Weight (w/ATS) *	kg	175

* : DPF on Flywheel Housing

DIMENSIONS (mm)

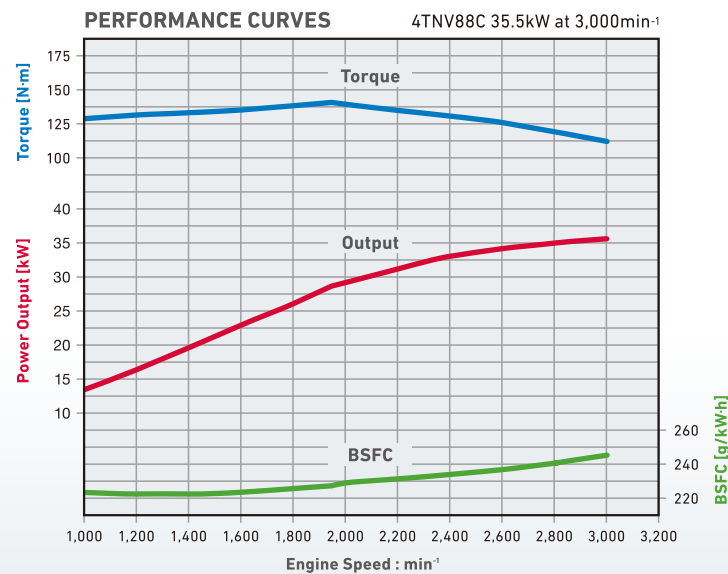


DIMENSIONS (mm)



4TNV88C

Rated Output (Gross)
26.7-35.5kW

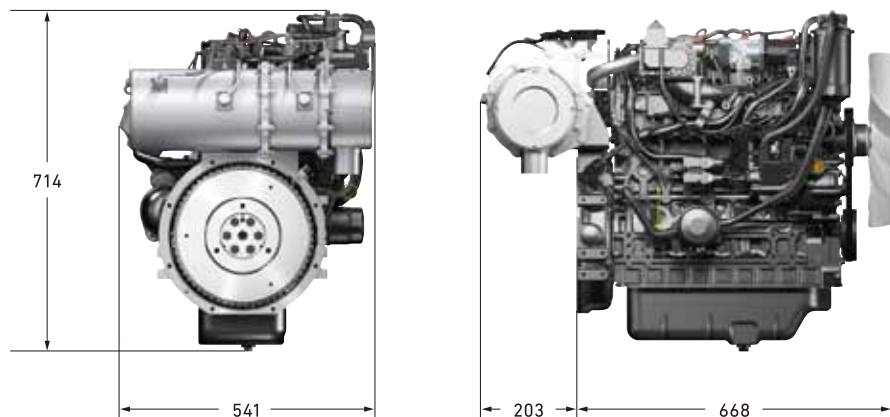


SPECIFICATION

Model		4TNV88C						
Emission Compliance		EU Stage V / EPA-CARB Final Tier4						
Aspiration		Naturally Aspirated						
Fuel Injection		Direct Injection (DI)						
Fuel Injection System		Common Rail						
Intake Throttle Valve		Standard						
Exhaust Throttle Valve		-						
EGR		Cooled EGR						
ATS (After Treatment System)		DOC + DPF						
No. of Cylinders		4						
Bore × Stroke		mm	88 × 90					
Displacement		L	2.190					
Rated Output (Gross)	kW/min ⁻¹	26.7/2,200	29.1/2,400	30.5/2,500	31.7/2,600	34.3/2,800	35.5/3,000	
	hp/min ⁻¹	35.8/2,200	39.0/2,400	40.9/2,500	42.5/2,600	46.0/2,800	47.6/3,000	
Max.Torque	N·m/min ⁻¹	139/1,430	139/1,560	140/1,625	140/1,690	140/1,820	140/1,950	
Overall Length × Width × Height *		mm	871 × 541 × 714					
Dry Weight (w/ATS) *		kg	200		205			

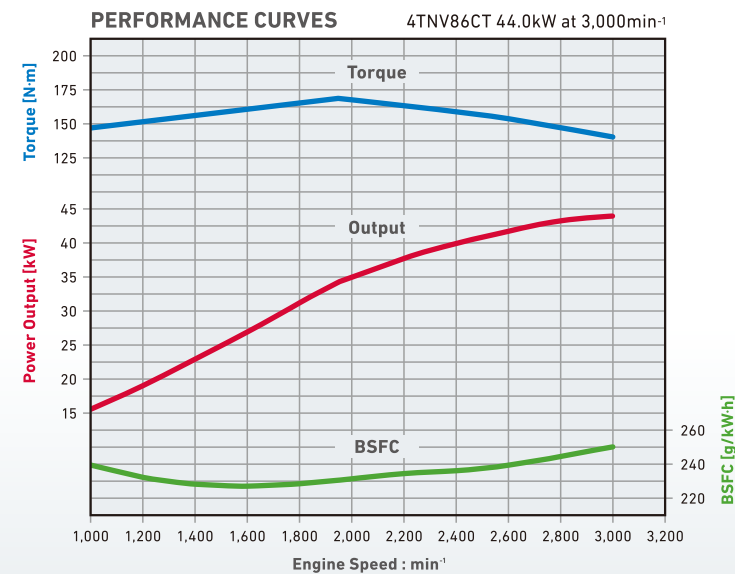
* : DPF on Flywheel Housing

DIMENSIONS (mm)



4TNV86CT

Rated Output (Gross)
35.5-44.0kW

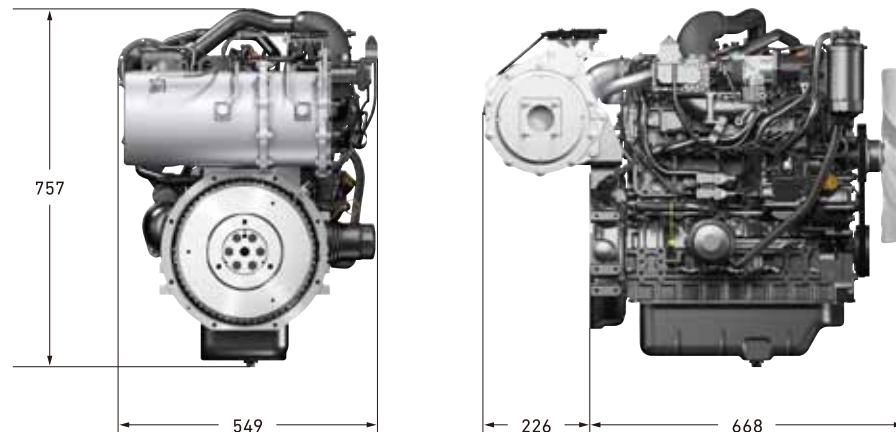


SPECIFICATION

Model		4TNV86CT			
Emission Compliance		EU Stage V / EPA-CARB Final Tier4			
Aspiration		Turbocharged			
Fuel Injection		Direct Injection (DI)			
Fuel Injection System		Common Rail			
Intake Throttle Valve		Standard			
Exhaust Throttle Valve		-			
EGR		Cooled EGR			
ATS (After Treatment System)		DOC + DPF			
No. of Cylinders		4			
Bore × Stroke		mm	86 × 90		
Displacement		L	2.091		
Rated Output (Gross)	kW/min ⁻¹	35.5/2,400	37.9/2,600	41.1/2,800	44.0/3,000
	hp/min ⁻¹	47.6/2,400	50.8/2,600	55.1/2,800	59.0/3,000
Max.Torque	N·m/min ⁻¹	170/1,560	168/1,690	168/1,820	168/1,950
Overall Length × Width × Height *		mm	894 × 549 × 757		
Dry Weight (w/ATS) *		kg	210		

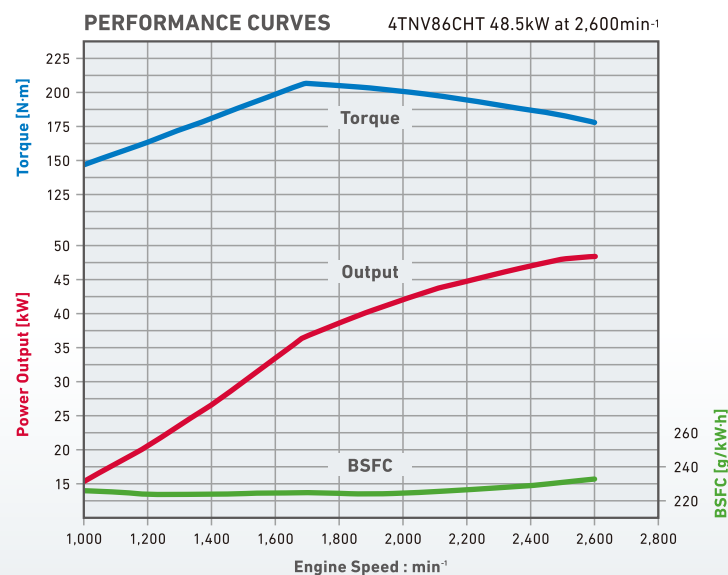
* : DPF on Flywheel Housing

DIMENSIONS (mm)



4TNV86CHT

Rated Output (Gross)
48.5kW

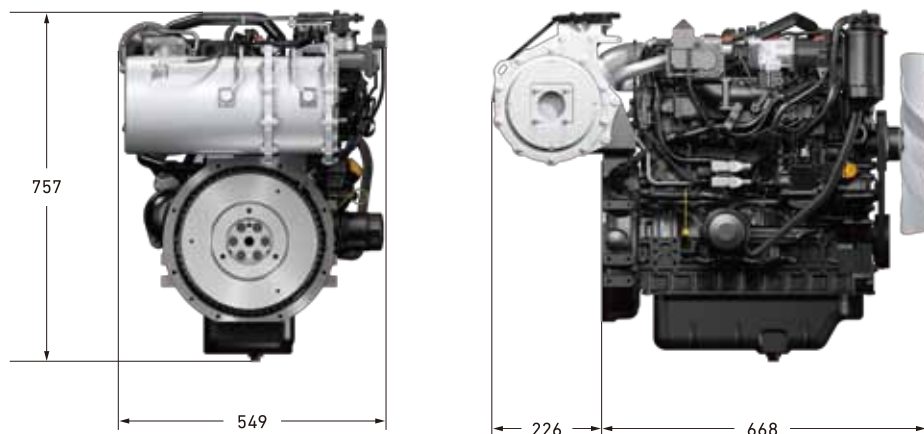


SPECIFICATION

Model	4TNV86CHT	
Emission Compliance	EU Stage V / EPA-CARB Final Tier4	
Aspiration	Turbocharged with CAC	
Fuel Injection	Direct Injection (DI)	
Fuel Injection System	Common Rail	
Intake Throttle Valve	Standard	
Exhaust Throttle Valve	-	
EGR	Cooled EGR	
ATS (After Treatment System)	DOC + DPF	
No. of Cylinders	4	
Bore × Stroke	mm	86 × 90
Displacement	L	2.091
Rated Output (Gross)	kW/min ⁻¹	48.5/2,600
	hp/min ⁻¹	65.0/2,600
Max.Torque	N·m/min ⁻¹	207/1,690
Overall Length × Width × Height *	mm	894 × 549 × 757
Dry Weight (w/ATS) *	kg	210

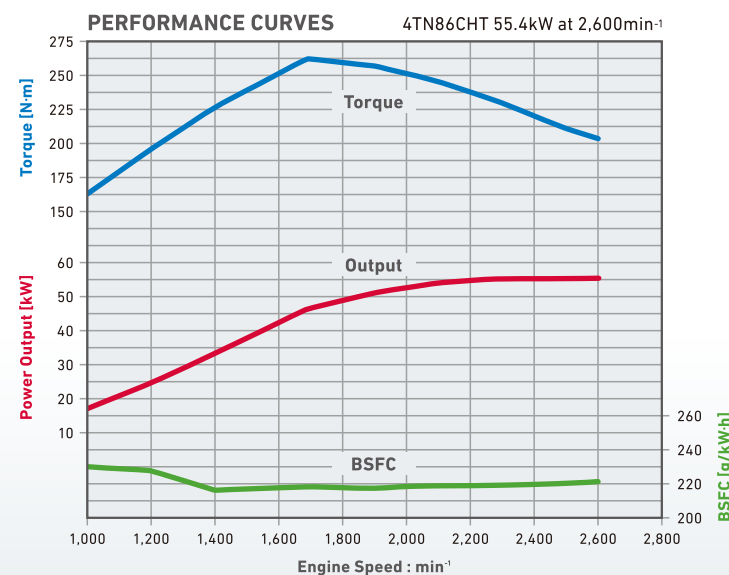
* : DPF on Flywheel Housing

DIMENSIONS (mm)



4TN86CHT

Rated Output (Gross)
55.4kW

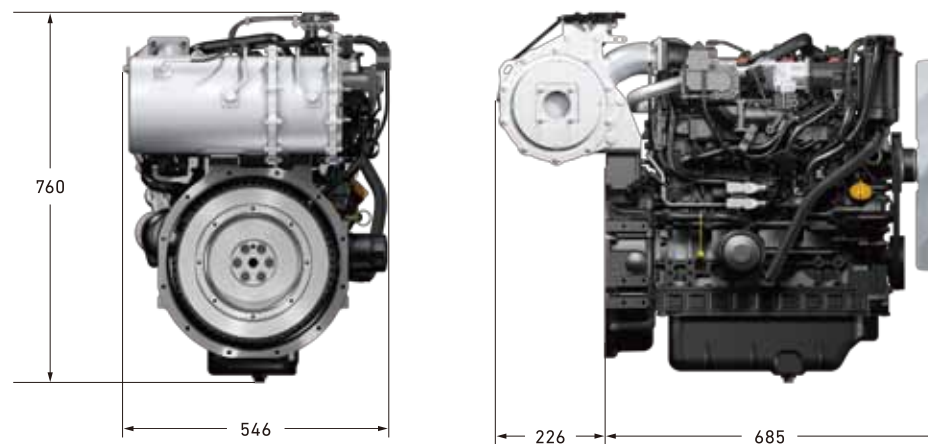


SPECIFICATION

Model	4TN86CHT	
Emission Compliance	EU Stage V / EPA-CARB Final Tier4	
Aspiration	Turbocharged with CAC	
Fuel Injection	Direct Injection (DI)	
Fuel Injection System	Common Rail	
Intake Throttle Valve	Standard	
Exhaust Throttle Valve	-	
EGR	Cooled EGR	
ATS (After Treatment System)	DOC + DPF	
No. of Cylinders	4	
Bore × Stroke	mm	86 × 90
Displacement	L	2.091
Rated Output (Gross)	kW/min ⁻¹	55.4/2,600
	hp/min ⁻¹	74.3/2,600
Max.Torque	N·m/min ⁻¹	263/1,690
Overall Length × Width × Height *	mm	911 × 546 × 760
Dry Weight (w/ATS) *	kg	247

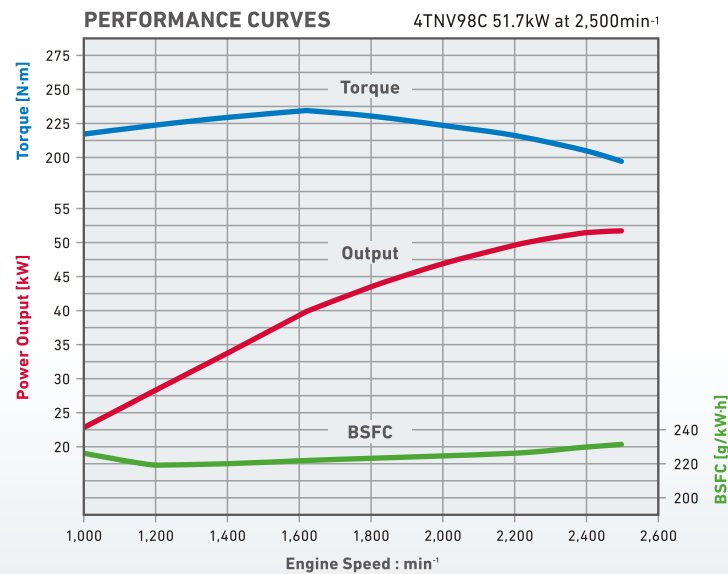
* : DPF on Flywheel Housing

DIMENSIONS (mm)



4TNV98C

Rated Output (Gross)
42.4-51.7kW

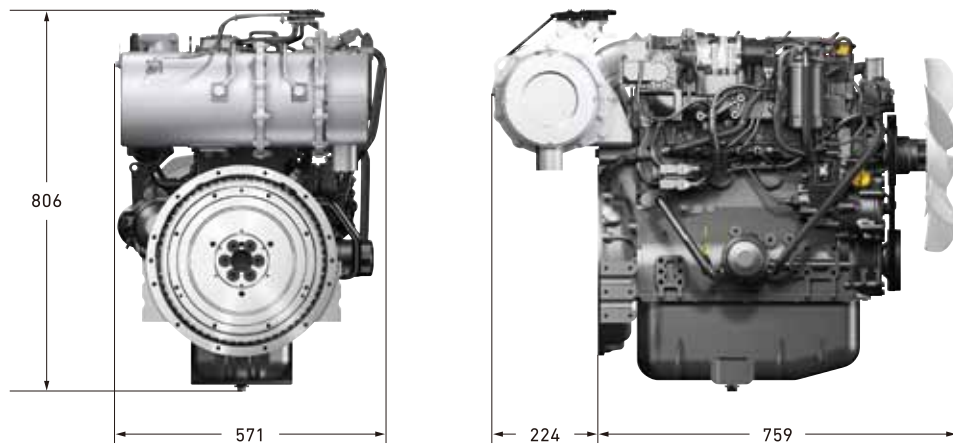


SPECIFICATION

Model		4TNV98C					
Emission Compliance		EU Stage V / EPA-CARB Final Tier4					
Aspiration		Naturally Aspirated					
Fuel Injection		Direct Injection (DI)					
Fuel Injection System		Common Rail					
Intake Throttle Valve		Standard					
Exhaust Throttle Valve		-					
EGR		Cooled EGR					
ATS (After Treatment System)		DOC + DPF					
No. of Cylinders		4					
Bore × Stroke		98 × 110					
Displacement		3.319					
Rated Output (Gross)	kW/min ⁻¹	42.4/2,000	44.3/2,100	46.2/2,200	48.1/2,300	49.9/2,400	51.7/2,500
	hp/min ⁻¹	56.9/2,000	59.4/2,100	62.0/2,200	64.5/2,300	66.9/2,400	69.3/2,500
Max.Torque		235/1,300	235/1,365	235/1,430	235/1,495	235/1,560	235/1,625
Overall Length × Width × Height *		983 × 571 × 806					
Dry Weight (w/ATS) *		270					

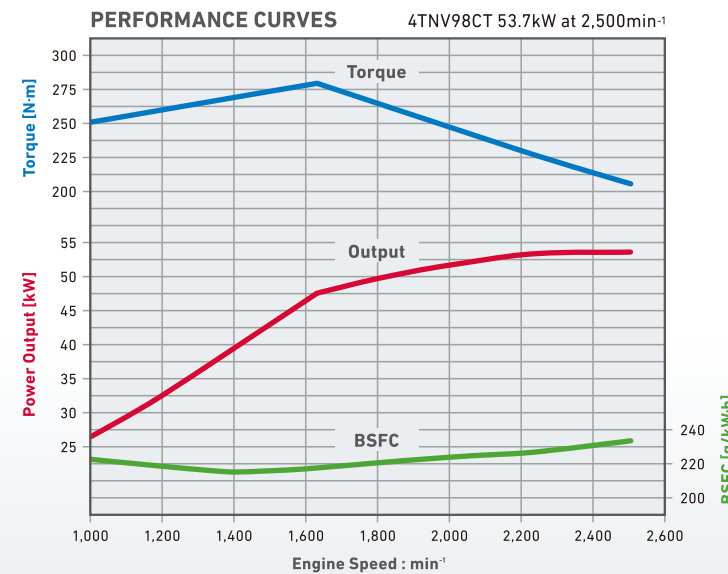
* : DPF on Flywheel Housing

DIMENSIONS (mm)



4TNV98CT

Rated Output (Gross)
51.6-53.7kW

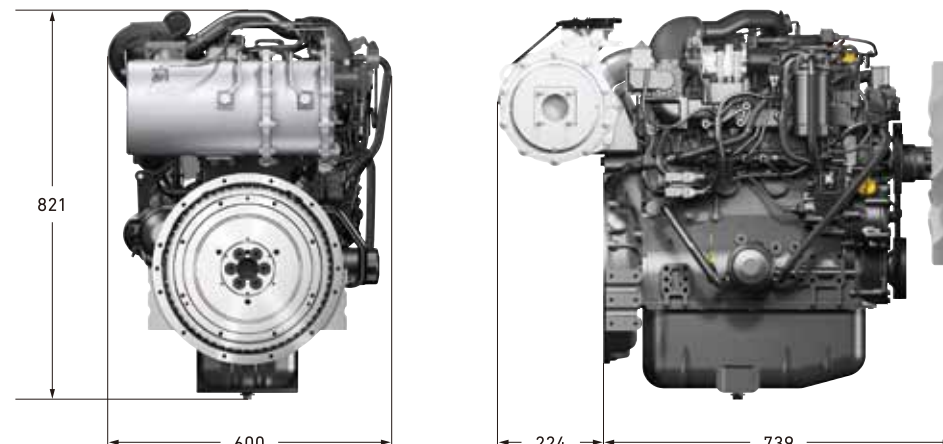


SPECIFICATION

Model		4TNV98CT			
Emission Compliance		EU Stage V / EPA-CARB Final Tier4			
Aspiration		Turbocharged			
Fuel Injection		Direct Injection (DI)			
Fuel Injection System		Common Rail			
Intake Throttle Valve		Standard			
Exhaust Throttle Valve		-			
EGR		Cooled EGR			
ATS (After Treatment System)		DOC + DPF			
No. of Cylinders		4			
Bore × Stroke		98 × 110			
Displacement		3.319			
Rated Output (Gross)	kW/min ⁻¹	51.6/2,000	53.7/2,100	53.7/2,400	53.7/2,500
	hp/min ⁻¹	69.2/2,000	72.0/2,100	72.0/2,400	72.0/2,500
Max.Torque		296/1,300	296/1,365	280/1,560	280/1,625
Overall Length × Width × Height *		963 × 600 × 821			
Dry Weight (w/ATS) *		275			

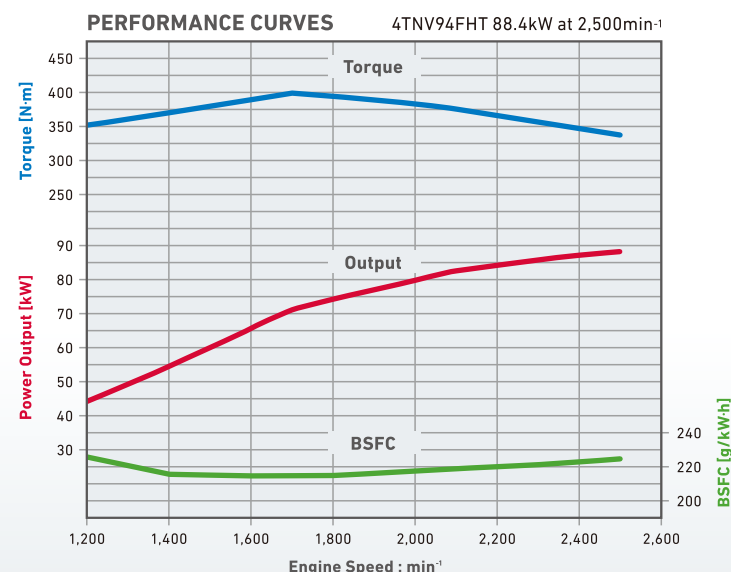
* : DPF on Flywheel Housing

DIMENSIONS (mm)



4TNV94FHT

Rated Output (Gross)
69.8–88.4kW

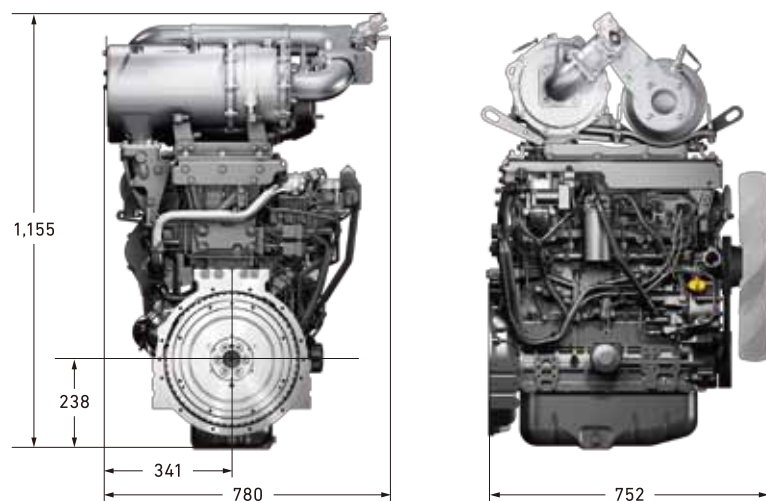


SPECIFICATION

Model		4TNV94FHT		
Emission Compliance		EU Stage V / EPA-CARB Final Tier4		
Aspiration		Turbocharged with CAC		
Fuel Injection		Direct Injection (DI)		
Fuel Injection System		Common Rail		
Intake Throttle Valve		Standard		
Exhaust Throttle Valve		-		
EGR		Cooled EGR		
ATS (After Treatment System)		DOC + DPF + SCR		
No. of Cylinders		4		
Bore × Stroke		94 × 110		
Displacement		3.054		
Rated Output (Gross)	kW/min ⁻¹	69.8/2,000	77.2/2,200	88.4/2,500
	hp/min ⁻¹	93.6/2,000	103.5/2,200	118.5/2,500
Max.Torque		394/1,475	394/1,475	394/1,700
Overall Length × Width × Height *		752 × 780 × 1,155		
Dry Weight (w/ATS) *		370		

* : DPF on top of the engine

DIMENSIONS (mm)



TNV Common Rail Series For Power Gen Application



- ❑ Compliant with EU StageV / EPA-CARB Final Tier4
- ❑ Low Fuel Consumption
- ❑ Low Noise and Low Vibration
- ❑ Outstanding Cold Startability
- ❑ Standard Exhaust Throttle Valve for Firm DPF Regeneration

4TNV86CT-I/G

4TNV98C-I/G

4TNV98CT-I/G



SPECIFICATION

Model		4TNV86CT-I	4TNV98C-I	4TNV98CT-I	4TNV86CT-G	4TNV98C-G	4TNV98CT-G
Emission Compliance		EU Stage V			EPA-CARB Final Tier4		
Aspiration		Turbocharged	Naturally Aspirated	Turbocharged	Turbocharged	Naturally Aspirated	Turbocharged
Fuel Injection		Direct Injection (DI)					
Fuel Injection System		Common Rail					
Intake Throttle Valve		Standard					
Exhaust Throttle Valve		Standard					
EGR		Cooled EGR					
ATS (After Treatment System)		DOC + DPF					
No. of Cylinders		4					
Bore × Stroke	mm	86 × 90	98 × 110		86 × 90	98 × 110	
	L	2.091	3.319		2.091	3.319	
Rated Output (Gross)	kW/min ⁻¹	22.5/1,500	35.5/1,500	43.7/1,500	27.7/1,800	41.5/1,800	51.0/1,800
	hp/min ⁻¹	30.2/1,500	47.6/1,500	58.6/1,500	37.1/1,800	55.7/1,800	68.4/1,800
Overall Length × Width × Height *		892 × 599 × 742	944 × 632 × 809	944 × 632 × 809	892 × 599 × 742	944 × 632 × 809	944 × 632 × 809
Dry Weight (w/ATS) *		235	300	305	235	300	305

* : DPF on Flywheel Housing

4TN101 / 4TN107

Best Choice for Off-Road Mobile Machinery

Our industrial diesel engines are renowned for their superb environmental performance and fuel-efficient technology.

Superior reliability and durability derived of YANMAR's large marine diesel engine technology.

A new power solution born from the fusion of two technologies.

Realize new value with functionality, quality and reliability that exceeds expectations for professional machinery working in the demanding off-road industrial domain.



Best in Class Low Fuel Consumption

By implementing our advanced combustion technology, cultivated through years of manufacturing industrial and large marine diesel engines, our new engines achieve best in class low fuel consumption for wide range of actual operating conditions. The excellent fuel efficiency of the 4TN101 & 4TN107 contributes to significant cost savings throughout the life-cycle of the engine.



High Power Density

To achieve high-power output, the engines are designed to have a high-rigidity and excellent cooling performance. The 4TN107 features a two-stage turbocharger that gives it a class-leading power density of 34kW/L.



Outstanding Torque over entire speeds

Thanks to Yanmar's cutting-edge combustion technology and application of the turbocharger, both engines deliver superior torque to meet the requirements of a wide variety of industrial applications, including construction, agriculture and material-handling. Furthermore, the 4TN107 with two-stage turbocharger can achieve a maximum torque of 805Nm.



Compact Size

The compact profile of both engines allows for a range of flexible engine installation configurations. Yanmar's proprietary exhaust-gas reduction technology results in a more compact exhaust-gas after-treatment system markedly improving the outward visibility and comfort level for machine operators.

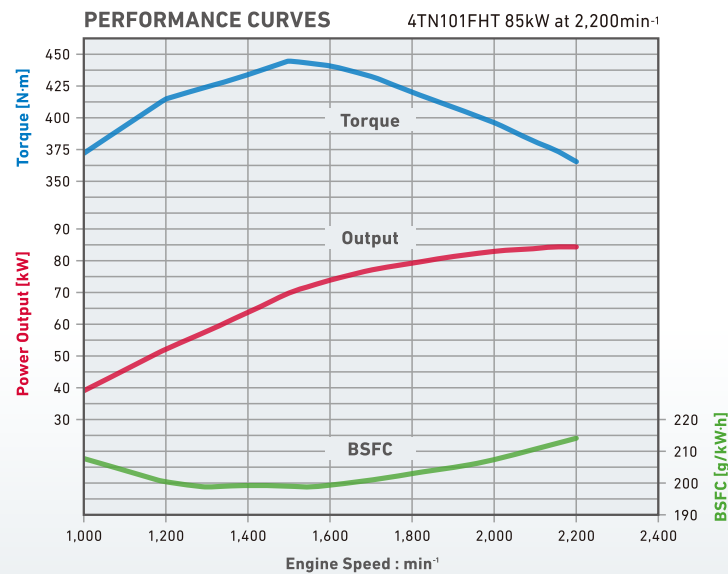


Compact and Reliable ATS

The 4TN101&4TN107 adopt DPF to reduce PM and a mixer-less SCR solution to reduce NOx. These technologies, which have been refined from our experience developing small industrial engines, allow the 4TN101 and 4TN107 to comply with the latest stringent emission regulations. These technologies keep our customers working, even at high-altitude or in low-temperature environments, or when working with light or heavy loads.

4TN101FHT (Standard Output)

Rated Output (Gross)
77.0–85.0kW

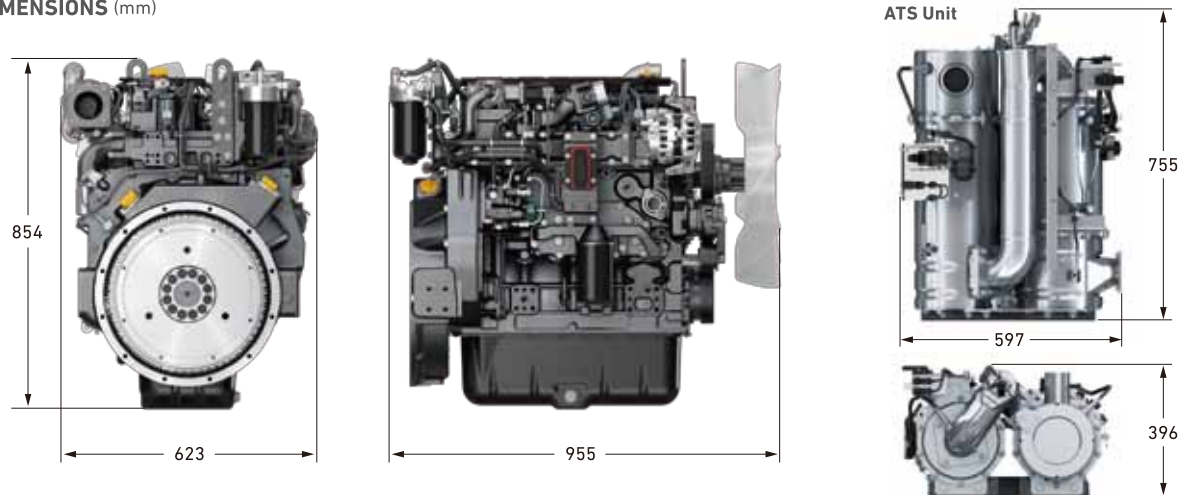


SPECIFICATION

Model		4TN101FHT [Standard Output]	
Emission Compliance		EU Stage V / EPA-CARB Final Tier4	
Aspiration		Turbocharged with CAC	
Fuel Injection		Direct Injection (DI)	
Fuel Injection System		Common Rail	
Intake Throttle Valve		Standard	
Exhaust Throttle Valve		-	
EGR		Cooled EGR	
ATS (After Treatment System)		DOC + DPf + SCR	
No. of Cylinders		4	
Bore × Stroke		101 × 120.03	
Displacement		3.847	
Rated Output (Gross)	kW/min ⁻¹	77.0/2,000	85.0/2,200
	hp/min ⁻¹	103.3/2,000	114.0/2,200
Max.Torque	N·m/min ⁻¹	445/1,500	
Low Speed Torque	N·m/min ⁻¹	370/1,000	
Overall Length × Width × Height *	mm	955 × 623 × 854	
Dry Weight *	kg	464	

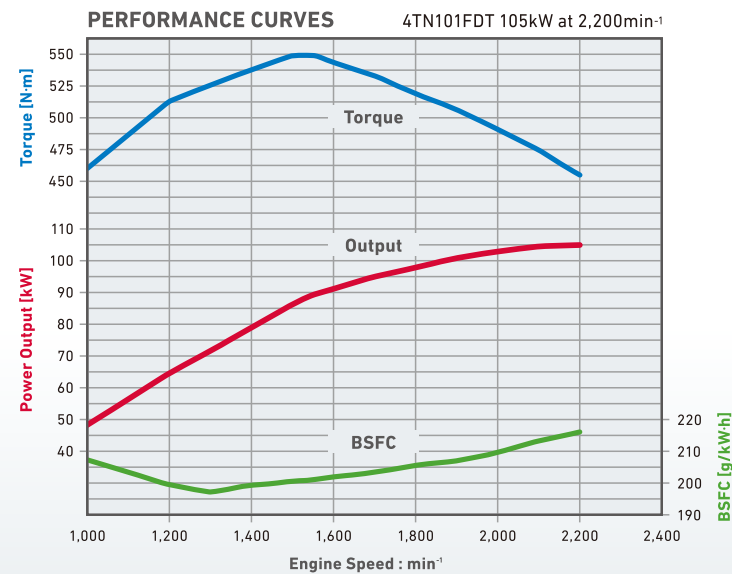
* : W/O ATS

DIMENSIONS (mm)



4TN101FDT (High Output)

Rated Output (Gross)
96.0–105.0kW

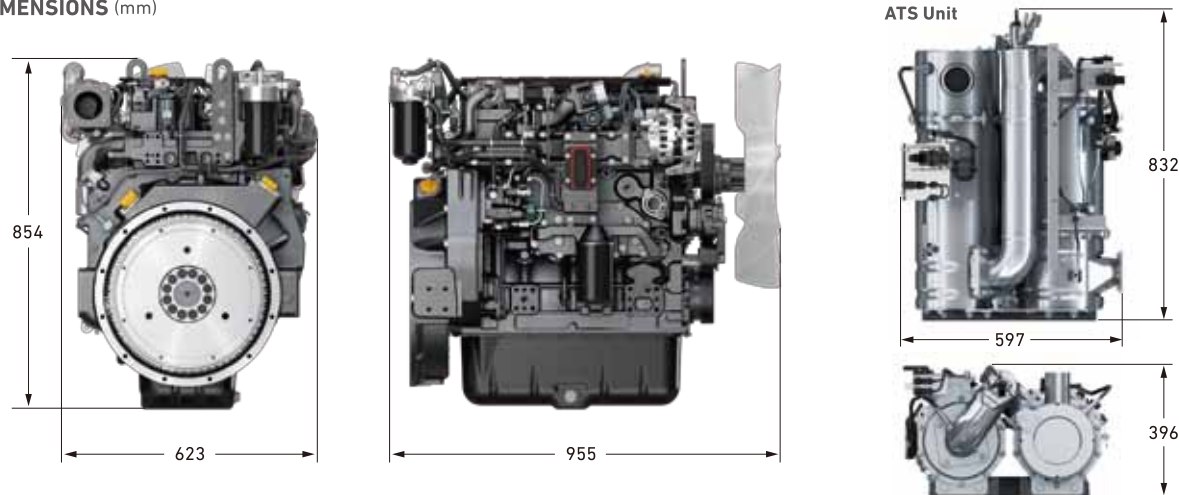


SPECIFICATION

Model		4TN101FDT [High Output]	
Emission Compliance		EU Stage V / EPA-CARB Final Tier4	
Aspiration		Turbocharged with CAC	
Fuel Injection		Direct Injection (DI)	
Fuel Injection System		Common Rail	
Intake Throttle Valve		Standard	
Exhaust Throttle Valve		-	
EGR		Cooled EGR	
ATS (After Treatment System)		DOC + DPf + SCR	
No. of Cylinders		4	
Bore × Stroke		101 × 120.03	
Displacement		3.847	
Rated Output (Gross)	kW/min ⁻¹	96.0/2,000	105.0/2,200
	hp/min ⁻¹	128.7/2,000	140.8/2,200
Max.Torque	N·m/min ⁻¹	550/1,500	
Low Speed Torque	N·m/min ⁻¹	455/1,000	
Overall Length × Width × Height *	mm	955 × 623 × 854	
Dry Weight *	kg	464	

* : W/O ATS

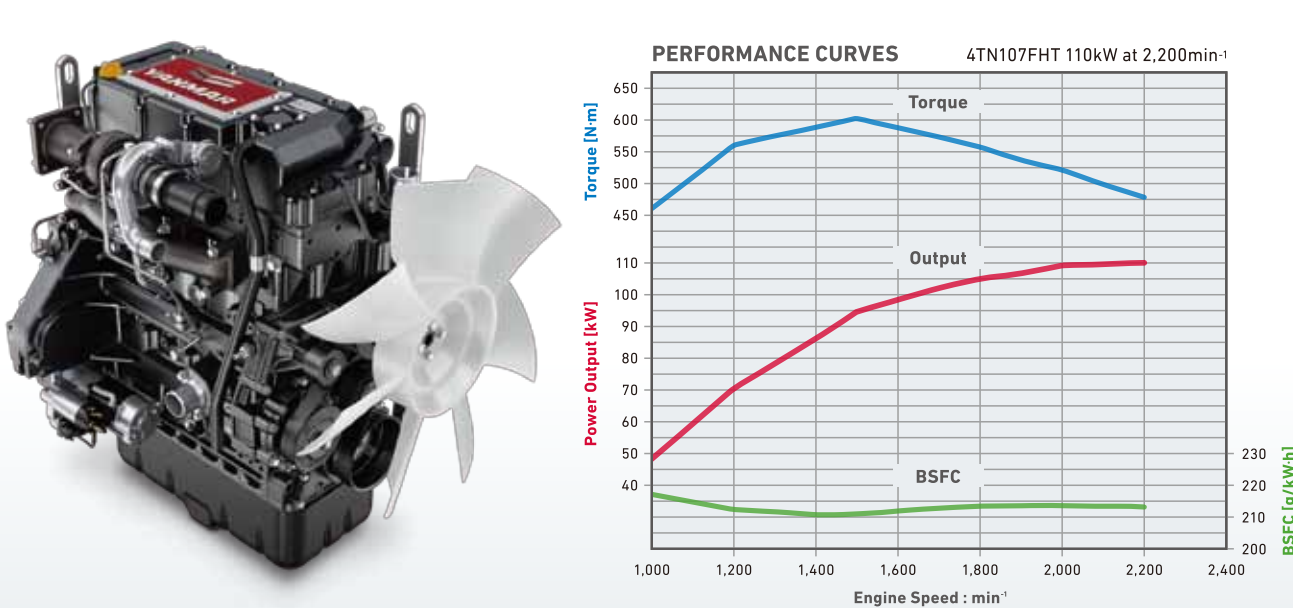
DIMENSIONS (mm)



4TN107FHT (Single Turbo)

Rated Output (Gross)

90.0-110.0kW

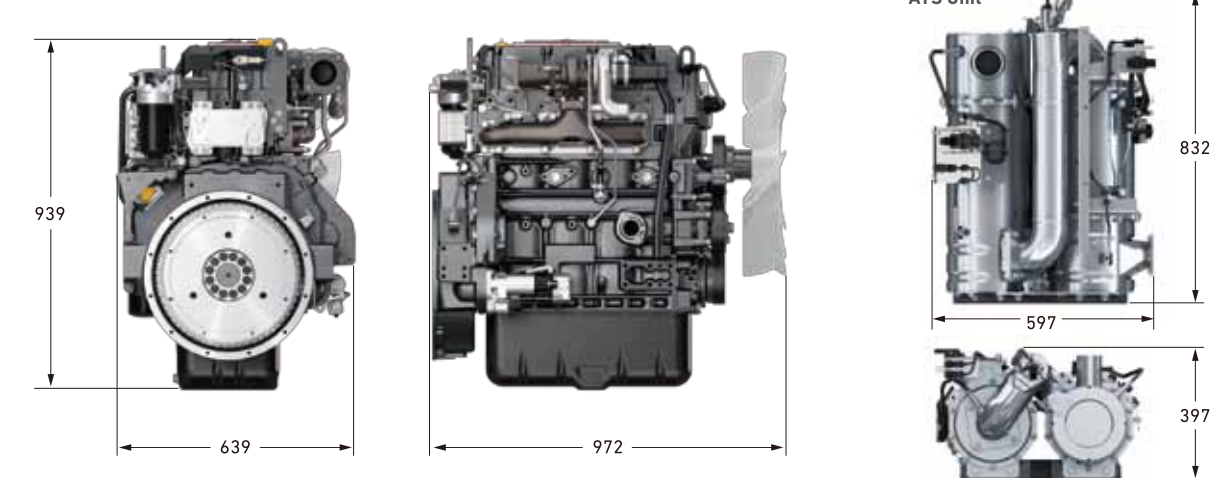


SPECIFICATION

Model		4TN107FHT [Single Turbo]		
Emission Compliance		EU Stage V / EPA-CARB Final Tier4		
Aspiration		Single Turbocharged with CAC		
Fuel Injection		Direct Injection (DI)		
Fuel Injection System		Common Rail		
Intake Throttle Valve		Standard		
Exhaust Throttle Valve		-		
EGR		Cooled EGR		
ATS (After Treatment System)		DOC + DPF + SCR		
No. of Cylinders		4		
Bore × Stroke		mm	107 × 127.09	
Displacement		L	4.571	
Rated Output (Gross)	kW/min ⁻¹	90.0/1,800	100.0/2,000	110.0/2,200
	hp/min ⁻¹	120.7/1,800	134.1/2,000	147.5/2,200
Max.Torque	N·m/min ⁻¹	602/1,350	602/1,500	
Low Speed Torque	N·m/min ⁻¹	460/1,000		
Overall Length × Width × Height *		mm	972 × 639 × 939	
Dry Weight *		kg	545	

* : W/O ATS

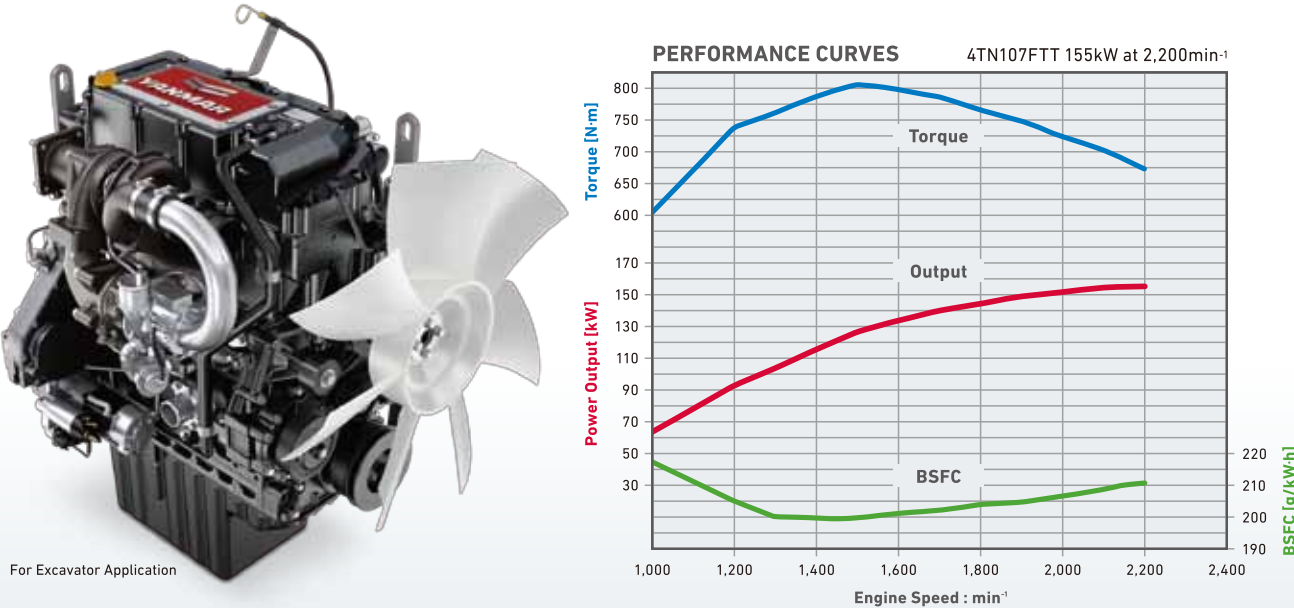
DIMENSIONS (mm)



4TN107FTT (2 Stage Turbo)

Rated Output (Gross)

127.0-155.0kW



SPECIFICATION

Model		4TN107FTT [2 Stage Turbo]		
Emission Compliance		EU Stage V / EPA-CARB Final Tier4		
Aspiration		2 Stage Turbocharged with CAC		
Fuel Injection		Direct Injection (DI)		
Fuel Injection System		Common Rail		
Intake Throttle Valve		Standard		
Exhaust Throttle Valve		-		
EGR		Cooled EGR		
ATS (After Treatment System)		DOC + DPF + SCR		
No. of Cylinders		4		
Bore × Stroke		mm	107 × 127.09	
Displacement		L	4.571	
Rated Output (Gross)	kW/min ⁻¹	127.0/1,800	141.0/2,000	155.0/2,200
	hp/min ⁻¹	170.3/1,800	189.1/2,000	207.9/2,200
Max.Torque	N·m/min ⁻¹	805/1,350	805/1,500	
Low Speed Torque	N·m/min ⁻¹	604/1,000		
Overall Length × Width × Height *		mm	977 × 743 × 939	
Dry Weight *		kg	560	

* : W/O ATS

DIMENSIONS (mm)

