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Piupbou Poo.e.ed


Head ofice:
Beirge2, Anma



| MODEL |  | MEGHANIGAL SERIES |  |  |  |  |  |  |  |  | OOMMON RALL SERIES |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | SC108 | SC213 | SC213TAA | S217 | S325 | TSJ327 | S433 | TSJ436 | ST440 | SJ327TCR | SJV326 | SJ436 TCR |
| Capacity | Max Rating | 12.6 KW（17P P＠ 2800 prm） | 18.6 kW （25 hnp＠ 2500 pmm | 26.1 KW （ 35 hp ＠ 2500 rpm ） | 17．8 kN（24 hp＠＠ 2000 pmm | $35 \mathrm{KN(477} \mathrm{bp} \mathrm{@} 2250 \mathrm{rmm}$ ） | 42.6 kW （58PS ¢ 2200 pm ） | $35.7 \mathrm{~kW}(488 \mathrm{hp}$ ® 2200 rpm） | 58.8 kW （80 PS＠ 2200 rpm） | $74 . \mathrm{kw} \mathrm{(100.5} \mathrm{bhp} \mathrm{@} 2200 \mathrm{pmm}$ ） | 60 Ps © 2000 rmm | 74 Ps © 2000 rpm | 74 Ps＠ 2000 rpm |
|  | Intemiteent Rating |  | $14.9 \mathrm{~kW}(20$ bhp © 2000 rpm） | $23.1 \mathrm{KW}(31 \mathrm{lbp}$ ¢ 2800 pm ） | 16.4 kW （22 bhp © 1800 pmm ） | 31.3 KW （42． hp ＠ 2000 rpm ） | 33.5 KW （45 bip © 1880 pmm ） | 33.5 KW （45 htp © 1880 rpm） | 54.7 KW （7．4．5 P ¢ 2200 pm ） | 66.3 kW （89 bhp＠ 2200 rpm ） | 40，45，508 55 PS ® 2000 rpm | 45，55865 Ps＠ 2000 rpm | 65 Ps © 2000 rpm |
|  | Constant Speed | $6 \mathrm{KW}(8 \mathrm{PSP}$ ® 1500 Pm） | 11 WW （16 PS © 1500 rpm ） | 17.1 KW（23 hhp © 1500 rpm） | 14.9 kW （20 bhp＠ 1500 pm ） | 23.4 kW （31．5 hhp ＠ 1500 rpm ） | $28.7 \mathrm{~kW}(38.5 \mathrm{hhp}$＠ 1800 rm ） | $30.9 \mathrm{kN} \mathrm{(41.5} \mathrm{hhp}$＠ 1500 rm ） |  | 58.1 KW（79P9＠1500 Prm） | 50 PS © 1500 rpm |  | 70 Ps © 1500 rpm |
| Type／Configuration |  | Verical l 1 －line | Verical $1-$－line | Verical l - －line | Vericial l－line | Vericall | Verital l 1 －line | Vericall 1 －line | Vericial 1 －line | Vericial 1 － －ine | Veritalal 1 －line | Vericial n －line | Vericial 1 －line |
| Bre |  | 100 mm | 95 mm | 95 mm | 91.44 mm | 91.44 mm | 95 mm | 91.44 mm | 95 mm | 100 mm | 95 mm | 93 mm | 95 mm |
| Stroke |  | 95 mm | 91 mm | 91 mm | 127 mm | 127 mm | 127 mm | 127 mm | 127 mm | 127 mm | 127 mm | 127 mm | 127 mm |
| No．of fylinder |  | 1 | 2 | 2 | 2 | 3 | 3 | 4 | 4 | 4 | 3 | 3 | 4 |
| Displacement |  | 725 cc | 1290 cc | 1200 cc | 1670 cc | 2500 cc | 2700 cc | 3330 cc | 36000 cc | 4000 cc | 2700 cc | 2600 cc | 3600 cc |
| Compression Ratio |  | 17.5 | $18: 1$ | 18.1 | 18.51 | 18.51 | 18.8 .1 | 18.51 | 18.3 .1 | 16.51 | 18．3：1 | 17：1 | 18.31 |
| Cycle |  | 4 stoke | 4 stoke | 4 stoke | 4 stoke | 4 stoke | 4 stoke | 4 stoke | 4 stoke | 4 stroke | 4 stoke | 4 stoke | 4 stroke |
| Rotation |  | Clockwise Newed foon forn） | Clockwise（Niewed from front） | Clockwise Niewed fom forn） | Clockwise Newed from font | Clockwise Niewed foom font） | Clockwise $\begin{gathered}\text { Viewed from front）}\end{gathered}$ | Clockwise Newed from fornt） | Clockwise（Newed fiom fornt） | Clockwise（Vewed fom font） | Clockwise Niewed from foon） | Clockwise Niewed from forn） | Clockwise（Viewed foom fornt） |
| Aspiration |  | NA | NA | TClC | NA | NA | TC／Tolc | NA | TC／TIC | TC | Tal | Tal | TCIC |
| Combustion System |  | Direct tijection | Direct lijection | Direct tijection | Direct tijection | Direct lijection | Direct tijection | Diect tijection | Directrijection | Direct tijection | Direct tijection | Direct tijection | Direct tijection |
| Fuel Pump |  | Busch | In－Ine | In－line | In－line | In－Ine／／VE－Rotary | VE－Rotary | In－line | VE－－ofaty | VE－Rotay／／n－line | Common Rail（Bosch） | Common Rail（bosch） | Common Rail（Bosch） |
| Governing |  | Electoroic／Mechanical | Mechanical | Mechanical | Mechanical | Mechanical | Mechanical | Mechanical | Mechanical | Mechanical | Eleatronic | Electronic | Eleetronic |
| Engine Starting System |  | Electrical | Electrical | Electical | Eletrical | Electical | Electical | Electical | Eeetrical | Eletrical | Eletrical | Feetrical | Elettical |
| Cooing Sysiem |  | Water | Water | Water | Water | Water | Water | Water | Water | Water | Water | Water | Water |
| Electical System |  | 12 Volts | 12 Volts | 12 Volts | 12 Volls | 12 Volts | 12 Volts | 12 Volts | 12 Volts | 12 Volts | 12 Volts | 12 Volts | 12 Vots |
| Filwheel Housing |  |  | SAE 4 | SAE4 | SAE 10 OSAE 3 | SAE 10 SAAE 3 | SAE 10 SAAE 3 | SAE 10 SAAE 3 | SAE 10 S SAE 3 | SAE 10 SAE 3 | SAE 10r SAE 3 | SAE1 Or SAE 3 | SAE1 or SAE 3 |
| Fipweel |  | Can be made to suit tpplicition | Can be made to suitapicication | Can be made to suit applicition | Can be made to suit appicicion | Can be made to suit applicition | Can be made to suit applicition | Can be made to suit applicition | Can be made to suit applicition | Can be made to suit tapicicion | Can be made to suit applicition | Can be made to suit applicition | Can be made to suit applicition |
| $\begin{array}{\|l\|l} \text { Mass } \\ \text { Emission } \end{array}$ | Trator | Approval in Process for Trem IIA | Teem IIA | Teem IIA | Trem III | Trem IIIA | Trem IIA | － | TREM IIA | Non Emisision | Trem I C CAPBLE | Trem I C APABLE | Trem n capable |
|  | Industrial | ． | BSIII（ CEE） | BS II（ CEE） | BS II（ CEE） | Bs III（CE） | BSIII（CE） | BS II（ CEE） | BS II（ CEE） | Non Enisision | BS V V（CE）CAPABELE | BS V（ CEE）CAPABLE | bSV（ CEE）CAPABLE |
|  | Giobal | － | TIER 4 E EU STAGE III | TIER 4 NT EU STAGE IIA | EPA Ter 4 NT for Constant Speed | EPA TIER 4 INT／EUS STAGE IIIA for Constant Speed | TER 4 IT EU STAGE IIA | EU STAGE IIA for Constant Speed | TER 4 IT EUSTTAGE IIA | Eu Stage II | TER 4F／／U S Stage IIB | TER 4F／／U Stage IIB | TER 4 F／／U Stage IIB |
| Weight（EBare Engine） |  | 75 kg | $165 \mathrm{~kg}{ }^{\text {a }}$ | $170 \mathrm{~kg}{ }^{\text {a }}$ | $200 \mathrm{~kg}{ }^{*}$ | $210 \mathrm{~kg}{ }^{\text {a }}$ | $215 \mathrm{kg*}$ | $230 \mathrm{~kg}{ }^{\text {a }}$ | $270 \mathrm{~kg}{ }^{*}$ | $279 \mathrm{kg*}$ | $300 \mathrm{~kg}{ }^{*}$ | $325 \mathrm{~kg}{ }^{*}$ | $350 \mathrm{~kg}{ }^{\text {a }}$ |
| Length x Width x Height （＂Bare Engine） |  | $450 \times 350 \times 750 \mathrm{~mm}{ }^{*}$ | $512 \times 552 \times 663 \mathrm{~mm}{ }^{*}$ | $495 \times 475 \times 685 \mathrm{~mm}{ }^{*}$ | $489 \times 536 \times 756 \mathrm{~mm}{ }^{*}$ | $585 \times 560 \times 760 \mathrm{~mm}{ }^{*}$ | $575 \times 580 \times 805 \mathrm{~mm}{ }^{*}$ | $665 \times 485 \times 730 \mathrm{~mm}{ }^{*}$ | $696 \times 539 \times 797 \mathrm{mm*}$ | $711 \times 614 \times 767 \mathrm{mm*}$ | $681 \times 595 \times 881 \mathrm{mm*}$ | $702 \times 625 \times 875 \mathrm{~mm}{ }^{*}$ | $924 \times 5995 \times 895 \mathrm{mm*}$ |
| （＊／without Fan，Flywheel，Flywheel Housing，Starter Motor） |  |  |  |  |  |  |  |  |  |  |  |  |  |

