12 - 60 kVA at 1500/1800 min⁻¹ | rpm

The engine with external oil cooling system.

These are the characteristics of the 2011 Gen:

2, 3 and 4 cylinder naturally aspirated in-line engines.
4 cylinder model also with turbocharging.
Displacement: 0.78 l/cylinder.
Fully oil-cooled (engine with conventional cooling system)
Acoustically optimized crankcase.
All service points on the same engine side.
Electronic engine governor (option).
Compact design and low weight.
Worldwide service network with over 1,000 locations.

Your benefits:

- Low noise emission, cost savings as no noise attenuation measures are required.
- Long oil change intervals: 1,000-hour / turbocharged engines 500 hour and low fuel consumption bring savings in operating cost.
- Low installation cost.
- Excellent load takeover characteristics ensure prompt power supply.
- Combined oil cooling and lubrication prevents corrosion and cavitation.

High reliability and durability together with reduced maintenance requirement and wear parts.

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Dimensions and weights

<table>
<thead>
<tr>
<th>Model</th>
<th>Length: mm</th>
<th>Width: mm</th>
<th>Height: mm</th>
<th>Weight: kg</th>
</tr>
</thead>
<tbody>
<tr>
<td>F2M 2011</td>
<td>845</td>
<td>643</td>
<td>762</td>
<td>206</td>
</tr>
<tr>
<td>F3M 2011</td>
<td>956</td>
<td>616</td>
<td>761</td>
<td>247</td>
</tr>
<tr>
<td>F4M 2011</td>
<td>1067</td>
<td>616</td>
<td>778</td>
<td>286</td>
</tr>
<tr>
<td>BF4M 2011</td>
<td>1080</td>
<td>649</td>
<td>807</td>
<td>350</td>
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</table>

BF4M 2011 C

<table>
<thead>
<tr>
<th>Length: mm</th>
<th>Width: mm</th>
<th>Height: mm</th>
<th>Weight: kg</th>
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<tbody>
<tr>
<td>1183</td>
<td>717</td>
<td>380</td>
<td>772</td>
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</tbody>
</table>

<table>
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<tr>
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<th></th>
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</tr>
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<tbody>
<tr>
<td>Speed  (rpm)</td>
<td>1500</td>
<td>1500</td>
<td>1500</td>
<td>1500</td>
<td>1500</td>
</tr>
<tr>
<td>Frequency  (Hz)</td>
<td>50</td>
<td>50</td>
<td>50</td>
<td>50</td>
<td>50</td>
</tr>
</tbody>
</table>

**Engine/genset ratings**

1. Continuous power, ICN (COP)\(^k\) kW | hp 11.8 | 16.0 | 18.5 | 25.2 | 26.6 | 36.2 | 35.6 | 48.4 | 53.3 | 72.5
2. Prime power, ICN (PRP)\(^k\) kW | hp 12.4 | 16.0 | 19.4 | 25.4 | 28.0 | 38.1 | 37.4 | 50.9 | 56.1 | 76.3
3. Limited-time running power, IFN (LTP)\(^k\) kW | hp 13.0 | 17.7 | 20.4 | 27.7 | 29.4 | 40.0 | 39.2 | 53.3 | 59.0 | 80.2

**Typische Generatorleistung**

1. Typical generator power output (COP)\(^k\) kVA 11.8 | 19.0 | 28.5 | 38.0 | 58.0
2. Typical generator power output (PRP)\(^k\) kVA 12.5 | 20.0 | 30.0 | 40.0 | 60.0
3. Typical generator power output (LTP)\(^k\) kVA 13.1 | 20.9 | 31.5 | 42.0 | 65.0

**Spec. fuel consumption PRP (LTP)\(^k\)**

1. 100% load g/kWh | lb/hp-hr 235 | 0.381 | 225 | 0.365 | 220 | 0.356 | 215 | 0.348 | 211 | 0.342
2. 75% load g/kWh | lb/hp-hr 245 | 0.397 | 230 | 0.373 | 215 | 0.348 | 210 | 0.340 | 207 | 0.335
3. 50% load g/kWh | lb/hp-hr 270 | 0.437 | 245 | 0.397 | 230 | 0.373 | 225 | 0.365 | 207 | 0.335
4. 25% load g/kWh | lb/hp-hr 400 | 0.648 | 400 | 0.648 | 320 | 0.518 | 270 | 0.437 | 231 | 0.374

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### Rating table: 2011. The Genset Engine. **60 Hz**

<table>
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</tr>
</thead>
<tbody>
<tr>
<td>Speed  (rpm)</td>
<td>1800</td>
<td>1800</td>
<td>1800</td>
<td>1800</td>
<td>1800</td>
</tr>
<tr>
<td>Frequency  (Hz)</td>
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<td>60</td>
<td>60</td>
<td>60</td>
<td>60</td>
</tr>
</tbody>
</table>

**Engine/genset ratings**

1. Continuous power, ICN (COP)\(^k\) kW | hp 14.3 | 19.4 | 22.1 | 30.1 | 31.8 | 43.2 | 42.8 | 58.2 | -
2. Prime power, ICN (PRP)\(^k\) kW | hp 15.0 | 20.4 | 23.3 | 31.7 | 33.5 | 45.6 | 45.0 | 61.2 | 63.6 | 86.5
3. Limited-time running power, IFN (LTP)\(^k\) kW | hp 15.8 | 21.5 | 24.5 | 33.3 | 35.2 | 47.9 | 47.3 | 64.3 | 66.8 | 90.8

**Typische Generatorleistung**

1. Typical generator power output (COP)\(^k\) kWe 11.3 | 18.0 | 270 | 36.0 | -
2. Typical generator power output (PRP)\(^k\) kWe 11.9 | 19.0 | 28.5 | 38.0 | 56.0
3. Typical generator power output (LTP)\(^k\) kWe 12.5 | 20.0 | 30.0 | 40.0 | 59.0

**Spec. fuel consumption PRP (LTP)\(^k\)**

1. 100% load g/kWh | lb/hp-hr 230 | 0.373 | 225 | 0.365 | 220 | 0.356 | 210 | 0.340 | 215 | 0.348
2. 75% load g/kWh | lb/hp-hr 240 | 0.389 | 225 | 0.365 | 220 | 0.356 | 210 | 0.340 | 214 | 0.347
3. 50% load g/kWh | lb/hp-hr 270 | 0.437 | 250 | 0.405 | 230 | 0.373 | 220 | 0.356 | 219 | 0.355
4. 25% load g/kWh | lb/hp-hr 400 | 0.648 | 400 | 0.648 | 320 | 0.518 | 260 | 0.421 | 259 | 0.419

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1) Possible power reduction depending on altitude and temperature, without deduction of fan power requirement. Please contact DEUTZ.
2) Continuous power 100%, available at flywheel, no time limitation, plus 10% extra power for governing purposes.
3) Prime power 100%, mean power output 60%, no time limitation, plus 5% extra power for governing purposes.

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**Standard specification**

- **Standard engine:** Flywheel housing SAE 3; flywheel with 11.5° connection.
- **Cooling system:** Cooling unit, V-belt guard, pusher-type fan.
- **Filter:** Dry air cleaner with mechanical restriction indicator, fuel filter.
- **Engine electrics:** Alternator 14 V, 55 A; starter motor with 12 V, 3.1 kW.
- **Governor:** Mechanical (Bosch).

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**The engine company.**

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