

L2E POWER UNIT

TECHNICAL DATASHEET

Production Tolerance : $\pm 5\%$

Stand-By (Maximum) Rating	Max.Torque	Fuel Consumption
9,5 kW (12,9 HP) / 3000 rpm	35 N.m (3,6 kg.m) / 2000 rpm	270 g/kW.h (198 g/HP.h) / 3000 rpm

Note : All datas are according to DIN6270B

MECHANICAL SYSTEM

Manufacturer	Mitsubishi / Japan
Engine Model	L2E
Type	4 cycle , Diesel , Naturally aspirated
Combustion Type	Swirl Chamber Type
Firing Order	1-2
Cylinder Number	2 cyl
Bore x Stroke	76 x 70 mm
Displacement	0,635 lt
Compression Ratio	23
Flywheel & Hsg	SAE 5/6,5"
Dry Weight	70 kg
Dimensions LxWxH	417x418x500 mm

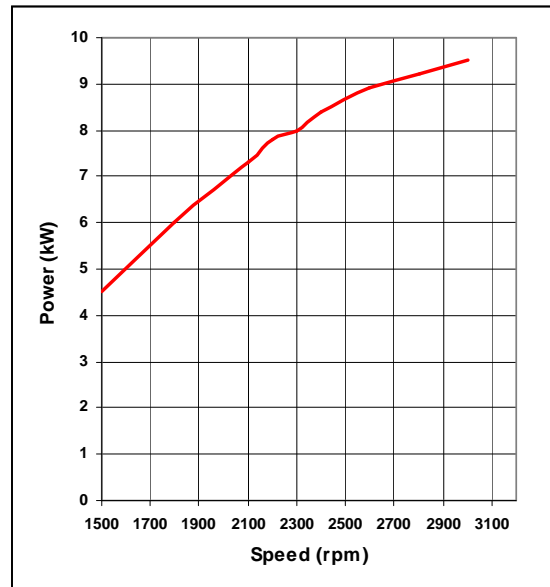
COOLING SYSTEM

Cooling Type	Water Cooled
Cooling Method	Forced circulation by Centrifugal Pump
Cooling Capacity	1,2 lt

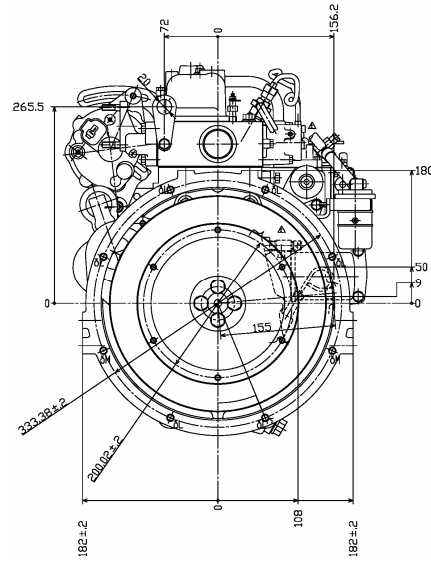
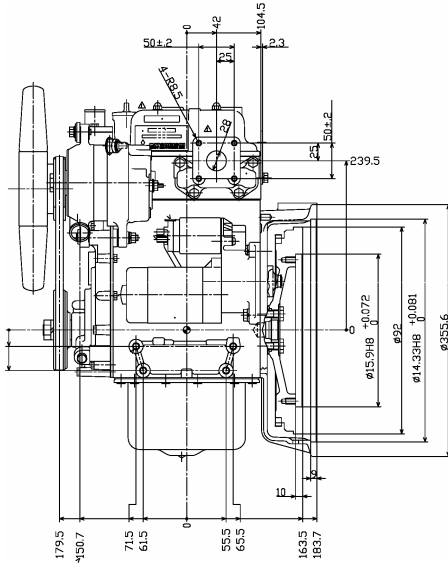
FUEL SYSTEM

Injection Pump	Bosch BFR Type
Injection Nozzle	Throttle Type
Nozzle Open Pres	140 kg/cm ²
Governor Type	Mechanical
Injection Timing	17°BTDC
Fuel Selenoid	Energized to Run
Fuel Filter	Full flow, cartridge type
Fuel Delivery	Electric Feed Pump
Fuel	Diesel Fuel (EN590)

PERFORMANCE CURVE



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LUBRICATION SYSTEM

Lubrication Method	Forced-feed circulation by gear pump
Oil Pump	Gear Driven
Oil Capacity	2,9 lt
Oil Filter	Full Flow cartridge
Recommended Oil	CD/CE/CF 10W/40 grade semi-synthetic or synthetic

ELECTRICAL SYSTEM

Charging Alternator	12 V , 40 Amp
Starting Motor	12 V, 1,6 kW
Battery Voltage	12 V
Capacity (Recommended)	80 Ah

OPTIONS

- (EWI) Engine Wiring
- (CPA) Basic Start Panel
- (ES11) Industrial type Silencer
- (ES12) Residential type Silencer
- (BAT) Battery , cables & rack
- (BFR1) Baseframe Std.c/w fuel tank
- (BFR2) Extended Baseframe c/w fuel tank
- (EMT) Engine Top Mounted fuel tank
- (HEX) Heat Exchanger Kit with pipeline
- (CPL) Coupling with its guard
- (TBX) Tool Kit

UNIT CONVERSION

- HP = kW x 1,3596
- Torque (N.m) = 9549,3 x P(kW) / N(1/min)
- Torque (kg.m) = 716,2 x P(HP) / N(1/min)
- 1 Bar = 1,019726 kg/cm² = 100 kPA
- 1 kW = 0,2388 kcal/s

IDEA

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