

Pistons and Components





Know-how Transfer



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| | DE | EN | FR | ES | RU | AR |
|--|--|--|---|--|---|---|
|  | Kolbenausführung | Piston design | Modèle de piston | Tipo de pistón | Исполнение поршня | تصميم المكبس |
| AC | Alusil Zylinder (verchromte Ringe möglich) | Alusil cylinder (chrome plated rings possible) | Cylindre Alusil (segments chromés possibles) | Cilindro de Alusil (opcional con segmentos cromados) | Цилиндр из силумина (возможны хромированные кольца) | أسطوانة Alusil (تتاح حلقات مطلية بالكروم) |
| FBO | Kolben mit Formbolzen | Piston with shaped pin | Piston avec axe façonné | Pistón con bulón perfilado | Поршень с формовым болтом | مكبس بنز مقولب |
| GEC | Gusseisen-Zylinderbuchse | Cast iron cylinder liner | Chemise de cylindre en fonte | Camisa de cilindro de hierro fundido | Гильза цилиндра из чугуна | بطانة أسطوانة من الحديد الصب |
| GEK | Gusseisenkolben | Cast iron piston | Piston en fonte | Pistón de hierro fundido | Поршень из чугуна | مكبس من الحديد الصب |
| HK | Kolben mit Bodenüberhöhung (Hochkolben) | Piston with crown elevation (high piston) | Piston avec bombé de la tête du piston (piston haut) | Pistón con realce en cabeza (pistón subido) | Поршень с повышением днища (высокий поршень) | مكبس مع بروز للأرضية (مكبس مرتفع) |
| HKÜ | Übermaßkolben mit abgesenkter KH | Oversized piston with lowered KH | Piston en surcote avec hauteur de compression réduite | Pistón de sobremedida con altura de compresión baja (KH) | Поршень ремонтного размера с уменьшенной KH | مكبس بيزوز مع KH منخفض |
| KBB | Kolben mit Bolzenbuchse | Piston with pin push | Piston avec douille | Pistón con buje | Поршень с гильзой пальца | مكبس مع جلبية بنز |
| KH- | Minus Kompressionshöhe | minus compression height | Hauteur de compression négative | Altura de compresión negativa | Минус высота головки поршня | ناقص ارتفاع الانضغاط |
| KKK | Kolben mit Kühlkanal | Piston with cooling channel | Piston avec canal de refroidissement | Pistón con canal de refrigeración | Поршень с каналом для охлаждения | مكبس مع قناة تبريد |
| LOX | Kolben mit eloxiertem Boden | Piston with anodised floor | Piston à tête anodisée | Pistón con cabeza anodizada | Поршень с анодированным днищем | مكبس بأرضية مرنة |
| MRU | Muldenrandumschmelzung | Bowl edge remelting | Refusion du bord de la chambre de combustion | Refusión del borde de la cavidad | переплавление кромки впадины днища | إعادة صهر حافة التجويف |
| NHA | Kolben mit eloxierter Nut | Piston with anodised crown | Piston à gorge anodisée | Pistón con ranura anodizada | Поршень с анодированной канавкой | مكبس بحز مرن |
| PK | Presskolben | Press ram | Piston de compression | Pistón de compresión | Прессующий поршень | مكبس انضغاطي |
| PSK | Pendelschaftkolben | Articulated pistons | Piston articulé | Pistón de vástago pendular | Составной поршень | المكابس المفصليّة |
| RK | Segmentstreifenkolben | Segment strip piston | Piston à plaquettes rétentrices | Pistón con chapas reguladoras | Терморегулируемый поршень с сегментной вставкой | مكبس بخطوط مقطعية |
| RTK | Ringträgerkolben | Ring carrier piston | Piston à porte-segment | Pistón con inserto | Поршень с упрочняющей вставкой для кольца | مكبس بحامل للحلقات |
| SRK | Ringstreifenkolben | Ring belt piston | Piston à rondelle rétentrice | Pistón con aro oculto de dilatación controlada | Поршень с терморегулирующей кольцевой вставкой | مكبس بخطوط حلقيّة |
| ST | geschmiedeter Stahlkolben | forged steel piston | Piston en acier forgé | Pistón de acero forjado | кованый стальной поршень | مكبس صلب مطروق |
| TPL | trapezförmige Bolzenabstützung | Keystone shape pin support | Appui d'axe trapézoïdal | Biela trapezoidal | Трапецевидная опора пальца | دعامة بنز على شكل معين |
| URK | Kolben mit unterem Ring | Piston with lower ring | Piston à segment inférieur | Pistón con rascador de aceite por debajo del bulón | Поршень с нижним кольцом | مكبس مع حلقة سفلية |
|  | Zylinderausführung | Cylinder design | Modèle de cylindre | Tipo de construcción del cilindro | Исполнение цилиндра | تصميم الأسطوانة |
| K | Kompressorzylinder | Compressor cylinder | Cylindre de compresseur | Cilindro compresor | Цилиндр компрессора | قطر الكمبريسور |
| N | Nasse Zylinderbuchse | Wet cylinder liner | Chemise de cylindre humide | Camisa de cilindro húmeda | Мокрая гильза цилиндра | بطانة الأسطوانة الرطبة |
| R | Rippenzylinder | Air-cooled cylinder | Cylindre à ailettes | Cilindro de aletas | Цилиндр с ребрами | الأسطوانات المضلعة |
| SEMI | Vorbearbeitete Zylinderbuchse | Pre-machined cylinder liner | Chemise de cylindre pré-usinée | Camisa de diámetro interior semiacabado | Подготовленная гильза цилиндра | بطانة الأسطوانة سابقة المعالجة |
| T | Trockene Zylinderbuchse | Dry cylinder liner | Chemise de cylindre sèche | Camisa de cilindro seca | Сухая гильза цилиндра | بطانة الأسطوانة الجافة |
| X | Feuerring | Fire ring | Segment d'étanchéité | Anillo de fuego | Обтюраторное кольцо | حلقة احتراق |
| Y | Freidrehung | Relief | Evidement | Rotación libre | Расточка | دوران حر |
| | siehe Seite → Buchsenrohlinge | see page → Cylinder sleeves | Voir page → Chemises brutes | véase página → Piezas brutas de camisa | см. стр. → Заготовки гильз | انظر صفحة ← خامات البطانات |

| | DE | EN | FR | ES | RU | AR |
|--|--------------------------------|--------------------------------------|---|---|--|-----------------------------|
|  | Ring Spezifikationen | Ring specifications | Spécifications des segments | Especificaciones de segmentos | Спецификации колец | مواصفات الحلقة |
| | Werkstoff | Material | Matériau | Material | Материал | المادة |
| G1-G7 | Ring aus Sonderwerkstoff | Ring made of special material | Segment en matériau spécial | Segmento de material especial | Кольцо из специального материала | حلقة من مادة خاصة |
| ST | Stahl-Ring | Steel ring | Segment en acier | Segmento de acero | Стальное кольцо | حلقة فولاذية |
| | Laufflächenbeschichtung | Surface coating | Revêtement de la surface de travail | Revestimiento de la cara de contacto | Нанесение покрытия на рабочую поверхность | الطبقة النهائية لسطح الحركة |
| CK | Chrom-Keramik | Chromium-ceramics | Chrome-céramique | Cromado cerámico | Хромокерамика | كروم - سيراميك |
| CR | Verchromt | Chrome-plated | Chromé | Cromado | Хромированный | مطلي بالكروم |
| MO | Molybdänbeschichtet | Molybdenum-coated | Revêtu de molybdène | Revestido con molibdeno | С покрытием из молибдена | مطلي بالموليبدان |
| NT | Nitriert | Nitrided | Nitré | Nitrado | Азотированный | محتوي على النيترات |
| PC | Plasmabeschichtet | Plasma-coated | Revêtu au plasma | Revestido con plasma | С плазменным покрытием | مطلي بالبلازما |
| PO | Phosphatiert | Phosphated | Phosphaté | Fosfatado | Фосфатированный | محتوي على الفوسفات |
| SN | Verzinkt | Tin-plated | Galvanisé | Estañado | Луженый | مطلي بالقصدير |
|  | Dichtring | Sealing ring | Bague d'étanchéité | Retén | Уплотнительное кольцо | حلقة إحكام |
| CU | Kupfer | Copper | Cuivre | Cobre | Медь | نحاس |
| EP | EPD-Kautschuk | EPD rubber | Caoutchouc EPD | Caucho EPD | Каучук EPD | مطاط EPD |
| FP | FPM/FKM | FPM/FKM | FPM/FKM | FPM/FKM | FPM/FKM | FPM/FKM |
| P | Papier / Pagadur | Paper / Pagadur | Papier/Pagadur | Papel/pagadur | Бумага / пагадур | Pagadur / ورق |
| R | Gummi / Perbunan (NBR) | Rubber / Perbunan (NBR) | Caoutchouc/Perbunan (NBR) | Goma/perbunan (NBR) | Резина / пербунан (NBR) | Perbunan (NBR) / مطاط |
| SC | Silikon (VMQ) | Silicone (VMQ) | Silicone (VMQ) | Silicona (VMQ) | Силикон (VMQ) | سيليكون (VMQ) |
| SI | Weichmetall | Soft metal | Métal doux | Metal blando | Мягкий металл | معادن مطاوع |
| ST | Stahl | Steel | Acier | Acero | Сталь | فولاذ |
| T | Tombak | Tombak | Laiton rouge | Tumbago | Томпак | سبيكة |
| XM | Sonderwerkstoff | Special material | Matériau spécial | Material especial | Специальный материал | خامة خاصة |
|  | Motorart | Engine type | Type de moteur | Tipo de motor | Тип двигателя | نوع المحرك |
| A | Aufgeladen | Supercharged | Suralimenté | Sobrealimentado | С наддувом | مشحون |
| K | Kompressor | Compressor | Compresseur | Compresor | Компрессор | كمبرسور |
| LA | Aufgeladen mit Ladeluftkühlung | Supercharged with charge air cooling | Suralimenté avec refroidissement d'air de suralimentation | Sobrealimentado con enfriamiento del aire de admisión | С наддувом и охлаждением наддувочного воздуха | مشحون مع تبريد لهواء الشحن |
|  | Kraftstoffart | Type of fuel | Type de carburant | Tipo de combustible | Вид топлива | نوع الوقود |
| AL | Alkohol | Alcohol | Alcool | Alcohol | Спирт | كحول |
| AB | FuelFlex | FuelFlex | FuelFlex | FuelFlex | FuelFlex | FuelFlex |
| B | Benzin | Petrol | Essence | Gasolina | Бензин | بنزين |
| D | Diesel | Diesel | Diesel | Diésel | Дизельное топливо | ديزل |
| G | Gas | Gas | Gaz | Gas | Газ | غاز |
| GF | Flüssiggas (Propan/Butan) | Liquid gas (propane/butane) | Gaz liquide (propane/butane) | Gas licuado (propano/butano) | Сжиженный газ (пропан/бутан) | غاز مسال (بروبان/بيوتان) |

2015

Kolben und Komponenten
Pistons and Components
Pistons et composants
Pistones y componentes
Поршни и компоненты
المكابس والمكونات

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Zum Zeichen, dass unser Qualitätsmanagement die Anforderungen der einschlägigen internationalen Normen erfüllt, sind wir nach ISO 9001 zertifiziert. Viele unserer Kunden, insbesondere die weltweit bekannten Fahrzeughersteller, stellen weitergehende Forderungen an unser Haus. Für das Qualitätsmanagement sind diese Forderungen in dem Internationalen Standard ISO/TS 16949 zusammengefasst. Um den Kundenwünschen gerecht zu werden und um zu zeigen, dass wir auch diese weit über die Anforderungen der ISO 9001 hinausgehenden Verpflichtungen erfüllen, haben wir unser Qualitätsmanagement auch nach dieser ISO/TS 16 949 zertifizieren lassen.

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Qualität und Service aus einer Hand.

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1

Hinweise zur Benutzung des Katalogs

▶ Motorenindex

Am Anfang des jeweiligen Herstellers befindet sich eine ausführliche Suchhilfe.

Die Motorenbezeichnungen sind aufsteigend alphanumerisch sortiert.

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|---------------|--------|-------|-----------|-------|-----------------|------|-------------|---------|----|-------|-----|
| | | | Cyl. | mm | cm ³ | | Comp. Ratio | ε | kW | PS | Pos |
| A 6 M 816 | D (AN) | 6 | 142 x 160 | 15204 | 2 | 16:1 | 145-172 | 197-234 | 45 | | |
| A 6 M 816 R | D (LA) | 6 | 142 x 160 | 15204 | 2 | 16:1 | | | | | 45 |
| A 6 M 816 U | D (LA) | 6 | 142 x 160 | 15204 | 2 | 16:1 | | | | | 45 |
| A 6 M 816 W | D (LA) | 6 | 142 x 160 | 15204 | 2 | 16:1 | | | | | 45 |

Motor **Positionsnummer**

▶ Fahrzeugindex

| KOLBENSCHMIDT | | INDEX | | | | AUDI | | | |
|---------------|-----------|-------|------|-------------------|-------------------|------|-----|-----|--|
| | | | Pos | | | | Pos | Pos | |
| A1 (8X) | | | | A4 1.8i Turbo 20V | 01.1999 → 06.2000 | ANB | B | 23 | |
| A1 1.4 TFSI | 05.2010 → | CAXA | B 3 | A4 1.8i Turbo 20V | 06.2000 → 09.2001 | AWT | B | 27 | |
| A1 2.0 TDI | 09.2011 → | CFHB | D 33 | A4 1.9 TDI | 01.1995 → 07.1998 | 1Z | D | 11 | |
| A2 (8Z) | | | | A4 1.9 TDI | 03.1996 → 07.1999 | AFN | D | 11 | |

Fahrzeug **Positionsnummer**

Die Positionsreihenfolge im Katalogteil richtet sich nach folgenden Kriterien:

1. Zylinderdurchmesser
2. Kraftstoffart
3. Baujahr
4. Motorcode

Produktdaten

Die Katalogseiten bestehen aus den nachstehend aufgeführten Informationsblöcken:

| | | | | | | | | | | |
|----------------------------|---------------|------------------------------|--------------|---------------|------------------------|---|-------------|-------------------------------|-------------------------------|----------------------|
| Positionennummer | | Piktogrammzeile | | | | Herstellerfeld | | | | |
| | | | | | | <div style="border: 1px solid black; padding: 5px; text-align: center;">Hersteller</div> | | | | |
| | | | | | | | | | | |
| 24 | | 115 Cyl. 6 | | | | | | | | |
| D 5TC EURO 1 | | 03.1988 -> 04.1994 | | D [AN] | 6 | 7800 cm³ | 2V | 178 KW (242 PS) | 16:1 | 125 mm [1] |
| [1] Conrod length = 220 mm | | mot. -> 456789 | | | | | | | | |
| | 6 | KH 34,09 | SRK | 22 | 1 T15 2,5 MO G6 | 0,733 | -0,1 | 90,00 | 91 166 600 [2] | |
| | 084127 | BÜ +4,51 | | 54 | 1 NM 1,5 | 0,93 | 0,3 | 90,50 | 91 166 610 NEW | |
| | | Vt1 -1,5 | | (K) | 1 DSF 3 CR | | | 91,00 | 91 166 620 (90 978) | |
| | | VT2 -1,8 | | | | | | | | |
| | | MT -3,74 | | | | | | | | |
| | | MØ 36,2 | | | | | | | | |
| | | GL 69,6 | | | | | | | | |
| | N Cyl. | A=140 | C=152 | L=270 | H+F=10,05+1 | 2 P 138 x 2,1 x 0,065 | | 89 056 110 (88 682) | 91 166 960 | |
| | | | | | | 2 P 140 x 4 x 0,085 | | | | |
| | N Cyl. | A=140 | C=152 | L=270 | H+F=10,25+1 | 2 P 140 x 2,1 x 0,065 | | 89 349 110 | 91 166 961 [3] | |
| | | | | | | 2 P 138 x 4 x 0,085 | | | | |
| | N Cyl. | A=140 | C=152 | L=270 | H+F=10,55+1 | 2 P 138 x 2,1 x 0,065 | | 89 057 110 (88 878) | 91 166 962 [4] | |
| | | | | | | 2 P 140 x 4 x 0,085 | | | | |

Kolbendaten

Zylinder- und Assembly-Daten

Motorenzeile (Typ/Ausführung)

Motorenzeile

Positionennummer (fortlaufende Nummerierung innerhalb eines Herstellerabschnitts)

Zylindernenn-Ø Baujahr von – bis Kraftstoffart* Hubraum Leistung von – bis Hub

24 **115 Cyl. 6**

D 5TC EURO 1 **03.1988 -> 04.1994** **D [AN]** **6** **7800 cm³** **2V** **178 KW (242 PS)** **16:1** **125 mm**

[1] Conrod length = 220 mm mot. -> 456789

Bemerkungen Zylinderanzahl Ventilanzahl Verdichtungsverhältnis Hinweis auf Bemerkungen

Motorbezeichnung mit Kat-Ausführung/Schadstoffklasse Verwendungseinschränkung (Motornummer/Seriennummer)

* siehe Abkürzungsverzeichnis

Kolbendaten

Hersteller

| | | | | | | | |
|--|--|-------------|--|--|--|--|--|
| | | Type | | | | | |
|--|--|-------------|--|--|--|--|--|

Zylinderzahl

Rohlingsnummer

Bolzendurchmesser (mm)
Bolzenlänge (mm)
Klemmpleuel

Anzahl

Zylinder-Ø (mm)

Kolbenüber- bzw. unterstand im
oberen Totpunkt (min. - max.)
C = Maß bis Zylinderoberkante (mm)

Abbildung des Kolbens

Ringhöhe (mm)

Hinweis auf
Bemerkungen

Laufflächenbeschichtung*

Kurzzeichen für
Kolbenausführung*

Werkstoff*

Spaltmaß (min. - max.)
B = Maß bis Zylinderkopf (mm)

Kolben Art.-Nr.
(ersetzte Nr. in Klammern)

Programmergänzung

| | | | | | | | | |
|--|--|-----|--------------|---|---------------|-------------|-------------------------|--|
| | KH 34,09 BÜ +4,51 VT1 -1,5 VT2 -1,8 MT -3,74 MØ 36,2 GL 69,6 | SRK | 22 54 (K) | 1 T15 2,5 MO G6 1 NM 1,5 1 DSF 3 CR | 0,733 0,93 | -0,1 0,3 | 90,00 90,50 91,00 | 91 166 600 91 166 610 91 166 620 (90 978) |
|--|--|-----|--------------|---|---------------|-------------|-------------------------|--|

- KH = Kompressionshöhe (mm)
- BÜ = Bodenüberhöhung (mm)
- VT1 = Ventiltaschentiefe 1 (mm)
- VT2 = Ventiltaschentiefe 2 (mm)
- MT = Muldentiefe (mm)
- M Ø = Muldendurchmesser (mm)
- GL = Gesamtlänge (mm)

* siehe Abkürzungsverzeichnis

Zylinderlaufbuchsdaten

| Abbildung des Zylinders | Bund-Ø (mm) | | | Gesamtlänge (mm) | | Feuerrandhöhe (mm) | Assembly Art.-Nr. (ersetzte Nr. in Klammern) | |
|--|--------------------------|---------|---------|----------------------------|-------------|--|--|--------------------------|
| Zylinder-ausführung* | Einpass-Ø (mm) | | | Bundhöhe / Einbauhöhe (mm) | | Dichtungsspezifikation / -anzahl | Zylinder Art.-Nr. (ersetzte Nr. in Klammern) | |
| | N Cyl. | A=140 | C=152 | L=270 | H+F=10,05+1 | 2 P 138 x 2,1 x 0,065 2 P 140 x 4 x 0,085 | 89 056 110 (88 682) | 91 166 960 |
| | N Cyl. | A=140 | C=152 | L=270 | H+F=10,25+1 | 2 P 140 x 2,1 x 0,065 2 P 138 x 4 x 0,085 | 89 349 110 | 91 166 961 [3] |
| | N Cyl. | A=140 | C=152 | L=270 | H+F=10,55+1 | 2 P 138 x 2,1 x 0,065 2 P 140 x 4 x 0,085 | 89 057 110 (88 878) | 91 166 962 [4] |
| | N Cyl. | A=140,5 | C=152,5 | L=270 | H+F=10,55+1 | 2 P 138 x 2,1 x 0,065 2 P 140 x 4 x 0,085 (50 006 609) | 89 166 190 SEMI | 91 166 963 |
| | X=10,50 | | | | | | | |
| <p>[2] nur satzweise austauschbar exchangeable only in sets remplacement seulement sous forme de jeu sólo se puede cambiar el juego completo</p> <p>[3] mit Bundhöhenmaß 0,20 mm with oversized collar height 0,20 mm avec surcote de la hauteur collerette de 0,20 mm con sobremedida de altura del collarin de 0,20 mm</p> <p>[4] mit Bundhöhenmaß 0,50 mm with oversized collar height 0,50 mm avec surcote de la hauteur collerette de 0,50 mm con sobremedida de altura del collarin de 0,50 mm</p> | | | | | | | | |
| 520 | See disclaimer on page 1 | | | | | © MS Motorservice International GmbH 2015 | | |
| Zylinderausführung* | Anzahl | | | Material* | | Hinweis auf Bemerkungen | | |
| Bemerkungen zum Kolben, Zylinder bzw. zum Assembly | Dichtringsatz Art.-Nr. | | | Abmessungen (mm) | | vorbearbeitete Zylinderlaufbuche (SEMI) Endbearbeitung nach Einbau notwendig | | |

* siehe Abkürzungsverzeichnis

2

Produktinformationen

Die Betriebssicherheit und Langlebigkeit eines instandgesetzten Motors hängt in erster Linie von den verwendeten Kolben und der Arbeitsqualität des Monteurs ab. Es müssen bei der Instandsetzung seitens des Motors alle Voraussetzungen geschaffen werden, damit die hohe Qualität der KS Kolben voll wirksam werden kann. Der Einbau von KS Kolben bei Motorinstandsetzungsarbeiten beginnt daher bereits mit der Vorbereitung bzw. der Aufarbeitung des instandzusetzenden Motors.

Alle Original KS Kolben sind mit den dazugehörigen Kolbenringen, Kolbenbolzen und Kolbenbolzensicherungen einbaufertig zusammengestellt.



2.1

Kolbenbauarten



Dieselskolben mit Kühlkanal, Bolzenbuchse und Ringträger



Pendelschaftkolben mit geschmiedetem Stahlerteil und Aluminiumschaft



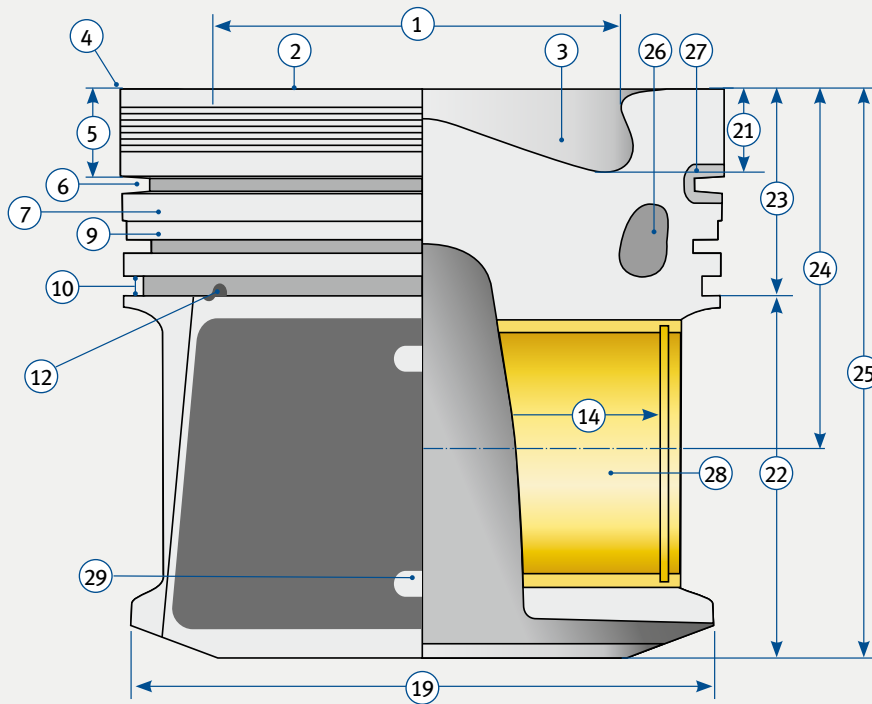
Ottokolben im gewichtsoptimierten LiteKS®-Design mit Ringträger



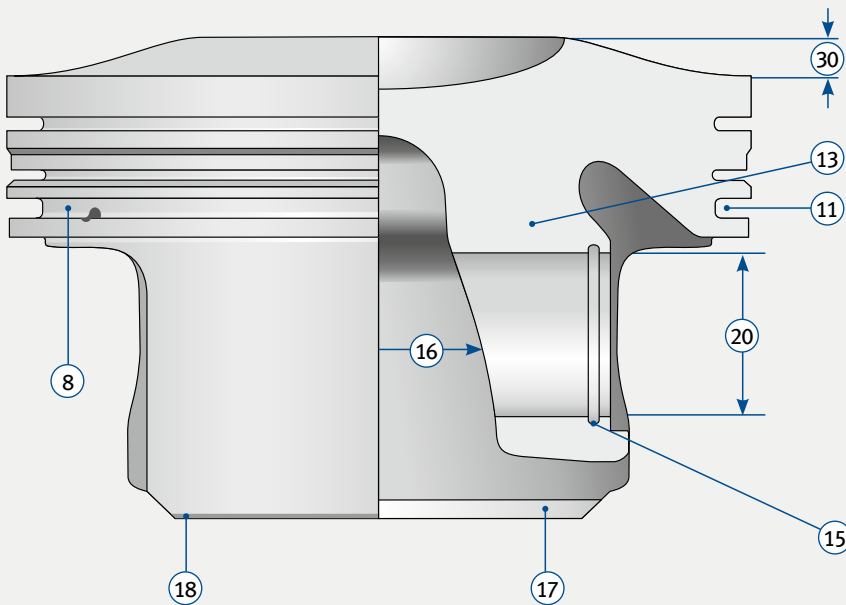
Geschmiedeter doppelt reibgeschweißter Monoblock-Stahlkolben

2.2

Fachausdrücke und Benennungen am Kolben

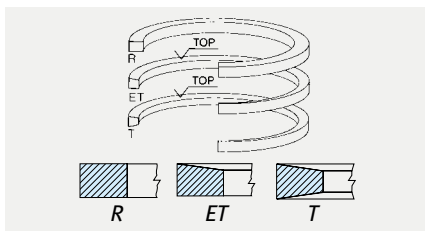


- 1 Ø Mulde
- 2 Kolbenboden
- 3 Mulde
- 4 Bodenkante
- 5 Feuersteg (Bodensteg)
- 6 Nut für Verdichtungsring
- 7 Ringsteg
- 8 Nutgrund
- 9 zurückgesetzter Ringsteg
- 10 Nutflanken
- 11 Nut für Ölabbstreifring
- 12 Ölrücklaufbohrung
- 13 Kolbenbolzennabe
- 14 Sicherung Nutabstand
- 15 Nut für Sicherungsring
- 16 Augenabstand
- 17 Einpass
- 18 Schaftunterkante
- 19 Kolbendurchmesser 90°
entgegen der Bolzenbohrung
- 20 Kolbenbolzenbohrung
- 21 Muldentiefe (MT)
- 22 Schaftpartie
- 23 Ringpartie
- 24 Kolbenkompressionshöhe
- 25 Kolbenlänge
- 26 Ölkühlkanal
- 27 Ringträger
- 28 Bolzenbuchse
- 29 Ø Messfenster
- 30 Bodenüberhöhung (BÜ)

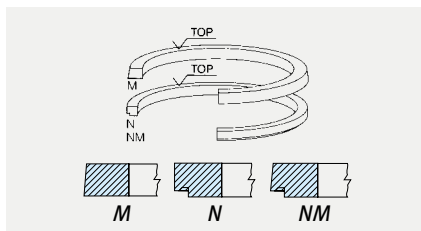


2.3 Kolbenringe

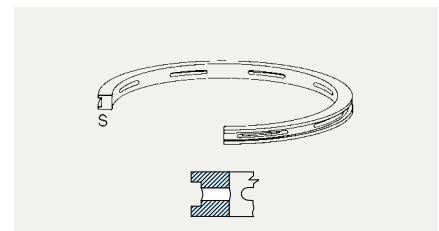
Übermäßiges Spreizen der Kolbenringe beim Aufziehen verursacht bleibende Verformungen. Ein Abnehmen und erneutes Aufziehen kann die Leistungsfähigkeit der Kolbenringe beeinträchtigen. Die Kolbenringe sollten deshalb vor dem Einbau der Kolben nicht mehr abgenommen werden. Die verschiedenen Kolbenring-Typen und Abkürzungen sind nachfolgend aufgeführt:



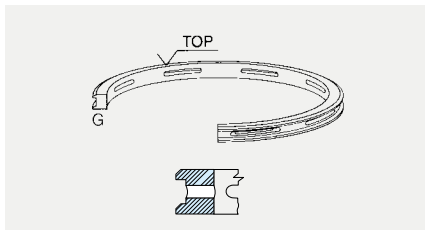
R Rechteckring
ET einseitiger Trapezring
T Trapezring 6°/11°/15°/20°



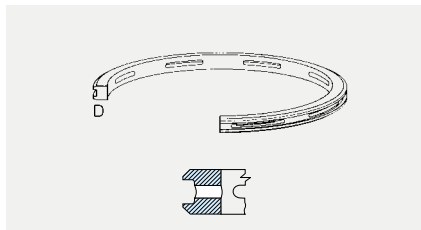
M Minutenring
SM Schwachminutenring
N Nasenring
NM Nasenminutenring



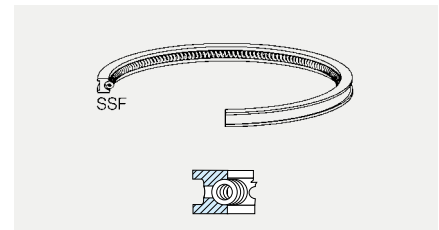
S Ölschlitzring



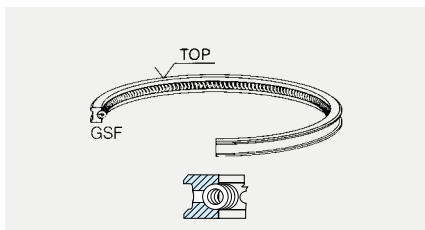
G Gleichfasenring



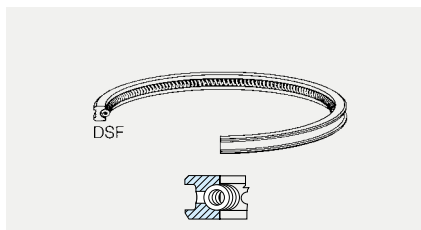
D Dachfasenring



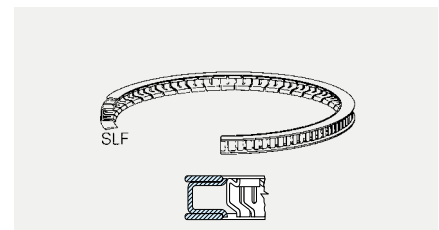
SSF Ölschlitzring mit Schlauchfeder



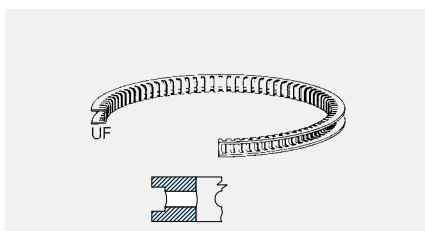
GSF Gleichfasenschlauchfederring



DSF Dachfasenschlauchfederring



SLF Stahllamellenfederring



SEF Ölschlitzring mit Expanderfeder

2.4

Zylinderlaufbuchsen

Die Original KS Zylinderlaufbuchsen sind, Dank unserer jahrzehntelangen Erfahrungen bei Kolben-Zylinder-Systemen, perfekt aufeinander abgestimmt. Sie bilden daher eine optimale Lösung bezüglich Verschleiß, Lebensdauer und Wärmeabfuhr.

Wir führen trockene und nasse Zylinderlaufbuchsen in Standard und Übermaßgrößen für die Motoren aller gängigen Hersteller.

Rippenzylinder für luftgekühlte Motoren, Kompressorzylinder und Buchsenrohlinge runden das Produktsortiment ab.


Nasse und trockene Zylinderlaufbuchse

Kompressorzylinder
Rippenzylinder
Buchsenrohlinge
Zylinderlaufbuchse mit Feuerring

Feuerringe sitzen am oberen Ende der Zylinderlaufbuchsen in einer rechteckigen Aussparung. Der Feuerring wird bei der Montage lose in die vorgesehene Aussparung eingesetzt und wird später durch den Zylinderkopf in Position gehalten.

Ein Feuerring oder Ölkohleabstreifring verhindert, dass sich ein harter Ölkohlebelag am Feuersteg des Kolbens bildet. Erreicht wird dies durch einen im Vergleich zum Durchmesser der Zylinderbohrung kleineren Innendurchmesser des Feuerrings.

Durchläuft der Kolben den oberen Totpunkt, schabt der Feuerring die unerwünschten Ölkohleablagerungen vom Kolben, bzw. verhindert, dass sich Ablagerungen am Feuersteg bilden können.


Achtung:

Der Kolben ist für die Verwendung eines Feuerrings angepasst. Der Feuersteg hat einen geringeren Durchmesser als vergleichbare Kolben herkömmlicher Bauart. Beim alleinigen Austausch des Kolbens muss sichergestellt werden, dass dieser für die Verwendung der Zylinderlaufbuchsen mit Feuerring geeignet ist.



Zylinderlaufbuchse mit Freidrehung

Zylinderlaufbuchsen mit Freidrehung haben im oberen Zylinderbereich einen größeren Durchmesser. Die Vergrößerung bewirkt, dass sich in diesem Bereich ein dickerer Ölkohlebelag aufbauen kann, der den Feuersteg des Kolbens von Ablagerungen frei hält. Ölkohle besitzt abrasive Eigenschaften.



Achtung:

Bei Zylinderlaufbuchsen mit einer Freidrehung ist darauf zu achten, dass der erste Verdichtungsring des Kolbens nicht in den Bereich der Freidrehung hineinläuft. Es dürfen daher bei den Zylinderlaufbuchsen nur Kolben verwendet werden, deren Feuersteghöhe am Kolben größer ist als die Höhe der Freidrehung. Bei Nichtbeachtung kommt es zu Schäden an Kolben und Zylinderlaufbuchse!



Zylinderlaufbuchse mit Freidrehung

2.5

Assemblies

Das Original KS Assembly, bestehend aus Kolben, Kolbenringen, Kolbenbolzen, Kolbenbolzensicherungen und Zylinderlaufbuchse, ggf. mit Dichtungen, ist einbaufertig zusammengestellt.

Original KS Assemblies sind Motorenbauteile von größter Präzision. Sie sind deshalb sorgfältig verpackt. Beim Transport und bei der Handhabung ist darauf zu achten, dass harte Stöße oder Beschädigungen vermieden werden.

Vor der Montage sind Original KS Assemblies auf ihre Vollständigkeit zu prüfen und wenn möglich mit den ausgebauten Teilen zu vergleichen. Bei Unsicherheiten hinsichtlich der Verwendbarkeit hilft unser technischer Kundenservice.



3

Einbau von Kolben und Zylinderlaufbuchsen

3.1

Einbau und Einbaurichtung

Auf dem Kolbenboden finden Sie die Angaben für Kolbennendurchmesser und Einbauspiel des Kolbens. Beides zusammen ergibt den Nenndurchmesser der Zylinderbohrung. Vor dem Einbau müssen Kolben- und Zylinderdurchmesser gemessen und mit den Nenndurchmessern verglichen werden.



- 1 Markenlogo
- 2 Kolbennendurchmesser
- 3 Einbauspiel
- 4 Einbaumarkierung
- 5 Chargennummer
- 6 Art.-Nr.

MS MOTORSERVICE

MS Motorservice International GmbH
74196 Neuenstadt, Germany
www.ms-motorservice.com

KSPG®
Automotive

KOLBEN PISTON

2 x Z17

40 302 600

128,000 mm

verwendbar für / suitable for
Nissan

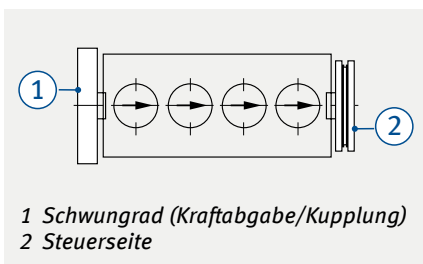
(01)04052938000016
(21)J2VPE2P400440B

65414

4 028977 601224

| Beispiel | |
|----------------|----------|
| Kolben-Ø | 79,98 mm |
| Sp Einbauspiel | 0,02 mm |
| Zylinder-Ø | 80,00 mm |

In der Übersicht sind die Symbole und deren Bedeutung für die Einbaurichtung im Motor angegeben. Die gleichen Symbole können je nach Motorenhersteller eine unterschiedliche Bedeutung haben.



| Beispiel | Symbol | Einbaurichtung im Motor |
|---------------------------|---------|---|
| BMW, Mercedes-Benz, VW | ↑ | Steuerseite (gegenüber Kraftabgabe/Kupplung) |
| Mercedes-Benz, Scania | ↑ | Sonderfall bei einigen V-Motoren: Richtung Motorenmitte |
| Citroën, Renault | ↑ AV | Steuerseite (gegenüber Kraftabgabe/Kupplung) „AV“ steht für „avant“= vorne |
| Citroën, Renault | ↑ AR | Schwungrad (Kraftabgabe/Kupplung) „AR“ steht für „arrière“=hinten |
| Peugeot, Renault | ↑ V | Schwungrad (Kraftabgabe/Kupplung) „V“ steht für „volant“=Schwungradscheibe |
| Peugeot, Opel | ⌊⌋ | Schwungrad (Kraftabgabe/Kupplung) |
| Citroën, Peugeot, Renault | ⌊⌋ ← | Schwungrad (Kraftabgabe/Kupplung) |
| Fiat, Iveco | > | Schwungrad (Kraftabgabe/Kupplung) |
| Opel, Perkins | Kerbe | Steuerseite (gegenüber Kraftabgabe/Kupplung) |
| GM, Perkins | FRONT | Steuerseite (gegenüber Kraftabgabe/Kupplung) |
| Hatz, Liebherr | vorn | Steuerseite (gegenüber Kraftabgabe/Kupplung) |
| Deutz, MWM | Abluft | bei luftgekühlten Motoren die Kühllufrichtung |

Bei Kolben mit Schaftbeschichtung ohne Messfenster sind noch 0,01 bis 0,03 mm Schichtdicke vom gemessenen Maß abziehen, um den aufgestempelten Kolbendurchmesser zu erhalten.

Bei Kolben mit Messfenster kann der Kolbennendurchmesser ohne Abzug der Schaftbeschichtungsdicke an dieser Stelle ermittelt werden.

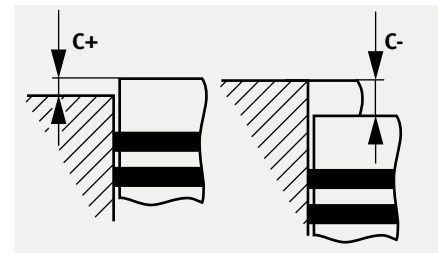
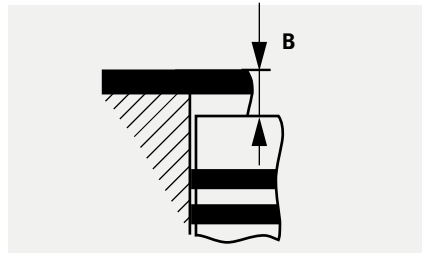


3.2

Spaltmaß und Kolbenlage im oberen Totpunkt

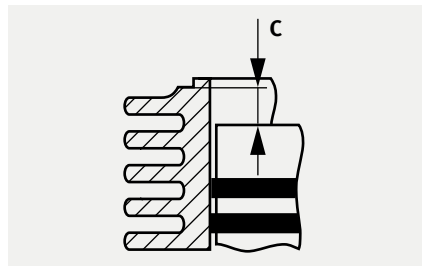
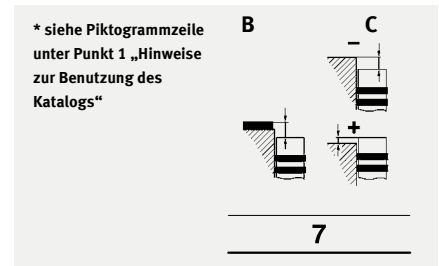
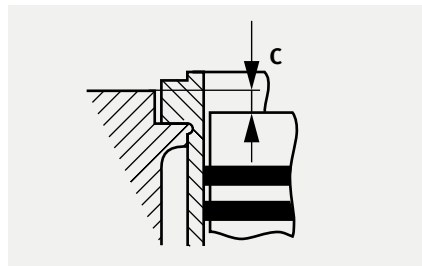
Spaltmaß*

Unter dem Spaltmaß (B) versteht man Über- oder Rückstand des Kolbens im oberen Totpunkt zur Dichtungsfläche des Zylinderblocks. Die Dicke der Zylinderkopfdichtung und eine mögliche Vertiefung im Zylinderkopf werden in die Messung einbezogen. Dieses Maß ist auch als „Bleimaß“ bekannt.



Kolbenüber- oder Kolbenunterstandmaß im oberen Totpunkt bei verschiedenen Motorenvarianten*

Unter dem Maß C ist der Überstand (gekennzeichnet mit +) oder mit Unterstand (gekennzeichnet mit -) des Kolbens im oberen Totpunkt im Verhältnis zur Zylinderblockdichtfläche zu verstehen. Die Dichtungsdicke oder geometrische Formen des Zylinderkopfes bleiben unberücksichtigt.



Bei Rippenzylindern bezieht sich das Maß C auf den Abstand zwischen Kolbenboden und der Auflage des Zylinderkopfes am Rippenzylinder.

Bei Motoren mit nasser Zylinderlaufbuchse wird der Über- oder Rückstand des Kolbens ebenfalls in Bezug zur Zylinderblockfläche gemessen.

Ein Überstand der Zylinderlaufbuchse oder ein vorhandener Feuerrand wird nicht berücksichtigt.

Hinweis:

Zur Einstellung des Kolbenüberstandes sind neben den Standardkolben auch Kolben mit reduzierter Kompressionshöhe lieferbar.

Bei Kolben darf der Boden zur Einstellung des Kolbenüberstandes nicht abgedreht werden.



3.3

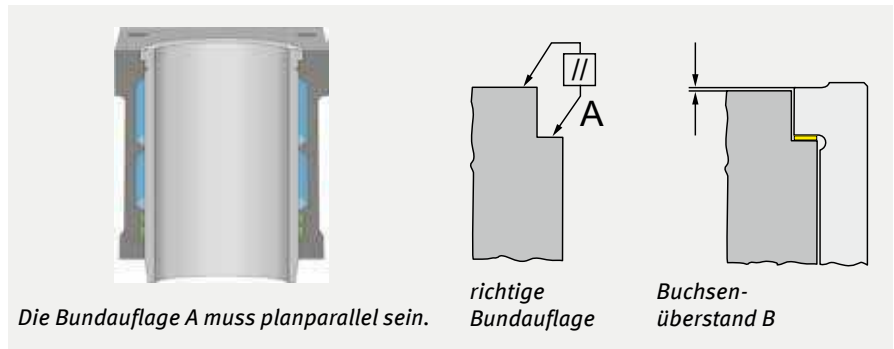
Einbau von Zylinderlaufbuchsen

Beim Austausch von Zylinderlaufbuchsen sind einige Vorbereitungen zu treffen und kritische Punkte zu überprüfen. Nach dem Ausbau der alten Zylinderlaufbuchsen und vor dem Einsetzen der neuen Zylinderlaufbuchsen muss der Motorblock gründlich gereinigt werden. Insbesondere bei Motorblöcken mit nassen Zylinderlaufbuchsen sind im Bereich der Zylinderlaufbuchsenaufnahme alle Kühlwasserrückstände und Dichtungsreste zu entfernen.

Besondere Sorgfalt ist sämtlichen Passflächen zu widmen. Sie müssen so vorbereitet sein, dass sie metallisch rein, vollkommen eben und nicht korrodiert sind. Harte Werkzeuge wie Schaber, Fräser, etc. dürfen wegen der Gefahr einer Beschädigung dieser Flächen nicht verwendet werden.

Verschlossene Zylinderblockplanflächen und Buchsenbundaufnahmen müssen nachgearbeitet werden. Übersteigen die Durchmesser der Zylinderlaufbuchsen-Grundbohrung das maximal zulässige Maß, sind die Flächen stark korrodiert oder weisen Verzüge auf, muss der Motorblock entsprechend aufgebohrt werden.

Anschließend müssen Zylinderlaufbuchsen mit Außen- und/oder Bundübermaß eingesetzt werden. Das KS Lieferprogramm umfasst für viele Motortypen Zylinderlaufbuchsen mit unterschiedlichen Übermaßen.



Die Bundauflage A muss planparallel sein.

richtige Bundauflage

Buchsenüberstand B

Montage von nassen Zylinderlaufbuchsen

1. Das Einsetzen der Zylinderlaufbuchsen erfolgt zunächst ohne Dichtringe. Auf diese Weise wird geprüft, ob sich die Zylinderlaufbuchsen leicht und ohne Klemmen einschieben lassen. Ein Klemmen der Zylinderlaufbuchse in der Grundbohrung hat stets eine Verformung der Zylinderbohrung zur Folge. Weiterhin muss geprüft werden, ob der Buchsenbund vollkommen flächengleich und planparallel im Motorblock aufliegt. Zu diesem Zweck können die Passflächen mit Tuschiepaste eingestrichen werden, um so das Tragbild zu überprüfen. Bei nicht einwandfreiem Tragbild muss die Bundaufnahme im Motorblock nachgearbeitet werden.

2. Danach muss das Überstandsmaß der Zylinderlaufbuchsen geprüft werden. Sollte es sich um Zylinderlaufbuchsen handeln, bei denen zur Abdichtung des Buchsenbundes eine Metaldichtung (Tombak, Edelstahl) verwendet wird, muss diese zur Messung des Bundüberstands eingelegt werden. Ein zu geringes Überstandsmaß muss durch die Verwendung von Zylinderlaufbuchsen mit Bundhöhenübermaß oder Stahlausgleichsscheiben korrigiert werden. Bei falschem Bundüberstandsmaß oder bei ungleichmäßiger Bundauflage ist die Abdichtung des Verbrennungsraumes nicht sichergestellt. Zylinderverzüge und Buchsenbundrisse sind die möglichen Folgen.

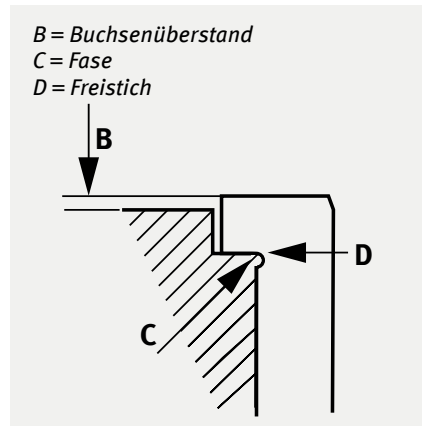
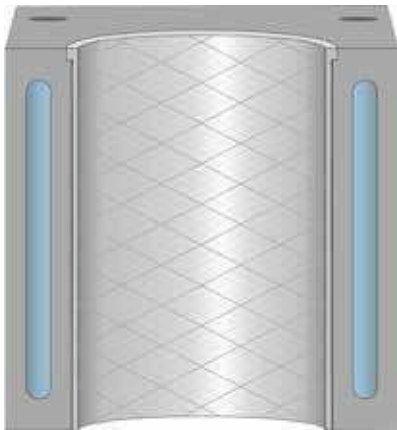
3. Bei der endgültigen Montage der Zylinderlaufbuchsen inklusive Elastomerdichtungen muss zur leichteren und sicheren Montage der Zylinderlaufbuchsen Gleitmittel verwendet werden. Das Gleitmittel oder die Montagepaste wird an den

Flächen von Zylinderlaufbuchse und Motorblock aufgetragen, über die die Dichtringe bei der Montage gleiten müssen. Die Elastomerdichtungen selbst müssen nicht mit Gleitmittel versehen werden. Die Zylinderlaufbuchsen müssen langsam von Hand eingeschoben und zur Anlage gebracht werden. Sie dürfen keinesfalls mit Schwung oder durch harte Hammerschläge zur Anlage gebracht werden.

4. Nach der Montage der Zylinderlaufbuchsen müssen die Zylinderbohrungen mit Hilfe eines Innenfeinmessgerätes, auf Rundheit und Einschnürungen im Bereich der Dichtringe überprüft werden.


Achtung:

Flüssige Dichtmittel und Dichtpasten dürfen beim Einbau von nassen Zylinderlaufbuchsen nicht verwendet werden. Das Festsitzen der Zylinderlaufbuchsen ist dadurch gefährdet. Zudem können die Elastomerdichtungen ihrer Dichtfunktion nicht nachkommen, wenn die Dichtringen zusätzlich mit Dichtmittel aufgefüllt werden. Bei den ggf. mit den Zylinderlaufbuchsen mitgelieferten Metallscheiben aus Tombak oder Edelstahl handelt es sich um Dichtungen. Die Metaldichtungen müssen auf jeden Fall zwischen Motorblock und Zylinderlaufbuchse eingesetzt werden. Die Metaldichtungen sind zum Einstellen des Buchsenüberstandes nicht geeignet. Es dürfen keinesfalls mehrere Dichtungen übereinander gelegt und eingebaut werden.



Montage von trockenen Zylinderlaufbuchsen in „Slipfit“-Ausführung („Finished“)

1. Diese Buchsen sind am Innendurchmesser fertig bearbeitet und können von Hand bzw. mit geeignetem Werkzeug aus- und eingebaut werden. Der Motorblock muss zu diesem Zweck nicht aus dem Fahrzeug ausgebaut werden.

2. Vor dem Einsetzen der Zylinderlaufbuchse muss die Buchsengrundbohrung auf Rundheit und Verzug überprüft werden. Der Kantenbruch (C) im Gehäuse muss dem Freistich (D) an der Zylinderlaufbuchse entsprechen.

3. Nach dem Einsetzen der Zylinderlaufbuchsen sind die Zylinderbohrungen auf Rundheit bzw. Deformationen zu überprüfen. Bei diesen Zylinderlaufbuchsen muss das vom Hersteller vorgeschriebene Buchsenüberstandsmaß (B) eingehalten werden. Dies ist wichtig, damit die Buchsen im Betrieb fest auf ihren Sitz gepresst werden und vorschriftsmäßig im Motorblock verankert sind. Mangelnder Überstand führt zu Dichtproblemen und zur Rissbildung an den Buchsen.

Bei „Slipfit“ Zylinderlaufbuchsen beträgt das Einbauspiel 0,00 bis 0,015 mm. Werden 0,015 mm überschritten, muss eine Übermaßbuchse verwendet werden.

Montage von trockenen Zylinderlaufbuchsen in „Pressfit“-Ausführung („Semi-finished“)

1. Diese Zylinderlaufbuchsen sind nur am Außendurchmesser fertig bearbeitet. Der Innendurchmesser ist nur grob vorgearbeitet. Zum Wechseln dieser Zylinderlaufbuchsen muss der Motorblock aus dem Fahrzeug ausgebaut und komplett zerlegt werden.

2. Zum Ausbau der Zylinderlaufbuchsen werden diese entweder mit einem Meißel oder einem ähnlichen Werkzeug zerstört oder aus dem Motorblock herausgebohrt. Die weitere Vorbereitung/Überprüfung des Motorblocks erfolgt wie bei der „Slipfit“ Ausführung.

3. Da diese Zylinderlaufbuchsen über eine Presspassung im Motorblock verfügen, müssen sie mit Hilfe einer Presse in den Motorblock eingepresst werden. Die Presspassung beträgt mehrere Hundertstel Millimeter und richtet sich nach den Vorgaben des Motorenherstellers. Vor dem Einpressen müssen die Zylinderlaufbuchsen am Außendurchmesser mit einem geeigneten, dünnflüssigen Gleitmittel eingestrichen werden. Die Zylinderlaufbuchsen sollen möglichst ohne abzusetzen in einem Schritt in den Motorblock eingepresst werden. Eine Unterbrechung des Einpressvorgangs führt beim Weiterpressen zu großen Losbrechmomenten und

häufig zum Brechen der Zylinderlaufbuchsen. Kann der Einpressvorgang aufgrund eines fehlenden Presswegs/-hub nicht in einem Zug durchgeführt werden, muss das kurze, fehlende Stück unter voller Ausnutzung des zur Verfügung stehenden Pressweges zurückgelegt werden. Die Druckplatte, die zwischen Pressstempel und Zylinderlaufbuchse gelegt wird, muss dick genug sein, damit sie beim Pressen nicht durchbricht.

Dadurch lässt sich ein Abdrücken des Buchsenbundes verhindern.

4. Da sich die Zylinderlaufbuchsen beim Einpressen etwas deformieren, müssen sie durch Bohren und Honen noch auf das nötige Zylinderendmaß fertig bearbeitet werden. Aufgrund der Presspassung benötigen diese Zylinderlaufbuchsen nicht zwangsweise einen Buchsenbund und verfügen generell über keinen Buchsenüberstand (B). Nach dem Einpressen der Zylinderlaufbuchsen muss die Zylinderblockplanfläche einmal komplett überarbeitet werden, damit die Zylinderlaufbuchsen nicht über die Motorblockfläche überstehen.

Einbaumaße für „Pressfit“- Zylinderlaufbuchsen

| Zylinder-Ø | 50 – 80 mm | 80 – 120 mm | 120 – 180 mm |
|------------------------|---------------------|------------------|------------------|
| Überdeckung (Pressung) | 0,045 mm – 0,070 mm | 0,055 – 0,080 mm | 0,065 – 0,090 mm |

Die Angaben sind Anhaltswerte. Maßgebend sind in jedem Fall die Maßangaben des Motorenherstellers.

3.4

Einbau der Pleueln

Zusammenbau von Pleueln und Pleuel
 Vor dem Einbau der Pleuelstangen sind sie auf einem geeigneten Prüfgerät auf Verbiegung und Verdrehung zu kontrollieren. Den Pleuel und die Pleuelstange entsprechend der Einbaurichtung zurecht legen. Der eingölte Pleuel wird in die Pleuelbohrungen des Pleuels und in das Pleuelauge der Pleuelstange vorsichtig eingeschoben. Bei Pleueln mit eng tolerierter Pleuelbohrung geht das Einschleiben des Pleuels leichter, wenn der Pleuel auf ca. 40 °C erwärmt wird.



Bei schwimmenden Pleueln

Zur Fixierung des Pleuels dienen beigepackte Sicherungsringe. Gebrauchte Sicherungsringe dürfen nicht mehr verwendet werden. Um bleibende Verformungen zu vermeiden, dürfen die Sicherungsringe nicht übermäßig zusammengedrückt werden.



Durch leichtes Verdrehen der Ringe kann festgestellt werden, ob sie sicher in die Nuten eingerastet sind. Der Stoß der Sicherungen muss immer in Hubrichtung des Pleuels liegen.



Montage eines Pleuelpleuels

Die Bohrung im Pleuelauge muss eine Überdeckung zum Pleuel aufweisen. Zur Montage ist der Pleuel auf 280 - 320 °C zu erwärmen (keine offene Flamme!). Anschließend den gut geölte und kalten Pleuel zügig in das Pleuelauge einführen. Um die richtige Lage des Pleuels im Pleuel zu gewährleisten, ist eine Vorrichtung mit Pleuelanschlag zu verwenden.

Prüfung der Kolbenringe

Prüfen Sie, ob sich die Ringe in den Ringnuten frei drehen (rotieren) lassen.



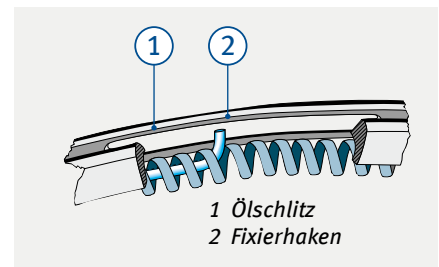
Bei mit „TOP“ markierten Kolbenringen muss die Markierung zum Kolbenboden zeigen. Dadurch wird die vorgesehene Funktion gewährleistet.



Schlauchfeder-Ölabstreifringe

Die Stoßenden der Schlauchfeder sollten bei Schlauchfederringen immer genau gegenüber dem Ringstoß liegen. Bei Schlauchfedern mit Teflonschlauch liegt der Schlauch am Ringstoß.

Zusätzlich ist bei Schlauchfederringen mit Fixierhaken zu beachten, dass der Fixierhaken im Ölschlitz eingerastet ist

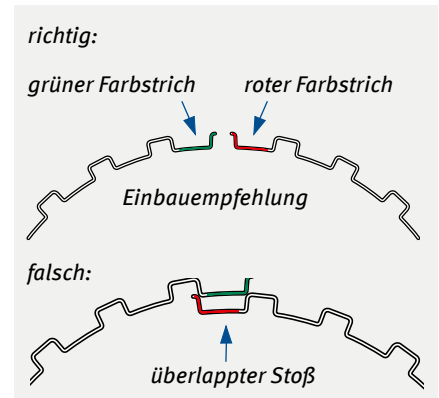


Schlauchfeder mit Fixierhaken

3-teilige Stahl-Lamellen-Ölabstreifringe

Die Federenden sind während des Transports in ungespanntem Zustand und können übereinander rutschen.

Die Lage muss ggf. vor dem Einbau korrigiert werden. Beide Farbmarkierungen an den Federenden müssen sichtbar sein. Sind sie nicht sichtbar, ist die Feder überlappt und der Ring funktioniert nicht. Die Ringstöße des 3-teiligen Ölabstreifringes (die beiden Stahllamellen und die Expanderfeder) müssen vor dem Einbau um jeweils 120° zueinander verdreht werden.



Einsetzen des Kolbens in die Zylinderbohrung

Den Zylinderblock sorgfältig reinigen. Darauf achten, dass alle Gleitflächen von Schmutz befreit und gut eingeölt sind. Die Kolbenringe mit einem Kolbenringspannband zusammendrücken, um ein widerstandsloses Gleiten des Kolbens in die Zylinderbohrung zu ermöglichen. Bei Dieselmotoren das Spaltmaß bzw. Überstandsmaß des Kolbens messen und die Angaben des Herstellers unbedingt einhalten.



3.5

Einlaufhinweise

Wenn kein Prüfstand vorhanden ist, um ein definiertes Einlaufprogramm zu fahren muss der Motor auf der Straße eingefahren werden.

- Fahrzeug nicht voll beladen.
- Motor mit ständig wechselnden Drehzahlen bis max. 2/3 der Höchstdrehzahl betreiben.
- Beim Fahren die Gänge zügig hochschalten und untertourige Fahrzustände vermeiden.
- Gänge nicht ausdrehen.
- Keine längeren Bergauffahrten (zu viel Last).
- Keine längeren Bergabfahrten (zu wenig Last und unvorteilhafter Schubetrieb).
- Keine Benutzung von Motorbremseinrichtungen.
- Keine Autobahnfahrt und keine Höchstgeschwindigkeit fahren.
- Vermeidung von Fahrten auf Stautrecken. Überlandfahrten und flüssiger Stadtverkehr sind vorteilhaft. Jedoch kein Stadtverkehr bei extrem heißen Außentemperaturen und mit vielen Ampelstopps und Wartezeiten.



Hinweis:

- Während der Einlaufphase sollte der Ölstand ständig überprüft werden. Der Ölverbrauch kann erhöht sein. Es ist ratsam, alle 50 bis 100 km den Ölstand zu überprüfen und ggf. aufzufüllen. Bei merklichem Abfall des Ölstandes am Ölmesstab den Ölstand weiterhin in kürzeren Abständen kontrollieren.
- Motor nicht mit Öl überfüllen.
- Ölwechsel nach 1000 km – Wichtig hierbei ist der Ölfilterwechsel. Der Schmutz und Abrieb des Einlaufs muss aus dem Motor entfernt werden.





EN

Basic information ►

Important information

The information in this catalogue has been put together with care, but is not binding. We cannot accept liability for the accuracy of the information. In particular, the possibility of modifications to equipment by vehicle or engine manufacturers, or changes to designations, cannot be excluded. We always welcome feedback about any errors in the catalogue, and will correct them in future editions.

Names, descriptions and numbers of vehicles, manufacturers, etc. are mentioned solely for the purpose of comparison.

The parts contained in the catalogue are spare parts in KOLBENSCHMIDT quality. We reserve the right to change the product specifications, materials and appearance of our products at any time.

This will not affect the function or intended purpose stated in the catalogue. Diagrams, schematic drawings and other data are provided for the purpose of explanation and illustration, and cannot be taken as the basis for installation, design or the scope of delivery. Original spare part numbers of vehicle and engine manufacturers are provided for comparison only. They are not designations of origin and must not be used in relation to third parties. We cannot accept liability for the use of cross reference lists, because of possible changes and/or differences in dimensions between individual manufacturers, in particular.

We do not accept liability for the accuracy of the data or the suitability of the product for the intended purpose. To ensure the above, the expert advice of the vehicle and engine manufacturer or its authorised repair shop must be obtained in all cases before installation.

The parts offered in the catalogue are not intended for use in aircraft. If using in marine or stationary engines, please note that different engine parts (e.g. pistons) may be used, even if the engine designation is the same.

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Subject to change without notice.

Quality management

As a sign that our Quality Management satisfies the requirements of the relevant international standards, we are certified to ISO 9001.

Many of our customers, particularly automotive manufacturers that are household names around the world, come to our company with even more stringent requirements. For Quality Management, these requirements are summarised in the International Standard ISO/TS 16949. In order to satisfy our customers' wishes and to show that we can also fulfil these obligations, which go far beyond the requirements of ISO 9001, our Quality Management is now also certified to ISO/TS 16 949.

In the event of material or production faults despite continuous checks during the production process and the comprehensive final inspection, we will of course undertake to repair the engine or replace the faulty product within the limitation

period. We must always be informed in writing immediately after the damage has occurred in the event of these type of complaints.

The limitation period for claims for defects is 12 months, commencing from the hand-over of the item.

We shall not be liable for damage that occurs due to failure to comply with operating, maintenance and fitting instructions, usage that is unsuitable, incorrect or does not correspond to the intended use, incorrect or negligent handling, natural wear, incorrect storage or changes to the goods carried out by the purchaser or third parties.

Environmental management

Handling resources responsibly, protecting our environment and compliance with all the relevant legal obligations is extremely important for our long-term co-operation with all our partners. This is what motivated us to satisfy the requirement standard for environmental management systems ISO 14001, and to get our organisation certified accordingly.



You can find further technical information on our homepage

www.ms-motorservice.com

The contents of the Online Shop are also available as an electronic catalogue on the "Motorservice Product Disc". To obtain this, please get in touch with your personal point of contact.



KSPG

Automotive

KSPG (Kolbenschmidt Pierburg).

Renowned supplier to the international automotive industry.

As long-standing partners to the automotive industry, the companies in the KSPG Group develop innovative components and system solutions with acknowledged competence for air supply and emission control, for oil, water and vacuum pumps, for pistons, engine blocks and engine bearings. The products comply with the high demands and quality standards of the automotive industry. Low emissions, reduced fuel consumption, reliability, quality and safety – these are the forces that drive innovation at KSPG.



MOTORSERVICE

Motorservice Group.

Quality and service from a single source.

The Motorservice Group is the sales organisation for the worldwide aftermarket activities of KSPG (Kolbenschmidt Pierburg). It is one of the leading suppliers of engine components for the independent aftermarket including the premium brands KOLBENSCHMIDT, PIERBURG, BF and TRW Engine Components. Our comprehensive product range allows our customers to procure engine components from a single source. As a problem solver for dealers and repair shops, Motorservice offers extensive services and the technical expertise that you would expect from the subsidiary of one of the largest automotive suppliers.

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1

Instructions for using the catalogue

ENGLISH

Engine index

A detailed search tool is included at the beginning of each manufacturer section.

The engine designations are listed in ascending alphanumerical order.

KOLBENSCHMIDT

INDEX
DEUTZ

| | | Cyl. | mm | cm ³ | | Comp. Ratio ϵ | kW | PS | Pos |
|-------------|--------|------|-----------|-----------------|---|------------------------|---------|---------|-----|
| A 6 M 816 | D (AN) | 6 | 142 x 160 | 15204 | 2 | 16:1 | 145-172 | 197-234 | 45 |
| A 6 M 816 R | D (LA) | 6 | 142 x 160 | 15204 | 2 | 16:1 | | | 45 |
| A 6 M 816 U | D (LA) | 6 | 142 x 160 | 15204 | 2 | 16:1 | | | 45 |
| A 6 M 816 W | D (LA) | 6 | 142 x 160 | 15204 | 2 | 16:1 | | | 45 |

Engine
Item number

Vehicle index

KOLBENSCHMIDT

INDEX
AUDI

| | | | Pos | | | | Pos |
|-------------|-----------|------|------|-------------------|-------------------|-----|------|
| A1 (8X) | | | | A4 1.8i Turbo 20V | 01.1999 → 06.2000 | ANB | B 23 |
| A1 1.4 TFSI | 05.2010 → | CAXA | B 3 | A4 1.8i Turbo 20V | 06.2000 → 09.2001 | AWT | B 27 |
| A1 2.0 TDI | 09.2011 → | CFHB | D 33 | A4 1.9 TDI | 01.1995 → 07.1998 | 1Z | D 11 |
| A2 (8Z) | | | | A4 1.9 TDI | 03.1996 → 07.1999 | AFN | D 11 |

Vehicle
Item number

The item sequence in the catalogue section depends on the following criteria:

1. Cylinder diameter
2. Type of fuel
3. Model year
4. Engine ID code

Product data

The catalogue pages consist of the information blocks shown

| | | | | | | | | | |
|-----------------------------|--|--|---|---|---|--|--|---|--|
| Item number | | Pictogram line | | | | Manufacturer box | | | |
| | | | | | | Manufacturer | | | |
| 24 115 Cyl. 6 | | D 5TC EURO 1 03.1988 -> 04.1994 D [AN] 6 7800 cm³ 2V 178 KW (242 PS) 16:1 125 mm <small>[1] Conrod length = 220 mm mot. -> 456789</small> | | | | | | | |
| | | 6 <small>084127</small> | KH 34,09 BÜ +4,51 Vt1 -1,5 VT2 -1,8 MT -3,74 MØ 36,2 GL 69,6 | SRK 54 (K) | 22 1 T15 2,5 MO G6 1 NM 1,5 1 DSF 3 CR | 0,733 0,93 -0,1 0,3 | 90,00 90,50 91,00 | 91 166 600 <small>[2]</small> 91 166 610 <small>NEW</small> 91 166 620 <small>(90 978)</small> | |
| | | N Cyl. A=140 C=152 L=270 H+F=10,05+1 2 P 138 x 2,1 x 0,065 2 P 140 x 4 x 0,085 | 89 056 110 <small>(88 682)</small> | | 91 166 960 | | | | |
| | | N Cyl. A=140 C=152 L=270 H+F=10,25+1 2 P 140 x 2,1 x 0,065 2 P 138 x 4 x 0,085 | 89 349 110 | | 91 166 961 <small>[3]</small> | | | | |
| | | N Cyl. A=140 C=152 L=270 H+F=10,55+1 2 P 138 x 2,1 x 0,065 2 P 140 x 4 x 0,085 | 89 057 110 <small>(88 878)</small> | | 91 166 962 <small>[4]</small> | | | | |
| Piston data | | Cylinder and kit set data | | | | Engine line (type/version) | | | |

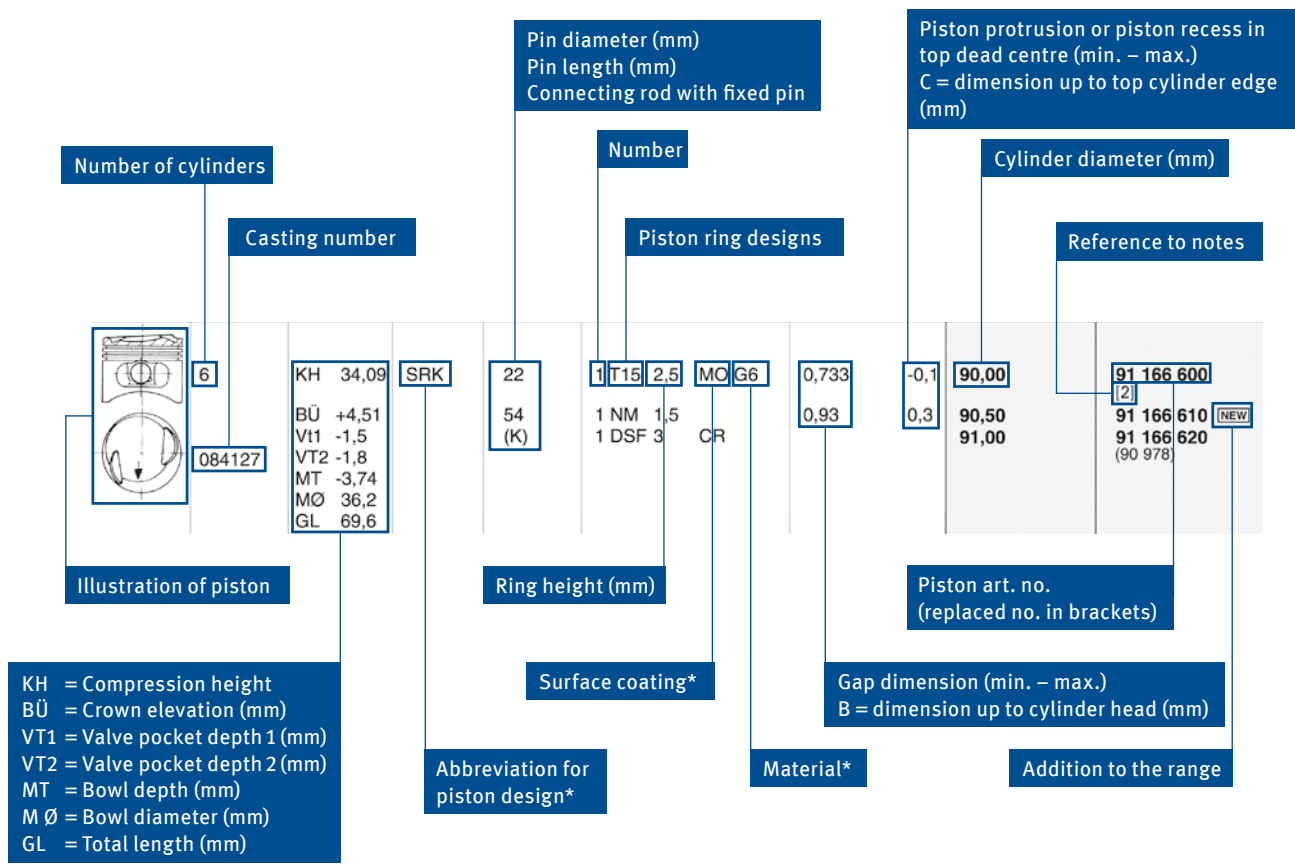
Engine line

| | | | | | | | | | | |
|---|--|--|--|-------------------------|--|--------------------------|--|--------------------------------|--|--------------------|
| Item number (sequential numbering within a manufacturer section) | | | | | | | | | | |
| Cylinder nominal diameter | | Model year from - to | | Type of fuel* | | Displacement | | Engine rating from - to | | Stroke |
| 24 115 Cyl. 6 | | | | | | | | | | |
| D 5TC EURO 1 | | 03.1988 -> 04.1994 | | D [AN] | | 6 | | 7800 cm³ | | 2V |
| <small>[1] Conrod length = 220 mm</small> | | <small>mot. -> 456789</small> | | | | | | | | <small>[1]</small> |
| Remarks | | Number of cylinders | | Number of valves | | Compression ratio | | Reference to notes | | |
| Engine designation with cat. version/emission class | | Restriction for use (engine number/identification number) | | | | | | | | |

* see list of abbreviations

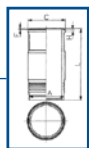
Piston data

| | | | | | | | | | | | | | | | |
|--|--|-------------|--|--|--|--|--|---------------------|--|----------|--|--|--|--|--|
| | | | | | | | | Manufacturer | | | | | | | |
| | | Type | | | | | | B | | C | | | | | |



* see list of abbreviations

Cylinder liner data

| Illustration of cylinder | Flange diameter (mm) | Height of land edge (mm) | Kit set art. no. (replaced no. in brackets) |
|--|---|--|---|
| <p>Stepped edge diameter (mm)</p> <p>Cylinder design *</p>  | <p>Total length (mm)</p> <p>Flange height/ Installation height (mm)</p> | <p>Specification/number of /gaskets</p> <p>Cylinder art. no. (replaced no. in brackets)</p> | |
| <p>N Cyl. A=140 C=152 L=270 H+F=10,05+1 X=10,50</p> <p>N Cyl. A=140 C=152 L=270 H+F=10,25+1</p> <p>N Cyl. A=140 C=152 L=270 H+F=10,55+1</p> <p>N Cyl. A=140,5 C=152,5 L=270 H+F=10,55+1</p> | | <p>2 P 138 x 2,1 x 0,065 2 P 140 x 4 x 0,085</p> <p>2 P 138 x 2,1 x 0,065 2 P 140 x 4 x 0,085</p> <p>2 P 138 x 2,1 x 0,065 2 P 140 x 4 x 0,085</p> <p>2 P 138 x 2,1 x 0,065 2 P 140 x 4 x 0,085 (50 006 609)</p> | <p>89 056 110 (88 682)</p> <p>91 166 960</p> <p>89 349 110 91 166 961 [3]</p> <p>89 057 110 (88 878) 91 166 962 [4]</p> <p>89 166 190 SEMI 91 166 963</p> |
| <p>[2] nur satzweise austauschbar exchangeable only in sets remplacement seulement sous forme de jeu sólo se puede cambiar el juego completo</p> <p>[3] mit Bundhöhenmaß 0,20 mm with oversized collar height 0,20 mm avec surcote de la hauteur collerette de 0,20 mm con sobremedida de altura del collarin de 0,20 mm</p> <p>[4] mit Bundhöhenmaß 0,50 mm with oversized collar height 0,50 mm avec surcote de la hauteur collerette de 0,50 mm con sobremedida de altura del collarin de 0,50 mm</p> | | | |
| 520 | See disclaimer on page 1 | | © MS Motorservice International GmbH 2015 |
| Cylinder design * | Number | Material * | Reference to notes |
| Notes on the piston, cylinder or kit set | | Sealing ring kit art. no. | Pre-machined cylinder liner (SEMI) Finishing required after installation |
| | | Dimensions (mm) | |

* see list of abbreviations

2

Product information

The operational safety and durability of a repaired engine depends primarily on the used pistons and the mechanic's quality of work. When repairing the engine, all the necessary conditions must be created to ensure the high quality of the KS pistons can become fully effective.

For this reason, installation of KS pistons during engine repair work already starts with preparation or reconditioning of the engine to be repaired.

All original KS pistons are supplied ready to install together with the relevant piston rings, piston pins and pin retainers.



2.1

Piston designs



Diesel piston with cooling channel, bolt bush and ring carrier



Articulated piston with forged upper steel section and aluminium skirt



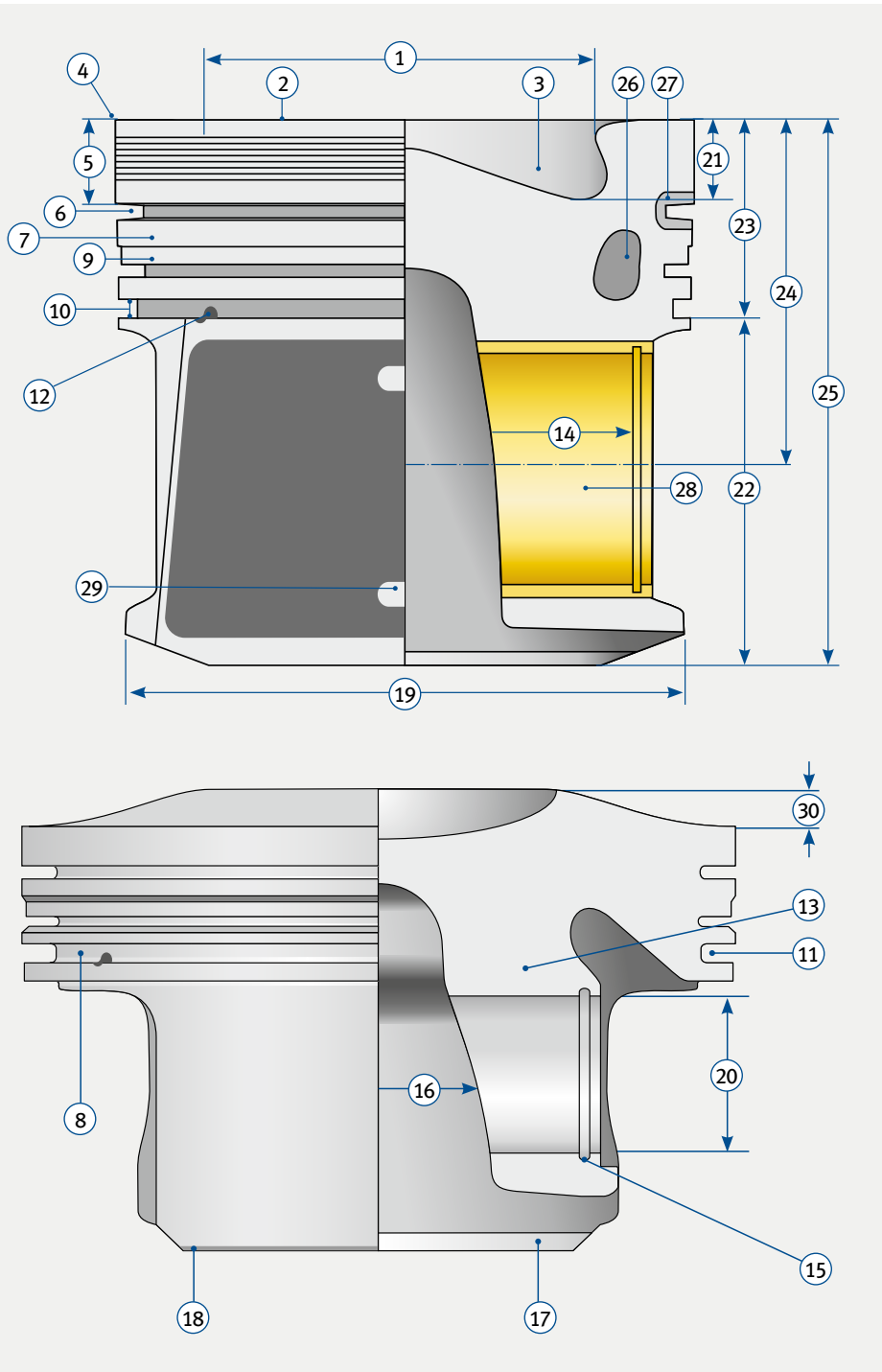
Gasoline engine piston in weight-optimised LiteKS® design with ring carrier



Forged, double-friction-welded monoblock steel piston

2.2

Technical names and names on the piston



- 1 \varnothing bowl
- 2 Piston crown
- 3 Combustion chamber (bowl)
- 4 Piston crown edge
- 5 Piston top land
- 6 Compression ring groove
- 7 Ring land
- 8 Groove base
- 9 Recessed ring land
- 10 Groove sides
- 11 Oil scraper ring groove
- 12 Oil return bore
- 13 Piston pin hubs
- 14 Retention for groove distance
- 15 Groove for retainer ring
- 16 Piston boss distance
- 17 Stepped edge
- 18 Bottom edge of piston skirt
- 19 Piston diameter 90° against the piston pin bore
- 20 Piston pin bore
- 21 Bowl depth (MT)
- 22 Skirt
- 23 Ring zone
- 24 Piston pin compression height
- 25 Piston length
- 26 Oil cooler duct
- 27 Ring carrier
- 28 Bolt bush
- 29 \varnothing measuring window
- 30 Crown camber (BU)

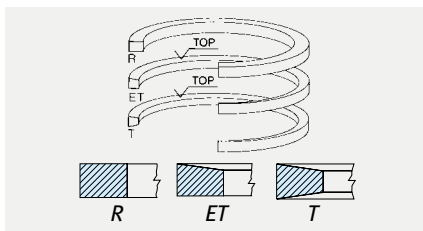
ENGLISH

2.3

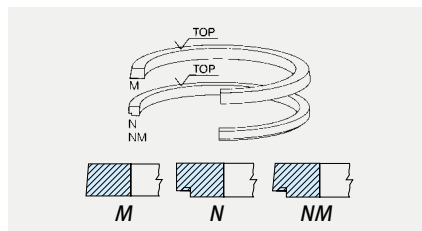
Piston rings

Excessive spreading of the piston rings during mounting causes permanent deformations. Removal and renewed mounting can affect the performance of the piston rings. For this reason, the piston rings should not be removed again before the pistons are installed.

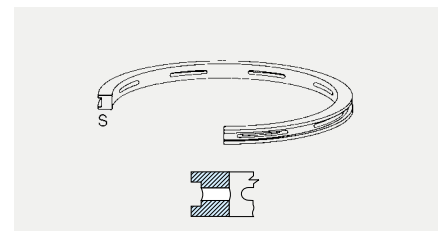
The different piston ring types and abbreviations are listed as follows:



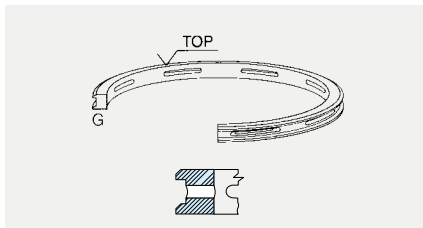
R Rectangular ring
ET Half keystone ring
T Keystone ring 6°/11°/15°/20°



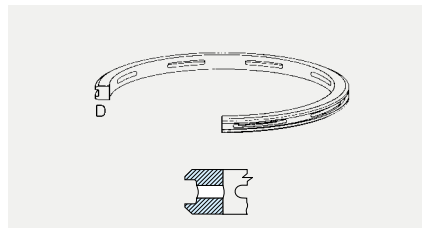
M Taper faced ring
SM Slightly tapered ring
N Napier ring
NM Taper faced napier ring



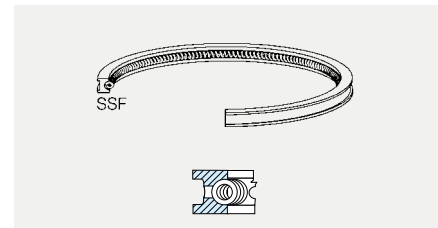
S Slotted oil control ring



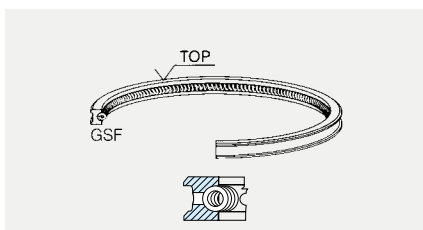
G Double-bevelled oil control ring



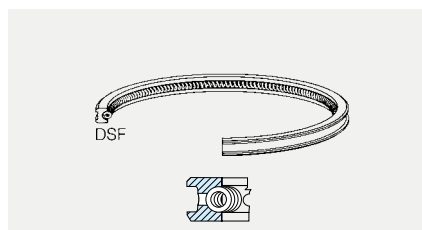
D Double-bevelled oil control ring



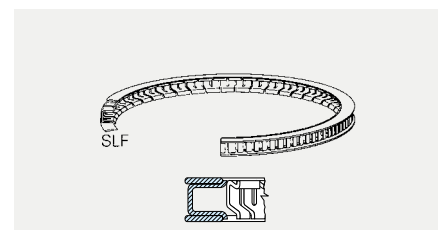
SSF Slotted oil control ring with spiral expander



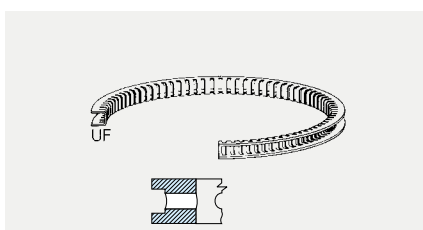
GSF Spiral expander top-bevelled oil control ring



DSF Double-bevelled spiral expander ring



SLF Steel rail spring washer



SEF Slotted oil control ring with expander spring

2.4

Cylinder liners

The original KS cylinder liners are, thanks to our decades of experience with piston-cylinder systems, perfectly coordinated. For this reason they provide the optimum solution with regard to wear, durability and heat dissipation.

We stock standard sizes and oversize versions of dry and wet cylinder liners for the engines of all major manufacturers.

Air-cooled cylinders for air-cooled engines, compressor cylinders and liner castings round off the product range.



Wet and dry cylinder liner



Compressor cylinder

Air-cooled cylinder

Cylinder sleeves

Cylinder liner with fire ring

Fire rings are placed at the top end of the cylinder liners in a rectangular slot. The fire ring is loosely inserted into the slot during assembly and is subsequently held in position by the cylinder head.

A fire ring or oil scraper ring prevents a hard coating of oil carbon from forming on the head land of the piston. This is achieved by the smaller internal diameter of the fire ring compared to the diameter of the cylinder bore.

As the piston passes through the top dead centre, the fire ring scrapes the unwanted oil carbon deposits off the piston and prevents deposits from forming on the top land.



Attention:

The piston is adapted for the use of a fire ring. The top land has a smaller diameter than comparable pistons of conventional design.

When just replacing the piston it needs to be ensured that it is suitable for use of the cylinder liners with fire ring.



Cylinder liner with relief

Cylinder liners with free rotation have a larger diameter in the upper cylinder area. The enlargement ensures a thicker formation of the oil carbon layer in this area that keeps the fire land of the piston free of deposits. Oil carbon has abrasive properties.



Attention:

When using cylinder liners with a free rotation, you must ensure that the first compression ring of the piston does not protrude into the free rotation area. For this reason, it is only permitted to use pistons on the cylinder liners where the fire land height on the piston is greater than the free rotation height.

Damage to pistons and cylinder liners will result if this is not observed.



Cylinder liner with free rotation

2.5

Kit sets

The original KS kit set, consisting of pistons, piston rings, piston pins, pin retainers and cylinder liner, if applicable with seals, is supplied ready to install.

Original KS kit sets are engine parts of greatest precision. For this reason they are carefully packaged.

Avoid hard impacts or damage during transport and handling.

Check completeness of original KS kit sets before installation and compare if possible with the removed parts. If you are not sure about usability contact our technical customer service.



3

Installation of pistons and cylinder liners

3.1

Installation and direction of installation

You will find information about the nominal piston diameter and piston clearance on the piston crown. The combination of this gives the nominal diameter of the cylinder bore. Before installation, the piston and cylinder diameters need to be measured and compared with the nominal diameters.



- 1 Trade mark
- 2 Nominal piston diameter
- 3 Clearance
- 4 Installation marking
- 5 Batch number
- 6 Art. no.

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MS Motorservice International GmbH
74196 Neuenstadt, Germany
www.ms-motorservice.com

KSPG®
Automotive

KOLBEN PISTON

2 x Z17

40 302 600

128,000 mm

verwendbar für / suitable for
Nissan

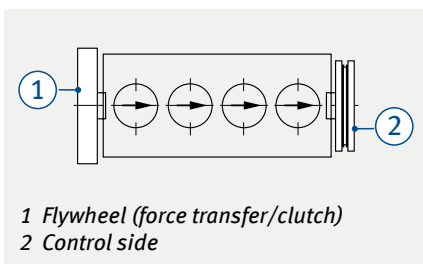
(01)004052938000016
(21)J2VPE2P4004400

65414

4 028977 601224

| Example | |
|-------------------|----------|
| Piston diameter | 79.98 mm |
| Sp clearance | 0.02 mm |
| Cylinder diameter | 80.00 mm |

The overview below lists the symbols and their meaning for the direction of installation in the engine. Depending on the engine manufacturers, the same symbols can have different meanings.



| Example | Symbol | Direction of installation in engine |
|---------------------------|-------------|---|
| BMW, Mercedes Benz, VW | ↑ | Control side (opposite force transfer/clutch) |
| Mercedes Benz, Scania | ↑ | Special case for some V engines: Engine centre direction |
| Citroën, Renault | ↑ AV | Control side (opposite force transfer/clutch) "AV" stands for "avant" = front |
| Citroën, Renault | ↑ AR | Flywheel (force transfer/clutch) "AR" stands for "arrière" = rear |
| Peugeot, Renault | ↑ V | Flywheel (force transfer/clutch) "V" stands for "volant" = Fly wheel |
| Peugeot, Vauxhall | ⏏ | Flywheel (force transfer/clutch) |
| Citroën, Peugeot, Renault | ⏏ ← | Flywheel (force transfer/clutch) |
| Fiat, Iveco | > | Flywheel (force transfer/clutch) |
| Vauxhall, Perkins | Groove | Control side (opposite force transfer/clutch) |
| GM, Perkins | FRONT | Control side (opposite force transfer/clutch) |
| Hatz, Liebherr | front | Control side (opposite force transfer/clutch) |
| Deutz, MWM | Exhaust air | For air-cooled engines the direction of cooling air |

For pistons with skirt coating without measuring window, 0.01 - 0.03 mm of layer thickness still need to be deducted from the measurement to get the stamped piston diameter.

For pistons with measuring window, the piston diameter can be determined here without deducting the thickness of the skirt coating.



3.2

Gap dimension and piston position in top dead centre

Gap dimension*

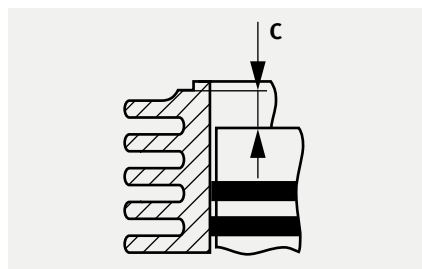
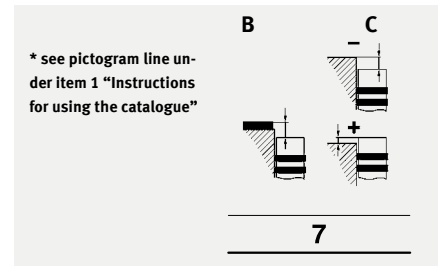
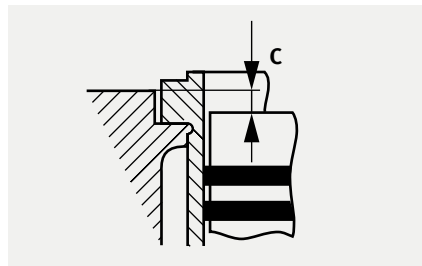
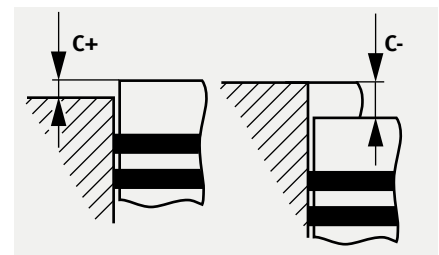
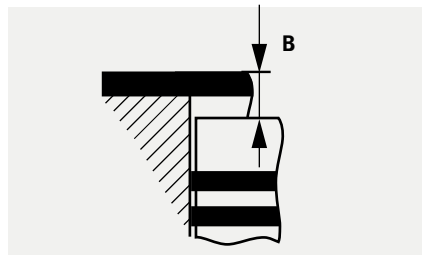
The gap dimension (B) is the protrusion or recess of the piston in the top dead centre in relation to the sealing face of the cylinder block. The thickness of the cylinder head gasket and a possible recess in the cylinder head are taken into account for measuring. This dimension is also known as "lead dimension".

Piston protrusion or piston recess dimension in top dead centre for different engine versions*

Below the dimension C, the protrusion (marked by +) or the recess (marked by -) of the piston in the top dead centre is to be understood in relation to the cylinder block sealing face. The seal thickness or geometrical shapes of the cylinder head are not taken into account.

For engines with wet cylinder liner, the protrusion or recess of the piston is also measured in relation to the cylinder block face.

A protrusion of the cylinder liner or an existing land edge is not taken into account.



For air-cooled cylinders, dimension C refers to the distance between piston crown and the seat of the cylinder head on the air cooled cylinder.

Note:

For setting the piston protrusion, pistons with reduced compression height are also available in addition to the standard pistons.

For pistons the crown for setting the piston protrusion must not be turned off.



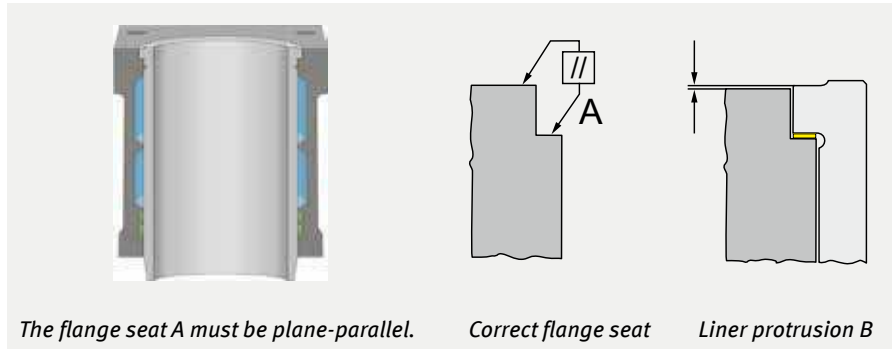
3.3

Installation of cylinder liners

When replacing cylinder liners, some preparation work needs to be performed and critical issues must be checked. Once the old cylinder liners are removed and before the new cylinder liners are inserted, the engine block must be thoroughly cleaned. Particularly for engine blocks with wet cylinder liners, all coolant residues and fragments of gaskets are to be removed from the area of the cylinder liner fixture.

Particular care needs to be taken for all contact surfaces. They must be prepared so that they are metallically clean, completely level and non-corroded. Hard tools like scrapers, cutters etc. must not be used due to the risk of damaging these surfaces. Worn cylinder block faces and liner flange counterbores must be reworked. If the diameters of the cylinder liner bore exceed the maximum permissible dimension, the surfaces are severely corroded or are distorted, the engine block must be drilled open accordingly.

The cylinder liners must then be inserted with outside oversize and/or liners with oversized flange. Cylinder liners with different oversizes are available in the KS delivery program for many engine types.



The flange seat A must be plane-parallel.

Correct flange seat

Liner protrusion B

Installation of wet cylinder liners

1. First of all the cylinder liners are inserted without sealing rings. This way it is checked whether the cylinder liners can be inserted easily and without jamming. A jamming of the cylinder liner in the bore always results in deformation of the cylinder bore. Furthermore it needs to be checked whether the liner flange rests completely flush and plane-parallel in the engine block. For this purpose the contact surfaces can be coated with surface paste to check the wear pattern this way. If the wear pattern is not immaculate, the flange counterbore in the engine block needs to be reworked.

2. Then the amount of protrusion of the cylinder liners must be checked. If cylinder liners are concerned where a metal gasket (Tombak, stainless steel) is used for sealing off the liner flange, it must be inserted for measuring the flange protrusion. If the amount of protrusion is too little, this must be corrected by using cylinder liners with oversized flange height or steel shims. If the amount of flange protrusion is wrong or if the flange seat is uneven, the gasket of the combustion chamber is not guaranteed. This can result in cylinder distortions and liner flange fractures.

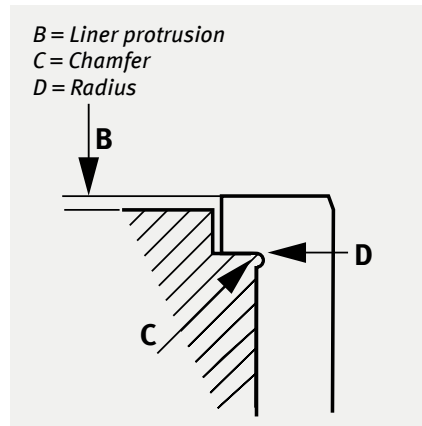
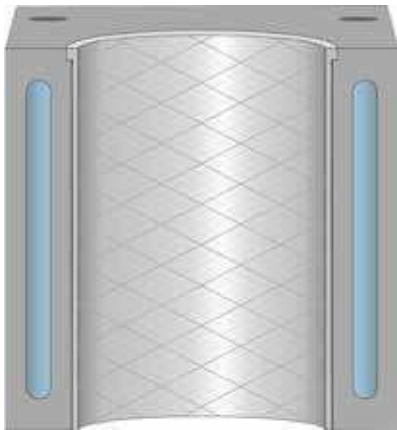
3. For final installation of the cylinder liners including Elastomer gaskets, lubricant must be used for easier and safer installation of the cylinder liners. The lubricant or assembly paste is applied to the surfaces of the cylinder liner and engine block, across which the sealings rings must slide during assembly. The Elastomer gaskets themselves do not need

any lubricant. The cylinder liners must be inserted slowly by hand and secured in the system. They must not be inserted with force or hard blows of the hammer.

4. Once the cylinder liners are installed, the cylinder bores must be checked for roundness and constrictions in the area of the sealing rings with a bore measuring device with dial gauge.

Attention:

Liquid sealants and sealing paste must not be used when installing wet cylinder liners. A reliable fit of the cylinder liners cannot be guaranteed in this case. Furthermore, the Elastomer gaskets cannot meet their sealing function if the sealing ring grooves are filled additionally with sealant. The metal discs that might be supplied with the cylinder liners and that are made of Tombak or stainless steel are gaskets. The metal gaskets must be inserted between engine block and cylinder liner in any case. The metal gaskets are not suited to configuring the liner protrusion. Multiple gaskets must not be placed and installed on top of each other.



Installation of dry cylinder liners in “Slipfit” version (“Finished”)

1. These liners are finished on the internal diameter and can be removed and re-installed manually or with suitable tools. The engine block does not need to be removed from the vehicle for this purpose.
2. Before inserting the cylinder liner, the cylinder liner counterbore must be checked for roundness and distortion. The bevelled edge (C) in the housing must correspond to the rounding (D) on the cylinder liner.
3. Before inserting the cylinder liners, the cylinder bores must be checked for roundness or deformations. For these cylinder liners, the liner protrusion dimension (B) specified by the manufacturer must be adhered to. This is important to ensure that the liners are pressed firmly down onto their seat during operation and are anchored correctly in the engine block. Insufficient protrusion results in sealing problems and formation of cracks on the liners.

For “Slipfit” cylinder liners the clearance is 0.00 - 0.015 mm. If 0.015 mm is exceeded, an oversize liner must be used.

Installation of dry cylinder liners in “Pressfit” version (“Semi-finished”)

1. These cylinder liners are only finished on the external diameter. The inside diameter is only coarsely pre-finished. To replace these cylinder liners, the engine block must be removed from the vehicle and completely disassembled.
2. To remove the cylinder liners these are either destroyed with a chisel or similar tool or drilled out of the engine block. Further preparation/checking of the engine block is the same as for the “Slipfit” version.
3. As these cylinder liners have a press fitting in the engine block, they must be pressed into the engine block by using a press. The press fitting is several hundredth millimetres and is determined by the specifications of the engine manufacturer. Before pressing in, the cylinder liners must be coated with a suitable, thin lubricant on the external diameter. The cylinder liners should be pressed into the engine block in one step without interruption if possible. An interruption of the press-in procedure results in large breakaway torques when pressing continues and frequently in breaking of the cylinder liners. If the press-in procedure cannot be performed in one step due to a missing press stroke, the short part that is missing must be covered

at the start of the press stroke and the last part taking full advantage of the available press stroke.

The pressure plate which is inserted between press stamp and cylinder liner must be thick enough so that it does not break during pressing. An impression of the liner flange can be prevented this way.

4. As the cylinder liners deform slightly during pressing in, they must still be finished to fit the required cylinder end dimension through drilling and honing. Due to the press fitting, these cylinder liners do not compulsorily require a liner flange and do generally not have a liner protrusion (B). Once the cylinder liners are pressed in, the cylinder block face must be fully reworked once, so that the cylinder liners do not protrude over the engine block face.

Installation dimensions for “Pressfit” cylinder liners

| Cylinder diameter | 50 - 80 mm | 80 - 120 mm | 120 - 180 mm |
|-------------------|---------------------|------------------|------------------|
| Pressfit | 0.045 mm - 0.070 mm | 0.055 - 0.080 mm | 0.065 - 0.090 mm |

The specifications are reference values. The specified measurement of the engine manufacturer are decisive in this case.

3.4

Fitting the pistons

Assembly of pistons and connecting rods

Before installing the connecting rods they need to be checked for distortion and twisting with a suitable testing instrument. Position the piston and the connecting rod according to the installation direction. The oiled pin is carefully inserted into the pin bores of the piston and into the connecting rod eye of the connecting rod. For pistons with tightly tolerated pin bore, insertion of the pin is easier if the piston is heated to approx. 40 °C.



ENGLISH



For swimming pins

Retainer rings are supplied for fixation of the pin. Used retainer rings must no longer be used. To prevent lasting deformations, the retainer rings must not be pressed together too hard.



Whether the rings have safely locked into the grooves can be checked by slightly turning them. The joint of the retention must always be in direction of the piston stroke.



Assembly of connecting rod with fixed pin

The bore in the connecting rod eye must have a pressfit to the pin. For assembly the connecting rod is to be heated to 280 - 320 °C (no open flame!). Afterwards quickly insert the well oiled and cold pin into the connecting rod eye. To ensure correct positioning of the pin in the connecting rod, a device with stop pin is to be used.

Checking the piston rings

Check whether the rings can be freely (turned) rotated in the ring grooves.



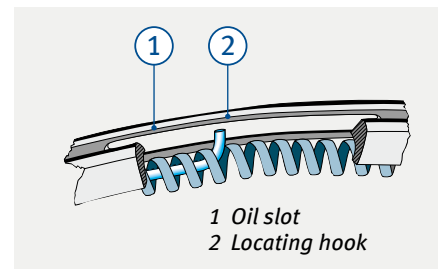
For piston rings marked with "TOP", the marking must point to the piston crown. This ensures the intended function is working.



Spiral expander oil control rings

The joint ends of the spiral expander should always be exactly opposite the ring joint for spiral expander rings. For spiral expanders with Teflon sheath, the sheath rests against the ring joint.

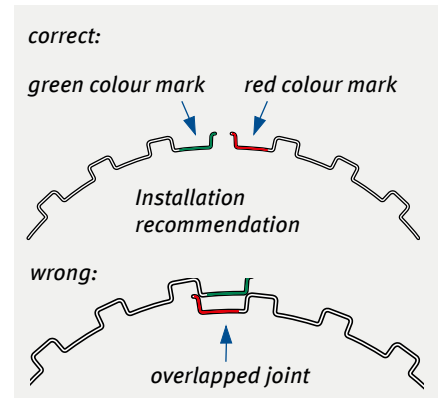
In addition, for spiral expander rings with locating hook it is important that the locating hook is locked into the oil slot.



Spiral expander ring with locating hook

3-part steel rail oil control rings

During transport the spiral ends are untightened and can slip one above another. The position might need to be corrected before installation. Both colour markings at the spiral ends must be visible. If they are not visible, the spiral has overlapped and the ring is not working. The ring joints of the 3-part oil control ring (the two steel rails and the expander spring) must be turned against each other by 120° each before installation.



Inserting the piston into the cylinder liner

Clean the cylinder block thoroughly. Make sure that all gliding surfaces are free from dirt and well oiled. Press the piston rings together with a squeezer to enable the piston gliding into the cylinder liner without resistance. For Diesel engines measure the gap dimension or piston's amount of protrusion and always adhere to manufacturer's specifications.



3.5

Running-in notes

The engine must be run in on the road if no test rig is available for implementing a defined run-in routine.

- The vehicle should not be fully laden.
- Run the engine at constantly changing speed levels not exceeding 2/3 of the maximum engine speed.
- Shift up briskly whilst driving and avoid underrevving.
- Avoid maximum gear speeds.
- Avoid lengthy uphill driving (excessive load).
- Avoid lengthy downhill driving (insufficient load and undesirable overrun).
- Do not use engine braking systems.
- Do not drive on motorways or at top speed.
- Avoid driving in congested traffic. Driving on open roads and in free-flowing urban traffic is best. But no urban traffic with extremely hot outside temperatures and with frequent stops at traffic lights and waiting times.



Note:

- Keep a constant check on the oil level during the run-in phase. The oil consumption can be increased. It is advisable to check the oil level every 50 to 100 km and top up with oil if necessary. If there is a noticeable drop in the oil level on the dipstick, continue to monitor at shorter intervals.
- Do not overfill the engine with oil.
- Oil change after 1000 km – An oil filter change is important here. The dirt and abrasion from run-in has to be removed from the engine.





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KSPG (Kolbenschmidt Pierburg).
Équipementier renommé de l'industrie automobile internationale.

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1

Précisions sur l'utilisation du catalogue

► **Index des moteurs**
Une aide à la recherche détaillée figure au début de chaque section consacrée à un constructeur.

Les désignations des moteurs sont classées en ordre alphanumérique.

| KOLBENSCHMIDT | | DEUTZ | | | | | | | |
|---------------|--------|-------|-----------|-----------------|---|------------------------|---------|---------|-----|
| INDEX | | | | | | | | | |
| | | Cyl. | mm | cm ³ | | Comp. Ratio ϵ | kW | PS | Pos |
| A 6 M 816 | D (AN) | 6 | 142 x 160 | 15204 | 2 | 16:1 | 145-172 | 197-234 | 45 |
| A 6 M 816 R | D (LA) | 6 | 142 x 160 | 15204 | 2 | 16:1 | | | 45 |
| A 6 M 816 U | D (LA) | 6 | 142 x 160 | 15204 | 2 | 16:1 | | | 45 |
| A 6 M 816 W | D (LA) | 6 | 142 x 160 | 15204 | 2 | 16:1 | | | 45 |

moteur **n° de position**

► **Index des véhicules**

| KOLBENSCHMIDT | | AUDI | | | | | | | |
|---------------|-----------|------|------|-------------------|-------------------|-----|-----|-----|--|
| INDEX | | | | | | | | | |
| | | | Pos | | | | Pos | Pos | |
| A1 (8X) | | | | A4 1.8i Turbo 20V | 01.1999 → 06.2000 | ANB | B | 23 | |
| A1 1.4 TFSI | 05.2010 → | CAXA | B 3 | A4 1.8i Turbo 20V | 06.2000 → 09.2001 | AWT | B | 27 | |
| A1 2.0 TDI | 09.2011 → | CFHB | D 33 | A4 1.9 TDI | 01.1995 → 07.1998 | 1Z | D | 11 | |
| A2 (8Z) | | | | A4 1.9 TDI | 03.1996 → 07.1999 | AFN | D | 11 | |

véhicule **n° de position**

► L'ordre des positions dans la section du catalogue est fonction des critères suivants :

1. Diamètre du cylindre
2. Type de carburant
3. Année de construction
4. Code du moteur

Données sur les produits

Les pages du catalogue sont composées des blocs d'information représentés ci-après :

| | | | | | | | | | | | |
|----------------------------|---------------|--|--------------|---------------|------------------------|---|-------------|-------------------------------|-------------------------------|----------------------|--|
| n° de position | | ligne consacrée aux pictogrammes | | | | champ consacré au constructeur | | | | | |
| | | | | | | <div style="border: 1px solid black; padding: 5px; text-align: center;"> Constructeur </div> | | | | | |
| | | | | | | | | | | | |
| 24 | | 115 Cyl. 6 | | | | | | | | | |
| D 5TC EURO 1 | | 03.1988 -> 04.1994 | | D [AN] | 6 | 7800 cm³ | 2V | 178 KW (242 PS) | 16:1 | 125 mm [1] | |
| [1] Conrod length = 220 mm | | mot. -> 456789 | | | | | | | | | |
| | 6 | KH 34,09 | SRK | 22 | 1 T15 2,5 MO G6 | 0,733 | -0,1 | 90,00 | 91 166 600 [2] | | |
| | 084127 | BÜ +4,51 | | 54 | 1 NM 1,5 | 0,93 | 0,3 | 90,50 | 91 166 610 NEW | | |
| | | Vt1 -1,5 | | (K) | 1 DSF 3 CR | | | 91,00 | 91 166 620 (90 978) | | |
| | | VT2 -1,8 | | | | | | | | | |
| | | MT -3,74 | | | | | | | | | |
| | | MØ 36,2 | | | | | | | | | |
| | | GL 69,6 | | | | | | | | | |
| | N Cyl. | A=140 | C=152 | L=270 | H+F=10,05+1 | 2 P 138 x 2,1 x 0,065 | | 89 056 110 (88 682) | 91 166 960 | | |
| | N Cyl. | A=140 | C=152 | L=270 | H+F=10,25+1 | 2 P 140 x 2,1 x 0,065 | | 89 349 110 | 91 166 961 [3] | | |
| | N Cyl. | A=140 | C=152 | L=270 | H+F=10,55+1 | 2 P 138 x 4 x 0,085 | | 89 057 110 (88 878) | 91 166 962 [4] | | |
| données sur les pistons | | données sur les cylindres et ensembles | | | | ligne consacrée aux moteurs (type/modèle) | | | | | |

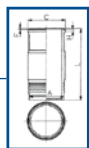
FRANÇAIS

Ligne consacrée aux moteurs

| | | | | | | | | | | |
|--|--|--|--|--------------------|----------|----------------------------|-----------|------------------------|-------------|---------------------------|
| n° de position (numérotation continue pour chaque constructeur) | | | | | | | | | | |
| Ø nominal du cylindre | | année de fabrication de - à | | type de carburant* | | cylindrée | | puissance de - à | | course |
| | | | | | | | | | | |
| 24 | | 115 Cyl. 6 | | | | | | | | |
| D 5TC EURO 1 | | 03.1988 -> 04.1994 | | D [AN] | 6 | 7800 cm³ | 2V | 178 KW (242 PS) | 16:1 | 125 mm [1] |
| [1] Conrod length = 220 mm | | mot. -> 456789 | | | | | | | | |
| observations | | nombre de cylindres | | | | nombre de soupapes | | taux de compression | | renvoi à des observations |
| désignation du moteur avec type de catalyseur/catégorie de pollution | | restriction d'utilisation numéro de moteur/numéro de série | | | | | | | | |

* voir liste des abréviations

Données sur la chemise de cylindre

| illustration du cylindre | Ø de la collerette (mm) | longueur totale (mm) | hauteur bord de feu (mm) | n° d'article de l'ensemble (n° remplacé entre parenthèses) |
|--|---|--|--|--|
|  <p>Ø de fixation pour centrage (mm)</p> <p>modèle de cylindre *</p> | <p>Ø de la collerette (mm)</p> <p>longueur totale (mm)</p> <p>hauteur de la collerette / hauteur de montage (mm)</p> <p>spécifications / nombre de joints</p> <p>n° d'article du cylindre (n° remplacé entre parenthèses)</p> | | | |
| <p>N Cyl. A=140 C=152 L=270 H+F=10,05+1</p> <p>N Cyl. A=140 C=152 L=270 H+F=10,25+1</p> <p>N Cyl. A=140 C=152 L=270 H+F=10,55+1</p> <p>N Cyl. A=140,5 C=152,5 L=270 H+F=10,55+1</p> <p>X=10,50</p> | <p>2 P 138 x 2,1 x 0,065</p> <p>2 P 140 x 4 x 0,085</p> <p>2 P 138 x 2,1 x 0,065</p> <p>2 P 140 x 4 x 0,085</p> <p>2 P 138 x 2,1 x 0,065</p> <p>2 P 140 x 4 x 0,085</p> <p>2 P 138 x 2,1 x 0,065</p> <p>2 P 140 x 4 x 0,085</p> <p>(50 006 609)</p> | <p>89 056 110 (88 682)</p> <p>89 349 110</p> <p>89 057 110 (88 878)</p> <p>89 166 190 SEMI</p> | <p>91 166 960</p> <p>91 166 961 [3]</p> <p>91 166 962 [4]</p> <p>91 166 963</p> | |
| <p>[2] nur satzweise austauschbar exchangeable only in sets remplacement seulement sous forme de jeu sólo se puede cambiar el juego completo</p> <p>[3] mit Bundhöhenmaß 0,20 mm with oversized collar height 0,20 mm avec surcote de la hauteur collerette de 0,20 mm con sobremedida de altura del collarin de 0,20 mm</p> <p>[4] mit Bundhöhenmaß 0,50 mm with oversized collar height 0,50 mm avec surcote de la hauteur collerette de 0,50 mm con sobremedida de altura del collarin de 0,50 mm</p> | | | | |
| <p>520</p> <p>modèle de cylindre *</p> <p>observations sur le piston, le cylindre ou l'ensemble</p> | <p>See disclaimer on page 1</p> <p>nombre</p> <p>n° d'article du jeu de bagues d'étanchéité</p> | <p>matériau *</p> <p>dimensions (mm)</p> | <p>renvoi à des observations</p> <p>chemise de cylindre pré-usinée (SEMI) finition nécessaire après le montage</p> | |

* voir liste des abréviations

2

Informations sur les produits

La sécurité de fonctionnement et la longévité d'un moteur réparé dépendent essentiellement des pistons employés et de la qualité du travail effectué par le monteur. Lors de la réparation, toutes les conditions doivent être réunies au niveau du moteur pour profiter pleinement de la grande qualité des pistons KS. Par conséquent, le montage de pistons KS lors de travaux de réparation sur un moteur commence dès la préparation ou la rénovation du moteur concerné.

Tous les pistons KS d'origine sont prêts à monter, avec les segments de piston, axes de piston et circlips d'axe de piston correspondants.



2.1

Types de pistons



Piston diesel avec canal de refroidissement, douille et porte-segment



Piston articulé avec partie supérieure forgée en acier et jupe en aluminium



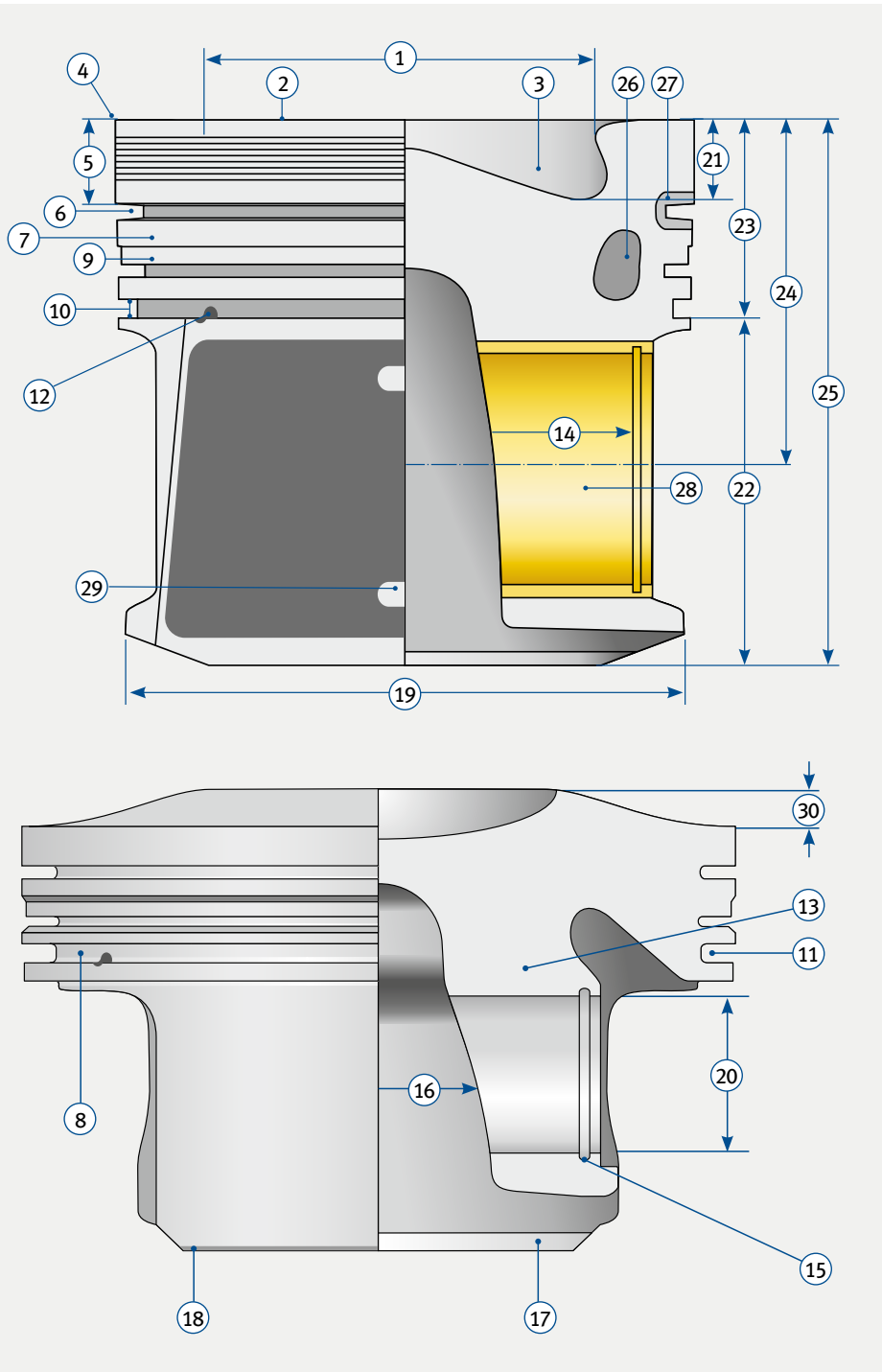
Piston essence du type LiteKS® à poids optimisé avec porte-segment



Piston monobloc en acier forgé avec deux soudures par friction

2.2

Termes techniques et dénominations sur les pistons



- 1 \varnothing de la chambre de combustion
- 2 tête de piston
- 3 chambre de combustion
- 4 bord de l'extrémité du fond
- 5 cordon de feu (entretoise de fond)
- 6 gorge pour segment de compression
- 7 cordon entre segments
- 8 fond de la gorge
- 9 cordon entre segments en retrait
- 10 flancs de la gorge
- 11 gorge pour segment racleur d'huile
- 12 orifice de retour d'huile
- 13 bossage d'axe de piston
- 14 distance entre les gorges pour arrêt
- 15 gorge pour bague de sûreté
- 16 distance entre bossage d'axe
- 17 fixation pour centrage
- 18 arête inférieure de la jupe
- 19 diamètre du piston à 90 °C
contrairement à l'alésage d'axe
- 20 alésage de l'axe du piston
- 21 profondeur de la chambre de combustion (MT)
- 22 partie de la jupe
- 23 zone de segmentation
- 24 hauteur de compression du piston
- 25 longueur du piston
- 26 canal de refroidissement d'huile
- 27 porte-segment
- 28 douille
- 29 \varnothing de la fenêtre de mesure
- 30 bombé de la tête du piston (BÜ)

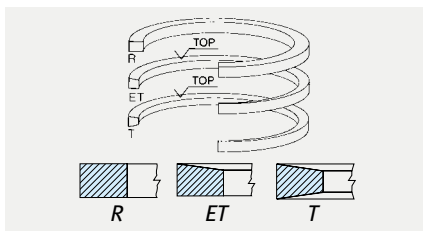
FRANÇAIS

2.3

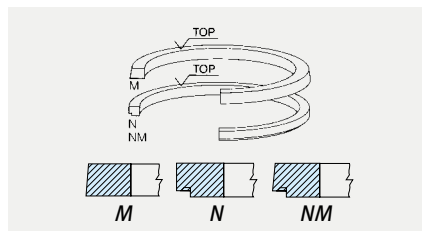
Segments de piston

Un écartement excessif des segments de piston lors de la mise en place entraîne des déformations définitives. Le retrait et la remise en place des segments de piston peuvent nuire à leurs performances. Par conséquent, ne plus retirer les segments de piston après le montage.

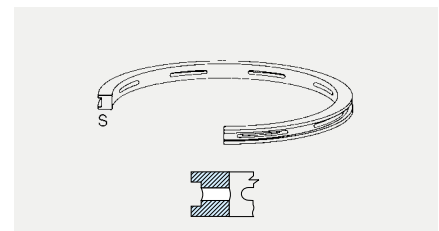
Les différents types de segments de piston et les abréviations sont indiqués ci-dessous :



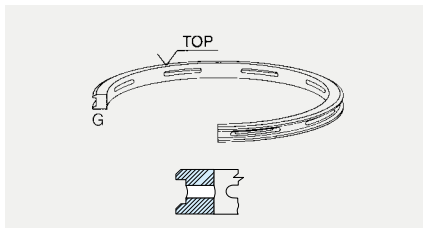
R segment rectangulaire
ET segment semi-trapézoïdal
T segment trapézoïdal 6°/11°/15°/20°



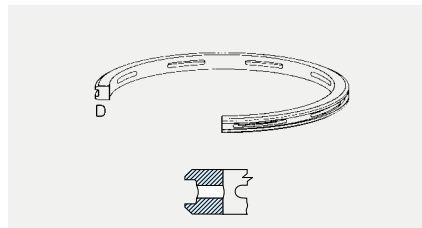
M segment conique
SM segment faiblement conique
N segment à bec d'aigle
NM segment conique à bec d'aigle



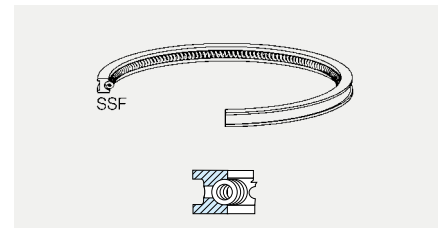
S segment raqueur d'huile à fentes



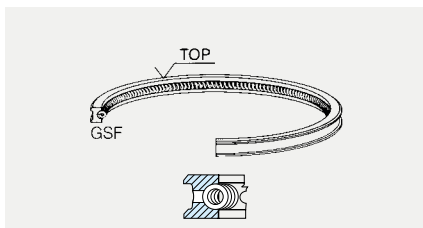
G segment à lèvres chanfreinées parallèles



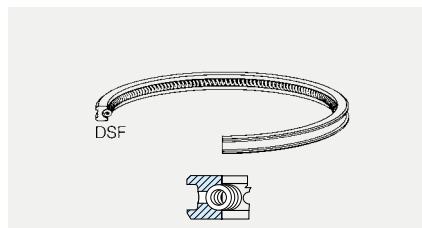
D segment raqueur à fentes et lèvres chanfreinées symétriques



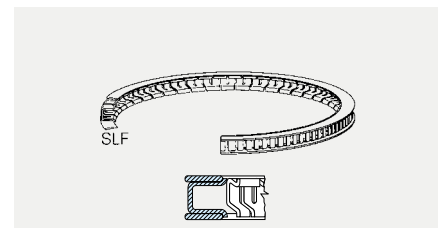
SSF segment raqueur d'huile à fentes avec ressort spiroïdal



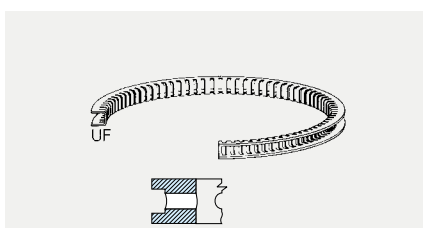
GSF segment raqueur à lèvres chanfreinées parallèles à ressort spiroïdal



DSF segment raqueur à fentes et lèvres chanfreinées symétriques avec ressort spiroïdal



SLF segment raqueur d'huile à lamelles d'acier



SEF segment raqueur d'huile à fentes avec ressort extenseur

2.4

Chemises de cylindre

Grâce à nos dizaines d'années d'expérience des systèmes piston-cylindre, les chemises de cylindre KS sont parfaitement adaptées et constituent, par conséquent, une solution optimale aux problèmes d'usure, de durée de vie et de dissipation thermique.

Nous proposons des chemises de cylindre sèches et humides en tailles standards et spéciales pour les moteurs de tous les grands constructeurs.

Des cylindres à ailettes pour moteurs refroidis par air, des cylindres de compresseur et des chemises brutes complètent la gamme.



Chemise de cylindre humide et sèche



Cylindres de compresseur

Cylindre à ailettes

Chemises brutes

Chemise de cylindre avec segment d'étanchéité

Les segments d'étanchéité se trouvent dans un évidement rectangulaire à l'extrémité supérieure des chemises de cylindre. Le segment d'étanchéité est simplement placé lors du montage dans l'évidement prévu à cet effet et maintenu ultérieurement en position par la culasse. Un segment d'étanchéité ou segment racleur de calamine empêche la formation d'une couche dure de calamine sur le cordon de feu du piston. Ceci est obtenu par le fait que le diamètre intérieur du segment d'étanchéité est plus petit que le diamètre de l'alésage du cylindre. Lorsque le piston franchit le point mort haut, le segment d'étanchéité racle les dépôts de calamine indésirables sur le piston ou empêche la formation de dépôts sur le cordon de feu.



Attention :

Le piston est prévu pour l'utilisation d'un segment d'étanchéité. Le diamètre du cordon de feu est plus petit que sur des pistons comparables conventionnels. Si seul le piston est remplacé, s'assurer que celui-ci est prévu pour l'utilisation des chemises de cylindre avec segment d'étanchéité.



Chemise de cylindre avec dégagement

Les chemises de cylindre avec dégagement présentent un diamètre plus important dans la partie supérieure du cylindre. Grâce à cet agrandissement, il peut se former dans cette partie une couche de calamine plus épaisse, qui maintient le cordon de feu du piston libre de dépôts. La calamine possède des propriétés abrasives.

Attention :

Dans le cas des chemises de cylindre avec un dégagement, le premier segment de compression du piston ne doit pas pouvoir entrer dans la zone du dégagement. Par conséquent, n'utiliser avec les chemises de cylindre que des pistons dont la hauteur du cordon de feu sur le piston est supérieure à la hauteur du dégagement.

Le non-respect de cette règle entraîne des dégâts sur le piston et la chemise de cylindre.



2.5

Ensembles

L'ensemble KS d'origine, comprenant un piston, des segments de piston, un axe de piston, des circlips d'axe de piston et une chemise de cylindre, ainsi qu'éventuellement des joints, est prêt à monter.

Les ensembles KS d'origine sont des pièces de moteur de très grande précision. De ce fait, ils sont soigneusement emballés.

Éviter les chocs durs ou les détériorations lors du transport et des manipulations.

Avant le montage, vérifier si les ensembles KS d'origine sont complets et, si possible, les comparer aux pièces démontées. En cas de doute quant à leur adéquation, contacter notre service technique clients.



3

Montage des pistons et des chemises de cylindre

3.1

Cote de montage et direction de montage

Le diamètre nominal du piston et le jeu de montage figurent sur la tête du piston. Les deux conjugués donnent le diamètre nominal de l'alésage du cylindre. Avant le montage, mesurer le diamètre du piston et du cylindre et le comparer aux diamètres nominaux.



- 1 sigle
- 2 diamètre nominal du piston
- 3 jeu de montage
- 4 repère de montage
- 5 numéro de lot
- 6 n° d'article

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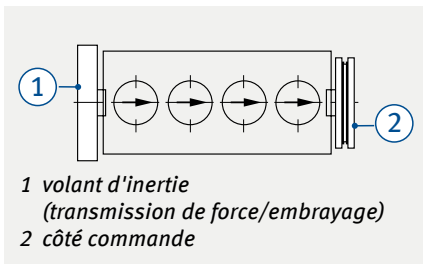
65414

4 028977 601224

| Exemple | |
|-------------------|----------|
| Ø du piston | 79,98 mm |
| Sp jeu de montage | 0,02 mm |
| Ø du cylindre | 80,00 mm |

Le tableau ci-après indique les symboles et leur signification quant à la direction de montage dans le moteur. Des symboles identiques peuvent avoir une signification différente selon les constructeurs de moteurs.

| Exemple | Symbole | Direction de montage dans le moteur |
|---------------------------|---------|--|
| BMW, Mercedes-Benz, VW | ↑ | Côté commande (à l'opposé de la transmission de force/embrayage) |
| Mercedes-Benz, Scania | ↑ | Cas particulier pour certains moteurs en V : direction milieu du moteur |
| Citroën, Renault | ↑ AV | Côté commande (à l'opposé de la transmission de force/embrayage) « AV » signifie « avant » |
| Citroën, Renault | ↑ AR | Volant d'inertie (transmission de force/embrayage) « AR » signifie « arrière » |
| Peugeot, Renault | ↑ V | Volant d'inertie (transmission de force/embrayage) « V » signifie « volant » |
| Peugeot, Opel | ⏏ | Volant d'inertie (transmission de force/embrayage) |
| Citroën, Peugeot, Renault | ⏏ ← | Volant d'inertie (transmission de force/embrayage) |
| Fiat, Iveco | > | Volant d'inertie (transmission de force/embrayage) |
| Opel, Perkins | Encoche | Côté commande (à l'opposé de la transmission de force/embrayage) |
| GM, Perkins | FRONT | Côté commande (à l'opposé de la transmission de force/embrayage) |
| Hatz, Liebherr | vorn | Côté commande (à l'opposé de la transmission de force/embrayage) |
| Deutz, MWM | Abluft | Sur les moteurs à refroidissement par air, la direction de l'air de refroidissement |



Dans le cas des pistons avec revêtement de la jupe sans fenêtre de mesure, déduire encore 0,01 à 0,03 mm d'épaisseur de couche de la cote indiquée pour obtenir le diamètre du piston gravé.

Dans le cas des pistons avec fenêtre de mesure, le diamètre nominal du piston peut être déterminé à cet endroit sans déduire d'épaisseur de revêtement de la jupe.



3.2

Espace neutre et position du piston au point mort haut

Espace neutre*

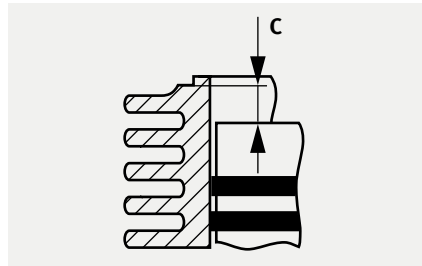
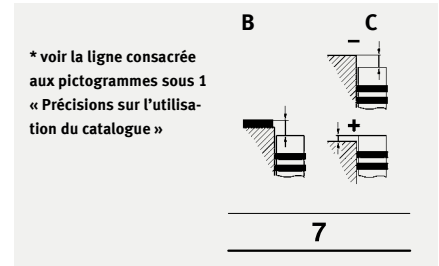
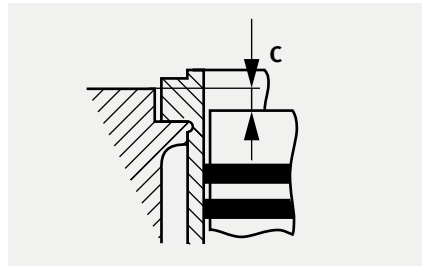
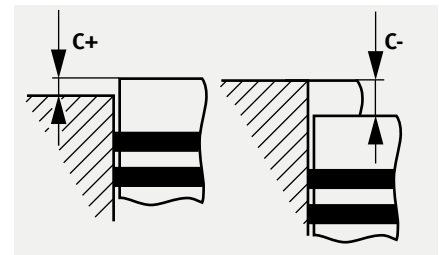
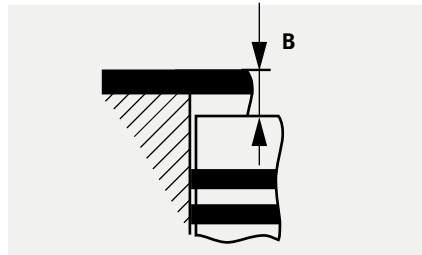
L'espace neutre (B) désigne le dépassement ou le retrait du piston au point mort haut par rapport à la face de contact du bloc-cylindres. L'épaisseur du joint de culasse et une possible cavité dans la culasse sont prises en compte dans la mesure.

Dépassement ou retrait du piston au point mort haut avec différentes variantes de moteur*

La cote C désigne le dépassement (signalé par +) ou le retrait (signalé par -) du piston au point mort haut par rapport à la surface d'étanchéité du bloc-cylindres. L'épaisseur du joint ou les formes géométriques de la culasse ne sont pas prises en compte.

Sur les moteurs avec chemise de cylindre humide, le dépassement ou le retrait du piston est également mesuré par rapport à la surface du bloc-cylindres.

Un dépassement de la chemise de cylindre ou la présence d'un bord de feu n'est pas pris en compte.



Dans le cas des cylindres à ailettes, la cote C se réfère à la distance entre la tête du piston et l'assise de la culasse sur le cylindre à ailettes.

 **Remarque :**

Outre les pistons standards, des pistons à hauteur de compression réduite sont également disponibles pour ajuster le dépassement.

Dans le cas des pistons, celle-ci ne doit pas être usinée au tour pour ajuster le dépassement du piston.



3.3

Montage des chemises de cylindre

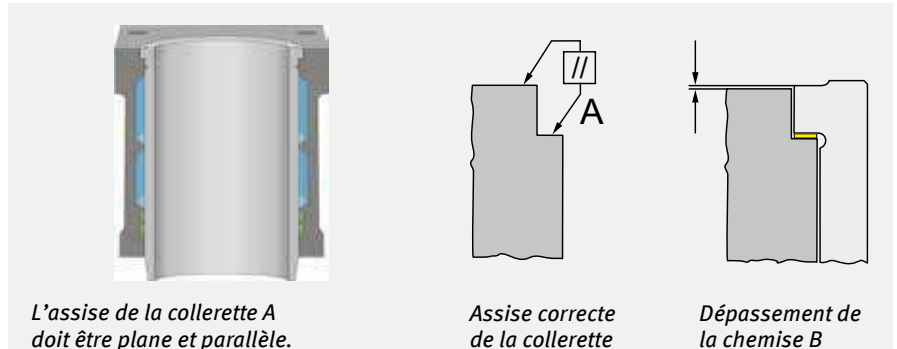
Certains préparatifs sont nécessaires et des points critiques doivent être vérifiés lors du remplacement de chemises de cylindre. Le bloc-moteur doit être soigneusement nettoyé après le démontage des anciennes chemises de cylindre et avant la mise en place des nouvelles. Dans le cas, notamment, des blocs-moteurs avec des chemises de cylindre humides, il est nécessaire d'éliminer tous les résidus de liquide de refroidissement et dépôts de joints au niveau du logement des chemises de cylindre.

Une grande attention doit être portée à toutes les surfaces d'ajustement. Elles doivent être préparées de sorte à être métalliquement pures, parfaitement planes et non corrodées.

L'utilisation d'outils durs comme des grattoirs, des fraises, etc. est proscrite en raison du risque d'endommagement de ces surfaces.

Les surfaces du bloc-cylindres et les logements de collerettes usés doivent être ré-usinés. Si les diamètres de l'alésage de base de la chemise de cylindre dépassent la cote maximale admissible, si les surfaces sont fortement corrodées ou voilées, le bloc-moteur doit être alésé en conséquence.

Des chemises de cylindre avec surcote extérieure et/ou de la collerette doivent ensuite être mises en place. La gamme KS comprend des chemises de cylindre avec différentes surcotes pour de nombreux types de moteurs.



L'assise de la collerette A doit être plane et parallèle.

Assise correcte de la collerette

Dépassement de la chemise B

Montage de chemises de cylindre humides

1. Les chemises de cylindre sont d'abord mises en place sans bagues d'étanchéité, ce qui permet de vérifier si elles s'insèrent facilement et sans bloquer. Un blocage de la chemise de cylindre dans l'alésage de base entraîne toujours une déformation de l'alésage du cylindre. Il faut également vérifier si la collerette de la chemise repose dans le bloc-moteur de façon parfaitement plane et parallèle. A cet effet, les surfaces d'ajustement peuvent être enduites de pâte de contact pour vérifier la portée. Si celle-ci n'est pas parfaite, il est nécessaire de ré-usiner le siège de la collerette dans le bloc-moteur.

2. La cote de dépassement des chemises de cylindre doit ensuite être vérifiée. S'il s'agit de chemises de cylindre dont l'étanchéité de la collerette est assurée par un joint métallique (laiton rouge, acier surfin), celui-ci doit être en place lors de la mesure du dépassement de la collerette. Une cote de dépassement trop faible doit être corrigée en utilisant des chemises de cylindre avec surcote de la hauteur de collerette ou des rondelles de compensation en acier. Si la cote de dépassement de la collerette n'est pas bonne ou si l'assise de la collerette n'est pas homogène, l'étanchéité de la chambre de combustion n'est pas assurée, avec, comme conséquences, des déformations du cylindre et des ruptures de la collerette de la chemise.

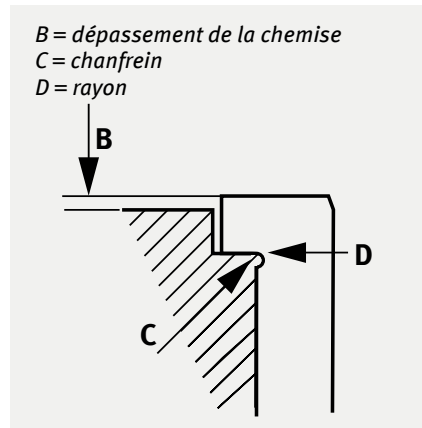
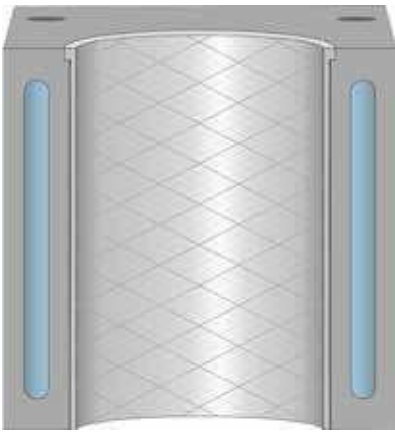
3. Lors du montage définitif des chemises de cylindre y compris les joints en élastomère, un lubrifiant doit être utilisé en vue d'un montage facile et sûr des chemises de cylindre. Appliquer le lubrifiant ou la

pâte de montage sur les surfaces de la chemise de cylindre et du bloc-moteur sur lesquelles les bagues d'étanchéité doivent glisser lors du montage. Les joints en élastomère proprement dits ne doivent pas recevoir de lubrifiant. Les chemises de cylindre doivent être insérées et mises en position lentement à la main. Elles ne doivent jamais être mises en position de façon brusque ou par des coups de marteau.

4. A l'issue du montage des chemises de cylindre, contrôler la circularité des alésages de cylindre et l'absence de contractions au niveau des bagues d'étanchéité à l'aide d'un appareil de mesure interne précis.


Attention :

Ne pas utiliser de produits d'étanchéité liquides et de mastics d'étanchéité pour le montage de chemises de cylindre humides car ceci compromettrait la bonne fixation des chemises de cylindre. En outre, les joints en élastomère ne peuvent pas remplir leur fonction d'étanchéité si les gorges pour bagues d'étanchéité sont remplies de produit d'étanchéité. Les rondelles métalliques en laiton rouge ou en acier surfin éventuellement fournies avec les chemises de cylindre sont des joints. Les joints métalliques doivent toujours être placés entre le bloc-moteur et la chemise de cylindre. Les joints métalliques ne conviennent pas pour régler le dépassement de la chemise. Ne jamais superposer plusieurs joints.



Montage de chemises de cylindre sèches en version « slipfit » (« finished »)

1. Ces chemises ont un diamètre intérieur fini et peuvent être démontées et montées à la main ou à l'aide d'un outil approprié sans qu'il soit nécessaire de démonter le bloc-moteur du véhicule.

2. Avant la mise en place de la chemise de cylindre, il est nécessaire de vérifier la circularité et l'absence de voile de l'alésage de base de la chemise. L'arête chanfreinée (C) dans le boîtier doit coïncider avec l'arrondissement (D) de la chemise de cylindre.

3. Après la mise en place des chemises de cylindre, vérifier la circularité et l'absence de déformation des alésages de cylindre. Avec ces chemises de cylindre, il est nécessaire de respecter la cote de dépassement de la chemise (B) prescrite par le constructeur. Ceci est important pour que les chemises soient fortement pressées sur leur siège pendant le fonctionnement et ancrées correctement dans le bloc-moteur. Un dépassement insuffisant entraîne des problèmes d'étanchéité et la formation de fissures sur les chemises.

Dans le cas des chemises de cylindre « slipfit », le jeu de montage est de 0,00 à 0,015 mm. En cas de dépassement de 0,015 mm, utiliser une chemise en cote réparation.

Montage de chemises de cylindre sèches en version « pressfit » (« semi-finished »)

1. Seul le diamètre extérieur de ces chemises de cylindre est fini. Le diamètre intérieur n'est que pré-usiné grossièrement. Le remplacement de ces chemises de cylindre impose de démonter le bloc-moteur du véhicule et de le désassembler complètement.

2. Le démontage des chemises de cylindre se fait en les détruisant à l'aide d'un burin ou d'un outil similaire ou en les forant hors du bloc-moteur. La suite de la préparation/vérification est identique à celle décrite pour la version « slipfit ».

3. Etant donné que ces chemises de cylindre disposent d'un ajustage serré dans le bloc-moteur, il est nécessaire de les emboîter dans le bloc-moteur à l'aide d'une presse. L'ajustage serré est de plusieurs centièmes de millimètre et est fonction des consignes du constructeur de moteurs. Avant l'emboîtement, le diamètre extérieur des chemises de cylindre doit être enduit d'un lubrifiant fluide approprié. L'emboîtement des chemises de cylindre dans le bloc-moteur doit se faire si possible en une seule fois, sans interruption. Une interruption de l'emboîtement entraîne, durant la suite de l'opération, des couples de décollement importants et, fréquemment, la rupture des chemises de cylindre. Si le

manque de course de pressage empêche d'effectuer l'emboîtement en une seule fois, la distance courte qui manque doit être parcourue au début de la course et la dernière partie doit être parcourue en utilisant la totalité de la course d'emboîtement disponible.

La plaque de compression placée entre le poinçon de la presse et la chemise de cylindre doit avoir une épaisseur suffisante pour résister au pressage.

Ceci évite un cisaillement de la collerette de la chemise.

4. Vu que les chemises de cylindre se déforment quelque peu lors de l'emboîtement, il est nécessaire de les finir par alésage et honage à la cote finale du cylindre nécessaire. Compte tenu de l'ajustage serré, ces chemises de cylindre ne nécessitent pas forcément de collerette et ne possèdent généralement pas de dépassement (B). Après l'emboîtement des chemises de cylindre, la surface du bloc-cylindres doit être rectifiée entièrement une fois pour éviter que les chemises de cylindre dépassent de la surface du bloc-moteur.

Cotes de montage pour les chemises de cylindre « pressfit »

| Ø du cylindre | 50 à 80 mm | 80 à 120 mm | 120 à 180 mm |
|-------------------------|---------------------|------------------|------------------|
| Recouvrement (ajustage) | 0,045 mm à 0,070 mm | 0,055 à 0,080 mm | 0,065 à 0,090 mm |

Les valeurs sont indiquées à titre indicatif.

Respecter dans tous les cas les cotes indiquées par le constructeur du moteur.

3.4

Montage des pistons

Assemblage du piston et de la bielle

Avant de monter les bielles, vérifier leur absence de déformation et de torsion sur un appareil de contrôle approprié. Disposer le piston et la bielle conformément à la direction de montage. Insérer prudemment l'axe huilé dans les alésages du piston et dans l'œil de pied de bielle de la tige de bielle. Dans le cas des pistons dont la tolérance de l'alésage est serrée, chauffer le piston à environ 40 °C pour faciliter l'insertion de l'axe.



Dans le cas d'un axe flottant

La fixation de l'axe se fait avec les bagues de sûreté jointes. Ne pas réutiliser des bagues de sûreté usagées. Pour éviter les déformations définitives, ne pas comprimer excessivement les bagues de sûreté.



Tourner légèrement les bagues pour vérifier si elles sont correctement encastrées dans les gorges. La coupe des bagues doit se situer dans la direction de la course du piston.



Montage d'une bielle à serrage

L'alésage dans l'œil de pied de bielle doit présenter un recouvrement avec l'axe. Pour le montage, chauffer la bielle à 280 - 320 °C (pas de flamme ouverte !). Insérer ensuite rapidement l'axe froid et bien huilé dans l'œil de pied de bielle. Utiliser un dispositif avec une butée d'axe pour garantir le bon positionnement de l'axe dans la bielle.

Contrôle des segments de piston

Vérifier si les segments tournent facilement dans les gorges (rotation).



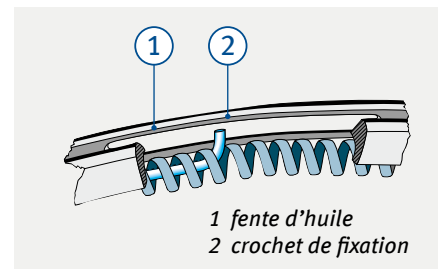
Dans le cas des segments de piston portant la mention « TOP », celle-ci doit être dirigée vers la tête du piston. Ceci garantit le fonctionnement prévu.



Segments racleurs d'huile à ressort spiroïdal

Les bords de la coupe du ressort spiroïdal doivent toujours se situer exactement à l'opposé de la coupe du segment. Dans le cas des ressorts spiroïdaux avec flexible en téflon, le flexible se trouve à la coupe du segment.

En outre, s'assurer, dans le cas des segments à ressort spiroïdal avec crochet de fixation, que le crochet de fixation est enclenché dans la fente d'huile.

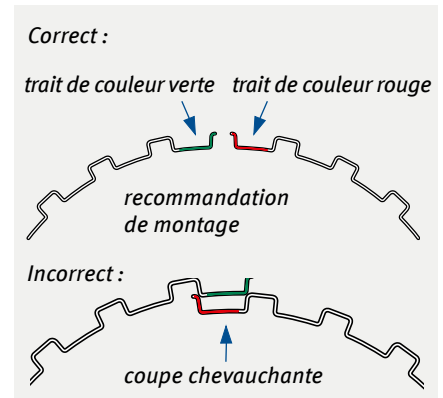


Segment à ressort spiroïdal avec crochet de fixation

Segments racleurs d'huile à lamelles en acier en 3 parties

Les extrémités du ressort sont détendues pendant le transport et peuvent glisser l'une sur l'autre.

La position devra éventuellement être rectifiée avant le montage. Les deux repères de couleur aux extrémités du ressort doivent être visibles. Si elles ne le sont pas, le ressort se chevauche et le segment ne fonctionne pas. Les coupes du segment racleur d'huile en 3 parties (les deux lamelles en acier et le ressort expanseur) doivent être tournées de 120° l'une par rapport à l'autre avant le montage.



Mise en place du piston dans l'alésage du cylindre

Nettoyer soigneusement le bloc-cylindres. Toutes les surfaces de glissement doivent être propres et bien huilées. Comprimer les segments de piston avec un manchon annulaire pour permettre au piston de glisser sans résistance dans l'alésage du cylindre. Sur les moteurs diesel, mesurer l'espace neutre ou la cote de dépassement du piston et respecter impérativement les indications du constructeur.



3.5

Consignes de rodage

A défaut de banc d'essai pour effectuer un programme de rodage défini, il convient de roder le moteur sur route.

- Ne pas charger le véhicule au maximum.
- Faire tourner le moteur en faisant varier constamment le régime, sans dépasser les 2/3 du régime maximal.
- Lors du parcours sur route, passer rapidement les rapports et éviter de rouler en sous-régime.
- Ne pas tirer les rapports.
- Ne pas effectuer de longs trajets en côte (charge trop élevée).
- Ne pas effectuer de longs trajets en descente (charge insuffisante et poussée défavorable).
- Ne pas utiliser les dispositifs de frein moteur.
- Ne pas rouler sur autoroute ni à vitesse maximale.
- Éviter les embouteillages. Les trajets de type interurbain et la circulation en ville fluide sont l'idéal. Éviter cependant la circulation en ville par grande chaleur et les arrêts aux feux et temps d'attente fréquents.



Remarque :

- Contrôler en permanence le niveau d'huile durant la phase de rodage. La consommation d'huile peut être accrue. Il est conseillé de contrôler le niveau d'huile tous les 50 à 100 km et de faire l'appoint au besoin. En cas de chute nette du niveau d'huile mesuré avec la jauge d'huile, continuer de contrôler le niveau d'huile à des intervalles réduits.
- Ne pas dépasser le niveau maximum de remplissage d'huile.
- Vidanger l'huile au bout de 1000 km. Il est important de changer le filtre à huile. Les impuretés et la limaille d'abrasion résultant du rodage doivent être évacuées du moteur.



Nota importante

Los datos contenidos en este catálogo se han redactado de forma meticulosa, aunque están sujetos a variaciones. No asumimos ninguna responsabilidad por la exactitud de los datos. En particular, no podemos descartar modificaciones de equipamiento por parte de los fabricantes de vehículos o de motores, al igual que modificaciones en las designaciones. Cualquier notificación sobre posibles errores en el catálogo será bienvenida, corrigiéndose éstos en ediciones posteriores.

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No asumimos ninguna responsabilidad de la exactitud de los datos ni de la adecuación de los productos al uso

previsto. Para asegurarse de ello aconsejamos solicitar asesoramiento especializado al fabricante de vehículos y del motor o a un taller autorizado por éste antes de realizar el montaje.

Las piezas ofrecidas en el catálogo no están destinadas para el uso en aviones. En caso del uso en motores marinos o motores estacionarios hay que tener en cuenta que con la misma denominación de motores quizá sean necesarias diferentes piezas motrices (p. ej. pistones).

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Gestión de calidad

Como prueba de que nuestra gestión de calidad cumple los requisitos de las normas internacionales pertinentes, estamos certificados según ISO 9001. Muchos de nuestros clientes, sobre todo los fabricantes de vehículos de renombre mundial, nos imponen requisitos adicionales que debemos cumplir. En el caso de la gestión de calidad, estos requisitos adicionales se resumen en el estándar internacional ISO/TS 16949. Para satisfacer los deseos de nuestros clientes y para demostrar que cumplimos también estos requisitos que sobrepasan notablemente las obligaciones impuestas por ISO 9001, estamos certificados además según ISO/TS 16 949.

Si en algún caso, a pesar de los controles realizados constantemente durante el

proceso de producción y del minucioso control final, se presentara un fallo de material o de fabricación, naturalmente nos haremos cargo de la reparación del motor o sustuiremos el producto defectuoso dentro del plazo límite estipulado. Las reclamaciones de este tipo se nos deben notificar por escrito y sin demora tras producirse el daño. El plazo límite para las reclamaciones por defectos es de 12 meses, contado a partir de la entrega del producto.

No somos responsables de los daños que puedan presentarse por el incumplimiento de las instrucciones de manejo, de mantenimiento y de montaje, uso inadecuado no conforme a lo prescrito o inapropiado, tratamiento indebido o negligente, desgaste natural, almacenamiento incorrecto o modificaciones de la mercancía efectuadas por el comprador o por terceros.

Para nosotros

es muy importante aprovechar los recursos naturales de forma responsable, proteger el medio ambiente y cumplir todas las obligaciones legales relevantes para establecer una colaboración a largo plazo con todos nuestros socios. Ésos son los motivos que nos llevaron a cumplir la norma para sistemas de gestión medioambiental ISO 14001 y a obtener el certificado correspondiente.



Podrá encontrar más informaciones técnicas en nuestra página web

www.ms-motorservice.com

Los contenidos de la tienda online también están disponibles en forma de catálogo electrónico en el "Motorservice Product Disc". Para ello, consulte a su persona de contacto.



KSPG

Automotive

KSPG (Kolbenschmidt Pierburg).

Un prestigioso proveedor de la industria internacional del automóvil.

Las empresas del Grupo KSPG cooperan desde hace muchos años con los fabricantes de automóviles y desarrollan componentes innovadores y soluciones de sistema y gozan de una competencia reconocida en las áreas de alimentación de aire y reducción de contaminantes, bombas de aceite, de agua y de vacío, pistones, bloques de motor y cojinetes. Los productos cumplen los altos requerimientos y normas de calidad de la industria automotriz. Reducida emisión de sustancias contaminantes, consumo económico de combustible, fiabilidad, calidad y seguridad, estos son los factores decisivos que impulsan las innovaciones de KSPG.



MOTORSERVICE

Grupo Motorservice.

Calidad y servicios de un solo proveedor.

El Grupo Motorservice es la organización de ventas y distribución responsable de las actividades del servicio posventa de KSPG (Kolbenschmidt Pierburg) a escala mundial. Es uno de los principales proveedores de componentes para motores en el mercado libre de piezas de repuesto y comercializa las marcas de primera calidad KOLBENSCHMIDT, PIERBURG, BF y TRW Engine Components. El amplio y completo programa de Motorservice permite a sus clientes adquirir todo tipo de piezas para motores de un solo proveedor. Como empresa especializada en resolver los problemas del comercio y de los talleres, Motorservice ofrece además una extensa gama de servicios y la competencia técnica que posee como filial de un gran proveedor de la industria del automóvil.

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1

Indicaciones para la utilización del catálogo

► Índice de motores

Al comienzo de cada sección dedicada a un fabricante encontrará una amplia ayuda para realizar búsquedas.

Las denominaciones de los motores están clasificadas en orden alfanumérico ascendente.

| KOLBENSCHMIDT | | DEUTZ | | | | | | | | |
|---------------|--------|-------|--|-----------|-----------------|-------------|------|---------|---------|-----|
| INDEX | | | | | | | | | | |
| | | Cyl. | | mm | cm ³ | Comp. Ratio | ε | kW | PS | Pos |
| A 6 M 816 | D (AN) | 6 | | 142 x 160 | 15204 | 2 | 16:1 | 145-172 | 197-234 | 45 |
| A 6 M 816 R | D (LA) | 6 | | 142 x 160 | 15204 | 2 | 16:1 | | | 45 |
| A 6 M 816 U | D (LA) | 6 | | 142 x 160 | 15204 | 2 | 16:1 | | | 45 |
| A 6 M 816 W | D (LA) | 6 | | 142 x 160 | 15204 | 2 | 16:1 | | | 45 |

Motor N.º de posición

► Índice de vehículos

| KOLBENSCHMIDT | | AUDI | | | | | | | |
|---------------|-----------|------|------|-------------------|-------------------|-----|-----|----|--|
| INDEX | | | | | | | | | |
| | | | Pos | | | | Pos | | |
| A1 (8X) | | | | A4 1.8i Turbo 20V | 01.1999 → 06.2000 | ANB | B | 23 | |
| A1 1.4 TFSI | 05.2010 → | CAXA | B 3 | A4 1.8i Turbo 20V | 06.2000 → 09.2001 | AWT | B | 27 | |
| A1 2.0 TDI | 09.2011 → | CFHB | D 33 | A4 1.9 TDI | 01.1995 → 07.1998 | 1Z | D | 11 | |
| A2 (8Z) | | | | A4 1.9 TDI | 03.1996 → 07.1999 | AFN | D | 11 | |

Vehículo N.º de posición

► El orden de posición en la sección del catálogo se rige por los siguientes criterios:

1. Diámetro del cilindro
2. Tipo de combustible
3. Año de construcción
4. Código de motor

Datos de los productos

Las páginas del catálogo se componen de bloques de información indicados a continuación:

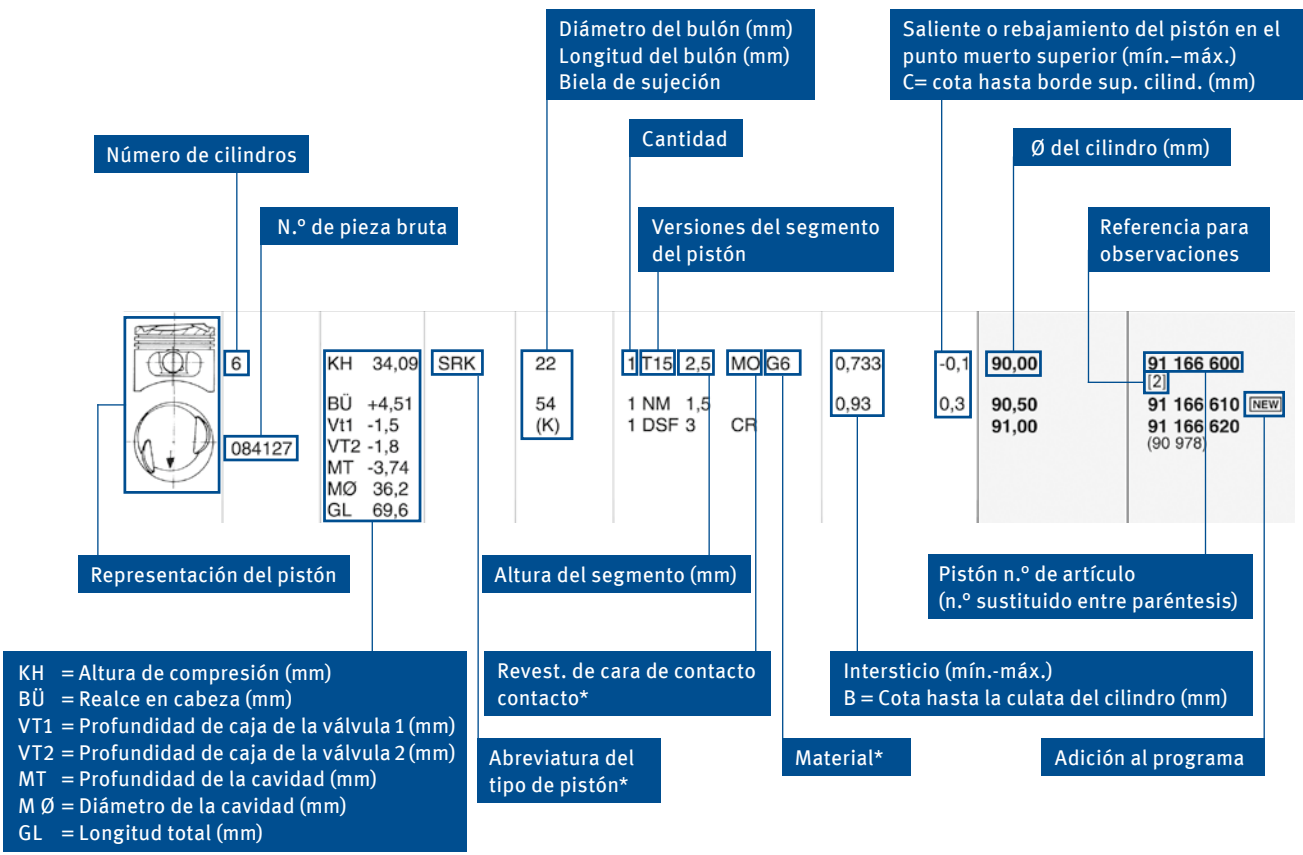
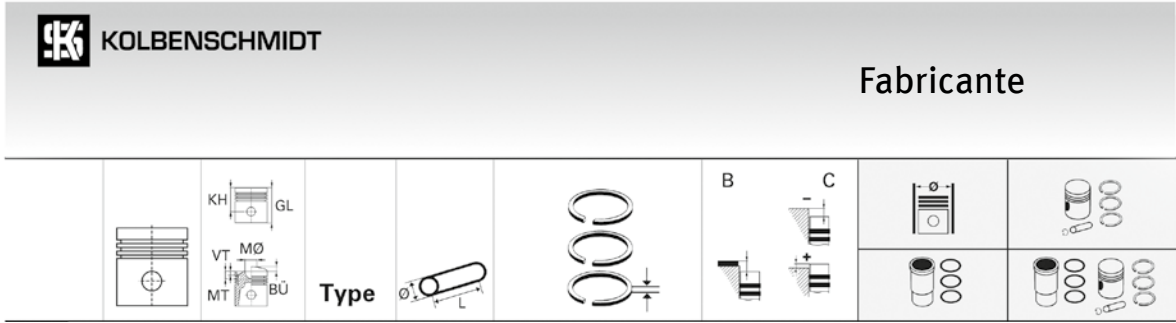
| N.º de posición | | Línea con pictogramas | | | | Casilla del fabricante | | | | |
|----------------------------|-------------------|------------------------------|--|---------------|--------------------|------------------------------|--|------------------------|-------------------------------|-------------------------------|
| | | | | | | Fabricante | | | | |
| | | | | | | | | | | |
| 24 | 115 Cyl. 6 | | | | | | | | | |
| D 5TC EURO 1 | | 03.1988 -> 04.1994 | | D [AN] | 6 | 7800 cm³ | 2V | 178 KW (242 PS) | 16:1 | 125 mm [1] |
| [1] Conrod length = 220 mm | | mot. -> 456789 | | | | | | | | |
| | 6 | KH 34,09 | SRK | 22 | 1 T15 2,5 | MO G6 | 0,733 | -0,1 | 90,00 | 91 166 600 [2] |
| | 084127 | BÜ +4,51 | | 54 | 1 NM 1,5 | | 0,93 | 0,3 | 90,50 | 91 166 610 NEW |
| | | Vt1 -1,5 | | (K) | 1 DSF 3 | CR | | | 91,00 | 91 166 620 (90 978) |
| | | VT2 -1,8 | | | | | | | | |
| | | MT -3,74 | | | | | | | | |
| | | MØ 36,2 | | | | | | | | |
| | | GL 69,6 | | | | | | | | |
| | N Cyl. | A=140 | C=152 | L=270 | H+F=10,05+1 | 2 P 138 x 2,1 x 0,065 | | | 89 056 110 (88 682) | 91 166 960 |
| | N Cyl. | A=140 | C=152 | L=270 | H+F=10,25+1 | 2 P 140 x 2,1 x 0,065 | | | 89 349 110 | 91 166 961 [3] |
| | N Cyl. | A=140 | C=152 | L=270 | H+F=10,55+1 | 2 P 138 x 4 x 0,085 | | | 89 057 110 (88 878) | 91 166 962 [4] |
| | | | | | | 2 P 140 x 4 x 0,085 | | | | |
| Datos de pistones | | | Datos del cilindro y del conjunto | | | | Línea para motores (tipo/versión) | | | |

Línea para motores

| N.º de posición (numeración consecutiva dentro de la sección de un fabricante) | | Ø nominal del cilindro | Año de construcción desde - hasta | Tipo de combustible* | Cilindrada | Potencia desde - hasta | Carrera |
|--|--|-----------------------------|-----------------------------------|--------------------------------------|------------|------------------------|----------------------|
| 24 | 115 Cyl. 6 | | | Tipo de alimentación* | | | |
| D 5TC EURO 1 | 03.1988 -> 04.1994 | D [AN] | 6 | 7800 cm³ | 2V | 178 KW (242 PS) | 16:1 |
| [1] Conrod length = 220 mm | mot. -> 456789 | | | | | | 125 mm [1] |
| Observaciones | Cantidad de cilindros | Cantidad de válvulas | Relación de compresión | Referencia para observaciones | | | |
| Denominación del motor con tipo de catalizador/clase de emisión | Restricción de uso (número del motor/número de serie) | | | | | | |

* véase lista de abreviaturas

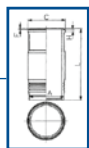
Datos de pistones



ESPAÑOL

* véase lista de abreviaturas

Datos de la camisa de cilindro

| Representación del cilindro | Ø del collarín (mm) | Altura de la pared de fuego (mm) | Conjunto n.º de artículo (n.º sustituido entre paréntesis) |
|--|--|--|--|
| <p>Ø de ajuste (mm)</p> <p>Tipo de construcción del cilindro *</p>  <p>N Cyl. A=140 C=152 L=270 H F=10,05+1</p> <p>N Cyl. A=140 C=152 L=270 H+F=10,25+1</p> <p>N Cyl. A=140 C=152 L=270 H+F=10,55+1</p> <p>N Cyl. A=140,5 C=152,5 L=270 H+F=10,55+1</p> <p>X=10,50</p> | <p>Longitud total (mm)</p> <p>Altura del collarín / altura de montaje (mm)</p> <p>C=152</p> <p>L=270</p> | <p>Especificación/cantidad de las juntas</p> <p>Cilindro n.º de artículo (n.º sustituido entre paréntesis)</p> <p>2 P 138 x 2,1 x 0,065 2 P 140 x 4 x 0,085</p> <p>2 P 138 x 2,1 x 0,065 2 P 140 x 4 x 0,085</p> <p>2 P 138 x 2,1 x 0,065 2 P 140 x 4 x 0,085 (50 006 609)</p> | <p>89 056 110 (88 682)</p> <p>89 349 110</p> <p>89 057 110 (88 878)</p> <p>89 166 190 SEMI</p> <p>91 166 960</p> <p>91 166 961 [3]</p> <p>91 166 962 [4]</p> <p>91 166 963</p> |
| <p>[2] nur satzweise austauschbar exchangeable only in sets remplacement seulement sous forme de jeu sólo se puede cambiar el juego completo</p> <p>[3] mit Bundhöhenmaß 0,20 mm with oversized collar height 0,20 mm avec surcote de la hauteur collerette de 0,20 mm con sobremedida de altura del collarín de 0,20 mm</p> <p>[4] mit Bundhöhenmaß 0,50 mm with oversized collar height 0,50 mm avec surcote de la hauteur collerette de 0,50 mm con sobremedida de altura del collarín de 0,50 mm</p> | <p>520</p> | <p>See disclaimer on page 1</p> | <p>© MS Motorservice International GmbH 2015</p> |
| <p>Tipo de construcción del cilindro *</p> <p>Observaciones sobre el pistón, cilindro o el conjunto</p> | <p>Cantidad</p> | <p>Material *</p> <p>Kit de retenes de estanq. n.º de art</p> <p>Dimensiones (mm)</p> | <p>Referencia para observaciones</p> <p>Camisa de diámetro int. semiacabado (SEMI) mecan. final oblig. tras montaje</p> |

* véase lista de abreviaturas

2

Informaciones de producto

La seguridad del funcionamiento y larga vida útil de un motor reacondicionado depende más que nada de los pistones utilizados y de la calidad del trabajo del técnico de montaje. Para el reacondicionamiento se deben crear todas las condiciones en el motor a fin de aprovechar efectivamente la alta calidad de los pistones KS. Es por ello que el montaje de los pistones KS durante los trabajos de reparación del motor se inicia con la preparación o el reacondicionamiento del motor a ser reparado.

Todos los pistones originales KS se suministran con los correspondientes segmentos, bulones y anillos de seguridad y están listos para el montaje.



2.1

Tipos de pistón



Pistón diésel con canal de enfriamiento, buje y portasegmento



Pistón articulado forjado con parte superior de acero y vástago de aluminio



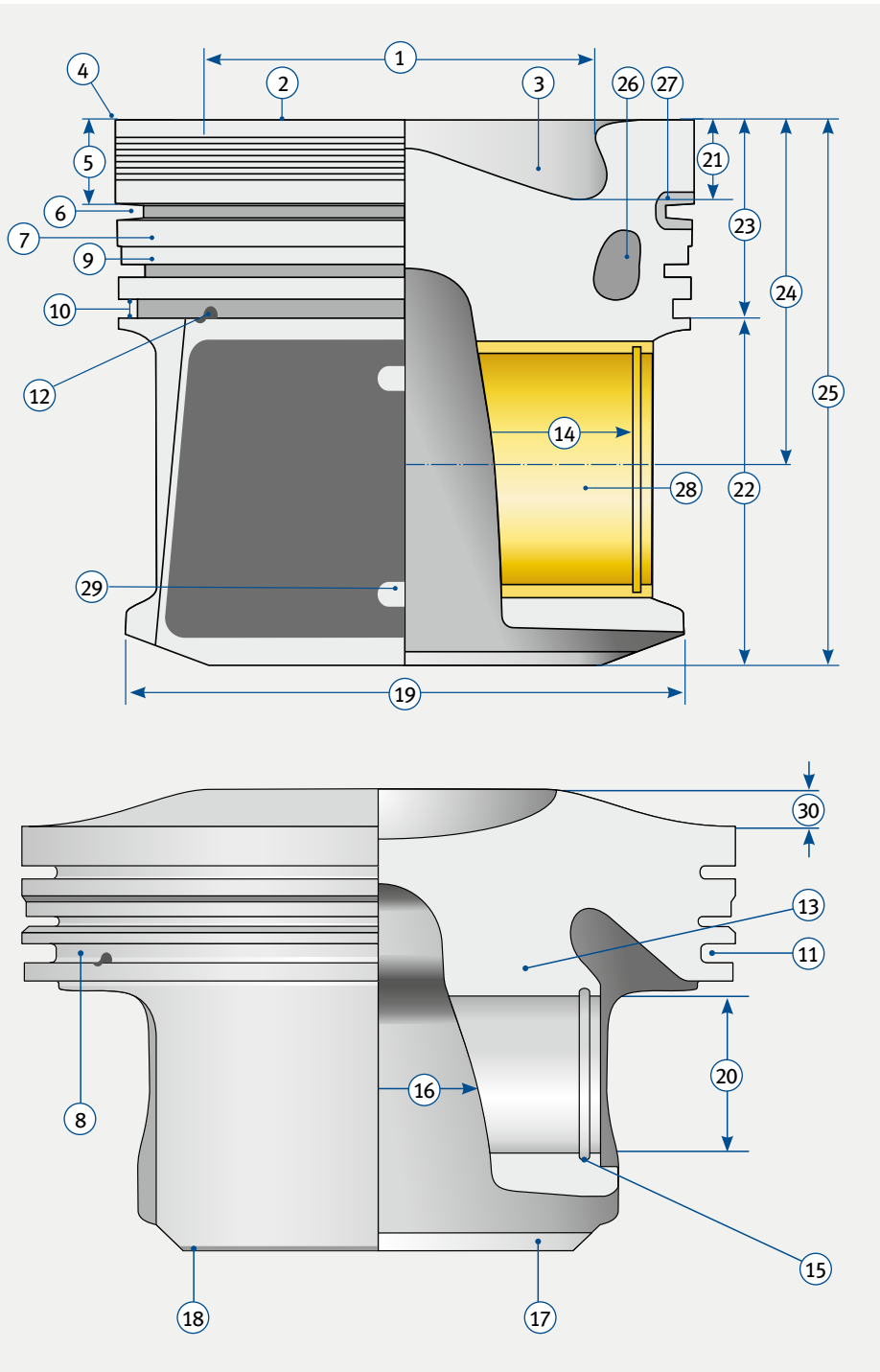
Pistón para motor de gasolina optimizado en cuanto a peso en diseño LiteKS® con portasegmentos



Pistón de acero monobloque forjado con soldadura doble por fricción

2.2

Términos técnicos y denominaciones en el pistón

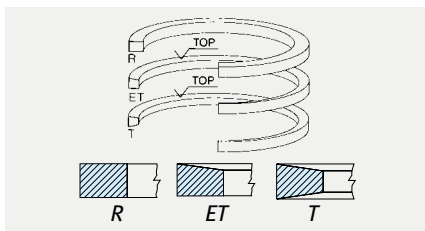


- 1 \varnothing de la cavidad
- 2 Cabeza del pistón
- 3 Cámara de combustión (cavidad de combustión)
- 4 Borde del fondo
- 5 Pared de fuego
- 6 Ranura para segmento de compresión
- 7 Parte plana entre ranuras
- 8 Fondo de ranura
- 9 Parte plana entre ranuras retrocedida
- 10 Flancos de ranura
- 11 Ranura para segmento rascador de aceite
- 12 Orificio de retorno de aceite
- 13 Bancadas de bulón
- 14 Seguro de distancia entre ranuras
- 15 Ranura para anillo de retención
- 16 Distancia entre ojetas
- 17 Ajuste
- 18 Borde inferior del vástago
- 19 Diámetro del pistón desplazado 90°C en dirección opuesta al agujero del bulón
- 20 Agujero del bulón
- 21 Profundidad de la cavidad (MT)
- 22 Parte del vástago
- 23 Parte del segmento
- 24 Altura de compresión
- 25 Longitud del pistón
- 26 Canal de refrigeración por aceite
- 27 Portasegmento
- 28 Buje
- 29 \varnothing de la ventana de medición
- 30 Realce en cabeza (BÜ)

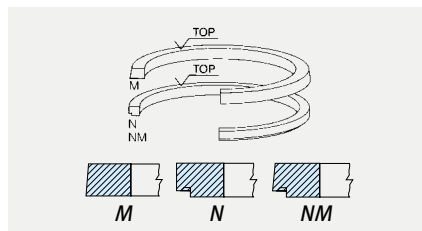
2.3

Segmentos de pistón

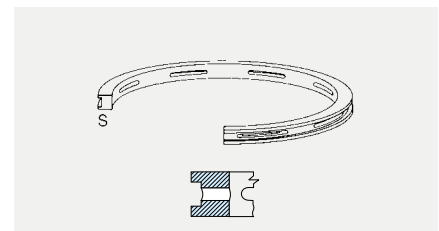
Evitar abrir en exceso los segmentos del pistón durante el montaje, puesto que ello puede causar deformaciones permanentes. El desmontaje y nuevo montaje puede disminuir el rendimiento de los segmentos del pistón. Por tanto los segmentos del pistón ya no deben retirarse antes del montaje de los pistones. Los diferentes tipos de segmentos del pistón y las abreviaturas se indican a continuación:



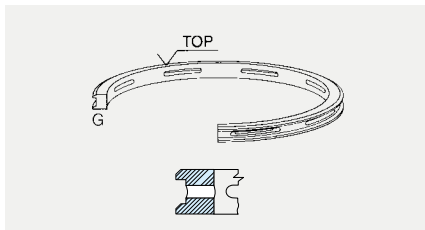
R Aro de sección rectangular
ET Segmento semi-trapezoidal
T Segmento trapezoidal 6°/11°/15°/20°



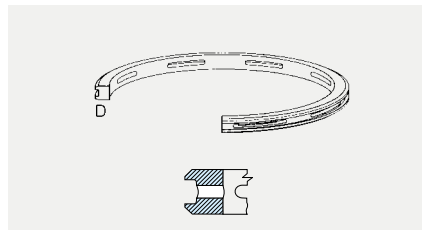
M Segmento de periferia cónica
SM Segmento ligeramente cónico
N Segmento rascador
NM Segmento rascador de periferia cónica con escalón



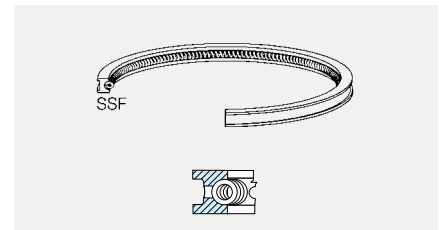
S Segmento rascador de aceite



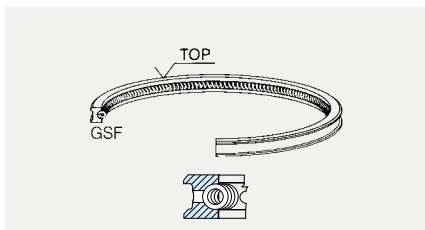
G Anillo rascador de aceite de bisel simétricos



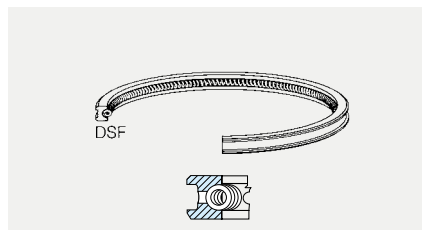
D Segmento de bordes achaflanados simétricamente



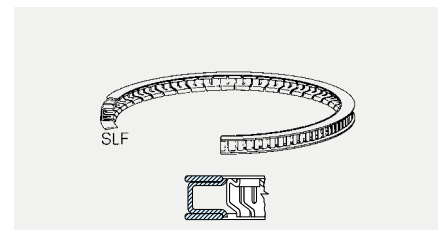
SSF Segmento rascador de aceite con resorte helicoidal



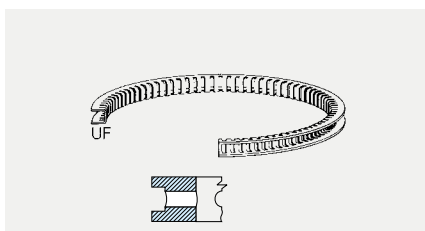
GSF Anillo rascador de aceite de bisel simétricos con resorte espiral



DSF Segmento de bordes achaflanados simétricamente con resorte espiral



SLF Segmento rascador de láminas de acero



SEF Segmento rascador de aceite con muelle expansor

2.4

Camisas de cilindro

Las camisas de cilindro originales KS se ajustan a la perfección gracias a nuestra experiencia de muchas décadas en sistemas de cilindros y pistones. Ofrecen por tanto una solución óptima en cuanto a desgaste, durabilidad y disipación térmica.

Producimos camisas de cilindro secas y húmedas estándares y con sobremedida para todos los motores de los principales fabricantes.

Los cilindros con aletas para motores ventilados, los cilindros compresores y las piezas brutas de camisas completan la gama de productos.



Camisas de cilindro húmedas y secas



Cilindro compresor

Cilindro de aletas

Piezas brutas de camisa

Camisa de cilindro con anillo de fuego

Los anillos de fuego están colocados en el extremo superior de las camisas de cilindro, en una escotadura rectangular. El anillo de fuego se coloca sin ejercer presión en la escotadura prevista y es mantenido posteriormente en la posición correcta mediante la culata. Un anillo de fuego o anillo rascador de aceite carbonizado evita que se forme una capa de aceite carbonizado dura en la pared de fuego del pistón. Esto se logra mediante un diámetro interior más pequeño del anillo de fuego en comparación con el diámetro del calibre del cilindro. Cuando el émbolo pasa por el punto muerto superior, el anillo de fuego rasca los sedimentos de aceite carbonizado del pistón y evita que se formen sedimentos en la pared de fuego.



Atención:

El pistón está adaptado para la utilización de un anillo de fuego. La pared de fuego posee un diámetro menor en comparación con pistones similares de tipo de construcción convencional. Al sustituir únicamente el pistón se debe garantizar que sea adecuado para la utilización de camisas de cilindro con anillo de fuego.



Camisa de cilindro con rotación libre

Las camisas de cilindro con rotación libre poseen un diámetro mayor en la zona superior del cilindro.

Gracias al agrandamiento se puede formar en esta zona una capa más gruesa de aceite carbonizado que mantiene la pared de fuego del pistón libre de sedimentos. El aceite carbonizado tiene propiedades abrasivas.



Atención:

En camisas de cilindro con rotación libre se debe prestar atención a que el primer segmento de compresión del pistón no entre en la zona de rotación libre. Por ello en las camisas de cilindro sólo deben utilizarse pistones cuya altura de la pared de fuego en el pistón sea superior a la altura de la rotación libre.

¡En caso de incumplimiento se pueden producir daños en el pistón y en la camisa de cilindro!



Camisa de cilindro con rotación libre

2.5

Conjuntos

El conjunto original KS consta del pistón, segmentos del pistón, bancadas de bulón, anillos de seguridad del bulón y camisa de cilindro, eventualmente con juntas, y se suministra listo para el montaje.

Los conjuntos originales KS son componentes motrices de la más alta precisión. Por esta razón, dichos conjuntos se empaquetan cuidadosamente.

Al transportarlos y manipularlos se debe evitar que sean golpeados a fin de evitar posibles daños.

Antes de proceder al montaje se debe comprobar la integridad de los conjuntos originales KS y, si es posible, compararlos con las piezas desmontadas. Si tiene dudas respecto a la aplicabilidad, nuestro servicio técnico de atención al cliente le ayudará con mucho gusto.



3

Montaje de pistones y camisas de cilindro

3.1

Montaje y sentido de montaje

En la cabeza del pistón se encuentran los datos del diámetro nominal del pistón y del juego de montaje del pistón. La suma de ambos da el diámetro nominal del calibre del cilindro. Antes del montaje se deben medir los diámetros del pistón y del cilindro y compararlos con los diámetros nominales.



- 1 Marca de calidad
- 2 Diámetro del pistón
- 3 Juego de montaje
- 4 Marca de montaje
- 5 Número de lote
- 6 N° de artículo

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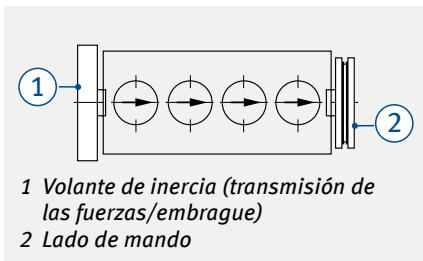
4 028977 601224

Ejemplo

| | |
|------------------------------|----------|
| Ø de pistón | 79,98 mm |
| Intersticio juego de montaje | 0,02 mm |
| Ø de cilindro | 80,00 mm |

En la tabla a continuación se presentan los símbolos y su significado para el sentido de montaje en el motor. Los mismos símbolos pueden tener un significado diferente según el fabricante del motor.

| Ejemplo | Símbolo | Sentido de montaje en el motor |
|---------------------------|-------------|---|
| BMW, Mercedes-Benz, VW | ↑ | Lado de mando (opuesto a la transmisión de las fuerzas/embrague) |
| Mercedes-Benz, Scania | ↑ | Caso especial en algunos motores en V: Dirección centro del motor |
| Citroën, Renault | ↑ AV | Lado de mando (opuesto a la transmisión de las fuerzas/embrague) "AV" significa "avant" = adelante |
| Citroën, Renault | ↑ AR | Volante de inercia (transmisión de las fuerzas/embrague) "AR" significa "arrière" = atrás |
| Peugeot, Renault | ↑ V | Volante de inercia (transmisión de las fuerzas/embrague) "V" significa "volant" = disco volante |
| Peugeot, Opel | ⏏ | Volante de inercia (transmisión de las fuerzas/embrague) |
| Citroën, Peugeot, Renault | ⏏ | Volante de inercia (transmisión de las fuerzas/embrague) |
| Fiat, Iveco | > | Volante de inercia (transmisión de las fuerzas/embrague) |
| Opel, Perkins | Entalladura | Lado de mando (opuesto a la transmisión de las fuerzas/embrague) |
| GM, Perkins | FRONT | Lado de mando (opuesto a transmisión de las fuerzas/embrague) |
| Hatz, Liebherr | vorn | Lado de mando (opuesto a transmisión de las fuerzas/embrague) |
| Deutz, MWM | Abluft | La dirección del aire de refrigeración en motores ventilados |



En pistones con revestimiento de vástago sin ventana de medición se deben deducir de la cota medida aún 0,01 - 0,03 mm del espesor de la capa para obtener el diámetro del pistón grabado.

En pistones con ventana de medición se puede determinar el diámetro nominal del pistón sin deducir el espesor del revestimiento del vástago en este punto.



3.2

Intersticio y posición del pistón en el punto muerto superior

Intersticio*

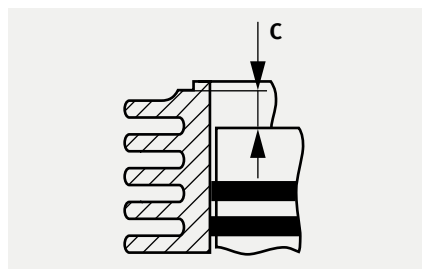
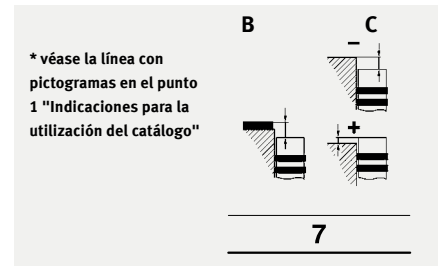
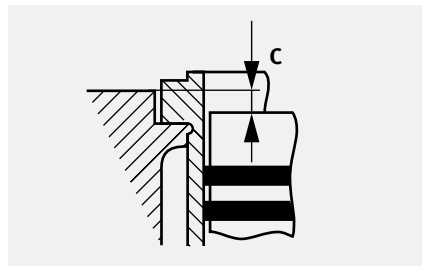
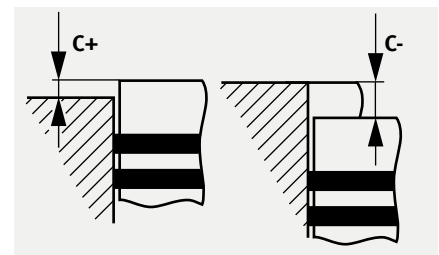
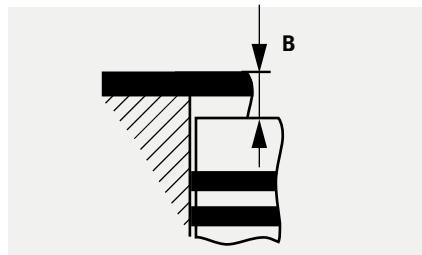
Por el intersticio (B) se entiende el saliente o rebajamiento del pistón en el punto muerto superior respecto al lado de contacto del bloque motriz. El espesor de la junta de culata y una eventual cavidad en la culata se deben tomar en cuenta a la hora de medir este intersticio. Esta cota también se conoce como la “medida de plomo”.

Dimensión de saliente o rebajamiento del pistón en el punto muerto superior en diferentes variantes de motor*

Por el intersticio “C” se entiende el saliente (marcado con +) o el rebajamiento (marcado con -) del pistón en el punto muerto superior respecto a la cara de contacto de la culata. El espesor de la junta o las formas geométricas de la culata no se toman en cuenta.

En los motores con camisas de cilindro húmedas, el saliente o el rebajamiento del pistón se mide igualmente con referencia a la superficie del bloque motriz.

El saliente de la camisa de cilindro o un eventual reborde de fuego no se toman en cuenta.



En los cilindros con aletas el intersticio “C” corresponde a la distancia entre la cabeza del pistón y la superficie de apoyo de la culata en el cilindro con aletas.



Nota:

Para el ajuste de la saliente del pistón también están disponibles, además de los pistones estándar, pistones con altura de compresión reducida.

En los pistones no tornear la cabeza para ajustar la saliente del pistón.



3.3

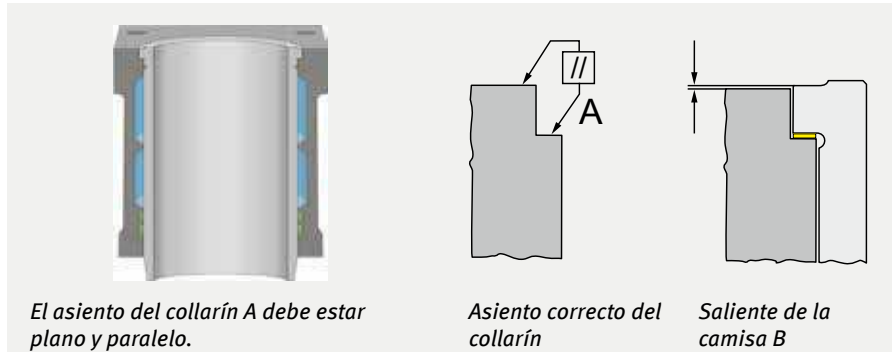
Montaje de las camisas de cilindro

Al sustituir las camisas de cilindro hay que hacer algunos preparativos para comprobar los puntos críticos. Después de desmontar las camisas de cilindro viejas y antes de colocar las nuevas camisas de cilindro se debe limpiar a fondo el bloque de motor. Especialmente en los bloques de motor con camisas de cilindro húmedas se deben eliminar todos los residuos de agua de refrigeración en el área del alojamiento de las camisas de cilindro, así como los restos de material de las juntas.

Se debe dedicar atención especial a todas las superficies de ajuste. Éstas tienen que estar preparadas de tal modo que sólo esté el metal puro, deben estar completamente planas y no corroídas.

No se deben utilizar herramientas duras como rasquetas, fresas, etc., debido al peligro de daños a esas superficies. Las superficies refrentadas planas del bloque motriz desgastadas y los alojamientos del collarín de la camisa deben ser retocadas. Cuando los diámetros del orificio de la camisa de cilindro exceden la medida máxima permisible o si las superficies se corroen fuertemente o presentan deformaciones, el bloque de motor debe rectificarse en correspondencia.

Seguidamente deben colocarse camisas de cilindro con sobremedida exterior y/o con sobremedida del collarín. En el programa de suministro KS están disponibles camisas de cilindro con diferentes sobremedidas para numerosos tipos de motor.



El asiento del collarín A debe estar plano y paralelo.

Asiento correcto del collarín

Saliente de la camisa B

Montaje de camisas de cilindro húmedas

1. La colocación de las camisas de cilindro se lleva a cabo primeramente sin retenes. De este modo se comprueba si las camisas de cilindro se pueden introducir con facilidad y sin atascamientos. Un atascamiento de la camisa de cilindro en el orificio siempre causa una deformación del calibre del cilindro. Además se debe comprobar si el collarín de la camisa está asentado con toda su área, así como plano y paralelo en el bloque de motor. Para ello las superficies de ajuste se pueden untar con pasta de entintar a fin de comprobar el diagrama de contacto. Si el diagrama de contacto no es perfecto se debe retocar el alojamiento del collarín en el bloque de motor.

2. Después se debe comprobar la cota del saliente de las camisas de cilindro. Si se trata de camisas de cilindro en las que se utiliza una junta metálica para la selladura del collarín de la camisa (tumbago, acero fino), ésta se debe colocar para la medición de la saliente del collarín. Una cota del saliente demasiado pequeña debe ser corregida con la utilización de camisas de cilindro con sobremedida de la altura del collarín o con arandelas de ajuste de acero. En caso de una cota del saliente del collarín incorrecta o de un asiento desigual del collarín no se garantiza la selladura de la cámara de combustión. Esto puede causar deformaciones del cilindro y fracturas del collarín de la camisa.

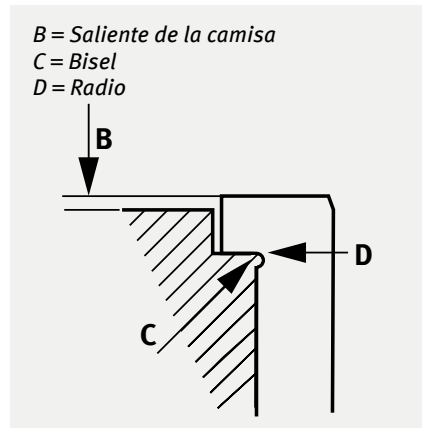
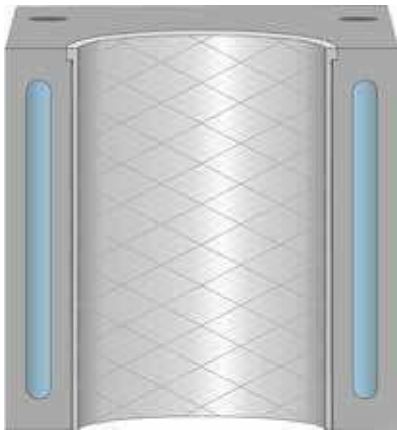
3. En el montaje definitivo de las camisas de cilindro con las juntas de elastómero se debe utilizar un agente antigripante para un montaje fácil y seguro de las camisas de cilindro. El agente antigripante o pasta de montaje se unta en las superficies de las

camisas de cilindro y del bloque de motor, sobre las que los retenes se deben deslizar en el montaje. No hace falta aplicar agente antigripante a las juntas de elastómero. Las camisas de cilindro deben introducirse lentamente con la mano hasta lograr contacto. De ninguna manera se deben introducir a empujones o empleando fuertes golpes de martillo para lograr el contacto.

4. Tras el montaje de las camisas de cilindro se deben comprobar los calibres del cilindro con ayuda de un aparato de medición fina interior en cuanto a redondez y contracciones en la zona de los retenes.

Atención:

En el montaje de camisas de cilindro húmedas no se deben emplear agentes obturadores líquidos y pastas estanqueizantes. El asiento fijo de las camisas de cilindro estaría en peligro. Además las juntas de elastómero no pueden cumplir su función estanqueizante si las ranuras del retén están llenas adicionalmente con agente obturador. En el caso de las arandelas metálicas de tumbago o acero fino, eventualmente suministradas con las camisas de cilindro, se trata de juntas. En todo caso las juntas metálicas se deben colocar entre el bloque de motor y las camisas de cilindro. Las juntas metálicas no son adecuadas para el ajuste de la saliente de la camisa. No colocar ni montar de ninguna manera varias juntas una encima de otra.



Montaje de camisas de cilindro secas en la versión “Slipfit” (“Finished”)

1. Estas camisas están completamente acabadas en el diámetro interior y se pueden montar o desmontar a mano o con una herramienta adecuada. Para este fin no es necesario desmontar del vehículo el bloque de motor.

2. Antes de colocar la camisa de cilindro debe comprobarse el orificio de la camisa en cuanto a redondez y deformación. La arista achaflanada (C) en el cárter debe corresponder al redondeado (D) en la camisa de cilindro.

3. Después de colocar las camisas de cilindro se deben comprobar los calibres del cilindro en cuanto a redondez o deformaciones. Para estas camisas de cilindro se debe cumplir la cota del saliente de la camisa (B) prescrita por el fabricante. Esto es importante para que durante el funcionamiento las camisas sean presionadas ajustadamente en su asiento y estén fijadas en el bloque de motor conforme a las prescripciones. Una saliente insuficiente causa problemas de estanqueidad y formación de grietas en las camisas.

El juego de montaje en las camisas de cilindro “Slipfit” es de 0,00 - 0,015 mm. Si el juego excede los 0,015 mm debe emplearse una camisa de sobremedida.

Montaje de camisas de cilindro secas en la versión “Pressfit” (“Semi-finished”)

1. Estas camisas de cilindro sólo están completamente acabadas en el diámetro exterior. El diámetro interior sólo está pre-mecanizado en grueso. Para cambiar estas camisas de cilindro se debe desmontar del vehículo el bloque de motor y desarmarlo por completo.

2. Para el desmontaje de las camisas de cilindro se emplea un cincel o una herramienta similar para destruirlas o para extraerlas del bloque de motor con taladro. El resto de la preparación/comprobación del bloque de motor se lleva a cabo de la misma manera como para la versión “Slipfit”.

3. Debido a que estas camisas de cilindro disponen de un ajuste por interferencia en el bloque de motor, éstas deben introducirse a presión en el bloque de motor con ayuda de una prensa. El ajuste por interferencia es de varias centésimas de milímetro y se rige por las especificaciones del fabricante del motor. Antes de insertarlas a presión, el diámetro exterior de las camisas de cilindro se debe untar con un agente antigripante fluido adecuado. Las camisas de cilindro se deben introducir a presión, de ser posible, en un sólo movimiento en el bloque de motor. Una interrupción del proceso de

inserción a presión produce grandes momentos de desgarre al reanudar el proceso de inserción a presión y, en muchos casos, una rotura de las camisas de cilindro. Si a causa de un recorrido de presión insuficiente no es posible realizar de un tirón el proceso completo de inserción a presión, el pedazo corto que falta se debe recorrer al inicio del recorrido de presión. El último pedazo se debe recorrer aprovechando todo el recorrido de presión disponible.

La placa de presión que se coloca entre el punzón de prensa y la camisa de cilindro debe ser lo suficientemente gruesa para que no se rompa durante el proceso de inserción a presión. De este modo de evita que queden marcas del collarín de la camisa.

4. Dado que las camisas de cilindro sufren una ligera deformación durante la inserción a presión, éstas se deben terminar de mecanizar mediante taladrado y bruñido a la medida final del cilindro. Debido al ajuste por interferencia estas camisas de cilindro no necesitan obligatoriamente de un collarín de la camisa y generalmente no disponen de saliente de la camisa (B). Después insertar a presión las camisas de cilindro, la superficie refrentada plana del bloque de motor debe ser retocada por completo para que las camisas de cilindro no sobresalgan más allá de la superficie del bloque de motor.

Medidas de montaje para camisas de cilindro “Pressfit”

| Ø de cilindro | 50 - 80 mm | 80 - 120 mm | 120 - 180 mm |
|------------------|---------------------|------------------|------------------|
| Solape (presión) | 0,045 mm - 0,070 mm | 0,055 - 0,080 mm | 0,065 - 0,090 mm |

Los datos son valores de orientación. Determinantes son en todo caso las dimensiones específicas del fabricante del motor.

3.4

Montaje de los pistones

Ensamblaje de pistones y bielas

Antes de montar las bielas controlar con un comprobador apropiado si están flexionadas o torsionadas.

Disponer el pistón y la biela siguiendo la dirección de montaje. Introducir lentamente y con cuidado el bulón previamente lubricado en los agujeros del bulón del pistón y en el pie de la biela. En pistones con agujeros del bulón con tolerancia estrecha se facilita la inserción del bulón si se calienta el pistón a una temperatura de aprox. 40 °C.



Bulones flotantes

Los anillos de retención suministrados sirven para fijar el bulón. No se deben volver a utilizar los anillos de retención ya usados. Evite comprimirlos excesivamente pues podrían producirse deformaciones duraderas.

Con un ligero giro de los anillos se puede comprobar si éstos están insertos correctamente en las ranuras. Orientar siempre la hendidura de los anillos en el sentido de carrera del pistón.

Montaje de la biela de sujeción

El agujero en el pie de la biela debe mostrar un solape respecto al bulón. Para el montaje se debe calentar la biela a 280-320 °C (pero no a llama directa). A continuación introducir rápidamente el bulón frío y bien aceitado en el pie de la biela. Para garantizar la posición correcta del bulón en la biela se debe utilizar un dispositivo con tope de bulón.

Comprobación de los segmentos del pistón

Comprobar si los segmentos se pueden girar (rotar) libremente en las ranuras para segmentos.



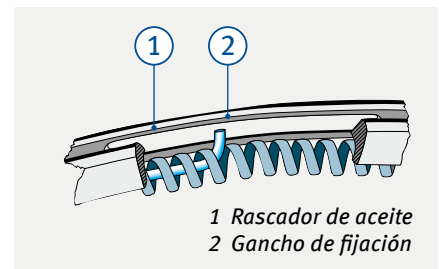
En los segmentos del pistón marcados con "TOP" la marca debe indicar hacia la cabeza del pistón. Con esto se garantiza la función prevista.



Segmentos rascadores de aceite con resorte helicoidal

Las puntas de junta del resorte helicoidal en los segmentos rascadores de aceite con resorte helicoidal siempre deben disponerse exactamente opuestas a la hendidura del segmento. En los resortes helicoidales con funda de teflón, la funda se encuentra en la hendidura del segmento.

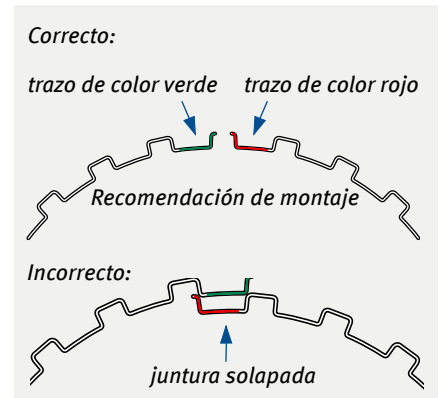
Adicionalmente, en los segmentos rascadores de aceite con resorte helicoidal y gancho de fijación se debe prestar atención a que el gancho de fijación esté encastrado en el rascador de aceite.



Segmento rascador de aceite con resorte helicoidal y gancho de fijación

Segmentos rascadores de aceite de láminas de acero de 3 piezas

Los extremos del resorte durante el transporte se encuentran en un estado de distensión y pueden quedar superpuestos al resbalarse. Se debe corregir la posición, dado el caso, antes del montaje. Las dos marcas de color en los extremos del resorte deben estar visibles. Si no lo están, el resorte está solapado y el segmento no funciona. Antes del montaje, las hendiduras del segmento rascador de aceite de 3 piezas (ambas láminas de acero y el muelle expansor) se deben girar una contra otra en 120° respectivamente.



Colocación del pistón en el calibre del cilindro

Limpiar cuidadosamente el bloque motriz. Al hacerlo, prestar atención a que todas las superficies de deslizamiento estén libres de suciedad y bien lubricadas. Comprimir los segmentos del pistón con un manguito anular para posibilitar un deslizamiento sin resistencia del pistón en el calibre del cilindro. Medir el intersticio o la cota del saliente del pistón en los motores diésel y cumplir estrictamente las indicaciones del fabricante.



3.5

Instrucciones de rodaje

Si no hay ningún banco de pruebas para ejecutar un programa de rodaje definido, es necesario rodar el motor en la calle.

- No cargar completamente el vehículo.
- Hacer funcionar el motor con un número de revoluciones que cambien constantemente hasta un máximo de 2/3 de las revoluciones máximas.
- Al conducir, cambiar rápidamente a marchas más altas y evitar estados de marcha en régimen bajo.
- No apurar las marchas.
- No realizar recorridos cuesta arriba durante largo tiempo (demasiada carga).
- No realizar recorridos cuesta abajo durante largo tiempo (carga insuficiente y desventajoso régimen de retención).
- No hacer uso de los dispositivos de freno del motor.
- No conducir en autopista ni hacerlo a velocidad máxima.
- Evitar trayectos con atascos. Las rutas interurbanas y el tráfico fluido en ciudad son beneficiosos, no así el tráfico urbano con temperaturas exteriores altas y con muchas paradas en semáforos y tiempos de espera.



Nota:

- Durante la fase de rodaje debe comprobarse continuamente el nivel de aceite. El consumo de aceite puede ser elevado. Es aconsejable controlar el nivel de aceite cada 50-100 km y rellenar aceite, si es necesario. En caso de un descenso considerable del nivel de aceite en la varilla indicadora del nivel de aceite, seguir controlando a intervalos más breves.
- No llenar en exceso el motor con aceite.
- Cambio de aceite después de 1000 km. En este caso es importante el cambio del filtro de aceite. La suciedad y la carbonilla del rodaje deben eliminarse del motor.



RU

ОСНОВЫ ▶

РУССКИЙ

Важные указания

Приведенные в этом каталоге данные тщательно отобраны, однако не являются обязательными. Мы не несем ответственности за правильность этих данных. В частности, не исключаются возможные изменения в оснащении, внесенные изготовителями транспортных средств или двигателей, а также изменения обозначений. Мы всегда рады поступлению информации о возможных допущенных в каталоге ошибках, которые мы исправляем в следующих выпусках. Названия, описания и номера транспортных средств, изготовителей и т. п. приводятся только для сравнения. Приведенные в каталоге части представляют собой запасные части отличного качества фирмы KOLBENSCHMIDT. Мы оставляем за собой право в любое время изменять спецификации, материалы и внешний вид наших продуктов.

Это положение не относится к функции и указанному в каталоге назначению. Рисунки, схематические чертежи и прочие данные служат для пояснения и отображения; они не могут использоваться в качестве основания для монтажа, комплекта поставки и конструкции. Информация о номерах фирменных запасных частей изготовителей транспортных средств и двигателей служит только для сравнения. Она не охватывает данные о происхождении и не может использоваться по отношению к третьим лицам. Мы не можем взять на себя ответственность за пользование списками сравнения, особенно по причине возможных изменений и/или разностей размеров, вносимых отдельными изготовителями. Мы не несем ответственности за правильность данных и за то, что продукт подходит для намеченной цели применения. Для обеспечения этого в любом случае перед монтажом необходимо обратиться за компетентной консультацией к изготовителю

транспортного средства и двигателя или в его авторизованную мастерскую гарантийного ремонта.

Предлагаемые в каталоге части не предназначены для использования в воздушных транспортных средствах. В случае применения в двигателях судов и стационарных двигателях необходимо учитывать, что при одинаковом обозначении двигателя могут использоваться различные части двигателя (например, поршни).

Перепечатка, копирование и размножение, также в частичной форме, разрешены только с нашего письменного согласия и при условии указания источника. С момента выпуска данного каталога предыдущие издания теряют свою силу.

Сохраняется право на внесение изменений и ошибки.

Менеджмент качества

В знак того, что наша система обеспечения качества соответствует требованиям специальных международных норм, мы провели сертификацию ISO 9001. Многие из наших заказчиков, в частности, известные во всем мире изготовители транспортных средств, предъявляют дальнейшие требования к нашей фирме. Для системы менеджмента качества эти требования обобщены в Международном стандарте ISO/TS 16949. Для того, чтобы удовлетворить желания заказчиков и показать, что мы выполняем также и эти, далеко выходящие за пределы требований ISO 9001 обязательства, мы сертифицировали нашу систему обеспечения качества также по ISO/TS 16 949.

Если же, несмотря на непрерывно проводимый контроль во время производственного процесса и основательный заключитель-

ный контроль, все-таки возникнет дефект материала или изготовления, то мы, само собой разумеется, берем на себя либо ремонт двигателя, либо замену рекламируемого изделия в течение срока давности. Рекламации подобного рода необходимо направлять нам в письменной форме незамедлительно после обнаружения повреждения.

Срок давности в отношении рекламаций по качеству составляет 12 месяцев, считая с момента передачи товара.

Мы не несем ответственности за дефекты, возникшие в результате несоблюдения инструкций по управлению, техническому обслуживанию и монтажу, ненадлежащего, не соответствующего назначению или некомпетентного использования, неверного или халатного обращения, естественного износа, неправильного хранения или же если покупатель или третьи лица произвели изменения на товаре.

Экологический менеджмент

Ответственное использование природных ресурсов, защита окружающей среды и выполнение всех установленных законом важных обязательств составляют прочную основу для долгосрочного сотрудничества со всеми нашими партнерами. Это и стало причиной, мотивирующей нас выполнить требования систем экологического менеджмента ISO 14001 и сертифицировать нашу организацию.



Дальнейшую техническую информацию Вы найдёте на нашей домашней странице:

www.ms-motorservice.com

Содержимое виртуального магазина представлено также в виде электронного каталога на диске «Motorservice Product Disc». Обращайтесь по этому вопросу к своему контактному лицу.



KSPG

Automotive

KSPG (Kolbenschmidt Pierburg).

Пользующийся хорошей репутацией поставщик международной автомобильной промышленности.

В качестве многолетних партнёров производителей транспортных средств предприятия группы KSPG обладают признанной компетентностью в разработке новаторских компонентов и системных решений для снабжения воздухом и уменьшения содержания вредных веществ, а также применительно к масляным, водяным и вакуумным насосам, поршням, блокам цилиндров двигателей и подшипникам скольжения. Продукты удовлетворяют высоким требованиям и стандартам качества автомобильной промышленности. Низкий уровень выброса вредных веществ, экономное потребление топлива, надёжность, качество и безопасность являются определяющими стимулами новаторских решений KSPG.



MOTORSERVICE

Motorservice Gruppe.

Качество и сервис из одних рук.

Группа Motorservice – это организация по сбыту продукции концерна KSPG (Kolbenschmidt Pierburg), активно действующая на мировом рынке обслуживания автомобилей. Она является ведущей фирмой, предлагающей компоненты двигателей для свободного рынка запасных частей высококачественных марок KOLBENSCHMIDT, PIERBURG, BF и TRW Engine Components. Широкий и всеобъемлющий ассортимент позволяет клиентам приобретать детали двигателей из одних рук. Для решения задач торговых предприятий и мастерских она, являясь дочерней фирмой крупного поставщика автомобильной промышленности, обеспечивает, кроме того, обширный набор услуг и техническую компетенцию.

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1

Примечания по пользованию каталогом

Индекс двигателя

Каждый изготовитель имеет в начале подробное описание помощи к поиску.

Распределено по обозначениям двигателей в алфавитно-цифровом порядке возрастания.

| KOLBENSCHMIDT | | DEUTZ | | | | | | | | | |
|---------------|--|----------|--|-----------|-----------------|---|-------------|---|---------|---------|-----|
| INDEX | | | | | | | | | | | |
| | | Cyl. | | mm | cm ³ | | Comp. Ratio | ε | kW | PS | Pos |
| A 6 M 816 | | D (AN) 6 | | 142 x 160 | 15204 | 2 | 16:1 | | 145-172 | 197-234 | 45 |
| A 6 M 816 R | | D (LA) 6 | | 142 x 160 | 15204 | 2 | 16:1 | | | | 45 |
| A 6 M 816 U | | D (LA) 6 | | 142 x 160 | 15204 | 2 | 16:1 | | | | 45 |
| A 6 M 816 W | | D (LA) 6 | | 142 x 160 | 15204 | 2 | 16:1 | | | | 45 |

Двигатель Номер позиции

Индекс транспортного средства

| KOLBENSCHMIDT | | AUDI | | | | | | | |
|---------------|-----------|------|------|-------------------|-------------------|-----|-----|----|--|
| INDEX | | | | | | | | | |
| | | | Pos | | | | Pos | | |
| A1 (8X) | | | | A4 1.8i Turbo 20V | 01.1999 → 06.2000 | ANB | B | 23 | |
| A1 1.4 TFSI | 05.2010 → | CAXA | B 3 | A4 1.8i Turbo 20V | 06.2000 → 09.2001 | AWT | B | 27 | |
| A1 2.0 TDI | 09.2011 → | CFHB | D 33 | A4 1.9 TDI | 01.1995 → 07.1998 | 1Z | D | 11 | |
| A2 (8Z) | | | | A4 1.9 TDI | 03.1996 → 07.1999 | AFN | D | 11 | |

Транспортное средство Номер позиции

Последовательность позиций в части каталога определяется по следующим критериям:

1. Диаметр цилиндра
2. Вид топлива
3. Год выпуска
4. Код двигателя

Данные продукта

Страницы каталога состоят из приведенных ниже блоков информации:

| Номер позиции | | Строка пиктограмм | | | | Поле изготовителя | | | | |
|----------------------------|-------------------|------------------------------|--------------|-----------------|--------------------|------------------------------|--------------|------------------------|-------------------------------|-------------------------------------|
| | | | | | | Изготовитель | | | | |
| | | | | | | | | | | |
| 24 | 115 Cyl. 6 | | | | | | | | | |
| D 5TC EURO 1 | | 03.1988 -> 04.1994 | | D [AN] | 6 | 7800 cm³ | 2V | 178 KW (242 PS) | 16:1 | 125 mm [1] |
| [1] Conrod length = 220 mm | | mot. -> 456789 | | | | | | | | |
| | 6 | KH 34,09 | SRK | 22 | 1 T15 2,5 | MO G6 | 0,733 | -0,1 | 90,00 | 91 166 600 [2] |
| | 084127 | BÜ +4,51 | 54 | 1 NM 1,5 | 1 DSF 3 | CR | 0,93 | 0,3 | 90,50 | 91 166 610 NEW [2] |
| | | Vt1 -1,5 | (K) | | | | | | 91 166 620 (90 978) | |
| | | VT2 -1,8 | | | | | | | | |
| | | MT -3,74 | | | | | | | | |
| | | MØ 36,2 | | | | | | | | |
| | | GL 69,6 | | | | | | | | |
| | N Cyl. | A=140 | C=152 | L=270 | H+F=10,05+1 | 2 P 138 x 2,1 x 0,065 | | | 89 056 110 (88 682) | 91 166 960 |
| | N Cyl. | A=140 | C=152 | L=270 | H+F=10,25+1 | 2 P 140 x 2,1 x 0,065 | | | 89 349 110 | 91 166 961 [3] |
| | N Cyl. | A=140 | C=152 | L=270 | H+F=10,55+1 | 2 P 138 x 4 x 0,085 | | | 89 057 110 (88 878) | 91 166 962 [4] |
| | | | | | | 2 P 140 x 4 x 0,085 | | | | |

Данные поршня

Данные цилиндра и сборочного комплекта

Строка двигателей (тип/исполнение)

Строка двигателей

| Номер позиции (последовательная нумерация в рамках одного изготовителя) | | | | | | | | | | |
|--|------------------------------|--------------------|----------|---|-----------|----------------------------|-------------|-----------------------|--|-----------------------------|
| Ном. Ø цилиндра | | Год выпуска с – по | | Вид топлива* | | Литраж | | Мощность с – по | | Ход |
| Тип зарядки* | | | | | | | | | | |
| 24 | 115 Cyl. 6 | | | | | | | | | |
| D 5TC EURO 1 | 03.1988 -> 04.1994 | D [AN] | 6 | 7800 cm³ | 2V | 178 KW (242 PS) | 16:1 | | | 125 mm [1] |
| [1] Conrod length = 220 mm | | mot. -> 456789 | | | | | | | | |
| Примечания | | | | Количество цилиндров | | Количество клапанов | | Степень сжатия | | Ссылка на примечания |
| Обозначение двигателя с указанием исполнения катализатора/нормы токсичности отработавших газов | | | | Ограничение области применения (номер двигателя/серийный номер) | | | | | | |

* См. перечень сокращений

▶ Данные поршня

Изготовитель

| | | | | | | |
|--|-------------|--|--|-------------------|--|--|
| | Type | | | B C | | |
|--|-------------|--|--|-------------------|--|--|

Количество цилиндров

6

Номер заготовки

084127

Рисунок поршня

Диаметр пальца (мм)
Длина поршневого пальца (мм)
Шатун прессовой посадки

22

54 (K)

Высота кольца (мм)

22

54 (K)

Нанесение покрытия на рабочую поверхность*

1 T15 2.5 MO G6

1 NM 1.5 1 DSF 3 CR

Краткое обозначение исполнения поршня*

SRK

Выступ или отступ поршня в верхней мертвой точке (мин. – макс.)
C = размер до верхнего края цилиндра (мм)

-0,1 90,00

0,3 90,50 91,00

Тов. № поршня (замененный № в скобках)

91 166 600 (2)

91 166 610 (NEW)

91 166 620 (90 978)

Размер зазора (мин. – макс.)
B = размер до головки блока цилиндров (мм)

0,733

0,93

Материал*

G6

Дополнение к программе

NEW

КН = высота головки поршня (мм)
BÜ = превышение днища (мм)
VT1 = глубина клапанного кармана 1 (мм)
VT2 = глубина клапанного кармана 2 (мм)
MT = глубина полости камеры сгорания (мм)
M Ø = диаметр полости камеры сгорания (мм)
GL = общая длина (мм)

* См. перечень сокращений

▶ Данные гильзы цилиндра

| Рисунок цилиндра | Сопрягаемый Ø (мм) | Ø буртика (мм) | Высота обтюраторного края (мм) | Тов. № сборочного комплекта (замененный № в скобках) | | | | |
|--|------------------------------------|------------------|---|--|--------------|--|-------------------------------|--------------------------|
| | Исполнение цилиндра * | Общая длина (мм) | Высота буртика / монтажная высота (мм) | Тов. № цилиндра (замененный № в скобках) | | | | |
| | N Cyl. | A=140 | C=152 | L=270 | H F =10,05+1 | 2 P 138 x 2,1 x 0,065 2 P 140 x 4 x 0,085 | 89 056 110 (88 682) | 91 166 960 |
| | N Cyl. | A=140 | C=152 | L=270 | H+F=10,25+1 | 2 P 140 x 2,1 x 0,065 2 P 138 x 4 x 0,085 | 89 349 110 | 91 166 961 [3] |
| | N Cyl. | A=140,5 | C=152,5 | L=270 | H+F=10,55+1 | 2 P 138 x 2,1 x 0,065 2 P 140 x 4 x 0,085 (50 006 609) | 89 057 110 (88 878) | 91 166 962 [4] |
| | X=10,50 | | | | | | 89 166 190 SEMI | 91 166 963 |
| [2] nur satzweise austauschbar exchangeable only in sets remplacement seulement sous forme de jeu sólo se puede cambiar el juego completo [3] mit Bundhöhenmaß 0,20 mm with oversized collar height 0,20 mm avec surcote de la hauteur collerette de 0,20 mm con sobremedida de altura del collarin de 0,20 mm [4] mit Bundhöhenmaß 0,50 mm with oversized collar height 0,50 mm avec surcote de la hauteur collerette de 0,50 mm con sobremedida de altura del collarin de 0,50 mm | | | | | | | | |
| 520 | See disclaimer on page 1 | | | © MS Motorservice International GmbH 2015 | | | | |
| Исполнение цилиндра * | Количество | Материал * | Ссылка на примечания | | | | | |
| Примечания к поршню, цилиндру или сборочному комплекту | Тов. № набора уплотнительных колец | Размеры (мм) | Подготовленная гильза цилиндра (SEMI) После монтажа требуется окончательная обработка | | | | | |

* См. перечень сокращений

2

Информация о продукте

Техническая безопасность и долговечность отремонтированного двигателя зависят в первую очередь от используемых поршней и качества работы монтера. При ремонте должны быть созданы все условия со стороны двигателя, чтобы высокое качество поршней KS проявилось в полной мере. Поэтому при ремонте двигателя монтаж поршней KS начинается с подготовки или, соответственно, обработки подлежащего ремонту двигателя.

Все оригинальные поршни KS поставляются в готовом к монтажу состоянии, вместе с соответствующими поршневыми кольцами, поршневыми пальцами и фиксаторами поршневых пальцев.

2.1

Типы поршней



Поршень для дизельных двигателей с каналом для охлаждения, гильзой пальца и упрочняющей вставкой для кольца



Составной поршень с ковальной стальной верхней частью и алюминиевой юбкой

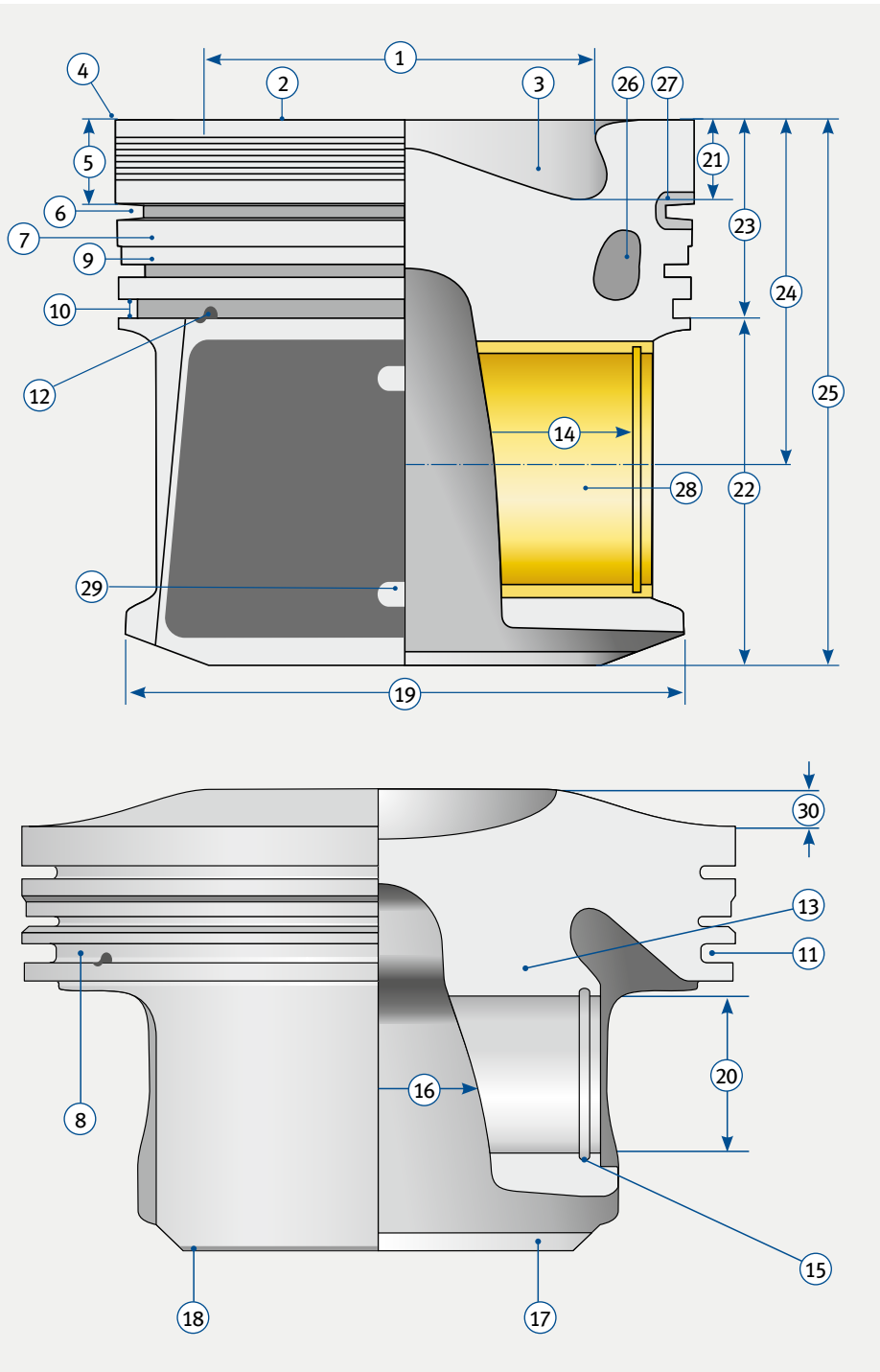


Поршень для бензиновых двигателей в оптимальном весе исполнения LiteKS® с упрочняющей вставкой для кольца



Кованый, сварной монолитный стальной поршень с двойной разверткой

2.2

 Термины и
названия на поршне


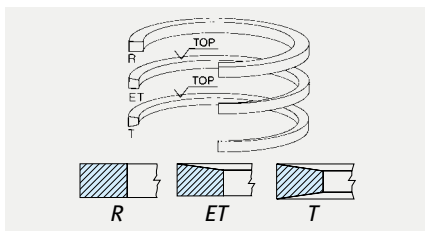
- 1 \varnothing полости камеры сгорания
- 2 Днище поршня
- 3 Камера сгорания (полость камеры сгорания)
- 4 Кромка днища
- 5 Жаровой пояс
- 6 Канавка для компрессионного поршневого кольца
- 7 Перемычка между кольцами
- 8 Дно канавки
- 9 Смещенная перемычка между кольцами
- 10 Торцы канавки
- 11 Канавка для маслосъемного поршневого кольца
- 12 Отверстие для обратного стока масла
- 13 Бобышки поршня
- 14 Предохранительное расстояние между канавками
- 15 Канавка для упорного кольца
- 16 Расстояние между внутренними торцами бобышек поршня
- 17 Посадочный пояс
- 18 Нижняя кромка юбки поршня
- 19 Диаметр поршня 90 °С против отверстия для пальца
- 20 Отверстие для поршневого пальца
- 21 Глубина полости камеры сгорания (MT)
- 22 Направляющий пояс
- 23 Пояс поршневых колец
- 24 Высота головки поршня
- 25 Длина поршня
- 26 Канал масляного охлаждения
- 27 Упрочняющая вставка для кольца
- 28 Гильза пальца
- 29 \varnothing измерительного окна
- 30 Превышение днища (BU)

2.3

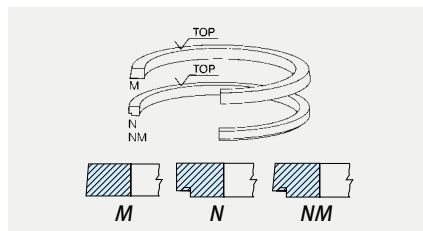
Поршневые кольца

Чрезмерное растягивание поршневых колец при надевании может стать причиной невосстановимых деформаций. Снятие и повторное надевание могут отрицательно сказаться на функции поршневых колец. Поэтому перед монтажом поршней поршневые кольца больше не следует снимать.

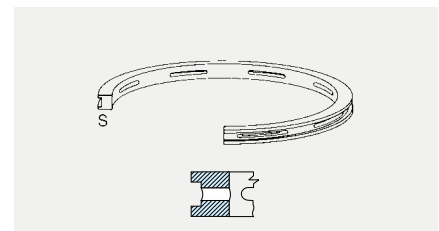
Ниже приводятся различные типы поршневых колец и сокращения:



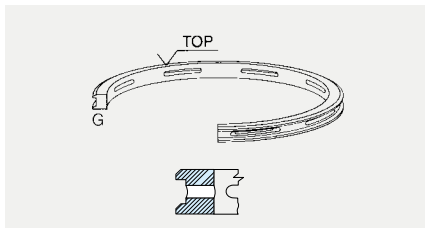
R Цилиндрическое компрессионное поршневое кольцо
ET Поршневое кольцо с поперечным сечением в форме односторонней трапеции
T Поршневое кольцо с поперечным сечением в форме трапеции 6°/11°/15°/20°



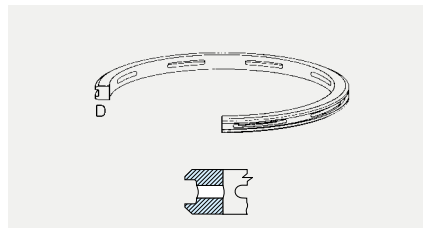
M Коническое компрессионное поршневое кольцо
SM Коническое поршневое кольцо с уменьшенным углом наклона рабочей поверхности
N Скребок компрессионное поршневое кольцо
NM Коническое скребок компрессионное поршневое кольцо



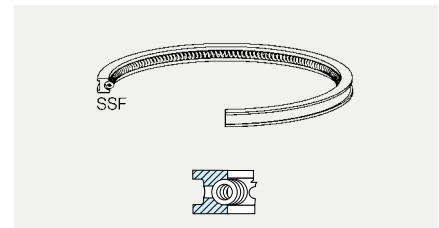
S Маслосъемное поршневое корчатое кольцо с прорезями



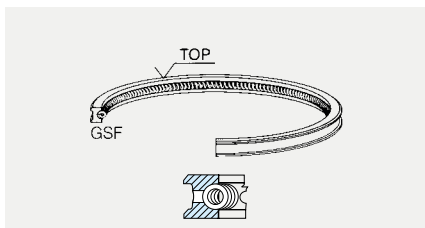
G Маслосъемное корчатое поршневое кольцо с параллельными фасками



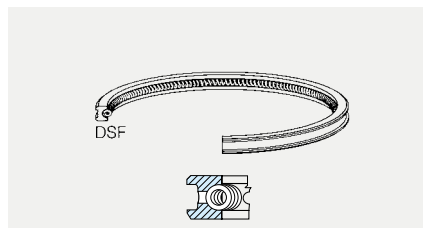
D Маслосъемное корчатое поршневое кольцо со сходящимися фасками



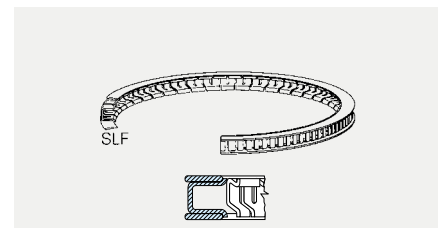
SSF Маслосъемное поршневое корчатое кольцо с прорезями и спиральным витым пружинным расширителем



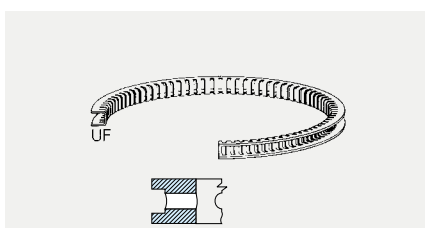
GSF Маслосъемное корчатое поршневое кольцо с параллельными фасками и витым пружинным расширителем



DSF Маслосъемное корчатое поршневое кольцо со сходящимися фасками и со спиральным витым пружинным расширителем



SLF Пружинное поршневое кольцо со стальными пластинками



SEF Маслосъемное поршневое корчатое кольцо с прорезями и пружиной-расширителем

РУССКИЙ

2.4

Гильзы цилиндров

Благодаря нашему опыту в производстве систем поршней и цилиндров, накопленному на протяжении десятилетий, оригинальные гильзы цилиндров KS идеально подобраны друг к другу. Поэтому они представляют собой оптимальное решение в отношении износа, срока службы и отвода тепла.

Мы предлагаем сухие и мокрые гильзы цилиндров стандартных и ремонтных размеров для двигателей всех известных изготовителей.

Цилиндры с ребрами для двигателей с воздушным охлаждением, цилиндры компрессоров и заготовки гильз дополняют наш ассортимент продукции.



Мокрые и сухие гильзы цилиндров



Цилиндр компрессора

Цилиндр с ребрами

Заготовки гильз

Гильза цилиндра с обтюраторным кольцом

Обтюраторные кольца размещаются на верхнем конце гильз цилиндров, в прямоугольной выемке. При монтаже обтюраторное кольцо свободно устанавливается в предусмотренную для него выемку и позже удерживается в нужном положении головкой блока цилиндров.

Обтюраторное кольцо или нагаросъемное поршневое кольцо препятствует образованию твердого покрытия масляным нагаром на жаровом поясе поршня. Это достигается за счет того, что внутренний диаметр обтюраторного кольца меньше внутреннего диаметра цилиндра.

При прохождении поршнем верхней мертвой точки обтюраторное кольцо соскребает с поршня нежелательные отложения масляного нагара или, соответственно, препятствует образованию отложений на жаровом поясе.



Внимание!

Поршень предусмотрен для применения только одного обтюраторного кольца. Диаметр жарового пояса меньше, чем у сравнимых поршней обычных типов. При замене только одного поршня необходимо убедиться в том, что он подходит для применения гильз цилиндров с обтюраторным кольцом.



Гильза цилиндра с расточкой

Гильзы цилиндров с расточкой имеют в верхней области цилиндра диаметр большего размера.

Из-за большего диаметра в этой области образуется более толстое покрытие масляным нагаром, за счет чего жаровой пояс поршня не покрывается отложениями. Масляный нагар обладает абразивными свойствами.



Внимание!

При использовании гильз цилиндров с расточкой необходимо следить за тем, чтобы первое компрессионное поршневое кольцо поршня не попадало в область расточки. Поэтому вместе с гильзами цилиндров можно использовать только такие поршни, высота жарового пояса которых больше высоты расточки. При несоблюдении этого возможны повреждения поршня и гильзы цилиндра!



Гильза цилиндра с расточкой

2.5

Сборочные комплекты

Оригинальный сборочный комплект KS, состоящий из поршней, поршневых колец, поршневых пальцев, фиксаторов поршневых пальцев и гильзы цилиндра, при необходимости с уплотнениями, поставляется в готовом к монтажу состоянии.

Оригинальные сборочные комплекты KS представляют собой высокоточные конструктивные элементы двигателя. Поэтому они тщательно упакованы. При перевозке и обращении с ними необходимо избегать резких ударов и повреждений.

Перед монтажом оригинальные сборочные комплекты KS необходимо проверить на полноту комплектации и по возможности сравнить с демонтированными частями. Если Вы сомневаетесь в применимости, обращайтесь в наш отдел технической поддержки.



3

Монтаж поршней и гильз цилиндров

3.1

Монтаж и направление установки

На днище поршня указаны данные о номинальном диаметре и монтажном зазоре поршня. И то, и другое вместе образуют номинальный внутренний диаметр цилиндра. Перед монтажом необходимо измерить диаметры поршня и цилиндра и сравнить полученные данные со значениями номинальных диаметров.



- 1 Марочный знак
- 2 Номинальный диаметр поршня
- 3 Монтажный зазор
- 4 Маркировка направления установки
- 5 Номер партии
- 6 Тов. №

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www.ms-motorservice.com

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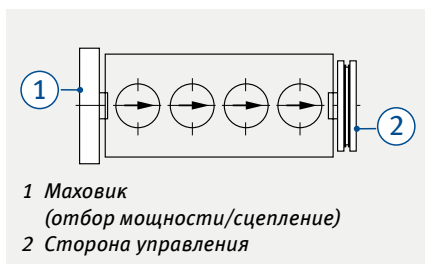
65414

4 028977 601224

Пример

| | |
|---------------------|----------|
| Поршень, Ø | 79,98 мм |
| Sp, монтажный зазор | 0,02 мм |
| Цилиндр, Ø | 80,00 мм |

Ниже приведен обзор символов и их значений для определения направления установки в двигателе. В зависимости от изготовителей двигателей, одни и те же символы могут иметь разные значения.



| Пример | Символ | Направление установки в двигателе |
|---------------------------|------------------|---|
| BMW, Mercedes-Benz, VW | ↑ | Сторона управления (напротив отбора мощности/сцепления) |
| Mercedes-Benz, Scania | ↑ | Особый случай для некоторых V-образных двигателей: в направлении середины двигателя |
| Citroën, Renault | ↑ AV | Сторона управления (напротив отбора мощности/сцепления) «AV» означает «avant» = спереди |
| Citroën, Renault | ↑ AR | Маховик (отбор мощности/сцепление) «AR» означает «arrière» = сзади |
| Peugeot, Renault | ↑ V | Маховик (отбор мощности/сцепление) «V» означает «volant» = маховик |
| Peugeot, Opel | ⏏ | Маховик (отбор мощности/сцепление) |
| Citroën, Peugeot, Renault | ⏏ ← | Маховик (отбор мощности/сцепление) |
| Fiat, Iveco | > | Маховик (отбор мощности/сцепление) |
| Opel, Perkins | Засечка | Сторона управления (напротив отбора мощности/сцепления) |
| GM, Perkins | ПЕРЕДНЯЯ ЧАСТЬ | Сторона управления (напротив отбора мощности/сцепления) |
| Hatz, Liebherr | Спереди | Сторона управления (напротив отбора мощности/сцепления) |
| Deutz, MWM | Отводимый воздух | Направление охлаждающего воздуха в двигателях с воздушным охлаждением |

При использовании поршней с нанесенным на юбку покрытием и без измерительных окон от измеренного размера необходимо отнять толщину слоя 0,01 - 0,03 мм, чтобы соблюсти указанное значение диаметра поршня. При использовании поршней с измерительными окнами номинальный диаметр поршня можно определить в данном месте, не вычитая значения толщины нанесенного на юбку покрытия.



3.2

Размер зазора и положение поршня в верхней мертвой точке

Размер зазора*

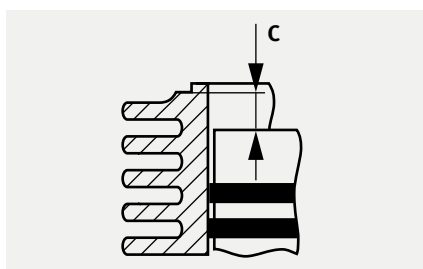
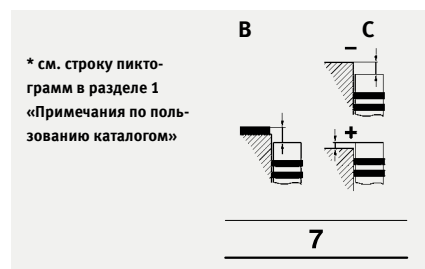
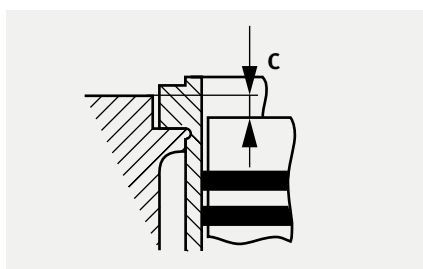
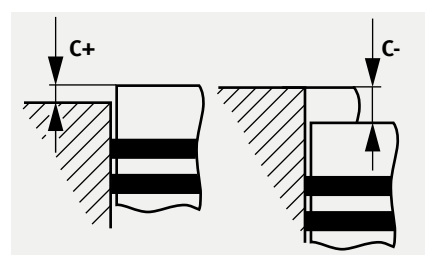
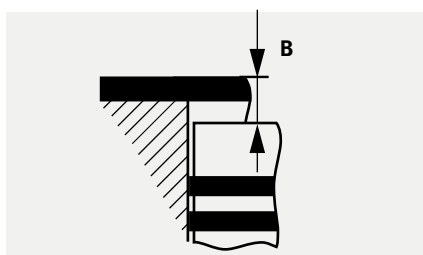
Под размером зазора (В) понимают выступ или отступ поршня в верхней мертвой точке относительно поверхности уплотнения блока цилиндров. Толщина уплотнения головки блока цилиндров и возможное углубление в головке блока цилиндров учитываются при измерении. Этот размер известен также под названием «свинцовый размер».

Размер выступа или отступа поршня в верхней мертвой точке для различных вариантов двигателей*

Размер С означает выступ (обозначен знаком +) или отступ (обозначен знаком -) поршня в верхней мертвой точке относительно уплотнительной поверхности блока цилиндров. Толщина уплотнения или геометрические формы головки блока цилиндров не учитываются.

При использовании двигателей с мокрой гильзой цилиндра выступ или отступ поршня также измеряется относительно уплотнительной поверхности блока цилиндров.

Выступ гильзы цилиндра или имеющийся обтюраторный край не учитываются.



В цилиндрах с ребрами размер С означает расстояние между дном поршня и опорой головки блока цилиндров с ребрами.

Указание:

С целью установки выступа поршня наряду со стандартными поршнями поставляются также поршни с головкой уменьшенной высоты.

Днища поршней не вывертывать с целью установки выступа поршней.



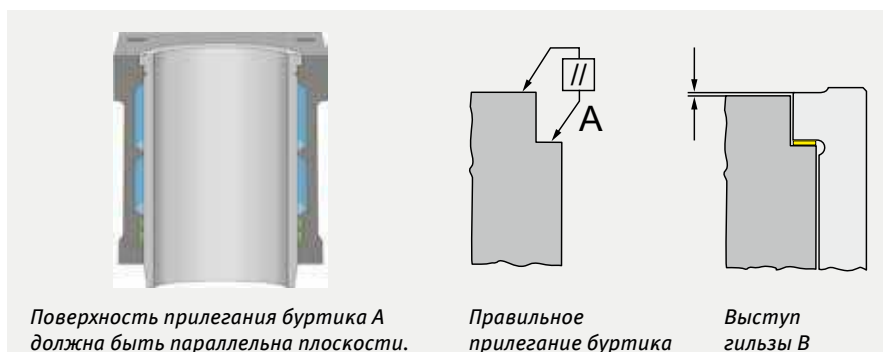
3.3

Монтаж гильз цилиндров

При замене гильз цилиндров необходимо провести подготовительные меры и проверить критические пункты. После демонтажа старых гильз цилиндров и перед установкой новых гильз цилиндров блок цилиндров двигателя необходимо тщательно очистить. Особенно при использовании блоков цилиндров двигателей с мокрыми гильзами цилиндров необходимо удалить из области гнезд гильз цилиндров все остатки охлаждающей жидкости и уплотнений.

При этом особое внимание следует уделить очистке регулировочных поверхностей. Их необходимо подготовить так, чтобы они были металлически чистыми, абсолютно ровными и без коррозии. Во избежание повреждения этих поверхностей не использовать твердые инструменты, например, шабер, фрезу и т. д. Изношенные торцевые поверхности блоков цилиндров и выточки под буртики гильз подлежат обработке. Если диаметр глухого отверстия гильзы цилиндра превышает максимально допустимый размер, а поверхности подвержены сильной коррозии или деформированы, то блок цилиндров двигателя необходимо расточить соответствующим образом.

После этого устанавливаются гильзы цилиндров с наружным припуском и/или припуском буртика. В программу поставки KS входят гильзы цилиндров с различными припусками для многочисленных типов двигателей.



Монтаж мокрых гильз цилиндров

1. Сначала гильзы цилиндров устанавливаются без уплотнительных колец. Таким образом проверяют, можно ли гильзы цилиндров ввести легко и без защемления. Защемление гильзы цилиндра в глухом отверстии всегда приводит к деформации и изменению внутреннего диаметра цилиндра. Кроме этого, необходимо проверить, прилегает ли буртик гильзы в блоке цилиндров двигателя точно к поверхности и параллельно плоскости. Для этого регулировочные поверхности можно смазать притирочной пастой, чтобы проверить вид рабочей поверхности. При отсутствии безукоризненного вида рабочей поверхности выточка под буртик в блоке цилиндров двигателя подлежит обработке.

2. После этого проверяют размер выступа гильз цилиндров. Если для уплотнения буртиков гильз цилиндров используется уплотнение из металла (томпак, высококачественная сталь), то для измерения выступа буртика его необходимо установить. Слишком малый размер выступа необходимо откорректировать с помощью гильз цилиндров с припуском высоты буртика или стальных компенсационных прокладок. При неверном размере выступа буртика или при неравномерном прилегании буртика уплотнение камеры сгорания не обеспечивается. В результате этого могут образоваться перекосы цилиндров и трещины в буртиках гильз.

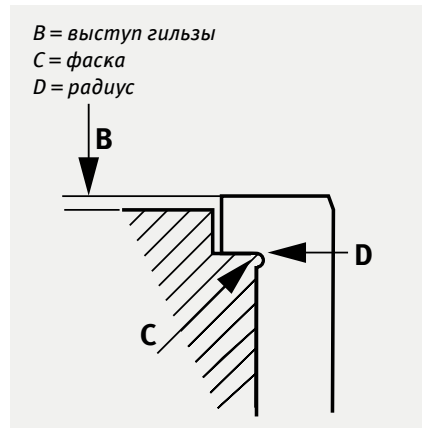
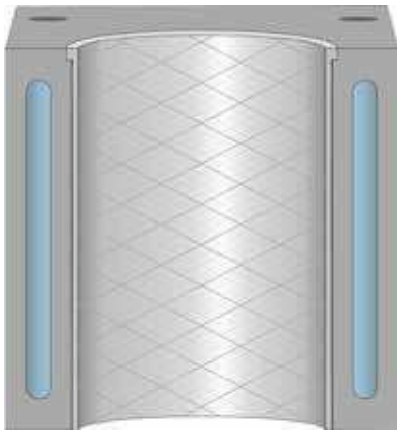
3. При заключительном монтаже гильз цилиндров вместе с уплотнениями из эластомера следует воспользоваться средством скольжения для обеспечения более простого и надежного монтажа.

Средство скольжения или монтажная паста наносится на поверхности гильзы цилиндра и блока цилиндров двигателя, по которым при монтаже должны скользить уплотнительные кольца. Сами уплотнения из эластомера средством скольжения не смазывают. Гильзы цилиндров следует медленно ввести вручную и разместить в установке. Их ни в коем случае нельзя размещать в установке резкими движениями или сильными ударами молотком.

4. После монтажа гильз цилиндров внутренние диаметры цилиндров необходимо проверить с помощью измерительного прибора большой точности для внутренних поверхностей на круглость и сужения в области уплотнительных колец.

⚠ Внимание!

При монтаже мокрых гильз цилиндров нельзя применять жидкие уплотнительные средства и уплотнительные пасты. Иначе не обеспечивается глухая посадка гильз цилиндров. Кроме того, уплотнения из эластомера не выполняют свою герметизирующую функцию, если канавки под уплотнительные кольца дополнительно заполнены уплотнительным средством. Если вместе с гильзами цилиндров поставляются металлические прокладки из томпака или высококачественной стали, то их используют в качестве уплотнений. Металлические уплотнения в любом случае устанавливают между блоком цилиндров двигателя и гильзой цилиндра. Металлические уплотнения не подходят для установки выступа гильзы. Ни в коем случае не устанавливать несколько уплотнений, размещенных друг поверх друга.



Монтаж сухих гильз цилиндров в исполнении «Slipfit» («Finished»)

1. Данные гильзы полностью обработаны по внутреннему диаметру и устанавливаются или демонтируются вручную или с помощью подходящего инструмента. Для этого не требуется демонтировать из транспортного средства блок цилиндров двигателя.

2. Перед установкой гильзы цилиндра расточенное отверстие гильзы цилиндра необходимо проверить на круглость и перекокс. Форма кромки (С) в корпусе должна соответствовать закруглению (D) в гильзе цилиндра.

3. После установки гильз цилиндров необходимо проверить внутренние диаметры цилиндров на круглость или, соответственно, деформации. При использовании данных гильз цилиндров должен быть выдержан предписанный изготовителем размер выступа гильз (В). Это важно для того, чтобы во время эксплуатации гильзы были плотно придавлены в месте посадки и надлежащим образом закреплены в блоке цилиндров двигателя. Из-за недостаточного выступа возникают проблемы при уплотнении и наблюдается образование трещин в гильзах.

При использовании гильз цилиндров «Slipfit» монтажный зазор составляет 0,00 – 0,015 мм. В случае превышения размера в 0,015 мм требуется гильза ремонтного размера.

Монтаж сухих гильз цилиндров в исполнении «Pressfit» («Semi-finished»)

1. Данные гильзы цилиндров полностью обработаны только по наружному диаметру. Внутренний диаметр обработан лишь предварительно. Для замены данных гильз цилиндров блок цилиндров двигателя требуется демонтировать из транспортного средства и полностью разобрать.

2. С целью демонтажа гильз цилиндров их необходимо сломать долотом или другим подобным инструментом или высверлить из блока цилиндров двигателя. Дальнейшая подготовка/проверка блока цилиндров двигателя выполняется так же, как и при исполнении «Slipfit».

3. Так как данные гильзы цилиндров имеют прессовую посадку в блоке цилиндров двигателя, их необходимо впрессовать в блок цилиндров двигателя с помощью пресса. Прессовая посадка составляет несколько сотых миллиметра и должна соответствовать предписаниям изготовителя двигателя. Перед впрессовыванием гильзы цилиндров необходимо смазать по наружному диаметру подходящим жидким средством скольжения. Гильзы цилиндров следует впрессовывать в блок цилиндров двигателя по возможности без перерывов. После прерывания процесса впрессовывания при дальнейшем впрессовывании значительно увеличи-

вается начальный пусковой момент и часто ломаются гильзы цилиндров. Если из-за отсутствия пути/хода прессования процесс впрессовывания невозможно выполнить безостановочно, то отсутствующий короткий отрезок в начале пути прессования и последний отрезок должны быть пройдены при полном использовании имеющегося пути прессования.

Нажимной диск, размещаемый между пуансоном пресса и гильзой цилиндра, должен иметь достаточную толщину во избежание его поломки при прессовании. Таким образом предотвращается сжатие буртика гильзы.

4. Из-за незначительной деформации гильз цилиндров в результате впрессовывания их необходимо обработать до получения требуемого окончательного размера цилиндров путем растачивания и хонингования. Вследствие прессовой посадки у данных гильз цилиндров отсутствуют буртики и выступы (В). После впрессовывания гильз цилиндров торцевая поверхность блока цилиндров должна быть полностью обработана таким образом, чтобы гильзы цилиндров не выступали над поверхностью блока цилиндров двигателя.

Монтажные размеры для гильз цилиндров «Pressfit»

| Цилиндр, Ø | 50 - 80 мм | 80 - 120 мм | 120 - 180 мм |
|--------------------------|------------------|------------------|------------------|
| Перекрытие (прессование) | 0,045 - 0,070 мм | 0,055 - 0,080 мм | 0,065 - 0,090 мм |

Здесь приводятся ориентировочные значения.

В любом случае обязательными являются размеры, указанные изготовителем двигателя.

3.4

Монтаж поршней

Сборка поршней и шатунов

Перед монтажом шатуны необходимо проверить на отсутствие деформаций и перекосов с помощью подходящего испытательного прибора.

Приготовить поршень и шатун в соответствии с направлением установки. Смазанный маслом палец осторожно вводят в отверстия для пальца поршня и в головку шатуна. При использовании поршней с узкими отверстиями для пальца ввод пальца облегчается путем нагревания поршня до температуры ок. 40 °С.



Плавающие пальцы

Для крепления пальца служат входящие в комплект поставки упорные кольца. Бывшие в употреблении упорные кольца больше нельзя использовать. Во избежание невосстановимых деформаций упорные кольца нельзя зажимать слишком сильно.



Слегка повернув кольца, можно проверить, надежно ли они зафиксированы в канавках. Зазор в упорном кольце всегда должен находиться в направлении хода поршня.



Монтаж шатуна прессовой посадки

Отверстие в головке шатуна должно перекрывать палец. Для выполнения монтажа шатун необходимо нагреть до температуры 280 - 320 °С (не открытым огнем!). Затем хорошо смазанный палец в холодном состоянии быстро вводят в головку шатуна. Для обеспечения правильного положения пальца в шатуне следует воспользоваться приспособлением с упором для пальца.

Проверка поршневых колец

Проверьте, свободно ли поворачиваются (вращаются) кольца в кольцевых канавках.

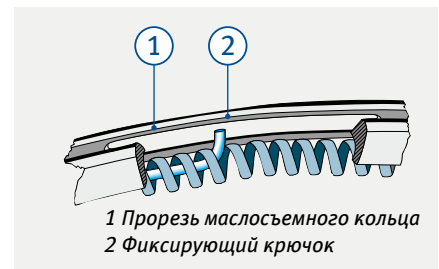


В поршневых кольцах с отметкой «TOP» маркировка должна находиться в направлении днища поршня. Благодаря этому обеспечивается выполнение предусмотренной функции.



Маслосъемные поршневые кольца со спиральным витым пружинным расширителем

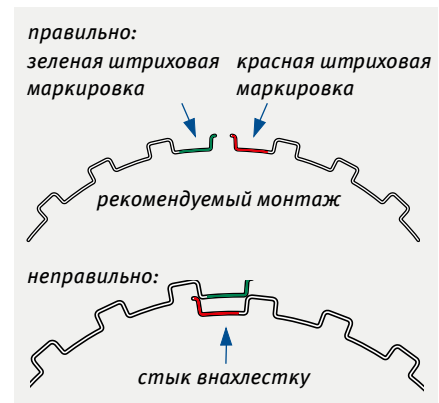
У колец со спиральным витым пружинным расширителем стыковые концы спирального витого пружинного расширителя всегда должны находиться точно напротив зазора в поршневом кольце. У спирального витого пружинного расширителя со спиралью из тефлона спираль находится в области зазора в поршневом кольце. Кроме того, у колец со спиральным витым пружинным расширителем и фиксирующим крючком должна быть обеспечена фиксация фиксирующего крючка в прорези маслосъемного кольца.



Кольцо со спиральным витым пружинным расширителем и фиксирующим крючком

Состоящие из трех частей маслосъемные поршневые кольца со стальными пластинками

Во время транспортировки концы пружины находятся в свободном состоянии и могут сместиться. Поэтому перед монтажом возможно, что потребуется откорректировать их положение. Обе цветные маркировки на концах пружины должны быть видны. Если их не видно, то пружина смещена и кольцо не действует. Перед монтажом зазоры в состоящем из трех частей маслосъемном поршневом кольце (обе стальные пластинки и пружина-расширитель) должны быть повернуты относительно друг друга соответственно на 120°.



Установка поршня в цилиндр

Блок цилиндров тщательно очистить. Проследить за тем, чтобы все поверхности скольжения были чистыми и хорошо смазанными. Поршневые кольца необходимо сжать манжетой для поршневых колец, чтобы обеспечить беспрепятственное скольжение поршня в цилиндре. В дизельных двигателях измерить размер зазора или, соответственно, размер выступа поршня и обязательно соблюдать данные изготовителя.



3.5

Рекомендации по приработке

При отсутствии испытательного стенда, позволяющего выполнить определенную программу приработки, двигатель необходимо обкатывать на дороге.

- Не следует максимально нагружать транспортное средство.
- Двигатель должен работать с переменной частотой вращения, не превышающей 2/3 от максимальной частоты вращения.
- Во время езды быстро переключайте на более высокие передачи и избегайте движения на низких оборотах.
- Не следует ездить на максимальных оборотах для каждой передачи.
- Не допускается длительное движение на подъем (слишком большая нагрузка).
- Не допускается длительное движение на спуск (слишком малая нагрузка и неблагоприятный режим принудительного холостого хода).
- Не пользуйтесь устройствами для торможения двигателем.
- Не следует ездить по скоростным автотрассам и на максимальной скорости.
- Избегайте езды по дорогам, на которых часто образуются пробки. Предпочтительнее поездки на дальние расстояния и по городу без длительных остановок. Однако избегайте движения по городу в очень жаркую погоду и в час пик, когда приходится часто останавливаться на светофорах и долго ждать.



Указание:

- Во время фазы приработки следует регулярно проверять уровень масла, так как расход масла может увеличиться. Уровень масла рекомендуется проверять каждые 50–100 км; при необходимости доливать масло. При значительном снижении уровня масла следует проверять уровень масла по указателю через более короткие промежутки времени.
- Не следует заливать в двигатель слишком много масла.
- Смену масла выполнить после прохождения 1000 км. При этом важна также замена масляного фильтра. Грязь и продукты износа, образовавшиеся вследствие приработки, должны быть удалены из двигателя.



تركيب المكبس في قطر الأسطوانة

قم بتنظيف كتلة الأسطوانات بعناية. يراعى إزالة الشوائب عن جميع الأسطح الانزلاقية وتزييتها جيدا. اضغط حلقات المكبس مع جلبة الحلقة لإتاحة انزلاق المكبس في تجويف الأسطوانة بلا مشاكل. في محركات الديزل، يجب قياس مسافة الشق أو معدل بروز المكبس والالتزام بتعليمات الشركة الصانعة.



٥-٣

إرشادات التركيب

ملحوظة

- يجب تكرار قياس الزيت أثناء فترة التليين.
- من الممكن أن يكون استهلاك الزيت مرتفعا. يوصى بقياس مستوى الزيت كل ٥٠ إلى ١٠٠ كم واستكمال ملئه عند اللزوم. في حال الانخفاض الكبير في مستوى الزيت عند عصا قياس الزيت، فينبغي مواصلة مراقبته ولكن على مسافات أقصر.
- لا تفرط في ملء المحرك بالزيت.
- قم بتغيير الزيت بعد ١٠٠٠ كم – ومن المهم أثناء ذلك تغيير فلتر الزيت. فمن الضروري إزالة شوائب ورايش التليين من المحرك.
- في حال عدم وجود منصة اختبار للبدء في برنامج التليين المحدد، فيجب تليين المحرك على الطريق.
- عدم التحميل الكامل على السيارة.
- تشغيل المحرك بعدد لفات متغير باستمرار بحد أقصى ٣/٢ من عدد اللفات القصوى.
- تبديل السرعات للأعلى بشكل سريع ومتتابع عند القيادة.
- ولا تقوم بقلل السرعات.
- عدم الصعود على الجبال لفترة طويلة (تحميل زائد جدا).
- عدم الصعود على الجبال لفترة طويلة (تحميل منخفض جد وقصور ذاتي غير مرغوب).
- عدم استخدام تجهيزات فرامل.
- عدم القيادة على الطرق المسرّعة أو بسرعات قصوى عالية.
- تجنب القيادة على الطرق المزدحمة. يفضب القيادة لمسافات طويلة عبر الدول والمدن. ولكن ينبغي الابتعاد عن المرور المزدحم داخل المدن في درجات الحرارة الخارجية المرتفعة وفي ظل التوقف كثيرا في إشارات المرور.

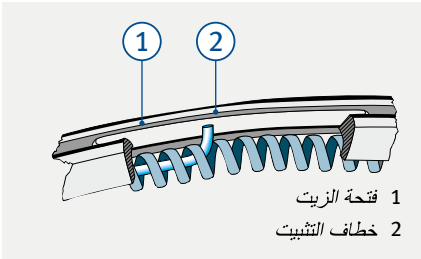




فحص حلقات المكبس
تأكد من أن الحلقات تدور (تلف) بحرية في التجاويف الحلقية.



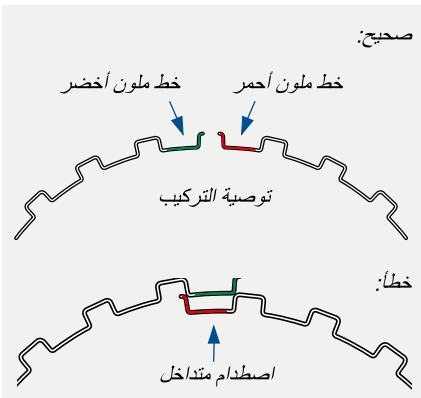
مع حلقات المكابس المميزة بكلمة "TOP" يجب أن تشير العلامة إلى أرضية المكبس. وبذلك تضمن الحصول على الأداء السليم.



الحلقة المزودة بنابض أنبوبي مع خطاف تثبيت



حلقات إزالة الزيت ذات النابض الأنبوبي
مع الحلقات المزودة بنابض أنبوبي، يجب أن تكون أطراف التصادم الخاصة بالنابض الأنبوبي في مقابل مصد الحلقة. ومع النابض الأنبوبيه التفلون يستقر الأنبوب على مصد الحلقة. بالإضافة إلى ذلك يراعى مع الحلقات المزودة بنابض أنبوبي مع خطاف تثبيت أن يتم تثبيت خطاف التثبيت في فتحة الزيت.



حلقات إزالة الزيت الشراحيية الفولاذية ثلاثية الأجزاء
أطراف النوابض تكون غير مشدودة أثناء النقل ويمكن أن تنزلق عن بعضها. ويجب تصحيح أوضاعها قبل التركيب. يجب أن تكون كلتا العلامتين الملونتين في نهاية النابض واضحتان للعيان. وإذا لم تكن واضحة، فاستشرك النابض ولن تؤدي الحلقة وظيفتها. مصدات حلقات إزالة الزيت ثلاثية الأجزاء (الشريحتين الفولاذيتين ونوابض التمديد) يجب تدويرها باتجاه بعضها قبل التركيب بمعدل ٩٢٠°.

تركيب المكابس



تركيب المكابس وذراع التوصيل

قبل تركيب أذرع التوصيل يجب فحصها على جهاز فحص مناسب للتحقق من عدم وجود التواءات أو انثناءات. اضبط المكبس وذراع التوصيل حسب اتجاه التركيب. يتم إدخال البنزات المزيتة في تجاويف بنزات المكبس وفي ذراع التوصيل بحرص. مع المكابس التي توضع في تجاويف ضيقة يتم إدخال البنز بسهولة عند تسخين المكبس على درجة حرارة ٤٠ م.



تركيب ذراع زنق

التجريف الموجود في فتحة ذراع التوصيل يجب أن يغطي البنز. للتركيب، يجب تسخين ذراع التوصيل على ٢٨٠-٣٢٠°م (بدون استخدام لهب مكشوف!). بعد ذلك قم بإدخال البنز البارد والمزيت جيدا بسرعة في فتحة ذراع التوصيل. لضمان الوضعية الصحيحة للبنز في ذراع التوصيل يجب استخدام تجهيزة بمصد للبنز.

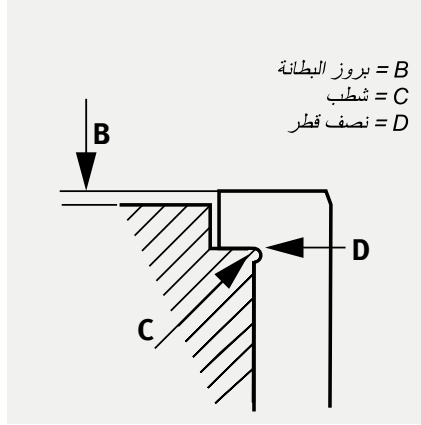


ومن خلال تدوير الحلقات قليلا يمكن التحقق من ثباتها جيدا في الحزوز. تصادم وسائل التأمين دائما في اتجاه شوط المكبس.



مع البنز العائم

تستخدم حلقات التأمين المرفقة لتثبيت البنز. لا يجوز استخدام حلقات التأمين المستعملة. لتجنب حدوث تشوهات مزمنة لا يجوز ضغط حلقات التأمين أكثر من اللازم.



تركيب بطانات الأسطوانات الجافة في "Slipfit" ("جاهز")

١- هذه البطانات معالجة بشكل نهائي على القطر الداخلي ويمكن فكها وتركيبها يدويا بأداة مناسبة. لا يجوز فك كتلة المحرك من السيارة لهذا الغرض.

٢- قبل تركيب بطانة الأسطوانة يجب فحص القطر الأساسي للرقبة للتأكد من انتظام استدارته وعدم وجود انحرافات به. شق الحافة (C) في الجسم يجب أن يماثل نصف القطر (D) ببطانة الأسطوانة.

٣- قبل تركيب بطانات الأسطوانة يجب فحص أقطار الأسطوانات للتأكد من انتظام استدارتها وعدم وجود تشوهات به. مع بطانات الأسطوانات هذه يجب الالتزام بمعدل بروز البطانة (B) المقرر من قبل الشركة الصانعة. ويعتبر ذلك مهما للغاية، حتى يتم كبس البطانات لتثبيتها بشكل جيد أثناء التشغيل وتثبيتها على كتلة المحرك بالشكل السليم. نقص البروز يؤدي إلى مشكلات في الأحكام وإلى تشققات في البطانات.

مع بطانات المحركات "Slipfit" يبلغ خلوص التركيب ٠,٠١٥ - ٠,٠٠٠ مم. إذا تم تخطي القيمة ٠,٠١٥ مم يجب استخدام جلبة بروز.

تركيب بطانات الأسطوانات الجافة في تصميم "Pressfit" ("نصف جاهز")

١- بطانات الأسطوانات هذه معالجة بشكل نهائي على القطر الخارجي فقط. أما القطر الداخلي فهو معالج بشكل أولي. يجب فك كتلة المحرك من السيارة وتثبيتها بالكامل لتغيير بطانات الأسطوانات.

٢- لفك بطانات الأسطوانات يتم إتلافها بواسطة إزميل أو أداة مشابهة أو لفها خارج كتلة المحرك. تتم المعالجة اللاحقة/الفحص اللاحق لكتلة المحرك كما هو الحال مع التصميم "Slip-fit".

٣- نظرا لأن بطانات الأسطوانات هذه تتميز بالانضغاط على كتلة المحرك، فيجب كبسها في كتلة المحرك بواسطة أداة كبس مناسبة.

معدل الكبس يبلغ بضعة أجزاء من المليمتر، ويتم تحديده بناء على تعليمات الشركة الصانعة. قبل كبس بطانات الأسطوانات على القطر الخارجي، يجب دهانها بمادة تزيق مناسبة ومنخفضة اللزوجة. ويجب قدر الإمكان كبس بطانات الأسطوانات في كتلة المحرك في خطوة واحدة وبدون توقف. فالتوقف عن عملية الكبس يؤدي عند مواصلة الكبس إلى فترات توقف أكبر من اللازم وغالبا ما يؤدي إلى انكسار جلب الأسطوانات. إذا تعذر إجراء عملية الكبس في خطوة واحدة نظر لنقص مسار/شوط الكبس، فيجب تعويض القطعة القصيرة الناقصة عند بداية مسار الكبس، وأخر قطعة مع الاستغلال الكامل لمسار الكبس المتاح. القرص الانضغاطي الذي يوضع بين الكباس وبطانة الأسطوانة يجب أن يكون سميكًا بدرجة كافية حتى لا ينكسر أثناء الكبس. وبذلك يتم منع انحراف رقبة البطانة أثناء الضغط عليها.

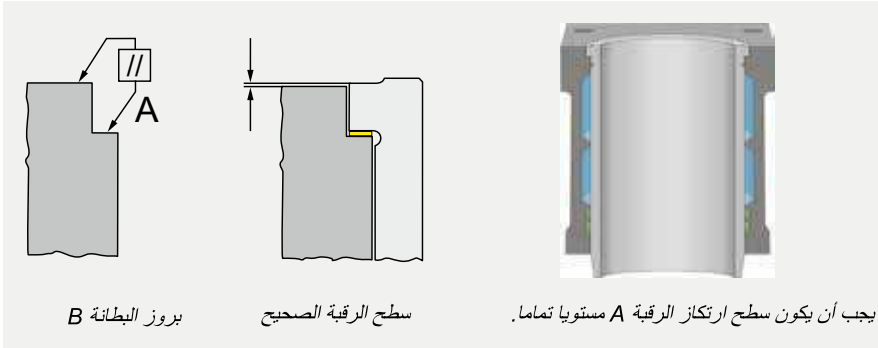
٤- نظرا لتعرض بطانات الأسطوانات للتشوه أثناء كبسها، فيجب معالجتها بالوسائل المناسبة للوصول بها إلى المعدل اللازم للأسطوانة. نظرا للحاجة إلى الكبس فإن بطانات الأسطوانات هذه لا تحتاج إلى رقبة للبطانة، وبشكل عام لا يوجد بها بروز للبطانة (B). بعد كبس بطانات الأسطوانة يجب إعادة معالجة سطح كتلة الأسطوانة بشكل كامل حتى لا تبرز بطانات الأسطوانات عن سطح كتلة المحرك.

مقاييس تركيب بطانات الأسطوانات "Pressfit"

| قطر الأسطوانة الانطباق (الكبس) | ٠,٠٤٥ - ٠,٠٧٠ مم | ٠,٠٨٠ - ١,٢٠ مم | ١,٢٠ - ١,٨٠ مم |
|-----------------------------------|------------------|------------------|----------------|
| | ٠,٠٥٥ - ٠,٠٨٠ مم | ٠,٠٦٥ - ٠,٠٩٠ مم | |

البيانات عبارة عن قيم استرشادية. بيانات الشركة الصانعة لها الأولوية.

تركيب بطانات الأسطوانات



يجب أن يكون سطح ارتكاز الرقبة A مستويا تماما.

بروز البطانة B

سطح الرقبة الصحيح

عند تغيير بطانات الأسطوانات بحسب إجراء بعض التحضيرات والتحقق من بعض النقاط الحرجة. بعد فك بطانات الأسطوانات القديمة وقبل تركيب بطانات الأسطوانات الجديدة يجب تنظيف كتلة المحرك بعناية، وخصوصا مع كتل المحركات المزودة ببطانات أسطوانات رطبة يجب إزالة جميع بقايا المياه الباردة وبقايا الجوانات من مواضع تركيب بطانات الأسطوانات.

يجب الاهتمام بشدة بجميع أسطح التمرير. ويجب تحضيرها بحيث تكون نقية معدنيا ومستوية تماما وخالية من أية تآكل. لا يجوز استخدام الأدوات الصلبة مثل الكاشطات والمجالح وغيرها لأنها قد تتسبب في إتلاف هذه الأسطح.

يجب إعادة معالجة الأسطح المستوية للأسطوانات ومواضع تركيب رقيات البطانات المتآكلة. إذا كان قطر التجويف الأساسي لبطانات الأسطوانات يزيد على المعدل الأقصى المسموح به، فهذا يعني أن الأسطح متآكلة بشدة وقد تظهر بها عيوب، وعندئذ يجب أن تتم معالجة كتلة المحرك بالشكل المناسب.

بعد ذلك يجب استخدام بطانات الأسطوانات مع بروز خارجي و/أو بروز للرقبة. برنامج توريد KS يحتوي على بطانات أسطوانات ببروزات مختلفة للكثير من طرازات المحركات.

تركيب بطانات الأسطوانات الرطبة

٤- بعد تركيب بطانات الأسطوانات يجب فحص تجاريف الأسطوانات عن طريق جهاز قياس داخلي دقيق للتحقق من استقامة دورانها وعدم وجود حزوز في نطاق حلقات الإحكام.

١- يتم أولا تركيب بطانات الأسطوانات بدون حلقات إحكام. وبهذه الطريقة يتم التحقق مما إذا كان من الممكن إدخال بطانات الأسطوانات بسهولة وبدون انحصار.

انحصار بطانة الأسطوانة في التجويف الأساسي يؤدي دائما إلى تشوه تجويف الأسطوانة. بالإضافة إلى ذلك يجب التحقق مما إذا كانت رقبة البطانة مستوية مع السطح تماما ومتوازية في كتلة المحرك. لهذا الغرض يمكن دهان أسطح

التمرير بمعجون للتحقق من استواء السطح بالكامل. إذا لم يكن السطح مستويا بالشكل التام يجب إعادة معالجة موضع تركيب الرقبة في كتلة المحرك.

٢- بعد ذلك يجب التحقق من مقياس بروز بطانات الأسطوانة. في حالة استخدام جوان معدني (سبيكة، فولاذ) لإحكام رقبة بطانات الأسطوانات، فيجب تركيبها لقياس بروز الرقبة. يجب تصحيح المعدل المنخفض للبروز من خلال استخدام بطانات أسطوانات ذات بروز مرتفع للرقبة أو أقراص معادلة من الفولاذ. إذا لم يكن معدل بروز الرقبة صحيحا أو إذا لم يكن مرتكز الرقبة مستويا فلن تضمن الإحكام التام لغرفة الاحتراق. وقد ينتج عن ذلك انحرافات للأسطوانة وتشققات برقبة البطانة.

٣- عند التركيب النهائي لبطانة الأسطوانة بما في ذلك الجوانات المرنة يجب استخدام مادة انزلاقية لسهولة وأمان تركيب بطانات الأسطوانات. يتم وضع المادة الانزلاقية أو معجون التركيب على أسطح بطانة الأسطوانة وكتلة المحرك التي من المقرر أن تنزلق عليها حلقات الإحكام عند التركيب. الجوانات المرنة نفسها لا يجوز أن توضع عليها المادة الانزلاقية. يجب إدخال بطانات الأسطوانات يدويا ببطء وضبطها برفق. ولا يجوز بأي حال ضبط موضعها بعنف أو من خلال الطرق عليها بمطرقة بعنف.



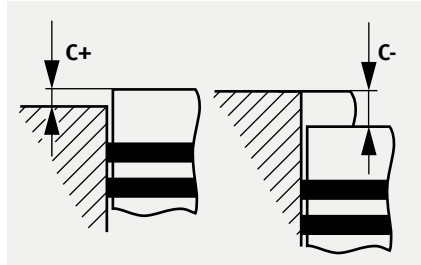
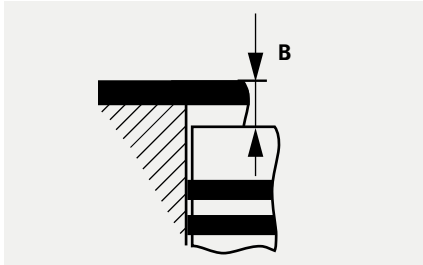
تنبيه:

لا يجوز استخدام مواد الإحكام السائلة ومعالجين الإحكام عند تركيب بطانات أسطوانات رطبة. حيث إن ذلك يعيق تثبيت بطانات الأسطوانات. بالإضافة إلى ذلك فإن قدرة إحكام الجوانات المرنة يمكن أن تنخفض، إذا تم ملء حزوز حلقات الإحكام بمادة إحكام بشكل إضافي. الأقراص المعدنية التي قد يتم توريدها مع بطانات الأسطوانات المصنوعة من سبيكة أو فولاذ هي عبارة عن حلقات إحكام. على أي حال يجب تركيب الجوانات المعدنية بين كتلة المحرك وبطانة الأسطوانة. الجوانات المعدنية غير مناسبة لضبط بروز البطانة. لا يجوز بأي حال وضع أو تركيب عدة جوانات فوق بعضها.

مسافة الشق وموضع المكبس في النقطة الميتة العلوية

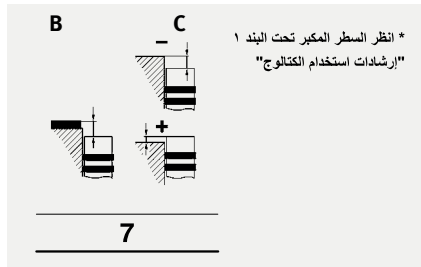
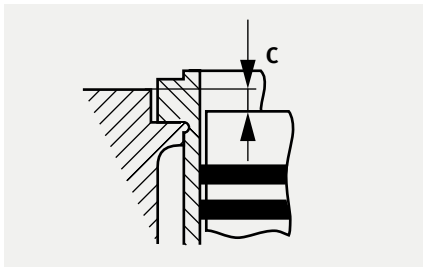
مسافة الشق*

مسافة الشق (B) هي بروز أو نزول المكبس في النقطة الميتة العلوية بالنسبة لسطح جوان كتلة الأسطوانة. يدخل في القياس سُمك جوان رأس الأسطوانة والعمق المتاح في رأس الأسطوانة. يُسمى هذا المقياس "قياس الرصاص".

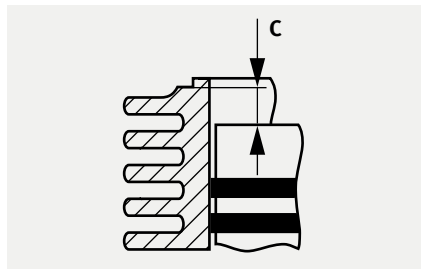


المقياس العلوي والسفلي للمكابس في النقطة الميتة العلوية مع مختلف أنواع المحركات*

المقياس C هو البروز (مميز بالرمز +) أو النزول (مميز بالرمز -) للمكبس في النقطة الميتة العلوية فيما يتعلق بسطح كتلة الأسطوانة. لا يتم الالتفات إلى سُمك الجوان أو الأشكال الهندسية لرأس الأسطوانة.



مع المحركات ذات بطانة أسطوانة رطبة يتم أيضا قياس بروز أو نزول الصمام فيما يتعلق بسطح كتلة الأسطوانة. ولا يتم احتساب بروز بطانة الأسطوانة أو حافة الاحتراق الموجودة.



مع الأسطوانات المضلعة يرتبط المقياس C بالمسافة بين أرضية المكبس ومرتكز رأس الأسطوانة على الأسطوانة المضلعة.

ملحوظة

لضبط بروز المكبس يتم أيضا توريد مكابس ذات ارتفاع انضغاط أقل إلى جانب المكابس القياسية.

مع المكابس، يجب ألا يتم ليّ الأرضية لضبط بروز المكبس.



تركيب المكابس وبطانات

الأسطوانات

التركيب واتجاه التركيب

تجد على أرضية المكبس بيانات القطر الاسمي للمكبس وخلص تركيب المكبس. ومن خلالهما ينتج القطر الاسمي لتجويف الأسطوانة. قبل التركيب يجب قياس قطر المكبس والأسطوانة ومقارنتهما بالأقطار الاسمية.

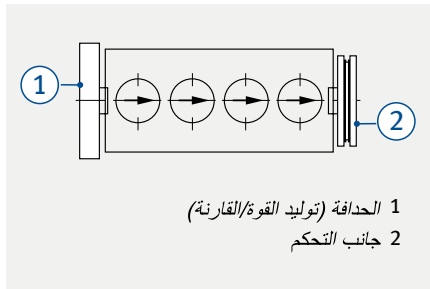


- 1 علامة الماركة
- 2 القطر الاسمي للمكبس
- 3 مثال للتركيب
- 4 علامة التركيب
- 5 رقم الشحنة
- 6 رقم الجزء

| مثال | |
|---------------|----------|
| قطر المكبس | ٧٩,٩٨ مم |
| خلص تركيب Sp | ٠,٠٢ مم |
| قطر الأسطوانة | ٨٠,٠٠ مم |

| مثال | الرمز | اتجاه التركيب في المحرك |
|---------------------------|--------------|--|
| VW ،Mercedes-Benz ،BMW | ↑ | جانب التحكم (مقابل توليد القوة/القارئة) |
| Scania ،Mercedes-Benz | ↑ | حالة خاصة مع بعض محركات V-Motoren : اتجاه منصف المحرك |
| Renault ،Citroën | ↑ AV | جانب التحكم (مقابل توليد القوة/القارئة) "AV" معناها "avant" = أماما |
| Renault ،Citroën | ↑ AR | الحدافة (توليد القوة/القارئة) "AR" معناها "arrière" = خلفا |
| Renault ،Peugeot | ↑ V | الحدافة (توليد القوة/القارئة) "V" معناها "volant" = الحدافة |
| Opel ،Peugeot | ⏏ | الحدافة (توليد القوة/القارئة) |
| Renault ،Peugeot ،Citroën | ⏏ ← | الحدافة (توليد القوة/القارئة) |
| Iveco ،Fiat | > | الحدافة (توليد القوة/القارئة) |
| Perkins ،Opel | حز | جانب التحكم (مقابل توليد القوة/القارئة) |
| Perkins ،GM | المقدمة | جانب التحكم (مقابل توليد القوة/القارئة) |
| Liebherr ،Hatz | أماما | جانب التحكم (مقابل توليد القوة/القارئة) |
| MWM ،Deutz | تصريف الهواء | اتجاه هواء التبريد مع المحركات هوائية التبريد |

في المنظر العام أدناه توجد رموز ومدلولها لاتجاه التركيب في المحرك. حسب ماركة المحرك يمكن أن يكون هناك مدلول مختلف لنفس الرموز.



- 1 الحدافة (توليد القوة/القارئة)
- 2 جانب التحكم

مع المكابس المزودة بطبقة للساق بدون نافذة قياس يجب طرح ٠,٠١ - ٠,٠٣ مم من سُمك الطبقة من المعدل المقاس للحصول على قطر المكبس المدموغ. مع المكابس ذات نافذة قياس يمكن تحديد القطر الاسمي للمكبس دون طرح سمك طبقة المكبس على هذا الموضع.



1 نافذة القياس



بطانة الأسطوانة ذات الدوران الحر

بطانة الأسطوانة ذات الدوران الحر
 بطانات الأسطوانات ذات الدوران الحر لها قطر أكبر على النطاق العلوي للأسطوانة.
 التكبير يؤدي إلى إمكانية تكوّن طبقة أكثر سمكا من الزيت المتفحم في هذا النطاق، وهذه الطبقة تعمل على تخلص ساق احتراق المكبس من الترسبات. الزيت المتفحم له تأثير أكل.

تنبيه:



مع بطانات الأسطوانات ذات الدوران الحر يجب مراعاة ألا تدخل حلقة انضغاط المكبس في نطاق الدوران الحر. لذلك يجب مع بطننة الأسطوانة الاقتصار على استخدام مكابس ارتفاع ساق احتراقها على المكبس لا يزيد على ارتفاع الدوران الحر. في حالة عدم مراعاة ذلك قد تحدث تلفيات على المكبس وبطانة الأسطوانة!

٥-٢

الوحدات التركيبية

الوحدة التركيبية KS الأصلية والمكونة من المكبس وحلقات المكابس وبنزات المكابس ووسائل تأمين بنزات المكابس وبطانة الأسطوانة وبعض الجوانات أحيانا يتم توريدها جاهزة للتركيب.

الوحدات التركيبية KS الأصلية تعتبر من أدق الأجزاء التركيبية في المحرك. لذلك يتم تغليفها بعناية فائقة. عند النقل وأثناء الاستخدام يجب مراعاة تجنب الصدمات القوية والتلفيات.

قبل تركيب الوحدات التركيبية KS الأصلية يجب التحقق من اكتمالها، ومقارنتها بالأجزاء المفكوكة إذا أمكن. ويسر مركز خدمة عملائنا مساعدتك في المسائل التقنية إذا لم تكن متأكدًا.



بطانات الأسطوانات

بطانات أسطوانات KS الأصلية متوافقة مع بعضها تماما، وذلك بفضل خبراتنا الطويلة في تصميم أنظمة المكابس والأسطوانات. ولذلك فهي تمثل حلا مثاليا فيما يتعلق بمستوى التآكل والعمر الافتراضي وتصريف السخونة.

نحن نقوم بإنتاج بطانات الأسطوانات الجافة والرطبة بالتصميمات القياسية وبمقاسات كبيرة لجميع ماركات المحركات.

أسطوانات مضلعة للمحركات ذات التبريد الهوائي، أسطوانات الكمبريسور وخامات البطانات تعد استكمالا لنشكيلة المنتجات.



بطانة الأسطوانة المبتلة والجافة



قطر الكمبريسور

الأسطوانات المضلعة

خامات الجلب

تنبيه:



المكبس مناسب لاستخدام حلقة نابضية واحدة فقط. قطر قضيب الاحتراق أقل مما هو عليه في المكابس المشابهة له بالتصميم التقليدي. عند تغيير مكبس واحد فقط يجب التحقق من ملامته لاستخدام بطانات الأسطوانات المزودة بحلقة احتراق.

بطانة الأسطوانة مع حلقة لاحتراق

يتم تركيب حلقات الاحتراق في النهاية العلوية لبطانات الأسطوانات في تجويف مستطلي الشكل. وتوضع حلقة الاحتراق عند تركيبها في التجويف المناسب بشكل سائب، حيث تقوم رأس الأسطوانة بثبيتها في موضعها فيما بعد.

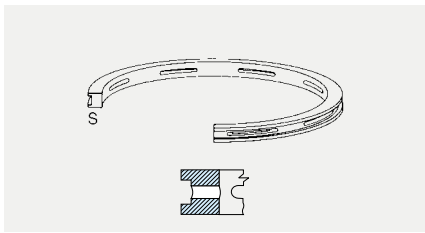
حلقة الاحتراق أو حلقة إزالة الزيت المتفحم تمنع تكوّن طبقة من الزيت المتفحم على ساق احتراق الصمام. ويتم الوصول إلى ذلك من خلال تقليل القطر الداخلي لحلقة الاحتراق مقارنة بقطر تجويف الأسطوانة.

عندما يمر المكبس بالنقطة الميتة العلوية، فإن حلقة الاحتراق تقوم بسمح ترسبات الزيت المتفحم غير المرغوبة عن المكبس أو تمنع تكوّن الترسبات على ساق الاحتراق.

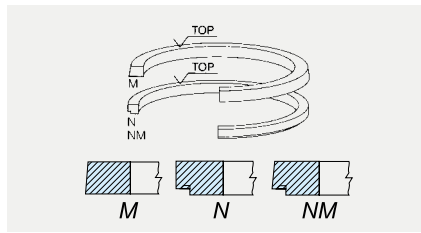


حلقات المكابس

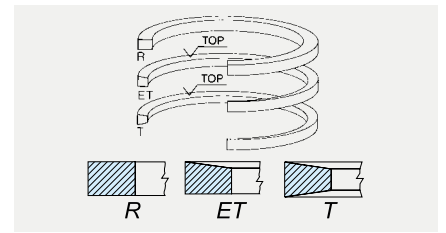
الانفراج الزائد عن الحد لحلقات المكابس عند تركيبها يتسبب في تشوهات مزمنة. كما أن فك حلقات المكابس وإعادة تركيبها يمكن أن يؤثر سلباً على كفاءتها الوظيفية. لذلك لا يجوز فك حلقات المكابس قبل تركيب المكبس. الأنواع المختلفة من حلقات المكابس والاختصاصات موضحة أدناه:



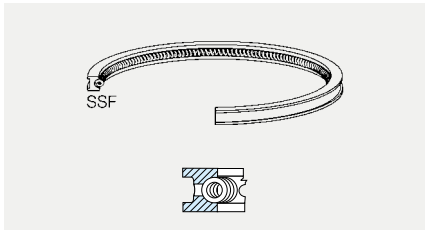
S حلقة الزيت المفرغة



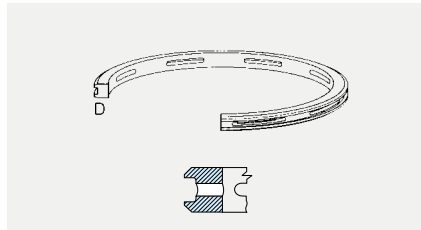
M الحلقة الدقيقة
SM الحلقة الدقيقة الحساسة
N الحلقة الطرفية
NM الحلقة الطرفية الدقيقة



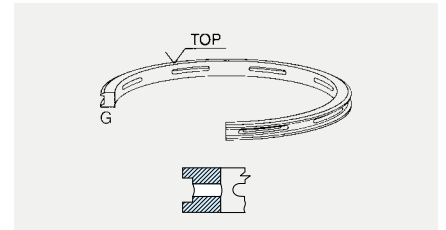
R الحلقة قائمة الزاوية
ET الحلقة شبه المنحرفة أحادية الجانب
T الحلقة شبه المنحرفة ٥٢.٠/٥١٥/٥١١/٥٦



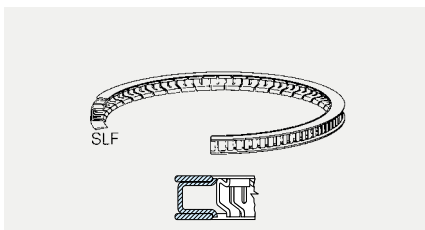
SSF حلقة الزيت المفرغة ذات النابض الأنبوبي



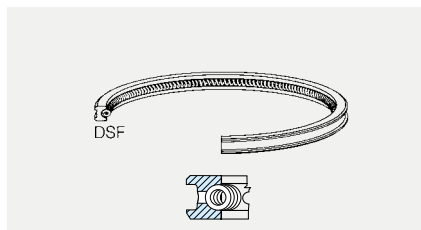
D الحلقة ذات الشطفة العلوية



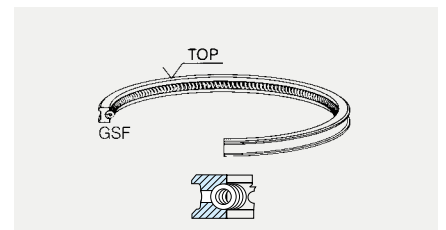
G الحلقة ذات الشطفة المتساوية



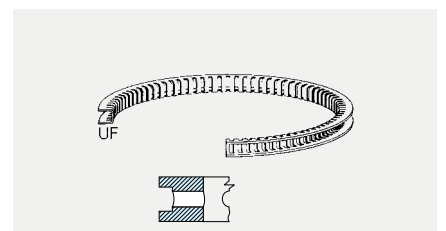
SLF حلقة النابض الفولاذي



DSF حلقة النابض الأنبوبي متساوي الشطفة



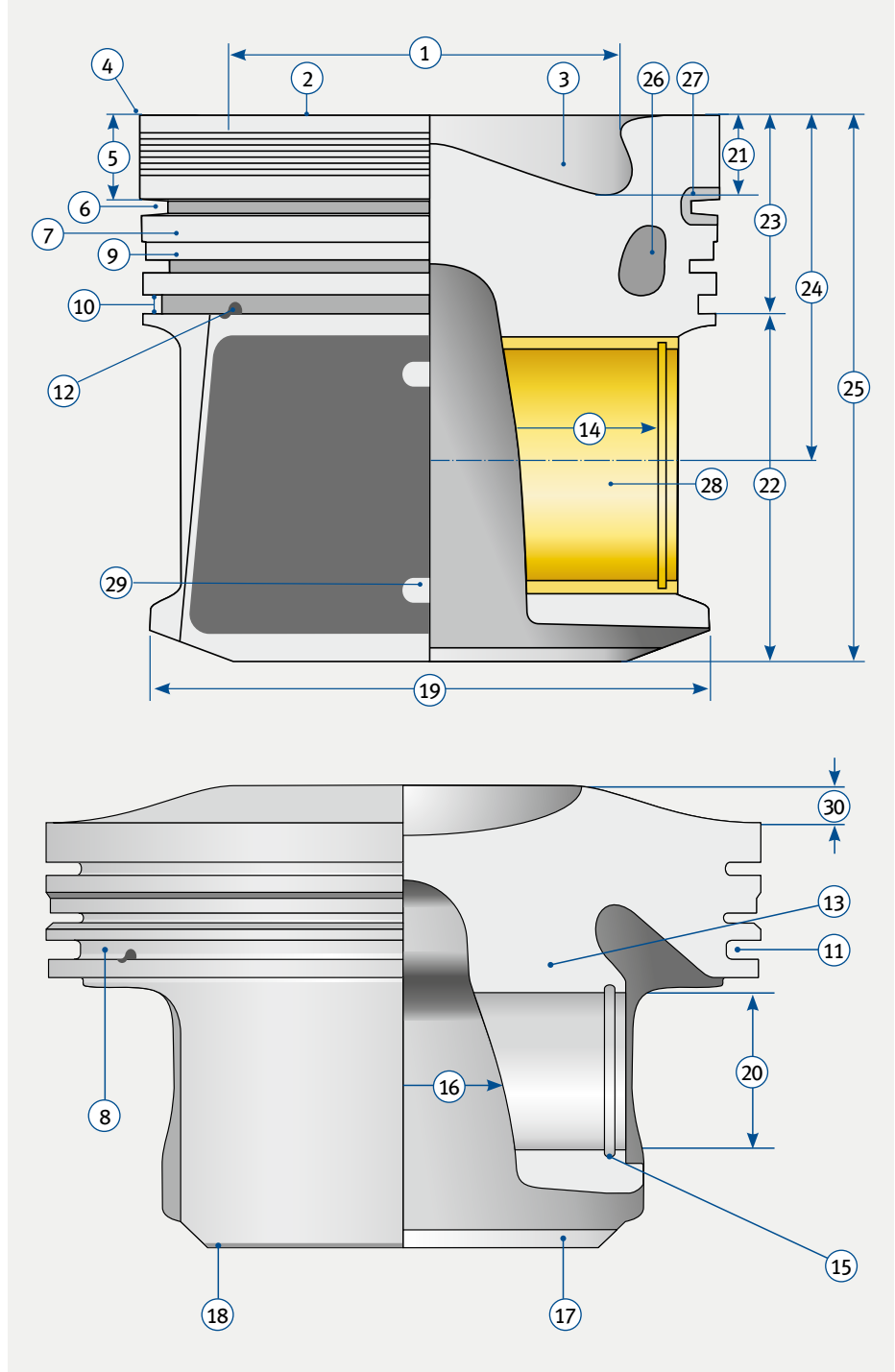
GSF النابض الأنبوبي متساوي الشطفة



SEF حلقة الزيت المفرغة ذات النابض التمديدي

مصطلحات ومسميات فنية
خاصة بالمكبس

- ١ قطر التجويف
- ٢ قاعدة المكبس
- ٣ (تجويف) غرفة الاحتراق
- ٤ حافة القاعدة
- ٥ ذراع المكبس (الذراع السفلي)
- ٦ حز حلقة الانضغاط
- ٧ قضيب الحلقة
- ٨ قاع الحز
- ٩ قضيب الحلقة بعد إرجاعه
- ١٠ حواف الحز
- ١١ حز حلقة إزالة الزيت
- ١٢ تجويف رجوع الزيت
- ١٣ صرر بنز المكبس
- ١٤ مسافة حز وسيلة الأمان
- ١٥ حز حلقة التأمين
- ١٦ مسافة الفتحة
- ١٧ مدخل
- ١٨ الحافة السفلية للساق
- ١٩ قطر المكبس ٩٠ م
- ٢٠ مقابل قطر البنز
- ٢١ تجويف بنز المكبس
- ٢٢ عمق التجويف (MT)
- ٢٣ جزء الساق
- ٢٤ جزء الحلقة
- ٢٥ ارتفاع انضغاط المكبس
- ٢٦ طول المكبس
- ٢٧ قناة تبريد الزيت
- ٢٨ حامل الحلقة
- ٢٩ جلية البنز
- ٣٠ نافذة قياس القطر
- ٣١ بروز الأرضية (BÜ)



معلومات المنتج

سلامة تشغيل المحرك بعد إصلاحه وعمره الافتراضي يرتبط في المقام الأول بالمكابس المستخدمة وجودة عمل الفني القائم بالتركيب. حيث يجب عند إصلاح المحرك أن تتوفر جميع الاشتراطات اللازمة في المحرك، وذلك حتى يمكن أن يظهر تأثير الجودة الفائقة لمكابس KS. ولذلك فإن تركيب مكابس KS عند إجراء أعمال الإصلاح على المحرك يبدأ بالفعل من تحضير أو إعداد المحرك المراد إصلاحه.

يتم توريد جميع مكابس KS الأصلية مزودة بحلقات المكابس الخاصة بها وبنزلات المكابس ووسائل تأمين بنزلات المكابس.



تصميمات المكابس



مكبس السائق البندولي المزود بجزء علوي مشكل بالطرق من الفولاذ وساق ألومنيوم



مكابس محركات الديزل ذات قناة التبريد وجلبة البنزين وحامل الحلقة



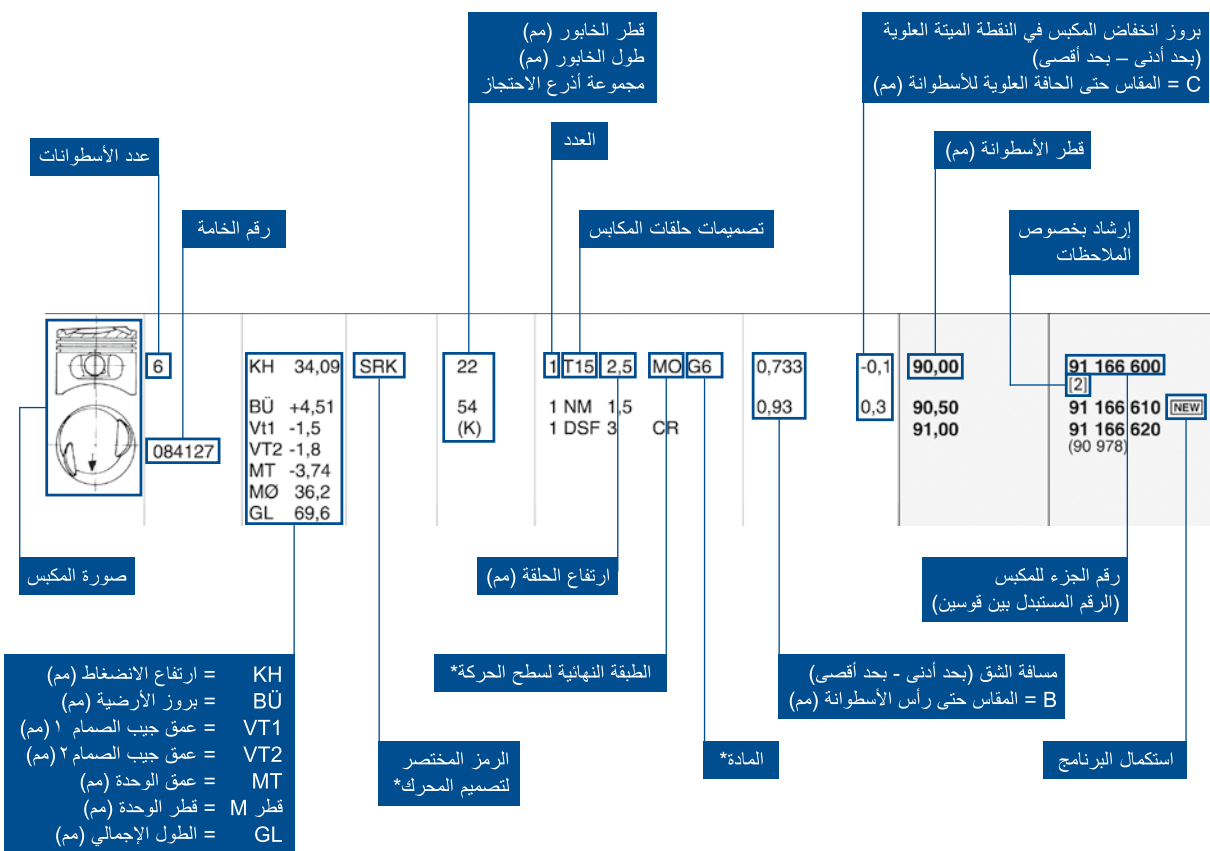
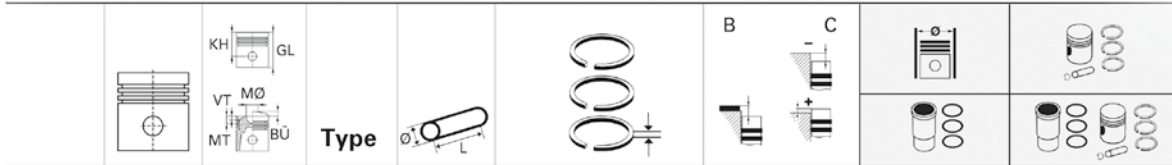
مكبس صلب احادي الكتلة مطروق ملحوم لحامًا احتكاكيًا مزدوجًا



مكابس محركات البنزين بتصميم LiteKS® ذي الوزن المثالي وحامل الحلقة



الشركة الصانعة



* انظر فهرس الاختصارات

بيانات المنتج

صفحات الكتالوج تتكون من المعلومات الموضحة فيما يلي:

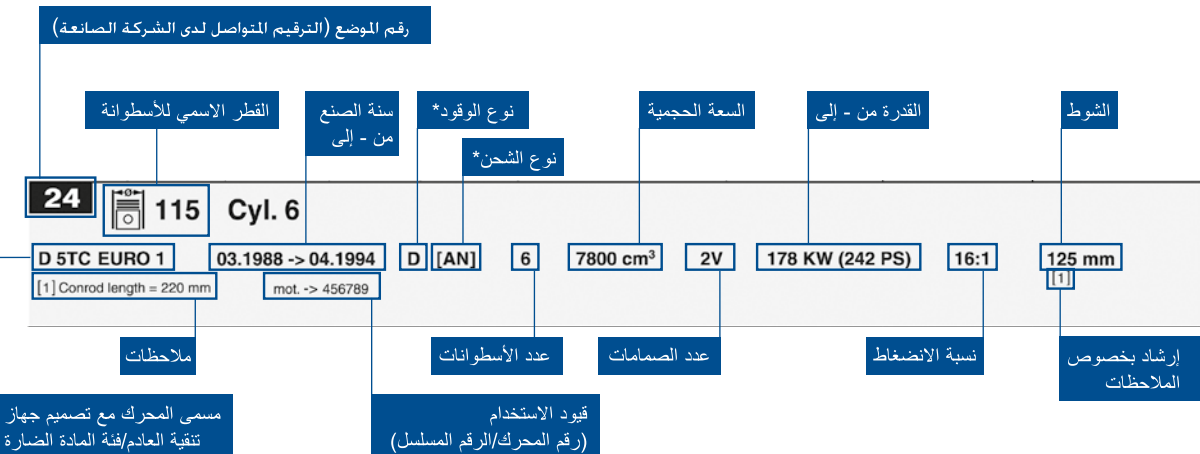
| رقم الموضع | سطر الأيقونة | خانة الشركة الصانعة |
|--|---|---------------------|
| | | الشركة الصانعة |
| | | |
| 24 115 Cyl. 6 | Type | |
| D 5TC EURO 1 03.1988 -> 04.1994 D [AN] 6 7800 cm³ 2V 178 KW (242 PS) 16:1 125 mm [1] Conrod length = 220 mm mot. -> 456789 | | |
| | 6 KH 34,09 SRK 22 1 T15 2,5 MO G6 0,733 -0,1 90,00 91 166 600 084127 BÜ +4,51 54 1 NM 1,5 0,93 0,3 90,50 91 166 610 [NEW] VT1 -1,5 (K) 1 DSF 3 CR 91,00 91 166 620 (90 978) VT2 -1,8 MT -3,74 MØ 36,2 GL 69,6 | |
| | N Cyl. A=140 C=152 L=270 H+F=10,05+1 2 P 138 x 2,1 x 0,065 89 056 110 91 166 960 (88 682) N Cyl. A=140 C=152 L=270 H+F=10,25+1 2 P 140 x 2,1 x 0,065 89 349 110 91 166 961 2 P 138 x 4 x 0,085 [3] N Cyl. A=140 C=152 L=270 H+F=10,55+1 2 P 138 x 2,1 x 0,065 89 057 110 91 166 962 2 P 140 x 4 x 0,085 (88 878) [4] | |

بيانات المكبس

بيانات الأسطوانات والوحدات التركيبية

سطور المحرك (الطرز/التصميم)

سطر المحرك





* انظر فهرس الاختصارات

إرشادات استخدام الكتالوج

مؤشر المحرك







تجد مساعدة بحث تفصيلية عند بداية الشركة الصانعة المعنية. ويتم تصنيف مسمى المحرك بأرقام وحروف تصاعدياً.

| KOLBENSCHMIDT | | DEUTZ | | | | | | | |
|---|--|----------|--|-----------------|------------------------|------|---------|---------|----|
| INDEX | | | | | | | | | |
|  | | Cyl. |  mm | cm ³ | Comp. Ratio ϵ | kW | PS | Pos | |
| A 6 M 816 | | D (AN) 6 | 142 x 160 | 15204 | 2 | 16:1 | 145-172 | 197-234 | 45 |
| A 6 M 816 R | | D (LA) 6 | 142 x 160 | 15204 | 2 | 16:1 | | | 45 |
| A 6 M 816 U | | D (LA) 6 | 142 x 160 | 15204 | 2 | 16:1 | | | 45 |
| A 6 M 816 W | | D (LA) 6 | 142 x 160 | 15204 | 2 | 16:1 | | | 45 |

المحرك

رقم الموضع

مؤشر السيارة

| KOLBENSCHMIDT | | AUDI | | | | | |
|---|-----------|---|-----|--|---|----------|--|
| INDEX | | | | | | | |
|   | |  | Pos |   |  | Pos | |
| A1 (8X) | | | | A4 1.8i Turbo 20V | 01.1999 → 06.2000 | ANB B 23 | |
| A1 1.4 TFSI | 05.2010 → | CAXA B 3 | | A4 1.8i Turbo 20V | 06.2000 → 09.2001 | AWT B 27 | |
| A1 2.0 TDI | 09.2011 → | CFHB D 33 | | A4 1.9 TDI | 01.1995 → 07.1998 | 1Z D 11 | |
| A2 (8Z) | | | | A4 1.9 TDI | 03.1996 → 07.1999 | AFN D 11 | |

السيارة

رقم الموضع

ترتيب الموضع في جزء الكتالوج محدد حسب معايير معينة:

- ١- قطر الأسطوانة
- ٢- نوع الوقود
- ٣- سنة الصنع
- ٤- كود المحرك

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| 1159 | المكابس - الوحدات التركيبية "Piston - Kit Set" ٨ |
| 1209 | بطانة الأسطوانة - الوحدات التركيبية "Cylinder Liner - Kit Set" ٩ |
| 1237 | خامات الجلب "Cylinder sleeves" ١٠ |
| 1239 | أطقم الجوانات "Sealing Ring Kits" ١١ |
| | طريقة التصرف في حالة وجود شكوى / صيغة الشكوى ١٢ |
| | شروط البيع والتوريد ١٣ |



KSPG (Kolbenschmidt Pierburg)

مورد مرموق لماركات صناعة السيارات العالمية.

باعتبارها شريك دائم منذ سنوات عديدة لمُصنعي السيارات، فإن مجموعة شركات KSPG تعمل على تطوير المكونات الذكية وحلول الأنظمة المبتكرة ذات الكفاءة المعترف بها في إمداد الهواء وتقليل انبعاثات المواد الضارة، وذلك فيما يتعلق بمضخات الزيت والماء والمضخات الخوانية والمكابس وأجسام المحركات والمحامل الانزلاقية. وتتميز المنتجات بأنها تلبى الاشتراطات الصعبة ومعايير الجودة العالية لصناعات السيارات. فتقليل انبعاثات المواد الضارة والاستهلاك المنخفض للوقود والاعتمادية والجودة والأمان هي المعايير الأساسية للابتكار لدى شركة KSPG.

 MOTORSERVICE

مجموعة Motorservice Gruppe

الجودة والخدمة من مصدر واحد.

مجموعة خدمة المحرك Motorservice Gruppe

هي مؤسسة التوزيع لأنشطة ما بعد التسويق عالمياً

لشركة KSPG (Kolbenschmidt Pierburg).

وهي إحدى الشركات الرائدة في توفير مكونات المحركات

في سوق قطع الغيار المستقلة للماركات الشهيرة

KOLBENSCHMIDT وPIERBURG وBF

وTRW Engine Components. وهناك تشكيلة

كبيرة ومتنوعة تتيح للعملاء الحصول على أجزاء المحركات

من مصدر واحد. ونظراً لقدرتها على حل المشاكل المتعلقة

بالأنشطة التجارية والورش فإن الشركة إلى جانب ذلك توفر

حزمة متنوعة وشاملة من الخدمات والكفاءة التقنية باعتبارها

شركة تابعة لمجموعة ضخمة مغذية لصناعة السيارات.

إرشادات مهمة

البيانات الواردة في هذا الكتالوج موضوعة بكل اهتمام، ولكنها غير ملزمة. ونحن لا نتحمل أية مسؤولية عن صحة هذه البيانات، حيث لا يستبعد أن تطرأ تغييرات على التجهيزات من قبل الشركات الصانعة للسيارات والمحركات أو قد تطرأ تغييرات على المسميات. ويسعدنا دائماً تلقي إخطاراتكم بخصوص أية أخطاء قد ترد في الكتالوج على أن نصحها في الطبعة القادمة. أسماء وشروح وأرقام المحركات والسيارات والمنتجات والشركات الصانعة وغيرها مذكورة فقط بهدف المقارنة. الأجزاء المذكورة في الكتالوج عبارة عن قطع غيار تتمتع بجودة KOLBENSCHMIDT. نحتفظ لأنفسنا بالحق في إدخال أية تعديلات على مواصفات المنتجات والخامات وأشكال منتجاتنا في أي وقت.

الأجزاء المقدمة في الكتالوج غير مخصصة للاستخدام في الطائرات. عند الاستخدام في المحركات البحرية والمحركات الثابتة يجب مراعاة أنه حتى في حالة تشابه مسمى المحرك فهناك أجزاء أخرى مختلفة من المحرك (المكابس مثلاً).

لا يسمح بإعادة طبع أو نسخ المطبوعة أو الاقتباس منها ولو بشكل جزئي دون الحصول على تصريح كتابي مسبق. ظهور هذا الكتالوج يفقد الإصدارات السابقة صلاحيتها.

نحتفظ بحق إدخال التعديلات، كما أن الخطأ وارد.

إدارة الجودة

نحن حاصلون على شهادة الأيزو ISO 9001 كعلامة على أن نظام إدارة الجودة لدينا يفي باشتراطات المواصفات العالمية المعنية. والكثير من عملائنا - خصوصاً شركات صناعة السيارات المعروفة عالمياً - تتطلب استيفاء مصنعنا للمزيد من الاشتراطات والمتطلبات. هذه الاشتراطات والمتطلبات مذكورة في المواصفة العالمية ISO/TS 16949 لإدارة الجودة. وحتى نلبي رغبات العملاء وللدلالة على أننا نفي بهذه المتطلبات ونفوق التزامات مواصفة الأيزو ISO 9001 فقد حصل نظامنا لإدارة الجودة أيضاً على شهادة الأيزو ISO/TS 16 949.

إذا حدث رغم إجراءات المراقبة والمتابعة التي نقوم بها أثناء عملية الإنتاج والمراقبة النهائية الدقيقة أن ظهر عيب

الوظيفة وغرض الاستخدام المذكور في الكتالوج لا تتأثر بذلك. الصور والرسوم التوضيحية وغيرها من البيانات الأخرى تستخدم للشرح والإيضاح ولا يمكن استخدامها كأساس للتركيب ولا لمعرفة التجهيزات الموردة ولا البنية الهيكلية. البيانات بخصوص أرقام قطع الغيار الأصلية للشركة الصانعة للسيارات والمحركات تُستخدم لغرض المقارنة فقط. وهي ليست رسوم أساسية ولا يجوز استخدامها ضد أطراف أخرى. لاستخدام قوائم المقارنة لا يمكننا تحمل أية مسؤولية وعلى وجه الخصوص فيما يتعلق بالتغييرات المحتملة و/أو فروق المقاسات الخاصة بالشركات الصانعة المختلفة. لا نتحمل أية مسؤولية عن صحة البيانات وتناسب المنتج مع غرض الاستخدام المقرر. وللتحقق من ذلك، يجب في جميع الأحوال قبل القيام بالتركيب طلب المشورة الفنية من الشركة الصانعة للسيارات والمحركات أو ورشتها المعتمدة المتعاقدة معها.

إدارة البيئة

التعامل المسؤول مع المواد وحماية بيئتنا والالتزام بجميع الالتزامات المعنية كلها عوامل في غاية الأهمية للتعاون مع شركائنا على المدى الطويل. وقد كانت هذه هي الأسباب التي دفعتنا إلى استيفاء متطلبات أنظمة إدارة البيئة ISO 14001 وحصول مؤسستنا على شهادة منها بذلك.

في الخامات أو في التصنيع، فإننا نلتزم خلال المهلة الزمنية المحددة بأن نقوم بإصلاح المحرك أو استبدال المنتج المعيبة. يجب إبلاغنا كتابياً بمثل هذه العيوب بعد حدوث التلف مباشرة. تبلغ المهلة الزمنية المحددة لتقديم مطالبات إصلاح العيوب ١٢ شهراً، تُحتسب اعتباراً من تاريخ تسليم المنتج. نحن غير مسؤولين عن التلفيات التي تنشأ عن مخالفة تعليمات الاستعمال والصيانة والتركيب، أو الاستخدام غير الملائم أو المخالف للتعليمات أو غير الصحيح، أو حالات التعامل المعيب أو المهمل أو التآكل الطبيعي أو التخزين الخاطئ أو قيام المشتري أو الغير بإدخال تعديلات على المنتج.



تجد المزيد من المعلومات التقنية في موقعنا على شبكة الإنترنت

www.ms-motorservice.com

محتويات المتجر الإلكتروني متاحة أيضاً على شكل كتالوج إلكتروني على أسطوانة "Motorservice Product Disc" (أسطوانة منتجات خدمة المحركات). اتصل بمسؤول الاتصال لدينا إذا كنت ترغب في الحصول عليها.



AR

◀ نقاط أساسية






































| | |
|-----------|--------------------------------|
| D | PROGRAMMERGÄNZUNGEN |
| E | ADDITIONS TO THE RANGE |
| F | COMPLÉMENTS DE LA GAMME |
| ES | ADICIONES AL PROGRAMA |
| RU | ДОПОЛНЕНИЯ К ПРОГРАММЕ |











































| PG | KS-No. | | | PG | KS-No. | | |
|----------------|------------|------|---|---------------------|------------|-----|--|
| AUDI | | | | | | | |
| | 40 421 610 | 79,5 | BLS, BXE | | 99 662 960 | 98 | BF 4 M 2013 C, BF 6 M 2013, BF 6 M 2013 C |
| | 40 421 620 | 79,5 | BLS, BXE | | 99 801 960 | 98 | BF 6 M 2012 C |
| | 40 422 610 | 79,5 | BLS, BXE | | 40 743 600 | 94 | BF 3 M 2011, BF 4 M 2011, BF 4 M 2011 C |
| | 40 422 620 | 79,5 | BLS, BXE | | 40 743 610 | 94 | BF 3 M 2011, BF 4 M 2011, BF 4 M 2011 C |
| BMW | | | | | | | |
| | 40 395 600 | 82 | N52 B25 | | 40 743 620 | 94 | BF 3 M 2011, BF 4 M 2011, BF 4 M 2011 C |
| CITROEN | | | | | | | |
| | 41 072 620 | 86 | 4HU (P22DTE), 4HV (P22DTE) | | 40 773 600 | 94 | F 2 L 2011, F 2 M 2011, F 3 L 2011, F 3 M 2011, F 4 L 2011, F 4 M 2011 |
| CUMMINS | | | | | | | |
| | 40 322 605 | 102 | 6BTA 5.9 | | 40 773 610 | 94 | F 2 L 2011, F 2 M 2011, F 3 L 2011, F 3 M 2011, F 4 L 2011, F 4 M 2011 |
| | 40 437 600 | 114 | ISC 8.3L | | 40 774 600 | 94 | F 2 L 2011, F 2 M 2011, F 3 L 2011, F 3 M 2011, F 4 L 2011, F 4 M 2011 |
| | 41 081 600 | 107 | QSB4.5 | | 40 774 610 | 94 | F 2 L 2011, F 2 M 2011, F 3 L 2011, F 3 M 2011, F 4 L 2011, F 4 M 2011 |
| | 41 081 620 | 107 | QSB4.5 | | 40 908 600 | 108 | BF 4 M 1013 EC, BF 4 M 1013 FC, BF 6 M 1013 ECP, BF 6 M 1013 FC |
| | 41 082 600 | 107 | QSB6.7 | | 89 830 110 | 98 | BF 4 M 2013 C, BF 6 M 2012 C, BF 6 M 2013, BF 6 M 2013 C |
| | 41 082 620 | 107 | QSB6.7 | DOOSAN | | | |
| DAF | | | | | 40 907 960 | 127 | DT 12 (DOOSAN), DC 12 (DOOSAN) |
| | 40 733 960 | 130 | MX 265 S, MX 300 S | | 40 907 961 | 127 | DT 12 (DOOSAN), DC 12 (DOOSAN) |
| | 40 733 600 | 130 | MX 265 S, MX 300 S | | 99 496 961 | 127 | DC 9 (DOOSAN) |
| | 89 861 110 | 130 | MX 265 S, MX 300 S, MX 340 S, MX 375 S | | 40 907 600 | 127 | DT 12 (DOOSAN), DC 12 (DOOSAN) |
| DEUTZ | | | | | 89 881 110 | 127 | DT 12 (DOOSAN), DC 12 (DOOSAN), DC 9 (DOOSAN) |
| | 40 908 960 | 108 | BF 4 M 1013 EC, BF 4 M 1013 FC, BF 6 M 1013 ECP, BF 6 M 1013 FC | FIAT / IVECO | | | |
| | | | | | 40 316 961 | 115 | F2 BE 0681 E |

NEW


































| PG | KS-No. |  |  | PG | KS-No. |  |  |
|---|------------|---|---|---|------------|---|---|
|  | 40 317 961 | 115 | F2 BE 0681 A, F2 BE 0681 B, F2 BE 0681 C, F2 BE 0681 CA, F2 BE 0681 D, F2 BE 0681 DA, F2 BE 0681 DB, F2 BE 0681 F |  | 40 739 620 | 89,9 | H9FA |
|  | 40 646 960 | 115 | F2 BE 0641 A, F2 BE 0641 D, F2 BE 0641 G, F2 BE 0641 K |  | 40 830 600 | 89,9 | H9FA, H9FB, JXFA, JXFC |
|  | 40 269 600 | 104 | NEF45 SM1, NEF45 SM2, NEF45 TM1, NEF45 TM2, NEF67 SM1, NEF67 TM3 |  | 40 830 610 | 89,9 | H9FA, H9FB, JXFA, JXFC |
|  | 40 269 610 | 104 | NEF45 SM1, NEF45 SM2, NEF45 TM1, NEF45 TM2, NEF67 SM1, NEF67 TM3 |  | 40 830 620 | 89,9 | H9FA, H9FB, JXFA, JXFC |
|  | 40 652 600 | 104 | F4HE968A, N67 ENT, N67 ENT x20.00 |  | 41 072 620 | 86 | PGFA, PGFB, QVFA, QWFA |
|  | 40 652 610 | 104 | F4HE968A, N67 ENT, N67 ENT x20.00 | HATZ | | | |
|  | 40 724 600 | 99 | F32 AM, F32 GE, F32 GEF, F32 MNS, F32 MNSX, F32 MNT, F32 MNTX, F32 TM1X, F5 C, F5 CE |  | 40 636 600 | 90 | 1D41C |
|  | 40 724 630 | 99 | F32 AM, F32 GE, F32 GEF, F32 MNS, F32 MNSX, F32 MNT, F32 MNTX, F32 TM1X, F5 C, F5 CE |  | 40 636 620 | 90 | 1D41C |
|  | 41 072 620 | 86 | 4HV (P22DTE) |  | 40 637 600 | 90 | 1D41C |
|  | 41 077 600 | 102 | F4 AE 3481 A, F4 AE 3481 B, F4 AE 3481 C, F4 AE 3481 D, F4 AE 3681 A, F4 AE 3681 B, F4 AE 3681 C, F4 AE 3681 D, F4 AE 3681 E |  | 40 637 620 | 90 | 1D41C |
|  | 41 077 610 | 102 | F4 AE 3481 A, F4 AE 3481 B, F4 AE 3481 C, F4 AE 3481 D, F4 AE 3681 A, F4 AE 3681 B, F4 AE 3681 C, F4 AE 3681 D, F4 AE 3681 E |  | 40 638 600 | 90 | 1D41C |
|  | 41 077 620 | 102 | F4 AE 3481 A, F4 AE 3481 B, F4 AE 3481 C, F4 AE 3481 D, F4 AE 3681 A, F4 AE 3681 B, F4 AE 3681 C, F4 AE 3681 D, F4 AE 3681 E |  | JCB | | |
|  | 89 889 110 | 115 | F2 BE 0641 A, F2 BE 0641 D, F2 BE 0641 G, F2 BE 0641 K, F2 BE 0681 A, F2 BE 0681 B, F2 BE 0681 C, F2 BE 0681 CA, F2 BE 0681 D, F2 BE 0681 DA, F2 BE 0681 DB, F2 BE 0681 E, F2 BE 0681 F |  | 41 082 600 | 107 | QSB6.7 |
| FORD | | | |  | 41 082 620 | 107 | QSB6.7 |
|  | 40 739 600 | 89,9 | H9FA | KOMATSU | | | |
|  | 40 739 610 | 89,9 | H9FA |  | 41 082 600 | 107 | SAA4D107E-1A, SAA6D107E-1, SAA6D107E-1KB-W |
| | | | |  | 41 082 620 | 107 | SAA4D107E-1A, SAA6D107E-1, SAA6D107E-1KB-W |
| | | | | MAN | | | |
| | | | |  | 40 162 961 | 120 | D 2066 |



| PG | KS-No. |  |  | PG | KS-No. |  |  |
|---|------------|---|---|---|------------|---|---|
|  | 40 217 960 | 108 | D 0834, D 0836 |  | 97 460 600 | 108 | D 0834, D 0836 |
|  | 40 217 961 | 108 | D 0834, D 0836 |  | 97 460 602 | 108 | D 0834, D 0836 |
|  | 40 217 962 | 108 | D 0834, D 0836 |  | 97 460 604 | 108 | D 0834, D 0836 |
|  | 40 217 963 | 108 | D 0834, D 0836 |  | 97 460 610 | 108 | D 0834, D 0836 |
|  | 40 595 961 | 120 | D 2066 |  | 97 460 612 | 108 | D 0834, D 0836 |
|  | 40 667 960 | 128 | D 2842, D 2848 |  | 89 869 110 | 128 | D 2866, D 2876 |
|  | 40 667 962 | 128 | D 2842, D 2848 | MASSEY-FERGUSON | | | |
|  | 97 460 960 | 108 | D 0834, D 0836 |  | 90 850 960 | 108 | 620 DWBAE |
|  | 97 460 961 | 108 | D 0834, D 0836 |  | 94 801 960 | 108 | 620 DWBAE |
|  | 97 460 962 | 108 | D 0834, D 0836 |  | 99 483 960 | 108 | 634 DWBAE |
|  | 97 460 963 | 108 | D 0834, D 0836 |  | 99 484 961 | 108 | 620 DWBAE |
|  | 40 162 601 | 120 | D 2066 |  | 89 737 110 | 108 | 620 DWBAE, 634 DWBAE |
|  | 40 595 601 | 120 | D 2066 | MERCEDES-BENZ | | | |
|  | 97 458 600 | 108 | D 0834, D 0836 |  | 40 666 960 | 128 | OM 457 |
|  | 97 458 602 | 108 | D 0834, D 0836 |  | 40 026 610 | 106 | OM 924, OM 926 |
|  | 97 458 604 | 108 | D 0834, D 0836 |  | 40 026 620 | 106 | OM 924, OM 926 |
|  | 97 458 610 | 108 | D 0834, D 0836 |  | 40 033 610 | 106 | OM 924, OM 926 |
|  | 97 458 612 | 108 | D 0834, D 0836 |  | 40 033 620 | 106 | OM 924, OM 926 |
|  | | | |  | 40 078 610 | 106 | OM 924, OM 926 |

NEW




























| PG | KS-No. |  |  | PG | KS-No. |  |  |
|---|------------|---|---|---|------------|---|--|
|  | 40 078 620 | 106 | OM 924, OM 926 | PEUGEOT | | | |
|  | 40 270 600 | 106 | OM 924, OM 925, OM 926 |  | 41 072 620 | 86 | 4HU (P22DTE), 4HV (P22DTE) |
|  | 40 270 610 | 106 | OM 924, OM 925, OM 926 | RENAULT | | | |
|  | 40 270 620 | 106 | OM 924, OM 925, OM 926 |  | 93 696 960 | 76 | C1J 715, C1J 742, C1J 768, C2J 713, C2J 717, C2J 784, 847 700, 847 720, 847.20 |
|  | 40 332 610 | 106 | OM 924, OM 926 |  | 97 504 600 | 85 | M9T 606, M9T 670, M9T 676, M9T 678, M9T 680, M9T 690, M9T 692, M9T 698, M9T 870, M9T 872, M9T 876, M9T 880, M9T 882, M9T 890, M9T 892, M9T 896, M9T 898 |
|  | 40 709 600 | 106 | M 902, M 906 |  | 97 504 620 | 85 | M9T 606, M9T 670, M9T 676, M9T 678, M9T 680, M9T 690, M9T 692, M9T 698, M9T 870, M9T 872, M9T 876, M9T 880, M9T 882, M9T 890, M9T 892, M9T 896, M9T 898 |
|  | 40 709 610 | 106 | M 902, M 906 | RENAULT TRUCKS (RVI) | | | |
|  | 40 709 620 | 106 | M 902, M 906 |  | 40 338 960 | 131 | DXi 12 440, DXi 12 480 |
|  | 89 867 110 | 128 | OM 457 |  | 40 338 600 | 131 | DXi 12 440, DXi 12 480 |
| NEW HOLLAND | | | | SAME | | | |
|  | 40 652 600 | 104 | F4HE9684Jx100 |  | 40 908 960 | 108 | BF 6 M 1013 FC |
|  | 40 652 610 | 104 | F4HE9684Jx100 |  | 40 908 600 | 108 | BF 6 M 1013 FC |
| NISSAN | | | | SCANIA | | | |
|  | 97 504 600 | 85 | M9T 670, M9T 678, M9T 690 |  | 40 368 962 | 127 | DC 12.01, DC 12.02, DC 12.03, DC 12.06, DC 12.09, DC 12.14, DC 12.17, DC 12.46 A, DC 12.47 A, DC 12.48 A, DC 12.50 A 272, DC 12.50 A 316, DC 12.50 A 330, DC 12.57 A, DI 12.49 A, DI 12.54 A 243, DI 12.56 A 272, DI 12.56 A 280, DSC 12.01, DSC 12.02, DSC 12.03, DSC 12.05, DT 12.02, DT 12.08, DC 16.01, DC 16.03, DC 16.04, DC 16.40 A 404, DC 16.40 A 432, DC 16.41 A 294, DC 16.41 A 331, DC 16.41 A 368, DC 16.42 A, DC 16.43 A, DC 16.45 A |
|  | 97 504 620 | 85 | M9T 670, M9T 678, M9T 690 |  | 40 907 960 | 127 | DC 12.55 A 294, DC 12.55 A 316, DC 12.55 A 331, DC 12.56 A 359, DC 12.58 A 257, DC 12.58 A 272, DT 12.02, DT 12.06, DT 12.08, DT 12.10, DT12.18, DC 16.09 |
| OPEL | | | | | | | |
|  | 40 027 700 | 80,5 | Z 18 XER | | | | |
|  | 40 027 710 | 80,5 | Z 18 XER | | | | |
|  | 97 504 600 | 85 | M9T 670, M9T 672, M9T 676, M9T 678, M9T 680, M9T 686, M9T 690, M9T 692, M9T 694, M9T 696, M9T 698 | | | | |
|  | 97 504 620 | 85 | M9T 670, M9T 672, M9T 676, M9T 678, M9T 680, M9T 686, M9T 690, M9T 692, M9T 694, M9T 696, M9T 698 | | | | |



| PG | KS-No. | | | PG | KS-No. | | |
|-------------|------------|------|---|-----------------|------------|------|--|
| | 40 907 961 | 127 | DC 12.55 A 294, DC 12.55 A 316, DC 12.55 A 331, DC 12.56 A 359, DC 12.58 A 257, DC 12.58 A 272, DT 12.02, DT 12.06, DT 12.08, DT 12.10, DT12.18, DC 16.09 | SISU | | | |
| | 99 496 961 | 127 | DC 9.11, DC 9.12, DC 9.13, DC 9.19, DC 9.20, DC 9.21, DC 9.60 A 177, DC 9.60 A 199, DC 9.60 A 228, DC 9.60 A 243, DC 9.61 A 228, DC 9.61 A 243, DC 9.64 A 177, DC 9.64 A 199, DC 11.02, DC 11.04, DC 11.09 | | 90 850 960 | 108 | 620 DWBAE |
| | 40 907 600 | 127 | DC 12.55 A 294, DC 12.55 A 316, DC 12.55 A 331, DC 12.56 A 359, DC 12.58 A 257, DC 12.58 A 272, DT 12.02, DT 12.06, DT 12.08, DT 12.10, DT12.18, DC 16.09 | | 94 801 960 | 108 | 620 DWBAE |
| | 89 881 110 | 127 | DC 9.11, DC 9.12, DC 9.13, DC 9.19, DC 9.20, DC 9.21, DC 9.60 A 177, DC 9.60 A 199, DC 9.60 A 228, DC 9.60 A 243, DC 9.61 A 228, DC 9.61 A 243, DC 9.62 A , DC 9.63 A , DC 9.64 A 177, DC 9.64 A 199, DC 9.65 A , DC 9.68 A , DC 9.69 A , DC 11.01, DC 11.02, DC 11.03, DC 11.04, DC 11.06, DC 11.07, DC 11.08, DC 11.09, DC 12.01, DC 12.02, DC 12.03, DC 12.06, DC 12.09, DC 12.14, DC 12.15, DC 12.17, DC 12.18, DC 12.22, DC 12.23, DC 12.24, DC 12.26, DC 12.45 A, DC 12.46 A, DC 12.52 A, DC 12.53 A, DC 12.54 A, DC 12.55 A 294, DC 12.55 A 316, DC 12.55 A 331, DC 12.56 A 359, DC 12.57 A, DC 12.58 A 257, DC 12.58 A 272, DC 12.59 A, DC 12.60 A, DI 12.54 A 243, DI 12.56 A 272, DI 12.56 A 280, DI 12.57 M, DI 12.68 M, DSC 12.01, DSC 12.02, DSC 12.03, DSC 12.05, DT 12.02, DT 12.06, DT 12.08, DT 12.10, DT12.18, SGI 12 A, DC 16.01, DC 16.02, DC 16.09 | | 99 483 960 | 108 | 634 DWBAE |
| | | | | | 99 484 961 | 108 | 620 DWBAE |
| | | | | | 89 737 110 | 108 | 620 DWBAE, 634 DWBAE |
| | | | | SKODA | | | |
| | | | | | 40 421 610 | 79,5 | BJB, BLS, BXE |
| | | | | | 40 421 620 | 79,5 | BJB, BLS, BXE |
| | | | | | 40 422 610 | 79,5 | BJB, BLS, BXE |
| | | | | | 40 422 620 | 79,5 | BJB, BLS, BXE |
| | | | | TATRA | | | |
| | | | | | 40 733 960 | 130 | MX 265 S, MX 300 S |
| | | | | | 40 733 600 | 130 | MX 265 S, MX 300 S |
| | | | | | 89 861 110 | 130 | MX 265 S, MX 300 S, MX 340 S, MX 375 S |
| SEAT | | | | TOYOTA | | | |
| | 40 421 610 | 79,5 | BJB, BLS, BMT, BXE, BXF, BXJ | | 41 011 606 | 95 | 2TR-FE |
| | 40 421 620 | 79,5 | BJB, BLS, BMT, BXE, BXF, BXJ | | 41 011 616 | 95 | 2TR-FE |
| | 40 422 610 | 79,5 | BJB, BLS, BMT, BXE, BXF, BXJ | | 41 011 626 | 95 | 2TR-FE |
| | 40 422 620 | 79,5 | BJB, BLS, BMT, BXE, BXF, BXJ | VAUXHALL | | | |
| | | | | | 40 027 700 | 80,5 | Z 18 XER |

NEW



| PG | KS-No. |  |  | PG | KS-No. |  |  |
|---|------------|---|--|---|------------|---|--|
|  | 40 027 710 | 80,5 | Z 18 XER |  | 99 801 960 | 98 | TAD 620 VE |
|  | 97 504 600 | 85 | M9T 670, M9T 672, M9T 676, M9T 678, M9T 680, M9T 686, M9T 690, M9T 692, M9T 694, M9T 696, M9T 698 |  | 40 338 600 | 131 | D 12 B 340, D 12 C 340, D 12 C 380, D 12 C 420, D 12 C 460, D 12 D 340, D 12 D 380, D 12 D 420, D 12 D 425, D 12 D 460, D 12 D 500, DH 12 D 340, DH 12 D 420 |
|  | 97 504 620 | 85 | M9T 670, M9T 672, M9T 676, M9T 678, M9T 680, M9T 686, M9T 690, M9T 692, M9T 694, M9T 696, M9T 698 |  | 40 610 600 | 144 | D 16 A 470, D 16 A 520, D 16 B 470, D 16 B 520 |
| VOLKSWAGEN | | | | | | | |
|  | 40 421 610 | 79,5 | BJB, BLS, BMT, BSU, BXE, BXF, BXJ |  | 89 830 110 | 98 | TAD 620 VE |
|  | 40 421 620 | 79,5 | BJB, BLS, BMT, BSU, BXE, BXF, BXJ |  | 89 886 110 | 131 | D 13 A 400, D 13 A 440, D 13 A 480, D 13 A 520 |
|  | 40 422 610 | 79,5 | BJB, BLS, BMT, BSU, BXE, BXF, BXJ | | | | |
|  | 40 422 620 | 79,5 | BJB, BLS, BMT, BSU, BXE, BXF, BXJ | | | | |
|  | 40 683 600 | 81 | BJL, BJM, CECA, CECB | | | | |
|  | 40 683 610 | 81 | BJL, BJM, CECA, CECB | | | | |
|  | 40 683 620 | 81 | BJL, BJM, CECA, CECB | | | | |
|  | 40 715 600 | 81 | BJJ, BJK, CEBA, CEBB | | | | |
|  | 40 715 610 | 81 | BJJ, BJK, CEBA, CEBB | | | | |
|  | 40 715 620 | 81 | BJJ, BJK, CEBA, CEBB | | | | |
| VOLVO | | | | | | | |
|  | 40 338 960 | 131 | D 12 B 340, D 12 C 340, D 12 C 380, D 12 C 420, D 12 C 460, D 12 D 340, D 12 D 380, D 12 D 420, D 12 D 425, D 12 D 460, D 12 D 500, DH 12 D 340, DH 12 D 420 | | | | |
|  | 40 610 960 | 144 | D 16 A 470, D 16 A 520, D 16 B 470, D 16 B 520 | | | | |
|  | 93 696 960 | 76 | B 14, B 14 E, B 14 OE | | | | |





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HERSTELLERVERZEICHNIS

E

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F

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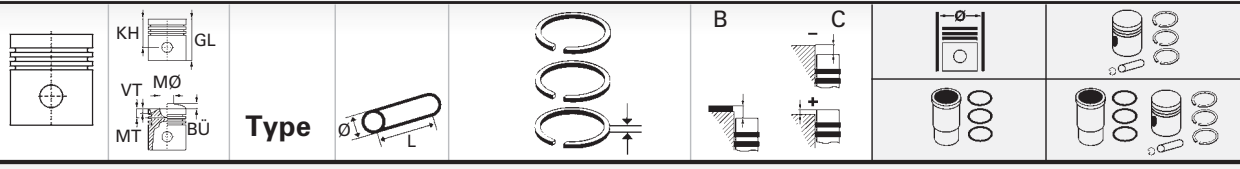
| | |
|-----------|-------------------------------------|
| D | PRODUKTPROGRAMM |
| E | PRODUCT RANGE |
| F | GAMME DE PRODUITS |
| ES | PROGRAMA DE PRODUCTOS |
| RU | ПРОИЗВОДСТВЕННЫЙ АССОРТИМЕНТ |





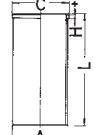





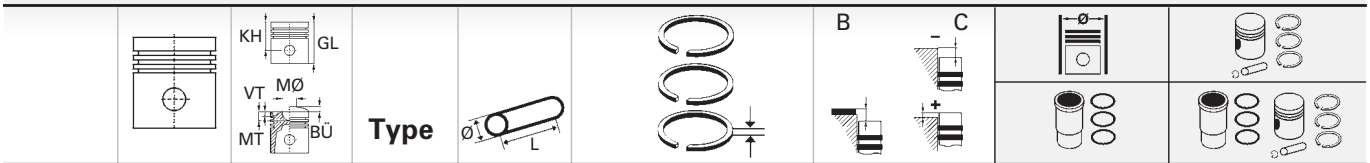
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|--------------|--------|------|---------------|------|-----------------|---------|---------|---------|----|-----|
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| 8140.27.2700 | D (A) | 4 | 93 x 92 | 2499 | 2 | 18,5:1 | 76 | 103 | 14 | |
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| 8144.67.220 | D | 4 | 93 x 92 | 2499 | 2 | 22:1 | 55 | 75 | 13 | |
| 839 A6.000 | D (LA) | 5 | 82 x 90,4 | 2387 | 2 | 18:1 | 103 | 140 | 4 | |
| 841 C.000 | D (LA) | 5 | 82 x 90,4 | 2387 | 2 | 18,45:1 | 110 | 150 | 4 | |
| 841G.000 | D (LA) | 5 | 82 x 90,4 | 2387 | 4 | 18,45:1 | 120-129 | 163-175 | 5 | |
| 841M.000 | D (LA) | 5 | 82 x 90,4 | 2387 | 4 | 18,45:1 | 120 | 163 | 5 | |
| 841N.000 | D (LA) | 5 | 82 x 90,4 | 2387 | 4 | 18,45:1 | 129 | 175 | 5 | |
| 937 A2.000 | D (LA) | 4 | 82 x 90,4 | 1910 | 2 | 18,45:1 | 85 | 115 | 4 | |
| 937 A5.000 | D (LA) | 4 | 82 x 90,4 | 1910 | 4 | 18,45:1 | 110 | 150 | 5 | |
| 939 A1.000 | D (LA) | 4 | 82 x 90,4 | 1910 | 2 | 18:1 | 88 | 120 | 4 | |
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| 75 2.0i | 02.1987 → 12.1991 | AR 19519 | B | 8 | Alfetta 2.0i 10.1982 → 06.1983 | | | | | AR 01334 | B | | | | | | 8 | | |
| 75 2.0i | 09.1987 → 02.1992 | AR 06166 | B | 8 | Alfetta 2.0i 04.1983 → 12.1984 | | | | | AR 01713 | B | | | | | | 8 | | |
| 75 2.4 TD | 10.1988 → 02.1992 | VM 81 A | D | 9 | BRERA | | | | | | | | | | | | | | |
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| 90 2.0 | 10.1984 → 06.1986 | AR 06212 | B | 8 | GIULIA | | | | | | | | | | | | | | |
| 90 2.0 | 10.1984 → 06.1986 | AR 06214 | B | 8 | Giulia 1.8 D 04.1976 → 06.1978 | | | | | 4.108 | D | | | | | | 2 | | |
| 90 2.0 | 10.1984 → 06.1986 | AR 06215 | B | 8 | GIULIETTA (116) | | | | | | | | | | | | | | |
| 90 2.0i | 10.1984 → 01.1987 | AR 01713 | B | 8 | Giulietta (116) 2.0 06.1980 → 04.1985 | | | | | AR 01655 | B | | | | | | 8 | | |
| 90 2.4 TD | 10.1984 → 07.1987 | AR 06206 | D | 9 | Giulietta (116) 2.0 06.1980 → 04.1985 | | | | | AR 11633 | B | | | | | | 8 | | |
| 90 2.4 TD | 10.1984 → 07.1987 | VM 81 A | D | 9 | Giulietta (116) 2.0 10.1982 → 04.1985 | | | | | AR 11671 | B | | | | | | 8 | | |
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| 145 1.9 JTD | 05.1998 → 12.2000 | AR 32302 | D | 3 | GT 1.9 JTDM 16V 10.2003 → | | | | | 937 A5.000 | D | | | | | | 5 | | |
| 145 1.9 TD | 12.1994 → 11.1996 | AR 67501 | D | 7 | GTV | | | | | | | | | | | | | | |
| 145 1.9 TD | 11.1996 → 05.1998 | AR 33601 | D | 7 | GTV 2.0 07.1978 → 01.1986 | | | | | AR 01655 | B | | | | | | 8 | | |
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| 146 1.9 JTD | 05.1998 → 12.2000 | AR 32302 | D | 3 | GTV 2.0 11.1980 → 01.1986 | | | | | AR 10512 | B | | | | | | 8 | | |
| 146 1.9 TD | 01.1996 → 11.1996 | AR 67501 | D | 7 | GTV 2.0 01.1985 → 12.1985 | | | | | AR 06212 | B | | | | | | 8 | | |
| 146 1.9 TD | 11.1996 → 05.1998 | AR 33601 | D | 7 | GTV 2.0i 05.1974 → 1985 | | | | | AR 11636 | B | | | | | | 8 | | |
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| 147 1.9 JTD | 11.2000 → 05.2005 | 937 A2.000 | D | 4 | SPIDER | | | | | | | | | | | | | | |
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| 156 1.9 JTD | 10.1997 → 09.2000 | AR 32302 | D | 3 | 14 AR 6 03.1986 → 12.1989 | | | | | 8144.67.220 | D | | | | | | 13 | | |
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| 166 2.4 JTD | 03.2002 → 10.2003 | 841 C.000 | D | 4 | | | | | | | | | | | | | | | |
| 166 2.4 JTDM 20V | 06.2003 → | 841G.000 | D | 5 | | | | | | | | | | | | | | | |
| 166 2.4 JTDM 20V | 10.2004 → | 841M.000 | D | 5 | | | | | | | | | | | | | | | |
| 166 2.4 JTDM 20V | 10.2004 → | 841N.000 | D | 5 | | | | | | | | | | | | | | | |
| ALFA 2000 | | | | | | | | | | | | | | | | | | | |

A



| 1  69,6 | | | | | | | | | |
|---|---|---|---------|--|--|-------------------------|----------|-------------|-----------------|
| 199 A3.000 | | 11.2009 → | | D (LA) | 4 | 1248 cm ³ 4V | 66-77 kW | (90-105 PS) | 17,6:1 82,00 mm |
|  | 4 | KH 40,43 | RTK | 23 | 1 R | 2 CK G6 | | 69,60 | 40 659 600 |
| | 070 170 | MT -12,4 | KKK | | 55 | 1 M | | | |
|  | | MØ 38 | TPL | | 1 DSF 2 | CR G6 | | 70,00 | 40 659 610 |
| | | GL 62,43 | | | | | | | |
| 2  79,375 | | | | | | | | | |
| 4.108 | | 04.1976 → 06.1978 | | D | 4 | 1753 cm ³ 2V | 36-38 kW | (49-52 PS) | 22:1 88,60 mm |
|  | T Cyl. | A=82,65 | C=85,63 | L=165,2 | H+F=3,2+0,8 | | | 89 426 190 | semi |
| 3  82 | | | | | | | | | |
| AR 32302 | 10.1997 → 12.2000 | D (LA) | 4 | 1910 cm ³ 2V | 76 kW | (103 PS) | 18,45:1 | 90,40 mm | |
| AR 32501 | 10.1997 → | D (LA) | 5 | 2387 cm ³ 2V | 100 kW | (136 PS) | 18,45:1 | 90,40 mm | |
| AR 34202 | 10.1998 → 09.2000 | D (LA) | 5 | 2387 cm ³ 2V | 100 kW | (136 PS) | 18,45:1 | 90,40 mm | |
| M722 BT.24.T | 10.1997 → 09.2000 | D (LA) | 5 | 2387 cm ³ 2V | 96 kW | (131 PS) | 18,45:1 | 90,40 mm | |
|  | 4/5 | KH 47,25 | RTK | 25,988 | 1 T15 3 | MO G6 | | 82,01 | 94 966 600 |
| | 082 210 | MT -17,5 | KBB | | 61 | 1 NM 2 | | | |
|  | | MØ 37,5 | | | 1 DSF 3 | CR | | | [1] |
| | | GL 73,25 | | | | | | | |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor ширина | | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | |
| | 0 | 1,60 | | | | | | | |
| | 1 | 1,70 | | +0,80 | +0,80 | | | | |
| | 2 | 1,80 | | +0,90 | +0,90 | | | | |



| | | |
|-------------------|-------------------|---|
| 4 | | 82 |
| AR 37101 | 09.2000 → 12.2001 | D (LA) 4 1910 cm ³ 2V 77-85 kW (105-115 PS) 18,45:1 90,40 mm |
| 839 A6.000 | 09.2000 → | D (LA) 5 2387 cm ³ 2V 103 kW (140 PS) 18:1 90,40 mm |
| 841 C.000 | 01.2002 → 10.2005 | D (LA) 5 2387 cm ³ 2V 110 kW (150 PS) 18,45:1 90,40 mm |
| 937 A2.000 | 11.2000 → 10.2005 | D (LA) 4 1910 cm ³ 2V 85 kW (115 PS) 18,45:1 90,40 mm |
| 939 A1.000 | 06.2005 → | D (LA) 4 1910 cm ³ 2V 88 kW (120 PS) 18:1 90,40 mm |

| | | | | | | | | |
|--|----------------|--|------------|--------------|----------------------------|----------------------|--|---|
| | 4/5 082 214 | KH 46,5 VT1 -0,50 MT -17,5 MØ 37,5 GL 72,5 | RTK KBB | 25,988 61 | 1 R 2 1 NM 2 1 DSF 2 | CK G6 G3 NT ST | 82,00 82,40 82,60 | 40 218 600 40 218 620 40 218 630 (99 724) |
|--|----------------|--|------------|--------------|----------------------------|----------------------|--|---|

| | | |
|-------------------|-----------|---|
| 5 | | 82 |
| 192 B1.000 | 10.2004 → | D (LA) 4 1910 cm ³ 4V 100 kW (136 PS) 18,45 90,40 mm |
| 841G.000 | 06.2003 → | D (LA) 5 2387 cm ³ 4V 120-129 kW (163-175 PS) 18,45:1 90,40 mm |
| 841M.000 | 10.2004 → | D (LA) 5 2387 cm ³ 4V 120 kW (163 PS) 18,45:1 90,40 mm |
| 841N.000 | 10.2004 → | D (LA) 5 2387 cm ³ 4V 129 kW (175 PS) 18,45:1 90,40 mm |
| 937 A5.000 | 10.2003 → | D (LA) 4 1910 cm ³ 4V 110 kW (150 PS) 18,45:1 90,40 mm |

| | | | | | | | | |
|--|----------------|---|-------------------|----------|----------------------------|----------------------|--|---|
| | 4/5 082 278 | KH 46,5 VT1 -1,00 VT2 -0,90 MT -15,4 MØ 41,5 GL 73,5 | RTK KKK KBB | 26 61 | 1 R 2 1 NM 2 1 DSF 2 | CK G6 G3 CR G6 | 82,00 82,40 82,60 | 40 660 600 40 660 610 40 660 620 |
|--|----------------|---|-------------------|----------|----------------------------|----------------------|--|---|

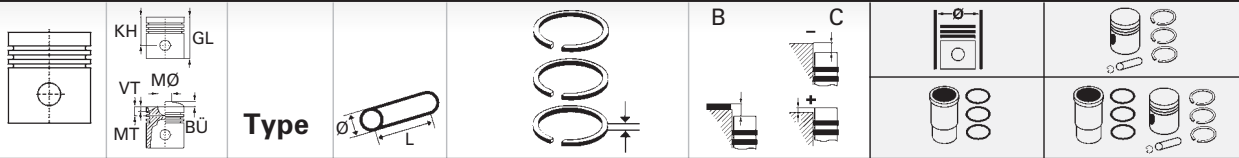
| | | |
|-------------------|-----------|--|
| 6 | | 82 |
| 939 A3.000 | 09.2005 → | D (LA) 5 2387 cm ³ 4V 147 kW (200 PS) 17:1 90,40 mm |

| | | | | | | | | |
|--|--------------|--|-------------------|----------|----------------------------|----------------------|--------------|-------------------|
| | 5 082 226 | KH 46,63 VT1 -0,80 MT -15,6 MØ 42,2 GL 73,63 | RTK KKK TPL | 30 67 | 1 R 2 1 NM 2 1 DSF 2 | CK G6 G3 CR G6 | 82,00 | 40 036 600 |
|--|--------------|--|-------------------|----------|----------------------------|----------------------|--------------|-------------------|

| | | |
|-----------------|-------------------|--|
| 7 | | 82,6 |
| AR 33601 | 05.1996 → 05.1998 | D (LA) 4 1929 cm ³ 2V 66-68 kW (90-92 PS) 19,2:1 90,00 mm |
| AR 67501 | 04.1993 → 11.1996 | D (LA) 4 1929 cm ³ 2V 66 kW (90 PS) 19,2:1 90,00 mm |
| AR 67502 | 04.1993 → 04.1996 | D (LA) 4 1929 cm ³ 2V 66-68 kW (90-92 PS) 19,2:1 90,00 mm |

| | | | | | | | |
|--|--------|------|------|---------|-------|--|---------------------------|
| | T Cyl. | A=86 | | L=154 | | | 89 386 190 semi |
| | T Cyl. | A=86 | C=89 | L=147,5 | H=4,5 | | 89 424 190 semi |

A



8 **84**

| | | | | | | | | | |
|-----------------|-------------------|---|---|----------------------|----|------------|--------------|------|----------|
| AR 00512 | 07.1978 → 01.1986 | B | 4 | 1962 cm ³ | 2V | 96 kW | (131 PS) | 9:1 | 88,50 mm |
| AR 01334 | 10.1982 → 06.1983 | B | 4 | 1962 cm ³ | 2V | 83-94 kW | (112-128 PS) | 9:1 | 88,50 mm |
| AR 01544 | 10.1981 → 12.1989 | B | 4 | 1962 cm ³ | 2V | 86 kW | (117 PS) | 9:1 | 88,50 mm |
| AR 01623 | 05.1976 → 01.1986 | B | 4 | 1962 cm ³ | 2V | 89 kW | (121 PS) | 9:1 | 88,50 mm |
| AR 01655 | 07.1978 → 01.1986 | B | 4 | 1962 cm ³ | 2V | 96 kW | (131 PS) | 9:1 | 88,50 mm |
| AR 01713 | 04.1983 → 01.1987 | B | 4 | 1962 cm ³ | 2V | 94-96 kW | (128-131 PS) | 10:1 | 88,50 mm |
| AR 06166 | 09.1987 → 02.1992 | B | 4 | 1962 cm ³ | 2V | 107 kW | (145 PS) | 10:1 | 88,50 mm |
| AR 06212 | 10.1984 → 10.1988 | B | 4 | 1962 cm ³ | 2V | 94 kW | (128 PS) | 9:1 | 88,50 mm |
| AR 06214 | 10.1984 → 06.1986 | B | 4 | 1962 cm ³ | 2V | 94 kW | (128 PS) | 10:1 | 88,50 mm |
| AR 06215 | 10.1984 → 06.1986 | B | 4 | 1962 cm ³ | 2V | 94 kW | (128 PS) | 10:1 | 88,50 mm |
| AR 06224 | 01.1987 → 02.1992 | B | 4 | 1962 cm ³ | 2V | 109 kW | (148 PS) | 10:1 | 88,50 mm |
| AR 06420 | 06.1987 → 09.1992 | B | 4 | 1962 cm ³ | 2V | 107 kW | (145 PS) | 10:1 | 88,50 mm |
| AR 10512 | 11.1980 → 01.1986 | B | 4 | 1962 cm ³ | 2V | 96 kW | (130 PS) | 9:1 | 88,50 mm |
| AR 11633 | 06.1971 → | B | 4 | 1962 cm ³ | 2V | 89-94 kW | (121-128 PS) | 9:1 | 88,50 mm |
| AR 11636 | 05.1974 → 1985 | B | 4 | 1962 cm ³ | 2V | 96 kW | (131 PS) | 9:1 | 88,50 mm |
| AR 11671 | 10.1982 → 04.1985 | B | 4 | 1962 cm ³ | 2V | 96 kW | (131 PS) | 9:1 | 88,50 mm |
| AR 19510 | 02.1987 → 08.1992 | B | 4 | 1962 cm ³ | 2V | 107-109 kW | (145-148 PS) | 10:1 | 88,50 mm |
| AR 19519 | 02.1987 → 08.1992 | B | 4 | 1962 cm ³ | 2V | 107-109 kW | (145-148 PS) | 10:1 | 88,50 mm |
| AR 67201 | 02.1992 → 02.1995 | B | 4 | 1995 cm ³ | 2V | 104 kW | (141 PS) | 10:1 | 90,00 mm |
| AR 67202 | 02.1992 → 02.1995 | B | 4 | 1995 cm ³ | 2V | 106 kW | (144 PS) | 10:1 | 90,00 mm |

| | | | | | | | | |
|--|--------|------|------|-------|---------|---------------|-------------------|--|
| | N Cyl. | A=89 | C=98 | L=152 | H=107,5 | 1 R 86 x 1,25 | 88 592 110 | |
|--|--------|------|------|-------|---------|---------------|-------------------|--|

9 **92**

| | | | | | | | | | |
|-----------------|-------------------|--------|---|----------------------|----|----------|--------------|--------|----------|
| AR 06206 | 10.1984 → 07.1987 | D (LA) | 4 | 2392 cm ³ | 2V | 81 kW | (110 PS) | 22:1 | 90,00 mm |
| VM 81 A | 10.1984 → 02.1992 | D (LA) | 4 | 2393 cm ³ | 2V | 78-84 kW | (106-114 PS) | 22,1:1 | 90,00 mm |
| VM 82 A | 10.1986 → 12.1989 | D (A) | 3 | 1779 cm ³ | 2V | 55 kW | (74 PS) | 22:1 | 89,20 mm |

| | | | | | | | | |
|--|--------|-------|-------|-------|-------------|---|-------------------------------|--|
| | N Cyl. | A=103 | C=110 | L=168 | H+F=8,9+1,2 | 1 SC 95 x 1,75 2 R 95 x 2,6 1 SC 95 x 2,6 | 89 500 110 (89 185) | |
|--|--------|-------|-------|-------|-------------|---|-------------------------------|--|

10 **92**

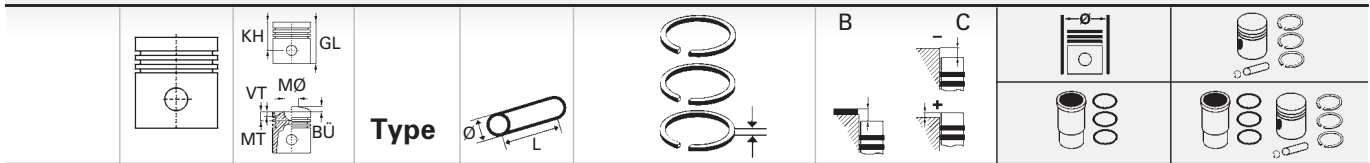
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|---------------------|-------------------|--------|---|----------------------|----|----------|--------------|------|----------|
| VM 08 B | 09.1992 → 10.1998 | D (LA) | 4 | 2499 cm ³ | 2V | 92 kW | (125 PS) | 22:1 | 94,00 mm |
| VM 31 B | 05.1996 → 10.1997 | D (LA) | 4 | 2499 cm ³ | 2V | 92 kW | (125 PS) | 22:1 | 94,00 mm |
| VM 32 B | 09.1992 → 10.1998 | D (LA) | 4 | 2499 cm ³ | 2V | 92 kW | (125 PS) | 22:1 | 94,00 mm |
| VM 425 SLIRA | 09.1992 → 09.1998 | D (LA) | 4 | 2499 cm ³ | 2V | 87-92 kW | (118-125 PS) | 22:1 | 94,00 mm |
| VM 84 A | 06.1987 → 09.1992 | D (LA) | 4 | 2499 cm ³ | 2V | 84-86 kW | (114-117 PS) | 22:1 | 94,00 mm |


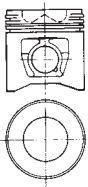


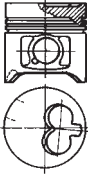
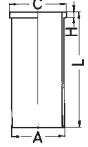
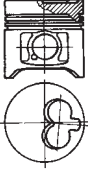

| | | | | | | | | |
|--|--------------|-----------------------------|-----|------------|--------------------------------|-------------|--------------|-------------------|
| | 4 092 149 | KH 51,2 MT -3,7 GL 86 | RTK | 30 75,7 | 1 T15 2,5 1 NM 2 1 DSF 4 | CR G6 CR | 92,00 | 92 286 700 |
|--|--------------|-----------------------------|-----|------------|--------------------------------|-------------|--------------|-------------------|

| | | | | | | | | |
|--|--------|-------|-------|-------|-------------|---|-------------------------------|-------------------|
| | N Cyl. | A=103 | C=110 | L=168 | H+F=8,9+1,2 | 1 SC 95 x 1,75 2 R 95 x 2,6 1 SC 95 x 2,6 | 89 500 110 (89 185) | 92 286 971 |
|--|--------|-------|-------|-------|-------------|---|-------------------------------|-------------------|

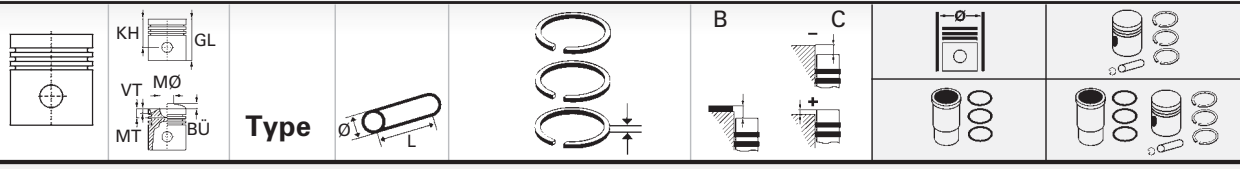


A



| 11 | |  93 | | | | | | | | | | | |
|---|-------------|--|------------------|------------|-----------------------------|-------------------|----------------------|----------------|---------------------------|------------|-------------------------------|----------|--|
| 8140.21.200 | | 04.1985 → 12.1988 | | D | (A) | 4 | 2445 cm ³ | 2V | 68 kW | (92 PS) | 18:1 | 90,00 mm | |
| 8144.21.220 | | 03.1968 → 12.1989 | | D | (A) | 4 | 2445 cm ³ | 2V | 68 kW | (92 PS) | 18:1 | 90,00 mm | |
|  | 4 | KH 59,65 MT -14,8 MØ 52 GL 97,65 | RTK RK | 32 74,4 | 1 T15 3 1 M 2 1 DSF 3 | CR G6 G3 CR | | +0,35 +0,65 | 93,00 | | 93 123 600 (93 127) | | |
|  | T Cyl. | A=96 | C=98,9 | L=171 | H=5 | | | | 89 319 190 semi | | 93 123 960 | | |
| | T Cyl. | A=96,04 | C=98,9 | L=171 | H=5 | | | | 89 319 191 semi | | 93 123 961 | | |
| | T Cyl. | A=96,08 | C=98,9 | L=171 | H=5 | | | | 89 319 192 semi | | 93 123 962 | | |
| | T Cyl. | A=96,2 | C=98,9 | L=171 | H=5 | | | | 89 319 193 semi | | 93 123 963 | | |
| 12 | |  93 | | | | | | | | | | | |
| 8140.61.200 | | 04.1978 → 12.1989 | | D | | 4 | 2445 cm ³ | 2V | 53-60 kW | (72-82 PS) | 21:1 | 90,00 mm | |
| 8144.61.200 | | 04.1978 → 12.1989 | | D | | 4 | 2429 cm ³ | 2V | 53 kW | (72 PS) | 21:1 | 89,40 mm | |
|  | 4 | KH 55 MT -2,2 GL 90 | LOX RK RTK | 32 74,4 | 1 R 3 1 N 2 1 DSF 4 | CR G6 MO CR | | +0,80 +1,14 | 93,00 | | 93 378 700 (93 300) | | |
|  | T Cyl. | A=96 | C=98,9 | L=167,3 | H=5 | | | | 89 183 190 semi | | 93 378 971 | | |
| | T Cyl. | A=96,04 | C=98,9 | L=167,3 | H=5 | | | | 89 183 191 semi | | 93 378 972 | | |
|  | 4 | KH 54,75 MT -2,2 GL 90 | LOX RK RTK | 32 74,4 | 1 R 3 1 N 2 1 DSF 4 | CR G6 MO CR | | +0,80 +1,14 | 93,00 | | 93 911 700 [1] | | |
|  | T Cyl. | A=96 | C=98,9 | L=167,3 | H=5 | | | | 89 183 190 semi | | 93 911 971 | | |
| | T Cyl. | A=96,04 | C=98,9 | L=167,3 | H=5 | | | | 89 183 191 semi | | 93 911 972 | | |
| [1] | KH -0,25 mm | | | | | | | | | | | | |




A






| | | | | | | | | | | | | |
|--------------------|---------|---------------------------|------------------|------------|----------------------|-------------|-------------------|----------------|---------------------------|-------------------------------|--|--|
| 13 | | 93 | | | | | | | | | | |
| 8144.67.220 | | 03.1986 → 12.1989 | D | 4 | 2499 cm ³ | 2V | 55 kW | (75 PS) | 22:1 | 92,00 mm | | |
| | 4 | KH 54 MT -2,2 GL 88 | LOX RTK RK | 32 74,4 | 1 R 1 N 1 DSF | 3 2 3 | CR G6 MO CR | +0,85 +1,05 | 93,00 | 93 883 700 | | |
| | 093 055 | | | | | | | | 93,40 | 93 883 720 | | |
| | | | | | | | | | 93,60 | 93 883 730 (93 930) | | |
| | T Cyl. | A=96 | C=98,9 | L=167,3 | H=5 | | | | 89 183 190 semi | 93 883 970 | | |
| | T Cyl. | A=96,04 | C=98,9 | L=167,3 | H=5 | | | | 89 183 191 semi | 93 883 971 | | |




| | | | | | | | | | | | | |
|---------------------|--------|-----------|--------|-------|----------------------|----|-------|----------|---------------------------|----------|--|--|
| 14 | | 93 | | | | | | | | | | |
| 8140.27.2700 | | → 12.1988 | D (A) | 4 | 2499 cm ³ | 2V | 76 kW | (103 PS) | 18,5:1 | 92,00 mm | | |
| | T Cyl. | A=96 | C=98,9 | L=171 | H=5 | | | | 89 319 190 semi | | | |
| | T Cyl. | A=96,04 | C=98,9 | L=171 | H=5 | | | | 89 319 191 semi | | | |
| | T Cyl. | A=96,08 | C=98,9 | L=171 | H=5 | | | | 89 319 192 semi | | | |
| | T Cyl. | A=96,2 | C=98,9 | L=171 | H=5 | | | | 89 319 193 semi | | | |

| | | | | |
|-----------------------|---|----------------------|--|------------|
| AGRILE | → | MWM | | 683 |
| AGRIA | → | HATZ | | 386 |
| | | RENAULT | | 785 |
| ALLIS-CHALMERS | → | CUMMINS | | 213 |
| ATLAS | → | PERKINS | | 738 |
| | | SCANIA | | 863 |
| ATLAS COPCO | → | PERKINS | | 738 |
| | | SCANIA | | 863 |

|  | | Cyl. |  mm | cm ³ |  | Comp. Ratio ϵ | kW | PS | Pos |
|---|--|----------|--|-----------------|---|------------------------|-----|-----|-----|
| AAD | | B 4 | 82,5 x 92,8 | 1984 | 2 | 10,3:1 | 85 | 115 | 36 |
| AAH | | B 6 | 82,5 x 86,4 | 2771 | 2 | 10,3:1 | 128 | 174 | 37 |
| AAN | | B (A) 5 | 81 x 86,4 | 2226 | 4 | 9,3:1 | 169 | 230 | 21 |
| AAR | | B 5 | 82,5 x 86,4 | 2309 | 2 | 10:1 | 98 | 133 | 34 |
| AAS | | D 5 | 79,5 x 95,5 | 2370 | 2 | 23:1 | 60 | 82 | 9 |
| AAT | | D (A) 5 | 81 x 95,5 | 2461 | 2 | 20:1 | 85 | 115 | 28 |
| AAZ | | D (A) 4 | 79,5 x 95,5 | 1896 | 2 | 22,5:1 | 55 | 75 | 10 |
| ABC | | B 6 | 82,5 x 81 | 2598 | 2 | 10:1 | 110 | 150 | 38 |
| ABK | | B 4 | 82,5 x 92,8 | 1984 | 2 | 10,3:1 | 85 | 115 | 36 |
| ABM | | B 4 | 81 x 77,4 | 1595 | 2 | 9:1 | 52 | 71 | 20 |
| ABP | | D (A) 5 | 81 x 95,5 | 2461 | 2 | 20:1 | 85 | 115 | 28 |
| ABY | | B (A) 5 | 81 x 86,4 | 2226 | 4 | 9,3:1 | 169 | 230 | 21 |
| ACE | | B 4 | 82,5 x 92,8 | 1984 | 4 | 10,8:1 | 103 | 140 | 35 |
| ACZ | | B 6 | 82,5 x 81 | 2598 | 2 | 10:1 | 102 | 139 | 38 |
| ADP | | B 4 | 81 x 77,4 | 1595 | 2 | 10,3:1 | 74 | 101 | 22 |
| ADU | | B (A) 5 | 81 x 86,4 | 2226 | 4 | 9:1 | 232 | 316 | 21 |
| AEB | | B (A) 4 | 81 x 86,4 | 1781 | 5 | 9,5:1 | 110 | 150 | 23 |
| AEH | | B 4 | 81 x 77,4 | 1595 | 2 | 10,3:1 | 74 | 101 | 22 |
| AEJ | | B 6 | 82,5 x 86,4 | 2771 | 2 | 10,3:1 | 120 | 163 | 37 |
| AEL | | D (LA) 5 | 81 x 95,5 | 2461 | 2 | 20:1 | 103 | 140 | 28 |
| AFB | | D (A) 6 | 78,3 x 86,4 | 2496 | 4 | 19,5:1 | 110 | 150 | 6 |
| AFC | | B 6 | 82,5 x 86,4 | 2771 | 2 | 10,3:1 | 128 | 174 | 37 |
| AFF | | D (A) 4 | 79,5 x 95,5 | 1896 | 2 | 19,5:1 | 55 | 75 | 11 |
| AFN | | D (LA) 4 | 79,5 x 95,5 | 1896 | 2 | 19,5:1 | 81 | 110 | 11 |
| AGA | | B 6 | 81 x 77,4 | 2393 | 5 | 10,5:1 | 121 | 165 | 25 |
| AGE | | B 6 | 82,5 x 86,4 | 2771 | 5 | 10,6:1 | 132 | 180 | 39 |
| AGN | | B 4 | 81 x 86,4 | 1781 | 5 | 10,3:1 | 92 | 125 | 24 |
| AGR | | D (LA) 4 | 79,5 x 95,5 | 1896 | 2 | 19,5:1 | 66 | 90 | 11 |
| AGU | | B (LA) 4 | 81 x 86,4 | 1781 | 5 | 9,5:1 | 110 | 150 | 23 |
| AHF | | D (LA) 4 | 79,5 x 95,5 | 1896 | 2 | 19,5:1 | 81 | 110 | 11 |
| AHH | | D (A) 4 | 79,5 x 95,5 | 1896 | 2 | 19,5:1 | 66 | 90 | 11 |
| AHL | | B 4 | 81 x 77,4 | 1595 | 2 | 10,3:1 | 74 | 101 | 22 |
| AHU | | D (A) 4 | 79,5 x 95,5 | 1896 | 2 | 19,5:1 | 66 | 90 | 11 |
| AJG | | B 6 | 81 x 77,4 | 2393 | 5 | 10,5:1 | 120 | 163 | 25 |
| AJL | | B (A) 4 | 81 x 86,4 | 1781 | 5 | 9,5:1 | 132 | 180 | 23 |
| AJM | | D (A) 4 | 79,5 x 95,5 | 1896 | 2 | 19,5:1 | 85 | 115 | 12 |
| AJP | | B 4 | 81 x 86,4 | 1781 | 5 | 10,3:1 | 92 | 125 | 24 |
| AJQ | | B (LA) 4 | 81 x 86,4 | 1781 | 5 | 9,5:1 | 132 | 180 | 23 |
| AKE | | D (LA) 6 | 78,3 x 86,4 | 2496 | 4 | 19,5:1 | 132 | 179 | 7 |
| AKL | | B 4 | 81 x 77,4 | 1595 | 2 | 10,2:1 | 74 | 101 | 22 |
| AKN | | D (A) 6 | 78,3 x 86,4 | 2496 | 4 | 19,5:1 | 110 | 150 | 6 |
| ALF | | B 6 | 81 x 77,4 | 2393 | 5 | 10,5:1 | 121 | 165 | 25 |
| ALH | | D (A) 4 | 79,5 x 95,5 | 1896 | 2 | 19,5:1 | 66 | 90 | 11 |
| ALW | | B 6 | 81 x 77,4 | 2393 | 5 | 10,5:1 | 100 | 134 | 25 |
| ALZ | | B 4 | 81 x 77,4 | 1595 | 2 | 10,3:1 | 75 | 102 | 26 |
| AMB | | B (LA) 4 | 81 x 86,4 | 1781 | 5 | 9,3:1 | 125 | 170 | 27 |
| AML | | B 6 | 81 x 77,4 | 2393 | 5 | 10,5:1 | 121 | 165 | 25 |
| AMM | | B 6 | 81 x 77,4 | 2393 | 5 | 10,5:1 | 120 | 163 | 25 |
| AMX | | B 6 | 82,5 x 86,4 | 2771 | 5 | 10,6:1 | 142 | 193 | 39 |
| ANA | | B 4 | 81 x 77,4 | 1595 | 2 | 10,3:1 | 74 | 101 | 26 |
| ANB | | B (A) 4 | 81 x 86,4 | 1781 | 5 | 9,5:1 | 110 | 150 | 23 |
| APC | | B 6 | 81 x 77,4 | 2393 | 5 | 10,5:1 | 115 | 156 | 25 |
| APF | | B 4 | 81 x 77,4 | 1595 | 2 | 10,3:1 | 74 | 101 | 22 |
| APG | | B 4 | 81 x 86,4 | 1781 | 5 | 10,3:1 | 92 | 125 | 24 |
| APP | | B (LA) 4 | 81 x 86,4 | 1781 | 5 | 9,5:1 | 132 | 180 | 23 |
| APR | | B 6 | 82,5 x 86,4 | 2771 | 5 | 10,6:1 | 142 | 193 | 39 |
| APS | | B 6 | 81 x 77,4 | 2393 | 5 | 10,3:1 | 121 | 165 | 25 |
| APT | | B 4 | 81 x 86,4 | 1781 | 5 | 10,3:1 | 92 | 125 | 24 |
| APU | | B (A) 4 | 81 x 86,4 | 1781 | 5 | 9,5:1 | 110 | 150 | 23 |
| APZ | | B 6 | 81 x 77,4 | 2393 | 5 | 10,5:1 | 120 | 163 | 25 |
| AOA | | B (A) 4 | 81 x 86,4 | 1781 | 5 | 9,5:1 | 110 | 150 | 23 |
| AOD | | B 6 | 82,5 x 86,4 | 2771 | 5 | 10,6:1 | 142 | 193 | 39 |
| AQE | | B 4 | 81 x 86,4 | 1781 | 5 | 10,3:1 | 92 | 125 | 24 |
| ARG | | B 4 | 81 x 86,4 | 1781 | 5 | 10,3:1 | 92 | 125 | 24 |
| ARH | | B 4 | 81 x 86,4 | 1781 | 5 | 10,3:1 | 92 | 125 | 24 |
| ARJ | | B 6 | 81 x 77,4 | 2393 | 5 | 10,5:1 | 121 | 165 | 25 |
| ARK | | B (A) 4 | 81 x 86,4 | 1781 | 5 | 9,5:1 | 110 | 150 | 23 |
| ARM | | B 4 | 81 x 77,4 | 1595 | 2 | 10,3:1 | 74 | 101 | 22 |
| ARN | | B 6 | 81 x 77,4 | 2393 | 5 | 10,5:1 | 100 | 136 | 25 |

| A |  | Cyl. |  | cm ³ |  | Comp. Ratio ε | kW | PS | Pos |
|-------------|---|------|---|-----------------|---|------------------|-----|-----|-----|
| | | | | | | | | | mm |
| ARX | B (A) | 4 | 81 x 86,4 | 1781 | 5 | 9,5:1 | 110 | 150 | 27 |
| ARY | B (LA) | 4 | 81 x 86,4 | 1781 | 5 | 9,5:1 | 132 | 180 | 27 |
| ARZ | B (A) | 4 | 81 x 86,4 | 1781 | 5 | 9,5:1 | 110 | 150 | 23 |
| ASM | B | 6 | 81 x 77,4 | 2393 | 5 | 10,5:1 | 100 | 136 | 25 |
| ASV | D (LA) | 4 | 79,5 x 95,5 | 1896 | 2 | 19,5:1 | 81 | 110 | 11 |
| ASZ | D (LA) | 4 | 79,5 x 95,5 | 1896 | 2 | 19:1 | 96 | 130 | 13 |
| ATD | D (LA) | 4 | 79,5 x 95,5 | 1896 | 2 | 19:1 | 74 | 101 | 14 |
| ATJ | D (LA) | 4 | 79,5 x 95,5 | 1896 | 2 | 18:1 | 85 | 116 | 12 |
| ATX | B | 6 | 82,5 x 86,4 | 2771 | 5 | 10,6:1 | 140 | 190 | 39 |
| AUA | B | 4 | 76,5 x 75,6 | 1390 | 4 | 10,5:1 | 55 | 75 | 2 |
| AUM | B (LA) | 4 | 81 x 86,4 | 1781 | 5 | 9,5:1 | 110 | 150 | 27 |
| AUQ | B (LA) | 4 | 81 x 86,4 | 1781 | 5 | 9,5:1 | 132 | 180 | 27 |
| AVB | D (A) | 4 | 79,5 x 95,5 | 1896 | 2 | 19:1 | 74 | 101 | 14 |
| AVF | D (LA) | 4 | 79,5 x 95,5 | 1896 | 2 | 19:1 | 96 | 130 | 13 |
| AVG | D (LA) | 4 | 79,5 x 95,5 | 1896 | 2 | 19,5:1 | 81 | 110 | 11 |
| AVJ | B (LA) | 4 | 81 x 86,4 | 1781 | 5 | 9,3:1 | 110 | 150 | 27 |
| AVU | B | 4 | 81 x 77,4 | 1595 | 2 | 10,3:1 | 75 | 102 | 26 |
| AVV | B | 4 | 81 x 86,4 | 1781 | 5 | 10,3:1 | 92 | 125 | 24 |
| AWT | B (A) | 4 | 81 x 86,4 | 1781 | 5 | 9,5:1 | 110 | 150 | 27 |
| AWX | D (A) | 4 | 79,5 x 95,5 | 1896 | 2 | 19:1 | 96 | 130 | 13 |
| AXR | D (LA) | 4 | 79,5 x 95,5 | 1896 | 2 | 19:1 | 74 | 101 | 14 |
| AYM | D (LA) | 6 | 78,3 x 86,4 | 2496 | 4 | 18,5:1 | 114 | 155 | 7 |
| AZV | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | 18:1 | 100 | 136 | 29 |
| BAU | D (LA) | 6 | 78,3 x 86,4 | 2496 | 4 | 18,5:1 | 132 | 179 | 7 |
| BBG | B | 6 | 82,5 x 86,4 | 2771 | 5 | 10,6:1 | 140 | 190 | 39 |
| BBY | B | 4 | 76,5 x 75,6 | 1390 | 4 | 10,5:1 | 55 | 75 | 2 |
| BCZ | D (LA) | 6 | 78,3 x 86,4 | 2496 | 4 | 18,5:1 | 120 | 163 | 7 |
| BDG | D (LA) | 6 | 78,3 x 86,4 | 2496 | 4 | 18,5:1 | 120 | 163 | 8 |
| BDH | D (LA) | 6 | 78,3 x 86,4 | 2496 | 4 | 18,5:1 | 132 | 179 | 8 |
| BDV | B | 6 | 81 x 77,4 | 2393 | 5 | 10,5:1 | 125 | 170 | 25 |
| BEX | B (LA) | 4 | 81 x 86,4 | 1781 | 5 | 9,3:1 | 140 | 190 | 27 |
| BFB | B (LA) | 4 | 81 x 86,4 | 1781 | 5 | 9,3:1 | 120 | 163 | 27 |
| BFC | D (LA) | 6 | 78,3 x 86,4 | 2496 | 4 | 18,5:1 | 120 | 163 | 7 |
| BFQ | B | 4 | 81 x 77,4 | 1595 | 2 | 10,2:1 | 75 | 102 | 26 |
| BGU | B | 4 | 81 x 77,4 | 1595 | 2 | 10,5:1 | 75 | 102 | 26 |
| BKC | D (LA) | 4 | 79,5 x 95,5 | 1896 | 2 | 19:1 | 77 | 105 | 14 |
| BKD | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | 18:1 | 103 | 140 | 29 |
| BKE | D (LA) | 4 | 79,5 x 95,5 | 1896 | 2 | 19:1 | 85 | 116 | 11 |
| BLB | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | 19,5:1 | 103 | 140 | 30 |
| BLS | D (LA) | 4 | 79,5 x 95,5 | 1896 | 2 | 19:1 | 77 | 105 | 15 |
| BMM | D (LA) | 4 | 81 x 95,5 | 1968 | 2 | 18,5:1 | 103 | 140 | 31 |
| BMN | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | 18,5:1 | 125 | 170 | 30 |
| BNA | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | 18:1 | 100 | 136 | 30 |
| BPW | D (LA) | 4 | 81 x 95,5 | 1968 | 2 | 19:1 | 103 | 140 | 31 |
| BRD | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | 18:1 | 125 | 170 | 30 |
| BRE | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | 19,5:1 | 103 | 140 | 30 |
| BRF | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | 18:1 | 100 | 136 | 30 |
| BSE | B | 4 | 81 x 77,4 | 1595 | 2 | 10,3:1 | 75 | 102 | 26 |
| BSF | B | 4 | 81 x 77,4 | 1595 | 2 | 10,3:1 | 75 | 102 | 26 |
| BUY | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | 18:1 | 120 | 163 | 30 |
| BVA | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | 18:1 | 120 | 163 | 30 |
| BVF | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | 18:1 | 93 | 126 | 30 |
| BVG | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | 18:1 | 89 | 121 | 30 |
| BVP | B (LA) | 4 | 81 x 86,4 | 1781 | 5 | 9,5:1 | 120 | 163 | 27 |
| BVR | B (LA) | 4 | 81 x 86,4 | 1781 | 5 | 9,5:1 | 140 | 190 | 27 |
| BXE | D (LA) | 4 | 79,5 x 95,5 | 1896 | 2 | 19:1 | 77 | 105 | 16 |
| BYT | B (LA) | 4 | 82,5 x 84,2 | 1798 | 4 | 9,6:1 | 118 | 160 | 40 |
| BZB | B (LA) | 4 | 82,5 x 84,1 | 1781 | 4 | 9,6:1 | 118 | 160 | 40 |
| CABA | B (LA) | 4 | 82,5 x 84,1 | 1798 | 4 | | 88 | 120 | 40 |
| CABB | B (LA) | 4 | 82,5 x 84,1 | 1798 | 4 | 9,6:1 | 118 | 160 | 40 |
| CABD | B (LA) | 4 | 82,5 x 84,1 | 1798 | 4 | 9,6:1 | 125 | 170 | 40 |
| CADA Euro 5 | B (LA) | 4 | 82,5 x 92,8 | 1984 | 4 | 9,6:1 | 155 | 211 | 41 |
| CAGA | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | 16,5:1 | 105 | 143 | 32 |
| CAGB | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | 16,5:1 | 100 | 136 | 32 |
| CAGC | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | 16,5:1 | 88 | 120 | 32 |
| CAHA | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | 16,5:1 | 125 | 170 | 32 |
| CAHB | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | 16,5:1 | 120 | 163 | 32 |
| CAWB | B (LA) | 4 | 82,5 x 92,8 | 1984 | 4 | 10,5:1 | 147 | 200 | 41 |
| CAXA | B (LA) | 4 | 76,5 x 75,6 | 1390 | 4 | 10:1 | 90 | 122 | 3 |



|  | | Cyl. |  mm | cm ³ |  | Comp. Ratio ϵ | kW | PS | Pos |
|---|--------|------|--|-----------------|---|------------------------|-----|-----|-----|
| CAXC | B (LA) | 4 | 76,5 x 75,6 | 1390 | 4 | 10:1 | 92 | 125 | 3 |
| CBAA | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | 16,5:1 | 100 | 136 | 32 |
| CBAB | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | 16,5:1 | 103 | 140 | 32 |
| CBBB | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | 16,5:1 | 125 | 170 | 32 |
| CBFA | B (LA) | 4 | 82,5 x 92,8 | 1984 | 4 | 10,5:1 | 147 | 200 | 41 |
| CCTA | B (LA) | 4 | 82,5 x 92,8 | 1984 | 4 | 10,5:1 | 147 | 200 | 41 |
| CCZA | B (LA) | 4 | 82,5 x 92,8 | 1984 | 4 | 9,6:1 | 147 | 200 | 41 |
| CCZC | B (LA) | 4 | 82,5 x 92,8 | 1984 | 4 | 9,6:1 | 125 | 170 | 41 |
| CDZA Euro 5 | B (LA) | 4 | 82,5 x 92,8 | 1984 | 4 | 9,6:1 | 132 | 180 | 41 |
| CFFA | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | | 100 | 136 | 33 |
| CFFB | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | | 103 | 140 | 33 |
| CFGB | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | 16,5:1 | 125 | 170 | 33 |
| CFGC | D (A) | 4 | 81 x 95,5 | 1968 | 4 | | 130 | 177 | 33 |
| CFGD | D (A) | 4 | 81 x 95,5 | 1968 | 4 | | 120 | 163 | 33 |
| CFHB | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | 16,5:1 | 100 | 136 | 33 |
| CFHD | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | 16,5:1 | 105 | 143 | 33 |
| CGLA | D (A) | 4 | 81 x 95,5 | 1968 | 4 | | 120 | 163 | 33 |
| CGLB | D (A) | 4 | 81 x 95,5 | 1968 | 4 | 16,05:1 | 125 | 170 | 33 |
| CGLC | D (A) | 4 | 81 x 95,5 | 1968 | 4 | | 130 | 177 | 33 |
| CGLD | D (A) | 4 | 81 x 95,5 | 1968 | 4 | | 120 | 163 | 33 |
| CGLE | D (A) | 4 | 81 x 95,5 | 1968 | 4 | 16,5:1 | 100 | 136 | 33 |
| CJCA | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | 16,5:1 | 105 | 143 | 33 |
| CJCB | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | 16,5:1 | 100 | 136 | 33 |
| CLJA | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | 18,5:1 | 103 | 140 | 33 |
| CLLB | D (A) | 4 | 81 x 95,5 | 1968 | 4 | | 130 | 177 | 33 |
| CMEA | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | 18,5:1 | 105 | 143 | 32 |
| CMGA | D (A) | 4 | 81 x 95,5 | 1968 | 4 | | 125 | 170 | 33 |
| CMGB | D (A) | 4 | 81 x 95,5 | 1968 | 4 | | 130 | 177 | 33 |
| CMSA | B (LA) | 4 | 76,5 x 75,6 | 1390 | 4 | 10:1 | 92 | 125 | 3 |
| CN | D | 5 | 76,5 x 86,4 | 1986 | 2 | 23:1 | 51 | 70 | 4 |
| CR | D | 4 | 76,5 x 86,4 | 1588 | 2 | 23,5:1 | 40 | 54 | 4 |
| CY | D (A) | 4 | 76,5 x 86,4 | 1588 | 2 | 23:1 | 51 | 70 | 5 |
| DE | D (A) | 5 | 76,5 x 86,4 | 1986 | 2 | 23:1 | 66 | 90 | 5 |
| DR | B | 4 | 81 x 86,4 | 1781 | 2 | 8,75:1 | 55 | 75 | 17 |
| DS | B | 4 | 81 x 86,4 | 1781 | 2 | 9:1 | 66 | 90 | 18 |
| DT | B | 4 | 81 x 77,4 | 1595 | 2 | 9:1 | 55 | 75 | 20 |
| DZ | B | 4 | 81 x 86,4 | 1781 | 2 | 10:1 | 82 | 112 | 18 |
| FY | B | 4 | 75 x 72 | 1272 | 2 | 8,2:1 | 40 | 54 | 1 |
| FZ | B | 4 | 75 x 72 | 1272 | 2 | 8,2:1 | 44 | 60 | 1 |
| HH | B | 4 | 75 x 72 | 1272 | 2 | 8,2:1 | 44 | 60 | 1 |
| JK | D | 4 | 76,5 x 86,4 | 1588 | 2 | 23,5:1 | 40 | 54 | 4 |
| JN | B | 4 | 81 x 86,4 | 1781 | 2 | 10:1 | 66 | 90 | 19 |
| JU | B | 4 | 81 x 77,4 | 1595 | 2 | 9:1 | 55 | 75 | 20 |
| JV | B | 4 | 81 x 86,4 | 1781 | 2 | 9:1 | 66 | 90 | 18 |
| MG | B | 4 | 81 x 86,4 | 1781 | 2 | 10:1 | 77 | 105 | 17 |
| MU | B | 4 | 81 x 86,4 | 1781 | 2 | 10:1 | 82 | 112 | 18 |
| NC | D (LA) | 5 | 76,5 x 86,4 | 1986 | 2 | 23:1 | 74 | 100 | 5 |
| NE | B | 4 | 81 x 86,4 | 1781 | 2 | 10:1 | 66 | 90 | 18 |
| NF | B | 5 | 82,5 x 86,4 | 2309 | 2 | 10:1 | 100 | 136 | 34 |
| NG | B | 5 | 82,5 x 86,4 | 2309 | 2 | 10:1 | 100 | 136 | 34 |
| PH | B | 4 | 81 x 86,4 | 1781 | 2 | 9:1 | 66 | 90 | 18 |
| PM | B | 4 | 81 x 86,4 | 1781 | 2 | 9:1 | 66 | 90 | 17 |
| PP | B | 4 | 81 x 77,4 | 1595 | 2 | 9:1 | 51 | 70 | 20 |
| PV | B | 4 | 81 x 86,4 | 1781 | 2 | 10:1 | 81 | 110 | 18 |
| RA | D (LA) | 4 | 76,5 x 86,4 | 1588 | 2 | 23:1 | 59 | 80 | 5 |
| RN | B | 4 | 81 x 77,4 | 1595 | 2 | 9:1 | 55 | 75 | 20 |
| RR | B (A) | 5 | 81 x 86,4 | 2226 | 4 | 8,75:1 | 162 | 220 | 21 |
| RS | B | 4 | 81 x 86,4 | 1781 | 2 | 8,75:1 | 55 | 75 | 17 |
| RU | B | 4 | 81 x 86,4 | 1781 | 2 | 8,75:1 | 55 | 75 | 17 |
| SA | B | 4 | 81 x 77,4 | 1595 | 2 | 9:1 | 55 | 75 | 20 |
| SB | D (LA) | 4 | 76,5 x 86,4 | 1588 | 2 | 23:1 | 59 | 80 | 5 |
| SF | B | 4 | 81 x 86,4 | 1781 | 2 | 10:1 | 64 | 87 | 17 |
| SH | B | 4 | 81 x 86,4 | 1781 | 2 | 9:1 | 65 | 88 | 17 |
| 1T | D (LA) | 5 | 81 x 95,5 | 2461 | 2 | 20:1 | 88 | 120 | 28 |
| 1Y | D | 4 | 79,5 x 95,5 | 1896 | 2 | 22,5:1 | 47 | 64 | 9 |
| 1Z | D (LA) | 4 | 79,5 x 95,5 | 1896 | 2 | 19,5:1 | 66 | 90 | 11 |
| 3B | B (A) | 5 | 81 x 86,4 | 2226 | 4 | 8,75:1 | 162 | 220 | 21 |
| 3D | D | 5 | 79,5 x 95,5 | 2370 | 2 | 23:1 | 60 | 82 | 9 |
| 4B | B | 4 | 81 x 86,4 | 1781 | 2 | 9:1 | 66 | 90 | 17 |

A



A



Cyl.



cm³



Comp. Ratio
ε

kW

PS

Pos







| | | | | | | | | | |
|----|---|---|-------------|------|---|--------|-----|-----|----|
| 6A | B | 4 | 82,5 x 92,8 | 1984 | 4 | 10,8:1 | 101 | 137 | 35 |
|----|---|---|-------------|------|---|--------|-----|-----|----|



| | | | | Pos | | | | | Pos |
|-------------------|-------------------|------|---|-----|-------------------|-------------------|------|---|-----|
| A1 (8X) | | | | | A4 1.8i Turbo 20V | 08.1998 → 09.2001 | APU | B | 23 |
| A1 1.4 TFSI | 05.2010 → | CAXA | B | 3 | A4 1.8i Turbo 20V | 01.1999 → 06.2000 | ANB | B | 23 |
| A1 2.0 TDI | 09.2011 → | CFHB | D | 33 | A4 1.8i Turbo 20V | 06.2000 → 09.2001 | AWT | B | 27 |
| A1 2.0 TDI | 09.2011 → | CFHD | D | 33 | A4 1.9 TDI | 01.1995 → 07.1996 | 1Z | D | 11 |
| A2 (8Z) | | | | | A4 1.9 TDI | 03.1996 → 07.1999 | AFN | D | 11 |
| A2 1.4i 16V | 06.2000 → 04.2002 | AUA | B | 2 | A4 1.9 TDI | 03.1996 → 06.2000 | AFF | D | 11 |
| A2 1.4i 16V | 05.2002 → 08.2005 | BBY | B | 2 | A4 1.9 TDI | 08.1996 → 06.2000 | AHU | D | 11 |
| A3 (8L) | | | | | A4 1.9 TDI | 04.1997 → 09.2001 | AHH | D | 11 |
| A3 1.6i | 09.1996 → 06.2001 | AEH | B | 22 | A4 1.9 TDI | 08.1998 → 09.2001 | AJM | D | 12 |
| A3 1.6i | 08.1997 → 06.2003 | AKL | B | 22 | A4 1.9 TDI | 08.1999 → 06.2000 | AVG | D | 11 |
| A3 1.6i | 08.1997 → 06.2003 | APF | B | 22 | A4 1.9 TDI | 01.2000 → 09.2001 | ATJ | D | 12 |
| A3 1.6i | 08.1997 → 06.2003 | AVU | B | 26 | A4 2.4i 30V | 08.1997 → 07.1998 | AGA | B | 25 |
| A3 1.6i | 05.2002 → 06.2003 | BFQ | B | 26 | A4 2.4i 30V | 08.1997 → 07.1998 | AJG | B | 25 |
| A3 1.8i 20V | 06.1996 → 07.1998 | AGN | B | 24 | A4 2.4i 30V | 08.1997 → 07.1998 | ALF | B | 25 |
| A3 1.8i 20V | 11.1999 → 06.2003 | APG | B | 24 | A4 2.4i 30V | 08.1998 → 06.2000 | APZ | B | 25 |
| A3 1.8i Turbo 20V | 12.1996 → 07.1998 | AGU | B | 23 | A4 2.4i 30V | 08.1998 → 06.2000 | ARJ | B | 25 |
| A3 1.8i Turbo 20V | 08.1998 → 04.2001 | AQA | B | 23 | A4 2.4i 30V | 08.1998 → 09.2001 | AML | B | 25 |
| A3 1.8i Turbo 20V | 11.1998 → 08.2000 | AJQ | B | 23 | A4 2.4i 30V | 08.1998 → 09.2001 | APS | B | 25 |
| A3 1.8i Turbo 20V | 07.1999 → 05.2000 | ARZ | B | 23 | A4 2.4i 30V | 06.2000 → 09.2001 | AMM | B | 25 |
| A3 1.8i Turbo 20V | 07.1999 → 06.2003 | APP | B | 23 | A4 2.5 TDI 24V | 11.1997 → 06.2000 | AFB | D | 6 |
| A3 1.8i Turbo 20V | 05.2000 → 06.2003 | AUM | B | 27 | A4 2.5 TDI 24V | 07.1998 → 09.2001 | AKN | D | 6 |
| A3 1.8i Turbo 20V | 05.2000 → 06.2003 | AUQ | B | 27 | A4 2.6i | 11.1994 → 07.1998 | ABC | B | 38 |
| A3 1.8i Turbo 20V | 09.2000 → 06.2003 | ARX | B | 27 | A4 2.6i | 04.1995 → 07.1997 | ACZ | B | 38 |
| A3 1.8i Turbo 20V | 09.2000 → 06.2003 | ARY | B | 27 | A4 2.8i | 11.1994 → 07.1997 | AAH | B | 37 |
| A3 1.9 TDI | 09.1996 → 08.2000 | AGR | D | 11 | A4 2.8i 30V | 07.1998 → 09.2001 | AMX | B | 39 |
| A3 1.9 TDI | 09.1996 → 05.2001 | ALH | D | 11 | A4 2.8i 30V | 08.1998 → 06.2000 | AQD | B | 39 |
| A3 1.9 TDI | 01.1997 → 04.2002 | AHF | D | 11 | A4 2.8i 30V | 08.1998 → 08.2001 | APR | B | 39 |
| A3 1.9 TDI | 09.1999 → 04.2002 | ASV | D | 11 | A4 2.8i 30V | 03.1999 → 09.2001 | ATX | B | 39 |
| A3 1.9 TDI | 05.2000 → 06.2003 | ASZ | D | 13 | A4 (B6) | | | | |
| A3 1.9 TDI | 05.2001 → 06.2003 | ATD | D | 14 | A4 1.6i | 12.2000 → 10.2005 | ALZ | B | 26 |
| A3 1.9 TDI | 05.2001 → 06.2003 | AXR | D | 14 | A4 1.8i 20V | 12.2000 → 10.2005 | AVV | B | 24 |
| A3 (8P) | | | | | A4 1.8i Turbo 20V | 12.2000 → 06.2002 | AVJ | B | 27 |
| A3 1.4 TFSI 16V | 09.2007 → 07.2012 | CAXC | B | 3 | A4 1.8i Turbo 20V | 07.2001 → 12.2004 | AMB | B | 27 |
| A3 1.4 TFSI 16V | 04.2010 → 07.2012 | CMSA | B | 3 | A4 1.8i Turbo 20V | 07.2002 → 10.2005 | BFB | B | 27 |
| A3 1.6i | 08.2003 → 05.2005 | BGU | B | 26 | A4 1.8i Turbo 20V | 11.2002 → 11.2004 | BEX | B | 27 |
| A3 1.6i | 06.2005 → 06.2010 | BSE | B | 26 | A4 1.9 TDI | 12.2000 → 06.2003 | AWX | D | 13 |
| A3 1.6i | 06.2005 → 06.2010 | BSF | B | 26 | A4 1.9 TDI | 12.2000 → 11.2004 | AVF | D | 13 |
| A3 1.8 TFSI 16V | 11.2006 → 05.2008 | BYT | B | 40 | A4 1.9 TDI | 09.2001 → 11.2004 | AVB | D | 14 |
| A3 1.8 TFSI 16V | 11.2006 → 05.2008 | BZB | B | 40 | A4 1.9 TDI | 06.2004 → 10.2005 | BKE | D | 11 |
| A3 1.9 TDI | 05.2003 → 05.2006 | BKC | D | 14 | A4 2.4i 30V | 12.2000 → 10.2005 | AMM | B | 25 |
| A3 1.9 TDI | 05.2003 → 05.2009 | BLS | D | 15 | A4 2.4i 30V | 09.2001 → 10.2005 | BDV | B | 25 |
| A3 1.9 TDI | 05.2003 → 05.2009 | BXE | D | 16 | A4 2.5 TDI 24V | 12.2000 → 06.2002 | AYM | D | 7 |
| A3 2.0 TFSI 16V | 02.2008 → 01.2009 | CAWB | B | 41 | A4 2.5 TDI 24V | 12.2000 → 05.2003 | AKE | D | 7 |
| A3 2.0 TFSI 16V | 07.2008 → 07.2012 | CBFA | B | 41 | A4 2.5 TDI 24V | 12.2000 → 11.2004 | BAU | D | 7 |
| A3 2.0 TFSI 16V | 04.2009 → 07.2012 | CCZA | B | 41 | A4 2.5 TDI 24V | 12.2000 → 11.2004 | BDH | D | 8 |
| A3 2.0 TDI | 06.2005 → 06.2008 | BMM | D | 31 | A4 2.5 TDI 24V | 07.2002 → 05.2003 | BFC | D | 7 |
| A3 2.0 TDI 16V | 05.2003 → 04.2008 | AZV | D | 29 | A4 2.5 TDI 24V | 06.2003 → 10.2005 | BCZ | D | 7 |
| A3 2.0 TDI 16V | 05.2003 → 04.2008 | BKD | D | 29 | A4 2.5 TDI 24V | 06.2003 → 10.2005 | BDG | D | 8 |
| A3 2.0 TDI 16V | 03.2006 → 04.2008 | BMN | D | 30 | A4 (B7) | | | | |
| A3 2.0 TDI 16V | 03.2006 → 04.2008 | BUY | D | 30 | A4 1.6i | 11.2004 → 03.2008 | ALZ | B | 26 |
| A3 2.0 TDI 16V | 05.2008 → 05.2010 | CBAB | D | 32 | A4 1.8i Turbo 20V | 11.2004 → 03.2008 | BFB | B | 27 |
| A3 2.0 TDI 16V | 05.2008 → 05.2010 | CBBB | D | 32 | A4 1.9 TDI | 11.2004 → 03.2008 | BKE | D | 11 |
| A3 2.0 TDI 16V | 07.2008 → 05.2010 | CBAA | D | 32 | A4 2.0 TDI | 11.2004 → 03.2008 | BPW | D | 31 |
| A3 2.0 TDI 16V | 11.2009 → 07.2012 | CFFA | D | 33 | A4 2.0 TDI 16V | 11.2004 → 03.2008 | BLB | D | 30 |
| A3 2.0 TDI 16V | 11.2009 → 07.2012 | CFFB | D | 33 | A4 2.0 TDI 16V | 11.2004 → 03.2008 | BNA | D | 30 |
| A3 2.0 TDI 16V | 02.2010 → 07.2012 | CLJA | D | 33 | A4 2.0 TDI 16V | 11.2004 → 03.2008 | BRE | D | 30 |
| A3 2.0 TDI 16V | 05.2010 → 07.2012 | CFGB | D | 33 | A4 2.0 TDI 16V | 11.2004 → 03.2008 | BRF | D | 30 |
| A4 (B5) | | | | | A4 2.0 TDI 16V | 09.2005 → 09.2006 | BVG | D | 30 |
| A4 1.6i | 11.1994 → 10.1996 | ADP | B | 22 | A4 2.0 TDI 16V | 11.2005 → 11.2006 | BVF | D | 30 |
| A4 1.6i | 10.1996 → 07.1997 | AHL | B | 22 | A4 2.0 TDI 16V | 06.2006 → 03.2008 | BRD | D | 30 |
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| A4 1.6i | 08.1998 → 09.2001 | ARM | B | 22 | A4 2.5 TDI 24V | 11.2004 → 05.2006 | BCZ | D | 7 |
| A4 1.6i | 06.2000 → 09.2001 | ALZ | B | 26 | A4 2.5 TDI 24V | 11.2004 → 05.2006 | BDG | D | 8 |
| A4 1.8i 20V | 07.1998 → 09.2001 | ARG | B | 24 | A4 (B8) | | | | |
| A4 1.8i 20V | 02.1999 → 09.2001 | APT | B | 24 | A4 1.8 TFSI 16V | 11.2007 → 05.2008 | CABB | B | 40 |
| A4 1.8i 20V | 06.2000 → 09.2001 | AVV | B | 24 | A4 1.8 TFSI 16V | 01.2008 → 05.2008 | CABA | B | 40 |
| A4 1.8i Turbo 20V | 11.1994 → 12.1998 | AEB | B | 23 | A4 2.0 TFSI 16V | 06.2008 → | CADA | B | 41 |
| A4 1.8i Turbo 20V | 08.1997 → 09.2001 | AJL | B | 23 | A4 2.0 TFSI 16V | 06.2008 → | CDZA | B | 41 |
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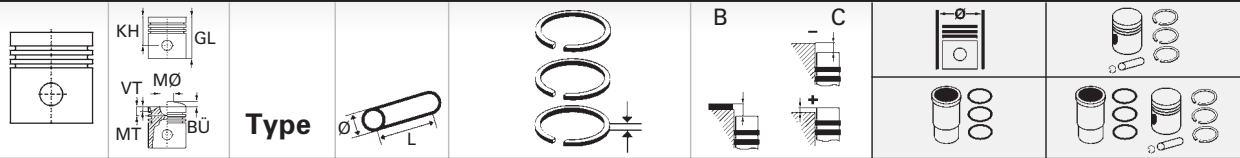
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| A4 2.0 TDI 16V 11.2011 → | CGLD | D 33 | A6 2.5 TDI 24V 02.2003 → 08.2005 | BAU | D 7 |
| A4 2.0 TDI 16V 11.2011 → | CMGB | D 33 | A6 2.5 TDI 24V 02.2003 → 08.2005 | BCZ | D 7 |
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| A5 2.0 TDI 16V 05.2010 → | CMEA | D 32 | A6 (C7) | | |
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| A6 1.8i 20V 12.1997 → 05.2001 | ARH | B 24 | Cabriolet 2.8i 11.1992 → 08.2000 | AAH | B 37 |
| A6 1.9 TDI 04.1997 → 05.2001 | AFN | D 11 | COUPÉ | | |
| A6 1.9 TDI 04.1997 → 05.2001 | AVG | D 11 | Coupé 1.8 08.1982 → 07.1988 | DS | B 18 |
| A6 1.9 TDI 01.1998 → 05.2001 | AJM | D 12 | Coupé 1.8 01.1985 → 07.1987 | JV | B 18 |
| A6 1.9 TDI 06.2001 → 01.2005 | AVF | D 13 | Coupé 1.8 01.1985 → 07.1988 | JN | B 19 |
| A6 1.9 TDI 06.2001 → 01.2005 | AWX | D 13 | Coupé 1.8 02.1986 → 07.1988 | SF | B 17 |
| A6 2.4i 24V 08.1997 → 05.2001 | ARN | B 25 | Coupé 1.8i 02.1986 → 07.1988 | SF | B 17 |
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| A6 2.4i 30V 04.1997 → 09.2001 | ALF | B 25 | Coupé 2.0i 08.1990 → 07.1991 | AAD | B 36 |
| A6 2.4i 30V 08.1997 → 01.1999 | ALW | B 25 | Coupé 2.0i 08.1991 → 12.1995 | ABK | B 36 |
| A6 2.4i 30V 04.1998 → 05.2001 | APC | B 25 | Coupé 2.0i 01.1992 → 07.1992 | 6A | B 35 |
| A6 2.4i 30V 11.1998 → 05.2001 | APS | B 25 | Coupé 2.0i 16V 08.1992 → 12.1995 | ACE | B 35 |
| A6 2.4i 30V 11.1998 → 05.2001 | APZ | B 25 | Coupé 2.2i Turbo 20V 05.1995 → 12.1995 | ABY | B 21 |
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| A6 2.4i 30V 06.2000 → 05.2001 | AML | B 25 | Coupé 2.6i 08.1992 → 12.1995 | ABC | B 38 |
| A6 2.4i 30V 06.2000 → 01.2005 | AMM | B 25 | Coupé 2.8i 08.1991 → 12.1995 | AAH | B 37 |
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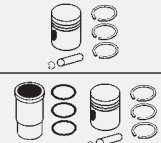
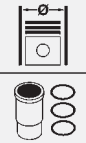
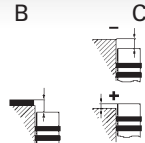
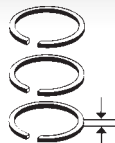
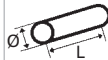
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| Fox 1.3 | 09.1978 → 1981 | HH | B | 1 | 80 1.8i | 03.1985 → 03.1987 | PV | B | 18 |
| QUATTRO | | | | | 80 1.8i | 03.1988 → 12.1991 | PM | B | 17 |
| Quattro 2.2i Turbo 20V | 08.1989 → 07.1991 | RR | B | 21 | 80 1.9 D | 08.1989 → 12.1991 | 1Y | D | 9 |
| Q3 (8U) | | | | | 80 1.9 TD | 09.1991 → 07.1995 | AAZ | D | 10 |
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| Q3 2.0 TDI 16V | 06.2011 → | CFFA | D | 33 | 80 2.0i | 08.1990 → 12.1991 | AAD | B | 36 |
| Q3 2.0 TDI 16V | 06.2011 → | CFFB | D | 33 | 80 2.0i | 09.1991 → 07.1995 | ABK | B | 36 |
| Q3 2.0 TDI 16V | 06.2011 → | CFGC | D | 33 | 80 2.0i 16V | 03.1990 → 07.1992 | 6A | B | 35 |
| Q3 2.0 TDI 16V | 06.2011 → | CFGD | D | 33 | 80 2.0i 16V | 08.1992 → 07.1995 | ACE | B | 35 |
| Q3 2.0 TDI 16V | 06.2011 → | CLLB | D | 33 | 80 2.2i Turbo 20V | 02.1993 → 07.1995 | ABY | B | 21 |
| Q5 (8R) | | | | | 80 2.3i | 09.1991 → 11.1994 | NG | B | 34 |
| Q5 2.0 TFSI 16V | 01.2010 → | CADA | B | 41 | 80 2.6i | 07.1992 → 07.1995 | ABC | B | 38 |
| Q5 2.0 TDI 16V | 11.2008 → 09.2012 | CGLB | D | 33 | 80 2.6i | 05.1993 → 07.1995 | ACZ | B | 38 |
| Q5 2.0 TDI 16V | 11.2008 → | CAHA | D | 32 | 80 2.8i | 09.1991 → 07.1995 | AAH | B | 37 |
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| Q5 2.0 TDI 16V | 06.2012 → | CGLD | D | 33 | 100 1.8 | 05.1982 → 10.1986 | DR | B | 17 |
| Q5 2.0 TDI 16V | 06.2012 → | CMGB | D | 33 | 100 1.8 | 05.1983 → 07.1989 | DS | B | 18 |
| RS2 | | | | | 100 1.8 | 02.1986 → 07.1990 | SH | B | 17 |
| RS2 2.2i 20V | 03.1994 → 07.1995 | ADU | B | 21 | 100 1.8 | 10.1986 → 12.1987 | RS | B | 17 |
| S2 | | | | | 100 1.8i | 04.1985 → 12.1990 | PH | B | 18 |
| S2 2.2i Turbo 20V | 09.1990 → 09.1992 | 3B | B | 21 | 100 1.8i | 02.1986 → 07.1990 | SH | B | 17 |
| S2 2.2i Turbo 20V | 10.1992 → 05.1995 | ABY | B | 21 | 100 1.8i | 01.1988 → 12.1990 | 4B | B | 17 |
| S4 (C4) | | | | | 100 2.0i | 12.1990 → 12.1992 | AAD | B | 36 |
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| S6 (C4) | | | | | 100 2.0i 16V | 01.1992 → 07.1994 | ACE | B | 35 |
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| TT (8N) | | | | | 100 2.0 TDI | 11.1981 → 12.1987 | DE | D | 5 |
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| TT 2.0 TDI 16V | 06.2008 → | CBBB | D | 32 | 100 2.8i | 12.1990 → 07.1994 | AAH | B | 37 |
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| 80 | | | | | 4000 (USA) | | | | |
| 80 1.3 | 08.1978 → 07.1981 | FY | B | 1 | 4000 1.3 | 08.1978 → 1981 | FY | B | 1 |
| 80 1.3 | 08.1978 → 07.1981 | FZ | B | 1 | 4000 1.3 | 08.1978 → 1981 | HH | B | 1 |
| 80 1.6 | 08.1983 → 03.1987 | DT | B | 20 | 4000 1.6 D | 03.1981 → 07.1982 | CR | D | 4 |
| 80 1.6 | 08.1983 → 03.1987 | JU | B | 20 | 4000 1.6 D | 08.1982 → 07.1984 | JK | D | 4 |
| 80 1.6 | 02.1986 → 03.1987 | SA | B | 20 | 4000 1.6 TD | 08.1981 → 07.1985 | CY | D | 5 |
| 80 1.6 | 08.1986 → 12.1991 | RN | B | 20 | 4000 1.8 | 09.1983 → 03.1985 | JN | B | 19 |
| 80 1.6 | 03.1987 → 12.1991 | PP | B | 20 | 4000 1.8i | 08.1985 → 03.1987 | MG | B | 17 |
| 80 1.6i | 01.1992 → 06.1994 | ABM | B | 20 | 4000 2.3 | 01.1987 → 09.1987 | NG | B | 34 |
| 80 1.6 D | 08.1980 → 07.1982 | CR | D | 4 | 5000 (USA) | | | | |
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| 80 1.8 | 08.1983 → 07.1988 | JV | B | 18 | | | | | |
| 80 1.8 | 08.1983 → 12.1991 | JN | B | 19 | | | | | |
| 80 1.8 | 08.1984 → 12.1991 | NE | B | 18 | | | | | |
| 80 1.8 | 02.1986 → 07.1990 | SF | B | 17 | | | | | |
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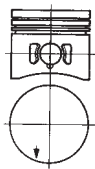


Type



1  **75**

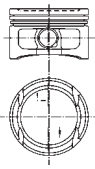
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|-----------|-------------------|---|---|----------------------|----|-------|---------|-------|----------|
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| FZ | 08.1978 → 07.1981 | B | 4 | 1272 cm ³ | 2V | 44 kW | (60 PS) | 8,2:1 | 72,00 mm |
| HH | 08.1977 → 1981 | B | 4 | 1272 cm ³ | 2V | 44 kW | (60 PS) | 8,2:1 | 72,00 mm |



| | | | | | | | |
|---------|--------------------|------------|----------|-------------------------------------|--|--------------|-------------------|
| 4 | KH 38,3 GL 66,3 | HKÜ SRK | 20 63 | 1 R 1,75 CR G6 1 NM 2 1 SSF 4 | | 75,51 | 93 084 620 |
| 075 174 | | | | | | | |

2  **76,5**

| | | | | | | | | | |
|------------|-------------------|---|---|----------------------|----|-------|---------|--------|----------|
| AUA | 06.2000 → 04.2002 | B | 4 | 1390 cm ³ | 4V | 55 kW | (75 PS) | 10,5:1 | 75,60 mm |
| BBY | 05.2002 → 08.2005 | B | 4 | 1390 cm ³ | 4V | 55 kW | (75 PS) | 10,5:1 | 75,60 mm |



| | | | | | | | |
|---------|--|-----|----------|--|--|--------------|-------------------------------|
| 4 | KH 28,92 VT1 -2,20 VT2 -2,20 MT -1,98 GL 49,92 | | 17 54 | 1 R 1,2 PC ST 1 M 1,5 1 SLF 2,5 CR | | 76,51 | 99 562 600 |
| 076 156 | | | | | | | |
| | KH 28,67 VT1 -2,20 VT2 -2,20 MT -1,98 GL 49,67 | HKÜ | | | | 77,01 | 99 562 620 (99 389) |

3  **76,5**

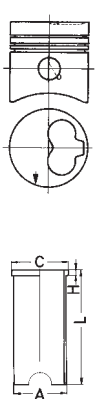
| | | | | | | | | | |
|-------------|-------------------|--------|---|----------------------|----|-------|----------|------|----------|
| CAXA | 05.2010 → | B (LA) | 4 | 1390 cm ³ | 4V | 90 kW | (122 PS) | 10:1 | 75,60 mm |
| CAXC | 09.2007 → 07.2012 | B (LA) | 4 | 1390 cm ³ | 4V | 92 kW | (125 PS) | 10:1 | 75,60 mm |
| CMSA | 04.2010 → 07.2012 | B (LA) | 4 | 1390 cm ³ | 4V | 92 kW | (125 PS) | 10:1 | 75,60 mm |



| | | | | | | | |
|---------|---|-----|----------|---|--|--------------|-------------------|
| 4 | KH 29,2 MT -4,6 BÜ +2 GL 50,21 | NHA | 19 52 | 1 R 1,2 NT ST 1 M 1,2 G3 1 SLF 2 NT | | 76,51 | 40 477 600 |
| 076 182 | | | | | | 76,76 | 40 477 610 |
| | | | | | | 77,01 | 40 477 620 |

4  **76,5**

| | | | | | | | | | |
|-----------|-------------------|---|---|----------------------|----|-------|---------|--------|----------|
| CN | 10.1978 → 07.1989 | D | 5 | 1986 cm ³ | 2V | 51 kW | (70 PS) | 23:1 | 86,40 mm |
| CR | 08.1980 → 07.1982 | D | 4 | 1588 cm ³ | 2V | 40 kW | (54 PS) | 23,5:1 | 86,40 mm |
| JK | 08.1982 → 07.1989 | D | 4 | 1588 cm ³ | 2V | 40 kW | (54 PS) | 23,5:1 | 86,40 mm |



| | | | | | | | |
|---------|-------------------------------|-----------|----------|---------------------------------------|--|----------------------------------|--|
| 4/5 | KH 41,7 MT -1,6 GL 71,7 | RK RTK | 24 64 | 1 R 1,75 CR G6 1 M 2 1 DSF 3 CR | | 76,51 | 93 260 600 [1] |
| 076 069 | | | | | | 77,01 | 93 260 610 [1] |
| | | | | | | 77,51 | 93 260 620 [1] (91 418, 93 128) |
| T Cyl. | A=79,5 | C=81,5 | L=145 | H=4,7 | | 89 163 190 [2] semi | 93 260 960 |

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| | | | Type | | | | | |
|-----|--|--|---|--|--|--|--|--|
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цил. | | Kolbenüberstand: piston protrusion: dépasement du piston: resalto del pistón: выступающая часть поршня: | | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness paisseur espesor ширина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | |
| | - 07.1985 | | | | | | | |
| | 1 | 1,40 | +0,67 | +0,80 | | | | |
| | 2 | 1,50 | +0,81 | +0,90 | | | | |
| | 3 | 1,60 | +0,91 | +1,02 | | | | |
| | 08.1985 - | | | | | | | |
| | 1 | 1,53 | +0,66 | +0,86 | | | | |
| | 2 | 1,57 | +0,87 | +0,90 | | | | |
| | 3 | 1,61 | +0,91 | +1,02 | | | | |
| | Motor Nr. 1464108 ... | | | | | | | |
| | 0 | 1,65 mm | | + 0,70 | | | | |
| | 1 | 1,80 mm | + 0,70 | + 0,85 | | | | |
| | 2 | 1,95 mm | + 0,85 | | | | | |
| [2] | mit Aussparung für Pleuelstange with recess for connecting rod avec évidement pour bielle con escotadura para biela с углублением для шатуна | | | | | | | |

5

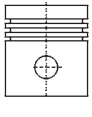
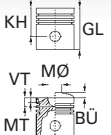

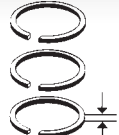
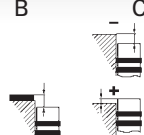
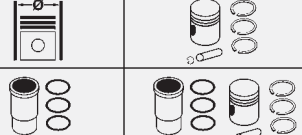
76,5

| | | | | | | | | | | |
|----|-------------------|---|------|---|----------------------|----|-------|----------|------|----------|
| CY | 08.1981 → 03.1987 | D | (A) | 4 | 1588 cm ³ | 2V | 51 kW | (70 PS) | 23:1 | 86,40 mm |
| DE | 11.1981 → 12.1987 | D | (A) | 5 | 1986 cm ³ | 2V | 66 kW | (90 PS) | 23:1 | 86,40 mm |
| NC | 03.1988 → 12.1990 | D | (LA) | 5 | 1986 cm ³ | 2V | 74 kW | (100 PS) | 23:1 | 86,40 mm |
| RA | 04.1988 → 07.1990 | D | (LA) | 4 | 1588 cm ³ | 2V | 59 kW | (80 PS) | 23:1 | 86,40 mm |
| SB | 04.1989 → 12.1991 | D | (LA) | 4 | 1588 cm ³ | 2V | 59 kW | (80 PS) | 23:1 | 86,40 mm |





| | | | | | | | | | |
|--|----------------|---------------------------------|-------------------------|----------|------------------------------|----------------------|--|---------------------------|---|
| | 4/5 076 118 | KH 41,7 MT -1,6 GL 71,7 | RTK LOX RK TPL | 24 64 | 1 R 1,75 1 M 2 1 DSF 3 | CR G6 CR G3 CR | | 76,51 | 90 732 600 [1] |
| | | KH 41,45 MT -1,6 GL 71,45 | HKÜ HKÜ | | | | | 77,01 77,51 | 90 732 610 [1] 90 732 620 [1] (93 434, 93 479, 93 687) |
| | T Cyl. | A=79,5 | C=81,5 | L=145 | H=4,7 | | | 89 163 190 [2] semi | 90 732 960 |

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A

| |  |  | Type |  |  |  |  |
|-----|--|---|---|---|---|--|---|
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | | Kolbenüberstand: piston protrusion: dépasement du piston: resalto del pistón: выступающая часть поршня: | | | | |
| | Kerben notches repèrésé muescas надрезы | Stärke thickness paisseur espesor ширина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | |
| | - 07.1985 | | | | | | |
| | 1 | 1,40 | +0,67 | +0,80 | | | |
| | 2 | 1,50 | +0,81 | +0,90 | | | |
| | 3 | 1,60 | +0,91 | +1,02 | | | |
| | 08.1985 - | | | | | | |
| | 1 | 1,53 | +0,66 | +0,86 | | | |
| | 2 | 1,57 | +0,87 | +0,90 | | | |
| | 3 | 1,61 | +0,91 | +1,02 | | | |
| | Motor Nr. 1464108 ... | | | | | | |
| | 0 | 1,65 mm | | + 0,70 | | | |
| | 1 | 1,80 mm | + 0,70 | + 0,85 | | | |
| | 2 | 1,95 mm | + 0,85 | | | | |
| [2] | mit Aussparung für Pleuelstange with recess for connecting rod avec évidement pour bielle con escotadura para biela с углублением для шатуна | | | | | | |

6  **78,3**

| AFB | AKN | 04.1997 → 06.2000 | D (A) | 6 | 2496 cm ³ | 4V | 110 kW | (150 PS) | 19,5:1 | 86,40 mm |
|---|---------|--|------------|------------|------------------------------|-------------|--------|--------------|--------|-------------------------------|
| | | 11.1997 → 09.2002 | D (A) | 6 | 2496 cm ³ | 4V | 110 kW | (150 PS) | 19,5:1 | 86,40 mm |
|  | 6 | KH 47,83 VT1 -1,38 MT -16,5 MØ 35,8 GL 71,83 | RTK KKK | 26 65,5 | 1 R 1,75 1 M 2 1 DSF 3 | PC G6 CR | | 78,31 | | 99 776 600 [1], [2] |
|  | 078 120 | KH 47,58 VT1 -1,38 MT -16,5 MØ 35,8 GL 71,58 | HKÜ | | | | | 78,81 | | 99 776 630 [1], [2] |
|  | 6 | KH 47,83 VT1 -1,38 MT -16,5 MØ 35,8 GL 71,83 | RTK KKK | 26 65,5 | 1 R 1,75 1 M 2 1 DSF 3 | PC G6 CR | | 78,31 | | 99 777 600 [1], [3] |
|  | 078 120 | KH 47,58 VT1 -1,38 MT -16,5 MØ 35,8 GL 71,58 | HKÜ | | | | | 78,81 | | 99 777 630 [1], [3] |

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| | | | | | | | | |
|-----|---|---|---|--|--|--|--|--|
| | | | | | | | | |
| | Type | | | | | | | |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цил. | | Kolbenüberstand: piston protrusion: dépasement du piston: resalto del pistón: выступающая часть поршня: | | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor ширина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | |
| | 1 | 1,10 | +0,39 | +0,49 | | | | |
| | 2 | 1,15 | +0,49 | +0,54 | | | | |
| | 3 | 1,20 | +0,54 | +0,65 | | | | |
| [2] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 1-3 | | | | | | | |
| [3] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 4-6 | | | | | | | |

| | | | | | | | | | | |
|------------|--|-------------------|--------|---|----------------------|----|--------|----------|--------|----------|
| 7 | | 78,3 | | | | | | | | |
| AKE | | 11.1999 → 08.2003 | D (LA) | 6 | 2496 cm ³ | 4V | 132 kW | (179 PS) | 19,5:1 | 86,40 mm |
| AYM | | 12.2000 → 06.2002 | D (LA) | 6 | 2496 cm ³ | 4V | 114 kW | (155 PS) | 18,5:1 | 86,40 mm |
| BAU | | 12.2000 → 08.2005 | D (LA) | 6 | 2496 cm ³ | 4V | 132 kW | (179 PS) | 18,5:1 | 86,40 mm |
| BCZ | | 02.2003 → 05.2006 | D (LA) | 6 | 2496 cm ³ | 4V | 120 kW | (163 PS) | 18,5:1 | 86,40 mm |
| BFC | | 07.2002 → 08.2003 | D (LA) | 6 | 2496 cm ³ | 4V | 120 kW | (163 PS) | 18,5:1 | 86,40 mm |

| | | | | | | | | |
|--|---------|---|-------------------|----------|---------------------------------------|--|--------------|-------------------------------|
| | 6 | KH 47,83 VT1 -1,38 MT -17,25 MØ 36 GL 71,83 | RTK KKK TPL | 26 58 | 1 R 1,75 PC G6 1 M 2 1 DSF 3 CR | | 78,31 | 99 534 600 [1], [2] |
| | 078 118 | KH 47,58 VT1 -1,38 MT -17,25 MØ 36 GL 71,83 | HKÜ | | | | 78,81 | 99 534 630 [1], [2] |
| | 6 | KH 47,83 VT1 -1,38 MT -17,25 MØ 36 GL 71,83 | RTK KKK TPL | 26 58 | 1 R 1,75 PC G6 1 M 2 1 DSF 3 CR | | 78,31 | 99 535 600 [1], [3] |
| | 078 118 | KH 47,58 VT1 -1,38 MT -17,25 MØ 36 GL 71,83 | HKÜ | | | | 78,81 | 99 535 630 [1], [3] |

| | | | | | | | | |
|-----|---|---|---|--|--|--|--|--|
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цил. | | Kolbenüberstand: piston protrusion: dépasement du piston: resalto del pistón: выступающая часть поршня: | | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor ширина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | |
| | 1 | 1,10 | +0,39 | +0,49 | | | | |
| | 2 | 1,15 | +0,49 | +0,54 | | | | |
| | 3 | 1,20 | +0,54 | +0,65 | | | | |

Fortsetzung nächste Seite / continued on next page / suite page suivante / continuación página próxima / Продолжение на следующей странице

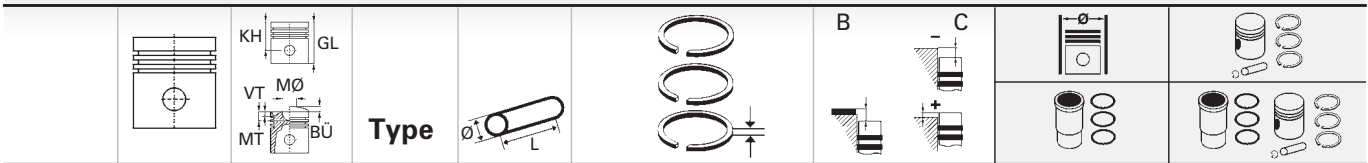
A

| | | | | | | |
|-----|---|--|--|--|--|--|
| | | | | | | |
| [2] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 1-3 | | | | | |
| [3] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 4-6 | | | | | |

| | | | | | | | | | | | | |
|------------|-------------------|-------------|------------|----------------------|--------|--------|----------------------|--------|----------|----------|--------|----------|
| 8 | | 78,3 | BDG | 02.2003 → 05.2006 | D (LA) | 6 | 2496 cm ³ | 4V | 120 kW | (163 PS) | 18,5:1 | 86,40 mm |
| BDH | 12.2000 → 01.2005 | D (LA) | 6 | 2496 cm ³ | 4V | 132 kW | (179 PS) | 18,5:1 | 86,40 mm | | | |

| | | | | | | | | | | | |
|-----------|--------------|-----------|-----|----|-------|------|----|----|--|--------------|-------------------------------|
| | 6 078 118 | KH 47,83 | RTK | 26 | 1 R | 1,75 | PC | G6 | | 78,31 | 99 542 600 [1], [2] |
| | | VT1 -1,38 | KKK | | 58 | 1 M | 2 | | | | |
| | 6 078 118 | MT -17,4 | TPL | | 1 DSF | 3 | CR | | | 78,81 | 99 542 630 [1], [2] |
| | | MØ 37 | | | | | | | | | |
| | 6 078 118 | GL 71,83 | | | | | | | | 78,31 | 99 543 600 [1], [3] |
| | | KH 47,58 | HKÜ | | | | | | | | |
| | 6 078 118 | VT1 -1,38 | KKK | 58 | 1 M | 2 | | | | 78,81 | 99 543 630 [1], [3] |
| | | MT -17,4 | TPL | | 1 DSF | 3 | CR | | | | |
| | 6 078 118 | MØ 37 | | | | | | | | 78,81 | 99 543 630 [1], [3] |
| | | GL 71,83 | | | | | | | | | |
| | 6 078 118 | KH 47,58 | HKÜ | | | | | | | 78,81 | 99 543 630 [1], [3] |
| | | VT1 -1,38 | | | | | | | | | |
| | 6 078 118 | MT -17,4 | | | | | | | | 78,81 | 99 543 630 [1], [3] |
| | | MØ 37 | | | | | | | | | |
| | 6 078 118 | GL 71,58 | | | | | | | | 78,81 | 99 543 630 [1], [3] |
| | | KH 47,83 | RTK | 26 | 1 R | 1,75 | PC | G6 | | | |
| VT1 -1,38 | KKK | 58 | 1 M | | 2 | | | | | | |
| | 6 078 118 | MT -17,4 | TPL | | 1 DSF | 3 | CR | | | 78,81 | 99 543 630 [1], [3] |
| | | MØ 37 | | | | | | | | | |
| | 6 078 118 | GL 71,83 | | | | | | | | 78,31 | 99 543 600 [1], [3] |
| | | KH 47,58 | HKÜ | | | | | | | | |
| | 6 078 118 | VT1 -1,38 | KKK | 58 | 1 M | 2 | | | | 78,81 | 99 543 630 [1], [3] |
| | | MT -17,4 | TPL | | 1 DSF | 3 | CR | | | | |
| | 6 078 118 | MØ 37 | | | | | | | | 78,81 | 99 543 630 [1], [3] |
| | | GL 71,58 | | | | | | | | | |

| | | | | | | | | | | | |
|-----|--|---|--|--|--|--|--|--|--|--|--|
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндров | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | | | | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor ширина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | | | | |
| | 1 | 1,10 | +0,39 | +0,49 | | | | | | | |
| | 2 | 1,15 | +0,49 | +0,54 | | | | | | | |
| | 3 | 1,20 | +0,54 | +0,65 | | | | | | | |
| [2] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 1-3 | | | | | | | | | | |
| [3] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 4-6 | | | | | | | | | | |



| | | | | | | | | | |
|------------|-------------------|-------------|---|----------------------|----|-------|----------------|----------|--|
| 9 | | 79,5 | | | | | | | |
| AAS | 05.1991 → 07.1994 | D | 5 | 2370 cm ³ | 2V | 60 kW | (82 PS) 23:1 | 95,50 mm | |
| 1Y | 08.1989 → 12.1991 | D | 4 | 1896 cm ³ | 2V | 47 kW | (64 PS) 22,5:1 | 95,50 mm | |
| 3D | 08.1989 → 12.1990 | D | 5 | 2370 cm ³ | 2V | 60 kW | (82 PS) 23:1 | 95,50 mm | |

| | | | | | | | | |
|--|---------|--------------------------------|------------|----------|---|--|---------------------------|--------------------------------------|
| | 4/5 | KH 39,65 MT -1,9 GL 65,7 | RTK RK | 24 64 | 1 R 1,75 CR G6 1 M 2 CR G1 1 DSF 3 CR | | 79,51 | 91 386 600 [1] |
| | 079 119 | | | | | | 79,76 | 91 386 610 [1] |
| | | KH 39,4 MT -1,9 GL 65,7 | HKÜ HKÜ | | | | 80,01 | 91 386 620 [1] |
| | | | | | | | 80,51 | 91 386 630 [1] (90 527) |
| | T Cyl. | A=82,5 | C=85,5 | L=152 | H=4,7 | | 89 434 190 semi | 91 386 960 |

[1] Zylinderkopfdichtung
cylinder head gasket
joint de culasse
junta de culata
Прокладка головки блока цилиндров

Kolbenüberstand:
piston protrusion:
dépassement du piston:
resalto del pistón:
выступающая часть поршня:

| | | | |
|--|--|---|--|
| Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor толщина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем |
| 1 | 1,53 | +0,66 | +0,86 |
| 2 | 1,57 | +0,87 | +0,90 |
| 3 | 1,61 | +0,91 | +1,02 |

| | | | | | | | | | |
|------------|-------------------|-------------|---|----------------------|----|-------|----------------|----------|--|
| 10 | | 79,5 | | | | | | | |
| AAZ | 09.1991 → 07.1995 | D (A) | 4 | 1896 cm ³ | 2V | 55 kW | (75 PS) 22,5:1 | 95,50 mm | |

| | | | | | | | | |
|--|---------|--------------------------------|------------------|----------|---|--|---------------------------|--------------------------|
| | 4 | KH 45,65 MT -1,9 GL 71,7 | RTK RK LOX | 26 66 | 1 R 1,75 CR G6 1 M 2 CR G1 1 DSF 3 CR | | 79,51 | 91 429 600 [1] |
| | 079 133 | | | | | | 79,76 | 91 429 610 [1] |
| | | KH 45,4 MT -1,9 GL 71,7 | HKÜ HKÜ | | | | 80,01 | 91 429 620 [1] |
| | | | | | | | 80,51 | 91 429 630 [1] |
| | T Cyl. | A=82,5 | C=85,5 | L=152 | H=4,7 | | 89 434 190 semi | 91 429 960 |

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A

| | | | | | | |
|-----|---|---|---|--|--|--|
| | | | | | | |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | Kolbenüberstand: piston protrusion: dépasement du piston: resalto del pistón: выступающая часть поршня: | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor толщина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | |
| | 1 2 3 | 1,53 1,57 1,61 | +0,66 +0,87 +0,91 | +0,86 +0,90 +1,02 | | |

11 **79,5**

| | | | | | | | | | |
|------------|-------------------|--------|---|----------------------|----|-------|----------|--------|----------|
| AFF | 03.1996 → 06.2000 | D (A) | 4 | 1896 cm ³ | 2V | 55 kW | (75 PS) | 19,5:1 | 95,50 mm |
| AFN | 03.1996 → 05.2001 | D (LA) | 4 | 1896 cm ³ | 2V | 81 kW | (110 PS) | 19,5:1 | 95,50 mm |
| AGR | 09.1996 → 08.2000 | D (LA) | 4 | 1896 cm ³ | 2V | 66 kW | (90 PS) | 19,5:1 | 95,50 mm |
| AHF | 01.1997 → 04.2002 | D (LA) | 4 | 1896 cm ³ | 2V | 81 kW | (110 PS) | 19,5:1 | 95,50 mm |
| AHH | 04.1997 → 09.2001 | D (A) | 4 | 1896 cm ³ | 2V | 66 kW | (90 PS) | 19,5:1 | 95,50 mm |
| AHU | 06.1996 → 08.2000 | D (A) | 4 | 1896 cm ³ | 2V | 66 kW | (90 PS) | 19,5:1 | 95,50 mm |
| ALH | 09.1996 → 05.2001 | D (A) | 4 | 1896 cm ³ | 2V | 66 kW | (90 PS) | 19,5:1 | 95,50 mm |
| ASV | 09.1999 → 04.2002 | D (LA) | 4 | 1896 cm ³ | 2V | 81 kW | (110 PS) | 19,5:1 | 95,50 mm |
| AVG | 04.1997 → 05.2001 | D (LA) | 4 | 1896 cm ³ | 2V | 81 kW | (110 PS) | 19,5:1 | 95,50 mm |
| BKE | 06.2004 → 03.2008 | D (LA) | 4 | 1896 cm ³ | 2V | 85 kW | (116 PS) | 19:1 | 95,50 mm |
| 1Z | 03.1994 → 10.1997 | D (LA) | 4 | 1896 cm ³ | 2V | 66 kW | (90 PS) | 19,5:1 | 95,50 mm |

| | | | | | | | | |
|--|--------------|--|------------|----------|------------------------------|----------------------|---------------------------|------------------------------------|
| | 4 079 135 | KH 45,8 VT1 -1,00 MT -17,75 MØ 37,9 GL 71,8 | RTK KBB | 26 66 | 1 R 1,75 1 M 2 1 DSF 3 | PC G6 CR G1 CR | 79,51 | 94 427 700 [1], [2], [3] |
| | | KH 45,55 VT1 -1,00 MT -17,75 MØ 37,9 GL 71,8 | HKÜ HKÜ | | | | 79,76 | 94 427 710 [1], [2], [3] |
| | T Cyl. | A=82,5 C=85,5 L=152 H=4,7 | | | | | 80,01 | 94 427 720 [1], [2], [3] |
| | | | | | | | 80,51 | 94 427 730 [1], [2], [3] |
| | | | | | | | 89 434 190 semi | 94 427 970 [1] |

| | | | | | | | | |
|--|--------------|--|------------|----------|------------------------------|----------------------|---------------------------|------------------------------------|
| | 4 079 135 | KH 45,8 VT1 -1,00 MT -17,75 MØ 37,9 GL 71,8 | RTK KBB | 26 66 | 1 R 1,75 1 M 2 1 DSF 3 | PC G6 CR G1 CR | 79,51 | 94 428 700 [1], [2], [4] |
| | | KH 45,55 VT1 -1,00 MT -17,75 MØ 37,9 GL 71,8 | HKÜ HKÜ | | | | 79,76 | 94 428 710 [1], [2], [4] |
| | T Cyl. | A=82,5 C=85,5 L=152 H=4,7 | | | | | 80,01 | 94 428 720 [1], [2], [4] |
| | | | | | | | 80,51 | 94 428 730 [1], [2], [4] |
| | | | | | | | 89 434 190 semi | 94 428 970 [1] |

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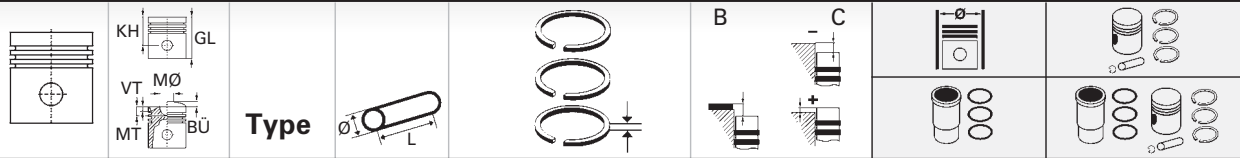
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|-----|---|--|--|--|--|--|--|--|
| [1] | 1Z: 1Z: 80 1.9 TDI: 03.1994 → 07.1995 1Z: Cabriolet 1.9 TDI: 07.1995 → 07.1996 | | | | | | | |
| [2] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цил. | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor толщина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | |
| | 1 | 1,45 | +0,91 | +1,00 | | | | |
| | 2 | 1,53 | +1,01 | +1,10 | | | | |
| | 3 | 1,61 | +1,11 | +1,20 | | | | |
| [3] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 1-2 | | | | | | | |
| [4] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 3-4 | | | | | | | |






12




79,5

| AJM | 01.1998 → 09.2001 | D (A) | 4 | 1896 cm ³ | 2V | 85 kW | (115 PS) | 19,5:1 | 95,50 mm |
|-----|---|--|--|--|------------------------------|----------------------|----------|--------|------------------------|
| ATJ | 01.2000 → 09.2001 | D (LA) | 4 | 1896 cm ³ | 2V | 85 kW | (116 PS) | 18:1 | 95,50 mm |
| | 4 | KH 45,8 VT1 -1,30 MT -17,8 MØ 38 GL 69,8 | RTK KKK KBB TPL | 26 66 | 1 R 1,75 1 M 2 1 DSF 3 | PC G6 CR G1 CR | 79,51 | | 99 842 600 [1], [2] |
| | | KH 45,55 VT1 -1,30 MT -17,8 MØ 38 GL 69,55 | HKÜ | | | | 80,01 | | 99 842 620 [1], [2] |
| | 4 | KH 45,8 VT1 -1,30 MT -17,8 MØ 38 GL 69,8 | RTK KKK KBB TPL | 26 66 | 1 R 1,75 1 M 2 1 DSF 3 | PC G6 CR G1 CR | 79,51 | | 99 843 600 [1], [3] |
| | | KH 45,55 VT1 -1,30 MT -17,8 MØ 38 GL 69,55 | HKÜ | | | | 80,01 | | 99 843 620 [1], [3] |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цил. | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor толщина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | | |
| | 1 | 1,53 | +0,8 | +0,9 | | | | | |
| | 2 | 1,57 | +0,9 | +1,0 | | | | | |
| | 3 | 1,61 | +1,0 | +1,1 | | | | | |
| [2] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 1-2 | | | | | | | | |
| [3] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 3-4 | | | | | | | | |

A

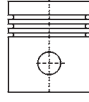
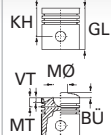

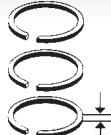
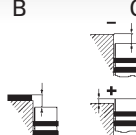
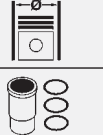


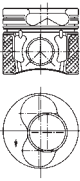


| 13  79,5 | | | | | | | | | | |
|---|---|--|--|--|------|-------|----------|-------|------------------------|--|
| ASZ | 05.2000 → 06.2003 | D (LA) | 4 | 1896 cm ³ | 2V | 96 kW | (130 PS) | 19:1 | 95,50 mm | |
| AVF | 12.2000 → 01.2005 | D (LA) | 4 | 1896 cm ³ | 2V | 96 kW | (130 PS) | 19:1 | 95,50 mm | |
| AWX | 12.2000 → 01.2005 | D (A) | 4 | 1896 cm ³ | 2V | 96 kW | (130 PS) | 19:1 | 95,50 mm | |
|  4 079 139 | KH 45,8 VT1 -1,10 MT -17,5 MØ 38 GL 69,8 | RTK | 26 | 1 R | 1,75 | PC | G6 | 79,51 | 99 470 600 [1], [2] | |
| | | KKK | 66 | 1 M | 2 | CR | G1 | | | |
|  KH 45,55 VT1 -1,10 MT -17,5 MØ 38 GL 69,55 | KH 45,55 VT1 -1,10 MT -17,5 MØ 38 GL 69,55 | HKÜ | | | | | | 80,01 | 99 470 620 [1], [2] | |
| | | | | | | | | | | |
|  4 079 139 | KH 45,8 VT1 -1,10 MT -17,5 MØ 38 GL 69,8 | RTK | 26 | 1 R | 1,75 | PC | G6 | 79,51 | 99 471 600 [1], [3] | |
| | | KKK | 66 | 1 M | 2 | CR | G1 | | | |
|  KH 45,55 VT1 -1,10 MT -17,5 MØ 38 GL 69,55 | KH 45,55 VT1 -1,10 MT -17,5 MØ 38 GL 69,55 | HKÜ | | | | | | 80,01 | 99 471 620 [1], [3] | |
| | | | | | | | | | | |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | | | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor толщина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | | | |
| | 1 | 1,45 | +0,91 | +1,00 | | | | | | |
| | 2 | 1,53 | +1,01 | +1,10 | | | | | | |
| | 3 | 1,61 | +1,11 | +1,20 | | | | | | |
| [2] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 1-2 | | | | | | | | | |
| [3] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 3-4 | | | | | | | | | |


| 14  79,5 | | | | | | | | | | |
|--|---|--------|----|----------------------|------|-------|----------|-------|-----------------------------|--|
| ATD | 05.2001 → 06.2003 | D (LA) | 4 | 1896 cm ³ | 2V | 74 kW | (101 PS) | 19:1 | 95,50 mm | |
| AVB | 09.2001 → 11.2004 | D (A) | 4 | 1896 cm ³ | 2V | 74 kW | (101 PS) | 19:1 | 95,50 mm | |
| AXR | 05.2001 → 06.2003 | D (LA) | 4 | 1896 cm ³ | 2V | 74 kW | (101 PS) | 19:1 | 95,50 mm | |
| BKC | 05.2003 → 05.2006 | D (LA) | 4 | 1896 cm ³ | 2V | 77 kW | (105 PS) | 19:1 | 95,50 mm | |
|  4 079 143 | KH 45,8 VT1 -1,10 MT -17,75 MØ 38 GL 69,8 | RTK | 26 | 1 R | 1,75 | PC | G6 | 79,51 | 99 850 600 [1], [2], [3] | |
| | | KKK | 66 | 1 M | 2 | CR | G1 | | | |
|  KH 45,55 VT1 -1,10 MT -17,75 MØ 38 GL 69,55 | KH 45,55 VT1 -1,10 MT -17,75 MØ 38 GL 69,55 | HKÜ | | | | | | 80,01 | 99 850 620 [1], [2], [3] | |
| | | | | | | | | | | |





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| |  |  | Type |  |  |  |  |  |  |
|---|---|--|--|---|---|--|---|---|---|
|  | 4 079 143 | KH 45,8 VT1 -1,10 MT -17,75 MØ 38 GL 69,8 KH 45,55 VT1 -1,10 MT -17,75 MØ 38 GL 69,55 | RTK KKK KBB TPL HKÜ | 26 66 | 1 R 1,75 PC G6 1 M 2 CR G1 1 DSF 3 CR | | | 79,51 | 99 851 600 [1], [3], [4] |
| | | | | | | | | 80,01 | 99 851 620 [1], [3], [4] |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цил. | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor толщина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | | |
| | 1 | 1,45 | +0,91 | +1,00 | | | | | |
| | 2 | 1,53 | +1,01 | +1,10 | | | | | |
| | 3 | 1,61 | +1,11 | +1,20 | | | | | |
| [2] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 1-2 | | | | | | | | |
| [3] | Austausch nur mit identischer Kolbenausführung! Replace with identical piston design only! Piston à canal de refroidissement avec douille! Remplacement uniquement par type de piston identique! Замена только на идентичное исполнение поршня! | | | | | | | | |
| [4] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 3-4 | | | | | | | | |

15

 79,5

| BLS | 05.2003 → 05.2009 | D (LA) | 4 | 1896 cm ³ | 2V | 77 kW | (105 PS) | 19:1 | 95,50 mm | |
|--|---|---|-------------------|----------------------|--|-------|----------|------|----------|------------------------------|
|  | 4 079 155 | KH 45,8 VT1 -0,70 MT -17,34 MØ 38 GL 69,8 | RTK TPL KBB | 26 66 | 1 R 1,75 CK G6 1 M 2 G3 1 DSF 3 CR | | | | 79,51 | 40 421 600 [1], [2], [3] |
|  | | KH 45,55 VT1 -0,70 MT -17,34 MØ 38 GL 69,55 | HKÜ | | | | | | 79,76 | 40 421 610 NEW [1] |
| | | | | | | | | | 80,01 | 40 421 620 NEW [1] |
|  | 4 079 155 | KH 45,8 VT1 -0,70 MT -17,34 MØ 38 GL 69,8 | RTK TPL KBB | 26 66 | 1 R 1,75 CK G6 1 M 2 G3 1 DSF 3 CR | | | | 79,51 | 40 422 600 [2], [3], [4] |
|  | | KH 45,55 VT1 -0,70 MT -17,34 MØ 38 GL 69,55 | HKÜ | | | | | | 79,76 | 40 422 610 NEW [4] |
| | | | | | | | | | 80,01 | 40 422 620 NEW [4] |
| [1] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 1-2 | | | | | | | | | |
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A

| | | | | | | | |
|-----|--|-------------|--|--|--|--|--|
| | | Type | | | | | |
| [2] | Austausch nur mit identischer Kolbenausführung! Replace with identical piston design only! Piston à canal de refroidissement avec douille! Remplacement uniquement par type de piston identique! Замена только на идентичное исполнение поршня! | | | | | | |
| [3] | Einbauspiel 0,05mm - 0,06mm beachten. Öldüse mit der OE Nr. 028 103 157A mitverwenden. Please check clearance should be 0,05mm -0,06mm. Please use oil jet with OE Nr.028 103 157 A. Observer le jeu au montage de 0,05mm à 0,06mm. Utiliser en même temps le gicleur d'huile avec le No OE 028 103 157A. Observar la holgura de montaje de 0,05mm - 0,06mm. Utilizar también la tobera de aceite con el n° OE 028 103 157A. Учитывать монтажный зазор 0,05 мм – 0,06 мм. Также использовать масляную форсунку с р О.Е. 028 103 157A. | | | | | | |
| [4] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 3-4 | | | | | | |

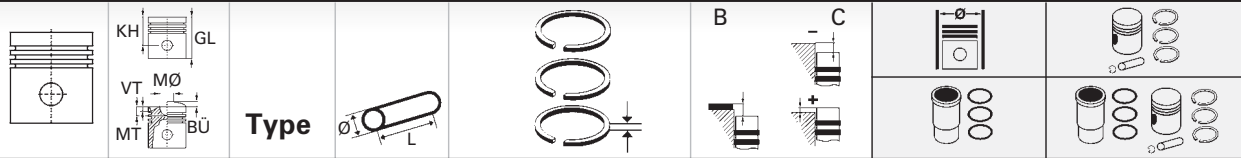
16 **79,5**

| BXE | 05.2003 → 05.2009 | D | (LA) | 4 | 1896 cm ³ | 2V | 77 kW | (105 PS) | 19:1 | 95,50 mm |
|------------|-------------------|---|--------------------------|----------|----------------------|----------------|----------------------------|--------------|------|-------------------------------------|
| | 4 | KH 45,8 VT1 -0,70 MT -17,34 MØ 38 GL 69,8 | RTK TPL KBB | 26 66 | 1 R 1 M 1 DSF | 1,75 2 3 | CK G6 G3 CR | 79,51 | | 40 421 600 [1], [2], [3] |
| | 079 155 | | | | | | | 79,76 | | 40 421 610 NEW [1] |
| | | KH 45,55 VT1 -0,70 MT -17,34 MØ 38 GL 69,55 | HKÜ | | | | | 80,01 | | 40 421 620 NEW [1] |
| | 4 | KH 45,8 VT1 -0,70 MT -17,34 MØ 38 GL 69,8 | RTK TPL KBB | 26 66 | 1 R 1 M 1 DSF | 1,75 2 3 | CK G6 G3 CR | 79,51 | | 40 422 600 [2], [3], [4] |
| | 079 155 | | | | | | | 79,76 | | 40 422 610 NEW [4] |
| | | KH 45,55 VT1 -0,70 MT -17,34 MØ 38 GL 69,55 | HKÜ | | | | | 80,01 | | 40 422 620 NEW [4] |
| | 4 | KH 45,8 VT1 -1,10 MT -17,75 MØ 38 GL 69,8 | RTK KKK KBB TPL | 26 66 | 1 R 1 M 1 DSF | 1,75 2 3 | PC G6 CR G1 CR | 79,51 | | 99 850 600 [1], [2], [5] |
| | 079 143 | | | | | | | 80,01 | | 99 850 620 [1], [2], [5] |
| | | KH 45,55 VT1 -1,10 MT -17,75 MØ 38 GL 69,55 | HKÜ | | | | | | | |

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| | | | Type | | | | | | |
|-----|--|--|--|---|--|--|-------|-----------------------------|--|
| | | | | | | | | | |
| | 4 079 143 | KH 45,8 VT1 -1,10 MT -17,75 MØ 38 GL 69,8 | RTK | 26 | 1 R 1,75 PC G6 | | 79,51 | 99 851 600 [2], [4], [5] | |
| | | | KKK KBB TPL | 66 | 1 M 2 CR G1 1 DSF 3 CR | | 80,01 | 99 851 620 [2], [4], [5] | |
| [1] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 1-2 | | | | | | | | |
| [2] | Austausch nur mit identischer Kolbenausführung! Replace with identical piston design only! Piston à canal de refroidissement avec douille! Remplacement uniquement par type de piston identique! Замена только на идентичное исполнение поршня! | | | | | | | | |
| [3] | Einbauspiel 0,05mm - 0,06mm beachten. Öldüse mit der OE Nr. 028 103 157A mitverwenden. Please check clearance should be 0,05mm -0,06mm. Please use oil jet with OE Nr.028 103 157 A. Observer le jeu au montage de 0,05mm à 0,06mm. Utiliser en même temps le gicleur d'huile avec le No OE 028 103 157A. Observar la holgura de montaje de 0,05mm - 0,06mm. Utilizar también la tobera de aceite con el n° OE 028 103 157A. Учитывать монтажный зазор 0,05 мм – 0,06 мм. Также использовать масляную форсунку с р О.Е. 028 103 157A. | | | | | | | | |
| [4] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 3-4 | | | | | | | | |
| [5] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цил. | Stärke thickness épaisseur espesor толщина | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | |
| | Kerben notches repères muescas надрезы | | | | | | | | |
| | 1 | 1,45 | +0,91 | +1,00 | | | | | |
| | 2 | 1,53 | +1,01 | +1,10 | | | | | |
| | 3 | 1,61 | +1,11 | +1,20 | | | | | |


17 **81**

| | | | | | | | | | |
|-----------|-------------------|---|---|----------------------|----|-------|----------|--------|----------|
| DR | 05.1982 → 10.1986 | B | 4 | 1781 cm ³ | 2V | 55 kW | (75 PS) | 8,75:1 | 86,40 mm |
| MG | 08.1985 → 03.1987 | B | 4 | 1781 cm ³ | 2V | 77 kW | (105 PS) | 10:1 | 86,40 mm |
| PM | 03.1988 → 12.1991 | B | 4 | 1781 cm ³ | 2V | 66 kW | (90 PS) | 9:1 | 86,40 mm |
| RS | 10.1986 → 12.1987 | B | 4 | 1781 cm ³ | 2V | 55 kW | (75 PS) | 8,75:1 | 86,40 mm |
| RU | 10.1986 → 01.1990 | B | 4 | 1781 cm ³ | 2V | 55 kW | (75 PS) | 8,75:1 | 86,40 mm |
| SF | 02.1986 → 07.1990 | B | 4 | 1781 cm ³ | 2V | 64 kW | (87 PS) | 10:1 | 86,40 mm |
| SH | 02.1986 → 07.1990 | B | 4 | 1781 cm ³ | 2V | 65 kW | (88 PS) | 9:1 | 86,40 mm |
| 4B | 01.1988 → 12.1990 | B | 4 | 1781 cm ³ | 2V | 66 kW | (90 PS) | 9:1 | 86,40 mm |

| | | | | | | | | | | |
|--|---|---|-----|----|--|--|--|--------------|--------------------------|--------------------------------------|
| | 4 | KH 32,2 MT -8,1 MØ 56,9 BÜ +1,3 GL 62,5 | SRK | 20 | 1 R 1,5 CR G6 1 NM 1,75 1 DSF 3 CR | | | 81,01 | 93 876 600 [1] | |
| | | | | | | | | HKÜ | 81,26 | 93 876 610 [1] |
| | | | | | | | | HKÜ | 81,51 | 93 876 620 [1] (93 617) |

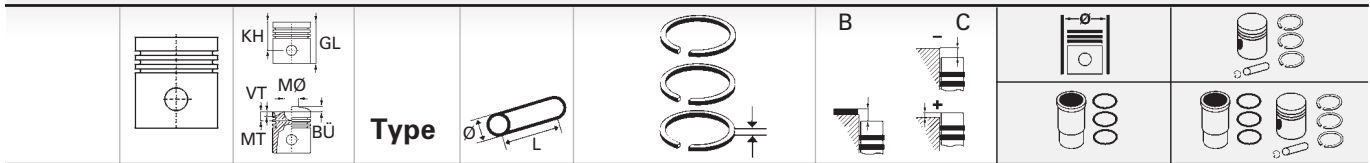
[1] nur satzweise austauschbar
exchangeable only in sets
remplacement seulement sous forme de jeu
sólo se puede cambiar el juego completo
заменяемо только комплектами

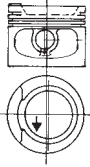
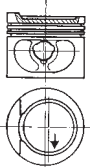
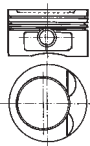
18 **81**

| | | | | | | | | | |
|-----------|-------------------|---|---|----------------------|----|-------|----------|------|----------|
| DS | 08.1982 → 07.1989 | B | 4 | 1781 cm ³ | 2V | 66 kW | (90 PS) | 9:1 | 86,40 mm |
| DZ | 01.1983 → 12.1991 | B | 4 | 1781 cm ³ | 2V | 82 kW | (112 PS) | 10:1 | 86,40 mm |
| JV | 08.1983 → 07.1988 | B | 4 | 1781 cm ³ | 2V | 66 kW | (90 PS) | 9:1 | 86,40 mm |
| MU | 06.1984 → 03.1987 | B | 4 | 1781 cm ³ | 2V | 82 kW | (112 PS) | 10:1 | 86,40 mm |
| NE | 08.1984 → 12.1991 | B | 4 | 1781 cm ³ | 2V | 66 kW | (90 PS) | 10:1 | 86,40 mm |
| PH | 04.1985 → 12.1990 | B | 4 | 1781 cm ³ | 2V | 66 kW | (90 PS) | 9:1 | 86,40 mm |
| PV | 03.1985 → 07.1988 | B | 4 | 1781 cm ³ | 2V | 81 kW | (110 PS) | 10:1 | 86,40 mm |

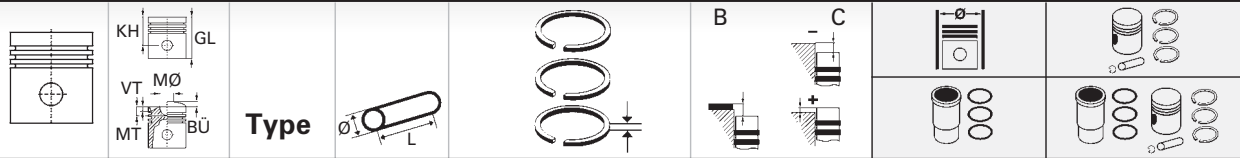
| | | | | | | | | | | |
|--|---|---|-----|----|--|--|--|--------------|--------------------------|---|
| | 4 | KH 32,2 MT -4,4 MØ 56 BÜ +1,3 GL 62,5 | SRK | 20 | 1 M 1,5 MO G6 1 NM 1,75 1 DSF 3 CR | | | 81,01 | 93 928 600 [1] | |
| | | | | | | | | HKÜ | 81,26 | 93 928 610 [1] |
| | | | | | | | | HKÜ | 81,51 | 93 928 620 [1] |
| | | | | | | | | HKÜ | 82,01 | 93 928 630 [1] (92 249, 93 618, 93 873) |

[1] nur satzweise austauschbar
exchangeable only in sets
remplacement seulement sous forme de jeu
sólo se puede cambiar el juego completo
заменяемо только комплектами



| 19 | | 81 | | | | | | | | | | | | |
|---|--|---|-----|----------|---------------------------------|-------------|--------|----------|--------|----------|--------------|--------------------------------------|--|--|
| JN | 08.1983 → 12.1991 | B | | 4 | 1781 cm ³ | 2V | 66 kW | (90 PS) | 10:1 | 86,40 mm | | | | |
|  | 4 081 089 | KH 32,2 MT -8,1 MØ 60 BÜ +1,3 GL 62,5 | SRK | 20 57 | 1 R 1,5 1 NM 1,75 1 DSF 3 | CR G6 CR | | | | | 81,01 | 93 875 600 [1] | | |
| | | | HKÜ | | | | | | | | 81,26 | 93 875 610 [1] | | |
| | | | HKÜ | | | | | | | | 81,51 | 93 875 620 [1] (93 616) | | |
| [1] | nur satzweise austauschbar exchangeable only in sets remplacement seulement sous forme de jeu sólo se puede cambiar el juego completo заменяемо только комплектами | | | | | | | | | | | | | |
| 20 | | 81 | | | | | | | | | | | | |
| ABM | 01.1992 → 06.1994 | B | | 4 | 1595 cm ³ | 2V | 52 kW | (71 PS) | 9:1 | 77,40 mm | | | | |
| DT | 08.1983 → 03.1987 | B | | 4 | 1595 cm ³ | 2V | 55 kW | (75 PS) | 9:1 | 77,40 mm | | | | |
| JU | 08.1983 → 03.1987 | B | | 4 | 1595 cm ³ | 2V | 55 kW | (75 PS) | 9:1 | 77,40 mm | | | | |
| PP | 03.1987 → 12.1991 | B | | 4 | 1595 cm ³ | 2V | 51 kW | (70 PS) | 9:1 | 77,40 mm | | | | |
| RN | 08.1986 → 12.1991 | B | | 4 | 1595 cm ³ | 2V | 55 kW | (75 PS) | 9:1 | 77,40 mm | | | | |
| SA | 02.1986 → 03.1987 | B | | 4 | 1595 cm ³ | 2V | 55 kW | (75 PS) | 9:1 | 77,40 mm | | | | |
|  | 4 081 098 | KH 35,6 MT -2,3 BÜ +2,2 GL 66,8 | SRK | 20 57 | 1 R 1,5 1 NM 1,75 1 DSF 3 | CR G6 CR | | | | | 81,01 | 93 872 600 [1] | | |
| | | | HKÜ | | | | | | | | 81,26 | 93 872 610 [1] | | |
| | | | HKÜ | | | | | | | | 81,51 | 93 872 620 [1] (93 694) | | |
| [1] | nur satzweise austauschbar exchangeable only in sets remplacement seulement sous forme de jeu sólo se puede cambiar el juego completo заменяемо только комплектами | | | | | | | | | | | | | |
| 21 | | 81 | | | | | | | | | | | | |
| AAN | 08.1991 → 10.1997 | B | (A) | 5 | 2226 cm ³ | 4V | 169 kW | (230 PS) | 9,3:1 | 86,40 mm | | | | |
| ABY | 10.1992 → 12.1995 | B | (A) | 5 | 2226 cm ³ | 4V | 169 kW | (230 PS) | 9,3:1 | 86,40 mm | | | | |
| ADU | 03.1994 → 07.1995 | B | (A) | 5 | 2226 cm ³ | 4V | 232 kW | (316 PS) | 9:1 | 86,40 mm | | | | |
| RR | 08.1989 → 07.1991 | B | (A) | 5 | 2226 cm ³ | 4V | 162 kW | (220 PS) | 8,75:1 | 86,40 mm | | | | |
| 3B | 03.1989 → 09.1992 | B | (A) | 5 | 2226 cm ³ | 4V | 162 kW | (220 PS) | 8,75:1 | 86,40 mm | | | | |
|  | 5 081 136 | KH 32,5 MT -1,2 BÜ +0,7 GL 58,5 | PK | 20 62 | 1 R 1,5 1 NM 1,75 1 DSF 3 | CR G6 CR | | | | | 81,26 | 90 037 610 | | |
| | | | HKÜ | | | | | | | | 81,51 | 90 037 620 | | |

A



| | | | | | | | | | |
|------------|-------------------|-----------|---|----------------------|----|-------|----------|--------|----------|
| 22 | | 81 | | | | | | | |
| ADP | 11.1994 → 10.1996 | B | 4 | 1595 cm ³ | 2V | 74 kW | (101 PS) | 10,3:1 | 77,40 mm |
| AEH | 09.1996 → 06.2001 | B | 4 | 1595 cm ³ | 2V | 74 kW | (101 PS) | 10,3:1 | 77,40 mm |
| AHL | 10.1996 → 07.1997 | B | 4 | 1595 cm ³ | 2V | 74 kW | (101 PS) | 10,3:1 | 77,40 mm |
| AKL | 08.1997 → 06.2003 | B | 4 | 1595 cm ³ | 2V | 74 kW | (101 PS) | 10,2:1 | 77,40 mm |
| APF | 08.1997 → 06.2003 | B | 4 | 1595 cm ³ | 2V | 74 kW | (101 PS) | 10,3:1 | 77,40 mm |
| ARM | 08.1998 → 09.2001 | B | 4 | 1595 cm ³ | 2V | 74 kW | (101 PS) | 10,3:1 | 77,40 mm |

| | | | | | | | |
|------------------|---|------------|----------|---|--|--------------|-------------------|
| 4 081 167 | KH 32 MT -2,3 MØ 61,4 BÜ +0,7 GL 53,7 | | 20 57 | 1 R 1,2 NT ST 1 NM 1,5 1 SLF 2 CR | | 81,01 | 94 503 700 |
| | KH 31,7 MT -2,3 MØ 61,4 BÜ +0,7 GL 53,4 | HKÜ HKÜ | | | | 81,26 | 94 503 710 |
| | | | | | | 81,51 | 94 503 720 |

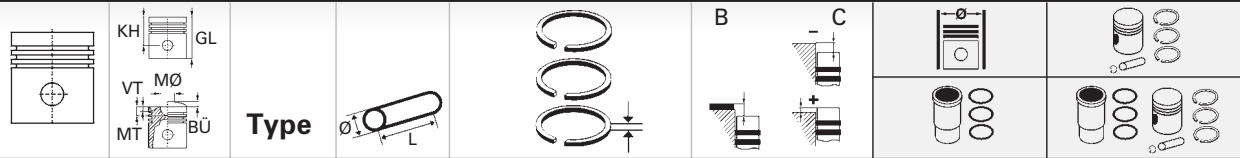
| | | | | | | | | | |
|------------|-------------------|-----------|---|----------------------|----|--------|----------|-------|----------|
| 23 | | 81 | | | | | | | |
| AEB | 11.1994 → 01.1999 | B (A) | 4 | 1781 cm ³ | 5V | 110 kW | (150 PS) | 9,5:1 | 86,40 mm |
| AGU | 12.1996 → 07.1998 | B (LA) | 4 | 1781 cm ³ | 5V | 110 kW | (150 PS) | 9,5:1 | 86,40 mm |
| AJL | 08.1997 → 09.2001 | B (A) | 4 | 1781 cm ³ | 5V | 132 kW | (180 PS) | 9,5:1 | 86,40 mm |
| AJQ | 10.1998 → 08.2000 | B (LA) | 4 | 1781 cm ³ | 5V | 132 kW | (180 PS) | 9,5:1 | 86,40 mm |
| ANB | 01.1999 → 05.2001 | B (A) | 4 | 1781 cm ³ | 5V | 110 kW | (150 PS) | 9,5:1 | 86,40 mm |
| APP | 07.1999 → 06.2003 | B (LA) | 4 | 1781 cm ³ | 5V | 132 kW | (180 PS) | 9,5:1 | 86,40 mm |
| APU | 08.1998 → 09.2001 | B (A) | 4 | 1781 cm ³ | 5V | 110 kW | (150 PS) | 9,5:1 | 86,40 mm |
| AQA | 08.1998 → 04.2001 | B (A) | 4 | 1781 cm ³ | 5V | 110 kW | (150 PS) | 9,5:1 | 86,40 mm |
| ARK | 08.1998 → 07.1999 | B (A) | 4 | 1781 cm ³ | 5V | 110 kW | (150 PS) | 9,5:1 | 86,40 mm |
| ARZ | 07.1999 → 05.2000 | B (A) | 4 | 1781 cm ³ | 5V | 110 kW | (150 PS) | 9,5:1 | 86,40 mm |

| | | | | | | | |
|------------------|-------------------------------|------------|----------|---|--|--------------|-------------------|
| 4 081 182 | KH 32,7 MT -1,5 GL 53,7 | PK | 20 59 | 1 M 1,5 MO G6 1 NM 1,75 1 DSF 2 CR G6 | | 81,01 | 99 933 600 |
| | KH 32,4 MT -1,5 GL 53,4 | HKÜ HKÜ | | | | 81,26 | 99 933 610 |
| | | | | | | 81,51 | 99 933 620 |

| | | | | | | | | | |
|------------|-------------------|-----------|---|----------------------|----|-------|----------|--------|----------|
| 24 | | 81 | | | | | | | |
| AGN | 06.1996 → 07.1998 | B | 4 | 1781 cm ³ | 5V | 92 kW | (125 PS) | 10,3:1 | 86,40 mm |
| AJP | 12.1997 → 07.1999 | B | 4 | 1781 cm ³ | 5V | 92 kW | (125 PS) | 10,3:1 | 86,40 mm |
| APG | 11.1999 → 06.2003 | B | 4 | 1781 cm ³ | 5V | 92 kW | (125 PS) | 10,3:1 | 86,40 mm |
| APT | 02.1999 → 09.2001 | B | 4 | 1781 cm ³ | 5V | 92 kW | (125 PS) | 10,3:1 | 86,40 mm |
| AQE | 12.1997 → 05.2001 | B | 4 | 1781 cm ³ | 5V | 92 kW | (125 PS) | 10,3:1 | 86,40 mm |
| ARG | 07.1998 → 09.2001 | B | 4 | 1781 cm ³ | 5V | 92 kW | (125 PS) | 10,3:1 | 86,40 mm |
| ARH | 12.1997 → 05.2001 | B | 4 | 1781 cm ³ | 5V | 92 kW | (125 PS) | 10,3:1 | 86,40 mm |
| AVV | 06.2000 → 10.2005 | B | 4 | 1781 cm ³ | 5V | 92 kW | (125 PS) | 10,3:1 | 86,40 mm |

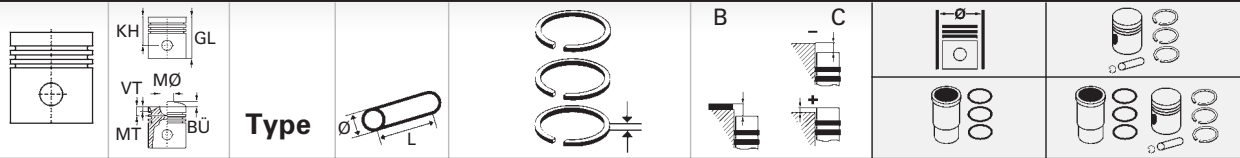
| | | | | | | | |
|------------------|----------------------|--|----------|--|--|--------------|--------------------------|
| 4 081 168 | KH 32,55 GL 52,55 | | 20 52 | 1 R 1,5 CR G6 1 NM 1,75 1 SLF 2 CR | | 81,01 | 94 951 600 [1] |
| | | | | | | 81,51 | 94 951 620 [1] |
| | | | | | | | |

[1] Augenabstand/distance between bosses/entre-bossage/distancia entre bordes interiores de bancada/Расстояние между внутренними торцами бобышек поршня 22,50 mm



| 25 | | 81 | | | | | | | | | | |
|-----|-------------------|--|-----------|----|----------------------|----------|--------|----------|--------|----------|--------------|-------------------|
| AGA | 04.1997 → 01.1999 | B | | 6 | 2393 cm ³ | 5V | 121 kW | (165 PS) | 10,5:1 | 77,40 mm | | |
| AJG | 04.1997 → 01.1999 | B | | 6 | 2393 cm ³ | 5V | 120 kW | (163 PS) | 10,5:1 | 77,40 mm | | |
| ALF | 04.1997 → 09.2001 | B | | 6 | 2393 cm ³ | 5V | 121 kW | (165 PS) | 10,5:1 | 77,40 mm | | |
| ALW | 08.1997 → 01.1999 | B | | 6 | 2393 cm ³ | 5V | 100 kW | (134 PS) | 10,5:1 | 77,40 mm | | |
| AML | 08.1998 → 09.2001 | B | | 6 | 2393 cm ³ | 5V | 121 kW | (165 PS) | 10,5:1 | 77,40 mm | | |
| AMM | 06.2000 → 10.2005 | B | | 6 | 2393 cm ³ | 5V | 120 kW | (163 PS) | 10,5:1 | 77,40 mm | | |
| APC | 04.1998 → 05.2001 | B | | 6 | 2393 cm ³ | 5V | 115 kW | (156 PS) | 10,5:1 | 77,40 mm | | |
| APS | 08.1998 → 09.2001 | B | | 6 | 2393 cm ³ | 5V | 121 kW | (165 PS) | 10,3:1 | 77,40 mm | | |
| APZ | 08.1998 → 05.2001 | B | | 6 | 2393 cm ³ | 5V | 120 kW | (163 PS) | 10,5:1 | 77,40 mm | | |
| ARJ | 08.1998 → 09.2001 | B | | 6 | 2393 cm ³ | 5V | 121 kW | (165 PS) | 10,5:1 | 77,40 mm | | |
| ARN | 08.1997 → 05.2001 | B | | 6 | 2393 cm ³ | 5V | 100 kW | (136 PS) | 10,5:1 | 77,40 mm | | |
| ASM | 06.2000 → 01.2005 | B | | 6 | 2393 cm ³ | 5V | 100 kW | (136 PS) | 10,5:1 | 77,40 mm | | |
| BDV | 06.2001 → 10.2005 | B | | 6 | 2393 cm ³ | 5V | 125 kW | (170 PS) | 10,5:1 | 77,40 mm | | |
| | 6 | | | 21 | 1 M 1,5 | MO G6 | | | | | 81,01 | 99 949 600 |
| | 081 183 | KH 28,8 BÜ +5,2 GL 55 | | 56 | 1 NM 1,5 1 DSF 2 | CR G6 | | | | | 81,51 | 99 949 620 |
| | | KH 28,5 BÜ +5,2 GL 54,7 | HKÜ | | | | | | | | | |
| 26 | | 81 | | | | | | | | | | |
| ALZ | 06.2000 → 03.2008 | B | | 4 | 1595 cm ³ | 2V | 75 kW | (102 PS) | 10,3:1 | 77,40 mm | | |
| ANA | 08.1998 → 06.2000 | B | | 4 | 1595 cm ³ | 2V | 74 kW | (101 PS) | 10,3:1 | 77,40 mm | | |
| AVU | 08.1997 → 06.2003 | B | | 4 | 1595 cm ³ | 2V | 75 kW | (102 PS) | 10,3:1 | 77,40 mm | | |
| BFQ | 05.2002 → 06.2003 | B | | 4 | 1595 cm ³ | 2V | 75 kW | (102 PS) | 10,2:1 | 77,40 mm | | |
| BGU | 08.2003 → 05.2005 | B | | 4 | 1595 cm ³ | 2V | 75 kW | (102 PS) | 10,5:1 | 77,40 mm | | |
| BSE | 06.2005 → 06.2010 | B | | 4 | 1595 cm ³ | 2V | 75 kW | (102 PS) | 10,3:1 | 77,40 mm | | |
| BSF | 06.2005 → 06.2010 | B | | 4 | 1595 cm ³ | 2V | 75 kW | (102 PS) | 10,3:1 | 77,40 mm | | |
| | 4 | | | 19 | 1 R 1 | NT ST | | | | | 81,01 | 99 792 600 |
| | 081 178 | KH 29,7 MT -2,7 GL 50,7 | TPL | 42 | 1 NM 1,2 1 SLF 2 | G3 CR | | | | | 81,51 | 99 792 620 |
| | | KH 29,45 MT -2,7 GL 50,45 | HKÜ | | | | | | | | | |
| 27 | | 81 | | | | | | | | | | |
| AMB | 07.2001 → 12.2004 | B (LA) | | 4 | 1781 cm ³ | 5V | 125 kW | (170 PS) | 9,3:1 | 86,40 mm | | |
| ARX | 09.2000 → 06.2003 | B (A) | | 4 | 1781 cm ³ | 5V | 110 kW | (150 PS) | 9,5:1 | 86,40 mm | | |
| ARY | 09.2000 → 05.2005 | B (LA) | | 4 | 1781 cm ³ | 5V | 132 kW | (180 PS) | 9,5:1 | 86,40 mm | | |
| AUM | 05.2000 → 06.2006 | B (LA) | | 4 | 1781 cm ³ | 5V | 110 kW | (150 PS) | 9,5:1 | 86,40 mm | | |
| AUQ | 05.2000 → 06.2006 | B (LA) | | 4 | 1781 cm ³ | 5V | 132 kW | (180 PS) | 9,5:1 | 86,40 mm | | |
| AVJ | 12.2000 → 06.2002 | B (LA) | | 4 | 1781 cm ³ | 5V | 110 kW | (150 PS) | 9,3:1 | 86,40 mm | | |
| AWT | 05.2000 → 01.2005 | B (A) | | 4 | 1781 cm ³ | 5V | 110 kW | (150 PS) | 9,5:1 | 86,40 mm | | |
| BEX | 11.2002 → 11.2004 | B (LA) | | 4 | 1781 cm ³ | 5V | 140 kW | (190 PS) | 9,3:1 | 86,40 mm | | |
| BFB | 07.2002 → 03.2008 | B (LA) | | 4 | 1781 cm ³ | 5V | 120 kW | (163 PS) | 9,3:1 | 86,40 mm | | |
| BVP | 09.2005 → 06.2006 | B (LA) | | 4 | 1781 cm ³ | 5V | 120 kW | (163 PS) | 9,5:1 | 86,40 mm | | |
| BVR | 09.2005 → 06.2006 | B (LA) | | 4 | 1781 cm ³ | 5V | 140 kW | (190 PS) | 9,5:1 | 86,40 mm | | |
| | 4 | | | 19 | 1 R 1,5 | CR ST | | | | | 81,01 | 40 434 600 |
| | 081 189 | KH 32,7 MT -1,9 MØ 68,2 GL 53,7 | PK TPL | 50 | 1 NM 1,75 1 DSF 2 | CR G6 | | | | | 81,51 | 40 434 620 |
| | | KH 32,4 MT -1,9 MØ 68,2 GL 53,4 | HKÜ | | | | | | | | | |

A



28

81

| | | | | | | | | | |
|------------|-------------------|--------|---|----------------------|----|--------|----------|------|----------|
| AAT | 08.1991 → 10.1997 | D (A) | 5 | 2461 cm ³ | 2V | 85 kW | (115 PS) | 20:1 | 95,50 mm |
| ABP | 06.1991 → 07.1992 | D (A) | 5 | 2461 cm ³ | 2V | 85 kW | (115 PS) | 20:1 | 95,50 mm |
| AEL | 10.1994 → 10.1997 | D (LA) | 5 | 2461 cm ³ | 2V | 103 kW | (140 PS) | 20:1 | 95,50 mm |
| 1T | 01.1990 → 12.1990 | D (LA) | 5 | 2461 cm ³ | 2V | 88 kW | (120 PS) | 20:1 | 95,50 mm |

| | | | | | | | | |
|-----------------|---|---|------------|----------|---|--|--------------|---|
| 081 175 | 5 | KH 45,75 VT1 -1,35 MT -17,25 MØ 39,6 GL 69,75 | RTK KBB | 26 68 | 1 R 2,5 MO G6 1 M 2 G3 1 DSF 3 CR | | 81,01 | 94 429 700 [1], [2] |
| | | KH 45,5 VT1 -1,35 MT -17,25 MØ 39,6 GL 69,5 | HKÜ | | | | 81,51 | 94 429 720 [1], [2] (94 504) |
| 081 175 | 5 | KH 45,75 VT1 -1,35 MT -17,25 MØ 39,6 GL 69,75 | RTK KBB | 26 68 | 1 R 2,5 MO G6 1 M 2 G3 1 DSF 3 CR | | 81,01 | 94 430 700 [1], [3] |
| | | KH 45,5 VT1 -1,35 MT -17,25 MØ 39,6 GL 69,5 | HKÜ | | | | 81,51 | 94 430 720 [1], [3] (94 505) |

[1] Zylinderkopfdichtung
cylinder head gasket
joint de culasse
junta de culata
Прокладка головки блока цилиндров

Kolbenüberstand:
piston protrusion:
dépassement du piston:
resalto del pistón:
выступающая часть поршня:

| | | | |
|--|--|---|--|
| Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor толщина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем |
| 1 | 1,53 | +0,8 | +0,9 |
| 2 | 1,57 | +0,9 | +1,0 |
| 3 | 1,61 | +1,0 | +1,1 |

[2] für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 1-2

[3] für Zylinder/for cylinder/para cilindro/pour cylindre/для цилиндров 3-5

29

81

| | | | | | | | | | |
|------------|-------------------|--------|---|----------------------|----|--------|----------|------|----------|
| AZV | 05.2003 → 04.2008 | D (LA) | 4 | 1968 cm ³ | 4V | 100 kW | (136 PS) | 18:1 | 95,50 mm |
| BKD | 05.2003 → 04.2008 | D (LA) | 4 | 1968 cm ³ | 4V | 103 kW | (140 PS) | 18:1 | 95,50 mm |

| | | | | | | | | |
|-----------------|---|--|--------------------------|----------|--|--|--------------|-------------------|
| 081 191 | 4 | KH 45,8 VT1 -0,70 MT -18 MØ 38 GL 68,8 | TPL KBB RTK KKK | 26 66 | 1 R 1,75 CK G6 1 M 2 G3 1 DSF 3 CR | | 81,01 | 40 356 600 |
| | | KH 45,55 VT1 -0,70 MT -18 MØ 38 GL 68,55 | HKÜ | | | | 81,26 | 40 356 610 |
| | | | | | | | 81,51 | 40 356 620 |

Fortsetzung nächste Seite / continued on next page / suite page suivante / continuación página próxima / Продолжение на следующей странице



A

| | | | Type | | | B | C | | |
|--|---|---|--------------------------|----------|--|---|---|--------------|-------------------|
| | 4 | KH 45,8 MT -17,8 MØ 38 GL 68,8 | TPL KBB RTK KKK | 26 66 | 1 R 1,75 CK G6 1 M 2 G3 1 DSF 3 CR | | | 81,01 | 40 387 600 |
| | | KH 45,55 MT -17,8 MØ 38 GL 68,55 | HKÜ | | | | | 81,26 | 40 387 610 |
| | | | | | | | | 81,51 | 40 387 620 |

30 **81**

| | | | | | | | | | | |
|------------|-------------------|---|------|---|----------------------|----|--------|----------|--------|----------|
| BLB | 07.2004 → 10.2008 | D | (LA) | 4 | 1968 cm ³ | 4V | 103 kW | (140 PS) | 19,5:1 | 95,50 mm |
| BMN | 03.2006 → 04.2008 | D | (LA) | 4 | 1968 cm ³ | 4V | 125 kW | (170 PS) | 18,5:1 | 95,50 mm |
| BNA | 07.2004 → 10.2008 | D | (LA) | 4 | 1968 cm ³ | 4V | 100 kW | (136 PS) | 18:1 | 95,50 mm |
| BRD | 06.2006 → 03.2008 | D | (LA) | 4 | 1968 cm ³ | 4V | 125 kW | (170 PS) | 18:1 | 95,50 mm |
| BRE | 11.2004 → 10.2008 | D | (LA) | 4 | 1968 cm ³ | 4V | 103 kW | (140 PS) | 19,5:1 | 95,50 mm |
| BRF | 11.2004 → 10.2008 | D | (LA) | 4 | 1968 cm ³ | 4V | 100 kW | (136 PS) | 18:1 | 95,50 mm |
| BUY | 03.2006 → 04.2008 | D | (LA) | 4 | 1968 cm ³ | 4V | 120 kW | (163 PS) | 18:1 | 95,50 mm |
| BVA | 06.2006 → 03.2008 | D | (LA) | 4 | 1968 cm ³ | 4V | 120 kW | (163 PS) | 18:1 | 95,50 mm |
| BVF | 11.2005 → 11.2006 | D | (LA) | 4 | 1968 cm ³ | 4V | 93 kW | (126 PS) | 18:1 | 95,50 mm |
| BVG | 09.2005 → 10.2008 | D | (LA) | 4 | 1968 cm ³ | 4V | 89 kW | (121 PS) | 18:1 | 95,50 mm |

| | | | | | | | | | |
|--|---|---|--------------------------|----------|--|--|--|--------------|-------------------|
| | 4 | KH 45,8 MT -17,8 MØ 38 GL 68,8 | TPL KBB RTK KKK | 26 66 | 1 R 1,75 CK G6 1 M 2 G3 1 DSF 3 CR | | | 81,01 | 40 387 600 |
| | | KH 45,55 MT -17,8 MØ 38 GL 68,55 | HKÜ | | | | | 81,26 | 40 387 610 |
| | | | | | | | | 81,51 | 40 387 620 |

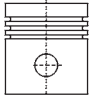
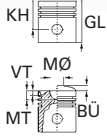

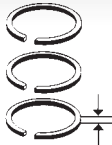



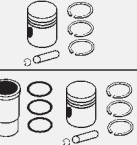


31 **81**

| | | | | | | | | | | |
|------------|-------------------|---|------|---|----------------------|----|--------|----------|--------|----------|
| BMM | 06.2005 → 06.2008 | D | (LA) | 4 | 1968 cm ³ | 2V | 103 kW | (140 PS) | 18,5:1 | 95,50 mm |
| BPW | 11.2004 → 03.2008 | D | (LA) | 4 | 1968 cm ³ | 2V | 103 kW | (140 PS) | 19:1 | 95,50 mm |

| | | | | | | | | | |
|--|---|---|--------------------------|----------|--|--|--|--------------|--------------------------|
| | 4 | KH 45,8 VT1 -0,70 MT -17,5 MØ 38 GL 68,8 | TPL KBB RTK KKK | 26 66 | 1 R 1,75 CK G6 1 M 2 G3 1 DSF 3 CR | | | 81,01 | 40 408 600 [1] |
| | | KH 45,55 VT1 -0,70 MT -17,5 MØ 38 GL 68,8 | HKÜ | | | | | 81,26 | 40 408 610 [1] |
| | | | | | | | | 81,51 | 40 408 620 [1] |

Fortsetzung nächste Seite / continued on next page / suite page suivante / continuación página próxima / Продолжение на следующей странице



A

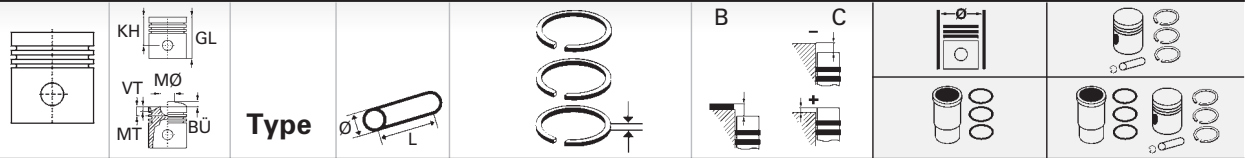
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|---|---|---|---------------------------------|---|---|---|---|---|---|
|  | 4 | KH 45,8 VT1 -0,70 MT -17,5 MØ 38 GL 68,8 | TPL KBB RTK KKK HKÜ | 26 66 | 1 R 1,75 CK G6 1 M 2 G3 1 DSF 3 CR | | | 81,01 | 40 409 600 [2] |
|  | | KH 45,55 VT1 -0,70 MT -17,5 MØ 38 GL 68,8 | HKÜ | | | | | 81,26 | 40 409 610 [2] |
| | | | | | | | | 81,51 | 40 409 620 [2] |
| [1] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 1-2 | | | | | | | | |
| [2] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 3-4 | | | | | | | | |










32

 **81**

| | | | | | | | | | |
|-------------|-------------------|--------|---|----------------------|----|--------|----------|--------|----------|
| CAGA | 11.2007 → | D (LA) | 4 | 1968 cm ³ | 4V | 105 kW | (143 PS) | 16,5:1 | 95,50 mm |
| CAGB | 11.2007 → | D (LA) | 4 | 1968 cm ³ | 4V | 100 kW | (136 PS) | 16,5:1 | 95,50 mm |
| CAGC | 06.2008 → | D (LA) | 4 | 1968 cm ³ | 4V | 88 kW | (120 PS) | 16,5:1 | 95,50 mm |
| CAHA | 01.2008 → | D (LA) | 4 | 1968 cm ³ | 4V | 125 kW | (170 PS) | 16,5:1 | 95,50 mm |
| CAHB | 08.2008 → | D (LA) | 4 | 1968 cm ³ | 4V | 120 kW | (163 PS) | 16,5:1 | 95,50 mm |
| CBAA | 07.2008 → 05.2010 | D (LA) | 4 | 1968 cm ³ | 4V | 100 kW | (136 PS) | 16,5:1 | 95,50 mm |
| CBAB | 05.2008 → 05.2010 | D (LA) | 4 | 1968 cm ³ | 4V | 103 kW | (140 PS) | 16,5:1 | 95,50 mm |
| CBBB | 05.2008 → | D (LA) | 4 | 1968 cm ³ | 4V | 125 kW | (170 PS) | 16,5:1 | 95,50 mm |
| CMEA | 11.2007 → | D (LA) | 4 | 1968 cm ³ | 4V | 105 kW | (143 PS) | 18,5:1 | 95,50 mm |

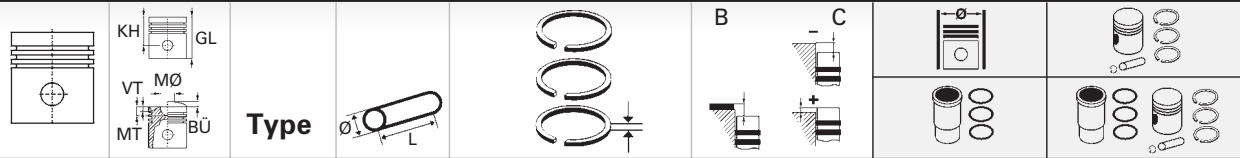
| | | | | | | | | | |
|---|---|--|--------------------------|----------|--|--|--|--------------|-------------------|
|  | 4 | KH 45,8 MT -12,7 MØ 50,88 GL 68,8 | TPL KBB RTK KKK | 26 66 | 1 R 1,75 CK G6 1 M 2 G3 1 DSF 3 CR | | | 81,01 | 40 558 600 |
|  | | | | | | | | 81,26 | 40 558 610 |



| 33 | |  81 | | | | | | | | | | | | | |
|---|--|---|--------------------------|----------|---------------------------------|-------------------|--------|----------|---------|----------|--------------|--------------------------------------|--|--|--|
| CFFA | 11.2009 → | D | (LA) | 4 | 1968 cm ³ | 4V | 100 kW | (136 PS) | | 95,50 mm | | | | | |
| CFFB | 11.2009 → | D | (LA) | 4 | 1968 cm ³ | 4V | 103 kW | (140 PS) | | 95,50 mm | | | | | |
| CFGB | 05.2010 → 07.2012 | D | (LA) | 4 | 1968 cm ³ | 4V | 125 kW | (170 PS) | 16,5:1 | 95,50 mm | | | | | |
| CFGC | 06.2011 → | D | (A) | 4 | 1968 cm ³ | 4V | 130 kW | (177 PS) | | 95,50 mm | | | | | |
| CFGD | 06.2011 → | D | (A) | 4 | 1968 cm ³ | 4V | 120 kW | (163 PS) | | 95,50 mm | | | | | |
| CFHB | 09.2011 → | D | (LA) | 4 | 1968 cm ³ | 4V | 100 kW | (136 PS) | 16,5:1 | 95,50 mm | | | | | |
| CFHD | 09.2011 → | D | (LA) | 4 | 1968 cm ³ | 4V | 105 kW | (143 PS) | 16,5:1 | 95,50 mm | | | | | |
| CGLA | 05.2010 → | D | (A) | 4 | 1968 cm ³ | 4V | 120 kW | (163 PS) | | 95,50 mm | | | | | |
| CGLB | 11.2008 → 09.2012 | D | (A) | 4 | 1968 cm ³ | 4V | 125 kW | (170 PS) | 16,05:1 | 95,50 mm | | | | | |
| CGLC | 05.2011 → | D | (A) | 4 | 1968 cm ³ | 4V | 130 kW | (177 PS) | | 95,50 mm | | | | | |
| CGLD | 05.2011 → | D | (A) | 4 | 1968 cm ³ | 4V | 120 kW | (163 PS) | | 95,50 mm | | | | | |
| CGLE | 01.2012 → | D | (A) | 4 | 1968 cm ³ | 4V | 100 kW | (136 PS) | 16,5:1 | 95,50 mm | | | | | |
| CJCA | 01.2008 → | D | (LA) | 4 | 1968 cm ³ | 4V | 105 kW | (143 PS) | 16,5:1 | 95,50 mm | | | | | |
| CJCB | 11.2007 → | D | (LA) | 4 | 1968 cm ³ | 4V | 100 kW | (136 PS) | 16,5:1 | 95,50 mm | | | | | |
| CLJA | 02.2010 → 07.2012 | D | (LA) | 4 | 1968 cm ³ | 4V | 103 kW | (140 PS) | 18,5:1 | 95,50 mm | | | | | |
| CLLB | 06.2011 → | D | (A) | 4 | 1968 cm ³ | 4V | 130 kW | (177 PS) | | 95,50 mm | | | | | |
| CMGA | 10.2010 → 09.2012 | D | (A) | 4 | 1968 cm ³ | 4V | 125 kW | (170 PS) | | 95,50 mm | | | | | |
| CMGB | 05.2011 → | D | (A) | 4 | 1968 cm ³ | 4V | 130 kW | (177 PS) | | 95,50 mm | | | | | |
|  | 4 | KH 45,8 MT -13,1 MØ 50,88 GL 68,8 | TPL KBB RTK KKK | 26 66 | 1 R 1,75 1 M 2 1 DSF 3 | CK G6 G3 CR | | | | | 81,01 | 40 353 600 | | | |
|  | | | | | | | | | | | 81,26 | 40 353 610 | | | |
| 34 | |  82,5 | | | | | | | | | | | | | |
| AAR | 12.1990 → 06.1996 | B | | 5 | 2309 cm ³ | 2V | 98 kW | (133 PS) | 10:1 | 86,40 mm | | | | | |
| NF | 08.1986 → 12.1990 | B | | 5 | 2309 cm ³ | 2V | 100 kW | (136 PS) | 10:1 | 86,40 mm | | | | | |
| NG | 08.1986 → 11.1994 | B | | 5 | 2309 cm ³ | 2V | 100 kW | (136 PS) | 10:1 | 86,40 mm | | | | | |
|  | 5 | KH 32,2 MT -4,4 BÜ +1,1 GL 52,8 | | 20 57 | 1 R 1,5 1 NM 1,75 1 DSF 3 | CR G6 CR | | | | | 82,51 | 91 513 600 [1] | | | |
|  | | KH 31,9 MT -4,4 BÜ +1,1 GL 52,5 | HKÜ | | | | | | | | 83,01 | 91 513 620 [1] (90 004) | | | |
| [1] | nur satzweise austauschbar exchangeable only in sets remplacement seulement sous forme de jeu sólo se puede cambiar el juego completo заменяемо только комплектами | | | | | | | | | | | | | | |
| 35 | |  82,5 | | | | | | | | | | | | | |
| ACE | 01.1992 → 10.1997 | B | | 4 | 1984 cm ³ | 4V | 103 kW | (140 PS) | 10,8:1 | 92,80 mm | | | | | |
| 6A | 03.1990 → 07.1992 | B | | 4 | 1984 cm ³ | 4V | 101 kW | (137 PS) | 10,8:1 | 92,80 mm | | | | | |
|  | 4 | KH 29,8 GL 54,8 | | 20 57 | 1 M 1,2 1 M 1,5 1 DSF 2 | NT ST CR G6 | | | | | 82,51 | 91 504 700 | | | |
|  | | KH 29,5 GL 54,5 | HKÜ | | | | | | | | 83,01 | 91 504 720 | | | |

A

| | | | Type | | | B | C | | | |
|------------|-------------------|--|------|----------------------|---|--------|----------|--------------|-------------------|--|
| 36 | | 82,5 | | | | | | | | |
| AAD | 08.1990 → 12.1992 | B | 4 | 1984 cm ³ | 2V | 85 kW | (115 PS) | 10,3:1 | 92,80 mm | |
| ABK | 08.1991 → 09.1998 | B | 4 | 1984 cm ³ | 2V | 85 kW | (115 PS) | 10,3:1 | 92,80 mm | |
| | 4 | KH 30,9 MT -5 BÜ +0,9 GL 63,8 | | 21 59 | 1 M 1,2 NT ST 1 M 1,5 1 DSF 2 CR G6 | | | 82,51 | 91 128 600 | |
| | | KH 30,6 MT -5 BÜ +0,9 GL 63,5 | HKÜ | | | | | 83,01 | 91 128 620 | |
| 37 | | 82,5 | | | | | | | | |
| AAH | 12.1990 → 08.2000 | B | 6 | 2771 cm ³ | 2V | 128 kW | (174 PS) | 10,3:1 | 86,40 mm | |
| AEJ | 06.1994 → 10.1997 | B | 6 | 2771 cm ³ | 2V | 120 kW | (163 PS) | 10,3:1 | 86,40 mm | |
| AFC | 08.1994 → 06.1995 | B | 6 | 2771 cm ³ | 2V | 128 kW | (174 PS) | 10,3:1 | 86,40 mm | |
| | 6 | KH 30,8 MT -4,6 BÜ +0,7 GL 57,5 | | 21 56 | 1 M 1,2 NT ST 1 M 1,5 1 DSF 2 CR G6 | | | 82,51 | 91 532 600 | |
| | | KH 30,5 MT -4,6 BÜ +0,7 GL 57,2 | HKÜ | | | | | 83,01 | 91 532 620 | |
| 38 | | 82,5 | | | | | | | | |
| ABC | 03.1992 → 08.2000 | B | 6 | 2598 cm ³ | 2V | 110 kW | (150 PS) | 10:1 | 81,00 mm | |
| ACZ | 01.1993 → 12.1999 | B | 6 | 2598 cm ³ | 2V | 102 kW | (139 PS) | 10:1 | 81,00 mm | |
| | 6 | KH 33,5 MT -3 BÜ +0,7 GL 60,2 | | 21 56 | 1 R 1,5 CR G6 1 NM 1,75 1 DSF 3 CR | | | 82,51 | 94 492 700 | |
| | | | | | | | | 83,01 | 94 492 720 | |
| 39 | | 82,5 | | | | | | | | |
| AGE | 10.1997 → 05.2000 | B | 6 | 2771 cm ³ | 5V | 132 kW | (180 PS) | 10,6:1 | 86,40 mm | |
| AMX | 04.1997 → 09.2002 | B | 6 | 2771 cm ³ | 5V | 142 kW | (193 PS) | 10,6:1 | 86,40 mm | |
| APR | 04.1997 → 08.2001 | B | 6 | 2771 cm ³ | 5V | 142 kW | (193 PS) | 10,6:1 | 86,40 mm | |
| AQD | 04.1997 → 05.2001 | B | 6 | 2771 cm ³ | 5V | 142 kW | (193 PS) | 10,6:1 | 86,40 mm | |
| ATX | 03.1999 → 01.2005 | B | 6 | 2771 cm ³ | 5V | 140 kW | (190 PS) | 10,6:1 | 86,40 mm | |
| BBG | 07.1999 → 01.2005 | B | 6 | 2771 cm ³ | 5V | 140 kW | (190 PS) | 10,6:1 | 86,40 mm | |
| | 6 | KH 30,16 BÜ +1,12 GL 52,28 | | 21 56 | 1 M 1,2 MO G6 1 M 1,5 1 DSF 2 CR G6 | | | 82,51 | 99 942 600 | |
| | | KH 29,86 BÜ +1,12 GL 51,98 | HKÜ | | | | | 83,01 | 99 942 620 | |



| | | | | | | | | | | | | |
|-------------|--|-------------------|---|------|---|----------------------|----|--------|----------|-------|----------|--|
| 40 | | 82,5 | | | | | | | | | | |
| BYT | | 11.2006 → 05.2008 | B | (LA) | 4 | 1798 cm ³ | 4V | 118 kW | (160 PS) | 9,6:1 | 84,20 mm | |
| BZB | | 11.2006 → 05.2008 | B | (LA) | 4 | 1781 cm ³ | 4V | 118 kW | (160 PS) | 9,6:1 | 84,10 mm | |
| CABA | | 01.2008 → 05.2008 | B | (LA) | 4 | 1798 cm ³ | 4V | 88 kW | (120 PS) | | 84,10 mm | |
| CABB | | 11.2007 → 05.2008 | B | (LA) | 4 | 1798 cm ³ | 4V | 118 kW | (160 PS) | 9,6:1 | 84,10 mm | |
| CABD | | 10.2007 → 11.2008 | B | (LA) | 4 | 1798 cm ³ | 4V | 125 kW | (170 PS) | 9,6:1 | 84,10 mm | |

| | | | | | | | | | |
|--|---|---|------------|----------|--------------------------------|----------------------|--|--------------|-------------------|
| | 4 | KH 29,8 MT -6 MØ 67 BÜ +4,75 GL 55,98 | RTK TPL | 21 53 | 1 R 1,2 1 NM 1,5 1 DSF 2 | NT ST G3 CK G6 | | 82,51 | 40 251 600 |
| | | | | | | | | 82,76 | 40 251 610 |
| | | | | | | | | 83,01 | 40 251 620 |

| | | | | | | | | | | | | |
|--------------------|--|-------------------|---|------|---|----------------------|----|--------|----------|--------|----------|--|
| 41 | | 82,5 | | | | | | | | | | |
| CADA Euro 5 | | 06.2008 → | B | (LA) | 4 | 1984 cm ³ | 4V | 155 kW | (211 PS) | 9,6:1 | 92,80 mm | |
| CAWB | | 02.2008 → 01.2009 | B | (LA) | 4 | 1984 cm ³ | 4V | 147 kW | (200 PS) | 10,5:1 | 92,80 mm | |
| CBFA | | 07.2008 → 07.2012 | B | (LA) | 4 | 1984 cm ³ | 4V | 147 kW | (200 PS) | 10,5:1 | 92,80 mm | |
| CCTA | | 05.2009 → 05.2010 | B | (LA) | 4 | 1984 cm ³ | 4V | 147 kW | (200 PS) | 10,5:1 | 92,80 mm | |
| CCZA | | 06.2008 → 07.2012 | B | (LA) | 4 | 1984 cm ³ | 4V | 147 kW | (200 PS) | 9,6:1 | 92,80 mm | |
| CCZC | | 06.2011 → | B | (LA) | 4 | 1984 cm ³ | 4V | 125 kW | (170 PS) | 9,6:1 | 92,80 mm | |
| CDZA Euro 5 | | 06.2008 → | B | (LA) | 4 | 1984 cm ³ | 4V | 132 kW | (180 PS) | 9,6:1 | 92,80 mm | |

| | | | | | | | | | |
|--|---|---|------------|----------|--------------------------------|----------------------|--|--------------|--------------------------|
| | 4 | KH 29,6 VT1 -3,00 MT -6,2 MØ 50 GL 50,1 | RTK TPL | 21 56 | 1 R 1,2 1 NM 1,5 1 DSF 2 | NT ST G3 CK G6 | | 82,51 | 40 247 600 [1] |
| | | | | | | | | 82,76 | 40 247 610 [1] |
| | | | | | | | | 83,01 | 40 247 620 [1] |

[1] CADA, CDZA: → 03.2013



A



Cyl.



mm

cm³Comp.
Ratio
ε





kW

PS

Pos

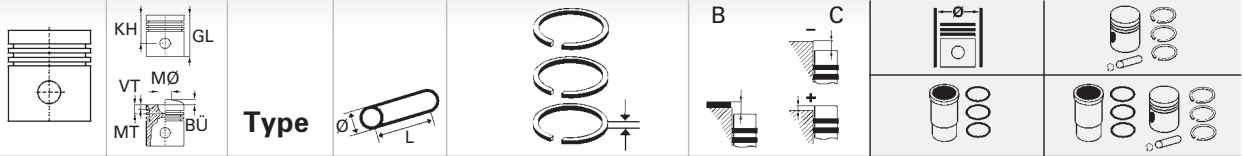
| | | | | | | | | | |
|--------------|---|---|---------|-----|---|-----|-------|-------|---|
| A 112 A.000 | B | 4 | 65 x 68 | 903 | 2 | 9:1 | 29-35 | 39-48 | 1 |
| A 112 A5.000 | B | 4 | 65 x 68 | 903 | 2 | 9:1 | 31 | 42 | 1 |



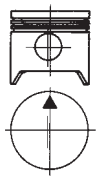
|  | |  | Pos |  | |  | Pos |
|---|-------------------|---|-----|--|--|---|-----|
| A 112 | | | | | | | |
| A 112 0.9 | 07.1975 → 12.1985 | A 112 A5.000 | B | 1 | | | |
| A 112 0.9 | 03.1978 → 12.1986 | A 112 A.000 | B | 1 | | | |



A

**1** **65**




| | | | | | | |
|---------------------|---------------------|---|------------------------|----------|----------------|----------|
| A 112 A.000 | 03.1978 → 12.1986 B | 4 | 903 cm ³ 2V | 29-35 kW | (39-48 PS) 9:1 | 68,00 mm |
| A 112 A5.000 | 07.1975 → 12.1985 B | 4 | 903 cm ³ 2V | 31 kW | (42 PS) 9:1 | 68,00 mm |



| | | | | | | |
|---------|----------------------|-----|----|----------------|--------------|-------------------|
| 4 | KH 30,75 GL 61,25 | SRK | 20 | 1 R 1,75 CR G6 | 65,00 | 90 451 700 |
| 065 083 | KH 30,45 GL 60,95 | HKÜ | 54 | 1 NM 2 | 65,60 | 90 451 730 |
| | KH 30,35 GL 60,85 | HKÜ | K | 1 DSF 3,947 CR | 65,80 | 90 451 740 |
| | KH 30,25 GL 60,75 | HKÜ | | | 66,00 | 90 451 750 |

**AUTOBIANCHI**→ **LANCIA** **450****AVIA**→ **RENAULT TRUCKS (RVI)** **818****BANTAN-E MAQ**→ **MERCEDES-BENZ** **562****BARBER GREENE**→ **MWM** **683**
→ **PERKINS** **738**



| |  | Cyl. |  | mm | cm ³ |  | Comp. Ratio ε | kW | PS | Pos |
|-------|---|---------|---|-----------------|-----------------|---|------------------|----|-----|-----|
| | | | | | | | | | | |
| J 330 | | D 6 | | 103,18 x 107,95 | 5407 | 2 | 17:1 | 73 | 100 | 1 |
| 220 | | D 4 | | 103,18 x 107,95 | 3614 | 2 | 17:1 | 52 | 71 | 1 |
| 220 A | | D (A) 4 | | 103,18 x 107,95 | 3614 | 2 | 17:1 | | | 1 |
| 220 N | | D (A) 4 | | 103,18 x 107,95 | 3614 | 2 | 17:1 | | | 1 |
| 330 A | | D (A) 6 | | 103,18 x 107,95 | 5407 | 2 | 17:1 | | | 1 |
| 330 N | | D (A) 6 | | 103,18 x 107,95 | 5407 | 2 | 17:1 | | | 1 |

B



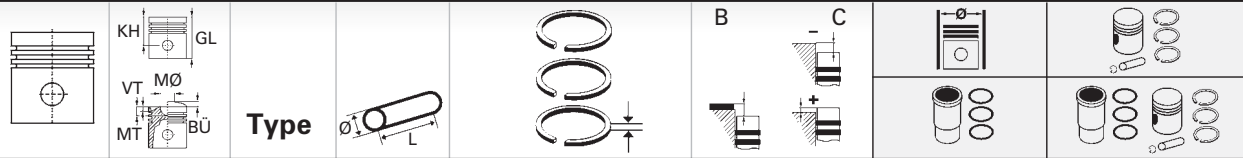
Pos



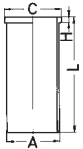
Pos

B




| K-SERIE | | | | |
|------------|----------------|-------|---|---|
| K.. 10 | 10.1961 → 1974 | 220 | D | 1 |
| K...5 | 01.1961 → 1983 | J 330 | D | 1 |
| 1.1- SERIE | | | | |
| Serie 1.1 | 01.1983 → 1986 | 220 A | D | 1 |
| Serie 1.1 | 01.1983 → 1986 | 220 N | D | 1 |
| Serie 1.1 | 01.1983 → 1986 | 330 A | D | 1 |
| Serie 1.1 | 01.1983 → 1986 | 330 N | D | 1 |



| | | | | | | | | | | | | |
|--------------|----------------|---------------|---|----------------------|----|-------|----------|------|-----------|--|--|--|
| 1 | | 103,18 | | | | | | | | | | |
| J 330 | 01.1961 → 1983 | D | 6 | 5407 cm ³ | 2V | 73 kW | (100 PS) | 17:1 | 107,95 mm | | | |
| 220 | 10.1961 → 1974 | D | 4 | 3614 cm ³ | 2V | 52 kW | (71 PS) | 17:1 | 107,95 mm | | | |
| 220 A | 01.1983 → 1986 | D (A) | 4 | 3614 cm ³ | 2V | | | 17:1 | 107,95 mm | | | |
| 220 N | 01.1983 → 1986 | D (A) | 4 | 3614 cm ³ | 2V | | | 17:1 | 107,95 mm | | | |
| 330 A | 01.1983 → 1986 | D (A) | 6 | 5407 cm ³ | 2V | | | 17:1 | 107,95 mm | | | |
| 330 N | 01.1983 → 1986 | D (A) | 6 | 5407 cm ³ | 2V | | | 17:1 | 107,95 mm | | | |



| | | | | | | | | | | | |
|--------|----------|-----------|---------|--------|--|--|---------------------------|--|--|--|--|
| T Cyl. | A=107,95 | C=111,125 | L=216,3 | H=4,76 | | | 88 041 190 semi | | | | |
|--------|----------|-----------|---------|--------|--|--|---------------------------|--|--|--|--|

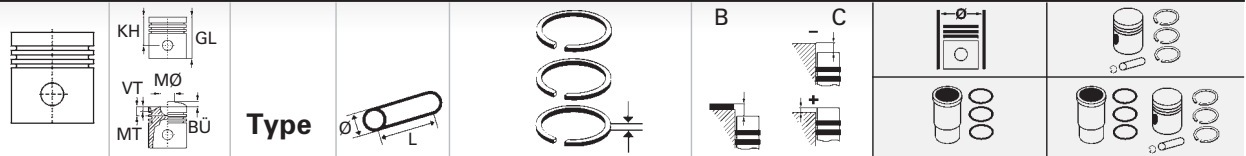
| |  | Cyl. |  | cm ³ |  | Comp. Ratio ϵ | kW | PS | Pos |
|--------------------|---|------|---|-----------------|---|------------------------|---------|---------|-----|
| | | | | | | | | | |
| B M10 B18 K | B | 4 | 89 x 71 | 1767 | 2 | 10:1 | 77 | 105 | 19 |
| M10 B18 LE | B | 4 | 89 x 71 | 1767 | 2 | 9,5:1 | 77 | 105 | 19 |
| M10 B18 LU | B | 4 | 89 x 71 | 1767 | 2 | 9,3:1 | 75 | 102 | 19 |
| M10 B18 S | B | 4 | 89 x 71 | 1767 | 2 | 9,5:1 | 66 | 90 | 19 |
| M10 B18 V | B | 4 | 89 x 71 | 1767 | 2 | 9,5:1 | 66 | 90 | 19 |
| M21 D24 W | D | 6 | 80 x 81 | 2443 | 2 | 22:1 | 60-63 | 82-86 | 3 |
| M21 D24 WA | D (A) | 6 | 80 x 81 | 2443 | 2 | 22:1 | 85 | 115 | 3 |
| M40 B18 M.E | B | 4 | 84 x 81 | 1796 | 2 | 8,8:1 | 83-85 | 113-115 | 8 |
| M41 B17 | D (LA) | 4 | 80 x 82,8 | 1665 | 2 | 22:1 | 66 | 90 | 4 |
| M41 D17 | D (LA) | 4 | 80 x 82,8 | 1665 | 2 | 22:1 | 66 | 90 | 4 |
| M42 B18 | B | 4 | 84 x 81 | 1796 | 4 | 10:1 | 100 | 136 | 9 |
| M43 B18 C | B | 4 | 84 x 81 | 1796 | 2 | 9,7:1 | 85 | 115 | 11 |
| M43 B19 TU OL | B | 4 | 85 x 83,5 | 1895 | 2 | 9,7:1 | 87 | 118 | 18 |
| M43 B19 TU UL | B | 4 | 85 x 83,5 | 1895 | 2 | 9,7:1 | 77 | 105 | 18 |
| M44 B19 | B | 4 | 85 x 83,5 | 1895 | 4 | 10:1 | 103 | 140 | 17 |
| M50 B20 | B | 6 | 80 x 66 | 1991 | 4 | 10,5:1 | 110 | 150 | 1 |
| M50 B20 TU | B | 6 | 80 x 66 | 1991 | 4 | 11:1 | 110 | 150 | 2 |
| M50 B25 M | B | 6 | 84 x 75 | 2494 | 4 | 10:1 | 141 | 192 | 10 |
| M51 D25 OL | D (LA) | 6 | 80 x 82,8 | 2497 | 2 | 22:1 | 105 | 143 | 4 |
| M51 D25 TU OL | D (LA) | 6 | 80 x 82,8 | 2497 | 2 | 22:1 | 105 | 143 | 4 |
| M51 D25 TU UL | D (A) | 6 | 80 x 82,8 | 2497 | 2 | 22:1 | 85 | 115 | 4 |
| M51 D25 UL | D (A) | 6 | 80 x 82,8 | 2497 | 2 | 22:1 | 85 | 115 | 4 |
| M52 B25 | B | 6 | 84 x 75 | 2494 | 4 | 10,5:1 | 125 | 170 | 12 |
| M52 B25 TU | B | 6 | 84 x 75 | 2494 | 4 | 10,5:1 | 125 | 170 | 12 |
| M70 B50 | B | 12 | 84 x 75 | 4988 | 2 | 8,8:1 | 221 | 300 | 7 |
| N42 B18 | B | 4 | 84 x 81 | 1796 | 4 | 10,25:1 | 85 | 116 | 13 |
| N42 B20 | B | 4 | 84 x 90 | 1995 | 4 | 10:1 | 105 | 143 | 13 |
| N42 B20A | B | 4 | 84 x 90 | 1995 | 4 | 9:1 | 105 | 143 | 14 |
| N43 B20 OL | B | 4 | 84 x 90 | 1995 | 4 | 12:1 | 125 | 170 | 16 |
| N43 B20 UL | B | 4 | 84 x 90 | 1995 | 4 | 12:1 | 105 | 143 | 16 |
| N45 B16 | B | 4 | 84 x 72 | 1596 | 4 | 10,25:1 | 85 | 116 | 13 |
| N46 B20 | B | 4 | 84 x 90 | 1995 | 4 | 10,2:1 | 105 | 143 | 13 |
| N46 B20 LC | B | 4 | 84 x 90 | 1995 | 4 | 9:1 | 105 | 143 | 14 |
| N46 B20 OL | B | 4 | 84 x 90 | 1995 | 4 | 10,5:1 | 95-110 | 129-150 | 15 |
| N46 B20 UL | B | 4 | 84 x 90 | 1995 | 4 | 10,5:1 | 95 | 129 | 15 |
| N52 B25 | B | 6 | 82 x 78,8 | 2497 | 4 | 11,0:1 | 130-160 | 177-218 | 6 |
| N52 B25 OL | B | 6 | 82 x 78,8 | 2497 | 4 | 11:1 | 160 | 218 | 5 |
| N52 B25 UL | B | 6 | 82 x 78,8 | 2497 | 4 | 11:1 | 130 | 177 | 5 |



| | | | | Pos | | | | | Pos |
|--------------------|-------------------|---------------|---|-----------|--------------------|-------------------|---------------|---|-----------|
| 1 (E81) | | | | | 320i 2.0 16V | 09.2007 → 08.2008 | N43 B20 OL | B | 16 |
| 118i 2.0 16V | 03.2007 → 09.2012 | N43 B20 UL | B | 16 | 325i 2.5 24V | 09.2005 → 08.2008 | N52 B25 OL | B | 5 |
| 120i 2.0 16V | 03.2007 → 09.2012 | N43 B20 OL | B | 16 | 3 (E91) LCI | | | | |
| 1 (E82) | | | | | 318i 2.0 16V | 09.2008 → | N46 B20 OL | B | 15 |
| 118i 2.0 16V | 09.2007 → | N43 B20 UL | B | 16 | 3 (E92) | | | | |
| 120i 2.0 16V | 09.2009 → | N43 B20 OL | B | 16 | 316i 1.6 16V | 09.2004 → 03.2007 | N45 B16 | B | 13 |
| 120i 2.0 16V | 09.2009 → | N46 B20 | B | 13 | 320i 2.0 16V | 03.2007 → 02.2010 | N43 B20 OL | B | 16 |
| 1 (E87) | | | | | 325i 2.5 24V | 09.2006 → 02.2010 | N52 B25 | B | 6 |
| 116i 1.6 16V | 09.2004 → 03.2007 | N45 B16 | B | 13 | 325i 2.5 24V | 09.2009 → 02.2010 | N52 B25 OL | B | 5 |
| 118i 2.0 16V | 12.2004 → 03.2007 | N46 B20 UL | B | 15 | 3 (E92) LCI | | | | |
| 120i 2.0 16V | 09.2004 → 03.2007 | N46 B20 OL | B | 15 | 318i 2.0 16V | 03.2010 → | N43 B20 OL | B | 16 |
| 1 (E87) LCI | | | | | 3 (E93) | | | | |
| 116i 1.6 16V | 09.2007 → 05.2011 | N45 B16 | B | 13 | 320i 2.0 16V | 03.2007 → 02.2010 | N43 B20 OL | B | 16 |
| 118i 2.0 16V | 04.2007 → 05.2011 | N46 B20 | B | 13 | 325i 2.5 24V | 03.2007 → 02.2010 | N52 B25 | B | 6 |
| 120i 2.0 16V | 04.2007 → 05.2011 | N43 B20 OL | B | 16 | 325i 2.5 24V | 03.2007 → 02.2010 | N52 B25 OL | B | 5 |
| 120i 2.0 16V | 04.2007 → 05.2011 | N46 B20 OL | B | 15 | 5 (E28) | | | | |
| 1 (E88) | | | | | 518i 1.8 | 06.1981 → 08.1984 | M10 B18 S | B | 19 |
| 118i 2.0 16V | 09.2007 → | N43 B20 UL | B | 16 | 518i 1.8 | 06.1981 → 12.1987 | M10 B18 LE | B | 19 |
| 118i 2.0 16V | 09.2007 → | N46 B20 | B | 13 | 524d 2.4 | 09.1986 → 12.1987 | M21 D24 W | D | 3 |
| 120i 2.0 16V | 09.2009 → | N43 B20 OL | B | 16 | 524dt 2.4 | 09.1983 → 12.1987 | M21 D24 WA | D | 3 |
| 120i 2.0 16V | 09.2009 → | N46 B20 | B | 13 | 5 (E34) | | | | |
| 3 (E21) | | | | | 518i 1.8 | 09.1989 → 05.1995 | M40 B18 M.E | B | 8 |
| 316 1.8 | 09.1980 → 12.1983 | M10 B18 S | B | 19 | 520i 2.0 24V | 09.1991 → 09.1992 | M50 B20 | B | 1 |
| 316i 1.8 (Export) | 01.1981 → 10.1983 | M10 B18 LU | B | 19 | 520i 2.0 24V | 09.1992 → 12.1995 | M50 B20 TU | B | 2 |
| 3 (E30) | | | | | 524td 2.4 | 11.1987 → 09.1991 | M21 D24 WA | D | 3 |
| 316 1.8 | 09.1982 → 12.1988 | M10 B18 V | B | 19 | 525i 2.5 24V | 09.1989 → 09.1992 | M50 B25 M | B | 10 |
| 318i 1.8 | 07.1982 → 12.1987 | M10 B18 K | B | 19 | 525td 2.5 | 12.1992 → 06.1996 | M51 D25 UL | D | 4 |
| 318i 1.8 | 09.1987 → 04.1994 | M40 B18 M.E | B | 8 | 525tds 2.5 | 09.1991 → 06.1996 | M51 D25 OL | D | 4 |
| 324d 2.4 | 09.1985 → 12.1990 | M21 D24 W | D | 3 | 5 (E39) | | | | |
| 324dt 2.4 | 10.1987 → 12.1990 | M21 D24 WA | D | 3 | 523i 2.5 24V | 09.1995 → 03.1998 | M52 B25 | B | 12 |
| 3 (E36) | | | | | 523i 2.5 24V | 09.1995 → 09.2000 | M52 B25 TU | B | 12 |
| 316i 1.9 | 09.1998 → 08.2000 | M43 B19 TU UL | B | 18 | 525td 2.5 | 01.1996 → 09.2000 | M51 D25 UL | D | 4 |
| 318i 1.8 | 12.1990 → 02.1994 | M40 B18 M.E | B | 8 | 525tds 2.5 | 01.1996 → 02.2000 | M51 D25 TU OL | D | 4 |
| 318i 1.8 | 01.1994 → 04.1999 | M43 B18 C | B | 11 | 5 (E60) | | | | |
| 318i 1.8 16V | 04.1989 → 12.1996 | M42 B18 | B | 9 | 520i 2.0 16V | 09.2007 → 09.2009 | N43 B20 OL | B | 16 |
| 318i 1.9 16V | 09.1996 → 09.2000 | M44 B19 | B | 17 | 523i 2.5 24V | 03.2005 → 03.2007 | N52 B25 UL | B | 5 |
| 318tds 1.7 | 09.1994 → 02.1998 | M41 B17 | D | 4 | 523i 2.5 24V | 07.2005 → 03.2007 | N52 B25 | B | 6 |
| 318tds 1.7 | 09.1994 → 02.1998 | M41 D17 | D | 4 | 525i 2.5 24V | 03.2005 → 03.2007 | N52 B25 OL | B | 5 |
| 320i 2.0 24V | 04.1990 → 09.1992 | M50 B20 | B | 1 | 525i 2.5 24V | 07.2005 → 03.2007 | N52 B25 | B | 6 |
| 320i 2.0 24V | 09.1992 → 08.1994 | M50 B20 TU | B | 2 | 5 (E61) | | | | |
| 323i 2.5 24V | 05.1995 → 09.1999 | M52 B25 | B | 12 | 520i 2.0 16V | 09.2007 → 09.2009 | N43 B20 OL | B | 16 |
| 325i 2.5 24V | 04.1990 → 09.1992 | M50 B25 M | B | 10 | 523i 2.5 24V | 03.2005 → 03.2007 | N52 B25 UL | B | 5 |
| 325td 2.5 | 06.1991 → 09.1997 | M51 D25 UL | D | 4 | 523i 2.5 24V | 07.2005 → 09.2009 | N52 B25 | B | 6 |
| 325td 2.5 | 02.1996 → 02.1998 | M51 D25 TU UL | D | 4 | 525i 2.5 24V | 03.2005 → 03.2007 | N52 B25 OL | B | 5 |
| 325tds 2.5 | 06.1993 → 02.1998 | M51 D25 OL | D | 4 | 525i 2.5 24V | 07.2005 → 03.2007 | N52 B25 | B | 6 |
| 3 (E46) | | | | | 5 (E61) LCI | | | | |
| 316i 1.6 16V | 03.2004 → 03.2005 | N45 B16 | B | 13 | 523i 2.5 24V | 03.2007 → 05.2010 | N52 B25 | B | 6 |
| 316i 1.8 16V | 04.2001 → 03.2004 | N42 B18 | B | 13 | 523i 2.5 24V | 03.2007 → 05.2010 | N52 B25 UL | B | 5 |
| 316i 1.9 | 04.1998 → 01.2002 | M43 B19 TU UL | B | 18 | 525i 2.5 16V | 04.2007 → 05.2010 | N52 B25 | B | 6 |
| 318i 1.9 | 04.1998 → 09.2001 | M43 B19 TU OL | B | 18 | 525i 2.5 16V | 04.2007 → 05.2010 | N52 B25 OL | B | 5 |
| 318i 2.0 16V | 09.2001 → 03.2004 | N42 B20 | B | 13 | 5 (F10) | | | | |
| 318i 2.0 16V | 09.2001 → 03.2004 | N42 B20A | B | 14 | 523i 2.5 24V | 05.2010 → | N52 B25 | B | 6 |
| 318i 2.0 16V | 03.2004 → 03.2005 | N46 B20 | B | 13 | 7 (E32) | | | | |
| 318i 2.0 16V | 03.2004 → 2006 | N46 B20 LC | B | 14 | 750i | 05.1987 → 11.1994 | M70 B50 | B | 7 |
| 323i 2.5 24V | 03.1998 → 09.2000 | M52 B25 TU | B | 12 | 7 (E38) | | | | |
| 3 (E90) | | | | | 725tds 2.5 | 03.1996 → 02.2000 | M51 D25 TU OL | D | 4 |
| 316i 1.6 16V | 09.2004 → 03.2007 | N45 B16 | B | 13 | 8 (E31) | | | | |
| 318i 2.0 16V | 09.2005 → 03.2007 | N46 B20 UL | B | 15 | 850i/Ci | 05.1989 → 10.1994 | M70 B50 | B | 7 |
| 318i 2.0 16V | 09.2007 → 07.2008 | N43 B20 UL | B | 16 | X3 (E83) | | | | |
| 320i 2.0 16V | 03.2005 → 03.2007 | N46 B20 OL | B | 15 | X3 2.0i 16V | 09.2005 → 09.2006 | N46 B20 OL | B | 15 |
| 320i 2.0 16V | 09.2007 → 07.2008 | N43 B20 OL | B | 16 | Z3 (E36) | | | | |
| 325i 2.5 24V | 03.2005 → 07.2008 | N52 B25 | B | 6 | Z3 1.8i | 09.1995 → 09.1999 | M43 B18 C | B | 11 |
| 325i 2.5 24V | 03.2005 → 07.2008 | N52 B25 OL | B | 5 | Z3 1.9i | 09.1998 → 09.2002 | M43 B19 TU OL | B | 18 |
| 3 (E90) LCI | | | | | Z3 1.9i 16V | 09.1995 → 09.1999 | M44 B19 | B | 17 |
| 316i 2.0 16V | 09.2008 → | N45 B16 | B | 13 | Z3 2.5i 24V (USA) | 01.1999 → 12.2002 | M52 B25 | B | 12 |
| 3 (E91) | | | | | Z3 2.5i 24V (USA) | 01.1999 → 12.2002 | M52 B25 TU | B | 12 |
| 318i 2.0 16V | 09.2005 → 03.2007 | N46 B20 UL | B | 15 | Z4 (E85) | | | | |
| 318i 2.0 16V | 09.2007 → 08.2008 | N43 B20 UL | B | 16 | Z4 2.0i | 04.2005 → 08.2008 | N46 B20 OL | B | 15 |
| 320i 2.0 16V | 09.2005 → 03.2007 | N46 B20 OL | B | 15 | | | | | |

B

| | | | Type | | | | | |
|-------------------|---|---|--|--|--|----------|--|---|
| 1 | | 80 | | | | | | |
| M50 B20 | 04.1990 → 09.1992 | B | 6 | 1991 cm ³ | 4V | 110 kW | (150 PS) | 10,5:1 66,00 mm |
| | 6 | KH 42,8 VT1 -1,71 VT2 -3,53 GL 62,8 | | 22 54 | 1 R 1,5 CR 1 NM 1,75 1 SSF 3 | | 80,00 80,50 | 94 475 600 94 475 620 |
| | 80V 197 | | | | | | | |
| 2 | | 80 | | | | | | |
| M50 B20 TU | 09.1992 → 12.1995 | B | 6 | 1991 cm ³ | 4V | 110 kW | (150 PS) | 11:1 66,00 mm |
| | 6 | KH 31,64 VT1 -2,94 BÜ +1,86 GL 51 | | 22 51 | 1 R 1,5 CR 1 NM 1,5 1 SSF 2 | | 80,00 80,25 80,50 | 94 474 600 94 474 610 94 474 620 |
| | 80V 204 | | | | | | | |
| 3 | | 80 | | | | | | |
| M21 D24 W | 09.1985 → 12.1990 | D | 6 | 2443 cm ³ | 2V | 60-63 kW | (82-86 PS) | 22:1 81,00 mm |
| M21 D24 WA | 09.1983 → 09.1991 | D (A) | 6 | 2443 cm ³ | 2V | 85 kW | (115 PS) | 22:1 81,00 mm |
| | 6 | KH 46,2 MT -2 GL 79,3 | RTK KKK HKÜ | 26 69 | 1 T6 2,5 CR G6 1 M 2 G3 1 DSF 3,5 CR | | 80,25 80,50 | 93 579 620 [1] 93 579 630 [1] |
| | 080 240 | KH 46 MT -2 GL 79,3 | HKÜ | | | | | |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | | | | |
| | Loch hole trou agujero Отверстие | Dicke thickness épaisseur espesor Толщина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | |
| | 1 | 1,55 | +0,64 | +0,78 | | | | |
| | 2 | 1,68 | +0,79 | +0,91 | | | | |
| | 3 | 1,87 | +0,92 | +1,08 | | | | |



B

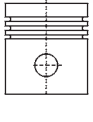
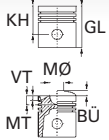

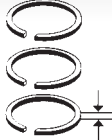
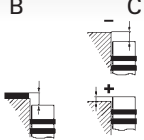
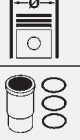
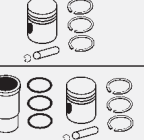

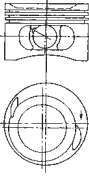
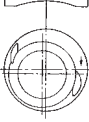

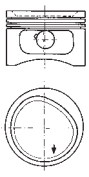


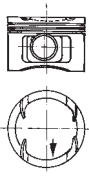


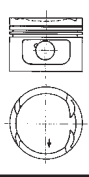


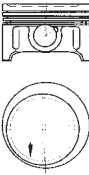

| 4 | 80 | | | | | | | | | | |
|----------------------|---------------------|---|------|---|----------------------|----|--------|----------|------|--------------|--|
| M41 B17 | 09.1994 → 02.1998 | D | (LA) | 4 | 1665 cm ³ | 2V | 66 kW | (90 PS) | 22:1 | 82,80 mm | |
| M41 D17 | 09.1994 → 02.1998 | D | (LA) | 4 | 1665 cm ³ | 2V | 66 kW | (90 PS) | 22:1 | 82,80 mm | |
| M51 D25 OL | 09.1991 → 02.1998 | D | (LA) | 6 | 2497 cm ³ | 2V | 105 kW | (143 PS) | 22:1 | 82,80 mm | |
| M51 D25 TU OL | 01.1996 → 02.2000 | D | (LA) | 6 | 2497 cm ³ | 2V | 105 kW | (143 PS) | 22:1 | 82,80 mm (1) | |
| M51 D25 TU UL | 02.1996 → 02.1998 | D | (A) | 6 | 2497 cm ³ | 2V | 85 kW | (115 PS) | 22:1 | 82,80 mm | |
| M51 D25 UL | 06.1991 → 09.2000 | D | (A) | 6 | 2497 cm ³ | 2V | 85 kW | (115 PS) | 22:1 | 82,80 mm (2) | |
| (1) | charge intercooling | | | | | | | | | | |
| (2) | super charged | | | | | | | | | | |

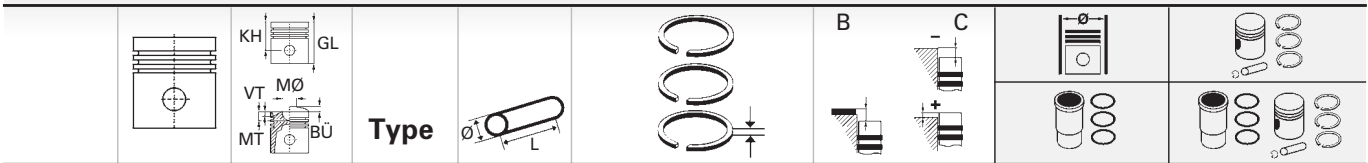
| | | | | | | | | |
|-----|---|---|------------|--|--|-------------------|--------------|--------------------------|
| | 4/6 | KH 39,45 MT -2,5 GL 65,95 | RTK KKK | 27 63 | 1 T15 3 1 M 1,75 1 DSF 3 | CR G6 G3 CR | 80,00 | 94 347 600 [3] |
| | 080 284 | | | | | | 80,25 | 94 347 610 [3] |
| | | KH 39,2 MT -2,5 GL 65,95 | HKÜ | | | | 80,50 | 94 347 620 [3] |
| [3] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | | | |
| | Loch hole trou agujero Отверстие | Dicke thickness épaisseur espesor Толщина | | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | |
| | 1 | 1,55 | | +0,64 | +0,78 | | | |
| | 2 | 1,68 | | +0,79 | +0,91 | | | |
| | 3 | 1,87 | | +0,92 | +1,08 | | | |

| 5 | 82 | | | | | | | | | | |
|-------------------|-------------------|--------------------------------|------------------------|----------|--------------------------------|-------------------|--------------|-------------------------------|------|----------|--|
| N52 B25 OL | 03.2005 → 05.2010 | B | | 6 | 2497 cm ³ | 4V | 160 kW | (218 PS) | 11:1 | 78,80 mm | |
| N52 B25 UL | 03.2005 → 05.2010 | B | | 6 | 2497 cm ³ | 4V | 130 kW | (177 PS) | 11:1 | 78,80 mm | |
| | 6 | KH 27,55 BÜ +3,8 GL 50,3 | AC HK TPL NHA | 20 46 | 1 R 1,2 1 NM 1,5 1 SLF 2 | NT ST G3 NT | 82,00 | 40 407 600 | | | |
| | 082 218 | | | | | | 82,25 | 40 407 610 (40 444) | | | |

| 6 | 82 | | | | | | | | | | |
|----------------|-----------|----------------------|-----|----------|----------------------------|-------------------|--------------|------------------------------|--------|----------|--|
| N52 B25 | 03.2005 → | B | | 6 | 2497 cm ³ | 4V | 130-160 kW | (177-218 PS) | 11,0:1 | 78,80 mm | |
| | 6 | KH 27,88 GL 46,88 | NHA | 20 46 | 1 R 1,2 1 NM 1,5 1 2 | NT ST G3 NT | 82,00 | 40 395 600 NEW | | | |
| | 082 240 | | | | | | | | | | |

B

| |  |  | Type |  |  |  |  |  | |
|---|--|---|--------------------|---|---|--|---|---|----------|
| 7 |  | 84 | M70 B50 | 05.1987 → 11.1994 B | 12 | 4988 cm ³ 2V | 221 kW | (300 PS) 8,8:1 | 75,00 mm |
|  | 12 | KH 34,15 MT -7,5 GL 59,15 | AC | 22 54 | 1 R 1,5 1 NM 1,5 1 SLF 3 | CR G6 G3 CR | 84,50 | 94 646 630 [1] (90 088,91 556) | |
|  | 084 123 | | | | | | | | |
| 8 |  | 84 | M40 B18 M.E | 09.1987 → 05.1995 B | 4 | 1796 cm ³ 2V | 83-85 kW | (113-115 PS) 8,8:1 | 81,00 mm |
|  | 4 | KH 31,65 MT -5,2 GL 58 | | 22 52 | 1 R 1,5 1 NM 1,5 1 SLF 2 | CR G6 G3 CR | 84,00 | 90 920 600 [1] | |
|  | 084 139 | | | | | | 84,25 | 90 920 620 [1] | |
| | | | | | | | 84,50 | 90 920 630 [1] | |
| [1] | 09.1990 → | | | | | | | | |
| 9 |  | 84 | M42 B18 | 04.1989 → 12.1996 B | 4 | 1796 cm ³ 4V | 100 kW | (136 PS) 10:1 | 81,00 mm |
|  | 4 | KH 31,65 MT -3,5 GL 52,95 | SRK | 22 54 | 1 R 1,5 1 NM 1,5 1 SLF 2 | CR G6 G3 CR | 84,50 | 92 213 630 [1] (90 561) | |
|  | 084 160 | | | | | | | | |
| [1] | nur satzweise austauschbar exchangeable only in sets remplacement seulement sous forme de jeu sólo se puede cambiar el juego completo заменяемо только комплектами | | | | | | | | |
| 10 |  | 84 | M50 B25 M | 09.1989 → 09.1992 B | 6 | 2494 cm ³ 4V | 141 kW | (192 PS) 10:1 | 75,00 mm |
|  | 6 | KH 38,2 MT -4,01 GL 63,2 | | 22 54 | 1 R 1,5 1 NM 1,75 1 SSF 3 | CR G6 | 84,25 | 90 565 620 | |
|  | 084 137 | | | | | | 84,50 | 90 565 630 | |
| 11 |  | 84 | M43 B18 C | 01.1994 → 09.1999 B | 4 | 1796 cm ³ 2V | 85 kW | (115 PS) 9,7:1 | 81,00 mm |
|  | 4 | KH 31,65 MT -3,03 GL 57,65 | | 22 54 | 1 R 1,5 1 NM 1,5 1 SLF 2 | CR CR CR | 84,00 | 94 493 600 | |
|  | 84L45 | | | | | | 84,25 | 94 493 620 | |
| | | | | | | | 84,50 | 94 493 630 | |

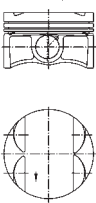


B

12



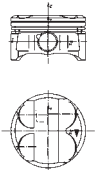
84

| | | | | | | | | | |
|---|--|--|---|----------------------|--------------------------------|-------------------|----------|--|--|
| M52 B25 | 05.1995 → 12.2002 | B | 6 | 2494 cm ³ | 4V | 125 kW | (170 PS) | 10,5:1 | 75,00 mm |
| M52 B25 TU | 09.1995 → 12.2002 | B | 6 | 2494 cm ³ | 4V | 125 kW | (170 PS) | 10,5:1 | 75,00 mm |
|  | 6 084 224 | KH 32,7 VT1 -3,01 VT2 -3,24 GL 52,7 | | 22 56 | 1 R 1,5 1 NM 1,5 1 SLF 2 | CK G6 G3 CR | | 84,00 84,25 84,50 | 40 303 600 [1] 40 303 610 [1] 40 303 620 [1] |
| [1] | (GG Buchse) (Grey cast iron liner) (chemise de cylindre en fonte grise) (camisa del cilindro de fundición gris) (Гильза цилиндра из серого чугуна) | | | | | | | | |

13



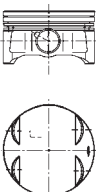
84

| | | | | | | | | | |
|--|-------------------|--------------------|------------|----------------------|--------------------------------|-------------------|----------|--|---|
| N42 B18 | 04.2001 → 03.2004 | B | 4 | 1796 cm ³ | 4V | 85 kW | (116 PS) | 10,25:1 | 81,00 mm |
| N42 B20 | 09.2001 → 03.2004 | B | 4 | 1995 cm ³ | 4V | 105 kW | (143 PS) | 10:1 | 90,00 mm |
| N45 B16 | 03.2004 → | B | 4 | 1596 cm ³ | 4V | 85 kW | (116 PS) | 10,25:1 | 72,00 mm |
| N46 B20 | 03.2004 → | B | 4 | 1995 cm ³ | 4V | 105 kW | (143 PS) | 10,2:1 | 90,00 mm |
|  | 4 084 167 | KH 29,8 GL 50,8 | NHA TPL | 20 50 | 1 R 1,2 1 NM 1,5 1 SLF 2 | NT ST G3 NT | | 84,00 84,25 84,50 | 40 086 600 40 086 610 40 086 620 (99 773) |

14



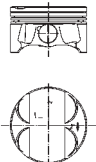
84

| | | | | | | | | | |
|---|-------------------|--------------------|-----|----------------------|--------------------------------|-------------------|----------|--|---|
| N42 B20A | 09.2001 → 03.2004 | B | 4 | 1995 cm ³ | 4V | 105 kW | (143 PS) | 9:1 | 90,00 mm |
| N46 B20 LC | 03.2004 → 2006 | B | 4 | 1995 cm ³ | 4V | 105 kW | (143 PS) | 9:1 | 90,00 mm |
|  | 4 084 185 | KH 27,5 GL 48,5 | TPL | 20 50 | 1 R 1,2 1 NM 1,5 1 SLF 2 | NT ST G3 NT | | 84,00 84,25 84,50 | 40 087 600 40 087 610 40 087 620 (99 774) |

15



84

| | | | | | | | | | |
|---|-------------------|--------------------|------------|----------------------|--------------------------------|-------------------|--------------|--|---|
| N46 B20 OL | 09.2004 → | B | 4 | 1995 cm ³ | 4V | 95-110 kW | (129-150 PS) | 10,5:1 | 90,00 mm |
| N46 B20 UL | 12.2004 → 03.2007 | B | 4 | 1995 cm ³ | 4V | 95 kW | (129 PS) | 10,5:1 | 90,00 mm |
|  | 4 084 189 | KH 29,5 GL 50,5 | TPL NHA | 20 50 | 1 R 1,2 1 NM 1,5 1 SLF 2 | NT ST G3 NT | | 84,00 84,25 84,50 | 40 085 600 40 085 610 40 085 620 |

B




| | | | Type | | | | | | |
|----------------------|-------------------|--------------------------------------|------------|----------------------|--|--------|--------------|-------|---------------------------------------|
| 16 | | 84 | | | | | | | |
| N43 B20 OL | 03.2007 → | B | 4 | 1995 cm ³ | 4V | 125 kW | (170 PS) | 12:1 | 90,00 mm |
| N43 B20 UL | 03.2007 → | B | 4 | 1995 cm ³ | 4V | 105 kW | (143 PS) | 12:1 | 90,00 mm |
| | 4 | KH 29,35 BÜ +1,3 GL 49,6 | TPL NHA | 20 48 | 1 R 1,2 NT ST 1 NM 1,5 G3 1 SLF 2 NT | | 84,00 | | 40 420 600 |
| | 084 201 | | | | | | | | |
| 17 | | 85 | | | | | | | |
| M44 B19 | 09.1995 → 09.2000 | B | 4 | 1895 cm ³ | 4V | 103 kW | (140 PS) | 10:1 | 83,50 mm |
| | 4 | KH 30,4 MT -5 MØ 70 GL 53,9 | | 22 54 | 1 R 1,2 NT ST 1 NM 1,5 1 SLF 2 CR | | 85,00 | | 94 398 600 |
| | 085 170 | | | | | | 85,50 | | 94 398 630 |
| 18 | | 85 | | | | | | | |
| M43 B19 TU OL | 04.1998 → 09.2002 | B | 4 | 1895 cm ³ | 2V | 87 kW | (118 PS) | 9,7:1 | 83,50 mm |
| M43 B19 TU UL | 04.1998 → 01.2002 | B | 4 | 1895 cm ³ | 2V | 77 kW | (105 PS) | 9,7:1 | 83,50 mm |
| | 4 | KH 30,4 MT -4 GL 53,9 | | 22 54 | 1 R 1,2 NT ST 1 NM 1,5 1 SLF 2 CR | | 85,00 | | 94 895 600 |
| | 085 181 | | | | | | 85,50 | | 94 895 630 (94 808) |
| 19 | | 89 | | | | | | | |
| M10 B18 K | 07.1982 → 12.1987 | B | 4 | 1767 cm ³ | 2V | 77 kW | (105 PS) | 10:1 | 71,00 mm |
| M10 B18 LE | 06.1981 → 12.1987 | B | 4 | 1767 cm ³ | 2V | 77 kW | (105 PS) | 9,5:1 | 71,00 mm |
| M10 B18 LU | 01.1981 → 10.1983 | B | 4 | 1767 cm ³ | 2V | 75 kW | (102 PS) | 9,3:1 | 71,00 mm |
| M10 B18 S | 09.1980 → 08.1984 | B | 4 | 1767 cm ³ | 2V | 66 kW | (90 PS) | 9,5:1 | 71,00 mm |
| M10 B18 V | 09.1982 → 12.1988 | B | 4 | 1767 cm ³ | 2V | 66 kW | (90 PS) | 9,5:1 | 71,00 mm |
| | 4 | KH 47,1 BÜ +4,5 GL 83,6 | RK | 22 58 | 1 R 1,75 CR G6 1 NM 2 G3 1 SSF 4 | | 89,00 | | 93 700 600 (93 365, 93 664) |
| | 089 101 | | | | | | | | |
| | BOMAG | | → | DEUTZ | | | | | 244 |
| | | | | PERKINS | | | | | 738 |
| | BUNGARTZ | | → | DEUTZ | | | | | 244 |
| | | | | HATZ | | | | | 386 |
| | BÜSSING | | → | MAN | | | | | 465 |



| | | Type | | | | | |
|-------------|--|------|--|---|---|--|--|
| CASE | | | | → | KOMATSU MERCEDES-BENZ SCANIA | | 432 562 863 |





B



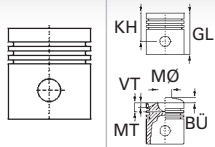
|  | | | Cyl. |  mm | cm ³ |  | Comp. Ratio ε | kW | PS | Pos |
|---|---|---|---------|--|-----------------|---|------------------|----|----|-----|
| XN 1P | B | 4 | 88 x 81 | 1971 | 2 | 8,35:1 | 55 | 75 | 1 | |

C

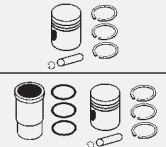
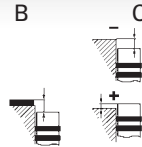
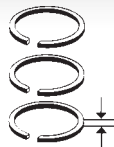


|  | |  | Pos |  | |  | Pos |
|---|----------------|---|-----|--|--|---|-----|
| T25D-TC40D | | | | | | | |
| 5GB | 01.1984 → 1993 | XN 1P | B | 1 | | | |
| T40D-TC60D | | | | | | | |
| 8EB | 01.1984 → 1993 | XN 1P | B | 1 | | | |
| VC25D-VC40D | | | | | | | |
| 5HB | 01.1984 → 1993 | XN 1P | B | 1 | | | |
| VC60D | | | | | | | |
| 2MC | 01.1984 → 1993 | XN 1P | B | 1 | | | |
| V40D-V50D | | | | | | | |
| 3EC | 01.1984 → 1993 | XN 1P | B | 1 | | | |
| V40E-VC60E | | | | | | | |
| 4EG | 01.1984 → 1993 | XN 1P | B | 1 | | | |
| 5NG | 01.1984 → 1993 | XN 1P | B | 1 | | | |

C



Type



C

1

88

XN 1P

01.1984 → 1993

B

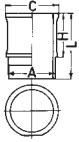
4

1971 cm³ 2V

55 kW

(75 PS) 8,35:1

81,00 mm



N Cyl.

A=93

C=101,9

L=135,6

H=90

4 SI 92,5 x 99,7 x 0,1
 4 SI 92,5 x 99,7 x 0,12
 4 SI 92,5 x 99,7 x 0,15
 4 SI 92,5 x 99,7 x 0,17
 (50 006 663)

88 589 110



CBT



MERCEDES-BENZ

MWM

PERKINS



562






683



738



|  | | | Cyl. |  mm | cm ³ |  | Comp. Ratio ε | kW | PS | Pos |
|---|---|---|------|--|-----------------|---|------------------|-----|-----|-----|
| Z 22 SE | B | 4 | 4 | 86 x 94,6 | 2198 | 4 | 10:1 | 108 | 147 | 1 |

C



Pos



Pos

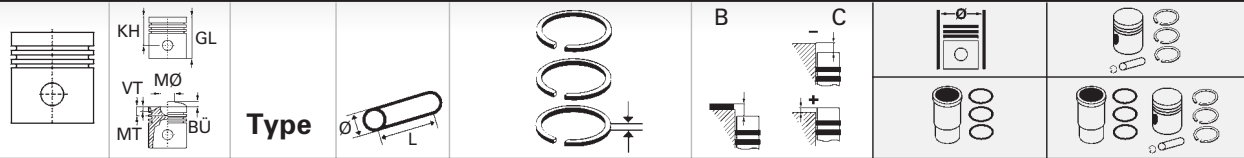
ASTRA G

Astra G 2.2i 16V 09.2002 →

Z 22 SE B




1

C







| 1 | | 86 | | | | | | | | | | | |
|---------|---------|-----------|-----|-------|------|-------------------------|-----|----|--------|---------------|--------------|-------------------|--|
| Z 22 SE | | 09.2002 → | | B | 4 | 2198 cm ³ 4V | | | 108 kW | (147 PS) 10:1 | | 94,60 mm | |
| | 4 | KH 26,75 | | 20 | 1 R | 1,2 | NT | ST | | | 86,00 | 94 912 600 | |
| | 086 144 | MT -0,61 | | 62,84 | 1 NM | 1,5 | | | | | | | |
| | | MØ 70 | | | | 1 SLF | 2,5 | CR | | | | | |
| | | GL 48,9 | | | | | | | | | | | |
| | | KH 26,45 | HKÜ | | | | | | | | 86,25 | 94 912 610 | |
| | | MT -0,61 | HKÜ | | | | | | | | 86,50 | 94 912 620 | |
| | | GL 48,9 | | | | | | | | | | | |

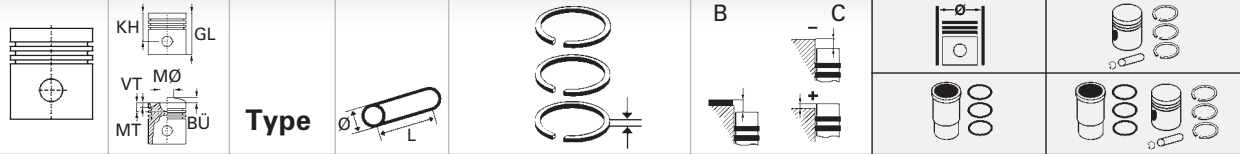


|  | | | Cyl. |  mm | cm³ |  | Comp. Ratio ε | kW | PS | Pos |
|---|--------|---|-------------|---|-----------------------|---|--------------------------------|-----------|-----------|------------|
| EGW | B | 6 | | 89,9 x 84 | 3199 | 4 | 10:1 | 168 | 228 | 4 |
| J8S 708 | D (LA) | 4 | | 86 x 89 | 2068 | 2 | 21,5:1 | 63-65 | 88 | 2 |
| J8S 800 | D | 4 | | 86 x 89 | 2068 | 2 | 21,5:1 | 44 | 60 | 3 |
| J8S 814 | D (LA) | 4 | | 86 x 89 | 2068 | 2 | 21,5:1 | 63-65 | 86-88 | 2 |
| J8S 890 | D (A) | 4 | | 86 x 89 | 2068 | 2 | 21,5:1 | 64 | 87 | 2 |
| OM 642.910 | D (LA) | 6 | | 83 x 92 | 2987 | 4 | 17,7:1 | 160-165 | 218-224 | 1 |







|  | |  | Pos |  | |  | Pos |
|---|-------------------|---|-----|--|--|---|-----|
| CONCORDE | | | | | | | |
| Concorde 3.2i 24V | 01.1998 → 12.1999 | EGW | B | 4 | | | |
| JEEP CHEROKEE | | | | | | | |
| Cherokee 2.1 TD | 04.1984 → 08.1995 | J8S 814 | D | 2 | | | |
| Cherokee 2.1 TD | 01.1988 → 08.1995 | J8S 890 | D | 2 | | | |
| Cherokee 2.1 TD | 01.1988 → 11.2001 | J8S 708 | D | 2 | | | |
| JEEP CJ-7 | | | | | | | |
| Jeep CJ-7 2.1 D | 01.1988 → 12.1998 | J8S 800 | D | 3 | | | |
| JEEP COMANCHE | | | | | | | |
| Comanche 2.1 TD | 01.1988 → 12.1998 | J8S 814 | D | 2 | | | |
| JEEP WAGONEER | | | | | | | |
| Wagoneer 2.1 TD | 01.1988 → 12.1994 | J8S 814 | D | 2 | | | |
| JEEP XJ | | | | | | | |
| XJ 2.1 TD | 04.1984 → 12.1987 | J8S 814 | D | 2 | | | |
| 300 C | | | | | | | |
| 300 C 3.0 CRD 24V | 10.2005 → | OM 642.910 | D | 1 | | | |

C






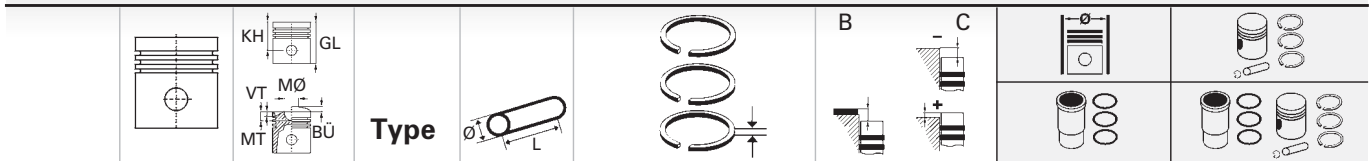
C

1  **83**

| OM 642.910 | | 10.2005 → | | D (LA) | 6 | 2987 cm ³ 4V | 160-165 kW | (218-224 PS) | 17,7:1 | 92,00 mm | |
|---|---|-----------|-----|--------|---------|-------------------------|------------|--------------|--------|--------------|--------------------------|
|  | 6 | KH 45,65 | RTK | 30 | 1 T6 2 | CK G6 | | | | 83,01 | 40 095 600 [1] |
| | 083 092 | MT -14,65 | KKK | 66 | 1 M 2 | G3 | | | | | |
|  | | MØ 43,4 | | | 1 DSF 2 | CR G6 | | | | 83,51 | 40 095 630 [1] |
| | | GL 71,65 | | | | | | | | | |
|  | 6 | KH 45,65 | RTK | 30 | 1 T6 2 | CK G6 | | | | 83,01 | 40 096 600 [2] |
| | 083 092 | MT -14,65 | KKK | 66 | 1 M 2 | G3 | | | | | |
|  | | MØ 43,4 | | | 1 DSF 2 | CR G6 | | | | 83,51 | 40 096 630 [2] |
| | | GL 71,65 | | | | | | | | | |
| [1] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 1-3 | | | | | | | | | | |
| [2] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 4-6 | | | | | | | | | | |

2  **86**

| J8S 708 | | 01.1988 → 11.2001 | | D (LA) | 4 | 2068 cm ³ 2V | 63-65 kW | (88 PS) | 21,5:1 | 89,00 mm | |
|---|---|-------------------|---|--------|--|-------------------------|---|-------------------|--|--------------|--------------------------|
| J8S 814 | | 04.1984 → 12.1998 | | D (LA) | 4 | 2068 cm ³ 2V | 63-65 kW | (86-88 PS) | 21,5:1 | 89,00 mm | |
| J8S 890 | | 01.1988 → 08.1995 | | D (A) | 4 | 2068 cm ³ 2V | 64 kW | (87 PS) | 21,5:1 | 89,00 mm | |
|  | 4 | KH 50,99 | RTK | 28 | 1 T15 2,5 | MO G6 | | | | 86,00 | 90 436 600 [1] |
| | 086 122 | MT -4 | | 75 | 1 NM 2,5 | | | | | | |
|  | | GL 93 | | | 1 DSF 4 | CR | | | | | |
| | | | | | | | | | | | |
|  | N Cyl. | A=93,6 | | L=166 | H=93,05 | | 1 FP 90,8 x 1,25 | 89 309 110 | | | 90 436 960 |
| | | | | | | | 1 SC 87 x 90,7 x 8,2 | | | | |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | | Dicke thickness épaisseur espesor толщина | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | größer als more than supérieur à superior a больше, чем | | kleiner als less than inférieur à inferior a меньше, чем | | |
| | Kerben notches repères muecas надрезы | | | | | | | | | | |
| | 2 | 1,60 mm | | | | | | | | | |
| | 1 | 1,70 mm | | | + 0,96 | | | | | | + 0,96 |
| | 3 | 1,80 mm | | | + 1,04 | | | | | | + 1,04 |



3 **86**

J8S 800 01.1988 → 12.1998 D 4 2068 cm³ 2V 44 kW (60 PS) 21,5:1 89,00 mm

| | | | | | | | | | |
|--|--------|---------------------------|-------|----------|--|-------------|-------------------|-------------------|--------------------------|
| | 4 | KH 51 MT -4 GL 92,9 | | 28 75 | 1 R 2 1 M 2 1 DSF 4 | MO G6 CR | | 86,00 | 93 523 700 [1] |
| | N Cyl. | A=93,6 | L=166 | H=93,05 | 1 FP 90,8 x 1,25 1 SC 87 x 90,7 x 8,2 | | 89 097 110 | 93 523 970 | |

[1] Zylinderkopfdichtung
cylinder head gasket
joint de culasse
junta de culata
Прокладка головки блока цил.

Kolbenüberstand:
piston protrusion:
dépassement du piston:
resalto del pistón:
выступающая часть поршня:



| | | | |
|--|---|---|--|
| Kerben notches repères muescas надрезы | Dicke thickness épaisseur espesor толщина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем |
| 2 | 1,60 mm | | + 0,96 |
| 1 | 1,70 mm | + 0,96 | + 1,04 |
| 3 | 1,80 mm | + 1,04 | + 1,09 |

4 **89,9**


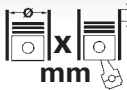

EGW 01.1998 → 12.1999 B 6 3199 cm³ 4V 168 kW (228 PS) 10:1 84,00 mm





| | | | | | | | | | |
|--|---|-------------------------------|-----|----------|---------------------------------|-------------------|--|--------------|-------------------|
| | 6 | KH 31,1 MT -1,2 GL 54,6 | | 22 56 | 1 R 1,5 1 NM 1,75 1 SLF 3 | NT ST G3 NT | | 89,91 | 94 301 600 |
| | | KH 30,8 MT -1,2 GL 54,6 | HKÜ | | | | | 90,41 | 94 301 620 |

| | Cyl. | mm | cm ³ | Comp. Ratio ϵ | kW | PS | Pos | | |
|---------------------|--------|----|-----------------|------------------------|----|---------|-------|---------|----|
| | | | | | | | | | |
| AJZ | D (A) | 4 | 80 x 88 | 1769 | 2 | 22,5:1 | 66 | 90 | 10 |
| A8A | D (LA) | 4 | 80 x 88 | 1769 | 2 | 22,5:1 | 66 | 90 | 10 |
| A9A (XUD7) | D | 4 | 80 x 88 | 1769 | 2 | 23:1 | 44 | 60 | 9 |
| B 25/637 | D | 4 | 93 x 92 | 2499 | 2 | 22,25:1 | 50 | 68 | 37 |
| BDY | B | 4 | 83 x 73 | 1580 | 2 | 8,95:1 | 66 | 90 | 14 |
| BDZ | B | 4 | 83 x 73 | 1580 | 2 | 9,2:1 | 65-66 | 88-90 | 14 |
| BFZ | B | 4 | 83 x 73 | 1580 | 2 | 9,25:1 | 65-66 | 88-90 | 14 |
| B1A | B | 4 | 83 x 73 | 1580 | 2 | 9,5:1 | 58-59 | 79-80 | 12 |
| B1E | B | 4 | 83 x 73 | 1580 | 2 | 8,95:1 | 53 | 72 | 14 |
| B2C | B | 4 | 83 x 73 | 1580 | 2 | 9,2:1 | 67-69 | 91-94 | 14 |
| B4A | B | 4 | 83 x 73 | 1580 | 2 | 8,95:1 | 66 | 90 | 14 |
| B6D | B | 4 | 83 x 73 | 1580 | 2 | 9,8:1 | 83-85 | 113-115 | 14 |
| B6E | B | 4 | 83 x 73 | 1580 | 2 | 9,8:1 | 83-85 | 113-115 | 14 |
| CRD 93 | D | 4 | 93 x 92 | 2499 | 2 | 22,25:1 | 55 | 75 | 37 |
| CRD 93 B | D | 4 | 93 x 92 | 2499 | 2 | 22,25:1 | 50 | 68 | 37 |
| CRD 93 L | D | 4 | 93 x 92 | 2499 | 2 | 22,25:1 | 54-55 | 73-75 | 37 |
| C1A | B | 4 | 70 x 62 | 954 | 2 | 9,4:1 | 32-34 | 44-46 | 1 |
| D 61 A | B | 4 | 83 x 88 | 1905 | 2 | 9,3:1 | 90 | 122 | 15 |
| DDZ | B | 4 | 83 x 88 | 1905 | 2 | 9,2:1 | 80 | 109 | 14 |
| DFY | B | 4 | 83 x 88 | 1905 | 4 | 9,25:1 | 88-90 | 120-122 | 14 |
| DHV | D (LA) | 4 | 83 x 88 | 1905 | 2 | 21,8:1 | 66-68 | 90-92 | 19 |
| DHW | D (LA) | 4 | 83 x 88 | 1905 | 2 | 21,8:1 | 55 | 75 | 19 |
| DHX | D (LA) | 4 | 83 x 88 | 1905 | 2 | 21,8:1 | 66-68 | 90-92 | 19 |
| DHY | D (LA) | 4 | 83 x 88 | 1905 | 2 | 21,8:1 | 66-68 | 90-92 | 19 |
| DJY | D | 4 | 83 x 88 | 1905 | 2 | 23,5:1 | 50-52 | 68-71 | 18 |
| DJZ | D | 4 | 83 x 88 | 1905 | 2 | 23,5:1 | 47-48 | 64-65 | 18 |
| DKZ | B | 4 | 83 x 88 | 1905 | 2 | 9,25:1 | 88-90 | 120-122 | 14 |
| DV6TED4 Euro 4 | D (LA) | 4 | 75 x 88,3 | 1560 | 4 | 17,6:1 | 80 | 109 | 6 |
| DV6UTED4 Euro 4 | D (LA) | 4 | 75 x 88,3 | 1560 | 4 | 18:1 | 68 | 92 | 6 |
| DW10 TD | D (LA) | 4 | 85 x 88 | 1997 | 2 | 17,6:1 | 66 | 90 | 25 |
| DW12TED | D (LA) | 4 | 85 x 96 | 2179 | 4 | 17,6:1 | 77 | 105 | 27 |
| DW8 TD | D (LA) | 4 | 82,2 x 88 | 1868 | 2 | 21,8:1 | 66-68 | 90-92 | 11 |
| D2A | B | 4 | 83 x 88 | 1905 | 2 | 8,4:1 | 75 | 102 | 15 |
| D2C | B | 4 | 83 x 88 | 1905 | 2 | 8,4:1 | 70 | 95 | 15 |
| D2E | B | 4 | 83 x 88 | 1905 | 2 | 9/9,3:1 | 78-79 | 106-107 | 15 |
| D2F | B | 4 | 83 x 88 | 1905 | 2 | 9/9,3:1 | 79 | 107 | 15 |
| D6A | B | 4 | 83 x 88 | 1905 | 2 | 9,3:1 | 89-92 | 121-125 | 13 |
| D6D | B | 4 | 83 x 88 | 1905 | 2 | 9,3:1 | 89-92 | 121-125 | 13 |
| D6E | B | 4 | 83 x 88 | 1905 | 2 | 9,2:1 | 93-96 | 126-131 | 15 |
| D8B | D (LA) | 4 | 83 x 88 | 1905 | 2 | 21,8:1 | 66-68 | 90-92 | 19 |
| D8C | D (LA) | 4 | 83 x 88 | 1905 | 2 | 21,8:1 | 68 | 92 | 19 |
| D9A | D | 4 | 83 x 88 | 1905 | 2 | 23,5:1 | 47 | 64 | 18 |
| D9B | D | 4 | 83 x 88 | 1905 | 2 | 23,5:1 | 51 | 70 | 18 |
| EW10 A | B | 4 | 85 x 88 | 1997 | 4 | 10,8:1 | 103 | 140 | 22 |
| E1 A | B | 4 | 72 x 69 | 1124 | 2 | 9,4:1 | 40-41 | 54-56 | 2 |
| F1 CE 0481 D Euro 4 | D (LA) | 4 | 95,8 x 104 | 2998 | 4 | 19:1 | 116 | 158 | 39 |
| F30DT Euro 4 | D (LA) | 4 | 95,8 x 104 | 2998 | 4 | 19:1 | 115 | 157 | 39 |
| HAZ | B | 4 | 72 x 69 | 1124 | 2 | 9,2:1 | 40 | 54 | 2 |
| HDY | B | 4 | 72 x 69 | 1124 | 2 | 9,2:1 | 44 | 60 | 2 |
| HDZ | B | 4 | 72 x 69 | 1124 | 2 | 9,4:1 | 40-44 | 54-60 | 2 |
| H1A | B | 4 | 72 x 69 | 1124 | 2 | 9,2:1 | 40-44 | 54-60 | 2 |
| H1B | B | 4 | 72 x 69 | 1124 | 2 | 9,2:1 | 40-44 | 54-60 | 2 |
| J6RA 500 | B | 4 | 88 x 82 | 1995 | 2 | 9,2:1 | 75-78 | 102-106 | 32 |
| J6TA 500 | B | 4 | 88 x 89 | 2165 | 2 | 9,8:1 | 83-85 | 113-115 | 32 |
| KAY | B | 4 | 75 x 77 | 1361 | 2 | 9,3:1 | 44 | 60 | 4 |
| KAZ | B | 4 | 75 x 77 | 1361 | 2 | 9,3:1 | 44-55 | 60-75 | 4 |
| KDX | B | 4 | 75 x 77 | 1361 | 2 | 9,3:1 | 55 | 75 | 4 |
| KDY | B | 4 | 75 x 77 | 1361 | 2 | 9,3:1 | 55-58 | 75-79 | 4 |
| KDZ | B | 4 | 75 x 77 | 1361 | 2 | 9,3:1 | 55 | 75 | 4 |
| KFW | B | 4 | 75 x 77 | 1361 | 2 | 10,2:1 | 55 | 75 | 4 |
| KFX | B | 4 | 75 x 77 | 1361 | 2 | 10,2:1 | 54-55 | 73-75 | 4 |
| KFY | B | 4 | 75 x 77 | 1361 | 2 | 9,3:1 | 66 | 90 | 4 |
| KFZ | B | 4 | 75 x 77 | 1361 | 2 | 9,3:1 | 69-70 | 94-95 | 4 |
| K1A | B | 4 | 75 x 77 | 1361 | 2 | 9,3:1 | 47 | 64 | 4 |
| K1B | B | 4 | 75 x 77 | 1361 | 2 | 9,3:1 | 44 | 60 | 4 |
| K1F | B | 4 | 75 x 77 | 1361 | 2 | 9,3:1 | 49 | 67 | 4 |
| K1G | B | 4 | 75 x 77 | 1361 | 2 | 9,3:1 | 49-55 | 67-75 | 4 |
| K1H | B | 4 | 75 x 77 | 1361 | 2 | 9,3:1 | 49-51 | 67-69 | 4 |
| K2A | B | 4 | 75 x 77 | 1361 | 2 | 9,3:1 | 62-65 | 84-88 | 4 |

| | | Cyl. |  mm | cm ³ |  | Comp. Ratio ε | kW | PS | Pos |
|----------------|--------|------|---|-----------------|---|------------------|--------|---------|-----|
| | | | | | | | | | |
| K2B | B | 4 | 75 x 77 | 1361 | 2 | 9,3:1 | 62-65 | 84-88 | 4 |
| K2D | B | 4 | 75 x 77 | 1361 | 2 | 9,3:1 | 55 | 75 | 4 |
| K3A | B | 4 | 75 x 77 | 1361 | 2 | 9,3:1 | 44-46 | 60-63 | 4 |
| K5A | B | 4 | 75 x 77 | 1361 | 2 | 9,3:1 | 51-55 | 69-75 | 4 |
| K9A | D | 4 | 75 x 77 | 1361 | 2 | 22:1 | 39 | 53 | 5 |
| K9Y | D | 4 | 75 x 77 | 1361 | 2 | 22:1 | 37-39 | 50-53 | 5 |
| LFW | B | 4 | 83 x 81,4 | 1761 | 2 | 9,25:1 | 72 | 98 | 16 |
| LFX | B | 4 | 83 x 81,4 | 1761 | 2 | 9,25:1 | 66 | 90 | 16 |
| LFY | B | 4 | 83 x 81,4 | 1761 | 4 | 10,4:1 | 82 | 111 | 17 |
| LFZ | B | 4 | 83 x 81,4 | 1761 | 2 | 9,25:1 | 74-76 | 101-103 | 16 |
| L6A | B | 4 | 83 x 81,4 | 1761 | 2 | 9,3:1 | 70-76 | 95-103 | 16 |
| M 22/629 | D | 4 | 93 x 92 | 2499 | 2 | 22,25:1 | 55 | 75 | 37 |
| M 25/629 | D | 4 | 93 x 92 | 2499 | 2 | 22,25:1 | 55 | 75 | 37 |
| M 25/637 | D | 4 | 93 x 92 | 2499 | 2 | 22,25:1 | 50-55 | 68-75 | 37 |
| M 25/660 | D | 4 | 93 x 92 | 2499 | 2 | 22,25:1 | 54-55 | 73-75 | 37 |
| M 25/661 | D | 4 | 93 x 92 | 2499 | 2 | 22,25:1 | 55 | 75 | 37 |
| NFU | B | 4 | 78,5 x 82 | 1587 | 4 | 11:1 | 80 | 109 | 8 |
| PHZ | D (LA) | 4 | 85 x 92 | 2088 | 3 | 21,5:1 | 80 | 109 | 23 |
| P8A | D (LA) | 4 | 85 x 92 | 2088 | 3 | 21,5:1 | 80-81 | 109-110 | 23 |
| P8B | D (LA) | 4 | 85 x 92 | 2088 | 3 | 21,5:1 | 80-81 | 109-110 | 23 |
| P8C | D (LA) | 4 | 85 x 92 | 2088 | 3 | 21,5:1 | 80-81 | 109-110 | 24 |
| RFJ | B | 4 | 85 x 88 | 1997 | 4 | 10,8:1 | 103 | 140 | 22 |
| RFN | B | 4 | 85 x 88 | 1997 | 4 | 10,8:1 | 103 | 140 | 21 |
| RFV | B | 4 | 86 x 86 | 1998 | 4 | 10,4:1 | 97-100 | 132-136 | 29 |
| RHR | D (LA) | 4 | 85 x 88 | 1997 | 4 | 18:1 | 100 | 136 | 28 |
| RHS | D (LA) | 4 | 85 x 88 | 1997 | 2 | 17,6:1 | 79 | 107 | 25 |
| RHV (DW10TD) | D (LA) | 4 | 85 x 88 | 1997 | 2 | 18:1 | 63-68 | 86-92 | 25 |
| RHX | D (LA) | 4 | 85 x 88 | 1997 | 2 | 17,6:1 | 80 | 109 | 25 |
| RHY | D (LA) | 4 | 85 x 88 | 1997 | 2 | 17,6:1 | 66 | 90 | 25 |
| RHZ | D (LA) | 4 | 85 x 88 | 1997 | 2 | 17,6:1 | 80-81 | 109-110 | 25 |
| THX | D (LA) | 4 | 92 x 92 | 2446 | 2 | 22:1 | 79 | 107 | 36 |
| THY | D (LA) | 4 | 92 x 92 | 2446 | 3 | 22:1 | 96 | 130 | 34 |
| THZ | D (LA) | 4 | 92 x 92 | 2446 | 3 | 22:1 | 76 | 103 | 34 |
| TU 3M/Z | B | 4 | 75 x 77 | 1361 | 2 | 9,3:1 | 55 | 75 | 4 |
| TU 5JP4 | B | 4 | 78,5 x 82 | 1587 | 4 | 11:1 | 80 | 109 | 8 |
| T8A | D (LA) | 4 | 92 x 92 | 2446 | 3 | 22:1 | 76 | 103 | 34 |
| T9A | D | 4 | 92 x 92 | 2446 | 3 | 22:1 | 63 | 86 | 35 |
| U25/651 | D | 4 | 93 x 92 | 2499 | 2 | 22,25:1 | 54-55 | 73-75 | 37 |
| U25/661 | D | 4 | 93 x 92 | 2499 | 2 | 22,25:1 | 54-55 | 73-75 | 37 |
| VJX | D | 4 | 77 x 82 | 1527 | 2 | 23:1 | 37-42 | 50-57 | 7 |
| VJY | D | 4 | 77 x 82 | 1527 | 2 | 23:1 | 40-42 | 54-57 | 7 |
| VJZ | D | 4 | 77 x 82 | 1527 | 2 | 23:1 | 42-43 | 57-58 | 7 |
| WJC Euro 2 | D | 4 | 82,2 x 88 | 1868 | 2 | 23:1 | 52 | 71 | 11 |
| WJY Euro 2 | D | 4 | 82,2 x 88 | 1868 | 2 | 23:1 | 44-52 | 60-71 | 11 |
| WJZ Euro 2 | D | 4 | 82,2 x 88 | 1868 | 2 | 23:1 | 51 | 69 | 11 |
| XU 5M | B | 4 | 83 x 73 | 1581 | 2 | 9,3:1 | 65 | 88 | 14 |
| XU 52C (65 kW) | B | 4 | 83 x 73 | 1581 | 2 | 9,2:1 | 65-68 | 88-92 | 14 |
| XU 52C B2 A | B | 4 | 83 x 73 | 1581 | 2 | 8,95:1 | 59-69 | 80-94 | 14 |
| XU 9M | B | 4 | 83 x 88 | 1905 | 2 | 9,2:1 | 80 | 109 | 14 |
| XU 9S | B | 4 | 83 x 88 | 1905 | 2 | 9,3:1 | 75-77 | 102-105 | 13 |
| 109 K | B | 4 | 72 x 69 | 1116 | 2 | 9,7:1 | 34-36 | 46-49 | 2 |
| 109 LA | B | 4 | 72 x 69 | 1124 | 2 | 9,7:1 | 42 | 57 | 2 |
| 109/5 E | B | 4 | 72 x 69 | 1124 | 2 | 9,7:1 | 33-37 | 45-50 | 2 |
| 109/5 F | B | 4 | 72 x 69 | 1124 | 2 | 9,7:1 | 33-37 | 45-50 | 2 |
| 109/5 K | B | 4 | 72 x 69 | 1124 | 2 | 9,7:1 | 35 | 48 | 2 |
| 109/5 L | B | 4 | 72 x 69 | 1124 | 2 | 9,2:1 | 36-42 | 49-57 | 2 |
| 109/5 P | B | 4 | 72 x 69 | 1124 | 2 | 9,2:1 | 36-42 | 49-57 | 2 |
| 109/5 X | B | 4 | 72 x 69 | 1124 | 2 | 9,2:1 | 33-42 | 45-57 | 2 |
| 109/5 Z | B | 4 | 72 x 69 | 1124 | 2 | 9,2:1 | 42 | 57 | 2 |
| 159 A | B | 4 | 83 x 88 | 1905 | 2 | 9,3:1 | 77 | 105 | 13 |
| 159 B | B | 4 | 83 x 88 | 1905 | 2 | 9,5:1 | 93-95 | 126-129 | 14 |
| 159 Z | B | 4 | 83 x 88 | 1905 | 2 | 9,3:1 | 75 | 102 | 13 |
| 161 A | D | 4 | 80 x 88 | 1769 | 2 | 23:1 | 44 | 60 | 9 |
| 162 | D | 4 | 83 x 88 | 1905 | 2 | 23,5:1 | 47-48 | 64-65 | 18 |
| 169 B | B | 4 | 84 x 81 | 1796 | 2 | 7,5:1 | 50 | 69 | 20 |
| 170 A | B | 4 | 88 x 81 | 1971 | 2 | 8:1 | 57-60 | 77-82 | 33 |
| 170 B | B | 4 | 88 x 81 | 1971 | 2 | 8:1 | 55-58 | 75-79 | 33 |
| 170 C | B | 4 | 88 x 81 | 1971 | 2 | 8:1 | 57-63 | 77-86 | 33 |
| 170 D | B | 4 | 88 x 81 | 1971 | 2 | 8:1 | 57 | 77 | 33 |



| |  | Cyl. |  | cm ³ |  | Comp. Ratio ε | kW | PS | Pos |
|----------------------|---|------|---|-----------------|---|------------------|--------|---------|-----|
| | | | | | | | | | |
| 171 A | B | 4 | 83 x 73 | 1580 | 2 | 9,5:1 | 66 | 90 | 12 |
| 171 B | B | 4 | 83 x 73 | 1580 | 2 | 9,5:1 | 66 | 90 | 12 |
| 171 BZ | B | 4 | 83 x 73 | 1580 | 2 | 9,5:1 | 59-69 | 80-94 | 12 |
| 180 A | B | 4 | 83 x 73 | 1580 | 2 | 9,8:1 | 76 | 103 | 14 |
| 180 Z | B | 4 | 83 x 73 | 1580 | 2 | 9,8:1 | 76 | 103 | 14 |
| 220 A2.000 | B | 4 | 86,4 x 67,4 | 1581 | 2 | 9,2:1 | 58 | 79 | 31 |
| 4 HW | D (LA) | 4 | 85 x 96 | 2197 | 4 | 18:1 | 94 | 128 | 26 |
| 4 HX | D (LA) | 4 | 85 x 96 | 2179 | 4 | 18:1 | 94-100 | 128-136 | 26 |
| 4HU (P22DTE) Euro 4 | D (LA) | 4 | 86 x 94,6 | 2198 | 4 | 17,5:1 | 88 | 120 | 30 |
| 4HV (P22DTE) Euro 4 | D (LA) | 4 | 86 x 94,6 | 2198 | 4 | 17,5:1 | 74-103 | 101-140 | 30 |
| 4HY (DW12UTED4) | D (LA) | 4 | 85 x 96 | 2179 | 4 | 18:1 | 74 | 101 | 27 |
| 8 HX | D (LA) | 4 | 73,7 x 82 | 1398 | 2 | 17,9:1 | 50 | 68 | 3 |
| 8 HZ | D (LA) | 4 | 73,7 x 82 | 1398 | 2 | 17,9:1 | 50 | 68 | 3 |
| 8HT (DV4TD) | D (A) | 4 | 73,7 x 82 | 1398 | 2 | 17,9:1 | 40 | 54 | 3 |
| 8140.43S.4030 Euro 3 | D (LA) | 4 | 94,4 x 100 | 2798 | 2 | 18,5:1 | 92-94 | 125-128 | 38 |
| 829 A 5 | B | 4 | 88 x 82 | 1995 | 2 | 9,2:1 | 75-78 | 102-106 | 32 |
| 9 HX | D (LA) | 4 | 75 x 88,3 | 1560 | 4 | 17,6:1 | 66 | 92 | 6 |
| 9 HY | D (LA) | 4 | 75 x 88,3 | 1560 | 4 | 18:1 | 80 | 109 | 6 |
| 9 HZ | D (LA) | 4 | 75 x 88,3 | 1560 | 4 | 17,6/ 18:1 | 80 | 109 | 6 |
| 9HU (DV6UTED4) | D (LA) | 4 | 75 x 88,3 | 1560 | 4 | 17,6:1 | 66 | 92 | 6 |

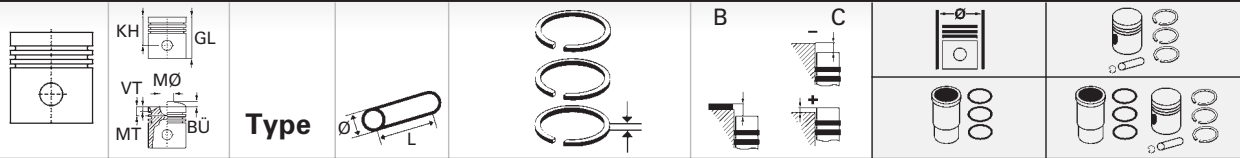
|  | | | | |  | Pos |  | | | | |  | Pos |
|---|-------------------|----------------|---|----|---|-------------------|--|-------------------|------|---|----|---|-----|
| AX | | | | | | | BX 1.6i | 05.1989 → 12.1994 | BDZ | B | 14 | | |
| AX 1.0 | 10.1986 → 06.1992 | C1A | B | 1 | BX 1.8 D | 07.1985 → 09.1993 | 161 A | D | 9 | | | | |
| AX 1.1 | 10.1986 → 12.1989 | HAZ | B | 2 | BX 1.8 TD | 02.1988 → 12.1994 | AJZ | D | 10 | | | | |
| AX 1.1 | 10.1986 → 05.1992 | H1A | B | 2 | BX 1.8 TD | 02.1988 → 12.1994 | A8A | D | 10 | | | | |
| AX 1.1 | 10.1986 → 05.1992 | H1B | B | 2 | BX 1.9i | 10.1984 → 06.1986 | 159 Z | B | 13 | | | | |
| AX 1.1i | 10.1989 → 05.1992 | HDZ | B | 2 | BX 1.9i | 07.1986 → 05.1989 | XU 9S | B | 13 | | | | |
| AX 1.1i | 06.1992 → 06.1998 | HDY | B | 2 | BX 1.9i | 07.1986 → 03.1993 | D6A | B | 13 | | | | |
| AX 1.4 | 10.1986 → 12.1989 | K1A | B | 4 | BX 1.9i | 09.1986 → 02.1993 | D 61 A | B | 15 | | | | |
| AX 1.4 | 10.1986 → 12.1989 | K1B | B | 4 | BX 1.9i | 09.1986 → 02.1993 | D6E | B | 15 | | | | |
| AX 1.4 | 10.1986 → 06.1991 | K1F | B | 4 | BX 1.9i | 06.1988 → 03.1993 | DKZ | B | 14 | | | | |
| AX 1.4 | 10.1986 → 06.1991 | K1G | B | 4 | BX 1.9i | 06.1988 → 12.1994 | DDZ | B | 14 | | | | |
| AX 1.4 | 03.1987 → 12.1989 | KAY | B | 4 | BX 1.9i | 06.1988 → 12.1994 | XU 9M | B | 14 | | | | |
| AX 1.4 | 10.1987 → 12.1992 | K2A | B | 4 | BX 1.9i | 07.1990 → 09.1993 | D6D | B | 13 | | | | |
| AX 1.4 | 10.1987 → 12.1992 | K2B | B | 4 | BX 1.9 | 05.1985 → 06.1986 | 159 B | B | 14 | | | | |
| AX 1.4 | 05.1991 → 12.1996 | K2D | B | 4 | BX 1.9 | 07.1986 → 05.1989 | 159 A | B | 13 | | | | |
| AX 1.4 D | 09.1988 → 12.1997 | K9A | D | 5 | BX 1.9 | 07.1986 → 04.1991 | D2A | B | 15 | | | | |
| AX 1.4 D | 09.1988 → 12.1997 | K9Y | D | 5 | BX 1.9 | 07.1986 → 04.1991 | D2C | B | 15 | | | | |
| AX 1.4i | 06.1988 → 05.1990 | KDZ | B | 4 | BX 1.9 | 07.1986 → 04.1991 | D2E | B | 15 | | | | |
| AX 1.4i | 06.1990 → 12.1996 | KDY | B | 4 | BX 1.9 | 07.1986 → 04.1991 | D2F | B | 15 | | | | |
| AX 1.4i | 05.1991 → 12.1996 | KFY | B | 4 | BX 1.9 D | 09.1983 → 12.1987 | D9A | D | 18 | | | | |
| AX 1.4i | 05.1991 → 12.1996 | KFZ | B | 4 | BX 1.9 D | 09.1983 → 12.1994 | D9B | D | 18 | | | | |
| AX 1.4i | 01.1993 → 12.1996 | KDX | B | 4 | BX 1.9 D | 09.1983 → 12.1994 | 162 | D | 18 | | | | |
| AX 1.5 D | 08.1994 → 12.1997 | VJY | D | 7 | BX 1.9 D | 03.1987 → 02.1993 | DJY | D | 18 | | | | |
| AX 1.5 D | 08.1994 → 12.1997 | VJZ | D | 7 | BX 1.9 D | 01.1989 → 12.1994 | DJZ | D | 18 | | | | |
| BERLINGO | | | | | | | BX 1.9 TD | 03.1988 → 12.1994 | DHY | D | 19 | | |
| Berlingo 1.1i | 07.1996 → 11.2002 | HDY | B | 2 | C1 | | | | | | | | |
| Berlingo 1.1i | 07.1996 → 11.2002 | HDZ | B | 2 | C1 1.4 HDi | 06.2005 → | 8HT (DV4TD) | D | 3 | | | | |
| Berlingo 1.4 | 10.1996 → 11.2002 | K5A | B | 4 | C2 | | | | | | | | |
| Berlingo 1.4i | 07.1996 → 11.2002 | KFX | B | 4 | C2 1.4 HDi | 09.2003 → | 8 HX | D | 3 | | | | |
| Berlingo 1.4i | 06.2000 → | KFW | B | 4 | C2 1.6i 16V | 09.2003 → | NFU | B | 8 | | | | |
| Berlingo 1.6i 16V | 06.2000 → | NFU | B | 8 | C2 1.6 HDi 16V | | 9 HZ | D | 6 | | | | |
| Berlingo 1.6 HDi 16V | 09.2005 → | 9 HX | D | 6 | C3 | | | | | | | | |
| Berlingo 1.6 HDi 16V | 09.2005 → | 9 HZ | D | 6 | C3 1.4i | 01.2002 → | KFX | B | 4 | | | | |
| Berlingo 1.8i | 03.1997 → 11.2002 | LFX | B | 16 | C3 1.4 HDi | 01.2002 → 08.2005 | 8 HX | D | 3 | | | | |
| Berlingo 1.8 D | 07.1996 → 11.2002 | A9A (XUD7) | D | 9 | C3 1.4 HDi | 09.2005 → | 8 HZ | D | 3 | | | | |
| Berlingo 1.8 D | 07.1996 → 11.2002 | 161 A | D | 9 | C3 1.6i 16V | 01.2002 → 08.2005 | NFU | B | 8 | | | | |
| Berlingo 1.9 D | 07.1996 → 11.2002 | DJY | D | 18 | C3 1.6 HDi 16V | 09.2005 → | 9 HX | D | 6 | | | | |
| Berlingo 1.9 D | 07.1996 → 11.2002 | D9B | D | 18 | C3 1.6 HDi 16V | 09.2005 → | 9 HZ | D | 6 | | | | |
| Berlingo 1.9 D | 07.1998 → 11.2002 | WJC | D | 11 | C3 PICASSO | | | | | | | | |
| Berlingo 1.9 D | 07.1998 → 11.2002 | WJZ | D | 11 | C3 Picasso 1.6 HDi 16V | 11.2008 → | DV6TED4 | D | 6 | | | | |
| Berlingo 1.9 D | 07.1998 → 06.2003 | WJY | D | 11 | C3 Picasso 1.6 HDi 16V | 11.2008 → | 9 HX | D | 6 | | | | |
| Berlingo 1.9 TD | 09.1998 → | DW8 TD | D | 11 | C3 Picasso 1.6 HDi 16V | 11.2008 → | 9 HZ | D | 6 | | | | |
| Berlingo 2.0 HDi | 12.1999 → | RHY | D | 25 | C3 PLURIEL | | | | | | | | |
| Berlingo 2.0 HDi | | RHR | D | 28 | C3 Pluriel 1.4 HDi | 10.2003 → | 8 HX | D | 3 | | | | |
| BERLINGO II | | | | | | | C3 Pluriel 1.4 HDi | 10.2003 → | 8 HZ | D | 3 | | |
| Berlingo 1.6 16V | 05.2008 → | NFU | B | 8 | C3 Pluriel 1.6i 16V | 05.2003 → | NFU | B | 8 | | | | |
| Berlingo 1.6 16V | 05.2008 → | TU 5JP4 | B | 8 | C3 II | | | | | | | | |
| BX | | | | | | | 1.4 HDi | 11.2009 → | 8 HX | D | 3 | | |
| BX 1.1 | 04.1986 → 05.1988 | 109 LA | B | 2 | C4 | | | | | | | | |
| BX 1.1 | 06.1988 → 06.1991 | H1A | B | 2 | C4 1.6i 16V | 11.2004 → | NFU | B | 8 | | | | |
| BX 1.4 | 05.1986 → 06.1988 | KAZ | B | 4 | C4 1.6 HDi 16V | 11.2004 → | 9 HX | D | 6 | | | | |
| BX 1.4 | 07.1986 → 12.1994 | K1F | B | 4 | C4 1.6 HDi 16V | 11.2004 → | 9 HY | D | 6 | | | | |
| BX 1.4 | 07.1986 → 12.1994 | K1G | B | 4 | C4 1.6 HDi 16V | 11.2004 → | 9 HZ | D | 6 | | | | |
| BX 1.4 | 01.1989 → 12.1989 | K1H | B | 4 | C4 2.0i 16V | 11.2004 → | RFJ | B | 22 | | | | |
| BX 1.4i | 09.1988 → 09.1993 | KDY | B | 4 | C4 2.0i 16V | 11.2004 → | RFN | B | 21 | | | | |
| BX 1.4i | 09.1988 → 09.1993 | KDZ | B | 4 | C4 2.0 HDi 16V | 11.2004 → | RHR | D | 28 | | | | |
| BX 1.4i | 09.1991 → 09.1993 | K2D | B | 4 | C4 PICASSO | | | | | | | | |
| BX 1.6 | 10.1982 → 06.1984 | 171 A | B | 12 | C4 Picasso 1.6 HDi 16V | 10.2006 → | 9 HZ | D | 6 | | | | |
| BX 1.6 | 10.1982 → 06.1984 | 171 B | B | 12 | C4 Picasso 2.0i 16V | 10.2006 → | RFJ | B | 22 | | | | |
| BX 1.6 | 07.1984 → 03.1988 | 171 BZ | B | 12 | C4 Picasso 2.0 HDi 16V | 10.2006 → | RHR | D | 28 | | | | |
| BX 1.6 | 03.1987 → 12.1994 | B1A | B | 12 | C4 GRAND PICASSO | | | | | | | | |
| BX 1.6 | 03.1987 → 12.1994 | B2C | B | 14 | C4 Grand Picasso 1.6 | 10.2006 → | 9 HZ | D | 6 | | | | |
| BX 1.6 | 09.1987 → 12.1994 | B1E | B | 14 | HDi 16V | | | | | | | | |
| BX 1.6i | 03.1986 → 12.1994 | 180 Z | B | 14 | C4 Grand Picasso 2.0i | 10.2006 → | RFJ | B | 22 | | | | |
| BX 1.6i | 07.1986 → 10.1989 | XU 52C (65 kW) | B | 14 | 16V | | | | | | | | |
| BX 1.6i | 07.1986 → 10.1989 | XU 52C B2 A | B | 14 | C4 Grand Picasso 2.0 | 10.2006 → | RHR | D | 28 | | | | |
| BX 1.6i | 09.1987 → 02.1993 | B6D | B | 14 | HDi 16V | | | | | | | | |
| BX 1.6i | 09.1987 → 02.1993 | B6E | B | 14 | C5 | | | | | | | | |
| BX 1.6i | 05.1989 → 12.1994 | BDY | B | 14 | C5 1.6 HDi 16V | 10.2004 → | 9 HY | D | 6 | | | | |



| | | Pos | | | Pos | | | | |
|-----------------|-------------------|----------|---|----|------------------------|-------------------|--------------------|---|----|
| C5 1.6 HDi 16V | 10.2004 → | 9 HZ | D | 6 | Evasion 1.9 TD | 10.1994 → 07.2002 | DHY | D | 19 |
| C5 1.6 HDi 16V | 11.2004 → | 9 HX | D | 6 | Evasion 1.9 TD | 10.1994 → 07.2002 | D8B | D | 19 |
| C5 2.0i 16V | 03.2001 → 09.2004 | RFN | B | 21 | Evasion 2.0i 16V | 05.1998 → 04.2000 | RFV | B | 29 |
| C5 2.0i 16V | 10.2004 → | EW10 A | B | 22 | Evasion 2.0i 16V | 04.2000 → 07.2002 | RFN | B | 21 |
| C5 2.0i 16V | 10.2004 → | RFJ | B | 22 | Evasion 2.0 HDi | 01.1999 → 07.2002 | RHZ | D | 25 |
| C5 2.0 HDi | 03.2001 → 09.2004 | RHS | D | 25 | Evasion 2.1 TD 12V | 04.1996 → 07.2002 | P8C | D | 24 |
| C5 2.0 HDi | 03.2001 → 09.2004 | RHY | D | 25 | JUMPER I | | | | |
| C5 2.0 HDi | 03.2001 → 09.2004 | RHZ | D | 25 | Jumper I 1.9 D | 02.1994 → 02.2002 | D9B | D | 18 |
| C5 2.0 HDi 16V | 09.2004 → | RHR | D | 28 | Jumper I 1.9 D | 01.1999 → 02.2002 | DJY | D | 18 |
| C5 2.2 HDi 16V | 03.2001 → | 4 HX | D | 26 | Jumper I 1.9 TD | 02.1994 → 02.2002 | DHX | D | 19 |
| C8 | | | | | Jumper I 1.9 TD | 02.1994 → 02.2002 | D8C | D | 19 |
| C8 2.0i 16V | 06.2002 → | RFN | B | 21 | Jumper I 1.9 TD | 08.1997 → 02.2002 | DHY | D | 19 |
| C8 2.0i 16V | 10.2005 → | EW10 A | B | 22 | Jumper I 2.0 HDi | 09.1998 → 02.2002 | RHZ | D | 25 |
| C8 2.0 HDi 16V | 03.2006 → | RHR | D | 28 | Jumper I 2.0 HDi | 03.2001 → 02.2002 | RHV (DW10TD) | D | 25 |
| C8 2.2 HDi 16V | 06.2002 → | 4 HW | D | 26 | Jumper I 2.5 D 12V | 02.1994 → 02.2002 | T9A | D | 35 |
| C8 2.2 HDi 16V | 06.2002 → | 4 HX | D | 26 | Jumper I 2.5 TD 12V | 02.1994 → 02.2002 | THZ | D | 34 |
| C 15 | | | | | Jumper I 2.5 TD 12V | 02.1994 → 02.2002 | T8A | D | 34 |
| C 15 1.0 | 07.1988 → 12.1997 | C1A | B | 1 | Jumper I 2.5 TDI 12V | 10.1996 → 02.2002 | THX | D | 36 |
| C 15 1.1 | 10.1984 → 07.1987 | 109 K | B | 2 | Jumper I 2.8 HDi | 09.2000 → 02.2002 | 8140.43S.4030 | D | 38 |
| C 15 1.1 | 07.1987 → 07.1988 | E1 A | B | 2 | JUMPER II | | | | |
| C 15 1.1 | 07.1988 → 12.1996 | H1A | B | 2 | Jumper II 2.0 HDi 16V | 02.2002 → 04.2006 | DW10 TD | D | 25 |
| C 15 1.1i | 06.1989 → 12.1996 | HDZ | B | 2 | Jumper II 2.0 HDi 16V | 02.2002 → 04.2006 | RHV (DW10TD) | D | 25 |
| C 15 1.4 | 07.1986 → 07.1987 | KAZ | B | 4 | Jumper II 2.2 HDi 16V | 02.2002 → 04.2006 | DW12TED | D | 27 |
| C 15 1.4 | 07.1987 → 12.1996 | K1G | B | 4 | Jumper II 2.2 HDi 16V | 02.2002 → 04.2006 | 4HY (DW12UTED4) | D | 27 |
| C 15 1.4 | 07.1987 → 12.1996 | K1H | B | 4 | JUMPER III | | | | |
| C 15 1.4 | 07.1987 → 12.1996 | K3A | B | 4 | Jumper III 2.2 HDi 16V | 04.2006 → | 4HU (P22DTE) | D | 30 |
| C 15 1.4 | 05.1991 → 12.1996 | K2D | B | 4 | Jumper III 2.2 HDi 16V | 04.2006 → | 4HV (P22DTE) | D | 30 |
| C 15 1.4i | 01.1992 → 12.1996 | KDY | B | 4 | Jumper III 3.0 HDi | 04.2006 → | F1 CE 0481 D | D | 39 |
| C 15 1.8 D | 07.1986 → 12.1997 | 161 A | D | 9 | Jumper III 3.0 HDi | 04.2006 → | F30DT | D | 39 |
| C 15 1.9 D | 12.2000 → 12.2005 | WJY | D | 11 | JUMPY | | | | |
| C 25 | | | | | Jumpy 1.6i | 10.1995 → | 220 A2.000 | B | 31 |
| C 25 1.8 | 11.1981 → 03.1994 | 169 B | B | 20 | Jumpy 1.6 HDi 16V | 01.2007 → 05.2008 | 9 HX | D | 6 |
| C 25 1.9 D | 07.1987 → 03.1994 | D9B | D | 18 | Jumpy 1.6 HDi 16V | 01.2007 → 05.2008 | 9HU (DV6UTED4) | D | 6 |
| C 25 2.0 | 09.1981 → 03.1994 | 170 A | B | 33 | Jumpy 1.6 HDi 16V | 05.2008 → | DV6UTED4 | D | 6 |
| C 25 2.0 | 09.1981 → 03.1994 | 170 B | B | 33 | Jumpy 1.9 D | 10.1995 → | D9B | D | 18 |
| C 25 2.0 | 09.1981 → 03.1994 | 170 C | B | 33 | Jumpy 1.9 D | 10.1998 → | WJZ | D | 11 |
| C 25 2.0 | 09.1981 → 03.1994 | 170 D | B | 33 | Jumpy 1.9 D | 09.2001 → 06.2003 | WJY | D | 11 |
| C 25 2.0 | 09.1981 → 03.1994 | 171 B | B | 12 | Jumpy 1.9 TD | 10.1995 → | DHX | D | 19 |
| C 25 2.5 D | 07.1981 → 03.1994 | CRD 93 L | D | 37 | Jumpy 1.9 TD | 10.1995 → | D8B | D | 19 |
| C 25 2.5 D | 07.1981 → 03.1994 | U25/651 | D | 37 | Jumpy 1.9 TD | 04.1996 → | D8C | D | 19 |
| C 25 2.5 D | 07.1981 → 03.1994 | U25/661 | D | 37 | Jumpy 1.9 TD | 09.1998 → | DW8 TD | D | 11 |
| C 35 | | | | | Jumpy 2.0i 16V | 04.2000 → | RFN | B | 21 |
| C 35 2.5 D | 02.1978 → 10.1990 | M 22/629 | D | 37 | Jumpy 2.0i 16V | 01.2007 → | RFJ | B | 22 |
| C 35 2.5 D | 02.1978 → 10.1990 | M 25/629 | D | 37 | Jumpy 2.0 HDi | 10.1999 → | RHX | D | 25 |
| C 35 2.5 D | 02.1978 → 10.1990 | M 25/637 | D | 37 | Jumpy 2.0 HDi | 10.1999 → | RHZ | D | 25 |
| C 35 2.5 D | 02.1978 → 10.1990 | M 25/660 | D | 37 | Jumpy 2.0 HDi | 12.1999 → | RHY | D | 25 |
| C 35 2.5 D | 02.1978 → 10.1990 | M 25/661 | D | 37 | Jumpy 2.0 HDi 16V | 01.2007 → | RHR | D | 28 |
| C 35 2.5 D | 01.1980 → 12.1992 | B 25/637 | D | 37 | LN | | | | |
| C 35 2.5 D | 01.1980 → 12.1992 | CRD 93 B | D | 37 | LN 1.1 | 07.1982 → 06.1986 | 109/5 E | B | 2 |
| C 45 | | | | | LN 1.1 | 07.1982 → 06.1986 | 109/5 F | B | 2 |
| C 45 2.5 D | 06.1982 → 10.1990 | B 25/637 | D | 37 | LNA | | | | |
| C 45 2.5 D | 06.1982 → 10.1990 | CRD 93 B | D | 37 | LNA 1.1 | 07.1982 → 04.1985 | 109 K | B | 2 |
| C 45 2.5 D | 06.1982 → 10.1990 | M 25/637 | D | 37 | LNA 1.1 | 07.1982 → 04.1985 | 109/5 X | B | 2 |
| CX | | | | | LNA 1.1 | 07.1982 → 06.1986 | 109/5 E | B | 2 |
| CX 2000 | 07.1979 → 06.1982 | 829 A 5 | B | 32 | LNA 1.1 | 07.1982 → 06.1986 | 109/5 F | B | 2 |
| CX 2.0 | 07.1982 → 12.1992 | J6RA 500 | B | 32 | NEMO | | | | |
| CX 2.0 | 07.1982 → 12.1992 | 829 A 5 | B | 32 | Nemo 1.4i | 02.2008 → | KFX | B | 4 |
| CX 2.2 | 07.1985 → 12.1992 | J6TA 500 | B | 32 | Nemo 1.4 HDi | 02.2008 → | 8 HX | D | 3 |
| CX 2.5 D | 02.1978 → 08.1985 | M 25/629 | D | 37 | SAXO | | | | |
| CX 2.5 D | 02.1978 → 10.1990 | M 25/637 | D | 37 | Saxo 1.1i | 02.1996 → 09.2003 | HDY | B | 2 |
| CX 2.5 D | 02.1978 → 10.1990 | M 25/661 | D | 37 | Saxo 1.1i | 02.1996 → 09.2003 | HDZ | B | 2 |
| CX 2.5 D | 02.1978 → 12.1992 | CRD 93 | D | 37 | Saxo 1.4i | 02.1996 → 09.2003 | KFW | B | 4 |
| CX 2.5 D | 07.1982 → 12.1992 | M 25/660 | D | 37 | Saxo 1.4i | 02.1996 → 09.2003 | KFX | B | 4 |
| ELYSEE | | | | | Saxo 1.5 D | 07.1996 → 09.2003 | VJX | D | 7 |
| Elysee 1.6i 16V | 06.2002 → | NFU | B | 8 | Saxo 1.5 D | 07.1996 → 09.2003 | VJY | D | 7 |
| EVASION | | | | | Saxo 1.5 D | 07.1996 → 09.2003 | VJZ | D | 7 |
| Evasion 1.8i | 09.1996 → 07.2002 | LFW | B | 16 | VISA | | | | |
| Evasion 1.8i | 09.1996 → 07.2002 | LFZ | B | 16 | Visa 1.1 | 09.1978 → 06.1988 | 109 K | B | 2 |
| Evasion 1.9 TD | 10.1994 → 07.2002 | DHX | D | 19 | | | | | |



| | | | Pos | | | | Pos | | |
|---------------------------|-------------------|------------|-----|----|-------------|-------------------|------------|---|----|
| Visa 1.1 | 09.1978 → 03.1991 | 109/5 E | B | 2 | ZX 1.1 | 03.1991 → 08.1996 | H1A | B | 2 |
| Visa 1.1 | 09.1978 → 03.1991 | 109/5 F | B | 2 | ZX 1.1 | 03.1991 → 08.1996 | H1B | B | 2 |
| Visa 1.1 | 09.1978 → 03.1991 | 109/5 K | B | 2 | ZX 1.1i | 03.1991 → 06.1997 | HDY | B | 2 |
| Visa 1.1 | 09.1978 → 03.1991 | 109/5 L | B | 2 | ZX 1.1i | 03.1991 → 06.1997 | HDZ | B | 2 |
| Visa 1.1 | 09.1978 → 03.1991 | 109/5 P | B | 2 | ZX 1.4 | 03.1991 → 12.1995 | K2D | B | 4 |
| Visa 1.1 | 09.1978 → 03.1991 | 109/5 X | B | 2 | ZX 1.4 | 03.1991 → 12.1995 | K5A | B | 4 |
| Visa 1.1 | 09.1978 → 03.1991 | 109/5 Z | B | 2 | ZX 1.4i | 03.1991 → 08.1992 | KDY | B | 4 |
| Visa 1.4 | 07.1982 → 03.1991 | KAZ | B | 4 | ZX 1.4i | 03.1991 → 08.1992 | TU 3M/Z | B | 4 |
| Visa 1.6i | 01.1985 → 03.1991 | B6D | B | 14 | ZX 1.4i | 03.1991 → 08.1996 | KDX | B | 4 |
| Visa 1.6i | 01.1985 → 03.1991 | 180 A | B | 14 | ZX 1.4i | 03.1991 → 06.1997 | KDZ | B | 4 |
| Visa 1.8 D | 04.1984 → 03.1991 | 161 A | D | 9 | ZX 1.4i | 06.1996 → 10.1997 | KFX | B | 4 |
| XANTIA | | | | | ZX 1.4 D | 06.1994 → 06.1997 | K9Y | D | 5 |
| Xantia 1.6i | 03.1993 → 12.2001 | BFZ | B | 14 | ZX 1.5 D | 09.1996 → 10.1997 | VJY | D | 7 |
| Xantia 1.8i | 03.1993 → 01.1998 | LFZ | B | 16 | ZX 1.5 D | 09.1996 → 10.1997 | VJZ | D | 7 |
| Xantia 1.8i | 03.1993 → 01.1998 | L6A | B | 16 | ZX 1.6i | 03.1991 → 12.1994 | BDY | B | 14 |
| Xantia 1.8i | 04.1997 → 12.2001 | LFX | B | 16 | ZX 1.6i | 03.1991 → 12.1994 | B4A | B | 14 |
| Xantia 1.8i 16V | 06.1995 → 12.2001 | LFY | B | 17 | ZX 1.6i | 03.1991 → 12.1994 | XU 5M | B | 14 |
| Xantia 1.9 D | 07.1993 → 01.1998 | D9B | D | 18 | ZX 1.6i | 07.1993 → 10.1997 | BFZ | B | 14 |
| Xantia 1.9 D | 05.1994 → 01.1998 | DJY | D | 18 | ZX 1.8i | 07.1992 → 10.1997 | LFZ | B | 16 |
| Xantia 1.9 D | 05.1994 → 01.1998 | DJZ | D | 18 | ZX 1.8i | 07.1992 → 10.1997 | L6A | B | 16 |
| Xantia 1.9 TD | 07.1993 → 01.1998 | DHY | D | 19 | ZX 1.8i 16V | 01.1996 → 02.1998 | LFY | B | 17 |
| Xantia 1.9 TD | 07.1993 → 01.1998 | D8B | D | 19 | ZX 1.8 D | 03.1991 → 10.1997 | A9A (XUD7) | D | 9 |
| Xantia 1.9 TD | 02.1994 → 12.2001 | DHX | D | 19 | ZX 1.8 D | 03.1991 → 10.1997 | 161 A | D | 9 |
| Xantia 1.9 TD | 09.1996 → 12.2001 | DHW | D | 19 | ZX 1.9i | 03.1991 → 10.1997 | DKZ | B | 14 |
| Xantia 2.0i 16V | 03.1993 → 12.1998 | RFV | B | 29 | ZX 1.9i | 03.1991 → 10.1997 | D6E | B | 15 |
| Xantia 2.0 HDi | 10.1998 → 12.2001 | RHY | D | 25 | ZX 1.9i 16V | 03.1991 → 10.1997 | DFY | B | 14 |
| Xantia 2.0 HDi | 10.1998 → 12.2001 | RHZ | D | 25 | ZX 1.9 D | 03.1991 → 04.1994 | DJZ | D | 18 |
| Xantia 2.1 TD 12V | 05.1995 → 12.2001 | P8C | D | 24 | ZX 1.9 D | 03.1991 → 10.1997 | D9B | D | 18 |
| XM | | | | | ZX 1.9 D | 05.1994 → 10.1997 | DJY | D | 18 |
| XM 2.0i 16V | 07.1994 → 10.2000 | RFV | B | 29 | ZX 1.9 TD | 07.1992 → 10.1997 | DHY | D | 19 |
| XM 2.1 TD 12V | 05.1989 → 06.1994 | P8A | D | 23 | | | | | |
| XM 2.1 TD 12V | 05.1989 → 10.2000 | PHZ | D | 23 | | | | | |
| XM 2.1 TD 12V | 07.1994 → 10.2000 | P8B | D | 23 | | | | | |
| XM 2.1 TD 12V | 07.1994 → 10.2000 | P8C | D | 24 | | | | | |
| XM 2.5 TD 12V | 07.1994 → 10.2000 | THY | D | 34 | | | | | |
| XSARA | | | | | | | | | |
| Xsara 1.4i | 07.1997 → 08.2000 | KFX | B | 4 | | | | | |
| Xsara 1.4i | 09.2000 → | KFW | B | 4 | | | | | |
| Xsara 1.4 HDi | 01.2003 → | 8 HZ | D | 3 | | | | | |
| Xsara 1.5 D | 07.1997 → 08.2000 | VJY | D | 7 | | | | | |
| Xsara 1.5 D | 07.1997 → 08.2000 | VJZ | D | 7 | | | | | |
| Xsara 1.6i 16V | 09.2000 → | NFU | B | 8 | | | | | |
| Xsara 1.8i | 07.1997 → 08.2000 | LFX | B | 16 | | | | | |
| Xsara 1.8i | 07.1997 → 08.2000 | LFZ | B | 16 | | | | | |
| Xsara 1.8i | 07.1997 → 08.2000 | L6A | B | 16 | | | | | |
| Xsara 1.8i 16V | 07.1997 → 08.2000 | LFY | B | 17 | | | | | |
| Xsara 1.8 D | 07.1997 → 08.2000 | A9A (XUD7) | D | 9 | | | | | |
| Xsara 1.8 D | 07.1997 → 08.2000 | 161 A | D | 9 | | | | | |
| Xsara 1.9 D | 07.1997 → 08.2000 | DJY | D | 18 | | | | | |
| Xsara 1.9 D | 04.1998 → 08.2000 | WJZ | D | 11 | | | | | |
| Xsara 1.9 D | 09.2000 → | WJY | D | 11 | | | | | |
| Xsara 1.9 TD | 07.1997 → 08.2000 | DHY | D | 19 | | | | | |
| Xsara 1.9 TD | 01.1998 → 08.2000 | DHV | D | 19 | | | | | |
| Xsara 1.9 TD | 01.1998 → 08.2000 | DHW | D | 19 | | | | | |
| Xsara 2.0i 16V | 07.1997 → 08.2000 | RFV | B | 29 | | | | | |
| Xsara 2.0i 16V | 09.2000 → | RFN | B | 21 | | | | | |
| Xsara 2.0 HDi | 09.2000 → | RHY | D | 25 | | | | | |
| Xsara 2.0 HDi | 09.2000 → | RHZ | D | 25 | | | | | |
| XSARA PICASSO | | | | | | | | | |
| Xsara Picasso 1.6i 16V | 09.2005 → | NFU | B | 8 | | | | | |
| Xsara Picasso 1.6 HDi 16V | 05.2004 → | 9 HX | D | 6 | | | | | |
| Xsara Picasso 1.6 HDi 16V | 05.2004 → | 9 HZ | D | 6 | | | | | |
| Xsara Picasso 1.8i 16V | 12.1999 → | LFY | B | 17 | | | | | |
| Xsara Picasso 2.0i 16V | 03.2001 → | RFN | B | 21 | | | | | |
| Xsara Picasso 2.0 HDi | 12.1999 → | RHZ | D | 25 | | | | | |
| Xsara Picasso 2.0 HDi | 01.2000 → | RHY | D | 25 | | | | | |
| ZX | | | | | | | | | |



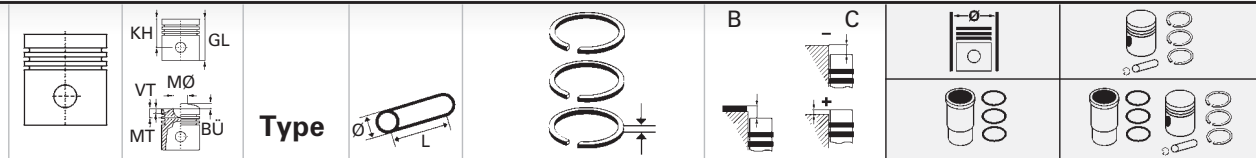
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| | | | | | | | | | | |
|------------|-------------------|-----------|--------|---------------------|------|----------------|-------------------|-------|----------|--|
| 1 | | 70 | | | | | | | | |
| C1A | 10.1986 → 12.1997 | B | 4 | 954 cm ³ | 2V | 32-34 kW | (44-46 PS) | 9,4:1 | 62,00 mm | |
| | N Cyl. | A=79,5 | C=89,2 | L=122 | H=85 | 1 SC 79 x 1,25 | 89 438 110 | | | |

| | | | | | | | | | | |
|----------------|-------------------|-----------|--------|----------------------|------|------------------|-------------------|-------|----------|--|
| 2 | | 72 | | | | | | | | |
| E1 A | 07.1987 → 07.1988 | B | 4 | 1124 cm ³ | 2V | 40-41 kW | (54-56 PS) | 9,4:1 | 69,00 mm | |
| HAZ | 10.1986 → 12.1989 | B | 4 | 1124 cm ³ | 2V | 40 kW | (54 PS) | 9,2:1 | 69,00 mm | |
| HDY | 03.1991 → 09.2003 | B | 4 | 1124 cm ³ | 2V | 44 kW | (60 PS) | 9,2:1 | 69,00 mm | |
| HDZ | 06.1989 → 09.2003 | B | 4 | 1124 cm ³ | 2V | 40-44 kW | (54-60 PS) | 9,4:1 | 69,00 mm | |
| H1A | 10.1986 → 12.1996 | B | 4 | 1124 cm ³ | 2V | 40-44 kW | (54-60 PS) | 9,2:1 | 69,00 mm | |
| H1B | 10.1986 → 08.1996 | B | 4 | 1124 cm ³ | 2V | 40-44 kW | (54-60 PS) | 9,2:1 | 69,00 mm | |
| 109 K | 09.1978 → 06.1988 | B | 4 | 1116 cm ³ | 2V | 34-36 kW | (46-49 PS) | 9,7:1 | 69,00 mm | |
| 109 LA | 04.1986 → 05.1988 | B | 4 | 1124 cm ³ | 2V | 42 kW | (57 PS) | 9,7:1 | 69,00 mm | |
| 109/5 E | 09.1978 → 03.1991 | B | 4 | 1124 cm ³ | 2V | 33-37 kW | (45-50 PS) | 9,7:1 | 69,00 mm | |
| 109/5 F | 09.1978 → 03.1991 | B | 4 | 1124 cm ³ | 2V | 33-37 kW | (45-50 PS) | 9,7:1 | 69,00 mm | |
| 109/5 K | 09.1978 → 03.1991 | B | 4 | 1124 cm ³ | 2V | 35 kW | (48 PS) | 9,7:1 | 69,00 mm | |
| 109/5 L | 09.1978 → 03.1991 | B | 4 | 1124 cm ³ | 2V | 36-42 kW | (49-57 PS) | 9,2:1 | 69,00 mm | |
| 109/5 P | 09.1978 → 03.1991 | B | 4 | 1124 cm ³ | 2V | 36-42 kW | (49-57 PS) | 9,2:1 | 69,00 mm | |
| 109/5 X | 09.1978 → 03.1991 | B | 4 | 1124 cm ³ | 2V | 33-42 kW | (45-57 PS) | 9,2:1 | 69,00 mm | |
| 109/5 Z | 09.1978 → 03.1991 | B | 4 | 1124 cm ³ | 2V | 42 kW | (57 PS) | 9,2:1 | 69,00 mm | |
| | N Cyl. | A=79,5 | C=89,2 | L=122,5 | H=85 | 1 FP 77,2 x 1,25 | 89 194 110 | | | |

| | | | | | | | | | | |
|--------------------|--------------|---|------------|----------------------|-----------------------------------|-------------------|------------------------------|--|----------|--|
| 3 | | 73,7 | | | | | | | | |
| 8 HX | 01.2002 → | D (LA) | 4 | 1398 cm ³ | 2V | 50 kW | (68 PS) | 17,9:1 | 82,00 mm | |
| 8 HZ | 01.2003 → | D (LA) | 4 | 1398 cm ³ | 2V | 50 kW | (68 PS) | 17,9:1 | 82,00 mm | |
| 8HT (DV4TD) | 06.2005 → | D (A) | 4 | 1398 cm ³ | 2V | 40 kW | (54 PS) | 17,9:1 | 82,00 mm | |
| | 4 074 127 | KH 42,94 VT1 -1,55 MT -14,7 MØ 37,16 GL 65,44 | RTK TPL | 25 60 | 1 T6 2,5 1 M 1,95 1 DSF 2,5 | CK G6 G3 CR | 73,71 74,21 | 40 469 600 [1] 40 469 610 [1] | | |

| | | | | | | | | | |
|-----|--|---|--|--|--|--|--|--|--|
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндров | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor ширина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | | |
| | 1 | 1,35 | +0,771 | +0,820 | | | | | |
| | 2 | 1,25 | +0,6115 | +0,720 | | | | | |
| | 3 | 1,30 | +0,721 | +0,770 | | | | | |
| | 4 | 1,40 | +0,821 | +0,870 | | | | | |
| | 5 | 1,45 | +0,871 | +0,977 | | | | | |



| 4 | | 75 | | | | | | | | |
|---------|-------------------|----|---|----------------------|----|----------|------------|--------|----------|--|
| KAY | 03.1987 → 12.1989 | B | 4 | 1361 cm ³ | 2V | 44 kW | (60 PS) | 9,3:1 | 77,00 mm | |
| KAZ | 07.1982 → 03.1991 | B | 4 | 1361 cm ³ | 2V | 44-55 kW | (60-75 PS) | 9,3:1 | 77,00 mm | |
| KDX | 03.1991 → 12.1996 | B | 4 | 1361 cm ³ | 2V | 55 kW | (75 PS) | 9,3:1 | 77,00 mm | |
| KDY | 09.1988 → 12.1996 | B | 4 | 1361 cm ³ | 2V | 55-58 kW | (75-79 PS) | 9,3:1 | 77,00 mm | |
| KDZ | 06.1988 → 06.1997 | B | 4 | 1361 cm ³ | 2V | 55 kW | (75 PS) | 9,3:1 | 77,00 mm | |
| KFW | 02.1996 → | B | 4 | 1361 cm ³ | 2V | 55 kW | (75 PS) | 10,2:1 | 77,00 mm | |
| KFX | 02.1996 → | B | 4 | 1361 cm ³ | 2V | 54-55 kW | (73-75 PS) | 10,2:1 | 77,00 mm | |
| KFY | 05.1991 → 12.1996 | B | 4 | 1361 cm ³ | 2V | 66 kW | (90 PS) | 9,3:1 | 77,00 mm | |
| KFZ | 05.1991 → 12.1996 | B | 4 | 1361 cm ³ | 2V | 69-70 kW | (94-95 PS) | 9,3:1 | 77,00 mm | |
| K1A | 10.1986 → 12.1989 | B | 4 | 1361 cm ³ | 2V | 47 kW | (64 PS) | 9,3:1 | 77,00 mm | |
| K1B | 10.1986 → 12.1989 | B | 4 | 1361 cm ³ | 2V | 44 kW | (60 PS) | 9,3:1 | 77,00 mm | |
| K1F | 07.1986 → 12.1994 | B | 4 | 1361 cm ³ | 2V | 49 kW | (67 PS) | 9,3:1 | 77,00 mm | |
| K1G | 07.1986 → 12.1996 | B | 4 | 1361 cm ³ | 2V | 49-55 kW | (67-75 PS) | 9,3:1 | 77,00 mm | |
| K1H | 07.1987 → 12.1996 | B | 4 | 1361 cm ³ | 2V | 49-51 kW | (67-69 PS) | 9,3:1 | 77,00 mm | |
| K2A | 10.1987 → 12.1992 | B | 4 | 1361 cm ³ | 2V | 62-65 kW | (84-88 PS) | 9,3:1 | 77,00 mm | |
| K2B | 10.1987 → 12.1992 | B | 4 | 1361 cm ³ | 2V | 62-65 kW | (84-88 PS) | 9,3:1 | 77,00 mm | |
| K2D | 03.1991 → 12.1996 | B | 4 | 1361 cm ³ | 2V | 55 kW | (75 PS) | 9,3:1 | 77,00 mm | |
| K3A | 07.1987 → 12.1996 | B | 4 | 1361 cm ³ | 2V | 44-46 kW | (60-63 PS) | 9,3:1 | 77,00 mm | |
| K5A | 03.1991 → 11.2002 | B | 4 | 1361 cm ³ | 2V | 51-55 kW | (69-75 PS) | 9,3:1 | 77,00 mm | |
| TU 3M/Z | 03.1991 → 08.1992 | B | 4 | 1361 cm ³ | 2V | 55 kW | (75 PS) | 9,3:1 | 77,00 mm | |

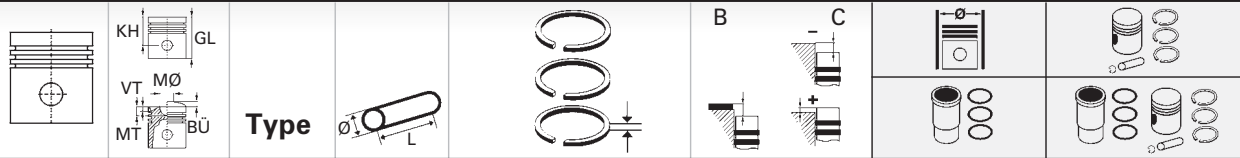
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|--|--------|--------|--------|---------|------|------------------|-------------------------------|--|
| | N Cyl. | A=79,5 | C=89,2 | L=135,4 | H=90 | 1 FP 77,2 x 1,25 | 89 584 110 (89 322) | |
|--|--------|--------|--------|---------|------|------------------|-------------------------------|--|

| 5 | | 75 | | | | | | | | |
|-----|-------------------|----|---|----------------------|----|----------|------------|------|----------|--|
| K9A | 09.1988 → 12.1997 | D | 4 | 1361 cm ³ | 2V | 39 kW | (53 PS) | 22:1 | 77,00 mm | |
| K9Y | 09.1988 → 12.1997 | D | 4 | 1361 cm ³ | 2V | 37-39 kW | (50-53 PS) | 22:1 | 77,00 mm | |

| | | | | | | | |
|--|--------|--------|---------|---------|----------------|-------------------|--|
| | N Cyl. | A=79,5 | L=135,4 | H=90,01 | 1 R 77,2 x 1,2 | 89 419 110 | |
|--|--------|--------|---------|---------|----------------|-------------------|--|

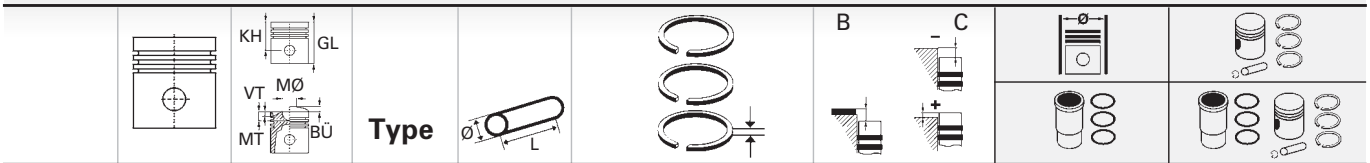
| 6 | | 75 | | | | | | | | |
|-----------------|-------------------|--------|---|----------------------|----|-------|----------|-----------|----------|--|
| DV6TED4 Euro 4 | 11.2008 → | D (LA) | 4 | 1560 cm ³ | 4V | 80 kW | (109 PS) | 17,6:1 | 88,30 mm | |
| DV6UTED4 Euro 4 | 05.2008 → | D (LA) | 4 | 1560 cm ³ | 4V | 68 kW | (92 PS) | 18:1 | 88,30 mm | |
| 9 HX | 05.2004 → | D (LA) | 4 | 1560 cm ³ | 4V | 66 kW | (92 PS) | 17,6:1 | 88,30 mm | |
| 9 HY | 10.2004 → | D (LA) | 4 | 1560 cm ³ | 4V | 80 kW | (109 PS) | 18:1 | 88,30 mm | |
| 9 HZ | 05.2004 → | D (LA) | 4 | 1560 cm ³ | 4V | 80 kW | (109 PS) | 17,6/18:1 | 88,30 mm | |
| 9HU (DV6UTED4) | 01.2007 → 05.2008 | D (LA) | 4 | 1560 cm ³ | 4V | 66 kW | (92 PS) | 17,6:1 | 88,30 mm | |

| | | | | | | | | |
|--|---|--|-------------------|----------|----------------------------------|-------------------|----------------------------------|--|
| | 4 | KH 41,7 VT1 -1,16 MT -13,2 MØ 41,7 GL 65,3 | RTK TPL KKK | 26 61 | 1 T6 3 1 NM 1,95 1 DSF 2,5 | PC G6 G3 CR | 75,00 75,50 | 40 179 600 40 179 610 |
|--|---|--|-------------------|----------|----------------------------------|-------------------|----------------------------------|--|



C

| 7 | | 77 | | | | | | | | | |
|-------------------|---|--|---|--|--|----------|----------------|-------------------|----------|-------------------|-----|
| VJX | 07.1996 → 09.2003 | D | 4 | 1527 cm ³ | 2V | 37-42 kW | (50-57 PS) | 23:1 | 82,00 mm | | |
| VJY | 08.1994 → 09.2003 | D | 4 | 1527 cm ³ | 2V | 40-42 kW | (54-57 PS) | 23:1 | 82,00 mm | | |
| VJZ | 08.1994 → 09.2003 | D | 4 | 1527 cm ³ | 2V | 42-43 kW | (57-58 PS) | 23:1 | 82,00 mm | | |
| | 4 | KH 40,37 MT -1,65 GL 66,32 | | 23 60 | 1 R 2 CK G6 1 M 1,75 1 DSF 3 CR | | +1,04 +1,14 | 77,00 | | 94 642 700 | |
| | 077 082 | KH 40,1 MT -1,65 GL 66,32 | HKÜ | | | | | 77,40 | | 94 642 710 | |
| 8 | | 78,5 | | | | | | | | | |
| NFU | 06.2000 → | B | 4 | 1587 cm ³ | 4V | 80 kW | (109 PS) | 11:1 | 82,00 mm | | |
| TU 5JP4 | 05.2008 → | B | 4 | 1587 cm ³ | 4V | 80 kW | (109 PS) | 11:1 | 82,00 mm | | |
| | 4 | KH 32,35 BÜ +0,15 GL 50,15 | | 19,495 57 K | 1 R 1,2 PC ST 1 NM 1,5 1 DSF 2,5 G6 | | | 78,509 | | 40 161 600 | |
| | 078 123 | | | | | | | 79,00 | | 40 161 610 | |
| 9 | | 80 | | | | | | | | | |
| A9A (XUD7) | 03.1991 → 11.2002 | D | 4 | 1769 cm ³ | 2V | 44 kW | (60 PS) | 23:1 | 88,00 mm | | |
| 161 A | 04.1984 → 11.2002 | D | 4 | 1769 cm ³ | 2V | 44 kW | (60 PS) | 23:1 | 88,00 mm | | |
| | 4 | KH 46,8 MT -2 GL 84,5 | | 25 69,8 | 1 R 2 CR G6 1 M 2 1 DSF 3 CR | | | 80,00 | | 93 784 700 | [1] |
| | 080 223 | | | | | | | 80,50 | | 93 784 720 | [1] |
| | | | | | | | | 80,80 | | 93 784 730 | [1] |
| | T Cyl. | A=83 | C=86 | L=154 | H=4,5 | | | 89 316 190 | semi | 93 784 970 | |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | | | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | | | | | |
| | Kerben notches repères muescas Надрезы | Stärke thickness épaisseur espesor Толщина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | | | | |
| | 1 2 3 | 1,49 1,61 1,73 | only for Series +0,77 +0,77 | | | | | | | | |

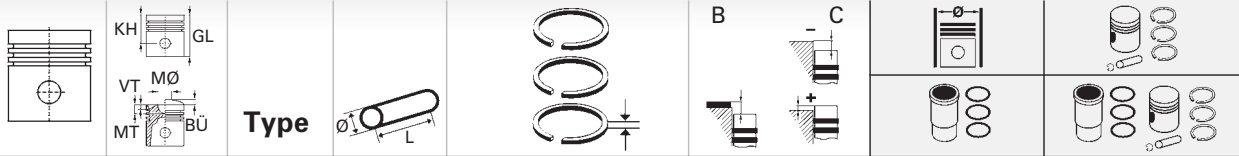


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|------------|-------------------|-----------|------|----------------------|-------|-------|---------|--------|----------|-------------------|--|--|
| 10 | | 80 | | | | | | | | | | |
| AJZ | 02.1988 → 12.1994 | D (A) | 4 | 1769 cm ³ | 2V | 66 kW | (90 PS) | 22,5:1 | 88,00 mm | | | |
| A8A | 02.1988 → 12.1994 | D (LA) | 4 | 1769 cm ³ | 2V | 66 kW | (90 PS) | 22,5:1 | 88,00 mm | | | |
| | T Cyl. | A=83 | C=86 | L=154 | H=4,5 | | | | | 89 316 190 | | |
| | | | | | | | | | | semi | | |

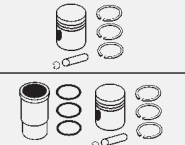
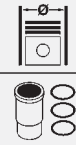
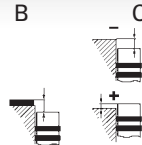
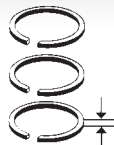
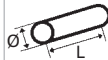
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|-------------------|-------------------|-------------|---|----------------------|----|----------|------------|--------|----------|-------------------|--|--|
| 11 | | 82,2 | | | | | | | | | | |
| DW8 TD | 09.1998 → | D (LA) | 4 | 1868 cm ³ | 2V | 66-68 kW | (90-92 PS) | 21,8:1 | 88,00 mm | | | |
| WJC Euro 2 | 07.1998 → 11.2002 | D | 4 | 1868 cm ³ | 2V | 52 kW | (71 PS) | 23:1 | 88,00 mm | | | |
| WJY Euro 2 | 07.1998 → | D | 4 | 1868 cm ³ | 2V | 44-52 kW | (60-71 PS) | 23:1 | 88,00 mm | | | |
| WJZ Euro 2 | 04.1998 → | D | 4 | 1868 cm ³ | 2V | 51 kW | (69 PS) | 23:1 | 88,00 mm | | | |
| | T Cyl. | A=86 | | L=154 | | | | | | 89 592 190 | | |
| | | | | | | | | | | semi | | |

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|---------------|-------------------|-------------------------------|------|----------------------|---------------------------------|---------------|------------|-------|----------|-------------------|-------------------|--|
| 12 | | 83 | | | | | | | | | | |
| B1A | 03.1987 → 12.1994 | B | 4 | 1580 cm ³ | 2V | 58-59 kW | (79-80 PS) | 9,5:1 | 73,00 mm | | | |
| 171 A | 10.1982 → 06.1984 | B | 4 | 1580 cm ³ | 2V | 66 kW | (90 PS) | 9,5:1 | 73,00 mm | | | |
| 171 B | 09.1981 → 03.1994 | B | 4 | 1580 cm ³ | 2V | 66 kW | (90 PS) | 9,5:1 | 73,00 mm | | | |
| 171 BZ | 07.1984 → 03.1988 | B | 4 | 1580 cm ³ | 2V | 59-69 kW | (80-94 PS) | 9,5:1 | 73,00 mm | | | |
| | 4 | KH 37,5 MT -2,1 GL 67,5 | | 22 66 K | 1 R 1,75 1 M 1,75 1 SLF 4 | CR G6 CR | | | | 83,00 | 93 846 800 | |
| | N Cyl. | A=88,6 | C=97 | L=141 | H=95,19 | 1 R 86 x 1,25 | | | | 89 301 110 | 93 846 980 | |

| | | | | | | | | | | | | |
|--------------|-------------------|--------------------|------|----------------------|-------------------------------|---------------|--------------|-------|----------|-------------------|-------------------------------|--|
| 13 | | 83 | | | | | | | | | | |
| D6A | 07.1986 → 03.1993 | B | 4 | 1905 cm ³ | 2V | 89-92 kW | (121-125 PS) | 9,3:1 | 88,00 mm | | | |
| D6D | 07.1990 → 09.1993 | B | 4 | 1905 cm ³ | 2V | 89-92 kW | (121-125 PS) | 9,3:1 | 88,00 mm | | | |
| XU 9S | 07.1986 → 05.1989 | B | 4 | 1905 cm ³ | 2V | 75-77 kW | (102-105 PS) | 9,3:1 | 88,00 mm | | | |
| 159 A | 07.1986 → 05.1989 | B | 4 | 1905 cm ³ | 2V | 77 kW | (105 PS) | 9,3:1 | 88,00 mm | | | |
| 159 Z | 10.1984 → 06.1986 | B | 4 | 1905 cm ³ | 2V | 75 kW | (102 PS) | 9,3:1 | 88,00 mm | | | |
| | 4 | KH 37,5 GL 67,5 | | 22 66 K | 1 R 1,5 1 M 1,5 1 DSF 4 | MO G6 CR | | | | 83,00 | 91 774 600 (93 967) | |
| | N Cyl. | A=88,6 | C=97 | L=141 | H=95,19 | 1 R 86 x 1,25 | | | | 89 301 110 | | |



Type

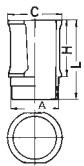


C

14

83

| | | | | | | | | | |
|----------------|-------------------|---|---|----------------------|----|----------|--------------|--------|----------|
| BDY | 05.1989 → 12.1994 | B | 4 | 1580 cm ³ | 2V | 66 kW | (90 PS) | 8,95:1 | 73,00 mm |
| BDZ | 05.1989 → 12.1994 | B | 4 | 1580 cm ³ | 2V | 65-66 kW | (88-90 PS) | 9,2:1 | 73,00 mm |
| BFZ | 03.1993 → 12.2001 | B | 4 | 1580 cm ³ | 2V | 65-66 kW | (88-90 PS) | 9,25:1 | 73,00 mm |
| B1E | 09.1987 → 12.1994 | B | 4 | 1580 cm ³ | 2V | 53 kW | (72 PS) | 8,95:1 | 73,00 mm |
| B2C | 03.1987 → 12.1994 | B | 4 | 1580 cm ³ | 2V | 67-69 kW | (91-94 PS) | 9,2:1 | 73,00 mm |
| B4A | 03.1991 → 12.1994 | B | 4 | 1580 cm ³ | 2V | 66 kW | (90 PS) | 8,95:1 | 73,00 mm |
| B6D | 01.1985 → 02.1993 | B | 4 | 1580 cm ³ | 2V | 83-85 kW | (113-115 PS) | 9,8:1 | 73,00 mm |
| B6E | 09.1987 → 02.1993 | B | 4 | 1580 cm ³ | 2V | 83-85 kW | (113-115 PS) | 9,8:1 | 73,00 mm |
| DDZ | 06.1988 → 12.1994 | B | 4 | 1905 cm ³ | 2V | 80 kW | (109 PS) | 9,2:1 | 88,00 mm |
| DFY | 03.1991 → 10.1997 | B | 4 | 1905 cm ³ | 4V | 88-90 kW | (120-122 PS) | 9,25:1 | 88,00 mm |
| DKZ | 06.1988 → 10.1997 | B | 4 | 1905 cm ³ | 2V | 88-90 kW | (120-122 PS) | 9,25:1 | 88,00 mm |
| XU 5M | 03.1991 → 12.1994 | B | 4 | 1581 cm ³ | 2V | 65 kW | (88 PS) | 9,3:1 | 73,00 mm |
| XU 52C (65 kW) | 07.1986 → 10.1989 | B | 4 | 1581 cm ³ | 2V | 65-68 kW | (88-92 PS) | 9,2:1 | 73,00 mm |
| XU 52C B2 A | 07.1986 → 10.1989 | B | 4 | 1581 cm ³ | 2V | 59-69 kW | (80-94 PS) | 8,95:1 | 73,00 mm |
| XU 9M | 06.1988 → 12.1994 | B | 4 | 1905 cm ³ | 2V | 80 kW | (109 PS) | 9,2:1 | 88,00 mm |
| 159 B | 05.1985 → 06.1986 | B | 4 | 1905 cm ³ | 2V | 93-95 kW | (126-129 PS) | 9,5:1 | 88,00 mm |
| 180 A | 01.1985 → 03.1991 | B | 4 | 1580 cm ³ | 2V | 76 kW | (103 PS) | 9,8:1 | 73,00 mm |
| 180 Z | 03.1986 → 12.1994 | B | 4 | 1580 cm ³ | 2V | 76 kW | (103 PS) | 9,8:1 | 73,00 mm |



N Cyl.

A=88,6

C=97

L=141

H=95,19

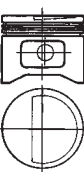
1 R 86 x 1,25

89 301 110

15

83

| | | | | | | | | | |
|--------|-------------------|---|---|----------------------|----|----------|--------------|---------|----------|
| D 61 A | 09.1986 → 02.1993 | B | 4 | 1905 cm ³ | 2V | 90 kW | (122 PS) | 9,3:1 | 88,00 mm |
| D2A | 07.1986 → 04.1991 | B | 4 | 1905 cm ³ | 2V | 75 kW | (102 PS) | 8,4:1 | 88,00 mm |
| D2C | 07.1986 → 04.1991 | B | 4 | 1905 cm ³ | 2V | 70 kW | (95 PS) | 8,4:1 | 88,00 mm |
| D2E | 07.1986 → 04.1991 | B | 4 | 1905 cm ³ | 2V | 78-79 kW | (106-107 PS) | 9/9,3:1 | 88,00 mm |
| D2F | 07.1986 → 04.1991 | B | 4 | 1905 cm ³ | 2V | 79 kW | (107 PS) | 9/9,3:1 | 88,00 mm |
| D6E | 09.1986 → 10.1997 | B | 4 | 1905 cm ³ | 2V | 93-96 kW | (126-131 PS) | 9,2:1 | 88,00 mm |



4

KH 37,5

MT -9

GL 67,5

22

66

K

1 R 1,5

1 NM 1,5

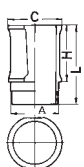
1 SLF 4

MO G6

CR

83,00

90 382 700



N Cyl.

A=88,6

C=97

L=141

H=95,19

1 R 86 x 1,25

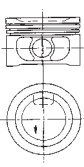
89 301 110

90 382 970

16

83

| | | | | | | | | | |
|-----|-------------------|---|---|----------------------|----|----------|--------------|--------|----------|
| LFW | 09.1996 → 07.2002 | B | 4 | 1761 cm ³ | 2V | 72 kW | (98 PS) | 9,25:1 | 81,40 mm |
| LFX | 03.1997 → 11.2002 | B | 4 | 1761 cm ³ | 2V | 66 kW | (90 PS) | 9,25:1 | 81,40 mm |
| LFZ | 07.1992 → 07.2002 | B | 4 | 1761 cm ³ | 2V | 74-76 kW | (101-103 PS) | 9,25:1 | 81,40 mm |
| L6A | 07.1992 → 08.2000 | B | 4 | 1761 cm ³ | 2V | 70-76 kW | (95-103 PS) | 9,3:1 | 81,40 mm |



4

KH 33,3

MT -4,13

GL 53,3

22

62

K

1 R 1,5

1 NM 1,5

1 UF 3

MO G6

83,00

94 351 700

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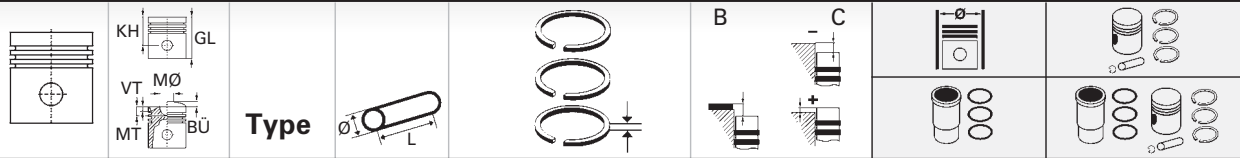
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|--|-------------|--------|------|-------|---------|---------------|-------------------|-------------------|--|
| | | | | | | | | | |
| | Type | | | | | | | | |
| | N Cyl. | A=88,6 | C=97 | L=141 | H=95,19 | 1 R 86 x 1,25 | 89 301 110 | 94 351 970 | |

17 **83**

| | | | | | | | | | |
|------------|-----------|--|------|----------------------|-------------------------------|---------------|-------------------|-------------------|----------|
| LFY | 06.1995 → | B | 4 | 1761 cm ³ | 4V | 82 kW | (111 PS) | 10,4:1 | 81,40 mm |
| | 4 | KH 33,3 VT1 -1,95 VT2 -2,00 MT -1 MØ 52 GL 56,3 | | 22 62 K | 1 R 1,5 1 NM 1,5 1 UF 3 | MO G6 | 83,00 | 94 742 700 | |
| | N Cyl. | A=88,6 | C=97 | L=141 | H=95,19 | 1 R 86 x 1,25 | 89 301 110 | 94 742 970 | |

18 **83**

| | | | | | | | | | |
|------------|---|---|---|--|--|-------------------|-------------------|-------------------|----------|
| DJY | 03.1987 → 11.2002 | D | 4 | 1905 cm ³ | 2V | 50-52 kW | (68-71 PS) | 23,5:1 | 88,00 mm |
| DJZ | 01.1989 → 01.1998 | D | 4 | 1905 cm ³ | 2V | 47-48 kW | (64-65 PS) | 23,5:1 | 88,00 mm |
| D9A | 09.1983 → 12.1987 | D | 4 | 1905 cm ³ | 2V | 47 kW | (64 PS) | 23,5:1 | 88,00 mm |
| D9B | 09.1983 → | D | 4 | 1905 cm ³ | 2V | 51 kW | (70 PS) | 23,5:1 | 88,00 mm |
| 162 | 09.1983 → 12.1994 | D | 4 | 1905 cm ³ | 2V | 47-48 kW | (64-65 PS) | 23,5:1 | 88,00 mm |
| | 4 | KH 46,8 MT -2,2 GL 84,3 | | 25 72 | 1 R 2 1 M 2 1 DSF 3 | CR G6 G3 CR | 83,00 | 93 648 700 | |
| | 083 031 | | | | | | 83,50 | 93 648 710 | [1] |
| | | | | | | | 83,80 | 93 648 720 | [1] |
| | T Cyl. | A=86 | | L=153,5 | | | 89 184 190 | 93 648 970 | semi |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цил. | | | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor ширина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | | |
| | 1 | 1,36 | +0,56 | +0,67 | | | | | |
| | 2 | 1,40 | +0,68 | +0,71 | | | | | |
| | 3 | 1,44 | +0,72 | +0,75 | | | | | |
| | 4 | 1,48 | +0,76 | +0,79 | | | | | |
| | 5 | 1,52 | +0,80 | +0,83 | | | | | |



C

19 83

| | | | | | | | | | | |
|-----|-------------------|---|------|---|----------------------|----|----------|------------|--------|----------|
| DHV | 01.1998 → 08.2000 | D | (LA) | 4 | 1905 cm ³ | 2V | 66-68 kW | (90-92 PS) | 21,8:1 | 88,00 mm |
| DHW | 09.1996 → 12.2001 | D | (LA) | 4 | 1905 cm ³ | 2V | 55 kW | (75 PS) | 21,8:1 | 88,00 mm |
| DHX | 02.1994 → | D | (LA) | 4 | 1905 cm ³ | 2V | 66-68 kW | (90-92 PS) | 21,8:1 | 88,00 mm |
| DHY | 03.1988 → 07.2002 | D | (LA) | 4 | 1905 cm ³ | 2V | 66-68 kW | (90-92 PS) | 21,8:1 | 88,00 mm |
| D8B | 07.1993 → | D | (LA) | 4 | 1905 cm ³ | 2V | 66-68 kW | (90-92 PS) | 21,8:1 | 88,00 mm |
| D8C | 02.1994 → | D | (LA) | 4 | 1905 cm ³ | 2V | 68 kW | (92 PS) | 21,8:1 | 88,00 mm |

4
083 059KH 46,8
MT -3,5
GL 79,3RTK
LOX
TPL28
681 T15 3 MO G6
1 R 2 MO
1 DSF 3 CR+0,65
+0,77

83,00

94 786 700
[1]KH 46,65
MT -3,5
GL 79,3HKÜ
HKÜ83,50
83,8094 786 710
[1]
94 786 720
[1]
(93 141)

[1]

Zylinderkopfdichtung
cylinder head gasket
joint de culasse
junta de culata
Прокладка головки блока цилиндр.Kolbenüberstand:
piston protrusion:
dépassement du piston:
resalto del pistón:
выступающая часть поршня:Kerben
notches
repères
muéscas
надрезыStärke
thickness
épaisseur
espesor
ширинаgrößer als
more than
supérieur à
superior a
больше, чемkleiner als
less than
inférieur à
inferior a
меньше, чем4
5
6
7
81,36
1,40
1,44
1,48
1,52+ 0,56
+ 0,68
+ 0,72
+ 0,76
+ 0,80+ 0,67
+ 0,71
+ 0,75
+ 0,79
+ 0,83

20 84

| | | | | | | | | | | |
|-------|-------------------|---|--|---|----------------------|----|-------|---------|-------|----------|
| 169 B | 11.1981 → 03.1994 | B | | 4 | 1796 cm ³ | 2V | 50 kW | (69 PS) | 7,5:1 | 81,00 mm |
|-------|-------------------|---|--|---|----------------------|----|-------|---------|-------|----------|

4
084 083KH 37,8
GL 70,2523
701 R 1,5 CR G6
1 M 2
1 SLF 4 CR

84,00

92 409 700



N Cyl.

A=93

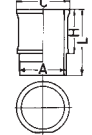
C=99,2

L=135,6

H=90

88 634 110

92 409 970



21 85

| | | | | | | | | | | |
|-----|-----------|---|--|---|----------------------|----|--------|----------|--------|----------|
| RFN | 04.2000 → | B | | 4 | 1997 cm ³ | 4V | 103 kW | (140 PS) | 10,8:1 | 88,00 mm |
|-----|-----------|---|--|---|----------------------|----|--------|----------|--------|----------|

4
085 214KH 29
MT -0,7
MØ 49
GL 5121
58
K1 R 1,2 MO G6
1 NM 1,5
1 UF 2,5 ST85,00
85,5040 309 600
[1], [2]
40 309 610
[1]

Fortsetzung nächste Seite / continued on next page / suite page suivante / continuación página próxima / Продолжение на следующей странице



| | | | | | | | | | |
|-----|--|--|--|--|--|--|--|--|--|
| | | | | | | | | | |
| [1] | nur satzweise austauschbar exchangeable only in sets remplacement seulement sous forme de jeu sólo se puede cambiar el juego completo заменяемо только комплектами | | | | | | | | |
| [2] | OE REF = 1 Satz/set/jeu/juego/Набор | | | | | | | | |

22**85**

| | | | | | | | | | |
|---------------|-------------------------------------|-----------|-----|----------------------|----------|--------|--------------|--------|-------------------|
| EW10 A | 10.2004 → | B | 4 | 1997 cm ³ | 4V | 103 kW | (140 PS) | 10,8:1 | 88,00 mm |
| RFJ | 10.2004 → | B | 4 | 1997 cm ³ | 4V | 103 kW | (140 PS) | 10,8:1 | 88,00 mm |
| | 4 | KH 29 | TPL | 21 | 1 R 1,2 | MO G6 | 85,00 | | 40 273 600 |
| | 085 | VT1 -3,70 | | 56 | 1 NM 1,5 | | | | [1] |
| | | BÜ +0,15 | | K | 1 UF 2,5 | ST | 85,50 | | 40 273 620 |
| | | GL 51,15 | | | | | | | |
| [1] | OE REF = 1 Satz/set/jeu/juego/Набор | | | | | | | | |

23**85**

| | | | | | | | | | |
|------------|---|---|--|--|---------|----------|--------------|--------|-------------------|
| PHZ | 05.1989 → 10.2000 | D (LA) | 4 | 2088 cm ³ | 3V | 80 kW | (109 PS) | 21,5:1 | 92,00 mm |
| P8A | 05.1989 → 06.1994 | D (LA) | 4 | 2088 cm ³ | 3V | 80-81 kW | (109-110 PS) | 21,5:1 | 92,00 mm |
| P8B | 07.1994 → 10.2000 | D (LA) | 4 | 2088 cm ³ | 3V | 80-81 kW | (109-110 PS) | 21,5:1 | 92,00 mm |
| | 4 | KH 44,8 | KKK | 30 | 1 T15 3 | MO G6 | 85,00 | | 90 686 600 |
| | 085 161 | MT -2,7 | LOX | 71,5 | 1 R 2 | MO | | | [1] |
| | | GL 74,8 | RTK | | 1 DSF 3 | CR | 85,60 | | 90 686 620 |
| | | | | | | | | | [1] |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor ширина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | | |
| | 1 | 1,43 | +0,54 | +0,65 | | | | | |
| | 2 | 1,54 | +0,65 | +0,77 | | | | | |
| | 3 | 1,64 | +0,77 | +0,82 | | | | | |

24**85**

| | | | | | | | | | |
|------------|-------------------|----------|-----|----------------------|---------|----------|--------------|--------|-------------------|
| P8C | 07.1994 → 07.2002 | D (LA) | 4 | 2088 cm ³ | 3V | 80-81 kW | (109-110 PS) | 21,5:1 | 92,00 mm |
| | 4 | KH 44,95 | KKK | 30 | 1 T15 3 | MO G6 | 85,00 | | 94 643 600 |
| | 085 161 | MT -2,7 | LOX | 71,5 | 1 R 2 | MO | | | [1] |
| | | GL 74,8 | RTK | | 1 DSF 3 | CR | 85,25 | | 94 643 610 |
| | | | | | | | 85,60 | | 94 643 620 |
| | | | | | | | | | [1] |

Fortsetzung nächste Seite / continued on next page / suite page suivante / continuación página próxima / Продолжение на следующей странице

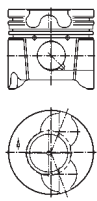
| | | | | | | | |
|--|--|-------------|--|--|--|--|--|
| | | Type | | | | | |
|--|--|-------------|--|--|--|--|--|

C

| | | | | | | | |
|-----|---|---|---|--|--|--|--|
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | Kolbenüberstand: piston protrusion: dépasement du piston: resalto del pistón: выступающая часть поршня: | | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor ширина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | |
| | 1 | 1,52 | +0,65 | +0,76 | | | |
| | 2 | 1,57 | +0,76 | +0,81 | | | |
| | 3 | 1,62 | +0,81 | +0,86 | | | |
| | 4 | 1,67 | +0,86 | +0,91 | | | |
| | 5 | 1,72 | +0,91 | +0,96 | | | |

25
85

| | | | | | | | | | |
|---------------------|-------------------|--------|---|----------------------|----|----------|--------------|--------|----------|
| DW10 TD | 02.2002 → 04.2006 | D (LA) | 4 | 1997 cm ³ | 2V | 66 kW | (90 PS) | 17,6:1 | 88,00 mm |
| RHS | 03.2001 → 09.2004 | D (LA) | 4 | 1997 cm ³ | 2V | 79 kW | (107 PS) | 17,6:1 | 88,00 mm |
| RHV (DW10TD) | 03.2001 → 04.2006 | D (LA) | 4 | 1997 cm ³ | 2V | 63-68 kW | (86-92 PS) | 18:1 | 88,00 mm |
| RHX | 10.1999 → | D (LA) | 4 | 1997 cm ³ | 2V | 80 kW | (109 PS) | 17,6:1 | 88,00 mm |
| RHY | 10.1998 → | D (LA) | 4 | 1997 cm ³ | 2V | 66 kW | (90 PS) | 17,6:1 | 88,00 mm |
| RHZ | 09.1998 → | D (LA) | 4 | 1997 cm ³ | 2V | 80-81 kW | (109-110 PS) | 17,6:1 | 88,00 mm |



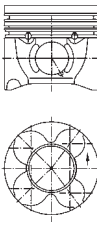
| | | | | | | | |
|---------|---|------------|----------|-------------------------------|-------------|--------------|--------------------------------------|
| 4 | KH 46,75 VT1 -1,00 VT2 -1,00 MT -18,3 MØ 38 GL 80,75 | RTK TPL | 28 70 | 1 T6 3,5 1 NM 2 1 DSF 3 | CK G6 CR | 85,00 | 99 879 601 [1] |
| 085 171 | | | | | | 85,60 | 99 879 620 [1] (94 821) |

[1]

| | | | | | | | |
|---|---|---|--|--|--|--|--|
| Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | Kolbenüberstand: piston protrusion: dépasement du piston: resalto del pistón: выступающая часть поршня: | | | | | | |
| Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor ширина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | |
| 1 | 1,25 | +0,55 | +0,60 | | | | |
| 2 | 1,30 | +0,61 | +0,65 | | | | |
| 3 | 1,35 | +0,66 | +0,70 | | | | |
| 4 | 1,40 | +0,71 | +0,75 | | | | |

26
85

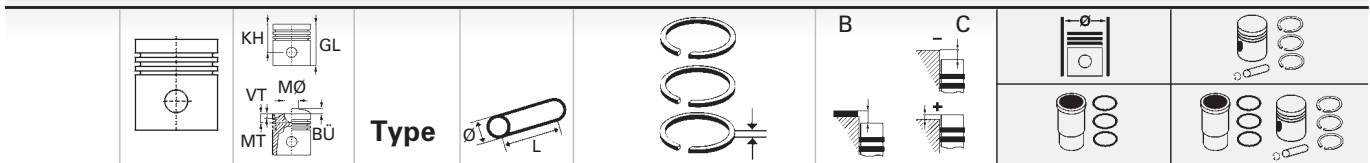
| | | | | | | | | | |
|-------------|-----------|--------|---|----------------------|----|-----------|--------------|------|----------|
| 4 HW | 06.2002 → | D (LA) | 4 | 2197 cm ³ | 4V | 94 kW | (128 PS) | 18:1 | 96,00 mm |
| 4 HX | 03.2001 → | D (LA) | 4 | 2179 cm ³ | 4V | 94-100 kW | (128-136 PS) | 18:1 | 96,00 mm |



| | | | | | | | |
|---------|---|------------|----------|------------------------------|-------------|--------------|--------------------------|
| 4 | KH 48,7 VT1 -0,50 VT2 -0,50 MT -18 MØ 40,8 GL 77,7 | RTK KKK | 30 68 | 1 T6 3,5 1 M 2 1 DSF 3 | CK G6 CR | 85,00 | 40 406 600 [1] |
| 085 218 | | | | | | 85,40 | 40 406 610 |
| | | | | | | 85,60 | 40 406 620 |

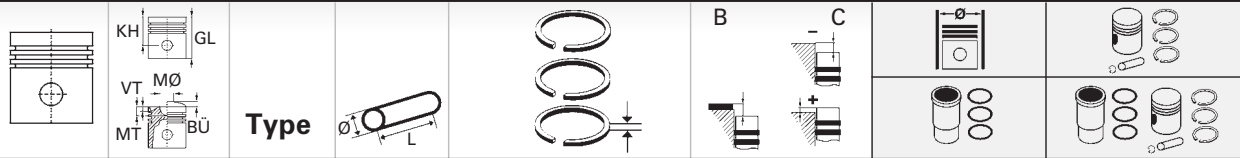
[1]

| | | | | | | | |
|--|--|--|--|--|--|--|--|
| 0628 L2 = 4 Kolben (Satz)/piston (set) 40 406 = 1 Kolben/piston | | | | | | | |
|--|--|--|--|--|--|--|--|



| 27 | | 85 | | | | | | | | | | | |
|------------------------|--|-------------------|-----|---|-------|-------|----------------------|----|----|-----------|--------------|--------------------------------------|----------|
| DW12TED | | 02.2002 → 04.2006 | | D | (LA) | 4 | 2179 cm ³ | | 4V | 77 kW | (105 PS) | 17,6:1 | 96,00 mm |
| 4HY (DW12UTED4) | | 02.2002 → 04.2006 | | D | (LA) | 4 | 2179 cm ³ | | 4V | 74 kW | (101 PS) | 18:1 | 96,00 mm |
| | 4 | KH 48,7 | RTK | | 30 | 1 T6 | 3,5 | CK | G6 | | 85,00 | 40 405 600 | |
| | 085 217 | VT1 -1,20 | | | 68 | 1 M | 2 | | | | 85,40 | 40 405 610 | |
| | | VT2 -1,20 | | | | 1 DSF | 3 | CR | | | 85,60 | 40 405 620 | |
| | | MT -17,7 | | | | | | | | | | 40 405 620 | |
| | | MØ 42 | | | | | | | | | | [2] | |
| | | GL 77,7 | | | | | | | | | | | |
| [1] | 0628 P0 = 4 Kolben (Satz/piston/set) 40 405 = 1 Kolben/piston | | | | | | | | | | | | |
| [2] | 0628 Q2 = 4 Kolben (Satz/piston/set) 40 405 = 1 Kolben/piston | | | | | | | | | | | | |
| 28 | | 85 | | | | | | | | | | | |
| RHR | | 09.2004 → | | D | (LA) | 4 | 1997 cm ³ | | 4V | 100 kW | (136 PS) | 18:1 | 88,00 mm |
| | 4 | KH 46,705 | RTK | | 28 | 1 T6 | 3,5 | CK | G6 | | 85,00 | 99 700 600 | |
| | 085 190 | VT1 -0,52 | TPL | | 70 | 1 M | 2 | | | | 85,60 | 99 700 610 | |
| | | MT -15,4 | KKK | | | 1 DSF | 3 | CR | | | | | |
| | | MØ 44,8 | | | | | | | | | | | |
| | | GL 80,705 | | | | | | | | | | | |
| 29 | | 86 | | | | | | | | | | | |
| RFV | | 03.1993 → 10.2000 | | B | | 4 | 1998 cm ³ | | 4V | 97-100 kW | (132-136 PS) | 10,4:1 | 86,00 mm |
| | 4 | KH 33,8 | | | 22 | 1 R | 1,5 | MO | G6 | | 86,00 | 94 673 700 | |
| | 086 166 | MT -4,3 | | | 62 | 1 NM | 1,75 | | | | 86,25 | 94 673 710 | |
| | | GL 53,8 | | | K | 1 SLF | 3 | CR | | | | | |
| | | | | | | | | | | | | | |
| 30 | | 86 | | | | | | | | | | | |
| 4HU (P22DTE) | | 04.2006 → | | D | (LA) | 4 | 2198 cm ³ | | 4V | 88 kW | (120 PS) | 17,5:1 | 94,60 mm |
| Euro 4 | | | | | | | | | | | | | |
| 4HV (P22DTE) | | 04.2006 → | | D | (LA) | 4 | 2198 cm ³ | | 4V | 74-103 kW | (101-140 PS) | 17,5:1 | 94,60 mm |
| Euro 4 | | | | | | | | | | | | | |
| | 4 | KH 43,42 | RTK | | 30 | 1 R | 2 | CK | G6 | | 86,50 | 41 072 620 <small>NEW</small> | |
| | 086 205 | MT -15,8 | KKK | | 66,85 | 1 NM | 2 | | G3 | | | | |
| | | MØ 46,9 | TPL | | | 1 DSF | 2 | NT | ST | | | | |
| | | GL 69,82 | | | | | | | | | | | |
| 31 | | 86,4 | | | | | | | | | | | |
| 220 A2.000 | | 10.1995 → | | B | | 4 | 1581 cm ³ | | 2V | 58 kW | (79 PS) | 9,2:1 | 67,40 mm |
| | 4 | KH 33,3 | | | 22 | 1 R | 1,5 | CR | G6 | | 86,40 | 92 317 700 | |
| | | MT -2,3 | | | 63 | 1 M | 1,75 | | | | | | |
| | | GL 72,8 | | | | 1 DSF | 3 | | | | | | |
| | | | | | | | | | | | | | |

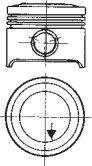
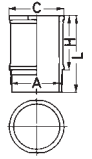
C



C

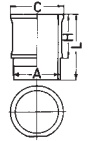
32  **88**


| | | | | | | | | | |
|-----------------|-------------------|---|---|----------------------|----|----------|--------------|-------|----------|
| J6RA 500 | 07.1982 → 12.1992 | B | 4 | 1995 cm ³ | 2V | 75-78 kW | (102-106 PS) | 9,2:1 | 82,00 mm |
| J6TA 500 | 07.1985 → 12.1992 | B | 4 | 2165 cm ³ | 2V | 83-85 kW | (113-115 PS) | 9,8:1 | 89,00 mm |
| 829 A 5 | 07.1979 → 12.1992 | B | 4 | 1995 cm ³ | 2V | 75-78 kW | (102-106 PS) | 9,2:1 | 82,00 mm |

| | | | | | | | | |
|---|--------|--------------------------------|-------|---------------|---------------------------------------|----------------|-------------------|-------------------|
|  | 4 | KH 40,5 BÜ +1,55 GL 68,6 | | 23 74 K | 1 R 1,75 MO G6 1 M 2 1 SLF 4 CR | | 88,01 | 90 063 700 |
|  | N Cyl. | A=93,6 | C=104 | L=148,5 | H=93,08 | 1 R 90,5 x 1,5 | 89 334 110 | 90 063 970 |

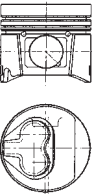
33  **88**

| | | | | | | | | | |
|--------------|-------------------|---|---|----------------------|----|----------|------------|-----|----------|
| 170 A | 09.1981 → 03.1994 | B | 4 | 1971 cm ³ | 2V | 57-60 kW | (77-82 PS) | 8:1 | 81,00 mm |
| 170 B | 09.1981 → 03.1994 | B | 4 | 1971 cm ³ | 2V | 55-58 kW | (75-79 PS) | 8:1 | 81,00 mm |
| 170 C | 09.1981 → 03.1994 | B | 4 | 1971 cm ³ | 2V | 57-63 kW | (77-86 PS) | 8:1 | 81,00 mm |
| 170 D | 09.1981 → 03.1994 | B | 4 | 1971 cm ³ | 2V | 57 kW | (77 PS) | 8:1 | 81,00 mm |

| | | | | | | | | |
|---|--------|------|---------|---------|------|---|-------------------|--|
|  | N Cyl. | A=93 | C=101,9 | L=135,6 | H=90 | 4 SI 92,5 x 99,7 x 0,1 4 SI 92,5 x 99,7 x 0,12 4 SI 92,5 x 99,7 x 0,15 4 SI 92,5 x 99,7 x 0,17 (50 006 663) | 88 589 110 | |
|---|--------|------|---------|---------|------|---|-------------------|--|

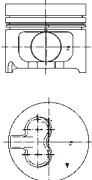

34  **92**

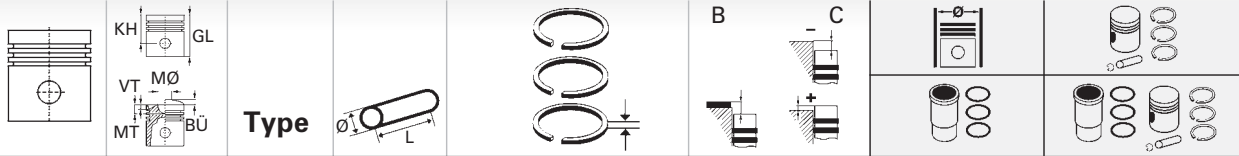
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|------------|-------------------|--------|---|----------------------|----|-------|----------|------|----------|
| THY | 07.1994 → 10.2000 | D (LA) | 4 | 2446 cm ³ | 3V | 96 kW | (130 PS) | 22:1 | 92,00 mm |
| THZ | 02.1994 → 02.2002 | D (LA) | 4 | 2446 cm ³ | 3V | 76 kW | (103 PS) | 22:1 | 92,00 mm |
| T8A | 02.1994 → 02.2002 | D (LA) | 4 | 2446 cm ³ | 3V | 76 kW | (103 PS) | 22:1 | 92,00 mm |

| | | | | | | | | |
|---|---|------------------------------|---------------------------------|----------|---|----------------|--------------|-------------------|
|  | 4 | KH 49,47 MT -2,3 GL 82 | KKK LOX RTK TPL HKÜ | 34 68 | 1 T15 3 PC G6 1 M 1,75 CR G3 1 DSF 3,5 CR | +0,68 +0,79 | 92,51 | 91 313 710 |
| | | 092140 B1 HS RI | | | | | | |

35  **92**

| | | | | | | | | | |
|------------|-------------------|---|---|----------------------|----|-------|---------|------|----------|
| T9A | 02.1994 → 02.2002 | D | 4 | 2446 cm ³ | 3V | 63 kW | (86 PS) | 22:1 | 92,00 mm |
|------------|-------------------|---|---|----------------------|----|-------|---------|------|----------|

| | | | | | | | | |
|---|---|-----------------------------|-----|----------|--|----------------|--------------|-------------------|
|  | 4 | KH 49,9 MT -3 GL 80 | TPL | 34 58 | 1 R 2,25 MO G6 1 NM 2 1 DSF 3 CR | +0,64 +0,76 | 92,01 | 40 039 600 |
|  | | KH 49,6 MT -3 GL 79,7 | HKÜ | | | | 92,51 | 40 039 610 |
| | | 092 175 | | | | | | |



C

38 **94,4**

8140.43S.4030 09.2000 → 02.2002 D (LA) 4 2798 cm³ 2V 92-94 kW (125-128 PS) 18,5:1 100,00 mm
Euro 3

| | | | | | | | | |
|-----|---|--|-------------------|--|--|-------------|---------------------------|--------------------------|
| | 4 | KH 58,75 MT -21,4 MØ 39,3 GL 87,6 | RTK KKK TPL | 32 72 | 1 T15 2,5 1 M 2 1 DSF 2,5 | MO G6 CR | 94,40 | 94 726 600 [1] |
| | 094 056 | | | | | | 94,80 | 94 726 630 [1] |
| | T Cyl. | A=97,5 | C=100,9 | L=167 | H=5 | | 89 502 190 semi | 94 726 960 |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | | | |
| | Stärke thickness épaisseur espesor ширина | | | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | |
| | 1,20 1,30 1,40 1,50 | | | +0,40 +0,51 +0,61 +0,71 | +0,50 +0,60 +0,70 +0,80 | | | |



39 **95,8**

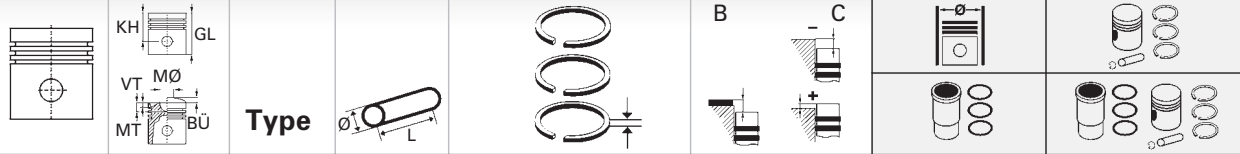
F1 CE 0481 D Euro 4 04.2006 → D (LA) 4 2998 cm³ 4V 116 kW (158 PS) 19:1 104,00 mm
F30DT Euro 4 04.2006 → D (LA) 4 2998 cm³ 4V 115 kW (157 PS) 19:1 104,00 mm

| | | | | | | | | |
|--|---------|---------------------------------------|-------------------|----------|---------------------------------|----------------------|--------------|-------------------|
| | 4 | KH 63 MT -16 MØ 50,5 GL 92,9 | RTK KKK TPL | 36 81 | 1 T15 2,5 1 M 2 1 DSF 2,5 | CK G6 G3 CR G6 | 95,80 | 40 510 600 |
| | 096 088 | | | | | | 96,20 | 40 510 630 |

| | | | | |
|--|----------------------|----------------------------|------------|-------------|
| <p>CLAAS</p> <p>CLARK MHC</p> <p>COMPAIR</p> <p>CSEPEL</p> | → | DEUTZ | | 244 |
| | → | FORD | | 351 |
| | → | MERCEDES-BENZ | | 562 |
| | → | VOLKSWAGEN | | 1007 |
| | → | MERCEDES-BENZ | | 562 |
| | → | PERKINS | | 738 |
| → | PERKINS | | 738 | |
| → | STEYR | | 937 | |



| | Cyl. |  mm | cm ³ |  | Comp. Ratio ε | kW | PS | Pos |
|---------------------|----------|--|-----------------|---|------------------|---------|---------|-----|
| | | | | | | | | |
| ISB 135 Euro 3 | D (LA) 4 | 102 x 120 | 3900 | 4 | | 99-125 | 135-170 | 3 |
| ISB 150 Euro 3 | D (LA) 4 | 102 x 120 | 3900 | 4 | | 99-125 | 130-170 | 3 |
| ISB 170 Euro 3 | D (LA) 4 | 102 x 120 | 3900 | 4 | | 99-125 | 135-170 | 3 |
| ISB 185 Euro 3 | D (LA) 6 | 102 x 120 | 5900 | 4 | | 136-202 | 185-275 | 3 |
| ISB 220 Euro 3 | D (LA) 6 | 102 x 120 | 5900 | 4 | | 136-202 | 185-275 | 3 |
| ISB 250 Euro 3 | D (LA) 6 | 102 x 120 | 5900 | 4 | | 136-202 | 185-275 | 3 |
| ISB 275 Euro 3 | D (LA) 6 | 102 x 120 | 5900 | 4 | | 136-202 | 185-275 | 3 |
| ISC 8.3L Euro 3 | D (A) 6 | 114 x 120 | 8270 | 2 | 17,0:1 | 238 | 319 | 9 |
| N 855 Euro 1 | D 6 | 139,7 x 152 | 14039 | 4 | 15,5:1 | 221-226 | 300-335 | 10 |
| NT 855 Euro 1 | D (A) 6 | 139,7 x 152 | 14039 | 4 | 15,5:1 | 228-257 | 310-350 | 11 |
| NTA 855 (BC) Euro 1 | D (LA) 6 | 139,7 x 152 | 14039 | 4 | 15,5:1 | 250-386 | 340-525 | 10 |
| QSB4.5 | D (LA) 4 | 107 x 124 | 4500 | 4 | | 82-127 | 111-173 | 5 |
| QSB6.7 | D (LA) 6 | 107 x 124 | 6750 | 4 | | 97-205 | 132-279 | 4 |
| 4B 3.9 C Euro 2 | D 4 | 102 x 120 | 3900 | 2 | 17,5:1 | 55-60 | 75-82 | 1 |
| 4BT 3.9 Euro 2 | D (A) 4 | 102 x 120 | 3900 | 2 | 17,5:1 | 60-82 | 82-111 | 1 |
| 4BTA 3.9 Euro 2 | D (LA) 4 | 102 x 120 | 3900 | 2 | 17,5:1 | 82-97 | 111-132 | 1 |
| 6B 5.9 C Euro 2 | D 6 | 102 x 120 | 5883 | 2 | 17,5:1 | 86-132 | 115-177 | 1 |
| 6BT 5.9 Euro 2 | D (A) 6 | 102 x 120 | 5883 | 2 | 17:1 | 86-132 | 115-177 | 1 |
| 6BTA 5.9 Euro 2 | D (LA) 6 | 102 x 120 | 5883 | 2 | 17,5:1 | 86-132 | 115-177 | 2 |
| 6C 8.3 | D 6 | 114 x 135 | 8270 | 2 | 17,5:1 | 127-274 | 172-372 | 6 |
| 6CT 8.3 Euro 2 | D (A) 6 | 114 x 135 | 8270 | 2 | 17,3:1 | 127-274 | 172-372 | 7 |
| 6CTA 8.3 Euro 2 | D (LA) 6 | 114 x 135 | 8270 | 2 | 16,5:1 | 127-274 | 172-372 | 8 |
| 6CTAA 8.3 | D (LA) 6 | 114 x 135 | 8270 | 2 | 17,5:1 | 127-274 | 172-372 | 6 |



C

| | | | | | | | | | |
|------------------------|-----------|------------|---|----------------------|----|-----------|--------------|--------|-----------|
| 1 | | 102 | | | | | | | |
| 4B 3.9 C Euro 2 | 01.1996 → | D | 4 | 3900 cm ³ | 2V | 55-60 kW | (75-82 PS) | 17,5:1 | 120,00 mm |
| 4BT 3.9 Euro 2 | | D (A) | 4 | 3900 cm ³ | 2V | 60-82 kW | (82-111 PS) | 17,5:1 | 120,00 mm |
| 4BTA 3.9 Euro 2 | | D (LA) | 4 | 3900 cm ³ | 2V | 82-97 kW | (111-132 PS) | 17,5:1 | 120,00 mm |
| 6B 5.9 C Euro 2 | 01.1996 → | D | 6 | 5883 cm ³ | 2V | 86-132 kW | (115-177 PS) | 17,5:1 | 120,00 mm |
| 6BT 5.9 Euro 2 | | D (A) | 6 | 5883 cm ³ | 2V | 86-132 kW | (115-177 PS) | 17:1 | 120,00 mm |

| | | | | | | | | | |
|--|---------|---|-----|-------------|--------------------------------|-------------|--|---------------|-------------------|
| | 4/6 | KH 71,535 MT -17,7 MØ 59,1 GL 105,36 | RTK | 40 75,68 | 1 T15 3 1 M 2,35 1 DSF 4 | CR G6 CR | | 102,00 | 99 676 600 |
| | 102 M06 | | | | | | | | |

| | | | | | | | | | |
|------------------------|--|------------|---|----------------------|----|-----------|--------------|--------|-----------|
| 2 | | 102 | | | | | | | |
| 6BTA 5.9 Euro 2 | | D (LA) | 6 | 5883 cm ³ | 2V | 86-132 kW | (115-177 PS) | 17,5:1 | 120,00 mm |

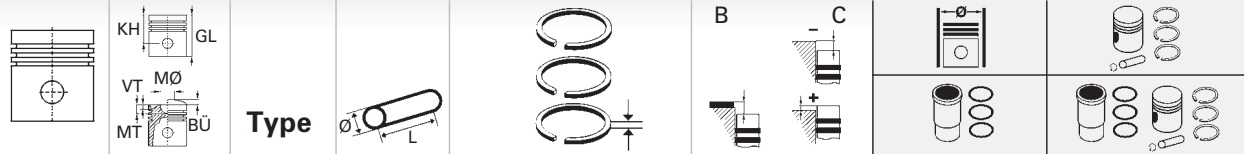
| | | | | | | | | | |
|--|---------|--|------------|----------|--------------------------------|-------------|--|---------------|--------------------------------------|
| | 6 | KH 71,63 MT -22,1 MØ 51,4 GL 105,35 | RTK TPL | 40 83 | 1 T15 3 1 M 2,35 1 DSF 4 | CR G6 CR | | 102,00 | 40 322 605 <small>NEW</small> |
| | 102 780 | | | | | | | | |

| | | | | | | | | | |
|--|---------|---|-----|-------------|--------------------------------|-------------|--|---------------|-------------------|
| | 6 | KH 71,535 MT -17,7 MØ 59,1 GL 105,36 | RTK | 40 75,68 | 1 T15 3 1 M 2,35 1 DSF 4 | CR G6 CR | | 102,00 | 99 676 600 |
| | 102 M06 | | | | | | | | |

| | | | | | | | | | |
|--|---------|--|------------|----------|--------------------------------|-------------|---------------|-------------------|-------------------|
| | 6 | KH 71,35 MT -20,7 MØ 54,2 GL 105,35 | RTK TPL | 40 83 | 1 T15 3 1 M 2,35 1 DSF 4 | CR G6 CR | | 102,00 | 40 324 600 |
| | 102 780 | | | | | | 102,50 | 40 324 620 | |

| | | | | | | | | | |
|-----------------------|--|------------|---|----------------------|----|------------|--------------|--|-----------|
| 3 | | 102 | | | | | | | |
| ISB 135 Euro 3 | | D (LA) | 4 | 3900 cm ³ | 4V | 99-125 kW | (135-170 PS) | | 120,00 mm |
| ISB 150 Euro 3 | | D (LA) | 4 | 3900 cm ³ | 4V | 99-125 kW | (130-170 PS) | | 120,00 mm |
| ISB 170 Euro 3 | | D (LA) | 4 | 3900 cm ³ | 4V | 99-125 kW | (135-170 PS) | | 120,00 mm |
| ISB 185 Euro 3 | | D (LA) | 6 | 5900 cm ³ | 4V | 136-202 kW | (185-275 PS) | | 120,00 mm |
| ISB 220 Euro 3 | | D (LA) | 6 | 5900 cm ³ | 4V | 136-202 kW | (185-275 PS) | | 120,00 mm |
| ISB 250 Euro 3 | | D (LA) | 6 | 5900 cm ³ | 4V | 136-202 kW | (185-275 PS) | | 120,00 mm |
| ISB 275 Euro 3 | | D (LA) | 6 | 5900 cm ³ | 4V | 136-202 kW | (185-275 PS) | | 120,00 mm |

| | | | | | | | | | |
|--|---------|--|------------|----------|---------------------------------|-------------------|---------------|-------------------|-------------------|
| | 4/6 | KH 71,4 MT -18,5 MØ 56,5 GL 105,2 | RTK TPL | 40 83 | 1 T15 3 1 M 2,385 1 DSF 4 | CK G6 G3 CR | | 102,00 | 40 588 600 |
| | 102 096 | | | | | | 102,50 | 40 588 610 | |
| | | | | | | | 103,00 | 40 588 620 | |

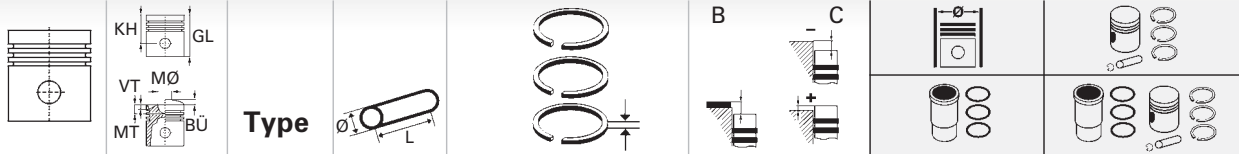


| 4 | | 107 | | Type | | D (LA) | | 6 6750 cm ³ 4V | | 97-205 kW (132-279 PS) | | 124,00 mm | |
|---|---------|--|-------------------|------------|---------------------------------|-------------------|--|---------------------------|--|------------------------|--|-----------|-----------------------|
| | 6 | KH 69,4 MT -13 MØ 79 GL 103,2 | RTK TPL KKK | 40 90,5 | 1 T15 3 1 M 2,5 1 DSF 3,5 | CK G6 CR CR | | | | | | 107,00 | 41 082 600 NEW |
| | 107 011 | | | | | | | | | | | 107,50 | 41 082 620 NEW |

| 5 | | 107 | | D (LA) | | 4 4500 cm ³ 4V | | 82-127 kW (111-173 PS) | | 124,00 mm | | | |
|---|---------|---|-------------------|------------|---------------------------------|---------------------------|--|------------------------|--|-----------|--|--------|-----------------------|
| | 4 | KH 69,4 MT -22,45 MØ 54 GL 103,2 | RTK TPL KKK | 40 90,5 | 1 T15 3 1 M 2,5 1 DSF 3,5 | CK G6 CR CR | | | | | | 107,00 | 41 081 600 NEW |
| | 107 011 | | | | | | | | | | | 107,50 | 41 081 620 NEW |

| 6 | | 114 | | D (LA) | | 6 8270 cm ³ 2V | | 127-274 kW (172-372 PS) | | 17,5:1 135,00 mm | | | |
|---|---------|---|-------------------|------------|---------------------------------|---------------------------|--|-------------------------|--|------------------|--|------------|------------|
| | 6 | KH 78,81 MT -21,2 MØ 66,5 GL 120,5 | RTK TPL LOX | 45 91,5 | 1 T15 3,5 1 T15 3 1 DSF 4 | CR G6 G3 CR | | | | | | 114,00 | 99 866 600 |
| | 114 049 | | | | | | | | | | | | |
| | N Cyl. | A=125,68 | C=130,95 | L=237,12 | H+F=123,04+1,25 | 1 FP 118,2 x 122,7 x 3,95 | | | | | | 89 644 110 | 99 866 960 |
| | N Cyl. | A=125,68 | C=130,95 | L=234,12 | H+F=123,04+1,25 | 1 FP 118,2 x 122,7 x 3,95 | | | | | | 89 735 110 | 99 866 961 |
| | N Cyl. | A=125,68 | C=132,95 | L=237,12 | H+F=123,04+1,25 | 1 FP 118,2 x 122,7 x 3,95 | | | | | | 89 645 110 | 99 866 962 |

| 7 | | 114 | | D (A) | | 6 8270 cm ³ 2V | | 127-274 kW (172-372 PS) | | 17,3:1 135,00 mm | | | |
|---|---------|---|------------|----------|---------------------------------|---------------------------|--|-------------------------|--|------------------|--|------------|------------|
| | 6 | KH 78,61 MT -21,8 MØ 63,4 GL 120,3 | RTK TPL | 45 91 | 1 T15 3,5 1 T15 3 1 DSF 4 | CR G6 G3 CR | | | | | | 114,00 | 99 677 600 |
| | 114 711 | | | | | | | | | | | | |
| | N Cyl. | A=125,68 | C=130,95 | L=234,12 | H+F=123,04+1,25 | 1 FP 118,2 x 122,7 x 3,95 | | | | | | 89 735 110 | 99 677 951 |
| | N Cyl. | A=125,68 | C=130,95 | L=237,12 | H+F=123,04+1,25 | 1 FP 118,2 x 122,7 x 3,95 | | | | | | 89 644 110 | 99 677 960 |
| | N Cyl. | A=125,68 | C=132,95 | L=237,12 | H+F=123,04+1,25 | 1 FP 118,2 x 122,7 x 3,95 | | | | | | 89 645 110 | 99 677 961 |



C

8 **114**

6CTA 8.3 Euro 2 D (LA) 6 8270 cm³ 2V 127-274 kW (172-372 PS) 16,5:1 135,00 mm

| | | | | | | | | | |
|--|--------|---|------------|----------|---------------------------------|---------------------------|--|-------------------|-------------------|
| | 6 | KH 78,61 MT -21,2 MØ 66,5 GL 120,3 | RTK TPL | 45 91 | 1 T15 3,5 1 T15 3 1 DSF 4 | CR G6 G3 CR | | 114,00 | 99 865 600 |
| | N Cyl. | A=125,68 | C=130,95 | L=237,12 | H+F=123,04+1,25 | 1 FP 118,2 x 122,7 x 3,95 | | 89 644 110 | 99 865 960 |
| | N Cyl. | A=125,68 | C=132,95 | L=237,12 | H+F=123,04+1,25 | 1 FP 118,2 x 122,7 x 3,95 | | 89 645 110 | 99 865 961 |

MissImage null

- **40 330 960**
[1]

[1] Assembly wird in Brasilien ohne Dichtungsringe verkauft
 Assembly is sold in Brazil without sealing rings
 L'ensemble est vendu au Brésil sans les bagues d'étanchéité
 El conjunto se vende en Brasil sin anillos de estanqueidad
 Сборочный комплект продается в Бразилии без уплотнительных колец.

9 **114**

ISC 8.3L Euro 3 D (A) 6 8270 cm³ 2V 238 kW (319 PS) 17,0:1 120,00 mm

| | | | | | | | | | |
|--|---|---|------------|----------|---------------------------------|-------------------|--|---------------|--------------------------------------|
| | 6 | KH 78,99 MT -14,45 MØ 82,32 GL 115,5 | RTK TPL | 45 91 | 1 T15 3,5 1 T15 3 1 DSF 4 | CR G6 G3 CR | | 114,00 | 40 437 600 <small>NEW</small> |
|--|---|---|------------|----------|---------------------------------|-------------------|--|---------------|--------------------------------------|

10 **139,7**

N 855 Euro 1 D 6 14039 cm³ 4V 221-226 kW (300-335 PS) 15,5:1 152,00 mm
NTA 855 (BC) Euro 1 D (LA) 6 14039 cm³ 4V 250-386 kW (340-525 PS) 15,5:1 152,00 mm

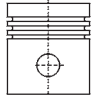
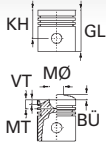

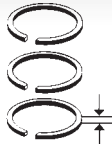
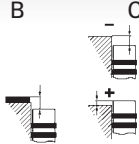

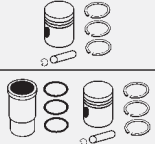
| | | | | | | | | | |
|--|--------|----------|----------|---------|---------------|-------------------------------------|--|-------------------|--|
| | N Cyl. | A=155,46 | C=166,75 | L=288,1 | H+F=9,03+1,75 | 1 EP 142 x 147 x 12 2 EP 145 x 4 | | 89 833 110 | |
|--|--------|----------|----------|---------|---------------|-------------------------------------|--|-------------------|--|

11 **139,7**

NT 855 Euro 1 D (A) 6 14039 cm³ 4V 228-257 kW (310-350 PS) 15,5:1 152,00 mm


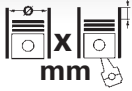

| | | | | | | | | | |
|--|--------|---|------------|-------------|---|-------------------------------------|--|-------------------|-------------------|
| | 6 | KH 102,4 VT1 -6,20 MT -21,85 MØ 97,5 GL 159,8 | RTK TPL | 50,8 120 | 1 T20 3,947 1 T20 3,16 1 TM 3,16 1 DSF 4,747 | MO G6 CR G3 G3 CR ST | | 139,70 | 40 590 600 |
| | N Cyl. | A=155,46 | C=166,75 | L=288,1 | H+F=9,03+1,75 | 1 EP 142 x 147 x 12 2 EP 145 x 4 | | 89 833 110 | |









|  |  | <p>Type</p> |  |  | <p>B</p>  |  |  |
|---|---|-------------|---|---|---|---|---|
| | | | | | | | |

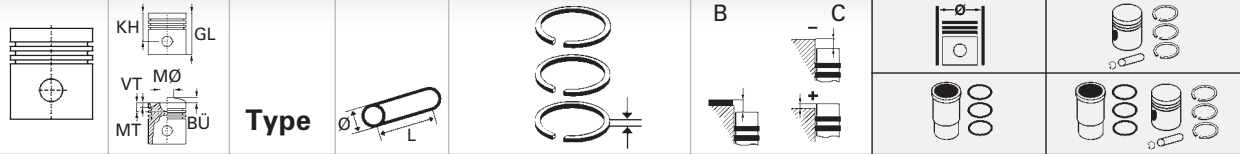
C


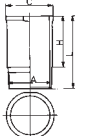

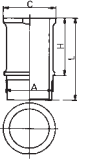

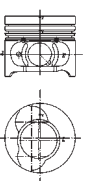
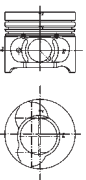

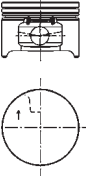


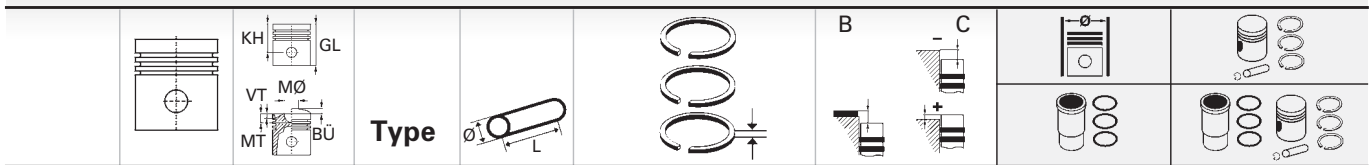
|  | Cyl. |  | cm ³ |  | Comp. Ratio ε | kW | PS | Pos |
|---|----------|---|-----------------|---|------------------|-------|-------|-----|
| | | | | | | | | |
| E7J 262 | B 4 | 75,8 x 77 | 1390 | 2 | 9,5:1 | 55 | 75 | 2 |
| E7J 700 | B 4 | 75,8 x 77 | 1390 | 2 | 9,5:1 | 55-59 | 75-80 | 2 |
| F8Q 630 | D 4 | 80 x 93 | 1870 | 2 | 21,5:1 | 47 | 64 | 6 |
| F8Q 636 | D 4 | 80 x 93 | 1870 | 2 | 21,5:1 | 45 | 63 | 7 |
| K4M 690 | B 4 | 79,5 x 80,5 | 1598 | 4 | 9,8:1 | 77 | 104 | 5 |
| K4M 694 | B 4 | 79,5 x 80,5 | 1598 | 4 | 9,8:1 | 77 | 104 | 5 |
| K4M 697 | B 4 | 79,5 x 80,5 | 1598 | 4 | 9,8:1 | 77 | 104 | 5 |
| K4M 698 | B 4 | 79,5 x 80,5 | 1598 | 4 | 9,8:1 | 77 | 104 | 5 |
| K7J 710 | B 4 | 79,5 x 70 | 1390 | 2 | 9,5:1 | 55 | 75 | 4 |
| K7J 714 | B 4 | 79,5 x 70 | 1390 | 2 | 9,5:1 | 55 | 75 | 4 |
| K9K 790 | D (LA) 4 | 76 x 80,5 | 1461 | 2 | 18,3:1 | 48-50 | 65-68 | 3 |
| K9K 792 | D (LA) 4 | 76 x 80,5 | 1461 | 2 | 18,3:1 | 48-50 | 65-68 | 3 |
| K9K 794 | D (LA) 4 | 76 x 80,5 | 1461 | 2 | 18,3:1 | 48-50 | 65-68 | 3 |
| K9K 796 | D (LA) 4 | 76 x 80,5 | 1461 | 2 | 18,8:1 | 63 | 86 | 3 |
| 810.99 | B 4 | 73 x 77 | 1289 | 2 | 8,5:1 | 36-44 | 49-60 | 1 |



|   | |  | | Pos |   | |  | | Pos |
|---|-------------------|---|---|-----|--|--|---|--|-----|
| DUSTER | | | | | | | | | |
| Duster 1.5 dCi | 04.2010 → | K9K 796 | D | 3 | | | | | |
| Duster 1.6i 16V | 04.2010 → | K4M 690 | B | 5 | | | | | |
| LOGAN | | | | | | | | | |
| Logan 1.4i | 07.2004 → | K7J 710 | B | 4 | | | | | |
| Logan 1.4i | 07.2004 → | K7J 714 | B | 4 | | | | | |
| Logan 1.5 dCi | 06.2005 → | K9K 790 | D | 3 | | | | | |
| Logan 1.5 dCi | 06.2005 → | K9K 792 | D | 3 | | | | | |
| Logan 1.5 dCi | 06.2005 → | K9K 794 | D | 3 | | | | | |
| Logan 1.5 dCi | 09.2007 → | K9K 796 | D | 3 | | | | | |
| Logan 1.6i 16V | 12.2005 → | K4M 690 | B | 5 | | | | | |
| Logan 1.6i 16V | 12.2005 → | K4M 694 | B | 5 | | | | | |
| Logan 1.6i 16V | 12.2005 → | K4M 697 | B | 5 | | | | | |
| Logan 1.6i 16V | 12.2005 → | K4M 698 | B | 5 | | | | | |
| LOGAN EXPRESS | | | | | | | | | |
| Logan Express 1.4i | 03.2009 → | K7J 710 | B | 4 | | | | | |
| Logan Express 1.5 dCi | 03.2009 → | K9K 792 | D | 3 | | | | | |
| Logan Express 1.5 dCi | 03.2009 → | K9K 796 | D | 3 | | | | | |
| LOGAN MCV | | | | | | | | | |
| Logan MCV 1.4i | 03.2006 → | K7J 710 | B | 4 | | | | | |
| Logan MCV 1.5 dCi | 01.2006 → | K9K 792 | D | 3 | | | | | |
| Logan MCV 1.5 dCi | 09.2007 → | K9K 796 | D | 3 | | | | | |
| Logan MCV 1.6i 16V | 01.2006 → | K4M 690 | B | 5 | | | | | |
| Logan MCV 1.6i 16V | 11.2009 → | K4M 694 | B | 5 | | | | | |
| LOGAN PICK UP | | | | | | | | | |
| Logan Pick Up 1.4i | 01.2009 → | K7J 710 | B | 4 | | | | | |
| Logan Pick Up 1.5 dCi | 03.2008 → | K9K 792 | D | 3 | | | | | |
| Logan Pick Up 1.5 dCi | 03.2008 → | K9K 796 | D | 3 | | | | | |
| SANDERO | | | | | | | | | |
| Sandero 1.4i | 05.2008 → | K7J 710 | B | 4 | | | | | |
| Sandero 1.4i | 05.2008 → | K7J 714 | B | 4 | | | | | |
| Sandero 1.5 dCi | 01.2009 → | K9K 790 | D | 3 | | | | | |
| Sandero 1.5 dCi | 01.2009 → | K9K 792 | D | 3 | | | | | |
| Sandero 1.5 dCi | 01.2009 → | K9K 794 | D | 3 | | | | | |
| Sandero 1.5 dCi | 01.2009 → | K9K 796 | D | 3 | | | | | |
| Sandero 1.6i | 05.2008 → | K7J 710 | B | 4 | | | | | |
| SERIE 1000 | | | | | | | | | |
| 1310 1.3 | 01.1979 → 12.1998 | 810.99 | B | 1 | | | | | |
| SOLENZA | | | | | | | | | |
| Solenza 1.4i | 04.2003 → | E7J 262 | B | 2 | | | | | |
| Solenza 1.4i | 04.2003 → | E7J 700 | B | 2 | | | | | |
| Solenza 1.9 D | 06.2003 → | F8Q 630 | D | 6 | | | | | |
| Solenza 1.9 D | 06.2003 → | F8Q 636 | D | 7 | | | | | |
| SUPER NOVA | | | | | | | | | |
| Super Nova 1.4i | 10.2000 → 02.2003 | E7J 262 | B | 2 | | | | | |
| Super Nova 1.4i | 10.2000 → 02.2003 | E7J 700 | B | 2 | | | | | |



| 1  73 | | | | | | | | | | |
|--|--|--|------------|----------------------|----------------------------------|-------------------|----------------|--|---|--|
| 810.99 | 01.1979 → 12.1998 | B | 4 | 1289 cm ³ | 2V | 36-44 kW | (49-60 PS) | 8,5:1 | 77,00 mm | |
|  | N Cyl. | A=78,5 | C=87,76 | L=134 | H=94,85 | | | | 88 544 110 | |
| 2  75,8 | | | | | | | | | | |
| E7J 262 | 10.2000 → | B | 4 | 1390 cm ³ | 2V | 55 kW | (75 PS) | 9,5:1 | 77,00 mm | |
| E7J 700 | 10.2000 → | B | 4 | 1390 cm ³ | 2V | 55-59 kW | (75-80 PS) | 9,5:1 | 77,00 mm | |
|  | N Cyl. | A=80,6 | C=90,2 | L=130 | H=91,5 | 1 FP 77,2 x 1,25 | | | 89 448 110 | |
| 3  76 | | | | | | | | | | |
| K9K 790 | 06.2005 → | D (LA) | 4 | 1461 cm ³ | 2V | 48-50 kW | (65-68 PS) | 18,3:1 | 80,50 mm | |
| K9K 792 | 06.2005 → | D (LA) | 4 | 1461 cm ³ | 2V | 48-50 kW | (65-68 PS) | 18,3:1 | 80,50 mm | |
| K9K 794 | 06.2005 → | D (LA) | 4 | 1461 cm ³ | 2V | 48-50 kW | (65-68 PS) | 18,3:1 | 80,50 mm | |
| K9K 796 | 09.2007 → | D (LA) | 4 | 1461 cm ³ | 2V | 63 kW | (86 PS) | 18,8:1 | 80,50 mm | |
|  | 4 076 191 | KH 41,78 VT1 -0,48 VT2 -0,28 MT -14 MØ 39,7 GL 66 | RTK TPL | 26 60 | 1 R 2 1 M 2 1 DSF 2,5 | CK G6 NT ST | +0,10 +0,20 | 76,00 76,50 | 40 190 600 [1] 40 190 610 [1] | |
|  | 4 076 191 | KH 41,78 VT1 -0,48 VT2 -0,28 MT -14 MØ 39,7 GL 66 | RTK TPL | 25 60 | 1 R 2 1 M 2 1 DSF 2,5 | CK G6 NT ST | +0,10 +0,20 | 76,00 76,50 | 40 465 600 [2] 40 465 610 [2] | |
| [1] | Kolbenbolzen/piston pin/diamètre axe/diámetro del bulón/Поршневой палец Ø 26,00 mm | | | | | | | | | |
| [2] | Kolbenbolzen/piston pin/diamètre axe/diámetro del bulón/Поршневой палец Ø 25,00 mm | | | | | | | | | |
| 4  79,5 | | | | | | | | | | |
| K7J 710 | 07.2004 → | B | 4 | 1390 cm ³ | 2V | 55 kW | (75 PS) | 9,5:1 | 70,00 mm | |
| K7J 714 | 07.2004 → | B | 4 | 1390 cm ³ | 2V | 55 kW | (75 PS) | 9,5:1 | 70,00 mm | |
|  | 4 079 175 | KH 34,8 GL 57 | | 18,995 62 K | 1 R 1,5 1 NM 1,5 1 SLF 2,5 | MO G3 G3 CR | | 79,50 79,75 80,00 | 40 277 600 40 277 610 40 277 620 | |



| | | | | | | | | | |
|----------------|-----------|-------------|---|----------------------|----|-------|----------|-------|----------|
| 5 | | 79,5 | | | | | | | |
| K4M 690 | 12.2005 → | B | 4 | 1598 cm ³ | 4V | 77 kW | (104 PS) | 9,8:1 | 80,50 mm |
| K4M 694 | 12.2005 → | B | 4 | 1598 cm ³ | 4V | 77 kW | (104 PS) | 9,8:1 | 80,50 mm |
| K4M 697 | 12.2005 → | B | 4 | 1598 cm ³ | 4V | 77 kW | (104 PS) | 9,8:1 | 80,50 mm |
| K4M 698 | 12.2005 → | B | 4 | 1598 cm ³ | 4V | 77 kW | (104 PS) | 9,8:1 | 80,50 mm |

| | | | | | | | | | |
|--|---------|---|-----|----|-----------|-------|--|--------------|-------------------|
| | 4 | KH 31,7 VT1 -1,57 MT -1,3 GL 55 | HKÜ | 20 | 1 R 1,5 | CR G6 | | 79,50 | 99 746 600 |
| | 079 146 | KH 31,45 VT1 -1,57 MT -1,3 GL 55 | | 62 | 1 NM 1,5 | | | 80,00 | 99 746 610 |
| | | | | K | 1 SLF 2,5 | CR | | | |

| | | | | | | | | | |
|----------------|-----------|-----------|---|----------------------|----|-------|---------|--------|----------|
| 6 | | 80 | | | | | | | |
| F8Q 630 | 06.2003 → | D | 4 | 1870 cm ³ | 2V | 47 kW | (64 PS) | 21,5:1 | 93,00 mm |

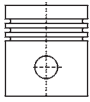
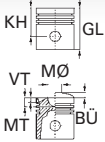

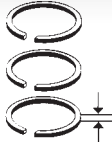


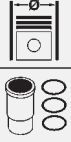
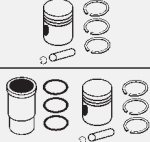
| | | | | | | | | | |
|--|---------|---------------------------------|--|----|---------|-------|----------------|--------------|-------------------|
| | 4 | KH 42,35 MT -4,5 GL 67,25 | | 24 | 1 R 2 | MO G6 | +0,87 +1,00 | 80,00 | 40 070 600 |
| | 080 312 | | | 63 | 1 M 2 | G3 | | 80,50 | 40 070 620 |
| | | | | | 1 DSF 3 | CR | | [1] | |

| | | | | | | | | | |
|-----|---|---|--|---|--|--|--|--|--|
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цил. | | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня | | | | | |
| | Kerben notches repères muescas надрезы | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | | | |
| | 2 | | | +0,868 | | | | | |
| | 1 | +0,868 | | +1,000 | | | | | |
| | 3 | +1,000 | | | | | | | |

| | | | | | | | | | |
|----------------|-----------|-----------|---|----------------------|----|-------|---------|--------|----------|
| 7 | | 80 | | | | | | | |
| F8Q 636 | 06.2003 → | D | 4 | 1870 cm ³ | 2V | 45 kW | (63 PS) | 21,5:1 | 93,00 mm |



| | | | | | | | | | |
|--|---------|-------------------------------|-----|----|---------|-------|----------------|--------------|-------------------|
| | 4 | KH 42,5 MT -0,7 GL 67,4 | RTK | 24 | 1 R 2 | MO G6 | +0,87 +1,00 | 80,00 | 92 006 800 |
| | 080 312 | | | 63 | 1 M 2 | G3 | | 80,50 | 92 006 820 |
| | | | | | 1 DSF 3 | CR | | [1] | |

| | | | | | | | | | |
|-----|---|---|--|---|--|--|--|--|--|
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цил. | | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня | | | | | |
| | Kerben notches repères muescas надрезы | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | | | |
| | 2 | | | +0,868 | | | | | |
| | 1 | +0,868 | | +1,000 | | | | | |
| | 3 | +1,000 | | | | | | | |

|  |  | <p>Type</p> |  |  | <p>B</p>  | <p>C</p>  |  |  |
|---|---|--------------------|---|---|--|--|---|---|
| | | | | | | | | |

D



| | | | Cyl. |  mm | cm ³ |  | Comp. Ratio ε | kW | PS | Pos |
|-----------|---|---|------|--|-----------------|---|------------------|---------|---------|-----|
| | | | | | | | | | | |
| C 20 NE | B | 4 | 4 | 86 x 86 | 1998 | 2 | 9,2:1 | 85 | 116 | 1 |
| M 104.992 | B | 6 | 6 | 89,9 x 84 | 3199 | 4 | 10:1 | 162 | 220 | 3 |
| M 104.995 | B | 6 | 6 | 89,9 x 84 | 3199 | 4 | 10:1 | 170 | 231 | 3 |
| M 111.970 | B | 4 | 4 | 90,9 x 88,4 | 2295 | 4 | 10,4:1 | 103-110 | 140-150 | 4 |
| M 161.970 | B | 4 | 4 | 90,9 x 88,4 | 2295 | 4 | 10,4:1 | 103-107 | 140-146 | 4 |
| X 22 SE | B | 4 | 4 | 86 x 94,6 | 2198 | 4 | 9,6:1 | 100-104 | 136-141 | 2 |

D



Pos



Pos

ESPERO

Espero 2.0i 09.1993 → 10.1994 C 20 NE B 1

KORANDO

Korando 2.3 16V 02.1999 → M 161.970 B 4

Korando 3.2 24V 02.1999 → M 104.995 B 3

LEGANZA

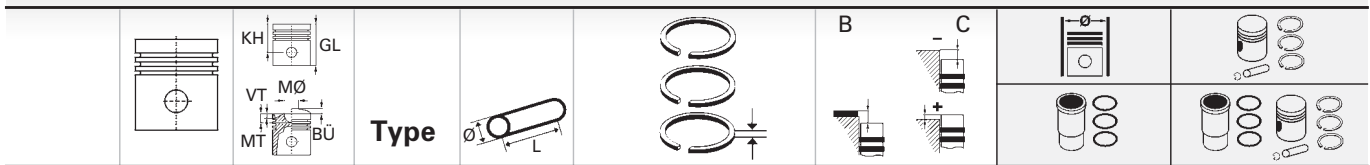
Leganza 2.2i 16V 09.1998 → 12.2002 X 22 SE B 2

MUSSO

Musso 2.3 01.1999 → M 111.970 B 4




Musso 3.2 01.1999 → M 104.992 B 3

D






| 1 | | 86 | | | | | | | | | | | |
|-----------|---------|---------------------|-----|--------|-----------|-------------------------|----|------------|------------|------------------------------|------------|------------------|--|
| C 20 NE | | 09.1993 → 10.1994 B | | 4 | | 1998 cm ³ 2V | | 85 kW | | (116 PS) 9,2:1 86,00 mm | | | |
| | 4 | KH 30,4 | SRK | 20,998 | 1 R 1,5 | MO G6 | | 86,00 | 92 123 600 | | | | |
| | 086 103 | MT -5 | | 61,5 | 1 NM 1,5 | | | | | 86,50 | 92 123 610 | | |
| | | MØ 57,02 | | K | 1 SLF 3 | CR | | | | 87,00 | 92 123 620 | (90 244, 90 760) | |
| | | GL 55,4 | | | | | | | | | | | |
| | | KH 30,1 | HKÜ | | | | | | | | | | |
| | | MT -5 | HKÜ | | | | | | | | | | |
| | | MØ 57,02 | | | | | | | | | | | |
| | | GL 55,4 | | | | | | | | | | | |
| 2 | | 86 | | | | | | | | | | | |
| X 22 SE | | 09.1998 → 12.2002 B | | 4 | | 2198 cm ³ 4V | | 100-104 kW | | (136-141 PS) 9,6:1 94,60 mm | | | |
| | 4 | KH 30,4 | | 21 | 1 R 1,5 | MO G6 | | 86,00 | 97 363 600 | | | | |
| | 086 713 | MT -6,5 | | 61,5 | 1 NM 1,5 | | | | | 86,50 | 97 363 610 | | |
| | | MØ 63,18 | | K | 1 SLF 3 | CR | | | | 87,00 | 97 363 620 | (97 288) | |
| | | GL 55,4 | | | | | | | | | | | |
| | | KH 30,1 | HKÜ | | | | | | | | | | |
| | | MT -6,5 | HKÜ | | | | | | | | | | |
| | | MØ 63,18 | | | | | | | | | | | |
| | | GL 55,4 | | | | | | | | | | | |
| 3 | | 89,9 | | | | | | | | | | | |
| M 104.992 | | 01.1999 → | | 6 | | 3199 cm ³ 4V | | 162 kW | | (220 PS) 10:1 84,00 mm | | | |
| M 104.995 | | 02.1999 → | | 6 | | 3199 cm ³ 4V | | 170 kW | | (231 PS) 10:1 84,00 mm | | | |
| | 6 | KH 31,1 | | 22 | 1 R 1,5 | NT ST | | 89,91 | 94 301 600 | | | | |
| | 089 146 | MT -1,2 | | 56 | 1 NM 1,75 | G3 | | | | 90,41 | 94 301 620 | | |
| | | GL 54,6 | | | | 1 SLF 3 | NT | | | | | | |
| | | KH 30,8 | HKÜ | | | | | | | | | | |
| | | MT -1,2 | | | | | | | | | | | |
| | | GL 54,6 | | | | | | | | | | | |
| 4 | | 90,9 | | | | | | | | | | | |
| M 111.970 | | 01.1999 → | | 4 | | 2295 cm ³ 4V | | 103-110 kW | | (140-150 PS) 10,4:1 88,40 mm | | | |
| M 161.970 | | 02.1999 → | | 4 | | 2295 cm ³ 4V | | 103-107 kW | | (140-146 PS) 10,4:1 88,40 mm | | | |
| | 4 | KH 30 | | 22 | 1 R 1,5 | NT ST | | 90,91 | 94 952 600 | | | | |
| | 091 040 | BÜ +2,9 | | 56 | 1 NM 1,75 | | | | | 91,41 | 94 952 610 | | |
| | | GL 57,9 | | | | 1 SLF 3 | NT | | | | | | |
| | | KH 30 | | | | | | | | | | | |
| | | BÜ +1,7 | | | | | | | | | | | |
| | | GL 56,7 | | | | | | | | | | | |

D

| |  | Cyl. |  | cm ³ |  | Comp. Ratio | ε | kW | PS | Pos |
|---------------------|---|------|---|-----------------|---|-------------|---------|---------|----|-----|
| | | | | | | | | | | mm |
| DD 575 | D | 6 | 100,61 x 120,65 | 5760 | 2 | 16:1 | 77-88 | 105-120 | 5 | |
| DF 615 | D | 6 | 104,175 x 120 | 6137 | 2 | 16:1 | 85-93 | 116-127 | 6 | |
| DH 825 | D | 6 | 118 x 126 | 8250 | 2 | 16:1 | 115-121 | 156-165 | 8 | |
| DHB 825 | D | 6 | 118 x 126 | 8250 | 2 | 16:1 | 120-148 | 163-201 | 8 | |
| DHR 825 | D (A) | 6 | 118 x 126 | 8250 | 2 | 16:1 | 148-150 | 201-204 | 9 | |
| DHS 825 | D (LA) | 6 | 118 x 126 | 8250 | 2 | 15:1 | 184-195 | 195-265 | 9 | |
| DHS 825 SM | D (LA) | 6 | 118 x 126 | 8250 | 2 | 15:1 | 217 | 294 | 9 | |
| DHT 825 | D (A) | 6 | 118 x 126 | 8250 | 2 | 16:1 | 158-167 | 215-227 | 9 | |
| DHTD 825 | D (LA) | 6 | 118 x 126 | 8250 | 2 | 15:1 | 150-166 | 204-225 | 9 | |
| DHU 825 | D (LA) | 6 | 118 x 126 | 8250 | 2 | 15:1 | 105-184 | 143-250 | 9 | |
| DJ5 T | D (LA) | 4 | 92 x 92 | 2446 | 3 | 22:1 | 76 | 104 | 2 | |
| DK 1160 | D | 6 | 130 x 146 | 11630 | 2 | 16:1 | 156 | 212 | 14 | |
| DKA 1160 | D | 6 | 130 x 146 | 11630 | 2 | 16:1 | 169-188 | 230-256 | 14 | |
| DKB 1160 | D | 6 | 130 x 146 | 11630 | 2 | 16:1 | 156 | 212 | 14 | |
| DKC 1160 | D | 6 | 130 x 146 | 11630 | 2 | 16:1 | 156 | 212 | 15 | |
| DKCL 1160 | D (LA) | 6 | 130 x 146 | 11630 | 2 | 15:1 | 156 | 212 | 15 | |
| DKDL 1160 | D | 6 | 130 x 146 | 11630 | 2 | 16:1 | 121 | 165 | 14 | |
| DKFL 1160 | D (LA) | 6 | 130 x 146 | 11630 | 2 | 15:1 | 191 | 260 | 15 | |
| DKL 1160 | D (LA) | 6 | 130 x 146 | 11630 | 2 | 16:1 | 148-151 | 201-205 | 14 | |
| DKS 1160 | D (LA) | 6 | 130 x 146 | 11630 | 2 | 15:1 | 139-228 | 189-315 | 15 | |
| DKS 1160 E | D (LA) | 6 | 130 x 146 | 11630 | 2 | 15:1 | 206 | 280 | 15 | |
| DKSB 1160 | D (LA) | 6 | 130 x 146 | 11630 | 2 | 15:1 | 228 | 310 | 15 | |
| DKSE 1160 | D (LA) | 6 | 130 x 146 | 11630 | 2 | 15:1 | 206 | 276 | 16 | |
| DKT 1160 | D (A) | 6 | 130 x 146 | 11630 | 2 | 15:1 | 185-213 | 252-290 | 15 | |
| DKTD 1160 | D (A) | 6 | 130 x 146 | 11630 | 2 | 15:1 | 185-199 | 252-270 | 15 | |
| DKTL 1160 | D (A) | 6 | 130 x 146 | 11630 | 2 | 15:1 | 165-199 | 224-270 | 15 | |
| DKV 1160 | D (LA) | 6 | 130 x 146 | 11630 | 2 | 15:1 | 139-260 | 189-354 | 16 | |
| DKVL 1160 | D (LA) | 6 | 130 x 146 | 11630 | 2 | 15:1 | 139-260 | 189-354 | 15 | |
| DKX 1160 | D (LA) | 6 | 130 x 146 | 11630 | 2 | 15:1 | 243 | 330 | 15 | |
| DKX 1160 ATI | D (LA) | 6 | 130 x 146 | 11630 | 2 | 15,9:1 | 260 | 354 | 16 | |
| DKXE 1160 | D (LA) | 6 | 130 x 146 | 11630 | 2 | 15:1 | 139-260 | 189-354 | 16 | |
| DKXE 1160 ATI | D (LA) | 6 | 130 x 146 | 11630 | 2 | 15,9:1 | 206-212 | 280-288 | 16 | |
| DKZ 1160 | D (LA) | 6 | 130 x 146 | 11630 | 2 | 15:1 | 139-260 | 189-354 | 16 | |
| DKZ 1160 ATI | D (LA) | 6 | 130 x 146 | 11630 | 2 | 15,9:1 | 274 | 373 | 15 | |
| DNS 620 | D (LA) | 6 | 104,175 x 122 | 6239 | 2 | 15:1 | 156 | 212 | 7 | |
| DNT 620 | D (A) | 6 | 104,175 x 122 | 6239 | 2 | 15:1 | 132 | 180 | 7 | |
| DNTD 620 | D (A) | 6 | 104,175 x 122 | 6239 | 2 | 15:1 | 116 | 158 | 7 | |
| DS 575 | D (A) | 6 | 100,61 x 120,65 | 5760 | 2 | 16:1 | 121 | 165 | 5 | |
| DSD 575 | D (A) | 6 | 100,61 x 120,65 | 5760 | 2 | 16:1 | 121 | 165 | 5 | |
| DT 615 | D (A) | 6 | 104,175 x 120 | 6137 | 2 | 16:1 | 101-124 | 137-169 | 6 | |
| DTD 615 | D (A) | 6 | 104,175 x 120 | 6137 | 2 | 16:1 | 123 | 168 | 6 | |
| DU 825 | D (A) | 6 | 118 x 126 | 8250 | 2 | 16:1 | 148-165 | 201-225 | 8 | |
| EN 55 | D | 4 | 94 x 90 | 2498 | 2 | 23:1 | 53 | 72 | 3 | |
| ET 70 | D (LA) | 4 | 94 x 90 | 2498 | 2 | 21:1 | 71 | 96 | 4 | |
| H 825 | D (LA) | 6 | 118 x 126 | 8250 | 2 | 15:1 | 184 | 250 | 9 | |
| LT 160 Euro 1 | D (LA) | 6 | 130 x 146 | 11630 | 2 | 15,5:1 | 160 | 218 | 15 | |
| LT 195 Euro 1 | D (LA) | 6 | 130 x 146 | 11630 | 2 | 15,5:1 | 195 | 265 | 15 | |
| LT 210 Euro 1 | D (LA) | 6 | 130 x 146 | 11630 | 2 | 15,5:1 | 210 | 286 | 15 | |
| MX 265 S Euro 4/5 | D (LA) | 6 | 130 x 162 | 12900 | 4 | 16,4:1 | 265 | 360 | 26 | |
| MX 300 S Euro 4/5 | D (LA) | 6 | 130 x 162 | 12900 | 4 | 16,4:1 | 300 | 408 | 26 | |
| MX 340 S Euro 4/5 | D (LA) | 6 | 130 x 162 | 12900 | 4 | 16,4:1 | 340 | 462 | 27 | |
| MX 375 S Euro 4/5 | D (LA) | 6 | 130 x 162 | 12900 | 4 | 16,4:1 | 375 | 510 | 27 | |
| NS 133 L Euro 2 | D (LA) | 6 | 104,175 x 122 | 6239 | 2 | 15:1 | 132 | 180 | 7 | |
| NS 133 M Euro 2 | D (LA) | 6 | 104,175 x 122 | 6239 | 2 | 15:1 | 133 | 181 | 7 | |
| NS 156 G Euro 1 | D (LA) | 6 | 104,175 x 122 | 6239 | 2 | 15:1 | 156 | 212 | 7 | |
| NS 156 L Euro 1 | D (A) | 6 | 104,175 x 122 | 6239 | 2 | 16,5:1 | 156 | 210 | 7 | |
| NS 156 M ATi Euro 2 | D (LA) | 6 | 104,175 x 122 | 6239 | 2 | 16,5:1 | 156 | 212 | 7 | |
| NS 177 M ATi Euro 2 | D (LA) | 6 | 104,175 x 122 | 6239 | 2 | 16,5:1 | 177 | 240 | 7 | |
| NT 133 | D (A) | 6 | 104,175 x 122 | 6239 | 2 | 15:1 | 132 | 180 | 7 | |
| PE 183 C Euro 3 | D (LA) | 6 | 118 x 140 | 9200 | 2 | 16,3:1 | 183 | 249 | 12 | |
| PE 212 C Euro 3 | D (LA) | 6 | 118 x 140 | 9200 | 2 | 16,3:1 | 212 | 288 | 12 | |
| PE 228 C Euro 3 | D (LA) | 6 | 118 x 140 | 9200 | 2 | 17,4:1 | 228 | 310 | 13 | |
| PE 235 C Euro 3 | D (LA) | 6 | 118 x 140 | 9200 | 2 | 16,3:1 | 235 | 320 | 12 | |
| PE 265 C Euro 3 | D (LA) | 6 | 118 x 140 | 9200 | 4 | 17,4:1 | 265 | 360 | 13 | |
| PF 183 M Euro 2 | D (LA) | 6 | 118 x 140 | 9200 | 4 | 16,3:1 | 183 | 249 | 11 | |
| PF 212 M Euro 2 | D (LA) | 6 | 118 x 140 | 9200 | 4 | 16,3:1 | 212 | 288 | 11 | |
| PF 235 M Euro 2 | D (LA) | 6 | 118 x 140 | 9200 | 4 | 16,3:1 | 235 | 320 | 11 | |
| RS 180 L Euro 1 | D (LA) | 6 | 118 x 132 | 8661 | 2 | 16,5:1 | 180 | 245 | 10 | |
| RS 200 L ATi Euro 1 | D (LA) | 6 | 118 x 132 | 8661 | 2 | 16,5:1 | 200 | 272 | 10 | |







|  | | Cyl. |  mm | cm ³ |  | Comp. Ratio ϵ | kW | PS | Pos |
|---|--------|------|--|-----------------|---|------------------------|-------|-------|-----|
| RS 222 L ATi Euro 1 | D (LA) | 6 | 118 x 132 | 8661 | 2 | 16,5:1 | 222 | 302 | 10 |
| S 825 | D (LA) | 6 | 118 x 126 | 8250 | 2 | 15:1 | 184 | 250 | 9 |
| WS 222 G Euro 1 | D (LA) | 6 | 130 x 146 | 11630 | 2 | 16:1 | 222 | 302 | 19 |
| WS 222 L ATi Euro 1 | D (LA) | 6 | 130 x 146 | 11630 | 2 | 16:1 | 222 | 302 | 19 |
| WS 225 ATi | D (LA) | 6 | 130 x 146 | 11630 | 2 | 14,5:1 | 225 | 306 | 17 |
| WS 242 G Euro 0 | D (LA) | 6 | 130 x 146 | 11630 | 2 | 14,5:1 | 242 | 329 | 18 |
| WS 242 L ATi Euro 1 | D (LA) | 6 | 130 x 146 | 11630 | 2 | 16:1 | 242 | 329 | 19 |
| WS 242 M Euro 2 | D (LA) | 6 | 130 x 146 | 11630 | 2 | 16:1 | 242 | 329 | 20 |
| WS 259 ATi | D (LA) | 6 | 130 x 146 | 11630 | 2 | 14,5:1 | 259 | 352 | 17 |
| WS 268 Euro 2 | D (LA) | 6 | 130 x 146 | 11630 | 2 | 16:1 | 268 | 364 | 20 |
| WS 268 G Euro 0 | D (LA) | 6 | 130 x 146 | 11630 | 2 | 14,5:1 | 268 | 364 | 18 |
| WS 268 L ATi Euro 1 | D (LA) | 6 | 130 x 146 | 11630 | 2 | 14,5:1 | 268 | 364 | 19 |
| WS 268 M Euro 2 | D (LA) | 6 | 130 x 146 | 11630 | 2 | 16:1 | 268 | 364 | 20 |
| WS 282 L | D (LA) | 6 | 130 x 146 | 11630 | 2 | 14,5:1 | 282 | 383 | 17 |
| WS 295 G Euro 0 | D (LA) | 6 | 130 x 146 | 11630 | 2 | 14,5:1 | 295 | 401 | 18 |
| WS 295 L ATi Euro 1 | D (LA) | 6 | 130 x 146 | 11630 | 2 | 14,5:1 | 295 | 401 | 19 |
| WS 295 M Euro 2 | D (LA) | 6 | 130 x 146 | 11630 | 2 | 16:1 | 295 | 401 | 20 |
| WS 315 Euro 2 | D (LA) | 6 | 130 x 146 | 11630 | 2 | 16:1 | 315 | 428 | 20 |
| WS 315 L ATi Euro 1 | D (LA) | 6 | 130 x 146 | 11630 | 2 | 14,5:1 | 315 | 428 | 19 |
| WS 315 M Euro 2 | D (LA) | 6 | 130 x 146 | 11630 | 2 | 16:1 | 315 | 428 | 20 |
| XD 3P | D | 4 | 94 x 90 | 2498 | 2 | 23:1 | 51-58 | 70-79 | 3 |
| XD 3T | D (LA) | 4 | 94 x 90 | 2498 | 2 | 21:1 | 66-70 | 90-95 | 4 |
| XE 250 C Euro 3 | D (LA) | 6 | 130 x 158 | 12583 | 4 | 16:1 | 250 | 340 | 24 |
| XE 280 C Euro 3 | D (LA) | 6 | 130 x 158 | 12583 | 4 | 16:1 | 280 | 381 | 24 |
| XE 280 C1 Euro 3 | D (LA) | 6 | 130 x 158 | 12583 | 4 | 17,4:1 | 280 | 381 | 22 |
| XE 280 C1 Euro 3 | D (LA) | 6 | 130 x 158 | 12583 | 4 | 17:1 | 280 | 381 | 23 |
| XE 315 C Euro 3 | D (LA) | 6 | 130 x 158 | 12583 | 4 | 16:1 | 315 | 428 | 24 |
| XE 315 C1 Euro 3 | D (LA) | 6 | 130 x 158 | 12583 | 4 | 17:1 | 315 | 428 | 23 |
| XE 315 C1 Euro 3 | D (LA) | 6 | 130 x 158 | 12583 | 4 | 17,4:1 | 315 | 428 | 22 |
| XE 355 C Euro 3 | D (LA) | 6 | 130 x 158 | 12583 | 4 | 17,4:1 | 355 | 483 | 24 |
| XE 355 C1 Euro 3 | D (LA) | 6 | 130 x 158 | 12583 | 4 | 17:1 | 355 | 483 | 25 |
| XE 390 C Euro 3 | D (LA) | 6 | 130 x 158 | 12583 | 4 | 16:1 | 390 | 530 | 24 |
| XE 390 C1 Euro 3 | D (LA) | 6 | 130 x 158 | 12583 | 4 | 17:1 | 390 | 530 | 25 |
| XF 250 M Euro 2 | D (LA) | 6 | 130 x 158 | 12583 | 4 | 16:1 | 250 | 340 | 21 |
| XF 280 M Euro 2 | D (LA) | 6 | 130 x 158 | 12583 | 4 | 16:1 | 280 | 381 | 21 |
| XF 315 M Euro 2 | D (LA) | 6 | 130 x 158 | 12583 | 4 | 16:1 | 315 | 428 | 21 |
| XF 355 M Euro 2 | D (LA) | 6 | 130 x 158 | 12583 | 4 | 16:1 | 355 | 483 | 21 |
| 810.03 | B | 4 | 73 x 77 | 1289 | 2 | 8:1 | 29 | 40 | 1 |
| 810.29 | B | 4 | 73 x 77 | 1289 | 2 | 9,6:1 | 40 | 54 | 1 |

D



| | | | | | | Pos | | | | | | | Pos | | | | |
|------------------|--|--|--|--|-------------------|--------------|---------------|----|-------------------|--|--|-----------|-----------|-------------------|-----------|---|----|
| DAF 55 / 66 | | | | | | | Series 95.430 | | | | | 04.2001 → | XE 315 C1 | D | 22 | | |
| DAF 66 | | | | | 1973 → 03.1975 | 810.03 | B | 1 | Series 95.480 | | | | | 01.1997 → | XF 315 M | D | 21 |
| DAF 66 | | | | | 1973 → 03.1975 | 810.29 | B | 1 | Series 95.480 | | | | | 03.1997 → | XF 355 M | D | 21 |
| SERIES 65 | | | | | | | | | Series 95.480 | | | | | 09.1999 → | XE 355 C | D | 24 |
| Series 65.180 | | | | | 03.1993 → 12.1997 | NS 133 L | D | 7 | Series 95.480 | | | | | 04.2001 → | XE 355 C1 | D | 25 |
| Series 65.180 | | | | | 03.1998 → | NS 133 M | D | 7 | Series 95.530 | | | | | 09.1999 → | XE 390 C | D | 24 |
| Series 65.210 | | | | | 03.1993 → 12.1997 | NS 156 L | D | 7 | Series 95.530 | | | | | 09.1999 → | XE 390 C1 | D | 25 |
| Series 65.210 | | | | | 01.1998 → 04.2001 | NS 156 M ATi | D | 7 | SERIES 100 | | | | | | | | |
| Series 65.240 | | | | | 01.1998 → 04.2001 | NS 177 M ATi | D | 7 | Series 100 | | | | | 01.1975 → 1982 | DD 575 | D | 5 |
| SERIES 75 | | | | | | | | | SERIES 300 | | | | | | | | |
| Series 75.240 | | | | | 07.1992 → 12.1997 | RS 180 L | D | 10 | Series 325 | | | | | 01.1973 → 12.1986 | DKC 1160 | D | 15 |
| Series 75.250 | | | | | 07.1992 → | RS 180 L | D | 10 | Series 325 | | | | | 01.1973 → 12.1986 | DKCL 1160 | D | 15 |
| Series 75.250 | | | | | 01.1998 → 04.2001 | PF 183 M | D | 11 | Series 325 | | | | | 01.1973 → 12.1986 | DKFL 1160 | D | 15 |
| Series 75.250 | | | | | 03.1998 → | PE 235 C | D | 12 | Series 325 | | | | | 01.1973 → 12.1986 | DKS 1160 | D | 15 |
| Series 75.250 | | | | | 07.2000 → | PE 183 C | D | 12 | Series 325 | | | | | 1974 → 1986 | DKT 1160 | D | 15 |
| Series 75.270 | | | | | 07.1992 → 12.1997 | RS 200 L ATi | D | 10 | Series 325 | | | | | 1974 → 1986 | DKTL 1160 | D | 15 |
| Series 75.290 | | | | | 01.1998 → 04.2001 | PF 212 M | D | 11 | SERIES 400 | | | | | | | | |
| Series 75.290 | | | | | 03.1998 → | PE 212 C | D | 12 | Series 400 | | | | | 02.1987 → 09.1993 | EN 55 | D | 3 |
| Series 75.300 | | | | | 07.1992 → 12.1997 | RS 222 L ATi | D | 10 | Series 400 | | | | | 02.1987 → 09.1993 | ET 70 | D | 4 |
| Series 75.310 | | | | | 07.2000 → | PE 228 C | D | 13 | Series 400 | | | | | 02.1987 → 09.1993 | XD 3P | D | 3 |
| Series 75.320 | | | | | 01.1998 → 04.2001 | PF 235 M | D | 11 | Series 400 | | | | | 02.1987 → 09.1993 | XD 3T | D | 4 |
| Series 75.360 | | | | | 07.2000 → | PE 265 C | D | 13 | Series 400 | | | | | 1996 → | DJ5 T | D | 2 |
| SERIES 80 | | | | | | | | | SERIES A | | | | | | | | |
| Series 80.300 | | | | | 07.1992 → 05.1998 | WS 222 L ATi | D | 19 | Series A 1600 | | | | | 05.1967 → 12.1969 | DF 615 | D | 6 |
| Series 80.330 | | | | | 07.1992 → | WS 222 L ATi | D | 19 | Series A 1602 | | | | | 05.1967 → 12.1969 | DT 615 | D | 6 |
| SERIES 85 | | | | | | | | | Series A 1902 | | | | | 01.1970 → 12.1973 | DT 615 | D | 6 |
| Series 85.300 | | | | | 07.1992 → 12.1997 | WS 222 L ATi | D | 19 | Series A 2000 | | | | | 01.1969 → 12.1969 | DH 825 | D | 8 |
| Series 85.330 | | | | | 07.1992 → 12.1997 | WS 242 L ATi | D | 19 | Series A 2400 | | | | | 08.1967 → 12.1976 | DK 1160 | D | 14 |
| Series 85.330 | | | | | 1996 → | WS 242 M | D | 20 | Series A 2600 | | | | | 08.1967 → 12.1969 | DKA 1160 | D | 14 |
| Series 85.340 | | | | | 03.1998 → | XF 250 M | D | 21 | SERIES AZ | | | | | | | | |
| Series 85.340 | | | | | 04.2001 → | XE 250 C | D | 24 | Series AZ 1900 | | | | | 02.1972 → 12.1976 | DH 825 | D | 8 |
| Series 85.360 | | | | | 07.1992 → 12.1997 | WS 268 L ATi | D | 19 | SERIES CF | | | | | | | | |
| Series 85.360 | | | | | 09.1994 → | WS 268 | D | 20 | Series CF 75.250 | | | | | 01.2001 → | PE 183 C | D | 12 |
| Series 85.360 | | | | | 1996 → | WS 268 M | D | 20 | Series CF 75.310 | | | | | 01.2001 → | PE 228 C | D | 13 |
| Series 85.380 | | | | | 03.1998 → | XE 280 C1 | D | 23 | Series CF 75.360 | | | | | 01.2001 → | PE 265 C | D | 13 |
| Series 85.380 | | | | | 03.1998 → | XF 280 M | D | 21 | Series CF 85.360 | | | | | 09.2006 → | MX 265 S | D | 26 |
| Series 85.380 | | | | | 04.2001 → | XE 280 C | D | 24 | Series CF 85.410 | | | | | 05.2006 → | MX 300 S | D | 26 |
| Series 85.400 | | | | | 07.1992 → 02.1995 | WS 295 L ATi | D | 19 | Series CF 85.460 | | | | | 05.2006 → | MX 340 S | D | 27 |
| Series 85.400 | | | | | 03.1995 → 12.1997 | WS 295 M | D | 20 | Series CF 85.510 | | | | | 05.2006 → | MX 375 S | D | 27 |
| Series 85.430 | | | | | 07.1992 → | WS 315 L ATi | D | 19 | SERIES B | | | | | | | | |
| Series 85.430 | | | | | 1996 → | WS 315 M | D | 20 | Series B 1300 | | | | | 01.1970 → 06.1979 | DD 575 | D | 5 |
| Series 85.430 | | | | | 03.1998 → | XE 315 C1 | D | 22 | Series B 1600 | | | | | 05.1967 → 12.1973 | DF 615 | D | 6 |
| Series 85.430 | | | | | 03.1998 → | XF 315 M | D | 21 | Series B 1600 | | | | | 01.1970 → 05.1979 | DD 575 | D | 5 |
| Series 85.430 | | | | | 04.2001 → | XE 315 C | D | 24 | Series B 1600 | | | | | 02.1972 → 03.1973 | DT 615 | D | 6 |
| Series 85.480 | | | | | 09.1999 → | XE 355 C | D | 24 | SERIES F | | | | | | | | |
| SERIES 95 | | | | | | | | | Series F 1100 | | | | | 01.1966 → 1983 | DF 615 | D | 6 |
| Series 95.300 | | | | | 07.1992 → 05.1997 | WS 222 G | D | 19 | Series F 1100 | | | | | 05.1972 → 08.1991 | DT 615 | D | 6 |
| Series 95.300 | | | | | 07.1992 → | WS 222 L ATi | D | 19 | Series F 1100 | | | | | 07.1978 → 12.1981 | DD 575 | D | 5 |
| Series 95.310 | | | | | 09.1987 → 04.1997 | WS 225 ATi | D | 17 | Series F 1100 | | | | | 12.1986 → 11.1989 | DNT 620 | D | 7 |
| Series 95.330 | | | | | 08.1990 → 04.1997 | WS 242 G | D | 18 | Series F 1200 | | | | | 01.1966 → 1983 | DF 615 | D | 6 |
| Series 95.330 | | | | | 07.1992 → | WS 242 L ATi | D | 19 | Series F 1200 | | | | | 01.1969 → 12.1981 | DD 575 | D | 5 |
| Series 95.350 | | | | | 09.1987 → 04.1997 | WS 259 ATi | D | 17 | Series F 1300 | | | | | 07.1978 → 10.1988 | DF 615 | D | 6 |
| Series 95.360 | | | | | 03.1990 → 04.1997 | WS 268 G | D | 18 | Series F 1300 | | | | | 07.1978 → 02.1990 | DT 615 | D | 6 |
| Series 95.360 | | | | | 03.1990 → 04.1997 | WS 268 L ATi | D | 19 | Series F 1300 | | | | | 10.1990 → 03.1993 | NT 133 | D | 7 |
| Series 95.360 | | | | | 03.1990 → 04.1997 | WS 268 M | D | 20 | Series F 1300 | | | | | 04.1993 → | NS 133 L | D | 7 |
| Series 95.360 | | | | | 09.1994 → | WS 268 | D | 20 | Series F 1400 | | | | | 01.1970 → 11.1981 | DF 615 | D | 6 |
| Series 95.380 | | | | | 09.1987 → 04.1997 | WS 282 L | D | 17 | Series F 1400 | | | | | 02.1972 → 12.1981 | DD 575 | D | 5 |
| Series 95.380 | | | | | 01.1997 → 09.2002 | XF 280 M | D | 21 | Series F 1400 | | | | | 05.1972 → 12.1980 | DT 615 | D | 6 |
| Series 95.380 | | | | | 09.1999 → | XE 280 C | D | 24 | Series F 1500 | | | | | 07.1978 → 08.1991 | DF 615 | D | 6 |
| Series 95.380 | | | | | 04.2001 → | XE 280 C1 | D | 22 | Series F 1500 | | | | | 07.1978 → 08.1991 | DT 615 | D | 6 |
| Series 95.400 | | | | | 08.1990 → 04.1997 | WS 295 G | D | 18 | Series F 1600 | | | | | 01.1970 → 08.1991 | DF 615 | D | 6 |
| Series 95.400 | | | | | 08.1990 → 04.1997 | WS 295 L ATi | D | 19 | Series F 1600 | | | | | 01.1971 → 11.1980 | DTD 615 | D | 6 |
| Series 95.400 | | | | | 08.1990 → 04.1997 | WS 295 M | D | 20 | Series F 1600 | | | | | 01.1973 → 08.1991 | DT 615 | D | 6 |
| Series 95.430 | | | | | 07.1992 → 04.1997 | WS 315 L ATi | D | 19 | Series F 1602 | | | | | 01.1971 → | DHR 825 | D | 9 |
| Series 95.430 | | | | | 07.1992 → 04.1997 | WS 315 M | D | 20 | Series F 1690 | | | | | 01.1973 → 08.1991 | DT 615 | D | 6 |
| Series 95.430 | | | | | 09.1994 → | WS 315 | D | 20 | Series F 1700 | | | | | 01.1970 → 09.1991 | DT 615 | D | 6 |
| Series 95.430 | | | | | 03.1997 → | XF 315 M | D | 21 | Series F 1700 | | | | | 01.1988 → 02.1995 | DNS 620 | D | 7 |
| Series 95.430 | | | | | 09.1999 → | XE 315 C | D | 24 | Series F 1700 | | | | | 10.1990 → 03.1993 | NT 133 | D | 7 |
| Series 95.430 | | | | | 09.1999 → | XE 315 C1 | D | 23 | Series F 1700 | | | | | 1991 → | NS 156 G | D | 7 |

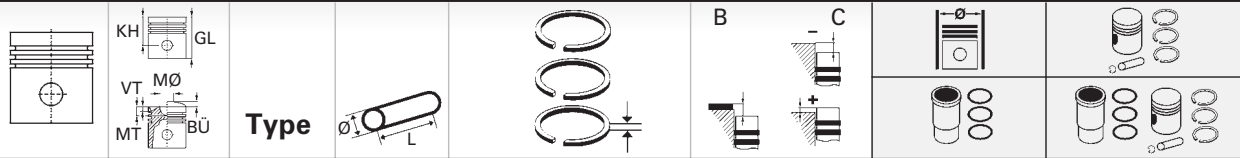
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|---|-------------------|---|---|-----|--|-------------------|---|---|-----|
| Series F 1700 | 04.1993 → | NS 133 L | D | 7 | Series F 2800 | 01.1974 → 09.1991 | DKTD 1160 | D | 15 |
| Series F 1800 | 01.1970 → 08.1991 | DT 615 | D | 6 | Series F 2800 | 01.1980 → 07.1990 | DKSE 1160 | D | 16 |
| Series F 1800 | 01.1970 → 08.1991 | DTD 615 | D | 6 | Series F 2800 | 05.1983 → 09.1991 | DKV 1160 | D | 16 |
| Series F 1800 | 07.1978 → 08.1991 | DHR 825 | D | 9 | Series F 2800 | 06.1985 → 09.1991 | DKXE 1160 ATI | D | 16 |
| Series F 1800 | 07.1981 → 08.1991 | DHTD 825 | D | 9 | Series F 2803 | 01.1974 → 09.1991 | DKS 1160 | D | 15 |
| Series F 1900 | 01.1991 → | NS 156 G | D | 7 | Series F 2803 | 01.1974 → 09.1991 | DKTD 1160 | D | 15 |
| Series F 2000 | 01.1968 → 12.1979 | DH 825 | D | 8 | Series F 2805 | 01.1974 → 11.1980 | DKA 1160 | D | 14 |
| Series F 2000 | 1969 → 1978 | DHB 825 | D | 8 | Series F 2805 | 01.1974 → 11.1980 | DKT 1160 | D | 15 |
| Series F 2000 | 01.1970 → 08.1991 | DT 615 | D | 6 | Series F 2805 | 01.1974 → 09.1991 | DKS 1160 | D | 15 |
| Series F 2000 | 01.1971 → 11.1980 | DU 825 | D | 8 | Series F 2805 | 01.1974 → 09.1991 | DKS 1160 E | D | 15 |
| Series F 2000 | 07.1978 → 08.1991 | DF 615 | D | 6 | Series F 2805 | 01.1974 → 09.1991 | DKTD 1160 | D | 15 |
| Series F 2005 | 01.1969 → 1978 | DHB 825 | D | 8 | Series F 2805 | 01.1980 → 07.1990 | DKSE 1160 | D | 16 |
| Series F 2005 | 02.1972 → 12.1979 | DH 825 | D | 8 | Series F 2805 | 05.1983 → 09.1991 | DKV 1160 | D | 16 |
| Series F 2005 | 01.1973 → 11.1980 | DU 825 | D | 8 | Series F 2815 | 01.1974 → 12.1981 | DKS 1160 | D | 15 |
| Series F 2100 | 01.1969 → 1978 | DHB 825 | D | 8 | Series F 3300 | 06.1981 → 09.1991 | DKX 1160 | D | 15 |
| Series F 2100 | 07.1978 → 12.1981 | DH 825 | D | 8 | Series F 3300 | 05.1983 → 09.1991 | DKV 1160 | D | 16 |
| Series F 2100 | 07.1978 → 12.1981 | DHR 825 | D | 9 | Series F 3300 | 06.1985 → 09.1991 | DKX 1160 ATI | D | 16 |
| Series F 2100 | 07.1978 → 08.1991 | DF 615 | D | 6 | Series F 3300 | 06.1985 → 09.1991 | DKZ 1160 ATI | D | 15 |
| Series F 2100 | 07.1981 → 08.1991 | DHTD 825 | D | 9 | Series F 3305 | 06.1981 → 09.1991 | DKX 1160 | D | 15 |
| Series F 2100 | 11.1981 → 08.1991 | DHT 825 | D | 9 | Series F 3305 | 1984 → | DKSE 1160 | D | 16 |
| Series F 2103 | 01.1982 → 08.1991 | DH 825 | D | 8 | Series F 3305 | 1984 → | DKV 1160 | D | 16 |
| Series F 2103 | 01.1982 → 08.1991 | DHR 825 | D | 9 | Series F 3305 | 1984 → | DKXE 1160 | D | 16 |
| Series F 2105 | 01.1969 → 1978 | DHB 825 | D | 8 | Series F 3305 | 1984 → | DKZ 1160 | D | 16 |
| Series F 2105 | 07.1978 → 08.1991 | DF 615 | D | 6 | Series F 3305 | 06.1985 → 09.1991 | DKX 1160 ATI | D | 16 |
| Series F 2105 | 07.1978 → 08.1991 | DH 825 | D | 8 | Series F 3305 | 06.1985 → 09.1991 | DKZ 1160 ATI | D | 15 |
| Series F 2105 | 07.1978 → 08.1991 | DHR 825 | D | 9 | Series F 3325 | 06.1981 → 09.1991 | DKX 1160 | D | 15 |
| Series F 2105 | 07.1981 → 08.1991 | DHTD 825 | D | 9 | Series F 3325 | 1984 → 09.1991 | DKSE 1160 | D | 16 |
| Series F 2105 | 11.1981 → 08.1991 | DHT 825 | D | 9 | Series F 3325 | 1984 → 09.1991 | DKV 1160 | D | 16 |
| Series F 2200 | 01.1971 → 11.1980 | DU 825 | D | 8 | Series F 3325 | 1984 → 09.1991 | DKXE 1160 | D | 16 |
| Series F 2200 | 07.1978 → 12.1981 | DH 825 | D | 8 | Series F 3325 | 1984 → 09.1991 | DKZ 1160 | D | 16 |
| Series F 2205 | 01.1971 → 11.1980 | DU 825 | D | 8 | Series F 3325 | 06.1985 → 09.1991 | DKX 1160 ATI | D | 16 |
| Series F 2205 | 01.1973 → 12.1979 | DH 825 | D | 8 | Series F 3325 | 06.1985 → 09.1991 | DKZ 1160 ATI | D | 15 |
| Series F 2300 | 07.1978 → 12.1981 | DH 825 | D | 8 | Series F 3600 | 01.1984 → 09.1991 | DKZ 1160 | D | 16 |
| Series F 2300 | 07.1978 → 12.1981 | DHR 825 | D | 9 | Series F 3600 | 06.1985 → 09.1991 | DKX 1160 ATI | D | 15 |
| Series F 2300 | 07.1978 → 12.1981 | DHU 825 | D | 9 | Series F 3603 | 01.1984 → 09.1991 | DKSE 1160 | D | 16 |
| Series F 2300 | 07.1978 → 08.1991 | DHTD 825 | D | 9 | Series F 3603 | 01.1984 → 09.1991 | DKV 1160 | D | 16 |
| Series F 2300 | 11.1981 → 08.1991 | DHT 825 | D | 9 | Series F 3603 | 01.1984 → 09.1991 | DKXE 1160 | D | 16 |
| Series F 2303 | 07.1978 → 08.1991 | DHT 825 | D | 9 | Series F 3603 | 01.1984 → 09.1991 | DKZ 1160 | D | 16 |
| Series F 2303 | 11.1981 → 08.1991 | DHU 825 | D | 9 | Series F 3603 | 06.1985 → 09.1991 | DKZ 1160 ATI | D | 15 |
| Series F 2303 | 11.1981 → 08.1991 | DU 825 | D | 8 | Series F 3605 | 01.1984 → 09.1991 | DKSE 1160 | D | 16 |
| Series F 2305 | 07.1978 → 12.1981 | DH 825 | D | 8 | Series F 3605 | 01.1984 → 09.1991 | DKV 1160 | D | 16 |
| Series F 2305 | 07.1978 → 08.1991 | DHR 825 | D | 9 | Series F 3605 | 01.1984 → 09.1991 | DKXE 1160 | D | 16 |
| Series F 2305 | 07.1978 → 08.1991 | DHU 825 | D | 9 | Series F 3605 | 06.1985 → 09.1991 | DKZ 1160 ATI | D | 15 |
| Series F 2305 | 11.1981 → 08.1991 | DHT 825 | D | 9 | Series F 3625 | 01.1984 → 09.1991 | DKSE 1160 | D | 16 |
| Series F 2500 | 01.1976 → 1988 | DHTD 825 | D | 9 | Series F 3625 | 01.1984 → 09.1991 | DKV 1160 | D | 16 |
| Series F 2500 | 01.1976 → 1988 | DHU 825 | D | 9 | Series F 3625 | 01.1984 → 09.1991 | DKXE 1160 | D | 16 |
| Series F 2500 | 02.1982 → 08.1991 | DHS 825 | D | 9 | Series F 3625 | 01.1984 → 09.1991 | DKZ 1160 | D | 16 |
| Series F 2505 | 01.1976 → 1988 | DHTD 825 | D | 9 | Series F 3625 | 06.1985 → 09.1991 | DKZ 1160 ATI | D | 15 |
| Series F 2505 | 01.1976 → 1988 | DHU 825 | D | 9 | Series F 900 | 01.1975 → 12.1981 | DD 575 | D | 5 |
| Series F 2505 | 02.1982 → 08.1991 | DHS 825 | D | 9 | Series F 900 | 11.1981 → 11.1988 | DF 615 | D | 6 |
| Series F 2505 | 1989 → | H 825 | D | 9 | Series F 900 | 11.1981 → 11.1988 | DT 615 | D | 6 |
| Series F 2505 | 1989 → | S 825 | D | 9 | SERIES FA | | | | |
| Series F 2505 | 01.1990 → 08.1991 | DHS 825 SM | D | 9 | Series FA 1100 | 12.1986 → 11.1989 | DNTD 620 | D | 7 |
| Series F 2525 | 01.1976 → 1988 | DHTD 825 | D | 9 | Series FA 1300 | 12.1986 → 02.1989 | DNTD 620 | D | 7 |
| Series F 2525 | 01.1976 → 1988 | DHU 825 | D | 9 | Series FA 1300 | 12.1986 → 02.1990 | DNT 620 | D | 7 |
| Series F 2525 | 02.1982 → 08.1991 | DHS 825 | D | 9 | Series FA 1700 | 12.1986 → 02.1995 | DNT 620 | D | 7 |
| Series F 2525 | 01.1990 → 08.1991 | DHS 825 SM | D | 9 | Series FA 1700 | 12.1986 → 02.1995 | DNTD 620 | D | 7 |
| Series F 2535 | 02.1982 → 08.1991 | DHS 825 | D | 9 | Series FA 1900 | 12.1986 → 09.1993 | DNS 620 | D | 7 |
| Series F 2600 | 08.1967 → 12.1973 | DKA 1160 | D | 14 | Series FA 1900 | 12.1986 → 09.1993 | DNT 620 | D | 7 |
| Series F 2600 | 01.1970 → 12.1976 | DK 1160 | D | 14 | SERIES MB | | | | |
| Series F 2600 | 02.1972 → 12.1973 | DKB 1160 | D | 14 | Series MB 200 | 01.1970 → 07.1990 | DKDL 1160 | D | 14 |
| Series F 2605 | 01.1970 → 12.1973 | DKA 1160 | D | 14 | Series MB 200 | 1973 → 05.1993 | DKCL 1160 | D | 15 |
| Series F 2605 | 02.1972 → 12.1973 | DKB 1160 | D | 14 | Series MB 200 | 1973 → 05.1993 | DKFL 1160 | D | 15 |
| Series F 2605 | 01.1973 → 12.1976 | DK 1160 | D | 14 | Series MB 200 | 1973 → 05.1993 | DKVL 1160 | D | 15 |
| Series F 2605 | 06.1985 → 08.1991 | DKXE 1160 ATI | D | 16 | Series MB 200 | 06.1974 → 12.1984 | DKL 1160 | D | 14 |
| Series F 2800 | 01.1974 → 11.1980 | DKA 1160 | D | 14 | Series MB 200 | 07.1979 → 05.1993 | DKTL 1160 | D | 15 |
| Series F 2800 | 01.1974 → 11.1980 | DKT 1160 | D | 15 | Series MB 205 | 01.1970 → 07.1990 | DKDL 1160 | D | 14 |
| Series F 2800 | 01.1974 → 09.1991 | DKS 1160 | D | 15 | Series MB 205 | 1973 → 05.1993 | DKCL 1160 | D | 15 |
| Series F 2800 | 01.1974 → 09.1991 | DKS 1160 E | D | 15 | Series MB 205 | 1973 → 05.1993 | DKFL 1160 | D | 15 |



| | | | Pos | | | | Pos |
|-------------------|-------------------|--------------|-----|----|--|--|-----|
| Series MB 205 | 1973 → 05.1993 | DKVL 1160 | D | 15 | | | |
| Series MB 205 | 06.1974 → 05.1993 | DKL 1160 | D | 14 | | | |
| Series MB 205 | 07.1979 → 05.1993 | DKTL 1160 | D | 15 | | | |
| Series MB 230 | 01.1973 → 1989 | DKVL 1160 | D | 15 | | | |
| Series MB 230 | 01.1973 → | DKCL 1160 | D | 15 | | | |
| Series MB 230 | 01.1973 → | DKFL 1160 | D | 15 | | | |
| SERIES N | | | | | | | |
| Series N 2800 | 01.1974 → 11.1980 | DKA 1160 | D | 14 | | | |
| Series N 2800 | 01.1974 → 09.1991 | DKS 1160 | D | 15 | | | |
| Series N 2800 | 1984 → 09.1991 | DKSE 1160 | D | 16 | | | |
| Series N 2826 | 10.1980 → 09.1991 | DKA 1160 | D | 14 | | | |
| Series N 2826 | 01.1981 → 09.1991 | DKS 1160 | D | 15 | | | |
| Series N 2826 | 01.1982 → 09.1991 | DKTD 1160 | D | 15 | | | |
| Series N 3300 | 06.1981 → 09.1991 | DKX 1160 | D | 15 | | | |
| Series N 3300 | 06.1985 → 09.1991 | DKX 1160 ATI | D | 16 | | | |
| SERIES SB | | | | | | | |
| Series SB 201 | 01.1974 → 07.1990 | DKDL 1160 | D | 14 | | | |
| Series SB 201 | 06.1974 → 05.1993 | DKL 1160 | D | 14 | | | |
| Series SB 201 | 07.1979 → 05.1993 | DKTL 1160 | D | 15 | | | |
| Series SB 210 | 01.1974 → 07.1990 | DKDL 1160 | D | 14 | | | |
| Series SB 210 | 06.1974 → 05.1993 | DKL 1160 | D | 14 | | | |
| Series SB 210 | 07.1979 → 05.1993 | DKTL 1160 | D | 15 | | | |
| Series SB 220 | 01.1973 → | DKFL 1160 | D | 15 | | | |
| Series SB 220 | 03.1988 → | DKT 1160 | D | 15 | | | |
| Series SB 220 | 1992 → | LT 160 | D | 15 | | | |
| Series SB 1600 | 05.1967 → 11.1981 | DF 615 | D | 6 | | | |
| Series SB 1600 | 08.1972 → 11.1981 | DT 615 | D | 6 | | | |
| Series SB 1602 | 01.1970 → 11.1981 | DF 615 | D | 6 | | | |
| Series SB 1602 | 08.1972 → 11.1981 | DT 615 | D | 6 | | | |
| Series SB 2000 | 07.1978 → 08.1991 | DHU 825 | D | 9 | | | |
| Series SB 2000 | 05.1980 → | DH 825 | D | 8 | | | |
| Series SB 2005 | 07.1978 → 08.1991 | DHU 825 | D | 9 | | | |
| Series SB 2005 | 05.1980 → 12.1993 | DH 825 | D | 8 | | | |
| Series SB 2300 | 01.1976 → 1988 | DHTD 825 | D | 9 | | | |
| Series SB 2300 | 02.1982 → 08.1991 | DHS 825 | D | 9 | | | |
| Series SB 2305 | 01.1976 → 1988 | DHTD 825 | D | 9 | | | |
| Series SB 2305 | 02.1982 → 08.1991 | DHS 825 | D | 9 | | | |
| Series SB 3000 | 01.1973 → 1989 | DKSB 1160 | D | 15 | | | |
| Series SB 3000 | 06.1985 → 09.1991 | DKZ 1160 ATI | D | 15 | | | |
| Series SB 3000 | 1992 → | LT 160 | D | 15 | | | |
| Series SB 3000 | 1992 → | LT 195 | D | 15 | | | |
| Series SB 3000 | 1992 → | LT 210 | D | 15 | | | |
| SERIES TB | | | | | | | |
| Series TB 160 | 01.1970 → 11.1981 | DF 615 | D | 6 | | | |
| Series TB 160 | 08.1972 → 11.1981 | DT 615 | D | 6 | | | |
| Series TB 1600 | 05.1967 → 12.1969 | DF 615 | D | 6 | | | |
| Series TB 1603 | 05.1980 → 11.1981 | DF 615 | D | 6 | | | |
| Series TB 163 | 01.1970 → 11.1981 | DF 615 | D | 6 | | | |
| Series TB 163 | 08.1972 → 11.1981 | DT 615 | D | 6 | | | |
| Series TB 2100 | 05.1980 → 08.1991 | DH 825 | D | 8 | | | |
| Series TB 2100 | 11.1981 → 08.1991 | DHT 825 | D | 9 | | | |
| SERIES T | | | | | | | |
| Series T 1600 | 05.1967 → 12.1969 | DF 615 | D | 6 | | | |
| Series T 1600 | 05.1967 → 12.1969 | DT 615 | D | 6 | | | |
| Series T 1603 | 05.1980 → 11.1981 | DT 615 | D | 6 | | | |
| SERIES TE | | | | | | | |
| Series TE 2400 | 08.1967 → 12.1969 | DK 1160 | D | 14 | | | |
| Series TE 2600 | 08.1967 → 12.1969 | DKA 1160 | D | 14 | | | |
| SERIES V | | | | | | | |
| Series V 1600 | 05.1967 → 12.1969 | DT 615 | D | 6 | | | |
| Series V 1600 | 02.1972 → 12.1973 | DF 615 | D | 6 | | | |
| Series V 1600 | 04.1973 → 11.1980 | DD 575 | D | 5 | | | |
| SERIES VE | | | | | | | |
| Series VE 2400 | 08.1967 → 12.1969 | DK 1160 | D | 14 | | | |
| SERIES XF | | | | | | | |
| Series XF 105.410 | 05.2006 → | MX 300 S | D | 26 | | | |
| Series XF 105.460 | 05.2006 → | MX 340 S | D | 27 | | | |
| Series XF 105.510 | 05.2006 → | MX 375 S | D | 27 | | | |



| | | | Type | | | | | | | |
|---------------|---|---|---------------------------------|--|----------------------------------|---|--|--|--|------------------|
| 1 | | 73 | | | | | | | | |
| 810.03 | | 1973 → 03.1975 | B | 4 | 1289 cm ³ | 2V | 29 kW | (40 PS) 8:1 | 77,00 mm | |
| 810.29 | | 1973 → 03.1975 | B | 4 | 1289 cm ³ | 2V | 40 kW | (54 PS) 9,6:1 | 77,00 mm | |
| | N Cyl. | A=78,5 | C=87,76 | L=134 | H=94,85 | | | 88 544 110 | | |
| 2 | | 92 | | | | | | | | |
| DJ5 T | | 1996 → | D (LA) | 4 | 2446 cm ³ | 3V | 76 kW | (104 PS) 22:1 | 92,00 mm | |
| | 4 092140 B1 HS RI | KH 49,47 MT -2,3 GL 82 | KKK LOX RTK TPL HKÜ | 34 68 | 1 T15 3 1 M 1,75 1 DSF 3,5 | PC G6 CR G3 CR | +0,68 +0,79 | 92,51 | 91 313 710 | |
| 3 | | 94 | | | | | | | | |
| EN 55 | | 02.1987 → 09.1993 | D | 4 | 2498 cm ³ | 2V | 53 kW | (72 PS) 23:1 | 90,00 mm | |
| XD 3P | | 02.1987 → 09.1993 | D | 4 | 2498 cm ³ | 2V | 51-58 kW | (70-79 PS) 23:1 | 90,00 mm | |
| | 4 094 035 | KH 53,92 MT -1,8 GL 96,42 | | 30 78,8 | 1 R 2 1 M 2 1 DSF 4 | CR G3 CR | | 94,00 94,40 94,60 95,00 | 93 625 600 [1] 93 625 620 [1] 93 625 630 [1] 93 625 640 [1] | |
| | T Cyl. | A=97 | C=99,5 | L=165,8 | H=3,9 | | | 89 412 190 semi | 93 625 960 | |
| | T Cyl. | A=97 | C=99,5 | L=170,6 | H=3,9 | | | 89 033 190 semi | | |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | Stärke thickness épaisseur espesor Ширина | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: Выступающая длина поршня: | | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | 1,56 1,70 | + 0,84 + 0,84 |



D

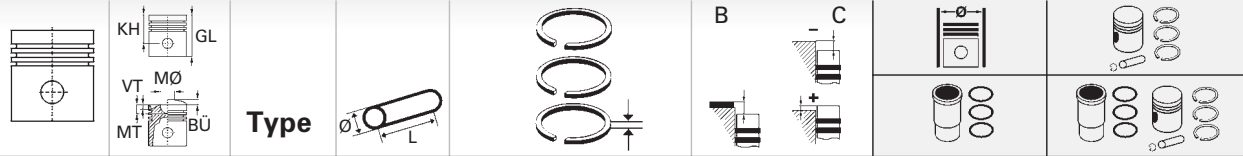
| | | | | | | | | | | | | |
|--------------|-------------------|-----------|--------|---------|----------------------|----|----------|------------|------|-------------------|------|--|
| 4 | | 94 | | | | | | | | | | |
| ET 70 | 02.1987 → 09.1993 | D | (LA) | 4 | 2498 cm ³ | 2V | 71 kW | (96 PS) | 21:1 | 90,00 mm | | |
| XD 3T | 02.1987 → 09.1993 | D | (LA) | 4 | 2498 cm ³ | 2V | 66-70 kW | (90-95 PS) | 21:1 | 90,00 mm | | |
| | T Cyl. | A=97 | C=99,5 | L=170,6 | H=3,9 | | | | | 89 033 190 | semi | |
| | T Cyl. | A=97 | C=99,5 | L=165,8 | H=3,9 | | | | | 89 412 190 | semi | |

| | | | | | | | | | | | | |
|----------------|----------------|---------------|-----|---|----------------------|----|----------|--------------|------|-----------|--|--|
| 5 | | 100,61 | | | | | | | | | | |
| DD 575 | 01.1969 → 1982 | D | | 6 | 5760 cm ³ | 2V | 77-88 kW | (105-120 PS) | 16:1 | 120,65 mm | | |
| DS 575 | | D | (A) | 6 | 5760 cm ³ | 2V | 121 kW | (165 PS) | 16:1 | 120,65 mm | | |
| DSD 575 | | D | (A) | 6 | 5760 cm ³ | 2V | 121 kW | (165 PS) | 16:1 | 120,65 mm | | |

| | | | | | | | | | | | |
|--|--------|---|------------|----------------|--|--|---------------|-------------------|-------------------------------|--|--|
| | 6 | KH 81,9 VT1 -2,40 MT -24,8 MØ 58,4 GL 132,7 | RTK URK | 33,026 87,9 | 1 R 2,385 CR 2 M 2,385 2 G 6,335 | | 0,00 +0,20 | 100,61 | 90 904 600 (90 903) | | |
| | T Cyl. | A=105,69 | C=115,2 | L=238,8 | H=12,74 | | | 88 253 110 | 90 904 960 | | |

| | | | | | | | | | | | | |
|----------------|-------------------|----------------|-----|---|----------------------|----|------------|--------------|------|-----------|--|--|
| 6 | | 104,175 | | | | | | | | | | |
| DF 615 | 01.1966 → 08.1991 | D | | 6 | 6137 cm ³ | 2V | 85-93 kW | (116-127 PS) | 16:1 | 120,00 mm | | |
| DT 615 | 05.1967 → 09.1991 | D | (A) | 6 | 6137 cm ³ | 2V | 101-124 kW | (137-169 PS) | 16:1 | 120,00 mm | | |
| DTD 615 | 01.1970 → 08.1991 | D | (A) | 6 | 6137 cm ³ | 2V | 123 kW | (168 PS) | 16:1 | 120,00 mm | | |

| | | | | | | | | | | | |
|--|--------|--|------------|----------|---|--|----------------|-------------------|-------------------|--|--|
| | 6 | KH 81,92 VT1 -2,30 MT -24,84 MØ 60,2 GL 132,72 | RTK URK | 38 88 | 1 R 2,5 CR 2 M 2,5 1 SSF 6 1 S 6 | | -0,20 +0,20 | 104,175 | 91 571 600 | | |
| | T Cyl. | A=109,01 | C=117 | L=239 | H=8,1 | | | 88 547 110 | 91 571 960 | | |



| 7 | | 104,175 | | | | | | | | | |
|---------------------|-------------------|----------------|------|---|----------------------|----|--------|----------|--------|-----------|--|
| DNS 620 | 12.1986 → 02.1995 | D | (LA) | 6 | 6239 cm ³ | 2V | 156 kW | (212 PS) | 15:1 | 122,00 mm | |
| DNT 620 | 12.1986 → 02.1995 | D | (A) | 6 | 6239 cm ³ | 2V | 132 kW | (180 PS) | 15:1 | 122,00 mm | |
| DNTD 620 | 12.1986 → 02.1995 | D | (A) | 6 | 6239 cm ³ | 2V | 116 kW | (158 PS) | 15:1 | 122,00 mm | |
| NS 133 L Euro 2 | 03.1993 → | D | (LA) | 6 | 6239 cm ³ | 2V | 132 kW | (180 PS) | 15:1 | 122,00 mm | |
| NS 133 M Euro 2 | 03.1998 → | D | (LA) | 6 | 6239 cm ³ | 2V | 133 kW | (181 PS) | 15:1 | 122,00 mm | |
| NS 156 G Euro 1 | 1991 → | D | (LA) | 6 | 6239 cm ³ | 2V | 156 kW | (212 PS) | 15:1 | 122,00 mm | |
| NS 156 L Euro 1 | 03.1993 → 12.1997 | D | (A) | 6 | 6239 cm ³ | 2V | 156 kW | (210 PS) | 16,5:1 | 122,00 mm | |
| NS 156 M ATi Euro 2 | 01.1998 → 04.2001 | D | (LA) | 6 | 6239 cm ³ | 2V | 156 kW | (212 PS) | 16,5:1 | 122,00 mm | |
| NS 177 M ATi Euro 2 | 01.1998 → 04.2001 | D | (LA) | 6 | 6239 cm ³ | 2V | 177 kW | (240 PS) | 16,5:1 | 122,00 mm | |
| NT 133 | 10.1990 → 03.1993 | D | (A) | 6 | 6239 cm ³ | 2V | 132 kW | (180 PS) | 15:1 | 122,00 mm | |

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|--|--------|----------|-------|-------|-------|--|--|-------------------|--|
| | T Cyl. | A=109,01 | C=117 | L=239 | H=8,1 | | | 88 547 110 | |
|--|--------|----------|-------|-------|-------|--|--|-------------------|--|

| 8 | | 118 | | | | | | | | | |
|----------|-------------------|------------|-----|---|----------------------|----|------------|--------------|------|-----------|--|
| DH 825 | 01.1968 → | D | | 6 | 8250 cm ³ | 2V | 115-121 kW | (156-165 PS) | 16:1 | 126,00 mm | |
| DHB 825 | 1969 → 1978 | D | | 6 | 8250 cm ³ | 2V | 120-148 kW | (163-201 PS) | 16:1 | 126,00 mm | |
| DU 825 | 01.1971 → 08.1991 | D | (A) | 6 | 8250 cm ³ | 2V | 148-165 kW | (201-225 PS) | 16:1 | 126,00 mm | |

| | | | | | | | | | |
|--|--------|---------|---------|-------|---------|--|--|-------------------|--|
| | T Cyl. | A=123,5 | C=133,6 | L=262 | H=10,05 | | | 88 624 110 | |
|--|--------|---------|---------|-------|---------|--|--|-------------------|--|

| 9 | | 118 | | | | | | | | | |
|------------|-------------------|------------|------|---|----------------------|----|------------|--------------|------|-----------|--|
| DHR 825 | 01.1971 → | D | (A) | 6 | 8250 cm ³ | 2V | 148-150 kW | (201-204 PS) | 16:1 | 126,00 mm | |
| DHS 825 | 02.1982 → 08.1991 | D | (LA) | 6 | 8250 cm ³ | 2V | 184-195 kW | (195-265 PS) | 15:1 | 126,00 mm | |
| DHS 825 SM | 01.1990 → 08.1991 | D | (LA) | 6 | 8250 cm ³ | 2V | 217 kW | (294 PS) | 15:1 | 126,00 mm | |
| DHT 825 | 07.1978 → 08.1991 | D | (A) | 6 | 8250 cm ³ | 2V | 158-167 kW | (215-227 PS) | 16:1 | 126,00 mm | |
| DHTD 825 | 01.1976 → 08.1991 | D | (LA) | 6 | 8250 cm ³ | 2V | 150-166 kW | (204-225 PS) | 15:1 | 126,00 mm | |
| DHU 825 | 01.1976 → 08.1991 | D | (LA) | 6 | 8250 cm ³ | 2V | 105-184 kW | (143-250 PS) | 15:1 | 126,00 mm | |
| H 825 | 1989 → | D | (LA) | 6 | 8250 cm ³ | 2V | 184 kW | (250 PS) | 15:1 | 126,00 mm | |
| S 825 | 1989 → | D | (LA) | 6 | 8250 cm ³ | 2V | 184 kW | (250 PS) | 15:1 | 126,00 mm | |

| | | | | | | | | | |
|--|--------|---|-----------|----------|-------------------------------|-------------------|---------------|-------------------|--------------------------------------|
| | 6 | KH 95 MT -26,3 MØ 64,84 GL 152 | RK RTK | 42 99 | 1 T15 3,5 2 M 3 1 DSF 6 | CR G3 CR CR | 0,00 +0,25 | 118,00 | 90 112 600 [1] (92 812) |
| | T Cyl. | A=123,5 | C=133,6 | L=262 | H=10,05 | | | 88 624 110 | 90 112 960 |

| | | | | | | | | | |
|--|---|--|-----------|----------|--|-------------------------|--|---------------|--------------------------|
| | 6 | KH 95 VT1 -0,95 VT2 -1,50 MT -23,9 MØ 68 GL 152 | RK RTK | 42 99 | 1 T15 3,5 1 M 3 1 M 3 1 DSF 6 | CR G3 CR CR CR | | 118,00 | 90 545 600 [2] |
|--|---|--|-----------|----------|--|-------------------------|--|---------------|--------------------------|

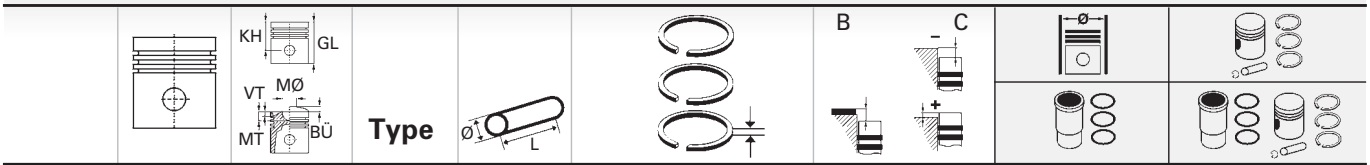
Fortsetzung nächste Seite / continued on next page / suite page suivante / continuación página próxima / Продолжение на следующей странице

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|-----|--|---------|---------|-------|---------|-------------------|--------------------------|--|
| | Type | | | | | | | |
| | | | | | | | | |
| | T Cyl. | A=123,5 | C=133,6 | L=262 | H=10,05 | 88 624 110 | 90 545 960 [2] | |
| [1] | nur satzweise austauschbar exchangeable only in sets remplacement seulement sous forme de jeu sólo se puede cambiar el juego completo заменяемо только комплектами | | | | | | | |
| [2] | DHR 825, DHS 825, DHT 825, DHTD 825, DHU 825: 01.1989 → | | | | | | | |

D

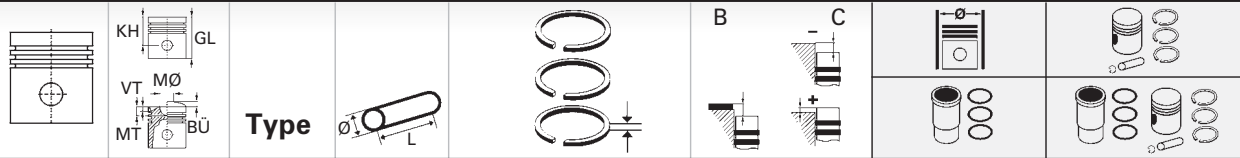
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| 10 | | 118 | | | | | | | |
| RS 180 L Euro 1 | 07.1992 → | D (LA) | 6 | 8661 cm ³ | 2V | 180 kW | (245 PS) | 16,5:1 | 132,00 mm |
| RS 200 L ATi Euro 1 | 07.1992 → 12.1997 | D (LA) | 6 | 8661 cm ³ | 2V | 200 kW | (272 PS) | 16,5:1 | 132,00 mm |
| RS 222 L ATi Euro 1 | 07.1992 → 12.1997 | D (LA) | 6 | 8661 cm ³ | 2V | 222 kW | (302 PS) | 16,5:1 | 132,00 mm |
| | 6 | KH 92 VT1 -0,95 VT2 -1,50 MT -24,9 MØ 60 GL 140 | RTK | 48 97 | 1 T15 3,5 1 M 3 1 DSF 4 | MO G6 CR CR | 118,00 | | 92 128 600 |
| | T Cyl. | A=123,5 | C=130,6 | L=262 | H=6,06 | | 89 501 110 [2] | | 92 128 963 |
| | T Cyl. | A=123,5 | C=133,6 | L=262 | H=10,05 | | 88 624 110 [1] | | 92 128 960 |
| [1] | → mot. 11681 | | | | | | | | |
| [2] | mot. 11682 → | | | | | | | | |

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|------------------------|-------------------|--------------------------------------|------------|----------------------|------------------------------|-------------------|-------------------|--------|-------------------------------|
| 11 | | 118 | | | | | | | |
| PF 183 M Euro 2 | 01.1998 → 04.2001 | D (LA) | 6 | 9200 cm ³ | 4V | 183 kW | (249 PS) | 16,3:1 | 140,00 mm |
| PF 212 M Euro 2 | 01.1998 → 04.2001 | D (LA) | 6 | 9200 cm ³ | 4V | 212 kW | (288 PS) | 16,3:1 | 140,00 mm |
| PF 235 M Euro 2 | 01.1998 → 04.2001 | D (LA) | 6 | 9200 cm ³ | 4V | 235 kW | (320 PS) | 16,3:1 | 140,00 mm |
| | 6 | KH 88 MT -18,3 MØ 75 GL 132 | RTK TPL | 48 97 | 1 T6 3,5 1 M 3 1 DSF 4 | PC G6 CR CR | 118,00 | | 99 436 600 (94 571) |
| | T Cyl. | A=123,5 | C=133,6 | L=262 | H=10,05 | | 88 624 110 | | 99 436 960 |



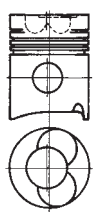
| 12 | | 118 | | | | | | | | | |
|------------------------|--|--|------------|------------|--------------------------------------|-----------------------|----|----------------|-------------------|--------|--------------------------------------|
| PE 183 C Euro 3 | | 07.2000 → | D | (LA) | 6 | 9200 cm ³ | 2V | 183 kW | (249 PS) | 16,3:1 | 140,00 mm |
| PE 212 C Euro 3 | | 03.1998 → | D | (LA) | 6 | 9200 cm ³ | 2V | 212 kW | (288 PS) | 16,3:1 | 140,00 mm |
| PE 235 C Euro 3 | | 03.1998 → | D | (LA) | 6 | 9200 cm ³ | 2V | 235 kW | (320 PS) | 16,3:1 | 140,00 mm |
| | 6 | KH 88 MT -13,75 MØ 90,35 GL 132 | RTK TPL | 48 97 | 1 T6 3,5 1 M 3 1 DSF 4 | PC G6 CR CR | | | 118,01 | | 99 437 600 [1] |
| | T Cyl. | A=123,5 | C=133,6 | L=262 | H=10,05 | | | | 88 624 110 | | 99 437 960 [1] |
| [1] | 01.2001 → 12.2001 | | | | | | | | | | |
| 13 | | 118 | | | | | | | | | |
| PE 228 C Euro 3 | | 07.2000 → | D | (LA) | 6 | 9200 cm ³ | 2V | 228 kW | (310 PS) | 17,4:1 | 140,00 mm |
| PE 265 C Euro 3 | | 07.2000 → | D | (LA) | 6 | 9200 cm ³ | 4V | 265 kW | (360 PS) | 17,4:1 | 140,00 mm |
| | 6 | KH 88 MT -14,07 MØ 87 GL 132 | RTK TPL | 48 96,9 | 1 T6 3,5 1 M 3 1 DSF 4 | CK G6 G3 CR | | | 118,01 | | 99 799 700 |
| | T Cyl. | A=123,5 | C=133,6 | L=262 | H=10,05 | | | | 88 624 110 | | 99 437 960 [1] |
| [1] | 01.2001 → 12.2001 | | | | | | | | | | |
| 14 | | 130 | | | | | | | | | |
| DK 1160 | | 08.1967 → 12.1976 | D | | 6 | 11630 cm ³ | 2V | 156 kW | (212 PS) | 16:1 | 146,00 mm |
| DKA 1160 | | 08.1967 → 09.1991 | D | | 6 | 11630 cm ³ | 2V | 169-188 kW | (230-256 PS) | 16:1 | 146,00 mm |
| DKB 1160 | | 02.1972 → 12.1973 | D | | 6 | 11630 cm ³ | 2V | 156 kW | (212 PS) | 16:1 | 146,00 mm |
| DKDL 1160 | | 01.1970 → 07.1990 | D | | 6 | 11630 cm ³ | 2V | 121 kW | (165 PS) | 16:1 | 146,00 mm |
| DKL 1160 | | 06.1974 → 05.1993 | D | (LA) | 6 | 11630 cm ³ | 2V | 148-151 kW | (201-205 PS) | 16:1 | 146,00 mm |
| | 6 | KH 101 VT1 -3,00 MT -29,34 MØ 71,53 GL 169,5 | RTK | 48 111 | 1 T6 3,16 2 M 3,16 1 DSF 6,335 | CR G3 CR CR | | -0,25 +0,25 | 130,00 | | 92 130 600 [1] (93 622) |
| | T Cyl. | A=136 | C=143,6 | L=288,5 | H=10,05 | | | | 88 640 110 | | 92 130 960 |
| | T Cyl. | A=136,26 | C=143,6 | L=288,5 | H=10,05 | | | | 89 413 110 | | 92 130 961 |
| [1] | nur satzweise austauschbar exchangeable only in sets remplacement seulement sous forme de jeu sólo se puede cambiar el juego completo заменяемо только комплектами | | | | | | | | | | |

D



15  **130**

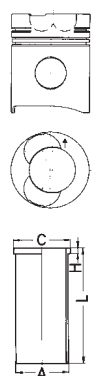
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|----------------------|-------------------|--------|--|---|-----------------------|----|------------|--------------|--------|-----------|
| DKC 1160 | 01.1973 → 12.1986 | D | | 6 | 11630 cm ³ | 2V | 156 kW | (212 PS) | 16:1 | 146,00 mm |
| DKCL 1160 | 1973 → | D (LA) | | 6 | 11630 cm ³ | 2V | 156 kW | (212 PS) | 15:1 | 146,00 mm |
| DKFL 1160 | 1973 → | D (LA) | | 6 | 11630 cm ³ | 2V | 191 kW | (260 PS) | 15:1 | 146,00 mm |
| DKS 1160 | 01.1973 → 09.1991 | D (LA) | | 6 | 11630 cm ³ | 2V | 139-228 kW | (189-315 PS) | 15:1 | 146,00 mm |
| DKS 1160 E | 01.1974 → 09.1991 | D (LA) | | 6 | 11630 cm ³ | 2V | 206 kW | (280 PS) | 15:1 | 146,00 mm |
| DKSB 1160 | 01.1973 → 1989 | D (LA) | | 6 | 11630 cm ³ | 2V | 228 kW | (310 PS) | 15:1 | 146,00 mm |
| DKT 1160 | 1974 → | D (A) | | 6 | 11630 cm ³ | 2V | 185-213 kW | (252-290 PS) | 15:1 | 146,00 mm |
| DKTD 1160 | 01.1974 → 09.1991 | D (A) | | 6 | 11630 cm ³ | 2V | 185-199 kW | (252-270 PS) | 15:1 | 146,00 mm |
| DKTL 1160 | 1974 → 05.1993 | D (A) | | 6 | 11630 cm ³ | 2V | 165-199 kW | (224-270 PS) | 15:1 | 146,00 mm |
| DKVL 1160 | 1973 → 05.1993 | D (LA) | | 6 | 11630 cm ³ | 2V | 139-260 kW | (189-354 PS) | 15:1 | 146,00 mm |
| DKX 1160 | 06.1981 → 09.1991 | D (LA) | | 6 | 11630 cm ³ | 2V | 243 kW | (330 PS) | 15:1 | 146,00 mm |
| DKZ 1160 ATI | 06.1985 → 09.1991 | D (LA) | | 6 | 11630 cm ³ | 2V | 274 kW | (373 PS) | 15,9:1 | 146,00 mm |
| LT 160 Euro 1 | 1992 → | D (LA) | | 6 | 11630 cm ³ | 2V | 160 kW | (218 PS) | 15,5:1 | 146,00 mm |
| LT 195 Euro 1 | 1992 → | D (LA) | | 6 | 11630 cm ³ | 2V | 195 kW | (265 PS) | 15,5:1 | 146,00 mm |
| LT 210 Euro 1 | 1992 → | D (LA) | | 6 | 11630 cm ³ | 2V | 210 kW | (286 PS) | 15,5:1 | 146,00 mm |



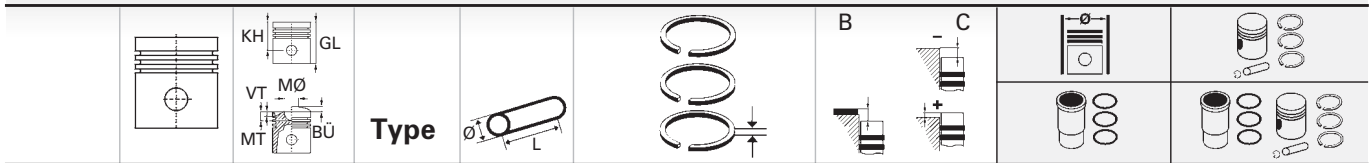
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|---------|--|------------|-----------|---|----------------|-------------------|-------------------|
| 6 | KH 101 VT1 -4,00 MT -29,1 MØ 74,6 GL 169,5 | LOX RTK | 48 111 | 1 T6 3,16 CR G3 1 M 3,16 CR 1 DSF 6,335 CR 1 M 3,16 CR | -0,25 +0,25 | 130,00 | 93 052 600 |
| 130 096 | | | | | | | |
| T Cyl. | A=136 | C=143,6 | L=288,5 | H=10,05 | | 88 640 110 | 93 052 960 |
| T Cyl. | A=136,26 | C=143,6 | L=288,5 | H=10,05 | | 89 413 110 | 93 052 961 |



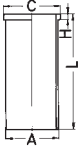






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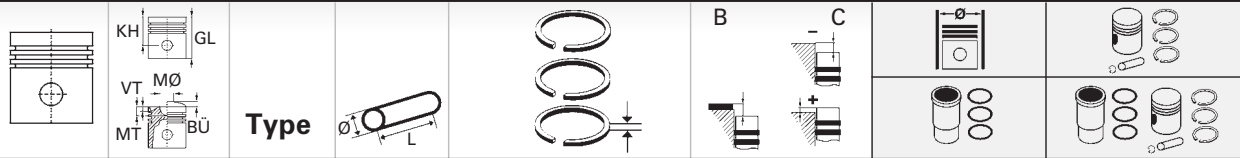
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|----------------------|-------------------|--------|--|---|-----------------------|----|------------|--------------|--------|-----------|
| DKSE 1160 | 01.1980 → | D (LA) | | 6 | 11630 cm ³ | 2V | 206 kW | (276 PS) | 15:1 | 146,00 mm |
| DKV 1160 | 05.1983 → | D (LA) | | 6 | 11630 cm ³ | 2V | 139-260 kW | (189-354 PS) | 15:1 | 146,00 mm |
| DKX 1160 ATI | 06.1985 → 09.1991 | D (LA) | | 6 | 11630 cm ³ | 2V | 260 kW | (354 PS) | 15,9:1 | 146,00 mm |
| DKXE 1160 | 1984 → | D (LA) | | 6 | 11630 cm ³ | 2V | 139-260 kW | (189-354 PS) | 15:1 | 146,00 mm |
| DKXE 1160 ATI | 06.1985 → 09.1991 | D (LA) | | 6 | 11630 cm ³ | 2V | 206-212 kW | (280-288 PS) | 15,9:1 | 146,00 mm |
| DKZ 1160 | 1984 → | D (LA) | | 6 | 11630 cm ³ | 2V | 139-260 kW | (189-354 PS) | 15:1 | 146,00 mm |



| | | | | | | | |
|---------|--|------------|-----------|---|--|-------------------|-------------------------------|
| 6 | KH 101 VT1 -4,00 MT -29,1 MØ 74,6 GL 169,5 | LOX RTK | 52 106 | 1 T6 4 MO G3 1 M 3,16 CR 1 DSF 4 CR | | 130,00 | 94 456 600 (93 991) |
| 130 118 | | | | | | | |
| T Cyl. | A=136 | C=143,6 | L=288,5 | H=10,05 | | 88 640 110 | 94 456 960 |
| T Cyl. | A=136,26 | C=143,6 | L=288,5 | H=10,05 | | 89 413 110 | 94 456 961 |



| 17 | | 130 | | | | | | | | | |
|---|-------------------|--|---------|-----------|-------------------------------|-------------------|--------|-------------------|--------|-------------------------------|--|
| WS 225 ATi | 09.1987 → 04.1997 | D | (LA) | 6 | 11630 cm ³ | 2V | 225 kW | (306 PS) | 14,5:1 | 146,00 mm | |
| WS 259 ATi | 09.1987 → 04.1997 | D | (LA) | 6 | 11630 cm ³ | 2V | 259 kW | (352 PS) | 14,5:1 | 146,00 mm | |
| WS 282 L | 09.1987 → 04.1997 | D | (LA) | 6 | 11630 cm ³ | 2V | 282 kW | (383 PS) | 14,5:1 | 146,00 mm | |
|  | 6 | KH 101 VT1 -0,80 VT2 -1,50 MT -29,42 MØ 75 GL 155 | RTK | 52 106 | 1 T6 4 1 M 3,16 1 DSF 4 | MO G3 CR CR | | 130,00 | | 94 448 600 (93 962) | |
|  | 130 118 | | | | | | | | | | |
|  | T Cyl. | A=136 | C=143,6 | L=288,5 | H=10,05 | | | 88 640 110 | | 94 448 960 | |
| | T Cyl. | A=136,26 | C=143,6 | L=288,5 | H=10,05 | | | 89 413 110 | | 94 448 961 | |
| 18 | | 130 | | | | | | | | | |
| WS 242 G Euro 0 | 08.1990 → 04.1997 | D | (LA) | 6 | 11630 cm ³ | 2V | 242 kW | (329 PS) | 14,5:1 | 146,00 mm | |
| WS 268 G Euro 0 | 03.1990 → 04.1997 | D | (LA) | 6 | 11630 cm ³ | 2V | 268 kW | (364 PS) | 14,5:1 | 146,00 mm | |
| WS 295 G Euro 0 | 08.1990 → 04.1997 | D | (LA) | 6 | 11630 cm ³ | 2V | 295 kW | (401 PS) | 14,5:1 | 146,00 mm | |
|  | 6 | KH 101 VT1 -0,80 VT2 -1,50 MT -26,32 MØ 79 GL 155 | RTK | 52 106 | 1 T6 4 1 M 3,16 1 DSF 4 | MO G3 CR CR | | 130,00 | | 94 447 600 (93 986) | |
|  | 130 118 | | | | | | | | | | |
|  | T Cyl. | A=136 | C=143,6 | L=288,5 | H=10,05 | | | 88 640 110 | | 94 447 960 | |
| | T Cyl. | A=136,26 | C=143,6 | L=288,5 | H=10,05 | | | 89 413 110 | | 94 447 961 | |
| 19 | | 130 | | | | | | | | | |
| WS 222 G Euro 1 | 07.1992 → 05.1997 | D | (LA) | 6 | 11630 cm ³ | 2V | 222 kW | (302 PS) | 16:1 | 146,00 mm | |
| WS 222 L ATi Euro 1 | 07.1992 → | D | (LA) | 6 | 11630 cm ³ | 2V | 222 kW | (302 PS) | 16:1 | 146,00 mm | |
| WS 242 L ATi Euro 1 | 07.1992 → | D | (LA) | 6 | 11630 cm ³ | 2V | 242 kW | (329 PS) | 16:1 | 146,00 mm | |
| WS 268 L ATi Euro 1 | 03.1990 → 12.1997 | D | (LA) | 6 | 11630 cm ³ | 2V | 268 kW | (364 PS) | 14,5:1 | 146,00 mm | |
| WS 295 L ATi Euro 1 | 08.1990 → 04.1997 | D | (LA) | 6 | 11630 cm ³ | 2V | 295 kW | (401 PS) | 14,5:1 | 146,00 mm | |
| WS 315 L ATi Euro 1 | 07.1992 → | D | (LA) | 6 | 11630 cm ³ | 2V | 315 kW | (428 PS) | 14,5:1 | 146,00 mm | |
|  | 6 | KH 101 VT1 -0,80 MT -24,75 MØ 75 GL 155 | RTK | 52 106 | 1 T6 4 1 M 3,16 1 DSF 4 | MO G3 CR CR | | 130,00 | | 94 445 600 | |
|  | 130 118 | | | | | | | | | | |
|  | T Cyl. | A=136 | C=143,6 | L=288,5 | H=10,05 | | | 88 640 110 | | 94 445 960 | |
| | T Cyl. | A=136,26 | C=143,6 | L=288,5 | H=10,05 | | | 89 413 110 | | 94 445 961 | |



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20 **130**

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|------------------------|-------------------|--------|---|-----------------------|----|--------|----------|------|-----------|
| WS 242 M Euro 2 | 1996 → | D (LA) | 6 | 11630 cm ³ | 2V | 242 kW | (329 PS) | 16:1 | 146,00 mm |
| WS 268 Euro 2 | 09.1994 → | D (LA) | 6 | 11630 cm ³ | 2V | 268 kW | (364 PS) | 16:1 | 146,00 mm |
| WS 268 M Euro 2 | 03.1990 → | D (LA) | 6 | 11630 cm ³ | 2V | 268 kW | (364 PS) | 16:1 | 146,00 mm |
| WS 295 M Euro 2 | 08.1990 → 12.1997 | D (LA) | 6 | 11630 cm ³ | 2V | 295 kW | (401 PS) | 16:1 | 146,00 mm |
| WS 315 Euro 2 | 09.1994 → | D (LA) | 6 | 11630 cm ³ | 2V | 315 kW | (428 PS) | 16:1 | 146,00 mm |
| WS 315 M Euro 2 | 07.1992 → | D (LA) | 6 | 11630 cm ³ | 2V | 315 kW | (428 PS) | 16:1 | 146,00 mm |

| | | | | | | | | |
|--|---------|-----------|---------|---------|----------|-------|-------------------|-------------------|
| | 6 | KH 101 | RTK | 52 | 1 T6 4 | MO G3 | 130,00 | 94 446 600 |
| | 130 118 | VT1 -1,50 | | 106 | 1 M 3,16 | CR | | |
| | T Cyl. | A=136 | C=143,6 | L=288,5 | H=10,05 | | 88 640 110 | 94 446 960 |
| | T Cyl. | A=136,26 | C=143,6 | L=288,5 | H=10,05 | | 89 413 110 | 94 446 961 |

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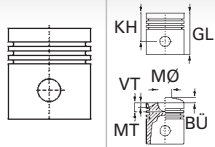
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|------------------------|-----------|--------|---|-----------------------|----|--------|----------|------|-----------|
| XF 250 M Euro 2 | 03.1998 → | D (LA) | 6 | 12583 cm ³ | 4V | 250 kW | (340 PS) | 16:1 | 158,00 mm |
| XF 280 M Euro 2 | 01.1997 → | D (LA) | 6 | 12583 cm ³ | 4V | 280 kW | (381 PS) | 16:1 | 158,00 mm |
| XF 315 M Euro 2 | 01.1997 → | D (LA) | 6 | 12583 cm ³ | 4V | 315 kW | (428 PS) | 16:1 | 158,00 mm |
| XF 355 M Euro 2 | 03.1997 → | D (LA) | 6 | 12583 cm ³ | 4V | 355 kW | (483 PS) | 16:1 | 158,00 mm |

| | | | | | | | | |
|--|---------|-----------|---------|---------|----------|-------|-------------------|-------------------------------|
| | 6 | KH 95 | RTK | 52 | 1 T6 4 | MO G3 | 130,00 | 94 896 600 (94 556) |
| | 130 117 | VT1 -1,00 | TPL | 106 | 1 M 3,16 | CR | | |
| | T Cyl. | A=136 | C=143,6 | L=288,5 | H=10,05 | | 88 640 110 | 94 896 960 |
| | T Cyl. | A=136,26 | C=143,6 | L=288,5 | H=10,05 | | 89 413 110 | 94 896 961 |

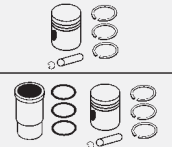
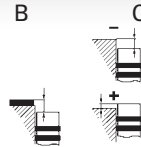
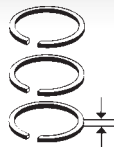
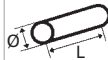
22 **130**

| | | | | | | | | | |
|-------------------------|-----------|--------|---|-----------------------|----|--------|----------|--------|-----------|
| XE 280 C1 Euro 3 | 04.2001 → | D (LA) | 6 | 12583 cm ³ | 4V | 280 kW | (381 PS) | 17,4:1 | 158,00 mm |
| XE 315 C1 Euro 3 | 03.1998 → | D (LA) | 6 | 12583 cm ³ | 4V | 315 kW | (428 PS) | 17,4:1 | 158,00 mm |

| | | | | | | | | |
|--|---------|-----------|---------|---------|----------|-------|-------------------|-------------------------------|
| | 6 | KH 95 | RTK | 52 | 1 T6 4 | CK G6 | 130,00 | 99 984 600 (99 506) |
| | 130 122 | VT1 -1,00 | TPL | 106 | 1 M 3,16 | CR | | |
| | T Cyl. | A=136 | C=143,6 | L=288,5 | H=10,05 | | 88 640 110 | 99 984 960 |
| | T Cyl. | A=136,26 | C=143,6 | L=288,5 | H=10,05 | | 89 413 110 | 99 984 961 |



Type



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| | | | | | | | | | |
|--------------------------|-----------|--------|---|-----------------------|----|--------|----------|--------|-----------|
| MX 265 S Euro 4/5 | 09.2006 → | D (LA) | 6 | 12900 cm ³ | 4V | 265 kW | (360 PS) | 16,4:1 | 162,00 mm |
| MX 300 S Euro 4/5 | 05.2006 → | D (LA) | 6 | 12900 cm ³ | 4V | 300 kW | (408 PS) | 16,4:1 | 162,00 mm |




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|----------|--------|---|---------------------------------|-----------|-------------------------------|--------------------------------------|--|--|--------------------------------------|
| | 6 | KH 82 VT1 -2,00 MT -17,5 MØ 90,8 GL 126 | RTK TPL KBB KKK LOX | 55 106 | 1 T15 3 1 M 2,5 1 DSF 3 | DC ST G3 DC | | 130,00 | 40 733 600 <small>NEW</small> |
| | N Cyl. | A=146 X=15 | C=157,6 | L=266,9 | H+F=12,03+0,95 | 2 EP 146 x 157,4 x 5 1 FP 146 x 5 | | 89 861 110 <small>NEW</small> (89 827) | 40 733 960 <small>NEW</small> |

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|--------------------------|-----------|--------|---|-----------------------|----|--------|----------|--------|-----------|
| MX 340 S Euro 4/5 | 05.2006 → | D (LA) | 6 | 12900 cm ³ | 4V | 340 kW | (462 PS) | 16,4:1 | 162,00 mm |
| MX 375 S Euro 4/5 | 05.2006 → | D (LA) | 6 | 12900 cm ³ | 4V | 375 kW | (510 PS) | 16,4:1 | 162,00 mm |

| | | | | | | | | | |
|------|--------|---------------|---------|---------|----------------|--------------------------------------|--|--|--|
| | N Cyl. | A=146 X=15 | C=157,6 | L=266,9 | H+F=12,03+0,95 | 2 EP 146 x 157,4 x 5 1 FP 146 x 5 | | 89 861 110 <small>NEW</small> (89 827) | |
| | | | | | | | | | |

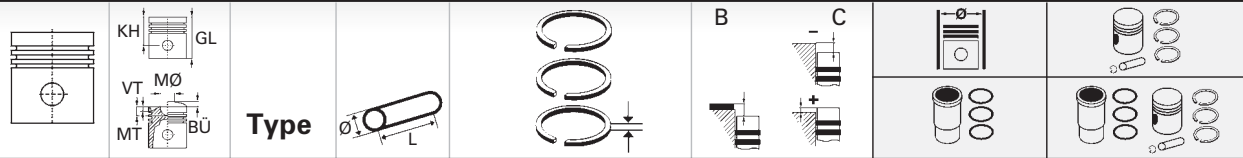


| |  | Cyl. |  | cm ³ |  | Comp. Ratio ε | kW | PS | Pos |
|---------------|---|------|---|-----------------|---|------------------|-------|---------|-----|
| | | | | | | | | | mm |
| B | | D 4 | 95 x 105 | 2977 | 2 | 21:1 | 59-63 | 80-85 | 2 |
| 3S-FE (89 kW) | | B 4 | 86 x 86 | 1998 | 4 | 9,3:1 | 85-96 | 116-130 | 1 |

D




|  | |  | Pos |  | |  | Pos |
|---|-------------------|---|-----|--|--|---|-----|
| DELTA | | | | | | | |
| Delta 2.0i 16V | 01.1999 → | 3S-FE (89 kW) | B | 1 | | | |
| Delta 3.0 D | 10.1977 → 10.1988 | B | D | 2 | | | |

D






| | | | | | | | | | |
|----------------------|-----------|-------------------------------|----------|---|----|----------|--------------|--------------|--------------------------|
| 1 | 86 | | | | | | | | |
| 3S-FE (89 kW) | 01.1999 → | B | 4 | 1998 cm ³ | 4V | 85-96 kW | (116-130 PS) | 9,3:1 | 86,00 mm |
| | 4 | KH 35,5 MT -4,5 GL 68,5 | 20 66 | 1 R 1,5 CR G6 1 M 1,5 CR 1 SLF 4 CR | | | | 86,50 | 40 068 610 [1] |
| [1] | → 01.1992 | | | | | | | | |

| | | | | | | | | | |
|----------|-------------------|-------|----------|----------------------|------------|----------|------------|---------------------------|-----------|
| 2 | 95 | | | | | | | | |
| B | 10.1977 → 10.1988 | D | 4 | 2977 cm ³ | 2V | 59-63 kW | (80-85 PS) | 21:1 | 105,00 mm |
| | T Cyl. | A=99 | C=104,65 | L=191 | H+F=2,5+1 | | | 89 852 190 semi | |
| | T Cyl. | A=102 | C=107,65 | L=190 | H+F=2,55+1 | | | 89 358 190 semi | |

| |  | Cyl. |  | cm ³ |  | Comp. Ratio | ε | kW | PS | Pos |
|-----------------------|---|------|---|-----------------|---|---------------|----------|-----------|----|-----|
| | | | | | | | | | | |
| A 6 M 816 | D | 6 | 142 x 160 | 15204 | 2 | 16:1 | 145-172 | 197-234 | 54 | |
| A 6 M 816 R | D (LA) | 6 | 142 x 160 | 15204 | 2 | 16:1 | | | 54 | |
| A 6 M 816 U | D (LA) | 6 | 142 x 160 | 15204 | 2 | 16:1 | | | 54 | |
| A 6 M 816 W | D (LA) | 6 | 142 x 160 | 15204 | 2 | 16:1 | | | 54 | |
| A 8 M 816 | D (A) | 8 | 142 x 160 | 20272 | 2 | 16:1 | 190-230 | 259-313 | 54 | |
| A 8 M 816 C | D (LA) | 8 | 142 x 160 | 20272 | 2 | 16:1 | | | 54 | |
| A 8 M 816 CR | D (LA) | 8 | 142 x 160 | 20272 | 2 | 16:1 | | | 54 | |
| A 8 M 816 R | D (LA) | 8 | 142 x 160 | 20272 | 2 | 16:1 | | | 54 | |
| A 8 M 816 U | D (LA) | 8 | 142 x 160 | 20272 | 2 | 16:1 | | | 54 | |
| A 8 M 816 W | D (LA) | 8 | 142 x 160 | 20272 | 2 | 16:1 | | | 54 | |
| A 12 M 816 | D (A) | 12 | 142 x 160 | 30408 | 2 | 16:1 | 162-321 | 220-436 | 54 | |
| A 12 M 816 C | D (LA) | 12 | 142 x 160 | 30408 | 2 | 16:1 | | | 54 | |
| A 12 M 816 CR | D (LA) | 12 | 142 x 160 | 30408 | 2 | 16:1 | | | 54 | |
| A 12 M 816 R | D (LA) | 12 | 142 x 160 | 30408 | 2 | 16:1 | | | 54 | |
| A 12 M 816 U | D (LA) | 12 | 142 x 160 | 30408 | 2 | 16:1 | | | 54 | |
| A 12 M 816 W | D (LA) | 12 | 142 x 160 | 30408 | 2 | 16:1 | | | 54 | |
| A 16 M 816 | D (A) | 16 | 142 x 160 | 40544 | 2 | 16:1 | 216-427 | 295-581 | 54 | |
| BA 6 M 816 | D (A) | 6 | 142 x 160 | 15204 | 2 | 16:1 | 245-269 | 333-366 | 54 | |
| BA 6 M 816 R | D (LA) | 6 | 142 x 160 | 15204 | 2 | 16:1 | 358-433 | 487-589 | 54 | |
| BA 6 M 816 U | D (LA) | 6 | 142 x 160 | 15204 | 2 | 16:1 | 305-325 | 415-442 | 54 | |
| BA 6 M 816 W | D (LA) | 6 | 142 x 160 | 15204 | 2 | 16:1 | 330-355 | 449-483 | 54 | |
| BA 8 M 816 | D (A) | 8 | 142 x 160 | 20272 | 2 | 16:1 | 325-359 | 442-488 | 54 | |
| BA 8 M 816 C | D (LA) | 8 | 142 x 160 | 20272 | 2 | 16:1 | | | 54 | |
| BA 8 M 816 CR | D (LA) | 8 | 142 x 160 | 20272 | 2 | 16:1 | 570-638 | 775-868 | 54 | |
| BA 8 M 816 R | D (LA) | 8 | 142 x 160 | 20272 | 2 | 16:1 | 475-578 | 646-786 | 54 | |
| BA 8 M 816 U | D (LA) | 8 | 142 x 160 | 20272 | 2 | 16:1 | 395-435 | 537-592 | 54 | |
| BA 8 M 816 W | D (LA) | 8 | 142 x 160 | 20272 | 2 | 16:1 | 474 | 645 | 54 | |
| BA 12 M 816 | D (A) | 12 | 142 x 160 | 30408 | 2 | 16:1 | 247-564 | 336-766 | 54 | |
| BA 12 M 816 C | D (LA) | 12 | 142 x 160 | 30408 | 2 | 16:1 | 608-770 | 827-1047 | 54 | |
| BA 12 M 816 CR | D (LA) | 12 | 142 x 160 | 30408 | 2 | 16:1 | 850-950 | 1156-1292 | 54 | |
| BA 12 M 816 R | D (LA) | 12 | 142 x 160 | 30408 | 2 | 16:1 | 720-866 | 979-1178 | 54 | |
| BA 12 M 816 U | D (LA) | 12 | 142 x 160 | 30408 | 2 | 16:1 | 615-650 | 837-884 | 54 | |
| BA 12 M 816 W | D (LA) | 12 | 142 x 160 | 30408 | 2 | 16:1 | 665-710 | 905-965 | 54 | |
| BA 16 M 816 | D (A) | 16 | 142 x 160 | 40544 | 2 | 16:1 | 330-751 | 449-1020 | 54 | |
| BA 16 M 816 R | D (LA) | 16 | 142 x 160 | 40544 | 2 | | 955-1155 | 1299-1571 | 54 | |
| BA 16 M 816 U | D (LA) | 16 | 142 x 160 | 40544 | 2 | 16:1 | 790-870 | 1075-1183 | 54 | |
| BA 16 M 816 W | D (LA) | 16 | 142 x 160 | 40544 | 2 | 16:1 | 860-948 | 1170-1289 | 54 | |
| BF 6 M 2012 | D (LA) | 6 | 101 x 126 | 6060 | 2 | 19:1 | 80-208 | 109-283 | 19 | |
| BF 6 M 2015 C Euro 3 | D (LA) | 6 | 132 x 145 | 11900 | 4 | | 360 | 489 | 52 | |
| BF 8 M 2015 C Euro 3 | D (LA) | 8 | 132 x 145 | 15900 | 4 | | 500 | 680 | 52 | |
| BFG 6 M 1015 C | G (A) | 6 | 132 x 145 | 11910 | 2 | 10:1 | 142 | 193 | 48 | |
| BFG 8 M 1015 C | G (A) | 8 | 132 x 145 | 15870 | 2 | 10:1 | 190 | 258 | 48 | |
| BF 3 L 1011 FL | D (A) | 3 | 91 x 112 | 3236 | 2 | | | | 1 | |
| BF 3 L 2011 | D (A) | 3 | 94 x 112 | 2330 | 2 | | 45 | 61 | 6 | |
| BF 3 L 914 | D (A) | 3 | 102 x 132 | 3236 | 2 | | 44-59 | 60-80 | 34 | |
| BF 3 M 1011 Euro 1 | D (A) | 3 | 91 x 112 | 2185 | 2 | 17:1 | 46 | 62 | 1 | |
| BF 3 M 1011 F | D (A) | 3 | 91 x 112 | 2185 | 2 | 17:1 | 51 | 68 | 1 | |
| BF 3 M 2011 | D (A) | 3 | 94 x 112 | 2330 | 2 | | 49 | 63 | 7 | |
| BF 4 L 1011 | D (A) | 4 | 91 x 105 | 2732 | 2 | 17:1 | 50-56 | 68-76 | 3 | |
| BF 4 L 1011 F Euro 1 | D (A) | 4 | 91 x 105 | 2732 | 2 | 17:1 | 48-56 | 65-76 | 3 | |
| BF 4 L 1011 FT Euro 1 | D (A) | 4 | 91 x 105 | 2732 | 2 | 17:1 | 46-53 | 63-72 | 3 | |
| BF 4 L 2011 | D (A) | 4 | 94 x 112 | 3110 | 2 | | 58 | 79 | 6 | |
| BF 4 L 913 | D (A) | 4 | 102 x 125 | 4086 | 2 | 15,5/ 17:1 | 55-81 | 75-111 | 23 | |
| BF 4 L 913 C | D (LA) | 4 | 102 x 125 | 4086 | 2 | 17/18.1 | | | 30 | |
| BF 4 L 913 C | D (LA) | 4 | 102 x 125 | 4086 | 2 | 15,5:1 | 78-92 | 106-126 | 27 | |
| BF 4 L 913 T | D (A) | 4 | 102 x 125 | 4086 | 2 | 15,5:1 | 55-78 | 75-106 | 23 | |
| BF 4 L 913 T | D (A) | 4 | 102 x 125 | 4086 | 2 | 15,5:1 | 55-78 | 75-106 | 25 | |
| BF 4 L 914 | D (A) | 4 | 102 x 132 | 4314 | 2 | | 59-72 | 80-98 | 34 | |
| BF 4 M 1011 F Euro 1 | D (A) | 4 | 91 x 112 | 2912 | 2 | 17:1 | 41-61 | 56-83 | 1 | |
| BF 4 M 1012 Euro 1 | D (LA) | 4 | 94 x 115 | 3192 | 2 | 17,5:1 | 47-65 | 64-88 | 5 | |
| BF 4 M 1012 C Euro 1 | D (LA) | 4 | 94 x 115 | 3192 | 2 | 17,5:1 | 70-82 | 95-112 | 5 | |
| BF 4 M 1012 E Euro 2 | D (A) | 4 | 94 x 115 | 3192 | 2 | 17,5:1 | 48-73 | 65-99 | 5 | |
| BF 4 M 1012 EC Euro 2 | D (LA) | 4 | 94 x 115 | 3192 | 2 | 17,5:1 | 60-73 | 82-99 | 5 | |
| BF 4 M 1013 Euro 1 | D (A) | 4 | 108 x 130 | 4764 | 2 | 17,6:1 | 63-93 | 85-127 | 38 | |
| BF 4 M 1013 C Euro 1 | D (LA) | 4 | 108 x 130 | 4764 | 2 | 17,6:1 | 99-125 | 135-168 | 38 | |
| BF 4 M 1013 E Euro 2 | D (LA) | 4 | 108 x 130 | 4764 | 2 | 17,6:1 | 71-95 | 97-129 | 39 | |
| BF 4 M 1013 EC Euro 2 | D (LA) | 4 | 108 x 130 | 4764 | 2 | 17,6:1 | 100-118 | 136-160 | 40 | |
| BF 4 M 1013 FC Euro 2 | D (LA) | 4 | 108 x 130 | 4764 | 2 | 17,6:1 | 133 | 181 | 40 | |






|  | | Cyl. |  mm | cm ³ |  | Comp. Ratio ϵ | kW | PS | Pos |
|---|--------|------|--|-----------------|---|------------------------|---------|---------|-----|
| BF 4 M 2011 | D (A) | 4 | 94 x 112 | 3110 | 2 | 17,5:1 | 65 | 84 | 7 |
| BF 4 M 2011 C | D (A) | 4 | 94 x 112 | 3110 | 2 | 17,5:1 | 59 | 80 | 7 |
| BF 4 M 2012 Euro 2 | D (LA) | 4 | 101 x 126 | 4038 | 2 | | 74-93 | 101-126 | 19 |
| BF 4 M 2012 C Euro 2 | D (LA) | 4 | 101 x 126 | 4038 | 2 | | 56-155 | 76-208 | 19 |
| BF 4 M 2013 C Euro 3 | D (LA) | 4 | 98 x 126 | 3800 | 4 | | 125 | 170 | 11 |
| BF 6 L 413 F | D (A) | 6 | 125 x 130 | 9572 | 2 | 16,5:1 | 143-177 | 195-241 | 45 |
| BF 6 L 413 FR | D (A) | 6 | 125 x 130 | 9572 | 2 | 16,5:1 | 142-177 | 193-240 | 45 |
| BF 6 L 413 FRC | D (A) | 6 | 125 x 130 | 9572 | 2 | 15,8:1 | 170-199 | 231-271 | 46 |
| BF 6 L 413 FRT | D (A) | 6 | 125 x 130 | 9572 | 2 | 17,3:1 | 112-150 | 152-204 | 45 |
| BF 6 L 513 C | D (LA) | 6 | 125 x 130 | 9572 | 2 | 16,5:1 | 177 | 240 | 45 |
| BF 6 L 513 R | D (A) | 6 | 125 x 130 | 9572 | 2 | 15,8:1 | 140-183 | 190-249 | 46 |
| BF 6 L 513 RC | D (LA) | 6 | 125 x 130 | 9572 | 2 | 15,8:1 | 180-217 | 245-295 | 46 |
| BF 6 L 513 125 | D (A) | 6 | 125 x 130 | 9572 | 2 | 15,8:1 | 182 | 248 | 47 |
| BF 6 L 912 | D (A) | 6 | 100 x 120 | 5655 | 2 | 15,5:1 | 88-100 | 120-136 | 16 |
| BF 6 L 913 | D (A) | 6 | 102 x 125 | 6128 | 2 | 15,5:1 | 70-140 | 95-191 | 23 |
| BF 6 L 913 C | D (LA) | 6 | 102 x 125 | 6128 | 2 | 17/18:1 | | | 30 |
| BF 6 L 913 C | D (LA) | 6 | 102 x 125 | 6128 | 2 | 15,5:1 | 118-141 | 160-192 | 29 |
| BF 6 L 913 C | D (LA) | 6 | 102 x 125 | 6128 | 2 | 15,5:1 | 118-164 | 160-223 | 23 |
| BF 6 L 913 T | D (A) | 6 | 102 x 125 | 6128 | 2 | 15,5:1 | 85-112 | 115-152 | 25 |
| BF 6 L 913 T | D (A) | 6 | 102 x 125 | 6128 | 2 | 15,5:1 | 85-112 | 115-152 | 23 |
| BF 6 L 914 | D (A) | 6 | 102 x 132 | 6472 | 2 | | 110 | 150 | 34 |
| BF 6 L 914 C | D (LA) | 6 | 102 x 132 | 6472 | 2 | 19:1 | 141 | 192 | 35 |
| BF 6 M 1012 Euro 1 | D (A) | 6 | 94 x 115 | 4788 | 2 | 17,5:1 | 83-98 | 113-133 | 5 |
| BF 6 M 1012 C Euro 1 | D (LA) | 6 | 94 x 115 | 4788 | 2 | 17,5:1 | 88-140 | 120-190 | 5 |
| BF 6 M 1012 E Euro 2 | D (A) | 6 | 94 x 115 | 4788 | 2 | 17,5:1 | 72-100 | 98-136 | 5 |
| BF 6 M 1012 EC Euro 2 | D (LA) | 6 | 94 x 115 | 4788 | 2 | | 85-125 | 115-170 | 5 |
| BF 6 M 1013 Euro 1 | D (A) | 6 | 108 x 130 | 7146 | 2 | 17,6:1 | 95-141 | 129-192 | 38 |
| BF 6 M 1013 C Euro 1 | D (LA) | 6 | 108 x 130 | 7146 | 2 | 17,6:1 | 144-235 | 196-320 | 38 |
| BF 6 M 1013 CP Euro 1 | D (LA) | 6 | 108 x 130 | 7146 | 2 | 17,6:1 | 161-190 | 219-258 | 38 |
| BF 6 M 1013 E Euro 2 | D (LA) | 6 | 108 x 130 | 7146 | 2 | 17,6:1 | 88-118 | 120-161 | 39 |
| BF 6 M 1013 ECP Euro 2 | D (LA) | 6 | 108 x 130 | 7146 | 2 | 17,6:1 | 147-195 | 200-265 | 40 |
| BF 6 M 1013 FC Euro 3 | D (LA) | 6 | 108 x 130 | 7146 | 2 | 17,6:1 | 147-200 | 200-272 | 40 |
| BF 6 M 1015 Euro 2 | D (LA) | 6 | 132 x 145 | 11910 | 4 | 16,5:1 | 228-341 | 310-464 | 50 |
| BF 6 M 1015 C Euro 2 | D (LA) | 6 | 132 x 145 | 11910 | 4 | 16,5:1 | 228-341 | 310-464 | 49 |
| BF 6 M 1015 CP Euro 2 | D (LA) | 6 | 132 x 145 | 11910 | 4 | 16,5:1 | 261-330 | 350-443 | 51 |
| BF 6 M 2012 C Euro 2 | D (A) | 6 | 98 x 126 | 5700 | 2 | 18,4:1 | 80-155 | 109-209 | 13 |
| BF 6 M 2012 C Euro 2 | D (A) | 6 | 101 x 126 | 6067 | 2 | | 80-155 | 109-209 | 19 |
| BF 6 M 2013 Euro 3 | D (LA) | 6 | 98 x 126 | 5703 | 4 | | 92-118 | 125-160 | 11 |
| BF 6 M 2013 C Euro 3 | D (LA) | 6 | 98 x 126 | 5703 | 4 | | 190 | 258 | 11 |
| BF 6 M 716 | D (A) | 6 | 135 x 160 | 13740 | 2 | 16,1:1 | 202-266 | 275-362 | 53 |
| BF 8 L 413 F | D (A) | 8 | 125 x 130 | 12763 | 2 | 16,5:1 | 190-235 | 259-320 | 45 |
| BF 8 L 413 FRW | D (A) | 8 | 125 x 130 | 12763 | 2 | | 180 | 245 | 45 |
| BF 8 L 513 C | D (LA) | 8 | 125 x 130 | 17180 | 2 | 16,5:1 | 212-235 | 288-320 | 45 |
| BF 8 L 513 125 | D (A) | 8 | 125 x 130 | 12763 | 2 | 15,8:1 | 160-250 | 218-340 | 47 |
| BF 8 M 716 | D (A) | 8 | 135 x 160 | 18320 | 2 | 16,1:1 | 246-312 | 335-425 | 53 |
| BF 8 M 1015 C Euro 2 | D (LA) | 8 | 132 x 145 | 15870 | 4 | 16,5:1 | 304-454 | 414-617 | 49 |
| BF 8 M 1015 CP Euro 2 | D (LA) | 8 | 132 x 145 | 15870 | 4 | 16,5:1 | 294-440 | 400-598 | 51 |
| BF 10 L 413 F | D (A) | 10 | 125 x 130 | 15953 | 2 | 16,5:1 | 206-294 | 280-400 | 45 |
| BF 10 L 513 C | D (LA) | 10 | 125 x 130 | 15953 | 2 | 16,5:1 | 265-294 | 360-400 | 45 |
| BF 10 L 513 125 | D (A) | 10 | 125 x 130 | 15953 | 2 | 15,8:1 | 218-305 | 296-415 | 47 |
| BF 12 L 413 F | D (A) | 12 | 125 x 130 | 19144 | 2 | 16,5:1 | 286-353 | 389-480 | 45 |
| BF 12 L 513 C | D (LA) | 12 | 125 x 130 | 19144 | 2 | 15,8:1 | 328-405 | 446-551 | 45 |
| BF 12 L 513 125 | D (A) | 12 | 125 x 130 | 19144 | 2 | 15,8:1 | 300-367 | 408-499 | 47 |
| BF 12 M 716 | D (A) | 12 | 135 x 160 | 27480 | 2 | 16,1:1 | 404-533 | 550-725 | 53 |
| BF 16 M 716 | D (A) | 16 | 135 x 160 | 36640 | 2 | 16,1:1 | 566-625 | 670-850 | 53 |
| BF 4 M 1013 CP Euro 1 | D (LA) | 4 | 108 x 130 | 4764 | 2 | 17,6:1 | 100 | 136 | 38 |
| D 2011 L2 Euro 3 | D | 2 | 94 x 112 | 1555 | 2 | 19:1 | 24 | 33 | 9 |
| D 2011 L3 Euro 3 | D | 3 | 94 x 112 | 2330 | 2 | 19:1 | 37 | 50 | 9 |
| D 2011 L3 I Euro 3 | D | 3 | 94 x 112 | 2330 | 2 | 19:1 | 36 | 49 | 9 |
| F 1 L 511 D | D | 1 | 100 x 105 | 825 | 2 | 17:1 | 11-13 | 15-17 | 17 |
| F 1 L 712 | D | 1 | 95 x 120 | 850 | 2 | 20:1 | 9 | 13 | 10 |
| F 2 L 1011 | D | 2 | 91 x 105 | 1366 | 2 | 18,5:1 | 18-22 | 25-30 | 2 |
| F 2 L 2011 | D | 2 | 94 x 112 | 1550 | 2 | | 23 | 31 | 8 |
| F 2 L 511 D | D | 2 | 100 x 105 | 1650 | 2 | 17:1 | 22-26 | 30-35 | 17 |
| F 2 L 712 | D | 2 | 95 x 120 | 1700 | 2 | 20:1 | 15-21 | 20-28 | 10 |
| F 2 L 912 D | D | 2 | 100 x 120 | 1884 | 2 | 17:1 | 18-25 | 24-34 | 15 |
| F 2 L 912 W | D | 2 | 100 x 120 | 1884 | 2 | 19:1 | 19-25 | 26-34 | 14 |
| F 2 M 1011 F Euro 1 | D | 2 | 91 x 112 | 1366 | 2 | 18,5:1 | 21-23 | 29-31 | 4 |
| F 2 M 2011 | D | 2 | 94 x 112 | 1550 | 2 | 18,5:1 | 26 | 32 | 8 |

D







| Model | Cyl. | Cyl. Diagram | mm | cm ³ | Comp. Ratio | ε | kW | PS | Pos |
|---------------------|------|--------------|-----------|-----------------|-------------|---------------|---------|---------|-----|
| | | | | | | | | | |
| F 3 L 1011 | D | 3 | 91 x 105 | 2049 | 2 | 18,5:1 | 27-33 | 37-45 | 2 |
| F 3 L 2011 | D | 3 | 94 x 112 | 2330 | 2 | | 36 | 49 | 8 |
| F 3 L 712 | D | 3 | 95 x 120 | 2552 | 2 | 20:1 | 26-28 | 35-38 | 10 |
| F 3 L 912 D | D | 3 | 100 x 120 | 2826 | 2 | 17:1 | 26-44 | 35-60 | 15 |
| F 3 L 912 F | D | 3 | 102 x 125 | 3064 | 2 | 17:1 | 35-43 | 48-58 | 27 |
| F 3 L 912 W | D | 3 | 100 x 120 | 2826 | 2 | 19:1 | 25-37 | 34-50 | 14 |
| F 3 L 913 | D | 3 | 102 x 125 | 3064 | 2 | 18/ 18,9:1 | | | 31 |
| F 3 L 913 | D | 3 | 102 x 125 | 3064 | 2 | 17,5:1 | 37-45 | 50-61 | 24 |
| F 3 L 913 | D | 3 | 102 x 125 | 3064 | 2 | 18:1 | 44 | 60 | 36 |
| F 3 L 913 G | D | 3 | 102 x 125 | 3064 | 2 | 18:1 | 36 | 49 | 28 |
| F 3 L 913 G | D | 3 | 102 x 125 | 3064 | 2 | 19,6:1 | 37 | 50 | 26 |
| F 3 L 914 | D | 3 | 102 x 132 | 3236 | 2 | | 41-44 | 56-60 | 33 |
| F 3 M 1011 F Euro 1 | D | 3 | 91 x 112 | 2185 | 2 | 18,5:1 | 32-36 | 44-49 | 4 |
| F 3 M 2011 | D | 3 | 94 x 112 | 2330 | 2 | 18,5:1 | 37 | 47 | 8 |
| F 4 L 413 F | D | 4 | 125 x 130 | 6381 | 2 | 18:1 | 83 | 113 | 44 |
| F 4 L 1011 | D | 4 | 91 x 105 | 2732 | 2 | 18,5:1 | 36-44 | 49-60 | 2 |
| F 4 L 2011 | D | 4 | 94 x 112 | 3110 | 2 | | 48 | 65 | 8 |
| F 4 L 413 FR | D | 4 | 125 x 130 | 6381 | 2 | 18:1 | 94 | 128 | 44 |
| F 4 L 413 R | D | 4 | 120 x 130 | 5880 | 2 | 18:1 | 90 | 122 | 43 |
| F 4 L 712 | D | 4 | 95 x 120 | 3400 | 2 | 20:1 | 34-38 | 46-52 | 10 |
| F 4 L 912 D | D | 4 | 100 x 120 | 3770 | 2 | 19/20:1 | | | 18 |
| F 4 L 912 D | D | 4 | 100 x 120 | 3770 | 2 | 17:1 | 19-59 | 20-80 | 15 |
| F 4 L 912 F | D | 4 | 102 x 125 | 4086 | 2 | 17:1 | 46-62 | 62-84 | 27 |
| F 4 L 912 W | D | 4 | 100 x 120 | 3770 | 2 | 19:1 | 38-49 | 52-67 | 14 |
| F 4 L 913 | D | 4 | 102 x 125 | 4086 | 2 | 18/ 18,9:1 | | | 31 |
| F 4 L 913 | D | 4 | 102 x 125 | 4086 | 2 | 18:1 | | | 36 |
| F 4 L 913 | D | 4 | 102 x 125 | 4086 | 2 | 17:1 | 51-66 | 70-90 | 24 |
| F 4 L 913 W | D | 4 | 102 x 125 | 4086 | 2 | | 44 | 60 | 32 |
| F 4 L 914 | D | 4 | 102 x 132 | 4314 | 2 | | 52-57 | 71-78 | 33 |
| F 4 M 1011 F Euro 1 | D | 4 | 91 x 112 | 2914 | 2 | 18,5:1 | 44-48 | 60-65 | 4 |
| F 4 M 2011 | D | 4 | 94 x 112 | 3109 | 2 | 18,5:1 | 49 | 63 | 8 |
| F 4 M 716 | D | 4 | 135 x 160 | 9160 | 2 | 17,5:1 | 49-85 | 67-116 | 53 |
| F 5 L 413 F | D | 5 | 125 x 130 | 7976 | 2 | 18:1 | 109 | 148 | 44 |
| F 5 L 413 FR | D | 5 | 125 x 130 | 7976 | 2 | 18:1 | 94-118 | 128-160 | 44 |
| F 5 L 413 R | D | 5 | 120 x 130 | 7350 | 2 | 18:1 | 83-112 | 113-152 | 43 |
| F 5 L 912 D | D | 5 | 100 x 120 | 4712 | 2 | 17:1 | 40-78 | 54-106 | 15 |
| F 5 L 912 F | D | 5 | 102 x 125 | 5107 | 2 | 17:1 | 58-78 | 79-106 | 27 |
| F 5 L 912 W | D | 5 | 100 x 120 | 4712 | 2 | 19:1 | 48-61 | 65-83 | 14 |
| F 5 L 913 | D | 5 | 102 x 125 | 5107 | 2 | 18:1 | | | 36 |
| F 5 L 913 | D | 5 | 102 x 125 | 5107 | 2 | 18/ 18,9:1 | | | 31 |
| F 5 L 913 | D | 5 | 102 x 125 | 5107 | 2 | 17:1 | 66 | 90 | 24 |
| F 5 L 913 W | D | 5 | 102 x 125 | 5107 | 2 | | 55 | 75 | 32 |
| F 5 L 914 | D | 5 | 102 x 132 | 5393 | 2 | | 72 | 98 | 33 |
| F 6 L 413 | D | 6 | 120 x 125 | 8478 | 2 | 18:1 | 69-130 | 94-176 | 42 |
| F 6 L 413 F | D | 6 | 125 x 130 | 9572 | 2 | 18:1 | 104-188 | 141-256 | 44 |
| F 6 L 413 FR | D | 6 | 125 x 130 | 9572 | 2 | 18:1 | 112-141 | 153-192 | 44 |
| F 6 L 413 FW | D | 6 | 125 x 130 | 9572 | 2 | 18:1 | 96-121 | 130-165 | 45 |
| F 6 L 413 L | D | 6 | 120 x 130 | 8822 | 2 | 18,5:1 | 135 | 183 | 43 |
| F 6 L 413 R | D | 6 | 120 x 130 | 8822 | 2 | 18:1 | 100-135 | 136-183 | 43 |
| F 6 L 712 | D | 6 | 95 x 120 | 5104 | 2 | 20:1 | 66 | 90 | 10 |
| F 6 L 912 D | D | 6 | 100 x 120 | 5655 | 2 | 19/20:1 | | | 18 |
| F 6 L 912 D | D | 6 | 100 x 120 | 5655 | 2 | 17:1 | 42-92 | 57-125 | 15 |
| F 6 L 912 F | D | 6 | 102 x 125 | 6128 | 2 | 18:1 | 70-92 | 95-125 | 27 |
| F 6 L 912 W | D | 6 | 100 x 120 | 5655 | 2 | 19:1 | 57-74 | 77-100 | 14 |
| F 6 L 913 | D | 6 | 102 x 125 | 6128 | 2 | 18:1 | | | 36 |
| F 6 L 913 | D | 6 | 102 x 125 | 6128 | 2 | 18/ 18,9:1 | | | 31 |
| F 6 L 913 | D | 6 | 102 x 125 | 6128 | 2 | 17:1 | 71-96 | 96-130 | 24 |
| F 6 L 914 | D | 6 | 102 x 132 | 6472 | 2 | | 89 | 121 | 33 |
| F 6 M 716 | D | 6 | 135 x 160 | 13740 | 2 | 17,5:1 | 74-155 | 101-210 | 53 |
| F 8 L 413 | D | 8 | 120 x 125 | 11310 | 2 | 18:1 | 118-171 | 160-232 | 42 |
| F 8 L 413 F | D | 8 | 125 x 130 | 12763 | 2 | 18:1 | 147-188 | 200-255 | 44 |
| F 8 L 413 FW | D | 8 | 125 x 130 | 12763 | 2 | 18:1 | 129-136 | 176-185 | 45 |
| F 8 L 413 L | D | 8 | 120 x 130 | 11760 | 2 | 18,5:1 | 180 | 244 | 43 |
| F 8 M 716 | D | 8 | 135 x 160 | 18320 | 2 | 17,5:1 | 97-184 | 132-250 | 53 |
| F 10 L 413 | D | 10 | 120 x 125 | 14140 | 2 | 18:1 | 167-224 | 227-305 | 42 |
| F 10 L 413 F | D | 10 | 125 x 130 | 15953 | 2 | 18:1 | 173-235 | 235-320 | 44 |







|  | | | Cyl. |  mm | cm ³ |  | Comp. Ratio ϵ | kW | PS | Pos |
|---|--------|--|------|--|-----------------|---|------------------------|---------|---------|-----|
| F 10 L 413 FW | D | | 10 | 125 x 130 | 15953 | 2 | 18:1 | 161-202 | 219-275 | 45 |
| F 10 L 413 L | D | | 10 | 120 x 130 | 14700 | 2 | 18:1 | 199-224 | 270-305 | 43 |
| F 12 L 413 | D | | 12 | 120 x 125 | 16960 | 2 | 18:1 | 138-250 | 188-340 | 42 |
| F 12 L 413 F | D | | 12 | 125 x 130 | 19144 | 2 | 18:1 | 224-282 | 305-383 | 44 |
| F 12 L 413 FW | D | | 12 | 125 x 130 | 19144 | 2 | 18:1 | 193-243 | 263-330 | 45 |
| F 12 L 413 L | D | | 12 | 120 x 130 | 17640 | 2 | 18,5:1 | 269 | 366 | 43 |
| F 12 M 716 | D | | 12 | 135 x 160 | 27480 | 2 | 17,5:1 | 147-309 | 200-420 | 53 |
| GF 3 L 913 | G | | 3 | 102 x 125 | 3064 | 2 | 9,5:1 | 20-27 | 27-37 | 22 |
| GF 5 L 913 | G | | 5 | 102 x 125 | 5110 | 2 | 9,5:1 | 34-49 | 46-66 | 22 |
| GF 6 L 913 | G | | 6 | 102 x 125 | 6130 | 2 | 9,5:1 | 40-55 | 55-75 | 22 |
| GF 4 L 913 | G | | 4 | 102 x 125 | 4060 | 2 | 9,5:1 | 25-38 | 35-52 | 22 |
| TCD 2012 Euro 3 | D (LA) | | 6 | 98 x 126 | 5700 | 2 | 18:1 | 147 | 200 | 12 |
| TCD 2012 L4 2V Euro 3 | D (LA) | | 4 | 101 x 126 | 4038 | 2 | 18:1 | 83-103 | 113-140 | 20 |
| TCD 2012 L4 4V Euro 3 | D (LA) | | 4 | 101 x 126 | 4038 | 4 | 18:1 | 81 | 110 | 21 |
| TCD 2012 L6 2V Euro 3 | D (LA) | | 6 | 101 x 126 | 6057 | 2 | 18:1 | 105-165 | 142-224 | 20 |
| TCD 2012 L6 4V Euro 3 | D (LA) | | 6 | 101 x 126 | 6057 | 4 | 18:1 | 121-164 | 165-224 | 21 |
| TCD 2013 L04 2V Euro 3 | D (LA) | | 4 | 108 x 130 | 4764 | 2 | 18,1:1 | 120-129 | 163-175 | 39 |
| TCD 2013 L06 2V Euro 3 | D (LA) | | 6 | 108 x 130 | 7146 | 2 | 18,1:1 | 157-200 | 214-272 | 39 |
| TCD 2013 L06 4V Euro 3 | D (LA) | | 6 | 108 x 130 | 7146 | 4 | 18,1:1 | 147-243 | 200-330 | 41 |
| TCD 2015 V6 Euro 3 | D (LA) | | 6 | 132 x 145 | 11900 | 4 | | 360 | 489 | 52 |
| TCD 2015 V8 Euro 3 | D (LA) | | 8 | 132 x 145 | 15900 | 4 | | 500 | 680 | 52 |
| TD 226-6 | D (A) | | 6 | 105 x 120 | 6234 | 2 | 15,5:1 | 99-125 | 135-170 | 37 |

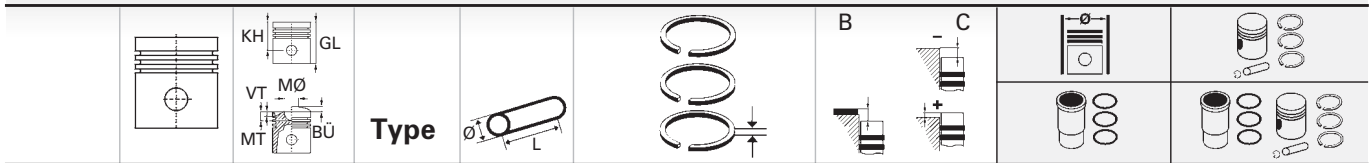
D

|  | |  | | Pos |  | |  | | Pos |
|---|-------------------|---|---|-----|--|-------------------|---|---|-----|
| ACTOR | | | | | Agrotron 6.00 | 09.1995 → | BF 6 M 1012 E | D | 5 |
| Actor 5510 | 06.1999 → | F 6 L 912 D | D | 15 | Agrotron 6.01 | 09.1995 → | BF 6 M 1012 E | D | 5 |
| Actor 5520 | 06.1999 → | BF 6 L 913 | D | 23 | Agrotron 6.05 | 09.1995 → | BF 6 M 1012 E | D | 5 |
| AGROCOMPACT | | | | | Agrotron 6.15 | 09.1995 → | BF 6 M 1012 E | D | 5 |
| AgroCompact 3.30 | 01.1987 → | F 3 L 912 D | D | 15 | Agrotron 6.20 | 09.1995 → | BF 6 M 1013 E | D | 39 |
| AgroCompact 3.50 | 01.1987 → | F 3 L 913 | D | 24 | Agrotron 6.30 | 09.1995 → | BF 6 M 1013 E | D | 39 |
| AgroCompact 3.70 | 01.1987 → | F 4 L 912 D | D | 15 | Agrotron 6.45 | 09.1995 → | BF 6 M 1013 E | D | 39 |
| AgroCompact 3.70 | 01.1987 → | F 4 L 913 | D | 24 | Agrotron 80 | 01.1998 → 09.2003 | BF 4 M 1012 E | D | 5 |
| AgroCompact 3.90 | 01.1987 → | F 4 L 913 | D | 24 | Agrotron 85 | 01.1998 → 09.2003 | BF 4 M 1012 EC | D | 5 |
| AGROFARM | | | | | Agrotron 90 | 07.1997 → | BF 4 M 1013 E | D | 39 |
| Agrofarm 100 | | BF 4 M 2012 C | D | 19 | Agrotron 90 | 01.1998 → 09.2003 | BF 4 M 1012 EC | D | 5 |
| Agrofarm 85 | | BF 4 M 2012 C | D | 19 | Agrotron 90 | 01.1998 → | BF 4 M 1013 EC | D | 40 |
| AGROLUX | | | | | Agrotron 90 | 09.2003 → | BF 4 M 2012 C | D | 19 |
| Agrolux 60 | 02.2001 → | F 3 L 913 | D | 24 | Agrotron 100 | 01.1998 → 09.2003 | BF 6 M 1012 E | D | 5 |
| Agrolux 70 | 02.2001 → | F 4 L 913 | D | 24 | Agrotron 100 | 01.1998 → | BF 4 M 1012 EC | D | 5 |
| Agrolux 80 | 02.2001 → | F 4 L 913 | D | 24 | Agrotron 100 | 09.2003 → | BF 4 M 2012 C | D | 19 |
| AGROPLUS | | | | | Agrotron 105 | 01.1998 → | BF 6 M 1012 E | D | 5 |
| Agroplus 100 | 03.1997 → | BF 6 M 1012 | D | 5 | Agrotron 105 | 09.2003 → | BF 4 M 2012 C | D | 19 |
| Agroplus 100 | 03.1997 → | BF 6 M 1012 E | D | 5 | Agrotron 106 | 01.1998 → 12.2003 | BF 6 M 1012 E | D | 5 |
| Agroplus 60 | 03.1997 → | F 3 L 913 | D | 24 | Agrotron 108 | 11.2003 → | BF 6 M 2012 C | D | 19 |
| Agroplus 60 | 07.2001 → | F 3 L 914 | D | 33 | Agrotron 110 | 01.1998 → 12.2003 | BF 6 M 1012 E | D | 5 |
| Agroplus 70 | 03.1997 → | F 4 L 913 | D | 24 | Agrotron 110 | 1999 → | BF 6 M 1012 EC | D | 5 |
| Agroplus 70 | | F 4 L 914 | D | 33 | Agrotron 110 | 09.2003 → | BF 4 M 2012 C | D | 19 |
| Agroplus 75 | 03.1997 → | BF 4 M 1012 E | D | 5 | Agrotron 115 | 04.2001 → 12.2003 | BF 6 M 1012 E | D | 5 |
| Agroplus 80 | 03.1999 → | BF 4 M 1012 E | D | 5 | Agrotron 115 | 2002 → | BF 6 M 1012 EC | D | 5 |
| Agroplus 80 | 02.2001 → | F 4 L 913 | D | 24 | Agrotron 118 | 11.2003 → | BF 6 M 2012 C | D | 19 |
| Agroplus 80 | | F 4 L 914 | D | 33 | Agrotron 120 | 01.1998 → 12.2003 | BF 6 M 1013 E | D | 39 |
| Agroplus 85 | 03.1997 → | BF 4 M 1012 E | D | 5 | Agrotron 120 | 09.2003 → | BF 4 M 2012 C | D | 19 |
| Agroplus 85 | 03.1997 → | BF 4 M 1012 EC | D | 5 | Agrotron 120 | 11.2003 → | BF 6 M 2012 C | D | 19 |
| Agroplus 90 | 01.1999 → | BF 4 M 1012 EC | D | 5 | Agrotron 128 | 11.2003 → | BF 6 M 2012 C | D | 19 |
| Agroplus 95 | 03.1997 → | BF 4 M 1012 EC | D | 5 | Agrotron 130 | 11.2003 → | BF 6 M 2012 C | D | 19 |
| AGROPRIMA | | | | | Agrotron 135 | 01.1998 → 12.2003 | BF 6 M 1013 E | D | 39 |
| AgroPrima 4.31 | 01.1991 → 1996 | F 4 L 913 | D | 24 | Agrotron 150 | 01.1998 → 12.2003 | BF 6 M 1013 E | D | 39 |
| AgroPrima 4.51 | 10.1991 → 1996 | BF 4 L 913 | D | 23 | Agrotron 160 | 01.1998 → 12.2003 | BF 6 M 1013 E | D | 39 |
| AgroPrima 4.56 | 01.1991 → 1995 | BF 4 L 913 | D | 23 | Agrotron 165 | 01.1999 → 11.2003 | BF 6 M 1013 E | D | 39 |
| AgroPrima 6.06 | 01.1991 → 1996 | F 6 L 912 D | D | 15 | Agrotron 175 | 01.1998 → | BF 6 M 1013 E | D | 39 |
| AgroPrima 6.16 | 01.1992 → 12.1996 | F 6 L 913 | D | 24 | Agrotron 200 | 01.1998 → | BF 6 M 1013 ECP | D | 40 |
| AGROSTAR | | | | | Agrotron 210 | 05.2003 → | BF 6 M 1013 FC | D | 40 |
| AgroStar DX 6.71 | 01.1995 → | BF 6 L 913 | D | 23 | Agrotron 215 | 05.2003 → | BF 6 M 1013 FC | D | 40 |
| AgroStar DX 6.81 | 01.1995 → | BF 6 L 913 | D | 23 | Agrotron 230 | 01.1998 → 07.2003 | BF 6 M 1013 FC | D | 40 |
| AgroStar 4.61 | 01.1989 → 12.1999 | BF 4 L 913 | D | 23 | Agrotron 235 | 05.2003 → | BF 6 M 1013 FC | D | 40 |
| AgroStar 4.68 | 01.1993 → 12.1999 | BF 4 L 913 | D | 23 | Agrotron 260 | 01.1998 → 07.2003 | BF 6 M 1013 FC | D | 40 |
| AgroStar 4.71 | 01.1989 → 12.1999 | BF 4 L 913 | D | 23 | Agrotron 710 | | TCD 2013 L06 2V | D | 39 |
| AgroStar 4.78 | 01.1993 → 12.1999 | BF 4 L 913 | D | 23 | Agrotron 710 | | TCD 2013 L06 4V | D | 41 |
| AgroStar 6.08 | 01.1993 → 1995 | F 6 L 913 | D | 24 | Agrotron 720 | 05.2003 → | BF 6 M 1013 FC | D | 40 |
| AgroStar 6.11 | 01.1989 → 12.1999 | F 6 L 912 D | D | 15 | Agrotron 1125 | 04.2000 → | BF 6 M 1013 E | D | 39 |
| AgroStar 6.11 | 01.1989 → 12.1999 | F 6 L 913 | D | 24 | Agrotron 1140 | 04.2000 → | BF 6 M 1013 E | D | 39 |
| AgroStar 6.21 | 09.1991 → 12.1999 | F 6 L 913 | D | 24 | Agrotron 1155 | 04.2000 → | BF 6 M 1013 E | D | 39 |
| AgroStar 6.28 | 09.1991 → 12.1999 | F 6 L 913 | D | 24 | AGROXTRA | | | | |
| Agrostar 6.31 | 01.1989 → 12.1999 | F 6 L 913 | D | 24 | AgroXtra DX 3.57 | 10.1991 → | F 3 L 913 | D | 24 |
| Agrostar 6.31 | 1990 → 1993 | BF 6 L 913 | D | 23 | AgroXtra DX 4.07 | 01.1991 → 09.1996 | F 4 L 912 D | D | 15 |
| AgroStar 6.38 | 01.1993 → 1995 | BF 6 L 913 | D | 23 | AgroXtra DX 4.17 | 03.1990 → 1996 | F 4 L 913 | D | 24 |
| AgroStar 6.38 | 01.1993 → 12.1999 | F 6 L 913 | D | 24 | AgroXtra DX 4.47 | 03.1993 → 1996 | BF 4 L 913 | D | 23 |
| AgroStar 6.61 | 01.1989 → 12.1999 | BF 6 L 913 | D | 23 | AgroXtra DX 4.57 | 03.1990 → 1996 | BF 4 L 913 | D | 23 |
| AgroStar 6.71 | 01.1992 → 1996 | TD 226-6 | D | 37 | AgroXtra DX 6.07 | 03.1990 → 1996 | F 6 L 912 D | D | 15 |
| AgroStar 6.71 | 01.1995 → 12.1999 | BF 6 L 913 | D | 23 | AgroXtra DX 6.17 | 10.1991 → | F 6 L 913 | D | 24 |
| AgroStar 6.81 | 01.1996 → 12.1999 | BF 6 L 913 | D | 23 | ECTRON | | | | |
| AgroStar 6.88 | 01.1993 → 12.1999 | BF 6 L 913 | D | 23 | Ectron 5530 | 06.1999 → | BF 6 L 913 | D | 23 |
| AgroStar 8.31 | 01.1993 → 1996 | BF 6 L 513 R | D | 46 | GABELSTAPLER / FORKLIFT | | | | |
| AgroStar 8.31 | 01.1993 → 12.1999 | BF 6 L 913 | D | 23 | Gabelstapler / Forklift | 01.1982 → 12.1996 | F 3 L 913 G | D | 26 |
| AGROSUN | | | | | Gabelstapler / Forklift | 1992 → | F 3 L 913 G | D | 28 |
| AgroSun 100 | 01.1997 → | BF 6 L 913 T | D | 23 | GIGANT | | | | |
| AgroSun 140 | 01.1997 → | BF 6 L 913 T | D | 23 | Gigant 400 | 01.1998 → | BF 6 M 1015 C | D | 49 |
| AGROTRON | | | | | INTRAC | | | | |
| Agrotron 4.70 | 09.1995 → | BF 4 M 1012 E | D | 5 | Intrac 2002 | 01.1973 → 12.1976 | F 3 L 912 D | D | 15 |
| Agrotron 4.80 | 06.1995 → 06.1997 | BF 4 M 1012 E | D | 5 | Intrac 2003 | 09.1974 → 1979 | F 4 L 912 D | D | 15 |
| Agrotron 4.85 | 09.1995 → | BF 4 M 1012 EC | D | 5 | Intrac 2004 | 05.1978 → 12.1988 | F 4 L 912 D | D | 15 |
| Agrotron 4.90 | 09.1995 → | BF 4 M 1012 EC | D | 5 | Intrac 2005 | 01.1973 → 1975 | F 5 L 912 D | D | 15 |
| Agrotron 4.95 | 09.1995 → | BF 4 M 1012 EC | D | 5 | Intrac 2005 | → 12.1975 | F 6 L 912 D | D | 15 |



| | | | | Pos | | | | | Pos |
|--------------------------|-------------------|---------------|---|-----|------------------|-------------------|---------------|---|-----|
| Intrac 2006 | 01.1973 → 1975 | F 6 L 913 | D | 24 | Series D 16006 | 01.1968 → 12.1981 | F 6 L 912 D | D | 15 |
| Intrac 6.05 | 01.1988 → | F 6 L 912 D | D | 15 | Series D 16006 | 05.1970 → 02.1978 | F 8 L 413 | D | 42 |
| Intrac 6.05 | 01.1988 → | F 6 L 913 | D | 24 | SERIES DX | | | | |
| Intrac 6.30 | 01.1988 → 12.1988 | F 6 L 913 | D | 24 | Series DX 110 | 05.1978 → 10.1985 | F 6 L 912 D | D | 15 |
| Intrac 6.30 | 01.1988 → | BF 6 L 913 | D | 23 | Series DX 120 | 07.1980 → 10.1985 | F 6 L 913 | D | 24 |
| Intrac 6.30 | 01.1989 → | BF 6 L 913 T | D | 23 | Series DX 140 | 05.1978 → 10.1985 | BF 6 L 913 | D | 23 |
| Intrac 6.60 | 01.1988 → 06.1994 | BF 6 L 913 | D | 23 | Series DX 145 | 07.1980 → 10.1985 | BF 6 L 913 | D | 23 |
| MAEHDRESCHER | | | | | | | | | |
| Maehdrescher Series 5670 | 06.1999 → | BF 6 L 913 | D | 23 | Series DX 160 | 05.1978 → 10.1985 | BF 6 L 913 | D | 23 |
| Maehdrescher Series 5680 | 06.1999 → | BF 6 M 1013 C | D | 38 | Series DX 230 | 05.1978 → 01.1986 | BF 6 L 913 | D | 23 |
| Maehdrescher Series 5690 | 06.1999 → | BF 6 M 1013 C | D | 38 | Series DX 230 | 01.1979 → 12.1981 | BF 6 L 413 FR | D | 45 |
| MAGIRUS SIRIUS | | | | | | | | | |
| Sirius 90 | 01.1958 → 1968 | F 6 L 712 | D | 10 | Series DX 230 | 01.1980 → 10.1985 | BF 6 L 513 C | D | 45 |
| SERIES D | | | | | | | | | |
| Series D 12006 | 05.1972 → | BF 6 L 912 | D | 16 | Series DX 230 | 06.1980 → 10.1985 | BF 6 L 413 F | D | 45 |
| Series D 4206 | 01.1973 → | F 3 L 912 D | D | 15 | Series DX 250 | 01.1982 → 10.1985 | BF 6 L 413 FR | D | 45 |
| Series D 13 | 01.1958 → 1968 | F 1 L 712 | D | 10 | Series DX 3.10 | 06.1986 → | F 3 L 912 D | D | 15 |
| Series D 14 | 01.1958 → 1968 | F 1 L 712 | D | 10 | Series DX 3.30 | 06.1986 → | F 3 L 912 D | D | 15 |
| Series D 15 | 01.1958 → 1968 | F 1 L 712 | D | 10 | Series DX 3.50 | 06.1986 → | F 3 L 912 D | D | 15 |
| Series D 25 | 01.1959 → 1968 | F 2 L 712 | D | 10 | Series DX 3.50 | 06.1986 → | F 3 L 913 | D | 24 |
| Series D 30 | 01.1959 → 1968 | F 2 L 712 | D | 10 | Series DX 36 | 07.1978 → 10.1985 | F 2 L 912 D | D | 15 |
| Series D 40 | 01.1958 → 1968 | F 3 L 712 | D | 10 | Series DX 3.60 | 06.1986 → | F 4 L 912 D | D | 15 |
| Series D 50 | 01.1958 → 1968 | F 4 L 712 | D | 10 | Series DX 3.65 | 05.1986 → | F 4 L 912 D | D | 15 |
| Series D 2506 | 01.1968 → 08.1974 | F 2 L 912 D | D | 15 | Series DX 3.70 | 06.1986 → | F 4 L 912 D | D | 15 |
| Series D 2807 | 01.1978 → 12.1986 | F 2 L 912 D | D | 15 | Series DX 3.80 | 04.1986 → | F 4 L 912 D | D | 15 |
| Series D 3006 | 01.1968 → 12.1978 | F 2 L 912 D | D | 15 | Series DX 3.80 | 06.1986 → | F 3 L 912 D | D | 15 |
| Series D 3607 | 01.1978 → 12.1986 | F 2 L 912 D | D | 15 | Series DX 3.80 | 06.1986 → | F 4 L 913 | D | 24 |
| Series D 4006 | 01.1968 → 10.1984 | F 3 L 912 D | D | 15 | Series DX 3.90 | 04.1986 → | F 4 L 912 D | D | 15 |
| Series D 4007 | 01.1968 → 10.1984 | F 3 L 912 D | D | 15 | Series DX 3.90 | 06.1986 → | F 3 L 912 D | D | 15 |
| Series D 4505 | → 12.1970 | F 3 L 912 D | D | 15 | Series DX 3.90 | 06.1986 → | F 4 L 913 | D | 24 |
| Series D 4506 | 01.1968 → 10.1984 | F 3 L 912 D | D | 15 | Series DX 3.90 | 06.1986 → | F 4 L 913 | D | 24 |
| Series D 4507 | 07.1980 → 07.1981 | F 3 L 912 D | D | 15 | Series DX 4.10 | 06.1986 → | F 4 L 912 D | D | 15 |
| Series D 4807 | 07.1980 → 07.1981 | F 3 L 912 D | D | 15 | Series DX 4.17 | 04.1986 → | F 4 L 912 D | D | 15 |
| Series D 5006 | 01.1968 → 08.1974 | F 3 L 912 D | D | 15 | Series DX 4.30 | 06.1986 → | BF 4 L 913 | D | 23 |
| Series D 5206 | 09.1974 → 06.1980 | F 3 L 912 D | D | 15 | Series DX 4.30 | 06.1986 → | F 3 L 912 D | D | 15 |
| Series D 5207 | 07.1980 → 07.1981 | F 3 L 912 D | D | 15 | Series DX 4.30 | 06.1986 → | F 4 L 913 | D | 24 |
| Series D 5506 | 06.1968 → 11.1981 | F 3 L 912 D | D | 15 | Series DX 4.31 | 01.1991 → | F 3 L 912 D | D | 15 |
| Series D 5506 | 06.1969 → 08.1974 | F 4 L 912 D | D | 15 | Series DX 4.31 | 01.1991 → | F 4 L 913 | D | 24 |
| Series D 6006 | 01.1968 → 08.1974 | F 4 L 912 D | D | 15 | Series DX 4.50 | 01.1983 → 1989 | F 4 L 913 | D | 24 |
| Series D 6006 | 01.1968 → 11.1981 | F 3 L 912 D | D | 15 | Series DX 4.50 | 05.1986 → 06.1996 | BF 4 L 913 | D | 23 |
| Series D 6007 | 01.1978 → 12.1986 | F 3 L 912 D | D | 15 | Series DX 4.50 | 06.1986 → 06.1996 | BF 4 L 913 T | D | 25 |
| Series D 6007 | 07.1982 → 10.1984 | F 3 L 913 | D | 24 | Series DX 4.50 | 06.1986 → 06.1996 | BF 6 L 913 T | D | 23 |
| Series D 6206 | 01.1968 → 11.1981 | F 3 L 912 D | D | 15 | Series DX 4.51 | 06.1986 → 06.1996 | BF 4 L 913 T | D | 25 |
| Series D 6206 | 09.1974 → 06.1980 | F 4 L 912 D | D | 15 | Series DX 4.51 | 01.1990 → 06.1996 | BF 6 L 913 | D | 23 |
| Series D 6207 | 01.1978 → 12.1986 | F 3 L 912 D | D | 15 | Series DX 4.57 | 04.1986 → | BF 4 L 913 | D | 23 |
| Series D 6207 | 01.1978 → 12.1986 | F 3 L 912 D | D | 15 | Series DX 4.70 | 01.1982 → | BF 4 L 913 | D | 23 |
| Series D 6207 | 07.1980 → 07.1982 | F 4 L 912 D | D | 15 | Series DX 4.70 | 1983 → 1989 | F 4 L 913 | D | 24 |
| Series D 6507 | 07.1982 → 10.1984 | F 4 L 912 D | D | 15 | Series DX 4.70 | 05.1986 → | BF 4 L 913 T | D | 25 |
| Series D 6806 | 09.1974 → 06.1980 | F 4 L 912 D | D | 15 | Series DX 4.70 | 01.1992 → | BF 6 L 913 T | D | 23 |
| Series D 6807 | 07.1980 → | F 4 L 912 D | D | 15 | Series DX 4.70 | 05.1978 → 10.1985 | F 3 L 912 D | D | 15 |
| Series D 6807 | 06.1982 → 01.1985 | F 4 L 913 | D | 24 | Series DX 55 | 05.1978 → 12.1987 | F 3 L 912 D | D | 15 |
| Series D 6907 | 01.1978 → 12.1986 | F 4 L 912 D | D | 15 | Series DX 6007 | 03.1982 → 10.1985 | F 3 L 913 | D | 24 |
| Series D 6907 | 06.1982 → 01.1985 | F 4 L 913 | D | 24 | Series DX 6.05 | 06.1986 → | F 6 L 912 D | D | 15 |
| Series D 7006 | 05.1970 → 08.1974 | F 4 L 912 D | D | 15 | Series DX 6.06 | 05.1986 → | F 6 L 912 D | D | 15 |
| Series D 7007 | 06.1986 → | F 4 L 912 D | D | 15 | Series DX 6.10 | 06.1986 → | F 6 L 912 D | D | 15 |
| Series D 7206 | 09.1974 → 06.1980 | F 4 L 912 D | D | 15 | Series DX 6.30 | 06.1986 → | F 6 L 913 | D | 24 |
| Series D 7207 | 07.1980 → | F 4 L 912 D | D | 15 | Series DX 6.31 | 01.1990 → | BF 6 L 913 T | D | 23 |
| Series D 7506 | 01.1973 → | F 6 L 912 D | D | 15 | Series DX 6.50 | 06.1986 → | BF 6 L 913 | D | 23 |
| Series D 7807 | 01.1978 → 12.1986 | F 4 L 912 D | D | 15 | Series DX 6.60 | 10.1988 → | BF 6 L 913 | D | 23 |
| Series D 7807 | 07.1980 → 10.1984 | F 4 L 913 | D | 24 | Series DX 7.10 | 06.1986 → | BF 6 L 913 | D | 23 |
| Series D 8006 | 01.1968 → 12.1981 | F 5 L 912 D | D | 15 | Series DX 80 | 07.1982 → 10.1985 | F 3 L 913 | D | 24 |
| Series D 8006 | 05.1970 → 02.1978 | F 6 L 912 D | D | 15 | Series DX 80 | 07.1982 → 10.1985 | F 4 L 913 | D | 24 |
| Series D 9006 | 05.1970 → 02.1978 | F 6 L 912 D | D | 15 | Series DX 8.30 | 01.1975 → 08.1983 | BF 6 L 513 C | D | 45 |
| Series D 9009 | 05.1970 → 02.1978 | F 6 L 912 D | D | 15 | Series DX 85 | 05.1978 → 10.1985 | F 5 L 912 D | D | 15 |
| Series D 10006 | 05.1970 → 02.1978 | F 6 L 912 D | D | 15 | Series DX 86 | 01.1982 → 10.1985 | BF 4 L 913 | D | 23 |
| Series D 13006 | 01.1968 → 12.1981 | F 6 L 912 D | D | 15 | Series DX 86 | 01.1982 → 10.1985 | BF 4 L 913 T | D | 25 |
| Series D 13006 | 05.1972 → 02.1978 | BF 6 L 912 | D | 16 | Series DX 90 | 05.1978 → 10.1985 | F 5 L 912 D | D | 15 |
| SERIES M | | | | | | | | | |
| | | | | | Series M 66 | 01.1969 → 08.1974 | F 4 L 912 D | D | 15 |
| | | | | | Series M 80 | 06.1969 → 08.1975 | F 4 L 912 D | D | 15 |

|  | |  | | Pos |  | |  | | Pos |
|---|-------------------|---|---|-----|--|-------------------|---|---|-----|
| Series M 88 | 01.1969 → 08.1974 | F 4 L 912 D | D | 15 | Series M 2480 | 01.1979 → 12.1987 | F 6 L 912 D | D | 15 |
| Series M 88 | → 08.1974 | F 3 L 912 D | D | 15 | Series M 2580 | 09.1974 → 12.1987 | F 6 L 913 | D | 24 |
| Series M 90 | 09.1975 → 12.1982 | F 4 L 913 | D | 24 | Series M 2580 | → 12.1987 | F 6 L 912 D | D | 15 |
| Series M 110 | 01.1968 → 09.1976 | F 6 L 912 D | D | 15 | Series M 2680 | 09.1974 → 12.1987 | F 6 L 913 | D | 24 |
| Series M 110 | 07.1973 → 1977 | F 4 L 413 R | D | 43 | Series M 2680 | → 12.1987 | F 6 L 912 D | D | 15 |
| Series M 168 | 01.1975 → 10.1982 | BF 6 L 913 | D | 23 | Series M 3330 | 01.1992 → | F 3 L 912 D | D | 15 |
| Series M 120 | 10.1969 → 09.1979 | F 6 L 912 D | D | 15 | Series M 3360 | 03.1987 → | F 4 L 912 D | D | 15 |
| Series M 130 | 07.1973 → 1977 | F 4 L 413 R | D | 43 | Series M 3360 | 03.1987 → | F 5 L 912 D | D | 15 |
| Series M 130 | 09.1973 → 12.1974 | F 6 L 913 | D | 24 | Series M 3370 | | F 4 L 912 D | D | 15 |
| Series M 160 | 09.1973 → 12.1982 | BF 6 L 913 | D | 23 | Series M 3580 | | BF 6 L 913 | D | 23 |
| Series M 170 | 12.1968 → 10.1982 | F 6 L 413 | D | 42 | Series M 3610 | 03.1987 → | BF 6 L 913 | D | 23 |
| Series M 170 | 07.1973 → 06.1978 | F 8 L 413 | D | 42 | Series M 3610 | 03.1987 → | BF 6 L 913 C | D | 23 |
| Series M 192 | 01.1979 → 12.1982 | F 6 L 413 F | D | 44 | Series M 3630 | 03.1987 → | BF 6 L 913 C | D | 23 |
| Series M 200 | 12.1968 → 06.1979 | F 8 L 413 | D | 42 | Series M 4030 | | F 6 L 912 D | D | 15 |
| Series M 230 | 10.1969 → 04.1980 | F 8 L 413 | D | 42 | Series M 4035 | | BF 6 L 913 T | D | 23 |
| Series M 230 | 10.1977 → 04.1980 | F 6 L 413 F | D | 44 | Series M 4040 | | BF 6 L 913 | D | 23 |
| Series M 230 | 10.1977 → 04.1980 | F 8 L 413 F | D | 44 | Series M 4045 | | BF 6 L 913 | D | 23 |
| Series M 2000 | 08.1979 → 12.1981 | F 8 L 413 | D | 42 | SERIES SF | | | | |
| Series M 2000 | 08.1979 → 12.1981 | F 8 L 413 F | D | 44 | Serie SF 3008 | 10.1977 → 12.1982 | F 8 L 413 F | D | 44 |
| Series M 232 | 10.1969 → 10.1982 | F 8 L 413 | D | 42 | Series SF 4010 | | F 10 L 413 F | D | 44 |
| Series M 256 | 03.1977 → 07.1983 | F 8 L 413 F | D | 44 | TOPLINER | | | | |
| Series M 256 | 05.1978 → 07.1983 | F 6 L 413 F | D | 44 | TopLiner 4060 | | BF 6 L 913 | D | 23 |
| Series M 260 | 10.1977 → 10.1982 | F 8 L 413 F | D | 44 | TopLiner 4065 | 01.2001 → | BF 6 L 913 C | D | 23 |
| Series M 270 | 01.1971 → 1980 | F 8 L 413 L | D | 43 | TopLiner 4068 | 01.2001 → | BF 6 L 913 C | D | 23 |
| Series M 270 | 01.1971 → 1980 | F 10 L 413 L | D | 43 | TopLiner 4075 | 01.2001 → | BF 6 L 913 C | D | 23 |
| Series M 270 | 01.1971 → 1980 | F 12 L 413 L | D | 43 | TopLiner 8 XL | 01.1998 → | BF 6 M 1015 C | D | 49 |
| Series M 270 | 02.1973 → 06.1978 | F 10 L 413 | D | 42 | | | | | |
| Series M 310 | 09.1970 → 10.1982 | F 10 L 413 | D | 42 | | | | | |
| Series M 310 | 1971 → 1980 | F 8 L 413 L | D | 43 | | | | | |
| Series M 310 | 1971 → 1980 | F 10 L 413 L | D | 43 | | | | | |
| Series M 310 | 1971 → 1980 | F 12 L 413 L | D | 43 | | | | | |
| Series M 320 | 05.1978 → 08.1983 | F 10 L 413 F | D | 44 | | | | | |
| Series M 320 | 1982 → 08.1983 | BF 10 L 413 F | D | 45 | | | | | |
| Series M 340 | 01.1971 → 1980 | F 8 L 413 L | D | 43 | | | | | |
| Series M 340 | 01.1971 → 1980 | F 10 L 413 L | D | 43 | | | | | |
| Series M 340 | 01.1971 → 1980 | F 12 L 413 L | D | 43 | | | | | |
| Series M 340 | 09.1972 → 12.1974 | F 12 L 413 | D | 42 | | | | | |
| Series M 600 | 09.1974 → 12.1987 | F 3 L 912 D | D | 15 | | | | | |
| Series M 660 | 09.1974 → 12.1987 | F 3 L 912 D | D | 15 | | | | | |
| Series M 750 | 09.1974 → 12.1987 | F 4 L 912 D | D | 15 | | | | | |
| Series M 750 | → 12.1987 | F 3 L 912 D | D | 15 | | | | | |
| Series M 770 | 09.1974 → 12.1987 | F 4 L 912 D | D | 15 | | | | | |
| Series M 770 | → 12.1987 | F 3 L 912 D | D | 15 | | | | | |
| Series M 900 | 09.1974 → 12.1987 | F 4 L 912 D | D | 15 | | | | | |
| Series M 922 | 09.1974 → 12.1987 | F 4 L 912 D | D | 15 | | | | | |
| Series M 980 | 09.1974 → 12.1987 | F 4 L 912 D | D | 15 | | | | | |
| Series M 980 | 01.1981 → | F 5 L 912 D | D | 15 | | | | | |
| Series M 1000 | 01.1968 → 12.1980 | F 6 L 912 D | D | 15 | | | | | |
| Series M 1000 | → 12.1980 | F 4 L 912 D | D | 15 | | | | | |
| Series M 1002 | 05.1976 → 12.1981 | F 5 L 912 D | D | 15 | | | | | |
| Series M 1080 | 01.1981 → | F 5 L 912 D | D | 15 | | | | | |
| Series M 1102 | 01.1968 → 12.1980 | F 6 L 912 D | D | 15 | | | | | |
| Series M 1200 | 01.1968 → 12.1980 | F 6 L 912 D | D | 15 | | | | | |
| Series M 1250 | | F 6 L 912 D | D | 15 | | | | | |
| Series M 1202 | 01.1968 → | F 6 L 912 D | D | 15 | | | | | |
| Series M 1202 | 01.1980 → | F 5 L 912 D | D | 15 | | | | | |
| Series M 1320 | 09.1974 → 12.1987 | F 6 L 913 | D | 24 | | | | | |
| Series M 1320 | → 12.1987 | BF 6 L 913 | D | 23 | | | | | |
| Series M 1300 | 01.1974 → 04.1976 | BF 6 L 913 | D | 23 | | | | | |
| Series M 1300 | 09.1974 → 12.1987 | F 6 L 913 | D | 24 | | | | | |
| Series M 1300 | → 12.1987 | F 6 L 912 D | D | 15 | | | | | |
| Series M 1302 | 05.1976 → 12.1979 | BF 6 L 913 | D | 23 | | | | | |
| Series M 1302 | → 12.1979 | F 6 L 913 | D | 24 | | | | | |
| Series M 1322 | 01.1980 → 12.1987 | BF 6 L 913 | D | 23 | | | | | |
| Series M 1620 | 01.1980 → 12.1987 | F 8 L 413 F | D | 44 | | | | | |
| Series M 2685 | 01.1980 → 12.1987 | BF 6 L 913 | D | 23 | | | | | |
| Series M 2780 | 01.1981 → 12.1987 | BF 6 L 913 | D | 23 | | | | | |
| Series M 2385 | 01.1982 → | F 5 L 912 D | D | 15 | | | | | |
| Series M 2385 | 01.1982 → | F 6 L 912 D | D | 15 | | | | | |



| 1 | | 91 | | Type | | Ø ₁ L | | B C | | g | | g | |
|-----------------------------|-----------|----|-----|------|----------------------|------------------|----------|------------|------|---|--|---|-----------|
| BF 3 L 1011 FL | | D | (A) | 3 | 3236 cm ³ | 2V | | | | | | | 112,00 mm |
| BF 3 M 1011 Euro 1 | 12.1994 → | D | (A) | 3 | 2185 cm ³ | 2V | 46 kW | (62 PS) | 17:1 | | | | 112,00 mm |
| BF 3 M 1011 F | 12.1999 → | D | (A) | 3 | 2185 cm ³ | 2V | 51 kW | (68 PS) | 17:1 | | | | 112,00 mm |
| BF 4 M 1011 F Euro 1 | 10.1988 → | D | (A) | 4 | 2912 cm ³ | 2V | 41-61 kW | (56-83 PS) | 17:1 | | | | 112,00 mm |

| | | | | | | | | | | | | |
|--|-----|---|------------|----------|-----------------------------|-------------|--|--|--|--|--------------|-------------------|
| | 3/4 | KH 51,6 MT -18,8 MØ 45 GL 81,6 | RTK KKK | 30 68 | 1 T15 3 1 M 2 1 DSF 3 | MO G6 CR | | | | | 91,00 | 40 101 600 |
| | | | | | | | | | | | 91,50 | 40 101 610 |

| 2 | | 91 | | Type | | Ø ₁ L | | B C | | g | | g | |
|-------------------|-----------|----|--|------|----------------------|------------------|----------|------------|--------|---|--|---|-----------|
| F 2 L 1011 | 06.1989 → | D | | 2 | 1366 cm ³ | 2V | 18-22 kW | (25-30 PS) | 18,5:1 | | | | 105,00 mm |
| F 3 L 1011 | 06.1989 → | D | | 3 | 2049 cm ³ | 2V | 27-33 kW | (37-45 PS) | 18,5:1 | | | | 105,00 mm |
| F 4 L 1011 | 10.1988 → | D | | 4 | 2732 cm ³ | 2V | 36-44 kW | (49-60 PS) | 18,5:1 | | | | 105,00 mm |

| | | | | | | | | | | | | |
|--|--------|--|------|----------|---------------------------|-------|--|--|--|--|-------------------|-------------------|
| | 2/3/4 | KH 55,17 MT -19,81 MØ 40 GL 86,27 | | 26 65 | 1 R 2 1 M 2 1 DSF 3 | CR G6 | | | | | 91,00 | 91 260 600 |
| | | | | | | | | | | | 91,25 | 91 260 610 |
| | | | | | | | | | | | 91,50 | 91 260 620 |
| | T Cyl. | A=94,015 | C=99 | L=180,5 | H=4,56 | | | | | | 89 423 110 | 91 260 960 |

[1] Zylinderkopfdichtung
cylinder head gasket
joint de culasse
junta de culata
Прокладка головки блока цилиндров

Kolbenüberstand:
piston protrusion:
dépassement du piston:
resalto del pistón:
выступающая часть поршня:

Kerben
notches
repères
muescas
Надрезы

größer als
more than
supérieur à
superior a
больше, чем

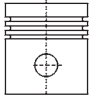
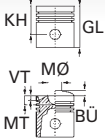

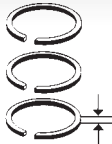
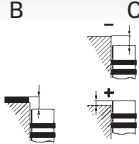
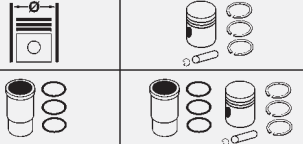
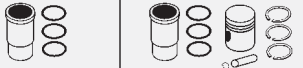

kleiner als
less than
inférieur à
inferior a
меньше, чем

1 +0,590 +0,69
2 +0,691 +0,76
3 +0,761 +0,83



| 3 | | 91 | | Type | | Ø ₁ L | | B C | | g | | g | |
|-----------------------------|-------------------|----|-----|------|----------------------|------------------|----------|------------|------|---|--|---|-----------|
| BF 4 L 1011 | 06.1989 → 12.1994 | D | (A) | 4 | 2732 cm ³ | 2V | 50-56 kW | (68-76 PS) | 17:1 | | | | 105,00 mm |
| BF 4 L 1011 F Euro 1 | 01.1994 → | D | (A) | 4 | 2732 cm ³ | 2V | 48-56 kW | (65-76 PS) | 17:1 | | | | 105,00 mm |
| BF 4 L 1011 FT | 01.1994 → | D | (A) | 4 | 2732 cm ³ | 2V | 46-53 kW | (63-72 PS) | 17:1 | | | | 105,00 mm |

| | | | | | | | | | | | | |
|--|---|--|-----|----------|-----------------------------|-------------|--|--|--|--|--------------|-------------------|
| | 4 | KH 55,17 MT -18,2 MØ 45 GL 85,6 | RTK | 30 68 | 1 T15 3 1 M 2 1 DSF 3 | MO G6 CR | | | | | 91,00 | 99 516 600 |
| | | | | | | | | | | | 91,25 | 99 516 610 |
| | | | | | | | | | | | 91,50 | 99 516 620 |
| | | | | | | | | | | | | [1] (94 918) |


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|---|---|---|--|--|---|---|-------------|---|-------------------|-------------------|-------------------|--------|
|  |  |  |  |  |  |  | Type |  | L=180,5 H=4,56 | 89 423 110 | 99 516 960 | |
| | | | | | | | | | | | | T Cyl. |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | | | | | | | | |
| Kerben notches repères muescas Надрезы | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | | | | | | | |
| 1 2 3 | +0,590 +0,691 +0,761 | +0,69 +0,76 +0,83 | | | | | | | | | | |

4  **91**

| | | | | | | | | | |
|---|------------------|--|-------------------|---------------------------|-------------|------------------------------|--|--------|-----------|
| F 2 M 1011 F Euro 1 | 1997 → | D | 2 | 1366 cm ³ | 2V | 21-23 kW | (29-31 PS) | 18,5:1 | 112,00 mm |
| F 3 M 1011 F Euro 1 | 1994 → | D | 3 | 2185 cm ³ | 2V | 32-36 kW | (44-49 PS) | 18,5:1 | 112,00 mm |
| F 4 M 1011 F Euro 1 | 1994 → | D | 4 | 2914 cm ³ | 2V | 44-48 kW | (60-65 PS) | 18,5:1 | 112,00 mm |
|  | 2/3/4 091 052 | KH 51,7 MT -19 MØ 42 GL 81,65 | 26 65 | 1 R 2 1 M 2 1 DSF 3 | CR G6 CR | 91,00 91,50 | 40 073 600 40 073 620 | | |
|  | T Cyl. | A=94,015 C=99 | L=180,5 H=4,56 | | | 89 423 110 | 40 073 960 | | |

5  **94**

| | | | | | | | | | |
|---|----------------|---|-----------------|-----------------------------|-------------------|------------------------------|--|--------|-----------|
| BF 4 M 1012 Euro 1 | 09.1992 → | D (LA) | 4 | 3192 cm ³ | 2V | 47-65 kW | (64-88 PS) | 17,5:1 | 115,00 mm |
| BF 4 M 1012 C Euro 1 | 01.1990 → | D (LA) | 4 | 3192 cm ³ | 2V | 70-82 kW | (95-112 PS) | 17,5:1 | 115,00 mm |
| BF 4 M 1012 E Euro 2 | 06.1995 → | D (A) | 4 | 3192 cm ³ | 2V | 48-73 kW | (65-99 PS) | 17,5:1 | 115,00 mm |
| BF 4 M 1012 EC Euro 2 | 09.1995 → | D (LA) | 4 | 3192 cm ³ | 2V | 60-73 kW | (82-99 PS) | 17,5:1 | 115,00 mm |
| BF 6 M 1012 Euro 1 | 03.1997 → | D (A) | 6 | 4788 cm ³ | 2V | 83-98 kW | (113-133 PS) | 17,5:1 | 115,00 mm |
| BF 6 M 1012 C Euro 1 | 09.1992 → | D (LA) | 6 | 4788 cm ³ | 2V | 88-140 kW | (120-190 PS) | 17,5:1 | 115,00 mm |
| BF 6 M 1012 E Euro 2 | 09.1995 → | D (A) | 6 | 4788 cm ³ | 2V | 72-100 kW | (98-136 PS) | 17,5:1 | 115,00 mm |
| BF 6 M 1012 EC Euro 2 | 1999 → | D (LA) | 6 | 4788 cm ³ | 2V | 85-125 kW | (115-170 PS) | | 115,00 mm |
|  | 4/6 094 051 | KH 61,2 MT -18,4 MØ 49,5 GL 98 | RTK 34 78 | 1 T15 3 1 M 2 1 DSF 3 | CR G6 G3 CR | 94,00 94,50 | 94 900 600 [1] 94 900 610 [1] (91 269) | | |

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| | T Cyl. | A=98,5 | C=102,5 | L=196 | H=5 | | | 89 447 110 | 94 900 960 |
|--|--|---|---|--|-----------------------------|-------------------|-------|--|--|
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндров | | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | | | | |
| | Loch hole trou agujero Отверстие | | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | | |
| | 1 | | +0,43 | +0,64 | | | | | |
| | 2 | | +0,65 | +0,74 | | | | | |
| | 3 | | +0,75 | +0,85 | | | | | |
| 6 | | 94 | | | | | | | |
| BF 3 L 2011 | 04.2001 → | D | (A) | 3 | 2330 cm ³ | 2V | 45 kW | (61 PS) | 112,00 mm |
| BF 4 L 2011 | 04.2001 → | D | (A) | 4 | 3110 cm ³ | 2V | 58 kW | (79 PS) | 112,00 mm |
| | 3/4 | KH 51,65 MT -17,5 MØ 52 GL 81,65 | RTK | 30 68 | 1 T15 3 1 M 2 1 DSF 3 | MO G6 G3 CR | | 94,00 94,25 94,50 | 40 710 600 40 710 610 40 710 620 |
| | 094 082 | | | | | | | | |
| 7 | | 94 | | | | | | | |
| BF 3 M 2011 | 04.2001 → | D | (A) | 3 | 2330 cm ³ | 2V | 49 kW | (63 PS) | 112,00 mm |
| BF 4 M 2011 | 04.2001 → | D | (A) | 4 | 3110 cm ³ | 2V | 65 kW | (84 PS) | 17,5:1 112,00 mm |
| BF 4 M 2011 C | | D | (A) | 4 | 3110 cm ³ | 2V | 59 kW | (80 PS) | 17,5:1 112,00 mm |
| | 3/4 | KH 51,65 MT -17,7 MØ 52 GL 81,65 | RTK KKK | 30 68 | 1 T15 3 1 M 2 1 DSF 3 | MO G6 G3 CR | | 94,00 94,25 94,50 | 40 743 600 NEW 40 743 610 NEW 40 743 620 NEW |
| | 094 083 | | | | | | | | |
| 8 | | 94 | | | | | | | |
| F 2 L 2011 | 04.2001 → | D | | 2 | 1550 cm ³ | 2V | 23 kW | (31 PS) | 112,00 mm |
| F 2 M 2011 | 04.2001 → | D | | 2 | 1550 cm ³ | 2V | 26 kW | (32 PS) | 18,5:1 112,00 mm |
| F 3 L 2011 | 04.2001 → | D | | 3 | 2330 cm ³ | 2V | 36 kW | (49 PS) | 112,00 mm |
| F 3 M 2011 | 04.2001 → | D | | 3 | 2330 cm ³ | 2V | 37 kW | (47 PS) | 18,5:1 112,00 mm |
| F 4 L 2011 | 04.2001 → | D | | 4 | 3110 cm ³ | 2V | 48 kW | (65 PS) | 112,00 mm |
| F 4 M 2011 | 04.2001 → | D | | 4 | 3109 cm ³ | 2V | 49 kW | (63 PS) | 18,5:1 112,00 mm |
| | 2/3/4 | KH 51,67 MT -19 MØ 46 GL 81,67 | | 26 65 | 1 R 2 1 M 2 1 DSF 3 | CK G6 G3 CR | | 94,00 94,50 | 40 773 600 NEW 40 773 610 NEW |
| | 094 084 | | | | | | | | |
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|--|-------|---|----------|---------------------------|-------------------|--|------------------------------|--|
| | | Type | | | | | | |
| | 2/3/4 | KH 51,67 MT -19,6 MØ 43 GL 81,67 | 26 65 | 1 R 2 1 M 2 1 DSF 3 | CK G6 G3 CR | | 94,00 94,50 | 40 774 600 NEW 40 774 610 NEW |

D

| | | | | | | | | |
|---------------------------|---|-----------|----------------------|----|-------|---------|------|-----------|
| 9 | | 94 | | | | | | |
| D 2011 L2 Euro 3 | D | 2 | 1555 cm ³ | 2V | 24 kW | (33 PS) | 19:1 | 112,00 mm |
| D 2011 L3 Euro 3 | D | 3 | 2330 cm ³ | 2V | 37 kW | (50 PS) | 19:1 | 112,00 mm |
| D 2011 L3 I Euro 3 | D | 3 | 2330 cm ³ | 2V | 36 kW | (49 PS) | 19:1 | 112,00 mm |

| | | | | | | | | | |
|--|-----|---|-----|----------|-----------------------------|-------------------|--|--|---|
| | 2/3 | KH 51,65 MT -17,7 MØ 52 GL 81,65 | RTK | 30 68 | 1 T15 3 1 M 2 1 DSF 3 | MO G6 G3 CR | | 94,00 94,25 94,50 | 40 372 600 40 372 610 40 372 620 |
|--|-----|---|-----|----------|-----------------------------|-------------------|--|--|---|

| | | | | | | | | | |
|------------------|----------------|-----------|---|----------------------|----|----------|------------|------|-----------|
| 10 | | 95 | | | | | | | |
| F 1 L 712 | 01.1958 → 1968 | D | 1 | 850 cm ³ | 2V | 9 kW | (13 PS) | 20:1 | 120,00 mm |
| F 2 L 712 | 01.1959 → 1968 | D | 2 | 1700 cm ³ | 2V | 15-21 kW | (20-28 PS) | 20:1 | 120,00 mm |
| F 3 L 712 | 01.1958 → 1968 | D | 3 | 2552 cm ³ | 2V | 26-28 kW | (35-38 PS) | 20:1 | 120,00 mm |
| F 4 L 712 | 01.1958 → 1968 | D | 4 | 3400 cm ³ | 2V | 34-38 kW | (46-52 PS) | 20:1 | 120,00 mm |
| F 6 L 712 | 01.1958 → 1968 | D | 6 | 5104 cm ³ | 2V | 66 kW | (90 PS) | 20:1 | 120,00 mm |

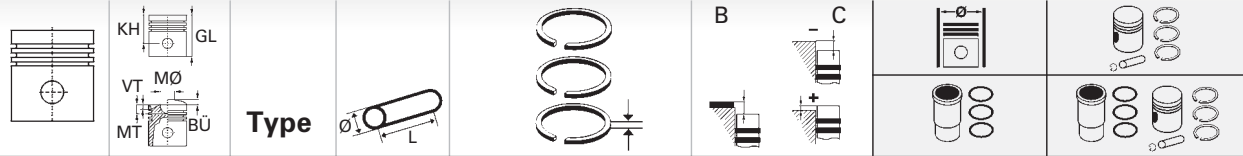
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|--|--------|-------|-------|---------|---------|-------------|-------------------|--|
| | R Cyl. | A=105 | C=115 | L=217,6 | H=132,6 | 1 SC 86 x 2 | 88 860 110 | |
|--|--------|-------|-------|---------|---------|-------------|-------------------|--|

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|-----------------------------|-----------|-----------|---|----------------------|----|-----------|--------------|-----------|
| 11 | | 98 | | | | | | |
| BF 4 M 2013 C Euro 3 | 01.2000 → | D (LA) | 4 | 3800 cm ³ | 4V | 125 kW | (170 PS) | 126,00 mm |
| BF 6 M 2013 Euro 3 | 11.1998 → | D (LA) | 6 | 5703 cm ³ | 4V | 92-118 kW | (125-160 PS) | 126,00 mm |
| BF 6 M 2013 C Euro 3 | 11.1999 → | D (LA) | 6 | 5703 cm ³ | 4V | 190 kW | (258 PS) | 126,00 mm |

| | | | | | | | | | |
|--|--------|--|------------|----------|--------------------------------|----------------------|------------------------------|------------------------------|-------------------|
| | 4/6 | KH 50,55 VT1 -0,80 MT -18,07 MØ 59,83 GL 90,55 | RTK TPL | 38 76 | 1 T15 3 1 M 2,03 1 DSF 3 | CK G6 G3 NT ST | | 98,00 | 99 662 600 |
| | T Cyl. | A=101 | C=105 | L=193 | H=4,5 | | 89 830 110 NEW | 99 662 960 NEW | |

| | | | | | | | | | |
|------------------------|--------|-----------|---|----------------------|----|--------|----------|------|-----------|
| 12 | | 98 | | | | | | | |
| TCD 2012 Euro 3 | 2005 → | D (LA) | 6 | 5700 cm ³ | 2V | 147 kW | (200 PS) | 18:1 | 126,00 mm |

| | | | | | | | | | |
|--|---|--|-----|----------|--------------------------------|----------------------|--|--------------|-------------------|
| | 6 | KH 55,15 MT -17,31 MØ 61,5 GL 90,65 | RTK | 40 80 | 1 T15 3 1 M 2,03 1 DSF 3 | CK G6 G3 NT ST | | 98,00 | 40 440 600 |
|--|---|--|-----|----------|--------------------------------|----------------------|--|--------------|-------------------|

**13****98****BF 6 M 2012 C**
Euro 2D (A) 6 5700 cm³ 2V 80-155 kW (109-209 PS) 18,4:1 126,00 mm

| | | | | | | | | | |
|--|--------|--|------------|----------|--------------------------------|----------------------|--|--------------------------------------|--------------------------------------|
| | 6 | KH 50,65 MT -17,5 MØ 61,06 GL 90,65 | RTK TPL | 38 76 | 1 T15 3 1 M 2,03 1 DSF 3 | CK G6 G3 NT ST | | 98,00 | 99 801 600 |
| | T Cyl. | A=101 | C=105 | L=193 | H=4,5 | | | 89 830 110 <small>NEW</small> | 99 801 960 <small>NEW</small> |

14**100**

| | | | | | | | | | |
|--------------------|-------------------|---|---|----------------------|----|----------|-------------|------|-----------|
| F 2 L 912 W | 1972 → 1980 | D | 2 | 1884 cm ³ | 2V | 19-25 kW | (26-34 PS) | 19:1 | 120,00 mm |
| F 3 L 912 W | 1972 → 1997 | D | 3 | 2826 cm ³ | 2V | 25-37 kW | (34-50 PS) | 19:1 | 120,00 mm |
| F 4 L 912 W | 11.1967 → 12.1975 | D | 4 | 3770 cm ³ | 2V | 38-49 kW | (52-67 PS) | 19:1 | 120,00 mm |
| F 5 L 912 W | 1972 → 1997 | D | 5 | 4712 cm ³ | 2V | 48-61 kW | (65-83 PS) | 19:1 | 120,00 mm |
| F 6 L 912 W | 1972 → 1997 | D | 6 | 5655 cm ³ | 2V | 57-74 kW | (77-100 PS) | 19:1 | 120,00 mm |

| | | | | | | | | | |
|--|-----------|--|-------|----------|-------------------------------|--------------------------|--------------|--------------------------------------|--------------------------|
| | 2/3/4/5/6 | KH 72,07 MT -2,07 BÜ +5,23 GL 123,3 | | 35 80 | 1 T15 3 2 M 2,5 1 DSF 5 | CR G3 CR | 1,00 1,20 | 100,00 | 92 834 600 |
| | R Cyl. | A=110 | C=120 | L=222,3 | H=136,8 | 1 SI 110,1 x 117,6 x 0,5 | | 89 495 110 [3] | 92 834 962 [1] |
| | R Cyl. | A=110 | C=120 | L=222,3 | H=137,3 | 2 SI 110,1 x 117,6 x 0,2 | | 89 005 110 [2] (88 485) | 92 834 961 |

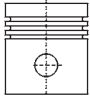
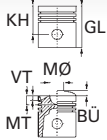

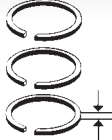
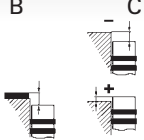



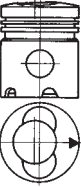

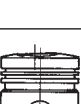
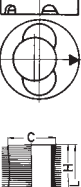

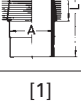

[1] neue Ausführung/new version/nuevo modelo/nouveau modèle/новое исполнение

[2] **F 3 L 912 W, F 5 L 912 W, F 6 L 912 W:** → 09.1996[3] **F 3 L 912 W, F 5 L 912 W, F 6 L 912 W:** 10.1996 →**15****100**

| | | | | | | | | | |
|--------------------|-------------------|---|---|----------------------|----|----------|-------------|------|-----------|
| F 2 L 912 D | 01.1968 → 12.1986 | D | 2 | 1884 cm ³ | 2V | 18-25 kW | (24-34 PS) | 17:1 | 120,00 mm |
| F 3 L 912 D | 01.1968 → | D | 3 | 2826 cm ³ | 2V | 26-44 kW | (35-60 PS) | 17:1 | 120,00 mm |
| F 4 L 912 D | 01.1968 → | D | 4 | 3770 cm ³ | 2V | 19-59 kW | (20-80 PS) | 17:1 | 120,00 mm |
| F 5 L 912 D | 01.1968 → | D | 5 | 4712 cm ³ | 2V | 40-78 kW | (54-106 PS) | 17:1 | 120,00 mm |
| F 6 L 912 D | 01.1968 → | D | 6 | 5655 cm ³ | 2V | 42-92 kW | (57-125 PS) | 17:1 | 120,00 mm |


| | | | | | | | | | |
|--|-----------|---|--|----------|-------------------------------|-------------|--------------|---|---|
| | 2/3/4/5/6 | KH 71,9 MT -21,4 MØ 55 BÜ +5,7 GL 123,6 | | 35 80 | 1 T15 3 2 M 2,5 1 DSF 5 | CR G3 CR | 1,00 1,20 | 100,00 100,50 101,00 | 91 395 700 91 395 710 91 395 720 |
|--|-----------|---|--|----------|-------------------------------|-------------|--------------|---|---|

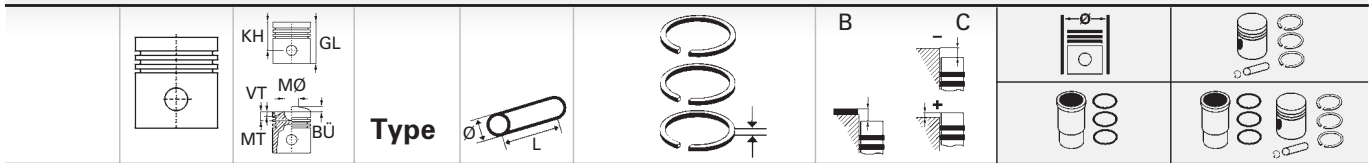
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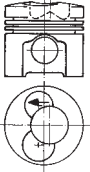
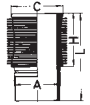
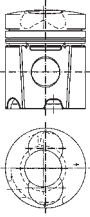

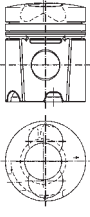
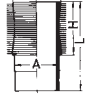
| |  |  | Type |  |  |  |  |  |
|---|---|---|-------|---|---|--|---|---|
|  | R Cyl. | A=110 | C=120 | L=222,3 | H=137,3 | 2 SI 110,1 x 117,6 x 0,2 | 89 005 110 [1] (88 485) | 91 395 971 |
|  | 2/3/4/5/6 100 171 | KH 71,9 MT -21,4 MØ 55 BÜ +5,7 GL 123,6 | | 35 80 | 1 T15 2,94 CR G6 1 M 2,55 1 DSF 5 CR | 1,00 1,20 | 100,00 100,50 | 92 815 600 [2] 92 815 610 [2] |
|  | R Cyl. | A=110 | C=120 | L=222,3 | H=136,8 | 1 SI 110,1 x 117,6 x 0,5 | 89 495 110 [3] | 92 815 961 |
|  | R Cyl. | A=110 | C=120 | L=222,3 | H=137,3 | 2 SI 110,1 x 117,6 x 0,2 | 89 005 110 [1] (88 485) | 92 815 960 |
|  | 2/3/4/5/6 100 217 | KH 71,8 MT -21,4 MØ 55 BÜ +5,7 GL 123,6 | | 35 80 | 1 T15 2,94 CR G6 1 M 2,03 1 DSF 3,5 CR | 1,00 1,20 | 100,00 100,50 | 93 535 600 [4] 93 535 610 [4] (92 475) |
|  | R Cyl. | A=110 | C=120 | L=222,3 | H=136,8 | 1 SI 110,1 x 117,6 x 0,5 | 89 495 110 [3] | 93 535 961 [5] |
|  | R Cyl. | A=110 | C=120 | L=222,3 | H=137,3 | 2 SI 110,1 x 117,6 x 0,2 | 89 005 110 [1] (88 485) | 93 535 960 |
|  | R Cyl. | A=110 | C=120 | L=222,3 | H=136,8 | 1 SI 110,1 x 117,6 x 0,5 | 89 495 110 [3] | 91 395 962 [5] |
| [1] | → 09.1996 | | | | | | | |
| [2] | 3-Ringausführung, mit Ölring 5 mm 3-ring piston, with oil control ring 5 mm piston à 3 segments, avec segment racleur de 5 mm pistón con 3 segmentos, con rascador de láminas de 5 mm 3-кольцевое исполнение, с маслосъёмным кольцом 5 мм | | | | | | | |
| [3] | F 3 L 912 D, F 4 L 912 D, F 5 L 912 D, F 6 L 912 D: 10.1996 → | | | | | | | |
| [4] | 3-Ringausführung, mit Ölring 3,5 mm 3-ring piston, with oil control ring 3,5 mm piston à 3 segments, avec segment racleur de 3,5 mm pistón con 3 segmentos, con rascador de láminas de 3,5 mm 3-кольцевое исполнение, с маслосъёмным кольцом 3,5 мм | | | | | | | |
| [5] | neue Ausführung/new version/nuevo modelo/nouveau modèle/новое исполнение | | | | | | | |

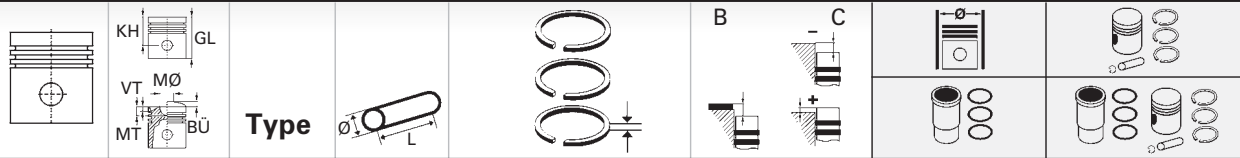
16  **100**

BF 6 L 912 05.1972 → D (A) 6 5655 cm³ 2V 88-100 kW (120-136 PS) 15,5:1 120,00 mm

| | | | | | | | | |
|---|--------|-------|-------|---------|---------|--------------------------|-------------------------------|--|
|  | R Cyl. | A=110 | C=120 | L=222,3 | H=136,8 | 1 SI 110,1 x 117,6 x 0,5 | 89 495 110 | |
| | R Cyl. | A=110 | C=120 | L=222,3 | H=137,3 | 2 SI 110,1 x 117,6 x 0,2 | 89 005 110 (88 485) | |



| 17 | | 100 | | | | | | | | | |
|---|----------------|---|-------|----------------------|--|--------------------------|------------|---------|-----------|---|---|
| F 1 L 511 D | 01.1978 → 1992 | D | 1 | 825 cm ³ | 2V | 11-13 kW | (15-17 PS) | 17:1 | 105,00 mm | | |
| F 2 L 511 D | 01.1978 → 1992 | D | 2 | 1650 cm ³ | 2V | 22-26 kW | (30-35 PS) | 17:1 | 105,00 mm | | |
|  | 1/2 | KH 56,75 MT -15,74 MØ 50 BÜ +5,7 GL 95,95 | RK | 35 75 | 1 T15 2,94 CR G6 1 M 2,5 1 DSF 5 CR | 1,00 1,20 | | | | 100,00 100,50 101,00 | 93 472 600 93 472 610 93 472 620 |
|  | R Cyl. | A=109,85 | C=120 | L=185,9 | H=118,9 | 2 SI 110,1 x 117,6 x 0,2 | | | | 89 083 110 | 93 472 960 |
| 18 | | 100 | | | | | | | | | |
| F 4 L 912 D | 10.1996 → | D | 4 | 3770 cm ³ | 2V | | | 19/20:1 | 120,00 mm | | |
| F 6 L 912 D | 1996 → | D | 6 | 5655 cm ³ | 2V | | | 19/20:1 | 120,00 mm | | |
|  | 4/6 | KH 71,8 MT -22 MØ 46 BÜ +5,8 GL 123,6 | | 35 80 | 1 T15 2,94 CR G6 1 M 2 G3 1 DSF 3 CR | 1,00 1,20 | | | | 100,00 | 94 528 600 |
|  | R Cyl. | A=110 | C=120 | L=222,3 | H=136,8 | 1 SI 110,1 x 117,6 x 0,5 | | | | 89 495 110 | 94 528 960 |
|  | 4/6 | KH 71,8 MT -21,4 MØ 45 BÜ +5,8 GL 123,6 | | 35 80 | 1 T15 2,94 CR G6 1 M 2 G3 1 DSF 3 CR | | | | | 100,00 | 94 653 600 [1] |
|  | R Cyl. | A=110 | C=120 | L=222,3 | H=136,8 | 1 SI 110,1 x 117,6 x 0,5 | | | | 89 495 110 | 94 653 960 |
| [1] | 01.1997 → | | | | | | | | | | |



D

| | | |
|-----------------------------|-----------|--|
| 19 | | 101 |
| BF 6 M 2012 | | D (LA) 6 6060 cm ³ 2V 80-208 kW (109-283 PS) 19:1 126,00 mm |
| BF 4 M 2012 Euro 2 | 06.2001 → | D (LA) 4 4038 cm ³ 2V 74-93 kW (101-126 PS) 126,00 mm |
| BF 4 M 2012 C Euro 2 | 09.2003 → | D (LA) 4 4038 cm ³ 2V 56-155 kW (76-208 PS) 126,00 mm |
| BF 6 M 2012 C Euro 2 | 11.2003 → | D (A) 6 6067 cm ³ 2V 80-155 kW (109-209 PS) 126,00 mm |

| | | | | | | | | | |
|--|---------|---------------------------------------|-----|----------|-------------------------------|-------------------|--|--------------------------------|--|
| | 4/6 | KH 50,6 MT -18 MØ 61 GL 86,1 | RTK | 38 76 | 1 T15 2,5 1 M 2 1 DSF 3 | CK G6 G3 CR | | 101,00 101,50 | 40 289 600 40 289 610 |
| | 101 063 | | | | | | | | |

| | | |
|------------------------------|--------|---|
| 20 | | 101 |
| TCD 2012 L4 2V Euro 3 | 2004 → | D (LA) 4 4038 cm ³ 2V 83-103 kW (113-140 PS) 18:1 126,00 mm |
| TCD 2012 L6 2V Euro 3 | 2004 → | D (LA) 6 6057 cm ³ 2V 105-165 kW (142-224 PS) 18:1 126,00 mm |

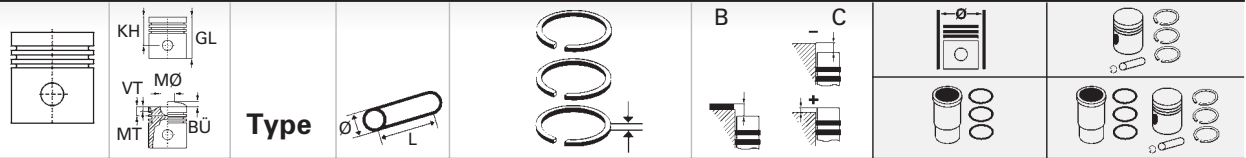
| | | | | | | | | | |
|--|---------|--|-----|----------|-------------------------------|-------------------|--|--------------------------------|--|
| | 4/6 | KH 55,15 MT -18,12 MØ 62 GL 90,65 | RTK | 40 80 | 1 T15 2,5 1 M 2 1 DSF 3 | CK G6 G3 CR | | 101,00 101,50 | 40 441 600 40 441 610 |
| | 101 059 | | | | | | | | |

| | | |
|------------------------------|--------|---|
| 21 | | 101 |
| TCD 2012 L4 4V Euro 3 | 2004 → | D (LA) 4 4038 cm ³ 4V 81 kW (110 PS) 18:1 126,00 mm |
| TCD 2012 L6 4V Euro 3 | | D (LA) 6 6057 cm ³ 4V 121-164 kW (165-224 PS) 18:1 126,00 mm |

| | | | | | | | | | |
|--|---------|---|-----|----------|-------------------------------|-------------------|--|--------------------------------|--|
| | 4/6 | KH 55,15 MT -17,8 MØ 63,5 GL 90,65 | RTK | 40 80 | 1 T15 2,5 1 M 2 1 DSF 3 | CK G6 G3 CR | | 101,00 101,50 | 40 476 600 40 476 610 |
| | 101 059 | | | | | | | | |

| | | |
|-------------------|--------|---|
| 22 | | 102 |
| GF 3 L 913 | 1992 → | G 3 3064 cm ³ 2V 20-27 kW (27-37 PS) 9,5:1 125,00 mm |
| GF 5 L 913 | 1992 → | G 5 5110 cm ³ 2V 34-49 kW (46-66 PS) 9,5:1 125,00 mm |
| GF 6 L 913 | 1992 → | G 6 6130 cm ³ 2V 40-55 kW (55-75 PS) 9,5:1 125,00 mm |
| GF 4 L 913 | 1992 → | G 4 4060 cm ³ 2V 25-38 kW (35-52 PS) 9,5:1 125,00 mm |

| | | | | | | | | | |
|--|---------|---|--|----------|------------------------------------|-------------------|--|---------------|-------------------|
| | 3/4/5/6 | KH 69,1 MT -24,5 MØ 70 BÜ +6 GL 123,6 | | 35 80 | 1 T15 2,94 1 M 2,5 1 DSF 3,5 | MO G6 CR CR | | 102,00 | 99 747 600 |
| | 102 061 | | | | | | | | |

**23****102**

| | | | | | | | | | |
|---------------------|--|--|------------|----------------------|---|--------------------------|-------------------|--------------------------------|--|
| BF 4 L 913 | 01.1982 → | D (A) | 4 | 4086 cm ³ | 2V | 55-81 kW | (75-111 PS) | 15,5/17:1 | 125,00 mm |
| BF 4 L 913 T | 04.1989 → | D (A) | 4 | 4086 cm ³ | 2V | 55-78 kW | (75-106 PS) | 15,5:1 | 125,00 mm |
| BF 6 L 913 | 09.1973 → | D (A) | 6 | 6128 cm ³ | 2V | 70-140 kW | (95-191 PS) | 15,5:1 | 125,00 mm |
| BF 6 L 913 C | 03.1987 → | D (LA) | 6 | 6128 cm ³ | 2V | 118-164 kW | (160-223 PS) | 15,5:1 | 125,00 mm |
| BF 6 L 913 T | 06.1986 → | D (A) | 6 | 6128 cm ³ | 2V | 85-112 kW | (115-152 PS) | 15,5:1 | 125,00 mm |
| | 4/6 | KH 69,1 MT -17,6 MØ 58,4 BÜ +4,45 GL 123,6 | KKK RTK | 40 80 | 1 T15 2,94 1 T15 3 1 DSF 3,5 | MO G6 CR G3 CR | 1,00 1,20 | 102,00 102,50 | 90 669 600 [1] 90 669 610 [1] (93 724) |
| | R Cyl. | A=109,9 | C=124,5 | L=220,4 | H=134,9 | 1 SI 110,1 x 117,6 x 0,5 | 89 496 110 | 90 669 964 | |
| | R Cyl. | A=109,9 | C=124,5 | L=220,4 | H=135,4 | 2 SI 110,1 x 117,6 x 0,2 | 89 341 110 | 90 669 961 | |
| | R Cyl. | A=110 | C=120 | L=222,3 | H=136,8 | 1 SI 110,1 x 117,6 x 0,5 | 89 494 110 | 90 669 963 [2] | |
| | R Cyl. | A=110 | C=120 | L=222,3 | H=137,3 | 2 SI 110,1 x 117,6 x 0,2 | 88 684 110 | 90 669 960 | |
| | 4/6 | KH 69,1 MT -17,6 MØ 58 BÜ +4,45 GL 123,6 | RTK KKK | 40 80 | 1 T15 2,94 1 T15 3 1 M 2,5 1 DSF 5 | MO G6 CR G3 CR | 1,00 1,20 | 102,00 102,50 | 93 315 600 93 315 610 (92 394) |
| | R Cyl. | A=109,9 | C=124,5 | L=220,4 | H=134,9 | 1 SI 110,1 x 117,6 x 0,5 | 89 496 110 | 93 315 963 | |
| | R Cyl. | A=109,9 | C=124,5 | L=220,4 | H=135,4 | 2 SI 110,1 x 117,6 x 0,2 | 89 341 110 | 93 315 961 | |
| | R Cyl. | A=110 | C=120 | L=222,3 | H=136,8 | 1 SI 110,1 x 117,6 x 0,5 | 89 494 110 | 93 315 962 [2] | |
| | R Cyl. | A=110 | C=120 | L=222,3 | H=137,3 | 2 SI 110,1 x 117,6 x 0,2 | 88 684 110 | 93 315 960 | |
| [1] | 3-Ringausführung 3-ring piston piston à 3 segments pistón con 3 segmentos 3-кольцевое исполнение | | | | | | | | |
| [2] | neue Ausführung/new version/nuevo modelo/nouveau modèle/новое исполнение | | | | | | | | |

24**102**

| | | | | | | | | | |
|--|-----------|---|------------|----------------------|----------------------------------|-------------|--------------|--------------------------------|--|
| F 3 L 913 | 03.1982 → | D | 3 | 3064 cm ³ | 2V | 37-45 kW | (50-61 PS) | 17,5:1 | 125,00 mm |
| F 4 L 913 | 09.1975 → | D | 4 | 4086 cm ³ | 2V | 51-66 kW | (70-90 PS) | 17:1 | 125,00 mm |
| F 5 L 913 | 04.1980 → | D | 5 | 5107 cm ³ | 2V | 66 kW | (90 PS) | 17:1 | 125,00 mm |
| F 6 L 913 | 01.1973 → | D | 6 | 6128 cm ³ | 2V | 71-96 kW | (96-130 PS) | 17:1 | 125,00 mm |
| | 3/4/5/6 | KH 69,1 MT -16,6 MØ 56 BÜ +6 GL 123,6 | RTK KKK | 35 80 | 1 T15 2,94 1 M 2,5 1 DSF 5 | MO G6 CR | 1,00 1,20 | 102,00 102,50 | 93 741 600 93 741 610 (92 237) |
| | | | | | | | | | |
| Fortsetzung nächste Seite / continued on next page / suite page suivante / continuación página próxima / Продолжение на следующей странице | | | | | | | | | |

| | | | | | | | | | |
|-----|--|-------------|-------|---------|---------|--------------------------|-------------------|--------------------------|--|
| | | Type | | | | | | | |
| | R Cyl. | A=110 | C=120 | L=222,3 | H=136,8 | 1 SI 110,1 x 117,6 x 0,5 | 89 494 110 | 93 741 961 [1] | |
| | R Cyl. | A=110 | C=120 | L=222,3 | H=137,3 | 2 SI 110,1 x 117,6 x 0,2 | 88 684 110 | 93 741 960 | |
| [1] | neue Ausführung/new version/nuevo modelo/nouveau modèle/новое исполнение | | | | | | | | |

25 **102**

BF 4 L 913 T 01.1982 → D (A) 4 4086 cm³ 2V 55-78 kW (75-106 PS) 15,5:1 125,00 mm
BF 6 L 913 T 1981 → D (A) 6 6128 cm³ 2V 85-112 kW (115-152 PS) 15,5:1 125,00 mm

| | | | | | | | | | |
|-----|--|---|------------|----------|---|--------------------------|-------------------|--------------------------|-------------------------------|
| | 4/6 | KH 69,1 MT -17,6 MØ 58 BÜ +6 GL 123,6 | RTK KKK | 35 80 | 1 T15 2,94 1 M 2,5 1 M 2,5 1 DSF 5 | MO G6 CR CR | 1,00 1,20 | 102,00 | 93 280 600 (90 848) |
| | R Cyl. | A=110 | C=120 | L=222,3 | H=136,8 | 1 SI 110,1 x 117,6 x 0,5 | 89 494 110 | 93 280 961 [1] | |
| | R Cyl. | A=110 | C=120 | L=222,3 | H=137,3 | 2 SI 110,1 x 117,6 x 0,2 | 88 684 110 | 93 280 960 | |
| [1] | neue Ausführung/new version/nuevo modelo/nouveau modèle/новое исполнение | | | | | | | | |

26 **102**

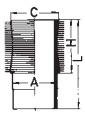
F 3 L 913 G 01.1982 → 12.1996 D 3 3064 cm³ 2V 37 kW (50 PS) 19,6:1 125,00 mm

| | | | | | | | | | |
|--|--------|--|-------|----------|----------------------------------|--------------------------|-------------------|------------------------------------|--|
| | 3 | KH 69,1 MT -18,8 MØ 42 BÜ +6 GL 123,6 | | 35 80 | 1 T15 2,94 1 M 2,5 1 DSF 5 | MO G6 CR CR | 1,00 1,20 | 102,00 | 94 486 700 [1] |
| | R Cyl. | A=110 | C=120 | L=222,3 | H=136,8 | 1 SI 110,1 x 117,6 x 0,5 | 89 494 110 | 94 486 971 [1], [2] | |
| | R Cyl. | A=110 | C=120 | L=222,3 | H=137,3 | 2 SI 110,1 x 117,6 x 0,2 | 88 684 110 | 94 486 970 [1] | |
| | 3 | KH 57,28 MT -19,21 MØ 42 BÜ +5,52 GL 105,8 | | 35 80 | 1 T15 2,94 1 M 2,5 1 DSF 5 | MO G6 CR CR | 1,00 1,20 | 102,00 102,50 | 90 915 700 [3] 90 915 710 [3] |
| | R Cyl. | A=110 | C=120 | L=209,8 | H=124,8 | 2 SI 110,1 x 117,6 x 0,2 | 89 410 110 | 90 915 970 [3] | |

[1] 01.1988 → , mot. 7469870 →
 [2] neue Ausführung/new version/nuevo modelo/nouveau modèle/новое исполнение
 [3] 01.1981 → 12.1988, mot. 07110837 → mot. 7469869

**27** **102**

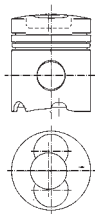
| | | | | | | | | | |
|---------------------|----------------|--------|---|----------------------|----|----------|--------------|--------|-----------|
| BF 4 L 913 C | 11.1989 → 1994 | D (LA) | 4 | 4086 cm ³ | 2V | 78-92 kW | (106-126 PS) | 15,5:1 | 125,00 mm |
| F 3 L 912 F | → 1994 | D | 3 | 3064 cm ³ | 2V | 35-43 kW | (48-58 PS) | 17:1 | 125,00 mm |
| F 4 L 912 F | 09.1986 → | D | 4 | 4086 cm ³ | 2V | 46-62 kW | (62-84 PS) | 17:1 | 125,00 mm |
| F 5 L 912 F | 10.1989 → | D | 5 | 5107 cm ³ | 2V | 58-78 kW | (79-106 PS) | 17:1 | 125,00 mm |
| F 6 L 912 F | 10.1989 → | D | 6 | 6128 cm ³ | 2V | 70-92 kW | (95-125 PS) | 18:1 | 125,00 mm |



| | | | | | | | |
|--------|-------|-------|---------|---------|--------------------------|-------------------|--|
| R Cyl. | A=110 | C=120 | L=222,3 | H=136,8 | 1 SI 110,1 x 117,6 x 0,5 | 89 494 110 | |
| R Cyl. | A=110 | C=120 | L=222,3 | H=137,3 | 2 SI 110,1 x 117,6 x 0,2 | 88 684 110 | |

28 **102**

| | | | | | | | | | |
|--------------------|--------|---|---|----------------------|----|-------|---------|------|-----------|
| F 3 L 913 G | 1992 → | D | 3 | 3064 cm ³ | 2V | 36 kW | (49 PS) | 18:1 | 125,00 mm |
|--------------------|--------|---|---|----------------------|----|-------|---------|------|-----------|



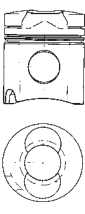
| | | | | | | | |
|---|---|--|----------|--|--------------|---------------|-------------------|
| 3 | KH 69,1 MT -15 MØ 56,5 BÜ +6 GL 123,6 | | 35 80 | 1 T15 2,94 MO G6 1 M 2,5 CR 1 DSF 3,5 CR | 1,00 1,20 | 102,00 | 99 342 600 |
|---|---|--|----------|--|--------------|---------------|-------------------|



| | | | | | | | |
|--------|-------|-------|---------|---------|--------------------------|-------------------|-------------------|
| R Cyl. | A=110 | C=120 | L=222,3 | H=137,3 | 2 SI 110,1 x 117,6 x 0,2 | 88 684 110 | 99 342 960 |
|--------|-------|-------|---------|---------|--------------------------|-------------------|-------------------|

29 **102**

| | | | | | | | | | |
|---------------------|-----------|--------|---|----------------------|----|------------|--------------|--------|-----------|
| BF 6 L 913 C | 01.1995 → | D (LA) | 6 | 6128 cm ³ | 2V | 118-141 kW | (160-192 PS) | 15,5:1 | 125,00 mm |
|---------------------|-----------|--------|---|----------------------|----|------------|--------------|--------|-----------|



| | | | | | | | |
|---|--|-------------------|----------|---|--|---------------|--------------------------|
| 6 | KH 69,1 MT -18,82 MØ 46 BÜ +4,7 GL 123,6 | RTK KKK LOX | 40 80 | 1 T15 2,94 MO G6 1 T15 3 CR G3 1 DSF 3 CR | | 102,00 | 94 452 600 [1] |
|---|--|-------------------|----------|---|--|---------------|--------------------------|



| | | | | | | | |
|--------|---------|---------|---------|---------|--------------------------|-------------------|--------------------------|
| R Cyl. | A=109,9 | C=124,5 | L=220,4 | H=134,9 | 1 SI 110,1 x 117,6 x 0,5 | 89 496 110 | 94 452 962 [1] |
|--------|---------|---------|---------|---------|--------------------------|-------------------|--------------------------|

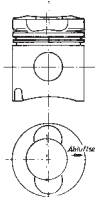
| | | | | | | | |
|--------|-------|-------|---------|---------|--------------------------|-------------------|--------------------------|
| R Cyl. | A=110 | C=120 | L=222,3 | H=136,8 | 1 SI 110,1 x 117,6 x 0,5 | 89 494 110 | 94 452 961 [1] |
|--------|-------|-------|---------|---------|--------------------------|-------------------|--------------------------|

| | | | | | | | |
|--------|-------|-------|---------|---------|--------------------------|-------------------|--------------------------|
| R Cyl. | A=110 | C=120 | L=222,3 | H=137,3 | 2 SI 110,1 x 117,6 x 0,2 | 88 684 110 | 94 452 960 [1] |
|--------|-------|-------|---------|---------|--------------------------|-------------------|--------------------------|

[1] 01.1995 →

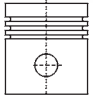
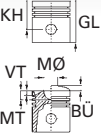

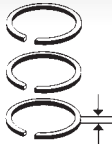
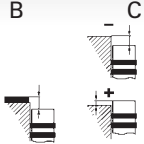

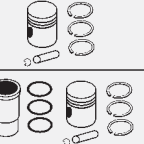

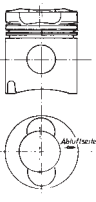

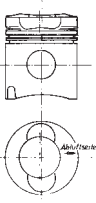

30 **102**

| | | | | | | | | |
|---------------------|--------|--------|---|----------------------|----|--|---------|-----------|
| BF 4 L 913 C | 1996 → | D (LA) | 4 | 4086 cm ³ | 2V | | 17/18:1 | 125,00 mm |
| BF 6 L 913 C | | D (LA) | 6 | 6128 cm ³ | 2V | | 17/18:1 | 125,00 mm |



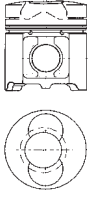

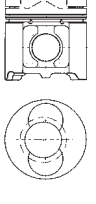
| | | | | | | | |
|-----|--|------------|----------|---|--------------|---------------|--------------------------|
| 4/6 | KH 69,1 MT -17,35 MØ 55,9 BÜ +6 GL 123,6 | KKK RTK | 40 80 | 1 T15 2,94 MO G6 1 T15 3 CR G3 1 DSF 3 CR | 1,00 1,20 | 102,00 | 94 567 600 [1] |
|-----|--|------------|----------|---|--------------|---------------|--------------------------|

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| |  |  | Type |  |  |  |  |  |
|---|---|---|----------------|---|---|--|---|---|
|  | R Cyl. R Cyl. | A=110 A=110 | C=120 C=120 | L=222,3 L=222,3 | H=136,8 H=137,3 | 1 SI 110,1 x 117,6 x 0,5 2 SI 110,1 x 117,6 x 0,2 | 89 494 110 88 684 110 | 94 567 961 94 567 960 |
|  | 4/6 102 058 | KH 69,1 MT -16,55 MØ 54,66 BÜ +6 GL 123,6 | KKK RTK | 35 80 | 1 T15 2,94 MO G6 1 T15 3 CR G3 1 DSF 3 CR | 1,00 1,20 | 102,00 | 94 668 600 |
|  | R Cyl. R Cyl. | A=110 A=110 | C=120 C=120 | L=222,3 L=222,3 | H=136,8 H=137,3 | 1 SI 110,1 x 117,6 x 0,5 2 SI 110,1 x 117,6 x 0,2 | 89 494 110 88 684 110 | 94 668 961 94 668 960 |
|  | 4/6 102 058 | KH 69,1 MT -17,52 MØ 49,38 BÜ +6 GL 123,6 | KKK RTK | 40 80 | 1 T15 2,94 MO G6 1 T15 3 CR G3 1 DSF 3 CR | 1,00 1,20 | 102,00 | 94 669 600 |
|  | R Cyl. R Cyl. | A=110 A=110 | C=120 C=120 | L=222,3 L=222,3 | H=136,8 H=137,3 | 1 SI 110,1 x 117,6 x 0,5 2 SI 110,1 x 117,6 x 0,2 | 89 494 110 88 684 110 | 94 669 961 94 669 960 |
| [1] | 01.1996 → | | | | | | | |

31  **102**

| | | | | | | | |
|------------------|--------|---|---|----------------------|----|---------------|-----------|
| F 3 L 913 | 1996 → | D | 3 | 3064 cm ³ | 2V | 18/ 18,9:1 | 125,00 mm |
| F 4 L 913 | 1996 → | D | 4 | 4086 cm ³ | 2V | 18/ 18,9:1 | 125,00 mm |
| F 5 L 913 | 1996 → | D | 5 | 5107 cm ³ | 2V | 18/ 18,9:1 | 125,00 mm |
| F 6 L 913 | 1996 → | D | 6 | 6128 cm ³ | 2V | 18/ 18,9:1 | 125,00 mm |

| | | | | | | | | |
|---|--------------------|---|-------|----------|--|--------------------------|-------------------|-------------------|
|  | 3/4/5/6 102 068 | KH 69,21 MT -18,83 MØ 46 BÜ +6 GL 117,2 | | 35 80 | 1 T15 2,94 MO G6 1 M 2 G3 1 DSF 3 CR | | 102,00 | 94 473 600 |
|  | R Cyl. | A=110 | C=120 | L=222,3 | H=136,8 | 1 SI 110,1 x 117,6 x 0,5 | 89 494 110 | 94 473 960 |
|  | 3/4/5/6 102 068 | KH 69,21 MT -23 MØ 45 BÜ +6 GL 117,2 | | 35 80 | 1 T15 2,94 MO G6 1 M 2 G3 1 DSF 3 CR | | 102,00 | 94 654 600 |

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| | | | | | | | | |
|--|--------|-------------|-------|---------|---------|--------------------------|-------------------|-------------------|
| | | Type | | | | | | |
| | R Cyl. | A=110 | C=120 | L=222,3 | H=136,8 | 1 SI 110,1 x 117,6 x 0,5 | 89 494 110 | 94 654 960 |

D

32 **102**

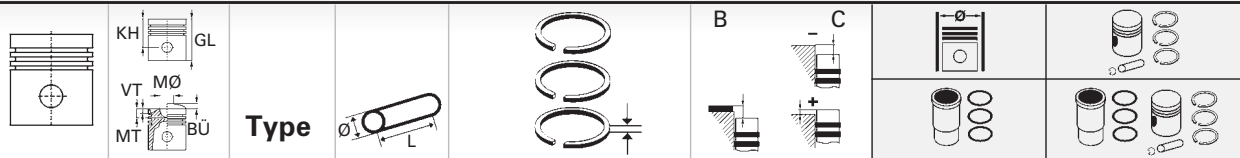
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|--------------------|-----------|--|----------|-----------------------------|-------------------|-------|--------------------------------|--|
| F 4 L 913 W | 02.1998 → | D | 4 | 4086 cm ³ | 2V | 44 kW | (60 PS) | 125,00 mm |
| F 5 L 913 W | 02.1998 → | D | 5 | 5107 cm ³ | 2V | 55 kW | (75 PS) | 125,00 mm |
| | 102 099 | KH 69,21 MT -8,1 BÜ +6 GL 117,2 | 35 80 | 1 T15 3 1 M 2 1 DSF 3 | CK G6 G3 CR | | 102,00 102,50 | 94 680 600 94 680 610 |

33 **102**

| | | | | | | | | |
|------------------|-----------|--|----------|--------------------------------|-------------------|--------------------------|--------------------------------|--|
| F 3 L 914 | 07.2001 → | D | 3 | 3236 cm ³ | 2V | 41-44 kW | (56-60 PS) | 132,00 mm |
| F 4 L 914 | | D | 4 | 4314 cm ³ | 2V | 52-57 kW | (71-78 PS) | 132,00 mm |
| F 5 L 914 | 07.2002 → | D | 5 | 5393 cm ³ | 2V | 72 kW | (98 PS) | 132,00 mm |
| F 6 L 914 | 07.2002 → | D | 6 | 6472 cm ³ | 2V | 89 kW | (121 PS) | 132,00 mm |
| | 102 094 | KH 65,6 MT -19,59 MØ 56,5 BÜ +6 GL 117,1 | 35 80 | 1 T15 2,94 1 M 2 1 DSF 3 | MO G6 G3 CR | | 102,00 102,50 | 99 701 600 99 701 610 |
| | R Cyl. | A=109,9 | C=124,5 | L=220,4 | H=135,4 | 2 SI 110,1 x 117,6 x 0,2 | 89 341 110 | 99 701 960 |

34 **102**

| | | | | | | | | |
|-------------------|-----------|--|----------|----------------------------------|----------------------|--------------------------|--------------------------------|--|
| BF 3 L 914 | 07.2002 → | D (A) | 3 | 3236 cm ³ | 2V | 44-59 kW | (60-80 PS) | 132,00 mm |
| BF 4 L 914 | 07.2002 → | D (A) | 4 | 4314 cm ³ | 2V | 59-72 kW | (80-98 PS) | 132,00 mm |
| BF 6 L 914 | 01.2003 → | D (A) | 6 | 6472 cm ³ | 2V | 110 kW | (150 PS) | 132,00 mm |
| | 102 094 | KH 65,6 MT -10,93 MØ 70 BÜ +6 GL 117,1 | 35 80 | 1 T15 2,94 1 T15 3 1 DSF 3 | MO G6 CR G3 CR | | 102,00 102,50 | 99 775 600 99 775 610 |
| | R Cyl. | A=109,9 | C=124,5 | L=220,4 | H=135,4 | 2 SI 110,1 x 117,6 x 0,2 | 89 341 110 | 99 775 960 |



D

35 **102**

| | | | | | | | | | | |
|---------------------|-----------|---|------------|----------|----------------------------------|--------------------------|--------|-------------------|------|-------------------|
| BF 6 L 914 C | 01.2003 → | D | (LA) | 6 | 6472 cm ³ | 2V | 141 kW | (192 PS) | 19:1 | 132,00 mm |
| | 6 | KH 65,6 MT -17,6 MØ 65 BÜ +6 GL 117,1 | KKK RTK | 40 80 | 1 T15 2,94 1 T15 3 1 DSF 3 | MO G6 CR G3 CR | | 102,00 | | 99 955 600 |
| | 102 094 | | | | | | | 102,50 | | 99 955 610 |
| | R Cyl. | A=109,9 | C=124,5 | L=220,4 | H=135,4 | 2 SI 110,1 x 117,6 x 0,2 | | 89 341 110 | | 99 955 960 |

36 **102**

| | | | | | | | | |
|------------------|---|---|----------------------|----|-------|---------|------|---------------|
| F 3 L 913 | D | 3 | 3064 cm ³ | 2V | 44 kW | (60 PS) | 18:1 | 125,00 mm (1) |
| F 4 L 913 | D | 4 | 4086 cm ³ | 2V | | | 18:1 | 125,00 mm |
| F 5 L 913 | D | 5 | 5107 cm ³ | 2V | | | 18:1 | 125,00 mm |
| F 6 L 913 | D | 6 | 6128 cm ³ | 2V | | | 18:1 | 125,00 mm |

(1) Industrial Engine up to 2500 RPM

| | | | | | | | | | | |
|--|---------|---|-------|----------|----------------------------------|--------------------------|--------------|-------------------|--|-------------------|
| | 3/4/5/6 | KH 69,1 MT -17 MØ 56 BÜ +5 GL 123,6 | | 35 80 | 1 T15 2,94 1 M 2,5 1 DSF 5 | MO G6 CR CR | 1,00 1,20 | 102,00 | | 99 343 600 |
| | 102 061 | | | | | | | 102,50 | | 99 343 610 |
| | R Cyl. | A=110 | C=120 | L=222,3 | H=137,3 | 2 SI 110,1 x 117,6 x 0,2 | | 88 684 110 | | 99 343 960 |

37 **105**

| | | | | | | | | | | |
|-----------------|----------------|--|------------|----------|-----------------------------|-------------|--------------------------|---------------------------|--------|--|
| TD 226-6 | 01.1992 → 1996 | D | (A) | 6 | 6234 cm ³ | 2V | 99-125 kW | (135-170 PS) | 15,5:1 | 120,00 mm |
| | 6 | KH 60,4 MT -20,4 MØ 60 GL 102,4 | RTK | 35 82 | 1 T15 3 1 M 2 1 DSF 4 | CR G6 CR | 0,85 +0,55 1,15 +0,23 | 105,00 | | 93 045 600 [1] (92 461, 92 760) |
| | 105 117 | | | | | | | | | |
| | T Cyl. | A=108 | C=111,8 | L=214 | H=6 | | | 88 635 190 semi | | 93 045 960 [1] |
| | T Cyl. | A=108 | C=111,8 | L=214 | H=6 | | | 89 197 110 | | 93 045 961 |
| | 6 | KH 60,4 MT -20,4 MØ 60 GL 102,4 | FBO RTK | 35 88 | 1 T15 3 1 M 2 1 DSF 4 | CR G6 CR | 0,90 +0,60 1,20 +0,28 | 105,00 | | 93 355 600 [2] |
| | 105 117 | | | | | | | | | |

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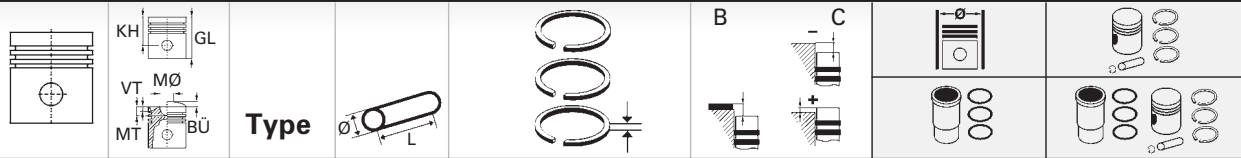
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|-----|-----------|--------|-------|---------|-------|-----|--|---------------------------|--------------------------|
| | | | | | | | | | |
| | | T Cyl. | A=108 | C=111,8 | L=214 | H=6 | | 88 635 190 semi | 93 355 960 [2] |
| | | T Cyl. | A=108 | C=111,8 | L=214 | H=6 | | 89 197 110 | 93 355 961 |
| [1] | 01.1971 → | | | | | | | | |
| [2] | 01.1984 → | | | | | | | | |

D

| | | | | | | | | | |
|------------------------------|-----------|------------|---|----------------------|----|------------|--------------|--------|-----------|
| 38 | | 108 | | | | | | | |
| BF 4 M 1013 Euro 1 | 01.1994 → | D (A) | 4 | 4764 cm ³ | 2V | 63-93 kW | (85-127 PS) | 17,6:1 | 130,00 mm |
| BF 4 M 1013 C Euro 1 | 01.1990 → | D (LA) | 4 | 4764 cm ³ | 2V | 99-125 kW | (135-168 PS) | 17,6:1 | 130,00 mm |
| BF 6 M 1013 Euro 1 | 08.1993 → | D (A) | 6 | 7146 cm ³ | 2V | 95-141 kW | (129-192 PS) | 17,6:1 | 130,00 mm |
| BF 6 M 1013 C Euro 1 | 06.1999 → | D (LA) | 6 | 7146 cm ³ | 2V | 144-235 kW | (196-320 PS) | 17,6:1 | 130,00 mm |
| BF 6 M 1013 CP Euro 1 | 1992 → | D (LA) | 6 | 7146 cm ³ | 2V | 161-190 kW | (219-258 PS) | 17,6:1 | 130,00 mm |
| BF 4 M 1013 CP Euro 1 | 09.1998 → | D (LA) | 4 | 4764 cm ³ | 2V | 100 kW | (136 PS) | 17,6:1 | 130,00 mm |

| | | | | | | | | | |
|--|----------------|---|------------|----------|-------------------------------|-------------------|--|-------------------|--------------------------------------|
| | 4/6 108 080 | KH 71,1 MT -16,66 MØ 71 GL 108 | RTK TPL | 42 86 | 1 T15 3 1 M 2 1 DSF 3,5 | MO G6 G3 CR | | 108,00 | 94 573 600 [1] (94 405) |
| | N Cyl. | A=120 | C=128,5 | L=229,1 | H+F=9+1,1 | 2 FP 112 x 3 | | 89 409 110 | 94 573 960 |

| | | | | | | | | | |
|-----|---|--|---|--|--|--|--|--|--|
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | | | | |
| | Kerben notches repères muescas Надрезы | | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | | |
| | 1 | | +0,28 | +0,53 | | | | | |
| | 1 | | +0,54 | +0,63 | | | | | |
| | 3 | | +0,64 | +0,75 | | | | | |



39 **108**

| | | | | | | | | |
|---------------------------------------|--------|---|----------------------|----|------------|--------------|--------|-----------|
| BF 4 M 1013 E Euro 2 07.1997 → | D (LA) | 4 | 4764 cm ³ | 2V | 71-95 kW | (97-129 PS) | 17,6:1 | 130,00 mm |
| BF 6 M 1013 E Euro 2 09.1995 → | D (LA) | 6 | 7146 cm ³ | 2V | 88-118 kW | (120-161 PS) | 17,6:1 | 130,00 mm |
| TCD 2013 L04 2V Euro 3 | D (LA) | 4 | 4764 cm ³ | 2V | 120-129 kW | (163-175 PS) | 18,1:1 | 130,00 mm |
| TCD 2013 L06 2V Euro 3 | D (LA) | 6 | 7146 cm ³ | 2V | 157-200 kW | (214-272 PS) | 18,1:1 | 130,00 mm |

| | | | | | | | | |
|--------------------|--|------------|----------|-------------------------------|-------------------|--|--------|------------|
| 4/6 108 080 | KH 71,1 MT -19,6 MØ 64 GL 108 | RTK TPL | 42 86 | 1 T15 3 1 M 2 1 DSF 3,5 | MO G6 G3 CR | | 108,00 | 40 278 600 |
| | | | | | | | | |

40 **108**

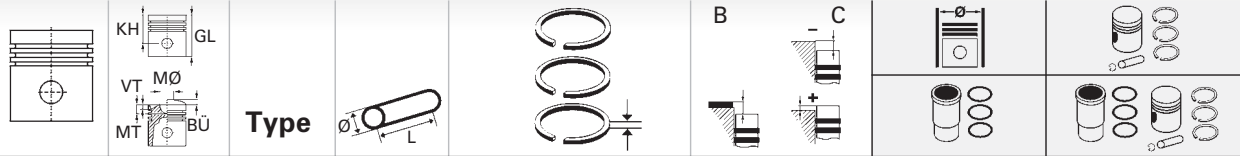
| | | | | | | | | |
|---|--------|---|----------------------|----|------------|--------------|--------|-----------|
| BF 4 M 1013 EC Euro 2 01.1998 → | D (LA) | 4 | 4764 cm ³ | 2V | 100-118 kW | (136-160 PS) | 17,6:1 | 130,00 mm |
| BF 4 M 1013 FC Euro 2 05.2001 → | D (LA) | 4 | 4764 cm ³ | 2V | 133 kW | (181 PS) | 17,6:1 | 130,00 mm |
| BF 6 M 1013 ECP Euro 2 01.1998 → | D (LA) | 6 | 7146 cm ³ | 2V | 147-195 kW | (200-265 PS) | 17,6:1 | 130,00 mm |
| BF 6 M 1013 FC Euro 3 01.1998 → | D (LA) | 6 | 7146 cm ³ | 2V | 147-200 kW | (200-272 PS) | 17,6:1 | 130,00 mm |

| | | | | | | | | |
|--------------------|--------------------------------------|------------|----------|-------------------------------|-------------------|--|--------|--|
| 4/6 108 080 | KH 71,1 MT -20 MØ 63 GL 108 | RTK TPL | 42 86 | 1 T15 3 1 M 2 1 DSF 3,5 | MO G6 G3 CR | | 108,00 | 40 908 600 NEW |
| | | | | | | | | |

41 **108**

| | | | | | | | | |
|-------------------------------|--------|---|----------------------|----|------------|--------------|--------|-----------|
| TCD 2013 L06 4V Euro 3 | D (LA) | 6 | 7146 cm ³ | 4V | 147-243 kW | (200-330 PS) | 18,1:1 | 130,00 mm |
|-------------------------------|--------|---|----------------------|----|------------|--------------|--------|-----------|

| | | | | | | | | |
|------------------|--|-------------------|----------|-------------------------------|-------------------|--|--------|------------|
| 6 108 103 | KH 70,9 MT -19,6 MØ 64,5 GL 107,8 | RTK KKK TPL | 45 86 | 1 T15 3 1 M 2 1 DSF 3,5 | CK G6 G6 CR | | 108,00 | 40 305 600 |
| | | | | | | | | |



45 **125**

| | | | | | | | | | |
|-----------------------|-------------------|--------|----|-----------------------|----|------------|--------------|--------|-----------|
| BF 6 L 413 F | 06.1980 → 10.1985 | D (A) | 6 | 9572 cm ³ | 2V | 143-177 kW | (195-241 PS) | 16,5:1 | 130,00 mm |
| BF 6 L 413 FR | 01.1979 → 10.1985 | D (A) | 6 | 9572 cm ³ | 2V | 142-177 kW | (193-240 PS) | 16,5:1 | 130,00 mm |
| BF 6 L 413 FRT | 04.1983 → | D (A) | 6 | 9572 cm ³ | 2V | 112-150 kW | (152-204 PS) | 17,3:1 | 130,00 mm |
| BF 6 L 513 C | 01.1975 → 10.1985 | D (LA) | 6 | 9572 cm ³ | 2V | 177 kW | (240 PS) | 16,5:1 | 130,00 mm |
| BF 8 L 413 F | 1975 → | D (A) | 8 | 12763 cm ³ | 2V | 190-235 kW | (259-320 PS) | 16,5:1 | 130,00 mm |
| BF 8 L 413 FRW | 1981 → 1992 | D (A) | 8 | 12763 cm ³ | 2V | 180 kW | (245 PS) | | 130,00 mm |
| BF 8 L 513 C | | D (LA) | 8 | 17180 cm ³ | 2V | 212-235 kW | (288-320 PS) | 16,5:1 | 130,00 mm |
| BF 10 L 413 F | 1982 → 08.1983 | D (A) | 10 | 15953 cm ³ | 2V | 206-294 kW | (280-400 PS) | 16,5:1 | 130,00 mm |
| BF 10 L 513 C | | D (LA) | 10 | 15953 cm ³ | 2V | 265-294 kW | (360-400 PS) | 16,5:1 | 130,00 mm |
| BF 12 L 413 F | 1975 → 08.1983 | D (A) | 12 | 19144 cm ³ | 2V | 286-353 kW | (389-480 PS) | 16,5:1 | 130,00 mm |
| BF 12 L 513 C | 01.1985 → | D (LA) | 12 | 19144 cm ³ | 2V | 328-405 kW | (446-551 PS) | 15,8:1 | 130,00 mm |
| F 6 L 413 FW | 07.1976 → | D | 6 | 9572 cm ³ | 2V | 96-121 kW | (130-165 PS) | 18:1 | 130,00 mm |
| F 8 L 413 FW | 1976 → | D | 8 | 12763 cm ³ | 2V | 129-136 kW | (176-185 PS) | 18:1 | 130,00 mm |
| F 10 L 413 FW | 1976 → | D | 10 | 15953 cm ³ | 2V | 161-202 kW | (219-275 PS) | 18:1 | 130,00 mm |
| F 12 L 413 FW | 1976 → | D | 12 | 19144 cm ³ | 2V | 193-243 kW | (263-330 PS) | 18:1 | 130,00 mm |

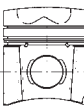


| | | | | |
|--------|-------|-------|---------|---------|
| R Cyl. | A=139 | C=150 | L=250,7 | H=169,5 |
| R Cyl. | A=139 | C=154 | L=250,5 | H=169,5 |

89 030 110
89 384 110

46 **125**

| | | | | | | | | | |
|-----------------------|----------------|--------|---|----------------------|----|------------|--------------|--------|-----------|
| BF 6 L 413 FRC | 1978 → | D (A) | 6 | 9572 cm ³ | 2V | 170-199 kW | (231-271 PS) | 15,8:1 | 130,00 mm |
| BF 6 L 513 R | 01.1993 → 1996 | D (A) | 6 | 9572 cm ³ | 2V | 140-183 kW | (190-249 PS) | 15,8:1 | 130,00 mm |
| BF 6 L 513 RC | 03.1988 → | D (LA) | 6 | 9572 cm ³ | 2V | 180-217 kW | (245-295 PS) | 15,8:1 | 130,00 mm |



| | | | | | |
|---------|-----------|-----|-----|-----------|-------|
| 6 | KH 87,54 | RTK | 45 | 1 T15 3,5 | MO G6 |
| 125 146 | MT -18,62 | KKK | 107 | 1 M 2,5 | CR |
| | MØ 74 | | | 1 DSF 4 | CR |
| | BÜ +2,22 | | | | |
| | GL 138,7 | | | | |

125,00 **92 816 600**

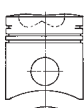


| | | | | |
|--------|-------|-------|---------|---------|
| R Cyl. | A=139 | C=150 | L=250,7 | H=169,5 |
| R Cyl. | A=139 | C=154 | L=250,5 | H=169,5 |

89 030 110 **92 816 960**
89 384 110 **92 816 961**

47 **125**

| | | | | | | | | | |
|------------------------|-----------|-------|----|-----------------------|----|------------|--------------|--------|-----------|
| BF 6 L 513 125 | 06.1986 → | D (A) | 6 | 9572 cm ³ | 2V | 182 kW | (248 PS) | 15,8:1 | 130,00 mm |
| BF 8 L 513 125 | 1983 → | D (A) | 8 | 12763 cm ³ | 2V | 160-250 kW | (218-340 PS) | 15,8:1 | 130,00 mm |
| BF 10 L 513 125 | 1982 → | D (A) | 10 | 15953 cm ³ | 2V | 218-305 kW | (296-415 PS) | 15,8:1 | 130,00 mm |
| BF 12 L 513 125 | 03.1989 → | D (A) | 12 | 19144 cm ³ | 2V | 300-367 kW | (408-499 PS) | 15,8:1 | 130,00 mm |



| | | | | | |
|-----------|-----------|-----|-----|-----------|-------|
| 6/8/10/12 | KH 87,45 | KKK | 45 | 1 T15 3,5 | MO G6 |
| 125 156 | MT -18,45 | RTK | 107 | 1 M 2,5 | CR |
| | MØ 74 | | | 1 DSF 4 | CR |
| | BÜ +5,25 | | | | |
| | GL 138,65 | | | | |

125,00 **91 043 700**
1,10
1,25



| | | | | |
|--------|-------|-------|---------|---------|
| R Cyl. | A=139 | C=150 | L=250,7 | H=169,5 |
| R Cyl. | A=139 | C=154 | L=250,5 | H=169,5 |

89 030 110 **91 043 970**
89 384 110 **91 043 971**

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| | | | Type | | | B | C | | |
|--|----------------------|---|------------|-----------|---------------------------------|-------------------|--------------|--|--------------------------|
| | 6/8/10/12 125 156 | KH 87,45 MT -21,95 MØ 64 BÜ +5,25 GL 138,65 | RTK KKK | 45 107 | 1 T15 3,5 1 M 2,5 1 DSF 4 | MO G6 CR CR | 1,10 1,25 | | 125,00 91 046 700 |
| | R Cyl. | A=139 | C=150 | L=250,7 | H=169,5 | | | | 89 030 110 91 046 970 |
| | R Cyl. | A=139 | C=154 | L=250,5 | H=169,5 | | | | 89 384 110 91 046 971 |

D

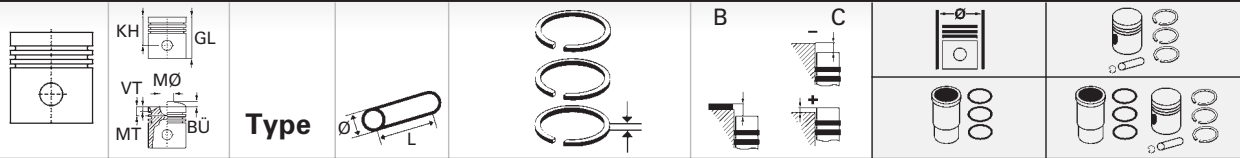
| 48 132 | | | | | | | | | | |
|-----------------------|--------|-------|-------|---------|-----------|-----------------------|----|--------|---------------|-----------|
| BFG 6 M 1015 C | | | | G (A) | 6 | 11910 cm ³ | 2V | 142 kW | (193 PS) 10:1 | 145,00 mm |
| BFG 8 M 1015 C | | | | G (A) | 8 | 15870 cm ³ | 2V | 190 kW | (258 PS) 10:1 | 145,00 mm |
| | N Cyl. | A=147 | C=158 | L=268,5 | H+F=9+1,2 | 2 FP 146 x 4 | | | 89 443 110 | |

| 49 132 | | | | | | | | | |
|----------------------|--|-----------|--------|---|-----------------------|----|------------|---------------------|-----------|
| BF 6 M 1015 C | | 01.1998 → | D (LA) | 6 | 11910 cm ³ | 4V | 228-341 kW | (310-464 PS) 16,5:1 | 145,00 mm |
| Euro 2 | | | | | | | | | |
| BF 8 M 1015 C | | 01.1990 → | D (LA) | 8 | 15870 cm ³ | 4V | 304-454 kW | (414-617 PS) 16,5:1 | 145,00 mm |
| Euro 2 | | | | | | | | | |

| | | | | | | | | | |
|--|----------------|---|------------|-----------|----------------------------------|----------------------|--|--|--------------------------|
| | 6/8 132 010 | KH 86,8 MT -18,77 MØ 84 GL 133,8 | RTK TPL | 52 110 | 1 T15 3,5 1 M 2,45 1 DSF 4 | CR G6 CR G6 CR | | | 132,00 94 345 600 |
| | N Cyl. | A=147 | C=158 | L=268,5 | H+F=9+1,2 | 2 FP 146 x 4 | | | 89 443 110 94 345 960 |

| 50 132 | | | | | | | | | |
|---------------------------|--|--------|--------|---|-----------------------|----|------------|---------------------|-----------|
| BF 6 M 1015 Euro 2 | | 1998 → | D (LA) | 6 | 11910 cm ³ | 4V | 228-341 kW | (310-464 PS) 16,5:1 | 145,00 mm |

| | | | | | | | | | | |
|--|--------|-------|-------|---------|-----------|--------------|--|--|------------|--|
| | N Cyl. | A=147 | C=158 | L=268,5 | H+F=9+1,2 | 2 FP 146 x 4 | | | 89 443 110 | |
|--|--------|-------|-------|---------|-----------|--------------|--|--|------------|--|



D

51 **132**

| | | | | | | | | | |
|---------------------------------|-----------|--------|---|-----------------------|----|------------|--------------|--------|-----------|
| BF 6 M 1015 CP Euro 2 | 10.1999 → | D (LA) | 6 | 11910 cm ³ | 4V | 261-330 kW | (350-443 PS) | 16,5:1 | 145,00 mm |
| BF 8 M 1015 CP Euro 2 | 08.1999 → | D (LA) | 8 | 15870 cm ³ | 4V | 294-440 kW | (400-598 PS) | 16,5:1 | 145,00 mm |

| | | | | | | | | | |
|--|--------|---|--------------------------|-----------|----------------------------------|----------------------|--|-------------------|-------------------|
| | 6/8 | KH 86,8 MT -18,77 MØ 84 GL 133,8 | RTK KKK LOX TPL | 52 110 | 1 T15 3,5 1 M 2,45 1 DSF 4 | CR G6 CR G6 CR | | 132,01 | 94 839 600 |
| | N Cyl. | A=147 | C=158 | L=268,5 | H+F=9+1,2 | 2 FP 146 x 4 | | 89 443 110 | 94 839 960 |

52 **132**

| | | | | | | | | | |
|--------------------------------|--|--------|---|-----------------------|----|--------|----------|--|-----------|
| BF 6 M 2015 C Euro 3 | | D (LA) | 6 | 11900 cm ³ | 4V | 360 kW | (489 PS) | | 145,00 mm |
| BF 8 M 2015 C Euro 3 | | D (LA) | 8 | 15900 cm ³ | 4V | 500 kW | (680 PS) | | 145,00 mm |
| TCD 2015 V6 Euro 3 | | D (LA) | 6 | 11900 cm ³ | 4V | 360 kW | (489 PS) | | 145,00 mm |
| TCD 2015 V8 Euro 3 | | D (LA) | 8 | 15900 cm ³ | 4V | 500 kW | (680 PS) | | 145,00 mm |

| | | | | | | | | | |
|--|-----|---|--------------------------|-----------|----------------------------------|----------------------|--|---------------|-------------------|
| | 6/8 | KH 86,8 MT -21,12 MØ 70,8 GL 133,8 | RTK KKK LOX TPL | 52 110 | 1 T15 3,5 1 M 2,45 1 DSF 4 | CR G6 CR G6 CR | | 132,01 | 99 898 600 |
|--|-----|---|--------------------------|-----------|----------------------------------|----------------------|--|---------------|-------------------|

53 **135**

| | | | | | | | | | |
|--------------------|-------------------|-------|----|-----------------------|----|------------|--------------|--------|-----------|
| BF 6 M 716 | 01.1964 → 12.1975 | D (A) | 6 | 13740 cm ³ | 2V | 202-266 kW | (275-362 PS) | 16,1:1 | 160,00 mm |
| BF 8 M 716 | 01.1964 → 12.1975 | D (A) | 8 | 18320 cm ³ | 2V | 246-312 kW | (335-425 PS) | 16,1:1 | 160,00 mm |
| BF 12 M 716 | 01.1964 → 12.1975 | D (A) | 12 | 27480 cm ³ | 2V | 404-533 kW | (550-725 PS) | 16,1:1 | 160,00 mm |
| BF 16 M 716 | 01.1964 → 12.1975 | D (A) | 16 | 36640 cm ³ | 2V | 566-625 kW | (670-850 PS) | 16,1:1 | 160,00 mm |
| F 4 M 716 | 01.1965 → 12.1974 | D | 4 | 9160 cm ³ | 2V | 49-85 kW | (67-116 PS) | 17,5:1 | 160,00 mm |
| F 6 M 716 | 01.1965 → 12.1975 | D | 6 | 13740 cm ³ | 2V | 74-155 kW | (101-210 PS) | 17,5:1 | 160,00 mm |
| F 8 M 716 | 01.1964 → 12.1975 | D | 8 | 18320 cm ³ | 2V | 97-184 kW | (132-250 PS) | 17,5:1 | 160,00 mm |
| F 12 M 716 | 01.1965 → 12.1975 | D | 12 | 27480 cm ³ | 2V | 147-309 kW | (200-420 PS) | 17,5:1 | 160,00 mm |

| | | | | | | | | | |
|--|-----------------|---|-------|-----------|---------------------------|------------------------------|--------------|--------------------------------------|---|
| | 4/6/8/12/ 16 | KH 104,5 MT -12,5 MØ 98,4 GL 179,5 | RTK | 52 115 | 1 R 4 2 M 3 1 DSF 6 | CR | 1,70 2,35 | 135,00 | 91 490 600 [1], [2] (91 488, 91 489) |
| | N Cyl. | A=154 | C=167 | L=322 | H+F=12,5+0,7 | 1 FP 140 x 4 1 SC 140 x 4 | | 88 834 110 [3] (88 509) | 91 490 962 [3] |

[1] 01.1966 →

Fortsetzung nächste Seite / continued on next page / suite page suivante / continuación página próxima / Продолжение на следующей странице



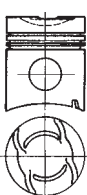
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|-----|---|--|--|--|--|--|--|
| | | | | | | | |
| [2] | <p>Für alle Motoren mit Aufladung über 1750 U/min ohne Aussparung für die Vorkammer im Kolbenboden, ohne Ventiltaschen. For all engines with charge over 1750 rpm and hemispherical depression without precombustion chambers in the piston head, without valve pockets. Pour tous les moteurs avec suralimentation supérieure à 1750 tr/min et sans chambre de précombustion dans la tête du piston, sans passage de soupape. Para todos los motores con sobrealimentación superior a 1750 r/min sin cámara de combustión en la cabeza del pistón, sin pasaje de válvula. для всех двигателей с наддувом выше 1750 об/мин без углубления для предкамеры в днище поршня, без выемок для клапанов.</p> | | | | | | |
| [3] | <p>mit Zyl.-Kopfdichtung 215 8472 EE 0170-08 with cylinder head seal 215 8472 EE 0170-08 avec joint de culasse 215 8472 EE 0170-08 con junta de culata 215 8472 EE 0170-08 с прокладкой головки блока цилиндров 215 8472 EE 0170-08</p> | | | | | | |

D

54

142

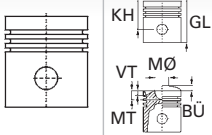

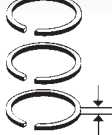
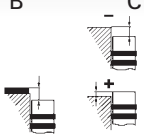

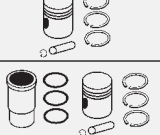
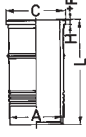
| | | | | | | | | | |
|----------------|-------------------|--------|----|-----------------------|----|-------------|----------------|------|-----------|
| A 6 M 816 | → 1988 | D | 6 | 15204 cm ³ | 2V | 145-172 kW | (197-234 PS) | 16:1 | 160,00 mm |
| A 6 M 816 R | | D (LA) | 6 | 15204 cm ³ | 2V | | | 16:1 | 160,00 mm |
| A 6 M 816 U | | D (LA) | 6 | 15204 cm ³ | 2V | | | 16:1 | 160,00 mm |
| A 6 M 816 W | | D (LA) | 6 | 15204 cm ³ | 2V | | | 16:1 | 160,00 mm |
| A 8 M 816 | → 1988 | D (A) | 8 | 20272 cm ³ | 2V | 190-230 kW | (259-313 PS) | 16:1 | 160,00 mm |
| A 8 M 816 C | | D (LA) | 8 | 20272 cm ³ | 2V | | | 16:1 | 160,00 mm |
| A 8 M 816 CR | | D (LA) | 8 | 20272 cm ³ | 2V | | | 16:1 | 160,00 mm |
| A 8 M 816 R | | D (LA) | 8 | 20272 cm ³ | 2V | | | 16:1 | 160,00 mm |
| A 8 M 816 U | | D (LA) | 8 | 20272 cm ³ | 2V | | | 16:1 | 160,00 mm |
| A 8 M 816 W | | D (LA) | 8 | 20272 cm ³ | 2V | | | 16:1 | 160,00 mm |
| A 12 M 816 | 05.1974 → 12.1975 | D (A) | 12 | 30408 cm ³ | 2V | 162-321 kW | (220-436 PS) | 16:1 | 160,00 mm |
| A 12 M 816 C | | D (LA) | 12 | 30408 cm ³ | 2V | | | 16:1 | 160,00 mm |
| A 12 M 816 CR | | D (LA) | 12 | 30408 cm ³ | 2V | | | 16:1 | 160,00 mm |
| A 12 M 816 R | | D (LA) | 12 | 30408 cm ³ | 2V | | | 16:1 | 160,00 mm |
| A 12 M 816 U | | D (LA) | 12 | 30408 cm ³ | 2V | | | 16:1 | 160,00 mm |
| A 12 M 816 W | | D (LA) | 12 | 30408 cm ³ | 2V | | | 16:1 | 160,00 mm |
| A 16 M 816 | 05.1974 → 12.1975 | D (A) | 16 | 40544 cm ³ | 2V | 216-427 kW | (295-581 PS) | 16:1 | 160,00 mm |
| BA 6 M 816 | 05.1974 → 12.1975 | D (A) | 6 | 15204 cm ³ | 2V | 245-269 kW | (333-366 PS) | 16:1 | 160,00 mm |
| BA 6 M 816 R | → 09.1988 | D (LA) | 6 | 15204 cm ³ | 2V | 358-433 kW | (487-589 PS) | 16:1 | 160,00 mm |
| BA 6 M 816 U | → 1986 | D (LA) | 6 | 15204 cm ³ | 2V | 305-325 kW | (415-442 PS) | 16:1 | 160,00 mm |
| BA 6 M 816 W | → 1986 | D (LA) | 6 | 15204 cm ³ | 2V | 330-355 kW | (449-483 PS) | 16:1 | 160,00 mm |
| BA 8 M 816 | 05.1974 → 12.1975 | D (A) | 8 | 20272 cm ³ | 2V | 325-359 kW | (442-488 PS) | 16:1 | 160,00 mm |
| BA 8 M 816 C | → 1988 | D (LA) | 8 | 20272 cm ³ | 2V | | | 16:1 | 160,00 mm |
| BA 8 M 816 CR | → 1988 | D (LA) | 8 | 20272 cm ³ | 2V | 570-638 kW | (775-868 PS) | 16:1 | 160,00 mm |
| BA 8 M 816 R | → 1988 | D (LA) | 8 | 20272 cm ³ | 2V | 475-578 kW | (646-786 PS) | 16:1 | 160,00 mm |
| BA 8 M 816 U | → 1986 | D (LA) | 8 | 20272 cm ³ | 2V | 395-435 kW | (537-592 PS) | 16:1 | 160,00 mm |
| BA 8 M 816 W | → 1986 | D (LA) | 8 | 20272 cm ³ | 2V | 474 kW | (645 PS) | 16:1 | 160,00 mm |
| BA 12 M 816 | 05.1974 → 1986 | D (A) | 12 | 30408 cm ³ | 2V | 247-564 kW | (336-766 PS) | 16:1 | 160,00 mm |
| BA 12 M 816 C | 07.1984 → | D (LA) | 12 | 30408 cm ³ | 2V | 608-770 kW | (827-1047 PS) | 16:1 | 160,00 mm |
| BA 12 M 816 CR | → 08.1988 | D (LA) | 12 | 30408 cm ³ | 2V | 850-950 kW | (1156-1292 PS) | 16:1 | 160,00 mm |
| BA 12 M 816 R | → 08.1988 | D (LA) | 12 | 30408 cm ³ | 2V | 720-866 kW | (979-1178 PS) | 16:1 | 160,00 mm |
| BA 12 M 816 U | → 1986 | D (LA) | 12 | 30408 cm ³ | 2V | 615-650 kW | (837-884 PS) | 16:1 | 160,00 mm |
| BA 12 M 816 W | → 1986 | D (LA) | 12 | 30408 cm ³ | 2V | 665-710 kW | (905-965 PS) | 16:1 | 160,00 mm |
| BA 16 M 816 | 05.1974 → 12.1975 | D (A) | 16 | 40544 cm ³ | 2V | 330-751 kW | (449-1020 PS) | 16:1 | 160,00 mm |
| BA 16 M 816 R | → 1988 | D (LA) | 16 | 40544 cm ³ | 2V | 955-1155 kW | (1299-1571 PS) | | 160,00 mm |
| BA 16 M 816 U | → 1986 | D (LA) | 16 | 40544 cm ³ | 2V | 790-870 kW | (1075-1183 PS) | 16:1 | 160,00 mm |
| BA 16 M 816 W | → 1986 | D (LA) | 16 | 40544 cm ³ | 2V | 860-948 kW | (1170-1289 PS) | 16:1 | 160,00 mm |

6/8/12/16
KH 105
MT -14,5
GL 173KKK
LOX
RTK57
1201 T15 4
1 M 3
1 DSF 6CR G6
CR1,42
2,16

142,00




92 964 600
[1]

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|  |  |  |  |  |  | | | | |
|---|--|---|--|---|---|--|--------------------------|----------------------------------|--|
|  | <p>N Cyl.</p> | <p>A=160</p> | <p>C=174,9</p> | <p>L=317</p> | <p>H+F=12,1+1,2</p> | <p>1 FP 130 x 3,15 2 FP 144 x 4 1 SC 144 x 4</p> | <p>89 039 110</p> | <p>92 964 960 [2]</p> | |
| <p>[1]</p> | <p>A 6 M 816, A 6 M 816 R, A 6 M 816 U, A 6 M 816 W, A 8 M 816, A 8 M 816 C, A 8 M 816 CR, A 8 M 816 R, A 8 M 816 U, A 8 M 816 W, A 12 M 816 C, A 12 M 816 CR, A 12 M 816 R, A 12 M 816 U, A 12 M 816 W, BA 6 M 816 R, BA 6 M 816 U, BA 6 M 816 W, BA 8 M 816 C, BA 8 M 816 CR, BA 8 M 816 R, BA 8 M 816 U, BA 8 M 816 W, BA 12 M 816 CR, BA 12 M 816 R, BA 12 M 816 U, BA 12 M 816 W, BA 16 M 816 R, BA 16 M 816 U, BA 16 M 816 W: 01.1972 →</p> | | | | | | | | |
| <p>[2]</p> | <p>A 6 M 816, A 6 M 816 R, A 6 M 816 U, A 6 M 816 W, A 8 M 816, A 8 M 816 C, A 8 M 816 CR, A 8 M 816 R, A 8 M 816 U, A 8 M 816 W, A 12 M 816 C, A 12 M 816 CR, A 12 M 816 R, A 12 M 816 U, A 12 M 816 W, BA 6 M 816 R, BA 6 M 816 U, BA 6 M 816 W, BA 8 M 816 C, BA 8 M 816 CR, BA 8 M 816 R, BA 8 M 816 U, BA 8 M 816 W, BA 12 M 816 C, BA 12 M 816 CR, BA 12 M 816 R, BA 12 M 816 U, BA 12 M 816 W, BA 16 M 816 R, BA 16 M 816 U, BA 16 M 816 W: 01.1972 →</p> | | | | | | | | |

D



| |  | Cyl. |  | cm ³ |  | Comp. Ratio ε | kW | PS | Pos |
|-----------------------|---|----------|---|-----------------|---|------------------|---------|---------|-----|
| | | | | | | | | | mm |
| DT 12 (DOOSAN) Euro 3 | | D (LA) 6 | 127 x 154 | 11716 | 4 | 18:1 | 322 | 434 | 2 |
| DC 12 (DOOSAN) | | D (LA) 6 | 127 x 154 | 11716 | 4 | 18:1 | 285-309 | 387-420 | 2 |
| DC 9 (DOOSAN) | | D (LA) 6 | 115 x 144 | 8974 | 4 | 18,0:1 | 220-234 | 299-319 | 1 |
| DC 9 (DOOSAN) | | D (LA) 5 | 127 x 140 | 8870 | 4 | 17,0:1 | 247-255 | 336-482 | 3 |



Pos

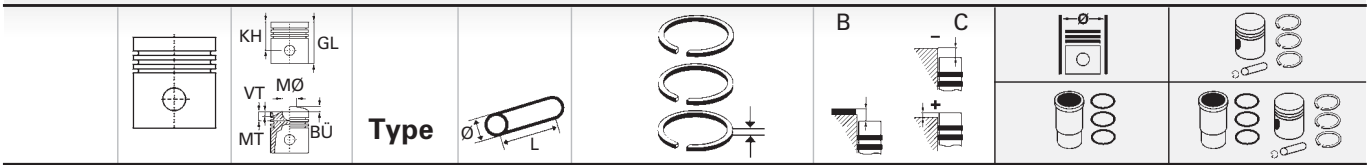


Pos

MT-Series

| | | |
|--------------------|------------------|---|
| MT 26 (bis Tier 3) | DC 9 (DOOSAN) D | 1 |
| MT 26 (ab Tier 3) | DC 9 (DOOSAN) D | 3 |
| MT 31 (bis Tier 3) | DC 9 (DOOSAN) D | 1 |
| MT 31 (ab Tier 3) | DC 9 (DOOSAN) D | 3 |
| MT 36 | DT 12 (DOOSAN) D | 2 |
| MT 36 | DC 12 (DOOSAN) D | 2 |
| MT 41 | DT 12 (DOOSAN) D | 2 |
| MT 41 | DC 12 (DOOSAN) D | 2 |

D



1 **115**

DC 9 (DOOSAN) D (LA) 6 8974 cm³ 4V 220-234 kW (299-319 PS) 18,0:1 144,00 mm

| | | | | | | | | |
|--|--------|---|------------|----------|--|---------------------------------------|-------------------|-------------------|
| | 6 | KH 83,4 VT1 -2,40 VT2 -2,60 MT -20,5 MØ 72 GL 130,92 | RTK TPL | 50 92 | 1 T15 3,16 CK G6 1 M 2,39 1 DSF 3,5 CR | | 115,00 | 40 182 600 |
| | N Cyl. | A=128 X=17,9 | C=140,76 | L=257,5 | H+F=8,3+0,8 | 1 FP 125 x 130 x 10,8 2 FP 129 x 4 | 89 599 110 | 40 182 960 |

2 **127**

DT 12 (DOOSAN) D (LA) 6 11716 cm³ 4V 322 kW (434 PS) 18:1 154,00 mm

Euro 3

DC 12 (DOOSAN) D (LA) 6 11716 cm³ 4V 285-309 kW (387-420 PS) 18:1 154,00 mm

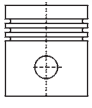
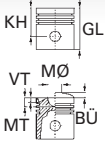

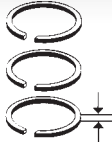

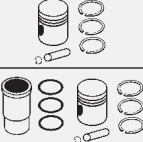





| | | | | | | | | |
|--|--------|--|------------|-----------|---|--|------------------------------|------------------------------|
| | 6 | KH 85,21 MT -22,95 ST127044/MØ 80,5 127045 GL 125,21 | PSK TPL | 54 106 | 1 T15 3,5 CK G6 1 M 2,385 G3 1 DSF 3,5 CR | | 127,00 | 40 907 600 NEW |
| | N Cyl. | A=139 Y=8,75 | C=150 | L=271,1 | H=194,27 | 1 FP 144 x 2,5 1 FP 148 x 4 (50 007 886) | 89 541 110 | 40 907 960 NEW |
| | N Cyl. | A=140 Y=8,75 | C=151 | L=271,1 | H=194,27 | 1 XM 142,5 x 3,5 1 XM 148,5 x 4 | 89 881 110 NEW | 40 907 961 NEW |

3 **127**




DC 9 (DOOSAN) D (LA) 5 8870 cm³ 4V 247-255 kW (336-482 PS) 17,0:1 140,00 mm

| | | | | | | | | |
|--|--------|---|-------------------|-----------|--|--|------------------------------|------------------------------|
| | 5 | KH 92,04 MT -21,15 MØ 75,1 GL 136,04 | RTK TPL KBB | 54 106 | 1 T15 3,5 CR G6 1 M 2,385 1 DSF 3,5 CR | | 127,00 | 99 496 600 |
| | N Cyl. | A=139 Y=8,75 | C=150 | L=271,1 | H=194,27 | 1 FP 144 x 2,5 1 FP 148 x 4 (50 007 886) | 89 541 110 | 99 496 960 |
| | N Cyl. | A=140 Y=8,75 | C=151 | L=271,1 | H=194,27 | 1 XM 142,5 x 3,5 1 XM 148,5 x 4 | 89 881 110 NEW | 99 496 961 NEW |

DOOSAN → **SCANIA** **863**

|  |  | Type |  |  | B | C |  |  |
|---|---|-------------|---|--|----------|----------|---|---|
| D | FAHR | | → | DEUTZ FORD MERCEDES-BENZ MWM VOLKSWAGEN | | | |  244  351  562  683  1007 |

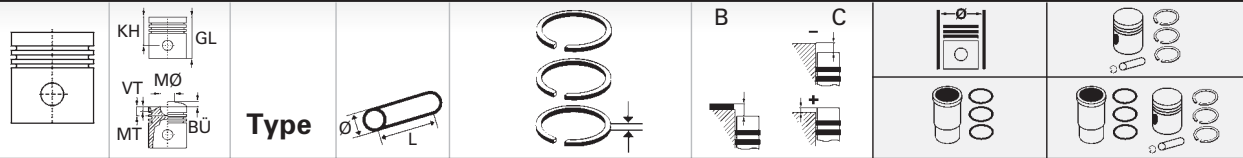


| |  | Cyl. |  mm | cm ³ |  | Comp. Ratio ε | kW | PS | Pos |
|----------|---|------|--|-----------------|---|------------------|-----|-----|-----|
| | | | | | | | | | |
| FF - 1 | | D 6 | 112 x 140 | 8300 | 2 | 17,7:1 | 114 | 155 | 1 |
| 2 F - B | | D 6 | 125 x 150 | 11040 | 2 | 18,6:1 | 142 | 193 | 3 |
| 2 FU - B | | D 6 | 125 x 150 | 11040 | 2 | 18,6:1 | 147 | 200 | 3 |
| 2 F/4 | | D 6 | 123 x 140 | 9981 | 2 | 17,05:1 | 147 | 200 | 2 |



| | | | Pos | | | | Pos |
|--------------------|-----------|----------|-----|----------|--|--|-----|
| BUS | | | | | | | |
| Series 110 | 01.1980 → | 2 F - B | D | 3 | | | |
| Series 110 | 01.1980 → | 2 FU - B | D | 3 | | | |
| Series 115 | 01.1980 → | 2 F - B | D | 3 | | | |
| Series 115 | 01.1980 → | 2 FU - B | D | 3 | | | |
| Series 312 | 01.1965 → | 2 F/4 | D | 2 | | | |
| Series 314 | 01.1965 → | 2 F/4 | D | 2 | | | |
| Series 315 | 01.1980 → | 2 F - B | D | 3 | | | |
| Series 315 | 01.1980 → | 2 FU - B | D | 3 | | | |
| Series 415 | 01.1980 → | 2 F - B | D | 3 | | | |
| Series 415 | 01.1980 → | 2 FU - B | D | 3 | | | |
| LKW | | | | | | | |
| FAP 13 FF | 01.1965 → | FF - 1 | D | 1 | | | |
| VFK | 01.1965 → | FF - 1 | D | 1 | | | |
| SERIES 16 T | | | | | | | |
| Series 1616 | 01.1965 → | 2 F/4 | D | 2 | | | |
| Series 1620 | 01.1980 → | 2 F - B | D | 3 | | | |
| Series 1620 | 01.1980 → | 2 FU - B | D | 3 | | | |
| SERIES 18 T | | | | | | | |
| Series 1820 | 01.1965 → | 2 F/4 | D | 2 | | | |
| SERIES 19 T | | | | | | | |
| Series 1920 | 01.1965 → | 2 F/4 | D | 2 | | | |
| Series 1921 | 01.1980 → | 2 F - B | D | 3 | | | |
| Series 1921 | 01.1980 → | 2 FU - B | D | 3 | | | |
| SERIES 21 T | | | | | | | |
| Series 2117 | 01.1965 → | 2 F/4 | D | 2 | | | |
| SERIES 24 T | | | | | | | |
| Series 2418 | 01.1965 → | 2 F/4 | D | 2 | | | |
| SERIES 26 T | | | | | | | |
| Series 2618 | 01.1965 → | 2 F/4 | D | 2 | | | |

F









| | | | | | | | | | | | | |
|---------------|--------|------------|----------|-------|----------------------|---------------|-------------------|----------|--------|-----------|--|--|
| 1 | | 112 | | | | | | | | | | |
| FF - 1 | | 01.1965 → | D | 6 | 8300 cm ³ | 2V | 114 kW | (155 PS) | 17,7:1 | 140,00 mm | | |
| | N Cyl. | A=126 | C=134,85 | L=265 | H+F=11,27+0,5 | 2 R 117 x 3,5 | 88 398 110 | | | | | |

| | | | | | | | | | | | | |
|--------------|--------|------------|-------|-------|----------------------|---------------|-------------------|----------|---------|-----------|--|--|
| 2 | | 123 | | | | | | | | | | |
| 2 F/4 | | 01.1965 → | D | 6 | 9981 cm ³ | 2V | 147 kW | (200 PS) | 17,05:1 | 140,00 mm | | |
| | N Cyl. | A=139 | C=149 | L=280 | H+F=15,27+0,5 | 2 R 130 x 3,5 | 88 393 110 | | | | | |

| | | | | | | | | | | | | |
|-----------------|--------------|--|------------|-----------|-------------------------------|-------------|---------------|----------|-------------------|-----------|--|--|
| 3 | | 125 | | | | | | | | | | |
| 2 F - B | | 01.1980 → | D | 6 | 11040 cm ³ | 2V | 142 kW | (193 PS) | 18,6:1 | 150,00 mm | | |
| 2 FU - B | | 01.1980 → | D | 6 | 11040 cm ³ | 2V | 147 kW | (200 PS) | 18,6:1 | 150,00 mm | | |
| | 6 125 114 | KH 89,3 MT -38,1 MØ 38 GL 137,8 | LOX RTK | 46 108 | 1 T15 3,5 1 M 3 1 DSF 6 | CR G3 CR | 125,00 | | 93 306 600 | | | |

| | | | | | |
|--------------|-------------|---|--------------------|--|------------|
| | FAUN | → | DEUTZ | | 244 |
| | | | FORD | | 351 |
| FENDT | | → | DEUTZ | | 244 |
| | | | MAN | | 465 |
| | | | MWM | | 683 |
| | | | SISU | | 910 |




|  | | | Cyl. |  | cm³ |  | Comp. Ratio ε | kW | PS | Pos |
|---|--------|--|-------------|---|-----------------------|---|--------------------------------|-----------|-----------|------------|
| B 25/637 | D | | 4 | 93 x 92 | 2499 | 2 | 22,25:1 | 50 | 68 | 41 |
| CO 3/130 | D | | 4 | 115 x 130 | 5401 | 2 | 17:1 | 56-67 | 76-91 | 74 |
| CRD 93 | D | | 4 | 93 x 92 | 2499 | 2 | 22,25:1 | 55 | 75 | 41 |
| CRD 93 B | D | | 4 | 93 x 92 | 2499 | 2 | 22,25:1 | 50 | 68 | 41 |
| D 3.152 | D | | 3 | 91,48 x 126,9 | 2503 | 2 | 17,4:1 | 35 | 47 | 38 |
| D 4.203 | D | | 4 | 91,48 x 126,9 | 3335 | 2 | 18,6:1 | 40 | 54 | 38 |
| DHX | D (LA) | | 4 | 83 x 88 | 1905 | 2 | 21,8:1 | 66-68 | 90-92 | 22 |
| DJY | D | | 4 | 83 x 88 | 1905 | 2 | 23,5:1 | 50-52 | 68-71 | 23 |
| DJ5 T | D (LA) | | 4 | 92 x 92 | 2446 | 3 | 22:1 | 76 | 104 | 39 |
| DK5 ATE | D (LA) | | 4 | 92 x 92 | 2446 | 3 | 22:1 | 94-96 | 128-130 | 39 |
| DW10BTED4 | D (LA) | | 4 | 85 x 88 | 1997 | 4 | 17,6:1 | 100 | 136 | 30 |
| DW12TED4 | D (LA) | | 4 | 85 x 96 | 2179 | 4 | 17,6:1 | 94-100 | 128-136 | 29 |
| DW8 | D | | 4 | 82,2 x 88 | 1868 | 2 | 23:1 | 51 | 69 | 14 |
| D19AA | D (LA) | | 4 | 82 x 90,4 | 1910 | 2 | 18:1 | 88 | 120 | 11 |
| D8B | D (LA) | | 4 | 83 x 88 | 1905 | 2 | 21,8:1 | 66-68 | 90-92 | 22 |
| D9B | D | | 4 | 83 x 88 | 1905 | 2 | 23,5:1 | 51 | 70 | 23 |
| F1 AE 0481 A Euro 3 | D (LA) | | 4 | 88 x 94 | 2286 | 4 | 19:1 | 71 | 96 | 35 |
| F1 AE 0481 B Euro 3 | D (LA) | | 4 | 88 x 94 | 2286 | 4 | 19:1 | 85 | 116 | 35 |
| F1 AE 0481 C Euro 3 | D (LA) | | 4 | 88 x 94 | 2286 | 4 | 18,5 | 81 | 110 | 35 |
| F1 AE 0481 D Euro 4 | D (LA) | | 4 | 88 x 94 | 2286 | 4 | 19:1 | 88 | 120 | 36 |
| F1 AE 0481 F Euro 4 | D (LA) | | 4 | 88 x 94 | 2286 | 4 | | 70 | 95 | 36 |
| F1 AE 0481 G Euro 4 | D (LA) | | 4 | 88 x 94 | 2286 | 4 | | 85 | 116 | 36 |
| F1 AE 0481 H Euro 4 | D (LA) | | 4 | 88 x 94 | 2286 | 4 | | 85 | 116 | 36 |
| F1 AE 0481 M | D (LA) | | 4 | 88 x 94 | 2286 | 4 | | 100 | 136 | 36 |
| F1 AE 0481 R Euro 4 | D (LA) | | 4 | 88 x 94 | 2286 | 4 | | 85 | 116 | 36 |
| F1 AE 0481 U Euro 4 | D (LA) | | 4 | 88 x 94 | 2286 | 4 | | 78 | 106 | 36 |
| F1 AE 0481 V Euro 4 | D (LA) | | 4 | 88 x 94 | 2286 | 4 | | 78 | 106 | 36 |
| F1 CE 0481 A Euro 3 | D (LA) | | 4 | 95,8 x 104 | 2998 | 4 | | 100 | 136 | 52 |
| F1 CE 0481 B Euro 3 | D (LA) | | 4 | 95,8 x 104 | 2998 | 4 | | 122 | 166 | 52 |
| F1 CE 0481 D Euro 4 | D (LA) | | 4 | 95,8 x 104 | 2998 | 4 | 19:1 | 116 | 158 | 52 |
| F1 CE 0481 E Euro 4 | D (LA) | | 4 | 95,8 x 104 | 2998 | 4 | 19:1 | 100 | 136 | 52 |
| F1 CE 0481 FA Euro 4 | D (LA) | | 4 | 95,8 x 104 | 2998 | 4 | | 107 | 146 | 52 |
| F1 CE 0481 HA Euro 4 | D (LA) | | 4 | 95,8 x 104 | 2998 | 4 | | 130 | 176 | 52 |
| F1 CE 0481 HC Euro 4 | D (LA) | | 4 | 95,8 x 104 | 2998 | 4 | | 130 | 176 | 52 |
| F1 CE 0481 L Euro 4 | D (LA) | | 4 | 95,8 x 104 | 2998 | 4 | | 107 | 146 | 52 |
| F2 BE 0641 A Euro 4 | G (LA) | | 6 | 115 x 125 | 7790 | 4 | | 200 | 272 | 73 |
| F2 BE 0641 D Euro 4 | G (LA) | | 6 | 115 x 125 | 7790 | 4 | | 243 | 330 | 73 |
| F2 BE 0641 G Euro 4 | G (LA) | | 6 | 115 x 125 | 7790 | 4 | | 200 | 272 | 73 |
| F2 BE 0641 K Euro 4 | G (LA) | | 6 | 115 x 125 | 7790 | 4 | | 221 | 300 | 73 |
| F2 BE 0681 A Euro 3 | D (LA) | | 6 | 115 x 125 | 7790 | 4 | 17:1 | 259 | 352 | 77 |
| F2 BE 0681 B Euro 3 | D (LA) | | 6 | 115 x 125 | 7790 | 4 | 17:1 | 228 | 310 | 77 |
| F2 BE 0681 C Euro 3 | D (LA) | | 6 | 115 x 125 | 7790 | 4 | 17:1 | 200 | 272 | 77 |
| F2 BE 0681 CA Euro 3 | D (LA) | | 6 | 115 x 125 | 7790 | 4 | 17:1 | 180 | 245 | 77 |
| F2 BE 0681 D Euro 3 | D (LA) | | 6 | 115 x 125 | 7790 | 4 | 17:1 | 180 | 245 | 77 |
| F2 BE 0681 DA Euro 3 | D (LA) | | 6 | 115 x 125 | 7790 | 4 | 17:1 | 180 | 245 | 77 |
| F2 BE 0681 DB Euro 3 | D (LA) | | 6 | 115 x 125 | 7790 | 4 | 17:1 | 180 | 245 | 77 |
| F2 BE 0681 E Euro 2 | D (LA) | | 6 | 115 x 125 | 7790 | 4 | 17:1 | 180 | 245 | 78 |
| F2 BE 0681 F Euro 3 | D (LA) | | 6 | 115 x 125 | 7790 | 4 | 17:1 | 228 | 310 | 77 |
| F3 AE 0681 B Euro 3 | D (LA) | | 6 | 125 x 140 | 10308 | 4 | 17:1 | 294 | 400 | 83 |
| F3 AE 0681 D Euro 3 | D (LA) | | 6 | 125 x 140 | 10308 | 4 | 17:1 | 316 | 430 | 83 |
| F3 AE 0681 E Euro 3 | D (LA) | | 6 | 125 x 140 | 10308 | 4 | 17:1 | 287 | 390 | 83 |
| F3 BE 0681 A Euro 3 | D (LA) | | 6 | 135 x 150 | 12882 | 4 | 16,5:1 | 397 | 540 | 84 |
| F3 BE 0681 B Euro 3 | D (LA) | | 6 | 135 x 150 | 12882 | 4 | 16,5:1 | 353 | 480 | 84 |
| F3 BE 0681 C Euro 3 | D (LA) | | 6 | 135 x 150 | 12882 | 4 | 16,5:1 | 324 | 441 | 84 |
| F3 BE 0681 CB Euro 3 | D (LA) | | 6 | 135 x 150 | 12882 | 4 | 16,5:1 | 324 | 441 | 84 |
| F3 BE 0681 E Euro 3 | D (LA) | | 6 | 135 x 150 | 12882 | 4 | 16,5:1 | 353 | 480 | 84 |
| F3 BE 0681 F Euro 3 | D (LA) | | 6 | 135 x 150 | 12882 | 4 | 16,5:1 | 337 | 460 | 84 |
| F3 BE 0681 G Euro 3 | D (LA) | | 6 | 135 x 150 | 12882 | 4 | 16,5:1 | 280 | 381 | 84 |
| F32 AM Euro 3 | D (LA) | | 4 | 99 x 104 | 3200 | 2 | 18:1 | | | 54 |
| F32 GE Euro 3 | D (LA) | | 4 | 99 x 104 | 3200 | 2 | 18:1 | | | 54 |
| F32 GEF Euro 3 | D (LA) | | 4 | 99 x 104 | 3200 | 2 | 18:1 | | | 54 |
| F32 MNS Euro 3 | D (A) | | 4 | 99 x 104 | 3200 | 2 | 18,0:1 | 61 | 83 | 54 |
| F32 MNSX Euro 3 | D (LA) | | 4 | 99 x 104 | 3200 | 2 | 18:1 | | | 54 |
| F32 MNT Euro 3 | D (LA) | | 4 | 99 x 104 | 3200 | 2 | 18:1 | 53-65 | 72-88 | 54 |
| F32 MNTX Euro 3 | D (LA) | | 4 | 99 x 104 | 3200 | 2 | 18:1 | | | 54 |
| F32 TM1X Euro 3 | D (LA) | | 4 | 99 x 104 | 3200 | 2 | 18:1 | | | 54 |
| F4 AE 0481 A Euro 3 | D (LA) | | 4 | 102 x 120 | 3922 | 4 | 17:1 | 125 | 170 | 59 |
| F4 AE 0481 C Euro 3 | D (LA) | | 4 | 102 x 120 | 3922 | 4 | 17:1 | 110 | 149 | 59 |
| F4 AE 0481 D Euro 3 | D (LA) | | 4 | 102 x 120 | 3922 | 4 | 17:1 | 95 | 130 | 59 |

|  | | Cyl. |  mm | cm ³ |  | Comp. Ratio ϵ | kW | PS | Pos |
|---|--------|------|--|-----------------|---|------------------------|---------|---------|-----|
| F4 AE 0681 A Euro 3 | D (LA) | 6 | 102 x 120 | 5883 | 4 | 17:1 | 202-220 | 275-299 | 59 |
| F4 AE 0681 B Euro 3 | D (LA) | 6 | 102 x 120 | 5883 | 4 | 17:1 | 176 | 239 | 59 |
| F4 AE 0681 D Euro 3 | D (LA) | 6 | 102 x 120 | 5883 | 4 | 17:1 | 154 | 210 | 59 |
| F4 AE 0681 E Euro 3 | D (LA) | 6 | 102 x 120 | 5880 | 4 | 17:1 | 134 | 182 | 59 |
| F4 AE 0684 C | D (LA) | 6 | 102 x 120 | 5900 | 4 | 17,5 | 169 | 227 | 59 |
| F4 AE 3481 A Euro 4 | D (LA) | 4 | 102 x 120 | 3922 | 4 | | 134 | 182 | 60 |
| F4 AE 3481 B Euro 4 | D (LA) | 4 | 102 x 120 | 3922 | 4 | | 130 | 177 | 60 |
| F4 AE 3481 C Euro 4 | D (LA) | 4 | 102 x 120 | 3922 | 4 | | 103 | 140 | 60 |
| F4 AE 3481 D Euro 4 | D (LA) | 4 | 102 x 120 | 3922 | 4 | | 118 | 160 | 60 |
| F4 AE 3681 A Euro 4 | D (LA) | 6 | 102 x 120 | 5883 | 4 | | | | 60 |
| F4 AE 3681 B Euro 4 | D (LA) | 6 | 102 x 120 | 5883 | 4 | | 160 | 218 | 60 |
| F4 AE 3681 C Euro 4 | D (LA) | 6 | 102 x 120 | 5883 | 4 | | | | 60 |
| F4 AE 3681 D Euro 4 | D (LA) | 6 | 102 x 120 | 5883 | 4 | | 185 | 252 | 60 |
| F4 AE 3681 E Euro 4 | D (LA) | 6 | 102 x 120 | 5883 | 4 | | 205 | 279 | 60 |
| F4HE968A Euro 3 | D (LA) | 6 | 104 x 132 | 6700 | 4 | 17,0:1 | | | 71 |
| F5 C Euro 3 | D (A) | 4 | 99 x 104 | 3200 | 2 | 18,0:1 | | | 54 |
| F5 CE Euro 3 | D (A) | 4 | 99 x 104 | 3200 | 2 | 18,0:1 | | | 54 |
| LFW | B | 4 | 83 x 81,4 | 1761 | 2 | 9,25:1 | 72 | 98 | 20 |
| M202 PA.13.0 | B | 4 | 80,5 x 67,4 | 1372 | 2 | 9,2:1 | 51 | 70 | 9 |
| M700 AA.17.0 | D | 4 | 83 x 79,2 | 1714 | 2 | 20:1 | 40 | 55 | 21 |
| M703 AA.13.0 | D | 4 | 76 x 71,5 | 1297 | 2 | 20:1 | 33 | 45 | 7 |
| M705 BA.19.0 | D | 4 | 82,6 x 90 | 1929 | 2 | 20:1 | 27 | 37 | 15 |
| M705 CA.19 | D | 4 | 82,6 x 90 | 1929 | 2 | 21:1 | 48 | 65 | 18 |
| M707 AT.19.0 | D (LA) | 4 | 82,6 x 90 | 1929 | 2 | 20:1 | 59 | 80 | 16 |
| M707 CT.19.0 | D (LA) | 4 | 82,6 x 90 | 1929 | 2 | 20:1 | 59 | 80 | 16 |
| M708 NT.17.L | D | 4 | 82,6 x 79,2 | 1698 | 2 | 20,5:1 | 52 | 70 | 18 |
| M711 AT.19.0 | D (LA) | 4 | 82,6 x 90 | 1929 | 2 | 18:1 | 68 | 92 | 18 |
| M711 KT.19.0 | D (LA) | 4 | 82,6 x 90 | 1929 | 2 | 20:1 | 68 | 92 | 18 |
| M718 TT.19.L | D (LA) | 4 | 82,6 x 90 | 1929 | 2 | 19,9:1 | 66 | 90 | 17 |
| NEF45 SM1 | D (A) | 4 | 104 x 132 | 4500 | 2 | 17,5:1 | 59 | 80 | 72 |
| NEF45 SM2 | D (LA) | 4 | 104 x 132 | 4500 | 2 | 17,5:1 | 66 | 90 | 72 |
| NEF45 TM1 | D (LA) | 4 | 104 x 132 | 4500 | 2 | 17,5:1 | 85 | 116 | 72 |
| NEF45 TM2 | D (LA) | 4 | 104 x 132 | 4500 | 2 | 17,5:1 | 87 | 118 | 72 |
| NEF67 SM1 | D (A) | 6 | 104 x 132 | 6700 | 2 | 17,5:1 | 110 | 150 | 72 |
| NEF67 TM3 | D (LA) | 6 | 104 x 132 | 6700 | 2 | 17,5:1 | 152 | 207 | 72 |
| N67 ENT Euro 3 | D (LA) | 6 | 104 x 132 | 6700 | 4 | 16,5:1 | 175 | 238 | 71 |
| N67 ENT x20.00 Euro 3 | D (LA) | 6 | 104 x 132 | 6700 | 4 | 16,5:1 | | | 71 |
| P8C | D (LA) | 4 | 85 x 92 | 2088 | 3 | 21,5:1 | 80-81 | 109-110 | 27 |
| RFN | B | 4 | 85 x 88 | 1997 | 4 | 10,8:1 | 103 | 140 | 25 |
| RFV | B | 4 | 86 x 86 | 1998 | 4 | 10,4:1 | 97-100 | 132-136 | 31 |
| RHV (DW10TD) | D (LA) | 4 | 85 x 88 | 1997 | 2 | 18:1 | 63-68 | 86-92 | 28 |
| RHX | D (LA) | 4 | 85 x 88 | 1997 | 2 | 17,6:1 | 80 | 109 | 28 |
| RHZ | D (LA) | 4 | 85 x 88 | 1997 | 2 | 17,6:1 | 80-81 | 109-110 | 28 |
| U25/651 | D | 4 | 93 x 92 | 2499 | 2 | 22,25:1 | 54-55 | 73-75 | 41 |
| U25/661 | D | 4 | 93 x 92 | 2499 | 2 | 22,25:1 | 54-55 | 73-75 | 41 |
| WJY Euro 2 | D | 4 | 82,2 x 88 | 1868 | 2 | 23:1 | 44-52 | 60-71 | 14 |
| WJZ Euro 2 | D | 4 | 82,2 x 88 | 1868 | 2 | 23:1 | 51 | 69 | 14 |
| XM 7T | B | 4 | 84 x 81 | 1796 | 2 | 7,5:1 | 44-51 | 60-69 | 24 |
| XU 7JP | B | 4 | 83 x 81,4 | 1762 | 2 | 9,25:1 | 73-76 | 99-103 | 20 |
| XUD 11ATE | D (LA) | 4 | 85 x 92 | 2088 | 3 | 21,5:1 | 80 | 109 | 26 |
| XUD 11BTE | D (LA) | 4 | 85 x 92 | 2088 | 3 | 21,5:1 | 80-81 | 109-110 | 27 |
| XUD 9A | D | 4 | 83 x 88 | 1905 | 2 | 23:1 | 47-52 | 64-71 | 23 |
| XUD 9BTF | D (LA) | 4 | 83 x 88 | 1905 | 2 | 21,8:1 | 66 | 90 | 22 |
| XUD 9TE | D (LA) | 4 | 83 x 88 | 1905 | 2 | 21,8:1 | 66-68 | 90-92 | 22 |
| XUD 9TF | D (LA) | 4 | 83 x 88 | 1905 | 2 | 21,8:1 | 68 | 92 | 22 |
| 4.203 | D | 4 | 91,48 x 126,9 | 3335 | 2 | 17,4:1 | 44 | 60 | 37 |
| 100 GB.000 | B | 4 | 65 x 63,5 | 843 | 2 | 8,8:1 | 27 | 37 | 1 |
| 100 GC.000 | B | 4 | 65 x 63,5 | 843 | 2 | 9,3:1 | 35 | 47 | 1 |
| 100 GF.0C.0 | B | 4 | 65 x 68 | 903 | 2 | 7,9:1 | 29 | 40 | 1 |
| 100 GF.000 | B | 4 | 65 x 68 | 903 | 2 | 7,8:1 | 26 | 35 | 1 |
| 100 GL.0N.0 | B | 4 | 65 x 68 | 903 | 2 | 9:1 | 33 | 45 | 1 |
| 100 GL.000 | B | 4 | 65 x 68 | 903 | 2 | 9:1 | 33 | 45 | 1 |
| 100 GL.048 | B | 4 | 65 x 68 | 903 | 2 | 7,8:1 | 29 | 40 | 1 |
| 100 GL.064 | B | 4 | 65 x 68 | 903 | 2 | 9:1 | 33 | 45 | 1 |
| 100 GL.3C.0 | B | 4 | 65 x 68 | 903 | 2 | 9:1 | 33 | 45 | 1 |
| 100 GL3.000 | B | 4 | 65 x 68 | 903 | 2 | 9:1 | 33 | 45 | 1 |
| 100 GL.9C.0 | B | 4 | 65 x 68 | 903 | 2 | 9:1 | 33 | 45 | 1 |
| 100 GL.9N.0 | B | 4 | 65 x 68 | 903 | 2 | 9:1 | 33 | 45 | 1 |
| 100 GS.000 | B | 4 | 65 x 63,5 | 843 | 2 | 9,7:1 | 36 | 49 | 1 |

F


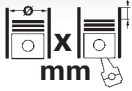






| Cyl. | Cyl. | mm | cm ³ | Comp. Ratio | ε | kW | PS | Pos | |
|-------------|--------|----|-----------------|-------------|---|---------------|-------|--------|----|
| | | | | | | | | | mm |
| 100 G.000 | B | 4 | 65 x 63,5 | 843 | 2 | 8:1 | 25 | 34 | 1 |
| 100 G.002 | B | 4 | 65 x 63,5 | 843 | 2 | 8,8:1 | 27 | 37 | 1 |
| 127 AB.5C.0 | D | 4 | 76 x 71,5 | 1297 | 2 | 21:1 | 33 | 45 | 7 |
| 127 A5.000 | D | 4 | 76 x 71,5 | 1297 | 2 | 20:1 | 33 | 45 | 7 |
| 128 AC5.000 | B | 4 | 80 x 55,5 | 1116 | 2 | 9,2:1 | 48 | 65 | 8 |
| 128 A.000 | B | 4 | 80 x 55,5 | 1116 | 2 | 8,8/ 9,2:1 | 40-48 | 55-65 | 8 |
| 128 BB.0A0 | B | 4 | 80 x 55,5 | 1116 | 2 | 8,8:1 | 48 | 65 | 8 |
| 138 AE.0A.0 | B | 4 | 80 x 55,5 | 1116 | 2 | 9,2:1 | 44 | 60 | 8 |
| 138 A5.000 | D | 4 | 83 x 79,2 | 1714 | 2 | 20:1 | 40-43 | 55-58 | 21 |
| 138 A6.000 | D | 4 | 83 x 79,2 | 1714 | 2 | 20:1 | 40 | 55 | 21 |
| 138 B5.000 | D | 4 | 83 x 79,2 | 1714 | 2 | 20:1 | 40-43 | 55-58 | 21 |
| 138 B6.000 | D | 4 | 83 x 79,2 | 1714 | 2 | 20,5:1 | 43 | 58 | 21 |
| 138 C.000 | D | 4 | 82,6 x 79,2 | 1698 | 2 | 20:1 | 44 | 60 | 15 |
| 146 B1.000 | D | 4 | 76 x 71,5 | 1297 | 2 | 20:1 | 33 | 45 | 7 |
| 146 B2.000 | D | 4 | 82,6 x 79,2 | 1698 | 2 | 20,5:1 | 42 | 57 | 15 |
| 146 B5.046 | D | 4 | 82,6 x 90 | 1929 | 2 | 21:1 | 44 | 60 | 18 |
| 146 C1.000 | B | 4 | 80,5 x 67,4 | 1372 | 2 | 9,2:1 | 51-53 | 70-72 | 9 |
| 146 C5.000 | B | 4 | 80,5 x 67,4 | 1372 | 2 | 9,2:1 | 50 | 67 | 9 |
| 146 C6.000 | B | 4 | 86,4 x 67,4 | 1581 | 2 | 9,5:1 | 69 | 94 | 33 |
| 146 D5.000 | B | 4 | 80,5 x 67,4 | 1372 | 2 | 9,2:1 | 49 | 67 | 9 |
| 146 D6.000 | B | 4 | 86,4 x 67,4 | 1581 | 2 | 9,2:1 | 55 | 75 | 33 |
| 149 A1.000 | D | 4 | 82,6 x 90 | 1929 | 2 | 21:1 | 48 | 65 | 15 |
| 149 B1.000 | D | 4 | 82,6 x 90 | 1929 | 2 | 21:1 | 52 | 70 | 15 |
| 149 B3.000 | D | 4 | 82,6 x 79,2 | 1698 | 2 | 20:1 | 42-44 | 58-60 | 15 |
| 149 B4.000 | D | 4 | 82,6 x 79,2 | 1698 | 2 | 20:1 | 42 | 57 | 15 |
| 149 B4.046 | D | 4 | 82,6 x 79,2 | 1698 | 2 | 20:1 | 42 | 58 | 15 |
| 149 B5.046 | D | 4 | 82,6 x 90 | 1929 | 2 | 20:1 | 44 | 60 | 15 |
| 154 B.000 | D (LA) | 4 | 82,6 x 90 | 1929 | 2 | 20:1 | 68 | 92 | 18 |
| 154 C6.000 | D (A) | 4 | 82,6 x 90 | 1929 | 2 | 20:1 | 68 | 92 | 18 |
| 154 D.1000 | D (LA) | 4 | 82,6 x 90 | 1929 | 2 | 20:1 | 68 | 92 | 18 |
| 156 A5.000 | D | 4 | 76 x 71,5 | 1297 | 2 | 20:1 | 27 | 37 | 7 |
| 156 C.046 | B | 4 | 70 x 72 | 1108 | 2 | 9,6:1 | 38-40 | 51-55 | 4 |
| 159 A3.000 | B | 4 | 86,4 x 67,4 | 1581 | 2 | 9,2:1 | 60-63 | 82-86 | 33 |
| 160 A.000 | D (LA) | 4 | 82,6 x 90 | 1929 | 2 | 19,2:1 | 66 | 90 | 16 |
| 160 A1.046 | B | 4 | 80,5 x 67,4 | 1372 | 2 | 9,2:1 | 51 | 70 | 9 |
| 160 A2.000 | B | 4 | 86,4 x 67,4 | 1581 | 2 | 9,2:1 | 60-62 | 82-84 | 33 |
| 160 A6.000 | D (LA) | 4 | 82,6 x 90 | 1929 | 2 | 19,2:1 | 66 | 90 | 17 |
| 160 A6.046 | D (LA) | 4 | 82,6 x 90 | 1929 | 2 | 19,2:1 | 66 | 90 | 17 |
| 160 A7.000 | D | 4 | 82,6 x 90 | 1929 | 2 | 21:1 | 48 | 65 | 15 |
| 160 B6.046 | D (LA) | 4 | 82,6 x 90 | 1929 | 2 | 19,2:1 | 59 | 80 | 16 |
| 169 B | B | 4 | 84 x 81 | 1796 | 2 | 7,5:1 | 50 | 69 | 24 |
| 170 B | B | 4 | 88 x 81 | 1971 | 2 | 8:1 | 55-58 | 75-79 | 34 |
| 170 D | B | 4 | 88 x 81 | 1971 | 2 | 8:1 | 57 | 77 | 34 |
| 171 B | B | 4 | 83 x 73 | 1580 | 2 | 9,5:1 | 66 | 90 | 19 |
| 176 A3.000 | D (A) | 4 | 82,6 x 79,2 | 1698 | 2 | 20,3:1 | 51-53 | 69-72 | 16 |
| 176 A6.000 | B | 4 | 70 x 72 | 1108 | 2 | 9,6:1 | 40 | 54 | 4 |
| 176 A7.000 | B | 4 | 70,8 x 78,9 | 1242 | 2 | 9,6:1 | 44 | 60 | 5 |
| 176 A8.000 | B | 4 | 70,8 x 78,9 | 1242 | 2 | 9,8:1 | 55 | 75 | 5 |
| 176 A9.000 | B | 4 | 86,4 x 67,4 | 1581 | 2 | 9,5:1 | 65 | 88 | 33 |
| 176 B2.000 | B | 4 | 70 x 72 | 1108 | 2 | 9,6:1 | 40 | 54 | 4 |
| 176 B3.000 | D | 4 | 82,6 x 79,2 | 1698 | 2 | 20,5:1 | 42 | 57 | 15 |
| 176 B4.000 | B | 4 | 70,8 x 78,9 | 1242 | 2 | 9,8:1 | 44 | 60 | 5 |
| 176 B7.000 | D (LA) | 4 | 82,6 x 79,2 | 1698 | 2 | 19,1:1 | 46 | 63 | 17 |
| 178 B5.000 | B | 4 | 70,8 x 78,9 | 1242 | 2 | 9,8:1 | 44-54 | 60-73 | 5 |
| 182 B4.000 | D (LA) | 4 | 82 x 90,4 | 1910 | 2 | 18,45:1 | 77 | 105 | 10 |
| 185 A6.000 | D (LA) | 5 | 82 x 90,4 | 2387 | 2 | 18,45:1 | 96 | 131 | 10 |
| 185 B4.000 | D (LA) | 4 | 82 x 90,4 | 1910 | 2 | 18,45:1 | 77 | 105 | 10 |
| 186 A8.000 | D (LA) | 4 | 82 x 90,4 | 1910 | 2 | 18,45:1 | 85 | 115 | 11 |
| 186 A9.000 | D (LA) | 4 | 82 x 90,4 | 1910 | 2 | 18:1 | 88 | 120 | 11 |
| 188 A8.000 | D (LA) | 4 | 69,6 x 82 | 1251 | 4 | 17,9:1 | 51 | 69 | 2 |
| 188 A9.000 | D (LA) | 4 | 69,6 x 82 | 1251 | 4 | 18:1 | 51 | 69 | 2 |
| 188 B2.000 | D (LA) | 4 | 82 x 90,4 | 1910 | 2 | 18:1 | 74 | 101 | 11 |
| 192 A1.000 | D (LA) | 4 | 82 x 90,4 | 1910 | 2 | 18,45:1 | 85 | 115 | 11 |
| 192 A8.000 | D (LA) | 4 | 82 x 90,4 | 1910 | 2 | 18:1 | 88 | 120 | 11 |
| 199 A2.000 | D (LA) | 4 | 69,6 x 82 | 1248 | 4 | 17,6:1 | 55 | 75 | 2 |
| 199 A3.000 | D (LA) | 4 | 69,6 x 82 | 1248 | 4 | 17,6:1 | 66-77 | 90-105 | 3 |
| 199 A5.000 | D (LA) | 4 | 82 x 90,4 | 1910 | 2 | 18:1 | 96 | 130 | 11 |
| 220 A2.000 | B | 4 | 86,4 x 67,4 | 1581 | 2 | 9,2:1 | 58 | 79 | 33 |

|  | | | Cyl. |  | cm³ |  | Comp. Ratio ε | kW | PS | Pos |
|---|---|--|-------------|---|-----------------------|---|--------------------------------|-----------|-----------|------------|
| 223 A7.000 | | | D (LA) 4 | 82 x 90,4 | 1910 | 2 | 18,45:1 | 77 | 105 | 11 |
| 230 A3.000 Euro 2 | | | D (A) 4 | 82,6 x 90 | 1929 | 2 | 19,2:1 | 60 | 82 | 16 |
| 230 A3.001 Euro 2 | | | D (A) 4 | 82,6 x 90 | 1929 | 2 | 19,2:1 | 60 | 82 | 16 |
| 230 A4.000 Euro 2 | | | D (A) 4 | 82,6 x 90 | 1929 | 2 | 19,2:1 | 59 | 80 | 16 |
| 280 A1.000 | | | D (A) 4 | 82,6 x 90 | 1929 | 2 | 20:1 | 60 | 82 | 15 |
| 280 A3.000 | | | D (A) 4 | 82,6 x 90 | 1929 | 2 | 19,2:1 | 60 | 82 | 17 |
| 4 HW | | | D (LA) 4 | 85 x 96 | 2197 | 4 | 18:1 | 94 | 128 | 29 |
| 4 HX | | | D (LA) 4 | 85 x 96 | 2179 | 4 | 18:1 | 94-100 | 128-136 | 29 |
| 4HV (P22DTE) Euro 4 | | | D (LA) 4 | 86 x 94,6 | 2198 | 4 | 17,5:1 | 74-103 | 101-140 | 32 |
| 4.236 | | | D | 4 98,48 x 126,8 | 3864 | 2 | 16:1 | 48-60 | 59-80 | 53 |
| 4.248 | | | D | 4 101,054 x 126,76 | 4064 | 2 | 16:1 | 53-66 | 72-90 | 58 |
| 6.372 | | | D | 6 101,054 x 126,76 | 6100 | 2 | 16:1 | 87 | 118 | 57 |
| 6.372.4 | | | D | 6 101,054 x 126,76 | 6100 | 2 | 16:1 | 82-87 | 112-118 | 57 |
| 802.000 | | | D | 2 95 x 110 | 1560 | 2 | 17:1 | 18 | 25 | 51 |
| 8020.01 | | | D | 2 95 x 110 | 1560 | 2 | 17:1 | 18 | 25 | 51 |
| 8025.01 | | | D | 2 95 x 110 | 1560 | 2 | 17:1 | 18 | 25 | 51 |
| 8025.02 | 001, 004, 304, 311 | | D | 2 100 x 110 | 1727 | 2 | 17:1 | 24 | 32 | 55 |
| 803.000 | | | D | 3 95 x 110 | 2340 | 2 | 17:1 | 28 | 38 | 51 |
| 8030.01 | | | D | 3 95 x 110 | 2340 | 2 | 17:1 | 28-37 | 38-51 | 51 |
| 8030.02 | | | D | 3 100 x 110 | 2592 | 2 | 17:1 | 46 | 62 | 55 |
| 8031.04 | 300 | | D | 3 103 x 110 | 2749 | 2 | 17:1 | 40 | 54 | 61 |
| 8031.05 | 300 | | D | 3 104 x 115 | 2931 | 2 | 17:1 | 43 | 58 | 64 |
| 8035.01 | 303, 306, 308, 309, 320 | | D | 3 95 x 110 | 2338 | 2 | 17:1 | 28-35 | 38-48 | 51 |
| 8035.02 | 201, 202, 204, 210, 212, 261, 265, 276, 300, 302, 304, 310, 312, 350, 353, 355, 356, 359, 361, 365, 376 | | D | 3 100 x 110 | 2592 | 2 | 17:1 | 29-46 | 39-62 | 55 |
| 8035.04 | 265, 270, 272, 300, 359, 370, 376, 377, 378 | | D | 3 103 x 110 | 2749 | 2 | 17:1 | 35-43 | 48-58 | 61 |
| 8035.05 | 000, 200, 206, 208, 216, 265, 306, 307, 308, 309, 317, 358, 359, 377 | | D | 3 104 x 115 | 2931 | 2 | 17:1 | 37-44 | 50-60 | 64 |
| 8035.06 | 200, 206, 208, 216, 220, 222, 223, 306, 307, 308, 309, 317, 320, 321, 322, 323 | | D | 3 100 x 115 | 2708 | 2 | 17:1 | 33-40 | 40-54 | 56 |
| 8035.44 | 059 | | D | 3 103 x 110 | 2749 | 2 | 17:1 | 35 | 48 | 61 |
| 804.000 | | | D | 4 95 x 110 | 3120 | 2 | 17:1 | 40 | 54 | 51 |
| 8040.01 | | | D | 4 95 x 110 | 3120 | 2 | 17:1 | 40-52 | 54-70 | 51 |
| 8040.02 | 041, 267, 300, 360, 367 | | D | 4 100 x 110 | 3456 | 2 | 17:1 | 44-60 | 60-82 | 55 |
| 8040.04 | 200, 280 | | D | 4 103 x 110 | 3666 | 2 | 17:1 | 63 | 85 | 61 |
| 8040.05 | 200, 203, 230, 232, 233, 235 | | D | 4 104 x 115 | 3908 | 2 | 17:1 | 65 | 88 | 64 |
| 8040.05 | 4990 | | D (A) 4 | 104 x 115 | 3908 | 2 | 17,7:1 | 80 | 109 | 65 |
| 8040.25R | 4200 | | D (A) 4 | 104 x 115 | 3908 | 2 | 17:1 | 85 | 115 | 65 |
| 8040.25X | 4000, 4947 | | D (A) 4 | 104 x 115 | 3908 | 2 | 17,7:1 | 85 | 116 | 65 |
| 8040.25 | 000, 200, 201, 202, 203, 207, 208, 220, 222, 223, 225, 229, 230, 231, 233, 234, 600 | | D (A) 4 | 104 x 115 | 3908 | 2 | | 74-85 | 101-115 | 63 |
| 8040.25 | 400, 4000, 420, 4200 | | D (A) 4 | 104 x 115 | 3908 | 2 | 17,7:1 | 85 | 115 | 65 |
| 8040.45D Euro 2 | 5100, 5101, 5103, 5105 | | D (LA) 4 | 104 x 115 | 3908 | 2 | 18:1 | 85 | 115 | 68 |
| 8040.45X | 4180, 4182 | | D (LA) 4 | 104 x 115 | 3908 | 2 | | 100 | 136 | 66 |
| 8040.45 Euro 1 | 410 | | D (LA) 4 | 104 x 115 | 3908 | 2 | 17:1 | 100 | 136 | 67 |
| 8040.45 | 4000, 4010, 4020, 4030, 4035, 4050, 4090, 4180, 4300, 4303, 4305, 4380, 4381, 4800 | | D (LA) 4 | 104 x 115 | 3908 | 2 | | 100 | 136 | 67 |
| 8040.45 Euro 2 | 5200, 5201, 5203, 5205, 5280, 5281 | | D (LA) 4 | 104 x 115 | 3908 | 2 | 18:1 | 100 | 136 | 68 |
| 8041 I.002 | | | D | 4 103 x 110 | 3666 | 2 | 17:1 | 52 | 71 | 61 |
| 8041 I.004 | | | D | 4 103 x 110 | 3666 | 2 | 17:1 | 52 | 71 | 61 |
| 8041 I.005 | | | D | 4 103 x 110 | 3666 | 2 | 17:1 | 52-59 | 71-80 | 61 |
| 8041 I.006 | | | D | 4 103 x 110 | 3666 | 2 | 17:1 | 52 | 71 | 61 |
| 8041.04 | 200, 250, 260, 300 | | D | 4 103 x 110 | 3666 | 2 | 17:1 | 50-63 | 68-88 | 61 |
| 8045.01 | | | D | 4 95 x 110 | 3120 | 2 | 17:1 | 40-54 | 52-70 | 51 |
| 8045.02 | 200, 207, 211, 270, 276, 277, 278, 285, 287, 300, 307, 354, 356, 358, 359, 370, 376, 377, 378, 385, 387 | | D | 4 100 x 110 | 3456 | 2 | 17:1 | 43-52 | 58-70 | 55 |
| 8045.02 | 311 | | D | 3 100 x 110 | 2592 | 2 | 17:1 | 50 | 68 | 55 |
| 8045.04 | 189, 270, 275, 276, 277, 293, 300, 359, 370, 376, 377 | | D | 4 103 x 110 | 3666 | 2 | 17:1 | 48-57 | 65-78 | 61 |
| 8045.05 | 000, 200, 204, 205, 206, 207, 208, 209, 216, 217, 300, 304, 306, 307, 308, 309, 317, 359, 389, 393, 395 | | D | 4 104 x 115 | 3908 | 2 | 17:1 | 57-60 | 78-82 | 64 |
| 8045.06 | 200, 208, 213, 214, 216, 219, 220, 225, 301, 306, 307, 308, 309, 317, 319, 320, 321, 326 | | D | 4 100 x 115 | 3613 | 2 | 17:1 | 48-73 | 65-100 | 56 |







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|  | | Cyl. |  | cm ³ |  | Comp. Ratio ϵ | kW | PS | Pos | |
|---|--|--------|---|-----------------|---|------------------------|--------|---------|---------|----|
| 8045.06 | 206 | D | 4 | 104 x 115 | 3908 | 2 | 17:1 | 51 | 70 | 64 |
| 8045.25S Euro 2 | 231 | D (A) | 4 | 104 x 115 | 3908 | 2 | 17:1 | 64 | 87 | 70 |
| 8051 I 105 | | D | 5 | 103 x 110 | 4583 | 2 | 17:1 | 72 | 98 | 61 |
| 8055.04 | 200, 205, 250 | D | 5 | 103 x 110 | 4583 | 2 | 17:1 | 60-66 | 82-90 | 61 |
| 8055.05 | 000, 200, 205, 250 | D | 5 | 104 x 115 | 4885 | 2 | 17:1 | 66-72 | 90-98 | 64 |
| 806.000 | | D | 6 | 95 x 110 | 4678 | 2 | 17:1 | 66-81 | 90-110 | 51 |
| 8060.01 | | D | 6 | 95 x 110 | 4678 | 2 | 17:1 | 66-81 | 90-110 | 51 |
| 8060.02 | 000, 001, 003, 070 | D | 6 | 100 x 110 | 5184 | 2 | 17:1 | 90 | 122 | 55 |
| 8060.04 | 000, 051, 052, 055, 060, 066, 070, 620, 621, 630, 639, 658, 660, 661, 662, 669, 670, 672, 675, 689 | D | 6 | 103 x 110 | 5499 | 2 | 17:1 | 73-102 | 99-139 | 61 |
| 8060.05 | 000, 200, 201, 203, 205, 246, 270, 276, 280, 284, 285, 286, 288, 289 | D | 6 | 104 x 115 | 5863 | 2 | 17:1 | 79-102 | 108-138 | 64 |
| 8060.05 | 661, 662, 663, 673 | D | 6 | 103 x 110 | 5499 | 2 | 17:1 | 81-96 | 110-120 | 61 |
| 8060.24 | 001, 601, 652 | D (A) | 6 | 103 x 110 | 5499 | 2 | 17:1 | 123-124 | 168-169 | 62 |
| 8060.25R Euro 1 | 4200, 4210, 4220, 4225, 4230, 4240, 4250, 4280, 4285, 4290, 4295, 4300, 4360, 4362, 4750, 4755, 4760, 4764, 4960, 4967, 4968, 4970, 4973, 4980 | D (LA) | 6 | 104 x 115 | 5863 | 2 | 17,7:1 | 105 | 143 | 65 |
| 8060.25V Euro 1 | 4000, 4080, 4800 | D (LA) | 6 | 104 x 115 | 5863 | 2 | | 130 | 177 | 65 |
| 8060.25 Euro 2 | 000 | D (LA) | 6 | 104 x 115 | 5863 | 2 | 16,5:1 | 130 | 177 | 63 |
| 8060.25 | 400, 4000, 420, 4200 | D (A) | 6 | 104 x 115 | 5863 | 2 | 17,7:1 | 130 | 177 | 65 |
| 8060.25 | 600, 601, 602, 603, 604, 605, 621, 630, 631, 641, 662, 663, 669, 670, 673, 678, 679 | D (A) | 6 | 104 x 115 | 5863 | 2 | 17:1 | 92-130 | 120-177 | 63 |
| 8060.25 | 661 | D | 6 | 104 x 115 | 5863 | 2 | 17:1 | 92 | 120 | 63 |
| 8060.45B Euro 2 | 5100, 5101, 5103, 5105, 5110, 5111, 5112, 5113, 5120, 5121, 5123, 5124, 5145, 5146, 5150, 5151, 5153, 5155, 5160, 5185, 5186 | D (LA) | 6 | 104 x 115 | 5863 | 2 | 18:1 | 130 | 177 | 68 |
| 8060.45S Euro 1 | 6000, 6010, 6020, 6030, 6040, 6045, 6052, 6070, 6110, 6120, 6130, 6140, 6150, 6203, 6700, 6705, 6706, 6707, 6710, 6711, 6800, 6912 | D (LA) | 6 | 104 x 115 | 5863 | 2 | 17:1 | 167 | 227 | 67 |
| 8060.45S Euro 2 | 7200, 7201, 7203, 7205, 7210, 7211, 7213, 7215, 7250, 7251, 7255 | D (LA) | 6 | 104 x 115 | 5863 | 2 | 18:1 | 167 | 227 | 69 |
| 8060.45 | 600 | D (LA) | 6 | 104 x 115 | 5863 | 2 | 17:1 | 152 | 207 | 67 |
| 8060.45 Euro 1 | 4100, 4150, 4180, 4700, 4708, 6000, 6090 | D (LA) | 6 | 104 x 115 | 5863 | 2 | | 152-167 | 207-227 | 67 |
| 8060.45 Euro 2 | 5200, 5201, 5203, 5205, 5210, 5211, 5220, 5221, 5223, 5232, 5233, 5234, 5235, 5250, 5251, 5255 | D (LA) | 6 | 104 x 115 | 5863 | 2 | 18:1 | 152 | 207 | 68 |
| 8060.45 Euro 2 | 7200 | D (LA) | 6 | 104 x 115 | 5863 | 2 | 18:1 | 167 | 227 | 69 |
| 8065.01 | 000 | D | 6 | 95 x 110 | 4678 | 2 | 17:1 | 66-81 | 90-110 | 51 |
| 8065.02 | 007, 200, 207, 217 | D | 6 | 100 x 110 | 5184 | 2 | 17:1 | 70-74 | 95-100 | 55 |
| 8065.04 | 089, 095, 097, 200, 217, 270 | D | 6 | 103 x 110 | | 2 | 17:1 | 53-85 | 72-115 | 61 |
| 8065.05 | 000 | D | 6 | 104 x 115 | 5863 | 2 | 18:1 | 85 | 115 | 64 |
| 8065.05 | 220 | D | 6 | 104 x 115 | 5863 | 2 | 18:1 | 81 | 110 | 63 |
| 8065.06 | 000 | D | 6 | 100 x 115 | 5418 | 2 | 17:1 | 74 | 100 | 56 |
| 8065.25 | 080, 094 | D (A) | 6 | 104 x 115 | 5863 | 2 | 16,5:1 | 105 | 143-150 | 63 |
| 8140SRC3 Euro 3 | | D (LA) | 4 | 94,4 x 100 | 2798 | 2 | 18,5:1 | 92 | 125 | 50 |
| 8140SRC3200 Euro 3 | | D (LA) | 4 | 94,4 x 100 | 2798 | 2 | 18,5:1 | 92 | 125 | 50 |
| 8140.07 | 2700, 2701, 2710, 2711, 2712, 2731 | D | 4 | 93 x 92 | 2499 | 2 | 18,5:1 | 55 | 75 | 43 |
| 8140.07 Euro 1 | 3700, 3710, 3711, 3712, 3713 | D | 4 | 93 x 92 | 2499 | 2 | 19:1 | 53 | 72 | 43 |
| 8140.07 Euro 1 | 3731 | D (LA) | 4 | 93 x 92 | 2499 | 2 | 19:1 | 53 | 72 | 43 |
| 8140.21 | 200, 201, 202, 203, 212, 214, 235, 290 | D (A) | 4 | 93 x 90 | 2445 | 2 | 18:1 | 68-77 | 92-105 | 45 |
| 8140.23 Euro 2 | 2585, 3700, 3701, 3710, 3711, 3713, 3720, 3721, 3730, 3731, 3750, 3751, 3760, 3761, 3801, 3811, 3821, 3861, 3900 | D (LA) | 4 | 94,4 x 100 | 2798 | 2 | | 76 | 103 | 48 |
| 8140.27R | 2700, 2780, 2782, 2786, 2787 | D (A) | 4 | 93 x 92 | 2499 | 2 | 18:1 | 67-76 | 92-103 | 43 |
| 8140.27S | 2700, 2701, 2710, 2711, 2720, 2721, 2730, 2731, 2750, 2751, 2760, 2761, 2770, 2771, 2785, 2801, 2811, 2885 | D (A) | 4 | 93 x 92 | 2499 | 2 | 18:1 | 76 | 103 | 43 |
| 8140.27S Euro 1 | 3700, 3701, 3710, 3711, 3720, 3721, 3750, 3751, 3760, 3761, 3770, 3771, 3780, 3781, 3800, 3811 | D (A) | 4 | 93 x 92 | 2499 | 2 | 18,5:1 | 77 | 104 | 44 |
| 8140.27 | 200, 2100, 2101, 215, 218, 2700, 2720, 2811 | D (A) | 4 | 93 x 92 | 2499 | 2 | 18,5:1 | 76 | 103 | 43 |
| 8140.40 Euro 1 | 3710 | D (LA) | 4 | 93 x 92 | 2499 | 2 | 19:1 | 52 | 71 | 44 |
| 8140.43C Euro 3 | 4000, 4005, 4020, 4021, 4025, 4026, 4030, 4031, 4035, 4036 | D (LA) | 4 | 94,4 x 100 | 2798 | 2 | 18,5:1 | 77 | 105 | 49 |
| 8140.43N Euro 3 | 4300, 4320, 4330, 4400, 4420, 4430 | D (LA) | 4 | 94,4 x 100 | 2798 | 2 | 18,5:1 | 108 | 146 | 50 |

|  | | | Cyl. |  | cm³ |  | Comp. Ratio ε | kW | PS | Pos |
|---|---|--------|-------------|---|-----------------------|---|--------------------------------|-----------|-----------|------------|
| 8140.43S Euro 3 | 2585, 4000, 4020, 4030, 4140, 4300, 4320, 4330, 4400, 4420, 4430 | D (LA) | 4 | 94,4 x 100 | 2798 | 2 | 18,5:1 | 92-94 | 125-128 | 50 |
| 8140.43 Euro 2 | 2200, 2210, 2585, 3700, 3711, 3713, 3718, 3721, 3723, 3728, 3731, 3780, 3900, 3911, 3921, 3931 | D (LA) | 4 | 94,4 x 100 | 2798 | 2 | 18,5:1 | 77-90 | 105-122 | 48 |
| 8140.47B Euro 1 | 3790, 3795 | D (LA) | 4 | 93 x 92 | 2499 | 2 | 18,5:1 | 78-83 | 105-113 | 44 |
| 8140.47R Euro 1 | 2210, 2790, 2795 | D (LA) | 4 | 93 x 92 | 2499 | 2 | 18,5:1 | 80 | 109 | 44 |
| 8140.47S Euro 1 | 2785 | D (LA) | 4 | 93 x 92 | 2499 | 2 | 18,5:1 | 85 | 115 | 44 |
| 8140.47 Euro 1 | 2585, 2700, 2721, 2731, 2785, 2790, 3700, 3711, 3721, 3731 | D (LA) | 4 | 93 x 92 | 2499 | 2 | 18,5:1 | 76-85 | 103-116 | 44 |
| 8140.47 Euro 1 | 2711 | D (LA) | 4 | 93 x 90 | 2445 | 2 | 18,5:1 | 85 | 116 | 44 |
| 8140.61 | 200, 201, 202, 203, 204, 207, 208, 212, 216, 217, 230, 300, 303 | D | 4 | 93 x 90 | 2445 | 2 | 21:1 | 53-60 | 72-82 | 40 |
| 8140.67F Euro 2 | 3700, 3701, 3710, 3711, 3713, 3721 | D (LA) | 4 | 93 x 92 | 2499 | 2 | 21:1 | 60 | 82 | 42 |
| 8140.67 | 2100 | D (A) | 4 | 93 x 92 | 2499 | 2 | 18:1 | 70 | 95 | 43 |
| 8140.67 | 2500, 2550, 2552, 2570, 2572, 500 | D | 4 | 93 x 92 | 2499 | 2 | | 55 | 75 | 46 |
| 8140.67 Euro 2 | 2585 | D (LA) | 4 | 93 x 92 | 2499 | 2 | 18,5:1 | 60 | 82 | 43 |
| 8140.67 | 2620, 2630, 2639 | D | 4 | 93 x 92 | 2499 | 2 | 22,5:1 | 59 | 80 | 43 |
| 8140.67 | 2700 | D | 4 | 93 x 92 | 2499 | 2 | 22:1 | 62 | 85 | 47 |
| 8142.61 | | D | 4 | 93 x 90 | 2445 | 2 | 21:1 | 53 | 72 | 40 |
| 8144.21 | 200, 220 | D (A) | 4 | 93 x 90 | 2445 | 2 | 18:1 | 68 | 92 | 45 |
| 8144.61 | 200 | D | 4 | 93 x 89,4 | 2429 | 2 | 21:1 | 53 | 72 | 40 |
| 8144.61 | 500 | D (A) | 4 | 93 x 90 | 2445 | 2 | 22:1 | 66 | 90 | 42 |
| 8144.67 | 200, 220, 2500 | D | 4 | 93 x 92 | 2499 | 2 | 22:1 | 55 | 75 | 46 |
| 8144.81 | 2000 | D (LA) | 4 | 93 x 90 | 2445 | 2 | 22:1 | 66-74 | 90-100 | 42 |
| 8144.91 | 2000, 2200 | D (LA) | 4 | 93 x 90 | 2445 | 2 | 22:1 | 74 | 100 | 42 |
| 8144.97 S | | D (LA) | 4 | 93 x 92 | 2499 | 2 | 21:1 | 78 | 106 | 42 |
| 8144.97 Y | | D (LA) | 4 | 93 x 92 | 2499 | 2 | 22,5:1 | 85 | 116 | 42 |
| 8144.97 | 2200, 2400 | D (LA) | 4 | 93 x 92 | 2499 | 2 | | 83-87 | 113-118 | 42 |
| 8210.02 | 000, 020, 022, 032, 053, 067, 069, 081, 266, 267, 269, 270, 276, 371, 373, 377, 385, 393, 405, 426, 429, 440, 441, 442, 443, 444, 580, 582, 631, 731, 734, 737 | D | 6 | 137 x 156 | 13798 | 2 | 16:1 | 191 | 260 | 85 |
| 8210.12 | 000 | D | 6 | 137 x 156 | 13798 | 2 | 16:1 | 191 | 260 | 85 |
| 8210.22X | 069, 235, 523, 575, 599 | D (A) | 6 | 137 x 156 | 13798 | 2 | 15:1 | 224 | 304 | 85 |
| 8210.22 | 000, 069, 101, 105, 175, 183, 210, 235, 236, 269, 317, 327, 371, 373, 385, 406, 409, 599, 631 | D (A) | 6 | 137 x 156 | 13798 | 2 | 15:1 | 220-243 | 300-330 | 85 |
| 8210.22 | 419, 510, 511, 521, 523, 525, 535, 537, 559, 569, 571, 575, 581, 583, 585, 591, 859, 869 | D (LA) | 6 | 137 x 156 | 13798 | 2 | | 220-235 | 300-320 | 85 |
| 8210.42K Euro 1 | 300, 330, 331, 332, 340, 341, 342, 349, 369, 379, 850, 852, 862, 875, 877 | D (LA) | 6 | 137 x 156 | 13798 | 2 | 16,5:1 | 272 | 370 | 85 |
| 8210.42K Euro 2 | 3000, 3230, 3300, 3301, 3320, 3330, 3420, 3440, 3690, 3790 | D (LA) | 6 | 137 x 156 | 13798 | 4 | | 272-276 | 370-376 | 85 |
| 8210.42L Euro 1 | 400, 412, 414, 430, 432, 440, 441, 442, 449, 460, 462, 469, 479, 499, 800, 825, 827 | D (LA) | 6 | 137 x 156 | 13798 | 2 | 16,5:1 | 309 | 420 | 85 |
| 8210.42L Euro 2 | 4000, 4140, 4300, 4301, 4320, 4330, 4400, 4420, 4440, 4490, 4600, 4601, 4610, 4611, 4620, 4640, 4690, 4790, 4880, 4930, 4990 | D (LA) | 6 | 137 x 156 | 13798 | 2 | 16,5:1 | 309 | 420 | 85 |
| 8210.42M Euro 2 | 5000, 5400, 5600, 5601, 5611, 5620, 5640 | D (LA) | 6 | 137 x 156 | 13798 | 2 | 16,5:1 | 345 | 470 | 85 |
| 8210.42 | 009, 011, 101, 115 | D (LA) | 6 | 137 x 156 | 13798 | 2 | 15:1 | 265 | 360 | 86 |
| 8210.42 Euro 1 | 061, 074, 077, 151, 152, 154, 155, 160, 161, 162, 165, 171, 172, 173, 174, 175, 176, 181, 182, 185, 186, 191, 192, 195, 196, 201, 210, 235, 237, 269, 270, 271, 400 | D (LA) | 6 | 137 x 156 | 13798 | 2 | 16,5:1 | 265-309 | 360-420 | 85 |
| 8210.42 Euro 1 | 177 | D | 6 | 137 x 156 | 13798 | 2 | 16,5:1 | 277 | 377 | 85 |
| 8210.42 Euro 2 | 500 | D (LA) | 6 | 137 x 156 | 13798 | 2 | 16:1 | 346 | 470 | 85 |
| 8215.02 | 561, 563 | D (A) | 6 | 137 x 156 | 13798 | 2 | 16:1 | 191 | 260 | 85 |
| 8215.22 | 520, 531, 542 | D (A) | 6 | 137 x 156 | 13798 | 2 | 15:1 | 173-184 | 235-250 | 85 |
| 8220.02 | 701, 834, 847, 856, 870 | D | 6 | 125 x 130 | 9572 | 2 | 17:1 | 148-151 | 151-205 | 81 |
| 8220.12 | 709 | D | 6 | 125 x 130 | 9572 | 2 | 17:1 | 149 | 203 | 81 |
| 8220.22 | 002, 102, 104, 106, 701, 708, 709, 721 | D (A) | 6 | 125 x 130 | 9572 | 2 | 15,6:1 | 177 | 240 | 82 |
| 8220.32 | 701, 721, 723, 725 | D (A) | 6 | 125 x 130 | 9572 | 2 | 15,6:1 | 177 | 240 | 82 |
| 8260.01 | | D | 6 | 145 x 150 | 14862 | 2 | 16:1 | 182 | 248 | 87 |
| 8260.02 | | D | 6 | 145 x 130 | 12876 | 2 | 16:1 | 182 | 248 | 87 |
| 8261 I 002 | | D | 6 | 145 x 130 | 12876 | 2 | 16:1 | 165 | 225 | 87 |
| 8261.02 | 001 | D | 6 | 145 x 130 | 12876 | 2 | 16:1 | 165 | 225 | 87 |

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|---|--|--------|-------------|---|-----------------------|---|--------------------------------|---|-----------|---|--|---|--|
| | | | Cyl. | mm | cm³ | | Comp. Ratio ε | kW | PS | Pos | | | |
| 8280.01 | 000 | D | 8 | 145 x 130 | 17174 | 2 | 16:1 | 243 | 330 | 87 | | | |
| 8280.02 | 000, 024, 082, 109, 120, 125, 128, 135, 269, 274, 275, 289, 405 | D | 8 | 145 x 130 | 17174 | 2 | | 259 | 352 | 87 | | | |
| 8280.22 | 000 | D (LA) | 8 | 145 x 130 | 17174 | 2 | 15,5:1 | 281 | 381 | 87 | | | |
| 8280.22 | 007, 009, 033, 054, 145 | D (A) | 8 | 145 x 130 | 17174 | 2 | 15,5:1 | 281 | 381 | 87 | | | |
| 8280.22 | 201, 205 | D (LA) | 8 | 145 x 130 | 17174 | 4 | 15,5:1 | 309 | 420 | 87 | | | |
| 8280.42 | 001, 010, 042, 050 | D (LA) | 8 | 145 x 130 | 17174 | 4 | 16:1 | 350 | 476 | 87 | | | |
| 8280.42 | 350 | D (LA) | 8 | 145 x 130 | 17174 | 2 | 16:1 | 378 | 514 | 87 | | | |
| 8281.22 | 000 | D (LA) | 8 | 145 x 130 | 17174 | 2 | 15,5:1 | 281 | 381 | 87 | | | |
| 8282.22 | 000 | D (A) | 8 | 145 x 130 | 17174 | 2 | 15,5:1 | 281 | 381 | 87 | | | |
| 8285.22 | 000 | D (LA) | 8 | 145 x 130 | 17174 | 2 | 15,5:1 | 276 | 375 | 87 | | | |
| 831 D1.000 | | D (LA) | 4 | 82,6 x 90 | 1929 | 2 | 20:1 | 59 | 80 | 15 | | | |
| 8340.04 | 000, 040, 200, 205, 250, 300, 350, 362 | D | 4 | 115 x 110 | 4570 | 2 | 17:1 | 66-74 | 90-101 | 75 | | | |
| 8340.05 | 000, 200 | D | 4 | 115 x 130 | 5401 | 2 | 17:1 | 78-84 | 106-115 | 74 | | | |
| 8340.06 | 000 | D | 4 | 115 x 110 | 4570 | 2 | 17:1 | 74 | 100 | 75 | | | |
| 836 A4.000 | | B | 4 | 80,5 x 67,4 | 1372 | 2 | 9,2:1 | 51 | 70 | 9 | | | |
| 8360.04 | 200, 300 | D | 6 | 115 x 110 | 6855 | 2 | 17:1 | 106-107 | 145 | 75 | | | |
| 8360.05 | 200, 254, 300, 670, 673 | D | 6 | 115 x 130 | 8101 | 2 | 17:1 | 117-124 | 159-169 | 74 | | | |
| 8361.01 | | D | 6 | 115 x 130 | 8101 | 2 | 17:1 | 119 | 161 | 74 | | | |
| 8361.05 | 500 | D | 6 | 115 x 130 | 8101 | 2 | 17:1 | 118-119 | 160-161 | 74 | | | |
| 8361.25 Euro 2 | 510, 511 | D (LA) | 6 | 115 x 130 | 8101 | 2 | 15,5:1 | 154-173 | 210-235 | 76 | | | |
| 8361.45 | 500, 530 | D (LA) | 6 | 115 x 130 | 8101 | 2 | 15,5:1 | 169-243 | 230-330 | 76 | | | |
| 8365.05 | 500, 520, 530, 531, 555, 560, 570, 580, 590 | D | 6 | 115 x 130 | 8101 | 2 | 17:1 | 94-114 | 128-155 | 74 | | | |
| 8365.25 | 500, 501, 502, 503, 512, 513, 514, 515, 520, 522, 530, 532, 533 | D (A) | 6 | 115 x 130 | 8101 | 2 | 15,5:1 | 113-147 | 116-200 | 76 | | | |
| 839 A5.000 | | D (LA) | 5 | 82 x 90,4 | 2387 | 4 | 18,45:1 | 96-98 | 131-133 | 10 | | | |
| 8460.21B | 613, 615 | D (A) | 6 | 120 x 140 | 9498 | 2 | 15:1 | 162 | 220 | 79 | | | |
| 8460.21 | 002, 004, 006, 008, 010, 020, 042, 102, 106, 202, 206, 406, 601, 611, 615 | D (A) | 6 | 120 x 140 | 9498 | 2 | 16:1 | 154-192 | 210-261 | 79 | | | |
| 8460.41C Euro 2 | 3020, 3094 | D (LA) | 6 | 120 x 140 | 9498 | 2 | 16,8:1 | 221 | 300 | 80 | | | |
| 8460.41E Euro 2 | 711, 715 | D (LA) | 6 | 120 x 140 | 9498 | 2 | 16,8:1 | 276 | 375 | 80 | | | |
| 8460.41K Euro 1 | 402, 404, 406, 410, 420, 422, 424, 428, 430, 440, 442, 448, 456, 458, 492, 494, 496 | D (LA) | 6 | 120 x 140 | 9498 | 2 | 16,8:1 | 254 | 345 | 79 | | | |
| 8460.41K Euro 2 | 4004, 4010, 4028, 4030, 4034, 4042, 4046, 4048, 4054, 4058, 4062, 4089, 4094, 4098, 4102, 4108, 4110 | D (LA) | 6 | 120 x 140 | 9498 | 2 | 16,8:1 | 254 | 345 | 80 | | | |
| 8460.41L Euro 1 | 5020, 5040, 5080, 5100, 5140, 5334, 5342, 5356, 5360, 6356, 6362 | D (LA) | 6 | 120 x 140 | 9498 | 2 | 16,8:1 | 276 | 375 | 79 | | | |
| 8460.41M Euro 1 | 7010, 7012 | D (LA) | 6 | 120 x 140 | 9498 | 2 | 16,8:1 | 278 | 378 | 79 | | | |
| 8460.41R Euro 1 | 7127, 7141, 723, 725, 727, 741, 743, 745 | D (LA) | 6 | 120 x 140 | 9498 | 2 | 16,8:1 | 214 | 290 | 79 | | | |
| 8460.41S Euro 1 | 733, 735, 739 | D (LA) | 6 | 120 x 140 | 9498 | 2 | 16,8:1 | 254 | 345 | 79 | | | |
| 8460.41T Euro 2 | 2036, 2050, 2054 | D (LA) | 6 | 120 x 140 | 9498 | 2 | 16,8:1 | 184 | 250 | 80 | | | |
| 8460.41 | 101, 102, 104, 106, 108, 114, 118, 124, 128, 152, 154, 156, 158, 160, 162, 320, 406, 721, 723 | D (LA) | 6 | 120 x 140 | 9498 | 2 | | 234-254 | 318-345 | 79 | | | |
| 8460.42L Euro 1 | 400 | D (LA) | 6 | 137 x 156 | 13798 | 2 | 16,5:1 | 309 | 420 | 85 | | | |
| 8465.21 | 002, 004 | D (A) | 6 | 120 x 140 | 9498 | 2 | 16:1 | 186 | 253 | 79 | | | |
| 9HU (DV6UTED4) | | D (LA) | 4 | 75 x 88,3 | 1560 | 4 | 17,6:1 | 66 | 92 | 6 | | | |
| 937 A5.000 | | D (LA) | 4 | 82 x 90,4 | 1910 | 4 | 18,45:1 | 110 | 150 | 13 | | | |
| 937 A7.000 | | D (LA) | 4 | 82 x 90,4 | 1910 | 2 | 18,45:1 | 85 | 115 | 11 | | | |
| 939 A1.000 | | D (LA) | 4 | 82 x 90,4 | 1910 | 2 | 18:1 | 88 | 120 | 11 | | | |
| 939 A3.000 | | D (LA) | 5 | 82 x 90,4 | 2387 | 4 | 17:1 | 147 | 200 | 12 | | | |



| | | | | Pos | | | | | Pos |
|------------------------|-------------------|--------------|---|-----|--------------------------------|-------------------|-------------|---|-----|
| 127 | | | | | FIORINO | | | | |
| 127 0.9 | 06.1971 → 05.1983 | 100 GL.0N.0 | B | 1 | Fiorino 0.9 | 10.1977 → 03.1981 | 100 GL.0N.0 | B | 1 |
| 127 0.9 | 06.1971 → 05.1983 | 100 GL.000 | B | 1 | Fiorino 0.9 | 10.1977 → 03.1981 | 100 GL.9C.0 | B | 1 |
| 127 0.9 | 06.1971 → 05.1983 | 100 GL.048 | B | 1 | Fiorino 0.9 | 10.1977 → 03.1981 | 100 GL.9N.0 | B | 1 |
| 127 0.9 | 06.1971 → 05.1983 | 100 GL.064 | B | 1 | Fiorino 1.3 D | 03.1982 → 12.1987 | 146 B1.000 | D | 7 |
| 127 0.9 | 06.1971 → 05.1983 | 100 GL.9N.0 | B | 1 | Fiorino 1.3 D | 03.1982 → 08.1993 | 127 A5.000 | D | 7 |
| 127 0.9 | 1975 → 1985 | 100 GF.000 | B | 1 | Fiorino 1.3 JTD 16V | 02.2008 → | 199 A2.000 | D | 2 |
| 127 1.3 D | 04.1981 → 05.1983 | 127 A5.000 | D | 7 | Fiorino 1.4i | 09.1993 → 06.1995 | 146 C5.000 | B | 9 |
| 127 1.3 D | 01.1984 → 08.1989 | 127 AB.5C.0 | D | 7 | Fiorino 1.4i | 06.1995 → 12.2001 | 146 D5.000 | B | 9 |
| 128 | | | | | Fiorino 1.6i | | | | |
| 128 1.1 | 03.1969 → 12.1984 | 128 A.000 | B | 8 | Fiorino 1.6i | 09.1993 → 06.1995 | 146 C6.000 | B | 33 |
| 128 1.1 | 11.1971 → 1979 | 128 AC5.000 | B | 8 | Fiorino 1.6i | 06.1995 → 12.2001 | 146 D6.000 | B | 33 |
| 128 1.1 | 11.1971 → 1979 | 128 BB.0A0 | B | 8 | Fiorino 1.7 D | 12.1987 → 12.2001 | 149 B3.000 | D | 15 |
| 131 | | | | | Fiorino 1.7 D | | | | |
| 131 2.5 D | 06.1978 → 12.1984 | 8142.61 | D | 40 | Fiorino 1.7 D | 01.1988 → 12.1991 | 149 B4.000 | D | 15 |
| 131 2.5 D | 06.1978 → 12.1984 | 8144.61.200 | D | 40 | Fiorino 1.7 D | 01.1988 → 12.1991 | 149 B4.046 | D | 15 |
| 132 | | | | | Fiorino 1.7 D | | | | |
| 132 2.5 D | 03.1978 → 05.1981 | 8144.61.200 | D | 40 | Fiorino 1.7 D | 01.1988 → 12.2001 | 146 B2.000 | D | 15 |
| 147 | | | | | IDEA | | | | |
| 147 1.3 (BR) | | 127 A5.000 | D | 7 | Idea 1.3 JTD 16V | 01.2004 → | 188 A9.000 | D | 2 |
| 850 | | | | | LINEA | | | | |
| 850 0.85 | 05.1964 → 10.1972 | 100 G.000 | B | 1 | Linea 1.3 JTD 16V | 06.2007 → | 199 A3.000 | D | 3 |
| 850 0.85 | | | | | MAREA | | | | |
| 850 0.85 | 07.1964 → 10.1972 | 100 GB.000 | B | 1 | Marea 1.9 JTD | 03.1999 → 09.2002 | 182 B4.000 | D | 10 |
| 850 0.85 | 07.1964 → 10.1972 | 100 GC.000 | B | 1 | Marea 1.9 JTD | 03.1999 → 09.2002 | 185 B4.000 | D | 10 |
| 850 0.85 | 07.1964 → 10.1972 | 100 GS.000 | B | 1 | Marea 2.4 JTD | 03.1999 → 09.2002 | 185 A6.000 | D | 10 |
| 850 0.85 | 07.1964 → 10.1972 | 100 G.002 | B | 1 | Marea 2.4 JTD 20V | 04.1999 → | 839 A5.000 | D | 10 |
| 850 0.9 | 05.1964 → 12.1972 | 100 GF.0C.0 | B | 1 | MARENGO | | | | |
| ARGENTA | | | | | Marengo 1.9 D | | | | |
| Argenta 2.5 D | 06.1981 → 11.1985 | 8144.61.200 | D | 40 | Marengo 1.9 D | 01.1986 → 07.1989 | 149 A1.000 | D | 15 |
| Argenta 2.5 TD | 06.1983 → 11.1985 | 8144.61.500 | D | 42 | Marengo 1.9 D | 02.1990 → 12.1996 | 160 A7.000 | D | 15 |
| Argenta 2.5 TD | 06.1983 → 11.1985 | 8144.81.2000 | D | 42 | Marengo 1.9 TD | 02.1990 → 12.1996 | 160 A6.000 | D | 17 |
| BRAVA | | | | | Marengo 1.9 JTD | | | | |
| Brava 1.9 D | 10.1995 → 10.1998 | 160 A7.000 | D | 15 | Marengo 1.9 JTD | 03.1999 → 09.2002 | 182 B4.000 | D | 10 |
| Brava 1.9 JTD | 11.1998 → 09.2001 | 182 B4.000 | D | 10 | Marengo 2.5 D | 05.1980 → 09.1983 | 8144.61.200 | D | 40 |
| BRAVO | | | | | MULTIPLA | | | | |
| Bravo 1.9 D | 10.1995 → 10.1998 | 160 A7.000 | D | 15 | Multipla 1.9 JTD | 01.1999 → 03.2002 | 182 B4.000 | D | 10 |
| Bravo 1.9 JTD | 11.1998 → 09.2001 | 182 B4.000 | D | 10 | Multipla 1.9 JTD | 04.2002 → | 186 A8.000 | D | 11 |
| BRAVO II | | | | | PALIO | | | | |
| Bravo II 1.9 D 16V | 03.2007 → | 192 A8.000 | D | 11 | Palio 1.2i | 09.1997 → 09.2001 | 178 B5.000 | B | 5 |
| Bravo II 1.9 JTD 16V | 03.2007 → | 937 A5.000 | D | 13 | Palio 1.2i | 09.1997 → | 176 A8.000 | B | 5 |
| CAMPAGNOLA | | | | | Palio 1.3 JTD | | | | |
| Campagnola 2.5 D | 06.1979 → 10.1986 | 8142.61 | D | 40 | Palio 1.3 JTD | 07.2003 → | 188 A9.000 | D | 2 |
| CINQUECENTO | | | | | Palio 1.7 D | | | | |
| Cinquecento 1.1i | 10.1994 → 07.1998 | 176 B2.000 | B | 4 | Palio 1.7 D | 03.1998 → | 176 B3.000 | D | 15 |
| CROMA | | | | | Palio 1.7 TD | | | | |
| Croma 1.9 i.d. Turbo | 03.1988 → 06.1990 | 154 B.000 | D | 18 | Palio 1.7 TD | 09.1997 → 10.2000 | 176 A3.000 | D | 16 |
| Croma 1.9 i.d. Turbo | 07.1990 → 10.1992 | 154 C6.000 | D | 18 | Palio 1.7 TD | 08.2000 → | 176 B7.000 | D | 17 |
| Croma 1.9 i.d. Turbo | 11.1992 → 12.1996 | 154 D.1000 | D | 18 | PANDA I | | | | |
| Croma 1.9 JTD | 06.2005 → | 939 A1.000 | D | 11 | Panda I 900 | 03.1980 → 12.1985 | 100 GL.3C.0 | B | 1 |
| Croma 2.4 JTD 20V | 06.2005 → | 939 A3.000 | D | 12 | Panda I 900 | 03.1980 → 12.1985 | 100 GL.9N.0 | B | 1 |
| Croma 2.5 D | 12.1985 → 12.1989 | 8144.67.2500 | D | 46 | Panda I 900 | 09.1982 → 12.1985 | 100 GL3.000 | B | 1 |
| Croma 2.5 TD | 12.1985 → 02.1989 | 8144.91.2000 | D | 42 | Panda I 900 | 01.1983 → 12.1985 | 100 GL.0N.0 | B | 1 |
| Croma 2.5 TD | 12.1985 → 10.1992 | 8144.91.2200 | D | 42 | Panda I 1.1i | 03.1992 → 03.1997 | 156 C.046 | B | 4 |
| Croma 2.5 TD | 07.1990 → 11.1992 | 8144.97.2200 | D | 42 | Panda I 1.1i | 01.1995 → 09.2003 | 176 B2.000 | B | 4 |
| Croma 2.5 TD | 12.1991 → 11.1992 | 8144.97 S | D | 42 | Panda I 1.3 D | 03.1986 → 08.1992 | 156 A5.000 | D | 7 |
| Croma 2.5 TD | 11.1992 → 06.1996 | 8144.97.2400 | D | 42 | PANDA II | | | | |
| Croma 2.5 TD | 11.1992 → 12.1996 | 8144.97 Y | D | 42 | Panda II 1.3 JTD 16V | 10.2003 → | 188 A8.000 | D | 2 |
| DOBLO | | | | | Panda II 1.3 JTD 16V | | | | |
| Doblo 1.3 JTD 16V | 05.2004 → | 188 A9.000 | D | 2 | Panda II 1.3 JTD 16V | 10.2003 → | 188 A9.000 | D | 2 |
| Doblo 1.9 JTD | 11.2002 → 10.2005 | 223 A7.000 | D | 11 | Panda II 1.3 JTD 16V | 06.2006 → | 199 A2.000 | D | 2 |
| Doblo 1.9 JTD | 10.2005 → | 186 A9.000 | D | 11 | PUNTO (176) | | | | |
| DOBLO II | | | | | Punto (176) 1.1i | | | | |
| Doblo II 1.3 M-Jet 16V | 01.2010 → | 199 A3.000 | D | 3 | Punto (176) 1.1i | 08.1993 → 08.1999 | 176 A6.000 | B | 4 |
| DUNA | | | | | Punto (176) 1.1i | | | | |
| Duna 1.7 D | 10.1986 → 12.1990 | 149 B3.000 | D | 15 | Punto (176) 1.1i | 01.1995 → 08.1999 | 176 B2.000 | B | 4 |
| ELBA | | | | | Punto (176) 1.2i | | | | |
| Elba 1.4i | 09.1993 → | 146 C5.000 | B | 9 | Punto (176) 1.2i | 08.1993 → 04.1997 | 176 A7.000 | B | 5 |
| Elba 1.6i | 09.1993 → | 146 C6.000 | B | 33 | Punto (176) 1.2i | 08.1993 → 08.1999 | 176 A8.000 | B | 5 |
| | | | | | Punto (176) 1.2i | | | | |
| | | | | | Punto (176) 1.6i | | | | |
| | | | | | Punto (176) 1.7 D | | | | |
| | | | | | Punto (176) 1.7 TD | | | | |
| | | | | | Punto (176) 1.7 TD | | | | |
| | | | | | PUNTO (188) | | | | |
| | | | | | Punto (188) 1.3 JTD 16V | | | | |
| | | | | | Punto (188) 1.9 JTD | | | | |
| | | | | | PUNTO (199) | | | | |

F













|   |  | Pos |   |  | Pos | | |
|---|---|------------------|--|---|-------------------|----------------|----|
| Punto (199) 1.3D Multijet 16V | 03.2012 → | 199 A2.000 D | 2 | Strada 1.7 D | 10.1982 → 04.1985 | 138 B6.000 D | 21 |
| GRANDE PUNTO (199) | | | | Strada 1.7 D | 05.1985 → 12.1987 | 149 B3.000 D | 15 |
| Grande Punto 1.3D Multijet 16V | 10.2005 → | 199 A2.000 D | 2 | Strada 1.7 TD | 03.1999 → 04.2003 | 176 A3.000 D | 16 |
| Grande Punto 1.3D Multijet 16V | 10.2005 → | 199 A3.000 D | 3 | TALENTO | | | |
| Grande Punto 1.9D Multijet | 10.2005 → | 199 A5.000 D | 11 | Talento 1.9 D | 03.1988 → 12.1994 | 149 B1.000 D | 15 |
| Grande Punto 1.9D Multijet | 10.2005 → | 939 A1.000 D | 11 | Talento 2.0 | 07.1990 → 12.1994 | 170 B B | 34 |
| PUNTO EVO (199) | | | | TEMPRA | | | |
| Punto EVO 1.3D Multijet 16V | 10.2009 → 02.2012 | 199 A2.000 D | 2 | Tempra 1.4i | 03.1992 → 12.1996 | 160 A1.046 B | 9 |
| Punto EVO 1.3D Multijet 16V | 10.2009 → 02.2012 | 199 A3.000 D | 3 | Tempra 1.4i | 03.1995 → 12.1996 | 836 A4.000 B | 9 |
| REGATA | | | | Tempra 1.6 | 02.1990 → 03.1993 | 160 A2.000 B | 33 |
| Regata 60 1.7 D | 09.1983 → 04.1985 | 138 A5.000 D | 21 | Tempra 1.6 | 02.1990 → 12.1996 | 159 A3.000 B | 33 |
| Regata 60 1.7 D | 09.1983 → 04.1985 | 138 B5.000 D | 21 | Tempra 1.9 D | 02.1990 → 05.1993 | 149 A1.000 D | 15 |
| Regata 60 1.7 D | 09.1983 → 04.1985 | 138 B6.000 D | 21 | Tempra 1.9 D | 02.1990 → 12.1996 | 160 A7.000 D | 15 |
| Regata 60 1.7 D | 05.1985 → 03.1989 | 149 B3.000 D | 15 | Tempra 1.9 TD | 02.1990 → 12.1996 | M718 TT.19.L D | 17 |
| Regata 65 1.9 D | 04.1984 → 07.1989 | 149 A1.000 D | 15 | Tempra 1.9 TD | 02.1990 → 12.1996 | 160 A.000 D | 16 |
| Regata 65 1.9 D | → 07.1989 | 831 D1.000 D | 15 | Tempra 1.9 TD | 02.1990 → 12.1996 | 160 A6.000 D | 17 |
| Regata 80 1.9 TD | 05.1986 → 07.1989 | M707 AT.19.0 D | 16 | Tempra 1.9 TD | 07.1990 → 03.1993 | 160 A6.046 D | 17 |
| Regata 80 1.9 TD | 05.1986 → 07.1989 | 831 D1.000 D | 16 | Tempra 1.9 TD | 07.1990 → 03.1993 | 160 B6.046 D | 16 |
| RITMO | | | | TIPO | | | |
| Ritmo 55 1.7 D | 03.1980 → 09.1982 | 138 A5.000 D | 21 | Tipo 1.4i | 07.1987 → 10.1995 | 160 A1.046 B | 9 |
| Ritmo 55 1.7 D | 03.1980 → 09.1982 | 138 A6.000 D | 21 | Tipo 1.4i | 10.1994 → 10.1995 | 836 A4.000 B | 9 |
| Ritmo 55 1.7 D | 03.1980 → 09.1982 | 138 B5.000 D | 21 | Tipo 1.6 | 07.1987 → 03.1990 | 160 A2.000 B | 33 |
| Ritmo 55 1.7 D | 10.1982 → 04.1985 | 138 B6.000 D | 21 | Tipo 1.6 | 03.1990 → 03.1993 | 159 A3.000 B | 33 |
| Ritmo 60 1.1 | 10.1978 → 09.1982 | 138 AE.0A.0 B | 8 | Tipo 1.7 D | 07.1987 → 10.1995 | 149 B4.000 D | 15 |
| Ritmo 60 1.7 D | 05.1985 → 12.1987 | 138 C.000 D | 15 | Tipo 1.7 D | 01.1988 → 10.1991 | 149 B4.046 D | 15 |
| Ritmo 60 1.7 D | 05.1985 → 12.1987 | 149 B3.000 D | 15 | Tipo 1.9 D | 07.1989 → 03.1993 | 149 A1.000 D | 15 |
| Ritmo 80 1.9 TD | 12.1985 → 12.1987 | M707 AT.19.0 D | 16 | Tipo 1.9 D | 07.1989 → 10.1995 | 160 A7.000 D | 15 |
| Ritmo 80 1.9 TD | 12.1985 → 12.1987 | 831 D1.000 D | 15 | Tipo 1.9 D | → 10.1995 | 831 D1.000 D | 15 |
| SCUDO | | | | Tipo 1.9 TD | 01.1988 → 07.1995 | 160 A6.000 D | 17 |
| Scudo 1.6i | 10.1995 → 05.2000 | 220 A2.000 B | 33 | Tipo 1.9 TD | 06.1990 → 03.1993 | 160 A6.046 D | 17 |
| Scudo 1.6 JTD 90 16V | 01.2007 → | 9HU (DV6UTED4) D | 6 | Tipo 1.9 TD | 06.1990 → 03.1993 | 160 B6.046 D | 16 |
| Scudo 1.8i | 10.1995 → | XU 7JP B | 20 | Tipo 1.9 TD | 09.1990 → 07.1995 | 160 A.000 D | 16 |
| Scudo 1.9 D | 10.1995 → 05.2000 | D9B D | 23 | ULYSSE | | | |
| Scudo 1.9 D | 10.1995 → 05.2000 | XUD 9A D | 23 | Ulysse 1.8i | 05.1996 → | LFW B | 20 |
| Scudo 1.9 D | 06.1998 → | WJY D | 14 | Ulysse 1.8i | 05.1996 → | XU 7JP B | 20 |
| Scudo 1.9 D | 06.1998 → | WJZ D | 14 | Ulysse 1.9 TD | 01.1995 → | DHX D | 22 |
| Scudo 1.9 D | 09.1998 → | DW8 D | 14 | Ulysse 1.9 TD | 05.1995 → 07.1997 | XUD 9BTF D | 22 |
| Scudo 1.9 TD | 10.1995 → 12.1999 | DHX D | 22 | Ulysse 1.9 TD | 05.1995 → 07.1997 | XUD 9TF D | 22 |
| Scudo 1.9 TD | 10.1995 → 05.2000 | D8B D | 22 | Ulysse 1.9 TD | 05.1995 → 05.1998 | D8B D | 22 |
| Scudo 1.9 TD | 10.1995 → 05.2000 | XUD 9TE D | 22 | Ulysse 1.9 TD | 05.1996 → | XUD 9TE D | 22 |
| Scudo 1.9 TD | 10.1995 → 05.2000 | XUD 9TF D | 22 | Ulysse 2.0 JTD | 07.1999 → 09.2002 | RHZ D | 28 |
| Scudo 2.0i 16V | 05.2000 → | RFN B | 25 | Ulysse 2.0 JTD 16V | 07.2006 → | DW10BTED4 D | 30 |
| Scudo 2.0 JTD | 10.1999 → | RHX D | 28 | Ulysse 2.0i 16V | 05.1998 → 02.2000 | RFV B | 31 |
| Scudo 2.0 JTD | 10.1999 → | RHZ D | 28 | Ulysse 2.0i 16V | 03.2000 → | RFN B | 25 |
| Scudo 2.0 JTD 140 16V | 01.2007 → | DW10BTED4 D | 30 | Ulysse 2.1 TD 12V | 03.1996 → | XUD 11ATE D | 26 |
| SEDICI | | | | Ulysse 2.1 TD 12V | 05.1996 → 10.1999 | P8C D | 27 |
| Sedici 1.9 JTD | 03.2006 → | D19AA D | 11 | Ulysse 2.1 TD 12V | 01.1997 → | XUD 11BTE D | 27 |
| SEICENTO | | | | Ulysse 2.2 JTD 16V | 09.2002 → 05.2003 | DW12TED4 D | 29 |
| Seicento 1.1i | 03.1998 → | 176 B2.000 B | 4 | Ulysse 2.2 JTD 16V | 09.2002 → | 4 HW D | 29 |
| SIENA | | | | Ulysse 2.2 JTD 16V | 10.2002 → | 4 HX D | 29 |
| Siena 1.2i | 01.1998 → | 178 B5.000 B | 5 | UNO | | | |
| Siena 1.7 D | 01.1998 → | M708 NT.17.L D | 18 | Uno 1.3 D | 05.1983 → 03.1992 | 127 A5.000 D | 7 |
| Siena 1.7 D | 01.1998 → | 176 B3.000 D | 15 | Uno 1.3 D | 06.1983 → 03.1992 | 127 AB.5C.0 D | 7 |
| Siena 1.7 TD | 04.1996 → | 176 A3.000 D | 16 | Uno 1.3 D | 06.1983 → 03.1992 | 146 B1.000 D | 7 |
| Siena 1.7 TD | 01.1998 → 12.2001 | 176 B7.000 D | 17 | Uno 1.9 D | 09.1989 → 03.1994 | 146 B5.046 D | 18 |
| STILO | | | | Uno 1.9 D | 09.1989 → 03.1994 | 149 B5.046 D | 15 |
| Stilo 1.9 JTD | 10.2001 → 12.2003 | 192 A1.000 D | 11 | Uno 45 0.9 | 01.1983 → 09.1992 | 100 GL.9N.0 B | 1 |
| Stilo 1.9 JTD | 10.2001 → 09.2007 | 192 A8.000 D | 11 | Uno 60 1.7 D | 07.1986 → 08.1989 | 149 B3.000 D | 15 |
| Stilo 1.9 JTD | 10.2001 → | 937 A7.000 D | 11 | Uno 60 1.7 D | 09.1986 → 03.1994 | 146 B2.000 D | 15 |
| Stilo 1.9 JTD 16V | 09.2005 → | 937 A5.000 D | 13 | Uno 70 1.4i | 09.1989 → 09.1992 | 146 C1.000 B | 9 |
| STRADA (178E) | | | | Uno 70 1.4i | 06.1992 → 03.1994 | 160 A1.046 B | 9 |
| Strada 1.2i | 03.1999 → 04.2001 | 178 B5.000 B | 5 | UNO MONDO | | | |
| Strada 1.7 D | 03.1980 → 09.1982 | 138 A6.000 D | 21 | Uno Mondo 1.7 D | 01.1996 → | 146 B2.000 D | 15 |
| | | | | DAILY I | | | |
| | | | | Daily I 30-8 | 04.1978 → 07.1982 | 8140.61.204 D | 40 |
| | | | | Daily I 30-8 | 04.1978 → 06.1989 | 8140.61.200 D | 40 |
| | | | | Daily I 30-8 | 04.1978 → 06.1989 | 8140.61.201 D | 40 |
| | | | | Daily I 30-8 | 04.1978 → 06.1989 | 8140.61.202 D | 40 |
| | | | | Daily I 30-8 | 04.1978 → 06.1989 | 8140.61.203 D | 40 |



| | | | Pos | | | | Pos |
|-----------------------|-------------------|---------------|------|------------------------|-------------------|---------------|------|
| Daily III 35 S 14 2.3 | 09.2002 → 07.2006 | F1 AE 0481 M | D 36 | Daily IV 35 C 12 | 05.2007 → 10.2011 | F1 AE 0481 R | D 36 |
| Daily III 35 S 14 3.0 | 09.2002 → 07.2006 | F1 CE 0481 A | D 52 | Daily IV 35 C 13 | 07.2006 → 10.2011 | F1 AE 0481 G | D 36 |
| Daily III 35 S 15 | 09.2001 → 07.2006 | 8140.43N.4300 | D 50 | Daily IV 35 C 14 | 07.2006 → 10.2011 | F1 CE 0481 E | D 52 |
| Daily III 35 S 15 | 09.2001 → 07.2006 | 8140.43N.4320 | D 50 | Daily IV 35 C 15 | 07.2006 → 10.2011 | F1 CE 0481 FA | D 52 |
| Daily III 35 S 15 | 09.2001 → 07.2006 | 8140.43N.4330 | D 50 | Daily IV 35 C 15 | 07.2006 → 10.2011 | F1 CE 0481 L | D 52 |
| Daily III 35 S 15 | 09.2001 → 07.2006 | 8140.43N.4400 | D 50 | Daily IV 35 C 17 | 07.2006 → 10.2011 | F1 CE 0481 HA | D 52 |
| Daily III 35 S 15 | 09.2001 → 07.2006 | 8140.43N.4420 | D 50 | Daily IV 35 C 18 | 07.2006 → 10.2011 | F1 CE 0481 HA | D 52 |
| Daily III 35 S 15 | 09.2001 → 07.2006 | 8140.43N.4430 | D 50 | Daily IV 35 C 10 | 07.2006 → 10.2011 | F1 AE 0481 F | D 36 |
| Daily III 35 S 17 | 09.2004 → 07.2006 | F1 CE 0481 B | D 52 | Daily IV 35 S 12 | 07.2006 → 10.2011 | F1 AE 0481 G | D 36 |
| Daily III 40 C 11 | 05.1999 → 09.2002 | 8140.43C.4030 | D 49 | Daily IV 35 S 12 | 07.2006 → 10.2011 | F1 AE 0481 H | D 36 |
| Daily III 40 C 11 | 05.1999 → 09.2002 | 8140.43C.4031 | D 49 | Daily IV 35 S 12 | 05.2007 → 10.2011 | F1 AE 0481 R | D 36 |
| Daily III 40 C 13 | 05.1999 → 07.2006 | 8140.43S.4300 | D 50 | Daily IV 35 S 14 | 07.2006 → 10.2011 | F1 CE 0481 E | D 52 |
| Daily III 40 C 13 | 05.1999 → 07.2006 | 8140.43S.4320 | D 50 | Daily IV 35 S 17 | 07.2006 → 10.2011 | F1 CE 0481 HA | D 52 |
| Daily III 40 C 13 | 05.1999 → 07.2006 | 8140.43S.4330 | D 50 | Daily IV 35 S 18 | 07.2006 → 10.2011 | F1 CE 0481 HA | D 52 |
| Daily III 40 C 13 | 05.1999 → 07.2006 | 8140.43S.4400 | D 50 | Daily IV 40 C 10 | 07.2006 → 10.2011 | F1 AE 0481 F | D 36 |
| Daily III 40 C 13 | 05.1999 → 07.2006 | 8140.43S.4420 | D 50 | Daily IV 40 C 12 | 07.2006 → 10.2011 | F1 AE 0481 G | D 36 |
| Daily III 40 C 13 | 05.1999 → 07.2006 | 8140.43S.4430 | D 50 | Daily IV 40 C 12 | 07.2006 → 10.2011 | F1 AE 0481 H | D 36 |
| Daily III 40 C 14 2.3 | 01.2005 → 07.2006 | F1 AE 0481 M | D 36 | Daily IV 40 C 13 | 07.2006 → 10.2011 | F1 AE 0481 G | D 36 |
| Daily III 40 C 14 3.0 | 09.2004 → 07.2006 | F1 CE 0481 A | D 52 | Daily IV 40 C 15 | 07.2006 → 10.2011 | F1 CE 0481 L | D 52 |
| Daily III 40 C 15 | 09.2001 → 07.2006 | 8140.43N.4320 | D 50 | Daily IV 40 C 17 | 07.2006 → 10.2011 | F1 CE 0481 HA | D 52 |
| Daily III 40 C 15 | 09.2001 → 07.2006 | 8140.43N.4330 | D 50 | Daily IV 40 C 18 | 07.2006 → 10.2011 | F1 CE 0481 HA | D 52 |
| Daily III 40 C 15 | 09.2001 → 07.2006 | 8140.43N.4420 | D 50 | Daily IV 40 S 10 | 07.2006 → 10.2011 | F1 AE 0481 F | D 36 |
| Daily III 40 C 15 | 09.2001 → 07.2006 | 8140.43N.4430 | D 50 | Daily IV 45 C 17 | 07.2006 → 10.2011 | F1 CE 0481 HA | D 52 |
| Daily III 40 C 17 | 09.2004 → 07.2006 | F1 CE 0481 B | D 52 | Daily IV 45 C 18 | 07.2006 → 10.2011 | F1 CE 0481 HA | D 52 |
| Daily III 40 S 17 | 09.2004 → 07.2006 | F1 CE 0481 B | D 52 | Daily IV 50 C 14 | 07.2006 → 10.2011 | F1 CE 0481 E | D 52 |
| Daily III 50 C 11 | 05.1999 → 09.2002 | 8140.43C.4005 | D 49 | Daily IV 50 C 15 | 07.2006 → 10.2011 | F1 CE 0481 L | D 52 |
| Daily III 50 C 11 | 05.1999 → 09.2002 | 8140.43C.4025 | D 49 | Daily IV 50 C 17 | 07.2006 → 10.2011 | F1 CE 0481 HA | D 52 |
| Daily III 50 C 11 | 05.1999 → 09.2002 | 8140.43C.4026 | D 49 | Daily IV 50 C 18 | 07.2006 → 10.2011 | F1 CE 0481 HA | D 52 |
| Daily III 50 C 11 | 05.1999 → 09.2002 | 8140.43C.4030 | D 49 | Daily IV 60 C 17 | 07.2006 → 10.2011 | F1 CE 0481 HA | D 52 |
| Daily III 50 C 11 | 05.1999 → 09.2002 | 8140.43C.4035 | D 49 | Daily IV 60 C 18 | 07.2006 → 10.2011 | F1 CE 0481 HC | D 52 |
| Daily III 50 C 11 | 05.1999 → 09.2002 | 8140.43C.4036 | D 49 | Daily IV 65 C 14 | 07.2006 → 10.2011 | F1 CE 0481 E | D 52 |
| Daily III 50 C 13 | 05.1999 → 07.2006 | 8140.43S.4030 | D 50 | Daily IV 65 C 15 | 07.2006 → 10.2011 | F1 CE 0481 L | D 52 |
| Daily III 50 C 13 | 07.1999 → 07.2006 | 8140.43S.4000 | D 50 | Daily IV 65 C 17 | 07.2006 → 10.2011 | F1 CE 0481 HA | D 52 |
| Daily III 50 C 13 | 07.1999 → 07.2006 | 8140.43S.4020 | D 50 | Daily IV 65 C 18 | 07.2006 → 10.2011 | F1 CE 0481 HA | D 52 |
| Daily III 50 C 13 | 07.1999 → 07.2006 | 8140.43S.4140 | D 50 | Daily IV 65 C 18 | 07.2006 → 10.2011 | F1 CE 0481 HC | D 52 |
| Daily III 50 C 13 | 07.1999 → 07.2006 | 8140.43S.4300 | D 50 | Daily IV 70 C 17 | 07.2006 → 10.2011 | F1 CE 0481 HA | D 52 |
| Daily III 50 C 13 | 07.1999 → 07.2006 | 8140.43S.4320 | D 50 | DAILY V | | | |
| Daily III 50 C 13 | 07.1999 → 07.2006 | 8140.43S.4330 | D 50 | Daily V 35 S 11 | 10.2011 → | F1 AE 0481 U | D 36 |
| Daily III 50 C 13 | 07.1999 → 07.2006 | 8140.43S.4400 | D 50 | Daily V 35 S 11 | 10.2011 → | F1 AE 0481 V | D 36 |
| Daily III 50 C 13 | 07.1999 → 07.2006 | 8140.43S.4420 | D 50 | Daily V 35 S 13 | 10.2011 → | F1 AE 0481 U | D 36 |
| Daily III 50 C 13 | 07.1999 → 07.2006 | 8140.43S.4430 | D 50 | Daily V 35 S 13 | 10.2011 → | F1 AE 0481 V | D 36 |
| Daily III 50 C 13 | 09.2001 → 07.2006 | 8140.43N.4330 | D 50 | DUCATO I (280) | | | |
| Daily III 50 C 14 | 09.2004 → 07.2006 | F1 CE 0481 A | D 52 | Ducato I (280) 1.8 | 09.1981 → 12.1990 | XM 7T | B 24 |
| Daily III 50 C 15 | 09.2001 → 07.2006 | 8140.43N.4300 | D 50 | Ducato I (280) 1.8 | 09.1981 → 12.1990 | 169 B | B 24 |
| Daily III 50 C 15 | 09.2001 → 07.2006 | 8140.43N.4320 | D 50 | Ducato I (280) 1.9 D | 02.1987 → 02.1994 | 149 B1.000 | D 15 |
| Daily III 50 C 15 | 09.2001 → 07.2006 | 8140.43N.4330 | D 50 | Ducato I (280) 1.9 TD | 02.1987 → 02.1994 | 280 A1.000 | D 15 |
| Daily III 50 C 15 | 09.2001 → 07.2006 | 8140.43N.4400 | D 50 | Ducato I (280) 2.0 | 09.1981 → 02.1994 | 170 B | B 34 |
| Daily III 50 C 15 | 09.2001 → 07.2006 | 8140.43N.4420 | D 50 | Ducato I (280) 2.0 | 07.1982 → 12.1993 | 171 B | B 19 |
| Daily III 50 C 15 | 09.2001 → 07.2006 | 8140.43N.4430 | D 50 | Ducato I (280) 2.0 | 01.1986 → 06.1990 | 170 D | B 34 |
| Daily III 50 C 17 | 09.2004 → 07.2006 | F1 CE 0481 B | D 52 | Ducato I (280) 2.4 D | 04.1978 → 1985 | 8140.61.300 | D 40 |
| Daily III 50 S 14 | 09.2004 → 07.2006 | F1 CE 0481 A | D 52 | Ducato I (280) 2.4 TD | 01.1986 → 1986 | 8144.81.2000 | D 42 |
| Daily III 65 C 13 | 09.2001 → 07.2006 | 8140.43N.4300 | D 50 | Ducato I (280) 2.4 TD | 01.1986 → 06.1990 | 8144.21.200 | D 45 |
| Daily III 65 C 13 | 09.2001 → 07.2006 | 8140.43N.4320 | D 50 | Ducato I (280) 2.4 TD | 01.1986 → 06.1990 | 8144.21.220 | D 45 |
| Daily III 65 C 14 | 09.2004 → 07.2006 | F1 CE 0481 A | D 52 | Ducato I (280) 2.5 D | 05.1981 → 12.1985 | 8144.61.200 | D 40 |
| Daily III 65 C 15 | 09.2001 → 07.2006 | 8140.43N.4300 | D 50 | Ducato I (280) 2.5 D | 1983 → 1993 | U25/651 | D 41 |
| Daily III 65 C 15 | 09.2001 → 07.2006 | 8140.43N.4320 | D 50 | Ducato I (280) 2.5 D | 1983 → 1993 | U25/661 | D 41 |
| Daily III 65 C 15 | 09.2001 → 07.2006 | 8140.43N.4330 | D 50 | Ducato I (280) 2.5 D | 01.1986 → 06.1990 | CRD 93 | D 41 |
| Daily III 65 C 15 | 09.2001 → 07.2006 | 8140.43N.4400 | D 50 | Ducato I (280) 2.5 D | 01.1986 → 06.1990 | 8144.67.200 | D 46 |
| Daily III 65 C 15 | 09.2001 → 07.2006 | 8140.43N.4420 | D 50 | Ducato I (280) 2.5 D | 01.1986 → 06.1990 | 8144.67.220 | D 46 |
| Daily III 65 C 15 | 09.2001 → 07.2006 | 8140.43N.4430 | D 50 | Ducato I (280) 2.5 D | 01.1986 → 06.1990 | 8144.67.2500 | D 46 |
| Daily III 65 C 17 | 09.2004 → 07.2006 | F1 CE 0481 B | D 52 | Ducato I (280) 2.5 D | 02.1991 → 02.1994 | 8140.07.3700 | D 43 |
| DAILY IV | | | | Ducato I (280) 2.5 TD | 07.1990 → 02.1994 | 8140.27.200 | D 43 |
| Daily IV 29 L 10 | 07.2006 → 10.2011 | F1 AE 0481 F | D 36 | Ducato I (280) 2.5 TD | 07.1990 → 02.1994 | 8140.27.2100 | D 43 |
| Daily IV 29 L 12 | 07.2006 → 10.2011 | F1 AE 0481 G | D 36 | Ducato I (280) 2.5 TD | 07.1990 → 02.1994 | 8140.67.2100 | D 43 |
| Daily IV 29 L 12 | 07.2006 → 10.2011 | F1 AE 0481 H | D 36 | Ducato I (280) 2.5 TD | 01.1998 → 02.1994 | 8140.21.200 | D 45 |
| Daily IV 35 C 10 | 07.2006 → 10.2011 | F1 AE 0481 F | D 36 | DUCATO II (230) | | | |
| Daily IV 35 C 11 | 07.2006 → 10.2011 | F1 AE 0481 F | D 36 | Ducato II (230) 1.9 D | 04.1998 → 10.2001 | DJY | D 23 |
| Daily IV 35 C 12 | 07.2006 → 10.2011 | F1 AE 0481 G | D 36 | Ducato II (230) 1.9 D | 04.1998 → 03.2002 | XUD 9A | D 23 |
| Daily IV 35 C 12 | 07.2006 → 10.2011 | F1 AE 0481 H | D 36 | Ducato II (230) 1.9 TD | 03.1994 → 07.1997 | XUD 9TF | D 22 |



|   |  | Pos |   |  | Pos |
|---|---|-----|--|---|-----|
| Ducato II (230) 1.9 TD 03.1994 → 03.1998 | 230 A3.000 D | 16 | 60 E 14 EuroCargo 01.1991 → 05.1996 | 8040.45.410 D | 67 |
| Ducato II (230) 1.9 TD 03.1994 → 03.1998 | 230 A3.001 D | 16 | 60 E 14 EuroCargo 01.1991 → 05.1996 | 8040.45.4000 D | 67 |
| Ducato II (230) 1.9 TD 03.1994 → 03.1998 | 230 A4.000 D | 16 | 60 E 14 EuroCargo 01.1991 → 05.1996 | 8040.45.4010 D | 67 |
| Ducato II (230) 1.9 TD 03.1996 → 03.2002 | 280 A3.000 D | 17 | 60 E 14 EuroCargo 01.1991 → 05.1996 | 8040.45.4020 D | 67 |
| Ducato II (230) 1.9 TD 04.1998 → 10.2001 | DHX D | 22 | 60 E 14 EuroCargo 01.1991 → 05.1996 | 8040.45.4030 D | 67 |
| Ducato II (230) 2.0 JTD 10.2001 → 03.2002 | RHV (DW10TD) D | 28 | 60 E 14 EuroCargo 01.1991 → 05.1996 | 8040.45.4035 D | 67 |
| Ducato II (230) 2.5 D 11.1997 → 03.1998 | 8140.67.2700 D | 47 | 60 E 14 EuroCargo 01.1991 → 05.1996 | 8040.45.4090 D | 67 |
| Ducato II (230) 2.5 TD 07.1994 → 03.1998 | DJ5 T D | 39 | 60 E 14 EuroCargo 01.1991 → 05.1996 | 8040.45.4303 D | 67 |
| Ducato II (230) 2.5 TD 07.1994 → 03.1998 | DK5 ATE D | 39 | 60 E 14 EuroCargo 01.1991 → 05.1996 | 8040.45.4800 D | 67 |
| Ducato II (230) 2.5 TD 07.1994 → 03.1998 | 8140.40.3710 D | 44 | 60 E 15 EuroCargo 09.2000 → 09.2003 | F4 AE 0481 C D | 59 |
| Ducato II (230) 2.5 TD 07.1994 → 03.1998 | 8140.47R.2210 D | 44 | 60 E 23 EuroCargo 12.1991 → 05.1996 | 8060.45S.6070 D | 67 |
| Ducato II (230) 2.5 TD 07.1994 → 03.1998 | 8140.47R.2790 D | 44 | 65 E 10 EuroCargo 07.1991 → 12.1996 | 8040.25.4200 D | 65 |
| Ducato II (230) 2.5 TD 07.1994 → 03.1998 | 8140.47.3700 D | 44 | 65 E 12 EuroCargo 01.1991 → 05.1996 | 8040.25X.4000 D | 65 |
| Ducato II (230) 2.5 TD 07.1994 → 03.1998 | 8140.47.3731 D | 44 | 65 E 12 EuroCargo 01.1991 → 05.1996 | 8040.25X.4947 D | 65 |
| Ducato II (230) 2.8 JTD 09.2000 → 03.2002 | 8140.43S.4030 D | 50 | 65 E 12 EuroCargo 01.1991 → 05.1996 | 8040.25.400 D | 65 |
| Ducato II (230) 2.8 TD 10.1997 → 03.2002 | 8140.43.2585 D | 48 | 65 E 12 EuroCargo 07.1991 → 12.1996 | 8040.25.4000 D | 65 |
| Ducato II (230) 2.8 TD 10.1997 → 03.2002 | 8140.43.3700 D | 48 | 65 E 12 EuroCargo 01.1994 → 08.2000 | 8040.45D.5100 D | 68 |
| DUCATO II (244) | | | | | |
| Ducato II (244) 2.0 JTD 04.2002 → 06.2006 | RHV (DW10TD) D | 28 | 65 E 12 EuroCargo 06.1996 → 08.2000 | 8040.45D.5103 D | 68 |
| Ducato II (244) 2.3 JTD 04.2002 → 06.2006 | F1 AE 0481 C D | 35 | 65 E 12 EuroCargo 06.1996 → 08.2000 | 8040.45D.5105 D | 68 |
| Ducato II (244) 2.8 TD 10.2002 → 06.2006 | 8140.43.3700 D | 48 | 65 E 13 EuroCargo 08.2000 → 08.2003 | F4 AE 0481 D D | 59 |
| Ducato II (244) 2.8 JTD 04.2002 → 06.2006 | 8140.43S.4030 D | 50 | 65 E 14 EuroCargo 01.1991 → 12.1992 | 8040.45X.4180 D | 66 |
| DUCATO III (250) | | | | | |
| Ducato III 2.2D 100 07.2006 → M-Jet | 4HV (P22DTE) D | 32 | 65 E 14 EuroCargo 01.1991 → 12.1992 | 8040.45.4000 D | 67 |
| Ducato III 2.3D 120 07.2006 → M-Jet | F1 AE 0481 D D | 36 | 65 E 14 EuroCargo 01.1991 → 05.1996 | 8040.45.410 D | 67 |
| Ducato III 3.0D 160 07.2006 → M-Jet | F1 CE 0481 D D | 52 | 65 E 14 EuroCargo 01.1991 → 05.1996 | 8040.45.4010 D | 67 |
| CARGO | | | | | |
| 709 Cargo | 8040.05.4990 D | 65 | 65 E 14 EuroCargo 01.1991 → 05.1996 | 8040.45.4020 D | 67 |
| 909 Cargo | 8040.05.4990 D | 65 | 65 E 14 EuroCargo 01.1991 → 05.1996 | 8040.45.4030 D | 67 |
| EURO | | | | | |
| Euro 110 01.1987 → 08.1988 | 8060.05.661 D | 61 | 65 E 14 EuroCargo 01.1991 → 05.1996 | 8040.45.4800 D | 67 |
| Euro 110 01.1987 → 08.1988 | 8060.05.663 D | 61 | 65 E 14 EuroCargo 07.1996 → 08.2000 | 8040.45.5200 D | 68 |
| Euro 120 01.1987 → 08.1988 | 8060.05.661 D | 61 | 65 E 14 EuroCargo 07.1996 → 08.2000 | 8040.45.5203 D | 68 |
| Euro 120 01.1987 → 08.1988 | 8060.05.663 D | 61 | 65 E 14 EuroCargo 07.1996 → 08.2000 | 8040.45.5205 D | 68 |
| Euro 120 01.1987 → 08.1988 | 8060.25.661 D | 63 | 65 E 15 EuroCargo 08.2000 → 08.2003 | F4 AE 0481 C D | 59 |
| Euro 120 01.1987 → 08.1988 | 8060.25.663 D | 63 | 75 E 12 EuroCargo 01.1991 → 05.1996 | 8040.25X.4000 D | 65 |
| Euro 120 01.1987 → 08.1988 | 8060.25.673 D | 63 | 75 E 12 EuroCargo 01.1991 → 05.1996 | 8040.25X.4947 D | 65 |
| Euro 120 01.1987 → 09.1988 | 8060.25.621 D | 63 | 75 E 12 EuroCargo 01.1991 → 05.1996 | 8040.25.400 D | 65 |
| Euro 120 01.1987 → 09.1988 | 8060.25.631 D | 63 | 75 E 12 EuroCargo 01.1991 → 05.1996 | 8040.25.4035 D | 67 |
| Euro 120 01.1987 → 09.1988 | 8060.25.662 D | 63 | 75 E 12 EuroCargo 06.1996 → 08.2000 | 8040.45.4090 D | 67 |
| Euro 120 01.1987 → 09.1988 | 8060.25.631 D | 63 | 75 E 12 EuroCargo 06.1996 → 08.2000 | 8040.45.4303 D | 67 |
| Euro 120 01.1987 → 09.1988 | 8060.25.662 D | 63 | 75 E 12 EuroCargo 06.1996 → 08.2000 | 8040.45.4800 D | 67 |
| Euro 120 01.1987 → 09.1988 | 8060.25.662 D | 63 | 75 E 12 EuroCargo 06.1996 → 08.2000 | 8040.45.5200 D | 68 |
| Euro 220 01.1987 → 08.1988 | 8060.05.661 D | 63 | 75 E 12 EuroCargo 06.1996 → 08.2000 | 8040.45D.5103 D | 68 |
| Euro 220 01.1987 → 08.1988 | 8060.25.661 D | 63 | 75 E 12 EuroCargo 06.1996 → 08.2000 | 8040.45D.5105 D | 68 |
| Euro 220 01.1987 → 08.1988 | 8060.25.662 D | 63 | 75 E 12 EuroCargo 06.1996 → 08.2000 | 8040.45D.5105 D | 68 |
| Euro 220 01.1987 → 08.1988 | 8060.25.662 D | 63 | 75 E 13 EuroCargo 08.2000 → 08.2003 | F4 AE 0481 D D | 59 |
| Euro 220 01.1987 → 08.1988 | 8060.25.663 D | 63 | 75 E 14 EuroCargo 01.1991 → 12.1992 | 8040.45X.4180 D | 66 |
| Euro 220 01.1987 → 08.1988 | 8060.25.663 D | 63 | 75 E 14 EuroCargo 01.1991 → 12.1992 | 8040.45X.4182 D | 66 |
| Euro 220 01.1987 → 08.1988 | 8060.25.673 D | 63 | 75 E 14 EuroCargo 01.1991 → 12.1993 | 8040.45.4000 D | 67 |
| Euro 220 01.1987 → 09.1988 | 8060.05.662 D | 61 | 75 E 14 EuroCargo 01.1991 → 05.1996 | 8040.45.410 D | 67 |
| Euro 230 01.1987 → 08.1988 | 8060.25.673 D | 63 | 75 E 14 EuroCargo 01.1991 → 05.1996 | 8040.45.4010 D | 67 |
| Euro 230 01.1987 → 09.1988 | 8060.25.662 D | 63 | 75 E 14 EuroCargo 01.1991 → 05.1996 | 8040.45.4020 D | 67 |
| Euro 335 01.1987 → 09.1988 | 8060.25.631 D | 63 | 75 E 14 EuroCargo 01.1991 → 05.1996 | 8040.45.4030 D | 67 |
| Euro 340 01.1987 → 09.1988 | 8060.25.641 D | 63 | 75 E 14 EuroCargo 01.1991 → 05.1996 | 8040.45.4035 D | 67 |
| Euro 435 01.1987 → 08.1988 | 8060.25.631 D | 63 | 75 E 14 EuroCargo 01.1991 → 05.1996 | 8040.45.4050 D | 67 |
| Euro 450 01.1987 → 08.1988 | 8060.25.631 D | 63 | 75 E 14 EuroCargo 01.1991 → 05.1996 | 8040.45.4090 D | 67 |
| Euro 450 01.1987 → 09.1988 | 8060.25.621 D | 63 | 75 E 14 EuroCargo 01.1991 → 05.1996 | 8040.45.4300 D | 67 |
| Euro 450 01.1987 → 09.1988 | 8060.25.661 D | 63 | 75 E 14 EuroCargo 01.1991 → 05.1996 | 8040.45.4303 D | 67 |
| Euro 450 01.1987 → 09.1988 | 8060.25.661 D | 63 | 75 E 14 EuroCargo 01.1991 → 05.1996 | 8040.45.4305 D | 67 |
| Euro 450 01.1987 → 09.1988 | 8060.25.662 D | 63 | 75 E 14 EuroCargo 01.1991 → 05.1996 | 8040.45.4380 D | 67 |
| Euro 450 01.1987 → 09.1988 | 8060.25.663 D | 63 | 75 E 14 EuroCargo 01.1991 → 05.1996 | 8040.45.4800 D | 67 |
| Euro 450 01.1987 → 09.1988 | 8060.25.673 D | 63 | 75 E 14 EuroCargo 01.1991 → 05.1996 | 8040.45.4381 D | 67 |
| EUROCARGO | | | | | |
| 60 E 10 EuroCargo 07.1991 → 05.1996 | 8040.25.4200 D | 65 | 75 E 14 EuroCargo 01.1992 → 12.1992 | 8040.45.4180 D | 67 |
| 60 E 12 EuroCargo 01.1991 → 05.1996 | 8040.25X.4000 D | 65 | 75 E 14 EuroCargo 01.1994 → 08.2000 | 8040.45D.5100 D | 68 |
| 60 E 12 EuroCargo 01.1991 → 05.1996 | 8040.25X.4947 D | 65 | 75 E 14 EuroCargo 07.1996 → 08.2000 | 8040.45.5200 D | 68 |
| 60 E 12 EuroCargo 01.1991 → 05.1996 | 8040.25.400 D | 65 | 75 E 14 EuroCargo 07.1996 → 08.2000 | 8040.45.5201 D | 68 |
| 60 E 12 EuroCargo 01.1991 → 05.1996 | 8040.25.4000 D | 65 | 75 E 14 EuroCargo 07.1996 → 08.2000 | 8040.45.5203 D | 68 |
| 60 E 12 EuroCargo 01.1991 → 05.1996 | 8040.25.4000 D | 65 | 75 E 14 EuroCargo 07.1996 → 08.2000 | 8040.45.5205 D | 68 |
| 60 E 13 EuroCargo 09.2000 → 09.2003 | F4 AE 0481 D D | 59 | 75 E 14 EuroCargo 07.1996 → 08.2000 | 8040.45.5280 D | 68 |
| 60 E 14 EuroCargo 01.1991 → 05.1996 | 8040.45X.4180 D | 66 | 75 E 14 EuroCargo 07.1996 → 08.2000 | 8040.45.5281 D | 68 |
| 60 E 14 EuroCargo 01.1991 → 05.1996 | 8040.45X.4182 D | 66 | 75 E 15 EuroCargo 01.1991 → 12.1992 | 8060.25R.4200 D | 65 |





|  | |  | | Pos |  | |  | | Pos |
|---|-------------------|---|---|-----------|--|-------------------|---|---|-----------|
| 260 E 23 EuroCargo | 12.1991 → 05.2001 | 8060.45S.6120 | D | 67 | 190 E 38 EuroStar | 06.1992 → 07.2000 | 8460.41L.6356 | D | 79 |
| 260 E 23 EuroCargo | 12.1991 → 05.2001 | 8060.45S.6140 | D | 67 | 190 E 38 EuroStar | 06.1992 → 07.2000 | 8460.41L.6362 | D | 79 |
| 260 E 23 EuroCargo | 12.1991 → 05.2001 | 8060.45S.6150 | D | 67 | 190 E 39 EuroStar | 11.1999 → 02.2002 | F3 AE 0681 E | D | 83 |
| 260 E 23 EuroCargo | 12.1991 → 08.2003 | 8060.45S.7201 | D | 69 | 190 E 40 EuroStar | 09.2000 → 02.2002 | F3 AE 0681 B | D | 83 |
| 260 E 23 EuroCargo | 12.1991 → 08.2003 | 8060.45S.7203 | D | 69 | 190 E 42 EuroStar | 04.1992 → 07.2000 | 8210.42L.400 | D | 85 |
| 260 E 23 EuroCargo | 12.1991 → 08.2003 | 8060.45S.7205 | D | 69 | 190 E 42 EuroStar | 04.1992 → 07.2000 | 8210.42L.499 | D | 85 |
| 260 E 23 EuroCargo | 12.1991 → 08.2003 | 8060.45.6000 | D | 67 | 190 E 43 EuroStar | 08.2000 → 02.2002 | F3 AE 0681 D | D | 83 |
| 260 E 23 EuroCargo | 07.1996 → 08.2003 | 8060.45S.7200 | D | 69 | 190 E 47 EuroStar | 02.1996 → 12.2002 | 8210.42M.5000 | D | 85 |
| 260 E 28 EuroCargo | 09.2000 → 08.2003 | F4 AE 0681 A | D | 59 | 190 E 47 EuroStar | 02.1996 → 12.2002 | 8210.42M.5400 | D | 85 |
| 280 E 23 EuroCargo | 12.1991 → 07.2000 | 8060.45S.6000 | D | 67 | 190 E 47 EuroStar | 02.1996 → 12.2002 | 8210.42M.5600 | D | 85 |
| 280 E 23 EuroCargo | 12.1991 → 05.2001 | 8060.45S.6010 | D | 67 | 190 E 47 EuroStar | 02.1996 → 12.2002 | 8210.42M.5620 | D | 85 |
| 280 E 23 EuroCargo | 12.1991 → 05.2001 | 8060.45S.6020 | D | 67 | 190 E 47 EuroStar | | 8210.42.500 | D | 85 |
| 280 E 23 EuroCargo | 12.1991 → 05.2001 | 8060.45S.6030 | D | 67 | 190 E 52 EuroStar | 04.1992 → 11.2000 | 8280.42.350 | D | 87 |
| 280 E 23 EuroCargo | 12.1991 → 05.2001 | 8060.45S.6040 | D | 67 | 240 E 38 EuroStar | 09.1992 → | 8210.42.101 | D | 86 |
| 280 E 23 EuroCargo | 12.1991 → 05.2001 | 8060.45S.6045 | D | 67 | 240 E 38 EuroStar | 09.1992 → | 8460.41L.5020 | D | 79 |
| 280 E 23 EuroCargo | 12.1991 → 06.2001 | 8060.45S.6052 | D | 67 | 240 E 38 EuroStar | 09.1992 → | 8460.41L.5360 | D | 79 |
| 280 E 23 EuroCargo | 12.1991 → 06.2001 | 8060.45S.7203 | D | 69 | 240 E 42 EuroStar | 04.1992 → 07.2000 | 8210.42L.400 | D | 85 |
| 315 E 18 EuroCargo | 01.1991 → 08.2003 | 8060.25.400 | D | 65 | 240 E 43 EuroStar | 10.1999 → 02.2002 | F3 AE 0681 D | D | 83 |
| 315 E 18 EuroCargo | 01.1991 → 08.2003 | 8060.25.420 | D | 65 | 240 E 47 EuroStar | 02.1996 → 12.2002 | 8210.42M.5400 | D | 85 |
| 320 E 28 EuroCargo | 09.2000 → 08.2003 | F4 AE 0681 A | D | 59 | 240 E 47 EuroStar | 02.1996 → 12.2002 | 8210.42M.5600 | D | 85 |
| EURO CARGO II | | | | | 240 E 47 EuroStar | 02.1996 → 12.2002 | 8210.42M.5601 | D | 85 |
| 100 E 18 EuroCargo II | 05.2006 → 08.2008 | F4 AE 3481 B | D | 60 | 240 E 47 EuroStar | 02.1996 → 12.2002 | 8210.42M.5611 | D | 85 |
| 120 EL17 EuroCargo II | 09.2006 → 08.2008 | F4 AE 3481 A | D | 60 | 240 E 47 EuroStar | 02.1996 → 12.2002 | 8210.42M.5620 | D | 85 |
| 120 E18 EuroCargo II | 09.2006 → 08.2008 | F4 AE 3481 A | D | 60 | 240 E 47 EuroStar | 02.1996 → 12.2002 | 8210.42M.5640 | D | 85 |
| 120 EL18 EuroCargo II | 09.2006 → 08.2008 | F4 AE 3481 A | D | 60 | 240 E 47 EuroStar | | 8210.42.500 | D | 85 |
| EUROCLASS | | | | | 240 E 52 EuroStar | 04.1992 → 12.2000 | 8280.42.350 | D | 87 |
| 370 E 29 EuroClass | | 8460.41.721 | D | 79 | 260 E 38 EuroStar | 06.1992 → 09.1995 | 8210.42.101 | D | 86 |
| 370.35 EuroClass | 01.1993 → | 8460.41S.739 | D | 79 | 260 E 38 EuroStar | 06.1992 → 09.1995 | 8460.41L.5020 | D | 79 |
| 380.10.29 EuroClass | 01.1993 → | 8460.41R.723 | D | 79 | 260 E 38 EuroStar | 06.1992 → 09.1995 | 8460.41L.5040 | D | 79 |
| 380.10.29 EuroClass | 01.1993 → | 8460.41R.743 | D | 79 | 260 E 38 EuroStar | 06.1992 → 09.1995 | 8460.41L.5080 | D | 79 |
| 380.10.29 EuroClass | 01.1993 → | 8460.41R.745 | D | 79 | 260 E 38 EuroStar | 06.1992 → 09.1995 | 8460.41L.5100 | D | 79 |
| 380.10.35 EuroClass | 01.1993 → | 8460.41S.733 | D | 79 | 260 E 38 EuroStar | 06.1992 → 09.1995 | 8460.41L.5140 | D | 79 |
| 380.10.35 EuroClass | 01.1993 → | 8460.41S.735 | D | 79 | 260 E 38 EuroStar | 06.1992 → 09.1995 | 8460.41L.5334 | D | 79 |
| 380.12.29 EuroClass | 01.1993 → | 8460.41R.723 | D | 79 | 260 E 38 EuroStar | 06.1992 → 09.1995 | 8460.41L.5360 | D | 79 |
| 380.12.29 EuroClass | 01.1993 → | 8460.41R.743 | D | 79 | 260 E 39 EuroStar | 08.2000 → 02.2002 | F3 AE 0681 E | D | 83 |
| 380.12.29 EuroClass | 01.1993 → | 8460.41R.745 | D | 79 | 260 E 40 EuroStar | 08.2000 → 02.2002 | F3 AE 0681 B | D | 83 |
| 380.12.35 EuroClass | 01.1993 → | 8460.41S.733 | D | 79 | 260 E 42 EuroStar | 06.1992 → | 8210.42L.400 | D | 85 |
| 380.12.38 EuroClass | 01.1993 → | 8460.41M.7010 | D | 79 | 260 E 43 EuroStar | 08.2000 → 02.2002 | F3 AE 0681 D | D | 83 |
| 380.12.38 EuroClass | 01.1993 → | 8460.41M.7012 | D | 79 | 260 E 47 EuroStar | 02.1996 → 12.2002 | 8210.42M.5400 | D | 85 |
| EUROFIRE | | | | | 260 E 47 EuroStar | 02.1996 → 12.2002 | 8210.42M.5600 | D | 85 |
| 130 E 24 EuroFire | 01.1996 → | 8060.45.7200 | D | 69 | 260 E 47 EuroStar | 02.1996 → 12.2002 | 8210.42M.5611 | D | 85 |
| EUROMOVER | | | | | 260 E 47 EuroStar | 02.1996 → 12.2002 | 8210.42M.5620 | D | 85 |
| 190 E 24 EuroMover | 06.2000 → | F2 BE 0681 CA | D | 77 | 260 E 47 EuroStar | 02.1996 → 12.2002 | 8210.42M.5640 | D | 85 |
| 190 E 24 EuroMover | 06.2000 → | F2 BE 0681 DA | D | 77 | 260 E 47 EuroStar | | 8210.42.500 | D | 85 |
| 190 E 24 EuroMover | 06.2000 → | F2 BE 0681 DB | D | 77 | 260 E 48 EuroStar | 02.2002 → 02.2002 | F3 BE 0681 E | D | 84 |
| 190 E 24 EuroMover | 08.2000 → | F2 BE 0681 E | D | 78 | 260 E 52 EuroStar | 04.1992 → 11.2000 | 8280.42.350 | D | 87 |
| 260 E 24 EuroMover | 06.2000 → | F2 BE 0681 CA | D | 77 | 380 E 47 EuroStar | 02.1996 → 12.2002 | 8210.42M.5600 | D | 85 |
| 260 E 24 EuroMover | 06.2000 → | F2 BE 0681 D | D | 77 | 380 E 47 EuroStar | 02.1996 → 12.2002 | 8210.42M.5620 | D | 85 |
| 260 E 24 EuroMover | 06.2000 → | F2 BE 0681 DA | D | 77 | 400 E 38 EuroStar | 09.1992 → 09.1995 | 8210.42.101 | D | 86 |
| 260 E 24 EuroMover | 06.2000 → | F2 BE 0681 DB | D | 77 | 400 E 38 EuroStar | 09.1992 → 09.1995 | 8460.41L.5360 | D | 79 |
| 260 E 24 EuroMover | 06.2000 → | F2 BE 0681 E | D | 78 | 400 E 38 EuroStar | 09.1992 → | 8460.41L.5020 | D | 79 |
| EURO RIDER | | | | | 400 E 42 EuroStar | 04.1992 → | 8210.42L.400 | D | 85 |
| EuroRider 29. | | 8460.41R.727 | D | 79 | 400 E 43 EuroStar | 10.1999 → | F3 AE 0681 D | D | 83 |
| EuroRider 29. | | 8460.41R.741 | D | 79 | 400 E 47 EuroStar | 02.1996 → 12.2002 | 8210.42M.5600 | D | 85 |
| EuroRider 29. | | 8460.41R.7127 | D | 79 | 400 E 47 EuroStar | 02.1996 → 12.2002 | 8210.42M.5620 | D | 85 |
| EUROSTAR | | | | | 400 E 47 EuroStar | → 12.2002 | 8210.42.500 | D | 85 |
| 180 E 38 EuroStar | 09.1992 → 07.2000 | 8210.42.101 | D | 86 | 400 E 52 EuroStar | 04.1992 → 12.2000 | 8280.42.350 | D | 87 |
| 180 E 38 EuroStar | 09.1992 → 07.2000 | 8460.41L.5020 | D | 79 | 440 E 38 EuroStar | 09.1992 → 11.2000 | 8460.41L.5020 | D | 79 |
| 180 E 43 EuroStar | 10.1999 → 02.2002 | F3 AE 0681 D | D | 83 | 440 E 38 EuroStar | 09.1992 → | 8210.42.101 | D | 86 |
| 190 E 38 EuroStar | 06.1992 → 07.2000 | 8210.42.101 | D | 86 | 440 E 38 EuroStar | 04.1993 → 11.2000 | 8460.41L.5040 | D | 79 |
| 190 E 38 EuroStar | 06.1992 → 07.2000 | 8460.41L.5020 | D | 79 | 440 E 38 EuroStar | 04.1993 → 11.2000 | 8460.41L.5080 | D | 79 |
| 190 E 38 EuroStar | 06.1992 → 07.2000 | 8460.41L.5040 | D | 79 | 440 E 38 EuroStar | 04.1993 → 11.2000 | 8460.41L.5100 | D | 79 |
| 190 E 38 EuroStar | 06.1992 → 07.2000 | 8460.41L.5080 | D | 79 | 440 E 38 EuroStar | 04.1993 → 11.2000 | 8460.41L.5140 | D | 79 |
| 190 E 38 EuroStar | 06.1992 → 07.2000 | 8460.41L.5100 | D | 79 | 440 E 38 EuroStar | 04.1993 → 11.2000 | 8460.41L.5334 | D | 79 |
| 190 E 38 EuroStar | 06.1992 → 07.2000 | 8460.41L.5140 | D | 79 | 440 E 38 EuroStar | 04.1993 → 11.2000 | 8460.41L.5342 | D | 79 |
| 190 E 38 EuroStar | 06.1992 → 07.2000 | 8460.41L.5334 | D | 79 | 440 E 39 EuroStar | 08.2000 → 02.2002 | F3 AE 0681 E | D | 83 |
| 190 E 38 EuroStar | 06.1992 → 07.2000 | 8460.41L.5342 | D | 79 | 440 E 40 EuroStar | 07.2000 → 02.2002 | F3 AE 0681 B | D | 83 |
| 190 E 38 EuroStar | 06.1992 → 07.2000 | 8460.41L.5356 | D | 79 | 440 E 42 EuroStar | 04.1992 → 07.2000 | 8210.42L.400 | D | 85 |
| 190 E 38 EuroStar | 06.1992 → 07.2000 | 8460.41L.5360 | D | 79 | 440 E 43 EuroStar | 08.2000 → 02.2002 | F3 AE 0681 D | D | 83 |







| | | | Pos | | | | Pos | | | | |
|-------------------|-------------------|---------------|-----|----|----------------------|-------------------|---------------|---|----|--|--|
| 440 E 46 EuroStar | 03.2001 → 02.2002 | F3 BE 0681 F | D | 84 | 400 E 30 EuroTech | 04.1992 → | 8460.41.320 | D | 79 | | |
| 440 E 47 EuroStar | 02.1996 → 12.2002 | 8210.42M.5000 | D | 85 | 400 E 30 EuroTech | 1996 → | 8460.41C.3020 | D | 80 | | |
| 440 E 47 EuroStar | 02.1996 → 12.2002 | 8210.42M.5400 | D | 85 | 400 E 30 EuroTech | 1996 → | 8460.41C.3094 | D | 80 | | |
| 440 E 47 EuroStar | 02.1996 → 12.2002 | 8210.42M.5611 | D | 85 | 400 E 31 EuroTech | 10.1998 → | F2 BE 0681 B | D | 77 | | |
| 440 E 47 EuroStar | 02.1996 → 12.2002 | 8210.42M.5620 | D | 85 | 400 E 34 EuroTech | 04.1992 → | 8460.41K.406 | D | 79 | | |
| 440 E 47 EuroStar | 02.1996 → 12.2002 | 8210.42M.5640 | D | 85 | 400 E 34 EuroTech | 04.1992 → | 8460.41K.496 | D | 79 | | |
| 440 E 47 EuroStar | | 8210.42.500 | D | 85 | 400 E 34 EuroTech | 09.1995 → 06.2002 | 8460.41K.4004 | D | 80 | | |
| 440 E 48 EuroStar | 03.2001 → 02.2002 | F3 BE 0681 E | D | 84 | 400 E 34 EuroTech | 09.1995 → | 8460.41K.4108 | D | 80 | | |
| 440 E 52 EuroStar | 04.1992 → 12.2000 | 8280.42.350 | D | 87 | 400 E 35 EuroTech | 10.1998 → | F2 BE 0681 A | D | 77 | | |
| 720 E 47 EuroStar | 02.1996 → 12.2002 | 8210.42M.5600 | D | 85 | 400 E 38 EuroTech | 06.1992 → 09.1995 | 8460.41L.5360 | D | 79 | | |
| 720 E 47 EuroStar | 02.1996 → 12.2002 | 8210.42M.5620 | D | 85 | 400 E 38 EuroTech | 09.1992 → 09.1995 | 8210.42.101 | D | 86 | | |
| EUROTECH | | | | | 400 E 38 EuroTech | 09.1992 → 11.2000 | 8460.41L.5040 | D | 79 | | |
| 180 E 25 EuroTech | | 8460.41T.2050 | D | 80 | 400 E 38 EuroTech | 09.1992 → 11.2000 | 8460.41L.5080 | D | 79 | | |
| 180 E 25 EuroTech | | 8460.41T.2054 | D | 80 | 400 E 38 EuroTech | 09.1992 → 11.2000 | 8460.41L.5100 | D | 79 | | |
| 180 E 34 EuroTech | 04.1992 → 07.2000 | 8460.41K.402 | D | 79 | 400 E 38 EuroTech | 09.1992 → 11.2000 | 8460.41L.5140 | D | 79 | | |
| 180 E 34 EuroTech | 04.1992 → 07.2000 | 8460.41K.406 | D | 79 | 400 E 38 EuroTech | 09.1992 → 11.2000 | 8460.41L.5334 | D | 79 | | |
| 180 E 34 EuroTech | 04.1992 → 07.2000 | 8460.41K.496 | D | 79 | 400 E 38 EuroTech | 09.1992 → 11.2000 | 8460.41L.5342 | D | 79 | | |
| 180 E 34 EuroTech | → 07.2000 | 8460.41K.4048 | D | 80 | 400 E 38 EuroTech | 09.1992 → | 8460.41L.5020 | D | 79 | | |
| 180 E 34 EuroTech | → 07.2000 | 8460.41K.4110 | D | 80 | 400 E 42 EuroTech | 04.1992 → 12.2000 | 8460.42L.400 | D | 85 | | |
| 180 E 38 EuroTech | 07.1992 → 07.2000 | 8460.41L.5360 | D | 79 | 400 E 43 EuroTech | 10.1999 → | F3 AE 0681 D | D | 83 | | |
| 180 E 38 EuroTech | 09.1992 → 07.2000 | 8210.42.101 | D | 86 | 440 E 31 EuroTech | 02.1999 → 11.2004 | F2 BE 0681 B | D | 77 | | |
| 180 E 38 EuroTech | 09.1992 → 07.2000 | 8460.41L.5020 | D | 79 | 440 E 34 EuroTech | 04.1992 → | 8460.41K.410 | D | 79 | | |
| 180 E 38 EuroTech | 09.1992 → 07.2000 | 8460.41L.5040 | D | 79 | 440 E 35 EuroTech | 10.1998 → | F2 BE 0681 A | D | 77 | | |
| 180 E 38 EuroTech | 09.1992 → 07.2000 | 8460.41L.5080 | D | 79 | 440 E 38 EuroTech | 04.1993 → 11.2000 | 8460.41L.5020 | D | 79 | | |
| 180 E 38 EuroTech | 09.1992 → 07.2000 | 8460.41L.5100 | D | 79 | 440 E 38 EuroTech | 04.1993 → | 8210.42.101 | D | 86 | | |
| 180 E 38 EuroTech | 09.1992 → 07.2000 | 8460.41L.5140 | D | 79 | 440 E 39 EuroTech | 11.1999 → 06.2002 | F3 AE 0681 E | D | 83 | | |
| 180 E 38 EuroTech | 09.1992 → 07.2000 | 8460.41L.5334 | D | 79 | 440 E 40 EuroTech | → 06.2002 | F3 AE 0681 B | D | 83 | | |
| 180 E 38 EuroTech | 09.1992 → 07.2000 | 8460.41L.5342 | D | 79 | 440 E 42 EuroTech | 04.1992 → | 8210.42L.400 | D | 85 | | |
| 180 E 42 EuroTech | 04.1992 → 07.2000 | 8210.42L.400 | D | 85 | 440 E 42 EuroTech | 04.1992 → | 8460.42L.400 | D | 85 | | |
| 180 E 42 EuroTech | 01.1995 → 11.2004 | 8210.42L.462 | D | 85 | 440 E 43 EuroTech | 08.2000 → 06.2002 | F3 AE 0681 D | D | 83 | | |
| 180 E 43 EuroTech | 10.1999 → 06.2002 | F3 AE 0681 D | D | 83 | EUROTRAKKER | | | | | | |
| 190 E 24 EuroTech | 11.1998 → | F2 BE 0681 D | D | 77 | 180 E 24 EuroTrakker | 10.1998 → | F2 BE 0681 D | D | 77 | | |
| 190 E 27 EuroTech | 10.1998 → | F2 BE 0681 C | D | 77 | 180 E 34 EuroTrakker | 04.1992 → 07.2000 | 8460.41K.402 | D | 79 | | |
| 190 E 31 EuroTech | 10.1998 → | F2 BE 0681 B | D | 77 | 180 E 34 EuroTrakker | 04.1992 → 07.2000 | 8460.41K.410 | D | 79 | | |
| 190 E 31 EuroTech | 11.1998 → | F2 BE 0681 F | D | 77 | 180 E 34 EuroTrakker | → 07.2000 | 8460.41K.404 | D | 79 | | |
| 190 E 34 EuroTech | 04.1992 → 07.2000 | 8460.41K.402 | D | 79 | 180 E 34 EuroTrakker | → 07.2000 | 8460.41K.420 | D | 79 | | |
| 190 E 34 EuroTech | 04.1992 → 07.2000 | 8460.41K.406 | D | 79 | 180 E 34 EuroTrakker | → 07.2000 | 8460.41K.422 | D | 79 | | |
| 190 E 34 EuroTech | 04.1992 → 07.2000 | 8460.41K.496 | D | 79 | 180 E 34 EuroTrakker | → 07.2000 | 8460.41K.424 | D | 79 | | |
| 190 E 35 EuroTech | 11.1998 → | F2 BE 0681 A | D | 77 | 180 E 34 EuroTrakker | → 07.2000 | 8460.41K.440 | D | 79 | | |
| 190 E 39 EuroTech | 11.1999 → 06.2002 | F3 AE 0681 E | D | 83 | 180 E 34 EuroTrakker | → 07.2000 | 8460.41K.442 | D | 79 | | |
| 190 E 40 EuroTech | 09.2000 → 06.2002 | F3 AE 0681 B | D | 83 | 180 E 34 EuroTrakker | → 07.2000 | 8460.41K.448 | D | 79 | | |
| 190 E 42 EuroTech | 04.1992 → 06.2002 | 8210.42L.400 | D | 85 | 180 E 34 EuroTrakker | → 07.2000 | 8460.41K.4010 | D | 80 | | |
| 190 E 43 EuroTech | 08.2000 → 06.2002 | F3 AE 0681 D | D | 83 | 180 E 42 EuroTrakker | 04.1992 → 12.1995 | 8210.42L.499 | D | 85 | | |
| 240 E 25 EuroTech | 09.1997 → | 8460.41T.2036 | D | 80 | 180 E 42 EuroTrakker | 04.1992 → 07.2000 | 8210.42L.400 | D | 85 | | |
| 240 E 34 EuroTech | 09.1995 → 06.2002 | 8460.41K.4004 | D | 80 | 180 E 42 EuroTrakker | 01.1995 → 11.2004 | 8210.42L.440 | D | 85 | | |
| 240 E 38 EuroTech | 09.1992 → 11.2000 | 8460.41L.5040 | D | 79 | 180 E 42 EuroTrakker | 01.1995 → 11.2004 | 8210.42L.442 | D | 85 | | |
| 240 E 38 EuroTech | 09.1992 → 11.2000 | 8460.41L.5080 | D | 79 | 180 E 42 EuroTrakker | 01.1995 → 11.2004 | 8210.42L.460 | D | 85 | | |
| 240 E 38 EuroTech | 09.1992 → 11.2000 | 8460.41L.5100 | D | 79 | 180 E 42 EuroTrakker | 01.1995 → 11.2004 | 8210.42L.4620 | D | 85 | | |
| 240 E 38 EuroTech | 09.1992 → 11.2000 | 8460.41L.5140 | D | 79 | 180 E 42 EuroTrakker | 01.1995 → 11.2004 | 8210.42L.4990 | D | 85 | | |
| 240 E 38 EuroTech | 09.1992 → 11.2000 | 8460.41L.5334 | D | 79 | 180 E 42 EuroTrakker | 01.1996 → 11.2004 | 8210.42L.4000 | D | 85 | | |
| 240 E 38 EuroTech | 09.1992 → 11.2000 | 8460.41L.5342 | D | 79 | 180 E 42 EuroTrakker | | 8210.42L.414 | D | 85 | | |
| 240 E 38 EuroTech | 09.1992 → 11.2000 | 8460.41L.5360 | D | 79 | 190 E 24 EuroTrakker | 06.2000 → | F2 BE 0681 D | D | 77 | | |
| 240 E 38 EuroTech | 09.1992 → | 8210.42.101 | D | 86 | 190 E 30 EuroTrakker | → 11.2004 | F2 BE 0681 B | D | 77 | | |
| 240 E 38 EuroTech | 09.1992 → | 8460.41L.5020 | D | 79 | 190 E 31 EuroTrakker | 09.1999 → | F2 BE 0681 B | D | 77 | | |
| 240 E 42 EuroTech | 04.1992 → | 8210.42L.400 | D | 85 | 190 E 34 EuroTrakker | 04.1992 → 07.2000 | 8460.41K.402 | D | 79 | | |
| 240 E 43 EuroTech | 10.1999 → 06.2002 | F3 AE 0681 D | D | 83 | 190 E 34 EuroTrakker | 04.1992 → 07.2000 | 8460.41K.406 | D | 79 | | |
| 260 E 24 EuroTech | 11.1998 → | F2 BE 0681 D | D | 77 | 190 E 34 EuroTrakker | 09.1995 → 07.2000 | 8460.41K.4004 | D | 80 | | |
| 260 E 24 EuroTech | | F2 BE 0681 E | D | 78 | 190 E 34 EuroTrakker | → 07.2000 | 8460.41K.404 | D | 79 | | |
| 260 E 27 EuroTech | 10.1998 → | F2 BE 0681 C | D | 77 | 190 E 34 EuroTrakker | → 07.2000 | 8460.41K.422 | D | 79 | | |
| 260 E 31 EuroTech | 11.1998 → | F2 BE 0681 B | D | 77 | 190 E 34 EuroTrakker | → 07.2000 | 8460.41K.430 | D | 79 | | |
| 260 E 31 EuroTech | 11.1998 → | F2 BE 0681 F | D | 77 | 190 E 34 EuroTrakker | → 07.2000 | 8460.41K.440 | D | 79 | | |
| 260 E 35 EuroTech | 10.1998 → | F2 BE 0681 A | D | 77 | 190 E 34 EuroTrakker | → 07.2000 | 8460.41K.442 | D | 79 | | |
| 260 E 38 EuroTech | 06.1992 → 09.1995 | 8460.41L.5360 | D | 79 | 190 E 34 EuroTrakker | → 07.2000 | 8460.41K.448 | D | 79 | | |
| 260 E 38 EuroTech | 09.1992 → 09.1995 | 8210.42.101 | D | 86 | 190 E 34 EuroTrakker | → 07.2000 | 8460.41K.456 | D | 79 | | |
| 260 E 38 EuroTech | 09.1992 → 09.1995 | 8460.41L.5020 | D | 79 | 190 E 34 EuroTrakker | → 07.2000 | 8460.41K.458 | D | 79 | | |
| 260 E 39 EuroTech | 08.2000 → 06.2002 | F3 AE 0681 E | D | 83 | 190 E 34 EuroTrakker | → 07.2000 | 8460.41K.494 | D | 79 | | |
| 260 E 40 EuroTech | → 06.2002 | F3 AE 0681 B | D | 83 | 190 E 34 EuroTrakker | → 07.2000 | 8460.41K.4010 | D | 80 | | |
| 260 E 42 EuroTech | 04.1992 → | 8210.42L.400 | D | 85 | 190 E 34 EuroTrakker | → 07.2000 | 8460.41K.4030 | D | 80 | | |
| 260 E 43 EuroTech | 08.2000 → 06.2002 | F3 AE 0681 D | D | 83 | 190 E 34 EuroTrakker | → 07.2000 | 8460.41K.4042 | D | 80 | | |





F







|  |  | Pos |  |  | Pos |
|---|---|------|--|---|------|
| 190 E 34 EuroTrakker → 07.2000 | 8460.41K.4046 | D 80 | 240 E 42 EuroTrakker | 8210.42L.4611 | D 85 |
| 190 E 34 EuroTrakker → 07.2000 | 8460.41K.4048 | D 80 | 240 E 42 EuroTrakker | 8210.42L.4620 | D 85 |
| 190 E 34 EuroTrakker → 07.2000 | 8460.41K.4054 | D 80 | 240 E 42 EuroTrakker | 8210.42L.4640 | D 85 |
| 190 E 34 EuroTrakker → 07.2000 | 8460.41K.4058 | D 80 | 260 E 31 EuroTrakker 02.1999 → | F2 BE 0681 B | D 77 |
| 190 E 34 EuroTrakker → 07.2000 | 8460.41K.4094 | D 80 | 260 E 34 EuroTrakker 01.1993 → 12.1998 | 8460.41K.406 | D 79 |
| 190 E 34 EuroTrakker → 07.2000 | 8460.41K.4102 | D 80 | 260 E 34 EuroTrakker 01.1993 → | 8460.41K.410 | D 79 |
| 190 E 34 EuroTrakker → 07.2000 | 8460.41K.4110 | D 80 | 260 E 34 EuroTrakker 01.1993 → | 8460.41K.430 | D 79 |
| 190 E 35 EuroTrakker 09.1999 → 11.2004 | F2 BE 0681 A | D 77 | 260 E 34 EuroTrakker 01.1993 → | 8460.41K.440 | D 79 |
| 190 E 37 EuroTrakker 04.1993 → 11.2000 | 8210.42K.300 | D 85 | 260 E 34 EuroTrakker 01.1993 → | 8460.41K.456 | D 79 |
| 190 E 37 EuroTrakker 04.1993 → 11.2000 | 8210.42K.379 | D 85 | 260 E 34 EuroTrakker 01.1993 → | 8460.41K.458 | D 79 |
| 190 E 37 EuroTrakker 01.1996 → | 8210.42K.3000 | D 85 | 260 E 34 EuroTrakker | 8460.41K.404 | D 79 |
| 190 E 37 EuroTrakker 01.1996 → | 8210.42K.3790 | D 85 | 260 E 34 EuroTrakker | 8460.41K.4010 | D 80 |
| 190 E 37 EuroTrakker | 8210.42K.340 | D 85 | 260 E 34 EuroTrakker | 8460.41K.4030 | D 80 |
| 190 E 37 EuroTrakker | 8210.42K.342 | D 85 | 260 E 34 EuroTrakker | 8460.41K.4042 | D 80 |
| 190 E 37 EuroTrakker | 8210.42K.349 | D 85 | 260 E 34 EuroTrakker | 8460.41K.4046 | D 80 |
| 190 E 37 EuroTrakker | 8210.42K.369 | D 85 | 260 E 34 EuroTrakker | 8460.41K.4048 | D 80 |
| 190 E 37 EuroTrakker | 8210.42K.875 | D 85 | 260 E 34 EuroTrakker | 8460.41K.4054 | D 80 |
| 190 E 37 EuroTrakker | 8210.42K.877 | D 85 | 260 E 34 EuroTrakker | 8460.41K.4058 | D 80 |
| 190 E 37 EuroTrakker | 8210.42K.3420 | D 85 | 260 E 34 EuroTrakker | 8460.41K.4110 | D 80 |
| 190 E 37 EuroTrakker | 8210.42K.3690 | D 85 | 260 E 35 EuroTrakker 02.1999 → 11.2004 | F2 BE 0681 A | D 77 |
| 190 E 38 EuroTrakker 01.2001 → 11.2004 | F3 BE 0681 G | D 84 | 260 E 37 EuroTrakker 12.1994 → 12.2001 | 8210.42K.340 | D 85 |
| 190 E 42 EuroTrakker 04.1992 → | 8210.42L.400 | D 85 | 260 E 37 EuroTrakker 12.1994 → 11.2004 | 8210.42K.300 | D 85 |
| 190 E 42 EuroTrakker 04.1993 → 12.1995 | 8210.42L.499 | D 85 | 260 E 37 EuroTrakker 12.1994 → | 8210.42K.342 | D 85 |
| 190 E 42 EuroTrakker 01.1995 → 11.2004 | 8210.42L.414 | D 85 | 260 E 37 EuroTrakker 12.1994 → | 8210.42K.379 | D 85 |
| 190 E 42 EuroTrakker 01.1995 → 11.2004 | 8210.42L.440 | D 85 | 260 E 37 EuroTrakker 01.1996 → | 8210.42K.3000 | D 85 |
| 190 E 42 EuroTrakker 01.1995 → 11.2004 | 8210.42L.442 | D 85 | 260 E 37 EuroTrakker 01.1996 → | 8210.42K.3420 | D 85 |
| 190 E 42 EuroTrakker 01.1995 → 11.2004 | 8210.42L.449 | D 85 | 260 E 37 EuroTrakker 01.1996 → | 8210.42K.3690 | D 85 |
| 190 E 42 EuroTrakker 01.1995 → 11.2004 | 8210.42L.460 | D 85 | 260 E 37 EuroTrakker 01.1996 → | 8210.42K.3790 | D 85 |
| 190 E 42 EuroTrakker 01.1995 → 11.2004 | 8210.42L.462 | D 85 | 260 E 37 EuroTrakker | 8210.42K.349 | D 85 |
| 190 E 42 EuroTrakker 01.1995 → 11.2004 | 8210.42L.469 | D 85 | 260 E 37 EuroTrakker | 8210.42K.369 | D 85 |
| 190 E 42 EuroTrakker 01.1995 → 11.2004 | 8210.42L.479 | D 85 | 260 E 38 EuroTrakker 01.2001 → 11.2004 | F3 BE 0681 G | D 84 |
| 190 E 42 EuroTrakker 01.1995 → 11.2004 | 8210.42L.4000 | D 85 | 260 E 42 EuroTrakker 06.1992 → 12.1995 | 8210.42L.400 | D 85 |
| 190 E 42 EuroTrakker 01.1995 → 11.2004 | 8210.42L.4140 | D 85 | 260 E 42 EuroTrakker 06.1992 → 12.1995 | 8210.42L.499 | D 85 |
| 190 E 42 EuroTrakker 01.1995 → 11.2004 | 8210.42L.4400 | D 85 | 260 E 42 EuroTrakker 09.1998 → 11.2004 | 8210.42L.440 | D 85 |
| 190 E 42 EuroTrakker 01.1995 → 11.2004 | 8210.42L.4420 | D 85 | 260 E 42 EuroTrakker 09.1998 → 11.2004 | 8210.42L.442 | D 85 |
| 190 E 42 EuroTrakker 01.1995 → 11.2004 | 8210.42L.4600 | D 85 | 260 E 42 EuroTrakker 09.1998 → 11.2004 | 8210.42L.449 | D 85 |
| 190 E 42 EuroTrakker 01.1995 → 11.2004 | 8210.42L.4601 | D 85 | 260 E 42 EuroTrakker 09.1998 → 11.2004 | 8210.42L.460 | D 85 |
| 190 E 42 EuroTrakker 01.1995 → 11.2004 | 8210.42L.4610 | D 85 | 260 E 42 EuroTrakker 09.1998 → 11.2004 | 8210.42L.462 | D 85 |
| 190 E 42 EuroTrakker 01.1995 → 11.2004 | 8210.42L.4620 | D 85 | 260 E 42 EuroTrakker 09.1998 → 11.2004 | 8210.42L.469 | D 85 |
| 190 E 42 EuroTrakker 01.1995 → 11.2004 | 8210.42L.4640 | D 85 | 260 E 42 EuroTrakker 09.1998 → 11.2004 | 8210.42L.479 | D 85 |
| 190 E 42 EuroTrakker 01.1995 → 11.2004 | 8210.42L.4690 | D 85 | 260 E 42 EuroTrakker 09.1998 → 11.2004 | 8210.42L.4000 | D 85 |
| 190 E 42 EuroTrakker 01.1995 → 11.2004 | 8210.42L.4790 | D 85 | 260 E 42 EuroTrakker 09.1998 → 11.2004 | 8210.42L.4140 | D 85 |
| 190 E 42 EuroTrakker 01.1995 → 11.2004 | 8210.42L.4880 | D 85 | 260 E 42 EuroTrakker 09.1998 → 11.2004 | 8210.42L.4400 | D 85 |
| 190 E 42 EuroTrakker 01.1995 → 11.2004 | 8210.42L.4990 | D 85 | 260 E 42 EuroTrakker 09.1998 → 11.2004 | 8210.42L.4600 | D 85 |
| 190 E 44 EuroTrakker → 11.2004 | F3 BE 0681 C | D 84 | 260 E 42 EuroTrakker 09.1998 → 11.2004 | 8210.42L.4690 | D 85 |
| 240 E 34 EuroTrakker 09.1995 → | 8460.41K.4004 | D 80 | 260 E 42 EuroTrakker 09.1998 → 11.2004 | 8210.42L.4790 | D 85 |
| 240 E 34 EuroTrakker | 8460.41K.404 | D 79 | 260 E 42 EuroTrakker 09.1998 → 11.2004 | 8210.42L.4990 | D 85 |
| 240 E 34 EuroTrakker | 8460.41K.410 | D 79 | 260 E 42 EuroTrakker 11.2004 → | 8210.42L.4620 | D 85 |
| 240 E 34 EuroTrakker | 8460.41K.422 | D 79 | 260 E 42 EuroTrakker | 8210.42L.414 | D 85 |
| 240 E 34 EuroTrakker | 8460.41K.440 | D 79 | 260 E 44 EuroTrakker 09.2000 → 11.2004 | F3 BE 0681 C | D 84 |
| 240 E 34 EuroTrakker | 8460.41K.448 | D 79 | 260 E 44 EuroTrakker → 11.2004 | F3 BE 0681 CB | D 84 |
| 240 E 34 EuroTrakker | 8460.41K.4010 | D 80 | 260 E 48 EuroTrakker | F3 BE 0681 B | D 84 |
| 240 E 34 EuroTrakker | 8460.41K.4042 | D 80 | 330 E 34 EuroTrakker | 8460.41K.404 | D 79 |
| 240 E 34 EuroTrakker | 8460.41K.4048 | D 80 | 330 E 34 EuroTrakker | 8460.41K.406 | D 79 |
| 240 E 34 EuroTrakker | 8460.41K.4110 | D 80 | 330 E 34 EuroTrakker | 8460.41K.430 | D 79 |
| 240 E 42 EuroTrakker 04.1992 → 12.1995 | 8210.42L.400 | D 85 | 330 E 34 EuroTrakker | 8460.41K.440 | D 79 |
| 240 E 42 EuroTrakker 04.1992 → 12.1995 | 8210.42L.499 | D 85 | 330 E 34 EuroTrakker | 8460.41K.456 | D 79 |
| 240 E 42 EuroTrakker 01.1996 → | 8210.42L.4000 | D 85 | 330 E 34 EuroTrakker | 8460.41K.458 | D 79 |
| 240 E 42 EuroTrakker 01.1996 → | 8210.42L.4990 | D 85 | 330 E 37 EuroTrakker 12.1994 → | 8210.42K.300 | D 85 |
| 240 E 42 EuroTrakker | 8210.42L.414 | D 85 | 330 E 37 EuroTrakker 12.1994 → | 8210.42K.379 | D 85 |
| 240 E 42 EuroTrakker | 8210.42L.440 | D 85 | 330 E 37 EuroTrakker 01.1996 → | 8210.42K.3000 | D 85 |
| 240 E 42 EuroTrakker | 8210.42L.442 | D 85 | 330 E 37 EuroTrakker | 8210.42K.340 | D 85 |
| 240 E 42 EuroTrakker | 8210.42L.460 | D 85 | 330 E 37 EuroTrakker | 8210.42K.342 | D 85 |
| 240 E 42 EuroTrakker | 8210.42L.462 | D 85 | 330 E 37 EuroTrakker | 8210.42K.349 | D 85 |
| 240 E 42 EuroTrakker | 8210.42L.4140 | D 85 | 330 E 37 EuroTrakker | 8210.42K.369 | D 85 |
| 240 E 42 EuroTrakker | 8210.42L.4400 | D 85 | 340 E 34 EuroTrakker 03.1995 → 12.2002 | 8210.42K.3320 | D 85 |
| 240 E 42 EuroTrakker | 8210.42L.4420 | D 85 | 340 E 34 EuroTrakker | 8460.41K.428 | D 79 |
| 240 E 42 EuroTrakker | 8210.42L.4600 | D 85 | 340 E 34 EuroTrakker | 8460.41K.492 | D 79 |
| 240 E 42 EuroTrakker | 8210.42L.4601 | D 85 | 340 E 34 EuroTrakker | 8460.41K.4028 | D 80 |





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|---|---|------|--|---|------|
| 340 E 34 EuroTrakker | 8460.41K.4034 | D 80 | 380 E 42 EuroTrakker | 8210.42L.827 | D 85 |
| 340 E 34 EuroTrakker | 8460.41K.4062 | D 80 | 380 E 42 EuroTrakker | 8210.42L.4000 | D 85 |
| 340 E 34 EuroTrakker | 8460.41K.4089 | D 80 | 380 E 42 EuroTrakker | 8210.42L.4140 | D 85 |
| 340 E 34 EuroTrakker | 8460.41K.4098 | D 80 | 380 E 42 EuroTrakker | 8210.42L.4490 | D 85 |
| 340 E 35 EuroTrakker 02.1999 → | F2 BE 0681 A | D 77 | 380 E 42 EuroTrakker | 8210.42L.4600 | D 85 |
| 340 E 37 EuroTrakker 04.1992 → 11.2000 | 8210.42K.330 | D 85 | 380 E 42 EuroTrakker | 8210.42L.4620 | D 85 |
| 340 E 37 EuroTrakker 04.1992 → 11.2000 | 8210.42K.331 | D 85 | 380 E 42 EuroTrakker | 8210.42L.4690 | D 85 |
| 340 E 37 EuroTrakker 04.1992 → 11.2000 | 8210.42K.332 | D 85 | 380 E 42 EuroTrakker | 8210.42L.4790 | D 85 |
| 340 E 37 EuroTrakker 04.1992 → | 8210.42K.341 | D 85 | 380 E 44 EuroTrakker → 11.2004 | F3 BE 0681 C | D 84 |
| 340 E 37 EuroTrakker 03.1995 → 05.2001 | 8210.42K.300 | D 85 | 380 E 48 EuroTrakker | F3 BE 0681 B | D 84 |
| 340 E 37 EuroTrakker 03.1995 → 05.2001 | 8210.42K.379 | D 85 | 400 E 30 EuroTrakker 1996 → | 8460.41C.3020 | D 80 |
| 340 E 37 EuroTrakker 03.1995 → 12.2002 | 8210.42K.3000 | D 85 | 400 E 30 EuroTrakker 1996 → | 8460.41C.3094 | D 80 |
| 340 E 37 EuroTrakker 03.1995 → 12.2002 | 8210.42K.3300 | D 85 | 400 E 34 EuroTrakker 09.1995 → | 8460.41K.4004 | D 80 |
| 340 E 37 EuroTrakker 03.1995 → 12.2002 | 8210.42K.3301 | D 85 | 400 E 34 EuroTrakker 09.1995 → | 8460.41K.4108 | D 80 |
| 340 E 37 EuroTrakker 03.1995 → 12.2002 | 8210.42K.3320 | D 85 | 400 E 34 EuroTrakker | 8460.41K.402 | D 79 |
| 340 E 37 EuroTrakker 03.1995 → 12.2002 | 8210.42K.3330 | D 85 | 400 E 34 EuroTrakker | 8460.41K.404 | D 79 |
| 340 E 37 EuroTrakker 01.1996 → | 8210.42K.3790 | D 85 | 400 E 34 EuroTrakker | 8460.41K.410 | D 79 |
| 340 E 38 EuroTrakker → 11.2004 | F3 BE 0681 G | D 84 | 400 E 34 EuroTrakker | 8460.41K.420 | D 79 |
| 340 E 42 EuroTrakker 04.1993 → 12.1995 | 8210.42L.400 | D 85 | 400 E 34 EuroTrakker | 8460.41K.422 | D 79 |
| 340 E 42 EuroTrakker 04.1993 → 12.1995 | 8210.42L.499 | D 85 | 400 E 34 EuroTrakker | 8460.41K.424 | D 79 |
| 340 E 42 EuroTrakker 06.1998 → 05.2001 | 8210.42L.432 | D 85 | 400 E 34 EuroTrakker | 8460.41K.440 | D 79 |
| 340 E 42 EuroTrakker 06.1998 → 05.2001 | 8210.42L.441 | D 85 | 400 E 34 EuroTrakker | 8460.41K.442 | D 79 |
| 340 E 42 EuroTrakker 06.1998 → 05.2001 | 8210.42L.4300 | D 85 | 400 E 34 EuroTrakker | 8460.41K.448 | D 79 |
| 340 E 42 EuroTrakker 06.1998 → 05.2001 | 8210.42L.4301 | D 85 | 400 E 34 EuroTrakker | 8460.41K.4010 | D 80 |
| 340 E 42 EuroTrakker 06.1998 → 05.2001 | 8210.42L.4320 | D 85 | 400 E 34 EuroTrakker | 8460.41K.4048 | D 80 |
| 340 E 42 EuroTrakker 06.1998 → 05.2001 | 8210.42L.4330 | D 85 | 400 E 34 EuroTrakker | 8460.41K.4110 | D 80 |
| 340 E 42 EuroTrakker 06.1998 → 05.2001 | 8210.42L.4930 | D 85 | 400 E 35 EuroTrakker 10.1998 → | F2 BE 0681 A | D 77 |
| 340 E 42 EuroTrakker 06.1998 → 05.2001 | 8210.42L.4990 | D 85 | 400 E 37 EuroTrakker 07.1994 → 12.2000 | 8210.42K.3000 | D 85 |
| 340 E 42 EuroTrakker 09.1998 → 05.2001 | 8210.42L.4000 | D 85 | 400 E 37 EuroTrakker 07.1994 → 12.2000 | 8210.42K.3420 | D 85 |
| 340 E 42 EuroTrakker | 8210.42L.430 | D 85 | 400 E 37 EuroTrakker 07.1994 → 12.2000 | 8210.42K.3690 | D 85 |
| 340 E 44 EuroTrakker | F3 BE 0681 C | D 84 | 400 E 37 EuroTrakker 07.1994 → 11.2004 | 8210.42K.300 | D 85 |
| 380 E 34 EuroTrakker 01.1993 → | 8460.41K.406 | D 79 | 400 E 37 EuroTrakker 01.1996 → | 8210.42K.3790 | D 85 |
| 380 E 34 EuroTrakker 01.1993 → | 8460.41K.430 | D 79 | 400 E 37 EuroTrakker | 8210.42K.340 | D 85 |
| 380 E 34 EuroTrakker 01.1993 → | 8460.41K.440 | D 79 | 400 E 37 EuroTrakker | 8210.42K.342 | D 85 |
| 380 E 34 EuroTrakker 01.1993 → | 8460.41K.456 | D 79 | 400 E 37 EuroTrakker | 8210.42K.850 | D 85 |
| 380 E 34 EuroTrakker 01.1993 → | 8460.41K.458 | D 79 | 400 E 37 EuroTrakker | 8210.42K.852 | D 85 |
| 380 E 34 EuroTrakker | 8460.41K.404 | D 79 | 400 E 37 EuroTrakker | 8210.42K.875 | D 85 |
| 380 E 34 EuroTrakker | 8460.41K.4010 | D 80 | 400 E 37 EuroTrakker | 8210.42K.877 | D 85 |
| 380 E 34 EuroTrakker | 8460.41K.4030 | D 80 | 400 E 38 EuroTrakker | F3 BE 0681 G | D 84 |
| 380 E 34 EuroTrakker | 8460.41K.4046 | D 80 | 400 E 42 EuroTrakker 04.1992 → 12.1995 | 8210.42L.400 | D 85 |
| 380 E 34 EuroTrakker | 8460.41K.4048 | D 80 | 400 E 42 EuroTrakker 04.1992 → 11.2004 | 8210.42L.414 | D 85 |
| 380 E 34 EuroTrakker | 8460.41K.4054 | D 80 | 400 E 42 EuroTrakker 04.1992 → | 8210.42L.499 | D 85 |
| 380 E 34 EuroTrakker | 8460.41K.4058 | D 80 | 400 E 42 EuroTrakker 01.1996 → | 8210.42L.4000 | D 85 |
| 380 E 34 EuroTrakker | 8460.41K.4110 | D 80 | 400 E 42 EuroTrakker 01.1996 → | 8210.42L.4990 | D 85 |
| 380 E 35 EuroTrakker 10.1998 → | F2 BE 0681 A | D 77 | 400 E 42 EuroTrakker | 8210.42L.440 | D 85 |
| 380 E 37 EuroTrakker 01.1993 → 05.2001 | 8210.42K.379 | D 85 | 400 E 42 EuroTrakker | 8210.42L.442 | D 85 |
| 380 E 37 EuroTrakker 03.1995 → 12.2002 | 8210.42K.3000 | D 85 | 400 E 42 EuroTrakker | 8210.42L.460 | D 85 |
| 380 E 37 EuroTrakker 03.1995 → 12.2002 | 8210.42K.3420 | D 85 | 400 E 42 EuroTrakker | 8210.42L.462 | D 85 |
| 380 E 37 EuroTrakker 03.1995 → 12.2002 | 8210.42K.3440 | D 85 | 400 E 42 EuroTrakker | 8210.42L.4140 | D 85 |
| 380 E 37 EuroTrakker 03.1995 → 12.2002 | 8210.42K.3690 | D 85 | 400 E 42 EuroTrakker | 8210.42L.4400 | D 85 |
| 380 E 37 EuroTrakker 01.1996 → | 8210.42K.3790 | D 85 | 400 E 42 EuroTrakker | 8210.42L.4600 | D 85 |
| 380 E 37 EuroTrakker | 8210.42K.340 | D 85 | 400 E 42 EuroTrakker | 8210.42L.4620 | D 85 |
| 380 E 37 EuroTrakker | 8210.42K.342 | D 85 | 400 E 42 EuroTrakker | 8210.42L.4690 | D 85 |
| 380 E 37 EuroTrakker | 8210.42K.349 | D 85 | 400 E 42 EuroTrakker | 8210.42L.4790 | D 85 |
| 380 E 37 EuroTrakker | 8210.42K.369 | D 85 | 400 E 44 EuroTrakker | F3 BE 0681 C | D 84 |
| 380 E 37 EuroTrakker | 8210.42K.850 | D 85 | 410 E 35 EuroTrakker 02.1999 → 11.2004 | F2 BE 0681 A | D 77 |
| 380 E 37 EuroTrakker | 8210.42K.852 | D 85 | 410 E 37 EuroTrakker 04.1992 → 11.2000 | 8210.42K.330 | D 85 |
| 380 E 37 EuroTrakker | 8210.42K.862 | D 85 | 410 E 37 EuroTrakker 04.1992 → 11.2000 | 8210.42K.331 | D 85 |
| 380 E 37 EuroTrakker | 8210.42K.875 | D 85 | 410 E 37 EuroTrakker 04.1992 → 11.2000 | 8210.42K.332 | D 85 |
| 380 E 37 EuroTrakker | 8210.42K.877 | D 85 | 410 E 37 EuroTrakker 04.1992 → 05.2001 | 8210.42K.300 | D 85 |
| 380 E 37 EuroTrakker | 8210.42K.3230 | D 85 | 410 E 37 EuroTrakker 04.1992 → 05.2001 | 8210.42K.379 | D 85 |
| 380 E 38 EuroTrakker → 11.2004 | F3 BE 0681 G | D 84 | 410 E 37 EuroTrakker 04.1992 → | 8210.42K.341 | D 85 |
| 380 E 42 EuroTrakker 01.1993 → 05.2001 | 8210.42L.400 | D 85 | 410 E 37 EuroTrakker 03.1995 → 12.2002 | 8210.42K.3300 | D 85 |
| 380 E 42 EuroTrakker | 8210.42L.440 | D 85 | 410 E 37 EuroTrakker 03.1995 → 12.2002 | 8210.42K.3301 | D 85 |
| 380 E 42 EuroTrakker | 8210.42L.442 | D 85 | 410 E 37 EuroTrakker 03.1995 → 12.2002 | 8210.42K.3320 | D 85 |
| 380 E 42 EuroTrakker | 8210.42L.449 | D 85 | 410 E 37 EuroTrakker 03.1995 → 12.2002 | 8210.42K.3330 | D 85 |
| 380 E 42 EuroTrakker | 8210.42L.469 | D 85 | 410 E 37 EuroTrakker 01.1996 → | 8210.42K.3790 | D 85 |
| 380 E 42 EuroTrakker | 8210.42L.479 | D 85 | 410 E 38 EuroTrakker → 11.2004 | F3 BE 0681 G | D 84 |
| 380 E 42 EuroTrakker | 8210.42L.825 | D 85 | 410 E 42 EuroTrakker 04.1992 → 12.1995 | 8210.42L.499 | D 85 |





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|  |  | Pos |  |  | Pos |
|---|---|-----|--|---|-----|
| 410 E 42 EuroTrakker 04.1992 → 11.2004 | 8210.42L.400 D | 85 | 720 E 42 EuroTrakker 01.1996 → | 8210.42L.4000 D | 85 |
| 410 E 42 EuroTrakker 01.1996 → | 8210.42L.4000 D | 85 | 720 E 42 EuroTrakker 01.1996 → | 8210.42L.4990 D | 85 |
| 410 E 42 EuroTrakker 01.1996 → | 8210.42L.4990 D | 85 | 720 E 42 EuroTrakker | 8210.42L.440 D | 85 |
| 410 E 42 EuroTrakker | 8210.42L.430 D | 85 | 720 E 42 EuroTrakker | 8210.42L.442 D | 85 |
| 410 E 42 EuroTrakker | 8210.42L.432 D | 85 | 720 E 42 EuroTrakker | 8210.42L.800 D | 85 |
| 410 E 42 EuroTrakker | 8210.42L.441 D | 85 | 720 E 42 EuroTrakker | 8210.42L.825 D | 85 |
| 410 E 42 EuroTrakker | 8210.42L.4300 D | 85 | 720 E 42 EuroTrakker | 8210.42L.827 D | 85 |
| 410 E 42 EuroTrakker | 8210.42L.4301 D | 85 | 720 E 42 EuroTrakker | 8210.42L.4140 D | 85 |
| 410 E 42 EuroTrakker | 8210.42L.4320 D | 85 | 720 E 42 EuroTrakker | 8210.42L.4400 D | 85 |
| 410 E 42 EuroTrakker | 8210.42L.4330 D | 85 | 720 E 42 EuroTrakker | 8210.42L.4600 D | 85 |
| 410 E 42 EuroTrakker | 8210.42L.4930 D | 85 | 720 E 42 EuroTrakker | 8210.42L.4620 D | 85 |
| 410 E 44 EuroTrakker → 11.2004 | F3 BE 0681 C D | 84 | 720 E 42 EuroTrakker | 8210.42L.4690 D | 85 |
| 410 E 44 EuroTrakker → 11.2004 | F3 BE 0681 CB D | 84 | 720 E 42 EuroTrakker | 8210.42L.4790 D | 85 |
| 410 E 48 EuroTrakker | F3 BE 0681 B D | 84 | 720 E 44 EuroTrakker | F3 BE 0681 C D | 84 |
| 440 E 34 EuroTrakker 09.1995 → | 8460.41K.4004 D | 80 | 720 E 48 EuroTrakker → 11.2004 | F3 BE 0681 B D | 84 |
| 440 E 34 EuroTrakker | 8460.41K.404 D | 79 | GABELSTAPLER | | |
| 440 E 34 EuroTrakker | 8460.41K.422 D | 79 | Gabelstapler/Forklift 8035.02.359 D 55 | | |
| 440 E 34 EuroTrakker | 8460.41K.440 D | 79 | LORRAINE | | |
| 440 E 34 EuroTrakker | 8460.41K.442 D | 79 | Lorraine 170 06.1988 → 09.1988 | 8060.24.652 D | 62 |
| 440 E 34 EuroTrakker | 8460.41K.448 D | 79 | Lorraine 200 01.1981 → 02.1983 | 8220.02.701 D | 81 |
| 440 E 34 EuroTrakker | 8460.41K.4010 D | 80 | Lorraine 240 01.1983 → 09.1988 | 8220.22.102 D | 82 |
| 440 E 34 EuroTrakker | 8460.41K.4042 D | 80 | Lorraine 240 01.1983 → 09.1988 | 8220.22.104 D | 82 |
| 440 E 34 EuroTrakker | 8460.41K.4046 D | 80 | Lorraine 240 01.1983 → 09.1988 | 8220.22.106 D | 82 |
| 440 E 34 EuroTrakker | 8460.41K.4048 D | 80 | Lorraine 240 01.1983 → 09.1988 | 8220.22.701 D | 82 |
| 440 E 34 EuroTrakker | 8460.41K.4110 D | 80 | Lorraine 240 01.1983 → 09.1988 | 8220.22.708 D | 82 |
| 440 E 37 EuroTrakker 01.1998 → 11.2000 | 8210.42K.340 D | 85 | Lorraine 260 01.1981 → 06.1983 | 8210.02.405 D | 85 |
| 440 E 37 EuroTrakker 01.1998 → 11.2004 | 8210.42K.3000 D | 85 | Lorraine 300 01.1987 → 09.1988 | 8210.22.406 D | 85 |
| 440 E 37 EuroTrakker 01.1998 → | 8210.42K.300 D | 85 | MY WAY | | |
| 440 E 37 EuroTrakker 01.1998 → | 8210.42K.342 D | 85 | 393.29 My Way 8460.41R.7127 D 79 | | |
| 440 E 37 EuroTrakker 01.1998 → | 8210.42K.349 D | 85 | 393.29 My Way 8460.41R.7141 D 79 | | |
| 440 E 37 EuroTrakker 01.1998 → | 8210.42K.379 D | 85 | SERIES 7 | | |
| 440 E 37 EuroTrakker 01.1998 → | 8210.42K.3790 D | 85 | Series 7 01.1972 → 12.1982 | CO 3/130 D | 74 |
| 440 E 37 EuroTrakker | 8210.42K.3420 D | 85 | SERIES 8 | | |
| 440 E 38 EuroTrakker 01.1998 → 11.2004 | 8210.42L.4440 D | 85 | Series 8 10.1974 → 07.1985 | CO 3/130 D | 74 |
| 440 E 42 EuroTrakker 06.1992 → 12.1995 | 8210.42L.400 D | 85 | SERIES 10 | | |
| 440 E 42 EuroTrakker 06.1992 → 12.1997 | 8210.42L.499 D | 85 | Series 10 C 06.1978 → 12.1989 | 8365.05.570 D | 74 |
| 440 E 42 EuroTrakker 01.1998 → 11.2004 | 8210.42L.440 D | 85 | Series 10 CLGP 01.1979 → 02.1985 | 8365.05.570 D | 74 |
| 440 E 42 EuroTrakker 01.1998 → 11.2004 | 8210.42L.442 D | 85 | Series 10 CLGP 01.1979 → 02.1986 | 8365.05.560 D | 74 |
| 440 E 42 EuroTrakker 01.1998 → 11.2004 | 8210.42L.460 D | 85 | Series 10 CTA 01.1979 → 02.1986 | 8365.05.570 D | 74 |
| 440 E 42 EuroTrakker 01.1998 → 11.2004 | 8210.42L.4000 D | 85 | SERIES 30 | | |
| 440 E 42 EuroTrakker 01.1998 → 11.2004 | 8210.42L.4140 D | 85 | Series 30-4 01.1996 → | 8035.05.358 D | 64 |
| 440 E 42 EuroTrakker 01.1998 → 11.2004 | 8210.42L.4400 D | 85 | Series 35 01.1974 → 12.1978 | 8040.02.300 D | 55 |
| 440 E 42 EuroTrakker 01.1998 → 11.2004 | 8210.42L.4420 D | 85 | Series 35-10 05.1996 → | 8140.23.3700 D | 48 |
| 440 E 42 EuroTrakker 01.1998 → 11.2004 | 8210.42L.4600 D | 85 | SERIES 40 | | |
| 440 E 42 EuroTrakker 01.1998 → 11.2004 | 8210.42L.4601 D | 85 | Series 40 09.1972 → 12.1990 | 8040.02.360 D | 55 |
| 440 E 42 EuroTrakker 01.1998 → 11.2004 | 8210.42L.4610 D | 85 | Series 40 01.1973 → 12.1990 | 8040.02.267 D | 55 |
| 440 E 42 EuroTrakker 01.1998 → 11.2004 | 8210.42L.4620 D | 85 | Series 40 01.1973 → 12.1990 | 8040.02.367 D | 55 |
| 440 E 42 EuroTrakker 01.1998 → 11.2004 | 8210.42L.4640 D | 85 | Series 40 05.1981 → 12.1990 | 8040.02.300 D | 55 |
| 440 E 42 EuroTrakker 01.1998 → 11.2004 | 8210.42L.4990 D | 85 | Series 40 01.1985 → 12.1985 | 8035.01.308 D | 51 |
| 440 E 42 EuroTrakker 11.1998 → 11.2004 | 8210.42L.462 D | 85 | Series 40 10.1985 → 05.1989 | 8140.61.200 D | 40 |
| 440 E 42 EuroTrakker | 8210.42L.412 D | 85 | Series 40 02.1987 → 12.1990 | 8035.06.220 D | 56 |
| 440 E 42 EuroTrakker | 8210.42L.414 D | 85 | Series 40 02.1987 → 12.1990 | 8035.06.222 D | 56 |
| 440 E 44 EuroTrakker | F3 BE 0681 C D | 84 | Series 40 02.1987 → 12.1990 | 8035.06.323 D | 56 |
| 720 E 37 EuroTrakker 09.1993 → 12.1995 | 8210.42K.340 D | 85 | Series 45 DT 02.1987 → | 8035.06.220 D | 56 |
| 720 E 37 EuroTrakker 09.1993 → 12.1995 | 8210.42K.342 D | 85 | Series 45 DT 02.1987 → | 8035.06.222 D | 56 |
| 720 E 37 EuroTrakker 09.1993 → 12.1995 | 8210.42K.3420 D | 85 | Series 45 DT 02.1987 → | 8035.06.323 D | 56 |
| 720 E 37 EuroTrakker 09.1993 → 11.2004 | 8210.42K.379 D | 85 | Series 45-66 09.1984 → | 8035.06.220 D | 56 |
| 720 E 37 EuroTrakker 09.1993 → 11.2004 | 8210.42K.3690 D | 85 | Series 45-66 01.1985 → 08.1988 | 8035.06.206 D | 56 |
| 720 E 37 EuroTrakker → 11.2004 | 8210.42K.850 D | 85 | Series 45-66 01.1985 → | 8035.06.320 D | 56 |
| 720 E 37 EuroTrakker → 11.2004 | 8210.42K.852 D | 85 | Series 45-66 02.1987 → | 8035.06.222 D | 56 |
| 720 E 37 EuroTrakker → 11.2004 | 8210.42K.875 D | 85 | Series 45-66 02.1987 → | 8035.06.323 D | 56 |
| 720 E 37 EuroTrakker → 11.2004 | 8210.42K.877 D | 85 | Series 45-66 01.1990 → | 8035.06.321 D | 56 |
| 720 E 38 EuroTrakker | F3 BE 0681 G D | 84 | Series 45-76 01.1985 → | 8035.06.220 D | 56 |
| 720 E 42 EuroTrakker 09.1993 → 12.1995 | 8210.42K.300 D | 85 | Series 48 01.1988 → | D 3.152 D | 38 |
| 720 E 42 EuroTrakker 09.1993 → 12.1995 | 8210.42L.499 D | 85 | Series 49 01.1973 → 12.1990 | 8040.02.267 D | 55 |
| 720 E 42 EuroTrakker 09.1993 → 11.2004 | 8210.42L.400 D | 85 | SERIES 50 | | |
| 720 E 42 EuroTrakker 09.1993 → 11.2004 | 8210.42L.414 D | 85 | Series 50 09.1972 → 05.1979 | 8040.02.300 D | 55 |
| 720 E 42 EuroTrakker 03.1995 → | 8210.42K.3000 D | 85 | Series 50 09.1972 → 05.1979 | 8040.02.360 D | 55 |
| 720 E 42 EuroTrakker 01.1996 → | 8210.42K.3790 D | 85 | Series 50 04.1985 → 12.1989 | 8035.06.222 D | 56 |

|  | |  | | Pos |  | |  | | Pos |
|---|-------------------|---|---|-----|--|-------------------|---|---|-----|
| Series 50 | 07.1986 → 12.1989 | 8035.06.220 | D | 56 | Series 60 LM | 09.1987 → 12.1990 | 8035.05.206 | D | 64 |
| Series 50 | 01.1990 → 12.1989 | 8035.06.321 | D | 56 | Series 60 LM | 09.1987 → 12.1990 | 8035.05.306 | D | 64 |
| Series 50 DT | 03.1985 → | 8035.06.206 | D | 56 | Series 60 LM | 09.1987 → 12.1990 | 8035.05.307 | D | 64 |
| Series 50 DT | 03.1985 → | 8035.06.306 | D | 56 | Series 60 LM DT | 01.1991 → | 8035.05.206 | D | 64 |
| Series 50 DT | 07.1986 → 12.1989 | 8035.06.320 | D | 56 | Series 60 LM DT | 01.1991 → | 8035.05.306 | D | 64 |
| Series 50 F 10 | 04.1978 → 12.1982 | 8340.04.250 | D | 75 | Series 60 LM DT | 01.1991 → | 8035.05.307 | D | 64 |
| Series 50 F 9 | 06.1977 → 12.1979 | 8340.04.000 | D | 75 | Series 60-10 | 06.1977 → 01.1987 | 8340.06.000 | D | 75 |
| Series 50-10 | 06.1977 → 01.1987 | 8340.06.000 | D | 75 | Series 60-46 | 10.1984 → 12.1988 | 8035.05.206 | D | 64 |
| Series 50-55 | 03.1985 → 12.1989 | 8035.06.306 | D | 56 | Series 60-46 | 10.1984 → 12.1988 | 8035.05.306 | D | 64 |
| Series 50-55 | 03.1985 → | 8035.06.208 | D | 56 | Series 60-56 | 10.1984 → 08.1988 | 8035.05.306 | D | 64 |
| Series 50-55 | 03.1985 → | 8035.06.307 | D | 56 | Series 60-56 | 01.1989 → | 8035.05.206 | D | 64 |
| Series 50-55 | 03.1985 → | 8035.06.308 | D | 56 | Series 60-56 | 01.1990 → | 8035.05.307 | D | 64 |
| Series 50-55 | 03.1985 → | 8035.06.309 | D | 56 | Series 60-65 | 10.1984 → 12.1989 | 8035.05.206 | D | 64 |
| Series 50-55 | 04.1985 → | 8035.06.222 | D | 56 | Series 60-65 | 10.1984 → 12.1989 | 8035.05.306 | D | 64 |
| Series 50-55 | 04.1985 → | 8035.06.323 | D | 56 | Series 60-66 | 09.1984 → 12.1989 | 8035.05.206 | D | 64 |
| Series 50-86 | 07.1986 → | 8035.06.220 | D | 56 | Series 60-66 | 09.1984 → 12.1989 | 8035.05.306 | D | 64 |
| Series 50-9 | 06.1977 → 12.1979 | 8340.06.000 | D | 75 | Series 60-66 | 04.1985 → 06.1988 | 8035.05.208 | D | 64 |
| Series 55 | 01.1974 → 12.1978 | 8040.02.300 | D | 55 | Series 60-66 | 04.1985 → 06.1988 | 8035.05.308 | D | 64 |
| Series 55 | 01.1990 → | 8035.06.309 | D | 56 | Series 60-66 | 01.1990 → | 8035.05.307 | D | 64 |
| Series 55 C | 03.1985 → | 8035.06.208 | D | 56 | Series 60-66 | 1994 → | 8035.05.309 | D | 64 |
| Series 55 DT | 03.1985 → 12.1989 | 8035.06.308 | D | 56 | Series 60-75 | 03.1989 → 08.1988 | 8035.05.306 | D | 64 |
| Series 55 DT | 03.1985 → | 8035.06.206 | D | 56 | Series 60-75 | 03.1989 → | 8035.05.206 | D | 64 |
| Series 55 DT | 03.1985 → | 8035.06.307 | D | 56 | Series 60-75 | 03.1989 → | 8035.05.307 | D | 64 |
| Series 55 DT | 03.1985 → | 8035.06.323 | D | 56 | Series 60-85 | 06.1992 → | 8035.05.208 | D | 64 |
| Series 55 DT | 01.1990 → | 8035.06.309 | D | 56 | Series 60-85 | 06.1992 → | 8035.05.309 | D | 64 |
| Series 55 F 10 | 04.1978 → 10.1980 | 8340.04.200 | D | 75 | Series 60-86 | 06.1992 → | 8035.05.208 | D | 64 |
| Series 55 F 8 | 04.1978 → 06.1980 | 8040.04.200 | D | 61 | Series 60-86 | 01.1997 → | 8035.05.309 | D | 64 |
| Series 55-10 | 06.1977 → 01.1987 | 8340.06.000 | D | 75 | Series 60-88 | 11.1989 → 08.1988 | 8045.06.200 | D | 56 |
| Series 55-10 | 11.1979 → 07.1987 | 8340.04.200 | D | 75 | Series 60-88 | 11.1989 → | 8035.05.216 | D | 64 |
| Series 55-46 | 10.1984 → 12.1988 | 8035.06.206 | D | 56 | Series 60-88 | 11.1989 → | 8035.05.317 | D | 64 |
| Series 55-46 | 10.1984 → 12.1988 | 8035.06.306 | D | 56 | Series 60-88 | 11.1989 → | 8045.06.216 | D | 56 |
| Series 55-46 | 01.1990 → | 8035.06.307 | D | 56 | Series 60-88 | 11.1989 → | 8045.06.317 | D | 56 |
| Series 55-56 | 10.1984 → | 8035.06.306 | D | 56 | Series 60-90 | 03.1984 → 06.1989 | 8035.05.200 | D | 64 |
| Series 55-56 | 01.1989 → | 8035.06.206 | D | 56 | Series 60-93 | 11.1989 → 12.1998 | 8035.05.317 | D | 64 |
| Series 55-56 | 01.1989 → | 8035.06.307 | D | 56 | Series 60-93 | → 12.1998 | 8035.05.216 | D | 64 |
| Series 55-65 | 10.1984 → 02.1989 | 8035.06.206 | D | 56 | Series 60-94 | 11.1989 → | 8035.05.317 | D | 64 |
| Series 55-65 | 10.1984 → 02.1989 | 8035.06.306 | D | 56 | Series 60-94 | | 8035.05.216 | D | 64 |
| Series 55-65 | 01.1990 → | 8035.06.307 | D | 56 | Series 65 | 01.1978 → 12.1985 | 8065.04.089 | D | 61 |
| Series 55-66 | 09.1984 → 08.1988 | 8035.06.206 | D | 56 | Series 65 | 01.1979 → 10.1980 | 8040.04.280 | D | 61 |
| Series 55-66 | 09.1984 → | 8035.06.306 | D | 56 | Series 65 | 03.1985 → 12.1989 | 8045.06.320 | D | 56 |
| Series 55-66 | 04.1985 → 06.1988 | 8035.06.208 | D | 56 | Series 65 | 03.1985 → | 8045.06.220 | D | 56 |
| Series 55-66 | 04.1985 → 06.1988 | 8035.06.308 | D | 56 | Series 65 | 01.1990 → | 8045.06.321 | D | 56 |
| Series 55-66 | 04.1985 → 08.1988 | 8035.06.322 | D | 56 | Series 65 F 10 | 04.1978 → 10.1980 | 8340.04.200 | D | 75 |
| Series 55-66 | 04.1985 → 12.1989 | 8035.06.222 | D | 56 | Series 65-10 | 06.1977 → 01.1987 | 8340.06.000 | D | 75 |
| Series 55-66 | 04.1985 → | 8035.06.323 | D | 56 | Series 65-10 | 09.1977 → 12.1982 | 8340.04.000 | D | 75 |
| Series 55-66 | 01.1990 → | 8035.06.307 | D | 56 | Series 65-10 | 05.1982 → 01.1987 | 8340.04.362 | D | 75 |
| Series 55-75 | 03.1989 → 08.1988 | 8035.06.206 | D | 56 | Series 65-14 | 09.1983 → 11.1985 | 8060.04.620 | D | 61 |
| Series 55-75 | 03.1989 → | 8035.06.306 | D | 56 | Series 65-14 | 09.1983 → 11.1985 | 8060.04.621 | D | 61 |
| Series 55-76 | 01.1985 → | 8035.06.220 | D | 56 | Series 65-46 | 04.1985 → 12.1988 | 8045.06.220 | D | 56 |
| Series 55-85 | 09.1992 → | 8035.06.208 | D | 56 | Series 65-46 | 04.1985 → 12.1988 | 8045.06.320 | D | 56 |
| Series 55-86 | 06.1992 → | 8035.06.222 | D | 56 | Series 65-56 | 06.1987 → 08.1988 | 8045.06.220 | D | 56 |
| Series 55-86 | 06.1992 → | 8035.06.223 | D | 56 | Series 65-56 | 06.1987 → 08.1988 | 8045.06.320 | D | 56 |
| Series 55-86 | 01.1997 → | 8035.06.220 | D | 56 | Series 65-56 | 06.1987 → 08.1988 | 8045.06.321 | D | 56 |
| Series 55-88 | 11.1989 → | 8035.06.216 | D | 56 | Series 65-66 | 06.1987 → 08.1988 | 8045.06.213 | D | 56 |
| Series 55-88 | 11.1989 → | 8035.06.317 | D | 56 | Series 65-66 | 06.1987 → 08.1988 | 8045.06.220 | D | 56 |
| Series 55-90 | 03.1984 → 06.1989 | 8035.06.200 | D | 56 | Series 65-66 | 06.1987 → 08.1988 | 8045.06.321 | D | 56 |
| Series 56-10 | 05.1978 → 09.1987 | 8340.04.200 | D | 75 | Series 65-88 | 11.1989 → 08.1988 | 8045.06.200 | D | 56 |
| SERIES 60 | | | | | Series 65-88 | 11.1989 → | 8045.06.219 | D | 56 |
| Series 60 | 1977 → | 8340.05.000 | D | 74 | Series 65-88 | 11.1989 → | 8045.06.319 | D | 56 |
| Series 60 | 04.1985 → 06.1988 | 8035.05.208 | D | 64 | Series 65-90 | 09.1987 → 08.1988 | 8045.06.225 | D | 56 |
| Series 60 | 09.1985 → | 8035.05.206 | D | 64 | Series 65-90 | 09.1987 → | 8045.06.213 | D | 56 |
| Series 60 CL | 03.1985 → 12.1989 | 8035.05.306 | D | 64 | Series 65-90 | 09.1987 → | 8045.06.326 | D | 56 |
| Series 60 CL | 03.1985 → | 8035.05.206 | D | 64 | Series 65-93 | 09.1987 → 08.1988 | 8045.06.225 | D | 56 |
| Series 60 CL | 03.1985 → | 8035.05.307 | D | 64 | Series 65-93 | 09.1987 → 08.1988 | 8045.06.326 | D | 56 |
| Series 60 DT | 03.1985 → 12.1989 | 8035.05.308 | D | 64 | Series 65-94 | 09.1987 → 08.1988 | 8045.06.225 | D | 56 |
| Series 60 DT | 03.1985 → | 8035.05.309 | D | 64 | Series 65-94 | 09.1987 → 08.1988 | 8045.06.326 | D | 56 |
| Series 60 E 8 | 01.1983 → 04.1983 | 8040.04.200 | D | 61 | Series 66-18 | 04.1978 → 12.1982 | 8040.04.200 | D | 61 |
| Series 60 F 8 | 06.1979 → 02.1982 | 8040.04.200 | D | 61 | SERIES 70 | | | | |
| Series 60 F 10 | 01.1979 → 12.1982 | 8340.04.250 | D | 75 | Series 70 | 1977 → | 8340.05.000 | D | 74 |

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|  | |  | | Pos |  | |  | | Pos |
|---|-------------------|---|---|-----|--|-------------------|---|---|-----|
| Series 70 | 09.1977 → 12.1980 | 8340.04.000 | D | 75 | Series 80 | 02.1982 → 09.1985 | 8060.04.672 | D | 61 |
| Series 70 | 10.1984 → | 8045.06.206 | D | 64 | Series 80 | 10.1984 → 12.1989 | 8045.05.206 | D | 64 |
| Series 70 | 03.1985 → 12.1989 | 8045.06.306 | D | 56 | Series 80 | 10.1984 → 12.1989 | 8045.05.306 | D | 64 |
| Series 70 | 03.1985 → 12.1989 | 8045.06.308 | D | 56 | Series 80 | 1986 → | 8060.05.000 | D | 64 |
| Series 70 | 03.1985 → | 8045.06.208 | D | 56 | Series 80 | 03.1986 → 12.1989 | 8045.06.208 | D | 56 |
| Series 70 | 01.1990 → | 8045.06.307 | D | 56 | Series 80 | 09.1986 → 12.1989 | 8045.05.208 | D | 64 |
| Series 70 | 01.1990 → | 8045.06.309 | D | 56 | Series 80 | 09.1986 → 12.1989 | 8045.05.308 | D | 64 |
| Series 70 F 10 | 04.1978 → 10.1980 | 8340.04.250 | D | 75 | Series 80 | 09.1986 → 12.1989 | 8045.06.308 | D | 56 |
| Series 70-10 | 06.1977 → 01.1987 | 8340.06.000 | D | 75 | Series 80 | 01.1990 → | 8045.05.207 | D | 64 |
| Series 70-10 | 05.1978 → 01.1987 | 8340.04.200 | D | 75 | Series 80 | 01.1990 → | 8045.05.209 | D | 64 |
| Series 70-10 | 09.1978 → 12.1981 | 8340.04.205 | D | 75 | Series 80 | 01.1990 → | 8045.05.307 | D | 64 |
| Series 70-56 | 01.1990 → | 8045.06.206 | D | 64 | Series 80 | 01.1990 → | 8045.05.309 | D | 64 |
| Series 70-56 | 01.1990 → | 8045.06.307 | D | 56 | Series 80 | 01.1990 → | 8045.06.309 | D | 56 |
| Series 70-65 | 10.1984 → 02.1989 | 8045.06.206 | D | 64 | Series 80 F 13 | 04.1978 → 05.1980 | 8060.04.660 | D | 61 |
| Series 70-65 | 10.1984 → 02.1989 | 8045.06.306 | D | 56 | Series 80-13 | 01.1986 → | 8060.05.000 | D | 64 |
| Series 70-66 | 09.1984 → 12.1998 | 8045.06.206 | D | 64 | Series 80-14 | 06.1986 → 03.1986 | 8060.04.060 | D | 61 |
| Series 70-66 | 09.1984 → 12.1998 | 8045.06.306 | D | 56 | Series 80-14 | 06.1986 → 06.1994 | 8060.05.270 | D | 64 |
| Series 70-66 | 03.1985 → 12.1998 | 8045.06.208 | D | 56 | Series 80-16 | → 12.1988 | 8060.24.001 | D | 62 |
| Series 70-66 | 03.1985 → 12.1998 | 8045.06.308 | D | 56 | Series 80-17 | 01.1986 → 06.1994 | 8060.25.670 | D | 63 |
| Series 70-66 | 03.1985 → 12.1998 | 8045.06.309 | D | 56 | Series 80-46 | 03.1984 → 12.1984 | 8035.02.276 | D | 55 |
| Series 70-66 | 06.1987 → 1990 | 8045.06.213 | D | 56 | Series 80-56 | 04.1984 → 12.1984 | 8035.04.376 | D | 61 |
| Series 70-66 | 01.1990 → 12.1998 | 8045.06.307 | D | 56 | Series 80-65 | 10.1984 → 02.1989 | 8045.05.206 | D | 64 |
| Series 70-75 | 03.1989 → 08.1988 | 8045.06.306 | D | 56 | Series 80-66 | 03.1984 → 12.1984 | 8035.02.276 | D | 55 |
| Series 70-75 | 03.1989 → | 8045.06.206 | D | 64 | Series 80-66 | 03.1984 → 12.1984 | 8045.02.276 | D | 55 |
| Series 70-75 | 03.1989 → | 8045.06.307 | D | 56 | Series 80-66 | 09.1984 → 12.1989 | 8045.05.206 | D | 64 |
| Series 70-76 | 01.1990 → 08.1988 | 8045.06.206 | D | 64 | Series 80-66 | 09.1984 → 12.1989 | 8045.05.306 | D | 64 |
| Series 70-76 | 01.1990 → 12.1998 | 8045.06.208 | D | 56 | Series 80-66 | 05.1987 → 12.1989 | 8045.05.208 | D | 64 |
| Series 70-76 | 01.1990 → 12.1998 | 8045.06.309 | D | 56 | Series 80-66 | 05.1987 → 12.1989 | 8045.05.308 | D | 64 |
| Series 70-86 | 06.1992 → | 8045.06.208 | D | 56 | Series 80-66 | 05.1987 → | 8045.05.000 | D | 64 |
| Series 70-86 | 06.1992 → | 8045.06.309 | D | 56 | Series 80-66 | 01.1990 → | 8045.05.207 | D | 64 |
| Series 70-88 | 11.1989 → 08.1988 | 8045.06.206 | D | 64 | Series 80-66 | 01.1990 → | 8045.05.209 | D | 64 |
| Series 70-88 | 11.1989 → | 8045.06.216 | D | 56 | Series 80-66 | 01.1990 → | 8045.05.307 | D | 64 |
| Series 70-88 | 11.1989 → | 8045.06.317 | D | 56 | Series 80-66 | 01.1990 → | 8045.05.309 | D | 64 |
| Series 70-90 | 03.1984 → 12.1998 | 8045.06.200 | D | 56 | Series 80-70 | 09.1980 → 03.1983 | 8045.02.211 | D | 55 |
| Series 70-90 | 08.1988 → 12.1998 | 8045.06.301 | D | 56 | Series 80-70 | 09.1980 → 03.1983 | 8045.02.276 | D | 55 |
| Series 70-90 | → 12.1998 | 8045.06.213 | D | 56 | Series 80-70 | 09.1980 → 12.1984 | 8045.02.278 | D | 55 |
| Series 72-86 | 01.1994 → 12.1998 | 8045.06.208 | D | 56 | Series 80-75 | 03.1989 → 12.1989 | 8045.05.206 | D | 64 |
| Series 72-93 | 04.1985 → 08.1988 | 8045.06.200 | D | 56 | Series 80-75 | 01.1990 → | 8045.05.207 | D | 64 |
| Series 72-93 | | 8045.06.301 | D | 56 | Series 80-75 | 01.1990 → | 8045.05.307 | D | 64 |
| Series 72-94 | 04.1985 → 08.1988 | 8045.06.200 | D | 56 | Series 80-76 | 03.1984 → 12.1984 | 8045.04.276 | D | 61 |
| Series 72-94 | | 8045.06.301 | D | 56 | Series 80-88 | 11.1989 → | 8045.05.216 | D | 64 |
| Series 75 | 01.1972 → | 8065.02.217 | D | 55 | Series 80-88 | 11.1989 → | 8045.05.217 | D | 64 |
| Series 75 | 09.1972 → 02.1982 | 8060.02.000 | D | 55 | Series 80-88 | 11.1989 → | 8045.05.317 | D | 64 |
| Series 75 | 06.1977 → 12.1982 | 8060.02.070 | D | 55 | Series 80-90 | 03.1984 → | 8045.05.205 | D | 64 |
| Series 75 | 09.1977 → 12.1980 | 8340.04.000 | D | 75 | Series 80-90 | 05.1987 → | 8045.05.000 | D | 64 |
| Series 75 F 10 | 04.1978 → 06.1980 | 8340.04.200 | D | 75 | Series 80-90 | 08.1988 → | 8045.05.204 | D | 64 |
| Series 75 F 10 | 04.1978 → 06.1980 | 8340.04.250 | D | 75 | Series 80-90 | 08.1988 → | 8045.05.304 | D | 64 |
| Series 75-10 | 06.1977 → 01.1987 | 8340.06.000 | D | 75 | Series 82-66 | 06.1992 → | 8045.05.208 | D | 64 |
| Series 75-10 | 05.1978 → 01.1987 | 8340.04.200 | D | 75 | Series 82-66 | 06.1992 → | 8045.05.309 | D | 64 |
| Series 75-12 | 01.1987 → 12.1992 | 8040.25.000 | D | 63 | Series 82-86 | 06.1992 → 12.1998 | 8045.05.208 | D | 64 |
| Series 75-13 | 12.1985 → 12.1992 | 8060.05.280 | D | 64 | Series 82-86 | 06.1992 → 12.1998 | 8045.05.309 | D | 64 |
| Series 75-13 | 07.1987 → 12.1992 | 8060.05.270 | D | 64 | Series 82-94 | → 12.1998 | 8045.05.205 | D | 64 |
| Series 75-14 | 01.1983 → 03.1986 | 8060.04.070 | D | 61 | Series 84 | 01.1969 → 12.1975 | 4.236 | D | 53 |
| Series 75-14 | 04.1986 → | 8060.05.000 | D | 64 | Series 85-55 | 10.1984 → 06.1989 | 8045.05.200 | D | 64 |
| Series 79 F 10 | 06.1979 → 12.1982 | 8340.04.200 | D | 75 | Series 85-55 | 10.1984 → 06.1989 | 8045.05.300 | D | 64 |
| Series 79 F 10 | 06.1979 → 12.1982 | 8340.04.250 | D | 75 | Series 85-90 | 01.1991 → | 8045.05.205 | D | 64 |
| Series 79 F 13 | 01.1979 → 12.1982 | 8060.04.660 | D | 61 | SERIES 90 | | | | |
| Series 79-10 | 06.1977 → 01.1987 | 8340.06.000 | D | 75 | Series 90 | 01.1972 → | 8065.02.217 | D | 55 |
| Series 79-12 | 01.1986 → 1991 | 8040.25.420 | D | 65 | Series 90 | 09.1972 → 05.1980 | 8060.02.001 | D | 55 |
| Series 79-13 | 01.1983 → 06.1983 | 8060.04.060 | D | 61 | Series 90 | 09.1972 → 02.1982 | 8060.02.000 | D | 55 |
| Series 79-13 | 1986 → | 8060.05.000 | D | 64 | Series 90 | 01.1975 → 01.1981 | CO 3/130 | D | 74 |
| Series 79-14 | 09.1983 → 11.1985 | 8060.04.620 | D | 61 | Series 90 | 06.1977 → 12.1982 | 8060.02.070 | D | 55 |
| Series 79-14 | 09.1983 → 11.1985 | 8060.04.621 | D | 61 | Series 90 | 06.1984 → 12.1991 | 8055.05.200 | D | 64 |
| Series 79-14 | 12.1985 → 1988 | 8060.05.270 | D | 64 | Series 90 | 05.1985 → | 8055.05.000 | D | 64 |
| SERIES 80 | | | | | Series 90 F 13 | 04.1978 → 12.1982 | 8060.04.055 | D | 61 |
| Series 80 | 01.1972 → | 8065.02.217 | D | 55 | Series 90-12 | 01.1977 → | 8340.05.000 | D | 74 |
| Series 80 | 09.1972 → 05.1980 | 8060.02.001 | D | 55 | Series 90-13 | 01.1983 → 01.1985 | 8060.04.055 | D | 61 |
| Series 80 | 09.1972 → 02.1982 | 8060.02.000 | D | 55 | Series 90-13 | 01.1983 → 01.1985 | 8060.04.060 | D | 61 |
| Series 80 | 02.1982 → 09.1985 | 8060.04.670 | D | 61 | Series 90-13 | 1986 → | 8060.05.000 | D | 64 |

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|---|-------------------|---|---|-----------|--|-------------------|---|---|-----------|
| Series 90-17 | 01.1987 → 11.1995 | 8060.25.669 | D | 63 | Series 135-14 | 09.1983 → 10.1985 | 8060.04.630 | D | 61 |
| Series 90-17 | 01.1987 → 11.1995 | 8060.25.670 | D | 63 | Series 135.14.1 | 11.1985 → 12.1991 | 8060.05.200 | D | 64 |
| Series 90-90 | 06.1984 → 08.1988 | 8045.05.200 | D | 64 | Series 135.14.1 | 11.1985 → 12.1991 | 8060.05.201 | D | 64 |
| Series 90-90 | 06.1984 → 12.1991 | 8055.05.200 | D | 64 | Series 135.14.1 | 11.1985 → 12.1991 | 8060.05.203 | D | 64 |
| Series 90-90 | 05.1985 → 12.1991 | 8055.05.000 | D | 64 | Series 135.14.1 | 11.1985 → 12.1991 | 8060.05.205 | D | 64 |
| Series 95-14 | 07.1983 → 10.1985 | 8060.04.669 | D | 61 | Series 135-17 | | 8060.25.605 | D | 63 |
| Series 95-14 | 09.1983 → 11.1985 | 8060.04.620 | D | 61 | Series 135-17.1 | 09.1983 → 12.1985 | 8060.24.601 | D | 62 |
| Series 95-14 | 09.1983 → 11.1985 | 8060.04.621 | D | 61 | Series 135-17.1 | 1986 → 1991 | 8060.25.000 | D | 63 |
| Series 95-14 | 12.1985 → 1988 | 8060.05.270 | D | 64 | Series 135-17.1 | 01.1986 → 07.1992 | 8060.25.600 | D | 63 |
| Series 95-55 | 10.1984 → 12.1991 | 8055.05.205 | D | 64 | Series 135-17.1 | 01.1986 → 07.1992 | 8060.25.601 | D | 63 |
| Series 95-55 | 1987 → 12.1991 | 8055.05.000 | D | 64 | Series 135-17.1 | 01.1986 → 07.1992 | 8060.25.602 | D | 63 |
| SERIES 100 | | | | | Series 135-17.1 | 01.1986 → 07.1992 | 8060.25.603 | D | 63 |
| Series 100 | 01.1969 → 12.1975 | 4.236 | D | 53 | Series 135-17.1 | 01.1986 → 07.1992 | 8060.25.604 | D | 63 |
| Series 100 | 1972 → | 8065.02.217 | D | 55 | SERIES 140 | | | | |
| Series 100 | 09.1972 → 05.1980 | 8060.02.001 | D | 55 | Series 140 | 01.1979 → | 8360.04.200 | D | 75 |
| Series 100 | 09.1972 → 12.1981 | 8060.02.000 | D | 55 | Series 140 | 01.1979 → | 8360.05.300 | D | 74 |
| Series 100 F 13 | 04.1978 → 12.1982 | 8060.04.055 | D | 61 | Series 140 | 01.1979 → | 8361.01. | D | 74 |
| Series 100 F 13 | 04.1978 → 12.1982 | 8060.04.060 | D | 61 | Series 140 | 01.1979 → | 8361.05. | D | 74 |
| Series 100 F 13 | 04.1978 → 12.1982 | 8060.04.066 | D | 61 | Series 145-17 | 02.1986 → 1991 | 8060.25.000 | D | 63 |
| Series 100-13 | 11.1978 → 06.1985 | 8060.04.660 | D | 61 | Series 145-17 | 02.1986 → 07.1992 | 8060.25.600 | D | 63 |
| Series 100-13 | 1986 → | 8060.05.000 | D | 64 | Series 145-17 | 02.1986 → 07.1992 | 8060.25.601 | D | 63 |
| Series 100-90 | 01.1984 → 08.1988 | 8365.25.502 | D | 76 | Series 145-17 | 02.1986 → 07.1992 | 8060.25.602 | D | 63 |
| Series 100-90 | 01.1984 → 08.1988 | 8365.25.503 | D | 76 | Series 145-17 | 02.1986 → 07.1992 | 8060.25.603 | D | 63 |
| Series 100-90 | 01.1984 → 08.1988 | 8365.25.512 | D | 76 | Series 145-17 | 02.1986 → 07.1992 | 8060.25.604 | D | 63 |
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| Series 100-90 | 05.1988 → | 8365.25.515 | D | 76 | Series 150 | 01.1976 → 05.1980 | 8220.02.701 | D | 81 |
| Series 100-90 | | 8065.06.000 | D | 56 | Series 150 | 1979 → | 8360.04.200 | D | 75 |
| Series 109-14 | 06.1983 → 12.1985 | 8060.04.689 | D | 61 | Series 150 | 1979 → | 8360.05.300 | D | 74 |
| Series 109-14 | 1986 → | 8060.05.000 | D | 64 | Series 150 | 1979 → | 8361.01. | D | 74 |
| SERIES 110 | | | | | Series 150 | 1979 → | 8361.05. | D | 74 |
| Series 110 | 01.1972 → | 8065.02.217 | D | 55 | Series 150 | 07.1982 → 10.1984 | 8360.05.200 | D | 74 |
| Series 110 | 09.1972 → 10.1982 | 8060.02.000 | D | 55 | Series 157-17 | 01.1986 → 1991 | 8060.25.000 | D | 63 |
| Series 110 | 01.1978 → 10.1982 | 8060.04.000 | D | 61 | Series 159 | 01.1976 → 05.1980 | 8220.02.701 | D | 81 |
| Series 110 | 01.1978 → 10.1982 | 8060.04.070 | D | 61 | Series 159 | 1979 → | 8360.05.300 | D | 74 |
| Series 110 | 05.1978 → 12.1981 | 8360.04.200 | D | 75 | Series 159 | 1979 → | 8361.01. | D | 74 |
| Series 110 | 05.1978 → 12.1981 | 8360.04.300 | D | 75 | Series 159 | 1979 → | 8361.05. | D | 74 |
| Series 110 | 01.1983 → 06.1986 | 8060.02.001 | D | 55 | Series 159 | 07.1982 → 09.1986 | 8360.05.254 | D | 74 |
| Series 110 | 01.1983 → 06.1986 | 8060.02.003 | D | 55 | SERIES 160 | | | | |
| Series 110 | 02.1983 → 12.1984 | 8060.04.639 | D | 61 | Series 160 | 06.1978 → 12.1981 | 8360.05.670 | D | 74 |
| Series 110 | 05.1986 → | 8065.05.220 | D | 63 | Series 160 | 01.1980 → 10.1982 | 8210.02.020 | D | 85 |
| Series 110-14 | 02.1983 → 12.1984 | 8060.04.675 | D | 61 | Series 160 | 01.1980 → 10.1982 | 8210.02.081 | D | 85 |
| Series 110-17 | 09.1983 → 12.1999 | 8060.25.678 | D | 63 | Series 160 | 01.1983 → 11.1984 | 8360.05.673 | D | 74 |
| Series 110-17 | 09.1983 → 12.1999 | 8060.25.679 | D | 63 | Series 160.11.26 | | 8460.41E.711 | D | 80 |
| Series 110-17 | 1986 → 1991 | 8060.25.000 | D | 63 | Series 160.11.26 | | 8460.41E.715 | D | 80 |
| Series 110-90 | 11.1986 → | 8065.05.220 | D | 63 | Series 160.12.26 | | 8460.41E.711 | D | 80 |
| Series 115-14 | 09.1983 → 10.1985 | 8060.04.630 | D | 61 | Series 160.12.26 | | 8460.41E.715 | D | 80 |
| Series 115.14.1 | 11.1985 → 12.1991 | 8060.05.200 | D | 64 | Series 160.12.29 | | 8460.41R.725 | D | 79 |
| Series 115.14.1 | 11.1985 → 12.1991 | 8060.05.201 | D | 64 | Series 160-90 | 01.1984 → 08.1988 | 8365.25.503 | D | 76 |
| Series 115.17.1 | 09.1983 → 12.1985 | 8060.24.601 | D | 62 | Series 160-90 | 01.1984 → | 8365.25.500 | D | 76 |
| Series 115.17.1 | 1986 → 1991 | 8060.25.000 | D | 63 | Series 160-90 | 05.1988 → | 8365.25.513 | D | 76 |
| Series 115.17.1 | 01.1986 → 12.1999 | 8060.25.600 | D | 63 | Series 160-90 | 05.1988 → | 8365.25.515 | D | 76 |
| Series 115.17.1 | 01.1986 → 12.1999 | 8060.25.601 | D | 63 | Series 160-90 | | 8361.45.500 | D | 76 |
| Series 115.17.1 | 01.1986 → 12.1999 | 8060.25.602 | D | 63 | Series 165 | 06.1982 → 09.1986 | 8220.22.002 | D | 82 |
| Series 115.17.1 | 01.1986 → 12.1999 | 8060.25.603 | D | 63 | Series 165 | 06.1982 → 09.1986 | 8220.22.102 | D | 82 |
| Series 115.17.1 | 01.1986 → 12.1999 | 8060.25.604 | D | 63 | SERIES 170 | | | | |
| Series 115-90 | 01.1984 → 08.1988 | 8065.04.217 | D | 61 | Series 170 | 08.1975 → 05.1980 | 8210.02.000 | D | 85 |
| Series 115-90 | 01.1984 → 10.1990 | 8065.05.000 | D | 64 | Series 170 | 08.1975 → 05.1980 | 8280.01.000 | D | 87 |
| Series 115-90 | 1986 → | 8060.05.000 | D | 64 | Series 170 | 08.1975 → 10.1982 | 8210.02.020 | D | 85 |
| Series 115-90 | | 8065.06.000 | D | 56 | Series 170 | 01.1977 → 10.1980 | 8280.02.000 | D | 87 |
| SERIES 120 | | | | | Series 170 | 01.1978 → 10.1982 | 8220.02.847 | D | 81 |
| Series 120 | 1979 → | 8360.04.200 | D | 75 | Series 170 | 01.1978 → 10.1982 | 8280.02.024 | D | 87 |
| Series 120-13 | 01.1986 → | 8060.05.000 | D | 64 | Series 170 | 08.1979 → 10.1982 | 8220.02.856 | D | 81 |
| Series 129 | 01.1979 → | 8360.04.200 | D | 75 | Series 170 | 1980 → 1988 | 8281.22.000 | D | 87 |
| SERIES 130 | | | | | Series 170 | 1980 → 1988 | 8282.22.000 | D | 87 |
| Series 130 | 01.1973 → 05.1980 | 8220.02.701 | D | 81 | Series 170 | 1980 → 1988 | 8282.22.000 | D | 87 |
| Series 130 | 1977 → | 8340.05.000 | D | 74 | Series 170 | 07.1983 → 08.1989 | 8210.22.000 | D | 85 |
| Series 130 | 05.1978 → 07.1984 | 8360.04.200 | D | 75 | Series 170 | 01.1987 → 05.1979 | 8280.02.109 | D | 87 |
| Series 130 | 05.1978 → 07.1984 | 8360.04.300 | D | 75 | Series 170-.35 | 07.1983 → 08.1989 | 8280.02.120 | D | 87 |
| | | | | | Series 175 | 09.1986 → 07.1992 | 8460.21.002 | D | 79 |

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| Series 175 | 09.1986 → 07.1992 | 8460.21.004 | D | 79 | Series 190 | 10.1987 → 12.1995 | 8210.22.583 | D | 85 |
| Series 175 | 09.1986 → 07.1992 | 8460.21.006 | D | 79 | Series 190 | 10.1987 → 12.1995 | 8210.22.591 | D | 85 |
| Series 175 | 09.1986 → 07.1992 | 8460.21.008 | D | 79 | Series 190 | 10.1987 → 12.1995 | 8210.22.599 | D | 85 |
| Series 175 | 09.1986 → 07.1992 | 8460.21.010 | D | 79 | Series 190 | 10.1987 → 12.1995 | 8210.22.631 | D | 85 |
| Series 175 | 09.1986 → 07.1992 | 8460.21.020 | D | 79 | Series 190 | 1989 → 1991 | 8210.22X.235 | D | 85 |
| Series 175 | 09.1986 → 07.1992 | 8460.21.042 | D | 79 | Series 190 | 1990 → | 8460.41.320 | D | 79 |
| Series 175 | 09.1986 → | 4.236 | D | 53 | Series 190 | 1990 → | 8460.41.406 | D | 79 |
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| Series 175.17 | 02.1986 → 07.1992 | 8060.25.600 | D | 63 | Series 190 | 07.1990 → 11.1998 | 8210.42.192 | D | 85 |
| Series 175.17 | 02.1986 → 07.1992 | 8060.25.601 | D | 63 | Series 190 | | 8210.02.631 | D | 85 |
| Series 175.17 | 02.1986 → 07.1992 | 8060.25.602 | D | 63 | Series 190-30 | 07.1980 → 06.1987 | 8210.22.175 | D | 85 |
| Series 175.17 | 02.1986 → 07.1992 | 8060.25.603 | D | 63 | Series 190-30 | 10.1987 → 12.1995 | 8210.22.210 | D | 85 |
| Series 175.17 | 02.1986 → 07.1992 | 8060.25.604 | D | 63 | Series 190-30 | 10.1987 → 12.1995 | 8210.22.236 | D | 85 |
| SERIES 180 | | | | | Series 190-35 | 07.1983 → 08.1989 | 8280.02.120 | D | 87 |
| Series 180 | 06.1982 → 1981 | 8215.02.561 | D | 85 | Series 190-36 | 07.1990 → 12.1993 | 8210.42.185 | D | 85 |
| Series 180 | 06.1982 → 10.1986 | 8210.02.371 | D | 85 | Series 190-36 | 07.1990 → 11.1998 | 8210.42.182 | D | 85 |
| Series 180 | 06.1982 → 10.1986 | 8210.02.373 | D | 85 | Series 190-36 | 09.1991 → 12.1994 | 8210.42.061 | D | 85 |
| Series 180 | 06.1982 → 10.1986 | 8210.02.393 | D | 85 | SERIES 200 | | | | |
| Series 180 | 12.1982 → 10.1986 | 8220.22.102 | D | 82 | Series 200 | 01.1981 → 1981 | 8215.02.561 | D | 85 |
| Series 180 | 1990 → | 8460.41.320 | D | 79 | SERIES 210 | | | | |
| Series 180 | 1990 → | 8460.41.406 | D | 79 | Series 215 | 12.1977 → | 8031.04.300 | D | 61 |
| Series 180-35 | 07.1983 → 08.1989 | 8280.02.120 | D | 87 | SERIES 220 | | | | |
| Series 180-90 | 01.1984 → 08.1988 | 8365.25.502 | D | 76 | Series 220 | 07.1979 → 01.1983 | 8280.02.000 | D | 87 |
| Series 180-90 | 01.1984 → | 8365.25.500 | D | 76 | Series 220 | 09.1979 → 04.1981 | 8280.02.109 | D | 87 |
| Series 180-90 | 05.1988 → | 8365.25.512 | D | 76 | Series 220 | 1980 → 1988 | 8281.22.000 | D | 87 |
| Series 180-90 | 05.1988 → | 8365.25.514 | D | 76 | Series 220 | 1980 → 1988 | 8282.22.000 | D | 87 |
| Series 180-90 | | 8361.45.500 | D | 76 | Series 220 | 1980 → 1988 | 8285.22.000 | D | 87 |
| SERIES 190 | | | | | Series 220 | 07.1980 → 07.1986 | 8280.22.007 | D | 87 |
| Series 190 | 08.1975 → 01.1983 | 8280.01.000 | D | 87 | Series 220 | 07.1980 → 07.1986 | 8280.22.009 | D | 87 |
| Series 190 | 09.1977 → 10.1982 | 8220.02.701 | D | 81 | Series 220 | 04.1985 → 07.1986 | 8210.22.183 | D | 85 |
| Series 190 | 11.1977 → 01.1983 | 8210.02.022 | D | 85 | Series 220 | 07.1987 → 06.1990 | 8210.42.115 | D | 86 |
| Series 190 | 01.1978 → 05.1979 | 8280.02.024 | D | 87 | Series 225 | 01.1966 → 1971 | 806.000 | D | 51 |
| Series 190 | 01.1978 → 10.1982 | 8280.02.000 | D | 87 | SERIES 230 | | | | |
| Series 190 | 09.1978 → 10.1982 | 8220.02.847 | D | 81 | Series 238 | 06.1978 → 05.1983 | 8140.61.200 | D | 40 |
| Series 190 | 09.1978 → 10.1982 | 8220.02.856 | D | 81 | SERIES 240 | | | | |
| Series 190 | 01.1979 → 12.1988 | 8210.02.276 | D | 85 | Series 240 | 01.1979 → 04.1981 | 8210.02.385 | D | 85 |
| Series 190 | 05.1979 → 10.1982 | 8280.02.082 | D | 87 | Series 240 | 07.1979 → 04.1981 | 8280.02.128 | D | 87 |
| Series 190 | 1980 → 1988 | 8281.22.000 | D | 87 | Series 240 | 1980 → 1988 | 8281.22.000 | D | 87 |
| Series 190 | 1980 → 1988 | 8282.22.000 | D | 87 | Series 240 | 1980 → 1988 | 8282.22.000 | D | 87 |
| Series 190 | 02.1980 → 01.1983 | 8210.22.101 | D | 85 | Series 240 | 1980 → 1988 | 8285.22.000 | D | 87 |
| Series 190 | 02.1980 → 1989 | 8210.22.000 | D | 85 | Series 240 | 02.1980 → 1987 | 8210.22.000 | D | 85 |
| Series 190 | 07.1980 → 01.1983 | 8210.22.373 | D | 85 | Series 240 | 07.1980 → 07.1986 | 8280.22.033 | D | 87 |
| Series 190 | 07.1980 → 06.1987 | 8210.22.317 | D | 85 | Series 240 | 07.1980 → 07.1986 | 8280.22.054 | D | 87 |
| Series 190 | 07.1980 → 12.1987 | 8280.22.000 | D | 87 | Series 240 | 07.1980 → 07.1986 | 8280.22.145 | D | 87 |
| Series 190 | 07.1980 → 12.1987 | 8280.22.007 | D | 87 | Series 240 | 07.1980 → 04.1989 | 8210.22.269 | D | 85 |
| Series 190 | 07.1980 → 12.1987 | 8280.22.054 | D | 87 | Series 240 | 07.1980 → 04.1989 | 8210.22.327 | D | 85 |
| Series 190 | 06.1982 → 10.1986 | 8220.22.102 | D | 82 | Series 240 | 07.1980 → 04.1989 | 8210.22.385 | D | 85 |
| Series 190 | 01.1983 → 01.1984 | 8210.02.269 | D | 85 | Series 240 | 07.1987 → 06.1990 | 8210.42.115 | D | 86 |
| Series 190 | 01.1983 → 01.1984 | 8210.02.373 | D | 85 | Series 240 | 1990 → | 8460.41.320 | D | 79 |
| Series 190 | 01.1983 → 01.1984 | 8210.02.377 | D | 85 | Series 240 | 07.1990 → 12.1992 | 8210.42.155 | D | 85 |
| Series 190 | 01.1983 → 01.1984 | 8210.02.734 | D | 85 | Series 240 | 07.1990 → 12.1993 | 8210.42.185 | D | 85 |
| Series 190 | 01.1983 → 01.1984 | 8210.02.737 | D | 85 | Series 240 | 07.1990 → | 8210.42.165 | D | 85 |
| Series 190 | 01.1983 → 01.1984 | 8280.02.109 | D | 87 | Series 240 | 07.1990 → | 8210.42.177 | D | 85 |
| Series 190 | 01.1983 → 06.1987 | 8210.02.067 | D | 85 | Series 240 | 07.1990 → | 8210.42.186 | D | 85 |
| Series 190 | 01.1983 → 06.1987 | 8210.02.069 | D | 85 | Series 240 | 07.1990 → | 8210.42.195 | D | 85 |
| Series 190 | 06.1984 → 12.1995 | 8210.22.523 | D | 85 | Series 240 | 07.1990 → | 8210.42.196 | D | 85 |
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| Series 190 | 09.1987 → 01.1989 | 8210.22.869 | D | 85 | Series 242 | 11.1979 → 05.1985 | CRD 93 B | D | 41 |
| Series 190 | 09.1987 → 09.1990 | 8210.22.569 | D | 85 | SERIES 250 | | | | |
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| Series 190 | 10.1987 → 12.1995 | 8210.22.069 | D | 85 | Series 250 | 01.1966 → 1971 | 8020.01 | D | 51 |
| Series 190 | 10.1987 → 12.1995 | 8210.22.511 | D | 85 | Series 250 | 01.1966 → 1971 | 8025.01 | D | 51 |
| Series 190 | 10.1987 → 12.1995 | 8210.22.521 | D | 85 | Series 250 | 06.1984 → 1991 | 8210.22.000 | D | 85 |
| Series 190 | 10.1987 → 12.1995 | 8210.22.525 | D | 85 | Series 255 | 01.1966 → 1971 | 802.000 | D | 51 |
| Series 190 | 10.1987 → 12.1995 | 8210.22.535 | D | 85 | Series 255 | 01.1966 → 1971 | 8020.01 | D | 51 |
| Series 190 | 10.1987 → 12.1995 | 8210.22.537 | D | 85 | Series 255 | 01.1968 → 12.1979 | 8025.01 | D | 51 |
| Series 190 | 10.1987 → 12.1995 | 8210.22.571 | D | 85 | SERIES 260 | | | | |
| Series 190 | 10.1987 → 12.1995 | 8210.22.575 | D | 85 | Series 260 | 01.1977 → 01.1986 | 8210.02.067 | D | 85 |
| Series 190 | 10.1987 → 12.1995 | 8210.22.581 | D | 85 | Series 260 | 01.1977 → 01.1986 | 8210.02.731 | D | 85 |







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| Series 260 | 11.1977 → 01.1983 | 8210.02.022 | D | 85 | Series 330 | | 8210.22X.599 | D | 85 |
| Series 260 | 01.1979 → 01.1983 | 8280.02.024 | D | 87 | Series 330-30 | 10.1987 → 12.1995 | 8210.22.210 | D | 85 |
| Series 260 | 1980 → 1988 | 8281.22.000 | D | 87 | Series 330-30 | 10.1987 → 12.1995 | 8210.22.236 | D | 85 |
| Series 260 | 1980 → 1988 | 8282.22.000 | D | 87 | Series 330-36 | 10.1991 → 12.1999 | 8210.42.011 | D | 86 |
| Series 260 | 01.1983 → 12.1983 | 8280.02.269 | D | 87 | SERIES 340 | | | | |
| Series 260 | 01.1983 → 02.1986 | 8210.02.020 | D | 85 | Series 345 | 01.1972 → 01.1980 | 4.248 | D | 58 |
| Series 260 | 06.1984 → 1991 | 8210.22.000 | D | 85 | SERIES 350 | | | | |
| Series 260 | 06.1984 → 10.1991 | 8210.22.269 | D | 85 | Series 350 | 01.1974 → 12.1976 | 8025.02.001 | D | 55 |
| Series 260 | 07.1990 → 12.1999 | 8210.42.155 | D | 85 | Series 350 | 01.1974 → 12.1976 | 8025.02.004 | D | 55 |
| SERIES 300 | | | | | Series 350 | 01.1974 → 12.1976 | 8025.02.304 | D | 55 |
| Series 300 | 01.1966 → 1971 | 8025.01 | D | 51 | Series 355 | 01.1972 → 1972 | 8035.02.376 | D | 55 |
| Series 300 | 1972 → | 8025.02.001 | D | 55 | Series 355 | 01.1972 → | 8035.02.202 | D | 55 |
| Series 300 | 1972 → | 8065.02.217 | D | 55 | Series 355 | 01.1974 → | 8025.02.311 | D | 55 |
| Series 300 | 09.1972 → 02.1982 | 8060.02.000 | D | 55 | SERIES 370 | | | | |
| Series 300 | 01.1974 → 10.1982 | 8210.02.000 | D | 85 | Series 370 | 01.1976 → 10.1982 | 8260.01 | D | 87 |
| Series 300 | 01.1974 → 07.1988 | 8210.02.032 | D | 85 | Series 370 | 01.1976 → 10.1982 | 8260.02 | D | 87 |
| Series 300 | 01.1977 → 07.1988 | 8210.02.053 | D | 85 | Series 370 | 1978 → | 8220.22.002 | D | 82 |
| Series 300 | 10.1987 → 12.1995 | 8210.22.559 | D | 85 | Series 370 | 01.1980 → 06.1991 | 8280.02.405 | D | 87 |
| Series 314 | 01.1966 → 1971 | 806.000 | D | 51 | Series 370 | 02.1980 → 1987 | 8210.22.000 | D | 85 |
| Series 314 | 01.1966 → 1971 | 8060.01 | D | 51 | Series 370 | 10.1987 → 12.1995 | 8210.22.559 | D | 85 |
| Series 314 | 1972 → | 8065.02.217 | D | 55 | 370 S 24 | 10.1983 → 11.1998 | 8210.22.406 | D | 85 |
| Series 314 | 09.1972 → 02.1982 | 8060.02.000 | D | 55 | 370 S 24 | 01.1987 → | 8210.22.409 | D | 85 |
| Series 315 | 05.1978 → 02.1986 | 8060.04.051 | D | 61 | 370 S 24 | 01.1987 → | 8210.22.419 | D | 85 |
| Series 315.8.17 | 04.1984 → 06.1991 | 8060.24.652 | D | 62 | 370.10.20 | 01.1980 → 12.1983 | 8220.02.834 | D | 81 |
| Series 315.8.17 | 1985 → 1987 | 8060.24.001 | D | 62 | 370.10.20 | 09.1983 → 12.1983 | 8220.22.708 | D | 82 |
| Series 315.8.18 | | 8060.45B.5160 | D | 68 | 370.10.24 | 09.1983 → 12.1986 | 8220.22.709 | D | 82 |
| Series 316 | 01.1980 → 11.1990 | 8060.04.052 | D | 61 | 370.12.24 | 09.1983 → 12.1986 | 8220.22.709 | D | 82 |
| Series 316.8.18 | → 11.2000 | 8060.45B.5160 | D | 68 | 370.12.25 | 01.1980 → 12.1984 | 8210.02.405 | D | 85 |
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| Series 320 | 01.1984 → 07.1996 | 8210.22.235 | D | 85 | 370.12.25 | 01.1987 → 12.1991 | 8210.02.429 | D | 85 |
| Series 320 | 01.1984 → | 8281.22.000 | D | 87 | 370.12.26 | 01.1980 → 12.1979 | 8210.02.405 | D | 85 |
| Series 320 | 01.1984 → | 8282.22.000 | D | 87 | 370.12.26 | 01.1980 → 1987 | 8210.12.000 | D | 85 |
| Series 320 | 06.1984 → 1991 | 8210.22.000 | D | 85 | 370.12.29 | 09.1983 → 06.1989 | 8220.12.709 | D | 81 |
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| Series 330 | 01.1979 → 12.1988 | 8210.02.270 | D | 85 | Series 380 | 01.1985 → | 8280.02.000 | D | 87 |
| Series 330 | 01.1979 → 12.1988 | 8210.02.276 | D | 85 | Series 380 | 1990 → | 8460.41.406 | D | 79 |
| Series 330 | 01.1979 → | 8210.02.067 | D | 85 | Series 380 | 01.1992 → | 8460.41.721 | D | 79 |
| Series 330 | 01.1979 → | 8210.02.731 | D | 85 | Series 380 | 01.1992 → | 8460.41.723 | D | 79 |
| Series 330 | 07.1979 → 01.1983 | 8280.02.269 | D | 87 | SERIES 390 | | | | |
| Series 330 | 07.1979 → 01.1984 | 8280.02.289 | D | 87 | Series 390 | 01.1990 → | 8460.41.406 | D | 79 |
| Series 330 | 07.1980 → 01.1992 | 8280.02.000 | D | 87 | SERIES 400 | | | | |
| Series 330 | 07.1980 → 01.1992 | 8280.02.125 | D | 87 | Series 400 | 01.1968 → 03.1986 | 8035.01.303 | D | 51 |
| Series 330 | 07.1980 → 01.1992 | 8280.02.135 | D | 87 | Series 400 | 1990 → | 8460.41.320 | D | 79 |
| Series 330 | 07.1980 → 01.1992 | 8280.02.274 | D | 87 | Series 400 | 1990 → | 8460.41.406 | D | 79 |
| Series 330 | 01.1983 → 01.1984 | 8210.02.266 | D | 85 | SERIES 410 | | | | |
| Series 330 | 01.1983 → 01.1984 | 8210.02.267 | D | 85 | Series 414 | 03.1982 → 12.1983 | 8035.02.312 | D | 55 |
| Series 330 | 01.1983 → 01.1984 | 8210.02.734 | D | 85 | Series 416 | 01.1966 → 1971 | 806.000 | D | 51 |
| Series 330 | 01.1983 → 01.1984 | 8210.02.737 | D | 85 | Series 416 | 01.1966 → 1971 | 8060.01 | D | 51 |
| Series 330 | 06.1983 → 01.1992 | 8280.02.275 | D | 87 | SERIES 420 | | | | |
| Series 330 | 06.1984 → | 8210.22X.235 | D | 85 | Series 420 | 01.1977 → 03.1986 | 8035.01.303 | D | 51 |
| Series 330 | 06.1984 → | 8210.22X.523 | D | 85 | Series 420 | | 8035.01.308 | D | 51 |
| Series 330 | 06.1984 → | 8210.22.235 | D | 85 | SERIES 440 | | | | |
| Series 330 | 10.1987 → 12.1995 | 8210.22.069 | D | 85 | Series 440 | 01.1990 → | 8460.41.406 | D | 79 |
| Series 330 | 10.1987 → 12.1995 | 8210.22.511 | D | 85 | Series 446 | 06.1982 → 12.1984 | 8035.02.276 | D | 55 |
| Series 330 | 10.1987 → 12.1995 | 8210.22.521 | D | 85 | SERIES 450 | | | | |
| Series 330 | 10.1987 → 12.1995 | 8210.22.523 | D | 85 | Series 450 | 01.1972 → 1972 | 8035.02.376 | D | 55 |
| Series 330 | 10.1987 → 12.1995 | 8210.22.525 | D | 85 | Series 450 | 01.1972 → | 8035.02.202 | D | 55 |
| Series 330 | 10.1987 → 12.1995 | 8210.22.535 | D | 85 | Series 450 | 03.1976 → 09.1980 | 8035.01.303 | D | 51 |
| Series 330 | 10.1987 → 12.1995 | 8210.22.537 | D | 85 | Series 450 | | 8035.01.306 | D | 51 |
| Series 330 | 10.1987 → 12.1995 | 8210.22.571 | D | 85 | Series 455 | 01.1972 → 1972 | 8035.02.376 | D | 55 |
| Series 330 | 10.1987 → 12.1995 | 8210.22.575 | D | 85 | Series 455 | 01.1972 → | 8035.02.202 | D | 55 |
| Series 330 | 10.1987 → 12.1995 | 8210.22.581 | D | 85 | Series 455 | 01.1974 → 12.1985 | 8035.01.303 | D | 51 |
| Series 330 | 10.1987 → 12.1995 | 8210.22.583 | D | 85 | Series 455 | 01.1974 → 12.1985 | 8035.02.310 | D | 55 |
| Series 330 | 10.1987 → 12.1995 | 8210.22.585 | D | 85 | SERIES 460 | | | | |
| Series 330 | 10.1987 → 12.1995 | 8210.22.591 | D | 85 | Series 465 | 06.1982 → 12.1984 | 8035.02.276 | D | 55 |
| Series 330 | 10.1987 → 12.1995 | 8210.22.631 | D | 85 | Series 466 | 02.1982 → 1972 | 8035.02.376 | D | 55 |
| Series 330 | 10.1987 → | 8210.22X.069 | D | 85 | Series 466 | 02.1982 → 12.1984 | 8035.02.276 | D | 55 |
| Series 330 | 10.1987 → | 8210.22X.575 | D | 85 | SERIES 470 | | | | |
| Series 330 | 10.1991 → 12.1999 | 8210.42.009 | D | 86 | Series 470 | → 06.1984 | 8035.01.320 | D | 51 |

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| | | | Pos | | | | Pos |
|-------------------|-------------------|-------------|-----|----|-------------------|-------------------|------------------|
| Series 474 | 04.1983 → 12.1984 | 8035.02.212 | D | 55 | SERIES 640 | | |
| 471.10.20 | 09.1983 → 06.1989 | 8220.12.709 | D | 81 | Series 640 | 10.1972 → 03.1982 | 8045.02.200 D 55 |
| 471.12.20 | 09.1983 → 06.1989 | 8220.12.709 | D | 81 | Series 640 | 10.1972 → 03.1982 | 8045.02.300 D 55 |
| SERIES 480 | | | | | Series 640 | 10.1972 → 03.1982 | 8045.02.307 D 55 |
| Series 480 | 01.1974 → 1972 | 8035.02.376 | D | 55 | Series 645 | 01.1966 → 1971 | 806.000 D 51 |
| Series 480 | 01.1974 → | 8035.02.300 | D | 55 | Series 645 | 01.1966 → 1971 | 8060.01 D 51 |
| Series 480 | 01.1976 → 06.1978 | 8035.02.202 | D | 55 | Series 645 | 01.1966 → | 8065.01.000 D 51 |
| Series 480 | 06.1978 → 03.1982 | 8035.02.302 | D | 55 | Series 645 | 1972 → | 8065.02.217 D 55 |
| Series 480 | | 8035.01.309 | D | 51 | Series 645 | 02.1972 → 02.1982 | 8060.02.000 D 55 |
| Series 480 | | 8460.21.615 | D | 79 | Series 645 | 12.1980 → 12.1982 | 8361.05.500 D 74 |
| SERIES 500 | | | | | SERIES 650 | | |
| Series 500 | 01.1970 → 1972 | 8035.02.376 | D | 55 | Series 650 | 01.1960 → 12.1972 | 8060.01 D 51 |
| Series 500 | 06.1973 → 03.1982 | 8035.02.201 | D | 55 | Series 650 | 1966 → 1971 | 806.000 D 51 |
| Series 500 | 06.1978 → 03.1982 | 8035.02.202 | D | 55 | Series 650 | 1966 → | 8065.01.000 D 51 |
| Series 500 | 10.1978 → 03.1984 | 8035.02.304 | D | 55 | Series 650 | 1972 → | 8065.02.217 D 55 |
| Series 505 | 01.1970 → 1972 | 8035.02.376 | D | 55 | Series 650 | 09.1972 → 02.1982 | 8060.02.000 D 55 |
| Series 505 | 1972 → | 8035.02.202 | D | 55 | Series 655 | 01.1966 → 1971 | 806.000 D 51 |
| Series 505 | 12.1980 → 07.1982 | 8035.04.272 | D | 61 | Series 655 | 01.1966 → 1971 | 8060.01 D 51 |
| Series 505 | 1981 → | 8035.02.300 | D | 55 | Series 655 | 01.1966 → | 8065.01.000 D 51 |
| SERIES 520 | | | | | Series 655 | 1972 → | 8065.02.217 D 55 |
| Series 520 | 01.1984 → | D 3.152 | D | 38 | Series 655 | 09.1972 → 02.1982 | 8060.02.000 D 55 |
| SERIES 540 | | | | | SERIES 660 | | |
| Series 540 | 03.1972 → 1972 | 8035.02.376 | D | 55 | Series 662 | 01.1966 → 1971 | 806.000 D 51 |
| Series 540 | 03.1972 → 03.1982 | 8035.02.302 | D | 55 | Series 662 | 01.1966 → | 8065.01.000 D 51 |
| Series 540 | 03.1972 → | 8035.02.202 | D | 55 | Series 662 | 01.1967 → 12.1970 | 8060.01 D 51 |
| Series 540 | 10.1978 → 03.1984 | 8035.02.304 | D | 55 | Series 662 | 1972 → | 8065.02.217 D 55 |
| Series 540 | 1981 → | 8035.02.300 | D | 55 | Series 662 | 09.1972 → 02.1982 | 8060.02.000 D 55 |
| SERIES 550 | | | | | Series 665 | 06.1982 → 12.1984 | 8045.02.276 D 55 |
| Series 550 | 01.1966 → 1971 | 8045.01 | D | 51 | Series 666 | 02.1982 → 12.1984 | 8045.02.276 D 55 |
| Series 555 | 01.1966 → 1971 | 8045.01 | D | 51 | Series 666 | 02.1982 → 12.1984 | 8045.02.376 D 55 |
| SERIES 560 | | | | | SERIES 670 | | |
| Series 565 | 06.1982 → 12.1984 | 8035.04.376 | D | 61 | Series 670 | 07.1977 → 04.1982 | 8045.02.270 D 55 |
| Series 566 | 12.1980 → 07.1982 | 8035.04.272 | D | 61 | Series 670 | 07.1977 → 04.1982 | 8045.02.276 D 55 |
| Series 566 | 02.1982 → 12.1984 | 8035.04.376 | D | 61 | Series 670 | 07.1977 → 04.1982 | 8045.02.376 D 55 |
| Series 566 | → 12.1984 | 8035.04.378 | D | 61 | Series 670 | 09.1980 → 04.1982 | 8045.02.278 D 55 |
| SERIES 570 | | | | | Series 670 | 09.1980 → 12.1984 | 8045.02.378 D 55 |
| Series 570 | 12.1977 → 02.1982 | 8035.04.270 | D | 61 | Series 670 | 1981 → | 8045.02.370 D 55 |
| Series 570 | 09.1980 → 12.1984 | 8035.04.378 | D | 61 | Series 672 | 01.1972 → | 8065.02.217 D 55 |
| Series 570 | 1981 → | 8035.04.300 | D | 61 | Series 672 | 09.1972 → 02.1982 | 8060.02.000 D 55 |
| Series 570 | 03.1982 → 12.1983 | 8035.04.272 | D | 61 | 671.12.24 | 09.1983 → 12.1988 | 8220.32.723 D 82 |
| 571.10.20 | 09.1983 → 12.1988 | 8220.12.709 | D | 81 | 671.12.24 | 06.1989 → | 8460.21.601 D 79 |
| 571.12.20 | 09.1983 → 12.1988 | 8220.12.709 | D | 81 | SERIES 680 | | |
| SERIES 580 | | | | | Series 680 | 07.1977 → 12.1983 | 8045.02.270 D 55 |
| Series 580 | 12.1977 → 02.1984 | 8035.04.270 | D | 61 | Series 680 | 07.1977 → 02.1984 | 8045.02.277 D 55 |
| Series 580 | 12.1980 → 07.1982 | 8035.04.272 | D | 61 | Series 680 | 07.1977 → 02.1984 | 8045.02.370 D 55 |
| Series 580 | 1981 → | 8035.04.300 | D | 61 | Series 680 | 07.1977 → 02.1984 | 8045.02.377 D 55 |
| Series 580 | | 8035.04.370 | D | 61 | Series 682 | 06.1972 → 10.1982 | 8040.02.041 D 55 |
| Series 580 | | 8035.04.377 | D | 61 | SERIES 690 | | |
| Series 580 | | 8035.04.378 | D | 61 | Series 697 | 01.1971 → 12.1979 | 8210.02.000 D 85 |
| SERIES 600 | | | | | SERIES 700 | | |
| Series 600 | 01.1980 → | 4.236 | D | 53 | Series 700 | 01.1984 → | 4.236 D 53 |
| Series 605 | 01.1977 → 07.1982 | 8045.02.211 | D | 55 | SERIES 760 | | |
| Series 605 | 01.1977 → 07.1982 | 8045.02.311 | D | 55 | Series 765 | 06.1982 → 12.1984 | 8045.02.276 D 55 |
| Series 605 | → 07.1982 | 8045.02.300 | D | 55 | Series 765 | 06.1982 → 12.1984 | 8045.04.276 D 61 |
| SERIES 610 | | | | | Series 766 | 02.1982 → 12.1984 | 8045.02.276 D 55 |
| Series 612 | 01.1966 → 1971 | 803.000 | D | 51 | Series 766 | 02.1982 → 12.1984 | 8045.04.276 D 61 |
| Series 616 | 01.1966 → 1971 | 803.000 | D | 51 | Series 766 | 02.1982 → 12.1984 | 8045.04.300 D 61 |
| Series 616 | 1970 → 1972 | 8035.02.202 | D | 55 | Series 766 | 02.1982 → 12.1984 | 8045.04.376 D 61 |
| Series 616 | 1970 → 1972 | 8035.02.376 | D | 55 | SERIES 780 | | |
| Series 616 | 01.1971 → 05.1979 | 8030.01 | D | 51 | Series 780 | 01.1975 → 01.1984 | 8045.04.377 D 61 |
| Series 616 | 01.1971 → 05.1979 | 8030.02 | D | 55 | Series 780 | 01.1975 → 02.1984 | 8045.04.270 D 61 |
| Series 616 | 01.1971 → 12.1981 | 8040.02 | D | 55 | Series 780 | 01.1975 → 02.1984 | 8045.04.277 D 61 |
| Series 619 | 01.1970 → 07.1988 | 8210.02.032 | D | 85 | Series 780 | 01.1975 → 02.1984 | 8045.04.370 D 61 |
| SERIES 620 | | | | | Series 780 | 02.1982 → 12.1984 | 8045.04.300 D 61 |
| Series 620 | 01.1984 → | D 4.203 | D | 38 | SERIES 820 | | |
| Series 625 | 01.1966 → 1971 | 804.000 | D | 51 | Series 820 | 01.1984 → | 4.236 D 53 |
| Series 625 | 01.1966 → 1971 | 8040.01 | D | 51 | SERIES 840 | | |
| Series 625 | 01.1966 → 1971 | 8045.01 | D | 51 | Series 840 | 01.1972 → | 4.248 D 58 |
| Series 625 | 06.1972 → 10.1982 | 8040.02.041 | D | 55 | SERIES 850 | | |

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|---|-------------------|-------------|---|---|-----------|--|-------------------|--------------|---|---|-----------|
| Series 855 | 02.1981 → 12.1984 | 8045.04.275 | D | | 61 | Series AP 160 | 12.1982 → 12.1986 | 8210.02.443 | D | | 85 |
| SERIES 880 | | | | | | Series AP 160 | 12.1982 → 12.1986 | 8210.02.444 | D | | 85 |
| Series 880 | 03.1980 → 06.1984 | 8055.04.200 | D | | 61 | SERIES AD | | | | | |
| SERIES 900 | | | | | | Series AD 4 | 01.1970 → | 8035.02.310 | D | | 55 |
| Series 900 | 03.1971 → 1985 | 100 GL.ON.0 | B | | 1 | Series AD 4 | 01.1971 → 05.1979 | 8030.02 | D | | 55 |
| Series 900 | 1975 → 1985 | 100 GF.OC.0 | B | | 1 | Series AD 7 | 01.1973 → 12.1976 | CO 3/130 | D | | 74 |
| Series 900 | 06.1978 → 05.1983 | 8140.61.200 | D | | 40 | Series AD 18 | 01.1969 → 1981 | 8215.02.561 | D | | 85 |
| Series 900 | 12.1979 → 12.1987 | 100 GF.000 | B | | 1 | Series AD 18 | → 12.1981 | 8215.02.563 | D | | 85 |
| SERIES 920 | | | | | | SERIES BD | | | | | |
| Series 920 | 01.1984 → | 4.248 | D | | 58 | Series BD 7 | 01.1973 → 12.1976 | CO 3/130 | D | | 74 |
| SERIES 950 | | | | | | Series BD 18 | 01.1969 → 1981 | 8215.02.561 | D | | 85 |
| Series 955 | 02.1981 → 12.1984 | 8055.04.205 | D | | 61 | Series BD 18 | → 12.1981 | 8215.02.563 | D | | 85 |
| SERIES 980 | | | | | | SERIES BI | | | | | |
| Series 980 | 09.1972 → 02.1982 | 8060.02.000 | D | | 55 | Series BI 20 | 01.1980 → 12.1987 | 8035.44.059 | D | | 61 |
| Series 980 | 01.1980 → 06.1984 | 8065.02.217 | D | | 55 | Series BI 25 | 01.1980 → 12.1987 | 8035.44.059 | D | | 61 |
| SERIES 1000 | | | | | | Series BI 30 | 01.1980 → 12.1987 | 8035.44.059 | D | | 61 |
| Series 1000 | 09.1972 → 02.1982 | 8060.02.000 | D | | 55 | SERIES BM | | | | | |
| Series 1000 | 04.1975 → 12.1979 | 8065.02.007 | D | | 55 | Series BM 21 | 01.1969 → 1981 | 8215.02.561 | D | | 85 |
| Series 1000 | 04.1975 → 12.1979 | 8065.02.200 | D | | 55 | Series BM 304 | 01.1969 → 1981 | 8215.02.561 | D | | 85 |
| Series 1000 | 04.1975 → 12.1979 | 8065.02.207 | D | | 55 | Series BM 308 | 01.1969 → 1981 | 8215.02.561 | D | | 85 |
| Series 1000 | 04.1976 → 12.1979 | 8065.04.200 | D | | 61 | SERIES D | | | | | |
| Series 1180 | 01.1980 → 12.1983 | 8065.04.217 | D | | 61 | Series D 130/35 | 01.1974 → | 8045.02.358 | D | | 55 |
| Series 1180 | 01.1980 → 12.1983 | 8065.04.270 | D | | 61 | Series D 130/35 | 01.1974 → | 8045.02.359 | D | | 55 |
| Series 1355 | 09.1981 → 04.1988 | 8365.05.590 | D | | 74 | Series D 140 | 01.1974 → | 8045.02.358 | D | | 55 |
| Series 1580 | 01.1980 → 12.1983 | 8365.05.500 | D | | 74 | Series D 140 | 01.1974 → | 8045.02.359 | D | | 55 |
| Series 1580 | 01.1980 → | 8365.25.500 | D | | 76 | SERIES DI | | | | | |
| Series 1580 | 01.1983 → 12.1983 | 8365.25.501 | D | | 76 | Series DI 12 | 01.1971 → 12.1982 | 8035.02.353 | D | | 55 |
| Series 1880 | 01.1980 → 12.1983 | 8365.25.500 | D | | 76 | Series DI 12 | 10.1988 → 12.1990 | M705 BA.19.0 | D | | 15 |
| SERIES 3000 | | | | | | Series DI 15 | 01.1971 → 12.1982 | 8035.02.353 | D | | 55 |
| Series 3300 | | 4.236 | D | | 53 | Series DI 15 | 10.1988 → | M705 BA.19.0 | D | | 15 |
| Series 3350 | 01.1970 → 1972 | 8065.02.217 | D | | 55 | Series DI 20 | 01.1980 → 02.1986 | 8035.04.359 | D | | 61 |
| Series 3450 | 1970 → 1972 | 8065.02.217 | D | | 55 | Series DI 20 | 02.1986 → 12.1990 | 8035.05.359 | D | | 64 |
| Series 3450 | | 6.372.4 | D | | 57 | Series DI 20 | 10.1988 → 12.1990 | M705 BA.19.0 | D | | 15 |
| Series 3550 | 01.1988 → | 8065.25.080 | D | | 63 | Series DI 21 | 10.1988 → | M705 BA.19.0 | D | | 15 |
| Series 3550 | | 8065.25.094 | D | | 63 | Series DI 25 | 01.1980 → 02.1986 | 8035.04.359 | D | | 61 |
| Series 3650 | 01.1988 → | 8065.25.080 | D | | 63 | Series DI 25 | 02.1986 → 12.1990 | 8035.05.359 | D | | 64 |
| Series 3650 | | 8065.25.094 | D | | 63 | Series DI 30 | 01.1973 → 11.1981 | 8045.02.359 | D | | 55 |
| Series 3700 | 01.1979 → | 8361.01. | D | | 74 | Series DI 30 | 01.1980 → 02.1986 | 8035.04.359 | D | | 61 |
| Series 3900 | 01.1983 → 12.1985 | 8261 I 002 | D | | 87 | Series DI 30 | 07.1981 → 05.1985 | 8045.04.359 | D | | 61 |
| 3470.18.24 | 01.1982 → 12.1986 | 8220.22.701 | D | | 82 | Series DI 30 | 06.1985 → | 8045.05.359 | D | | 64 |
| 3470.18.24 | 01.1982 → 12.1986 | 8220.32.701 | D | | 82 | Series DI 30 | 02.1986 → 12.1990 | 8035.05.359 | D | | 64 |
| 3471.18.24 | 01.1982 → 12.1986 | 8220.32.701 | D | | 82 | Series DI 35 | 01.1973 → 11.1981 | 8045.02.359 | D | | 55 |
| 3471.18.24 | 01.1985 → 12.1988 | 8220.22.721 | D | | 82 | Series DI 35 | 07.1981 → 05.1985 | 8045.04.359 | D | | 61 |
| 3471.18.24 | 01.1985 → 12.1988 | 8220.32.721 | D | | 82 | Series DI 35 | 06.1985 → | 8045.05.359 | D | | 64 |
| SERIES A | | | | | | Series DI 40 | 01.1973 → 11.1981 | 8045.02.359 | D | | 55 |
| Series A 40-8 | 10.1985 → 05.1989 | 8140.61.200 | D | | 40 | Series DI 40 | 07.1981 → 05.1985 | 8045.04.359 | D | | 61 |
| Series A 55-10 | 05.1982 → 07.1987 | 8340.04.300 | D | | 75 | Series DI 40 | 06.1985 → | 8045.05.359 | D | | 64 |
| Series A 55-13 | 12.1979 → 12.1988 | 8060.04.658 | D | | 61 | Series DI 45 | 06.1985 → | 8045.05.359 | D | | 64 |
| Series A 55-14 | 12.1988 → 12.1991 | 8060.05.246 | D | | 64 | Series DI 50 | 01.1973 → 07.1981 | 8045.02.356 | D | | 55 |
| Series A 60-9 | 09.1988 → 12.1992 | 8040.05.200 | D | | 64 | Series DI 50 | 06.1979 → 04.1985 | 8045.02.354 | D | | 55 |
| Series A 60-10 | 11.1979 → 06.1988 | 8340.04.040 | D | | 75 | Series DI 50 | 06.1985 → | 8045.05.359 | D | | 64 |
| Series A 60-10 | 05.1982 → 01.1987 | 8340.04.200 | D | | 75 | Series DI 60 | 06.1985 → | 8045.05.359 | D | | 64 |
| Series A 60-10 | 05.1982 → 01.1987 | 8340.04.250 | D | | 75 | Series DI 70 | 01.1981 → 12.1981 | 8055.04.250 | D | | 61 |
| Series A 70 | 01.1990 → | 8045.06.206 | D | | 64 | Series DI 70 | 10.1985 → 12.1990 | 8055.05.250 | D | | 64 |
| Series A 70 | 01.1990 → | 8045.06.307 | D | | 56 | Series DI 80 | 10.1985 → 12.1990 | 8055.05.250 | D | | 64 |
| Series A 70-12 | 01.1983 → 01.1985 | 8340.05.200 | D | | 74 | Series DI 120 | 01.1974 → | 8035.02.356 | D | | 55 |
| Series A 70-14 | 05.1988 → 06.1991 | 8060.05.246 | D | | 64 | Series DI 130 | 07.1981 → 12.1989 | 8365.05.555 | D | | 74 |
| Series A 79-14 | 07.1988 → 12.1992 | 8060.05.285 | D | | 64 | SERIES DIM | | | | | |
| Series A 90-14 | 05.1988 → 06.1991 | 8060.05.246 | D | | 64 | Series DIM 20 | 01.1971 → 12.1982 | 8035.02.355 | D | | 55 |
| SERIES AC | | | | | | Series DIM 25 | 01.1971 → 12.1982 | 8035.02.355 | D | | 55 |
| Series AC 160 | 01.1971 → 12.1975 | D 3.152 | D | | 38 | Series DIM 30 | 01.1973 → 11.1981 | 8045.02.358 | D | | 55 |
| SERIES ACF | | | | | | Series DIM 35 | 01.1973 → 11.1981 | 8045.02.358 | D | | 55 |
| Series ACF 110 | 01.1971 → 12.1972 | 4.203 | D | | 37 | SERIES DM | | | | | |
| SERIES ACP | | | | | | Series DM 12 | 01.1971 → 12.1982 | 8035.02.350 | D | | 55 |
| Series ACP 40 / 50 | 01.1973 → | 4.203 | D | | 37 | Series DM 15 | 01.1971 → 12.1982 | 8035.02.350 | D | | 55 |
| SERIES AP | | | | | | Series DM 25 H 2/4 | 11.1985 → 04.1989 | 8035.05.377 | D | | 64 |
| Series AP 160 | 12.1982 → 12.1986 | 8210.02.440 | D | | 85 | Series DM 25 M 2/4 | 11.1985 → 04.1989 | 8035.05.377 | D | | 64 |
| Series AP 160 | 12.1982 → 12.1986 | 8210.02.441 | D | | 85 | Series DM 30 H 2/4 | 11.1985 → 04.1989 | 8035.05.377 | D | | 64 |
| Series AP 160 | 12.1982 → 12.1986 | 8210.02.442 | D | | 85 | Series DM 30 M 2/4 | 11.1985 → 04.1989 | 8035.05.377 | D | | 64 |

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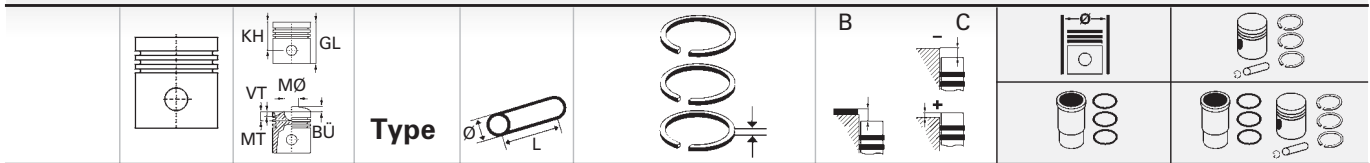
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| SERIES F | | | | Series FL 4 M | 10.1987 → 12.1992 | 8035.05.265 | D | 64 | |
| Series F 4 M | 04.1985 → 12.1992 | 8035.05.265 | D | 64 | Series FL 4 L | 11.1970 → 03.1985 | 8035.04.265 | D | 61 |
| SERIES FA | | | | Series FL 5 | 03.1981 → 04.1985 | 8045.04.189 | D | 61 | |
| Series FA 150 | 03.1984 → 11.1990 | 8365.25.500 | D | 76 | Series FL 5 | 05.1985 → 12.1992 | 8045.05.389 | D | 64 |
| Series FA 200 | 01.1987 → 1981 | 8215.02.561 | D | 85 | Series FL 5 | 05.1985 → 12.1992 | 8045.05.393 | D | 64 |
| Series FA 200 | 01.1987 → | 8460.21.002 | D | 79 | Series FL 7 | 03.1982 → 02.1986 | 8065.04.095 | D | 61 |
| Series FA 200 | | 8465.21.002 | D | 79 | Series FL 7 | → 12.1992 | 8065.05.000 | D | 64 |
| SERIES FB | | | | Series FL 8 | 01.1975 → 06.1981 | CO 3/130 | D | 74 | |
| Series FB 7 | 01.1984 → 01.1985 | 8045.04.293 | D | 61 | Series FL 9 | 03.1974 → 06.1981 | CO 3/130 | D | 74 |
| Series FB 7 | 12.1985 → | 8045.05.393 | D | 64 | Series FL 10 | 01.1978 → 04.1988 | 8365.05.560 | D | 74 |
| Series FB 100 | 01.1986 → | 8060.05.000 | D | 64 | Series FL 10 | 1986 → | 8060.05.000 | D | 64 |
| SERIES FD | | | | Series FL 14 | 01.1980 → | 8365.25.500 | D | 76 | |
| Series FD 5 | 03.1981 → 04.1985 | 8045.04.189 | D | 61 | Series FL 14 | | 8361.45.500 | D | 76 |
| Series FD 5 | 05.1985 → 12.1992 | 8045.05.389 | D | 64 | Series FL 20 | 05.1979 → 1981 | 8215.02.561 | D | 85 |
| Series FD 7 | | 8065.05.000 | D | 64 | Series FL 20 | 05.1979 → 12.1991 | 8215.22.520 | D | 85 |
| Series FD 9 | 01.1986 → | 8060.05.000 | D | 64 | Series FL 20 | → 12.1991 | 8215.22.531 | D | 85 |
| Series FD 9 | 01.1986 → | 8060.25.600 | D | 63 | Series FL 55 | 01.1994 → | 8035.02.201 | D | 55 |
| Series FD 9 | 01.1988 → | 8065.25.080 | D | 63 | SERIES FR | | | | |
| Series FD 9 | | 8065.25.094 | D | 63 | Series FR 7 | 12.1982 → 03.1985 | 8041.1.002 | D | 61 |
| Series FD 10 | 01.1986 → | 8060.25.600 | D | 63 | Series FR 7 | 12.1982 → 03.1985 | 8041.1.006 | D | 61 |
| Series FD 10 | 01.1988 → | 8065.25.080 | D | 63 | Series FR 7 | 04.1985 → 04.1988 | 8041.1.005 | D | 61 |
| Series FD 10 | | 8065.25.094 | D | 63 | Series FR 7 | 04.1988 → | 8045.05.395 | D | 64 |
| Series FD 14 | 12.1988 → | 8365.25.500 | D | 76 | Series FR 7 | | 8055.04.200 | D | 61 |
| Series FD 14 | | 8361.45.500 | D | 76 | Series FR 9 | 04.1985 → 09.1987 | 8051.1.105 | D | 61 |
| Series FD 20 | 02.1981 → 1981 | 8215.02.561 | D | 85 | Series FR 12 | 1986 → | 8060.25.600 | D | 63 |
| Series FD 20 | 02.1981 → 12.1991 | 8215.22.531 | D | 85 | Series FR 12 | 01.1988 → | 8065.25.080 | D | 63 |
| Series FD 20 | 04.1984 → 12.1991 | 8215.22.520 | D | 85 | Series FR 12 | | 8065.25.094 | D | 63 |
| Series FD 208 | 01.1987 → | 8460.21.002 | D | 79 | Series FR 15 | 03.1982 → 11.1985 | 8365.05.580 | D | 74 |
| Series FD 208 | | 8465.21.002 | D | 79 | Series FR 15 | 03.1982 → 06.1990 | 8365.25.500 | D | 76 |
| SERIES FE | | | | Series FR 15 | → 06.1990 | 8361.45.500 | D | 76 | |
| Series FE 12 | 02.1982 → 03.1985 | 8041.1.002 | D | 61 | Series FR 20 | 01.1982 → 1981 | 8215.02.561 | D | 85 |
| Series FE 12 | 02.1982 → 03.1985 | 8041.1.004 | D | 61 | Series FR 20 | 01.1982 → 12.1990 | 8215.22.542 | D | 85 |
| Series FE 12 | 04.1985 → 12.1988 | 8041.1.005 | D | 61 | Series FR 20 | 01.1982 → 12.1990 | 8365.25.500 | D | 76 |
| Series FE 18 | 01.1982 → 07.1985 | 8065.04.097 | D | 61 | Series FR 30 | 01.1980 → 1988 | 8281.22.000 | D | 87 |
| Series FE 20 | 10.1981 → 12.1988 | 8365.05.530 | D | 74 | Series FR 30 | 01.1980 → 1988 | 8282.22.000 | D | 87 |
| Series FE 20 | 10.1981 → 12.1988 | 8365.05.531 | D | 74 | Series FR 30 | 01.1985 → 12.1991 | 8285.22.000 | D | 87 |
| Series FE 24 | 10.1983 → 12.1988 | 8365.05.530 | D | 74 | Series FR 35 | 01.1980 → 1988 | 8281.22.000 | D | 87 |
| Series FE 24 | 10.1983 → 12.1988 | 8365.05.531 | D | 74 | Series FR 35 | 01.1980 → 1988 | 8282.22.000 | D | 87 |
| Series FE 28 | 05.1982 → 12.1988 | 8365.25.500 | D | 76 | Series FR 35 | 01.1985 → 12.1991 | 8285.22.000 | D | 87 |
| Series FE 28 | 05.1982 → 12.1988 | 8365.25.530 | D | 76 | Series FR 130 | 01.1986 → | 8060.25.600 | D | 63 |
| Series FE 45 | → 10.1989 | 8215.22.531 | D | 85 | Series FR 130 | 01.1988 → | 8065.25.080 | D | 63 |
| SERIES FG | | | | Series FR 130 | 01.1990 → | 8065.25.094 | D | 63 | |
| Series FG 65 | 03.1984 → 01.1988 | 8041.04.300 | D | 61 | Series FR 158 | 01.1980 → | 8365.25.500 | D | 76 |
| Series FG 75 | 02.1982 → 04.1990 | 8365.05.520 | D | 74 | Series FR 160 | | 8361.45.500 | D | 76 |
| Series FG 85 | 06.1981 → 04.1990 | 8365.25.500 | D | 76 | Series FR 206 | 01.1987 → | 8460.21.002 | D | 79 |
| Series FG 85 | 06.1981 → 04.1990 | 8365.25.522 | D | 76 | Series FR 206 | | 8465.21.002 | D | 79 |
| Series FG 95 | 02.1982 → 04.1990 | 8365.25.520 | D | 76 | Series FR 220 | 01.1987 → | 8460.21.002 | D | 79 |
| Series FG 95 | 02.1982 → | 8365.05.520 | D | 74 | Series FR 220 | 01.1991 → | 8465.21.002 | D | 79 |
| Series FG 95 | 02.1982 → | 8365.25.500 | D | 76 | Series FR 220 | 01.1991 → | 8465.21.004 | D | 79 |
| SERIES FH | | | | SERIES M | | | | | |
| Series FH 200 | 01.1986 → | 8060.25.600 | D | 63 | Series M 100 | 01.1996 → 12.1975 | 4.236 | D | 53 |
| Series FH 200 | 01.1988 → | 8065.25.080 | D | 63 | Series M 84 | 01.1969 → 12.1975 | 4.236 | D | 53 |
| Series FH 200 | | 8065.25.094 | D | 63 | SERIES PL | | | | |
| Series FH 220 | 01.1989 → | 8365.25.532 | D | 76 | Series PL 60 | 01.1969 → 1981 | 8215.02.561 | D | 85 |
| Series FH 300 | 03.1989 → | 8365.25.533 | D | 76 | SERIES R | | | | |
| SERIES FL | | | | Series R 450 | 03.1976 → 09.1980 | 8035.01.303 | D | 51 | |
| Series FL 4 | 11.1970 → 07.1978 | 8035.02.210 | D | 55 | SERIES S | | | | |
| Series FL 4 | 12.1977 → | 8035.04.272 | D | 61 | Series S 9 | 04.1976 → 01.1982 | CO 3/130 | D | 74 |
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| Series FL 4 C | 11.1970 → 07.1978 | 8035.02.261 | D | 55 | SERIES SR | | | | |
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| Series FL 4 C | 01.1971 → 05.1979 | 8030.02 | D | 55 | SERIES TL | | | | |
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| Series FL 4 D | 11.1970 → 07.1978 | 8035.02.310 | D | 55 | Series TL 5 | 06.1973 → 12.1981 | 8045.02.285 | D | 55 |
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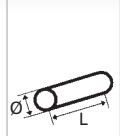


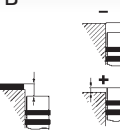

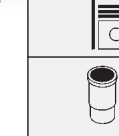
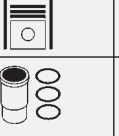
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| Series TX 66 | 01.1987 → | 8460.21.002 | D | 79 | 380 T 35 Trakker | 10.2004 → | F2 BE 0681 A | D | 77 |
| Series TX 66 | | 8465.21.002 | D | 79 | 380 T 36 Trakker | 03.2006 → | F2 BE 0681 A | D | 77 |
| SERIES Z | | | | | 380 T 38 Trakker | 10.2004 → | F3 BE 0681 G | D | 84 |
| Series Z 110 | 07.1981 → 05.1986 | 8060.04.661 | D | 61 | 380 T 44 Trakker | 06.2005 → | F3 BE 0681 C | D | 84 |
| Series Z 110 | 06.1986 → 01.1987 | 8060.05.661 | D | 61 | 410 T 38 Trakker | 06.2005 → | F3 BE 0681 G | D | 84 |
| Series Z 120 | 07.1983 → 05.1986 | 8060.04.662 | D | 61 | 410 T 44 Trakker | 06.2005 → | F3 BE 0681 C | D | 84 |
| Series Z 120 | 02.1986 → 01.1987 | 8060.25.661 | D | 63 | 410 T 48 Trakker | 06.2005 → | F3 BE 0681 E | D | 84 |
| Series Z 120 | 01.1987 → 08.1988 | 8060.25.663 | D | 63 | 440 T 38 Trakker | 06.2005 → | F3 BE 0681 G | D | 84 |
| Series Z 220 | 02.1982 → 05.1986 | 8060.04.662 | D | 61 | 440 T 44 Trakker | 06.2005 → | F3 BE 0681 C | D | 84 |
| Series Z 220 | 02.1986 → 12.1986 | 8060.25.661 | D | 63 | 720 T 44 Trakker | 06.2005 → | F3 BE 0681 C | D | 84 |
| Series Z 220 | 06.1986 → 12.1986 | 8060.05.662 | D | 61 | 720 T 48 Trakker | 06.2005 → | F3 BE 0681 E | D | 84 |
| Series Z 220 | 01.1987 → 08.1988 | 8060.25.662 | D | 63 | TURBOCITY | | | | |
| Series Z 220 | 01.1987 → 08.1988 | 8060.25.673 | D | 63 | 480 TurboCity-S | | 8460.21B.613 | D | 79 |
| Series Z 230 | 06.1986 → 01.1987 | 8060.25.631 | D | 63 | 480 TurboCity-U | | 8460.21B.613 | D | 79 |
| Series Z 230 | 06.1986 → 01.1987 | 8060.25.641 | D | 63 | 480.10.21 TurboCity | 04.1988 → 11.1998 | 8460.21.611 | D | 79 |
| Series Z 230 | 07.1986 → 01.1987 | 8060.25.662 | D | 63 | 480.12.21 TurboCity | 04.1988 → 11.1998 | 8460.21.611 | D | 79 |
| Series Z 230 | 01.1987 → 09.1988 | 8060.25.673 | D | 63 | 490 TurboCity | | 8460.21B.615 | D | 79 |
| Series Z 235 | 10.1986 → 01.1987 | 8060.25.630 | D | 63 | 580 TurboCity-S | | 8460.21B.613 | D | 79 |
| Series Z 235 | 10.1986 → 01.1987 | 8060.25.631 | D | 63 | 580 TurboCity-U | | 8460.21B.613 | D | 79 |
| Series Z 335 | 01.1987 → 09.1988 | 8060.25.631 | D | 63 | 580.10.21 TurboCity | 10.1988 → 11.1998 | 8460.21.611 | D | 79 |
| Series Z 340 | 06.1986 → 01.1987 | 8060.25.641 | D | 63 | 580.11.21 TurboCity | 10.1988 → 11.1998 | 8460.21.611 | D | 79 |
| Series Z 435 | 01.1987 → 08.1988 | 8060.25.631 | D | 63 | 580.12.21 TurboCity | 10.1988 → | 8460.21.611 | D | 79 |
| Series Z 450 | 01.1987 → 09.1988 | 8060.25.621 | D | 63 | 680.12.26 TurboCity | 06.1989 → | 8460.21.601 | D | 79 |
| STRALIS | | | | | TURBOSTAR | | | | |
| 190 S 27 Stralis | 06.2003 → | F2 BE 0681 C | D | 77 | 190.36 TurboStar | 07.1984 → 05.1987 | 8210.22.105 | D | 85 |
| 190 S 27 Stralis | 06.2003 → | F2 BE 0681 F | D | 77 | 190.36 TurboStar | 07.1990 → 12.1993 | 8210.42.152 | D | 85 |
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| 190 S 30 Stralis | 06.2003 → | F2 BE 0681 E | D | 78 | 190.36 TurboStar | 07.1990 → 12.1993 | 8210.42.162 | D | 85 |
| 190 S 31 Stralis | 06.2003 → | F2 BE 0681 B | D | 77 | 190.36 TurboStar | 07.1990 → 12.1993 | 8210.42.172 | D | 85 |
| 190 S 35 Stralis | 06.2003 → | F2 BE 0681 A | D | 77 | 190.36 TurboStar | 07.1990 → 12.1993 | 8210.42.191 | D | 85 |
| 190 S 36 Stralis | 06.2003 → | F2 BE 0681 A | D | 77 | 190.36 TurboStar | 07.1990 → 12.1993 | 8210.42.201 | D | 85 |
| 190 S 40 Stralis | 02.2002 → | F3 AE 0681 B | D | 83 | 190.36 TurboStar | 07.1990 → 12.1998 | 8210.42.074 | D | 85 |
| 190 S 43 Stralis | 06.2003 → | F3 AE 0681 D | D | 83 | 190.42 TurboStar | 07.1984 → 09.1986 | 8280.22.201 | D | 87 |
| 190 S 48 Stralis | 02.2002 → | F3 BE 0681 E | D | 84 | 190.42 TurboStar | 07.1984 → 11.1994 | 8280.22.205 | D | 87 |
| 260 S 27 Stralis | 06.2003 → | F2 BE 0681 F | D | 77 | 190.48 TurboStar | 03.1989 → 12.1993 | 8280.42.001 | D | 87 |
| 260 S 27 Stralis CNG | 01.2008 → | F2 BE 0641 A | G | 73 | 190.48 TurboStar | 06.1989 → 12.1993 | 8280.42.010 | D | 87 |
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| 260 S 35 Stralis | 06.2003 → | F2 BE 0681 A | D | 77 | 190.48 TurboStar | 11.1991 → 12.1993 | 8280.42.050 | D | 87 |
| 260 S 36 Stralis | 06.2003 → | F2 BE 0681 A | D | 77 | 240.36 TurboStar | 07.1990 → 12.1993 | 8210.42.152 | D | 85 |
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| 260 S 54 Stralis | 02.2002 → | F3 BE 0681 A | D | 84 | 240.36 TurboStar | 07.1990 → 12.1998 | 8210.42.074 | D | 85 |
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| 440 S 43 Stralis | 02.2002 → | F3 AE 0681 D | D | 83 | 260.36 TurboStar | 07.1988 → 06.1990 | 8210.42.115 | D | 86 |
| 440 S 48 Stralis | 02.2002 → | F3 BE 0681 E | D | 84 | 260.36 TurboStar | 07.1990 → 12.1993 | 8210.42.152 | D | 85 |
| 440 S 54 Stralis | 02.2002 → | F3 BE 0681 A | D | 84 | 260.36 TurboStar | 07.1990 → 12.1993 | 8210.42.154 | D | 85 |
| 540 S 54 Stralis | 02.2002 → | F3 BE 0681 A | D | 84 | 260.36 TurboStar | 07.1990 → 12.1993 | 8210.42.160 | D | 85 |
| SUPERCARGO | | | | | 260.36 TurboStar | 07.1990 → 12.1993 | 8210.42.162 | D | 85 |
| 180 E 23 SuperCargo | 01.1998 → 05.2001 | 8060.45S.7201 | D | 69 | 260.36 TurboStar | 07.1990 → 12.1993 | 8210.42.172 | D | 85 |
| TRAKKER | | | | | 260.48 TurboStar | 06.1989 → 12.1993 | 8280.42.001 | D | 87 |
| 180 T 27 Trakker | 06.2005 → | F2 BE 0681 F | D | 77 | 260.48 TurboStar | 06.1989 → 12.1993 | 8280.42.010 | D | 87 |
| 190 T 27 Trakker | 06.2005 → | F2 BE 0681 F | D | 77 | 260.48 TurboStar | 11.1991 → 12.1993 | 8280.42.042 | D | 87 |
| 190 T 31 Trakker | 10.2004 → | F2 BE 0681 B | D | 77 | 380 E 42 TurboStar | 07.1991 → | 8210.42.400 | D | 85 |
| 190 T 35 Trakker | 10.2004 → | F2 BE 0681 A | D | 77 | 400 E 42 TurboStar | 07.1991 → | 8210.42.400 | D | 85 |
| 190 T 36 Trakker | 10.2004 → | F2 BE 0681 A | D | 77 | TURBOTECH | | | | |
| 190 T 38 Trakker | 10.2004 → | F3 BE 0681 G | D | 84 | 190.24 TurboTech | 10.1988 → | 8460.21.202 | D | 79 |
| 190 T 44 Trakker | 10.2004 → | F3 BE 0681 C | D | 84 | 190.24 TurboTech | 10.1988 → | 8460.21.206 | D | 79 |
| 190 T 45 Trakker | 10.2004 → | F3 BE 0681 C | D | 84 | 190.26 TurboTech | 09.1986 → 09.1994 | 8460.21.106 | D | 79 |
| 260 T 31 Trakker | 10.2004 → | F2 BE 0681 B | D | 77 | 190.26 TurboTech | 1989 → | 8460.21.406 | D | 79 |
| 260 T 35 Trakker | 10.2004 → | F2 BE 0681 A | D | 77 | 190.30 TurboTech | 07.1980 → 06.1987 | 8210.22.175 | D | 85 |
| 260 T 38 Trakker | 10.2004 → | F3 BE 0681 G | D | 84 | 190.32 TurboTech | 09.1988 → 12.1992 | 8460.41.106 | D | 79 |
| 340 T 35 Trakker | 06.2005 → | F2 BE 0681 A | D | 77 | 190.32 TurboTech | 09.1988 → 12.1992 | 8460.41.108 | D | 79 |
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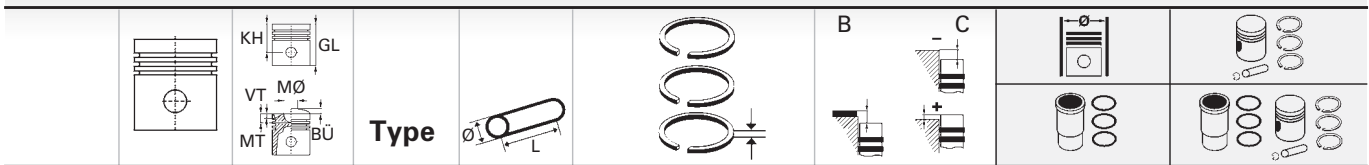


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| 190.32 TurboTech 02.1991 → | 8460.41.101 D | 79 | 50-10 Zeta 01.1979 → 10.1983 | 8340.04.300 D | 75 |
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| 190.32 TurboTech | 8460.41.156 D | 79 | 60-8 Zeta 01.1983 → 04.1983 | 8040.04.200 D | 61 |
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| 190.36 TurboTech 09.1986 → 09.1994 | 8460.21.102 D | 79 | 60-9 Zeta 09.1988 → 12.1992 | 8040.05.203 D | 64 |
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| 190.36 TurboTech 07.1990 → 12.1992 | 8210.42.173 D | 85 | 65-9 Zeta 09.1988 → 12.1992 | 8040.05.233 D | 64 |
| 190.36 TurboTech 07.1990 → 12.1993 | 8210.42.154 D | 85 | 65-10 Zeta 05.1982 → 01.1987 | 8340.04.300 D | 75 |
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| 240.32 TurboTech 07.1990 → | 8460.41.128 D | 79 | 95-14 Zeta 11.1985 → 05.1991 | 8060.05.289 D | 64 |
| 240.32 TurboTech 02.1991 → | 8460.41.101 D | 79 | 109-14 Zeta 07.1983 → 10.1985 | 8060.04.669 D | 61 |
| 240.32 TurboTech | 8460.41.154 D | 79 | 109-14 Zeta 11.1985 → 06.1991 | 8060.05.286 D | 64 |
| 240.36 TurboTech 07.1990 → 12.1992 | 8210.42.151 D | 85 | 109-14 Zeta 11.1985 → 06.1991 | 8060.05.288 D | 64 |
| 240.36 TurboTech 07.1990 → 12.1992 | 8210.42.155 D | 85 | 109-14 Zeta 11.1985 → 06.1991 | 8060.05.289 D | 64 |
| 240.36 TurboTech 07.1990 → 11.2000 | 8460.21.102 D | 79 | 115-14 Zeta 11.1985 → 06.1991 | 8060.05.276 D | 64 |
| 240.36 TurboTech 07.1990 → | 8210.42.175 D | 85 | | | |
| 240.36 TurboTech 09.1991 → | 8210.42.077 D | 85 | | | |
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| 260.32 TurboTech 07.1990 → 12.2000 | 8460.41.104 D | 79 | | | |
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| 260.32 TurboTech 07.1990 → 12.2000 | 8460.41.156 D | 79 | | | |
| 260.36 TurboTech 07.1990 → 12.1992 | 8210.42.151 D | 85 | | | |
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| TURBOZETA | | | | | |
| 60-11 TurboZeta 01.1987 → 05.1991 | 8040.25.230 D | 63 | | | |
| 60-11 TurboZeta 01.1987 → 05.1991 | 8040.25.231 D | 63 | | | |
| 60-11 TurboZeta 01.1987 → 05.1991 | 8040.25.233 D | 63 | | | |
| 60-11 TurboZeta 01.1987 → 05.1991 | 8040.25.234 D | 63 | | | |
| 60-11 TurboZeta 01.1987 → 05.1991 | 8040.25.600 D | 63 | | | |
| 65-12 TurboZeta 01.1987 → 12.1992 | 8040.25.000 D | 63 | | | |
| 65-12 TurboZeta 01.1987 → 12.1992 | 8040.25.200 D | 63 | | | |
| 65-12 TurboZeta 01.1987 → 12.1992 | 8040.25.201 D | 63 | | | |
| 65-12 TurboZeta 01.1987 → 12.1992 | 8040.25.202 D | 63 | | | |
| 65-12 TurboZeta 01.1987 → 12.1992 | 8040.25.203 D | 63 | | | |
| 65-12 TurboZeta 01.1987 → 12.1992 | 8040.25.600 D | 63 | | | |
| 65-12 TurboZeta → 12.1992 | 8040.25.229 D | 63 | | | |
| 79-12 TurboZeta 01.1987 → 12.1992 | 8040.25.200 D | 63 | | | |
| 79-12 TurboZeta 01.1987 → 12.1992 | 8040.25.207 D | 63 | | | |
| 79-12 TurboZeta 01.1987 → 12.1992 | 8040.25.208 D | 63 | | | |
| 79-12 TurboZeta 01.1987 → 12.1992 | 8040.25.220 D | 63 | | | |
| 79-12 TurboZeta 01.1987 → 12.1992 | 8040.25.222 D | 63 | | | |
| 79-12 TurboZeta 01.1987 → 12.1992 | 8040.25.223 D | 63 | | | |
| 79-12 TurboZeta 01.1987 → 12.1992 | 8040.25.225 D | 63 | | | |
| 79-12 TurboZeta 01.1987 → 12.1992 | 8040.25.600 D | 63 | | | |
| ZETA | | | | | |
| 50-8 Zeta 01.1983 → 12.1986 | 8040.04.200 D | 61 | | | |
| 50-9 Zeta 09.1988 → 06.1991 | 8040.05.230 D | 64 | | | |



| 1  65 | | | | | | | | | |
|--|--|-------------------------------|-------------------|----------------------|---|----------|-------------|------------|----------|
| 100 GB.000 | 07.1964 → 10.1972 | B | 4 | 843 cm ³ | 2V | 27 kW | (37 PS) | 8,8:1 | 63,50 mm |
| 100 GC.000 | 07.1964 → 10.1972 | B | 4 | 843 cm ³ | 2V | 35 kW | (47 PS) | 9,3:1 | 63,50 mm |
| 100 GF.0C.0 | 05.1964 → 1985 | B | 4 | 903 cm ³ | 2V | 29 kW | (40 PS) | 7,9:1 | 68,00 mm |
| 100 GF.000 | 1975 → 12.1987 | B | 4 | 903 cm ³ | 2V | 26 kW | (35 PS) | 7,8:1 | 68,00 mm |
| 100 GL.0N.0 | 03.1971 → 12.1985 | B | 4 | 903 cm ³ | 2V | 33 kW | (45 PS) | 9:1 | 68,00 mm |
| 100 GL.000 | 06.1971 → 05.1983 | B | 4 | 903 cm ³ | 2V | 33 kW | (45 PS) | 9:1 | 68,00 mm |
| 100 GL.048 | 06.1971 → 05.1983 | B | 4 | 903 cm ³ | 2V | 29 kW | (40 PS) | 7,8:1 | 68,00 mm |
| 100 GL.064 | 06.1971 → 05.1983 | B | 4 | 903 cm ³ | 2V | 33 kW | (45 PS) | 9:1 | 68,00 mm |
| 100 GL.3C.0 | 03.1980 → 12.1985 | B | 4 | 903 cm ³ | 2V | 33 kW | (45 PS) | 9:1 | 68,00 mm |
| 100 GL3.000 | 09.1982 → 12.1985 | B | 4 | 903 cm ³ | 2V | 33 kW | (45 PS) | 9:1 | 68,00 mm |
| 100 GL.9C.0 | 10.1977 → 03.1981 | B | 4 | 903 cm ³ | 2V | 33 kW | (45 PS) | 9:1 | 68,00 mm |
| 100 GL.9N.0 | 06.1971 → 09.1992 | B | 4 | 903 cm ³ | 2V | 33 kW | (45 PS) | 9:1 | 68,00 mm |
| 100 GS.000 | 07.1964 → 10.1972 | B | 4 | 843 cm ³ | 2V | 36 kW | (49 PS) | 9,7:1 | 63,50 mm |
| 100 G.000 | 05.1964 → 10.1972 | B | 4 | 843 cm ³ | 2V | 25 kW | (34 PS) | 8:1 | 63,50 mm |
| 100 G.002 | 07.1964 → 10.1972 | B | 4 | 843 cm ³ | 2V | 27 kW | (37 PS) | 8,8:1 | 63,50 mm |
|  | 4 | KH 30,75 GL 61,25 | SRK | 20 | 1 R 1,75 CR G6 | | 65,00 | 90 451 700 | |
| | 065 083 | KH 30,45 GL 60,95 | HKÜ | 54 K | 1 NM 2 1 DSF 3,947 CR | | 65,60 | 90 451 730 | |
| | | KH 30,35 GL 60,85 | HKÜ | | | | 65,80 | 90 451 740 | |
| | | KH 30,25 GL 60,75 | HKÜ | | | | 66,00 | 90 451 750 | |
| 2  69,6 | | | | | | | | | |
| 188 A8.000 | 10.2003 → | D (LA) | 4 | 1251 cm ³ | 4V | 51 kW | (69 PS) | 17,9:1 | 82,00 mm |
| 188 A9.000 | 07.2003 → | D (LA) | 4 | 1251 cm ³ | 4V | 51 kW | (69 PS) | 18:1 | 82,00 mm |
| 199 A2.000 | 10.2005 → | D (LA) | 4 | 1248 cm ³ | 4V | 55 kW | (75 PS) | 17,6:1 | 82,00 mm |
|  | 4 | KH 40,43 VT1 -1,00 | RTK TPL | 22,998 56,5 | 1 R 2 CK G6 1 M 1,5 1 DSF 2 CR G6 | | 69,60 | 40 213 600 | |
| | 070 166 | MT -12,4 MØ 38 GL 63,43 | | | | | 70,00 | 40 213 605 | |
| |  | | | | | | 70,20 | 40 213 610 | |
| 3  69,6 | | | | | | | | | |
| 199 A3.000 | 10.2005 → | D (LA) | 4 | 1248 cm ³ | 4V | 66-77 kW | (90-105 PS) | 17,6:1 | 82,00 mm |
|  | 4 | KH 40,43 MT -12,4 | RTK KKK TPL | 23 55 | 1 R 2 CK G6 1 M 1,5 1 DSF 2 CR G6 | | 69,60 | 40 659 600 | |
| | 070 170 | MØ 38 GL 62,43 | | | | | 70,00 | 40 659 610 | |
|  | | | | | | | | | |

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|-------------------|--|-------------------|---|---|----------------------|----|----------|------------|-------|----------|
| 4 | | 70 | | | | | | | | |
| 156 C.046 | | 03.1992 → 03.1997 | B | 4 | 1108 cm ³ | 2V | 38-40 kW | (51-55 PS) | 9,6:1 | 72,00 mm |
| 176 A6.000 | | 08.1993 → 08.1999 | B | 4 | 1108 cm ³ | 2V | 40 kW | (54 PS) | 9,6:1 | 72,00 mm |
| 176 B2.000 | | 10.1994 → | B | 4 | 1108 cm ³ | 2V | 40 kW | (54 PS) | 9,6:1 | 72,00 mm |

| | | | | | | | | | |
|--|---------|---------|--|----|-----------|-------|--|--------------|-------------------|
| | 4 | KH 30 | | 18 | 1 R 1,2 | CR G6 | | 70,00 | 94 910 700 |
| | 070 165 | MT -1,8 | | 53 | 1 M 1,2 | G6 | | 70,40 | 94 910 710 |
| | | GL 50 | | K | 1 SSF 2,5 | | | | |

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|-------------------|--|-------------------|---|---|----------------------|----|----------|------------|-------|----------|
| 5 | | 70,8 | | | | | | | | |
| 176 A7.000 | | 08.1993 → 04.1997 | B | 4 | 1242 cm ³ | 2V | 44 kW | (60 PS) | 9,6:1 | 78,90 mm |
| 176 A8.000 | | 08.1993 → | B | 4 | 1242 cm ³ | 2V | 55 kW | (75 PS) | 9,8:1 | 78,90 mm |
| 176 B4.000 | | 08.1993 → 08.1999 | B | 4 | 1242 cm ³ | 2V | 44 kW | (60 PS) | 9,8:1 | 78,90 mm |
| 178 B5.000 | | 09.1997 → | B | 4 | 1242 cm ³ | 2V | 44-54 kW | (60-73 PS) | 9,8:1 | 78,90 mm |

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|--|---------|---------|--|----|-----------|-------|--|--------------|-------------------|
| | 4 | KH 28 | | 18 | 1 R 1,2 | CR G6 | | 70,80 | 94 870 700 |
| | 071 052 | MT -2,4 | | 53 | 1 M 1,2 | G6 | | 71,20 | 94 870 710 |
| | | GL 48 | | K | 1 DSF 2,5 | | | | |

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|-----------------------|--|-----------|--------|---|----------------------|----|-------|---------|--------|----------|
| 6 | | 75 | | | | | | | | |
| 9HU (DV6UTED4) | | 01.2007 → | D (LA) | 4 | 1560 cm ³ | 4V | 66 kW | (92 PS) | 17,6:1 | 88,30 mm |

| | | | | | | | | | |
|--|---------|-----------|-----|----|-----------|-------|--|--------------|-------------------|
| | 4 | KH 41,7 | RTK | 26 | 1 T6 3 | PC G6 | | 75,00 | 40 179 600 |
| | 075 241 | VT1 -1,16 | TPL | 61 | 1 NM 1,95 | G3 | | 75,50 | 40 179 610 |
| | | MT -13,2 | KKK | | 1 DSF 2,5 | CR | | | |
| | | MØ 41,7 | | | | | | | |
| | | GL 65,3 | | | | | | | |

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|---------------------|--|-------------------|---|---|----------------------|----|-------|---------|------|----------|
| 7 | | 76 | | | | | | | | |
| M703 AA.13.0 | | | D | 4 | 1297 cm ³ | 2V | 33 kW | (45 PS) | 20:1 | 71,50 mm |
| 127 AB.5C.0 | | 06.1983 → 03.1992 | D | 4 | 1297 cm ³ | 2V | 33 kW | (45 PS) | 21:1 | 71,50 mm |
| 127 A5.000 | | 04.1981 → | D | 4 | 1297 cm ³ | 2V | 33 kW | (45 PS) | 20:1 | 71,50 mm |
| 146 B1.000 | | 03.1982 → 03.1992 | D | 4 | 1297 cm ³ | 2V | 33 kW | (45 PS) | 20:1 | 71,50 mm |
| 156 A5.000 | | 03.1986 → 08.1992 | D | 4 | 1297 cm ³ | 2V | 27 kW | (37 PS) | 20:1 | 71,50 mm |

| | | | | | | | | | |
|--|---------|----------|-----|------|-----------|-------|--|--------------|-------------------|
| | 4 | KH 46,85 | RTK | 22 | 1 T15 2,5 | CR G6 | | 76,60 | 90 092 630 |
| | 076 094 | BÜ +4,9 | RK | 64,5 | 1 M 2 | | | | [1], [2] |
| | | GL 78,85 | | | 1 DSF 3 | CR | | | |

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| | | | | | | | | |
|-----|---|--|--|--|--|--|--|--|
| | | | Type | | | | | |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цил. | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | | | | |
| | Dicke thickness épaisseur espesor Толщина 1,65 mm 1,80 mm 1,95 mm | | größer als more than supérieur à superior a больше, чем + 0,85 + 1,05 | kleiner als less than inférieur à inferior a меньше, чем + 0,85 + 1,05 + 1,25 | | | | |
| [2] | KH -0,30 mm | | | | | | | |

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|--------------------|--------------|--|------------|---------------|----------------------------------|-------|----------|--------------------------|-------------------|
| 8 | | 80 | | | | | | | |
| 128 AC5.000 | | 11.1971 → 1979 | B | 4 | 1116 cm ³ | 2V | 48 kW | (65 PS) 9,2:1 | 55,50 mm |
| 128 A.000 | | 03.1969 → 12.1984 | B | 4 | 1116 cm ³ | 2V | 40-48 kW | (55-65 PS) 8,8/ 9,2:1 | 55,50 mm |
| 128 BB.0A0 | | 11.1971 → 1979 | B | 4 | 1116 cm ³ | 2V | 48 kW | (65 PS) 8,8:1 | 55,50 mm |
| 138 AE.0A.0 | | 10.1978 → 09.1982 | B | 4 | 1116 cm ³ | 2V | 44 kW | (60 PS) 9,2:1 | 55,50 mm |
| | 4 080 187 | KH 33,9 VT1 -2,60 BÜ +0,6 GL 76,6 | SRK HKÜ | 22 71 K | 1 R 1,5 1 NM 2 1 GSF 3,947 | CR G6 | | 81,00 | 91 587 650 |

| | | | | | | | | | |
|---------------------|--------------|-------------------------------|---|----------|---------------------------------|-------|----------|------------------|-------------------|
| 9 | | 80,5 | | | | | | | |
| M202 PA.13.0 | | | B | 4 | 1372 cm ³ | 2V | 51 kW | (70 PS) 9,2:1 | 67,40 mm |
| 146 C1.000 | | 09.1989 → 09.1992 | B | 4 | 1372 cm ³ | 2V | 51-53 kW | (70-72 PS) 9,2:1 | 67,40 mm |
| 146 C5.000 | | 09.1993 → | B | 4 | 1372 cm ³ | 2V | 50 kW | (67 PS) 9,2:1 | 67,40 mm |
| 146 D5.000 | | 06.1995 → 12.2001 | B | 4 | 1372 cm ³ | 2V | 49 kW | (67 PS) 9,2:1 | 67,40 mm |
| 160 A1.046 | | 07.1987 → 12.1996 | B | 4 | 1372 cm ³ | 2V | 51 kW | (70 PS) 9,2:1 | 67,40 mm |
| 836 A4.000 | | 10.1994 → 12.1996 | B | 4 | 1372 cm ³ | 2V | 51 kW | (70 PS) 9,2:1 | 67,40 mm |
| | 4 080 303 | KH 33,3 MT -2,9 GL 65,3 | | 22 58 | 1 R 1,5 1 NM 1,75 1 DSF 3 | CR G6 | | 80,50 | 92 292 600 |

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|-------------------|----------------|---|------------|--------------|------------------------------|-------------|----------|----------------------|--------------------------|
| 10 | | 82 | | | | | | | |
| 182 B4.000 | | 11.1998 → 09.2002 | D (LA) | 4 | 1910 cm ³ | 2V | 77 kW | (105 PS) 18,45:1 | 90,40 mm |
| 185 A6.000 | | 03.1999 → 09.2002 | D (LA) | 5 | 2387 cm ³ | 2V | 96 kW | (131 PS) 18,45:1 | 90,40 mm |
| 185 B4.000 | | 03.1999 → 09.2002 | D (LA) | 4 | 1910 cm ³ | 2V | 77 kW | (105 PS) 18,45:1 | 90,40 mm |
| 839 A5.000 | | 04.1999 → | D (LA) | 5 | 2387 cm ³ | 4V | 96-98 kW | (131-133 PS) 18,45:1 | 90,40 mm |
| | 4/5 082 210 | KH 47,25 MT -17,5 MØ 37,5 GL 73,25 | RTK KBB | 25,988 61 | 1 T15 3 1 NM 2 1 DSF 3 | MO G6 CR | | 82,01 | 94 966 600 [1] |

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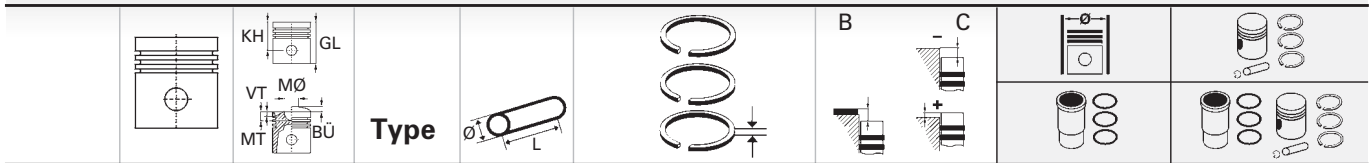
| | | | | | | | | |
|-----|---|---|-------------|--|--|--|--|--|
| | | | Type | | | | | |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor ширина | | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | |
| | 0 | 1,60 | | | +0,80 | | | |
| | 1 | 1,70 | +0,80 | | +0,90 | | | |
| | 2 | 1,80 | +0,90 | | | | | |

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|-------------------|-------------------|--|------------|----------------------|----------------------------|----------------------|----------|--------------|-------------------------------|--|--|--|
| 11 | | 82 | | | | | | | | | | |
| D19AA | 03.2006 → | D (LA) | 4 | 1910 cm ³ | 2V | 88 kW | (120 PS) | 18:1 | 90,40 mm | | | |
| 186 A8.000 | 04.2002 → | D (LA) | 4 | 1910 cm ³ | 2V | 85 kW | (115 PS) | 18,45:1 | 90,40 mm | | | |
| 186 A9.000 | 10.2005 → | D (LA) | 4 | 1910 cm ³ | 2V | 88 kW | (120 PS) | 18:1 | 90,40 mm | | | |
| 188 B2.000 | 07.2003 → | D (LA) | 4 | 1910 cm ³ | 2V | 74 kW | (101 PS) | 18:1 | 90,40 mm | | | |
| 192 A1.000 | 10.2001 → 12.2003 | D (LA) | 4 | 1910 cm ³ | 2V | 85 kW | (115 PS) | 18,45:1 | 90,40 mm | | | |
| 192 A8.000 | 10.2001 → | D (LA) | 4 | 1910 cm ³ | 2V | 88 kW | (120 PS) | 18:1 | 90,40 mm | | | |
| 199 A5.000 | 10.2005 → | D (LA) | 4 | 1910 cm ³ | 2V | 96 kW | (130 PS) | 18:1 | 90,40 mm | | | |
| 223 A7.000 | 11.2002 → 10.2005 | D (LA) | 4 | 1910 cm ³ | 2V | 77 kW | (105 PS) | 18,45:1 | 90,40 mm | | | |
| 937 A7.000 | 10.2001 → | D (LA) | 4 | 1910 cm ³ | 2V | 85 kW | (115 PS) | 18,45:1 | 90,40 mm | | | |
| 939 A1.000 | 06.2005 → | D (LA) | 4 | 1910 cm ³ | 2V | 88 kW | (120 PS) | 18:1 | 90,40 mm | | | |
| | 4 | KH 46,5 VT1 -0,50 MT -17,5 MØ 37,5 GL 72,5 | RTK KBB | 25,988 61 | 1 R 2 1 NM 2 1 DSF 2 | CK G6 G3 NT ST | | 82,00 | 40 218 600 | | | |
| 082 214 | | | | | | | | 82,40 | 40 218 620 | | | |
| | | | | | | | | 82,60 | 40 218 630 (99 724) | | | |

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|-------------------|-----------|--|-------------------|----------------------|----------------------------|----------------------|----------|--------------|-------------------|--|--|--|
| 12 | | 82 | | | | | | | | | | |
| 939 A3.000 | 06.2005 → | D (LA) | 5 | 2387 cm ³ | 4V | 147 kW | (200 PS) | 17:1 | 90,40 mm | | | |
| | 5 | KH 46,63 VT1 -0,80 MT -15,6 MØ 42,2 GL 73,63 | RTK KKK TPL | 30 67 | 1 R 2 1 NM 2 1 DSF 2 | CK G6 G3 CR G6 | | 82,00 | 40 036 600 | | | |
| 082 226 | | | | | | | | | | | | |
| | | | | | | | | | | | | |

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|-------------------|-----------|---|-------------------|----------------------|----------------------------|----------------------|----------|--------------|-------------------|--|--|--|
| 13 | | 82 | | | | | | | | | | |
| 937 A5.000 | 09.2005 → | D (LA) | 4 | 1910 cm ³ | 4V | 110 kW | (150 PS) | 18,45:1 | 90,40 mm | | | |
| | 4 | KH 46,5 VT1 -1,00 VT2 -0,90 MT -15,4 MØ 41,5 GL 73,5 | RTK KKK KBB | 26 61 | 1 R 2 1 NM 2 1 DSF 2 | CK G6 G3 CR G6 | | 82,00 | 40 660 600 | | | |
| 082 278 | | | | | | | | 82,40 | 40 660 610 | | | |
| | | KH 46,5 VT1 -1,00 VT2 -0,90 | | | | | | 82,60 | 40 660 620 | | | |



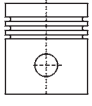
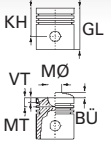

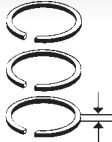
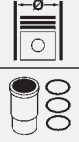
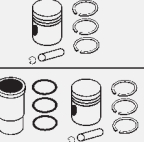
| | | | | | | | | | |
|-------------------|-----------|-------------|---|----------------------|----|----------|------------|------|----------|
| 14 | | 82,2 | | | | | | | |
| DW8 | 09.1988 → | D | 4 | 1868 cm ³ | 2V | 51 kW | (69 PS) | 23:1 | 88,00 mm |
| WJY Euro 2 | 06.1998 → | D | 4 | 1868 cm ³ | 2V | 44-52 kW | (60-71 PS) | 23:1 | 88,00 mm |
| WJZ Euro 2 | 06.1998 → | D | 4 | 1868 cm ³ | 2V | 51 kW | (69 PS) | 23:1 | 88,00 mm |

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|--|--------|------|--|-------|--|--|--|--|---------------------------|
| | T Cyl. | A=86 | | L=154 | | | | | 89 592 190 semi |
|--|--------|------|--|-------|--|--|--|--|---------------------------|


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|---------------------|-------------------|-------------|---|----------------------|----|----------|------------|--------|----------|
| 15 | | 82,6 | | | | | | | |
| M705 BA.19.0 | 10.1988 → | D | 4 | 1929 cm ³ | 2V | 27 kW | (37 PS) | 20:1 | 90,00 mm |
| 138 C.000 | 05.1985 → 12.1987 | D | 4 | 1698 cm ³ | 2V | 44 kW | (60 PS) | 20:1 | 79,20 mm |
| 146 B2.000 | 09.1986 → | D | 4 | 1698 cm ³ | 2V | 42 kW | (57 PS) | 20,5:1 | 79,20 mm |
| 149 A1.000 | 04.1984 → 05.1993 | D | 4 | 1929 cm ³ | 2V | 48 kW | (65 PS) | 21:1 | 90,00 mm |
| 149 B1.000 | 02.1987 → 12.1994 | D | 4 | 1929 cm ³ | 2V | 52 kW | (70 PS) | 21:1 | 90,00 mm |
| 149 B3.000 | 05.1985 → 12.2001 | D | 4 | 1698 cm ³ | 2V | 42-44 kW | (58-60 PS) | 20:1 | 79,20 mm |
| 149 B4.000 | 07.1987 → 10.1995 | D | 4 | 1698 cm ³ | 2V | 42 kW | (57 PS) | 20:1 | 79,20 mm |
| 149 B4.046 | 01.1988 → 12.1991 | D | 4 | 1698 cm ³ | 2V | 42 kW | (58 PS) | 20:1 | 79,20 mm |
| 149 B5.046 | 09.1989 → 03.1994 | D | 4 | 1929 cm ³ | 2V | 44 kW | (60 PS) | 20:1 | 90,00 mm |
| 160 A7.000 | 07.1989 → 10.1998 | D | 4 | 1929 cm ³ | 2V | 48 kW | (65 PS) | 21:1 | 90,00 mm |
| 176 B3.000 | 05.1997 → | D | 4 | 1698 cm ³ | 2V | 42 kW | (57 PS) | 20,5:1 | 79,20 mm |
| 280 A1.000 | 02.1987 → 02.1994 | D (A) | 4 | 1929 cm ³ | 2V | 60 kW | (82 PS) | 20:1 | 90,00 mm |
| 831 D1.000 | 12.1985 → 10.1995 | D (LA) | 4 | 1929 cm ³ | 2V | 59 kW | (80 PS) | 20:1 | 90,00 mm |



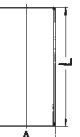
| | | | | | | | | | | |
|--|---------|-------------------------------|------------|------------|-------------------------------|-------------------|--|--|---------------------------|--|
| | 4 | KH 42,2 BU +2,5 GL 78,3 | RTK LOX | 25 69,4 | 1 T15 2,5 1 M 2 1 DSF 3 | MO G6 MO CR | | | 82,60 | 92 231 600 [1] |
| | 083 066 | | | | | | | | 83,00 | 92 231 630 [1] |
| | | | | | | | | | 83,20 | 92 231 640 [1] (90 191,90 239, 90 961,93 916, 94 907) |
| | T Cyl. | A=86 | | L=154 | | | | | 89 386 190 semi | 92 231 960 |
| | T Cyl. | A=86 | C=89 | L=147,5 | H=4,5 | | | | 89 424 190 semi | 92 231 961 |

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| |  |  | Type |  |  | B | C |  |  |
|-----|---|---|--|---|---|---|---|---|---|
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor ширина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | | |
| | Motor 1,7 Ltr. D/TD ... Motor Nr. 1464107 | | | | | | | | |
| | 0 | 1,65 mm | | + 0,80 | | | | | |
| | 1 | 1,80 mm | + 0,80 | + 0,95 | | | | | |
| | 2 | 1,95 mm | + 0,95 | | | | | | |
| | Motor Nr. 1464108 ... | | | | | | | | |
| | 0 | 1,65 mm | | + 1,00 | | | | | |
| | 1 | 1,80 mm | + 1,00 | + 1,15 | | | | | |
| | 2 | 1,95 mm | + 1,15 | | | | | | |
| | Motor 1,9 Ltr. D, auch / also / également / también Ducato | | | | | | | | |
| | 0 | 1,65 mm | | + 0,50 | | | | | |
| | 1 | 1,80 mm | + 0,50 | + 0,65 | | | | | |
| | 2 | 1,95 mm | + 0,65 | | | | | | |
| | Motor 1,9 Ltr. TD ... Motor Nr. 1300041 | | | | | | | | |
| | 0 | 1,65 mm | | + 0,30 | | | | | |
| | 1 | 1,80 mm | + 0,30 | + 0,50 | | | | | |
| | 2 | 1,95 mm | + 0,50 | | | | | | |
| | Motor Nr. 1300042...1464107 | | | | | | | | |
| | 0 | 1,65 mm | | + 0,50 | | | | | |
| | 1 | 1,80 mm | + 0,50 | + 0,65 | | | | | |
| | 2 | 1,95 mm | + 0,65 | | | | | | |

F

| 16 |  82,6 | | | | | | | | | |
|--------------------------|--|--------|---|----------------------|----|----------|------------|--------|----------|--|
| M707 AT.19.0 | 12.1985 → 07.1989 | D (LA) | 4 | 1929 cm ³ | 2V | 59 kW | (80 PS) | 20:1 | 90,00 mm | |
| M707 CT.19.0 | | D (LA) | 4 | 1929 cm ³ | 2V | 59 kW | (80 PS) | 20:1 | 90,00 mm | |
| 160 A.000 | 02.1990 → 12.1996 | D (LA) | 4 | 1929 cm ³ | 2V | 66 kW | (90 PS) | 19,2:1 | 90,00 mm | |
| 160 B6.046 | 06.1990 → 03.1993 | D (LA) | 4 | 1929 cm ³ | 2V | 59 kW | (80 PS) | 19,2:1 | 90,00 mm | |
| 176 A3.000 | 08.1993 → | D (A) | 4 | 1698 cm ³ | 2V | 51-53 kW | (69-72 PS) | 20,3:1 | 79,20 mm | |
| 230 A3.000 Euro 2 | 03.1994 → 03.1998 | D (A) | 4 | 1929 cm ³ | 2V | 60 kW | (82 PS) | 19,2:1 | 90,00 mm | |
| 230 A3.001 Euro 2 | 03.1994 → 03.1998 | D (A) | 4 | 1929 cm ³ | 2V | 60 kW | (82 PS) | 19,2:1 | 90,00 mm | |
| 230 A4.000 Euro 2 | 03.1994 → 03.1998 | D (A) | 4 | 1929 cm ³ | 2V | 59 kW | (80 PS) | 19,2:1 | 90,00 mm | |

| | | | | | | | | |
|---|---------|--------------------------------|------------|----------|-----------------------------|-------------------|---------------------------|--------------------------|
|  | 4 | KH 42,4 BÜ +2,5 GL 78,05 | LOX RTK | 26 69 | 1 T15 3 1 M 2 1 DSF 3 | MO G6 MO CR | 82,60 | 90 613 600 [1] |
|  | 083 053 | | | | | | 83,20 | 90 613 660 [1] |
|  | T Cyl. | A=86 | | L=154 | | | 89 386 190 semi | 90 613 960 |

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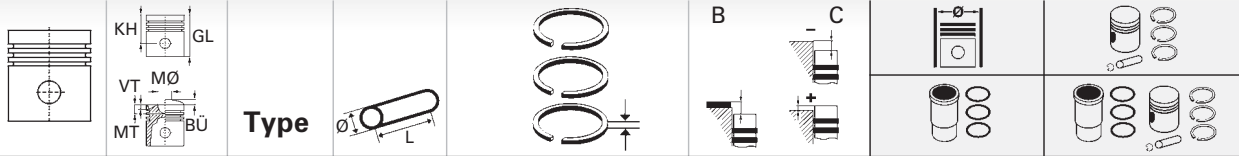
| | T Cyl. | A=86 | C=89 | L=147,5 | H=4,5 | | | | | | |
|-----|---|---|---|--|--------|--|--|--|--|---------------------------|-------------------|
| | | | | | | | | | | 89 424 190 semi | 90 613 961 |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | | | | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: Выступающая часть поршня: | | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor ширина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | | | | |
| | Motor 1,9 Ltr.TD ... Motor Nr. 1300041 | | | | | | | | | | |
| | 0 | 1,65 mm | | + 0,30 | + 0,30 | | | | | | |
| | 1 | 1,80 mm | + 0,30 | + 0,50 | | | | | | | |
| | 2 | 1,95 mm | + 0,50 | | | | | | | | |
| | Motor Nr. 1300042...1464107 | | | | | | | | | | |
| | 0 | 1,65 mm | | + 0,50 | + 0,50 | | | | | | |
| | 1 | 1,80 mm | + 0,50 | + 0,65 | | | | | | | |
| | 2 | 1,95 mm | + 0,65 | | | | | | | | |
| | Motor Nr. 1464108 ... | | | | | | | | | | |
| | 0 | 1,65 mm | | + 0,70 | + 0,70 | | | | | | |
| | 1 | 1,80 mm | + 0,70 | + 0,85 | | | | | | | |
| | 2 | 1,95 mm | + 0,85 | | | | | | | | |

17

82,6

| | | | | | | | | | |
|---------------------|-------------------|--------|---|----------------------|----|-------|---------|--------|----------|
| M718 TT.19.L | 02.1990 → 12.1996 | D (LA) | 4 | 1929 cm ³ | 2V | 66 kW | (90 PS) | 19,9:1 | 90,00 mm |
| 160 A6.000 | 01.1988 → 12.1996 | D (LA) | 4 | 1929 cm ³ | 2V | 66 kW | (90 PS) | 19,2:1 | 90,00 mm |
| 160 A6.046 | 06.1990 → 03.1993 | D (LA) | 4 | 1929 cm ³ | 2V | 66 kW | (90 PS) | 19,2:1 | 90,00 mm |
| 176 B7.000 | 06.1996 → | D (LA) | 4 | 1698 cm ³ | 2V | 46 kW | (63 PS) | 19,1:1 | 79,20 mm |
| 280 A3.000 | 03.1996 → 03.2002 | D (A) | 4 | 1929 cm ³ | 2V | 60 kW | (82 PS) | 19,2:1 | 90,00 mm |

| | | | | | | | | | | |
|--|--------|------|------|---------|-------|--|--|--|---------------------------|--|
| | T Cyl. | A=86 | | L=154 | | | | | 89 386 190 semi | |
| | T Cyl. | A=86 | C=89 | L=147,5 | H=4,5 | | | | 89 424 190 semi | |



| | | | | | | | | | | |
|---------------------|-------------------|-------------|--------|---|----------------------|----|-------|---------|--------|----------|
| 18 | | 82,6 | | | | | | | | |
| M705 CA.19 | | | D | 4 | 1929 cm ³ | 2V | 48 kW | (65 PS) | 21:1 | 90,00 mm |
| M708 NT.17.L | 01.1998 → | | D | 4 | 1698 cm ³ | 2V | 52 kW | (70 PS) | 20,5:1 | 79,20 mm |
| M711 AT.19.0 | | | D (LA) | 4 | 1929 cm ³ | 2V | 68 kW | (92 PS) | 18:1 | 90,00 mm |
| M711 KT.19.0 | | | D (LA) | 4 | 1929 cm ³ | 2V | 68 kW | (92 PS) | 20:1 | 90,00 mm |
| 146 B5.046 | 09.1989 → 03.1994 | | D | 4 | 1929 cm ³ | 2V | 44 kW | (60 PS) | 21:1 | 90,00 mm |
| 154 B.000 | 03.1988 → 06.1990 | | D (LA) | 4 | 1929 cm ³ | 2V | 68 kW | (92 PS) | 20:1 | 90,00 mm |
| 154 C6.000 | 07.1990 → 10.1992 | | D (A) | 4 | 1929 cm ³ | 2V | 68 kW | (92 PS) | 20:1 | 90,00 mm |
| 154 D.1000 | 11.1992 → 12.1996 | | D (LA) | 4 | 1929 cm ³ | 2V | 68 kW | (92 PS) | 20:1 | 90,00 mm |

| | | | | | | | | | | |
|--|--------|------|--|-------|--|--|--|--|--|---------------------------|
| | T Cyl. | A=86 | | L=154 | | | | | | 89 386 190 semi |
|--|--------|------|--|-------|--|--|--|--|--|---------------------------|

| | | | | | | | | | | |
|--------------|-------------------|-----------|--|---|----------------------|----|-------|---------|-------|----------|
| 19 | | 83 | | | | | | | | |
| 171 B | 07.1982 → 12.1993 | B | | 4 | 1580 cm ³ | 2V | 66 kW | (90 PS) | 9,5:1 | 73,00 mm |

| | | | | | | | | | | |
|--|---|-------------------------------|--|---------------|---------------------------------|-------------|--|--------------|--|-------------------|
| | 4 | KH 37,5 MT -2,1 GL 67,5 | | 22 66 K | 1 R 1,75 1 M 1,75 1 SLF 4 | CR G6 CR | | 83,00 | | 93 846 800 |
|--|---|-------------------------------|--|---------------|---------------------------------|-------------|--|--------------|--|-------------------|

| | | | | | | | | | | |
|--|--------|--------|------|-------|---------|---------------|--|-------------------|--|-------------------|
| | N Cyl. | A=88,6 | C=97 | L=141 | H=95,19 | 1 R 86 x 1,25 | | 89 301 110 | | 93 846 980 |
|--|--------|--------|------|-------|---------|---------------|--|-------------------|--|-------------------|

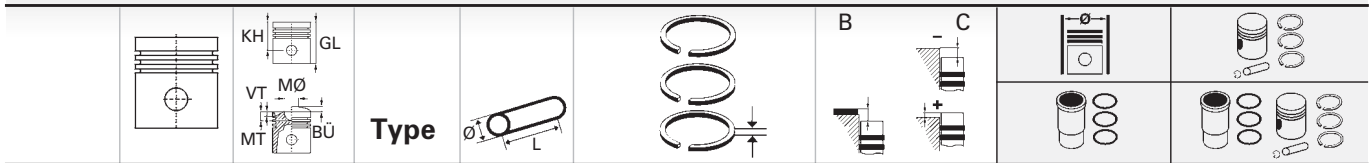
| | | | | | | | | | | |
|---------------|-----------|-----------|--|---|----------------------|----|----------|-------------|--------|----------|
| 20 | | 83 | | | | | | | | |
| LFW | 05.1996 → | B | | 4 | 1761 cm ³ | 2V | 72 kW | (98 PS) | 9,25:1 | 81,40 mm |
| XU 7JP | 10.1995 → | B | | 4 | 1762 cm ³ | 2V | 73-76 kW | (99-103 PS) | 9,25:1 | 81,40 mm |

| | | | | | | | | | | |
|--|---|--------------------------------|--|---------------|-------------------------------|-------|--|--------------|--|-------------------|
| | 4 | KH 33,3 MT -4,13 GL 53,3 | | 22 62 K | 1 R 1,5 1 NM 1,5 1 UF 3 | MO G6 | | 83,00 | | 94 351 700 |
|--|---|--------------------------------|--|---------------|-------------------------------|-------|--|--------------|--|-------------------|

| | | | | | | | | | | |
|--|--------|--------|------|-------|---------|---------------|--|-------------------|--|-------------------|
| | N Cyl. | A=88,6 | C=97 | L=141 | H=95,19 | 1 R 86 x 1,25 | | 89 301 110 | | 94 351 970 |
|--|--------|--------|------|-------|---------|---------------|--|-------------------|--|-------------------|

| | | | | | | | | | | |
|---------------------|-------------------|-----------|---|---|----------------------|----|----------|------------|--------|----------|
| 21 | | 83 | | | | | | | | |
| M700 AA.17.0 | | | D | 4 | 1714 cm ³ | 2V | 40 kW | (55 PS) | 20:1 | 79,20 mm |
| 138 A5.000 | 03.1980 → 04.1985 | | D | 4 | 1714 cm ³ | 2V | 40-43 kW | (55-58 PS) | 20:1 | 79,20 mm |
| 138 A6.000 | 03.1980 → 09.1982 | | D | 4 | 1714 cm ³ | 2V | 40 kW | (55 PS) | 20:1 | 79,20 mm |
| 138 B5.000 | 03.1980 → 04.1985 | | D | 4 | 1714 cm ³ | 2V | 40-43 kW | (55-58 PS) | 20:1 | 79,20 mm |
| 138 B6.000 | 10.1982 → 04.1985 | | D | 4 | 1714 cm ³ | 2V | 43 kW | (58 PS) | 20,5:1 | 79,20 mm |

| | | | | | | | | | | |
|--|--------|------|--|---------|--|--|--|--|--|---------------------------|
| | T Cyl. | A=86 | | L=147,5 | | | | | | 89 094 190 semi |
|--|--------|------|--|---------|--|--|--|--|--|---------------------------|

**22****83**

| | | | | | | | | | | |
|-----------------|-------------------|---|------|---|----------------------|----|----------|------------|--------|--------------|
| DHX | 01.1995 → | D | (LA) | 4 | 1905 cm ³ | 2V | 66-68 kW | (90-92 PS) | 21,8:1 | 88,00 mm |
| D8B | 05.1995 → 05.2000 | D | (LA) | 4 | 1905 cm ³ | 2V | 66-68 kW | (90-92 PS) | 21,8:1 | 88,00 mm |
| XUD 9BTF | 05.1995 → 07.1997 | D | (LA) | 4 | 1905 cm ³ | 2V | 66 kW | (90 PS) | 21,8:1 | 88,00 mm |
| XUD 9TE | 10.1995 → | D | (LA) | 4 | 1905 cm ³ | 2V | 66-68 kW | (90-92 PS) | 21,8:1 | 88,00 mm (1) |
| XUD 9TF | 03.1994 → 05.2000 | D | (LA) | 4 | 1905 cm ³ | 2V | 68 kW | (92 PS) | 21,8:1 | 88,00 mm |

(1) For engines with cam driven vacuum pump.

| | | | | | | | | | |
|-----|---|---|--|--|-----------------------------|-------------------|----------------|--------------|--------------------------------------|
| | 4 | KH 46,8 MT -3,5 GL 79,3 | RTK LOX TPL | 28 68 | 1 T15 3 1 R 2 1 DSF 3 | MO G6 MO CR | +0,65 +0,77 | 83,00 | 94 786 700 [2] |
| | 083 059 | KH 46,65 MT -3,5 GL 79,3 | HKÜ HKÜ | | | | | 83,50 | 94 786 710 [2] |
| | | | | | | | | 83,80 | 94 786 720 [2] (93 141) |
| [2] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цил. | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor ширина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | | |
| | 4 5 6 7 8 | 1,36 1,40 1,44 1,48 1,52 | + 0,56 + 0,68 + 0,72 + 0,76 + 0,80 | + 0,67 + 0,71 + 0,75 + 0,79 + 0,83 | | | | | |

23**83**

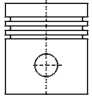
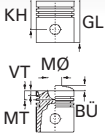

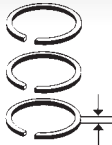
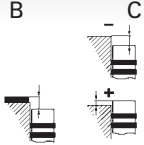

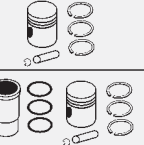
| | | | | | | | | | | |
|---------------|-------------------|---|--|---|----------------------|----|----------|------------|--------|--------------|
| DJY | 04.1998 → 10.2001 | D | | 4 | 1905 cm ³ | 2V | 50-52 kW | (68-71 PS) | 23,5:1 | 88,00 mm |
| D9B | 10.1995 → 05.2000 | D | | 4 | 1905 cm ³ | 2V | 51 kW | (70 PS) | 23,5:1 | 88,00 mm |
| XUD 9A | 10.1995 → 03.2002 | D | | 4 | 1905 cm ³ | 2V | 47-52 kW | (64-71 PS) | 23:1 | 88,00 mm (1) |

(1) For engines with cam driven vacuum pump.

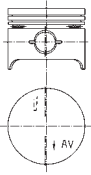
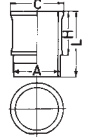
| | | | | | | | | | |
|--|---------|-------------------------------|--|----------|---------------------------|-------------------|--|---------------------------|--------------------------|
| | 4 | KH 46,8 MT -2,2 GL 84,3 | | 25 72 | 1 R 2 1 M 2 1 DSF 3 | CR G6 G3 CR | | 83,00 | 93 648 700 [2] |
| | 083 031 | | | | | | | 83,50 | 93 648 710 [2] |
| | | | | | | | | 83,80 | 93 648 720 [2] |
| | T Cyl. | A=86 | | L=153,5 | | | | 89 184 190 semi | 93 648 970 |

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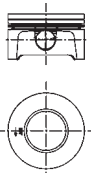



| |  |  | Type  |  |  |  |  |
|-----|---|---|---|---|--|---|---|
| [2] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | | Kolbenüberstand: piston protrusion: dépasement du piston: resalto del pistón: выступающая часть поршня: | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor ширина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | |
| | 1 | 1,36 | +0,56 | +0,67 | | | |
| | 2 | 1,40 | +0,68 | +0,71 | | | |
| | 3 | 1,44 | +0,72 | +0,75 | | | |
| | 4 | 1,48 | +0,76 | +0,79 | | | |
| | 5 | 1,52 | +0,80 | +0,83 | | | |

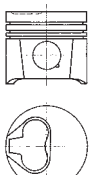
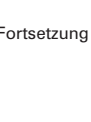
24  **84**

| XM 7T | 09.1981 → 12.1990 | B | 4 | 1796 cm ³ | 2V | 44-51 kW | (60-69 PS) | 7,5:1 | 81,00 mm |
|---|-------------------|---------------------|----------|-----------------------------|-------------|----------|-------------------|-------|-------------------|
| 169 B | 09.1981 → 12.1990 | B | 4 | 1796 cm ³ | 2V | 50 kW | (69 PS) | 7,5:1 | 81,00 mm |
|  | 4 | KH 37,8 GL 70,25 | 23 70 | 1 R 1,5 1 M 2 1 SLF 4 | CR G6 CR | | 84,00 | | 92 409 700 |
|  | N Cyl. | A=93 | C=99,2 | L=135,6 | H=90 | | 88 634 110 | | 92 409 970 |

25  **85**

| RFN | 03.2000 → | B | 4 | 1997 cm ³ | 4V | 103 kW | (140 PS) | 10,8:1 | 88,00 mm |
|---|--|------------------------------------|---------------|---------------------------------|-------------|--------|--------------|--------|-------------------------------|
|  | 4 | KH 29 MT -0,7 MØ 49 GL 51 | 21 58 K | 1 R 1,2 1 NM 1,5 1 UF 2,5 | MO G6 ST | | 85,00 | | 40 309 600 [1], [2] |
|  | | | | | | | 85,50 | | 40 309 610 [1] |
| [1] | nur satzweise austauschbar exchangeable only in sets remplacement seulement sous forme de jeu sólo se puede cambiar el juego completo заменяемо только комплектами | | | | | | | | |
| [2] | OE REF = 1 Satz/set/jeu/juego/Набор | | | | | | | | |

26  **85**

| XUD 11ATE | 03.1996 → | D (LA) | 4 | 2088 cm ³ | 3V | 80 kW | (109 PS) | 21,5:1 | 92,00 mm |
|---|-----------|-------------------------------|------------|-----------------------------|-------------------|-------|--------------|--------|--------------------------|
|  | 4 | KH 44,8 MT -2,7 GL 74,8 | 30 71,5 | 1 T15 3 1 R 2 1 DSF 3 | MO G6 MO CR | | 85,00 | | 90 686 600 [1] |
|  | | | | | | | 85,60 | | 90 686 620 [1] |

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| | | | Type | | | B | C | | |
|-----|---|---|---|--|--|---|---|--|--|
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | | Kolbenüberstand: piston protrusion: dépasement du piston: resalto del pistón: выступающая часть поршня: | | | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor ширина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | | |
| | 1 | 1,43 | +0,54 | +0,65 | | | | | |
| | 2 | 1,54 | +0,65 | +0,77 | | | | | |
| | 3 | 1,64 | +0,77 | +0,82 | | | | | |

27**85**

| | | | | | | | | | |
|------------------|-------------------|--------------------------------|-------------------|----------------------|-----------------------------|-------------------|--------------|--------------|--------------------------|
| P8C | 05.1996 → 10.1999 | D (LA) | 4 | 2088 cm ³ | 3V | 80-81 kW | (109-110 PS) | 21,5:1 | 92,00 mm |
| XUD 11BTE | 01.1997 → | D (LA) | 4 | 2088 cm ³ | 3V | 80-81 kW | (109-110 PS) | 21,5:1 | 92,00 mm |
| | 4 | KH 44,95 MT -2,7 GL 74,8 | KKK LOX RTK | 30 71,5 | 1 T15 3 1 R 2 1 DSF 3 | MO G6 MO CR | | 85,00 | 94 643 600 [1] |
| | 085 161 | | | | | | | 85,25 | 94 643 610 [1] |
| | | | | | | | | 85,60 | 94 643 620 [1] |

[1]

Zylinderkopfdichtung
cylinder head gasket
joint de culasse
junta de culata
Прокладка головки блока цилиндр.

Kolbenüberstand:
piston protrusion:
dépasement du piston:
resalto del pistón:
выступающая часть поршня:

Kerben
notches
repères
muescas
надрезы

Stärke
thickness
épaisseur
espesor
ширина

größer als
more than
supérieur à
superior a
больше, чем

kleiner als
less than
inférieur à
inferior a
меньше, чем

1

1,52

+0,65

+0,76

2

1,57

+0,76

+0,81

3

1,62

+0,81

+0,86

4

1,67

+0,86

+0,91

5

1,72

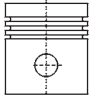
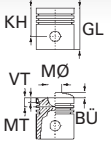

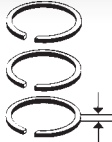
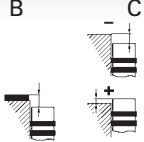
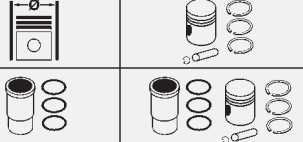
+0,91

+0,96




28**85**




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|---------------------|-------------------|---|------------|----------------------|-------------------------------|-------------|--------------|--------------|--------------------------------------|
| RHV (DW10TD) | 10.2001 → 06.2006 | D (LA) | 4 | 1997 cm ³ | 2V | 63-68 kW | (86-92 PS) | 18:1 | 88,00 mm |
| RHX | 10.1999 → | D (LA) | 4 | 1997 cm ³ | 2V | 80 kW | (109 PS) | 17,6:1 | 88,00 mm |
| RHZ | 07.1999 → | D (LA) | 4 | 1997 cm ³ | 2V | 80-81 kW | (109-110 PS) | 17,6:1 | 88,00 mm |
| | 4 | KH 46,75 VT1 -1,00 VT2 -1,00 MT -18,3 MØ 38 GL 80,75 | RTK TPL | 28 70 | 1 T6 3,5 1 NM 2 1 DSF 3 | CK G6 CR | | 85,00 | 99 879 601 [1] |
| | 085 171 | | | | | | | 85,60 | 99 879 620 [1] (94 821) |




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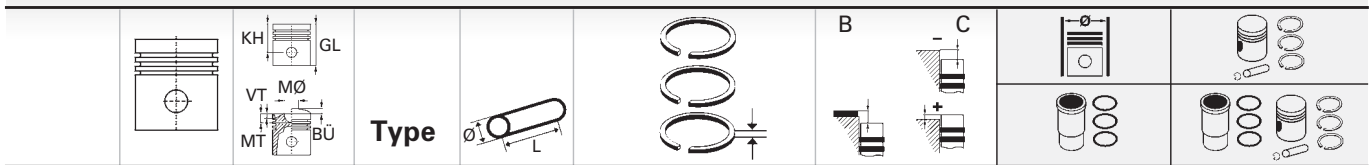
| | | | | | | | |
|-----|---|---|---|---|---|--|---|
| |  |  | Type |  |  |  |  |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | | Kolbenüberstand: piston protrusion: dépasement du piston: resalto del pistón: выступающая часть поршня: | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor ширина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | |
| | 1 | 1,25 | +0,55 | +0,60 | | | |
| | 2 | 1,30 | +0,61 | +0,65 | | | |
| | 3 | 1,35 | +0,66 | +0,70 | | | |
| | 4 | 1,40 | +0,71 | +0,75 | | | |

F

| | | | | | | | | | | | | |
|---|---|---|------------|----------------------|------------------------------|-------------|--------------|--------------------------|----------|--|--|--|
| 29 |  | 85 | | | | | | | | | | |
| DW12TED4 | 09.2002 → 05.2003 | D (LA) | 4 | 2179 cm ³ | 4V | 94-100 kW | (128-136 PS) | 17,6:1 | 96,00 mm | | | |
| 4 HW | 09.2002 → | D (LA) | 4 | 2197 cm ³ | 4V | 94 kW | (128 PS) | 18:1 | 96,00 mm | | | |
| 4 HX | 10.2002 → | D (LA) | 4 | 2179 cm ³ | 4V | 94-100 kW | (128-136 PS) | 18:1 | 96,00 mm | | | |
|  | 4 | KH 48,7 VT1 -0,50 VT2 -0,50 MT -18 MØ 40,8 GL 77,7 | RTK KKK | 30 68 | 1 T6 3,5 1 M 2 1 DSF 3 | CK G6 CR | 85,00 | 40 406 600 [1] | | | | |
|  | | | | | | | 85,40 | 40 406 610 | | | | |
| | | | | | | | 85,60 | 40 406 620 | | | | |
| [1] | 0628 L2 = 4 Kolben (Satz)/piston (set) 40 406 = 1 Kolben/piston | | | | | | | | | | | |

| | | | | | | | | | | | | |
|---|---|--|-------------------|----------------------|------------------------------|-------------|--------------|-------------------|----------|--|--|--|
| 30 |  | 85 | | | | | | | | | | |
| DW10BTED4 | 07.2006 → | D (LA) | 4 | 1997 cm ³ | 4V | 100 kW | (136 PS) | 17,6:1 | 88,00 mm | | | |
|  | 4 | KH 46,705 VT1 -0,52 MT -15,4 MØ 44,8 GL 80,705 | RTK TPL KKK | 28 70 | 1 T6 3,5 1 M 2 1 DSF 3 | CK G6 CR | 85,00 | 99 700 600 | | | | |
|  | | | | | | | 85,60 | 99 700 610 | | | | |

| | | | | | | | | | | | | |
|---|---|-------------------------------|---|----------------------|---------------------------------|-------------|--------------|-------------------|----------|--|--|--|
| 31 |  | 86 | | | | | | | | | | |
| RFV | 05.1998 → 02.2000 | B | 4 | 1998 cm ³ | 4V | 97-100 kW | (132-136 PS) | 10,4:1 | 86,00 mm | | | |
|  | 4 | KH 33,8 MT -4,3 GL 53,8 | | 22 62 K | 1 R 1,5 1 NM 1,75 1 SLF 3 | MO G6 CR | 86,00 | 94 673 700 | | | | |
|  | | | | | | | 86,25 | 94 673 710 | | | | |



| | | | | | | | | | |
|---------------------|-----------|-----------|---|----------------------|----|-----------|--------------|--------|----------|
| 32 | | 86 | | | | | | | |
| 4HV (P22DTE) | 07.2006 → | D (LA) | 4 | 2198 cm ³ | 4V | 74-103 kW | (101-140 PS) | 17,5:1 | 94,60 mm |
| Euro 4 | | | | | | | | | |

| | | | | | | | | | |
|--|---------|---|-------------------|-------------|----------------------------|----------------------|--|--------------|--------------------------------------|
| | 4 | KH 43,42 MT -15,8 MØ 46,9 GL 69,82 | RTK KKK TPL | 30 66,85 | 1 R 2 1 NM 2 1 DSF 2 | CK G6 G3 NT ST | | 86,50 | 41 072 620 <small>NEW</small> |
| | 086 205 | | | | | | | | |

| | | | | | | | | | |
|-------------------|-------------------|-------------|---|----------------------|----|----------|------------|-------|----------|
| 33 | | 86,4 | | | | | | | |
| 146 C6.000 | 09.1993 → | B | 4 | 1581 cm ³ | 2V | 69 kW | (94 PS) | 9,5:1 | 67,40 mm |
| 146 D6.000 | 06.1995 → 12.2001 | B | 4 | 1581 cm ³ | 2V | 55 kW | (75 PS) | 9,2:1 | 67,40 mm |
| 159 A3.000 | 02.1990 → 12.1996 | B | 4 | 1581 cm ³ | 2V | 60-63 kW | (82-86 PS) | 9,2:1 | 67,40 mm |
| 160 A2.000 | 07.1987 → 03.1993 | B | 4 | 1581 cm ³ | 2V | 60-62 kW | (82-84 PS) | 9,2:1 | 67,40 mm |
| 176 A9.000 | 01.1994 → 04.1997 | B | 4 | 1581 cm ³ | 2V | 65 kW | (88 PS) | 9,5:1 | 67,40 mm |
| 220 A2.000 | 10.1995 → 05.2000 | B | 4 | 1581 cm ³ | 2V | 58 kW | (79 PS) | 9,2:1 | 67,40 mm |

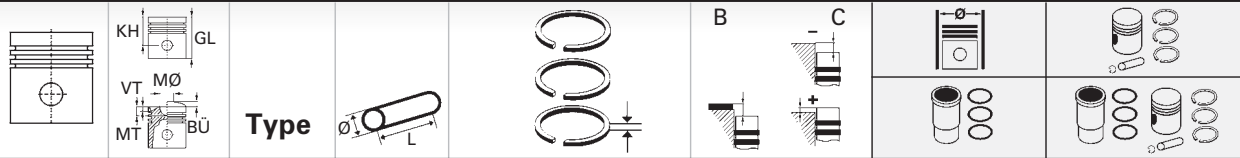
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|--|---|-------------------------------|--|----------|--------------------------------|-------|--|--------------|-------------------|
| | 4 | KH 33,3 MT -2,3 GL 72,8 | | 22 63 | 1 R 1,5 1 M 1,75 1 DSF 3 | CR G6 | | 86,40 | 92 317 700 |
| | | | | | | | | | |

| | | | | | | | | | |
|--------------|-------------------|-----------|---|----------------------|----|----------|------------|-----|----------|
| 34 | | 88 | | | | | | | |
| 170 B | 09.1981 → 12.1994 | B | 4 | 1971 cm ³ | 2V | 55-58 kW | (75-79 PS) | 8:1 | 81,00 mm |
| 170 D | 01.1986 → 06.1990 | B | 4 | 1971 cm ³ | 2V | 57 kW | (77 PS) | 8:1 | 81,00 mm |

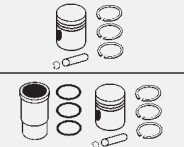
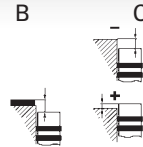
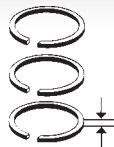
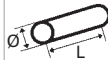
| | | | | | | | | |
|--|--------|------|---------|---------|------|---|-------------------|--|
| | N Cyl. | A=93 | C=101,9 | L=135,6 | H=90 | 4 SI 92,5 x 99,7 x 0,1 4 SI 92,5 x 99,7 x 0,12 4 SI 92,5 x 99,7 x 0,15 4 SI 92,5 x 99,7 x 0,17 (50 006 663) | 88 589 110 | |
| | | | | | | | | |

| | | | | | | | | | |
|----------------------------|-------------------|-----------|---|----------------------|----|-------|----------|------|----------|
| 35 | | 88 | | | | | | | |
| F1 AE 0481 A Euro 3 | 09.2002 → 07.2006 | D (LA) | 4 | 2286 cm ³ | 4V | 71 kW | (96 PS) | 19:1 | 94,00 mm |
| F1 AE 0481 B Euro 3 | 09.2002 → 07.2006 | D (LA) | 4 | 2286 cm ³ | 4V | 85 kW | (116 PS) | 19:1 | 94,00 mm |
| F1 AE 0481 C Euro 3 | 04.2002 → 06.2006 | D (LA) | 4 | 2286 cm ³ | 4V | 81 kW | (110 PS) | 18,5 | 94,00 mm |

| | | | | | | | | | |
|--|---------|-------------------------------------|-------------------|----------|---------------------------------|----------------------|--|--------------|-------------------|
| | 4 | KH 57 MT -18,1 MØ 38 GL 84 | RTK TPL KKK | 31 67 | 1 T15 2,5 1 M 2 1 DSF 2,5 | CK G6 G3 CR G6 | | 88,00 | 40 285 600 |
| | 088 122 | | | | | | | | |
| | | | | | | | | 88,40 | 40 285 610 |
| | | | | | | | | 88,60 | 40 285 620 |

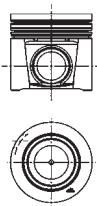


Type



36 **88**

| | | | | | | | | | |
|----------------------------|-------------------|--------|---|----------------------|----|--------|----------|------|----------|
| F1 AE 0481 D Euro 4 | 07.2006 → | D (LA) | 4 | 2286 cm ³ | 4V | 88 kW | (120 PS) | 19:1 | 94,00 mm |
| F1 AE 0481 F Euro 4 | 07.2006 → 10.2011 | D (LA) | 4 | 2286 cm ³ | 4V | 70 kW | (95 PS) | | 94,00 mm |
| F1 AE 0481 G Euro 4 | 07.2006 → 10.2011 | D (LA) | 4 | 2286 cm ³ | 4V | 85 kW | (116 PS) | | 94,00 mm |
| F1 AE 0481 H Euro 4 | 07.2006 → 10.2011 | D (LA) | 4 | 2286 cm ³ | 4V | 85 kW | (116 PS) | | 94,00 mm |
| F1 AE 0481 M | 09.2002 → 07.2006 | D (LA) | 4 | 2286 cm ³ | 4V | 100 kW | (136 PS) | | 94,00 mm |
| F1 AE 0481 R Euro 4 | 05.2007 → 10.2011 | D (LA) | 4 | 2286 cm ³ | 4V | 85 kW | (116 PS) | | 94,00 mm |
| F1 AE 0481 U Euro 4 | 10.2011 → | D (LA) | 4 | 2286 cm ³ | 4V | 78 kW | (106 PS) | | 94,00 mm |
| F1 AE 0481 V Euro 4 | 10.2011 → | D (LA) | 4 | 2286 cm ³ | 4V | 78 kW | (106 PS) | | 94,00 mm |



4
088 122

KH 57
MT -13,75
MØ 50,1
GL 84

RTK
TPL
KKK

31
67

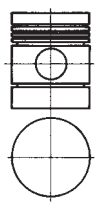
1 T15 2,5 CK G6
1 M 2 G3
1 DSF 2,5 CR G6

88,00
88,40
88,60

40 286 600
40 286 610
40 286 620

37 **91,48**

| | | | | | | | | | |
|--------------|-----------|---|---|----------------------|----|-------|---------|--------|-----------|
| 4.203 | 01.1971 → | D | 4 | 3335 cm ³ | 2V | 44 kW | (60 PS) | 17,4:1 | 126,90 mm |
|--------------|-----------|---|---|----------------------|----|-------|---------|--------|-----------|



4
091 028

KH 57,25
GL 108

URK

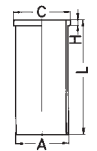
31,75
75,3

2 R 2,385
1 LA 0,79
1 G 6,335
1 S 6,335

-0,12
0,00

91,48

91 130 600
[1]



T Cyl.

A=93,713

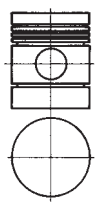
C=96,7

L=216

H=3,76

88 363 190
semi

91 130 967



4
091 028

KH 57,25
GL 108

URK

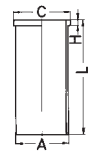
31,75
75,3

1 R 2,385 CR
1 R 2,385
1 LA 0,79
1 G 6,335
1 S 6,335

-0,12
0,00

91,48

91 130 700
[1]



T Cyl.

A=93,713

C=96,7

L=216

H=3,76

88 363 190
semi

91 130 971

T Cyl.

A=93,97

C=96,7

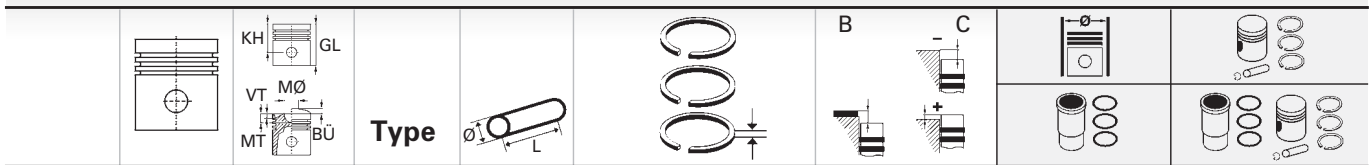
L=216

H=3,76

89 042 190
semi

91 130 973

[1] Hochkolben - Spaltmaß beachten
Top piston - Pay attention to top clearance
Pistón alto - tener en cuenta la distancia hasta la tapa de cilindros
Piston en surdimension d'hauteur d'axe - Attention à l'espace neutre
Поршень с повышенной компрессионной высотой - учесть величину зазора

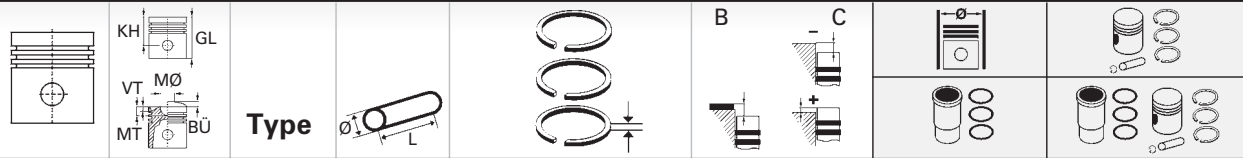


| 38 | | 91,48 | | | | | | | | | |
|--|--|---|---------------------------------|----------------------|---|----------------------|----------------|---------------------------|-------------------------------|--|--|
| D 3.152 | 01.1971 → | D | 3 | 2503 cm ³ | 2V | 35 kW | (47 PS) | 17,4:1 | 126,90 mm | | |
| D 4.203 | 01.1984 → | D | 4 | 3335 cm ³ | 2V | 40 kW | (54 PS) | 18,6:1 | 126,90 mm | | |
| | 3/4 | KH 61,9 MT -18,57 MØ 55,9 GL 109,5 | URK | 31,75 75,3 | 1 R 2,385 1 M 2,385 1 M 3,16 1 SSF 6,335 1 S 6,335 | G3 | -0,10 +0,02 | 91,48 | 92 772 600 (91 126) | | |
| | 3/4 | KH 61,77 MT -18,57 MØ 55,9 GL 109,37 | URK | 31,75 75,3 | 1 R 2,385 1 M 2,385 1 NM 3,16 1 DSF 6,335 1 D 6,335 | CR G6 | | 91,48 | 99 614 600 | | |
| | T Cyl. | A=93,713 | C=96,7 | L=216 | H=3,76 | | | 88 363 190 semi | 99 614 961 | | |
| | T Cyl. | A=93,97 | C=96,7 | L=216 | H=3,76 | | | 89 042 190 semi | 99 614 962 | | |
| 39 | | 92 | | | | | | | | | |
| DJ5 T | 07.1994 → 03.1998 | D (LA) | 4 | 2446 cm ³ | 3V | 76 kW | (104 PS) | 22:1 | 92,00 mm | | |
| DK5 ATE | 07.1994 → 03.1998 | D (LA) | 4 | 2446 cm ³ | 3V | 94-96 kW | (128-130 PS) | 22:1 | 92,00 mm | | |
| | 4 | KH 49,47 MT -2,3 GL 82 | KKK LOX RTK TPL HKÜ | 34 68 | 1 T15 3 1 M 1,75 1 DSF 3,5 | PC G6 CR G3 CR | +0,68 +0,79 | 92,51 | 91 313 710 | | |
| | 092140 B1 HS RI | | | | | | | | | | |
| 40 | | 93 | | | | | | | | | |
| 8140.61 | 200, 201, 202, 203, 204, 207, 208, 212, 216, 217, 230, 300, 303 | | | | | | | | | | |
| | 04.1978 → 06.1989 | D | 4 | 2445 cm ³ | 2V | 53-60 kW | (72-82 PS) | 21:1 | 90,00 mm | | |
| 8142.61 | 06.1978 → 10.1986 | D | 4 | 2445 cm ³ | 2V | 53 kW | (72 PS) | 21:1 | 90,00 mm | | |
| 8144.61 | 200 | | | | | | | | | | |
| | 03.1978 → 12.1985 | D | 4 | 2429 cm ³ | 2V | 53 kW | (72 PS) | 21:1 | 89,40 mm | | |
| | 4 | KH 55 MT -2,2 GL 90 | LOX RK RTK | 32 74,4 | 1 R 3 1 N 2 1 DSF 4 | CR G6 MO CR | +0,80 +1,14 | 93,00 | 93 378 700 (93 300) | | |
| | 093 040 | | | | | | | | | | |
| | T Cyl. | A=96 | C=98,9 | L=167,3 | H=5 | | | 89 183 190 semi | 93 378 971 | | |
| | T Cyl. | A=96,04 | C=98,9 | L=167,3 | H=5 | | | 89 183 191 semi | 93 378 972 | | |
| Fortsetzung nächste Seite / continued on next page / suite page suivante / continuación página próxima / Продолжение на следующей странице | | | | | | | | | | | |

F



| | | | Type | | | | | | | | | | | | | | |
|-----------------|--|------------------------------|------------------|----------------------|---------------------|---------------|----------------|---------|----------|----------------|---------------------------|---|--|--|--|--|--|
| | | | | | | | | | | | | | | | | | |
| | 4 093 040 | KH 54,75 MT -2,2 GL 90 | LOX RK RTK | 32 74,4 | 1 R 1 N 1 DSF | 3 2 4 | CR MO CR | G6 | | +0,80 +1,14 | 93,00 | 93 911 700 [1] | | | | | |
| | | T Cyl. | A=96 | C=98,9 | L=167,3 | H=5 | | | | | 89 183 190 semi | 93 911 971 | | | | | |
| | | T Cyl. | A=96,04 | C=98,9 | L=167,3 | H=5 | | | | | 89 183 191 semi | 93 911 972 | | | | | |
| [1] | KH -0,25 mm | | | | | | | | | | | | | | | | |
| 41 | | 93 | | | | | | | | | | | | | | | |
| B 25/637 | 01.1979 → 05.1985 | D | 4 | 2499 cm ³ | 2V | 50 kW | (68 PS) | 22,25:1 | 92,00 mm | | | | | | | | |
| CRD 93 | 01.1986 → 06.1990 | D | 4 | 2499 cm ³ | 2V | 55 kW | (75 PS) | 22,25:1 | 92,00 mm | | | | | | | | |
| CRD 93 B | 11.1979 → 05.1985 | D | 4 | 2499 cm ³ | 2V | 50 kW | (68 PS) | 22,25:1 | 92,00 mm | | | | | | | | |
| U25/651 | 1983 → 1993 | D | 4 | 2499 cm ³ | 2V | 54-55 kW | (73-75 PS) | 22,25:1 | 92,00 mm | | | | | | | | |
| U25/661 | 1983 → 1993 | D | 4 | 2499 cm ³ | 2V | 54-55 kW | (73-75 PS) | 22,25:1 | 92,00 mm | | | | | | | | |
| | 4 093 030 | KH 52,75 MT -7,4 GL 95 | HK | 30 78 | 1 R 1 R 1 DSF | 2,5 2 4 | MO MO CR | G6 | | | 93,015 | 93 844 700 [1], [2] (92 938) | | | | | |
| | | T Cyl. | A=97,5 | C=99 | L=163 | H=5 | | | | | 89 073 190 semi | 93 844 970 | | | | | |
| [1] | Hochkolben - Spaltmaß beachten Top piston - Pay attention to top clearance Pistón alto - tener en cuenta la distancia hasta la tapa de cilindros Piston en surdimension d'hauteur d'axe - Attention à l'espace neutre Поршень с повышенной компрессионной высотой - учесть величину зазора | | | | | | | | | | | | | | | | |
| [2] | ∅ 93,015= | +0,50 | | | | | | | | | | | | | | | |
| | | +0,55 | | | | | | | | | | | | | | | |
| | ∅ 93,510= | +0,44 | | | | | | | | | | | | | | | |
| | | +0,49 | | | | | | | | | | | | | | | |
| | ∅ 93,760= | +0,41 | | | | | | | | | | | | | | | |
| | | +0,46 | | | | | | | | | | | | | | | |

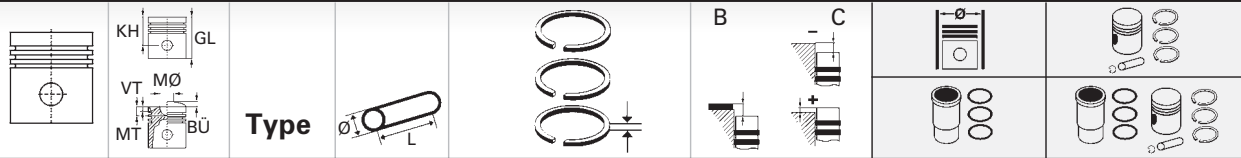


| | | | | | | | | | | |
|------------------------|---|-------------------|--------|---|----------------------|----|----------|--------------|--------|----------|
| 42 | | 93 | | | | | | | | |
| 8140.67F Euro 2 | 3700, 3701, 3710, 3711, 3713, 3721 | 01.1989 → 08.1998 | D (LA) | 4 | 2499 cm ³ | 2V | 60 kW | (82 PS) | 21:1 | 92,00 mm |
| 8144.61 | 500 | 06.1983 → 11.1985 | D (A) | 4 | 2445 cm ³ | 2V | 66 kW | (90 PS) | 22:1 | 90,00 mm |
| 8144.81 | 2000 | 06.1983 → 1986 | D (LA) | 4 | 2445 cm ³ | 2V | 66-74 kW | (90-100 PS) | 22:1 | 90,00 mm |
| 8144.91 | 2000, 2200 | 12.1985 → 10.1992 | D (LA) | 4 | 2445 cm ³ | 2V | 74 kW | (100 PS) | 22:1 | 90,00 mm |
| 8144.97 S | | 12.1991 → 11.1992 | D (LA) | 4 | 2499 cm ³ | 2V | 78 kW | (106 PS) | 21:1 | 92,00 mm |
| 8144.97 Y | | 11.1992 → 12.1996 | D (LA) | 4 | 2499 cm ³ | 2V | 85 kW | (116 PS) | 22,5:1 | 92,00 mm |
| 8144.97 | 2200, 2400 | 07.1990 → 06.1996 | D (LA) | 4 | 2499 cm ³ | 2V | 83-87 kW | (113-118 PS) | | 92,00 mm |

| | | | | | | | |
|--|--------|---------|--------|---------|-----|--|---------------------------|
| | T Cyl. | A=96 | C=98,9 | L=167,3 | H=5 | | 89 183 190 semi |
| | T Cyl. | A=96,04 | C=98,9 | L=167,3 | H=5 | | 89 183 191 semi |

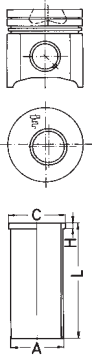
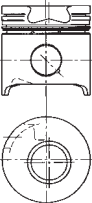
| | | | | | | | | | | |
|-----------------------|---|-------------------|--------|---|----------------------|----|----------|-------------|--------|----------|
| 43 | | 93 | | | | | | | | |
| 8140.07 | 2700, 2701, 2710, 2711, 2712, 2731 | 01.1989 → 08.1998 | D | 4 | 2499 cm ³ | 2V | 55 kW | (75 PS) | 18,5:1 | 92,00 mm |
| 8140.07 Euro 1 | 3700, 3710, 3711, 3712, 3713 | 01.1989 → 08.1998 | D | 4 | 2499 cm ³ | 2V | 53 kW | (72 PS) | 19:1 | 92,00 mm |
| 8140.07 Euro 1 | 3731 | 01.1989 → 08.1998 | D (LA) | 4 | 2499 cm ³ | 2V | 53 kW | (72 PS) | 19:1 | 92,00 mm |
| 8140.27R | 2700, 2780, 2782, 2786, 2787 | 01.1989 → 08.1998 | D (A) | 4 | 2499 cm ³ | 2V | 67-76 kW | (92-103 PS) | 18:1 | 92,00 mm |
| 8140.27S | 2700, 2701, 2710, 2711, 2720, 2721, 2730, 2731, 2750, 2751, 2760, 2761, 2770, 2771, 2785, 2801, 2811, 2885 | 01.1985 → 05.1999 | D (A) | 4 | 2499 cm ³ | 2V | 76 kW | (103 PS) | 18:1 | 92,00 mm |
| 8140.27 | 200, 2100, 2101, 215, 218, 2700, 2720, 2811 | 01.1985 → 05.1999 | D (A) | 4 | 2499 cm ³ | 2V | 76 kW | (103 PS) | 18,5:1 | 92,00 mm |
| 8140.67 | 2100 | 07.1990 → 02.1994 | D (A) | 4 | 2499 cm ³ | 2V | 70 kW | (95 PS) | 18:1 | 92,00 mm |
| 8140.67 Euro 2 | 2585 | 03.1996 → | D (LA) | 4 | 2499 cm ³ | 2V | 60 kW | (82 PS) | 18,5:1 | 92,00 mm |
| 8140.67 | 2620, 2630, 2639 | 08.1996 → | D | 4 | 2499 cm ³ | 2V | 59 kW | (80 PS) | 22,5:1 | 92,00 mm |

| | | | | | | | |
|--|--------|---------|--------|-------|-----|--|---------------------------|
| | T Cyl. | A=96 | C=98,9 | L=171 | H=5 | | 89 319 190 semi |
| | T Cyl. | A=96,04 | C=98,9 | L=171 | H=5 | | 89 319 191 semi |
| | T Cyl. | A=96,08 | C=98,9 | L=171 | H=5 | | 89 319 192 semi |
| | T Cyl. | A=96,2 | C=98,9 | L=171 | H=5 | | 89 319 193 semi |

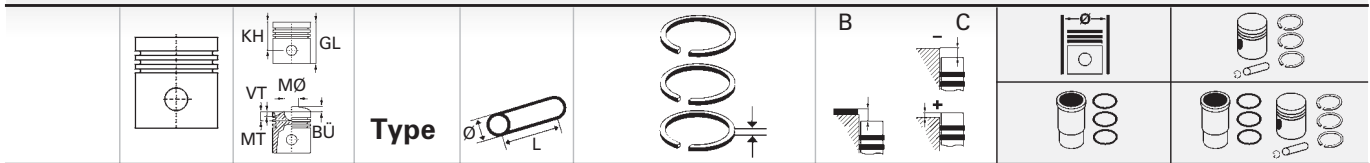


44  **93**

| | |
|--------------------------|---|
| 8140.27S Euro 1 | 3700, 3701, 3710, 3711, 3720, 3721, 3750, 3751, 3760, 3761, 3770, 3771, 3780, 3781, 3800, 3811 |
| 01.1985 → 05.1999 D (A) | 4 2499 cm ³ 2V 77 kW (104 PS) 18,5:1 92,00 mm |
| 8140.40 Euro 1 | 3710 |
| 07.1994 → 03.1998 D (LA) | 4 2499 cm ³ 2V 52 kW (71 PS) 19:1 92,00 mm |
| 8140.47B Euro 1 | 3790, 3795 |
| 01.1989 → 08.1998 D (LA) | 4 2499 cm ³ 2V 78-83 kW (105-113 PS) 18,5:1 92,00 mm |
| 8140.47R Euro 1 | 2210, 2790, 2795 |
| 01.1989 → 08.1998 D (LA) | 4 2499 cm ³ 2V 80 kW (109 PS) 18,5:1 92,00 mm |
| 8140.47S Euro 1 | 2785 |
| 01.1990 → 04.1996 D (LA) | 4 2499 cm ³ 2V 85 kW (115 PS) 18,5:1 92,00 mm |
| 8140.47 Euro 1 | 2585, 2700, 2721, 2731, 2785, 2790, 3700, 3711, 3721, 3731 |
| 01.1989 → D (LA) | 4 2499 cm ³ 2V 76-85 kW (103-116 PS) 18,5:1 92,00 mm |
| 8140.47 Euro 1 | 2711 |
| 01.1990 → 04.1996 D (LA) | 4 2445 cm ³ 2V 85 kW (116 PS) 18,5:1 90,00 mm |

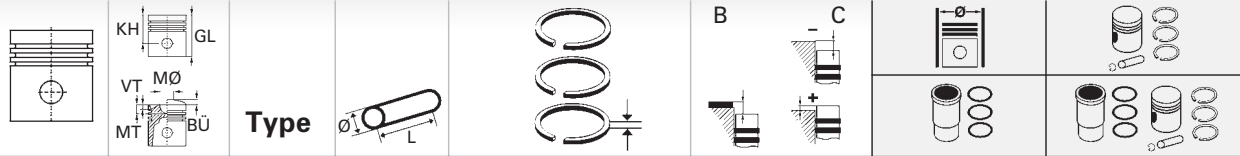
| | | | | | | | | | |
|---|---------|---|-------------------|------------|-----------------------------|-------------------|---------------------------|---------------------------|--------------------------------------|
|  | 4 | KH 58,75 MT -18,4 MØ 38 GL 96,75 | KBB RTK KKK | 32 78,1 | 1 T15 3 1 M 2 1 DSF 3 | CR G6 G3 CR | +0,35 +0,65 | 93,00 | 94 382 600 [1] |
| | 093 071 | | | | | | | 93,40 | 94 382 630 [1] (90 812) |
| | T Cyl. | A=96 | C=98,9 | L=171 | H=5 | | | 89 319 190 semi | 94 382 960 |
| | T Cyl. | A=96,04 | C=98,9 | L=171 | H=5 | | | 89 319 191 semi | 94 382 961 |
| | T Cyl. | A=96,08 | C=98,9 | L=171 | H=5 | | | 89 319 192 semi | 94 382 962 |
| T Cyl. | A=96,2 | C=98,9 | L=171 | H=5 | | | 89 319 193 semi | 94 382 963 | |
|  | 4 | KH 58,75 MT -18,4 MØ 38 GL 96,75 | RTK KKK | 32 78,1 | 1 T15 3 1 M 2 1 DSF 3 | CR G6 G3 CR | | 93,40 | 94 383 630 [2] |
| 093 071 | | | | | | | | | |

- [1] mit Kolbenbolzen-Buchse
with piston pin bushing
piston avec des bagues
pistón con bujes
со втулкой поршневого пальца
- [2] ohne Kolbenbolzen-Buchse
without piston pin bushing
piston sans bagues
pistón sin bujes
без втулки поршневого пальца



| 45 | | 93 | | | | | | | | | | | |
|----------------|---------|--|-------------------|------------|-----------------------------|-------------------|-------------------|-------------------|-------------------------------|--|--|--|--|
| 8140.21 | | 200, 201, 202, 203, 212, 214, 235, 290 | | | | | | | | | | | |
| | | 02.1985 → 02.1994 D (A) 4 2445 cm ³ 2V 68-77 kW (92-105 PS) 18:1 90,00 mm | | | | | | | | | | | |
| 8144.21 | | 200, 220 | | | | | | | | | | | |
| | | 01.1986 → 06.1990 D (A) 4 2445 cm ³ 2V 68 kW (92 PS) 18:1 90,00 mm | | | | | | | | | | | |
| | 4 | KH 59,65 MT -14,8 MØ 52 GL 97,65 | RTK RK | 32 74,4 | 1 T15 3 1 M 2 1 DSF 3 | CR G6 G3 CR | +0,35 +0,65 | 93,00 | 93 123 600 (93 127) | | | | |
| | 093 050 | | | | | | | | | | | | |
| | T Cyl. | A=96 | C=98,9 | L=171 | H=5 | | | 89 319 190 | 93 123 960 | | | | |
| | T Cyl. | A=96,04 | C=98,9 | L=171 | H=5 | | | 89 319 191 | 93 123 961 | | | | |
| | T Cyl. | A=96,08 | C=98,9 | L=171 | H=5 | | | 89 319 192 | 93 123 962 | | | | |
| T Cyl. | A=96,2 | C=98,9 | L=171 | H=5 | | | 89 319 193 | 93 123 963 | | | | | |
| 46 | | 93 | | | | | | | | | | | |
| 8140.67 | | 2500, 2550, 2552, 2570, 2572, 500 | | | | | | | | | | | |
| | | 08.1992 → D 4 2499 cm ³ 2V 55 kW (75 PS) 92,00 mm | | | | | | | | | | | |
| 8144.67 | | 200, 220, 2500 | | | | | | | | | | | |
| | | 12.1985 → 06.1990 D 4 2499 cm ³ 2V 55 kW (75 PS) 22:1 92,00 mm | | | | | | | | | | | |
| | 4 | KH 54 MT -2,2 GL 88 | LOX RTK RK | 32 74,4 | 1 R 3 1 N 2 1 DSF 3 | CR G6 MO CR | +0,85 +1,05 | 93,00 | 93 883 700 | | | | |
| | 093 055 | | | | | | | 93,40 | 93 883 720 | | | | |
| | | | | | | | | 93,60 | 93 883 730 (93 930) | | | | |
| | T Cyl. | A=96 | C=98,9 | L=167,3 | H=5 | | | 89 183 190 | 93 883 970 | | | | |
| | T Cyl. | A=96,04 | C=98,9 | L=167,3 | H=5 | | | 89 183 191 | 93 883 971 | | | | |
| 47 | | 93 | | | | | | | | | | | |
| 8140.67 | | 2700 | | | | | | | | | | | |
| | | 11.1997 → 03.1998 D 4 2499 cm ³ 2V 62 kW (85 PS) 22:1 92,00 mm | | | | | | | | | | | |
| | 4 | KH 54 MT -2,2 GL 88 | RTK LOX TPL | 32 74,4 | 1 T15 3 1 N 2 1 DSF 3 | CR G6 MO CR | +1,14 +0,81 | 93,00 | 94 576 700 | | | | |
| | 093 070 | | | | | | | 93,40 | 94 576 720 | | | | |
| | | | | | | | | 93,60 | 94 576 730 | | | | |
| | T Cyl. | A=96 | C=98,9 | L=167,3 | H=5 | | | 89 183 190 | 94 576 970 | | | | |
| | T Cyl. | A=96,04 | C=98,9 | L=167,3 | H=5 | | | 89 183 191 | 94 576 971 | | | | |

F



48 **94,4**

| | |
|-----------------------|---|
| 8140.23 Euro 2 | 2585, 3700, 3701, 3710, 3711, 3713, 3720, 3721, 3730, 3731, 3750, 3751, 3760, 3761, 3801, 3811, 3821, 3861, 3900 |
| 01.1996 → | D (LA) 4 2798 cm ³ 2V 76 kW (103 PS) 100,00 mm |
| 8140.43 Euro 2 | 2200, 2210, 2585, 3700, 3711, 3713, 3718, 3721, 3723, 3728, 3731, 3780, 3900, 3911, 3921, 3931 |
| 01.1996 → | D (LA) 4 2798 cm ³ 2V 77-90 kW (105-122 PS) 18,5:1 100,00 mm |

| | | | | | | | | |
|--|--------|--|-------------------|----------|---------------------------------|---------------------------|----------------------------------|--|
| 094 054 094 056 094 056 094 056 | 4 | KH 58,75 MT -19,45 MØ 39,3 GL 96,75 | KKK RTK | 32 78 | 1 T15 3 1 M 2 1 DSF 3 | CR G6 CR | 94,40 94,80 | 94 526 600 [1] 94 526 630 [1], [2] |
| | T Cyl. | A=97,5 | C=100,9 | L=167 | H=5 | 89 502 190 semi | 94 526 960 [1], [2] | |
| 094 056 094 056 094 056 094 056 | 4 | KH 58,75 MT -19,45 MØ 39,3 GL 87,6 | RTK KKK TPL | 32 72 | 1 T15 2,5 1 M 2 1 DSF 2,5 | MO G6 CR | 94,40 94,80 | 94 701 600 [3], [4] 94 701 630 [3], [4] |
| | T Cyl. | A=97,5 | C=100,9 | L=167 | H=5 | 89 502 190 semi | 94 701 960 [3] | |

[1] Zylinderkopfdichtung
cylinder head gasket
joint de culasse
junta de culata
Прокладка головки блока цил.

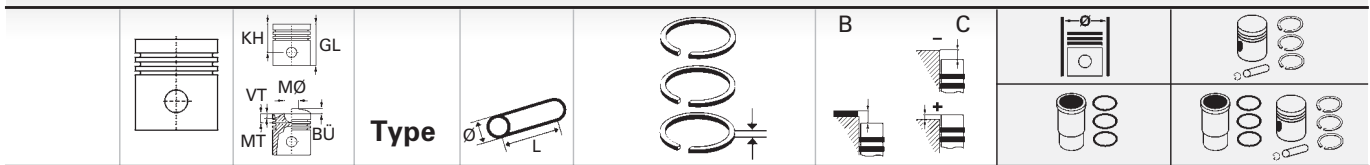
Kolbenüberstand:
piston protrusion:
dépassement du piston:
resalto del pistón:
выступающая часть поршня:

| | | |
|---|---|--|
| Stärke thickness épaisseur espesor ширина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем |
| 1,20 | +0,40 | +0,50 |
| 1,30 | +0,51 | +0,60 |
| 1,40 | +0,61 | +0,70 |
| 1,50 | +0,71 | +0,80 |

[2] **8140.23.2585, 8140.23.3700, 8140.23.3701, 8140.23.3710, 8140.23.3711, 8140.23.3713, 8140.23.3720, 8140.23.3721, 8140.23.3730, 8140.23.3731, 8140.23.3750, 8140.23.3751, 8140.23.3760, 8140.23.3761, 8140.23.3801, 8140.23.3811, 8140.23.3821, 8140.23.3861, 8140.23.3900, 8140.43.2200, 8140.43.2210, 8140.43.3711, 8140.43.3713, 8140.43.3718, 8140.43.3721, 8140.43.3723, 8140.43.3728, 8140.43.3731, 8140.43.3780, 8140.43.3900, 8140.43.3911, 8140.43.3921, 8140.43.3931:** → 12.1997
8140.43.3700: 01.1996 → 12.1997

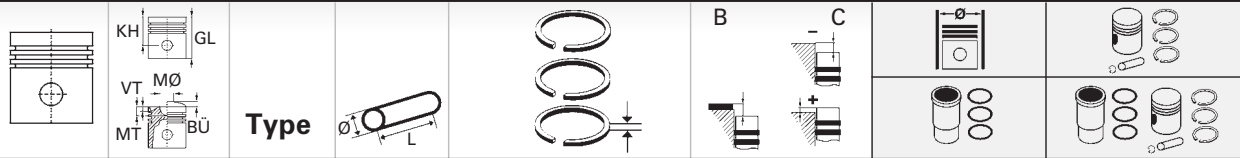
[3] 01.1998 →

[4] Kolben für Trapezpleuel
piston for wedge type con-rod
piston à support trapézoïdal
pistón para biela trapecial
Поршень для трапецеидального шатуна




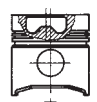
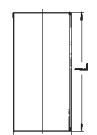
| | | | | | | | | | | |
|------------------------|--|---|-------------------|----------|---------------------------------|-------------|-------|---------------------------|--------|--------------------------|
| 49 | | 94,4 | | | | | | | | |
| 8140.43C Euro 3 | 4000, 4005, 4020, 4021, 4025, 4026, 4030, 4031, 4035, 4036 | 05.1999 → 07.2006 | D (LA) | 4 | 2798 cm ³ | 2V | 77 kW | (105 PS) | 18,5:1 | 100,00 mm |
| | 4 | KH 58,75 MT -19,45 MØ 39,3 GL 87,6 | RTK KKK TPL | 32 72 | 1 T15 2,5 1 M 2 1 DSF 2,5 | MO G6 CR | | 94,40 | | 94 701 600 [1] |
| | 094 056 | | | | | | | 94,80 | | 94 701 630 [1] |
| | T Cyl. | A=97,5 | C=100,9 | L=167 | H=5 | | | 89 502 190 semi | | 94 701 960 |
| [1] | Kolben für Trapezpleuel piston for wedge type con-rod piston à support trapézoïdal pistón para biela trapecial Поршень для трапецеидального шатуна | | | | | | | | | |


| | | | | | | | | | | |
|---------------------------|---|--|--|----------|---|-------------|--|---------------------------|--------|--------------------------|
| 50 | | 94,4 | | | | | | | | |
| 8140SRC3 Euro 3 | | | D (LA) | 4 | 2798 cm ³ | 2V | 92 kW | (125 PS) | 18,5:1 | 100,00 mm |
| 8140SRC3200 Euro 3 | | | D (LA) | 4 | 2798 cm ³ | 2V | 92 kW | (125 PS) | 18,5:1 | 100,00 mm |
| 8140.43N Euro 3 | 4300, 4320, 4330, 4400, 4420, 4430 | 09.2001 → 07.2006 | D (LA) | 4 | 2798 cm ³ | 2V | 108 kW | (146 PS) | 18,5:1 | 100,00 mm |
| 8140.43S Euro 3 | 2585, 4000, 4020, 4030, 4140, 4300, 4320, 4330, 4400, 4420, 4430 | 05.1999 → 07.2006 | D (LA) | 4 | 2798 cm ³ | 2V | 92-94 kW | (125-128 PS) | 18,5:1 | 100,00 mm |
| | 4 | KH 58,75 MT -21,4 MØ 39,3 GL 87,6 | RTK KKK TPL | 32 72 | 1 T15 2,5 1 M 2 1 DSF 2,5 | MO G6 CR | | 94,40 | | 94 726 600 [1] |
| | 094 056 | | | | | | | 94,80 | | 94 726 630 [1] |
| | T Cyl. | A=97,5 | C=100,9 | L=167 | H=5 | | | 89 502 190 semi | | 94 726 960 |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | | | | | | | | | |
| | Stärke thickness épaisseur espesor ширина | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | größer als more than supérieur à superior a больше, чем | | kleiner als less than inférieur à inferior a меньше, чем | | | |
| | 1,20 | | +0,40 | | +0,50 | | | | | |
| | 1,30 | | +0,51 | | +0,60 | | | | | |
| | 1,40 | | +0,61 | | +0,70 | | | | | |
| | 1,50 | | +0,71 | | +0,80 | | | | | |

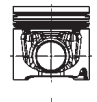


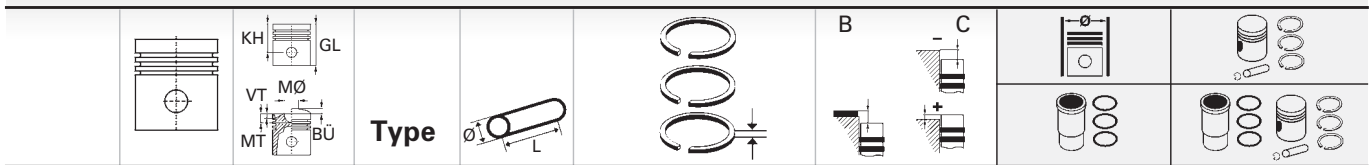
F

| 51 | |  95 | | | | | | | | | |
|----------------|--------------------------------|---|---|----------------------|----|----------|-------------|------|-----------|--|--|
| 802.000 | 01.1966 → 1971 | D | 2 | 1560 cm ³ | 2V | 18 kW | (25 PS) | 17:1 | 110,00 mm | | |
| 8020.01 | 01.1966 → 1971 | D | 2 | 1560 cm ³ | 2V | 18 kW | (25 PS) | 17:1 | 110,00 mm | | |
| 8025.01 | 01.1966 → 12.1979 | D | 2 | 1560 cm ³ | 2V | 18 kW | (25 PS) | 17:1 | 110,00 mm | | |
| 803.000 | 01.1966 → 1971 | D | 3 | 2340 cm ³ | 2V | 28 kW | (38 PS) | 17:1 | 110,00 mm | | |
| 8030.01 | 01.1971 → 05.1979 | D | 3 | 2340 cm ³ | 2V | 28-37 kW | (38-51 PS) | 17:1 | 110,00 mm | | |
| 8035.01 | 303, 306, 308, 309, 320 | D | 3 | 2338 cm ³ | 2V | 28-35 kW | (38-48 PS) | 17:1 | 110,00 mm | | |
| 804.000 | 01.1966 → 1971 | D | 4 | 3120 cm ³ | 2V | 40 kW | (54 PS) | 17:1 | 110,00 mm | | |
| 8040.01 | 01.1966 → 1971 | D | 4 | 3120 cm ³ | 2V | 40-52 kW | (54-70 PS) | 17:1 | 110,00 mm | | |
| 8045.01 | 01.1966 → 1971 | D | 4 | 3120 cm ³ | 2V | 40-54 kW | (52-70 PS) | 17:1 | 110,00 mm | | |
| 806.000 | 1966 → 1971 | D | 6 | 4678 cm ³ | 2V | 66-81 kW | (90-110 PS) | 17:1 | 110,00 mm | | |
| 8060.01 | 01.1960 → 12.1972 | D | 6 | 4678 cm ³ | 2V | 66-81 kW | (90-110 PS) | 17:1 | 110,00 mm | | |
| 8065.01 | 000 | D | 6 | 4678 cm ³ | 2V | 66-81 kW | (90-110 PS) | 17:1 | 110,00 mm | | |
| | 1966 → | D | 6 | 4678 cm ³ | 2V | 66-81 kW | (90-110 PS) | 17:1 | 110,00 mm | | |

| | | | | | | | | |
|---|---------|---|--|----------|---|----------------|---------------------------|-------------------|
|  | 2/3/4/6 | KH 59,65 MT -23,5 MØ 42,5 GL 101,1 | | 32 84 | 1 R 2,5 CR G6 1 N 2,5 G3 1 DSF 5,5 CR | +0,46 +0,79 | 95,00 | 91 476 600 |
| | 095 109 | | | | | | 95,60 | 91 476 620 |
|  | T Cyl. | A=99 | | L=187,5 | | | 88 593 190 semi | 91 476 960 |

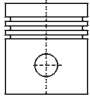
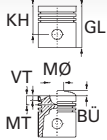

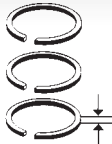
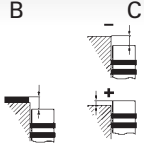



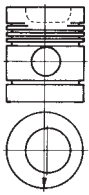
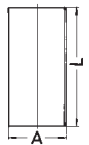
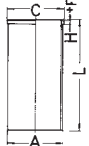
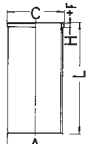
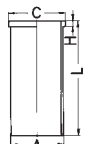
| 52 | |  95,8 | | | | | | | | | |
|-----------------------------|-------------------|---|---|----------------------|----|--------|----------|------|-----------|--|--|
| F1 CE 0481 A Euro 3 | 09.2002 → 07.2006 | D (LA) | 4 | 2998 cm ³ | 4V | 100 kW | (136 PS) | | 104,00 mm | | |
| F1 CE 0481 B Euro 3 | 09.2004 → 07.2006 | D (LA) | 4 | 2998 cm ³ | 4V | 122 kW | (166 PS) | | 104,00 mm | | |
| F1 CE 0481 D Euro 4 | 07.2006 → | D (LA) | 4 | 2998 cm ³ | 4V | 116 kW | (158 PS) | 19:1 | 104,00 mm | | |
| F1 CE 0481 E Euro 4 | 07.2006 → 10.2011 | D (LA) | 4 | 2998 cm ³ | 4V | 100 kW | (136 PS) | 19:1 | 104,00 mm | | |
| F1 CE 0481 FA Euro 4 | 07.2006 → 10.2011 | D (LA) | 4 | 2998 cm ³ | 4V | 107 kW | (146 PS) | | 104,00 mm | | |
| F1 CE 0481 HA Euro 4 | 07.2006 → 10.2011 | D (LA) | 4 | 2998 cm ³ | 4V | 130 kW | (176 PS) | | 104,00 mm | | |
| F1 CE 0481 HC Euro 4 | 07.2006 → 10.2011 | D (LA) | 4 | 2998 cm ³ | 4V | 130 kW | (176 PS) | | 104,00 mm | | |
| F1 CE 0481 L Euro 4 | 07.2006 → 10.2011 | D (LA) | 4 | 2998 cm ³ | 4V | 107 kW | (146 PS) | | 104,00 mm | | |

| | | | | | | | | |
|---|---------|---------------------------------------|-------------------|----------|--|--|--------------|-------------------|
|  | 4 | KH 63 MT -16 MØ 50,5 GL 92,9 | RTK KKK TPL | 36 81 | 1 T15 2,5 CK G6 1 M 2 G3 1 DSF 2,5 CR G6 | | 95,80 | 40 510 600 |
| | 096 088 | | | | | | 96,20 | 40 510 630 |







| 53 | | 98,48 | | 4.236 | | 01.1969 → | | D | | 4 | | 3864 cm ³ 2V | | 48-60 kW | | (59-80 PS) 16:1 | | 126,80 mm | | | |
|--|---------|---|------------------|----------------|---|-----------|--|---|--|---|--|-------------------------|--|----------------|--|-----------------|--|-----------|--|--|--|
| | 4 | KH 70,35 MT -20,2 MØ 61 GL 120,7 | URK | 34,925 84 | 1 R 2,385 CR G6 1 R 2,385 1 NM 2,385 1 DSF 6,335 CR 1 D 6,335 | | | | | | | | | | | | | | | | |
| | 098 M01 | | | | | | | | | | | | | | | | | | | | |
| | T Cyl. | A=103,2 | | L=228,8 | | | | | | | | | | | | | | | | | |
| | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | | | | | | | | | | | | | | | |
| | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | | | | | | | | | | | | | | | |
| | 4 | KH 70,25 MT -20,35 MØ 61 GL 121,05 | GEC RK RTK | 34,925 84,1 | 1 R 2,385 CR G3 1 M 2,385 CR 1 DSF 4,747 | | | | | | | | | +0,08 +0,25 | | | | | | | |
| | 098 049 | | | | | | | | | | | | | | | | | | | | |
| | T Cyl. | A=103,2 | | L=228,8 | | | | | | | | | | | | | | | | | |
| | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | | | | | | | | | | | | | | | |
| | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | | | | | | | | | | | | | | | |
| | T Cyl. | A=104,28 | C=107,442 | L=226,44 | H=3,861 | | | | | | | | | | | | | | | | |
| Fortsetzung nächste Seite / continued on next page / suite page suivante / continuación página próxima / Продолжение на следующей странице | | | | | | | | | | | | | | | | | | | | | |

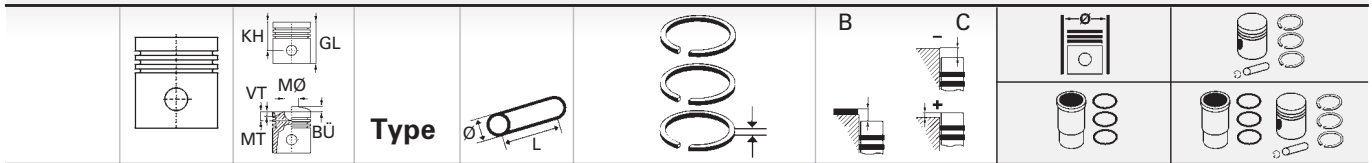
F

| |  |  | Type |  |  |  |  |  |  |
|---|--|---|------------|---|---|--|---|---|---|
|  | 4 098 026 | KH 70,1 MT -20,5 MØ 61 GL 120,9 | GEC URK | 34,925 84,2 | 1 SM 2,39 CR G3 2 M 2,39 1 DSF 6,34 CR 1 S 6,34 | | +0,35 +0,58 | 98,48 | 91 118 600 [2] |
|  | T Cyl. | A=103,2 | | L=228,8 | | | | 88 354 190 semi (88 353) | 91 118 961 |
|  | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | | 88 355 190 semi | 91 118 962 |
|  | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | | 88 356 110 | 91 118 963 |
|  | T Cyl. | A=104,28 | C=107,442 | L=226,44 | H=3,861 | | | 89 514 190 semi | 91 118 964 |
| [1] | 01.1965 → | | | | | | | | |
| [2] | satzweise gegen 93 592 600 austauschbar exchangeable in sets against 93 592 600 échangeable sous forme de jeux contre 93 592 600 se puede cambiar el juego entero contra el 93 592 600 взаимозаменяемо комплектом с 93 592 600 | | | | | | | | |

54  **99**

| | | | | | | | | |
|------------------------|--------|---|----------------------|----|----------|------------|--------|-----------|
| F32 AM Euro 3 | D (LA) | 4 | 3200 cm ³ | 2V | | | 18:1 | 104,00 mm |
| F32 GE Euro 3 | D (LA) | 4 | 3200 cm ³ | 2V | | | 18:1 | 104,00 mm |
| F32 GEF Euro 3 | D (LA) | 4 | 3200 cm ³ | 2V | | | 18:1 | 104,00 mm |
| F32 MNS Euro 3 | D (A) | 4 | 3200 cm ³ | 2V | 61 kW | (83 PS) | 18,0:1 | 104,00 mm |
| F32 MNSX Euro 3 | D (LA) | 4 | 3200 cm ³ | 2V | | | 18:1 | 104,00 mm |
| F32 MNT Euro 3 | D (LA) | 4 | 3200 cm ³ | 2V | 53-65 kW | (72-88 PS) | 18:1 | 104,00 mm |
| F32 MNTX Euro 3 | D (LA) | 4 | 3200 cm ³ | 2V | | | 18:1 | 104,00 mm |
| F32 TM1X Euro 3 | D (LA) | 4 | 3200 cm ³ | 2V | | | 18:1 | 104,00 mm |
| F5 C Euro 3 | D (A) | 4 | 3200 cm ³ | 2V | | | 18,0:1 | 104,00 mm |
| F5 CE Euro 3 | D (A) | 4 | 3200 cm ³ | 2V | | | 18,0:1 | 104,00 mm |

| | | | | | | | | | |
|---|--------------|---------------------------------------|-----|----------|--|--|--|------------------------------|--|
|  | 4 099 012 | KH 62,5 MT -19,9 MØ 50 GL 93 | RTK | 36 81 | 1 T15 2,5 CK G6 1 M 2 G3 1 DSF 2,5 CR G6 | | | 99,00 99,40 | 40 724 600  40 724 630  |
|  | | | | | | | | | |

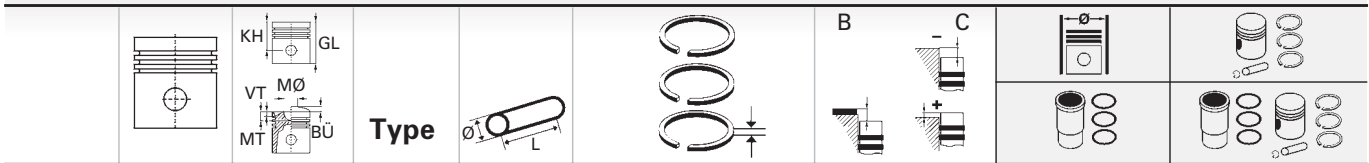


| | | | | | | | | | | | | |
|----------------|--|-------------------|---|---|----------------------|----|----------|-------------|------|-----------|--|--|
| 55 | | 100 | | | | | | | | | | |
| 8025.02 | 001, 004, 304, 311 | 1972 → | D | 2 | 1727 cm ³ | 2V | 24 kW | (32 PS) | 17:1 | 110,00 mm | | |
| 8030.02 | | 01.1971 → 05.1979 | D | 3 | 2592 cm ³ | 2V | 46 kW | (62 PS) | 17:1 | 110,00 mm | | |
| 8035.02 | 201, 202, 204, 210, 212, 261, 265, 276, 300, 302, 304, 310, 312, 350, 353, 355, 356, 359, 361, 365, 376 | 1970 → | D | 3 | 2592 cm ³ | 2V | 29-46 kW | (39-62 PS) | 17:1 | 110,00 mm | | |
| 8040.02 | 041, 267, 300, 360, 367 | 01.1971 → 12.1990 | D | 4 | 3456 cm ³ | 2V | 44-60 kW | (60-82 PS) | 17:1 | 110,00 mm | | |
| 8045.02 | 200, 207, 211, 270, 276, 277, 278, 285, 287, 300, 307, 354, 356, 358, 359, 370, 376, 377, 378, 385, 387 | 10.1972 → | D | 4 | 3456 cm ³ | 2V | 43-52 kW | (58-70 PS) | 17:1 | 110,00 mm | | |
| 8045.02 | 311 | 01.1977 → 07.1982 | D | 3 | 2592 cm ³ | 2V | 50 kW | (68 PS) | 17:1 | 110,00 mm | | |
| 8060.02 | 000, 001, 003, 070 | 02.1972 → 06.1986 | D | 6 | 5184 cm ³ | 2V | 90 kW | (122 PS) | 17:1 | 110,00 mm | | |
| 8065.02 | 007, 200, 207, 217 | 1970 → | D | 6 | 5184 cm ³ | 2V | 70-74 kW | (95-100 PS) | 17:1 | 110,00 mm | | |

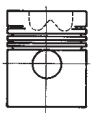
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|--|---------|--|--|----------|--|----------------|---------------------------|-------------------|
| | 2/3/4/6 | KH 59,65 MT -23,7 MØ 47,1 GL 101,15 | | 32 84 | 1 R 2,5 MO G6 1 N 2,5 MO G3 1 DSF 5,5 CR | +0,46 +0,79 | 100,00 | 92 628 600 |
| | 100 164 | | | | | | | |
| | T Cyl. | A=103 | | L=187 | | | 88 631 190 | 92 628 960 |
| | T Cyl. | A=103,08 | | L=187 | | | semi 88 631 192 | 92 628 964 |

| | | | | | | | | | | | | |
|----------------|---|------------|---|---|----------------------|----|----------|-------------|------|-----------|--|--|
| 56 | | 100 | | | | | | | | | | |
| 8035.06 | 200, 206, 208, 216, 220, 222, 223, 306, 307, 308, 309, 317, 320, 321, 322, 323 | 03.1984 → | D | 3 | 2708 cm ³ | 2V | 33-40 kW | (40-54 PS) | 17:1 | 115,00 mm | | |
| 8045.06 | 200, 208, 213, 214, 216, 219, 220, 225, 301, 306, 307, 308, 309, 317, 319, 320, 321, 326 | 03.1984 → | D | 4 | 3613 cm ³ | 2V | 48-73 kW | (65-100 PS) | 17:1 | 115,00 mm | | |
| 8065.06 | 000 | | D | 6 | 5418 cm ³ | 2V | 74 kW | (100 PS) | 17:1 | 115,00 mm | | |

| | | | | | | | | |
|--|---------|---|--|----------|---|--|-------------------|-------------------|
| | 3/4/6 | KH 65,15 MT -22,7 MØ 49,1 GL 108,5 | | 38 84 | 1 R 2,5 CR G6 1 NM 2,5 1 DSF 4 CR | | 100,00 | 99 567 600 |
| | 100 M06 | | | | | | | |
| | T Cyl. | A=103 | | L=196 | | | 89 608 190 | 99 567 960 |
| | | | | | | | semi | |

**57** **101,054**

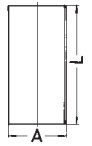
6.372 01.1971 → 12.1975 D 6 6100 cm³ 2V 87 kW (118 PS) 16:1 126,76 mm
6.372.4 D 6 6100 cm³ 2V 82-87 kW (112-118 PS) 16:1 126,76 mm

6
101 017KH 70,3
MT -26
MØ 54,1
GL 121,134,925
843 R 2,385
1 DSF 6,335 CR+0,07
+0,26**101,054****93 175 600**

T Cyl.

A=103,21

L=223,9

88 587 190
semi**93 175 961**

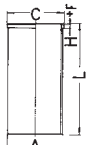
T Cyl.

A=104,2

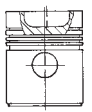
C=107,4

L=227,2

H+F=3,8+0,85

89 022 190
semi**93 175 960****58** **101,054**

4.248 01.1972 → D 4 4064 cm³ 2V 53-66 kW (72-90 PS) 16:1 126,76 mm

4
101 017KH 70,1
MT -20,5
MØ 61
GL 120,9

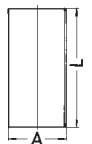
GEC

34,925
84,21 R 2,385 CR G6
2 R 2,385 CR G6
1 DSF 6,335 CR+0,08
+0,25**101,054****92 144 800**
[1]

T Cyl.

A=103,21

L=223,9

88 587 190
semi**92 144 980**

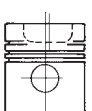
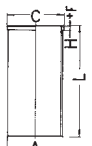
T Cyl.

A=104,2

C=107,4

L=227,2

H+F=3,8+0,85

89 022 190
semi**92 144 981**4
101 026KH 70,02
MT -20,77
MØ 61,45
GL 120,82

RK

34,925
84,11 R 2,5 MO G6
1 M 2,5
1 DSF 5 CR+0,08
+0,25**101,06****93 569 600**
[2]

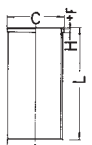
T Cyl.

A=104,2

C=107,4

L=227,2

H+F=3,8+0,85

89 022 190
semi**93 569 961**

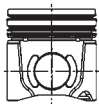
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| | | | | | | | |
|-----|--|-------------|--|--|--|--|--|
| | | Type | | | | | |
| [1] | satzweise gegen 93 569 600 austauschbar exchangeable in sets against 93 569 600 échangeable sous forme de jeux contre 93 569 600 se puede cambiar el juego entero contra el 93 569 600 взаимозаменяемо комплектом с 93 569 600 | | | | | | |
| [2] | 05.1982 → | | | | | | |

59**102**

| | | | | | | | | | |
|----------------------------|-------------------|--------|---|----------------------|----|------------|--------------|------|-----------|
| F4 AE 0481 A Euro 3 | 07.1996 → 09.2003 | D (LA) | 4 | 3922 cm ³ | 4V | 125 kW | (170 PS) | 17:1 | 120,00 mm |
| F4 AE 0481 C Euro 3 | 08.2000 → 09.2003 | D (LA) | 4 | 3922 cm ³ | 4V | 110 kW | (149 PS) | 17:1 | 120,00 mm |
| F4 AE 0481 D Euro 3 | 08.2000 → 09.2003 | D (LA) | 4 | 3922 cm ³ | 4V | 95 kW | (130 PS) | 17:1 | 120,00 mm |
| F4 AE 0681 A Euro 3 | 09.2000 → 08.2003 | D (LA) | 6 | 5883 cm ³ | 4V | 202-220 kW | (275-299 PS) | 17:1 | 120,00 mm |
| F4 AE 0681 B Euro 3 | 09.2000 → 08.2003 | D (LA) | 6 | 5883 cm ³ | 4V | 176 kW | (239 PS) | 17:1 | 120,00 mm |
| F4 AE 0681 D Euro 3 | 09.2000 → 09.2003 | D (LA) | 6 | 5883 cm ³ | 4V | 154 kW | (210 PS) | 17:1 | 120,00 mm |
| F4 AE 0681 E Euro 3 | 09.2000 → 08.2003 | D (LA) | 6 | 5880 cm ³ | 4V | 134 kW | (182 PS) | 17:1 | 120,00 mm |
| F4 AE 0684 C | | D (LA) | 6 | 5900 cm ³ | 4V | 169 kW | (227 PS) | 17,5 | 120,00 mm |

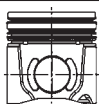


4/6

102 095

KH 71,38
MT -18,55
MØ 56,5
GL 105,38RTK
KKK
TPL40
831 T15 3 CK G6
1 M 2,385 G3
1 DSF 4 CR**102,00****40 352 600****102,50****40 352 610****103,00****40 352 620****60****102**

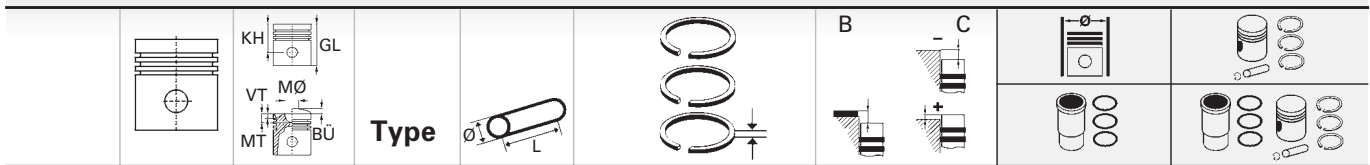
| | | | | | | | | | |
|----------------------------|-------------------|--------|---|----------------------|----|--------|----------|--|-----------|
| F4 AE 3481 A Euro 4 | 09.2006 → 08.2008 | D (LA) | 4 | 3922 cm ³ | 4V | 134 kW | (182 PS) | | 120,00 mm |
| F4 AE 3481 B Euro 4 | 05.2006 → 08.2008 | D (LA) | 4 | 3922 cm ³ | 4V | 130 kW | (177 PS) | | 120,00 mm |
| F4 AE 3481 C Euro 4 | | D (LA) | 4 | 3922 cm ³ | 4V | 103 kW | (140 PS) | | 120,00 mm |
| F4 AE 3481 D Euro 4 | | D (LA) | 4 | 3922 cm ³ | 4V | 118 kW | (160 PS) | | 120,00 mm |
| F4 AE 3681 A Euro 4 | | D (LA) | 6 | 5883 cm ³ | 4V | | | | 120,00 mm |
| F4 AE 3681 B Euro 4 | | D (LA) | 6 | 5883 cm ³ | 4V | 160 kW | (218 PS) | | 120,00 mm |
| F4 AE 3681 C Euro 4 | | D (LA) | 6 | 5883 cm ³ | 4V | | | | 120,00 mm |
| F4 AE 3681 D Euro 4 | | D (LA) | 6 | 5883 cm ³ | 4V | 185 kW | (252 PS) | | 120,00 mm |
| F4 AE 3681 E Euro 4 | | D (LA) | 6 | 5883 cm ³ | 4V | 205 kW | (279 PS) | | 120,00 mm |



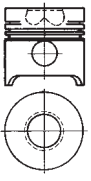
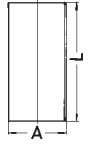
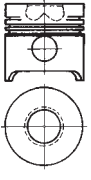
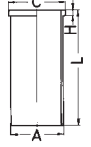
4/6

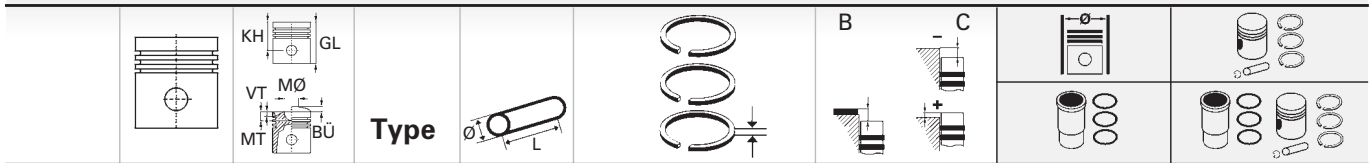
102 095

KH 71,38
MT -17,1
MØ 56,8
GL 105,38RTK
KKK
TPL40
831 T15 3 CK G6
1 M 2,385 G3
1 DSF 4 CR**102,00****41 077 600** NEW**102,50****41 077 610** NEW**103,00****41 077 620** NEW



F

| 61 | | 103 | | Type | | Ø | | L | | B | | C | | 103 | |
|---|--|--|--------------------------|-------------|-------------------------------|-------------------|-----------|----------------|---------------------------|--------------------------|--|----------|--|------------|--|
| 8031.04 | 300 | 12.1977 → | D | 3 | 2749 cm ³ | 2V | 40 kW | (54 PS) | 17:1 | 110,00 mm | | | | | |
| 8035.04 | 265, 270, 272, 300, 359, 370, 376, 377, 378 | 11.1970 → | D | 3 | 2749 cm ³ | 2V | 35-43 kW | (48-58 PS) | 17:1 | 110,00 mm | | | | | |
| 8035.44 | 059 | 01.1980 → 12.1987 | D | 3 | 2749 cm ³ | 2V | 35 kW | (48 PS) | 17:1 | 110,00 mm | | | | | |
| 8040.04 | 200, 280 | 04.1978 → 12.1986 | D | 4 | 3666 cm ³ | 2V | 63 kW | (85 PS) | 17:1 | 110,00 mm | | | | | |
| 8041 I.002 | | 02.1982 → 03.1985 | D | 4 | 3666 cm ³ | 2V | 52 kW | (71 PS) | 17:1 | 110,00 mm | | | | | |
| 8041 I.004 | | 02.1982 → 03.1985 | D | 4 | 3666 cm ³ | 2V | 52 kW | (71 PS) | 17:1 | 110,00 mm | | | | | |
| 8041 I.005 | | 04.1985 → 12.1988 | D | 4 | 3666 cm ³ | 2V | 52-59 kW | (71-80 PS) | 17:1 | 110,00 mm | | | | | |
| 8041 I.006 | | 12.1982 → 03.1985 | D | 4 | 3666 cm ³ | 2V | 52 kW | (71 PS) | 17:1 | 110,00 mm | | | | | |
| 8041.04 | 200, 250, 260, 300 | 06.1979 → 01.1988 | D | 4 | 3666 cm ³ | 2V | 50-63 kW | (68-88 PS) | 17:1 | 110,00 mm | | | | | |
| 8045.04 | 189, 270, 275, 276, 277, 293, 300, 359, 370, 376, 377 | 01.1975 → 05.1985 | D | 4 | 3666 cm ³ | 2V | 48-57 kW | (65-78 PS) | 17:1 | 110,00 mm | | | | | |
| 8051 I 105 | | 04.1985 → 09.1987 | D | 5 | 4583 cm ³ | 2V | 72 kW | (98 PS) | 17:1 | 110,00 mm | | | | | |
| 8055.04 | 200, 205, 250 | 03.1980 → | D | 5 | 4583 cm ³ | 2V | 60-66 kW | (82-90 PS) | 17:1 | 110,00 mm | | | | | |
| 8060.04 | 000, 051, 052, 055, 060, 066, 070, 620, 621, 630, 639, 658, 660, 661, 662, 669, 670, 672, 675, 689 | 01.1978 → 11.1990 | D | 6 | 5499 cm ³ | 2V | 73-102 kW | (99-139 PS) | 17:1 | 110,00 mm | | | | | |
| 8060.05 | 661, 662, 663, 673 | 06.1986 → 09.1988 | D | 6 | 5499 cm ³ | 2V | 81-96 kW | (110-120 PS) | 17:1 | 110,00 mm | | | | | |
| 8065.04 | 089, 095, 097, 200, 217, 270 | 04.1976 → 08.1988 | D | 6 | | 2V | 53-85 kW | (72-115 PS) | 17:1 | 110,00 mm | | | | | |
|  | 3/4/5/6 103 004 | KH 59,65 MT -22,7 MØ 50 GL 101,15 | | 34 89,8 | 1 R 2,5 1 N 2,5 1 DSF 4 | CR G6 G3 CR | | +0,46 +0,79 | 103,00 | 90 654 600 | | | | | |
|  | T Cyl. | A=107,1 | L=187 | | | | | | 89 080 192 semi | 90 654 963 | | | | | |
|  | 3/4/5/6 103 004 | KH 59,65 MT -22,7 MØ 50 GL 101,15 | RTK | 34 89,8 | 1 R 2,5 1 N 2,5 1 DSF 4 | CR G6 G3 CR | | +0,46 +0,79 | 103,00 | 93 311 600 [1] | | | | | |
|  | T Cyl. | A=106,97 | C=109,83 L=187 H=5 | | | | | | 89 195 190 semi | 93 311 961 | | | | | |
| [1] | Ringträgerkolben/ring-carrier piston/piston avec porte-segment/pistón con portadera de segmentos/Поршень с (нирезистовой) вставкой для колец | | | | | | | | | | | | | | |



| | | | | | | | | | | | | |
|----------------|--|----------------------|-------------------|-------|---|----------------------|----|------------|--------------|------|-----------|--|
| 62 | | 103 | | | | | | | | | | |
| 8060.24 | | 001, 601, 652 | 09.1983 → 06.1991 | D (A) | 6 | 5499 cm ³ | 2V | 123-124 kW | (168-169 PS) | 17:1 | 110,00 mm | |

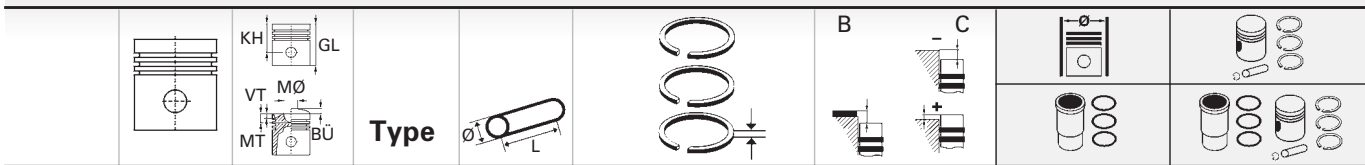
| | | | | | | | | | | | |
|--|--------|----------|----------|-------|-----|--|--|--|--|--|---------------------------|
| | T Cyl. | A=107,1 | | L=187 | | | | | | | 89 080 192 semi |
| | T Cyl. | A=106,97 | C=109,83 | L=187 | H=5 | | | | | | 89 195 190 semi |

| | | | | | | | | | | | | |
|----------------|--|--|-------------------|-------|---|----------------------|----|----------|--------------|--|-----------|--|
| 63 | | 104 | | | | | | | | | | |
| 8040.25 | | 000, 200, 201, 202, 203, 207, 208, 220, 222, 223, 225, 229, 230, 231, 233, 234, 600 | 01.1987 → 12.1992 | D (A) | 4 | 3908 cm ³ | 2V | 74-85 kW | (101-115 PS) | | 115,00 mm | |

| | | | | | | | | | | | |
|-----------------------|--|--|-------------------|--------|---|----------------------|----|-----------|--------------|--------|-----------|
| 8060.25 Euro 2 | | 000 | 1986 → 04.2001 | D (LA) | 6 | 5863 cm ³ | 2V | 130 kW | (177 PS) | 16,5:1 | 115,00 mm |
| 8060.25 | | 600, 601, 602, 603, 604, 605, 621, 630, 631, 641, 662, 663, 669, 670, 673, 678, 679 | 09.1983 → | D (A) | 6 | 5863 cm ³ | 2V | 92-130 kW | (120-177 PS) | 17:1 | 115,00 mm |
| 8060.25 | | 661 | 02.1986 → 09.1988 | D | 6 | 5863 cm ³ | 2V | 92 kW | (120 PS) | 17:1 | 115,00 mm |
| 8065.05 | | 220 | 05.1986 → | D | 6 | 5863 cm ³ | 2V | 81 kW | (110 PS) | 18:1 | 115,00 mm |
| 8065.25 | | 080, 094 | 01.1988 → | D (A) | 6 | 5863 cm ³ | 2V | 105 kW | (143-150 PS) | 16,5:1 | 115,00 mm |

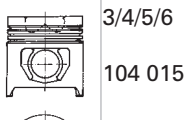
| | | | | | | | | | |
|--|--------|---|------------|----------|-------------------------------|-------------------|----------------|---------------------------|-------------------|
| | 4/6 | KH 65,15 MT -22,5 MØ 54,45 GL 104,15 | RTK TPL | 38 85 | 1 T15 3 1 M 2,5 1 DSF 4 | MO G6 G3 CR | +0,36 +0,76 | 104,00 | 90 152 600 |
| | T Cyl. | A=106,94 | C=109,83 | L=198 | H=5 | | | 89 317 190 semi | 90 152 960 |

| | | | | | | | | | |
|--|--------|----------|----------|-------|-----|--|--|---------------------------|--|
| | T Cyl. | A=107,02 | C=109,83 | L=198 | H=5 | | | 89 317 192 semi | |
|--|--------|----------|----------|-------|-----|--|--|---------------------------|--|



64 **104**

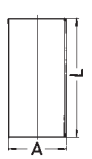
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|----------------|--|-------------------|---|---|----------------------|----|-----------|--------------|------|-----------|
| 8031.05 | 300 | 01.1985 → 12.1989 | D | 3 | 2931 cm ³ | 2V | 43 kW | (58 PS) | 17:1 | 115,00 mm |
| 8035.05 | 000, 200, 206, 208, 216, 265, 306, 307, 308, 309, 317, 358, 359, 377 | 03.1984 → | D | 3 | 2931 cm ³ | 2V | 37-44 kW | (50-60 PS) | 17:1 | 115,00 mm |
| 8040.05 | 200, 203, 230, 232, 233, 235 | 01.1987 → 12.1992 | D | 4 | 3908 cm ³ | 2V | 65 kW | (88 PS) | 17:1 | 115,00 mm |
| 8045.05 | 000, 200, 204, 205, 206, 207, 208, 209, 216, 217, 300, 304, 306, 307, 308, 309, 317, 359, 389, 393, 395 | 03.1984 → | D | 4 | 3908 cm ³ | 2V | 57-60 kW | (78-82 PS) | 17:1 | 115,00 mm |
| 8045.06 | 206 | 09.1984 → | D | 4 | 3908 cm ³ | 2V | 51 kW | (70 PS) | 17:1 | 115,00 mm |
| 8055.05 | 000, 200, 205, 250 | 06.1984 → | D | 5 | 4885 cm ³ | 2V | 66-72 kW | (90-98 PS) | 17:1 | 115,00 mm |
| 8060.05 | 000, 200, 201, 203, 205, 246, 270, 276, 280, 284, 285, 286, 288, 289 | 11.1985 → | D | 6 | 5863 cm ³ | 2V | 79-102 kW | (108-138 PS) | 17:1 | 115,00 mm |
| 8065.05 | 000 | 01.1984 → | D | 6 | 5863 cm ³ | 2V | 85 kW | (115 PS) | 18:1 | 115,00 mm |



| | | | | | |
|---------|---|------------|----------|---|----------------|
| 3/4/5/6 | KH 65,15 MT -22,5 MØ 52,2 GL 108,5 | RTK TPL | 38 85 | 1 R 2,5 MO G6 1 N 2,5 G3 1 DSF 4 CR | +0,35 +0,76 |
|---------|---|------------|----------|---|----------------|

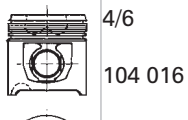


| | | | | |
|--------|----------|-------|---------------------------|-------------------|
| T Cyl. | A=107 | L=198 | 89 326 190 semi | 90 158 970 |
| T Cyl. | A=107,08 | L=198 | 89 326 192 semi | 90 158 972 |



65 **104**

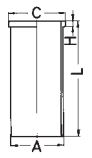
| | | | | | | | | | | |
|------------------------|---|-------------------|--------|---|----------------------|----|--------|----------|--------|-----------|
| 8040.05 | 4990 | | D (A) | 4 | 3908 cm ³ | 2V | 80 kW | (109 PS) | 17,7:1 | 115,00 mm |
| 8040.25R | 4200 | 01.1991 → 05.1996 | D (A) | 4 | 3908 cm ³ | 2V | 85 kW | (115 PS) | 17:1 | 115,00 mm |
| 8040.25X | 4000, 4947 | 01.1991 → 05.1996 | D (A) | 4 | 3908 cm ³ | 2V | 85 kW | (116 PS) | 17,7:1 | 115,00 mm |
| 8040.25 | 400, 4000, 420, 4200 | 01.1986 → 12.1996 | D (A) | 4 | 3908 cm ³ | 2V | 85 kW | (115 PS) | 17,7:1 | 115,00 mm |
| 8060.25R Euro 1 | 4200, 4210, 4220, 4225, 4230, 4240, 4250, 4280, 4285, 4290, 4295, 4300, 4360, 4362, 4750, 4755, 4760, 4764, 4960, 4967, 4968, 4970, 4973, 4980 | 01.1991 → 08.2003 | D (LA) | 6 | 5863 cm ³ | 2V | 105 kW | (143 PS) | 17,7:1 | 115,00 mm |
| 8060.25V Euro 1 | 4000, 4080, 4800 | 01.1991 → 08.2003 | D (LA) | 6 | 5863 cm ³ | 2V | 130 kW | (177 PS) | | 115,00 mm |
| 8060.25 | 400, 4000, 420, 4200 | 01.1991 → 08.2003 | D (A) | 6 | 5863 cm ³ | 2V | 130 kW | (177 PS) | 17,7:1 | 115,00 mm |



| | | | | | |
|-----|--|------------|----------|---|--------------------------|
| 4/6 | KH 65,33 MT -21 MØ 46 GL 104,33 | RTK LOX | 38 85 | 1 T15 3,5 MO G6 1 M 2,5 G3 1 DSF 4 CR | 0,61 +0,72 0,81 +0,92 |
|-----|--|------------|----------|---|--------------------------|



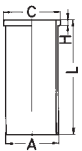
| | | | | | | |
|--------|----------|----------|-------|-----|---------------------------|-------------------|
| T Cyl. | A=106,94 | C=109,83 | L=198 | H=5 | 89 317 190 semi | 90 937 960 |
| T Cyl. | A=107,02 | C=109,83 | L=198 | H=5 | 89 317 192 semi | 90 937 962 |



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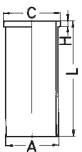


| | | | | | | | | |
|-----|--|--|--|--|--|--|--|--|
| | | | Type | | | | | |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндров | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | | | | | |
| | Stärke thickness épaisseur espesor ширина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | | |
| | 1,43 1,59 | +0,56 +0,74 | +0,73 +0,93 | | | | | |

66**104****8040.45X****4180, 4182**01.1991 → 05.1996 D (LA) 4 3908 cm³ 2V 100 kW (136 PS) 115,00 mm

T Cyl.

A=106,94 C=109,83 L=198 H=5

89 317 190
semi**67****104****8040.45 Euro 1****410**01.1991 → 05.1996 D (LA) 4 3908 cm³ 2V 100 kW (136 PS) 17:1 115,00 mm**8040.45****4000, 4010, 4020, 4030, 4035, 4050, 4090, 4180, 4300, 4303, 4305, 4380, 4381, 4800**01.1991 → 04.2001 D (LA) 4 3908 cm³ 2V 100 kW (136 PS) 115,00 mm**8060.45S Euro 1****6000, 6010, 6020, 6030, 6040, 6045, 6052, 6070, 6110, 6120, 6130, 6140, 6150, 6203, 6700, 6705, 6706, 6707, 6710, 6711, 6800, 6912**01.1991 → 08.2003 D (LA) 6 5863 cm³ 2V 167 kW (227 PS) 17:1 115,00 mm**8060.45****600**01.1991 → 12.1994 D (LA) 6 5863 cm³ 2V 152 kW (207 PS) 17:1 115,00 mm**8060.45 Euro 1****4100, 4150, 4180, 4700, 4708, 6000, 6090**01.1991 → 08.2003 D (LA) 6 5863 cm³ 2V 152-167 kW (207-227 PS) 115,00 mm

T Cyl.

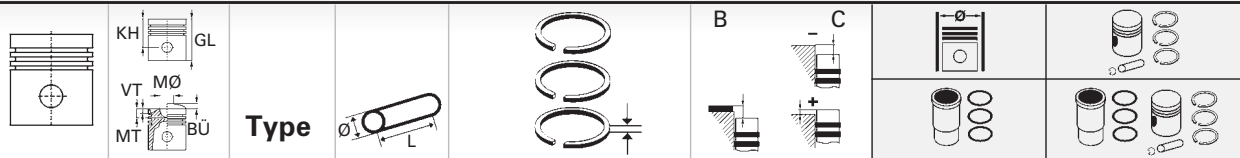
A=106,94 C=109,83 L=198 H=5

89 317 190
semi

T Cyl.

A=107,02 C=109,83 L=198 H=5

89 317 192
semi



| | | |
|------------------------|---|---|
| 68 | | 104 |
| 8040.45D Euro 2 | 5100, 5101, 5103, 5105 | 01.1994 → 08.2000 D (LA) 4 3908 cm ³ 2V 85 kW (115 PS) 18:1 115,00 mm |
| 8040.45 Euro 2 | 5200, 5201, 5203, 5205, 5280, 5281 | 07.1996 → 08.2000 D (LA) 4 3908 cm ³ 2V 100 kW (136 PS) 18:1 115,00 mm |
| 8060.45B Euro 2 | 5100, 5101, 5103, 5105, 5110, 5111, 5112, 5113, 5120, 5121, 5123, 5124, 5145, 5146, 5150, 5151, 5153, 5155, 5160, 5185, 5186 | 01.1991 → D (LA) 6 5863 cm ³ 2V 130 kW (177 PS) 18:1 115,00 mm |
| 8060.45 Euro 2 | 5200, 5201, 5203, 5205, 5210, 5211, 5220, 5221, 5223, 5232, 5233, 5234, 5235, 5250, 5251, 5255 | 07.1995 → 09.2003 D (LA) 6 5863 cm ³ 2V 152 kW (207 PS) 18:1 115,00 mm |

| | | | | | | | | |
|--|---------|--|-----------|----------|---------------------------------|-------------------|---------------------------|-------------------|
| | 4/6 | KH 65,33 MT -21,4 MØ 48,2 GL 104,33 | RTK PK | 38 85 | 1 T15 3,5 1 M 2,5 1 DSF 4 | MO G6 G3 CR | 104,00 | 94 450 600 |
| | 104 023 | | | | | | | |
| | T Cyl. | A=106,94 | C=109,83 | L=198 | H=5 | | 89 317 190 semi | 94 450 960 |
| | T Cyl. | A=107,02 | C=109,83 | L=198 | H=5 | | 89 317 192 semi | 94 450 962 |

| | | |
|------------------------|---|---|
| 69 | | 104 |
| 8060.45S Euro 2 | 7200, 7201, 7203, 7205, 7210, 7211, 7213, 7215, 7250, 7251, 7255 | 01.1991 → 08.2003 D (LA) 6 5863 cm ³ 2V 167 kW (227 PS) 18:1 115,00 mm |
| 8060.45 Euro 2 | 7200 | 01.1996 → D (LA) 6 5863 cm ³ 2V 167 kW (227 PS) 18:1 115,00 mm |

| | | | | | | | | |
|--|---------|--|-----------|----------|---------------------------------|-------------------|---------------------------|-------------------|
| | 6 | KH 65,33 VT1 -0,35 MT -20,55 MØ 54 GL 104,33 | RTK PK | 38 85 | 1 T15 3,5 1 M 2,5 1 DSF 4 | MO G6 G3 CR | 104,00 | 94 451 600 |
| | 104 023 | | | | | | | |
| | T Cyl. | A=106,94 | C=109,83 | L=198 | H=5 | | 89 317 190 semi | 94 451 960 |
| | T Cyl. | A=107,02 | C=109,83 | L=198 | H=5 | | 89 317 192 semi | 94 451 962 |

| | | |
|------------------------|------------|--|
| 70 | | 104 |
| 8045.25S Euro 2 | 231 | D (A) 4 3908 cm ³ 2V 64 kW (87 PS) 17:1 115,00 mm |

| | | | | | | | | |
|--|---------|---|------------|----------|-------------------------------|-------------|---------------|-------------------|
| | 4 | KH 65,33 MT -21,4 MØ 48,2 GL 104 | RTK TPL | 38 85 | 1 T15 3 1 M 2,5 1 DSF 4 | PC G6 CR | 104,00 | 40 274 600 |
| | 104 M04 | | | | | | | |

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| | | | | | | | |
|--|--------|-------------|-------|--|--|---------------------------|-------------------|
| | | Type | | | | | |
| | T Cyl. | A=107 | L=198 | | | 89 326 190 semi | 40 274 960 |
| | T Cyl. | A=107,08 | L=198 | | | 89 326 192 semi | 40 274 962 |

71 **104**

| | | | | | | | |
|------------------------------|--------|---|----------------------|----|--------|----------|------------------|
| F4HE968A Euro 3 | D (LA) | 6 | 6700 cm ³ | 4V | | 17,0:1 | 132,00 mm |
| N67 ENT Euro 3 | D (LA) | 6 | 6700 cm ³ | 4V | 175 kW | (238 PS) | 16,5:1 132,00 mm |
| N67 ENT x20.00 Euro 3 | D (LA) | 6 | 6700 cm ³ | 4V | | 16,5:1 | 132,00 mm |

| | | | | | | | | |
|--|---------|---|-------------------|----------|---------------------------------|-------------------|---------------|------------------------------|
| | 6 | KH 62,4 MT -21 MØ 59,5 GL 96,5 | RTK KKK TPL | 38 82 | 1 T15 3 1 M 2,385 1 DSF 4 | CK G6 G3 CR | 104,00 | 40 652 600 NEW |
| | 104 047 | | | | | | 104,40 | 40 652 610 NEW |

72 **104**

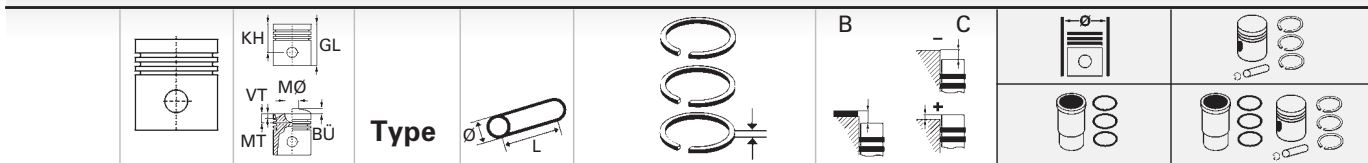
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|------------------|--------|---|----------------------|----|--------|----------|------------------|
| NEF45 SM1 | D (A) | 4 | 4500 cm ³ | 2V | 59 kW | (80 PS) | 17,5:1 132,00 mm |
| NEF45 SM2 | D (LA) | 4 | 4500 cm ³ | 2V | 66 kW | (90 PS) | 17,5:1 132,00 mm |
| NEF45 TM1 | D (LA) | 4 | 4500 cm ³ | 2V | 85 kW | (116 PS) | 17,5:1 132,00 mm |
| NEF45 TM2 | D (LA) | 4 | 4500 cm ³ | 2V | 87 kW | (118 PS) | 17,5:1 132,00 mm |
| NEF67 SM1 | D (A) | 6 | 6700 cm ³ | 2V | 110 kW | (150 PS) | 17,5:1 132,00 mm |
| NEF67 TM3 | D (LA) | 6 | 6700 cm ³ | 2V | 152 kW | (207 PS) | 17,5:1 132,00 mm |

| | | | | | | | | |
|--|---------|---|------------|----------|---------------------------------|-------------------|---------------|------------------------------|
| | 4/6 | KH 62,385 MT -24,2 MØ 52,4 GL 96,385 | RTK TPL | 38 82 | 1 T15 3 1 M 2,385 1 DSF 4 | CK G6 G3 CR | 104,00 | 40 269 600 NEW |
| | 104 039 | | | | | | 104,40 | 40 269 610 NEW |

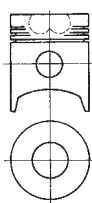
73 **115**

| | | | | | | | |
|-------------------------------------|--------|---|----------------------|----|--------|----------|-----------|
| F2 BE 0641 A Euro 4 06.2003→ | G (LA) | 6 | 7790 cm ³ | 4V | 200 kW | (272 PS) | 125,00 mm |
| F2 BE 0641 D Euro 4 | G (LA) | 6 | 7790 cm ³ | 4V | 243 kW | (330 PS) | 125,00 mm |
| F2 BE 0641 G Euro 4 | G (LA) | 6 | 7790 cm ³ | 4V | 200 kW | (272 PS) | 125,00 mm |
| F2 BE 0641 K Euro 4 | G (LA) | 6 | 7790 cm ³ | 4V | 221 kW | (300 PS) | 125,00 mm |

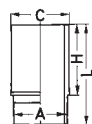
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|--|---------|--|-------------------|------------|-------------------------------|--|--|------------------------------|
| | 6 | KH 72,1 MT -29 MØ 69,4 GL 117,1 | RTK KKK TPL | 46 95,5 | 1 T15 3 1 M 2,5 1 DSF 4 | CK G6 CR G6 CR | 115,00 | 40 646 600 |
| | 115 135 | | | | | | | |
| | N Cyl. | A=128,5 | C=136,5 | L=211 | H+F=8,96+1,2 | 2 FP 120,24 x 3,53 1 FP 120,24 x 3,53 | 89 889 110 NEW (89 832) | 40 646 960 NEW |

**74** **115**

| | | | | | | | | | |
|-----------------|--|---|---|----------------------|----|------------|--------------|------|-----------|
| CO 3/130 | 01.1971 → 07.1985 | D | 4 | 5401 cm ³ | 2V | 56-67 kW | (76-91 PS) | 17:1 | 130,00 mm |
| 8340.05 | 000, 200 | | | | | | | | |
| | 1977 → | D | 4 | 5401 cm ³ | 2V | 78-84 kW | (106-115 PS) | 17:1 | 130,00 mm |
| 8360.05 | 200, 254, 300, 670, 673 | | | | | | | | |
| | 06.1978 → | D | 6 | 8101 cm ³ | 2V | 117-124 kW | (159-169 PS) | 17:1 | 130,00 mm |
| 8361.01 | | | | | | | | | |
| | 1979 → | D | 6 | 8101 cm ³ | 2V | 119 kW | (161 PS) | 17:1 | 130,00 mm |
| 8361.05 | 500 | | | | | | | | |
| | 1979 → | D | 6 | 8101 cm ³ | 2V | 118-119 kW | (160-161 PS) | 17:1 | 130,00 mm |
| 8365.05 | 500, 520, 530, 531, 555, 560, 570, 580, 590 | | | | | | | | |
| | 01.1978 → | D | 6 | 8101 cm ³ | 2V | 94-114 kW | (128-155 PS) | 17:1 | 130,00 mm |

4/6
115 114KH 76,5
MT -29,4
MØ 54
GL 140,5

RTK

42
971 R 2,5 CR G3
1 R 2,5
1 DSF 4 CR-0,29
+0,16**115,00****93 209 600**

N Cyl.

A=122

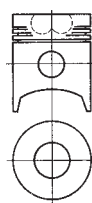
C=129

L=235,5

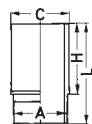
H=167

89 024 110**93 209 960****75** **115**

| | | | | | | | | | |
|----------------|---|---|---|----------------------|----|------------|-------------|------|-----------|
| 8340.04 | 000, 040, 200, 205, 250, 300, 350, 362 | | | | | | | | |
| | 06.1977 → 06.1988 | D | 4 | 4570 cm ³ | 2V | 66-74 kW | (90-101 PS) | 17:1 | 110,00 mm |
| 8340.06 | 000 | | | | | | | | |
| | 06.1977 → 01.1987 | D | 4 | 4570 cm ³ | 2V | 74 kW | (100 PS) | 17:1 | 110,00 mm |
| 8360.04 | 200, 300 | | | | | | | | |
| | 05.1978 → | D | 6 | 6855 cm ³ | 2V | 106-107 kW | (145 PS) | 17:1 | 110,00 mm |

4/6
115 114KH 76,5
MT -27
MØ 52
GL 140,5

RTK

42
971 R 2,5 CR G3
1 R 2,5
1 DSF 4 CR-0,29
+0,16**115,00****93 208 600**

N Cyl.

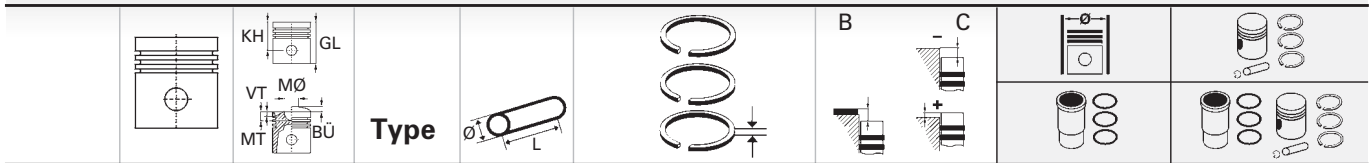
A=121,97

C=129,9

L=215,5

H=147

89 023 110**93 208 960**



| | | |
|-----------------------|--|--|
| 76 | | 115 |
| 8361.25 Euro 2 | 510, 511 | |
| 05.1984 → | D (LA) | 6 8101 cm ³ 2V 154-173 kW (210-235 PS) 15,5:1 130,00 mm |
| 8361.45 | 500, 530 | |
| 04.1985 → | D (LA) | 6 8101 cm ³ 2V 169-243 kW (230-330 PS) 15,5:1 130,00 mm |
| 8365.25 | 500, 501, 502, 503, 512, 513, 514, 515, 520, 522, 530, 532, 533 | |
| 01.1980 → | D (A) | 6 8101 cm ³ 2V 113-147 kW (116-200 PS) 15,5:1 130,00 mm |

| | | | | | | | | | | |
|--|---------|---|-------|----------|------------------------------|----------------------|--------------|----------------|-------------------|-------------------|
| | 6 | KH 76,5 VT1 -1,00 MT -27,7 MØ 59 GL 126,5 | RTK | 42 97 | 1 T6 3 1 M 2,5 1 DSF 4 | CK G6 CR G3 CR | 1,02 1,61 | -0,30 +0,61 | 115,00 | 99 445 700 |
| | 115 114 | | | | | | | | | |
| | N Cyl. | A=122 | C=129 | L=235,5 | H=167 | | | | 89 024 110 | 99 445 970 |

| | | | | | | |
|-----------------------------|-----------|------------|---------------------------|--------|---------------|-----------|
| 77 | | 115 | | | | |
| F2 BE 0681 A Euro 3 | 10.1998 → | D (LA) | 6 7790 cm ³ 4V | 259 kW | (352 PS) 17:1 | 125,00 mm |
| F2 BE 0681 B Euro 3 | 10.1998 → | D (LA) | 6 7790 cm ³ 4V | 228 kW | (310 PS) 17:1 | 125,00 mm |
| F2 BE 0681 C Euro 3 | 10.1998 → | D (LA) | 6 7790 cm ³ 4V | 200 kW | (272 PS) 17:1 | 125,00 mm |
| F2 BE 0681 CA Euro 3 | 06.2000 → | D (LA) | 6 7790 cm ³ 4V | 180 kW | (245 PS) 17:1 | 125,00 mm |
| F2 BE 0681 D Euro 3 | 10.1998 → | D (LA) | 6 7790 cm ³ 4V | 180 kW | (245 PS) 17:1 | 125,00 mm |
| F2 BE 0681 DA Euro 3 | 06.2000 → | D (LA) | 6 7790 cm ³ 4V | 180 kW | (245 PS) 17:1 | 125,00 mm |
| F2 BE 0681 DB Euro 3 | 06.2000 → | D (LA) | 6 7790 cm ³ 4V | 180 kW | (245 PS) 17:1 | 125,00 mm |
| F2 BE 0681 F Euro 3 | 11.1998 → | D (LA) | 6 7790 cm ³ 4V | 228 kW | (310 PS) 17:1 | 125,00 mm |

| | | | | | | | | | | |
|--|---------|--|-------------------|------------|--------------------------------|--|--|--|--|------------------------------|
| | 6 | KH 72,1 MT -19,3 MØ 61,7 GL 117,1 | RTK KKK TPL | 46 95,5 | 1 T15 3 1 NM 2,5 1 DSF 4 | CK G6 G3 CR | | | 115,00 | 40 317 600 |
| | 115 135 | | | | | | | | | |
| | N Cyl. | A=128,5 | C=136,5 | L=211 | H+F=8,96+1,2 | 2 FP 120,24 x 3,53 1 FP 120,24 x 3,53 | | | 89 889 110 NEW (89 832) | 40 317 961 NEW |

| | | | | | | | | | | |
|----------------------------|-----------|--|---------------------------|------------|--------------------------------|-------------------|--|--|---------------|-------------------|
| 78 | | 115 | | | | | | | | |
| F2 BE 0681 E Euro 2 | 06.2000 → | D (LA) | 6 7790 cm ³ 4V | 180 kW | (245 PS) 17:1 | 125,00 mm | | | | |
| | 6 | KH 72,1 MT -21,5 MØ 60 GL 117,1 | RTK KKK TPL | 46 95,5 | 1 T15 3 1 NM 2,5 1 DSF 4 | CK G6 G3 CR | | | 115,00 | 40 316 600 |
| | 115 135 | | | | | | | | | |

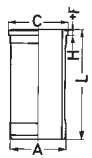
Fortsetzung nächste Seite / continued on next page / suite page suivante / continuación página próxima / Продолжение на следующей странице

| | | | | | | | |
|--|--------|------------------------------------|--|--|--|--|--------------------------------------|
| | | Type | | | | | |
| | N Cyl. | A=128,5 C=136,5 L=211 H+F=8,96+1,2 | | | 2 FP 120,24 x 3,53 1 FP 120,24 x 3,53 | 89 889 110 <small>NEW</small> (89 832) | 40 316 961 <small>NEW</small> |

F

79 **120**

| | | |
|------------------------|--|--|
| 8460.21B | 613, 615 | D (A) 6 9498 cm ³ 2V 162 kW (220 PS) 15:1 140,00 mm |
| 8460.21 | 002, 004, 006, 008, 010, 020, 042, 102, 106, 202, 206, 406, 601, 611, 615 | 09.1986 → D (A) 6 9498 cm ³ 2V 154-192 kW (210-261 PS) 16:1 140,00 mm |
| 8460.41K Euro 1 | 402, 404, 406, 410, 420, 422, 424, 428, 430, 440, 442, 448, 456, 458, 492, 494, 496 | 04.1992 → D (LA) 6 9498 cm ³ 2V 254 kW (345 PS) 16,8:1 140,00 mm |
| 8460.41L Euro 1 | 5020, 5040, 5080, 5100, 5140, 5334, 5342, 5356, 5360, 6356, 6362 | 06.1992 → D (LA) 6 9498 cm ³ 2V 276 kW (375 PS) 16,8:1 140,00 mm |
| 8460.41M Euro 1 | 7010, 7012 | 01.1993 → D (LA) 6 9498 cm ³ 2V 278 kW (378 PS) 16,8:1 140,00 mm |
| 8460.41R Euro 1 | 7127, 7141, 723, 725, 727, 741, 743, 745 | 01.1993 → D (LA) 6 9498 cm ³ 2V 214 kW (290 PS) 16,8:1 140,00 mm |
| 8460.41S Euro 1 | 733, 735, 739 | 01.1993 → D (LA) 6 9498 cm ³ 2V 254 kW (345 PS) 16,8:1 140,00 mm |
| 8460.41 | 101, 102, 104, 106, 108, 114, 118, 124, 128, 152, 154, 156, 158, 160, 162, 320, 406, 721, 723 | 09.1988 → D (LA) 6 9498 cm ³ 2V 234-254 kW (318-345 PS) 140,00 mm |
| 8465.21 | 002, 004 | 01.1991 → D (A) 6 9498 cm ³ 2V 186 kW (253 PS) 16:1 140,00 mm |

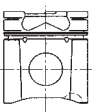


N Cyl. A=134 C=144,8 L=250 H+F=10,025+1

89 417 110

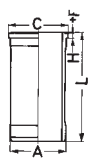
80 **120**

| | | |
|------------------------|---|---|
| 8460.41C Euro 2 | 3020, 3094 | 1996 → D (LA) 6 9498 cm ³ 2V 221 kW (300 PS) 16,8:1 140,00 mm |
| 8460.41E Euro 2 | 711, 715 | D (LA) 6 9498 cm ³ 2V 276 kW (375 PS) 16,8:1 140,00 mm |
| 8460.41K Euro 2 | 4004, 4010, 4028, 4030, 4034, 4042, 4046, 4048, 4054, 4058, 4062, 4089, 4094, 4098, 4102, 4108, 4110 | 09.1995 → D (LA) 6 9498 cm ³ 2V 254 kW (345 PS) 16,8:1 140,00 mm |
| 8460.41T Euro 2 | 2036, 2050, 2054 | 09.1997 → D (LA) 6 9498 cm ³ 2V 184 kW (250 PS) 16,8:1 140,00 mm |



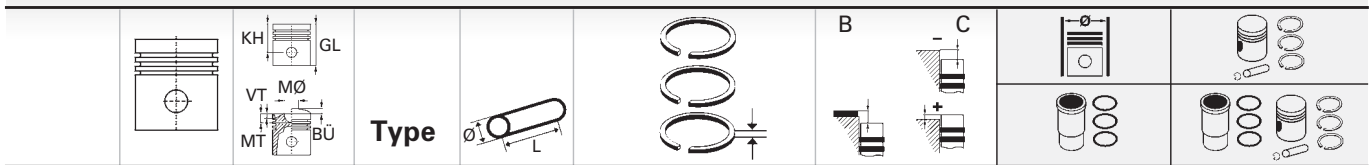
6 KH 84,7 RTK 48 1 T15 3,5 CR G6 +0,75
120 145 VT1 -3,10 KKK 108 1 M 3 CR
MT -27,4 PK 1 DSF 5 CR
MØ 60
GL 134,7

120,00 **94 436 600**



N Cyl. A=134 C=144,8 L=250 H+F=10,025+1

89 417 110 **94 436 960**



| | | | | | | | | | | | | | | | | | | |
|----------------|--|--------------------------------|---|---|----------------------|----|------------|--------------|------|-----------|--|--|--|--|--|--|--|--|
| 81 | | 125 | | | | | | | | | | | | | | | | |
| 8220.02 | | 701, 834, 847, 856, 870 | | | | | | | | | | | | | | | | |
| | | 01.1973 → | D | 6 | 9572 cm ³ | 2V | 148-151 kW | (151-205 PS) | 17:1 | 130,00 mm | | | | | | | | |
| 8220.12 | | 709 | | | | | | | | | | | | | | | | |
| | | 09.1983 → 06.1989 | D | 6 | 9572 cm ³ | 2V | 149 kW | (203 PS) | 17:1 | 130,00 mm | | | | | | | | |

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|--|---------|--------------------------------------|--|-----------|-----------------------------|-------------|--|----------------|---------------|-------------------|--|--|--|--|--|--|
| | 6 | KH 83,5 MT -32 MØ 59 GL 152 | | 46 106 | 1 R 3 1 M 3 1 DSF 5,5 | CR G6 CR | | +0,16 +0,59 | 125,00 | 90 748 700 | | | | | | |
| | 125 129 | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | |
|--|--------|---------|---------|-------|---------|---|-------------------|--|--|--|--|--|--|
| | N Cyl. | A=133,5 | C=141,5 | L=241 | H=163,8 | 1 134 x 143 1 134 x 143 1 134 x 143 | 89 020 110 | | | | | | |
| | | | | | | | | | | | | | |

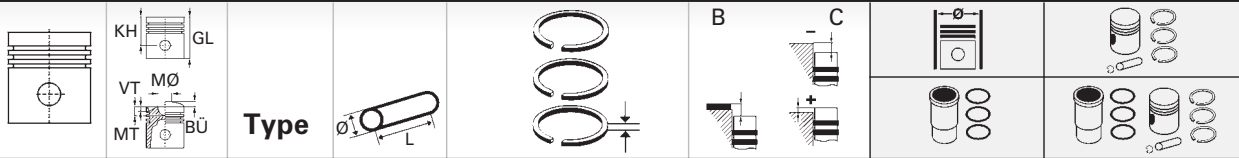
| | | | | | | | | | | | | | | | | | | |
|----------------|--|---|-------|---|----------------------|----|--------|----------|--------|-----------|--|--|--|--|--|--|--|--|
| 82 | | 125 | | | | | | | | | | | | | | | | |
| 8220.22 | | 002, 102, 104, 106, 701, 708, 709, 721 | | | | | | | | | | | | | | | | |
| | | 1978 → | D (A) | 6 | 9572 cm ³ | 2V | 177 kW | (240 PS) | 15,6:1 | 130,00 mm | | | | | | | | |
| 8220.32 | | 701, 721, 723, 725 | | | | | | | | | | | | | | | | |
| | | 01.1982 → | D (A) | 6 | 9572 cm ³ | 2V | 177 kW | (240 PS) | 15,6:1 | 130,00 mm | | | | | | | | |

| | | | | | | | | | | | | | |
|--|--------|---------|---------|-------|---------|---|-------------------|--|--|--|--|--|--|
| | N Cyl. | A=133,5 | C=141,5 | L=241 | H=163,8 | 1 134 x 143 1 134 x 143 1 134 x 143 | 89 020 110 | | | | | | |
| | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | | |
|----------------------------|--|-------------------|--------|---|-----------------------|----|--------|----------|------|-----------|--|--|--|--|--|--|--|
| 83 | | 125 | | | | | | | | | | | | | | | |
| F3 AE 0681 B Euro 3 | | 07.2000 → | D (LA) | 6 | 10308 cm ³ | 4V | 294 kW | (400 PS) | 17:1 | 140,00 mm | | | | | | | |
| F3 AE 0681 D Euro 3 | | 10.1999 → | D (LA) | 6 | 10308 cm ³ | 4V | 316 kW | (430 PS) | 17:1 | 140,00 mm | | | | | | | |
| F3 AE 0681 E Euro 3 | | 11.1999 → 06.2002 | D (LA) | 6 | 10308 cm ³ | 4V | 287 kW | (390 PS) | 17:1 | 140,00 mm | | | | | | | |

| | | | | | | | | | | | | | | | | |
|--|---------|--|-------------------|-----------|--------------------------------|-------------------|--|--|---------------|-------------------|--|--|--|--|--|--|
| | 6 | KH 85,5 MT -21,2 MØ 87,8 GL 133,5 | KKK RTK TPL | 50 101 | 1 T15 3,5 1 NM 3 1 DSF 4 | CK ST G3 CR | | | 125,00 | 40 339 600 | | | | | | |
| | 125 163 | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | |
|--|--------|-------|---------|-------|------------|------------------------------------|-------------------|-------------------|--|--|--|--|
| | N Cyl. | A=140 | C=150,6 | L=239 | H+F=10+1,2 | 2 FP 133 x 3,53 1 FP 133 x 3,53 | 89 834 110 | 40 339 960 | | | | |
| | | | | | | | | | | | | |

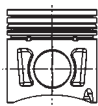


84

135

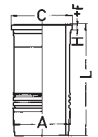
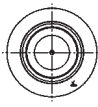
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|----------------------------|-------------------|--------|---|-----------------------|----|--------|----------|--------|-----------|
| F3 BE 0681 A Euro 3 | 02.2002 → | D (LA) | 6 | 12882 cm ³ | 4V | 397 kW | (540 PS) | 16,5:1 | 150,00 mm |
| F3 BE 0681 B Euro 3 | | D (LA) | 6 | 12882 cm ³ | 4V | 353 kW | (480 PS) | 16,5:1 | 150,00 mm |
| F3 BE 0681 C Euro 3 | 09.2000 → | D (LA) | 6 | 12882 cm ³ | 4V | 324 kW | (441 PS) | 16,5:1 | 150,00 mm |
| F3 BE 0681 CB | → 11.2004 | D (LA) | 6 | 12882 cm ³ | 4V | 324 kW | (441 PS) | 16,5:1 | 150,00 mm |
| Euro 3 | | | | | | | | | |
| F3 BE 0681 E Euro 3 | 03.2001 → | D (LA) | 6 | 12882 cm ³ | 4V | 353 kW | (480 PS) | 16,5:1 | 150,00 mm |
| F3 BE 0681 F Euro 3 | 03.2001 → 02.2002 | D (LA) | 6 | 12882 cm ³ | 4V | 337 kW | (460 PS) | 16,5:1 | 150,00 mm |
| F3 BE 0681 G Euro 3 | 01.2001 → | D (LA) | 6 | 12882 cm ³ | 4V | 280 kW | (381 PS) | 16,5:1 | 150,00 mm |

F



6

135 074



N Cyl.

KH 90,4
MT -23,1
MØ 94
GL 142,4

RTK
KKK
TPL

54
107,5

1 T15 4
1 NM 3
1 DSF 5

CK ST
G3
CR

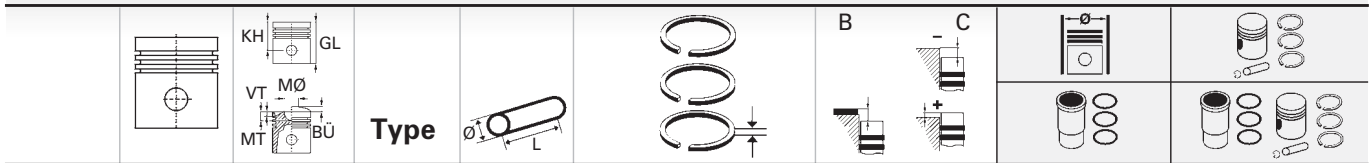
135,00

40 340 600

2 FP 145 x 3,53
1 FP 145 x 3,53

89 831 110

40 340 960



| 85 | | 137 | | | | | | | | | |
|------------------------|---|------------|--|--------|-----|-----------------------|----|-------------------|--------------|--------|-----------|
| 8210.02 | | | 000, 020, 022, 032, 053, 067, 069, 081, 266, 267, 269, 270, 276, 371, 373, 377, 385, 393, 405, 426, 429, 440, 441, 442, 443, 444, 580, 582, 631, 731, 734, 737 | | | | | | | | |
| | | | 01.1970 → | D | 6 | 13798 cm ³ | 2V | 191 kW | (260 PS) | 16:1 | 156,00 mm |
| 8210.12 | | | 000 | | | | | | | | |
| | | | 01.1980 → 1987 | D | 6 | 13798 cm ³ | 2V | 191 kW | (260 PS) | 16:1 | 156,00 mm |
| 8210.22X | | | 069, 235, 523, 575, 599 | | | | | | | | |
| | | | 06.1984 → | D (A) | 6 | 13798 cm ³ | 2V | 224 kW | (304 PS) | 15:1 | 156,00 mm |
| 8210.22 | | | 000, 069, 101, 105, 175, 183, 210, 235, 236, 269, 317, 327, 371, 373, 385, 406, 409, 599, 631 | | | | | | | | |
| | | | 02.1980 → | D (A) | 6 | 13798 cm ³ | 2V | 220-243 kW | (300-330 PS) | 15:1 | 156,00 mm |
| 8210.22 | | | 419, 510, 511, 521, 523, 525, 535, 537, 559, 569, 571, 575, 581, 583, 585, 591, 859, 869 | | | | | | | | |
| | | | 06.1984 → | D (LA) | 6 | 13798 cm ³ | 2V | 220-235 kW | (300-320 PS) | | 156,00 mm |
| 8210.42K Euro 1 | | | 300, 330, 331, 332, 340, 341, 342, 349, 369, 379, 850, 852, 862, 875, 877 | | | | | | | | |
| | | | 04.1992 → | D (LA) | 6 | 13798 cm ³ | 2V | 272 kW | (370 PS) | 16,5:1 | 156,00 mm |
| 8210.42K Euro 2 | | | 3000, 3230, 3300, 3301, 3320, 3330, 3420, 3440, 3690, 3790 | | | | | | | | |
| | | | 09.1993 → | D (LA) | 6 | 13798 cm ³ | 4V | 272-276 kW | (370-376 PS) | | 156,00 mm |
| 8210.42L Euro 1 | | | 400, 412, 414, 430, 432, 440, 441, 442, 449, 460, 462, 469, 479, 499, 800, 825, 827 | | | | | | | | |
| | | | 04.1992 → | D (LA) | 6 | 13798 cm ³ | 2V | 309 kW | (420 PS) | 16,5:1 | 156,00 mm |
| 8210.42L Euro 2 | | | 4000, 4140, 4300, 4301, 4320, 4330, 4400, 4420, 4440, 4490, 4600, 4601, 4610, 4611, 4620, 4640, 4690, 4790, 4880, 4930, 4990 | | | | | | | | |
| | | | 01.1995 → | D (LA) | 6 | 13798 cm ³ | 2V | 309 kW | (420 PS) | 16,5:1 | 156,00 mm |
| 8210.42M Euro 2 | | | 5000, 5400, 5600, 5601, 5611, 5620, 5640 | | | | | | | | |
| | | | 02.1996 → 12.2002 | D (LA) | 6 | 13798 cm ³ | 2V | 345 kW | (470 PS) | 16,5:1 | 156,00 mm |
| 8210.42 Euro 1 | | | 061, 074, 077, 151, 152, 154, 155, 160, 161, 162, 165, 171, 172, 173, 174, 175, 176, 181, 182, 185, 186, 191, 192, 195, 196, 201, 210, 235, 237, 269, 270, 271, 400 | | | | | | | | |
| | | | 07.1990 → | D (LA) | 6 | 13798 cm ³ | 2V | 265-309 kW | (360-420 PS) | 16,5:1 | 156,00 mm |
| 8210.42 Euro 1 | | | 177 | | | | | | | | |
| | | | 07.1990 → | D | 6 | 13798 cm ³ | 2V | 277 kW | (377 PS) | 16,5:1 | 156,00 mm |
| 8210.42 Euro 2 | | | 500 | | | | | | | | |
| | | | | D (LA) | 6 | 13798 cm ³ | 2V | 346 kW | (470 PS) | 16:1 | 156,00 mm |
| 8215.02 | | | 561, 563 | | | | | | | | |
| | | | 01.1969 → 12.1981 | D (A) | 6 | 13798 cm ³ | 2V | 191 kW | (260 PS) | 16:1 | 156,00 mm |
| 8215.22 | | | 520, 531, 542 | | | | | | | | |
| | | | 05.1979 → 12.1991 | D (A) | 6 | 13798 cm ³ | 2V | 173-184 kW | (235-250 PS) | 15:1 | 156,00 mm |
| 8460.42L Euro 1 | | | 400 | | | | | | | | |
| | | | 04.1992 → | D (LA) | 6 | 13798 cm ³ | 2V | 309 kW | (420 PS) | 16,5:1 | 156,00 mm |
| | T Cyl. | A=143,02 | C=147 | L=282 | H=6 | | | 88 600 110 | | | |
| | T Cyl. | A=143,02 | C=147 | L=282 | H=6 | | | 89 872 110 | | | |
| | T Cyl. | A=143,07 | C=147 | L=282 | H=6 | | | 88 600 111 | | | |
| | T Cyl. | A=143,27 | C=147 | L=282 | H=6 | | | 88 600 113 | | | |
| [1] | gehärtet/hardened/trempée/templado/закаленная(гильза) | | | | | | | | | | |

| 86 | | 137 | | | | | | | | | |
|--|---|------------------------------------|---------------------------|-----------|-------------------------------|-----------------------|----|---------------|----------|-------------------|-----------|
| 8210.42 | | | 009, 011, 101, 115 | | | | | | | | |
| | | | 07.1987 → | D (LA) | 6 | 13798 cm ³ | 2V | 265 kW | (360 PS) | 15:1 | 156,00 mm |
| | 6 | KH 92 MT -33 MØ 72 GL 157 | RTK KKK TPL | 50 117 | 1 T15 4 1 R 3 1 DSF 5,5 | CR G6 CR CR | | 137,00 | | 92 329 700 | |
| Fortsetzung nächste Seite / continued on next page / suite page suivante / continuación página próxima / Продолжение на следующей странице | | | | | | | | | | | |

| | | | Type | | | | | | |
|-----|--|----------|-------|-------|-----|--|--------------------------|-------------------|--|
| | T Cyl. | A=143,02 | C=147 | L=282 | H=6 | | 88 600 110 [1] | 92 329 970 | |
| | T Cyl. | A=143,02 | C=147 | L=282 | H=6 | | 89 872 110 | | |
| | T Cyl. | A=143,02 | C=149 | L=282 | H=6 | | 89 591 110 [1] | | |
| | T Cyl. | A=143,07 | C=147 | L=282 | H=6 | | 88 600 111 [1] | | |
| | T Cyl. | A=143,27 | C=147 | L=282 | H=6 | | 88 600 113 [1] | | |
| [1] | gehärtet/hardened/trempeée/templado/закалснная(гильза) | | | | | | | | |




87 **145**

| | | | | | | | | | |
|-------------------|--|--------|---|-----------------------|----|--------|----------|--------|-----------|
| 8260.01 | 01.1976 → 10.1982 | D | 6 | 14862 cm ³ | 2V | 182 kW | (248 PS) | 16:1 | 150,00 mm |
| 8260.02 | 01.1976 → 10.1982 | D | 6 | 12876 cm ³ | 2V | 182 kW | (248 PS) | 16:1 | 130,00 mm |
| 8261 I 002 | 01.1983 → 12.1985 | D | 6 | 12876 cm ³ | 2V | 165 kW | (225 PS) | 16:1 | 130,00 mm |
| 8261.02 | 001 | | | | | | | | |
| | 06.1975 → 12.1988 | D | 6 | 12876 cm ³ | 2V | 165 kW | (225 PS) | 16:1 | 130,00 mm |
| 8280.01 | 000 | | | | | | | | |
| | 08.1975 → 01.1983 | D | 8 | 17174 cm ³ | 2V | 243 kW | (330 PS) | 16:1 | 130,00 mm |
| 8280.02 | 000, 024, 082, 109, 120, 125, 128, 135, 269, 274, 275, 289, 405 | | | | | | | | |
| | 01.1977 → | D | 8 | 17174 cm ³ | 2V | 259 kW | (352 PS) | | 130,00 mm |
| 8280.22 | 000 | | | | | | | | |
| | 07.1980 → 12.1987 | D (LA) | 8 | 17174 cm ³ | 2V | 281 kW | (381 PS) | 15,5:1 | 130,00 mm |
| 8280.22 | 007, 009, 033, 054, 145 | | | | | | | | |
| | 07.1980 → 12.1987 | D (A) | 8 | 17174 cm ³ | 2V | 281 kW | (381 PS) | 15,5:1 | 130,00 mm |
| 8280.22 | 201, 205 | | | | | | | | |
| | 07.1984 → 11.1994 | D (LA) | 8 | 17174 cm ³ | 4V | 309 kW | (420 PS) | 15,5:1 | 130,00 mm |
| 8280.42 | 001, 010, 042, 050 | | | | | | | | |
| | 03.1989 → 12.1993 | D (LA) | 8 | 17174 cm ³ | 4V | 350 kW | (476 PS) | 16:1 | 130,00 mm |
| 8280.42 | 350 | | | | | | | | |
| | 04.1992 → 12.2000 | D (LA) | 8 | 17174 cm ³ | 2V | 378 kW | (514 PS) | 16:1 | 130,00 mm |
| 8281.22 | 000 | | | | | | | | |
| | 1980 → | D (LA) | 8 | 17174 cm ³ | 2V | 281 kW | (381 PS) | 15,5:1 | 130,00 mm |
| 8282.22 | 000 | | | | | | | | |
| | 1980 → | D (A) | 8 | 17174 cm ³ | 2V | 281 kW | (381 PS) | 15,5:1 | 130,00 mm |
| 8285.22 | 000 | | | | | | | | |
| | 1980 → 12.1991 | D (LA) | 8 | 17174 cm ³ | 2V | 276 kW | (375 PS) | 15,5:1 | 130,00 mm |



| | | | | | | | | |
|--|--------|---------|-------|-------|---------------|---|-------------------------------|--|
| | N Cyl. | A=158,5 | C=174 | L=262 | H+F=10,06+0,9 | 1 T 165,3 x 173,2 x 0,1 3 FP 151 x 3,5 | 89 463 110 (89 007) | |
|--|--------|---------|-------|-------|---------------|---|-------------------------------|--|

| | | | | | |
|--|------------------|---|----------------------------|--|------------|
| | FIATALLIS | → | MERCEDES-BENZ | | 562 |
| | | | MWM | | 683 |






|  | | Cyl. |  mm | cm ³ |  | Comp. Ratio ϵ | kW | PS | Pos |
|---|--------|------|--|-----------------|---|------------------------|---------|---------|-----|
| AAA | B | 6 | 81 x 90,3 | 2792 | 2 | 10:1 | 120-128 | 163-174 | 16 |
| ABFA | D (LA) | 4 | 86 x 86 | 1998 | 4 | 19:1 | 74 | 100 | 28 |
| AFN | D (LA) | 4 | 79,5 x 95,5 | 1896 | 2 | 19,5:1 | 81 | 110 | 9 |
| AHU | D (A) | 4 | 79,5 x 95,5 | 1896 | 2 | 19,5:1 | 66 | 90 | 9 |
| AMY | B | 6 | 81 x 90,3 | 2792 | 2 | 10:1 | 128 | 174 | 16 |
| ANU | D (LA) | 4 | 79,5 x 95,5 | 1896 | 2 | 19,5:1 | 66 | 90 | 10 |
| AODA | B | 4 | 87,5 x 83,1 | 1999 | 4 | 10,8:1 | 107 | 145 | 31 |
| AODB | B | 4 | 87,5 x 83,1 | 1999 | 4 | 10,8:1 | 107 | 145 | 31 |
| ASZ | D (LA) | 4 | 79,5 x 95,5 | 1896 | 2 | 19:1 | 96 | 130 | 12 |
| AUY | D (LA) | 4 | 79,5 x 95,5 | 1896 | 2 | 18:1 | 85 | 116 | 11 |
| BSD 333 H | D | 3 | 111,778 x 111,76 | 3294 | 2 | 15,3:1 | 38 | 52 | 56 |
| BSD 444 | D | 4 | 111,778 x 111,89 | 4392 | 2 | 16,3:1 | 60 | 82 | 56 |
| BSD 444 T | D (A) | 4 | 111,778 x 111,89 | 4392 | 2 | 15,6:1 | 68 | 92 | 57 |
| C (55 kW) | B | 4 | 90,83 x 76,95 | 1993 | 2 | 8:1 | 57 | 77 | 39 |
| CGBA | B | 4 | 83 x 83,1 | 1798 | 4 | 10,8:1 | 81 | 110 | 23 |
| CGBB | B | 4 | 83 x 83,1 | 1798 | 4 | 10,8:1 | 81 | 110 | 23 |
| CHBA | B | 4 | 83 x 83,1 | 1798 | 4 | 10,8:1 | 92 | 125 | 23 |
| CHBB | B | 4 | 83 x 83,1 | 1798 | 4 | 10,8:1 | 88-93 | 120-126 | 23 |
| CJBA | B | 4 | 87,5 x 83,1 | 1999 | 4 | 10,8:1 | 107 | 145 | 31 |
| CJBB | B | 4 | 87,5 x 83,1 | 1999 | 4 | 10,8:1 | 107 | 145 | 31 |
| CSDA | B | 4 | 83 x 83,1 | 1798 | 4 | 10,8:1 | 88 | 120 | 23 |
| CSDB | B | 4 | 83 x 83,1 | 1798 | 4 | 10,8:1 | 88 | 120 | 23 |
| C9DA | D (LA) | 4 | 82,5 x 82 | 1753 | 2 | 19,4:1 | 67 | 91 | 20 |
| C9DB | D (LA) | 4 | 82,5 x 82 | 1753 | 2 | 19,4:1 | 67 | 91 | 20 |
| C9DC | D (LA) | 4 | 82,5 x 82 | 1753 | 2 | 19,4:1 | 67 | 91 | 20 |
| DOFA | D (LA) | 4 | 89,9 x 94,6 | 2402 | 2 | 18,5:1 | 85-92 | 116-125 | 34 |
| D2FA | D (LA) | 4 | 89,9 x 94,6 | 2402 | 4 | 19:1 | 66 | 90 | 33 |
| D2FB | D (LA) | 4 | 89,9 x 94,6 | 2402 | 4 | 19,0:1 | 66 | 90 | 33 |
| D2FE | D (LA) | 4 | 89,9 x 94,6 | 2402 | 4 | 19,0:1 | 66 | 90 | 33 |
| D4FA | D (LA) | 4 | 89,9 x 94,6 | 2402 | 4 | 19:1 | 88 | 120 | 34 |
| D5BA | D (LA) | 4 | 86 x 86 | 1998 | 4 | 19:1 | 63-66 | 85-90 | 28 |
| D6BA | D (LA) | 4 | 86 x 86 | 1998 | 4 | 18,5:1 | 85 | 116 | 28 |
| FFDA Euro 2 | D (LA) | 4 | 82,5 x 82 | 1753 | 2 | 18,5:1 | 74 | 100 | 21 |
| FMBA | D (LA) | 4 | 86 x 86 | 1998 | 4 | 18,2:1 | 96 | 131 | 29 |
| FXDA | B | 4 | 76 x 76,5 | 1388 | 4 | 11:1 | 55 | 75 | 8 |
| FXDB | B | 4 | 76 x 76,5 | 1388 | 4 | 11:1 | 55-59 | 75-80 | 8 |
| FXDC | B | 4 | 76 x 76,5 | 1388 | 4 | 11:1 | 55-59 | 75-80 | 8 |
| FXDD | B | 4 | 76 x 76,5 | 1388 | 4 | 11:1 | 55-59 | 75-80 | 8 |
| FXFA | D (A) | 4 | 89,9 x 94,6 | 2402 | 4 | 19,0:1 | 85 | 115 | 34 |
| FXJA | B | 4 | 76 x 76,5 | 1388 | 4 | 11:1 | 59 | 80 | 8 |
| FXJB | B | 4 | 76 x 76,5 | 1388 | 4 | 11:1 | 58 | 80 | 8 |
| F 6 L 413 F | D | 6 | 125 x 130 | 9572 | 2 | 18:1 | 104-188 | 141-256 | 60 |
| F3FA | D (LA) | 4 | 86 x 86 | 1998 | 4 | 19:1 | 63-92 | 85-125 | 29 |
| F4FA | D (LA) | 4 | 89,9 x 94,6 | 2402 | 4 | 19:1 | 55 | 75 | 33 |
| F6JA | D (A) | 4 | 73,7 x 82 | 1398 | 2 | 17,9:1 | 50 | 68 | 3 |
| F6JB | D (A) | 4 | 73,7 x 82 | 1398 | 2 | 17,9:1 | 50 | 68 | 3 |
| F9DA | D (LA) | 4 | 82,5 x 82 | 1753 | 2 | 18,5:1 | 85 | 116 | 21 |
| F9DB | D (LA) | 4 | 82,5 x 82 | 1753 | 2 | 18,5:1 | 85 | 116 | 21 |
| GUD | B | 4 | 68,7 x 75,5 | 1119 | 2 | 9,5:1 | 40 | 55 | 2 |
| GUE | B | 4 | 68,7 x 75,5 | 1119 | 2 | 9,5:1 | 40 | 55 | 2 |
| GUF | B | 4 | 68,7 x 75,5 | 1119 | 2 | 8,8:1 | 40 | 54 | 1 |
| G6A | B | 4 | 68,7 x 75,5 | 1119 | 2 | 8,8:1 | 36-37 | 49-50 | 1 |
| G6DA | D (LA) | 4 | 85 x 88 | 1997 | 4 | 18:1 | 96-103 | 130-140 | 24 |
| G6DB | D (LA) | 4 | 85 x 88 | 1997 | 4 | 18:1 | 100 | 136 | 24 |
| G6DD | D (LA) | 4 | 85 x 88 | 1997 | 4 | 18:1 | 100 | 136 | 24 |
| G8DA | D (LA) | 4 | 75 x 88,3 | 1560 | 4 | 17,6:1 | 80 | 109 | 6 |
| G8DB | D (LA) | 4 | 75 x 88,3 | 1560 | 4 | 17,6:1 | 80 | 109 | 6 |
| HDDA | D (LA) | 4 | 75 x 88,3 | 1560 | 4 | 18:1 | 66 | 90 | 6 |
| HDDB | D (LA) | 4 | 75 x 88,3 | 1560 | 4 | 18:1 | 66 | 90 | 6 |
| HHDA | D (LA) | 4 | 75 x 88,3 | 1560 | 4 | 18,3:1 | 66 | 90 | 6 |
| HHDB | D (LA) | 4 | 75 x 88,3 | 1560 | 4 | 18,3:1 | 66 | 92 | 6 |
| HJBA | D (LA) | 4 | 86 x 86 | 1998 | 4 | 19:1 | 90 | 122 | 29 |
| HJBB | D (LA) | 4 | 86 x 86 | 1998 | 4 | 19:1 | 90 | 122 | 29 |
| HJBC | D (LA) | 4 | 86 x 86 | 1998 | 4 | 19:1 | 90 | 122 | 29 |
| H9FA Euro 4 | D (LA) | 4 | 89,9 x 94,6 | 2402 | 4 | 18:1 | 101 | 137 | 35 |
| H9FB Euro 4 | D (LA) | 4 | 89,9 x 94,6 | 2402 | 4 | 18:1 | 103 | 140 | 36 |
| JBC | B | 4 | 74 x 75,48 | 1299 | 2 | 8,8:1 | 44 | 60 | 4 |
| JBE | B | 4 | 74 x 75,48 | 1299 | 2 | 8,8:1 | 44 | 60 | 4 |
| JXFA Euro 4 | D (LA) | 4 | 89,9 x 94,6 | 2402 | 4 | 18:1 | 85 | 115 | 36 |

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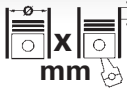

| | | | Cyl. |  mm | cm ³ |  | Comp. | kW | PS | Pos |
|-------------|--------|---|------|--|-----------------|---|--------|-------|---------|-----|
| | | | | | | | Ratio | | | |
| JXFC | D (LA) | 4 | 4 | 89,9 x 94,6 | 2402 | 4 | 18:1 | 85 | 115 | 36 |
| J4B | B | 4 | 4 | 74 x 75,48 | 1299 | 2 | 8,8:1 | 44-46 | 60-63 | 4 |
| J6A | B | 4 | 4 | 74 x 75,48 | 1299 | 2 | 8,8:1 | 44-46 | 60-63 | 4 |
| J6B | B | 4 | 4 | 74 x 75,48 | 1297 | 2 | 8,8:1 | 44 | 60 | 4 |
| KKDA | D (LA) | 4 | 4 | 82,5 x 82 | 1753 | 2 | 18,5:1 | 85 | 115 | 22 |
| LTA | D | 4 | 4 | 80 x 80 | 1608 | 2 | 21,5:1 | 40 | 54 | 14 |
| LTB | D | 4 | 4 | 80 x 80 | 1608 | 2 | 21,5:1 | 40 | 54 | 14 |
| LTC | D | 4 | 4 | 80 x 80 | 1608 | 2 | 21,5:1 | 40 | 54 | 14 |
| LUC | B | 4 | 4 | 80 x 79,52 | 1599 | 2 | 9,5:1 | 65-66 | 88-90 | 13 |
| LUH | B | 4 | 4 | 76 x 88 | 1597 | 2 | 10,3:1 | 65-66 | 88-90 | 7 |
| LUJ | B | 4 | 4 | 76 x 88 | 1597 | 4 | 9,5:1 | 65-66 | 88-90 | 7 |
| LUK | B | 4 | 4 | 80 x 79,52 | 1599 | 2 | 9,5:1 | 66 | 90 | 13 |
| LXD 2 | D | 4 | 4 | 94 x 83 | 2304 | 2 | 23:1 | 49 | 67 | 46 |
| L1E | B | 4 | 4 | 76 x 88 | 1597 | 4 | 10,3:1 | 65-66 | 88-90 | 7 |
| L1F | B | 4 | 4 | 76 x 88 | 1597 | 4 | 10,3:1 | 66 | 90 | 7 |
| L1G | B | 4 | 4 | 76 x 88 | 1597 | 4 | 10,3:1 | 65-66 | 88-90 | 7 |
| L1H | B | 4 | 4 | 76 x 88 | 1597 | 4 | 10,3:1 | 65-66 | 88-90 | 7 |
| L1J | B | 4 | 4 | 76 x 88 | 1597 | 4 | 10,3:1 | 65 | 88 | 7 |
| L1K | B | 4 | 4 | 76 x 88 | 1597 | 4 | 10,3:1 | 66 | 90 | 7 |
| L1L | B | 4 | 4 | 76 x 88 | 1597 | 4 | 10,3:1 | 70 | 95 | 7 |
| L1N | B | 4 | 4 | 76 x 88 | 1597 | 4 | 10,3:1 | 65-70 | 88-95 | 7 |
| L1Q | B | 4 | 4 | 76 x 88 | 1597 | 4 | 10,3:1 | 65-70 | 88-95 | 7 |
| NAT | B | 4 | 4 | 90,83 x 76,95 | 1993 | 2 | 8:1 | 57 | 77 | 39 |
| NAV | B | 4 | 4 | 90,83 x 76,95 | 1993 | 2 | 8:1 | 55 | 75 | 39 |
| ND | D | 3 | 3 | 106,698 x 106,68 | 2870 | 2 | 16,5:1 | 32-35 | 44-47 | 53 |
| NE | B | 4 | 4 | 90,83 x 76,95 | 1993 | 2 | 9,2:1 | 77-80 | 105-110 | 38 |
| NEK | B | 4 | 4 | 90,83 x 76,95 | 1993 | 2 | 9,2:1 | 77 | 105 | 38 |
| NEL | B | 4 | 4 | 90,83 x 76,95 | 1993 | 2 | 9,2:1 | 77 | 105 | 38 |
| NEN | B | 4 | 4 | 90,83 x 76,95 | 1993 | 2 | 9,2:1 | 74 | 101 | 38 |
| NEP | B | 4 | 4 | 90,83 x 76,95 | 1993 | 2 | 9,2:1 | 74 | 101 | 38 |
| NER | B | 4 | 4 | 90,83 x 76,95 | 1993 | 2 | 9,2:1 | 74 | 100 | 38 |
| NES | B | 4 | 4 | 86 x 86 | 1998 | 2 | 10,3:1 | 77 | 105 | 25 |
| NET | B | 4 | 4 | 90,83 x 76,95 | 1993 | 2 | 9,2:1 | 74-77 | 101-105 | 38 |
| NE4 | B | 4 | 4 | 90,83 x 76,95 | 1993 | 2 | 9,2:1 | 77 | 105 | 38 |
| NRA | B | 4 | 4 | 90,83 x 76,95 | 1993 | 2 | 9,2:1 | 85 | 115 | 38 |
| NRB | B | 4 | 4 | 90,83 x 76,95 | 1993 | 2 | 9,2:1 | 85 | 115 | 38 |
| NRD | B | 4 | 4 | 90,83 x 76,95 | 1993 | 2 | 8,5:1 | 74 | 100 | 38 |
| NRI | B | 4 | 4 | 90,83 x 76,95 | 1993 | 2 | 9,2:1 | 85 | 115 | 38 |
| NR2 | B | 4 | 4 | 90,83 x 76,95 | 1993 | 2 | 9,2:1 | 85 | 115 | 38 |
| NSD | B | 4 | 4 | 86 x 86 | 1998 | 2 | 9,8:1 | 85 | 115 | 26 |
| NSE | B | 4 | 4 | 86 x 86 | 1998 | 4 | 9,8:1 | 85 | 115 | 26 |
| NSF | B | 4 | 4 | 86 x 86 | 1998 | 4 | 9,8:1 | 84 | 114 | 26 |
| N4A | B | 4 | 4 | 90,83 x 76,95 | 1993 | 2 | 9,2:1 | 85 | 115 | 38 |
| N4I | B | 4 | 4 | 90,83 x 76,95 | 1993 | 2 | 9,2:1 | 85 | 115 | 38 |
| N4JB | B | 4 | 4 | 87,5 x 83,1 | 1999 | 4 | 10,8:1 | 107 | 145 | 31 |
| N7BA | D (LA) | 4 | 4 | 86 x 86 | 1998 | 4 | 18,2:1 | 96 | 131 | 29 |
| N8A | B | 4 | 4 | 86 x 86 | 1998 | 2 | 10,3:1 | 80 | 109 | 25 |
| N8B | B | 4 | 4 | 86 x 86 | 1998 | 2 | 10,3:1 | 80-92 | 109-125 | 25 |
| N8C | B | 4 | 4 | 86 x 86 | 1998 | 2 | 10,3:1 | 77 | 105 | 25 |
| N8D | B | 4 | 4 | 86 x 86 | 1998 | 2 | 10,3:1 | 75-77 | 102-105 | 25 |
| N9A | B | 4 | 4 | 86 x 86 | 1998 | 2 | 10,3:1 | 88 | 120 | 25 |
| N9B | B | 4 | 4 | 86 x 86 | 1998 | 2 | 10,3:1 | 92 | 125 | 25 |
| N9C | B | 4 | 4 | 86 x 86 | 1998 | 2 | 10,3:1 | 88 | 120 | 25 |
| N9D | B | 4 | 4 | 86 x 86 | 1998 | 2 | 10,3:1 | 88 | 120 | 25 |
| N9E | B | 4 | 4 | 86 x 86 | 1998 | 2 | 10,3:1 | 85 | 115 | 25 |
| N9F | B | 4 | 4 | 86 x 86 | 1998 | 2 | 10,3:1 | 85 | 115 | 25 |
| N9K | B | 4 | 4 | 86 x 86 | 1998 | 2 | 9,8:1 | 84 | 114 | 26 |
| N9L | B | 4 | 4 | 86 x 86 | 1998 | 2 | 9,8:1 | 84 | 114 | 26 |
| OM 352.937 | D (A) | 6 | 6 | 97 x 128 | 5675 | 2 | 16:1 | 110 | 150 | 49 |
| PD | D | 3 | 3 | 111,778 x 111,76 | 3294 | 2 | 16,5:1 | 44 | 60 | 56 |
| PGFA Euro 4 | D (LA) | 4 | 4 | 86 x 94,6 | 2198 | 4 | | 103 | 140 | 30 |
| PGFB | D (LA) | 4 | 4 | 86 x 94,6 | 2198 | 4 | | 103 | 140 | 30 |
| QQDA | B | 4 | 4 | 83 x 83,1 | 1798 | 4 | 10,8:1 | 92 | 125 | 23 |
| QQDB | B | 4 | 4 | 83 x 83,1 | 1798 | 4 | 10,8:1 | 92 | 125 | 23 |
| QVFA Euro 4 | D (LA) | 4 | 4 | 86 x 94,6 | 2198 | 4 | | 81 | 110 | 30 |
| QWFA Euro 4 | D (LA) | 4 | 4 | 86 x 94,6 | 2198 | 4 | | 96 | 130 | 30 |
| Q7DA | B | 4 | 4 | 83 x 83,1 | 1798 | 4 | 10,8:1 | 92 | 125 | 23 |
| RD | D | 4 | 4 | 106,698 x 106,68 | 3815 | 2 | 16,5:1 | 46-50 | 62-68 | 53 |
| RDA | B | 4 | 4 | 80,6 x 88 | 1796 | 4 | 10:1 | 77 | 105 | 15 |







|  | | Cyl. |  mm | cm ³ |  | Comp. Ratio ϵ | kW | PS | Pos |
|---|--|----------|--|-----------------|---|------------------------|--------|---------|-----|
| RDB | | B 4 | 80,6 x 88 | 1796 | 4 | 10:1 | 77 | 105 | 15 |
| RF (47 kW) | | D 4 | 86 x 86 | 1998 | 2 | 22,7:1 | 47-55 | 64-75 | 27 |
| RFA | | D (A) 4 | 82,5 x 82 | 1753 | 2 | 21,5:1 | 55 | 75 | 18 |
| RFB | | D (A) 4 | 82,5 x 82 | 1753 | 2 | 21,5:1 | 55 | 75 | 18 |
| RFD | | D (LA) 4 | 82,5 x 82 | 1753 | 2 | 21,5:1 | 66 | 90 | 18 |
| RFK | | D (LA) 4 | 82,5 x 82 | 1753 | 2 | 21,5:1 | 66 | 90 | 18 |
| RFL | | D (A) 4 | 82,5 x 82 | 1753 | 2 | 21,5:1 | 55 | 75 | 18 |
| RFM | | D (LA) 4 | 82,5 x 82 | 1753 | 2 | 21,5:1 | 66 | 90 | 18 |
| RFN | | D (LA) 4 | 82,5 x 82 | 1753 | 2 | 21,5:1 | 65 | 88 | 18 |
| RFS | | D (LA) 4 | 82,5 x 82 | 1753 | 2 | 21,5:1 | 66 | 90 | 18 |
| RFU | | D (A) 4 | 82,5 x 82 | 1753 | 2 | 21,5:1 | 57 | 77 | 18 |
| RKA | | B 4 | 80,6 x 88 | 1796 | 4 | 10:1 | 85 | 115 | 15 |
| RKB | | B 4 | 80,6 x 88 | 1796 | 4 | 10:1 | 85 | 115 | 15 |
| RKC | | B 4 | 80,6 x 88 | 1796 | 2 | 9,8:1 | 85 | 116 | 15 |
| ROB | | B 4 | 80,6 x 88 | 1796 | 2 | 10:1 | 96 | 130 | 15 |
| ROC | | B 4 | 80,6 x 88 | 1796 | 2 | 10:1 | 93-96 | 126-130 | 15 |
| RTA | | D 4 | 82,5 x 82 | 1753 | 2 | 21,5:1 | 44 | 60 | 19 |
| RTB | | D 4 | 82,5 x 82 | 1753 | 2 | 21,5:1 | 44 | 60 | 19 |
| RTC | | D 4 | 82,5 x 82 | 1753 | 2 | 21,5:1 | 44 | 60 | 19 |
| RTD | | D 4 | 82,5 x 82 | 1753 | 2 | 21,5:1 | 44 | 60 | 19 |
| RTE | | D 4 | 82,5 x 82 | 1753 | 2 | 21,5:1 | 44 | 60 | 19 |
| RTF | | D 4 | 82,5 x 82 | 1753 | 2 | 21,5:1 | 44 | 60 | 19 |
| RTG | | D 4 | 82,5 x 82 | 1753 | 2 | 21,5:1 | 44 | 60 | 19 |
| RTH | | D 4 | 82,5 x 82 | 1753 | 2 | 21,5:1 | 44 | 60 | 19 |
| RTJ | | D 4 | 82,5 x 82 | 1753 | 2 | 21,5:1 | 44 | 60 | 19 |
| RTK | | D 4 | 82,5 x 82 | 1753 | 2 | 21,5:1 | 44 | 60 | 19 |
| RVA | | D (LA) 4 | 82,5 x 82 | 1753 | 2 | 21,5:1 | 51 | 70 | 18 |
| SCB | | D (LA) 4 | 92 x 94 | 2499 | 4 | 21:1 | 85 | 116 | 40 |
| SCC | | D (LA) 4 | 92 x 94 | 2499 | 2 | 21:1 | 85 | 115 | 40 |
| SCD | | D (LA) 4 | 92 x 94 | 2499 | 2 | 21:1 | 85 | 115 | 40 |
| SFA | | D (LA) 4 | 94 x 90 | 2498 | 2 | 21:1 | 68 | 92 | 47 |
| SFB | | D (LA) 4 | 94 x 90 | 2498 | 2 | 21:1 | 68 | 92 | 47 |
| STP | | D 4 | 94 x 90 | 2498 | 2 | 23:1 | 51 | 69 | 45 |
| STR | | D 4 | 94 x 90 | 2498 | 2 | 23:1 | 51 | 69 | 45 |
| TD27T | | D (A) 4 | 96 x 92 | 2664 | 2 | 21,9:1 | 66-74 | 90-101 | 48 |
| VM 425 | | D (LA) 4 | 92 x 94 | 2499 | 2 | 21,5:1 | 92 | 125 | 40 |
| VTA | | D 4 | 88 x 80 | 1948 | 2 | 21,8:1 | 37 | 50 | 32 |
| WTA | | D 4 | 90 x 83 | 2112 | 2 | 22,2:1 | 46 | 63 | 37 |
| XD P 4.88 | | D 4 | 88 x 80 | 1948 | 2 | 21,8:1 | 40 | 54 | 32 |
| XD 3P | | D 4 | 94 x 90 | 2498 | 2 | 23:1 | 51-58 | 70-79 | 45 |
| XD 3T | | D (LA) 4 | 94 x 90 | 2498 | 2 | 21:1 | 66-70 | 90-95 | 47 |
| YTR | | D 4 | 94 x 83 | 2304 | 2 | 22,2:1 | 49 | 67 | 46 |
| YTT | | D 4 | 94 x 83 | 2304 | 2 | 22,2:1 | 49 | 67 | 46 |
| ZL 13 | | B 4 | 74 x 75,5 | 1297 | 2 | 10,2:1 | 51 | 70 | 5 |
| ZL16 | | B 4 | 82,07 x 75,5 | 1598 | 2 | 8,4:1 | 68 | 92 | 17 |
| 1Z | | D (LA) 4 | 79,5 x 95,5 | 1896 | 2 | 19,5:1 | 66 | 90 | 9 |
| 150/6 CA-Dover | | D (A) 6 | 104,775 x 114,9 | 5944 | 2 | 15,7:1 | 110 | 150 | 52 |
| 2401 E | | D 4 | 93,647 x 85,58 | 2358 | 2 | 22:1 | 45 | 62 | 41 |
| 2402 E | | D 6 | 93,647 x 85,58 | 3537 | 2 | 22:1 | 64-68 | 87-92 | 41 |
| 2504 E | | D 3 | 106,698 x 106,68 | 2870 | 2 | 16,5:1 | 35 | 47 | 53 |
| 2512 E | | D 3 | 111,778 x 111,76 | 3294 | 2 | 16,5:1 | 44 | 60 | 56 |
| 2514 E | | D 4 | 111,76 x 106,68 | 4195 | 2 | 16,5:1 | 55 | 75 | 55 |
| 2700 | | D 4 | 104,775 x 114,9 | 3966 | 2 | 16,5:1 | 61 | 83 | 50 |
| 2701 E | | D 4 | 104,775 x 114,9 | 3966 | 2 | 16,5:1 | 61 | 83 | 50 |
| 2704 E | | D 6 | 104,775 x 114,9 | 5944 | 2 | 16,5:1 | 97 | 130 | 50 |
| 2704 ET | | D (A) 6 | 104,775 x 114,8 | 5939 | 2 | 15,7:1 | 95-106 | 130-144 | 51 |
| 2706 E | | D 4 | 104,775 x 114,9 | 3966 | 2 | 16,5:1 | 61 | 83 | 50 |
| 2709 E | | D 6 | 104,775 x 114,9 | 5944 | 2 | 16,5:1 | 97 | 130 | 50 |
| 2711 E | | D 4 | 107,21 x 114,96 | 4161 | 2 | 16,5:1 | 55 | 75 | 54 |
| 2712 E | | D 4 | 107,21 x 114,96 | 4161 | 2 | 16,5:1 | 50-59 | 68-80 | 54 |
| 2714 E | | D 6 | 107,21 x 114,8 | 6227 | 2 | 16,5:1 | 77 | 105 | 54 |
| 2715 C | | D 6 | 107,21 x 114,8 | 6227 | 2 | 16:1 | 82 | 112 | 54 |
| 2715 E | | D 6 | 107,21 x 114,8 | 6227 | 2 | 16,5:1 | 77-86 | 105-117 | 54 |
| 2722 | | D 4 | 107,21 x 114,96 | 4161 | 2 | 16,5:1 | 56 | 76 | 54 |
| 2725 | | D 6 | 107,21 x 115 | 6227 | 2 | 16,5:1 | 85 | 115 | 54 |
| 2726 T | | D (A) 6 | 104,775 x 114,9 | 5944 | 2 | 15,5:1 | 110 | 150 | 52 |
| 360 DT | | D (A) 6 | 104,775 x 114,9 | 5944 | 2 | 15,7:1 | 106 | 144 | 51 |
| 360 TC Tornado | | D (A) 6 | 104,775 x 114,9 | 5944 | 2 | 15,7:1 | 110 | 150 | 52 |
| 3201 | | D 3 | 111,778 x 111,76 | 3294 | 2 | 16,5:1 | 44-46 | 60-63 | 56 |

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| |  | Cyl. |  | cm ³ |  | Comp. Ratio ε | kW | PS | Pos |
|---------------|---|------|---|-----------------|---|------------------|---------|---------|-----|
| | | | | | | | | | mm |
| 4AA | D | 4 | 93,647 x 85,58 | 2358 | 2 | 21,5:1 | 46 | 63 | 41 |
| 4AB | D | 4 | 93,67 x 90,54 | 2496 | 2 | 19,5:1 | 50 | 68 | 42 |
| 4AB | D | 4 | 93,67 x 90,54 | 2496 | 2 | 20,5:1 | 52 | 71 | 43 |
| 4BA | D | 4 | 93,67 x 90,54 | 2496 | 2 | 19,5:1 | 50 | 68 | 42 |
| 4BA | D | 4 | 93,67 x 90,54 | 2496 | 2 | 20,5:1 | 52 | 71 | 43 |
| 4BB | D | 4 | 93,67 x 90,54 | 2496 | 2 | 19,5:1 | 50 | 68 | 42 |
| 4BB | D | 4 | 93,67 x 90,54 | 2496 | 2 | 20,5:1 | 52 | 71 | 43 |
| 4CA (50 kW) | D | 4 | 93,67 x 90,54 | 2496 | 2 | 19,5:1 | 50 | 68 | 42 |
| 4CA (52 kW) | D | 4 | 93,67 x 90,54 | 2496 | 2 | 20,5:1 | 52 | 71 | 43 |
| 4EA | D (A) | 4 | 93,67 x 90,54 | 2496 | 2 | 18,3:1 | 74 | 100 | 44 |
| 4RC | B | 4 | 90,83 x 76,95 | 1993 | 2 | 8:1 | 57 | 77 | 39 |
| 4256 | D | 4 | 111,76 x 106,68 | 4195 | 2 | 16,5:1 | 56-58 | 76-79 | 55 |
| 6Y 3.3 | D | 3 | 111,778 x 111,76 | 3294 | 2 | 16,5:1 | 38-44 | 52-60 | 56 |
| 6Y 4.2 | D (A) | 4 | 111,778 x 106,7 | 4195 | 2 | 15,6:1 | 69 | 94 | 58 |
| 6Y 6.6 | D | 6 | 111,778 x 111,76 | 6588 | 2 | 16,3:1 | 76 | 104 | 59 |
| 7A 3.3 | D | 3 | 111,778 x 111,76 | 3294 | 2 | 16,5:1 | 38-44 | 52-60 | 56 |
| 7A 4.2 | D (A) | 4 | 111,778 x 106,68 | 4195 | 2 | 16,5:1 | 69 | 94 | 58 |
| 7A 6.6 81 kW | D | 6 | 111,778 x 111,76 | 6588 | 2 | 16,3:1 | 81 | 110 | 59 |
| 7A 6.6 102 kW | D (A) | 6 | 111,778 x 111,75 | 6588 | 2 | 16:1 | 102-137 | 138-186 | 57 |
| 7AA/380 CID | D | 6 | 107,21 x 114,9 | 6227 | 2 | 16,5:1 | 89 | 120 | 54 |

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|  | | | | |  | | | | |  | | | | |  | | | | |
|---|-------------------|------------|---|----|---|--|--|--|--|--|------|----|----|--|---|--|-----|--|--|
| | | | | | Pos | | | | | | Pos | | | | | | Pos | | |
| CAPRI | | | | | | Fiesta VI 1.4 TDCi 01.2009 → | | | | | F6JB | D | 3 | | | | | | |
| Capri 2.0 | 01.1978 → 04.1987 | NEN | B | 38 | FOCUS | | | | | | | | | | | | | | |
| C-MAX | | | | | | Focus 1.4i 16V 08.1998 → 05.2005 | | | | | FXDA | B | 8 | | | | | | |
| C-MAX 1.6 TDCi 16V | 04.2007 → 11.2010 | G8DA | D | 6 | Focus 1.4i 16V 12.2000 → 05.2005 | | | | | FXDB | B | 8 | | | | | | | |
| C-MAX 1.6 TDCi 16V | 04.2007 → 11.2010 | G8DB | D | 6 | Focus 1.4i 16V 12.2000 → 05.2005 | | | | | FXDC | B | 8 | | | | | | | |
| C-MAX 1.6 TDCi 16V | 04.2007 → 11.2010 | HHDA | D | 6 | Focus 1.4i 16V 12.2000 → 05.2005 | | | | | FXDD | B | 8 | | | | | | | |
| C-MAX 1.6 TDCi 16V | 04.2007 → 11.2010 | HHDB | D | 6 | Focus 1.8 DI 01.1999 → 09.2001 | | | | | C9DA | D | 20 | | | | | | | |
| C-MAX 1.8i 16V | 04.2007 → 11.2010 | QQDA | B | 23 | Focus 1.8 DI 01.1999 → 09.2001 | | | | | C9DB | D | 20 | | | | | | | |
| C-MAX 1.8i 16V | 04.2007 → 11.2010 | QQDB | B | 23 | Focus 1.8 DI 01.1999 → 05.2005 | | | | | C9DC | D | 20 | | | | | | | |
| C-MAX 2.0 TDCi | 04.2007 → 11.2010 | G6DA | D | 24 | Focus 1.8 TDCi 05.2001 → 05.2005 | | | | | F9DA | D | 21 | | | | | | | |
| C-MAX 2.0 TDCi | 04.2007 → 11.2010 | G6DB | D | 24 | Focus 1.8 TDCi 05.2001 → 05.2005 | | | | | F9DB | D | 21 | | | | | | | |
| C-MAX 2.0 TDCi | 04.2007 → 11.2010 | G6DD | D | 24 | Focus 1.8 TDCi 09.2002 → 11.2004 | | | | | FFDA | D | 21 | | | | | | | |
| C-MAX 2.0i 16V | 04.2007 → 11.2010 | AODA | B | 31 | FOCUS II | | | | | | | | | | | | | | |
| C-MAX 2.0i 16V | 04.2007 → 11.2010 | AODB | B | 31 | Focus II 1.6 TDCi 16V 11.2004 → 11.2010 | | | | | G8DA | D | 6 | | | | | | | |
| ESCORT | | | | | | Focus II 1.6 TDCi 16V 11.2004 → 11.2010 | | | | | G8DB | D | 6 | | | | | | |
| Escort 1.1 | 08.1990 → 12.1994 | GUF | B | 1 | Focus II 1.6 TDCi 16V 11.2004 → 11.2010 | | | | | HHDA | D | 6 | | | | | | | |
| Escort 1.3i | 08.1990 → 12.1994 | JBE | B | 4 | Focus II 1.6 TDCi 16V 11.2004 → 11.2010 | | | | | HHDB | D | 6 | | | | | | | |
| Escort 1.3i | 08.1990 → 09.2001 | J4B | B | 4 | Focus II 1.8i 16V 03.2006 → 11.2010 | | | | | QQDB | B | 23 | | | | | | | |
| Escort 1.3i | 05.1991 → 09.2001 | J6A | B | 4 | Focus II 1.8i Flexifuel 01.2006 → 11.2010 | | | | | Q7DA | B | 23 | | | | | | | |
| Escort 1.6 | 01.1986 → 07.1990 | LUC | B | 13 | Focus II 1.8 TDCi 04.2005 → 11.2010 | | | | | KKDA | D | 22 | | | | | | | |
| Escort 1.6 | 07.1990 → 12.1994 | LUJ | B | 7 | Focus II 2.0i 16V 11.2004 → 11.2010 | | | | | AODA | B | 31 | | | | | | | |
| Escort 1.6 | 07.1990 → 12.1994 | LUK | B | 13 | Focus II 2.0i 16V 11.2004 → 11.2010 | | | | | AODB | B | 31 | | | | | | | |
| Escort 1.6i 16V | 09.1992 → 09.2001 | L1E | B | 7 | Focus II 2.0 TDCi 16V 11.2004 → 11.2010 | | | | | G6DA | D | 24 | | | | | | | |
| Escort 1.6i 16V | 09.1992 → 09.2001 | L1H | B | 7 | Focus II 2.0 TDCi 16V 11.2004 → 11.2010 | | | | | G6DB | D | 24 | | | | | | | |
| Escort 1.6i 16V | 01.1995 → 09.2001 | L1K | B | 7 | Focus II 2.0 TDCi 16V 11.2004 → 11.2010 | | | | | G6DD | D | 24 | | | | | | | |
| Escort 1.6 D | 04.1984 → 12.1985 | LTA | D | 14 | FOCUS C-MAX | | | | | | | | | | | | | | |
| Escort 1.6 D | 01.1986 → 12.1988 | LTC | D | 14 | Focus C-Max 1.6 TDCi 16V 06.2003 → 03.2007 | | | | | HHDA | D | 6 | | | | | | | |
| Escort 1.8i 16V | 02.1992 → 09.2001 | RDA | B | 15 | Focus C-Max 1.6 TDCi 16V 10.2003 → 03.2007 | | | | | G8DA | D | 6 | | | | | | | |
| Escort 1.8i 16V | 02.1992 → 09.2001 | RQB | B | 15 | Focus C-Max 1.6 TDCi 16V 10.2003 → 03.2007 | | | | | G8DB | D | 6 | | | | | | | |
| Escort 1.8i 16V | 09.1995 → 09.2001 | RKC | B | 15 | Focus C-Max 1.6 TDCi 16V 10.2003 → 03.2007 | | | | | G8DB | D | 6 | | | | | | | |
| Escort 1.8 D | 01.1989 → 07.1990 | RTA | D | 19 | Focus C-Max 1.6 TDCi 01.2005 → 03.2007 | | | | | HHDB | D | 6 | | | | | | | |
| Escort 1.8 D | 01.1989 → 07.1990 | RTB | D | 19 | Focus C-Max 1.8i 16V 06.2003 → 05.2004 | | | | | CSDA | B | 23 | | | | | | | |
| Escort 1.8 D | 01.1989 → 09.2001 | RTH | D | 19 | Focus C-Max 1.8i 16V 06.2003 → 05.2004 | | | | | CSDB | B | 23 | | | | | | | |
| Escort 1.8 D | 08.1990 → 12.1994 | RTE | D | 19 | Focus C-Max 1.8i 16V 04.2004 → 03.2007 | | | | | QQDA | B | 23 | | | | | | | |
| Escort 1.8 D | 08.1990 → 09.2001 | RTF | D | 19 | Focus C-Max 1.8i 16V 04.2004 → 03.2007 | | | | | QQDB | B | 23 | | | | | | | |
| Escort 1.8 TD | 06.1993 → 09.2001 | RFD | D | 18 | Focus C-Max 1.8i 16V 04.2004 → 03.2007 | | | | | Q7DA | B | 23 | | | | | | | |
| Escort 1.8 TD | 06.1993 → 09.2001 | RFK | D | 18 | Focus C-Max 1.8 TDCi 04.2005 → 03.2007 | | | | | KKDA | D | 22 | | | | | | | |
| Escort 1.8 TD | 01.1995 → 02.1999 | RFS | D | 18 | Focus C-Max 1.8 TDCi 04.2005 → 03.2007 | | | | | KKDA | D | 22 | | | | | | | |
| Escort 1.8 TD | 01.1995 → 09.2001 | RVA | D | 18 | Focus C-Max 2.0i 16V 04.2004 → 03.2007 | | | | | CJBB | B | 31 | | | | | | | |
| Escort 2.0 | 08.1975 → 08.1980 | NE | B | 38 | Focus C-Max 2.0 TDCi 16V 06.2003 → 03.2007 | | | | | G6DA | D | 24 | | | | | | | |
| Escort 2.0 D | 01.1985 → 1987 | RF (47 kW) | D | 27 | Focus C-Max 2.0 TDCi 16V 06.2003 → 03.2007 | | | | | G6DB | D | 24 | | | | | | | |
| FIESTA II | | | | | | Focus C-Max 2.0 TDCi 16V 06.2003 → 03.2007 | | | | | G6DD | D | 24 | | | | | | |
| Fiesta II 1.6 | 08.1983 → 03.1989 | LUC | B | 13 | FUSION | | | | | | | | | | | | | | |
| Fiesta II 1.6 D | 08.1983 → 03.1989 | LTB | D | 14 | Fusion 1.4i 16V 10.2002 → | | | | | FXJA | B | 8 | | | | | | | |
| FIESTA III | | | | | | Fusion 1.4i 16V 10.2002 → | | | | | FXJB | B | 8 | | | | | | |
| Fiesta III 1.1 | 03.1989 → 07.1996 | GUD | B | 2 | Fusion 1.4 TDCi 10.2002 → | | | | | F6JA | D | 3 | | | | | | | |
| Fiesta III 1.1 | 03.1989 → 07.1996 | GUE | B | 2 | Fusion 1.4 TDCi 10.2002 → | | | | | F6JB | D | 3 | | | | | | | |
| Fiesta III 1.1 | 03.1989 → 07.1996 | G6A | B | 1 | GALAXY | | | | | | | | | | | | | | |
| Fiesta III 1.3 | 06.1991 → 07.1996 | JBC | B | 4 | Galaxy 1.9 TDI 02.1995 → 09.1996 | | | | | 1Z | D | 9 | | | | | | | |
| Fiesta III 1.3 | 06.1991 → 07.1996 | J6B | B | 4 | Galaxy 1.9 TDI 05.1995 → 03.2000 | | | | | AHU | D | 9 | | | | | | | |
| Fiesta III 1.6i | 03.1989 → 07.1996 | LUH | B | 7 | Galaxy 1.9 TDI 09.1996 → 03.2000 | | | | | AFN | D | 9 | | | | | | | |
| Fiesta III 1.6i 16V | 03.1994 → 07.1996 | L1G | B | 7 | Galaxy 1.9 TDI 04.2000 → 02.2006 | | | | | ANU | D | 10 | | | | | | | |
| Fiesta III 1.8i 16V | 02.1992 → 07.1996 | RDA | B | 15 | Galaxy 1.9 TDI 04.2000 → 02.2006 | | | | | AUY | D | 11 | | | | | | | |
| Fiesta III 1.8i 16V | 02.1992 → 07.1996 | RDB | B | 15 | Galaxy 1.9 TDI 01.2003 → 02.2006 | | | | | ASZ | D | 12 | | | | | | | |
| Fiesta III 1.8i 16V | 02.1992 → 07.1996 | RQC | B | 15 | Galaxy 2.0i 16V 02.1995 → 03.2000 | | | | | NSE | B | 26 | | | | | | | |
| Fiesta III 1.8 D | 03.1989 → 07.1996 | RTC | D | 19 | Galaxy VR6 2.8i 02.1995 → 02.1999 | | | | | AAA | B | 16 | | | | | | | |
| Fiesta III 1.8 D | 03.1989 → 07.1996 | RTD | D | 19 | Galaxy VR6 2.8i 04.1998 → 03.2000 | | | | | AMY | B | 16 | | | | | | | |
| Fiesta III 1.8 D | 03.1989 → 07.1996 | RTG | D | 19 | GALAXY II | | | | | | | | | | | | | | |
| Fiesta III 1.8 TD | 03.1993 → 11.1995 | RFU | D | 18 | Galaxy II 2.0 TDCi 16V 05.2006 → | | | | | G6DA | D | 24 | | | | | | | |
| FIESTA IV | | | | | | GRANADA | | | | | | | | | | | | | |
| Fiesta IV 1.8 D | 08.1995 → 11.2001 | RTJ | D | 19 | Granada 2.0 08.1981 → 08.1985 | | | | | NEK | B | 38 | | | | | | | |
| Fiesta IV 1.8 D | 08.1995 → 11.2001 | RTK | D | 19 | Granada 2.0 08.1981 → 08.1985 | | | | | NEP | B | 38 | | | | | | | |
| FIESTA V | | | | | | Granada 2.0 04.1985 → 08.1989 | | | | | NEL | B | 38 | | | | | | |
| Fiesta V 1.4i 16V | 11.2001 → 08.2008 | FXJA | B | 8 | Granada 2.0 04.1985 → 08.1989 | | | | | N8B | B | 25 | | | | | | | |
| Fiesta V 1.4i 16V | 11.2001 → 08.2008 | FXJB | B | 8 | | | | | | | | | | | | | | | |
| Fiesta V 1.4 TDCi | 11.2001 → 08.2008 | F6JA | D | 3 | | | | | | | | | | | | | | | |
| Fiesta V 1.4 TDCi | 11.2001 → 08.2008 | F6JB | D | 3 | | | | | | | | | | | | | | | |
| Fiesta V ST150 | 11.2004 → 08.2008 | N4JB | B | 31 | | | | | | | | | | | | | | | |
| FIESTA VI | | | | | | | | | | | | | | | | | | | |

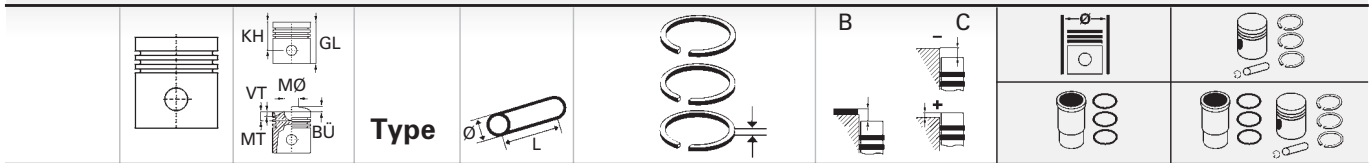


| | | | | Pos | | | | | Pos |
|-------------------------|-------------------|-----------|---|-----|----------------------|-------------------|------------|---|-----|
| GRANADA | | | | | SCORPIO | | | | |
| Granada 2.0i | 04.1985 → 02.1992 | NRA | B | 38 | Scorpio 2.0 | 04.1985 → 08.1989 | NEL | B | 38 |
| Granada 2.0i | 05.1989 → 02.1992 | N9B | B | 25 | Scorpio 2.0 | 04.1985 → 08.1989 | NE4 | B | 38 |
| Granada 2.0i | 05.1989 → 02.1992 | N9D | B | 25 | Scorpio 2.0 | 10.1987 → 08.1989 | NER | B | 38 |
| Granada 2.0i | 02.1992 → 12.1994 | N9F | B | 25 | Scorpio 2.0 | 05.1989 → 01.1992 | N8B | B | 25 |
| Granada 2.0 D | 08.1977 → 06.1979 | VTA | D | 32 | Scorpio 2.0 | 05.1989 → 02.1992 | N8D | B | 25 |
| Granada 2.0 D | 08.1977 → 08.1982 | XD P 4.88 | D | 32 | Scorpio 2.0i | 04.1985 → 02.1992 | NRA | B | 38 |
| Granada 2.1 D | 08.1977 → 08.1982 | WTA | D | 37 | Scorpio 2.0i | 10.1985 → 01.1992 | NRI | B | 38 |
| Granada 2.3 D | 10.1982 → 02.1985 | LXD 2 | D | 46 | Scorpio 2.0i | 05.1989 → 01.1992 | N9B | B | 25 |
| Granada 2.5 D | 08.1982 → 08.1985 | STP | D | 45 | Scorpio 2.0i | 05.1989 → 01.1992 | N9C | B | 25 |
| Granada 2.5 D | 08.1982 → 08.1985 | XD 3P | D | 45 | Scorpio 2.0i | 05.1989 → 01.1992 | N9D | B | 25 |
| Granada 2.5 D | 04.1985 → 02.1992 | STR | D | 45 | Scorpio 2.0i | 02.1992 → 09.1994 | N9F | B | 25 |
| Granada 2.5 TD | 06.1988 → 12.1994 | SFA | D | 47 | Scorpio 2.0i | 01.1995 → 12.1998 | NSD | B | 26 |
| Granada 2.5 TD | 06.1988 → 12.1994 | SFB | D | 47 | Scorpio 2.3 D | 10.1982 → | LXD 2 | D | 46 |
| Granada 2.5 TD | 08.1993 → 09.1994 | SCB | D | 40 | Scorpio 2.5 D | 12.1985 → 02.1992 | STR | D | 45 |
| IKON | | | | | SIERRA | | | | |
| Ikon 1.3i | 01.2000 → | ZL 13 | B | 5 | Scorpio 2.5 TD | 06.1988 → 02.1992 | XD 3T | D | 47 |
| Ikon 1.6i | 01.2000 → | ZL16 | B | 17 | Scorpio 2.5 TD | 03.1992 → 12.1994 | SFA | D | 47 |
| KUGA | | | | | SIERRA | | | | |
| Kuga 2.0 TDCi | 03.2008 → | G6DA | D | 24 | Scorpio 2.5 TD | 03.1992 → 12.1994 | SFB | D | 47 |
| Kuga 2.0 TDCi | 03.2008 → | G6DB | D | 24 | Scorpio 2.5 TD | 08.1993 → 09.1994 | SCB | D | 40 |
| Kuga 2.0 TDCi | 03.2008 → | G6DD | D | 24 | Scorpio 2.5 TD | 01.1995 → 12.1998 | SCC | D | 40 |
| MAVERICK | | | | | SIERRA | | | | |
| Maverick 2.7 TD | 06.1993 → 08.1996 | TD27T | D | 48 | Scorpio 2.5 TD | 09.1996 → 08.1998 | VM 425 | D | 40 |
| MONDEO | | | | | SIERRA | | | | |
| Mondeo 1.6i 16V | 01.1993 → 11.1996 | L1F | B | 7 | Sierra 1.8 TD | 08.1988 → 02.1993 | RFA | D | 18 |
| Mondeo 1.6i 16V | 01.1993 → 11.1996 | L1J | B | 7 | Sierra 1.8 TD | 08.1988 → 02.1993 | RFB | D | 18 |
| Mondeo 1.8i 16V | 01.1993 → 11.1996 | RKA | B | 15 | Sierra 1.8 TD | 08.1988 → 02.1993 | RFL | D | 18 |
| Mondeo 1.8i 16V | 01.1993 → 11.1996 | RKB | B | 15 | Sierra 2.0 | 08.1982 → 12.1986 | NET | B | 38 |
| Mondeo 1.8 TD | 06.1993 → 11.1996 | RFM | D | 18 | Sierra 2.0 | 01.1987 → 02.1993 | NES | B | 25 |
| Mondeo 1.8 TD | 09.1993 → 11.1996 | RFN | D | 18 | Sierra 2.0 | 02.1987 → 02.1993 | N8A | B | 25 |
| MONDEO II | | | | | SIERRA | | | | |
| Mondeo II 1.6i 16V | 11.1996 → 11.2000 | L1J | B | 7 | Sierra 2.0 | 02.1987 → 02.1993 | N8C | B | 25 |
| Mondeo II 1.6i 16V | 11.1996 → 11.2000 | L1L | B | 7 | Sierra 2.0i | 03.1985 → 12.1986 | NRB | B | 38 |
| Mondeo II 1.6i 16V | 11.1996 → 11.2000 | L1N | B | 7 | Sierra 2.0i | 10.1985 → 12.1986 | NRD | B | 38 |
| Mondeo II 1.6i 16V | 11.1996 → 11.2000 | L1Q | B | 7 | Sierra 2.0i | 10.1985 → 12.1986 | NR2 | B | 38 |
| Mondeo II 1.8i 16V | 11.1996 → 11.2000 | RKB | B | 15 | Sierra 2.0i | 01.1987 → 10.1989 | N4I | B | 38 |
| Mondeo II 1.8 TD | 11.1996 → 11.2000 | RFN | D | 18 | Sierra 2.0i | 01.1987 → 02.1993 | N4A | B | 38 |
| MONDEO III | | | | | SIERRA | | | | |
| Mondeo III 1.8i 16V | 11.2000 → 08.2007 | CGBA | B | 23 | Sierra 2.0i | 01.1987 → 02.1993 | N9A | B | 25 |
| Mondeo III 1.8i 16V | 11.2000 → 08.2007 | CGBB | B | 23 | Sierra 2.0i | 01.1987 → 02.1993 | N9C | B | 25 |
| Mondeo III 1.8i 16V | 11.2000 → 08.2007 | CHBA | B | 23 | Sierra 2.0i | 01.1987 → 02.1993 | N9E | B | 25 |
| Mondeo III 1.8i 16V | 11.2000 → 08.2007 | CHBB | B | 23 | Sierra 2.0i | 06.1989 → 02.1993 | N9B | B | 25 |
| Mondeo III 2.0i 16V | 11.2000 → 08.2007 | CJBA | B | 31 | Sierra 2.3 D | 08.1982 → 12.1986 | LXD 2 | D | 46 |
| Mondeo III 2.0i 16V | 11.2000 → 08.2007 | CJBB | B | 31 | Sierra 2.3 D | 08.1982 → 12.1986 | YTT | D | 46 |
| Mondeo III 2.0 DI 16V | 11.2000 → 08.2007 | D5BA | D | 28 | Sierra 2.3 D | 01.1987 → 09.1989 | YTR | D | 46 |
| Mondeo III 2.0 TDCI 16V | 11.2000 → 08.2007 | D6BA | D | 28 | Sierra 2.5 D | 01.1982 → | XD 3P | D | 45 |
| Mondeo III 2.0 TDCI 16V | 10.2001 → 08.2007 | FMBA | D | 29 | S-MAX | | | | |
| Mondeo III 2.0 TDCI 16V | 10.2001 → 08.2007 | HJBA | D | 29 | S-Max 2.0i 16V | 03.2006 → | CJBB | B | 31 |
| Mondeo III 2.0 TDCI 16V | 10.2001 → 08.2007 | HJBB | D | 29 | S-Max 2.0 TDCi 16V | 03.2006 → | G6DA | D | 24 |
| Mondeo III 2.0 TDCI 16V | 10.2001 → 08.2007 | HJBC | D | 29 | TAUNUS | | | | |
| Mondeo III 2.0 TDCI 16V | 10.2001 → 08.2007 | N7BA | D | 29 | Taunus 2.0 | 09.1978 → 08.1982 | NER | B | 38 |
| ORION | | | | | TELSTAR | | | | |
| Orion 1.3i | 07.1990 → 12.1993 | JBE | B | 4 | Telstar 2.0 D (AUS) | 03.1983 → 1987 | RF (47 kW) | D | 27 |
| Orion 1.3i | 05.1991 → 12.1993 | J6A | B | 4 | TOURNEO | | | | |
| Orion 1.6 | 01.1986 → 07.1990 | LUC | B | 13 | Tourneo 2.0i | 08.1994 → 12.1999 | N9K | B | 26 |
| Orion 1.6 | 07.1990 → 09.1992 | LUJ | B | 7 | Tourneo 2.0i | 11.1994 → 12.2000 | N9L | B | 26 |
| Orion 1.6 | 07.1990 → 12.1993 | LUK | B | 13 | Tourneo 2.0i 16V | 08.1994 → 07.2000 | NSF | B | 26 |
| Orion 1.6i 16V | 09.1992 → 12.1993 | L1E | B | 7 | Tourneo 2.0 DI 16V | 08.2000 → | ABFA | D | 28 |
| Orion 1.6 D | 04.1984 → 03.1986 | LTA | D | 14 | TRANSIT | | | | |
| Orion 1.6 D | 04.1986 → 01.1989 | LTC | D | 14 | Transit 2.0 | 11.1977 → 10.1986 | 4RC | B | 39 |
| Orion 1.8i 16V | 02.1992 → 12.1993 | RDA | B | 15 | Transit 2.0 | 04.1978 → 12.1985 | C (55 kW) | B | 39 |
| Orion 1.8i 16V | 02.1992 → 12.1993 | RQB | B | 15 | Transit 2.0 | 11.1985 → 07.1991 | NAT | B | 39 |
| Orion 1.8 D | 01.1989 → 07.1990 | RTA | D | 19 | Transit 2.0 | 11.1985 → 07.1991 | NAV | B | 39 |
| Orion 1.8 D | 01.1989 → 07.1990 | RTB | D | 19 | Transit 2.0i | 10.1988 → | N9E | B | 25 |
| Orion 1.8 D | 07.1990 → 12.1993 | RTE | D | 19 | Transit 2.0i | 08.1994 → 12.1999 | N9K | B | 26 |
| Orion 1.8 D | 07.1990 → 12.1993 | RTF | D | 19 | Transit 2.0i | 11.1994 → 12.2000 | N9L | B | 26 |
| Orion 1.8 D | 07.1990 → 12.1993 | RTH | D | 19 | Transit 2.0i 16V | 08.1994 → 07.2000 | NSF | B | 26 |
| Orion 1.8 TD | 03.1993 → 12.1993 | RFD | D | 18 | Transit 2.0 TDCI 16V | 08.2000 → | F3FA | D | 29 |
| Orion 1.8 TD | 03.1993 → 12.1993 | RFK | D | 18 | Transit 2.0 TDCi 16V | 08.2000 → | ABFA | D | 28 |
| | | | | | Transit 2.2 TDCI 16V | 07.2006 → | QVFA | D | 30 |
| | | | | | Transit 2.2 TDCI 16V | 07.2006 → | QWFA | D | 30 |
| | | | | | Transit 2.2 TDCI 16V | 10.2007 → | PGFA | D | 30 |

|  | |  | | Pos |  | |  | | Pos |
|---|-------------------|---|---|-----|--|-------------------|---|---|-----|
| Transit 2.2 TDCi 16V | 10.2007 → | PGFB | D | 30 | Cargo 1512 | 05.1981 → 01.1982 | 7AA/380 CID | D | 54 |
| Transit 2.4 D | 11.1977 → 10.1986 | 4AA | D | 41 | Cargo 1515 | 01.1968 → 1981 | 2704 ET | D | 51 |
| Transit 2.4 TDDi | 01.2000 → | DOFA | D | 34 | Cargo 1515 | 01.1968 → 1981 | 360 DT | D | 51 |
| Transit 2.4 TDCi 16V | 03.2004 → | H9FA | D | 35 | Cargo 1515 | 1981 → 06.1994 | 2726 T | D | 52 |
| Transit 2.4 TDCi 16V | 03.2004 → | H9FB | D | 36 | Cargo 1515 | 1981 → 06.1994 | 360 TC Tornado | D | 52 |
| Transit 2.4 TDCi 16V | 03.2004 → | JXFA | D | 36 | Cargo 1515 | 01.1982 → 06.1994 | 150/6 CA-Dover | D | 52 |
| Transit 2.4 TDCi 16V | 04.2006 → | JXFC | D | 36 | Cargo 1517 | 04.1982 → | F 6 L 413 F | D | 60 |
| Transit 2.4 TDE | 04.2006 → | FXFA | D | 34 | Cargo 1614 | 01.1968 → 1981 | 2704 ET | D | 51 |
| Transit 2.4 DI 16V | 01.2000 → 05.2006 | D2FA | D | 33 | Cargo 1614 | 01.1968 → 1981 | 360 DT | D | 51 |
| Transit 2.4 DI 16V | 01.2000 → 05.2006 | D2FB | D | 33 | Cargo 1615 | 01.1982 → 06.1994 | 150/6 CA-Dover | D | 52 |
| Transit 2.4 DI 16V | 01.2000 → 05.2006 | D2FE | D | 33 | Cargo 1617 | 04.1982 → 12.1999 | F 6 L 413 F | D | 60 |
| Transit 2.4 DI 16V | 01.2000 → 05.2006 | D4FA | D | 34 | Cargo 1712 | 05.1981 → 01.1982 | 7AA/380 CID | D | 54 |
| Transit 2.4 DI 16V | 01.2000 → 05.2006 | F4FA | D | 33 | Cargo 1912 | 05.1981 → 01.1982 | 7AA/380 CID | D | 54 |
| Transit 2.5 D | 11.1985 → 10.1988 | 4AB | D | 42 | Cargo 2014 | 01.1968 → 1981 | 2704 ET | D | 51 |
| Transit 2.5 D | 11.1985 → 10.1988 | 4BA | D | 42 | Cargo 2014 | 01.1968 → 1981 | 360 DT | D | 51 |
| Transit 2.5 D | 01.1986 → 10.1988 | 4CA (50 kW) | D | 42 | Cargo 2015 | 12.1984 → 06.1994 | 150/6 CA-Dover | D | 52 |
| Transit 2.5 D | 11.1986 → 10.1988 | 4BB | D | 42 | Cargo 2114 | 01.1968 → 1981 | 2704 ET | D | 51 |
| Transit 2.5 D | 11.1988 → 07.1991 | 4BB | D | 43 | Cargo 2115 | 01.1968 → 1981 | 2704 ET | D | 51 |
| Transit 2.5 D | 11.1988 → 07.1991 | 4CA (52 kW) | D | 43 | Cargo 2115 | 01.1968 → 1981 | 360 DT | D | 51 |
| Transit 2.5 D | 11.1988 → 09.1991 | 4AB | D | 43 | Cargo 2115 | 1981 → 06.1994 | 2726 T | D | 52 |
| Transit 2.5 D | 11.1988 → 09.1991 | 4BA | D | 43 | Cargo 2115 | 1981 → 06.1994 | 360 TC Tornado | D | 52 |
| Transit 2.5 TD | 08.1991 → 07.1994 | 4EA | D | 44 | Cargo 2115 | 01.1982 → 06.1994 | 150/6 CA-Dover | D | 52 |
| Transit 3.5 D | 01.1971 → 1977 | 2402 E | D | 41 | Cargo 2214 | 01.1968 → 1981 | 2704 ET | D | 51 |
| CARGO | | | | | Cargo 2214 | 01.1968 → 1981 | 360 DT | D | 51 |
| Cargo 0610 | 01.1969 → 1971 | 2711 E | D | 54 | Cargo 2414 | 01.1968 → 1981 | 2704 ET | D | 51 |
| Cargo 0610 | 01.1969 → 1971 | 2712 E | D | 54 | Cargo 2414 | 01.1968 → 1981 | 360 DT | D | 51 |
| Cargo 0610 | 01.1969 → 1971 | 2714 E | D | 54 | Cargo 2817 | 04.1982 → | F 6 L 413 F | D | 60 |
| Cargo 0610 | 01.1969 → 1971 | 2722 | D | 54 | LOADER | | | | |
| Cargo 0610 | 01.1969 → 1971 | 2725 | D | 54 | Loader A 62 | 01.1971 → | 6Y 4.2 | D | 58 |
| Cargo 0712 | 05.1981 → 01.1982 | 7AA/380 CID | D | 54 | Loader A 62 | 01.1971 → | 7A 4.2 | D | 58 |
| Cargo 0812 | 05.1981 → 01.1982 | 7AA/380 CID | D | 54 | SERIES A | | | | |
| Cargo 0912 | 05.1981 → 01.1982 | 7AA/380 CID | D | 54 | A 0407 | 01.1986 → 12.1999 | NAT | B | 39 |
| Cargo 0915 | 01.1968 → 1981 | 2704 ET | D | 51 | A 0407 | 01.1986 → 12.1999 | 4AB | D | 42 |
| Cargo 0915 | 01.1968 → 1981 | 360 DT | D | 51 | A 0407 | 01.1986 → 12.1999 | 4CA (50 kW) | D | 42 |
| Cargo 0915 | 1981 → 01.1996 | 2726 T | D | 52 | A 0407 | 11.1988 → | 4AB | D | 43 |
| Cargo 0915 | 1981 → 01.1996 | 360 TC Tornado | D | 52 | A 0407 | 11.1988 → | 4CA (52 kW) | D | 43 |
| Cargo 0915 | 01.1982 → 01.1996 | 150/6 CA-Dover | D | 52 | A 0409 | 01.1974 → 1983 | 2402 E | D | 41 |
| Cargo 1012 | 05.1981 → 01.1982 | 7AA/380 CID | D | 54 | A 0505 | 01.1972 → 1984 | 2401 E | D | 41 |
| Cargo 1015 | 01.1981 → 01.1996 | 2726 T | D | 52 | A 0509 | 01.1972 → 1984 | 2401 E | D | 41 |
| Cargo 1015 | 01.1981 → 01.1996 | 360 TC Tornado | D | 52 | A 0509 | 1974 → 1983 | 2402 E | D | 41 |
| Cargo 1015 | 01.1982 → 01.1996 | 150/6 CA-Dover | D | 52 | A 0609 | 01.1972 → 1983 | 2402 E | D | 41 |
| Cargo 1112 | 05.1981 → 01.1982 | 7AA/380 CID | D | 54 | A 0609 | 01.1972 → 1984 | 2401 E | D | 41 |
| Cargo 1114 | 01.1968 → 1981 | 2704 ET | D | 51 | A 0709 | 01.1974 → 1983 | 2402 E | D | 41 |
| Cargo 1114 | 01.1968 → 1981 | 360 DT | D | 51 | SERIES D | | | | |
| Cargo 1114 | 1981 → 01.1996 | 2726 T | D | 52 | D 1111 | 10.1973 → 05.1981 | 7AA/380 CID | D | 54 |
| Cargo 1114 | 1981 → 01.1996 | 360 TC Tornado | D | 52 | D 1211 | 10.1973 → 05.1981 | 7AA/380 CID | D | 54 |
| Cargo 1114 | 01.1982 → 01.1996 | 150/6 CA-Dover | D | 52 | D 1311 | 10.1973 → 04.1981 | 7AA/380 CID | D | 54 |
| Cargo 1115 | 01.1968 → 1981 | 2704 ET | D | 51 | D 1411 | 10.1973 → 04.1981 | 7AA/380 CID | D | 54 |
| Cargo 1115 | 01.1968 → 1981 | 360 DT | D | 51 | D 300 | 01.1965 → 1969 | 2700 | D | 50 |
| Cargo 1115 | 1981 → 01.1996 | 2726 T | D | 52 | D 300 | 01.1965 → 1969 | 2701 E | D | 50 |
| Cargo 1115 | 1981 → 01.1996 | 360 TC Tornado | D | 52 | D 300 | 01.1965 → 1969 | 2704 E | D | 50 |
| Cargo 1115 | 01.1982 → 01.1996 | 150/6 CA-Dover | D | 52 | D 800 | 01.1965 → 1969 | 2700 | D | 50 |
| Cargo 1212 | 05.1981 → 01.1982 | 7AA/380 CID | D | 54 | D 800 | 01.1965 → 1969 | 2701 E | D | 50 |
| Cargo 1215 | 01.1982 → 01.1996 | 150/6 CA-Dover | D | 52 | D 800 | 01.1965 → 1969 | 2704 E | D | 50 |
| Cargo 1312 | 05.1981 → 01.1982 | 7AA/380 CID | D | 54 | 4D | 01.1965 → 1981 | 2706 E | D | 50 |
| Cargo 1314 | 01.1968 → 1981 | 2704 ET | D | 51 | 6D | 01.1965 → 1981 | 2709 E | D | 50 |
| Cargo 1314 | 01.1968 → 1981 | 360 DT | D | 51 | SERIES P | | | | |
| Cargo 1314 | 1981 → | 150/6 CA-Dover | D | 52 | Series P 100 1.8 TD | 02.1989 → 12.1992 | RFA | D | 18 |
| Cargo 1314 | 1981 → | 2726 T | D | 52 | SERIES TW | | | | |
| Cargo 1314 | 1981 → | 360 TC Tornado | D | 52 | TW-10 | 01.1972 → | 6Y 6.6 | D | 59 |
| Cargo 1315 | 01.1968 → 1981 | 2704 ET | D | 51 | TW-10 | 01.1972 → | 7A 6.6 81 kW | D | 59 |
| Cargo 1315 | 01.1968 → 1981 | 360 DT | D | 51 | TW-20 | 01.1976 → | 7A 6.6 102 kW | D | 57 |
| Cargo 1315 | 1981 → 01.1996 | 2726 T | D | 52 | TW-25 | 01.1976 → | 7A 6.6 102 kW | D | 57 |
| Cargo 1315 | 1981 → 01.1996 | 360 TC Tornado | D | 52 | TW-30 | 01.1976 → | 7A 6.6 102 kW | D | 57 |
| Cargo 1315 | 01.1982 → 01.1996 | 150/6 CA-Dover | D | 52 | TW-35 | 01.1976 → | 7A 6.6 102 kW | D | 57 |
| Cargo 1317 | 04.1982 → | F 6 L 413 F | D | 60 | SERIES 200 | | | | |
| Cargo 1412 | 05.1981 → 01.1982 | 7AA/380 CID | D | 54 | Tractor 240 | 01.1965 → 1968 | 2701 E | D | 50 |
| Cargo 1414 | 01.1968 → 1981 | 2704 ET | D | 51 | Tractor 254 | 01.1969 → 1981 | 2711 E | D | 54 |
| Cargo 1415 | 01.1982 → 06.1994 | 150/6 CA-Dover | D | 52 | Tractor 254 | 01.1969 → 1981 | 2712 E | D | 54 |



| | | | | Pos | | | | | Pos |
|--------------------|-------------------|-----------|---|-----|--------------------|-----------|---------------|---|-----|
| Tractor 255 | 01.1969 → 1981 | 2712 E | D | 54 | SERIES 7000 | | | | |
| SERIES 300 | | | | | Tractor 7000 | 01.1971 → | 6Y 4.2 | D | 58 |
| Tractor 330 | 01.1965 → 1969 | 2704 E | D | 50 | Tractor 7000 | 01.1971 → | 7A 4.2 | D | 58 |
| Tractor 333 | 01.1965 → 12.1981 | 2504 E | D | 53 | Tractor 7095 | | 2715 E | D | 54 |
| Tractor 353 | 01.1965 → | 2504 E | D | 53 | Tractor 7500 | 01.1971 → | 6Y 4.2 | D | 58 |
| Tractor 380 | 01.1969 → 1981 | 2714 E | D | 54 | Tractor 7500 | 01.1971 → | 7A 4.2 | D | 58 |
| SERIES 500 | | | | | Tractor 7600 | 01.1971 → | 6Y 4.2 | D | 58 |
| Tractor 515 | 01.1968 → | PD | D | 56 | Tractor 7600 | 01.1971 → | 7A 4.2 | D | 58 |
| Tractor 515 | 01.1968 → | 2512 E | D | 56 | Tractor 7610 | 09.1991 → | BSD 444 T | D | 57 |
| Tractor 531 | 01.1968 → | PD | D | 56 | Tractor 7700 | 01.1971 → | 6Y 4.2 | D | 58 |
| Tractor 531 | 01.1968 → | 2512 E | D | 56 | Tractor 7700 | 01.1971 → | 7A 4.2 | D | 58 |
| Tractor 532 | 01.1968 → | PD | D | 56 | Tractor 7710 | 09.1981 → | BSD 444 T | D | 57 |
| Tractor 532 | 01.1968 → | 2512 E | D | 56 | SERIES 8000 | | | | |
| Tractor 535 | 01.1968 → | PD | D | 56 | Combine 8050 | 12.1986 → | 2715 E | D | 54 |
| Tractor 535 | 01.1968 → | 2512 E | D | 56 | Combine 8060 | 12.1986 → | 2715 E | D | 54 |
| Tractor 540 | 1968 → | PD | D | 56 | Combine 8070 | 12.1986 → | 2704 ET | D | 51 |
| Tractor 540 | 1968 → | 2512 E | D | 56 | Tractor 8000 | 01.1972 → | 6Y 6.6 | D | 59 |
| Tractor 545 | 01.1968 → | PD | D | 56 | Tractor 8000 | 01.1972 → | 7A 6.6 81 kW | D | 59 |
| Tractor 545 | 01.1968 → | 2512 E | D | 56 | Tractor 8060 | 12.1986 → | 2715 E | D | 54 |
| Tractor 550 | 01.1968 → | PD | D | 56 | Tractor 8070 | 12.1986 → | OM 352.937 | D | 49 |
| Tractor 550 | 01.1968 → | 2512 E | D | 56 | Tractor 8070 | 12.1986 → | 2704 ET | D | 51 |
| Tractor 555 | 01.1968 → | PD | D | 56 | Tractor 8100 | 01.1969 → | 2715 E | D | 54 |
| Tractor 555 | 01.1968 → | 2512 E | D | 56 | Tractor 8600 | 1972 → | 6Y 6.6 | D | 59 |
| SERIES 600 | | | | | Tractor 8600 | 1972 → | 7A 6.6 81 kW | D | 59 |
| Combine 620 | 04.1968 → | 4256 | D | 55 | Tractor 8700 | 01.1972 → | 6Y 6.6 | D | 59 |
| Combine 622 | 04.1968 → | 4256 | D | 55 | Tractor 8700 | 01.1972 → | 7A 6.6 81 kW | D | 59 |
| Combine 630 | 01.1965 → 1969 | 2700 | D | 50 | SERIES 9000 | | | | |
| Combine 630 | 01.1965 → 1969 | 2701 E | D | 50 | Tractor 9600 | 01.1969 → | 7A 6.6 102 kW | D | 57 |
| Combine 630 | 01.1965 → 1969 | 2704 E | D | 50 | Tractor 9700 | 01.1969 → | 7A 6.6 102 kW | D | 57 |
| Combine 640 | 01.1965 → 1969 | 2700 | D | 50 | TRACTOR | | | | |
| Combine 640 | 01.1965 → 1969 | 2701 E | D | 50 | Super-Dexta | 01.1965 → | ND | D | 53 |
| Combine 640 | 01.1965 → 1969 | 2704 E | D | 50 | Super-Dexta | 01.1965 → | 2504 E | D | 53 |
| SERIES 700 | | | | | Super-Major | 1965 → | RD | D | 53 |
| Tractor 750 | 01.1971 → | 6Y 4.2 | D | 58 | | | | | |
| Tractor 750 | 01.1971 → | 7A 4.2 | D | 58 | | | | | |
| SERIES 1000 | | | | | | | | | |
| Combine 1520 | | 2712 E | D | 54 | | | | | |
| Combine 1545 | | 2715 E | D | 54 | | | | | |
| Combine 1550 | 12.1986 → | 2704 ET | D | 51 | | | | | |
| SERIES 3000 | | | | | | | | | |
| Tractor 3000 | 01.1965 → | 2504 E | D | 53 | | | | | |
| Tractor 3600 | 01.1965 → 1981 | 2504 E | D | 53 | | | | | |
| SERIES 4000 | | | | | | | | | |
| Tractor 4000 | 01.1964 → 1981 | 6Y 3.3 | D | 56 | | | | | |
| Tractor 4000 | 01.1964 → 1981 | 7A 3.3 | D | 56 | | | | | |
| Tractor 4000 | 1968 → | PD | D | 56 | | | | | |
| Tractor 4000 | 1968 → | 2512 E | D | 56 | | | | | |
| Tractor 4110 | 01.1968 → | PD | D | 56 | | | | | |
| Tractor 4110 | 01.1968 → | 2512 E | D | 56 | | | | | |
| Tractor 4600 | 01.1964 → 1981 | 6Y 3.3 | D | 56 | | | | | |
| Tractor 4600 | 01.1964 → 1981 | 7A 3.3 | D | 56 | | | | | |
| Tractor 4600 | 1968 → | PD | D | 56 | | | | | |
| Tractor 4600 | 04.1976 → 09.1985 | 3201 | D | 56 | | | | | |
| Tractor 4610 | 01.1968 → | PD | D | 56 | | | | | |
| Tractor 4610 | 01.1968 → | 2512 E | D | 56 | | | | | |
| Tractor 4610 | 1981 → | BSD 333 H | D | 56 | | | | | |
| Tractor 4610 | 10.1985 → | 3201 | D | 56 | | | | | |
| SERIES 5000 | | | | | | | | | |
| Tractor 5000 | 04.1968 → | 2514 E | D | 55 | | | | | |
| Tractor 5100 | 1968 → | 2514 E | D | 55 | | | | | |
| Tractor 5600 | 04.1976 → 09.1985 | 4256 | D | 55 | | | | | |
| Tractor 5610 | 10.1985 → | 4256 | D | 55 | | | | | |
| SERIES 6000 | | | | | | | | | |
| Tractor 6000 | 01.1971 → | 6Y 4.2 | D | 58 | | | | | |
| Tractor 6500 | | 2715 C | D | 54 | | | | | |
| Tractor 6610 | 09.1981 → | BSD 444 | D | 56 | | | | | |
| Tractor 6610 | 09.1981 → | BSD 444 T | D | 57 | | | | | |
| Tractor 6710 | 09.1981 → | BSD 444 | D | 56 | | | | | |
| Tractor 6710 | 09.1981 → | BSD 444 T | D | 57 | | | | | |

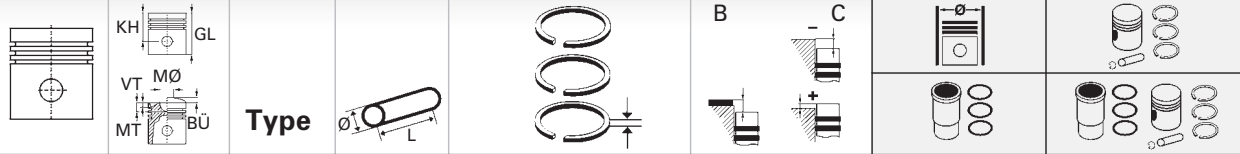


| | | | | | | | | | | | |
|------------|-------------------|-------------------------------|---|----------------------|---------------------------------|-------------|------------|--------------------------------|--|--|--|
| 1 | | 68,7 | | | | | | | | | |
| GUF | 08.1990 → 12.1994 | B | 4 | 1119 cm ³ | 2V | 40 kW | (54 PS) | 8,8:1 | 75,50 mm | | |
| G6A | 03.1989 → 07.1996 | B | 4 | 1119 cm ³ | 2V | 36-37 kW | (49-50 PS) | 8,8:1 | 75,50 mm | | |
| | 4 | KH 29,4 MT -3,5 GL 53,9 | | 18,034 59 K | 1 R 1,5 1 NM 1,75 1 DSF 3 | MO G6 CR | | 68,715 69,705 | 92 079 700 92 079 720 | | |

| | | | | | | | | | | | |
|------------|-------------------|--------------------|---|----------------------|---------------------------------|-------------|---------|---------------|-------------------|--|--|
| 2 | | 68,7 | | | | | | | | | |
| GUD | 03.1989 → 07.1996 | B | 4 | 1119 cm ³ | 2V | 40 kW | (55 PS) | 9,5:1 | 75,50 mm | | |
| GUE | 03.1989 → 07.1996 | B | 4 | 1119 cm ³ | 2V | 40 kW | (55 PS) | 9,5:1 | 75,50 mm | | |
| | 4 | KH 29,4 GL 53,9 | | 18,034 59 K | 1 R 1,5 1 NM 1,75 1 DSF 3 | MO G6 CR | | 68,715 | 92 054 700 | | |

| | | | | | | | | | | | |
|-------------|--------------|---|------------|----------------------|-----------------------------------|-------------------|---------|------------------------------|--|--|--|
| 3 | | 73,7 | | | | | | | | | |
| F6JA | 11.2001 → | D (A) | 4 | 1398 cm ³ | 2V | 50 kW | (68 PS) | 17,9:1 | 82,00 mm | | |
| F6JB | 11.2001 → | D (A) | 4 | 1398 cm ³ | 2V | 50 kW | (68 PS) | 17,9:1 | 82,00 mm | | |
| | 4 074 127 | KH 42,94 VT1 -1,55 MT -14,7 MØ 37,16 GL 65,44 | RTK TPL | 25 60 | 1 T6 2,5 1 M 1,95 1 DSF 2,5 | CK G6 G3 CR | | 73,71 74,21 | 40 469 600 [1] 40 469 610 [1] | | |

| | | | | | | | | | |
|-----|---|---|---|--|--|--|--|--|--|
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor ширина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | | |
| | 1 | 1,35 | +0,771 | +0,820 | | | | | |
| | 2 | 1,25 | +0,6115 | +0,720 | | | | | |
| | 3 | 1,30 | +0,721 | +0,770 | | | | | |
| | 4 | 1,40 | +0,821 | +0,870 | | | | | |
| | 5 | 1,45 | +0,871 | +0,977 | | | | | |



4 **74**

| | | | | | | | | | |
|------------|-------------------|---|---|----------------------|----|----------|------------|-------|----------|
| JBC | 06.1991 → 07.1996 | B | 4 | 1299 cm ³ | 2V | 44 kW | (60 PS) | 8,8:1 | 75,48 mm |
| JBE | 07.1990 → 12.1994 | B | 4 | 1299 cm ³ | 2V | 44 kW | (60 PS) | 8,8:1 | 75,48 mm |
| J4B | 08.1990 → 09.2001 | B | 4 | 1299 cm ³ | 2V | 44-46 kW | (60-63 PS) | 8,8:1 | 75,48 mm |
| J6A | 05.1991 → 09.2001 | B | 4 | 1299 cm ³ | 2V | 44-46 kW | (60-63 PS) | 8,8:1 | 75,48 mm |
| J6B | 06.1991 → 07.1996 | B | 4 | 1297 cm ³ | 2V | 44 kW | (60 PS) | 8,8:1 | 75,48 mm |

| | | | | | | | | |
|--|---|-------------------------------|--|-------------------|--------------------|--|---------------|-------------------|
| | 4 | KH 29,4 MT -3,5 GL 53,9 | | 18,034 64 K | 1 R 1,5 MO G6 | | 73,975 | 99 419 600 |
| | | | | | 1 NM 1,75 1 G 3 | | | |

5 **74**

| | | | | | | | | | |
|--------------|-----------|---|---|----------------------|----|-------|---------|--------|----------|
| ZL 13 | 01.2000 → | B | 4 | 1297 cm ³ | 2V | 51 kW | (70 PS) | 10,2:1 | 75,50 mm |
|--------------|-----------|---|---|----------------------|----|-------|---------|--------|----------|

| | | | | | | | | |
|--|---|---------------------------------|---------|---------------------|---------------------------|--|--------------|-------------------|
| | 4 | KH 24,84 MT -2,8 GL 48,84 | 074 126 | 18,034 53,6 K | 1 R 1,2 NT ST | | 74,46 | 99 837 620 |
| | | | | | 1 NM 1,5 G3 1 SLF 2 NT | | | |

6 **75**

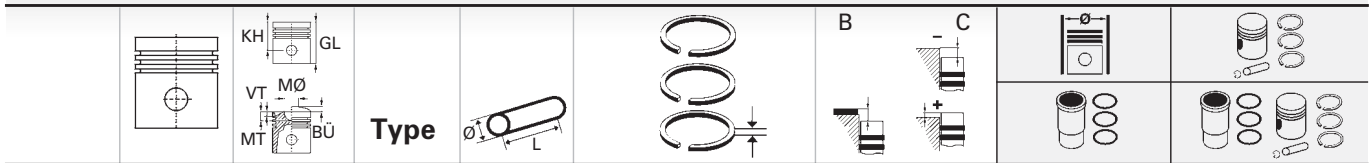
| | | | | | | | | | |
|-------------|-------------------|--------|---|----------------------|----|-------|----------|--------|----------|
| G8DA | 10.2003 → 11.2010 | D (LA) | 4 | 1560 cm ³ | 4V | 80 kW | (109 PS) | 17,6:1 | 88,30 mm |
| G8DB | 10.2003 → 11.2010 | D (LA) | 4 | 1560 cm ³ | 4V | 80 kW | (109 PS) | 17,6:1 | 88,30 mm |
| HDDA | | D (LA) | 4 | 1560 cm ³ | 4V | 66 kW | (90 PS) | 18:1 | 88,30 mm |
| HDDB | | D (LA) | 4 | 1560 cm ³ | 4V | 66 kW | (90 PS) | 18:1 | 88,30 mm |
| HHDA | 06.2003 → 11.2010 | D (LA) | 4 | 1560 cm ³ | 4V | 66 kW | (90 PS) | 18,3:1 | 88,30 mm |
| HHDB | 11.2004 → 11.2010 | D (LA) | 4 | 1560 cm ³ | 4V | 66 kW | (92 PS) | 18,3:1 | 88,30 mm |

| | | | | | | | | |
|--|---|--|-------------------|----------|------------------------------|--|--------------|-------------------|
| | 4 | KH 41,7 VT1 -1,16 MT -13,2 MØ 41,7 GL 65,3 | RTK TPL KKK | 26 61 | 1 T6 3 PC G6 | | 75,00 | 40 179 600 |
| | | | | | 1 NM 1,95 G3 1 DSF 2,5 CR | | | |

7 **76**

| | | | | | | | | | |
|------------|-------------------|---|---|----------------------|----|----------|------------|--------|----------|
| LUH | 03.1989 → 07.1996 | B | 4 | 1597 cm ³ | 2V | 65-66 kW | (88-90 PS) | 10,3:1 | 88,00 mm |
| LUJ | 07.1990 → 12.1994 | B | 4 | 1597 cm ³ | 4V | 65-66 kW | (88-90 PS) | 9,5:1 | 88,00 mm |
| L1E | 09.1992 → 09.2001 | B | 4 | 1597 cm ³ | 4V | 65-66 kW | (88-90 PS) | 10,3:1 | 88,00 mm |
| L1F | 01.1993 → 11.1996 | B | 4 | 1597 cm ³ | 4V | 66 kW | (90 PS) | 10,3:1 | 88,00 mm |
| L1G | 03.1994 → 07.1996 | B | 4 | 1597 cm ³ | 4V | 65-66 kW | (88-90 PS) | 10,3:1 | 88,00 mm |
| L1H | 09.1992 → 09.2001 | B | 4 | 1597 cm ³ | 4V | 65-66 kW | (88-90 PS) | 10,3:1 | 88,00 mm |
| L1J | 01.1993 → 11.2000 | B | 4 | 1597 cm ³ | 4V | 65 kW | (88 PS) | 10,3:1 | 88,00 mm |
| L1K | 01.1995 → 09.2001 | B | 4 | 1597 cm ³ | 4V | 66 kW | (90 PS) | 10,3:1 | 88,00 mm |
| L1L | 11.1996 → 11.2000 | B | 4 | 1597 cm ³ | 4V | 70 kW | (95 PS) | 10,3:1 | 88,00 mm |
| L1N | 11.1996 → 11.2000 | B | 4 | 1597 cm ³ | 4V | 65-70 kW | (88-95 PS) | 10,3:1 | 88,00 mm |
| L1Q | 11.1996 → 11.2000 | B | 4 | 1597 cm ³ | 4V | 65-70 kW | (88-95 PS) | 10,3:1 | 88,00 mm |

| | | | | | | | | |
|--|---|------------------------------|---------|--------------------|--------------------------|--|--------------|-------------------|
| | 4 | KH 32,5 BÜ +1,75 GL 58 | 076 155 | 20,63 63,4 K | 1 R 1,5 MO G6 | | 76,00 | 94 916 600 |
| | | | | | 1 NM 1,6 1 SLF 2,5 CR | | | |



| 8 | | 76 | | | | | | | | | |
|-------------|-------------------|----|---|----------------------|----|----------|------------|------|----------|--|--|
| FXDA | 08.1998 → 05.2005 | B | 4 | 1388 cm ³ | 4V | 55 kW | (75 PS) | 11:1 | 76,50 mm | | |
| FXDB | 12.2000 → 05.2005 | B | 4 | 1388 cm ³ | 4V | 55-59 kW | (75-80 PS) | 11:1 | 76,50 mm | | |
| FXDC | 12.2000 → 05.2005 | B | 4 | 1388 cm ³ | 4V | 55-59 kW | (75-80 PS) | 11:1 | 76,50 mm | | |
| FXDD | 12.2000 → 05.2005 | B | 4 | 1388 cm ³ | 4V | 55-59 kW | (75-80 PS) | 11:1 | 76,50 mm | | |
| FXJA | 11.2001 → | B | 4 | 1388 cm ³ | 4V | 59 kW | (80 PS) | 11:1 | 76,50 mm | | |
| FXJB | 11.2001 → | B | 4 | 1388 cm ³ | 4V | 58 kW | (80 PS) | 11:1 | 76,50 mm | | |

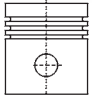
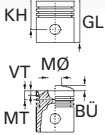

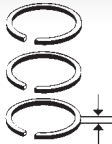
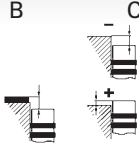
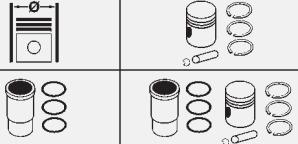
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|--|---------|----------------------------------|--|---------------|--|--|--|--|--|--------------|-------------------|
| | 4 | KH 28,25 BÜ +1,22 GL 54,25 | | 19 47 K | 1 R 1,2 NT ST 1 NM 1,5 G3 1 SLF 2,5 CR | | | | | 76,01 | 40 032 600 |
| | 400 4.9 | KH 28,25 BÜ +0,76 GL 54,25 | | | | | | | | 76,51 | 40 032 610 |

| 9 | | 79,5 | | | | | | | | | |
|------------|-------------------|--------|---|----------------------|----|-------|----------|--------|----------|--|--|
| AFN | 09.1996 → 03.2000 | D (LA) | 4 | 1896 cm ³ | 2V | 81 kW | (110 PS) | 19,5:1 | 95,50 mm | | |
| AHU | 05.1995 → 03.2000 | D (A) | 4 | 1896 cm ³ | 2V | 66 kW | (90 PS) | 19,5:1 | 95,50 mm | | |
| 1Z | 02.1995 → 09.1996 | D (LA) | 4 | 1896 cm ³ | 2V | 66 kW | (90 PS) | 19,5:1 | 95,50 mm | | |







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|--|---------|--|------------|----------|---|--|--|--|--|---------------------------|-------------------------------|
| | 4 | KH 45,8 VT1 -1,00 MT -17,75 MØ 37,9 GL 71,8 | RTK KBB | 26 66 | 1 R 1,75 PC G6 1 M 2 CR G1 1 DSF 3 CR | | | | | 79,51 | 94 427 700 [1], [2] |
| | 079 135 | KH 45,55 VT1 -1,00 MT -17,75 MØ 37,9 GL 71,8 | HKÜ HKÜ | | | | | | | 79,76 | 94 427 710 [1], [2] |
| | | KH 45,55 VT1 -1,00 MT -17,75 MØ 37,9 GL 71,8 | HKÜ HKÜ | | | | | | | 80,01 | 94 427 720 [1], [2] |
| | T Cyl. | A=82,5 C=85,5 L=152 H=4,7 | | | | | | | | 80,51 | 94 427 730 [1], [2] |
| | | | | | | | | | | 89 434 190 semi | 94 427 970 |

| | | | | | | | | | | | |
|--|---------|--|------------|----------|---|--|--|--|--|---------------------------|-------------------------------|
| | 4 | KH 45,8 VT1 -1,00 MT -17,75 MØ 37,9 GL 71,8 | RTK KBB | 26 66 | 1 R 1,75 PC G6 1 M 2 CR G1 1 DSF 3 CR | | | | | 79,51 | 94 428 700 [1], [3] |
| | 079 135 | KH 45,55 VT1 -1,00 MT -17,75 MØ 37,9 GL 71,8 | HKÜ HKÜ | | | | | | | 79,76 | 94 428 710 [1], [3] |
| | | KH 45,55 VT1 -1,00 MT -17,75 MØ 37,9 GL 71,8 | HKÜ HKÜ | | | | | | | 80,01 | 94 428 720 [1], [3] |
| | T Cyl. | A=82,5 C=85,5 L=152 H=4,7 | | | | | | | | 80,51 | 94 428 730 [1], [3] |
| | | | | | | | | | | 89 434 190 semi | 94 428 970 |

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| |  |  | Type |  |  |  |  |
|-----|---|---|---|---|---|--|---|
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | | Kolbenüberstand: piston protrusion: dépasement du piston: resalto del pistón: выступающая часть поршня: | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor толщина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | |
| | 1 | 1,45 | +0,91 | +1,00 | | | |
| | 2 | 1,53 | +1,01 | +1,10 | | | |
| | 3 | 1,61 | +1,11 | +1,20 | | | |
| [2] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 1-2 | | | | | | |
| [3] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 3-4 | | | | | | |

F

| 10 | |  79,5 | | | | | | | | | |
|---|---|---|---|--|-------------------------|-------|----------------|------------------------------------|--|--|--|
| ANU | | 04.2000 → 02.2006 D (LA) | | 4 | 1896 cm ³ 2V | 66 kW | (90 PS) 19,5:1 | 95,50 mm | | | |
|  | 4 079 143 | KH 45,8 | RTK | 26 66 | 1 R 1,75 | PC G6 | 79,51 | 99 850 600 [1], [2], [3] | | | |
| | | VT1 -1,10 | KKK | | 1 M 2 | CR G1 | | | | | |
|  | 4 079 143 | MT -17,75 | KBB | 26 66 | 1 DSF 3 | CR | 80,01 | 99 850 620 [1], [2], [3] | | | |
| | | MØ 38 | TPL | | | | | | | | |
|  | 4 079 143 | GL 69,8 | | 26 66 | | | 79,51 | 99 851 600 [1], [3], [4] | | | |
| | | KH 45,55 | HKÜ | | | | | | | | |
|  | 4 079 143 | VT1 -1,10 | KKK | 26 66 | 1 R 1,75 | PC G6 | 79,51 | 99 851 600 [1], [3], [4] | | | |
| | | MT -17,75 | KBB | | 1 M 2 | CR G1 | | | | | |
|  | 4 079 143 | MØ 38 | TPL | 26 66 | 1 DSF 3 | CR | 80,01 | 99 851 620 [1], [3], [4] | | | |
| | | GL 69,55 | | | | | | | | | |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | | Kolbenüberstand: piston protrusion: dépasement du piston: resalto del pistón: выступающая часть поршня: | | | | | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor толщина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | | | | |
| | 1 | 1,45 | +0,91 | +1,00 | | | | | | | |
| | 2 | 1,53 | +1,01 | +1,10 | | | | | | | |
| | 3 | 1,61 | +1,11 | +1,20 | | | | | | | |
| [2] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 1-2 | | | | | | | | | | |

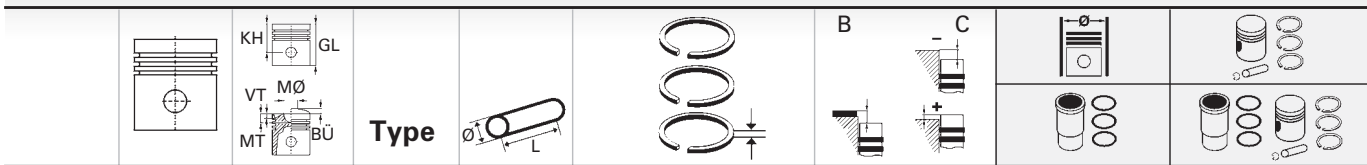
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








| | | | | | | | | |
|-----|---|-------------|--|--|--|--|--|--|
| | | Type | | | | | | |
| [3] | Austausch nur mit identischer Kolbenausführung! Replace with identical piston design only! Piston à canal de refroidissement avec douille! Remplacement uniquement par type de piston identique! Замена только на идентичное исполнение поршня! | | | | | | | |
| [4] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 3-4 | | | | | | | |

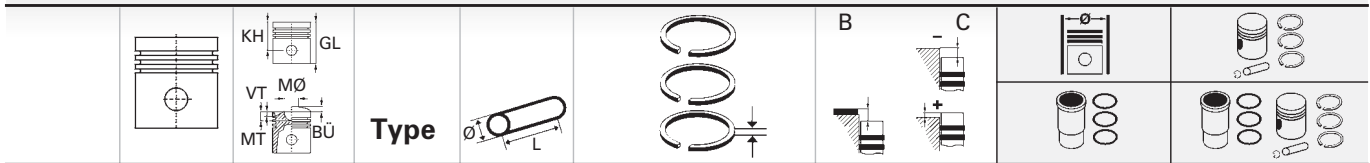
11 **79,5****F**

| AUY | 04.2000 → 02.2006 | D | (LA) | 4 | 1896 cm ³ | 2V | 85 kW | (116 PS) | 18:1 | 95,50 mm |
|-----|---|--|--|--|----------------------|------|-------|--------------|------|-------------------------------|
| | 4 079 143 | KH 45,8 VT1 -1,30 MT -17,8 MØ 38 GL 69,8 | RTK | 26 | 1 R | 1,75 | PC G6 | 79,51 | | 99 842 600 [1], [2] |
| | | | KKK | 66 | 1 M | 2 | CR G1 | | | |
| | 4 079 143 | KH 45,55 VT1 -1,30 MT -17,8 MØ 38 GL 69,55 | HKÜ | | | | | 80,01 | | 99 842 620 [1], [2] |
| | | | | | | | | | | |
| | 4 079 143 | KH 45,8 VT1 -1,30 MT -17,8 MØ 38 GL 69,8 | RTK | 26 | 1 R | 1,75 | PC G6 | 79,51 | | 99 843 600 [1], [3] |
| | | | KKK | 66 | 1 M | 2 | CR G1 | | | |
| | 4 079 143 | KH 45,55 VT1 -1,30 MT -17,8 MØ 38 GL 69,55 | HKÜ | | | | | 80,01 | | 99 843 620 [1], [3] |
| | | | | | | | | | | |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цил. | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | | | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor толщина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | | | |
| | 1 | 1,53 | +0,8 | +0,9 | | | | | | |
| | 2 | 1,57 | +0,9 | +1,0 | | | | | | |
| | 3 | 1,61 | +1,0 | +1,1 | | | | | | |
| [2] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 1-2 | | | | | | | | | |
| [3] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 3-4 | | | | | | | | | |



| 12 | |  79,5 | | | | | | | | | | | |
|---|--|---|---|--|-------------------------|------|-------|----|---------------|--|--------------|-------------------------------|---------|
| ASZ | | 01.2003 → 02.2006 D (LA) | | 4 | 1896 cm ³ 2V | | 96 kW | | (130 PS) 19:1 | | 95,50 mm | | |
|  | 4 | KH 45,8 | RTK | 26 | 1 R | 1,75 | PC | G6 | | | 79,51 | 99 470 600 [1], [2] | |
| | 079 139 | VT1 -1,10 MT -17,5 MØ 38 GL 69,8 | KKK KBB TPL | 66 | 1 M | 2 | CR | G1 | | | | | 1 DSF 3 |
|  | 4 | KH 45,55 | HKÜ | | | | | | | | 80,01 | 99 470 620 [1], [2] | |
| | | VT1 -1,10 MT -17,5 MØ 38 GL 69,55 | | | | | | | | | | | |
|  | 4 | KH 45,8 | RTK | 26 | 1 R | 1,75 | PC | G6 | | | 79,51 | 99 471 600 [1], [3] | |
| | 079 139 | VT1 -1,10 MT -17,5 MØ 38 GL 69,8 | KKK KBB TPL | 66 | 1 M | 2 | CR | G1 | | | | | 1 DSF 3 |
|  | 4 | KH 45,55 | HKÜ | | | | | | | | 80,01 | 99 471 620 [1], [3] | |
| | | VT1 -1,10 MT -17,5 MØ 38 GL 69,55 | | | | | | | | | | | |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндров | | Kolbenüberstand: piston protrusion: dépasement du piston: resalto del pistón: выступающая часть поршня: | | | | | | | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor толщина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | | | | | | |
| | 1 | 1,45 | +0,91 | +1,00 | | | | | | | | | |
| | 2 | 1,53 | +1,01 | +1,10 | | | | | | | | | |
| | 3 | 1,61 | +1,11 | +1,20 | | | | | | | | | |
| [2] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 1-2 | | | | | | | | | | | | |
| [3] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 3-4 | | | | | | | | | | | | |

| 13 | |  80 | | | | | | | | | | | |
|---|---------|---|--|-----------|-------------------------|-----|----------|----|------------------|--|--------------|-------------------|---------|
| LUC | | 08.1983 → 07.1990 B | | 4 | 1599 cm ³ 2V | | 65-66 kW | | (88-90 PS) 9,5:1 | | 79,52 mm | | |
| LUK | | 07.1990 → 12.1994 B | | 4 | 1599 cm ³ 2V | | 66 kW | | (90 PS) 9,5:1 | | 79,52 mm | | |
|  | 4 | KH 36,59 | | 20,63 | 1 R | 1,6 | MO | G6 | | | 80,47 | 90 204 620 | |
| | 80V 169 | BÜ +7,12 GL 73,71 | | 66,7 K | 1 N | 2 | | | | | | | 1 SLF 4 |
|  | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |



| | | | | | | | | | |
|------------|-------------------|-----------|---|----------------------|----|-------|---------|--------|----------|
| 14 | | 80 | | | | | | | |
| LTA | 04.1984 → 03.1986 | D | 4 | 1608 cm ³ | 2V | 40 kW | (54 PS) | 21,5:1 | 80,00 mm |
| LTB | 08.1983 → 03.1989 | D | 4 | 1608 cm ³ | 2V | 40 kW | (54 PS) | 21,5:1 | 80,00 mm |
| LTC | 01.1986 → 01.1989 | D | 4 | 1608 cm ³ | 2V | 40 kW | (54 PS) | 21,5:1 | 80,00 mm |

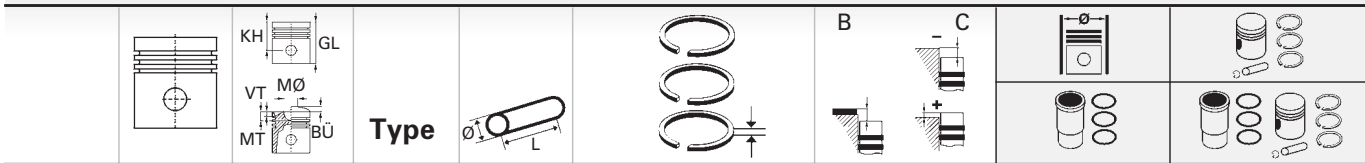
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|-----|---|--------------------------------|---|--|--|-------------|--|--------------|--------------------------------------|
| | 4 | KH 46,65 MT -3,2 GL 76,8 | RK RTK | 24 62 | 1 R 2 1 M 2 1 DSF 3 | CR G6 CR | | 80,50 | 93 787 620 [1] (93 122) |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цил. | | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | | | | |
| | Kerben notches repères muescas Надрезы | | größer als more than supérieur à superior a больше, чем | | kleiner als less than inférieur à inferior a меньше, чем | | | | |
| | 1 | | + 0,430 | | + 0,620 | | | | |
| | 2 | | + 0,621 | | + 0,680 | | | | |
| | 3 | | + 0,681 | | + 0,740 | | | | |
| | 4 | | + 0,741 | | + 0,800 | | | | |
| | 5 | | + 0,801 | | + 0,860 | | | | |

| | | | | | | | | | |
|------------|-------------------|-------------|---|----------------------|----|----------|--------------|-------|----------|
| 15 | | 80,6 | | | | | | | |
| RDA | 02.1992 → 09.2001 | B | 4 | 1796 cm ³ | 4V | 77 kW | (105 PS) | 10:1 | 88,00 mm |
| RDB | 02.1992 → 07.1996 | B | 4 | 1796 cm ³ | 4V | 77 kW | (105 PS) | 10:1 | 88,00 mm |
| RKA | 01.1993 → 11.1996 | B | 4 | 1796 cm ³ | 4V | 85 kW | (115 PS) | 10:1 | 88,00 mm |
| RKB | 01.1993 → 11.2000 | B | 4 | 1796 cm ³ | 4V | 85 kW | (115 PS) | 10:1 | 88,00 mm |
| RKC | 09.1995 → 09.2001 | B | 4 | 1796 cm ³ | 2V | 85 kW | (116 PS) | 9,8:1 | 88,00 mm |
| ROB | 02.1992 → 09.2001 | B | 4 | 1796 cm ³ | 2V | 96 kW | (130 PS) | 10:1 | 88,00 mm |
| RQC | 02.1992 → 07.1996 | B | 4 | 1796 cm ³ | 2V | 93-96 kW | (126-130 PS) | 10:1 | 88,00 mm |

| | | | | | | | | | |
|--|---|--------------------|--|--------------------|----------------------------------|-------------|--|------------------------------|--|
| | 4 | KH 33,2 GL 57,2 | | 20,63 63,4 K | 1 R 1,5 1 NM 1,6 1 SLF 2,5 | MO G6 CR | | 80,60 81,10 | 94 917 600 94 917 610 |
|--|---|--------------------|--|--------------------|----------------------------------|-------------|--|------------------------------|--|

| | | | | | | | | | |
|------------|-------------------|-----------|---|----------------------|----|------------|--------------|------|----------|
| 16 | | 81 | | | | | | | |
| AAA | 02.1995 → 02.1999 | B | 6 | 2792 cm ³ | 2V | 120-128 kW | (163-174 PS) | 10:1 | 90,30 mm |
| AMY | 04.1998 → 03.2000 | B | 6 | 2792 cm ³ | 2V | 128 kW | (174 PS) | 10:1 | 90,30 mm |

| | | | | | | | | | |
|--|---|---|--|----------|---------------------------------|-------------|--|--|---|
| | 6 | KH 30,45 MT -5,5 BÜ +4,33 GL 58,78 | | 20 57 | 1 M 1,5 1 NM 1,75 1 DSF 3 | MO G6 CR | | 81,01 81,51 82,01 | 91 033 600 91 033 610 91 033 620 |
|--|---|---|--|----------|---------------------------------|-------------|--|--|---|

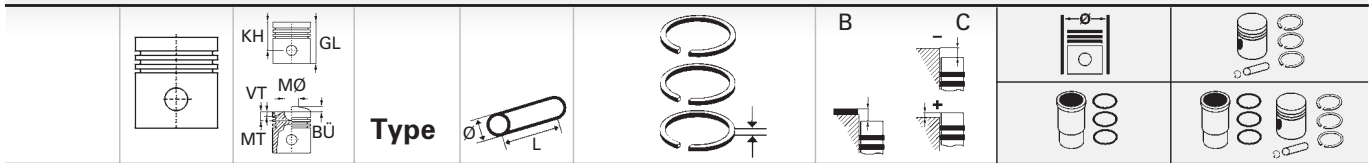


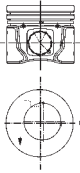
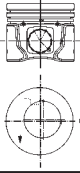
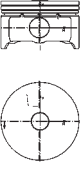
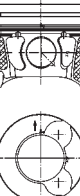
| | | | | | | | | | |
|-------------|-----------|---|---|----------------------|--|-------|--------------|-------|-------------------|
| 17 | | 82,07 | | | | | | | |
| ZL16 | 01.2000 → | B | 4 | 1598 cm ³ | 2V | 68 kW | (92 PS) | 8,4:1 | 75,50 mm |
| | 4 | KH 24,84 MT -3 MØ 70,78 GL 48,84 | | 18,034 53,6 K | 1 R 1,2 NT ST 1 NM 1,5 G3 1 SLF 2 NT | | 82,07 | | 40 046 600 |
| | 082 206 | | | | | | | | |

| | | | | | | | | | |
|------------|-------------------|--------------------------------|-----|----------------------|--|-------|---------------|--------|---------------------------------------|
| 18 | | 82,5 | | | | | | | |
| RFA | 08.1988 → 02.1993 | D (A) | 4 | 1753 cm ³ | 2V | 55 kW | (75 PS) | 21,5:1 | 82,00 mm |
| RFB | 08.1988 → 02.1993 | D (A) | 4 | 1753 cm ³ | 2V | 55 kW | (75 PS) | 21,5:1 | 82,00 mm |
| RFD | 03.1993 → 09.2001 | D (LA) | 4 | 1753 cm ³ | 2V | 66 kW | (90 PS) | 21,5:1 | 82,00 mm |
| RFK | 03.1993 → 09.2001 | D (LA) | 4 | 1753 cm ³ | 2V | 66 kW | (90 PS) | 21,5:1 | 82,00 mm |
| RFL | 08.1988 → 02.1993 | D (A) | 4 | 1753 cm ³ | 2V | 55 kW | (75 PS) | 21,5:1 | 82,00 mm |
| RFM | 06.1993 → 11.1996 | D (LA) | 4 | 1753 cm ³ | 2V | 66 kW | (90 PS) | 21,5:1 | 82,00 mm |
| RFN | 09.1993 → 11.2000 | D (LA) | 4 | 1753 cm ³ | 2V | 65 kW | (88 PS) | 21,5:1 | 82,00 mm |
| RFS | 01.1995 → 02.1999 | D (LA) | 4 | 1753 cm ³ | 2V | 66 kW | (90 PS) | 21,5:1 | 82,00 mm |
| RFU | 03.1993 → 11.1995 | D (A) | 4 | 1753 cm ³ | 2V | 57 kW | (77 PS) | 21,5:1 | 82,00 mm |
| RVA | 01.1995 → 09.2001 | D (LA) | 4 | 1753 cm ³ | 2V | 51 kW | (70 PS) | 21,5:1 | 82,00 mm |
| | 4 | KH 45,65 MT -1,5 GL 75,8 | RTK | 26 69 | 1 ET 2,5 CK G6 1 M 2 G3 1 DSF 3 CR | | 82,515 | | 94 664 602 |
| | 082 192 | | | | | | 83,00 | | 94 664 620 |
| | | | | | | | 83,50 | | 94 664 630 (91 042, 93 065) |

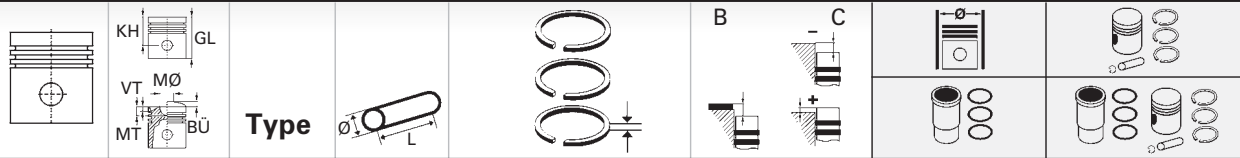
| | | | | | | | | | |
|------------|-------------------|-------------------------------|-----------|----------------------|---------------------------------------|-------|--------------|--------|-------------------|
| 19 | | 82,5 | | | | | | | |
| RTA | 01.1989 → 07.1990 | D | 4 | 1753 cm ³ | 2V | 44 kW | (60 PS) | 21,5:1 | 82,00 mm |
| RTB | 01.1989 → 07.1990 | D | 4 | 1753 cm ³ | 2V | 44 kW | (60 PS) | 21,5:1 | 82,00 mm |
| RTC | 03.1989 → 07.1996 | D | 4 | 1753 cm ³ | 2V | 44 kW | (60 PS) | 21,5:1 | 82,00 mm |
| RTD | 03.1989 → 07.1996 | D | 4 | 1753 cm ³ | 2V | 44 kW | (60 PS) | 21,5:1 | 82,00 mm |
| RTE | 07.1990 → 12.1994 | D | 4 | 1753 cm ³ | 2V | 44 kW | (60 PS) | 21,5:1 | 82,00 mm |
| RTF | 07.1990 → 09.2001 | D | 4 | 1753 cm ³ | 2V | 44 kW | (60 PS) | 21,5:1 | 82,00 mm |
| RTG | 03.1989 → 07.1996 | D | 4 | 1753 cm ³ | 2V | 44 kW | (60 PS) | 21,5:1 | 82,00 mm |
| RTH | 01.1989 → 09.2001 | D | 4 | 1753 cm ³ | 2V | 44 kW | (60 PS) | 21,5:1 | 82,00 mm |
| RTJ | 08.1995 → 11.2001 | D | 4 | 1753 cm ³ | 2V | 44 kW | (60 PS) | 21,5:1 | 82,00 mm |
| RTK | 08.1995 → 11.2001 | D | 4 | 1753 cm ³ | 2V | 44 kW | (60 PS) | 21,5:1 | 82,00 mm |
| | 4 | KH 45,7 MT -1,6 GL 73,7 | RTK RK | 26 59 | 1 R 2 CR G6 1 M 2 G3 1 DSF 3 CR | | 83,00 | | 91 780 610 |
| | 082 187 | | | | | | 83,50 | | 91 780 620 |

| | | | | | | | | | |
|-------------|-------------------|--|------------|----------------------|--|-------|--------------|--------|-------------------------------|
| 20 | | 82,5 | | | | | | | |
| C9DA | 01.1999 → 09.2001 | D (LA) | 4 | 1753 cm ³ | 2V | 67 kW | (91 PS) | 19,4:1 | 82,00 mm |
| C9DB | 01.1999 → 09.2001 | D (LA) | 4 | 1753 cm ³ | 2V | 67 kW | (91 PS) | 19,4:1 | 82,00 mm |
| C9DC | 01.1999 → 05.2005 | D (LA) | 4 | 1753 cm ³ | 2V | 67 kW | (91 PS) | 19,4:1 | 82,00 mm |
| | 4 | KH 45,65 MT -16,1 MØ 36,75 GL 71,15 | RTK TPL | 28 66 | 1 ET 2,5 CK G6 1 NM 2 1 DSF 3 CR | | 82,50 | | 40 014 600 |
| | 082 202 | | | | | | 83,00 | | 40 014 620 (99 372) |



| 21 | | 82,5 | | | | | | | | | | | |
|---|--------------|--|-------------------|---------------|----------------------------------|-------------------|-----------|--------------|--------|----------|-------|------------|------------------------|
| FFDA Euro 2 | | 09.2002 → 11.2004 | D (LA) | 4 | 1753 cm ³ | 2V | 74 kW | (100 PS) | 18,5:1 | 82,00 mm | | | |
| F9DA | | 05.2001 → 05.2005 | D (LA) | 4 | 1753 cm ³ | 2V | 85 kW | (116 PS) | 18,5:1 | 82,00 mm | | | |
| F9DB | | 05.2001 → 05.2005 | D (LA) | 4 | 1753 cm ³ | 2V | 85 kW | (116 PS) | 18,5:1 | 82,00 mm | | | |
|  | 4 082 213 | KH 45,65 MT -14,05 MØ 41,52 GL 71,15 | RTK TPL KKK | 28 66 | 1 ET 2,5 1 NM 2 1 DSF 3 | CK G6 G3 CR | | | | | 82,50 | 99 960 600 | |
| | | | | | | | | | | | | 83,00 | 99 960 620 (99 384) |
| 22 | | 82,5 | | | | | | | | | | | |
| KKDA | | 04.2005 → 11.2010 | D (LA) | 4 | 1753 cm ³ | 2V | 85 kW | (115 PS) | 18,5:1 | 82,00 mm | | | |
|  | 4 082 223 | KH 45,65 MT -12,47 MØ 45,29 GL 71,15 | RTK TPL KKK | 28 66 | 1 ET 2,5 1 NM 2 1 DSF 3 | CK G6 G3 CR | | | | | 82,50 | 99 963 600 | |
| | | | | | | | | | | | | 83,00 | 99 963 620 |
| 23 | | 83 | | | | | | | | | | | |
| CGBA | | 11.2000 → 08.2007 | B | 4 | 1798 cm ³ | 4V | 81 kW | (110 PS) | 10,8:1 | 83,10 mm | | | |
| CGBB | | 11.2000 → 08.2007 | B | 4 | 1798 cm ³ | 4V | 81 kW | (110 PS) | 10,8:1 | 83,10 mm | | | |
| CHBA | | 11.2000 → 08.2007 | B | 4 | 1798 cm ³ | 4V | 92 kW | (125 PS) | 10,8:1 | 83,10 mm | | | |
| CHBB | | 11.2000 → 08.2007 | B | 4 | 1798 cm ³ | 4V | 88-93 kW | (120-126 PS) | 10,8:1 | 83,10 mm | | | |
| CSDA | | 06.2003 → 05.2004 | B | 4 | 1798 cm ³ | 4V | 88 kW | (120 PS) | 10,8:1 | 83,10 mm | | | |
| CSDB | | 06.2003 → 05.2004 | B | 4 | 1798 cm ³ | 4V | 88 kW | (120 PS) | 10,8:1 | 83,10 mm | | | |
| QQDA | | 04.2004 → 11.2010 | B | 4 | 1798 cm ³ | 4V | 92 kW | (125 PS) | 10,8:1 | 83,10 mm | | | |
| QQDB | | 04.2004 → 11.2010 | B | 4 | 1798 cm ³ | 4V | 92 kW | (125 PS) | 10,8:1 | 83,10 mm | | | |
| Q7DA | | 04.2004 → 11.2010 | B | 4 | 1798 cm ³ | 4V | 92 kW | (125 PS) | 10,8:1 | 83,10 mm | | | |
|  | 4 083 078 | KH 28,5 GL 51 KH 28,5 MT -0,4 MØ 70 GL 51 | LOX | 21 60 K | 1 R 1,2 1 NM 1,2 1 SLF 2,5 | CR ST G3 CR | | | | | 83,01 | 99 456 700 | |
| | | | | | | | | | | | | 83,51 | 99 456 720 |
| 24 | | 85 | | | | | | | | | | | |
| G6DA | | 06.2003 → | D (LA) | 4 | 1997 cm ³ | 4V | 96-103 kW | (130-140 PS) | 18:1 | 88,00 mm | | | |
| G6DB | | 06.2003 → | D (LA) | 4 | 1997 cm ³ | 4V | 100 kW | (136 PS) | 18:1 | 88,00 mm | | | |
| G6DD | | 06.2003 → | D (LA) | 4 | 1997 cm ³ | 4V | 100 kW | (136 PS) | 18:1 | 88,00 mm | | | |
|  | 4 085 190 | KH 46,705 VT1 -0,52 MT -15,4 MØ 44,8 GL 80,705 | RTK TPL KKK | 28 70 | 1 T6 3,5 1 M 2 1 DSF 3 | CK G6 CR | | | | | 85,00 | 99 700 600 | |
| | | | | | | | | | | | | 85,60 | 99 700 610 |

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| | | | | | | | | | |
|------------|-------------------|---|---|----------------------|----|----------|--------------|--------|----------|
| NES | 01.1987 → 02.1993 | B | 4 | 1998 cm ³ | 2V | 77 kW | (105 PS) | 10,3:1 | 86,00 mm |
| N8A | 02.1987 → 02.1993 | B | 4 | 1998 cm ³ | 2V | 80 kW | (109 PS) | 10,3:1 | 86,00 mm |
| N8B | 04.1985 → 01.1992 | B | 4 | 1998 cm ³ | 2V | 80-92 kW | (109-125 PS) | 10,3:1 | 86,00 mm |
| N8C | 02.1987 → 02.1993 | B | 4 | 1998 cm ³ | 2V | 77 kW | (105 PS) | 10,3:1 | 86,00 mm |
| N8D | 05.1989 → 02.1992 | B | 4 | 1998 cm ³ | 2V | 75-77 kW | (102-105 PS) | 10,3:1 | 86,00 mm |
| N9A | 01.1987 → 02.1993 | B | 4 | 1998 cm ³ | 2V | 88 kW | (120 PS) | 10,3:1 | 86,00 mm |
| N9B | 05.1989 → 02.1993 | B | 4 | 1998 cm ³ | 2V | 92 kW | (125 PS) | 10,3:1 | 86,00 mm |
| N9C | 01.1987 → 02.1993 | B | 4 | 1998 cm ³ | 2V | 88 kW | (120 PS) | 10,3:1 | 86,00 mm |
| N9D | 05.1989 → 02.1992 | B | 4 | 1998 cm ³ | 2V | 88 kW | (120 PS) | 10,3:1 | 86,00 mm |
| N9E | 01.1987 → | B | 4 | 1998 cm ³ | 2V | 85 kW | (115 PS) | 10,3:1 | 86,00 mm |
| N9F | 02.1992 → 12.1994 | B | 4 | 1998 cm ³ | 2V | 85 kW | (115 PS) | 10,3:1 | 86,00 mm |

| | | | | | | | |
|--|---------|----------------------|-----|--------------------|-------------------------|-------|------------|
| | 4 | KH 32,27 GL 62,27 | HKÜ | 20,63 63,4 K | 1 R 1,6 MO G6 | 86,01 | 90 028 601 |
| | 086 100 | KH 31,97 GL 61,97 | | | 1 NM 1,75 1 SLF 3 CR | | |

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| | | | | | | | | | |
|------------|-------------------|---|---|----------------------|----|-------|----------|-------|----------|
| NSD | 01.1995 → 12.1998 | B | 4 | 1998 cm ³ | 2V | 85 kW | (115 PS) | 9,8:1 | 86,00 mm |
| NSE | 02.1995 → 03.2000 | B | 4 | 1998 cm ³ | 4V | 85 kW | (115 PS) | 9,8:1 | 86,00 mm |
| NSF | 08.1994 → 07.2000 | B | 4 | 1998 cm ³ | 4V | 84 kW | (114 PS) | 9,8:1 | 86,00 mm |
| N9K | 08.1994 → 12.1999 | B | 4 | 1998 cm ³ | 2V | 84 kW | (114 PS) | 9,8:1 | 86,00 mm |
| N9L | 11.1994 → 12.2000 | B | 4 | 1998 cm ³ | 2V | 84 kW | (114 PS) | 9,8:1 | 86,00 mm |

| | | | | | | | |
|--|---------|---------------------------------|------------|--------------------|-------------------------|-------|------------|
| | 4 | KH 32,27 MT -1,2 GL 62,27 | HKÜ HKÜ | 20,63 63,4 K | 1 R 1,6 MO G6 | 86,01 | 99 380 601 |
| | 086 100 | KH 31,97 MT -1,2 GL 61,97 | | | 1 NM 1,75 1 SLF 3 CR | | |
| | | | | | | 87,00 | 99 380 640 |

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| | | | | | | | | | |
|-------------------|----------------|---|---|----------------------|----|----------|------------|--------|----------|
| RF (47 kW) | 03.1983 → 1987 | D | 4 | 1998 cm ³ | 2V | 47-55 kW | (64-75 PS) | 22,7:1 | 86,00 mm |
|-------------------|----------------|---|---|----------------------|----|----------|------------|--------|----------|

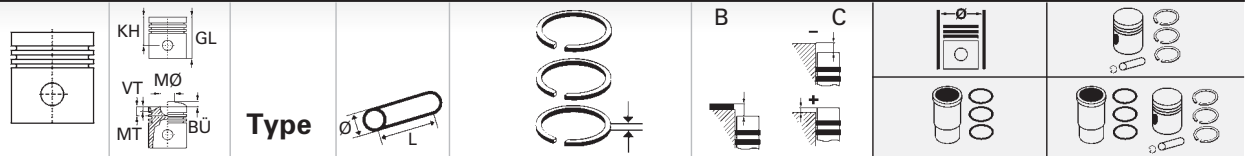
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|--|---|-------------------------------|--|------------|---------------------|-------|------------|
| | 4 | KH 47,2 MT -1,5 GL 86,2 | | 25 68,2 | 1 R 2 CR | 86,00 | 94 372 700 |
| | | | | | 1 M 2 1 DSF 4 CR | | |

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86

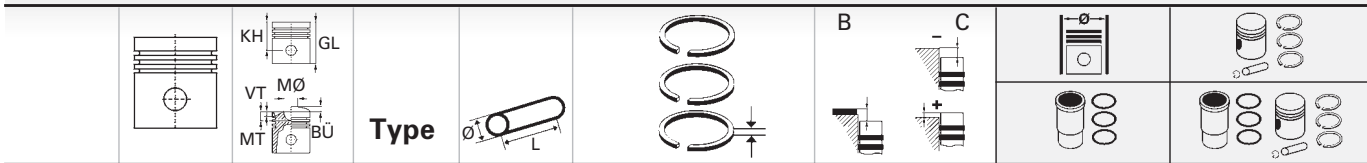
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|-------------|-------------------|--------|---|----------------------|----|----------|------------|--------|----------|
| ABFA | 08.2000 → | D (LA) | 4 | 1998 cm ³ | 4V | 74 kW | (100 PS) | 19:1 | 86,00 mm |
| D5BA | 11.2000 → 08.2007 | D (LA) | 4 | 1998 cm ³ | 4V | 63-66 kW | (85-90 PS) | 19:1 | 86,00 mm |
| D6BA | 11.2000 → 08.2007 | D (LA) | 4 | 1998 cm ³ | 4V | 85 kW | (116 PS) | 18,5:1 | 86,00 mm |

| | | | | | | | |
|--|---------|--|------------|----------|-------------------------|------------|------------|
| | 4 | KH 47,58 MT -16,5 MØ 40,2 GL 74 | RTK TPL | 30 67 | 1 R 2 CK G6 | 86,00 | 40 173 600 |
| | 086 186 | | | | 1 NM 2 1 DSF 2 NT ST | | |
| | | | | | | | |
| | | | | | 86,50 | 40 173 620 | |



| 29 | | 86 | | | | | | | | | | | | | |
|-------------|-------------------|---|-------------------|---------------|----------------------------------|----------------------|-----------------|----------------|--------|----------|------------|------------|-----|--|--|
| FMBA | 10.2001 → 08.2007 | D | (LA) | 4 | 1998 cm ³ | 4V | 96 kW | (131 PS) | 18,2:1 | 86,00 mm | | | | | |
| F3FA | 08.2000 → | D | (LA) | 4 | 1998 cm ³ | 4V | 63-92 kW | (85-125 PS) | 19:1 | 86,00 mm | | | | | |
| HJBA | 10.2001 → 08.2007 | D | (LA) | 4 | 1998 cm ³ | 4V | 90 kW | (122 PS) | 19:1 | 86,00 mm | | | | | |
| HJBB | 10.2001 → 08.2007 | D | (LA) | 4 | 1998 cm ³ | 4V | 90 kW | (122 PS) | 19:1 | 86,00 mm | | | | | |
| HJBC | 10.2001 → 08.2007 | D | (LA) | 4 | 1998 cm ³ | 4V | 90 kW | (122 PS) | 19:1 | 86,00 mm | | | | | |
| N7BA | 10.2001 → 08.2007 | D | (LA) | 4 | 1998 cm ³ | 4V | 96 kW | (131 PS) | 18,2:1 | 86,00 mm | | | | | |
| | 4 | KH 47,7 MT -15,2 MØ 43,3 GL 74,1 | KKK RTK TPL | 30 67 | 1 R 2 1 NM 2 1 DSF 2 | CK G6 NT ST | | | | | 86,00 | 40 174 600 | | | |
| | 086 187 | | | | | | | | | | 86,25 | 40 174 610 | | | |
| | | | | | | | | | | | 86,50 | 40 174 620 | | | |
| 30 | | 86 | | | | | | | | | | | | | |
| PGFA Euro 4 | 10.2007 → | D | (LA) | 4 | 2198 cm ³ | 4V | 103 kW | (140 PS) | | 94,60 mm | | | | | |
| PGFB | 10.2007 → | D | (LA) | 4 | 2198 cm ³ | 4V | 103 kW | (140 PS) | | 94,60 mm | | | | | |
| QVFA Euro 4 | 07.2006 → | D | (LA) | 4 | 2198 cm ³ | 4V | 81 kW | (110 PS) | | 94,60 mm | | | | | |
| QWFA Euro 4 | 07.2006 → | D | (LA) | 4 | 2198 cm ³ | 4V | 96 kW | (130 PS) | | 94,60 mm | | | | | |
| | 4 | KH 43,42 MT -15,8 MØ 46,9 GL 69,82 | RTK KKK TPL | 30 66,85 | 1 R 2 1 NM 2 1 DSF 2 | CK G6 G3 NT ST | | | | | 86,50 | 41 072 620 | NEW | | |
| | 086 205 | | | | | | | | | | | | | | |
| 31 | | 87,5 | | | | | | | | | | | | | |
| AODA | 11.2004 → 11.2010 | B | | 4 | 1999 cm ³ | 4V | 107 kW | (145 PS) | 10,8:1 | 83,10 mm | | | | | |
| AODB | 11.2004 → 11.2010 | B | | 4 | 1999 cm ³ | 4V | 107 kW | (145 PS) | 10,8:1 | 83,10 mm | | | | | |
| CJBA | 11.2000 → 08.2007 | B | | 4 | 1999 cm ³ | 4V | 107 kW | (145 PS) | 10,8:1 | 83,10 mm | | | | | |
| CJBB | 11.2000 → | B | | 4 | 1999 cm ³ | 4V | 107 kW | (145 PS) | 10,8:1 | 83,10 mm | | | | | |
| N4JB | 11.2004 → 08.2008 | B | | 4 | 1999 cm ³ | 4V | 107 kW | (145 PS) | 10,8:1 | 83,10 mm | | | | | |
| | 4 | KH 28,5 MT -0,35 GL 51 | | 21 60 K | 1 R 1,2 1 NM 1,2 1 SLF 2,5 | NT ST G3 CR | | | | | 87,51 | 99 457 600 | | | |
| | 087 086 | | | | | | | | | | 88,01 | 99 457 620 | | | |
| 32 | | 88 | | | | | | | | | | | | | |
| VTA | 08.1977 → 06.1979 | D | | 4 | 1948 cm ³ | 2V | 37 kW | (50 PS) | 21,8:1 | 80,00 mm | | | | | |
| XD P 4.88 | 08.1977 → 08.1982 | D | | 4 | 1948 cm ³ | 2V | 40 kW | (54 PS) | 21,8:1 | 80,00 mm | | | | | |
| | 4 | KH 58,7 MT -2 GL 95,35 | | 28 72 | 1 R 2 2 R 2 1 SLF 4,5 | CR G1 CR | 0,75 0,90 | +0,35 +0,70 | | | 88,00 | 92 791 600 | | | |
| | 088 028 | | | | | | | | | | | | | | |
| | N Cyl. | A=96 C=106,3 L=173,1 H=7 | | | | | 1 R 88 x 93 x 6 | | | | 88 524 110 | 92 791 960 | | | |

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33 **89,9**

| | | | | | | | | | |
|-------------|-------------------|--------|---|----------------------|----|-------|---------|--------|----------|
| D2FA | 01.2000 → 05.2006 | D (LA) | 4 | 2402 cm ³ | 4V | 66 kW | (90 PS) | 19:1 | 94,60 mm |
| D2FB | 01.2000 → 05.2006 | D (LA) | 4 | 2402 cm ³ | 4V | 66 kW | (90 PS) | 19,0:1 | 94,60 mm |
| D2FE | 01.2000 → 05.2006 | D (LA) | 4 | 2402 cm ³ | 4V | 66 kW | (90 PS) | 19,0:1 | 94,60 mm |
| F4FA | 01.2000 → 05.2006 | D (LA) | 4 | 2402 cm ³ | 4V | 55 kW | (75 PS) | 19:1 | 94,60 mm |

| | | | | | | | | |
|--|---------|----------|-----|----|---------|-------|--------------|-------------------|
| | 4 | KH 53,54 | RTK | 32 | 1 R 2 | CK G6 | 89,90 | 40 171 600 |
| | 090 277 | MT -17 | TPL | 66 | 1 NM 2 | G6 | | |
| | | MØ 41 | | | 1 DSF 2 | NT ST | 90,40 | 40 171 610 |
| | | GL 80,5 | | | | | | |

34 **89,9**

| | | | | | | | | | |
|-------------|-------------------|--------|---|----------------------|----|----------|--------------|--------|----------|
| DOFA | 01.2000 → | D (LA) | 4 | 2402 cm ³ | 2V | 85-92 kW | (116-125 PS) | 18,5:1 | 94,60 mm |
| D4FA | 01.2000 → 05.2006 | D (LA) | 4 | 2402 cm ³ | 4V | 88 kW | (120 PS) | 19:1 | 94,60 mm |
| FXFA | 04.2006 → | D (A) | 4 | 2402 cm ³ | 4V | 85 kW | (115 PS) | 19,0:1 | 94,60 mm |

| | | | | | | | | |
|--|---------|-----------|-----|----|---------|-------|--------------|-------------------|
| | 4 | KH 53,5 | RTK | 32 | 1 R 2 | CK G6 | 89,90 | 40 172 600 |
| | 090 278 | MT -17,24 | KKK | 71 | 1 NM 2 | G6 | | |
| | | MØ 40,4 | TPL | | 1 DSF 2 | NT ST | 90,40 | 40 172 610 |
| | | GL 80,5 | | | | | | |

35 **89,9**

| | | | | | | | | | |
|--------------------|-----------|--------|---|----------------------|----|--------|----------|------|----------|
| H9FA Euro 4 | 03.2004 → | D (LA) | 4 | 2402 cm ³ | 4V | 101 kW | (137 PS) | 18:1 | 94,60 mm |
|--------------------|-----------|--------|---|----------------------|----|--------|----------|------|----------|

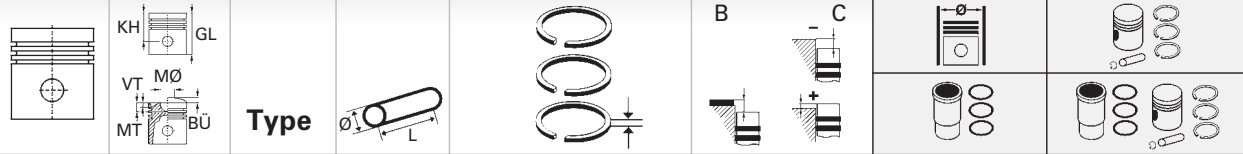
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|--|---------|-----------|-----|----|---------|-------|---------------|-------------------|------------|
| | 4 | KH 53,5 | RTK | 32 | 1 R 2 | CK G6 | 89,905 | 40 739 600 | NEW |
| | 090 278 | MT -15,62 | KKK | 71 | 1 NM 2 | G6 | | | |
| | | MØ 47,1 | TPL | | 1 DSF 2 | NT ST | 90,155 | 40 739 610 | NEW |
| | | GL 80,5 | | | | | 90,405 | 40 739 620 | NEW |

| | | | | | | | | | |
|--|---------|----------|-----|----|---------|-------|---------------|-------------------|------------|
| | 4 | KH 53,5 | RTK | 32 | 1 R 2 | CK G6 | 89,905 | 40 830 600 | NEW |
| | 090 278 | MT -16,3 | KKK | 71 | 1 NM 2 | G6 | | | |
| | | MØ 49 | TPL | | 1 DSF 2 | NT ST | 90,155 | 40 830 610 | NEW |
| | | GL 80,5 | | | | | 90,405 | 40 830 620 | NEW |

36 **89,9**

| | | | | | | | | | |
|--------------------|-----------|--------|---|----------------------|----|--------|----------|------|----------|
| H9FB Euro 4 | 03.2004 → | D (LA) | 4 | 2402 cm ³ | 4V | 103 kW | (140 PS) | 18:1 | 94,60 mm |
| JXFA Euro 4 | 03.2004 → | D (LA) | 4 | 2402 cm ³ | 4V | 85 kW | (115 PS) | 18:1 | 94,60 mm |
| JXFC | 04.2006 → | D (LA) | 4 | 2402 cm ³ | 4V | 85 kW | (115 PS) | 18:1 | 94,60 mm |

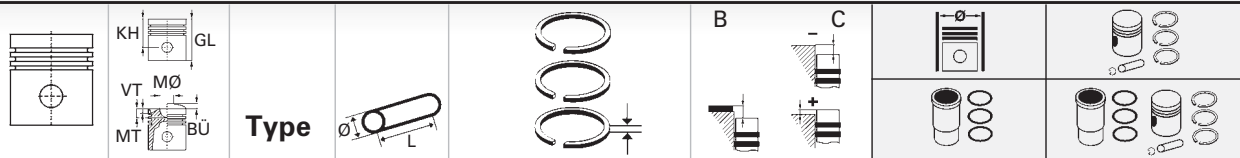
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|--|---------|----------|-----|----|---------|-------|---------------|-------------------|------------|
| | 4 | KH 53,5 | RTK | 32 | 1 R 2 | CK G6 | 89,905 | 40 830 600 | NEW |
| | 090 278 | MT -16,3 | KKK | 71 | 1 NM 2 | G6 | | | |
| | | MØ 49 | TPL | | 1 DSF 2 | NT ST | 90,155 | 40 830 610 | NEW |
| | | GL 80,5 | | | | | 90,405 | 40 830 620 | NEW |



| | | | | | | | | | |
|------------|-------------------|------------------------------|----------|-----------------------------|-------|-----------------|-------------------|-------------------------------|----------|
| 37 | | 90 | | | | | | | |
| WTA | 08.1977 → 08.1982 | D | 4 | 2112 cm ³ | 2V | 46 kW | (63 PS) | 22,2:1 | 83,00 mm |
| | 4 | KH 57,2 MT -2 GL 96,35 | 28 77 | 1 R 2 2 R 2 1 DSF 4,5 | CR G3 | +0,35 +0,70 | 90,00 | 92 721 600 (91 414) | |
| | N Cyl. | A=96 | C=106,3 | L=173,3 | H=7 | 1 R 88 x 93 x 6 | 88 510 110 | 92 721 960 | |

| | | | | | | | | | |
|------------|-------------------|----------------------|-----------------|-----------------------------|-------------|----------|--------------|-------------------------------|----------|
| 38 | | 90,83 | | | | | | | |
| NE | 08.1975 → 08.1980 | B | 4 | 1993 cm ³ | 2V | 77-80 kW | (105-110 PS) | 9,2:1 | 76,95 mm |
| NEK | 08.1981 → 08.1985 | B | 4 | 1993 cm ³ | 2V | 77 kW | (105 PS) | 9,2:1 | 76,95 mm |
| NEL | 04.1985 → 08.1989 | B | 4 | 1993 cm ³ | 2V | 77 kW | (105 PS) | 9,2:1 | 76,95 mm |
| NEN | 01.1978 → 04.1987 | B | 4 | 1993 cm ³ | 2V | 74 kW | (101 PS) | 9,2:1 | 76,95 mm |
| NEP | 08.1981 → 08.1985 | B | 4 | 1993 cm ³ | 2V | 74 kW | (101 PS) | 9,2:1 | 76,95 mm |
| NER | 09.1978 → 08.1989 | B | 4 | 1993 cm ³ | 2V | 74 kW | (100 PS) | 9,2:1 | 76,95 mm |
| NET | 08.1982 → 12.1986 | B | 4 | 1993 cm ³ | 2V | 74-77 kW | (101-105 PS) | 9,2:1 | 76,95 mm |
| NE4 | 04.1985 → 08.1989 | B | 4 | 1993 cm ³ | 2V | 77 kW | (105 PS) | 9,2:1 | 76,95 mm |
| NRA | 04.1985 → 02.1992 | B | 4 | 1993 cm ³ | 2V | 85 kW | (115 PS) | 9,2:1 | 76,95 mm |
| NRB | 03.1985 → 12.1986 | B | 4 | 1993 cm ³ | 2V | 85 kW | (115 PS) | 9,2:1 | 76,95 mm |
| NRD | 10.1985 → 12.1986 | B | 4 | 1993 cm ³ | 2V | 74 kW | (100 PS) | 8,5:1 | 76,95 mm |
| NRI | 10.1985 → 01.1992 | B | 4 | 1993 cm ³ | 2V | 85 kW | (115 PS) | 9,2:1 | 76,95 mm |
| NR2 | 10.1985 → 12.1986 | B | 4 | 1993 cm ³ | 2V | 85 kW | (115 PS) | 9,2:1 | 76,95 mm |
| N4A | 01.1987 → 02.1993 | B | 4 | 1993 cm ³ | 2V | 85 kW | (115 PS) | 9,2:1 | 76,95 mm |
| N4I | 01.1987 → 10.1989 | B | 4 | 1993 cm ³ | 2V | 85 kW | (115 PS) | 9,2:1 | 76,95 mm |
| | 4 | KH 41,55 GL 69,55 | 24 72,8 K | 1 R 1,6 1 M 2 1 SLF 4 | MO G6 CR | | 90,83 | 90 606 600 | |
| | 091 005 | | | | | | 91,33 | 90 606 610 | |
| | | | | | | | 91,83 | 90 606 620 (92 283) | |

| | | | | | | | | | |
|------------------|-------------------|----------------------|-----------------|-----------------------------|-------------|-------|--------------|-------------------|----------|
| 39 | | 90,83 | | | | | | | |
| C (55 kW) | 04.1978 → 12.1985 | B | 4 | 1993 cm ³ | 2V | 57 kW | (77 PS) | 8:1 | 76,95 mm |
| NAT | 11.1985 → 12.1999 | B | 4 | 1993 cm ³ | 2V | 57 kW | (77 PS) | 8:1 | 76,95 mm |
| NAV | 11.1985 → 07.1991 | B | 4 | 1993 cm ³ | 2V | 55 kW | (75 PS) | 8:1 | 76,95 mm |
| 4RC | 11.1977 → 10.1986 | B | 4 | 1993 cm ³ | 2V | 57 kW | (77 PS) | 8:1 | 76,95 mm |
| | 4 | KH 40,25 GL 78,25 | 24 72,8 K | 1 R 2 1 M 2,5 1 SLF 4 | CR G6 CR | | 91,33 | 92 282 613 | |
| | 091 005 | | | | | | 91,83 | 92 282 620 | |



40

92

| | | | | | | | | | | |
|---------------|-------------------|---|------|---|----------------------|----|-------|----------|--------|----------|
| SCB | 08.1993 → 09.1994 | D | (LA) | 4 | 2499 cm ³ | 4V | 85 kW | (116 PS) | 21:1 | 94,00 mm |
| SCC | 01.1995 → 12.1998 | D | (LA) | 4 | 2499 cm ³ | 2V | 85 kW | (115 PS) | 21:1 | 94,00 mm |
| SCD | 01.1995 → 12.1998 | D | (LA) | 4 | 2499 cm ³ | 2V | 85 kW | (115 PS) | 21:1 | 94,00 mm |
| VM 425 | 09.1996 → 08.1998 | D | (LA) | 4 | 2499 cm ³ | 2V | 92 kW | (125 PS) | 21,5:1 | 94,00 mm |

| | | | | | | | |
|------------------|-----------------------------|-------|------------|---|--|-------------------------------|-------------------|
| 4 092 149 | KH 51,2 MT -3,7 GL 86 | RTK | 30 75,7 | 1 T15 2,5 CR G6 1 NM 2 1 DSF 4 CR | | 92,00 | 92 286 700 |
| | N Cyl. | A=103 | C=110 | L=168 | H+F=8,9+1,2 1 SC 95 x 1,75 2 R 95 x 2,6 1 SC 95 x 2,6 | 89 500 110 (89 185) | 92 286 971 |

41

93,647

| | | | | | | | | | | |
|---------------|-------------------|---|--|---|----------------------|----|----------|------------|--------|----------|
| 2401 E | 01.1972 → 1984 | D | | 4 | 2358 cm ³ | 2V | 45 kW | (62 PS) | 22:1 | 85,58 mm |
| 2402 E | 01.1971 → 1983 | D | | 6 | 3537 cm ³ | 2V | 64-68 kW | (87-92 PS) | 22:1 | 85,58 mm |
| 4AA | 11.1977 → 10.1986 | D | | 4 | 2358 cm ³ | 2V | 46 kW | (63 PS) | 21,5:1 | 85,58 mm |

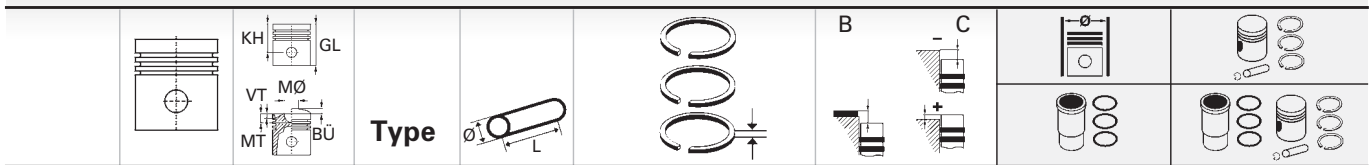
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|--------------------|------------------------------|---------|----------|---|----------------|--------------------------------|--|
| 4/6 093 028 | KH 61,647 MT -3 GL 108 | | 29 75 | 1 ET 2,39 CR G3 1 M 2,39 1 DSF 4,747 CR | -0,11 +0,21 | 93,647 94,297 | 92 813 600 92 813 640 |
| | T Cyl. | A=96,94 | L=171,45 | | | 89 032 190 semi | 92 813 961 |


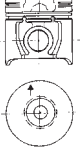

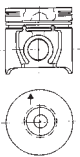

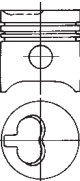


42

93,67

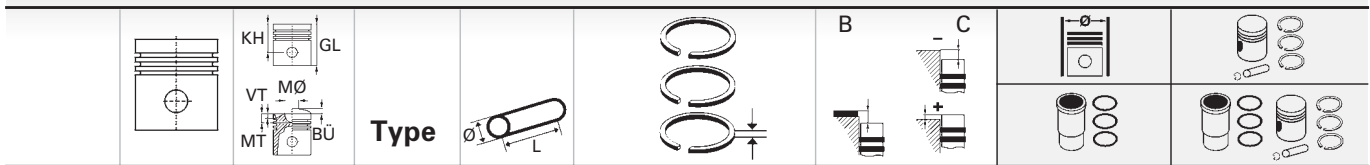
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|--------------------|-------------------|---|--|---|----------------------|----|-------|---------|--------|----------|
| 4AB | 11.1985 → 12.1999 | D | | 4 | 2496 cm ³ | 2V | 50 kW | (68 PS) | 19,5:1 | 90,54 mm |
| 4BA | 11.1985 → 10.1988 | D | | 4 | 2496 cm ³ | 2V | 50 kW | (68 PS) | 19,5:1 | 90,54 mm |
| 4BB | 11.1986 → 10.1988 | D | | 4 | 2496 cm ³ | 2V | 50 kW | (68 PS) | 19,5:1 | 90,54 mm |
| 4CA (50 kW) | 01.1986 → 12.1999 | D | | 4 | 2496 cm ³ | 2V | 50 kW | (68 PS) | 19,5:1 | 90,54 mm |

| | | | | | | | |
|------------------|--|-----------|----------|------------------------------------|----------------|------------------------------|--|
| 4 093 063 | KH 59,5 VT1 -0,60 VT2 -0,95 MT -16,94 MØ 46,5 GL 93,5 | RK RTK | 29 77 | 1 R 2 CR G6 1 R 2 1 DSF 4 CR | +0,31 +0,50 | 93,66 94,32 | 93 118 600 93 118 610 |
|------------------|--|-----------|----------|------------------------------------|----------------|------------------------------|--|



| 43  93,67 | | | | | | | | | |
|--|---|-------------------------------------|-----------|---|------------------------------|-------------|----------------|----------------------------------|--|
| 4AB | 11.1988 → | D | 4 | 2496 cm ³ | 2V | 52 kW | (71 PS) | 20,5:1 | 90,54 mm |
| 4BA | 11.1988 → 09.1991 | D | 4 | 2496 cm ³ | 2V | 52 kW | (71 PS) | 20,5:1 | 90,54 mm |
| 4BB | 11.1988 → 07.1991 | D | 4 | 2496 cm ³ | 2V | 52 kW | (71 PS) | 20,5:1 | 90,54 mm |
| 4CA (52 kW) | 11.1988 → | D | 4 | 2496 cm ³ | 2V | 52 kW | (71 PS) | 20,5:1 | 90,54 mm |
|  | 4 | KH 59,5 MT -18 MØ 40 GL 94 | RTK RK | 29 77 | 1 T6 2,5 1 M 2 1 DSF 4 | CR G6 CR | +0,35 +0,45 | 93,67 94,32 94,67 | 92 189 600 92 189 610 92 189 620 |
| 44  93,67 | | | | | | | | | |
| 4EA | 08.1991 → 07.1994 | D (A) | 4 | 2496 cm ³ | 2V | 74 kW | (100 PS) | 18,3:1 | 90,54 mm |
|  | 4 | KH 59,5 MT -18 MØ 44 GL 94 | RTK | 29 79 | 1 T6 2,5 1 M 2 1 DSF 4 | CR G6 CR | +0,35 +0,45 | 93,67 94,32 | 94 957 600 94 957 610 |
| 45  94 | | | | | | | | | |
| STP | 08.1982 → 08.1985 | D | 4 | 2498 cm ³ | 2V | 51 kW | (69 PS) | 23:1 | 90,00 mm |
| STR | 04.1985 → 02.1992 | D | 4 | 2498 cm ³ | 2V | 51 kW | (69 PS) | 23:1 | 90,00 mm |
| XD 3P | 01.1982 → | D | 4 | 2498 cm ³ | 2V | 51-58 kW | (70-79 PS) | 23:1 | 90,00 mm |
|  | 4 | KH 53,92 MT -1,8 GL 96,42 | | 30 78,8 | 1 R 2 1 M 2 1 DSF 4 | CR G3 CR | | 94,00 94,40 94,60 95,00 | 93 625 600 [1] 93 625 620 [1] 93 625 630 [1] 93 625 640 [1] |
|  | T Cyl. | A=97 | C=99,5 | L=165,8 | H=3,9 | | | 89 412 190 semi | 93 625 960 |
|  | T Cyl. | A=97 | C=99,5 | L=170,6 | H=3,9 | | | 89 033 190 semi | |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цил. | | | Kolbenüberstand: piston protrusion: dépasement du piston: resalto del pistón: Выступающая длина поршня: | | | | | |
| | Stärke thickness épaisseur espesor Ширина | | | größer als kleiner als more than less than supérieur à inférieur à superior a inferior a больше, чемменьше, чем | | | | | |
| | 1,56 1,70 | | | + 0,84 + 0,84 | | | | | |

F



| | | | | | | | | | | |
|--------------|-------------------|-----------|--|---|----------------------|----|-------|---------|--------|----------|
| 46 | | 94 | | | | | | | | |
| LXD 2 | 08.1982 → | D | | 4 | 2304 cm ³ | 2V | 49 kW | (67 PS) | 23:1 | 83,00 mm |
| YTR | 01.1987 → 09.1989 | D | | 4 | 2304 cm ³ | 2V | 49 kW | (67 PS) | 22,2:1 | 83,00 mm |
| YTT | 08.1982 → 12.1986 | D | | 4 | 2304 cm ³ | 2V | 49 kW | (67 PS) | 22,2:1 | 83,00 mm |

| | | | | | | | | | |
|--|---------|---------------------------------|--------|------------|---------------------------|-------------|--|---------------------------|--------------------------|
| | 4 | KH 57,42 MT -1,8 GL 99,92 | | 30 78,8 | 1 R 2 1 M 2 1 DSF 4 | CR G3 CR | | 94,00 | 93 520 600 [1] |
| | 094 020 | | | | | | | 94,40 | 93 520 620 [1] |
| | | | | | | | | 94,60 | 93 520 640 [1] |
| | | | | | | | | 95,00 | 93 520 630 [1] |
| | T Cyl. | A=97 | C=99,5 | L=170,6 | H=3,9 | | | 89 033 190 semi | 93 520 960 |

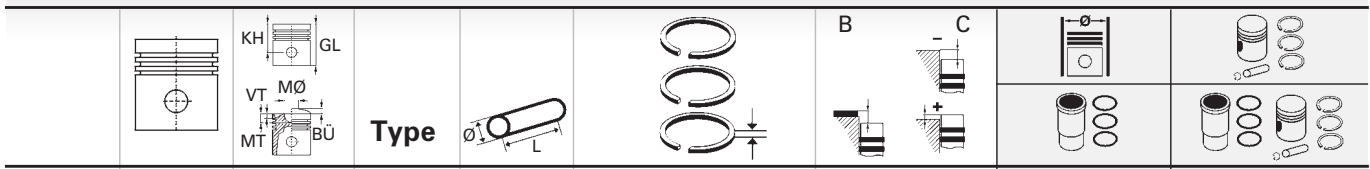
| | | | | | | | | | |
|-----|---|---|---|--|--|--|--|--|--|
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | Kolbenüberstand: piston protrusion: dépasement du piston: resalto del pistón: выступающая часть поршня: | | | | | | | |
| | Kerben notches repères muescas надрезы | Dicke thickness épaisseur espesor толщина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | | |
| | 2 | 1,53 mm | | + 0,79 | | | | | |
| | 3 | 1,63 mm | | + 0,89 | | | | | |
| | 4 | 1,73 mm | | + 0,89 | | | | | |

| | | | | | | | | | | |
|--------------|-------------------|-----------|--|---|----------------------|----|----------|------------|------|----------|
| 47 | | 94 | | | | | | | | |
| SFA | 06.1988 → 12.1994 | D (LA) | | 4 | 2498 cm ³ | 2V | 68 kW | (92 PS) | 21:1 | 90,00 mm |
| SFB | 06.1988 → 12.1994 | D (LA) | | 4 | 2498 cm ³ | 2V | 68 kW | (92 PS) | 21:1 | 90,00 mm |
| XD 3T | 06.1988 → 02.1992 | D (LA) | | 4 | 2498 cm ³ | 2V | 66-70 kW | (90-95 PS) | 21:1 | 90,00 mm |

| | | | | | | | | | |
|--|--------|------|--------|---------|-------|--|--|---------------------------|--|
| | T Cyl. | A=97 | C=99,5 | L=170,6 | H=3,9 | | | 89 033 190 semi | |
| | T Cyl. | A=97 | C=99,5 | L=165,8 | H=3,9 | | | 89 412 190 semi | |

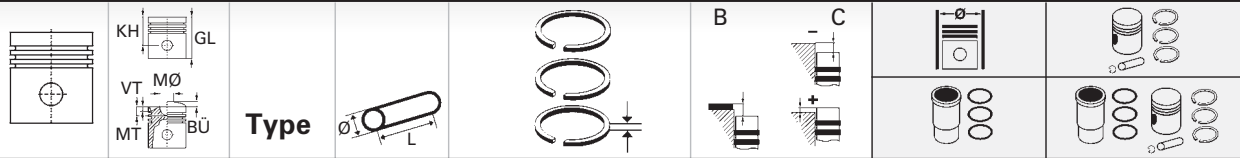
| | | | | | | | | | | |
|--------------|-------------------|-----------|--|---|----------------------|----|----------|-------------|--------|----------|
| 48 | | 96 | | | | | | | | |
| TD27T | 06.1993 → 08.1996 | D (A) | | 4 | 2664 cm ³ | 2V | 66-74 kW | (90-101 PS) | 21,9:1 | 92,00 mm |

| | | | | | | | | | |
|--|---------|---------------------------------|-------------------------|------------|-------------------------------|-------------|--|---------------------------|-------------------|
| | 4 | KH 50,455 MT -1,4 GL 87,2 | KKK LOX RK RTK | 30 80,5 | 1 ET 2,58 1 M 2 1 DSF 3 | CR G6 CR | | 96,00 | 94 406 600 |
| | 096 062 | | | | | | | | |
| | T Cyl. | A=99 | C=105 | L=160 | H=5 | | | 89 449 190 semi | 94 406 960 |



| 49 | | 97 | | | | | | | | | | | | | |
|------------|--|--|---------|-------|-------------------------------|----|----------------------|-------|-------------------|------------------|--|-------------------|--|-----------|--|
| OM 352.937 | | 12.1986 → | | D | (A) | 6 | 5675 cm ³ | | 2V | 110 kW | | (150 PS) 16:1 | | 128,00 mm | |
| | 6 | KH 65,2 | RTK | 36 | 1 T6 3 | CR | G6 | -0,07 | 97,00 | | | 90 276 700 | | | |
| | 097 007 | VT1 -2,40 MT -20 MØ 55 GL 115,7 | | 82,5 | 2 M 3 1 DSF 5,5 1 S 5,5 | | | +0,30 | | | | | | | |
| | | KH 64,6 | HKÜ | | | | | | 98,00 | | | 90 276 720 | | | |
| | T Cyl. | A=100,4 | C=103,5 | L=222 | H=5,2 | | | | 89 177 190 | semi (89 542) | | 90 276 972 | | | |
| | T Cyl. | A=101 | C=104 | L=222 | H=5,2 | | | | 89 178 190 | semi (88 867) | | 90 276 970 | | | |
| | T Cyl. | A=103 | C=106 | L=222 | H=5,2 | | | | 89 069 190 | semi | | 90 276 971 | | | |
| | 6 | KH 65,2 | RTK | 36 | 1 T6 2,5 | MO | G6 | -0,07 | 97,00 | | | 92 581 600 | | [1] | |
| | 097 008 | VT1 -2,20 MT -20 MØ 55 GL 105,2 | | 82,5 | 1 M 2,5 1 DSF 4 | MO | | +0,30 | | | | 92 581 610 | | [1] | |
| | | KH 64,8 | HKÜ | | | | | | 97,50 | | | 92 581 610 | | [1] | |
| | | KH 64,6 | HKÜ | | | | | | 98,00 | | | 92 581 620 | | [1] | |
| | T Cyl. | A=100,4 | C=103,5 | L=222 | H=5,2 | | | | 89 177 190 | semi (89 542) | | 92 581 962 | | | |
| | T Cyl. | A=101 | C=104 | L=222 | H=5,2 | | | | 89 178 190 | semi (88 867) | | 92 581 960 | | | |
| | T Cyl. | A=103 | C=106 | L=222 | H=5,2 | | | | 89 069 190 | semi | | 92 581 961 | | | |
| [1] | 3-Ringausführung 3-ring piston piston à 3 segments pistón con 3 segmentos 3-кольцевое исполнение | | | | | | | | | | | | | | |

F



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|---------------|--|----------------|---|---|----------------------|----|-------|----------|--------|-----------|
| 50 | | 104,775 | | | | | | | | |
| 2700 | | 01.1965 → 1969 | D | 4 | 3966 cm ³ | 2V | 61 kW | (83 PS) | 16,5:1 | 114,90 mm |
| 2701 E | | 01.1965 → 1969 | D | 4 | 3966 cm ³ | 2V | 61 kW | (83 PS) | 16,5:1 | 114,90 mm |
| 2704 E | | 01.1965 → 1969 | D | 6 | 5944 cm ³ | 2V | 97 kW | (130 PS) | 16,5:1 | 114,90 mm |
| 2706 E | | 01.1965 → 1981 | D | 4 | 3966 cm ³ | 2V | 61 kW | (83 PS) | 16,5:1 | 114,90 mm |
| 2709 E | | 01.1965 → 1981 | D | 6 | 5944 cm ³ | 2V | 97 kW | (130 PS) | 16,5:1 | 114,90 mm |

| | | | | | | | | | | |
|--|--------|---------|--|-------|--|--|--|--|-------------------|--|
| | T Cyl. | A=108,8 | | L=219 | | | | | 88 141 190 | |
| | | | | | | | | | semi | |

| | | | | | | | | | | |
|----------------|--|----------------|-------|---|----------------------|----|-----------|--------------|--------|-----------|
| 51 | | 104,775 | | | | | | | | |
| 2704 ET | | 01.1968 → | D (A) | 6 | 5939 cm ³ | 2V | 95-106 kW | (130-144 PS) | 15,7:1 | 114,80 mm |
| 360 DT | | 01.1968 → 1981 | D (A) | 6 | 5944 cm ³ | 2V | 106 kW | (144 PS) | 15,7:1 | 114,90 mm |

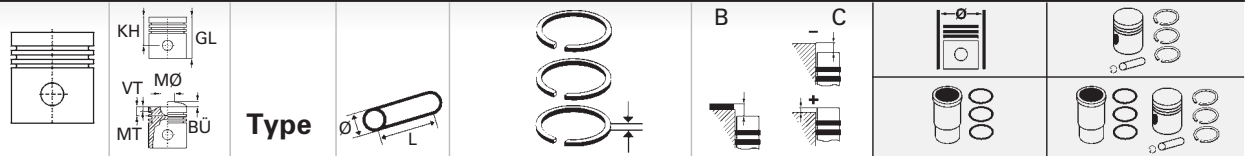
| | | | | | | | | | | |
|--|--------|-----------|-----------|----------|---------------|--|--|--|-------------------|--|
| | T Cyl. | A=109,372 | C=112,827 | L=219,56 | H+F=4,74+0,64 | | | | 89 167 190 | |
| | | | | | | | | | semi | |

| | | | | | | | | | | |
|-----------------------|--|----------------|-------|---|----------------------|----|--------|----------|--------|-----------|
| 52 | | 104,775 | | | | | | | | |
| 150/6 CA-Dover | | 1981 → | D (A) | 6 | 5944 cm ³ | 2V | 110 kW | (150 PS) | 15,7:1 | 114,90 mm |
| 2726 T | | 1981 → | D (A) | 6 | 5944 cm ³ | 2V | 110 kW | (150 PS) | 15,5:1 | 114,90 mm |
| 360 TC Tornado | | 1981 → | D (A) | 6 | 5944 cm ³ | 2V | 110 kW | (150 PS) | 15,7:1 | 114,90 mm |

| | | | | | | | | | | |
|--|---------|--|-----------|----------------|--|-------|----------------|--|-------------------|-------------------|
| | 6 | KH 71,25 VT1 -2,30 MT -22 MØ 60,5 GL 119,9 | RTK | 40,988 87,1 | 1 T15 3,16 2 M 2,385 1 DSF 4,747 | MO G6 | +0,15 +0,38 | | 104,775 | 93 659 600 |
| | 104 L15 | | | | | | | | | |
| | T Cyl. | A=109,372 | C=112,827 | L=219,56 | H+F=4,74+0,64 | | | | 89 167 190 | 93 659 960 |
| | | | | | | | | | semi | |

| | | | | | | | | | | |
|---------------|--|----------------|---|---|----------------------|----|----------|------------|--------|-----------|
| 53 | | 106,698 | | | | | | | | |
| ND | | 01.1965 → | D | 3 | 2870 cm ³ | 2V | 32-35 kW | (44-47 PS) | 16,5:1 | 106,68 mm |
| RD | | 1965 → | D | 4 | 3815 cm ³ | 2V | 46-50 kW | (62-68 PS) | 16,5:1 | 106,68 mm |
| 2504 E | | 01.1965 → | D | 3 | 2870 cm ³ | 2V | 35 kW | (47 PS) | 16,5:1 | 106,68 mm |

| | | | | | | | | | | |
|--|---------|---|-----|------------|---|-------------------------|----------------|--|-------------------|-------------------------------|
| | 3/4 | KH 70,18 MT -17,28 MØ 63,6 GL 129,18 | RTK | 38,1 89 | 1 R 2,39 1 M 2,39 1 R 2,385 1 DSF 4,75 | CR G6 CR G3 CR | -0,15 -0,05 | | 106,698 | 93 566 600 (90 409) |
| | 106 008 | | | | | | | | | |
| | T Cyl. | A=110,782 | | L=209,6 | | | | | 88 500 190 | 93 566 960 |
| | | | | | | | | | semi | |



| | | | | | | | | | | | | |
|--------------------|-------------------|---------------|---|----------------------|----|----------|--------------|--------|-----------|--|--|--|
| 54 | | 107,21 | | | | | | | | | | |
| 2711 E | 01.1969 → 1981 | D | 4 | 4161 cm ³ | 2V | 55 kW | (75 PS) | 16,5:1 | 114,96 mm | | | |
| 2712 E | 01.1969 → | D | 4 | 4161 cm ³ | 2V | 50-59 kW | (68-80 PS) | 16,5:1 | 114,96 mm | | | |
| 2714 E | 01.1969 → 1981 | D | 6 | 6227 cm ³ | 2V | 77 kW | (105 PS) | 16,5:1 | 114,80 mm | | | |
| 2715 C | | D | 6 | 6227 cm ³ | 2V | 82 kW | (112 PS) | 16:1 | 114,80 mm | | | |
| 2715 E | 01.1969 → | D | 6 | 6227 cm ³ | 2V | 77-86 kW | (105-117 PS) | 16,5:1 | 114,80 mm | | | |
| 2722 | 01.1969 → 1971 | D | 4 | 4161 cm ³ | 2V | 56 kW | (76 PS) | 16,5:1 | 114,96 mm | | | |
| 2725 | 01.1969 → 1971 | D | 6 | 6227 cm ³ | 2V | 85 kW | (115 PS) | 16,5:1 | 115,00 mm | | | |
| 7AA/380 CID | 10.1973 → 01.1982 | D | 6 | 6227 cm ³ | 2V | 89 kW | (120 PS) | 16,5:1 | 114,90 mm | | | |

| | | | | | | | | |
|--|--------|---|--|--------------|--|----------------|---------------------------|-------------------|
| | 4/6 | KH 71,2 VT1 -1,80 MT -26,9 MØ 51,5 GL 120 | | 36,512 90 | 2 R 2,39 CR 1 R 2,39 1 DSF 4,75 CR | +0,15 +0,38 | 107,213 | 92 587 600 |
| | T Cyl. | A=111,386 | | L=212,73 | | | 89 158 190 semi | 92 587 960 |

| | | | | | | | | | | | | |
|---------------|-----------|---------------|---|----------------------|----|----------|------------|--------|-----------|--|--|--|
| 55 | | 111,76 | | | | | | | | | | |
| 2514 E | 1968 → | D | 4 | 4195 cm ³ | 2V | 55 kW | (75 PS) | 16,5:1 | 106,68 mm | | | |
| 4256 | 04.1968 → | D | 4 | 4195 cm ³ | 2V | 56-58 kW | (76-79 PS) | 16,5:1 | 106,68 mm | | | |

| | | | | | | | | |
|--|--------|--|---------|------------|--|----------------|---------------------------|-------------------------------|
| | 4 | KH 70,55 MT -18,5 MØ 63,5 GL 129,55 | RTK | 38,1 89 | 1 R 2,39 CR G6 1 M 2,39 CR 1 R 2,39 1 DSF 4,75 CR | +0,28 +0,58 | 111,76 | 97 505 600 (92 226) |
| | T Cyl. | A=114,432 | C=120,4 | L=208,28 | H=2,59 | | 89 002 190 semi | 97 505 960 |

| | | | | | | | | | | | | |
|------------------|----------------|----------------|---|----------------------|----|----------|------------|--------|-----------|--|--|--|
| 56 | | 111,778 | | | | | | | | | | |
| BSD 333 H | 1981 → | D | 3 | 3294 cm ³ | 2V | 38 kW | (52 PS) | 15,3:1 | 111,76 mm | | | |
| BSD 444 | 09.1981 → | D | 4 | 4392 cm ³ | 2V | 60 kW | (82 PS) | 16,3:1 | 111,89 mm | | | |
| PD | 1968 → | D | 3 | 3294 cm ³ | 2V | 44 kW | (60 PS) | 16,5:1 | 111,76 mm | | | |
| 2512 E | 1968 → | D | 3 | 3294 cm ³ | 2V | 44 kW | (60 PS) | 16,5:1 | 111,76 mm | | | |
| 3201 | 04.1976 → | D | 3 | 3294 cm ³ | 2V | 44-46 kW | (60-63 PS) | 16,5:1 | 111,76 mm | | | |
| 6Y 3.3 | 01.1964 → 1981 | D | 3 | 3294 cm ³ | 2V | 38-44 kW | (52-60 PS) | 16,5:1 | 111,76 mm | | | |
| 7A 3.3 | 01.1964 → 1981 | D | 3 | 3294 cm ³ | 2V | 38-44 kW | (52-60 PS) | 16,5:1 | 111,76 mm | | | |

| | | | | | | | | |
|--|-----|---|-----|------------|---|----------------|----------------|-------------------------------|
| | 3/4 | KH 68,12 MT -19,82 MØ 63,6 GL 127,12 | RTK | 38,1 89 | 1 T15 3,16 CR G6 1 M 2,39 CR 1 NM 2,39 1 DSF 4,75 CR | +0,28 +0,58 | 111,778 | 93 858 600 (93 619) |
|--|-----|---|-----|------------|---|----------------|----------------|-------------------------------|

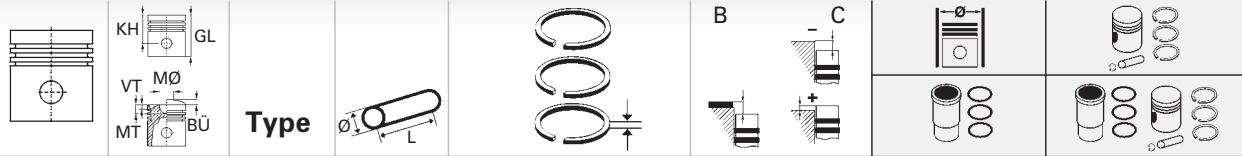
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| | | Type | | | | | |
|--|----------------|---|-----|------------|--|---------------------------|---|
| | T Cyl. | A=114,432 C=120,4 L=208,28 H=2,59 | | | | 89 002 190 semi | 93 858 960 |
| | 3/4 111 029 | KH 68,12 MT -19,15 MØ 61,75 GL 127 | RTK | 38,1 89 | 1 R 2,39 CR G6 1 M 2,39 CR 1 R 2,39 1 DSF 4,75 CR | +0,28 +0,58 | 111,777 99 382 600 |
| | T Cyl. | A=114,432 C=120,4 L=208,28 H=2,59 | | | | 89 002 190 semi | 99 382 960 |

57 **111,778**

BSD 444 T 09.1981→ D (A) 4 4392 cm³ 2V 68 kW (92 PS) 15,6:1 111,89 mm
7A 6.6 102 kW 01.1969→ D (A) 6 6588 cm³ 2V 102-137 kW (138-186 PS) 16:1 111,75 mm

| | | | | | | | |
|--|----------------|--|-----|--------------|---|---------------------------|--|
| | 4/6 111 009 | KH 67,8 MT -19 MØ 63,5 GL 126,8 | RTK | 41,275 89 | 1 T15 3,16 CR G6 1 M 2,39 CR 1 R 2,39 1 DSF 4,75 CR | -0,10 +0,33 | 111,76 97 250 600 (93 764) |
| | T Cyl. | A=114,432 C=120,4 L=208,28 H=2,59 | | | | 89 002 190 semi | 97 250 960 |
| | 4/6 111 029 | KH 67,8 MT -18,2 MØ 61,95 GL 126,68 | RTK | 41,275 89 | 1 T15 3,16 CR G6 1 M 2,39 CR 1 NM 2,39 1 DSF 4,75 CR | -0,10 +0,33 | 111,777 99 383 600 |
| | T Cyl. | A=114,432 C=120,4 L=208,28 H=2,59 | | | | 89 002 190 semi | 99 383 960 |



| | | | | | | | | | |
|---------------|-----------|----------------|---|----------------------|----|-------|---------|--------|-----------|
| 58 | | 111,778 | | | | | | | |
| 6Y 4.2 | 01.1971 → | D (A) | 4 | 4195 cm ³ | 2V | 69 kW | (94 PS) | 15,6:1 | 106,70 mm |
| 7A 4.2 | 01.1971 → | D (A) | 4 | 4195 cm ³ | 2V | 69 kW | (94 PS) | 16,5:1 | 106,68 mm |

| | | | | | | | | |
|--|---------|--|---------|--------------|---|---------------------------|---------------|-------------------------------|
| | 4 | KH 70,4 MT -23,8 MØ 56 GL 129,4 | RTK | 41,275 89 | 1 T15 3,16 CR G6 1 M 2,39 CR 1 NM 2,39 1 DSF 4,75 CR | -0,10 +0,33 | 111,76 | 97 507 600 (97 506) |
| | 111 009 | | | | | | | |
| | T Cyl. | A=114,432 | C=120,4 | L=208,28 | H=2,59 | 89 002 190 semi | | |

| | | | | | | | | | |
|---------------------|--------|----------------|---|----------------------|----|-------|----------|--------|-----------|
| 59 | | 111,778 | | | | | | | |
| 6Y 6.6 | 1972 → | D | 6 | 6588 cm ³ | 2V | 76 kW | (104 PS) | 16,3:1 | 111,76 mm |
| 7A 6.6 81 kW | 1972 → | D | 6 | 6588 cm ³ | 2V | 81 kW | (110 PS) | 16,3:1 | 111,76 mm |


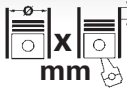

| | | | | | | | | |
|--|--------|-----------|---------|----------|--------|--|---------------------------|--|
| | T Cyl. | A=114,432 | C=120,4 | L=208,28 | H=2,59 | | 89 002 190 semi | |
| | | | | | | | | |

| | | | | | | | | | |
|--------------------|-----------|------------|---|----------------------|----|------------|--------------|------|-----------|
| 60 | | 125 | | | | | | | |
| F 6 L 413 F | 04.1982 → | D | 6 | 9572 cm ³ | 2V | 104-188 kW | (141-256 PS) | 18:1 | 130,00 mm |

| | | | | | | | | | | |
|--|---------|---|------------|-----------|--|--------------|-------------------|-------------------|---------------|-------------------|
| | 6 | KH 87,49 MT -47 MØ 48 BÜ +5,16 GL 138,7 | LOX RTK | 45 102 | 1 T15 3 MO G6 1 M 2,5 1 DSF 4 CR | 1,15 1,30 | 125,00 | 93 224 600 | | |
| | 125 125 | | | | | | | | 125,50 | 93 224 610 |
| | | | | | | | | | 126,00 | 93 224 620 |
| | R Cyl. | A=139 | C=150 | L=250,7 | H=169,5 | | 89 030 110 | 93 224 960 | | |
| | R Cyl. | A=139 | C=154 | L=250,5 | H=169,5 | | 89 384 110 | 93 224 961 | | |





| | | | | | |
|--|----------------|---|----------------------|--|------------|
| | FORDSON | → | FORD | | 351 |
| | | | PERKINS | | 738 |



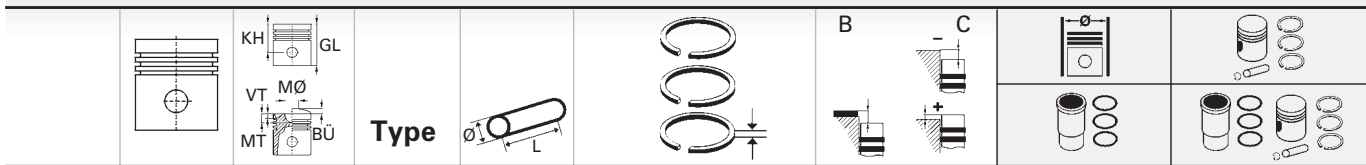
| |  | Cyl. |  | cm ³ |  | Comp. Ratio ε | kW | PS | Pos |
|------------|---|------|---|-----------------|---|------------------|---------|---------|-----|
| | | | | | | | | | |
| D 942 | D | 4 | 120 x 140 | 6333 | 2 | 17,2:1 | 73 | 100 | 4 |
| D 943 A1 | D (A) | 4 | 128 x 140 | 7206 | 2 | 17,2:1 | 92 | 125 | 7 |
| D 943 B | D | 4 | 128 x 140 | 7206 | 2 | 17,2:1 | 85-88 | 115-120 | 6 |
| D 962 | D | 6 | 120 x 140 | 9500 | 2 | 17,2:1 | 103-108 | 140-147 | 4 |
| D 963 A1 | D (A) | 6 | 128 x 140 | 10809 | 2 | 17,2:1 | 147 | 200 | 7 |
| D 963 A2 | D (A) | 6 | 128 x 140 | 10809 | 2 | 15,5:1 | 184 | 250 | 8 |
| D 963 B | D | 6 | 128 x 140 | 10809 | 2 | 17,2:1 | 113 | 151 | 6 |
| D 963 K | D (A) | 6 | 128 x 140 | 10809 | 2 | 17,2:1 | 132 | 180 | 6 |
| OM 314.915 | D | 4 | 97 x 128 | 3780 | 2 | 17:1 | 63 | 85 | 2 |
| OM 352.917 | D | 6 | 97 x 128 | 5675 | 2 | 17:1 | 93 | 126 | 2 |
| OM 353.916 | D | 6 | 97 x 128 | 5675 | 2 | 17:1 | 81 | 110 | 2 |
| OM 353.917 | D | 6 | 97 x 128 | 5675 | 2 | 17:1 | 96 | 130 | 2 |
| OM 360.966 | D | 6 | 115 x 140 | 8725 | 2 | 16,8:1 | 141 | 192 | 3 |
| OM 360.967 | D | 6 | 115 x 140 | 8725 | 2 | 16,8:1 | 127 | 172 | 3 |
| OM 403.906 | D | 10 | 125 x 130 | 15960 | 2 | 17,2:1 | 184 | 250 | 5 |
| OM 403.917 | D | 10 | 125 x 130 | 15960 | 2 | 17,2:1 | 236 | 320 | 5 |
| OM 403.919 | D | 10 | 125 x 130 | 15960 | 2 | 17,2:1 | 236 | 320 | 5 |
| OM 403.930 | D | 10 | 125 x 130 | 15960 | 2 | 17,2:1 | 236 | 320 | 5 |
| OM 615.910 | D | 4 | 87 x 92,4 | 2197 | 2 | 21:1 | 44 | 60 | 1 |
| OM 615.912 | D | 4 | 87 x 92,4 | 2197 | 2 | 21:1 | 44-49 | 60-67 | 1 |
| OM 615.917 | D | 4 | 87 x 92,4 | 2197 | 2 | 21:1 | 44 | 60 | 1 |
| OM 615.936 | D | 4 | 87 x 92,4 | 2197 | 2 | 21:1 | 37 | 50 | 1 |

H



|  | |  | | Pos |  | |  | | Pos |
|---|-------------------|---|---|-----|--|--|---|--|-----|
| B-SERIE | | | | | | | | | |
| B 11 C | 01.1972 → | D 943 B | D | 6 | | | | | |
| B 18 | 01.1972 → | D 963 B | D | 6 | | | | | |
| B 18 | 01.1972 → | D 963 K | D | 6 | | | | | |
| C-SERIE | | | | | | | | | |
| C 44 | 02.1980 → 07.1992 | D 943 B | D | 6 | | | | | |
| C 55 | 02.1980 → 03.1996 | D 962 | D | 4 | | | | | |
| D-SERIE | | | | | | | | | |
| D 600 | 01.1972 → | D 962 | D | 4 | | | | | |
| 44 D | | D 943 A1 | D | 7 | | | | | |
| 77 D | | D 963 A2 | D | 8 | | | | | |
| F-SERIE | | | | | | | | | |
| Series F 20 | 01.1971 → 1973 | OM 615.910 | D | 1 | | | | | |
| Series F 20 | 01.1972 → | OM 615.936 | D | 1 | | | | | |
| Series F 20 | 03.1973 → 02.1974 | OM 615.917 | D | 1 | | | | | |
| Series F 25 | 01.1971 → 1973 | OM 615.910 | D | 1 | | | | | |
| Series F 25 | 03.1973 → 02.1974 | OM 615.917 | D | 1 | | | | | |
| Series F 30 | 01.1971 → 1973 | OM 615.910 | D | 1 | | | | | |
| Series F 30 | 03.1973 → 02.1974 | OM 615.917 | D | 1 | | | | | |
| Series F 35 | 03.1973 → 02.1974 | OM 615.917 | D | 1 | | | | | |
| Series F 36 | 03.1973 → 02.1974 | OM 615.917 | D | 1 | | | | | |
| Series F 40 | 09.1971 → 02.1974 | OM 615.910 | D | 1 | | | | | |
| Series F 40 | 09.1971 → 02.1974 | OM 615.912 | D | 1 | | | | | |
| Series F 45 | 01.1971 → 1974 | OM 352.917 | D | 2 | | | | | |
| Series F 45 | 03.1971 → 02.1974 | OM 314.915 | D | 2 | | | | | |
| Series F 46 | 03.1971 → 02.1974 | OM 314.915 | D | 2 | | | | | |
| Series F 55 | 03.1971 → 02.1974 | OM 314.915 | D | 2 | | | | | |
| Series F 110 | 01.1971 → 1974 | OM 353.917 | D | 2 | | | | | |
| Series F 130 | 01.1971 → 1974 | OM 353.916 | D | 2 | | | | | |
| Series F 130 | 01.1971 → 1974 | OM 353.917 | D | 2 | | | | | |
| Series F 130 | 04.1972 → 1974 | OM 403.917 | D | 5 | | | | | |
| Series F 130 | 04.1972 → 1974 | OM 403.919 | D | 5 | | | | | |
| Series F 130 | 04.1972 → 1974 | OM 403.930 | D | 5 | | | | | |
| Series F 150 | 06.1971 → 04.1974 | OM 360.966 | D | 3 | | | | | |
| Series F 150 | 06.1971 → 04.1974 | OM 360.967 | D | 3 | | | | | |
| Series F 193 | 01.1969 → 04.1972 | OM 403.906 | D | 5 | | | | | |
| Series F 193 | 04.1972 → 1974 | OM 403.917 | D | 5 | | | | | |
| Series F 193 | 04.1972 → 1974 | OM 403.919 | D | 5 | | | | | |
| Series F 193 | 04.1972 → 1974 | OM 403.930 | D | 5 | | | | | |
| Series F 263 | 01.1969 → 04.1972 | OM 403.906 | D | 5 | | | | | |
| Series F 263 | 04.1972 → 1974 | OM 403.917 | D | 5 | | | | | |
| Series F 263 | 04.1972 → 1974 | OM 403.919 | D | 5 | | | | | |
| Series F 263 | 04.1972 → 1974 | OM 403.930 | D | 5 | | | | | |
| Series F 463 | 01.1969 → 04.1972 | OM 403.906 | D | 5 | | | | | |
| L-SERIE | | | | | | | | | |
| L 700 | | D 963 A1 | D | 7 | | | | | |

H



| | | | | | | | | | | |
|-------------------|-------------------|-----------|---|----------------------|----|----------|------------|------|----------|--|
| 1 | | 87 | | | | | | | | |
| OM 615.910 | 01.1971 → 02.1974 | D | 4 | 2197 cm ³ | 2V | 44 kW | (60 PS) | 21:1 | 92,40 mm | |
| OM 615.912 | 09.1971 → 02.1974 | D | 4 | 2197 cm ³ | 2V | 44-49 kW | (60-67 PS) | 21:1 | 92,40 mm | |
| OM 615.917 | 03.1973 → 02.1974 | D | 4 | 2197 cm ³ | 2V | 44 kW | (60 PS) | 21:1 | 92,40 mm | |
| OM 615.936 | 01.1972 → | D | 4 | 2197 cm ³ | 2V | 37 kW | (50 PS) | 21:1 | 92,40 mm | |

| | | | | | | | | | |
|--|---------|-----------|------|---------|-------|-------|-------|-------------------|-------------------------------|
| | 4 | KH 48,25 | RTK | 26 | 1 R 3 | MO G6 | +0,40 | 87,00 | 92 792 600 |
| | 087 050 | VT1 -1,10 | | 72 | 1 R 2 | MO G6 | +0,70 | 87,50 | 92 792 610 (91 855) |
| | T Cyl. | A=90 | C=92 | L=158,4 | H=4,7 | | | 88 588 190 | 92 792 960 |
| | T Cyl. | A=90,25 | C=92 | L=158,4 | H=4,7 | | | semi | 88 828 190 |
| | | | | | | | | semi | 92 792 961 |

| | | | | | | | | | | |
|-------------------|-------------------|-----------|---|----------------------|----|-------|----------|------|-----------|--|
| 2 | | 97 | | | | | | | | |
| OM 314.915 | 03.1971 → 02.1974 | D | 4 | 3780 cm ³ | 2V | 63 kW | (85 PS) | 17:1 | 128,00 mm | |
| OM 352.917 | 01.1971 → 1974 | D | 6 | 5675 cm ³ | 2V | 93 kW | (126 PS) | 17:1 | 128,00 mm | |
| OM 353.916 | 01.1971 → 1974 | D | 6 | 5675 cm ³ | 2V | 81 kW | (110 PS) | 17:1 | 128,00 mm | |
| OM 353.917 | 01.1971 → 1974 | D | 6 | 5675 cm ³ | 2V | 96 kW | (130 PS) | 17:1 | 128,00 mm | |

| | | | | | | | | | |
|--|---------|----------|-----|------|-----------|-------|-------|-------------------|-------------------------------|
| | 4/6 | KH 65,2 | RTK | 36 | 1 T6 3 | CR G6 | -0,07 | 97,00 | 90 274 800 |
| | 097 007 | MT -20 | URK | 82,5 | 2 M 3 | | +0,30 | | |
| | | MØ 55 | | | 1 DSF 5,5 | CR | | 97,50 | 90 274 830 |
| | | GL 115,7 | | | 1 S 5,5 | | | 98,00 | 90 274 840 (90 277) |
| | T Cyl. | KH 64,8 | HKÜ | | | | | 89 177 190 | 90 274 982 |
| | | MT -20 | | | | | | semi | |
| | | MØ 55 | | | | | | (89 542) | |
| | T Cyl. | GL 115,3 | | | | | | 89 178 190 | 90 274 980 |
| | | KH 64,6 | HKÜ | | | | | semi | |
| | | MT -20 | | | | | | (88 867) | |
| | T Cyl. | MØ 55 | | | | | | 89 069 190 | 90 274 981 |
| | | GL 115,1 | | | | | | semi | |

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| | | | Type | | | | | | | |
|-----|----------------|--|------------|------------|---|-------------|----------------|---------------------------------------|---------------------------------------|--|
| | 4/6 097 007 | KH 65,2 MT -20 MØ 55 GL 115,7 | RTK | 36 82,5 | 1 T6 3 2 M 3 1 DSF 5,5 | CR G6 CR | -0,07 +0,30 | 97,00 | 93 882 600 | |
| | | KH 64,9 MT -20 MØ 55 GL 115,4 | HKÜ | | | | | 97,50 | 93 882 630 | |
| | | KH 64,6 MT -20 MØ 55 GL 115,1 | HKÜ | | | | | 98,00 | 93 882 640 (92 568, 93 709) | |
| | T Cyl. | A=100,4 | C=103,5 | L=222 | H=5,2 | | | 89 177 190 semi (89 542) | 93 882 962 | |
| | T Cyl. | A=101 | C=104 | L=222 | H=5,2 | | | 89 178 190 semi (88 867) | 93 882 960 | |
| | T Cyl. | A=103 | C=106 | L=222 | H=5,2 | | | 89 069 190 semi | 93 882 961 | |
| | 4/6 097 007 | KH 65 MT -20 MØ 55 GL 115,5 | RTK URK | 36 82,5 | 1 T6 3 2 M 3 1 DSF 5,5 1 S 5,5 | CR G6 CR | -0,07 +0,30 | 97,50 | 93 794 700 [1] | |
| | | KH 64,9 MT -20 MØ 55 GL 115,4 | HKÜ | | | | | 98,00 | 93 794 710 [1] | |
| [1] | KH -0,20 mm | | | | | | | | | |

3**115**

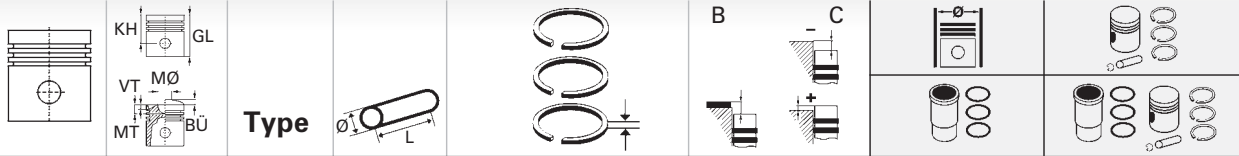
| | | | | | | | | | |
|-------------------|-------------------|---|---|----------------------|----|--------|----------|--------|-----------|
| OM 360.966 | 06.1971 → 04.1974 | D | 6 | 8725 cm ³ | 2V | 141 kW | (192 PS) | 16,8:1 | 140,00 mm |
| OM 360.967 | 06.1971 → 04.1974 | D | 6 | 8725 cm ³ | 2V | 127 kW | (172 PS) | 16,8:1 | 140,00 mm |

| | | | | | | | | | |
|--|--------------|---|-------|----------|--------------------------------|-------------------|----------------|---------------------------|-------------------------------|
| | 6 115 106 | KH 85,3 VT1 -0,70 MT -22 MØ 65 GL 133,3 | RTK | 42 98 | 1 T6 3,5 1 R 3 1 DSF 5,5 | MO G6 MO CR | +0,30 +0,38 | 115,00 | 93 508 600 |
| | | | | | | | | 115,50 | 93 508 610 (91 573) |
| | T Cyl. | A=120 | C=125 | L=253,5 | H=5,5 | | | 89 043 190 semi | 93 508 960 |
| | T Cyl. | A=120,07 | C=125 | L=253,5 | H=5,75 | | | 89 046 190 semi | 93 508 961 |

4**120**

| | | | | | | | | | |
|--------------|-----------|---|---|----------------------|----|------------|--------------|--------|-----------|
| D 942 | | D | 4 | 6333 cm ³ | 2V | 73 kW | (100 PS) | 17,2:1 | 140,00 mm |
| D 962 | 01.1972 → | D | 6 | 9500 cm ³ | 2V | 103-108 kW | (140-147 PS) | 17,2:1 | 140,00 mm |

| | | | | | | | | | |
|--|--------|-------|---------|-------|---------------|---------------------------------|--|-------------------|--|
| | N Cyl. | A=144 | C=151,8 | L=278 | H+F=12,1+1,15 | 2 R 130 x 4,2 2 FP 140 x 2,1 | | 88 644 110 | |
|--|--------|-------|---------|-------|---------------|---------------------------------|--|-------------------|--|



| | | | | | | | | | | | | |
|-------------------|-------------------|------------|----|-----------------------|----|--------|----------|--------|-----------|--|--|--|
| 5 | | 125 | | | | | | | | | | |
| OM 403.906 | 01.1969 → 04.1972 | D | 10 | 15960 cm ³ | 2V | 184 kW | (250 PS) | 17,2:1 | 130,00 mm | | | |
| OM 403.917 | 04.1972 → 1974 | D | 10 | 15960 cm ³ | 2V | 236 kW | (320 PS) | 17,2:1 | 130,00 mm | | | |
| OM 403.919 | 04.1972 → 1974 | D | 10 | 15960 cm ³ | 2V | 236 kW | (320 PS) | 17,2:1 | 130,00 mm | | | |
| OM 403.930 | 04.1972 → 1974 | D | 10 | 15960 cm ³ | 2V | 236 kW | (320 PS) | 17,2:1 | 130,00 mm | | | |

| | | | | | | | | | | | |
|--|---------|--|---------|----------|-----------------------------|--|----------------|---------------------------------------|--------------------------|--|--|
| | 10 | KH 87,25 MT -23,5 MØ 65 GL 137,25 | RTK | 46 97 | 1 T6 3 1 NM 3 1 DSF 6 | MO G6 MO G3 CR | +0,43 +0,07 | 125,00 | 92 306 600 | | |
| | 125 093 | | | | | | | | | | |
| | N Cyl. | A=144,5 | C=153,8 | L=253 | H+F=9,92+1 | 1 T 147,4 x 153,5 x 0,15 1 FP 141 x 1,9 2 FP 144 x 3,8 (50 006 624) | | 89 380 110 [1], [2], [3] | 92 306 965 [1] | | |
| | N Cyl. | A=140 | C=152 | L=253 | H+F=10,07+1 | 2 FP 138 x 1,9 2 FP 140 x 3,8 (50 002 771) | | 89 181 110 (88 623, 88 639) | 92 306 963 | | |

- [1] Bei Gas-, Marine-, Bahn- und Stationäranwendungen sowie beim Einsatz alternativer Brennstoffe nur mit Sonderdichtringsatz 50 007 890 verwenden.
For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
Pour les applications à gaz, marines, stationnaires, chemins de fer ainsi qu'à l'utilisation de carburants de substitution, n'utiliser que la pochette de joints spéciale 50 007 890.
Usar las aplicaciones estacionarias, de gas, marinas y ferrocarriles, lo mismo que los combustibles alternativos sólo con el juego especial de retenes 50 007 890.
При газовых, стационарных применениях, применениях для флота и для железной дороги, а также при применении альтернативных видов горючего использовать только с особым набором уплотнительных колец 50 007 890.
- [2] mit Bundhöhe/with collar height/avec hauteur de collerette de/con altura de collarín/c высотой заплечика 9,92+1
- [3] nur für Einheitsgehäuse/only for standard-housing/seulement adaptable pour carter standard/sólo para cárter standard/только для единого корпуса

| | | | | | | | | | | | | |
|----------------|-----------|------------|---|-----------------------|----|----------|--------------|--------|-----------|--|--|--|
| 6 | | 128 | | | | | | | | | | |
| D 943 B | 01.1972 → | D | 4 | 7206 cm ³ | 2V | 85-88 kW | (115-120 PS) | 17,2:1 | 140,00 mm | | | |
| D 963 B | 01.1972 → | D | 6 | 10809 cm ³ | 2V | 113 kW | (151 PS) | 17,2:1 | 140,00 mm | | | |
| D 963 K | 01.1972 → | D (A) | 6 | 10809 cm ³ | 2V | 132 kW | (180 PS) | 17,2:1 | 140,00 mm | | | |

| | | | | | | | | | | | |
|--|--------|-------|---------|-------|---------------|----------------------------------|--|-------------------|--|--|--|
| | N Cyl. | A=144 | C=151,8 | L=278 | H+F=12,1+1,15 | 2 FP 135 x 2,5 2 FP 131 x 4,4 | | 88 645 110 | | | |
| | | | | | | | | | | | |

| | | | | | | | | | | | | |
|-----------------|--|------------|---|-----------------------|----|--------|----------|--------|-----------|--|--|--|
| 7 | | 128 | | | | | | | | | | |
| D 943 A1 | | D (A) | 4 | 7206 cm ³ | 2V | 92 kW | (125 PS) | 17,2:1 | 140,00 mm | | | |
| D 963 A1 | | D (A) | 6 | 10809 cm ³ | 2V | 147 kW | (200 PS) | 17,2:1 | 140,00 mm | | | |

| | | | | | | | | | | | |
|--|---------|--|-----|-----------|--------------------------------|-------------|--------------|----------------|---------------|-------------------------------|--|
| | 4/6 | KH 101,35 VT1 -0,65 MT -25,8 MØ 68 GL 159,35 | RTK | 48 108 | 1 T6 3,5 1 M 2,5 1 DSF 6 | MO G3 CR | 1,25 1,74 | -0,15 +0,34 | 128,00 | 92 969 600 (92 433) | |
| | 128 011 | | | | | | | | | | |

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| | | | | | | | |
|--|--------|-------------|---------|-------|---------------|----------------------------------|--|
| | | Type | | | | | |
| | N Cyl. | A=144 | C=151,8 | L=278 | H+F=12,1+1,15 | 2 FP 135 x 2,5 2 FP 131 x 4,4 | 88 645 110 92 969 960 |




| | | | | | | | | | |
|-----------------|--|------------|-------|---|-----------------------|----|--------|-----------------|-----------|
| 8 | | 128 | | | | | | | |
| D 963 A2 | | | D (A) | 6 | 10809 cm ³ | 2V | 184 kW | (250 PS) 15,5:1 | 140,00 mm |

| | | | | | | | | | | |
|--|---|---|-----|-----------|--------------------------------|-------------|--------------|----------------|---------------|-------------------|
| | 6 | KH 101,35 VT1 -4,45 VT2 -5,45 MT -24 MØ 68 GL 159,35 | RTK | 48 108 | 1 T6 3,5 1 M 2,5 1 DSF 6 | MO G3 CR | 1,25 1,74 | -0,15 +0,34 | 128,00 | 92 968 600 |
|--|---|---|-----|-----------|--------------------------------|-------------|--------------|----------------|---------------|-------------------|





| | | | | | | | | |
|--|--------|-------|---------|-------|---------------|----------------------------------|-------------------|-------------------|
| | N Cyl. | A=144 | C=151,8 | L=278 | H+F=12,1+1,15 | 2 FP 135 x 2,5 2 FP 131 x 4,4 | 88 645 110 | 92 968 960 |
|--|--------|-------|---------|-------|---------------|----------------------------------|-------------------|-------------------|

H

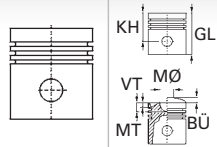


|  | | | Cyl. |  mm | cm ³ |  | Comp. Ratio ε | kW | PS | Pos |
|---|---|---|------|--|-----------------|---|------------------|----|----|-----|
| D 108 | D | 3 | 3 | 108 x 110 | 3021 | 2 | 17,5:1 | 39 | 54 | 4 |
| E 108 | D | 1 | 1 | 108 x 110 | 1007 | 2 | 17,5:1 | 13 | 18 | 4 |
| E 786 | D | 1 | 1 | 85 x 110 | 624 | 2 | 18:1 | 9 | 12 | 1 |
| E 88 G/FG/FL | D | 1 | 1 | 90 x 105 | 668 | 2 | 19:1 | 8 | 11 | 2 |
| E 89 G/FG/FL | D | 1 | 1 | 90 x 105 | 668 | 2 | 19:1 | 9 | 12 | 2 |
| V 108 | D | 4 | 4 | 108 x 110 | 4028 | 2 | 17,5:1 | 53 | 72 | 4 |
| Z 108 | D | 2 | 2 | 108 x 110 | 2014 | 2 | 17,5:1 | 26 | 36 | 4 |
| 1D41C | D | 1 | 1 | 90 x 65 | 413 | | 21,0:1 | 5 | 7 | 3 |

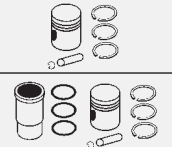
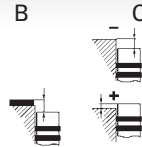
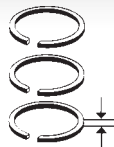
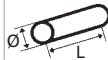


|  | |  | Pos |  | |  | Pos |
|---|-----------|---|-----|--|--|---|-----|
| TL | | | | | | | |
| TL 12 | 01.1965 → | E 88 G/FG/FL | D | 2 | | | |
| TL 12 | 01.1965 → | E 89 G/FG/FL | D | 2 | | | |

H



Type



1 **85**

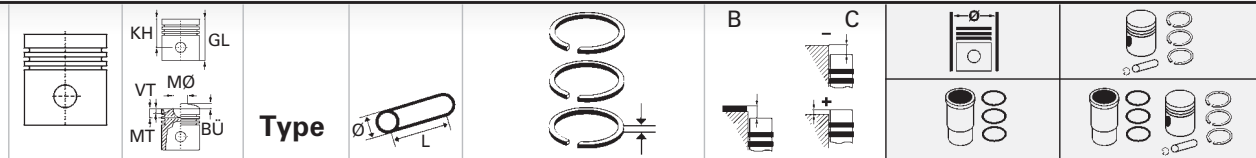
| | | | | | | | |
|--------------|--------------------------|---|----------|----------------------------|------|--------------|-------------------|
| E 786 | 1984 → | D | 1 | 624 cm ³ 2V | 9 kW | (12 PS) 18:1 | 110,00 mm |
| 1 85V76 | KH 55 MT -17 GL 95 | | 30 72 | 1 R 2 CR 1 M 2 1 G 4 | | 86,00 | 91 786 620 |

2 **90**

| | | | | | | | |
|---------------------|--------------------------------|----|----------|-------------------------------|--------------|--|--|
| E 88 G/FG/FL | 01.1965 → | D | 1 | 668 cm ³ 2V | 8 kW | (11 PS) 19:1 | 105,00 mm |
| E 89 G/FG/FL | 01.1965 → | D | 1 | 668 cm ³ 2V | 9 kW | (12 PS) 19:1 | 105,00 mm |
| 1 090 106 | KH 53,5 MT -8,8 GL 103,5 | RK | 30 78 | 1 R 2 CR G3 1 M 2 1 G 4 | 0,80 0,90 | 90,00 90,50 91,00 91,50 | 91 482 600 91 482 610 91 482 620 91 482 630 |

3 **90**

| | | | | | | | |
|--------------|---|---|----------|-------------------------------------|------|------------------------------|--|
| 1D41C | 1994 → | D | 1 | 413 cm ³ | 5 kW | (7 PS) 21,0:1 | 65,00 mm |
| 1 090 282 | KH 44,95 VT1 -1,10 MT -14,7 MØ 37,5 GL 68,5 | | 25 68 | 1 R 2 CR G3 1 NM 2 G3 1 G 3,5 | | 90,00 90,50 | 40 636 600 NEW 40 636 620 NEW |
| 1 090 282 | KH 44,95 MT -14 MØ 40,2 GL 68,5 | | 25 68 | 1 R 2 CR G3 1 NM 2 G3 1 G 3,5 | | 90,00 90,50 | 40 637 600 NEW 40 637 620 NEW |
| 1 090 282 | KH 44,95 MT -14,7 MØ 36 GL 68,5 | | 25 68 | 1 R 2 CR G3 1 NM 2 G3 1 G 3,5 | | 90,00 90,50 | 40 638 600 NEW 40 638 620 NEW |






| | | | | | | | | | | |
|--------------|-------------|------------|---|----------------------|----|-------|---------|--------|-----------|--|
| 4 | | 108 | | | | | | | | |
| D 108 | 1970 → 1984 | D | 3 | 3021 cm ³ | 2V | 39 kW | (54 PS) | 17,5:1 | 110,00 mm | |
| E 108 | 1970 → 1984 | D | 1 | 1007 cm ³ | 2V | 13 kW | (18 PS) | 17,5:1 | 110,00 mm | |
| V 108 | 1970 → 1984 | D | 4 | 4028 cm ³ | 2V | 53 kW | (72 PS) | 17,5:1 | 110,00 mm | |
| Z 108 | 1970 → 1984 | D | 2 | 2014 cm ³ | 2V | 26 kW | (36 PS) | 17,5:1 | 110,00 mm | |

| | | | | | | | | | |
|--|---------|--|----|----|-------------------------|----|------|---------------|-------------------|
| | 1/2/3/4 | KH 71 | RK | 35 | 1 T15 3 | CR | 1,10 | 108,50 | 91 697 610 |
| | 108 054 | VT1 -0,90 MT -20,5 MØ 55 GL 109 | | 85 | 1 R 3 1 N 3 1 D 5 | | 1,30 | 109,00 | 91 697 620 |





H



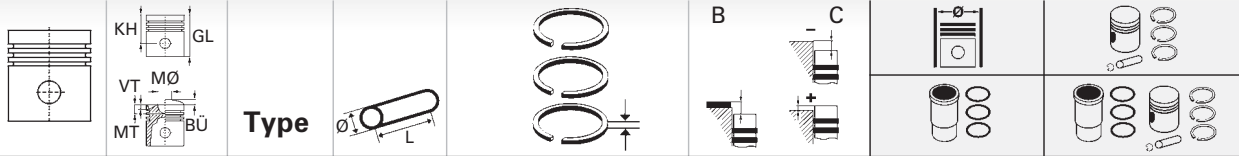
|  | D | Cyl. |  mm | cm ³ |  | Comp. Ratio ε | kW | PS | Pos |
|---|---|------|---|-----------------|---|---------------------|-------|-------|-----|
| B | D | 4 | 95 x 105 | 2977 | 2 | 21:1 | 59-63 | 80-85 | 1 |

H



|  | |  | | Pos |  | |  | | Pos |
|---|-------------------|---|---|-----|--|--|---|--|-----|
| SERIES HV | | | | | | | | | |
| Series HV10 | 10.1979 → 09.1984 | B | D | 1 | | | | | |
| Series HV11 | 10.1979 → 09.1984 | B | D | 1 | | | | | |
| Series HV17 | 10.1979 → 09.1984 | B | D | 1 | | | | | |
| Series HV18 | 10.1979 → 09.1984 | B | D | 1 | | | | | |
| Series HV98 | 09.1984 → | B | D | 1 | | | | | |
| Series HV99 | 09.1984 → | B | D | 1 | | | | | |

H



1 **95**

B 10.1979 → **D** 4 2977 cm³ 2V 59-63 kW (80-85 PS) 21:1 105,00 mm



T Cyl.

A=99

C=104,65

L=191

H+F=2,5+1

89 852 190
semi



T Cyl.

A=102

C=107,65




L=190

H+F=2,55+1

89 358 190
semi

H

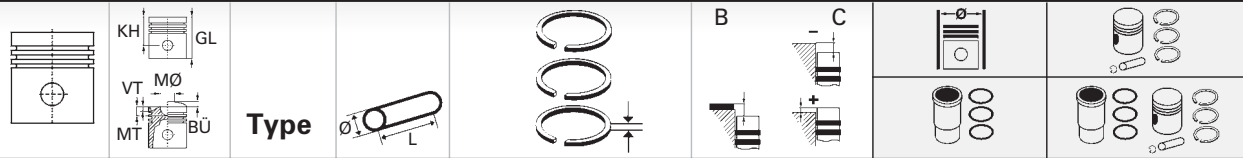


|  | Cyl. |  mm | cm ³ |  | Comp. Ratio ε | kW | PS | Pos |
|---|----------|--|-----------------|---|------------------|-------|--------|-----|
| | | | | | | | | |
| XUD 7TE | D (LA) 4 | 80 x 88 | 1769 | 2 | 22,5:1 | 64-66 | 88-90 | 2 |
| 20 T2N | D (LA) 4 | 84,45 x 88,9 | 1994 | 2 | 19,5:1 | 77 | 105 | 3 |
| 4EE2 | D (A) 4 | 79 x 86 | 1686 | 4 | 18,4:1 | 55-74 | 75-100 | 1 |



| | | | Pos | | | | Pos |
|-----------------|-------------------|---------|-----|----------|--|--|-----|
| ACCORD | | | | | | | |
| Accord 2.0 TDi | 09.1995 → 02.2003 | 20 T2N | D | 3 | | | |
| CIVIC | | | | | | | |
| Civic 1.7 CTDi | 01.2002 → | 4EE2 | D | 1 | | | |
| Civic 2.0 TDi | 03.1997 → 02.2001 | 20 T2N | D | 3 | | | |
| CONCERTO | | | | | | | |
| Concerto 1.8 TD | 10.1994 → 12.1995 | XUD 7TE | D | 2 | | | |

H



| | | | | | | | | | |
|-------------|-----------|---|-----|----------------------|-----------------------------|-------------------------|-------------|--|---|
| 1 | | 79 | | | | | | | |
| 4EE2 | 01.2002 → | D (A) | 4 | 1686 cm ³ | 4V | 55-74 kW | (75-100 PS) | 18,4:1 | 86,00 mm |
| | 4 | KH 39,75 MT -14 MØ 38,8 GL 74,05 | RTK | 27 64 | 1 R 2 1 M 1,5 1 DSF 3 | CK G6 CR G3 NT ST | | 79,00 79,25 79,50 | 40 391 600 40 391 610 40 391 620 |
| | 079 187 | | | | | | | | |




| | | | | | | | | | |
|----------------|-------------------|-----------|------|----------------------|-------|----------|------------|---------------------------|----------|
| 2 | | 80 | | | | | | | |
| XUD 7TE | 10.1994 → 12.1995 | D (LA) | 4 | 1769 cm ³ | 2V | 64-66 kW | (88-90 PS) | 22,5:1 | 88,00 mm |
| | T Cyl. | A=83 | C=86 | L=154 | H=4,5 | | | 89 316 190 semi | |

| | | | | | | | | | |
|---------------|-------------------|---|-----|----------------------|------------------------------|-------------------|----------|---------------------------|--------------------------|
| 3 | | 84,45 | | | | | | | |
| 20 T2N | 09.1995 → 02.2003 | D (LA) | 4 | 1994 cm ³ | 2V | 77 kW | (105 PS) | 19,5:1 | 88,90 mm |
| | 4 | KH 47,97 MT -17 MØ 38 GL 76,97 | RTK | 30 70 | 1 T15 3 1 NM 2 1 DSF 3 | MO G6 G3 CR | | 84,442 | 94 401 600 [1] |
| | 084 157 | | | | | | | | |
| | T Cyl. | A=88 | | L=158,5 | | | | 89 536 190 semi | 94 401 960 |

| | | | | |
|-----|---|--|---|--|
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | |
| | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor толщина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем |
| | 1 | 1,05 | +0,10 | +0,25 |
| | 2 | 1,20 | +0,25 | +0,40 |
| | 3 | 1,35 | +0,40 | +0,55 |





| | | | | | |
|--|-----------------------------|---|----------------------------|--|------------|
| | HOOS | → | MERCEDES-BENZ | | 562 |
| | HUBERWABCO (DRESSER) | → | MERCEDES-BENZ | | 562 |
| | | → | SCANIA | | 863 |
| | HYSTER | → | PERKINS | | 738 |



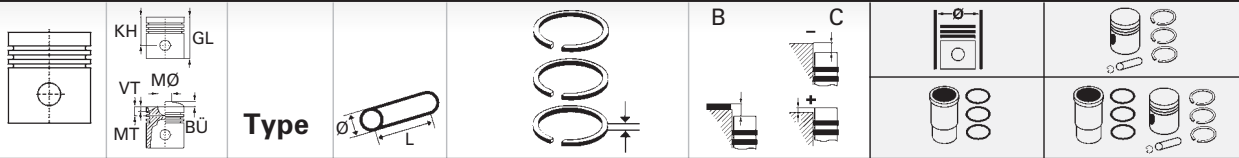
|  | | Cyl. |  mm | cm ³ |  | Comp. Ratio ε | kW | PS | Pos |
|---|-------|------|--|-----------------|---|------------------|-------|-------|-----|
| D4AE | D (A) | 4 | 100 x 105 | 3298 | 2 | 16,5:1 | 88 | 120 | 2 |
| XUD 9A | D | 4 | 83 x 88 | 1905 | 2 | 23:1 | 47-52 | 64-71 | 1 |

H



|  | |  | Pos |  | |  | Pos |
|---|--------------------|---|-----|--|--|---|-----|
| CHRORUS | | | | | | | |
| Chorus 3.3 TD | 01.1995 -> | D4AE | D | 2 | | | |
| LANTRA | | | | | | | |
| Lantra 1.9 D | 03.1998 -> 11.2000 | XUD 9A | D | 1 | | | |

H





| | | | | | | | | | | | |
|--|--|-----------|---------------|---------------------|---|----------------------|----|----------|------------|------|--------------|
| 1 | | 83 | XUD 9A | 03.1998 → 11.2000 D | 4 | 1905 cm ³ | 2V | 47-52 kW | (64-71 PS) | 23:1 | 88,00 mm (1) |
| (1) For engines with cam driven vacuum pump. | | | | | | | | | | | |

| | | | | | | | | | |
|-----|---|---|--|--|---------------------------|-------------------|--|---------------------------|--------------------------|
| | 4 | KH 46,8 MT -2,2 GL 84,3 | | 25 72 | 1 R 2 1 M 2 1 DSF 3 | CR G6 G3 CR | | 83,00 | 93 648 700 [2] |
| | 083 031 | | | | | | | 83,50 | 93 648 710 [2] |
| | | | | | | | | 83,80 | 93 648 720 [2] |
| | T Cyl. | A=86 | | L=153,5 | | | | 89 184 190 semi | 93 648 970 |
| [2] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor ширина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | | |
| | 1 | 1,36 | +0,56 | +0,67 | | | | | |
| | 2 | 1,40 | +0,68 | +0,71 | | | | | |
| | 3 | 1,44 | +0,72 | +0,75 | | | | | |
| | 4 | 1,48 | +0,76 | +0,79 | | | | | |
| | 5 | 1,52 | +0,80 | +0,83 | | | | | |

| | | | | | | | | | | | | |
|----------|--|------------|-------------|-----------|-------|---|----------------------|----|-------|----------|--------|-----------|
| 2 | | 100 | D4AE | 01.1995 → | D (A) | 4 | 3298 cm ³ | 2V | 88 kW | (120 PS) | 16,5:1 | 105,00 mm |
|----------|--|------------|-------------|-----------|-------|---|----------------------|----|-------|----------|--------|-----------|

| | | | | | | | | | | | |
|--|--------|-------|--|-------|--|--|--|--|---------------------------|--|--|
| | T Cyl. | A=104 | | L=192 | | | | | | | |
| | | | | | | | | | 89 821 190 semi | | |



| | | | Cyl. |  mm | cm ³ |  | Comp. Ratio ε | kW | PS | Pos |
|---------------------|--------|---|------|--|-----------------|---|---------------------|---------|---------|-----|
| | | | | | | | | | | |
| BD 154 | D | 4 | | 88,9 x 101,6 | 2520 | 2 | | 26 | 36 | 3 |
| D 132 | D | 4 | | 82,55 x 101,6 | 1631 | 2 | 19:1 | 22-30 | 33-40 | 1 |
| D 155 | D | 3 | | 98,425 x 111,1 | 2533 | 2 | 16:1 | 26-33 | 35-45 | 5 |
| D 179 | D | 3 | | 98,425 x 128,5 | 2933 | 2 | 16:1 | 36-38 | 49-52 | 4 |
| D 206 | D | 4 | | 98,425 x 111,1 | 3382 | 2 | 16:1 | 40-50 | 54-68 | 5 |
| D 239 | D | 4 | | 98,425 x 128,5 | 3910 | 2 | 16:1 | 45-67 | 62-91 | 4 |
| D 246 | D | 4 | | 100 x 128,5 | 4037 | 2 | 16:1 | 54-60 | 73-82 | 11 |
| D 268 | D | 4 | | 100 x 139,7 | 4386 | 2 | 15:1 | 56-60 | 77-82 | 12 |
| D 310 | D | 6 | | 98,425 x 111,1 | 5070 | 2 | 16:1 | 62-79 | 84-107 | 5 |
| D 358 | D | 6 | | 98,425 x 128,5 | 5870 | 2 | 16:1 | 72-104 | 98-142 | 4 |
| D 402 | D (A) | 6 | | 100 x 139,7 | 6587 | 2 | 15:1 | 84 | 114 | 12 |
| DD 66 | D | 2 | | 82,55 x 101,6 | 1087 | 2 | 19:1 | 10 | 14 | 1 |
| DD 74 | D | 2 | | 87,312 x 101,6 | 1217 | 2 | 19:1 | 12-14 | 17-19 | 2 |
| DD 99 | D | 3 | | 82,55 x 101,6 | 1275 | 2 | 19:1 | 15-17 | 20-24 | 1 |
| DD 111 | D | 3 | | 87,312 x 101,6 | 1825 | 2 | 19:1 | 17-19 | 24-26 | 2 |
| DT 239 | D (A) | 4 | | 98,425 x 128,5 | 3910 | 2 | 16:1 | 60-62 | 82-85 | 6 |
| DT 268 | D (A) | 6 | | 100 x 139,7 | 6587 | 2 | 15,6:1 | 107 | 145 | 11 |
| DT 358 | D (A) | 6 | | 98,425 x 128,5 | 5866 | 2 | 16:1 | 77-100 | 105-136 | 6 |
| DT 402 | D (A) | 6 | | 100 x 139,7 | 6587 | 2 | 15:1 | 107-120 | 145-163 | 14 |
| DU 111 | D | 3 | | 87,312 x 101,6 | 1825 | 2 | 19:1 | 25 | 35 | 2 |
| F 4 L 912 D | D | 4 | | 100 x 120 | 3770 | 2 | 17:1 | 19-59 | 20-80 | 13 |
| F 6 L 912 D | D | 6 | | 100 x 120 | 5655 | 2 | 17:1 | 42-92 | 57-125 | 13 |
| OM 942.967 Euro 2/3 | D (LA) | 8 | | 130 x 150 | 15928 | 4 | 17,25:1 | 370-380 | 503-516 | 15 |
| UD 155 | D | 3 | | 98,425 x 111,1 | 2533 | 2 | 16:1 | 26-33 | 35-45 | 5 |
| UD 179 | D | 3 | | 98,425 x 128,5 | 2933 | 2 | 16:1 | 50 | 68 | 4 |
| UD 206 | D | 4 | | 98,425 x 111,1 | 3382 | 2 | 16:1 | 58 | 79 | 5 |
| UD 310 | D | 6 | | 98,425 x 111,1 | 5070 | 2 | 16:1 | 90 | 123 | 5 |
| UD 358 | D | 6 | | 98,425 x 128,5 | 5866 | 2 | 16:1 | 104 | 141 | 4 |
| 6.354 | D | 6 | | 98,48 x 126,8 | 5794 | 2 | 16:1 | 69-82 | 94-112 | 7 |
| 6.354 V | D | 6 | | 98,48 x 126,8 | 5794 | 2 | 16:1 | 87 | 118 | 7 |
| 6.354.2 | D | 6 | | 98,48 x 126,8 | 5794 | 2 | 16:1 | 85 | 115 | 8 |
| 4.212 | D | 4 | | 98,48 x 114 | 3475 | 2 | 15,5:1 | 44-47 | 60-64 | 10 |
| 4.236 | D | 4 | | 98,48 x 126,8 | 3864 | 2 | 16:1 | 48-60 | 59-80 | 9 |



| | | | Pos | | | | Pos |
|--------------------|-------------------|---------|------|--------------------|-------------------|-------------|------|
| SERIES BTD | | | | Series 2400 | 01.1965 → 12.1985 | D 179 | D 4 |
| Series BTD 5 | 01.1965 → | UD 310 | D 5 | Series 2400 | 01.1965 → 12.1985 | UD 179 | D 4 |
| SERIES D | | | | Series 2424 | 01.1963 → | BD 154 | D 3 |
| Series D 8-62 | 01.1956 → | DU 111 | D 2 | Series 2444 | 01.1963 → | BD 154 | D 3 |
| SERIES E | | | | Series 2454 | 04.1969 → 12.1970 | D 179 | D 4 |
| Series E 633 | 01.1986 → 12.1990 | D 179 | D 4 | Series 2500 | 08.1974 → 12.1985 | D 239 | D 4 |
| Series E 733 | 01.1986 → 12.1990 | D 206 | D 5 | Series 2544 | 04.1969 → 12.1970 | D 239 | D 4 |
| Series E 833 | 09.1981 → 12.1990 | D 239 | D 4 | Series 2574 | 04.1969 → 12.1970 | D 239 | D 4 |
| SERIES H | | | | Series 2706 | 01.1965 → | UD 310 | D 5 |
| Series H 30 B | 09.1968 → 12.1986 | D 239 | D 4 | Series 2756 | 01.1965 → | UD 310 | D 5 |
| Series H 50 B | 01.1968 → 12.1979 | D 310 | D 5 | Series 2826 | 01.1965 → | D 358 | D 4 |
| Series H 60 | 09.1968 → 06.1984 | D 358 | D 4 | Series 2826 | 01.1965 → | UD 358 | D 4 |
| Series H 65 B/C | 01.1968 → 12.1979 | DT 358 | D 6 | SERIES 300 | | | |
| Series H 65 B/C | 01.1969 → 12.1986 | 6.354 | D 7 | Series 320 | 01.1956 → 1963 | DD 99 | D 1 |
| SERIES TD | | | | Series 321 | 11.1972 → 12.1985 | D 310 | D 5 |
| Series TD 7 E | 09.1973 → 12.1986 | D 239 | D 4 | Series 321 | 11.1972 → 06.1986 | D 239 | D 4 |
| Series TD 8 A | 01.1973 → | D 239 | D 4 | Series 322 | 01.1956 → 1963 | DD 99 | D 1 |
| Series TD 8 B/C | 04.1969 → 12.1978 | D 239 | D 4 | Series 323 | 01.1965 → 05.1974 | DD 111 | D 2 |
| Series TD 8 B/C | 1973 → 12.1978 | D 402 | D 12 | Series 324 | 01.1956 → | DD 111 | D 2 |
| Series TD 8 E | 09.1973 → 12.1986 | DT 239 | D 6 | Series 326 | 01.1956 → | DD 111 | D 2 |
| SERIES V | | | | Series 353 | 01.1966 → 1976 | D 155 | D 5 |
| Series V 433 | 01.1986 → 06.1990 | D 155 | D 5 | Series 353 | 01.1966 → 1976 | UD 155 | D 5 |
| Series V 533 | 01.1986 → 12.1990 | D 155 | D 5 | Series 364 | 01.1963 → | BD 154 | D 3 |
| Series V 633 | 01.1986 → 05.1990 | D 179 | D 4 | Series 383 | 05.1972 → 02.1975 | D 155 | D 5 |
| SERIES 100 | | | | Series 383 | 05.1972 → 02.1975 | UD 155 | D 5 |
| Series 100 | 01.1969 → 12.1986 | D 206 | D 5 | Series 384 | 01.1977 → | BD 154 | D 3 |
| Series 125 | 04.1969 → 12.1986 | D 239 | D 4 | SERIES 3000 | | | |
| Series 165 | 01.1965 → | UD 310 | D 5 | Series 3210 | 01.1993 → | D 179 | D 4 |
| SERIES 1000 | | | | Series 3220 | 01.1993 → | D 179 | D 4 |
| Series 1046 | 08.1971 → 09.1977 | D 358 | D 4 | Series 3228 | 01.1965 → | D 358 | D 4 |
| Series 1046 | 08.1971 → 09.1977 | UD 358 | D 4 | Series 3230 | 01.1993 → | D 206 | D 5 |
| Series 1055 | 11.1979 → 09.1982 | UD 358 | D 4 | Series 3288 | 01.1965 → | D 358 | D 4 |
| Series 1055 | 05.1981 → 09.1982 | D 358 | D 4 | Series 3288 | 01.1965 → | UD 358 | D 4 |
| Series 1056 | 09.1982 → | D 358 | D 4 | Series 3400 | 04.1969 → 12.1986 | D 179 | D 4 |
| Series 1056 | 09.1982 → | DT 358 | D 6 | Series 3400 | 01.1973 → 12.1970 | D 239 | D 4 |
| Series 1056 | 09.1982 → | UD 358 | D 4 | Series 3414 | 01.1965 → | D 358 | D 4 |
| Series 1210 | 01.1972 → 12.1974 | 4.236 | D 9 | Series 3414 | 01.1965 → | UD 358 | D 4 |
| Series 1246 | 04.1973 → 08.1979 | DT 358 | D 6 | Series 3434 | 01.1969 → | BD 154 | D 3 |
| Series 1255 | 07.1979 → | DT 358 | D 6 | Series 3500 | 04.1969 → 12.1986 | D 239 | D 4 |
| Series 1310 | 01.1972 → 12.1974 | 4.236 | D 9 | Series 3514 | 04.1969 → 12.1970 | D 239 | D 4 |
| Series 1394 | 01.1985 → | D 268 | D 12 | Series 3654 | 07.1969 → 12.1978 | D 239 | D 4 |
| Series 1420 | 01.1965 → | D 358 | D 4 | Series 3800 | 01.1973 → 12.1975 | D 239 | D 4 |
| Series 1420 | 01.1965 → | UD 358 | D 4 | Series 3820 | 01.1965 → | UD 310 | D 5 |
| Series 1455 | 1978 → | DT 402 | D 14 | Series 3944 | 01.1973 → 12.1986 | F 4 L 912 D | D 13 |
| Series 1455 | | DT 268 | D 11 | Series 3945 | 01.1973 → 12.1986 | F 4 L 912 D | D 13 |
| Series 1494 | 01.1985 → | D 268 | D 12 | Series 3960 | 07.1973 → 12.1986 | F 6 L 912 D | D 13 |
| Series 1594 | 01.1985 → | D 358 | D 4 | Series 3961 | 07.1973 → 12.1986 | F 6 L 912 D | D 13 |
| Series 1600 | 01.1970 → 12.1972 | 6.354.2 | D 8 | Series 3964 | 03.1971 → 12.1986 | D 358 | D 4 |
| Series 1600 | 01.1972 → 12.1975 | 6.354 V | D 7 | Series 3964 | 03.1971 → 12.1986 | UD 358 | D 4 |
| Series 1694 | 01.1986 → | DT 358 | D 6 | Series 3965 | 03.1971 → 12.1986 | D 358 | D 4 |
| Series 1700 | 01.1971 → | 6.354 | D 7 | Series 3965 | 03.1971 → 12.1986 | UD 358 | D 4 |
| Series 1800 | 01.1970 → 12.1972 | 6.354.2 | D 8 | Series 3966 | 01.1965 → | D 358 | D 4 |
| Series 1800 | 01.1972 → 12.1975 | 6.354 V | D 7 | Series 3966 | 01.1965 → | UD 358 | D 4 |
| Series 1820 | 01.1975 → | 6.354 | D 7 | Series 3980 | 03.1972 → 12.1986 | D 358 | D 4 |
| SERIES 200 | | | | Series 3984 | 01.1965 → | D 358 | D 4 |
| Series 212 | 01.1956 → | DD 66 | D 1 | Series 3984 | 01.1965 → | UD 358 | D 4 |
| Series 214 | 01.1956 → 1963 | DD 66 | D 1 | Series 3994 | 01.1978 → | DT 402 | D 14 |
| Series 215 | 01.1956 → 1963 | DD 66 | D 1 | SERIES 400 | | | |
| Series 217 | 01.1956 → 1975 | DD 74 | D 2 | Series 414 | 01.1963 → 06.1986 | BD 154 | D 3 |
| Series 219 | 01.1956 → | DD 74 | D 2 | Series 421 | 01.1967 → | D 239 | D 4 |
| Series 221 | 01.1966 → 12.1974 | UD 206 | D 5 | Series 423 | 12.1967 → 02.1975 | D 155 | D 5 |
| Series 221 | 10.1972 → 12.1974 | D 206 | D 5 | Series 423 | 12.1967 → 02.1975 | UD 155 | D 5 |
| Series 238 | 01.1963 → | BD 154 | D 3 | Series 424 | 01.1963 → 06.1986 | BD 154 | D 3 |
| Series 240 | 01.1965 → | D 179 | D 4 | Series 430 | 01.1953 → 1963 | D 132 | D 1 |
| Series 240 | 01.1965 → | UD 179 | D 4 | Series 431 | 11.1972 → 06.1986 | D 310 | D 5 |
| Series 258 | 01.1966 → | D 206 | D 5 | Series 431 | 11.1972 → 06.1986 | UD 310 | D 5 |
| Series 270 | 01.1973 → | D 402 | D 12 | Series 431 | 02.1973 → 06.1986 | D 239 | D 4 |
| Series 270 | 1974 → | D 268 | D 12 | Series 432 | 01.1953 → 1963 | D 132 | D 1 |
| SERIES 2000 | | | | Series 433 | 06.1973 → 06.1990 | D 155 | D 5 |



| | | | | Pos | | | | | Pos |
|--------------------|-------------------|--------|---|-----|--------------------|-------------------|------------|---|-----|
| Series 433 | 06.1973 → 06.1990 | UD 155 | D | 5 | Series 654 | 03.1972 → 12.1974 | D 206 | D | 5 |
| Series 434 | 01.1963 → 06.1990 | BD 154 | D | 3 | Series 654 | 03.1972 → 12.1974 | UD 206 | D | 5 |
| Series 440 | 01.1991 → | D 155 | D | 5 | Series 660 | 01.1972 → | 4.236 | D | 9 |
| Series 444 | 01.1973 → 12.1975 | BD 154 | D | 3 | Series 664 | 01.1972 → 12.1977 | D 239 | D | 4 |
| Series 452 | 01.1965 → | D 239 | D | 4 | Series 674 | 01.1973 → 12.1975 | D 239 | D | 4 |
| Series 453 | 07.1971 → 03.1975 | D 155 | D | 5 | Series 684 | 01.1965 → | D 239 | D | 4 |
| Series 453 | 07.1971 → 03.1975 | UD 155 | D | 5 | Series 686 | 04.1976 → 12.1985 | D 310 | D | 5 |
| Series 454 | 10.1970 → 12.1977 | D 179 | D | 4 | Series 686 | 04.1976 → 06.1986 | UD 310 | D | 5 |
| Series 454 | 01.1973 → 12.1977 | UD 179 | D | 4 | SERIES 6000 | | | | |
| Series 464 | 01.1965 → 06.1986 | D 179 | D | 4 | Series 6800 | 01.1998 → | OM 942.967 | D | 15 |
| Series 464 | 01.1965 → 06.1986 | UD 179 | D | 4 | SERIES 700 | | | | |
| Series 474 | 01.1973 → 12.1975 | D 206 | D | 5 | Series 706 | 01.1965 → | UD 310 | D | 5 |
| Series 475 | 01.1975 → | 4.212 | D | 10 | Series 711 | 01.1966 → | D 310 | D | 5 |
| Series 484 | 01.1965 → | D 179 | D | 4 | Series 715 | 01.1966 → | D 310 | D | 5 |
| Series 484 | 01.1965 → | UD 179 | D | 4 | Series 724 | 10.1969 → 01.1974 | D 239 | D | 4 |
| SERIES 4000 | | | | | Series 733 | 02.1979 → 12.1990 | D 206 | D | 5 |
| Series 4210 | 01.1993 → | D 239 | D | 4 | Series 733 | 02.1979 → 12.1990 | UD 206 | D | 5 |
| Series 4230 | 01.1993 → | D 268 | D | 12 | Series 740 | 06.1990 → | D 206 | D | 5 |
| Series 4240 | 01.1993 → | D 268 | D | 12 | Series 743 | 04.1980 → 12.1990 | D 239 | D | 4 |
| Series 4500 | 01.1965 → | D 179 | D | 4 | Series 744 | 02.1974 → 08.1984 | D 239 | D | 4 |
| Series 4500 | 01.1965 → | UD 179 | D | 4 | Series 745 | 04.1980 → | D 239 | D | 4 |
| SERIES 500 | | | | | Series 756 | 01.1965 → | D 310 | D | 5 |
| Series 500 | 01.1975 → 06.1986 | BD 154 | D | 3 | Series 756 | 01.1965 → | UD 310 | D | 5 |
| Series 500 | 01.1986 → 06.1986 | D 155 | D | 5 | Series 782 | 01.1966 → | D 310 | D | 5 |
| Series 503 | 01.1966 → | D 155 | D | 5 | Series 784 | 01.1974 → | D 246 | D | 11 |
| Series 510 | 01.1973 → 12.1986 | D 402 | D | 12 | Series 786 | 01.1966 → | D 310 | D | 5 |
| Series 510 | 01.1976 → 12.1986 | D 268 | D | 12 | SERIES 7000 | | | | |
| Series 515 | 09.1976 → 12.1986 | D 358 | D | 4 | Series 7000 | 01.1963 → | BD 154 | D | 3 |
| Series 515 | 09.1976 → 12.1986 | UD 358 | D | 4 | Series 7800 | 01.1998 → | OM 942.967 | D | 15 |
| Series 520 | 01.1965 → | D 358 | D | 4 | SERIES 80 | | | | |
| Series 523 | 01.1965 → | D 179 | D | 4 | Series 84 | 01.1974 → | D 246 | D | 11 |
| Series 523 | 01.1965 → | UD 179 | D | 4 | Series 85 | 01.1969 → 12.1970 | BD 154 | D | 3 |
| Series 530 | 10.1978 → 12.1986 | DT 402 | D | 14 | Series 86 | 01.1966 → | D 310 | D | 5 |
| Series 531 | 09.1972 → 06.1986 | D 310 | D | 5 | SERIES 800 | | | | |
| Series 531 | 09.1972 → 06.1996 | D 358 | D | 4 | Series 824 | 04.1971 → 02.1974 | D 239 | D | 4 |
| Series 531 | 09.1972 → 06.1996 | UD 310 | D | 5 | Series 824 | 04.1971 → 02.1974 | D 246 | D | 11 |
| Series 531 | 09.1972 → 06.1996 | UD 358 | D | 4 | Series 826 | 01.1969 → 06.1986 | D 358 | D | 4 |
| Series 533 | 06.1973 → 12.1990 | D 155 | D | 5 | Series 826 | 01.1969 → 06.1986 | UD 358 | D | 4 |
| Series 540 | 01.1988 → | D 155 | D | 5 | Series 833 | 09.1981 → 12.1990 | D 239 | D | 4 |
| Series 541 | 03.1976 → 06.1986 | D 358 | D | 4 | Series 834 | 06.1973 → 02.1974 | D 246 | D | 11 |
| Series 544 | 01.1970 → 12.1985 | D 239 | D | 4 | Series 840 | 01.1991 → | D 239 | D | 4 |
| Series 553 | 03.1972 → 01.1974 | D 179 | D | 4 | Series 841 | 01.1965 → | UD 206 | D | 5 |
| Series 553 | 03.1972 → 01.1974 | UD 179 | D | 4 | Series 844 | 01.1965 → 12.1990 | D 358 | D | 4 |
| Series 554 | 02.1974 → 02.1975 | D 206 | D | 5 | Series 844 | 1973 → 12.1990 | D 402 | D | 12 |
| Series 554 | 02.1974 → 02.1975 | UD 206 | D | 5 | Series 844 | 01.1974 → 12.1990 | D 246 | D | 11 |
| Series 574 | 01.1970 → 12.1985 | D 239 | D | 4 | Series 844 | 02.1975 → 12.1990 | D 268 | D | 12 |
| Series 584 | 01.1966 → | D 206 | D | 5 | Series 845 | 01.1973 → | D 402 | D | 12 |
| Series 584 | 01.1966 → | UD 206 | D | 5 | Series 851 | 01.1965 → | UD 206 | D | 5 |
| SERIES 600 | | | | | Series 856 | 11.1986 → | DT 239 | D | 6 |
| Series 609 | 01.1965 → | D 239 | D | 4 | Series 861 | 06.1969 → 10.1972 | D 239 | D | 4 |
| Series 616 | 01.1965 → | UD 310 | D | 5 | Series 871 | 01.1966 → | D 310 | D | 5 |
| Series 622 | 01.1965 → | UD 310 | D | 5 | Series 871 | 01.1966 → | UD 310 | D | 5 |
| Series 624 | 01.1965 → | D 206 | D | 5 | Series 871 | 06.1969 → 10.1972 | D 239 | D | 4 |
| Series 624 | 01.1965 → | UD 206 | D | 5 | Series 884 | 01.1966 → | D 206 | D | 5 |
| Series 630 | 01.1965 → | D 358 | D | 4 | Series 886 | 03.1976 → 06.1986 | D 358 | D | 4 |
| Series 630 | 01.1965 → | UD 358 | D | 4 | Series 886 | 03.1976 → 06.1986 | UD 358 | D | 4 |
| Series 633 | 01.1965 → 12.1990 | D 206 | D | 5 | Series 891 | 01.1966 → | D 310 | D | 5 |
| Series 633 | 01.1965 → 12.1990 | UD 206 | D | 5 | Series 891 | 01.1966 → | UD 310 | D | 5 |
| Series 633 | 01.1975 → 12.1985 | D 179 | D | 4 | SERIES 8000 | | | | |
| Series 633 | 01.1975 → 12.1990 | UD 179 | D | 4 | Series 8111 | 01.1964 → 06.1986 | D 358 | D | 4 |
| Series 640 | 01.1965 → | D 358 | D | 4 | Series 8790 | 06.1996 → | OM 942.967 | D | 15 |
| Series 640 | 01.1965 → | UD 358 | D | 4 | SERIES 90 | | | | |
| Series 640 | 1972 → | DT 358 | D | 6 | Series 95 | 01.1966 → | UD 310 | D | 5 |
| Series 640 | 06.1990 → | D 179 | D | 4 | SERIES 900 | | | | |
| Series 644 | 01.1974 → 06.1986 | D 206 | D | 5 | Series 923 | 01.1981 → 06.1986 | D 358 | D | 4 |
| Series 644 | 01.1974 → 06.1986 | UD 206 | D | 5 | Series 940 | 01.1991 → | D 239 | D | 4 |
| Series 645 | 01.1966 → | D 206 | D | 5 | Series 943 | 01.1965 → | D 358 | D | 4 |
| Series 650 | 01.1972 → 12.1986 | DT 358 | D | 6 | Series 946 | 06.1971 → 09.1977 | D 310 | D | 5 |
| Series 650 | 03.1978 → 12.1986 | DT 402 | D | 14 | Series 946 | 06.1971 → 09.1977 | UD 310 | D | 5 |



| | | | | Pos | | | | | Pos |
|--------------------|-------------------|--------|---|-----|--|--|--|--|-----|
| Series 953 | 01.1972 → | DT 358 | D | 6 | | | | | |
| Series 953 | 1978 → | DT 402 | D | 14 | | | | | |
| Series 955 | 03.1976 → 12.1985 | D 310 | D | 5 | | | | | |
| Series 955 | 03.1976 → 12.1985 | UD 310 | D | 5 | | | | | |
| Series 955 | 11.1979 → 09.1982 | UD 358 | D | 4 | | | | | |
| Series 955 | 11.1979 → 12.1986 | D 358 | D | 4 | | | | | |
| Series 956 | 09.1982 → 12.1985 | D 358 | D | 4 | | | | | |
| Series 956 | 09.1982 → | UD 358 | D | 4 | | | | | |
| SERIES 9000 | | | | | | | | | |
| Series 9000 | 01.1965 → | UD 310 | D | 5 | | | | | |



| | | | Type | | | | | | | |
|--|--------|------------------------------------|---------------|----------|---------------------------------------|---------------------------------------|--------------|----------------|-------------------------------|-------------------------------|
| 1 | | | 82,55 | | | | | | | |
| D 132 | | 01.1953 → 1963 | D | 4 | 1631 cm ³ | 2V | 22-30 kW | (33-40 PS) | 19:1 | 101,60 mm |
| DD 66 | | 01.1956 → | D | 2 | 1087 cm ³ | 2V | 10 kW | (14 PS) | 19:1 | 101,60 mm |
| DD 99 | | 01.1956 → 1963 | D | 3 | 1275 cm ³ | 2V | 15-17 kW | (20-24 PS) | 19:1 | 101,60 mm |
| | N Cyl. | A=90,4 | C=99,3 | L=179,5 | H=5,79 | 1 R 87,5 x 6 | | | 88 210 110 | |
| 2 | | | 87,312 | | | | | | | |
| DD 74 | | 01.1956 → | D | 2 | 1217 cm ³ | 2V | 12-14 kW | (17-19 PS) | 19:1 | 101,60 mm |
| DD 111 | | 01.1956 → | D | 3 | 1825 cm ³ | 2V | 17-19 kW | (24-26 PS) | 19:1 | 101,60 mm |
| DU 111 | | 01.1956 → | D | 3 | 1825 cm ³ | 2V | 25 kW | (35 PS) | 19:1 | 101,60 mm |
| | N Cyl. | A=95,25 | C=104 | L=179,4 | H=5,77 | 1 R 93 x 6 | | | 88 221 110 | |
| 3 | | | 88,9 | | | | | | | |
| BD 154 | | 01.1963 → | D | 4 | 2520 cm ³ | 2V | 26 kW | (36 PS) | | 101,60 mm |
| | 4 | KH 50,9 GL 99 | URK | 28 77 | 1 R 2,385 2 R 2,385 2 S 4,747 | CR | 1,40 1,50 | -0,08 +0,28 | 88,90 | 91 415 600 |
| 4 | | | 98,425 | | | | | | | |
| D 179 | | 01.1965 → | D | 3 | 2933 cm ³ | 2V | 36-38 kW | (49-52 PS) | 16:1 | 128,50 mm |
| D 239 | | 01.1965 → | D | 4 | 3910 cm ³ | 2V | 45-67 kW | (62-91 PS) | 16:1 | 128,50 mm |
| D 358 | | 01.1964 → | D | 6 | 5870 cm ³ | 2V | 72-104 kW | (98-142 PS) | 16:1 | 128,50 mm |
| UD 179 | | 01.1965 → | D | 3 | 2933 cm ³ | 2V | 50 kW | (68 PS) | 16:1 | 128,50 mm |
| UD 358 | | 01.1965 → | D | 6 | 5866 cm ³ | 2V | 104 kW | (141 PS) | 16:1 | 128,50 mm |
| | 3/4/6 | KH 67 MT -24 MØ 56 GL 107 | RTK | 36 82 | 1 T15 3,16 1 M 2,385 1 DSF 4,75 | CR G6 | 1,03 1,13 | +0,36 +0,74 | 98,425 | 90 730 600 |
| | N Cyl. | A=110,75 | C=119 | L=216,1 | H+F=7,7+1,1 | 1 FP 109,16 x 5 1 FP 109,16 x 4,75 | | | 88 891 150 (88 522) | 90 730 960 |
| | 3/4/6 | KH 67 MT -24 MØ 56 GL 102 | | 36 82 | 1 R 3,16 1 M 2,39 1 DSF 4,75 | CR | 1,03 1,13 | +0,36 +0,74 | 98,425 | 92 952 600 (90 729) |
| Fortsetzung nächste Seite / continued on next page / suite page suivante / continuación página próxima / Продолжение на следующей странице | | | | | | | | | | |



| | | | | | | | | |
|--|--------|-------------|-------|---------|-------------|---------------------------------------|-------------------------------|-------------------|
| | | Type | | | | | | |
| | N Cyl. | A=110,75 | C=119 | L=216,1 | H+F=7,7+1,1 | 1 FP 109,16 x 5 1 FP 109,16 x 4,75 | 88 891 150 (88 522) | 92 952 960 |

5 **98,425**

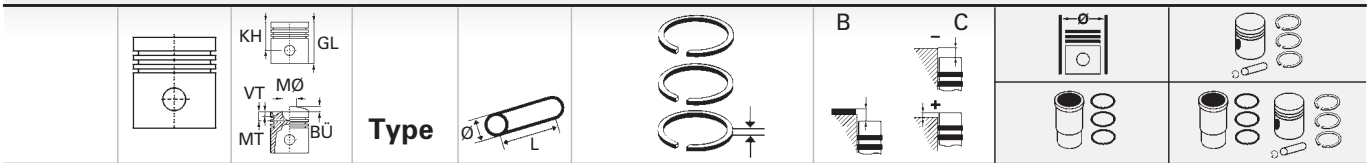
| | | | | | | | | | |
|---------------|-------------------|---|---|----------------------|----|----------|-------------|------|-----------|
| D 155 | 01.1966 → | D | 3 | 2533 cm ³ | 2V | 26-33 kW | (35-45 PS) | 16:1 | 111,10 mm |
| D 206 | 01.1965 → | D | 4 | 3382 cm ³ | 2V | 40-50 kW | (54-68 PS) | 16:1 | 111,10 mm |
| D 310 | 01.1965 → | D | 6 | 5070 cm ³ | 2V | 62-79 kW | (84-107 PS) | 16:1 | 111,10 mm |
| UD 155 | 01.1966 → 06.1990 | D | 3 | 2533 cm ³ | 2V | 26-33 kW | (35-45 PS) | 16:1 | 111,10 mm |
| UD 206 | 01.1965 → | D | 4 | 3382 cm ³ | 2V | 58 kW | (79 PS) | 16:1 | 111,10 mm |
| UD 310 | 01.1965 → | D | 6 | 5070 cm ³ | 2V | 90 kW | (123 PS) | 16:1 | 111,10 mm |

| | | | | | | | | |
|--|--------|--------------------------------------|-------|----------|---|---------------------------------------|-------------------------------|-------------------------------|
| | 3/4/6 | KH 67 MT -19,9 MØ 55 GL 107 | RTK | 36 82 | 1 T15 3,16 CR G6 1 M 2,385 CR 1 DSF 4,75 CR | 1,03 +0,46 1,13 +0,77 | 98,425 | 90 769 600 |
| | N Cyl. | A=110,75 | C=119 | L=201,1 | H+F=7,72+1,1 | 1 FP 109,16 x 5 1 FP 109,16 x 4,75 | 88 892 150 (88 521) | 90 769 960 |
| | 3/4/6 | KH 67 MT -19,9 MØ 55 GL 102 | | 36 82 | 1 R 3,16 CR 1 M 2,39 1 DSF 4,75 | 1,03 +0,46 1,13 +0,77 | 98,425 | 92 951 600 (90 768) |
| | N Cyl. | A=110,75 | C=119 | L=201,1 | H+F=7,72+1,1 | 1 FP 109,16 x 5 1 FP 109,16 x 4,75 | 88 892 150 (88 521) | 92 951 960 |

6 **98,425**

| | | | | | | | | | |
|---------------|-----------|-------|---|----------------------|----|-----------|--------------|------|-----------|
| DT 239 | 09.1973 → | D (A) | 4 | 3910 cm ³ | 2V | 60-62 kW | (82-85 PS) | 16:1 | 128,50 mm |
| DT 358 | 01.1968 → | D (A) | 6 | 5866 cm ³ | 2V | 77-100 kW | (105-136 PS) | 16:1 | 128,50 mm |

| | | | | | | | | |
|--|--------|--|-------|----------|---|---------------------------------------|-------------------------------|-------------------|
| | 4/6 | KH 66,9 MT -23,9 MØ 56 GL 106,9 | RTK | 38 82 | 1 T15 3,16 CR G6 1 M 2,385 CR 1 DSF 4,75 CR | 1,03 +0,36 1,13 +0,74 | 98,425 | 92 982 600 |
| | N Cyl. | A=110,75 | C=119 | L=216,1 | H+F=7,7+1,1 | 1 FP 109,16 x 5 1 FP 109,16 x 4,75 | 88 891 150 (88 522) | 92 982 960 |

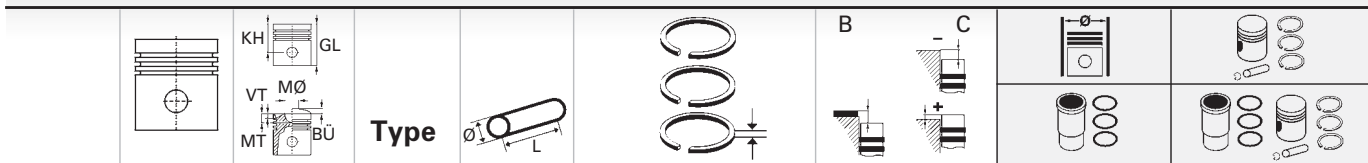


| | | | | | | | | | | | |
|----------|--------------|----------------|-------------------|---|---|----------------------|----|----------|-------------|------|-----------|
| 7 | 98,48 | 6.354 | 01.1969 → | D | 6 | 5794 cm ³ | 2V | 69-82 kW | (94-112 PS) | 16:1 | 126,80 mm |
| | | 6.354 V | 01.1972 → 12.1975 | D | 6 | 5794 cm ³ | 2V | 87 kW | (118 PS) | 16:1 | 126,80 mm |

| | | | | | | | | | | |
|--|---------|---|------------|----------------|-----------------------------------|-------|--|----------------|---------------------------------------|-------------------------------|
| | 6 | KH 69,91 MT -25,61 MØ 54,1 GL 120,71 | GEC URK | 34,925 84,1 | 1 R 2,385 2 M 2,39 2 S 6,34 | CR G3 | | +0,07 +0,26 | 98,48 | 92 774 600 (91 117) |
| | 098 026 | | | | | | | | | |
| | T Cyl. | A=103,2 | | L=228,8 | | | | | 88 354 190 semi (88 353) | 92 774 961 |
| | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | | | 88 355 190 semi | 92 774 962 |
| | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | | | 88 356 110 | 92 774 963 |

| | | | | | | | | | | | |
|----------|--------------|----------------|-------------------|---|---|----------------------|----|-------|----------|------|-----------|
| 8 | 98,48 | 6.354.2 | 01.1970 → 12.1972 | D | 6 | 5794 cm ³ | 2V | 85 kW | (115 PS) | 16:1 | 126,80 mm |
|----------|--------------|----------------|-------------------|---|---|----------------------|----|-------|----------|------|-----------|

| | | | | | | | | | | |
|--|--------|----------|----------|---------|-----------|--|--|--|---------------------------------------|--|
| | T Cyl. | A=103,2 | | L=228,8 | | | | | 88 354 190 semi (88 353) | |
| | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | | | 88 355 190 semi | |
| | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | | | 88 356 110 | |



| 9 | | 98,48 | | | | | | | | | | | |
|-------------|--------|---|------------------|----------------|---|-------------------------|--|----------|--|-----------------|--|--------------------------------|-------------------|
| 4.236 | | 01.1972 → | | D | 4 | 3864 cm ³ 2V | | 48-60 kW | | (59-80 PS) 16:1 | | 126,80 mm | |
| 098 M01 | 4 | KH 70,35 MT -20,2 MØ 61 GL 120,7 | URK | 34,925 84 | 1 R 2,385 CR G6 1 R 2,385 1 NM 2,385 1 DSF 6,335 CR 1 D 6,335 | | | | | | | 98,48 | 99 629 600 |
| | T Cyl. | A=103,2 | | L=228,8 | | | | | | | | 88 354 190 semi (88 353) | 99 629 960 |
| | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | | | | | | 88 355 190 semi | 99 629 961 |
| | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | | | | | | 88 356 110 | 99 629 962 |
| 098 049 | 4 | KH 70,25 MT -20,35 MØ 61 GL 121,05 | GEC RK RTK | 34,925 84,1 | 1 R 2,385 CR G3 1 M 2,385 CR 1 DSF 4,747 | | | | | +0,08 +0,25 | | 98,48 | 93 592 600 [1] |
| | T Cyl. | A=103,2 | | L=228,8 | | | | | | | | 88 354 190 semi (88 353) | 93 592 961 [1] |
| | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | | | | | | 88 355 190 semi | 93 592 962 [1] |
| | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | | | | | | 88 356 110 | 93 592 963 [1] |
| | T Cyl. | A=104,28 | C=107,442 | L=226,44 | H=3,861 | | | | | | | 89 514 190 semi | 93 592 964 [1] |

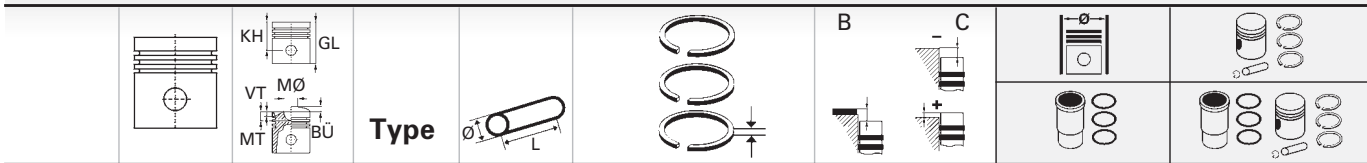
Fortsetzung nächste Seite / continued on next page / suite page suivante / continuación página próxima / Продолжение на следующей странице



| | | | Type | | | | | | |
|-----|--|--|------------|----------------|--|--|----------------|---------------------------------------|--------------------------|
| | 4 098 026 | KH 70,1 MT -20,5 MØ 61 GL 120,9 | GEC URK | 34,925 84,2 | 1 SM 2,39 CR G3 2 M 2,39 1 DSF 6,34 CR 1 S 6,34 | | +0,35 +0,58 | 98,48 | 91 118 600 [2] |
| | T Cyl. | A=103,2 | | L=228,8 | | | | 88 354 190 semi (88 353) | 91 118 961 |
| | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | | 88 355 190 semi | 91 118 962 |
| | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | | 88 356 110 | 91 118 963 |
| | T Cyl. | A=104,28 | C=107,442 | L=226,44 | H=3,861 | | | 89 514 190 semi | 91 118 964 |
| [1] | 01.1965 → | | | | | | | | |
| [2] | satzweise gegen 93 592 600 austauschbar exchangeable in sets against 93 592 600 échangeable sous forme de jeux contre 93 592 600 se puede cambiar el juego entero contra el 93 592 600 взаимозаменяемо комплектом с 93 592 600 | | | | | | | | |

10**98,48**

| 4.212 | 01.1975 → | D | 4 | 3475 cm ³ | 2V | 44-47 kW | (60-64 PS) | 15,5:1 | 114,00 mm |
|-------|--------------|--|----------|----------------------|--|----------|----------------|---------------------------------------|-------------------|
| | 4 098 042 | KH 76,5 MT -19,1 MØ 59,7 GL 127,3 | | 34,925 84,2 | 1 R 2,385 CR G3 2 M 2,39 1 DSF 6,34 CR | | +0,38 +0,53 | 98,48 | 92 085 600 |
| | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | | 88 356 110 | 92 085 960 |
| | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | | 88 355 190 semi | 92 085 961 |
| | T Cyl. | A=103,2 | | L=228,8 | | | | 88 354 190 semi (88 353) | |



| | | | | | | | | | | | | |
|---------------|--------|------------|-------|---------|----------------------|---------------------------------------|----------|------------|--------|-----------|-------------------|--|
| 11 | | 100 | | | | | | | | | | |
| D 246 | | 04.1971 → | D | 4 | 4037 cm ³ | 2V | 54-60 kW | (73-82 PS) | 16:1 | 128,50 mm | | |
| DT 268 | | | D (A) | 6 | 6587 cm ³ | 2V | 107 kW | (145 PS) | 15,6:1 | 139,70 mm | | |
| | N Cyl. | A=110,75 | C=119 | L=216,1 | H+F=7,72+1,1 | 1 FP 109,16 x 5 1 FP 109,16 x 4,75 | | | | | 89 018 150 | |

| | | | | | | | | | | | | |
|--------------|----------------|--------------------------------------|-------|----------|--|---------------------------------------|----------------|------------|------|-----------|-------------------|-------------------------------|
| 12 | | 100 | | | | | | | | | | |
| D 268 | | 1974 → | D | 4 | 4386 cm ³ | 2V | 56-60 kW | (77-82 PS) | 15:1 | 139,70 mm | | |
| D 402 | | 1973 → | D (A) | 6 | 6587 cm ³ | 2V | 84 kW | (114 PS) | 15:1 | 139,70 mm | | |
| | 4/6 100 206 | KH 67 MT -24 MØ 59,5 GL 107 | RTK | 36 82 | 1 T15 3,16 CR G6 1 M 2,385 CR 1 DSF 4,747 CR | | +0,36 +0,74 | | | | 100,00 | 93 253 600 (93 254) |
| | N Cyl. | A=110,75 | C=119 | L=216,1 | H+F=7,72+1,1 | 1 FP 109,16 x 5 1 FP 109,16 x 4,75 | | | | | 89 018 150 | 93 253 960 |

| | | | | | | | | | | | | |
|--------------------|----------------|---|-------|----------|--|--------------------------|--------------|-------------|------|-----------|---|---|
| 13 | | 100 | | | | | | | | | | |
| F 4 L 912 D | | 01.1973 → 12.1986 | D | 4 | 3770 cm ³ | 2V | 19-59 kW | (20-80 PS) | 17:1 | 120,00 mm | | |
| F 6 L 912 D | | 07.1973 → 12.1986 | D | 6 | 5655 cm ³ | 2V | 42-92 kW | (57-125 PS) | 17:1 | 120,00 mm | | |
| | 4/6 100 127 | KH 71,9 MT -21,4 MØ 55 BÜ +5,7 GL 123,6 | | 35 80 | 1 T15 3 CR G3 2 M 2,5 1 DSF 5 CR | | 1,00 1,20 | | | | 100,00 100,50 101,00 | 91 395 700 91 395 710 91 395 720 |
| | R Cyl. | A=110 | C=120 | L=222,3 | H=137,3 | 2 SI 110,1 x 117,6 x 0,2 | | | | | 89 005 110 [1] (88 485) | 91 395 971 |
| | 4/6 100 171 | KH 71,9 MT -21,4 MØ 55 BÜ +5,7 GL 123,6 | | 35 80 | 1 T15 2,94 CR G6 1 M 2,55 1 DSF 5 CR | | 1,00 1,20 | | | | 100,00 100,50 | 92 815 600 [2] 92 815 610 [2] |
| | R Cyl. | A=110 | C=120 | L=222,3 | H=136,8 | 1 SI 110,1 x 117,6 x 0,5 | | | | | 89 495 110 [3] | 92 815 961 |
| | R Cyl. | A=110 | C=120 | L=222,3 | H=137,3 | 2 SI 110,1 x 117,6 x 0,2 | | | | | 89 005 110 [1] (88 485) | 92 815 960 |

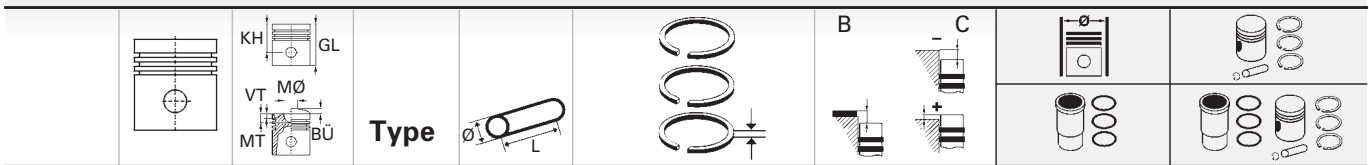
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| | | KH VT MT | GL MØ BÜ | Type | \varnothing L | | B | C | | | |
|-----|---|---|----------------|---------|--------------------|--|--------------------------|---|--------------------------------------|--------------------------|--|
| | 4/6 100 217 | KH 71,8 MT -21,4 MØ 55 BÜ +5,7 GL 123,6 | | | 35 80 | 1 T15 2,94 CR G6 1 M 2,03 1 DSF 3,5 CR | 1,00 1,20 | | | | |
| | R Cyl. | A=110 | C=120 | L=222,3 | H=136,8 | | 1 SI 110,1 x 117,6 x 0,5 | | 89 495 110 [3] | 93 535 961 [5] | |
| | R Cyl. | A=110 | C=120 | L=222,3 | H=137,3 | | 2 SI 110,1 x 117,6 x 0,2 | | 89 005 110 [1] (88 485) | 93 535 960 | |
| | R Cyl. | A=110 | C=120 | L=222,3 | H=136,8 | | 1 SI 110,1 x 117,6 x 0,5 | | 89 495 110 [3] | 91 395 962 [5] | |
| [1] | → 09.1996 | | | | | | | | | | |
| [2] | 3-Ringausführung, mit Ölring 5 mm 3-ring piston, with oil control ring 5 mm piston à 3 segments, avec segment racleur de 5 mm pistón con 3 segmentos, con rascador de láminas de 5 mm 3-кольцевое исполнение, с маслосъемным кольцом 5 мм | | | | | | | | | | |
| [3] | 10.1996 → | | | | | | | | | | |
| [4] | 3-Ringausführung, mit Ölring 3,5 mm 3-ring piston, with oil control ring 3,5 mm piston à 3 segments, avec segment racleur de 3,5 mm pistón con 3 segmentos, con rascador de láminas de 3,5 mm 3-кольцевое исполнение, с маслосъемным кольцом 3,5 мм | | | | | | | | | | |
| [5] | neue Ausführung/new version/nuevo modelo/nouveau modèle/новое исполнение | | | | | | | | | | |

14 **100**

| DT 402 | 1978 → | D (A) | 6 | 6587 cm ³ | 2V | 107-120 kW | (145-163 PS) | 15:1 | 139,70 mm |
|--------|--------------|--|-------|----------------------|------------------------------------|---------------------------------------|----------------|-------------------|-------------------|
| | 6 100 206 | KH 66,9 MT -24 MØ 59,5 GL 106,9 | RTK | 38 82 | 2 T15 3,16 CR G6 1 DSF 4,747 CR | 0,12 0,68 | +0,36 +0,74 | 100,00 | 93 445 700 |
| | N Cyl. | A=110,75 | C=119 | L=216,1 | H+F=7,72+1,1 | 1 FP 109,16 x 5 1 FP 109,16 x 4,75 | | 89 018 150 | 93 445 970 |



15 **130**
OM 942.967 Euro 2/ 06.1996 → **D (LA) 8 15928 cm³ 4V 370-380 kW (503-516 PS) 17,25:1 150,00 mm**
3




| | | | | | | | | | |
|----------|--------|--|--------------------------|-----------|----------------------------|--|--------------------------|-------------------|--------------------------------------|
| | 8 | KH 78,55 MT -16,5 MØ 92,8 GL 123,55 | RTK KKK TPL KBB | 52 103 | 1 T6 3 1 M 3 1 DSF 4 | CK ST CR G3 NT ST | +0,27 +0,61 | 130,00 | 40 448 601 (99 378) |
| | N Cyl. | A=150 | C=164,1 | L=258 | H+F=10,12+1,1 | 1 T 153,3 x 163,5 x 0,15 2 FP 149 x 158,6 x 7 (50 006 666) | 89 878 110 [1] | 40 448 963 | |
| | 8 | KH 78,25 MT -16,5 MØ 92,8 GL 123,25 | RTK KKK TPL KBB | 52 103 | 1 T6 3 1 M 3 1 DSF 4 | CK ST CR G3 NT ST | +0,27 +0,61 | 130,00 | 40 463 601 [3] (40 038) |
| | N Cyl. | A=150 | C=164,1 | L=258 | H+F=10,12+1,1 | 1 T 153,3 x 163,5 x 0,15 2 FP 149 x 158,6 x 7 (50 006 666) | 89 878 110 [1] | 40 463 963 | |
| | N Cyl. | A=150 | C=164,1 | L=258 | H+F=10,12+1,1 | 1 T 153,3 x 163,5 x 0,15 2 FP 149 x 158,6 x 7 (50 006 666) | 89 879 110 [2] | 40 448 964 | |
| | N Cyl. | A=150 | C=164,1 | L=258 | H+F=10,12+1,1 | 1 T 153,3 x 163,5 x 0,15 2 FP 149 x 158,6 x 7 (50 006 666) | 89 879 110 [2] | 40 463 964 | |

- [1] Für Kurbelgehäuse mit Kühlbohrungen. Mit Kühlnut unterhalb des Buchsenbundes.
For crankcases with cooling bores. With cooling groove below the cylinder flange.
Para cárteres de cigüeñales con orificios de enfriamiento. Con ranura de refrigeración de bajo de collar de la camisa.
Pour les carters de vilebrequin avec orifices de refroidissement. Avec gorge de refroidissement en-dessous de la colletterie de chemise.
Для картеров с отверстиями охлаждения. С пазом охлаждения под заплечиком гильзы.
- [2] Für Kurbelgehäuse ohne Kühlbohrungen. Mit Kühlnut 20 mm unterhalb des Buchsenbundes.
For crankcases without cooling bores. With cooling groove 20 mm below the cylinder flange.
Para cárteres de cigüeñales sin orificios de enfriamiento. Con ranura de refrigeración 20 mm de bajo de collar de la camisa.
Pour les carters de vilebrequin sans orifices de refroidissement. Avec gorge de refroidissement 20 mm en-dessous de la colletterie de chemise.
Для картеров без отверстий охлаждения. С пазом охлаждения 20 мм под заплечиком гильзы.
- [3] KH -0,30 mm



| | | |
|------------------------|------------------------------|------------|
| IHC-CASE (CNH) | → MERCEDES-BENZ | 562 |
| | → PERKINS | 738 |
| | → SCANIA | 863 |
| IKARBUS BELGRAD | → MAN | 465 |
| | → RABA | 781 |
| INGERSOLL-RAND | → PERKINS | 738 |



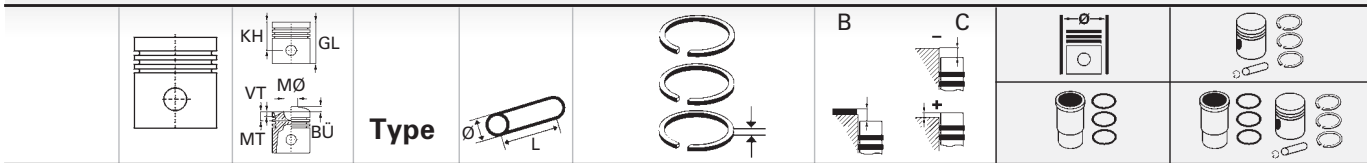
| |  | Cyl. |  | mm | cm ³ |  | Comp. Ratio ε | kW | PS | Pos |
|---------|---|----------|---|--------------|-----------------|---|------------------|-------|---------|-----|
| | | | | | | | | | | |
| C190 | | D 4 | | 86 x 84 | 1951 | 2 | 20:1 | 40 | 55 | 5 |
| C223 | | D 4 | | 88 x 92 | 2238 | 2 | 21:1 | 45 | 61 | 6 |
| TD27 | | D 4 | | 96 x 92 | 2664 | 2 | 21,8:1 | 62-73 | 85-99 | 12 |
| TD42 | | D 6 | | 96 x 96 | 4169 | 2 | 22,7:1 | 92 | 125 | 12 |
| 4EC1 | | D 4 | | 76 x 82 | 1488 | 2 | 23:1 | 37 | 50 | 1 |
| 4EC1-T | | D (A) 4 | | 76 x 82 | 1488 | 2 | 22,5:1 | 49-54 | 67-73 | 2 |
| 4EE1-T | | D (LA) 4 | | 79 x 86 | 1686 | 2 | 22:1 | 60-65 | 82-88 | 3 |
| 4JA1 | | D 4 | | 93 x 92 | 2499 | 2 | | 50-56 | 73-76 | 8 |
| 4JB1 | | D 4 | | 93 x 102 | 2771 | 2 | | 50 | 68 | 7 |
| 4JB1-T | | D (A) 4 | | 93 x 102 | 2771 | 2 | 18,2:1 | 64-74 | 87-100 | 9 |
| 2.2 L | | B 4 | | 86 | 2189 | 2 | 8,6:1 | | | 4 |
| 4 JX1T | | D (LA) 4 | | 95,4 x 104,9 | 2999 | 4 | 19:1 | 117 | 159 | 11 |
| 4JB1-TC | | D (LA) 4 | | 93 x 102 | 2771 | 2 | 17,5:1 | 78-85 | 108-115 | 7 |
| 4JG2-T | | D (LA) 4 | | 95,4 x 107 | 3059 | 2 | 20:1 | 77-84 | 105-114 | 10 |



| | | | Pos | | | | Pos |
|---------------------|-------------------|---------|-----|----|--|--|-----|
| BIGHORN | | | | | | | |
| Bighorn 2.2 D | 09.1981 → 03.1988 | C223 | D | 6 | | | |
| Bighorn 2.8 D | 01.1984 → | 4JB1 | D | 7 | | | |
| Bighorn 2.8 TD | 08.1987 → 11.1991 | 4JB1-T | D | 9 | | | |
| Bighorn 2.8 TDI | 10.1988 → 12.1992 | 4JB1-TC | D | 7 | | | |
| CAMPO | | | | | | | |
| Campo 2.0 D | 08.1981 → 1986 | C190 | D | 5 | | | |
| Campo 2.2 D | 08.1988 → | C223 | D | 6 | | | |
| Campo 2.5 D | 08.1986 → | 4JA1 | D | 8 | | | |
| Campo 3.1 TD | 09.1991 → | 4JG2-T | D | 10 | | | |
| FARGO | | | | | | | |
| Fargo 2.7 D | 08.1995 → | TD27 | D | 12 | | | |
| FASTAR | | | | | | | |
| Fastar 2.0 D | 01.1971 → 05.1988 | C190 | D | 5 | | | |
| Fastar 2.2 D | 04.1985 → 09.1989 | C223 | D | 6 | | | |
| Fastar 2.8 D | 09.1989 → | 4JB1 | D | 7 | | | |
| FLORIAN | | | | | | | |
| Florian 2.0 D | 01.1971 → 05.1988 | C190 | D | 5 | | | |
| GEMINI | | | | | | | |
| Gemini 1.5 D | 05.1985 → 04.1990 | 4EC1 | D | 1 | | | |
| Gemini 1.5 TD | 05.1985 → 04.1990 | 4EC1-T | D | 2 | | | |
| Gemini 1.7 TD | 03.1990 → 02.1993 | 4EE1-T | D | 3 | | | |
| Gemini 2.0 D | 01.1971 → 05.1988 | C190 | D | 5 | | | |
| GEO | | | | | | | |
| Geo Storm 1.7 TD | 02.1990 → 03.1993 | 4EE1-T | D | 3 | | | |
| IMPULSE | | | | | | | |
| Impulse 1.7 TD | 02.1990 → 02.1993 | 4EE1-T | D | 3 | | | |
| JOURNEY | | | | | | | |
| Journey 2000 | 01.1971 → 05.1983 | C190 | D | 5 | | | |
| MICRO-BUS | | | | | | | |
| Micro-Bus 4200 | 09.1993 → | TD42 | D | 12 | | | |
| MU | | | | | | | |
| Mu 2.8 D | 05.1990 → 07.1993 | 4JB1 | D | 7 | | | |
| STYLUS | | | | | | | |
| Stylus 1.7 TD | 03.1990 → | 4EE1-T | D | 3 | | | |
| TROOPER | | | | | | | |
| Trooper 2.2 D | 02.1981 → 10.1988 | C223 | D | 6 | | | |
| Trooper 2.5 D | 01.1988 → | 4JA1 | D | 8 | | | |
| Trooper 2.8 D | 01.1984 → | 4JB1 | D | 7 | | | |
| Trooper 2.8 TD | 10.1987 → 12.1992 | 4JB1-T | D | 9 | | | |
| Trooper 2.8 TDI | 10.1988 → 12.1992 | 4JB1-TC | D | 7 | | | |
| Trooper 3.0 TDi 16V | 04.2000 → | 4 JX1T | D | 11 | | | |
| ELF | | | | | | | |
| Elf 150 2000 | 01.1971 → 05.1988 | C190 | D | 5 | | | |
| Elf 150 2500 | 07.1984 → 07.1993 | 4JA1 | D | 8 | | | |
| Elf 150 2800 | 07.1984 → 07.1993 | 4JB1 | D | 7 | | | |
| Elf 250 2800 | 07.1984 → 07.1993 | 4JB1 | D | 7 | | | |
| N-SERIES | | | | | | | |
| NHR 2.5 D | 01.1985 → | 4JA1 | D | 8 | | | |
| NKR 2.5 D | 01.1985 → | 4JA1 | D | 8 | | | |
| NKR 2.8 D | 02.1986 → | 4JB1 | D | 7 | | | |



| | | | | Type | | | | | | |
|---------------|---|--|-----------|------|-----------------|----------------------|-----------------|----------------|--|---|
| 1 | | 76 | | | | | | | | |
| 4EC1 | | 05.1985 → 04.1990 | D | | 4 | 1488 cm ³ | 2V | 37 kW | (50 PS) 23:1 | 82,00 mm |
| | T Cyl. | A=80 | | | | L=138 | | | 89 849 190 semi | |
| 2 | | 76 | | | | | | | | |
| 4EC1-T | | 05.1985 → 04.1990 | D (A) | | 4 | 1488 cm ³ | 2V | 49-54 kW | (67-73 PS) 22,5:1 | 82,00 mm |
| | 4 | KH 41,7 VT1 -0,35 MT -1,6 GL 71,7 | RTK | | 25 60 | 1 R 1 R 1 DSF | 2 1,5 3 | CR CR CR | 76,02 76,52 77,02 | 94 514 600 94 514 610 94 514 620 |
| | T Cyl. | A=80 | | | | L=138 | | | 89 849 190 semi | 94 514 960 |
| 3 | | 79 | | | | | | | | |
| 4EE1-T | | 02.1990 → | D (LA) | | 4 | 1686 cm ³ | 2V | 60-65 kW | (82-88 PS) 22:1 | 86,00 mm |
| | 4 | KH 39,6 VT1 -0,50 MT -1,5 GL 69,6 | RTK RK | | 27 64 | 1 R 1 R 1 DSF | 2 1,5 3 | CR CR CR | 79,00 79,50 80,00 | 94 861 600 94 861 610 94 861 620 |
| 4 | | 86 | | | | | | | | |
| 2.2 L | | | B | | 4 | 2189 cm ³ | 2V | | 8,6:1 | |
| | 4 | KH 30 MT -7,1 MØ 65 GL 50 | | | 21 61,5 K | 1 R 1 NM 1 SLF | 1,5 1,5 3 | MO G6 CR | 86,00 | 97 333 605 |
| | 086 714 | | | | | | | | | |
| 5 | | 86 | | | | | | | | |
| C190 | | 01.1971 → 05.1988 | D | | 4 | 1951 cm ³ | 2V | 40 kW | (55 PS) 20:1 | 84,00 mm |
| | T Cyl. | A=88,01 | C=93,98 | | | L=163,37 | H=0,92 | | 89 359 110 [1] | |
| [1] | Cromard-Zylinder-Buchse Cromard-cylinder-liner Camisa de cilindro Cromard Chemise de cylindre Cromard Гильза цилиндра Cromard | | | | | | | | | |



| | | | | | | | | | |
|-------------|---|-----------|--------|----------------------|--------|-------|---------|--------------------------|----------|
| 6 | | 88 | | | | | | | |
| C223 | 02.1981 → | D | 4 | 2238 cm ³ | 2V | 45 kW | (61 PS) | 21:1 | 92,00 mm |
| | T Cyl. | A=89,97 | C=94,9 | L=163,3 | H=0,89 | | | 89 360 110 [1] | |
| [1] | Cromard-Zylinder-Buchse Cromard-cylinder-liner Camisa de cilindro Cromard Chemise de cylindre Cromard Гильза цилиндра Cromard | | | | | | | | |

| | | | | | | | | | |
|----------------|---|-----------|-------|----------------------|--------|----------|--------------|--------------------------|-----------|
| 7 | | 93 | | | | | | | |
| 4JB1 | 01.1984 → | D | 4 | 2771 cm ³ | 2V | 50 kW | (68 PS) | | 102,00 mm |
| 4JB1-TC | 10.1988 → 12.1992 | D (LA) | 4 | 2771 cm ³ | 2V | 78-85 kW | (108-115 PS) | 17,5:1 | 102,00 mm |
| | T Cyl. | A=95 | C=101 | L=181 | H=0,92 | | | 89 520 110 [1] | |
| [1] | Cromard-Zylinder-Buchse Cromard-cylinder-liner Camisa de cilindro Cromard Chemise de cylindre Cromard Гильза цилиндра Cromard | | | | | | | | |

| | | | | | | | | | |
|-------------|-----------|---|-----|----------------------|----------------------------|----------|------------|--------------|-------------------|
| 8 | | 93 | | | | | | | |
| 4JA1 | 07.1984 → | D | 4 | 2499 cm ³ | 2V | 50-56 kW | (73-76 PS) | | 92,00 mm |
| | 4 | KH 47,9 VT1 -0,50 VT2 -0,50 MT -14,7 MØ 43,8 GL 87,9 | RTK | 31 76 | 1 R 2 1 NM 2 1 DSF 4 | G3 | | 93,00 | 99 340 600 |
| | 093 097 | | | | | | | | |

| | | | | | | | | | |
|---------------|-------------------|---|-------|----------------------|----------------------------|----------|-------------|--------------------------|-------------------|
| 9 | | 93 | | | | | | | |
| 4JB1-T | 08.1987 → 12.1992 | D (A) | 4 | 2771 cm ³ | 2V | 64-74 kW | (87-100 PS) | 18,2:1 | 102,00 mm |
| | 4 | KH 52 VT1 -0,50 VT2 -0,50 MT -19,3 MØ 44 GL 92 | RTK | 34 78 | 1 R 2 1 NM 2 1 DSF 4 | G3 | | 93,00 | 99 403 600 |
| | 093 093 | | | | | | | | |
| | T Cyl. | A=95 | C=101 | L=181 | H=0,92 | | | 89 520 110 [1] | 99 403 960 |

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| | | | | | | | | |
|-----|--|--|--|--|--|--|--|--|
| | | | | | | | | |
| [1] | Type Cromard-Zylinder-Buchse Cromard-cylinder-liner Camisa de cilindro Cromard Chemise de cylindre Cromard Гильза цилиндра Cromard | | | | | | | |




| | | | | | | | | | |
|---------------|-----------|-------------|---------|----------------------|-------|----------|-------------------|------|-----------|
| 10 | | 95,4 | | | | | | | |
| 4JG2-T | 09.1991 → | D (LA) | 4 | 3059 cm ³ | 2V | 77-84 kW | (105-114 PS) | 20:1 | 107,00 mm |
| | T Cyl. | A=97 | C=102,3 | L=178,6 | H=1,1 | | 89 817 110 | | |

| | | | | | | | | | |
|---------------|-----------|--|-------------------|----------------------|--|--------|--------------|-------------------|-----------|
| 11 | | 95,4 | | | | | | | |
| 4 JX1T | 04.2000 → | D (LA) | 4 | 2999 cm ³ | 4V | 117 kW | (159 PS) | 19:1 | 104,90 mm |
| | 4 | KH 50 MT -17,4 MØ 51,4 GL 101,7 | RTK KKK TPL | 31 76 | 1 T6 2,45 CR 1 M 2 CR 1 DSF 4 CR | | 95,40 | 40 056 600 | |
| | | | | | | | 95,90 | 40 056 610 | |

| | | | | | | | | | |
|-------------|-----------|-----------|---|----------------------|----|----------|------------|--------|----------|
| 12 | | 96 | | | | | | | |
| TD27 | 08.1995 → | D | 4 | 2664 cm ³ | 2V | 62-73 kW | (85-99 PS) | 21,8:1 | 92,00 mm |
| TD42 | 09.1993 → | D | 6 | 4169 cm ³ | 2V | 92 kW | (125 PS) | 22,7:1 | 96,00 mm |





| | | | | | | | | | |
|--|--------|------|-------|-------|-----|--|---------------------------|--|--|
| | T Cyl. | A=99 | C=105 | L=160 | H=5 | | 89 449 190 semi | | |
|--|--------|------|-------|-------|-----|--|---------------------------|--|--|



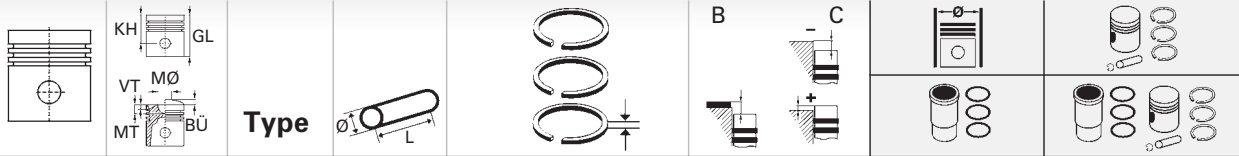
|  | | Cyl. |  mm | cm ³ |  | Comp. Ratio ε | kW | PS | Pos |
|---|--------|------|--|-----------------|---|------------------|----|-----|-----|
| FMBA | D (LA) | 4 | 86 x 86 | 1998 | 4 | 18,2:1 | 96 | 131 | 1 |



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|  | |  | Pos |  | |  | Pos |
|---|------------|---|-----|--|--|---|-----|
| X-TYPE | | | | | | | |
| X-Type 2.0 d 16V | 09.2003 -> | FMBA | D | 1 | | | |

J







| 1 | | 86 | | | | | | | | | | | |
|--|-----------|----------|------|----|----------------------|------|-------|----------|------------|----------|--|--|--|
| FMBA | 09.2003 → | D | (LA) | 4 | 1998 cm ³ | 4V | 96 kW | (131 PS) | 18,2:1 | 86,00 mm | | | |
|   | 4 | KH 47,7 | KKK | 30 | 1 R | 2 CK | G6 | 86,00 | 40 174 600 | | | | |
| | 086 187 | MT -15,2 | RTK | 67 | 1 NM | 2 | | 86,25 | 40 174 610 | | | | |
| | | MØ 43,3 | TPL | | 1 DSF | 2 NT | ST | 86,50 | 40 174 620 | | | | |
| | | GL 74,1 | | | | | | | | | | | |

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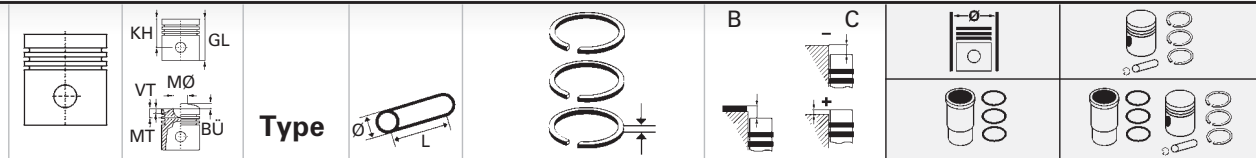


| | Cyl. | mm | cm ³ | | Comp. Ratio ε | kW | PS | Pos |
|----------------|----------|-----------|-----------------|---|------------------|---------|---------|-----|
| QSB6.7 | D (LA) 6 | 107 x 124 | 6750 | 4 | | 97-205 | 132-279 | 1 |
| 6CT 8.3 Euro 2 | D (A) 6 | 114 x 135 | 8270 | 2 | 17,3:1 | 127-274 | 172-372 | 2 |

J

|  | |  | Pos |  | |  | Pos |
|---|-----------|---|-----|--|--|---|-----|
| FASTRAC | | | | | | | |
| 2155 | 01.2007 → | QSB6.7 | D | 1 | | | |
| 2170 | 01.2007 → | QSB6.7 | D | 1 | | | |
| RADLADER / WHEEL LOADER | | | | | | | |
| 456 | | 6CT 8.3 | D | 2 | | | |

J






| | | | | | | | | | | |
|---------------|---------|--|-------------------|------------|---------------------------------|----------------------|----|------------------------|--------------------------------------|--|
| 1 | | 107 | | | | | | | | |
| QSB6.7 | | | 01.2007 → | D (LA) | 6 | 6750 cm ³ | 4V | 97-205 kW (132-279 PS) | 124,00 mm | |
| | 6 | KH 69,4 MT -13 MØ 79 GL 103,2 | RTK TPL KKK | 40 90,5 | 1 T15 3 1 M 2,5 1 DSF 3,5 | CK G6 CR CR | | 107,00 | 41 082 600 <small>NEW</small> | |
| | 107 011 | | | | | | | 107,50 | 41 082 620 <small>NEW</small> | |

| | | | | | | | | | | |
|-----------------------|---------|---|------------|----------|---------------------------------|---------------------------|-------------------------|-------------------|-------------------|--|
| 2 | | 114 | | | | | | | | |
| 6CT 8.3 Euro 2 | | | D (A) | 6 | 8270 cm ³ | 2V | 127-274 kW (172-372 PS) | 17,3:1 | 135,00 mm | |
| | 6 | KH 78,61 MT -21,8 MØ 63,4 GL 120,3 | RTK TPL | 45 91 | 1 T15 3,5 1 T15 3 1 DSF 4 | CR G6 G3 CR | | 114,00 | 99 677 600 | |
| | 114 711 | | | | | | | | | |
| | N Cyl. | A=125,68 | C=130,95 | L=234,12 | H+F=123,04+1,25 | 1 FP 118,2 x 122,7 x 3,95 | | 89 735 110 | 99 677 951 | |
| | N Cyl. | A=125,68 | C=130,95 | L=237,12 | H+F=123,04+1,25 | 1 FP 118,2 x 122,7 x 3,95 | | 89 644 110 | 99 677 960 | |
| | N Cyl. | A=125,68 | C=132,95 | L=237,12 | H+F=123,04+1,25 | 1 FP 118,2 x 122,7 x 3,95 | | 89 645 110 | 99 677 961 | |





J

JCB → **PERKINS** **738**

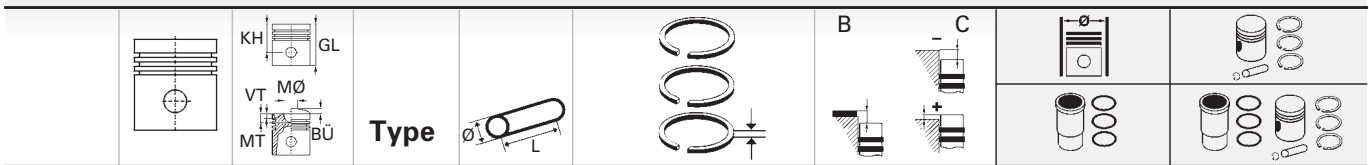


| |  | Cyl. |  | cm ³ |  | Comp. Ratio ε | kW | PS | Pos |
|-------------|---|------|---|-----------------|---|------------------|--------|---------|-----|
| | | | | | | | | | |
| 153.310 | D | 3 | 98 x 110 | 2490 | 2 | 16,7:1 | 23 | 32 | 1 |
| 153.510 | D | 4 | 98 x 110 | 3320 | 2 | 16,7:1 | 29 | 40 | 1 |
| 3.164 DL-01 | D | 3 | 102 x 110 | 2696 | 2 | 16,7:1 | 41 | 56 | 3 |
| 3.164 DL-03 | D | 3 | 102 x 110 | 2696 | 2 | 16,7:1 | 26-38 | 35-51 | 2 |
| 3.179 DL-01 | D | 3 | 106,5 x 110 | 2938 | 2 | 16,8:1 | 41 | 56 | 5 |
| 3.179 T | D (A) | 3 | 106,5 x 110 | 2938 | 2 | 16,8:1 | 59 | 79 | 7 |
| 3.239 D | D | 3 | 106,5 x 110 | 2938 | 2 | 16:1 | 41 | 56 | 4 |
| 4.039 D | D | 4 | 106,5 x 110 | 3920 | 2 | 17,8:1 | 60 | 80 | 5 |
| 4.039 T | D (A) | 4 | 106,5 x 110 | 3920 | 2 | 17,8:1 | 82 | 110 | 7 |
| 4.219 DL-01 | D | 4 | 102 x 110 | 3588 | 2 | 16,7:1 | 53 | 72 | 3 |
| 4.219 DL-03 | D | 4 | 102 x 110 | 3588 | 2 | 16,7:1 | 50 | 68 | 2 |
| 4.239 A | D (LA) | 4 | 106,5 x 110 | 3920 | 2 | 17,8:1 | 87 | 117 | 7 |
| 4.239 DL-01 | D | 4 | 106,5 x 110 | 3920 | 2 | 16:1 | 46-55 | 63-75 | 4 |
| 4.239 DL-03 | D | 4 | 106,5 x 110 | 3920 | 2 | 16:1 | 46-55 | 62-75 | 4 |
| 4.239 TL | D (A) | 4 | 106,5 x 110 | 3920 | 2 | 17,8:1 | 67 | 91 | 6 |
| 4.239 TL-02 | D (A) | 4 | 106,5 x 110 | 3920 | 2 | 17,8:1 | 60 | 82 | 6 |
| 6.059 D | D | 6 | 106,5 x 110 | 5878 | 2 | 17,8:1 | 89 | 120 | 5 |
| 6.059 T | D (A) | 6 | 106,5 x 110 | 5878 | 2 | 17,8:1 | 123 | 165 | 7 |
| 6.329 DL-01 | D | 6 | 102 x 110 | 5395 | 2 | 16,7:1 | 66 | 90 | 3 |
| 6.329 DL-03 | D (A) | 6 | 102 x 110 | 5380 | 2 | 16,2:1 | 63-68 | 86-92 | 2 |
| 6.359 A | D (LA) | 6 | 106,5 x 110 | 5878 | 2 | 16,8:1 | 131 | 176 | 7 |
| 6.359 DL-02 | D | 6 | 106,5 x 110 | 5878 | 2 | 16,8:1 | 71 | 97 | 4 |
| 6.359 D-02 | D | 6 | 106,5 x 110 | 5878 | 2 | 16:1 | 66 | 90 | 4 |
| 6.359 T | D (A) | 6 | 106,5 x 110 | 5878 | 2 | 17,8:1 | 82-102 | 112-139 | 6 |
| 6.359 TZ-02 | D | 6 | 106,5 x 110 | 5878 | 2 | 16,8:1 | 83 | 113 | 4 |
| 710 | D | 4 | 98 x 110 | 3320 | 2 | 16,7:1 | 37 | 50 | 1 |



|  | |  | | Pos |  | |  | | Pos |
|---|-------------------|---|---|-----|--|--|---|--|-----|
| SERIES JD | | | | | | | | | |
| Series JD 440 | 01.1968 → 1973 | 4.219 DL-01 | D | 3 | | | | | |
| SERIES MD | | | | | | | | | |
| Series MD 1075 | 12.1981 → 02.1992 | 6.359 TZ-02 | D | 4 | | | | | |
| Series MD 975 | 09.1975 → 05.1981 | 6.359 TZ-02 | D | 4 | | | | | |
| SERIES 700 | | | | | | | | | |
| Series T 700 | 01.1964 → 1967 | 153.310 | D | 1 | | | | | |
| Series T 700 | 01.1964 → 1967 | 153.510 | D | 1 | | | | | |
| Series T 700 | 01.1964 → 1967 | 710 | D | 1 | | | | | |
| SERIES 800 | | | | | | | | | |
| Series 830 | 08.1975 → 08.1979 | 3.164 DL-03 | D | 2 | | | | | |
| Series 890 | 01.1967 → | 3.164 DL-03 | D | 2 | | | | | |
| SERIES 1000 | | | | | | | | | |
| Series 1050 C | 1967 → | 3.164 DL-03 | D | 2 | | | | | |
| Series 1120 | 04.1971 → 07.1975 | 3.164 DL-01 | D | 3 | | | | | |
| Series 1140 | 09.1979 → 10.1986 | 3.179 DL-01 | D | 5 | | | | | |
| Series 1520 | 01.1968 → 1973 | 3.164 DL-01 | D | 3 | | | | | |
| Series 1630 | 08.1975 → 08.1979 | 3.179 DL-01 | D | 5 | | | | | |
| Series 1640 | 09.1979 → 10.1986 | 4.239 DL-03 | D | 4 | | | | | |
| Series 1830 | 11.1974 → 08.1979 | 4.219 DL-03 | D | 2 | | | | | |
| SERIES 2000 | | | | | | | | | |
| Series 2020 | 01.1971 → 12.1975 | 3.164 DL-03 | D | 2 | | | | | |
| Series 2030 | 01.1968 → 1973 | 4.219 DL-01 | D | 3 | | | | | |
| Series 2030 | 09.1972 → 08.1979 | 4.219 DL-03 | D | 2 | | | | | |
| Series 2035 | 01.1968 → | 4.219 DL-03 | D | 2 | | | | | |
| Series 2120 | 01.1968 → 1973 | 4.219 DL-01 | D | 3 | | | | | |
| Series 2130 | 11.1974 → 08.1979 | 4.239 DL-01 | D | 4 | | | | | |
| Series 2140 | 09.1979 → 10.1986 | 4.239 TL | D | 6 | | | | | |
| Series 2140 | 09.1979 → 10.1986 | 4.239 TL-02 | D | 6 | | | | | |
| Series 2440 | 01.1968 → | 4.219 DL-03 | D | 2 | | | | | |
| Series 2520 | 01.1968 → 1973 | 4.219 DL-01 | D | 3 | | | | | |
| Series 2840 | 01.1973 → | 6.329 DL-03 | D | 2 | | | | | |
| SERIES 3000 | | | | | | | | | |
| Series 3030 | 01.1968 → | 4.219 DL-03 | D | 2 | | | | | |
| Series 3030 | 1973 → | 6.329 DL-03 | D | 2 | | | | | |
| Series 3040 | 01.1975 → | 6.359 D-02 | D | 4 | | | | | |
| Series 3040 | 01.1975 → | 6.359 TZ-02 | D | 4 | | | | | |
| Series 3120 | 01.1968 → 1973 | 6.329 DL-01 | D | 3 | | | | | |
| Series 3130 | 01.1968 → 08.1979 | 4.219 DL-03 | D | 2 | | | | | |
| Series 3130 | 1973 → 08.1979 | 6.329 DL-03 | D | 2 | | | | | |
| Series 3135 | 01.1973 → | 6.329 DL-03 | D | 2 | | | | | |
| Series 3140 | 09.1979 → 05.1982 | 6.329 DL-03 | D | 2 | | | | | |
| Series 3200 | | 4.039 D | D | 5 | | | | | |
| Series 3300 | 01.1968 → 1973 | 4.219 DL-01 | D | 3 | | | | | |
| SERIES 4000 | | | | | | | | | |
| Series 4030 | 01.1973 → | 6.329 DL-03 | D | 2 | | | | | |
| Series 4040 | | 6.359 T | D | 6 | | | | | |
| SERIES 6000 | | | | | | | | | |
| Series 6600 | 01.1967 → | 3.164 DL-03 | D | 2 | | | | | |
| Series 6600 | 1973 → | 6.329 DL-03 | D | 2 | | | | | |

J



| | | | | | | | | | |
|----------------|----------------|-----------|---|----------------------|----|-------|---------|--------|-----------|
| 1 | | 98 | | | | | | | |
| 153.310 | 01.1964 → 1967 | D | 3 | 2490 cm ³ | 2V | 23 kW | (32 PS) | 16,7:1 | 110,00 mm |
| 153.510 | 01.1964 → 1967 | D | 4 | 3320 cm ³ | 2V | 29 kW | (40 PS) | 16,7:1 | 110,00 mm |
| 710 | 01.1964 → 1967 | D | 4 | 3320 cm ³ | 2V | 37 kW | (50 PS) | 16,7:1 | 110,00 mm |

| | | | | | | | | |
|--|---------|---|----|----------------|---|--------------|--------------|-------------------|
| | 3/4 | KH 57,35 MT -16,5 MØ 59 GL 99,35 | PK | 30,173 81,4 | 1 M 2,385 CR G1 1 M 2,385 G1 1 DSF 5 CR | 1,00 1,20 | 98,00 | 90 867 600 |
| | 098 031 | | | | | | | |
| | | | | | | | | |

| | | | | | | | | | |
|--------------------|-----------|------------|---|----------------------|----|----------|------------|--------|-----------|
| 2 | | 102 | | | | | | | |
| 3.164 DL-03 | 1967 → | D | 3 | 2696 cm ³ | 2V | 26-38 kW | (35-51 PS) | 16,7:1 | 110,00 mm |
| 4.219 DL-03 | 01.1968 → | D | 4 | 3588 cm ³ | 2V | 50 kW | (68 PS) | 16,7:1 | 110,00 mm |
| 6.329 DL-03 | 1973 → | D (A) | 6 | 5380 cm ³ | 2V | 63-68 kW | (86-92 PS) | 16,2:1 | 110,00 mm |

| | | | | | | | | | |
|--|--------|--|-------|---------------|---|---|---------------|-------------------|--------------------------|
| | 3/4/6 | KH 66,3 MT -21,5 MØ 54 GL 112 | RTK | 34,93 84,4 | 1 T15 3,16 PC G6 1 M 2,4 1 DSF 5 CR | 1,00 1,20 | -0,70 0,00 | 102,00 | 93 000 600 |
| | 102L6 | | | | | | | | |
| | N Cyl. | A=111 | C=125 | L=197 | H+F=6+0,75 | 1 R 104 x 110,6 x 3,3 2 SC 110,5 x 3,5 (50 006 651) | | 89 036 110 | 93 000 961 [1] |

[1] mot. 085 100 →

| | | | | | | | | | |
|--------------------|-------------------|------------|---|----------------------|----|-------|---------|--------|-----------|
| 3 | | 102 | | | | | | | |
| 3.164 DL-01 | 01.1968 → 07.1975 | D | 3 | 2696 cm ³ | 2V | 41 kW | (56 PS) | 16,7:1 | 110,00 mm |
| 4.219 DL-01 | 01.1968 → 1973 | D | 4 | 3588 cm ³ | 2V | 53 kW | (72 PS) | 16,7:1 | 110,00 mm |
| 6.329 DL-01 | 01.1968 → 1973 | D | 6 | 5395 cm ³ | 2V | 66 kW | (90 PS) | 16,7:1 | 110,00 mm |

| | | | | | | | | |
|--|--------|-------|-------|-------|------------|---|-------------------|--|
| | N Cyl. | A=111 | C=125 | L=197 | H+F=6+0,75 | 1 R 104 x 110,6 x 3,3 2 SC 110,5 x 3,5 (50 006 651) | 89 036 110 | |
| | | | | | | | | |
| | | | | | | | | |

| | | | | | | | | | |
|--------------------|-------------------|--------------|---|----------------------|----|----------|------------|--------|-----------|
| 4 | | 106,5 | | | | | | | |
| 3.239 D | | D | 3 | 2938 cm ³ | 2V | 41 kW | (56 PS) | 16:1 | 110,00 mm |
| 4.239 DL-01 | 11.1974 → 08.1979 | D | 4 | 3920 cm ³ | 2V | 46-55 kW | (63-75 PS) | 16:1 | 110,00 mm |
| 4.239 DL-03 | 09.1979 → 10.1986 | D | 4 | 3920 cm ³ | 2V | 46-55 kW | (62-75 PS) | 16:1 | 110,00 mm |
| 6.359 DL-02 | | D | 6 | 5878 cm ³ | 2V | 71 kW | (97 PS) | 16,8:1 | 110,00 mm |
| 6.359 D-02 | 01.1975 → | D | 6 | 5878 cm ³ | 2V | 66 kW | (90 PS) | 16:1 | 110,00 mm |
| 6.359 TZ-02 | 01.1975 → | D | 6 | 5878 cm ³ | 2V | 83 kW | (113 PS) | 16,8:1 | 110,00 mm |

| | | | | | | | | |
|--|---------|--|-----|---------------|--|----------------|---------------|-------------------------------|
| | 3/4/6 | KH 66,42 MT -18,75 MØ 58,4 GL 112 | RTK | 34,93 84,4 | 1 T15 3,13 MO G6 1 M 2,39 G2 1 DSF 3,47 CR | +0,10 +0,30 | 106,50 | 93 757 600 (93 049) |
| | 106 017 | | | | | | | |
| | | | | | | | | |

Fortsetzung nächste Seite / continued on next page / suite page suivante / continuación página próxima / Продолжение на следующей странице



| | | | | | | | | | |
|--|--------|-------------|-------|---------|-----------|--|-------------------|-------------------|--|
| | | Type | | | | | | | |
| | N Cyl. | A=115,7 | C=126 | L=196,5 | H+F=6+0,8 | 1 R 97 x 101,6 x 3,6 1 SC 116 x 3,5 1 FP 115,5 x 3,5 (50 006 650) | 89 028 110 | 93 757 960 | |

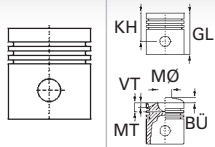
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|--------------------|-------------------|--------------|---|----------------------|----|-------|----------|--------|-----------|
| 5 | | 106,5 | | | | | | | |
| 3.179 DL-01 | 08.1975 → 10.1986 | D | 3 | 2938 cm ³ | 2V | 41 kW | (56 PS) | 16,8:1 | 110,00 mm |
| 4.039 D | | D | 4 | 3920 cm ³ | 2V | 60 kW | (80 PS) | 17,8:1 | 110,00 mm |
| 6.059 D | | D | 6 | 5878 cm ³ | 2V | 89 kW | (120 PS) | 17,8:1 | 110,00 mm |

| | | | | | | | | |
|--|----------------|---|-------|---------------|--|--|-------------------|-------------------|
| | 3/4/6 106L8 | KH 66,3 MT -18,92 MØ 58,5 GL 112 | RTK | 34,93 84,4 | 1 T15 3,13 MO G6 1 M 2,39 G2 1 DSF 3,47 CR | +0,08 +0,35 | 106,50 | 94 359 600 |
| | N Cyl. | A=115,7 | C=126 | L=196,5 | H+F=6+0,8 | 1 R 97 x 101,6 x 3,6 1 SC 116 x 3,5 1 FP 115,5 x 3,5 (50 006 650) | 89 028 110 | 94 359 960 |

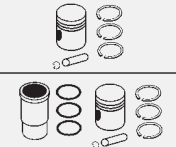
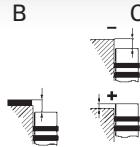
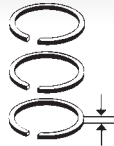
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|--------------------|-------------------|--------------|---|----------------------|----|-----------|--------------|--------|-----------|
| 6 | | 106,5 | | | | | | | |
| 4.239 TL | 09.1979 → 10.1986 | D (A) | 4 | 3920 cm ³ | 2V | 67 kW | (91 PS) | 17,8:1 | 110,00 mm |
| 4.239 TL-02 | 09.1979 → 10.1986 | D (A) | 4 | 3920 cm ³ | 2V | 60 kW | (82 PS) | 17,8:1 | 110,00 mm |
| 6.359 T | | D (A) | 6 | 5878 cm ³ | 2V | 82-102 kW | (112-139 PS) | 17,8:1 | 110,00 mm |

| | | | | | | | | |
|--|----------------|--|-------|----------------|--|--|-------------------|--------------------------------------|
| | 4/6 106 023 | KH 66,42 MT -19,65 MØ 58,4 GL 112 | RTK | 41,275 84,4 | 1 T15 3,13 MO G6 1 M 2,39 G2 1 DSF 3,47 CR | +0,10 +0,30 | 106,50 | 93 759 600 [1] (93 758) |
| | N Cyl. | A=115,7 | C=126 | L=196,5 | H+F=6+0,8 | 1 R 97 x 101,6 x 3,6 1 SC 116 x 3,5 1 FP 115,5 x 3,5 (50 006 650) | 89 028 110 | 93 759 960 |

[1] nur satzweise austauschbar
exchangeable only in sets
remplacement seulement sous forme de jeu
sólo se puede cambiar el juego completo
заменяемо только комплектами



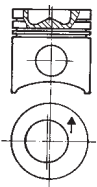
Type



7

106,5

| | | | | | | | | |
|----------------|--------|---|----------------------|----|--------|----------|--------|-----------|
| 3.179 T | D (A) | 3 | 2938 cm ³ | 2V | 59 kW | (79 PS) | 16,8:1 | 110,00 mm |
| 4.039 T | D (A) | 4 | 3920 cm ³ | 2V | 82 kW | (110 PS) | 17,8:1 | 110,00 mm |
| 4.239 A | D (LA) | 4 | 3920 cm ³ | 2V | 87 kW | (117 PS) | 17,8:1 | 110,00 mm |
| 6.059 T | D (A) | 6 | 5878 cm ³ | 2V | 123 kW | (165 PS) | 17,8:1 | 110,00 mm |
| 6.359 A | D (LA) | 6 | 5878 cm ³ | 2V | 131 kW | (176 PS) | 16,8:1 | 110,00 mm |



3/4/6

106L9

KH 66,3
MT -18,8
MØ 58,4
GL 112

RTK

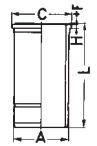
41,275
84,4

1 T15 3,13 MO G6
1 M 2,39 G2
1 DSF 3,47 CR

+0,08
+0,35

106,50

94 360 600



N Cyl.

A=115,7

C=126

L=196,5




H+F=6+0,8

1 R 97 x 101,6 x 3,6
1 SC 116 x 3,5
1 FP 115,5 x 3,5
(50 006 650)





89 028 110

94 360 960

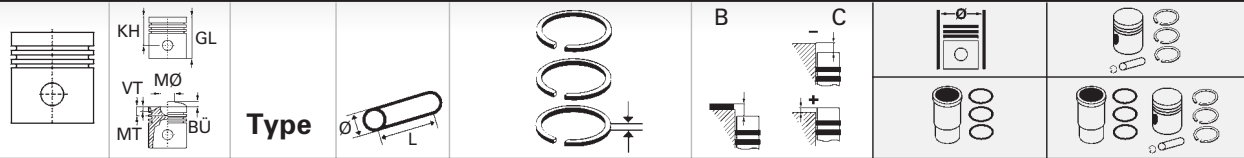


|  | Cyl. | |  mm | cm ³ |  | Comp. Ratio ε | kW | PS | Pos |
|---|------|---|--|-----------------|---|------------------|------|----|-----|
| | HW | D | 4 | 86 x 94 | 2184 | 2 | 22:1 | 48 | 65 |

K

|  |  | Pos |  |  | Pos |
|---|---|------|--|---|-----|
| BESTA | | | | | |
| Besta 2.2 D | 03.1990 → 07.1999 | HW D | 1 | | |

K






1 **86**

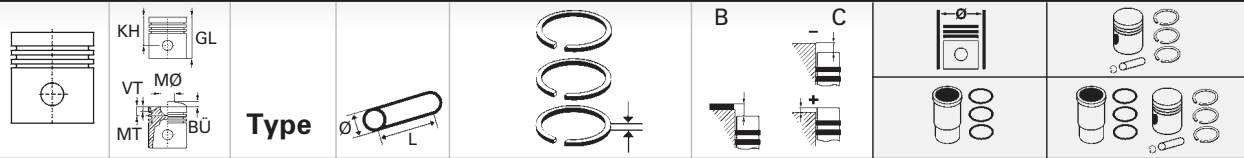
HW 03.1990 → 07.1999 D 4 2184 cm³ 2V 48 kW (65 PS) 22:1 94,00 mm

| | | | | | | | | |
|--|---|-------------------------------|--|------------|---------------------------------|--|--------------|-------------------|
| | 4 | KH 47,2 MT -1,5 GL 86,2 | | 25 68,2 | 1 R 2 CR 1 M 2 1 DSF 4 CR | | 86,00 | 94 372 700 |
|--|---|-------------------------------|--|------------|---------------------------------|--|--------------|-------------------|

K






|  | Cyl. |  X mm | cm ³ |  | Comp. Ratio ε | kW | PS | Pos |
|---|------|---|-----------------|---|---------------------|----|----|-----|
| Knorr-Bremse | 1 | 88 | | | | | | 2 |
| Knorr-Bremse LK 15 | 1 | 75 | | | | | | 1 |
| LP1828 | 1 | 88 | | | | | | 3 |
| LP1836 | 1 | 88 | | | | | | 3 |
| LP1841 | 1 | 88 | | | | | | 3 |
| LP1865 | 1 | 88 | | | | | | 3 |
| LP1866 | 1 | 88 | | | | | | 3 |







| 1 | | 75 | | Type | | 1 | | 76,00 | | 99 939 620 | |
|---------------------------|---------|--------------------|-----|--------------|-------------------------------|---|--|-------|-------|------------|------------|
| Knorr-Bremse LK 15 | | | | | | | | | | | |
| | 1 | KH 31 GL 60 | | 18 63 | 2 NM 2 1 G 4 | | | | | | |
| | 075 236 | | | | | | | | | | |
| | | | | | | | | | | | |
| 2 | | 88 | | Knorr-Bremse | | 1 | | 88,00 | | 94 070 700 | |
| | 1 | KH 31 GL 65 | URK | 18 63 | 2 M 2 1 NEF 2,5 1 SEF 5 | | | | | | |
| | 088 066 | | | | | | | | | | |
| | | | | | | | | | | | |
| 3 | | 88 | | LP1828 | | 1 | | 88,00 | | 40 189 600 | |
| | 1 | KH 31,5 GL 65,5 | | 18 63 | 2 NM 2,5 1 DSF 4 | | | | | | |
| | 088 070 | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | 88,50 | | 40 189 610 |
| | | | | | | | | | 89,00 | | 40 189 620 |

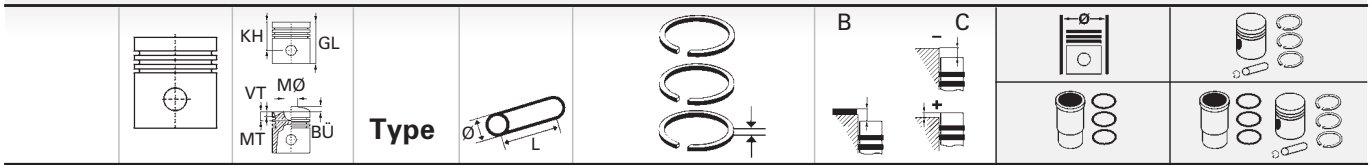
K




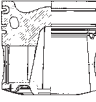
|  | | Cyl. |  mm | cm ³ |  | Comp. Ratio ε | kW | PS | Pos |
|---|--------|------|--|-----------------|---|------------------|--------|---------|-----|
| SAA4D107E-1A Euro 3 | D (LA) | 4 | 107 x 124 | 4460 | 4 | | 82-127 | 111-173 | 1 |
| SAA6D107E-1 Euro 3 | D (LA) | 6 | 107 x 124 | 6690 | | | 99-205 | 158-279 | 1 |
| SAA6D107E-1KB-W Euro 3 | D (LA) | 6 | 107 x 124 | 6690 | | | 99-205 | 158-279 | 1 |



|  | |  | | Pos |  | |  | | Pos |
|---|--|---|---|-----|--|--|---|--|-----|
| BR | | | | | | | | | |
| BR380JG-1 | | SAA6D107E-1 | D | 1 | | | | | |
| D | | | | | | | | | |
| D51EX-22 | | SAA6D107E-1 | D | 1 | | | | | |
| D51PX-22 | | SAA6D107E-1 | D | 1 | | | | | |
| D61EX-15 | | SAA6D107E-1 | D | 1 | | | | | |
| D61EX-15EO | | SAA6D107E-1KB- W | D | 1 | | | | | |
| D61PX-15 | | SAA6D107E-1 | D | 1 | | | | | |
| D61PX-15EO | | SAA6D107E-1KB- W | D | 1 | | | | | |
| PC | | | | | | | | | |
| PC210LC-8 | | SAA6D107E-1 | D | 1 | | | | | |
| PC210NLC-8 | | SAA6D107E-1 | D | 1 | | | | | |
| PC220LC-8 | | SAA6D107E-1 | D | 1 | | | | | |
| PC220LL-8 | | SAA6D107E-1 | D | 1 | | | | | |
| PC220-8 | | SAA6D107E-1 | D | 1 | | | | | |
| PC228USLC-3 | | SAA6D107E-1 | D | 1 | | | | | |
| PC230NHD-8 | | SAA6D107E-1 | D | 1 | | | | | |
| PC240LC-8 | | SAA6D107E-1 | D | 1 | | | | | |
| PC240NLC-8 | | SAA6D107E-1 | D | 1 | | | | | |
| PC290LC-8 | | SAA6D107E-1 | D | 1 | | | | | |
| PC290NLC-8 | | SAA6D107E-1 | D | 1 | | | | | |
| PW | | | | | | | | | |
| PW140-7 | | SAA4D107E-1A | D | 1 | | | | | |
| PW148-8 | | SAA4D107E-1A | D | 1 | | | | | |
| PW160-8 | | SAA4D107E-1A | D | 1 | | | | | |
| PW180-7 | | SAA6D107E-1 | D | 1 | | | | | |
| PW200-7 | | SAA6D107E-1 | D | 1 | | | | | |
| PW220-7 | | SAA6D107E-1 | D | 1 | | | | | |
| WA | | | | | | | | | |
| WA250-6 | | SAA6D107E-1 | D | 1 | | | | | |
| WA250PZ-6 | | SAA6D107E-1 | D | 1 | | | | | |
| WA320PZ-6 | | SAA6D107E-1 | D | 1 | | | | | |
| WA380-6 | | SAA4D107E-1A | D | 1 | | | | | |
| WA380-6 | | SAA6D107E-1 | D | 1 | | | | | |






| | | | | | | | | | |
|----------|--|----------------------------------|--------|---|----------------------|----|-----------|--------------|-----------|
| 1 |  107 | SAA4D107E-1A Euro 3 | D (LA) | 4 | 4460 cm ³ | 4V | 82-127 kW | (111-173 PS) | 124,00 mm |
| | | SAA6D107E-1 Euro 3 | D (LA) | 6 | 6690 cm ³ | | 99-205 kW | (158-279 PS) | 124,00 mm |
| | | SAA6D107E-1KB-W Euro 3 | D (LA) | 6 | 6690 cm ³ | | 99-205 kW | (158-279 PS) | 124,00 mm |

| | | | | | | | | |
|---|---------|--|-------------------|------------|---------------------------------|-------------------|---------------|--------------------------------------|
|  | 4/6 | KH 69,4 MT -13 MØ 79 GL 103,2 | RTK TPL KKK | 40 90,5 | 1 T15 3 1 M 2,5 1 DSF 3,5 | CK G6 CR CR | 107,00 | 41 082 600 <small>NEW</small> |
| | 107 011 | | | | | | 107,50 | 41 082 620 <small>NEW</small> |

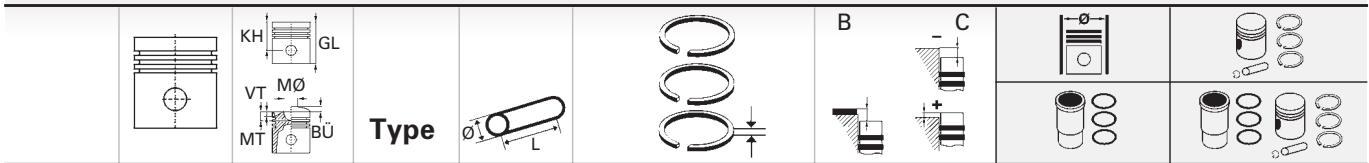
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| | | | |
|--|---|----------------------------|--|
|  KOMATSU | → | MERCEDES-BENZ |  562 |
| | | SCANIA |  863 |



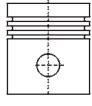
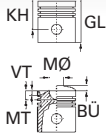

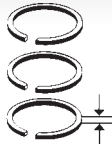
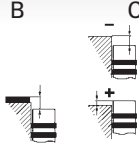


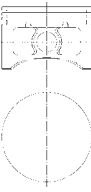

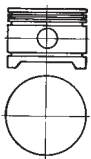

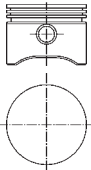

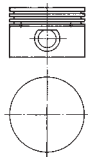
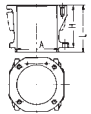
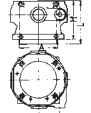
|  | Cyl. |  mm | cm ³ |  | Comp. Ratio ε | kW | PS | Pos |
|---|------|--|-----------------|---|------------------|----|----|-----|
| Knorr-Bremse | 1 | 88 | | | | | | 6 |
| Knorr-Bremse LK 15 | 1 | 75 | | | | | | 1 |
| MAN Kompressor | 1 | 90 | | | | | | 8 |
| MAN Kompressor | 1 | 100 | | | | | | 13 |
| MB Kompressor | 1 | 85 | | | | | | 5 |
| MB Kompressor | 1 | 90 | | | | | | 9 |
| MB Kompressor | 1 | 90 | | | | | | 10 |
| MB Kompressor | 2 | 90 | | | | | | 11 |
| MB Kompressor | 1 | 94 | | | | | | 12 |
| MB Kompressor | 1 | 100 | | | | | | 13 |
| LP1828 | 1 | 88 | | | | | | 7 |
| LP1836 | 1 | 88 | | | | | | 7 |
| LP1841 | 1 | 88 | | | | | | 7 |
| LP1865 | 1 | 88 | | | | | | 7 |
| LP1866 | 1 | 88 | | | | | | 7 |
| West. W 31 | 2 | 75 | | 2 | | | | 2 |
| West. WB 15 | 2 | 75 | | 2 | | | | 2 |
| Westinghouse | 2 | 75 | | 2 | | | | 2 |
| Westinghouse | 2 | 75 | | 2 | | | | 3 |
| West. Monoblock | 1 | 90 | | 2 | | | | 10 |
| West. Ratio-Presser | 2 | 75 | | 2 | | | | 4 |
| West. 15 W 37 | 2 | 75 | | 2 | | | | 2 |
| West. 15.5 W 37 | 2 | 75 | | 2 | | | | 2 |

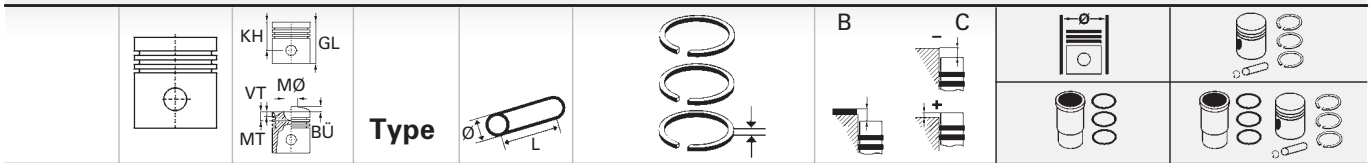
K



| 1 | | 75 | | | | | | | |
|--|---------|------------------------|-----|----------------|----------------------------|----|--|---|--|
| Knorr-Bremse LK 15 | | | | | | | | | |
| | 1 | KH 31 GL 60 | | 18 63 | 2 NM 2 1 G 4 | | | 76,00 | 99 939 620 |
| | 075 236 | | | | | | | | |
| 2 | | | | | | | | | |
| 75 | | | | | | | | | |
| West. W 31 2 2V (1) | | | | | | | | | |
| West. WB 15 2 2V | | | | | | | | | |
| Westinghouse 2 2V | | | | | | | | | |
| West. 15 W 37 2 2V | | | | | | | | | |
| West. 15.5 W 37 2 2V | | | | | | | | | |
| (1) Scania | | | | | | | | | |
| | 2 | KH 32,156 GL 52,781 | | 15,875 60,3 | 2 N 2,385 1 DSF 3,947 | | | 75,00 75,254 75,508 75,762 | 94 061 700 94 061 710 94 061 720 94 061 730 |
| | 075 186 | | | | | | | | |
| 3 | | | | | | | | | |
| 75 | | | | | | | | | |
| Westinghouse 2 2V | | | | | | | | | |
| | 2 | KH 35 GL 65 | URK | 15 66 | 3 N 3 1 G 5 | | | 75,00 75,50 | 91 368 600 91 368 610 |
| | 075 051 | | | | | | | | |
| 4 | | | | | | | | | |
| 75 | | | | | | | | | |
| West. Ratio-Presser 2 2V | | | | | | | | | |
| | 2 | KH 28 GL 57 | | 15 50 | 2 NM 2 1 GSF 4 | | | 75,00 75,50 76,00 | 94 132 700 94 132 710 94 132 720 |
| | 075 170 | | | | | | | | |
| 5 | | | | | | | | | |
| 85 | | | | | | | | | |
| MB Kompressor 1 (1) | | | | | | | | | |
| (1) OM 457/904/906 | | | | | | | | | |
| | 1 | KH 33,3 GL 59 | | 19,05 60 | 1 M 2 1 NM 2 1 GSF 4 | G3 | | 85,00 85,25 85,50 85,75 86,00 | 40 072 600 40 072 610 40 072 620 40 072 630 40 072 640 |
| | 085 180 | | | | | | | | |
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| |  |  | Type |  |  |  |  |  | |
|--|---|---|------|---|---|--|---|---|--|
|  | 1 085 180 | KH 33,3 GL 59 | | 19,05 60 | 1 NM 2 1 NM 2 1 GSF 4 | G3 G3 | 85,00 85,50 | 94 294 600 94 294 610 (94 285) | |
| 6  88 | | | | | | | | | |
| Knorr-Bremse 1 | | | | | | | | | |
|  | 1 088 066 | KH 31 GL 65 | URK | 18 63 | 2 M 2 1 NEF 2,5 1 SEF 5 | | 88,00 | 94 070 700 | |
| 7  88 | | | | | | | | | |
| LP1828 1 | | | | | | | | | |
| LP1836 1 | | | | | | | | | |
| LP1841 1 | | | | | | | | | |
| LP1865 1 | | | | | | | | | |
| LP1866 1 | | | | | | | | | |
|  | 1 088 070 | KH 31,5 GL 65,5 | | 18 63 | 2 NM 2,5 1 DSF 4 | | 88,00 88,50 89,00 | 40 189 600 40 189 610 40 189 620 | |
| 8  90 | | | | | | | | | |
| MAN Kompressor 1 (1) | | | | | | | | | |
| (1) for D 2530/D, 2538/D, 2555, D 2556/D, 2566, D 2840, D2865, D 2866, D 2876 | | | | | | | | | |
|  | 1 090 212 | KH 35 GL 57,5 | | 20 60 | 2 NM 2,5 1 DSF 4 | | 90,00 90,50 | 90 843 700 90 843 710 (92 886) | |
|  | K Cyl. | A=95 | | L=104 | H=94 | | 89 196 110 | 90 843 970 | |
|  | K Cyl. | A=95 | | L=104 | H=94 | | 89 440 110 [2] (89 308) | 90 843 972 | |
| [2] | mit verstärktem Wasseranschluß with forced water channel avec raccordement d'eau renforcé con toma de agua reforzada с усиленным водяным подсоединением | | | | | | | | |



| | | | | | | | | | |
|----------------------|---|------------------|--|----------|---------------------|--|--|-------------------------------|---|
| 9 | | 90 | | | | | | | |
| MB Kompressor | | | | | | | | | |
| 1 | | | | | | | | | |
| 090 212 | 1 | KH 35 GL 57,5 | | 20 60 | 2 NM 2,5 1 GSF 4 | | | 90,00 | 90 843 600 [1], [2] |
| | | | | | | | | 90,10 | 90 843 630 [1], [2] |
| | | | | | | | | 90,50 | 90 843 610 [1], [2] |
| | | | | | | | | 91,00 | 90 843 620 [1], [2] (92 786, 92 886, 94 043) |
| K Cyl. | | A=95 | | L=104 | H=94 | | | 89 196 110 | 90 843 960 [1], [2] |
| | K Cyl. | A=95 | | L=104 | H=94 | | | 89 440 110 [3] (89 308) | 90 843 962 [1], [2] |
| [1] | 01.1975 → | | | | | | | | |
| [2] | OM 401-404, OM 407, OM 409-424, OM 442 | | | | | | | | |
| [3] | mit verstärktem Wasseranschluß with forced water channel avec raccordement d'eau renforcé con toma de agua reforzada с усиленным водяным подсоединением | | | | | | | | |

| | | | | | | | | | |
|--|--|-----------|--|--|--|--|--|--|--|
| 10 | | 90 | | | | | | | |
| MB Kompressor | | | | | | | | | |
| West. Monoblock | | | | | | | | | |
| 1 | | | | | | | | | |
| (1) | | | | | | | | | |
| 1 2V | | | | | | | | | |
| (1) monoblock-Compressor for OM 355, OM360, OM 400, OM 440 | | | | | | | | | |

| | | | | | | | | | |
|-------------|---|----------------|--|----------|---------------------|--|--|-------|------------|
| 090 220 | 1 | KH 32 GL 62 | | 20 60 | 2 NM 2,5 1 GSF 4 | | | 90,00 | 94 164 600 |
| | | | | | | | | | |

| | | | | | | | | | |
|----------------------|--|-----------|--|--|--|--|--|--|--|
| 11 | | 90 | | | | | | | |
| MB Kompressor | | | | | | | | | |
| 2 | | | | | | | | | |
| (1) | | | | | | | | | |
| (1) for OM 447 | | | | | | | | | |

| | | | | | | | | | |
|-------------|---|--------------------|--|----------|---------------------|--|--|-------|------------|
| 090 212 | 2 | KH 36,9 GL 59,4 | | 20 60 | 2 NM 2,5 1 GSF 4 | | | 90,00 | 99 576 600 |
| | | | | | | | | 90,50 | 99 576 610 |
| | | | | | | | | 91,00 | 99 576 620 |

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| | | | Type | | | | | | |
|-----|---|------|------|-------|------|--|--|--------------------------------------|-------------------|
| | K Cyl. | A=95 | | L=104 | H=94 | | | 89 440 110 [2] (89 308) | 99 576 960 |
| [2] | mit verstärktem Wasseranschluß with forced water channel avec raccordement d'eau renforcé con toma de agua reforzada с усиленным водяным подсоединением | | | | | | | | |

12

94

MB Kompressor 1 (1)
(1) for OM 314, 352, 362, 364, 366

| | | | | | | | | | |
|--|--------------|------------------|-----|----------------|---------|--|--|--------------|-------------------|
| | 1 094 015 | KH 27 GL 52,3 | URK | 16,017 66,2 | 3 N 2,5 | | | 94,00 | 94 037 600 |
|--|--------------|------------------|-----|----------------|---------|--|--|--------------|-------------------|

13

100

MAN Kompressor 1 (1)
MB Kompressor 1 (2)

(1) for D 2840 LF20
(2) for OM 442.971, OM 501/502/541/542 LA



| | | | | | | | | | |
|--|--------------|--------------------|--|----------|------------------------------------|--|--|--------------------------------|--|
| | 1 100 228 | KH 30,4 GL 52,2 | | 20 50 | 1 NM 2,5 MO 1 NM 2,5 1 GSF 4 | | | 100,00 100,50 | 94 919 600 94 919 610 |
| | K Cyl. | A=106 | | L=91 | H=84 | | | 89 537 110 | 94 919 962 |
| | K Cyl. | A=106 | | L=101 | H=89 | | | 89 452 110 | 94 919 960 |
| | K Cyl. | A=106 | | L=101 | H=89 | | | 89 597 110 [3], [4] | 94 919 964 |
| | K Cyl. | | | L=102 | H=102 | | | 89 535 110 | 94 919 963 |
| | K Cyl. | A=115 | | L=102 | H=102 | | | 89 529 110 | 94 919 961 |

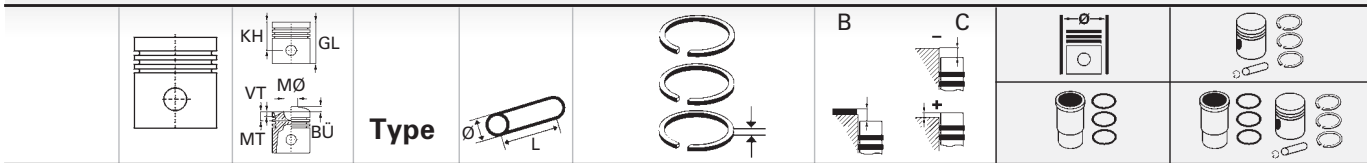
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| | | Type | | | | | |
|-----|---|--------------------|----------|------------------------------------|--|----------------------------|--|
| | 1 | KH 30,4 GL 52,2 | 20 50 | 1 NM 2,5 MO 1 NM 2,5 1 GSF 3 | | 100,00 100,50 101,00 | 99 849 600 99 849 610 99 849 620 |
| | K Cyl. | A=106 | L=91 | H=84 | | 89 537 110 | 99 849 962 |
| | K Cyl. | A=106 | L=101 | H=89 | | 89 452 110 | 99 849 960 |
| | K Cyl. | A=106 | L=101 | H=89 | | 89 597 110 [3], [4] | 99 849 964 |
| | K Cyl. | | L=102 | H=102 | | 89 535 110 | 99 849 963 |
| | K Cyl. | A=115 | L=102 | H=102 | | 89 529 110 | 99 849 961 |
| | K Cyl. | A=115 | L=102,7 | H=102,7 | | 89 857 110 | 99 849 965 |
| [3] | mit Aussparung an Dichtfläche with recess at sealing face avec enfoncement sur la surface d'étanchéité con escotadura en la superficie sellada с выемкой на уплотняемой поверхности | | | | | | |
| [4] | luftgekühlt/air-cooled/refroidi par air/refrigerado par aire/с воздушным охлаждением | | | | | | |
| | KRANEKAR (DRESSER) → MERCEDES-BENZ | | | | | | 562 |

K



| | | Cyl. |  mm | cm ³ |  | Comp. Ratio ε | kW | PS | Pos |
|--------------------|---|------|--|-----------------|---|---------------------|-------|-------|-----|
| | | | | | | | | | |
| D 1005-E3B Euro 4 | D | 3 | 76 x 73,6 | 1001 | 2 | | 18-19 | 24-25 | 2 |
| D 1005-E3BG Euro 4 | D | 3 | 76 x 73,6 | 1001 | 2 | | 10 | 13 | 2 |
| D 722-E3B Euro 4 | D | 3 | 67 x 68 | 719 | 2 | | 15 | 20 | 1 |
| S 2800 | D | 6 | 85 x 82 | 2791 | 2 | | 38-42 | 51-57 | 4 |
| V 1402 | D | 3 | 85 x 82 | 1395 | 2 | | 22 | 30 | 4 |
| V 1902 | D | 4 | 85 x 82 | 1861 | 2 | | 30 | 41 | 4 |
| V 1903-BG Euro 2 | D | 4 | 80 x 92,4 | 1857 | 2 | 23:1 | 19 | 26 | 3 |
| Z 482 Euro 4 | D | 2 | 67 x 68 | 479 | 2 | | 10 | 14 | 1 |



| | | |
|-------------------------|---|---|
| 1 | | 67 |
| D 722-E3B Euro 4 | D | 3 719 cm ³ 2V 15 kW (20 PS) 68,00 mm |
| Z 482 Euro 4 | D | 2 479 cm ³ 2V 10 kW (14 PS) 68,00 mm |

| | | | | | | | | |
|-----|---|---------------------|----|--------------|--|-------|-------------------|--|
| | 2/3 | KH 32,65 GL 59,1 | RK | 20,008 50 | 1 ET 1,5 NT ST 1 NM 1,5 CR G3 1 DSF 3 CR | 67,00 | 40 214 600 [1] | |
| | | | | | | 67,50 | 40 214 610 [1] | |
| | 2/3 | KH 32,65 GL 59,1 | RK | 20,008 50 | 1 ET 1,5 NT ST 1 NM 1,5 CR G3 1 DSF 3 CR | 67,00 | 40 224 600 [2] | |
| | | | | | | 67,50 | 40 224 610 [2] | |
| [1] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров „R“ (Zyl. 2) | | | | | | | |
| [2] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров „C“ (cyl 1/3) | | | | | | | |

| | | |
|---------------------------|---|--|
| 2 | | 76 |
| D 1005-E3B Euro 4 | D | 3 1001 cm ³ 2V 18-19 kW (24-25 PS) 73,60 mm |
| D 1005-E3BG Euro 4 | D | 3 1001 cm ³ 2V 10 kW (13 PS) 73,60 mm |

| | | | | | | | |
|--|---|-----------------------------------|----|-------------|---|-------|------------|
| | 3 | KH 38,78 VT1 -0,70 GL 68,78 | RK | 22,01 60 | 1 ET 1,95 CR G6 1 NM 1,5 1 DSF 4 CR | 76,00 | 40 411 600 |
| | | | | | | 76,50 | 40 411 620 |

| | | |
|-------------------------|-------------|---|
| 3 | | 80 |
| V 1903-BG Euro 2 | 1995 → 1998 | D 4 1857 cm ³ 2V 19 kW (26 PS) 23:1 92,40 mm |

| | | | | | | | |
|--|---|---------------------------------|----|-------------|---|-------|------------|
| | 4 | KH 43,5 VT1 -0,60 GL 79,9 | RK | 25,01 64 | 1 ET 2,45 CR G6 1 NM 2 1 DSF 5 CR | 80,00 | 40 410 600 |
| | | | | | | 80,50 | 40 410 620 |

| | | |
|---------------|-------------|--|
| 4 | | 85 |
| S 2800 | | D 6 2791 cm ³ 2V 38-42 kW (51-57 PS) 82,00 mm |
| V 1402 | 1983 → 1996 | D 3 1395 cm ³ 2V 22 kW (30 PS) 82,00 mm |
| V 1902 | 1981 → 1993 | D 4 1861 cm ³ 2V 30 kW (41 PS) 82,00 mm |

| | | | | | | | |
|--|-------|------------------|----|--------------|--|-------|-------------------|
| | 3/4/6 | KH 43,5 GL 80 | RK | 23,008 64 | 1 ET 2,5 CR G6 1 M 2 CR 1 DSF 5 CR | 85,50 | 40 206 610 [1] |
| | | | | | | | |

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| | KH VT MT | GL MØ BU | Type | | | B C | | |
|-----|--|------------------|------|--------------------------------|--|------------|--------------------|--|
| | 3/4/6 | KH 43,5 GL 80 | | 23,008 64 | 1 ET 2,5 CR G6 1 M 2 CR 1 DSF 5 CR | | 85,00 85,50 | 40 223 600 [2] 40 223 610 [2] |
| [1] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров „R“ (Zyl. 2/4/6) | | | | | | | |
| [2] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров „C“ (Zyl. 1/3/5) | | | | | | | |
| | KÄSSBOHRER | | → | MAN..... MERCEDES-BENZ..... | | 465 562 | | |

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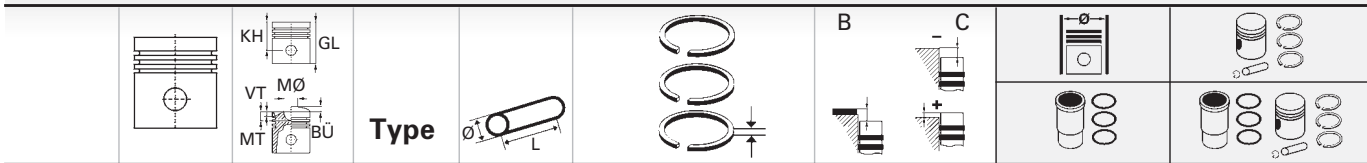



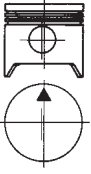
| | Cyl. | Cyl. Diagram | Cyl. mm | cm ³ | Cyl. Diagram | Comp. Ratio ϵ | kW | PS | Pos |
|--------------------|--------|--------------|-----------|-----------------|--------------|------------------------|-------|-------|-----|
| | | | | | | | | | |
| C 20 XE | B | 4 | 86 x 86 | 1998 | 4 | 10,5:1 | 110 | 150 | 11 |
| DW10 TD | D (LA) | 4 | 85 x 88 | 1997 | 2 | 17,6:1 | 66 | 90 | 10 |
| TUD 5 | D | 4 | 77 x 82 | 1527 | 2 | 23:1 | 40-42 | 54-57 | 4 |
| VAZ 2101 | B | 4 | 76 x 66 | 1198 | 2 | 8,5:1 | 44-46 | 60-62 | 2 |
| VAZ 21011 | B | 4 | 79 x 66 | 1294 | 2 | 8,5:1 | 48 | 65 | 5 |
| VAZ 2103.1 | B | 4 | 76 x 80 | 1452 | 2 | 8,5:1 | 52-57 | 70-77 | 2 |
| VAZ 2103.2 | B | 4 | 76 x 80 | 1452 | 2 | 8,5:1 | 49 | 67 | 2 |
| VAZ 2106 | B | 4 | 79 x 80 | 1569 | 2 | 8,5:1 | 54-59 | 73-80 | 5 |
| VAZ 2108 (45 kW) | B | 4 | 76 x 71 | 1288 | 2 | 9,6:1 | 45-48 | 61-65 | 3 |
| VAZ 2108 (48 kW) | B | 4 | 76 x 71 | 1288 | 2 | 9,8:1 | 48-49 | 65-67 | 3 |
| VAZ 2108 (49 kW) | B | 4 | 76 x 71 | 1288 | 2 | 9,6/ 9,8:1 | 49 | 67 | 3 |
| VAZ 2108 (53 kW) | B | 4 | 76 x 71 | 1288 | 2 | 9,6/ 9,9:1 | 53 | 73 | 3 |
| VAZ 2108.1 (39 kW) | B | 4 | 76 x 60,6 | 1098 | 2 | 9/9,6:1 | 39 | 53 | 3 |
| VAZ 2108.1 (43 kW) | B | 4 | 76 x 60,6 | 1098 | 2 | 9:1 | 43 | 58 | 3 |
| VAZ 2108.3 (50 kW) | B | 4 | 82 x 71 | 1488 | 2 | 9,6/ 9,9:1 | 50 | 68 | 6 |
| VAZ 2108.3 (51 kW) | B | 4 | 82 x 71 | 1488 | 2 | 9,8:1 | 51-52 | 70-71 | 6 |
| VAZ 2108.3 (53 kW) | B | 4 | 82 x 71 | 1488 | 2 | 9,6:1 | 53 | 72 | 6 |
| VAZ 2108.3 (55 kW) | B | 4 | 82 x 71 | 1488 | 2 | 9,6/ 9,9:1 | 55-58 | 75-79 | 6 |
| VAZ 2112 | B | 4 | 82 x 71 | 1488 | 4 | 9,5/ 10,5:1 | 66-70 | 90-95 | 7 |
| XUD 9A | D | 4 | 83 x 88 | 1905 | 2 | 23:1 | 47-52 | 64-71 | 8 |
| XUD 9SD | D (LA) | 4 | 83 x 88 | 1905 | 2 | 23:1 | 51-55 | 71-75 | 9 |
| 100 GL.000 | B | 4 | 65 x 68 | 903 | 2 | 9:1 | 33 | 45 | 1 |


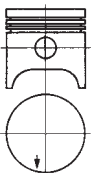



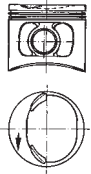
| | | | Pos | | | | Pos |
|-----------------------|-------------------|--------------------|-----|----|--|--|-----|
| LADA FORMA | | | | | | | |
| Forma 1.1 | 09.1991 → 12.2000 | VAZ 2108.1 (39 kW) | B | 3 | | | |
| Forma 1.3 | 09.1991 → 12.2000 | VAZ 2108 (45 kW) | B | 3 | | | |
| Forma 1.5 | 09.1991 → 12.2000 | VAZ 2108.3 (50 kW) | B | 6 | | | |
| Forma 1.5 | 09.1991 → 12.2000 | VAZ 2108.3 (53 kW) | B | 6 | | | |
| LADA NIVA | | | | | | | |
| Niva 1.6 | 12.1976 → 03.1995 | VAZ 2106 | B | 5 | | | |
| Niva 1.9 D | 01.1993 → | XUD 9A | D | 8 | | | |
| Niva 1.9 TD | 01.1999 → | XUD 9SD | D | 9 | | | |
| LADA NOVA | | | | | | | |
| Nova 1.2 | 09.1981 → | VAZ 2101 | B | 2 | | | |
| Nova 1.3 | 05.1981 → | VAZ 21011 | B | 5 | | | |
| Nova 1.5 | 03.1985 → | VAZ 2103.1 | B | 2 | | | |
| Nova 1.5 | 08.1994 → | VAZ 2103.2 | B | 2 | | | |
| Nova 1.6 | 05.1981 → | VAZ 2106 | B | 5 | | | |
| LADA OKA | | | | | | | |
| Oka 0.9 | 01.1999 → | 100 GL.000 | B | 1 | | | |
| LADA SAMARA | | | | | | | |
| Samara 1.1 | 01.1986 → 12.1994 | VAZ 2108.1 (39 kW) | B | 3 | | | |
| Samara 1.1 i | 02.1996 → | VAZ 2108.1 (43 kW) | B | 3 | | | |
| Samara 1.3 | 01.1986 → | VAZ 2108 (49 kW) | B | 3 | | | |
| Samara 1.3 | 01.1986 → | VAZ 2108 (53 kW) | B | 3 | | | |
| Samara 1.3 | 01.1988 → | VAZ 2108 (45 kW) | B | 3 | | | |
| Samara 1.3 i | 02.1996 → | VAZ 2108 (48 kW) | B | 3 | | | |
| Samara 1.5 | 01.1986 → | VAZ 2108.3 (55 kW) | B | 6 | | | |
| Samara 1.5 | 09.1988 → | VAZ 2108.3 (53 kW) | B | 6 | | | |
| Samara 1.5 | 1990 → | VAZ 2108.3 (50 kW) | B | 6 | | | |
| Samara 1.5 D | 01.1995 → | TUD 5 | D | 4 | | | |
| Samara 1.5 i | 01.1988 → | VAZ 2108.3 (51 kW) | B | 6 | | | |
| Samara 1.5 i 16V | 01.1995 → | VAZ 2112 | B | 7 | | | |
| LADA TOSCANA | | | | | | | |
| Toscana 1.5 | 01.1986 → 12.2000 | VAZ 2103.1 | B | 2 | | | |
| LADA 100 | | | | | | | |
| 110 1.5 i 16V | 01.1995 → | VAZ 2112 | B | 7 | | | |
| 110 2.0 i 16V | 01.1996 → | C 20 XE | B | 11 | | | |
| 112 1.5 i 16V | 01.1996 → | VAZ 2112 | B | 7 | | | |
| LADA 1200-1600 | | | | | | | |
| 1200 | 01.1970 → 06.1986 | VAZ 2101 | B | 2 | | | |
| 1300 | 05.1978 → 01.1987 | VAZ 21011 | B | 5 | | | |
| 1500 | 09.1972 → 10.1986 | VAZ 2103.1 | B | 2 | | | |
| 1600 | 09.1972 → 10.1986 | VAZ 2106 | B | 5 | | | |
| LADA 2123 | | | | | | | |
| 2123 2.0 TD | | DW10 TD | D | 10 | | | |


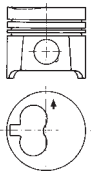
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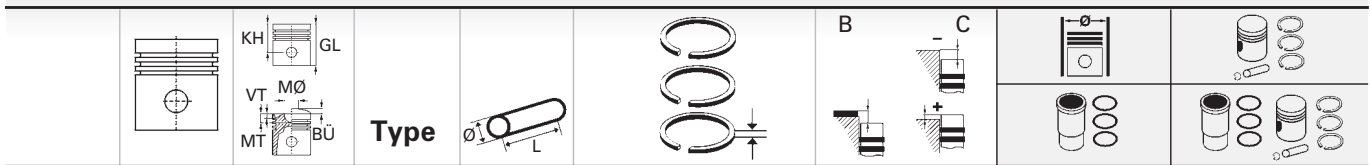


| 1  65 | | | | | | | | | |
|--|----------------------|-----|---------------|--|-------|-------------|--------------|-------------------|--|
| 100 GL.000 | 01.1999 → | B | 4 | 903 cm ³ 2V | 33 kW | (45 PS) 9:1 | 68,00 mm | | |
|  4 065 083 | KH 30,75 GL 61,25 | SRK | 20 54 K | 1 R 1,75 CR G6 1 NM 2 1 DSF 3,947 CR | | | 65,00 | 90 451 700 | |
| | KH 30,45 GL 60,95 | HKÜ | | | | | 65,60 | 90 451 730 | |
| | KH 30,35 GL 60,85 | HKÜ | | | | | 65,80 | 90 451 740 | |
| | KH 30,25 GL 60,75 | HKÜ | | | | | 66,00 | 90 451 750 | |

| 2  76 | | | | | | | | | |
|--|----------------|---|---------------|---------------------------------------|----------|------------------|--------------|-------------------------------|--|
| VAZ 2101 | 01.1970 → | B | 4 | 1198 cm ³ 2V | 44-46 kW | (60-62 PS) 8,5:1 | 66,00 mm | | |
| VAZ 2103.1 | 09.1972 → | B | 4 | 1452 cm ³ 2V | 52-57 kW | (70-77 PS) 8,5:1 | 80,00 mm | | |
| VAZ 2103.2 | 08.1994 → | B | 4 | 1452 cm ³ 2V | 49 kW | (67 PS) 8,5:1 | 80,00 mm | | |
|  4 076 060 | KH 38 GL 77 | | 22 67 K | 1 R 1,5 CR G6 1 N 2 1 GSF 3,947 | | | 76,00 | 91 315 700 (92 309) | |

| 3  76 | | | | | | | | | |
|--|-------------------------------|-----|-----------------|---------------------------------------|----------|-----------------------|--------------|-------------------|-------------------|
| VAZ 2108 (45 kW) | 01.1988 → | B | 4 | 1288 cm ³ 2V | 45-48 kW | (61-65 PS) 9,6:1 | 71,00 mm | | |
| VAZ 2108 (48 kW) | 02.1996 → | B | 4 | 1288 cm ³ 2V | 48-49 kW | (65-67 PS) 9,8:1 | 71,00 mm | | |
| VAZ 2108 (49 kW) | 01.1986 → | B | 4 | 1288 cm ³ 2V | 49 kW | (67 PS) 9,6/ 9,8:1 | 71,00 mm | | |
| VAZ 2108 (53 kW) | 01.1986 → | B | 4 | 1288 cm ³ 2V | 53 kW | (73 PS) 9,6/ 9,9:1 | 71,00 mm | | |
| VAZ 2108.1 (39 kW) | 01.1986 → 12.2000 | B | 4 | 1098 cm ³ 2V | 39 kW | (53 PS) 9/9,6:1 | 60,60 mm | | |
| VAZ 2108.1 (43 kW) | 02.1996 → | B | 4 | 1098 cm ³ 2V | 43 kW | (58 PS) 9:1 | 60,60 mm | | |
|  4 076 092 | KH 37,9 MT -4,6 GL 65,9 | SRK | 22 61,2 K | 1 R 1,5 CR G6 1 N 2 1 GSF 3,947 | | | 76,00 | 93 588 600 | |
| | | | | | | | 76,40 | 93 588 610 | |
| | | | | | | | | 76,80 | 93 588 630 |

| 4  77 | | | | | | | | | |
|--|----------------------------------|-----|----------|---------------------------------------|----------|-----------------|--------------|-------------------|--|
| TUD 5 | 01.1995 → | D | 4 | 1527 cm ³ 2V | 40-42 kW | (54-57 PS) 23:1 | 82,00 mm | | |
|  4 077 082 | KH 40,37 MT -1,65 GL 66,32 | | 23 60 | 1 R 2 CK G6 1 M 1,75 1 DSF 3 CR | | +1,04 +1,14 | 77,00 | 94 642 700 | |
| | KH 40,1 MT -1,65 GL 66,32 | HKÜ | | | | | 77,40 | 94 642 710 | |



| | | | | | | | | | |
|------------------|--------------|-------------------------|-----|----------------------|---------------------------------|----------|--------------|-------|-------------------------------|
| 5 | | 79 | | | | | | | |
| VAZ 21011 | 05.1978 → | B | 4 | 1294 cm ³ | 2V | 48 kW | (65 PS) | 8,5:1 | 66,00 mm |
| VAZ 2106 | 09.1972 → | B | 4 | 1569 cm ³ | 2V | 54-59 kW | (73-80 PS) | 8,5:1 | 80,00 mm |
| | 4 079 080 | KH 38 MT -2 GL 77 | SRK | 22 67 K | 1 R 1,5 1 N 2 1 GSF 3,947 | CR G6 | 79,00 | | 91 317 700 (93 235) |

| | | | | | | | | | |
|---------------------------|--------------|--------------------------------|-----|----------------------|-------------------------------------|----------|------------------------------|---------------|--|
| 6 | | 82 | | | | | | | |
| VAZ 2108.3 (50 kW) | 1990 → | B | 4 | 1488 cm ³ | 2V | 50 kW | (68 PS) | 9,6/ 9,9:1 | 71,00 mm |
| VAZ 2108.3 (51 kW) | 01.1988 → | B | 4 | 1488 cm ³ | 2V | 51-52 kW | (70-71 PS) | 9,8:1 | 71,00 mm |
| VAZ 2108.3 (53 kW) | 09.1988 → | B | 4 | 1488 cm ³ | 2V | 53 kW | (72 PS) | 9,6:1 | 71,00 mm |
| VAZ 2108.3 (55 kW) | 01.1986 → | B | 4 | 1488 cm ³ | 2V | 55-58 kW | (75-79 PS) | 9,6/ 9,9:1 | 71,00 mm |
| | 4 082 138 | KH 37,9 MT -6,54 GL 65,9 | SRK | 22 66,6 K | 1 R 1,5 1 NM 2 1 SLF 3,947 CR | CR G6 | 82,00 82,80 | | 93 672 600 93 672 630 |

| | | | | | | | | | |
|-----------------|--------------|--|---|----------------------|-------------------------------------|----------|--------------|----------------|-------------------|
| 7 | | 82 | | | | | | | |
| VAZ 2112 | 01.1995 → | B | 4 | 1488 cm ³ | 4V | 66-70 kW | (90-95 PS) | 9,5/ 10,5:1 | 71,00 mm |
| | 4 082 222 | KH 37,9 VT1 -3,20 VT2 -4,40 GL 66,9 | | 21,98 60 | 1 R 1,5 1 NM 2 1 SLF 3,947 CR | CR G6 | 82,00 | | 99 753 600 |

| | | | | | | | | | |
|--|--------------|-------------------------------|---|----------------------|------------------------------|-------------|--|------|--|
| 8 | | 83 | | | | | | | |
| XUD 9A | 01.1993 → | D | 4 | 1905 cm ³ | 2V | 47-52 kW | (64-71 PS) | 23:1 | 88,00 mm (1) |
| (1) For engines with cam driven vacuum pump. | | | | | | | | | |
| | 4 083 031 | KH 46,8 MT -2,2 GL 84,3 | | 25 72 | 1 R 2 1 M 2 1 DSF 3 CR | CR G6 G3 | 83,00 83,50 83,80 | | 93 648 700 [2] 93 648 710 [2] 93 648 720 [2] |
| | T Cyl. | A=86 | | L=153,5 | | | 89 184 190 semi | | 93 648 970 |

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| | | | | | | | | |
|-----|---|---|---|--|--|--|--|--|
| | | | Type | | | | | |
| [2] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | | Kolbenüberstand: piston protrusion: dépasement du piston: resalto del pistón: выступающая часть поршня: | | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor ширина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | |
| | 1 | 1,36 | +0,56 | +0,67 | | | | |
| | 2 | 1,40 | +0,68 | +0,71 | | | | |
| | 3 | 1,44 | +0,72 | +0,75 | | | | |
| | 4 | 1,48 | +0,76 | +0,79 | | | | |
| | 5 | 1,52 | +0,80 | +0,83 | | | | |

9 **83**

| | | | | | | | | | |
|----------------|----------|--------------------------------|-------------------|----------------------|-----------------------------|-------------------|----------------|--------------|--------------------------------------|
| XUD 9SD | 01.1999→ | D (LA) | 4 | 1905 cm ³ | 2V | 51-55 kW | (71-75 PS) | 23:1 | 88,00 mm |
| | 4 | KH 46,8 MT -3,5 GL 79,3 | RTK LOX TPL | 28 68 | 1 T15 3 1 R 2 1 DSF 3 | MO G6 MO CR | +0,65 +0,77 | 83,00 | 94 786 700 [1] |
| | 083 059 | KH 46,65 MT -3,5 GL 79,3 | HKÜ HKÜ | | | | | 83,50 | 94 786 710 [1] |
| | | | | | | | | 83,80 | 94 786 720 [1] (93 141) |

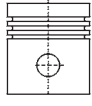
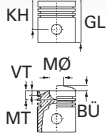

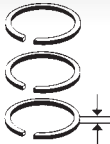
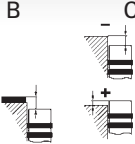

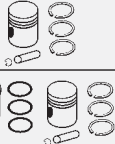
| | | | | | | | | | |
|-----|---|---|---|--|--|--|--|--|--|
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | | Kolbenüberstand: piston protrusion: dépasement du piston: resalto del pistón: выступающая часть поршня: | | | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor ширина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | | |
| | 4 | 1,36 | + 0,56 | + 0,67 | | | | | |
| | 5 | 1,40 | + 0,68 | + 0,71 | | | | | |
| | 6 | 1,44 | + 0,72 | + 0,75 | | | | | |
| | 7 | 1,48 | + 0,76 | + 0,79 | | | | | |
| | 8 | 1,52 | + 0,80 | + 0,83 | | | | | |

10 **85**



| | | | | | | | | | |
|----------------|---------|---|------------|----------------------|-------------------------------|-------------|---------|--------------|--------------------------------------|
| DW10 TD | | D (LA) | 4 | 1997 cm ³ | 2V | 66 kW | (90 PS) | 17,6:1 | 88,00 mm |
| | 4 | KH 46,75 VT1 -1,00 VT2 -1,00 MT -18,3 MØ 38 GL 80,75 | RTK TPL | 28 70 | 1 T6 3,5 1 NM 2 1 DSF 3 | CK G6 CR | | 85,00 | 99 879 601 [1] |
| | 085 171 | | | | | | | 85,60 | 99 879 620 [1] (94 821) |

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| |  |  | Type |  |  |  |  |  |
|-----|---|---|---|---|---|--|---|---|
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | | Kolbenüberstand: piston protrusion: dépasement du piston: resalto del pistón: выступающая часть поршня: | | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor ширина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | |
| | 1 | 1,25 | +0,55 | +0,60 | | | | |
| | 2 | 1,30 | +0,61 | +0,65 | | | | |
| | 3 | 1,35 | +0,66 | +0,70 | | | | |
| | 4 | 1,40 | +0,71 | +0,75 | | | | |

11**86**

| C 20 XE | 01.1996 → | B | 4 | 1998 cm ³ | 4V | 110 kW | (150 PS) | 10,5:1 | 86,00 mm |
|--|-----------|---|------------|--------------------------------|-------------|--------|--------------|--------|-------------------|
|  | 4 | KH 30,43 VT1 -1,93 MT -0,85 GL 55,43 | 21 61,5 | 1 R 1,5 1 NM 1,5 1 SLF 3 | MO G6 CR | | 86,00 | | 91 023 700 |
|  | 086 147 | | | | | | 86,50 | | 91 023 710 |

L

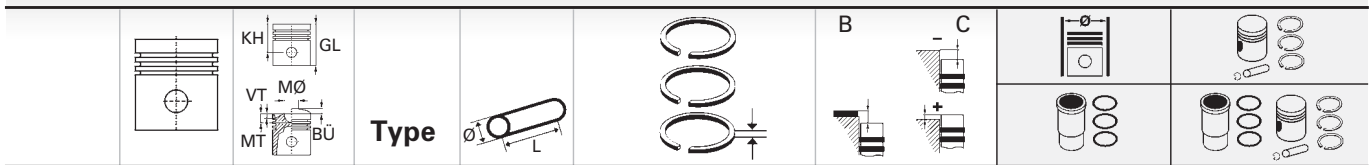


| | Cyl. |  | cm ³ |  | Comp. Ratio ϵ | kW | PS | Pos |
|--------------|----------|---|-----------------|---|------------------------|---------|---------|-----|
| | | | | | | | | |
| AR 32302 | D (LA) 4 | 82 x 90,4 | 1910 | 2 | 18,45:1 | 76 | 103 | 6 |
| AR 37101 | D (LA) 4 | 82 x 90,4 | 1910 | 2 | 18,45:1 | 77-85 | 105-115 | 7 |
| DW10BTED4 | D (LA) 4 | 85 x 88 | 1997 | 4 | 17,6:1 | 100 | 136 | 16 |
| M722 BT.19.T | D (LA) 4 | 82 x 90,4 | 1910 | 2 | 18,45:1 | 76 | 103 | 6 |
| P8C | D (LA) 4 | 85 x 92 | 2088 | 3 | 21,5:1 | 80-81 | 109-110 | 13 |
| RFN | B 4 | 85 x 88 | 1997 | 4 | 10,8:1 | 103 | 140 | 12 |
| RFV | B 4 | 86 x 86 | 1998 | 4 | 10,4:1 | 97-100 | 132-136 | 17 |
| RHR | D (LA) 4 | 85 x 88 | 1997 | 4 | 18:1 | 100 | 136 | 16 |
| RHZ | D (LA) 4 | 85 x 88 | 1997 | 2 | 17,6:1 | 80-81 | 109-110 | 14 |
| 156 C.046 | B 4 | 70 x 72 | 1108 | 2 | 9,6:1 | 38-40 | 51-55 | 3 |
| 160 A1.046 | B 4 | 80,5 x 67,4 | 1372 | 2 | 9,2:1 | 51 | 70 | 5 |
| 176 B2.000 | B 4 | 70 x 72 | 1108 | 2 | 9,6:1 | 40 | 54 | 3 |
| 188 A9.000 | D (LA) 4 | 69,6 x 82 | 1251 | 4 | 18:1 | 51 | 69 | 1 |
| 188 B2.000 | D (LA) 4 | 82 x 90,4 | 1910 | 2 | 18:1 | 74 | 101 | 7 |
| 199 A2.000 | D (LA) 4 | 69,6 x 82 | 1248 | 4 | 17,6:1 | 55 | 75 | 1 |
| 199 A3.000 | D (LA) 4 | 69,6 x 82 | 1248 | 4 | 17,6:1 | 66-77 | 90-105 | 2 |
| 4 HW | D (LA) 4 | 85 x 96 | 2197 | 4 | 18:1 | 94 | 128 | 15 |
| 8144.91.2000 | D (LA) 4 | 93 x 90 | 2445 | 2 | 22:1 | 74 | 100 | 18 |
| 8144.91.2200 | D (LA) 4 | 93 x 90 | 2445 | 2 | 22:1 | 74 | 100 | 18 |
| 8144.97 Y | D (LA) 4 | 93 x 92 | 2499 | 2 | 22,5:1 | 85 | 116 | 18 |
| 8144.97.2200 | D (LA) 4 | 93 x 92 | 2499 | 2 | 22,5:1 | 83-87 | 113-118 | 18 |
| 8144.97.2400 | D (LA) 4 | 93 x 92 | 2499 | 2 | 21:1 | 83-87 | 113-118 | 18 |
| 831 D.000 | D 4 | 82,6 x 90 | 1929 | 2 | 21:1 | 48 | 65 | 9 |
| 831 D1.000 | D (LA) 4 | 82,6 x 90 | 1929 | 2 | 20:1 | 59 | 80 | 9 |
| 835 A4.000 | D (LA) 4 | 82,6 x 90 | 1929 | 2 | 19,2:1 | 66 | 90 | 10 |
| 835 A4.000 | D (LA) 4 | 82,6 x 90 | 1929 | 2 | 19,2:1 | 66-68 | 90-92 | 11 |
| 835 A4.046 | D (LA) 4 | 82,6 x 90 | 1929 | 2 | 19,2:1 | 66 | 90 | 10 |
| 836 A4.000 | B 4 | 80,5 x 67,4 | 1372 | 2 | 9,2:1 | 51 | 70 | 5 |
| 839 A5.000 | D (LA) 5 | 82 x 90,4 | 2387 | 4 | 18,45:1 | 96-98 | 131-133 | 6 |
| 839 A6.000 | D (LA) 5 | 82 x 90,4 | 2387 | 2 | 18:1 | 103 | 140 | 7 |
| 840 A3.000 | B 4 | 70,8 x 78,9 | 1242 | 2 | 9,8:1 | 44 | 60 | 4 |
| 841 C.000 | D (LA) 5 | 82 x 90,4 | 2387 | 2 | 18,45:1 | 110 | 150 | 7 |
| 841G.000 | D (LA) 5 | 82 x 90,4 | 2387 | 4 | 18,45:1 | 120-129 | 163-175 | 8 |
| 841M.000 | D (LA) 5 | 82 x 90,4 | 2387 | 4 | 18,45:1 | 120 | 163 | 8 |
| 841N.000 | D (LA) 5 | 82 x 90,4 | 2387 | 4 | 18,45:1 | 129 | 175 | 8 |
| 937 A2.000 | D (LA) 4 | 82 x 90,4 | 1910 | 2 | 18,45:1 | 85 | 115 | 7 |



| | | | Pos | | | | Pos |
|---------------------------|-------------------|--------------|-----|-----------|--|--|-----|
| DEDRA | | | | | | | |
| Dedra 1.9 TD | 01.1989 → 12.1995 | 835 A4.000 | D | 10 | | | |
| Dedra 1.9 TD | 04.1989 → 12.1995 | 835 A4.046 | D | 10 | | | |
| Dedra 1.9 TD | 10.1994 → 10.1999 | 835 A4.000 | D | 11 | | | |
| DELTA | | | | | | | |
| Delta 1.4i | 01.1993 → 04.1994 | 160 A1.046 | B | 5 | | | |
| Delta 1.4i | 04.1994 → 12.1999 | 836 A4.000 | B | 5 | | | |
| Delta 1.9 TD | 06.1986 → 06.1991 | 831 D1.000 | D | 9 | | | |
| Delta 1.9 TD | 07.1994 → 12.1995 | 835 A4.000 | D | 10 | | | |
| Delta 1.9 TD | 01.1996 → 12.1999 | 835 A4.000 | D | 11 | | | |
| LYBRA | | | | | | | |
| Lybra 1.9 JTD | 10.1999 → 09.2000 | AR 32302 | D | 6 | | | |
| Lybra 1.9 JTD | 10.1999 → 09.2000 | M722 BT.19.T | D | 6 | | | |
| Lybra 1.9 JTD | 09.2000 → 06.2001 | AR 37101 | D | 7 | | | |
| Lybra 1.9 JTD | 06.2001 → | 937 A2.000 | D | 7 | | | |
| Lybra 2.4 JTD | 01.2001 → | 839 A6.000 | D | 7 | | | |
| Lybra 2.4 JTD | 06.2002 → | 841 C.000 | D | 7 | | | |
| Lybra 2.4 JTD 20V | 10.1999 → 09.2000 | 839 A5.000 | D | 6 | | | |
| MUSA | | | | | | | |
| Musa 1.3 JTD 16V | 10.2004 → | 188 A9.000 | D | 1 | | | |
| Musa 1.3 JTD 16V | 09.2006 → | 199 A3.000 | D | 2 | | | |
| Musa 1.9 JTD | 10.2004 → | 188 B2.000 | D | 7 | | | |
| PHEDRA | | | | | | | |
| Phedra 2.0 JTD 16V | 07.2006 → | DW10BTED4 | D | 16 | | | |
| Phedra 2.0 JTD 16V | 07.2006 → | RHR | D | 16 | | | |
| Phedra 2.0i 16V | 09.2002 → | RFN | B | 12 | | | |
| Phedra 2.2 JTD 16V | 09.2002 → 05.2003 | 4 HW | D | 15 | | | |
| PRISMA | | | | | | | |
| Prisma 1.9 D | 06.1984 → 12.1989 | 831 D.000 | D | 9 | | | |
| Prisma 1.9 TD | 05.1985 → 12.1989 | 831 D1.000 | D | 9 | | | |
| THEMA | | | | | | | |
| Thema 2.5 TD | 11.1984 → 09.1988 | 8144.91.2200 | D | 18 | | | |
| Thema 2.5 TD | 11.1984 → 05.1992 | 8144.91.2000 | D | 18 | | | |
| Thema 2.5 TD | 05.1992 → 11.1994 | 8144.97.2400 | D | 18 | | | |
| Thema 2.5 TD | 01.1993 → 11.1994 | 8144.97 Y | D | 18 | | | |
| Thema 2.5 TDS | 06.1988 → 05.1992 | 8144.97.2200 | D | 18 | | | |
| THESIS | | | | | | | |
| Thesis 2.4 JTD | 04.2002 → | 841 C.000 | D | 7 | | | |
| Thesis 2.4 JTD 20V | 06.2003 → | 841G.000 | D | 8 | | | |
| Thesis 2.4 JTD 20V | 06.2003 → | 841M.000 | D | 8 | | | |
| Thesis 2.4 JTD 20V | 06.2003 → | 841N.000 | D | 8 | | | |
| Y | | | | | | | |
| Y 1.1i | 04.1997 → 06.2000 | 176 B2.000 | B | 3 | | | |
| Y 1.2i | 01.1996 → 06.2000 | 840 A3.000 | B | 4 | | | |
| Y 10 | | | | | | | |
| Y 10 1.1i | 01.1995 → 12.1995 | 156 C.046 | B | 3 | | | |
| YPSILON (843) | | | | | | | |
| Ypsilon (843) 1.3 JTD 16V | 06.2003 → | 188 A9.000 | D | 1 | | | |
| Ypsilon (843) 1.3 JTD 16V | 09.2006 → | 199 A2.000 | D | 1 | | | |
| Ypsilon (843) 1.3 JTD 16V | 09.2006 → | 199 A3.000 | D | 2 | | | |
| ZETA | | | | | | | |
| Zeta 2.0 JTD | 06.1999 → 10.2000 | RHZ | D | 14 | | | |
| Zeta 2.0i 16V | 06.1999 → 10.2000 | RFV | B | 17 | | | |
| Zeta 2.0i 16V | 10.2000 → 06.2002 | RFN | B | 12 | | | |
| Zeta 2.1 TD 12V | 05.1996 → 06.1999 | P8C | D | 13 | | | |

| | | | | Type | | | | | |
|----------------------|-------------------|--|-------------------|-------------------------|--|--------------------|--------------|-------------------|--|
| 1 69,6 | | | | | | | | | |
| 188 A9.000 | 06.2003 → | D (LA) | 4 | 1251 cm ³ 4V | 51 kW | (69 PS) 18:1 | 82,00 mm | | |
| 199 A2.000 | 09.2006 → | D (LA) | 4 | 1248 cm ³ 4V | 55 kW | (75 PS) 17,6:1 | 82,00 mm | | |
| | 4 | KH 40,43 VT1 -1,00 MT -12,4 MØ 38 GL 63,43 | RTK TPL | 22,998 56,5 | 1 R 2 CK G6 1 M 1,5 1 DSF 2 CR G6 | | 69,60 | 40 213 600 | |
| | 070 166 | | | | | | 70,00 | 40 213 605 | |
| | | | | | | | 70,20 | 40 213 610 | |
| 2 69,6 | | | | | | | | | |
| 199 A3.000 | 09.2006 → | D (LA) | 4 | 1248 cm ³ 4V | 66-77 kW | (90-105 PS) 17,6:1 | 82,00 mm | | |
| | 4 | KH 40,43 MT -12,4 MØ 38 GL 62,43 | RTK KKK TPL | 23 55 | 1 R 2 CK G6 1 M 1,5 1 DSF 2 CR G6 | | 69,60 | 40 659 600 | |
| | 070 170 | | | | | | 70,00 | 40 659 610 | |
| | | | | | | | | | |
| 3 70 | | | | | | | | | |
| 156 C.046 | 01.1995 → 12.1995 | B | 4 | 1108 cm ³ 2V | 38-40 kW | (51-55 PS) 9,6:1 | 72,00 mm | | |
| 176 B2.000 | 04.1997 → 06.2000 | B | 4 | 1108 cm ³ 2V | 40 kW | (54 PS) 9,6:1 | 72,00 mm | | |
| | 4 | KH 30 MT -1,8 GL 50 | | 18 53 K | 1 R 1,2 CR G6 1 M 1,2 G6 1 SSF 2,5 | | 70,00 | 94 910 700 | |
| | 070 165 | | | | | | 70,40 | 94 910 710 | |
| | | | | | | | | | |
| 4 70,8 | | | | | | | | | |
| 840 A3.000 | 01.1996 → 06.2000 | B | 4 | 1242 cm ³ 2V | 44 kW | (60 PS) 9,8:1 | 78,90 mm | | |
| | 4 | KH 28 MT -2,4 GL 48 | | 18 53 K | 1 R 1,2 CR G6 1 M 1,2 G6 1 DSF 2,5 | | 70,80 | 94 870 700 | |
| | 071 052 | | | | | | 71,20 | 94 870 710 | |
| | | | | | | | | | |
| 5 80,5 | | | | | | | | | |
| 160 A1.046 | 01.1993 → 04.1994 | B | 4 | 1372 cm ³ 2V | 51 kW | (70 PS) 9,2:1 | 67,40 mm | | |
| 836 A4.000 | 04.1994 → 12.1999 | B | 4 | 1372 cm ³ 2V | 51 kW | (70 PS) 9,2:1 | 67,40 mm | | |
| | 4 | KH 33,3 MT -2,9 GL 65,3 | | 22 58 | 1 R 1,5 CR G6 1 NM 1,75 1 DSF 3 | | 80,50 | 92 292 600 | |
| | 080 303 | | | | | | | | |
| | | | | | | | | | |



| | | | | | | | | | | | | |
|---------------------|-------------------|-----------|------|---|----------------------|----|----------|--------------|---------|----------|--|--|
| 6 | | 82 | | | | | | | | | | |
| AR 32302 | 10.1999 → 09.2000 | D | (LA) | 4 | 1910 cm ³ | 2V | 76 kW | (103 PS) | 18,45:1 | 90,40 mm | | |
| M722 BT.19.T | 10.1999 → 09.2000 | D | (LA) | 4 | 1910 cm ³ | 2V | 76 kW | (103 PS) | 18,45:1 | 90,40 mm | | |
| 839 A5.000 | 10.1999 → 09.2000 | D | (LA) | 5 | 2387 cm ³ | 4V | 96-98 kW | (131-133 PS) | 18,45:1 | 90,40 mm | | |

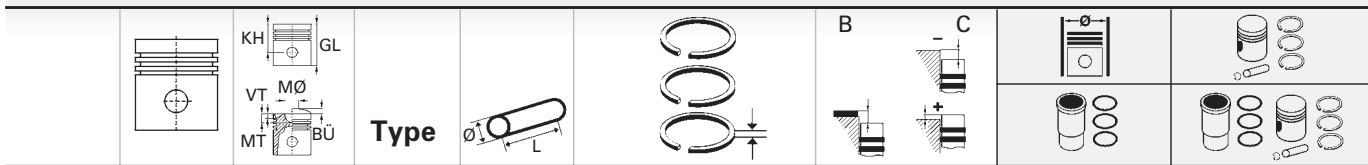
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|-----|---|---|------------|---|--|-------------|--|--------------|--------------------------|--|--|--|
| | 4/5 | KH 47,25 MT -17,5 MØ 37,5 GL 73,25 | RTK KBB | 25,988 61 | 1 T15 3 1 NM 2 1 DSF 3 | MO G6 CR | | 82,01 | 94 966 600 [1] | | | |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цил. | | | Kolbenüberstand: piston protrusion: dépasement du piston: resalto del pistón: выступающая часть поршня: | | | | | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor ширина | | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | | | | |
| | 0 | 1,60 | | | | | | | | | | |
| | 1 | 1,70 | | +0,80 | | | | | | | | |
| | 2 | 1,80 | | +0,90 | | | | | | | | |

| | | | | | | | | | | | | |
|-------------------|-------------------|-----------|------|---|----------------------|----|----------|--------------|---------|----------|--|--|
| 7 | | 82 | | | | | | | | | | |
| AR 37101 | 09.2000 → 06.2001 | D | (LA) | 4 | 1910 cm ³ | 2V | 77-85 kW | (105-115 PS) | 18,45:1 | 90,40 mm | | |
| 188 B2.000 | 10.2004 → | D | (LA) | 4 | 1910 cm ³ | 2V | 74 kW | (101 PS) | 18:1 | 90,40 mm | | |
| 839 A6.000 | 01.2001 → | D | (LA) | 5 | 2387 cm ³ | 2V | 103 kW | (140 PS) | 18:1 | 90,40 mm | | |
| 841 C.000 | 04.2002 → | D | (LA) | 5 | 2387 cm ³ | 2V | 110 kW | (150 PS) | 18,45:1 | 90,40 mm | | |
| 937 A2.000 | 06.2001 → | D | (LA) | 4 | 1910 cm ³ | 2V | 85 kW | (115 PS) | 18,45:1 | 90,40 mm | | |

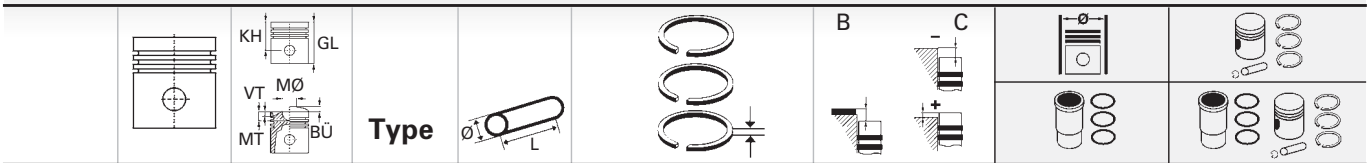
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|--|-----|--|------------|--------------|----------------------------|----------------------|--|--------------|-------------------------------|--|--|--|
| | 4/5 | KH 46,5 VT1 -0,50 MT -17,5 MØ 37,5 GL 72,5 | RTK KBB | 25,988 61 | 1 R 2 1 NM 2 1 DSF 2 | CK G6 G3 NT ST | | 82,00 | 40 218 600 | | | |
| | | | | | | | | 82,40 | 40 218 620 | | | |
| | | | | | | | | 82,60 | 40 218 630 (99 724) | | | |

| | | | | | | | | | | | | |
|-----------------|-----------|-----------|------|---|----------------------|----|------------|--------------|---------|----------|--|--|
| 8 | | 82 | | | | | | | | | | |
| 841G.000 | 06.2003 → | D | (LA) | 5 | 2387 cm ³ | 4V | 120-129 kW | (163-175 PS) | 18,45:1 | 90,40 mm | | |
| 841M.000 | 06.2003 → | D | (LA) | 5 | 2387 cm ³ | 4V | 120 kW | (163 PS) | 18,45:1 | 90,40 mm | | |
| 841N.000 | 06.2003 → | D | (LA) | 5 | 2387 cm ³ | 4V | 129 kW | (175 PS) | 18,45:1 | 90,40 mm | | |

| | | | | | | | | | | | | |
|--|---|---|-------------------|----------|----------------------------|----------------------|--|--------------|-------------------|--|--|--|
| | 5 | KH 46,5 VT1 -1,00 VT2 -0,90 MT -15,4 MØ 41,5 GL 73,5 | RTK KKK KBB | 26 61 | 1 R 2 1 NM 2 1 DSF 2 | CK G6 G3 CR G6 | | 82,00 | 40 660 600 | | | |
| | | | | | | | | 82,40 | 40 660 610 | | | |
| | | | | | | | | 82,60 | 40 660 620 | | | |



| 9 | | 82,6 | | | | | | | | | |
|-------------------|---|---|--|--|-------------------------------|-------------------------|--|-------|---------------------------|--|--|
| 831 D.000 | | 06.1984 → 12.1989 D | | 4 | | 1929 cm ³ 2V | | 48 kW | | (65 PS) 21:1 90,00 mm | |
| 831 D1.000 | | 05.1985 → 06.1991 D (LA) | | 4 | | 1929 cm ³ 2V | | 59 kW | | (80 PS) 20:1 90,00 mm | |
| | 4 | KH 42,2 BÜ +2,5 GL 78,3 | RTK LOX | 25 69,4 | 1 T15 2,5 1 M 2 1 DSF 3 | MO G6 MO CR | | | 82,60 | 92 231 600 [1] | |
| | 083 066 | | | | | | | | 83,00 | 92 231 630 [1] | |
| | | | | | | | | | 83,20 | 92 231 640 [1] (90 191,90 239, 90 961,93 916, 94 907) | |
| | T Cyl. | A=86 | | L=154 | | | | | 89 386 190 semi | 92 231 960 | |
| | T Cyl. | A=86 | C=89 | L=147,5 | H=4,5 | | | | 89 424 190 semi | 92 231 961 | |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | | | | | | | |
| | Kerben repères muescas надрезы | Stärke thickness épaisseur espesor ширина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | | | | |
| | Motor 1,7 Ltr. D/TD ... Motor Nr. 1464107 | | | | | | | | | | |
| | 0 | 1,65 mm | | + 0,80 | | | | | | | |
| | 1 | 1,80 mm | + 0,80 | + 0,95 | | | | | | | |
| | 2 | 1,95 mm | + 0,95 | | | | | | | | |
| | Motor Nr. 1464108 ... | | | | | | | | | | |
| | 0 | 1,65 mm | | + 1,00 | | | | | | | |
| | 1 | 1,80 mm | + 1,00 | + 1,15 | | | | | | | |
| | 2 | 1,95 mm | + 1,15 | | | | | | | | |
| | Motor 1,9 Ltr. D, auch / also / également / también Ducato | | | | | | | | | | |
| | 0 | 1,65 mm | | + 0,50 | | | | | | | |
| | 1 | 1,80 mm | + 0,50 | + 0,65 | | | | | | | |
| | 2 | 1,95 mm | + 0,65 | | | | | | | | |
| | Motor 1,9 Ltr. TD | | | | | | | | | | |
| | ... Motor Nr. 1300041 | | | | | | | | | | |
| | 0 | 1,65 mm | | + 0,30 | | | | | | | |
| | 1 | 1,80 mm | + 0,30 | + 0,50 | | | | | | | |
| | 2 | 1,95 mm | + 0,50 | | | | | | | | |
| | Motor Nr. 1300042...1464107 | | | | | | | | | | |
| | 0 | 1,65 mm | | + 0,50 | | | | | | | |
| | 1 | 1,80 mm | + 0,50 | + 0,65 | | | | | | | |
| | 2 | 1,95 mm | + 0,65 | | | | | | | | |



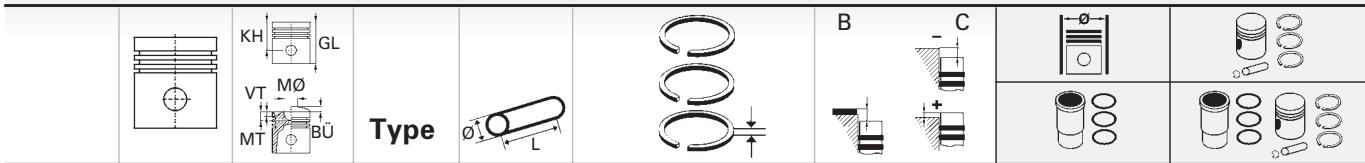
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|-------------------|-------------------|-------------|---|----------------------|----|-------|---------|--------|----------|
| 10 | | 82,6 | | | | | | | |
| 835 A4.000 | 01.1989 → 12.1995 | D (LA) | 4 | 1929 cm ³ | 2V | 66 kW | (90 PS) | 19,2:1 | 90,00 mm |
| 835 A4.046 | 04.1989 → 12.1995 | D (LA) | 4 | 1929 cm ³ | 2V | 66 kW | (90 PS) | 19,2:1 | 90,00 mm |

| | | | | | | | | | |
|--|---------|--------------------------------|------------|----------|-----------------------------|-------------------|--|---------------------------|--------------------------|
| | 4 | KH 42,4 BU +2,5 GL 78,05 | LOX RTK | 26 69 | 1 T15 3 1 M 2 1 DSF 3 | MO G6 MO CR | | 82,60 | 90 613 600 [1] |
| | 083 053 | | | | | | | 83,20 | 90 613 660 [1] |
| | T Cyl. | A=86 | | L=154 | | | | 89 386 190 semi | 90 613 960 |
| | T Cyl. | A=86 | C=89 | L=147,5 | H=4,5 | | | 89 424 190 semi | 90 613 961 |

| | | | | | | | | | |
|-----|---|---|--|--|--|--------|--|--|--|
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цил. | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: Выступающая часть поршня: | | | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor ширина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | | |
| | Motor 1,9 Ltr.TD ... Motor Nr. 1300041 | | | | | | | | |
| | 0 | 1,65 mm | | | | + 0,30 | | | |
| | 1 | 1,80 mm | + 0,30 | | | + 0,50 | | | |
| | 2 | 1,95 mm | + 0,50 | | | | | | |
| | Motor Nr. 1300042...1464107 | | | | | | | | |
| | 0 | 1,65 mm | | | | + 0,50 | | | |
| | 1 | 1,80 mm | + 0,50 | | | + 0,65 | | | |
| | 2 | 1,95 mm | + 0,65 | | | | | | |
| | Motor Nr. 1464108 ... | | | | | | | | |
| | 0 | 1,65 mm | | | | + 0,70 | | | |
| | 1 | 1,80 mm | + 0,70 | | | + 0,85 | | | |
| | 2 | 1,95 mm | + 0,85 | | | | | | |

| | | | | | | | | | |
|-------------------|-------------------|-------------|---|----------------------|----|----------|------------|--------|----------|
| 11 | | 82,6 | | | | | | | |
| 835 A4.000 | 10.1994 → 12.1999 | D (LA) | 4 | 1929 cm ³ | 2V | 66-68 kW | (90-92 PS) | 19,2:1 | 90,00 mm |

| | | | | | | | | | |
|--|--------|------|------|---------|-------|--|--|---------------------------|--|
| | T Cyl. | A=86 | | L=154 | | | | 89 386 190 semi | |
| | T Cyl. | A=86 | C=89 | L=147,5 | H=4,5 | | | 89 424 190 semi | |



| | | | | | | | | | |
|------------|--|------------------------------------|---|----------------------|---------------------------------|-------------|----------|------------------------------|---|
| 12 | | 85 | | | | | | | |
| RFN | 10.2000 → | B | 4 | 1997 cm ³ | 4V | 103 kW | (140 PS) | 10,8:1 | 88,00 mm |
| | 4 | KH 29 MT -0,7 MØ 49 GL 51 | | 21 58 K | 1 R 1,2 1 NM 1,5 1 UF 2,5 | MO G6 ST | | 85,00 85,50 | 40 309 600 [1], [2] 40 309 610 [1] |
| [1] | nur satzweise austauschbar exchangeable only in sets remplacement seulement sous forme de jeu sólo se puede cambiar el juego completo заменяемо только комплектами | | | | | | | | |
| [2] | OE REF = 1 Satz/set/jeu/juego/Набор | | | | | | | | |

| | | | | | | | | | | | | |
|------------|---|--------------------------------|---|----------------------|--|-------------------|---|--|--|--|--|--|
| 13 | | 85 | | | | | | | | | | |
| P8C | 05.1996 → 06.1999 | D (LA) | 4 | 2088 cm ³ | 3V | 80-81 kW | (109-110 PS) | 21,5:1 | 92,00 mm | | | |
| | 4 | KH 44,95 MT -2,7 GL 74,8 | KKK LOX RTK | 30 71,5 | 1 T15 3 1 R 2 1 DSF 3 | MO G6 MO CR | | 85,00 85,25 85,60 | 94 643 600 [1] 94 643 610 [1] 94 643 620 [1] | | | |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | | Kolbenüberstand: piston protrusion: dépasement du piston: resalto del pistón: выступающая часть поршня: | | Kerben notches repères muescas надрезы | | Stärke thickness épaisseur espesor ширина | | größer als more than supérieur à superior a больше, чем | | kleiner als less than inférieur à inferior a меньше, чем | |
| | 1 | 1,52 | | +0,65 | +0,76 | | | | | | | |
| | 2 | 1,57 | | +0,76 | +0,81 | | | | | | | |
| | 3 | 1,62 | | +0,81 | +0,86 | | | | | | | |
| | 4 | 1,67 | | +0,86 | +0,91 | | | | | | | |
| | 5 | 1,72 | | +0,91 | +0,96 | | | | | | | |

| | | | | | | | | | |
|------------|-------------------|---|------------|----------------------|-------------------------------|-------------|--------------|------------------------------|--|
| 14 | | 85 | | | | | | | |
| RHZ | 06.1999 → 10.2000 | D (LA) | 4 | 1997 cm ³ | 2V | 80-81 kW | (109-110 PS) | 17,6:1 | 88,00 mm |
| | 4 | KH 46,75 VT1 -1,00 VT2 -1,00 MT -18,3 MØ 38 GL 80,75 | RTK TPL | 28 70 | 1 T6 3,5 1 NM 2 1 DSF 3 | CK G6 CR | | 85,00 85,60 | 99 879 601 [1] 99 879 620 [1] (94 821) |

Fortsetzung nächste Seite / continued on next page / suite page suivante / continuación página próxima / Продолжение на следующей странице



| | | | | | | | | |
|-----|---|---|---|--|--|--|--|--|
| | | | | | | | | |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | | Kolbenüberstand: piston protrusion: dépasement du piston: resalto del pistón: выступающая часть поршня: | | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor ширина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | |
| | 1 | 1,25 | +0,55 | +0,60 | | | | |
| | 2 | 1,30 | +0,61 | +0,65 | | | | |
| | 3 | 1,35 | +0,66 | +0,70 | | | | |
| | 4 | 1,40 | +0,71 | +0,75 | | | | |

15**85**

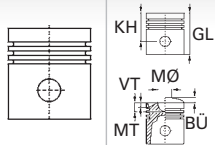
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|-------------|--|---|------------|----------------------|------------------------------|-------------|--------------|------|--------------------------|
| 4 HW | 09.2002 → 05.2003 | D (LA) | 4 | 2197 cm ³ | 4V | 94 kW | (128 PS) | 18:1 | 96,00 mm |
| | 4 | KH 48,7 VT1 -0,50 VT2 -0,50 MT -18 MØ 40,8 GL 77,7 | RTK KKK | 30 68 | 1 T6 3,5 1 M 2 1 DSF 3 | CK G6 CR | 85,00 | | 40 406 600 [1] |
| | 085 218 | | | | | | 85,40 | | 40 406 610 |
| | | | | | | | 85,60 | | 40 406 620 |
| [1] | 0628 L2 = 4 Kolben (Satz)/piston (set) 40 406 = 1 Kolben/piston | | | | | | | | |

16**85**

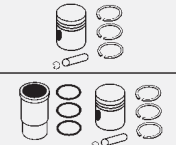
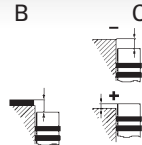
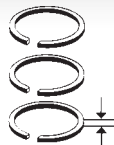
| | | | | | | | | | |
|------------------|-----------|--|-------------------|----------------------|------------------------------|-------------|--------------|--------|-------------------|
| DW10BTED4 | 07.2006 → | D (LA) | 4 | 1997 cm ³ | 4V | 100 kW | (136 PS) | 17,6:1 | 88,00 mm |
| RHR | 07.2006 → | D (LA) | 4 | 1997 cm ³ | 4V | 100 kW | (136 PS) | 18:1 | 88,00 mm |
| | 4 | KH 46,705 VT1 -0,52 MT -15,4 MØ 44,8 GL 80,705 | RTK TPL KKK | 28 70 | 1 T6 3,5 1 M 2 1 DSF 3 | CK G6 CR | 85,00 | | 99 700 600 |
| | 085 190 | | | | | | 85,60 | | 99 700 610 |

17**86**

| | | | | | | | | | |
|------------|-------------------|-------------------------------|---|----------------------|---------------------------------|-------------|--------------|--------|-------------------|
| RFV | 06.1999 → 10.2000 | B | 4 | 1998 cm ³ | 4V | 97-100 kW | (132-136 PS) | 10,4:1 | 86,00 mm |
| | 4 | KH 33,8 MT -4,3 GL 53,8 | | 22 62 K | 1 R 1,5 1 NM 1,75 1 SLF 3 | MO G6 CR | 86,00 | | 94 673 700 |
| | 086 166 | | | | | | 86,25 | | 94 673 710 |



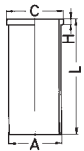
Type



18

93

| | | | | | | | | | | |
|---------------------|-------------------|---|------|---|----------------------|----|----------|--------------|--------|----------|
| 8144.91.2000 | 11.1984 → 05.1992 | D | (LA) | 4 | 2445 cm ³ | 2V | 74 kW | (100 PS) | 22:1 | 90,00 mm |
| 8144.91.2200 | 11.1984 → 09.1988 | D | (LA) | 4 | 2445 cm ³ | 2V | 74 kW | (100 PS) | 22:1 | 90,00 mm |
| 8144.97 Y | 01.1993 → 11.1994 | D | (LA) | 4 | 2499 cm ³ | 2V | 85 kW | (116 PS) | 22,5:1 | 92,00 mm |
| 8144.97.2200 | 06.1988 → 05.1992 | D | (LA) | 4 | 2499 cm ³ | 2V | 83-87 kW | (113-118 PS) | 22,5:1 | 92,00 mm |
| 8144.97.2400 | 05.1992 → 11.1994 | D | (LA) | 4 | 2499 cm ³ | 2V | 83-87 kW | (113-118 PS) | 21:1 | 92,00 mm |






| | | | | |
|--------|---------|--------|---------|-----|
| T Cyl. | A=96 | C=98,9 | L=167,3 | H=5 |
| T Cyl. | A=96,04 | C=98,9 | L=167,3 | H=5 |

89 183 190
semi

89 183 191
semi





L



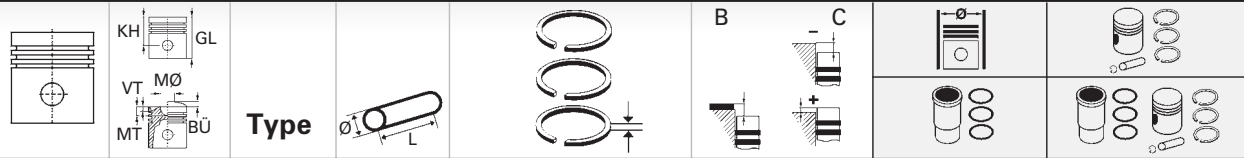
| |  | Cyl. |  | cm ³ |  | Comp. Ratio ε | kW | PS | Pos |
|---------|---|------|---|-----------------|---|------------------|----|-----|-----|
| | | | | | | | | | mm |
| 0.350 | | D 6 | 100,61 x 120,65 | 5760 | 2 | 16:1 | 76 | 104 | 2 |
| 4-98 NV | | D 4 | 98 x 125 | 3770 | 2 | 16,8:1 | 46 | 62 | 1 |
| 6-98 DV | | D 6 | 98 x 125 | 5655 | 2 | 16,8:1 | 84 | 115 | 1 |
| 6-98 NV | | D 6 | 98 x 125 | 5655 | 2 | 16,8:1 | 71 | 97 | 1 |


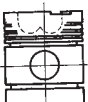

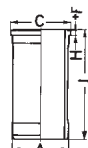
L


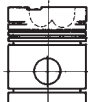

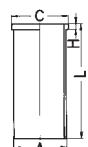


|  | |  | Pos |  | |  | Pos |
|---|-----------|---|-----|--|--|---|-----|
| BOXER | | | | | | | |
| Boxer 1000 | 12.1972 → | 6-98 DV | D | 1 | | | |
| Boxer 1000 | 12.1972 → | 6-98 NV | D | 1 | | | |
| COMET | | | | | | | |
| Comet 90 | 01.1952 → | 0.350 | D | 2 | | | |
| FG-SERIE | | | | | | | |
| 360 FG | 01.1974 → | 4-98 NV | D | 1 | | | |




L



| 1  98 | | | | | | | | | | |
|--|-----------|--|-----------|----------------------|--|--------------------------------|---------------|-------------------|-------------------|--|
| 4-98 NV | 01.1974 → | D | 4 | 3770 cm ³ | 2V | 46 kW | (62 PS) | 16,8:1 | 125,00 mm | |
| 6-98 DV | 12.1972 → | D | 6 | 5655 cm ³ | 2V | 84 kW | (115 PS) | 16,8:1 | 125,00 mm | |
| 6-98 NV | 12.1972 → | D | 6 | 5655 cm ³ | 2V | 71 kW | (97 PS) | 16,8:1 | 125,00 mm | |
|  | 4/6 | KH 68,2 VT1 -2,40 MT -25 GL 116,3 | URK | 34,925 82,5 | 1 R 2,39 2 M 2,39 1 D 6,35 1 S 4,75 | CR G3 | 0,00 +0,20 | 98,00 | 93 013 600 | |
|  | N Cyl. | A=108,179 | C=117,094 | L=221,54 | H+F=8,89+0,88 | 1 R 107 x 3,5 1 R 107 x 5,3 | | 89 000 110 | 93 013 960 | |
|  | | | | | | | | | | |





| 2  100,61 | | | | | | | | | | |
|--|-----------|---|------------|----------------------|-------------------------------------|-------|---------------|-------------------|-------------------------------|--|
| 0.350 | 01.1952 → | D | 6 | 5760 cm ³ | 2V | 76 kW | (104 PS) | 16:1 | 120,65 mm | |
|  | 6 | KH 81,9 VT1 -2,40 MT -24,8 MØ 58,4 GL 132,7 | RTK URK | 33,026 87,9 | 1 R 2,385 2 M 2,385 2 G 6,335 | CR | 0,00 +0,20 | 100,61 | 90 904 600 (90 903) | |
|  | T Cyl. | A=105,69 | C=115,2 | L=238,8 | H=12,74 | | | 88 253 110 | 90 904 960 | |
|  | | | | | | | | | | |



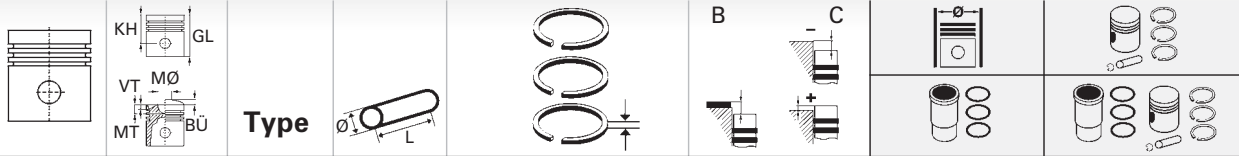
|  | | | Cyl. |  mm | cm ³ |  ε | Comp. Ratio | kW | PS | Pos |
|---|---|---|------|---|-----------------|--|----------------|-----|-----|-----|
| M 1.2 A-MS 636 | D | 6 | 6 | 130 x 150 | 11945 | 2 | | 152 | 207 | 1 |

L



|  |  | Pos |  |  | Pos |
|---|---|-----|--|---|-----|
| 100-300 SERIE | | | | | |
| LIAZ R 100 | M 1.2 A-MS 636 D | 1 | | | |
| | | | | | |

L






| | | | | | | | | |
|----------|------------|-----------------------|----------|----------|--------------------------------|---------------|-----------------|------------------|
| 1 | 130 | M.1.2.A-MS 636 | D | 6 | 11945 cm³ 2V | 152 kW | (207 PS) | 150,00 mm |
|----------|------------|-----------------------|----------|----------|--------------------------------|---------------|-----------------|------------------|




| | | | | | | | | |
|--|--|--|--|--|--|--|---|-------------------|
| | | | | | | | - | 94 617 960 |
|--|--|--|--|--|--|--|---|-------------------|




| | | | |
|-------------------|---|----------------------------|------------|
| ① LIEBHERR | → | MERCEDES-BENZ | 562 |
| MADAL | → | PERKINS | 738 |
| | | SCANIA | 863 |
| MALVES | → | MERCEDES-BENZ | 562 |

L


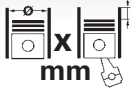

|  | | | Cyl. |  | cm³ |  | Comp. Ratio ϵ | kW | PS | Pos |
|---|--|--------|-------------|---|-----------------------|---|--|-----------|-----------|------------|
| D 0224 | M, ME, MF | D | 4 | 102 x 116 | 3791 | 2 | 18:1 | 61-66 | 83-90 | 5 |
| D 0226 | M, ME, MFA, MFM, MFO, MH | D | 6 | 102 x 116 | 5687 | 2 | 18:1 | 98-100 | 133-136 | 5 |
| D 0226 | MC, MCE, MCFO, MT, MTE | D (A) | 6 | 102 x 116 | 5687 | 2 | 17,5:1 | 88-135 | 120-184 | 6 |
| D 0226 Euro 0 | MF | D | 6 | 102 x 116 | 5687 | 2 | 18:1 | 92-100 | 125-136 | 5 |
| D 0226 | MK, MKE, MKFA, MKFO, MKH, ML, MLE, MTE 51, MTXE 51 | D (LA) | 6 | 102 x 116 | 5687 | 2 | 17,5:1 | 88-154 | 120-210 | 6 |
| D 0226 Euro 0 | MKF | D (LA) | 6 | 102 x 116 | 5687 | 2 | 17,5:1 | 125-141 | 170-192 | 6 |
| D 0824 Euro 0 | GF | D | 4 | 108 x 125 | 4580 | 2 | 17:1 | 74 | 100 | 9 |
| D 0824 Euro 0 | GF 01, GF 02 | D | 4 | 108 x 125 | 4580 | 2 | 17:1 | 74 | 100 | 10 |
| D 0824 Euro 1 | L, LF 01, LF 03, LF 04, LF 05, LF 06, LF 07, LF 08, LF 09, LF 10, LFL 01, LFL 05, LOH 01, LOH 02, LOH 03 | D (LA) | 4 | 108 x 125 | 4580 | 2 | | 103-118 | 140-160 | 13 |
| D 0824 Euro 1 | LE 301 | D (LA) | 4 | 108 x 125 | 4580 | 2 | 16,5:1 | | | 14 |
| D 0824 Euro 2 | LF 02, LFL 02, LFL 03, LFL 04, LFL 06, LFL 07, LFL 08, LFL 10, LOH 04, LOH 05 | D (LA) | 4 | 108 x 125 | 4580 | 2 | | 81-162 | 110-220 | 14 |
| D 0824 Euro 2 | LFL 09 | D (LA) | 4 | 108 x 125 | 4580 | 2 | 18:1 | 114 | 155 | 12 |
| D 0826 Euro 0 | F, F 01, F 02, FO 01, FO 02, FR 01, GF, GFA, GFA 03, OH, OH 01, OH 02 | D | 6 | 108 x 125 | 6871 | 2 | | 110-114 | 149-155 | 9 |
| D 0826 | FG 001, FG 002 | D | 6 | 108 x 125 | 6871 | 2 | 17:1 | 169 | 230 | 13 |
| D 0826 | FO, FR, FR 02 | D | 6 | 108 x 125 | 6871 | 2 | | 114 | 155 | 9 |
| D 0826 Euro 0 | GF 01, GF 03 | D | 6 | 108 x 125 | 6871 | 2 | 17:1 | 110-114 | 150-155 | 10 |
| D 0826 | GF 02 | D | 6 | 108 x 125 | 6871 | 2 | 17:1 | 169 | 230 | 10 |
| D 0826 Euro 1 | GF 04 | D (LA) | 6 | 108 x 125 | 6871 | 2 | 17,8:1 | 107 | 145 | 9 |
| D 0826 Euro 1 | GFA 04, OH 03 | D | 6 | 108 x 125 | 6871 | 2 | | 107 | 145 | 9 |
| D 0826 | K | D (LA) | 6 | 108 x 120 | 6596 | 2 | 18:1 | 162 | 220 | 11 |
| D 0826 | LE 10, LOH 12, LUH213 | D (LA) | 6 | 108 x 125 | 6871 | 2 | | 140-165 | 190-224 | 13 |
| D 0826 | LE 51, LE 52, LUE, LUE 130, LUE 160, LUE 501, LUE 502, LUE 503, LUE 504, LUE 51, LUE 52 | D (LA) | 6 | 108 x 125 | 6871 | 2 | 17:1 | 96-147 | 130-200 | 12 |
| D 0826 Euro 1 | LE 521, LE 522, LE 523, LE 524, LE 530, LE 531 | D (LA) | 6 | 108 x 125 | 6871 | 2 | | 125-191 | 170-260 | 12 |
| D 0826 Euro 0 | LF | D (LA) | 6 | 108 x 125 | 6871 | 2 | 18:1 | 160-169 | 218-230 | 11 |
| D 0826 Euro 0 | LF 01, LF 02, LF 03, LF 05, LFG 02, LFG 03, LFG 04, LOH 04, LOH 05, LUH, LUH 04 | D (LA) | 6 | 108 x 125 | 6871 | 2 | | 140-169 | 190-230 | 13 |
| D 0826 Euro 1 | LF 04, LF 07, LF 08, LFG 05, LFG 06, LFG 07, LFL, LFL 01, LFL 02, LFL 05, LFL 06, LFL 07, LFL 08, LOH 06, LOH 07, LOH 10, LUH 01, LUH 02, LUH 03, LUH 05, LUH 06, LUH 10 | D (LA) | 6 | 108 x 125 | 6871 | 2 | | 114-198 | 155-270 | 13 |
| D 0826 Euro 0 | LF 06 | D (A) | 6 | 108 x 125 | 6871 | 2 | 16,5:1 | 169 | 230 | 13 |
| D 0826 Euro 2 | LF 10, LF 11, LF 12, LF 15, LF 16, LF 17, LFG 15, LFG 16, LFL 03, LOH 15, LOH 17, LOH 18, LOH 19, LUH 07, LUH 09, LUH 11, LUH 12, LUH 13 | D (LA) | 6 | 108 x 125 | 6871 | 2 | | 140-206 | 190-280 | 14 |
| D 0826 Euro 2 | LF 13, LFL 09, LFX | D (LA) | 6 | 108 x 125 | 6871 | 2 | 16,5:1 | 191 | 260 | 15 |
| D 0826 Euro 2 | LF 18, LFL 10 | D (LA) | 6 | 108 x 125 | 6871 | 2 | | 162 | 200-220 | 12 |
| D 0826 | LF/217 | D (LA) | 6 | 108 x 125 | 6871 | 2 | 18:1 | 160 | 217 | 10 |
| D 0826 Euro 0 | LOH | D (LA) | 6 | 108 x 120 | 6596 | 2 | 17:1 | 169 | 230 | 11 |
| D 0826 Euro 0 | LOH 01 | D (LA) | 6 | 108 x 125 | 6871 | 2 | 16,5:1 | 140 | 190 | 10 |
| D 0826 Euro 2 | LUH 08 | D (LA) | 6 | 108 x 125 | 6871 | 2 | 16,5:1 | 162 | 220 | 13 |
| D 0826 | LUH 21 | D (LA) | 6 | 108 x 120 | 6871 | 2 | 16,5:1 | 157 | 214 | 10 |
| D 0826 | T, TOH 01 | D (A) | 6 | 108 x 120 | 6596 | 2 | | 122-137 | 166-186 | 11 |
| D 0826 Euro 0 | TF, TOH | D (A) | 6 | 108 x 120 | 6596 | 2 | | 132-137 | 180-186 | 11 |
| D 0826 | TUE 51 | D (A) | 6 | 108 x 125 | 6871 | 2 | 17:1 | 132 | 180 | 12 |
| D 0834 Euro 3 | LFL 01, LFL 02, LFL 03, LFL 04, LFL 10, LFL 11, LOH 01, LOH 02, LOH 03 | D (LA) | 4 | 108 x 125 | 4580 | 2 | | 103-125 | 140-170 | 16 |
| D 0834 Euro 3 | LFL 40, LFL 41, LFL 42 | D (LA) | 4 | 108 x 125 | 4580 | 4 | | 103-151 | 140-205 | 17 |
| D 0834 Euro 4 | LFL 50, LFL 51, LFL 52, LFL 53, LFL 54, LFL 55, LFL 57 | D (LA) | 4 | 108 x 125 | 4580 | 4 | 17,3:1 | 110-151 | 150-206 | 19 |
| D 0834 Euro 3 | LOH 40 | D (LA) | 4 | 108 x 125 | 4580 | 4 | | 132 | 160 | 20 |
| D 0834 Euro 4 | LOH 50, LOH 51, LOH 52, LOH 53 | D (LA) | 4 | 108 x 125 | 4580 | 4 | 17,3:1 | 132-151 | 160-206 | 20 |
| D 0834 | LOH 60 | D (LA) | 4 | 108 x 125 | 4580 | 4 | | 132 | 160 | 20 |
| D 0834 Euro 5 | LOH 61 | D (LA) | 4 | 108 x 125 | 4580 | 4 | | 132 | 160 | 20 |
| D 0836 Euro 2 | LF 01, LF 02, LFL 01, LFL 04, LOH 01 | D (LA) | 6 | 108 x 125 | 6871 | 2 | | 196-206 | 266-280 | 16 |
| D 0836 Euro 3 | LF 03, LF 04, LF 05, LF 06, LF 10, LF 18, LFL 02, LFL 03, LFL 05, LFL 06, LOH 02, LOH 03, LUH 01, LUH 02 | D (LA) | 6 | 108 x 125 | 6871 | 2 | | 162-206 | 220-280 | 16 |
| D 0836 Euro 3 | LF 13 | D (LA) | 6 | 108 x 125 | 6871 | 2 | 18:1 | | | 18 |
| D 0836 Euro 3 | LF 40, LF 41, LF 42 | D (LA) | 6 | 108 x 125 | 6871 | 4 | 18:1 | 173-228 | 235-310 | 16 |

M

|  | | | Cyl. |  | mm | cm³ |  | Comp. Ratio ε | kW | PS | Pos |
|---|---|--------|-------------|---|-----------|-----------------------|---|--------------------------------|-----------|-----------|------------|
| D 0836 Euro 3 | LF 43, LF 44, LFL 40, LFL 41, LFL 44, LUH 40, LUH 41, LUH 50 | D (LA) | 6 | 108 x 125 | 6871 | 4 | | | 176-240 | 240-326 | 18 |
| D 0836 Euro 3 | LFG 50 | D (LA) | 6 | 108 x 125 | 6871 | 4 | | | | | 19 |
| D 0836 Euro 4 | LFL 50, LFL 51, LFL 52, LFL 53, LFL 54, LFL 55, LOH 51, LOH 52, LOH 53, LOH 54, LOH 55, LOH 56, LOH 57, LOH 58, LOH 62, LOH 63 | D (LA) | 6 | 108 x 125 | 6871 | 4 | | | 176-240 | 240-326 | 19 |
| D 0836 Euro 3 | LOH 40, LOH 41, LOH 50 | D (LA) | 6 | 108 x 125 | 6871 | 4 | | | 176-206 | 239-280 | 17 |
| D 0836 | LOH 60, LOH 61 | D (LA) | 6 | 108 x 125 | 6871 | 4 | | | 184-213 | 250-290 | 19 |
| D 0836 Euro 5 | LOH 64, LOH 65, LOH 66 | D (LA) | 6 | 108 x 125 | 6871 | 4 | | | 184-213 | 250-290 | 19 |
| D 0846 | HM 2, HMN 2, HMY 011 | D | 6 | 108 x 132 | 7252 | 2 | 18:1 | | 115-124 | 156-169 | 8 |
| D 2066 Euro 3 | LF 01, LF 02, LF 03, LF 04, LF 06, LF 07, LOH 10, LOH 11, LOH 12 | D (LA) | 6 | 120 x 155 | 10520 | 4 | | | 228-316 | 310-430 | 21 |
| D 2066 Euro 4 | LF 11, LF 12, LF 13, LF 14, LF 15, LF 16, LF 17, LF 18, LF 19, LF 20, LF 23, LF 24, LF 29, LF 30, LF 31, LF 32, LF 33, LF 34, LF 35, LF 36, LF 37, LF 38, LF 39, LOH 01, LOH 02, LOH 03, LOH 04, LOH 05, LOH 06 | D (LA) | 6 | 120 x 155 | 10520 | 4 | | | 228-324 | 310-440 | 21 |
| D 2066 Euro 5 | LF 21, LF 22, LF 25, LF 26, LF 27, LF 28, LF 40, LF 41, LF 42, LF 43, LF 44, LF 45, LF 46, LF 47, LF 48, LF 49, LF 50, LF 51, LF 52, LF 53, LF 57, LF 58 | D (LA) | 6 | 120 x 155 | 10520 | 4 | | | 235-324 | 320-441 | 21 |
| D 2066 | LF 59, LF 60, LOH 26, LOH 27, LOH 28, LOH 32, LOH 33, LOH 34, LOH 35, LOH 36, LOH 37, LOH 38, LOH 39, LOH 40 | D (LA) | 6 | 120 x 155 | 10520 | 4 | | | 235-294 | 320-400 | 21 |
| D 2066 Euro 2/3 | LF 62, LF 63, LF 64, LF 65, LF 69, LF 70, LF 71, LF 72 | D (LA) | 6 | 120 x 155 | 10520 | 4 | | | 235-324 | 320-441 | 21 |
| D 2066 Euro 4 | LUH 01, LUH 11, LUH 12, LUH 13, LUH 14, LUH 15, LUH 16, LUH 17, LUH 18, LUH 24, LUH 25, LUH 26, LUH 27, LUH 28 | D (LA) | 6 | 120 x 155 | 10520 | 4 | 20,5:1 | | 190-316 | 270-430 | 22 |
| D 2066 Euro 5 | LUH 32, LUH 34, LUH 48 | D (LA) | 6 | 120 x 155 | 10520 | 4 | | | 235-294 | 320-400 | 22 |
| D 2066 EEV | LUH 41, LUH 42, LUH 43, LUH 46, LUH 47 | D (LA) | 6 | 120 x 155 | 10520 | 4 | 20,5:1 | | 206-257 | 280-350 | 22 |
| D 2066 | LUH 50, LUH 51, LUH 52, LUH 53 | D (LA) | 6 | 120 x 155 | 10520 | 4 | 20,5:1 | | | | 22 |
| D 2156 | HMYU-036, HMYU-038 | D | 6 | 121 x 150 | 10344 | 2 | 17:1 | | 141 | 192 | 25 |
| D 2156 | MT 2, MTN 1, MTN 5, MTN 6, MTN 8, MTNS, MTU, MTX | D (A) | 6 | 121 x 150 | 10344 | 2 | | | 184-210 | 250-285 | 23 |
| D 2156 | 6 U, HM 2, HM 3, HM 9, HMN 3, HMN 8, HMN 9, HNY, MGN, MNY, MY, MYN | D | 6 | 121 x 150 | 10344 | 2 | 17:1 | | 141-169 | 192-230 | 24 |
| D 2356 | HM 6 DK, HM 6 U, HM 9, HMHU-063, HMN 2, HMN 5, HMN 9, M9 | D | 6 | 123 x 150 | 10690 | 2 | 17:1 | | 169-173 | 230-235 | 26 |
| D 2530 | ME, MF, MFR, MK, MKF, MR, MXF, MXFR | D | 10 | 125 x 130 | 15945 | 2 | 17:1 | | 156-235 | 212-320 | 27 |
| D 2530 | MTE, MTFX | D (A) | 10 | 125 x 130 | 15945 | 2 | 17:1 | | 223-294 | 303-400 | 29 |
| D 2538 | M, ME, MF | D | 8 | 125 x 130 | 12763 | 2 | 17:1 | | 188 | 256 | 27 |
| D 2538 | MT, MTE, MTH | D (A) | 8 | 125 x 130 | 12763 | 2 | 17:1 | | 178-235 | 242-320 | 29 |
| D 2540 | MLE | D (LA) | 10 | 125 x 142 | 17426 | 2 | 17:1 | | 330-430 | 449-585 | 30 |
| D 2540 | MT, MTE, MTF | D (A) | 10 | 125 x 142 | 17426 | 2 | 17:1 | | 287-338 | 390-460 | 30 |
| D 2542 | MLE | D (LA) | 12 | 125 x 142 | 20910 | 2 | 17:1 | | 420-515 | 571-700 | 30 |
| D 2542 | MTE | D (A) | 12 | 125 x 142 | 20910 | 2 | 17:1 | | 283-405 | 385-550 | 30 |
| D 2548 | MT, MTF | D (A) | 8 | 125 x 142 | 13940 | 2 | 17:1 | | 265 | 360 | 30 |
| D 2555 | M, MF, MX, MXF, MXUL | D | 5 | 125 x 150 | 9199 | 2 | 17:1 | | 124-141 | 168-192 | 28 |
| D 2555 | MTE | D (A) | 5 | 125 x 150 | 9199 | 2 | 17:1 | | | | 28 |
| D 2556 | M, MF, MX, MXF | D | 6 | 125 x 150 | 11045 | 2 | 17:1 | | 141-177 | 192-241 | 28 |
| D 2565 | HM, M, ME, MF, MFR, MH, MR, MUE, MUH, MUL | D | 5 | 125 x 155 | 9510 | 2 | | | 84-141 | 114-192 | 34 |
| D 2565 | HM, M, MF, MFR, MH, MR, MUE, MUH, MUL | D | 5 | 125 x 155 | 9510 | 2 | | | 92-141 | 125-192 | 31 |
| D 2565 | MK, MKUL, MT | D (A) | 5 | 125 x 155 | 9510 | 2 | 17:1 | | 169 | 230 | 32 |
| D 2565 | (USA) | D | 5 | 125 x 155 | 9510 | 2 | 17:1 | | 169 | 230 | 33 |
| D 2566 | BUH | D | 6 | 125 x 155 | 11407 | 2 | 17:1 | | 147 | 200 | 35 |
| D 2566 | HM, M, ME, MF, MFO, MFR, MH, MHO, MUE, MUH, MUL, MUM, MXF | D | 6 | 125 x 155 | 11407 | 2 | | | 125-177 | 170-241 | 31 |
| D 2566 | KUL, MKUH, MKUL, MLE, MLUH, MLUM | D (LA) | 6 | 125 x 155 | 11407 | 2 | 17:1 | | 162-250 | 220-340 | 32 |
| D 2566 | M, ME, MF, MFO, MFR, MH, MHO, MUE, MUH, MUM, MXF | D | 6 | 125 x 155 | 11407 | 2 | | | 125-177 | 170-241 | 34 |
| D 2566 | MFT, MKE, MT, MTE, MTF, MTFG, MTH, MTHO, MTU, MTUE, MTUM | D (A) | 6 | 125 x 155 | 11407 | 2 | 17:1 | | 147-250 | 200-340 | 32 |
| D 2566 Euro 0 | MK, MKF, MTUH | D (LA) | 6 | 125 x 155 | 11407 | 2 | 17:1 | | 206-235 | 280-320 | 32 |
| D 2566 Euro 0 | UH | D | 6 | 125 x 155 | 11407 | 2 | 17:1 | | 147-150 | 200-210 | 35 |
| D 2566 | (USA) | D (A) | 6 | 125 x 155 | 11407 | 2 | 17:1 | | 235 | 320 | 33 |

|  | | | Cyl. |  | cm³ |  | Comp. Ratio ε | kW | PS | Pos |
|---|---|--------|-------------|---|-----------------------|---|--------------------------------|-----------|-----------|------------|
| D 2676 Euro 4 | LF 01, LF 02, LF 03, LF 04, LF 05, LOH 01, LOH 02, LOH 03 | D (LA) | 6 | 126 x 166 | 12419 | 4 | 19:1 | 338-353 | 460-480 | 36 |
| D 2676 Euro 5 | LF 06, LF 07, LF 08, LF 10, LF 11, LF 12, LF 13, LF 14, LF 15, LF 16, LF 17, LF 18, LF 19, LF 20, LF 21, LF 22, LF 25, LF 26, LF 27, LF 28, LF 31, LF 32, LF 33 | D (LA) | 6 | 126 x 166 | 12419 | 4 | 19:1 | 324-397 | 440-540 | 36 |
| D 2676 Euro 3 | LOH 10 | D (LA) | 6 | 126 x 166 | 12419 | 4 | 19:1 | 338 | 460 | 36 |
| D 2840 | F, ME, MF, MFG, MH, OH | D | 10 | 128 x 142 | 18273 | 2 | 17,5:1 | 244-268 | 332-365 | 49 |
| D 2840 Euro 1 | L | D (LA) | 10 | 128 x 142 | 18273 | 2 | 17:1 | 329-467 | 447-635 | 53 |
| D 2840 | LE, LF/520, LXF | D (LA) | 10 | 128 x 142 | 18273 | 2 | 15,9:1 | 346-460 | 470-626 | 53 |
| D 2840 | LE 201, LE 202, LE 203 | D (LA) | 10 | 128 x 142 | 18273 | 2 | 17:1 | 357-718 | 485-976 | 67 |
| D 2840 | LE 301, LE 302, LE 401, LE 402, LE 403 | D (LA) | 10 | 128 x 142 | 18273 | 2 | 17:1 | 368-772 | 500-1050 | 61 |
| D 2840 | LET | D (LA) | 10 | 128 x 142 | 18273 | 2 | 15,9:1 | 346-460 | 470-626 | 50 |
| D 2840 Euro 0 | LF 01, LF 04, LF/420, LF/460, LF/500 | D (LA) | 10 | 128 x 142 | 18273 | 2 | | 309-368 | 420-500 | 56 |
| D 2840 Euro 1 | LF 06 | D (LA) | 10 | 128 x 142 | 18273 | 2 | 16:1 | 368 | 500 | 58 |
| D 2840 | LX, LXE, LYE, LZE | D (LA) | 10 | 128 x 142 | 18273 | 2 | 13,5:1 | 368-674 | 500-917 | 54 |
| D 2840 | T | D (A) | 10 | 128 x 142 | 18273 | 2 | 15,5:1 | 294 | 400 | 50 |
| D 2842 | E, M, ME | D | 12 | 128 x 142 | 21930 | 2 | | 300-338 | 408-460 | 49 |
| D 2842 | LE, LE 21, LF 720 | D (LA) | 12 | 128 x 142 | 21930 | 2 | 15,5:1 | 449-735 | 610-1000 | 50 |
| D 2842 | LE 201, LE 202, LE 203, LE 403 | D (LA) | 12 | 128 x 142 | 21930 | 2 | | 446-682 | 606-928 | 67 |
| D 2842 | LE 401, LZE | D (LA) | 12 | 128 x 142 | 21930 | 2 | 13,5:1 | 588-809 | 799-1100 | 59 |
| D 2842 | LE 404, LE 407, LE 410, LE 414, LE 415, LE 416, LE 417 | D (LA) | 12 | 128 x 142 | 21930 | 2 | | 809-956 | 1100-1300 | 69 |
| D 2842 Euro 1 | LF 01 | D (LA) | 12 | 128 x 142 | 21930 | 2 | 15,5:1 | 559 | 624 | 58 |
| D 2842 | LXE, LYE | D (LA) | 12 | 128 x 142 | 21930 | 2 | 13,5:1 | 662-808 | 900-1099 | 54 |
| D 2842 Euro 0 | LXF | D (LA) | 12 | 128 x 142 | 21930 | 2 | | 735 | 1000 | 50 |
| D 2842 | MLE | D | 12 | 128 x 142 | 21930 | 2 | | 300-338 | 408-460 | 50 |
| D 2842 | T, TE 60 | D (A) | 12 | 128 x 142 | 21930 | 2 | 15,5:1 | 361-398 | 491-541 | 50 |
| D 2848 | H, M, MH, OH | D | 8 | 128 x 142 | 14618 | 2 | 17:1 | 206 | 280 | 49 |
| D 2848 | LE, LE/T | D (LA) | 8 | 128 x 142 | 14618 | 2 | | 265-375 | 360-510 | 50 |
| D 2848 | LE 201, LE 202, LE 203 | D (LA) | 8 | 128 x 142 | 14618 | 2 | | 320-494 | 435-672 | 67 |
| D 2848 | LE 401, LE 403, LE 405 | D (LA) | 8 | 128 x 142 | 14618 | 2 | 13,5:1 | 478-588 | 650-799 | 61 |
| D 2848 | LXE, LYE | D (LA) | 8 | 128 x 142 | 14618 | 2 | 13,5:1 | 500 | 680 | 54 |
| D 2848 | LZE | D (LA) | 8 | 128 x 142 | 14618 | 2 | 13,5:1 | 539 | 733 | 59 |
| D 2848 | T | D (A) | 8 | 128 x 142 | 14618 | 2 | 15,5:1 | 245 | 334 | 50 |
| D 2848 | TF | D (A) | 8 | 128 x 142 | 14618 | 2 | 15,5:1 | 245 | 334 | 49 |
| D 2855 | BXU | D | 5 | 128 x 150 | 9652 | 2 | 17:1 | 136 | 185 | 47 |
| D 2865 Euro 0 | L | D (LA) | 5 | 128 x 155 | 9972 | 2 | 15,5:1 | 198 | 270 | 55 |
| D 2865 Euro 0 | LF, LF 02, LF 03, LF 04, LU 01, LU 02, LU 03 | D (LA) | 5 | 128 x 155 | 9972 | 2 | | 198-235 | 269-320 | 51 |
| D 2865 Euro 0 | LF 01 | D (LA) | 5 | 128 x 155 | 9972 | 2 | 15,5:1 | 198 | 270 | 57 |
| D 2865 Euro 1 | LF 05, LF 06, LF 10, LF 14, LOH 01, LOH 02, LU 04, LU 06, LUH 02, LUH 03, LUH 05, LUH 06, LUH 08, LXF, LXFR | D (LA) | 5 | 128 x 155 | 9972 | 2 | | 191-250 | 260-340 | 51 |
| D 2865 Euro 2 | LF 09, LF 20, LF 21, LOH 07, LOH 08, LOH 09, LOH 10, LUH 07 | D (LA) | 5 | 128 x 155 | 9972 | 2 | | 191-250 | 260-340 | 57 |
| D 2865 Euro 2 | LF 13 | D (LA) | 5 | 128 x 155 | 9972 | 2 | 17:1 | 191 | 260 | 52 |
| D 2865 | LF 15, LOH | D (LA) | 5 | 128 x 155 | 9972 | 2 | 16:1 | 221-235 | 300-320 | 51 |
| D 2865 Euro 1 | LF 22, LF 23, LOH 05, LOH 06 | D (LA) | 5 | 128 x 155 | 9972 | 2 | 16:1 | 191-235 | 260-320 | 57 |
| D 2865 Euro 2 | LF 24, LUH 09, LUH 20 | D (LA) | 5 | 128 x 155 | 9972 | 2 | 18:1 | 191-213 | 260-290 | 62 |
| D 2865 | LFR, LFR 01, LFR 02, LFR 03 | D (LA) | 5 | 128 x 155 | 9972 | 2 | | | | 57 |
| D 2865 | LFR 05, LFR 06, LFR 10, LFR 14, LFR 15 | D (LA) | 5 | 128 x 155 | 9972 | 2 | | 191 | 260 | 52 |
| D 2866 | E 20, FOH, FR, OCH, OH, U, UE, UH 01, UH/205, UM | D | 6 | 128 x 155 | 11967 | 2 | | 138-265 | 188-360 | 48 |
| D 2866 Euro 0 | F, UH | D | 6 | 128 x 155 | 11967 | 2 | 17,5:1 | 180-185 | 245-252 | 48 |
| D 2866 | FZ, LULK | D (LA) | 6 | 128 x 155 | 11967 | 2 | 15:1 | 213-243 | 290-330 | 52 |
| D 2866 Euro 0 | KF, KF 01, KFZ, KOH, KU, KUH, KUL, LF, LFZ/290, LFZ/330, LH 01, LU, LUH, LUL/290, LUL/330, LXF, LXF/339, TUH 01, TUH/001 | D (LA) | 6 | 128 x 155 | 11967 | 2 | | 213-274 | 290-373 | 52 |
| D 2866 | KF 09, LH 02, LX, LXE 30 | D (LA) | 6 | 128 x 155 | 11967 | 2 | | 198-344 | 269-468 | 51 |
| D 2866 Euro 0 | LF 02, LF 03, LF 04, LF 06, LF 07, LOH, LOH 02, LU 01, LXOH, LXU, LXUH | D (LA) | 6 | 128 x 155 | 11967 | 2 | | 213-309 | 290-420 | 51 |
| D 2866 Euro 1 | LF 05, LF 09, LF 10, LF 15, LOH 03, LOH 06, LOH 07, LOH 09, LOH 20, LOH 21, LOH 22, LOH 24, LU 03, LU 04, LU 05, LU 09 | D (LA) | 6 | 128 x 155 | 11967 | 2 | | 230-310 | 313-420 | 51 |
| D 2866 Euro 2 | LF 14, LF 16, LF 17, LOH 23, LOH 25, LOH 26, LOH 31, LUH 21, LUH 22, LUH 26 | D (LA) | 6 | 128 x 155 | 11967 | 2 | | 191-294 | 260-400 | 57 |
| D 2866 Euro 2 | LF 20, LF 29, LF 30, LF 34, LF 35 | D (LA) | 6 | 128 x 155 | 11967 | 2 | | 228-301 | 310-410 | 63 |
| D 2866 Euro 1 | LF 21, LF 22, LFG 03, LXFG | D (LA) | 6 | 128 x 155 | 11967 | 2 | | 198-324 | 269-440 | 60 |



|  | | Cyl. |  X mm | cm ³ |  | Comp. Ratio ϵ | kW | PS | Pos |
|---|---|-----------|--|-----------------|---|------------------------|---------|---------|--------|
| D 2866 Euro 3 | LF 23, LF 24, LF 25, LF 26, LF 27, LF 28, LF 38, LFG 07, LOH 27, LOH 28, LOH 29, LOH 32, LOH 33, LOH 34, LOH 35, LOH 37, LOH 38, LUH 23, LUH 24, LUH 25 | D (LA) 6 | 128 x 155 | 11967 | 4 | | 191-301 | 260-410 | 65 |
| D 2866 Euro 2 | LF 31, LF 32, LF 39, LF 40, LF 41, LF 43 | D (LA) 6 | 128 x 155 | 11967 | 4 | | 265-301 | 360-410 | 70 |
| D 2866 Euro 3 | LF 33 | D (LA) 6 | 128 x 155 | 11967 | 4 | | 268-301 | 360-410 | 52 |
| D 2866 Euro 2 | LF 36 | D (LA) 6 | 128 x 155 | 11967 | 4 | 17:1 | 228 | 310 | 63 |
| D 2866 Euro 2 | LF 37 | D (LA) 6 | 128 x 155 | 11967 | 4 | 19:1 | 265 | 360 | 65 |
| D 2866 Euro 2 | LF 42 | D (LA) 6 | 128 x 155 | 11967 | 4 | | 228 | 310 | 76 |
| D 2866 | LFG | D (LA) 6 | 128 x 155 | 11967 | 2 | 16:1 | 221-243 | 300-330 | 60 |
| D 2866 Euro 1 | LFG 04 | D (LA) 6 | 128 x 155 | 11967 | 4 | | 309 | 420 | 60 |
| D 2866 Euro 2 | LFG 05 | D (LA) 6 | 128 x 155 | 11967 | 4 | | 294 | 400 | 66 |
| D 2866 Euro 3 | LOH 30 | D (LA) 6 | 128 x 155 | 11967 | 2 | 18:1 | 294 | 400 | 77 |
| D 2866 Euro 2 | LUH 20 | D (LA) 6 | 128 x 155 | 11967 | 2 | 18:1 | 228 | 310 | 62 |
| D 2866 Euro 3 | LUH 27, LUH 28, LUH 29, LUH 30, LUH 34, LUH 35, LUH 36, LUH 37, LUH 50, LUH 51, LUH 52 | D (LA) 6 | 128 x 155 | 11967 | 4 | | 191-301 | 260-410 | 66 |
| D 2866 | LXE 20 | D (LA) 6 | 128 x 155 | 11967 | 2 | 15,5:1 | 215-237 | 292-322 | 55 |
| D 2866 | T, TU | D (A) 6 | 128 x 155 | 11967 | 2 | | 190-250 | 258-340 | 52 |
| D 2866 Euro 0 | TOCH, TOH, TUH | D (A) 6 | 128 x 155 | 11967 | 2 | | 213-229 | 290-311 | 52 |
| D 2876 Euro 2 | LF 01, LF 07, LF 08, LF 11 | D (LA) 6 | 128 x 166 | | 4 | 17:1 | 301-338 | 409-460 | 73 |
| D 2876 Euro 2 | LF 02 | D (LA) 6 | 128 x 166 | 12816 | 2 | 17:1 | 320-338 | 435-460 | 64 |
| D 2876 Euro 3 | LF 03, LF 04, LF 09, LF 10, LF 14, LF 17, LOH 02, LOH 03, LOH 04, LOH 05 | D (LA) 6 | 128 x 166 | 12816 | 4 | | 301-390 | 409-530 | 71 |
| D 2876 Euro 3 | LF 05 | D (LA) 6 | 128 x 166 | 12816 | 4 | 17:1 | 375 | 510 | 72 |
| D 2876 Euro 2 | LF 06 | D (LA) 6 | 128 x 166 | 12816 | 4 | 17:1 | 321-338 | 436-460 | 71 |
| D 2876 Euro 3 | LF 12, LF 13, LF 25, LOH 20 | D (LA) 6 | 128 x 166 | 12816 | 4 | 18:1 | 301-390 | 410-530 | 74 |
| D 2876 Euro 3 | LF 20, LF 21, LF 22, LF 24, LFG 01 | D (LA) 6 | 128 x 166 | 12816 | 4 | | | | 66 |
| D 2876 Euro 2 | LOH 01 | D (LA) 6 | 128 x 166 | 12816 | 4 | | 338 | 460 | 68 |
| D 2876 Euro 3 | LUE 605 | D (LA) 6 | 128 x 166 | 12816 | 4 | | 398 | 541 | 75 |
| D 2876 Euro 2 | LUH 01, LUH 02, LUH 03 | D (LA) 6 | 128 x 166 | 12816 | 2 | | 294-338 | 400-460 | 68 |
| E 0834 | E 302 | G | 108 x 125 | 4580 | 2 | | 54 | 73 | 7 |
| E 0836 | E 302, E 312 | G | 108 x 128 | 7030 | 2 | 13,0:1 | 70-80 | 95-109 | 7 |
| E 0836 | LE 202 | G (LA) 6 | 108 x 128 | 7030 | 2 | 11,0:1 | 110 | 150 | 7 |
| E 2842 | DE, DN, E, E | G | 128 x 142 | 21930 | 2 | 12,5:1 | 143 | 194 | 39 |
| E 2842 | E 312, E302 | G | 128 x 142 | 21930 | 2 | 12,5:1 | 222-250 | 302-340 | 41, 42 |
| E 2842 | E 312, E302 | G | 128 x 142 | 21930 | 2 | 10,0:1 | 222-250 | 302-340 | 41, 42 |
| E 2842 | E 312 | G | 128 x 142 | 21930 | 2 | 11,0:1 | 250 | 340 | 40 |
| E 2842 | LE, LE, LE 312 | G (LA) 12 | 128 x 142 | 21930 | 2 | 12,0:1 | 360-400 | 489-544 | 39 |
| E 2842 | LE 302, LE 312, LE 322 | G (LA) 12 | 128 x 142 | 21930 | 2 | 11,0:1 | 360-400 | 489-544 | 40 |
| E 2866 Euro 2 | DF 01, DOH 01 | G | 128 x 155 | 11967 | 2 | | 170-177 | 231-241 | 37 |
| E 2866 KAT | DUH, DUH 01, DUH 02, DUH 03, DUH 04 | G | 128 x 155 | 11967 | 2 | 11:1 | 170-180 | 231-245 | 37 |
| E 2866 | E | G | 128 x 155 | 11967 | 2 | 12,5:1 | 114 | 155 | 43 |
| E 2866 Euro 3 | LUH 01, LUH 02 | G (LA) 6 | 128 x 155 | 11967 | 2 | 16:1 | 228 | 310 | 38 |
| E 2876 KAT | E 302 | G | 128 x 166 | 12816 | 2 | | 130-140 | 177-190 | 38 |
| E 2876 | E 312 | G | 128 x 166 | 12816 | 2 | | 170 | 231 | 38 |
| E 2876 | LE 202 | G (LA) 6 | 128 x 166 | 12816 | 2 | 14:1 | 220 | 299 | 38 |
| E 2876 KAT | LE 302 | G (LA) 6 | 128 x 166 | 12816 | 2 | 11:1 | 210 | 286 | 44 |
| E 2876 KAT | TE 302 | G (A) 6 | 128 x 166 | 12816 | 2 | 12:1 | 130 | 177 | 45 |
| G 2866 | DUH | GF | 128 x 155 | 11967 | 2 | 9,5:1 | 122-344 | 166-468 | 46 |
| G 2876 KAT | DUH 01, DUH 02 | GF | 128 x 166 | 12816 | 2 | 10:1 | 200 | 272 | 46 |
| MAN Kompressor | | 1 | 90 | | | | | | 1 |
| MAN Kompressor | | 1 | 100 | | | | | | 2 |
| 720.08 | | D | 102 x 110 | 3596 | 2 | 17,5:1 | 66 | 90 | 4 |
| 797 | | D | 102 x 112 | 5489 | 2 | 17,5:1 | 89-100 | 121-136 | 3 |

M







| | | | | Pos | | | | | Pos |
|----------------------|-------------------|---------------|---|-----|-------------------|-------------------|---------------|---|-----|
| BUS | | | | | Series 8.220 | 07.1998 → 09.2001 | D 0826 LFL 10 | D | 12 |
| Alé | 01.1999 → 01.2000 | D 0824 LOH 05 | D | 14 | Series 8.223 | 10.1993 → 04.1995 | D 0826 LFL 02 | D | 13 |
| Alé | 01.1999 → 01.2000 | D 0826 LOH 05 | D | 13 | Series 8.223 | 05.1994 → 06.1996 | D 0826 LFL 06 | D | 13 |
| Alé | 01.1999 → 12.2001 | D 0824 LOH 01 | D | 13 | Series 8.224 | 05.1994 → 09.2001 | D 0826 LFL 03 | D | 14 |
| Alé | 01.1999 → | D 0834 LOH 02 | D | 16 | Series 8.224 | 07.1994 → 09.2001 | D 0826 LFL 10 | D | 12 |
| Alé | 01.2000 → | D 0834 LOH 01 | D | 16 | Series 8.225 | 05.2001 → | D 0836 LF 02 | D | 16 |
| Arena 8.5 | 03.1993 → | D 0826 LOH 06 | D | 13 | Series 8.225 | 05.2001 → | D 0836 LFL 06 | D | 16 |
| Gelenk-Bus 297 (USA) | 10.1976 → | D 2565 (USA) | D | 33 | Series 8.90 | 10.1979 → 09.1987 | D 0224 M | D | 5 |
| Gelenk-Bus 297 (USA) | 10.1976 → | D 2566 (USA) | D | 33 | Series 8.90 | 10.1979 → 09.1987 | D 0224 MF | D | 5 |
| Gelenk-Bus 298 (USA) | 10.1976 → | D 2565 (USA) | D | 33 | 9T-SERIES | | | | |
| Gelenk-Bus 298 (USA) | 10.1976 → | D 2566 (USA) | D | 33 | Series 9.100 | 09.1987 → 12.1992 | D 0824 GF | D | 9 |
| Lion's City | | D 0836 LOH 60 | D | 19 | Series 9.136 | 04.1971 → 12.1974 | 797 | D | 3 |
| Lion's City | | D 0836 LOH 62 | D | 19 | Series 9.136 | 10.1979 → 08.1988 | D 0226 MF | D | 5 |
| Lion's Club | 01.2001 → | D 2866 LOH 33 | D | 65 | Series 9.136 | 09.1981 → 09.1987 | D 0226 M | D | 5 |
| Lion's Coach | 01.2006 → | D 2066 LOH 03 | D | 21 | Series 9.136 | 05.1982 → 06.1988 | D 0226 MKFO | D | 6 |
| Lion's Coach | 01.2006 → | D 2066 LOH 04 | D | 21 | Series 9.145 | 05.2001 → | D 0834 LFL 01 | D | 16 |
| Lion's Coach | 01.2006 → | D 2876 LOH 04 | D | 71 | Series 9.150 | 09.1987 → 12.1992 | D 0826 GF | D | 9 |
| Lion's Regio | 08.1999 → | D 2866 LUH 28 | D | 66 | Series 9.150 | 07.1988 → 10.1993 | D 0826 GF 01 | D | 10 |
| Lion's Regio | 08.1999 → | D 2866 LUH 29 | D | 66 | Series 9.150 | 07.1988 → 10.1993 | D 0826 GFA 03 | D | 9 |
| Lion's Regio | 04.2005 → | D 2066 LUH 13 | D | 22 | Series 9.150 | 05.1990 → 10.1993 | D 0226 MF | D | 5 |
| Midi Beta | 03.1993 → 09.1995 | D 0826 LOH 06 | D | 13 | Series 9.150 | 1992 → 1997 | D 0826 F | D | 9 |
| Porto-Star | 03.1993 → 02.1995 | D 2866 LOH 07 | D | 51 | Series 9.150 | 10.1992 → 05.1995 | D 0826 GF 03 | D | 10 |
| 6T-SERIES | | | | | Series 9.150 | 11.1993 → | D 0826 GF 04 | D | 9 |
| Series 6.100 | 04.1987 → 12.1992 | D 0824 GF | D | 9 | Series 9.153 | 10.1993 → 12.1995 | D 0824 LFL 01 | D | 13 |
| Series 6.100 | 04.1987 → 12.1992 | D 0824 GF 01 | D | 10 | Series 9.153 | 10.1993 → 06.1996 | D 0824 LFL 05 | D | 13 |
| Series 6.100 | 10.1992 → 05.1994 | D 0824 GF 02 | D | 10 | Series 9.160 | 01.1969 → 1974 | D 0846 HM 2 | D | 8 |
| Series 6.225 | 05.2001 → | D 0836 LF 02 | D | 16 | Series 9.160 | 01.1970 → 04.1971 | D 0846 HMN 2 | D | 8 |
| Series 6.90 | 04.1973 → 03.1977 | 720.08 | D | 4 | Series 9.163 | 05.1994 → 12.1995 | D 0824 LFL 02 | D | 14 |
| Series 6.90 | 10.1979 → 08.1987 | D 0224 M | D | 5 | Series 9.163 | 05.1994 → 03.1997 | D 0824 LFL 06 | D | 14 |
| Series 6.90 | 10.1979 → 09.1987 | D 0224 ME | D | 5 | Series 9.163 | 05.1994 → 03.1997 | D 0824 LFL 07 | D | 14 |
| Series 6.90 | 10.1979 → 09.1987 | D 0224 MF | D | 5 | Series 9.163 | 03.1997 → | D 0824 LFL 09 | D | 12 |
| 7T-SERIES | | | | | Series 9.170 | 05.1982 → 06.1988 | D 0226 MKFO | D | 6 |
| Series 7.136 | 04.1971 → 12.1974 | 797 | D | 3 | Series 9.170 | 09.1985 → 10.1993 | D 0226 MCFO | D | 6 |
| Series 7.153 | 05.1994 → 06.1996 | D 0824 LF 01 | D | 13 | Series 9.185 | 09.2000 → 08.2002 | D 0834 LFL 03 | D | 16 |
| Series 7.90 | 04.1973 → 09.1977 | 720.08 | D | 4 | Series 9.192 | 01.1966 → 1975 | D 2156 HM 2 | D | 24 |
| 8T-SERIES | | | | | Series 9.192 | 01.1966 → 1975 | D 2156 HM 3 | D | 24 |
| Series 8.100 | 04.1987 → 12.1992 | D 0824 GF | D | 9 | Series 9.192 | 01.1966 → 1975 | D 2156 HM 9 | D | 24 |
| Series 8.100 | 04.1987 → 12.1992 | D 0824 GF 01 | D | 10 | Series 9.192 | 01.1966 → 1975 | D 2156 HMN 3 | D | 24 |
| Series 8.100 | 10.1992 → 05.1994 | D 0824 GF 02 | D | 10 | Series 9.192 | 01.1966 → 1975 | D 2156 HMN 9 | D | 24 |
| Series 8.113 | 08.1995 → 03.1997 | D 0824 LFL 04 | D | 14 | Series 9.192 | 01.1966 → 1975 | D 2156 HNY | D | 24 |
| Series 8.113 | 03.1997 → 09.2001 | D 0824 LFL 08 | D | 14 | Series 9.192 | 01.1966 → 1975 | D 2156 MGN | D | 24 |
| Series 8.136 | 10.1979 → 08.1988 | D 0226 M | D | 5 | Series 9.192 | 01.1966 → 1975 | D 2156 MNY | D | 24 |
| Series 8.136 | 10.1979 → 08.1988 | D 0226 MF | D | 5 | Series 9.192 | 01.1966 → 1975 | D 2156 MYN | D | 24 |
| Series 8.136 | 05.1982 → 06.1988 | D 0226 MKFO | D | 6 | Series 9.192 | 07.1971 → 12.1973 | D 2156 MY | D | 24 |
| Series 8.136 | 10.1984 → 08.1988 | D 0226 MFA | D | 5 | Series 9.216 | 01.1966 → 1975 | D 2156 HMN 8 | D | 24 |
| Series 8.136 | 10.1984 → 08.1988 | D 0226 MFM | D | 5 | Series 9.223 | 10.1993 → 05.1994 | D 0826 LFL 02 | D | 13 |
| Series 8.136 | 10.1984 → 08.1988 | D 0226 MFO | D | 5 | Series 9.223 | 05.1994 → 06.1996 | D 0826 LFL 06 | D | 13 |
| Series 8.136 | 10.1984 → 08.1988 | D 0226 MH | D | 5 | Series 9.224 | 05.1994 → 09.2001 | D 0826 LFL 03 | D | 14 |
| Series 8.145 | 05.2001 → | D 0834 LFL 01 | D | 16 | Series 9.224 | 07.1994 → 09.2001 | D 0826 LFL 10 | D | 12 |
| Series 8.150 | 09.1987 → 12.1992 | D 0826 GF | D | 9 | Series 9.225 | 05.2001 → | D 0836 LF 02 | D | 16 |
| Series 8.150 | 07.1988 → 10.1993 | D 0826 GF 01 | D | 10 | 10T-SERIES | | | | |
| Series 8.150 | 05.1990 → 10.1993 | D 0226 MF | D | 5 | Series 10.136 | 09.1981 → 09.1987 | D 0226 M | D | 5 |
| Series 8.150 | 10.1992 → 05.1995 | D 0826 GF 03 | D | 10 | Series 10.136 | 09.1981 → 09.1987 | D 0226 MF | D | 5 |
| Series 8.150 | 11.1993 → | D 0826 GF 04 | D | 9 | Series 10.145 | 05.2001 → | D 0834 LFL 01 | D | 16 |
| Series 8.153 | 10.1993 → 07.1997 | D 0824 LFL 01 | D | 13 | Series 10.145 | 07.2001 → 06.2002 | D 0834 LFL 02 | D | 16 |
| Series 8.153 | 10.1993 → 07.1997 | D 0824 LFL 05 | D | 13 | Series 10.150 | 09.1987 → 12.1992 | D 0826 GF 01 | D | 10 |
| Series 8.153 | 10.1993 → 07.1997 | D 0826 LFL 01 | D | 13 | Series 10.150 | 01.1988 → 05.1992 | D 0826 OH 02 | D | 9 |
| Series 8.153 | 01.1995 → 07.1997 | D 0826 LFL 05 | D | 13 | Series 10.150 | 05.1990 → 10.1993 | D 0226 MF | D | 5 |
| Series 8.160 | 01.1969 → 1974 | D 0846 HM 2 | D | 8 | Series 10.150 | 1992 → 1997 | D 0826 F | D | 9 |
| Series 8.160 | 01.1970 → 04.1971 | D 0846 HMN 2 | D | 8 | Series 10.150 | 10.1992 → 10.1993 | D 0826 GF 03 | D | 10 |
| Series 8.160 | 03.1997 → 02.2002 | D 0824 LFL 09 | D | 12 | Series 10.150 | 11.1993 → 12.1997 | D 0826 GF 04 | D | 9 |
| Series 8.163 | 05.1994 → 12.1995 | D 0824 LFL 02 | D | 14 | Series 10.153 | 10.1993 → 12.1995 | D 0824 LFL 01 | D | 13 |
| Series 8.163 | 05.1994 → 03.1997 | D 0824 LFL 06 | D | 14 | Series 10.153 | 10.1993 → 06.1996 | D 0824 LF 01 | D | 13 |
| Series 8.163 | 08.1995 → 02.2002 | D 0824 LFL 07 | D | 14 | Series 10.153 | 08.1995 → 06.1996 | D 0824 LFL 05 | D | 13 |
| Series 8.163 | 03.1997 → 09.2001 | D 0824 LFL 09 | D | 12 | Series 10.163 | 05.1994 → 12.1995 | D 0824 LFL 02 | D | 14 |
| Series 8.170 | 05.1982 → 06.1988 | D 0226 MKFO | D | 6 | Series 10.163 | 08.1995 → 03.1997 | D 0824 LFL 06 | D | 14 |
| Series 8.170 | 09.1985 → 10.1993 | D 0226 MCFO | D | 6 | Series 10.163 | 03.1997 → 09.2001 | D 0824 LFL 09 | D | 12 |
| Series 8.185 | 09.2000 → 08.2002 | D 0834 LFL 03 | D | 16 | Series 10.180 | 08.1987 → 05.1992 | D 0826 TOH | D | 11 |
| Series 8.220 | 04.1995 → 02.2001 | D 0826 LFL 03 | D | 14 | Series 10.180 | 01.1988 → 05.1992 | D 0826 TOH 01 | D | 11 |



| | | | Pos | | | | Pos | | |
|-------------------|-------------------|-------------------|-----|----|-------------------|-------------------|-------------------|---|----|
| Series 10.180 | 01.1988 → 05.1992 | D 0826 TUE 51 | D | 12 | Series 12.192 | 08.1988 → 06.1990 | D 0826 TF | D | 11 |
| Series 10.190 | 06.1990 → 03.1996 | D 0826 LFG 02 | D | 13 | Series 12.192 | 07.1990 → 10.1992 | D 0826 LF 01 | D | 13 |
| Series 10.190 | 06.1990 → 03.1996 | D 0826 LFG 06 | D | 13 | Series 12.192 | 07.1990 → 06.1996 | D 0826 LF 05 | D | 13 |
| Series 10.220 | 02.1995 → 02.2001 | D 0826 LFL 03 | D | 14 | Series 12.192 | 05.1994 → 06.1996 | D 0826 LF 07 | D | 13 |
| Series 10.220 | 07.1998 → 09.2001 | D 0826 LFL 10 | D | 12 | Series 12.215 | 01.1966 → 1975 | D 2156 HMN 8 | D | 24 |
| Series 10.220 | | D 0836 LOH 03 | D | 16 | Series 12.220 | 07.1998 → 09.2002 | D 0826 LOH 19 | D | 14 |
| Series 10.223 | 10.1993 → 05.1994 | D 0826 LFL 02 | D | 13 | Series 12.220 | 04.1999 → | D 0836 LOH 03 | D | 16 |
| Series 10.223 | 05.1994 → 06.1996 | D 0826 LFL 06 | D | 13 | Series 12.222 | 05.1994 → 06.1996 | D 0826 LF 11 | D | 14 |
| Series 10.223 | 05.1994 → 06.1996 | D 0826 LFL 07 | D | 13 | Series 12.224 | 08.1995 → 03.1997 | D 0826 LFL 03 | D | 14 |
| Series 10.223 | 05.1994 → 06.1996 | D 0826 LFL 08 | D | 13 | Series 12.224 | 03.1997 → 09.2001 | D 0826 LF 18 | D | 12 |
| Series 10.224 | 05.1994 → 09.2001 | D 0826 LFL 03 | D | 14 | Series 12.224 | 03.1997 → 09.2001 | D 0826 LFL 10 | D | 12 |
| Series 10.224 | 07.1998 → 09.2001 | D 0826 LFL 10 | D | 12 | Series 12.225 | 05.2001 → 05.2001 | D 0836 LF 02 | D | 16 |
| Series 10.225 | 05.2001 → | D 0836 LF 02 | D | 16 | Series 12.230 | 01.1968 → 1974 | D 2356 HM 6 DK | D | 26 |
| Series 10.230 | 01.1968 → 1974 | D 2356 HM 6 DK | D | 26 | Series 12.230 | 01.1968 → 1974 | D 2356 HM 6 U | D | 26 |
| Series 10.230 | 01.1968 → 1974 | D 2356 HM 6 U | D | 26 | Series 12.230 | 01.1968 → 1974 | D 2356 HM 9 | D | 26 |
| Series 10.230 | 01.1968 → 1974 | D 2356 HM 9 | D | 26 | Series 12.230 | 01.1968 → 1974 | D 2356 HMHU-063 D | D | 26 |
| Series 10.230 | 01.1968 → 1974 | D 2356 HMHU-063 D | D | 26 | Series 12.230 | 01.1968 → 1974 | D 2356 HMN 2 | D | 26 |
| Series 10.230 | 01.1968 → 1974 | D 2356 HMN 2 | D | 26 | Series 12.230 | 01.1968 → 1974 | D 2356 HMN 5 | D | 26 |
| Series 10.230 | 01.1968 → 1974 | D 2356 HMN 5 | D | 26 | Series 12.230 | 01.1968 → 1974 | D 2356 HMN 9 | D | 26 |
| Series 10.230 | 01.1968 → 1974 | D 2356 HMN 9 | D | 26 | Series 12.230 | 01.1968 → 1974 | D 2356 M9 | D | 26 |
| Series 10.230 | 01.1968 → 1974 | D 2356 M9 | D | 26 | Series 12.232 | 08.1988 → 10.1992 | D 0826 LF 02 | D | 13 |
| 11T-SERIES | | | | | Series 12.232 | 10.1992 → 05.1994 | D 0826 LF 06 | D | 13 |
| Series 11.136 | 01.1971 → 07.1981 | 797 | D | 3 | Series 12.232 | 05.1994 → 06.1996 | D 0826 LF 08 | D | 13 |
| Series 11.150 | 05.1992 → 03.1993 | D 0826 OH 02 | D | 9 | Series 12.255 | 01.2001 → 08.2002 | D 0836 LF 05 | D | 16 |
| Series 11.168 | 01.1974 → 1981 | D 2555 M | D | 28 | Series 12.262 | 08.1995 → 06.1996 | D 0826 LF 13 | D | 15 |
| Series 11.168 | 10.1976 → 08.1981 | D 2565 M | D | 31 | Series 12.264 | 03.1997 → 09.2001 | D 0826 LF 17 | D | 14 |
| Series 11.168 | 12.1976 → 08.1981 | D 2565 MF | D | 31 | Series 12.264 | 11.1998 → | D 0826 LF | D | 11 |
| Series 11.168 | 12.1976 → 08.1981 | D 2565 MUH | D | 31 | Series 12.272 | 09.1991 → 10.1992 | D 2865 LF 02 | D | 51 |
| Series 11.168 | 09.1981 → 12.1984 | D 2565 MF | D | 34 | Series 12.272 | 06.1993 → 06.1996 | D 0826 LF 04 | D | 13 |
| Series 11.168 | 09.1981 → 12.1984 | D 2565 MUH | D | 34 | Series 12.284 | 06.1998 → 09.2001 | D 0836 LF 01 | D | 16 |
| Series 11.168 | 09.1981 → 1985 | D 2565 M | D | 34 | Series 12.285 | 01.2001 → 09.2001 | D 0836 LF 03 | D | 16 |
| Series 11.190 | 03.1993 → 09.1996 | D 0826 LOH 06 | D | 13 | 13T-SERIES | | | | |
| Series 11.192 | 10.1992 → 06.1996 | D 0826 LF 05 | D | 13 | Series 13.168 | 05.1971 → 12.1973 | D 0846 HMY 011 | D | 8 |
| Series 11.192 | 10.1992 → 06.1996 | D 0826 LF 07 | D | 13 | Series 13.168 | 10.1973 → 03.1977 | D 2555 M | D | 28 |
| Series 11.220 | 11.1995 → 07.1998 | D 0826 LOH 15 | D | 14 | Series 13.168 | 10.1973 → 03.1977 | D 2555 MF | D | 28 |
| Series 11.220 | 07.1998 → 12.2000 | D 0826 LUH 12 | D | 14 | Series 13.168 | 12.1976 → 08.1981 | D 2565 MF | D | 31 |
| Series 11.220 | 07.1998 → 09.2001 | D 0826 LOH 19 | D | 14 | Series 13.168 | 12.1976 → 08.1981 | D 2565 MUH | D | 31 |
| Series 11.220 | 01.2001 → 12.2004 | D 0836 LOH 03 | D | 16 | Series 13.168 | 09.1981 → 12.1984 | D 2565 MF | D | 34 |
| Series 11.232 | 05.1994 → 06.1996 | D 0826 LF 08 | D | 13 | Series 13.168 | 09.1981 → 12.1984 | D 2565 MUH | D | 34 |
| 12T-SERIES | | | | | Series 13.192 | 01.1970 → 1974 | D 2855 BXU | D | 47 |
| Series 12.136 | 09.1983 → 01.1988 | D 0226 MF | D | 5 | Series 13.192 | 05.1974 → 12.1974 | D 2555 MX | D | 28 |
| Series 12.145 | 05.2001 → | D 0834 LFL 01 | D | 16 | Series 13.192 | 05.1974 → 12.1976 | D 2555 MXF | D | 28 |
| Series 12.152 | 12.1988 → 10.1992 | D 0826 F 01 | D | 9 | Series 13.192 | 05.1974 → 12.1976 | D 2556 MF | D | 28 |
| Series 12.152 | 12.1988 → 05.1994 | D 0826 FO 01 | D | 9 | Series 13.192 | 09.1975 → 12.1976 | D 2555 MXUL | D | 28 |
| Series 12.152 | 12.1988 → 05.1994 | D 0826 FO 02 | D | 9 | Series 13.192 | 1976 → 08.1981 | D 2565 MFR | D | 31 |
| Series 12.152 | 10.1992 → 05.1994 | D 0826 F 02 | D | 9 | Series 13.192 | 1976 → 08.1981 | D 2565 MR | D | 31 |
| Series 12.152 | 05.1994 → 06.1996 | D 0824 LF 01 | D | 13 | Series 13.192 | 10.1976 → 08.1981 | D 2565 MH | D | 31 |
| Series 12.162 | 05.1994 → 08.1995 | D 0824 LFL 02 | D | 14 | Series 13.192 | 10.1976 → 08.1981 | D 2565 MUE | D | 31 |
| Series 12.162 | 08.1995 → 06.1996 | D 0824 LF 02 | D | 14 | Series 13.192 | 10.1976 → 12.1984 | D 2565 HM | D | 31 |
| Series 12.163 | 08.1995 → 03.1997 | D 0824 LFL 06 | D | 14 | Series 13.192 | 12.1976 → 08.1981 | D 2565 MUH | D | 31 |
| Series 12.163 | 03.1997 → 12.2001 | D 0824 LFL 09 | D | 12 | Series 13.192 | 01.1977 → 08.1981 | D 2565 M | D | 31 |
| Series 12.168 | 01.1974 → 1981 | D 2555 M | D | 28 | Series 13.192 | 01.1977 → 08.1981 | D 2565 MF | D | 31 |
| Series 12.168 | 10.1976 → 08.1981 | D 2565 MF | D | 31 | Series 13.192 | 1978 → 08.1981 | D 2565 MUL | D | 31 |
| Series 12.168 | 09.1981 → 12.1984 | D 2565 MF | D | 34 | Series 13.192 | 09.1981 → 1984 | D 2565 MFR | D | 34 |
| Series 12.170 | 04.1983 → 04.1990 | D 0226 MKF | D | 6 | Series 13.192 | 09.1981 → 1984 | D 2565 MH | D | 34 |
| Series 12.170 | 09.1985 → 09.1989 | D 0226 MC | D | 6 | Series 13.192 | 09.1981 → 1984 | D 2565 MR | D | 34 |
| Series 12.185 | 05.2001 → | D 0834 LFL 03 | D | 16 | Series 13.192 | 09.1981 → 1984 | D 2565 MUL | D | 34 |
| Series 12.192 | 01.1966 → 1975 | D 2156 HM 2 | D | 24 | Series 13.192 | 09.1981 → 12.1984 | D 2565 M | D | 34 |
| Series 12.192 | 01.1966 → 1975 | D 2156 HM 3 | D | 24 | Series 13.192 | 09.1981 → 12.1984 | D 2565 MF | D | 34 |
| Series 12.192 | 01.1966 → 1975 | D 2156 HM 9 | D | 24 | Series 13.192 | 09.1981 → 12.1984 | D 2565 MUE | D | 34 |
| Series 12.192 | 01.1966 → 1975 | D 2156 HMN 3 | D | 24 | Series 13.192 | 09.1981 → 12.1984 | D 2565 MUH | D | 34 |
| Series 12.192 | 01.1966 → 1975 | D 2156 HNY | D | 24 | Series 13.215 | 01.1966 → 1975 | D 2156 HMN 8 | D | 24 |
| Series 12.192 | 01.1966 → 1975 | D 2156 MGN | D | 24 | Series 13.220 | 11.1995 → 07.1998 | D 0826 LOH | D | 11 |
| Series 12.192 | 01.1966 → 1975 | D 2156 MNY | D | 24 | Series 13.220 | 07.1998 → 09.2001 | D 0826 LOH 15 | D | 14 |
| Series 12.192 | 07.1971 → 12.1973 | D 2156 MY | D | 24 | Series 13.220 | 07.1998 → 09.2001 | D 0826 LUH 12 | D | 14 |
| Series 12.192 | 07.1971 → 12.1973 | D 2156 MYN | D | 24 | Series 13.220 | 09.2001 → 05.2004 | D 0836 LOH 03 | D | 16 |
| Series 12.192 | 02.1983 → 08.1989 | D 0226 MK | D | 6 | Series 13.230 | 01.1966 → 1975 | D 2156 HM 2 | D | 24 |
| Series 12.192 | 02.1983 → 08.1989 | D 0226 MKH | D | 6 | Series 13.230 | 01.1966 → 1975 | D 2156 HM 3 | D | 24 |
| Series 12.192 | 09.1983 → 02.1989 | D 0226 MKF | D | 6 | Series 13.230 | 01.1966 → 1975 | D 2156 HM 9 | D | 24 |



| | | | Pos | | | | Pos |
|-------------------|-------------------|-----------------|------|-------------------|-------------------|----------------|------|
| Series 13.230 | 01.1966 → 1975 | D 2156 HMN 3 | D 24 | Series 14.223 | 05.2001 → | D 0826 LFL 06 | D 13 |
| Series 13.230 | 01.1966 → 1975 | D 2156 HMN 9 | D 24 | Series 14.223 | 05.2001 → | D 0826 LFL 07 | D 13 |
| Series 13.230 | 01.1966 → 1975 | D 2156 HNY | D 24 | Series 14.223 | 05.2001 → | D 0826 LFL 08 | D 13 |
| Series 13.230 | 01.1966 → 1975 | D 2156 MGN | D 24 | Series 14.224 | 08.1995 → 03.1997 | D 0826 LF 15 | D 14 |
| Series 13.230 | 01.1966 → 1975 | D 2156 MNY | D 24 | Series 14.224 | 08.1995 → 03.1997 | D 0826 LFL 03 | D 14 |
| Series 13.230 | 01.1966 → 1975 | D 2156 MY | D 24 | Series 14.224 | 03.1997 → 09.2001 | D 0826 LF 18 | D 12 |
| Series 13.230 | 01.1966 → 1975 | D 2156 MYN | D 24 | Series 14.224 | 03.1997 → 09.2001 | D 0826 LFL 10 | D 12 |
| Series 13.230 | 09.1967 → 04.1971 | D 2356 HMN 2 | D 26 | Series 14.225 | 05.2001 → | D 0836 LF 02 | D 16 |
| Series 13.230 | 1968 → 1974 | D 2356 HM 6 DK | D 26 | Series 14.232 | 08.1988 → 10.1992 | D 0826 LF 02 | D 13 |
| Series 13.230 | 1968 → 1974 | D 2356 HM 6 U | D 26 | Series 14.232 | 08.1988 → 06.1996 | D 0826 LF 06 | D 13 |
| Series 13.230 | 1968 → 1974 | D 2356 HM 9 | D 26 | Series 14.232 | 05.1990 → 04.1995 | D 0826 LF/217 | D 10 |
| Series 13.230 | 1968 → 1974 | D 2356 HMHU-063 | D 26 | Series 14.232 | 05.1994 → 06.1996 | D 0826 LF 08 | D 13 |
| Series 13.230 | 1968 → 1974 | D 2356 HMN 5 | D 26 | Series 14.255 | 05.2001 → | D 0836 LF 05 | D 16 |
| Series 13.230 | 1968 → 1974 | D 2356 HMN 9 | D 26 | Series 14.262 | 08.1995 → 06.1996 | D 0826 LF 13 | D 15 |
| Series 13.230 | 1968 → 1974 | D 2356 M9 | D 26 | Series 14.264 | 08.1995 → 09.2001 | D 0826 LF 17 | D 14 |
| Series 13.230 | 11.1995 → 09.2001 | D 0826 LOH | D 11 | Series 14.264 | 08.1995 → 09.2001 | D 0826 LFL 09 | D 15 |
| Series 13.256 | 01.1966 → 1971 | D 2156 MT 2 | D 23 | Series 14.272 | 05.1990 → 10.1993 | D 2865 LU 01 | D 51 |
| Series 13.256 | 01.1966 → 1971 | D 2156 MTN 5 | D 23 | Series 14.272 | 09.1991 → 10.1992 | D 2865 LF 02 | D 51 |
| Series 13.256 | 01.1966 → 1971 | D 2156 MTN 6 | D 23 | Series 14.272 | 06.1993 → 06.1996 | D 0826 LF 04 | D 13 |
| Series 13.256 | 01.1966 → 1971 | D 2156 MTN 8 | D 23 | Series 14.280 | 06.2003 → | D 0836 LOH 02 | D 16 |
| Series 13.256 | 01.1966 → 1971 | D 2156 MTU | D 23 | Series 14.284 | 06.1998 → 09.2001 | D 0836 LF 01 | D 16 |
| Series 13.256 | 01.1966 → 1971 | D 2156 MTX | D 23 | Series 14.284 | 06.1998 → 09.2001 | D 0836 LFL 01 | D 16 |
| Series 13.256 | 01.1970 → 04.1971 | D 2156 MTN 1 | D 23 | Series 14.285 | 05.2001 → | D 0836 LF 03 | D 16 |
| 14T-SERIES | | | | 15T-SERIES | | | |
| Series 14.136 | 09.1983 → 02.1989 | D 0226 MF | D 5 | Series 15.136 | 01.1971 → 12.1974 | 797 | D 3 |
| Series 14.152 | 12.1988 → 12.1991 | D 0826 F 01 | D 9 | Series 15.163 | 08.1995 → 03.1997 | D 0824 LFL 06 | D 14 |
| Series 14.152 | 12.1988 → 05.1994 | D 0826 FO 01 | D 9 | Series 15.163 | 03.1997 → 09.2001 | D 0824 LFL 09 | D 12 |
| Series 14.152 | 12.1988 → 05.1994 | D 0826 FO 02 | D 9 | Series 15.168 | 05.1971 → 12.1973 | D 0846 HMY 011 | D 8 |
| Series 14.152 | 12.1991 → 05.1994 | D 0826 F 02 | D 9 | Series 15.168 | 10.1973 → 03.1977 | D 2555 MF | D 28 |
| Series 14.152 | 05.1994 → 06.1996 | D 0824 LF 01 | D 13 | Series 15.168 | 12.1976 → 08.1981 | D 2565 M | D 31 |
| Series 14.152 | 05.1994 → 06.1996 | D 0824 LFL 01 | D 13 | Series 15.168 | 12.1976 → 08.1981 | D 2565 MF | D 31 |
| Series 14.162 | 08.1995 → 06.1996 | D 0824 LF 02 | D 14 | Series 15.168 | 12.1976 → 08.1981 | D 2565 MUH | D 31 |
| Series 14.163 | 08.1995 → 03.1997 | D 0824 LFL 06 | D 14 | Series 15.168 | 09.1981 → 12.1984 | D 2565 MUH | D 34 |
| Series 14.163 | 03.1997 → 08.2001 | D 0824 LFL 09 | D 12 | Series 15.168 | 09.1981 → 02.1985 | D 2565 M | D 34 |
| Series 14.168 | 01.1974 → 1981 | D 2555 M | D 28 | Series 15.168 | 09.1981 → 02.1985 | D 2565 MF | D 34 |
| Series 14.168 | 12.1976 → 08.1981 | D 2565 MF | D 31 | Series 15.192 | 01.1966 → 1975 | D 2156 HM 2 | D 24 |
| Series 14.168 | 12.1976 → 08.1981 | D 2565 MUH | D 31 | Series 15.192 | 01.1966 → 1975 | D 2156 HM 3 | D 24 |
| Series 14.168 | 12.1976 → 12.1984 | D 2555 MF | D 28 | Series 15.192 | 01.1966 → 1975 | D 2156 HM 9 | D 24 |
| Series 14.168 | 09.1981 → 12.1984 | D 2565 MF | D 34 | Series 15.192 | 01.1966 → 1975 | D 2156 HMN 3 | D 24 |
| Series 14.168 | 09.1981 → 12.1984 | D 2565 MUH | D 34 | Series 15.192 | 01.1966 → 1975 | D 2156 HMN 9 | D 24 |
| Series 14.170 | 04.1983 → 04.1990 | D 0226 MKF | D 6 | Series 15.192 | 01.1966 → 1975 | D 2156 HNY | D 24 |
| Series 14.170 | 09.1985 → 09.1989 | D 0226 MC | D 6 | Series 15.192 | 01.1966 → 1975 | D 2156 MGN | D 24 |
| Series 14.192 | 01.1970 → 1974 | D 2855 BXU | D 47 | Series 15.192 | 01.1966 → 1975 | D 2156 MNY | D 24 |
| Series 14.192 | 06.1975 → 08.1981 | D 2565 MF | D 31 | Series 15.192 | 01.1966 → 1975 | D 2156 MY | D 24 |
| Series 14.192 | 06.1975 → 08.1981 | D 2565 MUL | D 31 | Series 15.192 | 1970 → 1974 | D 2855 BXU | D 47 |
| Series 14.192 | 1976 → 08.1981 | D 2565 MFR | D 31 | Series 15.192 | 07.1971 → 12.1973 | D 2156 MYN | D 24 |
| Series 14.192 | 1976 → 08.1981 | D 2565 MR | D 31 | Series 15.192 | 10.1973 → 04.1977 | D 2555 MX | D 28 |
| Series 14.192 | 10.1976 → 08.1981 | D 2565 MH | D 31 | Series 15.192 | 1976 → 08.1981 | D 2565 MFR | D 31 |
| Series 14.192 | 10.1976 → 12.1984 | D 2565 HM | D 31 | Series 15.192 | 1976 → 08.1981 | D 2565 MR | D 31 |
| Series 14.192 | 10.1976 → 1985 | D 2565 MUE | D 31 | Series 15.192 | 10.1976 → 08.1981 | D 2565 MH | D 31 |
| Series 14.192 | 09.1981 → 1984 | D 2565 MFR | D 34 | Series 15.192 | 10.1976 → 12.1984 | D 2565 HM | D 31 |
| Series 14.192 | 09.1981 → 1984 | D 2565 MH | D 34 | Series 15.192 | 10.1976 → 1985 | D 2565 MUE | D 31 |
| Series 14.192 | 09.1981 → 1984 | D 2565 MR | D 34 | Series 15.192 | 12.1976 → 08.1981 | D 2565 MUH | D 31 |
| Series 14.192 | 09.1981 → 02.1985 | D 2565 M | D 34 | Series 15.192 | 04.1977 → 08.1981 | D 2565 MF | D 31 |
| Series 14.192 | 09.1981 → 07.1989 | D 2565 MF | D 34 | Series 15.192 | 08.1977 → 08.1981 | D 2565 M | D 31 |
| Series 14.192 | 09.1981 → 07.1989 | D 2565 MUL | D 34 | Series 15.192 | 1978 → 08.1981 | D 2565 MUL | D 31 |
| Series 14.192 | 05.1982 → 03.1989 | D 0226 MKH | D 6 | Series 15.192 | 09.1981 → 1984 | D 2565 MFR | D 34 |
| Series 14.192 | 02.1983 → 08.1989 | D 0226 MK | D 6 | Series 15.192 | 09.1981 → 1984 | D 2565 MH | D 34 |
| Series 14.192 | 09.1983 → 03.1990 | D 0226 MKF | D 6 | Series 15.192 | 09.1981 → 1984 | D 2565 MR | D 34 |
| Series 14.192 | 08.1988 → 06.1990 | D 0826 TF | D 11 | Series 15.192 | 09.1981 → 1984 | D 2565 MUL | D 34 |
| Series 14.192 | 07.1990 → 10.1992 | D 0826 LF 01 | D 13 | Series 15.192 | 09.1981 → 12.1984 | D 2565 MUH | D 34 |
| Series 14.192 | 06.1993 → 06.1996 | D 0826 LF 05 | D 13 | Series 15.192 | 09.1981 → 02.1985 | D 2565 M | D 34 |
| Series 14.192 | 06.1993 → 06.1996 | D 0826 LF 07 | D 13 | Series 15.192 | 09.1981 → 02.1985 | D 2565 MF | D 34 |
| Series 14.220 | 10.1983 → 02.1989 | D 2566 MF | D 34 | Series 15.200 | 09.1973 → 03.1977 | D 2556 MF | D 28 |
| Series 14.220 | 07.1998 → 09.2001 | D 0826 LOH 19 | D 14 | Series 15.200 | 09.1973 → 04.1978 | D 2556 M | D 28 |
| Series 14.220 | 07.1998 → 09.2001 | D 0826 LUH 12 | D 14 | Series 15.216 | 01.1966 → 1975 | D 2156 HMN 8 | D 24 |
| Series 14.220 | 07.1998 → | D 0826 LOH 15 | D 14 | Series 15.220 | 10.1983 → 02.1989 | D 2566 MF | D 34 |
| Series 14.220 | 01.2001 → | D 0836 LOH 03 | D 16 | Series 15.224 | 08.1995 → 03.1997 | D 0826 LFL 03 | D 14 |
| Series 14.222 | 05.1994 → 06.1996 | D 0826 LF 11 | D 14 | Series 15.224 | 03.1997 → 09.2001 | D 0826 LF 10 | D 14 |

|  | |  | | Pos |  | |  | | Pos |
|---|-------------------|---|---|-----|--|-------------------|---|---|-----|
| Series 15.225 | 05.2001 → | D 0836 LF 02 | D | 16 | Series 16.216 | 01.1966 → 1975 | D 2156 HMN 8 | D | 24 |
| Series 15.240 | 09.1973 → 10.1976 | D 2556 MXF | D | 28 | Series 16.220 | 10.1983 → 11.1986 | D 2566 MF | D | 34 |
| Series 15.240 | 09.1973 → 04.1978 | D 2556 MX | D | 28 | Series 16.230 | 01.1968 → 1974 | D 2356 HM 6 DK | D | 26 |
| Series 15.240 | 10.1976 → 08.1981 | D 2566 ME | D | 31 | Series 16.230 | 01.1968 → 1974 | D 2356 HM 6 U | D | 26 |
| Series 15.240 | 10.1976 → 08.1981 | D 2566 MFO | D | 31 | Series 16.230 | 01.1968 → 1974 | D 2356 HM 9 | D | 26 |
| Series 15.240 | 10.1976 → 08.1981 | D 2566 MFR | D | 31 | Series 16.230 | 01.1968 → 1974 | D 2356 HMHU-063 | D | 26 |
| Series 15.240 | 10.1976 → 08.1981 | D 2566 MH | D | 31 | Series 16.230 | 01.1968 → 1974 | D 2356 HMN 2 | D | 26 |
| Series 15.240 | 10.1976 → 08.1981 | D 2566 MXF | D | 31 | Series 16.230 | 01.1968 → 1974 | D 2356 HMN 5 | D | 26 |
| Series 15.240 | 10.1976 → 08.1988 | D 2566 HM | D | 31 | Series 16.230 | 01.1968 → 1974 | D 2356 HMN 9 | D | 26 |
| Series 15.240 | 11.1976 → 08.1981 | D 2566 M | D | 31 | Series 16.230 | 01.1968 → 1974 | D 2356 M9 | D | 26 |
| Series 15.240 | 11.1976 → 08.1981 | D 2566 MF | D | 31 | Series 16.232 | 01.1974 → 02.1978 | D 2556 MXF | D | 28 |
| Series 15.240 | 03.1977 → 08.1981 | D 2566 MHO | D | 31 | Series 16.232 | 03.1978 → 08.1981 | D 2566 MF | D | 31 |
| Series 15.240 | 09.1981 → 1985 | D 2566 MH | D | 34 | Series 16.232 | 09.1981 → 01.1983 | D 2566 MF | D | 34 |
| Series 15.240 | 09.1981 → 1987 | D 2566 MFR | D | 34 | Series 16.240 | 09.1973 → 10.1976 | D 2556 MXF | D | 28 |
| Series 15.240 | 09.1981 → 04.1987 | D 2566 MHO | D | 34 | Series 16.240 | 09.1973 → 02.1977 | D 2556 MX | D | 28 |
| Series 15.240 | 09.1981 → 08.1988 | D 2566 M | D | 34 | Series 16.240 | 10.1976 → 08.1981 | D 2566 ME | D | 31 |
| Series 15.240 | 09.1981 → 08.1988 | D 2566 ME | D | 34 | Series 16.240 | 10.1976 → 08.1981 | D 2566 MFO | D | 31 |
| Series 15.240 | 09.1981 → 08.1988 | D 2566 MF | D | 34 | Series 16.240 | 10.1976 → 08.1981 | D 2566 MFR | D | 31 |
| Series 15.240 | 09.1981 → 08.1988 | D 2566 MFO | D | 34 | Series 16.240 | 10.1976 → 08.1981 | D 2566 MH | D | 31 |
| Series 15.240 | 09.1981 → 08.1988 | D 2566 MXF | D | 34 | Series 16.240 | 10.1976 → 08.1981 | D 2566 MXF | D | 31 |
| Series 15.255 | 05.2001 → | D 0836 LF 05 | D | 16 | Series 16.240 | 10.1976 → | D 2566 HM | D | 31 |
| Series 15.264 | 08.1995 → 09.2001 | D 0826 LFL 09 | D | 15 | Series 16.240 | 11.1976 → 08.1981 | D 2566 MF | D | 31 |
| Series 15.284 | 06.1998 → 09.2001 | D 0836 LFL 01 | D | 16 | Series 16.240 | 03.1977 → 08.1981 | D 2566 M | D | 31 |
| Series 15.285 | 05.2001 → | D 0836 LF 03 | D | 16 | Series 16.240 | 03.1977 → 08.1981 | D 2566 MHO | D | 31 |
| 16T-SERIES | | | | | Series 16.240 | 01.1979 → 09.1996 | D 2866 OH | D | 48 |
| Series 16.136 | 04.1984 → 11.1986 | D 0226 MF | D | 5 | Series 16.240 | 09.1981 → 1985 | D 2566 MH | D | 34 |
| Series 16.168 | 05.1971 → 12.1973 | D 0846 HMY 011 | D | 8 | Series 16.240 | 09.1981 → 11.1986 | D 2566 M | D | 34 |
| Series 16.168 | 01.1974 → 11.1976 | D 2555 MF | D | 28 | Series 16.240 | 09.1981 → 1987 | D 2566 MFR | D | 34 |
| Series 16.168 | 01.1974 → 02.1977 | D 2555 M | D | 28 | Series 16.240 | 09.1981 → 04.1987 | D 2566 MHO | D | 34 |
| Series 16.168 | 12.1976 → 08.1981 | D 2565 M | D | 31 | Series 16.240 | 09.1981 → 08.1988 | D 2566 MFO | D | 34 |
| Series 16.168 | 12.1976 → 08.1981 | D 2565 MF | D | 31 | Series 16.240 | 09.1981 → 06.1989 | D 2566 MF | D | 34 |
| Series 16.168 | 12.1976 → 08.1981 | D 2565 MUH | D | 31 | Series 16.240 | 09.1981 → | D 2566 ME | D | 34 |
| Series 16.168 | 09.1981 → 12.1984 | D 2565 MUH | D | 34 | Series 16.240 | 09.1981 → | D 2566 MXF | D | 34 |
| Series 16.168 | 09.1981 → 03.1985 | D 2565 M | D | 34 | Series 16.242 | 01.1988 → 02.1989 | D 2866 F | D | 48 |
| Series 16.168 | 09.1981 → 12.1986 | D 2565 MF | D | 34 | Series 16.256 | 01.1966 → 1971 | D 2156 MT 2 | D | 23 |
| Series 16.170 | 03.1984 → 11.1986 | D 0226 MKF | D | 6 | Series 16.256 | 01.1966 → 1971 | D 2156 MTN 1 | D | 23 |
| Series 16.170 | 01.1985 → 08.1989 | D 0226 MKFA | D | 6 | Series 16.256 | 01.1966 → 1971 | D 2156 MTN 5 | D | 23 |
| Series 16.192 | 01.1966 → 1975 | D 2156 HM 2 | D | 24 | Series 16.256 | 01.1966 → 1971 | D 2156 MTN 6 | D | 23 |
| Series 16.192 | 01.1966 → 1975 | D 2156 HM 3 | D | 24 | Series 16.256 | 01.1966 → 1971 | D 2156 MTN 8 | D | 23 |
| Series 16.192 | 01.1966 → 1975 | D 2156 HM 9 | D | 24 | Series 16.256 | 01.1966 → 1971 | D 2156 MTU | D | 23 |
| Series 16.192 | 01.1966 → 1975 | D 2156 HMN 3 | D | 24 | Series 16.256 | 01.1966 → 1971 | D 2156 MTX | D | 23 |
| Series 16.192 | 01.1966 → 1975 | D 2156 HMN 9 | D | 24 | Series 16.256 | 1972 → 1976 | D 2538 ME | D | 27 |
| Series 16.192 | 01.1966 → 1975 | D 2156 HNY | D | 24 | Series 16.256 | 08.1972 → 10.1977 | D 2538 MF | D | 27 |
| Series 16.192 | 01.1966 → 1975 | D 2156 MGN | D | 24 | Series 16.256 | 06.1973 → 10.1977 | D 2538 M | D | 27 |
| Series 16.192 | 01.1966 → 1975 | D 2156 MNY | D | 24 | Series 16.280 | 01.1977 → 12.1986 | D 2566 MTF | D | 32 |
| Series 16.192 | 01.1966 → 1975 | D 2156 MY | D | 24 | Series 16.280 | 02.1984 → 04.1987 | D 2566 MTHO | D | 32 |
| Series 16.192 | 01.1966 → 1975 | D 2156 MYN | D | 24 | Series 16.284 | 06.2001 → | D 0836 LFL 04 | D | 16 |
| Series 16.192 | 1973 → 1977 | D 2555 MXF | D | 28 | Series 16.290 | 04.1987 → 03.1993 | D 2866 TOH | D | 52 |
| Series 16.192 | 1976 → 08.1981 | D 2565 MFR | D | 31 | Series 16.320 | 07.1972 → 10.1981 | D 2530 ME | D | 27 |
| Series 16.192 | 1976 → 08.1981 | D 2565 MR | D | 31 | Series 16.320 | 07.1972 → 10.1981 | D 2530 MF | D | 27 |
| Series 16.192 | 10.1976 → 08.1981 | D 2565 MH | D | 31 | Series 16.320 | 07.1972 → 10.1981 | D 2530 MFR | D | 27 |
| Series 16.192 | 10.1976 → 12.1984 | D 2565 HM | D | 31 | Series 16.320 | 07.1972 → 10.1981 | D 2530 MR | D | 27 |
| Series 16.192 | 10.1976 → 1985 | D 2565 MUE | D | 31 | Series 16.320 | 07.1972 → 10.1981 | D 2530 MXF | D | 27 |
| Series 16.192 | 12.1976 → 08.1981 | D 2565 MUH | D | 31 | Series 16.320 | 07.1972 → 10.1981 | D 2530 MXFR | D | 27 |
| Series 16.192 | 03.1977 → 08.1981 | D 2565 M | D | 31 | Series 16.320 | 1973 → 1981 | D 2538 MTH | D | 29 |
| Series 16.192 | 03.1977 → 08.1981 | D 2565 MF | D | 31 | Series 16.320 | 1973 → 10.1981 | D 2530 MTE | D | 29 |
| Series 16.192 | 1978 → 08.1981 | D 2565 MUL | D | 31 | Series 16.320 | 1973 → 10.1981 | D 2538 MTE | D | 29 |
| Series 16.192 | 09.1981 → 1984 | D 2565 MFR | D | 34 | Series 16.320 | 02.1973 → 10.1977 | D 2538 MT | D | 29 |
| Series 16.192 | 09.1981 → 1984 | D 2565 MH | D | 34 | Series 16.321 | 06.1979 → 11.1985 | D 2566 MKUL | D | 32 |
| Series 16.192 | 09.1981 → 1984 | D 2565 MR | D | 34 | Series 16.321 | 01.1980 → 11.1985 | D 2566 MKF | D | 32 |
| Series 16.192 | 09.1981 → 1984 | D 2565 MUL | D | 34 | Series 16.360 | 12.1989 → 02.1993 | D 2866 LXOH | D | 51 |
| Series 16.192 | 09.1981 → 12.1984 | D 2565 MUH | D | 34 | Series 16.360 | 02.1993 → 04.1994 | D 2866 LOH 07 | D | 51 |
| Series 16.192 | 09.1981 → 12.1986 | D 2565 M | D | 34 | Series 16.370 | 04.1994 → 11.1995 | D 2866 LOH 07 | D | 51 |
| Series 16.192 | 09.1981 → 12.1986 | D 2565 MF | D | 34 | Series 16.370 | 11.1995 → 06.1997 | D 2866 LOH 22 | D | 51 |
| Series 16.192 | 03.1984 → 11.1986 | D 0226 MKF | D | 6 | 17T-SERIES | | | | |
| Series 16.192 | 01.1985 → 08.1989 | D 0226 MKFA | D | 6 | Series 17.136 | 11.1986 → 08.1988 | D 0226 MF | D | 5 |
| Series 16.200 | 09.1973 → 02.1977 | D 2556 M | D | 28 | Series 17.170 | 09.1985 → 09.1989 | D 0226 MC | D | 6 |
| Series 16.200 | 09.1973 → 03.1977 | D 2556 MF | D | 28 | Series 17.170 | 11.1986 → 07.1989 | D 0226 MKF | D | 6 |
| Series 16.215 | 01.1966 → 1975 | D 2156 HMN 8 | D | 24 | Series 17.192 | 02.1983 → 08.1989 | D 0226 MK | D | 6 |



| | | | Pos | | | | Pos | | |
|-------------------|-------------------|---------------|-----|----|-------------------|-------------------|-----------------|---|----|
| Series 17.192 | 01.1984 → 08.1989 | D 0226 MKH | D | 6 | Series 18.420 | 04.1993 → 09.1996 | D 2866 LOH 06 | D | 51 |
| Series 17.192 | 11.1986 → 07.1989 | D 0226 MKF | D | 6 | Series 18.460 | 01.2001 → | D 2876 LOH 02 | D | 71 |
| Series 17.192 | 08.1988 → 06.1990 | D 0826 TF | D | 11 | 19T-SERIES | | | | |
| Series 17.192 | 07.1990 → 04.1995 | D 0826 LF 01 | D | 13 | Series 19.168 | 10.1973 → 03.1977 | D 2555 MF | D | 28 |
| Series 17.192 | 10.1992 → 05.1995 | D 0826 LF 05 | D | 13 | Series 19.168 | 01.1974 → 02.1977 | D 2555 M | D | 28 |
| Series 17.192 | 05.1994 → 06.1996 | D 0826 LF 07 | D | 13 | Series 19.168 | 10.1976 → 08.1981 | D 2565 M | D | 31 |
| Series 17.220 | 11.1986 → 07.1989 | D 2566 MF | D | 34 | Series 19.168 | 04.1977 → 08.1981 | D 2565 MF | D | 31 |
| Series 17.222 | 05.1994 → 06.1996 | D 0826 LF 11 | D | 14 | Series 19.168 | 09.1981 → 1985 | D 2565 M | D | 34 |
| Series 17.232 | 01.1988 → 08.1990 | D 0826 K | D | 11 | Series 19.168 | 09.1981 → 12.1986 | D 2565 MF | D | 34 |
| Series 17.232 | 01.1988 → 1994 | D 0826 FG 001 | D | 13 | Series 19.192 | 07.1971 → 12.1973 | D 2156 MY | D | 24 |
| Series 17.232 | 01.1988 → 1994 | D 0826 FG 002 | D | 13 | Series 19.192 | 10.1976 → 12.1984 | D 2565 HM | D | 31 |
| Series 17.232 | 08.1988 → 05.1995 | D 0826 LF 02 | D | 13 | Series 19.192 | 10.1976 → 1985 | D 2565 MUE | D | 31 |
| Series 17.232 | 05.1990 → 05.1995 | D 0826 LF/217 | D | 10 | Series 19.192 | 12.1976 → 08.1981 | D 2565 MUH | D | 31 |
| Series 17.232 | 10.1992 → 05.1995 | D 0826 LF 06 | D | 13 | Series 19.192 | 04.1977 → 08.1981 | D 2565 MF | D | 31 |
| Series 17.232 | 05.1994 → 06.1996 | D 0826 LF 08 | D | 13 | Series 19.192 | 1978 → 08.1981 | D 2565 MUL | D | 31 |
| Series 17.232 | → 06.1996 | D 0826 GF 02 | D | 10 | Series 19.192 | 09.1981 → 1984 | D 2565 MUL | D | 34 |
| Series 17.240 | 10.1976 → 08.1981 | D 2566 MFR | D | 31 | Series 19.192 | 09.1981 → 12.1984 | D 2565 MUH | D | 34 |
| Series 17.240 | 10.1976 → 08.1981 | D 2566 MH | D | 31 | Series 19.192 | 09.1981 → 12.1986 | D 2565 MF | D | 34 |
| Series 17.240 | 03.1977 → 08.1981 | D 2566 MHO | D | 31 | Series 19.200 | 09.1973 → 03.1977 | D 2556 MF | D | 28 |
| Series 17.240 | 09.1981 → 1985 | D 2566 MH | D | 34 | Series 19.200 | 09.1973 → 1981 | D 2556 M | D | 28 |
| Series 17.240 | 09.1981 → 1987 | D 2566 MFR | D | 34 | Series 19.230 | 09.1967 → 04.1971 | D 2356 HMN 2 | D | 26 |
| Series 17.240 | 09.1981 → 04.1987 | D 2566 MHO | D | 34 | Series 19.230 | 1968 → 1974 | D 2356 HM 6 DK | D | 26 |
| Series 17.240 | 11.1986 → 07.1989 | D 2566 MF | D | 34 | Series 19.230 | 1968 → 1974 | D 2356 HM 6 U | D | 26 |
| Series 17.240 | 11.1986 → 05.1990 | D 2566 M | D | 34 | Series 19.230 | 1968 → 1974 | D 2356 HM 9 | D | 26 |
| Series 17.241 | 05.1990 → 06.1991 | D 2566 M | D | 34 | Series 19.230 | 1968 → 1974 | D 2356 HMHU-063 | D | 26 |
| Series 17.272 | 09.1991 → 05.1995 | D 2865 LF 02 | D | 51 | Series 19.230 | 1968 → 1974 | D 2356 HMN 5 | D | 26 |
| Series 17.272 | 10.1992 → 05.1995 | D 0826 LF 04 | D | 13 | Series 19.230 | 1968 → 1974 | D 2356 M9 | D | 26 |
| 18T-SERIES | | | | | Series 19.230 | 09.1969 → 04.1971 | D 2356 HMN 9 | D | 26 |
| Series 18.192 | 09.1990 → 05.1994 | D 0826 LF 01 | D | 13 | Series 19.233 | 09.1996 → 12.2001 | E 2866 DF 01 | G | 37 |
| Series 18.192 | 10.1992 → 05.1994 | D 0826 LF 05 | D | 13 | Series 19.240 | 09.1973 → 10.1976 | D 2556 MXF | D | 28 |
| Series 18.192 | 05.1994 → 06.1996 | D 0826 LF 07 | D | 13 | Series 19.240 | 09.1973 → 05.1977 | D 2556 MX | D | 28 |
| Series 18.220 | 07.1998 → 09.2001 | D 0826 LOH 19 | D | 14 | Series 19.240 | 10.1976 → 08.1981 | D 2566 ME | D | 31 |
| Series 18.220 | 01.2001 → | D 0836 LOH 03 | D | 16 | Series 19.240 | 10.1976 → 08.1981 | D 2566 MFO | D | 31 |
| Series 18.222 | 05.1994 → 06.1996 | D 0826 LF 11 | D | 14 | Series 19.240 | 10.1976 → 08.1981 | D 2566 MFR | D | 31 |
| Series 18.224 | 08.1995 → 03.1997 | D 0826 LF 15 | D | 14 | Series 19.240 | 10.1976 → 08.1981 | D 2566 MH | D | 31 |
| Series 18.224 | 08.1995 → 09.2001 | D 0826 LFL 03 | D | 14 | Series 19.240 | 10.1976 → 08.1981 | D 2566 MXF | D | 31 |
| Series 18.224 | 03.1997 → 09.2001 | D 0826 LF 18 | D | 12 | Series 19.240 | 10.1976 → | D 2566 HM | D | 31 |
| Series 18.224 | 03.1997 → 09.2001 | D 0826 LFL 10 | D | 12 | Series 19.240 | 11.1976 → 08.1981 | D 2566 MF | D | 31 |
| Series 18.225 | 05.2001 → | D 0836 LF 02 | D | 16 | Series 19.240 | 03.1977 → 08.1981 | D 2566 MHO | D | 31 |
| Series 18.232 | 09.1990 → 05.1994 | D 0826 LF 02 | D | 13 | Series 19.240 | 06.1977 → 08.1981 | D 2566 M | D | 31 |
| Series 18.232 | 10.1992 → 05.1994 | D 0826 LF 06 | D | 13 | Series 19.240 | 09.1981 → 1985 | D 2566 MH | D | 34 |
| Series 18.232 | 05.1994 → 06.1996 | D 0826 LF 08 | D | 13 | Series 19.240 | 09.1981 → 1987 | D 2566 MFR | D | 34 |
| Series 18.232 | 07.1994 → | D 0826 LFG 06 | D | 13 | Series 19.240 | 09.1981 → 04.1987 | D 2566 MHO | D | 34 |
| Series 18.241 | 09.1990 → 10.1993 | D 2566 M | D | 34 | Series 19.240 | 09.1981 → 01.1988 | D 2566 M | D | 34 |
| Series 18.255 | 05.2001 → | D 0836 LF 05 | D | 16 | Series 19.240 | 09.1981 → 08.1988 | D 2566 MFO | D | 34 |
| Series 18.260 | 09.1996 → 09.2001 | D 2866 LOH 31 | D | 57 | Series 19.240 | 09.1981 → 02.1989 | D 2566 MF | D | 34 |
| Series 18.260 | 07.1998 → 09.2001 | D 2866 LUH 22 | D | 57 | Series 19.240 | 09.1981 → | D 2566 ME | D | 34 |
| Series 18.260 | 06.2001 → | D 2866 LOH 35 | D | 65 | Series 19.240 | 09.1981 → | D 2566 MXF | D | 34 |
| Series 18.260 | 06.2001 → | D 2866 LUH 23 | D | 65 | Series 19.241 | 08.1979 → 12.1980 | D 2566 MUL | D | 31 |
| Series 18.262 | 08.1995 → 06.1996 | D 0826 LF 13 | D | 15 | Series 19.242 | 01.1988 → 02.1989 | D 2866 F | D | 48 |
| Series 18.264 | 08.1995 → 09.2001 | D 0826 LF 17 | D | 14 | Series 19.255 | 05.2001 → | D 0836 LF 05 | D | 16 |
| Series 18.264 | 08.1995 → 09.2001 | D 0826 LFL 09 | D | 15 | Series 19.256 | 01.1966 → 1971 | D 2156 MT 2 | D | 23 |
| Series 18.272 | 09.1991 → 05.1994 | D 2865 LF 02 | D | 51 | Series 19.256 | 01.1966 → 1971 | D 2156 MTN 5 | D | 23 |
| Series 18.272 | 06.1993 → 06.1996 | D 0826 LF 04 | D | 13 | Series 19.256 | 01.1966 → 1971 | D 2156 MTN 6 | D | 23 |
| Series 18.284 | 06.1998 → 09.2001 | D 0836 LFL 01 | D | 16 | Series 19.256 | 01.1966 → 1971 | D 2156 MTN 8 | D | 23 |
| Series 18.284 | 06.1998 → | D 0836 LF 01 | D | 16 | Series 19.256 | 01.1966 → 1971 | D 2156 MTU | D | 23 |
| Series 18.285 | 05.2001 → | D 0836 LF 03 | D | 16 | Series 19.256 | 01.1966 → 1971 | D 2156 MTX | D | 23 |
| Series 18.310 | 09.1996 → 09.1996 | D 2866 LOH 24 | D | 51 | Series 19.256 | 01.1970 → 04.1971 | D 2156 MTN 1 | D | 23 |
| Series 18.310 | 09.1996 → 09.2001 | D 2866 LOH 25 | D | 57 | Series 19.256 | 1972 → 1976 | D 2538 ME | D | 27 |
| Series 18.310 | 07.1998 → | D 2866 LUH 26 | D | 57 | Series 19.256 | 08.1972 → 10.1977 | D 2538 MF | D | 27 |
| Series 18.310 | 01.2001 → | D 2866 LOH 27 | D | 65 | Series 19.256 | 06.1973 → 10.1977 | D 2538 M | D | 27 |
| Series 18.310 | 01.2001 → | D 2866 LUH 24 | D | 65 | Series 19.262 | 01.1988 → 02.1990 | D 2865 LF | D | 51 |
| Series 18.320 | 02.1994 → 02.1995 | D 2865 LOH 02 | D | 51 | Series 19.272 | 02.1990 → 10.1992 | D 2865 LF 02 | D | 51 |
| Series 18.350 | 09.1996 → 09.2001 | D 2866 LOH 26 | D | 57 | Series 19.272 | 10.1992 → 05.1995 | D 2865 LF 05 | D | 51 |
| Series 18.360 | 01.1999 → | D 2876 LOH 02 | D | 71 | Series 19.273 | 01.1994 → 03.1997 | D 2865 LF 22 | D | 57 |
| Series 18.360 | 01.2001 → | D 2866 LOH 28 | D | 65 | Series 19.280 | 10.1976 → 11.1984 | D 2566 MLE | D | 32 |
| Series 18.370 | 04.1993 → 09.1996 | D 2866 LOH 07 | D | 51 | Series 19.280 | 10.1976 → 11.1984 | D 2566 MTH | D | 32 |
| Series 18.400 | 01.2001 → 09.2001 | D 2866 LOH 23 | D | 57 | Series 19.280 | 11.1976 → 11.1984 | D 2566 MTF | D | 32 |
| Series 18.410 | 09.2002 → | D 2866 LOH 29 | D | 65 | Series 19.280 | 11.1977 → 12.1981 | D 2566 MT | D | 32 |



| | | | | Pos | | | | | Pos |
|---------------|-------------------|----------------|---|-----|-------------------|-------------------|-----------------|---|-----|
| Series 19.281 | 10.1976 → 01.1988 | D 2566 MLE | D | 32 | Series 19.502 | 02.1990 → 10.1992 | D 2840 LF 01 | D | 56 |
| Series 19.281 | 01.1980 → 01.1988 | D 2566 MK | D | 32 | Series 19.502 | 02.1990 → 06.1996 | D 2840 LF 04 | D | 56 |
| Series 19.281 | 01.1980 → 01.1988 | D 2566 MKF | D | 32 | Series 19.502 | 10.1992 → 06.1996 | D 2840 LF 06 | D | 58 |
| Series 19.285 | 05.2001 → | D 0836 LF 03 | D | 16 | 20T-SERIES | | | | |
| Series 19.291 | 09.1985 → 08.1988 | D 2866 LFZ/290 | D | 52 | Series 20.192 | 09.1975 → 04.1977 | D 2555 MX | D | 28 |
| Series 19.292 | 07.1986 → 02.1990 | D 2866 LF | D | 52 | Series 20.192 | 04.1977 → 08.1981 | D 2565 MF | D | 31 |
| Series 19.292 | 1987 → | D 2866 FZ | D | 52 | Series 20.192 | 05.1977 → 08.1981 | D 2565 M | D | 31 |
| Series 19.293 | 01.1994 → 04.1995 | D 2865 LF 20 | D | 57 | Series 20.192 | 09.1981 → 11.1982 | D 2565 M | D | 34 |
| Series 19.293 | 04.1995 → 09.2001 | D 2865 LF 24 | D | 62 | Series 20.192 | 09.1981 → 12.1986 | D 2565 MF | D | 34 |
| Series 19.302 | 05.1990 → 09.1991 | D 2866 LF 04 | D | 51 | Series 20.224 | 10.1997 → 09.2001 | D 0826 LFL 10 | D | 12 |
| Series 19.314 | 06.1998 → 12.2001 | D 2866 LF 34 | D | 63 | Series 20.225 | 05.2001 → | D 0836 LF 02 | D | 16 |
| Series 19.320 | 07.1972 → 10.1981 | D 2530 ME | D | 27 | Series 20.255 | 05.2001 → | D 0836 LF 05 | D | 16 |
| Series 19.320 | 07.1972 → 10.1981 | D 2530 MF | D | 27 | Series 20.264 | 10.1997 → 09.2001 | D 0826 LFL 09 | D | 15 |
| Series 19.320 | 07.1972 → 10.1981 | D 2530 MFR | D | 27 | Series 20.280 | 11.1977 → 12.1980 | D 2566 MTF | D | 32 |
| Series 19.320 | 07.1972 → 10.1981 | D 2530 MR | D | 27 | Series 20.280 | 05.1978 → 06.1990 | D 2566 MTFG | D | 32 |
| Series 19.320 | 07.1972 → 10.1981 | D 2530 MXF | D | 27 | Series 20.281 | 04.1980 → 11.1985 | D 2566 MK | D | 32 |
| Series 19.320 | 07.1972 → 10.1981 | D 2530 MXFR | D | 27 | Series 20.281 | 04.1980 → 11.1985 | D 2566 MKF | D | 32 |
| Series 19.320 | 1973 → 1981 | D 2538 MTH | D | 29 | Series 20.284 | 05.1999 → 09.2001 | D 0836 LFL 01 | D | 16 |
| Series 19.320 | 1973 → 10.1981 | D 2530 MTE | D | 29 | Series 20.285 | 05.2001 → | D 0836 LF 03 | D | 16 |
| Series 19.320 | 1973 → 10.1981 | D 2538 MTE | D | 29 | Series 20.291 | 09.1985 → 11.1986 | D 2866 LFZ/290 | D | 52 |
| Series 19.320 | 02.1973 → 10.1977 | D 2538 MT | D | 29 | Series 20.320 | 07.1972 → 10.1981 | D 2530 ME | D | 27 |
| Series 19.320 | 01.1994 → 12.1995 | D 2865 LF 23 | D | 57 | Series 20.320 | 07.1972 → 10.1981 | D 2530 MFR | D | 27 |
| Series 19.321 | 01.1979 → 01.1988 | D 2566 MKF | D | 32 | Series 20.320 | 07.1972 → 10.1981 | D 2530 MR | D | 27 |
| Series 19.321 | 01.1979 → 01.1988 | D 2566 MKUL | D | 32 | Series 20.320 | 07.1972 → 10.1981 | D 2530 MXF | D | 27 |
| Series 19.321 | 07.1980 → 01.1988 | D 2566 MK | D | 32 | Series 20.320 | 07.1972 → 10.1981 | D 2530 MXFR | D | 27 |
| Series 19.322 | 02.1990 → 10.1992 | D 2865 LF 03 | D | 51 | Series 20.320 | 01.1973 → 12.1976 | D 2530 MF | D | 27 |
| Series 19.322 | 1991 → 06.1996 | D 2866 LU 05 | D | 51 | Series 20.321 | 01.1979 → 08.1989 | D 2566 MKUL | D | 32 |
| Series 19.322 | 10.1992 → 06.1996 | D 2865 LF 06 | D | 51 | Series 20.321 | 04.1980 → 11.1985 | D 2566 MKF | D | 32 |
| Series 19.323 | 01.1994 → 12.1995 | D 2865 LF 23 | D | 57 | Series 20.331 | 09.1985 → 11.1986 | D 2866 LFZ/330 | D | 52 |
| Series 19.330 | 01.1975 → 04.1983 | D 2530 MF | D | 27 | Series 20.361 | 09.1983 → 11.1986 | D 2866 KF | D | 52 |
| Series 19.331 | 09.1985 → 08.1988 | D 2866 LFZ/330 | D | 52 | 21T-SERIES | | | | |
| Series 19.331 | 08.1986 → 07.1989 | D 2866 LUL/330 | D | 52 | Series 21.215 | 01.1966 → 1975 | D 2156 HMN 8 | D | 24 |
| Series 19.332 | 07.1986 → 02.1990 | D 2866 LF | D | 52 | 22T-SERIES | | | | |
| Series 19.332 | 07.1986 → 02.1990 | D 2866 LUL/330 | D | 52 | Series 22.192 | 07.1971 → 12.1973 | D 2156 MYN | D | 24 |
| Series 19.342 | 05.1994 → 06.1996 | D 2865 LF 09 | D | 57 | Series 22.192 | 10.1972 → 12.1973 | D 2556 MF | D | 28 |
| Series 19.343 | 01.1994 → 09.2001 | D 2865 LF 21 | D | 57 | Series 22.192 | 1976 → 08.1981 | D 2565 MFR | D | 31 |
| Series 19.343 | 01.1994 → | E 2866 DF 01 | G | 37 | Series 22.192 | 1976 → 08.1981 | D 2565 MR | D | 31 |
| Series 19.360 | 01.1973 → 10.1981 | D 2530 MTE | D | 29 | Series 22.192 | 10.1976 → 08.1981 | D 2565 MH | D | 31 |
| Series 19.360 | 05.1978 → 12.1982 | D 2530 MTXF | D | 29 | Series 22.192 | 10.1976 → 12.1984 | D 2565 HM | D | 31 |
| Series 19.361 | 09.1983 → 08.1988 | D 2866 KFZ | D | 52 | Series 22.192 | 10.1976 → 1985 | D 2565 MUE | D | 31 |
| Series 19.361 | 09.1983 → 07.1989 | D 2866 KUL | D | 52 | Series 22.192 | 05.1977 → 08.1981 | D 2565 M | D | 31 |
| Series 19.362 | 07.1986 → 02.1990 | D 2866 KF | D | 52 | Series 22.192 | 05.1977 → 08.1981 | D 2565 MUH | D | 31 |
| Series 19.362 | 07.1986 → 02.1990 | D 2866 LXF | D | 52 | Series 22.192 | 06.1977 → 08.1981 | D 2565 MF | D | 31 |
| Series 19.362 | 07.1986 → 01.1991 | D 2866 KUL | D | 52 | Series 22.192 | 09.1981 → 11.1982 | D 2565 MUH | D | 34 |
| Series 19.364 | 06.1998 → 12.2001 | D 2866 LF 35 | D | 63 | Series 22.192 | 09.1981 → 1984 | D 2565 MFR | D | 34 |
| Series 19.372 | 02.1990 → 10.1992 | D 2866 LF 03 | D | 51 | Series 22.192 | 09.1981 → 1984 | D 2565 MH | D | 34 |
| Series 19.372 | 05.1990 → 04.1995 | D 2866 LXF | D | 52 | Series 22.192 | 09.1981 → 1984 | D 2565 MR | D | 34 |
| Series 19.372 | 05.1990 → 04.1995 | D 2866 LXF/339 | D | 52 | Series 22.192 | 09.1981 → 05.1984 | D 2565 M | D | 34 |
| Series 19.372 | 1991 → 1994 | D 2866 LU 03 | D | 51 | Series 22.192 | 09.1981 → 09.1990 | D 2565 MF | D | 34 |
| Series 19.372 | 1991 → 06.1996 | D 2866 LU 05 | D | 51 | Series 22.200 | 10.1974 → 03.1978 | D 2556 MF | D | 28 |
| Series 19.372 | 09.1992 → 06.1996 | D 2866 LF 15 | D | 51 | Series 22.215 | 01.1966 → 1975 | D 2156 HMN 8 | D | 24 |
| Series 19.372 | 10.1992 → 05.1994 | D 2866 LF 05 | D | 51 | Series 22.220 | 10.1983 → 11.1986 | D 2566 MF | D | 34 |
| Series 19.373 | 01.1994 → 12.1995 | D 2866 LF 21 | D | 60 | Series 22.230 | 01.1968 → 1974 | D 2356 HM 6 DK | D | 26 |
| Series 19.390 | 12.1982 → 12.1987 | D 2540 MTF | D | 30 | Series 22.230 | 01.1968 → 1974 | D 2356 HM 6 U | D | 26 |
| Series 19.402 | 05.1994 → 06.1996 | D 2866 LF 16 | D | 57 | Series 22.230 | 01.1968 → 1974 | D 2356 HM 9 | D | 26 |
| Series 19.403 | 01.1994 → 12.2001 | D 2866 LF 20 | D | 63 | Series 22.230 | 01.1968 → 1974 | D 2356 HMHU-063 | D | 26 |
| Series 19.414 | 06.1998 → 12.2001 | D 2866 LF 31 | D | 70 | Series 22.230 | 01.1968 → 1974 | D 2356 HMN 2 | D | 26 |
| Series 19.422 | 02.1990 → 10.1992 | D 2866 LF 06 | D | 51 | Series 22.230 | 01.1968 → 1974 | D 2356 HMN 5 | D | 26 |
| Series 19.422 | 02.1990 → 06.1996 | D 2866 LU 09 | D | 51 | Series 22.230 | 01.1968 → 1974 | D 2356 HMN 9 | D | 26 |
| Series 19.422 | 01.1991 → 06.1996 | D 2866 LF 10 | D | 51 | Series 22.230 | 01.1968 → 1974 | D 2356 M9 | D | 26 |
| Series 19.422 | 1992 → 06.1996 | D 2866 LU 04 | D | 51 | Series 22.240 | 09.1973 → 10.1976 | D 2556 MXF | D | 28 |
| Series 19.422 | 10.1992 → 06.1996 | D 2866 LF 09 | D | 51 | Series 22.240 | 10.1976 → 08.1981 | D 2566 MFO | D | 31 |
| Series 19.423 | 01.1994 → 12.1995 | D 2866 LF 22 | D | 60 | Series 22.240 | 10.1976 → 08.1981 | D 2566 MFR | D | 31 |
| Series 19.462 | 05.1987 → 02.1990 | D 2840 LF/460 | D | 56 | Series 22.240 | 10.1976 → 08.1981 | D 2566 MH | D | 31 |
| Series 19.462 | 05.1987 → 02.1990 | D 2840 LXF | D | 53 | Series 22.240 | 10.1976 → 12.1988 | D 2566 HM | D | 31 |
| Series 19.463 | 01.1994 → 12.2001 | D 2876 LF 02 | D | 64 | Series 22.240 | 11.1976 → 08.1981 | D 2566 ME | D | 31 |
| Series 19.464 | 06.1998 → 09.2001 | D 2876 LF 06 | D | 71 | Series 22.240 | 11.1976 → 08.1981 | D 2566 MF | D | 31 |
| Series 19.500 | 05.1987 → 02.1990 | D 2840 LF/500 | D | 56 | Series 22.240 | 03.1977 → 08.1981 | D 2566 MHO | D | 31 |
| Series 19.502 | 05.1987 → 02.1990 | D 2840 LF/500 | D | 56 | Series 22.240 | 06.1977 → 08.1981 | D 2566 M | D | 31 |







| | | | Pos | | | | Pos | | |
|-------------------|-------------------|----------------|-----|----|---------------|-------------------|----------------|---|----|
| Series 22.240 | 09.1981 → 1985 | D 2566 MH | D | 34 | Series 24.192 | 07.1989 → 10.1992 | D 0826 LF 01 | D | 13 |
| Series 22.240 | 09.1981 → 11.1986 | D 2566 ME | D | 34 | Series 24.192 | 10.1992 → 05.1994 | D 0826 LF 05 | D | 13 |
| Series 22.240 | 09.1981 → 12.1986 | D 2566 MF | D | 34 | Series 24.192 | 05.1994 → 06.1996 | D 0826 LF 07 | D | 13 |
| Series 22.240 | 09.1981 → 1987 | D 2566 MFR | D | 34 | Series 24.220 | 11.1986 → 08.1988 | D 2566 MF | D | 34 |
| Series 22.240 | 09.1981 → 04.1987 | D 2566 MHO | D | 34 | Series 24.222 | 05.1994 → 06.1996 | D 0826 LF 11 | D | 14 |
| Series 22.240 | 09.1981 → 08.1988 | D 2566 MFO | D | 34 | Series 24.232 | 07.1989 → 10.1992 | D 0826 LF 02 | D | 13 |
| Series 22.240 | 09.1981 → 12.1988 | D 2566 M | D | 34 | Series 24.232 | 05.1990 → 04.1995 | D 0826 LF/217 | D | 10 |
| Series 22.256 | 01.1966 → 1971 | D 2156 MT 2 | D | 23 | Series 24.232 | 10.1992 → 05.1994 | D 0826 LF 06 | D | 13 |
| Series 22.256 | 01.1966 → 1971 | D 2156 MTN 5 | D | 23 | Series 24.232 | 05.1994 → 06.1996 | D 0826 LF 08 | D | 13 |
| Series 22.256 | 01.1966 → 1971 | D 2156 MTN 6 | D | 23 | Series 24.240 | 10.1976 → 08.1981 | D 2566 MFR | D | 31 |
| Series 22.256 | 01.1966 → 1971 | D 2156 MTN 8 | D | 23 | Series 24.240 | 10.1976 → 08.1981 | D 2566 MH | D | 31 |
| Series 22.256 | 01.1966 → 1971 | D 2156 MTU | D | 23 | Series 24.240 | 03.1977 → 08.1981 | D 2566 MHO | D | 31 |
| Series 22.256 | 01.1966 → 1971 | D 2156 MTX | D | 23 | Series 24.240 | 09.1981 → 1985 | D 2566 MH | D | 34 |
| Series 22.256 | 01.1970 → 04.1971 | D 2156 MTN 1 | D | 23 | Series 24.240 | 09.1981 → 1987 | D 2566 MFR | D | 34 |
| Series 22.280 | 10.1976 → 12.1986 | D 2566 MTH | D | 32 | Series 24.240 | 09.1981 → 04.1987 | D 2566 MHO | D | 34 |
| Series 22.280 | 01.1977 → 12.1980 | D 2566 MTF | D | 32 | Series 24.240 | 11.1986 → 08.1988 | D 2566 MF | D | 34 |
| Series 22.280 | 05.1985 → 12.1986 | D 2566 MTHO | D | 32 | Series 24.242 | 01.1988 → 02.1990 | D 2866 F | D | 48 |
| Series 22.281 | 01.1980 → 01.1988 | D 2566 MK | D | 32 | Series 24.262 | 01.1988 → 02.1990 | D 2865 LF | D | 51 |
| Series 22.281 | 04.1980 → 11.1985 | D 2566 MKF | D | 32 | Series 24.262 | 08.1995 → 06.1996 | D 0826 LF 13 | D | 15 |
| Series 22.291 | 09.1985 → 11.1986 | D 2866 LFZ/290 | D | 52 | Series 24.262 | 08.1995 → 06.1996 | D 2865 LF 13 | D | 52 |
| Series 22.292 | 07.1986 → 10.1986 | D 2866 LF | D | 52 | Series 24.272 | 02.1990 → 04.1995 | D 2865 LF 02 | D | 51 |
| Series 22.320 | 07.1972 → 10.1981 | D 2530 ME | D | 27 | Series 24.272 | 06.1993 → 06.1996 | D 0826 LF 04 | D | 13 |
| Series 22.320 | 07.1972 → 10.1981 | D 2530 MFR | D | 27 | Series 24.272 | 05.1994 → 05.1995 | D 2865 LF 05 | D | 51 |
| Series 22.320 | 07.1972 → 10.1981 | D 2530 MR | D | 27 | Series 24.273 | 01.1994 → 12.1995 | D 2865 LF 22 | D | 57 |
| Series 22.320 | 07.1972 → 10.1981 | D 2530 MXF | D | 27 | Series 24.291 | 11.1986 → 08.1988 | D 2866 LFZ/290 | D | 52 |
| Series 22.320 | 07.1972 → 10.1981 | D 2530 MXFR | D | 27 | Series 24.292 | 10.1986 → 02.1990 | D 2866 LF | D | 52 |
| Series 22.320 | 1973 → 10.1981 | D 2530 MTE | D | 29 | Series 24.293 | 01.1994 → 01.2000 | D 2865 LF 24 | D | 62 |
| Series 22.320 | 01.1973 → 12.1980 | D 2530 MF | D | 27 | Series 24.302 | 05.1990 → 04.1995 | D 2866 LF 04 | D | 51 |
| Series 22.321 | 06.1979 → 11.1985 | D 2566 MKUL | D | 32 | Series 24.310 | 07.1998 → 09.2001 | D 2866 LOH 25 | D | 57 |
| Series 22.321 | 04.1980 → 11.1985 | D 2566 MKF | D | 32 | Series 24.310 | 01.2001 → 09.2002 | D 2866 LOH 27 | D | 65 |
| Series 22.330 | 05.1985 → 09.1989 | D 2866 LOH | D | 51 | Series 24.314 | 07.1999 → 08.2002 | D 2866 LF 23 | D | 65 |
| Series 22.331 | 09.1985 → 11.1986 | D 2866 LFZ/330 | D | 52 | Series 24.314 | 07.1999 → 08.2002 | D 2866 LF 34 | D | 63 |
| Series 22.331 | 09.1985 → 11.1986 | D 2866 LU | D | 52 | Series 24.322 | 02.1990 → 12.1990 | D 2865 LF 03 | D | 51 |
| Series 22.331 | 09.1989 → 05.1990 | D 2866 LOH | D | 51 | Series 24.322 | 05.1994 → 05.1995 | D 2865 LF 06 | D | 51 |
| Series 22.332 | 07.1986 → 10.1986 | D 2866 LF | D | 52 | Series 24.323 | 01.1994 → 12.1995 | D 2865 LF 23 | D | 57 |
| Series 22.332 | 07.1986 → 10.1986 | D 2866 LUL/330 | D | 52 | Series 24.331 | 01.1985 → 07.1989 | D 2866 LULK | D | 52 |
| Series 22.360 | 06.1986 → 09.1989 | D 2866 KOH | D | 52 | Series 24.331 | 11.1986 → 08.1988 | D 2866 LFZ/330 | D | 52 |
| Series 22.360 | 04.1992 → 04.1993 | D 2866 LXOH | D | 51 | Series 24.331 | 11.1986 → 07.1989 | D 2866 LUL/330 | D | 52 |
| Series 22.360 | 02.1993 → 04.1993 | D 2866 LOH 07 | D | 51 | Series 24.332 | 10.1986 → 02.1990 | D 2866 LF | D | 52 |
| Series 22.361 | 09.1983 → 11.1986 | D 2866 KF | D | 52 | Series 24.332 | 10.1986 → 02.1990 | D 2866 LUL/330 | D | 52 |
| Series 22.361 | 09.1983 → 11.1986 | D 2866 KUL | D | 52 | Series 24.342 | 05.1994 → 05.1995 | D 2865 LF 09 | D | 57 |
| Series 22.362 | 07.1986 → 10.1986 | D 2866 KF | D | 52 | Series 24.343 | 01.1994 → 01.2000 | D 2865 LF 21 | D | 57 |
| Series 22.362 | 07.1986 → 10.1986 | D 2866 KUL | D | 52 | Series 24.350 | 07.1998 → 09.2001 | D 2866 LOH 26 | D | 57 |
| Series 22.370 | 04.1993 → 11.1995 | D 2866 LOH 07 | D | 51 | Series 24.360 | 09.2002 → | D 2866 LOH 28 | D | 65 |
| Series 22.400 | 09.1996 → 12.2000 | D 2866 LOH 03 | D | 51 | Series 24.361 | 11.1986 → 09.1987 | D 2866 KFZ | D | 52 |
| Series 22.420 | 11.1995 → 12.2000 | D 2866 LOH 06 | D | 51 | Series 24.361 | 11.1986 → 07.1989 | D 2866 KUL | D | 52 |
| 23T-SERIES | | | | | Series 24.362 | 10.1986 → 02.1990 | D 2866 KF | D | 52 |
| Series 23.272 | 10.1992 → 05.1995 | D 2865 LF 05 | D | 51 | Series 24.362 | 10.1986 → 02.1990 | D 2866 KUL | D | 52 |
| Series 23.284 | 11.1998 → | D 0836 LF 01 | D | 16 | Series 24.362 | 10.1986 → 02.1990 | D 2866 LXF | D | 52 |
| Series 23.293 | 01.1994 → 04.1995 | D 2865 LF 20 | D | 57 | Series 24.364 | 07.1999 → 09.2001 | D 2866 LF 35 | D | 63 |
| Series 23.293 | 04.1995 → 01.2000 | D 2865 LF 24 | D | 62 | Series 24.372 | 02.1990 → 04.1995 | D 2866 LF 03 | D | 51 |
| Series 23.314 | 07.1999 → | D 2866 LF 34 | D | 63 | Series 24.372 | 05.1990 → 12.1990 | D 2866 LXF | D | 52 |
| Series 23.322 | 10.1992 → 05.1995 | D 2865 LF 06 | D | 51 | Series 24.372 | 05.1990 → 12.1990 | D 2866 LXF/339 | D | 52 |
| Series 23.342 | 05.1994 → 05.1995 | D 2865 LF 09 | D | 57 | Series 24.372 | 1991 → 1994 | D 2866 LU 03 | D | 51 |
| Series 23.343 | 01.1994 → 01.2000 | D 2865 LF 21 | D | 57 | Series 24.372 | 05.1994 → 05.1995 | D 2866 LF 15 | D | 51 |
| Series 23.364 | 07.1999 → | D 2866 LF 35 | D | 63 | Series 24.373 | 01.1994 → 12.1995 | D 2866 LF 21 | D | 60 |
| Series 23.372 | 10.1990 → | D 2866 LU 01 | D | 51 | Series 24.400 | 07.1998 → 09.2001 | D 2866 LOH 23 | D | 57 |
| Series 23.372 | 10.1992 → 05.1994 | D 2866 LF 05 | D | 51 | Series 24.402 | 05.1994 → 05.1995 | D 2866 LF 16 | D | 57 |
| Series 23.372 | 05.1994 → 05.1995 | D 2866 LF 15 | D | 51 | Series 24.403 | 01.1994 → 09.2001 | D 2866 LF 20 | D | 63 |
| Series 23.402 | 05.1994 → 05.1995 | D 2866 LF 16 | D | 57 | Series 24.410 | 07.1998 → 09.2001 | D 2876 LOH 05 | D | 71 |
| Series 23.403 | 01.1994 → | D 2866 LF 20 | D | 63 | Series 24.410 | 09.2002 → | D 2866 LOH 29 | D | 65 |
| Series 23.414 | 07.1999 → | D 2866 LF 31 | D | 70 | Series 24.414 | 07.1999 → 12.2001 | D 2866 LF 31 | D | 70 |
| Series 23.422 | 10.1992 → 05.1995 | D 2866 LF 09 | D | 51 | Series 24.422 | 02.1990 → 12.1990 | D 2866 LF 06 | D | 51 |
| Series 23.463 | 01.1994 → | D 2876 LF 02 | D | 64 | Series 24.422 | 1992 → 1994 | D 2866 LU 04 | D | 51 |
| Series 23.464 | 09.1998 → | D 2876 LF 06 | D | 71 | Series 24.422 | 05.1994 → 05.1995 | D 2866 LF 09 | D | 51 |
| 24T-SERIES | | | | | Series 24.423 | 01.1994 → 12.1995 | D 2866 LF 22 | D | 60 |
| Series 24.192 | 02.1983 → 08.1989 | D 0226 MK | D | 6 | Series 24.460 | 11.1999 → 09.2001 | D 2876 LOH 01 | D | 68 |
| Series 24.192 | 11.1986 → 12.1987 | D 2565 MF | D | 34 | Series 24.460 | 01.2001 → | D 2876 LOH 02 | D | 71 |
| Series 24.192 | 05.1987 → 12.1990 | D 0226 MKF | D | 6 | Series 24.462 | 05.1987 → 02.1990 | D 2840 LF/460 | D | 56 |



| | | | | Pos | | | | | Pos |
|-------------------|-------------------|----------------|---|-----|-------------------|-------------------|----------------|---|-----|
| Series 24.463 | 01.1994 → | D 2876 LF 02 | D | 64 | Series 26.280 | 11.1976 → 12.1981 | D 2566 MT | D | 32 |
| Series 24.464 | 07.1999 → 09.2001 | D 2876 LF 06 | D | 71 | Series 26.280 | 11.1976 → 12.1981 | D 2566 MTF | D | 32 |
| Series 24.502 | 05.1987 → 02.1990 | D 2840 LF/500 | D | 56 | Series 26.281 | 02.1980 → 01.1988 | D 2566 MKF | D | 32 |
| Series 24.502 | 02.1990 → 12.1990 | D 2840 LF 01 | D | 56 | Series 26.281 | 03.1980 → 01.1988 | D 2566 MK | D | 32 |
| 25T-SERIES | | | | | Series 26.284 | 05.1999 → 09.2001 | D 0836 LFL 01 | D | 16 |
| Series 25.224 | 08.1995 → 03.1997 | D 0826 LF 15 | D | 14 | Series 26.284 | 09.2000 → | D 0836 LF 01 | D | 16 |
| Series 25.224 | 03.1997 → 01.1998 | D 0826 LF 18 | D | 12 | Series 26.285 | 01.1999 → 06.2002 | D 0836 LFL 03 | D | 16 |
| Series 25.225 | 05.2001 → | D 0836 LF 02 | D | 16 | Series 26.291 | 09.1985 → 02.1989 | D 2866 LFZ/290 | D | 52 |
| Series 25.255 | 05.2001 → | D 0836 LF 05 | D | 16 | Series 26.292 | 09.1987 → 02.1990 | D 2866 LF | D | 52 |
| Series 25.264 | 08.1995 → 09.2001 | D 0826 LF 17 | D | 14 | Series 26.293 | 01.1994 → 04.1995 | D 2865 LF 20 | D | 57 |
| Series 25.272 | 09.1990 → 10.1993 | D 2865 LF 02 | D | 51 | Series 26.293 | 04.1995 → 09.2001 | D 2865 LF 24 | D | 62 |
| Series 25.272 | 09.1990 → 10.1993 | D 2865 LF 05 | D | 51 | Series 26.302 | 05.1990 → 12.1991 | D 2866 LF 04 | D | 51 |
| Series 25.284 | 06.1998 → | D 0836 LF 01 | D | 16 | Series 26.314 | 07.1999 → 06.2002 | D 2866 LF 34 | D | 63 |
| Series 25.285 | 05.2001 → | D 0836 LF 03 | D | 16 | Series 26.314 | 12.2000 → 06.2002 | D 2866 LF 23 | D | 65 |
| Series 25.302 | 09.1990 → 12.1991 | D 2866 LF 04 | D | 51 | Series 26.320 | 07.1972 → 10.1981 | D 2530 ME | D | 27 |
| Series 25.322 | 09.1990 → 10.1993 | D 2865 LF 03 | D | 51 | Series 26.320 | 07.1972 → 10.1981 | D 2530 MFR | D | 27 |
| Series 25.322 | 09.1990 → 10.1993 | D 2865 LF 06 | D | 51 | Series 26.320 | 07.1972 → 10.1981 | D 2530 MR | D | 27 |
| Series 25.372 | 09.1990 → 10.1992 | D 2866 LF 03 | D | 51 | Series 26.320 | 07.1972 → 10.1981 | D 2530 MXFR | D | 27 |
| Series 25.372 | 09.1990 → 10.1993 | D 2866 LF 05 | D | 51 | Series 26.320 | 07.1972 → 01.1986 | D 2530 MF | D | 27 |
| Series 25.372 | 09.1990 → 10.1993 | D 2866 LXF | D | 52 | Series 26.320 | 07.1972 → 01.1986 | D 2530 MXF | D | 27 |
| Series 25.372 | 09.1990 → 10.1993 | D 2866 LXF/339 | D | 52 | Series 26.320 | 1973 → 1981 | D 2538 MTH | D | 29 |
| Series 25.372 | 10.1990 → 10.1993 | D 2866 LU 01 | D | 51 | Series 26.320 | 1973 → 10.1981 | D 2530 MTE | D | 29 |
| Series 25.372 | 1991 → 10.1993 | D 2866 LU 05 | D | 51 | Series 26.320 | 1973 → 10.1981 | D 2538 MTE | D | 29 |
| Series 25.422 | 09.1990 → 12.1992 | D 2866 LF 06 | D | 51 | Series 26.320 | 03.1973 → 10.1977 | D 2538 MT | D | 29 |
| Series 25.422 | 1992 → | D 2866 LU 04 | D | 51 | Series 26.320 | 09.1976 → 01.1981 | D 2530 MKF | D | 27 |
| Series 25.422 | 10.1992 → 10.1993 | D 2866 LF 09 | D | 51 | Series 26.320 | 09.1976 → 01.1986 | D 2530 MK | D | 27 |
| Series 25.422 | 1994 → | D 2866 LU 09 | D | 51 | Series 26.321 | 02.1980 → 01.1988 | D 2566 MKF | D | 32 |
| Series 25.502 | 09.1990 → 11.1992 | D 2840 LF 01 | D | 56 | Series 26.321 | 07.1980 → 01.1988 | D 2566 MK | D | 32 |
| Series 25.502 | 10.1992 → 12.1992 | D 2840 LF 04 | D | 56 | Series 26.322 | 02.1990 → 10.1992 | D 2865 LF 03 | D | 51 |
| 26T-SERIES | | | | | Series 26.322 | 1991 → 06.1996 | D 2865 LU 03 | D | 51 |
| Series 26.225 | 01.1999 → 06.2002 | D 0836 LFL 02 | D | 16 | Series 26.322 | 10.1992 → 06.1996 | D 2865 LF 06 | D | 51 |
| Series 26.233 | 09.1996 → 08.2002 | E 2866 DF 01 | G | 37 | Series 26.323 | 01.1994 → 12.1995 | D 2865 LF 23 | D | 57 |
| Series 26.240 | 09.1973 → 07.1977 | D 2556 MX | D | 28 | Series 26.331 | 09.1985 → 02.1989 | D 2866 LFZ/330 | D | 52 |
| Series 26.240 | 03.1974 → 12.1976 | D 2556 MXF | D | 28 | Series 26.332 | 09.1987 → 02.1990 | D 2866 LF | D | 52 |
| Series 26.240 | 10.1976 → 08.1981 | D 2566 ME | D | 31 | Series 26.342 | 05.1994 → 06.1996 | D 2865 LF 09 | D | 57 |
| Series 26.240 | 10.1976 → 08.1981 | D 2566 MFO | D | 31 | Series 26.343 | 01.1994 → 09.2001 | D 2865 LF 21 | D | 57 |
| Series 26.240 | 10.1976 → 08.1981 | D 2566 MFR | D | 31 | Series 26.361 | 04.1983 → 02.1989 | D 2866 KFZ | D | 52 |
| Series 26.240 | 10.1976 → 08.1981 | D 2566 MH | D | 31 | Series 26.362 | 09.1987 → 02.1990 | D 2866 KF | D | 52 |
| Series 26.240 | 10.1976 → 08.1981 | D 2566 MXF | D | 31 | Series 26.362 | 09.1987 → 02.1990 | D 2866 LXF | D | 52 |
| Series 26.240 | 10.1976 → 08.1988 | D 2566 HM | D | 31 | Series 26.364 | 07.1999 → 09.2001 | D 2866 LF 35 | D | 63 |
| Series 26.240 | 01.1977 → 08.1981 | D 2566 M | D | 31 | Series 26.365 | 06.1980 → 08.1988 | D 2840 ME | D | 49 |
| Series 26.240 | 01.1977 → 08.1981 | D 2566 MF | D | 31 | Series 26.365 | 05.1983 → 08.1988 | D 2840 MF | D | 49 |
| Series 26.240 | 03.1977 → 08.1981 | D 2566 MHO | D | 31 | Series 26.372 | 02.1990 → 10.1992 | D 2866 LF 03 | D | 51 |
| Series 26.240 | 09.1981 → 1985 | D 2566 MH | D | 34 | Series 26.372 | 05.1990 → 12.1992 | D 2866 LXF | D | 52 |
| Series 26.240 | 09.1981 → 1987 | D 2566 MFR | D | 34 | Series 26.372 | 05.1990 → 12.1992 | D 2866 LXF/339 | D | 52 |
| Series 26.240 | 09.1981 → 04.1987 | D 2566 MHO | D | 34 | Series 26.372 | 10.1992 → 05.1994 | D 2866 LF 05 | D | 51 |
| Series 26.240 | 09.1981 → 08.1988 | D 2566 M | D | 34 | Series 26.372 | 05.1994 → 06.1996 | D 2866 LF 15 | D | 51 |
| Series 26.240 | 09.1981 → 08.1988 | D 2566 ME | D | 34 | Series 26.373 | 01.1994 → 12.1995 | D 2866 LF 21 | D | 60 |
| Series 26.240 | 09.1981 → 08.1988 | D 2566 MF | D | 34 | Series 26.402 | 05.1994 → 06.1996 | D 2866 LF 16 | D | 57 |
| Series 26.240 | 09.1981 → 08.1988 | D 2566 MFO | D | 34 | Series 26.403 | 01.1994 → 09.2001 | D 2866 LF 20 | D | 63 |
| Series 26.240 | 09.1981 → 08.1988 | D 2566 MXF | D | 34 | Series 26.414 | 09.1998 → 06.2002 | D 2866 LF 31 | D | 70 |
| Series 26.242 | 01.1988 → 07.1989 | D 2866 F | D | 48 | Series 26.422 | 02.1990 → 10.1992 | D 2866 LF 06 | D | 51 |
| Series 26.255 | 01.1999 → 06.2002 | D 0836 LFL 05 | D | 16 | Series 26.422 | 1992 → 06.1996 | D 2866 LU 04 | D | 51 |
| Series 26.255 | 05.2001 → | D 0836 LF 05 | D | 16 | Series 26.422 | 10.1992 → 06.1996 | D 2866 LF 09 | D | 51 |
| Series 26.256 | 01.1966 → 1971 | D 2156 MT 2 | D | 23 | Series 26.423 | 01.1994 → 12.1995 | D 2866 LF 22 | D | 60 |
| Series 26.256 | 01.1966 → 1971 | D 2156 MTN 1 | D | 23 | Series 26.462 | 02.1989 → 02.1990 | D 2840 LF/460 | D | 56 |
| Series 26.256 | 01.1966 → 1971 | D 2156 MTN 5 | D | 23 | Series 26.463 | 01.1994 → 09.2001 | D 2876 LF 02 | D | 64 |
| Series 26.256 | 01.1966 → 1971 | D 2156 MTN 6 | D | 23 | Series 26.464 | 07.1999 → 06.2002 | D 2876 LF 06 | D | 71 |
| Series 26.256 | 01.1966 → 1971 | D 2156 MTN 8 | D | 23 | Series 26.502 | 05.1987 → 02.1990 | D 2840 LF/500 | D | 56 |
| Series 26.256 | 01.1966 → 1971 | D 2156 MTU | D | 23 | Series 26.502 | 02.1990 → 06.1996 | D 2840 LF 01 | D | 56 |
| Series 26.256 | 05.1971 → 12.1973 | D 2156 MTX | D | 23 | Series 26.502 | 02.1990 → 06.1996 | D 2840 LF 04 | D | 56 |
| Series 26.256 | 1972 → 1976 | D 2538 ME | D | 27 | Series 26.502 | 02.1990 → 06.1996 | D 2840 LF 06 | D | 58 |
| Series 26.256 | 08.1972 → 12.1974 | D 2538 M | D | 27 | 27T-SERIES | | | | |
| Series 26.256 | 08.1972 → 12.1974 | D 2538 MF | D | 27 | Series 27.272 | 01.1993 → 06.1996 | D 2865 LF 05 | D | 51 |
| Series 26.262 | 01.1988 → 02.1990 | D 2865 LF | D | 51 | Series 27.273 | 01.1994 → 12.1995 | D 2865 LF 22 | D | 57 |
| Series 26.272 | 02.1990 → 10.1992 | D 2865 LF 02 | D | 51 | Series 27.293 | 01.1994 → 04.1995 | D 2865 LF 20 | D | 57 |
| Series 26.272 | 03.1991 → 06.1996 | D 2865 LF 05 | D | 51 | Series 27.293 | 04.1995 → 01.2000 | D 2865 LF 24 | D | 62 |
| Series 26.273 | 01.1994 → 12.1995 | D 2865 LF 22 | D | 57 | Series 27.314 | 07.1999 → 09.2001 | D 2866 LF 34 | D | 63 |
| Series 26.280 | 10.1976 → 12.1981 | D 2566 MTH | D | 32 | Series 27.322 | 01.1993 → 06.1996 | D 2865 LF 06 | D | 51 |







| | | | | Pos | | | | | Pos |
|-------------------|-------------------|-----------------|---|-----|-------------------|-------------------|----------------|---|-----|
| Series 27.323 | 01.1994 → 12.1995 | D 2865 LF 23 | D | 57 | Series 30.256 | 01.1966 → 1971 | D 2156 MTN 8 | D | 23 |
| Series 27.342 | 05.1994 → 06.1996 | D 2865 LF 09 | D | 57 | Series 30.256 | 01.1966 → 1971 | D 2156 MTU | D | 23 |
| Series 27.343 | 01.1994 → 01.2000 | D 2865 LF 21 | D | 57 | Series 30.256 | 05.1971 → 12.1973 | D 2156 MTX | D | 23 |
| Series 27.364 | 07.1999 → 09.2001 | D 2866 LF 35 | D | 63 | Series 30.256 | 1972 → 1976 | D 2538 ME | D | 27 |
| Series 27.365 | 06.1980 → 12.1990 | D 2840 ME | D | 49 | Series 30.256 | 08.1972 → 12.1974 | D 2538 M | D | 27 |
| Series 27.365 | 11.1982 → 12.1990 | D 2840 MF | D | 49 | Series 30.256 | 08.1972 → 12.1974 | D 2538 MF | D | 27 |
| Series 27.365 | 11.1982 → 12.1990 | D 2840 MFG | D | 49 | Series 30.280 | 10.1976 → 12.1981 | D 2566 MTH | D | 32 |
| Series 27.372 | 01.1993 → 05.1994 | D 2866 LF 05 | D | 51 | Series 30.280 | 11.1976 → 12.1981 | D 2566 MTF | D | 32 |
| Series 27.372 | 05.1994 → 06.1996 | D 2866 LF 15 | D | 51 | Series 30.281 | 06.1980 → 11.1985 | D 2566 MKF | D | 32 |
| Series 27.373 | 01.1994 → 12.1995 | D 2866 LF 21 | D | 60 | Series 30.291 | 09.1985 → 11.1986 | D 2866 LFZ/290 | D | 52 |
| Series 27.402 | 05.1994 → 06.1996 | D 2866 LF 16 | D | 57 | Series 30.293 | 03.1997 → 09.2001 | D 2865 LF 24 | D | 62 |
| Series 27.403 | 01.1994 → 09.2001 | D 2866 LF 20 | D | 63 | Series 30.314 | 06.1998 → 09.2001 | D 2866 LF 34 | D | 63 |
| Series 27.414 | 07.1999 → 12.2001 | D 2866 LF 31 | D | 70 | Series 30.320 | 07.1972 → 10.1981 | D 2530 ME | D | 27 |
| Series 27.422 | 01.1993 → 06.1996 | D 2866 LF 09 | D | 51 | Series 30.320 | 07.1972 → 10.1981 | D 2530 MF | D | 27 |
| Series 27.423 | 01.1994 → 12.1995 | D 2866 LF 22 | D | 60 | Series 30.320 | 07.1972 → 10.1981 | D 2530 MFR | D | 27 |
| Series 27.463 | 01.1994 → 09.2001 | D 2876 LF 02 | D | 64 | Series 30.320 | 07.1972 → 10.1981 | D 2530 MR | D | 27 |
| Series 27.464 | 07.1999 → 09.2001 | D 2876 LF 06 | D | 71 | Series 30.320 | 07.1972 → 10.1981 | D 2530 MXF | D | 27 |
| Series 27.502 | 01.1993 → 06.1996 | D 2840 LF 04 | D | 56 | Series 30.320 | 07.1972 → 10.1981 | D 2530 MXFR | D | 27 |
| Series 27.502 | 01.1993 → 06.1996 | D 2840 LF 06 | D | 58 | Series 30.320 | 1973 → 1981 | D 2538 MTH | D | 29 |
| Series 27.502 | 05.1994 → 06.1996 | D 2840 LF 01 | D | 56 | Series 30.320 | 1973 → 10.1981 | D 2530 MTE | D | 29 |
| 28T-SERIES | | | | | Series 30.320 | 1973 → 10.1981 | D 2538 MTE | D | 29 |
| Series 28.233 | 07.1999 → 09.2002 | E 2866 DF 01 | G | 37 | Series 30.320 | 03.1973 → 10.1977 | D 2538 MT | D | 29 |
| Series 28.280 | 11.1976 → 12.1981 | D 2566 MTF | D | 32 | Series 30.321 | 06.1980 → 11.1985 | D 2566 MKF | D | 32 |
| Series 28.293 | 09.1996 → 09.2001 | D 2865 LF 24 | D | 62 | Series 30.331 | 09.1985 → 11.1986 | D 2866 LFZ/330 | D | 52 |
| Series 28.314 | 07.1999 → | D 2866 LF 34 | D | 63 | Series 30.343 | 03.1997 → 09.2001 | D 2865 LF 21 | D | 57 |
| Series 28.343 | 09.1996 → 09.2001 | D 2865 LF 21 | D | 57 | Series 30.343 | 03.1997 → 09.2001 | D 2866 LF 35 | D | 63 |
| Series 28.364 | 07.1999 → 09.2001 | D 2866 LF 35 | D | 63 | Series 30.361 | 09.1985 → 11.1986 | D 2866 KFZ | D | 52 |
| Series 28.403 | 09.1996 → 09.2001 | D 2866 LF 20 | D | 63 | Series 30.364 | 06.1998 → | D 2866 LF 35 | D | 63 |
| Series 28.414 | 07.1999 → 12.2001 | D 2866 LF 31 | D | 70 | Series 30.364 | 06.2000 → | D 2866 LF 27 | D | 65 |
| Series 28.463 | 09.1996 → 09.2001 | D 2876 LF 02 | D | 64 | Series 30.403 | 03.1997 → 09.2001 | D 2866 LF 20 | D | 63 |
| Series 28.464 | 07.1999 → 09.2001 | D 2876 LF 06 | D | 71 | Series 30.414 | 06.1998 → 12.2001 | D 2866 LF 31 | D | 70 |
| 29T-SERIES | | | | | Series 30.463 | 03.1997 → 09.2001 | D 2876 LF 02 | D | 64 |
| Series 29.414 | 07.1999 → | D 2866 LF 31 | D | 70 | Series 30.464 | 06.1998 → 09.2001 | D 2876 LF 06 | D | 71 |
| Series 29.464 | 07.1999 → | D 2876 LF 06 | D | 71 | 32T-SERIES | | | | |
| 30T-SERIES | | | | | Series 32.232 | 06.1976 → 08.1981 | D 2566 M | D | 31 |
| Series 30.230 | 01.1968 → 1974 | D 2356 HM 6 DK | D | 26 | Series 32.232 | 09.1981 → 06.1983 | D 2566 M | D | 34 |
| Series 30.230 | 01.1968 → 1974 | D 2356 HM 6 U | D | 26 | Series 32.240 | 03.1973 → 12.1974 | D 2556 MXF | D | 28 |
| Series 30.230 | 01.1968 → 1974 | D 2356 HM 9 | D | 26 | Series 32.240 | 10.1976 → 08.1981 | D 2566 ME | D | 31 |
| Series 30.230 | 01.1968 → 1974 | D 2356 HMHU-063 | D | 26 | Series 32.240 | 10.1976 → 08.1981 | D 2566 MFO | D | 31 |
| Series 30.230 | 01.1968 → 1974 | D 2356 HMN 2 | D | 26 | Series 32.240 | 10.1976 → 08.1981 | D 2566 MFR | D | 31 |
| Series 30.230 | 01.1968 → 1974 | D 2356 HMN 5 | D | 26 | Series 32.240 | 10.1976 → 08.1981 | D 2566 MH | D | 31 |
| Series 30.230 | 01.1968 → 1974 | D 2356 HMN 9 | D | 26 | Series 32.240 | 10.1976 → 08.1981 | D 2566 MXF | D | 31 |
| Series 30.230 | 01.1968 → 1974 | D 2356 M9 | D | 26 | Series 32.240 | 10.1976 → 08.1988 | D 2566 HM | D | 31 |
| Series 30.232 | 01.1974 → 02.1978 | D 2556 MXF | D | 28 | Series 32.240 | 01.1977 → 08.1981 | D 2566 M | D | 31 |
| Series 30.232 | 03.1978 → 08.1981 | D 2566 MF | D | 31 | Series 32.240 | 01.1977 → 08.1981 | D 2566 MF | D | 31 |
| Series 30.232 | 09.1981 → 06.1983 | D 2556 MF | D | 28 | Series 32.240 | 03.1977 → 08.1981 | D 2566 MHO | D | 31 |
| Series 30.240 | 09.1973 → 07.1977 | D 2556 MX | D | 28 | Series 32.240 | 09.1981 → 1985 | D 2566 MH | D | 34 |
| Series 30.240 | 03.1974 → 12.1974 | D 2556 MXF | D | 28 | Series 32.240 | 09.1981 → 1987 | D 2566 MFR | D | 34 |
| Series 30.240 | 10.1976 → 08.1981 | D 2566 ME | D | 31 | Series 32.240 | 09.1981 → 04.1987 | D 2566 MHO | D | 34 |
| Series 30.240 | 10.1976 → 08.1981 | D 2566 MFO | D | 31 | Series 32.240 | 09.1981 → 08.1988 | D 2566 M | D | 34 |
| Series 30.240 | 10.1976 → 08.1981 | D 2566 MFR | D | 31 | Series 32.240 | 09.1981 → 08.1988 | D 2566 ME | D | 34 |
| Series 30.240 | 10.1976 → 08.1981 | D 2566 MH | D | 31 | Series 32.240 | 09.1981 → 08.1988 | D 2566 MF | D | 34 |
| Series 30.240 | 10.1976 → 08.1981 | D 2566 MXF | D | 31 | Series 32.240 | 09.1981 → 08.1988 | D 2566 MFO | D | 34 |
| Series 30.240 | 10.1976 → 08.1988 | D 2566 HM | D | 31 | Series 32.240 | 09.1981 → 08.1988 | D 2566 MXF | D | 34 |
| Series 30.240 | 12.1976 → 08.1981 | D 2566 MF | D | 31 | Series 32.262 | 02.1989 → 02.1990 | D 2865 LF | D | 51 |
| Series 30.240 | 03.1977 → 08.1981 | D 2566 MHO | D | 31 | Series 32.272 | 02.1990 → 04.1995 | D 2865 LF 02 | D | 51 |
| Series 30.240 | 08.1977 → 08.1981 | D 2566 M | D | 31 | Series 32.272 | 02.1990 → 04.1995 | D 2865 LF 05 | D | 51 |
| Series 30.240 | 09.1981 → 12.1984 | D 2566 MF | D | 34 | Series 32.280 | 11.1977 → 12.1981 | D 2566 MT | D | 32 |
| Series 30.240 | 09.1981 → 1985 | D 2566 MH | D | 34 | Series 32.281 | 02.1980 → 01.1988 | D 2566 MKF | D | 32 |
| Series 30.240 | 09.1981 → 1987 | D 2566 MFR | D | 34 | Series 32.281 | 03.1980 → 01.1988 | D 2566 MK | D | 32 |
| Series 30.240 | 09.1981 → 04.1987 | D 2566 MHO | D | 34 | Series 32.291 | 09.1985 → 08.1988 | D 2866 LFZ/290 | D | 52 |
| Series 30.240 | 09.1981 → 01.1988 | D 2566 M | D | 34 | Series 32.292 | 03.1988 → 02.1990 | D 2866 LF | D | 52 |
| Series 30.240 | 09.1981 → 08.1988 | D 2566 ME | D | 34 | Series 32.293 | 08.1995 → 09.2001 | D 2865 LF 24 | D | 62 |
| Series 30.240 | 09.1981 → 08.1988 | D 2566 MFO | D | 34 | Series 32.302 | 05.1990 → 09.1991 | D 2866 LF 04 | D | 51 |
| Series 30.240 | 09.1981 → 08.1988 | D 2566 MXF | D | 34 | Series 32.314 | 07.1999 → 09.2001 | D 2866 LF 34 | D | 63 |
| Series 30.256 | 01.1966 → 1971 | D 2156 MT 2 | D | 23 | Series 32.320 | 07.1972 → 10.1981 | D 2530 ME | D | 27 |
| Series 30.256 | 01.1966 → 1971 | D 2156 MTN 1 | D | 23 | Series 32.320 | 07.1972 → 10.1981 | D 2530 MFR | D | 27 |
| Series 30.256 | 01.1966 → 1971 | D 2156 MTN 5 | D | 23 | Series 32.320 | 07.1972 → 10.1981 | D 2530 MR | D | 27 |
| Series 30.256 | 01.1966 → 1971 | D 2156 MTN 6 | D | 23 | Series 32.320 | 07.1972 → 10.1981 | D 2530 MXFR | D | 27 |

|  | |  | | Pos |  | |  | | Pos |
|---|-------------------|---|---|-----|--|-------------------|---|---|-----|
| Series 32.320 | 01.1973 → 12.1981 | D 2530 MF | D | 27 | Series 35.302 | 05.1990 → 09.1991 | D 2865 LF 04 | D | 51 |
| Series 32.320 | 01.1973 → 12.1981 | D 2530 MXF | D | 27 | Series 35.302 | 05.1990 → 09.1991 | D 2866 LF 04 | D | 51 |
| Series 32.321 | 02.1980 → 01.1988 | D 2566 MKF | D | 32 | Series 35.322 | 02.1990 → 06.1996 | D 2865 LF 03 | D | 51 |
| Series 32.321 | 07.1980 → 01.1988 | D 2566 MK | D | 32 | Series 35.322 | 02.1990 → 06.1996 | D 2865 LF 06 | D | 51 |
| Series 32.322 | 02.1990 → 05.1994 | D 2865 LF 03 | D | 51 | Series 35.332 | 10.1988 → 04.1995 | D 2866 LFZ/330 | D | 52 |
| Series 32.322 | 02.1990 → 06.1996 | D 2865 LF 06 | D | 51 | Series 35.342 | 05.1994 → 06.1996 | D 2865 LF 09 | D | 57 |
| Series 32.331 | 09.1985 → 08.1988 | D 2866 LFZ/330 | D | 52 | Series 35.343 | 08.1995 → 09.2001 | D 2865 LF 21 | D | 57 |
| Series 32.332 | 03.1988 → 02.1990 | D 2866 LF | D | 52 | Series 35.362 | 10.1988 → 02.1990 | D 2866 LXF | D | 52 |
| Series 32.342 | 05.1994 → 06.1996 | D 2865 LF 09 | D | 57 | Series 35.364 | 06.1998 → 09.2001 | D 2866 LF 35 | D | 63 |
| Series 32.343 | 08.1995 → 09.2001 | D 2865 LF 21 | D | 57 | Series 35.372 | 02.1990 → 05.1994 | D 2866 LF 03 | D | 51 |
| Series 32.361 | 09.1983 → 08.1988 | D 2866 KFZ | D | 52 | Series 35.372 | 02.1990 → 04.1995 | D 2866 LXF | D | 52 |
| Series 32.362 | 11.1986 → 02.1990 | D 2866 KFZ | D | 52 | Series 35.372 | 02.1990 → 04.1995 | D 2866 LXF/339 | D | 52 |
| Series 32.362 | 03.1988 → 02.1990 | D 2866 LXF | D | 52 | Series 35.372 | 10.1992 → 05.1994 | D 2866 LF 05 | D | 51 |
| Series 32.364 | 09.1998 → 09.2001 | D 2866 LF 35 | D | 63 | Series 35.372 | 05.1994 → 06.1996 | D 2866 LF 15 | D | 51 |
| Series 32.365 | 06.1980 → 08.1988 | D 2840 ME | D | 49 | Series 35.402 | 05.1994 → 06.1996 | D 2866 LF 16 | D | 57 |
| Series 32.365 | 06.1983 → 08.1988 | D 2840 MF | D | 49 | Series 35.403 | 08.1995 → 09.2001 | D 2866 LF 20 | D | 63 |
| Series 32.372 | 02.1990 → 05.1994 | D 2866 LF 03 | D | 51 | Series 35.414 | 06.1998 → 12.2001 | D 2866 LF 31 | D | 70 |
| Series 32.372 | 05.1990 → 04.1995 | D 2866 LXF | D | 52 | Series 35.422 | 10.1992 → 05.1994 | D 2866 LF 06 | D | 51 |
| Series 32.372 | 05.1990 → 04.1995 | D 2866 LXF/339 | D | 52 | Series 35.422 | 10.1992 → 06.1996 | D 2866 LF 09 | D | 51 |
| Series 32.372 | 10.1992 → 05.1994 | D 2866 LF 05 | D | 51 | Series 35.463 | 08.1995 → 09.2001 | D 2876 LF 02 | D | 36 |
| Series 32.372 | 05.1994 → 06.1996 | D 2866 LF 15 | D | 51 | Series 35.463 | 08.1995 → 09.2001 | D 2876 LF 02 | D | 64 |
| Series 32.402 | 05.1994 → 06.1996 | D 2866 LF 16 | D | 57 | Series 35.464 | 06.1998 → 09.2001 | D 2876 LF 06 | D | 71 |
| Series 32.403 | 08.1995 → 09.2001 | D 2866 LF 20 | D | 63 | 36T-SERIES | | | | |
| Series 32.414 | 09.1998 → 12.2001 | D 2866 LF 31 | D | 70 | Series 36.1000 | 01.1990 → | D 2842 LF 720 | D | 50 |
| Series 32.422 | 02.1990 → 05.1994 | D 2866 LF 06 | D | 51 | 38T-SERIES | | | | |
| Series 32.422 | 10.1992 → 06.1996 | D 2866 LF 09 | D | 51 | Series 38.320 | 07.1972 → 10.1981 | D 2530 ME | D | 27 |
| Series 32.463 | 08.1995 → 09.2001 | D 2876 LF 02 | D | 64 | Series 38.320 | 07.1972 → 10.1981 | D 2530 MFR | D | 27 |
| Series 32.464 | 09.1998 → 09.2001 | D 2876 LF 06 | D | 71 | Series 38.320 | 07.1972 → 10.1981 | D 2530 MR | D | 27 |
| 33T-SERIES | | | | | Series 38.320 | 07.1972 → 10.1981 | D 2530 MXFR | D | 27 |
| Series 33.242 | 01.1988 → 08.1988 | D 2866 F | D | 48 | Series 38.320 | 05.1976 → 01.1983 | D 2530 MF | D | 27 |
| Series 33.262 | 01.1988 → 02.1990 | D 2865 LF | D | 51 | Series 38.320 | 05.1976 → 01.1983 | D 2530 MXF | D | 27 |
| Series 33.272 | 10.1992 → 04.1995 | D 2865 LF 05 | D | 51 | Series 38.320 | 05.1976 → 01.1983 | D 2566 MTF | D | 32 |
| Series 33.292 | 09.1987 → 02.1990 | D 2866 LF | D | 52 | 40T-SERIES | | | | |
| Series 33.293 | 09.1996 → | D 2865 LF 24 | D | 62 | Series 40.320 | 05.1976 → 01.1983 | D 2530 MF | D | 27 |
| Series 33.321 | 12.1980 → 11.1985 | D 2566 MKF | D | 32 | Series 40.365 | 04.1983 → 11.1987 | D 2840 ME | D | 49 |
| Series 33.322 | 09.1991 → 10.1992 | D 2865 LF 03 | D | 51 | Series 40.365 | 04.1983 → 11.1987 | D 2840 MF | D | 49 |
| Series 33.322 | 10.1992 → 06.1996 | D 2865 LF 06 | D | 51 | Series 40.372 | 12.1991 → 10.1992 | D 2866 LF 03 | D | 51 |
| Series 33.323 | 01.1994 → 12.1995 | D 2865 LF 23 | D | 57 | Series 40.372 | 10.1992 → 05.1994 | D 2866 LF 05 | D | 51 |
| Series 33.331 | 09.1985 → 02.1990 | D 2866 LFZ/330 | D | 52 | Series 40.372 | 05.1994 → 06.1996 | D 2866 LF 15 | D | 51 |
| Series 33.332 | 09.1987 → 02.1990 | D 2866 LF | D | 52 | Series 40.400 | 01.1973 → 10.1981 | D 2530 MTE | D | 29 |
| Series 33.342 | 05.1994 → 06.1996 | D 2865 LF 09 | D | 57 | Series 40.400 | 06.1979 → 12.1982 | D 2530 MTXF | D | 29 |
| Series 33.343 | 01.1994 → 09.2001 | D 2865 LF 21 | D | 57 | Series 40.402 | 05.1994 → 06.1996 | D 2866 LF 16 | D | 57 |
| Series 33.362 | 09.1987 → 02.1990 | D 2866 KF | D | 52 | Series 40.403 | 02.1997 → | D 2866 LF 20 | D | 63 |
| Series 33.362 | 09.1987 → 02.1990 | D 2866 LXF | D | 52 | Series 40.414 | 12.1997 → 12.2001 | D 2866 LF 31 | D | 70 |
| Series 33.364 | 10.1997 → 09.2001 | D 2866 LF 35 | D | 63 | Series 40.422 | 12.1991 → 10.1992 | D 2866 LF 06 | D | 51 |
| Series 33.365 | 06.1980 → 12.1983 | D 2840 ME | D | 49 | Series 40.422 | 10.1992 → 06.1996 | D 2866 LF 09 | D | 51 |
| Series 33.365 | 08.1980 → 12.1983 | D 2840 MF | D | 49 | Series 40.440 | 10.1981 → 06.1990 | D 2540 MTF | D | 30 |
| Series 33.372 | 09.1991 → 10.1992 | D 2866 LF 03 | D | 51 | Series 40.462 | 07.1989 → 02.1990 | D 2840 LF/460 | D | 56 |
| Series 33.372 | 09.1992 → 05.1994 | D 2866 LF 05 | D | 51 | Series 40.463 | 08.1995 → | D 2876 LF 02 | D | 64 |
| Series 33.372 | 09.1992 → 04.1995 | D 2866 LXF | D | 52 | Series 40.464 | 12.1997 → 09.2001 | D 2876 LF 06 | D | 71 |
| Series 33.372 | 05.1994 → 06.1996 | D 2866 LF 15 | D | 51 | Series 40.502 | 02.1990 → 06.1996 | D 2840 LF 01 | D | 56 |
| Series 33.373 | 01.1994 → 12.1995 | D 2866 LF 21 | D | 60 | Series 40.502 | 02.1990 → 06.1996 | D 2840 LF 06 | D | 58 |
| Series 33.402 | 05.1994 → 06.1996 | D 2866 LF 16 | D | 57 | Series 40.502 | 10.1992 → 06.1996 | D 2840 LF 04 | D | 56 |
| Series 33.403 | 01.1994 → 09.2001 | D 2866 LF 20 | D | 63 | 41T-SERIES | | | | |
| Series 33.414 | 10.1997 → 12.2001 | D 2866 LF 31 | D | 70 | Series 41.262 | 07.1989 → 02.1990 | D 2865 LF | D | 51 |
| Series 33.422 | 09.1991 → 05.1994 | D 2866 LF 06 | D | 51 | Series 41.272 | 02.1990 → 12.1991 | D 2865 LF 02 | D | 51 |
| Series 33.422 | 10.1992 → 06.1996 | D 2866 LF 09 | D | 51 | Series 41.292 | 10.1988 → 02.1990 | D 2866 LF | D | 52 |
| Series 33.423 | 01.1994 → 12.1995 | D 2866 LF 22 | D | 60 | Series 41.302 | 05.1990 → 12.1991 | D 2866 LF 04 | D | 51 |
| Series 33.462 | 07.1989 → 02.1990 | D 2840 LF/460 | D | 56 | Series 41.322 | 02.1990 → 05.1994 | D 2865 LF 03 | D | 51 |
| Series 33.463 | 01.1994 → 09.2001 | D 2876 LF 02 | D | 64 | Series 41.322 | 10.1992 → 06.1996 | D 2865 LF 06 | D | 51 |
| Series 33.464 | 10.1997 → 09.2001 | D 2876 LF 02 | D | 64 | Series 41.332 | 10.1988 → 02.1990 | D 2866 LF | D | 52 |
| Series 33.464 | 06.1998 → 09.2001 | D 2876 LF 06 | D | 71 | Series 41.342 | 05.1994 → 06.1996 | D 2865 LF 09 | D | 57 |
| Series 33.502 | 09.1991 → 10.1992 | D 2840 LF 01 | D | 56 | Series 41.343 | 08.1995 → 09.2001 | D 2865 LF 21 | D | 57 |
| Series 33.502 | 09.1991 → 06.1996 | D 2840 LF 06 | D | 58 | Series 41.361 | 01.1985 → 09.1990 | D 2866 KFZ | D | 52 |
| Series 33.502 | 10.1992 → 06.1996 | D 2840 LF 04 | D | 56 | Series 41.362 | 10.1988 → 02.1990 | D 2866 LXF | D | 52 |
| 35T-SERIES | | | | | Series 41.364 | 06.1998 → 09.2001 | D 2866 LF 35 | D | 63 |
| Series 35.262 | 02.1989 → 02.1990 | D 2865 LF | D | 51 | Series 41.372 | 02.1990 → 05.1994 | D 2866 LF 03 | D | 51 |
| Series 35.272 | 02.1990 → 12.1991 | D 2865 LF 02 | D | 51 | Series 41.372 | 10.1992 → 05.1994 | D 2866 LF 05 | D | 51 |
| Series 35.292 | 10.1988 → 04.1995 | D 2866 LFZ/290 | D | 52 | Series 41.372 | 10.1992 → 06.1996 | D 2866 LF 15 | D | 51 |



| | | | | Pos | | | | | Pos |
|-------------------|-------------------|----------------|---|-----|-------------------|-------------------|---------------|---|-----|
| Series 41.402 | 05.1994 → 06.1996 | D 2866 LF 16 | D | 57 | Series FE 33.410 | 09.2002 → 06.2003 | D 2866 LF 25 | D | 65 |
| Series 41.403 | 08.1995 → 09.2001 | D 2866 LF 20 | D | 63 | Series FE 33.460 | 08.2002 → 06.2003 | D 2876 LF 03 | D | 71 |
| Series 41.414 | 06.1998 → 12.2001 | D 2866 LF 31 | D | 70 | Series FE 35.310 | 09.2002 → 09.2003 | D 2866 LF 23 | D | 65 |
| Series 41.422 | 02.1990 → 06.1996 | D 2866 LF 06 | D | 51 | Series FE 35.360 | 08.2002 → 09.2003 | D 2866 LF 24 | D | 65 |
| Series 41.422 | 02.1990 → 06.1996 | D 2866 LF 09 | D | 51 | Series FE 35.410 | 09.2002 → 10.2003 | D 2866 LF 25 | D | 65 |
| Series 41.463 | 08.1995 → | D 2876 LF 02 | D | 64 | Series FE 35.460 | 09.2002 → 10.2003 | D 2876 LF 03 | D | 71 |
| Series 41.464 | 06.1998 → 09.2001 | D 2876 LF 06 | D | 71 | Series FE 360 | 01.2000 → 09.2002 | D 2866 LF 24 | D | 65 |
| 42T-SERIES | | | | | Series FE 410 | 07.1999 → 09.2002 | D 2866 LF 25 | D | 65 |
| Series 42.414 | 06.1998 → 08.2001 | D 2866 LF 31 | D | 70 | Series FE 41.410 | 09.2002 → 09.2003 | D 2866 LF 25 | D | 65 |
| Series 42.464 | 06.1998 → 08.2001 | D 2876 LF 06 | D | 71 | Series FE 41.460 | 09.2002 → 09.2003 | D 2876 LF 03 | D | 71 |
| 48T-SERIES | | | | | Series FE 460 | 01.2000 → 09.2002 | D 2876 LF 03 | D | 71 |
| Series 48.292 | 07.1989 → 02.1990 | D 2866 LF | D | 52 | Series FE 50.410 | 09.2002 → 09.2003 | D 2866 LF 25 | D | 65 |
| Series 48.321 | 04.1983 → 11.1985 | D 2566 MKF | D | 32 | Series FE 50.460 | 09.2002 → 09.2003 | D 2876 LF 03 | D | 71 |
| Series 48.331 | 09.1985 → 06.1990 | D 2866 LFZ/330 | D | 52 | SERIES FR | | | | |
| Series 48.332 | 07.1989 → 02.1990 | D 2866 LF | D | 52 | Series FR 292 | 04.1985 → 12.1994 | D 2866 TUH | D | 52 |
| Series 48.362 | 07.1989 → 02.1990 | D 2866 LXF | D | 52 | Series FR 292 | 04.1992 → 12.1992 | D 2866 TOH | D | 52 |
| Series 48.462 | 07.1989 → 02.1990 | D 2840 LF/460 | D | 56 | SERIES FRH | | | | |
| 50T-SERIES | | | | | Series FRH 292 | 03.1986 → 04.1992 | D 2866 TUH | D | 52 |
| Series 50.403 | 06.1998 → | D 2866 LF 20 | D | 63 | Series FRH 292 | 03.1991 → 12.1992 | D 2866 TOH | D | 52 |
| Series 50.414 | 06.1998 → 09.2001 | D 2866 LF 31 | D | 70 | Series FRH 322 | 03.1991 → 09.2002 | D 2865 LOH 01 | D | 51 |
| Series 50.463 | 06.1997 → | D 2876 LF 02 | D | 64 | Series FRH 322 | 03.1991 → 09.2002 | D 2865 LOH 02 | D | 51 |
| Series 50.464 | 06.1997 → | D 2876 LF 02 | D | 64 | Series FRH 352 | 09.1995 → 09.2001 | D 2866 LOH 26 | D | 57 |
| Series 50.464 | 06.1998 → 09.2001 | D 2876 LF 06 | D | 71 | Series FRH 352 | 07.1998 → 09.2001 | D 2866 LOH 21 | D | 57 |
| SERIES EL | | | | | Series FRH 362 | 05.1985 → 12.1992 | D 2866 KUH | D | 52 |
| Series EL 202 | 01.1993 → 06.1997 | D 0826 LUH 03 | D | 13 | Series FRH 402 | 09.1995 → 09.2001 | D 2866 LOH 23 | D | 57 |
| Series EL 202 | 04.1994 → 06.1997 | D 0826 LUH | D | 13 | Series FRH 402 | 09.1995 → 09.2001 | D 2866 LOH 26 | D | 57 |
| Series EL 202 | 04.1994 → 06.1997 | D 0826 LUH 05 | D | 13 | Series FRH 422 | 01.1993 → 09.1996 | D 2866 LOH 20 | D | 51 |
| Series EL 202 | 04.1994 → 06.1997 | D 0826 LUH 06 | D | 13 | Series FRH 422 | 01.1993 → 09.1996 | D 2866 LOH 21 | D | 51 |
| Series EL 202 | 11.1995 → | D 0826 LUH 12 | D | 14 | SERIES H | | | | |
| Series EL 222 | 11.1995 → 09.2001 | D 0826 LUH 12 | D | 14 | Series H 332 | 03.1985 → 07.1993 | D 2866 LUH | D | 52 |
| Series EL 262 | 02.1996 → 09.2001 | D 0826 LUH 13 | D | 14 | Series H 362 | 04.1985 → 07.1993 | D 2866 KUH | D | 52 |
| Series EL 262 | 07.1998 → 09.2001 | D 2866 LUH 22 | D | 57 | SERIES RHS | | | | |
| SERIES EM | | | | | Series RHS 414 | 10.2001 → | D 2866 LOH 34 | D | 65 |
| Series EM 11/222 | 02.1996 → 09.2001 | D 0826 LOH 15 | D | 14 | Series RHS 464 | 10.2001 → | D 2876 LOH 03 | D | 71 |
| Series EM 13/222 | 06.1997 → 09.2001 | D 0826 LUH 12 | D | 14 | SERIES HF | | | | |
| Series EM 192 | 10.1993 → 06.1997 | D 0826 LOH 06 | D | 13 | Series HF 292 | 03.1986 → 04.1994 | D 2866 TUH | D | 52 |
| Series EM 220 | 11.1999 → 12.2004 | D 0836 LOH 03 | D | 16 | Series HF 332 | 09.1985 → 04.1994 | D 2866 LUH | D | 52 |
| SERIES F | | | | | Series HF 362 | 06.1985 → 07.1993 | D 2866 KUH | D | 52 |
| Series F 292 | 03.1986 → 04.1994 | D 2866 TUH | D | 52 | SERIES L | | | | |
| Series F 332 | 09.1985 → 04.1994 | D 2866 LUH | D | 52 | Series L 313 | 09.1996 → | D 2866 LUH 20 | D | 62 |
| Series F 362 | 05.1985 → 04.1994 | D 2866 KUH | D | 52 | SERIES LE | | | | |
| Series F 372 | 02.1990 → 06.1996 | D 2866 LF 03 | D | 51 | Series LE 10.150 | 06.2004 → 06.2005 | D 0834 LFL 04 | D | 16 |
| Series F 372 | 02.1990 → 06.1996 | D 2866 LF 05 | D | 51 | Series LE 10.180 | 09.2000 → 06.2005 | D 0834 LFL 03 | D | 16 |
| Series F 372 | 02.1990 → 09.1996 | D 2866 LF 15 | D | 51 | Series LE 10.220 | 09.2002 → 06.2005 | D 0836 LFL 02 | D | 16 |
| Series F 422 | 02.1990 → 06.1996 | D 2866 LF 06 | D | 51 | Series LE 110 | 09.2000 → | D 0824 LFL 08 | D | 14 |
| Series F 422 | 02.1990 → 09.1996 | D 2866 LF 09 | D | 51 | Series LE 12.180 | 09.2002 → 12.2005 | D 0834 LFL 03 | D | 16 |
| Series F 90 | 07.1986 → 12.1987 | D 2866 KF | D | 52 | Series LE 12.220 | 09.2002 → | D 0836 LFL 02 | D | 16 |
| Series F 90 | 07.1986 → 01.1991 | D 2866 KUL | D | 52 | Series LE 12.250 | 09.2002 → | D 0836 LFL 05 | D | 16 |
| SERIES FE | | | | | Series LE 12.280 | 09.2002 → | D 0836 LFL 03 | D | 16 |
| Series FE 19.310 | 09.2002 → 06.2003 | D 2866 LF 23 | D | 65 | Series LE 140 | 07.2001 → 08.2002 | D 0834 LFL 01 | D | 16 |
| Series FE 19.360 | 09.2002 → 06.2003 | D 2866 LF 24 | D | 65 | Series LE 140 | 07.2001 → 08.2002 | D 0834 LFL 02 | D | 16 |
| Series FE 19.410 | 09.2002 → 10.2003 | D 2866 LF 25 | D | 65 | Series LE 14.220 | 09.2002 → | D 0836 LFL 02 | D | 16 |
| Series FE 19.460 | 09.2001 → 06.2003 | D 2876 LF 03 | D | 71 | Series LE 14.225 | 09.2002 → | D 0836 LFL 02 | D | 16 |
| Series FE 26.310 | 09.2002 → 06.2003 | D 2866 LF 23 | D | 65 | Series LE 14.250 | 09.2002 → | D 0836 LFL 05 | D | 16 |
| Series FE 26.360 | 09.2002 → 10.2003 | D 2866 LF 24 | D | 65 | Series LE 14.255 | 09.2002 → | D 0836 LFL 05 | D | 16 |
| Series FE 26.410 | 09.2002 → 10.2003 | D 2866 LF 25 | D | 65 | Series LE 14.280 | 09.2002 → | D 0836 LFL 03 | D | 16 |
| Series FE 26.460 | 09.2002 → 10.2003 | D 2876 LF 03 | D | 71 | Series LE 14.285 | 09.2002 → | D 0836 LFL 03 | D | 16 |
| Series FE 28.310 | 09.2002 → 12.2003 | D 2866 LF 23 | D | 65 | Series LE 15.180 | 09.2002 → 09.2004 | D 0834 LFL 03 | D | 16 |
| Series FE 28.360 | 09.2002 → 11.2003 | D 2866 LF 24 | D | 65 | Series LE 15.220 | 09.2002 → | D 0836 LFL 02 | D | 16 |
| Series FE 28.410 | 09.2002 → 11.2003 | D 2866 LF 25 | D | 65 | Series LE 15.225 | 09.2002 → | D 0836 LFL 02 | D | 16 |
| Series FE 28.460 | 09.2002 → 11.2003 | D 2876 LF 03 | D | 71 | Series LE 15.250 | 09.2002 → | D 0836 LFL 05 | D | 16 |
| Series FE 30.360 | 09.2002 → 06.2003 | D 2866 LF 24 | D | 65 | Series LE 15.280 | 09.2002 → | D 0836 LFL 03 | D | 16 |
| Series FE 30.410 | 09.2002 → 06.2003 | D 2866 LF 25 | D | 65 | Series LE 160 | 09.2000 → 09.2001 | D 0824 LFL 06 | D | 14 |
| Series FE 30.460 | 09.2002 → 06.2003 | D 2876 LF 03 | D | 71 | Series LE 180 | 07.2001 → 08.2002 | D 0824 LFL 03 | D | 14 |
| Series FE 310 | 07.1999 → 08.2002 | D 2866 LF 23 | D | 65 | Series LE 180 | 07.2001 → 09.2002 | D 0834 LFL 03 | D | 16 |
| Series FE 32.360 | 09.2002 → 10.2003 | D 2866 LF 24 | D | 65 | Series LE 18.220 | 09.2002 → | D 0836 LFL 02 | D | 16 |
| Series FE 32.410 | 09.2002 → 10.2003 | D 2866 LF 25 | D | 65 | Series LE 18.250 | 09.2002 → | D 0836 LFL 05 | D | 16 |
| Series FE 32.460 | 08.2002 → 10.2003 | D 2876 LF 03 | D | 71 | Series LE 18.250 | 09.2002 → | D 0836 LFL 05 | D | 16 |
| Series FE 33.360 | 09.2002 → 06.2003 | D 2866 LF 24 | D | 65 | Series LE 18.280 | 09.2002 → | D 0836 LFL 03 | D | 16 |

|  | |  | | Pos |  | |  | | Pos |
|---|-------------------|---|---|-----|--|-------------------|---|---|-----|
| Series LE 20.220 | 09.2002 → | D 0836 LFL 02 | D | 16 | Series NG 363 | 01.2001 → 12.2001 | D 2866 LUH 21 | D | 57 |
| Series LE 20.250 | 09.2002 → | D 0836 LFL 05 | D | 16 | Series NG 363 | 01.2001 → | D 2866 LUH 25 | D | 65 |
| Series LE 20.280 | 09.2002 → | D 0836 LFL 03 | D | 16 | SERIES NL | | | | |
| Series LE 220 | 09.2000 → 09.2001 | D 0836 LFL 10 | D | 12 | Series NL 202 | 09.1989 → 04.1993 | D 0826 LUH 21 | D | 10 |
| Series LE 220 | 09.2000 → 01.2002 | D 0826 LFL 10 | D | 16 | Series NL 202 | 09.1989 → 03.1997 | D 0826 LUH 03 | D | 13 |
| Series LE 220 | 09.2000 → | D 0824 LFL 10 | D | 14 | Series NL 202 | 09.1989 → 03.1997 | D 0826 LUH213 | D | 13 |
| Series LE 220 | 01.2001 → | D 0836 LF 02 | D | 16 | Series NL 202 | 04.1994 → 03.1997 | D 0826 LUH | D | 13 |
| Series LE 220 | 07.2001 → 09.2002 | D 0836 LFL 02 | D | 16 | Series NL 202 | 09.1994 → 03.1997 | D 0826 LUH 06 | D | 13 |
| Series LE 250 | 07.2001 → 08.2002 | D 0836 LF 05 | D | 16 | Series NL 222 | 11.1995 → 09.2001 | D 0826 LUH 12 | D | 14 |
| Series LE 250 | 07.2001 → 08.2002 | D 0836 LFL 05 | D | 16 | Series NL 222 | 11.1995 → 09.2001 | D 0826 LUH 13 | D | 14 |
| Series LE 280 | 09.2000 → 08.2002 | D 0836 LF 01 | D | 16 | Series NL 223 | 05.1996 → 09.2001 | D 0826 LUH 12 | D | 14 |
| Series LE 280 | 09.2000 → 08.2002 | D 0836 LF 03 | D | 16 | Series NL 223 | 01.2001 → | D 0836 LUH 02 | D | 16 |
| Series LE 280 | 07.2001 → 09.2002 | D 0836 LFL 03 | D | 16 | Series NL 232 | 03.1993 → 07.1999 | E 2866 DUH 01 | G | 37 |
| Series LE 8.140 | 09.2002 → 08.2004 | D 0834 LFL 02 | D | 16 | Series NL 233 | 07.1998 → 12.2001 | E 2866 DUH 02 | G | 37 |
| Series LE 8.150 | 06.2004 → 12.2005 | D 0834 LFL 04 | D | 16 | Series NL 243 | 01.2002 → | D 0836 LOH 41 | D | 17 |
| Series LE 8.180 | 09.2002 → 12.2005 | D 0834 LFL 03 | D | 16 | Series NL 243 | 01.2002 → | E 2866 DUH 03 | G | 37 |
| Series LE 8.220 | 09.2002 → 03.2003 | D 0836 LFL 02 | D | 16 | Series NL 262 | 02.1996 → 11.1999 | D 0826 LUH 12 | D | 14 |
| Series LE 9.140 | 09.2002 → 08.2002 | D 0834 LFL 02 | D | 16 | Series NL 262 | 02.1996 → 09.2001 | D 0826 LUH 13 | D | 14 |
| Series LE 9.150 | 06.2004 → 06.2005 | D 0834 LFL 04 | D | 16 | Series NL 262 | 06.1997 → 07.1998 | D 2865 LUH 09 | D | 62 |
| Series LE 9.180 | 09.2002 → 06.2005 | D 0834 LFL 03 | D | 16 | Series NL 262 | 01.1998 → | D 2865 LF 13 | D | 52 |
| Series LE 9.220 | 09.2002 → 03.2003 | D 0836 LFL 02 | D | 16 | Series NL 262 | 07.1998 → 11.1999 | D 2866 LUH 22 | D | 57 |
| SERIES M | | | | | Series NL 263 | 07.1998 → 09.2001 | D 0826 LUH 13 | D | 14 |
| Series M 250 | 07.2001 → 08.2002 | D 0836 LF 05 | D | 16 | Series NL 263 | 07.1998 → 09.2001 | D 2866 LUH 22 | D | 57 |
| Series M 280 | 08.2000 → 09.2002 | D 0836 LF 01 | D | 16 | Series NL 263 | 07.1998 → | D 2866 LUH 23 | D | 65 |
| Series M 280 | 08.2000 → 09.2002 | D 0836 LF 03 | D | 16 | Series NL 263 | 01.2001 → | D 0836 LUH 02 | D | 16 |
| SERIES ME | | | | | Series NL 273 | 09.2005 → | D 2066 LUH 11 | D | 22 |
| Series ME 12.220 | 09.2002 → | D 0836 LF 04 | D | 16 | Series NL 283 | 01.2001 → | D 0836 LUH 01 | D | 16 |
| Series ME 12.250 | 09.2002 → 07.2005 | D 0836 LF 05 | D | 16 | Series NL 283 | 01.2002 → | D 0836 LOH 40 | D | 17 |
| Series ME 12.280 | 09.2002 → 07.2005 | D 0836 LF 03 | D | 16 | Series NL 283 | 01.2002 → | D 0836 LUH 40 | D | 18 |
| Series ME 14.220 | 09.2002 → 07.2005 | D 0836 LFL 04 | D | 16 | Series NL 283 (EEV) | 09.2007 → | D 2066 LUH 41 | D | 22 |
| Series ME 14.250 | 09.2002 → 07.2005 | D 0836 LF 05 | D | 16 | Series NL 283 (EEV) | 09.2007 → | D 2066 LUH 46 | D | 22 |
| Series ME 14.250 | 09.2002 → 07.2005 | D 0836 LFL 05 | D | 16 | Series NL 312 | 11.1995 → 09.2001 | D 2865 LUH 07 | D | 57 |
| Series ME 14.280 | 09.2002 → 07.2005 | D 0836 LFL 03 | D | 16 | Series NL 312 | 11.1995 → | D 0826 LUH 09 | D | 14 |
| Series ME 18.220 | 09.2002 → 07.2005 | D 0836 LF 04 | D | 16 | Series NL 313 | 07.1998 → 12.2001 | D 2866 LUH 26 | D | 57 |
| Series ME 18.250 | 09.2002 → 07.2005 | D 0836 LFL 05 | D | 16 | Series NL 313 | 07.1998 → | E 2866 LUH 01 | G | 38 |
| Series ME 18.280 | 09.2002 → 07.2005 | D 0836 LFL 03 | D | 16 | Series NL 313 | 01.1999 → | D 0826 LUH 07 | D | 14 |
| Series ME 220 | 09.2000 → 09.2001 | D 0826 LF 18 | D | 12 | Series NL 313 | 01.2001 → | D 0836 LUH 02 | D | 16 |
| Series ME 220 | 09.2000 → 09.2001 | D 0836 LF 18 | D | 16 | Series NL 313 | 01.2001 → | D 2866 LUH 24 | D | 65 |
| Series ME 220 | 09.2000 → 02.2002 | D 0836 LF 04 | D | 16 | Series NL 313 | 09.2002 → | E 2866 LUH 02 | G | 38 |
| Series ME 250 | 07.2001 → 08.2002 | D 0836 LF 05 | D | 16 | Series NL 313 (EEV) | 09.2009 → | D 2066 LUH 47 | D | 22 |
| Series ME 250 | 07.2001 → 09.2002 | D 0836 LFL 05 | D | 16 | Series NL 353 | 08.1998 → 12.2001 | D 2866 LUH 21 | D | 57 |
| Series ME 25.250 | 09.2002 → | D 0836 LF 05 | D | 16 | Series NL 363 | 01.2001 → | D 2866 LUH 25 | D | 65 |
| Series ME 25.280 | 09.2002 → 07.2005 | D 0836 LF 03 | D | 16 | Series NL 363 (EEV) | 09.2009 → | D 2066 LUH 48 | D | 22 |
| Series ME 280 | 09.2000 → 09.2001 | D 0836 LF 01 | D | 16 | SERIES NM | | | | |
| Series ME 280 | 07.2001 → 08.2002 | D 0836 LFL 03 | D | 16 | Series NM 11/222 | 02.1996 → 07.1998 | D 0826 LOH 15 | D | 14 |
| SERIES ND | | | | | Series NM 11/223 | 07.1998 → 09.2001 | D 0826 LOH 15 | D | 14 |
| Series ND 222 | 06.1997 → 09.2001 | D 0826 LUH 12 | D | 14 | Series NM 13/222 | 06.1997 → 09.2001 | D 0826 LUH 12 | D | 14 |
| SERIES NG | | | | | Series NM 152 | 05.1990 → 10.1993 | D 0826 OH 02 | D | 9 |
| Series NG 232 | 01.1995 → 06.1999 | E 2866 DUH 01 | G | 37 | Series NM 152 | 08.1991 → 05.1996 | D 0824 LOH 01 | D | 13 |
| Series NG 262 | 06.1997 → 07.1998 | D 0826 LUH 13 | D | 14 | Series NM 152 | 08.1991 → | D 0824 LOH 02 | D | 13 |
| Series NG 262 | 06.1997 → 07.1998 | D 2865 LUH 09 | D | 62 | Series NM 152 | 08.1991 → | D 0824 LOH 03 | D | 13 |
| Series NG 262 | 07.1998 → 11.1999 | D 2866 LUH 22 | D | 57 | Series NM 152 | 08.1991 → | D 0824 LOH 04 | D | 14 |
| Series NG 263 | 07.1998 → 12.2001 | D 2866 LUH 22 | D | 57 | Series NM 152 | 08.1991 → | D 0824 LOH 05 | D | 14 |
| Series NG 263 | 01.2001 → | D 2866 LUH 23 | D | 65 | Series NM 182 | 05.1990 → 10.1993 | D 0826 TOH 01 | D | 11 |
| Series NG 272 | 06.1990 → 09.1995 | D 0826 LUH | D | 13 | Series NM 182 | 05.1990 → | D 0826 TUE 51 | D | 12 |
| Series NG 272 | 08.1992 → 09.1995 | D 0826 LOH 01 | D | 10 | Series NM 192 | 10.1993 → 03.1997 | D 0826 LOH 01 | D | 10 |
| Series NG 272 | 08.1992 → 09.1995 | D 0826 LUH 01 | D | 13 | Series NM 222 | 06.1997 → 09.2001 | D 0826 LUH 12 | D | 14 |
| Series NG 273 | 09.2007 → | D 2066 LUH 11 | D | 22 | Series NM 223 | 01.2000 → | D 0836 LOH 03 | D | 16 |
| Series NG 312 | 09.1995 → 07.1998 | D 0826 LUH 07 | D | 14 | Series NM 223 | 09.2000 → | D 0826 LOH | D | 11 |
| Series NG 312 | 09.1995 → 07.1998 | D 2865 LUH 07 | D | 57 | Series NM 283 | 10.2001 → | D 0836 LOH 01 | D | 16 |
| Series NG 312 | 07.1998 → 11.1999 | D 2866 LUH 26 | D | 57 | Series NM 283 | 10.2001 → | D 0836 LOH 02 | D | 16 |
| Series NG 313 | 08.1996 → | D 2865 LUH 07 | D | 57 | Series NM 284 | 01.2000 → | D 0836 LOH 01 | D | 16 |
| Series NG 313 | 08.1996 → | E 2866 LUH 01 | G | 38 | Series NM 284 | 01.2000 → | D 0836 LOH 02 | D | 16 |
| Series NG 313 | 07.1998 → 12.2001 | D 2866 LUH 26 | D | 57 | SERIES NUE | | | | |
| Series NG 313 | 01.1999 → | D 0826 LUH 07 | D | 14 | Series NUE 233 | 07.1998 → | E 2866 DUH 02 | G | 37 |
| Series NG 313 | 01.2001 → | D 2866 LUH 24 | D | 65 | Series NUE 243 | 01.2002 → | E 2866 DUH 03 | G | 37 |
| Series NG 313 | 01.2002 → | E 2866 LUH 02 | G | 38 | Series NUE 263 | 09.1996 → 07.1998 | D 2865 LUH 09 | D | 62 |
| Series NG 333 | 01.2001 → | D 2866 LUH 25 | D | 65 | Series NUE 263 | 07.1998 → 09.2001 | D 0826 LUH 13 | D | 14 |
| Series NG 353 | 01.2001 → 12.2001 | D 2866 LUH 21 | D | 57 | Series NUE 263 | 07.1998 → 09.2001 | D 2866 LUH 22 | D | 57 |



| | | | Pos | | | | Pos | | |
|-------------------|-------------------|-----------------|-----|----|---------------------|-------------------|-----------------|---|----|
| Series NUE 263 | 01.2001 → | D 2866 LUH 23 | D | 65 | Series SG 242 | 09.1985 → 04.1994 | D 2866 TUH | D | 52 |
| Series NUE 283 | 01.2001 → | D 0836 LUH 01 | D | 16 | Series SG 242 | 09.1985 → 04.1994 | D 2866 UH | D | 48 |
| Series NUE 313 | 02.1998 → 12.2001 | D 2866 LUH 26 | D | 57 | Series SG 263 | 06.2003 → | D 2866 LUH 23 | D | 65 |
| Series NUE 313 | 02.1998 → | D 2866 LUH 24 | D | 65 | Series SG 263 | 06.2003 → | D 2866 LUH 24 | D | 65 |
| Series NUE 313 | 02.1998 → | E 2866 LUH 01 | G | 38 | Series SG 280 | 05.1980 → 11.1986 | D 2566 MTUH | D | 32 |
| Series NUE 313 | 07.1998 → | D 2866 LUH 21 | D | 57 | Series SG 292 | 11.1984 → 09.1989 | D 2866 TUH | D | 52 |
| Series NUE 313 | 01.2002 → | E 2866 LUH 02 | G | 38 | Series SG 292 | 04.1992 → 04.1993 | D 2866 TOH | D | 52 |
| Series NUE 353 | 02.1998 → 12.2001 | D 2866 LUH 21 | D | 57 | Series SG 310 | 08.1981 → 11.1983 | D 2566 MLUM | D | 32 |
| Series NUE 363 | 01.2001 → | D 2866 LUH 25 | D | 65 | Series SG 312 | 02.1996 → 06.1997 | D 2865 LUH 07 | D | 57 |
| SERIES R | | | | | Series SG 313 | 06.2004 → | D 2866 LUH 24 | D | 65 |
| Series R 292 | 03.1986 → 04.1992 | D 2866 TUH | D | 52 | Series SG 322 | 04.1994 → 06.1997 | D 2865 LUH 08 | D | 51 |
| Series R 292 | 04.1992 → 01.1993 | D 2566 MLUM | D | 32 | SERIES SL | | | | |
| Series R 292 | 04.1992 → 01.1993 | D 2866 TOH | D | 52 | Series SL 192 | 05.1971 → 12.1976 | D 2156 HMYU-036 | D | 25 |
| Series R 292 | 04.1992 → 01.1993 | D 2866 TU | D | 52 | Series SL 192 | 05.1971 → 12.1976 | D 2156 HMYU-038 | D | 25 |
| Series R 313 | 07.1998 → 12.2001 | D 2866 LUH 26 | D | 57 | Series SL 200 | 10.1975 → 08.1981 | D 2566 MUH | D | 31 |
| Series R 353 | 07.1998 → | D 2866 LUH 21 | D | 57 | Series SL 200 | 09.1981 → 06.1983 | D 2566 MUH | D | 34 |
| SERIES RH | | | | | Series SL 200 | 06.1983 → 04.1987 | D 2566 UH | D | 35 |
| Series RH 352 | 07.1998 → 09.2001 | D 2866 LOH 26 | D | 57 | Series SL 200 | 01.1986 → 04.1987 | D 2866 UH | D | 48 |
| Series RH 353 | 09.1998 → 09.2001 | D 2866 LOH 26 | D | 57 | Series SL 202 | 04.1993 → 04.1994 | D 0826 LUH 07 | D | 14 |
| Series RH 402 | 07.1998 → 09.2001 | D 2866 LOH 23 | D | 57 | Series SL 202 | 04.1996 → 01.1998 | E 2866 DUH 02 | G | 37 |
| Series RH 403 | 09.1998 → | D 2866 LUH 30 | D | 66 | Series SL 223 | 06.2003 → | D 0836 LOH 03 | D | 16 |
| Series RH 403 | 06.1999 → 09.2001 | D 2866 LOH 23 | D | 57 | Series SL 240 | 02.1985 → 03.1985 | D 2566 MLUH | D | 32 |
| Series RH 414 | 09.2001 → | D 2866 LOH 34 | D | 65 | Series SL 283 | 06.2003 → | D 0836 LOH 02 | D | 16 |
| Series RH 463 | 06.1999 → 09.2001 | D 2876 LOH 01 | D | 68 | SERIES SL II | | | | |
| Series RH 464 | 09.2002 → | D 2876 LOH 03 | D | 71 | Series SL II 202 | 06.1984 → 04.1993 | D 2566 UH | D | 35 |
| SERIES RHC | | | | | Series SL II 202 | 06.1984 → 04.1994 | D 2866 UH | D | 48 |
| Series RHC 414 | 09.2002 → | D 2866 LOH 34 | D | 65 | Series SL II 202 | 01.1992 → 01.1998 | E 2866 DUH 01 | G | 37 |
| Series RHC 464 | 09.2002 → | D 2876 LOH 03 | D | 71 | SERIES SM | | | | |
| SERIES RN | | | | | Series SM 152 | 11.1987 → 04.1994 | D 0826 OH 02 | D | 9 |
| Series RN 313 | 09.1996 → 03.1998 | D 2866 LUH 20 | D | 62 | Series SM 182 | 11.1987 → 04.1991 | D 0826 TUE 51 | D | 12 |
| Series RN 353 | 06.1997 → 03.1998 | D 2866 LUH 21 | D | 57 | Series SM 182 | 11.1987 → 04.1992 | D 0826 TOH 01 | D | 11 |
| SERIES RUE | | | | | Series SM 192 | 05.1988 → 02.1995 | D 0826 TOH 01 | D | 11 |
| Series RUE 240 | 01.1980 → 08.1981 | D 2566 MUM | D | 31 | Series SM 192 | 05.1988 → 02.1995 | D 0826 TUE 51 | D | 12 |
| Series RUE 240 | 01.1980 → 12.1988 | D 2866 UH | D | 48 | Series SM 192 | 04.1992 → 02.1995 | D 0826 LOH 01 | D | 10 |
| Series RUE 240 | 09.1981 → 12.1988 | D 2566 MUM | D | 34 | Series SM 260 | 01.1968 → 1974 | D 2356 HM 6 DK | D | 26 |
| Series RUE 280 | 01.1980 → 12.1988 | D 2566 MTUH | D | 32 | Series SM 260 | 1974 → 1978 | D 2156 MTN 5 | D | 23 |
| SERIES SB | | | | | Series SM 260 | 1974 → 1978 | D 2156 MTNS | D | 23 |
| Series SB 280 | 05.1980 → 11.1986 | D 2566 MTUH | D | 32 | Series SM 260 | 1974 → 1980 | D 2356 HMN 5 | D | 26 |
| SERIES SD | | | | | SERIES SR | | | | |
| Series SD 200 | 10.1975 → 08.1981 | D 2566 MUH | D | 31 | Series SR 182 | 05.1988 → 02.1995 | D 0826 TOH 01 | D | 11 |
| Series SD 200 | 05.1980 → 08.1981 | D 2565 MUH | D | 31 | Series SR 240 | 10.1975 → 08.1981 | D 2566 MUH | D | 31 |
| Series SD 200 | 09.1981 → 11.1986 | D 2565 MUH | D | 34 | Series SR 240 | 1980 → 1982 | D 2566 MKUH | D | 32 |
| Series SD 200 | 09.1981 → 12.1986 | D 2566 MUH | D | 34 | Series SR 240 | 09.1981 → 06.1983 | D 2566 MUH | D | 34 |
| Series SD 202 | 10.1985 → 04.1994 | D 2566 UH | D | 35 | Series SR 280 | 01.1977 → 11.1986 | D 2566 MTUH | D | 32 |
| Series SD 240 | 10.1975 → 04.1980 | D 2566 MUH | D | 31 | Series SR 292 | 05.1985 → 12.1985 | D 2866 TUH | D | 52 |
| SERIES SG | | | | | Series SR 292 | 05.1985 → 12.1986 | D 2566 MTHO | D | 32 |
| Series SG 192 | 01.1966 → 1975 | D 2156 HM 2 | D | 24 | Series SR 321 | 05.1980 → 06.1983 | D 2566 MTUH | D | 32 |
| Series SG 192 | 01.1966 → 1975 | D 2156 HM 3 | D | 24 | Series SR 321 | 03.1982 → 11.1986 | D 2566 MKUH | D | 32 |
| Series SG 192 | 01.1966 → 1975 | D 2156 HM 9 | D | 24 | Series SR 321 | 05.1985 → 12.1986 | D 2566 MTHO | D | 32 |
| Series SG 192 | 01.1966 → 1975 | D 2156 HMN 3 | D | 24 | Series SR 322 | 09.1985 → 04.1994 | D 2866 LUH | D | 52 |
| Series SG 192 | 01.1966 → 1975 | D 2156 HMN 9 | D | 24 | Series SR 361 | 06.1984 → 11.1986 | D 2866 KUH | D | 52 |
| Series SG 192 | 01.1966 → 1975 | D 2156 HNY | D | 24 | Series SR 361 | 07.1986 → 01.1991 | D 2866 KUL | D | 52 |
| Series SG 192 | 01.1966 → 1975 | D 2156 MNY | D | 24 | Series SR 362 | 09.1985 → 12.1985 | D 2866 KUH | D | 52 |
| Series SG 192 | 01.1966 → 1975 | D 2156 MYN | D | 24 | SERIES SUE | | | | |
| Series SG 192 | 1968 → 1974 | D 2356 HM 9 | D | 26 | Series SUE 223 | 11.1999 → 09.2001 | D 0826 LOH 19 | D | 14 |
| Series SG 192 | 1968 → 1974 | D 2356 HMHU-063 | D | 26 | Series SUE 223 | 06.2003 → | D 0836 LOH 03 | D | 16 |
| Series SG 192 | 1968 → 1974 | D 2356 HMN 2 | D | 26 | Series SUE 230 | 01.1968 → 1974 | D 2356 HM 6 U | D | 26 |
| Series SG 192 | 1968 → 1974 | D 2356 HMN 9 | D | 26 | Series SUE 230 | 01.1968 → 1974 | D 2356 HM 9 | D | 26 |
| Series SG 192 | 1968 → 1974 | D 2356 M9 | D | 26 | Series SUE 230 | 01.1968 → 1974 | D 2356 HMHU-063 | D | 26 |
| Series SG 220 | 07.1976 → 08.1981 | D 2566 MUM | D | 31 | Series SUE 230 | 01.1968 → 1974 | D 2356 HMN 2 | D | 26 |
| Series SG 220 | 09.1981 → 01.1985 | D 2566 MUM | D | 34 | Series SUE 230 | 01.1968 → 1974 | D 2356 HMN 9 | D | 26 |
| Series SG 220 | 04.1982 → 06.1983 | D 2566 MLUM | D | 32 | Series SUE 230 | 01.1968 → 1974 | D 2356 M9 | D | 26 |
| Series SG 240 | 05.1980 → 08.1981 | D 2566 MUH | D | 31 | Series SUE 240 | 10.1975 → 08.1981 | D 2566 MUH | D | 31 |
| Series SG 240 | 05.1980 → 01.1986 | D 2565 MUH | D | 31 | Series SUE 240 | 02.1977 → 01.1986 | D 2566 MTUH | D | 32 |
| Series SG 240 | 05.1980 → 01.1986 | D 2566 MTUH | D | 32 | Series SUE 240 | 09.1981 → 01.1986 | D 2566 MUH | D | 34 |
| Series SG 240 | 09.1981 → 01.1986 | D 2566 MUH | D | 34 | Series SUE 240 | 01.1986 → 09.1989 | D 2566 UH | D | 35 |
| Series SG 240 | 01.1986 → 12.1986 | D 2866 TUH | D | 52 | Series SUE 240 | 01.1986 → 09.1989 | D 2866 TUH | D | 52 |
| Series SG 240 | 01.1986 → 12.1986 | D 2866 UH | D | 48 | Series SUE 240 | 01.1986 → 09.1989 | D 2866 UH | D | 48 |
| Series SG 242 | 11.1984 → 09.1985 | D 2566 MUH | D | 34 | Series SUE 242 | 11.1984 → 09.1985 | D 2566 MUH | D | 34 |







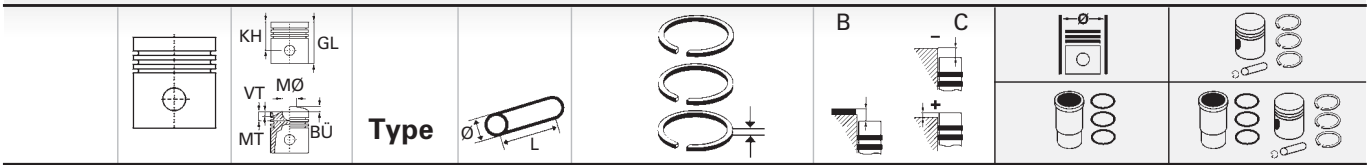
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|-------------------|-------------------|---------------|---|-----|-------------------|-------------------|--------------|---|-----|
| Series SUE 242 | 01.1987 → 04.1993 | D 2866 UH | D | 48 | Series TGA 24.530 | 12.2002 → | D 2876 LF 13 | D | 74 |
| Series SUE 263 | 11.1999 → 09.2001 | D 0826 LOH 18 | D | 14 | Series TGA 26.280 | 03.2003 → 09.2004 | D 0836 LF 41 | D | 16 |
| Series SUE 272 | 04.1993 → 05.1995 | D 2865 LUH 02 | D | 51 | Series TGA 26.310 | 02.2000 → 06.2004 | D 2866 LF 26 | D | 65 |
| Series SUE 283 | 04.1999 → | D 0836 LOH 01 | D | 16 | Series TGA 26.310 | 02.2004 → | D 2066 LF 14 | D | 21 |
| Series SUE 283 | 06.2003 → | D 0836 LOH 02 | D | 16 | Series TGA 26.310 | 02.2004 → | D 2066 LF 35 | D | 21 |
| Series SUE 292 | 04.1992 → 04.1993 | D 2866 TOH | D | 52 | Series TGA 26.310 | 03.2004 → | D 2066 LF 04 | D | 21 |
| Series SUE 313 | 11.1999 → 06.2001 | D 2866 LUH 26 | D | 57 | Series TGA 26.320 | 02.2004 → | D 2066 LF 14 | D | 21 |
| Series SUE 313 | 06.2004 → | D 2866 LUH 24 | D | 65 | Series TGA 26.320 | 02.2004 → | D 2066 LF 35 | D | 21 |
| Series SUE 322 | 05.1995 → 06.1997 | D 2865 LUH 08 | D | 51 | Series TGA 26.330 | 03.2003 → 09.2004 | D 0836 LF 44 | D | 18 |
| Series SUE 363 | 06.2004 → | D 2866 LUH 25 | D | 65 | Series TGA 26.350 | 02.2004 → | D 2066 LF 13 | D | 21 |
| Series SUE 383 | 06.2004 → | D 2866 LUH 25 | D | 65 | Series TGA 26.350 | 02.2004 → | D 2066 LF 33 | D | 21 |
| SERIES TG | | | | | Series TGA 26.350 | 03.2004 → | D 2066 LF 03 | D | 21 |
| Series TG 460 | 03.1999 → 08.2002 | D 2876 LF 04 | D | 71 | Series TGA 26.360 | 09.2002 → 06.2004 | D 2866 LF 27 | D | 65 |
| Series TG 510 | 03.1999 → 08.2002 | D 2876 LF 05 | D | 72 | Series TGA 26.360 | 02.2004 → | D 2066 LF 13 | D | 21 |
| SERIES TGA | | | | | Series TGA 26.360 | 02.2004 → | D 2066 LF 33 | D | 21 |
| Series TGA 18.310 | 09.2002 → 12.2005 | D 2866 LF 26 | D | 65 | Series TGA 26.390 | 02.2004 → | D 2066 LF 32 | D | 21 |
| Series TGA 18.310 | 03.2004 → | D 2066 LF 04 | D | 21 | Series TGA 26.390 | 03.2004 → | D 2066 LF 02 | D | 21 |
| Series TGA 18.310 | 05.2004 → | D 2066 LF 14 | D | 21 | Series TGA 26.390 | 05.2004 → | D 2066 LF 12 | D | 21 |
| Series TGA 18.310 | 05.2004 → | D 2066 LF 35 | D | 21 | Series TGA 26.390 | 05.2004 → | D 2066 LF 24 | D | 21 |
| Series TGA 18.320 | 05.2004 → | D 2066 LF 14 | D | 21 | Series TGA 26.400 | 01.2004 → | D 2066 LF 32 | D | 21 |
| Series TGA 18.320 | 05.2004 → | D 2066 LF 35 | D | 21 | Series TGA 26.400 | 05.2004 → | D 2066 LF 12 | D | 21 |
| Series TGA 18.350 | 05.2004 → | D 2066 LF 03 | D | 21 | Series TGA 26.400 | 05.2004 → | D 2066 LF 24 | D | 21 |
| Series TGA 18.350 | 05.2004 → | D 2066 LF 13 | D | 21 | Series TGA 26.410 | 09.2002 → 06.2004 | D 2866 LF 28 | D | 65 |
| Series TGA 18.350 | 05.2004 → | D 2066 LF 33 | D | 21 | Series TGA 26.430 | 03.2004 → | D 2066 LF 01 | D | 21 |
| Series TGA 18.360 | 09.2002 → 12.2005 | D 2866 LF 27 | D | 65 | Series TGA 26.430 | 05.2004 → | D 2066 LF 11 | D | 21 |
| Series TGA 18.360 | 05.2004 → | D 2066 LF 13 | D | 21 | Series TGA 26.430 | 05.2004 → | D 2066 LF 23 | D | 21 |
| Series TGA 18.360 | 05.2004 → | D 2066 LF 33 | D | 21 | Series TGA 26.430 | 05.2004 → | D 2066 LF 31 | D | 21 |
| Series TGA 18.390 | 03.2004 → | D 2066 LF 02 | D | 21 | Series TGA 26.440 | 05.2004 → | D 2066 LF 11 | D | 21 |
| Series TGA 18.390 | 05.2004 → | D 2066 LF 12 | D | 21 | Series TGA 26.440 | 05.2004 → | D 2066 LF 23 | D | 21 |
| Series TGA 18.390 | 05.2004 → | D 2066 LF 32 | D | 21 | Series TGA 26.440 | 05.2004 → | D 2066 LF 31 | D | 21 |
| Series TGA 18.400 | 05.2004 → | D 2066 LF 12 | D | 21 | Series TGA 26.460 | 04.2000 → | D 2876 LF 07 | D | 73 |
| Series TGA 18.400 | 05.2004 → | D 2066 LF 32 | D | 21 | Series TGA 26.460 | 09.2002 → 06.2005 | D 2876 LF 04 | D | 71 |
| Series TGA 18.410 | 09.2002 → 12.2005 | D 2866 LF 28 | D | 65 | Series TGA 26.480 | 09.2002 → | D 2876 LF 12 | D | 74 |
| Series TGA 18.430 | 03.2004 → | D 2066 LF 01 | D | 21 | Series TGA 26.480 | 01.2006 → | D 2676 LF 01 | D | 36 |
| Series TGA 18.430 | 05.2004 → | D 2066 LF 11 | D | 21 | Series TGA 26.480 | 02.2006 → | D 2676 LF 12 | D | 36 |
| Series TGA 18.430 | 05.2004 → | D 2066 LF 31 | D | 21 | Series TGA 26.510 | 09.2002 → 06.2003 | D 2876 LF 05 | D | 72 |
| Series TGA 18.440 | 05.2004 → | D 2066 LF 11 | D | 21 | Series TGA 28.310 | 09.2002 → 05.2004 | D 2866 LF 26 | D | 65 |
| Series TGA 18.440 | 05.2004 → | D 2066 LF 31 | D | 21 | Series TGA 28.350 | 03.2004 → | D 2066 LF 03 | D | 21 |
| Series TGA 18.440 | 05.2004 → | D 2066 LF 21 | D | 21 | Series TGA 28.360 | 09.2002 → | D 2866 LF 27 | D | 65 |
| Series TGA 18.460 | 04.2000 → | D 2876 LF 07 | D | 73 | Series TGA 28.390 | 03.2004 → | D 2066 LF 02 | D | 21 |
| Series TGA 18.460 | 09.2002 → 05.2004 | D 2876 LF 04 | D | 71 | Series TGA 28.410 | 09.2002 → 06.2005 | D 2866 LF 28 | D | 65 |
| Series TGA 18.480 | 10.2002 → | D 2876 LF 12 | D | 74 | Series TGA 28.430 | 03.2004 → | D 2066 LF 01 | D | 21 |
| Series TGA 18.480 | 01.2006 → | D 2676 LF 01 | D | 36 | Series TGA 28.460 | 09.2002 → 05.2004 | D 2876 LF 04 | D | 71 |
| Series TGA 18.510 | 09.2002 → 06.2003 | D 2876 LF 05 | D | 72 | Series TGA 28.480 | 06.2003 → | D 2876 LF 12 | D | 74 |
| Series TGA 18.530 | 10.2002 → | D 2876 LF 13 | D | 74 | Series TGA 28.510 | 09.2002 → 06.2003 | D 2876 LF 05 | D | 72 |
| Series TGA 19.400 | 05.2004 → | D 2066 LF 32 | D | 21 | Series TGA 28.530 | 09.2002 → | D 2876 LF 13 | D | 74 |
| Series TGA 19.460 | 04.2000 → | D 2876 LF 07 | D | 73 | Series TGA 310 | 02.2000 → 08.2002 | D 2866 LF 26 | D | 65 |
| Series TGA 24.350 | 02.2004 → | D 2066 LF 13 | D | 21 | Series TGA 310 | 02.2000 → 08.2002 | D 2866 LF 36 | D | 63 |
| Series TGA 24.350 | 02.2004 → | D 2066 LF 33 | D | 21 | Series TGA 310 | 04.2000 → 03.2004 | D 2866 LF 23 | D | 65 |
| Series TGA 24.360 | 11.2002 → 05.2004 | D 2866 LF 27 | D | 65 | Series TGA 310 | 04.2000 → | D 2866 LF 34 | D | 63 |
| Series TGA 24.360 | 02.2004 → | D 2066 LF 13 | D | 21 | Series TGA 32.310 | 06.2002 → 05.2004 | D 2866 LF 26 | D | 65 |
| Series TGA 24.360 | 02.2004 → | D 2066 LF 33 | D | 21 | Series TGA 32.350 | 02.2004 → | D 2066 LF 13 | D | 21 |
| Series TGA 24.390 | 05.2004 → | D 2066 LF 12 | D | 21 | Series TGA 32.350 | 02.2004 → | D 2066 LF 33 | D | 21 |
| Series TGA 24.390 | 05.2004 → | D 2066 LF 32 | D | 21 | Series TGA 32.360 | 09.2002 → 06.2005 | D 2866 LF 27 | D | 65 |
| Series TGA 24.400 | 05.2004 → | D 2066 LF 12 | D | 21 | Series TGA 32.360 | 02.2004 → | D 2066 LF 13 | D | 21 |
| Series TGA 24.400 | 05.2004 → | D 2066 LF 32 | D | 21 | Series TGA 32.360 | 02.2004 → | D 2066 LF 33 | D | 21 |
| Series TGA 24.410 | 11.2002 → 05.2004 | D 2866 LF 28 | D | 65 | Series TGA 32.390 | 05.2004 → | D 2066 LF 12 | D | 21 |
| Series TGA 24.430 | 05.2004 → | D 2066 LF 11 | D | 21 | Series TGA 32.390 | 05.2004 → | D 2066 LF 32 | D | 21 |
| Series TGA 24.430 | 05.2004 → | D 2066 LF 23 | D | 21 | Series TGA 32.400 | 05.2004 → | D 2066 LF 12 | D | 21 |
| Series TGA 24.430 | 05.2004 → | D 2066 LF 31 | D | 21 | Series TGA 32.400 | 05.2004 → | D 2066 LF 32 | D | 21 |
| Series TGA 24.430 | 09.2004 → | D 2066 LF 01 | D | 21 | Series TGA 32.410 | 09.2002 → 06.2005 | D 2866 LF 28 | D | 65 |
| Series TGA 24.440 | 05.2004 → | D 2066 LF 11 | D | 21 | Series TGA 32.430 | 05.2004 → | D 2066 LF 11 | D | 21 |
| Series TGA 24.440 | 05.2004 → | D 2066 LF 23 | D | 21 | Series TGA 32.430 | 05.2004 → | D 2066 LF 31 | D | 21 |
| Series TGA 24.440 | 05.2004 → | D 2066 LF 31 | D | 21 | Series TGA 32.440 | 05.2004 → | D 2066 LF 11 | D | 21 |
| Series TGA 24.460 | 11.2002 → 05.2004 | D 2876 LF 04 | D | 71 | Series TGA 32.440 | 05.2004 → | D 2066 LF 31 | D | 21 |
| Series TGA 24.480 | 06.2003 → | D 2876 LF 12 | D | 74 | Series TGA 32.460 | 09.2002 → 06.2005 | D 2876 LF 04 | D | 71 |
| Series TGA 24.480 | 01.2006 → | D 2676 LF 01 | D | 36 | Series TGA 32.480 | 02.2006 → | D 2676 LF 01 | D | 36 |
| Series TGA 24.480 | 01.2006 → | D 2676 LF 12 | D | 36 | Series TGA 32.530 | 05.2004 → 09.2004 | D 2876 LF 13 | D | 74 |
| Series TGA 24.510 | 11.2002 → 06.2003 | D 2876 LF 05 | D | 72 | | | | | |



| | | | | Pos | | | | | Pos |
|-------------------|-------------------|--------------|---|-----|-------------------|-------------------|---------------|---|-----|
| Series TGA 33.310 | 03.2004 → | D 2066 LF 04 | D | 21 | Series TGA 410 | 04.2000 → | D 2876 LF 25 | D | 74 |
| Series TGA 33.350 | 03.2004 → | D 2066 LF 03 | D | 21 | Series TGA 41.350 | 12.2004 → | D 2066 LF 13 | D | 21 |
| Series TGA 33.360 | 09.2002 → 05.2004 | D 2866 LF 27 | D | 65 | Series TGA 41.350 | 12.2004 → | D 2066 LF 33 | D | 21 |
| Series TGA 33.410 | 09.2002 → 05.2004 | D 2866 LF 28 | D | 65 | Series TGA 41.360 | 09.2002 → 12.2005 | D 2866 LF 27 | D | 65 |
| Series TGA 33.430 | 03.2004 → | D 2066 LF 01 | D | 21 | Series TGA 41.360 | 12.2004 → | D 2066 LF 13 | D | 21 |
| Series TGA 33.460 | 09.2002 → 12.2005 | D 2876 LF 04 | D | 71 | Series TGA 41.360 | 12.2004 → | D 2066 LF 33 | D | 21 |
| Series TGA 33.460 | 09.2002 → | D 2876 LF 07 | D | 73 | Series TGA 41.390 | 03.2004 → | D 2066 LF 02 | D | 21 |
| Series TGA 33.480 | 10.2002 → | D 2876 LF 12 | D | 74 | Series TGA 41.390 | 12.2004 → | D 2066 LF 12 | D | 21 |
| Series TGA 33.510 | 09.2002 → 06.2003 | D 2876 LF 05 | D | 72 | Series TGA 41.390 | 12.2004 → | D 2066 LF 32 | D | 21 |
| Series TGA 33.530 | 10.2002 → | D 2876 LF 13 | D | 74 | Series TGA 41.400 | 12.2004 → | D 2066 LF 12 | D | 21 |
| Series TGA 35.310 | 02.2004 → 06.2005 | D 2866 LF 26 | D | 65 | Series TGA 41.400 | 12.2004 → | D 2066 LF 32 | D | 21 |
| Series TGA 35.310 | 02.2004 → | D 2066 LF 35 | D | 21 | Series TGA 41.410 | 09.2002 → 05.2004 | D 2866 LF 28 | D | 65 |
| Series TGA 35.320 | 02.2004 → | D 2066 LF 35 | D | 21 | Series TGA 41.430 | 12.2004 → | D 2066 LF 01 | D | 21 |
| Series TGA 35.350 | 02.2004 → | D 2066 LF 03 | D | 21 | Series TGA 41.430 | 12.2004 → | D 2066 LF 11 | D | 21 |
| Series TGA 35.350 | 02.2004 → | D 2066 LF 13 | D | 21 | Series TGA 41.430 | 12.2004 → | D 2066 LF 31 | D | 21 |
| Series TGA 35.350 | 02.2004 → | D 2066 LF 33 | D | 21 | Series TGA 41.440 | 12.2004 → | D 2066 LF 11 | D | 21 |
| Series TGA 35.360 | 09.2002 → 12.2005 | D 2866 LF 27 | D | 65 | Series TGA 41.440 | 12.2004 → | D 2066 LF 31 | D | 21 |
| Series TGA 35.360 | 02.2004 → | D 2066 LF 13 | D | 21 | Series TGA 41.460 | 09.2002 → 06.2005 | D 2876 LF 04 | D | 71 |
| Series TGA 35.360 | 02.2004 → | D 2066 LF 33 | D | 21 | Series TGA 41.460 | 09.2003 → | D 2876 LF 07 | D | 73 |
| Series TGA 35.390 | 02.2004 → | D 2066 LF 02 | D | 21 | Series TGA 41.480 | 05.2003 → | D 2876 LF 12 | D | 74 |
| Series TGA 35.390 | 02.2004 → | D 2066 LF 12 | D | 21 | Series TGA 41.480 | 02.2006 → | D 2676 LF 01 | D | 36 |
| Series TGA 35.390 | 02.2004 → | D 2066 LF 32 | D | 21 | Series TGA 41.530 | 06.2003 → | D 2876 LF 13 | D | 74 |
| Series TGA 35.400 | 02.2004 → | D 2066 LF 12 | D | 21 | Series TGA 460 | 02.2000 → 08.2002 | D 2876 LF 04 | D | 71 |
| Series TGA 35.400 | 02.2004 → | D 2066 LF 32 | D | 21 | Series TGA 460 | 02.2000 → 08.2002 | D 2876 LF 07 | D | 73 |
| Series TGA 35.410 | 06.2003 → 12.2005 | D 2866 LF 28 | D | 65 | Series TGA 460 | 04.2000 → | D 2876 LF 03 | D | 71 |
| Series TGA 35.430 | 02.2004 → | D 2066 LF 01 | D | 21 | Series TGA 510 | 02.2000 → 08.2002 | D 2876 LF 05 | D | 72 |
| Series TGA 35.430 | 02.2004 → | D 2066 LF 11 | D | 21 | SERIES TGL | | | | |
| Series TGA 35.430 | 02.2004 → | D 2066 LF 31 | D | 21 | Series TGL 10.180 | 04.2005 → | D 0834 LFL 51 | D | 19 |
| Series TGA 35.440 | 02.2004 → | D 2066 LF 11 | D | 21 | Series TGL 10.180 | 05.2005 → | D 0834 LFL 41 | D | 17 |
| Series TGA 35.440 | 02.2004 → | D 2066 LF 31 | D | 21 | Series TGL 10.210 | 04.2005 → | D 0834 LFL 52 | D | 19 |
| Series TGA 35.460 | 06.2003 → 12.2005 | D 2876 LF 04 | D | 71 | Series TGL 10.210 | 05.2005 → | D 0834 LFL 42 | D | 17 |
| Series TGA 35.480 | 06.2003 → | D 2876 LF 12 | D | 74 | Series TGL 10.240 | 04.2005 → | D 0836 LFL 50 | D | 19 |
| Series TGA 35.480 | 02.2004 → | D 2676 LF 01 | D | 36 | Series TGL 10.240 | 05.2005 → | D 0836 LFL 40 | D | 18 |
| Series TGA 35.530 | 06.2004 → | D 2876 LF 13 | D | 74 | Series TGL 12.180 | 04.2005 → | D 0834 LFL 51 | D | 19 |
| Series TGA 360 | 02.2000 → 08.2002 | D 2866 LF 27 | D | 65 | Series TGL 12.180 | 05.2005 → | D 0834 LFL 41 | D | 17 |
| Series TGA 360 | 02.2000 → 08.2002 | D 2866 LF 37 | D | 65 | Series TGL 12.210 | 04.2005 → | D 0834 LFL 52 | D | 19 |
| Series TGA 360 | 04.2000 → | D 2866 LF 24 | D | 65 | Series TGL 12.210 | 05.2005 → | D 0834 LFL 42 | D | 17 |
| Series TGA 360 | 04.2000 → | D 2866 LF 35 | D | 63 | Series TGL 12.240 | 04.2005 → | D 0836 LFL 50 | D | 19 |
| Series TGA 37.310 | 12.2004 → | D 2066 LF 35 | D | 21 | Series TGL 12.240 | 05.2005 → | D 0836 LFL 40 | D | 18 |
| Series TGA 37.320 | 12.2004 → | D 2066 LF 35 | D | 21 | Series TGL 7.150 | 04.2005 → | D 0834 LFL 50 | D | 19 |
| Series TGA 37.350 | 12.2004 → | D 2066 LF 13 | D | 21 | Series TGL 7.150 | 05.2005 → | D 0834 LFL 40 | D | 17 |
| Series TGA 37.350 | 12.2004 → | D 2066 LF 33 | D | 21 | Series TGL 7.180 | 04.2005 → | D 0834 LFL 51 | D | 19 |
| Series TGA 37.360 | 05.2004 → 12.2005 | D 2866 LF 27 | D | 65 | Series TGL 7.180 | 05.2005 → | D 0834 LFL 41 | D | 17 |
| Series TGA 37.360 | 12.2004 → | D 2066 LF 13 | D | 21 | Series TGL 8.180 | 04.2005 → | D 0834 LFL 51 | D | 19 |
| Series TGA 37.360 | 12.2004 → | D 2066 LF 33 | D | 21 | Series TGL 8.180 | 05.2005 → | D 0834 LFL 41 | D | 17 |
| Series TGA 37.390 | 03.2004 → | D 2066 LF 02 | D | 21 | Series TGL 8.210 | 04.2005 → | D 0834 LFL 52 | D | 19 |
| Series TGA 37.390 | 12.2004 → | D 2066 LF 12 | D | 21 | Series TGL 8.210 | 05.2005 → | D 0834 LFL 42 | D | 17 |
| Series TGA 37.390 | 12.2004 → | D 2066 LF 32 | D | 21 | Series TGL 8.240 | 04.2005 → | D 0836 LFL 50 | D | 19 |
| Series TGA 37.400 | 12.2004 → | D 2066 LF 12 | D | 21 | Series TGL 8.240 | 05.2005 → | D 0836 LFL 40 | D | 18 |
| Series TGA 37.400 | 12.2004 → | D 2066 LF 32 | D | 21 | SERIES TGM | | | | |
| Series TGA 37.410 | 05.2004 → 12.2005 | D 2866 LF 28 | D | 65 | Series TGM 12.240 | 12.2005 → | D 0836 LFL 50 | D | 19 |
| Series TGA 37.430 | 12.2004 → | D 2066 LF 01 | D | 21 | Series TGM 12.280 | 12.2005 → | D 0836 LFL 51 | D | 19 |
| Series TGA 37.430 | 12.2004 → | D 2066 LF 11 | D | 21 | Series TGM 13.240 | 05.2006 → | D 0836 LFL 40 | D | 18 |
| Series TGA 37.430 | 12.2004 → | D 2066 LF 31 | D | 21 | Series TGM 13.240 | 05.2006 → | D 0836 LFL 50 | D | 19 |
| Series TGA 37.440 | 12.2004 → | D 2066 LF 11 | D | 21 | Series TGM 13.280 | 05.2006 → | D 0836 LFL 41 | D | 18 |
| Series TGA 37.440 | 12.2004 → | D 2066 LF 31 | D | 21 | Series TGM 13.280 | 05.2006 → | D 0836 LFL 51 | D | 19 |
| Series TGA 37.460 | 05.2004 → 06.2005 | D 2876 LF 04 | D | 71 | Series TGM 15.240 | 10.2005 → | D 0836 LFL 50 | D | 19 |
| Series TGA 37.480 | 08.2004 → | D 2876 LF 12 | D | 74 | Series TGM 15.280 | 10.2005 → | D 0836 LFL 51 | D | 19 |
| Series TGA 37.480 | 02.2006 → | D 2676 LF 01 | D | 36 | Series TGM 18.240 | 10.2005 → | D 0836 LFL 40 | D | 18 |
| Series TGA 37.530 | 06.2003 → | D 2876 LF 13 | D | 74 | Series TGM 18.280 | 10.2005 → | D 0836 LFL 41 | D | 18 |
| Series TGA 40.390 | 06.2005 → | D 2066 LF 02 | D | 21 | Series TGM 18.280 | 10.2005 → | D 0836 LFL 51 | D | 19 |
| Series TGA 40.410 | 06.2004 → 12.2005 | D 2866 LF 28 | D | 65 | Series TGM 18.330 | 10.2005 → | D 0836 LFL 44 | D | 18 |
| Series TGA 40.460 | 04.2004 → | D 2876 LF 07 | D | 73 | Series TGM 18.330 | 10.2005 → | D 0836 LFL 52 | D | 19 |
| Series TGA 40.480 | 10.2004 → | D 2876 LF 12 | D | 74 | Series TGM 26.280 | 04.2006 → | D 0836 LFL 51 | D | 19 |
| Series TGA 410 | 02.2000 → 08.2002 | D 2866 LF 28 | D | 65 | Series TGM 26.330 | 04.2006 → | D 0836 LFL 52 | D | 19 |
| Series TGA 410 | 02.2000 → 08.2002 | D 2866 LF 32 | D | 70 | Series TGM 8.240 | 04.2005 → | D 0836 LFL 40 | D | 18 |
| Series TGA 410 | 04.2000 → | D 2866 LF 25 | D | 65 | SERIES TGS | | | | |
| Series TGA 410 | 04.2000 → | D 2866 LF 31 | D | 70 | Series TGS 18.400 | | D 2066 LF 37 | D | 21 |
| Series TGA 410 | 04.2000 → | D 2866 LF 33 | D | 52 | SERIES TGX | | | | |

M

|  | |  | | Pos |  | |  | | Pos |
|---|-------------------|---|---|-----------|--|--|---|--|-----|
| Series TGX 18.400 | 10.2007 → | D 2066 LF 58 | D | 21 | | | | | |
| Series TGX 18.540 | | D 2676 LF 13 | D | 36 | | | | | |
| SERIES UEH | | | | | | | | | |
| Series UEH 270 | 09.1983 → | D 2866 LXUH | D | 51 | | | | | |
| SERIES UEL | | | | | | | | | |
| Series UEL 242 | 09.1989 → 03.1993 | D 2866 UH | D | 48 | | | | | |
| Series UEL 272 | 02.1990 → 03.1997 | D 2865 LUH 02 | D | 51 | | | | | |
| Series UEL 272 | 02.1990 → 03.1997 | D 2865 LUH 05 | D | 51 | | | | | |
| Series UEL 283 | 07.2006 → | D 2066 LUH 13 | D | 22 | | | | | |
| Series UEL 292 | 09.1989 → 03.1993 | D 2866 TUH 01 | D | 52 | | | | | |
| Series UEL 292 | 04.1992 → 09.1995 | D 2865 LUH 08 | D | 51 | | | | | |
| Series UEL 312 | 04.1992 → 09.1995 | D 2865 LUH 08 | D | 51 | | | | | |
| Series UEL 312 | 09.1995 → 09.1996 | D 2865 LUH 07 | D | 57 | | | | | |
| Series UEL 313 | 09.1996 → 09.2001 | D 2866 LUH 20 | D | 62 | | | | | |
| Series UEL 313 | 01.1998 → 12.2001 | D 2866 LUH 26 | D | 57 | | | | | |
| Series UEL 313 | 05.1999 → | D 2866 LUH 24 | D | 65 | | | | | |
| Series UEL 322 | 04.1992 → 09.1995 | D 2865 LUH 08 | D | 51 | | | | | |
| Series UEL 322 | 09.1995 → 09.1996 | D 2865 LUH 07 | D | 57 | | | | | |
| Series UEL 353 | 06.1997 → 12.2001 | D 2866 LUH 21 | D | 57 | | | | | |
| Series UEL 353 | 07.2006 → | D 2066 LUH 13 | D | 22 | | | | | |
| Series UEL 363 | 01.2001 → | D 2866 LUH 25 | D | 65 | | | | | |
| Series UEL 364 | 06.2004 → | D 2866 LUH 25 | D | 65 | | | | | |
| Series UEL 394 | 09.2007 → | D 2066 LUH 13 | D | 22 | | | | | |



1 **90**
MAN Kompressor 1975 → 1 (1)
 (1) for D 2530/D, 2538/D, 2555, D 2556/D, 2566, D 2840, D2865, D 2866, D 2876

| | | | | | | | | | |
|-----|---|------------------|--|----------|---------------------|--|--------------------------------------|--|--|
| | 1 | KH 35 GL 57,5 | | 20 60 | 2 NM 2,5 1 DSF 4 | | 90,00 90,50 | 90 843 700 90 843 710 (92 886) | |
| | 090 212 | | | | | | | | |
| | K Cyl. | A=95 | | L=104 | H=94 | | 89 196 110 | 90 843 970 | |
| | K Cyl. | A=95 | | L=104 | H=94 | | 89 440 110 [2] (89 308) | 90 843 972 | |
| [2] | mit verstärktem Wasseranschluß with forced water channel avec raccordement d'eau renforcé con toma de agua reforzada с усиленным водяным подсоединением | | | | | | | | |

2 **100**
MAN Kompressor 04.1996 → 1 (1)
 (1) for D 2840 LF20

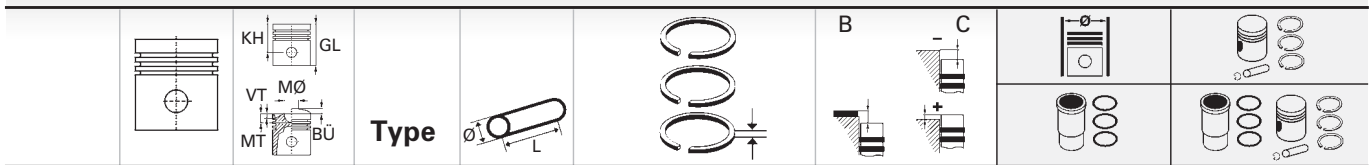
| | | | | | | | | |
|--|---------|--------------------|--|----------|------------------------------------|--|--------------------------------|--|
| | 1 | KH 30,4 GL 52,2 | | 20 50 | 1 NM 2,5 MO 1 NM 2,5 1 GSF 4 | | 100,00 100,50 | 94 919 600 94 919 610 |
| | 100 228 | | | | | | | |
| | K Cyl. | A=106 | | L=91 | H=84 | | 89 537 110 | 94 919 962 |
| | K Cyl. | A=106 | | L=101 | H=89 | | 89 452 110 | 94 919 960 |
| | K Cyl. | A=106 | | L=101 | H=89 | | 89 597 110 [2], [3] | 94 919 964 |
| | K Cyl. | | | L=102 | H=102 | | 89 535 110 | 94 919 963 |
| | K Cyl. | A=115 | | L=102 | H=102 | | 89 529 110 | 94 919 961 |

Fortsetzung nächste Seite / continued on next page / suite page suivante / continuación página próxima / Продолжение на следующей странице

| | | Type | | | | | | | |
|-----|---|--------------------|--|----------|------------------------------------|--|--|----------------------------|--|
| | 1 | KH 30,4 GL 52,2 | | 20 50 | 1 NM 2,5 MO 1 NM 2,5 1 GSF 3 | | | 100,00 100,50 101,00 | 99 849 600 99 849 610 99 849 620 |
| | K Cyl. | A=106 | | L=91 | H=84 | | | 89 537 110 | 99 849 962 |
| | K Cyl. | A=106 | | L=101 | H=89 | | | 89 452 110 | 99 849 960 |
| | K Cyl. | A=106 | | L=101 | H=89 | | | 89 597 110 [2], [3] | 99 849 964 |
| | K Cyl. | | | L=102 | H=102 | | | 89 535 110 | 99 849 963 |
| | K Cyl. | A=115 | | L=102 | H=102 | | | 89 529 110 | 99 849 961 |
| | K Cyl. | A=115 | | L=102,7 | H=102,7 | | | 89 857 110 | 99 849 965 |
| [2] | mit Aussparung an Dichtfläche with recess at sealing face avec enfoncement sur la surface d'étanchéité con escotadura en la superficie sellada с выемкой на уплотняемой поверхности | | | | | | | | |
| [3] | luftgekühlt/air-cooled/refroidi par air/refrigerado par aire/c воздушным охлаждением | | | | | | | | |

3 **102**

| 797 | 01.1971 → 07.1981 | D | 6 | 5489 cm ³ | 2V | 89-100 kW | (121-136 PS) | 17,5:1 | 112,00 mm | |
|-----|-------------------|--|---------|----------------------|-------------------------------|---------------|--------------|----------------|------------|------------|
| | 6 | KH 77,82 MT -38,2 MØ 38 GL 123,82 | RTK | 36 86 | 1 T15 3 1 M 2,5 1 DSF 5 | CR G6 CR | 0,80 1,10 | +0,15 +0,35 | 102,00 | 92 498 600 |
| | N Cyl. | A=114 | C=121 | L=235,3 | H+F=8+0,8 | 2 R 104,2 x 3 | | | 88 670 110 | 92 498 960 |
| | N Cyl. | A=114 | C=122,5 | L=234,3 | H+F=8+0,8 | 2 R 104,2 x 3 | | | 89 173 110 | 92 498 961 |



| 4 | | 102 | | | | | | | | | | |
|----------------------|--------|---|------------|----------|-------------------------------|---------------|--------------|----------------|-------------------------------|-----------|--------------------------|--|
| 720.08 | | 04.1973 → 09.1977 D | | 4 | 3596 cm ³ | 2V | 66 kW | (90 PS) | 17,5:1 | 110,00 mm | | |
| | 4 | KH 75,58 MT -37,95 MØ 37,7 GL 120,58 | RTK LOX | 36 86 | 1 T15 3 1 M 2,5 1 DSF 5 | CR G6 CR | 1,00 1,10 | +0,27 +0,53 | 102,00 | | 92 499 700 | |
| | N Cyl. | A=114 | C=120,7 | L=220,7 | H+F=8+0,7 | 3 R 104,2 x 3 | | | 89 441 110 (88 851) | | 92 499 970 | |
| 5 | | 102 | | | | | | | | | | |
| D 0224 | | M, ME, MF | | 4 | 3791 cm ³ | 2V | 61-66 kW | (83-90 PS) | 18:1 | 116,00 mm | | |
| D 0226 | | M, ME, MFA, MFM, MFO, MH | | 6 | 5687 cm ³ | 2V | 98-100 kW | (133-136 PS) | 18:1 | 116,00 mm | | |
| D 0226 Euro 0 | | MF | | 6 | 5687 cm ³ | 2V | 92-100 kW | (125-136 PS) | 18:1 | 116,00 mm | | |
| | T Cyl. | A=105,99 | C=111 | L=217 | H=8,04 | | | | 89 091 110 | | | |
| 6 | | 102 | | | | | | | | | | |
| D 0226 | | MC, MCE, MCFO, MT, MTE | | 6 | 5687 cm ³ | 2V | 88-135 kW | (120-184 PS) | 17,5:1 | 116,00 mm | | |
| D 0226 | | MK, MKE, MKFA, MKFO, MKH, ML, MLE, MTE 51, MTXE 51 | | 6 | 5687 cm ³ | 2V | 88-154 kW | (120-210 PS) | 17,5:1 | 116,00 mm | | |
| D 0226 Euro 0 | | MKF | | 6 | 5687 cm ³ | 2V | 125-141 kW | (170-192 PS) | 17,5:1 | 116,00 mm | | |
| | 6 | KH 77,5 MT -37,5 GL 115,5 | LOX RTK | 40 83 | 1 T15 3 1 M 2,5 1 DSF 4 | CR G3 CR | | +0,20 +0,40 | 102,00 | | 93 555 600 | |
| | T Cyl. | A=105,99 | C=111 | L=217 | H=8,04 | | | | 89 091 110 | | 93 555 960 | |
| | 6 | KH 77,3 MT -37,5 GL 115,3 | LOX RTK | 40 83 | 1 T15 3 1 M 2,5 1 DSF 4 | CR G3 CR | | +0,20 +0,40 | 102,00 | | 93 721 600 [1] | |

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| | | | | | | | | |
|-----|-------------|----------|-------|-------|--------|--|-------------------|-------------------|
| | T Cyl. | A=105,99 | C=111 | L=217 | H=8,04 | | 89 091 110 | 93 721 960 |
| [1] | KH -0,20 mm | | | | | | | |

| | | | | | | | | | |
|---------------|---------------------|------------|-------|----------------------|--------|----------|-------------------------------|------------------|--|
| 7 | | 108 | | | | | | | |
| E 0834 | E 302 | G | 4 | 4580 cm ³ | 2V | 54 kW | (73 PS) | 125,00 mm | |
| E 0836 | E 302, E 312 | G | 6 | 7030 cm ³ | 2V | 70-80 kW | (95-109 PS) | 13,0:1 128,00 mm | |
| E 0836 | LE 202 | G (LA) | 6 | 7030 cm ³ | 2V | 110 kW | (150 PS) | 11,0:1 128,00 mm | |
| | T Cyl. | A=111,49 | C=116 | L=217 | H=4,04 | | 89 470 110 (89 339) | | |

| | | | | | | | | | | |
|---------------|--------------------------------------|--|------------|----------|-------------------------------|-------------|--------------|----------------|-------------------------------|--------------------------|
| M | 8 | | 108 | | | | | | | |
| D 0846 | HM 2, HMN 2, HMY 011 | 01.1969 → 1974 | D | 6 | 7252 cm ³ | 2V | 115-124 kW | (156-169 PS) | 18:1 132,00 mm | |
| | 6 | KH 89 MT -41,8 MØ 42,5 GL 145,5 | RTK | 42 90 | 1 R 2,5 1 M 2,5 1 DSF 5 | CR G3 CR | 0,66 0,96 | +0,16 +0,46 | 108,00 | 92 666 600 [1] |
| | T Cyl. | A=112,99 | C=118 | L=254 | H=5 | | | | 88 865 110 (88 661) | 92 666 960 [1] |
| | T Cyl. | A=113,49 | C=118 | L=254 | H=5 | | | | 88 866 110 | 92 666 961 [1] |
| [1] | D 0846 HM 2, D 0846 HMN 2: → 12.1973 | | | | | | | | | |

| | | | | | | | | | |
|----------------------|--|-------------------|--------|---|----------------------|----|------------|--------------|------------------|
| 9 | | 108 | | | | | | | |
| D 0824 Euro 0 | GF | 04.1987 → 12.1992 | D | 4 | 4580 cm ³ | 2V | 74 kW | (100 PS) | 17:1 125,00 mm |
| D 0826 Euro 0 | F, F 01, F 02, FO 01, FO 02, FR 01, GF, GFA, GFA 03, OH, OH 01, OH 02 | 04.1987 → | D | 6 | 6871 cm ³ | 2V | 110-114 kW | (149-155 PS) | 125,00 mm |
| D 0826 | FO, FR, FR 02 | | D | 6 | 6871 cm ³ | 2V | 114 kW | (155 PS) | 125,00 mm |
| D 0826 Euro 1 | GF 04 | 11.1993 → | D (LA) | 6 | 6871 cm ³ | 2V | 107 kW | (145 PS) | 17,8:1 125,00 mm |
| D 0826 Euro 1 | GFA 04, OH 03 | 1991 → | D | 6 | 6871 cm ³ | 2V | 107 kW | (145 PS) | 125,00 mm |

| | | | | | | | | | | |
|--|-----|---|-----|----------|-------------------------------|-------------|--|--|---------------|-------------------|
| | 4/6 | KH 72,9 MT -21,52 MØ 63 GL 112,9 | RTK | 40 83 | 1 R 2,5 1 M 2,5 1 DSF 4 | CR G3 CR | | | 108,00 | 91 074 600 |
|--|-----|---|-----|----------|-------------------------------|-------------|--|--|---------------|-------------------|

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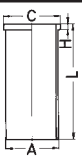
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| | T Cyl. | A=111,99 | C=116 | L=217 | H=4,04 | | 89 453 110 | 91 074 961 |
| | T Cyl. | A=111,6 | C=116 | L=218 | H=5,04 | | 89 470 190 semi | 91 074 963 |
| | 4/6 108 081 | KH 72,7 MT -21,52 MØ 63 GL 112,7 | RTK | 40 83 | 1 R 2,5 1 M 2,5 1 DSF 4 | CR G3 CR | 108,00 | 91 075 600 [1] |
| | T Cyl. | A=111,49 | C=116 | L=217 | H=4,04 | | 89 470 110 (89 339) | 91 075 962 |
| | T Cyl. | A=111,99 | C=116 | L=217 | H=4,04 | | 89 453 110 | 91 075 961 |
| | T Cyl. | A=111,6 | C=116 | L=218 | H=5,04 | | 89 470 190 semi | 91 075 963 |
| [1] | KH -0,20 mm | | | | | | | |

10



108

| | | | | | | | | | | |
|----------------------|---------------------|-------------------|--------|---|----------------------|----|------------|--------------|--------|-----------|
| D 0824 Euro 0 | GF 01, GF 02 | 04.1987 → 05.1994 | D | 4 | 4580 cm ³ | 2V | 74 kW | (100 PS) | 17:1 | 125,00 mm |
| D 0826 Euro 0 | GF 01, GF 03 | 09.1987 → 05.1995 | D | 6 | 6871 cm ³ | 2V | 110-114 kW | (150-155 PS) | 17:1 | 125,00 mm |
| D 0826 | GF 02 | → 06.1996 | D | 6 | 6871 cm ³ | 2V | 169 kW | (230 PS) | 17:1 | 125,00 mm |
| D 0826 | LF/217 | 05.1990 → 05.1995 | D (LA) | 6 | 6871 cm ³ | 2V | 160 kW | (217 PS) | 18:1 | 125,00 mm |
| D 0826 Euro 0 | LOH 01 | 04.1992 → 03.1997 | D (LA) | 6 | 6871 cm ³ | 2V | 140 kW | (190 PS) | 16,5:1 | 125,00 mm |
| D 0826 | LUH 21 | 09.1989 → 04.1993 | D (LA) | 6 | 6871 cm ³ | 2V | 157 kW | (214 PS) | 16,5:1 | 120,00 mm |



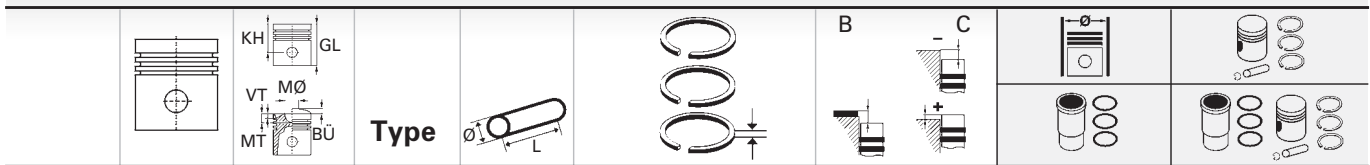
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|--------|----------|-------|-------|--------|
| T Cyl. | A=111,49 | C=116 | L=217 | H=4,04 |
| T Cyl. | A=111,99 | C=116 | L=217 | H=4,04 |
| T Cyl. | A=111,6 | C=116 | L=218 | H=5,04 |

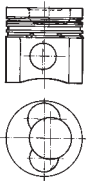

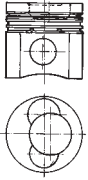

89 470 110
(89 339)

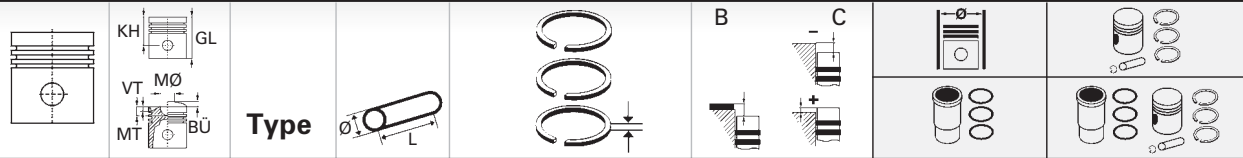
89 453 110

89 470 190
semi

M

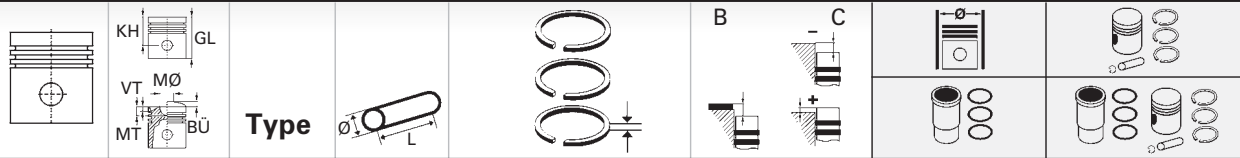


| 11 | | 108 | | Type | | Ø | | L | | B | | C | | 108 | |
|---|------------------|---|--------|-------------|-------------------------------|-------------|----------------|-------------------------------|------|--------------------------|--|----------|--|------------|--|
| D 0826 | K | 01.1988 → 08.1990 | D (LA) | 6 | 6596 cm ³ | 2V | 162 kW | (220 PS) | 18:1 | 120,00 mm | | | | | |
| D 0826 Euro 0 | LF | 11.1998 → | D (LA) | 6 | 6871 cm ³ | 2V | 160-169 kW | (218-230 PS) | 18:1 | 125,00 mm | | | | | |
| D 0826 Euro 0 | LOH | 11.1995 → | D (LA) | 6 | 6596 cm ³ | 2V | 169 kW | (230 PS) | 17:1 | 120,00 mm | | | | | |
| D 0826 | T, TOH 01 | 11.1987 → | D (A) | 6 | 6596 cm ³ | 2V | 122-137 kW | (166-186 PS) | | 120,00 mm | | | | | |
| D 0826 Euro 0 | TF, TOH | 08.1987 → 05.1992 | D (A) | 6 | 6596 cm ³ | 2V | 132-137 kW | (180-186 PS) | | 120,00 mm | | | | | |
|  | 6 108 073 | KH 75,4 VT1 -1,70 MT -21,6 MØ 60,2 GL 115,4 | RTK | 40 90 | 1 T15 3 1 M 2,5 1 DSF 4 | CR G3 CR | +0,10 +0,40 | 108,00 | | 90 048 600 | | | | | |
|  | T Cyl. | A=111,49 | C=116 | L=217 | H=4,04 | | | 89 470 110 (89 339) | | 90 048 961 | | | | | |
| | T Cyl. | A=111,99 | C=116 | L=217 | H=4,04 | | | 89 453 110 | | 90 048 962 | | | | | |
| | T Cyl. | A=111,6 | C=116 | L=218 | H=5,04 | | | 89 470 190 semi | | 90 048 963 | | | | | |
|  | 6 108 073 | KH 75 VT1 -1,70 MT -21,6 MØ 60,2 GL 115 | RTK | 40 90 | 1 T15 3 1 M 2,5 1 DSF 4 | CR G3 CR | +0,10 +0,40 | 108,00 | | 90 050 600 [1] | | | | | |
|  | T Cyl. | A=111,49 | C=116 | L=217 | H=4,04 | | | 89 470 110 (89 339) | | 90 050 961 | | | | | |
| | T Cyl. | A=111,99 | C=116 | L=217 | H=4,04 | | | 89 453 110 | | 90 050 962 | | | | | |
| | T Cyl. | A=111,6 | C=116 | L=218 | H=5,04 | | | 89 470 190 semi | | 90 050 963 | | | | | |
| [1] | KH -0,40 mm | | | | | | | | | | | | | | |



| 12 | | 108 | | | | | | | | | | | | | | | |
|----------------------|-------------|--|-------|----------|-------------------------------|---------------------------|-------------------|---------------|--------------|------|--------------------------------------|----------|-------|-------|--------|-------------------------------|-------------------|
| D 0824 Euro 2 | | LFL 09 | | | | | | | | | | | | | | | |
| | | 03.1997 → | | D (LA) | 4 | 4580 cm ³ | 2V | 114 kW | (155 PS) | 18:1 | 125,00 mm | | | | | | |
| D 0826 | | LE 51, LE 52, LUE, LUE 130, LUE 160, LUE 501, LUE 502, LUE 503, LUE 504, LUE 51, LUE 52 | | | | | | | | | | | | | | | |
| | | 08.1990 → | | D (LA) | 6 | 6871 cm ³ | 2V | 96-147 kW | (130-200 PS) | 17:1 | 125,00 mm | | | | | | |
| D 0826 Euro 1 | | LE 521, LE 522, LE 523, LE 524, LE 530, LE 531 | | | | | | | | | | | | | | | |
| | | 1993 → | | D (LA) | 6 | 6871 cm ³ | 2V | 125-191 kW | (170-260 PS) | | 125,00 mm | | | | | | |
| D 0826 Euro 2 | | LF 18, LFL 10 | | | | | | | | | | | | | | | |
| | | 07.1994 → 01.2002 | | D (LA) | 6 | 6871 cm ³ | 2V | 162 kW | (200-220 PS) | | 125,00 mm | | | | | | |
| D 0826 | | TUE 51 | | | | | | | | | | | | | | | |
| | | 11.1987 → | | D (A) | 6 | 6871 cm ³ | 2V | 132 kW | (180 PS) | 17:1 | 125,00 mm | | | | | | |
| | 4/6 | KH 73 VT1 -1,70 MT -20,5 MØ 63 GL 113 | RTK | 40 90 | 1 T15 3 1 M 2,5 1 DSF 4 | CR G3 CR | +0,10 +0,40 | 108,00 | | | 93 137 600 (90 749,94 423) | | | | | | |
| | 108 081 | | | | | | | | | | | | | | | | |
| | T Cyl. | | | | | | | | | | | A=111,49 | C=116 | L=217 | H=4,04 | 89 470 110 (89 339) | 93 137 962 |
| | T Cyl. | | | | | | | | | | | A=111,99 | C=116 | L=217 | H=4,04 | 89 453 110 | 93 137 961 |
| | T Cyl. | A=111,6 | C=116 | L=218 | H=5,04 | 89 470 190 semi | 93 137 963 | | | | | | | | | | |
| | 4/6 | KH 72,8 VT1 -1,70 MT -20,5 MØ 63 GL 112,8 | RTK | 40 90 | 1 T15 3 1 M 2,5 1 DSF 4 | CR G3 CR | | 108,00 | | | 93 138 600 [1] | | | | | | |
| | 108 081 | | | | | | | | | | | | | | | | |
| | T Cyl. | | | | | | | | | | | A=111,49 | C=116 | L=217 | H=4,04 | 89 470 110 (89 339) | 93 138 961 |
| | T Cyl. | | | | | | | | | | | A=111,99 | C=116 | L=217 | H=4,04 | 89 453 110 | 93 138 962 |
| | T Cyl. | A=111,6 | C=116 | L=218 | H=5,04 | 89 470 190 semi | 93 138 963 | | | | | | | | | | |
| [1] | KH -0,20 mm | | | | | | | | | | | | | | | | |

M



| 13 | | 108 | | | | | | | | | | | | | | | | | | |
|----------------------|---|--|----------|----------|-------------------------------|-------------------|-------------------------------|-------------------|--|-----------|--|--|--|--|--|--|--|--|--|--|
| D 0824 Euro 1 | L, LF 01, LF 03, LF 04, LF 05, LF 06, LF 07, LF 08, LF 09, LF 10, LFL 01, LFL 05, LOH 01, LOH 02, LOH 03 | 08.1991 → | D (LA) | 4 | 4580 cm ³ | 2V | 103-118 kW | (140-160 PS) | 125,00 mm | | | | | | | | | | | |
| D 0826 | FG 001, FG 002 | 01.1988 → 1994 | D | 6 | 6871 cm ³ | 2V | 169 kW | (230 PS) | 17:1 | 125,00 mm | | | | | | | | | | |
| D 0826 | LE 10, LOH 12, LUH213 | 09.1989 → | D (LA) | 6 | 6871 cm ³ | 2V | 140-165 kW | (190-224 PS) | 125,00 mm | | | | | | | | | | | |
| D 0826 Euro 0 | LF 01, LF 02, LF 03, LF 05, LFG 02, LFG 03, LFG 04, LOH 04, LOH 05, LUH, LUH 04 | 08.1988 → | D (LA) | 6 | 6871 cm ³ | 2V | 140-169 kW | (190-230 PS) | 125,00 mm | | | | | | | | | | | |
| D 0826 Euro 1 | LF 04, LF 07, LF 08, LFG 05, LFG 06, LFG 07, LFL, LFL 01, LFL 02, LFL 05, LFL 06, LFL 07, LFL 08, LOH 06, LOH 07, LOH 10, LUH 01, LUH 02, LUH 03, LUH 05, LUH 06, LUH 10 | 09.1989 → | D (LA) | 6 | 6871 cm ³ | 2V | 114-198 kW | (155-270 PS) | 125,00 mm | | | | | | | | | | | |
| D 0826 Euro 0 | LF 06 | 08.1988 → 06.1996 | D (A) | 6 | 6871 cm ³ | 2V | 169 kW | (230 PS) | 16,5:1 | 125,00 mm | | | | | | | | | | |
| D 0826 Euro 2 | LUH 08 | 1992 → | D (LA) | 6 | 6871 cm ³ | 2V | 162 kW | (220 PS) | 16,5:1 | 125,00 mm | | | | | | | | | | |
| | 4/6 | KH 73 VT1 -1,70 MT -21,25 MØ 63 GL 113 | RTK | 40 90 | 1 T15 3 1 M 2,5 1 DSF 4 | CR G3 CR | +0,40 +0,10 | 108,00 | 94 412 600 (90 872, 90 874, 90 875, 92 735) | | | | | | | | | | | |
| | 108 081 | T Cyl. | A=111,49 | C=116 | L=217 | H=4,04 | 89 470 110 (89 339) | 94 412 961 | | | | | | | | | | | | |
| | T Cyl. | A=111,99 | C=116 | L=217 | H=4,04 | 89 453 110 | 94 412 962 | | | | | | | | | | | | | |
| T Cyl. | A=111,6 | C=116 | L=218 | H=5,04 | 89 470 190 semi | 94 412 963 | | | | | | | | | | | | | | |
| | 4/6 | KH 72,8 VT1 -1,70 MT -21,25 MØ 63 GL 112,8 | RTK | 40 90 | 1 T15 3 1 M 2,5 1 DSF 4 | CR G3 CR | +0,40 +0,10 | 108,00 | 94 413 600 [1] | | | | | | | | | | | |
| | 108 081 | T Cyl. | A=111,49 | C=116 | L=217 | H=4,04 | 89 470 110 (89 339) | 94 413 961 | | | | | | | | | | | | |
| | T Cyl. | A=111,99 | C=116 | L=217 | H=4,04 | 89 453 110 | 94 413 962 | | | | | | | | | | | | | |
| T Cyl. | A=111,6 | C=116 | L=218 | H=5,04 | 89 470 190 semi | 94 413 963 | | | | | | | | | | | | | | |
| | 4/6 | KH 72,6 VT1 -1,70 MT -21,25 MØ 63 GL 112,6 | RTK | 40 90 | 1 T15 3 1 M 2,5 1 DSF 4 | CR G3 CR | | 108,00 | 94 414 600 [2] | | | | | | | | | | | |
| | 108 081 | T Cyl. | A=111,49 | C=116 | L=217 | H=4,04 | 89 470 110 (89 339) | 94 414 961 | | | | | | | | | | | | |
| | T Cyl. | A=111,99 | C=116 | L=217 | H=4,04 | 89 453 110 | 94 414 962 | | | | | | | | | | | | | |
| T Cyl. | A=111,6 | C=116 | L=218 | H=5,04 | 89 470 190 semi | 94 414 963 | | | | | | | | | | | | | | |

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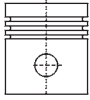
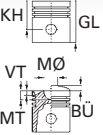

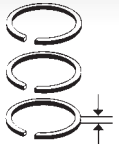
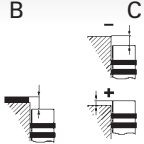




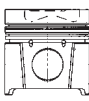
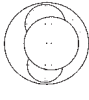
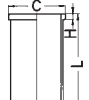
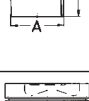



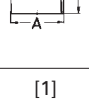
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|-----|----------------|--|-------|----------|-------------------------------|-------|---|-------------------------------|--------------------------|
| | 4/6 108 081 | KH 72,4 VT1 -1,70 MT -21,25 MØ 63 GL 112,4 | RTK | 40 90 | 1 T15 3 1 M 2,5 1 DSF 4 | CR G3 | | 108,00 | 94 415 600 [3] |
| | T Cyl. | A=111,49 | C=116 | L=217 | H=4,04 | | | 89 470 110 (89 339) | 94 415 961 |
| | T Cyl. | A=111,99 | C=116 | L=217 | H=4,04 | | | 89 453 110 | 94 415 962 |
| | T Cyl. | A=111,6 | C=116 | L=218 | H=5,04 | | | 89 470 190 semi | 94 415 963 |
| [1] | KH -0,20 mm | | | | | | | | |
| [2] | KH -0,40 mm | | | | | | | | |
| [3] | KH -0,60 mm | | | | | | | | |

14 **108**

| | | | |
|----------------------|---|--|------------------|
| D 0824 Euro 1 | LE 301 | D (LA) 4 4580 cm ³ 2V | 16,5:1 125,00 mm |
| D 0824 Euro 2 | LF 02, LFL 02, LFL 03, LFL 04, LFL 06, LFL 07, LFL 08, LFL 10, LOH 04, LOH 05 | 08.1991 → D (LA) 4 4580 cm ³ 2V 81-162 kW (110-220 PS) | 125,00 mm |
| D 0826 Euro 2 | LF 10, LF 11, LF 12, LF 15, LF 16, LF 17, LFG 15, LFG 16, LFL 03, LOH 15, LOH 17, LOH 18, LOH 19, LUH 07, LUH 09, LUH 11, LUH 12, LUH 13 | 04.1993 → D (LA) 6 6871 cm ³ 2V 140-206 kW (190-280 PS) | 125,00 mm |

| | | | | | | | | | |
|--|----------------|--|-------|----------|-------------------------------|-------|----------------|-------------------------------|-------------------------------|
| | 4/6 108 081 | KH 73 VT1 -1,70 MT -16,15 MØ 70 GL 113 | RTK | 40 90 | 1 T15 3 1 M 2,5 1 DSF 4 | CR G3 | +0,09 +0,39 | 108,00 | 94 416 600 (94 338) |
| | T Cyl. | A=111,49 | C=116 | L=217 | H=4,04 | | | 89 470 110 (89 339) | 94 416 962 |
| | T Cyl. | A=111,99 | C=116 | L=217 | H=4,04 | | | 89 453 110 | 94 416 961 |
| | T Cyl. | A=111,6 | C=116 | L=218 | H=5,04 | | | 89 470 190 semi | 94 416 963 |
| | 4/6 108 081 | KH 72,8 VT1 -1,70 MT -16,15 MØ 70 GL 112,8 | RTK | 40 90 | 1 T15 3 1 M 2,5 1 DSF 4 | CR G3 | +0,09 +0,39 | 108,00 | 94 417 600 [1] |
| | T Cyl. | A=111,49 | C=116 | L=217 | H=4,04 | | | 89 470 110 (89 339) | 94 417 962 |
| | T Cyl. | A=111,99 | C=116 | L=217 | H=4,04 | | | 89 453 110 | 94 417 961 |
| | T Cyl. | A=111,6 | C=116 | L=218 | H=5,04 | | | 89 470 190 semi | 94 417 963 |

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| |  |  | Type |  |  |  |  |  |  |  |
|---|---|---|-------|---|---|--|---|---|---|---|
|  | 4/6 108 081 | KH 72,6 VT1 -1,70 MT -16,15 MØ 70 GL 112,6 | RTK | 40 90 | 1 T15 3 1 M 2,5 1 DSF 4 | CR G3 CR | +0,09 +0,39 | 108,00 | 94 418 600 [2] | |
|  | T Cyl. | A=111,49 | C=116 | L=217 | H=4,04 | | | 89 470 110 (89 339) | 94 418 962 | |
|  | T Cyl. | A=111,99 | C=116 | L=217 | H=4,04 | | | 89 453 110 | 94 418 961 | |
|  | T Cyl. | A=111,6 | C=116 | L=218 | H=5,04 | | | 89 470 190 semi | 94 418 963 | |
|  | 4/6 108 081 | KH 72,4 VT1 -1,70 MT -16,15 MØ 70 GL 112,4 | RTK | 40 90 | 1 T15 3 1 M 2,5 1 DSF 4 | CR G3 CR | +0,09 +0,39 | 108,00 | 94 419 600 [3] | |
|  | T Cyl. | A=111,49 | C=116 | L=217 | H=4,04 | | | 89 470 110 (89 339) | 94 419 962 | |
|  | T Cyl. | A=111,99 | C=116 | L=217 | H=4,04 | | | 89 453 110 | 94 419 961 | |
|  | T Cyl. | A=111,6 | C=116 | L=218 | H=5,04 | | | 89 470 190 semi | 94 419 963 | |
| [1] | KH -0,20 mm | | | | | | | | | |
| [2] | KH -0,40 mm | | | | | | | | | |
| [3] | KH -0,60 mm | | | | | | | | | |

15  **108**

D 0826 Euro 2

LF 13, LFL 09, LFX

08.1995 →

D

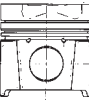



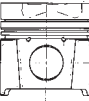
(LA)

6

6871 cm³ 2V

191 kW

(260 PS) 16,5:1 125,00 mm

| | | | | | | | | | | |
|---|--------------|--|------------|----------|-------------------------------|-------------|----------------|-------------------------------|-------------------|--|
|  | 6 108 081 | KH 73 VT1 -1,70 MT -17,78 MØ 70 GL 113 | LOX RTK | 40 90 | 1 T15 3 1 M 2,5 1 DSF 4 | CR G3 CR | +0,10 +0,40 | 108,00 | 94 487 600 | |
|  | T Cyl. | A=111,49 | C=116 | L=217 | H=4,04 | | | 89 470 110 (89 339) | 94 487 962 | |
|  | T Cyl. | A=111,99 | C=116 | L=217 | H=4,04 | | | 89 453 110 | 94 487 961 | |
|  | T Cyl. | A=111,6 | C=116 | L=218 | H=5,04 | | | 89 470 190 semi | 94 487 963 | |
|  | 6 108 081 | KH 72,8 VT1 -1,70 MT -17,78 MØ 70 GL 112,8 | LOX RTK | 40 90 | 1 T15 3 1 M 2,5 1 DSF 4 | CR G3 CR | +0,10 +0,40 | 108,00 | 94 488 600 | |

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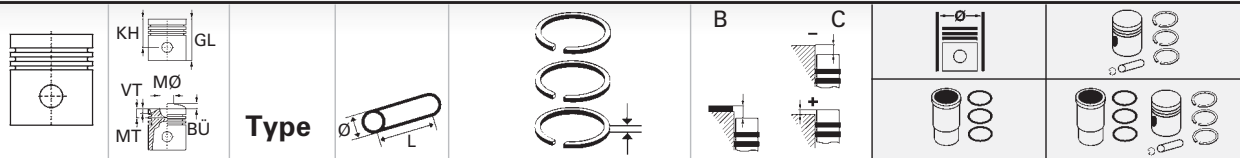



| | | | | | | | |
|--------|----------|-------------|-------|--------|--|-------------------------------|-------------------|
| | | Type | | | | | |
| T Cyl. | A=111,49 | C=116 | L=217 | H=4,04 | | 89 470 110 (89 339) | 94 488 962 |
| T Cyl. | A=111,99 | C=116 | L=217 | H=4,04 | | 89 453 110 | 94 488 961 |
| T Cyl. | A=111,6 | C=116 | L=218 | H=5,04 | | 89 470 190 semi | 94 488 963 |

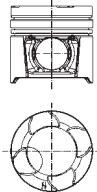


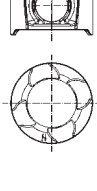

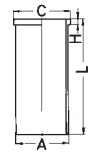

16 **108**

| | | | | | | | | | |
|----------------------|---|---|--------------------------|----------------------|-------------------------------|-------------|-------------------------------|-------------------|-------------------|
| D 0834 Euro 3 | LFL 01, LFL 02, LFL 03, LFL 04, LFL 10, LFL 11, LOH 01, LOH 02, LOH 03 | 01.1999 → | D (LA) 4 | 4580 cm ³ | 2V | 103-125 kW | (140-170 PS) | 125,00 mm | |
| D 0836 Euro 2 | LF 01, LF 02, LFL 01, LFL 04, LOH 01 | 06.1998 → | D (LA) 6 | 6871 cm ³ | 2V | 196-206 kW | (266-280 PS) | 125,00 mm | |
| D 0836 Euro 3 | LF 03, LF 04, LF 05, LF 06, LF 10, LF 18, LFL 02, LFL 03, LFL 05, LFL 06, LOH 02, LOH 03, LUH 01, LUH 02 | 01.1999 → | D (LA) 6 | 6871 cm ³ | 2V | 162-206 kW | (220-280 PS) | 125,00 mm | |
| D 0836 Euro 3 | LF 40, LF 41, LF 42 | 03.2003 → | D (LA) 6 | 6871 cm ³ | 4V | 173-228 kW | (235-310 PS) 18:1 | 125,00 mm | |
| | 4/6 | KH 63,9 VT1 -1,70 MT -16,15 MØ 70 GL 99,9 | RTK TPL | 42 86 | 1 T15 3 1 M 2,5 1 DSF 3 | CK G6 CR | +0,09 +0,39 | 108,00 | 99 339 600 |
| | 108 083 | | | | | | | | |
| T Cyl. | A=111,49 | C=116 | L=217 | H=4,04 | | | 89 470 110 (89 339) | 99 339 960 | |
| T Cyl. | A=111,99 | C=116 | L=217 | H=4,04 | | | 89 453 110 | 99 339 961 | |
| T Cyl. | A=111,6 | C=116 | L=218 | H=5,04 | | | 89 470 190 semi | 99 339 962 | |
| | 4/6 | KH 63,7 VT1 -1,70 MT -16,15 MØ 70 GL 99,7 | RTK TPL KH- HKÜ | 42 86 | 1 T15 3 1 M 2,5 1 DSF 3 | CK G6 CR | | 108,00 | 99 683 600 |
| | 108 083 | | | | | | | 108,50 | 99 683 610 |
| T Cyl. | A=111,49 | C=116 | L=217 | H=4,04 | | | 89 470 110 (89 339) | 99 683 960 | |
| T Cyl. | A=111,99 | C=116 | L=217 | H=4,04 | | | 89 453 110 | 99 683 961 | |
| T Cyl. | A=111,6 | C=116 | L=218 | H=5,04 | | | 89 470 190 semi | 99 683 962 | |
| | 4/6 | KH 63,5 VT1 -1,70 MT -16,15 MØ 70 GL 99,5 | RTK TPL KH- | 42 86 | 1 T15 3 1 M 2,5 1 DSF 3 | CK G6 CR | | 108,00 | 99 684 600 |
| | 108 083 | | | | | | | | |
| T Cyl. | A=111,49 | C=116 | L=217 | H=4,04 | | | 89 470 110 (89 339) | 99 684 960 | |
| T Cyl. | A=111,99 | C=116 | L=217 | H=4,04 | | | 89 453 110 | 99 684 961 | |
| T Cyl. | A=111,6 | C=116 | L=218 | H=5,04 | | | 89 470 190 semi | 99 684 962 | |

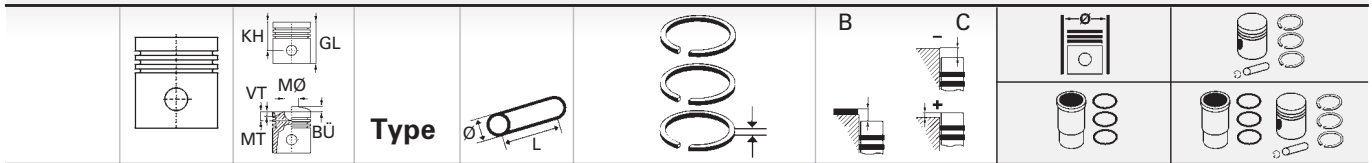
M



| | | | | | | | | | | | | |
|-----------|---|------------|----------------------|-------------------------------|-----------|--------|---|----------------------|----|------------|--------------|-----------|
| 17 |  | 108 | D 0834 Euro 3 | LFL 40, LFL 41, LFL 42 | 05.2005 → | D (LA) | 4 | 4580 cm ³ | 4V | 103-151 kW | (140-205 PS) | 125,00 mm |
| | | | D 0836 Euro 3 | LOH 40, LOH 41, LOH 50 | 01.2002 → | D (LA) | 6 | 6871 cm ³ | 4V | 176-206 kW | (239-280 PS) | 125,00 mm |

| | | | | | | | | | |
|---|----------------|--|-------------------|----------|-------------------------------|-------------|-------------------|-------------------|------------|
|  | 4/6 108 088 | KH 63,5 VT1 -1,70 VT2 -1,70 MT -17,39 MØ 65,29 GL 102,6 | RTK KKK TPL | 42 86 | 1 T15 3 1 M 2,5 1 DSF 3 | CK G6 CR | 108,00 | 97 458 604 | NEW |
| | | | | | | | | [2] | |
|  | 4/6 108 087 | KH 63,9 VT1 -1,70 VT2 -1,70 MT -17,39 MØ 65,29 GL 103 | RTK TPL | 42 86 | 1 T15 3 1 M 2,5 1 DSF 3 | CK G6 CR | 108,00 | 97 458 600 | NEW |
| | | | | | | | | [2] | |
|  | 4/6 108 087 | KH 63,7 VT1 -1,70 VT2 -1,70 MT -17,39 MØ 65,29 GL 102,8 | HKÜ | 42 86 | 1 T15 3 1 M 2,5 1 DSF 3 | CK G6 CR | 108,00 | 97 458 602 | NEW |
| | | | | | | | | [1] | |
|  | 4/6 108 087 | KH 63,9 VT1 -1,70 VT2 -1,70 MT -17,39 MØ 65,29 GL 103 | RTK TPL | 42 86 | 1 T15 3 1 M 2,5 1 DSF 3 | CK G6 CR | 108,00 | 97 458 610 | NEW |
| | | | | | | | | [2] | |
|  | 4/6 108 087 | KH 63,7 VT1 -1,70 VT2 -1,70 MT -17,39 MØ 65,29 GL 102,8 | HKÜ | 42 86 | 1 T15 3 1 M 2,5 1 DSF 3 | CK G6 CR | 108,00 | 97 458 612 | NEW |
| | | | | | | | | [1] | |
|  | T Cyl. | A=111,49 | C=116 | L=217 | H=4,04 | | 89 470 110 | 97 460 960 | NEW |
| | | | | | | | (89 339) | | |
| | T Cyl. | A=111,49 | C=116 | L=217 | H=4,04 | | 89 470 110 | 97 460 962 | NEW |
| | | | | | | | (89 339) | | [1] |
|  | T Cyl. | A=111,99 | C=116 | L=217 | H=4,04 | | 89 453 110 | 97 460 961 | NEW |
| | T Cyl. | A=111,99 | C=116 | L=217 | H=4,04 | | 89 453 110 | 97 460 963 | NEW |

[1] KH-0,2mm
[2] KH-0,4mm



| | | |
|----------------------|---|--|
| 18 | | 108 |
| D 0836 Euro 3 | LF 13 | D (LA) 6 6871 cm ³ 2V 18:1 125,00 mm |
| D 0836 Euro 3 | LF 43, LF 44, LFL 40, LFL 41, LFL 44, LUH 40, LUH 41, LUH 50 | 01.2002 → D (LA) 6 6871 cm ³ 4V 176-240 kW (240-326 PS) 125,00 mm |

| | | | | | | | | |
|------|--------|--|-------------------|----------|--|--|---------------------|---------------------------|
| | 6 | KH 63,5 VT1 -1,70 VT2 -1,70 MT -17,39 MØ 65,29 GL 102,6 | RTK KKK TPL | 42 86 | 1 T15 3 CK G6 1 M 2,5 1 DSF 3 CR | | 108,00 | 97 458 604 [2] NEW |
| | | | | | | | 108,00 | 97 458 600 NEW |
| | | | | | | | 108,50 | 97 458 610 NEW |
| | | | | | | | 108,00 | 97 458 602 [1] NEW |
| | T Cyl. | A=111,49 | C=116 | L=217 | H=4,04 | | 89 470 110 (89 339) | |
| | T Cyl. | A=111,99 | C=116 | L=217 | H=4,04 | | 89 453 110 | |
| [1] | | KH-0,2mm | | | | | | |
| [2] | | KH-0,4mm | | | | | | |

| | | |
|----------------------|---|---|
| 19 | | 108 |
| D 0834 Euro 4 | LFL 50, LFL 51, LFL 52, LFL 53, LFL 54, LFL 55, LFL 57 | 04.2005 → D (LA) 4 4580 cm ³ 4V 110-151 kW (150-206 PS) 17,3:1 125,00 mm |
| D 0836 Euro 3 | LFG 50 | D (LA) 6 6871 cm ³ 4V 125,00 mm |
| D 0836 Euro 4 | LFL 50, LFL 51, LFL 52, LFL 53, LFL 54, LFL 55, LOH 51, LOH 52, LOH 53, LOH 54, LOH 55, LOH 56, LOH 57, LOH 58, LOH 62, LOH 63 | 04.2005 → D (LA) 6 6871 cm ³ 4V 176-240 kW (240-326 PS) 125,00 mm |
| D 0836 | LOH 60, LOH 61 | D (LA) 6 6871 cm ³ 4V 184-213 kW (250-290 PS) 125,00 mm |
| D 0836 Euro 5 | LOH 64, LOH 65, LOH 66 | D (LA) 6 6871 cm ³ 4V 184-213 kW (250-290 PS) 125,00 mm |

| | | | | | | | | |
|------|-----|--|-------------------|----------|--|--|--------|----------------|
| | 4/6 | KH 63,9 VT1 -1,70 VT2 -1,70 MT -17,39 MØ 65,13 GL 103 | RTK KKK TPL | 44 88 | 1 T15 3 CK G6 1 M 2,5 1 DSF 3 CR | | 108,00 | 40 217 600 |
| | | | | | | | 108,50 | 40 217 610 |
| | | | | | | | 108,00 | 40 217 602 [1] |
| | | | | | | | 108,50 | 40 217 612 |

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| | | Type | | | | | | |
|-----|----------|-----------------------------|--|--|--|--|-------------------------------|-------------------------------------|
| | | | | | | | | |
| | T Cyl. | A=111,49 C=116 L=217 H=4,04 | | | | | 89 470 110 (89 339) | 40 217 960 NEW |
| | T Cyl. | A=111,49 C=116 L=217 H=4,04 | | | | | 89 470 110 (89 339) | 40 217 962 NEW [1] |
| | T Cyl. | A=111,99 C=116 L=217 H=4,04 | | | | | 89 453 110 | 40 217 961 NEW |
| | T Cyl. | A=111,99 C=116 L=217 H=4,04 | | | | | 89 453 110 | 40 217 963 NEW [1] |
| [1] | KH-0,2mm | | | | | | | |

20 **108**

| | | | | | | | | |
|----------------------|---------------------------------------|-----------|--------|----------------------|----------------------|--------|-------------------------|------------------|
| D 0834 Euro 3 | LOH 40 | D (LA) | 4 | 4580 cm ³ | 4V | 132 kW | (160 PS) | 125,00 mm |
| D 0834 Euro 4 | LOH 50, LOH 51, LOH 52, LOH 53 | 04.2006 → | D (LA) | 4 | 4580 cm ³ | 4V | 132-151 kW (160-206 PS) | 17,3:1 125,00 mm |
| D 0834 | LOH 60 | | D (LA) | 4 | 4580 cm ³ | 4V | 132 kW (160 PS) | 125,00 mm |
| D 0834 Euro 5 | LOH 61 | | D (LA) | 4 | 4580 cm ³ | 4V | 132 kW (160 PS) | 125,00 mm |

M

| | | | | | | | | |
|--|---------|--|-------------------|----------|-------------------------------|-------------|-------------------------------|-------------------------------------|
| | 4 | KH 63,9 VT1 -1,70 VT2 -1,70 MT -17,39 MØ 65,13 GL 103 | RTK KKK TPL | 44 88 | 1 T15 3 1 M 2,5 1 DSF 3 | CK G6 CR | 108,00 | 40 217 600 |
| | 108 096 | KH 63,7 VT1 -1,70 VT2 -1,70 MT -17,39 MØ 65,13 GL 102,8 | HKÜ | | | | 108,50 | 40 217 610 |
| | T Cyl. | A=111,49 C=116 L=217 H=4,04 | | | | | 108,00 | 40 217 602 [1] |
| | T Cyl. | A=111,49 C=116 L=217 H=4,04 | | | | | 108,50 | 40 217 612 |
| | T Cyl. | A=111,99 C=116 L=217 H=4,04 | | | | | 89 470 110 (89 339) | 40 217 960 NEW |
| | T Cyl. | A=111,99 C=116 L=217 H=4,04 | | | | | 89 470 110 (89 339) | 40 217 962 NEW [1] |
| | T Cyl. | A=111,99 C=116 L=217 H=4,04 | | | | | 89 453 110 | 40 217 961 NEW |
| | T Cyl. | A=111,99 C=116 L=217 H=4,04 | | | | | 89 453 110 | 40 217 963 NEW [1] |

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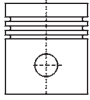
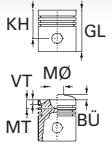

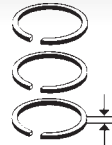
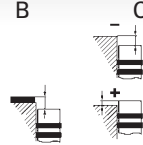
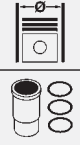
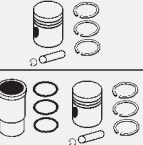
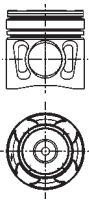
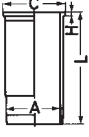
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|-----|---------|--|------------|----------|-------------------------------|-------------|---|---|-------------------------------|----------------------------------|
| | 4 | KH 63,5 VT1 -1,70 VT2 -1,70 MT -17,39 MØ 65,29 GL 102,6 | | 42 86 | 1 T15 3 1 M 2,5 1 DSF 3 | CK G6 CR | | | 108,00 | 97 460 604 [2] NEW |
| | 108 087 | KH 63,9 VT1 -1,70 VT2 -1,70 MT -17,39 MØ 65,29 GL 103 | RTK TPL | | | | | | 108,00 | 97 460 600 NEW |
| | | KH 63,7 VT1 -1,70 VT2 -1,70 MT -17,39 MØ 65,29 GL 102,8 | HKÜ | | | | | | 108,50 | 97 460 610 NEW |
| | T Cyl. | A=111,49 | C=116 | L=217 | H=4,04 | | | | 89 470 110 (89 339) | 97 460 960 NEW |
| | T Cyl. | A=111,49 | C=116 | L=217 | H=4,04 | | | | 89 470 110 (89 339) | 97 460 962 [1] NEW |
| | T Cyl. | A=111,99 | C=116 | L=217 | H=4,04 | | | | 89 453 110 | 97 460 961 NEW |
| | T Cyl. | A=111,99 | C=116 | L=217 | H=4,04 | | | | 89 453 110 | 97 460 963 [1] NEW |
| [1] | | KH-0,2mm | | | | | | | | |
| [2] | | KH-0,4mm | | | | | | | | |

21 **120**

| | | | | | | | | |
|------------------------|--|-----------|----------|-----------------------|----|------------|--------------|-----------|
| D 2066 Euro 3 | LF 01, LF 02, LF 03, LF 04, LF 06, LF 07, LOH 10, LOH 11, LOH 12 | 02.2004 → | D (LA) 6 | 10520 cm ³ | 4V | 228-316 kW | (310-430 PS) | 155,00 mm |
| D 2066 Euro 4 | LF 11, LF 12, LF 13, LF 14, LF 15, LF 16, LF 17, LF 18, LF 19, LF 20, LF 23, LF 24, LF 29, LF 30, LF 31, LF 32, LF 33, LF 34, LF 35, LF 36, LF 37, LF 38, LF 39, LOH 01, LOH 02, LOH 03, LOH 04, LOH 05, LOH 06 | 01.2004 → | D (LA) 6 | 10520 cm ³ | 4V | 228-324 kW | (310-440 PS) | 155,00 mm |
| D 2066 Euro 5 | LF 21, LF 22, LF 25, LF 26, LF 27, LF 28, LF 40, LF 41, LF 42, LF 43, LF 44, LF 45, LF 46, LF 47, LF 48, LF 49, LF 50, LF 51, LF 52, LF 53, LF 57, LF 58 | 10.2007 → | D (LA) 6 | 10520 cm ³ | 4V | 235-324 kW | (320-441 PS) | 155,00 mm |
| D 2066 | LF 59, LF 60, LOH 26, LOH 27, LOH 28, LOH 32, LOH 33, LOH 34, LOH 35, LOH 36, LOH 37, LOH 38, LOH 39, LOH 40 | | D (LA) 6 | 10520 cm ³ | 4V | 235-294 kW | (320-400 PS) | 155,00 mm |
| D 2066 Euro 2/3 | LF 62, LF 63, LF 64, LF 65, LF 69, LF 70, LF 71, LF 72 | | D (LA) 6 | 10520 cm ³ | 4V | 235-324 kW | (320-441 PS) | 155,00 mm |

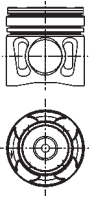
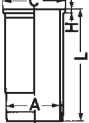
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|--|---------|--|-------------------|----------|-------------------------------|-------------------------|--|--|-------------------|------------------------------|
| | 6 | KH 76,8 VT1 -2,00 VT2 -1,50 MT -20 MØ 70 GL 121,8 | RTK KKK TPL | 52 96 | 1 T15 3,5 1 M 3 1 DSF 4 | CK G6 CR G3 CR G6 | | | 120,00 | 40 162 601 NEW |
| | 120 818 | | | | | | | | | |
| | N Cyl. | A=139,5 | C=150 | L=260 | H=8,07 | 2 FP 139,4 x 4,7 | | | 89 816 110 | 40 162 961 NEW |

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| |  |  | Type |  |  |  |  |  |
|---|---|---|-------------------|---|---|--|---|---|
|  | 6 120 818 | KH 76,8 VT1 -2,00 VT2 -1,50 MT -19,7 MØ 67 GL 121,8 | RTK KKK TPL | 52 96 | 1 T15 3,5 1 M 3 1 DSF 4 | CK G6 CR G3 CR G6 | 120,00 | 40 595 601 <small>NEW</small> |
|  | N Cyl. | A=139,5 C=150 L=260 H=8,07 | | | | 2 FP 139,4 x 4,7 | 89 816 110 | 40 595 961 <small>NEW</small> |

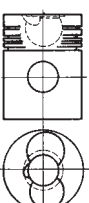
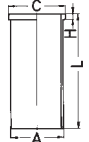
22  **120**

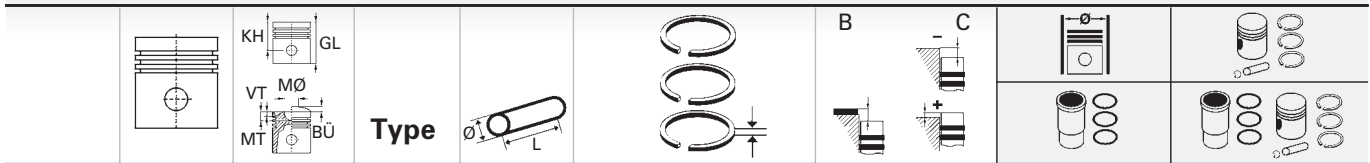
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|----------------------|---|-----------|--------|---|-----------------------|----|-------------------------|--------|-----------|
| D 2066 Euro 4 | LUH 01, LUH 11, LUH 12, LUH 13, LUH 14, LUH 15, LUH 16, LUH 17, LUH 18, LUH 24, LUH 25, LUH 26, LUH 27, LUH 28 | 10.2004 → | D (LA) | 6 | 10520 cm ³ | 4V | 190-316 kW (270-430 PS) | 20,5:1 | 155,00 mm |
| D 2066 Euro 5 | LUH 32, LUH 34, LUH 48 | 09.2009 → | D (LA) | 6 | 10520 cm ³ | 4V | 235-294 kW (320-400 PS) | | 155,00 mm |
| D 2066 EEV | LUH 41, LUH 42, LUH 43, LUH 46, LUH 47 | 09.2007 → | D (LA) | 6 | 10520 cm ³ | 4V | 206-257 kW (280-350 PS) | 20,5:1 | 155,00 mm |
| D 2066 | LUH 50, LUH 51, LUH 52, LUH 53 | | D (LA) | 6 | 10520 cm ³ | 4V | | 20,5:1 | 155,00 mm |

| | | | | | | | | |
|---|--------------|--|-------------------|----------|-------------------------------|-------------------------|-------------------|--------------------------------------|
|  | 6 120 818 | KH 76,8 VT1 -2,00 VT2 -1,50 MT -19,7 MØ 67 GL 121,8 | RTK KKK TPL | 52 96 | 1 T15 3,5 1 M 3 1 DSF 4 | CK G6 CR G3 CR G6 | 120,00 | 40 595 601 <small>NEW</small> |
|  | N Cyl. | A=139,5 C=150 L=260 H=8,07 | | | | 2 FP 139,4 x 4,7 | 89 816 110 | 40 595 961 <small>NEW</small> |

23  **121**

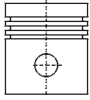
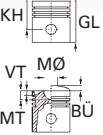

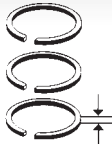
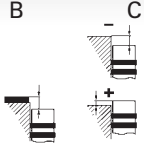

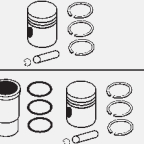
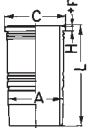
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|---------------|---|----------------|-------|---|-----------------------|----|-------------------------|--|-----------|
| D 2156 | MT 2, MTN 1, MTN 5, MTN 6, MTN 8, MTNS, MTU, MTX | 01.1966 → 1978 | D (A) | 6 | 10344 cm ³ | 2V | 184-210 kW (250-285 PS) | | 150,00 mm |
|---------------|---|----------------|-------|---|-----------------------|----|-------------------------|--|-----------|

| | | | | | | | | | | |
|---|--------------|---|------------|-----------|--|-------------------|--------------|----------------|-------------------------------|-------------------------------|
|  | 6 121 006 | KH 94 VT1 -2,40 MT -48,35 MØ 47,15 GL 162 | LOX RTK | 45 102 | 1 T15 3,5 1 M 3 1 N 3 1 DSF 5,5 | CR G6 CR CR | 0,80 1,10 | +0,05 +0,35 | 121,00 | 92 989 600 (91 618) |
|  | T Cyl. | A=125,99 C=132 L=287 H=8 | | | | | | | 88 853 110 (88 294) | 92 989 960 |
| | T Cyl. | A=126,49 C=132 L=287 H=8 | | | | | | | 88 854 110 | 92 989 961 |
| | T Cyl. | A=126,99 C=132 L=287 H=8 | | | | | | | 88 852 110 | 92 989 962 |

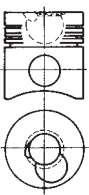
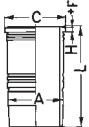


| 24 | | 121 | | | | | | | | | | |
|--------|---------|--|------------|-----------|--|-------------|--------------|----------------|------------------------|------------------------|------------------------|------------|
| D 2156 | | 6 U, HM 2, HM 3, HM 9, HMN 3, HMN 8, HMN 9, HNY, MGN, MNY, MY, MYN | | | | | | | | | | |
| | | 01.1966 → D 6 10344 cm ³ 2V 141-169 kW (192-230 PS) 17:1 150,00 mm | | | | | | | | | | |
| | 6 | KH 94 MT -48,4 MØ 47 GL 162 | LOX RTK | 45 102 | 1 T15 3,5 1 M 3 1 N 3 1 DSF 5,5 | CR G6 CR | 0,70 0,98 | +0,05 +0,35 | 121,00 | 92 986 600 (90 959) | | |
| | 121 006 | | | | | | | | | | | |
| | T Cyl. | A=125,99 | C=132 | L=287 | H=8 | | | | | | 88 853 110 (88 294) | 92 986 960 |
| | T Cyl. | A=126,49 | C=132 | L=287 | H=8 | | | | | | 88 854 110 | 92 986 961 |
| | T Cyl. | A=126,99 | C=132 | L=287 | H=8 | | | | 88 852 110 | 92 986 962 | | |
| 25 | | 121 | | | | | | | | | | |
| D 2156 | | HMYU-036, HMYU-038 | | | | | | | | | | |
| | | 05.1971 → 12.1976 D 6 10344 cm ³ 2V 141 kW (192 PS) 17:1 150,00 mm | | | | | | | | | | |
| | T Cyl. | A=125,99 | C=132 | L=287 | H=8 | | | | 88 853 110 (88 294) | | | |
| | | | | | | | | | | | | |
| 26 | | 123 | | | | | | | | | | |
| D 2356 | | HM 6 DK, HM 6 U, HM 9, HMHU-063, HMN 2, HMN 5, HMN 9, M9 | | | | | | | | | | |
| | | 09.1967 → 1980 D 6 10690 cm ³ 2V 169-173 kW (230-235 PS) 17:1 150,00 mm | | | | | | | | | | |
| | 6 | KH 94 MT -50,5 MØ 48,5 GL 162 | LOX RTK | 45 102 | 1 T15 3,5 1 M 3 1 N 3 1 DSF 5,5 | CR G3 CR | | +0,05 +0,35 | 123,00 | 92 767 600 (91 872) | | |
| | 123 003 | | | | | | | | | | | |
| | T Cyl. | A=125,99 | C=132 | L=287 | H=8,03 | | | | | | 88 871 110 (88 657) | 92 767 960 |
| 27 | | 125 | | | | | | | | | | |
| D 2530 | | ME, MF, MFR, MK, MKF, MR, MXF, MXFR | | | | | | | | | | |
| | | 07.1972 → 01.1986 D 10 15945 cm ³ 2V 156-235 kW (212-320 PS) 17:1 130,00 mm | | | | | | | | | | |
| D 2538 | | M, ME, MF | | | | | | | | | | |
| | | 1972 → 10.1977 D 8 12763 cm ³ 2V 188 kW (256 PS) 17:1 130,00 mm | | | | | | | | | | |
| | 8/10 | KH 92,3 MT -44,9 MØ 47,2 GL 137,3 | RTK | 46 97 | 1 R 3 1 M 3,03 1 DSF 5 | CR G6 CR | 0,85 1,29 | 0,00 +0,32 | 125,00 | 92 656 600 | | |
| | 125 128 | | | | | | | | | | | |

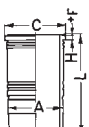
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| |  |  | Type |  |  |  |  |  | |
|---|---|---|-------------|---|---|--|---|---|--|
|  | N Cyl. | A=140 | C=152 | L=253 | H+F=10,05+1 | 2 FP 138 x 2,1 2 FP 140 x 4 (50 006 638) | 89 054 110 | 92 656 960 | |
| | N Cyl. | A=144,5 | C=153,8 | L=253 | H+F=10,05+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 340 110 [1], [2] | 92 656 963 [1] | |
| [1] | Bei Gas-, Marine-, Bahn- und Stationärnwendungen sowie beim Einsatz alternativer Brennstoffe nur mit Sonderdichtringsatz 50 007 891 verwenden. For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891. Pour les applications à gaz, marines, stationnaires, chemins de fer ainsi qu'à l'utilisation de carburants de substitution, n'utiliser que la pochette de joints spéciale 50 007 891. Usar las aplicaciones estacionarias, de gas, marinas y ferrocarriles, lo mismo que los combustibles alternativos sólo con el juego especial de retenes 50 007 891. При газовых, стационарных применениях, применениях для флота и для железной дороги, а также при применении альтернативных видов горючего использовать только с особым набором уплотнительных колец 50 007 891. | | | | | | | | |
| [2] | nur für Einheitsgehäuse/only for standard-housing/seulement adaptable pour carter standard/sólo para cárter standard/только для единого корпуса | | | | | | | | |

28  **125**

| | | | | | | | | | | | |
|---|-----------------------------|---|-------------------|----------|-----------------------------|--|--------------|---------------|-------------------|------|---------------------------------------|
| D 2555 | M, MF, MX, MXF, MXUL | | 1973 → 12.1984 | D | 5 | 9199 cm ³ | 2V | 124-141 kW | (168-192 PS) | 17:1 | 150,00 mm |
| D 2555 | MTE | | 1974 → 09.1976 | D (A) | 5 | 9199 cm ³ | 2V | | | 17:1 | 150,00 mm |
| D 2556 | M, MF, MX, MXF | | 10.1972 → 06.1983 | D | 6 | 11045 cm ³ | 2V | 141-177 kW | (192-241 PS) | 17:1 | 150,00 mm |
|  | 5/6 | KH 92,4 VT1 -0,20 MT -47,1 MØ 49,5 GL 137,4 | FBO LOX RTK | 46 97 | 1 T15 3 1 M 3 1 DSF 5 | CR G3 CR | 0,85 1,29 | 0,00 +0,32 | 125,00 | | 93 076 600 (92 516, 92 893) |
|  | N Cyl. | A=140 | C=152 | L=270 | H+F=10,05+1 | 2 FP 138 x 2,1 2 FP 140 x 4 (50 006 638) | | | 89 056 110 | | 93 076 960 |
| | N Cyl. | A=140 | C=152 | L=270 | H+F=10,55+1 | 2 FP 138 x 2,1 2 FP 140 x 4 (50 006 638) | | | 89 057 110 | | 93 076 961 |

29  **125**

| | | | | | | | | | | | |
|---|---------------------|---------|----------------|-------|-------------|--|----|------------|-------------------------------|------|-----------|
| D 2530 | MTE, MTXF | | 1973 → 12.1982 | D (A) | 10 | 15945 cm ³ | 2V | 223-294 kW | (303-400 PS) | 17:1 | 130,00 mm |
| D 2538 | MT, MTE, MTH | | 1973 → 10.1981 | D (A) | 8 | 12763 cm ³ | 2V | 178-235 kW | (242-320 PS) | 17:1 | 130,00 mm |
|  | N Cyl. | A=140 | C=152 | L=253 | H+F=10,05+1 | 2 FP 138 x 2,1 2 FP 140 x 4 (50 006 638) | | | 89 054 110 | | |
| | N Cyl. | A=144,5 | C=153,8 | L=253 | H+F=10,05+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | | 89 340 110 [1], [2] | | |

[1] nur für Einheitsgehäuse/only for standard-housing/seulement adaptable pour carter standard/sólo para cárter standard/только для единого корпуса

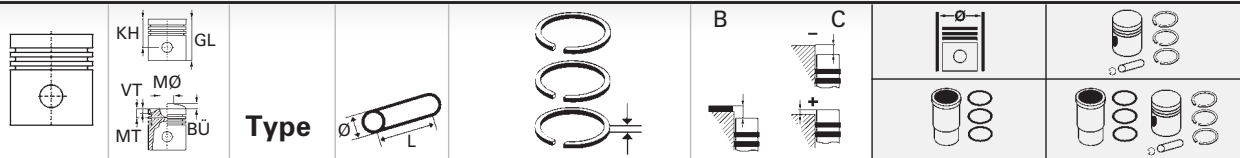
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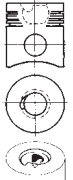

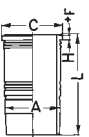
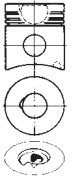

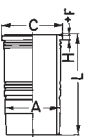
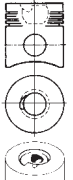

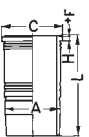
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|-----|---|-------------|--|--|--|--|--|--|--|
| | | Type | | | | | | | |
| [2] | <p>Bei Gas-, Marine-, Bahn- und Stationäranwendungen sowie beim Einsatz alternativer Brennstoffe nur mit Sonderdichtringsatz 50 007 891 verwenden. For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891. Pour les applications à gaz, marines, stationnaires, chemins de fer ainsi qu'à l'utilisation de carburants de substitution, n'utiliser que la pochette de joints spéciale 50 007 891. Usar las aplicaciones estacionarias, de gas, marinas y ferrocarriles, lo mismo que los combustibles alternativos sólo con el juego especial de retenes 50 007 891. При газовых, стационарных применениях, применениях для флота и для железной дороги, а также при применении альтернативных видов горючего использовать только с особым набором уплотнительных колец 50 007 891.</p> | | | | | | | | |

| | | | | | | | | | | | | |
|---------------|---------------------|------------|---------|-------|-----------------------|-------|----------------|--------------|-------------------|-------------------|--|--|
| 30 | | 125 | | | | | | | | | | |
| D 2540 | MLE | 04.1982 → | D (LA) | 10 | 17426 cm ³ | 2V | 330-430 kW | (449-585 PS) | 17:1 | 142,00 mm | | |
| D 2540 | MT, MTE, MTF | 11.1974 → | D (A) | 10 | 17426 cm ³ | 2V | 287-338 kW | (390-460 PS) | 17:1 | 142,00 mm | | |
| D 2542 | MLE | 05.1983 → | D (LA) | 12 | 20910 cm ³ | 2V | 420-515 kW | (571-700 PS) | 17:1 | 142,00 mm | | |
| D 2542 | MTE | 01.1976 → | D (A) | 12 | 20910 cm ³ | 2V | 283-405 kW | (385-550 PS) | 17:1 | 142,00 mm | | |
| D 2548 | MT, MTF | 06.1980 → | D (A) | 8 | 13940 cm ³ | 2V | 265 kW | (360 PS) | 17:1 | 142,00 mm | | |
| | 8/10/12 | KH 81,3 | FBO | 46 | 1 T15 3,5 | CR G3 | 0,85 | 0,00 | 125,00 | 93 185 600 | | |
| | 125 133 | VT1 -1,20 | KKK | 105 | 1 M 3 | | 1,25 | +0,32 | | | | |
| | | VT2 -1,20 | LOX | | 1 N 3 | | | | | | | |
| | | MT -37 | RTK | | 1 DSF 5 | CR | | | | | | |
| | | MØ 49,5 | | | | | | | | | | |
| | | GL 130,3 | | | | | | | | | | |
| | N Cyl. | A=140 | C=152 | L=253 | H+F=10,05+1 | | 2 FP 138 x 2,1 | | 89 054 110 | 93 185 960 | | |
| | | | | | | | 2 FP 140 x 4 | | | | | |
| | | | | | | | (50 006 638) | | | | | |
| | N Cyl. | A=144,5 | C=153,8 | L=253 | H+F=10,05+1 | | 4 FP 138 x 2,1 | | 89 340 110 | 93 185 963 | | |
| | | | | | | | 4 FP 144 x 4 | | [1], [2] | [1] | | |
| | | | | | | | (50 006 657) | | | | | |

| | | | | | | | | | | | | |
|-----|---|--|--|--|--|--|--|--|--|--|--|--|
| [1] | <p>Bei Gas-, Marine-, Bahn- und Stationäranwendungen sowie beim Einsatz alternativer Brennstoffe nur mit Sonderdichtringsatz 50 007 891 verwenden. For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891. Pour les applications à gaz, marines, stationnaires, chemins de fer ainsi qu'à l'utilisation de carburants de substitution, n'utiliser que la pochette de joints spéciale 50 007 891. Usar las aplicaciones estacionarias, de gas, marinas y ferrocarriles, lo mismo que los combustibles alternativos sólo con el juego especial de retenes 50 007 891. При газовых, стационарных применениях, применениях для флота и для железной дороги, а также при применении альтернативных видов горючего использовать только с особым набором уплотнительных колец 50 007 891.</p> | | | | | | | | | | | |
| [2] | <p>nur für Einheitsgehäuse/only for standard-housing/seulement adaptable pour carter standard/ sólo para cárter standard/только для единого корпуса</p> | | | | | | | | | | | |



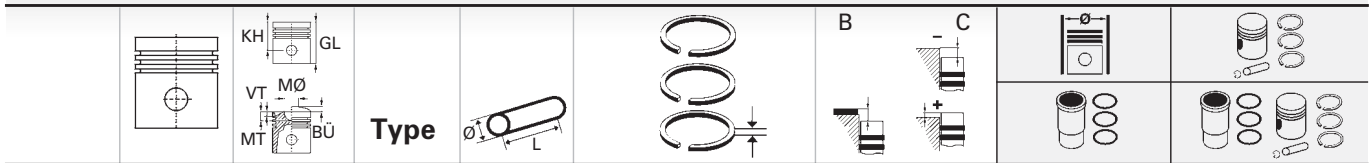
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|---------------|--|--|--|-------------------|---|-----------------------|----------------------|-------------------------|------------------------|-----------|
| 31 |  125 | D 2565 | HM, M, MF, MFR, MH, MR, MUE, MUH, MUL | 06.1975 → 01.1986 | D | 5 | 9510 cm ³ | 2V | 92-141 kW (125-192 PS) | 155,00 mm |
| D 2566 | | HM, M, ME, MF, MFO, MFR, MH, MHO, MUE, MUH, MUL, MUM, MXF | 10.1975 → | D | 6 | 11407 cm ³ | 2V | 125-177 kW (170-241 PS) | 155,00 mm | |

| | | | | | | | | | | |
|--|---------|---|-------------------|-----------|-----------------------------|-----------------|--|---------------|-------------------|-------------------------------|
|   | 5/6 | KH 89,87 MT -43,97 MØ 49,5 GL 141,87 | FBO LOX RTK | 46 105 | 1 T15 3 1 M 3 1 DSF 5 | CR G3 CR | 0,85 1,29 | 0,00 +0,32 | 125,00 | 92 824 600 [1] |
| | 125 099 | | | | | | | | | |
|  | N Cyl. | A=140 | C=152 | L=270 | H+F=10,05+1 | | 2 FP 138 x 2,1 2 FP 140 x 4 (50 006 638) | | 89 056 110 | 92 824 960 |
| | N Cyl. | A=140 | C=152 | L=270 | H+F=10,55+1 | | 2 FP 138 x 2,1 2 FP 140 x 4 (50 006 638) | | 89 057 110 | 92 824 961 |
|   | 5/6 | KH 89,67 MT -43,77 MØ 49,5 GL 141,67 | FBO LOX RTK | 46 105 | 1 T15 3 1 M 3 1 DSF 5 | CR G3 CR | 0,85 1,29 | 0,00 +0,32 | 125,00 | 92 994 600 [1], [2] |
| | 125 099 | | | | | | | | | |
|  | N Cyl. | A=140 | C=152 | L=270 | H+F=10,05+1 | | 2 FP 138 x 2,1 2 FP 140 x 4 (50 006 638) | | 89 056 110 | 92 994 960 |
| | N Cyl. | A=140 | C=152 | L=270 | H+F=10,55+1 | | 2 FP 138 x 2,1 2 FP 140 x 4 (50 006 638) | | 89 057 110 | 92 994 961 |
|   | 5/6 | KH 89,47 MT -43,57 MØ 49,5 GL 141,47 | FBO LOX RTK | 46 105 | 1 T15 3 1 M 3 1 DSF 5 | CR G3 CR | 0,85 1,29 | 0,00 +0,32 | 125,00 | 92 995 600 [1], [3] |
| | 125 099 | | | | | | | | | |
|  | N Cyl. | A=140 | C=152 | L=270 | H+F=10,05+1 | | 2 FP 138 x 2,1 2 FP 140 x 4 (50 006 638) | | 89 056 110 | 92 995 960 |
| | N Cyl. | A=140 | C=152 | L=270 | H+F=10,55+1 | | 2 FP 138 x 2,1 2 FP 140 x 4 (50 006 638) | | 89 057 110 | 92 995 961 |

[1] mit Stufe in der Bodenmulde
with swirl-step in the combustion bowl
con marcha de torbellino en la cámara de combustión
avec une marche de tourbillon dans la chambre de combustion
со ступенькой в донной выемке

[2] KH -0,20 mm

[3] KH -0,40 mm



| | | |
|----------------------|---|--|
| 32 | | 125 |
| D 2565 | MK, MKUL, MT | 10.1976 → D (A) 5 9510 cm ³ 2V 169 kW (230 PS) 17:1 155,00 mm |
| D 2566 | KUL, MKUH, MKUL, MLE, MLUH, MLUM | 10.1976 → D (LA) 6 11407 cm ³ 2V 162-250 kW (220-340 PS) 17:1 155,00 mm |
| D 2566 | MFT, MKE, MT, MTE, MTF, MTFG, MTH, MTHO, MTU, MTUE, MTUM | 1976 → D (A) 6 11407 cm ³ 2V 147-250 kW (200-340 PS) 17:1 155,00 mm |
| D 2566 Euro 0 | MK, MKF, MTUH | 01.1977 → 12.1988 D (LA) 6 11407 cm ³ 2V 206-235 kW (280-320 PS) 17:1 155,00 mm |

| | | | | | | | | | | |
|--|----------------|---|--------------------------|-----------|-------------------------------|--|--------------|---------------|-------------------------------|--------------------------------------|
| | 5/6 125 103 | KH 89,8 VT1 -1,70 MT -43 MØ 52 GL 141,8 | FBO KKK LOX RTK | 46 105 | 1 T15 3,5 1 N 3 1 DSF 5 | CR G3 CR | 0,85 1,29 | 0,00 +0,32 | 125,00 | 93 274 600 (92 894) |
| | N Cyl. | A=140 | C=152 | L=270 | H+F=10,05+1 | 2 FP 138 x 2,1 2 FP 140 x 4 (50 006 638) | | | 89 056 110 | 93 274 960 |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,05+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | | 89 525 110 [1], [2] | 93 274 964 [1] |
| | N Cyl. | A=140 | C=152 | L=270 | H+F=10,55+1 | 2 FP 138 x 2,1 2 FP 140 x 4 (50 006 638) | | | 89 057 110 | 93 274 961 |
| | 5/6 125 103 | KH 89,6 VT1 -1,70 MT -42,8 MØ 52 GL 141,6 | FBO KKK LOX RTK | 46 105 | 1 T15 3,5 1 N 3 1 DSF 5 | CR G3 CR | 0,85 1,29 | 0,00 +0,32 | 125,00 | 93 275 600 [3] (92 996) |
| | N Cyl. | A=140 | C=152 | L=270 | H+F=10,05+1 | 2 FP 138 x 2,1 2 FP 140 x 4 (50 006 638) | | | 89 056 110 | 93 275 960 |
| | N Cyl. | A=140 | C=152 | L=270 | H+F=10,55+1 | 2 FP 138 x 2,1 2 FP 140 x 4 (50 006 638) | | | 89 057 110 | 93 275 961 |
| | 5/6 125 103 | KH 89,4 VT1 -1,70 MT -42,8 MØ 52 GL 141,4 | FBO KKK LOX RTK | 46 105 | 1 T15 3,5 1 N 3 1 DSF 5 | CR G3 CR | 0,85 1,29 | 0,00 +0,32 | 125,00 | 93 329 600 [4] |
| | N Cyl. | A=140 | C=152 | L=270 | H+F=10,05+1 | 2 FP 138 x 2,1 2 FP 140 x 4 (50 006 638) | | | 89 056 110 | 93 329 960 |
| | N Cyl. | A=140 | C=152 | L=270 | H+F=10,55+1 | 2 FP 138 x 2,1 2 FP 140 x 4 (50 006 638) | | | 89 057 110 | 93 329 961 |

Fortsetzung nächste Seite / continued on next page / suite page suivante / continuación página próxima / Продолжение на следующей странице

| | | | | | | | | |
|-----|--|--|--|--|--|--|--|--|
| | | | | | | | | |
| | Type | | | | | | | |
| [1] | <p>Bei Gas-, Marine-, Bahn- und Stationärnwendungen sowie beim Einsatz alternativer Brennstoffe nur mit Sonderdichtringsatz 50 007 891 verwenden. For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891. Pour les applications à gaz, marines, stationnaires, chemins de fer ainsi qu'à l'utilisation de carburants de substitution, n'utiliser que la pochette de joints spéciale 50 007 891. Usar las aplicaciones estacionarias, de gas, marinas y ferrocarriles, lo mismo que los combustibles alternativos sólo con el juego especial de retenes 50 007 891. При газовых, стационарных применениях, применениях для флота и для железной дороги, а также при применении альтернативных видов горючего использовать только с особым набором уплотнительных колец 50 007 891.</p> | | | | | | | |
| [2] | nur für Einheitsgehäuse/only for standard-housing/seulement adaptable pour carter standard/sólo para cárter standard/только для единого корпуса | | | | | | | |
| [3] | KH -0,20 mm | | | | | | | |
| [4] | KH -0,40 mm | | | | | | | |

33 **125**

| | | | | | | | | | | |
|---------------|--------------|-------|-------|-----------------------|-------------|--|-------------------|------|-----------|--|
| D 2565 | (USA) | | | | | | | | | |
| | 10.1976 → | D | 5 | 9510 cm ³ | 2V | 169 kW | (230 PS) | 17:1 | 155,00 mm | |
| D 2566 | (USA) | | | | | | | | | |
| | 10.1976 → | D (A) | 6 | 11407 cm ³ | 2V | 235 kW | (320 PS) | 17:1 | 155,00 mm | |
| | N Cyl. | A=140 | C=152 | L=270 | H+F=10,05+1 | 2 FP 138 x 2,1 2 FP 140 x 4 (50 006 638) | 89 056 110 | | | |
| | N Cyl. | A=140 | C=152 | L=270 | H+F=10,55+1 | 2 FP 138 x 2,1 2 FP 140 x 4 (50 006 638) | 89 057 110 | | | |

34 **125**

| | | | | | | | | | | |
|---------------|---|--|-------------------|-----------------------|-----------------------------|--|-------------------|---------------|-------------------|-------------------------------|
| D 2565 | HM, M, ME, MF, MFR, MH, MR, MUE, MUH, MUL | | | | | | | | | |
| | 09.1981 → | D | 5 | 9510 cm ³ | 2V | 84-141 kW | (114-192 PS) | | 155,00 mm | |
| D 2566 | M, ME, MF, MFO, MFR, MH, MHO, MUE, MUH, MUM, MXF | | | | | | | | | |
| | 09.1981 → | D | 6 | 11407 cm ³ | 2V | 125-177 kW | (170-241 PS) | | 155,00 mm | |
| | 5/6 | KH 89,87 MT -43,97 MØ 49,5 GL 141,87 | FBO LOX RTK | 46 105 | 1 T15 3 1 M 3 1 DSF 5 | CR G3 CR | 0,85 1,29 | 0,00 +0,32 | 125,00 | 93 552 600 [1] |
| | N Cyl. | A=140 | C=152 | L=270 | H+F=10,05+1 | 2 FP 138 x 2,1 2 FP 140 x 4 (50 006 638) | 89 056 110 | | 93 552 960 | |
| | N Cyl. | A=140 | C=152 | L=270 | H+F=10,55+1 | 2 FP 138 x 2,1 2 FP 140 x 4 (50 006 638) | 89 057 110 | | 93 552 961 | |
| | 5/6 | KH 89,47 VT1 -1,70 MT -43,57 MØ 49,5 GL 141,47 | FBO LOX RTK | 46 105 | 1 T15 3 1 M 3 1 DSF 5 | CR G3 CR | 0,85 1,29 | 0,00 +0,32 | 125,00 | 93 554 600 [2], [3] |

Fortsetzung nächste Seite / continued on next page / suite page suivante / continuación página próxima / Продолжение на следующей странице



| | | | | | | | | | |
|-----|---|-------------|-------|-------|-------------|--|-------------------|-------------------|--|
| | | Type | | | | | | | |
| | N Cyl. | A=140 | C=152 | L=270 | H+F=10,05+1 | 2 FP 138 x 2,1 2 FP 140 x 4 (50 006 638) | 89 056 110 | 93 554 960 | |
| [1] | nicht austauschbar gegen/not exchangeable against/n'est pas interchangeable avec le/no se puede cambiar contra el/не взаимозаменяемо с 92 824 600 | | | | | | | | |
| [2] | nicht austauschbar gegen/not exchangeable against/n'est pas interchangeable avec le/no se puede cambiar contra el/не взаимозаменяемо с 92 995 600 | | | | | | | | |
| [3] | KH -0,40 mm | | | | | | | | |

35**125****D 2566****BUH**

D

6

11407 cm³ 2V

147 kW

(200 PS) 17:1

155,00 mm

D 2566 Euro 0**UH**

06.1983 → 04.1994

D

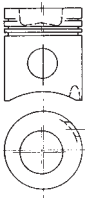
6

11407 cm³ 2V

147-150 kW

(200-210 PS) 17:1

155,00 mm



6

125 110

KH 89,87
MT -31,07
MØ 67,1
GL 141,87

FBO

RTK

46

105

1 T15 3,5
1 M 3
1 DSF 5

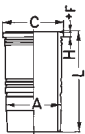
CR G3

0,85

0,00

1,25

+0,32

125,00**93 776 600**N Cyl.
 A=140 | C=152 | L=270 | H+F=10,05+1 | 2 FP 138 x 2,1 2 FP 140 x 4 (50 006 638) | **89 056 110** | **93 776 960** |**36****126****D 2676 Euro 4****LF 01, LF 02, LF 03, LF 04, LF 05, LOH 01, LOH 02, LOH 03**

08.1995 →

D (LA)

6

12419 cm³ 4V

338-353 kW

(460-480 PS) 19:1

166,00 mm

D 2676 Euro 5**LF 06, LF 07, LF 08, LF 10, LF 11, LF 12, LF 13, LF 14, LF 15, LF 16, LF 17, LF 18, LF 19, LF 20, LF 21, LF 22, LF 25, LF 26, LF 27, LF 28, LF 31, LF 32, LF 33**

01.2006 →

D (LA)

6

12419 cm³ 4V

324-397 kW

(440-540 PS) 19:1

166,00 mm

D 2676 Euro 3**LOH 10**

D (LA)

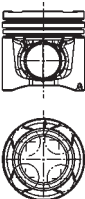
6

12419 cm³ 4V

338 kW

(460 PS) 19:1

166,00 mm



6

126 009

KH 76,3
VT1 -2,00
MT -19,95
MØ 95
GL 121,8

RTK

KKK

52

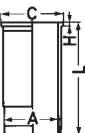
103

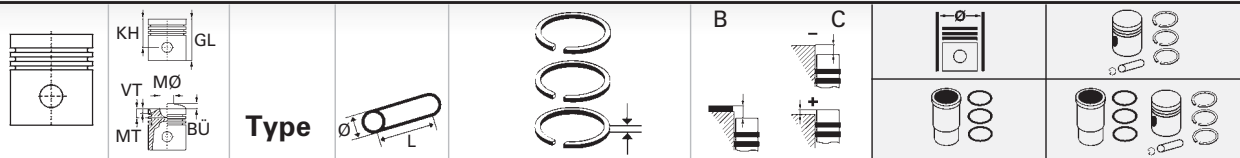
1 T15 4
1 M 3
1 DSF 4

CK G6

CR G3

CR

126,00**40 528 600**N Cyl.
 A=139,5 | C=150 | L=257,5 | H=8,07 | 2 FP 139,4 x 4,7 | **89 856 110** | **40 528 960** |

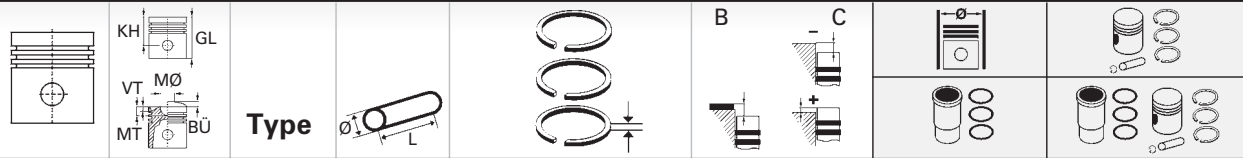


| | | |
|----------------------|--|---|
| 37 | | 128 |
| E 2866 Euro 2 | DF 01, DOH 01 | |
| | 01.1994 → | G 6 11967 cm ³ 2V 170-177 kW (231-241 PS) 155,00 mm |
| E 2866 KAT | DUH, DUH 01, DUH 02, DUH 03, DUH 04 | |
| | 01.1992 → | G 6 11967 cm ³ 2V 170-180 kW (231-245 PS) 11:1 155,00 mm |

| | | | | | | | | |
|----------|---------|------------------------------------|------------|-------------|--|--|-------------------|-------------------|
| | 6 | KH 86 MT -20 MØ 96 GL 138 | FBO RTK | 46 105 | 1 R 3,5 CR G6 1 NM 3 1 DSF 5 CR | 0,00 0,00 | 128,00 | 94 941 600 |
| | 128 046 | | | | | | | |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,07+1 | 4 XM 138 x 2,1 4 XM 144 x 4 (50 007 891) | 89 186 120 | 94 941 960 |
| | N Cyl. | A=145 | C=154,3 | L=270 | H+F=10,07+1 | 4 XM 138 x 2,1 4 XM 144 x 4 (50 007 891) | 89 534 120 | 94 941 964 |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,27+1 | 4 XM 138 x 2,1 4 XM 144 x 4 (50 007 891) | 89 518 120 | 94 941 963 |
| N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,57+1 | 4 XM 138 x 2,1 4 XM 144 x 4 (50 007 891) | 89 324 120 | 94 941 961 | |

| | | | | | | | | |
|----------------------|-----------------------|--|---------|-------|-------------|--|-------------------|--|
| 38 | | 128 | | | | | | |
| E 2866 Euro 3 | LUH 01, LUH 02 | | | | | | | |
| | 08.1996 → | G (LA) 6 11967 cm ³ 2V 228 kW (310 PS) 16:1 155,00 mm | | | | | | |
| E 2876 KAT | E 302 | G 6 12816 cm ³ 2V 130-140 kW (177-190 PS) 166,00 mm | | | | | | |
| E 2876 | E 312 | G 6 12816 cm ³ 2V 170 kW (231 PS) 166,00 mm | | | | | | |
| E 2876 | LE 202 | G (LA) 6 12816 cm ³ 2V 220 kW (299 PS) 14:1 166,00 mm | | | | | | |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,07+1 | 4 XM 138 x 2,1 4 XM 144 x 4 (50 007 891) | 89 186 120 | |

| | | | | | | | | |
|---------------|-----------------------|---|---------|-------|-------------|--|-------------------|--|
| 39 | | 128 | | | | | | |
| E 2842 | DE, DN, E, E | | | | | | | |
| | | G 12 21930 cm ³ 2V 143 kW (194 PS) 12,5:1 142,00 mm | | | | | | |
| E 2842 | LE, LE, LE 312 | | | | | | | |
| | | G (LA) 12 21930 cm ³ 2V 360-400 kW (489-544 PS) 12,0:1 142,00 mm | | | | | | |
| | N Cyl. | A=144,5 | C=153,8 | L=253 | H+F=10,05+1 | 4 XM 138 x 2,1 4 XM 144 x 4 (50 007 891) | 89 092 120 | |



| | | |
|---------------|-------------------------------|--|
| 40 | | 128 |
| E 2842 | E 312 | |
| | G | 12 21930 cm ³ 2V 250 kW (340 PS) 11,0:1 142,00 mm |
| E 2842 | LE 302, LE 312, LE 322 | |
| | G (LA) | 12 21930 cm ³ 2V 360-400 kW (489-544 PS) 11,0:1 142,00 mm |

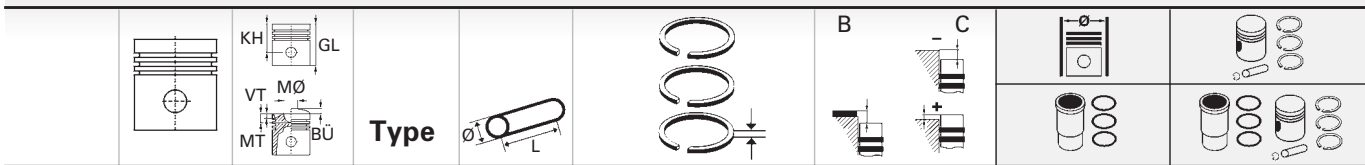
| | | | | | | | | | |
|--|--------|--|---------|-----------|-------------------------------|--|--|-------------------|-------------------|
| | 12 | KH 80,7 MT -28,2 MØ 94 GL 129,7 | RTK | 46 105 | 1 T15 3,5 1 M 3 1 DSF 5 | CR G6 CR | | 128,00 | 40 208 600 |
| | N Cyl. | A=144,5 | C=153,8 | L=253 | H+F=10,05+1 | 4 XM 138 x 2,1 4 XM 144 x 4 (50 007 891) | | 89 092 120 | 40 208 960 |

| | | |
|---------------|--------------------|--|
| 41 | | 128 |
| E 2842 | E 312, E302 | |
| | G | 12 21930 cm ³ 2V 222-250 kW (302-340 PS) 10,0:1 142,00 mm |

| | | | | | | | | | |
|--|--------|--------------------------------------|------------|-----------|-------------------------------|--|--------------|-------------------|-------------------|
| | 12 | KH 80,7 MT -29 MØ 96 GL 130 | FBO RTK | 46 105 | 1 T15 3,5 1 M 3 1 DSF 5 | CR G6 CR | 0,00 0,00 | 128,00 | 94 942 600 |
| | N Cyl. | A=144,5 | C=153,8 | L=253 | H+F=10,05+1 | 4 XM 138 x 2,1 4 XM 144 x 4 (50 007 891) | | 89 092 120 | 94 942 960 |

| | | |
|---------------|--------------------|--|
| 42 | | 128 |
| E 2842 | E 312, E302 | |
| | G | 12 21930 cm ³ 2V 222-250 kW (302-340 PS) 12,5:1 142,00 mm |

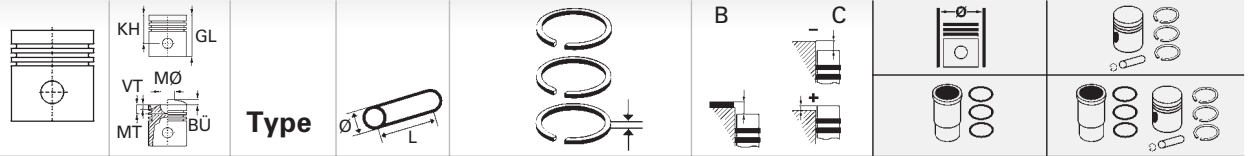
| | | | | | | | | | |
|--|--------|--------------------------------------|------------|-----------|-------------------------------|--|--------------|-------------------|-------------------|
| | 12 | KH 80,7 MT -22 MØ 96 GL 130 | FBO RTK | 46 105 | 1 T15 3,5 1 M 3 1 DSF 5 | CR G6 CR | 0,00 0,00 | 128,00 | 94 943 600 |
| | N Cyl. | A=144,5 | C=153,8 | L=253 | H+F=10,05+1 | 4 XM 138 x 2,1 4 XM 144 x 4 (50 007 891) | | 89 092 120 | 94 943 960 |



| | | | | | | | | |
|---------------|--|--|-----------|--|-------------|--|-------------------|-------------------|
| 43 | | 128 | | | | | | |
| E 2866 | E | G | | | | | | |
| | | 6 11967 cm³ 2V 114 kW (155 PS) 12,5:1 155,00 mm | | | | | | |
| | 6 128 046 KH 89,2 MT -23 MØ 99 GL 141,2 | RTK FBO | 46 105 | 1 T15 3,5 CR G6 1 M 3 1 DSF 5 CR | | 128,00 | 99 548 600 | |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,07+1 | 4 XM 138 x 2,1 4 XM 144 x 4 (50 007 891) | 89 186 120 | 99 548 960 |

| | | | | | | | | |
|-------------------|---|--|-----------|--|-------------|--|-------------------|-------------------|
| 44 | | 128 | | | | | | |
| E 2876 KAT | LE 302 | G (LA) | | | | | | |
| | | 6 12816 cm³ 2V 210 kW (286 PS) 11:1 166,00 mm | | | | | | |
| | 6 128 050 KH 78,65 MT -25,3 MØ 105,8 GL 133,65 | RTK TPL | 50 107 | 1 T15 3,5 CR G6 1 M 3 1 DSF 5 CR | | 128,00 | 40 207 600 | |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,07+1 | 4 XM 138 x 2,1 4 XM 144 x 4 (50 007 891) | 89 186 120 | 40 207 960 |
| | N Cyl. | A=145 | C=154,3 | L=270 | H+F=10,07+1 | 4 XM 138 x 2,1 4 XM 144 x 4 (50 007 891) | 89 534 120 | 40 207 964 |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,27+1 | 4 XM 138 x 2,1 4 XM 144 x 4 (50 007 891) | 89 518 120 | 40 207 963 |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,57+1 | 4 XM 138 x 2,1 4 XM 144 x 4 (50 007 891) | 89 324 120 | 40 207 961 |

| | | | | | | | | |
|-------------------|---------------|--|---------|-------|-------------|--|-------------------|--|
| 45 | | 128 | | | | | | |
| E 2876 KAT | TE 302 | G (A) | | | | | | |
| | | 6 12816 cm³ 2V 130 kW (177 PS) 12:1 166,00 mm | | | | | | |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,07+1 | 4 XM 138 x 2,1 4 XM 144 x 4 (50 007 891) | 89 186 120 | |
| | N Cyl. | A=145 | C=154,3 | L=270 | H+F=10,07+1 | 4 XM 138 x 2,1 4 XM 144 x 4 (50 007 891) | 89 534 120 | |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,27+1 | 4 XM 138 x 2,1 4 XM 144 x 4 (50 007 891) | 89 518 120 | |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,57+1 | 4 XM 138 x 2,1 4 XM 144 x 4 (50 007 891) | 89 324 120 | |



| | | | | | | | | | | | | |
|-------------------|--|-----------------------|----|---|-----------------------|----|------------|--------------|-------|-----------|--|--|
| 46 | | 128 | | | | | | | | | | |
| G 2866 | | DUH | GF | 6 | 11967 cm ³ | 2V | 122-344 kW | (166-468 PS) | 9,5:1 | 155,00 mm | | |
| G 2876 KAT | | DUH 01, DUH 02 | GF | 6 | 12816 cm ³ | 2V | 200 kW | (272 PS) | 10:1 | 166,00 mm | | |

| | | | | | | | | |
|--|--------|---------|---------|-------|-------------|--|-------------------|--|
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,07+1 | 4 XM 138 x 2,1 4 XM 144 x 4 (50 007 891) | 89 186 120 | |
| | N Cyl. | A=145 | C=154,3 | L=270 | H+F=10,07+1 | 4 XM 138 x 2,1 4 XM 144 x 4 (50 007 891) | 89 534 120 | |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,27+1 | 4 XM 138 x 2,1 4 XM 144 x 4 (50 007 891) | 89 518 120 | |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,57+1 | 4 XM 138 x 2,1 4 XM 144 x 4 (50 007 891) | 89 324 120 | |

| | | | | | | | | | | | | |
|---------------|--|------------|-------------|---|---|----------------------|----|--------|----------|------|-----------|--|
| 47 | | 128 | | | | | | | | | | |
| D 2855 | | BXU | 1970 → 1974 | D | 5 | 9652 cm ³ | 2V | 136 kW | (185 PS) | 17:1 | 150,00 mm | |

| | | | | | | | | |
|--|--------|---------|---------|-------|-------------|--|-------------------|--|
| | N Cyl. | A=144,5 | C=153,8 | L=253 | H+F=10,05+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 092 110 | |
| | | | | | | | [1] | |

[1] Bei Gas-, Marine-, Bahn- und Stationäranwendungen sowie beim Einsatz alternativer Brennstoffe nur mit Sonderdichtringsatz 50 007 891 verwenden.
 For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
 Pour les applications à gaz, marines, stationnaires, chemins de fer ainsi qu'à l'utilisation de carburants de substitution, n'utiliser que la pochette de joints spéciale 50 007 891.
 Usar las aplicaciones estacionarias, de gas, marinas y ferrocarriles, lo mismo que los combustibles alternativos sólo con el juego especial de retenes 50 007 891.
 При газовых, стационарных применениях, применениях для флота и для железной дороги, а также при применении альтернативных видов горючего использовать только с особым набором уплотнительных колец 50 007 891.

| | | | | | | | | | | | | |
|----------------------|--|---|-------------------|---|---|-----------------------|----|------------|--------------|-----------|-----------|--|
| 48 | | 128 | | | | | | | | | | |
| D 2866 | | E 20, FOH, FR, OCH, OH, U, UE, UH 01, UH/205, UM | 01.1979 → | D | 6 | 11967 cm ³ | 2V | 138-265 kW | (188-360 PS) | 155,00 mm | | |
| D 2866 Euro 0 | | F, UH | 01.1980 → 04.1994 | D | 6 | 11967 cm ³ | 2V | 180-185 kW | (245-252 PS) | 17,5:1 | 155,00 mm | |

| | | | | | | | | | |
|--|---------|-----------|-----|-----|-----------|-------|-------|---------------|----------------------|
| | 6 | KH 89,87 | FBO | 46 | 1 T15 3,5 | CR G6 | 0,00 | 128,00 | 90 341 600 |
| | 128 046 | MT -31,07 | RTK | 105 | 1 M 3 | | +0,20 | | [1], [2] (93 780) |
| | | MØ 67 | | | 1 DSF 5 | CR | | | |
| | | GL 141,87 | | | | | | | |

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| | | | Type | | | B | C | | | |
|-----|--|---|------------|-----------|-------------------------------|--|---------------|--|--------------------------|--------------------------------------|
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | | 89 186 110 [3] | 90 341 960 [3] |
| | N Cyl. | A=145 | C=154,3 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | | 89 534 110 [3] | 90 341 964 [3] |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,27+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | | 89 518 110 [3] | 90 341 963 [3] |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,57+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | | 89 324 110 [3] | 90 341 961 [3] |
| | 6 128 046 | KH 89,67 MT -31,07 MØ 67 GL 141,67 | RTK FBO | 46 105 | 1 T15 3,5 1 M 3 1 DSF 5 | CR G6 | 0,00 +0,20 | | 128,00 | 90 342 600 [4] (93 781) |
| [1] | nur satzweise austauschbar exchangeable only in sets remplacement seulement sous forme de jeu sólo se puede cambiar el juego completo заменяемо только комплектами | | | | | | | | | |
| [2] | mit Spritzölkühlung with splash oil-cooling avec refroidissement par gicleur d'huile con refrigeración por aceite inyectada с охлаждением разбрызгиваемым маслом | | | | | | | | | |
| [3] | Bei Gas-, Marine-, Bahn- und Stationäranwendungen sowie beim Einsatz alternativer Brennstoffe nur mit Sonderdichtringsatz 50 007 891 verwenden. For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891. Pour les applications à gaz, marines, stationnaires, chemins de fer ainsi qu'à l'utilisation de carburants de substitution, n'utiliser que la pochette de joints spéciale 50 007 891. Usar las aplicaciones estacionarias, de gas, marinas y ferrocarriles, lo mismo que los combustibles alternativos sólo con el juego especial de retenes 50 007 891. При газовых, стационарных применениях, применениях для флота и для железной дороги, а также при применении альтернативных видов горючего использовать только с особым набором уплотнительных колец 50 007 891. | | | | | | | | | |
| [4] | KH -0,20 mm | | | | | | | | | |

49 **128**

| | | | | | | | | | | |
|---------------|-------------------------------|-------|----|-----------------------|----|------------|--------------|--------|-----------|--|
| D 2840 | F, ME, MF, MFG, MH, OH | | | | | | | | | |
| | 06.1980 → | D | 10 | 18273 cm ³ | 2V | 244-268 kW | (332-365 PS) | 17,5:1 | 142,00 mm | |
| D 2842 | E, M, ME | | | | | | | | | |
| | 06.1980 → | D | 12 | 21930 cm ³ | 2V | 300-338 kW | (408-460 PS) | | 142,00 mm | |
| D 2848 | H, M, MH, OH | | | | | | | | | |
| | 06.1980 → | D | 8 | 14618 cm ³ | 2V | 206 kW | (280 PS) | 17:1 | 142,00 mm | |
| D 2848 | TF | | | | | | | | | |
| | 11.1983 → | D (A) | 8 | 14618 cm ³ | 2V | 245 kW | (334 PS) | 15,5:1 | 142,00 mm | |

| | | | | | | | | | | |
|--|--------|---------|---------|-------|-------------|--|--|--|--------------------------|--|
| | N Cyl. | A=144,5 | C=153,8 | L=253 | H+F=10,05+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | | 89 092 110 [1] | |
| | N Cyl. | A=145 | C=154,3 | L=253 | H+F=10,05+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | | 89 093 110 | |

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| | | | | | | | | | |
|-----|---|-------------|--|--|--|--|--|--|--|
| | | | | | | | | | |
| | | Type | | | | | | | |
| [1] | <p>Bei Gas-, Marine-, Bahn- und Stationäranwendungen sowie beim Einsatz alternativer Brennstoffe nur mit Sonderdichtringsatz 50 007 891 verwenden. For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891. Pour les applications à gaz, marines, stationnaires, chemins de fer ainsi qu'à l'utilisation de carburants de substitution, n'utiliser que la pochette de joints spéciale 50 007 891. Usar las aplicaciones estacionarias, de gas, marinas y ferrocarriles, lo mismo que los combustibles alternativos sólo con el juego especial de retenes 50 007 891. При газовых, стационарных применениях, применениях для флота и для железной дороги, а также при применении альтернативных видов горючего использовать только с особым набором уплотнительных колец 50 007 891.</p> | | | | | | | | |

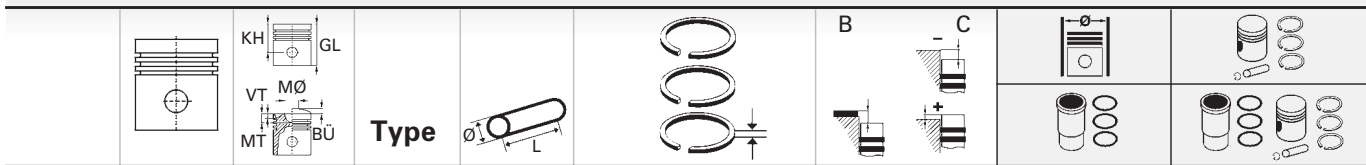
50**128**

| | | | | | | | | | | |
|----------------------|--------------------------|---|------|----|-----------------------|----|------------|---------------|--------|-----------|
| D 2840 | LET | | | | | | | | | |
| | 1991 → | D | (LA) | 10 | 18273 cm ³ | 2V | 346-460 kW | (470-626 PS) | 15,9:1 | 142,00 mm |
| D 2840 | T | | | | | | | | | |
| | 03.1985 → | D | (A) | 10 | 18273 cm ³ | 2V | 294 kW | (400 PS) | 15,5:1 | 142,00 mm |
| D 2842 | LE, LE 21, LF 720 | | | | | | | | | |
| | 06.1987 → | D | (LA) | 12 | 21930 cm ³ | 2V | 449-735 kW | (610-1000 PS) | 15,5:1 | 142,00 mm |
| D 2842 Euro 0 | LXF | | | | | | | | | |
| | 01.1990 → | D | (LA) | 12 | 21930 cm ³ | 2V | 735 kW | (1000 PS) | | 142,00 mm |
| D 2842 | MLE | | | | | | | | | |
| | 01.1983 → | D | | 12 | 21930 cm ³ | 2V | 300-338 kW | (408-460 PS) | | 142,00 mm |
| D 2842 | T, TE 60 | | | | | | | | | |
| | 04.1989 → | D | (A) | 12 | 21930 cm ³ | 2V | 361-398 kW | (491-541 PS) | 15,5:1 | 142,00 mm |
| D 2848 | LE, LE/T | | | | | | | | | |
| | 1986 → | D | (LA) | 8 | 14618 cm ³ | 2V | 265-375 kW | (360-510 PS) | | 142,00 mm |
| D 2848 | T | | | | | | | | | |
| | 1985 → | D | (A) | 8 | 14618 cm ³ | 2V | 245 kW | (334 PS) | 15,5:1 | 142,00 mm |

| | | | | | | | | | |
|--|---------|---|---------|-----------|-------------------------------|--|--|--------------------------|--------------------------|
| | 8/10/12 | KH 81,3 VT1 -1,10 MT -30 MØ 67,5 GL 130,3 | RTK | 46 105 | 1 T15 3,5 1 M 3 1 DSF 5 | CR G6 CR | | 128,00 | 92 052 700 |
| | 128 056 | | | | | | | | |
| | N Cyl. | A=144,5 | C=153,8 | L=253 | H+F=10,05+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | 89 092 110 [1] | 92 052 970 [1] |
| | N Cyl. | A=145 | C=154,3 | L=253 | H+F=10,05+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | 89 093 110 | |

[1]

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 Usar las aplicaciones estacionarias, de gas, marinas y ferrocarriles, lo mismo que los combustibles alternativos sólo con el juego especial de retenes 50 007 891.
 При газовых, стационарных применениях, применениях для флота и для железной дороги, а также при применении альтернативных видов горючего использовать только с особым набором уплотнительных колец 50 007 891.



| | | | | | | | | |
|----------------------|---|------------|-------------|----------|-----------------------|----|------------------------------|-----------|
| 51 | | 128 | Type | | | | | |
| D 2865 Euro 0 | LF, LF 02, LF 03, LF 04, LU 01, LU 02, LU 03 | | 01.1988 → | D (LA) 5 | 9972 cm ³ | 2V | 198-235 kW (269-320 PS) | 155,00 mm |
| D 2865 Euro 1 | LF 05, LF 06, LF 10, LF 14, LOH 01, LOH 02, LU 04, LU 06, LUH 02, LUH 03, LUH 05, LUH 06, LUH 08, LXF, LXFR | | 02.1990 → | D (LA) 5 | 9972 cm ³ | 2V | 191-250 kW (260-340 PS) | 155,00 mm |
| D 2865 | LF 15, LOH | | 1987 → | D (LA) 5 | 9972 cm ³ | 2V | 221-235 kW (300-320 PS) 16:1 | 155,00 mm |
| D 2866 | KF 09, LH 02, LX, LXE 30 | | 01.1983 → | D (LA) 6 | 11967 cm ³ | 2V | 198-344 kW (269-468 PS) | 155,00 mm |
| D 2866 Euro 0 | LF 02, LF 03, LF 04, LF 06, LF 07, LOH, LOH 02, LU 01, LXOH, LXU, LXUH | | 09.1983 → | D (LA) 6 | 11967 cm ³ | 2V | 213-309 kW (290-420 PS) | 155,00 mm |
| D 2866 Euro 1 | LF 05, LF 09, LF 10, LF 15, LOH 03, LOH 06, LOH 07, LOH 09, LOH 20, LOH 21, LOH 22, LOH 24, LU 03, LU 04, LU 05, LU 09 | | 02.1990 → | D (LA) 6 | 11967 cm ³ | 2V | 230-310 kW (313-420 PS) | 155,00 mm |

| | | | | | | | | | |
|--|---------|---|------------|-----------|-------------------------------|--|----------------|--------------------------|--|
| | 5/6 | KH 89,75 VT1 -2,10 MT -24,4 MØ 75,1 GL 141,75 | FBO RTK | 46 105 | 1 T15 3,5 1 M 3 1 DSF 5 | CR G6 CR | +0,01 +0,38 | 128,00 | 90 583 600 (90 300, 90 302, 90 303, 90 333) |
| | 128 047 | | | | | | | | |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | 89 186 110 [1] | 90 583 960 [1] |
| | N Cyl. | A=145 | C=154,3 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | 89 534 110 [1] | 90 583 964 [1] |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,27+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | 89 518 110 [1] | 90 583 963 [1] |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,57+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | 89 324 110 [1] | 90 583 961 [1] |
| | 5/6 | KH 89,55 VT1 -2,10 MT -24,4 MØ 75,1 GL 141,55 | FBO RTK | 46 105 | 1 T15 3,5 1 M 3 1 DSF 5 | CR G6 CR | +0,01 +0,38 | 128,00 | 90 584 600 [2] (90 302) |
| | 128 047 | | | | | | | | |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | 89 186 110 [1] | 90 584 960 [1] |
| | N Cyl. | A=145 | C=154,3 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | 89 534 110 [1] | 90 584 964 [1] |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,27+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | 89 518 110 [1] | 90 584 963 [1] |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,57+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | 89 324 110 [1] | 90 584 961 [1] |

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| | | | Type | | | B | C | | |
|-----|--|---|------------|-----------|-------------------------------|--|----------------|--------------------------|--------------------------------------|
| | 5/6 128 047 | KH 89,35 VT1 -2,10 MT -24,4 MØ 75,1 GL 141,35 | FBO RTK | 46 105 | 1 T15 3,5 1 M 3 1 DSF 5 | CR G6 | +0,01 +0,38 | 128,00 | 90 585 600 [3] (90 303) |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | 89 186 110 [1] | 90 585 960 [1] |
| | N Cyl. | A=145 | C=154,3 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | 89 534 110 [1] | 90 585 964 [1] |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,27+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | 89 518 110 [1] | 90 585 963 [1] |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,57+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | 89 324 110 [1] | 90 585 961 [1] |
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| [2] | KH -0,20 mm | | | | | | | | |
| [3] | KH -0,40 mm | | | | | | | | |

52

128

| | | | | | | | | | |
|----------------------|--|--------|---|-----------------------|----|------------|--------------|------|-----------|
| D 2865 Euro 2 | LF 13 08.1995 → | D (LA) | 5 | 9972 cm ³ | 2V | 191 kW | (260 PS) | 17:1 | 155,00 mm |
| D 2865 | LFR 05, LFR 06, LFR 10, LFR 14, LFR 15 12.1989 → | D (LA) | 5 | 9972 cm ³ | 2V | 191 kW | (260 PS) | | 155,00 mm |
| D 2866 | FZ, LULK 01.1985 → | D (LA) | 6 | 11967 cm ³ | 2V | 213-243 kW | (290-330 PS) | 15:1 | 155,00 mm |
| D 2866 Euro 0 | KF, KF 01, KFZ, KOH, KU, KUH, KUL, LF, LFZ/290, LFZ/330, LH 01, LU, LUH, LUL/290, LUL/330, LXF, LXF/339, TUH 01, TUH/001 04.1983 → | D (LA) | 6 | 11967 cm ³ | 2V | 213-274 kW | (290-373 PS) | | 155,00 mm |
| D 2866 Euro 3 | LF 33 04.2000 → | D (LA) | 6 | 11967 cm ³ | 4V | 268-301 kW | (360-410 PS) | | 155,00 mm |
| D 2866 | T, TU 01.1987 → 03.1993 | D (A) | 6 | 11967 cm ³ | 2V | 190-250 kW | (258-340 PS) | | 155,00 mm |
| D 2866 Euro 0 | TOCH, TOH, TUH 11.1984 → | D (A) | 6 | 11967 cm ³ | 2V | 213-229 kW | (290-311 PS) | | 155,00 mm |

| | | | | | | | | | |
|--|----------------|---|------------|-----------|-------------------------------|-------------|---------------|---------------|-------------------------------|
| | 5/6 128 046 | KH 89,8 VT1 -2,30 MT -32,2 MØ 70 GL 141,8 | FBO RTK | 46 105 | 1 T15 3,5 1 M 3 1 DSF 5 | CR G6 CR | 0,00 +0,33 | 128,00 | 90 334 600 (93 652) |
|--|----------------|---|------------|-----------|-------------------------------|-------------|---------------|---------------|-------------------------------|

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| | | | Type | | | | | |
|--|----------------|---|------------|-----------|--|--|--------------------------|--------------------------------------|
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 186 110 [1] | 90 334 960 [1] |
| | N Cyl. | A=145 | C=154,3 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 534 110 [1] | 90 334 964 [1] |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,27+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 518 110 [1] | 90 334 963 [1] |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,57+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 324 110 [1] | 90 334 961 [1] |
| | 5/6 128 046 | KH 89,6 VT1 -2,30 MT -32,2 MØ 70 GL 141,6 | FBO RTK | 46 105 | 1 T15 3,5 CR G6 1 M 3 1 DSF 5 CR | 0,00 +0,33 | 128,00 | 90 336 600 [2] (93 688) |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 186 110 [1] | 90 336 960 [1] |
| | N Cyl. | A=145 | C=154,3 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 534 110 [1] | 90 336 964 [1] |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,27+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 518 110 [1] | 90 336 963 [1] |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,57+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 324 110 [1] | 90 336 961 [1] |
| | 5/6 128 046 | KH 89,4 VT1 -2,30 MT -32,2 MØ 70 GL 141,4 | FBO RTK | 46 105 | 1 T15 3,5 CR G6 1 M 3 1 DSF 5 CR | 0,00 +0,33 | 128,00 | 90 337 600 [3] (93 689) |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 186 110 [1] | 90 337 960 [1] |
| | N Cyl. | A=145 | C=154,3 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 534 110 [1] | 90 337 964 [1] |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,27+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 518 110 [1] | 90 337 963 [1] |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,57+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 324 110 [1] | 90 337 961 [1] |

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| | | KH VT MT | GL MØ BU | Type | | | B | C | | |
|-----|--|---|----------------|------------|-------------|--|-------|---------------|--------------------------|--------------------------|
| | 5/6 128 046 | KH 89,2 VT1 -2,30 MT -32,2 MØ 70 GL 141,4 | | FBO RTK | 46 105 | 1 T15 3,5 1 M 3 1 DSF 5 | CR G6 | 0,00 +0,33 | 128,00 | 90 482 600 [4] |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | | 89 186 110 [1] | 90 482 960 [1] |
| | N Cyl. | A=145 | C=154,3 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | | 89 534 110 [1] | 90 482 964 [1] |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,27+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | | 89 518 110 [1] | 90 482 963 [1] |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,57+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | | 89 324 110 [1] | 90 482 961 [1] |
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| [2] | KH -0,20 mm | | | | | | | | | |
| [3] | KH -0,40 mm | | | | | | | | | |
| [4] | KH -0,60 mm | | | | | | | | | |

53

128

D 2840 Euro 1

L

1991 → 1997

D (LA)

10

18273 cm³

2V

329-467 kW

(447-635 PS)

17:1

142,00 mm

D 2840

LE, LF/520, LXF

06.1985 →

D (LA)

10

18273 cm³

2V

346-460 kW

(470-626 PS)

15,9:1

142,00 mm

| | | | | | | | | | | |
|--|---------------|--|---------|------------|-------------|--|-------|--|--------------------------|--------------------------|
| | 10 128 056 | KH 81,3 MT -30 MØ 67 GL 130,3 | | RTK FBO | 46 105 | 1 T15 3,5 1 M 3 1 DSF 5 | CR G6 | | 128,00 | 91 487 700 |
| | N Cyl. | A=144,5 | C=153,8 | L=253 | H+F=10,05+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | | 89 092 110 [1] | 91 487 970 [1] |
| | N Cyl. | A=145 | C=154,3 | L=253 | H+F=10,05+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | | 89 093 110 | |

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|--------------------|---|--|--|--|--|--|--|
| | | | | | | | |
| <p>Type</p> | | | | | | | |
| [1] | <p>Bei Gas-, Marine-, Bahn- und Stationäranwendungen sowie beim Einsatz alternativer Brennstoffe nur mit Sonderdichtringsatz 50 007 891 verwenden. For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891. Pour les applications à gaz, marines, stationnaires, chemins de fer ainsi qu'à l'utilisation de carburants de substitution, n'utiliser que la pochette de joints spéciale 50 007 891. Usar las aplicaciones estacionarias, de gas, marinas y ferrocarriles, lo mismo que los combustibles alternativos sólo con el juego especial de retenes 50 007 891. При газовых, стационарных применениях, применениях для флота и для железной дороги, а также при применении альтернативных видов горючего использовать только с особым набором уплотнительных колец 50 007 891.</p> | | | | | | |

54 **128**

| | | | | | | | | | | |
|---------------|--------------------------|-----------|--------|----|-----------------------|----|------------|---------------|--------|-----------|
| D 2840 | LX, LXE, LYE, LZE | 1987 → | D (LA) | 10 | 18273 cm ³ | 2V | 368-674 kW | (500-917 PS) | 13,5:1 | 142,00 mm |
| D 2842 | LXE, LYE | 02.1987 → | D (LA) | 12 | 21930 cm ³ | 2V | 662-808 kW | (900-1099 PS) | 13,5:1 | 142,00 mm |
| D 2848 | LXE, LYE | 1987 → | D (LA) | 8 | 14618 cm ³ | 2V | 500 kW | (680 PS) | 13,5:1 | 142,00 mm |

| | | | | | | | | | |
|--|---------|--|------------|-----------|-------------------------------|--|----------------|--------------------------|--------------------------|
| | 8/10/12 | KH 81,3 MT -32 MØ 71,5 GL 130 | FBO RTK | 46 105 | 1 T15 3,5 1 M 3 1 DSF 5 | CR G6 CR | +0,01 +0,38 | 128,00 | 94 944 600 |
| | 128 056 | | | | | | | | |
| | N Cyl. | A=144,5 | C=153,8 | L=253 | H+F=10,05+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | 89 092 110 [1] | 94 944 960 [1] |
| | N Cyl. | A=145 | C=154,3 | L=253 | H+F=10,05+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | 89 093 110 | |

[1] Bei Gas-, Marine-, Bahn- und Stationäranwendungen sowie beim Einsatz alternativer Brennstoffe nur mit Sonderdichtringsatz 50 007 891 verwenden.
 For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
 Pour les applications à gaz, marines, stationnaires, chemins de fer ainsi qu'à l'utilisation de carburants de substitution, n'utiliser que la pochette de joints spéciale 50 007 891.
 Usar las aplicaciones estacionarias, de gas, marinas y ferrocarriles, lo mismo que los combustibles alternativos sólo con el juego especial de retenes 50 007 891.
 При газовых, стационарных применениях, применениях для флота и для железной дороги, а также при применении альтернативных видов горючего использовать только с особым набором уплотнительных колец 50 007 891.

55 **128**

| | | | | | | | | | | |
|----------------------|---------------|-------------|--------|---|-----------------------|----|------------|--------------|--------|-----------|
| D 2865 Euro 0 | L | 1987 → 1997 | D (LA) | 5 | 9972 cm ³ | 2V | 198 kW | (270 PS) | 15,5:1 | 155,00 mm |
| D 2866 | LXE 20 | | D (LA) | 6 | 11967 cm ³ | 2V | 215-237 kW | (292-322 PS) | 15,5:1 | 155,00 mm |

| | | | | | | | | | |
|--|--------|---------|---------|-------|-------------|--|--|--------------------------|--|
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | 89 186 110 [1] | |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,57+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | 89 324 110 [1] | |

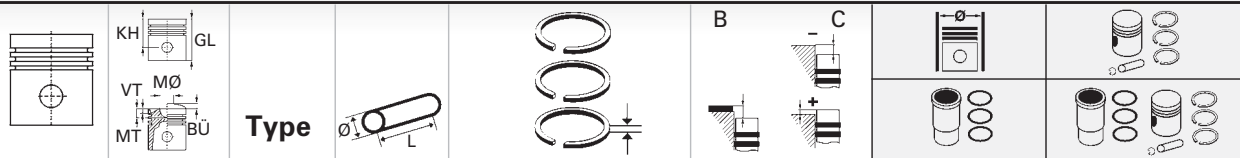
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| | | | | | | |
| [1] | <p>Bei Gas-, Marine-, Bahn- und Stationäranwendungen sowie beim Einsatz alternativer Brennstoffe nur mit Sonderdichtringsatz 50 007 891 verwenden. For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891. Pour les applications à gaz, marines, stationnaires, chemins de fer ainsi qu'à l'utilisation de carburants de substitution, n'utiliser que la pochette de joints spéciale 50 007 891. Usar las aplicaciones estacionarias, de gas, marinas y ferrocarriles, lo mismo que los combustibles alternativos sólo con el juego especial de retenes 50 007 891. При газовых, стационарных применениях, применениях для флота и для железной дороги, а также при применении альтернативных видов горючего использовать только с особым набором уплотнительных колец 50 007 891.</p> | | | | | |

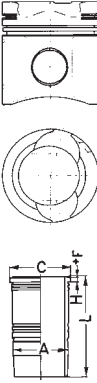
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|----------------------|---------|---|------------|--|-------------------------------|--|----------------|--------------------------|--------------------------|
| 56 | | 128 | | | | | | | |
| D 2840 Euro 0 | | LF 01, LF 04, LF/420, LF/460, LF/500 | | 05.1987 → D (LA) 10 18273 cm ³ 2V 309-368 kW (420-500 PS) | | | 142,00 mm | | |
| | 10 | KH 81,3 MT -25,1 MØ 71 GL 130 | FBO RTK | 46 105 | 1 T15 3,5 1 M 3 1 DSF 5 | CR G6 CR | +0,01 +0,38 | 128,00 | 94 948 600 |
| | 128 056 | | | | | | | | |
| | N Cyl. | A=144,5 | C=153,8 | L=253 | H+F=10,05+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | 89 092 110 [1] | 94 948 960 [1] |
| | N Cyl. | A=145 | C=154,3 | L=253 | H+F=10,05+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | 89 093 110 | |

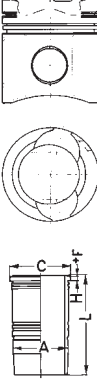
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|-----|---|--|--|--|--|--|--|--|
| [1] | <p>Bei Gas-, Marine-, Bahn- und Stationäranwendungen sowie beim Einsatz alternativer Brennstoffe nur mit Sonderdichtringsatz 50 007 891 verwenden. For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891. Pour les applications à gaz, marines, stationnaires, chemins de fer ainsi qu'à l'utilisation de carburants de substitution, n'utiliser que la pochette de joints spéciale 50 007 891. Usar las aplicaciones estacionarias, de gas, marinas y ferrocarriles, lo mismo que los combustibles alternativos sólo con el juego especial de retenes 50 007 891. При газовых, стационарных применениях, применениях для флота и для железной дороги, а также при применении альтернативных видов горючего использовать только с особым набором уплотнительных колец 50 007 891.</p> | | | | | | | |
|-----|---|--|--|--|--|--|--|--|



57  **128**

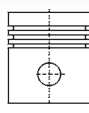
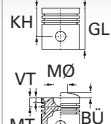

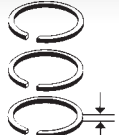


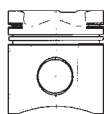
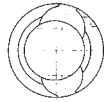
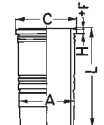
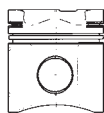
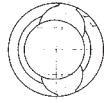
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|----------------------|---|--------|---|-----------------------|----|------------|--------------|--------|-----------|
| D 2865 Euro 0 | LF 01 12.1989 → | D (LA) | 5 | 9972 cm ³ | 2V | 198 kW | (270 PS) | 15,5:1 | 155,00 mm |
| D 2865 Euro 2 | LF 09, LF 20, LF 21, LOH 07, LOH 08, LOH 09, LOH 10, LUH 07 03.1991 → | D (LA) | 5 | 9972 cm ³ | 2V | 191-250 kW | (260-340 PS) | | 155,00 mm |
| D 2865 Euro 1 | LF 22, LF 23, LOH 05, LOH 06 1991 → | D (LA) | 5 | 9972 cm ³ | 2V | 191-235 kW | (260-320 PS) | 16:1 | 155,00 mm |
| D 2865 | LFR, LFR 01, LFR 02, LFR 03 12.1989 → | D (LA) | 5 | 9972 cm ³ | 2V | | | | 155,00 mm |
| D 2866 Euro 2 | LF 14, LF 16, LF 17, LOH 23, LOH 25, LOH 26, LOH 31, LUH 21, LUH 22, LUH 26 03.1993 → | D (LA) | 6 | 11967 cm ³ | 2V | 191-294 kW | (260-400 PS) | | 155,00 mm |

| | | | | | | | | | |
|--|---------|---|------------|-----------|-------------------------------|--|----------------|--------------------------|--------------------------|
|  | 5/6 | KH 89,75 VT1 -2,10 MT -21,6 MØ 80 GL 141,75 | RTK FBO | 46 105 | 1 T15 3,5 1 M 3 1 DSF 5 | CR G6 CR | +0,01 +0,33 | 128,00 | 90 578 600 |
| | 128 047 | | | | | | | | |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | 89 186 110 [1] | 90 578 960 [1] |
| | N Cyl. | A=145 | C=154,3 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | 89 534 110 [1] | 90 578 964 [1] |

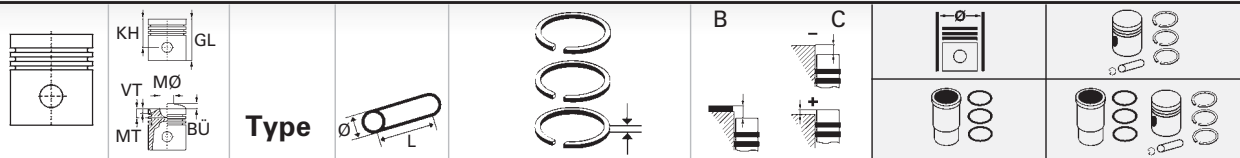
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|---|---------|---|-------------------|-----------|-------------------------------|--|----------------|--------------------------|--------------------------|
|  | 5/6 | KH 89,55 VT1 -2,10 MT -21,6 MØ 80 GL 141,55 | RTK KH- FBO | 46 105 | 1 T15 3,5 1 M 3 1 DSF 5 | CR G6 CR | +0,01 +0,33 | 128,00 | 90 579 600 [2] |
| | 128 047 | | | | | | | | |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | 89 186 110 [1] | 90 579 960 [1] |
| | N Cyl. | A=145 | C=154,3 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | 89 534 110 [1] | 90 579 964 [1] |


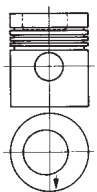
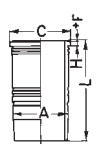
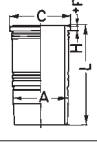
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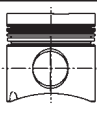
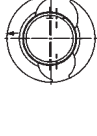
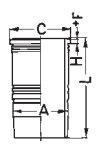


| |  |  | Type |  |  | B | C |  |  |
|---|---|---|-------------------|---|---|--|----------------|---|---|
|  | 5/6 128 047 | KH 89,35 VT1 -2,10 MT -21,6 MØ 80 GL 141,35 | RTK KH- FBO | 46 105 | 1 T15 3,5 CR G6 1 M 3 1 DSF 5 CR | | +0,01 +0,33 | 128,00 | 90 581 600 [3] |
|  | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | 89 186 110 [1] | 90 581 960 [1] |
|  | N Cyl. | A=145 | C=154,3 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | 89 534 110 [1] | 90 581 964 [1] |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,27+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | 89 518 110 [1] | 90 581 963 [1] |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,57+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | 89 324 110 [1] | 90 581 961 [1] |
|  | 5/6 128 047 | KH 89,15 VT1 -2,10 MT -21,6 MØ 80 GL 141,15 | RTK KH- FBO | 46 105 | 1 T15 3,5 CR G6 1 M 3 1 DSF 5 CR | | +0,01 +0,33 | 128,00 | 90 582 600 |
|  | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | 89 186 110 [1] | 90 582 960 [1] |
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| [2] | KH -0,20 mm | | | | | | | | |
| [3] | KH -0,40 mm | | | | | | | | |

M



| 58 | |  128 | | | | | | | | | | | |
|--|---|--|------------|-----------|--------------------------------|--|----|----------------|--------------------------|--------|-----------|--|--------------------------|
| D 2840 Euro 1 | | LF 06 | | | | | | | | | | | |
| | | 02.1990 → 06.1996 | | D (LA) | 10 | 18273 cm ³ | 2V | 368 kW | (500 PS) | 16:1 | 142,00 mm | | |
| D 2842 Euro 1 | | LF 01 | | | | | | | | | | | |
| | | 01.1990 → | | D (LA) | 12 | 21930 cm ³ | 2V | 559 kW | (624 PS) | 15,5:1 | 142,00 mm | | |
|  | 10/12 | KH 81,3 MT -21,5 MØ 75,6 GL 130 | FBO RTK | 46 105 | 1 T15 3,5 1 NM 3 1 DSF 5 | CR G6 CR | | +0,01 +0,38 | 128,00 | | | | 94 949 600 |
| | 128 056 | | | | | | | | | | | | |
|  | N Cyl. | A=144,5 | C=153,8 | L=253 | H+F=10,05+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | | 89 092 110 [1] | | | | 94 949 960 [1] |
| | | | | | | | | | | | | | |
|  | N Cyl. | A=145 | C=154,3 | L=253 | H+F=10,05+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | | 89 093 110 | | | | |
| | | | | | | | | | | | | | |
| [1] | <p>Bei Gas-, Marine-, Bahn- und Stationäranwendungen sowie beim Einsatz alternativer Brennstoffe nur mit Sonderdichtringsatz 50 007 891 verwenden. For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891. Pour les applications à gaz, marines, stationnaires, chemins de fer ainsi qu'à l'utilisation de carburants de substitution, n'utiliser que la pochette de joints spéciale 50 007 891. Usar las aplicaciones estacionarias, de gas, marinas y ferrocarriles, lo mismo que los combustibles alternativos sólo con el juego especial de retenes 50 007 891. При газовых, стационарных применениях, применениях для флота и для железной дороги, а также при применении альтернативных видов горючего использовать только с особым набором уплотнительных колец 50 007 891.</p> | | | | | | | | | | | | |

| 59 | |  128 | | | | | | | | | | | |
|---|---------|--|------------|-----------|--------------------------------|--|----|------------|--------------------------|--------|-----------|--------------------------|-------------------|
| D 2842 | | LE 401, LZE | | | | | | | | | | | |
| | | 01.1990 → | | D (LA) | 12 | 21930 cm ³ | 2V | 588-809 kW | (799-1100 PS) | 13,5:1 | 142,00 mm | | |
| D 2848 | | LZE | | | | | | | | | | | |
| | | 1994 → | | D (LA) | 8 | 14618 cm ³ | 2V | 539 kW | (733 PS) | 13,5:1 | 142,00 mm | | |
|  | 8/12 | KH 81,3 VT1 -1,30 MT -26,6 MØ 76 GL 130,3 | RTK KBB | 46 105 | 1 T15 3,5 1 NM 3 1 DSF 5 | CR G6 CR | | | 128,00 | | | | 40 667 600 |
| | 128 074 | | | | | | | | | | | | |
|  | | KH 81,1 VT1 -1,30 MT -26,6 MØ 76 GL 130,1 | | | | | | | 128,00 | | | | 40 667 602 |
| | | | | | | | | | | | | | |
|  | N Cyl. | A=144,5 | C=153,8 | L=253 | H+F=10,05+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | | 89 092 110 [1] | | | 40 667 960 [1] | NEW |
| | | | | | | | | | | | | | |
| | N Cyl. | A=144,5 | C=153,8 | L=253 | H+F=10,05+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | | 89 092 110 [1] | | | 40 667 962 [1] | NEW |
| | | | | | | | | | | | | | |

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| | | | | | | |
| [1] | <p>Bei Gas-, Marine-, Bahn- und Stationäranwendungen sowie beim Einsatz alternativer Brennstoffe nur mit Sonderdichtringsatz 50 007 891 verwenden. For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891. Pour les applications à gaz, marines, stationnaires, chemins de fer ainsi qu'à l'utilisation de carburants de substitution, n'utiliser que la pochette de joints spéciale 50 007 891. Usar las aplicaciones estacionarias, de gas, marinas y ferrocarriles, lo mismo que los combustibles alternativos sólo con el juego especial de retenes 50 007 891. При газовых, стационарных применениях, применениях для флота и для железной дороги, а также при применении альтернативных видов горючего использовать только с особым набором уплотнительных колец 50 007 891.</p> | | | | | |

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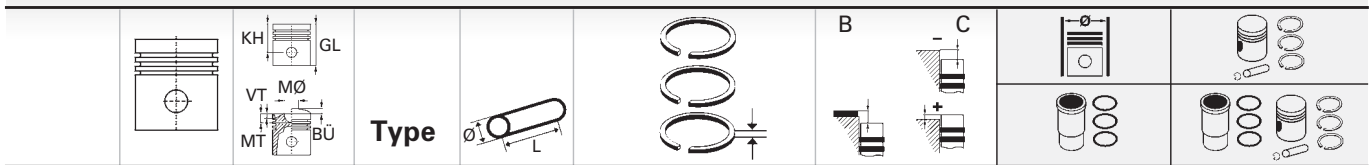


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|----------------------|-----------------------------------|---|------------|-----------------------|-------------------------------|--|----------------|--------------------------|--|
| D 2866 Euro 1 | LF 21, LF 22, LFG 03, LXFG | | | | | | | | |
| | 01.1994 → | D (LA) | 6 | 11967 cm ³ | 2V | 198-324 kW | (269-440 PS) | | 155,00 mm |
| D 2866 | LFG | | | | | | | | |
| | 1991 → | D (LA) | 6 | 11967 cm ³ | 2V | 221-243 kW | (300-330 PS) | 16:1 | 155,00 mm |
| D 2866 Euro 1 | LFG 04 | | | | | | | | |
| | 04.1994 → | D (LA) | 6 | 11967 cm ³ | 4V | 309 kW | (420 PS) | | 155,00 mm |
| | 6 | KH 89,75 VT1 -2,10 MT -24,4 MØ 75,1 GL 141,75 | FBO RTK | 46 105 | 1 T15 3,5 1 M 3 1 DSF 5 | CR G6 CR | +0,01 +0,38 | 128,00 | 90 583 600 (90 300, 90 302, 90 303, 90 333) |
| | 128 047 | | | | | | | | |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | 89 186 110 [1] | 90 583 960 [1] |
| | N Cyl. | A=145 | C=154,3 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | 89 534 110 [1] | 90 583 964 [1] |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,27+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | 89 518 110 [1] | 90 583 963 [1] |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,57+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | 89 324 110 [1] | 90 583 961 [1] |
| | 6 | KH 89,55 VT1 -2,10 MT -24,4 MØ 75,1 GL 141,55 | FBO RTK | 46 105 | 1 T15 3,5 1 M 3 1 DSF 5 | CR G6 CR | +0,01 +0,38 | 128,00 | 90 584 600 [2] (90 302) |
| | 128 047 | | | | | | | | |

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| | | Type | | | | | |
|-----|--|---|-------------|--|--|--------------------------|---|
| | N Cyl. | A=144,5 C=153,8 L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 186 110 [1] | 90 584 960 [1] | |
| | N Cyl. | A=145 C=154,3 L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 534 110 [1] | 90 584 964 [1] | |
| | N Cyl. | A=144,5 C=153,8 L=270 | H+F=10,27+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 518 110 [1] | 90 584 963 [1] | |
| | N Cyl. | A=144,5 C=153,8 L=270 | H+F=10,57+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 324 110 [1] | 90 584 961 [1] | |
| | 6 128 047 | KH 89,35 VT1 -2,10 MT -24,4 MØ 75,1 GL 141,35 | FBO RTK | 46 105 | 1 T15 3,5 CR G6 1 M 3 1 DSF 5 CR | +0,01 +0,38 | 128,00 90 585 600 [3] (90 303) |
| | N Cyl. | A=144,5 C=153,8 L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 186 110 [1] | 90 585 960 [1] | |
| | N Cyl. | A=145 C=154,3 L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 534 110 [1] | 90 585 964 [1] | |
| | N Cyl. | A=144,5 C=153,8 L=270 | H+F=10,27+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 518 110 [1] | 90 585 963 [1] | |
| | N Cyl. | A=144,5 C=153,8 L=270 | H+F=10,57+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 324 110 [1] | 90 585 961 [1] | |
| | N Cyl. | A=144,5 C=153,8 L=269 | H=10,07 | 1 XM 138 x 144,75 x 4,6 2 XM 144 x 4 | 89 869 110 <small>NEW</small> | | |
| [1] | Bei Gas-, Marine-, Bahn- und Stationäranwendungen sowie beim Einsatz alternativer Brennstoffe nur mit Sonderdichtringsatz 50 007 891 verwenden. For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891. Pour les applications à gaz, marines, stationnaires, chemins de fer ainsi qu'à l'utilisation de carburants de substitution, n'utiliser que la pochette de joints spéciale 50 007 891. Usar las aplicaciones estacionarias, de gas, marinas y ferrocarriles, lo mismo que los combustibles alternativos sólo con el juego especial de retenes 50 007 891. При газовых, стационарных применениях, применениях для флота и для железной дороги, а также при применении альтернативных видов горючего использовать только с особым набором уплотнительных колец 50 007 891. | | | | | | |
| [2] | KH -0,20 mm | | | | | | |
| [3] | KH -0,40 mm | | | | | | |



| | | |
|---------------|---|--|
| 61 | | 128 |
| D 2840 | LE 301, LE 302, LE 401, LE 402, LE 403 | |
| | 1994 → | D (LA) 10 18273 cm ³ 2V 368-772 kW (500-1050 PS) 17:1 142,00 mm |
| D 2848 | LE 401, LE 403, LE 405 | |
| | 07.1994 → | D (LA) 8 14618 cm ³ 2V 478-588 kW (650-799 PS) 13,5:1 142,00 mm |

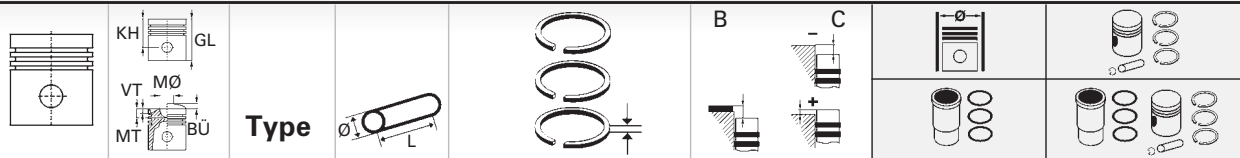
| | | | | | | | | | |
|--|---------|---|--------------------------|-----------|-----------------------------|-------------------|--|---------------|-------------------|
| | 8/10 | KH 81,3 VT1 -1,20 MT -27,2 MØ 75 GL 130,3 | RTK TPL KKK KBB | 46 105 | 1 T15 4 1 M 3 1 DSF 4 | CK G6 G3 CR | | 128,00 | 40 374 600 |
| | 128 069 | KH 81,1 VT1 -1,20 MT -27,2 MØ 75 GL 130,1 | | | | | | 128,00 | 40 374 602 |

| | | |
|----------------------|------------------------------|---|
| 62 | | 128 |
| D 2865 Euro 2 | LF 24, LUH 09, LUH 20 | |
| | 01.1994 → | D (LA) 5 9972 cm ³ 2V 191-213 kW (260-290 PS) 18:1 155,00 mm |
| D 2866 Euro 2 | LUH 20 | |
| | 09.1996 → | D (LA) 6 11967 cm ³ 2V 228 kW (310 PS) 18:1 155,00 mm |

| | | | | | | | | | |
|--|---------|---|------------|-----------|-------------------------------|--|----------------|--------------------------|--------------------------|
| | 5/6 | KH 89,75 VT1 -2,10 MT -20,2 MØ 81,2 GL 141,75 | RTK FBO | 46 105 | 1 T15 3,5 1 M 3 1 DSF 5 | CR G6 CR | +0,01 +0,33 | 128,00 | 94 469 600 |
| | 128 047 | | | | | | | | |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | 89 186 110 [1] | 94 469 960 [1] |

[1]

Bei Gas-, Marine-, Bahn- und Stationäranwendungen sowie beim Einsatz alternativer Brennstoffe nur mit Sonderdichtringsatz 50 007 891 verwenden.
For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891.
Pour les applications à gaz, marines, stationnaires, chemins de fer ainsi qu'à l'utilisation de carburants de substitution, n'utiliser que la pochette de joints spéciale 50 007 891.
Usar las aplicaciones estacionarias, de gas, marinas y ferrocarriles, lo mismo que los combustibles alternativos sólo con el juego especial de retenes 50 007 891.
При газовых, стационарных применениях, применениях для флота и для железной дороги, а также при применении альтернативных видов горючего использовать только с особым набором уплотнительных колец 50 007 891.



| | | |
|----------------------|--|------------|
| 63 | | 128 |
| D 2866 Euro 2 | LF 20, LF 29, LF 30, LF 34, LF 35 | |
| | 01.1994 → D (LA) 6 11967 cm ³ 2V 228-301 kW (310-410 PS) | 155,00 mm |
| D 2866 Euro 2 | LF 36 | |
| | 02.2000 → 08.2002 D (LA) 6 11967 cm ³ 4V 228 kW (310 PS) 17:1 | 155,00 mm |

| | | | | | | | | | |
|--|---------|---|-------------------|-----------|-------------------------------|--|----------------|--------------------------|--------------------------|
| | 6 | KH 89,75 VT1 -2,10 MT -21,6 MØ 80 GL 141,75 | RTK FBO | 46 105 | 1 T15 3,5 1 M 3 1 DSF 5 | CR G6 CR | +0,01 +0,33 | 128,00 | 90 578 600 |
| | 128 047 | | | | | | | | |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | 89 186 110 [1] | 90 578 960 [1] |
| | N Cyl. | A=145 | C=154,3 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | 89 534 110 [1] | 90 578 964 [1] |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,27+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | 89 518 110 [1] | 90 578 963 [1] |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,57+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | 89 324 110 [1] | 90 578 961 [1] |
| | 6 | KH 89,55 VT1 -2,10 MT -21,6 MØ 80 GL 141,55 | RTK KH- FBO | 46 105 | 1 T15 3,5 1 M 3 1 DSF 5 | CR G6 CR | +0,01 +0,33 | 128,00 | 90 579 600 [2] |
| | 128 047 | | | | | | | | |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | 89 186 110 [1] | 90 579 960 [1] |
| | N Cyl. | A=145 | C=154,3 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | 89 534 110 [1] | 90 579 964 [1] |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,27+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | 89 518 110 [1] | 90 579 963 [1] |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,57+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | 89 324 110 [1] | 90 579 961 [1] |
| | 6 | KH 89,35 VT1 -2,10 MT -21,6 MØ 80 GL 141,35 | RTK KH- FBO | 46 105 | 1 T15 3,5 1 M 3 1 DSF 5 | CR G6 CR | +0,01 +0,33 | 128,00 | 90 581 600 [3] |
| | 128 047 | | | | | | | | |
| | | | | | | | | | |

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| | | | Type | | | B | C | | |
|-----|--|---|-------------------|-----------|-------------------------------|--|----------------|------------------------------|--------------------------|
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | 89 186 110 [1] | 90 581 960 [1] |
| | N Cyl. | A=145 | C=154,3 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | 89 534 110 [1] | 90 581 964 [1] |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,27+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | 89 518 110 [1] | 90 581 963 [1] |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,57+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | 89 324 110 [1] | 90 581 961 [1] |
| | 6 128 047 | KH 89,15 VT1 -2,10 MT -21,6 MØ 80 GL 141,15 | RTK KH- FBO | 46 105 | 1 T15 3,5 1 M 3 1 DSF 5 | CR G6 CR | +0,01 +0,33 | 128,00 | 90 582 600 |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | 89 186 110 [1] | 90 582 960 [1] |
| | N Cyl. | A=144,5 | C=153,8 | L=269 | H=10,07 | 1 XM 138 x 144,75 x 4,6 2 XM 144 x 4 | | 89 869 110 NEW | |
| [1] | Bei Gas-, Marine-, Bahn- und Stationäranwendungen sowie beim Einsatz alternativer Brennstoffe nur mit Sonderdichtringsatz 50 007 891 verwenden. For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891. Pour les applications à gaz, marines, stationnaires, chemins de fer ainsi qu'à l'utilisation de carburants de substitution, n'utiliser que la pochette de joints spéciale 50 007 891. Usar las aplicaciones estacionarias, de gas, marinas y ferrocarriles, lo mismo que los combustibles alternativos sólo con el juego especial de retenes 50 007 891. При газовых, стационарных применениях, применениях для флота и для железной дороги, а также при применении альтернативных видов горючего использовать только с особым набором уплотнительных колец 50 007 891. | | | | | | | | |
| [2] | KH -0,20 mm | | | | | | | | |
| [3] | KH -0,40 mm | | | | | | | | |

64



128

D 2876 Euro 2

LF 02

01.1994 →

D (LA) 6 12816 cm³ 2V 320-338 kW (435-460 PS) 17:1 166,00 mm

| | | | | | | | | | |
|--|--------------|---|------------|-----------|-----------------------------|-------------|----------------|---------------|-------------------|
| | 6 128 050 | KH 79,25 VT1 -2,30 MT -23,1 MØ 80 GL 134,25 | RTK TPL | 50 107 | 1 T15 4 1 M 3 1 DSF 4 | CR G6 CR | +0,01 +0,33 | 128,00 | 94 394 600 |
| Fortsetzung nächste Seite / continued on next page / suite page suivante / continuación página próxima / Продолжение на следующей странице | | | | | | | | | |

| | | Type | | | B | C | | |
|--|---------------------|---|-------------|--|--------------------------------------|--------------------------|--------------------------|--|
| | N Cyl. | A=144,5 C=153,8 L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 186 110 [1] | 94 394 960 [1] | | |
| | N Cyl. | A=145 C=154,3 L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 534 110 [1] | 94 394 964 [1] | | |
| | N Cyl. | A=144,5 C=153,8 L=270 | H+F=10,27+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 518 110 [1] | 94 394 963 [1] | | |
| | N Cyl. | A=144,5 C=153,8 L=270 | H+F=10,57+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 324 110 [1] | 94 394 961 [1] | | |
| | 6 128 050 | KH 79,05 VT1 -2,30 MT -23,1 MØ 80 GL 134,05 | RTK | 50 107 | 1 T15 4 CR G6 1 M 3 1 DSF 4 CR | 128,00 | 94 395 600 [2] | |
| | N Cyl. | A=144,5 C=153,8 L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 186 110 [1] | 94 395 960 [1] | | |
| | N Cyl. | A=145 C=154,3 L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 534 110 [1] | 94 395 964 [1] | | |
| | N Cyl. | A=144,5 C=153,8 L=270 | H+F=10,27+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 518 110 [1] | 94 395 963 [1] | | |
| | N Cyl. | A=144,5 C=153,8 L=270 | H+F=10,57+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 324 110 [1] | 94 395 961 [1] | | |
| | 6 128 050 | KH 78,85 VT1 -2,30 MT -23,1 MØ 80 GL 133,85 | RTK | 50 107 | 1 T15 4 CR G6 1 M 3 1 DSF 4 CR | 128,00 | 94 396 600 [3] | |
| | N Cyl. | A=144,5 C=153,8 L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 186 110 [1] | 94 396 960 [1] | | |
| | N Cyl. | A=145 C=154,3 L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 534 110 [1] | 94 396 964 [1] | | |
| | N Cyl. | A=144,5 C=153,8 L=270 | H+F=10,27+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 518 110 [1] | 94 396 963 [1] | | |
| | N Cyl. | A=144,5 C=153,8 L=270 | H+F=10,57+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 324 110 [1] | 94 396 961 [1] | | |

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| | | | Type | | | B | C | | |
|-----|---|---|---------|-----------|-----------------------------|--|---|------------------------------|---|
| | 6 128 050 | KH 78,65 VT1 -2,30 MT -23,1 MØ 80 GL 133,65 | RTK | 50 107 | 1 T15 4 1 M 3 1 DSF 4 | CR G6 CR | | | 128,00 94 397 600 [4] |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | 89 186 110 [1] | 94 397 960 [1] |
| | N Cyl. | A=145 | C=154,3 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | 89 534 110 [1] | 94 397 964 [1] |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,27+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | 89 518 110 [1] | 94 397 963 [1] |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,57+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | 89 324 110 [1] | 94 397 961 [1] |
| | N Cyl. | A=144,5 | C=153,8 | L=269 | H=10,07 | 1 XM 138 x 144,75 x 4,6 2 XM 144 x 4 | | 89 869 110 NEW | |
| [1] | <p>Bei Gas-, Marine-, Bahn- und Stationäranwendungen sowie beim Einsatz alternativer Brennstoffe nur mit Sonderdichtringsatz 50 007 891 verwenden. For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891. Pour les applications à gaz, marines, stationnaires, chemins de fer ainsi qu'à l'utilisation de carburants de substitution, n'utiliser que la pochette de joints spéciale 50 007 891. Usar las aplicaciones estacionarias, de gas, marinas y ferrocarriles, lo mismo que los combustibles alternativos sólo con el juego especial de retenes 50 007 891. При газовых, стационарных применениях, применениях для флота и для железной дороги, а также при применении альтернативных видов горючего использовать только с особым набором уплотнительных колец 50 007 891.</p> | | | | | | | | |
| [2] | KH -0,20 mm | | | | | | | | |
| [3] | KH -0,40 mm | | | | | | | | |
| [4] | KH -0,60 mm | | | | | | | | |

65 **128**

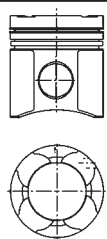
D 2866 Euro 3 LF 23, LF 24, LF 25, LF 26, LF 27, LF 28, LF 38, LFG 07, LOH 27, LOH 28, LOH 29, LOH 32, LOH 33, LOH 34, LOH 35, LOH 37, LOH 38, LUH 23, LUH 24, LUH 25

04.1994 → D (LA) 6 11967 cm³ 4V 191-301 kW (260-410 PS) 155,00 mm

D 2866 Euro 2

LF 37

02.2000 → 08.2002 D (LA) 6 11967 cm³ 4V 265 kW (360 PS) 19:1 155,00 mm



6
128 053

KH 89,75
VT1 -1,90
VT2 -1,90
MT -22
MØ 80
GL 141,75

RTK
FBO

46
105

1 T15 4
1 M 3
1 DSF 4

CR G6
CR

+0,01
+0,33

128,00

99 330 600

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| | | | Type | | | | | | | | |
|--|--|--|--------------|--|------------|-----------|-----------------------------|--|--------------------------|--------------------------|--------------------------|
| | | | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 186 110 [1] | 99 330 960 [1] | |
| | | | N Cyl. | A=145 | C=154,3 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 534 110 [1] | 99 330 964 [1] | |
| | | | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,27+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 518 110 [1] | 99 330 963 [1] | |
| | | | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,57+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 324 110 [1] | 99 330 961 [1] | |
| | | | 6 128 053 | KH 89,55 VT1 -1,90 VT2 -1,90 MT -22 MØ 80 GL 141,55 | RTK FBO | 46 105 | 1 T15 4 1 M 3 1 DSF 4 | CR G6 CR | +0,01 +0,33 | 128,00 | 99 331 600 [2] |
| | | | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 186 110 [1] | 99 331 960 [1] | |
| | | | N Cyl. | A=145 | C=154,3 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 534 110 [1] | 99 331 964 [1] | |
| | | | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,27+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 518 110 [1] | 99 331 963 [1] | |
| | | | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,57+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 324 110 [1] | 99 331 961 [1] | |
| | | | 6 128 053 | KH 89,35 VT1 -1,90 VT2 -1,90 MT -22 MØ 80 GL 141,35 | RTK FBO | 46 105 | 1 T15 4 1 M 3 1 DSF 4 | CR G6 CR | +0,01 +0,33 | 128,00 | 99 332 600 [3] |
| | | | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 186 110 [1] | 99 332 960 [1] | |
| | | | N Cyl. | A=145 | C=154,3 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 534 110 [1] | 99 332 964 [1] | |
| | | | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,27+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 518 110 [1] | 99 332 963 [1] | |
| | | | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,57+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 324 110 [1] | 99 332 961 [1] | |

Fortsetzung nächste Seite / continued on next page / suite page suivante / continuación página próxima / Продолжение на следующей странице



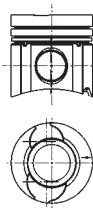
| | | | | | | | |
|--------|---|---------|-------|---------|---|------------------------------|--|
| | | | | | | | |
| N Cyl. | A=144,5 | C=153,8 | L=269 | H=10,07 | 1 XM 138 x 144,75 x 4,6 2 XM 144 x 4 | 89 869 110 NEW | |
| [1] | <p>Bei Gas-, Marine-, Bahn- und Stationäranwendungen sowie beim Einsatz alternativer Brennstoffe nur mit Sonderdichtringsatz 50 007 891 verwenden. For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891. Pour les applications à gaz, marines, stationnaires, chemins de fer ainsi qu'à l'utilisation de carburants de substitution, n'utiliser que la pochette de joints spéciale 50 007 891. Usar las aplicaciones estacionarias, de gas, marinas y ferrocarriles, lo mismo que los combustibles alternativos sólo con el juego especial de retenes 50 007 891. При газовых, стационарных применениях, применениях для флота и для железной дороги, а также при применении альтернативных видов горючего использовать только с особым набором уплотнительных колец 50 007 891.</p> | | | | | | |
| [2] | KH -0,20 mm | | | | | | |
| [3] | KH -0,40 mm | | | | | | |

66**128**

| | | | | | | | | | |
|----------------------|---|-----------|--------|---|-----------------------|----|------------|--------------|-----------|
| D 2866 Euro 2 | LFG 05 | 04.1994 → | D (LA) | 6 | 11967 cm ³ | 4V | 294 kW | (400 PS) | 155,00 mm |
| D 2866 Euro 3 | LUH 27, LUH 28, LUH 29, LUH 30, LUH 34, LUH 35, LUH 36, LUH 37, LUH 50, LUH 51, LUH 52 | 09.1998 → | D (LA) | 6 | 11967 cm ³ | 4V | 191-301 kW | (260-410 PS) | 155,00 mm |
| D 2876 Euro 3 | LF 20, LF 21, LF 22, LF 24, LFG 01 | 01.2002 → | D (LA) | 6 | 12816 cm ³ | 4V | | | 166,00 mm |

67**128**

| | | | | | | | | | | |
|---------------|---------------------------------------|-----------|--------|----|-----------------------|----|------------|--------------|------|-----------|
| D 2840 | LE 201, LE 202, LE 203 | 10.1994 → | D (LA) | 10 | 18273 cm ³ | 2V | 357-718 kW | (485-976 PS) | 17:1 | 142,00 mm |
| D 2842 | LE 201, LE 202, LE 203, LE 403 | 07.1994 → | D (LA) | 12 | 21930 cm ³ | 2V | 446-682 kW | (606-928 PS) | | 142,00 mm |
| D 2848 | LE 201, LE 202, LE 203 | 01.1995 → | D (LA) | 8 | 14618 cm ³ | 2V | 320-494 kW | (435-672 PS) | | 142,00 mm |



8/10/12

128 072

KH 81,3
VT1 -1,20
MT -25,1
MØ 71,8
GL 130,3

KH 81,1
VT1 -1,20
MT -25,1
MØ 71,8
GL 130,1

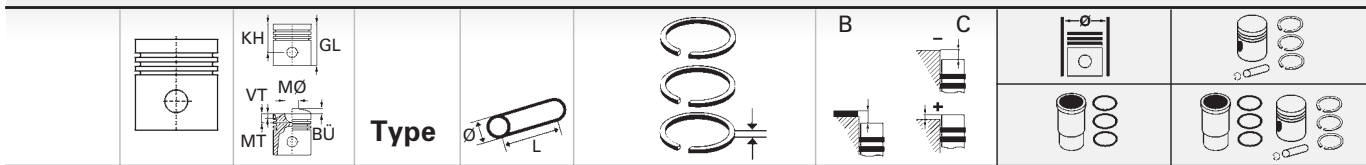
RTK
TPL
KBB

46

105

1 T15 4 CK G6
1 M 3 G3
1 DSF 4 CR

128,00**40 587 600****128,00****40 587 602**



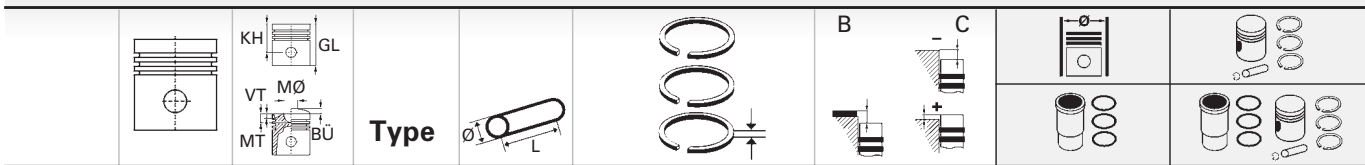
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|----------------------|--|------------|-------------------------------|---------------|-------------------|--------|---|-----------------------|----|------------|--------------|-----------|
| 68 | | 128 | D 2876 Euro 2 | LOH 01 | 06.1999 → 09.2001 | D (LA) | 6 | 12816 cm ³ | 4V | 338 kW | (460 PS) | 166,00 mm |
| D 2876 Euro 2 | | | LUH 01, LUH 02, LUH 03 | | | D (LA) | 6 | 12816 cm ³ | 2V | 294-338 kW | (400-460 PS) | 166,00 mm |

| | | | | | | | | | | | | |
|--|---------|---|------------|-----------|-----------------------------|--|--|--|--|----------------|--------------------------|--------------------------|
| | 6 | KH 79,25 VT1 -2,30 MT -23,1 MØ 80 GL 134,25 | RTK TPL | 50 107 | 1 T15 4 1 M 3 1 DSF 4 | CR G6 CR | | | | +0,01 +0,33 | 128,00 | 94 394 600 |
| | 128 050 | | | | | | | | | | | |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | | | | 89 186 110 [1] | 94 394 960 [1] |
| | N Cyl. | A=145 | C=154,3 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | | | | 89 534 110 [1] | 94 394 964 [1] |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,27+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | | | | 89 518 110 [1] | 94 394 963 [1] |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,57+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | | | | 89 324 110 [1] | 94 394 961 [1] |
| | 6 | KH 79,05 VT1 -2,30 MT -23,1 MØ 80 GL 134,05 | RTK | 50 107 | 1 T15 4 1 M 3 1 DSF 4 | CR G6 CR | | | | | 128,00 | 94 395 600 [2] |
| | 128 050 | | | | | | | | | | | |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | | | | 89 186 110 [1] | 94 395 960 [1] |
| | N Cyl. | A=145 | C=154,3 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | | | | 89 534 110 [1] | 94 395 964 [1] |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,27+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | | | | 89 518 110 [1] | 94 395 963 [1] |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,57+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | | | | 89 324 110 [1] | 94 395 961 [1] |
| | 6 | KH 78,85 VT1 -2,30 MT -23,1 MØ 80 GL 133,85 | RTK | 50 107 | 1 T15 4 1 M 3 1 DSF 4 | CR G6 CR | | | | | 128,00 | 94 396 600 [3] |
| | 128 050 | | | | | | | | | | | |

Fortsetzung nächste Seite / continued on next page / suite page suivante / continuación página próxima / Продолжение на следующей странице



| | | Type | | | | | | | |
|-----|--|---|---------|-----------|--------------------------------------|--|--------------------------|--------------------------|--|
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 186 110 [1] | 94 396 960 [1] | |
| | N Cyl. | A=145 | C=154,3 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 534 110 [1] | 94 396 964 [1] | |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,27+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 518 110 [1] | 94 396 963 [1] | |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,57+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 324 110 [1] | 94 396 961 [1] | |
| | 6 128 050 | KH 78,65 VT1 -2,30 MT -23,1 MØ 80 GL 133,65 | RTK | 50 107 | 1 T15 4 CR G6 1 M 3 1 DSF 4 CR | | 128,00 | 94 397 600 [4] | |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 186 110 [1] | 94 397 960 [1] | |
| | N Cyl. | A=145 | C=154,3 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 534 110 [1] | 94 397 964 [1] | |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,27+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 518 110 [1] | 94 397 963 [1] | |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,57+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 324 110 [1] | 94 397 961 [1] | |
| [1] | Bei Gas-, Marine-, Bahn- und Stationäranwendungen sowie beim Einsatz alternativer Brennstoffe nur mit Sonderdichtringsatz 50 007 891 verwenden. For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891. Pour les applications à gaz, marines, stationnaires, chemins de fer ainsi qu'à l'utilisation de carburants de substitution, n'utiliser que la pochette de joints spéciale 50 007 891. Usar las aplicaciones estacionarias, de gas, marinas y ferrocarriles, lo mismo que los combustibles alternativos sólo con el juego especial de retenes 50 007 891. При газовых, стационарных применениях, применениях для флота и для железной дороги, а также при применении альтернативных видов горючего использовать только с особым набором уплотнительных колец 50 007 891. | | | | | | | | |
| [2] | KH -0,20 mm | | | | | | | | |
| [3] | KH -0,40 mm | | | | | | | | |
| [4] | KH -0,60 mm | | | | | | | | |

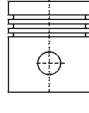
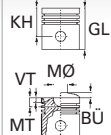

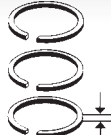
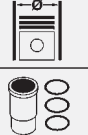
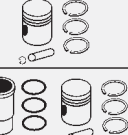

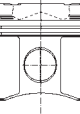

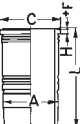
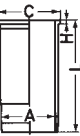


| | | | | | | | | | | | |
|-----------|---------|---|--|-----------|-----------------------------|-------------------|--|--|---------------|-------------------|-----------|
| 69 | | 128 | D 2842 LE 404, LE 407, LE 410, LE 414, LE 415, LE 416, LE 417 | | | | | | | | |
| | | | 04.1997 → D (LA) 12 21930 cm ³ 2V 809-956 kW (1100-1300 PS) | | | | | | | | 142,00 mm |
| | 12 | KH 81,3 VT1 -1,20 MT -27,1 MØ 80,1 GL 130,3 | RTK TPL KKK KBB | 46 105 | 1 T15 4 1 M 3 1 DSF 4 | CK G6 G3 CR | | | 128,00 | 40 375 600 | |
| | 128 069 | KH 81,1 VT1 -1,20 MT -27,1 MØ 80,1 GL 130,1 | | | | | | | 128,00 | 40 375 602 | |

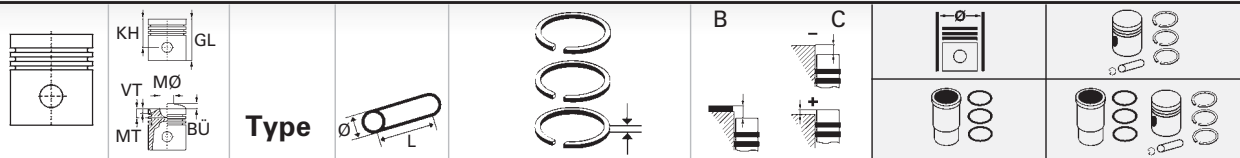
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|-----------|---------|---|---|-----------|-----------------------------|--|--|----------------|--------------------------|--------------------------|-----------|
| 70 | | 128 | D 2866 Euro 2 LF 31, LF 32, LF 39, LF 40, LF 41, LF 43 | | | | | | | | |
| | | | 10.1997 → D (LA) 6 11967 cm ³ 4V 265-301 kW (360-410 PS) | | | | | | | | 155,00 mm |
| | 6 | KH 89,75 VT1 -1,90 MT -22,8 MØ 80 GL 141,75 | RTK FBO | 46 105 | 1 T15 4 1 M 3 1 DSF 4 | CR G6 | | +0,01 +0,33 | 128,00 | 94 850 600 | |
| | 128 053 | | | | | | | | | | |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | | 89 186 110 [1] | 94 850 960 [1] | |
| | N Cyl. | A=145 | C=154,3 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | | 89 534 110 [1] | 94 850 964 [1] | |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,27+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | | 89 518 110 [1] | 94 850 963 [1] | |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,57+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | | 89 324 110 [1] | 94 850 961 [1] | |
| | 6 | KH 89,55 VT1 -1,90 MT -22,8 MØ 80 GL 141,55 | RTK FBO | 46 105 | 1 T15 4 1 M 3 1 DSF 4 | CR G6 CR | | | 128,00 | 94 851 600 [2] | |
| | 128 053 | | | | | | | | | | |

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| |  |  | Type |  |  | B | C |  |  |
|--|--|---|------------|---|---|--|---|---|---|
|  | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | 89 186 110 [1] | 94 851 960 [1] |
| | N Cyl. | A=145 | C=154,3 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | 89 534 110 [1] | 94 851 964 [1] |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,27+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | 89 518 110 [1] | 94 851 963 [1] |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,57+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | 89 324 110 [1] | 94 851 961 [1] |
|    | 6 128 053 | KH 89,35 VT1 -1,90 MT -22,8 MØ 80 GL 141,35 | RTK FBO | 46 105 | 1 T15 4 CR G6 1 M 3 1 DSF 4 CR | | | 128,00 | 94 852 600 [3] |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | 89 186 110 [1] | 94 852 960 [1] |
| | N Cyl. | A=145 | C=154,3 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | 89 534 110 [1] | 94 852 964 [1] |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,27+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | 89 518 110 [1] | 94 852 963 [1] |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,57+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | 89 324 110 [1] | 94 852 961 [1] |
|  | N Cyl. | A=144,5 | C=153,8 | L=269 | H=10,07 | 1 XM 138 x 144,75 x 4,6 2 XM 144 x 4 | | 89 869 110 NEW | |
| [1] | Bei Gas-, Marine-, Bahn- und Stationäranwendungen sowie beim Einsatz alternativer Brennstoffe nur mit Sonderdichtringsatz 50 007 891 verwenden. For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891. Pour les applications à gaz, marines, stationnaires, chemins de fer ainsi qu'à l'utilisation de carburants de substitution, n'utiliser que la pochette de joints spéciale 50 007 891. Usar las aplicaciones estacionarias, de gas, marinas y ferrocarriles, lo mismo que los combustibles alternativos sólo con el juego especial de retenes 50 007 891. При газовых, стационарных применениях, применениях для флота и для железной дороги, а также при применении альтернативных видов горючего использовать только с особым набором уплотнительных колец 50 007 891. | | | | | | | | |
| [2] | KH -0,20 mm | | | | | | | | |
| [3] | KH -0,40 mm | | | | | | | | |

M

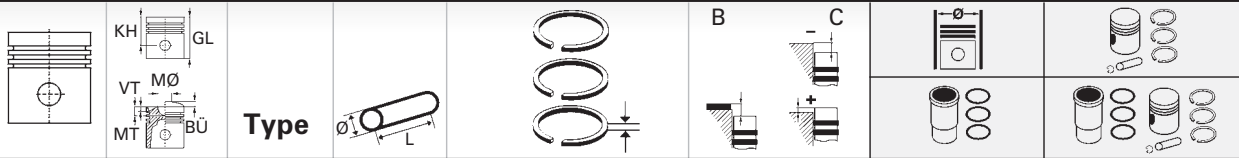


71 **128**

| | | | | | | | | | | |
|----------------------|---|--------|---|-----------------------|----|------------|--------------|------|-----------|--|
| D 2876 Euro 3 | LF 03, LF 04, LF 09, LF 10, LF 14, LF 17, LOH 02, LOH 03, LOH 04, LOH 05 | | | | | | | | | |
| | 07.1998 → | D (LA) | 6 | 12816 cm ³ | 4V | 301-390 kW | (409-530 PS) | | 166,00 mm | |
| D 2876 Euro 2 | LF 06 | | | | | | | | | |
| | 12.1997 → | D (LA) | 6 | 12816 cm ³ | 4V | 321-338 kW | (436-460 PS) | 17:1 | 166,00 mm | |

| | | | | | | | | | |
|--|---------|--|------------|-----------|-----------------------------|--|----------------|--------------------------|--------------------------|
| | 6 | KH 79,25 VT1 -1,90 MT -21,74 MØ 85,9 GL 134,25 | RTK TPL | 50 107 | 1 T15 4 1 M 3 1 DSF 4 | CR G6 CR | +0,01 +0,33 | 128,00 | 94 846 600 |
| | 128 054 | | | | | | | | |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | 89 186 110 [1] | 94 846 960 [1] |
| | N Cyl. | A=145 | C=154,3 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | 89 534 110 [1] | 94 846 964 [1] |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,27+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | 89 518 110 [1] | 94 846 963 [1] |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,57+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | 89 324 110 [1] | 94 846 961 [1] |
| | 6 | KH 79,05 VT1 -1,90 MT -21,74 MØ 85,9 GL 134,05 | RTK TPL | 50 107 | 1 T15 4 1 M 3 1 DSF 4 | CR G6 CR | +0,01 +0,33 | 128,00 | 94 847 600 |
| | 128 054 | | | | | | | | [2] |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | 89 186 110 [1] | 94 847 960 [1] |
| | N Cyl. | A=145 | C=154,3 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | 89 534 110 [1] | 94 847 964 [1] |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,27+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | 89 518 110 [1] | 94 847 963 [1] |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,57+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | 89 324 110 [1] | 94 847 961 [1] |
| | 6 | KH 78,85 VT1 -1,90 MT -21,74 MØ 85,9 GL 133,85 | RTK TPL | 50 107 | 1 T15 4 1 M 3 1 DSF 4 | CR G6 CR | +0,01 +0,33 | 128,00 | 94 848 600 |
| | 128 054 | | | | | | | | [3] |
| | | | | | | | | | |

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72 **128**

D 2876 Euro 3

LF 05

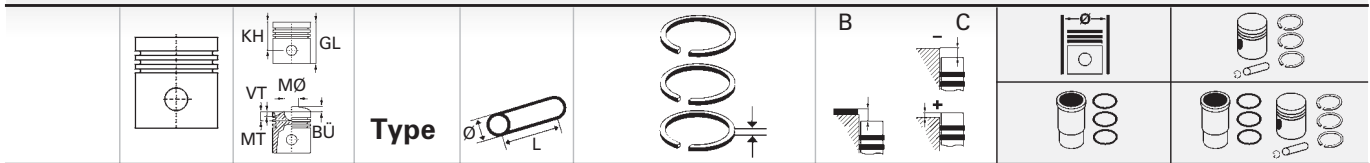
03.1999 → 06.2003 D (LA) 6 12816 cm³ 4V 375 kW (510 PS) 17:1 166,00 mm

| | | | | | | | | | |
|--|--------------|--|-------------------|-----------|-----------------------------|--|--------------------------------------|--------------------------|--------------------------|
| | 6 128 055 | KH 79,25 VT1 -1,90 MT -21,74 MØ 85,9 GL 134,25 | RTK KKK TPL | 50 107 | 1 T15 4 1 M 3 1 DSF 4 | CR G6 CR | +0,01 +0,33 | 128,00 | 99 404 600 |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 186 110 [1] | 99 404 960 [1] | |
| | 6 128 055 | KH 79,05 VT1 -1,90 MT -21,74 MØ 85,9 GL 134,05 | RTK KKK TPL | 50 107 | 1 T15 4 1 M 3 1 DSF 4 | CR G6 CR | +0,01 +0,33 | 128,00 | 99 405 600 [2] |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 186 110 [1] | 99 405 960 [1] | |
| | 6 128 055 | KH 78,85 VT1 -1,90 MT -21,74 MØ 85,9 GL 133,85 | RTK KKK TPL | 50 107 | 1 T15 4 1 M 3 1 DSF 4 | CR G6 CR | +0,01 +0,33 | 128,00 | 99 406 600 [3] |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 186 110 [1] | 99 406 960 [1] | |
| | N Cyl. | A=144,5 | C=153,8 | L=269 | H=10,07 | 1 XM 138 x 144,75 x 4,6 2 XM 144 x 4 | 89 869 110 <small>NEW</small> | | |

[1] Bei Gas-, Marine-, Bahn- und Stationäranwendungen sowie beim Einsatz alternativer Brennstoffe nur mit Sonderdichtringsatz 50 007 891 verwenden.
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Pour les applications à gaz, marines, stationnaires, chemins de fer ainsi qu'à l'utilisation de carburants de substitution, n'utiliser que la pochette de joints spéciale 50 007 891.
Usar las aplicaciones estacionarias, de gas, marinas y ferrocarriles, lo mismo que los combustibles alternativos sólo con el juego especial de retenes 50 007 891.
При газовых, стационарных применениях, применениях для флота и для железной дороги, а также при применении альтернативных видов горючего использовать только с особым набором уплотнительных колец 50 007 891.

[2] KH -0,20 mm

[3] KH -0,40 mm

**73** **128****D 2876 Euro 2****LF 01, LF 07, LF 08, LF 11**

02.2000 →

D (LA)

6

4V

301-338 kW

(409-460 PS) 17:1

166,00 mm

| | | | | | | | | |
|--|--------|---------|---------|-------|-------------|--|--------------------------------------|--|
| | N Cyl. | A=144,5 | C=153,8 | L=269 | H=10,07 | 1 XM 138 x 144,75 x 4,6 2 XM 144 x 4 | 89 869 110 <small>NEW</small> | |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 186 110 [1] | |
| | N Cyl. | A=145 | C=154,3 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 534 110 [1] | |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,27+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 518 110 [1] | |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,57+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 324 110 [1] | |

[1]

Bei Gas-, Marine-, Bahn- und Stationäranwendungen sowie beim Einsatz alternativer Brennstoffe nur mit Sonderdichtringsatz 50 007 891 verwenden.
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Usar las aplicaciones estacionarias, de gas, marinas y ferrocarriles, lo mismo que los combustibles alternativos sólo con el juego especial de retenes 50 007 891.
При газовых, стационарных применениях, применениях для флота и для железной дороги, а также при применении альтернативных видов горючего использовать только с особым набором уплотнительных колец 50 007 891.

74 **128****D 2876 Euro 3****LF 12, LF 13, LF 25, LOH 20**

04.2000 →

D (LA)

6

12816 cm³

4V

301-390 kW

(410-530 PS) 18:1

166,00 mm

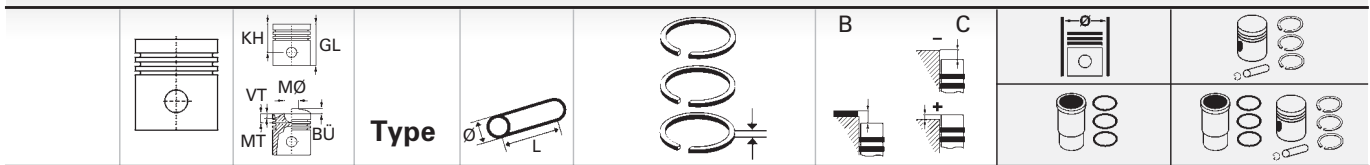
| | | | | | | | | |
|--|--------|---|-------------------|-----------|-----------------------------|---|-------------------|-------------------|
| | 6 | KH 79,25 VT1 -1,90 MT -23,75 MØ 76,16 GL 134,25 | RTK TPL KKK | 52 103 | 1 T15 4 1 M 3 1 DSF 4 | CR G6 CR | 128,00 | 99 697 600 |
| | N Cyl. | A=144,5 | C=153,8 | L=268 | H=8,07 | 1 XM 138 x 144,75 x 4,6 2 FP 144 x 4 | 89 595 110 | 99 697 960 |

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| | | | Type | | | | | | |
|--|--------------|---|-------------------|-----------|-----------------------------|-------------|---|------------|------------|
| | 6 128 057 | KH 79,05 VT1 -1,90 MT -23,75 MØ 76,16 GL 134,05 | RTK TPL KKK | 52 103 | 1 T15 4 1 M 3 1 DSF 4 | CR G6 CR | | 128,00 | 99 702 600 |
| | N Cyl. | A=144,5 | C=153,8 | L=268 | H=8,07 | | 1 XM 138 x 144,75 x 4,6 2 FP 144 x 4 | 89 595 110 | 99 702 960 |
| | 6 128 057 | KH 78,85 VT1 -1,90 MT -23,75 MØ 76,16 GL 133,85 | RTK TPL KKK | 52 103 | 1 T15 4 1 M 3 1 DSF 4 | CR G6 CR | | 128,00 | 99 703 600 |
| | N Cyl. | A=144,5 | C=153,8 | L=268 | H=8,07 | | 1 XM 138 x 144,75 x 4,6 2 FP 144 x 4 | 89 595 110 | 99 703 960 |
| | 6 128 057 | KH 78,65 VT1 -1,90 MT -23,75 MØ 76,16 GL 133,65 | RTK TPL KKK | 52 103 | 1 T15 4 1 M 3 1 DSF 4 | CR G6 CR | | 128,00 | 99 704 600 |
| | N Cyl. | A=144,5 | C=153,8 | L=268 | H=8,07 | | 1 XM 138 x 144,75 x 4,6 2 FP 144 x 4 | 89 595 110 | 99 704 960 |
| | N Cyl. | A=145 | C=154,3 | L=268 | H=8,07 | | 1 XM 138 x 144,75 x 4,6 2 FP 144 x 4 | 89 859 110 | |
| | N Cyl. | A=145,5 | C=154,3 | L=268 | H=8,07 | | 1 XM 138 x 144,75 x 4,6 2 FP 144 x 4 | 89 860 110 | |

M



| 75 | | 128 | | | | | | | | | | | |
|----------------------|--|----------------|---------|--------|-------------|--|----|--------|-------------------|-----------|--|--|--|
| D 2876 Euro 3 | | LUE 605 | | | | | | | | | | | |
| | | 2004 → | | D (LA) | 6 | 12816 cm ³ | 4V | 398 kW | (541 PS) | 166,00 mm | | | |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | | 89 186 110 | [1] | | | |
| | N Cyl. | A=145 | C=154,3 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | | 89 534 110 | [1] | | | |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,27+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | | 89 518 110 | [1] | | | |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,57+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | | 89 324 110 | [1] | | | |
| [1] | Bei Gas-, Marine-, Bahn- und Stationäranwendungen sowie beim Einsatz alternativer Brennstoffe nur mit Sonderdichtringsatz 50 007 891 verwenden. For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891. Pour les applications à gaz, marines, stationnaires, chemins de fer ainsi qu'à l'utilisation de carburants de substitution, n'utiliser que la pochette de joints spéciale 50 007 891. Usar las aplicaciones estacionarias, de gas, marinas y ferrocarriles, lo mismo que los combustibles alternativos sólo con el juego especial de retenes 50 007 891. При газовых, стационарных применениях, применениях для флота и для железной дороги, а также при применении альтернативных видов горючего использовать только с особым набором уплотнительных колец 50 007 891. | | | | | | | | | | | | |

| 76 | | 128 | | | | | | | | | | | |
|----------------------|---------|---|------------|-------------|--|--|----|-------------------|--------------------------|--------------------------|--|--|--|
| D 2866 Euro 2 | | LF 42 | | | | | | | | | | | |
| | | | | D (LA) | 6 | 11967 cm ³ | 4V | 228 kW | (310 PS) | 155,00 mm | | | |
| | 6 | KH 89,75 VT1 -1,90 MT -22,8 MØ 80 GL 141,75 | RTK FBO | 46 105 | 1 T15 4 1 M 3 1 DSF 4 | CR G6 CR | | +0,01 +0,33 | 128,00 | 94 850 600 | | | |
| | 128 053 | | | | | | | | | | | | |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | | 89 186 110 | 94 850 960 [1] | | | |
| | N Cyl. | A=145 | C=154,3 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | | 89 534 110 | 94 850 964 [1] | | | |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,27+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | | 89 518 110 | 94 850 963 [1] | | | |
| N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,57+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | | | 89 324 110 | 94 850 961 [1] | | | | |
| | 6 | KH 89,55 VT1 -1,90 MT -22,8 MØ 80 GL 141,55 | RTK FBO | 46 105 | 1 T15 4 1 M 3 1 DSF 4 | CR G6 CR | | | 128,00 | 94 851 600 [2] | | | |
| | 128 053 | | | | | | | | | | | | |

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| | | Type | | | B | C | | |
|-----|--|---|------------|-----------|-----------------------------|--|--------------------------|--------------------------|
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 186 110 [1] | 94 851 960 [1] |
| | N Cyl. | A=145 | C=154,3 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 534 110 [1] | 94 851 964 [1] |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,27+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 518 110 [1] | 94 851 963 [1] |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,57+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 324 110 [1] | 94 851 961 [1] |
| | 6 128 053 | KH 89,35 VT1 -1,90 MT -22,8 MØ 80 GL 141,35 | RTK FBO | 46 105 | 1 T15 4 1 M 3 1 DSF 4 | CR G6 CR | 128,00 | 94 852 600 [3] |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 186 110 [1] | 94 852 960 [1] |
| | N Cyl. | A=145 | C=154,3 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 534 110 [1] | 94 852 964 [1] |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,27+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 518 110 [1] | 94 852 963 [1] |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,57+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 324 110 [1] | 94 852 961 [1] |
| [1] | Bei Gas-, Marine-, Bahn- und Stationäranwendungen sowie beim Einsatz alternativer Brennstoffe nur mit Sonderdichtringsatz 50 007 891 verwenden. For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891. Pour les applications à gaz, marines, stationnaires, chemins de fer ainsi qu'à l'utilisation de carburants de substitution, n'utiliser que la pochette de joints spéciale 50 007 891. Usar las aplicaciones estacionarias, de gas, marinas y ferrocarriles, lo mismo que los combustibles alternativos sólo con el juego especial de retenes 50 007 891. При газовых, стационарных применениях, применениях для флота и для железной дороги, а также при применении альтернативных видов горючего использовать только с особым набором уплотнительных колец 50 007 891. | | | | | | | |
| [2] | KH -0,20 mm | | | | | | | |
| [3] | KH -0,40 mm | | | | | | | |

77 **128**

D 2866 Euro 3

LOH 30

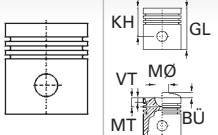
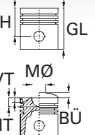

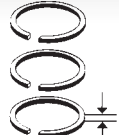

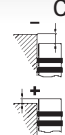

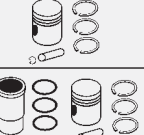


D (LA) 6 11967 cm³ 2V 294 kW (400 PS) 18:1 155,00 mm

| | | | | | | | | | |
|--|--------------|--|------------|-----------|-----------------------------|-------------|----------------|---------------|-------------------|
| | 6 128 053 | KH 89,75 VT1 -1,90 VT2 -1,90 MT -22 MØ 80 GL 141,75 | RTK FBO | 46 105 | 1 T15 4 1 M 3 1 DSF 4 | CR G6 CR | +0,01 +0,33 | 128,00 | 99 330 600 |
| Fortsetzung nächste Seite / continued on next page / suite page suivante / continuación página próxima / Продолжение на следующей странице | | | | | | | | | |





| | | | Type | | | | | | |
|------|--------------|--|------------|-----------|-----------------------------|--|--------------------------|--------------------------|--------------------------|
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 186 110 [1] | 99 330 960 [1] | |
| | N Cyl. | A=145 | C=154,3 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 534 110 [1] | 99 330 964 [1] | |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,27+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 518 110 [1] | 99 330 963 [1] | |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,57+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 324 110 [1] | 99 330 961 [1] | |
| | 6 128 053 | KH 89,55 VT1 -1,90 VT2 -1,90 MT -22 MØ 80 GL 141,55 | RTK FBO | 46 105 | 1 T15 4 1 M 3 1 DSF 4 | CR G6 CR | +0,01 +0,33 | 128,00 [2] | 99 331 600 [2] |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 186 110 [1] | 99 331 960 [1] | |
| | N Cyl. | A=145 | C=154,3 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 534 110 [1] | 99 331 964 [1] | |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,27+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 518 110 [1] | 99 331 963 [1] | |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,57+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 324 110 [1] | 99 331 961 [1] | |
| | 6 128 053 | KH 89,35 VT1 -1,90 VT2 -1,90 MT -22 MØ 80 GL 141,35 | RTK FBO | 46 105 | 1 T15 4 1 M 3 1 DSF 4 | CR G6 CR | +0,01 +0,33 | 128,00 [3] | 99 332 600 [3] |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 186 110 [1] | 99 332 960 [1] | |
| | N Cyl. | A=145 | C=154,3 | L=270 | H+F=10,07+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 534 110 [1] | 99 332 964 [1] | |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,27+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 518 110 [1] | 99 332 963 [1] | |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=10,57+1 | 4 FP 138 x 2,1 4 FP 144 x 4 (50 006 657) | 89 324 110 [1] | 99 332 961 [1] | |

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| |  |  | <p>Type</p> |  |  | <p>B</p>  | <p>C</p>  |  |  |
|---|---|---|--------------------|---|---|--|---|---|---|
| <p>[1]</p> | <p>Bei Gas-, Marine-, Bahn- und Stationäranwendungen sowie beim Einsatz alternativer Brennstoffe nur mit Sonderdichtringsatz 50 007 891 verwenden. For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 891. Pour les applications à gaz, marines, stationnaires, chemins de fer ainsi qu'à l'utilisation de carburants de substitution, n'utiliser que la pochette de joints spéciale 50 007 891. Usar las aplicaciones estacionarias, de gas, marinas y ferrocarriles, lo mismo que los combustibles alternativos sólo con el juego especial de retenes 50 007 891. При газовых, стационарных применениях, применениях для флота и для железной дороги, а также при применении альтернативных видов горючего использовать только с особым набором уплотнительных колец 50 007 891.</p> | | | | | | | | |
| <p>[2]</p> | <p>KH -0,20 mm</p> | | | | | | | | |
| <p>[3]</p> | <p>KH -0,40 mm</p> | | | | | | | | |
|  | <p>MANNESMANN/DE-MAG</p> | | | | <p>→ SCANIA.....</p> | | | | <p> 863</p> |

M

| | | | Cyl. |  mm | cm ³ |  | Comp. Ratio ε | kW | PS | Pos |
|--------------------|--------|---|------------------|---|-----------------|---|------------------|---------|----|-----|
| | | | | | | | | | | |
| A 3.144 | D | 3 | 88,925 x 126,9 | 2365 | 2 | 16,5:1 | 22-28 | 30-38 | 1 | |
| A 3.152 | D | 3 | 91,48 x 126,9 | 2503 | 2 | 17,4:1 | 27-35 | 37-48 | 2 | |
| A 4.192 | D | 4 | 88,925 x 126,8 | 3150 | 2 | 16,5:1 | 36-40 | 50-55 | 1 | |
| A 4.203 | D | 4 | 91,48 x 126,9 | 3335 | 2 | 17,4:1 | 43 | 58 | 2 | |
| A 4.212 | D | 4 | 98,48 x 114 | 3475 | 2 | 15,1:1 | 44 | 60 | 9 | |
| A 4.236 | D | 4 | 98,48 x 126,8 | 3864 | 2 | 16:1 | 37-65 | 50-89 | 6 | |
| A 6.305 | D | 6 | 91,48 x 126,9 | 5003 | 2 | 17,4:1 | 55 | 75 | 2 | |
| A 6.354.1 | D (A) | 6 | 98,48 x 126,8 | 5794 | 2 | 16:1 | 71-82 | 97-112 | 7 | |
| A 6.354.2 | D (A) | 6 | 98,48 x 126,8 | 5794 | 2 | 16:1 | 74 | 100 | 8 | |
| A 6.354.4 | D (A) | 6 | 98,48 x 126,8 | 5794 | 2 | 16:1 | 67-87 | 91-118 | 8 | |
| AD 3.152 | D | 3 | 91,48 x 126,3 | 2490 | 2 | 17,4:1 | 28-42 | 38-57 | 3 | |
| AD 4.203 | D | 4 | 91,48 x 126,9 | 3335 | 2 | 19:1 | 40-43 | 55-59 | 3 | |
| AD 4.236 | D | 4 | 98,48 x 126,8 | 3864 | 2 | 16:1 | 48-60 | 59-80 | 6 | |
| AT 4.236 | D (A) | 4 | 98,48 x 126,8 | 3864 | 2 | 15,25:1 | 66-68 | 90-93 | 11 | |
| AT 6.354.4 | D (A) | 6 | 98,48 x 126,8 | 5794 | 2 | 16:1 | 88-119 | 120-162 | 10 | |
| HR 494.4 | D (LA) | 4 | 92 x 94 | 2499 | 4 | 21,5:1 | 84-86 | 114-117 | 5 | |
| P 6.288 | D | 6 | 88,925 x 126,8 | 4730 | 2 | 16,5:1 | 61 | 83 | 1 | |
| T 3.152.4 | D (A) | 3 | 91,48 x 126,9 | 2503 | 2 | | 39-43 | 53-59 | 4 | |
| T 4.236 | D (A) | 4 | 98,48 x 126,8 | 3864 | 2 | 15,25:1 | 49 | 66 | 11 | |
| 6.354 | D | 6 | 98,48 x 126,8 | 5794 | 2 | 16:1 | 69-82 | 94-112 | 7 | |
| 1103C-33T Euro 2 | D (A) | 3 | 105 x 127 | 3300 | 2 | 19,25:1 | 47-55 | 64-75 | 15 | |
| 1104C-E44TA Euro 2 | D (LA) | 4 | 105 x 127 | 4400 | 2 | 19,3:1 | 82-106 | 110-142 | 15 | |
| 1106C-E60TA Euro 2 | D (LA) | 6 | 100 x 127,3 | 5984 | 2 | 17,25:1 | 88-130 | 120-175 | 12 | |
| 4.212 | D | 4 | 98,48 x 114 | 3475 | 2 | 15,5:1 | 44-47 | 60-64 | 9 | |
| 4.236 | D | 4 | 98,48 x 126,8 | 3864 | 2 | 16:1 | 48-60 | 59-80 | 6 | |
| 4.248 | D | 4 | 101,054 x 126,76 | 4064 | 2 | 16:1 | 53-66 | 72-90 | 13 | |
| 620 DWBAE Euro 3 | D (LA) | 6 | 108 x 120 | 6600 | 2 | | 140 | 190 | 16 | |
| 634 DWBAE Euro 3 | D (LA) | 6 | 108 x 134 | 7400 | 2 | | 160-174 | 218-237 | 17 | |
| 6.372.4 | D | 6 | 101,054 x 126,76 | 6100 | 2 | 16:1 | 82-87 | 112-118 | 14 | |



| | | | | Pos | | | | | Pos |
|-------------------|-------------------|-----------|---|-----|-------------------|-------------------|-----------|---|-----|
| SERIES 10 | | | | | SERIES 140 | | | | |
| 11 | 01.1969 → 04.1982 | 4.248 | D | 13 | 144 | 01.1969 → | AD 3.152 | D | 3 |
| SERIES 20 | | | | | SERIES 150 | | | | |
| 20 | 01.1972 → 12.1980 | AD 3.152 | D | 3 | 148 | 01.1972 → 07.1974 | AD 3.152 | D | 3 |
| 20 | → 12.1980 | A 3.152 | D | 2 | 150 | 01.1973 → 12.1977 | A 3.152 | D | 2 |
| 22 | 07.1972 → 12.1978 | 4.248 | D | 13 | 152 | 01.1971 → 12.1974 | AD 3.152 | D | 3 |
| 24 | | A 6.354.4 | D | 8 | 154 | 01.1971 → | AD 3.152 | D | 3 |
| SERIES 30 | | | | | SERIES 160 | | | | |
| 30 | 01.1969 → 12.1976 | A 4.212 | D | 9 | 155 | 01.1962 → 12.1977 | AD 4.203 | D | 3 |
| 30 | 01.1974 → 12.1976 | AD 4.203 | D | 3 | 155 | 01.1973 → 12.1977 | A 3.152 | D | 2 |
| 31 | 01.1961 → 12.1968 | A 4.236 | D | 6 | 158 | | AD 4.203 | D | 3 |
| 33 | 01.1979 → 12.1989 | A 6.354.4 | D | 8 | SERIES 170 | | | | |
| 33 | 01.1979 → 12.1989 | 4.248 | D | 13 | 164 | | A 3.152 | D | 2 |
| 35 | 01.1969 → 12.1977 | A 3.152 | D | 2 | 164 | | AD 3.152 | D | 3 |
| 35 | 01.1971 → 12.1977 | AD 3.152 | D | 3 | 165 | 01.1973 → 12.1975 | A 4.212 | D | 9 |
| 35 | → 12.1977 | A 4.203 | D | 2 | 165 | 01.1973 → 12.1976 | A 4.203 | D | 2 |
| SERIES 40 | | | | | SERIES 180 | | | | |
| 40 | 01.1970 → 12.1979 | AD 3.152 | D | 3 | 165 | 1974 → 12.1981 | 4.212 | D | 9 |
| 40 | | A 4.203 | D | 2 | 165 | 01.1974 → 12.1981 | AD 4.203 | D | 3 |
| 40 B | 01.1980 → 12.1980 | A 4.236 | D | 6 | 165 | 01.1976 → 12.1979 | 4.236 | D | 6 |
| 44 | 01.1969 → 12.1977 | 6.354 | D | 7 | 168 | 01.1971 → 12.1974 | A 4.236 | D | 6 |
| 44 | 01.1969 → 12.1989 | A 6.354.1 | D | 7 | 168 | → 12.1974 | 4.236 | D | 6 |
| 44 | 01.1973 → 12.1980 | AD 3.152 | D | 3 | SERIES 190 | | | | |
| 45 | 01.1969 → 12.1974 | 6.354 | D | 7 | 174 | 01.1973 → | A 4.236 | D | 6 |
| SERIES 50 | | | | | SERIES 200 | | | | |
| 50 | 01.1970 → 12.1980 | A 4.236 | D | 6 | 175 | 01.1969 → 12.1983 | A 4.236 | D | 6 |
| 50 | 01.1970 → 12.1980 | 4.236 | D | 6 | 175 | 01.1970 → 12.1976 | AD 4.236 | D | 6 |
| 50 | 01.1970 → | 4.248 | D | 13 | 177 | 01.1965 → | A 4.236 | D | 6 |
| 50 | 01.1973 → | 4.212 | D | 9 | 178 | 01.1970 → 04.1982 | 4.248 | D | 13 |
| 50 | 01.1974 → 12.1978 | AD 4.203 | D | 3 | SERIES 180 | | | | |
| 50 H | 01.1984 → | 4.236 | D | 6 | 180 | 01.1969 → 12.1972 | A 4.236 | D | 6 |
| SERIES 60 | | | | | SERIES 220 | | | | |
| 60 | 01.1972 → 12.1978 | 4.248 | D | 13 | 180 | → 12.1972 | 4.236 | D | 6 |
| 60 | 01.1974 → 12.1977 | AD 4.236 | D | 6 | 184 | 01.1973 → | A 4.236 | D | 6 |
| 65 | 01.1962 → | AD 4.203 | D | 3 | 185 | 01.1972 → 04.1982 | 4.248 | D | 13 |
| 65 | 01.1969 → 12.1971 | A 4.192 | D | 1 | 185 | → 04.1982 | AD 4.236 | D | 6 |
| 65 | | A 4.203 | D | 2 | 186 | 01.1969 → 04.1982 | 4.212 | D | 9 |
| SERIES 70 | | | | | SERIES 230 | | | | |
| 70 | 01.1971 → 12.1988 | A 6.354.1 | D | 7 | 186 | 01.1969 → 04.1982 | 4.248 | D | 13 |
| 70 | 01.1973 → 12.1978 | 4.248 | D | 13 | 187 | 01.1969 → 04.1982 | 4.248 | D | 13 |
| SERIES 80 | | | | | SERIES 240 | | | | |
| 80 | 01.1971 → 12.1988 | A 6.354.1 | D | 7 | 187 | 01.1965 → | A 4.236 | D | 6 |
| 82 | 01.1979 → 12.1989 | A 6.354.4 | D | 8 | 187 | | 4.236 | D | 6 |
| 85 | 01.1969 → 12.1979 | A 4.236 | D | 6 | 187-6 | | 6.354 | D | 7 |
| 85 | 01.1974 → 12.1975 | 4.248 | D | 13 | 188 | 01.1971 → 04.1982 | 4.248 | D | 13 |
| 85 | 01.1979 → 12.1989 | A 6.354.4 | D | 8 | SERIES 190 | | | | |
| 86 | 01.1962 → | AD 4.203 | D | 3 | 194 | | 4.248 | D | 13 |
| 86 | | 4.236 | D | 6 | SERIES 200 | | | | |
| 87 | 01.1965 → | A 4.236 | D | 6 | 200 | 01.1970 → 12.1982 | AD 3.152 | D | 3 |
| 87 | | 4.236 | D | 6 | 206 | 01.1980 → 12.1988 | A 4.236 | D | 6 |
| 87-6 | | 6.354 | D | 7 | SERIES 220 | | | | |
| SERIES 90 | | | | | SERIES 230 | | | | |
| 92 | 01.1960 → | A 6.305 | D | 2 | 220 | 01.1972 → 04.1982 | 4.248 | D | 13 |
| 95 | 01.1965 → | AD 4.236 | D | 6 | 230 | 01.1972 → 04.1982 | 4.248 | D | 13 |
| 95 | 01.1979 → 12.1989 | A 6.354.4 | D | 8 | 230 | 01.1973 → 12.1982 | AD 3.152 | D | 3 |
| 95 | | 4.236 | D | 6 | 231 | 01.1989 → 1999 | T 3.152.4 | D | 4 |
| 99 | | A 4.236 | D | 6 | 233 | | AD 3.152 | D | 3 |
| 99 | | 4.236 | D | 6 | 234 | | AD 3.152 | D | 3 |
| SERIES 100 | | | | | SERIES 240 | | | | |
| 100 | 01.1970 → 12.1974 | A 6.354.1 | D | 7 | 235 | 01.1977 → 1976 | T 3.152.4 | D | 4 |
| 102 | 01.1972 → 12.1977 | 6.354 | D | 7 | 235 | 01.1977 → 12.1988 | AD 3.152 | D | 3 |
| 114 | 01.1969 → 12.1973 | AD 3.152 | D | 3 | 238 | | T 3.152.4 | D | 4 |
| 124 | 01.1969 → | AD 3.152 | D | 3 | SERIES 250 | | | | |
| SERIES 130 | | | | | SERIES 260 | | | | |
| 130 | 01.1966 → 12.1968 | A 3.144 | D | 1 | 240 | 01.1979 → 12.1988 | AD 3.152 | D | 3 |
| 133 | 01.1969 → 12.1974 | A 3.144 | D | 1 | 240 | → 12.1988 | A 4.236 | D | 6 |
| 134 | 01.1973 → 12.1979 | AD 3.152 | D | 3 | 245 | 01.1972 → 12.1988 | AD 3.152 | D | 3 |
| 135 | 01.1969 → 12.1974 | A 3.144 | D | 1 | 248 | 01.1971 → | AD 3.152 | D | 3 |
| 135 | 01.1969 → 12.1976 | AD 3.152 | D | 3 | SERIES 250 | | | | |
| | | | | | SERIES 260 | | | | |
| | | | | | SERIES 200 | | | | |
| | | | | | SERIES 220 | | | | |
| | | | | | SERIES 230 | | | | |
| | | | | | SERIES 240 | | | | |
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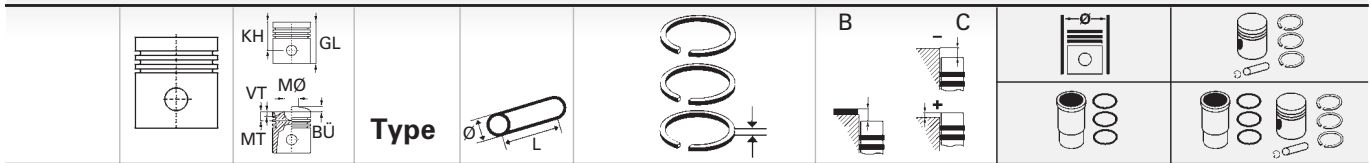



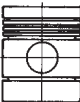



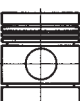

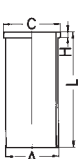

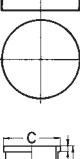
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| 263 | 01.1998 → 12.1999 | AD 3.152 | D | 3 | 440 | | 4.248 | D | 13 |
| 263 | | A 3.152 | D | 2 | SERIES 450 | | | | |
| 265 | 01.1973 → 12.1988 | A 4.236 | D | 6 | 450 | 01.1973 → 12.1987 | 6.354 | D | 7 |
| 265 | → 12.1988 | 4.236 | D | 6 | 450 | 01.1979 → 12.1987 | AT 6.354.4 | D | 10 |
| SERIES 270 | | | | | SERIES 480 | | | | |
| 270 | 01.1983 → | A 4.236 | D | 6 | 487 | 01.1965 → 04.1982 | 4.236 | D | 6 |
| 270 | | 4.236 | D | 6 | 487 | 1969 → 04.1982 | 4.248 | D | 13 |
| 273 | | A 4.236 | D | 6 | SERIES 500 | | | | |
| 274 | 01.1976 → 12.1988 | A 4.236 | D | 6 | 500 | 01.1969 → 12.1973 | 6.354 | D | 7 |
| 275 | 01.1975 → 12.1988 | A 4.236 | D | 6 | 500-7 | 01.1969 → 12.1988 | 6.354 | D | 7 |
| 275 | 01.1975 → 12.1988 | 4.248 | D | 13 | 506 | 01.1969 → 04.1982 | 4.248 | D | 13 |
| 275 | → 12.1988 | 4.236 | D | 6 | SERIES 510 | | | | |
| SERIES 280 | | | | | 510 | 01.1968 → 12.1988 | 6.354 | D | 7 |
| 283 | 01.1985 → 12.1997 | A 4.236 | D | 6 | 515 | 01.1969 → 12.1988 | 6.354 | D | 7 |
| 284 | | A 4.236 | D | 6 | SERIES 520 | | | | |
| 285 | 01.1971 → 12.1982 | 4.248 | D | 13 | 520 | 01.1971 → 12.1974 | 6.354 | D | 7 |
| 285 | 01.1974 → 12.1982 | A 4.236 | D | 6 | 520 | 01.1979 → 12.1974 | A 6.354.4 | D | 8 |
| 285 | 01.1979 → 12.1988 | AD 3.152 | D | 3 | SERIES 530 | | | | |
| SERIES 290 | | | | | 530 | 01.1979 → 12.1988 | A 6.354.4 | D | 8 |
| 290 | 01.1976 → | 4.248 | D | 13 | SERIES 540 | | | | |
| 293 | 01.1975 → | 4.248 | D | 13 | 542 | 01.1970 → 12.1978 | 6.354 | D | 7 |
| 294 | 01.1975 → 12.1987 | 4.248 | D | 13 | 542 | 01.1979 → 12.1988 | A 6.354.4 | D | 8 |
| SERIES 300 | | | | | SERIES 550 | | | | |
| 300 | 01.1971 → 12.1979 | 4.248 | D | 13 | 550 | 01.1979 → 12.1987 | A 6.354.4 | D | 8 |
| 300 | 01.1973 → 12.1979 | AD 4.203 | D | 3 | SERIES 560 | | | | |
| 304 | 01.1975 → 12.1979 | AD 4.203 | D | 3 | 560 | 01.1976 → 12.1988 | A 4.203 | D | 2 |
| 307 | 01.1969 → 04.1982 | 4.248 | D | 13 | 560 | → 12.1988 | AD 4.203 | D | 3 |
| 307 | 01.1974 → 12.1988 | A 4.236 | D | 6 | 565 | 01.1976 → 12.1988 | A 4.236 | D | 6 |
| SERIES 310 | | | | | SERIES 570 | | | | |
| 310 | 01.1972 → | 4.248 | D | 13 | 575 | 01.1976 → 12.1988 | A 4.236 | D | 6 |
| SERIES 330 | | | | | 575 | → 12.1988 | 4.236 | D | 6 |
| 330 | 01.1973 → 12.1977 | 4.248 | D | 13 | SERIES 580 | | | | |
| 333 | | AD 3.152 | D | 3 | 585 | 01.1976 → | A 4.236 | D | 6 |
| SERIES 340 | | | | | 587 | 01.1981 → | 4.248 | D | 13 |
| 340 | | AD 3.152 | D | 3 | SERIES 590 | | | | |
| 342 | 01.1993 → 1996 | A 3.152 | D | 2 | 590 | 01.1976 → | 4.248 | D | 13 |
| SERIES 350 | | | | | SERIES 610 | | | | |
| 350 | 01.1972 → 12.1976 | 4.248 | D | 13 | 615 | 01.1989 → | HR 494.4 | D | 5 |
| 350 | 01.1986 → | AD 3.152 | D | 3 | SERIES 620 | | | | |
| 352 | 01.1993 → 1996 | T 3.152.4 | D | 4 | 620 | | 6.372.4 | D | 14 |
| 353 | 01.1989 → 1994 | AD 3.152 | D | 3 | 625 | | 6.372.4 | D | 14 |
| 354 | 01.1989 → 2000 | A 3.152 | D | 2 | SERIES 680 | | | | |
| SERIES 360 | | | | | 685 | | A 4.236 | D | 6 |
| 362 | 01.1988 → 12.1997 | A 4.236 | D | 6 | SERIES 690 | | | | |
| 363 | 01.1989 → 1994 | T 3.152.4 | D | 4 | 690 | 01.1982 → | 4.248 | D | 13 |
| 364 | 01.1989 → 2000 | T 3.152.4 | D | 4 | SERIES 750 | | | | |
| SERIES 370 | | | | | 750 | 01.1970 → | AT 6.354.4 | D | 10 |
| 373 | → 12.1994 | A 4.236 | D | 6 | SERIES 860 | | | | |
| 374 | → 12.2000 | A 4.236 | D | 6 | 865 | | A 4.203 | D | 2 |
| 375 | 01.1986 → 12.1997 | A 4.236 | D | 6 | SERIES 890 | | | | |
| 377 | → 12.1994 | A 4.236 | D | 6 | 892 | 01.1957 → 1972 | P 6.288 | D | 1 |
| SERIES 380 | | | | | SERIES 1000 | | | | |
| 382 | 01.1993 → 12.1996 | 4.248 | D | 13 | 1004 | | AT 4.236 | D | 11 |
| 383 | 01.1986 → 12.1997 | A 4.236 | D | 6 | 1004 | | T 4.236 | D | 11 |
| 384 | → 12.2000 | A 4.236 | D | 6 | 1007 | → 1994 | AT 4.236 | D | 11 |
| 387 | → 12.1994 | A 4.236 | D | 6 | 1007 | | T 4.236 | D | 11 |
| SERIES 390 | | | | | 1014 | → 12.1990 | A 6.354.1 | D | 7 |
| 390 | 01.1986 → 12.1997 | 4.248 | D | 13 | 1080 | 01.1965 → | 4.236 | D | 6 |
| 393 | 01.1989 → 12.1994 | 4.248 | D | 13 | 1095 | 01.1973 → 12.1974 | 6.354 | D | 7 |
| 394 | 01.1989 → 12.2000 | 4.248 | D | 13 | 1098 | 01.1975 → 12.1976 | 6.354 | D | 7 |
| 397 | 1989 → | 4.248 | D | 13 | 1100 | 01.1964 → 1972 | A 6.354.2 | D | 8 |
| 397 | | T 4.236 | D | 11 | 1100 | 01.1964 → 12.1972 | 6.354 | D | 7 |
| 399 | 01.1986 → 12.1997 | A 6.354.4 | D | 8 | 1100 | 01.1979 → 12.1980 | A 6.354.4 | D | 8 |
| SERIES 400 | | | | | 1104 | 01.1973 → 12.1989 | A 6.354.1 | D | 7 |
| 400 | 01.1971 → 12.1987 | 6.354 | D | 7 | 1105 | 01.1972 → 12.1976 | 6.354 | D | 7 |
| 400 | 01.1973 → 12.1976 | A 6.354.1 | D | 7 | 1105 | 01.1979 → 12.1989 | AT 6.354.4 | D | 10 |
| 400 | 01.1979 → 12.1987 | AT 6.354.4 | D | 10 | 1114 | 01.1977 → 12.1989 | A 6.354.4 | D | 8 |
| 420 | 01.2006 → | 1103C-33T | D | 15 | 1134 | | AT 6.354.4 | D | 10 |
| SERIES 440 | | | | | SERIES 1200 | | | | |



| | | | Pos | | | | Pos |
|--------------------|-------------------|-------------|-----|--------------------|--------------------|-------------------|----------------|
| 1200 | 01.1971 → 12.1989 | A 6.354.1 | D | 7 | 7500 | 01.1973 → | A 4.236 D 6 |
| 1200 | 01.1971 → 12.1989 | A 6.354.4 | D | 8 | SERIES 8000 | | |
| 1200 | → 12.1989 | 6.354 | D | 7 | 8000 | 01.1969 → 04.1982 | 4.248 D 13 |
| SERIES 2200 | | | | SERIES 8200 | | | |
| 2200 | 01.1972 → 12.1973 | AD 3.152 | D | 3 | 8240 | 2002 → 2004 | 620 DWBAE D 16 |
| 2203 | 01.1969 → | AD 3.152 | D | 3 | 8250 | 2002 → 2004 | 634 DWBAE D 17 |
| 2205 | 01.1969 → | AD 3.152 | D | 3 | 8260 | 2002 → 2004 | 634 DWBAE D 17 |
| SERIES 2500 | | | | | | | |
| 2500 | 01.1973 → 12.1975 | AD 3.152 | D | 3 | | | |
| SERIES 2600 | | | | | | | |
| 2620 | 01.1979 → | A 6.354.4 | D | 8 | | | |
| 2625 | | A 6.354.4 | D | 8 | | | |
| 2640 | 01.1982 → 12.1983 | A 6.354.4 | D | 8 | | | |
| 2645 | | A 6.354.4 | D | 8 | | | |
| 2670 | 01.1979 → | A 6.354.4 | D | 8 | | | |
| 2675 | 01.1976 → 12.1978 | A 6.354.4 | D | 8 | | | |
| 2680 | | AT 6.354.4 | D | 10 | | | |
| 2685 | | AT 6.354.4 | D | 10 | | | |
| SERIES 2700 | | | | | | | |
| 2720 | | AT 6.354.4 | D | 10 | | | |
| 2725 | | AT 6.354.4 | D | 10 | | | |
| SERIES 3000 | | | | | | | |
| 3050 | | A 4.236 | D | 6 | | | |
| 3060 | 01.1987 → | 4.248 | D | 13 | | | |
| 3065 | → 1994 | AT 4.236 | D | 11 | | | |
| 3070 | → 1992 | AT 4.236 | D | 11 | | | |
| 3080 | → 1992 | A 6.354.4 | D | 8 | | | |
| 3090 | → 1990 | A 6.354.4 | D | 8 | | | |
| SERIES 3100 | | | | | | | |
| 3165 | | AD 3.152 | D | 3 | | | |
| SERIES 3300 | | | | | | | |
| 3303 | 01.1969 → 12.1970 | A 4.212 | D | 9 | | | |
| 3303 | | A 4.203 | D | 2 | | | |
| 3305 | 01.1969 → 12.1970 | A 4.212 | D | 9 | | | |
| 3366 | 01.1971 → | 6.354 | D | 7 | | | |
| 3366 | | A 4.236 | D | 6 | | | |
| SERIES 3400 | | | | | | | |
| 3425 | 01.2004 → | 1103C-33T | D | 15 | | | |
| SERIES 3600 | | | | | | | |
| 3630 | 01.1987 → 12.1990 | AT 6.354.4 | D | 10 | | | |
| 3650 | 01.1987 → 12.1990 | AT 6.354.4 | D | 10 | | | |
| SERIES 4000 | | | | | | | |
| 4000 | 01.1974 → 12.1976 | AD 3.152 | D | 3 | | | |
| SERIES 4400 | | | | | | | |
| 4488 | 01.1973 → 12.1977 | 6.354 | D | 7 | | | |
| SERIES 4500 | | | | | | | |
| 4500 | 01.1974 → 12.1976 | AD 3.152 | D | 3 | | | |
| SERIES 5000 | | | | | | | |
| 5000 | 01.1969 → 12.1973 | AD 3.152 | D | 3 | | | |
| SERIES 5400 | | | | | | | |
| 5465 | 09.2003 → | 1106C-E60TA | D | 12 | | | |
| SERIES 5500 | | | | | | | |
| 5500 | 01.1971 → | AD 3.152 | D | 3 | | | |
| SERIES 6400 | | | | | | | |
| 6460 | 05.2003 → | 1104C-E44TA | D | 15 | | | |
| 6465 | 05.2003 → | 1106C-E60TA | D | 12 | | | |
| 6470 | 05.2003 → | 1104C-E44TA | D | 15 | | | |
| 6475 | 05.2003 → | 1106C-E60TA | D | 12 | | | |
| 6480 | 05.2003 → | 1106C-E60TA | D | 12 | | | |
| SERIES 6500 | | | | | | | |
| 6500 | 01.1975 → 12.1986 | A 4.236 | D | 6 | | | |
| SERIES 7000 | | | | | | | |
| 7000 | 01.1962 → | AD 4.203 | D | 3 | | | |
| 7000 | 1969 → | 4.212 | D | 9 | | | |
| SERIES 7400 | | | | | | | |
| 7465 | 02.2003 → | 1106C-E60TA | D | 12 | | | |
| 7475 | 02.2003 → | 1106C-E60TA | D | 12 | | | |
| 7480 | 02.2003 → | 1106C-E60TA | D | 12 | | | |
| SERIES 7500 | | | | | | | |

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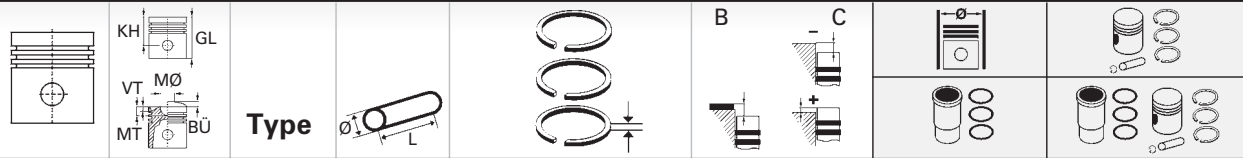


| 1  88,925 | | | | | | | | | | |
|--|--|---------------------|------------|----------------------|--|----------|---------------|---------------------------|--------------------------|--|
| A 3.144 | 01.1966 → 12.1974 | D | 3 | 2365 cm ³ | 2V | 22-28 kW | (30-38 PS) | 16,5:1 | 126,90 mm | |
| A 4.192 | 01.1969 → 12.1971 | D | 4 | 3150 cm ³ | 2V | 36-40 kW | (50-55 PS) | 16,5:1 | 126,80 mm | |
| P 6.288 | 01.1957 → 1972 | D | 6 | 4730 cm ³ | 2V | 61 kW | (83 PS) | 16,5:1 | 126,80 mm | |
|  | 3/4/6 089 014 | KH 57,3 GL 108,1 | GEC URK | 31,75 75,3 | 2 R 2,385 1 LA 0,793 2 S 6,335 | ST | 0,00 +0,13 | 88,925 | 91 127 600 | |
|  | T Cyl. | A=93,713 | C=94,4 | L=215,9 | H=4,76 | | | 88 364 110 | 91 127 960 | |
|  | T Cyl. | A=93,71 | C=94,404 | L=215,9 | H=4,76 | | | 88 364 190 semi | | |
| 2  91,48 | | | | | | | | | | |
| A 3.152 | 01.1969 → | D | 3 | 2503 cm ³ | 2V | 27-35 kW | (37-48 PS) | 17,4:1 | 126,90 mm | |
| A 4.203 | 07.1972 → | D | 4 | 3335 cm ³ | 2V | 43 kW | (58 PS) | 17,4:1 | 126,90 mm | |
| A 6.305 | 01.1960 → | D | 6 | 5003 cm ³ | 2V | 55 kW | (75 PS) | 17,4:1 | 126,90 mm | |
|  | 3/4/6 091 028 | KH 57,25 GL 108 | URK | 31,75 75,3 | 2 R 2,385 1 LA 0,79 1 G 6,335 1 S 6,335 | | -0,12 0,00 | 91,48 | 91 130 600 [1] | |
|  | T Cyl. | A=93,713 | C=96,7 | L=216 | H=3,76 | | | 88 363 190 semi | 91 130 967 | |
|  | 3/4/6 091 028 | KH 57,25 GL 108 | URK | 31,75 75,3 | 1 R 2,385 CR 1 R 2,385 1 LA 0,79 1 G 6,335 1 S 6,335 | | -0,12 0,00 | 91,48 | 91 130 700 [1] | |
|  | T Cyl. | A=93,713 | C=96,7 | L=216 | H=3,76 | | | 88 363 190 semi | 91 130 971 | |
|  | T Cyl. | A=93,97 | C=96,7 | L=216 | H=3,76 | | | 89 042 190 semi | 91 130 973 | |
| [1] | Hochkolben - Spaltmaß beachten Top piston - Pay attention to top clearance Pistón alto - tener en cuenta la distancia hasta la tapa de cilindros Piston en surdimension d'hauteur d'axe - Attention à l'espace neutre Поршень с повышенной компрессионной высотой - учесть величину зазора | | | | | | | | | |

M



| | | | | Type | | | | | |
|-----------------------|-----------|---|--------|----------------------|--|---|----------------|-------------------------------|-------------------------------|
| 3 91,48 | | | | | | | | | |
| AD 3.152 | 01.1969 → | D | 3 | 2490 cm ³ | 2V | 28-42 kW | (38-57 PS) | 17,4:1 | 126,30 mm |
| AD 4.203 | 01.1962 → | D | 4 | 3335 cm ³ | 2V | 40-43 kW | (55-59 PS) | 19:1 | 126,90 mm |
| | 3/4 | KH 61,9 MT -18,57 MØ 55,9 GL 109,5 | URK | 31,75 75,3 | 1 R 2,385 G3 1 M 2,385 1 M 3,16 1 SSF 6,335 1 S 6,335 | | -0,10 +0,02 | 91,48 | 92 772 600 (91 126) |
| | 3/4 | KH 61,77 MT -18,57 MØ 55,9 GL 109,37 | URK | 31,75 75,3 | 1 R 2,385 CR G6 1 M 2,385 1 NM 3,16 1 DSF 6,335 CR 1 D 6,335 | | | 91,48 | 99 614 600 |
| | T Cyl. | A=93,713 | C=96,7 | L=216 | H=3,76 | | | 88 363 190 semi | 99 614 961 |
| | T Cyl. | A=93,97 | C=96,7 | L=216 | H=3,76 | | | 89 042 190 semi | 99 614 962 |
| 4 91,48 | | | | | | | | | |
| T 3.152.4 | 01.1977 → | D (A) | 3 | 2503 cm ³ | 2V | 39-43 kW | (53-59 PS) | | 126,90 mm |
| | T Cyl. | A=93,713 | C=96,7 | L=216 | H=3,76 | | | 88 363 190 semi | |
| | T Cyl. | A=93,97 | C=96,7 | L=216 | H=3,76 | | | 89 042 190 semi | |
| 5 92 | | | | | | | | | |
| HR 494.4 | 01.1989 → | D (LA) | 4 | 2499 cm ³ | 4V | 84-86 kW | (114-117 PS) | 21,5:1 | 94,00 mm |
| | 4 | KH 51,2 MT -3,7 GL 86 | RTK | 30 75,7 | 1 T15 2,5 CR G6 1 NM 2 1 DSF 4 CR | | | 92,00 | 92 286 700 |
| | 092 149 | | | | | | | | |
| | N Cyl. | A=103 | C=110 | L=168 | H+F=8,9+1,2 | 1 SC 95 x 1,75 2 R 95 x 2,6 1 SC 95 x 2,6 | | 89 500 110 (89 185) | 92 286 971 |



| 6 | | 98,48 | | | | | | | | | |
|-----------------|-----------|---|------------------|----------------------|---|----------|------------|------|-----------|---------------------------------------|--------------------------|
| A 4.236 | 01.1961 → | D | 4 | 3864 cm ³ | 2V | 37-65 kW | (50-89 PS) | 16:1 | 126,80 mm | | |
| AD 4.236 | 01.1965 → | D | 4 | 3864 cm ³ | 2V | 48-60 kW | (59-80 PS) | 16:1 | 126,80 mm | | |
| 4.236 | 01.1965 → | D | 4 | 3864 cm ³ | 2V | 48-60 kW | (59-80 PS) | 16:1 | 126,80 mm | | |
| | 4 | KH 70,35 MT -20,2 MØ 61 GL 120,7 | URK | 34,925 84 | 1 R 2,385 CR G6 1 R 2,385 1 NM 2,385 1 DSF 6,335 CR 1 D 6,335 | | | | | 98,48 | 99 629 600 |
| | T Cyl. | A=103,2 | | L=228,8 | | | | | | 88 354 190 semi (88 353) | 99 629 960 |
| | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | | | | 88 355 190 semi | 99 629 961 |
| | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | | | | 88 356 110 | 99 629 962 |
| | 4 | KH 70,25 MT -20,35 MØ 61 GL 121,05 | GEC RK RTK | 34,925 84,1 | 1 R 2,385 CR G3 1 M 2,385 CR 1 DSF 4,747 | | | | | 98,48 +0,08 +0,25 | 93 592 600 [1] |
| | T Cyl. | A=103,2 | | L=228,8 | | | | | | 88 354 190 semi (88 353) | 93 592 961 [1] |
| | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | | | | 88 355 190 semi | 93 592 962 [1] |
| | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | | | | 88 356 110 | 93 592 963 [1] |

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M



| | | KH VT MT | GL MØ BU | Type | | | B C | | | |
|-----|--|--|----------------|----------------|---|-------|----------------|---------------------------------------|--------------------------|--|
| | T Cyl. | A=104,28 | C=107,442 | L=226,44 | H=3,861 | | | 89 514 190 semi | 93 592 964 [1] | |
| | 4 098 026 | KH 70,1 MT -20,5 MØ 61 GL 120,9 | GEC URK | 34,925 84,2 | 1 SM 2,39 2 M 2,39 1 DSF 6,34 1 S 6,34 | CR G3 | +0,35 +0,58 | 98,48 | 91 118 600 [2] | |
| | T Cyl. | A=103,2 | | L=228,8 | | | | 88 354 190 semi (88 353) | 91 118 961 | |
| | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | | 88 355 190 semi | 91 118 962 | |
| | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | | 88 356 110 | 91 118 963 | |
| | T Cyl. | A=104,28 | C=107,442 | L=226,44 | H=3,861 | | | 89 514 190 semi | 91 118 964 | |
| [1] | 4.236, A 4.236: 01.1965 → | | | | | | | | | |
| [2] | satzweise gegen 93 592 600 austauschbar exchangeable in sets against 93 592 600 échangeable sous forme de jeux contre 93 592 600 se puede cambiar el juego entero contra el 93 592 600 взаимозаменяемо комплектом с 93 592 600 | | | | | | | | | |

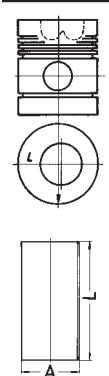
7



98,48

A 6.354.1
6.354

01.1969 → 12.1990 D (A) 6 5794 cm³ 2V 71-82 kW (97-112 PS) 16:1 126,80 mm
01.1964 → D 6 5794 cm³ 2V 69-82 kW (94-112 PS) 16:1 126,80 mm



| | | | | | | | | |
|--------------|---|------------|----------------|-----------------------------------|-------|----------------|---------------------------------------|-------------------------------|
| 6 098 026 | KH 69,91 MT -25,61 MØ 54,1 GL 120,71 | GEC URK | 34,925 84,1 | 1 R 2,385 2 M 2,39 2 S 6,34 | CR G3 | +0,07 +0,26 | 98,48 | 92 774 600 (91 117) |
| T Cyl. | A=103,2 | | L=228,8 | | | | 88 354 190 semi (88 353) | 92 774 961 |

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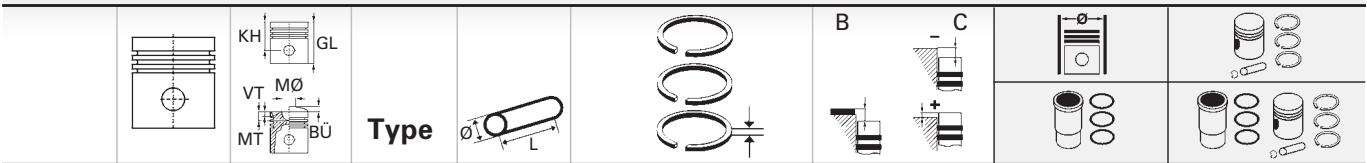
| | | | | | | | | |
|--|--------|-------------|----------|---------|-----------|--|---------------------------|-------------------|
| | | Type | | | | | | |
| | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | 88 355 190 semi | 92 774 962 |
| | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | 88 356 110 | 92 774 963 |

| | | | | | | | | | |
|------------------|----------------|--------------|-----|---|----------------------|----|----------|------------------|-----------|
| 8 | | 98,48 | | | | | | | |
| A 6.354.2 | 01.1964 → 1972 | D | (A) | 6 | 5794 cm ³ | 2V | 74 kW | (100 PS) 16:1 | 126,80 mm |
| A 6.354.4 | 01.1971 → | D | (A) | 6 | 5794 cm ³ | 2V | 67-87 kW | (91-118 PS) 16:1 | 126,80 mm |

| | | | | | | | | | |
|--|--------|----------|----------|---------|-----------|--|--|---------------------------------------|--|
| | T Cyl. | A=103,2 | | L=228,8 | | | | 88 354 190 semi (88 353) | |
| | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | | 88 355 190 semi | |
| | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | | 88 356 110 | |

| | | | | | | | | | |
|----------------|-------------------|--------------|--|---|----------------------|----|----------|-------------------|-----------|
| 9 | | 98,48 | | | | | | | |
| A 4.212 | 01.1969 → 12.1976 | D | | 4 | 3475 cm ³ | 2V | 44 kW | (60 PS) 15,1:1 | 114,00 mm |
| 4.212 | 1969 → | D | | 4 | 3475 cm ³ | 2V | 44-47 kW | (60-64 PS) 15,5:1 | 114,00 mm |

| | | | | | | | | | |
|--|--------|--|----------|----------------|-------------------------------------|-------|----------------|---------------------------------------|-------------------|
| | 4 | KH 76,5 MT -19,1 MØ 59,7 GL 127,3 | | 34,925 84,2 | 1 R 2,385 2 M 2,39 1 DSF 6,34 | CR G3 | +0,38 +0,53 | 98,48 | 92 085 600 |
| | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | | 88 356 110 | 92 085 960 |
| | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | | 88 355 190 semi | 92 085 961 |
| | T Cyl. | A=103,2 | | L=228,8 | | | | 88 354 190 semi (88 353) | |



| | | |
|-------------------|---|---|
| 10 | | 98,48 |
| AT 6.354.4 | 01.1970 → | D (A) 6 5794 cm ³ 2V 88-119 kW (120-162 PS) 16:1 126,80 mm |
| | 6 KH 69,82 RK 38,1 1 T6 3,16 MO G6 +0,19 98,48 | 93 288 600 |
| 098 059 | MT -18,82 RTK 82,8 1 M 2,39 +0,38 | |
| | MØ 66,7 TPL 1 DSF 4,747 CR | |
| | GL 107,82 | |
| T Cyl. | A=103,22 C=106,36 L=227,4 H+F=3,8+1 | 88 355 190 semi |
| T Cyl. | A=103,22 C=106,36 L=227,4 H+F=3,8+1 | 88 356 110 |

| | | |
|-----------------|--|---|
| 11 | | 98,48 |
| AT 4.236 | | D (A) 4 3864 cm ³ 2V 66-68 kW (90-93 PS) 15,25:1 126,80 mm |
| T 4.236 | | D (A) 4 3864 cm ³ 2V 49 kW (66 PS) 15,25:1 126,80 mm |
| | T Cyl. A=103,2 L=228,8 | 88 354 190 semi (88 353) |
| | T Cyl. A=103,22 C=106,36 L=227,4 H+F=3,8+1 | 88 355 190 semi |
| | T Cyl. A=103,22 C=106,36 L=227,4 H+F=3,8+1 | 88 356 110 |
| | T Cyl. A=104,28 C=107,442 L=226,44 H=3,861 | 89 514 190 semi |

| | | |
|---------------------------|---|---|
| 12 | | 100 |
| 1106C-E60TA Euro 2 | 02.2003 → | D (LA) 6 5984 cm ³ 2V 88-130 kW (120-175 PS) 17,25:1 127,30 mm |
| | 6 KH 70,266 RTK 39,7 1 T6 3,5 MO G6 100,00 | 94 543 600 |
| 100 220 | MT -21,75 TPL 78 1 NM 2,5 G3 | |
| | MØ 52,8 1 DSF 3,5 CR | |
| | GL 108,22 | |
| T Cyl. | A=104,28 C=107,442 L=227,4 H+F=3,86+0,85 | 89 527 190 semi |

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| | | Type | | | | | |
|--|--------|-----------------------------|---------------|--|--|---------------------------|-------------------|
| | T Cyl. | A=104,534 C=107,442 L=227,4 | H+F=3,86+0,85 | | | 89 555 190 semi | 94 543 962 |
| | T Cyl. | A=104,28 C=107,442 L=226,6 | H=3,861 | | | 89 320 190 semi | 94 543 960 |
| | | A=104,28 C=107,442 L=226,6 | H=3,861 | | | 89 320 110 | 94 543 963 |

13 **101,054**

4.248

1969 →

D

4

4064 cm³ 2V

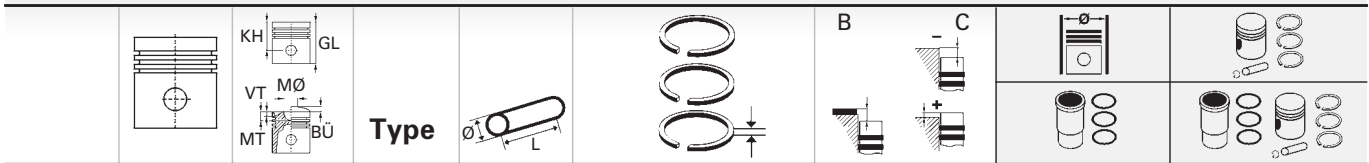
53-66 kW

(72-90 PS) 16:1

126,76 mm

| | | | | | | | | |
|-----|--|--|---------|----------------|--|----------------|---------------------------|--------------------------|
| | 4 101 017 | KH 70,1 MT -20,5 MØ 61 GL 120,9 | GEC | 34,925 84,2 | 1 R 2,385 CR G6 2 R 2,385 CR G6 1 DSF 6,335 CR | +0,08 +0,25 | 101,054 | 92 144 800 [1] |
| | T Cyl. | A=103,21 | | L=223,9 | | | 88 587 190 semi | 92 144 980 |
| | T Cyl. | A=104,2 | C=107,4 | L=227,2 | H+F=3,8+0,85 | | 89 022 190 semi | 92 144 981 |
| | 4 101 026 | KH 70,02 MT -20,77 MØ 61,45 GL 120,82 | RK | 34,925 84,1 | 1 R 2,5 MO G6 1 M 2,5 1 DSF 5 CR | +0,08 +0,25 | 101,06 | 93 569 600 [2] |
| | T Cyl. | A=104,2 | C=107,4 | L=227,2 | H+F=3,8+0,85 | | 89 022 190 semi | 93 569 961 |
| [1] | satzweise gegen 93 569 600 austauschbar exchangeable in sets against 93 569 600 échangeable sous forme de jeux contre 93 569 600 se puede cambiar el juego entero contra el 93 569 600 взаимозаменяемо комплектом с 93 569 600 | | | | | | | |
| [2] | 05.1982 → | | | | | | | |

M



14 **101,054**
6.372.4 D 6 6100 cm³ 2V 82-87 kW (112-118 PS) 16:1 126,76 mm

| | | | | | | | | |
|--|---------|--|---------|--------------|-----------------------------|----------------|---------------------------|-------------------|
| | 6 | KH 70,3 MT -26 MØ 54,1 GL 121,1 | | 34,925 84 | 3 R 2,385 1 DSF 6,335 CR | +0,07 +0,26 | 101,054 | 93 175 600 |
| | 101 017 | | | | | | | |
| | T Cyl. | A=103,21 | | L=223,9 | | | 88 587 190 semi | 93 175 961 |
| | T Cyl. | A=104,2 | C=107,4 | L=227,2 | H+F=3,8+0,85 | | 89 022 190 semi | 93 175 960 |

15 **105**
1103C-33T Euro 2 01.2004 → D (A) 3 3300 cm³ 2V 47-55 kW (64-75 PS) 19,25:1 127,00 mm
1104C-E44TA Euro 2 05.2003 → D (LA) 4 4400 cm³ 2V 82-106 kW (110-142 PS) 19,3:1 127,00 mm

| | | | | | | | | |
|--|---------|--|------------|------------|---|--|---------------|-------------------|
| | 3/4 | KH 70,116 MT -22 MØ 55,21 GL 108,05 | RTK TPL | 39,7 78 | 1 T15 3,5 MO G6 1 M 2,5 G3 1 DSF 3,5 CR | | 105,00 | 40 234 600 |
| | 105 151 | | | | | | 105,50 | 40 234 610 |
| | | | | | | | 106,00 | 40 234 620 |

16 **108**
620 DWBAE Euro 3 2002 → 2004 D (LA) 6 6600 cm³ 2V 140 kW (190 PS) 120,00 mm

| | | | | | | | | |
|--|---------|--|------------|----------|--|----------------------------------|------------------------------|------------------------------|
| | 6 | KH 70,65 VT1 -0,80 MT -19,06 MØ 64,5 GL 106,65 | RTK TPL | 40 89 | 1 T15 3 MO 1 M 2,5 1 DSF 4 CR | | 108,00 | 90 850 600 |
| | 108 078 | | | | | | | |
| | N Cyl. | A=123 | C=131,75 | L=218 | H+F=9,03+0,97 | 2 EP 116 x 3,5 1 FP 116 x 3,5 | 89 737 110 NEW | 90 850 960 NEW |
| | 6 | KH 70,65 VT1 -0,80 MT -17,96 MØ 60 GL 106,65 | TPL | 40 89 | 1 R 2,5 CR G6 1 M 2,5 G6 1 DSF 4 NT ST | | 108,00 | 94 801 600 |
| | 108 078 | | | | | | | |

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| | | | Type | | | | | |
|--|--------------|--|------------|----------|-------------------------------|----------------------------------|--------------------------------------|--------------------------------------|
| | N Cyl. | A=123 | C=131,75 | L=218 | H+F=9,03+0,97 | 2 EP 116 x 3,5 1 FP 116 x 3,5 | 89 737 110 <small>NEW</small> | 94 801 960 <small>NEW</small> |
| | 6 108 078 | KH 70,65 VT1 -0,80 MT -17,96 MØ 60 GL 106,65 | RTK TPL | 40 89 | 1 T15 3 1 M 2,5 1 DSF 4 | MO G6 G6 NT ST | 108,00 | 99 484 600 |
| | N Cyl. | A=123 | C=131,75 | L=218 | H+F=9,03+0,97 | 2 EP 116 x 3,5 1 FP 116 x 3,5 | 89 737 110 <small>NEW</small> | 99 484 961 <small>NEW</small> |




17 **108**
634 DWBAE Euro 3 2002 → 2004 D (LA) 6 7400 cm³ 2V 160-174 kW (218-237 PS) 134,00 mm

| | | | | | | | | |
|--|--------------|---|------------|----------|-------------------------------|----------------------------------|--------------------------------------|--------------------------------------|
| | 6 108 079 | KH 63,65 VT1 -0,80 MT -18,3 MØ 66 GL 115,65 | RTK TPL | 40 89 | 1 T15 3 1 M 2,5 1 DSF 4 | MO G6 G6 NT ST | 108,00 | 99 483 600 |
| | N Cyl. | A=123 | C=131,75 | L=218 | H+F=9,03+0,97 | 2 EP 116 x 3,5 1 FP 116 x 3,5 | 89 737 110 <small>NEW</small> | 99 483 960 <small>NEW</small> |







MASSEY-FERGUSON → **PERKINS** **738**
SISU **910**

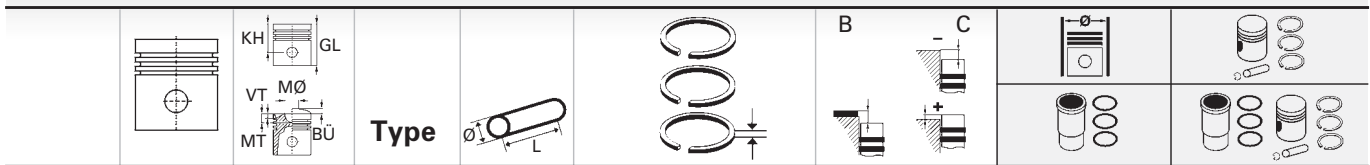
M



|  | | Cyl. |  mm | cm ³ |  | Comp. Ratio ε | kW | PS | Pos |
|---|--------|------|--|-----------------|---|------------------|---------|---------|-----|
| CHBB | B | 4 | 83 x 83,1 | 1798 | 4 | 10,8:1 | 88-93 | 120-126 | 6 |
| DV4TD (8HS) | D (LA) | 4 | 73,7 x 82 | 1398 | 2 | 17,9:1 | 40-50 | 54-68 | 1 |
| DV6TED4 Euro 4 | D (LA) | 4 | 75 x 88,3 | 1560 | 4 | 17,6:1 | 80 | 109 | 2 |
| FXJA | B | 4 | 76 x 76,5 | 1388 | 4 | 11:1 | 59 | 80 | 3 |
| F2 | B | 4 | 86 x 94 | 2184 | 3 | 8,6:1 | 85 | 116 | 7 |
| F6JA | D (A) | 4 | 73,7 x 82 | 1398 | 2 | 17,9:1 | 50 | 68 | 1 |
| LFF7 | B | 4 | 87,5 x 83,1 | 1999 | 4 | 10,8:1 | 107 | 145 | 9 |
| LF17 | B | 4 | 87,5 x 83,1 | 1999 | 4 | 10,8:1 | 104-110 | 141-150 | 9 |
| LF18 | B | 4 | 87,5 x 83,1 | 1999 | 4 | 10,8:1 | 104-110 | 141-150 | 9 |
| RF (47 kW) | D | 4 | 86 x 86 | 1998 | 2 | 22,7:1 | 47-55 | 64-75 | 8 |
| RFB | D | 4 | 86 x 86 | 1998 | 2 | 22,7:1 | 45 | 61 | 8 |
| RF46 | D | 4 | 86 x 86 | 1998 | 2 | 22,7:1 | 46-53 | 63-72 | 8 |
| RF83 | D | 4 | 86 x 86 | 1998 | 2 | 22,7:1 | 55-60 | 75-82 | 8 |
| RTE | D | 4 | 82,5 x 82 | 1753 | 2 | 21,5:1 | 44 | 60 | 5 |
| RTF | D | 4 | 82,5 x 82 | 1753 | 2 | 21,5:1 | 44 | 60 | 5 |
| 4EE1-T | D (LA) | 4 | 79 x 86 | 1686 | 2 | 22:1 | 60-65 | 82-88 | 4 |



|   | |  | | Pos |   | |  | | Pos |
|---|-------------------|---|---|-----|--|--|---|--|-----|
| ATENZA | | | | | | | | | |
| Atenza 2.0i 16V | 03.2002 → | LF17 | B | 9 | | | | | |
| Atenza 2.0i 16V | 03.2002 → | LF18 | B | 9 | | | | | |
| BONGO | | | | | | | | | |
| Bongo 2.0 D | 09.1983 → | RF (47 kW) | D | 8 | | | | | |
| CAPELLA | | | | | | | | | |
| Capella 2.0 D | 08.1983 → | RF (47 kW) | D | 8 | | | | | |
| EUNOS | | | | | | | | | |
| Eunos 2.0 D | 11.1989 → | RF (47 kW) | D | 8 | | | | | |
| MAZDA 2 | | | | | | | | | |
| 2 1.4 CDi | 02.2003 → | DV4TD (8HS) | D | 1 | | | | | |
| 2 1.4 CDi | 02.2003 → | F6JA | D | 1 | | | | | |
| 2 1.4i 16V | 03.2003 → | FXJA | B | 3 | | | | | |
| MAZDA 3 | | | | | | | | | |
| 3 1.4i 16V | 08.2003 → | FXJA | B | 3 | | | | | |
| 3 1.6 CDi 16V | 06.2004 → | DV6TED4 | D | 2 | | | | | |
| 3 2.0i 16V | 10.2003 → | LF17 | B | 9 | | | | | |
| 3 2.0i 16V | 10.2003 → | LF18 | B | 9 | | | | | |
| MAZDA 5 | | | | | | | | | |
| 5 1.8i 16V | 06.2005 → | CHBB | B | 6 | | | | | |
| 5 2.0i 16V | 06.2005 → | LFF7 | B | 9 | | | | | |
| MAZDA 6 | | | | | | | | | |
| 6 1.8i 16V | 03.2002 → | CHBB | B | 6 | | | | | |
| 6 2.0i 16V | 03.2002 → | LF17 | B | 9 | | | | | |
| 6 2.0i 16V | 03.2002 → | LF18 | B | 9 | | | | | |
| 6 2.0i 16V | 03.2005 → | LFF7 | B | 9 | | | | | |
| MX-5 | | | | | | | | | |
| MX-5 1.8i 16V | 03.2005 → | CHBB | B | 6 | | | | | |
| MX-6 | | | | | | | | | |
| MX-6 2.0 D | 02.1993 → 06.1994 | RF (47 kW) | D | 8 | | | | | |
| SERIES E | | | | | | | | | |
| E 2000 | 02.1993 → 06.1994 | RF (47 kW) | D | 8 | | | | | |
| 121 | | | | | | | | | |
| 121 1.8 D | 01.1996 → 01.2002 | RTE | D | 5 | | | | | |
| 121 1.8 D | 01.1996 → 01.2002 | RTF | D | 5 | | | | | |
| 323 | | | | | | | | | |
| 323 1.7 TD | 08.1994 → | 4EE1-T | D | 4 | | | | | |
| 626 | | | | | | | | | |
| 626 2.0 D | 11.1982 → 06.1987 | RF46 | D | 8 | | | | | |
| 626 2.0 D | 10.1983 → 04.1987 | RF (47 kW) | D | 8 | | | | | |
| 626 2.0 D | 07.1987 → 07.1991 | RFB | D | 8 | | | | | |
| 626 2.0 D | 01.1988 → 03.1992 | RF83 | D | 8 | | | | | |
| 626 2.2i 12V | 11.1987 → 07.1991 | F2 | B | 7 | | | | | |



| | | |
|--------------------|-----------|--|
| 1 | | 73,7 |
| DV4TD (8HS) | 02.2003 → | D (LA) 4 1398 cm ³ 2V 40-50 kW (54-68 PS) 17,9:1 82,00 mm |
| F6JA | 02.2003 → | D (A) 4 1398 cm ³ 2V 50 kW (68 PS) 17,9:1 82,00 mm |

| | | | | | | | | |
|--|---------|---|------------|----------|---|--|--------------|--------------------------|
| | 4 | KH 42,94 VT1 -1,55 MT -14,7 MØ 37,16 GL 65,44 | RTK TPL | 25 60 | 1 T6 2,5 CK G6 1 M 1,95 G3 1 DSF 2,5 CR | | 73,71 | 40 469 600 [1] |
| | 074 127 | | | | | | 74,21 | 40 469 610 [1] |

| | | | | | | | | |
|-----|---|--|---|--|--|--|--|--|
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor ширина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | |
| | 1 | 1,35 | +0,771 | +0,820 | | | | |
| | 2 | 1,25 | +0,6115 | +0,720 | | | | |
| | 3 | 1,30 | +0,721 | +0,770 | | | | |
| | 4 | 1,40 | +0,821 | +0,870 | | | | |
| | 5 | 1,45 | +0,871 | +0,977 | | | | |

| | | |
|-----------------------|-----------|---|
| 2 | | 75 |
| DV6TED4 Euro 4 | 06.2004 → | D (LA) 4 1560 cm ³ 4V 80 kW (109 PS) 17,6:1 88,30 mm |

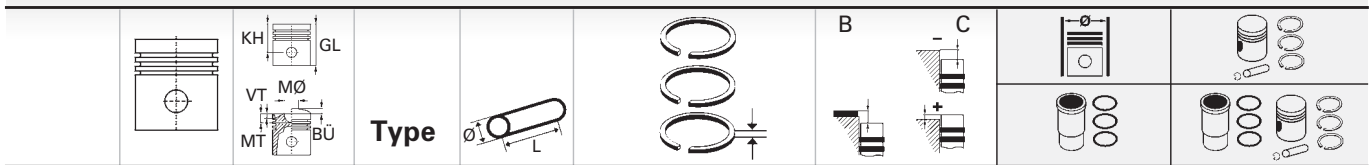
| | | | | | | | | |
|--|---------|--|-------------------|----------|--|--|--------------|-------------------|
| | 4 | KH 41,7 VT1 -1,16 MT -13,2 MØ 41,7 GL 65,3 | RTK TPL KKK | 26 61 | 1 T6 3 PC G6 1 NM 1,95 G3 1 DSF 2,5 CR | | 75,00 | 40 179 600 |
| | 075 241 | | | | | | 75,50 | 40 179 610 |

| | | |
|-------------|-----------|---|
| 3 | | 76 |
| FXJA | 03.2003 → | B 4 1388 cm ³ 4V 59 kW (80 PS) 11:1 76,50 mm |

| | | | | | | | | |
|--|---------|----------------------------------|--|---------------|--|--|--------------|-------------------|
| | 4 | KH 28,25 BÜ +1,22 GL 54,25 | | 19 47 K | 1 R 1,2 NT ST 1 NM 1,5 G3 1 SLF 2,5 CR | | 76,01 | 40 032 600 |
| | 400 4.9 | KH 28,25 BÜ +0,76 GL 54,25 | | | | | 76,51 | 40 032 610 |







| | | |
|---------------|-----------|--|
| 4 | | 79 |
| 4EE1-T | 08.1994 → | D (LA) 4 1686 cm ³ 2V 60-65 kW (82-88 PS) 22:1 86,00 mm |

| | | | | | | | | |
|--|---|--|-----------|----------|--------------------------------|--|--------------|-------------------|
| | 4 | KH 39,6 VT1 -0,50 MT -1,5 GL 69,6 | RTK RK | 27 64 | 1 R 2 CR 1 R 1,5 1 DSF 3 | | 79,00 | 94 861 600 |
| | | | | | | | 79,50 | 94 861 610 |
| | | | | | | | 80,00 | 94 861 620 |






| 5 | | 82,5 | | Type | | Ø ₁ L | | B C | | σ | | σ | |
|-----|-------------------|---|-----------|----------------------|----------------------------------|-------------------|---------|--------|----------|-------|--|---|--|
| RTE | 01.1996 → 01.2002 | D | 4 | 1753 cm ³ | 2V | 44 kW | (60 PS) | 21,5:1 | 82,00 mm | | | | |
| RTF | 01.1996 → 01.2002 | D | 4 | 1753 cm ³ | 2V | 44 kW | (60 PS) | 21,5:1 | 82,00 mm | | | | |
| | 4 | KH 45,7 MT -1,6 GL 73,7 | RTK RK | 26 59 | 1 R 2 1 M 2 1 DSF 3 | CR G6 G3 CR | | | | 83,00 | | 91 780 610 | |
| | 082 187 | | | | | | | | | 83,50 | | 91 780 620 | |
| 6 | | 83 | | CHBB | | 03.2002 → | | B | | 4 | | 1798 cm ³ 4V 88-93 kW (120-126 PS) 10,8:1 83,10 mm | |
| | 4 | KH 28,5 GL 51 | LOX | 21 60 K | 1 R 1,2 1 NM 1,2 1 SLF 2,5 | CR ST G3 CR | | | | 83,01 | | 99 456 700 | |
| | 083 078 | KH 28,5 MT -0,4 MØ 70 GL 51 | | | | | | | | 83,51 | | 99 456 720 | |
| 7 | | 86 | | F2 | | 11.1987 → 07.1991 | | B | | 4 | | 2184 cm ³ 3V 85 kW (116 PS) 8,6:1 94,00 mm | |
| | 4 | KH 36,5 VT1 -3,30 VT2 -5,00 MT -6,7 GL 71,5 | | 22 67 K | 1 R 1,5 1 NM 1,5 1 SLF 4 | CR G3 CR | | | | 86,00 | | 97 616 600 | |
| | 086 004 | | | | | | | | | | | | |
| 8 | | 86 | | RF (47 kW) | | 08.1983 → | | D | | 4 | | 1998 cm ³ 2V 47-55 kW (64-75 PS) 22,7:1 86,00 mm | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | 4 | KH 47,2 MT -1,5 GL 86,2 | | 25 68,2 | 1 R 2 1 M 2 1 DSF 4 | CR G3 CR | | | | 86,00 | | 94 372 700 | |
| | | | | | | | | | | | | | |
| 9 | | 87,5 | | LFF7 | | 03.2005 → | | B | | 4 | | 1999 cm ³ 4V 107 kW (145 PS) 10,8:1 83,10 mm | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | 4 | KH 28,5 MT -0,35 GL 51 | | 21 60 K | 1 R 1,2 1 NM 1,2 1 SLF 2,5 | NT ST G3 CR | | | | 87,51 | | 99 457 600 | |
| | 087 086 | | | | | | | | | 88,01 | | 99 457 620 | |

M




| | | | |  |  |  |  |  |  | | |
|---------------|--|--------|----|---|---|---|---|---|---|-----------|------------|
| | | | | Cyl. | mm | cm³ | Comp. Ratio | ε | kW | PS | Pos |
| MB Kompressor | | | | 1 | 85 | | | | | | 8 |
| MB Kompressor | | | | 1 | 90 | | | | | | 39 |
| MB Kompressor | | | | 1 | 90 | | | | | | 40 |
| MB Kompressor | | | | 2 | 90 | | | | | | 41 |
| MB Kompressor | | | | 1 | 94 | | | | | | 48 |
| MB Kompressor | | | | 1 | 100 | | | | | | 68 |
| M 102 | 920 - 922, 924, 961 - 963, 964 (ITA) | B | 4 | 89 x 80,25 | 1997 | 2 | | | 66-90 | 90-122 | 33 |
| M 102 | 920 - 921, 961 | B | 4 | 89 x 80,25 | 1997 | 2 | | | 66-90 | 90-122 | 30 |
| M 102 | 922, 924, 924, 938 - 939, 962 - 963 | B | 4 | 89 x 80,25 | 1997 | 2 | | | 63-90 | 86-122 | 32 |
| M 102 | 938 - 939 | B | 4 | 89 x 80,25 | 1997 | 2 | 8:1 | | 63-74 | 86-100 | 31 |
| M 102 | 942 - 943, 945 - 946, 958 - 959, 982, 998 | B | 4 | 95,5 x 80,25 | 2299 | 2 | 8:1 | | 70-94 | 95-128 | 51 |
| M 102 | 942 - 943, 959, 982, 985, 989 | B | 4 | 95,5 x 80,25 | 2299 | 2 | | | 70-100 | 95-136 | 50 |
| M 102 | 979 - 982, 985, 987 | B | 4 | 95,5 x 80,25 | 2299 | 2 | 9:1 | | 92-100 | 125-136 | 52 |
| M 102 | 980 - 981 | B | 4 | 95,5 x 80,25 | 2299 | 2 | 9:1 | | 92-100 | 125-136 | 49 |
| M 102 | 983 | B | 4 | 95,5 x 80,25 | 2299 | 4 | 10,5:1 | | 125 | 170 | 50 |
| M 102 | 990 | B | 4 | 95,5 x 87,2 | 2498 | 4 | 9,7:1 | | 145 | 197 | 50 |
| M 103 | 940 (USA), 941 - 943 | B | 6 | 82,9 x 80,25 | 2599 | 2 | 9,2:1 | | 122 | 166 | 3 |
| M 103 | 980 - 983, 985 | B | 6 | 88,5 x 80,25 | 2962 | 2 | 9,2:1 | | 132-140 | 180-190 | 26 |
| M 103 | 980 - 981, 983, 985 | B | 6 | 88,5 x 80,25 | 2962 | 2 | 8:1 | | 130 | 177 | 27 |
| M 103 | 981, 983 - 985, 987 | B | 6 | 88,5 x 80,25 | 2962 | 2 | 9,2:1 | | 126-140 | 171-190 | 29 |
| M 104 | 900 | B | 6 | 81 x 90,3 | 2792 | 2 | 10:1 | | 128 | 174 | 2 |
| M 104 | 980 - 981 | B | 6 | 88,5 x 80,2 | 2960 | 4 | 10:1 | | 170 | 231 | 28 |
| M 104 | 990 - 992, 994 - 996 | B | 6 | 89,9 x 84 | 3199 | 4 | | | 155-170 | 211-231 | 38 |
| M 110 | 921 - 924, 926, 981 - 982, 984 - 990 | B | 6 | 86 x 78,8 | 2746 | 2 | | | 115-136 | 156-185 | 10 |
| M 110 | 931 - 932, 983, 991 - 993 | B | 6 | 86 x 78,8 | 2746 | 2 | 8:1 | | 105-136 | 143-185 | 11 |
| M 111 | 920 | B | 4 | 85,3 x 78,7 | 1799 | 4 | 9,8:1 | | 90 | 122 | 9 |
| M 111 | 970, 974, 977, 980, 984 | B | 4 | 90,9 x 88,4 | 2295 | 4 | | | 103-110 | 140-150 | 43 |
| M 111 | 970, 974, 978 - 979, 984 | B | 4 | 90,9 x 88,4 | 2295 | 4 | | | 105-142 | 143-193 | 42 |
| M 111 | 973 (JPN), 975, 981 - 983 | B (A) | 4 | 90,9 x 88,4 | 2295 | 4 | | | 142-145 | 193-197 | 42 |
| M 112 | 970, 972 - 973, 975 - 976 | B | 6 | 97 x 84 | 3724 | 3 | | | 170-180 | 231-245 | 56 |
| M 113 | 960 - 969, 971 | B | 8 | 97 x 84 | 4966 | 3 | | | 215-225 | 292-306 | 56 |
| M 115 | 923, 926, 938 - 939 | B | 4 | 87 x 83,6 | 1988 | 2 | 9:1 | | 62-70 | 84-95 | 12 |
| M 115 | 951, 954, 958/-000, 970, 973 | B | 4 | 93,75 x 83,6 | 2307 | 2 | | | 66-81 | 90-110 | 47 |
| M 117 | 962 - 963 | B | 8 | 96,5 x 85 | 4973 | 2 | 9,2:1 | | 170 | 232 | 53 |
| M 119 | 970, 972, 974, 980 (USA), 982 | B | 8 | 96,5 x 85 | 4973 | 4 | 10:1 | | 235-240 | 320-326 | 54 |
| M 119 | 970, 972, 980 (USA), 982 (USA) | B | 8 | 96,5 x 85 | 4973 | 4 | | | 235-240 | 320-326 | 55 |
| M 120 | 980 - 983 | B | 12 | 89 x 80,2 | 5987 | 4 | 10:1 | | 290-300 | 394-408 | 34 |
| M 161 | 971 | B | 4 | 90,9 x 88,4 | 2295 | 2 | 8,8 | | 105-110 | 143-150 | 42 |
| M 266 | 920 | B | 4 | 83 x 69,2 | 1498 | 2 | 11:1 | | 70 | 95 | 4 |
| M 266 | 940 | B | 4 | 83 x 78,5 | 1699 | 2 | 11:1 | | 85 | 115 | 5 |
| M 273 | 960 - 963, 965, 967 - 971 | B | 8 | 98 x 90,5 | 5461 | 4 | 10,7:1 | | 285 | 388 | 67 |
| M 441 | | G | 6 | 128 x 142 | 10900 | 2 | 12,0:1 | | | | 91 |
| M 442 | | G | 6 | 128 x 142 | 14600 | 2 | 12,0:1 | | | | 91 |
| M 443 | | G | 6 | 128 x 142 | 18200 | 2 | 12,0:1 | | | | 91 |
| M 444 | | G | 6 | 128 x 142 | 21900 | 2 | 12,0:1 | | | | 91 |
| M 447 | 925 | G | 6 | 128 x 155 | 11970 | 2 | 18:1 | | 150 | 204 | 89 |
| M 462 | | G | 6 | 128 x 142 | 14600 | 2 | 12,0:1 | | | | 91 |
| M 476 | 921, 925 - 927 | G (LA) | 6 | 128 x 155 | 11970 | 2 | | | 175-177 | 238-241 | 89 |
| M 476 Euro 2 | 930, 932 - 935 | G (LA) | 6 | 128 x 155 | 11970 | 2 | 17,25:1 | | 185-240 | 252-326 | 90 |
| M 902 | 900 - 903 | G (LA) | 6 | 106 x 136 | 7201 | 3 | 10,5:1 | | 170-205 | 231-279 | 73 |
| M 906 Euro 3 | 900 | G (LA) | 6 | 106 x 136 | 7201 | 3 | 10,5:1 | | 205 | 279 | 73 |
| M 906 Euro 2 | 901, 903 | G (LA) | 6 | 106 x 136 | | 3 | 10,5:1 | | 205 | 279 | 73 |
| OM 304 | 900-001, 900-010, 900-401, 900-410 | D (A) | 4 | 97,5 x 133 | 3972 | 2 | 16,5:1 | | 61-85 | 83-115 | 60 |
| OM 306 Euro 0 | 900-016 (ZA), 900-017 (ZA), 900-018 (ZA), 900-413 (ZA), 900-414, 900-415, 900-416 (ZA), 900-417 | D (A) | 6 | 97,5 x 133 | 5958 | 2 | 16,5:1 | | 92-125 | 125-170 | 60 |
| OM 306 Euro 0 | 900-510 (ZA) | D (LA) | 6 | 97,5 x 133 | 5958 | 2 | | | 177 | 240 | 64 |
| OM 314 | 900, 900-000, 900-001, 900-002, 900-003, 900-004, 900-005, 900-006, 900-007, 900-008, 900-010, 900-011, 900-012, 900-013, 900-014, 900-015, 900-016, 900-017, 900-018, 900-019, 900-020, 900-021, 900-022, 900-023, 900-024, 900-025, 910, 914, 916 - 922, 940 - 951, 953 - 954, 956 - 957, 958 (TUR), 959, 961 - 965, 967 | D | 4 | 97 x 128 | 3780 | 2 | | | 35-66 | 47-90 | 57 |
| OM 314 | 970 | D (A) | 4 | 97 x 128 | 3780 | 2 | 16:1 | | 63 | 85 | 59 |
| OM 335 | 910 (IRN), 930 (IRN), 932 | D | 6 | 128 x 150 | 11581 | 2 | 17,2:1 | | 154-176 | 210-240 | 92 |






|  | | | Cyl. |  mm | cm ³ |  | Comp. Ratio ϵ | kW | PS | Pos |
|---|---|-------|------|--|-----------------|---|------------------------|---------|---------|-----|
| OM 340 | 919, 919-001, 919-002, 919-003, 919-004, 919-006, 919-007, 919-008, 919-009, 919-010, 919-016, 919-017, 930, 932 | D | 4 | 97 x 128 | 3780 | 2 | 17:1 | 29-63 | 39-86 | 57 |
| OM 341 | 900-002, 900-004, 900-005, 900-006, 900-007, 900-008, 900-009, 900-010, 900-011, 900-012, 900-013, 900-014, 900-015, 900-016, 900-017, 900-018, 900-019, 900-020, 900-021, 900-023, 900-026, 900-027, 900-028, 900-029, 900-031, 900-037, 900-038, 900-039, 900-042, 900-043, 910 - 912, 915 (AMS), 918 (AMS), 919, 931 - 932, 934 - 936, 938, 941, 946, 948 - 949, 995 | D | 6 | 97 x 128 | 5675 | 2 | 17:1 | 46-105 | 63-144 | 57 |
| OM 341 | 913, 933, 937, 939, 943, 947, 950, 996 | D (A) | 6 | 97 x 128 | 5675 | 2 | 17:1 | 96-118 | 130-160 | 58 |
| OM 343 | 910, 919, 919-001, 919-002, 919-003, 919-004, 919-005, 919-006, 919-007, 919-008, 919-009, 919-010, 919-011, 919-012, 919-013, 919-014, 919-015, 919-016, 919-017, 919-018, 932, 934 | D | 4 | 97 x 128 | 3780 | 2 | 17:1 | 39-81 | 53-110 | 57 |
| OM 344 | 905, 912, 919, 919-001, 919-002, 919-003, 919-004, 919-005, 919-006, 919-007, 919-008, 919-009, 919-010, 919-011, 919-012, 919-013, 919-014, 919-015, 919-016, 919-018, 919-019, 919-020, 919-021, 919-022, 919-023, 919-024, 919-025, 919-026, 919-027, 919-028, 919-029, 919-030, 919-031, 919-032, 919-033, 919-034, 919-035, 919-036, 919-038, 919-039, 919-044, | D | 6 | 97 x 128 | 5675 | 2 | | 50-114 | 68-155 | 57 |
| OM 344 | 913 | D (A) | 6 | 97 x 128 | 5675 | 2 | 16:1 | 115 | 156 | 58 |
| OM 344 | 913, 934 (BRA), 937 - 939, 942 (USA), 951, 953 - 955 | D (A) | 6 | 97 x 128 | 5675 | 2 | 16:1 | 115-124 | 156-168 | 59 |
| OM 344 | 919-017, 919-037, 919-040, 919-041, 919-042, 919-045, 919-046, 919-049, 919-051, 919-052, 919-053, 919-056, 919-059, 919-060, 919-062, 919-064, 919-065, 919-066, 919-068, 919-069, 940 - 941, 949 (INA/MAL) | D (A) | 6 | 97 x 128 | 5675 | 2 | 16:1 | 85-127 | 115-172 | 57 |
| OM 344 | 931 | D | 6 | 97 x 128 | 5675 | 2 | 17:1 | 115 | 156 | 58 |
| OM 345 | 910 (BRA), 912 (BRA), 914-001 (BRA), 914-002 (BRA), 914-003 (BRA), 914-004 (BRA), 914-005 (BRA), 932 - 933 (BRA), 936 - 937 (BRA) | D | 6 | 128 x 150 | 11581 | 2 | 17,2:1 | 103-177 | 140-240 | 92 |
| OM 345 | 913 (BRA), 960 (BRA) | D (A) | 6 | 128 x 150 | 11581 | 2 | 16,5:1 | 210 | 285 | 93 |
| OM 345 | 915 (BRA), 919 (BRA), 919-001 (BRA), 919-002 (BRA), 941 - 942 (BRA), 945 - 946 (BRA), 947 (USA), 949 (BRA), 972 - 973 (BRA), 975 (BRA) | D | 5 | 128 x 150 | 9651 | 2 | | 114-150 | 155-204 | 92 |
| OM 347 | 915, 942 - 943 | D | 5 | 128 x 150 | 9651 | 2 | 17,2:1 | 141-147 | 192-200 | 92 |
| OM 352 | 900, 900-000, 900-001, 900-002, 900-003, 900-004, 900-005, 900-007, 900-009, 900-011, 900-012, 900-014, 900-016, 900-017, 900-018, 900-019, 900-020, 900-021, 901 - 912, 914 - 915, 917, 919, 930 - 936, 938 - 939, 942 - 945, 948, 953 - 967, 969 - 976, 978 - 987, 989 - 993, 996 - 999 | D | 6 | 97 x 128 | 5675 | 2 | | 48-96 | 65-130 | 57 |
| OM 352 | 900-006, 900-008, 900-010, 900-013, 900-015, 900-400, 900-410, 900-411, 900-412, 900-413, 900-414, 900-415, 900-416, 900-417, 900-418, 900-419, 900-420, 900-421, 900-422, 900-423, 900-424, 900-425, 900-426, 900-427, 900-428, 900-429, 900-430, 913, 916, 918, 937, 946, 949 - 950, 968, 988, 994 | D (A) | 6 | 97 x 128 | 5675 | 2 | | 96-124 | 130-168 | 58 |
| OM 353 | 900 - 905, 907, 915 - 917, 922 - 923, 930 - 936, 938, 940 - 946, 949, 957, 960 - 969, 980 - 985, 989 | D | 6 | 97 x 128 | 5675 | 2 | 17:1 | 62-96 | 84-131 | 57 |
| OM 353 | 909 - 914, 921, 937, 950 - 954, 958, 970 - 972, 974 - 978, 991, 997 | D (A) | 6 | 97 x 128 | 5675 | 2 | 16:1 | 92-127 | 125-172 | 58 |
| OM 353 | 920, 939, 959 | D (A) | 6 | 97 x 128 | 5675 | 2 | 16:1 | 124 | 168 | 59 |

M









|  | | | Cyl. |  | cm ³ |  | Comp. Ratio ε | kW | PS | Pos |
|---|--|--------|------|---|-----------------|---|------------------|---------|---------|-----|
| OM 353 | 973, 995 | D (A) | 6 | 97 x 128 | 5675 | 2 | 16:1 | 92 | 125 | 57 |
| OM 354 Euro 2 | 900 - 903, 920 - 926 | D (LA) | 4 | 97,5 x 133 | 3972 | 2 | | 77-103 | 105-140 | 62 |
| OM 355 | II.Serie | D | 5 | 128 x 150 | 9651 | 2 | 17,2:1 | | | 92 |
| OM 355 | 910 - 916, 918, 960 - 964, 966 - 967, 970, 972 - 975, 975-005 (AFS), 975-006 (AFS), 976, 976-001 (AFS), 976-002 (AFS), 976-003 (AFS), 976-004 (AFS), 976-007 (AFS), 978, 979 - 980 (ITA), 981 - 982 (SUI), 983 - 984 | D | 6 | 128 x 150 | 11581 | 2 | 17,2:1 | 136-191 | 185-260 | 92 |
| OM 355 | 968 - 969, 977 (MEX) | D (A) | 6 | 128 x 150 | 11581 | 2 | 16,5:1 | 191-207 | 260-280 | 93 |
| OM 356 Euro 1 | 901 - 912, 914 - 916 | D | 6 | 97,5 x 133 | 5958 | 2 | 17,25:1 | 81-97 | 102-132 | 63 |
| OM 356 Euro 1 | 913 | D | 6 | 97,5 x 133 | 5958 | 2 | 17,25:1 | 100 | 136 | 61 |
| OM 356 Euro 0 | 940 | D (A) | 6 | 97,5 x 133 | 5958 | 2 | 17,25:1 | 116-129 | 158-175 | 60 |
| OM 356 Euro 1 | 941, 943 - 949, 951 - 953, 956, 958 - 959 | D (A) | 6 | 97,5 x 133 | 5958 | 2 | | 115-121 | 156-165 | 65 |
| OM 356 Euro 1 | 977 (TUR), 978 - 980, 983, 986 - 996, 999 | D (LA) | 6 | 97,5 x 133 | 5958 | 2 | 16,5:1 | 155-177 | 211-240 | 64 |
| OM 356 Euro 1 | 981 | D (LA) | 6 | 97,5 x 133 | 5958 | 2 | 18:1 | 127 | 173 | 61 |
| OM 356 Euro 0 | 984 - 985 | D (LA) | 6 | 97,5 x 133 | 5958 | 2 | 16,5:1 | 150-155 | 204-211 | 60 |
| OM 357 Euro 2 | 900 - 904, 906 - 910, 915 - 922, 924 - 927, 929 - 933, 936 - 938, 940 - 944, 946 - 949, 961 - 963 | D (LA) | 6 | 97,5 x 133 | 5958 | 2 | 18:1 | 125-177 | 170-240 | 62 |
| OM 357 Euro 1 | 945 | D (LA) | 6 | 97,5 x 133 | 5958 | 2 | 16,5:1 | 177 | 240 | 64 |
| OM 360 | 910 - 912, 914 - 915, 916 (TUR), 917 - 918, 930 - 931, 933 - 944, 946 - 952, 954 - 956, 959 - 978, 979 - 981 (TUR), 983 | D | 6 | 115 x 140 | 8725 | 2 | | 81-141 | 110-192 | 79 |
| OM 360 | 982, 984 - 986 (TUR) | D (A) | 6 | 115 x 140 | 8725 | 2 | 16,8:1 | 141-154 | 192-210 | 79 |
| OM 362 | 900/-500, 906, 909 - 910 | D (LA) | 6 | 97 x 128 | 5675 | 2 | | 141 | 192 | 59 |
| OM 364 Euro 1 | 900-004, 918 - 921 | D | 4 | 97,5 x 133 | 3972 | 2 | | 63 | 86 | 63 |
| OM 364 | 900/-000 | D | 4 | 97,5 x 133 | 3972 | 2 | | | | 61 |
| OM 364 Euro 0 | 900-040, 906 - 909, 911 - 913 | D | 4 | 97,5 x 133 | 3972 | 2 | 17,25:1 | 49-66 | 67-90 | 61 |
| OM 364 Euro 1 | 901-404, 957 - 959 | D (A) | 4 | 97,5 x 133 | 3972 | 2 | | 77 | 105 | 65 |
| OM 364 Euro 0 | 901/-400, 950 - 952, 954, 980 | D (A) | 4 | 97,5 x 133 | 3972 | 2 | | 66-100 | 90-136 | 60 |
| OM 364 Euro 2 | 901-507 | D (LA) | 4 | 97,5 x 133 | 3972 | 2 | | | | 62 |
| OM 364 Euro 1 | 901-504, 982, 985 - 987, 989 | D (LA) | 4 | 97,5 x 133 | 3972 | 2 | | 98-100 | 133-136 | 64 |
| OM 364 Euro 0 | 901-500, 981, 984 | D (LA) | 4 | 97,5 x 133 | 3972 | 2 | | 100 | 136 | 60 |
| OM 366 Euro 1 | 900-004, 911 (TUR), 915 | D | 6 | 97,5 x 133 | 5958 | 2 | | 96 | 102-130 | 63 |
| OM 366 Euro 0 | 900/-000, 905 - 910, 912 - 914, 917 - 919, 930 - 933, 935 - 937, 940 | D | 6 | 97,5 x 133 | 5958 | 2 | | 74-102 | 101-139 | 61 |
| OM 366 Euro 1 | 901-404, 941 - 943 | D (A) | 6 | 97,5 x 133 | 5958 | 2 | | 116 | 158 | 65 |
| OM 366 Euro 0 | 901/-400, 944 - 949, 951 - 955, 957 - 958, 960, 962 - 963, 965 - 971, 973 - 979 | D (A) | 6 | 97,5 x 133 | 5958 | 2 | | 92-129 | 125-175 | 60 |
| OM 366 Euro 0 | 901-501 | D (LA) | 6 | 97,5 x 133 | 5958 | 2 | | | | 64 |
| OM 366 Euro 2 | 901-507 | D (LA) | 6 | 97,5 x 133 | 5958 | 2 | | | | 62 |
| OM 366 Euro 1 | 901-504, 999 | D (LA) | 6 | 97,5 x 133 | 5958 | 2 | | 170 | 231 | 64 |
| OM 366 Euro 0 | 901-540, 901-541, 901/-500, 980 - 981, 983 - 984, 988, 990, 992 - 997 | D (LA) | 6 | 97,5 x 133 | 5958 | 2 | | 136-177 | 185-240 | 60 |
| OM 366 Euro 1 | 938 | D | 6 | 97,5 x 133 | 5958 | 2 | 19:1 | 92-102 | 125-139 | 61 |
| OM 366 Euro 0 | 939 | D (LA) | 6 | 97,5 x 133 | 5958 | 2 | 17,25:1 | 81 | 110 | 61 |
| OM 366 Euro 0 | 956 | D (A) | 6 | 97,5 x 133 | 5958 | 2 | 16,5:1 | 100 | 136 | 62 |
| OM 370 Euro 0 | 905 | D | 4 | 97,5 x 133 | 3972 | 2 | 17,25:1 | 66 | 90 | 61 |
| OM 370 Euro 0 | 950 - 951 | D (A) | 4 | 97,5 x 133 | 3972 | 2 | 16,5:1 | 85 | 115 | 60 |
| OM 370 Euro 0 | 952 | D (A) | 4 | 97,5 x 133 | 3972 | 2 | 16,5:1 | 80 | 110 | 61 |
| OM 372 Euro 0 | 906 - 907, 930 | D | 6 | 97,5 x 133 | 5958 | 2 | 17,25:1 | 100 | 136 | 61 |
| OM 372 Euro 0 | 950 - 951, 953, 956, 958 | D (A) | 6 | 97,5 x 133 | 5958 | 2 | | 100-125 | 136-170 | 60 |
| OM 372 Euro 0 | 980 - 981 | D (LA) | 6 | 97,5 x 133 | 5958 | 2 | 16,5:1 | 150 | 204 | 60 |
| OM 376 Euro 0 | 905 - 909, 910-005, 910-006, 910-007, 910-008, 910-010, 910-011, 910-012, 910-013, 910-014, 910-015, 910-016, 930 | D | 6 | 97,5 x 133 | 5958 | 2 | 17,25:1 | 69-100 | 94-136 | 61 |
| OM 376 Euro 0 | 911-405, 911-407, 911-408, 911-409, 911-412, 945 - 947, 950 - 951, 953 - 958, 961 - 962, 964 | D (A) | 6 | 97,5 x 133 | 5958 | 2 | 16,5:1 | 66-131 | 90-177 | 60 |
| OM 376 Euro 0 | 911-500, 911-501, 911-503, 911-510, 911-516, 941, 963 | D (LA) | 6 | 97,5 x 133 | 5958 | 2 | | 125-170 | 170-230 | 60 |
| OM 376 Euro 0 | 976 - 977 | D (LA) | 6 | 97,5 x 133 | 5958 | 2 | 16,5:1 | 127 | 170 | 66 |
| OM 376 Euro 0 | 980 - 982 (USA), 987 - 989 (USA), 998 - 999 (USA) | D (LA) | 6 | 97,5 x 133 | 5958 | 2 | 16,5:1 | 127-142 | 170-190 | 61 |
| OM 376 Euro 0 | 993 | D (LA) | 6 | 97,5 x 133 | 5958 | 2 | 16,5:1 | 150 | 204 | 64 |
| OM 380 Euro 0 | 942 | D (A) | 4 | 97,5 x 133 | 3972 | 2 | 16,5:1 | 85 | 115 | 60 |
| OM 380 Euro 0 | 943 | D (A) | 4 | 97,5 x 133 | 3972 | 2 | 16,5:1 | 79 | 107 | 65 |
| OM 382 Euro 0 | 912 | D | 6 | 97,5 x 133 | 5958 | 2 | 17,25:1 | 100 | 136 | 61 |
| OM 382 Euro 0 | 913, 919, 971 | D (A) | 6 | 97,5 x 133 | 5958 | 2 | 16,5:1 | 125-150 | 170-204 | 60 |
| OM 382 Euro 0 | 970 (TUR) | D (LA) | 6 | 97,5 x 133 | 5958 | 2 | 16,5:1 | 177 | 240 | 64 |

|  | | | Cyl. |  mm | cm ³ |  | Comp. Ratio ϵ | kW | PS | Pos |
|---|---|--------|------|--|-----------------|---|------------------------|---------|---------|--------|
| OM 384 Euro 0 | 906 | D | 4 | 97,5 x 133 | 3972 | 2 | 17,25:1 | 66 | 90 | 61 |
| OM 384 Euro 0 | 907 | D (A) | 4 | 97,5 x 133 | 3972 | 2 | 16,5:1 | 85 | 115 | 60 |
| OM 384 Euro 1 | 908 | D (A) | 4 | 97,5 x 133 | 3972 | 2 | 16,5:1 | 79 | 107 | 65 |
| OM 386 Euro 0 | 950 - 952 (INA) | D (A) | 6 | 97,5 x 133 | 5958 | 2 | 16,5:1 | 125 | 170 | 60 |
| OM 386 Euro 0 | 980 - 981 (INA), 983 (INA) | D (LA) | 6 | 97,5 x 133 | 5958 | 2 | 16,5:1 | 150 | 204 | 60 |
| OM 390 Euro 0 | 900-006 (AMS), 900-007, 900-405 (AMS), 900-407 | D (A) | 6 | 97,5 x 133 | 5958 | 2 | 16,5:1 | 100-127 | 136-173 | 60 |
| OM 390 Euro 0 | 900-505 (AMS), 900-506, 900-508 (AMS) | D (LA) | 6 | 97,5 x 133 | 5958 | 2 | 16,5:1 | 138-150 | 185-204 | 60 |
| OM 390 Euro 0 | 900-509 (AMS) | D (LA) | 6 | 97,5 x 133 | 5958 | 2 | 16,5:1 | 156 | 210 | 61 |
| OM 390 Euro 0 | 900-510, 900-511, 900-512, 900-513, 900-515, 900-522, 900-549 | D (LA) | 6 | 97,5 x 133 | 5958 | 2 | 16,5:1 | 127-156 | 170-212 | 66 |
| OM 394 | 900-005 (AFS), 900-006 (AFS), 900-007 (AFS) | D | 4 | 97 x 128 | 3780 | 2 | 17:1 | 48-57 | 65-78 | 57 |
| OM 394 | 900-009 (AFS) | D | 4 | 97 x 128 | 3780 | 2 | 17:1 | 63 | 85 | 59 |
| OM 396 | 900-005, 900-007, 900-008 (AFS), 900-009, 900-010, 900-011, 900-012, 900-013, 900-014, 900-015, 900-016 (AFS), 900-017, 900-020 (AFS), 900-021, 900-022 (AFS), 900-024, 900-026 | D | 6 | 97 x 128 | 5675 | 2 | 17:1 | 70-92 | 95-125 | 57 |
| OM 396 | 900-405 (AFS), 900-407, 900-409, 900-410, 900-415, 900-473 | D | 6 | 97 x 128 | 5675 | 2 | 17:1 | 110-124 | 150-168 | 59 |
| OM 401 | 900-001, 900/-000, 905 - 909, 912 - 916, 918 - 919, 921 - 923, 925 - 928 | D | 6 | 125 x 130 | 9572 | 2 | | 129-141 | 175-192 | 80 |
| OM 401 | 900-400, 917 | D (A) | 6 | 125 x 130 | 9572 | 2 | | 188 | 256 | 80 |
| OM 401 | 901/-000, 924 | D | 6 | 125 x 142 | 10456 | 2 | | 144 | 196 | 81 |
| OM 401 Euro 1 | 901-504, 970, 972 - 981, 984 - 987, 989 - 991, 993 - 994 | D (LA) | 6 | 125 x 130 | 9572 | 2 | | 180-230 | 245-313 | 87 |
| OM 402 | 900-001, 900-003, 900-004, 905 - 907, 910 - 914, 916 - 917, 919, 921, 923 - 928 | D | 8 | 125 x 130 | 12760 | 2 | | 147-188 | 188-256 | 80 |
| OM 402 | 900-400, 900/-000 | D (A) | 8 | 125 x 130 | 12760 | 2 | | 180 | 245 | 80 |
| OM 402 | 901/-000 | D | 8 | 125 x 142 | 13941 | 2 | | | | 81 |
| OM 402 Euro 1 | 901/-504, 970 - 978, 980 - 990, 995 - 996 | D (LA) | 8 | 125 x 130 | 12760 | 2 | | 280-295 | 381-401 | 87 |
| OM 403 | 900-001, 900-002, 900/-000, 905 - 906, 910-001, 910-002, 910-003, 910-004, 910-005, 910-006, 910/-000, 915 - 919, 930 - 932, 934 | D | 10 | 125 x 130 | 15960 | 2 | | 184-236 | 250-320 | 80 |
| OM 403 | 911/-000, 933, 935 | D | 10 | 125 x 130 | 15960 | 2 | | 261 | 355 | 81 |
| OM 404 | 900/-000 | D | 12 | 125 x 130 | 19140 | 2 | | | | 80 |
| OM 404 | 901/-000, 918 | D | 12 | 125 x 142 | 20911 | 2 | | 236 | 320 | 81 |
| OM 404 | 901-400 | D (A) | 12 | 125 x 142 | 20911 | 2 | | | | 82 |
| OM 407 | 900-001, 900/-000, 905, 907 - 911 | D | 6 | 125 x 150 | 11040 | 2 | | 132-155 | 180-210 | 83 |
| OM 407 | 900-002 | D | 6 | 125 x 150 | 11040 | 2 | 17:1 | 132 | 180 | 84 |
| OM 407 | 901/-000, 913 - 920, 930 - 932 (AFS) | D | 6 | 125 x 155 | 11412 | 2 | | 147-177 | 200-240 | 86 |
| OM 407 | 901/-000, 913 - 919 | D | 6 | 125 x 155 | 11412 | 2 | | 147-177 | 200-240 | 84 |
| OM 407 | 901-400, 901-600 | D (A) | 6 | 125 x 155 | 11412 | 2 | | | | 84, 86 |
| OM 407 | 901-500 | D (LA) | 6 | 125 x 155 | 11412 | 2 | | | | 84 |
| OM 407 | 901-500 | D (LA) | 6 | 125 x 155 | 11412 | 2 | | | | 86 |
| OM 407 | 951, 952 - 953 (AFS), 955, 956 (AFS) | D (A) | 6 | 125 x 155 | 11412 | 2 | 16,5:1 | 206 | 280 | 85 |
| OM 407 | 954 (AFS) | D (LA) | 6 | 125 x 155 | 11412 | 2 | 16,5:1 | 235 | 320 | 83 |
| OM 409 | 901-000, 906 - 908 (AFS) | D | 5 | 125 x 150 | 9204 | 2 | | 135 | 183 | 86 |
| OM 421 | 900/-000, 905 - 910, 923, 967 | D | 6 | 128 x 142 | 10965 | 2 | | 159 | 216 | 94 |
| OM 421 | 901-410, 901/-400, 951 | D (A) | 6 | 128 x 142 | 10965 | 2 | | 184 | 250 | 95 |
| OM 421 | 901-410, 951 | D (A) | 6 | 128 x 142 | 10965 | 2 | | 184 | 250 | 94 |
| OM 421 | 901-500, 901-510 | D (LA) | 6 | 128 x 142 | 10965 | 2 | | | | 94, 95 |
| OM 422 | 900/-000, 905 - 923 | D | 8 | 128 x 142 | 14618 | 2 | | 184-206 | 250-280 | 94 |
| OM 422 | 901, 901-500, 953, 955 | D (LA) | 8 | 128 x 142 | 14618 | 2 | | 276 | 375 | 94 |
| OM 422 | 901, 901-500, 953, 955, 959 | D (LA) | 8 | 128 x 142 | 14618 | 2 | | 276 | 375 | 95 |
| OM 422 | 901-400, 901-410, 951 - 952, 954, 956 - 958, 963 | D (A) | 8 | 128 x 142 | 14618 | 2 | | 206-243 | 280-330 | 95 |
| OM 422 | 901-400, 901-410, 951 - 952, 954, 956 | D (A) | 8 | 128 x 142 | 14618 | 2 | | 206-243 | 280-330 | 94 |
| OM 423 | 900/-000, 905 - 909 | D | 10 | 128 x 142 | 18273 | 2 | | 261 | 355 | 94 |
| OM 423 | 901, 901-400, 901-500 | D (A) | 10 | 128 x 142 | 18273 | 2 | | 346 | 470 | 94, 95 |
| OM 423 | 901-510 | D (LA) | 10 | 128 x 142 | 18273 | 2 | 16,25:1 | 346 | 470 | 94 |
| OM 423 | 901-510, 950 | D (LA) | 10 | 128 x 142 | 18273 | 2 | 16,25:1 | 346-368 | 470-500 | 95 |
| OM 424 | 900/-000 | D | 12 | 128 x 142 | 21930 | 2 | | | | 94 |
| OM 424 | 901, 901-500, 901-510 | D (LA) | 12 | 128 x 142 | 21930 | 2 | | 441 | 600 | 94, 95 |
| OM 424 | 901-400 | D (A) | 12 | 128 x 142 | 21930 | 2 | | | | 95 |
| OM 424 | 901-400 | D (A) | 12 | 128 x 142 | 21930 | 2 | | | | 94 |
| OM 427 | 900/-000, 901/-200, 910 - 911 | D | 6 | 128 x 155 | 11970 | 2 | | 177 | 240 | 99 |
| OM 427 | 902-500, 902/-400 | D (LA) | 6 | 128 x 155 | 11970 | 2 | | | | 96 |








M










|  | | | | |  |  | Comp. Ratio ε | kW | PS | Pos |
|---|--|--------|------|-----------|---|---|------------------|---------|---------|------------|
| | | | Cyl. | mm | cm ³ | | | | | |
| OM 427 | 903/-600, 950 - 952 | D (A) | 6 | 128 x 155 | 11970 | 2 | | 206 | 280 | 96 |
| OM 427 | 905 | D | 6 | 128 x 155 | 11970 | 2 | 16,6:1 | 150 | 204 | 96 |
| OM 429 | 951 (USA), 953 (USA) | D (A) | 5 | 128 x 155 | 9973 | 2 | 17,25:1 | 175-186 | 238-250 | 96 |
| OM 429 | 955 (USA) | D (LA) | 5 | 128 x 155 | 9973 | 2 | 17,25:1 | 186 | 253 | 96 |
| OM 440 Euro 1 | 907 | D | 8 | 130 x 142 | 15080 | 2 | 18:1 | 195 | 265 | 118 |
| OM 440 | 909 - 911 | D | 8 | 130 x 142 | 15080 | 2 | 16,9:1 | 195 | 265 | 117 |
| OM 440 Euro 1 | 940 - 942 | D (A) | 8 | 128 x 142 | 14618 | 2 | 18:1 | 250 | 340 | 100 |
| OM 440 Euro 1 | 945 | D (A) | 8 | 128 x 142 | 14618 | 2 | 18:1 | 250 | 340 | 108 |
| OM 440 Euro 1 | 948 | D (A) | 8 | 128 x 142 | 14618 | 2 | 18:1 | 269 | 366 | 107 |
| OM 440 Euro 1 | 970 - 973, 975 - 976, 978 - 991 | D (LA) | 8 | 128 x 142 | 14618 | 2 | 16,75:1 | 280-370 | 381-503 | 102 |
| OM 440 Euro 1 | 978 - 986, 991 | D (LA) | 8 | 128 x 142 | 14618 | 2 | 16,75:1 | 320-370 | 435-503 | 100 |
| OM 441 Euro 1 | 900-004, 922, 932 - 933 | D | 6 | 130 x 142 | 11309 | 2 | | 151 | 205 | 118 |
| OM 441 | 900/-000, 905 - 909, 911 - 921, 923 - 927 | D | 6 | 130 x 142 | 11309 | 2 | | 150-165 | 204-224 | 117 |
| OM 441 Euro 0 | 901, 901-400, 950, 953, 955 | D (A) | 6 | 128 x 142 | 10965 | 2 | | 200-250 | 272-340 | 97, 104 |
| OM 441 Euro 1 | 901, 901-400 | D (A) | 6 | 128 x 142 | 10965 | 2 | | 250 | 340 | 102 |
| OM 441 Euro 2 | 901-400 | D (A) | 6 | 128 x 142 | 10965 | 2 | | | | 110 |
| OM 441 Euro 1 | 901-500, 901-504, 901-505, 901-507, 901-520, 901-530, 980, 986 - 999 | D (LA) | 6 | 128 x 142 | 10965 | 2 | | 230-250 | 313-340 | 102 |
| OM 441 Euro 2 | 901-500, 901-504, 901-505, 901-507, 901-520, 901-530 | D (LA) | 6 | 128 x 142 | 10965 | 2 | | 250 | 340 | 110 |
| OM 441 Euro 0 | 901-500, 901-505, 901-520, 901-530, 951, 960 - 962, 981 - 983, 985 | D (LA) | 6 | 128 x 142 | 10965 | 2 | | 250 | 340 | 104 |
| OM 441 Euro 0 | 901-500, 901-505, 901-520, 901-530, 960 - 962, 985 | D (LA) | 6 | 128 x 142 | 10965 | 2 | | 250 | 340 | 97 |
| OM 441 | 951, 981 - 983 | D (LA) | 6 | 128 x 142 | 10965 | 2 | 16,25:1 | 250 | 340 | 97 |
| OM 441 Euro 1 | 990 | D (LA) | 6 | 128 x 142 | 10965 | 2 | 16,25:1 | 250 | 340 | 100 |
| OM 442A Euro 1 | | D (A) | 8 | 128 x 142 | 14618 | 2 | 18:1 | 250 | 340 | 101 |
| OM 442 | 900/-000, 905 - 911, 914 - 930, 932 - 935, 939 | D | 8 | 130 x 142 | 15080 | 2 | | 191-218 | 260-296 | 117 |
| OM 442 Euro 1 | 900-004, 931 | D | 8 | 130 x 142 | 15080 | 2 | | 195 | 265 | 118 |
| OM 442 Euro 1 | 901-404 | D (A) | 8 | 128 x 142 | 14618 | 2 | | | | 102 |
| OM 442 Euro 0 | 901-500, 901-501, 901-502, 901/-400, 951, 953, 969-502 (USA), 969-503 (USA), 974 - 975, 980, 982 - 983, 985, 989, 991 - 994 | D (LA) | 8 | 128 x 142 | 14618 | 2 | | 261-362 | 350-492 | 97 |
| OM 442 Euro 0 | 901-500, 901-501, 901-502, 901-520, 901/-400, 951, 953, 974 - 975, 980, 982 - 983, 985, 991 - 994 | D (LA) | 8 | 128 x 142 | 14618 | 2 | | 269-362 | 366-492 | 104 |
| OM 442 Euro 1 | 901-500, 901-501, 901-502, 901-504, 901-505, 901-506, 901-520, 901/-400, 995 - 999 | D (LA) | 8 | 128 x 142 | 14618 | 2 | | 320-370 | 435-503 | 102 |
| OM 442 Euro 2 | 901-507, 901-508, 901-520 | D (LA) | 8 | 128 x 142 | 14618 | 2 | | | | 110 |
| OM 442 Euro 0 | 901-520 | D (LA) | 8 | 128 x 142 | 14618 | 2 | | | | 108 |
| OM 442 Euro 0 | 941 - 946, 950, 952, 954 - 955, 957, 959 - 966, 968, 971 - 972, 976 | D (A) | 8 | 128 x 142 | 14618 | 2 | 16,25:1 | 260-269 | 354-366 | 104 |
| OM 442 Euro 0 | 941 - 946, 950, 952, 954 - 955, 957 - 968, 971 - 972, 976 | D (A) | 8 | 128 x 142 | 14618 | 2 | 16,25:1 | 260-269 | 354-366 | 97 |
| OM 442 Euro 1 | 977 - 978 | D (A) | 8 | 128 x 142 | 14618 | 2 | 18:1 | 250 | 340 | 105 |
| OM 442 | 989 | D (LA) | 8 | 128 x 142 | 14618 | 2 | 16,25:1 | 362 | 492 | 104 |
| OM 443 | 900/-000, 905 | D | 10 | 130 x 142 | 18848 | 2 | | 271 | 369 | 117 |
| OM 443 Euro 1 | 901/-400 | D (A) | 10 | 128 x 142 | 18273 | 2 | | | | 102 |
| OM 443 Euro 0 | 901/-400, 940 | D (A) | 10 | 128 x 142 | 18273 | 2 | | 340 | 462 | 97, 104 |
| OM 443 Euro 0 | 901-500, 980 | D (LA) | 10 | 128 x 142 | 18273 | 2 | | 412 | 560 | 97, 104 |
| OM 443 Euro 1 | 901-504 | D (LA) | 10 | 128 x 142 | 18273 | 2 | | | | 102 |
| OM 444 Euro 0 | 901-400 | D (A) | 12 | 128 x 142 | 21920 | 2 | | | | 97 |
| OM 444 Euro 0 | 901-400 | D (A) | 12 | 128 x 142 | 21920 | 2 | | | | 104 |
| OM 444 Euro 0 | 901-410, 901-500, 901-505, 901-506 | D (LA) | 12 | 128 x 142 | 21920 | 2 | | | | 97, 104 |
| OM 445 Euro 2 | 920 - 927, 929 - 931, 933 - 941 | D (LA) | 6 | 128 x 142 | 10965 | 2 | 17,25:1 | 180-250 | 245-340 | 110 |
| OM 446 Euro 2 | 920, 922 - 936, 938 - 943, 945 - 946, 948 | D (LA) | 8 | 128 x 142 | 14618 | 2 | 17,25:1 | 280-390 | 381-530 | 110 |
| OM 447 | 900/-000, 901/-200, 905 - 908, 910 - 912 | D | 6 | 128 x 155 | 11970 | 2 | | 150-184 | 204-250 | 98 |
| OM 447 Euro 1 | 901-204, 913 - 914 | D | 6 | 128 x 155 | 11970 | 2 | | 157 | 213 | 106 |
| OM 447 | 902, 902-500, 902-520, 902-521 | D (LA) | 6 | 128 x 155 | 11970 | 2 | | | | 96 |
| OM 447 | 902-400 | D (A) | 6 | 128 x 155 | 11970 | 2 | | | | 96 |
| OM 447 Euro 2 | 903, 903-707, 970 - 979, 988, 990 - 994, 996, 998 - 999 | D (LA) | 6 | 128 x 155 | 11970 | 2 | | 157-220 | 213-300 | 109 |
| OM 447 Euro 0 | 903-501, 903-600, 950 - 953 | D (A) | 6 | 128 x 155 | 11970 | 2 | | 206 | 280 | 96 |
| OM 447 Euro 1 | 903-600 | D (A) | 6 | 128 x 155 | 11970 | 2 | | | | 106 |

|  | | | | Cyl. |  | cm³ |  | Comp. Ratio ε | kW | PS | Pos |
|---|---|--------|----|-------------|---|-----------------------|---|-------------------------|-----------|------------|------------|
| OM 447 Euro 1 | 903-600, 903-604, 954 - 959, 995 | D (A) | 6 | 128 x 155 | 11970 | 2 | | 184 | 250 | 103 | |
| OM 447 Euro 0 | 903-701, 903-705 | D (LA) | 6 | 128 x 155 | 11970 | 2 | | | | 96 | |
| OM 447 Euro 1 | 903-704, 903-705, 947 (TUR), 960 (TUR), 980 - 987 | D (LA) | 6 | 128 x 155 | 11970 | 2 | | 184-220 | 250-300 | 103 | |
| OM 447 Euro 2 | 903-705, 948 - 949 (TUR) | D (LA) | 6 | 128 x 155 | 11970 | 2 | 16,25:1 | 157-220 | 213-299 | 106 | |
| OM 447 | 915 - 916 | AL | 6 | 128 x 155 | 11970 | 2 | 18:1 | 185 | 252 | 88 | |
| OM 457 Euro 2/3 | 915 - 916, 918 - 920, 922 - 926, 928 - 929, 931 - 932 | D (LA) | 6 | 128 x 155 | 11970 | 4 | 17,25:1 | 260-320 | 354-435 | 113 | |
| OM 457 Euro 2/3 | 933 - 946, 949 | D (LA) | 6 | 128 x 155 | 11970 | 4 | 17,25:1 | 185-315 | 252-428 | 112 | |
| OM 457 Euro 4 | 948, 950 - 954, 957, 959, 961, 964 - 969, 973 - 974, 976 - 977, 980 - 981 | D (LA) | 6 | 128 x 155 | 11970 | 4 | 17,25:1 | 220-355 | 299-455 | 114 | |
| OM 457 Euro 2/3 | 962 | D (LA) | 6 | 128 x 155 | 11970 | 4 | 17,25:1 | 260-315 | 354-428 | 115 | |
| OM 458 Euro 2 | 960, 970, 980 | D (LA) | 6 | 128 x 155 | 11970 | 4 | 17,25:1 | 260-335 | 354-456 | 113 | |
| OM 460 Euro 3 | 900 - 909 (USA), 910 - 923, 925, 929, 931 | D (LA) | 6 | 128 x 166 | 12816 | 4 | 18:1 | 261-336 | 350-457 | 116 | |
| OM 462 | 900-010, 900-011 (AFS), 900-012, 900-013 (AFS) | D | 8 | 130 x 142 | 15080 | 2 | 16,9:1 | 195-203 | 265-276 | 117 | |
| OM 462 Euro 0 | 900-410 (AFS), 900-411 (AFS) | D (A) | 8 | 128 x 142 | 14618 | 2 | 16,25 | 260-269 | 354-366 | 97 | |
| OM 462 Euro 0 | 900-414 | D (A) | 8 | 128 x 142 | 14618 | 2 | 16,25 | 269 | 366 | 107 | |
| OM 462 Euro 0 | 900-510 (AFS), 900-511 (AFS) | D (LA) | 8 | 128 x 142 | 14618 | 2 | 16,25 | 320-329 | 435-447 | 97 | |
| OM 463 | 900-010 | D | 10 | 130 x 142 | 18848 | 2 | 16,9:1 | 260-271 | 354-368 | 117 | |
| OM 466 | 900-005 (AFS) | D (A) | 6 | 128 x 155 | 11970 | 2 | 16,25 | 175 | 238 | 98 | |
| OM 475 | 907-505, 907-506, 982 (AFS/LAM) | D (LA) | 5 | 128 x 155 | 9973 | 2 | 16,25:1 | 221 | 300 | 98 | |
| OM 475 | 950 - 951 (BRA), 953 - 954 (BRA) | D (A) | 5 | 128 x 155 | 9973 | 2 | 16,25:1 | 184 | 250 | 98 | |
| OM 475 | 952 (BRA) | D (A) | 5 | 128 x 155 | 9973 | 2 | 16,25:1 | 184 | 250 | 96 | |
| OM 475 Euro 1 | 984 - 986 (AFS/LAM), 989 (AFS/LAM), 991 (AFS/LAM), 994, 997 - 998 (AFS/LAM) | D (LA) | 5 | 128 x 155 | 9973 | 2 | 16,25:1 | 184-224 | 250-305 | 111 | |
| OM 476 | 916, 916-405, 916-406, 917, 917-505, 917-506, 917-508, 950 (BRA) | D (A) | 6 | 128 x 155 | 11970 | 2 | | 213-310 | 290-422 | 98 | |
| OM 476 Euro 2 | 977 (BRA) | D (LA) | 6 | 128 x 155 | 11970 | 2 | | 264 | 360 | 111 | |
| OM 476 | 980 - 983 (BRA) | D (LA) | 6 | 128 x 155 | 11970 | 2 | 16,6:1 | 257-294 | 350-400 | 98 | |
| OM 476 Euro 1 | 985 (BRA) | D (LA) | 6 | 128 x 155 | 11970 | 2 | 16,6:1 | 261 | 355 | 111 | |
| OM 481 | 902 (TUR), 904 (TUR), 912 (TUR), 930 (TUR), 940 - 941 (TUR) | D | 6 | 128 x 142 | 10965 | 2 | 16,9:1 | 159-269 | 216-366 | 94 | |
| OM 482 | 912 (TUR), 930 (TUR) | D | 8 | 128 x 142 | 14618 | 2 | 16,9:1 | 206 | 280 | 94 | |
| OM 482 | 940 - 941 (TUR) | D (A) | 8 | 128 x 142 | 14618 | 2 | 16,25:1 | 269 | 366 | 94 | |
| OM 485 | 980 (BRA) | D (LA) | 5 | 128 x 155 | 9973 | 2 | | 221 | 300 | 98 | |
| OM 489 Euro 1 | 960 - 961 (TUR) | D (LA) | 5 | 128 x 155 | 9973 | 2 | | 155-184 | 211-250 | 111 | |
| OM 492 | 900-001 (AFS), 900-002 (AFS), 900-004 (AFS), 900-005, 900-007, 900-008, 900-009, 900-010, 900-013 | D | 8 | 128 x 142 | 14618 | 2 | 16,9:1 | 184-206 | 250-280 | 94 | |
| OM 492 | 900-405 (AFS), 900-406 (AFS), 900-409 (AFS), 900-411 (AFS) | D (A) | 8 | 128 x 142 | 14618 | 2 | 16,25:1 | 221-243 | 300-330 | 95 | |
| OM 492 | 900-501 (AFS) | D (LA) | 8 | 128 x 142 | 14618 | 2 | 16,25:1 | 276 | 375 | 95 | |
| OM 493 | 900-001 (AFS) | D | 10 | 128 x 142 | 18273 | 2 | 16,9:1 | 261 | 355 | 94 | |
| OM 493 | 900-501 (AFS) | D | 10 | 128 x 142 | 18273 | 2 | 16,9:1 | 368 | 500 | 95 | |
| OM 495 | 900-001 (AFS), 900-002 (AFS), 900-003 (AFS), 900-009 (AFS), 900-010 (AFS) | D | 5 | 125 x 150 | 9204 | 2 | 17:1 | 135 | 183 | 86 | |
| OM 496 | 900-001 (AFS), 900-002 (AFS), 900-003 (AFS), 900-023 (AFS), 900-026 (AFS), 900-027 (AFS), 900-030 (AFS), 900-031 (AFS), 900-034 (AFS), 900-035 (AFS), 900-201 (AFS) | D | 6 | 125 x 155 | 11412 | 2 | 16,5:1 | 147-162 | 200-220 | 86 | |
| OM 496 | 900-401 (AFS), 900-402 (AFS), 900-425 (AFS), 900-426 (AFS), 900-429 (AFS), 900-430 (AFS), 900-431 (AFS) | D | 6 | 125 x 155 | 11412 | 2 | 16,5:1 | 202-206 | 275-280 | 85 | |
| OM 501 LA | | D (LA) | 6 | 130 x 150 | 11950 | 4 | | 230-350 | 313-476 | 119 | |
| OM 502 LA | | D (LA) | 8 | 130 x 150 | 15930 | 4 | | 350-440 | 476-598 | 119 | |
| OM 521 Euro 2 | 940, 950 - 951 | D (LA) | 6 | 130 x 150 | 11946 | 4 | 17,25:1 | 260-335 | 354-456 | 119 | |
| OM 522 Euro 2 | 940 - 943, 950 | D (LA) | 8 | 130 x 150 | 15928 | 4 | 17,25:1 | 362-530 | 496-721 | 119 | |
| OM 541 Euro 2 | 920 - 928, 949 | D (LA) | 6 | 130 x 150 | 11946 | 4 | 17,25:1 | 230-355 | 313-455 | 119 | |
| OM 541 Euro 2/3 | 940 - 948, 950 - 952 | D (LA) | 6 | 130 x 150 | 11946 | 4 | 17,25:1 | 230-355 | 313-483 | 119 | |
| OM 541 Euro 4/5 | 953, 959, 970 - 981, 990 - 992, 994, 996 - 999 | D (LA) | 6 | 130 x 150 | 11946 | 4 | | 235-350 | 320-476 | 120 | |
| OM 542 Euro 2 | 920 - 926, 956 - 957 | D (LA) | 8 | 130 x 150 | 15928 | 4 | 17,25:1 | 350-448 | 476-609 | 119 | |
| OM 542 Euro 2/3 | 940 - 945, 947 - 948 | D (LA) | 8 | 130 x 150 | 15928 | 4 | 17,25:1 | 320-425 | 435-587 | 119 | |
| OM 542 Euro 4/5 | 960 - 966, 970 - 973 | D (LA) | 8 | 130 x 150 | 15928 | 4 | | 350-448 | 476-609 | 120 | |
| OM 601 | 900/-000, 940 - 943 | D | 4 | 89 x 92,4 | 2299 | 2 | | 58-60 | 79-82 | 35 | |
| OM 601 | 911 | D | 4 | 87 x 84 | 1997 | 2 | 22:1 | 53 | 72 | 18 | |
| OM 601 | 911 - 913 | D | 4 | 87 x 84 | 1997 | 2 | 22:1 | 53-55 | 72-75 | 17 | |

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|---|--|--------|-------------|--|-------------|---|--|---|---|---|---|
| | | | Cyl. | | mm | cm³ | ε | kW | PS | Pos | |
| OM 602 | 900/-000, 940 - 942, 946 - 948, 991, 994 - 995 | D | 5 | | 89 x 92,4 | 2874 | 2 | | 70-72 | 95-98 | 35 |
| OM 602 | 911 - 912, 930 - 931, 938 - 939, 990 | D | 5 | | 87 x 84 | 2497 | 2 | 22:1 | 62-69 | 84-94 | 17 |
| OM 602 | 961 - 962, 993 | D (A) | 5 | | 87 x 84 | 2497 | 2 | 22:1 | 93 | 126 | 19 |
| OM 602 Euro 2 | 980, 984 - 985, 989 | D (LA) | 5 | | 89 x 92,4 | 2874 | 2 | 19,5:1 | 80-90 | 109-122 | 36 |
| OM 602 | 982 - 983 | D (LA) | 5 | | 89 x 92,4 | 2874 | 2 | 19,5:1 | 88-95 | 120-129 | 36 |
| OM 602 | 986 | D (A) | 5 | | 89 x 92,4 | 2874 | 2 | 19,5:1 | 90 | 122 | 36 |
| OM 603 | 912 - 913, 931 | D | 6 | | 87 x 84 | 2996 | 2 | 22:1 | 80-83 | 109-113 | 17 |
| OM 603 | 950/-400, 960 - 961, 962 (JPN), 963 | D (A) | 6 | | 87 x 84 | 2996 | 2 | 22:1 | 100-108 | 136-147 | 19 |
| OM 604 | 910, 912 | D | 4 | | 89 x 86,6 | 2155 | 4 | 22:1 | 70 | 95 | 37 |
| OM 604 | 915 (POR), 917 (POR) | D | 4 | | 87 x 84 | 1997 | 4 | 22:1 | 65-83 | 88-113 | 20 |
| OM 605 | 910 - 912 | D | 5 | | 87 x 84 | 2497 | 4 | 22:1 | 83 | 113 | 20 |
| OM 605 | 960, 962 | D (LA) | 5 | | 87 x 84 | 2497 | 4 | 22:1 | 110 | 150 | 21 |
| OM 606 | 910, 912 | D | 6 | | 87 x 84 | 2996 | 4 | 22:1 | 100 | 136 | 20 |
| OM 606 | 961 - 962, 964 | D (LA) | 6 | | 87 x 84 | 2996 | 4 | 22:1 | 130 | 177 | 21 |
| OM 611 | 961 - 962, 980 | D (LA) | 4 | | 88 x 88,3 | 2148 | 4 | | 60-105 | 82-143 | 22 |
| OM 611 Euro 3 | 981, 983, 987 | D (LA) | 4 | | 88 x 88,3 | 2148 | 4 | 18:1 | 60-95 | 82-129 | 22 |
| OM 612 | 961 - 963 | D (LA) | 5 | | 88 x 88,3 | 2687 | 4 | | 120-125 | 163-170 | 22 |
| OM 612 | 965 - 967 | D (LA) | 5 | | 88 x 88,3 | 2687 | 4 | | 115-125 | 156-170 | 24 |
| OM 612 Euro 3 | 981 | D (LA) | 5 | | 88 x 88,3 | 2686 | 4 | 18:1 | 110 | 150 | 22 |
| OM 612 Euro 3 | 983 | D (LA) | 5 | | 88 x 88,3 | 2687 | 4 | 18:1 | 115 | 156 | 24 |
| OM 613 | 960 - 961 | D (LA) | 6 | | 88 x 88,3 | 3222 | 4 | 18:1 | 145 | 197 | 22 |
| OM 615 | 910 - 912, 914, 916 - 917, 918/-000, 919, 930, 932, 935, 937 - 939, 941 | D | 4 | | 87 x 92,4 | 2197 | 2 | 21:1 | 33-49 | 45-67 | 14 |
| OM 615 | 913, 915, 960 (ESP) | D | 4 | | 87 x 83,6 | 1988 | 2 | 21:1 | 40-44 | 55-60 | 13 |
| OM 615 | 940, 944, 961 - 962 (ESP), 962-001 (ESP), 962-002 (ESP), 963, 970 (ESP) | D | 4 | | 87 x 83,6 | 1988 | 2 | | 27-44 | 37-60 | 16 |
| OM 615 | 940, 943 (ITA), 944, 964 - 966 (ESP), 967 (POR), 968 (ESP), 969 (POR) | D | 4 | | 87 x 83,6 | 1988 | 2 | 21:1 | 39-40 | 53-55 | 15 |
| OM 616 | 910 - 914, 917 - 918, 932 - 934, 936 - 940, 942 - 944, 960 - 962 (ESP), 962-001 (ESP), 962-002 (ESP), 962-003 (ESP), 962-004 (ESP), 962-005 (ESP), 962-007 (ESP), 962-008 (ESP), 962-009 (ESP), 963 | D | 4 | | 90,9 x 92,4 | 2399 | 2 | | 33-56 | 45-76 | 46 |
| OM 616 | 910 - 912, 916 - 918, 919/-000, 932 - 934 | D | 4 | | 90,9 x 92,4 | 2399 | 2 | 21:1 | 35-53 | 48-72 | 44 |
| OM 617 | 910, 912, 919/-000 | D | 5 | | 90,9 x 92,4 | 2998 | 2 | 21:1 | 39-65 | 53-88 | 44 |
| OM 617 | 912 - 913, 919/-000, 931 - 933 | D | 5 | | 90,9 x 92,4 | 2998 | 2 | 21:1 | 39-65 | 53-88 | 46 |
| OM 617 | 950 - 952 | D (A) | 5 | | 90,9 x 92,4 | 2998 | 2 | 21,5:1 | 85-92 | 116-125 | 45 |
| OM 621 | 910, 912 - 916, 918 - 919, 930 - 932 | D | 4 | | 87 x 83,6 | 1988 | 2 | 21:1 | 25-40 | 34-55 | 13 |
| OM 636 | 900, 914 - 919, 930 - 941, 944, 946 - 947, 955 - 957, 959 - 960 | D | 4 | | 75 x 100 | 1767 | 2 | | 15-32 | 21-43 | 1 |
| OM 640 | 940, 942 | D (A) | 4 | | 83 x 92 | 1991 | 4 | 18:1 | 60-80 | 82-109 | 6 |
| OM 640 | 941 | D (LA) | 4 | | 83 x 92 | 1991 | 4 | 18:1 | 103 | 140 | 6 |
| OM 642 | 910, 920 - 921, 930, 932, 940, 950, 960 - 961, 970 | D (LA) | 6 | | 83 x 92 | 2987 | 4 | | 140-173 | 190-235 | 7 |
| OM 646 | 811 - 812, 820 - 821 | D (LA) | 4 | | 88 x 88,3 | 2148 | 4 | 17,5:1 | 100-125 | 136-170 | 25 |
| OM 646 | 951, 961 - 963, 966, 980 - 985, 989 - 990, 992 | D (LA) | 4 | | 88 x 88,3 | | 4 | 18:1 | 65-110 | 88-150 | 23 |
| OM 647 | 961, 981 | D (LA) | 5 | | 88 x 88,3 | 2685 | 4 | 18:1 | 130 | 177 | 23 |
| OM 648 | 960 - 961 | D (LA) | 6 | | 88 x 88,3 | 3227 | 4 | 18:1 | 150 | 204 | 23 |
| OM 661 | 911 | D | 4 | | 89 x 92,4 | 2299 | 2 | 21:1 | 58 | 79 | 35 |
| OM 662 | 911 | D | 5 | | 89 x 92,4 | 2874 | 2 | 21:1 | 70 | 95 | 35 |
| OM 900 Euro 4 | 911 - 913, 915 - 922 | D (LA) | 4 | | 102 x 130 | 4250 | 3 | 17,4:1 | 95-130 | 129-177 | 70 |
| OM 902 Euro 4 | 913 - 918, 923 - 927, 930 - 934, 936 | D (LA) | 6 | | 102 x 130 | 6374 | 3 | 17,4:1 | 175-210 | 238-286 | 70 |
| OM 902 Euro 3 | 935 | D (LA) | 6 | | 102 x 130 | 6374 | 3 | 18:1 | 100 | 136 | 71 |
| OM 902 Euro 3 | 937 - 939 | D (LA) | 6 | | 102 x 130 | 6374 | 3 | | 180 | 245 | 69 |
| OM 904 LA Euro 3 | | D (LA) | 4 | | 102 x 130 | 4249 | | 17,4:1 | 130 | 177 | 71 |
| OM 904 Euro 2 | 903 - 912, 914 - 925, 926 (USA), 927 - 931, 932 (MEX), 933 (USA), 934 - 935 (MEX), 936, 937 (USA), 938, 939 - 940 (USA), 941 - 955, 956 (MEX), 957, 959, 961 - 962, 964 - 968, 970, 972, 974, 977 - 978, 980 - 981 | D (LA) | 4 | | 102 x 130 | 4250 | 3 | 17,4:1 | 75-142 | 102-190 | 69 |
| OM 904 Euro 3 | 914 - 917, 927 - 928, 936, 942, 944, 946 - 947, 950 - 954, 958, 960 - 961, 964, 969, 975 | D (LA) | 4 | | 102 x 130 | 4250 | 3 | 18:1 | 75-135 | 102-184 | 71 |
| OM 904 Euro 2 | 976, 979 | D (LA) | 4 | | 102 x 130 | 4250 | 3 | 17,4:1 | 125-130 | 170-177 | 72 |
| OM 906 Euro 2 | 910 - 919, 921 - 928, 929 (USA), 930 - 941, 944 - 959, 961 - 962, 964 - 965, 966 (MEX), 967 - 968, 970 - 971, 973 - 977, 978 (USA), 979 - 986, 988, 990 | D (LA) | 6 | | 102 x 130 | 6374 | 3 | 17,4:1 | 142-224 | 190-300 | 69 |

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|---|---|--------|-------------|--|-----------|---|---|---|---|---|---|
| | | | Cyl. | | mm | cm³ | | Comp. Ratio ε | kW | PS | Pos |
| OM 906 Euro 3 | 915 - 916, 925 - 928, 935 - 936, 939, 949 - 952, 955, 957 (USA), 958 - 965, 968, 971, 982 - 983, 987, 989 - 990, 992 - 993, 998 | D (LA) | 6 | | 102 x 130 | 6374 | 3 | 18:1 | 100-206 | 136-279 | 71 |
| OM 906 | 920 | D (LA) | 6 | | 102 x 130 | 6374 | 3 | 17,4:1 | 170 | 231 | 69 |
| OM 906 Euro 3 | 995 | D (LA) | 6 | | 102 x 130 | 6374 | 3 | 18:1 | 206 | 279 | 69 |
| OM 907 Euro 2 | 910, 920, 930, 940 - 941, 960, 970, 980, 990 | D (LA) | 4 | | 102 x 130 | 4250 | 3 | 17,4:1 | 75-125 | 102-170 | 69 |
| OM 909 Euro 2 | 900 - 901, 910 - 911, 920 - 921, 960, 970 - 971 | D (LA) | 6 | | 102 x 130 | 6374 | 3 | 17,4:1 | 170-205 | 231-279 | 69 |
| OM 924 Euro 3 | 911 | D (LA) | 4 | | 106 x 136 | 4800 | 3 | 17,4:1 | 160 | 218 | 74 |
| OM 924 Euro 3 | 913, 915 - 916, 919 - 920, 924, 928, 932 | D (LA) | 4 | | 106 x 136 | 4800 | 3 | 17,4:1 | 145-160 | 187-218 | 75 |
| OM 924 Euro 2 | 915 | D (LA) | 4 | | 102 x 130 | 4250 | 3 | 17,4:1 | 160 | 218 | 69 |
| OM 924 Euro 3 | 917, 925, 929, 933 | D (LA) | 4 | | 106 x 136 | 4800 | 3 | 17,4:1 | 142 | 190 | 78 |
| OM 924 Euro 4 | 922 - 923 | D (LA) | 4 | | 106 x 136 | 4800 | 3 | 17,4:1 | 160 | 218 | 76 |
| OM 924 Euro 5 | 927, 930 - 931, 934, 936 - 937 | D (LA) | 4 | | 106 x 136 | 4800 | 3 | | 95-160 | 129-218 | 77 |
| OM 924 | 935, 938 | D (LA) | 4 | | 106 x 136 | 4800 | 3 | | 115-160 | 156-218 | 77 |
| OM 925 EEV | 920 | D (LA) | 6 | | 106 x 136 | 7201 | | | 175-210 | 238-286 | 77 |
| OM 925 EEV | 960 | D (LA) | 6 | | 106 x 136 | 7201 | 3 | | 240 | 326 | 77 |
| OM 926 Euro 2 | 911, 911 - 912, 914, 914 | D (LA) | 6 | | 102 x 130 | | 3 | 17:1 | 240 | 326 | 69 |
| OM 926 Euro 3 | 911 - 912 | D (LA) | 6 | | 106 x 136 | 7201 | 3 | 17:1 | 240 | 326 | 74 |
| OM 926 Euro 3 | 913 - 915, 917, 921, 924, 926, 929 - 930, 932 - 933, 935, 938, 940 - 941 | D (LA) | 6 | | 106 x 136 | 7201 | 3 | | 187-240 | 250-326 | 75 |
| OM 926 Euro 3 | 916, 920, 927 - 928, 942, 950 | D (LA) | 6 | | 106 x 136 | 7201 | 3 | 17:1 | 187-240 | 250-326 | 78 |
| OM 926 Euro 4 | 919, 934, 937, 939 | D (LA) | 6 | | 106 x 136 | 7201 | 3 | 17:1 | 210-240 | 286-326 | 76 |
| OM 926 Euro 5 | 945 - 948 | D (LA) | 6 | | 106 x 136 | 7201 | 3 | 17:1 | 210-240 | 286-326 | 77 |
| OM 926 Euro 4 | 949 | D (LA) | 6 | | 106 x 136 | 7201 | 3 | 17:1 | 210 | 286 | 77 |
| OM 926 | 959, 970 - 976 | D (LA) | 6 | | 106 x 136 | 7201 | 3 | | 175-240 | 238-326 | 77 |
| OM 926 Euro 4/5 | 961, 963 | D (LA) | 6 | | 106 x 136 | 7201 | 3 | 17,4:1 | | | 78 |
| OM 926 Euro 4/5 | 968 - 969 | D (LA) | 6 | | 106 x 136 | 7201 | 3 | | 225-240 | 306-326 | 75 |
| OM 941 Euro 2/3 | 900, 910, 920 - 921, 929 - 930, 940, 960, 970, 980 - 981, 990 | D (LA) | 6 | | 130 x 150 | 11946 | 4 | 17,25:1 | 230-315 | 313-428 | 119 |
| OM 942 Euro 2/3 | 900, 910 - 912, 925, 930, 960, 967, 970, 980, 990 | D (LA) | 8 | | 130 x 150 | 15928 | 4 | 17,25:1 | 300-448 | 408-609 | 119 |
| OM 942 | 993 | D (LA) | 8 | | 130 x 150 | 15928 | 4 | | 376-480 | 510-653 | 120 |
| OM 960 Euro 3 | 984 | D (LA) | 4 | | 102 x 130 | 4250 | 2 | 17:1 | 100 | 136 | 71 |
| OM 960 Euro 2 | 984 | D (LA) | 4 | | 102 x 130 | 4250 | 2 | 17:1 | 100 | 136 | 69 |

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| | | | | Pos | | | | | Pos |
|-----------------------------------|-------------------|------------------|---|-----|---------------------------------------|-------------------|------------------|---|-----|
| A-KLASSE (W169) | | | | | CLS 500 | 06.2006 → 12.2010 | M 273.960 | B | 67 |
| A 150 | 09.2004 → 06.2012 | M 266.920 | B | 4 | CLS 550 | 06.2006 → 12.2010 | M 273.960 | B | 67 |
| A 160 | 04.2009 → 06.2012 | M 266.920 | B | 4 | E-KLASSE (A124/C124/S124/W124) | | | | |
| A 160 CDI | 09.2004 → 06.2012 | OM 640.942 | D | 6 | E 200 D | 07.1993 → 06.1995 | OM 601.912 | D | 17 |
| A 170 | 09.2004 → 06.2012 | M 266.940 | B | 5 | E 250 D | 07.1993 → 06.1996 | OM 605.911 | D | 20 |
| A 180 | 04.2009 → 06.2012 | M 266.940 | B | 5 | E 250 D Turbo | 07.1993 → 06.1996 | OM 602.962 | D | 19 |
| A 180 CDI | 09.2004 → 06.2012 | OM 640.940 | D | 6 | E 300 | 07.1993 → 06.1996 | M 103.985 | B | 29 |
| A 200 CDI | 09.2004 → 06.2012 | OM 640.941 | D | 6 | E 300 | 07.1993 → 06.1996 | M 103.985 | B | 27 |
| B-KLASSE (W245) | | | | | E 300 D | 07.1993 → 06.1996 | OM 606.910 | D | 20 |
| B 150 | 04.2005 → 11.2011 | M 266.920 | B | 4 | E 300 D Turbo | 07.1993 → 06.1996 | OM 603.960 | D | 19 |
| B 160 | 04.2009 → 11.2011 | M 266.920 | B | 4 | E 300 D Turbo | 07.1993 → 06.1996 | OM 603.963 | D | 19 |
| B 170 | 04.2005 → 11.2011 | M 266.940 | B | 5 | E 320 | 07.1993 → 03.1998 | M 104.992 | B | 38 |
| B 180 | 04.2009 → 11.2011 | M 266.940 | B | 5 | E 500 | 07.1993 → 06.1995 | M 119.974 | B | 54 |
| B 180 CDI | 04.2005 → 11.2011 | OM 640.940 | D | 6 | E-KLASSE (S210/W210) | | | | |
| B 200 CDI | 04.2005 → 11.2011 | OM 640.941 | D | 6 | E 200 D | 03.1997 → 06.1999 | OM 604.917 (POR) | D | 20 |
| C-KLASSE (S202/W202) | | | | | E 200 CDI | 07.1998 → 03.2002 | OM 611.961 | D | 22 |
| C 180 | 06.1993 → 04.1995 | M 111.920 | B | 9 | E 220 D | 06.1995 → 03.2002 | OM 604.912 | D | 37 |
| C 200 D | 03.1993 → 05.2000 | OM 601.913 | D | 17 | E 220 CDI | 07.1998 → 03.2003 | OM 611.961 | D | 22 |
| C 200 D | 09.1996 → 05.2000 | OM 604.915 (POR) | D | 20 | E 230 | 06.1995 → 08.1997 | M 111.970 | B | 43 |
| C 220 D | 08.1993 → 05.2000 | OM 604.910 | D | 37 | E 230 | 06.1995 → 08.1997 | M 111.970 | B | 42 |
| C 230 | 05.1996 → 06.1998 | M 111.974 | B | 43 | E 250 D | 06.1995 → 06.1999 | OM 605.912 | D | 20 |
| C 230 | 05.1996 → 06.1998 | M 111.974 | B | 42 | E 250 D Turbo | 09.1997 → 06.1999 | OM 605.962 | D | 21 |
| C 230 Kompressor | 09.1995 → 02.2001 | M 111.975 | B | 42 | E 270 CDI | 06.1999 → 03.2003 | OM 612.961 | D | 22 |
| C 250 D | 07.1993 → 05.2000 | OM 605.910 | D | 20 | E 290 D Turbo | 01.1996 → 06.1999 | OM 602.982 | D | 36 |
| C 250 D Turbo | 09.1995 → 02.2001 | OM 605.960 | D | 21 | E 300 D | 06.1995 → 08.1997 | OM 606.912 | D | 20 |
| C-KLASSE (CL203/S203/W203) | | | | | E 300 D Turbo | 12.1996 → 06.1999 | OM 606.962 | D | 21 |
| C 200 CDI | 10.2000 → 08.2007 | OM 611.962 | D | 22 | E 320 | 06.1995 → 02.1997 | M 104.995 | B | 38 |
| C 200 CDI | 03.2003 → 08.2007 | OM 646.962 | D | 23 | E 320 CDI | 06.1999 → 03.2003 | OM 613.961 | D | 22 |
| C 200 CDI | 03.2003 → 08.2007 | OM 646.963 | D | 23 | E-KLASSE (S211/W211) | | | | |
| C 220 CDI | 05.2000 → 02.2003 | OM 611.962 | D | 22 | E 200 CDI | 09.2002 → 07.2006 | OM 646.951 | D | 23 |
| C 220 CDI | 03.2003 → 08.2007 | OM 646.962 | D | 23 | E 200 CDI | 06.2006 → 12.2008 | OM 646.820 | D | 25 |
| C 220 CDI | 03.2003 → 08.2007 | OM 646.963 | D | 23 | E 200 CDI | 06.2006 → 07.2009 | OM 646.821 | D | 25 |
| C 230 Kompressor | 01.2001 → 01.2004 | M 111.981 | B | 42 | E 220 CDI | 03.2002 → 07.2009 | OM 646.821 | D | 25 |
| C 270 CDI | 12.2000 → 08.2007 | OM 612.962 | D | 22 | E 220 CDI | 03.2002 → 07.2009 | OM 646.961 | D | 23 |
| C 320 CDI | 09.2004 → 08.2007 | OM 642.910 | D | 7 | E 270 CDI | 03.2002 → 07.2009 | OM 647.961 | D | 23 |
| C-KLASSE (C204/S204/W204) | | | | | E 280 CDI | 05.2004 → 07.2009 | OM 648.961 | D | 23 |
| C 200 CDI | 01.2007 → | OM 646.811 | D | 25 | E 280 CDI | 03.2005 → 07.2009 | OM 642.920 | D | 7 |
| C 200 CDI | 01.2007 → | OM 646.812 | D | 25 | E 280 CDI | 03.2005 → 07.2009 | OM 642.921 | D | 7 |
| C 220 CDI | 01.2007 → | OM 646.811 | D | 25 | E 300 BLUETEC | 09.2007 → 07.2009 | OM 642.920 | D | 7 |
| C 320 CDI | 01.2007 → | OM 642.960 | D | 7 | E 320 CDI | 11.2002 → 07.2009 | OM 648.961 | D | 23 |
| C 320 CDI | 01.2007 → | OM 642.961 | D | 7 | E 320 CDI | 03.2005 → 07.2009 | OM 642.910 | D | 7 |
| C 350 CDI | 07.2009 → | OM 642.960 | D | 7 | E 320 CDI | 03.2005 → 07.2009 | OM 642.920 | D | 7 |
| C 350 CDI | 07.2009 → | OM 642.961 | D | 7 | E 320 CDI | 03.2005 → 07.2009 | OM 642.921 | D | 7 |
| CL-KLASSE (C215) | | | | | E 500 | 03.2002 → 07.2009 | M 113.967 | B | 56 |
| CL 500 | 03.1999 → 09.2006 | M 113.960 | B | 56 | E 500 | 09.2003 → 07.2009 | M 113.969 | B | 56 |
| CL-KLASSE (C216) | | | | | E 500 | 04.2006 → 07.2009 | M 273.960 | B | 67 |
| CL 500 | 09.2006 → | M 273.961 | B | 67 | E 500 | 04.2006 → 07.2009 | M 273.962 | B | 67 |
| CL 500 | 02.2008 → | M 273.968 | B | 67 | E 550 | 06.2006 → 07.2009 | M 273.960 | B | 67 |
| CL 550 | 09.2006 → | M 273.961 | B | 67 | E 550 | 06.2006 → 07.2009 | M 273.962 | B | 67 |
| CLC-KLASSE (CL203) | | | | | E-KLASSE (S212/W212) | | | | |
| CLC 200 CDI | 05.2008 → | OM 646.962 | D | 23 | E 500 | 01.2009 → | M 273.970 | B | 67 |
| CLC 200 CDI | 05.2008 → | OM 646.963 | D | 23 | E 500 | 01.2009 → | M 273.971 | B | 67 |
| CLC 220 CDI | 05.2008 → | OM 646.963 | D | 23 | G-KLASSE (W460) | | | | |
| CLK-KLASSE (A208/C208) | | | | | G 230 | 03.1979 → 07.1993 | M 115.973 | B | 47 |
| CLK 230 Kompressor | 06.1997 → 06.2000 | M 111.975 | B | 42 | G 230 | 04.1982 → 08.1992 | M 102.981 | B | 49 |
| CLK 230 Kompressor | 06.2000 → 06.2002 | M 111.982 | B | 42 | G 230 | 04.1982 → 08.1992 | M 102.987 | B | 52 |
| CLK-KLASSE (A209/C209) | | | | | G 230 | 04.1982 → 08.1992 | M 102.989 | B | 50 |
| CLK 220 CDI | 01.2005 → 05.2009 | OM 646.966 | D | 23 | G 230 | 05.1987 → 08.1992 | M 102.979 | B | 52 |
| CLK 270 CDI | 06.2002 → 05.2009 | OM 612.962 | D | 22 | G 230 | 05.1987 → 08.1992 | M 102.981 | B | 52 |
| CLK 270 CDI | 06.2002 → 05.2009 | OM 612.967 | D | 24 | G 240 D | 03.1979 → 08.1987 | OM 616.936 | D | 46 |
| CLK 320 CDI | 01.2005 → 03.2010 | OM 642.910 | D | 7 | G 250 D | 10.1987 → 12.1992 | OM 602.930 | D | 17 |
| CLK 500 | 06.2002 → 03.2010 | M 113.968 | B | 56 | G 300 D | 03.1979 → 07.1993 | OM 603.912 | D | 17 |
| CLK 500 | 07.2006 → 03.2010 | M 273.965 | B | 67 | G 300 D | 12.1979 → 12.1991 | OM 617.931 | D | 46 |
| CLK 500 | 07.2006 → 03.2010 | M 273.967 | B | 67 | G-KLASSE (W461) | | | | |
| CLK 550 | 07.2006 → 05.2009 | M 273.967 | B | 67 | G 230 | 02.1993 → | M 102.979 | B | 52 |
| CLS-KLASSE (C219) | | | | | G 250 D | 02.1990 → | OM 602.939 | D | 17 |
| CLS 320 CDI | 01.2005 → 12.2010 | OM 642.920 | D | 7 | G 290 D | 04.1992 → | OM 602.942 | D | 35 |
| CLS 350 CDI | 04.2009 → 12.2010 | OM 642.920 | D | 7 | G 290 TD | 07.1997 → | OM 602.983 | D | 36 |
| CLS 500 | 06.2004 → 06.2006 | M 113.967 | B | 56 | G-KLASSE (W463) | | | | |

|  | |  | | Pos |  | |  | | Pos |
|---|-------------------|---|---|-----|--|-------------------|---|---|-----|
| G 230 | 06.1990 → 06.1993 | M 102.989 | B | 50 | SL 500 | 07.1993 → 08.2001 | M 119.982 | B | 54 |
| G 250 D | 06.1990 → | OM 602.931 | D | 17 | SL 500 | 09.1995 → 08.2001 | M 119.982 (USA) | B | 55 |
| G 270 CDI | 10.2001 → 09.2006 | OM 612.966 | D | 24 | SL 500 | 06.1998 → 08.2001 | M 113.961 | B | 56 |
| G 270 CDI | 10.2001 → | OM 612.963 | D | 22 | SL 600 | 07.1993 → 09.1995 | M 120.981 | B | 34 |
| G 270 CDI | 10.2001 → | OM 612.965 | D | 24 | SL 600 | 09.1995 → 08.2001 | M 120.983 | B | 34 |
| G 300 | 06.1990 → | M 103.987 | B | 29 | SL-KLASSE (R230) | | | | |
| G 300 D | 06.1990 → | OM 603.931 | D | 17 | SL 350 3.7 | 03.2003 → 12.2005 | M 112.973 | B | 56 |
| G 300 D Turbo | 09.1996 → | OM 606.964 | D | 21 | SL 500 | 10.2001 → 12.2005 | M 113.963 | B | 56 |
| G 320 | 08.1993 → 11.1997 | M 104.996 | B | 38 | SL 500 | 01.2006 → 01.2012 | M 273.965 | B | 67 |
| G 320 CDI | 09.2006 → | OM 642.970 | D | 7 | SL 550 | 01.2006 → 01.2012 | M 273.965 | B | 67 |
| G 500 | 04.1998 → | M 113.962 | B | 56 | SLK-KLASSE (R170) | | | | |
| GL-KLASSE (X164) | | | | | SLK 230 Kompressor | 09.1996 → 01.2000 | M 111.973 (JPN) | B | 42 |
| GL 320 CDI | 09.2006 → | OM 642.940 | D | 7 | SLK 230 Kompressor | 02.2000 → 03.2004 | M 111.983 | B | 42 |
| GL 350 CDI | 05.2009 → | OM 642.940 | D | 7 | SPRINTER (901/902/903/904/905) | | | | |
| GL 500 | 03.2006 → | M 273.963 | B | 67 | Sprinter 208 D | 02.1995 → 03.2000 | OM 601.943 | D | 35 |
| GL 550 | 03.2006 → | M 273.963 | B | 67 | Sprinter 208 CDI | 04.2000 → 05.2006 | OM 611.987 | D | 22 |
| GLK-KLASSE (X204) | | | | | Sprinter 210 D | 01.1997 → 03.2000 | OM 602.980 | D | 36 |
| GLK 320 CDI | 06.2008 → | OM 642.961 | D | 7 | Sprinter 210 D | 01.1997 → 03.2000 | OM 602.986 | D | 36 |
| ML-KLASSE (W163) | | | | | Sprinter 211 CDI | 04.2000 → 05.2006 | OM 611.981 | D | 22 |
| ML 230 | 03.1998 → 06.2005 | M 111.977 | B | 43 | Sprinter 212 D | 02.1995 → 03.2000 | OM 602.980 | D | 36 |
| ML 270 CDI | 11.1999 → 06.2005 | OM 612.963 | D | 22 | Sprinter 213 CDI | 04.2000 → 05.2006 | OM 611.981 | D | 22 |
| ML 350 | 08.2002 → 06.2005 | M 112.970 | B | 56 | Sprinter 214 | 02.1995 → 05.2006 | M 111.979 | B | 42 |
| ML 500 | 09.2001 → 06.2005 | M 113.964 | B | 56 | Sprinter 214 | 04.2000 → 05.2006 | M 111.984 | B | 42 |
| ML 500 | 09.2001 → 06.2005 | M 113.965 | B | 56 | Sprinter 214 | 04.2000 → 05.2006 | M 111.984 | B | 43 |
| ML-KLASSE (W164) | | | | | Sprinter 214 NGT | 04.2000 → 05.2006 | M 111.984 | B | 43 |
| ML 280 CDI | 07.2005 → 07.2009 | OM 642.940 | D | 7 | Sprinter 214 NGT | 04.2000 → 05.2006 | M 111.984 | B | 42 |
| ML 300 CDI | 07.2009 → 10.2011 | OM 642.940 | D | 7 | Sprinter 216 CDI | 04.2000 → 05.2006 | OM 612.981 | D | 22 |
| ML 320 CDI | 07.2005 → 07.2009 | OM 642.940 | D | 7 | Sprinter 308 D | 02.1995 → 03.2000 | OM 601.943 | D | 35 |
| ML 350 CDI | 07.2009 → 10.2011 | OM 642.940 | D | 7 | Sprinter 308 CDI | 04.2000 → 05.2006 | OM 611.987 | D | 22 |
| ML 500 | 07.2005 → 08.2007 | M 113.964 | B | 56 | Sprinter 308 CDI | 04.2000 → 05.2006 | OM 647.981 | D | 23 |
| ML 500 | 12.2007 → 10.2011 | M 273.963 | B | 67 | Sprinter 310 D | 02.1995 → 03.2000 | OM 602.980 | D | 36 |
| R-KLASSE (V251/W251) | | | | | Sprinter 310 D | 02.1995 → 03.2000 | OM 602.986 | D | 36 |
| R 280 CDI | 04.2006 → | OM 642.950 | D | 7 | Sprinter 311 CDI | 04.2000 → 05.2006 | OM 611.981 | D | 22 |
| R 300 CDI | 07.2009 → | OM 642.950 | D | 7 | Sprinter 311 CDI | 04.2000 → 05.2006 | OM 611.983 | D | 22 |
| R 320 CDI | 02.2006 → | OM 642.950 | D | 7 | Sprinter 311 CDI | 04.2000 → 05.2006 | OM 646.985 | D | 23 |
| R 350 CDI | 02.2006 → | OM 642.950 | D | 7 | Sprinter 311 CDI | 04.2000 → 05.2006 | OM 647.981 | D | 23 |
| R 500 | 02.2006 → | M 113.971 | B | 56 | Sprinter 312 D | 02.1995 → 08.2002 | OM 602.980 | D | 36 |
| R 500 | 02.2006 → | M 273.963 | B | 67 | Sprinter 313 CDI | 04.2000 → 05.2006 | OM 611.981 | D | 22 |
| R 550 | 05.2007 → | M 273.963 | B | 67 | Sprinter 313 CDI | 04.2000 → 05.2006 | OM 611.983 | D | 22 |
| S-KLASSE (W140) | | | | | Sprinter 314 | 02.1995 → 03.2000 | M 111.979 | B | 42 |
| S 300 | 03.1991 → 09.1998 | M 104.990 | B | 38 | Sprinter 314 | 04.2000 → 05.2006 | M 111.984 | B | 42 |
| S 300 | 03.1991 → 09.1998 | M 104.994 | B | 38 | Sprinter 314 | 04.2000 → 05.2006 | M 111.984 | B | 43 |
| S 300 D Turbo | 06.1996 → 09.1998 | OM 606.961 | D | 21 | Sprinter 314 NGT | 04.2000 → 05.2006 | M 111.984 | B | 42 |
| S 320 | 03.1993 → 09.1998 | M 104.990 | B | 38 | Sprinter 314 NGT | 04.2000 → 05.2006 | M 111.984 | B | 43 |
| S 320 | 05.1993 → 09.1998 | M 104.994 | B | 38 | Sprinter 314 CDI | 04.2000 → 05.2006 | OM 647.981 | D | 23 |
| S 500 | 06.1993 → 09.1998 | M 119.970 | B | 55 | Sprinter 316 CDI | 04.2000 → 05.2006 | OM 612.981 | D | 22 |
| S 500 | 09.1995 → 09.1996 | M 119.980 (USA) | B | 55 | Sprinter 408 D | 02.1995 → 05.2006 | OM 601.943 | D | 35 |
| S 500 | 09.1995 → 09.1996 | M 119.980 (USA) | B | 54 | Sprinter 408 CDI | 04.2000 → 05.2006 | OM 611.987 | D | 22 |
| S 600 | 06.1993 → 09.1998 | M 120.980 | B | 34 | Sprinter 408 CDI | 04.2000 → 05.2006 | OM 647.981 | D | 23 |
| S 600 | 06.1993 → 09.1998 | M 120.982 | B | 34 | Sprinter 410 D | 02.1995 → 05.2006 | OM 602.980 | D | 36 |
| S-KLASSE (W220) | | | | | Sprinter 410 D | 05.1997 → 05.2006 | OM 602.986 | D | 36 |
| S 320 CDI | 06.1999 → 08.2002 | OM 613.960 | D | 22 | Sprinter 411 CDI | 04.2000 → 05.2006 | OM 611.981 | D | 22 |
| S 320 CDI | 09.2002 → 08.2005 | OM 648.960 | D | 23 | Sprinter 411 CDI | 04.2000 → 05.2006 | OM 611.983 | D | 22 |
| S 350 | 09.2002 → 08.2005 | M 112.972 | B | 56 | Sprinter 411 CDI | 04.2000 → 05.2006 | OM 647.981 | D | 23 |
| S 350 | 06.2003 → 08.2005 | M 112.975 | B | 56 | Sprinter 412 D | 02.1995 → 05.2006 | OM 602.980 | D | 36 |
| S 370 | 09.2002 → 08.2005 | M 112.972 | B | 56 | Sprinter 413 CDI | 04.2000 → 05.2006 | OM 611.981 | D | 22 |
| S 500 | 10.1998 → 08.2005 | M 113.960 | B | 56 | Sprinter 413 CDI | 04.2000 → 05.2006 | OM 611.983 | D | 22 |
| S 500 | 10.1998 → 08.2005 | M 113.966 | B | 56 | Sprinter 413 CDI | 04.2000 → 05.2006 | OM 647.981 | D | 23 |
| S-KLASSE (W221) | | | | | Sprinter 414 | 02.1995 → 05.2006 | M 111.979 | B | 42 |
| S 320 CDI | 10.2005 → 06.2013 | OM 642.930 | D | 7 | Sprinter 414 | 04.2000 → 05.2006 | M 111.984 | B | 42 |
| S 320 CDI | 10.2005 → 06.2013 | OM 642.932 | D | 7 | Sprinter 414 | 04.2000 → 05.2006 | M 111.984 | B | 43 |
| S 350 CDI | 05.2009 → 06.2013 | OM 642.930 | D | 7 | Sprinter 414 CDI | 04.2000 → 05.2006 | OM 647.981 | D | 23 |
| S 350 CDI | 05.2009 → 06.2013 | OM 642.932 | D | 7 | Sprinter 416 CDI | 04.2000 → 05.2006 | OM 612.981 | D | 22 |
| S 500 | 09.2005 → 06.2013 | M 273.961 | B | 67 | Sprinter 416 CDI | 04.2000 → 05.2006 | OM 647.981 | D | 23 |
| S 500 | 09.2006 → 06.2013 | M 273.968 | B | 67 | Sprinter 616 CDI | 02.2001 → 05.2006 | OM 612.981 | D | 22 |
| SL-KLASSE (R129) | | | | | SPRINTER (906) | | | | |
| SL 300 | 03.1989 → 08.1993 | M 103.984 | B | 29 | Sprinter 209 CDI | 06.2006 → | OM 646.984 | D | 23 |
| SL 300 | 03.1989 → 08.1993 | M 104.981 | B | 28 | Sprinter 211 CDI | 06.2006 → | OM 646.985 | D | 23 |
| SL 320 | 07.1993 → 05.1998 | M 104.991 | B | 38 | Sprinter 215 CDI | 06.2006 → | OM 646.989 | D | 23 |

M







|   |  | Pos |   |  | Pos |
|---|---|-----|--|---|-----|
| Sprinter 215 CDI 06.2006 → | OM 646.990 D | 23 | Vario 815 D 2.9 09.1996 → 09.2013 | OM 602.984 D | 36 |
| Sprinter 309 CDI 06.2006 → | OM 646.984 D | 23 | Vario 815 D 2.9 09.1996 → 09.2013 | OM 602.985 D | 36 |
| Sprinter 311 CDI 06.2006 → | OM 646.985 D | 23 | Vario 815 D 4.2 09.1996 → 09.2013 | OM 904.936 D | 69 |
| Sprinter 315 CDI 06.2006 → | OM 646.989 D | 23 | Vario 815 D 4.2 10.1998 → 09.2013 | OM 904.923 D | 69 |
| Sprinter 315 CDI 06.2006 → | OM 646.990 D | 23 | Vario 815 D 4.2 03.2002 → 09.2013 | OM 904.936 D | 71 |
| Sprinter 318 CDI 06.2006 → | OM 646.984 D | 23 | Vario 816 D 4.2 09.1996 → 09.2013 | OM 904.923 D | 69 |
| Sprinter 318 CDI 06.2006 → | OM 646.985 D | 23 | Vario 818 D 4.2 09.1996 → 09.2013 | OM 904.964 D | 69 |
| Sprinter 411 CDI 03.2009 → | OM 646.985 D | 23 | Vario 818 D 4.2 06.2003 → 09.2013 | OM 904.964 D | 71 |
| Sprinter 415 CDI 06.2006 → | OM 646.989 D | 23 | VIANO (V639/W639) | | |
| Sprinter 415 CDI 06.2006 → | OM 646.990 D | 23 | Viano CDI 2.0 09.2003 → | OM 646.981 D | 23 |
| Sprinter 415 CDI 03.2009 → | OM 646.963 D | 23 | Viano CDI 2.0 09.2003 → | OM 646.982 D | 23 |
| Sprinter 415 CDI 03.2009 → | OM 646.966 D | 23 | Viano CDI 2.2 09.2003 → | OM 646.981 D | 23 |
| Sprinter 418 CDI 03.2009 → | OM 642.920 D | 7 | Viano CDI 2.2 09.2003 → | OM 646.982 D | 23 |
| Sprinter 509 CDI 06.2006 → | OM 646.984 D | 23 | Viano CDI 2.2 09.2003 → | OM 646.983 D | 23 |
| Sprinter 509 CDI 06.2006 → | OM 646.985 D | 23 | Viano 3.7 09.2004 → | M 112.976 B | 56 |
| Sprinter 509 CDI 06.2006 → | OM 646.989 D | 23 | VITO (638) | | |
| Sprinter 511 CDI 06.2006 → | OM 646.985 D | 23 | Vito 108 D 11.1995 → 07.2003 | OM 601.942 D | 35 |
| Sprinter 511 CDI 06.2006 → | OM 646.989 D | 23 | Vito 108 CDI 04.1999 → 07.2003 | OM 611.980 D | 22 |
| Sprinter 515 CDI 06.2006 → | OM 646.989 D | 23 | Vito 110 CDI 04.1999 → 07.2003 | OM 611.980 D | 22 |
| Sprinter 515 CDI 06.2006 → | OM 646.990 D | 23 | Vito 112 CDI 04.1999 → 07.2003 | OM 611.980 D | 22 |
| V-KLASSE (638/2) | | | | | |
| V 200 CDI 06.1999 → 09.2003 | OM 611.980 D | 22 | Vito 113 11.1995 → 07.2003 | M 111.979 B | 42 |
| V 220 CDI 06.1999 → 09.2003 | OM 611.980 D | 22 | Vito 114 11.1995 → 07.2003 | M 111.978 B | 42 |
| V 230 04.1996 → 09.2003 | M 111.978 B | 42 | Vito 114 11.1995 → 07.2003 | M 111.980 B | 43 |
| V 230 04.1996 → 09.2003 | M 111.980 B | 43 | VITO (V639/W639) | | |
| V 280 04.1996 → 09.2003 | M 104.900 B | 2 | Vito 109 CDI 10.2003 → | OM 646.980 D | 23 |
| VARIO | | | | | |
| Vario 512 D 2.9 09.1996 → 09.2013 | OM 602.984 D | 36 | Vito 109 CDI 10.2003 → | OM 646.981 D | 23 |
| Vario 612 D 2.9 09.1996 → 09.2013 | OM 602.984 D | 36 | Vito 109 CDI 10.2003 → | OM 646.982 D | 23 |
| Vario 612 D 2.9 09.1996 → 09.2013 | OM 602.985 D | 36 | Vito 109 CDI 10.2003 → | OM 646.983 D | 23 |
| Vario 612 D 4.2 09.1996 → 09.2013 | OM 960.984 D | 71 | Vito 111 CDI 10.2003 → | OM 646.982 D | 23 |
| Vario 612 D 4.2 09.1996 → 09.2013 | OM 960.984 D | 69 | Vito 115 CDI 10.2003 → | OM 646.982 D | 23 |
| Vario 612 D 4.2 09.1996 → 09.2013 | OM 904.908 D | 69 | Vito 115 CDI 10.2003 → | OM 646.983 D | 23 |
| Vario 614 D 2.9 09.1996 → 09.2013 | OM 602.984 D | 36 | Vito 123 09.2004 → | M 112.976 B | 56 |
| Vario 614 D 2.9 09.1996 → 09.2013 | OM 602.985 D | 36 | 180 | | |
| Vario 614 D 4.2 09.1996 → 09.2013 | OM 904.908 D | 69 | 180 Dc (120) 01.1949 → 1957 | OM 636.915 D | 1 |
| Vario 614 D 4.2 09.1996 → 09.2013 | OM 904.914 D | 69 | 180 Dc (120) 01.1949 → 1957 | OM 636.916 D | 1 |
| Vario 614 D 4.2 09.1996 → 09.2013 | OM 904.936 D | 69 | 180 Dc (120) 01.1949 → 1957 | OM 636.918 D | 1 |
| Vario 614 D 4.2 09.1996 → 09.2013 | OM 904.955 D | 69 | 180 Dc (120) 01.1949 → 1957 | OM 636.931 D | 1 |
| Vario 614 D 4.2 10.1998 → 09.2013 | OM 904.923 D | 69 | 180 Dc (120) 08.1961 → 10.1962 | OM 621.914 D | 13 |
| Vario 614 D 4.2 03.2002 → 09.2013 | OM 904.914 D | 71 | 190 | | |
| Vario 614 D 4.2 03.2002 → 09.2013 | OM 904.936 D | 71 | 190 D (201) 09.1983 → 08.1965 | OM 621.910 D | 13 |
| Vario 615 D 4.2 09.1996 → 09.2013 | OM 904.923 D | 69 | 190 D (201) 09.1983 → 05.1984 | OM 601.911 D | 18 |
| Vario 616 D 4.2 09.1996 → 09.2013 | OM 904.923 D | 69 | 190 D (201) 06.1984 → 08.1993 | OM 601.911 D | 17 |
| Vario 618 D 4.2 09.1996 → 09.2013 | OM 904.964 D | 69 | 190 D 2.5 Turbo (201) 02.1988 → 08.1993 | OM 602.961 D | 19 |
| Vario 618 D 4.2 09.1996 → 09.2013 | OM 904.964 D | 71 | 190 D 2.5 (201) 04.1985 → 08.1993 | OM 602.911 D | 17 |
| Vario 810 D 2.9 09.1996 → 09.2013 | OM 602.984 D | 36 | 190 DC (110) 04.1961 → 08.1965 | OM 621.912 D | 13 |
| Vario 810 D 2.9 09.1996 → 09.2013 | OM 602.985 D | 36 | 190 DC (110) 04.1961 → 08.1965 | OM 621.918 D | 13 |
| Vario 810 D 4.2 09.1996 → 09.2013 | OM 904.904 D | 69 | 190 E 2.0 (201) 10.1982 → 12.1983 | M 102.961 B | 30 |
| Vario 810 D 4.2 09.1996 → 09.2013 | OM 904.961 D | 69 | 190 E 2.0 (201) 01.1984 → 08.1988 | M 102.962 B | 32 |
| Vario 810 D 4.2 02.2000 → 09.2013 | OM 904.961 D | 71 | 190 E 2.0 (201) 01.1984 → 06.1993 | M 102.961 B | 33 |
| Vario 812 D 2.9 09.1996 → 09.2013 | OM 602.984 D | 36 | 190 E 2.0 (201) 09.1986 → 06.1993 | M 102.962 B | 33 |
| Vario 812 D 2.9 09.1996 → 09.2013 | OM 602.985 D | 36 | 190 E 2.3 (201) 09.1983 → 12.1989 | M 102.985 B | 52 |
| Vario 812 D 4.2 09.1996 → 09.2013 | OM 900.917 D | 70 | 190 E 2.3 (201) 01.1990 → 08.1993 | M 102.985 B | 50 |
| Vario 812 D 4.2 09.1996 → 09.2013 | OM 900.918 D | 70 | 190 E 2.3-16 (201) 09.1985 → 07.1988 | M 102.983 B | 50 |
| Vario 812 D 4.2 09.1996 → 09.2013 | OM 904.908 D | 69 | 190 E 2.5-16 (201) 08.1988 → 08.1993 | M 102.990 B | 50 |
| Vario 812 D 4.2 09.1996 → 09.2013 | OM 904.923 D | 69 | 190 E 2.6 (201) 06.1985 → 08.1992 | M 103.942 B | 3 |
| Vario 813 D 4.2 09.1996 → 09.2013 | OM 900.919 D | 70 | 190 2.0 (201) 10.1982 → 08.1983 | M 102.921 B | 30 |
| Vario 813 D 4.2 09.1996 → 09.2013 | OM 904.908 D | 69 | 190 2.0 (201) 10.1982 → 08.1986 | M 102.924 B | 33 |
| Vario 814 D 2.9 09.1996 → 09.2013 | OM 602.984 D | 36 | 190 2.0 (201) 10.1982 → 09.1988 | M 102.938 B | 31 |
| Vario 814 D 2.9 09.1996 → 09.2013 | OM 602.985 D | 36 | 190 2.0 (201) 10.1982 → 09.1988 | M 102.938 B | 32 |
| Vario 814 D 4.2 09.1996 → 09.2013 | OM 904.906 D | 69 | 190 2.0 (201) 10.1982 → 09.1993 | M 102.924 B | 32 |
| Vario 814 D 4.2 09.1996 → 09.2013 | OM 904.908 D | 69 | 190 2.0 (201) 09.1983 → 08.1986 | M 102.921 B | 33 |
| Vario 814 D 4.2 09.1996 → 09.2013 | OM 904.914 D | 69 | 190 2.0 (201) 09.1986 → 09.1993 | M 102.924 B | 32 |
| Vario 814 D 4.2 09.1996 → 09.2013 | OM 904.936 D | 69 | 200 | | |
| Vario 814 D 4.2 09.1996 → 09.2013 | OM 904.955 D | 69 | 200 D (110) 06.1961 → 08.1965 | OM 621.912 D | 13 |
| Vario 814 D 4.2 10.1998 → 09.2013 | OM 904.923 D | 69 | 200 D (110) 07.1965 → 12.1967 | OM 621.918 D | 13 |
| Vario 814 D 4.2 03.2002 → 09.2013 | OM 904.914 D | 71 | 200 D (115) 05.1969 → 01.1976 | OM 615.913 D | 13 |
| Vario 814 D 4.2 03.2002 → 09.2013 | OM 904.936 D | 71 | 200 D (123) 02.1976 → 01.1979 | OM 615.940 D | 15 |
| | | | 200 D (123) 02.1979 → 11.1985 | OM 615.940 D | 16 |
| | | | 200 D (124) 12.1984 → 06.1993 | OM 601.912 D | 17 |







| | | | | Pos | | | | | Pos |
|----------------------|-------------------|------------------|---|-----|-----------------------|-------------------|------------------|---|-----|
| 200 E (124) | 06.1985 → 06.1989 | M 102.963 | B | 33 | 280 E (123) | 02.1976 → 11.1985 | M 110.984 | B | 10 |
| 200 E (124) | 06.1985 → 06.1989 | M 102.963 | B | 32 | 280 E (123) | 02.1976 → 11.1985 | M 110.988 | B | 10 |
| 200 GE (Italy) (460) | 05.1985 → | M 102.964 (ITA)) | B | 33 | 280 S (116) | 08.1972 → 07.1980 | M 110.922 | B | 10 |
| 200 (115) | 01.1968 → 01.1977 | M 115.923 | B | 12 | 280 S (116) | 01.1982 → 12.1984 | M 110.932 | B | 11 |
| 200 (115) | 01.1968 → 01.1977 | M 115.926 | B | 12 | 280 S (126) | 12.1979 → 07.1985 | M 110.924 | B | 10 |
| 200 (123) | 02.1976 → 08.1980 | M 115.938 | B | 12 | 280 S (126) | 12.1979 → 07.1985 | M 110.926 | B | 10 |
| 200 (123) | 02.1976 → 08.1980 | M 115.939 | B | 12 | 280 SE (116) | 10.1976 → 07.1980 | M 110.985 | B | 10 |
| 200 (123) | 06.1980 → 08.1983 | M 102.920 | B | 30 | 280 SE (116) | 01.1982 → 12.1984 | M 110.993 | B | 11 |
| 200 (123) | 06.1980 → 11.1985 | M 102.939 | B | 31 | 280 SE (126) | 10.1979 → 07.1985 | M 110.987 | B | 10 |
| 200 (123) | 06.1980 → 11.1985 | M 102.939 | B | 32 | 280 SE (126) | 10.1979 → 07.1985 | M 110.989 | B | 10 |
| 200 (123) | 09.1983 → 11.1985 | M 102.920 | B | 33 | 280 SL (107) | 06.1976 → 08.1985 | M 110.982 | B | 10 |
| 200 (124) | 01.1985 → 06.1993 | M 102.922 | B | 33 | 280 SL (107) | 06.1976 → 08.1985 | M 110.986 | B | 10 |
| 200 (124) | 01.1985 → 06.1993 | M 102.922 | B | 32 | 280 SL (107) | 06.1976 → 08.1985 | M 110.990 | B | 10 |
| 220 | | | | | 280 SL (107) | 10.1981 → 12.1984 | M 110.992 | B | 11 |
| 220 D (115) | 07.1973 → 03.1979 | OM 615.912 | D | 14 | 280 (114) | 06.1972 → 11.1976 | M 110.921 | B | 10 |
| 220 D (123) | 02.1976 → 03.1979 | OM 615.941 | D | 14 | 280 (114) | 01.1982 → 12.1984 | M 110.931 | B | 11 |
| 230 | | | | | 280 (123) | 02.1976 → 08.1981 | M 110.923 | B | 10 |
| 230 E (123) | 04.1980 → 12.1983 | M 102.980 | B | 49 | 290 | | | | |
| 230 E (123) | 01.1984 → 12.1985 | M 102.980 | B | 52 | 290 GD Turbo (461) | 04.1992 → 09.2001 | OM 602.983 | D | 36 |
| 230 E (124) | 12.1984 → 08.1986 | M 102.982 | B | 51 | 290 GD (461) | 04.1992 → 09.1997 | OM 602.942 | D | 35 |
| 230 E (124) | 12.1984 → 08.1992 | M 102.982 | B | 52 | 290 GD (461) | 04.1992 → 09.1997 | OM 602.946 | D | 35 |
| 230 E (124) | 12.1984 → 08.1992 | M 102.982 | B | 50 | 290 GD (461) | 04.1992 → 09.1997 | OM 602.947 | D | 35 |
| 230 E 2.8 (114) | 10.1981 → 12.1984 | M 110.991 | B | 11 | 300 | | | | |
| 230 G (460) | 03.1979 → 03.1982 | M 115.973 | B | 47 | 300 D Turbo (123) | 10.1980 → 11.1985 | OM 617.952 | D | 45 |
| 230 G (461) | 04.1992 → 09.1995 | M 102.958 | B | 51 | 300 D Turbo (124) | 11.1985 → 12.1987 | OM 603.962 (JPN) | D | 19 |
| 230 GE (460) | 04.1982 → 12.1983 | M 102.981 | B | 49 | 300 D Turbo (124) | 09.1986 → 06.1993 | OM 603.963 | D | 19 |
| 230 GE (460) | 04.1982 → 08.1993 | M 102.998 | B | 51 | 300 D Turbo (124) | 01.1988 → 06.1993 | OM 603.960 | D | 19 |
| 230 GE (460) | 01.1984 → 08.1993 | M 102.981 | B | 52 | 300 D (115) | 08.1973 → 01.1977 | OM 617.910 | D | 44 |
| 230 GE (460) | 03.1986 → 07.1993 | M 102.987 | B | 52 | 300 D (123) | 02.1976 → 07.1978 | OM 617.912 | D | 44 |
| 230 GE (461) | 01.1984 → 08.1993 | M 102.981 | B | 52 | 300 D (123) | 08.1978 → 11.1985 | OM 617.912 | D | 46 |
| 230 GE (461) | 04.1992 → 09.1995 | M 102.979 | B | 52 | 300 D (124) | 12.1984 → 06.1993 | OM 603.912 | D | 17 |
| 230 GE (461) | 04.1992 → 09.1995 | M 102.998 | B | 51 | 300 D (124) | 09.1986 → 06.1993 | OM 603.913 | D | 17 |
| 230 GE (461) | → 09.1995 | M 102.981 | B | 49 | 300 D 2.5 Turbo (USA) | 09.1989 → 08.1992 | OM 602.962 | D | 19 |
| 230 GE (463) | 09.1989 → 07.1993 | M 102.989 | B | 50 | 300 E (124) | 01.1985 → 08.1985 | M 103.980 | B | 26 |
| 230 (123) | 02.1976 → 03.1981 | M 115.954 | B | 47 | 300 E (124) | 01.1985 → 08.1985 | M 103.980 | B | 27 |
| 230.4 (115) | 08.1973 → 12.1976 | M 115.951 | B | 47 | 300 E (124) | 09.1985 → 12.1989 | M 103.983 | B | 26 |
| 230.4 (115) | → 12.1976 | M 115.954 | B | 47 | 300 E (124) | 09.1985 → 06.1992 | M 103.983 | B | 27 |
| 240 | | | | | 300 E (124) | 09.1986 → 12.1989 | M 103.985 | B | 26 |
| 240 D (USA) (115) | 01.1974 → 09.1976 | OM 616.916 | D | 44 | 300 E (124) | 09.1986 → 06.1993 | M 103.985 | B | 27 |
| 240 D (115) | 07.1973 → 01.1977 | OM 616.916 | D | 44 | 300 E (124) | 09.1989 → 06.1993 | M 104.980 | B | 28 |
| 240 D (115) | → 01.1977 | OM 616.910 | D | 44 | 300 E (124) | 01.1990 → 08.1992 | M 103.983 | B | 29 |
| 240 D (115) | → 01.1977 | OM 616.911 | D | 44 | 300 E (124) | 01.1990 → 06.1993 | M 103.985 | B | 29 |
| 240 D (115) | → 01.1977 | OM 616.912 | D | 44 | 300 E (124) | 09.1992 → 06.1993 | M 104.992 | B | 38 |
| 240 D (115) | → 01.1977 | OM 616.919/-000 | D | 44 | 300 E-24 (124) | 09.1989 → 06.1993 | M 104.980 | B | 28 |
| 240 D (123) | 02.1976 → 07.1978 | OM 616.912 | D | 44 | 300 GD (460) | 12.1979 → 08.1990 | OM 617.931 | D | 46 |
| 240 D (123) | 08.1978 → 11.1985 | OM 616.912 | D | 46 | 300 GD (460) | 12.1979 → 08.1990 | OM 617.932 | D | 46 |
| 240 D 3.0 (115) | 08.1974 → 11.1976 | OM 617.910 | D | 44 | 300 GD (461) | 12.1979 → 08.1990 | OM 617.932 | D | 46 |
| 240 GD (460) | 09.1978 → 08.1987 | OM 616.938 | D | 46 | 300 GD (461) | 12.1979 → 08.1990 | OM 617.933 | D | 46 |
| 240 GD (460) | 03.1979 → 08.1987 | OM 616.936 | D | 46 | 300 GD (463) | 02.1989 → 10.1994 | OM 603.931 | D | 17 |
| 240 GD (461) | 09.1978 → | OM 616.938 | D | 46 | 300 GE (463) | 09.1989 → 10.1994 | M 103.987 | B | 29 |
| 240 GD (461) | 09.1978 → | OM 616.940 | D | 46 | 300 SD Turbo (USA) | 02.1978 → 08.1980 | OM 617.950 | D | 45 |
| 250 | | | | | 300 SD Turbo (USA) | 08.1980 → 10.1985 | OM 617.951 | D | 45 |
| 250 C 2.8 (114) | 10.1981 → 12.1984 | M 110.991 | B | 11 | 300 SD Turbo (USA) | 11.1985 → 12.1987 | OM 603.961 | D | 19 |
| 250 D Turbo (124) | 09.1988 → 06.1993 | OM 602.962 | D | 19 | 300 SE (126) | 09.1985 → 12.1989 | M 103.981 | B | 26 |
| 250 D (124) | 04.1985 → 06.1993 | OM 602.912 | D | 17 | 300 SE (126) | 09.1985 → 06.1991 | M 103.981 | B | 27 |
| 250 D (124) | → 06.1993 | OM 602.911 | D | 17 | 300 SE (126) | 03.1989 → 06.1993 | M 103.981 | B | 29 |
| 250 GD (460) | 09.1987 → 08.1992 | OM 602.930 | D | 17 | 300 SE 3.2 (140) | 03.1991 → 05.1993 | M 104.990 | B | 38 |
| 250 GD (461) | 09.1987 → 08.1992 | OM 602.930 | D | 17 | 300 SL (107) | 09.1985 → 09.1989 | M 103.982 | B | 26 |
| 250 GD (461) | 12.1988 → 08.1992 | OM 602.938 | D | 17 | 300 SL (129) | 03.1989 → 06.1993 | M 103.984 | B | 29 |
| 250 GD (461) | 09.1989 → 07.1993 | OM 602.939 | D | 17 | 300 SL-24 (129) | 03.1989 → 06.1993 | M 104.981 | B | 28 |
| 250 GD (463) | 09.1989 → 07.1993 | OM 602.931 | D | 17 | 320 | | | | |
| 260 | | | | | 320 E (124) | 09.1992 → 06.1993 | M 104.992 | B | 38 |
| 260 E (124) | 06.1985 → 08.1992 | M 103.940 (USA) | B | 3 | 350 | | | | |
| 260 E (124) | 06.1985 → 08.1992 | M 103.943 | B | 3 | 350 SE 2.8 (116) | 10.1981 → 12.1984 | M 110.993 | B | 11 |
| 260 E (126) | 06.1985 → 08.1992 | M 103.941 | B | 3 | 350 SL 2.8 (107) | 06.1976 → 07.1985 | M 110.986 | B | 10 |
| 280 | | | | | 350 SL 2.8 (107) | 06.1976 → 08.1985 | M 110.990 | B | 10 |
| 280 E (114) | 06.1972 → 11.1976 | M 110.981 | B | 10 | | | | | |
| 280 E (114) | 10.1981 → 12.1984 | M 110.991 | B | 11 | | | | | |
| 280 E (116) | 09.1972 → 07.1976 | M 110.983 | B | 11 | | | | | |





M







|  |  | Pos |  |  | Pos |
|---|---|-----|--|---|-----|
| 350 SL 2.8 (107) 10.1981 → 12.1984 | M 110.992 B | 11 | Actros 2053 09.1996 → 09.2003 | OM 542.920 D | 119 |
| 380 | | | Actros 2531 09.1996 → 02.2003 | OM 541.940 D | 119 |
| 380 SE 2.8 (126) 10.1979 → 07.1985 | M 110.989 B | 10 | Actros 2531 09.1996 → 09.2003 | OM 541.920 D | 119 |
| 380 SE 2.8 (126) 10.1979 → 12.1985 | M 110.987 B | 10 | Actros 2535 09.1996 → 09.2003 | OM 541.922 D | 119 |
| 450 | | | Actros 2540 09.1996 → 09.2003 | OM 541.923 D | 119 |
| 450 SE 2.8 (116) 10.1981 → 12.1984 | M 110.993 B | 11 | Actros 2543 09.1996 → 09.2003 | OM 541.925 D | 119 |
| 450 SL 2.8 (107) 06.1976 → 07.1985 | M 110.986 B | 10 | Actros 2543 04.1997 → 02.2003 | OM 541.946 D | 119 |
| 450 SL 2.8 (107) 06.1976 → 08.1985 | M 110.990 B | 10 | Actros 2546 09.1996 → 12.2003 | OM 541.948 D | 119 |
| 450 SL 2.8 (107) 10.1981 → 12.1984 | M 110.992 B | 11 | Actros 2548 09.1996 → 09.2003 | OM 542.921 D | 119 |
| 500 | | | Actros 2548 09.1996 → 09.2003 | OM 542.940 D | 119 |
| 500 E (124) 01.1991 → 06.1993 | M 119.974 B | 54 | Actros 2553 09.1996 → 02.2003 | OM 542.942 D | 119 |
| 500 SE (126) 12.1979 → 08.1985 | M 117.963 B | 53 | Actros 2553 09.1996 → 09.2003 | OM 542.920 D | 119 |
| 500 SE (140) 02.1991 → 05.1993 | M 119.970 B | 54 | Actros 2557 09.1996 → 09.2003 | OM 542.944 D | 119 |
| 500 SE 2.8 (126) 10.1979 → 07.1985 | M 110.989 B | 10 | Actros 2557 04.1997 → 09.2003 | OM 542.922 D | 119 |
| 500 SE 2.8 (126) 10.1979 → 12.1985 | M 110.987 B | 10 | Actros 2631 09.1996 → 02.2003 | OM 541.940 D | 119 |
| 500 SL (107) 05.1980 → 12.1985 | M 117.962 B | 53 | Actros 2631 04.1997 → 09.2003 | OM 541.920 D | 119 |
| 500 SL (129) 09.1992 → 09.1995 | M 119.972 B | 55 | Actros 2635 04.1997 → 09.2003 | OM 541.922 D | 119 |
| 500 SL (129) 09.1992 → 09.1995 | M 119.972 B | 54 | Actros 2640 09.1996 → 09.2003 | OM 541.923 D | 119 |
| 600 | | | Actros 2643 09.1996 → 09.2003 | OM 541.925 D | 119 |
| 600 SE (140) 04.1991 → 05.1993 | M 120.980 B | 34 | Actros 2643 04.1997 → 02.2003 | OM 541.946 D | 119 |
| 600 SL (129) 07.1993 → 09.1995 | M 120.981 B | 34 | Actros 2646 09.2001 → 12.2003 | OM 541.948 D | 119 |
| ACELLO | | | Actros 2648 09.1996 → 02.2003 | OM 542.940 D | 119 |
| Accelo 715 C | OM 612.983 D | 24 | Actros 2648 09.1996 → 09.2003 | OM 542.921 D | 119 |
| ACTROS | | | Actros 2653 09.1996 → 02.2003 | OM 542.942 D | 119 |
| Actros 1831 09.1996 → 02.2003 | OM 541.940 D | 119 | Actros 2653 09.1996 → 09.2003 | OM 542.920 D | 119 |
| Actros 1831 09.1996 → 02.2003 | OM 541.941 D | 119 | Actros 2657 09.1996 → 09.2003 | OM 542.944 D | 119 |
| Actros 1831 09.1996 → 09.2003 | OM 541.920 D | 119 | Actros 2657 04.1997 → 09.2003 | OM 542.922 D | 119 |
| Actros 1831 09.1996 → 09.2003 | OM 541.926 D | 119 | Actros 3231 04.1997 → 02.2003 | OM 541.940 D | 119 |
| Actros 1835 09.1996 → 02.2003 | OM 541.943 D | 119 | Actros 3231 04.1997 → 09.2003 | OM 541.920 D | 119 |
| Actros 1835 09.1996 → 09.2003 | OM 541.922 D | 119 | Actros 3235 04.1997 → 09.2003 | OM 541.922 D | 119 |
| Actros 1835 09.1996 → 09.2003 | OM 541.927 D | 119 | Actros 3240 04.1997 → 09.2003 | OM 541.923 D | 119 |
| Actros 1840 09.1996 → 02.2003 | OM 541.945 D | 119 | Actros 3243 04.1997 → 02.2003 | OM 541.946 D | 119 |
| Actros 1840 09.1996 → 09.2003 | OM 541.923 D | 119 | Actros 3243 04.1997 → 09.2003 | OM 541.925 D | 119 |
| Actros 1840 09.1996 → 09.2003 | OM 541.924 D | 119 | Actros 3246 09.2001 → 12.2003 | OM 541.948 D | 119 |
| Actros 1843 09.1996 → 02.2003 | OM 541.947 D | 119 | Actros 3331 09.1996 → 02.2003 | OM 541.940 D | 119 |
| Actros 1843 09.1996 → 09.2003 | OM 541.921 D | 119 | Actros 3331 04.1997 → 02.2003 | OM 541.941 D | 119 |
| Actros 1843 09.1996 → 09.2003 | OM 541.925 D | 119 | Actros 3331 04.1997 → 09.2003 | OM 541.920 D | 119 |
| Actros 1843 04.1997 → 02.2003 | OM 541.946 D | 119 | Actros 3331 04.1997 → 09.2003 | OM 541.926 D | 119 |
| Actros 1846 09.2001 → 12.2003 | OM 541.948 D | 119 | Actros 3335 04.1997 → 02.2003 | OM 541.943 D | 119 |
| Actros 1848 09.1996 → 09.2003 | OM 542.921 D | 119 | Actros 3335 04.1997 → 09.2003 | OM 541.922 D | 119 |
| Actros 1848 09.1996 → 09.2003 | OM 542.925 D | 119 | Actros 3335 04.1997 → 09.2003 | OM 541.927 D | 119 |
| Actros 1848 09.1996 → 09.2003 | OM 542.940 D | 119 | Actros 3340 09.1996 → 02.2003 | OM 541.945 D | 119 |
| Actros 1848 09.1996 → 09.2003 | OM 542.941 D | 119 | Actros 3340 04.1997 → 09.2003 | OM 541.923 D | 119 |
| Actros 1848 04.1997 → 09.2003 | OM 541.949 D | 119 | Actros 3340 04.1997 → 09.2003 | OM 541.924 D | 119 |
| Actros 1853 09.1996 → 02.2003 | OM 542.942 D | 119 | Actros 3343 09.1996 → 02.2003 | OM 541.947 D | 119 |
| Actros 1853 09.1996 → 09.2003 | OM 542.920 D | 119 | Actros 3343 09.1996 → 09.2003 | OM 941.929 D | 119 |
| Actros 1857 09.1996 → 09.2003 | OM 542.944 D | 119 | Actros 3343 04.1997 → 02.2003 | OM 541.946 D | 119 |
| Actros 1857 04.1997 → 09.2003 | OM 542.922 D | 119 | Actros 3343 04.1997 → 09.2003 | OM 541.921 D | 119 |
| Actros 2031 09.1996 → 02.2003 | OM 541.940 D | 119 | Actros 3343 04.1997 → 09.2003 | OM 541.925 D | 119 |
| Actros 2031 09.1996 → 02.2003 | OM 541.941 D | 119 | Actros 3343 → 09.2003 | OM 941.921 D | 119 |
| Actros 2031 09.1996 → 09.2003 | OM 541.920 D | 119 | Actros 3346 09.2001 → 02.2003 | OM 541.948 D | 119 |
| Actros 2031 09.1996 → 09.2003 | OM 541.926 D | 119 | Actros 3348 09.1996 → 02.2003 | OM 542.940 D | 119 |
| Actros 2035 09.1996 → 02.2003 | OM 541.943 D | 119 | Actros 3348 09.1996 → 02.2003 | OM 542.941 D | 119 |
| Actros 2035 09.1996 → 09.2003 | OM 541.922 D | 119 | Actros 3348 09.1996 → 09.2003 | OM 542.925 D | 119 |
| Actros 2035 04.1997 → 09.2003 | OM 541.927 D | 119 | Actros 3348 04.1997 → 09.2003 | OM 541.949 D | 119 |
| Actros 2036 09.1996 → 02.2003 | OM 541.943 D | 119 | Actros 3348 04.1997 → 09.2003 | OM 542.921 D | 119 |
| Actros 2040 09.1996 → 02.2003 | OM 541.945 D | 119 | Actros 3353 09.1996 → 02.2003 | OM 542.926 D | 119 |
| Actros 2040 09.1996 → 09.2003 | OM 541.923 D | 119 | Actros 3353 09.1996 → 02.2003 | OM 542.942 D | 119 |
| Actros 2040 09.1996 → 09.2003 | OM 541.924 D | 119 | Actros 3353 09.1996 → 02.2003 | OM 542.943 D | 119 |
| Actros 2043 09.1996 → 09.2003 | OM 541.925 D | 119 | Actros 3353 09.1996 → 09.2003 | OM 542.920 D | 119 |
| Actros 2043 04.1997 → 09.2003 | OM 541.921 D | 119 | Actros 3357 09.1996 → 09.2003 | OM 542.944 D | 119 |
| Actros 2043 09.1998 → 02.2001 | OM 541.947 D | 119 | Actros 3357 04.1997 → 09.2003 | OM 542.922 D | 119 |
| Actros 2046 09.2001 → 12.2003 | OM 541.948 D | 119 | Actros 4140 09.1996 → 02.2003 | OM 541.945 D | 119 |
| Actros 2048 02.1995 → 09.2003 | OM 542.940 D | 119 | Actros 4140 04.1997 → 09.2003 | OM 541.923 D | 119 |
| Actros 2048 02.1995 → 09.2003 | OM 542.941 D | 119 | Actros 4140 04.1997 → 09.2003 | OM 541.924 D | 119 |
| Actros 2048 09.1996 → 09.2003 | OM 542.921 D | 119 | Actros 4143 04.1997 → 02.2003 | OM 541.946 D | 119 |
| Actros 2048 09.1996 → 09.2003 | OM 542.925 D | 119 | Actros 4143 04.1997 → 09.2003 | OM 541.921 D | 119 |
| Actros 2048 04.1997 → 09.2003 | OM 541.949 D | 119 | Actros 4143 04.1997 → 09.2003 | OM 541.925 D | 119 |
| Actros 2053 09.1996 → 02.2002 | OM 542.942 D | 119 | Actros 4143 09.1997 → 02.2003 | OM 541.947 D | 119 |

|  | |  | | Pos |  | |  | | Pos |
|---|-------------------|---|---|-----|--|-------------------|---|---|-----|
| Actros 4146 | 09.2001 → 12.2003 | OM 541.948 | D | 119 | Actros II 2555 BlueTec | 07.2005 → 12.2008 | OM 542.962 | D | 120 |
| Actros 4148 | 04.1997 → 04.2003 | OM 541.948 | D | 119 | Actros II 2558 | 02.2003 → 12.2008 | OM 542.944 | D | 119 |
| Actros 4148 | 04.1997 → 09.2003 | OM 541.949 | D | 119 | Actros II 2560 BlueTec | 07.2005 → 12.2008 | OM 542.964 | D | 120 |
| Actros 4148 | 04.1997 → 09.2003 | OM 542.921 | D | 119 | Actros II 2632 | 04.2003 → 12.2008 | OM 541.940 | D | 119 |
| Actros 4148 | 04.1997 → 09.2003 | OM 542.925 | D | 119 | Actros II 2632 Blue Tec | 02.2005 → 12.2008 | OM 541.970 | D | 120 |
| Actros 4148 | 09.1997 → 02.2003 | OM 542.940 | D | 119 | Actros II 2636 | 04.2003 → 12.2008 | OM 541.942 | D | 119 |
| Actros 4148 | 09.1997 → 02.2003 | OM 542.941 | D | 119 | Actros II 2636 Blue Tec | 02.2005 → 12.2008 | OM 541.972 | D | 120 |
| ACTROS II | | | | | Actros II 2641 | 06.2003 → 12.2008 | OM 541.944 | D | 119 |
| Actros II 1832 | 04.2003 → 12.2008 | OM 541.940 | D | 119 | Actros II 2641 Blue Tec | 02.2005 → 12.2008 | OM 541.974 | D | 120 |
| Actros II 1832 BlueTec | 02.2005 → 12.2008 | OM 541.970 | D | 120 | Actros II 2644 | 06.2003 → 12.2008 | OM 541.946 | D | 119 |
| Actros II 1836 | 04.2003 → 12.2008 | OM 541.942 | D | 119 | Actros II 2644 Blue Tec | 02.2005 → 12.2008 | OM 541.976 | D | 120 |
| Actros II 1836 BlueTec | 02.2005 → 12.2008 | OM 541.972 | D | 120 | Actros II 2646 Blue Tec | 02.2005 → 12.2008 | OM 541.980 | D | 120 |
| Actros II 1841 | 04.2003 → 12.2008 | OM 541.944 | D | 119 | Actros II 2648 | 04.2003 → 12.2008 | OM 541.948 | D | 119 |
| Actros II 1841 | 04.2003 → 12.2008 | OM 541.945 | D | 119 | Actros II 2648 BlueTec | 02.2005 → 12.2008 | OM 541.978 | D | 120 |
| Actros II 1841 BlueTec | 02.2005 → 12.2008 | OM 541.974 | D | 120 | Actros II 2650 | 04.2003 → 12.2008 | OM 542.940 | D | 119 |
| Actros II 1844 | 04.2003 → 12.2008 | OM 541.946 | D | 119 | Actros II 2651 BlueTec | 02.2005 → 12.2008 | OM 542.960 | D | 120 |
| Actros II 1844 BlueTec | 02.2005 → 12.2008 | OM 541.976 | D | 120 | Actros II 2654 | 04.2003 → 12.2008 | OM 542.942 | D | 119 |
| Actros II 1846 BlueTec | 02.2005 → 12.2008 | OM 541.980 | D | 120 | Actros II 2655 BlueTec | 07.2005 → 12.2008 | OM 542.962 | D | 120 |
| Actros II 1848 | 04.2003 → 12.2008 | OM 541.948 | D | 119 | Actros II 2658 | 02.2003 → 12.2008 | OM 542.944 | D | 119 |
| Actros II 1848 BlueTec | 02.2005 → 12.2008 | OM 541.978 | D | 120 | Actros II 2660 BlueTec | 09.2006 → 12.2008 | OM 542.964 | D | 120 |
| Actros II 1850 | 04.2003 → 12.2008 | OM 542.940 | D | 119 | Actros II 3232 | 04.2003 → 12.2008 | OM 541.940 | D | 119 |
| Actros II 1850 | 04.2003 → 12.2008 | OM 542.941 | D | 119 | Actros II 3232 Blue Tec | 02.2005 → 12.2008 | OM 541.970 | D | 120 |
| Actros II 1851 BlueTec | 07.2005 → 12.2008 | OM 542.960 | D | 120 | Actros II 3236 | 04.2003 → 12.2008 | OM 541.942 | D | 119 |
| Actros II 1851 BlueTec | → 12.2008 | OM 542.961 | D | 120 | Actros II 3236 Blue Tec | 02.2005 → 12.2008 | OM 541.972 | D | 120 |
| Actros II 1854 | 04.2003 → 12.2008 | OM 542.942 | D | 119 | Actros II 3241 | 04.2003 → 12.2008 | OM 541.944 | D | 119 |
| Actros II 1855 BlueTec | 02.2005 → 12.2008 | OM 542.962 | D | 120 | Actros II 3241 Blue Tec | 02.2005 → 12.2008 | OM 541.974 | D | 120 |
| Actros II 1858 | 02.2003 → 12.2008 | OM 542.944 | D | 119 | Actros II 3244 | 06.2003 → 12.2008 | OM 541.946 | D | 119 |
| Actros II 1860 BlueTec | 02.2005 → 12.2008 | OM 542.964 | D | 120 | Actros II 3244 Blue Tec | 02.2005 → 12.2008 | OM 541.976 | D | 120 |
| Actros II 2032 | 04.2003 → 12.2008 | OM 541.940 | D | 119 | Actros II 3246 | 09.2001 → 12.2003 | OM 541.948 | D | 119 |
| Actros II 2032 | 04.2003 → 12.2008 | OM 541.941 | D | 119 | Actros II 3246 Blue Tec | 02.2005 → 12.2008 | OM 541.980 | D | 120 |
| Actros II 2032 Blue Tec | 02.2005 → 12.2008 | OM 541.970 | D | 120 | Actros II 3248 BlueTec | 02.2005 → 12.2008 | OM 541.978 | D | 120 |
| Actros II 2036 | 04.2003 → 12.2008 | OM 541.942 | D | 119 | Actros II 3332 | 04.2003 → 12.2008 | OM 541.940 | D | 119 |
| Actros II 2036 Blue Tec | 02.2005 → 12.2008 | OM 541.972 | D | 120 | Actros II 3332 Blue Tec | 02.2005 → 12.2008 | OM 541.970 | D | 120 |
| Actros II 2041 | 02.2003 → 12.2008 | OM 541.945 | D | 119 | Actros II 3336 | 04.2003 → 12.2008 | OM 541.942 | D | 119 |
| Actros II 2041 | 04.2003 → 12.2008 | OM 541.944 | D | 119 | Actros II 3336 Blue Tec | 02.2005 → 12.2008 | OM 541.972 | D | 120 |
| Actros II 2041 Blue Tec | 02.2005 → 12.2008 | OM 541.974 | D | 120 | Actros II 3341 | 04.2003 → 12.2008 | OM 541.944 | D | 119 |
| Actros II 2044 | 04.2003 → 12.2008 | OM 541.946 | D | 119 | Actros II 3341 | 04.2003 → 12.2008 | OM 541.945 | D | 119 |
| Actros II 2044 Blue Tec | 02.2005 → 12.2008 | OM 541.976 | D | 120 | Actros II 3341 Blue Tec | 02.2005 → 12.2008 | OM 541.974 | D | 120 |
| Actros II 2046 Blue Tec | 02.2005 → 12.2008 | OM 541.980 | D | 120 | Actros II 3344 | 06.2003 → 12.2008 | OM 541.946 | D | 119 |
| Actros II 2048 | 04.2003 → 12.2008 | OM 541.948 | D | 119 | Actros II 3344 Blue Tec | 02.2005 → 12.2008 | OM 541.976 | D | 120 |
| Actros II 2048 BlueTec | 02.2005 → 12.2008 | OM 541.978 | D | 120 | Actros II 3346 Blue Tec | 02.2005 → 12.2008 | OM 541.980 | D | 120 |
| Actros II 2050 | 04.2003 → 12.2008 | OM 542.940 | D | 119 | Actros II 3348 | 02.2003 → 12.2008 | OM 541.948 | D | 119 |
| Actros II 2050 | 04.2003 → 12.2008 | OM 542.941 | D | 119 | Actros II 3348 BlueTec | 02.2005 → 12.2008 | OM 541.978 | D | 120 |
| Actros II 2051 Blue Tec | 02.2005 → 12.2008 | OM 542.960 | D | 120 | Actros II 3350 | 04.2003 → 12.2008 | OM 542.940 | D | 119 |
| Actros II 2051 Blue Tec | → 12.2008 | OM 542.961 | D | 120 | Actros II 3350 | 04.2003 → 12.2008 | OM 542.941 | D | 119 |
| Actros II 2054 | 04.2003 → 12.2008 | OM 542.942 | D | 119 | Actros II 3351 Blue Tec | 02.2005 → 12.2008 | OM 542.960 | D | 120 |
| Actros II 2055 BlueTec | 07.2005 → 12.2008 | OM 542.962 | D | 120 | Actros II 3351 Blue Tec | → 12.2008 | OM 542.961 | D | 120 |
| Actros II 2432 BlueTec | 02.2005 → 12.2008 | OM 541.970 | D | 120 | Actros II 3354 | 02.2003 → 12.2008 | OM 542.943 | D | 119 |
| Actros II 2436 BlueTec | 02.2005 → 12.2008 | OM 541.972 | D | 120 | Actros II 3354 | 04.2003 → 12.2008 | OM 542.942 | D | 119 |
| Actros II 2441 BlueTec | 02.2005 → 12.2008 | OM 541.974 | D | 120 | Actros II 3355 BlueTec | 07.2005 → 12.2008 | OM 542.962 | D | 120 |
| Actros II 2444 BlueTec | 02.2005 → 12.2008 | OM 541.976 | D | 120 | Actros II 3355 BlueTec | 07.2005 → 12.2008 | OM 542.963 | D | 120 |
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| Citaro O 530 01.1998 → | OM 457.933 D | 112 | Intouro | OM 926.939 D | 76 |
| Citaro O 530 01.1998 → | OM 457.934 D | 112 | Intouro | OM 926.949 D | 77 |
| Citaro O 530 01.1998 → | OM 457.935 D | 112 | MB | | |
| Citaro O 530 01.1998 → | OM 906.930 D | 69 | MB 90 2.0 D 03.1985 → 12.1986 | OM 615.963 D | 16 |
| Citaro O 530 01.1998 → | OM 906.931 D | 69 | MB 90 2.0 D 03.1985 → 12.1986 | OM 615.970 (ESP) D | 16 |
| Citaro O 530 01.1998 → | OM 906.938 D | 69 | MB 100 2.0 D 12.1980 → 06.1989 | OM 615.963 D | 16 |
| Citaro O 530 01.1998 → | OM 909.900 D | 69 | MB 100 2.0 D 12.1980 → 06.1989 | OM 615.970 (ESP) D | 16 |
| Citaro O 530 01.1999 → 09.2004 | OM 909.901 D | 69 | MB 100 2.0 D 05.1986 → 06.1989 | OM 615.917 D | 14 |
| Citaro O 530 01.1999 → 09.2004 | OM 909.911 D | 69 | MB 100 2.3 11.1996 → | M 161.971 B | 42 |
| Citaro O 530 04.1999 → | OM 457.942 D | 112 | MB 100 2.3 D 01.1996 → | OM 661.911 D | 35 |
| Citaro O 530 04.2000 → | M 476.932 G | 90 | MB 100 2.4 D 09.1987 → 01.1996 | OM 616.963 D | 46 |
| Citaro O 530 04.2000 → | M 476.933 G | 90 | MB 100 2.9 D 01.1996 → | OM 662.911 D | 35 |
| Citaro O 530 04.2000 → | M 476.934 G | 90 | MB 120 2.4 D 01.1987 → 12.1990 | OM 616.963 D | 46 |
| Citaro O 530 04.2000 → | OM 906.961 D | 71 | MB 130 2.4 D 12.1980 → 09.1983 | OM 616.961 (ESP) D | 46 |
| Citaro O 530 04.2000 → | OM 906.963 D | 71 | MB 140 2.4 D 10.1983 → 12.1986 | OM 616.961 (ESP) D | 46 |
| Citaro O 530 05.2001 → | OM 906.960 D | 71 | MB 140 2.4 D 01.1987 → 06.1990 | OM 616.963 D | 46 |
| Citaro O 530 | M 476.930 G | 90 | MB 150 2.4 D 10.1983 → 12.1986 | OM 616.961 (ESP) D | 46 |
| Citaro O 530 | OM 457.950 D | 114 | MB 160 2.4 D 01.1987 → 06.1990 | OM 616.963 D | 46 |
| Citaro O 530 | OM 457.959 D | 114 | MB 170 2.4 D 12.1980 → 09.1983 | OM 616.961 (ESP) D | 46 |
| Citaro O 530 | OM 457.973 D | 114 | MB 180 2.4 D 10.1983 → 12.1986 | OM 616.961 (ESP) D | 46 |
| Citaro O 530 | OM 457.974 D | 114 | MB 180 2.4 D 10.1983 → 01.1996 | OM 616.963 D | 46 |
| Citaro O 580 01.1998 → | OM 457.936 D | 112 | MB 180 2.4 D → 01.1996 | OM 616.910 D | 44 |
| CITO | | | MB 500 | OM 384.906 D | 61 |
| Cito O 520 08.1995 → | OM 907.941 D | 69 | MB 700 06.1985 → | OM 384.907 D | 60 |
| Cito O 520 01.1999 → | OM 904.959 D | 69 | MB 700 | OM 384.906 D | 61 |
| CITY BUS | | | MB 800 06.1985 → | OM 304.900-410 D | 60 |
| City Bus O 530 | M 906.901 G | 73 | MB 800 06.1985 → | OM 384.907 D | 60 |
| City Bus 2.9 01.1994 → | OM 602.995 D | 35 | MB 800 12.1993 → | OM 384.908 D | 65 |
| CONECTO | | | TOURINO | | |
| Conecto O 345 05.2001 → | OM 906.960 D | 71 | | | |
| Conecto O 345 10.2001 → | OM 457.942 D | 112 | | | |







|  | |  | | Pos |  | |  | | Pos |
|---|-------------------|---|---|-----|--|-------------------|---|---|-----|
| Tourino | 01.1999 → | OM 906.961 | D | 69 | O 302 | 05.1969 → 12.1974 | OM 360.931 | D | 79 |
| Tourino | 01.1999 → | OM 906.962 | D | 69 | O 302 | 05.1969 → 12.1974 | OM 360.933 | D | 79 |
| Tourino | 04.2000 → | OM 906.961 | D | 71 | O 302 | 12.1969 → 12.1974 | OM 352.993 | D | 57 |
| Tourino | | OM 926.939 | D | 76 | O 302 | 12.1969 → 12.1974 | OM 355.967 | D | 92 |
| Tourino | | OM 926.949 | D | 77 | O 302 | 01.1974 → | OM 355.977 | D | 93 |
| TOURISMO | | | | | | | | | |
| Tourismo O 350 | 10.1995 → | OM 402.970 | D | 87 | O 302 | 09.1980 → | OM 360.984 (TUR) D | | 79 |
| Tourismo O 350 | 10.1995 → | OM 441.980 | D | 102 | O 302 | 09.1980 → | OM 360.985 (TUR) D | | 79 |
| Tourismo O 350 | 10.1995 → | OM 445.934 | D | 110 | O 302 | 09.1980 → | OM 360.986 (TUR) D | | 79 |
| Tourismo O 350 | 10.1995 → | OM 446.938 | D | 110 | O 302 | | OM 355.968 | D | 93 |
| Tourismo O 350 | 10.1999 → | OM 457.944 | D | 112 | O 302 | | OM 355.978 | D | 92 |
| Tourismo O 350 | | OM 401.970 | D | 87 | O 302 | | OM 421.908 | D | 94 |
| Tourismo O 530 | 10.1999 → | OM 457.944 | D | 112 | O 302 | | OM 481.904 (TUR) D | | 94 |
| Tourismo 15 | 08.1998 → | OM 457.965 | D | 114 | O 302 | | OM 481.930 (TUR) D | | 94 |
| Tourismo 15 | | OM 457.941 | D | 112 | O 302 | | OM 482.930 (TUR) D | | 94 |
| Tourismo 15 | | OM 457.952 | D | 114 | O 303 | | | | |
| Tourismo 15 | | OM 457.974 | D | 114 | O 303 | 04.1972 → 1985 | OM 401.907 | D | 80 |
| Tourismo 16 | 08.1998 → | OM 457.961 | D | 114 | O 303 | 04.1972 → 1985 | OM 401.908 | D | 80 |
| Tourismo 16 | 08.1998 → | OM 457.965 | D | 114 | O 303 | 04.1972 → 1985 | OM 401.913 | D | 80 |
| Tourismo 16 | 10.1999 → | OM 457.944 | D | 112 | O 303 | 04.1972 → | OM 401.917 | D | 80 |
| Tourismo 16 | | OM 457.952 | D | 114 | O 303 | 10.1974 → 06.1983 | OM 401.912 | D | 80 |
| Tourismo 16 | | OM 457.953 | D | 114 | O 303 | 03.1975 → 06.1983 | OM 402.907 | D | 80 |
| Tourismo 16 | | OM 457.974 | D | 114 | O 303 | 07.1975 → 06.1983 | OM 403.918 | D | 80 |
| Tourismo 16 | | OM 457.976 | D | 114 | O 303 | 01.1980 → 07.1987 | OM 422.908 | D | 94 |
| Tourismo 17 | 08.1998 → | OM 457.961 | D | 114 | O 303 | 01.1980 → 09.1987 | OM 422.917 | D | 94 |
| Tourismo 17 | 10.1999 → | OM 457.944 | D | 112 | O 303 | 01.1980 → 09.1987 | OM 482.930 (TUR) D | | 94 |
| Tourismo 17 | | OM 457.953 | D | 114 | O 303 | 01.1980 → 04.1989 | OM 421.908 | D | 94 |
| Tourismo 17 | | OM 457.976 | D | 114 | O 303 | 08.1980 → 09.1987 | OM 422.951 | D | 95 |
| TOURO | | | | | | | | | |
| Touro | 10.1999 → | OM 457.944 | D | 112 | O 303 | 08.1980 → 09.1987 | OM 422.951 | D | 94 |
| TRAVEGO | | | | | | | | | |
| Travego O 580 | 10.1999 → 02.2006 | OM 457.938 | D | 112 | O 303 | 01.1984 → 09.1987 | OM 422.963 | D | 95 |
| Travego O 580 | 10.1999 → 02.2006 | OM 457.940 | D | 112 | O 303 | 11.1985 → 04.1989 | OM 421.951 | D | 94 |
| Travego O 580 | 10.1999 → | OM 457.944 | D | 112 | O 303 | 11.1985 → 04.1989 | OM 421.951 | D | 95 |
| Travego O 580 | 02.2001 → 02.2006 | OM 942.900 | D | 119 | O 303 | 09.1987 → 02.1991 | OM 442.954 | D | 97 |
| Travego O 580 | 02.2001 → | OM 542.948 | D | 119 | O 303 | 09.1987 → 02.1991 | OM 442.960 | D | 97 |
| Travego O 580 | | OM 457.941 | D | 112 | O 303 | 09.1987 → 02.1991 | OM 442.961 | D | 97 |
| Travego O 580 | | OM 942.911 | D | 119 | O 303 | 09.1987 → 09.1992 | OM 441.908 | D | 117 |
| Travego RHD | 08.1998 → | OM 457.961 | D | 114 | O 303 | 09.1987 → 09.1992 | OM 441.909 | D | 117 |
| Travego RHD | | OM 457.976 | D | 114 | O 303 | 09.1987 → 09.1992 | OM 441.911 | D | 117 |
| Travego 15 | 08.1998 → | OM 457.961 | D | 114 | O 303 | 09.1987 → 09.1992 | OM 441.918 | D | 117 |
| Travego 15 | 10.1999 → | OM 457.944 | D | 112 | O 303 | 09.1987 → 09.1992 | OM 442.910 | D | 117 |
| Travego 15 | | OM 457.953 | D | 114 | O 303 | 09.1987 → 09.1992 | OM 442.911 | D | 117 |
| Travego 16 | 08.1998 → | OM 457.961 | D | 114 | O 303 | 09.1987 → 09.1992 | OM 442.919 | D | 117 |
| Travego 16 | | OM 457.953 | D | 114 | O 303 | 09.1987 → 09.1992 | OM 442.939 | D | 117 |
| Travego 16 | | OM 542.966 | D | 120 | O 303 | 09.1987 → 09.1992 | OM 442.955 | D | 97 |
| Travego 17 | 08.1998 → | OM 457.961 | D | 114 | O 303 | 12.1987 → 02.1991 | OM 441.950 | D | 97 |
| Travego 17 | | OM 457.953 | D | 114 | O 303 | 12.1987 → 02.1991 | OM 441.953 | D | 97 |
| Travego 17 | | OM 542.966 | D | 120 | O 303 | 1991 → | OM 402.995 | D | 87 |
| O 140 | | | | | | | | | |
| O 140 | | OM 341.915 | D | 57 | O 303 | 01.1991 → | OM 402.984 | D | 87 |
| O 140 | | (AMS) | | | O 303 | 03.1991 → 02.1991 | OM 442.954 | D | 104 |
| O 140 | | OM 341.995 | D | 57 | O 303 | 03.1991 → 09.1992 | OM 441.950 | D | 104 |
| O 170 | | | | | | | | | |
| O 170 | 06.1973 → | OM 341.943 | D | 58 | O 303 | 03.1991 → 09.1992 | OM 441.953 | D | 104 |
| O 170 | | OM 341.996 | D | 58 | O 303 | 03.1991 → 09.1992 | OM 442.955 | D | 104 |
| O 301 | | | | | | | | | |
| O 301 | 02.1986 → 02.2001 | OM 366.917 | D | 61 | O 303 | 03.1991 → 09.1992 | OM 442.960 | D | 104 |
| O 301 | 02.1986 → 02.2001 | OM 366.965 | D | 60 | O 303 | 03.1991 → 09.1992 | OM 442.961 | D | 104 |
| O 302 | | | | | | | | | |
| O 302 | 11.1964 → 11.1969 | OM 352.980 | D | 57 | O 303 | 07.1995 → | OM 441.994 | D | 102 |
| O 302 | 1968 → | OM 360.979 (TUR) D | | 79 | O 304 | 07.1995 → | OM 441.995 | D | 102 |
| O 302 | 1968 → | OM 360.980 (TUR) D | | 79 | O 304 | | | | |
| O 302 | 1968 → | OM 360.981 (TUR) D | | 79 | O 304 | 07.1995 → | OM 441.994 | D | 102 |
| O 302 | 05.1969 → 12.1974 | OM 360.914 | D | 79 | O 304 | 07.1995 → | OM 441.995 | D | 102 |
| O 302 | 05.1969 → 12.1974 | OM 360.915 | D | 79 | O 305 | | | | |
| O 302 | 05.1969 → 12.1974 | OM 360.916 (TUR) D | | 79 | O 305 | 01.1968 → 1977 | OM 360.912 | D | 79 |
| O 302 | 05.1969 → 12.1974 | OM 360.917 | D | 79 | O 305 | 01.1968 → 1977 | OM 360.934 | D | 79 |
| O 302 | 05.1969 → 12.1974 | OM 360.918 | D | 79 | O 305 | 01.1968 → 1977 | OM 360.947 | D | 79 |
| O 302 | | | | | O 305 | 01.1968 → 1977 | OM 360.954 | D | 79 |
| O 302 | | | | | O 305 | 01.1968 → 1977 | OM 360.955 | D | 79 |
| O 302 | | | | | O 305 | 01.1968 → 1977 | OM 360.956 | D | 79 |
| O 302 | | | | | O 305 | 01.1968 → 1977 | OM 360.959 | D | 79 |
| O 302 | | | | | O 305 | 01.1968 → 1977 | OM 360.974 | D | 79 |

M







|  |  | Pos |  |  | Pos | | | | | |
|---|---|------------------|--|---|--------------|-------------------|-------------------------|-------------------------|-----|-----|
| O 305 | 01.1968 → 1977 | OM 360.976 | D | 79 | O 330 | 09.1987 → 02.1991 | OM 442.955 | D | 97 | |
| O 305 | 01.1968 → 1977 | OM 360.977 | D | 79 | O 330 | 09.1987 → 09.1992 | OM 442.939 | D | 117 | |
| O 305 | 01.1968 → 1977 | OM 360.978 | D | 79 | O 330 | 1991 → | OM 402.995 | D | 87 | |
| O 305 | 01.1969 → 05.1973 | OM 360.911 | D | 79 | O 330 | 01.1991 → | OM 402.984 | D | 87 | |
| O 305 | 04.1973 → 07.1977 | OM 407.905 | D | 83 | O 330 | 03.1991 → 09.1992 | OM 442.955 | D | 104 | |
| O 305 | 04.1973 → 07.1977 | OM 407.908 | D | 83 | O 330 | 03.1991 → | OM 442.961 | D | 104 | |
| O 305 | 04.1973 → 07.1977 | OM 407.909 | D | 83 | O 330 | → 02.1991 | OM 442.961 | D | 97 | |
| O 305 | 04.1973 → 07.1977 | OM 407.910 | D | 83 | O 340 | | | | | |
| O 305 | 11.1976 → 08.1980 | OM 407.913 | D | 84 | O 340 | 01.1991 → | OM 402.984 | D | 87 | |
| O 305 | 11.1976 → 08.1980 | OM 407.914 | D | 84 | O 340 | 09.1992 → 09.1995 | OM 402.995 | D | 87 | |
| O 305 | 11.1976 → 08.1980 | OM 407.917 | D | 84 | O 340 | 07.1995 → | OM 441.994 | D | 102 | |
| O 305 | 02.1978 → 08.1980 | OM 407.919 | D | 84 | O 340 | 07.1995 → | OM 441.995 | D | 102 | |
| O 305 | 02.1979 → 05.1987 | OM 407.951 | D | 85 | O 345 | | | | | |
| O 305 | 02.1979 → 05.1987 | OM 407.955 | D | 85 | O 345 | 10.1995 → | OM 489.960 (TUR) | D | 111 | |
| O 305 | 08.1980 → 05.1987 | OM 407.913 | D | 86 | O 345 | 10.1995 → | OM 489.961 (TUR) | D | 111 | |
| O 305 | 08.1980 → 05.1987 | OM 407.914 | D | 86 | O 345 | 12.1996 → | OM 447.949 (TUR) | D | 106 | |
| O 305 | 08.1980 → 05.1987 | OM 407.917 | D | 86 | O 345 | 05.1997 → | OM 447.947 (TUR) | D | 103 | |
| O 305 | 08.1980 → 05.1987 | OM 407.919 | D | 86 | O 345 | 05.1997 → | OM 447.948 (TUR) | D | 106 | |
| O 305 | 08.1980 → 05.1987 | OM 353.967 | D | 57 | O 345 | 05.1997 → | OM 447.960 (TUR) | D | 103 | |
| O 307 | | | | | | O 345 | 05.1997 → | OM 457.942 | D | 112 |
| O 307 | 04.1973 → 07.1977 | OM 407.907 | D | 83 | O 345 | 05.2001 → | OM 906.960 | D | 71 | |
| O 307 | 04.1973 → 07.1977 | OM 407.911 | D | 83 | O 355 | | | | | |
| O 307 | 11.1976 → 08.1980 | OM 407.915 | D | 84 | O 355 | 05.1974 → 05.1979 | OM 345.932 (BRA) | D | 92 | |
| O 307 | 11.1976 → 08.1980 | OM 407.916 | D | 84 | O 362 | | | | | |
| O 307 | 11.1976 → 07.1987 | OM 407.918 | D | 84 | O 362 | 01.1975 → 10.1994 | OM 344.934 (BRA) | D | 59 | |
| O 307 | 02.1979 → 08.1980 | OM 407.955 | D | 85 | O 362 | → 10.1994 | OM 344.933 (BRA) | D | 57 | |
| O 307 | 08.1980 → 07.1987 | OM 407.915 | D | 86 | O 364 | | | | | |
| O 307 | 08.1980 → 07.1987 | OM 407.916 | D | 86 | O 364 | 06.1976 → | OM 345.946 (BRA) | D | 92 | |
| O 307 | 08.1980 → 07.1987 | OM 407.918 | D | 86 | O 364 | 07.1979 → | OM 345.936 (BRA) | D | 92 | |
| O 307 | 10.1984 → 12.1986 | OM 407.905 | D | 83 | O 364 | 01.1980 → | OM 344.944 (BRA) | D | 57 | |
| O 309 | | | | | | O 364 | 01.1980 → | OM 345.945 (BRA) | D | 92 |
| O 309 D 2.2 | 01.1968 → 12.1974 | OM 615.910 | D | 14 | O 364 | | OM 344.945 | D | 57 | |
| O 309 D 2.2 | 03.1973 → 07.1977 | OM 615.938 | D | 14 | O 365 | | | | | |
| O 309 D 2.4 | 01.1975 → 07.1978 | OM 616.910 | D | 44 | O 365 | 10.1987 → | OM 344.944 (BRA) | D | 57 | |
| O 309 D 2.4 | 08.1978 → 08.1982 | OM 616.910 | D | 46 | O 365 | 10.1987 → | OM 345.945 (BRA) | D | 92 | |
| O 309 D 2.4 | 12.1980 → 06.1989 | OM 616.960 (ESP) | D | 46 | O 365 | | OM 344.945 | D | 57 | |
| O 309 D 2.4 | 09.1982 → 02.1989 | OM 616.937 | D | 46 | O 370 | | | | | |
| O 309 D 2.4 | 09.1982 → 02.1989 | OM 616.939 | D | 46 | O 370 | 03.1986 → 06.1987 | OM 345.949 (BRA) | D | 92 | |
| O 309 D 3.8 | 01.1970 → 02.1989 | OM 314.948 | D | 57 | O 370 | 03.1986 → 06.1987 | OM 345.972 (BRA) | D | 92 | |
| O 309 D 3.8 | 01.1970 → 02.1989 | OM 314.959 | D | 57 | O 370 | 03.1986 → 06.1987 | OM 345.975 (BRA) | D | 92 | |
| O 309 D 3.8 | 08.1974 → 02.1989 | OM 314.962 | D | 57 | O 370 | 10.1990 → | OM 345.937 (BRA) | D | 92 | |
| O 309 D 3.8 | 08.1974 → 02.1989 | OM 314.963 | D | 57 | O 370 | 10.1990 → | OM 345.960 (BRA) | D | 93 | |
| O 309 D 5.7 | 05.1977 → 02.1989 | OM 353.963 | D | 57 | O 370 | | OM 376.905 | D | 61 | |
| O 309 D 5.7 | 05.1977 → 02.1989 | OM 353.966 | D | 57 | O 371 | | | | | |
| O 309 D 5.7 | 05.1977 → 02.1989 | OM 353.968 | D | 57 | O 371 | 03.1986 → | OM 345.960 (BRA) | D | 93 | |
| O 309 D 5.7 | 05.1977 → 02.1989 | OM 353.969 | D | 57 | O 371 | 05.1988 → | OM 376.961 | D | 60 | |
| O 309 2.2 | 01.1961 → 1968 | OM 621.932 | D | 13 | O 371 | | OM 345.937 (BRA) | D | 92 | |
| O 309 2.3 | 08.1982 → 12.1983 | M 102.943 | B | 50 | O 371 | | OM 345.949 (BRA) | D | 92 | |
| O 309 2.3 | 08.1982 → 12.1983 | M 102.959 | B | 50 | O 371 | | OM 345.972 (BRA) | D | 92 | |
| O 309 2.3 | 01.1984 → 02.1989 | M 102.943 | B | 51 | O 371 | | OM 345.975 (BRA) | D | 92 | |
| O 309 2.3 | 01.1984 → 02.1989 | M 102.959 | B | 51 | O 371 | | OM 376.905 | D | 61 | |
| Series 309 D 2.0 | 01.1967 → 12.1969 | OM 621.932 | D | 13 | O 371 | | OM 376.906 | D | 61 | |
| Series 309 D 2.0 | → 12.1969 | OM 615.960 (ESP) | D | 13 | O 371 | | OM 475.952 (BRA) | D | 96 | |
| O 317 | | | | | | O 371 | | OM 476.981 (BRA) | D | 98 |
| O 317 | | OM 355.961 | D | 92 | O 373 | | | | | |
| O 317 | | OM 355.972 | D | 92 | O 373 | | OM 345.960 (BRA) | D | 93 | |
| O 317 | | OM 355.973 | D | 92 | O 374 | | | | | |
| O 319 | | | | | | O 374 | 11.1995 → | OM 476.977 (BRA) | D | 111 |
| O 319 D | 01.1951 → 1961 | OM 636.919 | D | 1 | O 374 | | OM 476.981 (BRA) | D | 98 | |
| O 321 | | | | | | O 400 | | | | |
| O 321 | 01.1964 → 1970 | OM 352.915 | D | 57 | O 400 | 10.1995 → | OM 475.953 (BRA) | D | 98 | |
| O 321 | 01.1964 → 1981 | OM 352.914 | D | 57 | O 400 | 10.1995 → | OM 475.984 (AFS/ D LAM) | D | 111 | |
| O 321 | 1971 → 1982 | OM 352.916 | D | 58 | O 400 | | | | | |
| O 322 | | | | | | O 400 | 10.1995 → | OM 475.997 (AFS/ D LAM) | D | 111 |
| O 322 | 01.1968 → 1970 | OM 352.917 | D | 57 | O 400 | 11.1995 → | OM 476.977 (BRA) | D | 111 | |
| O 322 | 1971 → 1982 | OM 352.918 | D | 58 | O 400 | | OM 457.925 | D | 113 | |
| O 326 | | | | | | O 400 | | OM 457.926 | D | 113 |
| O 326 | | OM 345.933 (BRA) | D | 92 | O 400 | | OM 457.929 | D | 113 | |
| O 330 | | | | | | | | | | |







|   |  | Pos |   |  | Pos |
|---|---|-----|--|---|-----|
| O 400 | OM 475.991 (AFS/ D LAM) | 111 | O 405 04.1994 → | OM 447.999 D | 109 |
| O 400 | OM 475.998 (AFS/ D LAM) | 111 | O 405 | M 447.925 G | 89 |
| O 400 | OM 476.981 (BRA) D | 98 | O 405 | OM 447.996 D | 109 |
| O 400 | OM 476.985 (BRA) D | 111 | O 405 GTZ 11.1986 → 02.2001 | OM 602.990 D | 17 |
| O 402 | | | O 405 GTZ 11.1986 → 02.2001 | OM 602.994 D | 35 |
| O 402 | | | O 407 | | |
| O 402 02.1986 → 02.2001 | OM 366.917 D | 61 | O 407 03.1987 → 02.2001 | OM 447.906 D | 98 |
| O 402 06.1986 → | OM 366.965 D | 60 | O 407 03.1987 → 02.2001 | OM 447.908 D | 98 |
| O 403 | | | O 407 09.1991 → 02.2001 | OM 447.985 D | 103 |
| O 403 01.1995 → | OM 446.938 D | 110 | O 407 09.1991 → | OM 447.954 D | 103 |
| O 403 10.1995 → | OM 441.980 D | 102 | O 407 1994 → 02.2001 | OM 447.990 D | 109 |
| O 403 10.1995 → | OM 445.934 D | 110 | O 407 1994 → 02.2001 | OM 447.991 D | 109 |
| O 403 10.1999 → | OM 457.944 D | 112 | O 408 | | |
| O 404 | | | O 408 01.1991 → 12.2001 | OM 447.912 D | 98 |
| O 404 09.1991 → 01.1992 | OM 441.921 D | 117 | O 408 01.1991 → 12.2001 | OM 447.958 D | 103 |
| O 404 09.1991 → 01.1992 | OM 441.922 D | 118 | O 408 01.1991 → | OM 447.915 AL | 88 |
| O 404 09.1991 → 01.1992 | OM 442.930 D | 117 | O 408 08.1992 → 12.2001 | OM 447.987 D | 103 |
| O 404 09.1991 → 01.1992 | OM 442.931 D | 118 | O 408 1994 → 02.2001 | OM 447.993 D | 109 |
| O 404 09.1991 → 05.1998 | OM 441.980 D | 102 | O 408 1994 → 12.2001 | OM 447.992 D | 109 |
| O 404 09.1991 → 10.1999 | OM 401.970 D | 87 | O 408 | OM 447.908 D | 98 |
| O 404 09.1991 → 10.1999 | OM 402.970 D | 87 | O 408 | OM 447.996 D | 109 |
| O 404 09.1991 → 10.1999 | OM 402.974 D | 87 | O 500 | | |
| O 404 09.1991 → | OM 401.974 D | 87 | O 500 01.1998 → | OM 906.918 D | 69 |
| O 404 01.1995 → 10.1999 | OM 445.934 D | 110 | O 500 10.1999 → | OM 457.932 D | 113 |
| O 404 01.1995 → 10.1999 | OM 445.935 D | 110 | O 500 10.1999 → | OM 457.944 D | 112 |
| O 404 01.1995 → 10.1999 | OM 446.938 D | 110 | O 500 | OM 457.915 D | 113 |
| O 404 07.1995 → | OM 442.995 D | 102 | O 500 | OM 457.916 D | 113 |
| O 404 07.1995 → | OM 442.996 D | 102 | O 500 | OM 906.933 D | 69 |
| O 404 01.1996 → 10.1999 | OM 446.934 D | 110 | O 500 | OM 906.974 D | 69 |
| O 405 | | | O 500 | OM 906.975 D | 69 |
| O 405 10.1984 → 12.1991 | OM 427.905 D | 96 | O 500 | OM 906.977 D | 69 |
| O 405 01.1985 → 12.1986 | OM 427.950 D | 96 | O 500 | OM 906.983 D | 69 |
| O 405 01.1985 → 02.2001 | M 476.925 G | 89 | O 500 | OM 906.983 D | 71 |
| O 405 01.1985 → 02.2001 | M 476.926 G | 89 | O 500 | OM 906.988 D | 69 |
| O 405 01.1985 → 02.2001 | M 476.927 G | 89 | O 500 | OM 906.998 D | 71 |
| O 405 01.1985 → 02.2001 | OM 447.906 D | 98 | O 500 | OM 926.926 D | 75 |
| O 405 11.1985 → 12.1986 | OM 427.910 D | 99 | O 500 | OM 926.933 D | 75 |
| O 405 11.1985 → 12.1986 | OM 427.911 D | 99 | O 500 | OM 926.942 D | 78 |
| O 405 11.1986 → 12.1991 | OM 447.905 D | 98 | O 530 | | |
| O 405 11.1986 → | OM 447.907 D | 98 | O 530 08.1998 → | OM 457.964 D | 114 |
| O 405 11.1986 → | OM 447.908 D | 98 | O 530 08.1998 → | OM 457.965 D | 114 |
| O 405 11.1986 → | OM 447.950 D | 96 | O 530 04.2000 → | OM 906.961 D | 71 |
| O 405 11.1986 → | OM 447.951 D | 96 | O 530 04.2000 → | OM 906.962 D | 71 |
| O 405 10.1989 → | OM 447.910 D | 98 | O 530 04.2000 → | OM 906.963 D | 71 |
| O 405 10.1989 → | OM 447.911 D | 98 | O 530 05.2001 → | OM 906.960 D | 71 |
| O 405 01.1991 → | OM 447.916 AL | 88 | O 530 | OM 457.941 D | 112 |
| O 405 09.1991 → | OM 447.959 D | 103 | O 530 | OM 457.943 D | 112 |
| O 405 09.1991 → | OM 447.980 D | 103 | O 530 | OM 457.950 D | 114 |
| O 405 09.1991 → | OM 447.984 D | 103 | O 530 | OM 457.951 D | 114 |
| O 405 09.1991 → | OM 447.995 D | 103 | O 530 | OM 457.952 D | 114 |
| O 405 11.1991 → 05.1998 | OM 447.913 D | 106 | O 530 | OM 457.959 D | 114 |
| O 405 11.1991 → 05.1998 | OM 447.914 D | 106 | O 530 | OM 902.925 D | 70 |
| O 405 11.1991 → 02.2001 | OM 447.955 D | 103 | O 530 | OM 902.926 D | 70 |
| O 405 11.1991 → | OM 447.956 D | 103 | O 530 | OM 902.934 D | 70 |
| O 405 11.1991 → | OM 447.957 D | 103 | O 530 | OM 926.939 D | 76 |
| O 405 11.1991 → | OM 447.981 D | 103 | O 550 | | |
| O 405 11.1991 → | OM 447.986 D | 103 | Integro O 550 09.1999 → 09.2006 | OM 447.903 D | 109 |
| O 405 1994 → | OM 447.970 D | 109 | SETRA | | |
| O 405 1994 → | OM 447.971 D | 109 | S 411 08.1998 → | OM 457.961 D | 114 |
| O 405 1994 → | OM 447.979 D | 109 | S 411 10.2006 → | OM 541.959 D | 120 |
| O 405 04.1994 → | OM 447.972 D | 109 | S 411 | OM 457.953 D | 114 |
| O 405 04.1994 → | OM 447.973 D | 109 | S 411 | OM 541.950 D | 119 |
| O 405 04.1994 → | OM 447.974 D | 109 | S 412 08.1998 → | OM 457.965 D | 114 |
| O 405 04.1994 → | OM 447.975 D | 109 | S 412 | OM 457.952 D | 114 |
| O 405 04.1994 → | OM 447.976 D | 109 | S 415 08.1998 → | OM 457.961 D | 114 |
| O 405 04.1994 → | OM 447.977 D | 109 | S 415 08.1998 → | OM 457.965 D | 114 |
| O 405 04.1994 → | OM 447.978 D | 109 | S 415 02.2001 → | OM 542.948 D | 119 |
| O 405 04.1994 → | OM 447.998 D | 109 | S 415 | OM 457.941 D | 112 |
| | | | S 415 | OM 457.944 D | 112 |



| | | Pos | | | Pos |
|-------------------|-------------------|---------------------------|--------------------|-------------------|-----------------|
| S 415 | OM 457.950 | D 114 | MB-Trac 1300 turbo | 01.1977 → 05.1988 | OM 352.937 D 58 |
| S 415 | OM 457.952 | D 114 | MB-Trac 1300 turbo | 03.1987 → 12.1992 | OM 366.977 D 60 |
| S 415 | OM 457.953 | D 114 | MB-Trac 1400 turbo | 03.1987 → 12.1992 | OM 366.958 D 60 |
| S 415 | OM 457.959 | D 114 | MB-Trac 1500 turbo | 07.1980 → 03.1987 | OM 353.921 D 58 |
| S 415 | OM 542.966 | D 120 | MB-Trac 1500 turbo | 07.1980 → 03.1987 | OM 353.976 D 58 |
| S 415 | OM 902.926 | D 70 | MB-Trac 1600 turbo | 03.1987 → 12.1992 | OM 366.954 D 60 |
| S 415 | OM 902.934 | D 70 | UNIMOG | | |
| S 416 | 08.1998 → | OM 457.961 D 114 | U 20 | | OM 900.915 D 70 |
| S 416 | 08.1998 → | OM 457.965 D 114 | U 30 | 01.1949 → | OM 636.915 D 1 |
| S 416 | 02.2001 → | OM 542.948 D 119 | U 30 | 01.1949 → | OM 636.916 D 1 |
| S 416 | | OM 457.944 D 112 | U 30 | 01.1949 → | OM 636.918 D 1 |
| S 416 | | OM 457.950 D 114 | U 30 | 01.1949 → | OM 636.931 D 1 |
| S 416 | | OM 457.952 D 114 | U 34 | 01.1949 → 09.1975 | OM 636.915 D 1 |
| S 416 | | OM 457.953 D 114 | U 34 | 01.1949 → 09.1975 | OM 636.916 D 1 |
| S 416 | | OM 457.959 D 114 | U 34 | 01.1949 → 09.1975 | OM 636.918 D 1 |
| S 416 | | OM 542.966 D 120 | U 34 | 01.1949 → 09.1975 | OM 636.931 D 1 |
| S 416 | | OM 902.926 D 70 | U 34 | 01.1965 → 09.1975 | OM 636.914 D 1 |
| S 416 | | OM 902.934 D 70 | U 40 | 01.1966 → 12.1967 | OM 621.916 D 13 |
| S 417 | 08.1998 → | OM 457.961 D 114 | U 40 | 01.1966 → 12.1967 | OM 621.931 D 13 |
| S 417 | 08.1998 → | OM 457.965 D 114 | U 40 | 01.1968 → 12.1971 | OM 615.911 D 14 |
| S 417 | 02.2001 → | OM 542.948 D 119 | U 40 | 01.1968 → 12.1971 | OM 615.914 D 14 |
| S 417 | | OM 457.944 D 112 | U 45 | 01.1966 → 12.1967 | OM 621.916 D 13 |
| S 417 | | OM 457.952 D 114 | U 45 | 01.1966 → 12.1967 | OM 621.931 D 13 |
| S 417 | | OM 457.953 D 114 | U 45 | 01.1968 → 12.1971 | OM 615.911 D 14 |
| S 417 | | OM 542.966 D 120 | U 52 | 01.1977 → 12.1976 | OM 616.911 D 44 |
| S 419 | 08.1998 → | OM 457.965 D 114 | U 52 | 08.1978 → 12.1976 | OM 616.911 D 46 |
| S 419 | | OM 457.952 D 114 | U 54 | 04.1966 → 12.1976 | OM 314.916 D 57 |
| S 419 | | OM 542.966 D 120 | U 55 | 01.1966 → 12.1967 | OM 621.916 D 13 |
| S 431 | 02.2001 → | OM 542.948 D 119 | U 55 | 01.1966 → 12.1967 | OM 621.931 D 13 |
| S 431 | | OM 542.966 D 120 | U 55 | 01.1968 → 12.1971 | OM 615.914 D 14 |
| MB-TRAC | | | U 60 | 08.1973 → 07.1978 | OM 616.933 D 44 |
| Forst-Trac | 04.1991 → | OM 364.959 D 65 | U 60 | 01.1977 → 07.1978 | OM 616.911 D 44 |
| MB-Trac 65/70 | 07.1973 → 12.1975 | OM 314.956 D 57 | U 60 | 01.1977 → 07.1978 | OM 616.932 D 44 |
| MB-Trac 90 | 03.1985 → 12.1986 | OM 615.963 D 16 | U 60 | 08.1978 → 01.1988 | OM 616.932 D 46 |
| MB-Trac 90 | 05.1986 → 12.1986 | OM 615.970 (ESP) D 16 | U 60 | 08.1978 → 05.1988 | OM 616.911 D 46 |
| MB-Trac 100 | 12.1980 → 08.1991 | OM 615.963 D 16 | U 60 | 08.1978 → 05.1988 | OM 616.933 D 46 |
| MB-Trac 100 | 05.1986 → 06.1989 | OM 615.970 (ESP) D 16 | U 65 | | OM 352.919 D 57 |
| MB-Trac 100 | 09.1987 → 12.1994 | OM 616.963 D 46 | U 65 | | OM 353.902 D 57 |
| MB-Trac 120 | 01.1987 → 12.1990 | OM 616.963 D 46 | U 66 | 04.1966 → 12.1975 | OM 314.917 D 57 |
| MB-Trac 130 | 12.1980 → 09.1983 | OM 616.961 (ESP) D 46 | U 70 | 05.1966 → 04.1969 | OM 352.902 D 57 |
| MB-Trac 140 | 10.1983 → 12.1986 | OM 616.961 (ESP) D 46 | U 70 | → 04.1969 | OM 352.919 D 57 |
| MB-Trac 140 | 10.1983 → 06.1990 | OM 616.963 D 46 | U 70 | → 04.1969 | OM 353.902 D 57 |
| MB-Trac 150 | 12.1980 → 09.1983 | OM 616.963 D 46 | U 72 | 01.1976 → 12.1976 | OM 314.917 D 57 |
| MB-Trac 160 | 01.1987 → 06.1990 | OM 616.963 D 46 | U 80 | 04.1969 → 12.1976 | OM 314.953 D 57 |
| MB-Trac 170 | 12.1980 → 09.1983 | OM 616.961 (ESP) D 46 | U 80 | 05.1969 → 12.1975 | OM 352.984 D 57 |
| MB-Trac 180 | 10.1983 → 12.1986 | OM 616.961 (ESP) D 46 | U 80 | → 12.1976 | OM 314.917 D 57 |
| MB-Trac 180 | 10.1983 → 12.1986 | OM 616.963 D 46 | U 80 | → 12.1976 | OM 352.903 D 57 |
| MB-Trac 700 | 01.1976 → 03.1987 | OM 314.956 D 57 | U 80 | → 12.1976 | OM 352.919 D 57 |
| MB-Trac 700 | 10.1979 → 03.1987 | OM 314.957 D 57 | U 80 | → 12.1976 | OM 353.901 D 57 |
| MB-Trac 700 | 03.1987 → 12.1992 | OM 364.908 D 61 | U 80 | → 12.1976 | OM 353.902 D 57 |
| MB-Trac 700 | → 12.1992 | OM 314.921 D 57 | U 84 | 05.1969 → 12.1976 | OM 353.902 D 57 |
| MB-Trac 700 | → 12.1992 | OM 394.900-007 (AFS) D 57 | U 84 | → 12.1976 | OM 352.919 D 57 |
| | | | U 90 | 05.1969 → 12.1976 | OM 352.903 D 57 |
| MB-Trac 800 | 01.1976 → 03.1987 | OM 314.957 D 57 | U 90 | 11.1992 → 12.1976 | OM 602.941 D 35 |
| MB-Trac 800 | 03.1987 → 12.1992 | OM 364.909 D 61 | U 90 | → 12.1976 | OM 341.918 D 57 |
| MB-Trac 800 | → 12.1992 | OM 314.920 D 57 | | | (AMS) |
| MB-Trac 800 | → 12.1992 | OM 394.900-006 (AFS) D 57 | U 90 | → 12.1976 | OM 341.938 D 57 |
| | | | U 90 | → 12.1976 | OM 353.901 D 57 |
| MB-Trac 800 turbo | 06.1985 → | OM 380.942 D 60 | U 90 | → 12.1976 | OM 353.902 D 57 |
| MB-Trac 800 turbo | 12.1993 → | OM 380.943 D 65 | U 95 | 10.1976 → 12.1976 | OM 353.962 D 57 |
| MB-Trac 900 | | OM 394.900-009 (AFS) D 59 | U 100 | 05.1969 → 12.1976 | OM 353.901 D 57 |
| | | | U 100 | 10.1969 → 12.1985 | OM 353.905 D 57 |
| MB-Trac 900 Turbo | 09.1981 → 03.1987 | OM 314.970 D 59 | U 100 | 10.1970 → 01.1988 | OM 353.907 D 57 |
| MB-Trac 900 Turbo | 03.1987 → 12.1992 | OM 364.951 D 60 | U 100 | 11.1992 → | OM 602.941 D 35 |
| MB-Trac 1000 | 11.1982 → 03.1987 | OM 353.985 D 57 | U 100 | 11.1992 → | OM 602.948 D 35 |
| MB-Trac 1000 | 03.1987 → 12.1992 | OM 366.912 D 61 | U 100 | | OM 353.940 D 57 |
| MB-Trac 1100 | 10.1976 → 03.1987 | OM 353.949 D 57 | U 110 | 06.1972 → 12.1976 | OM 353.940 D 57 |
| MB-Trac 1100 | 03.1987 → 12.1992 | OM 366.908 D 61 | U 110 | | OM 353.901 D 57 |
| MB-Trac 1300 | 10.1976 → 03.1987 | OM 353.957 D 57 | U 120 | 01.1976 → 12.1976 | OM 353.960 D 57 |

|  | |  | Pos |  | |  | Pos | | |
|---|-------------------|---|-----|--|--------|---|------------------|---|-----------|
| U 120 | 07.1976 → 12.1976 | OM 353.973 | D | 57 | U 900 | 11.1988 → 02.2001 | OM 356.912 | D | 63 |
| U 125 | 10.1970 → 12.1976 | OM 353.907 | D | 57 | U 900 | → 02.2001 | OM 352.919 | D | 57 |
| U 130 | 07.1992 → | OM 364.982 | D | 64 | U 900 | → 02.2001 | OM 353.901 | D | 57 |
| U 130 | 09.1995 → | OM 354.926 | D | 62 | U 900 | → 02.2001 | OM 353.930 | D | 57 |
| U 140 | 07.1992 → | OM 364.982 | D | 64 | U 1000 | 07.1976 → 12.1976 | OM 353.973 | D | 57 |
| U 140 | 05.1993 → | OM 364.985 | D | 64 | U 1000 | 01.1977 → 12.1982 | OM 353.980 | D | 57 |
| U 140 | 05.1993 → | OM 364.989 | D | 64 | U 1000 | 01.1977 → 05.1988 | OM 353.962 | D | 57 |
| U 140 | 09.1995 → | OM 354.926 | D | 62 | U 1000 | 01.1988 → 12.1992 | OM 366.915 | D | 63 |
| U 150 | 02.1976 → 12.1976 | OM 353.958 | D | 58 | U 1000 | 09.1991 → 12.1992 | OM 356.914 | D | 63 |
| U 300 | 08.1995 → | OM 904.928 | D | 69 | U 1000 | 1992 → | OM 366.911 (TUR) | D | 63 |
| U 300 | 12.1995 → | OM 904.927 | D | 69 | U 1100 | 10.1969 → 12.1985 | OM 353.905 | D | 57 |
| U 300 | 04.2000 → | OM 904.927 | D | 71 | U 1100 | 01.1975 → 02.2001 | OM 353.902 | D | 57 |
| U 300 | 04.2000 → | OM 904.928 | D | 71 | U 1100 | 01.1977 → 12.1982 | OM 353.980 | D | 57 |
| U 300 | | OM 900.915 | D | 70 | U 1100 | 01.1977 → 01.1988 | OM 353.907 | D | 57 |
| U 300 | | OM 900.916 | D | 70 | U 1100 | 01.1977 → 05.1988 | OM 353.936 | D | 57 |
| U 400 | 08.1995 → | OM 904.928 | D | 69 | U 1100 | 01.1977 → 05.1988 | OM 353.962 | D | 57 |
| U 400 | 04.2000 → | OM 904.928 | D | 71 | U 1100 | 01.1977 → 02.2001 | OM 353.940 | D | 57 |
| U 400 | 04.2000 → | OM 906.935 | D | 71 | U 1100 | 03.1982 → 02.2001 | OM 353.922 | D | 57 |
| U 400 | 04.2000 → | OM 906.935 | D | 69 | U 1100 | 03.1982 → 02.2001 | OM 353.923 | D | 57 |
| U 400 | 03.2002 → | OM 902.935 | D | 71 | U 1100 | 03.1982 → 02.2001 | OM 353.931 | D | 57 |
| U 400 | | OM 900.916 | D | 70 | U 1100 | 03.1982 → 02.2001 | OM 353.932 | D | 57 |
| U 400 | | OM 902.923 | D | 70 | U 1100 | 03.1982 → 02.2001 | OM 353.933 | D | 57 |
| U 400 | | OM 902.924 | D | 70 | U 1100 | → 02.2001 | OM 353.901 | D | 57 |
| U 404 | 01.1968 → 12.1971 | OM 615.911 | D | 14 | U 1150 | 01.1988 → 02.2001 | OM 366.939 | D | 61 |
| U 404 | 10.1969 → 12.1976 | OM 615.932 | D | 14 | U 1150 | 05.1988 → 02.2001 | OM 353.940 | D | 57 |
| U 406 | | OM 341.934 | D | 57 | U 1150 | | OM 353.902 | D | 57 |
| U 411 | 01.1949 → | OM 636.915 | D | 1 | U 1150 | | OM 353.907 | D | 57 |
| U 411 | 01.1949 → | OM 636.916 | D | 1 | U 1150 | | OM 356.912 | D | 63 |
| U 411 | 01.1949 → | OM 636.918 | D | 1 | U 1200 | 02.1982 → 05.1988 | OM 353.961 | D | 57 |
| U 411 | 01.1949 → | OM 636.931 | D | 1 | U 1200 | 02.1982 → 05.1988 | OM 353.995 | D | 57 |
| U 416 | 05.1966 → 04.1969 | OM 352.984 | D | 57 | U 1200 | 01.1988 → 02.2001 | OM 366.949 | D | 60 |
| U 416 | 05.1969 → 12.1976 | OM 353.901 | D | 57 | U 1250 | 04.1983 → 05.1988 | OM 353.958 | D | 58 |
| U 416 | 10.1969 → 12.1985 | OM 353.905 | D | 57 | U 1250 | 12.1984 → 05.1988 | OM 353.995 | D | 57 |
| U 421 | | OM 615.935 | D | 14 | U 1250 | 01.1988 → 02.2001 | OM 366.947 | D | 60 |
| U 421 | | OM 616.910 | D | 44 | U 1250 | 01.1988 → 02.2001 | OM 366.949 | D | 60 |
| U 421 | | OM 616.911 | D | 44 | U 1250 | | OM 353.961 | D | 57 |
| U 421 | | OM 616.912 | D | 44 | U 1300 | 01.1977 → 06.1978 | OM 353.960 | D | 57 |
| U 421 | | OM 616.916 | D | 44 | U 1300 | 01.1977 → 12.1984 | OM 353.973 | D | 57 |
| U 421 | | OM 616.919/-000 | D | 44 | U 1300 | 01.1977 → 05.1988 | OM 353.937 | D | 58 |
| U 425 | 02.1976 → 12.1976 | OM 353.958 | D | 58 | U 1300 | 01.1977 → 05.1988 | OM 353.961 | D | 57 |
| U 425 | 07.1976 → 12.1976 | OM 353.973 | D | 57 | U 1300 | 05.1978 → 09.1988 | OM 353.959 | D | 59 |
| U 426 | | OM 341.918 | D | 57 | U 1300 | 11.1986 → | OM 366.956 | D | 62 |
| | | (AMS) | | | U 1300 | 09.1987 → 02.2001 | OM 366.955 | D | 60 |
| U 435 | 01.1971 → | OM 353.977 | D | 58 | U 1300 | | OM 353.921 | D | 58 |
| U 500 | 02.2001 → | OM 906.935 | D | 69 | U 1300 | | OM 353.958 | D | 58 |
| U 500 | 02.2001 → | OM 906.935 | D | 71 | U 1350 | 05.1988 → 02.2001 | OM 366.955 | D | 60 |
| U 500 | 02.2001 → | OM 906.955 | D | 71 | U 1400 | 01.1988 → 04.2000 | OM 366.947 | D | 60 |
| U 500 | 02.2001 → | OM 906.955 | D | 69 | U 1400 | 01.1988 → 04.2000 | OM 366.948 | D | 60 |
| U 500 | | OM 902.923 | D | 70 | U 1400 | 01.1988 → 04.2000 | OM 366.955 | D | 60 |
| U 500 | | OM 902.924 | D | 70 | U 1400 | 01.1988 → 04.2000 | OM 366.956 | D | 62 |
| U 600 | 08.1973 → 07.1978 | OM 616.933 | D | 44 | U 1400 | 01.1988 → 04.2000 | OM 366.963 | D | 60 |
| U 600 | 01.1977 → 07.1978 | OM 616.911 | D | 44 | U 1400 | 01.1988 → 02.2001 | OM 366.949 | D | 60 |
| U 600 | 01.1977 → 07.1978 | OM 616.932 | D | 44 | U 1400 | 01.1992 → 04.2000 | OM 356.956 | D | 65 |
| U 600 | 08.1978 → 05.1988 | OM 616.911 | D | 46 | U 1450 | 01.1988 → 04.2000 | OM 366.947 | D | 60 |
| U 600 | 08.1978 → 05.1988 | OM 616.932 | D | 46 | U 1450 | 01.1988 → 04.2000 | OM 366.948 | D | 60 |
| U 600 | 08.1978 → 02.2001 | OM 616.933 | D | 46 | U 1450 | 01.1988 → 04.2000 | OM 366.955 | D | 60 |
| U 600 | 05.1988 → 02.2001 | OM 616.942 | D | 46 | U 1450 | 01.1988 → 04.2000 | OM 366.956 | D | 62 |
| U 600 | 05.1988 → 02.2001 | OM 616.943 | D | 46 | U 1450 | 01.1988 → 04.2000 | OM 366.963 | D | 60 |
| U 600 | 05.1988 → 02.2001 | OM 616.944 | D | 46 | U 1450 | 01.1992 → 04.2000 | OM 356.956 | D | 65 |
| U 600 | → 02.2001 | OM 616.910 | D | 44 | U 1500 | 01.1977 → 05.1988 | OM 353.958 | D | 58 |
| U 600 | → 02.2001 | OM 616.912 | D | 44 | U 1500 | → 05.1988 | OM 353.921 | D | 58 |
| U 600 | → 02.2001 | OM 616.916 | D | 44 | U 1550 | 04.1986 → 05.1988 | OM 353.958 | D | 58 |
| U 600 | → 02.2001 | OM 616.919/-000 | D | 44 | U 1550 | 05.1988 → 04.2000 | OM 366.956 | D | 62 |
| U 650 | 05.1988 → 02.2001 | OM 616.943 | D | 46 | U 1550 | 05.1988 → 04.2000 | OM 366.984 | D | 60 |
| U 650 | 05.1988 → 02.2001 | OM 616.944 | D | 46 | U 1550 | 05.1988 → | OM 366.955 | D | 60 |
| U 800 | 01.1977 → 03.1990 | OM 314.917 | D | 57 | U 1550 | 01.1990 → 04.2000 | OM 366.963 | D | 60 |
| U 900 | 01.1977 → 02.2001 | OM 353.902 | D | 57 | U 1550 | 03.1990 → 04.2000 | OM 356.980 | D | 64 |
| U 900 | 01.1988 → 02.2001 | OM 366.939 | D | 61 | U 1550 | 01.1992 → 04.2000 | OM 356.956 | D | 65 |
| U 900 | 05.1988 → 02.2001 | OM 353.940 | D | 57 | U 1550 | 07.1994 → 04.2000 | OM 357.924 | D | 62 |

M





|  | |  | | Pos |  | |  | | Pos |
|---|-------------------|---|---|-----|--|-------------------|---|---|-----|
| U 1550 | 1996 → 04.2000 | OM 357.945 | D | 64 | Series 207 D 2.4 | 09.1982 → 01.1989 | OM 616.937 | D | 46 |
| U 1550 | | OM 353.961 | D | 57 | Series 207 D 2.4 | 09.1982 → 01.1989 | OM 616.939 | D | 46 |
| U 1550 | | OM 353.995 | D | 57 | Series 207 D 2.4 | → 01.1989 | OM 616.910 | D | 44 |
| U 1600 | 01.1988 → 04.2000 | OM 366.947 | D | 60 | Series 207 D 2.4 | → 01.1989 | OM 616.911 | D | 44 |
| U 1600 | 01.1988 → 04.2000 | OM 366.948 | D | 60 | Series 207 D 2.4 | → 01.1989 | OM 616.912 | D | 44 |
| U 1600 | 01.1988 → 04.2000 | OM 366.949 | D | 60 | Series 207 D 2.4 | → 01.1989 | OM 616.916 | D | 44 |
| U 1600 | 05.1991 → 02.2001 | OM 356.980 | D | 64 | Series 207 D 2.4 | → 01.1989 | OM 616.919/-000 | D | 44 |
| U 1600 | 09.1991 → 04.2000 | OM 356.956 | D | 65 | Series 208 D 2.3 | 10.1988 → 06.1995 | OM 601.940 | D | 35 |
| U 1600 | 07.1994 → 02.2001 | OM 357.924 | D | 62 | Series 208 2.3 | 07.1982 → 12.1983 | M 102.942 | B | 50 |
| U 1600 | 07.1994 → 02.2001 | OM 357.945 | D | 64 | Series 208 2.3 | 01.1984 → 06.1995 | M 102.942 | B | 51 |
| U 1650 | 01.1988 → 04.2000 | OM 366.948 | D | 60 | Series 208 2.3 | 01.1989 → 06.1995 | M 102.945 | B | 51 |
| U 1650 | 01.1988 → 02.2001 | OM 366.947 | D | 60 | Series 209 D 2.9 | 01.1994 → | OM 602.940 | D | 35 |
| U 1650 | 01.1988 → 02.2001 | OM 366.949 | D | 60 | Series 209 D 3.0 | 09.1982 → 01.1989 | OM 617.913 | D | 46 |
| U 1650 | 01.1991 → 02.2001 | OM 356.980 | D | 64 | Series 210 D 2.9 | 10.1988 → 06.1995 | OM 602.940 | D | 35 |
| U 1650 | 01.1992 → 04.2000 | OM 356.956 | D | 65 | Series 210 D 3.0 | 09.1982 → 01.1989 | OM 617.913 | D | 46 |
| U 1650 | 07.1994 → 02.2001 | OM 357.924 | D | 62 | Series 210 2.3 | 08.1982 → 12.1983 | M 102.942 | B | 50 |
| U 1650 | 07.1994 → 02.2001 | OM 357.945 | D | 64 | Series 210 2.3 | 01.1984 → 06.1995 | M 102.942 | B | 51 |
| U 1700 | 05.1978 → 08.1987 | OM 353.958 | D | 58 | Series 210 2.3 | 01.1989 → 06.1995 | M 102.945 | B | 51 |
| U 1700 | 05.1978 → 09.1988 | OM 353.959 | D | 59 | 3T-SERIES | | | | |
| U 1700 | 09.1988 → 02.2001 | OM 366.963 | D | 60 | Series 306 D 2.0 | 01.1971 → 02.1973 | OM 615.915 | D | 13 |
| U 1750 | 09.1988 → 02.2001 | OM 366.963 | D | 60 | Series 306 D 2.2 | 03.1973 → 07.1977 | OM 615.937 | D | 14 |
| U 1750 | 09.1988 → 02.2001 | OM 366.984 | D | 60 | Series 306 D 2.2 | 03.1973 → 07.1977 | OM 615.939 | D | 14 |
| U 1750 | 05.1991 → | OM 356.981 | D | 61 | Series 307 D 2.0 | 08.1977 → 01.1979 | OM 615.944 | D | 15 |
| U 1800 | | OM 357.924 | D | 62 | Series 307 D 2.0 | 02.1979 → 10.1985 | OM 615.944 | D | 16 |
| U 2100 | 09.1989 → | OM 366.984 | D | 60 | Series 307 D 2.3 | 10.1988 → 06.1995 | OM 601.940 | D | 35 |
| U 2100 | 05.1991 → | OM 356.980 | D | 64 | Series 307 D 2.4 | 05.1977 → 07.1978 | OM 616.934 | D | 44 |
| U 2100 | 07.1994 → | OM 357.945 | D | 64 | Series 307 D 2.4 | 08.1978 → 08.1982 | OM 616.934 | D | 46 |
| U 2100 | | OM 357.924 | D | 62 | Series 307 D 2.4 | 09.1982 → 01.1989 | OM 616.937 | D | 46 |
| U 2150 | 09.1989 → 02.2001 | OM 366.984 | D | 60 | Series 307 D 2.4 | 09.1982 → 01.1989 | OM 616.939 | D | 46 |
| U 2150 | 05.1991 → | OM 356.980 | D | 64 | Series 307 D 2.4 | → 01.1989 | OM 616.910 | D | 44 |
| U 2150 | 07.1994 → | OM 357.945 | D | 64 | Series 307 D 2.4 | → 01.1989 | OM 616.911 | D | 44 |
| U 2150 | | OM 357.924 | D | 62 | Series 307 D 2.4 | → 01.1989 | OM 616.912 | D | 44 |
| U 2400 | 05.1991 → | OM 356.980 | D | 64 | Series 307 D 2.4 | → 01.1989 | OM 616.916 | D | 44 |
| U 2400 | 07.1993 → | OM 357.945 | D | 64 | Series 307 D 2.4 | → 01.1989 | OM 616.919/-000 | D | 44 |
| U 2450 | 07.1993 → 08.2002 | OM 357.945 | D | 64 | Series 308 D 2.3 | 10.1988 → 06.1995 | OM 601.940 | D | 35 |
| U 2450 | 07.1993 → | OM 356.980 | D | 64 | Series 308 D 2.4 | 05.1977 → 07.1978 | OM 616.934 | D | 44 |
| U 3000 | 09.2002 → | OM 904.952 | D | 71 | Series 308 D 2.4 | 08.1978 → 08.1982 | OM 616.934 | D | 46 |
| U 3000 | 09.2002 → | OM 904.953 | D | 71 | Series 308 D 2.4 | → 08.1982 | OM 616.939 | D | 46 |
| U 3000 | 09.2002 → | OM 924.916 | D | 75 | Series 308 2.3 | 08.1982 → 12.1983 | M 102.942 | B | 50 |
| U 3000 | | OM 900.920 | D | 70 | Series 308 2.3 | 01.1984 → 06.1995 | M 102.942 | B | 51 |
| U 3000 | | OM 900.921 | D | 70 | Series 308 2.3 | 01.1989 → 06.1995 | M 102.945 | B | 51 |
| U 3000 | | OM 904.952 | D | 69 | Series 309 D 2.9 | | OM 602.940 | D | 35 |
| U 3000 | | OM 904.953 | D | 69 | Series 309 D 3.0 | 09.1982 → 01.1989 | OM 617.913 | D | 46 |
| U 3000 | | OM 924.923 | D | 76 | Series 310 D 2.9 | 10.1988 → 06.1995 | OM 602.940 | D | 35 |
| U 4000 | 09.2002 → | OM 904.952 | D | 71 | Series 310 2.3 | 08.1982 → 12.1983 | M 102.942 | B | 50 |
| U 4000 | 09.2002 → | OM 904.953 | D | 71 | Series 310 2.3 | 01.1984 → 06.1995 | M 102.942 | B | 51 |
| U 4000 | 09.2002 → | OM 924.916 | D | 75 | Series 310 2.3 | 01.1989 → 06.1995 | M 102.945 | B | 51 |
| U 4000 | | OM 900.920 | D | 70 | Series 311 | 01.1964 → 12.1982 | OM 352.992 | D | 57 |
| U 4000 | | OM 900.921 | D | 70 | Series 311 | 1974 → 1982 | OM 352.979 | D | 57 |
| U 4000 | | OM 904.952 | D | 69 | Series 311 | 1974 → 1982 | OM 352.981 | D | 57 |
| U 4000 | | OM 904.953 | D | 69 | Series 311 | 1974 → 1982 | OM 352.983 | D | 57 |
| U 4000 | | OM 924.923 | D | 76 | Series 312 | 01.1964 → 12.1982 | OM 352.992 | D | 57 |
| U 5000 | 02.2001 → | OM 906.935 | D | 71 | Series 312 | 1974 → 1982 | OM 352.979 | D | 57 |
| U 5000 | 02.2001 → | OM 906.935 | D | 69 | Series 312 | 1974 → 1982 | OM 352.981 | D | 57 |
| U 5000 | 09.2002 → | OM 924.911 | D | 74 | Series 312 | 1974 → 1982 | OM 352.983 | D | 57 |
| U 5000 | 09.2002 → | OM 924.916 | D | 75 | Series 319 D | 08.1961 → 08.1966 | OM 621.913 | D | 13 |
| U 5000 | | OM 924.923 | D | 76 | Series 319 D | 08.1961 → 12.1966 | OM 621.915 | D | 13 |
| UX | | | | | Series 319 D | 08.1961 → 12.1966 | OM 621.919 | D | 13 |
| Series UX 100 | 08.1996 → | OM 602.989 | D | 36 | Series 319 D | 08.1961 → 12.1966 | OM 621.930 | D | 13 |
| 2T-SERIES | | | | | Series 321 | 01.1974 → 1982 | OM 352.982 | D | 57 |
| Series 206 D 2.0 | 01.1971 → 02.1973 | OM 615.915 | D | 13 | Series 322 | 01.1964 → 1970 | OM 352.912 | D | 57 |
| Series 206 D 2.0 | 12.1976 → 07.1977 | OM 615.943 (ITA) | D | 15 | Series 322 | 01.1964 → 1981 | OM 352.953 | D | 57 |
| Series 206 D 2.2 | 03.1973 → 07.1977 | OM 615.917 | D | 14 | Series 322 | 01.1964 → 1981 | OM 352.954 | D | 57 |
| Series 207 D 2.0 | 08.1977 → 01.1979 | OM 615.944 | D | 15 | Series 322 | 01.1964 → 1981 | OM 352.955 | D | 57 |
| Series 207 D 2.0 | 02.1979 → 01.1989 | OM 615.944 | D | 16 | Series 322 | 1971 → 1982 | OM 352.913 | D | 58 |
| Series 207 D 2.4 | 05.1977 → 07.1978 | OM 616.917 | D | 44 | Series 322 | 1971 → 1982 | OM 352.949 | D | 58 |
| Series 207 D 2.4 | 05.1977 → 07.1978 | OM 616.934 | D | 44 | Series 322 | 09.1973 → 12.1982 | OM 352.950 | D | 58 |
| Series 207 D 2.4 | 08.1978 → 08.1982 | OM 616.917 | D | 46 | Series 322 | 1974 → 1982 | OM 352.944 | D | 57 |
| Series 207 D 2.4 | 08.1978 → 08.1982 | OM 616.934 | D | 46 | Series 323 | 07.1964 → 02.1970 | OM 352.910 | D | 57 |







| | | | | Pos | | | | | Pos |
|------------------|-------------------|------------------|---|-----|------------------|-------------------|----------------|---|-----|
| Series 323 | 1974 → 1982 | OM 352.932 | D | 57 | Series 508 D 3.8 | → 12.1988 | OM 394.900-005 | D | 57 |
| Series 323 | 1974 → 1982 | OM 352.933 | D | 57 | | | (AFS) | | |
| Series 323 | 1974 → 1982 | OM 352.942 | D | 57 | Series 508 3.8 | 01.1970 → 12.1988 | OM 314.946 | D | 57 |
| Series 323 | 1974 → 1982 | OM 352.972 | D | 57 | Series 508 3.8 | 01.1970 → 12.1988 | OM 314.948 | D | 57 |
| Series 323 | 1974 → 1982 | OM 352.973 | D | 57 | Series 508 3.8 | 01.1970 → 02.1989 | OM 314.959 | D | 57 |
| Series 327 | 01.1964 → 1970 | OM 352.901 | D | 57 | Series 508 3.8 | 08.1974 → 02.1989 | OM 314.961 | D | 57 |
| Series 327 | 01.1964 → 1970 | OM 352.912 | D | 57 | Series 508 3.8 | 08.1974 → 02.1989 | OM 314.962 | D | 57 |
| Series 327 | 01.1964 → 1970 | OM 352.930 | D | 57 | Series 508 3.8 | 08.1974 → 02.1989 | OM 314.963 | D | 57 |
| Series 327 | 01.1964 → 1981 | OM 352.931 | D | 57 | Series 508 3.8 | → 02.1989 | OM 314.922 | D | 57 |
| Series 327 | 01.1964 → 1982 | OM 352.978 | D | 57 | Series 508 3.8 | → 02.1989 | OM 343.934 | D | 57 |
| Series 327 | 1971 → 1982 | OM 352.913 | D | 58 | Series 510 2.3 | 04.1986 → 02.2001 | M 102.946 | B | 51 |
| Series 327 | 1971 → 1982 | OM 352.946 | D | 58 | 6T-SERIES | | | | |
| Series 327 | 1974 → 1981 | OM 352.945 | D | 57 | Series 608 | 01.1968 → 12.1988 | OM 314.946 | D | 57 |
| Series 327 | 1974 → 1982 | OM 352.976 | D | 57 | Series 608 | 10.1969 → 10.1977 | OM 314.910 | D | 57 |
| Series 328 | 01.1964 → 1970 | OM 352.912 | D | 57 | Series 608 | 10.1969 → 10.1977 | OM 314.944 | D | 57 |
| Series 328 | 1974 → 1982 | OM 352.911 | D | 57 | Series 608 | 01.1970 → 12.1988 | OM 314.948 | D | 57 |
| Series 328 | 1974 → 1982 | OM 352.943 | D | 57 | Series 608 | 01.1970 → 12.1988 | OM 314.967 | D | 57 |
| Series 328 | 1974 → 1982 | OM 352.944 | D | 57 | Series 608 | 01.1970 → 02.1989 | OM 314.959 | D | 57 |
| Series 328 | 1974 → 1982 | OM 352.974 | D | 57 | Series 608 | 08.1974 → 02.1989 | OM 314.961 | D | 57 |
| Series 328 | 1974 → 1982 | OM 352.975 | D | 57 | Series 608 | 08.1974 → 02.1989 | OM 314.962 | D | 57 |
| Series 329 | 01.1964 → 1981 | OM 352.948 | D | 57 | Series 608 | 08.1974 → 02.1989 | OM 314.963 | D | 57 |
| 4T-SERIES | | | | | Series 608 | → 02.1989 | OM 314.922 | D | 57 |
| Series 405 D 2.0 | 09.1963 → 08.1965 | OM 621.913 | D | 13 | Series 608 | → 02.1989 | OM 340.930 | D | 57 |
| Series 405 D 2.0 | 09.1963 → 08.1965 | OM 621.915 | D | 13 | Series 608 | → 02.1989 | OM 340.932 | D | 57 |
| Series 405 D 2.0 | 09.1963 → 08.1965 | OM 621.919 | D | 13 | Series 608 | → 02.1989 | OM 343.910 | D | 57 |
| Series 405 D 2.0 | 09.1963 → 08.1965 | OM 621.930 | D | 13 | Series 608 | → 02.1989 | OM 343.932 | D | 57 |
| Series 406 D 2.0 | 09.1965 → 12.1966 | OM 621.913 | D | 13 | Series 608 | → 02.1989 | OM 394.900-005 | D | 57 |
| Series 406 D 2.0 | 09.1965 → 12.1966 | OM 621.915 | D | 13 | | | (AFS) | | |
| Series 406 D 2.0 | 09.1965 → 12.1966 | OM 621.919 | D | 13 | Series 609 | 04.1986 → 09.2001 | OM 364.906 | D | 61 |
| Series 406 D 2.0 | 09.1965 → 12.1966 | OM 621.930 | D | 13 | Series 609 | 07.1987 → 12.1992 | OM 364.913 | D | 61 |
| Series 406 D 2.0 | 09.1965 → 12.1966 | OM 621.932 | D | 13 | Series 609 | 02.1992 → 12.1993 | OM 364.919 | D | 63 |
| Series 406 D 2.0 | → 12.1966 | OM 615.960 (ESP) | D | 13 | Series 610 | 06.1994 → | OM 354.902 | D | 62 |
| Series 406 D 2.2 | 01.1961 → 1968 | OM 621.919 | D | 13 | Series 611 | 07.1987 → 12.1992 | OM 364.954 | D | 60 |
| Series 406 D 2.2 | 01.1961 → 1968 | OM 621.932 | D | 13 | Series 611 | 06.1994 → | OM 354.902 | D | 62 |
| Series 406 D 2.2 | 01.1968 → 12.1974 | OM 615.910 | D | 14 | Series 613 | 04.1977 → 12.1988 | OM 353.963 | D | 57 |
| Series 406 D 2.2 | 03.1973 → 12.1980 | OM 615.938 | D | 14 | Series 613 | 04.1977 → 12.1988 | OM 353.966 | D | 57 |
| Series 406 D 2.4 | 01.1975 → 07.1978 | OM 616.910 | D | 44 | Series 613 | 04.1977 → 12.1988 | OM 353.968 | D | 57 |
| Series 406 D 2.4 | 08.1978 → 12.1988 | OM 616.910 | D | 46 | Series 613 | 04.1977 → 12.1988 | OM 353.969 | D | 57 |
| Series 406 D 2.4 | 12.1980 → 06.1989 | OM 616.960 (ESP) | D | 46 | Series 614 | 07.1987 → 12.1992 | OM 364.980 | D | 60 |
| Series 407 D 2.0 | 09.1965 → 12.1966 | OM 621.932 | D | 13 | Series 614 | 06.1994 → | OM 354.924 | D | 62 |
| Series 407 D 2.0 | → 12.1966 | OM 615.960 (ESP) | D | 13 | Series 614 | | OM 906.914 | D | 69 |
| Series 407 D 2.2 | 01.1968 → 12.1974 | OM 615.910 | D | 14 | 7T-SERIES | | | | |
| Series 407 D 2.2 | 03.1973 → 07.1977 | OM 615.938 | D | 14 | Series 708 | | OM 343.910 | D | 57 |
| Series 407 D 2.4 | 01.1975 → 07.1978 | OM 616.910 | D | 44 | Series 708 | | OM 343.932 | D | 57 |
| Series 407 D 2.4 | 08.1978 → 12.1988 | OM 616.910 | D | 46 | Series 709 | 11.1977 → 12.1984 | OM 314.910 | D | 57 |
| Series 407 D 2.4 | 12.1980 → 06.1989 | OM 616.960 (ESP) | D | 46 | Series 709 | 11.1977 → 12.1984 | OM 314.944 | D | 57 |
| Series 407 D 2.4 | 07.1981 → 01.1989 | OM 616.913 | D | 46 | Series 709 | 11.1977 → 12.1984 | OM 314.964 | D | 57 |
| Series 407 D 2.4 | 08.1981 → 01.1989 | OM 616.939 | D | 46 | Series 709 | 11.1977 → 12.1984 | OM 314.965 | D | 57 |
| Series 408 D 2.3 | 11.1988 → 12.1995 | OM 601.940 | D | 35 | Series 709 | 03.1984 → 02.1993 | OM 364.907 | D | 61 |
| Series 408 D 3.8 | 01.1968 → 12.1969 | OM 314.946 | D | 57 | Series 709 | 04.1986 → | OM 364.906 | D | 61 |
| Series 408 D 3.8 | 01.1970 → 12.1974 | OM 314.948 | D | 57 | Series 709 | 03.1988 → | OM 364.912 | D | 61 |
| Series 408 2.3 | 01.1975 → 08.1982 | M 115.970 | B | 47 | Series 709 | 02.1992 → | OM 364.918 | D | 63 |
| Series 408 2.3 | 08.1982 → 12.1983 | M 102.943 | B | 50 | Series 709 | 02.1992 → | OM 364.919 | D | 63 |
| Series 408 2.3 | 01.1984 → 06.1995 | M 102.943 | B | 51 | Series 709 | 02.1992 → | OM 364.921 | D | 63 |
| Series 409 D 3.0 | 04.1982 → 01.1989 | OM 617.913 | D | 46 | Series 710 | 07.1964 → 02.1970 | OM 352.910 | D | 57 |
| Series 409 2.3 | 01.1975 → 08.1982 | M 115.970 | B | 47 | Series 710 | 1974 → 1982 | OM 352.932 | D | 57 |
| Series 409 2.3 | 08.1982 → 12.1983 | M 102.943 | B | 50 | Series 710 | 1974 → 1982 | OM 352.933 | D | 57 |
| Series 409 2.3 | 01.1984 → 06.1995 | M 102.943 | B | 51 | Series 710 | 1974 → 1982 | OM 352.942 | D | 57 |
| Series 410 D 2.9 | 11.1988 → 12.1995 | OM 602.940 | D | 35 | Series 710 | 1974 → 1982 | OM 352.972 | D | 57 |
| Series 410 2.3 | 01.1975 → 08.1982 | M 115.970 | B | 47 | Series 710 | 1974 → 1982 | OM 352.973 | D | 57 |
| Series 410 2.3 | 08.1982 → 12.1983 | M 102.942 | B | 50 | Series 710 | 06.1985 → | OM 370.952 | D | 61 |
| Series 410 2.3 | 08.1982 → 12.1983 | M 102.943 | B | 50 | Series 710 | 06.1994 → | OM 354.902 | D | 62 |
| Series 410 2.3 | 01.1984 → 12.1988 | M 102.943 | B | 51 | Series 710 | 06.1994 → | OM 354.903 | D | 62 |
| Series 410 2.3 | 01.1984 → 06.1995 | M 102.942 | B | 51 | Series 710 | | OM 370.905 | D | 61 |
| Series 410 2.3 | 01.1989 → 12.1995 | M 102.945 | B | 51 | Series 711 | 04.1986 → 02.2001 | OM 364.950 | D | 60 |
| 5T-SERIES | | | | | Series 711 | 04.1986 → | OM 364.952 | D | 60 |
| Series 507 D 2.4 | 04.1986 → 04.1989 | OM 616.914 | D | 46 | Series 711 | 02.1992 → | OM 364.957 | D | 65 |
| Series 508 D 2.3 | 03.1989 → 02.2001 | OM 601.941 | D | 35 | Series 711 | 03.1994 → | OM 354.900 | D | 62 |
| Series 508 D 3.8 | 01.1970 → 12.1988 | OM 314.946 | D | 57 | Series 711 | 03.1996 → | OM 904.905 | D | 69 |

M



|  |  | Pos |  |  | Pos | | | | |
|---|---|------------|--|---|------------|-------------------|------------------|----|----|
| Series 712 | OM 904.918 | D | 69 | Series 817 | 03.1994 → | OM 357.904 | D | 62 | |
| Series 714 | 06.1994 → | OM 354.923 | D | 62 | Series 817 | 03.1994 → | OM 357.908 | D | 62 |
| 8T-SERIES | | | | 9T-SERIES | | | | | |
| Series 808 | 10.1969 → 10.1977 | OM 314.910 | D | 57 | Series 817 | 03.1994 → | OM 357.916 | D | 62 |
| Series 808 | 02.1977 → 10.1977 | OM 314.944 | D | 57 | Series 817 | 03.1994 → | OM 357.917 | D | 62 |
| Series 809 | 11.1977 → 12.1984 | OM 314.910 | D | 57 | Series 817 | 06.1994 → | OM 357.936 | D | 62 |
| Series 809 | 11.1977 → 12.1984 | OM 314.944 | D | 57 | Series 817 | 06.1994 → | OM 357.937 | D | 62 |
| Series 809 | 11.1977 → 12.1984 | OM 314.964 | D | 57 | Series 817 | 06.1994 → | OM 357.938 | D | 62 |
| Series 809 | 11.1977 → 12.1984 | OM 314.965 | D | 57 | Series 817 | 03.1996 → | OM 904.907 | D | 69 |
| Series 809 | 03.1984 → 02.1993 | OM 364.907 | D | 61 | Series 911 | 01.1964 → 1970 | OM 352.912 | D | 57 |
| Series 809 | 04.1986 → | OM 364.906 | D | 61 | Series 911 | 01.1964 → 1981 | OM 352.934 | D | 57 |
| Series 809 | 04.1986 → | OM 364.911 | D | 61 | Series 911 | 01.1964 → 1981 | OM 352.936 | D | 57 |
| Series 809 | 03.1988 → | OM 364.912 | D | 61 | Series 911 | 01.1964 → 1981 | OM 352.948 | D | 57 |
| Series 809 | 02.1992 → | OM 364.918 | D | 63 | Series 911 | 06.1964 → 09.1968 | OM 352.904 | D | 57 |
| Series 809 | 02.1992 → | OM 364.920 | D | 63 | Series 911 | 01.1967 → 03.1977 | OM 352.907 | D | 57 |
| Series 809 | 02.1992 → | OM 364.921 | D | 63 | Series 911 | 01.1967 → 03.1977 | OM 352.986 | D | 57 |
| Series 810 | 01.1964 → 1981 | OM 352.934 | D | 57 | Series 911 | 10.1968 → 08.1983 | OM 352.908 | D | 57 |
| Series 810 | 01.1967 → 03.1977 | OM 352.907 | D | 57 | Series 911 | 10.1968 → 02.2001 | OM 352.906 | D | 57 |
| Series 810 | 01.1967 → 03.1977 | OM 352.986 | D | 57 | Series 911 | 10.1968 → 02.2001 | OM 352.990 | D | 57 |
| Series 810 | 01.1972 → 03.1977 | OM 353.909 | D | 58 | Series 911 | 10.1969 → 02.2001 | OM 352.969 | D | 57 |
| Series 810 | 1974 → 1982 | OM 352.909 | D | 57 | Series 911 | 01.1972 → 03.1977 | OM 353.909 | D | 58 |
| Series 810 | 1974 → 1982 | OM 352.985 | D | 57 | Series 911 | 01.1972 → 02.2001 | OM 353.911 | D | 58 |
| Series 810 | 06.1994 → | OM 354.903 | D | 62 | Series 911 | 1974 → 1982 | OM 352.909 | D | 57 |
| Series 810 | | OM 352.996 | D | 57 | Series 911 | 1974 → 1982 | OM 352.911 | D | 57 |
| Series 811 | 01.1964 → | OM 353.915 | D | 57 | Series 911 | 1974 → 1982 | OM 352.943 | D | 57 |
| Series 811 | 02.1977 → 12.1984 | OM 353.903 | D | 57 | Series 911 | 1974 → 1982 | OM 352.944 | D | 57 |
| Series 811 | 02.1977 → 12.1984 | OM 353.941 | D | 57 | Series 911 | 1974 → 1982 | OM 352.974 | D | 57 |
| Series 811 | 04.1986 → 02.2001 | OM 364.950 | D | 60 | Series 911 | 1974 → 1982 | OM 352.975 | D | 57 |
| Series 811 | 04.1986 → 02.2001 | OM 364.952 | D | 60 | Series 911 | 1974 → 1982 | OM 352.985 | D | 57 |
| Series 811 | 04.1986 → 02.2001 | OM 364.954 | D | 60 | Series 911 | 1974 → 1982 | OM 352.989 | D | 57 |
| Series 811 | 02.1992 → | OM 364.958 | D | 65 | Series 911 | | OM 341.910 | D | 57 |
| Series 811 | 03.1994 → | OM 354.900 | D | 62 | Series 911 | | OM 341.919 | D | 57 |
| Series 811 | 06.1994 → | OM 354.901 | D | 62 | Series 911 | | OM 352.996 | D | 57 |
| Series 811 | 06.1994 → | OM 354.903 | D | 62 | Series 911 | | OM 353.900 | D | 57 |
| Series 811 | 03.1996 → | OM 904.905 | D | 69 | Series 911 | | OM 353.934 | D | 57 |
| Series 813 | 10.1969 → 12.1984 | OM 353.982 | D | 57 | Series 911 | | OM 353.983 | D | 57 |
| Series 813 | 10.1969 → | OM 353.915 | D | 57 | Series 911 | | OM 353.984 | D | 57 |
| Series 813 | 03.1973 → 12.1984 | OM 353.904 | D | 57 | Series 911 | | OM 396.900-005 | D | 57 |
| Series 813 | 03.1973 → 12.1984 | OM 353.965 | D | 57 | Series 911 | | OM 396.900-007 | D | 57 |
| Series 813 | 03.1973 → 12.1984 | OM 353.981 | D | 57 | Series 913 | 10.1969 → 12.1984 | OM 353.904 | D | 57 |
| Series 813 | 02.1977 → 12.1984 | OM 353.941 | D | 57 | Series 913 | 10.1969 → 12.1984 | OM 353.965 | D | 57 |
| Series 813 | 06.1985 → | OM 370.951 | D | 60 | Series 913 | 10.1969 → 12.1984 | OM 353.982 | D | 57 |
| Series 814 | 03.1984 → 02.1993 | OM 366.905 | D | 61 | Series 913 | 03.1973 → | OM 353.981 | D | 57 |
| Series 814 | 03.1984 → 02.1993 | OM 366.907 | D | 61 | Series 913 | 02.1977 → 12.1984 | OM 353.903 | D | 57 |
| Series 814 | 06.1984 → 02.1993 | OM 366.910 | D | 61 | Series 913 | 06.1985 → | OM 370.950 | D | 60 |
| Series 814 | 06.1984 → 02.1993 | OM 366.919 | D | 61 | Series 914 | 03.1984 → 02.1993 | OM 366.905 | D | 61 |
| Series 814 | 12.1986 → 02.1993 | OM 366.932 | D | 61 | Series 914 | 03.1984 → 02.1993 | OM 366.907 | D | 61 |
| Series 814 | 11.1987 → | OM 364.981 | D | 60 | Series 914 | 04.1984 → | OM 366.914 | D | 61 |
| Series 814 | 01.1991 → | OM 364.984 | D | 60 | Series 914 | 07.1986 → 02.1993 | OM 366.930 | D | 61 |
| Series 814 | 02.1992 → | OM 356.901 | D | 63 | Series 914 | 12.1986 → 01.1993 | OM 366.932 | D | 61 |
| Series 814 | 02.1992 → | OM 356.902 | D | 63 | Series 914 | 01.1987 → 02.1993 | OM 366.940 | D | 61 |
| Series 814 | 02.1992 → | OM 356.911 | D | 63 | Series 914 | 02.1987 → 02.1993 | OM 366.918 | D | 61 |
| Series 814 | 02.1992 → | OM 364.986 | D | 64 | Series 914 | 02.1992 → | OM 356.901 | D | 63 |
| Series 814 | 02.1992 → | OM 364.987 | D | 64 | Series 914 | 02.1992 → | OM 356.903 | D | 63 |
| Series 814 | 03.1994 → | OM 354.920 | D | 62 | Series 914 | 01.1994 → | OM 356.911 | D | 63 |
| Series 814 | 03.1994 → | OM 354.921 | D | 62 | Series 914 | | OM 341.932 | D | 57 |
| Series 814 | 03.1994 → | OM 354.922 | D | 62 | Series 914 | | OM 904.924 | D | 69 |
| Series 814 | 06.1994 → | OM 354.924 | D | 62 | Series 914 | | OM 904.957 | D | 69 |
| Series 814 | 06.1994 → | OM 354.925 | D | 62 | Series 915 | | OM 904.957 | D | 69 |
| Series 817 | 03.1984 → 02.1993 | OM 366.967 | D | 60 | Series 917 | 08.1984 → 02.1993 | OM 366.944 | D | 60 |
| Series 817 | 03.1984 → 02.1993 | OM 366.973 | D | 60 | Series 917 | 02.1987 → 02.1993 | OM 366.945 | D | 60 |
| Series 817 | 04.1984 → | OM 366.966 | D | 60 | Series 917 | 02.1987 → 02.1993 | OM 366.966 | D | 60 |
| Series 817 | 01.1986 → 02.1993 | OM 366.968 | D | 60 | Series 917 | 02.1987 → 02.1993 | OM 366.974 | D | 60 |
| Series 817 | 06.1986 → 02.1993 | OM 366.969 | D | 60 | Series 917 | 02.1987 → 02.1993 | OM 366.978 | D | 60 |
| Series 817 | 02.1992 → | OM 356.948 | D | 65 | Series 917 | 05.1988 → | OM 386.950 (INA) | D | 60 |
| Series 817 | 02.1992 → | OM 366.942 | D | 65 | Series 917 | 12.1992 → | OM 356.941 | D | 65 |
| Series 817 | 02.1992 → | OM 366.943 | D | 65 | Series 917 | 12.1992 → | OM 356.952 | D | 65 |
| Series 817 | 12.1992 → | OM 356.951 | D | 65 | Series 917 | 03.1994 → | OM 357.900 | D | 62 |
| Series 817 | 03.1994 → | OM 357.900 | D | 62 | Series 917 | 03.1994 → | OM 357.901 | D | 62 |

|  | |  | | Pos |  | |  | | Pos |
|---|-------------------|---|---|-----|--|-------------------|---|---|-----|
| Series 917 | 03.1994 → | OM 357.906 | D | 62 | Series 1113 | 01.1972 → 07.1983 | OM 353.911 | D | 58 |
| Series 917 | 03.1994 → | OM 357.909 | D | 62 | Series 1113 | 01.1972 → 02.2001 | OM 353.913 | D | 58 |
| Series 917 | 03.1994 → | OM 357.910 | D | 62 | Series 1113 | 06.1973 → | OM 344.937 | D | 59 |
| Series 917 | 03.1994 → | OM 357.916 | D | 62 | Series 1113 | 09.1973 → 03.1977 | OM 352.996 | D | 57 |
| Series 917 | 03.1994 → | OM 357.918 | D | 62 | Series 1113 | 09.1973 → 03.1977 | OM 353.909 | D | 58 |
| Series 917 | 03.1994 → | OM 357.961 | D | 62 | Series 1113 | 09.1973 → | OM 352.908 | D | 57 |
| Series 917 | 03.1996 → | OM 904.907 | D | 69 | Series 1113 | 09.1973 → | OM 352.950 | D | 58 |
| Series 917 | | OM 353.991 | D | 58 | Series 1113 | 09.1973 → | OM 352.994 | D | 58 |
| 10T-SERIES | | | | | Series 1113 | 01.1975 → 12.1992 | OM 352.997 | D | 57 |
| Series 1013 | 09.1965 → 02.1968 | OM 352.964 | D | 57 | Series 1113 | 01.1975 → 12.1992 | OM 352.998 | D | 57 |
| Series 1013 | 03.1968 → 03.1977 | OM 352.996 | D | 57 | Series 1113 | 04.1980 → 12.1984 | OM 353.904 | D | 57 |
| Series 1013 | 01.1972 → | OM 353.914 | D | 58 | Series 1113 | 04.1980 → 12.1984 | OM 353.965 | D | 57 |
| Series 1013 | 02.1976 → 12.1984 | OM 353.945 | D | 57 | Series 1113 | 04.1980 → 12.1984 | OM 353.982 | D | 57 |
| Series 1013 | 02.1976 → 12.1984 | OM 353.946 | D | 57 | Series 1113 | 05.1988 → | OM 386.951 (INA) | D | 60 |
| Series 1013 | 02.1976 → 12.1986 | OM 353.943 | D | 57 | Series 1113 | 05.1988 → | OM 386.952 (INA) | D | 60 |
| Series 1013 | 11.1976 → 12.1984 | OM 353.904 | D | 57 | Series 1113 | | OM 344.912 | D | 57 |
| Series 1013 | 04.1979 → 12.1984 | OM 353.982 | D | 57 | Series 1113 | | OM 344.932 | D | 57 |
| Series 1013 | 04.1979 → 12.1984 | OM 353.989 | D | 57 | Series 1113 | | OM 344.940 | D | 57 |
| Series 1013 | 08.1979 → 12.1984 | OM 353.942 | D | 57 | Series 1113 | | OM 344.941 | D | 57 |
| Series 1013 | 08.1979 → 12.1984 | OM 353.965 | D | 57 | Series 1113 | | OM 344.943 (USA) | D | 57 |
| Series 1013 | 08.1979 → 12.1984 | OM 353.981 | D | 57 | Series 1113 | | OM 344.949 (INA/ | D | 57 |
| Series 1013 | | OM 344.945 | D | 57 | | | MAL) | | |
| Series 1013 | | OM 353.944 | D | 57 | Series 1113 | | OM 344.991 | D | 57 |
| Series 1014 | | OM 306.900-018 | D | 60 | Series 1113 | | OM 352.990 | D | 57 |
| | | (ZA) | | | Series 1113 | | OM 353.933 | D | 57 |
| Series 1017 | 09.1975 → 09.1985 | OM 353.951 | D | 58 | Series 1113 | | OM 353.938 | D | 57 |
| Series 1017 | 11.1975 → 09.1985 | OM 353.954 | D | 58 | Series 1113 | | OM 376.909 | D | 61 |
| Series 1017 | 11.1975 → 02.1991 | OM 353.950 | D | 58 | Series 1113 | | OM 396.900-005 | D | 57 |
| Series 1017 | 11.1975 → 02.1991 | OM 353.952 | D | 58 | Series 1113 | | OM 396.900-012 | D | 57 |
| Series 1017 | 11.1975 → 02.1991 | OM 353.953 | D | 58 | Series 1114 | 03.1984 → 02.1993 | OM 366.907 | D | 61 |
| Series 1017 | 11.1975 → 02.1991 | OM 353.972 | D | 58 | Series 1114 | 03.1984 → 03.1993 | OM 366.914 | D | 61 |
| Series 1017 | 11.1975 → 02.1991 | OM 353.975 | D | 58 | Series 1114 | 03.1984 → | OM 341.933 | D | 58 |
| Series 1017 | 11.1975 → 02.1991 | OM 353.997 | D | 58 | Series 1114 | 08.1984 → | OM 306.900-016 | D | 60 |
| Series 1017 | 04.1977 → 09.1985 | OM 353.970 | D | 58 | | | (ZA) | | |
| Series 1017 | 04.1977 → 09.1985 | OM 353.971 | D | 58 | Series 1114 | 12.1985 → 02.1993 | OM 366.933 | D | 61 |
| Series 1017 | 04.1984 → 03.1991 | OM 366.951 | D | 60 | Series 1114 | 07.1986 → 02.1993 | OM 366.930 | D | 61 |
| Series 1017 | 07.1985 → | OM 366.981 | D | 60 | Series 1114 | 07.1986 → 02.1993 | OM 366.931 | D | 61 |
| Series 1017 | | OM 390.900-513 | D | 66 | Series 1114 | 07.1986 → 02.1993 | OM 366.935 | D | 61 |
| Series 1018 | 07.1998 → | OM 904.912 | D | 69 | Series 1114 | 02.1987 → 02.1993 | OM 366.918 | D | 61 |
| Series 1019 | 04.1972 → 09.1984 | OM 401.919 | D | 80 | Series 1114 | 02.1992 → 08.1993 | OM 356.903 | D | 63 |
| Series 1019 | 04.1972 → 09.1984 | OM 401.922 | D | 80 | Series 1114 | 02.1992 → | OM 356.904 | D | 63 |
| Series 1019 | 1977 → 1982 | OM 401.924 | D | 81 | Series 1114 | 02.1992 → | OM 356.907 | D | 63 |
| Series 1019 | | OM 904.932 | D | 69 | Series 1114 | | OM 341.912 | D | 57 |
| | | (MEX) | | | Series 1114 | | OM 341.932 | D | 57 |
| Series 1019 | | OM 904.956 | D | 69 | Series 1114 | | OM 341.935 | D | 57 |
| | | (MEX) | | | Series 1114 | | OM 341.939 | D | 58 |
| Series 1019 | | OM 924.917 | D | 78 | Series 1114 | | OM 341.949 | D | 57 |
| Series 1019 | | OM 924.933 | D | 78 | Series 1114 | | OM 341.950 | D | 58 |
| 11T-SERIES | | | | | Series 1114 | | OM 344.940 | D | 57 |
| Series 1112 | | OM 341.911 | D | 57 | Series 1114 | | OM 344.946 | D | 57 |
| Series 1112 | | OM 341.931 | D | 57 | Series 1114 | | OM 344.963 | D | 57 |
| Series 1113 | 01.1964 → 1981 | OM 352.914 | D | 57 | Series 1114 | | OM 344.991 | D | 57 |
| Series 1113 | 01.1964 → 1981 | OM 352.953 | D | 57 | Series 1114 | | OM 356.916 | D | 63 |
| Series 1113 | 01.1964 → 1981 | OM 352.955 | D | 57 | Series 1114 | | OM 366.906 | D | 61 |
| Series 1113 | 01.1964 → | OM 352.963 | D | 57 | Series 1114 | | OM 390.900-006 | D | 60 |
| Series 1113 | 01.1967 → 09.1968 | OM 352.904 | D | 57 | | | (AMS) | | |
| Series 1113 | 01.1967 → 09.1968 | OM 352.912 | D | 57 | Series 1114 | | OM 390.900-007 | D | 60 |
| Series 1113 | 10.1967 → 03.1977 | OM 352.905 | D | 57 | Series 1115 | | OM 376.909 | D | 61 |
| Series 1113 | 1968 → 1977 | OM 360.935 | D | 79 | Series 1115 | | OM 904.925 | D | 69 |
| Series 1113 | 1968 → 1977 | OM 360.936 | D | 79 | Series 1116 | 06.1973 → | OM 344.937 | D | 59 |
| Series 1113 | 1968 → 1977 | OM 360.937 | D | 79 | Series 1116 | 09.1973 → | OM 344.913 | D | 58 |
| Series 1113 | 1968 → 1977 | OM 360.938 | D | 79 | Series 1116 | | OM 344.913 | D | 59 |
| Series 1113 | 1968 → 1977 | OM 360.951 | D | 79 | Series 1116 | | OM 344.942 (USA) | D | 59 |
| Series 1113 | 1968 → 1977 | OM 360.952 | D | 79 | Series 1117 | 04.1984 → 12.1992 | OM 366.953 | D | 60 |
| Series 1113 | 1968 → 1977 | OM 360.962 | D | 79 | Series 1117 | 04.1984 → | OM 366.971 | D | 60 |
| Series 1113 | 03.1968 → 03.1977 | OM 352.964 | D | 57 | Series 1117 | 10.1984 → 12.1992 | OM 366.962 | D | 60 |
| Series 1113 | 03.1968 → 03.1977 | OM 352.968 | D | 58 | Series 1117 | 07.1986 → 02.1993 | OM 366.970 | D | 60 |
| Series 1113 | 1971 → 1982 | OM 352.949 | D | 58 | Series 1117 | 06.1987 → 12.1992 | OM 366.966 | D | 60 |
| Series 1113 | 01.1972 → 08.1973 | OM 352.913 | D | 58 | Series 1117 | 09.1988 → 02.1993 | OM 366.975 | D | 60 |

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| | | | Pos | | | | Pos |
|-------------------|-------------------|--------------------|-----|-------------|-------------------|--------------------|-----|
| Series 1117 | 09.1988 → 02.1993 | OM 366.976 D | 60 | Series 1214 | | OM 341.941 D | 57 |
| Series 1117 | 02.1992 → | OM 356.947 D | 65 | Series 1214 | | OM 341.948 D | 57 |
| Series 1117 | 02.1992 → | OM 356.959 D | 65 | Series 1214 | | OM 376.906 D | 61 |
| Series 1117 | 02.1992 → | OM 366.941 D | 65 | Series 1214 | | OM 376.907 D | 61 |
| Series 1117 | 03.1992 → | OM 376.980 (USA) D | 61 | Series 1214 | | OM 376.930 D | 61 |
| Series 1117 | 03.1992 → | OM 376.987 (USA) D | 61 | Series 1215 | | OM 372.907 D | 61 |
| Series 1117 | 03.1993 → | OM 356.949 D | 65 | Series 1215 | | OM 372.953 D | 60 |
| Series 1117 | 03.1994 → | OM 357.901 D | 62 | Series 1215 | | OM 376.907 D | 61 |
| Series 1117 | 03.1994 → | OM 357.902 D | 62 | Series 1215 | | OM 376.909 D | 61 |
| Series 1117 | 03.1994 → | OM 357.906 D | 62 | Series 1215 | | OM 376.930 D | 61 |
| Series 1117 | 03.1994 → | OM 357.907 D | 62 | Series 1215 | | OM 904.925 D | 69 |
| Series 1117 | 03.1994 → | OM 357.918 D | 62 | Series 1216 | 1968 → 1977 | OM 360.939 D | 79 |
| Series 1117 | 03.1994 → | OM 357.919 D | 62 | Series 1216 | 1968 → 1977 | OM 360.944 D | 79 |
| Series 1117 | 03.1994 → | OM 357.961 D | 62 | Series 1216 | 1968 → 1977 | OM 360.946 D | 79 |
| Series 1117 | 03.1996 → | OM 904.907 D | 69 | Series 1216 | 1968 → 1977 | OM 360.949 D | 79 |
| Series 1117 | | OM 376.998 (USA) D | 61 | Series 1216 | 1968 → 1977 | OM 360.950 D | 79 |
| Series 1118 | 06.1973 → | OM 344.955 D | 59 | Series 1216 | 1968 → 1977 | OM 360.961 D | 79 |
| Series 1118 | 06.1973 → | OM 344.954 D | 59 | Series 1216 | 1968 → 1977 | OM 360.964 D | 79 |
| Series 1119 | | OM 924.929 D | 78 | Series 1216 | 1968 → 1977 | OM 360.965 D | 79 |
| Series 1120 | 04.1984 → 02.1993 | OM 366.990 D | 60 | Series 1216 | 1968 → 1977 | OM 360.972 D | 79 |
| Series 1120 | 06.1984 → 02.1993 | OM 366.988 D | 60 | Series 1217 | 09.1975 → 09.1985 | OM 353.950 D | 58 |
| Series 1120 | 08.1984 → 02.1993 | OM 366.962 D | 60 | Series 1217 | 09.1975 → 09.1985 | OM 353.951 D | 58 |
| Series 1120 | 10.1984 → 02.1993 | OM 366.980 D | 60 | Series 1217 | 09.1975 → 09.1985 | OM 353.952 D | 58 |
| Series 1120 | 02.1987 → 12.1992 | OM 366.992 D | 60 | Series 1217 | 09.1975 → 09.1985 | OM 353.953 D | 58 |
| Series 1120 | 02.1987 → 12.1992 | OM 366.994 D | 60 | Series 1217 | 09.1975 → 09.1985 | OM 353.997 D | 58 |
| Series 1120 | 02.1992 → 08.1993 | OM 356.986 D | 64 | Series 1217 | 10.1976 → 09.1985 | OM 353.970 D | 58 |
| Series 1120 | 02.1992 → | OM 356.993 D | 64 | Series 1217 | 10.1976 → 09.1985 | OM 353.971 D | 58 |
| Series 1120 | 02.1992 → | OM 356.996 D | 64 | Series 1217 | 06.1983 → 06.1985 | OM 362.906 D | 59 |
| Series 1120 | 02.1992 → | OM 366.993 D | 60 | Series 1217 | 10.1984 → | OM 366.960 D | 60 |
| Series 1120 | 03.1992 → 08.1993 | OM 356.983 D | 64 | Series 1217 | | OM 390.900-513 D | 66 |
| Series 1120 | 10.1992 → | OM 356.994 D | 64 | Series 1217 | | OM 390.900-510 D | 66 |
| Series 1120 | 10.1992 → | OM 356.995 D | 64 | Series 1217 | | OM 390.900-522 D | 66 |
| Series 1120 | 02.1993 → | OM 366.999 D | 64 | Series 1218 | 05.1988 → | OM 376.950 D | 60 |
| Series 1120 | 06.1994 → | OM 357.920 D | 62 | Series 1218 | 05.1988 → | OM 376.955 D | 60 |
| Series 1120 | 06.1994 → | OM 357.921 D | 62 | Series 1218 | 05.1988 → | OM 376.956 D | 60 |
| Series 1120 | 06.1994 → | OM 357.927 D | 62 | Series 1218 | 07.1998 → | OM 904.912 D | 69 |
| Series 1120 | 06.1994 → | OM 357.929 D | 62 | Series 1218 | | OM 376.945 D | 60 |
| Series 1120 | 06.1994 → | OM 357.932 D | 62 | Series 1218 | | OM 904.938 D | 69 |
| Series 1121 | 04.1984 → 12.1992 | OM 366.962 D | 60 | Series 1219 | 04.1972 → 09.1984 | OM 401.919 D | 80 |
| Series 1121 | 02.1992 → | OM 366.941 D | 65 | Series 1219 | 04.1972 → 09.1984 | OM 401.921 D | 80 |
| Series 1121 | | OM 390.900-508 D | 60 | Series 1219 | 04.1972 → 09.1984 | OM 401.922 D | 80 |
| | | (AMS) | | Series 1219 | 05.1975 → 12.1982 | OM 401.905 D | 80 |
| Series 1124 | 03.1992 → 08.1993 | OM 356.979 D | 64 | Series 1219 | 05.1975 → 01.1987 | OM 401.914 D | 80 |
| Series 1124 | 03.1992 → 08.1993 | OM 356.983 D | 64 | Series 1219 | 09.1975 → 09.1984 | OM 401.906 D | 80 |
| Series 1124 | 03.1992 → 08.1993 | OM 356.989 D | 64 | Series 1219 | 09.1975 → 09.1984 | OM 401.915 D | 80 |
| Series 1124 | 03.1992 → 08.1993 | OM 356.991 D | 64 | Series 1219 | 09.1975 → 09.1984 | OM 401.918 D | 80 |
| Series 1124 | 06.1994 → | OM 357.933 D | 62 | Series 1219 | 06.1976 → 01.1987 | OM 401.925 D | 80 |
| Series 1124 | 06.1994 → | OM 357.942 D | 62 | Series 1219 | 1977 → 1982 | OM 401.924 D | 81 |
| Series 1124 | 06.1994 → | OM 357.943 D | 62 | Series 1219 | 03.1992 → | OM 376.982 (USA) D | 61 |
| Series 1124 | 06.1994 → | OM 357.944 D | 62 | Series 1219 | 03.1992 → | OM 376.989 (USA) D | 61 |
| 12T-SERIES | | | | Series 1219 | 03.1992 → | OM 376.999 (USA) D | 61 |
| Series 1213 | 09.1965 → 12.1966 | OM 352.939 D | 57 | Series 1219 | | OM 904.932 D | 69 |
| Series 1213 | 09.1965 → 12.1966 | OM 352.964 D | 57 | | | (MEX) | |
| Series 1213 | 09.1965 → 12.1966 | OM 352.987 D | 57 | Series 1219 | | OM 904.956 D | 69 |
| Series 1213 | 09.1975 → 05.1986 | OM 353.943 D | 57 | | | (MEX) | |
| Series 1213 | 09.1975 → 05.1986 | OM 353.944 D | 57 | Series 1219 | | OM 924.917 D | 78 |
| Series 1213 | 09.1975 → 05.1986 | OM 353.945 D | 57 | Series 1219 | | OM 924.933 D | 78 |
| Series 1213 | 09.1975 → 05.1986 | OM 353.946 D | 57 | Series 1222 | 05.1982 → 10.1990 | OM 421.905 D | 94 |
| Series 1213 | 09.1975 → 05.1986 | OM 353.989 D | 57 | Series 1222 | 05.1982 → 12.1991 | OM 421.906 D | 94 |
| Series 1213 | 09.1975 → | OM 353.909 D | 58 | Series 1222 | 07.1982 → 12.1991 | OM 421.909 D | 94 |
| Series 1213 | | OM 353.935 D | 57 | Series 1222 | 12.1988 → 08.1994 | OM 441.920 D | 117 |
| Series 1213 | | OM 396.900-008 D | 57 | Series 1222 | 07.1989 → 07.1994 | OM 441.923 D | 117 |
| | | (AFS) | | Series 1222 | 07.1989 → 07.1994 | OM 441.925 D | 117 |
| Series 1213 | | OM 396.900-020 D | 57 | Series 1222 | 07.1989 → 08.1994 | OM 441.905 D | 117 |
| | | (AFS) | | Series 1222 | 07.1989 → 08.1994 | OM 441.913 D | 117 |
| Series 1213 | | OM 396.900-022 D | 57 | Series 1222 | 09.1989 → 09.1993 | OM 441.915 D | 117 |
| | | (AFS) | | Series 1222 | 09.1989 → 09.1993 | OM 441.917 D | 117 |
| Series 1214 | 03.1984 → | OM 366.913 D | 61 | Series 1222 | 09.1989 → 09.1993 | OM 441.926 D | 117 |
| Series 1214 | | OM 306.900-016 D | 60 | Series 1222 | 09.1989 → 09.1993 | OM 441.927 D | 117 |
| | | (ZA) | | | | | |







| | | | | Pos | | | | | Pos |
|-------------------|-------------------|------------|---|-----|-------------|-------------------|------------------|---|-----|
| Series 1222 | 09.1989 → 07.1994 | OM 441.914 | D | 117 | Series 1313 | 09.1973 → | OM 352.994 | D | 58 |
| Series 1222 | 02.1993 → 08.1994 | OM 366.999 | D | 64 | Series 1313 | 01.1975 → | OM 352.997 | D | 57 |
| Series 1222 | 02.1993 → 08.1994 | OM 401.975 | D | 87 | Series 1313 | | OM 344.905 | D | 57 |
| Series 1224 | 01.1988 → | OM 441.927 | D | 117 | Series 1313 | | OM 344.946 | D | 57 |
| Series 1224 | 12.1990 → | OM 401.990 | D | 87 | Series 1313 | | OM 344.963 | D | 57 |
| Series 1224 | 02.1993 → 08.1994 | OM 401.975 | D | 87 | Series 1313 | | OM 344.991 | D | 57 |
| Series 1224 | 02.1993 → | OM 356.999 | D | 64 | Series 1313 | | OM 344.997 | D | 57 |
| Series 1224 | 02.1993 → | OM 366.999 | D | 64 | Series 1313 | | OM 376.909 | D | 61 |
| Series 1224 | 02.1993 → | OM 401.984 | D | 87 | Series 1314 | 06.1973 → | OM 344.937 | D | 59 |
| Series 1224 | 01.1994 → | OM 357.946 | D | 62 | Series 1314 | 09.1973 → | OM 344.939 | D | 59 |
| Series 1225 | 05.1980 → 02.1990 | OM 422.909 | D | 94 | Series 1314 | 07.1984 → 02.1993 | OM 366.906 | D | 61 |
| Series 1225 | 1988 → | OM 442.907 | D | 117 | Series 1314 | 07.1984 → 02.1993 | OM 366.907 | D | 61 |
| Series 1225 | | OM 421.909 | D | 94 | Series 1314 | 07.1984 → 02.1993 | OM 366.914 | D | 61 |
| Series 1226 | 02.1990 → 09.1993 | OM 442.907 | D | 117 | Series 1314 | 07.1984 → 12.1993 | OM 366.962 | D | 60 |
| Series 1226 | 02.1990 → 09.1993 | OM 442.920 | D | 117 | Series 1314 | 03.1985 → 02.1993 | OM 366.966 | D | 60 |
| Series 1226 | 02.1990 → 09.1993 | OM 442.926 | D | 117 | Series 1314 | 06.1987 → 02.1993 | OM 366.918 | D | 61 |
| Series 1226 | 02.1990 → 09.1993 | OM 442.933 | D | 117 | Series 1314 | 06.1987 → 02.1993 | OM 366.937 | D | 61 |
| Series 1226 | 02.1993 → | OM 401.973 | D | 87 | Series 1314 | 06.1987 → 02.1993 | OM 366.938 | D | 61 |
| Series 1226 | 02.1993 → | OM 401.984 | D | 87 | Series 1314 | 12.1992 → 12.1993 | OM 356.910 | D | 63 |
| Series 1226 | 02.1993 → | OM 401.989 | D | 87 | Series 1314 | 12.1992 → 09.1995 | OM 356.908 | D | 63 |
| Series 1226 | 07.1995 → 05.1998 | OM 441.989 | D | 102 | Series 1314 | 12.1992 → | OM 356.909 | D | 63 |
| Series 1226 | 07.1995 → | OM 441.986 | D | 102 | Series 1314 | 12.1992 → | OM 366.936 | D | 61 |
| Series 1227 | 01.1988 → 09.1993 | OM 442.907 | D | 117 | Series 1314 | | OM 306.900-016 | D | 60 |
| Series 1227 | 02.1990 → 09.1993 | OM 442.914 | D | 117 | | | (ZA) | | |
| Series 1227 | 02.1990 → 09.1993 | OM 442.920 | D | 117 | Series 1314 | | OM 341.946 | D | 57 |
| Series 1227 | 02.1990 → 09.1993 | OM 442.926 | D | 117 | Series 1314 | | OM 344.905 | D | 57 |
| Series 1227 | 02.1990 → 09.1993 | OM 442.932 | D | 117 | Series 1314 | | OM 344.946 | D | 57 |
| Series 1227 | 02.1990 → 09.1993 | OM 442.933 | D | 117 | Series 1314 | | OM 344.963 | D | 57 |
| Series 1227 | 01.1992 → 07.1992 | OM 401.973 | D | 87 | Series 1314 | | OM 344.991 | D | 57 |
| Series 1227 | 01.1992 → 07.1992 | OM 401.989 | D | 87 | Series 1314 | | OM 344.997 | D | 57 |
| Series 1227 | 02.1993 → 09.1993 | OM 401.978 | D | 87 | Series 1314 | | OM 390.900-006 | D | 60 |
| Series 1227 | 01.1994 → 09.1993 | OM 445.933 | D | 110 | | | (AMS) | | |
| Series 1228 | 01.1980 → 05.1989 | OM 422.913 | D | 94 | Series 1314 | | OM 390.900-007 | D | 60 |
| Series 1228 | 01.1980 → 1991 | OM 422.907 | D | 94 | Series 1315 | | OM 372.906 | D | 61 |
| Series 1228 | 1988 → | OM 442.907 | D | 117 | Series 1315 | | OM 376.908 | D | 61 |
| Series 1231 | 05.1991 → | OM 401.986 | D | 87 | Series 1315 | | OM 376.909 | D | 61 |
| Series 1231 | 02.1993 → 08.1994 | OM 401.974 | D | 87 | Series 1315 | | OM 904.925 | D | 69 |
| Series 1231 | 02.1993 → | OM 356.999 | D | 64 | Series 1316 | 06.1973 → | OM 344.937 | D | 59 |
| Series 1231 | 02.1993 → | OM 366.999 | D | 64 | Series 1316 | 06.1973 → | OM 344.951 | D | 59 |
| Series 1234 | 01.1994 → | OM 445.923 | D | 110 | Series 1316 | 09.1973 → | OM 344.938 | D | 59 |
| Series 1234 | 01.1994 → | OM 445.933 | D | 110 | Series 1316 | 09.1973 → | OM 344.939 | D | 59 |
| Series 1234 | 07.1995 → 05.1998 | OM 441.989 | D | 102 | Series 1316 | | OM 344.905 | D | 57 |
| Series 1234 | 07.1995 → 05.1998 | OM 441.993 | D | 102 | Series 1316 | | OM 344.942 (USA) | D | 59 |
| Series 1245 | 01.1985 → 02.1991 | OM 442.953 | D | 97 | Series 1316 | | OM 344.991 | D | 57 |
| Series 1245 | 03.1991 → | OM 442.953 | D | 104 | Series 1316 | | OM 372.906 | D | 61 |
| 13T-SERIES | | | | | Series 1316 | | OM 372.930 | D | 61 |
| Series 1313 | 01.1964 → 1981 | OM 352.939 | D | 57 | Series 1316 | | OM 372.950 | D | 60 |
| Series 1313 | 09.1965 → 12.1966 | OM 352.987 | D | 57 | Series 1317 | 1968 → 1977 | OM 360.936 | D | 79 |
| Series 1313 | 09.1965 → | OM 352.964 | D | 57 | Series 1317 | 1968 → 1977 | OM 360.937 | D | 79 |
| Series 1313 | 01.1967 → 02.2001 | OM 352.938 | D | 57 | Series 1317 | 1968 → 1977 | OM 360.938 | D | 79 |
| Series 1313 | 01.1967 → | OM 352.963 | D | 57 | Series 1317 | 1968 → 1977 | OM 360.939 | D | 79 |
| Series 1313 | 01.1967 → | OM 352.991 | D | 57 | Series 1317 | 1968 → 1977 | OM 360.944 | D | 79 |
| Series 1313 | 10.1967 → 03.1977 | OM 352.905 | D | 57 | Series 1317 | 1968 → 1977 | OM 360.946 | D | 79 |
| Series 1313 | 1968 → 1977 | OM 360.937 | D | 79 | Series 1317 | 1968 → 1977 | OM 360.949 | D | 79 |
| Series 1313 | 1968 → 1977 | OM 360.938 | D | 79 | Series 1317 | 1968 → 1977 | OM 360.950 | D | 79 |
| Series 1313 | 1968 → 1977 | OM 360.962 | D | 79 | Series 1317 | 1968 → 1977 | OM 360.951 | D | 79 |
| Series 1313 | 03.1968 → 03.1977 | OM 352.968 | D | 58 | Series 1317 | 1968 → 1977 | OM 360.952 | D | 79 |
| Series 1313 | 05.1969 → 05.1971 | OM 360.935 | D | 79 | Series 1317 | 1968 → 1977 | OM 360.961 | D | 79 |
| Series 1313 | 05.1969 → 05.1971 | OM 360.936 | D | 79 | Series 1317 | 1968 → 1977 | OM 360.962 | D | 79 |
| Series 1313 | 05.1969 → 05.1971 | OM 360.951 | D | 79 | Series 1317 | 1968 → 1977 | OM 360.964 | D | 79 |
| Series 1313 | 05.1969 → 05.1971 | OM 360.952 | D | 79 | Series 1317 | 1968 → 1977 | OM 360.965 | D | 79 |
| Series 1313 | 01.1970 → 03.1977 | OM 353.909 | D | 58 | Series 1317 | 1968 → 1977 | OM 360.972 | D | 79 |
| Series 1313 | 01.1972 → 07.1983 | OM 353.911 | D | 58 | Series 1317 | 06.1969 → 05.1971 | OM 360.935 | D | 79 |
| Series 1313 | 01.1972 → 02.2001 | OM 353.913 | D | 58 | Series 1317 | 06.1973 → | OM 344.954 | D | 59 |
| Series 1313 | 01.1972 → | OM 353.912 | D | 58 | Series 1317 | 04.1984 → 02.1993 | OM 366.944 | D | 60 |
| Series 1313 | 01.1972 → | OM 353.914 | D | 58 | Series 1317 | 04.1984 → 02.1993 | OM 366.966 | D | 60 |
| Series 1313 | 06.1973 → | OM 344.937 | D | 59 | Series 1317 | 07.1984 → 02.1993 | OM 366.962 | D | 60 |
| Series 1313 | 06.1973 → | OM 344.951 | D | 59 | Series 1317 | 08.1984 → 02.1993 | OM 366.946 | D | 60 |
| Series 1313 | 09.1973 → | OM 344.939 | D | 59 | Series 1317 | 08.1984 → 02.1993 | OM 366.953 | D | 60 |

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| | | | Pos | | | | Pos | | |
|-------------------|-------------------|------------------|-----|----|-------------|-------------------|------------------|---|----|
| Series 1317 | 10.1984 → 02.1993 | OM 366.988 | D | 60 | Series 1413 | 09.1975 → 12.1984 | OM 352.912 | D | 57 |
| Series 1317 | 05.1988 → | OM 376.953 | D | 60 | Series 1413 | 09.1975 → 12.1984 | OM 352.930 | D | 57 |
| Series 1317 | 01.1991 → | OM 366.997 | D | 60 | Series 1413 | 09.1975 → 12.1984 | OM 352.931 | D | 57 |
| Series 1317 | 12.1992 → 12.1993 | OM 356.944 | D | 65 | Series 1413 | 09.1975 → 12.1984 | OM 352.978 | D | 57 |
| Series 1317 | 12.1992 → | OM 356.945 | D | 65 | Series 1413 | 09.1975 → 12.1984 | OM 353.946 | D | 57 |
| Series 1317 | 12.1992 → | OM 356.995 | D | 64 | Series 1413 | 09.1975 → 12.1984 | OM 353.964 | D | 57 |
| Series 1317 | 03.1994 → | OM 357.902 | D | 62 | Series 1413 | → 12.1984 | OM 353.935 | D | 57 |
| Series 1317 | 03.1994 → | OM 357.903 | D | 62 | Series 1413 | → 12.1984 | OM 396.900-008 | D | 57 |
| Series 1317 | 03.1994 → | OM 357.907 | D | 62 | | (AFS) | | | |
| Series 1317 | 03.1994 → | OM 357.961 | D | 62 | Series 1413 | → 12.1984 | OM 396.900-016 | D | 57 |
| Series 1317 | 03.1994 → | OM 357.962 | D | 62 | | (AFS) | | | |
| Series 1317 | 03.1996 → | OM 904.907 | D | 69 | Series 1414 | 04.1984 → 03.1991 | OM 366.906 | D | 61 |
| Series 1317 | | OM 390.900-405 | D | 60 | Series 1414 | 04.1984 → 03.1991 | OM 366.909 | D | 61 |
| | | (AMS) | | | Series 1414 | 05.1988 → | OM 376.957 | D | 60 |
| Series 1317 | | OM 390.900-407 | D | 60 | Series 1414 | | OM 306.900-017 | D | 60 |
| | | | | | | (ZA) | | | |
| Series 1318 | 06.1973 → | OM 341.947 | D | 58 | Series 1414 | | OM 376.907 | D | 61 |
| Series 1318 | 06.1973 → | OM 344.937 | D | 59 | Series 1414 | | OM 376.930 | D | 61 |
| Series 1318 | 06.1973 → | OM 344.955 | D | 59 | Series 1414 | | OM 382.912 | D | 61 |
| Series 1318 | 06.1973 → | OM 344.954 | D | 59 | Series 1417 | 01.1968 → 1977 | OM 360.937 | D | 79 |
| Series 1318 | 05.1988 → | OM 372.956 | D | 60 | Series 1417 | 01.1968 → 1977 | OM 360.938 | D | 79 |
| Series 1318 | 05.1988 → | OM 376.951 | D | 60 | Series 1417 | 01.1968 → 1977 | OM 360.951 | D | 79 |
| Series 1318 | 05.1988 → | OM 376.953 | D | 60 | Series 1417 | 01.1968 → 1977 | OM 360.952 | D | 79 |
| Series 1318 | 05.1988 → | OM 376.954 | D | 60 | Series 1417 | 01.1968 → 1977 | OM 360.962 | D | 79 |
| Series 1318 | 05.1988 → | OM 376.977 | D | 66 | Series 1417 | 01.1975 → 07.1985 | OM 353.951 | D | 58 |
| Series 1318 | 05.1988 → | OM 904.938 | D | 69 | Series 1417 | 05.1975 → 12.1984 | OM 353.953 | D | 58 |
| Series 1319 | 12.1985 → | OM 376.981 (USA) | D | 61 | Series 1417 | 05.1975 → 12.1984 | OM 353.971 | D | 58 |
| Series 1319 | 12.1985 → | OM 376.988 (USA) | D | 61 | Series 1417 | 01.1980 → | OM 353.920 | D | 59 |
| Series 1319 | 12.1985 → | OM 376.998 (USA) | D | 61 | Series 1417 | 01.1980 → | OM 396.900-405 | D | 59 |
| Series 1319 | 05.1988 → | OM 372.956 | D | 60 | | (AFS) | | | |
| Series 1319 | 05.1988 → | OM 372.950 | D | 60 | Series 1417 | 04.1984 → 03.1991 | OM 366.951 | D | 60 |
| Series 1319 | 05.1988 → | OM 924.929 | D | 78 | Series 1417 | 04.1984 → 07.1992 | OM 366.952 | D | 60 |
| Series 1320 | 07.1984 → 02.1993 | OM 366.962 | D | 60 | Series 1417 | 04.1984 → 07.1992 | OM 366.957 | D | 60 |
| Series 1320 | 10.1984 → 02.1993 | OM 366.980 | D | 60 | Series 1417 | 05.1988 → | OM 306.900-413 | D | 60 |
| Series 1320 | 10.1984 → 02.1993 | OM 366.988 | D | 60 | | (ZA) | | | |
| Series 1320 | 10.1984 → 02.1993 | OM 366.992 | D | 60 | Series 1417 | 09.1989 → 07.1992 | OM 356.940 | D | 60 |
| Series 1320 | 10.1984 → 02.1993 | OM 366.997 | D | 60 | Series 1417 | 03.1992 → | OM 306.900-416 | D | 60 |
| Series 1320 | 03.1985 → 02.1993 | OM 366.966 | D | 60 | | (ZA) | | | |
| Series 1320 | 06.1985 → | OM 372.958 | D | 60 | Series 1417 | 07.1992 → | OM 356.943 | D | 65 |
| Series 1320 | 05.1988 → | OM 376.953 | D | 60 | Series 1417 | 07.1992 → | OM 356.958 | D | 65 |
| Series 1320 | 02.1992 → | OM 356.993 | D | 64 | Series 1417 | 03.1994 → | OM 357.915 | D | 62 |
| Series 1320 | 12.1992 → | OM 356.983 | D | 64 | Series 1417 | 03.1994 → | OM 357.946 | D | 62 |
| Series 1320 | 12.1992 → | OM 356.992 | D | 64 | Series 1417 | 03.1994 → | OM 390.900-513 | D | 66 |
| Series 1320 | 12.1992 → | OM 356.995 | D | 64 | Series 1417 | | OM 390.900-510 | D | 66 |
| Series 1320 | 03.1994 → | OM 357.902 | D | 62 | Series 1417 | | OM 390.900-522 | D | 66 |
| Series 1320 | 03.1994 → | OM 357.921 | D | 62 | Series 1417 | | OM 904.920 | D | 69 |
| Series 1320 | 03.1994 → | OM 357.930 | D | 62 | Series 1417 | | OM 904.968 | D | 69 |
| Series 1320 | 03.1994 → | OM 357.932 | D | 62 | Series 1418 | 06.1973 → | OM 341.947 | D | 58 |
| Series 1320 | 03.1994 → | OM 372.950 | D | 60 | Series 1418 | 05.1988 → | OM 376.955 | D | 60 |
| Series 1321 | | OM 390.900-508 | D | 60 | Series 1418 | 05.1988 → | OM 376.956 | D | 60 |
| | | (AMS) | | | Series 1418 | 05.1988 → | OM 376.962 | D | 60 |
| Series 1324 | 01.1991 → 02.2001 | OM 356.983 | D | 64 | Series 1418 | 07.1998 → | OM 904.912 | D | 69 |
| Series 1324 | 01.1991 → | OM 366.999 | D | 64 | Series 1418 | | OM 345.947 (USA) | D | 92 |
| Series 1324 | 03.1994 → | OM 357.907 | D | 62 | Series 1418 | | OM 376.945 | D | 60 |
| Series 1324 | 03.1994 → | OM 357.940 | D | 62 | Series 1418 | | OM 376.976 | D | 66 |
| Series 1324 | 03.1994 → | OM 357.947 | D | 62 | Series 1418 | | OM 904.938 | D | 69 |
| Series 1324 | 03.1994 → | OM 357.948 | D | 62 | Series 1418 | | OM 904.945 | D | 69 |
| 14T-SERIES | | | | | Series 1418 | | OM 904.962 | D | 69 |
| Series 1413 | 01.1967 → 09.1969 | OM 352.901 | D | 57 | Series 1418 | | OM 904.968 | D | 69 |
| Series 1413 | 1968 → 1977 | OM 360.937 | D | 79 | Series 1419 | 04.1972 → 09.1984 | OM 401.919 | D | 80 |
| Series 1413 | 1968 → 1977 | OM 360.938 | D | 79 | Series 1419 | 04.1972 → 09.1984 | OM 401.922 | D | 80 |
| Series 1413 | 1968 → 1977 | OM 360.951 | D | 79 | Series 1419 | 05.1975 → 12.1982 | OM 401.905 | D | 80 |
| Series 1413 | 1968 → 1977 | OM 360.952 | D | 79 | Series 1419 | 05.1975 → 12.1982 | OM 401.924 | D | 81 |
| Series 1413 | 1968 → 1977 | OM 360.962 | D | 79 | Series 1419 | 05.1975 → 01.1987 | OM 401.914 | D | 80 |
| Series 1413 | 1971 → 1982 | OM 352.913 | D | 58 | Series 1419 | 09.1976 → 01.1987 | OM 401.923 | D | 80 |
| Series 1413 | 1971 → 1982 | OM 352.946 | D | 58 | Series 1419 | 05.1983 → 06.1985 | OM 362.909 | D | 59 |
| Series 1413 | 1974 → 1982 | OM 352.976 | D | 57 | Series 1419 | 06.1983 → 06.1985 | OM 362.906 | D | 59 |
| Series 1413 | 01.1975 → 12.1984 | OM 352.945 | D | 57 | Series 1419 | 06.1983 → 06.1985 | OM 362.910 | D | 59 |
| Series 1413 | 01.1975 → 12.1984 | OM 352.997 | D | 57 | Series 1419 | 04.1984 → 03.1991 | OM 366.952 | D | 60 |
| Series 1413 | 01.1975 → 12.1984 | OM 353.944 | D | 57 | Series 1419 | 07.1985 → 06.1993 | OM 366.983 | D | 60 |







|  | |  | Pos |  | |  | Pos |
|---|-------------------|---|-----|--|-------------------|---|-----|
| Series 1419 | 07.1985 → | OM 366.981 D | 60 | Series 1427 | 12.1992 → | OM 356.999 D | 64 |
| Series 1419 | 03.1992 → | OM 376.982 (USA) D | 61 | Series 1427 | 02.1993 → | OM 401.973 D | 87 |
| Series 1419 | 03.1992 → | OM 376.989 (USA) D | 61 | Series 1427 | 02.1993 → | OM 401.977 D | 87 |
| Series 1419 | 03.1992 → | OM 376.999 (USA) D | 61 | Series 1427 | 02.1993 → | OM 401.985 D | 87 |
| Series 1419 | | OM 345.942 (BRA) D | 92 | Series 1427 | 02.1993 → | OM 401.991 D | 87 |
| Series 1419 | | OM 372.950 D | 60 | Series 1427 | 01.1994 → | OM 445.926 D | 110 |
| Series 1419 | | OM 390.900-511 D | 66 | Series 1427 | 01.1994 → | OM 445.936 D | 110 |
| Series 1419 | | OM 409.906 (AFS) D | 86 | Series 1428 | 01.1980 → 05.1989 | OM 422.913 D | 94 |
| Series 1419 | | OM 409.907 (AFS) D | 86 | Series 1428 | 01.1980 → 1991 | OM 422.907 D | 94 |
| Series 1419 | | OM 495.900-001 D | 86 | Series 1428 | 1988 → | OM 442.907 D | 117 |
| | | (AFS) | | Series 1429 | 01.1988 → | OM 442.907 D | 117 |
| Series 1419 | | OM 495.900-002 D | 86 | Series 1429 | 01.1988 → | OM 442.926 D | 117 |
| | | (AFS) | | Series 1429 | 01.1988 → | OM 442.933 D | 117 |
| Series 1419 | | OM 495.900-009 D | 86 | Series 1429 | 1991 → | OM 401.973 D | 87 |
| | | (AFS) | | Series 1431 | 02.1993 → 08.1994 | OM 401.979 D | 87 |
| Series 1419 | | OM 495.900-010 D | 86 | Series 1431 | 02.1993 → | OM 356.999 D | 64 |
| | | (AFS) | | Series 1442 | 01.1988 → | OM 442.907 D | 117 |
| Series 1419 | | OM 904.932 D | 69 | 15T-SERIES | | | |
| | | (MEX) | | Series 1513 | 01.1964 → 1981 | OM 352.935 D | 57 |
| Series 1419 | | OM 904.956 D | 69 | Series 1513 | 01.1967 → 03.1977 | OM 352.930 D | 57 |
| | | (MEX) | | Series 1513 | 10.1967 → 03.1977 | OM 352.912 D | 57 |
| Series 1419 | | OM 906.944 D | 69 | Series 1513 | 10.1969 → 08.1983 | OM 352.936 D | 57 |
| Series 1419 | | OM 924.917 D | 78 | Series 1513 | 1971 → 1982 | OM 352.913 D | 58 |
| Series 1419 | | OM 924.933 D | 78 | Series 1513 | 1971 → 02.2001 | OM 352.937 D | 58 |
| Series 1420 | 06.1983 → 06.1985 | OM 362.909 D | 59 | Series 1513 | 01.1972 → 03.1977 | OM 353.910 D | 58 |
| Series 1420 | 06.1983 → 06.1985 | OM 362.910 D | 59 | Series 1513 | 01.1972 → 02.2001 | OM 353.912 D | 58 |
| Series 1420 | 06.1985 → | OM 372.958 D | 60 | Series 1513 | 01.1980 → 02.2001 | OM 353.939 D | 59 |
| Series 1420 | 07.1985 → 03.1991 | OM 366.983 D | 60 | Series 1513 | → 02.2001 | OM 344.963 D | 57 |
| Series 1420 | 07.1985 → 06.1993 | OM 356.984 D | 60 | Series 1514 | 01.1989 → 12.1992 | OM 366.936 D | 61 |
| Series 1420 | 05.1988 → | OM 376.956 D | 60 | Series 1514 | 12.1992 → | OM 356.908 D | 63 |
| Series 1420 | 05.1992 → | OM 356.987 D | 64 | Series 1514 | | OM 341.936 D | 57 |
| Series 1420 | | OM 345.942 (BRA) D | 92 | Series 1514 | | OM 344.963 D | 57 |
| Series 1420 | | OM 372.950 D | 60 | Series 1514 | | OM 390.900-006 D | 60 |
| Series 1421 | | OM 376.941 D | 60 | | (AMS) | | |
| Series 1421 | | OM 390.900-549 D | 66 | Series 1516 | 09.1973 → | OM 344.938 D | 59 |
| Series 1422 | 05.1982 → 10.1990 | OM 421.905 D | 94 | Series 1517 | 09.1969 → 05.1971 | OM 360.935 D | 79 |
| Series 1422 | 05.1982 → 10.1990 | OM 421.906 D | 94 | Series 1517 | 09.1969 → 05.1971 | OM 360.936 D | 79 |
| Series 1422 | 08.1982 → 09.1993 | OM 441.905 D | 117 | Series 1517 | 09.1969 → 05.1971 | OM 360.940 D | 79 |
| Series 1422 | 12.1988 → 08.1994 | OM 441.920 D | 117 | Series 1517 | 06.1971 → 12.1976 | OM 360.941 D | 79 |
| Series 1422 | 06.1989 → 09.1993 | OM 441.923 D | 117 | Series 1517 | 06.1971 → 12.1976 | OM 360.942 D | 79 |
| Series 1422 | 07.1989 → 09.1993 | OM 441.913 D | 117 | Series 1517 | 06.1971 → 12.1976 | OM 360.948 D | 79 |
| Series 1422 | 02.1993 → 08.1994 | OM 401.973 D | 87 | Series 1517 | 06.1971 → 12.1976 | OM 360.960 D | 79 |
| Series 1422 | 02.1993 → 08.1994 | OM 401.975 D | 87 | Series 1517 | 01.1972 → | OM 353.912 D | 58 |
| Series 1422 | 02.1993 → 08.1994 | OM 401.977 D | 87 | Series 1517 | 06.1973 → | OM 341.937 D | 58 |
| Series 1422 | 02.1993 → 08.1994 | OM 401.979 D | 87 | Series 1517 | 06.1973 → | OM 344.955 D | 59 |
| Series 1423 | | OM 906.932 D | 69 | Series 1517 | 01.1980 → | OM 353.939 D | 59 |
| Series 1423 | | OM 906.966 D | 69 | Series 1517 | 01.1980 → | OM 396.900-407 D | 59 |
| | | (MEX) | | Series 1517 | 07.1984 → 02.1993 | OM 366.962 D | 60 |
| Series 1423 | | OM 924.915 D | 75 | Series 1517 | 08.1984 → 02.1993 | OM 366.953 D | 60 |
| Series 1423 | | OM 924.915 D | 69 | Series 1517 | 05.1988 → | OM 376.963 D | 60 |
| Series 1424 | 04.1972 → 1985 | OM 402.921 D | 80 | Series 1517 | 10.1988 → 12.1992 | OM 366.945 D | 60 |
| Series 1424 | 07.1975 → 01.1987 | OM 402.910 D | 80 | Series 1517 | 10.1988 → 12.1992 | OM 366.979 D | 60 |
| Series 1424 | 07.1975 → 01.1987 | OM 402.911 D | 80 | Series 1517 | 12.1992 → | OM 356.946 D | 65 |
| Series 1424 | 07.1975 → 01.1987 | OM 402.919 D | 80 | Series 1517 | 12.1992 → | OM 356.953 D | 65 |
| Series 1424 | 12.1992 → | OM 356.999 D | 64 | Series 1517 | 03.1994 → | OM 357.903 D | 62 |
| Series 1424 | 02.1993 → | OM 401.973 D | 87 | Series 1517 | 03.1994 → | OM 357.962 D | 62 |
| Series 1424 | 02.1993 → | OM 401.975 D | 87 | Series 1517 | 03.1994 → | OM 357.963 D | 62 |
| Series 1424 | 02.1993 → | OM 401.994 D | 87 | Series 1517 | 01.1995 → | OM 445.924 D | 110 |
| Series 1424 | 03.1994 → | OM 357.946 D | 62 | Series 1517 | 03.1996 → | OM 904.907 D | 69 |
| Series 1424 | 01.1995 → | OM 445.924 D | 110 | Series 1517 | | OM 345.941 (BRA) D | 92 |
| Series 1424 | 01.1995 → | OM 445.926 D | 110 | Series 1517 | | OM 345.942 (BRA) D | 92 |
| Series 1424 | 01.1995 → | OM 445.938 D | 110 | Series 1517 | | OM 390.900-405 D | 60 |
| Series 1424 | | OM 356.988 D | 64 | | (AMS) | | |
| Series 1425 | 11.1982 → 03.1991 | OM 422.909 D | 94 | Series 1517 | | OM 390.900-407 D | 60 |
| Series 1425 | 11.1982 → 03.1991 | OM 422.923 D | 94 | Series 1518 | 06.1973 → | OM 341.937 D | 58 |
| Series 1426 | 06.1989 → 09.1993 | OM 442.914 D | 117 | Series 1518 | 06.1973 → | OM 344.955 D | 59 |
| Series 1426 | 06.1989 → 09.1993 | OM 442.932 D | 117 | Series 1518 | 09.1973 → | OM 344.938 D | 59 |
| Series 1426 | 12.1992 → | OM 356.999 D | 64 | Series 1518 | 05.1988 → | OM 386.950 (INA) D | 60 |
| Series 1426 | | OM 906.970 D | 69 | Series 1518 | 05.1988 → | OM 386.951 (INA) D | 60 |
| Series 1427 | 03.1991 → | OM 401.978 D | 87 | | | | |

M



|  |  | Pos |  |  | Pos |
|---|---|-----|--|---|-----|
| Series 1518 | OM 345.941 (BRA) D | 92 | Series 1617 | OM 390.900-510 D | 66 |
| Series 1518 | OM 345.942 (BRA) D | 92 | Series 1618 05.1988 → | OM 376.955 D | 60 |
| Series 1518 | OM 904.938 D | 69 | Series 1618 05.1988 → | OM 376.964 D | 60 |
| Series 1519 06.1971 → 12.1976 | OM 360.940 D | 79 | Series 1618 07.1998 → | OM 904.912 D | 69 |
| Series 1519 06.1971 → 12.1976 | OM 360.941 D | 79 | Series 1618 | OM 376.945 D | 60 |
| Series 1519 06.1971 → 12.1976 | OM 360.948 D | 79 | Series 1618 | OM 904.938 D | 69 |
| Series 1519 05.1984 → 04.1987 | OM 345.915 (BRA) D | 92 | Series 1619 04.1972 → 01.1987 | OM 401.928 D | 80 |
| Series 1519 | OM 372.951 D | 60 | Series 1619 11.1974 → 05.1987 | OM 401.905 D | 80 |
| Series 1519 | OM 924.925 D | 78 | Series 1619 11.1974 → 05.1987 | OM 401.914 D | 80 |
| Series 1520 07.1985 → | OM 386.980 (INA) D | 60 | Series 1619 02.1977 → 01.1987 | OM 401.923 D | 80 |
| Series 1520 07.1985 → | OM 386.981 (INA) D | 60 | Series 1619 02.1977 → 01.1987 | OM 401.924 D | 81 |
| Series 1520 07.1985 → | OM 386.983 (INA) D | 60 | Series 1619 06.1983 → 06.1985 | OM 362.906 D | 59 |
| Series 1520 01.1989 → 12.1992 | OM 366.995 D | 60 | Series 1619 07.1985 → 03.1991 | OM 366.983 D | 60 |
| Series 1520 12.1992 → 08.1994 | OM 356.999 D | 64 | Series 1619 | OM 372.951 D | 60 |
| Series 1520 12.1992 → | OM 356.990 D | 64 | Series 1619 | OM 390.900-511 D | 66 |
| Series 1520 03.1994 → | OM 357.922 D | 62 | Series 1619 | OM 409.907 (AFS) D | 86 |
| Series 1520 03.1994 → | OM 357.930 D | 62 | Series 1619 | OM 495.900-002 D | 86 |
| Series 1520 | OM 345.915 (BRA) D | 92 | | (AFS) | |
| Series 1520 | OM 345.941 (BRA) D | 92 | Series 1620 06.1983 → 06.1985 | OM 362.909 D | 59 |
| Series 1520 | OM 345.942 (BRA) D | 92 | Series 1620 07.1983 → 09.1985 | OM 362.910 D | 59 |
| Series 1521 07.1985 → | OM 386.980 (INA) D | 60 | Series 1620 07.1985 → | OM 366.981 D | 60 |
| Series 1521 07.1985 → | OM 386.981 (INA) D | 60 | Series 1620 05.1987 → 03.1991 | OM 366.983 D | 60 |
| Series 1521 07.1985 → | OM 386.983 (INA) D | 60 | Series 1620 05.1988 → | OM 376.955 D | 60 |
| Series 1521 | OM 341.915 D | 57 | Series 1620 | OM 372.951 D | 60 |
| | (AMS) | | Series 1620 | OM 376.993 D | 64 |
| Series 1521 | OM 347.915 D | 92 | Series 1621 09.1969 → 12.1972 | OM 355.966 D | 92 |
| Series 1521 | OM 390.900-505 D | 60 | Series 1621 06.1978 → | OM 360.982 D | 79 |
| | (AMS) | | Series 1621 | OM 376.941 D | 60 |
| Series 1521 | OM 390.900-506 D | 60 | Series 1621 | OM 390.900-512 D | 66 |
| Series 1522 | OM 347.942 D | 92 | Series 1621 | OM 390.900-515 D | 66 |
| Series 1524 02.1991 → 02.2001 | OM 366.999 D | 64 | Series 1622 05.1982 → 03.1991 | OM 421.905 D | 94 |
| Series 1524 12.1992 → 08.1994 | OM 356.999 D | 64 | Series 1622 05.1982 → | OM 421.910 D | 94 |
| Series 1524 03.1994 → | OM 357.941 D | 62 | Series 1622 08.1982 → 09.1993 | OM 441.905 D | 117 |
| Series 1524 03.1994 → | OM 357.947 D | 62 | Series 1622 01.1985 → 02.1991 | OM 441.961 D | 97 |
| Series 1525 01.1985 → 12.2001 | OM 429.951 (USA) D | 96 | Series 1622 06.1985 → | OM 372.980 D | 60 |
| Series 1525 01.1985 → 12.2001 | OM 429.953 (USA) D | 96 | Series 1622 06.1985 → | OM 372.981 D | 60 |
| Series 1525 01.1985 → 12.2001 | OM 429.955 (USA) D | 96 | Series 1622 03.1987 → 02.1990 | OM 441.906 D | 117 |
| Series 1526 | OM 906.998 D | 71 | Series 1622 03.1987 → 02.1990 | OM 441.907 D | 117 |
| Series 1551 07.1985 → | OM 386.981 (INA) D | 60 | Series 1622 1988 → | OM 441.914 D | 117 |
| Series 1560 07.1985 → | OM 386.981 (INA) D | 60 | Series 1622 1988 → | OM 441.917 D | 117 |
| | | | Series 1622 1988 → | OM 441.919 D | 117 |
| 16T-SERIES | | | Series 1622 03.1991 → | OM 441.961 D | 104 |
| Series 1613 01.1975 → 12.1984 | OM 353.944 D | 57 | Series 1623 04.1991 → | OM 306.900-510 D | 64 |
| Series 1613 01.1975 → 12.1984 | OM 353.946 D | 57 | | (ZA) | |
| Series 1613 02.1977 → 12.1984 | OM 353.964 D | 57 | Series 1624 09.1967 → 12.1974 | OM 355.983 D | 92 |
| Series 1614 04.1984 → 03.1991 | OM 366.906 D | 61 | Series 1624 09.1969 → 12.1974 | OM 355.912 D | 92 |
| Series 1614 04.1984 → 03.1991 | OM 366.909 D | 61 | Series 1624 09.1969 → 12.1974 | OM 355.960 D | 92 |
| Series 1614 | OM 376.907 D | 61 | Series 1624 09.1969 → 12.1974 | OM 355.962 D | 92 |
| Series 1615 | OM 372.907 D | 61 | Series 1624 09.1969 → 05.1977 | OM 355.963 D | 92 |
| Series 1615 | OM 372.953 D | 60 | Series 1624 07.1975 → 08.1982 | OM 402.910 D | 80 |
| Series 1615 | OM 376.907 D | 61 | Series 1624 04.1976 → 12.1982 | OM 402.911 D | 80 |
| Series 1617 01.1968 → 1977 | OM 360.937 D | 79 | Series 1624 02.1977 → 01.1987 | OM 402.923 D | 80 |
| Series 1617 01.1968 → 1977 | OM 360.938 D | 79 | Series 1624 01.1995 → | OM 445.924 D | 110 |
| Series 1617 01.1968 → 1977 | OM 360.951 D | 79 | Series 1624 | OM 407.931 (AFS) D | 86 |
| Series 1617 01.1968 → 1977 | OM 360.952 D | 79 | Series 1624 | OM 496.900-002 D | 86 |
| Series 1617 01.1968 → 1977 | OM 360.962 D | 79 | | (AFS) | |
| Series 1617 01.1968 → 1977 | OM 360.983 D | 79 | Series 1624 | OM 496.900-023 D | 86 |
| Series 1617 01.1975 → 07.1985 | OM 353.951 D | 58 | | (AFS) | |
| Series 1617 01.1975 → 07.1985 | OM 353.953 D | 58 | Series 1624 | OM 496.900-034 D | 86 |
| Series 1617 01.1975 → 07.1985 | OM 353.971 D | 58 | | (AFS) | |
| Series 1617 01.1975 → 07.1985 | OM 353.978 D | 58 | Series 1624 | OM 496.900-035 D | 86 |
| Series 1617 06.1983 → 06.1985 | OM 362.906 D | 59 | | (AFS) | |
| Series 1617 04.1984 → 03.1991 | OM 366.951 D | 60 | Series 1625 01.1979 → | OM 422.912 D | 94 |
| Series 1617 04.1984 → 03.1991 | OM 366.952 D | 60 | Series 1625 01.1979 → | OM 422.915 D | 94 |
| Series 1617 07.1985 → 03.1991 | OM 366.983 D | 60 | Series 1625 05.1980 → 02.1990 | OM 422.909 D | 94 |
| Series 1617 07.1985 → | OM 366.981 D | 60 | Series 1625 03.1987 → 02.1990 | OM 442.905 D | 117 |
| Series 1617 05.1988 → | OM 306.900-416 D | 60 | Series 1625 03.1987 → 02.1990 | OM 442.908 D | 117 |
| | (ZA) | | Series 1625 03.1987 → 02.1990 | OM 442.909 D | 117 |
| Series 1617 05.1988 → | OM 376.956 D | 60 | Series 1625 | OM 475.950 (BRA) D | 98 |
| Series 1617 03.1992 → | OM 306.900-413 D | 60 | Series 1625 | OM 475.951 (BRA) D | 98 |
| | (ZA) | | Series 1625 | | |



|   |  | Pos |   |  | Pos |
|---|---|-----|--|---|-----|
| Series 1625 | OM 475.986 (AFS/ D LAM) | 111 | Series 1638 11.1980 → 12.1986 | OM 422.953 D | 94 |
| Series 1625 | OM 475.994 D | 111 | Series 1638 11.1980 → 12.1986 | OM 422.955 D | 95 |
| Series 1626 04.1972 → 1985 | OM 402.924 D | 80 | Series 1638 11.1980 → 12.1986 | OM 422.955 D | 94 |
| Series 1626 05.1972 → 12.1974 | OM 402.905 D | 80 | Series 1638 11.1980 → 12.1986 | OM 422.959 D | 95 |
| Series 1626 08.1973 → 12.1980 | OM 402.906 D | 80 | Series 1644 06.1986 → 08.1989 | OM 442.953 D | 97 |
| Series 1626 05.1974 → 12.1980 | OM 402.912 D | 80 | Series 1644 06.1986 → 08.1989 | OM 442.980 D | 97 |
| Series 1626 06.1975 → 12.1980 | OM 402.916 D | 80 | Series 1644 08.1986 → 08.1989 | OM 442.951 D | 97 |
| Series 1626 → 12.1985 | OM 906.988 D | 69 | Series 1644 09.1988 → 02.1991 | OM 442.982 D | 97 |
| Series 1626 → 12.1985 | OM 926.950 D | 78 | Series 1644 03.1991 → 07.1992 | OM 442.982 D | 104 |
| Series 1627 08.1988 → 09.1993 | OM 442.926 D | 117 | Series 1650 01.1984 → 1989 | OM 423.950 D | 95 |
| Series 1627 08.1992 → | OM 401.984 D | 87 | 17T-SERIES | | |
| Series 1627 08.1992 → | OM 440.907 D | 118 | Series 1713 01.1964 → 1981 | OM 352.931 D | 57 |
| Series 1627 01.1994 → | OM 445.934 D | 110 | Series 1714 | OM 376.907 D | 61 |
| Series 1627 01.1995 → | OM 445.935 D | 110 | Series 1714 | OM 376.930 D | 61 |
| Series 1627 07.1995 → | OM 441.986 D | 102 | Series 1715 | OM 376.930 D | 61 |
| Series 1628 01.1980 → 05.1989 | OM 422.905 D | 94 | Series 1717 09.1989 → 08.1993 | OM 356.940 D | 60 |
| Series 1628 01.1980 → 05.1989 | OM 422.906 D | 94 | Series 1717 09.1989 → 08.1993 | OM 366.952 D | 60 |
| Series 1628 01.1980 → 05.1989 | OM 422.911 D | 94 | Series 1718 05.1988 → | OM 376.955 D | 60 |
| Series 1628 01.1980 → 05.1989 | OM 422.913 D | 94 | Series 1718 05.1988 → | OM 376.956 D | 60 |
| Series 1628 01.1980 → 05.1989 | OM 422.916 D | 94 | Series 1718 | OM 376.945 D | 60 |
| Series 1628 01.1980 → 05.1989 | OM 422.918 D | 94 | Series 1718 | OM 904.938 D | 69 |
| Series 1628 1982 → | OM 421.910 D | 94 | Series 1719 09.1973 → 08.1982 | OM 401.909 D | 80 |
| Series 1628 07.1987 → 02.1990 | OM 441.951 D | 97 | Series 1719 09.1973 → 08.1982 | OM 401.916 D | 80 |
| Series 1628 1988 → | OM 442.908 D | 117 | Series 1719 09.1973 → 08.1982 | OM 401.924 D | 81 |
| Series 1628 1988 → | OM 442.909 D | 117 | Series 1720 07.1985 → | OM 366.996 D | 60 |
| Series 1628 | OM 475.986 (AFS/ D LAM) | 111 | Series 1720 05.1988 → | OM 376.955 D | 60 |
| Series 1628 | OM 475.994 D | 111 | Series 1720 12.1988 → 08.1994 | OM 366.983 D | 60 |
| Series 1628 | OM 906.933 D | 69 | Series 1720 01.1989 → 12.1992 | OM 366.995 D | 60 |
| Series 1628 | OM 906.970 D | 69 | Series 1720 02.1990 → 08.1994 | OM 356.984 D | 60 |
| Series 1629 01.1988 → | OM 442.907 D | 117 | Series 1720 02.1990 → | OM 356.985 D | 60 |
| Series 1630 | OM 475.982 (AFS/ D LAM) | 98 | Series 1720 03.1992 → | OM 356.978 D | 64 |
| Series 1630 | OM 475.985 (AFS/ D LAM) | 111 | Series 1720 01.1994 → | OM 357.925 D | 62 |
| Series 1630 | OM 475.989 (AFS/ D LAM) | 111 | Series 1722 12.1988 → 08.1994 | OM 366.983 D | 60 |
| Series 1632 09.1970 → 05.1975 | OM 403.905 D | 80 | Series 1722 12.1988 → 08.1994 | OM 441.905 D | 117 |
| Series 1632 09.1970 → 12.1975 | OM 403.915 D | 80 | Series 1722 12.1988 → 08.1994 | OM 441.913 D | 117 |
| Series 1632 04.1972 → 1985 | OM 403.934 D | 80 | Series 1722 12.1988 → 08.1994 | OM 441.914 D | 117 |
| Series 1632 04.1972 → 1985 | OM 403.935 D | 81 | Series 1722 12.1988 → 08.1994 | OM 441.916 D | 117 |
| Series 1632 08.1973 → 09.1983 | OM 403.916 D | 80 | Series 1722 12.1988 → 08.1994 | OM 441.920 D | 117 |
| Series 1632 05.1974 → 09.1983 | OM 403.931 D | 80 | Series 1722 12.1988 → 08.1994 | OM 441.923 D | 117 |
| Series 1632 06.1975 → 09.1983 | OM 403.932 D | 80 | Series 1722 12.1988 → 08.1994 | OM 441.926 D | 117 |
| Series 1633 10.1980 → 05.1987 | OM 422.952 D | 94 | Series 1722 03.1991 → 08.1994 | OM 441.932 D | 118 |
| Series 1633 10.1980 → 05.1987 | OM 422.952 D | 95 | Series 1722 03.1991 → 08.1994 | OM 441.933 D | 118 |
| Series 1633 10.1980 → 05.1987 | OM 422.954 D | 94 | Series 1722 01.1998 → | OM 906.917 D | 69 |
| Series 1633 10.1980 → 05.1987 | OM 422.954 D | 95 | Series 1722 05.2001 → | OM 924.919 D | 75 |
| Series 1633 11.1983 → 05.1987 | OM 422.956 D | 95 | Series 1722 | OM 441.901 D | 104 |
| Series 1633 11.1983 → 05.1987 | OM 422.956 D | 94 | Series 1722 | OM 441.901 D | 102 |
| Series 1633 11.1983 → 05.1987 | OM 422.957 D | 95 | Series 1722 | OM 441.901 D | 97 |
| Series 1633 11.1983 → 05.1987 | OM 422.958 D | 95 | Series 1724 02.1991 → 02.2001 | OM 366.999 D | 64 |
| Series 1633 01.1989 → 02.1991 | OM 441.951 D | 97 | Series 1724 12.1992 → 08.1994 | OM 356.999 D | 64 |
| Series 1633 03.1991 → | OM 441.951 D | 104 | Series 1724 03.1994 → | OM 357.941 D | 62 |
| Series 1633 | OM 475.982 (AFS/ D LAM) | 98 | Series 1724 | OM 466.900-005 D | 98 |
| Series 1633 | OM 485.980 (BRA) D | 98 | (AFS) | | |
| Series 1634 01.1992 → | OM 440.945 D | 108 | Series 1725 | OM 475.951 (BRA) D | 98 |
| Series 1634 01.1995 → | OM 445.934 D | 110 | Series 1725 | OM 906.975 D | 69 |
| Series 1635 02.1986 → 07.1989 | OM 442.950 D | 97 | Series 1725 | OM 906.988 D | 69 |
| Series 1635 02.1986 → 07.1989 | OM 442.952 D | 97 | Series 1726 07.1988 → 08.1994 | OM 440.909 D | 117 |
| Series 1635 1988 → | OM 443.905 D | 117 | Series 1726 12.1988 → 02.1991 | OM 441.960 D | 97 |
| Series 1635 07.1988 → 02.1991 | OM 442.963 D | 97 | Series 1726 12.1988 → 08.1994 | OM 442.906 D | 117 |
| Series 1635 1991 → | OM 442A D | 101 | Series 1726 12.1988 → 08.1994 | OM 442.907 D | 117 |
| Series 1635 03.1991 → 08.1994 | OM 442.963 D | 104 | Series 1726 12.1988 → 08.1994 | OM 442.914 D | 117 |
| Series 1636 12.1983 → 03.1991 | OM 423.905 D | 94 | Series 1726 12.1988 → 08.1994 | OM 442.922 D | 117 |
| Series 1636 12.1983 → 03.1991 | OM 423.908 D | 94 | Series 1726 12.1988 → 08.1994 | OM 442.923 D | 117 |
| Series 1636 1988 → | OM 443.905 D | 117 | Series 1726 12.1988 → 08.1994 | OM 442.932 D | 117 |
| Series 1638 11.1980 → 12.1986 | OM 422.953 D | 95 | Series 1726 06.1989 → 08.1994 | OM 442.935 D | 117 |
| | | | Series 1726 03.1991 → 08.1994 | OM 441.960 D | 104 |
| | | | Series 1726 02.1993 → 08.1994 | OM 401.973 D | 87 |
| | | | Series 1726 → 08.1994 | OM 906.988 D | 69 |
| | | | Series 1726 → 08.1994 | OM 906.998 D | 71 |
| | | | Series 1727 03.1991 → | OM 401.973 D | 87 |

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| | | | Pos | | | | Pos | | |
|-------------------|-------------------|----------------------|-----|-----|-------------|-------------------|------------------|---|-----|
| Series 1727 | 03.1991 → | OM 401.978 | D | 87 | Series 1814 | 04.1984 → 03.1991 | OM 366.906 | D | 61 |
| Series 1728 | 07.1988 → 08.1994 | OM 442.923 | D | 117 | Series 1814 | → 03.1991 | OM 382.912 | D | 61 |
| Series 1728 | 07.1988 → | OM 442.925 | D | 117 | Series 1816 | 09.1989 → 08.1994 | OM 366.952 | D | 60 |
| Series 1728 | | OM 906.933 | D | 69 | Series 1817 | 01.1968 → 12.1976 | OM 360.943 | D | 79 |
| Series 1728 | | OM 906.974 | D | 69 | Series 1817 | 01.1972 → 12.1976 | OM 360.963 | D | 79 |
| Series 1728 | | OM 906.977 | D | 69 | Series 1817 | 05.1988 → | OM 382.913 | D | 60 |
| Series 1729 | 01.1980 → 05.1989 | OM 422.916 | D | 94 | Series 1819 | 01.1972 → 12.1976 | OM 360.963 | D | 79 |
| Series 1729 | 03.1987 → 05.1989 | OM 442.908 | D | 117 | Series 1819 | 11.1974 → 05.1987 | OM 401.905 | D | 80 |
| Series 1729 | 07.1988 → 09.1993 | OM 442.926 | D | 117 | Series 1819 | → 05.1987 | OM 345.915 (BRA) | D | 92 |
| Series 1729 | 07.1988 → 08.1994 | OM 442.906 | D | 117 | Series 1820 | 05.1992 → | OM 356.987 | D | 64 |
| Series 1729 | 07.1988 → 08.1994 | OM 442.907 | D | 117 | Series 1820 | 01.1994 → | OM 357.925 | D | 62 |
| Series 1729 | 07.1988 → 08.1994 | OM 442.922 | D | 117 | Series 1820 | | OM 345.915 (BRA) | D | 92 |
| Series 1729 | 07.1988 → 08.1994 | OM 442.923 | D | 117 | Series 1821 | 07.1985 → | OM 382.919 | D | 60 |
| Series 1729 | 07.1988 → 08.1994 | OM 442.925 | D | 117 | Series 1821 | 07.1985 → | OM 382.971 | D | 60 |
| Series 1730 | | OM 926.926 | D | 75 | Series 1824 | 01.1988 → | OM 441.908 | D | 117 |
| Series 1730 | | OM 926.932 | D | 75 | Series 1824 | 01.1988 → | OM 441.909 | D | 117 |
| Series 1730 | | OM 926.942 | D | 78 | Series 1824 | 12.1990 → | OM 401.973 | D | 87 |
| Series 1732 | 01.1989 → 02.1991 | OM 441.960 | D | 97 | Series 1824 | 08.1992 → | OM 401.975 | D | 87 |
| Series 1732 | 03.1991 → 07.1992 | OM 441.960 | D | 104 | Series 1824 | 08.1992 → | OM 401.984 | D | 87 |
| Series 1733 | 01.1989 → 02.1991 | OM 441.951 | D | 97 | Series 1824 | 08.1992 → | OM 401.990 | D | 87 |
| Series 1733 | 01.1989 → 02.1991 | OM 441.960 | D | 97 | Series 1824 | 12.1992 → 08.1994 | OM 356.999 | D | 64 |
| Series 1733 | 01.1989 → 02.1991 | OM 441.961 | D | 97 | Series 1824 | 01.1994 → | OM 445.924 | D | 110 |
| Series 1733 | 01.1989 → 02.1991 | OM 441.962 | D | 97 | Series 1824 | 01.1994 → | OM 445.925 | D | 110 |
| Series 1733 | 01.1989 → 02.1991 | OM 441.981 | D | 97 | Series 1824 | 01.1994 → | OM 445.930 | D | 110 |
| Series 1733 | 01.1989 → 02.1991 | OM 441.983 | D | 97 | Series 1824 | 01.1994 → | OM 445.933 | D | 110 |
| Series 1733 | 01.1989 → 07.1992 | OM 441.923 | D | 117 | Series 1824 | 01.1994 → | OM 445.938 | D | 110 |
| Series 1733 | 03.1991 → 07.1992 | OM 441.951 | D | 104 | Series 1824 | 01.1994 → | OM 445.941 | D | 110 |
| Series 1733 | 03.1991 → 07.1992 | OM 441.960 | D | 104 | Series 1827 | 12.1990 → | OM 401.973 | D | 87 |
| Series 1733 | 03.1991 → 07.1992 | OM 441.961 | D | 104 | Series 1827 | 12.1990 → | OM 401.977 | D | 87 |
| Series 1733 | 03.1991 → 07.1992 | OM 441.962 | D | 104 | Series 1827 | 12.1990 → | OM 401.991 | D | 87 |
| Series 1733 | 03.1991 → 07.1992 | OM 441.981 | D | 104 | Series 1827 | 03.1991 → | OM 401.978 | D | 87 |
| Series 1733 | 03.1991 → 07.1992 | OM 441.983 | D | 104 | Series 1827 | 01.1992 → 07.1992 | OM 401.989 | D | 87 |
| Series 1733 | 01.1994 → | OM 445.939 | D | 110 | Series 1827 | 12.1992 → 08.1994 | OM 356.999 | D | 64 |
| Series 1733 | 07.1995 → | OM 441.991 | D | 102 | Series 1827 | 01.1994 → | OM 445.926 | D | 110 |
| Series 1735 | 03.1987 → 02.1990 | OM 442.974 | D | 97 | Series 1827 | 01.1994 → | OM 445.933 | D | 110 |
| Series 1735 | 04.1987 → 02.1991 | OM 443.940 | D | 97 | Series 1827 | 01.1994 → | OM 445.936 | D | 110 |
| Series 1735 | 07.1988 → 02.1991 | OM 442.944 | D | 97 | Series 1829 | 01.1994 → | OM 445.934 | D | 110 |
| Series 1735 | 07.1988 → 02.1991 | OM 442.963 | D | 97 | Series 1829 | 01.1995 → | OM 445.935 | D | 110 |
| Series 1735 | 07.1988 → 02.1991 | OM 442.964 | D | 97 | Series 1831 | 12.1990 → 02.2001 | OM 401.972 | D | 87 |
| Series 1735 | 07.1988 → 02.1991 | OM 442.971 | D | 97 | Series 1831 | 12.1990 → 02.2001 | OM 401.979 | D | 87 |
| Series 1735 | 07.1988 → 02.1991 | OM 442.976 | D | 97 | Series 1831 | 12.1990 → 02.2001 | OM 401.993 | D | 87 |
| Series 1735 | 08.1989 → 08.1994 | OM 442.906 | D | 117 | Series 1831 | 05.1991 → | OM 401.986 | D | 87 |
| Series 1735 | 09.1989 → 02.1991 | OM 442.942 | D | 97 | Series 1831 | 01.1994 → | OM 445.929 | D | 110 |
| Series 1735 | 09.1989 → 02.1991 | OM 442.966 | D | 97 | Series 1831 | 01.1994 → | OM 445.930 | D | 110 |
| Series 1735 | 1991 → | OM 442A | D | 101 | Series 1831 | 01.1994 → | OM 445.937 | D | 110 |
| Series 1735 | 03.1991 → 09.1993 | OM 442.971 | D | 104 | Series 1831 | 07.1995 → | OM 441.986 | D | 102 |
| Series 1735 | 03.1991 → 08.1994 | OM 442.942 | D | 104 | Series 1831 | 07.1995 → | OM 441.993 | D | 102 |
| Series 1735 | 03.1991 → 08.1994 | OM 442.944 | D | 104 | Series 1831 | 07.1995 → | OM 441.997 | D | 102 |
| Series 1735 | 03.1991 → 08.1994 | OM 442.963 | D | 104 | Series 1834 | 01.1989 → 02.1991 | OM 441.960 | D | 97 |
| Series 1735 | 03.1991 → 08.1994 | OM 442.964 | D | 104 | Series 1834 | 02.1991 → | OM 441.960 | D | 104 |
| Series 1735 | 03.1991 → 08.1994 | OM 442.966 | D | 104 | Series 1834 | 01.1992 → | OM 440.945 | D | 108 |
| Series 1735 | 03.1991 → 08.1994 | OM 442.976 | D | 104 | Series 1834 | 01.1994 → | OM 445.920 | D | 110 |
| Series 1735 | 03.1991 → | OM 443.940 | D | 104 | Series 1834 | 01.1994 → | OM 445.921 | D | 110 |
| Series 1735 | 07.1991 → 08.1994 | OM 440.940 | D | 100 | Series 1834 | 01.1994 → | OM 445.939 | D | 110 |
| Series 1735 | 12.1991 → | OM 462.900-410 (AFS) | D | 97 | Series 1834 | 01.1995 → | OM 445.934 | D | 110 |
| Series 1748 | 07.1988 → 02.1991 | OM 442.985 | D | 97 | Series 1834 | 07.1995 → 05.1998 | OM 441.986 | D | 102 |
| Series 1748 | 07.1988 → 02.1991 | OM 442.989 | D | 97 | Series 1834 | 07.1995 → 05.1998 | OM 441.989 | D | 102 |
| Series 1748 | 07.1988 → 02.1991 | OM 442.992 | D | 97 | Series 1834 | 07.1995 → | OM 441.987 | D | 102 |
| Series 1748 | 03.1991 → 07.1992 | OM 442.985 | D | 104 | Series 1834 | 07.1995 → | OM 441.993 | D | 102 |
| Series 1748 | 03.1991 → 07.1992 | OM 442.989 | D | 104 | Series 1834 | 07.1995 → | OM 441.996 | D | 102 |
| Series 1748 | 03.1991 → 07.1992 | OM 442.992 | D | 104 | Series 1834 | 07.1995 → | OM 441.999 | D | 102 |
| Series 1750 | 01.1985 → 02.1991 | OM 442.989 | D | 97 | Series 1835 | 01.1996 → | OM 446.946 | D | 110 |
| Series 1750 | 03.1991 → | OM 442.989 | D | 104 | Series 1836 | | OM 457.944 | D | 112 |
| Series 1750 | 07.1995 → | OM 440.971 | D | 102 | Series 1838 | 12.1990 → 02.2001 | OM 402.971 | D | 87 |
| 18T-SERIES | | | | | Series 1838 | 12.1990 → 02.2001 | OM 402.975 | D | 87 |
| Series 1813 | 01.1968 → 12.1973 | OM 352.963 | D | 57 | Series 1838 | 12.1990 → | OM 402.985 | D | 87 |
| Series 1813 | 01.1972 → 07.1983 | OM 353.911 | D | 58 | Series 1838 | 12.1990 → | OM 402.972 | D | 87 |
| Series 1813 | 09.1973 → 07.1983 | OM 352.994 | D | 58 | Series 1838 | 12.1990 → | OM 402.986 | D | 87 |
| | | | | | Series 1838 | 12.1992 → 06.1995 | OM 440.991 | D | 100 |



| | | | | Pos | | | | | Pos |
|-------------------|-------------------|------------------|---|-----|-------------|-------------------|------------------|---|-----|
| Series 1838 | 12.1992 → | OM 402.996 | D | 87 | Series 1924 | | OM 496.900-001 | D | 86 |
| Series 1838 | 01.1994 → | OM 446.927 | D | 110 | | | (AFS) | | |
| Series 1838 | 06.1995 → | OM 446.924 | D | 110 | Series 1924 | | OM 496.900-026 | D | 86 |
| Series 1838 | 06.1995 → | OM 446.925 | D | 110 | | | (AFS) | | |
| Series 1838 | 07.1995 → | OM 440.991 | D | 102 | Series 1924 | | OM 496.900-027 | D | 86 |
| Series 1838 | 01.1996 → | OM 446.920 | D | 110 | | | (AFS) | | |
| Series 1838 | 01.1996 → | OM 446.935 | D | 110 | Series 1925 | 01.1979 → 1988 | OM 422.909 | D | 94 |
| Series 1838 | 01.1996 → | OM 446.936 | D | 110 | Series 1926 | 08.1973 → 12.1980 | OM 402.906 | D | 80 |
| Series 1838 | 01.1996 → | OM 446.943 | D | 110 | Series 1926 | 08.1973 → 12.1980 | OM 402.912 | D | 80 |
| Series 1838 | 01.1996 → | OM 446.946 | D | 110 | Series 1926 | 04.1978 → 12.1980 | OM 402.916 | D | 80 |
| Series 1838 | | OM 402.988 | D | 87 | Series 1926 | 07.1988 → | OM 442.922 | D | 117 |
| Series 1840 | 07.1991 → 07.1992 | OM 402.971 | D | 87 | Series 1927 | 01.1991 → | OM 401.973 | D | 87 |
| Series 1842 | | OM 457.944 | D | 112 | Series 1928 | 05.1979 → 02.2001 | OM 355.969 | D | 93 |
| Series 1844 | 07.1991 → 07.1992 | OM 402.996 | D | 87 | Series 1928 | 10.1979 → | OM 407.952 (AFS) | D | 85 |
| Series 1844 | 11.1991 → 06.1995 | OM 440.979 | D | 100 | Series 1928 | 01.1980 → 01.1989 | OM 422.906 | D | 94 |
| Series 1844 | 12.1991 → 06.1995 | OM 440.978 | D | 100 | Series 1928 | 01.1980 → 05.1989 | OM 422.916 | D | 94 |
| Series 1844 | 07.1995 → 05.1998 | OM 440.970 | D | 102 | Series 1928 | 01.1980 → 03.1991 | OM 422.905 | D | 94 |
| Series 1844 | 07.1995 → 02.2001 | OM 440.978 | D | 102 | Series 1928 | 01.1980 → 03.1991 | OM 422.907 | D | 94 |
| Series 1844 | 07.1995 → | OM 440.979 | D | 102 | Series 1928 | 01.1980 → 03.1991 | OM 422.913 | D | 94 |
| Series 1844 | 01.1996 → | OM 446.920 | D | 110 | Series 1928 | 01.1981 → 03.1991 | OM 422.911 | D | 94 |
| Series 1844 | 01.1996 → | OM 446.922 | D | 110 | Series 1928 | 1985 → 02.1991 | OM 442.952 | D | 97 |
| Series 1844 | 01.1996 → | OM 446.936 | D | 110 | Series 1928 | 1985 → 02.1991 | OM 442.962 | D | 97 |
| Series 1844 | 01.1996 → | OM 446.946 | D | 110 | Series 1928 | 03.1987 → 05.1989 | OM 442.908 | D | 117 |
| Series 1850 | 01.1985 → 02.1991 | OM 442.985 | D | 97 | Series 1928 | 03.1991 → | OM 442.952 | D | 104 |
| Series 1850 | 01.1985 → 02.1991 | OM 442.989 | D | 97 | Series 1928 | 03.1991 → | OM 442.962 | D | 104 |
| Series 1850 | 03.1991 → | OM 442.985 | D | 104 | Series 1928 | | OM 407.956 (AFS) | D | 85 |
| Series 1850 | 03.1991 → | OM 442.989 | D | 104 | Series 1928 | | OM 481.912 (TUR) | D | 94 |
| Series 1850 | 07.1992 → 06.1995 | OM 440.982 | D | 100 | Series 1928 | | OM 482.912 (TUR) | D | 94 |
| Series 1850 | 07.1995 → 05.1998 | OM 442.997 | D | 102 | Series 1928 | | OM 492.900-002 | D | 94 |
| Series 1850 | 07.1995 → | OM 440.973 | D | 102 | | | (AFS) | | |
| Series 1850 | 07.1995 → | OM 440.982 | D | 102 | Series 1928 | | OM 496.900-401 | D | 85 |
| Series 1850 | 01.1996 → | OM 446.920 | D | 110 | | | (AFS) | | |
| Series 1853 | 01.1991 → | OM 402.996 | D | 87 | Series 1928 | | OM 496.900-426 | D | 85 |
| Series 1853 | 01.1996 → | OM 446.920 | D | 110 | | | (AFS) | | |
| Series 1853 | 01.1996 → | OM 446.936 | D | 110 | Series 1928 | | OM 496.900-430 | D | 85 |
| | | | | | | | (AFS) | | |
| 19T-SERIES | | | | | Series 1929 | 10.1975 → | OM 345.913 (BRA) | D | 93 |
| Series 1916 | 02.1977 → 01.1987 | OM 401.923 | D | 80 | Series 1929 | 01.1980 → 05.1989 | OM 422.916 | D | 94 |
| Series 1919 | 05.1974 → 08.1982 | OM 401.909 | D | 80 | Series 1929 | 1985 → 02.1991 | OM 442.971 | D | 97 |
| Series 1919 | 05.1974 → 08.1982 | OM 401.916 | D | 80 | Series 1929 | 03.1987 → 05.1989 | OM 442.908 | D | 117 |
| Series 1920 | 07.1985 → | OM 366.996 | D | 60 | Series 1929 | 04.1987 → 02.1991 | OM 443.940 | D | 97 |
| Series 1920 | 02.1990 → | OM 356.985 | D | 60 | Series 1929 | 1988 → | OM 442.909 | D | 117 |
| Series 1920 | 03.1992 → | OM 356.978 | D | 64 | Series 1929 | 07.1988 → 02.1991 | OM 442.966 | D | 97 |
| Series 1921 | 09.1969 → 12.1972 | OM 355.966 | D | 92 | Series 1929 | 07.1988 → 08.1994 | OM 442.925 | D | 117 |
| Series 1921 | | OM 335.930 (IRN) | D | 92 | Series 1929 | 07.1988 → 08.1994 | OM 442.926 | D | 117 |
| Series 1921 | | OM 357.926 | D | 62 | Series 1929 | 07.1988 → | OM 442.906 | D | 117 |
| Series 1922 | 10.1981 → 03.1991 | OM 421.905 | D | 94 | Series 1929 | 07.1988 → | OM 442.907 | D | 117 |
| Series 1922 | 05.1989 → 08.1994 | OM 441.905 | D | 117 | Series 1929 | 07.1988 → | OM 442.923 | D | 117 |
| Series 1922 | 05.1989 → 08.1994 | OM 441.914 | D | 117 | Series 1929 | 07.1988 → | OM 442.924 | D | 117 |
| Series 1922 | 05.1989 → 08.1994 | OM 441.923 | D | 117 | Series 1929 | 03.1991 → 08.1994 | OM 442.966 | D | 104 |
| Series 1922 | 08.1989 → 08.1994 | OM 441.926 | D | 117 | Series 1929 | 03.1991 → | OM 442.971 | D | 104 |
| Series 1922 | 03.1991 → 08.1994 | OM 441.932 | D | 118 | Series 1929 | 03.1991 → | OM 443.940 | D | 104 |
| Series 1922 | 02.1993 → 08.1994 | OM 401.975 | D | 87 | Series 1929 | | OM 355.968 | D | 93 |
| Series 1922 | → 08.1994 | OM 481.902 (TUR) | D | 94 | Series 1929 | | OM 355.977 | D | 93 |
| Series 1923 | 1967 → 1978 | OM 355.914 | D | 92 | | | (MEX) | | |
| Series 1923 | 09.1969 → 12.1974 | OM 355.913 | D | 92 | Series 1929 | | OM 476.950 (BRA) | D | 98 |
| Series 1924 | 09.1967 → 08.1969 | OM 355.960 | D | 92 | Series 1930 | 10.1975 → | OM 345.913 (BRA) | D | 93 |
| Series 1924 | 09.1969 → 05.1977 | OM 355.963 | D | 92 | Series 1932 | 09.1970 → 12.1974 | OM 403.915 | D | 80 |
| Series 1924 | 04.1972 → 1985 | OM 402.917 | D | 80 | Series 1932 | 09.1970 → 05.1975 | OM 403.905 | D | 80 |
| Series 1924 | 10.1975 → | OM 345.913 (BRA) | D | 93 | Series 1932 | 04.1972 → 1985 | OM 403.934 | D | 80 |
| Series 1924 | 10.1975 → | OM 355.964 | D | 92 | Series 1932 | 04.1972 → 1985 | OM 403.935 | D | 81 |
| Series 1924 | 05.1979 → 06.1984 | OM 355.984 | D | 92 | Series 1932 | 08.1973 → 09.1983 | OM 403.916 | D | 80 |
| Series 1924 | 05.1979 → 02.2001 | OM 355.983 | D | 92 | Series 1932 | 08.1973 → 09.1983 | OM 403.931 | D | 80 |
| Series 1924 | 04.1983 → | OM 345.910 (BRA) | D | 92 | Series 1932 | 08.1973 → 09.1983 | OM 403.933 | D | 81 |
| Series 1924 | 04.1983 → | OM 345.912 (BRA) | D | 92 | Series 1932 | 07.1977 → 12.1982 | OM 403.932 | D | 80 |
| Series 1924 | | OM 355.968 | D | 93 | Series 1933 | 11.1980 → 03.1991 | OM 422.952 | D | 95 |
| Series 1924 | | OM 355.977 | D | 93 | Series 1933 | 11.1980 → 03.1991 | OM 422.952 | D | 94 |
| | | (MEX) | | | Series 1933 | 11.1980 → 03.1991 | OM 422.954 | D | 95 |
| Series 1924 | | OM 357.949 | D | 62 | Series 1933 | 11.1980 → 03.1991 | OM 422.954 | D | 94 |
| Series 1924 | | OM 407.930 (AFS) | D | 86 | Series 1933 | 11.1980 → 03.1991 | OM 422.956 | D | 95 |

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| | | | Pos | | | | Pos | | |
|-------------|-------------------|------------------|-----|-----|-------------------|-------------------|------------|---|-----|
| Series 1933 | 11.1980 → 03.1991 | OM 422.956 | D | 94 | Series 1948 | 09.1988 → 02.1991 | OM 442.989 | D | 97 |
| Series 1933 | 11.1980 → 03.1991 | OM 422.957 | D | 95 | Series 1948 | 09.1988 → 02.1991 | OM 442.992 | D | 97 |
| Series 1933 | 11.1980 → 03.1991 | OM 422.958 | D | 95 | Series 1948 | 03.1991 → 07.1992 | OM 442.985 | D | 104 |
| Series 1933 | 10.1984 → | OM 492.900-409 | D | 95 | Series 1948 | 03.1991 → 07.1992 | OM 442.989 | D | 104 |
| | | (AFS) | | | Series 1948 | 03.1991 → 07.1992 | OM 442.992 | D | 104 |
| Series 1935 | 01.1985 → 02.1991 | OM 442.971 | D | 97 | Series 1948 | 03.1991 → | OM 443.940 | D | 104 |
| Series 1935 | 01.1985 → 02.1991 | OM 442.972 | D | 97 | Series 1948 | 07.1995 → | OM 442.997 | D | 102 |
| Series 1935 | 01.1985 → 02.1991 | OM 442.976 | D | 97 | 20T-SERIES | | | | |
| Series 1935 | 02.1986 → 09.1989 | OM 442.950 | D | 97 | Series 2013 | | OM 344.963 | D | 57 |
| Series 1935 | 02.1986 → 09.1989 | OM 442.952 | D | 97 | Series 2014 | | OM 344.963 | D | 57 |
| Series 1935 | 09.1987 → 02.1991 | OM 442.962 | D | 97 | Series 2017 | 09.1973 → | OM 344.938 | D | 59 |
| Series 1935 | 05.1989 → 02.1991 | OM 442.942 | D | 97 | Series 2020 | 01.1989 → 12.1992 | OM 366.995 | D | 60 |
| Series 1935 | 05.1989 → 02.1991 | OM 442.943 | D | 97 | Series 2020 | 03.1994 → | OM 357.930 | D | 62 |
| Series 1935 | 05.1989 → 02.1991 | OM 442.944 | D | 97 | Series 2020 | | OM 366.997 | D | 60 |
| Series 1935 | 05.1989 → 02.1991 | OM 442.963 | D | 97 | Series 2024 | 09.1969 → 12.1974 | OM 355.962 | D | 92 |
| Series 1935 | 05.1989 → 02.1991 | OM 442.964 | D | 97 | Series 2024 | 02.1991 → 02.2001 | OM 366.999 | D | 64 |
| Series 1935 | 05.1989 → 02.1991 | OM 442.966 | D | 97 | Series 2024 | 02.1993 → | OM 401.975 | D | 87 |
| Series 1935 | 1991 → | OM 442A | D | 101 | Series 2024 | 02.1993 → | OM 401.984 | D | 87 |
| Series 1935 | 03.1991 → 03.1991 | OM 442.962 | D | 104 | Series 2024 | 01.1994 → | OM 445.924 | D | 110 |
| Series 1935 | 03.1991 → 08.1994 | OM 442.942 | D | 104 | Series 2024 | 01.1994 → | OM 445.925 | D | 110 |
| Series 1935 | 03.1991 → 08.1994 | OM 442.943 | D | 104 | Series 2025 | 08.1983 → 03.1991 | OM 422.909 | D | 94 |
| Series 1935 | 03.1991 → 08.1994 | OM 442.944 | D | 104 | Series 2026 | 08.1973 → 12.1980 | OM 402.912 | D | 80 |
| Series 1935 | 03.1991 → 08.1994 | OM 442.963 | D | 104 | Series 2026 | 06.1975 → 03.1981 | OM 402.916 | D | 80 |
| Series 1935 | 03.1991 → 08.1994 | OM 442.964 | D | 104 | Series 2027 | 01.1992 → 07.1992 | OM 401.989 | D | 87 |
| Series 1935 | 03.1991 → 08.1994 | OM 442.966 | D | 104 | Series 2027 | 01.1994 → | OM 445.933 | D | 110 |
| Series 1935 | 03.1991 → | OM 442.971 | D | 104 | Series 2028 | 01.1980 → 06.1989 | OM 422.905 | D | 94 |
| Series 1935 | 03.1991 → | OM 442.972 | D | 104 | Series 2028 | 01.1980 → 06.1989 | OM 422.907 | D | 94 |
| Series 1935 | 03.1991 → | OM 442.976 | D | 104 | Series 2028 | 01.1980 → 06.1989 | OM 422.910 | D | 94 |
| Series 1935 | 07.1991 → 08.1994 | OM 440.940 | D | 100 | Series 2028 | 01.1980 → 06.1989 | OM 422.911 | D | 94 |
| Series 1935 | 12.1991 → 10.1993 | OM 440.941 | D | 100 | Series 2028 | 01.1980 → 06.1989 | OM 422.913 | D | 94 |
| Series 1935 | 12.1991 → 10.1993 | OM 440.942 | D | 100 | Series 2028 | 01.1980 → 06.1989 | OM 422.916 | D | 94 |
| Series 1935 | 12.1991 → 10.1993 | OM 442.977 | D | 105 | Series 2028 | 1985 → 02.1991 | OM 442.962 | D | 97 |
| Series 1935 | 12.1991 → 10.1993 | OM 442.978 | D | 105 | Series 2028 | 01.1989 → 02.1991 | OM 441.951 | D | 97 |
| Series 1935 | | OM 476.980 (BRA) | D | 98 | Series 2028 | 03.1991 → | OM 441.951 | D | 104 |
| Series 1935 | | OM 476.983 (BRA) | D | 98 | Series 2028 | 03.1991 → | OM 442.962 | D | 104 |
| Series 1935 | | OM 481.940 (TUR) | D | 94 | Series 2031 | 05.1991 → | OM 401.986 | D | 87 |
| Series 1936 | 10.1981 → 03.1991 | OM 423.905 | D | 94 | Series 2031 | 05.1991 → | OM 402.996 | D | 87 |
| Series 1936 | 10.1981 → 03.1991 | OM 423.907 | D | 94 | Series 2031 | 03.1992 → | OM 401.972 | D | 87 |
| Series 1936 | 10.1981 → 03.1991 | OM 423.908 | D | 94 | Series 2031 | 03.1992 → | OM 401.979 | D | 87 |
| Series 1936 | 03.1984 → 03.1991 | OM 423.906 | D | 94 | Series 2031 | 03.1992 → | OM 401.993 | D | 87 |
| Series 1936 | 02.1986 → 06.1990 | OM 442.952 | D | 97 | Series 2031 | 01.1994 → | OM 445.929 | D | 110 |
| Series 1936 | 03.1986 → 02.1991 | OM 442.950 | D | 97 | Series 2031 | 01.1994 → | OM 445.930 | D | 110 |
| Series 1936 | 1988 → 02.1991 | OM 442.962 | D | 97 | Series 2031 | 07.1995 → | OM 441.997 | D | 102 |
| Series 1936 | 1988 → | OM 443.905 | D | 117 | Series 2031 | 07.1995 → | OM 441.998 | D | 102 |
| Series 1936 | 10.1988 → 02.1991 | OM 442.959 | D | 97 | Series 2032 | 09.1970 → 12.1974 | OM 403.915 | D | 80 |
| Series 1936 | 01.1990 → 03.1991 | OM 443.940 | D | 97 | Series 2032 | 09.1970 → 05.1975 | OM 403.905 | D | 80 |
| Series 1936 | 03.1991 → | OM 442.950 | D | 104 | Series 2032 | 04.1972 → 1985 | OM 403.935 | D | 81 |
| Series 1936 | 03.1991 → | OM 442.959 | D | 104 | Series 2032 | 05.1974 → 09.1983 | OM 403.931 | D | 80 |
| Series 1936 | 03.1991 → | OM 442.962 | D | 104 | Series 2032 | 08.1975 → 09.1983 | OM 403.932 | D | 80 |
| Series 1938 | 11.1980 → 06.1990 | OM 422.953 | D | 94 | Series 2033 | 12.1981 → 05.1987 | OM 422.952 | D | 95 |
| Series 1938 | 11.1980 → 06.1990 | OM 422.953 | D | 95 | Series 2033 | 12.1981 → 05.1987 | OM 422.952 | D | 94 |
| Series 1938 | 11.1980 → 06.1990 | OM 422.955 | D | 95 | Series 2033 | 12.1981 → 05.1987 | OM 422.954 | D | 95 |
| Series 1938 | 11.1980 → 06.1990 | OM 422.955 | D | 94 | Series 2033 | 12.1981 → 05.1987 | OM 422.954 | D | 94 |
| Series 1938 | 11.1980 → 06.1990 | OM 422.959 | D | 95 | Series 2033 | 12.1981 → 05.1987 | OM 422.956 | D | 95 |
| Series 1938 | | OM 402.985 | D | 87 | Series 2033 | 12.1981 → 05.1987 | OM 422.956 | D | 94 |
| Series 1938 | | OM 476.980 (BRA) | D | 98 | Series 2033 | 12.1981 → 05.1987 | OM 422.957 | D | 95 |
| Series 1938 | | OM 476.982 (BRA) | D | 98 | Series 2033 | 12.1981 → 05.1987 | OM 422.958 | D | 95 |
| Series 1944 | 10.1985 → 12.1989 | OM 442.951 | D | 97 | Series 2035 | 06.1986 → 07.1989 | OM 442.950 | D | 97 |
| Series 1944 | 10.1985 → 12.1989 | OM 442.953 | D | 97 | Series 2035 | 06.1986 → 07.1989 | OM 442.952 | D | 97 |
| Series 1944 | 10.1985 → 12.1989 | OM 442.980 | D | 97 | Series 2035 | 06.1986 → 07.1989 | OM 442.958 | D | 97 |
| Series 1945 | 10.1985 → 12.1989 | OM 442.953 | D | 97 | Series 2035 | 06.1986 → 07.1989 | OM 442.962 | D | 97 |
| Series 1945 | 10.1985 → 12.1989 | OM 442.962 | D | 97 | Series 2035 | 06.1986 → 07.1989 | OM 442.967 | D | 97 |
| Series 1945 | 10.1985 → 12.1989 | OM 442.966 | D | 97 | Series 2036 | 03.1984 → 03.1991 | OM 423.905 | D | 94 |
| Series 1945 | 10.1985 → 12.1989 | OM 442.971 | D | 97 | Series 2036 | 03.1984 → 03.1991 | OM 423.907 | D | 94 |
| Series 1945 | 04.1987 → 02.1991 | OM 443.940 | D | 97 | Series 2036 | 03.1984 → 03.1991 | OM 423.908 | D | 94 |
| Series 1945 | 03.1991 → | OM 443.940 | D | 104 | Series 2036 | 1985 → 02.1991 | OM 442.950 | D | 97 |
| Series 1945 | | OM 476.982 (BRA) | D | 98 | Series 2036 | 1985 → 03.1991 | OM 442.962 | D | 97 |
| Series 1948 | 04.1987 → 02.1991 | OM 443.940 | D | 97 | Series 2036 | 03.1991 → | OM 442.950 | D | 104 |
| Series 1948 | 09.1988 → 02.1991 | OM 442.985 | D | 97 | Series 2036 | 03.1991 → | OM 442.962 | D | 104 |



| | | | | Pos | | | | | Pos |
|-------------------|-------------------|------------------|---|-----|-------------|-------------------|------------------|---|-----|
| Series 2038 | 11.1991 → | OM 402.971 | D | 87 | Series 2222 | 07.1985 → 03.1991 | OM 366.983 | D | 60 |
| Series 2038 | 11.1991 → | OM 402.972 | D | 87 | Series 2222 | 1988 → | OM 441.914 | D | 117 |
| Series 2038 | 11.1991 → | OM 402.985 | D | 87 | Series 2222 | 1988 → | OM 441.919 | D | 117 |
| Series 2038 | 11.1991 → | OM 402.986 | D | 87 | Series 2222 | 01.1989 → 02.1991 | OM 441.961 | D | 97 |
| Series 2038 | 11.1991 → | OM 402.996 | D | 87 | Series 2222 | 03.1991 → | OM 441.961 | D | 104 |
| Series 2038 | 12.1992 → | OM 402.978 | D | 87 | Series 2222 | | OM 481.902 (TUR) | D | 94 |
| Series 2038 | 01.1994 → | OM 446.927 | D | 110 | Series 2223 | 09.1969 → 12.1974 | OM 355.962 | D | 92 |
| Series 2038 | 06.1995 → | OM 446.924 | D | 110 | Series 2224 | 09.1967 → 08.1969 | OM 355.912 | D | 92 |
| Series 2038 | 06.1995 → | OM 446.925 | D | 110 | Series 2224 | 09.1969 → 12.1974 | OM 355.962 | D | 92 |
| Series 2038 | 01.1996 → | OM 446.935 | D | 110 | Series 2224 | 04.1972 → 1985 | OM 402.927 | D | 80 |
| Series 2038 | 01.1996 → | OM 446.936 | D | 110 | Series 2224 | 04.1972 → 1985 | OM 402.928 | D | 80 |
| Series 2038 | | OM 440.990 | D | 102 | Series 2224 | 05.1975 → 03.1984 | OM 402.914 | D | 80 |
| Series 2044 | 12.1990 → 06.1995 | OM 440.978 | D | 100 | Series 2224 | 07.1975 → 08.1982 | OM 402.910 | D | 80 |
| Series 2044 | 01.1991 → 06.1995 | OM 440.979 | D | 100 | Series 2224 | 04.1976 → 12.1982 | OM 402.911 | D | 80 |
| Series 2044 | 01.1994 → | OM 446.927 | D | 110 | Series 2225 | 08.1983 → 03.1991 | OM 422.912 | D | 94 |
| Series 2044 | 07.1995 → 05.1998 | OM 440.970 | D | 102 | Series 2225 | 08.1983 → 03.1991 | OM 422.923 | D | 94 |
| Series 2044 | 07.1995 → 05.1998 | OM 442.997 | D | 102 | Series 2225 | 04.1985 → 03.1991 | OM 422.909 | D | 94 |
| Series 2044 | 07.1995 → 02.2001 | OM 440.978 | D | 102 | Series 2225 | 02.1987 → 03.1991 | OM 441.906 | D | 117 |
| Series 2044 | 07.1995 → | OM 440.979 | D | 102 | Series 2225 | 03.1987 → 03.1991 | OM 442.905 | D | 117 |
| Series 2044 | 01.1996 → | OM 446.922 | D | 110 | Series 2225 | 1988 → | OM 442.908 | D | 117 |
| Series 2044 | 01.1996 → | OM 446.936 | D | 110 | Series 2225 | 1988 → | OM 442.909 | D | 117 |
| Series 2050 | 01.1985 → 02.1991 | OM 442.989 | D | 97 | Series 2225 | 01.1989 → 02.1991 | OM 441.961 | D | 97 |
| Series 2050 | 03.1991 → | OM 442.989 | D | 104 | Series 2225 | 03.1991 → | OM 441.961 | D | 104 |
| Series 2050 | 07.1995 → 05.1998 | OM 440.976 | D | 102 | Series 2225 | | OM 475.954 (BRA) | D | 98 |
| Series 2050 | 07.1995 → 05.1998 | OM 442.997 | D | 102 | Series 2225 | | OM 492.900-001 | D | 94 |
| Series 2050 | 01.1996 → | OM 446.920 | D | 110 | | | (AFS) | | |
| Series 2053 | 01.1996 → | OM 446.920 | D | 110 | Series 2226 | 04.1972 → 1985 | OM 402.924 | D | 80 |
| 21T-SERIES | | | | | Series 2226 | 05.1972 → 12.1974 | OM 402.905 | D | 80 |
| Series 2121 | | OM 390.900-505 | D | 60 | Series 2226 | 08.1973 → 12.1980 | OM 402.912 | D | 80 |
| | | (AMS) | | | Series 2226 | 06.1975 → 03.1981 | OM 402.916 | D | 80 |
| Series 2121 | | OM 390.900-506 | D | 60 | Series 2228 | 12.1979 → 03.1991 | OM 422.905 | D | 94 |
| Series 2121 | | OM 390.900-512 | D | 66 | Series 2228 | 12.1979 → 03.1991 | OM 422.906 | D | 94 |
| 22T-SERIES | | | | | Series 2228 | 12.1979 → 03.1991 | OM 422.911 | D | 94 |
| Series 2213 | | OM 344.963 | D | 57 | Series 2228 | 01.1980 → 06.1989 | OM 422.907 | D | 94 |
| Series 2214 | | OM 344.963 | D | 57 | Series 2228 | 01.1980 → 06.1989 | OM 422.913 | D | 94 |
| Series 2216 | 06.1973 → | OM 344.953 | D | 59 | Series 2228 | 01.1980 → 06.1989 | OM 422.916 | D | 94 |
| Series 2216 | 09.1973 → | OM 344.938 | D | 59 | Series 2228 | 1982 → | OM 421.910 | D | 94 |
| Series 2217 | 06.1973 → | OM 344.953 | D | 59 | Series 2228 | 1985 → 02.1991 | OM 442.962 | D | 97 |
| Series 2217 | 09.1973 → | OM 344.938 | D | 59 | Series 2228 | 1988 → | OM 442.909 | D | 117 |
| Series 2219 | 04.1972 → 01.1987 | OM 401.928 | D | 80 | Series 2228 | 01.1989 → 02.1991 | OM 441.951 | D | 97 |
| Series 2219 | 09.1973 → 08.1982 | OM 401.924 | D | 81 | Series 2228 | 01.1989 → 02.1991 | OM 441.961 | D | 97 |
| Series 2219 | 11.1974 → 05.1987 | OM 401.914 | D | 80 | Series 2228 | 03.1991 → | OM 441.951 | D | 104 |
| Series 2219 | 01.1976 → 04.1987 | OM 345.915 (BRA) | D | 92 | Series 2228 | 03.1991 → | OM 441.961 | D | 104 |
| Series 2219 | 01.1976 → 04.1987 | OM 345.973 (BRA) | D | 92 | Series 2228 | 03.1991 → | OM 442.962 | D | 104 |
| Series 2219 | 04.1976 → 01.1987 | OM 401.926 | D | 80 | Series 2229 | 01.1988 → | OM 442.907 | D | 117 |
| Series 2219 | 04.1976 → 01.1987 | OM 401.927 | D | 80 | Series 2232 | 09.1970 → 05.1975 | OM 403.905 | D | 80 |
| Series 2219 | 06.1976 → 01.1987 | OM 401.925 | D | 80 | Series 2232 | 09.1970 → 12.1975 | OM 403.915 | D | 80 |
| Series 2219 | 06.1976 → 06.1987 | OM 401.905 | D | 80 | Series 2232 | 04.1972 → 05.1974 | OM 403.931 | D | 80 |
| Series 2219 | 02.1977 → 01.1987 | OM 401.923 | D | 80 | Series 2232 | 04.1972 → 1985 | OM 403.934 | D | 80 |
| Series 2219 | 02.1983 → 09.1985 | OM 362.906 | D | 59 | Series 2232 | 04.1972 → 1985 | OM 403.935 | D | 81 |
| Series 2219 | 07.1983 → 09.1985 | OM 362.910 | D | 59 | Series 2232 | 06.1975 → 09.1983 | OM 403.932 | D | 80 |
| Series 2219 | 07.1985 → 03.1991 | OM 366.983 | D | 60 | Series 2233 | 11.1980 → 05.1987 | OM 422.952 | D | 94 |
| Series 2219 | | OM 409.906 (AFS) | D | 86 | Series 2233 | 11.1980 → 05.1987 | OM 422.952 | D | 95 |
| Series 2219 | | OM 409.908 (AFS) | D | 86 | Series 2233 | 11.1980 → 05.1987 | OM 422.954 | D | 94 |
| Series 2219 | | OM 495.900-001 | D | 86 | Series 2233 | 11.1980 → 05.1987 | OM 422.954 | D | 95 |
| | | (AFS) | | | Series 2233 | 11.1980 → 05.1987 | OM 422.956 | D | 94 |
| Series 2219 | | OM 495.900-003 | D | 86 | Series 2233 | 11.1980 → 05.1987 | OM 422.956 | D | 95 |
| | | (AFS) | | | Series 2233 | 11.1980 → 05.1987 | OM 422.957 | D | 95 |
| Series 2219 | | OM 495.900-009 | D | 86 | Series 2233 | 11.1980 → 05.1987 | OM 422.958 | D | 95 |
| | | (AFS) | | | Series 2233 | 10.1984 → | OM 492.900-405 | D | 95 |
| Series 2219 | | OM 495.900-010 | D | 86 | | | (AFS) | | |
| | | (AFS) | | | Series 2233 | 01.1989 → 02.1991 | OM 441.951 | D | 97 |
| Series 2220 | 1967 → 1978 | OM 355.910 | D | 92 | Series 2233 | 03.1991 → | OM 441.951 | D | 104 |
| Series 2220 | 07.1983 → 09.1985 | OM 362.909 | D | 59 | Series 2235 | 03.1986 → 07.1989 | OM 442.950 | D | 97 |
| Series 2220 | 07.1983 → 09.1985 | OM 362.910 | D | 59 | Series 2235 | 03.1986 → 07.1989 | OM 442.952 | D | 97 |
| Series 2220 | 07.1985 → 03.1991 | OM 366.983 | D | 60 | Series 2236 | 11.1981 → 03.1991 | OM 423.906 | D | 94 |
| Series 2220 | → 03.1991 | OM 345.915 (BRA) | D | 92 | Series 2236 | 09.1982 → 03.1991 | OM 423.905 | D | 94 |
| Series 2220 | → 03.1991 | OM 345.973 (BRA) | D | 92 | Series 2236 | 09.1982 → 03.1991 | OM 423.908 | D | 94 |
| Series 2222 | 05.1982 → 03.1991 | OM 421.905 | D | 94 | Series 2236 | 1985 → 02.1991 | OM 442.952 | D | 97 |
| Series 2222 | 05.1982 → 03.1991 | OM 421.907 | D | 94 | | | | | |

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| | | | | Pos | | | | | Pos |
|-------------------|-------------------|------------------|---|-----|-------------|-------------------|----------------|---|-----|
| Series 2236 | 1985 → 02.1991 | OM 442.962 | D | 97 | Series 2426 | | OM 462.900-013 | D | 117 |
| Series 2236 | 03.1986 → 07.1989 | OM 442.950 | D | 97 | | | (AFS) | | |
| Series 2236 | 01.1989 → 02.1991 | OM 441.951 | D | 97 | Series 2427 | 07.1987 → | OM 442.914 | D | 117 |
| Series 2236 | 03.1991 → | OM 441.951 | D | 104 | Series 2427 | 03.1991 → | OM 401.978 | D | 87 |
| Series 2236 | 03.1991 → | OM 442.952 | D | 104 | Series 2427 | 07.1992 → | OM 401.973 | D | 87 |
| Series 2236 | 03.1991 → | OM 442.962 | D | 104 | Series 2427 | 07.1992 → | OM 401.977 | D | 87 |
| Series 2238 | 01.1981 → 12.1986 | OM 422.953 | D | 94 | Series 2428 | 01.1979 → 1991 | OM 422.911 | D | 94 |
| Series 2238 | 01.1981 → 12.1986 | OM 422.953 | D | 95 | Series 2428 | 12.1979 → 03.1991 | OM 422.905 | D | 94 |
| Series 2238 | 01.1981 → 12.1986 | OM 422.955 | D | 94 | Series 2428 | 01.1980 → 06.1989 | OM 422.907 | D | 94 |
| Series 2238 | 01.1981 → 12.1986 | OM 422.955 | D | 95 | Series 2428 | 01.1980 → 06.1989 | OM 422.913 | D | 94 |
| Series 2238 | 01.1981 → 12.1986 | OM 422.959 | D | 95 | Series 2428 | 01.1980 → 06.1989 | OM 422.916 | D | 94 |
| Series 2242 | | OM 457.944 | D | 112 | Series 2428 | 1985 → 02.1991 | OM 442.952 | D | 97 |
| Series 2244 | 01.1985 → 02.1991 | OM 442.980 | D | 97 | Series 2428 | 1985 → 02.1991 | OM 442.962 | D | 97 |
| Series 2244 | 10.1985 → 07.1989 | OM 442.951 | D | 97 | Series 2428 | 01.1989 → 02.1991 | OM 441.951 | D | 97 |
| Series 2244 | 10.1985 → 07.1989 | OM 442.953 | D | 97 | Series 2428 | 03.1991 → | OM 441.951 | D | 104 |
| Series 2244 | 03.1991 → | OM 442.980 | D | 104 | Series 2428 | 03.1991 → | OM 442.952 | D | 104 |
| 23T-SERIES | | | | | Series 2428 | 03.1991 → | OM 442.962 | D | 104 |
| Series 2314 | 05.1988 → | OM 376.957 | D | 60 | Series 2429 | 01.1980 → 05.1989 | OM 422.916 | D | 94 |
| Series 2314 | | OM 376.907 | D | 61 | Series 2429 | 03.1987 → 05.1989 | OM 442.908 | D | 117 |
| Series 2318 | 05.1988 → | OM 376.946 | D | 60 | Series 2429 | 07.1988 → 09.1993 | OM 442.906 | D | 117 |
| Series 2318 | 05.1988 → | OM 376.955 | D | 60 | Series 2429 | 07.1988 → 09.1993 | OM 442.907 | D | 117 |
| Series 2318 | 05.1988 → | OM 376.958 | D | 60 | Series 2429 | 07.1988 → 09.1993 | OM 442.922 | D | 117 |
| Series 2320 | 02.1990 → 08.1994 | OM 356.984 | D | 60 | Series 2429 | 07.1988 → 09.1993 | OM 442.923 | D | 117 |
| Series 2320 | 05.1992 → | OM 356.987 | D | 64 | Series 2429 | 07.1988 → 08.1994 | OM 442.925 | D | 117 |
| Series 2325 | | OM 475.951 (BRA) | D | 98 | Series 2433 | 01.1979 → 07.1992 | OM 422.954 | D | 95 |
| Series 2325 | | OM 475.954 (BRA) | D | 98 | Series 2433 | 01.1979 → 07.1992 | OM 422.954 | D | 94 |
| Series 2327 | 01.1994 → | OM 445.926 | D | 110 | Series 2433 | 10.1984 → 07.1992 | OM 422.957 | D | 95 |
| 24T-SERIES | | | | | Series 2433 | 05.1989 → 02.1991 | OM 441.962 | D | 97 |
| Series 2414 | | OM 376.907 | D | 61 | Series 2433 | 05.1989 → 02.1991 | OM 441.983 | D | 97 |
| Series 2414 | | OM 376.930 | D | 61 | Series 2433 | 05.1989 → 07.1992 | OM 441.981 | D | 97 |
| Series 2418 | 05.1988 → | OM 376.946 | D | 60 | Series 2433 | 09.1989 → 02.1991 | OM 441.951 | D | 97 |
| Series 2418 | 05.1988 → | OM 376.947 | D | 60 | Series 2433 | 09.1989 → 02.1991 | OM 441.960 | D | 97 |
| Series 2418 | 05.1988 → | OM 376.955 | D | 60 | Series 2433 | 09.1989 → 02.1991 | OM 441.961 | D | 97 |
| Series 2418 | 05.1988 → | OM 376.956 | D | 60 | Series 2433 | 02.1991 → 07.1992 | OM 441.983 | D | 104 |
| Series 2418 | 05.1988 → | OM 376.958 | D | 60 | Series 2433 | 03.1991 → 07.1992 | OM 441.951 | D | 104 |
| Series 2420 | 07.1985 → 03.1991 | OM 366.983 | D | 60 | Series 2433 | 03.1991 → 07.1992 | OM 441.960 | D | 104 |
| Series 2420 | 05.1988 → | OM 376.955 | D | 60 | Series 2433 | 03.1991 → 07.1992 | OM 441.961 | D | 104 |
| Series 2420 | 02.1990 → 08.1994 | OM 356.984 | D | 60 | Series 2433 | 03.1991 → 07.1992 | OM 441.962 | D | 104 |
| Series 2421 | 07.1985 → | OM 386.980 (INA) | D | 60 | Series 2433 | 03.1991 → 07.1992 | OM 441.981 | D | 104 |
| Series 2422 | 05.1986 → 06.1989 | OM 421.905 | D | 94 | Series 2433 | 07.1995 → 07.1992 | OM 441.991 | D | 102 |
| Series 2422 | 07.1987 → | OM 442.914 | D | 117 | Series 2434 | 07.1995 → | OM 441.986 | D | 102 |
| Series 2422 | 1988 → | OM 441.924 | D | 117 | Series 2434 | 07.1995 → | OM 441.989 | D | 102 |
| Series 2422 | 12.1988 → 08.1994 | OM 441.920 | D | 117 | Series 2435 | 01.1985 → 02.1991 | OM 442.962 | D | 97 |
| Series 2422 | 09.1989 → 09.1993 | OM 441.914 | D | 117 | Series 2435 | 1988 → 02.1991 | OM 442.976 | D | 97 |
| Series 2422 | 09.1989 → 08.1994 | OM 441.905 | D | 117 | Series 2435 | 07.1988 → 02.1991 | OM 442.941 | D | 97 |
| Series 2422 | 09.1989 → 08.1994 | OM 441.912 | D | 117 | Series 2435 | 07.1988 → 02.1991 | OM 442.943 | D | 97 |
| Series 2422 | 09.1989 → | OM 441.923 | D | 117 | Series 2435 | 07.1988 → 02.1991 | OM 442.944 | D | 97 |
| Series 2422 | 1991 → | OM 401.973 | D | 87 | Series 2435 | 07.1988 → 02.1991 | OM 442.952 | D | 97 |
| Series 2422 | 03.1992 → | OM 401.979 | D | 87 | Series 2435 | 07.1988 → 02.1991 | OM 442.963 | D | 97 |
| Series 2422 | 07.1992 → | OM 401.977 | D | 87 | Series 2435 | 07.1988 → 02.1991 | OM 442.964 | D | 97 |
| Series 2425 | 09.1985 → 06.1989 | OM 422.909 | D | 94 | Series 2435 | 07.1988 → 02.1991 | OM 442.965 | D | 97 |
| Series 2425 | 09.1985 → 06.1989 | OM 422.912 | D | 94 | Series 2435 | 07.1988 → 02.1991 | OM 442.968 | D | 97 |
| Series 2425 | | OM 475.951 (BRA) | D | 98 | Series 2435 | 1991 → | OM 442A | D | 101 |
| Series 2425 | | OM 475.954 (BRA) | D | 98 | Series 2435 | 03.1991 → 09.1993 | OM 442.941 | D | 104 |
| Series 2426 | 07.1988 → 09.1993 | OM 442.923 | D | 117 | Series 2435 | 03.1991 → 09.1993 | OM 442.968 | D | 104 |
| Series 2426 | 07.1988 → 08.1994 | OM 442.909 | D | 117 | Series 2435 | 03.1991 → 08.1994 | OM 442.943 | D | 104 |
| Series 2426 | 09.1989 → 02.1991 | OM 441.960 | D | 97 | Series 2435 | 03.1991 → 08.1994 | OM 442.944 | D | 104 |
| Series 2426 | 01.1990 → 08.1994 | OM 442.914 | D | 117 | Series 2435 | 03.1991 → 08.1994 | OM 442.952 | D | 104 |
| Series 2426 | 01.1990 → 08.1994 | OM 442.921 | D | 117 | Series 2435 | 03.1991 → 08.1994 | OM 442.963 | D | 104 |
| Series 2426 | 01.1990 → 08.1994 | OM 442.922 | D | 117 | Series 2435 | 03.1991 → 08.1994 | OM 442.964 | D | 104 |
| Series 2426 | 01.1990 → 08.1994 | OM 442.932 | D | 117 | Series 2435 | 03.1991 → 08.1994 | OM 442.965 | D | 104 |
| Series 2426 | 01.1990 → 08.1994 | OM 442.934 | D | 117 | Series 2435 | 03.1991 → | OM 442.962 | D | 104 |
| Series 2426 | 03.1991 → 07.1992 | OM 441.960 | D | 104 | Series 2435 | 03.1991 → | OM 442.976 | D | 104 |
| Series 2426 | 03.1991 → | OM 401.978 | D | 87 | Series 2435 | 07.1991 → 10.1993 | OM 440.941 | D | 100 |
| Series 2426 | 07.1992 → | OM 401.973 | D | 87 | Series 2435 | 07.1991 → 08.1994 | OM 440.940 | D | 100 |
| Series 2426 | 07.1992 → | OM 401.977 | D | 87 | Series 2435 | 12.1991 → 10.1993 | OM 440.942 | D | 100 |
| Series 2426 | | OM 462.900-011 | D | 117 | Series 2435 | 12.1991 → | OM 462.900-410 | D | 97 |
| | | (AFS) | | | | | (AFS) | | |



| | | | Pos | | | | Pos |
|-------------------|-------------------|----------------------|-------|-------------|-------------------|----------------------|-------|
| Series 2435 | 12.1991 → | OM 462.900-411 (AFS) | D 97 | Series 2531 | 12.1990 → | OM 401.972 | D 87 |
| Series 2436 | 01.1981 → | OM 423.907 | D 94 | Series 2531 | 12.1990 → | OM 401.979 | D 87 |
| Series 2436 | 11.1981 → 03.1991 | OM 423.905 | D 94 | Series 2531 | 12.1990 → | OM 401.993 | D 87 |
| Series 2436 | 1985 → 02.1991 | OM 442.950 | D 97 | Series 2531 | 01.1994 → | OM 445.930 | D 110 |
| Series 2436 | 1985 → 02.1991 | OM 442.952 | D 97 | Series 2531 | 01.1994 → | OM 445.940 | D 110 |
| Series 2436 | 1985 → 02.1991 | OM 442.962 | D 97 | Series 2532 | 01.1994 → | OM 445.929 | D 110 |
| Series 2436 | 03.1991 → | OM 442.950 | D 104 | Series 2534 | 01.1991 → 02.1991 | OM 441.960 | D 97 |
| Series 2436 | 03.1991 → | OM 442.952 | D 104 | Series 2534 | 01.1991 → 02.2001 | OM 441.986 | D 102 |
| Series 2436 | 03.1991 → | OM 442.962 | D 104 | Series 2534 | 01.1991 → | OM 441.989 | D 102 |
| Series 2438 | 01.1981 → 12.1986 | OM 422.953 | D 94 | Series 2534 | 03.1991 → | OM 441.960 | D 104 |
| Series 2438 | 01.1981 → 12.1986 | OM 422.953 | D 95 | Series 2534 | 01.1994 → | OM 445.920 | D 110 |
| Series 2438 | 01.1981 → 12.1986 | OM 422.955 | D 94 | Series 2534 | 01.1994 → | OM 445.921 | D 110 |
| Series 2438 | 01.1981 → 12.1986 | OM 422.955 | D 95 | Series 2534 | 01.1994 → | OM 445.939 | D 110 |
| Series 2438 | 01.1981 → 12.1986 | OM 422.959 | D 95 | Series 2534 | 01.1994 → | OM 445.940 | D 110 |
| Series 2444 | 01.1985 → 02.1991 | OM 442.980 | D 97 | Series 2534 | 07.1995 → 05.1998 | OM 441.987 | D 102 |
| Series 2444 | 10.1985 → 07.1989 | OM 442.951 | D 97 | Series 2535 | 01.1985 → 02.1991 | OM 442.952 | D 97 |
| Series 2444 | 10.1985 → 07.1989 | OM 442.953 | D 97 | Series 2535 | 01.1985 → 02.1991 | OM 442.962 | D 97 |
| Series 2444 | 07.1987 → | OM 462.900-511 (AFS) | D 97 | Series 2535 | 03.1991 → | OM 442.952 | D 104 |
| Series 2444 | 03.1991 → | OM 442.980 | D 104 | Series 2535 | 03.1991 → | OM 442.962 | D 104 |
| Series 2444 | 01.1996 → | OM 446.920 | D 110 | Series 2536 | 11.1981 → 03.1991 | OM 423.905 | D 94 |
| Series 2444 | | OM 462.900-510 (AFS) | D 97 | Series 2536 | 1985 → 02.1991 | OM 442.950 | D 97 |
| Series 2445 | 12.1991 → | OM 462.900-411 (AFS) | D 97 | Series 2536 | 1985 → 02.1991 | OM 442.952 | D 97 |
| Series 2448 | 07.1988 → 02.1991 | OM 442.985 | D 97 | Series 2536 | 1985 → 02.1991 | OM 442.962 | D 97 |
| Series 2448 | 07.1988 → 02.1991 | OM 442.989 | D 97 | Series 2536 | 01.1986 → 12.1992 | OM 423.907 | D 94 |
| Series 2448 | 07.1988 → 02.1991 | OM 442.991 | D 97 | Series 2536 | 03.1991 → | OM 442.950 | D 104 |
| Series 2448 | 07.1988 → 02.1991 | OM 442.992 | D 97 | Series 2536 | 03.1991 → | OM 442.952 | D 104 |
| Series 2448 | 03.1991 → 07.1992 | OM 442.985 | D 104 | Series 2536 | 03.1991 → | OM 442.962 | D 104 |
| Series 2448 | 03.1991 → 07.1992 | OM 442.989 | D 104 | Series 2536 | 03.1991 → | OM 442.962 | D 104 |
| Series 2448 | 03.1991 → 07.1992 | OM 442.991 | D 104 | Series 2538 | 03.1991 → | OM 402.971 | D 87 |
| Series 2448 | 03.1991 → 07.1992 | OM 442.992 | D 104 | Series 2538 | 03.1991 → | OM 402.972 | D 87 |
| Series 2448 | 07.1995 → | OM 442.998 | D 102 | Series 2538 | 03.1991 → | OM 402.975 | D 87 |
| 25T-SERIES | | | | Series 2538 | 03.1991 → | OM 402.985 | D 87 |
| Series 2517 | 05.1988 → | OM 382.913 | D 60 | Series 2538 | 03.1991 → | OM 402.985 | D 87 |
| Series 2521 | 07.1985 → | OM 382.919 | D 60 | Series 2538 | 03.1991 → | OM 402.986 | D 87 |
| Series 2522 | 09.1989 → | OM 441.923 | D 117 | Series 2538 | 03.1991 → | OM 402.986 | D 87 |
| Series 2524 | 04.1991 → | OM 382.970 (TUR) | D 64 | Series 2538 | 03.1991 → | OM 402.988 | D 87 |
| Series 2524 | 03.1992 → | OM 356.977 (TUR) | D 64 | Series 2538 | 03.1991 → | OM 402.988 | D 87 |
| Series 2524 | 06.1992 → | OM 401.975 | D 87 | Series 2538 | 03.1991 → | OM 402.989 | D 87 |
| Series 2524 | 01.1994 → | OM 445.924 | D 110 | Series 2538 | 03.1991 → | OM 402.990 | D 87 |
| Series 2524 | 01.1994 → | OM 445.941 | D 110 | Series 2538 | 03.1991 → | OM 402.996 | D 87 |
| Series 2524 | 07.1995 → | OM 441.986 | D 102 | Series 2538 | 06.1995 → | OM 446.924 | D 110 |
| Series 2527 | 07.1987 → | OM 442.914 | D 117 | Series 2538 | 06.1995 → | OM 446.925 | D 110 |
| Series 2527 | 01.1990 → 08.1994 | OM 442.932 | D 117 | Series 2538 | 01.1996 → | OM 446.920 | D 110 |
| Series 2527 | 03.1991 → | OM 401.973 | D 87 | Series 2538 | 01.1996 → | OM 446.928 | D 110 |
| Series 2527 | 03.1991 → | OM 401.978 | D 87 | Series 2538 | 01.1996 → | OM 446.929 | D 110 |
| Series 2527 | 03.1991 → | OM 401.980 | D 87 | Series 2538 | 01.1996 → | OM 446.935 | D 110 |
| Series 2527 | 09.1992 → 08.1994 | OM 401.977 | D 87 | Series 2538 | 01.1996 → | OM 446.936 | D 110 |
| Series 2527 | 01.1994 → | OM 445.926 | D 110 | Series 2538 | 01.1996 → | OM 446.942 | D 110 |
| Series 2527 | 01.1994 → | OM 445.927 | D 110 | Series 2538 | 01.1996 → | OM 446.948 | D 110 |
| Series 2527 | 01.1994 → | OM 445.936 | D 110 | Series 2539 | 01.1985 → 02.1991 | OM 442.966 | D 97 |
| Series 2527 | 01.1994 → | OM 445.940 | D 110 | Series 2539 | 03.1991 → | OM 442.966 | D 104 |
| Series 2528 | 01.1980 → 06.1989 | OM 422.907 | D 94 | Series 2540 | | OM 402.971 | D 87 |
| Series 2528 | 01.1980 → 06.1989 | OM 422.916 | D 94 | Series 2544 | 03.1991 → | OM 402.996 | D 87 |
| Series 2528 | 1985 → 02.1991 | OM 442.952 | D 97 | Series 2544 | 12.1991 → 06.1995 | OM 440.978 | D 100 |
| Series 2528 | 1985 → 02.1991 | OM 442.962 | D 97 | Series 2544 | 01.1992 → 06.1995 | OM 440.979 | D 100 |
| Series 2528 | 01.1986 → 12.1992 | OM 422.911 | D 94 | Series 2544 | 01.1992 → 06.1995 | OM 440.980 | D 100 |
| Series 2528 | 01.1986 → 12.1992 | OM 422.913 | D 94 | Series 2544 | 07.1995 → 05.1998 | OM 440.970 | D 102 |
| Series 2528 | 03.1991 → | OM 442.952 | D 104 | Series 2544 | 07.1995 → 02.2001 | OM 440.978 | D 102 |
| Series 2528 | 03.1991 → | OM 442.962 | D 104 | Series 2544 | 07.1995 → | OM 440.972 | D 102 |
| Series 2529 | 01.1985 → 02.1991 | OM 442.971 | D 97 | Series 2544 | 07.1995 → | OM 440.979 | D 102 |
| Series 2529 | 04.1987 → 02.1991 | OM 443.940 | D 97 | Series 2544 | 07.1995 → | OM 440.980 | D 102 |
| Series 2529 | 1988 → | OM 442.924 | D 117 | Series 2544 | 07.1995 → | OM 442.997 | D 102 |
| Series 2529 | 07.1988 → 09.1993 | OM 442.929 | D 117 | Series 2544 | 01.1996 → | OM 446.920 | D 110 |
| Series 2529 | 07.1988 → 08.1994 | OM 442.906 | D 117 | Series 2544 | 01.1996 → | OM 446.922 | D 110 |
| Series 2529 | 03.1991 → | OM 442.971 | D 104 | Series 2544 | 01.1996 → | OM 446.946 | D 110 |
| Series 2529 | 03.1991 → | OM 443.940 | D 104 | Series 2545 | 07.1987 → | OM 462.900-511 (AFS) | D 97 |
| | | | | Series 2550 | 01.1985 → 02.1991 | OM 442.985 | D 97 |
| | | | | Series 2550 | 01.1985 → 02.1991 | OM 442.989 | D 97 |
| | | | | Series 2550 | 03.1991 → | OM 442.985 | D 104 |
| | | | | Series 2550 | 03.1991 → | OM 442.989 | D 104 |
| | | | | Series 2550 | 07.1995 → 05.1998 | OM 442.997 | D 102 |
| | | | | Series 2550 | 07.1995 → | OM 440.971 | D 102 |
| | | | | Series 2550 | 07.1995 → | OM 440.973 | D 102 |

M



|  |  | Pos |  |  | Pos | | |
|---|---|--------------------|--|---|-------------------|--------------------|-----|
| Series 2550 | 07.1995 → | OM 440.975 D | 102 | Series 2628 | → 02.2001 | OM 407.956 (AFS) D | 85 |
| Series 2550 | 07.1995 → | OM 440.981 D | 102 | Series 2628 | → 02.2001 | OM 482.912 (TUR) D | 94 |
| Series 2550 | 07.1995 → | OM 442.998 D | 102 | Series 2628 | → 02.2001 | OM 492.900-002 D | 94 |
| Series 2550 | 01.1996 → | OM 446.920 D | 110 | | | (AFS) | |
| Series 2550 | → 06.1995 | OM 440.981 D | 100 | Series 2628 | → 02.2001 | OM 496.900-401 D | 85 |
| Series 2553 | 01.1994 → | OM 446.927 D | 110 | | | (AFS) | |
| Series 2553 | 01.1996 → | OM 446.920 D | 110 | Series 2628 | → 02.2001 | OM 496.900-402 D | 85 |
| Series 2553 | 01.1996 → | OM 446.945 D | 110 | | | (AFS) | |
| 26T-SERIES | | | | | | | |
| Series 2622 | 05.1982 → | OM 421.905 D | 94 | Series 2628 | → 02.2001 | OM 496.900-426 D | 85 |
| Series 2622 | | OM 481.902 (TUR) D | 94 | | | (AFS) | |
| Series 2624 | 01.1967 → 1978 | OM 355.910 D | 92 | Series 2629 | 01.1985 → 02.1991 | OM 442.942 D | 97 |
| Series 2624 | 09.1969 → 12.1974 | OM 355.912 D | 92 | Series 2629 | 01.1985 → 02.1991 | OM 442.959 D | 97 |
| Series 2624 | 09.1969 → 05.1977 | OM 355.960 D | 92 | Series 2629 | 01.1985 → 02.1991 | OM 442.966 D | 97 |
| Series 2624 | 09.1969 → 05.1977 | OM 355.963 D | 92 | Series 2629 | 07.1988 → 09.1993 | OM 442.925 D | 117 |
| Series 2624 | 09.1969 → 05.1977 | OM 355.975 D | 92 | Series 2629 | 07.1988 → 09.1993 | OM 442.929 D | 117 |
| Series 2624 | 09.1969 → 05.1977 | OM 355.976 D | 92 | Series 2629 | 07.1988 → 08.1994 | OM 442.906 D | 117 |
| Series 2624 | 01.1978 → 03.1980 | OM 355.981 (SUI) D | 92 | Series 2629 | 07.1988 → 08.1994 | OM 442.907 D | 117 |
| Series 2624 | 01.1978 → 03.1980 | OM 355.982 (SUI) D | 92 | Series 2629 | 07.1988 → 08.1994 | OM 442.917 D | 117 |
| Series 2624 | 01.1978 → 02.2001 | OM 355.983 D | 92 | Series 2629 | 07.1988 → 08.1994 | OM 442.926 D | 117 |
| Series 2624 | 01.1978 → 02.2001 | OM 355.984 D | 92 | Series 2629 | 1989 → 02.1991 | OM 443.940 D | 97 |
| Series 2624 | 03.1991 → 02.2001 | OM 401.978 D | 87 | Series 2629 | 03.1991 → | OM 442.942 D | 104 |
| Series 2624 | 06.1992 → 02.2001 | OM 401.975 D | 87 | Series 2629 | 03.1991 → | OM 442.959 D | 104 |
| Series 2624 | → 02.2001 | OM 355.975-005 D | 92 | Series 2629 | 03.1991 → | OM 442.966 D | 104 |
| | | (AFS) | | Series 2629 | 03.1991 → | OM 443.940 D | 104 |
| Series 2624 | → 02.2001 | OM 355.975-006 D | 92 | Series 2629 | 03.1992 → | OM 401.979 D | 87 |
| | | (AFS) | | Series 2629 | 01.1996 → | OM 446.933 D | 110 |
| Series 2624 | → 02.2001 | OM 355.976-001 D | 92 | Series 2629 | | OM 462.900-011 D | 117 |
| | | (AFS) | | | | (AFS) | |
| Series 2624 | → 02.2001 | OM 355.976-002 D | 92 | Series 2631 | 06.1992 → | OM 401.972 D | 87 |
| | | (AFS) | | Series 2631 | 06.1992 → | OM 401.979 D | 87 |
| Series 2624 | → 02.2001 | OM 355.976-003 D | 92 | Series 2631 | 06.1992 → | OM 401.981 D | 87 |
| | | (AFS) | | Series 2631 | 06.1992 → | OM 401.986 D | 87 |
| Series 2624 | → 02.2001 | OM 355.976-004 D | 92 | Series 2631 | 06.1992 → | OM 401.987 D | 87 |
| | | (AFS) | | Series 2631 | 06.1992 → | OM 401.993 D | 87 |
| Series 2624 | → 02.2001 | OM 355.976-007 D | 92 | Series 2631 | 01.1994 → | OM 445.929 D | 110 |
| | | (AFS) | | Series 2631 | 01.1994 → | OM 445.930 D | 110 |
| Series 2624 | → 02.2001 | OM 407.930 (AFS) D | 86 | Series 2631 | 01.1994 → | OM 445.931 D | 110 |
| Series 2624 | → 02.2001 | OM 407.932 (AFS) D | 86 | Series 2631 | 07.1995 → | OM 441.997 D | 102 |
| Series 2624 | → 02.2001 | OM 496.900-001 D | 86 | Series 2632 | 08.1973 → 09.1983 | OM 403.916 D | 80 |
| | | (AFS) | | Series 2632 | 08.1973 → 09.1983 | OM 403.916 D | 80 |
| Series 2624 | → 02.2001 | OM 496.900-003 D | 86 | Series 2632 | 08.1973 → 09.1983 | OM 403.933 D | 81 |
| | | (AFS) | | Series 2632 | 08.1973 → 09.1983 | OM 403.935 D | 81 |
| Series 2624 | → 02.2001 | OM 496.900-026 D | 86 | Series 2632 | 08.1973 → 09.1983 | OM 403.935 D | 81 |
| | | (AFS) | | Series 2632 | 05.1974 → 09.1983 | OM 403.932 D | 80 |
| Series 2624 | → 02.2001 | OM 496.900-027 D | 86 | Series 2632 | → 09.1983 | OM 407.954 (AFS) D | 83 |
| | | (AFS) | | Series 2633 | 05.1982 → 05.1987 | OM 422.952 D | 94 |
| Series 2626 | 04.1972 → 1985 | OM 402.925 D | 80 | Series 2633 | 05.1982 → 05.1987 | OM 422.952 D | 95 |
| Series 2626 | 08.1973 → 12.1981 | OM 402.906 D | 80 | Series 2633 | 05.1982 → 05.1987 | OM 422.954 D | 95 |
| Series 2626 | 08.1973 → 12.1981 | OM 402.912 D | 80 | Series 2633 | 05.1982 → 05.1987 | OM 422.954 D | 94 |
| Series 2626 | 05.1974 → 12.1980 | OM 402.926 D | 80 | Series 2633 | 05.1982 → 05.1987 | OM 422.956 D | 95 |
| Series 2626 | 06.1975 → 03.1981 | OM 402.916 D | 80 | Series 2633 | 05.1982 → 05.1987 | OM 422.956 D | 94 |
| Series 2627 | 03.1991 → | OM 401.978 D | 87 | Series 2633 | 05.1982 → 05.1987 | OM 422.958 D | 95 |
| Series 2627 | 06.1992 → | OM 401.975 D | 87 | Series 2633 | 06.1982 → 05.1987 | OM 422.957 D | 95 |
| Series 2628 | 11.1978 → 02.2001 | OM 355.969 D | 93 | Series 2633 | 10.1984 → 05.1987 | OM 492.900-406 D | 95 |
| Series 2628 | 10.1979 → 02.2001 | OM 407.952 (AFS) D | 85 | | | (AFS) | |
| Series 2628 | 10.1979 → 02.2001 | OM 407.953 (AFS) D | 85 | Series 2634 | 01.1994 → | OM 445.920 D | 110 |
| Series 2628 | 01.1980 → 05.1989 | OM 422.916 D | 94 | Series 2634 | 07.1995 → 05.1998 | OM 441.986 D | 102 |
| Series 2628 | 02.1980 → 03.1991 | OM 422.905 D | 94 | Series 2634 | 07.1995 → | OM 441.989 D | 102 |
| Series 2628 | 02.1980 → 03.1991 | OM 422.907 D | 94 | Series 2635 | 01.1985 → 02.1991 | OM 442.974 D | 97 |
| Series 2628 | 02.1980 → 03.1991 | OM 422.911 D | 94 | Series 2635 | 04.1986 → 02.1991 | OM 442.964 D | 97 |
| Series 2628 | 02.1980 → 03.1991 | OM 422.913 D | 94 | Series 2635 | 04.1986 → 02.1991 | OM 442.966 D | 97 |
| Series 2628 | 1985 → 02.1991 | OM 442.950 D | 97 | Series 2635 | 04.1987 → 02.1991 | OM 443.940 D | 97 |
| Series 2628 | 1985 → 02.1991 | OM 442.952 D | 97 | Series 2635 | 09.1987 → 02.1991 | OM 442.944 D | 97 |
| Series 2628 | 1985 → 02.1991 | OM 442.962 D | 97 | Series 2635 | 09.1987 → 02.1991 | OM 442.950 D | 97 |
| Series 2628 | 1988 → 02.2001 | OM 442.908 D | 117 | Series 2635 | 09.1987 → 02.1991 | OM 442.952 D | 97 |
| Series 2628 | 01.1990 → 03.1991 | OM 443.940 D | 97 | Series 2635 | 09.1987 → 02.1991 | OM 442.962 D | 97 |
| Series 2628 | 03.1991 → 02.2001 | OM 442.950 D | 104 | Series 2635 | 09.1987 → 02.1991 | OM 442.972 D | 97 |
| Series 2628 | 03.1991 → 02.2001 | OM 442.952 D | 104 | Series 2635 | 09.1987 → 03.1991 | OM 442.942 D | 97 |
| Series 2628 | 03.1991 → 02.2001 | OM 442.962 D | 104 | Series 2635 | 07.1988 → 02.1991 | OM 442.959 D | 97 |
| | | | | Series 2635 | 07.1988 → 02.1991 | OM 442.971 D | 97 |
| | | | | Series 2635 | 07.1988 → 08.1994 | OM 442.909 D | 117 |



| | | | Pos | | | | Pos |
|-------------|-------------------|----------------------|-------|-------------------|-------------------|------------|-------|
| Series 2635 | 1991 → | OM 442A | D 101 | Series 2644 | 12.1991 → 06.1995 | OM 440.978 | D 100 |
| Series 2635 | 03.1991 → 09.1993 | OM 442.959 | D 104 | Series 2644 | 07.1995 → 05.1998 | OM 440.970 | D 102 |
| Series 2635 | 03.1991 → 09.1993 | OM 442.971 | D 104 | Series 2644 | 07.1995 → 02.2001 | OM 440.978 | D 102 |
| Series 2635 | 03.1991 → 08.1994 | OM 442.942 | D 104 | Series 2644 | 07.1995 → | OM 440.979 | D 102 |
| Series 2635 | 03.1991 → 08.1994 | OM 442.944 | D 104 | Series 2644 | 01.1996 → | OM 446.922 | D 110 |
| Series 2635 | 03.1991 → 08.1994 | OM 442.950 | D 104 | Series 2644 | 01.1996 → | OM 446.936 | D 110 |
| Series 2635 | 03.1991 → 08.1994 | OM 442.952 | D 104 | Series 2644 | 01.1996 → | OM 446.946 | D 110 |
| Series 2635 | 03.1991 → 08.1994 | OM 442.964 | D 104 | Series 2645 | 01.1985 → 02.1991 | OM 442.953 | D 97 |
| Series 2635 | 03.1991 → 08.1994 | OM 442.966 | D 104 | Series 2645 | 04.1987 → 02.1991 | OM 443.940 | D 97 |
| Series 2635 | 03.1991 → 08.1994 | OM 442.972 | D 104 | Series 2645 | 1989 → 02.1991 | OM 443.980 | D 97 |
| Series 2635 | 03.1991 → | OM 442.962 | D 104 | Series 2645 | 03.1991 → | OM 442.953 | D 104 |
| Series 2635 | 03.1991 → | OM 442.974 | D 104 | Series 2645 | 03.1991 → | OM 443.940 | D 104 |
| Series 2635 | 03.1991 → | OM 443.940 | D 104 | Series 2645 | 03.1991 → | OM 443.980 | D 104 |
| Series 2635 | 07.1991 → 08.1994 | OM 440.940 | D 100 | Series 2648 | 12.1988 → 02.1991 | OM 442.985 | D 97 |
| Series 2635 | 07.1991 → | OM 402.971 | D 87 | Series 2648 | 12.1988 → 02.1991 | OM 442.989 | D 97 |
| Series 2635 | 07.1991 → | OM 442.978 | D 105 | Series 2648 | 12.1988 → 02.1991 | OM 442.992 | D 97 |
| Series 2635 | 12.1991 → 08.1994 | OM 440.941 | D 100 | Series 2648 | 12.1988 → 02.1991 | OM 442.994 | D 97 |
| Series 2635 | 12.1991 → 08.1994 | OM 440.942 | D 100 | Series 2648 | 03.1991 → 07.1992 | OM 442.985 | D 104 |
| Series 2635 | 12.1991 → | OM 482.940 (TUR) | D 94 | Series 2648 | 03.1991 → 07.1992 | OM 442.989 | D 104 |
| Series 2635 | | OM 476.983 (BRA) | D 98 | Series 2648 | 03.1991 → 07.1992 | OM 442.992 | D 104 |
| Series 2635 | | OM 481.940 (TUR) | D 94 | Series 2648 | 03.1991 → 07.1992 | OM 442.994 | D 104 |
| Series 2636 | 11.1981 → 03.1991 | OM 423.905 | D 94 | Series 2648 | 07.1995 → | OM 442.997 | D 102 |
| Series 2636 | 11.1981 → 03.1991 | OM 423.906 | D 94 | Series 2650 | 01.1985 → 02.1991 | OM 442.942 | D 97 |
| Series 2636 | 11.1981 → 03.1991 | OM 423.907 | D 94 | Series 2650 | 1988 → 02.1991 | OM 442.985 | D 97 |
| Series 2636 | 09.1982 → 03.1991 | OM 423.908 | D 94 | Series 2650 | 1988 → 02.1991 | OM 442.989 | D 97 |
| Series 2636 | 1985 → 02.1991 | OM 442.950 | D 97 | Series 2650 | 12.1988 → 02.1991 | OM 442.994 | D 97 |
| Series 2636 | 1985 → 02.1991 | OM 442.952 | D 97 | Series 2650 | 03.1991 → 07.1992 | OM 442.994 | D 104 |
| Series 2636 | 1989 → 02.1991 | OM 443.980 | D 97 | Series 2650 | 03.1991 → | OM 442.942 | D 104 |
| Series 2636 | 01.1990 → 03.1991 | OM 443.940 | D 97 | Series 2650 | 03.1991 → | OM 442.985 | D 104 |
| Series 2636 | 03.1991 → | OM 442.950 | D 104 | Series 2650 | 03.1991 → | OM 442.989 | D 104 |
| Series 2636 | 03.1991 → | OM 442.952 | D 104 | Series 2650 | 07.1992 → 06.1995 | OM 440.982 | D 100 |
| Series 2636 | 03.1991 → | OM 443.980 | D 104 | Series 2650 | 07.1995 → 05.1998 | OM 440.976 | D 102 |
| Series 2636 | | OM 493.900-001 (AFS) | D 94 | Series 2650 | 07.1995 → 05.1998 | OM 442.997 | D 102 |
| Series 2637 | 12.1991 → | OM 482.941 (TUR) | D 94 | Series 2650 | 07.1995 → | OM 440.971 | D 102 |
| Series 2637 | | OM 481.941 (TUR) | D 94 | Series 2650 | 07.1995 → | OM 440.973 | D 102 |
| Series 2638 | 01.1981 → 12.1986 | OM 422.953 | D 95 | Series 2650 | 07.1995 → | OM 440.975 | D 102 |
| Series 2638 | 01.1981 → 12.1986 | OM 422.953 | D 94 | Series 2650 | 07.1995 → | OM 440.981 | D 102 |
| Series 2638 | 01.1981 → 12.1986 | OM 422.955 | D 95 | Series 2650 | 07.1995 → | OM 440.982 | D 102 |
| Series 2638 | 01.1981 → 12.1986 | OM 422.955 | D 94 | Series 2650 | 01.1996 → | OM 446.920 | D 110 |
| Series 2638 | 01.1981 → 12.1986 | OM 422.959 | D 95 | Series 2650 | → 06.1995 | OM 440.981 | D 100 |
| Series 2638 | 10.1984 → | OM 492.900-501 (AFS) | D 95 | Series 2653 | 01.1996 → | OM 446.920 | D 110 |
| Series 2638 | 1985 → 02.1991 | OM 442.950 | D 97 | Series 2653 | 01.1996 → | OM 446.936 | D 110 |
| Series 2638 | 03.1991 → | OM 402.974 | D 87 | Series 2653 | 01.1996 → | OM 446.945 | D 110 |
| Series 2638 | 03.1991 → | OM 442.950 | D 104 | Series 2653 | 01.1996 → | OM 446.946 | D 110 |
| Series 2638 | 09.1991 → | OM 402.971 | D 87 | 28T-SERIES | | | |
| Series 2638 | 09.1991 → | OM 402.972 | D 87 | Series 2822 | 05.1982 → | OM 421.905 | D 94 |
| Series 2638 | 09.1991 → | OM 402.975 | D 87 | Series 2825 | 05.1982 → | OM 421.905 | D 94 |
| Series 2638 | 09.1991 → | OM 402.985 | D 87 | Series 2828 | 01.1979 → | OM 422.911 | D 94 |
| Series 2638 | 05.1992 → | OM 402.984 | D 87 | Series 2828 | 02.1980 → 03.1991 | OM 422.905 | D 94 |
| Series 2638 | 07.1992 → | OM 402.978 | D 87 | Series 2828 | 02.1980 → 03.1991 | OM 422.913 | D 94 |
| Series 2638 | 07.1992 → | OM 402.986 | D 87 | Series 2828 | 05.1982 → | OM 421.905 | D 94 |
| Series 2638 | 01.1994 → | OM 446.927 | D 110 | Series 2833 | 04.1984 → | OM 422.954 | D 95 |
| Series 2638 | 06.1995 → | OM 446.924 | D 110 | Series 2833 | 04.1984 → | OM 422.954 | D 94 |
| Series 2638 | 06.1995 → | OM 446.925 | D 110 | 30T-SERIES | | | |
| Series 2638 | 01.1996 → | OM 446.920 | D 110 | Series 3025 | 12.1985 → 07.1987 | OM 422.909 | D 94 |
| Series 2638 | 01.1996 → | OM 446.926 | D 110 | Series 3025 | 12.1985 → 07.1987 | OM 422.912 | D 94 |
| Series 2638 | 01.1996 → | OM 446.935 | D 110 | Series 3025 | 12.1985 → 07.1987 | OM 422.920 | D 94 |
| Series 2638 | 01.1996 → | OM 446.936 | D 110 | Series 3028 | 02.1980 → 03.1991 | OM 422.905 | D 94 |
| Series 2638 | | OM 440.990 | D 102 | Series 3028 | 1985 → 02.1991 | OM 442.950 | D 97 |
| Series 2644 | 10.1985 → 02.1990 | OM 442.951 | D 97 | Series 3028 | 1985 → 02.1991 | OM 442.952 | D 97 |
| Series 2644 | 10.1985 → 02.1990 | OM 442.953 | D 97 | Series 3028 | 12.1985 → 07.1987 | OM 422.911 | D 94 |
| Series 2644 | 10.1985 → 02.1990 | OM 442.980 | D 97 | Series 3028 | 12.1985 → 07.1987 | OM 422.913 | D 94 |
| Series 2644 | 07.1987 → | OM 462.900-511 (AFS) | D 97 | Series 3028 | 12.1985 → 07.1987 | OM 422.919 | D 94 |
| Series 2644 | 09.1988 → 02.1991 | OM 442.983 | D 97 | Series 3028 | 07.1987 → 03.1991 | OM 422.921 | D 94 |
| Series 2644 | 03.1991 → 07.1992 | OM 442.983 | D 104 | Series 3028 | 01.1989 → 02.1991 | OM 441.951 | D 97 |
| Series 2644 | 03.1991 → | OM 402.996 | D 87 | Series 3028 | 03.1991 → 03.1991 | OM 441.951 | D 104 |
| | | | | Series 3028 | 03.1991 → 03.1991 | OM 442.950 | D 104 |
| | | | | Series 3028 | 03.1991 → 03.1991 | OM 442.952 | D 104 |

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| | | | | Pos | | | | | Pos |
|-------------------|-------------------|------------|---|-----|-------------------|-------------------|------------|---|-----|
| Series 3031 | 03.1991 → | OM 401.979 | D | 87 | Series 3235 | 07.1987 → 01.1989 | OM 442.945 | D | 97 |
| Series 3033 | 12.1982 → 11.1991 | OM 422.957 | D | 95 | Series 3235 | 07.1987 → 01.1989 | OM 442.950 | D | 97 |
| Series 3033 | 04.1984 → | OM 422.954 | D | 94 | Series 3235 | 07.1987 → 01.1989 | OM 442.952 | D | 97 |
| Series 3033 | 04.1984 → | OM 422.954 | D | 95 | Series 3235 | 10.1988 → 02.1991 | OM 442.944 | D | 97 |
| Series 3035 | 01.1985 → 02.1991 | OM 442.952 | D | 97 | Series 3235 | 10.1988 → 02.1991 | OM 442.959 | D | 97 |
| Series 3035 | 03.1991 → | OM 442.952 | D | 104 | Series 3235 | 10.1988 → 02.1991 | OM 442.966 | D | 97 |
| Series 3036 | 01.1981 → | OM 423.907 | D | 94 | Series 3235 | 10.1988 → 02.1991 | OM 442.971 | D | 97 |
| Series 3036 | 11.1981 → 03.1991 | OM 423.905 | D | 94 | Series 3235 | 10.1988 → 02.1991 | OM 443.940 | D | 97 |
| Series 3036 | 09.1982 → 03.1991 | OM 423.908 | D | 94 | Series 3235 | 03.1991 → 07.1992 | OM 442.959 | D | 104 |
| Series 3036 | 1985 → 02.1991 | OM 442.950 | D | 97 | Series 3235 | 03.1991 → 07.1992 | OM 442.966 | D | 104 |
| Series 3036 | 1985 → 02.1991 | OM 442.952 | D | 97 | Series 3235 | 03.1991 → 07.1992 | OM 442.971 | D | 104 |
| Series 3036 | 04.1987 → 02.1991 | OM 443.940 | D | 97 | Series 3235 | 03.1991 → 07.1992 | OM 443.940 | D | 104 |
| Series 3036 | 10.1989 → 02.1991 | OM 443.980 | D | 97 | Series 3235 | 03.1991 → 09.1993 | OM 442.944 | D | 104 |
| Series 3036 | 03.1991 → | OM 442.950 | D | 104 | Series 3235 | → 09.1993 | OM 402.983 | D | 87 |
| Series 3036 | 03.1991 → | OM 442.952 | D | 104 | Series 3236 | 01.1981 → | OM 423.909 | D | 94 |
| Series 3036 | 03.1991 → | OM 443.940 | D | 104 | Series 3238 | 01.1988 → 02.1991 | OM 442.950 | D | 97 |
| Series 3036 | 03.1991 → | OM 443.980 | D | 104 | Series 3238 | 10.1990 → 02.2001 | OM 402.971 | D | 87 |
| Series 3038 | 11.1980 → 12.1986 | OM 422.959 | D | 95 | Series 3238 | 10.1990 → 02.2001 | OM 402.973 | D | 87 |
| Series 3038 | 01.1981 → 12.1986 | OM 422.953 | D | 95 | Series 3238 | 10.1990 → 02.2001 | OM 402.982 | D | 87 |
| Series 3038 | 01.1981 → 12.1986 | OM 422.955 | D | 94 | Series 3238 | 10.1990 → | OM 402.977 | D | 87 |
| Series 3038 | 01.1981 → 12.1986 | OM 422.955 | D | 95 | Series 3238 | 10.1990 → | OM 402.987 | D | 87 |
| Series 3038 | 08.1981 → 12.1986 | OM 422.953 | D | 94 | Series 3238 | 1991 → | OM 441.960 | D | 97 |
| Series 3050 | 01.1985 → 02.1991 | OM 442.989 | D | 97 | Series 3238 | 03.1991 → | OM 402.985 | D | 87 |
| Series 3050 | 03.1991 → | OM 442.989 | D | 104 | Series 3238 | 03.1991 → | OM 442.950 | D | 104 |
| Series 3050 | 07.1995 → 05.1998 | OM 440.976 | D | 102 | Series 3238 | 06.1995 → | OM 446.924 | D | 110 |
| Series 3050 | 07.1995 → 05.1998 | OM 442.997 | D | 102 | Series 3238 | 01.1996 → | OM 446.920 | D | 110 |
| Series 3050 | 07.1995 → | OM 440.975 | D | 102 | Series 3238 | 01.1996 → | OM 446.926 | D | 110 |
| Series 3050 | 01.1996 → | OM 446.932 | D | 110 | Series 3238 | 01.1996 → | OM 446.939 | D | 110 |
| Series 3050 | 01.1996 → | OM 446.933 | D | 110 | Series 3240 | 01.1985 → 02.1991 | OM 442.989 | D | 97 |
| 32T-SERIES | | | | | Series 3240 | 03.1991 → | OM 442.989 | D | 104 |
| Series 3228 | 02.1980 → 03.1991 | OM 422.905 | D | 94 | Series 3244 | 12.1990 → 06.1995 | OM 440.978 | D | 100 |
| Series 3228 | 07.1987 → 03.1991 | OM 422.911 | D | 94 | Series 3244 | 03.1991 → 06.1995 | OM 440.980 | D | 100 |
| Series 3228 | 07.1987 → 03.1991 | OM 422.913 | D | 94 | Series 3244 | 07.1995 → 02.2001 | OM 440.978 | D | 102 |
| Series 3228 | 07.1987 → 03.1991 | OM 422.919 | D | 94 | Series 3244 | 07.1995 → 02.2001 | OM 440.980 | D | 102 |
| Series 3228 | 07.1987 → 03.1991 | OM 422.921 | D | 94 | Series 3244 | 07.1995 → | OM 440.970 | D | 102 |
| Series 3228 | 1988 → 02.1991 | OM 442.952 | D | 97 | Series 3244 | 07.1995 → | OM 442.997 | D | 102 |
| Series 3228 | 1988 → | OM 442.950 | D | 97 | Series 3244 | 01.1996 → | OM 446.922 | D | 110 |
| Series 3228 | 01.1989 → 02.1991 | OM 441.951 | D | 97 | Series 3248 | 01.1985 → 02.1991 | OM 442.985 | D | 97 |
| Series 3228 | 03.1991 → | OM 441.951 | D | 104 | Series 3248 | 03.1991 → | OM 442.985 | D | 104 |
| Series 3228 | 03.1991 → | OM 441.960 | D | 104 | Series 3250 | 01.1985 → 02.1991 | OM 442.985 | D | 97 |
| Series 3228 | 03.1991 → | OM 442.952 | D | 104 | Series 3250 | 01.1985 → 02.1991 | OM 442.989 | D | 97 |
| Series 3229 | 07.1988 → 09.1993 | OM 442.923 | D | 117 | Series 3250 | 09.1985 → 08.1994 | OM 423.950 | D | 95 |
| Series 3229 | 09.1989 → 08.1994 | OM 442.927 | D | 117 | Series 3250 | 01.1990 → 02.1991 | OM 443.980 | D | 97 |
| Series 3229 | 09.1989 → 08.1994 | OM 442.928 | D | 117 | Series 3250 | 03.1991 → 09.1993 | OM 443.980 | D | 104 |
| Series 3229 | 09.1989 → | OM 442.915 | D | 117 | Series 3250 | 03.1991 → | OM 442.985 | D | 104 |
| Series 3229 | 09.1989 → | OM 442.916 | D | 117 | Series 3250 | 03.1991 → | OM 442.989 | D | 104 |
| Series 3231 | 03.1991 → | OM 401.979 | D | 87 | Series 3250 | 07.1995 → | OM 440.971 | D | 102 |
| Series 3231 | 06.1992 → | OM 401.972 | D | 87 | Series 3250 | 07.1995 → | OM 440.973 | D | 102 |
| Series 3231 | 06.1992 → | OM 401.993 | D | 87 | Series 3250 | 07.1995 → | OM 440.975 | D | 102 |
| Series 3233 | 10.1990 → 02.1991 | OM 441.960 | D | 97 | Series 3253 | 01.1996 → | OM 446.920 | D | 110 |
| Series 3233 | 10.1990 → 02.1991 | OM 441.982 | D | 97 | Series 3253 | 01.1996 → | OM 446.939 | D | 110 |
| Series 3233 | 03.1991 → 07.1992 | OM 441.960 | D | 104 | Series 3253 | 01.1996 → | OM 446.945 | D | 110 |
| Series 3233 | 03.1991 → 07.1992 | OM 441.982 | D | 104 | 33T-SERIES | | | | |
| Series 3233 | 03.1991 → 07.1992 | OM 441.985 | D | 104 | Series 3328 | 01.1980 → 06.1989 | OM 422.916 | D | 94 |
| Series 3233 | 02.1992 → 06.1995 | OM 441.990 | D | 100 | Series 3328 | 02.1980 → 03.1991 | OM 422.905 | D | 94 |
| Series 3233 | 01.1994 → | OM 445.922 | D | 110 | Series 3328 | 02.1980 → 03.1991 | OM 422.907 | D | 94 |
| Series 3233 | 07.1995 → 05.1998 | OM 441.990 | D | 102 | Series 3328 | 07.1982 → 07.1987 | OM 422.911 | D | 94 |
| Series 3233 | 07.1995 → | OM 441.988 | D | 102 | Series 3328 | 07.1982 → 07.1987 | OM 422.913 | D | 94 |
| Series 3233 | 07.1995 → | OM 441.992 | D | 102 | Series 3328 | 07.1982 → 07.1987 | OM 422.919 | D | 94 |
| Series 3234 | 05.1989 → 02.1991 | OM 441.981 | D | 97 | Series 3328 | 1985 → 02.1991 | OM 442.950 | D | 97 |
| Series 3234 | 10.1990 → 02.1991 | OM 441.985 | D | 97 | Series 3328 | 1985 → 02.1991 | OM 442.952 | D | 97 |
| Series 3234 | 03.1991 → 07.1992 | OM 441.981 | D | 104 | Series 3328 | 1985 → 02.1991 | OM 442.962 | D | 97 |
| Series 3234 | 03.1991 → 07.1992 | OM 441.985 | D | 104 | Series 3328 | 1988 → | OM 442.905 | D | 117 |
| Series 3234 | 02.1992 → 06.1995 | OM 441.990 | D | 100 | Series 3328 | 03.1991 → 1996 | OM 442.950 | D | 104 |
| Series 3234 | 01.1994 → | OM 445.922 | D | 110 | Series 3328 | 03.1991 → 1996 | OM 442.952 | D | 104 |
| Series 3234 | 07.1995 → 05.1998 | OM 441.988 | D | 102 | Series 3332 | 08.1973 → 09.1983 | OM 403.931 | D | 80 |
| Series 3234 | 07.1995 → 05.1998 | OM 441.990 | D | 102 | Series 3332 | 05.1974 → 09.1983 | OM 403.932 | D | 80 |
| Series 3234 | 07.1995 → 05.1998 | OM 441.992 | D | 102 | Series 3333 | 12.1982 → 11.1991 | OM 422.954 | D | 95 |
| Series 3235 | 07.1987 → 01.1989 | OM 441.951 | D | 97 | Series 3333 | 12.1982 → 11.1991 | OM 422.954 | D | 94 |







| | | | | Pos | | | | | Pos |
|-------------------|-------------------|------------|---|-----|-------------|-------------------|------------|---|-----|
| Series 3333 | 12.1982 → 11.1991 | OM 422.957 | D | 95 | Series 3535 | 03.1991 → 08.1994 | OM 442.957 | D | 104 |
| Series 3335 | 01.1985 → 02.1991 | OM 442.950 | D | 97 | Series 3535 | 03.1991 → 08.1994 | OM 442.959 | D | 104 |
| Series 3335 | 01.1985 → 02.1991 | OM 442.952 | D | 97 | Series 3535 | 03.1991 → | OM 442.966 | D | 104 |
| Series 3335 | 01.1985 → 02.1991 | OM 442.962 | D | 97 | Series 3535 | 03.1991 → | OM 442.989 | D | 104 |
| Series 3335 | 03.1991 → | OM 442.950 | D | 104 | Series 3535 | 03.1991 → | OM 443.940 | D | 104 |
| Series 3335 | 03.1991 → | OM 442.952 | D | 104 | Series 3535 | 07.1991 → 08.1994 | OM 440.940 | D | 100 |
| Series 3335 | 03.1991 → | OM 442.962 | D | 104 | Series 3536 | 01.1981 → | OM 423.907 | D | 94 |
| Series 3336 | 12.1982 → 11.1991 | OM 423.905 | D | 94 | Series 3536 | 11.1981 → 03.1991 | OM 423.906 | D | 94 |
| Series 3336 | 12.1982 → 11.1991 | OM 423.906 | D | 94 | Series 3536 | 12.1982 → 11.1991 | OM 423.905 | D | 94 |
| Series 3336 | 1985 → 02.1991 | OM 442.950 | D | 97 | Series 3536 | 1985 → 02.1991 | OM 442.950 | D | 97 |
| Series 3336 | 1985 → 02.1991 | OM 442.952 | D | 97 | Series 3536 | 1985 → 02.1991 | OM 442.952 | D | 97 |
| Series 3336 | 1985 → 02.1991 | OM 442.960 | D | 97 | Series 3536 | 1985 → 02.1991 | OM 442.962 | D | 97 |
| Series 3336 | 1985 → 02.1991 | OM 442.962 | D | 97 | Series 3536 | 04.1987 → 02.1991 | OM 443.940 | D | 97 |
| Series 3336 | 09.1986 → 11.1991 | OM 423.907 | D | 94 | Series 3536 | 1989 → 02.1991 | OM 443.980 | D | 97 |
| Series 3336 | 04.1987 → 02.1991 | OM 443.940 | D | 97 | Series 3536 | 03.1991 → | OM 442.950 | D | 104 |
| Series 3336 | 10.1989 → 02.1991 | OM 443.980 | D | 97 | Series 3536 | 03.1991 → | OM 442.952 | D | 104 |
| Series 3336 | 03.1991 → | OM 442.950 | D | 104 | Series 3536 | 03.1991 → | OM 442.962 | D | 104 |
| Series 3336 | 03.1991 → | OM 442.952 | D | 104 | Series 3536 | 03.1991 → | OM 443.940 | D | 104 |
| Series 3336 | 03.1991 → | OM 442.960 | D | 104 | Series 3536 | 03.1991 → | OM 443.980 | D | 104 |
| Series 3336 | 03.1991 → | OM 442.962 | D | 104 | Series 3538 | 10.1990 → | OM 402.977 | D | 87 |
| Series 3336 | 03.1991 → | OM 443.940 | D | 104 | Series 3538 | 03.1991 → | OM 402.973 | D | 87 |
| Series 3336 | 03.1991 → | OM 443.980 | D | 104 | Series 3538 | 03.1991 → | OM 402.974 | D | 87 |
| Series 3338 | 01.1985 → 02.1991 | OM 442.950 | D | 97 | Series 3538 | 03.1991 → | OM 402.982 | D | 87 |
| Series 3338 | 03.1991 → | OM 442.950 | D | 104 | Series 3538 | 03.1991 → | OM 402.987 | D | 87 |
| Series 3344 | 01.1985 → 02.1991 | OM 442.951 | D | 97 | Series 3538 | 05.1992 → | OM 402.983 | D | 87 |
| Series 3344 | 01.1985 → 02.1991 | OM 442.953 | D | 97 | Series 3538 | 05.1992 → | OM 402.984 | D | 87 |
| Series 3344 | 03.1991 → | OM 442.951 | D | 104 | Series 3538 | 07.1992 → | OM 402.978 | D | 87 |
| Series 3344 | 03.1991 → | OM 442.953 | D | 104 | Series 3538 | 07.1995 → | OM 440.987 | D | 102 |
| 35T-SERIES | | | | | Series 3538 | 07.1995 → | OM 440.988 | D | 102 |
| Series 3528 | 02.1980 → 03.1991 | OM 422.905 | D | 94 | Series 3538 | 01.1996 → | OM 446.926 | D | 110 |
| Series 3528 | 02.1980 → 03.1991 | OM 422.907 | D | 94 | Series 3538 | 01.1996 → | OM 446.930 | D | 110 |
| Series 3528 | 1985 → 02.1991 | OM 442.950 | D | 97 | Series 3538 | 01.1996 → | OM 446.931 | D | 110 |
| Series 3528 | 1985 → 02.1991 | OM 442.952 | D | 97 | Series 3538 | 01.1996 → | OM 446.939 | D | 110 |
| Series 3528 | 1985 → 02.1991 | OM 442.962 | D | 97 | Series 3538 | 01.1996 → | OM 446.940 | D | 110 |
| Series 3528 | 07.1987 → 09.1989 | OM 422.911 | D | 94 | Series 3538 | 01.1996 → | OM 446.941 | D | 110 |
| Series 3528 | 07.1987 → 09.1989 | OM 422.913 | D | 94 | Series 3538 | | OM 440.990 | D | 102 |
| Series 3528 | 07.1987 → 09.1989 | OM 422.919 | D | 94 | Series 3544 | 09.1987 → 02.1991 | OM 442.953 | D | 97 |
| Series 3528 | 1988 → | OM 442.905 | D | 117 | Series 3544 | 09.1987 → 02.1991 | OM 442.980 | D | 97 |
| Series 3528 | 03.1991 → 1996 | OM 442.950 | D | 104 | Series 3544 | 09.1987 → 03.1992 | OM 442.951 | D | 97 |
| Series 3528 | 03.1991 → 1996 | OM 442.952 | D | 104 | Series 3544 | 03.1991 → 03.1992 | OM 442.953 | D | 104 |
| Series 3528 | 03.1991 → | OM 442.962 | D | 104 | Series 3544 | 03.1991 → 03.1992 | OM 442.980 | D | 104 |
| Series 3529 | 01.1988 → | OM 442.907 | D | 117 | Series 3544 | 03.1991 → 06.1995 | OM 440.980 | D | 100 |
| Series 3529 | 01.1988 → | OM 442.915 | D | 117 | Series 3544 | 05.1992 → 06.1995 | OM 440.979 | D | 100 |
| Series 3529 | 10.1988 → 02.1991 | OM 442.959 | D | 97 | Series 3544 | 05.1992 → 06.1995 | OM 440.984 | D | 100 |
| Series 3529 | 03.1991 → | OM 442.959 | D | 104 | Series 3544 | 05.1992 → 06.1995 | OM 440.985 | D | 100 |
| Series 3534 | 05.1989 → 07.1992 | OM 441.981 | D | 97 | Series 3544 | 07.1992 → | OM 440.970 | D | 102 |
| Series 3534 | 03.1991 → 07.1992 | OM 441.981 | D | 104 | Series 3544 | 07.1995 → | OM 440.979 | D | 102 |
| Series 3534 | 01.1994 → | OM 445.922 | D | 110 | Series 3544 | 07.1995 → | OM 440.980 | D | 102 |
| Series 3534 | 07.1995 → | OM 441.988 | D | 102 | Series 3544 | 07.1995 → | OM 440.984 | D | 102 |
| Series 3535 | 01.1985 → 02.1991 | OM 442.966 | D | 97 | Series 3544 | 07.1995 → | OM 440.985 | D | 102 |
| Series 3535 | 01.1985 → 02.1991 | OM 442.989 | D | 97 | Series 3544 | 07.1995 → | OM 440.980 | D | 102 |
| Series 3535 | 04.1987 → 02.1991 | OM 443.940 | D | 97 | Series 3544 | 01.1996 → | OM 446.920 | D | 110 |
| Series 3535 | 09.1987 → 02.1990 | OM 442.950 | D | 97 | Series 3544 | 01.1996 → | OM 446.939 | D | 110 |
| Series 3535 | 09.1987 → 02.1990 | OM 442.952 | D | 97 | Series 3544 | 01.1996 → | OM 446.945 | D | 110 |
| Series 3535 | 09.1987 → 02.1991 | OM 442.946 | D | 97 | Series 3548 | 01.1985 → 02.1991 | OM 442.945 | D | 97 |
| Series 3535 | 09.1987 → 02.1991 | OM 442.957 | D | 97 | Series 3548 | 01.1985 → 02.1991 | OM 442.985 | D | 97 |
| Series 3535 | 09.1987 → 02.1991 | OM 442.959 | D | 97 | Series 3548 | 03.1991 → | OM 442.945 | D | 104 |
| Series 3535 | 1988 → | OM 442.905 | D | 117 | Series 3548 | 03.1991 → | OM 442.985 | D | 104 |
| Series 3535 | 07.1988 → 08.1994 | OM 442.909 | D | 117 | Series 3548 | 01.1996 → | OM 446.932 | D | 110 |
| Series 3535 | 10.1988 → 02.1991 | OM 442.942 | D | 97 | Series 3550 | 01.1985 → 02.1991 | OM 442.989 | D | 97 |
| Series 3535 | 10.1988 → 02.1991 | OM 442.944 | D | 97 | Series 3550 | 12.1990 → 02.1991 | OM 442.993 | D | 97 |
| Series 3535 | 10.1988 → 02.1991 | OM 442.945 | D | 97 | Series 3550 | 03.1991 → 07.1992 | OM 442.993 | D | 104 |
| Series 3535 | 10.1988 → 02.1991 | OM 442.945 | D | 97 | Series 3550 | 03.1991 → | OM 442.989 | D | 104 |
| Series 3535 | 10.1988 → 02.1991 | OM 442.962 | D | 97 | Series 3550 | 05.1992 → 06.1995 | OM 440.983 | D | 100 |
| Series 3535 | 1991 → | OM 402.983 | D | 87 | Series 3550 | 07.1992 → 06.1995 | OM 440.982 | D | 100 |
| Series 3535 | 03.1991 → 09.1993 | OM 442.942 | D | 104 | Series 3550 | 07.1995 → 05.1998 | OM 440.975 | D | 102 |
| Series 3535 | 03.1991 → 09.1993 | OM 442.944 | D | 104 | Series 3550 | 07.1995 → 05.1998 | OM 440.976 | D | 102 |
| Series 3535 | 03.1991 → 09.1993 | OM 442.962 | D | 104 | Series 3550 | 07.1995 → | OM 440.971 | D | 102 |
| Series 3535 | 03.1991 → 08.1994 | OM 442.945 | D | 104 | Series 3550 | 07.1995 → | OM 440.973 | D | 102 |
| Series 3535 | 03.1991 → 08.1994 | OM 442.946 | D | 104 | Series 3550 | 07.1995 → | OM 440.982 | D | 102 |

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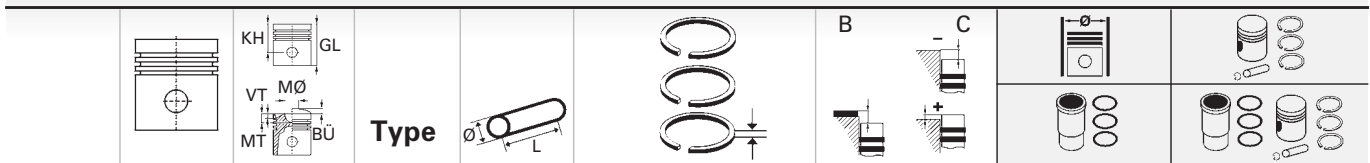


| | | | | Pos | | | | | Pos |
|-------------------|-------------------|------------|---|-----|-------------------|-------------------|------------|---|-----|
| Series 3550 | 07.1995 → | OM 440.983 | D | 102 | Series 4645 | 10.1989 → 02.1991 | OM 442.966 | D | 97 |
| Series 3550 | 07.1995 → | OM 442.997 | D | 102 | Series 4645 | 10.1989 → 02.1991 | OM 443.940 | D | 97 |
| Series 3550 | 07.1995 → | OM 442.999 | D | 102 | Series 4645 | 03.1991 → 02.2001 | OM 442.942 | D | 104 |
| Series 3550 | 01.1996 → | OM 446.932 | D | 110 | Series 4645 | 03.1991 → 02.2001 | OM 442.950 | D | 104 |
| Series 3553 | 01.1996 → | OM 446.920 | D | 110 | Series 4645 | 03.1991 → 02.2001 | OM 442.952 | D | 104 |
| Series 3553 | 01.1996 → | OM 446.932 | D | 110 | Series 4645 | 03.1991 → 02.2001 | OM 442.953 | D | 104 |
| Series 3553 | 01.1996 → | OM 446.939 | D | 110 | Series 4645 | 03.1991 → 02.2001 | OM 442.959 | D | 104 |
| 36T-SERIES | | | | | Series 4645 | 03.1991 → 02.2001 | OM 442.962 | D | 104 |
| Series 3636 | 01.1981 → | OM 423.907 | D | 94 | Series 4645 | 03.1991 → 02.2001 | OM 442.966 | D | 104 |
| Series 3636 | 11.1981 → 03.1991 | OM 423.906 | D | 94 | Series 4645 | 03.1991 → 02.2001 | OM 443.940 | D | 104 |
| Series 3636 | 12.1982 → 11.1991 | OM 423.905 | D | 94 | Series 4648 | 10.1989 → 02.1991 | OM 442.942 | D | 97 |
| Series 3636 | 1985 → 02.1991 | OM 442.952 | D | 97 | Series 4648 | 10.1989 → 02.1991 | OM 442.959 | D | 97 |
| Series 3636 | 03.1991 → | OM 442.952 | D | 104 | Series 4648 | 10.1989 → 02.1991 | OM 442.966 | D | 97 |
| 38T-SERIES | | | | | Series 4648 | 10.1989 → 02.1991 | OM 443.940 | D | 97 |
| Series 3833 | 12.1982 → 11.1991 | OM 422.954 | D | 95 | Series 4648 | 03.1991 → 02.2001 | OM 442.942 | D | 104 |
| Series 3833 | 12.1982 → 11.1991 | OM 422.954 | D | 94 | Series 4648 | 03.1991 → 02.2001 | OM 442.959 | D | 104 |
| Series 3833 | 12.1982 → 11.1991 | OM 422.957 | D | 95 | Series 4648 | 03.1991 → 02.2001 | OM 442.966 | D | 104 |
| Series 3835 | 10.1989 → 02.1991 | OM 442.952 | D | 97 | Series 4648 | 03.1991 → 02.2001 | OM 443.940 | D | 104 |
| Series 3835 | 03.1991 → | OM 442.952 | D | 104 | 48T-SERIES | | | | |
| Series 3836 | 01.1981 → | OM 423.907 | D | 94 | Series 4836 | 01.1981 → | OM 423.907 | D | 94 |
| Series 3850 | 09.1985 → 08.1994 | OM 423.950 | D | 95 | Series 4836 | 11.1981 → 03.1991 | OM 423.906 | D | 94 |
| 40T-SERIES | | | | | Series 4836 | 12.1982 → 11.1991 | OM 423.905 | D | 94 |
| Series 4044 | 01.1985 → 02.1991 | OM 442.951 | D | 97 | Series 4836 | 1985 → 02.1991 | OM 442.962 | D | 97 |
| Series 4044 | 01.1985 → 02.1991 | OM 442.953 | D | 97 | Series 4836 | 03.1991 → | OM 442.962 | D | 104 |
| Series 4044 | 03.1991 → | OM 442.951 | D | 104 | Series 4838 | 01.1996 → | OM 446.939 | D | 110 |
| Series 4044 | 03.1991 → | OM 442.953 | D | 104 | Series 4844 | 01.1985 → 02.1991 | OM 442.951 | D | 97 |
| Series 4050 | 01.1984 → | OM 423.950 | D | 95 | Series 4844 | 01.1985 → 02.1991 | OM 442.953 | D | 97 |
| Series 4050 | 07.1995 → 05.1998 | OM 440.975 | D | 102 | Series 4844 | 03.1991 → 06.1995 | OM 440.980 | D | 100 |
| 41T-SERIES | | | | | Series 4844 | 03.1991 → | OM 442.951 | D | 104 |
| Series 4150 | 07.1995 → | OM 440.981 | D | 102 | Series 4844 | 03.1991 → | OM 442.953 | D | 104 |
| Series 4150 | → 06.1995 | OM 440.981 | D | 100 | Series 4844 | 07.1995 → 05.1998 | OM 440.970 | D | 102 |
| 44T-SERIES | | | | | Series 4844 | 07.1995 → | OM 440.979 | D | 102 |
| Series 4435 | 01.1985 → 02.1991 | OM 442.962 | D | 97 | Series 4844 | 07.1995 → | OM 440.980 | D | 102 |
| Series 4435 | 10.1989 → 02.1991 | OM 442.944 | D | 97 | Series 4844 | 07.1995 → | OM 440.984 | D | 102 |
| Series 4435 | 10.1989 → 02.1991 | OM 442.945 | D | 97 | Series 4844 | 07.1995 → | OM 440.985 | D | 102 |
| Series 4435 | 10.1989 → 02.1991 | OM 442.950 | D | 97 | Series 4844 | 01.1996 → | OM 446.920 | D | 110 |
| Series 4435 | 10.1989 → 02.1991 | OM 442.952 | D | 97 | Series 4844 | → 06.1995 | OM 440.979 | D | 100 |
| Series 4435 | 10.1989 → 02.1991 | OM 442.966 | D | 97 | Series 4844 | → 06.1995 | OM 440.984 | D | 100 |
| Series 4435 | 03.1991 → 02.2001 | OM 442.944 | D | 104 | Series 4844 | → 06.1996 | OM 440.985 | D | 100 |
| Series 4435 | 03.1991 → 02.2001 | OM 442.945 | D | 104 | Series 4850 | 01.1984 → | OM 423.950 | D | 95 |
| Series 4435 | 03.1991 → 02.2001 | OM 442.950 | D | 104 | Series 4850 | 07.1992 → 06.1995 | OM 440.982 | D | 100 |
| Series 4435 | 03.1991 → 02.2001 | OM 442.952 | D | 104 | Series 4850 | 07.1995 → | OM 440.971 | D | 102 |
| Series 4435 | 03.1991 → 02.2001 | OM 442.962 | D | 104 | Series 4850 | 07.1995 → | OM 440.975 | D | 102 |
| Series 4435 | 03.1991 → 02.2001 | OM 442.966 | D | 104 | Series 4850 | 07.1995 → | OM 440.982 | D | 102 |
| Series 4436 | 01.1981 → 02.2001 | OM 423.907 | D | 94 | Series 4850 | 07.1995 → | OM 442.997 | D | 102 |
| Series 4436 | 11.1981 → 03.1991 | OM 423.906 | D | 94 | Series 4853 | 01.1996 → | OM 446.920 | D | 110 |
| Series 4436 | 12.1982 → 11.1991 | OM 423.905 | D | 94 | Series 4853 | 01.1996 → | OM 446.940 | D | 110 |
| Series 4436 | 1985 → 02.1991 | OM 442.962 | D | 97 | 49T-SERIES | | | | |
| Series 4436 | 1989 → 02.1991 | OM 443.940 | D | 97 | Series 4936 | 01.1985 → 02.1991 | OM 442.952 | D | 97 |
| Series 4436 | 10.1989 → 02.1991 | OM 442.950 | D | 97 | Series 4936 | 03.1991 → | OM 442.952 | D | 104 |
| Series 4436 | 10.1989 → 02.1991 | OM 442.952 | D | 97 | 50T-SERIES | | | | |
| Series 4436 | 10.1989 → 02.1991 | OM 443.980 | D | 97 | Series 5035 | 01.1985 → 02.1991 | OM 442.942 | D | 97 |
| Series 4436 | 03.1991 → 02.2001 | OM 442.950 | D | 104 | Series 5035 | 01.1985 → 02.1991 | OM 442.966 | D | 97 |
| Series 4436 | 03.1991 → 02.2001 | OM 442.952 | D | 104 | Series 5035 | 03.1991 → | OM 442.942 | D | 104 |
| Series 4436 | 03.1991 → 02.2001 | OM 442.962 | D | 104 | Series 5035 | 03.1991 → | OM 442.966 | D | 104 |
| Series 4436 | 03.1991 → 02.2001 | OM 443.940 | D | 104 | Series 5038 | 07.1995 → | OM 440.988 | D | 102 |
| Series 4436 | 03.1991 → 02.2001 | OM 443.980 | D | 104 | 52T-SERIES | | | | |
| Series 4445 | 10.1989 → 02.1991 | OM 442.962 | D | 97 | Series 5248 | 01.1985 → 02.1991 | OM 442.985 | D | 97 |
| Series 4445 | 03.1991 → | OM 442.962 | D | 104 | Series 5248 | 03.1991 → | OM 442.985 | D | 104 |
| 46T-SERIES | | | | | 54T-SERIES | | | | |
| Series 4635 | 10.1989 → 02.1991 | OM 442.952 | D | 97 | Series 5436 | 01.1981 → | OM 423.907 | D | 94 |
| Series 4635 | 03.1991 → 02.2001 | OM 442.952 | D | 104 | Series 5436 | 12.1982 → 11.1991 | OM 423.905 | D | 94 |
| Series 4644 | 07.1995 → 05.1998 | OM 440.970 | D | 102 | Series 5436 | 1985 → 02.1991 | OM 442.950 | D | 97 |
| Series 4645 | 01.1985 → 02.1991 | OM 442.953 | D | 97 | Series 5436 | 1985 → 02.1992 | OM 442.952 | D | 97 |
| Series 4645 | 10.1989 → 02.1991 | OM 442.942 | D | 97 | Series 5436 | 04.1987 → 02.1991 | OM 443.940 | D | 97 |
| Series 4645 | 10.1989 → 02.1991 | OM 442.950 | D | 97 | Series 5436 | 1989 → 02.1991 | OM 443.980 | D | 97 |
| Series 4645 | 10.1989 → 02.1991 | OM 442.952 | D | 97 | Series 5436 | 03.1991 → | OM 442.950 | D | 104 |
| Series 4645 | 10.1989 → 02.1991 | OM 442.959 | D | 97 | Series 5436 | 03.1991 → | OM 442.952 | D | 104 |
| Series 4645 | 10.1989 → 02.1991 | OM 442.962 | D | 97 | Series 5436 | 03.1991 → | OM 443.940 | D | 104 |



|  | |  | | Pos |  | |  | | Pos |
|---|-------------------|---|---|------------|--|--|---|--|-----|
| Series 5436 | 03.1991 → | OM 443.980 | D | 104 | | | | | |
| 60T-SERIES | | | | | | | | | |
| Series 6036 | 01.1981 → | OM 423.907 | D | 94 | | | | | |
| Series 6036 | 12.1982 → 11.1991 | OM 423.905 | D | 94 | | | | | |
| Series 6036 | 1985 → 02.1991 | OM 442.950 | D | 97 | | | | | |
| Series 6036 | 1985 → 02.1991 | OM 442.952 | D | 97 | | | | | |
| Series 6036 | 10.1989 → 02.1991 | OM 443.940 | D | 97 | | | | | |
| Series 6036 | 10.1989 → 02.1991 | OM 443.980 | D | 97 | | | | | |
| Series 6036 | 03.1991 → | OM 442.950 | D | 104 | | | | | |
| Series 6036 | 03.1991 → | OM 442.952 | D | 104 | | | | | |
| Series 6036 | 03.1991 → | OM 443.940 | D | 104 | | | | | |
| Series 6036 | 03.1991 → | OM 443.980 | D | 104 | | | | | |

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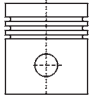
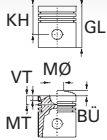

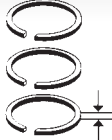



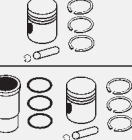
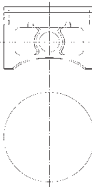

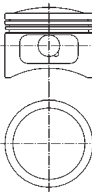



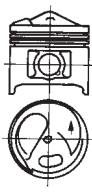


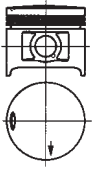


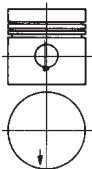



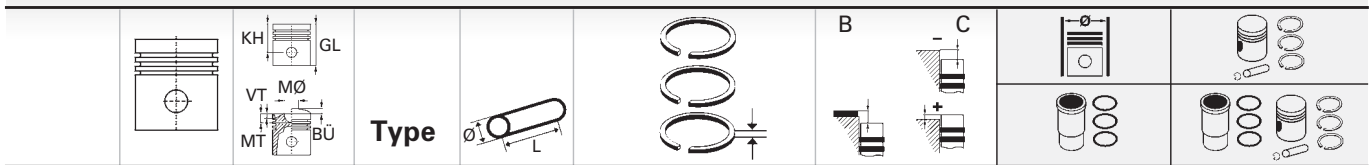
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|--|---------|---------|------|-------|---------|-------|-------|------------|------------|
| OM 636 900, 914 - 919, 930 - 941, 944, 946 - 947, 955 - 957, 959 - 960 | | | | | | | | | |
| 1949 → D 4 1767 cm ³ 2V 15-32 kW (21-43 PS) 100,00 mm | | | | | | | | | |
| | 4 | KH 45 | RTK | 22 | 1 R 2 | CR G6 | -0,30 | 75,00 | 90 278 600 |
| | 075 229 | MT -3,9 | LOX | 63,5 | 1 R 2 | | +0,30 | | |
| | | GL 89 | URK | | 1 NM 2 | | | | |
| | | | | | 1 DSF 5 | CR | | | |
| | | | | | 1 S 5 | | 76,00 | 90 278 630 | |
| | T Cyl. | A=78 | C=81 | L=189 | H=4 | | | 88 530 190 | 90 278 960 |
| | | | | | | | | semi | |

| 2 81 | | | | | | | | | | | |
|---|---------|----------|--|----|-----------|-------|--|-------|------------|-------|------------|
| M 104 900 | | | | | | | | | | | |
| 04.1996 → 09.2003 B 6 2792 cm ³ 2V 128 kW (174 PS) 10:1 90,30 mm | | | | | | | | | | | |
| | 6 | KH 30,45 | | 20 | 1 M 1,5 | MO G6 | | 81,01 | 91 033 600 | | |
| | 081 126 | MT -5,5 | | 57 | 1 NM 1,75 | | | | | | |
| | | BÜ +4,33 | | | 1 DSF 3 | CR | | | | 81,51 | 91 033 610 |
| | | GL 58,78 | | | | | | | | 82,01 | 91 033 620 |

| 3 82,9 | | | | | | | | | | |
|--|--|---------|-----|----|-----------|-------|--|-------|------------|--|
| M 103 940 (USA), 941 - 943 | | | | | | | | | | |
| 06.1985 → 08.1992 B 6 2599 cm ³ 2V 122 kW (166 PS) 9,2:1 80,25 mm | | | | | | | | | | |
| | 6 | KH 33 | SRK | 22 | 1 R 1,5 | CR G6 | | 82,90 | 93 827 600 | |
| | 083 051 | MT -1 | | 52 | 1 NM 1,75 | G3 | | | | |
| | | GL 63 | | | 1 DSF 3 | CR | | | | |
| | | | | | | | | | | |
| | | KH 32,7 | HKÜ | | | | | 83,40 | 93 827 610 | |
| | | MT -0,7 | HKÜ | | | | | 83,90 | 93 827 620 | |
| | | GL 62,7 | HKÜ | | | | | | [1] | |
| [1] | Pleuel im Kolben geführt, Augenabstand 22,30 mm connecting rod guided in the piston, distance between bosses 22,30 mm Biela guiada en el pistón, distancia entre bordes interiores de bancada 22,30 mm bielle guidée dans le piston, entre-bossage 22,30 mm Шатун, направляемый в поршне, расстояние между внутренними торцами бобышек поршня 22,30 мм | | | | | | | | | |

| 4 83 | | | | | | | | | | |
|---|---------|-------|--|----|-----------|-------|--|-------|------------|--|
| M 266 920 | | | | | | | | | | |
| 09.2004 → 06.2012 B 4 1498 cm ³ 2V 70 kW (95 PS) 11:1 69,20 mm | | | | | | | | | | |
| | 4 | KH 29 | | 19 | 1 R 1,2 | CR ST | | 83,00 | 99 881 600 | |
| | 083 086 | GL 50 | | 50 | 1 NM 1,75 | | | | | |
| | | | | | 1 SLF 2 | NT | | | | |
| | | | | | | | | | | |

| |  |  | Type |  |  |  |  |  |  |
|--|---|---|------------|---|---|---|---|---|---|
|  | 1 085 180 | KH 33,3 GL 59 | | 19,05 60 | 1 NM 2 G3 1 NM 2 G3 1 GSF 4 | | | 85,00 85,50 | 94 294 600 94 294 610 (94 285) |
| 9  85,3 M 111 920 06.1993 → 04.1995 B 4 1799 cm ³ 4V 90 kW (122 PS) 9,8:1 78,70 mm | | | | | | | | | |
|  | 4 85L83 | KH 30,1 BÜ +6 GL 61,1 | | 22 52 | 1 R 1,5 1 NM 1,75 1 DSF 3 | | | 85,30 85,55 85,80 | 94 520 600 94 520 610 94 520 620 |
|  | | KH 29,8 BÜ +4,53 GL 59,33 | HKÜ | | | | | | |
|  | | KH 29,8 BÜ +4,32 GL 59,12 | HKÜ | | | | | | |
| 10  86 M 110 921 - 924, 926, 981 - 982, 984 - 990 06.1972 → 12.1985 B 6 2746 cm ³ 2V 115-136 kW (156-185 PS) 78,80 mm | | | | | | | | | |
|  | 6 086 076 | KH 42,65 VT1 -3,80 BÜ +14,34 GL 89,04 | RK HKÜ | 23 69 | 1 R 1,75 MO G6 1 NM 2,5 1 DSF 4 CR | | | 86,00 86,50 87,00 | 93 582 600 93 582 610 93 582 620 (92 210, 93 017, 93 548) |
|  | | KH 42,4 VT1 -3,80 BÜ +14,34 GL 88,79 | HKÜ | | | | | | |
| 11  86 M 110 931 - 932, 983, 991 - 993 09.1972 → 12.1984 B 6 2746 cm ³ 2V 105-136 kW (143-185 PS) 8:1 78,80 mm | | | | | | | | | |
|  | 6 086 050 | KH 42 BÜ +1,68 GL 75,68 | RK HKÜ | 23 69 | 1 R 1,75 MO G6 1 NM 2,5 MO G3 1 DSF 4 CR | | | 87,00 | 92 594 620 (92 953) |
|  | | | | | | | | | |
| 12  87 M 115 923, 926, 938 - 939 01.1968 → 08.1980 B 4 1988 cm ³ 2V 62-70 kW (84-95 PS) 9:1 83,60 mm | | | | | | | | | |
|  | 4 087 031 | KH 52,4 GL 84,4 | RK | 26 72 | 1 R 1,75 MO G6 1 NM 2,5 MO G3 1 DSF 4 CR | | | 87,00 87,50 88,00 | 91 430 600 91 430 610 91 430 630 |
|  | | KH 51,6 GL 83,6 | HKÜ HKÜ | | | | | | |



| | | | | | | | | | | |
|---------------|---|-------------------|---|---|----------------------|----|----------|------------|------|----------|
| 13 | | 87 | | | | | | | | |
| OM 615 | 913, 915, 960 (ESP) | | | | | | | | | |
| | | 05.1969 → 01.1976 | D | 4 | 1988 cm ³ | 2V | 40-44 kW | (55-60 PS) | 21:1 | 83,60 mm |
| OM 621 | 910, 912 - 916, 918 - 919, 930 - 932 | | | | | | | | | |
| | | 01.1961 → 12.1969 | D | 4 | 1988 cm ³ | 2V | 25-40 kW | (34-55 PS) | 21:1 | 83,60 mm |

| | | | | | | | | | |
|--|--------|---------|------|---------|-------|--|--|---------------------------|--|
| | T Cyl. | A=90 | C=92 | L=158,4 | H=4,7 | | | 88 588 190 semi | |
| | T Cyl. | A=90,25 | C=92 | L=158,4 | H=4,7 | | | 88 828 190 semi | |

| | | | | | | | | | | |
|---------------|--|-----------|---|---|----------------------|----|----------|------------|------|----------|
| 14 | | 87 | | | | | | | | |
| OM 615 | 910 - 912, 914, 916 - 917, 918/-000, 919, 930, 932, 935, 937 - 939, 941 | | | | | | | | | |
| | | 01.1968 → | D | 4 | 2197 cm ³ | 2V | 33-49 kW | (45-67 PS) | 21:1 | 92,40 mm |

| | | | | | | | | | |
|--|--------|---|------|----------|---------------------------|----------------------|----------------|------------------------------|--|
| | 4 | KH 48,25 VT1 -1,10 MT -6,35 GL 89,65 | RTK | 26 72 | 1 R 3 1 R 2 1 DSF 4 | MO G6 MO G6 CR | +0,40 +0,70 | 87,00 87,50 | 92 792 600 92 792 610 (91 855) |
| | T Cyl. | A=90 | C=92 | L=158,4 | H=4,7 | | | 88 588 190 semi | 92 792 960 |
| | T Cyl. | A=90,25 | C=92 | L=158,4 | H=4,7 | | | 88 828 190 semi | 92 792 961 |

| | | | | | | | | | | |
|---------------|--|-----------|---|---|----------------------|----|----------|------------|------|----------|
| 15 | | 87 | | | | | | | | |
| OM 615 | 940, 943 (ITA), 944, 964 - 966 (ESP), 967 (POR), 968 (ESP), 969 (POR) | | | | | | | | | |
| | | 05.1973 → | D | 4 | 1988 cm ³ | 2V | 39-40 kW | (53-55 PS) | 21:1 | 83,60 mm |

| | | | | | | | | | |
|--|--------|---|------|----------|---------------------------|-------------------|----------------|------------------------------|---|
| | 4 | KH 52,9 VT1 -1,00 MT -6,15 GL 91,4 | RTK | 26 72 | 1 R 3 1 R 2 1 DSF 4 | MO G6 G1 CR | +0,65 +1,05 | 87,00 87,50 | 93 343 600 93 343 620 (92 194, 92 807, 93 189) |
| | T Cyl. | A=90 | C=92 | L=158,4 | H=4,7 | | | 88 588 190 semi | |
| | T Cyl. | A=90,25 | C=92 | L=158,4 | H=4,7 | | | 88 828 190 semi | |

| | | | | | | | | | | |
|---------------|--|-----------|---|---|----------------------|----|----------|------------|--|----------|
| 16 | | 87 | | | | | | | | |
| OM 615 | 940, 944, 961 - 962 (ESP), 962-001 (ESP), 962-002 (ESP), 963, 970 (ESP) | | | | | | | | | |
| | | 05.1973 → | D | 4 | 1988 cm ³ | 2V | 27-44 kW | (37-60 PS) | | 83,60 mm |

| | | | | | | | | | |
|--|---|---|-----|----------|---------------------------|-------------------|----------------|------------------------------|--|
| | 4 | KH 52,9 VT1 -1,20 MT -9,06 GL 91,4 | RTK | 26 72 | 1 R 2 1 R 2 1 DSF 4 | CR G6 G1 CR | +0,65 +1,05 | 87,00 87,50 | 93 309 600 [1] 93 309 620 [1] |
|--|---|---|-----|----------|---------------------------|-------------------|----------------|------------------------------|--|

Fortsetzung nächste Seite / continued on next page / suite page suivante / continuación página próxima / Продолжение на следующей странице



| | | | Type | | | | | | | |
|-----|---|---------|------|---------|-------|--|--|--|---------------------------|-------------------|
| | T Cyl. | A=90 | C=92 | L=158,4 | H=4,7 | | | | 88 588 190 semi | 93 309 960 |
| | T Cyl. | A=90,25 | C=92 | L=158,4 | H=4,7 | | | | 88 828 190 semi | 93 309 961 |
| [1] | 93 309 600 nicht gegen 93 343 600 austauschbar 93 309 600 not exchangeable against 93 343 600 93 309 600 n'est pas échangeable avec le 93 343 600 93 309 600 no se puede sustituir por el 93 343 600 93 309 600 не взаимозаменяемо с 93 343 600 | | | | | | | | | |

17 **OM 601****911 - 913**06.1984 → 05.2000 D 4 1997 cm³ 2V 53-55 kW (72-75 PS) 22:1 84,00 mm**OM 602****911 - 912, 930 - 931, 938 - 939, 990**04.1985 → D 5 2497 cm³ 2V 62-69 kW (84-94 PS) 22:1 84,00 mm**OM 603****912 - 913, 931**03.1979 → D 6 2996 cm³ 2V 80-83 kW (109-113 PS) 22:1 84,00 mm

4/5/6

KH 44,85

RTK

26

1 R

2,5

CR

G6

+0,74

87,00**94 330 600**

087 068

VT1 -1,05

55

1 M

2

G3

+0,96

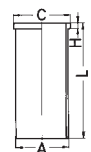
87,50**94 330 610**

MT -9,05

1 DSF

3

CR

87,70**94 330 620**

T Cyl.

A=90

C=92,55

L=148,56

H=4,7

89 193 190

semi

94 330 960

4/5/6

KH 44,65

RTK

26

1 R

2,5

CR

G6

+0,74

87,00**94 674 600**

087 068

VT1 -1,05

55

1 M

2

G3

+0,97

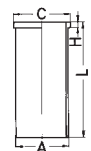
87,00**94 674 600**

MT -9,05

1 DSF

3

CR

87,00**94 674 600**

T Cyl.

A=90

C=92,55

L=148,56

H=4,7

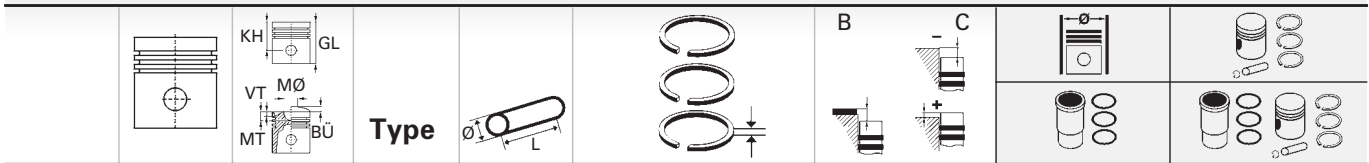
89 193 190

semi

94 674 960

[1] Pleuel im Kolben geführt, Augenabstand = 22,15 mm
Connecting rod guided in the piston, distance between bosses 22,15 mm
Biela guiada en el pistón, distancia entre bordes interiores de bancada = 22,15 mm
Bielle guidée dans le piston, entre-bossage 22,15 mm
Шатун, направляемый в поршне, расстояние между внутренними торцами бобышек поршня 22,15 мм

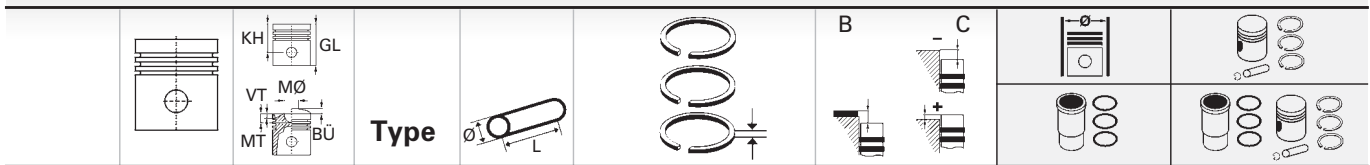
[2] KH -0,20 mm



| | | | | | | | | | | | | |
|---------------|-----------------------|--|-------------------|----------|-----------------------------|-------------------|----------------|---------------------------|-------------------|----------|--|--|
| 21 | | 87 | | | | | | | | | | |
| OM 605 | 960, 962 | | | | | | | | | | | |
| | 09.1995 → 02.2001 | | D (LA) | 5 | 2497 cm ³ | 4V | 110 kW | (150 PS) | 22:1 | 84,00 mm | | |
| OM 606 | 961 - 962, 964 | | | | | | | | | | | |
| | 06.1996 → | | D (LA) | 6 | 2996 cm ³ | 4V | 130 kW | (177 PS) | 22:1 | 84,00 mm | | |
| | 5/6 | KH 44,87 VT1 -2,40 VT2 -1,40 MT -4,6 BÜ +1,3 GL 76,22 | RTK KKK LOX | 28 70 | 1 R 2,5 1 M 2 1 DSF 3 | MO G6 G3 CR | +0,74 +0,97 | 87,00 | 94 820 700 | | | |
| | 087 088 | | | | | | | 87,50 | 94 820 710 | | | |
| | T Cyl. | A=90 | C=92,55 | L=148,56 | H=4,7 | | | 89 193 190 semi | 94 820 970 | | | |

| | | | | | | | | | | | | |
|----------------------|-----------------------|---|------------|----------|-----------------------------|-------------------|----------------|---------------------------|--------------------------|----------|--|--|
| 22 | | 88 | | | | | | | | | | |
| OM 611 | 961 - 962, 980 | | | | | | | | | | | |
| | 07.1998 → 08.2007 | | D (LA) | 4 | 2148 cm ³ | 4V | 60-105 kW | (82-143 PS) | | 88,30 mm | | |
| OM 611 Euro 3 | 981, 983, 987 | | | | | | | | | | | |
| | 04.2000 → 05.2006 | | D (LA) | 4 | 2148 cm ³ | 4V | 60-95 kW | (82-129 PS) | 18:1 | 88,30 mm | | |
| OM 612 | 961 - 963 | | | | | | | | | | | |
| | 06.1999 → | | D (LA) | 5 | 2687 cm ³ | 4V | 120-125 kW | (163-170 PS) | | 88,30 mm | | |
| OM 612 Euro 3 | 981 | | | | | | | | | | | |
| | 04.2000 → 05.2006 | | D (LA) | 5 | 2686 cm ³ | 4V | 110 kW | (150 PS) | 18:1 | 88,30 mm | | |
| OM 613 | 960 - 961 | | | | | | | | | | | |
| | 06.1999 → 03.2003 | | D (LA) | 6 | 3222 cm ³ | 4V | 145 kW | (197 PS) | 18:1 | 88,30 mm | | |
| | 4/5/6 | KH 42,3 MT -13,9 MØ 43,7 GL 72,3 | RTK KKK | 30 70 | 1 R 2,5 1 M 2 1 DSF 3 | CK G6 G3 CR | +0,38 +0,62 | 88,01 | 97 409 600 [1] | | | |
| | 088 700 | | | | | | | 88,51 | 97 409 610 [1] | | | |
| | T Cyl. | A=90,9 | C=93,8 | L=147,5 | H=4,5 | | | 89 866 190 semi | | | | |

[1] **OM 611.961, OM 612.961:** 09.1999 →
OM 611.980: 09.1999 → , → mot. ...709110
OM 611.981, OM 611.983, OM 611.987, OM 612.981: → mot. ...007289
OM 612.963: → mot. ...232859
OM 613.960, OM 613.961: 09.1999 → , → mot. ...088403

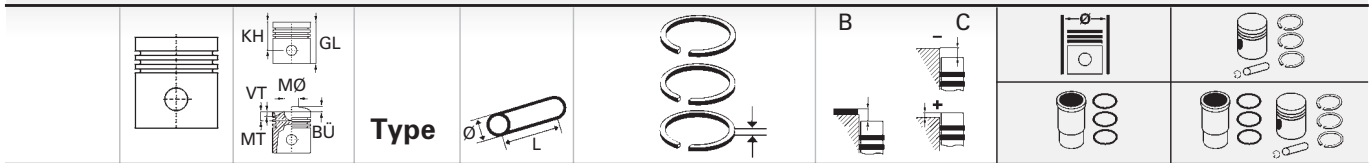


| 23 | | 88 | | | | | | | | | | | |
|----------------------|---|---|-------------------|----------------------|-----------------------------|----------------------|----------------|--|--|--|--|--|--|
| OM 646 | 951, 961 - 963, 966, 980 - 985, 989 - 990, 992 | | | | | | | | | | | | |
| | 04.2000 → | D (LA) | 4 | 4V | 65-110 kW | (88-150 PS) | 18:1 | 88,30 mm | | | | | |
| OM 647 | 961, 981 | | | | | | | | | | | | |
| | 04.2000 → 07.2009 | D (LA) | 5 | 2685 cm ³ | 4V | 130 kW | (177 PS) | 18:1 | 88,30 mm | | | | |
| OM 648 | 960 - 961 | | | | | | | | | | | | |
| | 09.2002 → 07.2009 | D (LA) | 6 | 3227 cm ³ | 4V | 150 kW | (204 PS) | 18:1 | 88,30 mm | | | | |
| | 4/5/6 088 705 | KH 42,3 VT1 -2,30 VT2 -1,90 MT -14,1 MØ 46 GL 72,3 | RTK KKK TPL | 30 70 | 1 R 2,5 1 M 2 1 DSF 3 | CK G6 G3 CR | +0,38 +0,62 | 88,01 88,51 | 97 482 600 [1] 97 482 610 [1] | | | | |
| | T Cyl. | A=90,9 | C=93,8 | L=147,5 | H=4,5 | | | | 89 866 190 semi | | | | |
| [1] | Kolben ist nicht verwendbar für/piston cannot be used for/piston ne peut pas être utilisé pour/pistón no se puede utilizar para/Поршень не применим для OM646.986 | | | | | | | | | | | | |
| 24 | | 88 | | | | | | | | | | | |
| OM 612 | 965 - 967 | | | | | | | | | | | | |
| | 10.2001 → | D (LA) | 5 | 2687 cm ³ | 4V | 115-125 kW | (156-170 PS) | 88,30 mm | | | | | |
| OM 612 Euro 3 | 983 | | | | | | | | | | | | |
| | | D (LA) | 5 | 2687 cm ³ | 4V | 115 kW | (156 PS) | 18:1 | 88,30 mm | | | | |
| | T Cyl. | A=90,9 | C=93,8 | L=147,5 | H=4,5 | | | | 89 866 190 semi | | | | |
| 25 | | 88 | | | | | | | | | | | |
| OM 646 | 811 - 812, 820 - 821 | | | | | | | | | | | | |
| | 03.2002 → | D (LA) | 4 | 2148 cm ³ | 4V | 100-125 kW | (136-170 PS) | 17,5:1 | 88,30 mm | | | | |
| | 4 088 129 | KH 44,3 MT -13,8 MØ 47 GL 74,3 | RTK KKK TPL | 30 70 | 1 R 2,5 1 M 2 1 DSF 3 | CK G6 CR G6 CR | | 88,01 88,51 | 40 304 600 40 304 610 | | | | |

M



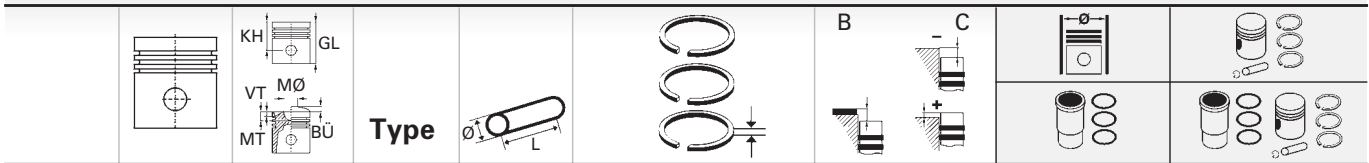
| | | | | Type | | | | | | | |
|--------------|---------|----------------------------|--------|-------|----------------------|----------------------|------------|--------------|--------------|---------------------------|-------------------------------|
| 26 | | 88,5 | | | | | | | | | |
| M 103 | | 980 - 983, 985 | | | | | | | | | |
| | | 01.1985 → 12.1989 B | | 6 | 2962 cm ³ | 2V | 132-140 kW | (180-190 PS) | 9,2:1 | 80,25 mm | |
| | 6 | KH 33 | SRK | 22 | 1 R 1,5 | CR G6 | | | | 88,50 | 93 810 600 |
| | 088 074 | MT -2,7 | | 52 | 1 NM 1,75 | G3 | | | | 89,00 | 93 810 610 |
| | | GL 66 | | | 1 DSF 3 | CR | | | | 89,50 | 93 810 620 (93 811) |
| | | KH 33 | | | | | | | | | |
| | | MT -3,3 | | | | | | | | | |
| | | GL 66 | | | | | | | | | |
| | | KH 33 | | | | | | | | | |
| | | MT -3,6 | | | | | | | | | |
| | | GL 66 | | | | | | | | | |
| | T Cyl. | A=91,5 | C=93,6 | L=133 | H=4,7 | | | | | 89 506 190 semi | 93 810 960 |
| 27 | | 88,5 | | | | | | | | | |
| M 103 | | 980 - 981, 983, 985 | | | | | | | | | |
| | | 01.1985 → 06.1996 B | | 6 | 2962 cm ³ | 2V | 130 kW | (177 PS) | 8:1 | 80,25 mm | |
| | T Cyl. | A=91,5 | C=93,6 | L=133 | H=4,7 | | | | | 89 506 190 semi | |
| 28 | | 88,5 | | | | | | | | | |
| M 104 | | 980 - 981 | | | | | | | | | |
| | | 03.1989 → 08.1993 B | | 6 | 2960 cm ³ | 4V | 170 kW | (231 PS) | 10:1 | 80,20 mm (1) | |
| | | (1) with or without KAT | | | | | | | | | |
| | 6 | KH 32,4 | HKÜ | 22 | 1 R 1,5 | CR G6 | | | | 89,50 | 94 422 620 |
| | 088 074 | VT1 -1,60 | | 52 | 1 NM 1,75 | G3 | | | | | |
| | | VT2 -2,30 | | | 1 DSF 3 | CR | | | | | |
| | | GL 66 | | | | | | | | | |
| 29 | | 88,5 | | | | | | | | | |
| M 103 | | 981, 983 - 985, 987 | | | | | | | | | |
| | | 03.1989 → | | B | 6 | 2962 cm ³ | 2V | 126-140 kW | (171-190 PS) | 9,2:1 | 80,25 mm |
| | 6 | KH 33 | RK | 22 | 1 R 1,5 | CR G6 | | | | 89,00 | 91 819 610 |
| | 088 074 | MT -0,8 | | 52 | 1 NM 1,75 | G3 | | | | 89,50 | 91 819 620 |
| | | GL 66 | | | 1 DSF 3 | CR | | | | | |
| | | KH 33 | | | | | | | | | |
| | | MT -1 | | | | | | | | | |
| | | GL 66 | | | | | | | | | |
| | T Cyl. | A=91,5 | C=93,6 | L=133 | H=4,7 | | | | | 89 506 190 semi | |



| | | | | | | | | | | | | |
|--------------|--|--|-----------|----------------------|---|----------|-------------|---------------------------|--------------------------------------|--|--|--|
| 30 | | 89 | | | | | | | | | | |
| M 102 | 920 - 921, 961 | | | | | | | | | | | |
| | 06.1980 → 12.1983 B | | 4 | 1997 cm ³ | 2V | 66-90 kW | (90-122 PS) | 80,25 mm | | | | |
| | 4 | KH 43,2 VT1 -1,00 GL 83,2 | HKÜ RK | 24 62 | 1 R 1,75 MO G6 1 NM 2 G3 1 DSF 3,5 CR | | | 89,00 | 93 613 700 [1] | | | |
| | | KH 42,9 VT1 -1,00 MT -1,2 GL 82,9 | HKÜ | | | | | 89,50 | 93 613 710 [1] | | | |
| | | KH 42,9 VT1 -1,00 MT -1,6 GL 82,9 | HKÜ | | | | | 90,00 | 93 613 720 [1] (93 440) | | | |
| | T Cyl. | A=92 | C=94,5 | L=146,1 | H=4,6 | | | 89 342 190 semi | 93 613 970 [2] | | | |
| [1] | Mulde nur bei Übermaßkolben combustion bowl only for oversized piston chambre de combustion seulement pour surcotes cámara sólo para sobremedidas Выемка только у поршней ремонтного размера | | | | | | | | | | | |
| [2] | M 102.921: M 102.921: 190 2.0 (201): 12.1982 → 12.1983 | | | | | | | | | | | |

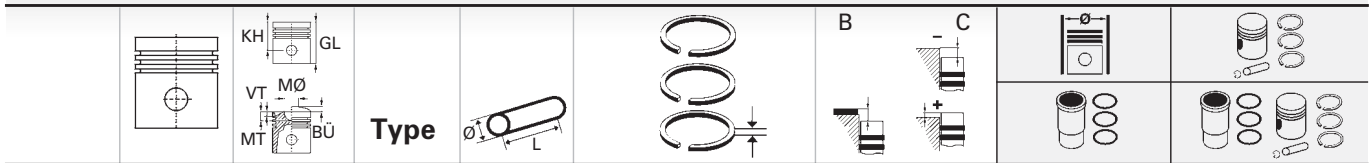
| | | | | | | | | | | | | | |
|--------------|---------------------|-----------|--------|----------------------|-------|----------|-------------|---------------------------|----------|--|--|--|--|
| 31 | | 89 | | | | | | | | | | | |
| M 102 | 938 - 939 | | | | | | | | | | | | |
| | 06.1980 → 09.1988 B | | 4 | 1997 cm ³ | 2V | 63-74 kW | (86-100 PS) | 8:1 | 80,25 mm | | | | |
| | T Cyl. | A=92 | C=94,5 | L=146,1 | H=4,6 | | | 89 342 190 semi | | | | | |




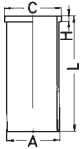


| | | | | | | | | | | | | |
|--------------|--|-------------------------------|--------|----------------------|---|----------|-------------|---------------------------|--------------------------|--|--|--|
| 32 | | 89 | | | | | | | | | | |
| M 102 | 922, 924, 924, 938 - 939, 962 - 963 | | | | | | | | | | | |
| | 06.1980 → 09.1993 B | | 4 | 1997 cm ³ | 2V | 63-90 kW | (86-122 PS) | 80,25 mm | | | | |
| | 4 | KH 42,9 MT -2,4 GL 80,9 | HKÜ | 22 56 | 1 R 1,75 CR G6 1 NM 2 G3 1 DSF 3,5 CR | | | 89,50 | 93 677 610 [1] | | | |
| | T Cyl. | A=92 | C=94,5 | L=146,1 | H=4,6 | | | 89 342 190 semi | | | | |
| [1] | Pleuel im Kolben geführt, Augenabstand 22,30 mm connecting rod guided in the piston, distance between bosses 22,30 mm Biela guiada en el pistón, distancia entre bordes interiores de bancada 22,30 mm bielle guidée dans le piston, entre-bossage 22,30 mm Шатун, направляемый в поршне, расстояние между внутренними торцами бобышек поршня 22,30 мм | | | | | | | | | | | |






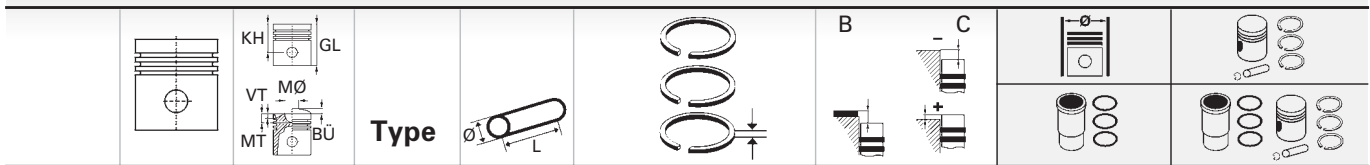
| 33 | | 89 | | | | | |
|--------------|--|--|--|---|-------|---------------------------|-------------------------------|
| M 102 | | 920 - 922, 924, 961 - 963, 964 (ITA) | | | | | |
| 10.1982 → | | B | 4 1997 cm ³ 2V 66-90 kW (90-122 PS) 80,25 mm | | | | |
| | 4 | KH 43,2 VT1 -1,40 VT2 -1,70 GL 81,2 | SRK 22 56 | 1 R 1,75 MO G6 1 NM 2 G3 1 DSF 3,5 CR | | 89,00 | 93 673 700 [1], [2] |
| | | KH 42,9 VT1 -1,40 VT2 -1,70 MT -1,2 MØ 51 GL 80,9 | HKÜ | | | 89,50 | 93 673 710 [1], [2] |
| | | KH 42,9 VT1 -1,40 VT2 -1,70 MT -1,6 MØ 51 GL 80,9 | HKÜ | | | 90,00 | 93 673 720 [1], [2] |
| | T Cyl. | A=92 | C=94,5 | L=146,1 | H=4,6 | 89 342 190 semi | 93 673 970 [3] |
| [1] | Pleuel im Kolben geführt, Augenabstand 22,30 mm connecting rod guided in the piston, distance between bosses 22,30 mm Biela guiada en el pistón, distancia entre bordes interiores de bancada 22,30 mm bielle guidée dans le piston, entre-bossage 22,30 mm Шатун, направляемый в поршне, расстояние между внутренними торцами бобышек поршня 22,30 мм | | | | | | |
| [2] | Mulde nur bei Übermaßkolben combustion bowl only for oversized piston chambre de combustion seulement pour surcotes cámara sólo para sobremedidas Выемка только у поршней ремонтного размера | | | | | | |
| [3] | M 102.921: M 102.921: 190 2.0 (201): 09.1983 → M 102.961: M 102.961: 190 E 2.0 (201): 01.1984 → | | | | | | |

| 34 | | 89 | | | | | |
|-------------------|--|---------------------------|---|--|--|--------------|--------------------------------------|
| M 120 | | 980 - 983 | | | | | |
| 04.1991 → 08.2001 | | B | 12 5987 cm ³ 4V 290-300 kW (394-408 PS) 10:1 80,20 mm | | | | |
| | 12 | KH 33 GL 59 | 22 56 | 1 R 1,5 NT ST 1 NM 2 CR G6 1 DSF 3 NT ST | | 89,00 | 92 221 600 [1] |
| | | KH 33 MT -0,6 GL 59 | | | | 89,70 | 92 221 620 [1] (90 710) |
| [1] | Mulde nur bei Übermaßkolben combustion bowl only for oversized piston chambre de combustion seulement pour surcotes cámara sólo para sobremedidas Выемка только у поршней ремонтного размера | | | | | | |



| 35 | |  89 | | | | | | | | | | | | |
|---|---|---|---------|----------|-----------------------------|-------------------|----------------|--|--|---------------------------|-------------------|--|--|--|
| OM 601 | 900/-000, 940 - 943 | 10.1988 → | D | 4 | 2299 cm ³ | 2V | 58-60 kW | (79-82 PS) | 92,40 mm | | | | | |
| OM 602 | 900/-000, 940 - 942, 946 - 948, 991, 994 - 995 | 11.1986 → | D | 5 | 2874 cm ³ | 2V | 70-72 kW | (95-98 PS) | 92,40 mm | | | | | |
| OM 661 | 911 | 01.1996 → | D | 4 | 2299 cm ³ | 2V | 58 kW | (79 PS) 21:1 | 92,40 mm | | | | | |
| OM 662 | 911 | 01.1996 → | D | 5 | 2874 cm ³ | 2V | 70 kW | (95 PS) 21:1 | 92,40 mm | | | | | |
|  | 4/5 | KH 44,65 VT1 -1,05 VT2 -1,25 MT -9,05 GL 74,65 | RTK | 26 62 | 1 R 2,5 1 M 2 1 DSF 3 | CR G6 G3 CR | +0,97 +0,74 | 89,00 89,50 89,70 | 91 372 600 91 372 620 91 372 610 | | | | | |
|  | T Cyl. | A=91,5 | C=94,05 | L=156,5 | H=4,7 | | | | | 89 456 190 | 91 372 961 | | | |
|  | T Cyl. | A=91,5 | C=96,5 | L=156,5 | H=4,7 | | | | | 89 429 190 semi | 91 372 960 | | | |
|  | 4/5 | KH 44,45 VT1 -1,05 VT2 -1,25 MT -9,05 GL 74,65 | RTK | 26 62 | 1 R 2,5 1 M 2 1 DSF 3 | CR G6 G3 CR | +0,97 +0,74 | 89,00 89,50 89,70 | 94 675 600 [1] 94 675 620 [1] 94 675 610 [1] | | | | | |
|  | T Cyl. | A=91,5 | C=96,5 | L=156,5 | H=4,7 | | | | | 89 429 190 semi | 94 675 960 | | | |
| [1] | KH -0,20 mm | | | | | | | | | | | | | |

| 36 | |  89 | | | | | | | | | | | | | |
|---|----------------------------|---|------------|----------|-----------------------------|-------------------|--------------|------------------------------|--|---------------------------|-------------------|--|--|--|--|
| OM 602 Euro 2 | 980, 984 - 985, 989 | 02.1995 → | D (LA) | 5 | 2874 cm ³ | 2V | 80-90 kW | (109-122 PS) | 19,5:1 | 92,40 mm | | | | | |
| OM 602 | 982 - 983 | 04.1992 → | D (LA) | 5 | 2874 cm ³ | 2V | 88-95 kW | (120-129 PS) | 19,5:1 | 92,40 mm | | | | | |
| OM 602 | 986 | 02.1995 → 05.2006 | D (A) | 5 | 2874 cm ³ | 2V | 90 kW | (122 PS) | 19,5:1 | 92,40 mm | | | | | |
|  | 5 | KH 44,75 VT1 -0,30 VT2 -0,60 MT -16,73 MØ 42 GL 71,25 | RTK KKK | 28 70 | 1 R 2,5 1 M 2 1 DSF 3 | MO G6 G3 CR | 0,73 0,96 | 89,00 89,50 | 94 823 700 94 823 710 | | | | | | |
|  | T Cyl. | A=91,5 | C=94,05 | L=156,5 | H=4,7 | | | | | 89 456 190 semi | 94 823 970 | | | | |

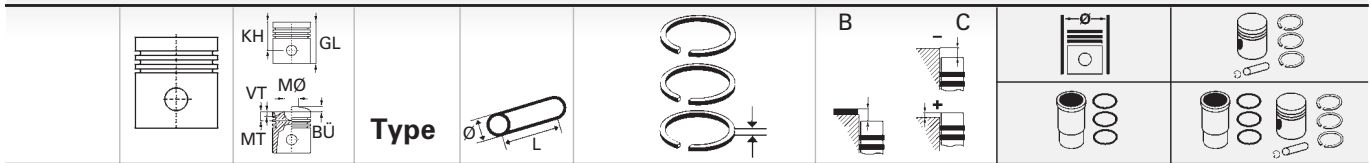


| | | |
|---------------|--|--|
| 37 | | 89 |
| OM 604 | 910, 912 08.1993 → 03.2002 D | 4 2155 cm ³ 4V 70 kW (95 PS) 22:1 86,60 mm |
| | 4 KH 43,55 RTK VT1 -2,36 KKK VT2 -2,21 MT -4,55 GL 73,55 | 26 1 R 2,5 MO G6 55 1 M 2 G3 1 DSF 3 CR |
| | 089 213 | 89,00 40 109 600 89,50 40 109 610 |

| | | |
|--------------|--|--|
| 38 | | 89,9 |
| M 104 | 990 - 992, 994 - 996 03.1991 → 09.1998 B | 6 3199 cm ³ 4V 155-170 kW (211-231 PS) 84,00 mm |
| | 6 KH 31,1 MT -1,2 GL 54,6 | 22 1 R 1,5 NT ST 56 1 NM 1,75 G3 1 SLF 3 NT |
| | 089 146 KH 30,8 HKÜ MT -1,2 GL 54,6 | 89,91 94 301 600 90,41 94 301 620 |

| | | |
|----------------------|------------------------|---|
| 39 | | 90 |
| MB Kompressor | | 1 |
| | 1 KH 35 GL 57,5 | 20 2 NM 2,5 60 1 GSF 4 |
| | 090 212 | 90,00 90 843 600 [1], [2] 90,10 90 843 630 [1], [2] 90,50 90 843 610 [1], [2] 91,00 90 843 620 [1], [2] (92 786, 92 886, 94 043) |
| | K Cyl. A=95 L=104 H=94 | 89 196 110 90 843 960 [1], [2] |
| | K Cyl. A=95 L=104 H=94 | 89 440 110 90 843 962 [3] (89 308) |

- [1] 01.1975 →
- [2] OM 401-404, OM 407, OM 409-424, OM 442
- [3] mit verstärktem Wasseranschluß
with forced water channel
avec raccordement d'eau renforcé
con toma de agua reforzada
с усиленным водяным подсоединением

**40****90****MB Kompressor**

1

(1)

(1) monoblock-Compressor for OM 355, OM360, OM 400, OM 440

| | | | | | | | | |
|--|---------|----------------|--|----------|---------------------|--|--------------|-------------------|
| | 1 | KH 32 GL 62 | | 20 60 | 2 NM 2,5 1 GSF 4 | | 90,00 | 94 164 600 |
| | 090 220 | | | | | | | |

41**90****MB Kompressor**

2

(1)

(1) for OM 447

| | | | | | | | | | |
|-----|---|--------------------|-------|----------|---------------------|--|--------------------------------------|-------------------|--|
| | 2 | KH 36,9 GL 59,4 | | 20 60 | 2 NM 2,5 1 GSF 4 | | 90,00 | 99 576 600 | |
| | 090 212 | | | | | | 90,50 | 99 576 610 | |
| | | | | | | | 91,00 | 99 576 620 | |
| | K Cyl. | A=95 | L=104 | H=94 | | | 89 440 110 [2] (89 308) | 99 576 960 | |
| [2] | mit verstärktem Wasseranschluß with forced water channel avec raccordement d'eau renforcé con toma de agua reforzada с усиленным водяным подсоединением | | | | | | | | |

42**90,9****M 111****970, 974, 978 - 979, 984**

02.1995 → 05.2006 B

4

2295 cm³ 4V

105-142 kW (143-193 PS)

88,40 mm

M 111**973 (JPN), 975, 981 - 983**

09.1995 → 03.2004 B (A)

4

2295 cm³ 4V

142-145 kW (193-197 PS)

88,40 mm (1)

M 161**971**

11.1996 → B

4

2295 cm³ 2V

105-110 kW (143-150 PS) 8,8

88,40 mm

(1) M 111.973 (JPN), M 111.975: charged by compressor

| | | | | | | | | |
|--|---------|-----------------------------|--|----------|--|--|--------------|-------------------|
| | 4 | KH 30 MT -1,1 GL 55 | | 22 56 | 1 R 1,5 NT ST 1 NM 1,75 1 SLF 3 NT | | 90,91 | 94 953 600 |
| | 091 041 | | | | | | 91,41 | 94 953 610 |
| | | KH 30 MT -2,3 GL 56,7 | | | | | | |

43**90,9****M 111****970, 974, 977, 980, 984**

06.1995 → 05.2006 B

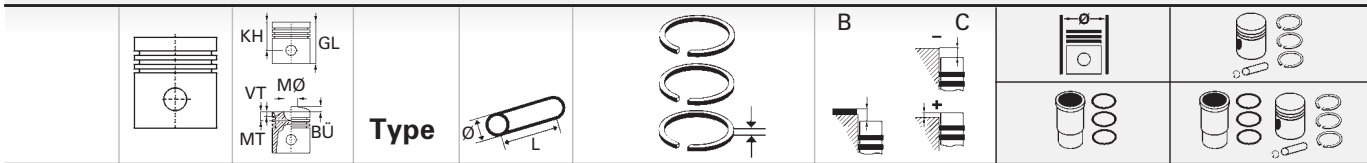
4

2295 cm³ 4V

103-110 kW (140-150 PS)

88,40 mm

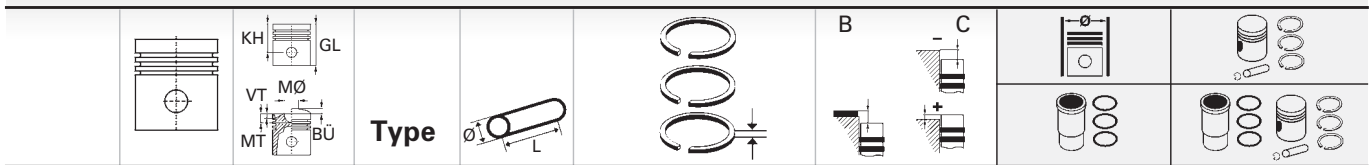
| | | | | | | | | |
|--|---------|-----------------------------|--|----------|--|--|--------------|-------------------|
| | 4 | KH 30 BÜ +2,9 GL 57,9 | | 22 56 | 1 R 1,5 NT ST 1 NM 1,75 1 SLF 3 NT | | 90,91 | 94 952 600 |
| | 091 040 | | | | | | 91,41 | 94 952 610 |
| | | KH 30 BÜ +1,7 GL 56,7 | | | | | | |



| | | | | | | | | | | | | |
|---------------|--|---|------|----------------------|---------------------------|-------------------|----------------|--|--------------------------------------|--|--|--|
| 44 | | 90,9 | | | | | | | | | | |
| OM 616 | 910 - 912, 916 - 918, 919/-000, 932 - 934 | | | | | | | | | | | |
| | 02.1973 → | D | 4 | 2399 cm ³ | 2V | 35-53 kW | (48-72 PS) | 21:1 | 92,40 mm | | | |
| OM 617 | 910, 912, 919/-000 | | | | | | | | | | | |
| | 08.1973 → 07.1978 | D | 5 | 2998 cm ³ | 2V | 39-65 kW | (53-88 PS) | 21:1 | 92,40 mm | | | |
| | 4/5 | KH 48,35 VT1 -1,05 MT -6,27 GL 81,85 | RTK | 26 74 | 1 R 3 1 R 2 1 DSF 4 | MO G6 G1 CR | +0,50 +0,90 | 90,90 | 92 800 630 [1] | | | |
| | 091 025 | | | | | | | 91,00 | 92 800 600 [1] | | | |
| | | | | | | | | 91,50 | 92 800 620 [1] (92 626) | | | |
| | T Cyl. | A=94 | C=96 | L=158,4 | H=4,7 | | | 88 681 190 [2] semi (89 052, 89 053) | 92 800 960 [1] | | | |
| [1] | → 07.1978 | | | | | | | | | | | |
| [2] | OM 617.910: 07.1974 → | | | | | | | | | | | |

| | | | | | | | | | | | | |
|---------------|-------------------|-------------|------|----------------------|-------|----------|--------------|---|----------|--|--|--|
| 45 | | 90,9 | | | | | | | | | | |
| OM 617 | 950 - 952 | | | | | | | | | | | |
| | 02.1978 → 11.1985 | D (A) | 5 | 2998 cm ³ | 2V | 85-92 kW | (116-125 PS) | 21,5:1 | 92,40 mm | | | |
| | T Cyl. | A=94 | C=96 | L=158,4 | H=4,7 | | | 88 681 190 semi (89 052, 89 053) | | | | |

| | | | | | | | | | | | | |
|---------------|--|---|------|----------------------|---------------------------|-------------------|----------------|---|--------------------------------------|--|--|--|
| 46 | | 90,9 | | | | | | | | | | |
| OM 616 | 910 - 914, 917 - 918, 932 - 934, 936 - 940, 942 - 944, 960 - 962 (ESP), 962-001 (ESP), 962-002 (ESP), 962-003 (ESP), 962-004 (ESP), 962-005 (ESP), 962-007 (ESP), 962-008 (ESP), 962-009 (ESP), 963 | | | | | | | | | | | |
| | 08.1978 → | D | 4 | 2399 cm ³ | 2V | 33-56 kW | (45-76 PS) | | 92,40 mm | | | |
| OM 617 | 912 - 913, 919/-000, 931 - 933 | | | | | | | | | | | |
| | 08.1978 → 12.1991 | D | 5 | 2998 cm ³ | 2V | 39-65 kW | (53-88 PS) | 21:1 | 92,40 mm | | | |
| | 4/5 | KH 48,35 VT1 -1,15 MT -8,85 GL 81,85 | RTK | 26 74 | 1 R 3 1 R 2 1 DSF 4 | MO G6 G1 CR | +0,50 +0,90 | 90,90 | 93 444 600 [1] | | | |
| | 091 025 | | | | | | | 91,50 | 93 444 620 [1] | | | |
| | | | | | | | | 91,70 | 93 444 630 [1] (93 310) | | | |
| | T Cyl. | A=94 | C=96 | L=158,4 | H=4,7 | | | 88 681 190 semi (89 052, 89 053) | 93 444 960 [1] | | | |
| [1] | OM 616.910, OM 616.911, OM 616.912, OM 616.917, OM 616.918, OM 616.932, OM 616.933, OM 616.934, OM 617.912, OM 617.919/-000: 08.1978 → | | | | | | | | | | | |



| | | |
|--------------|---|-------------------------------|
| 47 | | 93,75 |
| M 115 | 951, 954, 958/-000, 970, 973 1973 → 07.1993 | B |
| | 4 | 2307 cm³ 2V |
| | | 66-81 kW (90-110 PS) |
| | | 83,60 mm |
| | 4 | KH 51,15 |
| | 093 019 | MT -1 |
| | | GL 81,35 |
| | | HKÜ |
| | | HKÜ |
| | | 26 |
| | | 73 |
| | | 1 R 1,75 MO G6 |
| | | 1 NM 2,5 MO G3 |
| | | 1 DSF 4 CR |
| | | 94,15 |
| | | 94,55 |
| | | 92 931 610 |
| | | 92 931 620 (92 653) |

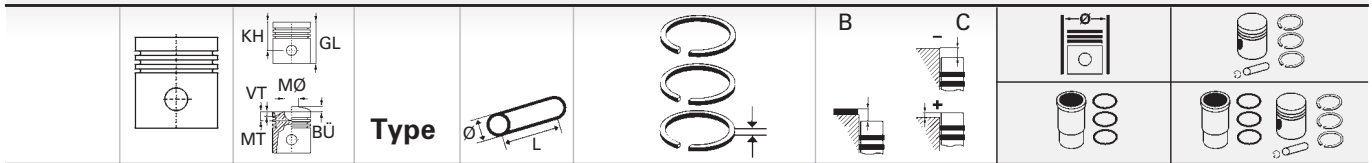
| | | |
|------------------------------------|----------------|-------------------|
| 48 | | 94 |
| MB Kompressor | | 1 |
| (1) for OM 314, 352, 362, 364, 366 | | (1) |
| | 1 | KH 27 |
| | 094 015 | GL 52,3 |
| | | URK |
| | | 16,017 |
| | | 66,2 |
| | | 3 N 2,5 |
| | | 94,00 |
| | | 94 037 600 |

| | | |
|--------------|---|--------------------------------------|
| 49 | | 95,5 |
| M 102 | 980 - 981 04.1980 → 09.1995 | B |
| | 4 | 2299 cm³ 2V |
| | | 92-100 kW (125-136 PS) 9:1 |
| | | 80,25 mm |
| | 4 | KH 43,2 |
| | 095 150 | MT -1,85 |
| | | GL 83,2 |
| | | HKÜ |
| | | HKÜ |
| | | 24 |
| | | 62 |
| | | 1 R 1,75 CR G6 |
| | | 1 NM 2 G3 |
| | | 1 DSF 3,5 CR |
| | | 95,50 |
| | | 96,00 |
| | | 96,50 |
| | | 93 495 600 [1] |
| | | 93 495 610 [1] |
| | | 93 495 620 [1] (93 333) |
| | T Cyl. | A=98,5 |
| | | C=100,3 |
| | | L=147 |
| | | H=4,7 |
| | | 89 508 190 semi |
| | | 93 495 960 |
| [1] | Pleuel in der Kurbelwelle geführt, Augenabstand 31,00 mm connecting rod guided in the crankshaft, distance between bosses 31,00 mm bielle guidée dans le vilebrequin, entre-bossage 31,00 mm Biela guiada en el cigüeñal, distancia entre bordes interiores de bancada 31,00 mm Шатун, направляемый в коленчатом валу, расстояние между внутренними торцами бобышек поршня 31,00 мм | |

| | | |
|--------------|---|-------------------------------|
| 50 | | 95,5 |
| M 102 | 942 - 943, 959, 982, 985, 989 04.1982 → 08.1993 | B |
| | 4 | 2299 cm³ 2V |
| | | 70-100 kW (95-136 PS) |
| | | 80,25 mm |
| M 102 | 983 09.1985 → 07.1988 | B |
| | 4 | 2299 cm³ 4V |
| | | 125 kW (170 PS) 10,5:1 |
| | | 80,25 mm |
| M 102 | 990 08.1988 → 08.1993 | B |
| | 4 | 2498 cm³ 4V |
| | | 145 kW (197 PS) 9,7:1 |
| | | 87,20 mm |
| | T Cyl. | A=98,5 |
| | | C=100,3 |
| | | L=147 |
| | | H=4,7 |
| | | 89 508 190 semi |



| | | | | Type | | | | B | | C | | | | | | |
|--------------|--|--|----------------------|----------------------|---|-------------|--------------|---------------------------|--|---|--|--|--|--|--|--|
| 51 | 95,5 | | | | | | | | | | | | | | | |
| M 102 | 942 - 943, 945 - 946, 958 - 959, 982, 998 | | | | | | | | | | | | | | | |
| | 04.1982 → 02.2001 B | 4 | 2299 cm ³ | 2V | 70-94 kW | (95-128 PS) | 8:1 | 80,25 mm | | | | | | | | |
| | 4 | KH 43,2 MT -3,05 GL 81,2 | | 22 56 | 1 R 1,75 CR G6 1 NM 2 G3 1 DSF 3,5 CR | | | 95,50 | 93 671 600 [1] | | | | | | | |
| | 095 167 | KH 42,9 MT -3,75 GL 80,9 | HKÜ | | | | | 96,00 | 93 671 610 [1] (93 842) | | | | | | | |
| | T Cyl. | A=98,5 | C=100,3 | L=147 | H=4,7 | | | 89 508 190 semi | 93 671 960 [2] | | | | | | | |
| [1] | Pleuel im Kolben geführt, Augenabstand 22,30 mm connecting rod guided in the piston, distance between bosses 22,30 mm Biela guiada en el pistón, distancia entre bordes interiores de bancada 22,30 mm bielle guidée dans le piston, entre-bossage 22,30 mm Шатун, направляемый в поршне, расстояние между внутренними торцами бобышек поршня 22,30 мм | | | | | | | | | | | | | | | |
| [2] | M 102.942, M 102.945, M 102.958, M 102.959: 01.1984 → | | | | | | | | | | | | | | | |
| 52 | 95,5 | | | | | | | | | | | | | | | |
| M 102 | 979 - 982, 985, 987 | | | | | | | | | | | | | | | |
| | 04.1982 → | B | 4 | 2299 cm ³ | 2V | 92-100 kW | (125-136 PS) | 9:1 | 80,25 mm | | | | | | | |
| | 4 | KH 43,2 MT -1,85 GL 76,2 | | 22 56 | 1 R 1,75 CR G6 1 NM 2 G3 1 DSF 3,5 CR | | | 95,50 | 93 968 600 [1] | | | | | | | |
| | 095 164 | KH 42,9 MT -1,85 GL 75,9 | HKÜ | | | | | 96,00 | 93 968 610 [1] | | | | | | | |
| | | | HKÜ | | | | | 96,50 | 93 968 620 [1] (93 669, 93 949) | | | | | | | |
| | T Cyl. | A=98,5 | C=100,3 | L=147 | H=4,7 | | | 89 508 190 semi | 93 968 960 | | | | | | | |
| [1] | Pleuel im Kolben geführt, Augenabstand 22,30 mm connecting rod guided in the piston, distance between bosses 22,30 mm Biela guiada en el pistón, distancia entre bordes interiores de bancada 22,30 mm bielle guidée dans le piston, entre-bossage 22,30 mm Шатун, направляемый в поршне, расстояние между внутренними торцами бобышек поршня 22,30 мм | | | | | | | | | | | | | | | |
| 53 | 96,5 | | | | | | | | | | | | | | | |
| M 117 | 962 - 963 | | | | | | | | | | | | | | | |
| | 12.1979 → 12.1985 B | 8 | 4973 cm ³ | 2V | 170 kW | (232 PS) | 9,2:1 | 85,00 mm | | | | | | | | |
| | 8 | KH 48,05 MT -5 MØ 64,27 GL 88,1 | AC HKÜ | 26 60 | 1 R 1,75 CR G6 1 M 2 CR G6 1 DSF 3,5 CR | | | 97,00 | 93 424 610 | | | | | | | |
| | 096 044 | | | | | | | | | | | | | | | |

**54****96,5**

M 119

970, 972, 974, 980 (USA), 982

01.1991 → 08.2001 B

8 4973 cm³ 4V 235-240 kW (320-326 PS) 10:1 85,00 mm

8

096 059

KH 38,3
BU +0,4
GL 75,7

AC

24

62

1 R 1,75 CR G6
1 NM 2 CR G6
1 DSF 3,5 CR G6**96,52****90 717 604****55****96,5**

M 119

970, 972, 980 (USA), 982 (USA)

09.1992 → 08.2001 B

8 4973 cm³ 4V 235-240 kW (320-326 PS) 85,00 mm

8

096 061

KH 38,3
MT -4,1
GL 75,3

AC

24

62

1 R 1,75 CR G6
1 NM 2 CR G6
1 DSF 3,5 CR G6**96,50****94 324 600****56****97**

M 112

970, 972 - 973, 975 - 976

08.2002 → B

6 3724 cm³ 3V 170-180 kW (231-245 PS) 84,00 mm

M 113

960 - 969, 971

04.1998 → B

8 4966 cm³ 3V 215-225 kW (292-306 PS) 84,00 mm

6/8

097 026

KH 31,3
MT -2,05
GL 55,8

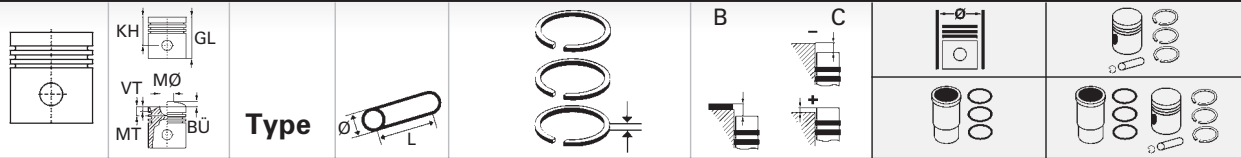
AC

NHA

22

56

1 R 1,5 NT ST
1 NM 1,75
1 SLF 3 NT ST**97,00****90 352 600****M**



57 **97**

| | | | | | | | | |
|---------------|--|-------|---|----------------------|----|-----------|--------------|----------------|
| OM 314 | 900, 900-000, 900-001, 900-002, 900-003, 900-004, 900-005, 900-006, 900-007, 900-008, 900-010, 900-011, 900-012, 900-013, 900-014, 900-015, 900-016, 900-017, 900-018, 900-019, 900-020, 900-021, 900-022, 900-023, 900-024, 900-025, 910, 914, 916 - 922, 940 - 951, 953 - 954, 956 - 957, 958 (TUR), 959, 961 - 965, 967 01.1964 → | D | 4 | 3780 cm ³ | 2V | 35-66 kW | (47-90 PS) | 128,00 mm |
| OM 340 | 919, 919-001, 919-002, 919-003, 919-004, 919-006, 919-007, 919-008, 919-009, 919-010, 919-016, 919/-017, 930, 932 | D | 4 | 3780 cm ³ | 2V | 29-63 kW | (39-86 PS) | 17:1 128,00 mm |
| OM 341 | 900-002, 900-004, 900-005, 900-006, 900-007, 900-008, 900-009, 900-010, 900-011, 900-012, 900-013, 900-014, 900-015, 900-016, 900-017, 900-018, 900-019, 900-020, 900-021, 900-023, 900-026, 900-027, 900-028, 900-029, 900-031, 900-037, 900-038, 900-039, 900-042, 900-043, 910 - 912, 915 (AMS), 918 (AMS), 919, 931 - 932, 934 - 936, 938, 941, 946, 948 - 949, 995 | D | 6 | 5675 cm ³ | 2V | 46-105 kW | (63-144 PS) | 17:1 128,00 mm |
| OM 343 | 910, 919, 919-001, 919-002, 919-003, 919-004, 919-005, 919-006, 919-007, 919-008, 919-009, 919-010, 919-011, 919-012, 919-013, 919-014, 919-015, 919-016, 919-017, 919-018, 932, 934 | D | 4 | 3780 cm ³ | 2V | 39-81 kW | (53-110 PS) | 17:1 128,00 mm |
| OM 344 | 905, 912, 919, 919-001, 919-002, 919-003, 919-004, 919-005, 919-006, 919-007, 919-008, 919-009, 919-010, 919-011, 919-012, 919-013, 919-014, 919-015, 919-016, 919-018, 919-019, 919-020, 919-021, 919-022, 919-023, 919-024, 919-025, 919-026, 919-027, 919-028, 919-029, 919-030, 919-031, 919-032, 919-033, 919-034, 919-035, 919-036, 919-038, 919-039, 919-044, 919-047, 919-048, 919-050, 919-054, 919-055, 919-057, 919-058, 919-061, 919-063, 919-067, 930, 932, 933 (BRA), 943 (USA), 944 (BRA), 945, 946, 963, 991, 997 | D | 6 | 5675 cm ³ | 2V | 50-114 kW | (68-155 PS) | 128,00 mm |
| OM 344 | 02.1975 → | D | 6 | 5675 cm ³ | 2V | 85-127 kW | (115-172 PS) | 16:1 128,00 mm |
| OM 344 | 919-017, 919-037, 919-040, 919-041, 919-042, 919-045, 919-046, 919-049, 919-051, 919-052, 919-053, 919-056, 919-059, 919-060, 919-062, 919-064, 919-065, 919-066, 919-068, 919-069, 940 - 941, 949 (INA/MAL) | D (A) | 6 | 5675 cm ³ | 2V | 85-127 kW | (115-172 PS) | 16:1 128,00 mm |
| OM 352 | 900, 900-000, 900-001, 900-002, 900-003, 900-004, 900-005, 900-007, 900-009, 900-011, 900-012, 900-014, 900-016, 900-017, 900-018, 900-019, 900-020, 900-021, 901 - 912, 914 - 915, 917, 919, 930 - 936, 938 - 939, 942 - 945, 948, 953 - 967, 969 - 976, 978 - 987, 989 - 993, 996 - 999 | D | 6 | 5675 cm ³ | 2V | 48-96 kW | (65-130 PS) | 128,00 mm (1) |
| OM 353 | 1964 → | D | 6 | 5675 cm ³ | 2V | 62-96 kW | (84-131 PS) | 17:1 128,00 mm |
| OM 353 | 900 - 905, 907, 915 - 917, 922 - 923, 930 - 936, 938, 940 - 946, 949, 957, 960 - 969, 980 - 985, 989 | D | 6 | 5675 cm ³ | 2V | 92 kW | (125 PS) | 16:1 128,00 mm |
| OM 353 | 973, 995 | D (A) | 6 | 5675 cm ³ | 2V | 92 kW | (125 PS) | 16:1 128,00 mm |
| OM 394 | 07.1976 → | D (A) | 6 | 5675 cm ³ | 2V | 48-57 kW | (65-78 PS) | 17:1 128,00 mm |
| OM 394 | 900-005 (AFS), 900-006 (AFS), 900-007 (AFS) | D | 4 | 3780 cm ³ | 2V | 48-57 kW | (65-78 PS) | 17:1 128,00 mm |
| OM 396 | → 12.1992 | D | 4 | 3780 cm ³ | 2V | 70-92 kW | (95-125 PS) | 17:1 128,00 mm |
| OM 396 | 900-005, 900-007, 900-008 (AFS), 900-009, 900-010, 900-011, 900-012, 900-013, 900-014, 900-015, 900-016 (AFS), 900-017, 900-020 (AFS), 900-021, 900-022 (AFS), 900-024, 900-026 | D | 6 | 5675 cm ³ | 2V | 70-92 kW | (95-125 PS) | 17:1 128,00 mm |

(1) OM 352.900, OM 352.904, OM 352.909: OM 352 ... II.Series 1966 -

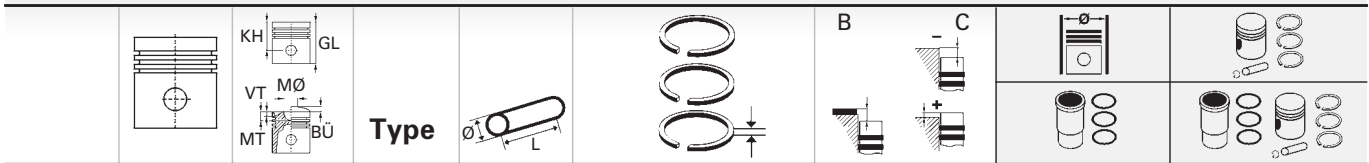
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|--|---------|--|------------|------------|--|----------------|--------------|-------------------------------|
| | 4/6 | KH 65,2 MT -20 MØ 55 GL 115,7 | RTK URK | 36 82,5 | 1 T6 3 CR G6 2 M 3 1 DSF 5,5 CR 1 S 5,5 | -0,07 +0,30 | 97,00 | 90 274 800 |
| | 097 007 | KH 64,8 MT -20 MØ 55 GL 115,3 | HKÜ | | | | 97,50 | 90 274 830 |
| | | KH 64,6 MT -20 MØ 55 GL 115,1 | HKÜ | | | | 98,00 | 90 274 840 (90 277) |


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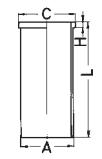
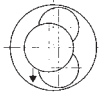
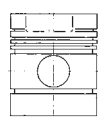


| | | | Type | | | | | | |
|-----|----------------|--|------------|------------|---|-------------|---------------------------------------|-------------------|---------------------------------------|
| | T Cyl. | A=100,4 | C=103,5 | L=222 | H=5,2 | | 89 177 190 semi (89 542) | 90 274 982 | |
| | T Cyl. | A=101 | C=104 | L=222 | H=5,2 | | 89 178 190 semi (88 867) | 90 274 980 | |
| | T Cyl. | A=103 | C=106 | L=222 | H=5,2 | | 89 069 190 semi | 90 274 981 | |
| | 4/6 097 007 | KH 65,2 MT -20 MØ 55 GL 115,7 | RTK | 36 82,5 | 1 T6 3 2 M 3 1 DSF 5,5 | CR G6 CR | -0,07 +0,30 | 97,00 | 93 882 600 |
| | | KH 64,9 MT -20 MØ 55 GL 115,4 | HKÜ | | | | | 97,50 | 93 882 630 |
| | | KH 64,6 MT -20 MØ 55 GL 115,1 | HKÜ | | | | | 98,00 | 93 882 640 (92 568, 93 709) |
| | T Cyl. | A=100,4 | C=103,5 | L=222 | H=5,2 | | 89 177 190 semi (89 542) | 93 882 962 | |
| | T Cyl. | A=101 | C=104 | L=222 | H=5,2 | | 89 178 190 semi (88 867) | 93 882 960 | |
| | T Cyl. | A=103 | C=106 | L=222 | H=5,2 | | 89 069 190 semi | 93 882 961 | |
| | 4/6 097 007 | KH 65 MT -20 MØ 55 GL 115,5 | RTK URK | 36 82,5 | 1 T6 3 2 M 3 1 DSF 5,5 1 S 5,5 | CR G6 CR | -0,07 +0,30 | 97,50 | 93 794 700 [2] |
| | | KH 64,9 MT -20 MØ 55 GL 115,4 | HKÜ | | | | | 98,00 | 93 794 710 [2] |
| [2] | KH -0,20 mm | | | | | | | | |

M



| | | | | | | | | | | | |
|---------------|---|---------------|--|-----------|-------|---|----------------------|----|------------------------|------|-----------|
| 58 |  97 | OM 341 | 913, 933, 937, 939, 943, 947, 950, 996 | 06.1973 → | D (A) | 6 | 5675 cm ³ | 2V | 96-118 kW (130-160 PS) | 17:1 | 128,00 mm |
| OM 344 | | | 913 | 09.1973 → | D (A) | 6 | 5675 cm ³ | 2V | 115 kW (156 PS) | 16:1 | 128,00 mm |
| OM 344 | | | 931 | 09.1973 → | D | 6 | 5675 cm ³ | 2V | 115 kW (156 PS) | 17:1 | 128,00 mm |
| OM 352 | | | 900-006, 900-008, 900-010, 900-013, 900-015, 900-015, 900-400, 900-410, 900-411, 900-412, 900-413, 900-414, 900-415, 900-416, 900-417, 900-418, 900-419, 900-420, 900-421, 900-422, 900-423, 900-424, 900-425, 900-426, 900-427, 900-428, 900-429, 900-430, 913, 916, 918, 937, 946, 949 - 950, 968, 988, 994 | 03.1968 → | D (A) | 6 | 5675 cm ³ | 2V | 96-124 kW (130-168 PS) | | 128,00 mm |
| OM 353 | | | 909 - 914, 921, 937, 950 - 954, 958, 970 - 972, 974 - 978, 991, 997 | 01.1970 → | D (A) | 6 | 5675 cm ³ | 2V | 92-127 kW (125-172 PS) | 16:1 | 128,00 mm |



| | | | | | | | | | |
|--------|---------|---|---------|------------|---|-------------------|----------------|---------------------------------------|--------------------------|
| 6 | 097 007 | KH 65,2 VT1 -2,40 MT -20 MØ 55 GL 115,7 | RTK | 36 82,5 | 1 T6 3 2 M 3 1 DSF 5,5 1 S 5,5 | CR G6 | -0,07 +0,30 | 97,00 | 90 276 700 |
| | | KH 64,6 VT1 -2,40 MT -20 MØ 55 GL 115,1 | HKÜ | | | | | 98,00 | 90 276 720 |
| T Cyl. | | A=100,4 | C=103,5 | L=222 | H=5,2 | | | 89 177 190 semi (89 542) | 90 276 972 |
| T Cyl. | | A=101 | C=104 | L=222 | H=5,2 | | | 89 178 190 semi (88 867) | 90 276 970 |
| T Cyl. | | A=103 | C=106 | L=222 | H=5,2 | | | 89 069 190 semi | 90 276 971 |
| 6 | 097 008 | KH 65,2 VT1 -2,20 MT -20 MØ 55 GL 105,2 | RTK | 36 82,5 | 1 T6 2,5 1 M 2,5 1 DSF 4 | MO G6 MO CR | -0,07 +0,30 | 97,00 | 92 581 600 [1] |
| | | KH 64,8 VT1 -2,20 MT -20 MØ 55 GL 104,8 | HKÜ | | | | | 97,50 | 92 581 610 [1] |
| | | KH 64,6 VT1 -2,20 MT -20 MØ 55 GL 104,6 | HKÜ | | | | | 98,00 | 92 581 620 [1] |
| T Cyl. | | A=100,4 | C=103,5 | L=222 | H=5,2 | | | 89 177 190 semi (89 542) | 92 581 962 |
| T Cyl. | | A=101 | C=104 | L=222 | H=5,2 | | | 89 178 190 semi (88 867) | 92 581 960 |
| T Cyl. | | A=103 | C=106 | L=222 | H=5,2 | | | 89 069 190 semi | 92 581 961 |

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|-----|--|--|--|--|--|--|--|
| | | | | | | | |
| [1] | 3-Ringausführung 3-ring piston piston à 3 segments pistón con 3 segmentos 3-кольцевое исполнение | | | | | | |

59 **97**

| | | | | | | | | | |
|---------------|--|--------|---|----------------------|----|------------|--------------|------|---------------|
| OM 314 | 970 09.1981 → 03.1987 | D (A) | 4 | 3780 cm ³ | 2V | 63 kW | (85 PS) | 16:1 | 128,00 mm |
| OM 344 | 913, 934 (BRA), 937 - 939, 942 (USA), 951, 953 - 955 06.1973 → | D (A) | 6 | 5675 cm ³ | 2V | 115-124 kW | (156-168 PS) | 16:1 | 128,00 mm |
| OM 353 | 920, 939, 959 05.1978 → | D (A) | 6 | 5675 cm ³ | 2V | 124 kW | (168 PS) | 16:1 | 128,00 mm |
| OM 362 | 900/-500, 906, 909 - 910 02.1983 → | D (LA) | 6 | 5675 cm ³ | 2V | 141 kW | (192 PS) | | 128,00 mm (1) |
| OM 394 | 900-009 (AFS) | D | 4 | 3780 cm ³ | 2V | 63 kW | (85 PS) | 17:1 | 128,00 mm |
| OM 396 | 900-405 (AFS), 900-407, 900-409, 900-410, 900-415, 900-473 01.1980 → | D | 6 | 5675 cm ³ | 2V | 110-124 kW | (150-168 PS) | 17:1 | 128,00 mm |

(1) OM 362.900/-500: Shortblock

4/6
097 008KH 65,2
MT -21,5
MØ 55
GL 105,2

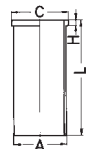
RTK

36
82,51 T6 2,5 MO G6
1 M 2,5 MO
1 DSF 4 CR-0,07
+0,30**97,00****93 750 600**KH 64,9
MT -21,5
MØ 55
GL 104,9

HKÜ

97,50**93 750 610**KH 64,6
MT -21,5
MØ 55
GL 104,6

HKÜ

98,00**93 750 620**

T Cyl.

A=100,4

C=103,5

L=222

H=5,2

89 177 190
semi
(89 542)**93 750 962**

T Cyl.

A=101

C=104

L=222

H=5,2

89 178 190
semi
(88 867)**93 750 960**

T Cyl.

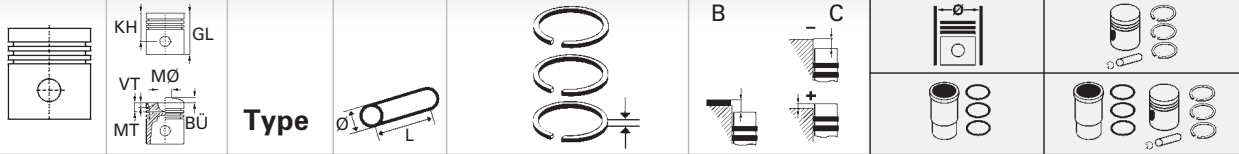
A=103

C=106

L=222

H=5,2

89 069 190
semi**93 750 961**



60 **97,5**

| | | | | | | | | | | |
|----------------------|--|-------------------|--------|---|----------------------|----|------------|--------------|---------|-----------|
| OM 304 | 900-001, 900-010, 900-401, 900-410 | 06.1985 → | D (A) | 4 | 3972 cm ³ | 2V | 61-85 kW | (83-115 PS) | 16,5:1 | 133,00 mm |
| OM 306 Euro 0 | 900-016 (ZA), 900-017 (ZA), 900-018 (ZA), 900-413 (ZA), 900-414, 900-415, 900-416 (ZA), 900-417 | 08.1984 → | D (A) | 6 | 5958 cm ³ | 2V | 92-125 kW | (125-170 PS) | 16,5:1 | 133,00 mm |
| OM 356 Euro 0 | 940 | 09.1989 → 08.1993 | D (A) | 6 | 5958 cm ³ | 2V | 116-129 kW | (158-175 PS) | 17,25:1 | 133,00 mm |
| OM 356 Euro 0 | 984 - 985 | 07.1985 → | D (LA) | 6 | 5958 cm ³ | 2V | 150-155 kW | (204-211 PS) | 16,5:1 | 133,00 mm |
| OM 364 Euro 0 | 901/-400, 950 - 952, 954, 980 | 1984 → | D (A) | 4 | 3972 cm ³ | 2V | 66-100 kW | (90-136 PS) | | 133,00 mm |
| OM 364 Euro 0 | 901-500, 981, 984 | 11.1987 → | D (LA) | 4 | 3972 cm ³ | 2V | 100 kW | (136 PS) | | 133,00 mm |
| OM 366 Euro 0 | 901/-400, 944 - 949, 951 - 955, 957 - 958, 960, 962 - 963, 965 - 971, 973 - 979 | 03.1984 → | D (A) | 6 | 5958 cm ³ | 2V | 92-129 kW | (125-175 PS) | | 133,00 mm |
| OM 366 Euro 0 | 901-540, 901-541, 901/-500, 980 - 981, 983 - 984, 988, 990, 992 - 997 | 1984 → | D (LA) | 6 | 5958 cm ³ | 2V | 136-177 kW | (185-240 PS) | | 133,00 mm |
| OM 370 Euro 0 | 950 - 951 | 06.1985 → | D (A) | 4 | 3972 cm ³ | 2V | 85 kW | (115 PS) | 16,5:1 | 133,00 mm |
| OM 372 Euro 0 | 950 - 951, 953, 956, 958 | 06.1985 → | D (A) | 6 | 5958 cm ³ | 2V | 100-125 kW | (136-170 PS) | | 133,00 mm |
| OM 372 Euro 0 | 980 - 981 | 06.1985 → | D (LA) | 6 | 5958 cm ³ | 2V | 150 kW | (204 PS) | 16,5:1 | 133,00 mm |
| OM 376 Euro 0 | 911-405, 911-407, 911-408, 911-409, 911-412, 945 - 947, 950 - 951, 953 - 958, 961 - 962, 964 | 05.1988 → | D (A) | 6 | 5958 cm ³ | 2V | 66-131 kW | (90-177 PS) | 16,5:1 | 133,00 mm |
| OM 376 Euro 0 | 911-500, 911-501, 911-503, 911-510, 911-516, 941, 963 | 05.1988 → | D (LA) | 6 | 5958 cm ³ | 2V | 125-170 kW | (170-230 PS) | | 133,00 mm |
| OM 380 Euro 0 | 942 | 06.1985 → | D (A) | 4 | 3972 cm ³ | 2V | 85 kW | (115 PS) | 16,5:1 | 133,00 mm |
| OM 382 Euro 0 | 913, 919, 971 | 07.1985 → | D (A) | 6 | 5958 cm ³ | 2V | 125-150 kW | (170-204 PS) | 16,5:1 | 133,00 mm |
| OM 384 Euro 0 | 907 | 06.1985 → | D (A) | 4 | 3972 cm ³ | 2V | 85 kW | (115 PS) | 16,5:1 | 133,00 mm |
| OM 386 Euro 0 | 950 - 952 (INA) | 05.1988 → | D (A) | 6 | 5958 cm ³ | 2V | 125 kW | (170 PS) | 16,5:1 | 133,00 mm |
| OM 386 Euro 0 | 980 - 981 (INA), 983 (INA) | 07.1985 → | D (LA) | 6 | 5958 cm ³ | 2V | 150 kW | (204 PS) | 16,5:1 | 133,00 mm |
| OM 390 Euro 0 | 900-006 (AMS), 900-007, 900-405 (AMS), 900-407 | | D (A) | 6 | 5958 cm ³ | 2V | 100-127 kW | (136-173 PS) | 16,5:1 | 133,00 mm |
| OM 390 Euro 0 | 900-505 (AMS), 900-506, 900-508 (AMS) | | D (LA) | 6 | 5958 cm ³ | 2V | 138-150 kW | (185-204 PS) | 16,5:1 | 133,00 mm |

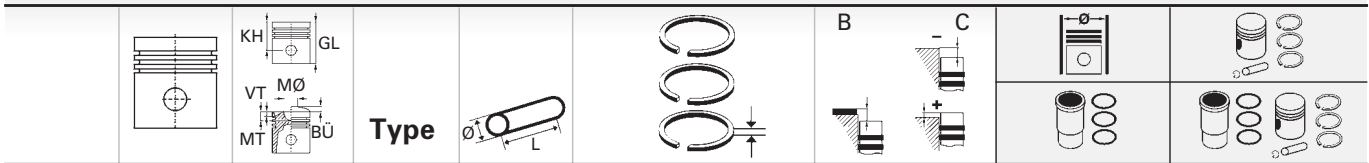
| | | | | | | | | | |
|--------|---------|---|-------|------------|--------------------------------|----------------------|----------------|---------------------------------------|--|
| | 4/6 | KH 62,8 MT -22,35 MØ 56 GL 107,8 | RTK | 36 82,5 | 1 T6 2,5 1 M 2,5 1 DSF 4 | MO G6 MO G3 CR | -0,08 +0,30 | 97,50 98,00 | 93 831 600 93 831 610 |
| | 097 019 | | | | | | | | |
| | T Cyl. | A=100,4 | | L=224 | | | | 89 198 190 semi | 93 831 960 |
| T Cyl. | A=100,4 | C=103,5 | L=222 | H=5,2 | | | | 89 177 190 semi (89 542) | 93 831 961 |

Fortsetzung nächste Seite / continued on next page / suite page suivante / continuación página próxima / Продолжение на следующей странице



| | | | Type | | | | | |
|-----|----------------|---|-------------|------------|---|----------------|---------------------------------------|--|
| | T Cyl. | A=101 | C=104 | L=222 | H=5,2 | | 89 543 190 semi | 93 831 962 |
| | 4/6 097 019 | KH 62,5 MT -22,35 MØ 56 GL 107,5 | RTK | 36 82,5 | 1 T6 2,5 MO G6 1 M 2,5 MO G3 1 DSF 4 CR | -0,08 +0,30 | 97,50 98,00 | 90 532 600 [1] 90 532 610 [1] |
| | T Cyl. | A=100,4 | | L=224 | | | 89 198 190 semi | 90 532 960 |
| | T Cyl. | A=100,4 | C=103,5 | L=222 | H=5,2 | | 89 177 190 semi (89 542) | 90 532 961 |
| [1] | KH -0,30 mm | | | | | | | |

M



| 61 | | 97,5 | | Type | \varnothing | L | | B | C | | |
|----------------------|--|-------------------|--------|------|----------------------|----|------------|--------------|---------|-----------|--|
| OM 356 Euro 1 | 913 | 1992 → | D | 6 | 5958 cm ³ | 2V | 100 kW | (136 PS) | 17,25:1 | 133,00 mm | |
| OM 356 Euro 1 | 981 | 05.1991 → | D (LA) | 6 | 5958 cm ³ | 2V | 127 kW | (173 PS) | 18:1 | 133,00 mm | |
| OM 364 | 900/-000 | 1984 → | D | 4 | 3972 cm ³ | 2V | | | | 133,00 mm | |
| OM 364 Euro 0 | 900-040, 906 - 909, 911 - 913 | 1984 → | D | 4 | 3972 cm ³ | 2V | 49-66 kW | (67-90 PS) | 17,25:1 | 133,00 mm | |
| OM 366 Euro 0 | 900/-000, 905 - 910, 912 - 914, 917 - 919, 930 - 933, 935 - 937, 940 | 03.1984 → | D | 6 | 5958 cm ³ | 2V | 74-102 kW | (101-139 PS) | | 133,00 mm | |
| OM 366 Euro 1 | 938 | 06.1987 → 02.1993 | D | 6 | 5958 cm ³ | 2V | 92-102 kW | (125-139 PS) | 19:1 | 133,00 mm | |
| OM 366 Euro 0 | 939 | 01.1988 → 02.2001 | D (LA) | 6 | 5958 cm ³ | 2V | 81 kW | (110 PS) | 17,25:1 | 133,00 mm | |
| OM 370 Euro 0 | 905 | | D | 4 | 3972 cm ³ | 2V | 66 kW | (90 PS) | 17,25:1 | 133,00 mm | |
| OM 370 Euro 0 | 952 | 06.1985 → | D (A) | 4 | 3972 cm ³ | 2V | 80 kW | (110 PS) | 16,5:1 | 133,00 mm | |
| OM 372 Euro 0 | 906 - 907, 930 | | D | 6 | 5958 cm ³ | 2V | 100 kW | (136 PS) | 17,25:1 | 133,00 mm | |
| OM 376 Euro 0 | 905 - 909, 910-005, 910-006, 910-007, 910-008, 910-010, 910-011, 910-012, 910-013, 910-014, 910-015, 910-016, 930 | | D | 6 | 5958 cm ³ | 2V | 69-100 kW | (94-136 PS) | 17,25:1 | 133,00 mm | |
| OM 376 Euro 0 | 980 - 982 (USA), 987 - 989 (USA), 998 - 999 (USA) | 12.1985 → | D (LA) | 6 | 5958 cm ³ | 2V | 127-142 kW | (170-190 PS) | 16,5:1 | 133,00 mm | |
| OM 382 Euro 0 | 912 | | D | 6 | 5958 cm ³ | 2V | 100 kW | (136 PS) | 17,25:1 | 133,00 mm | |
| OM 384 Euro 0 | 906 | | D | 4 | 3972 cm ³ | 2V | 66 kW | (90 PS) | 17,25:1 | 133,00 mm | |
| OM 390 Euro 0 | 900-509 (AMS) | | D (LA) | 6 | 5958 cm ³ | 2V | 156 kW | (210 PS) | 16,5:1 | 133,00 mm | |

M

| | | | | | | | | | |
|--|----------------|--|---------|------------|--------------------------------|-------------------|----------------|---------------------------------------|--|
| | 4/6 097 023 | KH 62,8 MT -24,3 MØ 48 GL 107,8 | RTK | 36 82,5 | 1 T6 2,5 1 M 2,5 1 DSF 4 | MO G6 G3 CR | -0,08 +0,30 | 97,50 98,00 | 93 951 600 [1] 93 951 610 [1] (93 830) |
| | T Cyl. | A=100,4 | | L=224 | | | | 89 198 190 semi | 93 951 960 |
| | T Cyl. | A=100,4 | C=103,5 | L=222 | H=5,2 | | | 89 177 190 semi (89 542) | 93 951 961 |
| | 4/6 097 023 | KH 62,5 MT -24,3 MØ 48 GL 107,5 | RTK | 36 82,5 | 1 T6 2,5 1 M 2,5 1 DSF 4 | MO G6 G3 CR | -0,08 +0,30 | 97,50 98,00 | 93 964 600 [2] 93 964 610 [2] |

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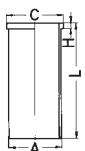


| | | Type | | | | | |
|-----|--|---------|---------|-------|-------|---------------------------------------|-------------------|
| | T Cyl. | A=100,4 | L=224 | | | 89 198 190 semi | 93 964 960 |
| | T Cyl. | A=100,4 | C=103,5 | L=222 | H=5,2 | 89 177 190 semi (89 542) | 93 964 961 |
| | T Cyl. | A=101 | C=104 | L=222 | H=5,2 | 89 543 190 semi | |
| [1] | nur satzweise austauschbar exchangeable only in sets remplacement seulement sous forme de jeu sólo se puede cambiar el juego completo заменяемо только комплектами | | | | | | |
| [2] | KH -0,30 mm | | | | | | |

62

97,5

| | | | | | | | | | |
|----------------------|--|-----------|--------|---|----------------------|----|------------|-------------------|-----------|
| OM 354 Euro 2 | 900 - 903, 920 - 926 | 03.1994 → | D (LA) | 4 | 3972 cm ³ | 2V | 77-103 kW | (105-140 PS) | 133,00 mm |
| OM 357 Euro 2 | 900 - 904, 906 - 910, 915 - 922, 924 - 927, 929 - 933, 936 - 938, 940 - 944, 946 - 949, 961 - 963 | 1994 → | D (LA) | 6 | 5958 cm ³ | 2V | 125-177 kW | (170-240 PS) 18:1 | 133,00 mm |
| OM 364 Euro 2 | 901-507 | 1995 → | D (LA) | 4 | 3972 cm ³ | 2V | | | 133,00 mm |
| OM 366 Euro 2 | 901-507 | | D (LA) | 6 | 5958 cm ³ | 2V | | | 133,00 mm |
| OM 366 Euro 0 | 956 | 11.1986 → | D (A) | 6 | 5958 cm ³ | 2V | 100 kW | (136 PS) 16,5:1 | 133,00 mm |

4/6
097 024KH 63
MT -23
MØ 54,46
GL 108RTK
TPL36
82,51 T6 2,5 MO G6
1 M 2,5 MO G3
1 DSF 4 CR-0,08
+0,44**97,50****94 333 600**

T Cyl.

A=100,4

C=103,5

L=222

H=5,2

89 177 190
semi
(89 542)**94 333 969**

T Cyl.

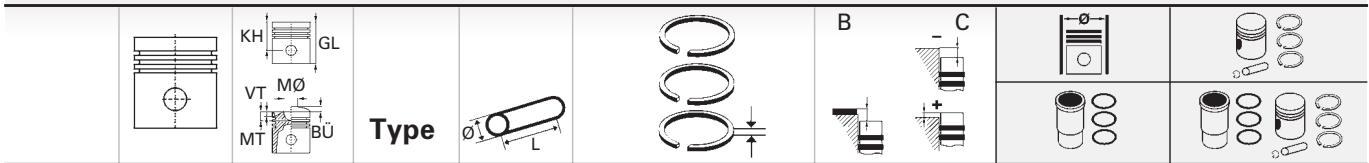
A=101

C=104

L=222

H=5,2

89 543 190
semi**94 333 961**



| | | | | | | | | | | | | |
|----------------------|--------------------------------|---|---------|------------|-------------------------------|----------------------|----------------|-------------------|------------------|-------------------|-----|--|
| 63 | | 97,5 | | | | | | | | | | |
| OM 356 Euro 1 | 901 - 912, 914 - 916 | 11.1988 → | D | 6 | 5958 cm ³ | 2V | 81-97 kW | (102-132 PS) | 17,25:1 | 133,00 mm | | |
| OM 364 Euro 1 | 900-004, 918 - 921 | 08.1991 → | D | 4 | 3972 cm ³ | 2V | 63 kW | (86 PS) | | 133,00 mm | | |
| OM 366 Euro 1 | 900-004, 911 (TUR), 915 | 01.1988 → | D | 6 | 5958 cm ³ | 2V | 96 kW | (102-130 PS) | | 133,00 mm | | |
| | 4/6 097 023 | KH 62,8 MT -22,38 MØ 43,4 GL 107,8 | RTK | 36 82,5 | 1 R 2,5 1 M 2,5 1 DSF 4 | MO G6 MO G3 CR | -0,08 +0,30 | 97,50 | | 91 550 600 | | |
| | T Cyl. | A=100,4 | C=103,5 | L=222 | H=5,2 | | | 89 177 190 | | 91 550 960 | | |
| | T Cyl. | A=101 | C=104 | L=222 | H=5,2 | | | 89 543 190 | semi (89 542) | 91 550 961 | | |
| | 4/6 097 023 | KH 62,5 MT -22,38 MØ 43,4 GL 107,5 | RTK | 36 82,5 | 1 R 2,5 1 M 2,5 1 DSF 4 | MO G6 MO G3 CR | -0,08 +0,30 | 98,00 | | 91 551 610 | [1] | |
| | [1] | KH -0,30 mm | | | | | | | | | | |

| | | | | | | | | | | | | |
|----------------------|--|-------------|--------|---|----------------------|----|------------|--------------|--------|-----------|--|--|
| 64 | | 97,5 | | | | | | | | | | |
| OM 306 Euro 0 | 900-510 (ZA) | 04.1991 → | D (LA) | 6 | 5958 cm ³ | 2V | 177 kW | (240 PS) | | 133,00 mm | | |
| OM 356 Euro 1 | 977 (TUR), 978 - 980, 983, 986 - 996, 999 | 03.1990 → | D (LA) | 6 | 5958 cm ³ | 2V | 155-177 kW | (211-240 PS) | 16,5:1 | 133,00 mm | | |
| OM 357 Euro 1 | 945 | 07.1993 → | D (LA) | 6 | 5958 cm ³ | 2V | 177 kW | (240 PS) | 16,5:1 | 133,00 mm | | |
| OM 364 Euro 1 | 901-504, 982, 985 - 987, 989 | 02.1992 → | D (LA) | 4 | 3972 cm ³ | 2V | 98-100 kW | (133-136 PS) | | 133,00 mm | | |
| OM 366 Euro 1 | 901-504, 999 | 01.1991 → | D (LA) | 6 | 5958 cm ³ | 2V | 170 kW | (231 PS) | | 133,00 mm | | |
| OM 366 Euro 0 | 901-501 | | D (LA) | 6 | 5958 cm ³ | 2V | | | | 133,00 mm | | |
| OM 376 Euro 0 | 993 | | D (LA) | 6 | 5958 cm ³ | 2V | 150 kW | (204 PS) | 16,5:1 | 133,00 mm | | |
| OM 382 Euro 0 | 970 (TUR) | 04.1991 → | D (LA) | 6 | 5958 cm ³ | 2V | 177 kW | (240 PS) | 16,5:1 | 133,00 mm | | |

| | | | | | | | | | | | | |
|--|----------------|---|------------|------------|--------------------------------|----------------------|----------------|--------------|--|-------------------|--|--|
| | 4/6 097 024 | KH 62,8 MT -22,6 MØ 54,65 GL 107,8 | RTK TPL | 36 82,5 | 1 T6 2,5 1 M 2,5 1 DSF 4 | MO G6 MO G3 CR | -0,08 +0,30 | 97,50 | | 92 525 700 | | |
|--|----------------|---|------------|------------|--------------------------------|----------------------|----------------|--------------|--|-------------------|--|--|

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| | | | Type | | | | | | | |
|--|--------|---------|---------|-------|-------|--|--|--|---------------------------------------|-------------------|
| | T Cyl. | A=100,4 | C=103,5 | L=222 | H=5,2 | | | | 89 177 190 semi (89 542) | 92 525 970 |
| | T Cyl. | A=101 | C=104 | L=222 | H=5,2 | | | | 89 543 190 semi | 92 525 971 |
| | T Cyl. | A=100,4 | | L=224 | | | | | 89 198 190 semi | |

65 **97,5**

| | | | | | | | | | |
|----------------------|--|-----------|-------|---|----------------------|----|------------|-----------------|-----------|
| OM 356 Euro 1 | 941, 943 - 949, 951 - 953, 956, 958 - 959 | 09.1991 → | D (A) | 6 | 5958 cm ³ | 2V | 115-121 kW | (156-165 PS) | 133,00 mm |
| OM 364 Euro 1 | 901-404, 957 - 959 | 04.1991 → | D (A) | 4 | 3972 cm ³ | 2V | 77 kW | (105 PS) | 133,00 mm |
| OM 366 Euro 1 | 901-404, 941 - 943 | 1992 → | D (A) | 6 | 5958 cm ³ | 2V | 116 kW | (158 PS) | 133,00 mm |
| OM 380 Euro 0 | 943 | 12.1993 → | D (A) | 4 | 3972 cm ³ | 2V | 79 kW | (107 PS) 16,5:1 | 133,00 mm |
| OM 384 Euro 1 | 908 | 12.1993 → | D (A) | 4 | 3972 cm ³ | 2V | 79 kW | (107 PS) 16,5:1 | 133,00 mm |



4/6

097 023

KH 62,8
MT -23
MØ 54,25
GL 107,8

RTK

36

82,5

1 T6 2,5 MO G6
1 M 2,5 MO G3
1 DSF 4 CR-0,08
+0,30**97,50****91 598 600**

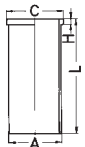
T Cyl.

A=100,4

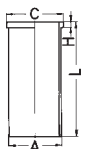
C=103,5

L=222

H=5,2

89 177 190
semi
(89 542)**91 598 960****66** **97,5**

| | | | | | | | | | |
|----------------------|--|--|--------|---|----------------------|----|------------|---------------------|-----------|
| OM 376 Euro 0 | 976 - 977 | | D (LA) | 6 | 5958 cm ³ | 2V | 127 kW | (170 PS) 16,5:1 | 133,00 mm |
| OM 390 Euro 0 | 900-510, 900-511, 900-512, 900-513, 900-515, 900-522, 900-549 | | D (LA) | 6 | 5958 cm ³ | 2V | 127-156 kW | (170-212 PS) 16,5:1 | 133,00 mm |



T Cyl.

A=100,4

C=103,5

L=222

H=5,2

89 177 190
semi
(89 542)

T Cyl.

A=101

C=104

L=222

H=5,2

89 543 190
semi**67** **98**

| | | | | | | | | | |
|--------------|----------------------------------|-----------|---|---|----------------------|----|--------|-----------------|----------|
| M 273 | 960 - 963, 965, 967 - 971 | 09.2005 → | B | 8 | 5461 cm ³ | 4V | 285 kW | (388 PS) 10,7:1 | 90,50 mm |
|--------------|----------------------------------|-----------|---|---|----------------------|----|--------|-----------------|----------|



8

098 106

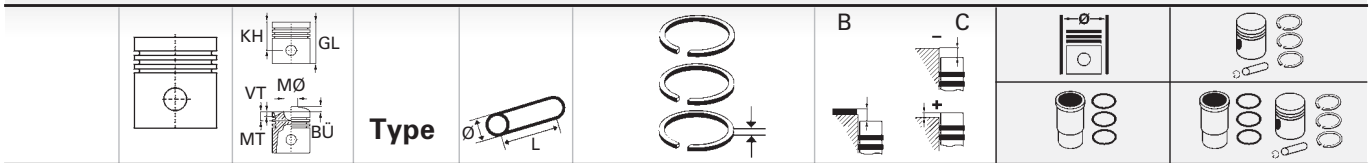
KH 28,1
GL 50,6

NHA

22

56

1 R 1,2 NT ST
1 NM 1,5 G3
1 SLF 2,5 NT**98,00****40 348 600**



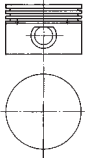
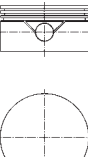
68  **100**

MB Kompressor

1

(1)

(1) for OM 442.971, OM 501/502/541/542 LA

| | | | | | | | | | |
|---|---------|--------------------|--|----------|---------------------------------|----|--|----------------------------|--|
|  | 1 | KH 30,4 GL 52,2 | | 20 50 | 1 NM 2,5 1 NM 2,5 1 GSF 4 | MO | | 100,00 100,50 | 94 919 600 94 919 610 |
| | 100 228 | | | | | | | | |
| | K Cyl. | A=106 | | L=91 | H=84 | | | 89 537 110 | 94 919 962 |
| | K Cyl. | A=106 | | L=101 | H=89 | | | 89 452 110 | 94 919 960 |
| | K Cyl. | A=106 | | L=101 | H=89 | | | 89 597 110 [2], [3] | 94 919 964 |
| | K Cyl. | | | L=102 | H=102 | | | 89 535 110 | 94 919 963 |
| | K Cyl. | A=115 | | L=102 | H=102 | | | 89 529 110 | 94 919 961 |
|  | 1 | KH 30,4 GL 52,2 | | 20 50 | 1 NM 2,5 1 NM 2,5 1 GSF 3 | MO | | 100,00 100,50 101,00 | 99 849 600 99 849 610 99 849 620 |
| | 100 235 | | | | | | | | |
| | K Cyl. | A=106 | | L=91 | H=84 | | | 89 537 110 | 99 849 962 |
| | K Cyl. | A=106 | | L=101 | H=89 | | | 89 452 110 | 99 849 960 |
| | K Cyl. | A=106 | | L=101 | H=89 | | | 89 597 110 [2], [3] | 99 849 964 |
| | K Cyl. | | | L=102 | H=102 | | | 89 535 110 | 99 849 963 |
| | | | | | | | | | |

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| | | | Type | | | | | |
|-----|---|-------|------|---------|---------|--|-------------------|-------------------|
| | K Cyl. | A=115 | | L=102 | H=102 | | 89 529 110 | 99 849 961 |
| | K Cyl. | A=115 | | L=102,7 | H=102,7 | | 89 857 110 | 99 849 965 |
| [2] | mit Aussparung an Dichtfläche with recess at sealing face avec enfoncement sur la surface d'étanchéité con escotadura en la superficie sellada с выемкой на уплотняемой поверхности | | | | | | | |
| [3] | luftgekühlt/air-cooled/refroidi par air/refrigerado por aire/с воздушным охлаждением | | | | | | | |

69

102

| | | | | | | | | |
|----------------------|---|--------|---|----------------------|----|------------|--------------|------------------|
| OM 902 Euro 3 | 937 - 939 | D (LA) | 6 | 6374 cm ³ | 3V | 180 kW | (245 PS) | 130,00 mm |
| OM 904 Euro 2 | 903 - 912, 914 - 925, 926 (USA), 927 - 931, 932 (MEX), 933 (USA), 934 - 935 (MEX), 936, 937 (USA), 938, 939 - 940 (USA), 941 - 955, 956 (MEX), 957, 959, 961 - 962, 964 - 968, 970, 972, 974, 977 - 978, 980 - 981 | D (LA) | 4 | 4250 cm ³ | 3V | 75-142 kW | (102-190 PS) | 17,4:1 130,00 mm |
| OM 906 Euro 2 | 910 - 919, 921 - 928, 929 (USA), 930 - 941, 944 - 959, 961 - 962, 964 - 965, 966 (MEX), 967 - 968, 970 - 971, 973 - 977, 978 (USA), 979 - 986, 988, 990 | D (LA) | 6 | 6374 cm ³ | 3V | 142-224 kW | (190-300 PS) | 17,4:1 130,00 mm |
| OM 906 | 920 | D (LA) | 6 | 6374 cm ³ | 3V | 170 kW | (231 PS) | 17,4:1 130,00 mm |
| OM 906 Euro 3 | 995 | D (LA) | 6 | 6374 cm ³ | 3V | 206 kW | (279 PS) | 18:1 130,00 mm |
| OM 907 Euro 2 | 910, 920, 930, 940 - 941, 960, 970, 980, 990 | D (LA) | 4 | 4250 cm ³ | 3V | 75-125 kW | (102-170 PS) | 17,4:1 130,00 mm |
| OM 909 Euro 2 | 900 - 901, 910 - 911, 920 - 921, 960, 970 - 971 | D (LA) | 6 | 6374 cm ³ | 3V | 170-205 kW | (231-279 PS) | 17,4:1 130,00 mm |
| OM 924 Euro 2 | 915 | D (LA) | 4 | 4250 cm ³ | 3V | 160 kW | (218 PS) | 17,4:1 130,00 mm |
| OM 926 Euro 2 | 911, 911 - 912, 914, 914 | D (LA) | 6 | | 3V | 240 kW | (326 PS) | 17:1 130,00 mm |
| OM 960 Euro 2 | 984 | D (LA) | 4 | 4250 cm ³ | 2V | 100 kW | (136 PS) | 17:1 130,00 mm |

| | | | | | | | | | |
|--|--------|---|------------|----------|------------------------------|-------------------|----------------|---------------------------|---|
| | 4/6 | KH 64,4 MT -13,9 MØ 73,23 GL 102,4 | RTK TPL | 40 78 | 1 T6 3 1 M 2,5 1 DSF 4 | CK G6 CR CR | +0,28 +0,50 | 102,00 | 94 705 600 [1], [2] (94 501) |
| | T Cyl. | A=106 | C=109,5 | L=220 | H=6,2 | | | 89 513 190 semi | 94 705 960 [1] |
| | 4/6 | KH 64,1 MT -13,9 MØ 73,23 GL 102,1 | RTK TPL | 40 78 | 1 T6 3 1 M 2,5 1 DSF 4 | CK G6 CR CR | +0,28 +0,50 | 102,00 | 94 706 600 |

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| | | Type | | | | | | | |
|--|----------------|---|------------|----------|------------------------------|-------------------|---------------------------|--------------------------|-------------------------------|
| | T Cyl. | A=106 | C=109,5 | L=220 | H=6,2 | | 89 513 190 semi | 94 706 960 | |
| | 4/6 102 046 | KH 63,8 MT -13,9 MØ 73,23 GL 101,8 | RTK TPL | 40 78 | 1 T6 3 1 M 2,5 1 DSF 4 | CK G6 CR CR | +0,28 +0,50 | 102,00 | 94 707 600 [2] |
| | T Cyl. | A=106 | C=109,5 | L=220 | H=6,2 | | 89 513 190 semi | 94 707 960 | |
| | 4/6 102 046 | KH 64,4 MT -13,9 MØ 73,23 GL 102,4 | RTK TPL | 42 80 | 1 T6 3 1 M 2,5 1 DSF 4 | CK G6 CR CR | +0,28 +0,50 | 102,00 | 94 971 600 [1], [3] |
| | T Cyl. | A=106 | C=109,5 | L=220 | H=6,2 | | 89 513 190 semi | 94 971 960 [1] | |
| | 4/6 102 046 | KH 64,1 MT -13,9 MØ 73,23 GL 102,1 | RTK TPL | 42 80 | 1 T6 3 1 M 2,5 1 DSF 4 | CK G6 CR CR | +0,28 +0,50 | 102,00 | 94 972 600 [1], [3] |
| | T Cyl. | A=106 | C=109,5 | L=220 | H=6,2 | | 89 513 190 semi | 94 972 960 | |
| | 4/6 102 046 | KH 63,8 MT -13,9 MØ 73,23 GL 101,8 | RTK TPL | 42 80 | 1 T6 3 1 M 2,5 1 DSF 4 | CK G6 CR CR | +0,28 +0,50 | 102,00 | 94 973 600 [3] |
| | T Cyl. | A=106 | C=109,5 | L=220 | H=6,2 | | 89 513 190 semi | 94 973 960 | |

[1] **OM 904.903, OM 904.904:** → mot. 119308

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| | | | | | | | | | |
|-----|--|--|--|--|--|--|--|--|--|
| | | | | | | | | | |
| [2] | Kolbenbolzen/piston pin/diamètre axe/diámetro del bulón/Поршневой палец Ø 40,00 mm | | | | | | | | |
| [3] | Kolbenbolzen/piston pin/diamètre axe/diámetro del bulón/Поршневой палец Ø 42,00 mm | | | | | | | | |

70 **102****OM 900 Euro 4****911 - 913, 915 - 922**09.1996 → D (LA) 4 4250 cm³ 3V 95-130 kW (129-177 PS) 17,4:1 130,00 mm**OM 902 Euro 4****913 - 918, 923 - 927, 930 - 934, 936**02.2006 → D (LA) 6 6374 cm³ 3V 175-210 kW (238-286 PS) 17,4:1 130,00 mm

4/6

KH 64,4

RTK

42

1 T15 3,5

CK G6

+0,28

102,00**40 030 600**

102 046

MT -13,9

TPL

80

1 M 2,5

CR

+0,50

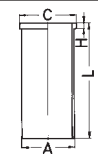
MØ 73,23

LOX

1 DSF 4

CR

GL 102,4



T Cyl.

A=106

C=109,5

L=220

H=6,2

89 513 190

semi

71 **102****OM 902 Euro 3****935**03.2002 → D (LA) 6 6374 cm³ 3V 100 kW (136 PS) 18:1 130,00 mm**OM 904 LA Euro 3**

D (LA) 4

4249 cm³

130 kW

(177 PS)

17,4:1

130,00 mm

OM 904 Euro 3**914 - 917, 927 - 928, 936, 942, 944, 946 - 947, 950 - 954, 958, 960 - 961, 964, 969, 975**09.1996 → D (LA) 4 4250 cm³ 3V 75-135 kW (102-184 PS) 18:1 130,00 mm**OM 906 Euro 3****915 - 916, 925 - 928, 935 - 936, 939, 949 - 952, 955, 957 (USA), 958 - 965, 968, 971, 982 - 983, 987, 989 - 990, 992 - 993, 998**03.1998 → D (LA) 6 6374 cm³ 3V 100-206 kW (136-279 PS) 18:1 130,00 mm**OM 960 Euro 3****984**09.1996 → 09.2013 D (LA) 4 4250 cm³ 2V 100 kW (136 PS) 17:1 130,00 mm

4/6

KH 64,4

RTK

42

1 T6 3

CK G6

+0,28

102,00**94 931 600**

102 046

MT -13,13

TPL

80

1 M 2,5

CR

+0,50

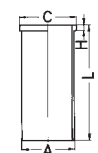
MØ 72,9

LOX

1 DSF 4

CR

GL 102,4



T Cyl.

A=106

C=109,5

L=220

H=6,2

89 513 190

semi

94 931 960

4/6

KH 64,1

RTK

42

1 T6 3

CK G6

+0,28

102,00**94 932 600**

102 046

MT -13,13

TPL

80

1 M 2,5

CR

+0,50

MØ 72,92

LOX

1 DSF 4

CR

GL 102,1

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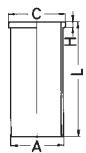
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|-----|--|---|------------|----------|------------------------------|-------------------|--|--|--|--|--|--|--|
| | 4/6 | KH 63,8 MT -13,13 MØ 72,9 GL 101,8 | RTK TPL | 42 80 | 1 T6 3 1 M 2,5 1 DSF 4 | CK G6 CR CR | | | | | | | |
| | 102 046 | | | | | | | | | | | | |
| | T Cyl. | A=106 | C=109,5 | L=220 | H=6,2 | | | | | | | | |
| [1] | Kolbenbolzen/piston pin/diamètre axe/diámetro del bulón/Поршневой палец Ø 42,00 mm | | | | | | | | | | | | |

72

102

OM 904 Euro 2

976, 979

D (LA) 4 4250 cm³ 3V 125-130 kW (170-177 PS) 17,4:1 130,00 mm

T Cyl.

A=106

C=109,5

L=220

H=6,2

89 513 190
semi

M

73

106

M 902

900 - 903

1996 →

G (LA) 6 7201 cm³ 3V 170-205 kW (231-279 PS) 10,5:1 136,00 mm

M 906 Euro 3

900

03.2000 →

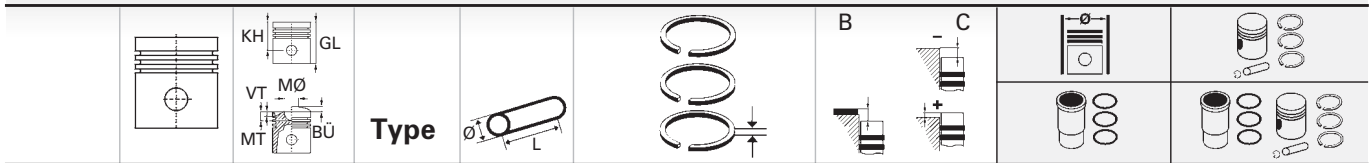
G (LA) 6 7201 cm³ 3V 205 kW (279 PS) 10,5:1 136,00 mm

M 906 Euro 2

901, 903

G (LA) 6 3V 205 kW (279 PS) 10,5:1 136,00 mm

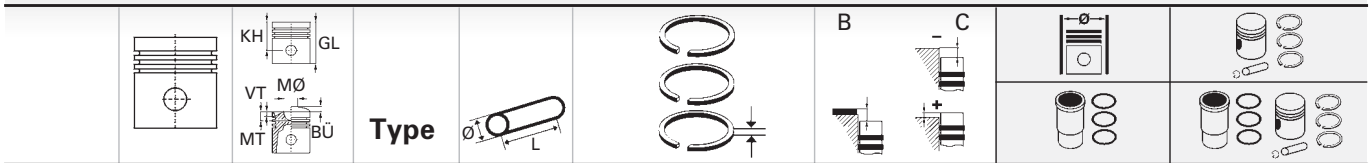
6
106 035KH 64,4
MT -22,5
MØ 80,3
GL 101,2RTK
TPL42
801 R 3
1 M 2,5
1 DSF 4
 CK G6 CR G3 CR | | | | | | || | | KH 64,1 MT -22,55 MØ 80,3 GL 100,9 | HKÜ | | | | | | | | | | |
| | | KH 63,8 MT -22,55 MØ 80,3 GL 100,6 | | | | | | | | | | | |



| 74 | | 106 | | | | | | | | | | | | | |
|----------------------|------------------|--|-------------------|----------|------------------------------|----------------------|--------|---------------|--------|-------------------|-----------------|--|--|--|--|
| OM 924 Euro 3 | 911 | 09.2002→ | D (LA) | 4 | 4800 cm ³ | 3V | 160 kW | (218 PS) | 17,4:1 | 136,00 mm | | | | | |
| OM 926 Euro 3 | 911 - 912 | 2000→ | D (LA) | 6 | 7201 cm ³ | 3V | 240 kW | (326 PS) | 17:1 | 136,00 mm | | | | | |
| 106 019 | 4/6 | KH 61,4 MT -13,4 MØ 78,51 GL 99,4 | RTK TPL KKK | 42 80 | 1 T6 3 1 M 2,5 1 DSF 4 | PC G6 CR G3 CR | | 106,00 | | 40 033 600 | | | | | |
| | | KH 61,1 MT -13,4 MØ 78,51 GL 99,1 | | | | | | 106,30 | | 40 033 610 | NEW | | | | |
| | | KH 60,8 MT -13,4 MØ 78,51 GL 98,8 | | | | | | 106,60 | | 40 033 620 | NEW (99 523) | | | | |

| 75 | | 106 | | | | | | | | | | | | | |
|------------------------|---|--|-------------------|----------|------------------------------|----------------------|------------|---------------|--------|-------------------|-----|--|--|--|--|
| OM 924 Euro 3 | 913, 915 - 916, 919 - 920, 924, 928, 932 | 05.2001→ | D (LA) | 4 | 4800 cm ³ | 3V | 145-160 kW | (187-218 PS) | 17,4:1 | 136,00 mm | | | | | |
| OM 926 Euro 3 | 913 - 915, 917, 921, 924, 926, 929 - 930, 932 - 933, 935, 938, 940 - 941 | 2000→ | D (LA) | 6 | 7201 cm ³ | 3V | 187-240 kW | (250-326 PS) | | 136,00 mm | | | | | |
| OM 926 Euro 4/5 | 968 - 969 | | D (LA) | 6 | 7201 cm ³ | 3V | 225-240 kW | (306-326 PS) | | 136,00 mm | | | | | |
| 106 026 | 4/6 | KH 61,4 MT -14,19 MØ 76 GL 99,4 | RTK TPL KKK | 42 80 | 1 T6 3 1 M 2,5 1 DSF 4 | PC G6 CR G3 CR | | 106,00 | | 40 078 600 | | | | | |
| | | KH 61,1 MT -14,19 MØ 76 GL 99,1 | | | | | | 106,30 | | 40 078 610 | NEW | | | | |
| | | KH 60,8 MT -14,19 MØ 76 GL 98,8 | | | | | | 106,60 | | 40 078 620 | NEW | | | | |

| 76 | | 106 | | | | | | | | | | | | | |
|----------------------|---------------------------|---|-------------------|----------|---------------------------------|----------------------|------------|---------------|--------|-------------------|-----|--|--|--|--|
| OM 924 Euro 4 | 922 - 923 | 06.2006→ | D (LA) | 4 | 4800 cm ³ | 3V | 160 kW | (218 PS) | 17,4:1 | 136,00 mm | | | | | |
| OM 926 Euro 4 | 919, 934, 937, 939 | | D (LA) | 6 | 7201 cm ³ | 3V | 210-240 kW | (286-326 PS) | 17:1 | 136,00 mm | | | | | |
| 106 026 | 4/6 | KH 61,4 MT -14,07 MØ 77,79 GL 99,4 | RTK TPL KKK | 44 85 | 1 T15 3,5 1 M 2,5 1 DSF 4 | CK G6 CR G3 CR | | 106,00 | | 40 332 600 | | | | | |
| | | KH 61,1 MT -14,07 MØ 77,79 GL 99,1 | HKÜ | | | | | 106,30 | | 40 332 610 | NEW | | | | |
| | | KH 60,8 MT -14,07 MØ 77,79 GL 98,8 | HKÜ | | | | | 106,60 | | 40 332 620 | | | | | |

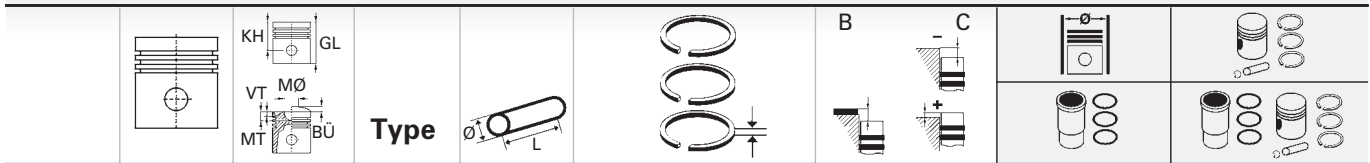


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|----------------------|---------------------------------------|------------|--------|---|----------------------|----|------------|-------------------|-----------|
| 77 | | 106 | | | | | | | |
| OM 924 Euro 5 | 927, 930 - 931, 934, 936 - 937 | 06.2006 → | D (LA) | 4 | 4800 cm ³ | 3V | 95-160 kW | (129-218 PS) | 136,00 mm |
| OM 924 | 935, 938 | | D (LA) | 4 | 4800 cm ³ | 3V | 115-160 kW | (156-218 PS) | 136,00 mm |
| OM 925 EEV | 920 | | D (LA) | 6 | 7201 cm ³ | | 175-210 kW | (238-286 PS) | 136,00 mm |
| OM 925 EEV | 960 | | D (LA) | 6 | 7201 cm ³ | 3V | 240 kW | (326 PS) | 136,00 mm |
| OM 926 Euro 5 | 945 - 948 | | D (LA) | 6 | 7201 cm ³ | 3V | 210-240 kW | (286-326 PS) 17:1 | 136,00 mm |
| OM 926 Euro 4 | 949 | | D (LA) | 6 | 7201 cm ³ | 3V | 210 kW | (286 PS) 17:1 | 136,00 mm |
| OM 926 | 959, 970 - 976 | | D (LA) | 6 | 7201 cm ³ | 3V | 175-240 kW | (238-326 PS) | 136,00 mm |

| | | | | | | | | | |
|--|---------|--|-------------------|----------|---------------------------------|----------------------|--|---------------|--------------------------------------|
| | 4/6 | KH 61,4 MT -15,67 MØ 72,3 GL 99,4 | RTK TPL KKK | 44 85 | 1 T15 3,5 1 M 2,5 1 DSF 4 | CK G6 CR G3 CR | | 106,00 | 40 270 600 <small>NEW</small> |
| | 106 029 | KH 61,1 MT -15,67 MØ 72,3 GL 99,1 | HKÜ | | | | | 106,30 | 40 270 610 <small>NEW</small> |
| | | KH 60,8 MT -15,67 MØ 72,3 GL 98,8 | HKÜ | | | | | 106,60 | 40 270 620 <small>NEW</small> |

| | | | | | | | | | |
|------------------------|--------------------------------------|------------|--------|---|----------------------|----|------------|-------------------|-----------|
| 78 | | 106 | | | | | | | |
| OM 924 Euro 3 | 917, 925, 929, 933 | | D (LA) | 4 | 4800 cm ³ | 3V | 142 kW | (190 PS) 17,4:1 | 136,00 mm |
| OM 926 Euro 3 | 916, 920, 927 - 928, 942, 950 | | D (LA) | 6 | 7201 cm ³ | 3V | 187-240 kW | (250-326 PS) 17:1 | 136,00 mm |
| OM 926 Euro 4/5 | 961, 963 | 2007 → | D (LA) | 6 | 7201 cm ³ | 3V | | 17,4:1 | 136,00 mm |

| | | | | | | | | | |
|--|---------|--|-------------------|----------|------------------------------|----------------------|--|---------------|--------------------------------------|
| | 4/6 | KH 61,4 MT -12,56 MØ 80 GL 99,4 | RTK TPL KKK | 42 80 | 1 T6 3 1 M 2,5 1 DSF 4 | PC G6 CR G3 CR | | 106,00 | 40 026 600 |
| | 106 019 | KH 61,1 MT -12,56 MØ 80 GL 99,1 | | | | | | 106,30 | 40 026 610 <small>NEW</small> |
| | | KH 60,8 MT -12,56 MØ 80 GL 98,8 | | | | | | 106,60 | 40 026 620 <small>NEW</small> |



| | | |
|---------------|--|--|
| 79 | | 115 |
| OM 360 | 910 - 912, 914 - 915, 916 (TUR), 917 - 918, 930 - 931, 933 - 944, 946 - 952, 954 - 956, 959 - 978, 979 - 981 (TUR), 983 | |
| | 1968 → | D 6 8725 cm ³ 2V 81-141 kW (110-192 PS) 140,00 mm |
| OM 360 | 982, 984 - 986 (TUR) | |
| | 06.1978 → | D (A) 6 8725 cm ³ 2V 141-154 kW (192-210 PS) 16,8:1 140,00 mm |

| | | | | | | | | | |
|--|---------|-----------|-------|---------|----------|-------|-------|-------------------|-------------------------------|
| | 6 | KH 85,3 | RTK | 42 | 1 T6 3,5 | MO G6 | +0,30 | 115,00 | 93 508 600 |
| | 115 106 | VT1 -0,70 | | 98 | 1 R 3 | MO | +0,38 | 115,50 | 93 508 610 (91 573) |
| | T Cyl. | A=120 | C=125 | L=253,5 | H=5,5 | | | 89 043 190 | 93 508 960 |
| | T Cyl. | A=120,07 | C=125 | L=253,5 | H=5,75 | | | 89 046 190 | 93 508 961 |

| | | |
|---------------|---|---|
| 80 | | 125 |
| OM 401 | 900-001, 900/-000, 905 - 909, 912 - 916, 918 - 919, 921 - 923, 925 - 928 | |
| | 04.1972 → 06.1987 | D 6 9572 cm ³ 2V 129-141 kW (175-192 PS) 130,00 mm |
| OM 401 | 900-400, 917 | |
| | 04.1972 → | D (A) 6 9572 cm ³ 2V 188 kW (256 PS) 130,00 mm |
| OM 402 | 900-001, 900-003, 900-004, 905 - 907, 910 - 914, 916 - 917, 919, 921, 923 - 928 | |
| | 04.1972 → | D 8 12760 cm ³ 2V 147-188 kW (188-256 PS) 130,00 mm |
| OM 402 | 900-400, 900/-000 | |
| | | D (A) 8 12760 cm ³ 2V 180 kW (245 PS) 130,00 mm |
| OM 403 | 900-001, 900-002, 900/-000, 905 - 906, 910-001, 910-002, 910-003, 910-004, 910-005, 910-006, 910/-000, 915 - 919, 930 - 932, 934 | |
| | 09.1970 → | D 10 15960 cm ³ 2V 184-236 kW (250-320 PS) 130,00 mm |
| OM 404 | 900/-000 | |
| | 01.1973 → 12.1989 | D 12 19140 cm ³ 2V 130,00 mm |

| | | | | | | | | | |
|--|-----------|----------|---------|-------|-------------|--|-------|-------------------|-------------------|
| | 6/8/10/12 | KH 87,25 | RTK | 46 | 1 T6 3 | MO G6 | +0,43 | 125,00 | 92 306 600 |
| | 125 093 | MT -23,5 | | 97 | 1 NM 3 | MO G3 | +0,07 | | |
| | N Cyl. | A=144,5 | C=153,8 | L=253 | H+F=9,92+1 | 1 T 147,4 x 153,5 x 0,15 | | 89 380 110 | 92 306 965 |
| | | | | | | 1 FP 141 x 1,9 2 FP 144 x 3,8 (50 006 624) | | [1], [2], [3] | [1] |
| | N Cyl. | A=140 | C=152 | L=253 | H+F=10,07+1 | 2 FP 138 x 1,9 2 FP 140 x 3,8 (50 002 771) | | 89 181 110 | 92 306 963 |
| | | | | | | | | (88 623, 88 639) | |

[1]

Bei Gas-, Marine-, Bahn- und Stationäranwendungen sowie beim Einsatz alternativer Brennstoffe nur mit Sonderdichtringsatz 50 007 890 verwenden.
 For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
 Pour les applications à gaz, marines, stationnaires, chemins de fer ainsi qu'à l'utilisation de carburants de substitution, n'utiliser que la pochette de joints spéciale 50 007 890.
 Usar las aplicaciones estacionarias, de gas, marinas y ferrocarriles, lo mismo que los combustibles alternativos sólo con el juego especial de retenes 50 007 890.
 При газовых, стационарных применениях, применениях для флота и для железной дороги, а также при применении альтернативных видов горючего использовать только с особым набором уплотнительных колец 50 007 890.

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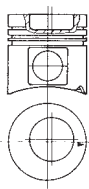


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|-----|---|--|--|--|--|--|--|
| | | | | | | | |
| [2] | mit Bundhöhe/with collar height/avec hauteur de collerette de/con altura de collarín/c высотой заплевика 9,92+1 | | | | | | |
| [3] | nur für Einheitsgehäuse/only for standard-housing/seulement adaptable pour carter standard/sólo para cárter standard/только для единого корпуса | | | | | | |

81

125

| | | | | | | | | | |
|---------------|---------------------------|---|----|-----------------------|----|--------|----------|-----------|--|
| OM 401 | 901/-000, 924 | | | | | | | | |
| | 09.1973 → | D | 6 | 10456 cm ³ | 2V | 144 kW | (196 PS) | 142,00 mm | |
| OM 402 | 901/-000 | | | | | | | | |
| | | D | 8 | 13941 cm ³ | 2V | | | 142,00 mm | |
| OM 403 | 911/-000, 933, 935 | | | | | | | | |
| | 04.1972 → | D | 10 | 15960 cm ³ | 2V | 261 kW | (355 PS) | 130,00 mm | |
| OM 404 | 901/-000, 918 | | | | | | | | |
| | 01.1973 → 12.1989 | D | 12 | 20911 cm ³ | 2V | 236 kW | (320 PS) | 142,00 mm | |



6/8/10/12

KH 81,25
MT -24,5
MØ 69
GL 126,25

RTK

46
97

1 T6 3

1 NM 3

1 DSF 6

MO G6

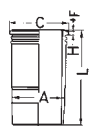
MO G3

CR

+0,43

+0,07

125,00

93 332 600
[1]

N Cyl.

A=144,5

C=153,8

L=253

H+F=9,92+1

1 T 147,4 x 153,5 x 0,15
1 FP 141 x 1,9
2 FP 144 x 3,8
(50 006 624)89 380 110
[2], [3], [4]93 332 965
[1], [2]

N Cyl.

A=140

C=152

L=253

H+F=10,07+1

2 FP 138 x 1,9
2 FP 140 x 3,8
(50 002 771)89 181 110
(88 623, 88 639)93 332 962
[1][1] **OM 404.901/-000, OM 404.918:** 01.1977 → 12.1982

[2] Bei Gas-, Marine-, Bahn- und Stationärnwendungen sowie beim Einsatz alternativer Brennstoffe nur mit Sonderdichtringsatz 50 007 890 verwenden.
For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
Pour les applications à gaz, marines, stationnaires, chemins de fer ainsi qu'à l'utilisation de carburants de substitution, n'utiliser que la pochette de joints spéciale 50 007 890.
Usar las aplicaciones estacionarias, de gas, marinas y ferrocarriles, lo mismo que los combustibles alternativos sólo con el juego especial de retenes 50 007 890.
При газовых, стационарных применениях, применениях для флота и для железной дороги, а также при применении альтернативных видов горючего использовать только с особым набором уплотнительных колец 50 007 890.

[3] mit Bundhöhe/with collar height/avec hauteur de collerette de/con altura de collarín/c высотой заплевика 9,92+1

[4] nur für Einheitsgehäuse/only for standard-housing/seulement adaptable pour carter standard/sólo para cárter standard/только для единого корпуса

82

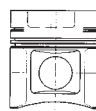
125

| | | | | | | | | | |
|---------------|-------------------|--|------------|-----------------------|--------------------------------------|-------------------------------|----------------|-----------|-------------------|
| OM 404 | 901-400 | | | | | | | | |
| | 01.1973 → 12.1989 | D (A) | 12 | 20911 cm ³ | 2V | | | 142,00 mm | |
| | 12 | KH 81,25 MT -26,5 MØ 67 GL 126,25 | RTK FBO | 46 105 | 1 T6 3 1 M 3 1 NM 3 1 DSF 4 | MO G6 CR G3 MO G3 CR | +0,43 +0,07 | 125,00 | 93 515 700 [1] |

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| | N Cyl. | A=140 | C=152 | L=253 | H+F=10,07+1 | 2 FP 138 x 1,9 2 FP 140 x 3,8 (50 002 771) | | | 89 181 110 (88 623, 88 639) | 93 515 972 |
|-----|---|--|------------|-----------|--------------------------------------|--|--|----------------|---------------------------------------|--------------------------|
| | 12 125 141 | KH 81,25 MT -26,5 MØ 67 GL 126,25 | RTK FBO | 46 105 | 1 T6 3 1 M 3 1 NM 3 1 DSF 4 | MO G6 CR G3 MO G3 CR | | +0,43 +0,07 | 125,00 | 93 516 700 [2] |
| | N Cyl. | A=140 | C=152 | L=253 | H+F=10,07+1 | 2 FP 138 x 1,9 2 FP 140 x 3,8 (50 002 771) | | | 89 181 110 (88 623, 88 639) | 93 516 972 |
| [1] | für rechte Zylinderreihe (Zylinder 1-6) for right cylinder line (cylinder 1-6) pour la ligne droite (cylindre 1-6) para cilindros de la derecha (cilindros 1-6) для правого ряда цилиндров (цилиндры 1 - 6) | | | | | | | | | |
| [2] | für linke Zylinderreihe (Zylinder 7-12) for left cylinder line (cylinder 7-12) pour la ligne gauche (cylindre 7-12) para cilindros de la izquierda (cilindros 7-12) для левого ряда цилиндров (цилиндры 7 - 12) | | | | | | | | | |

83**125****OM 407****900-001, 900/-000, 905, 907 - 911**04.1973 → 12.1989 D 6 11040 cm³ 2V 132-155 kW (180-210 PS) 150,00 mm**OM 407****954 (AFS)**→ 09.1983 D (LA) 6 11412 cm³ 2V 235 kW (320 PS) 16,5:1 155,00 mm

6

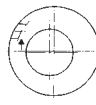
125 150

KH 87,25
MT -25,5
MØ 70
GL 137,25

RTK

46

97

1 T6 3
1 NM 3
1 DSF 6MO G6
MO G3
CR**125,00****92 648 600**

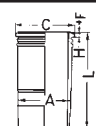
N Cyl.

A=140

C=152

L=265

H+F=10,07+1

2 FP 138 x 1,9
2 FP 140 x 3,8
(50 002 771)**89 192 110**
(88 682, 89 155)**92 648 962****84****125****OM 407****900-002**05.1982 → 12.1989 D 6 11040 cm³ 2V 132 kW (180 PS) 17:1 150,00 mm**OM 407****901/-000, 913 - 919**11.1976 → 07.1987 D 6 11412 cm³ 2V 147-177 kW (200-240 PS) 155,00 mm**OM 407****901-400, 901-600**→ 08.1980 D (A) 6 11412 cm³ 2V 155,00 mm**OM 407****901-500**→ 08.1980 D (LA) 6 11412 cm³ 2V 155,00 mm

N Cyl.

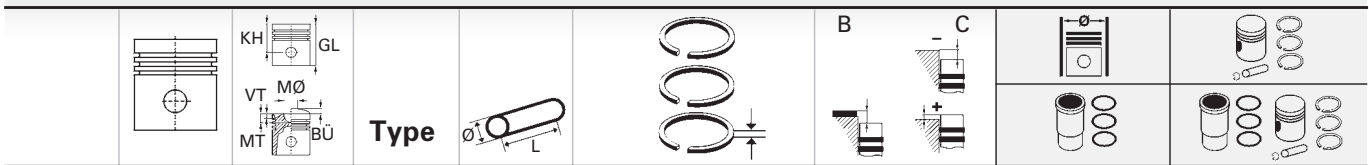
A=140

C=152

L=265

H+F=10,07+1

2 FP 138 x 1,9
2 FP 140 x 3,8
(50 002 771)**89 192 110**
(88 682, 89 155)



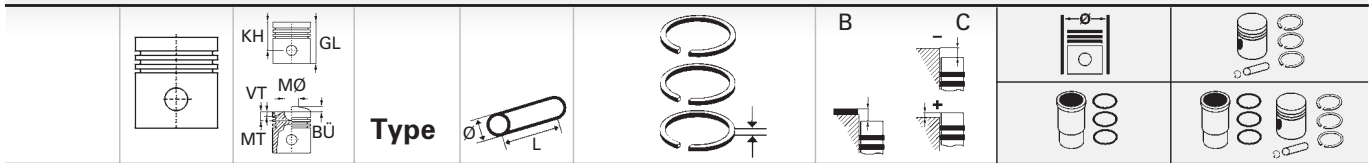
| | | |
|---------------|--|------------|
| 85 | | 125 |
| OM 407 | 951, 952 - 953 (AFS), 955, 956 (AFS) | |
| | 02.1979 → D (A) 6 11412 cm ³ 2V 206 kW (280 PS) 16,5:1 155,00 mm | |
| OM 496 | 900-401 (AFS), 900-402 (AFS), 900-425 (AFS), 900-426 (AFS), 900-429 (AFS), 900-430 (AFS), 900-431 (AFS) | |
| | D 6 11412 cm ³ 2V 202-206 kW (275-280 PS) 16,5:1 155,00 mm | |

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|--|---------|--|------------|-----------|--------------------------------------|--|----------------|---------------------------------------|-------------------|
| | 6 | KH 84,85 MT -23,9 MØ 75 GL 139,85 | FBO RTK | 46 105 | 1 T6 3 1 M 3 1 NM 3 1 DSF 4 | MO ST MO G3 MO G3 CR | +0,43 +0,07 | 125,00 | 93 585 602 |
| | 125 118 | | | | | | | | |
| | N Cyl. | A=140 | C=152 | L=265 | H+F=10,07+1 | 2 FP 138 x 1,9 2 FP 140 x 3,8 (50 002 771) | | 89 192 110 (88 682, 89 155) | 93 585 962 |

| | | |
|---------------|--|------------|
| 86 | | 125 |
| OM 407 | 901/-000, 913 - 920, 930 - 932 (AFS) | |
| | 08.1980 → D 6 11412 cm ³ 2V 147-177 kW (200-240 PS) 155,00 mm | |
| OM 407 | 901-400, 901-600 | |
| | 08.1980 → D (A) 6 11412 cm ³ 2V 155,00 mm | |
| OM 407 | 901-500 | |
| | 08.1980 → D (LA) 6 11412 cm ³ 2V 155,00 mm | |
| OM 409 | 901-000, 906 - 908 (AFS) | |
| | 01.1985 → D 5 9204 cm ³ 2V 135 kW (183 PS) 150,00 mm | |
| OM 495 | 900-001 (AFS), 900-002 (AFS), 900-003 (AFS), 900-009 (AFS), 900-010 (AFS) | |
| | D 5 9204 cm ³ 2V 135 kW (183 PS) 17:1 150,00 mm | |
| OM 496 | 900-001 (AFS), 900-002 (AFS), 900-003 (AFS), 900-023 (AFS), 900-026 (AFS), 900-027 (AFS), 900-030 (AFS), 900-031 (AFS), 900-034 (AFS), 900-035 (AFS), 900-201 (AFS) | |
| | D 6 11412 cm ³ 2V 147-162 kW (200-220 PS) 16,5:1 155,00 mm | |

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|--|---------|--|-------|----------|-----------------------------|--|----------------|---------------------------------------|--------------------------|
| | 5/6 | KH 84,85 MT -23 MØ 75 GL 139,85 | RTK | 46 97 | 1 T6 3 1 NM 3 1 DSF 6 | MO G6 MO G3 CR | +0,43 +0,07 | 125,00 | 93 298 600 [1] |
| | 125 118 | | | | | | | | |
| | N Cyl. | A=140 | C=152 | L=265 | H+F=10,07+1 | 2 FP 138 x 1,9 2 FP 140 x 3,8 (50 002 771) | | 89 192 110 (88 682, 89 155) | 93 298 962 [1] |

[1] **OM 407.901-400, OM 407.901-500, OM 407.901-600, OM 407.901/-000, OM 407.913, OM 407.914, OM 407.915, OM 407.916, OM 407.917, OM 407.918, OM 407.919, OM 407.920, OM 407.930 (AFS), OM 407.931 (AFS), OM 407.932 (AFS), OM 409.901-000, OM 409.906 (AFS), OM 409.907 (AFS), OM 409.908 (AFS): mot. 14956 →**



| | | |
|----------------------|---|---|
| 87 | | 125 |
| OM 401 Euro 1 | 901-504, 970, 972 - 981, 984 - 987, 989 - 991, 993 - 994 | |
| | 12.1990 → | D (LA) 6 9572 cm ³ 2V 180-230 kW (245-313 PS) 130,00 mm |
| OM 402 Euro 1 | 901/-504, 970 - 978, 980 - 990, 995 - 996 | |
| | 10.1990 → | D (LA) 8 12760 cm ³ 2V 280-295 kW (381-401 PS) 130,00 mm |

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|-----|--|---|-------------------|-----------|----------------------------|--|----------------|------------------------------------|--------------------------|
| | 6/8 | KH 87,45 MT -25,1 MØ 68,04 GL 133,85 | TPL RTK LOX | 46 102 | 1 T6 3 1 M 3 1 DSF 4 | MO G6 CR G3 CR | +0,07 +0,43 | 125,00 | 93 231 600 |
| | 125 137 | | | | | | | | |
| | N Cyl. | A=144,5 | C=153,8 | L=253 | H+F=9,92+1 | 1 T 147,4 x 153,5 x 0,15 1 FP 141 x 1,9 2 FP 144 x 3,8 (50 006 624) | | 89 380 110 [1], [2], [3] | 93 231 960 [1] |
| | 6/8 | KH 87,15 MT -25,1 MØ 68,04 GL 133,85 | RTK LOX TPL | 46 102 | 1 T6 3 1 M 3 1 DSF 4 | MO G6 CR G3 CR | | 125,00 | 94 656 600 [4] |
| | 125 137 | | | | | | | | |
| | N Cyl. | A=144,5 | C=153,8 | L=253 | H+F=9,92+1 | 1 T 147,4 x 153,5 x 0,15 1 FP 141 x 1,9 2 FP 144 x 3,8 (50 006 624) | | 89 380 110 [1], [2], [3] | 94 656 960 [1] |
| [1] | Bei Gas-, Marine-, Bahn- und Stationäranwendungen sowie beim Einsatz alternativer Brennstoffe nur mit Sonderdichtringsatz 50 007 890 verwenden. For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890. Pour les applications à gaz, marines, stationnaires, chemins de fer ainsi qu'à l'utilisation de carburants de substitution, n'utiliser que la pochette de joints spéciale 50 007 890. Usar las aplicaciones estacionarias, de gas, marinas y ferrocarriles, lo mismo que los combustibles alternativos sólo con el juego especial de retenes 50 007 890. При газовых, стационарных применениях, применениях для флота и для железной дороги, а также при применении альтернативных видов горючего использовать только с особым набором уплотнительных колец 50 007 890. | | | | | | | | |
| [2] | mit Bundhöhe/with collar height/avec hauteur de collerette de/con altura de collarín/c высотой заплечика 9,92+1 | | | | | | | | |
| [3] | nur für Einheitsgehäuse/only for standard-housing/seulement adaptable pour carter standard/sólo para cárter standard/только для единого корпуса | | | | | | | | |
| [4] | KH -0,30 mm | | | | | | | | |

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|---------------|------------------|--|
| 88 | | 128 |
| OM 447 | 915 - 916 | |
| | 01.1991 → | AL 6 11970 cm ³ 2V 185 kW (252 PS) 18:1 155,00 mm |

| | | | | | | | | | |
|--|--------|---------|---------|-------|------------|--|--|--|--|
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=9,92+1 | 1 T 147,4 x 153,5 x 0,15 1 FP 141 x 1,9 2 FP 144 x 3,8 (50 006 624) | | 89 390 110 [1] (89 312, 89 583) | |
|--|--------|---------|---------|-------|------------|--|--|--|--|

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| | | | | | |
|-----|--|--|--|--|--|
| | | | | | |
| [1] | Bei Gas-, Marine-, Bahn- und Stationäranwendungen sowie beim Einsatz alternativer Brennstoffe nur mit Sonderdichtringsatz 50 007 890 verwenden. For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890. Pour les applications à gaz, marines, stationnaires, chemins de fer ainsi qu'à l'utilisation de carburants de substitution, n'utiliser que la pochette de joints spéciale 50 007 890. Usar las aplicaciones estacionarias, de gas, marinas y ferrocarriles, lo mismo que los combustibles alternativos sólo con el juego especial de retenes 50 007 890. При газовых, стационарных применениях, применениях для флота и для железной дороги, а также при применении альтернативных видов горючего использовать только с особым набором уплотнительных колец 50 007 890. | | | | |

89 **128**

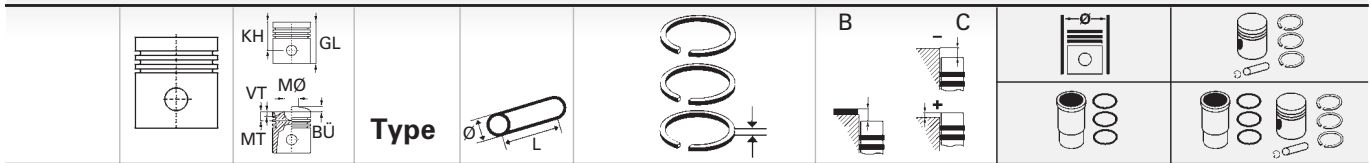
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|--------------|-----------------------|--|---------|-----------|----------------------------|--|------------|--------------|------|-------------------|-------------------|
| M 447 | 925 | | | | | | | | | | |
| | | | G | 6 | 11970 cm ³ | 2V | 150 kW | (204 PS) | 18:1 | 155,00 mm | |
| M 476 | 921, 925 - 927 | | | | | | | | | | |
| | 01.1985 → | | G (LA) | 6 | 11970 cm ³ | 2V | 175-177 kW | (238-241 PS) | | 155,00 mm | |
| | 6 | KH 89,85 MT -36,9 MØ 79,5 GL 139,85 | RTK | 46 105 | 1 T6 3 1 M 3 1 DSF 4 | MO G6 CR G3 CR | | | | 128,00 | 40 249 600 |
| | 128 065 | | | | | | | | | | |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=9,92+1 | 1 T 147,4 x 153,5 x 0,15 1 XM 141 x 1,9 2 XM 144 x 3,8 (50 007 890) | | | | 89 390 120 | 40 249 960 |

90 **128**

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|---------------------|-----------------------|---|------------|-----------|-------------------------------|--|------------|--------------|---------|-------------------|-------------------|
| M 476 Euro 2 | 930, 932 - 935 | | | | | | | | | | |
| | 04.2000 → | | G (LA) | 6 | 11970 cm ³ | 2V | 185-240 kW | (252-326 PS) | 17,25:1 | 155,00 mm | |
| | 6 | KH 89,75 MT -32,6 MØ 87,74 GL 139,75 | RTK TPL | 46 105 | 1 R 2 1 M 3 1 SLF 4,747 | NT ST G3 CR | | | | 128,00 | 40 250 600 |
| | 128 066 | | | | | | | | | | |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=9,92+1 | 1 T 147,4 x 153,5 x 0,15 1 XM 141 x 1,9 2 XM 144 x 3,8 (50 007 890) | | | | 89 390 120 | 40 250 960 |

91 **128**

| | | | | | | | | | | | |
|--------------|---------|--|------------|-----------|----------------------------|-------------------|--|--|--------|---------------|-------------------|
| M 441 | | | | | | | | | | | |
| | | | G | 6 | 10900 cm ³ | 2V | | | 12,0:1 | 142,00 mm | |
| M 442 | | | G | 6 | 14600 cm ³ | 2V | | | 12,0:1 | 142,00 mm | |
| M 443 | | | G | 6 | 18200 cm ³ | 2V | | | 12,0:1 | 142,00 mm | |
| M 444 | | | G | 6 | 21900 cm ³ | 2V | | | 12,0:1 | 142,00 mm | |
| M 462 | | | G | 6 | 14600 cm ³ | 2V | | | 12,0:1 | 142,00 mm | |
| | 6 | KH 80,35 MT -24 MØ 92 GL 125,35 | RTK KBB | 46 105 | 1 T6 3 1 M 3 1 DSF 4 | MO ST MO CR | | | | 128,00 | 99 803 700 |
| | 128 043 | | | | | | | | | | |



| | | |
|---------------|---|---|
| 92 | | 128 |
| OM 335 | 910 (IRN), 930 (IRN), 932 | D 6 11581 cm ³ 2V 154-176 kW (210-240 PS) 17,2:1 150,00 mm |
| OM 345 | 910 (BRA), 912 (BRA), 914-001 (BRA), 914-002 (BRA), 914-003 (BRA), 914-004 (BRA), 914-005 (BRA), 932 - 933 (BRA), 936 - 937 (BRA) | D 6 11581 cm ³ 2V 103-177 kW (140-240 PS) 17,2:1 150,00 mm |
| OM 345 | 915 (BRA), 919 (BRA), 919-001 (BRA), 919-002 (BRA), 941 - 942 (BRA), 945 - 946 (BRA), 947 (USA), 949 (BRA), 972 - 973 (BRA), 975 (BRA) | D 5 9651 cm ³ 2V 114-150 kW (155-204 PS) 150,00 mm |
| OM 347 | 915, 942 - 943 | D 5 9651 cm ³ 2V 141-147 kW (192-200 PS) 17,2:1 150,00 mm |
| OM 355 | II.Serie | D 5 9651 cm ³ 2V 17,2:1 150,00 mm |
| OM 355 | 910 - 916, 918, 960 - 964, 966 - 967, 970, 972 - 975, 975-005 (AFS), 975-006 (AFS), 976, 976-001 (AFS), 976-002 (AFS), 976-003 (AFS), 976-004 (AFS), 976-007 (AFS), 978, 979 - 980 (ITA), 981 - 982 (SUI), 983 - 984 | D 6 11581 cm ³ 2V 136-191 kW (185-260 PS) 17,2:1 150,00 mm |

| | | | | | | | | | |
|--|---------|---|------------|-----------|---|-------------------------|----------------|--------------------------------|--|
| | 5/6 | KH 90,26 VT1 -1,10 MT -27 MØ 70 GL 161,26 | RTK | 48 108 | 1 T6 3,5 1 M 3,5 1 N 3,5 1 DSF 6,5 | MO G6 MO MO CR | -0,10 +0,32 | 128,00 | 93 568 600 |
| | 128 009 | KH 90,06 VT1 -1,10 MT -26,8 MØ 70 GL 161,06 | HKÜ HKÜ | | | | | 128,50 129,00 | 93 568 620 93 568 630 (90 280, 91 664, 92 574) |
| | T Cyl. | A=133,5 | C=137,5 | L=287,5 | H=5,5 | | | 88 869 190 | 93 568 960 |
| | T Cyl. | A=134 | C=138 | L=287,5 | H=5,5 | | | semi 89 433 190 | 93 568 963 |

| | | |
|---------------|-----------------------------|---|
| 93 | | 128 |
| OM 345 | 913 (BRA), 960 (BRA) | D (A) 6 11581 cm ³ 2V 210 kW (285 PS) 16,5:1 150,00 mm |
| OM 355 | 968 - 969, 977 (MEX) | D (A) 6 11581 cm ³ 2V 191-207 kW (260-280 PS) 16,5:1 150,00 mm |

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|--|---------|--|------------|-----------|---|-------------------------|----------------|--------------------------------|--|
| | 6 | KH 90,26 VT1 -2,00 VT2 -2,20 MT -28,5 MØ 70 GL 161,26 | RTK | 48 108 | 1 T6 3,5 1 M 3,5 1 N 3,5 1 DSF 6,5 | MO G6 MO MO CR | -0,10 +0,32 | 128,00 | 92 582 600 |
| | 128 009 | KH 90,06 VT1 -2,00 VT2 -2,20 MT -28,5 MØ 70 GL 161,06 | HKÜ HKÜ | | | | | 128,50 129,00 | 92 582 610 92 582 620 (92 210) |
| | T Cyl. | A=134 | C=138 | L=287,5 | H=5,5 | | | 89 433 190 | 92 582 963 |
| | | | | | | | | semi | |

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|--|--------|---------|-------------|---------|-------|--|--|---------------------------|--|
| | T Cyl. | | Type | | | | | | |
| | | A=133,5 | C=137,5 | L=287,5 | H=5,5 | | | 88 869 190 semi | |

94 **128**

| | | | | | | | | | |
|---------------|--|--------|----|-----------------------|----|------------|--------------|-----------|-----------|
| OM 421 | 900/-000, 905 - 910, 923, 967 | | | | | | | | |
| | 1979 → | D | 6 | 10965 cm ³ | 2V | 159 kW | (216 PS) | 142,00 mm | |
| OM 421 | 901-410, 951 | | | | | | | | |
| | 02.1984 → | D (A) | 6 | 10965 cm ³ | 2V | 184 kW | (250 PS) | 142,00 mm | |
| OM 421 | 901-500, 901-510 | | | | | | | | |
| | 02.1984 → | D (LA) | 6 | 10965 cm ³ | 2V | | | 142,00 mm | |
| OM 422 | 900/-000, 905 - 923 | | | | | | | | |
| | 01.1979 → | D | 8 | 14618 cm ³ | 2V | 184-206 kW | (250-280 PS) | 142,00 mm | |
| OM 422 | 901, 901-500, 953, 955 | | | | | | | | |
| | 11.1980 → | D (LA) | 8 | 14618 cm ³ | 2V | 276 kW | (375 PS) | 142,00 mm | |
| OM 422 | 901-400, 901-410, 951 - 952, 954, 956 | | | | | | | | |
| | 1979 → | D (A) | 8 | 14618 cm ³ | 2V | 206-243 kW | (280-330 PS) | 142,00 mm | |
| OM 423 | 900/-000, 905 - 909 | | | | | | | | |
| | 01.1981 → | D | 10 | 18273 cm ³ | 2V | 261 kW | (355 PS) | 142,00 mm | |
| OM 423 | 901, 901-400, 901-500 | | | | | | | | |
| | 1984 → | D (A) | 10 | 18273 cm ³ | 2V | 346 kW | (470 PS) | 142,00 mm | |
| OM 423 | 901-510 | | | | | | | | |
| | | D (LA) | 10 | 18273 cm ³ | 2V | 346 kW | (470 PS) | 16,25:1 | 142,00 mm |
| OM 424 | 900/-000 | | | | | | | | |
| | 01.1984 → 08.1987 | D | 12 | 21930 cm ³ | 2V | | | 142,00 mm | |
| OM 424 | 901, 901-500, 901-510 | | | | | | | | |
| | 1980 → | D (LA) | 12 | 21930 cm ³ | 2V | 441 kW | (600 PS) | 142,00 mm | |
| OM 424 | 901-400 | | | | | | | | |
| | | D (A) | 12 | 21930 cm ³ | 2V | | | 142,00 mm | |
| OM 481 | 902 (TUR), 904 (TUR), 912 (TUR), 930 (TUR), 940 - 941 (TUR) | | | | | | | | |
| | | D | 6 | 10965 cm ³ | 2V | 159-269 kW | (216-366 PS) | 16,9:1 | 142,00 mm |
| OM 482 | 912 (TUR), 930 (TUR) | | | | | | | | |
| | 01.1980 → | D | 8 | 14618 cm ³ | 2V | 206 kW | (280 PS) | 16,9:1 | 142,00 mm |
| OM 482 | 940 - 941 (TUR) | | | | | | | | |
| | 12.1991 → | D (A) | 8 | 14618 cm ³ | 2V | 269 kW | (366 PS) | 16,25:1 | 142,00 mm |
| OM 492 | 900-001 (AFS), 900-002 (AFS), 900-004 (AFS), 900-005, 900-007, 900-008, 900-009, 900-010, 900-013 | | | | | | | | |
| | | D | 8 | 14618 cm ³ | 2V | 184-206 kW | (250-280 PS) | 16,9:1 | 142,00 mm |
| OM 493 | 900-001 (AFS) | | | | | | | | |
| | | D | 10 | 18273 cm ³ | 2V | 261 kW | (355 PS) | 16,9:1 | 142,00 mm |

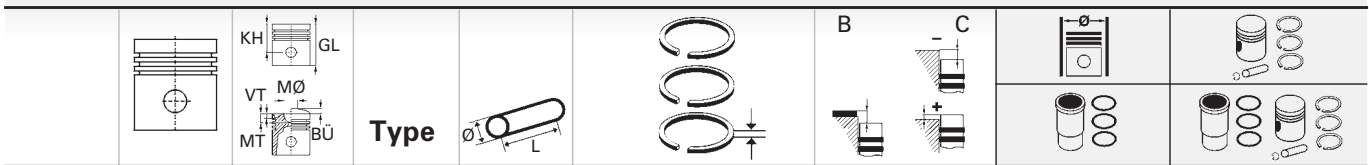
| | | | | | | | | | |
|--|-----------|--|---------|----------|-----------------------------|--|----------------|--------------------------------------|--------------------------|
| | 6/8/10/12 | KH 81,35 MT -24,1 MØ 70 GL 126,35 | RTK | 46 99 | 1 T6 3 1 NM 3 1 DSF 4 | MO G6 MO G3 CR | +0,43 +0,07 | 128,00 | 93 484 602 [1] |
| | 128 034 | | | | | | | | |
| | N Cyl. | A=144,5 | C=153,8 | L=253 | H+F=9,92+1 | 1 T 147,4 x 153,5 x 0,15 1 FP 141 x 1,9 2 FP 144 x 3,8 (50 006 624) | | 89 389 110 [2] | 93 484 964 [2] |
| | N Cyl. | A=144,5 | C=153,8 | L=253 | H+F=10,07+1 | 2 FP 141 x 1,9 2 FP 144 x 3,8 (50 006 622) | | 89 180 110 [2] (89 089) | 93 484 962 [2] |

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| | | | Type | | | | | |
|-----|--|--|-------------|----------|--|--|--------------------------------------|--------------------------|
| | N Cyl. | A=144,5 | C=153,8 | L=253 | H+F=10,42+1 | 1 T 147,4 x 153,5 x 0,15 1 FP 141 x 1,9 2 FP 144 x 3,8 (50 006 624) | 89 395 110 [2] (89 199) | 93 484 965 [2] |
| | 6/8/10/12 128 034 | KH 81,35 MT -24,1 MØ 70 GL 126,35 | RTK | 46 99 | 1 T6 3 MO G6 1 NM 3 MO G3 1 DSF 4 CR | +0,43 +0,07 | 128,00 | 93 484 702 [3] |
| | N Cyl. | A=144,5 | C=153,8 | L=253 | H+F=9,92+1 | 1 T 147,4 x 153,5 x 0,15 1 FP 141 x 1,9 2 FP 144 x 3,8 (50 006 624) | 89 389 110 [2] | 93 484 966 [2] |
| | N Cyl. | A=144,5 | C=153,8 | L=253 | H+F=9,92+1 | 1 T 147,4 x 153,5 x 0,15 1 FP 141 x 1,9 2 FP 144 x 3,8 (50 006 624) | 89 556 110 [2], [4] | |
| [1] | Bolzeninnendurchmesser 21,00 mm pin inner diametre 21,00 mm diamètre intérieur de l'axe 21,00 mm diámetro interior del pin de pistón 21,00 mm Внутренний диаметр пальца 21,00 мм | | | | | | | |
| [2] | Bei Gas-, Marine-, Bahn- und Stationäranwendungen sowie beim Einsatz alternativer Brennstoffe nur mit Sonderdichtringsatz 50 007 890 verwenden. For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890. Pour les applications à gaz, marines, stationnaires, chemins de fer ainsi qu'à l'utilisation de carburants de substitution, n'utiliser que la pochette de joints spéciale 50 007 890. Usar las aplicaciones estacionarias, de gas, marinas y ferrocarriles, lo mismo que los combustibles alternativos sólo con el juego especial de retenes 50 007 890. При газовых, стационарных применениях, применениях для флота и для железной дороги, а также при применении альтернативных видов горючего использовать только с особым набором уплотнительных колец 50 007 890. | | | | | | | |
| [3] | ab Motor-Nr. 007 893 Bolzeninnendurchmesser 24,00 mm from engine no. 007 893 pin inner diametre 24,00 mm depuis moteur 007 893 diamètre intérieur de l'axe 24,00 mm desde número de motor 007 893 diámetro interior del pin de pistón 24,00 mm начиная с двигателя р 007 893 внутренний диаметр поршневого пальца – 24,00 мм | | | | | | | |
| [4] | Wassermantel Plasma beschichtet Water jacket with Plasma coating Manteau d'eau recouvert de Plasma Camisa de agua recubierta con Plasma Водяная рубашка Плазменное покрытие | | | | | | | |

M



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|---------------|---|------------|--------|----|-----------------------|----|------------|--------------|-------------------|
| 95 | | 128 | | | | | | | |
| OM 421 | 901-410, 901/-400, 951 | 02.1984 → | D (A) | 6 | 10965 cm ³ | 2V | 184 kW | (250 PS) | 142,00 mm |
| OM 421 | 901-500, 901-510 | 02.1984 → | D (LA) | 6 | 10965 cm ³ | 2V | | | 142,00 mm |
| OM 422 | 901, 901-500, 953, 955, 959 | 11.1980 → | D (LA) | 8 | 14618 cm ³ | 2V | 276 kW | (375 PS) | 142,00 mm |
| OM 422 | 901-400, 901-410, 951 - 952, 954, 956 - 958, 963 | 1979 → | D (A) | 8 | 14618 cm ³ | 2V | 206-243 kW | (280-330 PS) | 142,00 mm |
| OM 423 | 901, 901-400, 901-500 | 1984 → | D (A) | 10 | 18273 cm ³ | 2V | 346 kW | (470 PS) | 142,00 mm |
| OM 423 | 901-510, 950 | 01.1984 → | D (LA) | 10 | 18273 cm ³ | 2V | 346-368 kW | (470-500 PS) | 16,25:1 142,00 mm |
| OM 424 | 901, 901-500, 901-510 | 1980 → | D (LA) | 12 | 21930 cm ³ | 2V | 441 kW | (600 PS) | 142,00 mm |
| OM 424 | 901-400 | 1980 → | D (A) | 12 | 21930 cm ³ | 2V | | | 142,00 mm |
| OM 492 | 900-405 (AFS), 900-406 (AFS), 900-409 (AFS), 900-411 (AFS) | 10.1984 → | D (A) | 8 | 14618 cm ³ | 2V | 221-243 kW | (300-330 PS) | 16,25:1 142,00 mm |
| OM 492 | 900-501 (AFS) | 10.1984 → | D (LA) | 8 | 14618 cm ³ | 2V | 276 kW | (375 PS) | 16,25:1 142,00 mm |
| OM 493 | 900-501 (AFS) | 10.1984 → | D | 10 | 18273 cm ³ | 2V | 368 kW | (500 PS) | 16,9:1 142,00 mm |

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| | | | | | | | | | | |
|--|-----------|--|------------|-----------|----------------------------|--|--------------|----------------|--------------------------------------|--------------------------|
| | 6/8/10/12 | KH 81,35 MT -25,4 MØ 70 GL 126,35 | FBO RTK | 46 105 | 1 T6 3 1 M 3 1 DSF 4 | MO G6 CR G3 CR | 0,52 1,06 | +0,43 +0,07 | 128,00 | 93 485 600 |
| | N Cyl. | A=144,5 | C=153,8 | L=253 | H+F=9,92+1 | 1 T 147,4 x 153,5 x 0,15 1 FP 141 x 1,9 2 FP 144 x 3,8 (50 006 624) | | | 89 389 110 [1] | 93 485 964 [1] |
| | N Cyl. | A=144,5 | C=153,8 | L=253 | H+F=10,07+1 | 2 FP 141 x 1,9 2 FP 144 x 3,8 (50 006 622) | | | 89 180 110 [1] (89 089) | 93 485 962 [1] |
| | N Cyl. | A=144,5 | C=153,8 | L=253 | H+F=10,42+1 | 1 T 147,4 x 153,5 x 0,15 1 FP 141 x 1,9 2 FP 144 x 3,8 (50 006 624) | | | 89 395 110 [1] (89 199) | 93 485 965 [1] |
| | N Cyl. | A=144,5 | C=153,8 | L=253 | H+F=9,92+1 | 1 T 147,4 x 153,5 x 0,15 1 FP 141 x 1,9 2 FP 144 x 3,8 (50 006 624) | | | 89 556 110 [1], [2] | |

[1] Bei Gas-, Marine-, Bahn- und Stationäranwendungen sowie beim Einsatz alternativer Brennstoffe nur mit Sonderdichtringsatz 50 007 890 verwenden.
 For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
 Pour les applications à gaz, marines, stationnaires, chemins de fer ainsi qu'à l'utilisation de carburants de substitution, n'utiliser que la pochette de joints spéciale 50 007 890.
 Usar las aplicaciones estacionarias, de gas, marinas y ferrocarriles, lo mismo que los combustibles alternativos sólo con el juego especial de retenes 50 007 890.
 При газовых, стационарных применениях, применениях для флота и для железной дороги, а также при применении альтернативных видов горючего использовать только с особым набором уплотнительных колец 50 007 890.

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|-----|---|-------------|--|--|--|--|--|
| | | Type | | | | | |
| [2] | Wassermantel Plasma beschichtet Water jacket with Plasma coating Manteau d'eau recouvert de Plasma Camisa de agua recubierta con Plasma Водяная рубашка Плазменное покрытие | | | | | | |

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|----------------------|---------------------------------------|--|--------|---|-----------------------|----|------------|--------------|---------|-----------|
| OM 427 | 902-500, 902/-400 | | D (LA) | 6 | 11970 cm ³ | 2V | | | | 155,00 mm |
| OM 427 | 903/-600, 950 - 952 | | D (A) | 6 | 11970 cm ³ | 2V | 206 kW | (280 PS) | | 155,00 mm |
| OM 427 | 905 | | D | 6 | 11970 cm ³ | 2V | 150 kW | (204 PS) | 16,6:1 | 155,00 mm |
| OM 429 | 951 (USA), 953 (USA) | | D (A) | 5 | 9973 cm ³ | 2V | 175-186 kW | (238-250 PS) | 17,25:1 | 155,00 mm |
| OM 429 | 955 (USA) | | D (LA) | 5 | 9973 cm ³ | 2V | 186 kW | (253 PS) | 17,25:1 | 155,00 mm |
| OM 447 | 902, 902-500, 902-520, 902-521 | | D (LA) | 6 | 11970 cm ³ | 2V | | | | 155,00 mm |
| OM 447 | 902-400 | | D (A) | 6 | 11970 cm ³ | 2V | | | | 155,00 mm |
| OM 447 Euro 0 | 903-501, 903-600, 950 - 953 | | D (A) | 6 | 11970 cm ³ | 2V | 206 kW | (280 PS) | | 155,00 mm |
| OM 447 Euro 0 | 903-701, 903-705 | | D (LA) | 6 | 11970 cm ³ | 2V | | | | 155,00 mm |
| OM 475 | 952 (BRA) | | D (A) | 5 | 9973 cm ³ | 2V | 184 kW | (250 PS) | 16,25:1 | 155,00 mm |

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|--|---------|--|-------------------|-----------|----------------------------|--|----------------|--|-------------------------------|
| | 5/6 | KH 89,85 MT -26,5 MØ 69,6 GL 139,8 | FBO LOX RTK | 46 105 | 1 T6 3 1 M 3 1 DSF 4 | MO G6 CR G3 CR | +0,07 +0,43 | 128,00 | 93 990 600 (93 752) |
| | 128 016 | | | | | | | | |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=9,92+1 | 1 T 147,4 x 153,5 x 0,15 1 FP 141 x 1,9 2 FP 144 x 3,8 (50 006 624) | | 89 390 110 [1] (89 312, 89 583) | 93 990 962 [1] |
| | 5/6 | KH 89,55 MT -26,5 MØ 68,4 GL 139,55 | FBO LOX RTK | 46 105 | 1 T6 3 1 M 3 1 DSF 4 | MO G6 CR G3 CR | +0,07 +0,43 | 128,00 | 91 622 600 [2], [3] |
| | 128 016 | | | | | | | | |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=9,92+1 | 1 T 147,4 x 153,5 x 0,15 1 FP 141 x 1,9 2 FP 144 x 3,8 (50 006 624) | | 89 390 110 [1] (89 312, 89 583) | 91 622 960 [1] |

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|-----|--|--|--|--|--|--|--|
| | | | | | | | |
| [1] | <p>Bei Gas-, Marine-, Bahn- und Stationärnwendungen sowie beim Einsatz alternativer Brennstoffe nur mit Sonderdichtringsatz 50 007 890 verwenden. For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890. Pour les applications à gaz, marines, stationnaires, chemins de fer ainsi qu'à l'utilisation de carburants de substitution, n'utiliser que la pochette de joints spéciale 50 007 890. Usar las aplicaciones estacionarias, de gas, marinas y ferrocarriles, lo mismo que los combustibles alternativos sólo con el juego especial de retenes 50 007 890. При газовых, стационарных применениях, применениях для флота и для железной дороги, а также при применении альтернативных видов горючего использовать только с особым набором уплотнительных колец 50 007 890.</p> | | | | | | |
| [2] | OM 429.951 (USA), OM 429.953 (USA), OM 429.955 (USA): 01.1985 → 12.1992 | | | | | | |
| [3] | KH -0,30 mm | | | | | | |

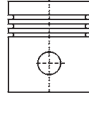
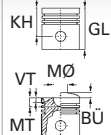

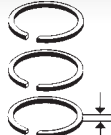
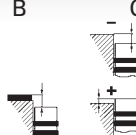
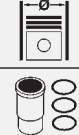
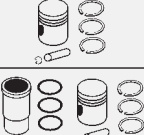
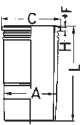
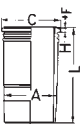
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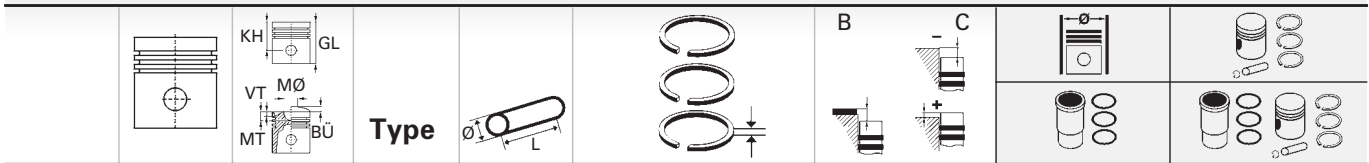
| | | | | | | | | | |
|----------------------|--|-------------------|--------|----|-----------------------|----|------------|--------------|-------------------|
| OM 441 Euro 0 | 901, 901-400, 950, 953, 955 | 12.1987 → | D (A) | 6 | 10965 cm ³ | 2V | 200-250 kW | (272-340 PS) | 142,00 mm |
| OM 441 Euro 0 | 901-500, 901-505, 901-520, 901-530, 960 - 962, 985 | 01.1985 → | D (LA) | 6 | 10965 cm ³ | 2V | 250 kW | (340 PS) | 142,00 mm |
| OM 441 | 951, 981 - 983 | 07.1987 → 07.1992 | D (LA) | 6 | 10965 cm ³ | 2V | 250 kW | (340 PS) | 16,25:1 142,00 mm |
| OM 442 Euro 0 | 901-500, 901-501, 901-502, 901/-400, 951, 953, 969-502 (USA), 969-503 (USA), 974 - 975, 980, 982 - 983, 985, 989, 991 - 994 | 1985 → | D (LA) | 8 | 14618 cm ³ | 2V | 261-362 kW | (350-492 PS) | 142,00 mm |
| OM 442 Euro 0 | 941 - 946, 950, 952, 954 - 955, 957 - 968, 971 - 972, 976 | 1985 → | D (A) | 8 | 14618 cm ³ | 2V | 260-269 kW | (354-366 PS) | 16,25:1 142,00 mm |
| OM 443 Euro 0 | 901/-400, 940 | 04.1987 → 03.1991 | D (A) | 10 | 18273 cm ³ | 2V | 340 kW | (462 PS) | 142,00 mm |
| OM 443 Euro 0 | 901-500, 980 | 1989 → 02.1991 | D (LA) | 10 | 18273 cm ³ | 2V | 412 kW | (560 PS) | 142,00 mm |
| OM 444 Euro 0 | 901-400 | 05.1988 → 02.1991 | D (A) | 12 | 21920 cm ³ | 2V | | | 142,00 mm |
| OM 444 Euro 0 | 901-410, 901-500, 901-505, 901-506 | 05.1988 → | D (LA) | 12 | 21920 cm ³ | 2V | | | 142,00 mm |
| OM 462 Euro 0 | 900-410 (AFS), 900-411 (AFS) | 12.1991 → | D (A) | 8 | 14618 cm ³ | 2V | 260-269 kW | (354-366 PS) | 16,25 142,00 mm |
| OM 462 Euro 0 | 900-510 (AFS), 900-511 (AFS) | 07.1987 → | D (LA) | 8 | 14618 cm ³ | 2V | 320-329 kW | (435-447 PS) | 16,25 142,00 mm |

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|--|-----------|--|-------------------|--|---|-------------------------------|----------------|---------------|-------------------------------|
| | 6/8/10/12 | KH 81,35 MT -27,5 MØ 66,2 GL 126,35 | LOX RTK KBB | 46 105 | 1 T6 3 1 M 3 1 DSF 4 | MO G6 CR G3 CR | +0,43 +0,07 | 128,00 | 90 220 602 [1] |
| | N Cyl. | A=144,5 C=153,8 L=253 | H+F=9,92+1 | 1 T 147,4 x 153,5 x 0,15 1 FP 141 x 1,9 2 FP 144 x 3,8 (50 006 624) | 89 389 110 [2] | 90 220 962 [1], [2] | | | |
| | N Cyl. | A=144,5 C=153,8 L=253 | H+F=10,42+1 | 1 T 147,4 x 153,5 x 0,15 1 FP 141 x 1,9 2 FP 144 x 3,8 (50 006 624) | 89 395 110 [2], [3] (89 199) | 90 220 963 [1], [2] | | | |
| | 6/8/10/12 | KH 81,05 MT -27,5 MØ 66,2 GL 126,05 | LOX RTK KBB | 46 105 | 1 T6 3 1 M 3 1 DSF 4 | MO G6 CR G3 CR | +0,43 +0,07 | 128,00 | 91 630 600 [1], [4] |

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| |  |  | Type |  |  |  |  |  |
|---|---|---|---------|---|---|--|---|---|
|  | N Cyl. | A=144,5 | C=153,8 | L=253 | H+F=9,92+1 | 1 T 147,4 x 153,5 x 0,15 1 FP 141 x 1,9 2 FP 144 x 3,8 (50 006 624) | 89 389 110 [2] | 91 630 960 [1], [2] |
| | N Cyl. | A=144,5 | C=153,8 | L=253 | H+F=10,42+1 | 1 T 147,4 x 153,5 x 0,15 1 FP 141 x 1,9 2 FP 144 x 3,8 (50 006 624) | 89 395 110 [2], [3] (89 199) | 91 630 961 [1], [2], [4] |
|  | N Cyl. | A=144,5 | C=153,8 | L=253 | H+F=9,92+1 | 1 T 147,4 x 153,5 x 0,15 1 FP 141 x 1,9 2 FP 144 x 3,8 (50 006 624) | 89 556 110 [2], [3], [5] | |
| [1] | <p>OM 441.901, OM 441.901-400, OM 441.901-500, OM 441.901-505, OM 441.901-520, OM 441.901-530, OM 441.950, OM 441.951, OM 441.952, OM 441.953, OM 441.955, OM 441.960, OM 441.961, OM 441.962, OM 441.981, OM 441.982, OM 441.983, OM 441.985: → mot. 892886</p> <p>OM 442.901-500, OM 442.901-501, OM 442.901-502, OM 442.901/-400, OM 442.941, OM 442.942, OM 442.943, OM 442.944, OM 442.945, OM 442.946, OM 442.950, OM 442.951, OM 442.952, OM 442.953, OM 442.954, OM 442.955, OM 442.957, OM 442.958, OM 442.959, OM 442.960, OM 442.961, OM 442.962, OM 442.963, OM 442.964, OM 442.965, OM 442.966, OM 442.967, OM 442.968, OM 442.969-502 (USA), OM 442.969-503 (USA), OM 442.971, OM 442.972, OM 442.974, OM 442.975, OM 442.976, OM 442.980, OM 442.982, OM 442.983, OM 442.985, OM 442.989, OM 442.991, OM 442.992, OM 442.993, OM 442.994, OM 443.901-500, OM 443.901/-400, OM 443.940, OM 443.980: → mot. 622823</p> <p>OM 444.901-400, OM 444.901-500: → mot. 011528</p> | | | | | | | |
| [2] | <p>Bei Gas-, Marine-, Bahn- und Stationäranwendungen sowie beim Einsatz alternativer Brennstoffe nur mit Sonderdichtringsatz 50 007 890 verwenden.</p> <p>For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.</p> <p>Pour les applications à gaz, marines, stationnaires, chemins de fer ainsi qu'à l'utilisation de carburants de substitution, n'utiliser que la pochette de joints spéciale 50 007 890.</p> <p>Usar las aplicaciones estacionarias, de gas, marinas y ferrocarriles, lo mismo que los combustibles alternativos sólo con el juego especial de retenes 50 007 890.</p> <p>При газовых, стационарных применениях, применениях для флота и для железной дороги, а также при применении альтернативных видов горючего использовать только с особым набором уплотнительных колец 50 007 890.</p> | | | | | | | |
| [3] | OM 441.901-505: → mot. 892886 | | | | | | | |
| [4] | KH -0,30 mm | | | | | | | |
| [5] | <p>Wassermantel Plasma beschichtet Water jacket with Plasma coating Manteau d'eau recouvert de Plasma Camisa de agua recubierta con Plasma Водяная рубашка Плазменное покрытие</p> | | | | | | | |



| | | | | | | | | | |
|---------------|---|------------|---|-----------------------|----|------------|--------------|-------------------|--|
| 98 | | 128 | | | | | | | |
| OM 447 | 900/-000, 901/-200, 905 - 908, 910 - 912 | | | | | | | | |
| | 01.1985 → | D | 6 | 11970 cm ³ | 2V | 150-184 kW | (204-250 PS) | 155,00 mm | |
| OM 466 | 900-005 (AFS) | | | | | | | | |
| | | D (A) | 6 | 11970 cm ³ | 2V | 175 kW | (238 PS) | 16,25 155,00 mm | |
| OM 475 | 907-505, 907-506, 982 (AFS/LAM) | | | | | | | | |
| | | D (LA) | 5 | 9973 cm ³ | 2V | 221 kW | (300 PS) | 16,25:1 155,00 mm | |
| OM 475 | 950 - 951 (BRA), 953 - 954 (BRA) | | | | | | | | |
| | 10.1995 → | D (A) | 5 | 9973 cm ³ | 2V | 184 kW | (250 PS) | 16,25:1 155,00 mm | |
| OM 476 | 916, 916-405, 916-406, 917, 917-505, 917-506, 917-508, 950 (BRA) | | | | | | | | |
| | | D (A) | 6 | 11970 cm ³ | 2V | 213-310 kW | (290-422 PS) | 155,00 mm | |
| OM 476 | 980 - 983 (BRA) | | | | | | | | |
| | | D (LA) | 6 | 11970 cm ³ | 2V | 257-294 kW | (350-400 PS) | 16,6:1 155,00 mm | |
| OM 485 | 980 (BRA) | | | | | | | | |
| | | D (LA) | 5 | 9973 cm ³ | 2V | 221 kW | (300 PS) | 155,00 mm | |

| | | | | | | | | | |
|--|---------|---|------------|----------|----------------------------|--|----------------|--|---|
| | 5/6 | KH 90 MT -30 MØ 59,8 GL 140 | LOX RTK | 46 99 | 1 T6 3 1 M 3 1 DSF 4 | MO G6 CR G3 CR | +0,07 +0,43 | 128,00 | 90 593 600 [1], [2] (93 927) |
| | 128 016 | | | | | | | | |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=9,92+1 | 1 T 147,4 x 153,5 x 0,15 1 FP 141 x 1,9 2 FP 144 x 3,8 (50 006 624) | | 89 390 110 [3] (89 312, 89 583) | 90 593 962 [3] |
| | 5/6 | KH 89,7 MT -30 MØ 59,8 GL 139,55 | LOX RTK | 46 99 | 1 T6 3 1 M 3 1 DSF 4 | MO G6 CR G3 CR | +0,07 +0,43 | 128,00 | 91 597 600 [1], [4] |
| | 128 016 | | | | | | | | |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=9,92+1 | 1 T 147,4 x 153,5 x 0,15 1 FP 141 x 1,9 2 FP 144 x 3,8 (50 006 624) | | 89 390 110 [3] (89 312, 89 583) | 91 597 962 [3] |

- [1] mit Spritzölkühlung
with splash oil-cooling
avec refroidissement par gicleur d'huile
con refrigeración por aceite inyectada
с охлаждением разбрызгиваемым маслом
- [2] nur satzweise austauschbar
exchangeable only in sets
remplacement seulement sous forme de jeu
sólo se puede cambiar el juego completo
заменяемо только комплектами

Fortsetzung nächste Seite / continued on next page / suite page suivante / continuación página próxima / Продолжение на следующей странице



| | | | | | | | | | |
|-----|---|--|--|--|--|--|--|--|--|
| | | | | | | | | | |
| [3] | <p>Bei Gas-, Marine-, Bahn- und Stationäranwendungen sowie beim Einsatz alternativer Brennstoffe nur mit Sonderdichtringsatz 50 007 890 verwenden. For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890. Pour les applications à gaz, marines, stationnaires, chemins de fer ainsi qu'à l'utilisation de carburants de substitution, n'utiliser que la pochette de joints spéciale 50 007 890. Usar las aplicaciones estacionarias, de gas, marinas y ferrocarriles, lo mismo que los combustibles alternativos sólo con el juego especial de retenes 50 007 890. При газовых, стационарных применениях, применениях для флота и для железной дороги, а также при применении альтернативных видов горючего использовать только с особым набором уплотнительных колец 50 007 890.</p> | | | | | | | | |
| [4] | KH -0,30 mm | | | | | | | | |

99**128**

OM 427

900/-000, 901/-200, 910 - 911

11.1985 →

D

6

11970 cm³ 2V

177 kW

(240 PS)

155,00 mm

| | | | | | | | | | |
|-----|---|--|-----|------------|--|----------------------|--|--------------------------|--------------------------|
| | 6 | KH 89,85 MT -24,4 MØ 74,5 GL 139,85 | RTK | 46 99 | 1 T6 3 1 NM 3 1 DSF 4 | MO G6 MO G3 CR | +0,07 +0,43 | 128,00 | 93 729 602 [1] |
| | N Cyl. | A=144,5 C=153,8 L=270 | | H+F=9,92+1 | 1 T 147,4 x 153,5 x 0,15 1 FP 141 x 1,9 2 FP 144 x 3,8 (50 006 624) | | 89 390 110 [2] (89 312, 89 583) | 93 729 962 [2] | |
| [1] | <p>mit Spritzölkühlung with splash oil-cooling avec refroidissement par gicleur d'huile con refrigeración por aceite inyectada с охлаждением разбрызгиваемым маслом</p> | | | | | | | | |
| [2] | <p>Bei Gas-, Marine-, Bahn- und Stationäranwendungen sowie beim Einsatz alternativer Brennstoffe nur mit Sonderdichtringsatz 50 007 890 verwenden. For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890. Pour les applications à gaz, marines, stationnaires, chemins de fer ainsi qu'à l'utilisation de carburants de substitution, n'utiliser que la pochette de joints spéciale 50 007 890. Usar las aplicaciones estacionarias, de gas, marinas y ferrocarriles, lo mismo que los combustibles alternativos sólo con el juego especial de retenes 50 007 890. При газовых, стационарных применениях, применениях для флота и для железной дороги, а также при применении альтернативных видов горючего использовать только с особым набором уплотнительных колец 50 007 890.</p> | | | | | | | | |

100**128**

OM 440 Euro 1

940 - 942

07.1991 → 08.1994

D

(A)

8

14618 cm³ 2V

250 kW

(340 PS)

18:1

142,00 mm

OM 440 Euro 1

978 - 986, 991

12.1990 →

D

(LA)

8

14618 cm³ 2V

320-370 kW

(435-503 PS)

16,75:1

142,00 mm

OM 441 Euro 1

990

02.1992 → 06.1995

D

(LA)

6

10965 cm³ 2V

250 kW

(340 PS)

16,25:1

142,00 mm

| | | | | | | | | | |
|--|---------|--|-------------------|-----------|----------------------------|----------------------|----------------|---------------|-------------------|
| | 6/8 | KH 81,45 MT -24,5 MØ 66,6 GL 126,45 | RTK LOX TPL | 46 105 | 1 T6 3 1 M 3 1 DSF 4 | MO G6 CR G3 CR | +0,43 +0,07 | 128,00 | 94 361 600 |
| | 128 049 | | | | | | | | |
| Fortsetzung nächste Seite / continued on next page / suite page suivante / continuación página próxima / Продолжение на следующей странице | | | | | | | | | |

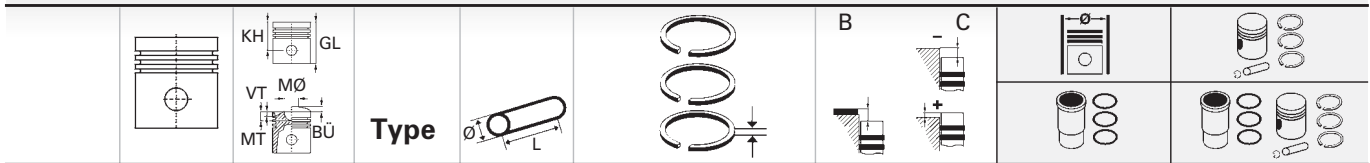


| | | | Type | | | | | |
|-----|---|---------|---------|-------|-------------|--|--------------------------------------|--------------------------|
| | N Cyl. | A=144,5 | C=153,8 | L=253 | H+F=9,92+1 | 1 T 147,4 x 153,5 x 0,15 1 FP 141 x 1,9 2 FP 144 x 3,8 (50 006 624) | 89 389 110 [1] | 94 361 960 [1] |
| | N Cyl. | A=144,5 | C=153,8 | L=253 | H+F=10,42+1 | 1 T 147,4 x 153,5 x 0,15 1 FP 141 x 1,9 2 FP 144 x 3,8 (50 006 624) | 89 395 110 [1] (89 199) | 94 361 961 [1] |
| | N Cyl. | A=144,5 | C=153,8 | L=253 | H+F=9,92+1 | 1 T 147,4 x 153,5 x 0,15 1 FP 141 x 1,9 2 FP 144 x 3,8 (50 006 624) | 89 556 110 [1], [2] | |
| [1] | <p>Bei Gas-, Marine-, Bahn- und Stationäranwendungen sowie beim Einsatz alternativer Brennstoffe nur mit Sonderdichtringsatz 50 007 890 verwenden. For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890. Pour les applications à gaz, marines, stationnaires, chemins de fer ainsi qu'à l'utilisation de carburants de substitution, n'utiliser que la pochette de joints spéciale 50 007 890. Usar las aplicaciones estacionarias, de gas, marinas y ferrocarriles, lo mismo que los combustibles alternativos sólo con el juego especial de retenes 50 007 890. При газовых, стационарных применениях, применениях для флота и для железной дороги, а также при применении альтернативных видов горючего использовать только с особым набором уплотнительных колец 50 007 890.</p> | | | | | | | |
| [2] | <p>Wassermantel Plasma beschichtet Water jacket with Plasma coating Manteau d'eau recouvert de Plasma Camisa de agua recubierta con Plasma Водяная рубашка Плазменное покрытие</p> | | | | | | | |

101 **128**

OM 442A Euro 1 1991 → D (A) 8 14618 cm³ 2V 250 kW (340 PS) 18:1 142,00 mm

| | | | | | | | | | |
|-----|---|--|-------------------|-----------|----------------------------|--|--------------------------------------|--------------------------|-------------------|
| | 8 | KH 81,3 MT -22,9 MØ 65 GL 126,5 | LOX RTK TPL | 46 105 | 1 T6 3 1 M 3 1 DSF 4 | MO G6 CR G3 CR | +0,43 +0,07 | 128,00 | 40 175 600 |
| | N Cyl. | A=144,5 | C=153,8 | L=253 | H+F=9,92+1 | 1 T 147,4 x 153,5 x 0,15 1 FP 141 x 1,9 2 FP 144 x 3,8 (50 006 624) | 89 389 110 [1] | 40 175 960 [1] | |
| | N Cyl. | A=144,5 | C=153,8 | L=253 | H+F=10,42+1 | 1 T 147,4 x 153,5 x 0,15 1 FP 141 x 1,9 2 FP 144 x 3,8 (50 006 624) | 89 395 110 [1] (89 199) | 40 175 961 [1] | |
| [1] | <p>Bei Gas-, Marine-, Bahn- und Stationäranwendungen sowie beim Einsatz alternativer Brennstoffe nur mit Sonderdichtringsatz 50 007 890 verwenden. For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890. Pour les applications à gaz, marines, stationnaires, chemins de fer ainsi qu'à l'utilisation de carburants de substitution, n'utiliser que la pochette de joints spéciale 50 007 890. Usar las aplicaciones estacionarias, de gas, marinas y ferrocarriles, lo mismo que los combustibles alternativos sólo con el juego especial de retenes 50 007 890. При газовых, стационарных применениях, применениях для флота и для железной дороги, а также при применении альтернативных видов горючего использовать только с особым набором уплотнительных колец 50 007 890.</p> | | | | | | | | |

**102** **128**

| | | | | | | | | | | |
|----------------------|---|-----------|--------|----|-----------------------|----|------------|--------------|---------|-----------|
| OM 440 Euro 1 | 970 - 973, 975 - 976, 978 - 991 | 07.1992 → | D (LA) | 8 | 14618 cm ³ | 2V | 280-370 kW | (381-503 PS) | 16,75:1 | 142,00 mm |
| OM 441 Euro 1 | 901, 901-400 | | D (A) | 6 | 10965 cm ³ | 2V | 250 kW | (340 PS) | | 142,00 mm |
| OM 441 Euro 1 | 901-500, 901-504, 901-505, 901-507, 901-520, 901-530, 980, 986 - 999 | 01.1991 → | D (LA) | 6 | 10965 cm ³ | 2V | 230-250 kW | (313-340 PS) | | 142,00 mm |
| OM 442 Euro 1 | 901-404 | 07.1995 → | D (A) | 8 | 14618 cm ³ | 2V | | | | 142,00 mm |
| OM 442 Euro 1 | 901-500, 901-501, 901-502, 901-504, 901-505, 901-506, 901-520, 901/-400, 995 - 999 | 03.1991 → | D (LA) | 8 | 14618 cm ³ | 2V | 320-370 kW | (435-503 PS) | | 142,00 mm |
| OM 443 Euro 1 | 901/-400 | | D (A) | 10 | 18273 cm ³ | 2V | | | | 142,00 mm |
| OM 443 Euro 1 | 901-504 | 07.1995 → | D (LA) | 10 | 18273 cm ³ | 2V | | | | 142,00 mm |

| | | | | | | | | | |
|--|---------|--|--------------------------|-----------|----------------------------|--|----------------|---|--------------------------|
| | 6/8/10 | KH 81,45 MT -24,5 MØ 66,6 GL 126,45 | KKK RTK LOX TPL | 46 105 | 1 T6 3 1 M 3 1 DSF 4 | MO G6 CR G3 CR | +0,43 +0,07 | 128,00 | 94 331 600 [1] |
| | 128 036 | | | | | | | | |
| | N Cyl. | A=144,5 | C=153,8 | L=253 | H+F=9,92+1 | 1 T 147,4 x 153,5 x 0,15 1 FP 141 x 1,9 2 FP 144 x 3,8 (50 006 624) | | 89 389 110 [2], [3] | 94 331 960 [2] |
| | N Cyl. | A=144,5 | C=153,8 | L=253 | H+F=10,42+1 | 1 T 147,4 x 153,5 x 0,15 1 FP 141 x 1,9 2 FP 144 x 3,8 (50 006 624) | | 89 395 110 [2], [3] (89 199) | 94 331 961 [2] |
| | N Cyl. | A=144,5 | C=153,8 | L=253 | H+F=9,92+1 | 1 T 147,4 x 153,5 x 0,15 1 FP 141 x 1,9 2 FP 144 x 3,8 (50 006 624) | | 89 556 110 [2], [4] | |

[1] **OM 441.901-505, OM 441.901-520:** mot. 892831 →

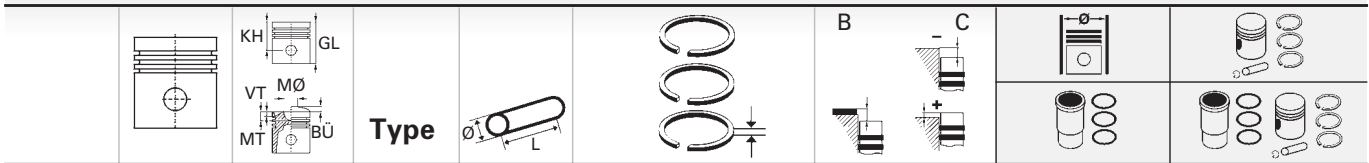
[2] Bei Gas-, Marine-, Bahn- und Stationäranwendungen sowie beim Einsatz alternativer Brennstoffe nur mit Sonderdichtringsatz 50 007 890 verwenden.
For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.

Pour les applications à gaz, marines, stationnaires, chemins de fer ainsi qu'à l'utilisation de carburants de substitution, n'utiliser que la pochette de joints spéciale 50 007 890.
Usar las aplicaciones estacionarias, de gas, marinas y ferrocarriles, lo mismo que los combustibles alternativos sólo con el juego especial de retenes 50 007 890.

При газовых, стационарных применениях, применениях для флота и для железной дороги, а также при применении альтернативных видов горючего использовать только с особым набором уплотнительных колец 50 007 890.

[3] **OM 441.901-520:** mot. 892831 →

[4] Wassermantel Plasma beschichtet
Water jacket with Plasma coating
Manteau d'eau recouvert de Plasma
Camisa de agua recubierta con Plasma
Водяная рубашка Плазменное покрытие



103

128

| | | | | | | | | | |
|----------------------|--|-----------|--------|---|-----------------------|----|------------|--------------|-----------|
| OM 447 Euro 1 | 903-600, 903-604, 954 - 959, 995 | 01.1991 → | D (A) | 6 | 11970 cm ³ | 2V | 184 kW | (250 PS) | 155,00 mm |
| OM 447 Euro 1 | 903-704, 903-705, 947 (TUR), 960 (TUR), 980 - 987 | 09.1991 → | D (LA) | 6 | 11970 cm ³ | 2V | 184-220 kW | (250-300 PS) | 155,00 mm |

| | | | | | | | | | |
|--|---------|------------------------------------|-------------------|------------|--|----------------------|--|--|--------------------------|
| | 6 | KH 90 MT -24 MØ 75 GL 140 | RTK LOX FBO | 46 105 | 1 T6 3 1 M 3 1 DSF 4 | MO G6 CR G3 CR | | 128,00 | 91 237 600 |
| | 128 016 | | | | | | | | |
| | N Cyl. | A=144,5 C=153,8 L=270 | | H+F=9,92+1 | 1 T 147,4 x 153,5 x 0,15 1 FP 141 x 1,9 2 FP 144 x 3,8 (50 006 624) | | | 89 390 110 [1] (89 312, 89 583) | 91 237 960 [1] |

[1] Bei Gas-, Marine-, Bahn- und Stationäranwendungen sowie beim Einsatz alternativer Brennstoffe nur mit Sonderdichtringsatz 50 007 890 verwenden.
For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
Pour les applications à gaz, marines, stationnaires, chemins de fer ainsi qu'à l'utilisation de carburants de substitution, n'utiliser que la pochette de joints spéciale 50 007 890.
Usar las aplicaciones estacionarias, de gas, marinas y ferrocarriles, lo mismo que los combustibles alternativos sólo con el juego especial de retenes 50 007 890.
При газовых, стационарных применениях, применениях для флота и для железной дороги, а также при применении альтернативных видов горючего использовать только с особым набором уплотнительных колец 50 007 890.

104

128

| | | | | | | | | | |
|----------------------|--|-----------|--------|----|-----------------------|----|------------|--------------|-------------------|
| OM 441 Euro 0 | 901, 901-400, 950, 953, 955 | 03.1991 → | D (A) | 6 | 10965 cm ³ | 2V | 200-250 kW | (272-340 PS) | 142,00 mm |
| OM 441 Euro 0 | 901-500, 901-505, 901-520, 901-530, 951, 960 - 962, 981 - 983, 985 | 02.1991 → | D (LA) | 6 | 10965 cm ³ | 2V | 250 kW | (340 PS) | 142,00 mm |
| OM 442 Euro 0 | 901-500, 901-501, 901-502, 901-520, 901/-400, 951, 953, 974 - 975, 980, 982 - 983, 985, 991 - 994 | 03.1991 → | D (LA) | 8 | 14618 cm ³ | 2V | 269-362 kW | (366-492 PS) | 142,00 mm |
| OM 442 Euro 0 | 941 - 946, 950, 952, 954 - 955, 957, 959 - 966, 968, 971 - 972, 976 | 03.1991 → | D (A) | 8 | 14618 cm ³ | 2V | 260-269 kW | (354-366 PS) | 16,25:1 142,00 mm |
| OM 442 | 989 | 03.1991 → | D (LA) | 8 | 14618 cm ³ | 2V | 362 kW | (492 PS) | 16,25:1 142,00 mm |
| OM 443 Euro 0 | 901/-400, 940 | 03.1991 → | D (A) | 10 | 18273 cm ³ | 2V | 340 kW | (462 PS) | 142,00 mm |
| OM 443 Euro 0 | 901-500, 980 | 03.1991 → | D (LA) | 10 | 18273 cm ³ | 2V | 412 kW | (560 PS) | 142,00 mm |
| OM 444 Euro 0 | 901-400 | 03.1991 → | D (A) | 12 | 21920 cm ³ | 2V | | | 142,00 mm |
| OM 444 Euro 0 | 901-410, 901-500, 901-505, 901-506 | 03.1991 → | D (LA) | 12 | 21920 cm ³ | 2V | | | 142,00 mm |

| | | | | | | | | | |
|--|-----------|--|-------------------|-----------|----------------------------|----------------------|----------------|---------------|--------------------------|
| | 6/8/10/12 | KH 81,35 MT -27,5 MØ 66,2 GL 126,35 | LOX RTK TPL | 46 105 | 1 T6 3 1 M 3 1 DSF 4 | MO G6 CR G3 CR | +0,43 +0,07 | 128,00 | 94 512 600 [1] |
| | 128 049 | | | | | | | | |

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| | | | Type | | | | | | |
|-----|--|--|--------------------------|-----------|----------------------------|--|--------------------------------------|-------------------------------|--|
| | N Cyl. | A=144,5 | C=153,8 | L=253 | H+F=9,92+1 | 1 T 147,4 x 153,5 x 0,15 1 FP 141 x 1,9 2 FP 144 x 3,8 (50 006 624) | 89 389 110 [2] | 94 512 960 [1], [2] | |
| | N Cyl. | A=144,5 | C=153,8 | L=253 | H+F=10,42+1 | 1 T 147,4 x 153,5 x 0,15 1 FP 141 x 1,9 2 FP 144 x 3,8 (50 006 624) | 89 395 110 [2] (89 199) | 94 512 961 [1], [2] | |
| | 6/8/10/12 128 061 | KH 81,45 MT -27,5 MØ 66,2 GL 126,45 | RTK KKK LOX TPL | 46 105 | 1 T6 3 1 M 3 1 DSF 4 | MO G6 CR G3 CR | 128,00 | 99 973 600 [1] | |
| | N Cyl. | A=144,5 | C=153,8 | L=253 | H+F=9,92+1 | 1 T 147,4 x 153,5 x 0,15 1 FP 141 x 1,9 2 FP 144 x 3,8 (50 006 624) | 89 389 110 [2] | 99 973 960 [1], [2] | |
| | N Cyl. | A=144,5 | C=153,8 | L=253 | H+F=10,42+1 | 1 T 147,4 x 153,5 x 0,15 1 FP 141 x 1,9 2 FP 144 x 3,8 (50 006 624) | 89 395 110 [2] (89 199) | 99 973 961 [1], [2] | |
| | 6/8/10/12 128 061 | KH 81,15 MT -27,5 MØ 66,2 GL 126,15 | RTK KKK LOX TPL | 46 105 | 1 T6 3 1 M 3 1 DSF 4 | MO G6 CR G3 CR | 128,00 | 99 979 600 [1], [3] | |
| | N Cyl. | A=144,5 | C=153,8 | L=253 | H+F=9,92+1 | 1 T 147,4 x 153,5 x 0,15 1 FP 141 x 1,9 2 FP 144 x 3,8 (50 006 624) | 89 389 110 [2] | 99 979 960 [1], [2] | |
| | N Cyl. | A=144,5 | C=153,8 | L=253 | H+F=10,42+1 | 1 T 147,4 x 153,5 x 0,15 1 FP 141 x 1,9 2 FP 144 x 3,8 (50 006 624) | 89 395 110 [2] (89 199) | 99 979 961 [1], [2] | |
| | N Cyl. | A=144,5 | C=153,8 | L=253 | H+F=9,92+1 | 1 T 147,4 x 153,5 x 0,15 1 FP 141 x 1,9 2 FP 144 x 3,8 (50 006 624) | 89 556 110 [2], [4] | | |
| [1] | OM 441.901-400, OM 441.901-500, OM 441.901-505, OM 441.901-520, OM 441.950, OM 441.951, OM 441.953, OM 441.955, OM 441.960, OM 441.961, OM 441.962, OM 441.981, OM 441.982, OM 441.983, OM 441.985: mot. 892887 → OM 442.901-500, OM 442.901-501, OM 442.901-502, OM 442.901-520, OM 442.901/-400, OM 442.941, OM 442.942, OM 442.943, OM 442.944, OM 442.945, OM 442.946, OM 442.950, OM 442.951, OM 442.952, OM 442.953, OM 442.954, OM 442.955, OM 442.957, OM 442.959, OM 442.960, OM 442.961, OM 442.962, OM 442.963, OM 442.964, OM 442.965, OM 442.966, OM 442.968, OM 442.971, OM 442.972, OM 442.974, OM 442.975, OM 442.976, OM 442.980, OM 442.982, OM 442.983, OM 442.985, OM 442.989, OM 442.991, OM 442.992, OM 442.993, OM 442.994, OM 443.901-500, OM 443.901/-400, OM 443.940, OM 443.980: mot. 622824 → OM 444.901-400, OM 444.901-500: mot. 011529 → | | | | | | | | |

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| | | | | | |
| [2] | <p>Bei Gas-, Marine-, Bahn- und Stationäranwendungen sowie beim Einsatz alternativer Brennstoffe nur mit Sonderdichtringsatz 50 007 890 verwenden. For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890. Pour les applications à gaz, marines, stationnaires, chemins de fer ainsi qu'à l'utilisation de carburants de substitution, n'utiliser que la pochette de joints spéciale 50 007 890. Usar las aplicaciones estacionarias, de gas, marinas y ferrocarriles, lo mismo que los combustibles alternativos sólo con el juego especial de retenes 50 007 890. При газовых, стационарных применениях, применениях для флота и для железной дороги, а также при применении альтернативных видов горючего использовать только с особым набором уплотнительных колец 50 007 890.</p> | | | | |
| [3] | KH -0,30 mm | | | | |
| [4] | Wassermantel Plasma beschichtet Water jacket with Plasma coating Manteau d'eau recouvert de Plasma Camisa de agua recubierta con Plasma Водяная рубашка Плазменное покрытие | | | | |

105 **128**

OM 442 Euro 1

977 - 978

07.1991 →

D (A)

8

14618 cm³ 2V

250 kW

(340 PS) 18:1

142,00 mm



8

128 049

KH 81,45
MT -23,2
MØ 65,2
GL 126,45

LOX
RTK
TPL

46
105

1 T6 3
1 M 3
1 DSF 4

MO G6
CR G3
CR

+0,43
+0,07

128,00

94 956 600



N Cyl.

A=144,5

C=153,8

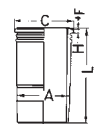
L=253

H+F=9,92+1

1 T 147,4 x 153,5 x 0,15
1 FP 141 x 1,9
2 FP 144 x 3,8
(50 006 624)

89 389 110
[1]

94 956 960
[1]



N Cyl.

A=144,5

C=153,8

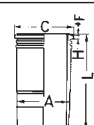
L=253

H+F=10,42+1

1 T 147,4 x 153,5 x 0,15
1 FP 141 x 1,9
2 FP 144 x 3,8
(50 006 624)

89 395 110
[1]
(89 199)

94 956 961
[1]



N Cyl.

A=144,5

C=153,8

L=253

H+F=9,92+1

1 T 147,4 x 153,5 x 0,15
1 FP 141 x 1,9
2 FP 144 x 3,8
(50 006 624)

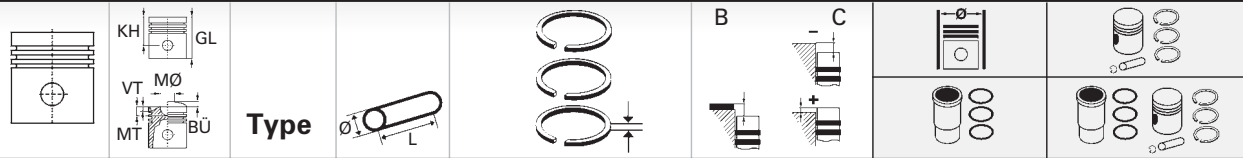
89 556 110
[1], [2]

[1]

Bei Gas-, Marine-, Bahn- und Stationäranwendungen sowie beim Einsatz alternativer Brennstoffe nur mit Sonderdichtringsatz 50 007 890 verwenden.
 For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
 Pour les applications à gaz, marines, stationnaires, chemins de fer ainsi qu'à l'utilisation de carburants de substitution, n'utiliser que la pochette de joints spéciale 50 007 890.
 Usar las aplicaciones estacionarias, de gas, marinas y ferrocarriles, lo mismo que los combustibles alternativos sólo con el juego especial de retenes 50 007 890.
 При газовых, стационарных применениях, применениях для флота и для железной дороги, а также при применении альтернативных видов горючего использовать только с особым набором уплотнительных колец 50 007 890.

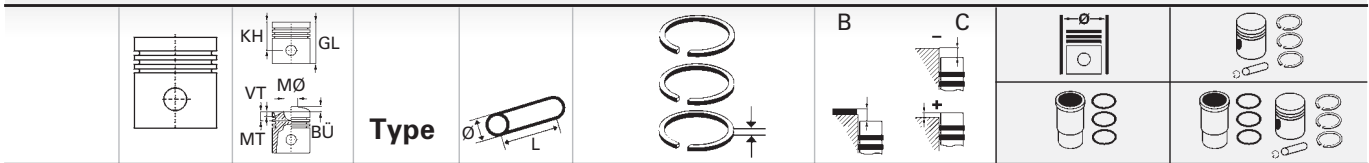
[2]

Wassermantel Plasma beschichtet
 Water jacket with Plasma coating
 Manteau d'eau recouvert de Plasma
 Camisa de agua recubierta con Plasma
 Водяная рубашка Плазменное покрытие



| 106 | | 128 | | | | | | | | | | |
|---------------|---|-----------|---------|-------|-----------------------|--|--|--------------|-----------|-----------|--|--|
| OM 447 Euro 1 | 901-204, 913 - 914 | 11.1991 → | D | 6 | 11970 cm ³ | 2V | 157 kW | (213 PS) | 155,00 mm | | | |
| OM 447 Euro 1 | 903-600 | | D (A) | 6 | 11970 cm ³ | 2V | | | 155,00 mm | | | |
| OM 447 Euro 2 | 903-705, 948 - 949 (TUR) | 12.1996 → | D (LA) | 6 | 11970 cm ³ | 2V | 157-220 kW | (213-299 PS) | 16,25:1 | 155,00 mm | | |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=9,92+1 | 1 T 147,4 x 153,5 x 0,15 1 FP 141 x 1,9 2 FP 144 x 3,8 (50 006 624) | 89 390 110 [1] (89 312, 89 583) | | | | | |
| [1] | <p>Bei Gas-, Marine-, Bahn- und Stationäranwendungen sowie beim Einsatz alternativer Brennstoffe nur mit Sonderdichtringsatz 50 007 890 verwenden. For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890. Pour les applications à gaz, marines, stationnaires, chemins de fer ainsi qu'à l'utilisation de carburants de substitution, n'utiliser que la pochette de joints spéciale 50 007 890. Usar las aplicaciones estacionarias, de gas, marinas y ferrocarriles, lo mismo que los combustibles alternativos sólo con el juego especial de retenes 50 007 890. При газовых, стационарных применениях, применениях для флота и для железной дороги, а также при применении альтернативных видов горючего использовать только с особым набором уплотнительных колец 50 007 890.</p> | | | | | | | | | | | |
| 107 | | 128 | | | | | | | | | | |
| OM 440 Euro 1 | 948 | 12.1991 → | D (A) | 8 | 14618 cm ³ | 2V | 269 kW | (366 PS) | 18:1 | 142,00 mm | | |
| OM 462 Euro 0 | 900-414 | 12.1991 → | D (A) | 8 | 14618 cm ³ | 2V | 269 kW | (366 PS) | 16,25 | 142,00 mm | | |
| | N Cyl. | A=144,5 | C=153,8 | L=253 | H+F=9,92+1 | 1 T 147,4 x 153,5 x 0,15 1 FP 141 x 1,9 2 FP 144 x 3,8 (50 006 624) | 89 389 110 [1] | | | | | |
| | N Cyl. | A=144,5 | C=153,8 | L=253 | H+F=10,42+1 | 1 T 147,4 x 153,5 x 0,15 1 FP 141 x 1,9 2 FP 144 x 3,8 (50 006 624) | 89 395 110 [1] (89 199) | | | | | |
| [1] | <p>Bei Gas-, Marine-, Bahn- und Stationäranwendungen sowie beim Einsatz alternativer Brennstoffe nur mit Sonderdichtringsatz 50 007 890 verwenden. For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890. Pour les applications à gaz, marines, stationnaires, chemins de fer ainsi qu'à l'utilisation de carburants de substitution, n'utiliser que la pochette de joints spéciale 50 007 890. Usar las aplicaciones estacionarias, de gas, marinas y ferrocarriles, lo mismo que los combustibles alternativos sólo con el juego especial de retenes 50 007 890. При газовых, стационарных применениях, применениях для флота и для железной дороги, а также при применении альтернативных видов горючего использовать только с особым набором уплотнительных колец 50 007 890.</p> | | | | | | | | | | | |

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| | | |
|----------------------|----------------|---|
| 108 | | 128 |
| OM 440 Euro 1 | 945 | |
| | 01.1992 → | D (A) 8 14618 cm ³ 2V 250 kW (340 PS) 18:1 142,00 mm |
| OM 442 Euro 0 | 901-520 | |
| | → 02.1991 | D (LA) 8 14618 cm ³ 2V 142,00 mm |

| | | | | | | | | | |
|-----|---|---------|---------|-------|-------------|--|--------------------------------------|--|--|
| | N Cyl. | A=144,5 | C=153,8 | L=253 | H+F=9,92+1 | 1 T 147,4 x 153,5 x 0,15 1 FP 141 x 1,9 2 FP 144 x 3,8 (50 006 624) | 89 389 110 [1] | | |
| | N Cyl. | A=144,5 | C=153,8 | L=253 | H+F=9,92+1 | 1 T 147,4 x 153,5 x 0,15 1 FP 141 x 1,9 2 FP 144 x 3,8 (50 006 624) | 89 556 110 [1], [2] | | |
| | N Cyl. | A=144,5 | C=153,8 | L=253 | H+F=10,42+1 | 1 T 147,4 x 153,5 x 0,15 1 FP 141 x 1,9 2 FP 144 x 3,8 (50 006 624) | 89 395 110 [1] (89 199) | | |
| [1] | <p>Bei Gas-, Marine-, Bahn- und Stationäranwendungen sowie beim Einsatz alternativer Brennstoffe nur mit Sonderdichtringsatz 50 007 890 verwenden. For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890. Pour les applications à gaz, marines, stationnaires, chemins de fer ainsi qu'à l'utilisation de carburants de substitution, n'utiliser que la pochette de joints spéciale 50 007 890. Usar las aplicaciones estacionarias, de gas, marinas y ferrocarriles, lo mismo que los combustibles alternativos sólo con el juego especial de retenes 50 007 890. При газовых, стационарных применениях, применениях для флота и для железной дороги, а также при применении альтернативных видов горючего использовать только с особым набором уплотнительных колец 50 007 890.</p> | | | | | | | | |
| [2] | <p>Wassermantel Plasma beschichtet Water jacket with Plasma coating Manteau d'eau recouvert de Plasma Camisa de agua recubierta con Plasma Водяная рубашка Плазменное покрытие</p> | | | | | | | | |

| | | |
|----------------------|--|---|
| 109 | | 128 |
| OM 447 Euro 2 | 903, 903-707, 970 - 979, 988, 990 - 994, 996, 998 - 999 | |
| | 1994 → | D (LA) 6 11970 cm ³ 2V 157-220 kW (213-300 PS) 155,00 mm |

| | | | | | | | | | |
|--|---------|---|-------------------|-----------|----------------------------|--|--|--------------------------|-------------------|
| | 6 | KH 90 MT -24 MØ 75 GL 139,85 | LOX RTK TPL | 46 105 | 1 T6 3 1 M 3 1 DSF 4 | MO G6 CR G3 CR | +0,07 +0,43 | 128,00 | 93 171 600 |
| | 128 048 | | | | | | | | |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=9,92+1 | 1 T 147,4 x 153,5 x 0,15 1 FP 141 x 1,9 2 FP 144 x 3,8 (50 006 624) | 89 390 110 [1] (89 312, 89 583) | 93 171 960 [1] | |
| | 128 048 | | | | | | | | |
| | 6 | KH 89,7 MT -24 MØ 75 GL 139,55 | RTK TPL LOX | 46 105 | 1 T6 3 1 M 3 1 DSF 4 | MO G6 CR G3 CR | | 128,00 | 40 176 600 |
| | 128 048 | | | | | | | | |

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| | | | | | | | |
| N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=9,92+1 | 1 T 147,4 x 153,5 x 0,15 1 FP 141 x 1,9 2 FP 144 x 3,8 (50 006 624) | 89 390 110 [1] (89 312, 89 583) | 40 176 960 [1] |
| [1] | Bei Gas-, Marine-, Bahn- und Stationäranwendungen sowie beim Einsatz alternativer Brennstoffe nur mit Sonderdichtringsatz 50 007 890 verwenden. For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890. Pour les applications à gaz, marines, stationnaires, chemins de fer ainsi qu'à l'utilisation de carburants de substitution, n'utiliser que la pochette de joints spéciale 50 007 890. Usar las aplicaciones estacionarias, de gas, marinas y ferrocarriles, lo mismo que los combustibles alternativos sólo con el juego especial de retenes 50 007 890. При газовых, стационарных применениях, применениях для флота и для железной дороги, а также при применении альтернативных видов горючего использовать только с особым набором уплотнительных колец 50 007 890. | | | | | | |

110 **128**

| | | | | | | | | |
|----------------------|---|--------|---|-----------------------|----|------------|--------------|-------------------|
| OM 441 Euro 2 | 901-400 | D (A) | 6 | 10965 cm ³ | 2V | | | 142,00 mm |
| OM 441 Euro 2 | 901-500, 901-504, 901-505, 901-507, 901-520, 901-530 | D (LA) | 6 | 10965 cm ³ | 2V | 250 kW | (340 PS) | 142,00 mm |
| OM 442 Euro 2 | 901-507, 901-508, 901-520 | D (LA) | 8 | 14618 cm ³ | 2V | | | 142,00 mm |
| OM 445 Euro 2 | 920 - 927, 929 - 931, 933 - 941 | D (LA) | 6 | 10965 cm ³ | 2V | 180-250 kW | (245-340 PS) | 17,25:1 142,00 mm |
| OM 446 Euro 2 | 920, 922 - 936, 938 - 943, 945 - 946, 948 | D (LA) | 8 | 14618 cm ³ | 2V | 280-390 kW | (381-530 PS) | 17,25:1 142,00 mm |

| | | | | | | | | | |
|--|--------|--|-------------------|-----------|----------------------------|--|-------------------------------|--------------------------|--------------------------|
| | 6/8 | KH 81,45 MT -24 MØ 72,4 GL 126,45 | RTK KKK TPL | 46 105 | 1 T6 3 1 M 3 1 DSF 4 | MO G6 CR G3 CR | | 128,00 | 94 681 600 |
| | N Cyl. | A=144,5 | C=153,8 | L=253 | H+F=9,92+1 | 1 T 147,4 x 153,5 x 0,15 1 FP 141 x 1,9 2 FP 144 x 3,8 (50 006 624) | 89 389 110 [1] | 94 681 960 [1] | |
| | N Cyl. | A=144,5 | C=153,8 | L=253 | H+F=9,92+1 | 1 T 147,4 x 153,5 x 0,15 1 FP 141 x 1,9 2 FP 144 x 3,8 (50 006 624) | 89 556 110 [1], [2] | 94 681 961 [1] | |
| | 6/8 | KH 81,15 MT -24 MØ 72,4 GL 126,15 | RTK KKK TPL | 46 105 | 1 T6 3 1 M 3 1 DSF 4 | MO G6 CR G3 CR | | 128,00 | 99 813 600 [3] |
| | N Cyl. | A=144,5 | C=153,8 | L=253 | H+F=9,92+1 | 1 T 147,4 x 153,5 x 0,15 1 FP 141 x 1,9 2 FP 144 x 3,8 (50 006 624) | 89 389 110 [1] | 99 813 960 [1] | |

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| | | | | | | | |
| [1] | <p>Bei Gas-, Marine-, Bahn- und Stationärnwendungen sowie beim Einsatz alternativer Brennstoffe nur mit Sonderdichtringsatz 50 007 890 verwenden. For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890. Pour les applications à gaz, marines, stationnaires, chemins de fer ainsi qu'à l'utilisation de carburants de substitution, n'utiliser que la pochette de joints spéciale 50 007 890. Usar las aplicaciones estacionarias, de gas, marinas y ferrocarriles, lo mismo que los combustibles alternativos sólo con el juego especial de retenes 50 007 890. При газовых, стационарных применениях, применениях для флота и для железной дороги, а также при применении альтернативных видов горючего использовать только с особым набором уплотнительных колец 50 007 890.</p> | | | | | | |
| [2] | <p>Wassermantel Plasma beschichtet Water jacket with Plasma coating Manteau d'eau recouvert de Plasma Camisa de agua recubierta con Plasma Водяная рубашка Плазменное покрытие</p> | | | | | | |
| [3] | KH -0,30 mm | | | | | | |

111 **128**

| | | | | | | | | | | |
|----------------------|--|-----------|--------|---|-----------------------|----|------------|--------------|---------|-----------|
| OM 475 Euro 1 | 984 - 986 (AFS/LAM), 989 (AFS/LAM), 991 (AFS/LAM), 994, 997 - 998 (AFS/LAM) | 10.1995 → | D (LA) | 5 | 9973 cm ³ | 2V | 184-224 kW | (250-305 PS) | 16,25:1 | 155,00 mm |
| OM 476 Euro 2 | 977 (BRA) | 11.1995 → | D (LA) | 6 | 11970 cm ³ | 2V | 264 kW | (360 PS) | | 155,00 mm |
| OM 476 Euro 1 | 985 (BRA) | | D (LA) | 6 | 11970 cm ³ | 2V | 261 kW | (355 PS) | 16,6:1 | 155,00 mm |
| OM 489 Euro 1 | 960 - 961 (TUR) | 10.1995 → | D (LA) | 5 | 9973 cm ³ | 2V | 155-184 kW | (211-250 PS) | | 155,00 mm |

| | | | | | | | | | |
|--|---------|---|-------------------|-----------|----------------------------|--|--|--|--------------------------|
| | 5/6 | KH 90 MT -24 MØ 77 GL 140 | RTK TPL LOX | 46 105 | 1 T6 3 1 M 3 1 DSF 4 | MO G6 CR G3 CR | | 128,00 | 91 467 600 |
| | 128 048 | | | | | | | | |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=9,92+1 | 1 T 147,4 x 153,5 x 0,15 1 FP 141 x 1,9 2 FP 144 x 3,8 (50 006 624) | | 89 390 110 [1] (89 312, 89 583) | 91 467 960 [1] |
| | N Cyl. | A=144,5 | C=154,3 | L=270 | H+F=9,92+1 | 1 T 147,4 x 153,5 x 0,15 1 FP 141 x 1,9 2 FP 144 x 3,8 (50 006 624) | | 89 819 110 [1] | 91 467 964 [1] |
| | 5/6 | KH 89,7 MT -24 MØ 77 GL 139,55 | RTK TPL LOX | 46 105 | 1 T6 3 1 M 3 1 DSF 4 | MO G6 CR G3 CR | | 128,00 | 40 111 600 [2] |
| | 128 048 | | | | | | | | |
| | N Cyl. | A=144,5 | C=153,8 | L=270 | H+F=9,92+1 | 1 T 147,4 x 153,5 x 0,15 1 FP 141 x 1,9 2 FP 144 x 3,8 (50 006 624) | | 89 390 110 [1] (89 312, 89 583) | 40 111 960 [1] |
| | N Cyl. | A=144,5 | C=154,3 | L=270 | H+F=9,92+1 | 1 T 147,4 x 153,5 x 0,15 1 FP 141 x 1,9 2 FP 144 x 3,8 (50 006 624) | | 89 819 110 [1] | 40 111 963 [1] |

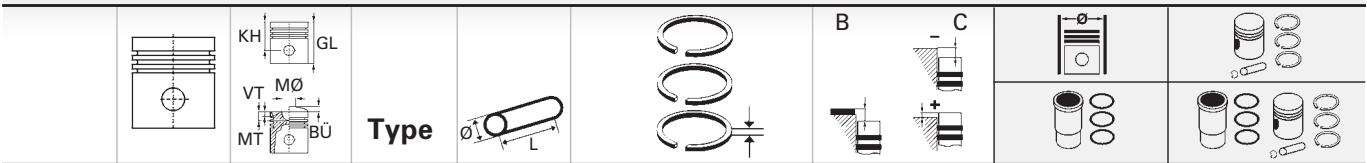
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| | | | | | | | | |
| [1] | <p>Bei Gas-, Marine-, Bahn- und Stationäranwendungen sowie beim Einsatz alternativer Brennstoffe nur mit Sonderdichtringsatz 50 007 890 verwenden. For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890. Pour les applications à gaz, marines, stationnaires, chemins de fer ainsi qu'à l'utilisation de carburants de substitution, n'utiliser que la pochette de joints spéciale 50 007 890. Usar las aplicaciones estacionarias, de gas, marinas y ferrocarriles, lo mismo que los combustibles alternativos sólo con el juego especial de retenes 50 007 890. При газовых, стационарных применениях, применениях для флота и для железной дороги, а также при применении альтернативных видов горючего использовать только с особым набором уплотнительных колец 50 007 890.</p> | | | | | | | |
| [2] | KH -0,30 mm | | | | | | | |

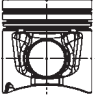
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|------------------------|--------|---------------------------------------|-------------------|-----------|----------------------------|---|------------|-------------------|-------------------|-----------|
| 112 | | 128 | | | | | | | | |
| OM 457 Euro 2/3 | | 933 - 946, 949 | | | | | | | | |
| 05.1997 → | | D | (LA) | 6 | 11970 cm ³ | 4V | 185-315 kW | (252-428 PS) | 17,25:1 | 155,00 mm |
| | 6 | KH 90 MT -18 MØ 89,56 GL 140 | RTK KKK TPL | 52 103 | 1 T6 3 1 M 3 1 DSF 4 | MO G6 CR G3 CR | | 128,00 | 97 411 700 | |
| | N Cyl. | A=144,5 | C=155,5 | L=266 | H+F=10,13+1 | 1 ST 146 x 155 x 0,15 2 FP 144,5 x 153,5 x 7 | | 89 563 110 | 97 411 971 | |

| | | | | | | | | | | | |
|------------------------|----------|--|-------------------|-----------|----------------------------|---|------------|-------------------|--------------------------|-----------|--|
| 113 | | 128 | | | | | | | | | |
| OM 457 Euro 2/3 | | 915 - 916, 918 - 920, 922 - 926, 928 - 929, 931 - 932 | | | | | | | | | |
| 10.1999 → | | D | (LA) | 6 | 11970 cm ³ | 4V | 260-320 kW | (354-435 PS) | 17,25:1 | 155,00 mm | |
| OM 458 Euro 2 | | 960, 970, 980 | | | | | | | | | |
| 03.1998 → | | D | (LA) | 6 | 11970 cm ³ | 4V | 260-335 kW | (354-456 PS) | 17,25:1 | 155,00 mm | |
| | 6 | KH 90 MT -16,07 MØ 92,4 GL 140 | RTK KKK TPL | 52 103 | 1 T6 3 1 M 3 1 DSF 4 | NT ST CR G3 CR | | 128,00 | 99 948 600 | | |
| | N Cyl. | A=144,5 | C=155,5 | L=266 | H+F=10,13+1 | 1 ST 146 x 155 x 0,15 2 FP 144,5 x 153,5 x 7 | | 89 563 110 | 99 948 961 | | |
| | N Cyl. | A=144,5 | C=155,5 | L=266 | H+F=10,13+1 | 1 ST 146 x 155 x 0,15 2 FP 144,5 x 153,5 x 7 | | 89 563 110 | 40 742 960 [1] | | |
| [1] | KH-0,2mm | | | | | | | | | | |



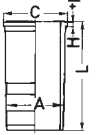
114  **128**

OM 457 Euro 4 **948, 950 - 954, 957, 959, 961, 964 - 969, 973 - 974, 976 - 977, 980 - 981**
 08.1998 → D (LA) 6 11970 cm³ 4V 220-355 kW (299-455 PS) 17,25:1 155,00 mm

| | | | | | | | | |
|---|---|---------------------------------|-----------|----------------------------|---|--|------------------------------|-------------------------------|
|  6 128 059 | KH 85,05 MT -17,71 MØ 87 GL 135,05 | RTK KKK TPL KBB LOX | 52 103 | 1 T6 3 1 M 3 1 DSF 4 | CK ST CR G3 CK G6 | | 128,00 | 40 666 600 (40 013) |
| | N Cyl. A=144,5 X=6,5 | C=155,5 | L=266 | H+F=10,13+1 | 1 ST 146 x 155 x 0,15 1 XM 132 x 3,8 2 XM 144,5 x 153,5 x 7 | 89 867 110 NEW (89 847) | 40 666 960 NEW | |

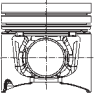
115  **128**

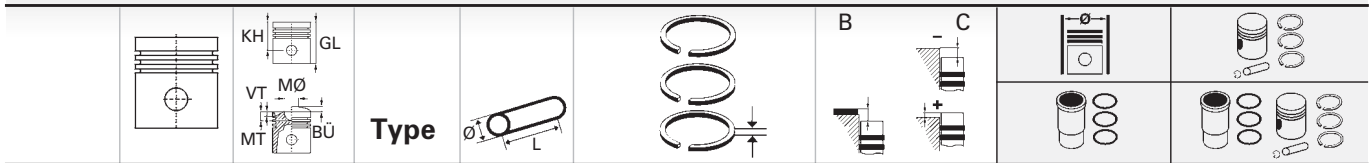
OM 457 Euro 2/3 **962**
 D (LA) 6 11970 cm³ 4V 260-315 kW (354-428 PS) 17,25:1 155,00 mm

| | | | | | | | |
|--|---------|---------|-------|-------------|---|-------------------|--|
|  N Cyl. | A=144,5 | C=155,5 | L=266 | H+F=10,13+1 | 1 ST 146 x 155 x 0,15 2 FP 144,5 x 153,5 x 7 | 89 563 110 | |
|--|---------|---------|-------|-------------|---|-------------------|--|

116  **128**

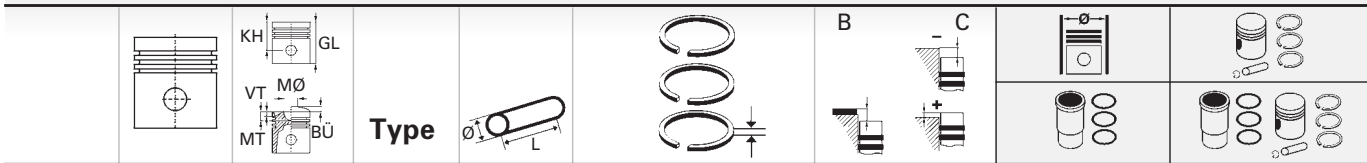
OM 460 Euro 3 **900 - 909 (USA), 910 - 923, 925, 929, 931**
 D (LA) 6 12816 cm³ 4V 261-336 kW (350-457 PS) 18:1 166,00 mm

| | | | | | | | | |
|---|---|--------------------------|-----------|----------------------------|---|-------------------|-------------------|-------------------|
|  6 128 064 | KH 79,55 MT -17,75 MØ 93,1 GL 129,55 | RTK KKK TPL KBB | 52 103 | 1 T6 3 1 M 3 1 DSF 4 | NT ST CR G3 CR | | 128,00 | 40 264 600 |
| | N Cyl. A=144,5 | C=155,5 | L=266 | H+F=10,13+1 | 1 ST 146 x 155 x 0,15 2 FP 144,5 x 153,5 x 7 | 89 563 110 | 40 264 960 | |



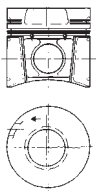
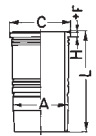
| OM | Year | Code | Cyl | Displ | Power | Compression | Stroke | Parts | Weight | Part No. |
|--------|--|--|------------|--------------------------|----------------------------|--|----------------|--------------------------------------|--------|--------------------------|
| OM 440 | 07.1988 → | 909 - 911 | D | 8 15080 cm ³ | 2V 195 kW (265 PS) | 16,9:1 | 142,00 mm | | | |
| OM 441 | 08.1982 → | 900/-000, 905 - 909, 911 - 921, 923 - 927 | D | 6 11309 cm ³ | 2V 150-165 kW (204-224 PS) | | 142,00 mm | | | |
| OM 442 | 03.1987 → | 900/-000, 905 - 911, 914 - 930, 932 - 935, 939 | D | 8 15080 cm ³ | 2V 191-218 kW (260-296 PS) | | 142,00 mm | | | |
| OM 443 | 1988 → | 900/-000, 905 | D | 10 18848 cm ³ | 2V 271 kW (369 PS) | | 142,00 mm | | | |
| OM 462 | | 900-010, 900-011 (AFS), 900-012, 900-013 (AFS) | D | 8 15080 cm ³ | 2V 195-203 kW (265-276 PS) | 16,9:1 | 142,00 mm | | | |
| OM 463 | 04.1986 → | 900-010 | D | 10 18848 cm ³ | 2V 260-271 kW (354-368 PS) | 16,9:1 | 142,00 mm | | | |
| | 6/8/10 | KH 81,35 MT -27,2 MØ 60,5 GL 126,35 | LOX RTK | 46 99 | 1 R 3 1 M 3 1 DSF 4 | MO G6 CR G3 CR | +0,43 +0,07 | 130,00 | | 90 614 600 |
| | 130 103 | | | | | | | | | |
| | N Cyl. | A=144,5 | C=153,8 | L=253 | H+F=9,92+1 | 1 T 147,4 x 153,5 x 0,15 1 FP 141 x 1,9 2 FP 144 x 3,8 (50 006 624) | | 89 396 110 [1] (89 364) | | 90 614 960 [1] |
| | N Cyl. | A=144,5 | C=153,8 | L=253 | H+F=10,07+1 | 1 T 147,4 x 153,5 x 0,15 1 FP 141 x 1,9 2 FP 144 x 3,8 (50 006 624) | | 89 533 110 [1] | | 90 614 961 [1] |
| | 6/8/10 | KH 81,05 MT -27,2 MØ 60,5 GL 126,05 | LOX RTK | 46 99 | 1 R 3 1 M 3 1 DSF 4 | MO G6 CR G3 CR | +0,43 +0,07 | 130,00 | | 91 621 600 [2] |
| | 130 103 | | | | | | | | | |
| | N Cyl. | A=144,5 | C=153,8 | L=253 | H+F=9,92+1 | 1 T 147,4 x 153,5 x 0,15 1 FP 141 x 1,9 2 FP 144 x 3,8 (50 006 624) | | 89 396 110 [1] (89 364) | | 91 621 960 [1] |
| | N Cyl. | A=144,5 | C=153,8 | L=253 | H+F=10,07+1 | 1 T 147,4 x 153,5 x 0,15 1 FP 141 x 1,9 2 FP 144 x 3,8 (50 006 624) | | 89 533 110 [1] | | 91 621 961 [1] |
| [1] | Bei Gas-, Marine-, Bahn- und Stationäranwendungen sowie beim Einsatz alternativer Brennstoffe nur mit Sonderdichtringsatz 50 007 890 verwenden. For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890. Pour les applications à gaz, marines, stationnaires, chemins de fer ainsi qu'à l'utilisation de carburants de substitution, n'utiliser que la pochette de joints spéciale 50 007 890. Usar las aplicaciones estacionarias, de gas, marinas y ferrocarriles, lo mismo que los combustibles alternativos sólo con el juego especial de retenes 50 007 890. При газовых, стационарных применениях, применениях для флота и для железной дороги, а также при применении альтернативных видов горючего использовать только с особым набором уплотнительных колец 50 007 890. | | | | | | | | | |
| [2] | KH -0,30 mm | | | | | | | | | |

M



118  **130**

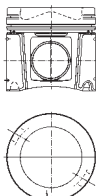
| | | | | | | | | | | |
|----------------------|--------------------------------|---|---|-----------------------|----|--------|----------|------|-----------|--|
| OM 440 Euro 1 | 907 | | | | | | | | | |
| | 08.1992 → | D | 8 | 15080 cm ³ | 2V | 195 kW | (265 PS) | 18:1 | 142,00 mm | |
| OM 441 Euro 1 | 900-004, 922, 932 - 933 | | | | | | | | | |
| | 03.1991 → | D | 6 | 11309 cm ³ | 2V | 151 kW | (205 PS) | | 142,00 mm | |
| OM 442 Euro 1 | 900-004, 931 | | | | | | | | | |
| | 09.1991 → | D | 8 | 15080 cm ³ | 2V | 195 kW | (265 PS) | | 142,00 mm | |

| | | | | | | | | | |
|---|---------|--|-------------|--|---------------------------|----------------------|--------------------------------------|--------------------------|-------------------|
|  | 6/8 | KH 81,45 MT -26,4 MØ 59 GL 126,45 | RTK LOX | 46 99 | 1 R 3 1 M 3 1 DSF 4 | MO G6 CR G3 CR | +0,43 +0,07 | 130,00 | 91 620 600 |
| | 130 103 | | | | | | | | |
|  | N Cyl. | A=144,5 C=153,8 L=253 | H+F=9,92+1 | 1 T 147,4 x 153,5 x 0,15 1 FP 141 x 1,9 2 FP 144 x 3,8 (50 006 624) | | | 89 396 110 [1] (89 364) | 91 620 960 [1] | |
| | N Cyl. | A=144,5 C=153,8 L=253 | H+F=10,07+1 | 1 T 147,4 x 153,5 x 0,15 1 FP 141 x 1,9 2 FP 144 x 3,8 (50 006 624) | | | 89 533 110 [1] | 91 620 961 [1] | |

[1] Bei Gas-, Marine-, Bahn- und Stationärnwendungen sowie beim Einsatz alternativer Brennstoffe nur mit Sonderdichtringsatz 50 007 890 verwenden.
 For gas, marine, railway and stationary applications and when using alternative fuels, use only together with our special sealing ring set 50 007 890.
 Pour les applications à gaz, marines, stationnaires, chemins de fer ainsi qu'à l'utilisation de carburants de substitution, n'utiliser que la pochette de joints spéciale 50 007 890.
 Usar las aplicaciones estacionarias, de gas, marinas y ferrocarriles, lo mismo que los combustibles alternativos sólo con el juego especial de retenes 50 007 890.
 При газовых, стационарных применениях, применениях для флота и для железной дороги, а также при применении альтернативных видов горючего использовать только с особым набором уплотнительных колец 50 007 890.

119  **130**

| | | | | | | | | | |
|------------------------|--|--------|---|-----------------------|----|------------|--------------|---------|-----------|
| OM 501 LA | | D (LA) | 6 | 11950 cm ³ | 4V | 230-350 kW | (313-476 PS) | | 150,00 mm |
| OM 502 LA | | D (LA) | 8 | 15930 cm ³ | 4V | 350-440 kW | (476-598 PS) | | 150,00 mm |
| OM 521 Euro 2 | 940, 950 - 951 | | | | | | | | |
| | 01.1996 → | D (LA) | 6 | 11946 cm ³ | 4V | 260-335 kW | (354-456 PS) | 17,25:1 | 150,00 mm |
| OM 522 Euro 2 | 940 - 943, 950 | | | | | | | | |
| | 06.1996 → | D (LA) | 8 | 15928 cm ³ | 4V | 362-530 kW | (496-721 PS) | 17,25:1 | 150,00 mm |
| OM 541 Euro 2 | 920 - 928, 949 | | | | | | | | |
| | 01.1996 → | D (LA) | 6 | 11946 cm ³ | 4V | 230-355 kW | (313-455 PS) | 17,25:1 | 150,00 mm |
| OM 541 Euro 2/3 | 940 - 948, 950 - 952 | | | | | | | | |
| | 01.1996 → | D (LA) | 6 | 11946 cm ³ | 4V | 230-355 kW | (313-483 PS) | 17,25:1 | 150,00 mm |
| OM 542 Euro 2 | 920 - 926, 956 - 957 | | | | | | | | |
| | 09.1996 → | D (LA) | 8 | 15928 cm ³ | 4V | 350-448 kW | (476-609 PS) | 17,25:1 | 150,00 mm |
| OM 542 Euro 2/3 | 940 - 945, 947 - 948 | | | | | | | | |
| | 02.1995 → | D (LA) | 8 | 15928 cm ³ | 4V | 320-425 kW | (435-587 PS) | 17,25:1 | 150,00 mm |
| OM 941 Euro 2/3 | 900, 910, 920 - 921, 929 - 930, 940, 960, 970, 980 - 981, 990 | | | | | | | | |
| | 01.1996 → | D (LA) | 6 | 11946 cm ³ | 4V | 230-315 kW | (313-428 PS) | 17,25:1 | 150,00 mm |
| OM 942 Euro 2/3 | 900, 910 - 912, 925, 930, 960, 967, 970, 980, 990 | | | | | | | | |
| | 06.1996 → | D (LA) | 8 | 15928 cm ³ | 4V | 300-448 kW | (408-609 PS) | 17,25:1 | 150,00 mm |

| | | | | | | | | | |
|---|---------|--|--------------------------|-----------|----------------------------|-------------------------|----------------|---------------|-------------------------------|
|  | 6/8 | KH 78,55 MT -16,5 MØ 92,8 GL 123,55 | RTK KKK TPL KBB | 52 103 | 1 T6 3 1 M 3 1 DSF 4 | CK ST CR G3 NT ST | +0,27 +0,61 | 130,00 | 40 448 601 (99 378) |
| | 130 116 | | | | | | | | |

Fortsetzung nächste Seite / continued on next page / suite page suivante / continuación página próxima / Продолжение на следующей странице




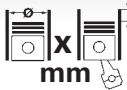

| | | | Type | | | | | | | |
|-----|---|--|--------------------------|-----------|----------------------------|--|--|----------------|--------------------------|--------------------------------------|
| | N Cyl. | A=150 | C=164,1 | L=258 | H+F=10,12+1,1 | 1 T 153,3 x 163,5 x 0,15 2 FP 149 x 158,6 x 7 (50 006 666) | | | 89 878 110 [1] | 40 448 963 |
| | N Cyl. | A=150 | C=164,1 | L=258 | H+F=10,12+1,1 | 1 T 153,3 x 163,5 x 0,15 2 FP 149 x 158,6 x 7 (50 006 666) | | | 89 879 110 [2] | 40 448 964 |
| | 6/8 130 116 | KH 78,25 MT -16,5 MØ 92,8 GL 123,25 | RTK KKK TPL KBB | 52 103 | 1 T6 3 1 M 3 1 DSF 4 | CK ST CR G3 NT ST | | +0,27 +0,61 | 130,00 | 40 463 601 [3] (40 038) |
| | N Cyl. | A=150 | C=164,1 | L=258 | H+F=10,12+1,1 | 1 T 153,3 x 163,5 x 0,15 2 FP 149 x 158,6 x 7 (50 006 666) | | | 89 878 110 [1] | 40 463 963 |
| | N Cyl. | A=150 | C=164,1 | L=258 | H+F=10,12+1,1 | 1 T 153,3 x 163,5 x 0,15 2 FP 149 x 158,6 x 7 (50 006 666) | | | 89 879 110 [2] | 40 463 964 |
| [1] | Für Kurbelgehäuse mit Kühlbohrungen. Mit Kühlnut unterhalb des Buchsenbundes. For crankcases with cooling bores. With cooling groove below the cylinder flange. Para cárteres de cigüeñales con orificios de enfriamiento. Con ranura de refrigeración de bajo de collar de la camisa. Pour les carters de vilebrequin avec orifices de refroidissement. Avec gorge de refroidissement en-dessous de la collerette de chemise. Для картеров с отверстиями охлаждения. С пазом охлаждения под заплечиком гильзы. | | | | | | | | | |
| [2] | Für Kurbelgehäuse ohne Kühlbohrungen. Mit Kühlnut 20 mm unterhalb des Buchsenbundes. For crankcases without cooling bores. With cooling groove 20 mm below the cylinder flange. Para cárteres de cigüeñales sin orificios de enfriamiento. Con ranura de refrigeración 20 mm de bajo de collar de la camisa. Pour les carters de vilebrequin sans orifices de refroidissement. Avec gorge de refroidissement 20 mm en-dessous de la collerette de chemise. Для картеров без отверстий охлаждения. С пазом охлаждения 20 мм под заплечиком гильзы. | | | | | | | | | |
| [3] | KH -0,30 mm | | | | | | | | | |

120 **130**





| | | | | | | | | | |
|------------------------|---|-----------|--------|---|-----------------------|----|------------|--------------|-----------|
| OM 541 Euro 4/5 | 953, 959, 970 - 981, 990 - 992, 994, 996 - 999 | 02.2005 → | D (LA) | 6 | 11946 cm ³ | 4V | 235-350 kW | (320-476 PS) | 150,00 mm |
| OM 542 Euro 4/5 | 960 - 966, 970 - 973 | 02.2005 → | D (LA) | 8 | 15928 cm ³ | 4V | 350-448 kW | (476-609 PS) | 150,00 mm |
| OM 942 | 993 | | D (LA) | 8 | 15928 cm ³ | 4V | 376-480 kW | (510-653 PS) | 150,00 mm |

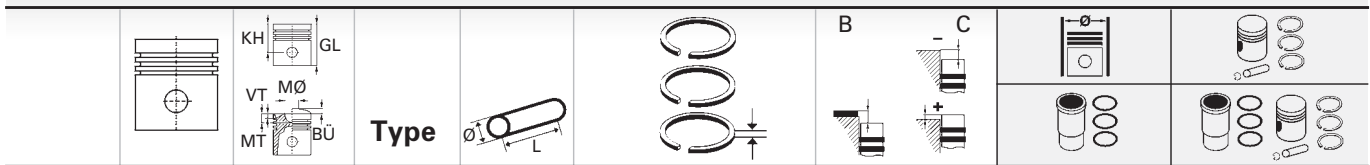
| | | | Type | | | | | | | |
|--|----------------|--|--------------------------|-----------|----------------------------|---|--|--|-------------------|-------------------|
| | 6/8 130 148 | KH 78,55 MT -17,6 MØ 86,9 GL 119,55 | RTK KKK TPL KBB | 52 103 | 1 T6 3 1 M 3 1 DSF 4 | CK ST CR G3 NT ST | | | 130,00 | 40 310 600 |
| | N Cyl. | A=150 X=13,5 | C=164,2 | L=258 | H+F=10,12+1,1 | 1 ST 153,3 x 164 x 0,15 2 FP 149 x 158,6 x 7 | | | 89 846 110 | 40 310 960 |



|  | | Cyl. |  X mm | cm ³ |  | Comp. Ratio ε | kW | PS | Pos |
|---|--------|------|---|-----------------|---|---------------------|----|-----|-----|
| DV6TED4 Euro 4 | D (LA) | 4 | 75 x 88,3 | 1560 | 4 | 17,6:1 | 80 | 109 | 3 |
| W10B16 (66 kW) | B | 4 | 77 x 85,8 | 1598 | 4 | 10,6:1 | 66 | 90 | 4 |
| W10B16 (85 kW) | B | 4 | 77 x 85,8 | 1598 | 4 | 10,6:1 | 85 | 116 | 4 |
| 1ND-TV (55 kW) | D (LA) | 4 | 73 x 81,5 | 1364 | 2 | 18,5:1 | 55 | 75 | 1 |
| 1ND-TV (65 kW) | D (LA) | 4 | 73 x 81,5 | 1364 | 2 | 17,9:1 | 65 | 88 | 2 |
| 9 HZ | D (LA) | 4 | 75 x 88,3 | 1560 | 4 | 17,6/ 18:1 | 80 | 109 | 3 |






|  |  | Pos |  |  | Pos |
|---|---|-----|--|---|-----|
| MINI (R50) | | | | | |
| Mini (R50) OneD 1.4 16V 06.2003 → 08.2006 | 1ND-TV (55 kW) | D | 1 | | |
| Mini (R50) OneD 1.4 16V 06.2003 → 08.2006 | 1ND-TV (65 kW) | D | 2 | | |
| Mini (R50) One 1.6i 16V 06.2001 → 08.2006 | W10B16 (66 kW) | B | 4 | | |
| Mini (R50) Cooper 1.6i 06.2001 → 08.2006 | W10B16 (85 kW) | B | 4 | | |
| MINI (R56) | | | | | |
| Mini(R56) OneD 1.6 16V 06.2009 → | 9 HZ | D | 3 | | |
| Mini(R56) CooperD 1.6 03.2007 → | DV6TED4 | D | 3 | | |
| 16V | | | | | |
| Mini(R56) CooperD 1.6 03.2007 → | 9 HZ | D | 3 | | |
| 16V | | | | | |
| MINI CABRIO (R52) | | | | | |
| Cabrio (R52) One 1.6i 07.2004 → 08.2008 | W10B16 (66 kW) | B | 4 | | |
| 16V | | | | | |
| Cabrio (R52) Cooper 1.6i 07.2004 → 08.2008 | W10B16 (85 kW) | B | 4 | | |
| 16V | | | | | |
| MINI CLUBMAN (R55) | | | | | |
| Clubman (R55) CooperD 10.2007 → | DV6TED4 | D | 3 | | |
| 1.6 16V | | | | | |
| Clubman (R55) CooperD 10.2007 → | 9 HZ | D | 3 | | |
| 1.6 16V | | | | | |



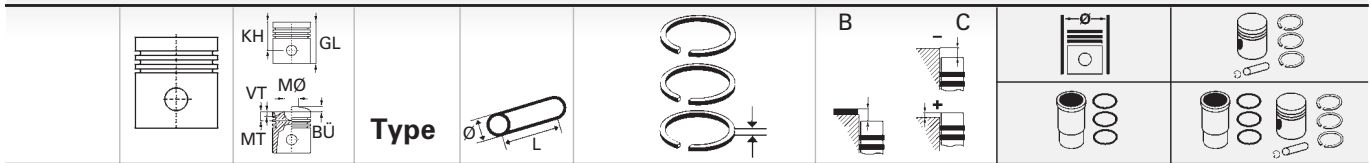
| <div style="display: flex; justify-content: space-between; align-items: center;"> 1 73 </div> | | | | | | | | | | | | |
|---|---|---|-------------------|-----------------|--|--|--|--|--|---------|-------------------|-------------------|
| <div style="display: flex; justify-content: space-between;"> 1ND-TV (55 kW) 06.2003 → 08.2006 D (LA) 4 1364 cm³ 2V 55 kW (75 PS) 18,5:1 81,50 mm </div> | | | | | | | | | | | | |
| | 4 | KH 41,7 VT1 -0,90 VT2 -0,90 MT -14,5 MØ 36 GL 64,1 | RTK KKK | 27 59 | 1 R 1,5 NT ST 1 M 1,5 1 DSF 3 NT ST | | | | | 73,02 | 40 293 600 | |
| | | | | | | | | | | 73,52 | 40 293 620 | |
| <div style="display: flex; justify-content: space-between; align-items: center;"> 2 73 </div> | | | | | | | | | | | | |
| <div style="display: flex; justify-content: space-between;"> 1ND-TV (65 kW) 06.2003 → 08.2006 D (LA) 4 1364 cm³ 2V 65 kW (88 PS) 17,9:1 81,50 mm </div> | | | | | | | | | | | | |
| | 4 | KH 41,9 VT1 -0,90 VT2 -0,90 MT -14,5 MØ 36,7 GL 64,3 | RTK KKK NHA | 27 59 | 1 R 1,5 NT ST 1 M 1,5 1 DSF 3 NT ST | | | | | 73,02 | 40 294 600 | |
| | | | | | | | | | | 73,52 | 40 294 620 | |
| <div style="display: flex; justify-content: space-between; align-items: center;"> 3 75 </div> | | | | | | | | | | | | |
| <div style="display: flex; justify-content: space-between;"> DV6TED4 Euro 4 9 HZ 03.2007 → 03.2007 → D (LA) 4 1560 cm³ 4V 80 kW (109 PS) 17,6:1 88,30 mm </div> | | | | | | | | | | | | |
| | 4 | KH 41,7 VT1 -1,16 MT -13,2 MØ 41,7 GL 65,3 | RTK TPL KKK | 26 61 | 1 T6 3 PC G6 1 NM 1,95 G3 1 DSF 2,5 CR | | | | | 75,00 | 40 179 600 | |
| | | | | | | | | | | 075 241 | 75,50 | 40 179 610 |
| <div style="display: flex; justify-content: space-between; align-items: center;"> 4 77 </div> | | | | | | | | | | | | |
| <div style="display: flex; justify-content: space-between;"> W10B16 (66 kW) 06.2001 → 08.2008 B 4 1598 cm³ 4V 66 kW (90 PS) 10,6:1 85,80 mm </div> | | | | | | | | | | | | |
| <div style="display: flex; justify-content: space-between;"> W10B16 (85 kW) 06.2001 → 08.2008 B 4 1598 cm³ 4V 85 kW (116 PS) 10,6:1 85,80 mm </div> | | | | | | | | | | | | |
| | 4 | KH 24,9 GL 45,3 | | 19 53,7 K | 1 R 1,2 NT ST 1 NM 1,2 G6 1 SLF 2,5 CR | | | | | 77,00 | 40 632 600 [1] | |
| | | | | | | | | | | 077 101 | 77,25 | 40 632 610 [2] |
| | | | | | | | | | | | 77,50 | 40 632 620 |
| [1] | 11 25 7 508 551 = 4 Kolben (Satz) mit Pleuel/4 pistons (set) with connecting rod 40 632 600 = 1 Kolben ohne Pleuel/1 piston without connecting rod | | | | | | | | | | | |
| [2] | 11 25 7 508 554 = 4 Kolben (Satz) mit Pleuel/4 pistons (set) with connecting rod 40 632 610 = 1 Kolben ohne Pleuel/1 piston without connecting rod | | | | | | | | | | | |



|  | | Cyl. |  mm | cm ³ |  | Comp. Ratio ϵ | kW | PS | Pos |
|---|--------|------|--|-----------------|---|------------------------|---------|---------|-----|
| BKD | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | 18:1 | 103 | 140 | 2 |
| F8Q 784 | D (A) | 4 | 80 x 93 | 1870 | 2 | 20,5:1 | 66-70 | 90-95 | 1 |
| 4D30 | D | 4 | 100 x 105 | 3298 | 2 | 21,5:1 | 70 | 95 | 11 |
| 4D31 | D | 4 | 100 x 105 | 3298 | 2 | 17,5:1 | | | 11 |
| 4D32 | D | 4 | 104 x 105 | 3567 | 2 | | | | 12 |
| 4D34 | D | 4 | 104 x 115 | 3907 | 2 | | | | 14 |
| 4D34T | D (A) | 4 | 104 x 115 | 3907 | 2 | 18,5:1 | 100 | 136 | 13 |
| 4D55 | D | 4 | 91,1 x 90 | 2346 | 2 | 21:1 | 48-50 | 65-68 | 3 |
| 4D55T | D (A) | 4 | 91,1 x 90 | 2346 | 2 | 21:1 | 62-70 | 84-95 | 4 |
| 4D56 (51 kW) | D | 4 | 91,1 x 95 | 2477 | 2 | 21:1 | 51-54 | 69-72 | 3 |
| 4D56 (55 kW) | D | 4 | 91,1 x 95 | 2477 | 2 | 21:1 | 55 | 75 | 6 |
| 4D56T (62 kW) | D (A) | 4 | 91,1 x 94,7 | 2469 | 2 | 22:1 | 62-64 | 84-87 | 5 |
| 4D56T (64 kW) | D (LA) | 4 | 91,1 x 90 | 2346 | 2 | 21:1 | 64-73 | 87-99 | 6 |
| 4D56T (77 kW) | D (LA) | 4 | 91,1 x 95 | 2477 | 2 | 21:1 | 77 | 105 | 6 |
| 4D56T (85 kW) | D (LA) | 4 | 91,1 x 95 | 2477 | 2 | 21:1 | 85 | 115 | 6 |
| 4M40 | D | 4 | 95 x 100 | 2835 | 2 | 21:1 | 69 | 94 | 8 |
| 4M40T | D (LA) | 4 | 95 x 100 | 2835 | 2 | 21:1 | 85-92 | 116-125 | 7 |
| 4M41 | D (LA) | 4 | 98,5 x 105 | 3200 | 4 | 17:1 | 118-121 | 160-165 | 10 |
| 4P10-T2 Euro 5 | D (A) | 4 | 95,8 x 104 | 2998 | 4 | | 96 | 130 | 9 |
| 4P10-T3 Euro 5 | D (A) | 4 | 95,8 x 104 | 2998 | 4 | | 107 | 145 | 9 |
| 4P10-T6 Euro 5 | D (A) | 4 | 95,8 x 104 | 2998 | 4 | | 129 | 175 | 9 |



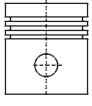
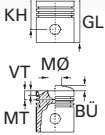

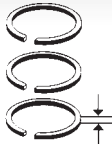
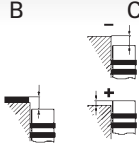

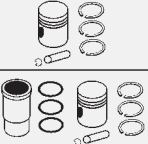
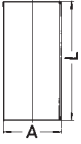

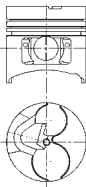
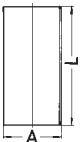

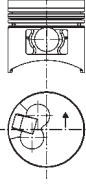
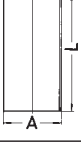
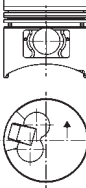
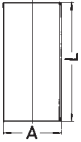
| | | | Pos | | | | Pos |
|------------------------|-------------------|---------------|-----|--------------|--------------|-------------------|--------------------------|
| CANTER | | | | L 200 2.5 TD | 2001 → 2007 | 4D56T (85 kW) D | 6 |
| Canter 2.3 D | 01.1980 → 01.1990 | 4D55 | D | 3 | L 300 | | |
| Canter 2.3 TD | 05.1984 → | 4D55T | D | 4 | L 300 2.3 D | 04.1983 → 10.1986 | 4D55 D 3 |
| Canter 2.5 D | 01.1986 → 09.1996 | 4D56 (51 kW) | D | 3 | L 300 2.3 TD | 04.1983 → 10.1986 | 4D55T D 4 |
| Canter 2.5 TD | 10.1989 → | 4D56T (62 kW) | D | 5 | L 300 2.5 D | 11.1986 → 12.2000 | 4D56 (51 kW) D 3 |
| Canter 2.8 D | 10.1989 → | 4M40T | D | 7 | L 300 2.5 TD | 11.1988 → 12.2001 | 4D56T (62 kW) D 5 |
| Canter 2.8 D | 10.1996 → | 4M40 | D | 8 | L 300 2.5 TD | 06.1994 → 12.2001 | 4D56T (64 kW) D 6 |
| Canter 3.3 D | 11.1979 → | 4D30 | D | 11 | L 400 | | |
| Canter 3.3 D | 08.1982 → | 4D31 | D | 11 | L 400 2.5 TD | 12.1994 → 03.2001 | 4D56T (64 kW) D 6 |
| Canter 3.6 D | 11.1985 → 10.1993 | 4D32 | D | 12 | ROSA | | |
| Canter 3.9 TD | 10.1989 → | 4D34T | D | 13 | Rosa 3.3 D | 07.1981 → 06.1986 | 4D30 D 11 |
| CARISMA | | | | Rosa 3.6 D | 06.1983 → | 4D32 | D 12 |
| Carisma 1.9 TD | 05.1996 → 06.2000 | F8Q 784 | D | 1 | Rosa 3.9 TD | 10.1989 → | 4D34T D 13 |
| COLT | | | | | | | |
| Colt 2.5 D | 06.1986 → | 4D56 (51 kW) | D | 3 | | | |
| DELICA | | | | | | | |
| Delica 2.5 D | 04.1986 → | 4D56 (51 kW) | D | 3 | | | |
| Delica 2.5 TD | 04.1986 → | 4D56T (62 kW) | D | 5 | | | |
| Delica 2.5 TD | 05.1995 → | 4D56T (77 kW) | D | 6 | | | |
| Delica 2.8 TD | 05.1994 → | 4M40T | D | 7 | | | |
| FUSO CANTER | | | | | | | |
| Fuso Canter 3C13 | 07.2009 → | 4P10-T2 | D | 9 | | | |
| Fuso Canter 3C15 | 07.2009 → | 4P10-T3 | D | 9 | | | |
| Fuso Canter 3S13 | 07.2009 → | 4P10-T2 | D | 9 | | | |
| Fuso Canter 5S13 | 07.2009 → | 4P10-T2 | D | 9 | | | |
| Fuso Canter 6C15 | 07.2009 → | 4P10-T3 | D | 9 | | | |
| Fuso Canter 6C18 | 12.2011 → | 4P10-T6 | D | 9 | | | |
| Fuso Canter 7C15 | 07.2009 → | 4P10-T3 | D | 9 | | | |
| Fuso Canter 7C18 | 12.2011 → | 4P10-T6 | D | 9 | | | |
| GALANT | | | | | | | |
| Galant 2.3 TD | 05.1980 → 05.1984 | 4D55T | D | 4 | | | |
| LANCER | | | | | | | |
| Lancer 2.0 DI-D | 01.2008 → | BKD | D | 2 | | | |
| MONTERO | | | | | | | |
| Montero 2.5 D | 04.1986 → | 4D56 (51 kW) | D | 3 | | | |
| Montero 2.5 TD | 03.1986 → | 4D56T (62 kW) | D | 5 | | | |
| Montero 2.5 TD | 08.1998 → | 4D56T (64 kW) | D | 6 | | | |
| MONTERO SPORT | | | | | | | |
| Montero Sport 3.2 DI-D | 08.2008 → | 4M41 | D | 10 | | | |
| PAJERO | | | | | | | |
| Pajero 2.3 TD | 09.1984 → 04.1986 | 4D55T | D | 4 | | | |
| Pajero 2.5 D | 04.1986 → 07.1993 | 4D56 (51 kW) | D | 3 | | | |
| Pajero 2.5 TD | 05.1986 → 05.1999 | 4D56T (62 kW) | D | 5 | | | |
| Pajero 2.5 TD | 12.1990 → 05.2001 | 4D56T (64 kW) | D | 6 | | | |
| Pajero 2.5 TD | 12.1990 → 05.2001 | 4D56T (77 kW) | D | 6 | | | |
| Pajero 2.5 TD | 02.2000 → | 4D56T (85 kW) | D | 6 | | | |
| Pajero 2.8 D | 04.1996 → | 4M40 | D | 8 | | | |
| Pajero 2.8 TD | 11.1993 → 02.2000 | 4M40T | D | 7 | | | |
| Pajero 3.2 TD | 02.2000 → | 4M41 | D | 10 | | | |
| PAJERO SPORT | | | | | | | |
| Pajero Sport 3.2 DI-D | 08.2008 → | 4M41 | D | 10 | | | |
| SHOGUN | | | | | | | |
| Shogun 2.3 TD | 01.1983 → 1986 | 4D55T | D | 4 | | | |
| Shogun 2.5 TD | 03.1986 → | 4D56T (62 kW) | D | 5 | | | |
| SIGMA | | | | | | | |
| Sigma 2.3 TD | 01.1981 → 1986 | 4D55T | D | 4 | | | |
| SPACE GEAR | | | | | | | |
| Space Gear 2.5 TD | 06.1994 → 03.2001 | 4D56T (62 kW) | D | 5 | | | |
| Space Gear 2.5 TD | 12.1994 → 03.2001 | 4D56T (64 kW) | D | 6 | | | |
| Space Gear 2.8 TD | 05.1995 → | 4M40T | D | 7 | | | |
| STRADA GEAR | | | | | | | |
| Strada Gear 2.5 TD | 03.1991 → | 4D56T (64 kW) | D | 6 | | | |
| L 200 | | | | | | | |
| L 200 2.3 D | 04.1983 → 10.1986 | 4D55 | D | 3 | | | |
| L 200 2.3 TD | 01.1982 → 10.1986 | 4D55T | D | 4 | | | |
| L 200 2.5 D (51kW) | 11.1986 → 05.1996 | 4D56 (51 kW) | D | 3 | | | |
| L 200 2.5 D (55kW) | 12.1995 → | 4D56 (55 kW) | D | 6 | | | |
| L 200 2.5 TD | 11.1992 → 08.1996 | 4D56T (62 kW) | D | 5 | | | |
| L 200 2.5 TD | 11.1992 → 03.2001 | 4D56T (64 kW) | D | 6 | | | |

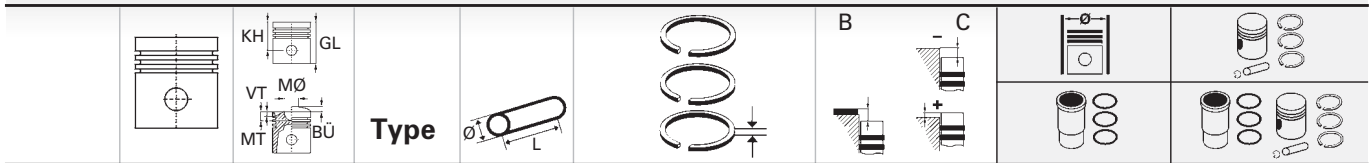


| 1 | | 80 | | | | | | | | | | |
|--|-------------|---|---|---|--|----------------------|----|----------|------------|--------|----------------------------|---|
| F8Q 784 | | 05.1996 → 06.2000 | | D (A) | 4 | 1870 cm ³ | 2V | 66-70 kW | (90-95 PS) | 20,5:1 | 93,00 mm | |
| | 4 | KH 41,71 MT -1,3 GL 66,69 | KKK RTK | 26 66,5 | 1 T15 2,5 1 M 2 1 DSF 3 | MO CR CR | | | | | 80,015 80,265 80,515 | 94 357 600 [1] 94 357 610 94 357 620 |
| [1] | | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | | | | | | |
| | | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor ширина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | | | | |
| | 2 1 3 | | | +0,073 +0,206 | +0,073 +0,206 | | | | | | | |
| 2 | | 81 | | | | | | | | | | |
| BKD | | 01.2008 → | | D (LA) | 4 | 1968 cm ³ | 4V | 103 kW | (140 PS) | 18:1 | 95,50 mm | |
| | 4 | KH 45,8 VT1 -0,70 MT -18 MØ 38 GL 68,8 | TPL KBB RTK KKK | 26 66 | 1 R 1,75 1 M 2 1 DSF 3 | CK G6 G3 CR | | | | | 81,01 81,26 81,51 | 40 356 600 40 356 610 40 356 620 |
| | | KH 45,55 VT1 -0,70 MT -18 MØ 38 GL 68,55 | HKÜ | | | | | | | | | |
| | 4 | KH 45,8 MT -17,8 MØ 38 GL 68,8 | TPL KBB RTK KKK | 26 66 | 1 R 1,75 1 M 2 1 DSF 3 | CK G6 G3 CR | | | | | 81,01 81,26 81,51 | 40 387 600 40 387 610 40 387 620 |
| | | KH 45,55 MT -17,8 MØ 38 GL 68,55 | HKÜ | | | | | | | | | |
| 3 | | 91,1 | | | | | | | | | | |
| 4D55 | | 01.1980 → 01.1990 | | D | 4 | 2346 cm ³ | 2V | 48-50 kW | (65-68 PS) | 21:1 | 90,00 mm | |
| 4D56 (51 kW) | | 01.1986 → | | D | 4 | 2477 cm ³ | 2V | 51-54 kW | (69-72 PS) | 21:1 | 95,00 mm | |
| | 4 | KH 48,7 VT1 -2,30 VT2 -2,70 MT -2,5 GL 88,7 | | 29 75 | 1 ET 2,5 1 ET 2 1 DSF 4 | CR G6 CR CR | | | | | 91,12 91,62 92,12 | 94 751 600 94 751 610 94 751 620 |
| | 091 046 | | | | | | | | | | | |
| Fortsetzung nächste Seite / continued on next page / suite page suivante / continuación página próxima / Продолжение на следующей странице | | | | | | | | | | | | |

M



| |  |  | Type |  |  |  |  |  | |
|---|---|--|-------------|---|---|--|---|---|--|
|  | | A=94,2 | | L=165 | | | | 89 436 190 semi | |
| 4 |  | 91,1 | | | | | | | |
| 4D55T | 05.1980 → | D | (A) | 4 | 2346 cm ³ | 2V | 62-70 kW | (84-95 PS) 21:1 | 90,00 mm |
|  | 4 | KH 48,7 VT1 -2,30 VT2 -2,60 MT -3 GL 88,7 | RTK | 29 75 | 1 ET 2,5 1 ET 2 1 DSF 4 | MO G6 CR G6 CR | | 91,10 92,10 | 94 374 700 94 374 720 |
|  | | A=94,2 | | L=165 | | | | 89 436 190 semi | |
| M | 5 |  | 91,1 | | | | | | |
| 4D56T (62 kW) | 03.1986 → | D | (A) | 4 | 2469 cm ³ | 2V | 62-64 kW | (84-87 PS) 22:1 | 94,70 mm |
|  | 4 | KH 48,7 MT -1,6 GL 88,7 | RTK KKK | 29 75 | 1 ET 2,5 1 ET 2 1 DSF 4 | CR G6 CR G6 CR | | 91,10 91,60 | 40 058 600 [1] 40 058 610 [1] |
|  | | A=94,2 | | L=165 | | | | 89 436 190 semi | 40 058 960 |
|  | 4 | KH 48,7 MT -1,6 GL 88,7 | RTK KKK | 29 75 | 1 ET 2,5 1 ET 2 1 DSF 4 | CR G6 CR G6 CR | | 91,10 91,60 | 40 059 600 [2] 40 059 610 [2] |
|  | | A=94,2 | | L=165 | | | | 89 436 190 semi | 40 059 960 |
| [1] | für Zylinder/for cylinder/pour cylindre/para cilindro/ля цилиндров 2+4 | | | | | | | | |
| [2] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 1+3 | | | | | | | | |



| | | | | | | | | | |
|----------------------|-----------|-------------|---|----------------------|----|----------|------------|------|----------|
| 6 | | 91,1 | | | | | | | |
| 4D56 (55 kW) | 12.1995 → | D | 4 | 2477 cm ³ | 2V | 55 kW | (75 PS) | 21:1 | 95,00 mm |
| 4D56T (64 kW) | 12.1990 → | D (LA) | 4 | 2346 cm ³ | 2V | 64-73 kW | (87-99 PS) | 21:1 | 90,00 mm |
| 4D56T (77 kW) | 12.1990 → | D (LA) | 4 | 2477 cm ³ | 2V | 77 kW | (105 PS) | 21:1 | 95,00 mm |
| 4D56T (85 kW) | 02.2000 → | D (LA) | 4 | 2477 cm ³ | 2V | 85 kW | (115 PS) | 21:1 | 95,00 mm |

| | | | | | | |
|--|--------|-------|--|--|---------------------------|--|
| | A=94,2 | L=165 | | | 89 436 190 semi | |
|--|--------|-------|--|--|---------------------------|--|

| | | | | | | | | | |
|--------------|-----------|-----------|---|----------------------|----|----------|--------------|------|-----------|
| 7 | | 95 | | | | | | | |
| 4M40T | 10.1989 → | D (LA) | 4 | 2835 cm ³ | 2V | 85-92 kW | (116-125 PS) | 21:1 | 100,00 mm |

| | | | | | | | | |
|--|--------|--------------------|------------|------------|--|---------------------------|--------------|-------------------|
| | 4 | KH 51,6 GL 91,6 | RTK KKK | 30 77,9 | 1 T15 2,306 CR 1 M 2 CR 1 DSF 3 CR | | 95,00 | 40 054 600 |
| | | | | | | | 95,50 | 40 054 610 |
| | T Cyl. | A=99 | L=186 | | | 89 824 190 semi | | 40 054 960 |

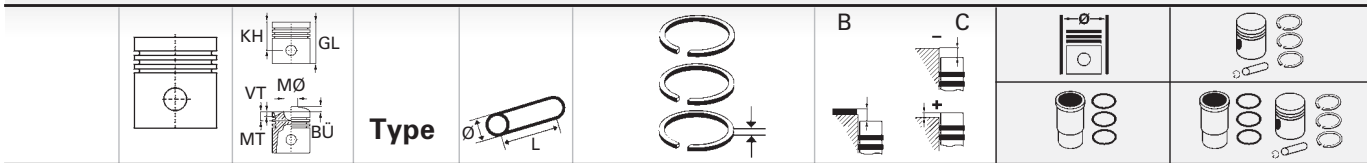
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|-------------|-----------|-----------|---|----------------------|----|-------|---------|------|-----------|
| 8 | | 95 | | | | | | | |
| 4M40 | 04.1996 → | D | 4 | 2835 cm ³ | 2V | 69 kW | (94 PS) | 21:1 | 100,00 mm |



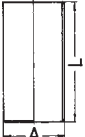
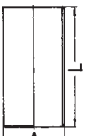




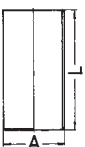
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|--|--------|--|------------|------------|--|---------------------------|---------------|-------------------|
| | 4 | KH 51,7 VT1 -0,25 VT2 -1,30 GL 91,7 | RTK LOX | 30 77,9 | 1 T15 2,3 CR 1 M 2 CR 1 DSF 4 CR | | 95,003 | 40 069 600 |
| | | | | | | | 95,503 | 40 069 610 |
| | T Cyl. | A=99 | L=186 | | | 89 824 190 semi | | 40 069 960 |

| | | | | | | | | | |
|----------|--|-------------|--|--|--|--|--|--|--|
| 9 | | 95,8 | | | | | | | |
|----------|--|-------------|--|--|--|--|--|--|--|

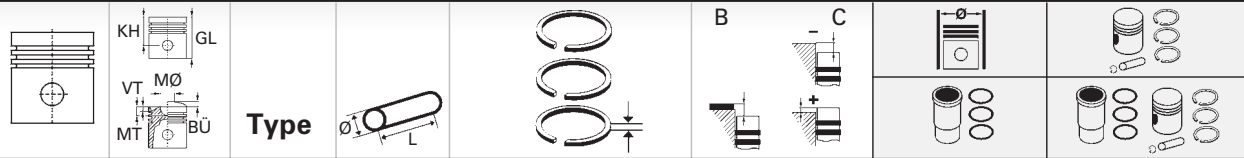
| | | | | | | | | |
|-----------------------|-----------|-------|---|----------------------|----|--------|----------|-----------|
| 4P10-T2 Euro 5 | 07.2009 → | D (A) | 4 | 2998 cm ³ | 4V | 96 kW | (130 PS) | 104,00 mm |
| 4P10-T3 Euro 5 | 07.2009 → | D (A) | 4 | 2998 cm ³ | 4V | 107 kW | (145 PS) | 104,00 mm |
| 4P10-T6 Euro 5 | 12.2011 → | D (A) | 4 | 2998 cm ³ | 4V | 129 kW | (175 PS) | 104,00 mm |

| | | | | | | | | |
|--|---------|---------------------------------------|-------------------|----------|--|--|--------------|-------------------|
| | 4 | KH 63 MT -16 MØ 50,5 GL 92,9 | RTK KKK TPL | 36 81 | 1 T15 2,5 CK G6 1 M 2 G3 1 DSF 2,5 CR G6 | | 95,80 | 40 510 600 |
| | 096 088 | | | | | | 96,20 | 40 510 630 |

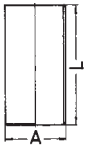


| 10 | | 98,5 | | | | | | | | | | | | |
|---|---------|-----------|-----|---------|-----------|-------------------------|-------------------------|-------|------------|---------|--------------|-----------|--------------------|------------|
| 4M41 | | 02.2000 → | | D | (LA) | 4 | 3200 cm ³ 4V | | 118-121 kW | | (160-165 PS) | 17:1 | 105,00 mm | |
|  | 4 | KH 47 | RTK | 32 | 1 T15 2,3 | CR | G6 | | | | | | 98,50 | 40 290 600 |
| | | MT -20,5 | KKK | 80 | 1 M 1,5 | CR | G6 | | | | | | 99,00 | 40 290 620 |
| | | MØ 47,5 | TPL | | 1 DSF 3 | NT | ST | | | | | | | |
|  | | GL 87 | | | | | | | | | | | | |
|  | T Cyl. | A=102,5 | | L=180 | | | | | | | | | 89 829 190 semi | 40 290 960 |
| 11 | | 100 | | | | | | | | | | | | |
| 4D30 | | 11.1979 → | | D | 4 | 3298 cm ³ 2V | | 70 kW | | (95 PS) | 21,5:1 | 105,00 mm | | |
| 4D31 | | 08.1982 → | | D | 4 | 3298 cm ³ 2V | | | | | 17,5:1 | 105,00 mm | | |
|  | T Cyl. | A=104 | | L=196,5 | | | | | | | | | 89 851 190 semi | |
| 12 | | 104 | | | | | | | | | | | | |
| 4D32 | | 06.1983 → | | D | 4 | 3567 cm ³ 2V | | | | | | 105,00 mm | | |
|  | 4 | KH 62,2 | RTK | 34 | 1 T15 3 | CR | G6 | | | | | | 104,00 | 99 824 600 |
| | | MT -21 | TPL | 84 | 1 M 2 | CR | | | | | | | | |
| | 104 036 | MØ 52 | | | 1 DSF 4 | CR | | | | | | | | |
|  | | GL 112,2 | | | | | | | | | | | | |
| 13 | | 104 | | | | | | | | | | | | |
| 4D34T | | 10.1989 → | | D | (A) | 4 | 3907 cm ³ 2V | | 100 kW | | (136 PS) | 18,5:1 | 115,00 mm | |
|  | 4 | KH 62,2 | RTK | 34 | 1 T15 3 | CR | G6 | | | | | | 104,00 | 99 825 600 |
| | | MT -23 | KKK | 84 | 1 M 2 | CR | | | | | | | | |
| | 104 037 | MØ 49 | | | 1 DSF 4 | CR | | | | | | | | |
|  | | GL 112,2 | | | | | | | | | | | | |
|  | T Cyl. | A=108 | | L=200 | | | | | | | | | 89 825 190 semi | |

M






14 **104**
4D34 08.1991 → D 4 3907 cm³ 2V 115,00 mm



| | | | | | | | |
|--------|-------|-------|--|--|--|---------------------------|--|
| T Cyl. | A=108 | L=200 | | | | 89 825 190 semi | |
|--------|-------|-------|--|--|--|---------------------------|--|





M



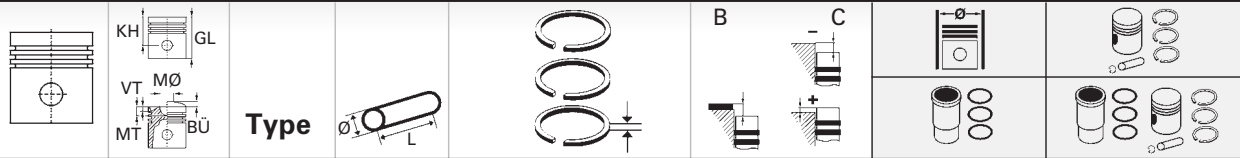
|  | | | Cyl. |  X mm | cm ³ |  | Comp. Ratio ε | kW | PS | Pos |
|---|---|---|------|---|-----------------|---|---------------------|-----|-----|-----|
| 4R700 | D | 4 | 4 | 94 x 100 | 2800 | 2 | | 147 | 200 | 1 |
| 4R700 C | D | 4 | 4 | 94 x 100 | 2800 | 2 | | 61 | 82 | 1 |
| 4R700 M91 | D | 4 | 4 | 94 x 100 | 2800 | 2 | | 125 | 168 | 1 |
| 4R700 M93 | D | 4 | 4 | 94 x 100 | 2800 | 2 | | 154 | 206 | 1 |
| 4R700 M94 | D | 4 | 4 | 94 x 100 | 2800 | 2 | | 169 | 227 | 1 |

M



|  |  | Pos |  |  | Pos |
|---|---|-----|--|---|-----|
| SERIE 700 | | | | | |
| Serie 700 | 4R700 | D | 1 | | |
| Serie 700 | 4R700 C | D | 1 | | |
| Serie 700 | 4R700 M91 | D | 1 | | |
| Serie 700 | 4R700 M93 | D | 1 | | |
| Serie 700 | 4R700 M94 | D | 1 | | |

M






| | | | | | | | | |
|------------------|-----------|---|---|----------------------|----|--------|----------|-----------|
| 1 | 94 | | | | | | | |
| 4R700 | | D | 4 | 2800 cm ³ | 2V | 147 kW | (200 PS) | 100,00 mm |
| 4R700 C | | D | 4 | 2800 cm ³ | 2V | 61 kW | (82 PS) | 100,00 mm |
| 4R700 M91 | | D | 4 | 2800 cm ³ | 2V | 125 kW | (168 PS) | 100,00 mm |
| 4R700 M93 | | D | 4 | 2800 cm ³ | 2V | 154 kW | (206 PS) | 100,00 mm |
| 4R700 M94 | | D | 4 | 2800 cm ³ | 2V | 169 kW | (227 PS) | 100,00 mm |

| | | | | | | | | |
|--|--------|---|-------|----------|------------------------------|-------------|-------------------|-------------------|
| | 4 | KH 48,25 VT1 -1,00 MT -15,15 MØ 52,7 GL 85,25 | TPL | 30 76 | 1 T15 3 1 NM 2 1 DSF 4 | CR G6 CR | 94,00 | 40 654 600 |
| | N Cyl. | A=103 | C=110 | L=168 | H+F=8,9+1,2 | | 89 864 110 | 40 654 960 |

M


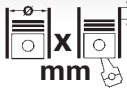

| | | | | | |
|------------|--|--|--|------------------------------|------------|
| MWB | | | | → MERCEDES-BENZ | 562 |
|------------|--|--|--|------------------------------|------------|

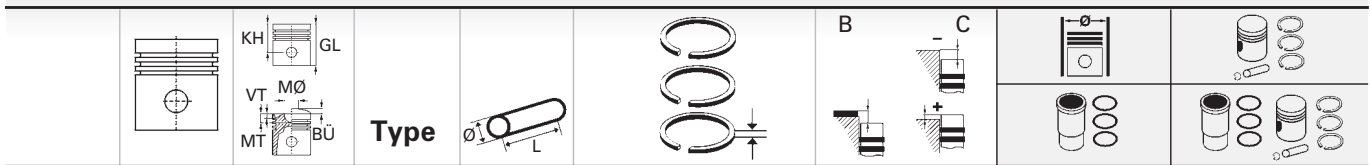



|  | | | Cyl. |  mm | cm ³ |  | Comp. Ratio ϵ | kW | PS | Pos |
|---|--------|----|------|--|-----------------|---|------------------------|--------|---------|-----|
| AKD 1105-2 | D | 2 | | 95 x 105 | 1490 | 2 | 21:1 | 21 | 29 | 3 |
| AKD 12/112-1 | D | 1 | | 98 x 120 | 905 | 2 | 19,5:1 | 8-9 | 11-12 | 6 |
| AKD 12/112-2 | D | 2 | | 98 x 120 | 1810 | 2 | 19,5:1 | 16-18 | 22-24 | 6 |
| AKD 12/112-3 | D | 3 | | 98 x 120 | 2715 | 2 | 19,5:1 | 24 | 33 | 6 |
| AKD 12/112-4 | D | 4 | | 98 x 120 | 3600 | 2 | 19,5:1 | 32 | 44 | 6 |
| D 208-2 | D | 2 | | 95 x 105 | 1490 | 2 | 16,7:1 | 23 | 31 | 4 |
| D 208-3 | D | 3 | | 95 x 105 | 2235 | 2 | 16,7:1 | 26-34 | 35-46 | 4 |
| D 208-4 | D | 4 | | 95 x 105 | 2976 | 2 | 16,7:1 | 33-40 | 45-55 | 4 |
| D 208-6 | D | 6 | | 95 x 105 | 4470 | 2 | 16,7:1 | 68 | 93 | 4 |
| D 225-2 | D | 2 | | 95 x 120 | 1700 | 2 | 18:1 | 13-24 | 10-33 | 5 |
| D 225-3 | D | 3 | | 95 x 120 | 2550 | 2 | 18:1 | 35-37 | 48-50 | 5 |
| D 225-4 | D | 4 | | 95 x 120 | 3402 | 2 | 18:1 | 46-50 | 62-68 | 5 |
| D 225-6 | D | 6 | | 95 x 120 | 5100 | 2 | 18:1 | 59-75 | 80-102 | 5 |
| D 226 B-2 | D | 2 | | 105 x 120 | 2080 | 2 | 16,5:1 | 32 | 43 | 13 |
| D 226 B-3 | D | 3 | | 105 x 120 | 3120 | 2 | 16,5:1 | 48-55 | 65-75 | 13 |
| D 226 B-3 | D | 3 | | 105 x 120 | 3120 | 2 | 17,5:1 | 33-40 | 45-55 | 13 |
| D 226 B-4 | D | 4 | | 105 x 120 | 4154 | 2 | 17,5:1 | 51-55 | 70-75 | 14 |
| D 226 B-4 | D | 4 | | 105 x 120 | 4154 | 2 | 16,5:1 | 64-74 | 87-100 | 13 |
| D 226 B-6 | D | 6 | | 105 x 120 | 6234 | 2 | 16,5:1 | 110 | 150 | 13 |
| D 226 B-6 | D | 6 | | 105 x 120 | 6234 | 2 | 17,5:1 | 77-105 | 88-120 | 14 |
| D 226-2 | D | 2 | | 105 x 120 | 2080 | 2 | 18:1 | 27-30 | 37-40 | 9 |
| D 226-3 | D | 3 | | 105 x 120 | 3117 | 2 | 18:1 | 35-44 | 48-60 | 9 |
| D 226-4 | D | 4 | | 105 x 120 | 4154 | 2 | 18:1 | 44-64 | 60-87 | 9 |
| D 226-6 | D | 6 | | 105 x 120 | 6234 | 2 | 18:1 | 74-96 | 101-131 | 9 |
| D 227-2 | D | 2 | | 100 x 120 | 1885 | 2 | 18:1 | 25-27 | 34-37 | 8 |
| D 227-2 | D | 2 | | 100 x 120 | 1885 | 2 | 18:1 | 25-27 | 34-37 | 7 |
| D 227-3 | D | 3 | | 100 x 120 | 2827 | 2 | 18:1 | 43-45 | 59-61 | 8 |
| D 227-3 | D | 3 | | 100 x 120 | 2827 | 2 | 18:1 | 43-45 | 59-61 | 7 |
| D 227-4 | D | 4 | | 100 x 120 | 3768 | 2 | 18:1 | 46-61 | 63-83 | 7 |
| D 227-4 | D | 4 | | 100 x 120 | 3768 | 2 | 18:1 | 46-61 | 65-83 | 8 |
| D 227-6 | D | 6 | | 100 x 120 | 5654 | 2 | 18:1 | 63-91 | 86-124 | 7 |
| D 227-6 | D | 6 | | 100 x 120 | 5654 | 2 | 18:1 | 71-91 | 97-124 | 8 |
| D 308-2 | D | 2 | | 95 x 105 | 1490 | 2 | 17,2:1 | 23 | 31 | 4 |
| D 308-3 | D | 3 | | 95 x 105 | 2235 | 2 | 17,2:1 | 23-34 | 32-46 | 4 |
| D 308-4 | D | 4 | | 95 x 105 | 2980 | 2 | 17,2:1 | 44 | 60 | 4 |
| D 308-6 | D | 6 | | 95 x 105 | 4470 | 2 | 17,2:1 | 68 | 93 | 4 |
| D 325-2 | D | 2 | | 95 x 120 | 1700 | 2 | 18:1 | 16-24 | 22-32 | 5 |
| D 325-3 | D | 3 | | 95 x 120 | 2550 | 2 | 18:1 | 25-34 | 34-46 | 5 |
| D 325-4 | D | 4 | | 95 x 120 | 3400 | 2 | 18:1 | 51 | 69 | 5 |
| D 325-6 | D | 6 | | 95 x 120 | 5100 | 2 | 18:1 | 75 | 102 | 5 |
| D 327-2 | D | 2 | | 100 x 120 | 1885 | 2 | 18:1 | 24-27 | 32-37 | 7 |
| D 327-2 | D | 2 | | 100 x 120 | 1885 | 2 | 18:1 | 24-27 | 33-37 | 8 |
| D 327-3 | D | 3 | | 100 x 120 | 2827 | 2 | 18:1 | 31-48 | 42-55 | 8 |
| D 327-3 | D | 3 | | 100 x 120 | 2827 | 2 | 18:1 | 31-48 | 42-55 | 7 |
| D 327-4 | D | 4 | | 100 x 120 | 3768 | 2 | 18:1 | 47-55 | 64-74 | 8 |
| D 327-4 | D | 4 | | 100 x 120 | 3768 | 2 | 18:1 | 47-55 | 64-74 | 7 |
| D 327-6 | D | 6 | | 100 x 120 | 5654 | 2 | 18:1 | 70-82 | 95-112 | 8 |
| D 327-6 | D | 6 | | 100 x 120 | 5654 | 2 | 18:1 | 70-82 | 95-112 | 7 |
| D 916-2 | D | 2 | | 105 x 120 | 2080 | 2 | 22:1 | 24 | 33 | 12 |
| D 916-3 | D | 3 | | 105 x 120 | 3120 | 2 | 22:1 | 36 | 49 | 12 |
| D 916-4 | D | 4 | | 105 x 120 | 4160 | 2 | 22:1 | 48 | 66 | 12 |
| D 916-6 | D | 6 | | 105 x 120 | 6234 | 2 | 22:1 | 74 | 100 | 12 |
| D 925 L | D | 3 | | 95 x 120 | 2550 | 2 | 18:1 | 25-34 | 34-46 | 5 |
| G 234 | GF | 6 | | 128 x 140 | 10800 | 2 | | | | 15 |
| KD 10,5-3 | D | 3 | | 90 x 105 | 2004 | 2 | 21:1 | 21-25 | 28-34 | 1 |
| KD 110,5-2 | D | 2 | | 90 x 105 | 1336 | 2 | 21:1 | 18 | 24 | 1 |
| KD 110,5-3 | D | 3 | | 90 x 105 | 2004 | 2 | 21:1 | 25-26 | 34-36 | 1 |
| KD 110,5-4 | D | 4 | | 90 x 105 | 2670 | 2 | 21:1 | 35 | 48 | 1 |
| KD 110,5-6 | D | 6 | | 90 x 105 | 4010 | 2 | 21:1 | 53 | 72 | 1 |
| RHS 518 V12 | D | 12 | | 140 x 180 | 33240 | 2 | 19:1 | 294 | 400 | 20 |
| RHS 518 V16 | D | 16 | | 140 x 180 | 44300 | 2 | 19:1 | 390 | 530 | 20 |
| RHS 518-2 | D | 2 | | 140 x 180 | 5540 | 2 | 19:1 | 46 | 62 | 20 |
| RHS 518-3 | D | 3 | | 140 x 180 | 8310 | 2 | 19:1 | 68 | 93 | 20 |
| RHS 518-4 | D | 4 | | 140 x 180 | 11080 | 2 | 19:1 | 92 | 125 | 20 |
| RHS 518-6 | D | 6 | | 140 x 180 | 16620 | 2 | 19:1 | 138 | 187 | 20 |
| RHS 518-8 | D | 8 | | 140 x 180 | 22160 | 2 | 19:1 | 195 | 265 | 20 |
| TBD 234-6 | D (LA) | 6 | | 128 x 140 | 10800 | 2 | 15:1 | 300 | 408 | 17 |
| TBD 234-8 | D (LA) | 8 | | 128 x 140 | 14400 | 2 | 15:1 | 400 | 544 | 17 |
| TBD 234-12 | D (LA) | 12 | | 128 x 140 | 21600 | 2 | 15:1 | 600 | 816 | 17 |

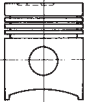

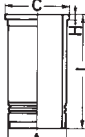
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


|  | Cyl. |  mm | cm ³ |  | Comp. Ratio ε | kW | PS | Pos |
|---|-----------|--|-----------------|---|------------------|--------|---------|-----|
| TBD 234-16 | D (LA) 16 | 128 x 140 | 28800 | 2 | 15:1 | 800 | 1087 | 17 |
| TBD 616 V8 | D (LA) 8 | 132 x 160 | 17500 | 4 | 15,0:1 | 480 | 653 | 19 |
| TBD 616 V12 | D (LA) 8 | 132 x 160 | 26300 | 4 | 15,0:1 | 720 | 979 | 19 |
| TBD 616 V16 | D (LA) 12 | 132 x 160 | 35000 | 4 | 15,0:1 | 960 | 1305 | 19 |
| TBG - 234 | GF (A) 8 | 128 x 140 | 14400 | 2 | 9:1 | | | 16 |
| TBG 616 V8 | G (LA) 8 | 132 x 160 | 17500 | 4 | 12:1 | 280 | 380 | 18 |
| TBG 616 V12 | G (LA) 12 | 132 x 160 | 26300 | 4 | 12:1 | 420 | 571 | 18 |
| TBG 616 V16 | G (LA) 16 | 132 x 160 | 35000 | 4 | 12:1 | 560 | 761 | 18 |
| TD 226 B-3 | D (A) 3 | 105 x 120 | 3117 | 2 | 15,5:1 | 51-84 | 70-114 | 10 |
| TD 226 B-4 | D (A) 4 | 105 x 120 | 4154 | 2 | 15,5:1 | 60-77 | 82-105 | 10 |
| TD 226 B-6 | D (A) 6 | 105 x 120 | 6234 | 2 | 16,4:1 | 81-136 | 110-185 | 10 |
| TD 226-4 | D (A) 4 | 105 x 120 | 4160 | 2 | 15,5:1 | 68-74 | 92-100 | 11 |
| TD 226-6 | D (A) 6 | 105 x 120 | 6234 | 2 | 15,5:1 | 99-125 | 135-170 | 11 |
| TRHS 518 A | D (A) 8 | 140 x 180 | 22160 | 2 | 19:1 | 252 | 342 | 20 |
| TRHS 518 S | D (A) 6 | 140 x 180 | 16620 | 2 | 19:1 | 188 | 256 | 20 |
| TRHS 518 V | D (A) 4 | 140 x 180 | 11080 | 2 | 19:1 | 126 | 171 | 20 |
| TRHS 518 V12 | D (A) 12 | 140 x 180 | 33240 | 2 | 19:1 | 375 | 510 | 20 |
| TRHS 518 V16 | D (A) 16 | 140 x 180 | 44300 | 2 | 19:1 | 504 | 685 | 20 |
| 4.07 TCA Euro 3 | D (LA) 4 | 93 x 103 | 2798 | 3 | 19:1 | 97-99 | 132-135 | 2 |



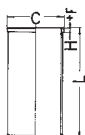


| 1  90 | | | | | | | | | | |
|--|-------------|---|---|----------------------|----|----------|------------|------|-----------|--|
| KD 10,5-3 | 1959 → 1967 | D | 3 | 2004 cm ³ | 2V | 21-25 kW | (28-34 PS) | 21:1 | 105,00 mm | |
| KD 110,5-2 | 1959 → 1965 | D | 2 | 1336 cm ³ | 2V | 18 kW | (24 PS) | 21:1 | 105,00 mm | |
| KD 110,5-3 | 1959 → 1965 | D | 3 | 2004 cm ³ | 2V | 25-26 kW | (34-36 PS) | 21:1 | 105,00 mm | |
| KD 110,5-4 | 1959 → 1965 | D | 4 | 2670 cm ³ | 2V | 35 kW | (48 PS) | 21:1 | 105,00 mm | |
| KD 110,5-6 | 1963 → 1965 | D | 6 | 4010 cm ³ | 2V | 53 kW | (72 PS) | 21:1 | 105,00 mm | |


| | | | | | | | | | | |
|---|---------|----------------------------|-------|----------|---|----|---------------|----------------|-------------------|-------------------|
|  | 2/3/4/6 | KH 60 MT -2,6 GL 113 | | 32 76 | 1 R 2,5 1 M 2,5 1 NM 2,5 1 G 5 | CR | 0,90 1,20 | -0,65 -0,42 | 90,00 | 91 007 600 |
|  | 090 095 | | | | | | | | | |
|  | N Cyl. | A=104 | C=113 | L=200 | H=8 | | 2 SC 95 x 3,5 | | 88 318 110 | 91 007 961 |

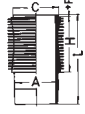
| 2  93 | | | | | | | | | | |
|--|-----------|--------|---|----------------------|----|----------|--------------|------|-----------|--|
| 4.07 TCA Euro 3 | 10.1999 → | D (LA) | 4 | 2798 cm ³ | 3V | 97-99 kW | (132-135 PS) | 19:1 | 103,00 mm | |

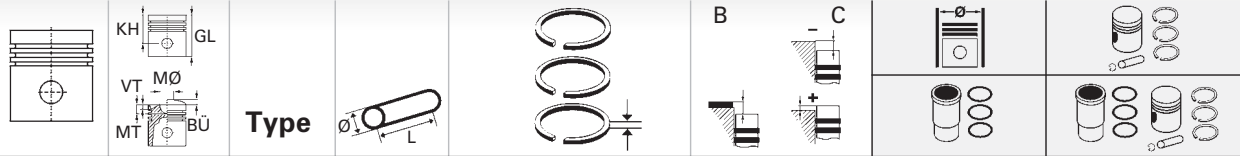
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|---|---------|--|----------|----------|-------------------------------|-------------|--|--|---------------------------|--------------------------|
|  | 4 | KH 56,2 VT1 -1,10 MT -20,7 MØ 43 GL 86,2 | RTK | 35 74 | 1 T15 2,5 1 M 2 1 DSF 3 | CR G6 CR | | | 93,00 | 97 412 700 [1] |
|  | 093 702 | | | | | | | | | |
|  | T Cyl. | A=96,09 | C=102,45 | L=183 | H+F=6,04+1,1 | | | | 89 734 190 semi | 97 412 970 [1] |


| | | | | | | | | | | |
|---|---------|---|-------------------|----------|--------------------------------|-------------------|--|--|---------------------------|--------------------------|
|  | 4 | KH 56,15 VT1 -1,50 MT -18,5 MØ 47,1 GL 86,2 | RTK LOX TPL | 35 77 | 1 T15 2,5 1 NM 2 1 DSF 3 | CR G6 G3 CR | | | 93,00 | 40 307 600 [2] |
|  | 093 113 | | | | | | | | | |
|  | T Cyl. | A=96,09 | C=102,45 | L=183 | H+F=6,04+1,1 | | | | 89 734 190 semi | 40 307 960 [2] |

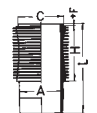
| | | | | | | | | | | |
|-----|-------------------|--|--|--|--|--|--|--|--|--|
| [1] | 10.1999 → 02.2002 | | | | | | | | | |
| [2] | 02.2002 → | | | | | | | | | |

| 3  95 | | | | | | | | | | |
|--|-------------|---|---|----------------------|----|-------|---------|------|-----------|--|
| AKD 1105-2 | 1963 → 1965 | D | 2 | 1490 cm ³ | 2V | 21 kW | (29 PS) | 21:1 | 105,00 mm | |

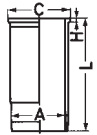
| | | | | | | | | | | |
|---|--------|----------|-------|-------|-------|--|--------------|--|-------------------|--|
|  | R Cyl. | A=105,95 | C=101 | L=200 | H=131 | | 1 SC 105 x 4 | | 88 315 110 | |
|---|--------|----------|-------|-------|-------|--|--------------|--|-------------------|--|




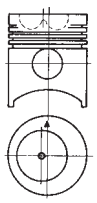
| 4 | |  95 | | | | | | | | | |
|----------------|-------------------|---|---|----------------------|----|----------|------------|--------|-----------|--|--|
| D 208-2 | 01.1965 → 12.1973 | D | 2 | 1490 cm ³ | 2V | 23 kW | (31 PS) | 16,7:1 | 105,00 mm | | |
| D 208-3 | 01.1965 → 12.1974 | D | 3 | 2235 cm ³ | 2V | 26-34 kW | (35-46 PS) | 16,7:1 | 105,00 mm | | |
| D 208-4 | 01.1965 → 12.1973 | D | 4 | 2976 cm ³ | 2V | 33-40 kW | (45-55 PS) | 16,7:1 | 105,00 mm | | |
| D 208-6 | 01.1965 → 12.1973 | D | 6 | 4470 cm ³ | 2V | 68 kW | (93 PS) | 16,7:1 | 105,00 mm | | |
| D 308-2 | 01.1965 → 12.1973 | D | 2 | 1490 cm ³ | 2V | 23 kW | (31 PS) | 17,2:1 | 105,00 mm | | |
| D 308-3 | 01.1965 → 12.1978 | D | 3 | 2235 cm ³ | 2V | 23-34 kW | (32-46 PS) | 17,2:1 | 105,00 mm | | |
| D 308-4 | 01.1965 → 12.1979 | D | 4 | 2980 cm ³ | 2V | 44 kW | (60 PS) | 17,2:1 | 105,00 mm | | |
| D 308-6 | 01.1965 → 12.1973 | D | 6 | 4470 cm ³ | 2V | 68 kW | (93 PS) | 17,2:1 | 105,00 mm | | |



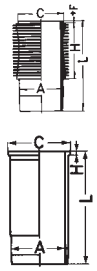
| | | | | | | |
|--------|----------|-------|-------|-------|--------------|-------------------|
| R Cyl. | A=105,95 | C=101 | L=200 | H=131 | 1 SC 105 x 4 | 88 315 110 |
| N Cyl. | A=105,95 | C=114 | L=200 | H=8 | 2 SC 105 x 4 | 88 316 110 |



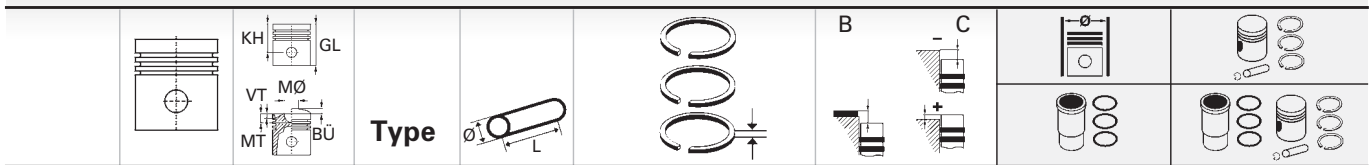
| 5 | |  95 | | | | | | | | | |
|----------------|-------------------|---|---|----------------------|----|----------|-------------|------|-----------|--|--|
| D 225-2 | 01.1969 → 1981 | D | 2 | 1700 cm ³ | 2V | 13-24 kW | (10-33 PS) | 18:1 | 120,00 mm | | |
| D 225-3 | 01.1969 → 1981 | D | 3 | 2550 cm ³ | 2V | 35-37 kW | (48-50 PS) | 18:1 | 120,00 mm | | |
| D 225-4 | 04.1967 → 12.1977 | D | 4 | 3402 cm ³ | 2V | 46-50 kW | (62-68 PS) | 18:1 | 120,00 mm | | |
| D 225-6 | 04.1967 → 12.1977 | D | 6 | 5100 cm ³ | 2V | 59-75 kW | (80-102 PS) | 18:1 | 120,00 mm | | |
| D 325-2 | 01.1969 → 1981 | D | 2 | 1700 cm ³ | 2V | 16-24 kW | (22-32 PS) | 18:1 | 120,00 mm | | |
| D 325-3 | 01.1969 → 1981 | D | 3 | 2550 cm ³ | 2V | 25-34 kW | (34-46 PS) | 18:1 | 120,00 mm | | |
| D 325-4 | 01.1969 → 1981 | D | 4 | 3400 cm ³ | 2V | 51 kW | (69 PS) | 18:1 | 120,00 mm | | |
| D 325-6 | 04.1967 → 12.1977 | D | 6 | 5100 cm ³ | 2V | 75 kW | (102 PS) | 18:1 | 120,00 mm | | |
| D 925 L | 04.1967 → 12.1979 | D | 3 | 2550 cm ³ | 2V | 25-34 kW | (34-46 PS) | 18:1 | 120,00 mm | | |



| | | | | | | | | |
|---------|----------|-------|-------|---------|--------------|-------------------|-------------------|-------------------|
| 2/3/4/6 | KH 59,8 | RK | 32 | 1 ET 3 | CR | 0,90 | 95,00 | 91 005 700 |
| 095 111 | MT -17,5 | | 82 | 1 M 3 | | 1,20 | | |
| | MØ 57,5 | | | 1 N 3 | | | | |
| | GL 112,8 | | | 1 DSF 5 | CR | | | |
| R Cyl. | A=105,95 | C=101 | L=212 | H=131 | 1 SC 105 x 4 | 89 008 110 | 91 005 971 | [1] |
| N Cyl. | A=105,95 | C=114 | L=212 | H=8 | 2 R 105 x 4 | 88 625 110 | 91 005 972 | [2] |



[1] Motor/Engine/Moteur/Motor/Двигатель D 325
 [2] Motor/Engine/Moteur/Motor/Двигатель D 225



| 6 | | 98 | | | | | | | | | | | | |
|---------------------|----------------|-----------|---|----------------------|----|----------|------------|--------|-----------|--|--|--|--|--|
| AKD 12/112-1 | 01.1954 → 1965 | D | 1 | 905 cm ³ | 2V | 8-9 kW | (11-12 PS) | 19,5:1 | 120,00 mm | | | | | |
| AKD 12/112-2 | 01.1960 → 1965 | D | 2 | 1810 cm ³ | 2V | 16-18 kW | (22-24 PS) | 19,5:1 | 120,00 mm | | | | | |
| AKD 12/112-3 | 01.1960 → 1965 | D | 3 | 2715 cm ³ | 2V | 24 kW | (33 PS) | 19,5:1 | 120,00 mm | | | | | |
| AKD 12/112-4 | 01.1954 → 1965 | D | 4 | 3600 cm ³ | 2V | 32 kW | (44 PS) | 19,5:1 | 120,00 mm | | | | | |

| | | | | | | | | | | | | | | |
|--|---------|--------------------------------------|----------|----------|----------------|---------------|----------------|------------------------------|--|--|--|--|--|--|
| | 1/2/3/4 | KH 90 MT -34,8 MØ 24 GL 140 | URK | 35 80 | 3 R 3 2 S 5 | 0,90 1,20 | +5,15 +5,30 | 98,00 99,00 | 90 974 600 90 974 620 | | | | | |
| | 098 013 | | | | | | | | | | | | | |
| | R Cyl. | A=109,9 | C=104,74 | L=254,7 | H+F=154,5+6 | 1 SC 94 x 2,5 | | 88 308 110 [1] | 90 974 961 | | | | | |

[1] **AKD 12/112-1:** 01.1956 → 12.1965

| 7 | | 100 | | | | | | | | | | | | |
|----------------|-------------------|------------|---|----------------------|----|----------|-------------|------|-----------|--|--|--|--|--|
| D 227-2 | 1970 → 1977 | D | 2 | 1885 cm ³ | 2V | 25-27 kW | (34-37 PS) | 18:1 | 120,00 mm | | | | | |
| D 227-3 | 1970 → 1977 | D | 3 | 2827 cm ³ | 2V | 43-45 kW | (59-61 PS) | 18:1 | 120,00 mm | | | | | |
| D 227-4 | 01.1970 → 1977 | D | 4 | 3768 cm ³ | 2V | 46-61 kW | (63-83 PS) | 18:1 | 120,00 mm | | | | | |
| D 227-6 | 1977 → | D | 6 | 5654 cm ³ | 2V | 63-91 kW | (86-124 PS) | 18:1 | 120,00 mm | | | | | |
| D 327-2 | 1977 → | D | 2 | 1885 cm ³ | 2V | 24-27 kW | (32-37 PS) | 18:1 | 120,00 mm | | | | | |
| D 327-3 | 1977 → | D | 3 | 2827 cm ³ | 2V | 31-48 kW | (42-55 PS) | 18:1 | 120,00 mm | | | | | |
| D 327-4 | 1977 → | D | 4 | 3768 cm ³ | 2V | 47-55 kW | (64-74 PS) | 18:1 | 120,00 mm | | | | | |
| D 327-6 | 10.1972 → 12.1979 | D | 6 | 5654 cm ³ | 2V | 70-82 kW | (95-112 PS) | 18:1 | 120,00 mm | | | | | |

| | | | | | | | | | | | | | | | |
|--|---------|--|-------|----------|--------------------------------------|--|--------------|--------------------------|--------------------------|-------------------------------|--|--|--|--|--|
| | 2/3/4/6 | KH 60,4 MT -19,1 MØ 56 GL 113,4 | RK | 35 82 | 1 T15 3 1 M 2 1 N 2 1 DSF 4 | CR G6 | 0,90 1,10 | +0,10 +0,42 | 100,00 | 93 063 600 [1], [2] | | | | | |
| | 100 144 | | | | | | | | | | | | | | |
| | R Cyl. | A=110,95 | C=106 | L=212 | H=131 | 1 CU 106,2 x 113,5 x 0,6 1 ST 111,5 x 119 x 0,1 1 ST 111,5 x 119 x 0,2 1 SC 110 x 4 | | 88 839 110 [5] | 93 063 960 [3] | | | | | | |
| | N Cyl. | A=112,95 | C=119 | L=213 | H+F=8+0,5 | 2 R 112 x 4 | | 88 850 110 [6] | 93 063 961 [4] | | | | | | |

[1] Renault Tractor

Fortsetzung nächste Seite / continued on next page / suite page suivante / continuación página próxima / Продолжение на следующей странице



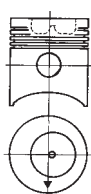
| | | Type | | | | | |
|-----|--|------|--|--|--|--|--|
| [2] | Mulden-Ø 56,00 mm 93 063 darf nur mit Zylinder-Kopfdichtung 1,40 mm verbaut werden. (MWM Nr. 6.227.0.854.104.4) combustion bowl Ø 56,00 mm 93 063 only to be used with cylinder head gasket 1,40 mm. (MWM no. 6.227.0.854.104.4) chambre de combustion Ø 56,00 mm 93 063 ne doit être monté qu'avec un joint de culasse de 1,40 mm d'épaisseur. (MWM N° 6.227.0.854.104.4) cámara de combustión Ø 56,00 mm 93 063 sólo debe utilizarse con una junta de culata de 1,40 mm. (MWM N° 6.227.0.854.104.4) Выемки Ø 56,00 мм 93 063 можно встраивать только с прокладкой головки блока цилиндров 1.40 мм (MWM p. 6.227.0.854.104.4) | | | | | | |
| [3] | Motor/Engine/Moteur/Motor/Двигатель D 327 | | | | | | |
| [4] | Motor/Engine/Moteur/Motor/Двигатель D 227 | | | | | | |
| [5] | D 227-2: 01.1970 → 12.1977 | | | | | | |
| [6] | D 327-6: → 12.1977 | | | | | | |

M

8

100

| | | | | | | | | | |
|---------|----------------|---|---|----------------------|----|----------|-------------|------|-----------|
| D 227-2 | 1970 → 1977 | D | 2 | 1885 cm ³ | 2V | 25-27 kW | (34-37 PS) | 18:1 | 120,00 mm |
| D 227-3 | 1970 → 1977 | D | 3 | 2827 cm ³ | 2V | 43-45 kW | (59-61 PS) | 18:1 | 120,00 mm |
| D 227-4 | 1980 → 1984 | D | 4 | 3768 cm ³ | 2V | 46-61 kW | (65-83 PS) | 18:1 | 120,00 mm |
| D 227-6 | 01.1970 → 1977 | D | 6 | 5654 cm ³ | 2V | 71-91 kW | (97-124 PS) | 18:1 | 120,00 mm |
| D 327-2 | 01.1972 → 1977 | D | 2 | 1885 cm ³ | 2V | 24-27 kW | (33-37 PS) | 18:1 | 120,00 mm |
| D 327-3 | 01.1970 → 1977 | D | 3 | 2827 cm ³ | 2V | 31-48 kW | (42-55 PS) | 18:1 | 120,00 mm |
| D 327-4 | 01.1970 → 1977 | D | 4 | 3768 cm ³ | 2V | 47-55 kW | (64-74 PS) | 18:1 | 120,00 mm |
| D 327-6 | | D | 6 | 5654 cm ³ | 2V | 70-82 kW | (95-112 PS) | 18:1 | 120,00 mm |

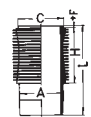
2/3/4/6
100 144KH 59,8
MT -18,9
MØ 56
GL 112,8

RK

32
821 T15 3
1 M 2
1 N 2
1 DSF 4CR G6
CR0,90
1,20

100,00

91 753 600



R Cyl.

A=110,95

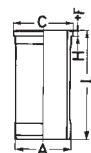
C=106

L=212

H=131

1 CU 106,2 x 113,5 x 0,6
1 ST 111,5 x 119 x 0,1
1 ST 111,5 x 119 x 0,2
1 SC 110 x 4

88 839 110

91 753 960
[1]

N Cyl.

A=112,95

C=119

L=213

H+F=8+0,5

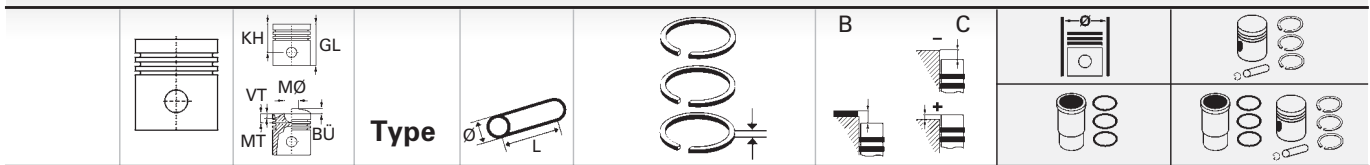
2 R 112 x 4

88 850 110
[3]91 753 961
[2]

[1] Motor/Engine/Moteur/Motor/Двигатель D 327

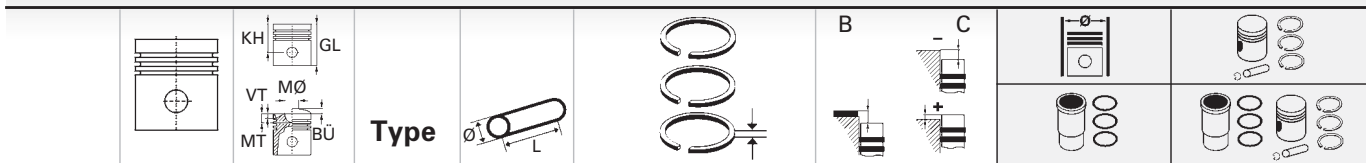
[2] Motor/Engine/Moteur/Motor/Двигатель D 227

[3] D 327-2, D 327-3, D 327-4: → 12.1977



| 9 | | 105 | | | | | | | | | | | | |
|---------|--|---|---------|----------------------|--------------------------------------|----------|--------------|----------------|---------------|-------------------------------|--------------------------|--|--|--|
| D 226-2 | 01.1972 → | D | 2 | 2080 cm ³ | 2V | 27-30 kW | (37-40 PS) | 18:1 | 120,00 mm | | | | | |
| D 226-3 | 01.1968 → | D | 3 | 3117 cm ³ | 2V | 35-44 kW | (48-60 PS) | 18:1 | 120,00 mm | | | | | |
| D 226-4 | 01.1968 → | D | 4 | 4154 cm ³ | 2V | 44-64 kW | (60-87 PS) | 18:1 | 120,00 mm | | | | | |
| D 226-6 | 01.1969 → | D | 6 | 6234 cm ³ | 2V | 74-96 kW | (101-131 PS) | 18:1 | 120,00 mm | | | | | |
| | 2/3/4/6 | KH 60,4 MT -20,25 MØ 62 GL 113,4 | RK | 35 82 | 1 T15 3 1 M 2 1 N 2 1 DSF 4 | CR G6 | 0,88 1,10 | +0,10 +0,42 | 105,00 | 93 061 600 [1], [2] | | | | |
| | T Cyl. | A=108 | C=111,8 | L=214 | H=6 | | | | | 88 635 190 semi | 93 061 960 [1] | | | |
| | T Cyl. | A=108 | C=111,8 | L=214 | H=6 | | | | | 89 197 110 | 93 061 961 [1] | | | |
| | 2/3/4/6 | KH 60,4 MT -20,25 MØ 62 GL 102,4 | RTK | 35 82 | 1 T15 3 1 M 2 1 DSF 4 | CR G6 | 0,88 1,10 | +0,40 +0,10 | 105,00 | 93 069 600 [1], [3] | | | | |
| | T Cyl. | A=108 | C=111,8 | L=214 | H=6 | | | | | 88 635 190 semi | 93 069 960 [1] | | | |
| | T Cyl. | A=108 | C=111,8 | L=214 | H=6 | | | | | 89 197 110 | 93 069 961 [1] | | | |
| | 2/3/4/6 | KH 59,8 MT -19,8 MØ 62 GL 112,8 | RK | 32 82 | 1 T15 3 1 M 2 1 N 2 1 DSF 4 | CR G6 | 0,88 1,10 | -0,60 -0,28 | 105,00 | 91 557 700 [4] | | | | |
| | T Cyl. | A=108 | C=111,8 | L=214 | H=6 | | | | | 88 635 190 semi | 91 557 970 [4] | | | |
| | T Cyl. | A=108 | C=111,8 | L=214 | H=6 | | | | | 89 197 110 | 91 557 971 [4] | | | |
| [1] | 01.1977 → | | | | | | | | | | | | | |
| [2] | 93 061 darf nur mit Zylinder-Kopfdichtung 1,40 mm verbaut werden. 93 061 only to be used with cylinder head gasket 1,40 mm. 93 061 ne doit être monté qu'avec un joint de culasse de 1,40 mm d'épaisseur. 93 061 sólo debe utilizarse con una junta de culata de 1,40 mm. 93 061 может быть встроен только с прокладкой головки блока цилиндров 1,40 мм. | | | | | | | | | | | | | |
| [3] | 93 069 darf nur mit Zylinder-Kopfdichtung 1,40 mm verbaut werden. 93 069 only to be used with cylinder head gasket 1,40 mm. 93 069 ne doit être monté qu'avec un joint de culasse de 1,40 mm d'épaisseur. 93 069 sólo debe utilizarse con una junta de culata de 1,40 mm. 93 069 может быть встроен только с прокладкой головки блока цилиндров 1,40 мм. | | | | | | | | | | | | | |
| [4] | → 12.1977 | | | | | | | | | | | | | |

M



| 10 | | 105 | | | | | | | | | |
|-------------------|--|----------|-------|-------|----------------------|-------|----------------|--------------|-------------------|-------------------|----------|
| TD 226 B-3 | 1985 → 1998 | D | (A) | 3 | 3117 cm ³ | 2V | 51-84 kW | (70-114 PS) | 15,5:1 | 120,00 mm | |
| TD 226 B-4 | 08.1987 → 2001 | D | (A) | 4 | 4154 cm ³ | 2V | 60-77 kW | (82-105 PS) | 15,5:1 | 120,00 mm | |
| TD 226 B-6 | 01.1969 → | D | (A) | 6 | 6234 cm ³ | 2V | 81-136 kW | (110-185 PS) | 16,4:1 | 120,00 mm | |
| | 3/4/6 | KH 66,4 | RTK | 35 | 1 T15 3 | CR G6 | 0,85 | +0,25 | 105,00 | 90 093 600 | |
| | 105 128 | MT -21,7 | | 88 | 1 M 2 | | 1,15 | +0,57 | | [1], [2] | (93 706) |
| | | MØ 60 | | | 1 DSF 4 | CR | | | | | |
| | | GL 102,4 | | | | | | | | | |
| | N Cyl. | A=115 | C=123 | L=213 | H+F=8,05+1 | | 2 FP 112 x 1,5 | | 89 335 110 | 90 093 960 | [1] |
| | N Cyl. | A=115 | C=123 | L=213 | H+F=8,25+1 | | 2 FP 112 x 1,5 | | 89 596 110 | 90 093 961 | [1] |
| | N Cyl. | A=115 | C=123 | L=213 | H+F=8,55+1 | | 2 FP 112 x 1,5 | | 89 858 110 | | |
| [1] | TD 226 B-3, TD 226 B-6: 01.1986 → | | | | | | | | | | |
| [2] | nur satzweise austauschbar exchangeable only in sets remplacement seulement sous forme de jeu sólo se puede cambiar el juego completo заменяемо только комплектами | | | | | | | | | | |

| 11 | | 105 | | | | | | | | | |
|-----------------|----------------|----------|---------|-------|----------------------|-------|-----------|--------------|-------------------|-------------------|------------------|
| TD 226-4 | 01.1969 → | D | (A) | 4 | 4160 cm ³ | 2V | 68-74 kW | (92-100 PS) | 15,5:1 | 120,00 mm | |
| TD 226-6 | 01.1992 → 1996 | D | (A) | 6 | 6234 cm ³ | 2V | 99-125 kW | (135-170 PS) | 15,5:1 | 120,00 mm | |
| | 4/6 | KH 60,4 | RTK | 35 | 1 T15 3 | CR G6 | 0,85 | +0,55 | 105,00 | 93 045 600 | |
| | 105 117 | MT -20,4 | | 82 | 1 M 2 | | 1,15 | +0,23 | | [1] | (92 461, 92 760) |
| | | MØ 60 | | | 1 DSF 4 | CR | | | | | |
| | | GL 102,4 | | | | | | | | | |
| | T Cyl. | A=108 | C=111,8 | L=214 | H=6 | | | | 88 635 190 | 93 045 960 | [1] |
| | T Cyl. | A=108 | C=111,8 | L=214 | H=6 | | | | 89 197 110 | 93 045 961 | [2] |
| | T Cyl. | A=108 | C=111,8 | L=214 | H=6 | | | | 88 635 190 | 93 355 960 | [3] |
| | T Cyl. | A=108 | C=111,8 | L=214 | H=6 | | | | 89 197 110 | 93 355 961 | [3] |

Fortsetzung nächste Seite / continued on next page / suite page suivante / continuación página próxima / Продолжение на следующей странице



| | | | | | | | |
|-----|---------------------|--|--|--|--|--|--|
| | | | | | | | |
| [1] | 01.1971 → | | | | | | |
| [2] | TD 226-4: 01.1971 → | | | | | | |
| [3] | 01.1984 → | | | | | | |

12

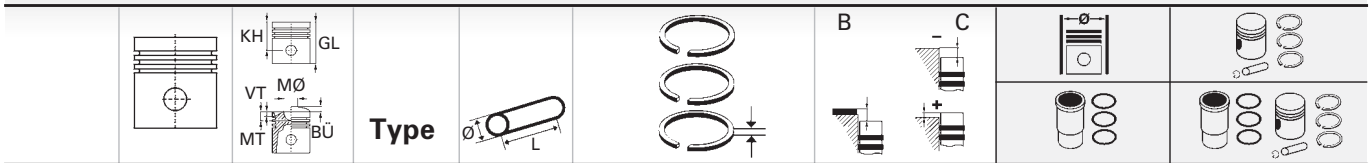
105

| | | | | | | | | | | |
|----------------|---|--------------------------------|---------|----------------------|--------------------------------------|-------------|--------------|----------------|---------------------------|--------------------------|
| D 916-2 | 1974 → 1977 | D | 2 | 2080 cm ³ | 2V | 24 kW | (33 PS) | 22:1 | 120,00 mm | |
| D 916-3 | 1974 → 1977 | D | 3 | 3120 cm ³ | 2V | 36 kW | (49 PS) | 22:1 | 120,00 mm | |
| D 916-4 | 1974 → 1977 | D | 4 | 4160 cm ³ | 2V | 48 kW | (66 PS) | 22:1 | 120,00 mm | |
| D 916-6 | 1974 → 1977 | D | 6 | 6234 cm ³ | 2V | 74 kW | (100 PS) | 22:1 | 120,00 mm | |
| | 2/3/4/6 | KH 60,4 MT -4,5 GL 113,4 | RK | 35 82 | 1 T15 3 1 M 2 1 N 2 1 DSF 4 | CR G6 CR | 0,90 1,20 | -0,60 -0,28 | 105,00 | 93 062 600 [1] |
| | 105 105 | | | | | | | | | |
| | T Cyl. | A=108 | C=111,8 | L=214 | H=6 | | | | 88 635 190 semi | 93 062 960 |
| | T Cyl. | A=108 | C=111,8 | L=214 | H=6 | | | | 89 197 110 | 93 062 961 |
| [1] | 93 062 darf nur mit Zylinder-Kopfdichtung 1,40 mm verbaut werden 93 062 only to be used with cylinder head gasket 1,40 mm 93 062 ne doit être monté qu'avec un joint de culasse de 1,40 mm d'épaisseur 93 062 sólo debe montarse con una junta de culata de 1,40 mm 93 062 может быть встроено только с прокладкой головки блока цилиндров 1,40 мм. | | | | | | | | | |

13

105

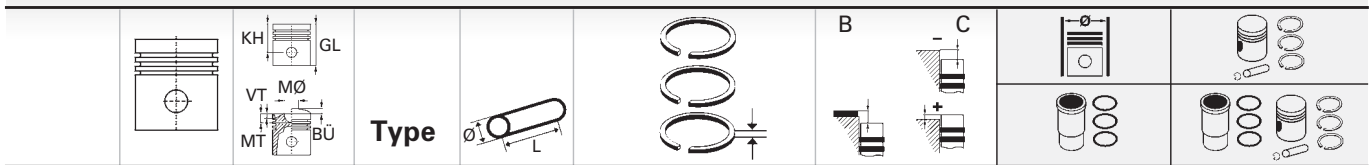
| | | | | | | | | | | |
|------------------|---------|--|-------|----------------------|-----------------------------|--------------------------------|--------------|----------------|-------------------|-------------------|
| D 226 B-2 | 1986 → | D | 2 | 2080 cm ³ | 2V | 32 kW | (43 PS) | 16,5:1 | 120,00 mm | |
| D 226 B-3 | 1986 → | D | 3 | 3120 cm ³ | 2V | 48-55 kW | (65-75 PS) | 16,5:1 | 120,00 mm | |
| D 226 B-4 | 1986 → | D | 4 | 4154 cm ³ | 2V | 64-74 kW | (87-100 PS) | 16,5:1 | 120,00 mm | |
| D 226 B-6 | 1986 → | D | 6 | 6234 cm ³ | 2V | 110 kW | (150 PS) | 16,5:1 | 120,00 mm | |
| | 2/3/4/6 | KH 66,4 MT -22,3 MØ 57,5 GL 102,4 | | 35 82 | 1 T15 3 1 M 2 1 DSF 4 | CR G6 CR | 0,85 1,15 | +0,55 +0,23 | 105,00 | 90 031 600 |
| | 105 136 | | | | | | | | | |
| | N Cyl. | A=115 | C=123 | L=213 | H+F=8,05+1 | 2 FP 112 x 1,5 2 FP 115 x 4 | | | 89 335 110 | 90 031 960 |
| | N Cyl. | A=115 | C=123 | L=213 | H+F=8,25+1 | 2 FP 112 x 1,5 2 FP 115 x 4 | | | 89 596 110 | 90 031 961 |
| | N Cyl. | A=115 | C=123 | L=213 | H+F=8,55+1 | 2 FP 112 x 1,5 2 FP 115 x 4 | | | 89 858 110 | |



| 14 | | 105 | | | | | | | | | |
|------------------|---------------|--|-------|----------------------|-----------------------------|--------------------------------|-------------|--------|-----------|-------------------|--------------------------|
| D 226 B-3 | 1986 → | D | 3 | 3120 cm ³ | 2V | 33-40 kW | (45-55 PS) | 17,5:1 | 120,00 mm | | |
| D 226 B-4 | 1986 → 1993 | D | 4 | 4154 cm ³ | 2V | 51-55 kW | (70-75 PS) | 17,5:1 | 120,00 mm | | |
| D 226 B-6 | 1986 → 1999 | D | 6 | 6234 cm ³ | 2V | 77-105 kW | (88-120 PS) | 17,5:1 | 120,00 mm | | |
| | 3/4/6 | KH 66,4 MT -20,8 MØ 57,5 GL 102,4 | | 35 82 | 1 T15 3 1 M 2 1 DSF 4 | CR G6 CR | | | | 105,00 | 90 563 600 [1] |
| | N Cyl. | A=115 | C=123 | L=213 | H+F=8,05+1 | 2 FP 112 x 1,5 2 FP 115 x 4 | | | | 89 335 110 | 90 563 960 |
| | N Cyl. | A=115 | C=123 | L=213 | H+F=8,25+1 | 2 FP 112 x 1,5 2 FP 115 x 4 | | | | 89 596 110 | 90 563 961 |
| | N Cyl. | A=115 | C=123 | L=213 | H+F=8,55+1 | 2 FP 112 x 1,5 2 FP 115 x 4 | | | | 89 858 110 | |
| [1] | Fendt Tractor | | | | | | | | | | |

| 15 | | 128 | | | | | | | | | |
|--------------|--------|--|------------|-----------|-------------------------------|----------------|--|--|--|-------------------|-------------------|
| G 234 | | | GF | 6 | 10800 cm ³ | 2V | | | | 140,00 mm | |
| | 6 | KH 94,8 MT -27,8 MØ 85 GL 140 | KKK RTK | 50 108 | 1 T15 3,5 1 M 3 1 DSF 4 | CR G6 CR | | | | 128,00 | 93 886 600 |
| | N Cyl. | A=144 | C=156 | L=265,2 | H+F=8+1,3 | 2 XM 142 x 4,5 | | | | 89 179 110 | 93 886 960 |

| 16 | | 128 | | | | | | | | | |
|------------------|--------|---------------------------------------|------------|-----------|-------------------------------|----------------|--|--|--|-------------------|-------------------|
| TBG - 234 | | | GF (A) | 8 | 14400 cm ³ | 2V | | | | 9:1 | 140,00 mm |
| | 8 | KH 94,8 MT -32 MØ 114 GL 140 | KKK RTK | 50 108 | 1 T15 3,5 1 M 3 1 DSF 4 | CR G6 CR | | | | 128,00 | 90 256 600 |
| | N Cyl. | A=144 | C=156 | L=265,2 | H+F=8+1,3 | 2 XM 142 x 4,5 | | | | 89 179 110 | 90 256 960 |



| 17 | | 128 | | Type | | | | | | | | | |
|-------------------|-----------|------------|---------|-----------------------|----|--------|-----------|------|-----------|--|--|--|--|
| TBD 234-6 | 03.1983 → | D | (LA) 6 | 10800 cm ³ | 2V | 300 kW | (408 PS) | 15:1 | 140,00 mm | | | | |
| TBD 234-8 | 05.1987 → | D | (LA) 8 | 14400 cm ³ | 2V | 400 kW | (544 PS) | 15:1 | 140,00 mm | | | | |
| TBD 234-12 | 05.1987 → | D | (LA) 12 | 21600 cm ³ | 2V | 600 kW | (816 PS) | 15:1 | 140,00 mm | | | | |
| TBD 234-16 | 04.1987 → | D | (LA) 16 | 28800 cm ³ | 2V | 800 kW | (1087 PS) | 15:1 | 140,00 mm | | | | |

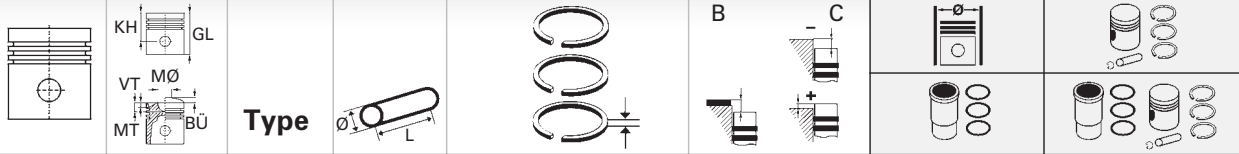
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|-----|----------------------|---|------------|-----------|-------------------------------|----------------|--------------|-------------------|--------------------------|--------------------------|--|
| | 6/8/12/16 | KH 94,8 VT1 -2,65 MT -29,6 MØ 66,9 GL 140 | KKK RTK | 50 108 | 1 T15 3,5 1 M 3 1 DSF 4 | CR G6 CR | 1,05 1,35 | | 128,00 | 93 769 600 [1] | |
| | N Cyl. | A=144 | C=156 | L=265,2 | H+F=8+1,3 | 2 XM 142 x 4,5 | | 89 179 110 | 93 769 960 [1] | | |
| [1] | TBD 234-6: 01.1985 → | | | | | | | | | | |

| 18 | | 132 | | | | | | | | | | | |
|--------------------|--|------------|---------|-----------------------|----|--------|----------|------|-----------|--|--|--|--|
| TBG 616 V8 | | G | (LA) 8 | 17500 cm ³ | 4V | 280 kW | (380 PS) | 12:1 | 160,00 mm | | | | |
| TBG 616 V12 | | G | (LA) 12 | 26300 cm ³ | 4V | 420 kW | (571 PS) | 12:1 | 160,00 mm | | | | |
| TBG 616 V16 | | G | (LA) 16 | 35000 cm ³ | 4V | 560 kW | (761 PS) | 12:1 | 160,00 mm | | | | |

| | | | | | | | | | | |
|--|---------|--|-------------------|-----------|-------------------------------|--------------------------------------|--|-------------------|-------------------|-------------------|
| | 8/12/16 | KH 92,3 MT -27,5 MØ 88 GL 137,3 | KKK RTK TPL | 50 108 | 1 T15 4 1 M 3 1 DSF 3,5 | CK G6 CR CR | | | 132,00 | 94 811 600 |
| | N Cyl. | A=148 | C=160,1 | L=270,5 | H+F=8+1,25 | 1 ST 150 x 160 x 2,1 2 XM 145 x 5 | | 89 598 110 | 94 811 960 | |

| 19 | | 132 | | | | | | | | | | | |
|--------------------|--|------------|---------|-----------------------|----|--------|-----------|--------|-----------|--|--|--|--|
| TBD 616 V8 | | D | (LA) 8 | 17500 cm ³ | 4V | 480 kW | (653 PS) | 15,0:1 | 160,00 mm | | | | |
| TBD 616 V12 | | D | (LA) 8 | 26300 cm ³ | 4V | 720 kW | (979 PS) | 15,0:1 | 160,00 mm | | | | |
| TBD 616 V16 | | D | (LA) 12 | 35000 cm ³ | 4V | 960 kW | (1305 PS) | 15,0:1 | 160,00 mm | | | | |

| | | | | | | | | | | |
|--|--------|---|-------------------|-----------|-------------------------------|--------------------------------------|--|-------------------|-------------------|-------------------|
| | 8/12 | KH 94,8 MT -20,29 MØ 95 GL 139,8 | KKK RTK TPL | 50 108 | 1 T15 4 1 M 3 1 DSF 3,5 | CK G6 CR CR | | | 132,00 | 94 809 600 |
| | N Cyl. | A=148 | C=160,1 | L=270,5 | H+F=8+1,25 | 1 ST 150 x 160 x 2,1 2 XM 145 x 5 | | 89 598 110 | 94 809 960 | |






| 20 | 140 | | | | | | | | | | |
|---------------------|-------------------|-------|----|-----------------------|----|--------|----------|------|-----------|--|--|
| RHS 518 V12 | 01.1962 → 12.1975 | D | 12 | 33240 cm ³ | 2V | 294 kW | (400 PS) | 19:1 | 180,00 mm | | |
| RHS 518 V16 | 08.1971 → 12.1975 | D | 16 | 44300 cm ³ | 2V | 390 kW | (530 PS) | 19:1 | 180,00 mm | | |
| RHS 518-2 | 01.1965 → 07.1970 | D | 2 | 5540 cm ³ | 2V | 46 kW | (62 PS) | 19:1 | 180,00 mm | | |
| RHS 518-3 | 01.1965 → 07.1970 | D | 3 | 8310 cm ³ | 2V | 68 kW | (93 PS) | 19:1 | 180,00 mm | | |
| RHS 518-4 | 01.1965 → 07.1970 | D | 4 | 11080 cm ³ | 2V | 92 kW | (125 PS) | 19:1 | 180,00 mm | | |
| RHS 518-6 | 01.1965 → 07.1970 | D | 6 | 16620 cm ³ | 2V | 138 kW | (187 PS) | 19:1 | 180,00 mm | | |
| RHS 518-8 | 01.1965 → 07.1970 | D | 8 | 22160 cm ³ | 2V | 195 kW | (265 PS) | 19:1 | 180,00 mm | | |
| TRHS 518 A | 01.1965 → 07.1970 | D (A) | 8 | 22160 cm ³ | 2V | 252 kW | (342 PS) | 19:1 | 180,00 mm | | |
| TRHS 518 S | 01.1965 → 07.1970 | D (A) | 6 | 16620 cm ³ | 2V | 188 kW | (256 PS) | 19:1 | 180,00 mm | | |
| TRHS 518 V | 01.1965 → 07.1970 | D (A) | 4 | 11080 cm ³ | 2V | 126 kW | (171 PS) | 19:1 | 180,00 mm | | |
| TRHS 518 V12 | 01.1962 → 12.1975 | D (A) | 12 | 33240 cm ³ | 2V | 375 kW | (510 PS) | 19:1 | 180,00 mm | | |
| TRHS 518 V16 | 08.1971 → 12.1975 | D (A) | 16 | 44300 cm ³ | 2V | 504 kW | (685 PS) | 19:1 | 180,00 mm | | |

| | | | | | | | | | |
|--|--------|-------|-------|-------|------|-------------------------------|-------------------|--|--|
| | N Cyl. | A=152 | C=166 | L=330 | H=70 | 2 R 150 x 4,5 1 SC 155 x 3 | 88 332 110 | | |
|--|--------|-------|-------|-------|------|-------------------------------|-------------------|--|--|





M



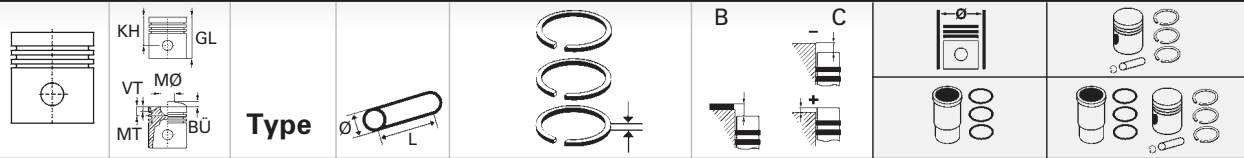
|  | Cyl. |  mm | cm ³ |  4 | Comp. Ratio ε | kW | PS | Pos |
|---|----------|---|-----------------|--|------------------|----|----|-----|
| F4HE9684Jx100 Euro 3 | D (LA) 6 | 104 x 132 | 6700 | 4 | 17,0:1 | | | 1 |

N



|  |  | Pos |  |  | Pos |
|---|---|-----|--|---|-----|
| SERIES TC | | | | | |
| Series TC56 | F4HE9684Jx100 D | 1 | | | |

N






1 **104**
F4HE9684Jx100 D (LA) 6 6700 cm³ 4V 17,0:1 132,00 mm
Euro 3

| | | | | | | | | |
|--|---------|---|-------------------|----------|---------------------------------|-------------------|---------------|--------------------------------------|
| | 6 | KH 62,4 MT -21 MØ 59,5 GL 96,5 | RTK KKK TPL | 38 82 | 1 T15 3 1 M 2,385 1 DSF 4 | CK G6 G3 CR | 104,00 | 40 652 600 <small>NEW</small> |
| | 104 047 | | | | | | 104,40 | 40 652 610 <small>NEW</small> |







| | | | | | |
|--|--------------------|---|----------------------------|--|------------|
| | NEW HOLLAND | → | DAF | | 226 |
| | | | FIAT / IVECO | | 280 |
| | | | FORD | | 351 |
| | | | MERCEDES-BENZ | | 562 |
| | | | PERKINS | | 738 |

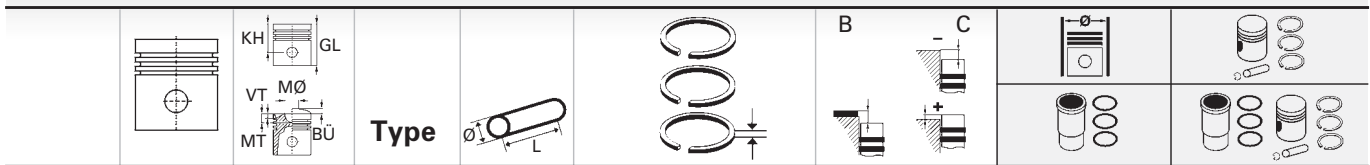
N



|  | | Cyl. |  X mm | cm ³ |  | Comp. Ratio ϵ | kW | PS | Pos |
|---|--------|------|--|-----------------|---|------------------------|---------|---------|-----|
| BD30 Ti (88 kW) Euro 3 | D (LA) | 4 | 96 x 102 | 2953 | 2 | 19,3:1 | 88-92 | 120-125 | 25 |
| CD20 | D | 4 | 84,5 x 88 | 1974 | 2 | 22,2:1 | 55 | 75 | 14 |
| CD20T | D (A) | 4 | 84,5 x 88 | 1974 | 2 | 22,2:1 | 66 | 90 | 14 |
| CY | D (A) | 4 | 76,5 x 86,4 | 1588 | 2 | 23:1 | 51 | 70 | 4 |
| D4F 712 | B | 4 | 69 x 76,8 | 1149 | 4 | 9,6/ 9,8:1 | 55 | 75 | 1 |
| D7F 722 | B | 4 | 69 x 76,8 | 1149 | 2 | 9,6:1 | 43-44 | 58-60 | 2 |
| F4R 720 | B | 4 | 82,7 x 93 | 1998 | 4 | 9,8:1 | 88 | 120 | 11 |
| F9Q 760 | D (LA) | 4 | 80 x 93 | 1870 | 2 | 19:1 | 74 | 101 | 8 |
| F9Q 762 | D (LA) | 4 | 80 x 93 | 1870 | 2 | 19:1 | 60 | 82 | 8 |
| F9Q 770 | D (A) | 4 | 80 x 93 | 1870 | 2 | 18,3:1 | 58 | 79 | 8 |
| F9Q 772 | D (A) | 4 | 80 x 93 | 1870 | 2 | 18,3:1 | 60 | 82 | 8 |
| F9Q 774 | D (A) | 4 | 80 x 93 | 1870 | 2 | 18,3:1 | 58-60 | 79-82 | 8 |
| F9Q 780 | D (LA) | 4 | 80 x 93 | 1870 | 2 | 18,3:1 | 59 | 80 | 8 |
| F9Q 800 | D (A) | 4 | 80 x 93 | 1870 | 2 | 18,3:1 | 88 | 120 | 9 |
| G9T 720 | D (A) | 4 | 87 x 92 | 2188 | 4 | 18:1 | 66 | 90 | 18 |
| G9T 722 | D (A) | 4 | 87 x 92 | 2188 | 4 | 18:1 | 66 | 90 | 18 |
| G9T 750 | D (A) | 4 | 87 x 92 | 2188 | 4 | 18:1 | 66 | 90 | 18 |
| G9U 632 Euro 4 | D (LA) | 4 | 89 x 99 | 2463 | 4 | 18,1:1 | 88-107 | 120-145 | 21 |
| G9U 650 Euro 4 | D (LA) | 4 | 89 x 99 | 2463 | 4 | 21,25:1 | 74-88 | 101-120 | 21 |
| G9U 720 Euro 3 | D (LA) | 4 | 89 x 99 | 2463 | 4 | 17,8:1 | 73-84 | 99-115 | 20 |
| G9U 730 Euro 3 | D (LA) | 4 | 89 x 99 | 2463 | 4 | 17,8:1 | 99 | 135 | 20 |
| JN | B | 4 | 81 x 86,4 | 1781 | 2 | 10:1 | 66 | 90 | 10 |
| K4M 710 | B | 4 | 79,5 x 80,5 | 1598 | 4 | 10:1 | 70-79 | 95-107 | 6 |
| K4M 752 | B | 4 | 79,5 x 80,5 | 1598 | 4 | 10:1 | 70 | 95 | 6 |
| K9K 270 | D (LA) | 4 | 76 x 80,5 | 1461 | 4 | 18,8:1 | 63 | 86 | 3 |
| K9K 274 | D (LA) | 4 | 76 x 80,5 | 1461 | 2 | 18,8:1 | 50 | 68 | 3 |
| K9K 700 | D (LA) | 4 | 76 x 80,5 | 1461 | 2 | 18,8:1 | 48-50 | 65-68 | 3 |
| K9K 702 | D (LA) | 4 | 76 x 80,5 | 1461 | 2 | 18,8:1 | 60-62 | 82-85 | 3 |
| K9K 704 | D (LA) | 4 | 76 x 80,5 | 1461 | 2 | 18,8:1 | 48-50 | 65-68 | 3 |
| K9K 714 | D (A) | 4 | 76 x 80,5 | 1461 | 2 | 18,8:1 | 42-50 | 57-68 | 3 |
| K9K 722 | D (A) | 4 | 76 x 80,5 | 1461 | 2 | 18,8:1 | 60-63 | 82-86 | 3 |
| K9K 750 | D (LA) | 4 | 76 x 80,5 | 1461 | 2 | 18,3:1 | 60-65 | 82-88 | 3 |
| M9R 780 Euro 4 | D (LA) | 4 | 84 x 90 | 1995 | 4 | 15,7:1 | 66-84 | 90-114 | 13 |
| M9R 782 | D (LA) | 4 | 84 x 90 | 1995 | 4 | 15,7:1 | 66 | 90 | 13 |
| M9T 670 Euro 5 | D (LA) | 4 | 85 x 101,3 | 2298 | 4 | 16:1 | 74-92 | 101-125 | 16 |
| M9T 678 | D (LA) | 4 | 85 x 101,3 | 2298 | 4 | 16:1 | 107 | 146 | 16 |
| M9T 690 Euro 5 | D (LA) | 4 | 85 x 101,3 | 2298 | 4 | 16:1 | 92 | 125 | 16 |
| QG18DE | B | 4 | 80 x 88 | 1769 | 4 | 9,5:1 | 84-92 | 114-126 | 7 |
| RD28T | D (A) | 6 | 85 x 83 | 2825 | 2 | 21,2:1 | 85 | 115 | 15 |
| SD20 | D | 4 | 83 x 92 | 1991 | 2 | 20:1 | 44 | 60 | 12 |
| SD22 | D | 4 | 83 x 100 | 2164 | 2 | 20,8:1 | 48-51 | 65-70 | 12 |
| SD23 | D | 4 | 89 x 92 | 2289 | 2 | 20,5:1 | 51-56 | 69-76 | 19 |
| SD25 | D | 4 | 89 x 100 | 2488 | 2 | 21,4:1 | 53-57 | 72-77 | 19 |
| SD30 | D | 6 | 83 x 92 | 2987 | 2 | 20:1 | | | 12 |
| SD33 | D | 6 | 83 x 100 | 3246 | 2 | 20,8:1 | 70 | 95 | 12 |
| TD27 | D | 4 | 96 x 92 | 2664 | 2 | 21,8:1 | 62-73 | 85-99 | 22 |
| TD27T | D (A) | 4 | 96 x 92 | 2664 | 2 | 21,9:1 | 66-74 | 90-101 | 23 |
| TD27Ti Euro 2 | D (LA) | 4 | 96 x 92 | 2664 | 2 | 21,9:1 | 92 | 125 | 24 |
| TD42 | D | 6 | 96 x 96 | 4169 | 2 | 22,7:1 | 92 | 125 | 22 |
| TD42T | D (A) | 6 | 96 x 96 | 4169 | 2 | 22,8:1 | 107-118 | 145-160 | 22 |
| TUD 5 | D | 4 | 77 x 82 | 1527 | 2 | 23:1 | 40-42 | 54-57 | 5 |
| YD22DDTi | D (LA) | 4 | 86 x 94 | 2184 | 4 | 16,7:1 | 100 | 136 | 17 |
| YD22ETi | D (LA) | 4 | 86 x 94 | 2184 | 4 | 16,3:1 | 84 | 114 | 17 |



|   | |  | | Pos |   | |  | | Pos |
|---|-------------------|---|---|-----|--|-------------------|---|---|-----|
| ALMERA | | | | | Patrol 2.8 TD | 04.1989 → 05.1998 | RD28T | D | 15 |
| Almera 1.5 dCi | 10.2002 → 11.2006 | K9K 750 | D | 3 | Patrol 3.0 D | 01.1973 → 06.1983 | SD30 | D | 12 |
| Almera 1.5 dCi | 01.2003 → 11.2006 | K9K 722 | D | 3 | Patrol 3.2 D | 06.1985 → 03.1989 | SD33 | D | 12 |
| Almera 1.8i 16V | 01.2000 → 12.2006 | QG18DE | B | 7 | Patrol 3.3 D | 11.1979 → 06.1988 | SD33 | D | 12 |
| Almera 2.0 D | 07.1995 → 04.2000 | CD20 | D | 14 | PATROL GR | | | | |
| ALMERA TINO | | | | | Patrol GR 2.8 TD | 09.1988 → 09.1997 | RD28T | D | 15 |
| Almera Tino 1.8i 16V | 05.2000 → 12.2005 | QG18DE | B | 7 | Patrol GR 4.2 D | 08.1987 → 09.1997 | TD42 | D | 22 |
| Almera Tino 2.2 dCi | 09.2003 → 12.2005 | YD22DDTi | D | 17 | Patrol GR 4.2 TD | 10.1997 → | TD42T | D | 22 |
| ATLEON | | | | | PICKUP | | | | |
| Atleon 3.0 TDI | 02.2000 → 10.2006 | BD30 Ti (88 kW) | D | 25 | Pickup 2.2 D | 08.1979 → 12.1982 | SD22 | D | 12 |
| BLUEBIRD SYLPHY | | | | | Pickup 2.3 D | 01.1983 → 08.1987 | SD23 | D | 19 |
| Bluebird Sylphy 1.8i 16V | 08.2000 → 12.2005 | QG18DE | B | 7 | Pickup 2.5 D | 04.1983 → 08.1987 | SD25 | D | 19 |
| CABSTAR | | | | | Pickup 2.7 D | 08.1987 → 01.1997 | TD27 | D | 22 |
| Cabstar 2.3 D | 01.1983 → 06.1992 | SD23 | D | 19 | PRIMASTAR | | | | |
| Cabstar 2.5 D | 01.1982 → 06.1992 | SD25 | D | 19 | Primastar 1.9 dCi 80 | 03.2001 → | F9Q 762 | D | 8 |
| Cabstar 2.7 TD | 03.1999 → 10.2006 | TD27T | D | 23 | Primastar 1.9 dCi 100 | 03.2001 → | F9Q 760 | D | 8 |
| Cabstar 3.0 TDI | 03.1999 → 10.2006 | BD30 Ti (88 kW) | D | 25 | Primastar 2.0i 16V | 02.2003 → | F4R 720 | B | 11 |
| CEDRIC | | | | | Primastar 2.0 dCi 120 | 09.2006 → | M9R 780 | D | 13 |
| Cedric 2.0 D | 10.1965 → 01.1971 | SD20 | D | 12 | Primastar 2.0 dCi 90 | 09.2006 → | M9R 782 | D | 13 |
| Cedric 2.2 D | 01.1973 → 06.1979 | SD22 | D | 12 | Primastar 2.5 dCi 115 | 09.2008 → | G9U 720 | D | 20 |
| CIVILIAN | | | | | Primastar 2.5 dCi 140 | 09.2003 → | G9U 730 | D | 20 |
| Civilian 2.8 TD | | RD28T | D | 15 | Primastar 2.5 dCi 150 | 09.2006 → | G9U 632 | D | 21 |
| Civilian 4.2 D | 03.1991 → 03.2001 | TD42 | D | 22 | PRIMERA | | | | |
| CUBE | | | | | Primera 1.8i 16V | 06.1999 → 12.2005 | QG18DE | B | 7 |
| Cube 1.5i dCi 16V | 11.2008 → | K9K 270 | D | 3 | Primera 1.9 dCi | 01.2003 → | F9Q 800 | D | 9 |
| FARGO | | | | | Primera 2.0 D | 07.1990 → 06.1996 | CD20 | D | 14 |
| Fargo 2.7 D | 08.1995 → | TD27 | D | 22 | Primera 2.0 TD | 06.1996 → 12.2001 | CD20T | D | 14 |
| INTERSTAR | | | | | SAFARI | | | | |
| Interstar 1.9 DTi | 04.2002 → 10.2003 | F9Q 770 | D | 8 | Safari 4.2 D | 01.1997 → | TD42 | D | 22 |
| Interstar 1.9 DTi | 07.2002 → 10.2003 | F9Q 780 | D | 8 | SANTANA | | | | |
| Interstar 1.9 dCi | 10.2003 → | F9Q 772 | D | 8 | Santana 1.6 TD | 01.1984 → 01.1987 | CY | D | 4 |
| Interstar 1.9 dCi | 10.2003 → | F9Q 774 | D | 8 | Santana 1.8 | 01.1984 → 12.1994 | JN | B | 10 |
| Interstar 2.2 dCi 16V | 07.2002 → | G9T 722 | D | 18 | SENTRA | | | | |
| Interstar 2.2 dCi 16V | 10.2003 → | G9T 720 | D | 18 | Sentra 1.8i 16V | 2002 → | QG18DE | B | 7 |
| Interstar 2.2 dCi 16V | 10.2003 → | G9T 750 | D | 18 | SERENA | | | | |
| Interstar 2.5 dCi 16V | 07.2002 → | G9U 720 | D | 20 | Serena 2.0 D | 06.1991 → 08.1993 | CD20 | D | 14 |
| Interstar 2.5 dCi 16V | 10.2003 → | G9U 650 | D | 21 | SUNNY | | | | |
| Interstar 2.5 dCi 16V | 07.2006 → | G9U 632 | D | 21 | Sunny 2.0 D | 10.1990 → 03.2000 | CD20 | D | 14 |
| KUBISTAR | | | | | TERRANO I | | | | |
| Kubistar 1.2i | 07.2003 → | D7F 722 | B | 2 | Terrano I 2.7 D | 08.1987 → 11.1995 | TD27 | D | 22 |
| Kubistar 1.2i 16V | 07.2003 → | D4F 712 | B | 1 | Terrano I 2.7 TD | 02.1989 → 10.1993 | TD27T | D | 23 |
| Kubistar 1.5 dCi | 08.2003 → | K9K 704 | D | 3 | TERRANO II | | | | |
| Kubistar 1.5 dCi | 08.2003 → | K9K 714 | D | 3 | Terrano II 2.7 TD | 02.1993 → 02.2002 | TD27T | D | 23 |
| Kubistar 1.5 dCi | 08.2003 → | K9K 722 | D | 3 | Terrano II 2.7 TDi | 01.1996 → 03.2006 | TD27Ti | D | 24 |
| Kubistar 1.5 dCi | 09.2003 → | K9K 700 | D | 3 | URVAN | | | | |
| Kubistar 1.5 dCi | 09.2003 → | K9K 702 | D | 3 | Urvan 2.2 D | 07.1980 → 04.1982 | SD22 | D | 12 |
| Kubistar 1.6i 16V | 07.2003 → 06.2005 | K4M 710 | B | 6 | Urvan 2.3 D | 04.1982 → 02.1987 | SD23 | D | 19 |
| Kubistar 1.6i 16V | 08.2003 → | K4M 752 | B | 6 | Urvan 2.7 D | 11.1986 → 06.1997 | TD27 | D | 22 |
| LAUREL | | | | | WINGROAD | | | | |
| Laurel 2.0 D | 03.1977 → 05.1983 | SD20 | D | 12 | Wingroad 1.8i 16V | 05.1999 → 11.2005 | QG18DE | B | 7 |
| MARCH | | | | | X-TRAIL | | | | |
| March 1.5 D | 03.1992 → 1997 | TUD 5 | D | 5 | X-Trail 2.2 TDi 16V | 06.2001 → 08.2003 | YD22ETi | D | 17 |
| March 1.5 dCi | 02.2003 → | K9K 700 | D | 3 | X-Trail 2.2 dCi 16V | 09.2003 → 06.2007 | YD22DDTi | D | 17 |
| March 1.5 dCi | 02.2003 → | K9K 704 | D | 3 | | | | | |
| March 1.5 dCi | 02.2003 → | K9K 750 | D | 3 | | | | | |
| MICRA | | | | | | | | | |
| Micra 1.5 D | 02.1998 → 10.2002 | TUD 5 | D | 5 | | | | | |
| Micra 1.5 dCi | 02.2003 → | K9K 700 | D | 3 | | | | | |
| Micra 1.5 dCi | 02.2003 → | K9K 704 | D | 3 | | | | | |
| Micra 1.5 dCi | 02.2003 → | K9K 722 | D | 3 | | | | | |
| Micra 1.5 dCi | 02.2003 → | K9K 750 | D | 3 | | | | | |
| NOTE | | | | | | | | | |
| Note 1.5 dCi | 01.2006 → | K9K 274 | D | 3 | | | | | |
| NV 400 | | | | | | | | | |
| NV 400 2.3dCi 100 | 01.2011 → | M9T 670 | D | 16 | | | | | |
| NV 400 2.3dCi 125 | 01.2011 → | M9T 690 | D | 16 | | | | | |
| NV 400 2.3dCi 150 | 01.2011 → | M9T 678 | D | 16 | | | | | |
| PATROL | | | | | | | | | |
| Patrol 2.7 TD | 05.1998 → 12.2005 | TD27T | D | 23 | | | | | |



| | | | | | | | | | | | | |
|----------|--|-----------|----------------|-----------|---|---|----------------------|----|-------|---------|---------------|----------|
| 1 | | 69 | D4F 712 | 07.2003 → | B | 4 | 1149 cm ³ | 4V | 55 kW | (75 PS) | 9,6/ 9,8:1 | 76,80 mm |
|----------|--|-----------|----------------|-----------|---|---|----------------------|----|-------|---------|---------------|----------|

| | | | | | | | | | | | | | |
|--|--------------|--------------------------------------|--|-----------------|---------------|--|--|--|--|--|--|--------------|-------------------|
| | 4 069 075 | KH 26,7 MT -1 MØ 60 GL 44,7 | | 17,5 54 K | 1 R 1,2 MO G6 | | | | | | | 69,00 | 40 219 600 |
| | | | | | 1 M 1,5 G3 | | | | | | | 69,50 | 40 219 610 |

| | | | | | | | | | | | | |
|----------|--|-----------|----------------|-----------|---|---|----------------------|----|----------|------------|-------|----------|
| 2 | | 69 | D7F 722 | 07.2003 → | B | 4 | 1149 cm ³ | 2V | 43-44 kW | (58-60 PS) | 9,6:1 | 76,80 mm |
|----------|--|-----------|----------------|-----------|---|---|----------------------|----|----------|------------|-------|----------|

| | | | | | | | | | | | | | |
|--|--------------|--|-----|-----------------|--------------------------|--|--|--|--|--|--|--------------|-------------------|
| | 4 069 071 | KH 27,1 GL 50,5 KH 26,8 GL 50,5 | HKÜ | 17,5 54 K | 1 R 1,5 CR G6 | | | | | | | 69,00 | 99 646 600 |
| | | | | | 1 NM 1,5 1 SLF 2,5 CR | | | | | | | 69,50 | 99 646 610 |

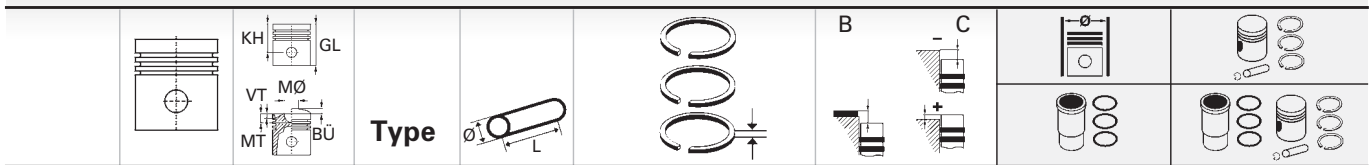
| | | | | | | | | | | | | |
|----------|--|-----------|----------------|-----------|--------|---|----------------------|----|-------|---------|--------|----------|
| 3 | | 76 | K9K 270 | 11.2008 → | D (LA) | 4 | 1461 cm ³ | 4V | 63 kW | (86 PS) | 18,8:1 | 80,50 mm |
|----------|--|-----------|----------------|-----------|--------|---|----------------------|----|-------|---------|--------|----------|

| | | | | | | | | | |
|----------------|-----------|--------|---|----------------------|----|----------|------------|--------|----------|
| K9K 274 | 01.2006 → | D (LA) | 4 | 1461 cm ³ | 2V | 50 kW | (68 PS) | 18,8:1 | 80,50 mm |
| K9K 700 | 02.2003 → | D (LA) | 4 | 1461 cm ³ | 2V | 48-50 kW | (65-68 PS) | 18,8:1 | 80,50 mm |
| K9K 702 | 09.2003 → | D (LA) | 4 | 1461 cm ³ | 2V | 60-62 kW | (82-85 PS) | 18,8:1 | 80,50 mm |
| K9K 704 | 02.2003 → | D (LA) | 4 | 1461 cm ³ | 2V | 48-50 kW | (65-68 PS) | 18,8:1 | 80,50 mm |
| K9K 714 | 08.2003 → | D (A) | 4 | 1461 cm ³ | 2V | 42-50 kW | (57-68 PS) | 18,8:1 | 80,50 mm |
| K9K 722 | 01.2003 → | D (A) | 4 | 1461 cm ³ | 2V | 60-63 kW | (82-86 PS) | 18,8:1 | 80,50 mm |
| K9K 750 | 10.2002 → | D (LA) | 4 | 1461 cm ³ | 2V | 60-65 kW | (82-88 PS) | 18,3:1 | 80,50 mm |

| | | | | | | | | | | | | | |
|--|--------------|--|------------|----------|--------------------------|--|--|--|--|--|--|--------------|-------------------|
| | 4 076 191 | KH 41,78 VT1 -0,48 VT2 -0,28 MT -14 MØ 39,7 GL 66 | RTK TPL | 26 60 | 1 R 2 CK G6 | | | | | | | 76,00 | 40 190 600 |
| | | | | | 1 M 2 1 DSF 2,5 NT ST | | | | | | | 76,50 | 40 190 610 |

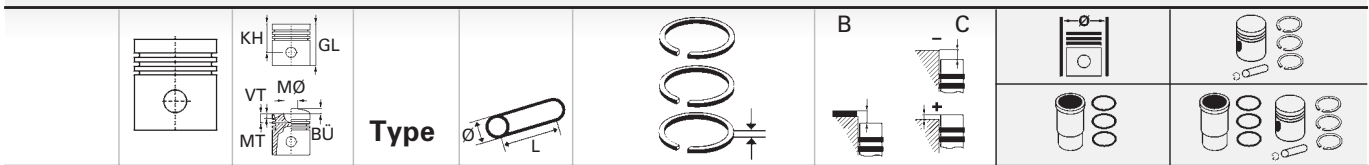
| | | | | | | | | | | | | | |
|--|--------------|--|------------|----------|--------------------------|--|--|--|--|--|--|--------------|-------------------|
| | 4 076 191 | KH 41,78 VT1 -0,48 VT2 -0,28 MT -14 MØ 39,7 GL 66 | RTK TPL | 25 60 | 1 R 2 CK G6 | | | | | | | 76,00 | 40 465 600 |
| | | | | | 1 M 2 1 DSF 2,5 NT ST | | | | | | | 76,50 | 40 465 610 |

[1] Kolbenbolzen/piston pin/diamètre axe/diámetro del bulón/Поршневой палец Ø 26,00 mm
 [2] Kolbenbolzen/piston pin/diamètre axe/diámetro del bulón/Поршневой палец Ø 25,00 mm



| 4 | | 76,5 | | | | | | | | | | | |
|-----|--|--|--|--|-------|-------------------------|----|----|---------------------------|--------------|----------|--|--|
| CY | | 01.1984 → 01.1987 D | | (A) | 4 | 1588 cm ³ 2V | | | 51 kW | (70 PS) 23:1 | 86,40 mm | | |
| | 4 | KH 41,7 | RTK | 24 | 1 R | 1,75 | CR | G6 | 76,51 | | | 90 732 600 [1] | |
| | 076 118 | MT -1,6 | LOX | 64 | 1 M | 2 | CR | G3 | | | | | |
| | | GL 71,7 | RK TPL | | 1 DSF | 3 | CR | | | | | | |
| | | KH 41,45 | HKÜ | | | | | | 77,01 | | | 90 732 610 [1] | |
| | | MT -1,6 | HKÜ | | | | | | 77,51 | | | 90 732 620 [1] (93 434, 93 479, 93 687) | |
| | | GL 71,45 | | | | | | | | | | | |
| | T Cyl. | A=79,5 | C=81,5 | L=145 | H=4,7 | | | | 89 163 190 [2] semi | | | 90 732 960 | |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цил. | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | | | | | | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness paisseur espesor ширина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | | | | | | |
| | - 07.1985 | | | | | | | | | | | | |
| | 1 | 1,40 | +0,67 | +0,80 | | | | | | | | | |
| | 2 | 1,50 | +0,81 | +0,90 | | | | | | | | | |
| | 3 | 1,60 | +0,91 | +1,02 | | | | | | | | | |
| | 08.1985 - | | | | | | | | | | | | |
| | 1 | 1,53 | +0,66 | +0,86 | | | | | | | | | |
| | 2 | 1,57 | +0,87 | +0,90 | | | | | | | | | |
| | 3 | 1,61 | +0,91 | +1,02 | | | | | | | | | |
| | Motor Nr. 1464108 ... | | | | | | | | | | | | |
| | 0 | 1,65 mm | | + 0,70 | | | | | | | | | |
| | 1 | 1,80 mm | + 0,70 | + 0,85 | | | | | | | | | |
| | 2 | 1,95 mm | + 0,85 | | | | | | | | | | |
| [2] | mit Aussparung für Pleuelstange with recess for connecting rod avec évidement pour bielle con escotadura para biela с углублением для шатуна | | | | | | | | | | | | |

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| | | | | | | | | | |
|--------------|-------------------|----------------------------------|-----|----------------------|---------------------------------------|----------|----------------|--------------|-------------------|
| 5 | | 77 | | | | | | | |
| TUD 5 | 03.1992 → 10.2002 | D | 4 | 1527 cm ³ | 2V | 40-42 kW | (54-57 PS) | 23:1 | 82,00 mm |
| | 4 | KH 40,37 MT -1,65 GL 66,32 | | 23 60 | 1 R 2 CK G6 1 M 1,75 1 DSF 3 CR | | +1,04 +1,14 | 77,00 | 94 642 700 |
| | 077 082 | KH 40,1 MT -1,65 GL 66,32 | HKÜ | | | | | 77,40 | 94 642 710 |

| | | | | | | | | | |
|----------------|-------------------|---|-----|----------------------|---|----------|-------------|--------------|-------------------|
| 6 | | 79,5 | | | | | | | |
| K4M 710 | 07.2003 → 06.2005 | B | 4 | 1598 cm ³ | 4V | 70-79 kW | (95-107 PS) | 10:1 | 80,50 mm |
| K4M 752 | 08.2003 → | B | 4 | 1598 cm ³ | 4V | 70 kW | (95 PS) | 10:1 | 80,50 mm |
| | 4 | KH 31,7 VT1 -1,57 MT -1,3 GL 55 | | 20 62 K | 1 R 1,5 CR G6 1 NM 1,5 1 SLF 2,5 CR | | | 79,50 | 99 746 600 |
| | 079 146 | KH 31,45 VT1 -1,57 MT -1,3 GL 55 | HKÜ | | | | | 80,00 | 99 746 610 |

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|---------------|-----------|---|---|----------------------|---|----------|--------------|--------------|-------------------|
| 7 | | 80 | | | | | | | |
| QG18DE | 05.1999 → | B | 4 | 1769 cm ³ | 4V | 84-92 kW | (114-126 PS) | 9,5:1 | 88,00 mm |
| | 4 | KH 29,15 MT -4,8 MØ 68 GL 53,7 | | 19 52 | 1 R 1,2 CR ST 1 M 1,2 G3 1 SLF 2,5 CR | | | 80,00 | 40 302 600 |
| | | | | | | | | 80,50 | 40 302 620 |

| | | | | | | | | | |
|----------------|-------------------|-----------|---|----------------------|----|----------|------------|--------|----------|
| 8 | | 80 | | | | | | | |
| F9Q 760 | 03.2001 → | D (LA) | 4 | 1870 cm ³ | 2V | 74 kW | (101 PS) | 19:1 | 93,00 mm |
| F9Q 762 | 03.2001 → | D (LA) | 4 | 1870 cm ³ | 2V | 60 kW | (82 PS) | 19:1 | 93,00 mm |
| F9Q 770 | 04.2002 → 10.2003 | D (A) | 4 | 1870 cm ³ | 2V | 58 kW | (79 PS) | 18,3:1 | 93,00 mm |
| F9Q 772 | 10.2003 → | D (A) | 4 | 1870 cm ³ | 2V | 60 kW | (82 PS) | 18,3:1 | 93,00 mm |
| F9Q 774 | 10.2003 → | D (A) | 4 | 1870 cm ³ | 2V | 58-60 kW | (79-82 PS) | 18,3:1 | 93,00 mm |
| F9Q 780 | 07.2002 → 10.2003 | D (LA) | 4 | 1870 cm ³ | 2V | 59 kW | (80 PS) | 18,3:1 | 93,00 mm |

| | | | | | | | | | |
|--|---------|---|------------|----------|---|--|--|--------------|--------------------------|
| | 4 | KH 47,06 VT1 -0,75 MT -17,8 MØ 38 GL 77,4 | RTK TPL | 28 60 | 1 R 2,5 MO G6 1 M 2 G3 1 DSF 3 CR | | | 80,01 | 99 561 600 [1] |
| | 080 279 | | | | | | | 80,51 | 99 561 620 [1] |

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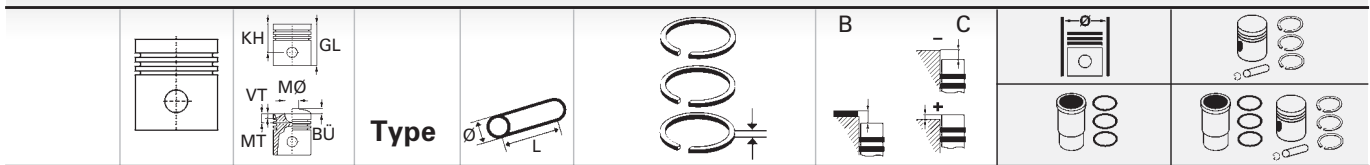


| | | | | | | | | |
|-----|---|---|--|---|--|--|--|--|
| | | | | | | | | |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цил. | | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня | | | | |
| | Kerben notches repères muescas надрезы | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | | |
| | 2 1 3 | +0,868 +1,000 | +0,868 +1,000 | | | | | |

| | | | | | | | | | | | | |
|----------------|-----------|---|-------------------|----------|-----------------------------|-------------------|----------------|--------------|--------|----------|-------------------|--|
| 9 | | 80 | | | | | | | | | | |
| F9Q 800 | 01.2003 → | D | (A) | 4 | 1870 cm ³ | 2V | 88 kW | (120 PS) | 18,3:1 | 93,00 mm | | |
| | 4 | KH 47,04 VT1 -0,75 MT -17,8 MØ 38 GL 77 | RTK TPL KKK | 28 60 | 1 R 2,5 1 M 2 1 DSF 3 | MO G6 G3 CR | +0,50 +0,62 | 80,01 | | | 99 780 600 | |
| | | | | | | | | 80,51 | | | 99 780 620 | |

| | | | | | | | | | | | | |
|-----------|--|---|------------|----------|---------------------------------|-------------|-------|--------------|------|----------|--------------------------------------|--|
| 10 | | 81 | | | | | | | | | | |
| JN | 01.1984 → 12.1994 | B | | 4 | 1781 cm ³ | 2V | 66 kW | (90 PS) | 10:1 | 86,40 mm | | |
| | 4 | KH 32,2 MT -8,1 MØ 60 BÜ +1,3 GL 62,5 | SRK | 20 57 | 1 R 1,5 1 NM 1,75 1 DSF 3 | CR G6 CR | | 81,01 | | | 93 875 600 [1] | |
| | | KH 31,9 MT -8,1 MØ 60 BÜ +1,3 GL 62,2 | HKÜ HKÜ | | | | | 81,26 | | | 93 875 610 [1] | |
| | | | | | | | | 81,51 | | | 93 875 620 [1] (93 616) | |
| [1] | nur satzweise austauschbar exchangeable only in sets remplacement seulement sous forme de jeu sólo se puede cambiar el juego completo заменяемо только комплектами | | | | | | | | | | | |

| | | | | | | | | | | | | |
|----------------|-----------|--|--|----------|--------------------------------|-------------|-------|---------------|-------|----------|-------------------|--|
| 11 | | 82,7 | | | | | | | | | | |
| F4R 720 | 02.2003 → | B | | 4 | 1998 cm ³ | 4V | 88 kW | (120 PS) | 9,8:1 | 93,00 mm | | |
| | 4 | KH 30,25 MT -2,65 MØ 73,1 GL 56,8 | | 21 61 | 1 R 1,2 1 NM 1,5 1 SLF 2 | NT ST CR | | 82,715 | | | 40 355 600 | |
| | | | | | | | | | | | | |



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|-------------|-------------------|-----------|---|----------------------|----|----------|------------|--------|-----------|
| 12 | | 83 | | | | | | | |
| SD20 | 10.1965 → 05.1983 | D | 4 | 1991 cm ³ | 2V | 44 kW | (60 PS) | 20:1 | 92,00 mm |
| SD22 | 01.1973 → 12.1982 | D | 4 | 2164 cm ³ | 2V | 48-51 kW | (65-70 PS) | 20,8:1 | 100,00 mm |
| SD30 | 01.1973 → 06.1983 | D | 6 | 2987 cm ³ | 2V | | | 20:1 | 92,00 mm |
| SD33 | 11.1979 → 03.1989 | D | 6 | 3246 cm ³ | 2V | 70 kW | (95 PS) | 20,8:1 | 100,00 mm |

| | | | | | | | | | |
|--|---------|--|-----|----------|--|----------------------|--|--------------|-------------------|
| | 4/6 | KH 48 VT1 -0,60 MT -1,8 GL 96 | URK | 26 71 | 1 R 2,5 2 R 2 1 DSF 4,5 1 G 4,5 | CR G3 CR G6 CR | | 83,00 | 92 308 600 |
| | 083 022 | | | | | | | | |

| | | | | | | | | | |
|--|--------|------|------|-------|-----|--|--|-------------------|--|
| | T Cyl. | A=87 | C=93 | L=176 | H=5 | | | 88 603 110 | |
|--|--------|------|------|-------|-----|--|--|-------------------|--|

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|-----------------------|-----------|-----------|---|----------------------|----|----------|-------------|--------|----------|
| 13 | | 84 | | | | | | | |
| M9R 780 Euro 4 | 09.2006 → | D (LA) | 4 | 1995 cm ³ | 4V | 66-84 kW | (90-114 PS) | 15,7:1 | 90,00 mm |
| M9R 782 | 09.2006 → | D (LA) | 4 | 1995 cm ³ | 4V | 66 kW | (90 PS) | 15,7:1 | 90,00 mm |

| | | | | | | | | | |
|--|---------|--|-------------------|----------|------------------------------|-------------------|--|--------------|-------------------|
| | 4 | KH 47,916 MT -14,9 MØ 49,07 GL 76 | RTK TPL KKK | 32 65 | 1 ET 2,5 1 M 2 1 DSF 2 | CK G6 G3 CR | | 84,00 | 40 262 600 |
| | 084 196 | | | | | | | 84,50 | 40 262 620 |

| | | | | | | | | | |
|--------------|-------------------|-------------|---|----------------------|----|-------|---------|--------|----------|
| 14 | | 84,5 | | | | | | | |
| CD20 | 07.1990 → 04.2000 | D | 4 | 1974 cm ³ | 2V | 55 kW | (75 PS) | 22,2:1 | 88,00 mm |
| CD20T | 06.1996 → 12.2001 | D (A) | 4 | 1974 cm ³ | 2V | 66 kW | (90 PS) | 22,2:1 | 88,00 mm |

| | | | | | | | | | |
|--|--------|--------|-------|--|--|--|--|---------------------------|--|
| | T Cyl. | A=88,5 | L=150 | | | | | 89 838 190 semi | |
|--|--------|--------|-------|--|--|--|--|---------------------------|--|

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| 15 | | 85 | | | | | | | |
| RD28T | 09.1988 → | D (A) | 6 | 2825 cm ³ | 2V | 85 kW | (115 PS) | 21,2:1 | 83,00 mm |

| | | | | | | | | | |
|--|---|-------------------------------|------------|------------|---------------------------|-------------------------|--|--------------|--------------------------|
| | 6 | KH 46,8 MT -1,3 GL 78,3 | RTK KKK | 27 66,8 | 1 R 2 1 R 2 1 DSF 4 | NT ST CR G6 NT ST | | 85,02 | 94 807 600 [1] |
| | | | | | | | | 85,52 | 94 807 610 |
| | | | | | | | | 86,02 | 94 807 620 |

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| | | | | | | | | |
|-----|---|---|---|--|--|--|--|--|
| | | | Type | | | | | |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цил. | | Kolbenüberstand: piston protrusion: dépasement du piston: resalto del pistón: выступающая часть поршня: | | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor ширина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | |
| | A1 | 1,42 | | +0,79 | | | | |
| | B2 | 1,50 | +0,79 | +0,875 | | | | |
| | C3 | 1,58 | +0,875 | | | | | |

16**85**

| | | | | | | | | | |
|-----------------------|-----------|--|-------------------|----------------------|------------------------------|----------------------|--------------|-------------------|------------|
| M9T 670 Euro 5 | 01.2011 → | D (LA) | 4 | 2298 cm ³ | 4V | 74-92 kW | (101-125 PS) | 16:1 | 101,30 mm |
| M9T 678 | 01.2011 → | D (LA) | 4 | 2298 cm ³ | 4V | 107 kW | (146 PS) | 16:1 | 101,30 mm |
| M9T 690 Euro 5 | 01.2011 → | D (LA) | 4 | 2298 cm ³ | 4V | 92 kW | (125 PS) | 16:1 | 101,30 mm |
| | 4 | KH 47,88 MT -16,2 MØ 50 GL 76 | RTK TPL KKK | 32 65 | 1 ET 2,5 1 M 2 1 DSF 2 | CR G6 CR CR G6 | 85,01 | 97 504 600 | NEW |
| | 085 209 | | | | | | 85,51 | 97 504 620 | NEW |

17**86**

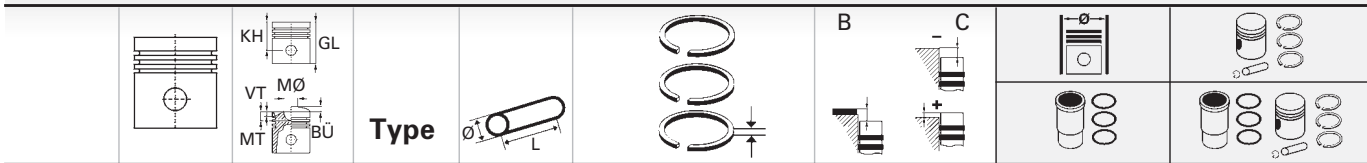
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|-----------------|-------------------|--------|---|----------------------|----|--------|-------------------|--------|----------|
| YD22DDTi | 09.2003 → 06.2007 | D (LA) | 4 | 2184 cm ³ | 4V | 100 kW | (136 PS) | 16,7:1 | 94,00 mm |
| YD22ETi | 06.2001 → 08.2003 | D (LA) | 4 | 2184 cm ³ | 4V | 84 kW | (114 PS) | 16,3:1 | 94,00 mm |
| | T Cyl. | A=90 | | L=160 | | | 89 835 190 | semi | |

18**87**

| | | | | | | | | | |
|----------------|-----------|--|------------|----------------------|---------------------------------|-------------|----------------|-------------------|-------------------|
| G9T 720 | 10.2003 → | D (A) | 4 | 2188 cm ³ | 4V | 66 kW | (90 PS) | 18:1 | 92,00 mm |
| G9T 722 | 07.2002 → | D (A) | 4 | 2188 cm ³ | 4V | 66 kW | (90 PS) | 18:1 | 92,00 mm |
| G9T 750 | 10.2003 → | D (A) | 4 | 2188 cm ³ | 4V | 66 kW | (90 PS) | 18:1 | 92,00 mm |
| | 4 | KH 54,53 MT -17,5 MØ 40,4 GL 84,2 | RTK TPL | 31 65 | 1 ET 3 1 M 1,75 1 SSF 2,5 | PC G6 G3 | +0,06 +0,40 | 87,01 | 99 469 600 |
| | 087 082 | | | | | | 87,51 | 99 469 620 | |

19**89**

| | | | | | | | | | |
|-------------|-------------------|------|---------|----------------------|--------|----------|-------------------|--------|-----------|
| SD23 | 04.1982 → 06.1992 | D | 4 | 2289 cm ³ | 2V | 51-56 kW | (69-76 PS) | 20,5:1 | 92,00 mm |
| SD25 | 01.1982 → 06.1992 | D | 4 | 2488 cm ³ | 2V | 53-57 kW | (72-77 PS) | 21,4:1 | 100,00 mm |
| | T Cyl. | A=92 | C=97,95 | L=172 | H=5,08 | | 89 853 190 | semi | |



| | | |
|-----------------------|-----------|---|
| 20 | | 89 |
| G9U 720 Euro 3 | 07.2002 → | D (LA) 4 2463 cm ³ 4V 73-84 kW (99-115 PS) 17,8:1 99,00 mm |
| G9U 730 Euro 3 | 09.2003 → | D (LA) 4 2463 cm ³ 4V 99 kW (135 PS) 17,8:1 99,00 mm |

| | | | | | | | |
|--|---|--|------------|----------|--|----------------------------------|--|
| | 4 | KH 53,03 MT -17,85 MØ 43,2 GL 83,09 | RTK TPL | 31 65 | 1 R 2,5 MO G6 1 M 1,75 1 SSF 2,5 | 89,00 89,50 | 40 079 600 40 079 620 (99 424) |
|--|---|--|------------|----------|--|----------------------------------|--|

| | | |
|-----------------------|-----------|---|
| 21 | | 89 |
| G9U 632 Euro 4 | 07.2006 → | D (LA) 4 2463 cm ³ 4V 88-107 kW (120-145 PS) 18,1:1 99,00 mm |
| G9U 650 Euro 4 | 10.2003 → | D (LA) 4 2463 cm ³ 4V 74-88 kW (101-120 PS) 21,25:1 99,00 mm |

| | | | | | | | |
|--|---|---|------------|----------|---|----------------------------------|--|
| | 4 | KH 53,075 MT -16,13 MØ 48 GL 83,09 | RTK TPL | 31 65 | 1 ET 3 PC G6 1 M 1,75 1 DSF 2,5 CR G6 | 89,00 89,50 | 40 271 600 40 271 620 |
|--|---|---|------------|----------|---|----------------------------------|--|

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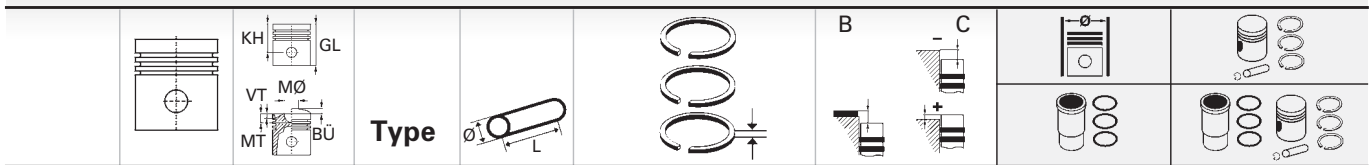
| | | |
|--------------|-----------|---|
| 22 | | 96 |
| TD27 | 11.1986 → | D 4 2664 cm ³ 2V 62-73 kW (85-99 PS) 21,8:1 92,00 mm |
| TD42 | 08.1987 → | D 6 4169 cm ³ 2V 92 kW (125 PS) 22,7:1 96,00 mm |
| TD42T | 10.1997 → | D (A) 6 4169 cm ³ 2V 107-118 kW (145-160 PS) 22,8:1 96,00 mm |

| | | | | | | |
|--|--------|------|-------|-------|-----|---------------------------|
| | T Cyl. | A=99 | C=105 | L=160 | H=5 | 89 449 190 semi |
|--|--------|------|-------|-------|-----|---------------------------|

| | | |
|--------------|-------------------|--|
| 23 | | 96 |
| TD27T | 02.1989 → 10.2006 | D (A) 4 2664 cm ³ 2V 66-74 kW (90-101 PS) 21,9:1 92,00 mm |

| | | | | | | | |
|--|---|---------------------------------|-------------------------|------------|---|--------------|-------------------|
| | 4 | KH 50,455 MT -1,4 GL 87,2 | KKK LOX RK RTK | 30 80,5 | 1 ET 2,58 CR G6 1 M 2 CR 1 DSF 3 CR | 96,00 | 94 406 600 |
|--|---|---------------------------------|-------------------------|------------|---|--------------|-------------------|

| | | | | | | | |
|--|--------|------|-------|-------|-----|---------------------------|-------------------|
| | T Cyl. | A=99 | C=105 | L=160 | H=5 | 89 449 190 semi | 94 406 960 |
|--|--------|------|-------|-------|-----|---------------------------|-------------------|

**24****96**

| TD27Ti Euro 2 | | 01.1996 → 03.2006 | | D (LA) | 4 | 2664 cm ³ | 2V | 92 kW | (125 PS) | 21,9:1 | 92,00 mm |
|----------------------|---|---|---|--|------------------------------|----------------------|----|-------|---------------------------|--------|--------------------------|
| | 4 | KH 50,5 MT -1,5 GL 74 | RTK KKK LOX | 30 79,8 | 1 ET 2,5 1 M 2 1 DSF 3 | CR CR CR | | | 96,02 | | 40 060 600 [1] |
| | | | | | | | | | 96,52 | | 40 060 610 [1] |
| | T Cyl. | A=99 | C=105 | L=160 | H=5 | | | | 89 449 190 semi | | 40 060 960 |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цил. | | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | | | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor ширина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | | | | |
| | 2 | 1,35 mm | | + 0,368 | + 0,418 | | | | | | |
| | 3 | 1,40 mm | | + 0,368 | + 0,418 | | | | | | |
| | 4 | 1,45 mm | | + 0,418 | + 0,468 | | | | | | |

25**96**

| BD30 Ti (88 kW) Euro 3 | | 03.1999 → 10.2006 | | D (LA) | 4 | 2953 cm ³ | 2V | 88-92 kW | (120-125 PS) | 19,3:1 | 102,00 mm |
|-----------------------------------|---------|---|-----|----------|-------------------------------|-------------------------|----|----------|--------------|--------|-------------------|
| | 4 | KH 53,1 VT1 -0,20 VT2 -0,50 MT -20,4 MØ 44,7 GL 89,5 | RTK | 30 80 | 1 ET 2,55 1 M 2 1 DSF 3 | NT ST CR G6 NT ST | | | 96,00 | | 99 371 600 |
| | 096 069 | | | | | | | | | | |

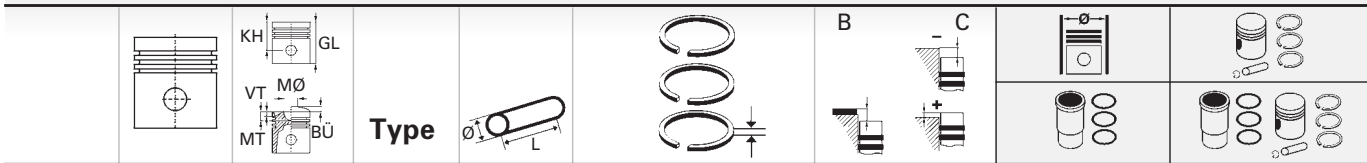
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| | Cyl. | | cm ³ | | Comp. Ratio ϵ | kW | PS | Pos |
|----------------------|----------|------------|-----------------|---|------------------------|--------|---------|-----|
| | | | | | | | | |
| 8040.02.360 | D 4 | 100 x 110 | 3456 | 2 | 17:1 | 44 | 60 | 8 |
| 8060.02.000 | D 6 | 100 x 110 | 5184 | 2 | 17:1 | 90 | 122 | 8 |
| 8060.02.001 | D 6 | 100 x 110 | 5184 | 2 | 17:1 | 90 | 122 | 8 |
| 8060.05.000 | D 6 | 104 x 115 | 5863 | 2 | 17:1 | 79-102 | 108-138 | 9 |
| 8140.07.2700 | D 4 | 93 x 92 | 2499 | 2 | 18,5:1 | 55 | 75 | 3 |
| 8140.07.2701 | D 4 | 93 x 92 | 2499 | 2 | 18,5:1 | 55 | 75 | 3 |
| 8140.07.2712 | D 4 | 93 x 92 | 2499 | 2 | 18,5:1 | 55 | 75 | 3 |
| 8140.21.200 | D (A) 4 | 93 x 90 | 2445 | 2 | 18:1 | 68 | 92 | 2 |
| 8140.21.214 | D (A) 4 | 93 x 90 | 2445 | 2 | 18:1 | 77 | 105 | 2 |
| 8140.21.290 | D (A) 4 | 93 x 90 | 2445 | 2 | 18:1 | 68 | 92 | 2 |
| 8140.23.3700 Euro 2 | D (LA) 4 | 94,4 x 100 | 2798 | 2 | 18,5:1 | 76 | 103 | 6 |
| 8140.23.3761 Euro 2 | D (LA) 4 | 94,4 x 100 | 2798 | 2 | 18,5:1 | 76 | 103 | 6 |
| 8140.23.3801 Euro 2 | D (LA) 4 | 94,4 x 100 | 2798 | 2 | 18,5:1 | 76 | 103 | 6 |
| 8140.23.3861 Euro 2 | D (LA) 4 | 94,4 x 100 | 2798 | 2 | 18,5:1 | 76 | 103 | 6 |
| 8140.27R.2700 | D (A) 4 | 93 x 92 | 2499 | 2 | 18:1 | 67-70 | 92-95 | 3 |
| 8140.27R.2782 | D (A) 4 | 93 x 92 | 2499 | 2 | 18:1 | 67-76 | 92-103 | 3 |
| 8140.27S.2700 | D (A) 4 | 93 x 92 | 2499 | 2 | 18:1 | 76 | 103 | 3 |
| 8140.27S.2785 | D (A) 4 | 93 x 92 | 2499 | 2 | 18:1 | 76 | 103 | 3 |
| 8140.27.2700 | D (A) 4 | 93 x 92 | 2499 | 2 | 18,5:1 | 76 | 103 | 3 |
| 8140.27.2720 | D (A) 4 | 93 x 92 | 2499 | 2 | 18,5:1 | 76 | 103 | 3 |
| 8140.27.2811 | D (A) 4 | 93 x 92 | 2499 | 2 | 18,5:1 | 76 | 103 | 3 |
| 8140.43C.4030 Euro 3 | D (LA) 4 | 94,4 x 100 | 2798 | 2 | 18,5:1 | 77 | 105 | 7 |
| 8140.43.3700 Euro 2 | D (LA) 4 | 94,4 x 100 | 2798 | 2 | 18,5:1 | 90 | 122 | 6 |
| 8140.43.3731 Euro 2 | D (LA) 4 | 94,4 x 100 | 2798 | 2 | 18,5:1 | 90 | 122 | 6 |
| 8140.47B.3790 Euro 1 | D (LA) 4 | 93 x 92 | 2499 | 2 | 18,5:1 | 78-83 | 105-113 | 4 |
| 8140.47B.3795 Euro 1 | D (LA) 4 | 93 x 92 | 2499 | 2 | 18,5:1 | 78-83 | 105-113 | 4 |
| 8140.47R.2790 Euro 1 | D (LA) 4 | 93 x 92 | 2499 | 2 | 18,5:1 | 80 | 109 | 4 |
| 8140.47.2700 Euro 1 | D (LA) 4 | 93 x 92 | 2499 | 2 | 18,5:1 | 85 | 116 | 4 |
| 8140.47.2711 Euro 1 | D (LA) 4 | 93 x 90 | 2445 | 2 | 18,5:1 | 85 | 116 | 4 |
| 8140.47.2721 Euro 1 | D (LA) 4 | 93 x 92 | 2499 | 2 | 18,5:1 | 85 | 116 | 4 |
| 8140.47.2790 Euro 1 | D (LA) 4 | 93 x 92 | 2499 | 2 | 18,5:1 | 76 | 103 | 4 |
| 8140.61.200 | D 4 | 93 x 90 | 2445 | 2 | 21:1 | 53-60 | 72-82 | 1 |
| 8140.61.300 | D 4 | 93 x 90 | 2445 | 2 | 21:1 | 53 | 72 | 1 |
| 8140.61.303 | D 4 | 93 x 90 | 2445 | 2 | 21:1 | 53 | 72 | 1 |
| 8140.67F.3700 Euro 2 | D (LA) 4 | 93 x 92 | 2499 | 2 | 21:1 | 60 | 82 | 5 |
| 8140.67F.3721 Euro 2 | D (LA) 4 | 93 x 92 | 2499 | 2 | 21:1 | 60 | 82 | 5 |
| 8210.02.000 | D 6 | 137 x 156 | 13798 | 2 | 16:1 | 191 | 260 | 12 |
| 8340.04.000 | D 4 | 115 x 110 | 4570 | 2 | 17:1 | 66-74 | 90-100 | 11 |
| 8340.05.000 | D 4 | 115 x 130 | 5401 | 2 | 17:1 | 78 | 106 | 10 |
| 8340.05.291 | D 4 | 115 x 130 | 5401 | 2 | 17:1 | 63 | 85 | 10 |
| 8340.06.000 | D 4 | 115 x 110 | 4570 | 2 | 17:1 | 74 | 100 | 11 |



| | | | | Pos | | | | | Pos |
|---------------------|-------------------|---------------|---|-----|-------------------|-------------------|---------------|---|-----|
| GRINTA | | | | | Grinta 49.10 | 07.1989 → 04.1996 | 8140.27S.2700 | D | 3 |
| Grinta 29.11 | 07.1999 → | 8140.43C.4030 | D | 7 | Grinta 49.10 | 07.1989 → 04.1996 | 8140.27S.2785 | D | 3 |
| Grinta 30.10 | 05.1996 → 05.1999 | 8140.23.3700 | D | 6 | Grinta 49.10 | 07.1989 → 04.1996 | 8140.27.2700 | D | 3 |
| Grinta 30.10 | 05.1996 → 05.1999 | 8140.23.3761 | D | 6 | Grinta 49.10 | 07.1989 → 04.1996 | 8140.27.2720 | D | 3 |
| Grinta 30.10 | 05.1996 → 05.1999 | 8140.23.3861 | D | 6 | Grinta 49.10 | 05.1990 → | 8140.27R.2700 | D | 3 |
| Grinta 30.8 | 04.1978 → 06.1989 | 8140.61.200 | D | 1 | Grinta 49.10 | 10.1993 → 04.1996 | 8140.47.2790 | D | 4 |
| Grinta 30.8 | 04.1978 → 06.1989 | 8140.61.300 | D | 1 | Grinta 49.10 | 10.1993 → | 8140.47R.2790 | D | 4 |
| Grinta 30.8 | 04.1978 → 06.1989 | 8140.61.303 | D | 1 | Grinta 49.10 | 05.1996 → 05.1999 | 8140.23.3700 | D | 6 |
| Grinta 30.8 | 02.1991 → 04.1996 | 8140.07.2700 | D | 3 | Grinta 49.10 | 05.1996 → 05.1999 | 8140.23.3761 | D | 6 |
| Grinta 30.8 doppelt | 05.1996 → 03.1998 | 8140.67F.3700 | D | 5 | Grinta 49.10 | 05.1996 → 05.1999 | 8140.23.3861 | D | 6 |
| Grinta 30.8 doppelt | 05.1996 → 03.1998 | 8140.67F.3721 | D | 5 | Grinta 49.11 | 07.1999 → | 8140.43C.4030 | D | 7 |
| Grinta 33.8 | 05.1996 → 03.1998 | 8140.67F.3700 | D | 5 | Grinta 49.12 | 06.1990 → 04.1996 | 8140.47.2711 | D | 4 |
| Grinta 33.8 | 05.1996 → 03.1998 | 8140.67F.3721 | D | 5 | Grinta 49.12 | 06.1990 → 04.1996 | 8140.47.2721 | D | 4 |
| Grinta 35.10 | 02.1985 → 06.1989 | 8140.21.200 | D | 2 | Grinta 49.12 | 10.1990 → 04.1996 | 8140.47.2700 | D | 4 |
| Grinta 35.10 | 07.1989 → 04.1996 | 8140.27S.2700 | D | 3 | Grinta 49.12 | 05.1996 → 05.1999 | 8140.43.3700 | D | 6 |
| Grinta 35.10 | 07.1989 → 04.1996 | 8140.27S.2785 | D | 3 | Grinta 49.12 | 05.1996 → 05.1999 | 8140.43.3731 | D | 6 |
| Grinta 35.10 | 05.1990 → 09.1990 | 8140.27R.2700 | D | 3 | Grinta 59.12 | 05.1991 → 04.1996 | 8140.47.2700 | D | 4 |
| Grinta 35.10 | 05.1990 → 09.1990 | 8140.27R.2782 | D | 3 | Grinta 59.12 | 05.1991 → 04.1996 | 8140.47.2711 | D | 4 |
| Grinta 35.10 | 07.1992 → | 8140.47R.2790 | D | 4 | Grinta 59.12 | 05.1991 → 04.1996 | 8140.47.2721 | D | 4 |
| Grinta 35.10 | 10.1992 → 04.1996 | 8140.47.2790 | D | 4 | Grinta 59.12 | 05.1996 → 05.1999 | 8140.43.3700 | D | 6 |
| Grinta 35.10 | 01.1993 → 05.1996 | 8140.47B.3790 | D | 4 | Grinta 59.12 | 05.1996 → 05.1999 | 8140.43.3731 | D | 6 |
| Grinta 35.10 | 01.1993 → 05.1996 | 8140.47B.3795 | D | 4 | TRACTOR | | | | |
| Grinta 35.10 | 05.1996 → 05.1999 | 8140.23.3700 | D | 6 | Tractor co 3-130t | 01.1977 → | 8340.05.000 | D | 10 |
| Grinta 35.10 | 05.1996 → 05.1999 | 8140.23.3761 | D | 6 | SERIES 40 | | | | |
| Grinta 35.10 | 05.1996 → 05.1999 | 8140.23.3861 | D | 6 | 40 | 09.1972 → 12.1981 | 8040.02.360 | D | 8 |
| Grinta 35.11 | 07.1999 → | 8140.43C.4030 | D | 7 | SERIES 50 | | | | |
| Grinta 35.12 | 10.1990 → 04.1996 | 8140.47.2700 | D | 4 | 50 | 06.1977 → 01.1987 | 8340.06.000 | D | 11 |
| Grinta 35.12 | 05.1996 → 05.1999 | 8140.43.3700 | D | 6 | 50 | 09.1977 → 12.1982 | 8340.04.000 | D | 11 |
| Grinta 35.12 | 05.1996 → 05.1999 | 8140.43.3731 | D | 6 | SERIES 55 | | | | |
| Grinta 35.8 | 04.1978 → 06.1989 | 8140.61.200 | D | 1 | 55 | 06.1977 → 01.1987 | 8340.06.000 | D | 11 |
| Grinta 35.8 | 04.1978 → 06.1989 | 8140.61.300 | D | 1 | 55 | 09.1977 → 12.1979 | 8340.04.000 | D | 11 |
| Grinta 35.8 | 04.1978 → 06.1989 | 8140.61.303 | D | 1 | SERIES 65 | | | | |
| Grinta 35.8 | 07.1989 → 04.1996 | 8140.07.2700 | D | 3 | 65 | 06.1977 → 01.1987 | 8340.06.000 | D | 11 |
| Grinta 35.8 | 07.1989 → 04.1996 | 8140.07.2712 | D | 3 | 65 | 09.1977 → 12.1982 | 8340.04.000 | D | 11 |
| Grinta 35.8 doppelt | 05.1996 → 03.1998 | 8140.67F.3700 | D | 5 | SERIES 70 | | | | |
| Grinta 35.8 doppelt | 05.1996 → 03.1998 | 8140.67F.3721 | D | 5 | 70 | 06.1977 → 01.1981 | 8340.06.000 | D | 11 |
| Grinta 40.10 | 07.1989 → 04.1996 | 8140.27.2720 | D | 3 | 70 | 06.1978 → 12.1981 | 8340.05.291 | D | 10 |
| Grinta 40.10 | 09.1989 → 04.1996 | 8140.27S.2700 | D | 3 | SERIES 75 | | | | |
| Grinta 40.10 | 09.1989 → 04.1996 | 8140.27S.2785 | D | 3 | 75 | 06.1977 → 01.1981 | 8340.06.000 | D | 11 |
| Grinta 40.10 | 09.1989 → 04.1996 | 8140.27.2811 | D | 3 | 75 | 09.1977 → 12.1980 | 8340.04.000 | D | 11 |
| Grinta 40.10 | 05.1996 → 05.1999 | 8140.23.3700 | D | 6 | SERIES 79 | | | | |
| Grinta 40.10 | 05.1996 → 05.1999 | 8140.23.3761 | D | 6 | 79 | 06.1977 → 01.1981 | 8340.06.000 | D | 11 |
| Grinta 40.10 | 05.1996 → 05.1999 | 8140.23.3801 | D | 6 | SERIES 100 | | | | |
| Grinta 40.10 | 05.1996 → 05.1999 | 8140.23.3861 | D | 6 | 100 | 01.1973 → 12.1981 | 8060.02.001 | D | 8 |
| Grinta 40.11 | 07.1999 → | 8140.43C.4030 | D | 7 | 100 | 06.1978 → 12.1981 | 8340.05.291 | D | 10 |
| Grinta 40.12 | 10.1990 → 04.1996 | 8140.47.2700 | D | 4 | SERIES 110 | | | | |
| Grinta 40.12 | 05.1996 → 05.1999 | 8140.43.3700 | D | 6 | 110 | 01.1973 → 12.1981 | 8060.02.000 | D | 8 |
| Grinta 40.12 | 05.1996 → 05.1999 | 8140.43.3731 | D | 6 | 110 | 01.1973 → 12.1981 | 8060.02.001 | D | 8 |
| Grinta 40.8 | 04.1978 → 06.1989 | 8140.61.300 | D | 1 | SERIES 130 | | | | |
| Grinta 40.8 | 01.1983 → 06.1989 | 8140.61.200 | D | 1 | 130 | 05.1978 → 12.1981 | 8060.05.000 | D | 9 |
| Grinta 40.8 | 01.1983 → 06.1989 | 8140.61.303 | D | 1 | SERIES 150 | | | | |
| Grinta 40.8 | 07.1989 → 04.1996 | 8140.07.2700 | D | 3 | 150 | 05.1978 → 12.1981 | 8060.05.000 | D | 9 |
| Grinta 40.8 | 02.1991 → 04.1996 | 8140.07.2701 | D | 3 | SERIES 180 | | | | |
| Grinta 45.10 | 02.1985 → 06.1989 | 8140.21.200 | D | 2 | 180 | 01.1974 → 12.1981 | 8210.02.000 | D | 12 |
| Grinta 45.10 | 07.1989 → 04.1996 | 8140.27S.2700 | D | 3 | | | | | |
| Grinta 45.10 | 07.1989 → 04.1996 | 8140.27S.2785 | D | 3 | | | | | |
| Grinta 45.10 | 07.1989 → 04.1996 | 8140.27.2720 | D | 3 | | | | | |
| Grinta 45.10 | 05.1996 → 05.1999 | 8140.23.3700 | D | 6 | | | | | |
| Grinta 45.10 | 05.1996 → 05.1999 | 8140.23.3761 | D | 6 | | | | | |
| Grinta 45.10 | 05.1996 → 05.1999 | 8140.23.3861 | D | 6 | | | | | |
| Grinta 45.11 | 07.1999 → | 8140.43C.4030 | D | 7 | | | | | |
| Grinta 45.12 | 06.1990 → 04.1996 | 8140.47.2700 | D | 4 | | | | | |
| Grinta 45.12 | 06.1990 → 04.1996 | 8140.47.2711 | D | 4 | | | | | |
| Grinta 45.12 | 06.1990 → 04.1996 | 8140.47.2721 | D | 4 | | | | | |
| Grinta 45.12 | 05.1996 → 05.1999 | 8140.43.3700 | D | 6 | | | | | |
| Grinta 45.12 | 05.1996 → 05.1999 | 8140.43.3731 | D | 6 | | | | | |
| Grinta 49.10 | 02.1985 → 06.1989 | 8140.21.200 | D | 2 | | | | | |
| Grinta 49.10 | 02.1985 → 06.1989 | 8140.21.290 | D | 2 | | | | | |
| Grinta 49.10 | 07.1988 → 05.1989 | 8140.21.214 | D | 2 | | | | | |

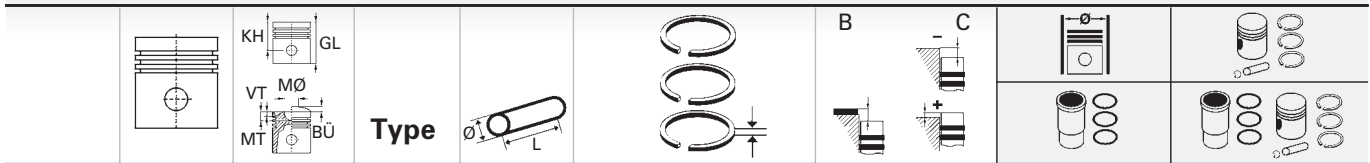


| | | | | | | | | | |
|--------------------|-------------------|-----------|---|----------------------|----|----------|------------|------|----------|
| 1 | | 93 | | | | | | | |
| 8140.61.200 | 04.1978 → 06.1989 | D | 4 | 2445 cm ³ | 2V | 53-60 kW | (72-82 PS) | 21:1 | 90,00 mm |
| 8140.61.300 | 04.1978 → 06.1989 | D | 4 | 2445 cm ³ | 2V | 53 kW | (72 PS) | 21:1 | 90,00 mm |
| 8140.61.303 | 04.1978 → 06.1989 | D | 4 | 2445 cm ³ | 2V | 53 kW | (72 PS) | 21:1 | 90,00 mm |

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|-----|-------------|------------------------------|------------------|------------|---------------------------|-------------------|----------------|---------------------------|-------------------------------|
| | 4 | KH 55 MT -2,2 GL 90 | LOX RK RTK | 32 74,4 | 1 R 3 1 N 2 1 DSF 4 | CR G6 MO CR | +0,80 +1,14 | 93,00 | 93 378 700 (93 300) |
| | 093 040 | | | | | | | | |
| | T Cyl. | A=96 | C=98,9 | L=167,3 | H=5 | | | 89 183 190 semi | 93 378 971 |
| | T Cyl. | A=96,04 | C=98,9 | L=167,3 | H=5 | | | 89 183 191 semi | 93 378 972 |
| | 4 | KH 54,75 MT -2,2 GL 90 | LOX RK RTK | 32 74,4 | 1 R 3 1 N 2 1 DSF 4 | CR G6 MO CR | +0,80 +1,14 | 93,00 | 93 911 700 [1] |
| | 093 040 | | | | | | | | |
| | T Cyl. | A=96 | C=98,9 | L=167,3 | H=5 | | | 89 183 190 semi | 93 911 971 |
| | T Cyl. | A=96,04 | C=98,9 | L=167,3 | H=5 | | | 89 183 191 semi | 93 911 972 |
| [1] | KH -0,25 mm | | | | | | | | |

| | | | | | | | | | |
|--------------------|-------------------|-----------|---|----------------------|----|-------|----------|------|----------|
| 2 | | 93 | | | | | | | |
| 8140.21.200 | 02.1985 → 06.1989 | D (A) | 4 | 2445 cm ³ | 2V | 68 kW | (92 PS) | 18:1 | 90,00 mm |
| 8140.21.214 | 07.1988 → 05.1989 | D (A) | 4 | 2445 cm ³ | 2V | 77 kW | (105 PS) | 18:1 | 90,00 mm |
| 8140.21.290 | 02.1985 → 06.1989 | D (A) | 4 | 2445 cm ³ | 2V | 68 kW | (92 PS) | 18:1 | 90,00 mm |

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|--|---------|---|-----------|------------|-----------------------------|-------------------|----------------|---------------------------|-------------------------------|
| | 4 | KH 59,65 MT -14,8 MØ 52 GL 97,65 | RTK RK | 32 74,4 | 1 T15 3 1 M 2 1 DSF 3 | CR G6 G3 CR | +0,35 +0,65 | 93,00 | 93 123 600 (93 127) |
| | 093 050 | | | | | | | | |
| | T Cyl. | A=96 | C=98,9 | L=171 | H=5 | | | 89 319 190 semi | 93 123 960 |
| | T Cyl. | A=96,04 | C=98,9 | L=171 | H=5 | | | 89 319 191 semi | 93 123 961 |
| | T Cyl. | A=96,08 | C=98,9 | L=171 | H=5 | | | 89 319 192 semi | 93 123 962 |
| | T Cyl. | A=96,2 | C=98,9 | L=171 | H=5 | | | 89 319 193 semi | 93 123 963 |



| 3 | | 93 | | | | | | | | | | |
|---------------|-------------------|-------|--|---|----------------------|----|----------|-------------|--------|----------|--|--|
| 8140.07.2700 | 07.1989 → 04.1996 | D | | 4 | 2499 cm ³ | 2V | 55 kW | (75 PS) | 18,5:1 | 92,00 mm | | |
| 8140.07.2701 | 02.1991 → 04.1996 | D | | 4 | 2499 cm ³ | 2V | 55 kW | (75 PS) | 18,5:1 | 92,00 mm | | |
| 8140.07.2712 | 07.1989 → 04.1996 | D | | 4 | 2499 cm ³ | 2V | 55 kW | (75 PS) | 18,5:1 | 92,00 mm | | |
| 8140.27R.2700 | 05.1990 → | D (A) | | 4 | 2499 cm ³ | 2V | 67-70 kW | (92-95 PS) | 18:1 | 92,00 mm | | |
| 8140.27R.2782 | 05.1990 → 09.1990 | D (A) | | 4 | 2499 cm ³ | 2V | 67-76 kW | (92-103 PS) | 18:1 | 92,00 mm | | |
| 8140.27S.2700 | 07.1989 → 04.1996 | D (A) | | 4 | 2499 cm ³ | 2V | 76 kW | (103 PS) | 18:1 | 92,00 mm | | |
| 8140.27S.2785 | 07.1989 → 04.1996 | D (A) | | 4 | 2499 cm ³ | 2V | 76 kW | (103 PS) | 18:1 | 92,00 mm | | |
| 8140.27.2700 | 07.1989 → 04.1996 | D (A) | | 4 | 2499 cm ³ | 2V | 76 kW | (103 PS) | 18,5:1 | 92,00 mm | | |
| 8140.27.2720 | 07.1989 → 04.1996 | D (A) | | 4 | 2499 cm ³ | 2V | 76 kW | (103 PS) | 18,5:1 | 92,00 mm | | |
| 8140.27.2811 | 09.1989 → 04.1996 | D (A) | | 4 | 2499 cm ³ | 2V | 76 kW | (103 PS) | 18,5:1 | 92,00 mm | | |

| | | | | | | | | | |
|--|--------|---------|--------|-------|-----|--|--|-------------------|--|
| | T Cyl. | A=96 | C=98,9 | L=171 | H=5 | | | 89 319 190 | |
| | | | | | | | | semi | |
| | T Cyl. | A=96,04 | C=98,9 | L=171 | H=5 | | | 89 319 191 | |
| | | | | | | | | semi | |
| | T Cyl. | A=96,08 | C=98,9 | L=171 | H=5 | | | 89 319 192 | |
| | | | | | | | | semi | |
| | T Cyl. | A=96,2 | C=98,9 | L=171 | H=5 | | | 89 319 193 | |
| | | | | | | | | semi | |

| 4 | | 93 | | | | | | | | | | |
|---------------------|-------------------|--------|--|---|----------------------|----|----------|--------------|--------|----------|--|--|
| 8140.47B.3790 | 01.1993 → 05.1996 | D (LA) | | 4 | 2499 cm ³ | 2V | 78-83 kW | (105-113 PS) | 18,5:1 | 92,00 mm | | |
| Euro 1 | | | | | | | | | | | | |
| 8140.47B.3795 | 01.1993 → 05.1996 | D (LA) | | 4 | 2499 cm ³ | 2V | 78-83 kW | (105-113 PS) | 18,5:1 | 92,00 mm | | |
| Euro 1 | | | | | | | | | | | | |
| 8140.47R.2790 | 07.1992 → | D (LA) | | 4 | 2499 cm ³ | 2V | 80 kW | (109 PS) | 18,5:1 | 92,00 mm | | |
| Euro 1 | | | | | | | | | | | | |
| 8140.47.2700 Euro 1 | 06.1990 → 04.1996 | D (LA) | | 4 | 2499 cm ³ | 2V | 85 kW | (116 PS) | 18,5:1 | 92,00 mm | | |
| 8140.47.2711 Euro 1 | 06.1990 → 04.1996 | D (LA) | | 4 | 2445 cm ³ | 2V | 85 kW | (116 PS) | 18,5:1 | 90,00 mm | | |
| 8140.47.2721 Euro 1 | 06.1990 → 04.1996 | D (LA) | | 4 | 2499 cm ³ | 2V | 85 kW | (116 PS) | 18,5:1 | 92,00 mm | | |
| 8140.47.2790 Euro 1 | 10.1992 → 04.1996 | D (LA) | | 4 | 2499 cm ³ | 2V | 76 kW | (103 PS) | 18,5:1 | 92,00 mm | | |

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|--|---------|---|-------------------|------------|-----------------------------|-------------------|----------------|-------------------|--------------------------------------|
| | 4 | KH 58,75 MT -18,4 MØ 38 GL 96,75 | KBB RTK KKK | 32 78,1 | 1 T15 3 1 M 2 1 DSF 3 | CR G6 G3 CR | +0,35 +0,65 | 93,00 | 94 382 600 [1] |
| | 093 071 | | | | | | | 93,40 | 94 382 630 [1] (90 812) |
| | T Cyl. | A=96 | C=98,9 | L=171 | H=5 | | | 89 319 190 | 94 382 960 |
| | | | | | | | | semi | |
| | T Cyl. | A=96,04 | C=98,9 | L=171 | H=5 | | | 89 319 191 | 94 382 961 |
| | | | | | | | | semi | |
| | T Cyl. | A=96,08 | C=98,9 | L=171 | H=5 | | | 89 319 192 | 94 382 962 |
| | | | | | | | | semi | |
| | T Cyl. | A=96,2 | C=98,9 | L=171 | H=5 | | | 89 319 193 | 94 382 963 |
| | | | | | | | | semi | |

| | | | | | | | | | |
|--|---------|---|------------|------------|-----------------------------|-------------------|--|--------------|--------------------------|
| | 4 | KH 58,75 MT -18,4 MØ 38 GL 96,75 | RTK KKK | 32 78,1 | 1 T15 3 1 M 2 1 DSF 3 | CR G6 G3 CR | | 93,40 | 94 383 630 [2] |
| | 093 071 | | | | | | | | |

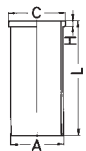
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| | | | | | | | | |
|-----|--|--|-------------|--|--|--|--|--|
| | | | Type | | | | | |
| [1] | mit Kolbenbolzen-Buchse with piston pin bushing piston avec des bagues pistón con bujes со втулкой поршневого пальца | | | | | | | |
| [2] | ohne Kolbenbolzen-Buchse without piston pin bushing piston sans bagues pistón sin bujes без втулки поршневого пальца | | | | | | | |

5 **93**

| | | | | | | | | | |
|-----------------------------|-------------------|--------|---|----------------------|----|-------|---------|------|----------|
| 8140.67F.3700 Euro 2 | 05.1996 → 03.1998 | D (LA) | 4 | 2499 cm ³ | 2V | 60 kW | (82 PS) | 21:1 | 92,00 mm |
| 8140.67F.3721 Euro 2 | 05.1996 → 03.1998 | D (LA) | 4 | 2499 cm ³ | 2V | 60 kW | (82 PS) | 21:1 | 92,00 mm |



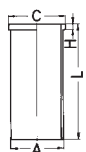
| | | | | |
|--------|---------|--------|---------|-----|
| T Cyl. | A=96 | C=98,9 | L=167,3 | H=5 |
| T Cyl. | A=96,04 | C=98,9 | L=167,3 | H=5 |

89 183 190
semi**89 183 191**
semi**6** **94,4**

| | | | | | | | | | |
|----------------------------|-------------------|--------|---|----------------------|----|-------|----------|--------|-----------|
| 8140.23.3700 Euro 2 | 05.1996 → 05.1999 | D (LA) | 4 | 2798 cm ³ | 2V | 76 kW | (103 PS) | 18,5:1 | 100,00 mm |
| 8140.23.3761 Euro 2 | 05.1996 → 05.1999 | D (LA) | 4 | 2798 cm ³ | 2V | 76 kW | (103 PS) | 18,5:1 | 100,00 mm |
| 8140.23.3801 Euro 2 | 05.1996 → 05.1999 | D (LA) | 4 | 2798 cm ³ | 2V | 76 kW | (103 PS) | 18,5:1 | 100,00 mm |
| 8140.23.3861 Euro 2 | 05.1996 → 05.1999 | D (LA) | 4 | 2798 cm ³ | 2V | 76 kW | (103 PS) | 18,5:1 | 100,00 mm |
| 8140.43.3700 Euro 2 | 05.1996 → 05.1999 | D (LA) | 4 | 2798 cm ³ | 2V | 90 kW | (122 PS) | 18,5:1 | 100,00 mm |
| 8140.43.3731 Euro 2 | 05.1996 → 05.1999 | D (LA) | 4 | 2798 cm ³ | 2V | 90 kW | (122 PS) | 18,5:1 | 100,00 mm |



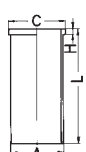
| | | | | | |
|---|--|------------|----------|-----------------------------|-------------|
| 4 | KH 58,75 MT -19,45 MØ 39,3 GL 96,75 | KKK RTK | 32 78 | 1 T15 3 1 M 2 1 DSF 3 | CR G6 CR |
|---|--|------------|----------|-----------------------------|-------------|



| | | | | |
|--------|--------|---------|-------|-----|
| T Cyl. | A=97,5 | C=100,9 | L=167 | H=5 |
|--------|--------|---------|-------|-----|

94,40**94,80****89 502 190**
semi**94 526 600**
[1]**94 526 630**
[1], [2]**94 526 960**
[1], [2]

| | | | | | |
|---|---|-------------------|----------|---------------------------------|-------------|
| 4 | KH 58,75 MT -19,45 MØ 39,3 GL 87,6 | RTK KKK TPL | 32 72 | 1 T15 2,5 1 M 2 1 DSF 2,5 | MO G6 CR |
|---|---|-------------------|----------|---------------------------------|-------------|



| | | | | |
|--------|--------|---------|-------|-----|
| T Cyl. | A=97,5 | C=100,9 | L=167 | H=5 |
|--------|--------|---------|-------|-----|

94,40**94,80****89 502 190**
semi**94 701 600**
[3], [4]**94 701 630**
[3], [4]**94 701 960**
[3]

Fortsetzung nächste Seite / continued on next page / suite page suivante / continuación página próxima / Продолжение на следующей странице



| | | | Type | | | | | |
|-----|---|--|---|--|--|--|--|--|
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цил. | | Kolbenüberstand: piston protrusion: dépasement du piston: resalto del pistón: выступающая часть поршня: | | | | | |
| | Stärke thickness épaisseur espesor ширина | | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | |
| | 1,20 1,30 1,40 1,50 | | +0,40 +0,51 +0,61 +0,71 | +0,50 +0,60 +0,70 +0,80 | | | | |
| [2] | 8140.23.3700, 8140.23.3761, 8140.23.3801, 8140.23.3861, 8140.43.3731: → 12.1997 8140.43.3700: 01.1996 → 12.1997 | | | | | | | |
| [3] | 01.1998 → | | | | | | | |
| [4] | Kolben für Trapezpleuel piston for wedge type con-rod piston à support trapézoïdal pistón para biela trapecial Поршень для трапецидального шатуна | | | | | | | |

7

94,4

8140.43C.4030 07.1999 → D (LA) 4 2798 cm³ 2V 77 kW (105 PS) 18,5:1 100,00 mm
Euro 3

| | | | | | | | | |
|-----|---|---|-------------------|----------|---------------------------------|-------------|---------------------------|--------------------------|
| | 4 | KH 58,75 MT -19,45 MØ 39,3 GL 87,6 | RTK KKK TPL | 32 72 | 1 T15 2,5 1 M 2 1 DSF 2,5 | MO G6 CR | 94,40 | 94 701 600 [1] |
| | 094 056 | | | | | | 94,80 | 94 701 630 [1] |
| | T Cyl. | A=97,5 | C=100,9 | L=167 | H=5 | | 89 502 190 semi | 94 701 960 |
| [1] | Kolben für Trapezpleuel piston for wedge type con-rod piston à support trapézoïdal pistón para biela trapecial Поршень для трапецидального шатуна | | | | | | | |

8

100

8040.02.360 09.1972 → 12.1981 D 4 3456 cm³ 2V 44 kW (60 PS) 17:1 110,00 mm
8060.02.000 01.1973 → 12.1981 D 6 5184 cm³ 2V 90 kW (122 PS) 17:1 110,00 mm
8060.02.001 01.1973 → 12.1981 D 6 5184 cm³ 2V 90 kW (122 PS) 17:1 110,00 mm

| | | | | | | | | | |
|--|---------|--|--|----------|---------------------------------|----------------------|----------------|---------------|-------------------|
| | 4/6 | KH 59,65 MT -23,7 MØ 47,1 GL 101,15 | | 32 84 | 1 R 2,5 1 N 2,5 1 DSF 5,5 | MO G6 MO G3 CR | +0,46 +0,79 | 100,00 | 92 628 600 |
| | 100 164 | | | | | | | | |

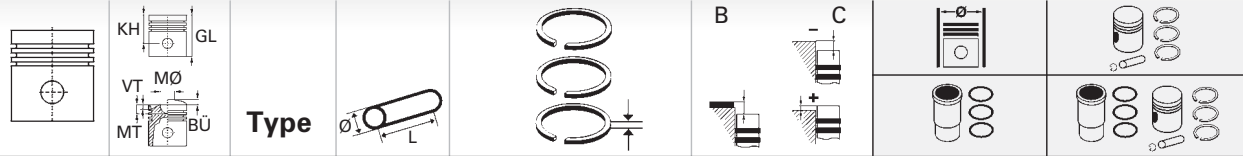
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| | | | | | | | |
|--------|----------|-------------|-------|--|--|---------------------------|-------------------|
| | | Type | | | | | |
| T Cyl. | A=103 | | L=187 | | | 88 631 190 semi | 92 628 960 |
| T Cyl. | A=103,08 | | L=187 | | | 88 631 192 semi | 92 628 964 |

| | | | | | | | | | |
|--------------------|-------------------|---|------------|----------------------|-------------------------------|-------------------|----------------|---------------------------|-------------------------------|
| 9 | | 104 | | | | | | | |
| 8060.05.000 | 05.1978 → 12.1981 | D | 6 | 5863 cm ³ | 2V | 79-102 kW | (108-138 PS) | 17:1 | 115,00 mm |
| | 6 | KH 65,15 MT -22,5 MØ 52,2 GL 108,5 | RTK TPL | 38 85 | 1 R 2,5 1 N 2,5 1 DSF 4 | MO G6 G3 CR | +0,35 +0,76 | 104,00 | 90 158 700 (90 008) |
| | 104 015 | | | | | | | | |
| T Cyl. | A=107 | | | L=198 | | | | 89 326 190 semi | 90 158 970 |
| T Cyl. | A=107,08 | | | L=198 | | | | 89 326 192 semi | 90 158 972 |

| | | | | | | | | | |
|--------------------|-------------------|--|-------|----------------------|-------------------------------|-------------|----------------|-------------------|-------------------|
| 10 | | 115 | | | | | | | |
| 8340.05.000 | 01.1977 → | D | 4 | 5401 cm ³ | 2V | 78 kW | (106 PS) | 17:1 | 130,00 mm |
| 8340.05.291 | 06.1978 → 12.1981 | D | 4 | 5401 cm ³ | 2V | 63 kW | (85 PS) | 17:1 | 130,00 mm |
| | 4 | KH 76,5 MT -29,4 MØ 54 GL 140,5 | RTK | 42 97 | 1 R 2,5 1 R 2,5 1 DSF 4 | CR G3 CR | -0,29 +0,16 | 115,00 | 93 209 600 |
| | 115 114 | | | | | | | | |
| | N Cyl. | A=122 | C=129 | L=235,5 | H=167 | | | 89 024 110 | 93 209 960 |

| | | | | | | | | | |
|--------------------|-------------------|--|---------|----------------------|-------------------------------|-------------|----------------|-------------------|-------------------|
| 11 | | 115 | | | | | | | |
| 8340.04.000 | 09.1977 → 12.1982 | D | 4 | 4570 cm ³ | 2V | 66-74 kW | (90-100 PS) | 17:1 | 110,00 mm |
| 8340.06.000 | 06.1977 → 01.1987 | D | 4 | 4570 cm ³ | 2V | 74 kW | (100 PS) | 17:1 | 110,00 mm |
| | 4 | KH 76,5 MT -27 MØ 52 GL 140,5 | RTK | 42 97 | 1 R 2,5 1 R 2,5 1 DSF 4 | CR G3 CR | -0,29 +0,16 | 115,00 | 93 208 600 |
| | 115 114 | | | | | | | | |
| | N Cyl. | A=121,97 | C=129,9 | L=215,5 | H=147 | | | 89 023 110 | 93 208 960 |






12 **137**

8210.02.000 01.1974 → 12.1981 D 6 13798 cm³ 2V 191 kW (260 PS) 16:1 156,00 mm




| | | | | | | | |
|--|--------|----------|-------|-------|-----|--------------------------|--|
| | T Cyl. | A=143,02 | C=147 | L=282 | H=6 | 88 600 110 [1] | |
| | T Cyl. | A=143,02 | C=147 | L=282 | H=6 | 89 872 110 | |
| | T Cyl. | A=143,07 | C=147 | L=282 | H=6 | 88 600 111 [1] | |
| | T Cyl. | A=143,27 | C=147 | L=282 | H=6 | 88 600 113 [1] | |

[1] gehärtet/hardened/trempée/templado/закаленная(гильза)













|  | | | Cyl. |  mm | cm³ |  | Comp. Ratio ε | kW | PS | Pos |
|---|--------|---|-------------|---|-----------------------|---|--------------------------------|-----------|-----------|------------|
| C 14 NZ | B | 4 | 4 | 77,6 x 73,4 | 1389 | 2 | 9,4:1 | 40-44 | 54-60 | 10 |
| C 14 SE | B | 4 | 4 | 77,6 x 73,4 | 1389 | 2 | 9,8:1 | 60 | 82 | 11 |
| C 16 LZ2 | B | 4 | 4 | 79 x 81,5 | 1598 | 2 | 9,2:1 | 55 | 75 | 15 |
| C 16 NZ | B | 4 | 4 | 79 x 81,5 | 1598 | 2 | 9,2:1 | 55 | 75 | 14 |
| C 16 SE | B | 4 | 4 | 79 x 81,5 | 1598 | 2 | 10:1 | 74 | 100 | 13 |
| C 18 XE | B | 4 | 4 | 81,6 x 86 | 1796 | 4 | 10,8:1 | 92 | 125 | 30 |
| C 18 XEL | B | 4 | 4 | 81,6 x 86 | 1796 | 4 | 10,8:1 | 85 | 116 | 30 |
| C 20 NE | B | 4 | 4 | 86 x 86 | 1998 | 2 | 9,2:1 | 85 | 116 | 39 |
| C 20 SEL | B | 4 | 4 | 86 x 86 | 1998 | 4 | 9,6:1 | 100 | 136 | 43 |
| C 20 XE | B | 4 | 4 | 86 x 86 | 1998 | 4 | 10,5:1 | 110 | 150 | 40 |
| C 22 SEL | B | 4 | 4 | 86 x 94,6 | 2198 | 4 | 10:1 | 106 | 144 | 43 |
| C 24 NE | B | 4 | 4 | 95 x 85 | 2410 | 2 | 9,2:1 | 92 | 125 | 59 |
| E 16 NZ | B | 4 | 4 | 79 x 81,5 | 1598 | 2 | 9,2:1 | 55-60 | 75-82 | 14 |
| E 16 SE | B | 4 | 4 | 79 x 81,5 | 1598 | 2 | 10:1 | 74 | 100 | 13 |
| F4R 720 | B | 4 | 4 | 82,7 x 93 | 1998 | 4 | 9,8:1 | 88 | 120 | 34 |
| F8Q 606 | D | 4 | 4 | 80 x 93 | 1870 | 2 | 21,5:1 | 44-48 | 60-65 | 25 |
| F9Q 760 | D (LA) | 4 | 4 | 80 x 93 | 1870 | 2 | 19:1 | 74 | 101 | 26 |
| F9Q 762 | D (LA) | 4 | 4 | 80 x 93 | 1870 | 2 | 19:1 | 60 | 82 | 26 |
| F9Q 770 | D (A) | 4 | 4 | 80 x 93 | 1870 | 2 | 18,3:1 | 58 | 79 | 26 |
| F9Q 772 | D (A) | 4 | 4 | 80 x 93 | 1870 | 2 | 18,3:1 | 60 | 82 | 26 |
| F9Q 774 | D (A) | 4 | 4 | 80 x 93 | 1870 | 2 | 18,3:1 | 58-60 | 79-82 | 26 |
| G9T 720 | D (A) | 4 | 4 | 87 x 92 | 2188 | 4 | 18:1 | 66 | 90 | 47 |
| G9T 722 | D (A) | 4 | 4 | 87 x 92 | 2188 | 4 | 18:1 | 66 | 90 | 47 |
| G9T 750 | D (A) | 4 | 4 | 87 x 92 | 2188 | 4 | 18:1 | 66 | 90 | 47 |
| G9U 630 Euro 4 | D (LA) | 4 | 4 | 89 x 99 | 2463 | 4 | 18,1:1 | 107 | 145 | 51 |
| G9U 632 Euro 4 | D (LA) | 4 | 4 | 89 x 99 | 2463 | 4 | 18,1:1 | 88-107 | 120-145 | 50 |
| G9U 650 Euro 4 | D (LA) | 4 | 4 | 89 x 99 | 2463 | 4 | 21,25:1 | 74-88 | 101-120 | 50 |
| G9U 720 Euro 3 | D (LA) | 4 | 4 | 89 x 99 | 2463 | 4 | 17,8:1 | 73-84 | 99-115 | 49 |
| G9U 724 Euro 3 | D (LA) | 4 | 4 | 89 x 99 | 2463 | 4 | 17,8:1 | 84 | 114 | 49 |
| G9U 730 Euro 3 | D (LA) | 4 | 4 | 89 x 99 | 2463 | 4 | 17,8:1 | 99 | 135 | 49 |
| G9U 750 Euro 3 | D (LA) | 4 | 4 | 89 x 99 | 2463 | 4 | 18,3:1 | 84 | 114 | 49 |
| G9U 754 Euro 3 | D (LA) | 4 | 4 | 89 x 99 | 2463 | 4 | 18,3:1 | 73-84 | 99-115 | 49 |
| J 330 | D | 6 | 6 | 103,18 x 107,95 | 5407 | 2 | 17:1 | 73 | 100 | 62 |
| M9R 780 Euro 4 | D (LA) | 4 | 4 | 84 x 90 | 1995 | 4 | 15,7:1 | 66-84 | 90-114 | 36 |
| M9R 782 | D (LA) | 4 | 4 | 84 x 90 | 1995 | 4 | 15,7:1 | 66 | 90 | 36 |
| M9R 786 Euro 2/3 | D (LA) | 4 | 4 | 84 x 90 | 1995 | 4 | 15,7:1 | 66-84 | 90-114 | 36 |
| M9T 670 Euro 5 | D (LA) | 4 | 4 | 85 x 101,3 | 2298 | 4 | 16:1 | 74-92 | 101-125 | 37 |
| M9T 672 Euro 5 | D (A) | 4 | 4 | 85 x 101,3 | 2298 | 4 | 16,0:1 | 74-92 | 101-125 | 37 |
| M9T 676 Euro 4 | D (A) | 4 | 4 | 85 x 101,3 | 2298 | 4 | 16,0:1 | 74-92 | 101-125 | 37 |
| M9T 678 | D (LA) | 4 | 4 | 85 x 101,3 | 2298 | 4 | 16:1 | 107 | 146 | 37 |
| M9T 680 | D (A) | 4 | 4 | 85 x 101,3 | 2298 | 4 | 16,0:1 | 107 | 146 | 37 |
| M9T 686 Euro 5 | D (A) | 4 | 4 | 85 x 101,3 | 2298 | 4 | 16,0:1 | 92 | 125 | 37 |
| M9T 690 Euro 5 | D (LA) | 4 | 4 | 85 x 101,3 | 2298 | 4 | 16:1 | 92 | 125 | 37 |
| M9T 692 Euro 4 | D (A) | 4 | 4 | 85 x 101,3 | 2298 | 4 | 16,0:1 | 92 | 125 | 37 |
| M9T 694 Euro 4 | D (A) | 4 | 4 | 85 x 101,3 | 2298 | 4 | 16,0:1 | 107 | 146 | 37 |
| M9T 696 Euro 4 | D (A) | 4 | 4 | 85 x 101,3 | 2298 | 4 | 16,0:1 | 92-107 | 125-146 | 37 |
| M9T 698 Euro 5 | D (A) | 4 | 4 | 85 x 101,3 | 2298 | 4 | 16,0:1 | 107 | 146 | 37 |
| S8U 758 | D | 4 | 4 | 93 x 92 | 2499 | 2 | 21:1 | 55 | 75 | 57 |
| S8U 780 | D | 4 | 4 | 93 x 90 | 2445 | 2 | 21:1 | 55 | 75 | 57 |
| S8U 782 | D | 4 | 4 | 93 x 90 | 2445 | 2 | 21:1 | 55 | 75 | 57 |
| S9W 700 Euro 2 | D (A) | 4 | 4 | 94,4 x 100 | 2799 | 2 | 19:1 | 84 | 114 | 58 |
| S9W 702 Euro 2 | D (A) | 4 | 4 | 94,4 x 100 | 2799 | 2 | 19:1 | 84 | 114 | 58 |
| X 10 XE | B | 3 | 3 | 72,5 x 78,6 | 973 | 4 | 10,1:1 | 40 | 54 | 3 |
| X 12 XE | B | 4 | 4 | 72,5 x 72,6 | 1199 | 4 | 10,1:1 | 48 | 65 | 4 |
| X 14 NZ | B | 4 | 4 | 77,6 x 73,4 | 1389 | 2 | 9,6:1 | 44 | 60 | 10 |
| X 14 SZ | B | 4 | 4 | 77,6 x 73,4 | 1389 | 2 | 9,6:1 | 44 | 60 | 10 |
| X 14 XE | B | 4 | 4 | 77,6 x 73,4 | 1389 | 4 | 10,5:1 | 66 | 90 | 12 |
| X 16 SZ | B | 4 | 4 | 79 x 81,5 | 1598 | 2 | 10:1 | 52 | 71 | 14 |
| X 16 SZR | B | 4 | 4 | 79 x 81,5 | 1598 | 2 | 9,6:1 | 55 | 75 | 14 |
| X 16 XE | B | 4 | 4 | 79 x 81,5 | 1598 | 4 | 10,5:1 | 78 | 106 | 16 |
| X 16 XEL | B | 4 | 4 | 79 x 81,5 | 1598 | 4 | 10,5:1 | 74 | 100 | 16 |
| X 17 DTL | D (LA) | 4 | 4 | 82,5 x 79,5 | 1699 | 2 | 22:1 | 50 | 68 | 33 |
| X 18 XE | B | 4 | 4 | 81,6 x 86 | 1796 | 4 | 10,8:1 | 85 | 116 | 30 |
| X 18 XE1 | B | 4 | 4 | 80,5 x 88,2 | 1796 | 4 | 10,5:1 | 85 | 116 | 27 |
| X 20 DTL | D (A) | 4 | 4 | 84 x 90 | 1995 | 4 | 18,5:1 | 60 | 82 | 35 |
| X 20 SE | B | 4 | 4 | 86 x 86 | 1998 | 4 | 10:1 | 85 | 116 | 38 |
| X 20 XEV | B | 4 | 4 | 86 x 86 | 1998 | 4 | 10,8:1 | 100 | 136 | 41 |
| X 22 SE | B | 4 | 4 | 86 x 94,6 | 2198 | 4 | 9,6:1 | 100-104 | 136-141 | 43 |
| X 22 XE | B | 4 | 4 | 86 x 94,6 | 2198 | 4 | 10,5:1 | 104 | 141 | 43 |



|  | | Cyl. |  mm | cm ³ |  | Comp. Ratio ϵ | kW | PS | Pos |
|---|--------|------|--|-----------------|---|------------------------|---------|---------|-----|
| X 25 TD | D (LA) | 6 | 80 x 82,8 | 2498 | 2 | 22:1 | 96 | 131 | 24 |
| X 25 XE | B | 6 | 81,6 x 79,6 | 2498 | 4 | 10,8:1 | 125 | 170 | 29 |
| X 30 XE | B | 6 | 86 x 85 | 2962 | 4 | 10,8:1 | 148 | 201 | 42 |
| XD 4.90 | D | 4 | 90 x 83 | 2112 | 2 | 22,2:1 | 43-48 | 59-65 | 52 |
| Y 13 DT | D (LA) | 4 | 69,6 x 82 | 1248 | 4 | 17,4:1 | 51 | 69 | 1 |
| Y 16 XE | B | 4 | 79 x 81,5 | 1598 | 4 | 10,5:1 | 74 | 101 | 17 |
| Y 17 DT | D (LA) | 4 | 79 x 86 | 1686 | 4 | 18,4:1 | 55 | 75 | 20 |
| Y 17 DTL | D (LA) | 4 | 79 x 86 | 1686 | 4 | 18,4:1 | 48 | 65 | 20 |
| Y 20 DTL | D (A) | 4 | 84 x 90 | 1995 | 4 | 18,5:1 | 60 | 82 | 35 |
| Y 22 XE | B | 4 | 86 x 94,6 | 2198 | 4 | 10,5:1 | 106 | 144 | 44 |
| Z 10 XE | B | 3 | 72,5 x 78,6 | 973 | 4 | 10,1:1 | 43 | 58 | 3 |
| Z 10 XEP | B | 3 | 73,4 x 78,6 | 998 | 4 | 10,5:1 | 44 | 60 | 6 |
| Z 12 XE | B | 4 | 72,5 x 72,6 | 1199 | 4 | 10,1:1 | 55 | 75 | 4 |
| Z 12 XEP | B | 4 | 73,4 x 72,6 | 1229 | 4 | 10,5:1 | 59 | 80 | 5 |
| Z 13 DT Euro 4 | D (LA) | 4 | 69,6 x 82 | 1248 | 4 | 18:1 | 51 | 69 | 1 |
| Z 13 DTH Euro 4 | D (LA) | 4 | 69,6 x 82 | 1248 | 4 | 17,6:1 | 66 | 90 | 2 |
| Z 14 XEP | B | 4 | 73,4 x 80,6 | 1364 | 4 | 10,5:1 | 66 | 90 | 7 |
| Z 16 SE | B | 4 | 79 x 81,5 | 1598 | 2 | 9,6:1 | 62 | 84 | 17 |
| Z 16 XE | B | 4 | 79 x 81,5 | 1598 | 4 | 10,5:1 | 74 | 100 | 17 |
| Z 16 XEP | B | 4 | 79 x 81,5 | 1598 | 4 | 10,5:1 | 76 | 104 | 18 |
| Z 17 DTH | D (LA) | 4 | 79 x 86 | 1686 | 4 | 18,4:1 | 74 | 100 | 22 |
| Z 17 DTL | D (LA) | 4 | 79 x 86 | 1686 | 4 | 18,4:1 | 59 | 80 | 21 |
| Z 18 XE | B | 4 | 80,5 x 88,2 | 1796 | 4 | 10,5:1 | 90-92 | 122-125 | 27 |
| Z 18 XEL | B | 4 | 80,5 x 88,2 | 1796 | 4 | 10,5:1 | 81-85 | 110-116 | 27 |
| Z 18 XER | B | 4 | 80,5 x 88,2 | 1796 | 4 | 10,5:1 | 103 | 140 | 28 |
| Z 19 DT | D (LA) | 4 | 82 x 90,4 | 1910 | 2 | 18:1 | 88 | 120 | 31 |
| Z 19 DTH | D (LA) | 4 | 82 x 90,4 | 1910 | 4 | 17,5:1 | 110 | 150 | 32 |
| Z 19 DTJ | D (LA) | 4 | 82 x 90,4 | 1910 | 4 | 17,5:1 | 88 | 120 | 32 |
| Z 19 DTL | D (LA) | 4 | 82 x 90,4 | 1910 | 2 | 18,4:1 | 74 | 100 | 31 |
| Z 22 SE | B | 4 | 86 x 94,6 | 2198 | 4 | 10:1 | 108 | 147 | 45 |
| Z 22 XE | B | 4 | 86 x 94,6 | 2198 | 4 | 10,5:1 | 106 | 144 | 44 |
| 4JA1 | D | 4 | 93 x 92 | 2499 | 2 | | 50-56 | 73-76 | 55 |
| 14 NV | B | 4 | 77,6 x 73,4 | 1389 | 2 | 9,4:1 | 53-55 | 72-75 | 10 |
| 15 D | D | 4 | 76 x 82 | 1487 | 2 | 23:1 | 37 | 50 | 8 |
| 15 TD | D (A) | 4 | 76 x 82 | 1487 | 2 | 22,5:1 | 49-53 | 67-72 | 9 |
| 16 D | D | 4 | 80 x 79,5 | 1598 | 2 | 23:1 | 40 | 54 | 23 |
| 16 DA | D | 4 | 80 x 79,5 | 1598 | 2 | 23:1 | 40 | 54 | 23 |
| 16 SV | B | 4 | 79 x 81,5 | 1598 | 2 | 10:1 | 60 | 82 | 13 |
| 17 D | D | 4 | 82,5 x 79,5 | 1699 | 2 | 23:1 | 42 | 57 | 33 |
| 17 DR | D | 4 | 82,5 x 79,5 | 1699 | 2 | 23:1 | 42-44 | 57-60 | 33 |
| 17 TD | D (LA) | 4 | 79 x 86 | 1686 | 2 | 22:1 | 60 | 82 | 19 |
| 20 D | D | 4 | 86,5 x 85 | 1998 | 2 | 22:1 | 40-49 | 54-67 | 46 |
| 20 SE | B | 4 | 86 x 86 | 1998 | 2 | 10:1 | 85 | 116 | 38 |
| 20 SEH | B | 4 | 86 x 86 | 1998 | 2 | 10:1 | 95 | 129 | 38 |
| 20 SER | B | 4 | 86 x 86 | 1998 | 2 | 10:1 | 91 | 124 | 38 |
| 20 XE | B | 4 | 86 x 86 | 1998 | 4 | 10,5:1 | 110-115 | 150-156 | 38 |
| 20 XEJ | B | 4 | 86 x 86 | 1998 | 4 | 10,5:1 | 110-115 | 150-156 | 38 |
| 21 D | D | 4 | 88 x 85 | 2068 | 2 | 22:1 | 44 | 60 | 48 |
| 23 D | D | 4 | 92 x 85 | 2260 | 2 | 22:1 | 46-52 | 63-71 | 53 |
| 23 DTR | D (LA) | 4 | 92 x 85 | 2260 | 2 | 23:1 | 74 | 100 | 54 |
| 23 TD | D (LA) | 4 | 92 x 85 | 2260 | 2 | 23:1 | 63-74 | 86-101 | 54 |
| 23 YD | D | 4 | 92 x 85 | 2260 | 2 | 22:1 | 54 | 73 | 53 |
| 23 YDT | D (A) | 4 | 92 x 85 | 2260 | 2 | 23:1 | 66 | 90 | 54 |
| 4 JX1T | D (LA) | 4 | 95,4 x 104,9 | 2999 | 4 | 19:1 | 117 | 159 | 61 |
| 4JB1-TC | D (LA) | 4 | 93 x 102 | 2771 | 2 | 17,5:1 | 78-85 | 108-115 | 56 |
| 4JG2-T | D (LA) | 4 | 95,4 x 107 | 3059 | 2 | 20:1 | 77-84 | 105-114 | 60 |

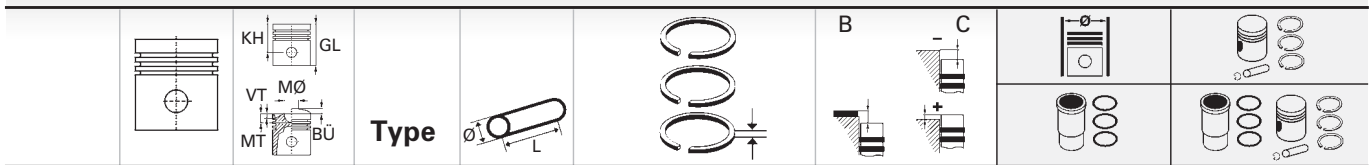












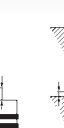
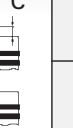



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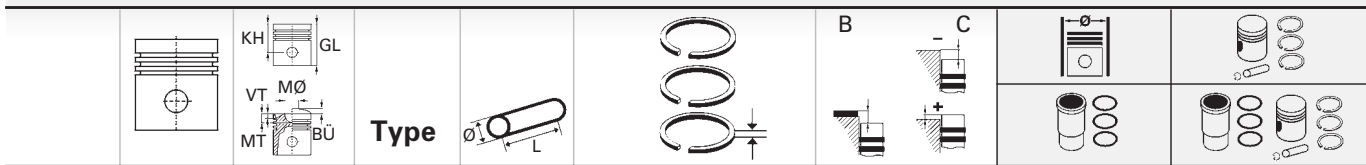
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| Vectra C 1.8i 16V | 01.2006 → | Z 18 XER | B | 28 | | | |
| Vectra C 1.9 CDTi | 03.2004 → | Z 19 DT | D | 31 | | | |
| Vectra C 1.9 CDTi | 2006 → | Z 19 DTL | D | 31 | | | |
| Vectra C 1.9 CDTi 16V | 03.2004 → | Z 19 DTH | D | 32 | | | |
| Vectra C 2.2i 16V | 09.2001 → | Z 22 SE | B | 45 | | | |
| VIVARO | | | | | | | |
| Vivaro 1.9 DI | 03.2001 → | F9Q 762 | D | 26 | | | |
| Vivaro 1.9 DTI | 03.2001 → | F9Q 760 | D | 26 | | | |
| Vivaro 2.0i 16V | 03.2001 → | F4R 720 | B | 34 | | | |
| Vivaro 2.0 CDTI 16V | 07.2006 → 01.2008 | M9R 780 | D | 36 | | | |
| Vivaro 2.0 CDTI 16V | 07.2006 → | M9R 786 | D | 36 | | | |
| Vivaro 2.0 CDTI 16V | 02.2008 → 08.2010 | M9R 782 | D | 36 | | | |
| Vivaro 2.5 CDTI 16V | 09.2002 → | G9U 730 | D | 49 | | | |
| Vivaro 2.5 CDTI 16V | 09.2006 → | M9R 780 | D | 36 | | | |
| Vivaro 2.5 CDTI 16V | 2007 → | G9U 630 | D | 51 | | | |
| ZAFIRA A | | | | | | | |
| Zafira A 1.6i 16V | 03.1999 → 08.1999 | X 16 XEL | B | 16 | | | |
| Zafira A 1.6i 16V | 09.1999 → 07.2005 | Z 16 XE | B | 17 | | | |
| Zafira A 1.8i 16V | 03.1999 → 08.2000 | X 18 XE1 | B | 27 | | | |
| Zafira A 1.8i 16V | 09.2000 → | Z 18 XE | B | 27 | | | |
| Zafira A 2.0i 16V | 02.1999 → 07.2005 | X 20 XEV | B | 41 | | | |
| Zafira A 2.0 DI 16V | 03.1999 → 08.2000 | X 20 DTL | D | 35 | | | |
| Zafira A 2.2i 16V | 09.2000 → | Z 22 SE | B | 45 | | | |
| ZAFIRA B | | | | | | | |
| Zafira B 1.3 CDTI 16V | 04.2005 → | Z 13 DTH | D | 2 | | | |
| Zafira B 1.6i 16V | 07.2005 → | Z 16 XEP | B | 18 | | | |
| Zafira B 1.8i 16V | 03.2005 → | Z 18 XER | B | 28 | | | |
| Zafira B 1.9 CDTI | 03.2005 → | Z 19 DT | D | 31 | | | |
| Zafira B 1.9 CDTI | 03.2005 → | Z 19 DTL | D | 31 | | | |
| Zafira B 1.9 CDTI 16V | 03.2005 → | Z 19 DTH | D | 32 | | | |



| 1  69,6 | | | | | | | | | | | |
|--|--|---|-------------------|----------------|--------------------------------|----------------------|----|-------------------------|---------|---|----------|
| Y 13 DT | | 09.2003 → | D | (LA) | 4 | 1248 cm ³ | 4V | 51 kW | (69 PS) | 17,4:1 | 82,00 mm |
| Z 13 DT Euro 4 | | 09.2003 → | D | (LA) | 4 | 1248 cm ³ | 4V | 51 kW | (69 PS) | 18:1 | 82,00 mm |
|  | 4 | KH 40,43 VT1 -1,00 MT -12,4 MØ 38 GL 63,43 | RTK TPL | 22,998 56,5 | 1 R 2 1 M 1,5 1 DSF 2 | CK G6 CR G6 | | 69,60 70,00 70,20 | | 40 213 600 40 213 605 40 213 610 | |
|  | 070 166 | | | | | | | | | | |
| 2  69,6 | | | | | | | | | | | |
| Z 13 DTH Euro 4 | | 04.2005 → | D | (LA) | 4 | 1248 cm ³ | 4V | 66 kW | (90 PS) | 17,6:1 | 82,00 mm |
|  | 4 | KH 40,43 MT -12,4 MØ 38 GL 62,43 | RTK KKK TPL | 23 55 | 1 R 2 1 M 1,5 1 DSF 2 | CK G6 CR G6 | | 69,60 70,00 | | 40 659 600 40 659 610 | |
|  | 070 170 | | | | | | | | | | |
| 3  72,5 | | | | | | | | | | | |
| X 10 XE | | 09.1996 → 08.1999 | B | | 3 | 973 cm ³ | 4V | 40 kW | (54 PS) | 10,1:1 | 78,60 mm |
| Z 10 XE | | 09.1999 → 08.2003 | B | | 3 | 973 cm ³ | 4V | 43 kW | (58 PS) | 10,1:1 | 78,60 mm |
|  | 3 | KH 24 VT1 -1,30 MT -1,2 MØ 54 GL 45 | | 18 51 K | 1 R 1,2 1 M 1,5 1 SLF 2 | NT ST G3 CR | | 72,50 72,75 73,00 | | 40 382 600 40 382 610 40 382 620 | |
|  | 073 066 | | | | | | | | | | |
| 4  72,5 | | | | | | | | | | | |
| X 12 XE | | 09.1997 → 09.2003 | B | | 4 | 1199 cm ³ | 4V | 48 kW | (65 PS) | 10,1:1 | 72,60 mm |
| Z 12 XE | | 09.1999 → 06.2004 | B | | 4 | 1199 cm ³ | 4V | 55 kW | (75 PS) | 10,1:1 | 72,60 mm |
|  | 4 | KH 24 VT1 -1,30 GL 45 | | 18 51 K | 1 R 1,2 1 M 1,5 1 SLF 2 | NT ST G3 CR | | 72,50 72,75 73,00 | | 40 383 600 40 383 610 40 383 620 | |
|  | 073 066 | | | | | | | | | | |
| 5  73,4 | | | | | | | | | | | |
| Z 12 XEP | | 09.2000 → | B | | 4 | 1229 cm ³ | 4V | 59 kW | (80 PS) | 10,5:1 | 72,60 mm |
|  | 4 | KH 24 VT1 -1,46 VT2 -1,49 BÜ +0,53 GL 45,53 | | 18 51 K | 1 R 1,2 1 NM 1,2 1 SLF 2 | NT ST G3 CR | | 73,40 73,65 73,90 | | 40 385 600 [1] 40 385 610 [1] 40 385 620 [1] | |
|  | 073 067 | | | | | | | | | | |
| [1] | nur satzweise austauschbar exchangeable only in sets remplacement seulement sous forme de jeu sólo se puede cambiar el juego completo заменяемо только комплектами | | | | | | | | | | |

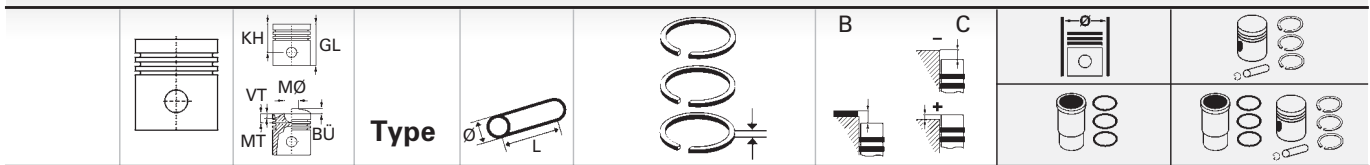


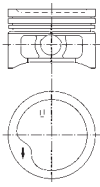
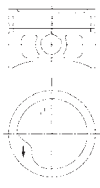
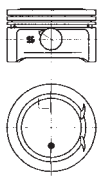
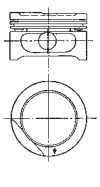
| | | | | | | | | | |
|-----------------|--|---|---------------|--------------------------------|----------------|-------|--------------|--------|--------------------------|
| 6 | | 73,4 | | | | | | | |
| Z 10 XEP | 09.2003 → | B | 3 | 998 cm ³ | 4V | 44 kW | (60 PS) | 10,5:1 | 78,60 mm |
| | 3 | KH 24 VT1 -1,33 VT2 -1,35 MT -0,82 MØ 52 GL 45 | 18 51 K | 1 R 1,2 1 NM 1,2 1 SLF 2 | NT ST CR | | 73,40 | | 40 384 600 [1] |
| | 073 067 | | | | | | 73,65 | | 40 384 610 [1] |
| | | | | | | | 73,90 | | 40 384 620 [1] |
| [1] | nur satzweise austauschbar exchangeable only in sets remplacement seulement sous forme de jeu sólo se puede cambiar el juego completo заменяемо только комплектами | | | | | | | | |

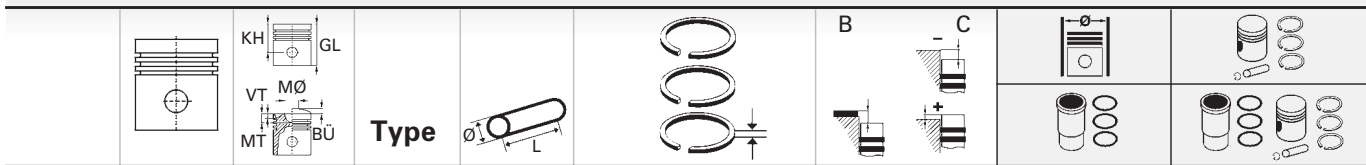
| | | | | | | | | | |
|-----------------|--|---|---------------|--------------------------------|----------------|-------|--------------|--------|--------------------------|
| 7 | | 73,4 | | | | | | | |
| Z 14 XEP | 09.2003 → | B | 4 | 1364 cm ³ | 4V | 66 kW | (90 PS) | 10,5:1 | 80,60 mm |
| | 4 | KH 23 VT1 -1,33 VT2 -1,35 MT -1,25 MØ 52 GL 44 | 18 51 K | 1 R 1,2 1 NM 1,2 1 SLF 2 | NT ST CR | | 73,40 | | 40 386 600 [1] |
| | 073 067 | | | | | | 73,65 | | 40 386 610 [1] |
| | | | | | | | 73,90 | | 40 386 620 [1] |
| [1] | nur satzweise austauschbar exchangeable only in sets remplacement seulement sous forme de jeu sólo se puede cambiar el juego completo заменяемо только комплектами | | | | | | | | |

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|-------------|-------------------|-----------|-------|----------------------|----|-------|----------------------------------|------|----------|
| 8 | | 76 | | | | | | | |
| 15 D | 09.1987 → 08.2000 | D | 4 | 1487 cm ³ | 2V | 37 kW | (50 PS) | 23:1 | 82,00 mm |
| | T Cyl. | A=80 | L=138 | | | | 89 849 190 [1] semi | | |
| [1] | → mot. 804 794 | | | | | | | | |

| | | | | | | | | | |
|--------------|-------------------|--|-------|----------------------|-----------------------------|----------------|---------------------------|--------|-------------------|
| 9 | | 76 | | | | | | | |
| 15 TD | 03.1988 → 08.2000 | D (A) | 4 | 1487 cm ³ | 2V | 49-53 kW | (67-72 PS) | 22,5:1 | 82,00 mm |
| | 4 | KH 41,7 VT1 -0,35 MT -1,6 GL 71,7 | RTK | 25 60 | 1 R 2 1 R 1,5 1 DSF 3 | CR CR CR | 76,02 | | 94 514 600 |
| | | | | | | | 76,52 | | 94 514 610 |
| | | | | | | | 77,02 | | 94 514 620 |
| | T Cyl. | A=80 | L=138 | | | | 89 849 190 semi | | 94 514 960 |



| 10 | | 77,6 | | | | | | | | | |
|---|-------------------|---------|----------|----------------------|----|----------|------------|--------|----------|-------|------------------------|
| C 14 NZ | 01.1990 → 10.2001 | B | 4 | 1389 cm ³ | 2V | 40-44 kW | (54-60 PS) | 9,4:1 | 73,40 mm | | |
| X 14 NZ | 09.1994 → 10.2001 | B | 4 | 1389 cm ³ | 2V | 44 kW | (60 PS) | 9,6:1 | 73,40 mm | | |
| X 14 SZ | 03.1996 → 10.2001 | B | 4 | 1389 cm ³ | 2V | 44 kW | (60 PS) | 9,6:1 | 73,40 mm | | |
| 14 NV | 09.1988 → 08.1994 | B | 4 | 1389 cm ³ | 2V | 53-55 kW | (72-75 PS) | 9,4:1 | 73,40 mm | | |
|  | 4 | 077 711 | KH 32,05 | HKÜ | 18 | 1 R | 1,5 | CR | G6 | 77,60 | 97 286 600 |
| | | | MT -3,4 | | 55 | 1 M | 1,5 | | | | |
| | | | MØ 63 | | K | 1 SLF | 3 | CR | | | |
| | | | GL 52,5 | | | | | | | 78,10 | 97 286 610 |
| | | | KH 31,75 | HKÜ | | | | | | 78,60 | 97 286 620 (91 352) |
| | | | MT -3,4 | HKÜ | | | | | | | |
| | | | MØ 63 | | | | | | | | |
| | | | GL 52,52 | | | | | | | | |
| | | | KH 31,75 | | | | | | | | |
| | | | MT -3,4 | | | | | | | | |
| | | | GL 52,5 | | | | | | | | |
| 11 | | 77,6 | | | | | | | | | |
| C 14 SE | 09.1991 → 10.2001 | B | 4 | 1389 cm ³ | 2V | 60 kW | (82 PS) | 9,8:1 | 73,40 mm | | |
|  | 4 | 077 711 | KH 32,05 | HKÜ | 18 | 1 R | 1,5 | CR | G6 | 77,60 | 97 360 600 |
| | | | MT -2,6 | | 55 | 1 M | 1,5 | | | | |
| | | | GL 52,5 | | K | 1 SLF | 3 | CR | | | |
| | | | KH 31,75 | HKÜ | | | | | | 78,10 | 97 360 610 |
| | | | MT -2,6 | HKÜ | | | | | | 78,60 | 97 360 620 |
| | | | GL 52,5 | | | | | | | | |
| 12 | | 77,6 | | | | | | | | | |
| X 14 XE | 09.1994 → 10.2001 | B | 4 | 1389 cm ³ | 4V | 66 kW | (90 PS) | 10,5:1 | 73,40 mm | | |
|  | 4 | 077 711 | KH 32,05 | HKÜ | 18 | 1 R | 1,5 | CR | G6 | 77,60 | 94 798 600 |
| | | | BÜ +1 | | 55 | 1 M | 1,5 | | | | |
| | | | GL 53,5 | | K | 1 SLF | 3 | CR | | | |
| | | | KH 31,75 | HKÜ | | | | | | 78,10 | 94 798 610 |
| | | | BÜ +1 | HKÜ | | | | | | 78,60 | 94 798 620 |
| | | | GL 53,5 | | | | | | | | |
| 13 | | 79 | | | | | | | | | |
| C 16 SE | 05.1988 → 02.1998 | B | 4 | 1598 cm ³ | 2V | 74 kW | (100 PS) | 10:1 | 81,50 mm | | |
| E 16 SE | 05.1988 → 08.1994 | B | 4 | 1598 cm ³ | 2V | 74 kW | (100 PS) | 10:1 | 81,50 mm | | |
| 16 SV | 09.1986 → 08.1995 | B | 4 | 1598 cm ³ | 2V | 60 kW | (82 PS) | 10:1 | 81,50 mm | | |
|  | 4 | 079 120 | KH 28 | HKÜ | 18 | 1 R | 1,2 | CR | G6 | 79,00 | 90 556 605 |
| | | | MT -1,6 | | 55 | 1 NM | 1,5 | | | | |
| | | | BÜ +0,4 | | K | 1 SLF | 3 | CR | | | |
| | | | GL 48,4 | | | | | | | 79,50 | 90 556 623 |
| | | | KH 27,7 | HKÜ | | | | | | 80,00 | 90 556 630 |
| | | | MT -1,6 | HKÜ | | | | | | | |
| | | | BÜ +0,4 | | | | | | | | |
| | | | GL 48,1 | | | | | | | | |



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|-----------------|-------------------|-----------|---|----------------------|----|----------|------------|-------|----------|
| 14 | | 79 | | | | | | | |
| C 16 NZ | 09.1986 → 08.1995 | B | 4 | 1598 cm ³ | 2V | 55 kW | (75 PS) | 9,2:1 | 81,50 mm |
| E 16 NZ | 09.1987 → 08.1995 | B | 4 | 1598 cm ³ | 2V | 55-60 kW | (75-82 PS) | 9,2:1 | 81,50 mm |
| X 16 SZ | 09.1992 → 02.1996 | B | 4 | 1598 cm ³ | 2V | 52 kW | (71 PS) | 10:1 | 81,50 mm |
| X 16 SZR | 09.1995 → 09.2000 | B | 4 | 1598 cm ³ | 2V | 55 kW | (75 PS) | 9,6:1 | 81,50 mm |

| | | | | | | | | |
|--|---------|---------|-----|----|----------|-------|-------|------------|
| | 4 | KH 28 | HKÜ | 18 | 1 R 1,2 | CR G6 | 79,00 | 90 555 605 |
| | 079 120 | MT -2,7 | | 55 | 1 NM 1,5 | | | |
| | | BÜ +0,4 | | K | 1 SLF 3 | CR | | |
| | | GL 48,4 | | | | | | |
| | | KH 27,7 | HKÜ | | | | 79,50 | 90 555 623 |
| | | MT -2,7 | HKÜ | | | | 80,00 | 90 555 630 |
| | | BÜ +0,4 | | | | | | |
| | | GL 48,1 | | | | | | |

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|-----------------|-------------------|-----------|---|----------------------|----|-------|---------|-------|----------|
| 15 | | 79 | | | | | | | |
| C 16 LZ2 | 09.1992 → 08.1995 | B | 4 | 1598 cm ³ | 2V | 55 kW | (75 PS) | 9,2:1 | 81,50 mm |

| | | | | | | | | |
|--|---------|---------|-----|----|----------|-------|-------|------------|
| | 4 | KH 27,7 | SRK | 18 | 1 R 1,2 | CR G6 | 79,50 | 90 054 623 |
| | 079 120 | MT -3,9 | | 55 | 1 NM 1,5 | | | |
| | | BÜ +0,4 | | K | 1 SLF 3 | CR | | |
| | | GL 48,1 | | | | | | |

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|-----------------|-------------------|-----------|---|----------------------|----|-------|----------|--------|----------|
| 16 | | 79 | | | | | | | |
| X 16 XE | 09.1994 → 08.1999 | B | 4 | 1598 cm ³ | 4V | 78 kW | (106 PS) | 10,5:1 | 81,50 mm |
| X 16 XEL | 08.1994 → 08.2000 | B | 4 | 1598 cm ³ | 4V | 74 kW | (100 PS) | 10,5:1 | 81,50 mm |

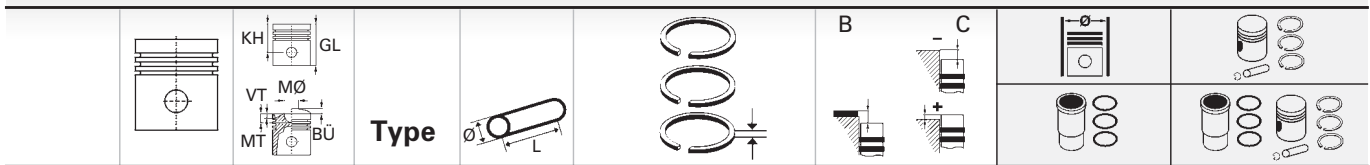
| | | | | | | | | |
|--|---------|---------|-----|----|----------|-------|-------|------------|
| | 4 | KH 28 | HKÜ | 18 | 1 R 1,2 | CR G6 | 79,00 | 94 637 600 |
| | 079 120 | MT -0,8 | | 55 | 1 NM 1,5 | | | |
| | | GL 48 | | K | 1 SLF 3 | CR | | |
| | | KH 27,7 | HKÜ | | | | 79,50 | 94 637 610 |
| | | MT -0,8 | HKÜ | | | | 80,00 | 94 637 620 |
| | | GL 48 | | | | | | |

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|----------------|-------------------|-----------|---|----------------------|----|-------|----------|--------|----------|
| 17 | | 79 | | | | | | | |
| Y 16 XE | 09.1999 → 09.2002 | B | 4 | 1598 cm ³ | 4V | 74 kW | (101 PS) | 10,5:1 | 81,50 mm |
| Z 16 SE | 09.2000 → | B | 4 | 1598 cm ³ | 2V | 62 kW | (84 PS) | 9,6:1 | 81,50 mm |
| Z 16 XE | 09.1999 → | B | 4 | 1598 cm ³ | 4V | 74 kW | (100 PS) | 10,5:1 | 81,50 mm |

| | | | | | | | | |
|--|---------|---------|--|----|-----------|-------|-------|------------|
| | 4 | KH 27,2 | | 18 | 1 R 1,2 | NT ST | 79,00 | 40 380 600 |
| | 079 184 | GL 50,2 | | 55 | 1 NM 1,5 | | | |
| | | | | K | 1 SLF 2,5 | CR | | |
| | | | | | | | 79,25 | 40 380 610 |
| | | | | | | | 79,50 | 40 380 620 |

| | | | | | | | | | |
|-----------------|-----------|-----------|---|----------------------|----|-------|----------|--------|----------|
| 18 | | 79 | | | | | | | |
| Z 16 XEP | 09.2001 → | B | 4 | 1598 cm ³ | 4V | 76 kW | (104 PS) | 10,5:1 | 81,50 mm |

| | | | | | | | | |
|--|---------|----------|--|----|----------|-------|-------|------------|
| | 4 | KH 26,73 | | 18 | 1 R 1,2 | NT ST | 79,00 | 40 388 600 |
| | 079 185 | GL 48,73 | | 52 | 1 NM 1,2 | G3 | | |
| | | | | K | 1 SLF 2 | CR | | |
| | | | | | | | 79,25 | 40 388 610 |
| | | | | | | | 79,50 | 40 388 620 |



| 19 | | 79 | | | | | | | | | |
|--|---------|--|------------------|----------|-----------------------------|-------------------------|----------------------|----|--------------|--------------------------|----------|
| 17 TD | | 02.1990 → 02.1998 | | D | (LA) | 4 | 1686 cm ³ | 2V | 60 kW | (82 PS) 22:1 | 86,00 mm |
| | 4 | KH 39,6 VT1 -0,50 MT -1,5 GL 69,6 | RTK RK | 27 64 | 1 R 2 1 R 1,5 1 DSF 3 | CR | | | 79,00 | 94 861 600 | |
| | | | | | | | | | 79,50 | 94 861 610 | |
| | | | | | | | | | 80,00 | 94 861 620 | |
| 20 | | 79 | | | | | | | | | |
| Y 17 DT | | 09.2000 → | | D | (LA) | 4 | 1686 cm ³ | 4V | 55 kW | (75 PS) 18,4:1 | 86,00 mm |
| Y 17 DTL | | 09.2000 → 08.2004 | | D | (LA) | 4 | 1686 cm ³ | 4V | 48 kW | (65 PS) 18,4:1 | 86,00 mm |
| | 4 | KH 39,75 MT -14 MØ 38,8 GL 74,05 | RTK | 27 64 | 1 R 2 1 M 1,5 1 DSF 3 | CK G6 CR G3 NT ST | | | 79,00 | 40 391 600 | |
| | 079 187 | | | | | | | | 79,25 | 40 391 610 | |
| | | | | | | | | | 79,50 | 40 391 620 | |
| 21 | | 79 | | | | | | | | | |
| Z 17 DTL | | 09.2000 → | | D | (LA) | 4 | 1686 cm ³ | 4V | 59 kW | (80 PS) 18,4:1 | 86,00 mm |
| | 4 | KH 39,75 MT -14 MØ 41,8 GL 74,05 | RTK | 27 64 | 1 R 2 1 M 1,5 1 DSF 3 | CK G6 CR G3 NT ST | | | 79,00 | 40 390 600 | |
| | 079 187 | | | | | | | | 79,25 | 40 390 610 | |
| | | | | | | | | | 79,50 | 40 390 620 | |
| 22 | | 79 | | | | | | | | | |
| Z 17 DTH | | 03.2003 → | | D | (LA) | 4 | 1686 cm ³ | 4V | 74 kW | (100 PS) 18,4:1 | 86,00 mm |
| | 4 | KH 39,75 MT -14 MØ 41,8 GL 64,75 | KKK RTK | 27 64 | 1 R 2 1 M 1,5 1 DSF 3 | CK G6 CR G3 NT ST | | | 79,00 | 40 392 600 | |
| | 079 186 | | | | | | | | 79,25 | 40 392 610 | |
| | | | | | | | | | 79,50 | 40 392 620 | |
| 23 | | 80 | | | | | | | | | |
| 16 D | | 03.1982 → 01.1989 | | D | | 4 | 1598 cm ³ | 2V | 40 kW | (54 PS) 23:1 | 79,50 mm |
| 16 DA | | 09.1985 → 01.1989 | | D | | 4 | 1598 cm ³ | 2V | 40 kW | (54 PS) 23:1 | 79,50 mm |
| | 4 | KH 44,95 MT -1,4 GL 76,95 | LOX RTK RK | 26 65 | 1 R 2 1 M 2 1 DSF 3 | CR G6 CR | | | 80,00 | 93 578 600 [1] | |
| | 080 232 | | | | | | | | 81,00 | 93 578 620 [1] | |
| Fortsetzung nächste Seite / continued on next page / suite page suivante / continuación página próxima / Продолжение на следующей странице | | | | | | | | | | | |

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|--------|---|---|---|--|--|---------------------------|-------------------|
| | | | | | | | |
| T Cyl. | A=83 | C=84,9 | L=143,5 | H=4,5 | | | |
| | | | | | | 89 161 190 semi | 93 578 960 |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | | Kolbenüberstand: piston protrusion: dépasement du piston: resalto del pistón: выступающая часть поршня: | | | | |
| | Kerben notches repères muescas надрезы | Dicke thickness épaisseur espesor толщина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | |
| | 1 2 | 1,30 mm 1,40 mm 1,50 mm | + 0,75 + 0,85 | + 0,75 + 0,85 | | | |

24 **80**

| | | | | | | | | |
|----------------|---|---|---|--|--------------------------------|-------------------|---------------|--------------------------|
| X 25 TD | 08.1996 → 02.2001 | D (LA) | 6 | 2498 cm ³ | 2V | 96 kW | (131 PS) 22:1 | 82,80 mm |
| | 6 | KH 39,45 MT -2,5 GL 65,95 | RTK KKK | 27 63 | 1 T15 3 1 M 1,75 1 DSF 3 | CR G6 G3 CR | 80,00 | 94 347 600 [1] |
| | 080 284 | GL 65,95 | | | | | 80,25 | 94 347 610 [1] |
| | | KH 39,2 MT -2,5 GL 65,95 | HKÜ | | | | 80,50 | 94 347 620 [1] |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | | Kolbenüberstand: piston protrusion: dépasement du piston: resalto del pistón: выступающая часть поршня: | | | | | |
| | Loch hole trou agujero Отверстие | Dicke thickness épaisseur espesor Толщина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | |
| | 1 2 3 | 1,55 1,68 1,87 | +0,64 +0,79 +0,92 | +0,78 +0,91 +1,08 | | | | |

25 **80**

| | | | | | | | | |
|----------------|-------------------|-------------------------------|-----|----------------------|---------------------------|-------------------|-------------------|--------------------------|
| F8Q 606 | 03.1998 → 08.2001 | D | 4 | 1870 cm ³ | 2V | 44-48 kW | (60-65 PS) 21,5:1 | 93,00 mm |
| | 4 | KH 42,5 MT -0,7 GL 67,4 | RTK | 24 63 | 1 R 2 1 M 2 1 DSF 3 | MO G6 G3 CR | +0,87 +1,00 | 92 006 800 [1] |
| | 080 312 | GL 67,4 | | | | | 80,50 | 92 006 820 [1] |

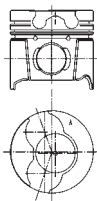
Fortsetzung nächste Seite / continued on next page / suite page suivante / continuación página próxima / Продолжение на следующей странице



| | | | | | | | | |
|-----|---|---|--|---|--|--|--|--|
| | | | | | | | | |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цил. | | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня | | | | |
| | Kerben notches repères muescas надрезы | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | | |
| | 2 1 3 | +0,868 +1,000 | +0,868 +1,000 | | | | | |

26**80**

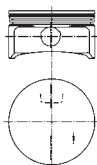
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|----------------|-------------------|--------|---|----------------------|----|----------|------------|--------|----------|
| F9Q 760 | 03.2001 → | D (LA) | 4 | 1870 cm ³ | 2V | 74 kW | (101 PS) | 19:1 | 93,00 mm |
| F9Q 762 | 03.2001 → | D (LA) | 4 | 1870 cm ³ | 2V | 60 kW | (82 PS) | 19:1 | 93,00 mm |
| F9Q 770 | 01.1999 → 10.2001 | D (A) | 4 | 1870 cm ³ | 2V | 58 kW | (79 PS) | 18,3:1 | 93,00 mm |
| F9Q 772 | 01.1999 → | D (A) | 4 | 1870 cm ³ | 2V | 60 kW | (82 PS) | 18,3:1 | 93,00 mm |
| F9Q 774 | 09.2002 → 10.2001 | D (A) | 4 | 1870 cm ³ | 2V | 58-60 kW | (79-82 PS) | 18,3:1 | 93,00 mm |

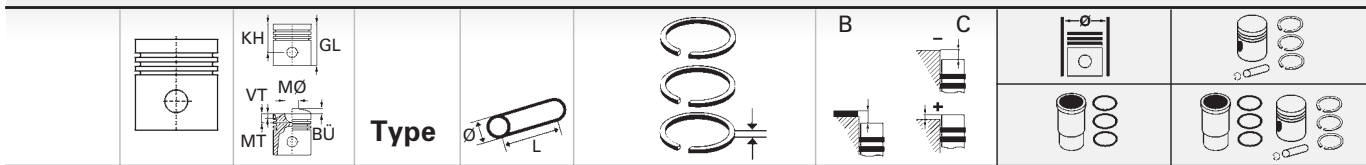
4
080 279KH 47,06
VT1 -0,75
MT -17,8
MØ 38
GL 77,4RTK
TPL28
601 R 2,5 MO G6
1 M 2 G3
1 DSF 3 CR**80,01****99 561 600**
[1]**80,51****99 561 620**
[1]

[1]

Zylinderkopfdichtung
cylinder head gasket
joint de culasse
junta de culata
Прокладка головки блока цил.Kolbenüberstand:
piston protrusion:
dépassement du piston:
resalto del pistón:
выступающая часть поршняKerben
notches
repères
muescas
надрезыgrößer als
more than
supérieur à
superior a
больше, чемkleiner als
less than
inférieur à
inferior a
меньше, чем2
1
3+0,868
+1,000+0,868
+1,000**27****80,5**

| | | | | | | | | | |
|-----------------|-------------------|---|---|----------------------|----|----------|--------------|--------|----------|
| X 18 XE1 | 09.1997 → 08.2000 | B | 4 | 1796 cm ³ | 4V | 85 kW | (116 PS) | 10,5:1 | 88,20 mm |
| Z 18 XE | 09.2000 → | B | 4 | 1796 cm ³ | 4V | 90-92 kW | (122-125 PS) | 10,5:1 | 88,20 mm |
| Z 18 XEL | 03.2001 → | B | 4 | 1796 cm ³ | 4V | 81-85 kW | (110-116 PS) | 10,5:1 | 88,20 mm |

4
080 306KH 24,1
GL 44,718
55
K1 R 1,2 NT ST
1 M 1,2
1 SLF 2 CR**80,50****99 741 601****81,00****99 741 610**
(94 605)

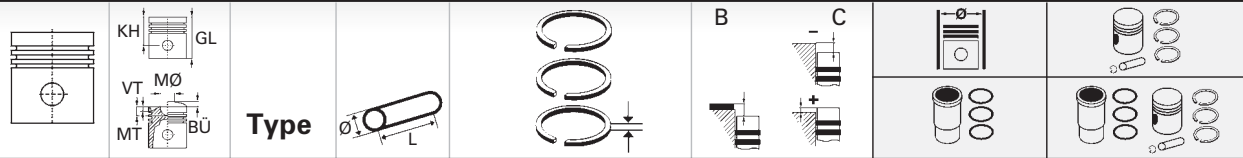


| | | | | | | | | | |
|-----------------|-----------|-------------------------------|------------------|----------------------|-------------------------------|-------------|----------|--------------|--------------------------------------|
| 28 | | 80,5 | | | | | | | |
| Z 18 XER | 03.2004 → | B | 4 | 1796 cm ³ | 4V | 103 kW | (140 PS) | 10,5:1 | 88,20 mm |
| | 4 | KH 26,1 BÜ +0,7 GL 45,1 | TPL NHA HK | 19 49,84 | 1 R 1,2 1 M 1,2 1 SLF 2 | NT ST CR | | 80,50 | 40 027 700 <small>NEW</small> |
| | 080 320 | | | | | | | 81,00 | 40 027 710 <small>NEW</small> |

| | | | | | | | | | |
|----------------|-------------------|---------------------------------|---|----------------------|--------------------------------|-------------|----------|--------------|-------------------|
| 29 | | 81,6 | | | | | | | |
| X 25 XE | 04.1993 → 11.2000 | B | 6 | 2498 cm ³ | 4V | 125 kW | (170 PS) | 10,8:1 | 79,60 mm |
| | 6 | KH 30,45 BÜ +0,6 GL 51,08 | | 21 56 | 1 R 1,5 1 NM 1,5 1 SLF 3 | CR ST CR | | 81,60 | 94 954 600 |
| | 082 212 | | | K | | | | 82,10 | 94 954 610 |
| | | | | | | | | 82,60 | 94 954 620 |

| | | | | | | | | | |
|-----------------|---------------------------|---|-----|----------------------|--------------------------------|-------------|----------|--------------|--------------------------|
| 30 | | 81,6 | | | | | | | |
| C 18 XE | 09.1993 → 02.1998 | B | 4 | 1796 cm ³ | 4V | 92 kW | (125 PS) | 10,8:1 | 86,00 mm |
| C 18 XEL | 09.1994 → 02.1998 | B | 4 | 1796 cm ³ | 4V | 85 kW | (116 PS) | 10,8:1 | 86,00 mm |
| X 18 XE | 09.1995 → 08.2000 | B | 4 | 1796 cm ³ | 4V | 85 kW | (116 PS) | 10,8:1 | 86,00 mm |
| | 4 | KH 30,4 VT1 -1,79 MT -1,84 GL 50,4 | | 21 56 | 1 R 1,5 1 NM 1,5 1 SLF 3 | CR ST CR | | 81,60 | 99 438 600 [1] |
| | 082 190 | | HKÜ | K | | | | 82,10 | 99 438 610 [1] |
| | | | | | | | | | |
| [1] | X 18 XE: → 12.1997 | | | | | | | | |

| | | | | | | | | | |
|-----------------|-----------|--|------------|----------------------|----------------------------|----------------------|----------|--------------|-------------------------------|
| 31 | | 82 | | | | | | | |
| Z 19 DT | 03.2004 → | D (LA) | 4 | 1910 cm ³ | 2V | 88 kW | (120 PS) | 18:1 | 90,40 mm |
| Z 19 DTL | 09.2004 → | D (LA) | 4 | 1910 cm ³ | 2V | 74 kW | (100 PS) | 18,4:1 | 90,40 mm |
| | 4 | KH 46,5 VT1 -0,50 MT -17,5 MØ 37,5 GL 72,5 | RTK KBB | 25,988 61 | 1 R 2 1 NM 2 1 DSF 2 | CK G6 G3 NT ST | | 82,00 | 40 218 600 |
| | 082 214 | | | | | | | 82,40 | 40 218 620 |
| | | | | | | | | 82,60 | 40 218 630 (99 724) |

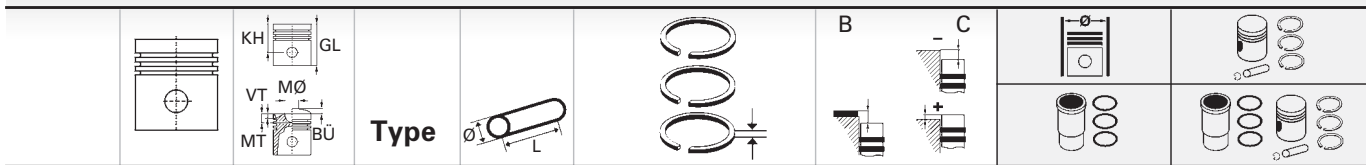


| | | | | | | | | |
|-----------------|-----------|---|-------------------|----------|----------------------------|----------------------|--------------|-------------------|
| 32 | | 82 | | | | | | |
| Z 19 DTH | 03.2004 → | D (LA) 4 1910 cm ³ 4V 110 kW (150 PS) 17,5:1 90,40 mm | | | | | | |
| Z 19 DTJ | 04.2004 → | D (LA) 4 1910 cm ³ 4V 88 kW (120 PS) 17,5:1 90,40 mm | | | | | | |
| | 4 | KH 46,5 VT1 -1,00 VT2 -0,90 MT -15,4 MØ 41,5 GL 73,5 | RTK KKK KBB | 26 61 | 1 R 2 1 NM 2 1 DSF 2 | CK G6 G3 CR G6 | 82,00 | 40 660 600 |
| | | KH 46,5 VT1 -1,00 VT2 -0,90 | | | | | 82,40 | 40 660 610 |
| | | | | | | | 82,60 | 40 660 620 |

| | | | | | | | | |
|-----------------|-------------------|---|------------|----------|---------------------------|-------------------|---------------------------|--------------------------|
| 33 | | 82,5 | | | | | | |
| X 17 DTL | 09.1994 → 08.2000 | D (LA) 4 1699 cm ³ 2V 50 kW (68 PS) 22:1 79,50 mm | | | | | | |
| 17 D | 10.1988 → 08.1995 | D 4 1699 cm ³ 2V 42 kW (57 PS) 23:1 79,50 mm | | | | | | |
| 17 DR | 10.1988 → 08.1995 | D 4 1699 cm ³ 2V 42-44 kW (57-60 PS) 23:1 79,50 mm | | | | | | |
| | 4 | KH 44,95 MT -2,6 GL 72,95 | LOX RTK | 26 65 | 1 R 2 1 M 2 1 DSF 3 | CR G6 G3 CR | 82,50 | 90 858 600 [1] |
| | 082 187 | | | | | | 83,00 | 90 858 610 [1] |
| | | | | | | | 83,50 | 90 858 620 [1] |
| | T Cyl. | A=85,5 C=87,5 L=142 H=4,5 | | | | | 89 432 190 semi | 90 858 960 |

| | | | | | | | | |
|-----|---|---|---|--|--|--|--|--|
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цил. | | Kolbenüberstand: piston protrusion: dépasement du piston: resalto del pistón: Выступающая часть поршня: | | | | | |
| | Dicke thickness épaisseur espesor надрезы толщина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | | |
| | 1,3 mm 1,4 mm 1,5 mm | + 0,75 + 0,85 | + 0,75 + 0,85 + 1,05 | | | | | |

| | | | | | | | | |
|----------------|-----------|---|--|----------|--------------------------------|-------------|---------------|-------------------|
| 34 | | 82,7 | | | | | | |
| F4R 720 | 03.2001 → | B 4 1998 cm ³ 4V 88 kW (120 PS) 9,8:1 93,00 mm | | | | | | |
| | 4 | KH 30,25 MT -2,65 MØ 73,1 GL 56,8 | | 21 61 | 1 R 1,2 1 NM 1,5 1 SLF 2 | NT ST CR | 82,715 | 40 355 600 |
| | | | | | | | | |



| | | |
|-----------|--|-----------|
| 35 | | 84 |
|-----------|--|-----------|

| | | | | | | | | | |
|-----------------|-------------------|-------|---|----------------------|----|-------|---------|--------|----------|
| X 20 DTL | 09.1996 → 08.2000 | D (A) | 4 | 1995 cm ³ | 4V | 60 kW | (82 PS) | 18,5:1 | 90,00 mm |
| Y 20 DTL | 03.1998 → 01.2004 | D (A) | 4 | 1995 cm ³ | 4V | 60 kW | (82 PS) | 18,5:1 | 90,00 mm |

| | | | | | | | | | | |
|--|-----|---|--|--|---|---|--|--------------|--------------------------|-------------------------|
| | 4 | KH 45,8 MT -14,9 MØ 41 GL 70,8 | RTK TPL | 29 68 | 1 R 2 1 M 1,75 1 DSF 3 | CR G6 CR | | 84,00 | 94 834 700 [1] | |
| | [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor ширина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | 0 1 2 | 1,20 1,30 1,40 | +0,40 +0,51 +0,61 |

| | | |
|-----------|--|-----------|
| 36 | | 84 |
|-----------|--|-----------|

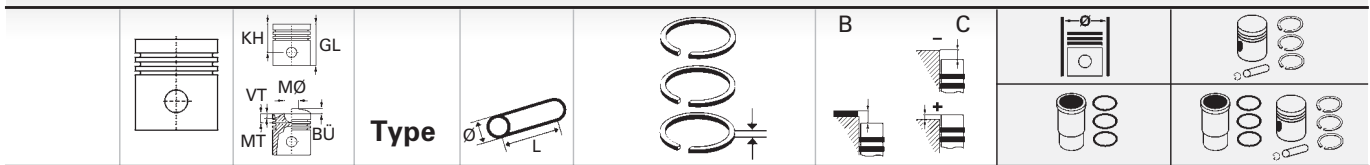
| | | | | | | | | | |
|-------------------------|-------------------|--------|---|----------------------|----|----------|-------------|--------|----------|
| M9R 780 Euro 4 | 07.2006 → | D (LA) | 4 | 1995 cm ³ | 4V | 66-84 kW | (90-114 PS) | 15,7:1 | 90,00 mm |
| M9R 782 | 02.2008 → 08.2010 | D (LA) | 4 | 1995 cm ³ | 4V | 66 kW | (90 PS) | 15,7:1 | 90,00 mm |
| M9R 786 Euro 2/3 | 07.2006 → | D (LA) | 4 | 1995 cm ³ | 4V | 66-84 kW | (90-114 PS) | 15,7:1 | 90,00 mm |

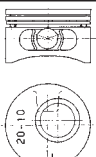
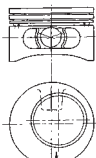
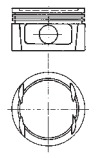
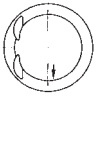

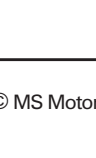
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|--|---|--|-------------------|----------|------------------------------|-------------------|--|--------------|-------------------|
| | 4 | KH 47,916 MT -14,9 MØ 49,07 GL 76 | RTK TPL KKK | 32 65 | 1 ET 2,5 1 M 2 1 DSF 2 | CK G6 G3 CR | | 84,00 | 40 262 600 |
| | | | | | | | | 84,50 | 40 262 620 |

| | | |
|-----------|--|-----------|
| 37 | | 85 |
|-----------|--|-----------|

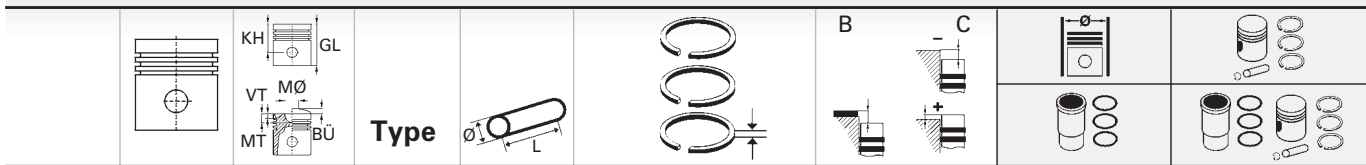
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|-----------------------|-----------|--------|---|----------------------|----|-----------|--------------|--------|-----------|
| M9T 670 Euro 5 | 04.2010 → | D (LA) | 4 | 2298 cm ³ | 4V | 74-92 kW | (101-125 PS) | 16:1 | 101,30 mm |
| M9T 672 Euro 5 | 04.2010 → | D (A) | 4 | 2298 cm ³ | 4V | 74-92 kW | (101-125 PS) | 16,0:1 | 101,30 mm |
| M9T 676 Euro 4 | 04.2010 → | D (A) | 4 | 2298 cm ³ | 4V | 74-92 kW | (101-125 PS) | 16,0:1 | 101,30 mm |
| M9T 678 | 04.2010 → | D (LA) | 4 | 2298 cm ³ | 4V | 107 kW | (146 PS) | 16:1 | 101,30 mm |
| M9T 680 | 04.2010 → | D (A) | 4 | 2298 cm ³ | 4V | 107 kW | (146 PS) | 16,0:1 | 101,30 mm |
| M9T 686 Euro 5 | 04.2010 → | D (A) | 4 | 2298 cm ³ | 4V | 92 kW | (125 PS) | 16,0:1 | 101,30 mm |
| M9T 690 Euro 5 | 04.2010 → | D (LA) | 4 | 2298 cm ³ | 4V | 92 kW | (125 PS) | 16:1 | 101,30 mm |
| M9T 692 Euro 4 | 04.2010 → | D (A) | 4 | 2298 cm ³ | 4V | 92 kW | (125 PS) | 16,0:1 | 101,30 mm |
| M9T 694 Euro 4 | 04.2010 → | D (A) | 4 | 2298 cm ³ | 4V | 107 kW | (146 PS) | 16,0:1 | 101,30 mm |
| M9T 696 Euro 4 | 04.2010 → | D (A) | 4 | 2298 cm ³ | 4V | 92-107 kW | (125-146 PS) | 16,0:1 | 101,30 mm |
| M9T 698 Euro 5 | 04.2010 → | D (A) | 4 | 2298 cm ³ | 4V | 107 kW | (146 PS) | 16,0:1 | 101,30 mm |

| | | | | | | | | | |
|--|---|--|-------------------|----------|------------------------------|----------------------|--|--------------|------------------------------|
| | 4 | KH 47,88 MT -16,2 MØ 50 GL 76 | RTK TPL KKK | 32 65 | 1 ET 2,5 1 M 2 1 DSF 2 | CR G6 CR CR G6 | | 85,01 | 97 504 600 NEW |
| | | | | | | | | 85,51 | 97 504 620 NEW |



| 38 | | 86 | | | | | | | | | |
|---|-------------------|---|------------|----------------------|--------------------------------|-------------|--------------|--------|--|---|--|
| X 20 SE | 04.1994 → 08.1998 | B | 4 | 1998 cm ³ | 4V | 85 kW | (116 PS) | 10:1 | 86,00 mm | | |
| 20 SE | 09.1986 → 08.1998 | B | 4 | 1998 cm ³ | 2V | 85 kW | (116 PS) | 10:1 | 86,00 mm | | |
| 20 SEH | 09.1986 → 08.1995 | B | 4 | 1998 cm ³ | 2V | 95 kW | (129 PS) | 10:1 | 86,00 mm | | |
| 20 SER | 09.1987 → 08.1991 | B | 4 | 1998 cm ³ | 2V | 91 kW | (124 PS) | 10:1 | 86,00 mm | | |
| 20 XE | 03.1988 → 08.1991 | B | 4 | 1998 cm ³ | 4V | 110-115 kW | (150-156 PS) | 10,5:1 | 86,00 mm | | |
| 20 XEJ | 09.1989 → 08.1995 | B | 4 | 1998 cm ³ | 4V | 110-115 kW | (150-156 PS) | 10,5:1 | 86,00 mm | | |
|  | 4 | KH 30,4 MT -5 MØ 45 GL 55,4 | SRK | 21 61,5 K | 1 R 1,5 1 NM 1,5 1 SLF 3 | MO G6 CR | | | 86,00 86,50 87,00 | 90 245 600 90 245 610 90 245 620 | |
|  | 4 | KH 30,4 MT -5 MØ 57,02 GL 55,4 | SRK | 20,998 61,5 K | 1 R 1,5 1 NM 1,5 1 SLF 3 | MO G6 CR | | | 86,00 86,50 87,00 | 92 123 600 92 123 610 92 123 620 (90 244, 90 760) | |
|  | 4 | KH 30,43 VT1 -1,93 MT -0,85 GL 55,43 | | 21 61,5 K | 1 R 1,5 1 NM 1,5 1 SLF 3 | MO G6 CR | | | 86,00 86,50 | 91 023 700 91 023 710 | |
|  | 4 | KH 30,4 MT -3,16 MØ 59 GL 55,4 | | 21 61,5 K | 1 R 1,5 1 NM 1,5 1 SLF 3 | MO G6 CR | | | 86,00 86,50 87,00 | 97 332 600 97 332 610 97 332 620 (94 515) | |
|  | 6 | KH 30,45 MT -1,97 GL 50,45 | | 21 61,5 | 1 R 1,5 1 NM 1,5 1 SLF 3 | MO G6 CR | | | 86,00 86,50 87,00 | 99 695 600 99 695 610 99 695 620 | |
|  | 6 | KH 30,15 MT -1,97 GL 50,15 | HKÜ HKÜ | | | | | | | | |

O



| | | |
|-----------------|-------------------|--|
| 43 | | 86 |
| C 20 SEL | 05.1997 → 09.2002 | B 4 1998 cm ³ 4V 100 kW (136 PS) 9,6:1 86,00 mm |
| C 22 SEL | 06.2000 → 09.2002 | B 4 2198 cm ³ 4V 106 kW (144 PS) 10:1 94,60 mm |
| X 22 SE | 02.1995 → 12.2000 | B 4 2198 cm ³ 4V 100-104 kW (136-141 PS) 9,6:1 94,60 mm |
| X 22 XE | 02.1995 → 09.1999 | B 4 2198 cm ³ 4V 104 kW (141 PS) 10,5:1 94,60 mm |

| | | | | | | |
|------------------|---|------------|-----------------|---|--------------|-------------------------------|
| 4 086 713 | KH 30,4 MT -6,5 MØ 63,18 GL 55,4 | HKÜ HKÜ | 21 61,5 K | 1 R 1,5 MO G6 1 NM 1,5 1 SLF 3 CR | 86,00 | 97 363 600 |
| | | | | | 86,50 | 97 363 610 |
| | | | | | 87,00 | 97 363 620 (97 288) |

| | | |
|----------------|-------------------|---|
| 44 | | 86 |
| Y 22 XE | 09.1999 → 09.2003 | B 4 2198 cm ³ 4V 106 kW (144 PS) 10,5:1 94,60 mm |
| Z 22 XE | 09.2000 → 09.2003 | B 4 2198 cm ³ 4V 106 kW (144 PS) 10,5:1 94,60 mm |

| | | | | | | |
|------------------|-----------------------------|--|------------|---|--------------|-------------------|
| 4 086 145 | KH 27,6 BÜ +2,4 GL 55 | | 21 61,5 | 1 R 1,2 NT ST 1 NM 1,5 1 SLF 2,5 CR | 86,00 | 97 359 700 |
| | | | | | | |

| | | |
|----------------|-----------|---|
| 45 | | 86 |
| Z 22 SE | 09.2000 → | B 4 2198 cm ³ 4V 108 kW (147 PS) 10:1 94,60 mm |

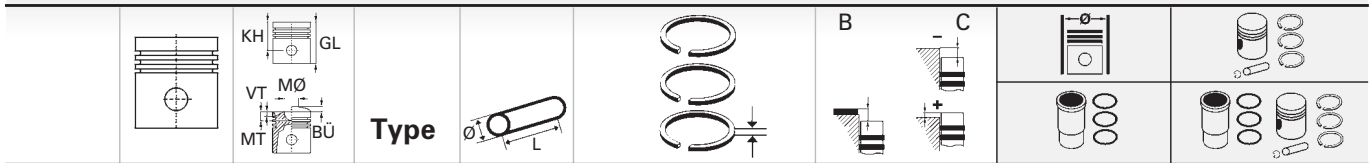
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|------------------|--|------------|-------------|---|--------------|-------------------|
| 4 086 144 | KH 26,75 MT -0,61 MØ 70 GL 48,9 | HKÜ HKÜ | 20 62,84 | 1 R 1,2 NT ST 1 NM 1,5 1 SLF 2,5 CR | 86,00 | 94 912 600 |
| | | | | | 86,25 | 94 912 610 |
| | | | | | 86,50 | 94 912 620 |

| | | |
|-------------|-------------------|---|
| 46 | | 86,5 |
| 20 D | 08.1974 → 10.1982 | D 4 1998 cm ³ 2V 40-49 kW (54-67 PS) 22:1 85,00 mm |

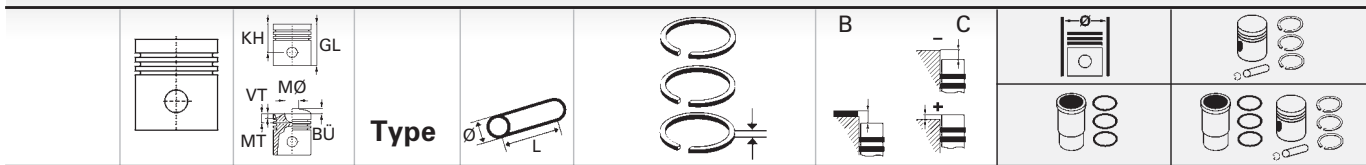
| | | | | | |
|------------|------|--------|-------|-------|---------------------------|
| T Cyl. | A=92 | C=93,9 | L=172 | H=4,5 | 89 044 190 semi |
| | | | | | |

| | | |
|----------------|-----------|---|
| 47 | | 87 |
| G9T 720 | 09.2000 → | D (A) 4 2188 cm ³ 4V 66 kW (90 PS) 18:1 92,00 mm |
| G9T 722 | 09.2000 → | D (A) 4 2188 cm ³ 4V 66 kW (90 PS) 18:1 92,00 mm |
| G9T 750 | 09.2000 → | D (A) 4 2188 cm ³ 4V 66 kW (90 PS) 18:1 92,00 mm |

| | | | | | | | |
|------------------|--|------------|----------|--|-------|--------------|-------------------|
| 4 087 082 | KH 54,53 MT -17,5 MØ 40,4 GL 84,2 | RTK TPL | 31 65 | 1 ET 3 PC G6 1 M 1,75 G3 1 SSF 2,5 | +0,06 | 87,01 | 99 469 600 |
| | | | | | +0,40 | 87,51 | 99 469 620 |



| 48 | | 88 | | Type | | Ø ₁ L | | B C | | σ | | σ | |
|-----------------------|---------|--|-------------------|----------|----------------------------------|---------------------------|--|----------------|--|---------------------------|--|-------------------------------|--|
| 21 D | | 09.1972 → 09.1978 D | | 4 | | 2068 cm ³ 2V | | 44 kW | | (60 PS) 22:1 | | 85,00 mm | |
| | T Cyl. | A=92 | C=93,9 | L=172 | H=4,5 | | | | | 89 045 190 semi | | | |
| 49 | | 89 | | | | | | | | | | | |
| G9U 720 Euro 3 | | 11.2003 → | | D (LA) | | 4 2463 cm ³ 4V | | 73-84 kW | | (99-115 PS) 17,8:1 | | 99,00 mm | |
| G9U 724 Euro 3 | | 11.2003 → | | D (LA) | | 4 2463 cm ³ 4V | | 84 kW | | (114 PS) 17,8:1 | | 99,00 mm | |
| G9U 730 Euro 3 | | 09.2002 → | | D (LA) | | 4 2463 cm ³ 4V | | 99 kW | | (135 PS) 17,8:1 | | 99,00 mm | |
| G9U 750 Euro 3 | | 11.2003 → | | D (LA) | | 4 2463 cm ³ 4V | | 84 kW | | (114 PS) 18,3:1 | | 99,00 mm | |
| G9U 754 Euro 3 | | 11.2003 → | | D (LA) | | 4 2463 cm ³ 4V | | 73-84 kW | | (99-115 PS) 18,3:1 | | 99,00 mm | |
| | 4 | KH 53,03 MT -17,85 MØ 43,2 GL 83,09 | RTK TPL | 31 65 | 1 R 2,5 1 M 1,75 1 SSF 2,5 | MO G6 | | | | 89,00 | | 40 079 600 | |
| | 089 168 | | | | | | | | | 89,50 | | 40 079 620 (99 424) | |
| 50 | | 89 | | | | | | | | | | | |
| G9U 632 Euro 4 | | 2007 → | | D (LA) | | 4 2463 cm ³ 4V | | 88-107 kW | | (120-145 PS) 18,1:1 | | 99,00 mm | |
| G9U 650 Euro 4 | | 11.2003 → | | D (LA) | | 4 2463 cm ³ 4V | | 74-88 kW | | (101-120 PS) 21,25:1 | | 99,00 mm | |
| | 4 | KH 53,075 MT -16,13 MØ 48 GL 83,09 | RTK TPL | 31 65 | 1 ET 3 1 M 1,75 1 DSF 2,5 | PC G6 CR G6 | | | | 89,00 | | 40 271 600 | |
| | 089 168 | | | | | | | | | 89,50 | | 40 271 620 | |
| 51 | | 89 | | | | | | | | | | | |
| G9U 630 Euro 4 | | 2007 → | | D (LA) | | 4 2463 cm ³ 4V | | 107 kW | | (145 PS) 18,1:1 | | 99,00 mm | |
| | 4 | KH 53,075 MT -16,13 MØ 48 GL 83,09 | RTK TPL KKK | 31 68 | 1 ET 3 1 M 1,75 1 DSF 2,5 | PC G6 CR G6 | | | | 89,00 | | 40 272 600 | |
| | 089 199 | | | | | | | | | 89,50 | | 40 272 620 | |
| 52 | | 90 | | | | | | | | | | | |
| XD 4.90 | | 01.1969 → 02.1972 D | | 4 | | 2112 cm ³ 2V | | 43-48 kW | | (59-65 PS) 22,2:1 | | 83,00 mm | |
| | 4 | KH 57,2 MT -2 GL 96,35 | | 28 77 | 1 R 2 2 R 2 1 DSF 4,5 | CR G3 | | +0,35 +0,70 | | 90,00 | | 92 721 600 (91 414) | |
| | 090 120 | | | | | | | | | | | | |
| | N Cyl. | A=96 | C=106,3 | L=173,3 | H=7 | 1 R 88 x 93 x 6 | | | | 88 510 110 | | 92 721 960 | |



| | | | | | | | | | |
|--------------|-------------------|-----------|---|----------------------|----|----------|------------|------|----------|
| 53 | | 92 | | | | | | | |
| 23 D | 08.1978 → 07.1987 | D | 4 | 2260 cm ³ | 2V | 46-52 kW | (63-71 PS) | 22:1 | 85,00 mm |
| 23 YD | 09.1986 → 03.1994 | D | 4 | 2260 cm ³ | 2V | 54 kW | (73 PS) | 22:1 | 85,00 mm |

| | | | | | | | | |
|--|--------|------|--------|-------|--------|--|---------------------------|--|
| | T Cyl. | A=95 | C=96,9 | L=172 | H=4,55 | | 89 048 190 semi | |
|--|--------|------|--------|-------|--------|--|---------------------------|--|

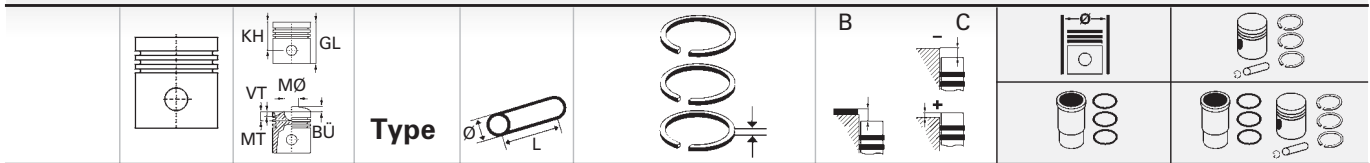
| | | | | | | | | | |
|---------------|-------------------|-----------|---|----------------------|----|----------|-------------|------|----------|
| 54 | | 92 | | | | | | | |
| 23 DTR | 09.1988 → 03.1994 | D (LA) | 4 | 2260 cm ³ | 2V | 74 kW | (100 PS) | 23:1 | 85,00 mm |
| 23 TD | 06.1984 → 08.1995 | D (LA) | 4 | 2260 cm ³ | 2V | 63-74 kW | (86-101 PS) | 23:1 | 85,00 mm |
| 23 YDT | 09.1986 → 08.1988 | D (A) | 4 | 2260 cm ³ | 2V | 66 kW | (90 PS) | 23:1 | 85,00 mm |

| | | | | | | | | |
|--|--------|---------------------------------|-------------------|----------|------------------------------|-------------------|---------------------------|--------------------------------------|
| | 4 | KH 53,65 MT -2,3 GL 86,65 | KKK LOX RTK | 30 78 | 1 T6 2,5 1 M 2 1 DSF 4 | MO G6 G3 CR | 92,00 | 91 022 600 [1] (93 884) |
| | T Cyl. | A=95 | C=96,9 | L=172 | H=4,55 | | 89 048 190 semi | 91 022 960 |

| | | | | | | | | |
|-----|---|---|---|--|--|--|--|--|
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | | | |
| | Kerben notches repères muescas надрезы | Dicke thickness épaisseur espesor толщина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | |
| | 1 | 1,30 mm | | + 0,60 | | | | |
| | 2 | 1,40 mm | + 0,60 | + 0,70 | | | | |
| | 3 | 1,50 mm | + 0,70 | + 0,85 | | | | |

| | | | | | | | | |
|-------------|-------------------|-----------|---|----------------------|----|----------|------------|----------|
| 55 | | 93 | | | | | | |
| 4JA1 | 02.1989 → 08.1997 | D | 4 | 2499 cm ³ | 2V | 50-56 kW | (73-76 PS) | 92,00 mm |

| | | | | | | | | |
|--|---|---|-----|----------|----------------------------|----|--------------|-------------------|
| | 4 | KH 47,9 VT1 -0,50 VT2 -0,50 MT -14,7 MØ 43,8 GL 87,9 | RTK | 31 76 | 1 R 2 1 NM 2 1 DSF 4 | G3 | 93,00 | 99 340 600 |
|--|---|---|-----|----------|----------------------------|----|--------------|-------------------|


56 **93**
4JB1-TC 02.1995 → 08.1998 D (LA) 4 2771 cm³ 2V 78-85 kW (108-115 PS) 17,5:1 102,00 mm

| | | | | | | | | | | |
|--|--------|------|-------|-------|--------|--|--|--|--------------------------|--|
| | T Cyl. | A=95 | C=101 | L=181 | H=0,92 | | | | 89 520 110 [1] | |
|--|--------|------|-------|-------|--------|--|--|--|--------------------------|--|

[1] Cromard-Zylinder-Buchse
Cromard-cylinder-liner
Camisa de cilindro Cromard
Chemise de cylindre Cromard
Гильза цилиндра Cromard

57 **93**
S8U 758 03.1998 → 08.2001 D 4 2499 cm³ 2V 55 kW (75 PS) 21:1 92,00 mm

S8U 780 03.1998 → 08.2001 D 4 2445 cm³ 2V 55 kW (75 PS) 21:1 90,00 mm

S8U 782 03.1998 → 08.2001 D 4 2445 cm³ 2V 55 kW (75 PS) 21:1 90,00 mm

| | | | | | | | | | |
|--|---------|---------------------------|------------------|------------|---------------------------|-------------------|----------------|---------------------------|-------------------------------|
| | 4 | KH 54 MT -2,2 GL 88 | LOX RTK RK | 32 74,4 | 1 R 3 1 N 2 1 DSF 3 | CR G6 MO CR | +0,85 +1,05 | 93,00 | 93 883 700 |
| | 093 055 | | | | | | | 93,40 | 93 883 720 |
| | | | | | | | | 93,60 | 93 883 730 (93 930) |
| | T Cyl. | A=96 | C=98,9 | L=167,3 | H=5 | | | 89 183 190 semi | 93 883 970 |
| | T Cyl. | A=96,04 | C=98,9 | L=167,3 | H=5 | | | 89 183 191 semi | 93 883 971 |


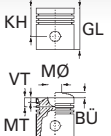

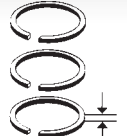
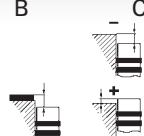
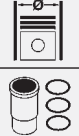
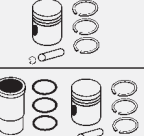
58 **94,4**
S9W 700 Euro 2 06.1998 → 09.2002 D (A) 4 2799 cm³ 2V 84 kW (114 PS) 19:1 100,00 mm

S9W 702 Euro 2 06.1998 → 09.2002 D (A) 4 2799 cm³ 2V 84 kW (114 PS) 19:1 100,00 mm

| | | | | | | | | | |
|--|---------|--|------------|----------|-----------------------------|-------------------|--|---------------------------|--------------------------|
| | 4 | KH 58,75 MT -19,45 MØ 39,3 GL 96,75 | KKK RTK | 32 78 | 1 T15 3 1 M 2 1 DSF 3 | CR G6 MO CR | | 94,40 | 94 526 600 [1] |
| | 094 054 | | | | | | | 94,80 | 94 526 630 [1] |
| | T Cyl. | A=97,5 | C=100,9 | L=167 | H=5 | | | 89 502 190 semi | 94 526 960 [1] |

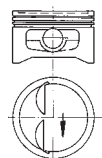
| | | | | | | | | | |
|--|---------|---|-------------------|----------|---------------------------------|-------------|--|--------------|-------------------------------|
| | 4 | KH 58,75 MT -19,45 MØ 39,3 GL 87,6 | RTK KKK TPL | 32 72 | 1 T15 2,5 1 M 2 1 DSF 2,5 | MO G6 CR | | 94,40 | 94 701 600 [2], [3] |
| | 094 056 | | | | | | | 94,80 | 94 701 630 [2], [3] |

Fortsetzung nächste Seite / continued on next page / suite page suivante / continuación página próxima / Продолжение на следующей странице

| |  |  |  |  |  |  |  |
|-----|--|---|---|--|--|---|---|
| | T Cyl. | A=97,5 | C=100,9 | L=167 | H=5 | 89 502 190 semi | 94 701 960 [2] |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | | |
| | Stärke thickness épaisseur espesor ширина | | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | |
| | 1,20 1,30 1,40 1,50 | | +0,40 +0,51 +0,61 +0,71 | +0,50 +0,60 +0,70 +0,80 | | | |
| [2] | S9W 700: 01.1998 → | | | | | | |
| [3] | Kolben für Trapezpleuel piston for wedge type con-rod piston à support trapézoïdal pistón para biela trapecial Поршень для трапецеидального шатуна | | | | | | |

59  **95**

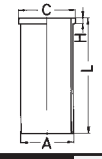
C 24 NE 09.1988 → 08.1995 B 4 2410 cm³ 2V 92 kW (125 PS) 9,2:1 85,00 mm



| | | | | | | | |
|---|---|--|----------|-----------------------------------|--|------------------------------|--|
| 4 | KH 31,5 VT1 -4,00 MT -2,25 GL 61 | | 22 65 | 1 R 1,5 MO 1 NM 1,5 1 DSF 3 | | 95,00 95,50 | 91 937 600 91 937 610 |
|---|---|--|----------|-----------------------------------|--|------------------------------|--|

60  **95,4**

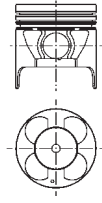
4JG2-T 03.1995 → 08.1997 D (LA) 4 3059 cm³ 2V 77-84 kW (105-114 PS) 20:1 107,00 mm



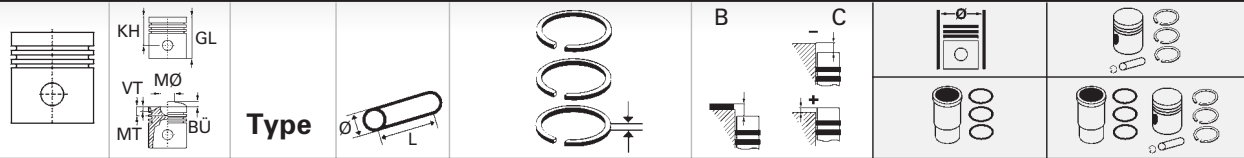
| | | | | | | | |
|--------|------|---------|---------|-------|--|-------------------|--|
| T Cyl. | A=97 | C=102,3 | L=178,6 | H=1,1 | | 89 817 110 | |
|--------|------|---------|---------|-------|--|-------------------|--|

61  **95,4**

4 JX1T 07.1998 → 08.1999 D (LA) 4 2999 cm³ 4V 117 kW (159 PS) 19:1 104,90 mm



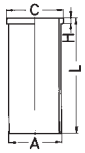
| | | | | | | | |
|---|--|-------------------|----------|--|--|------------------------------|--|
| 4 | KH 50 MT -17,4 MØ 51,4 GL 101,7 | RTK KKK TPL | 31 76 | 1 T6 2,45 CR 1 M 2 CR 1 DSF 4 CR | | 95,40 95,90 | 40 056 600 40 056 610 |
|---|--|-------------------|----------|--|--|------------------------------|--|



62

103,18

J 330 01.1973 → 12.1979 D 6 5407 cm³ 2V 73 kW (100 PS) 17:1 107,95 mm



T Cyl.



A=107,95

C=111,125




L=216,3

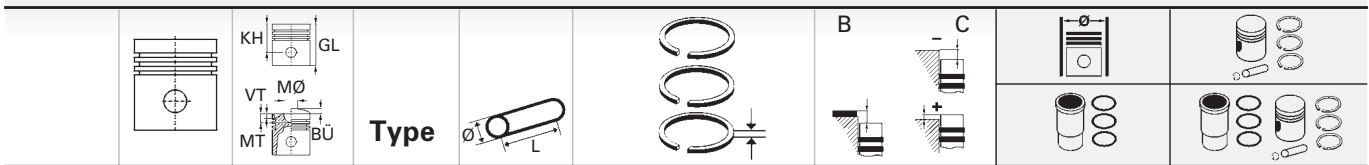
H=4,76

88 041 190
semi

| | Cyl. |  mm | cm ³ |  Comp. Ratio ε | kW | PS | Pos |
|------------------------|----------|---|-----------------|---|--------|---------|-----|
| | | | | | | | |
| A 3.144 | D 3 | 88,925 x 126,9 | 2365 | 2 16,5:1 | 22-28 | 30-38 | 3 |
| A 3.152 | D 3 | 91,48 x 126,9 | 2503 | 2 17,4:1 | 27-35 | 37-48 | 5 |
| A 4.192 | D 4 | 88,925 x 126,8 | 3150 | 2 16,5:1 | 36-40 | 50-55 | 3 |
| A 4.203 | D 4 | 91,48 x 126,9 | 3335 | 2 17,4:1 | 43 | 58 | 5 |
| A 4.212 | D 4 | 98,48 x 114 | 3475 | 2 15,1:1 | 44 | 60 | 12 |
| A 4.236 | D 4 | 98,48 x 126,8 | 3864 | 2 16:1 | 37-65 | 50-89 | 10 |
| A 6.305 | D 6 | 91,48 x 126,9 | 5003 | 2 17,4:1 | 55 | 75 | 5 |
| A 6.354.1 | D (A) 6 | 98,48 x 126,8 | 5794 | 2 16:1 | 71-82 | 97-112 | 11 |
| A 6.354.2 | D (A) 6 | 98,48 x 126,8 | 5794 | 2 16:1 | 74 | 100 | 9 |
| A 6.354.4 | D (A) 6 | 98,48 x 126,8 | 5794 | 2 16:1 | 67-87 | 91-118 | 9 |
| A 6.354.4 | D (A) 6 | 98,48 x 126,8 | 5794 | 2 16:1 | 87 | 118 | 17 |
| AD 3.152 | D 3 | 91,48 x 126,3 | 2490 | 2 17,4:1 | 28-42 | 38-57 | 4 |
| AD 4.203 | D 4 | 91,48 x 126,9 | 3335 | 2 19:1 | 40-43 | 55-59 | 4 |
| AD 4.236 | D 4 | 98,48 x 126,8 | 3864 | 2 16:1 | 48-60 | 59-80 | 10 |
| AT 4.236 | D (A) 4 | 98,48 x 126,8 | 3864 | 2 15,25:1 | 66-68 | 90-93 | 15 |
| AT 6.354.4 | D (A) 6 | 98,48 x 126,8 | 5794 | 2 16:1 | 88-119 | 120-162 | 13 |
| D 3.152 | D 3 | 91,48 x 126,9 | 2503 | 2 17,4:1 | 35 | 47 | 4 |
| D 3.152 | D 3 | 91,48 x 126,9 | 2503 | 2 17,4:1 | 35 | 47 | 7 |
| D 4.203 | D 4 | 91,48 x 126,9 | 3335 | 2 18,6:1 | 40 | 54 | 4 |
| D 4.203 | D 4 | 91,48 x 126,9 | 3335 | 2 18,6:1 | 40 | 54 | 7 |
| P 3.144 | D 3 | 88,925 x 126,9 | 2365 | 2 16,5:1 | 22-28 | 30-38 | 3 |
| P 6.288 | D 6 | 88,925 x 126,8 | 4730 | 2 16,5:1 | 61 | 83 | 3 |
| PA | D 4 | 88,925 x 126,8 | 3150 | 2 16,5:1 | | | 3 |
| PB | D 4 | 88,925 x 126,8 | 3150 | 2 16,5:1 | | | 3 |
| PF | D 6 | 88,925 x 126,9 | 4730 | 2 16,5:1 | 45 | 62 | 3 |
| PG | D 6 | 88,925 x 126,9 | 4730 | 2 16,5:1 | 45 | 62 | 3 |
| T 3.152.4 | D (A) 3 | 91,48 x 126,9 | 2503 | 2 | 39-43 | 53-59 | 6 |
| T 4.236 | D (A) 4 | 98,48 x 126,8 | 3864 | 2 15,25:1 | 49 | 66 | 16 |
| T 4.236 | D (A) 4 | 98,48 x 126,8 | 3864 | 2 15,25:1 | 49 | 66 | 15 |
| T 4.38 | D (A) 4 | 98,48 x 126,8 | 3864 | 2 15,25:1 | 58-72 | 79-98 | 16 |
| T 4.40 Euro 1 | D (LA) 4 | 100 x 127,3 | 3990 | 2 16:1 | 82-88 | 112-120 | 18 |
| T 4.40 Euro 2 | D (LA) 4 | 100 x 127,3 | 3990 | 2 16:1 | 82-88 | 112-120 | 19 |
| T 6.354.3 | D (A) 6 | 98,48 x 126,8 | 5794 | 2 16:1 | 119 | 162 | 9 |
| T 6.354.4 | D (A) 6 | 98,48 x 126,8 | 5794 | 2 16:1 | 119 | 162 | 13 |
| T 6.60 (88 kW) | D (LA) 6 | 100 x 127,3 | 5984 | 2 16:1 | 88 | 120 | 18 |
| T 6.60 (120 kW) Euro 2 | D (LA) 6 | 100 x 127,3 | 5984 | 2 | 120 | 163 | 19 |
| T 6.60 (154 kW) Euro 1 | D (LA) 6 | 100 x 127,3 | 5984 | 2 17,3:1 | 154 | 210 | 18 |
| 3.152 | D 3 | 91,48 x 126,3 | 2490 | 2 17,4:1 | 27-33 | 37-45 | 5 |
| 4.203 | D 4 | 91,48 x 126,9 | 3335 | 2 17,4:1 | 44 | 60 | 5 |
| 6.305 | D 6 | 91,48 x 126,9 | 5003 | 2 17,4:1 | 66 | 90 | 5 |
| 6.354 | D 6 | 98,48 x 126,8 | 5794 | 2 16:1 | 69-82 | 94-112 | 11 |
| 6.354 V | D 6 | 98,48 x 126,8 | 5794 | 2 16:1 | 87 | 118 | 11 |
| 6.354.2 | D 6 | 98,48 x 126,8 | 5794 | 2 16:1 | 85 | 115 | 9 |
| 6.354.4 | D 6 | 98,48 x 126,8 | 5794 | 2 16:1 | 77 | 105 | 9 |
| 1103A-33T | D 3 | 105 x 127 | 3300 | 2 18,2:1 | | | 24 |
| 1103A-33TG1 | D (A) 3 | 105 x 127 | 3300 | 2 17,25:1 | 42-54 | 57-73 | 23 |
| 1103A-33TG2 | D (A) 3 | 105 x 127 | 3300 | 2 17,25:1 | 55-68 | 75-92 | 24 |
| 1103C-33T Euro 2 | D (A) 3 | 105 x 127 | 3300 | 2 19,25:1 | 47-55 | 64-75 | 23 |
| 1104A-44T Euro 0 | D (A) 4 | 105 x 127 | 4400 | 2 18,23:1 | 73-80 | 99-108 | 24 |
| 1104A-44TG1 Euro 0 | D (A) 4 | 105 x 127 | 4400 | 2 17,25:1 | 58-76 | 79-103 | 24 |
| 1104A-44TG2 Euro 0 | D (A) 4 | 105 x 127 | 4400 | 2 17,25:1 | 72-90 | 98-122 | 24 |
| 1104C-E44 Euro 2 | D 4 | 105 x 127 | 4400 | 2 19,3:1 | 50-64 | 67-84 | 25 |
| 1104C-E44T Euro 2 | D (A) 4 | 105 x 127 | 4400 | 2 18,23:1 | 60-85 | 82-116 | 23 |
| 1104C-E44TA Euro 2 | D (LA) 4 | 105 x 127 | 4400 | 2 19,3:1 | 82-106 | 110-142 | 23 |
| 1104D-E44T Euro 3 | D (LA) 4 | 105 x 127 | 4400 | 2 16,2:1 | 55-75 | 75-102 | 27 |
| 1104D-E44TA Euro 3 | D (LA) 4 | 105 x 127 | 4400 | 2 16,2:1 | 75-106 | 102-144 | 27 |
| 1104D-44 Euro 3 | D 4 | 105 x 127 | 4400 | 2 16,2:1 | 54-56 | 73-75 | 25 |
| 1104D-44T Euro 3 | D (A) 4 | 105 x 127 | 4400 | 2 16,2:1 | 56-75 | 74-102 | 26 |
| 1104D-44TA Euro 3 | D (LA) 4 | 105 x 127 | 4400 | 2 16,2:1 | 74-83 | 100-111 | 26 |
| 1104D-44TG1 Euro 3 | D (A) 4 | 105 x 127 | 4400 | 2 18,2:1 | 63 | 85 | 26 |
| 1106C-E60TA Euro 2 | D (LA) 6 | 100 x 127,3 | 5984 | 2 17,25:1 | 88-130 | 120-175 | 19 |
| 1106D-E66TA Euro 3 | D (LA) 6 | 105 x 127 | 6600 | 4 16,7:1 | 90-205 | 122-279 | 27 |
| 403C-15 Euro 2 | D 3 | 84 x 90 | 1496 | 2 22,5:1 | 24-25 | 33-34 | 2 |
| 403C-15G Euro 2 | D 3 | 84 x 90 | 1496 | 2 22,5:1 | 12-23 | 16-31 | 2 |
| 403D-15G Euro 3 | D 3 | 84 x 90 | 1496 | 2 22,5:1 | 13-23 | 18-31 | 2 |
| 403D-15T Euro 3 | D (A) 3 | 84 x 90 | 1496 | 2 22,5:1 | 30 | 41 | 2 |
| 403D-17 Euro 3 | D 3 | 84 x 100 | 1662 | 2 23:1 | 25-26 | 34-36 | 2 |
| 404C-20 | D 4 | 84 x 90 | 1496 | 2 | | | 2 |
| 404C-22 Euro 2 | D 4 | 84 x 100 | 2216 | 2 23,3:1 | 37-38 | 50-52 | 2 |



| |  | Cyl. |  | cm ³ |  | Comp. Ratio ϵ | kW | PS | Pos |
|-------------------|---|----------|---|-----------------|---|------------------------|-------|---------|-----|
| | | | | | | | | | mm |
| 404C-22G Euro 2 | | D 4 | 84 x 100 | 2216 | 2 | 23,3:1 | 20-33 | 27-45 | 2 |
| 404C-22T Euro 2 | | D (A) 4 | 84 x 100 | 2216 | 2 | 23,3:1 | 46 | 63 | 2 |
| 404C-22TG Euro 2 | | D (A) 4 | 84 x 100 | 2216 | 2 | 23,3:1 | 28-32 | 38-44 | 2 |
| 404D-22 Euro 3 | | D 4 | 84 x 100 | 2216 | 2 | 23,3:1 | 37-38 | 50-51 | 2 |
| 404D-22T Euro 3 | | D (A) 4 | 84 x 100 | 2216 | 2 | 23,3:1 | 42-46 | 57-61 | 2 |
| 404D-22TA Euro 3 | | D (A) 4 | 84 x 100 | 2216 | 2 | 23,3:1 | 49 | 66 | 2 |
| 404D-22TAG Euro 4 | | D (LA) 4 | 84 x 100 | 2216 | 2 | 23,3:1 | 36 | 49 | 2 |
| 404D-22TG Euro 2 | | D (A) 4 | 84 x 100 | 2216 | 2 | 23,3:1 | 27-33 | 37-45 | 2 |
| 4.108 | | D 4 | 79,375 x 88,6 | 1753 | 2 | 22:1 | 36-38 | 49-52 | 1 |
| 4.165 | | D 4 | 92 x 101,6 | 2710 | 2 | 21:1 | 37-48 | 50-65 | 8 |
| 4.192 | | D 4 | 88,925 x 126,8 | 3150 | 2 | 16,5:1 | 29-37 | 40-50 | 3 |
| 4.212 | | D 4 | 98,48 x 114 | 3475 | 2 | 15,5:1 | 44-47 | 60-64 | 12 |
| 4.236 | | D 4 | 98,48 x 126,8 | 3864 | 2 | 16:1 | 48-60 | 59-80 | 10 |
| 4.248 | | D 4 | 101,054 x 126,76 | 4064 | 2 | 16:1 | 53-66 | 72-90 | 21 |
| 4.248.2 | | D 4 | 101,054 x 126,76 | 4064 | 2 | 18:1 | 60 | 82 | 20 |
| 6.288 | | D 6 | 88,925 x 126,9 | 4730 | 2 | 16,5:1 | 45 | 62 | 3 |
| 6.354.4 | | D 6 | 98,48 x 126,8 | 5794 | 2 | 16:1 | 77 | 105 | 17 |
| 6.354.4 | | D 6 | 98,48 x 126,8 | 5794 | 2 | 16:1 | 77 | 105 | 14 |
| 6.372 | | D 6 | 101,054 x 126,76 | 6100 | 2 | 16:1 | 87 | 118 | 22 |
| 6.372.4 | | D 6 | 101,054 x 126,76 | 6100 | 2 | 16:1 | 82-87 | 112-118 | 22 |



| | | | | | | | | | | |
|--------------|--------|----------------|---------|---------|----------------------|----|----------|-------------------|------|----------|
| 1 | | 79,375 | | | | | | | | |
| 4.108 | | 05.1975 → 1982 | D | 4 | 1753 cm ³ | 2V | 36-38 kW | (49-52 PS) | 22:1 | 88,60 mm |
| | T Cyl. | A=82,65 | C=85,63 | L=165,2 | H+F=3,2+0,8 | | | 89 426 190 | semi | |

| | | | | | | | | | | |
|--------------------------|-----|-----------|--------|---|----------------------|---------|----------|------------|--------------|-------------------|
| 2 | | 84 | | | | | | | | |
| 403C-15 Euro 2 | | 01.2001 → | D | 3 | 1496 cm ³ | 2V | 24-25 kW | (33-34 PS) | 22,5:1 | 90,00 mm |
| 403C-15G Euro 2 | | 01.2001 → | D | 3 | 1496 cm ³ | 2V | 12-23 kW | (16-31 PS) | 22,5:1 | 90,00 mm |
| 403D-15G Euro 3 | | | D | 3 | 1496 cm ³ | 2V | 13-23 kW | (18-31 PS) | 22,5:1 | 90,00 mm |
| 403D-15T Euro 3 | | | D (A) | 3 | 1496 cm ³ | 2V | 30 kW | (41 PS) | 22,5:1 | 90,00 mm |
| 403D-17 Euro 3 | | | D | 3 | 1662 cm ³ | 2V | 25-26 kW | (34-36 PS) | 23:1 | 100,00 mm |
| 404C-20 | | | D | 4 | 1496 cm ³ | 2V | | | | 90,00 mm |
| 404C-22 Euro 2 | | 01.2001 → | D | 4 | 2216 cm ³ | 2V | 37-38 kW | (50-52 PS) | 23,3:1 | 100,00 mm |
| 404C-22G Euro 2 | | 01.2001 → | D | 4 | 2216 cm ³ | 2V | 20-33 kW | (27-45 PS) | 23,3:1 | 100,00 mm |
| 404C-22T Euro 2 | | 09.2002 → | D (A) | 4 | 2216 cm ³ | 2V | 46 kW | (63 PS) | 23,3:1 | 100,00 mm |
| 404C-22TG Euro 2 | | 09.2002 → | D (A) | 4 | 2216 cm ³ | 2V | 28-32 kW | (38-44 PS) | 23,3:1 | 100,00 mm |
| 404D-22 Euro 3 | | | D | 4 | 2216 cm ³ | 2V | 37-38 kW | (50-51 PS) | 23,3:1 | 100,00 mm |
| 404D-22T Euro 3 | | | D (A) | 4 | 2216 cm ³ | 2V | 42-46 kW | (57-61 PS) | 23,3:1 | 100,00 mm |
| 404D-22TA Euro 3 | | | D (A) | 4 | 2216 cm ³ | 2V | 49 kW | (66 PS) | 23,3:1 | 100,00 mm |
| 404D-22TAG Euro 4 | | | D (LA) | 4 | 2216 cm ³ | 2V | 36 kW | (49 PS) | 23,3:1 | 100,00 mm |
| 404D-22TG Euro 2 | | | D (A) | 4 | 2216 cm ³ | 2V | 27-33 kW | (37-45 PS) | 23,3:1 | 100,00 mm |
| | 3/4 | | | | 28 | 1 R 2 | CK ST | | 84,00 | 40 253 600 |
| | | KH 47,7 | | | 72 | 1 M 1,5 | | | 84,50 | 40 253 620 |
| | | VT1 -1,60 | | | | 1 DSF 3 | NT ST | | | |
| | | MT -1,6 | | | | | | | | |
| | | GL 87,7 | | | | | | | | |

| | | | | | | | | | | |
|----------------|--|-------------------|---|---|----------------------|----|----------|------------|--------|-----------|
| 3 | | 88,925 | | | | | | | | |
| A 3.144 | | 01.1966 → 12.1974 | D | 3 | 2365 cm ³ | 2V | 22-28 kW | (30-38 PS) | 16,5:1 | 126,90 mm |
| A 4.192 | | 01.1969 → 12.1971 | D | 4 | 3150 cm ³ | 2V | 36-40 kW | (50-55 PS) | 16,5:1 | 126,80 mm |
| P 3.144 | | | D | 3 | 2365 cm ³ | 2V | 22-28 kW | (30-38 PS) | 16,5:1 | 126,90 mm |
| P 6.288 | | 01.1957 → 1972 | D | 6 | 4730 cm ³ | 2V | 61 kW | (83 PS) | 16,5:1 | 126,80 mm |
| PA | | | D | 4 | 3150 cm ³ | 2V | | | 16,5:1 | 126,80 mm |
| PB | | | D | 4 | 3150 cm ³ | 2V | | | 16,5:1 | 126,80 mm |
| PF | | | D | 6 | 4730 cm ³ | 2V | 45 kW | (62 PS) | 16,5:1 | 126,90 mm |
| PG | | | D | 6 | 4730 cm ³ | 2V | 45 kW | (62 PS) | 16,5:1 | 126,90 mm |
| 4.192 | | 01.1963 → 12.1968 | D | 4 | 3150 cm ³ | 2V | 29-37 kW | (40-50 PS) | 16,5:1 | 126,80 mm |
| 6.288 | | 01.1972 → 09.1979 | D | 6 | 4730 cm ³ | 2V | 45 kW | (62 PS) | 16,5:1 | 126,90 mm |

| | | | | | | | | | | |
|--|---------|----------|--------|---------|--------|------------|----|-------|-------------------|-------------------|
| | 3/4/6 | | | | 31,75 | 2 R 2,385 | | 0,00 | 88,925 | 91 127 600 |
| | | KH 57,3 | GEC | | 75,3 | 1 LA 0,793 | ST | +0,13 | | |
| | | GL 108,1 | URK | | | 2 S 6,335 | | | | |
| | 089 014 | | | | | | | | 88 364 110 | 91 127 960 |
| | T Cyl. | A=93,713 | C=94,4 | L=215,9 | H=4,76 | | | | | |

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| | | | | | | | |
|--|--------|-------------|----------|---------|--------|--|---------------------------|
| | | Type | | | | | |
| | T Cyl. | A=93,71 | C=94,404 | L=215,9 | H=4,76 | | 88 364 190 semi |

| | | | | | | | | | |
|-----------------|-----------|--------------|---|----------------------|----|----------|------------|--------|-----------|
| 4 | | 91,48 | | | | | | | |
| AD 3.152 | 01.1969 → | D | 3 | 2490 cm ³ | 2V | 28-42 kW | (38-57 PS) | 17,4:1 | 126,30 mm |
| AD 4.203 | 01.1962 → | D | 4 | 3335 cm ³ | 2V | 40-43 kW | (55-59 PS) | 19:1 | 126,90 mm |
| D 3.152 | 01.1971 → | D | 3 | 2503 cm ³ | 2V | 35 kW | (47 PS) | 17,4:1 | 126,90 mm |
| D 4.203 | 01.1984 → | D | 4 | 3335 cm ³ | 2V | 40 kW | (54 PS) | 18,6:1 | 126,90 mm |

| | | | | | | | | | |
|--|---------|---|-----|---------------|--|----|----------------|--------------|-------------------------------|
| | 3/4 | KH 61,9 MT -18,57 MØ 55,9 GL 109,5 | URK | 31,75 75,3 | 1 R 2,385 1 M 2,385 1 M 3,16 1 SSF 6,335 1 S 6,335 | G3 | -0,10 +0,02 | 91,48 | 92 772 600 (91 126) |
| | 091 015 | | | | | | | | |

| | | | | | | | | | |
|--|-------|---|-----|---------------|--|--|--|--------------|-------------------|
| | 3/4 | KH 61,77 MT -18,57 MØ 55,9 GL 109,37 | URK | 31,75 75,3 | 1 R 2,385 CR G6 1 M 2,385 1 NM 3,16 1 DSF 6,335 CR 1 D 6,335 | | | 91,48 | 99 614 600 |
| | 91015 | | | | | | | | |

| | | | | | | | | | |
|--|--------|----------|--------|-------|--------|--|--|---------------------------|-------------------|
| | T Cyl. | A=93,713 | C=96,7 | L=216 | H=3,76 | | | 88 363 190 semi | 99 614 961 |
| | T Cyl. | A=93,97 | C=96,7 | L=216 | H=3,76 | | | 89 042 190 semi | 99 614 962 |

| | | | | | | | | | |
|----------------|-------------------|--------------|---|----------------------|----|----------|------------|--------|-----------|
| 5 | | 91,48 | | | | | | | |
| A 3.152 | 01.1969 → | D | 3 | 2503 cm ³ | 2V | 27-35 kW | (37-48 PS) | 17,4:1 | 126,90 mm |
| A 4.203 | 07.1972 → | D | 4 | 3335 cm ³ | 2V | 43 kW | (58 PS) | 17,4:1 | 126,90 mm |
| A 6.305 | 01.1960 → | D | 6 | 5003 cm ³ | 2V | 55 kW | (75 PS) | 17,4:1 | 126,90 mm |
| 3.152 | | D | 3 | 2490 cm ³ | 2V | 27-33 kW | (37-45 PS) | 17,4:1 | 126,30 mm |
| 4.203 | 01.1971 → | D | 4 | 3335 cm ³ | 2V | 44 kW | (60 PS) | 17,4:1 | 126,90 mm |
| 6.305 | 01.1958 → 12.1968 | D | 6 | 5003 cm ³ | 2V | 66 kW | (90 PS) | 17,4:1 | 126,90 mm |

| | | | | | | | | | |
|--|---------|--------------------|-----|---------------|--|--|---------------|--------------|--------------------------|
| | 3/4/6 | KH 57,25 GL 108 | URK | 31,75 75,3 | 2 R 2,385 1 LA 0,79 1 G 6,335 1 S 6,335 | | -0,12 0,00 | 91,48 | 91 130 600 [1] |
| | 091 028 | | | | | | | | |

| | | | | | | | | | |
|--|--------|----------|--------|-------|--------|--|--|---------------------------|-------------------|
| | T Cyl. | A=93,713 | C=96,7 | L=216 | H=3,76 | | | 88 363 190 semi | 91 130 967 |
|--|--------|----------|--------|-------|--------|--|--|---------------------------|-------------------|

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| | | Type | | | | | |
|-------------|--|------|---------------|--|---------------|---------------------------|--------------------------|
| 091 028 | KH 57,25 GL 108 | URK | 31,75 75,3 | 1 R 2,385 CR 1 R 2,385 1 LA 0,79 1 G 6,335 1 S 6,335 | -0,12 0,00 | 91,48 | 91 130 700 [1] |
| | T Cyl. A=93,713 C=96,7 L=216 H=3,76 | | | | | 88 363 190 semi | 91 130 971 |
| | T Cyl. A=93,97 C=96,7 L=216 H=3,76 | | | | | 89 042 190 semi | 91 130 973 |
| [1] | Hochkolben - Spaltmaß beachten Top piston - Pay attention to top clearance Pistón alto - tener en cuenta la distancia hasta la tapa de cilindros Piston en surdimension d'hauteur d'axe - Attention à l'espace neutre Поршень с повышенной компрессионной высотой - учесть величину зазора | | | | | | |

6 **91,48**

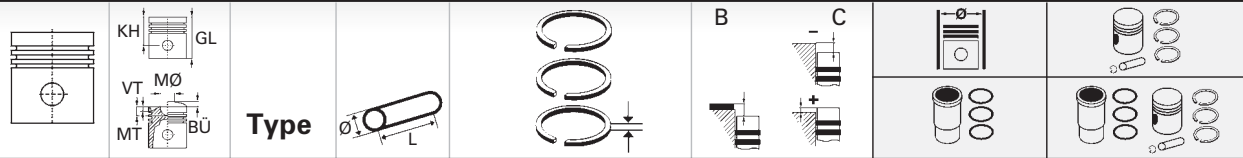
| | | | | | | | | |
|------------------|-------------------------------------|-------|---|----------------------|----|----------|---------------------------|-----------|
| T 3.152.4 | 01.1977 → | D (A) | 3 | 2503 cm ³ | 2V | 39-43 kW | (53-59 PS) | 126,90 mm |
| | T Cyl. A=93,713 C=96,7 L=216 H=3,76 | | | | | | 88 363 190 semi | |
| | T Cyl. A=93,97 C=96,7 L=216 H=3,76 | | | | | | 89 042 190 semi | |

7 **91,48**

| | | | | | | | | | |
|----------------|--|-----|---------------|--|---------------|---------------------------|-------------------|--------|-----------|
| D 3.152 | | D | 3 | 2503 cm ³ | 2V | 35 kW | (47 PS) | 17,4:1 | 126,90 mm |
| D 4.203 | | D | 4 | 3335 cm ³ | 2V | 40 kW | (54 PS) | 18,6:1 | 126,90 mm |
| 091 015 | KH 61,63 MT -18,89 MØ 59,69 GL 109,23 | GEC | 31,75 75,3 | 1 R 2,39 CR G3 2 R 2,385 G3 1 DSF 4,747 CR | 0,00 +0,10 | 91,48 | 93 961 700 | | |
| | T Cyl. A=93,713 C=96,7 L=216 H=3,76 | | | | | 88 363 190 semi | 93 961 971 | | |
| | T Cyl. A=93,97 C=96,7 L=216 H=3,76 | | | | | 89 042 190 semi | | | |

8 **92**

| | | | | | | | | | |
|--------------|---|---|---|----------------------|----|----------|---------------------------|------|-----------|
| 4.165 | 01.1976 → 01.1980 | D | 4 | 2710 cm ³ | 2V | 37-48 kW | (50-65 PS) | 21:1 | 101,60 mm |
| | T Cyl. A=96,83 C=101 L=191,3 H+F=3,85+0,7 | | | | | | 89 025 190 semi | | |



| | | | | | | | | | |
|------------------|-------------------|--------------|---|----------------------|----|----------|-------------|------|-----------|
| 9 | | 98,48 | | | | | | | |
| A 6.354.2 | 01.1964 → 1972 | D (A) | 6 | 5794 cm ³ | 2V | 74 kW | (100 PS) | 16:1 | 126,80 mm |
| A 6.354.4 | 01.1971 → | D (A) | 6 | 5794 cm ³ | 2V | 67-87 kW | (91-118 PS) | 16:1 | 126,80 mm |
| T 6.354.3 | 1960 → | D (A) | 6 | 5794 cm ³ | 2V | 119 kW | (162 PS) | 16:1 | 126,80 mm |
| 6.354.2 | 01.1970 → 12.1972 | D | 6 | 5794 cm ³ | 2V | 85 kW | (115 PS) | 16:1 | 126,80 mm |
| 6.354.4 | 1969 → | D | 6 | 5794 cm ³ | 2V | 77 kW | (105 PS) | 16:1 | 126,80 mm |

| | | | | | | | | | |
|--|--------|----------|----------|---------|-----------|--|--|--|---------------------------------------|
| | T Cyl. | A=103,2 | | L=228,8 | | | | | 88 354 190 semi (88 353) |
| | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | | | 88 355 190 semi |
| | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | | | 88 356 110 |

| | | | | | | | | | |
|-----------------|-----------|--------------|---|----------------------|----|----------|------------|------|-----------|
| 10 | | 98,48 | | | | | | | |
| A 4.236 | 01.1961 → | D | 4 | 3864 cm ³ | 2V | 37-65 kW | (50-89 PS) | 16:1 | 126,80 mm |
| AD 4.236 | 01.1965 → | D | 4 | 3864 cm ³ | 2V | 48-60 kW | (59-80 PS) | 16:1 | 126,80 mm |
| 4.236 | 01.1965 → | D | 4 | 3864 cm ³ | 2V | 48-60 kW | (59-80 PS) | 16:1 | 126,80 mm |

| | | | | | | | | | | |
|--|--------|---|----------|--------------|---|--|--|--|---------------------------------------|-------------------|
| | 4 | KH 70,35 MT -20,2 MØ 61 GL 120,7 | URK | 34,925 84 | 1 R 2,385 CR G6 1 R 2,385 1 NM 2,385 1 DSF 6,335 CR 1 D 6,335 | | | | 98,48 | 99 629 600 |
| | T Cyl. | A=103,2 | | L=228,8 | | | | | 88 354 190 semi (88 353) | 99 629 960 |
| | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | | | 88 355 190 semi | 99 629 961 |
| | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | | | 88 356 110 | 99 629 962 |

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| | 4 098 049 | KH 70,25 MT -20,35 MØ 61 GL 121,05 | GEC RK RTK | 34,925 84,1 | 1 R 2,385 CR G3 1 M 2,385 CR 1 DSF 4,747 | +0,08 +0,25 | 98,48 | 93 592 600 [1] |
|--|--------------|---|------------------|----------------|--|----------------|---------------------------------------|--------------------------|
| | T Cyl. | A=103,2 | | L=228,8 | | | 88 354 190 semi (88 353) | 93 592 961 [1] |
| | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | 88 355 190 semi | 93 592 962 [1] |
| | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | 88 356 110 | 93 592 963 [1] |
| | T Cyl. | A=104,28 | C=107,442 | L=226,44 | H=3,861 | | 89 514 190 semi | 93 592 964 [1] |
| | 4 098 026 | KH 70,1 MT -20,5 MØ 61 GL 120,9 | GEC URK | 34,925 84,2 | 1 SM 2,39 CR G3 2 M 2,39 1 DSF 6,34 CR 1 S 6,34 | +0,35 +0,58 | 98,48 | 91 118 600 [2] |
| | T Cyl. | A=103,2 | | L=228,8 | | | 88 354 190 semi (88 353) | 91 118 961 |
| | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | 88 355 190 semi | 91 118 962 |
| | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | 88 356 110 | 91 118 963 |

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| | | | | | | | | |
|-----|--|-------------|-----------|----------|---------|--|---------------------------|-------------------|
| | | Type | | | | | | |
| | T Cyl. | A=104,28 | C=107,442 | L=226,44 | H=3,861 | | 89 514 190 semi | 91 118 964 |
| [1] | 4.236, A 4.236: 01.1965 → | | | | | | | |
| [2] | satzweise gegen 93 592 600 austauschbar exchangeable in sets against 93 592 600 échangeable sous forme de jeux contre 93 592 600 se puede cambiar el juego entero contra el 93 592 600 взаимозаменяемо комплектом с 93 592 600 | | | | | | | |

| | | | | | | | | | |
|------------------|-------------------|--------------|---|----------------------|----|----------|-------------|------|-----------|
| 11 | | 98,48 | | | | | | | |
| A 6.354.1 | 01.1969 → 12.1990 | D (A) | 6 | 5794 cm ³ | 2V | 71-82 kW | (97-112 PS) | 16:1 | 126,80 mm |
| 6.354 | 01.1964 → | D | 6 | 5794 cm ³ | 2V | 69-82 kW | (94-112 PS) | 16:1 | 126,80 mm |
| 6.354 V | 01.1972 → 12.1975 | D | 6 | 5794 cm ³ | 2V | 87 kW | (118 PS) | 16:1 | 126,80 mm |

| | | | | | | | | | |
|--|---------|---|------------|----------------|-----------------------------------|-------|----------------|---------------------------------------|-------------------------------|
| | 6 | KH 69,91 MT -25,61 MØ 54,1 GL 120,71 | GEC URK | 34,925 84,1 | 1 R 2,385 2 M 2,39 2 S 6,34 | CR G3 | +0,07 +0,26 | 98,48 | 92 774 600 (91 117) |
| | 098 026 | | | | | | | | |
| | T Cyl. | A=103,2 | | L=228,8 | | | | 88 354 190 semi (88 353) | 92 774 961 |
| | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | | 88 355 190 semi | 92 774 962 |
| | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | | 88 356 110 | 92 774 963 |

| | | | | | | | | | |
|----------------|-------------------|--------------|---|----------------------|----|----------|------------|--------|-----------|
| 12 | | 98,48 | | | | | | | |
| A 4.212 | 01.1969 → 12.1976 | D | 4 | 3475 cm ³ | 2V | 44 kW | (60 PS) | 15,1:1 | 114,00 mm |
| 4.212 | 1969 → | D | 4 | 3475 cm ³ | 2V | 44-47 kW | (60-64 PS) | 15,5:1 | 114,00 mm |

| | | | | | | | | | |
|--|---------|--|----------|----------------|-------------------------------------|-------|----------------|---------------------------|-------------------|
| | 4 | KH 76,5 MT -19,1 MØ 59,7 GL 127,3 | | 34,925 84,2 | 1 R 2,385 2 M 2,39 1 DSF 6,34 | CR G3 | +0,38 +0,53 | 98,48 | 92 085 600 |
| | 098 042 | | | | | | | | |
| | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | | 88 356 110 | 92 085 960 |
| | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | | 88 355 190 semi | 92 085 961 |

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|--|--------|-------------|---------|--|--|--|---------------------------------------|
| | | Type | | | | | |
| | T Cyl. | A=103,2 | L=228,8 | | | | 88 354 190 semi (88 353) |

13 **98,48**

AT 6.354.4 01.1970 → D (A) 6 5794 cm³ 2V 88-119 kW (120-162 PS) 16:1 126,80 mm
T 6.354.4 06.1977 → 02.1989 D (A) 6 5794 cm³ 2V 119 kW (162 PS) 16:1 126,80 mm

| | | | | | | | | |
|--|--------|---|------------------|--------------|---|----------------|---------------------------|-------------------|
| | 6 | KH 69,82 MT -18,82 MØ 66,7 GL 107,82 | RK RTK TPL | 38,1 82,8 | 1 T6 3,16 MO G6 1 M 2,39 1 DSF 4,747 CR | +0,19 +0,38 | 98,48 | 93 288 600 |
| | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | 88 355 190 semi | 93 288 960 |
| | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | 88 356 110 | 93 288 961 |

14 **98,48**

6.354.4 1975 → 12.1989 D 6 5794 cm³ 2V 77 kW (105 PS) 16:1 126,80 mm

| | | | | | | | | |
|--|--------|--|-----------|----------------|--|---------------|---------------------------------------|-------------------------------|
| | 6 | KH 69,8 MT -25,4 MØ 54,1 GL 120,6 | RK RTK | 34,925 84,1 | 1 R 2,385 CR G3 1 M 2,385 CR 1 DSF 4,747 | 0,00 +0,18 | 98,48 | 93 177 600 (93 011) |
| | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | 88 355 190 semi | 93 177 960 |
| | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | 88 356 110 | 93 177 961 |
| | T Cyl. | A=103,2 | | L=228,8 | | | 88 354 190 semi (88 353) | |

15 **98,48**

AT 4.236 D (A) 4 3864 cm³ 2V 66-68 kW (90-93 PS) 15,25:1 126,80 mm
T 4.236 D (A) 4 3864 cm³ 2V 49 kW (66 PS) 15,25:1 126,80 mm

| | | | | | | | | |
|--|--------|---------|--|---------|--|--|---------------------------------------|--|
| | T Cyl. | A=103,2 | | L=228,8 | | | 88 354 190 semi (88 353) | |
|--|--------|---------|--|---------|--|--|---------------------------------------|--|

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| | | | | | | | | | | |
|--------|----------|-----------|----------|-----------|--|--|--|--|---------------------------|--|
| | | | | | | | | | | |
| T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | | | | 88 355 190 semi | |
| T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | | | | 88 356 110 | |
| T Cyl. | A=104,28 | C=107,442 | L=226,44 | H=3,861 | | | | | 89 514 190 semi | |

16 **98,48**

| | | | | | | | | | |
|----------------|-------------------|-------|---|----------------------|----|----------|------------|---------|-----------|
| T 4.236 | 01.1984 → | D (A) | 4 | 3864 cm ³ | 2V | 49 kW | (66 PS) | 15,25:1 | 126,80 mm |
| T 4.38 | 01.1986 → 09.1990 | D (A) | 4 | 3864 cm ³ | 2V | 58-72 kW | (79-98 PS) | 15,25:1 | 126,80 mm |

| | | | | | | | | | |
|--|--------|---|------------------|--------------|---|----------------|---------------------------|--|-------------------|
| | 4 | KH 70,25 MT -20,09 MØ 60,9 GL 108,25 | RK RTK TPL | 38,1 82,8 | 1 T6 3,16 MO G6 1 M 2,385 CR 1 DSF 4,747 CR | +0,28 +0,48 | 98,48 | | 93 801 600 |
| | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | 88 355 190 semi | | 93 801 962 |
| | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | 88 356 110 | | 93 801 963 |

17 **98,48**

| | | | | | | | | | |
|------------------|--|-------|---|----------------------|----|-------|----------|------|-----------|
| A 6.354.4 | | D (A) | 6 | 5794 cm ³ | 2V | 87 kW | (118 PS) | 16:1 | 126,80 mm |
| 6.354.4 | | D | 6 | 5794 cm ³ | 2V | 77 kW | (105 PS) | 16:1 | 126,80 mm |

| | | | | | | | | | |
|--|--------|---|-----------|----------------|--|----------------|---------------------------------------|--|-------------------|
| | 6 | KH 69,8 MT -23,87 MØ 54,1 GL 120,6 | RK RTK | 34,925 84,1 | 1 R 2,385 CR G3 1 M 2,385 CR 1 DSF 4,747 | +0,19 +0,38 | 98,48 | | 93 793 600 |
| | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | 88 355 190 semi | | 93 793 960 |
| | T Cyl. | A=103,2 | | L=228,8 | | | 88 354 190 semi (88 353) | | |

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| | | | | | | | |
|--|--------|-------------|----------|---------|-----------|--|-------------------|
| | | Type | | | | | |
| | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | 88 356 110 |

| | | | | | | | | | |
|------------------------|-------------------|------------|---|----------------------|----|----------|--------------|--------|-----------|
| 18 | | 100 | | | | | | | |
| T 4.40 Euro 1 | 09.1990 → 11.1992 | D (LA) | 4 | 3990 cm ³ | 2V | 82-88 kW | (112-120 PS) | 16:1 | 127,30 mm |
| T 6.60 (88 kW) | 1995 → | D (LA) | 6 | 5984 cm ³ | 2V | 88 kW | (120 PS) | 16:1 | 127,30 mm |
| T 6.60 (154 kW) | 04.1994 → | D (LA) | 6 | 5984 cm ³ | 2V | 154 kW | (210 PS) | 17,3:1 | 127,30 mm |

| | | | | | | | | | |
|-----|---|--|------------|------------|---------------------------------|-------------------|---------------------------|--------------------------|--|
| | 4/6 | KH 70,3 MT -21,75 MØ 52,8 GL 108,23 | RTK TPL | 39,7 78 | 1 T6 3,5 1 NM 2,5 1 DSF 4 | MO G6 G3 CR | 100,00 | 93 267 600 [1] | |
| | 100 211 | | | | | | | | |
| | T Cyl. | A=104,28 | C=107,442 | L=227,4 | H+F=3,86+0,85 | | 89 527 190 semi | 93 267 961 [2] | |
| | T Cyl. | A=104,534 | C=107,442 | L=227,4 | H+F=3,86+0,85 | | 89 555 190 semi | 93 267 962 [2] | |
| | T Cyl. | A=104,28 | C=107,442 | L=226,6 | H=3,861 | | 89 320 190 semi | 93 267 960 [1] | |
| | | A=104,28 | C=107,442 | L=226,6 | H=3,861 | | 89 320 110 | | |
| [1] | T 6.60 (88 kW), T 6.60 (154 kW): 01.1995 → | | | | | | | | |
| [2] | 01.1995 → | | | | | | | | |

| | | | | | | | | | |
|------------------------|-----------|------------|---|----------------------|----|----------|--------------|------|-----------|
| 19 | | 100 | | | | | | | |
| T 4.40 Euro 2 | 04.1994 → | D (LA) | 4 | 3990 cm ³ | 2V | 82-88 kW | (112-120 PS) | 16:1 | 127,30 mm |
| T 6.60 (120 kW) | 1997 → | D (LA) | 6 | 5984 cm ³ | 2V | 120 kW | (163 PS) | | 127,30 mm |

| | | | | | | | | | |
|---------------------------|-----------|--|------------|----------------------|-----------------------------------|-------------------|---------------|-------------------|-----------|
| Euro 2 | | | | | | | | | |
| 1106C-E60TA Euro 2 | 02.2003 → | D (LA) | 6 | 5984 cm ³ | 2V | 88-130 kW | (120-175 PS) | 17,25:1 | 127,30 mm |
| | 4/6 | KH 70,266 MT -21,75 MØ 52,8 GL 108,23 | RTK TPL | 39,7 78 | 1 T6 3,5 1 NM 2,5 1 DSF 3,5 | MO G6 G3 CR | 100,00 | 94 543 600 | |
| | 100 220 | | | | | | | | |

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| | | KH VT MT | GL MØ BU | Type | | | B | C | | |
|--|--------|----------------|----------------|---------|---------------|--|---|---|---------------------------|-------------------|
| | T Cyl. | A=104,28 | C=107,442 | L=227,4 | H+F=3,86+0,85 | | | | 89 527 190 semi | 94 543 961 |
| | T Cyl. | A=104,534 | C=107,442 | L=227,4 | H+F=3,86+0,85 | | | | 89 555 190 semi | 94 543 962 |
| | T Cyl. | A=104,28 | C=107,442 | L=226,6 | H=3,861 | | | | 89 320 190 semi | 94 543 960 |
| | | A=104,28 | C=107,442 | L=226,6 | H=3,861 | | | | 89 320 110 | 94 543 963 |

20**101,054****4.248.2**

1969 → 04.1982

D

4

4064 cm³ 2V

60 kW

(82 PS) 18.1

126,76 mm

| | | | | | | | | | |
|--|--------|---|-----------|----------------|-------------------------------|-------------|----------------|---------------------------|--------------------------|
| | 4 | KH 70,44 MT -24,44 MØ 39,5 GL 121,24 | LOX RK | 34,925 84,1 | 1 R 2,5 1 M 2,5 1 DSF 5 | MO G6 CR | +0,40 +0,59 | 101,06 | 93 368 600 [1] |
| | T Cyl. | A=103,21 | | L=223,9 | | | | 88 587 190 semi | 93 368 960 [1] |
| | T Cyl. | A=104,2 | C=107,4 | L=227,2 | H+F=3,8+0,85 | | | 89 022 190 semi | 93 368 961 [1] |

[1] 01.1981 →

21**101,054****4.248**

1969 →

D

4

4064 cm³ 2V

53-66 kW

(72-90 PS) 16:1

126,76 mm

| | | | | | | | | | |
|--|---|--|-----|----------------|---------------------------------------|----------------------|----------------|----------------|--------------------------|
| | 4 | KH 70,1 MT -20,5 MØ 61 GL 120,9 | GEC | 34,925 84,2 | 1 R 2,385 2 R 2,385 1 DSF 6,335 | CR G6 CR G6 CR | +0,08 +0,25 | 101,054 | 92 144 800 [1] |
|--|---|--|-----|----------------|---------------------------------------|----------------------|----------------|----------------|--------------------------|

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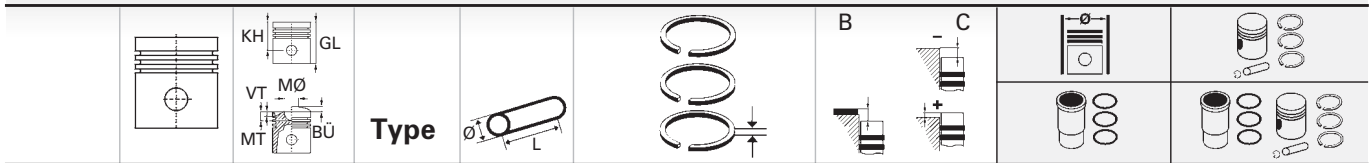


| | | Type | | | | | |
|-----|--|--|----------------------|-------------------------------|--------------|---------------------------|----------------------|
| | T Cyl. | A=103,21 | L=223,9 | | | 88 587 190 semi | 92 144 980 |
| | T Cyl. | A=104,2 | C=107,4 | L=227,2 | H+F=3,8+0,85 | 89 022 190 semi | 92 144 981 |
| | 4 101 026 | KH 70,02 MT -20,77 MØ 61,45 GL 120,82 | RK 34,925 84,1 | 1 R 2,5 1 M 2,5 1 DSF 5 | MO G6 CR | +0,08 +0,25 | 101,06 [2] |
| | T Cyl. | A=104,2 | C=107,4 | L=227,2 | H+F=3,8+0,85 | 89 022 190 semi | 93 569 961 |
| [1] | satzweise gegen 93 569 600 austauschbar exchangeable in sets against 93 569 600 échangeable sous forme de jeux contre 93 569 600 se puede cambiar el juego entero contra el 93 569 600 взаимозаменяемо комплектом с 93 569 600 | | | | | | |
| [2] | 05.1982 → | | | | | | |

22 **101,054**

6.372 01.1971 → 12.1975 D 6 6100 cm³ 2V 87 kW (118 PS) 16:1 126,76 mm
6.372.4 D 6 6100 cm³ 2V 82-87 kW (112-118 PS) 16:1 126,76 mm

| | | | | | | | | |
|--|--------------|--|--------------|--------------------------|--------------|---------------------------|-------------------|-------------------|
| | 6 101 017 | KH 70,3 MT -26 MØ 54,1 GL 121,1 | 34,925 84 | 3 R 2,385 1 DSF 6,335 | CR | +0,07 +0,26 | 101,054 | 93 175 600 |
| | T Cyl. | A=103,21 | L=223,9 | | | 88 587 190 semi | 93 175 961 | |
| | T Cyl. | A=104,2 | C=107,4 | L=227,2 | H+F=3,8+0,85 | 89 022 190 semi | 93 175 960 | |



| | | | | | | | | | | | | |
|---------------------------|--|------------|--------|---|----------------------|----|-----------|--------------|---------|-----------|--|--|
| 23 | | 105 | | | | | | | | | | |
| 1103A-33TG1 | | | D (A) | 3 | 3300 cm ³ | 2V | 42-54 kW | (57-73 PS) | 17,25:1 | 127,00 mm | | |
| 1103C-33T Euro 2 | | 01.2004 → | D (A) | 3 | 3300 cm ³ | 2V | 47-55 kW | (64-75 PS) | 19,25:1 | 127,00 mm | | |
| 1104C-E44T Euro 2 | | | D (A) | 4 | 4400 cm ³ | 2V | 60-85 kW | (82-116 PS) | 18,23:1 | 127,00 mm | | |
| 1104C-E44TA Euro 2 | | 05.2003 → | D (LA) | 4 | 4400 cm ³ | 2V | 82-106 kW | (110-142 PS) | 19,3:1 | 127,00 mm | | |

| | | | | | | | | | |
|--|---------|--|------------|------------|-----------------------------------|-------------------|--|---------------|-------------------|
| | 3/4 | KH 70,116 MT -22 MØ 55,21 GL 108,05 | RTK TPL | 39,7 78 | 1 T15 3,5 1 M 2,5 1 DSF 3,5 | MO G6 G3 CR | | 105,00 | 40 234 600 |
| | 105 151 | | | | | | | 105,50 | 40 234 610 |
| | | | | | | | | 106,00 | 40 234 620 |

| | | | | | | | | | | | | |
|---------------------------|--|------------|-------|---|----------------------|----|----------|-------------|---------|-----------|--|--|
| 24 | | 105 | | | | | | | | | | |
| 1103A-33T | | | D | 3 | 3300 cm ³ | 2V | | | 18,2:1 | 127,00 mm | | |
| 1103A-33TG2 | | | D (A) | 3 | 3300 cm ³ | 2V | 55-68 kW | (75-92 PS) | 17,25:1 | 127,00 mm | | |
| 1104A-44T Euro 0 | | | D (A) | 4 | 4400 cm ³ | 2V | 73-80 kW | (99-108 PS) | 18,23:1 | 127,00 mm | | |
| 1104A-44TG1 Euro 0 | | | D (A) | 4 | 4400 cm ³ | 2V | 58-76 kW | (79-103 PS) | 17,25:1 | 127,00 mm | | |
| 1104A-44TG2 Euro 0 | | | D (A) | 4 | 4400 cm ³ | 2V | 72-90 kW | (98-122 PS) | 17,25:1 | 127,00 mm | | |

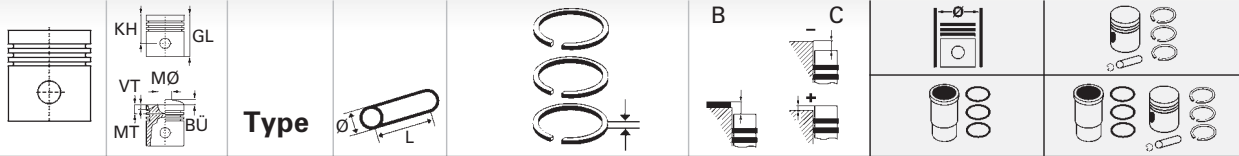
| | | | | | | | | | |
|--|---------|---|------------|------------|-----------------------------------|-------------------|--|---------------|-------------------|
| | 3/4 | KH 70,116 MT -22,7 MØ 56,7 GL 108,05 | RTK TPL | 39,7 78 | 1 T15 3,5 1 M 2,5 1 DSF 3,5 | MO G6 G3 CR | | 105,00 | 40 678 600 |
| | 105 151 | | | | | | | 105,50 | 40 678 610 |
| | | | | | | | | | |

| | | | | | | | | | | | | |
|-------------------------|--|------------|---|---|----------------------|----|----------|------------|--------|-----------|--|--|
| 25 | | 105 | | | | | | | | | | |
| 1104C-E44 Euro 2 | | | D | 4 | 4400 cm ³ | 2V | 50-64 kW | (67-84 PS) | 19,3:1 | 127,00 mm | | |
| 1104D-44 Euro 3 | | | D | 4 | 4400 cm ³ | 2V | 54-56 kW | (73-75 PS) | 16,2:1 | 127,00 mm | | |

| | | | | | | | | | |
|--|---------|---|-----|------------|---------------------------------|-------------------|--|---------------|-------------------|
| | 4 | KH 70,116 MT -22,44 MØ 51,28 GL 108,05 | TPL | 39,7 70 | 1 R 2,5 1 M 2,5 1 DSF 3,5 | MO G6 G3 CR | | 105,00 | 40 235 600 |
| | 105 151 | | | | | | | 105,50 | 40 235 610 |
| | | | | | | | | | |

| | | | | | | | | | | | | |
|---------------------------|--|------------|--------|---|----------------------|----|----------|--------------|--------|-----------|--|--|
| 26 | | 105 | | | | | | | | | | |
| 1104D-44T Euro 3 | | | D (A) | 4 | 4400 cm ³ | 2V | 56-75 kW | (74-102 PS) | 16,2:1 | 127,00 mm | | |
| 1104D-44TA Euro 3 | | | D (LA) | 4 | 4400 cm ³ | 2V | 74-83 kW | (100-111 PS) | 16,2:1 | 127,00 mm | | |
| 1104D-44TG1 Euro 3 | | | D (A) | 4 | 4400 cm ³ | 2V | 63 kW | (85 PS) | 18,2:1 | 127,00 mm | | |

| | | | | | | | | | |
|--|---------|--|------------|------------|-------------------------------|----------------------|--|---------------|-------------------|
| | 4 | KH 70,116 MT -22,94 MØ 50 GL 108,05 | RTK TPL | 39,7 78 | 1 T15 3 1 M 2,5 1 DSF 3 | CK G6 G3 CR G3 | | 105,00 | 40 529 600 |
| | 105 143 | | | | | | | | |
| | | | | | | | | | |



27

105

| | | | | | | | | |
|---------------------------|--------|---|----------------------|----|-----------|--------------|--------|-----------|
| 1104D-E44T Euro 3 | D (LA) | 4 | 4400 cm ³ | 2V | 55-75 kW | (75-102 PS) | 16,2:1 | 127,00 mm |
| 1104D-E44TA Euro 3 | D (LA) | 4 | 4400 cm ³ | 2V | 75-106 kW | (102-144 PS) | 16,2:1 | 127,00 mm |
| 1106D-E66TA Euro 3 | D (LA) | 6 | 6600 cm ³ | 4V | 90-205 kW | (122-279 PS) | 16,7:1 | 127,00 mm |



4/6

KH 70,116
MT -15,7
MØ 76,6
GL 108,05

RTK
TPL

39,7
86

1 T15 3 CK G6
1 M 2,5 G3
1 DSF 3 CR G3




105,00

40 040 600





105 143






|  | | | Cyl. |  mm | cm ³ |  | Comp. Ratio ϵ | kW | PS | Pos |
|---|--------|---|------|--|-----------------|---|------------------------|--------|---------|-----|
| CRD 93 | D | 4 | | 93 x 92 | 2499 | 2 | 22,25:1 | 55 | 75 | 43 |
| CRD 93 L | D | 4 | | 93 x 92 | 2499 | 2 | 22,25:1 | 54-55 | 73-75 | 43 |
| DJ5 | D | 4 | | 92 x 92 | 2446 | 3 | 22:1 | 63 | 86 | 40 |
| DJ5 T | D (LA) | 4 | | 92 x 92 | 2446 | 3 | 22:1 | 76 | 104 | 41 |
| DJ5 TED | D (LA) | 4 | | 92 x 92 | 2446 | 2 | 21:1 | 76-79 | 103-107 | 42 |
| DK5 ATE | D (LA) | 4 | | 92 x 92 | 2446 | 3 | 22:1 | 94-96 | 128-130 | 41 |
| DV4TD (8HS) | D (LA) | 4 | | 73,7 x 82 | 1398 | 2 | 17,9:1 | 40-50 | 54-68 | 3 |
| DV4TED | D (LA) | 4 | | 73,7 x 82 | 1398 | 2 | 17,9:1 | 50 | 68 | 3 |
| DV6ATED4 Euro 4 | D (LA) | 4 | | 75 x 88,3 | 1560 | 4 | 17,6:1 | 68 | 92 | 6 |
| DV6TED4 Euro 4 | D (LA) | 4 | | 75 x 88,3 | 1560 | 4 | 17,6:1 | 80 | 109 | 6 |
| DV6UTED4 Euro 4 | D (LA) | 4 | | 75 x 88,3 | 1560 | 4 | 18:1 | 68 | 92 | 6 |
| DW10 ATED3 | D (LA) | 4 | | 85 x 88 | 1997 | 2 | 17,6:1 | 80 | 109 | 28 |
| DW10 BTED | D (LA) | 4 | | 85 x 88 | 1997 | 2 | 17,6:1 | 70 | 95 | 28 |
| DW10 TD | D (LA) | 4 | | 85 x 88 | 1997 | 2 | 17,6:1 | 66 | 90 | 28 |
| DW10BTED4 | D (LA) | 4 | | 85 x 88 | 1997 | 4 | 17,6:1 | 100 | 136 | 31 |
| DW12TED | D (LA) | 4 | | 85 x 96 | 2179 | 4 | 17,6:1 | 77 | 105 | 30 |
| DW12TED4 | D (LA) | 4 | | 85 x 96 | 2179 | 4 | 17,6:1 | 94-100 | 128-136 | 29 |
| DW12UTED | D (LA) | 4 | | 85 x 96 | 2179 | 4 | 18:1 | 74 | 100 | 30 |
| DW8 | D | 4 | | 82,2 x 88 | 1868 | 2 | 23:1 | 51 | 69 | 13 |
| DW8 B | D | 4 | | 82,2 x 88 | 1868 | 2 | 23:1 | 51 | 69 | 13 |
| EW10 A | B | 4 | | 85 x 88 | 1997 | 4 | 10,8:1 | 103 | 140 | 25 |
| EW10 J4 | B | 4 | | 85 x 88 | 1997 | 4 | 10,8:1 | 99-100 | 135-136 | 24 |
| E1 A | B | 4 | | 72 x 69 | 1124 | 2 | 9,4:1 | 40-41 | 54-56 | 2 |
| F1 CE 0481 D Euro 4 | D (LA) | 4 | | 95,8 x 104 | 2998 | 4 | 19:1 | 116 | 158 | 49 |
| F30DT Euro 4 | D (LA) | 4 | | 95,8 x 104 | 2998 | 4 | 19:1 | 115 | 157 | 49 |
| RFR | B | 4 | | 85 x 88 | 1997 | 4 | 10,8:1 | 99 | 135 | 24 |
| RHY | D (LA) | 4 | | 85 x 88 | 1997 | 2 | 17,6:1 | 66 | 90 | 28 |
| TU 1 | B | 4 | | 72 x 69 | 1124 | 2 | 9,4:1 | 34-40 | 46-54 | 2 |
| TU 1K | B | 4 | | 72 x 69 | 1124 | 2 | 9,2:1 | 40-44 | 54-60 | 2 |
| TU 1M | B | 4 | | 72 x 69 | 1124 | 2 | 9,2:1 | 40-44 | 54-60 | 2 |
| TU 3 | B | 4 | | 75 x 77 | 1361 | 2 | 9,3:1 | 44-47 | 60-64 | 4 |
| TU 3A (44 kW) | B | 4 | | 75 x 77 | 1361 | 2 | 9,3:1 | 44-50 | 60-68 | 4 |
| TU 3A (54 kW) | B | 4 | | 75 x 77 | 1361 | 2 | 10,2:1 | 54 | 73 | 4 |
| TU 3A/K | B | 4 | | 75 x 77 | 1361 | 2 | 9,3:1 | 49-53 | 67-72 | 4 |
| TU 3FJ2 | B | 4 | | 75 x 77 | 1361 | 2 | 9,3:1 | 69 | 94 | 4 |
| TU 3FM | B | 4 | | 75 x 77 | 1361 | 2 | 9,3:1 | 55-58 | 75-79 | 4 |
| TU 3FM2K | B | 4 | | 75 x 77 | 1361 | 2 | 9,3:1 | 55 | 75 | 4 |
| TU 3JP | B | 4 | | 75 x 77 | 1361 | 2 | 10,2:1 | 54-55 | 73-75 | 4 |
| TU 3K.1A | B | 4 | | 75 x 77 | 1361 | 2 | 9,3:1 | 48 | 65 | 4 |
| TU 3M | B | 4 | | 75 x 77 | 1361 | 2 | 9,3:1 | 55-58 | 75-79 | 4 |
| TU 3MC | B | 4 | | 75 x 77 | 1361 | 2 | 9,3:1 | 55 | 75 | 4 |
| TU 3S | B | 4 | | 75 x 77 | 1361 | 2 | 9,3:1 | 62 | 85 | 4 |
| TU 3-2 | B | 4 | | 75 x 77 | 1361 | 2 | 9,3:1 | 51-55 | 69-75 | 4 |
| TU 3.2/K | B | 4 | | 75 x 77 | 1361 | 2 | 9,3:1 | 55 | 75 | 4 |
| TU 3.2TR/K | B | 4 | | 75 x 77 | 1391 | 2 | 9,3:1 | 51-52 | 69-71 | 4 |
| TU 3.2/Z | B | 4 | | 75 x 77 | 1361 | 2 | 9,3:1 | 55 | 75 | 4 |
| TU 5JP4 | B | 4 | | 78,5 x 82 | 1587 | 4 | 11:1 | 80 | 109 | 10 |
| TU 9M | B | 4 | | 70 x 62 | 954 | 2 | 9,4:1 | 33-37 | 45-50 | 1 |
| TU 9M/Z | B | 4 | | 70 x 62 | 954 | 2 | 9,4:1 | 31-33 | 42-45 | 1 |
| TUD 3Y | D | 4 | | 75 x 77 | 1361 | 2 | 22:1 | 37 | 50 | 5 |
| TUD 5 | D | 4 | | 77 x 82 | 1527 | 2 | 23:1 | 40-42 | 54-57 | 7 |
| U25/651 | D | 4 | | 93 x 92 | 2499 | 2 | 22,25:1 | 54-55 | 73-75 | 43 |
| U25/661 | D | 4 | | 93 x 92 | 2499 | 2 | 22,25:1 | 54-55 | 73-75 | 43 |
| XC5 A | B | 4 | | 84 x 73 | 1618 | 2 | 7,6:1 | 53 | 72 | 22 |
| XD P 4.88 | D | 4 | | 88 x 80 | 1948 | 2 | 21,8:1 | 40 | 54 | 38 |
| XD P 4.90 | D | 4 | | 90 x 83 | 2112 | 2 | 21,5:1 | 55 | 75 | 39 |
| XD P 6.90 | D | 6 | | 90 x 83 | 3168 | 2 | 22,2:1 | 78 | 106 | 39 |
| XD 2 | D | 4 | | 94 x 83 | 2304 | 2 | 22,2:1 | 44-51 | 60-69 | 44 |
| XD 2P | D | 4 | | 94 x 83 | 2304 | 2 | 22,2:1 | 49 | 67 | 44 |
| XD 2S | D (A) | 4 | | 94 x 83 | 2304 | 2 | 21:1 | 54-59 | 73-80 | 45 |
| XD 3 | D | 4 | | 94 x 90 | 2498 | 2 | 23:1 | 51-56 | 70-76 | 45 |
| XD 3P | D | 4 | | 94 x 90 | 2498 | 2 | 23:1 | 51-58 | 70-79 | 46 |
| XD 3T | D (LA) | 4 | | 94 x 90 | 2498 | 2 | 21:1 | 66-70 | 90-95 | 47 |
| XD 3TE | D (LA) | 4 | | 94 x 90 | 2498 | 2 | 21:1 | 77 | 105 | 47 |
| XD 4.88 | D | 4 | | 88 x 80 | 1948 | 2 | 21,8:1 | 36-42 | 49-57 | 38 |
| XD 4.90 | D | 4 | | 90 x 83 | 2112 | 2 | 22,2:1 | 43-48 | 59-65 | 39 |
| XD 88 | D | 4 | | 88 x 80 | 1948 | 2 | 21:1 | 44 | 60 | 38 |
| XD 94 | D | 4 | | 94 x 83 | 2304 | 2 | 22,2:1 | 53 | 72 | 44 |
| XL 5 | B | 4 | | 78 x 67,5 | 1290 | 2 | 8,8:1 | 44-48 | 60-65 | 8 |

P

| | Cyl. |  mm | cm ³ |  Comp. Ratio ε | kW | PS | Pos | | |
|---------------------|--------|---|-----------------|---|----|---------|--------|---------|----|
| | | | | | | | | | |
| XL 5S | B | 4 | 78 x 67,5 | 1290 | 2 | 8,8:1 | 55 | 75 | 8 |
| XL 5TR | B | 4 | 78 x 67,5 | 1290 | 2 | 8,8:1 | 44 | 60 | 8 |
| XM 7 | B | 4 | 84 x 81 | 1796 | 2 | 7,5:1 | 50-59 | 68-80 | 23 |
| XM 7P | B | 4 | 84 x 81 | 1796 | 2 | 7,5:1 | 48-55 | 65-75 | 23 |
| XM 7T | B | 4 | 84 x 81 | 1796 | 2 | 7,5:1 | 44-51 | 60-69 | 23 |
| XN 1 | B | 4 | 88 x 81 | 1971 | 2 | 8,35:1 | 60-71 | 82-97 | 35 |
| XN 1P | B | 4 | 88 x 81 | 1971 | 2 | 8,35:1 | 55 | 75 | 35 |
| XN 1T | B | 4 | 88 x 81 | 1971 | 2 | 8:1 | 55-63 | 75-86 | 35 |
| XN 1TA | B | 4 | 88 x 81 | 1971 | 2 | 8:1 | 62-72 | 84-98 | 35 |
| XN 2 | B | 4 | 88 x 81 | 1971 | 2 | 8,3/9:1 | 74-78 | 101-106 | 35 |
| XR 5 | B | 4 | 78 x 77 | 1472 | 2 | 9,2:1 | 50-55 | 68-75 | 9 |
| XR 5S | B | 4 | 78 x 77 | 1472 | 2 | 9,2:1 | 64 | 86 | 9 |
| XU 10J4R | B | 4 | 86 x 86 | 1998 | 4 | 10,4:1 | 97-99 | 132-135 | 32 |
| XU 10J4RZ | B | 4 | 86 x 86 | 1998 | 4 | 10,4:1 | 98 | 133 | 32 |
| XU 5J | B | 4 | 83 x 73 | 1581 | 2 | 9,8:1 | 76 | 103 | 17 |
| XU 5JA | B | 4 | 83 x 73 | 1581 | 2 | 10,2:1 | 84-90 | 115-122 | 17 |
| XU 5JP | B | 4 | 83 x 73 | 1581 | 2 | 9,25:1 | 65 | 88 | 17 |
| XU 5JPZ | B | 4 | 83 x 73 | 1581 | 2 | 9,25:1 | 58-66 | 79-90 | 17 |
| XU 5M | B | 4 | 83 x 73 | 1581 | 2 | 9,3:1 | 65 | 88 | 17 |
| XU 5S | B | 4 | 83 x 73 | 1581 | 2 | 9,5:1 | 66-71 | 90-97 | 14 |
| XU 51C | B | 4 | 83 x 73 | 1581 | 2 | 9,3:1 | 53-59 | 72-80 | 17 |
| XU 52C (53 kW) | B | 4 | 83 x 73 | 1581 | 2 | 8,6:1 | 53-55 | 72-75 | 17 |
| XU 52C (65 kW) | B | 4 | 83 x 73 | 1581 | 2 | 9,2:1 | 65-68 | 88-92 | 17 |
| XU 52C B2 A | B | 4 | 83 x 73 | 1581 | 2 | 8,95:1 | 59-69 | 80-94 | 17 |
| XU 7JB | B | 4 | 83 x 81,4 | 1762 | 2 | 9,25:1 | 66 | 90 | 19 |
| XU 7JP | B | 4 | 83 x 81,4 | 1762 | 2 | 9,25:1 | 73-76 | 99-103 | 19 |
| XU 7JPK | B | 4 | 83 x 74 | 1762 | 2 | 8,5:1 | 70 | 95 | 17 |
| XU 7JPZ | B | 4 | 83 x 81,4 | 1762 | 2 | 9,25:1 | 74-76 | 101-103 | 19 |
| XU 7JP4 | B | 4 | 83 x 81,4 | 1762 | 4 | 10,4:1 | 81 | 110 | 18 |
| XU 9C | B | 4 | 83 x 88 | 1905 | 2 | 9,3:1 | 73-90 | 100-122 | 16 |
| XU 9C | B | 4 | 83 x 88 | 1905 | 2 | 10,2:1 | 93-95 | 126-129 | 16 |
| XU 9JA/K | B | 4 | 83 x 88 | 1905 | 2 | 9,2:1 | 92-94 | 125-128 | 16 |
| XU 9JAZ | B | 4 | 83 x 88 | 1905 | 2 | 9,25:1 | 88-90 | 120-122 | 17 |
| XU 9J1 | B | 4 | 83 x 88 | 1905 | 2 | 8,4:1 | 72-77 | 98-105 | 17 |
| XU 9J2 | B | 4 | 83 x 88 | 1905 | 2 | 9,3:1 | 89-92 | 121-125 | 15 |
| XU 9J4 | B | 4 | 83 x 88 | 1905 | 4 | 10,4:1 | 116 | 158 | 17 |
| XU 9M | B | 4 | 83 x 88 | 1905 | 2 | 9,2:1 | 80 | 109 | 17 |
| XU 9S | B | 4 | 83 x 88 | 1905 | 2 | 9,3:1 | 75-77 | 102-105 | 15 |
| XUD 11ATE | D (LA) | 4 | 85 x 92 | 2088 | 3 | 21,5:1 | 80 | 109 | 26 |
| XUD 11BTE | D (LA) | 4 | 85 x 92 | 2088 | 3 | 21,5:1 | 80-81 | 109-110 | 27 |
| XUD 7 | D | 4 | 80 x 88 | 1769 | 2 | 23:1 | 44 | 60 | 11 |
| XUD 7T | D (A) | 4 | 80 x 88 | 1769 | 2 | 22:1 | 57 | 78 | 12 |
| XUD 7TE | D (LA) | 4 | 80 x 88 | 1769 | 2 | 22,5:1 | 64-66 | 88-90 | 12 |
| XUD 7TEY | D (A) | 4 | 80 x 88 | 1769 | 2 | 22,5:1 | 66 | 90 | 12 |
| XUD 9 (47 kW) | D | 4 | 83 x 88 | 1905 | 2 | 23,5:1 | 47-52 | 64-71 | 20 |
| XUD 9A | D | 4 | 83 x 88 | 1905 | 2 | 23:1 | 47-52 | 64-71 | 20 |
| XUD 9ATF | D (LA) | 4 | 83 x 88 | 1905 | 2 | 21,8:1 | 68 | 92 | 21 |
| XUD 9AU Euro 2 | D | 4 | 83 x 88 | 1905 | 2 | 23:1 | 51 | 69 | 20 |
| XUD 9AY | D | 4 | 82,2 x 88 | 1868 | 2 | 23:1 | 50 | 68 | 13 |
| XUD 9B | D | 4 | 83 x 88 | 1905 | 2 | 23:1 | 51 | 71 | 20 |
| XUD 9BSD | D (LA) | 4 | 83 x 88 | 1905 | 2 | 21,8:1 | 55 | 75 | 21 |
| XUD 9BTF | D (LA) | 4 | 83 x 88 | 1905 | 2 | 21,8:1 | 66 | 90 | 21 |
| XUD 9K | D | 4 | 83 x 88 | 1905 | 2 | 23,5:1 | 47 | 64 | 20 |
| XUD 9SD | D (LA) | 4 | 83 x 88 | 1905 | 2 | 23:1 | 51-55 | 71-75 | 21 |
| XUD 9SE | D (A) | 4 | 83 x 88 | 1905 | 2 | 21,5:1 | 55 | 75 | 21 |
| XUD 9TE | D (LA) | 4 | 83 x 88 | 1905 | 2 | 21,8:1 | 66-68 | 90-92 | 21 |
| XUD 9TF | D (LA) | 4 | 83 x 88 | 1905 | 2 | 21,8:1 | 68 | 92 | 21 |
| XUD 9UTF | D (LA) | 4 | 83 x 88 | 1905 | 2 | 21,8:1 | 68 | 92 | 21 |
| XUD 9Y | D | 4 | 83 x 88 | 1905 | 2 | 23,5:1 | 47-50 | 64-68 | 20 |
| XW 3 | B | 4 | 72 x 69 | 1124 | 2 | 9,2:1 | 42 | 57 | 2 |
| XW 3S | B | 4 | 72 x 69 | 1124 | 2 | 9,2:1 | 49 | 67 | 2 |
| XW 7 | B | 4 | 72 x 69 | 1124 | 2 | 9,7:1 | 36 | 49 | 2 |
| XW 7A | B | 4 | 72 x 69 | 1124 | 2 | 9,7:1 | 36 | 49 | 2 |
| ZDJK | B | 4 | 88 x 89 | 2165 | 2 | 9,2:1 | 85 | 116 | 37 |
| ZDJL | B | 4 | 88 x 89 | 2165 | 2 | 9,8:1 | 84-96 | 114-131 | 36 |
| ZEJ | B | 4 | 88 x 82 | 1995 | 2 | 9,2:1 | 81-83 | 110-113 | 36 |
| 220 A2.000 | B | 4 | 86,4 x 67,4 | 1581 | 2 | 9,2:1 | 58 | 79 | 34 |
| 4HU (P22DTE) Euro 4 | D (LA) | 4 | 86 x 94,6 | 2198 | 4 | 17,5:1 | 88 | 120 | 33 |
| 4HV (P22DTE) Euro 4 | D (LA) | 4 | 86 x 94,6 | 2198 | 4 | 17,5:1 | 74-103 | 101-140 | 33 |







| |  | Cyl. |  mm | cm ³ |  | Comp. Ratio ε | kW | PS | Pos |
|----------------------|---|----------|--|-----------------|---|------------------|-------|---------|-----|
| | | | | | | | | | |
| 8 HX | | D (LA) 4 | 73,7 x 82 | 1398 | 2 | 17,9:1 | 50 | 68 | 3 |
| 8140.43S.4030 Euro 3 | | D (LA) 4 | 94,4 x 100 | 2798 | 2 | 18,5:1 | 92-94 | 125-128 | 48 |

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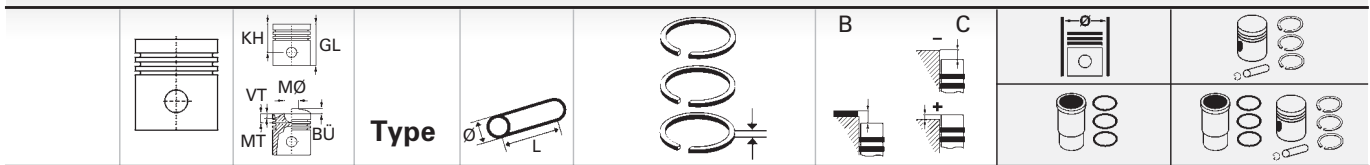
| | | | Pos | | | | Pos |
|--------------------|-------------------|---------------|-----|---|--------------------|-------------------|-------------------|
| 104 | | | | 207 | | | |
| 104 1.1 | 08.1975 → 06.1980 | XW 3S | B | 2 | 207 1.4i | 12.2005 → | TU 3A (54 kW) B 4 |
| 104 1.1 | 07.1976 → 08.1982 | XW 3 | B | 2 | 207 1.4 HDi | 02.2006 → | DV4TD (8HS) D 3 |
| 104 1.1 | 08.1979 → 06.1988 | XW 7 | B | 2 | 207 1.6i 16V | 12.2005 → 03.2008 | TU 5JP4 B 10 |
| 106 | | | | 207 1.6 HDi 16V 12.2005 → 03.2008 DV6ATED4 D 6 | | | |
| 106 1.0i | 07.1992 → 05.2005 | TU 9M | B | 1 | 207 1.6 HDi 16V | 12.2005 → | DV6TED4 D 6 |
| 106 1.1 | 09.1991 → 04.1996 | TU 1K | B | 2 | 207 CC | | |
| 106 1.1 | 07.1992 → 04.1996 | TU 1 | B | 2 | 207 CC 1.6 HDi 16V | 03.2007 → | DV6TED4 D 6 |
| 106 1.1i | 09.1991 → 05.2005 | TU 1M | B | 2 | 304 | | |
| 106 1.4 | 09.1991 → 04.1996 | TU 3 | B | 4 | 304 1.3 | 09.1970 → 10.1980 | XL 5 B 8 |
| 106 1.4 | 09.1991 → 05.2005 | TU 3FM2K | B | 4 | 304 1.3 | 08.1972 → 09.1975 | XL 5S B 8 |
| 106 1.4 | 09.1991 → 05.2005 | TU 3.2/K | B | 4 | 305 | | |
| 106 1.4i | 09.1991 → 02.1994 | TU 3M | B | 4 | 305 1.3 | 11.1977 → 07.1990 | XL 5 B 8 |
| 106 1.4i | 09.1991 → 04.1996 | TU 3FJ2 | B | 4 | 305 1.3 | 11.1977 → 07.1990 | XL 5TR B 8 |
| 106 1.4i | 12.1992 → 04.1996 | TU 3FM | B | 4 | 305 1.5 | 11.1977 → 10.1983 | XR 5S B 9 |
| 106 1.4i | 04.1993 → 04.1996 | TU 3MC | B | 4 | 305 1.5 | 11.1977 → 07.1990 | XR 5 B 9 |
| 106 1.4i | 05.1996 → 05.2005 | TU 3JP | B | 4 | 305 1.6 | 10.1982 → 07.1990 | XU 5S B 14 |
| 106 1.4 D | 09.1992 → 04.1996 | TUD 3Y | D | 5 | 305 1.6 | 10.1982 → 07.1990 | XU 51C B 17 |
| 106 1.5 D | 07.1994 → 05.2005 | TUD 5 | D | 7 | 305 1.8 D | 10.1982 → 06.1988 | XUD 7 D 11 |
| 106 1.6i 16V | → 05.2005 | TU 5JP4 | B | 10 | 305 1.9i | 10.1982 → 07.1990 | XU 9C B 16 |
| 107 | | | | 305 1.9i 10.1982 → 07.1990 XU 9J1 B 17 | | | |
| 107 1.4 HDi | 06.2005 → 03.2008 | DV4TD (8HS) | D | 3 | 305 1.9i | 10.1982 → 07.1990 | XU 9S B 15 |
| 205 | | | | 305 1.9 D 10.1982 → 07.1990 XUD 9 (47 kW) D 20 | | | |
| 205 1.0 | 10.1987 → 09.1998 | TU 9M/Z | B | 1 | 306 | | |
| 205 1.0i | 07.1992 → 09.1998 | TU 9M | B | 1 | 306 1.1 | 07.1989 → 12.1993 | TU 1K B 2 |
| 205 1.1 | 02.1983 → 10.1987 | XW 7 | B | 2 | 306 1.1i | 01.1993 → 04.1997 | TU 1M B 2 |
| 205 1.1 | 10.1987 → 10.1989 | E1 A | B | 2 | 306 1.4 | 01.1993 → 05.1996 | TU 3.2/K B 4 |
| 205 1.1 | 10.1987 → 10.1990 | XW 7A | B | 2 | 306 1.4 | 01.1993 → 04.1997 | TU 3 B 4 |
| 205 1.1 | 10.1987 → 12.1990 | TU 1 | B | 2 | 306 1.4 | 01.1993 → 04.1997 | TU 3-2 B 4 |
| 205 1.1i | 07.1989 → 09.1998 | TU 1M | B | 2 | 306 1.4i | 01.1993 → 04.1997 | TU 3MC B 4 |
| 205 1.4 | 06.1987 → 12.1989 | TU 3S | B | 4 | 306 1.4i | 09.1996 → 10.2003 | TU 3JP B 4 |
| 205 1.4 | 06.1987 → 12.1994 | TU 3A/K | B | 4 | 306 1.8i | 01.1993 → 10.2003 | XU 7JP B 19 |
| 205 1.4 | 06.1987 → 12.1994 | TU 3K.1A | B | 4 | 306 1.8i | 01.1993 → 10.2003 | XU 7JPK B 17 |
| 205 1.4 | 10.1987 → 12.1994 | TU 3 | B | 4 | 306 1.8i | 05.1993 → 10.2003 | XU 7JPZ B 19 |
| 205 1.4 | 10.1987 → 12.1994 | TU 3A (44 kW) | B | 4 | 306 1.8i 16V | 05.1997 → 10.2003 | XU 7JP4 B 18 |
| 205 1.4i | 07.1988 → 09.1998 | TU 3M | B | 4 | 306 1.8 D | 05.1993 → 10.2003 | XUD 7 D 11 |
| 205 1.4i | 06.1991 → 12.1994 | TU 3FM | B | 4 | 306 1.9 D | 05.1993 → 04.1997 | XUD 9Y D 20 |
| 205 1.4i | 09.1992 → 09.1998 | TU 3MC | B | 4 | 306 1.9 D | 05.1993 → 10.2003 | XUD 9A D 20 |
| 205 1.6 | 02.1983 → 09.1998 | XU 51C | B | 17 | 306 1.9 D | 05.1993 → 10.2003 | XUD 9B D 20 |
| 205 1.6i | 10.1983 → 10.1987 | XU 5J | B | 17 | 306 1.9 D | 09.1998 → 10.2003 | DW8 D 13 |
| 205 1.6i | 10.1985 → 09.1998 | XU 5JA | B | 17 | 306 1.9 D | 09.1999 → 10.2003 | DW8 B D 13 |
| 205 1.6i | 11.1990 → 09.1998 | XU 5M | B | 17 | 306 1.9 TD | 05.1993 → 10.2003 | XUD 9TE D 21 |
| 205 1.8 D | 10.1983 → 09.1998 | XUD 7 | D | 11 | 306 1.9 TD | 06.1998 → 10.2003 | XUD 9BSD D 21 |
| 205 1.8 TD | 01.1990 → 09.1998 | XUD 7T | D | 12 | 306 2.0i 16V | 05.1997 → 10.2003 | XU 10J4R B 32 |
| 205 1.9i | 10.1986 → 10.1994 | XU 9J1 | B | 17 | 306 2.0i 16V | 05.1997 → 10.2003 | XU 10J4RZ B 32 |
| 205 1.9i | 10.1986 → 09.1998 | XU 9C | B | 16 | 306 2.0 HDi | 06.1999 → 10.2003 | DW10 TD D 28 |
| 205 1.9i | 10.1986 → 09.1998 | XU 9JA/K | B | 16 | 307 | | |
| 205 1.9i | 10.1987 → 05.1989 | XU 9C | B | 16 | 307 1.4i | 01.2002 → 02.2005 | TU 3JP B 4 |
| 205 1.9i | 10.1987 → 10.1994 | XU 9JAZ | B | 17 | 307 1.4 HDi | 01.2002 → 02.2005 | DV4TD (8HS) D 3 |
| 205 1.9i | 1988 → 07.1995 | XU 9J2 | B | 15 | 307 1.6i 16V | 01.2002 → 12.2008 | TU 5JP4 B 10 |
| 205 1.9 D | 10.1987 → 09.1998 | XUD 9 (47 kW) | D | 20 | 307 1.6 HDi 16V | 02.2004 → | DV6TED4 D 6 |
| 205 1.9 D | 10.1987 → 09.1998 | XUD 9Y | D | 20 | 307 1.6 HDi 16V | 03.2005 → 12.2008 | DV6ATED4 D 6 |
| 206 | | | | 307 2.0i 16V 01.2002 → 02.2005 EW10 J4 B 24 | | | |
| 206 1.4i | 06.1998 → 12.2005 | TU 3JP | B | 4 | 307 2.0i 16V | 03.2005 → 12.2008 | EW10 A B 25 |
| 206 1.4 HDi | 09.2001 → | DV4TD (8HS) | D | 3 | 307 2.0 HDi | 08.2000 → 05.2005 | DW10 TD D 28 |
| 206 1.6i 16V | 03.2000 → | TU 5JP4 | B | 10 | 307 2.0 HDi | 01.2002 → 02.2005 | DW10 ATED3 D 28 |
| 206 1.6 HDi 16V | 05.2004 → | DV6TED4 | D | 6 | 307 2.0 HDi 16V | 10.2003 → 12.2008 | DW10BTED4 D 31 |
| 206 1.9 D | 06.1998 → | DW8 | D | 13 | 307 CC | | |
| 206 1.9 D | 02.1999 → | DW8 B | D | 13 | 307 CC 1.6i 16V | 06.2003 → 12.2008 | TU 5JP4 B 10 |
| 206 2.0i 16V | 01.1999 → 10.2000 | RFR | B | 24 | 307 CC 2.0 HDi 16V | 06.2005 → 12.2008 | DW10BTED4 D 31 |
| 206 2.0i 16V | 01.1999 → | EW10 J4 | B | 24 | 307 CC 2.0i 16V | 06.2003 → 02.2005 | EW10 J4 B 24 |
| 206 2.0 HDi | 04.1999 → | DW10 TD | D | 28 | 307 CC 2.0i 16V | 06.2005 → 12.2008 | EW10 A B 25 |
| 206 2.0 HDi | 12.1999 → | RHY | D | 28 | 308 | | |
| 206 CC | | | | 308 1.6i 16V 09.2007 → TU 5JP4 B 10 | | | |
| 206 CC 1.6 HDi 16V | 05.2004 → | DV6TED4 | D | 6 | 308 1.6 HDi 16V | 09.2007 → | DV6ATED4 D 6 |
| 206+ | | | | 308 1.6 HDi 16V 09.2007 → DV6TED4 D 6 | | | |
| 206+ 1.4 HDi | 03.2009 → | DV4TD (8HS) | D | 3 | 308 2.0i 16V | 09.2007 → | EW10 A B 25 |
| 206+ 1.4 HDi | 03.2009 → | 8 HX | D | 3 | 308 2.0 HDi 16V | 09.2007 → | DW10BTED4 D 31 |
| 206+ 1.4i | 03.2009 → | TU 3A (54 kW) | B | 4 | 309 | | |

|  | |  | Pos |  | |  | Pos | | |
|---|-------------------|---|-----|--|-------------------------|---|---------------|---|----|
| 309 1.1 | 10.1985 → 12.1991 | E1 A | B | 2 | 406 1.9 TD | 10.1996 → 04.1999 | XUD 9BTF | D | 21 |
| 309 1.1 | 07.1989 → 12.1993 | TU 1K | B | 2 | 406 1.9 TD | 10.1996 → 04.1999 | XUD 9SE | D | 21 |
| 309 1.4 | 01.1988 → 12.1993 | TU 3A (44 kW) | B | 4 | 406 2.0i 16V | 10.1995 → 09.1999 | XU 10J4R | B | 32 |
| 309 1.4 | 01.1989 → 01.1992 | TU 3S | B | 4 | 406 2.0i 16V | 10.1995 → 02.2005 | RFR | B | 24 |
| 309 1.4 | 07.1989 → 12.1993 | TU 3 | B | 4 | 406 2.0i 16V | 04.1999 → 02.2005 | EW10 J4 | B | 24 |
| 309 1.4i | 10.1988 → 12.1993 | TU 3FM | B | 4 | 406 2.0 HDi | 10.1998 → 06.2004 | DW10 ATED3 | D | 28 |
| 309 1.4i | 10.1988 → 12.1993 | TU 3MC | B | 4 | 406 2.0 HDi | 04.1999 → 06.2004 | DW10 TD | D | 28 |
| 309 1.6 | 10.1985 → 12.1990 | XU 51C | B | 17 | 406 2.1 TD 12V | 12.1995 → 03.1999 | XUD 11BTE | D | 27 |
| 309 1.6 | 07.1988 → 12.1993 | XU 52C (53 kW) | B | 17 | 406 2.2 HDi 16V | 03.2000 → 02.2005 | DW12TED4 | D | 29 |
| 309 1.6i | 11.1985 → 09.1988 | XU 5J | B | 17 | 407 | | | | |
| 309 1.6i | 11.1985 → 12.1993 | XU 5JA | B | 17 | 407 1.6 HDi 16V | 05.2004 → | DV6TED4 | D | 6 |
| 309 1.6i | 07.1988 → 12.1993 | XU 52C (65 kW) | B | 17 | 407 2.0i 16V | 05.2004 → | EW10 J4 | B | 24 |
| 309 1.6i | 07.1989 → 12.1993 | XU 5M | B | 17 | 407 2.0i 16V | 10.2005 → | EW10 A | B | 25 |
| 309 1.6i | 07.1989 → 12.1993 | XU 52C B2 A | B | 17 | 407 2.0 HDi 16V | 05.2004 → | DW10BTED4 | D | 31 |
| 309 1.8 D | 07.1989 → 12.1993 | XUD 7 | D | 11 | 504 | | | | |
| 309 1.8 TD | 11.1989 → 12.1993 | XUD 7T | D | 12 | 504 1.8 | 01.1971 → 12.1989 | XM 7 | B | 23 |
| 309 1.9i | 10.1985 → 07.1989 | XU 9S | B | 15 | 504 1.8 | 04.1971 → 1981 | XM 7P | B | 23 |
| 309 1.9i | 10.1985 → 12.1993 | XU 9C | B | 16 | 504 1.9 D | 04.1971 → 06.1987 | XD 4.88 | D | 38 |
| 309 1.9i | 03.1986 → 12.1993 | XU 9J1 | B | 17 | 504 2.0 | 01.1971 → 12.1989 | XN 1 | B | 35 |
| 309 1.9i | 10.1986 → 12.1993 | XU 9JA/K | B | 16 | 504 2.0i | 01.1971 → 08.1984 | XN 2 | B | 35 |
| 309 1.9i | 07.1988 → 12.1993 | XU 9JAZ | B | 17 | 504 2.0 D | 01.1971 → 12.1990 | XD P 4.88 | D | 38 |
| 309 1.9i | 07.1988 → 12.1993 | XU 9M | B | 17 | 504 2.1 D | 10.1970 → 12.1990 | XD 4.90 | D | 39 |
| 309 1.9i 16V | 02.1990 → 12.1993 | XU 9J4 | B | 17 | 504 2.3 D | 08.1976 → 12.1989 | XD 2 | D | 44 |
| 309 1.9 D | 06.1986 → 07.1989 | XUD 9K | D | 20 | 504 2.5 D | 07.1987 → 12.1989 | XD 3 | D | 45 |
| 309 1.9 D | 06.1986 → 12.1993 | XUD 9 (47 kW) | D | 20 | 505 | | | | |
| 309 1.9 D | 06.1986 → 12.1993 | XUD 9Y | D | 20 | 505 1.8 | 05.1979 → 10.1985 | XM 7 | B | 23 |
| 309 1.9 D | 07.1989 → 12.1993 | XUD 9B | D | 20 | 505 1.8 | → 12.1993 | XM 7T | B | 23 |
| 404 | | | | | 505 2.0 | 05.1979 → 12.1993 | XN 1 | B | 35 |
| 404 1.6 | 1962 → 09.1972 | XC5 A | B | 22 | 505 2.0i | 08.1979 → 12.1989 | ZEJ | B | 36 |
| 404 1.9 D | 01.1963 → 1975 | XD 88 | D | 38 | 505 2.2i | 05.1981 → 10.1984 | ZDJK | B | 37 |
| 404 2.0 D | 01.1971 → 10.1975 | XD P 4.88 | D | 38 | 505 2.2i | 08.1983 → 12.1993 | ZDJL | B | 36 |
| 405 | | | | | 505 2.3 D | 09.1979 → 09.1986 | XD 2 | D | 44 |
| 405 1.4 | 07.1988 → 12.1992 | TU 3A (44 kW) | B | 4 | 505 2.3 TD | 09.1980 → 06.1986 | XD 2S | D | 45 |
| 405 1.4 | 07.1989 → 06.1988 | TU 3 | B | 4 | 505 2.5 D | 06.1981 → 12.1993 | XD 3 | D | 45 |
| 405 1.4 | 06.1992 → 04.1997 | TU 3.2/K | B | 4 | 505 2.5 D | 06.1981 → 12.1993 | XD 3P | D | 46 |
| 405 1.4i | 06.1992 → 04.1997 | TU 3MC | B | 4 | 505 2.5 TD | 10.1983 → 12.1993 | XD 3T | D | 47 |
| 405 1.6 | 07.1987 → 12.1992 | XU 51C | B | 17 | 505 2.5 TD | 10.1986 → 12.1993 | XD 3TE | D | 47 |
| 405 1.6i | 07.1987 → 12.1992 | XU 52C B2 A | B | 17 | 604 | | | | |
| 405 1.6i | 07.1987 → 04.1997 | XU 52C (65 kW) | B | 17 | 604 2.3 TD | 02.1979 → 06.1983 | XD 2S | D | 45 |
| 405 1.6i | 07.1989 → 04.1997 | XU 5M | B | 17 | 604 2.5 TD | 06.1983 → 06.1986 | XD 3T | D | 47 |
| 405 1.6i | 09.1994 → 04.1997 | XU 5JP | B | 17 | 604 2.5 TD | 10.1986 → 12.1993 | XD 3TE | D | 47 |
| 405 1.8i | 06.1992 → 04.1997 | XU 7JP | B | 19 | 605 | | | | |
| 405 1.8i | 06.1992 → 04.1997 | XU 7JP4 | B | 18 | 605 2.0i 16V | 07.1994 → 05.1999 | XU 10J4R | B | 32 |
| 405 1.8i | 08.1992 → 10.1995 | XU 7JPZ | B | 19 | 605 2.1 TD 12V | 06.1989 → 10.1996 | XUD 11ATE | D | 26 |
| 405 1.8 D | 10.1990 → 12.1992 | XUD 7 | D | 11 | 605 2.1 TD 12V | 07.1994 → 05.1999 | XUD 11BTE | D | 27 |
| 405 1.8 TD | 03.1988 → 12.1992 | XUD 7TE | D | 12 | 605 2.4 TD | 07.1994 → 05.1999 | DK5 ATE | D | 41 |
| 405 1.8 TD | 10.1990 → 12.1992 | XUD 7TEY | D | 12 | 607 | | | | |
| 405 1.9i | 07.1987 → 12.1992 | XU 9J1 | B | 17 | 607 2.0i 16V | 03.2000 → 11.2004 | EW10 J4 | B | 24 |
| 405 1.9i | 07.1987 → 04.1997 | XU 9C | B | 16 | 607 2.0 HDi | 03.2000 → | DW10 ATED3 | D | 28 |
| 405 1.9i | 07.1987 → 04.1997 | XU 9J2 | B | 15 | 607 2.0 HDi 16V | 12.2005 → | DW10BTED4 | D | 31 |
| 405 1.9i | 07.1988 → 12.1992 | XU 9JAZ | B | 17 | 607 2.2 HDi Biturbo 16V | 03.2000 → | DW12TED4 | D | 29 |
| 405 1.9i | 07.1988 → 12.1992 | XU 9M | B | 17 | 806 | | | | |
| 405 1.9i 16V | 07.1987 → 12.1992 | XU 9J4 | B | 17 | 806 1.8i | 07.1995 → 08.2002 | XU 7JP | B | 19 |
| 405 1.9 D | 03.1988 → 12.1992 | XUD 9B | D | 20 | 806 1.8i | 07.1995 → 08.2002 | XU 7JPZ | B | 19 |
| 405 1.9 D | 03.1988 → 04.1997 | XUD 9A | D | 20 | 806 1.9 TD | 12.1994 → 08.2002 | XUD 9TE | D | 21 |
| 405 1.9 D | 07.1988 → 09.1992 | XUD 9K | D | 20 | 806 1.9 TD | 12.1994 → 08.2002 | XUD 9TF | D | 21 |
| 405 1.9 D | 07.1988 → 04.1997 | XUD 9Y | D | 20 | 806 1.9 TD | 05.1997 → 08.2002 | XUD 9BTF | D | 21 |
| 405 1.9 TD | 06.1992 → 04.1997 | XUD 9TE | D | 21 | 806 2.0i 16V | 05.1998 → 09.2000 | XU 10J4R | B | 32 |
| 405 1.9 TD | 07.1996 → 10.1996 | XUD 9SD | D | 21 | 806 2.0i 16V | 09.2000 → 08.2002 | EW10 J4 | B | 24 |
| 405 2.0i | → 04.1997 | XU 9S | B | 15 | 806 2.0 HDi | 08.1999 → 08.2002 | DW10 ATED3 | D | 28 |
| 406 | | | | | 806 2.1 TD 12V | 04.1996 → 08.2000 | XUD 11BTE | D | 27 |
| 406 1.6i | 10.1995 → 06.2004 | XU 5JP | B | 17 | 807 | | | | |
| 406 1.6i | 07.1996 → 09.1997 | XU 5JPZ | B | 17 | 807 2.0i 16V | 06.2002 → | EW10 J4 | B | 24 |
| 406 1.8i | 12.1995 → 03.1999 | XU 7JP | B | 19 | 807 2.0i 16V | 10.2005 → | EW10 A | B | 25 |
| 406 1.8i | 09.1997 → 06.2004 | XU 7JB | B | 19 | 807 2.0 HDi 16V | 12.2005 → | DW10BTED4 | D | 31 |
| 406 1.8i 16V | 10.1995 → 06.2004 | XU 7JP4 | B | 18 | 807 2.2 HDi 16V | 06.2002 → | DW12TED4 | D | 29 |
| 406 1.9 TD | 12.1995 → 03.1999 | XUD 9TE | D | 21 | 1007 | | | | |
| 406 1.9 TD | 01.1996 → 04.1999 | XUD 9TF | D | 21 | 1007 1.4i | 10.2004 → 03.2008 | TU 3A (54 kW) | B | 4 |
| 406 1.9 TD | 06.1996 → 03.1999 | XUD 9SD | D | 21 | 1007 1.4i | 10.2004 → 03.2008 | TU 3JP | B | 4 |

P



| | | | Pos | | | | Pos | | |
|-----------------------|-------------------|---------------|-----|----|------------------------|-------------------|----------|---|----|
| 1007 1.4 HDI | 10.2004 → 03.2008 | DV4TD (8HS) | D | 3 | J 7 2.1 D | 10.1970 → 10.1978 | XD 4.90 | D | 39 |
| 1007 1.6i 16V | 10.2004 → 03.2008 | TU 5JP4 | B | 10 | J9-SERIES | | | | |
| 1007 1.6 HDi 16V | 01.2007 → 03.2008 | DV6TED4 | D | 6 | J9 2.0 | 03.1980 → 06.1987 | XN 1P | B | 35 |
| 3008 | | | | | J9 2.0 | 09.1981 → 12.1993 | XN 1T | B | 35 |
| 3008 1.6 HDi 16V | 01.2010 → | DV6TED4 | D | 6 | J9 2.0 | 07.1987 → 12.1993 | XN 1TA | B | 35 |
| 5008 | | | | | J9 2.1 D | 10.1980 → 06.1987 | XD 4.90 | D | 39 |
| 5008 1.6 HDi 16V | 09.2009 → | DV6TED4 | D | 6 | J9 2.3 D | 09.1976 → 12.1980 | XD 94 | D | 44 |
| BOXER | | | | | J9 2.3 D | 10.1980 → 10.1982 | XD 2P | D | 44 |
| Boxer 1.9 D | 02.1994 → 02.2002 | XUD 9A | D | 20 | J9 2.3 D | 10.1980 → 09.1987 | XD 2 | D | 44 |
| Boxer 1.9 D | 02.1994 → 02.2002 | XUD 9AU | D | 20 | J9 2.5 D | 09.1981 → 12.1993 | CRD 93 L | D | 43 |
| Boxer 1.9 D | 08.1994 → 02.2002 | XUD 9B | D | 20 | J9 2.5 D | 07.1982 → 06.1987 | XD 3P | D | 46 |
| Boxer 1.9 TD | 02.1994 → 02.2002 | XUD 9TE | D | 21 | PARTNER | | | | |
| Boxer 1.9 TD | 02.1994 → 02.2002 | XUD 9UTF | D | 21 | Partner 1.1i | 07.1996 → 08.2002 | TU 1M | B | 2 |
| Boxer 2.5 D | 02.1994 → 02.2002 | DJ5 | D | 40 | Partner 1.4 | 11.1996 → 08.2002 | TU 3-2 | B | 4 |
| Boxer 2.5 TD | 07.1994 → 04.2002 | DJ5 T | D | 41 | Partner 1.4i | 07.1996 → | TU 3JP | B | 4 |
| Boxer 2.5 DI TD | 10.1996 → 02.2002 | DJ5 TED | D | 42 | Partner 1.6 HDi 16V | 07.2005 → | DV6TED4 | D | 6 |
| Boxer 2.8 HDi | 09.2000 → 02.2002 | 8140.43S.4030 | D | 48 | Partner 1.6 HDi 16V | 10.2005 → | DV6ATED4 | D | 6 |
| BOXER II | | | | | Partner 1.6 HDi 16V | 01.2007 → | DV6UTED4 | D | 6 |
| Boxer II 2.0 HDi | 02.2002 → | DW10 TD | D | 28 | Partner 1.6i 16V | 09.2000 → | TU 5JP4 | B | 10 |
| Boxer II 2.2 HDi 16V | 02.2002 → 06.2006 | DW12UTED | D | 30 | Partner 1.8i | 03.1997 → 08.2002 | XU 7JB | B | 19 |
| Boxer II 2.2 HDi 16V | 02.2002 → | DW12TED | D | 30 | Partner 1.8 D | 07.1996 → 08.2002 | XUD 7 | D | 11 |
| Boxer II 2.8 HDi | 02.2002 → | 8140.43S.4030 | D | 48 | Partner 1.9 D | 06.1996 → 07.1998 | XUD 9B | D | 20 |
| BOXER III | | | | | Partner 1.9 D | 07.1996 → 08.2002 | XUD 9A | D | 20 |
| Boxer III 2.2 HDi | 07.2006 → | 4HU (P22DTE) | D | 33 | Partner 1.9 D | 07.1996 → 08.2002 | XUD 9AY | D | 13 |
| Boxer III 2.2 HDi | 07.2006 → | 4HV (P22DTE) | D | 33 | Partner 1.9 D | 11.1998 → 08.2002 | DW8 | D | 13 |
| Boxer III 3.0 HDi | 07.2006 → | F1 CE 0481 D | D | 49 | Partner 1.9 D | 12.2002 → | DW8 B | D | 13 |
| Boxer III 3.0 HDi | 07.2006 → | F30DT | D | 49 | Partner 2.0 HDi | 12.1999 → 08.2005 | DW10 TD | D | 28 |
| BIPPER | | | | | PARTNER TEPEE | | | | |
| Bipper 1.4i | 02.2008 → | TU 3A (54 kW) | B | 4 | Partner Tepee 1.6i 16V | 05.2008 → | TU 5JP4 | B | 10 |
| Bipper 1.4 HDi | 02.2008 → | DV4TD (8HS) | D | 3 | Partner Tepee 1.6 HDi | 05.2008 → | DV6UTED4 | D | 6 |
| Bipper 1.4 HDi | 02.2008 → | DV4TED | D | 3 | 16V | | | | |
| EXPERT | | | | | RANCH | | | | |
| Expert 1.6i | 09.1995 → | 220 A2.000 | B | 34 | Ranch 1.4i | 07.1997 → | TU 3JP | B | 4 |
| Expert 1.6i | 02.1996 → | XU 5JPZ | B | 17 | Ranch 1.9 D | 07.1997 → 10.1998 | XUD 9A | D | 20 |
| Expert 1.6 HDi 16V | 01.2007 → | DV6UTED4 | D | 6 | Ranch 1.9 D | 11.1998 → | DW8 | D | 13 |
| Expert 1.8i | 09.1996 → | XU 7JP | B | 19 | | | | | |
| Expert 1.9 D | 09.1995 → | XUD 9AU | D | 20 | | | | | |
| Expert 1.9 D | 04.1998 → | XUD 9A | D | 20 | | | | | |
| Expert 1.9 D | 06.1998 → | DW8 | D | 13 | | | | | |
| Expert 1.9 D | 06.1998 → | DW8 B | D | 13 | | | | | |
| Expert 1.9 D | 09.1998 → | XUD 9B | D | 20 | | | | | |
| Expert 1.9 TD | 09.1995 → | XUD 9TE | D | 21 | | | | | |
| Expert 1.9 TD | 02.1996 → | XUD 9ATF | D | 21 | | | | | |
| Expert 1.9 TD | 02.1996 → | XUD 9TF | D | 21 | | | | | |
| Expert 2.0i 16V | 03.2000 → | EW10 J4 | B | 24 | | | | | |
| Expert 2.0i 16V | 01.2007 → | EW10 A | B | 25 | | | | | |
| Expert 2.0 HDi | 10.1999 → | DW10 ATED3 | D | 28 | | | | | |
| Expert 2.0 HDi | 10.1999 → | DW10 BTED | D | 28 | | | | | |
| Expert 2.0 HDi 16V | 01.2007 → | DW10BTED4 | D | 31 | | | | | |
| EXPERT TEPEE | | | | | | | | | |
| Expert Tepee 1.6 HDi | 01.2007 → | DV6UTED4 | D | 6 | | | | | |
| 16V | | | | | | | | | |
| Expert Tepee 2.0i 16V | 01.2007 → | EW10 A | B | 25 | | | | | |
| J5-SERIES | | | | | | | | | |
| J5 1.8 | 09.1981 → 12.1993 | XM 7T | B | 23 | | | | | |
| J5 1.9 D | 11.1987 → 12.1993 | XUD 9A | D | 20 | | | | | |
| J5 1.9 D | 11.1987 → 12.1993 | XUD 9B | D | 20 | | | | | |
| J5 2.0 | 09.1981 → 12.1993 | XN 1T | B | 35 | | | | | |
| J5 2.0 | 07.1987 → 12.1993 | XN 1TA | B | 35 | | | | | |
| J5 2.5 D | 09.1981 → 09.1990 | CRD 93 | D | 43 | | | | | |
| J5 2.5 D | 09.1981 → 12.1993 | CRD 93 L | D | 43 | | | | | |
| J7-SERIES | | | | | | | | | |
| J 7 1.6 | 01.1965 → 09.1972 | XC5 A | B | 22 | | | | | |
| J 7 1.8 | 07.1970 → 09.1980 | XM 7P | B | 23 | | | | | |
| J 7 1.8 | 1971 → 1981 | XM 7 | B | 23 | | | | | |
| J 7 1.9 D | 01.1964 → | XD 88 | D | 38 | | | | | |
| J 7 1.9 D | 10.1967 → 10.1978 | XD P 4.88 | D | 38 | | | | | |
| J 7 1.9 D | 04.1971 → | XD 4.88 | D | 38 | | | | | |
| J 7 2.1 D | 08.1968 → 07.1977 | XD P 4.90 | D | 39 | | | | | |



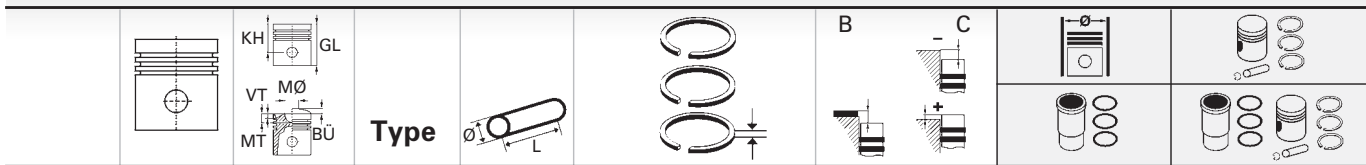
| | | | | | | | | | | |
|----------------|-------------------|-----------|--------|---------------------|------|----------------|-------------------|-------|----------|--|
| 1 | | 70 | | | | | | | | |
| TU 9M | 07.1992 → 05.2005 | B | 4 | 954 cm ³ | 2V | 33-37 kW | (45-50 PS) | 9,4:1 | 62,00 mm | |
| TU 9M/Z | 10.1987 → 09.1998 | B | 4 | 954 cm ³ | 2V | 31-33 kW | (42-45 PS) | 9,4:1 | 62,00 mm | |
| | N Cyl. | A=79,5 | C=89,2 | L=122 | H=85 | 1 SC 79 x 1,25 | 89 438 110 | | | |


| | | | | | | | | | | |
|--------------|-------------------|-----------|--------|----------------------|------|------------------|-------------------|-------|----------|--|
| 2 | | 72 | | | | | | | | |
| E1 A | 10.1985 → 12.1991 | B | 4 | 1124 cm ³ | 2V | 40-41 kW | (54-56 PS) | 9,4:1 | 69,00 mm | |
| TU 1 | 10.1987 → 04.1996 | B | 4 | 1124 cm ³ | 2V | 34-40 kW | (46-54 PS) | 9,4:1 | 69,00 mm | |
| TU 1K | 07.1989 → 04.1996 | B | 4 | 1124 cm ³ | 2V | 40-44 kW | (54-60 PS) | 9,2:1 | 69,00 mm | |
| TU 1M | 07.1989 → 05.2005 | B | 4 | 1124 cm ³ | 2V | 40-44 kW | (54-60 PS) | 9,2:1 | 69,00 mm | |
| XW 3 | 07.1976 → 08.1982 | B | 4 | 1124 cm ³ | 2V | 42 kW | (57 PS) | 9,2:1 | 69,00 mm | |
| XW 3S | 08.1975 → 06.1980 | B | 4 | 1124 cm ³ | 2V | 49 kW | (67 PS) | 9,2:1 | 69,00 mm | |
| XW 7 | 08.1979 → 06.1988 | B | 4 | 1124 cm ³ | 2V | 36 kW | (49 PS) | 9,7:1 | 69,00 mm | |
| XW 7A | 10.1987 → 10.1990 | B | 4 | 1124 cm ³ | 2V | 36 kW | (49 PS) | 9,7:1 | 69,00 mm | |
| | N Cyl. | A=79,5 | C=89,2 | L=122,5 | H=85 | 1 FP 77,2 x 1,25 | 89 194 110 | | | |

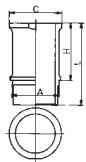
| | | | | | | | | | | |
|--------------------|--------------|---|------------|----------------------|-----------------------------------|-------------------|----------------------------------|--|----------|--|
| 3 | | 73,7 | | | | | | | | |
| DV4TD (8HS) | 09.2001 → | D (LA) | 4 | 1398 cm ³ | 2V | 40-50 kW | (54-68 PS) | 17,9:1 | 82,00 mm | |
| DV4TED | 02.2008 → | D (LA) | 4 | 1398 cm ³ | 2V | 50 kW | (68 PS) | 17,9:1 | 82,00 mm | |
| 8 HX | 03.2009 → | D (LA) | 4 | 1398 cm ³ | 2V | 50 kW | (68 PS) | 17,9:1 | 82,00 mm | |
| | 4 074 127 | KH 42,94 VT1 -1,55 MT -14,7 MØ 37,16 GL 65,44 | RTK TPL | 25 60 | 1 T6 2,5 1 M 1,95 1 DSF 2,5 | CK G6 G3 CR | 73,71 74,21 | 40 469 600 [1] 40 469 610 [1] | | |

| | | | | | | | | | |
|-----|---|--|---|--|--|--|--|--|--|
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | | |
|-----|---|--|---|--|--|--|--|--|--|

| | | | | | | | | | |
|---|--|---|---------|--------|--|--|--|--|--|
| | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor ширина | | | | | | | |
| 1 | | 1,35 | +0,771 | +0,820 | | | | | |
| 2 | | 1,25 | +0,6115 | +0,720 | | | | | |
| 3 | | 1,30 | +0,721 | +0,770 | | | | | |
| 4 | | 1,40 | +0,821 | +0,870 | | | | | |
| 5 | | 1,45 | +0,871 | +0,977 | | | | | |



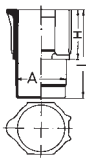
| 4 | |  75 | |
|----------------------|-------------------|---|---|
| TU 3 | 10.1987 → 04.1997 | B | 4 1361 cm ³ 2V 44-47 kW (60-64 PS) 9,3:1 77,00 mm |
| TU 3A (44 kW) | 10.1987 → 12.1994 | B | 4 1361 cm ³ 2V 44-50 kW (60-68 PS) 9,3:1 77,00 mm |
| TU 3A (54 kW) | 10.2004 → | B | 4 1361 cm ³ 2V 54 kW (73 PS) 10,2:1 77,00 mm |
| TU 3A/K | 06.1987 → 12.1994 | B | 4 1361 cm ³ 2V 49-53 kW (67-72 PS) 9,3:1 77,00 mm |
| TU 3FJ2 | 09.1991 → 04.1996 | B | 4 1361 cm ³ 2V 69 kW (94 PS) 9,3:1 77,00 mm |
| TU 3FM | 10.1988 → 04.1996 | B | 4 1361 cm ³ 2V 55-58 kW (75-79 PS) 9,3:1 77,00 mm |
| TU 3FM2K | 09.1991 → 05.2005 | B | 4 1361 cm ³ 2V 55 kW (75 PS) 9,3:1 77,00 mm |
| TU 3JP | 05.1996 → | B | 4 1361 cm ³ 2V 54-55 kW (73-75 PS) 10,2:1 77,00 mm |
| TU 3K.1A | 06.1987 → 12.1994 | B | 4 1361 cm ³ 2V 48 kW (65 PS) 9,3:1 77,00 mm |
| TU 3M | 07.1988 → 09.1998 | B | 4 1361 cm ³ 2V 55-58 kW (75-79 PS) 9,3:1 77,00 mm |
| TU 3MC | 10.1988 → 09.1998 | B | 4 1361 cm ³ 2V 55 kW (75 PS) 9,3:1 77,00 mm |
| TU 3S | 06.1987 → 01.1992 | B | 4 1361 cm ³ 2V 62 kW (85 PS) 9,3:1 77,00 mm |
| TU 3-2 | 01.1993 → 08.2002 | B | 4 1361 cm ³ 2V 51-55 kW (69-75 PS) 9,3:1 77,00 mm |
| TU 3.2/K | 09.1991 → 05.2005 | B | 4 1361 cm ³ 2V 55 kW (75 PS) 9,3:1 77,00 mm |
| TU 3.2TR/K | | B | 4 1391 cm ³ 2V 51-52 kW (69-71 PS) 9,3:1 77,00 mm |
| TU 3.2/Z | | B | 4 1361 cm ³ 2V 55 kW (75 PS) 9,3:1 77,00 mm |



N Cyl. A=79,5 C=89,2 L=135,4 H=90 1 FP 77,2 x 1,25


89 584 110
(89 322)

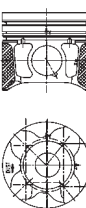
| 5 | |  75 | |
|---------------|-------------------|---|---|
| TUD 3Y | 09.1992 → 04.1996 | D | 4 1361 cm ³ 2V 37 kW (50 PS) 22:1 77,00 mm |



N Cyl. A=79,5 L=135,4 H=90,01 1 R 77,2 x 1,2

89 419 110

| 6 | |  75 | |
|------------------------|-----------|---|--|
| DV6ATED4 Euro 4 | 03.2005 → | D (LA) | 4 1560 cm ³ 4V 68 kW (92 PS) 17,6:1 88,30 mm |
| DV6TED4 Euro 4 | 02.2004 → | D (LA) | 4 1560 cm ³ 4V 80 kW (109 PS) 17,6:1 88,30 mm |
| DV6UTED4 Euro 4 | 01.2007 → | D (LA) | 4 1560 cm ³ 4V 68 kW (92 PS) 18:1 88,30 mm |




4 KH 41,7 RTK 26 1 T6 3 PC G6
075 241 VT1 -1,16 TPL 61 1 NM 1,95 G3
MT -13,2 KKK 1 DSF 2,5 CR
MØ 41,7
GL 65,3

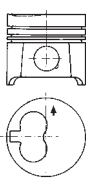
75,00

40 179 600

75,50

40 179 610

| 7 | |  77 | |
|--------------|-------------------|---|---|
| TUD 5 | 07.1994 → 05.2005 | D | 4 1527 cm ³ 2V 40-42 kW (54-57 PS) 23:1 82,00 mm |



4 KH 40,37 RTK 23 1 R 2 CK G6
077 082 MT -1,65 TPL 60 1 M 1,75 G3
GL 66,32 KKK 1 DSF 3 CR
KH 40,1 HKÜ
MT -1,65
GL 66,32

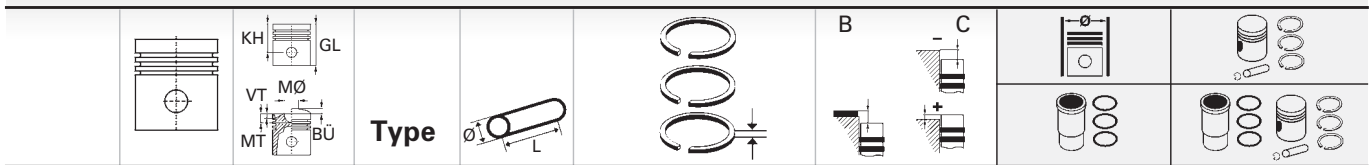
+1,04
+1,14

77,00

94 642 700

77,40

94 642 710



| | | | | | | | | | |
|---------------|-------------------|-----------|---|----------------------|----|----------|------------|-------|----------|
| 8 | | 78 | | | | | | | |
| XL 5 | 09.1970 → 07.1990 | B | 4 | 1290 cm ³ | 2V | 44-48 kW | (60-65 PS) | 8,8:1 | 67,50 mm |
| XL 5S | 08.1972 → 09.1975 | B | 4 | 1290 cm ³ | 2V | 55 kW | (75 PS) | 8,8:1 | 67,50 mm |
| XL 5TR | 11.1977 → 07.1990 | B | 4 | 1290 cm ³ | 2V | 44 kW | (60 PS) | 8,8:1 | 67,50 mm |

| | | | | | | | | | |
|--|---------|--------------------|-------|-----------------|------------------------------|-------------|--|-------------------|-------------------|
| | 4 | KH 36,1 GL 72,7 | | 20,5 68 K | 1 R 1,75 1 M 2 1 SLF 4 | CR G6 CR | | 78,00 | 93 272 600 |
| | 078 101 | | | | | | | | |
| | N Cyl. | A=83 | C=100 | L=133,5 | H=97,4 | | | 89 027 110 | 93 272 960 |

| | | | | | | | | | |
|--------------|-------------------|-----------|---|----------------------|----|----------|------------|-------|----------|
| 9 | | 78 | | | | | | | |
| XR 5 | 11.1977 → 07.1990 | B | 4 | 1472 cm ³ | 2V | 50-55 kW | (68-75 PS) | 9,2:1 | 77,00 mm |
| XR 5S | 11.1977 → 10.1983 | B | 4 | 1472 cm ³ | 2V | 64 kW | (86 PS) | 9,2:1 | 77,00 mm |

| | | | | | | | | | |
|--|--------|------|-------|---------|--------|--|--|-------------------|--|
| | N Cyl. | A=83 | C=100 | L=133,5 | H=97,4 | | | 89 027 110 | |
|--|--------|------|-------|---------|--------|--|--|-------------------|--|

| | | | | | | | | | |
|----------------|-----------|-------------|---|----------------------|----|-------|----------|------|----------|
| 10 | | 78,5 | | | | | | | |
| TU 5JP4 | 03.2000 → | B | 4 | 1587 cm ³ | 4V | 80 kW | (109 PS) | 11:1 | 82,00 mm |

| | | | | | | | | | |
|--|---------|----------------------------------|--|-------------------|----------------------------------|-------------|--|-------------------------------|--|
| | 4 | KH 32,35 BU +0,15 GL 50,15 | | 19,495 57 K | 1 R 1,2 1 NM 1,5 1 DSF 2,5 | PC ST G6 | | 78,509 79,00 | 40 161 600 40 161 610 |
| | 078 123 | | | | | | | | |

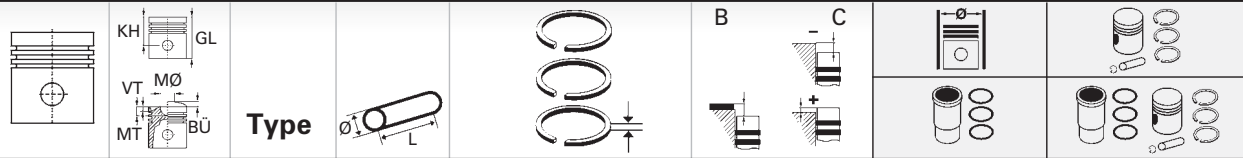
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|--------------|-------------------|-----------|---|----------------------|----|-------|---------|------|----------|
| 11 | | 80 | | | | | | | |
| XUD 7 | 10.1982 → 10.2003 | D | 4 | 1769 cm ³ | 2V | 44 kW | (60 PS) | 23:1 | 88,00 mm |


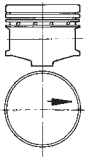
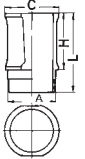

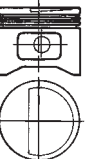
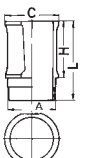

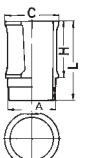
| | | | | | | | | | |
|--|---------|-----------------------------|------|------------|---------------------------|-------------|--|--|--|
| | 4 | KH 46,8 MT -2 GL 84,5 | | 25 69,8 | 1 R 2 1 M 2 1 DSF 3 | CR G6 CR | | 80,00 80,50 80,80 | 93 784 700 [1] 93 784 720 [1] 93 784 730 [1] |
| | 080 223 | | | | | | | | |
| | T Cyl. | A=83 | C=86 | L=154 | H=4,5 | | | 89 316 190 semi | 93 784 970 |

Fortsetzung nächste Seite / continued on next page / suite page suivante / continuación página próxima / Продолжение на следующей странице

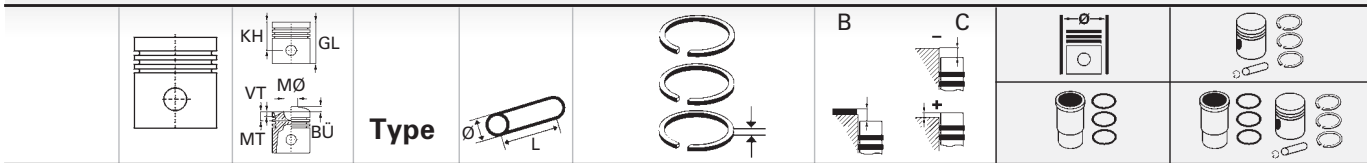


| | | | Type | | | | | |
|-----------------|---|--|---|--|---------|---------------|---------------------------|-------------------|
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | | Kolbenüberstand: piston protrusion: dépasement du piston: resalto del pistón: выступающая часть поршня: | | | | | |
| | Kerben notches repères muescas Надрезы | Stärke thickness épaisseur espesor Толщина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | |
| | 1 2 3 | 1,49 1,61 1,73 | only for Series +0,77 +0,77 | | | | | |
| 12 | 80 | | | | | | | |
| XUD 7T | 11.1989 → 09.1998 | D (A) | 4 | 1769 cm ³ | 2V | 57 kW | (78 PS) 22:1 | 88,00 mm |
| XUD 7TE | 03.1988 → 12.1992 | D (LA) | 4 | 1769 cm ³ | 2V | 64-66 kW | (88-90 PS) 22,5:1 | 88,00 mm |
| XUD 7TEY | 10.1990 → 12.1992 | D (A) | 4 | 1769 cm ³ | 2V | 66 kW | (90 PS) 22,5:1 | 88,00 mm |
| | T Cyl. | A=83 | C=86 | L=154 | H=4,5 | | 89 316 190 semi | |
| 13 | 82,2 | | | | | | | |
| DW8 | 06.1998 → | D | 4 | 1868 cm ³ | 2V | 51 kW | (69 PS) 23:1 | 88,00 mm |
| DW8 B | 06.1998 → | D | 4 | 1868 cm ³ | 2V | 51 kW | (69 PS) 23:1 | 88,00 mm |
| XUD 9AY | 07.1996 → 08.2002 | D | 4 | 1868 cm ³ | 2V | 50 kW | (68 PS) 23:1 | 88,00 mm |
| | T Cyl. | A=86 | | L=154 | | | 89 592 190 semi | |
| 14 | 83 | | | | | | | |
| XU 5S | 10.1982 → 07.1990 | B | 4 | 1581 cm ³ | 2V | 66-71 kW | (90-97 PS) 9,5:1 | 73,00 mm |
| | 4 | KH 37,5 MT -2,1 | 22 66 | 1 R 1,75 1 M 1,75 | CR G6 | | 83,00 | 93 846 800 |
| | 83V21 | GL 67,5 | K | 1 SLF 4 | CR | | | |
| | N Cyl. | A=88,6 | C=97 | L=141 | H=95,19 | 1 R 86 x 1,25 | 89 301 110 | 93 846 980 |



| 15 | |  83 | | | | | | | | | |
|---|-------------------|---|------|----------------------|--------------------------------|---------------|--------------|-------------------|-------------------------------|--|--|
| XU 9J2 | 07.1987 → 04.1997 | B | 4 | 1905 cm ³ | 2V | 89-92 kW | (121-125 PS) | 9,3:1 | 88,00 mm | | |
| XU 9S | 10.1982 → 04.1997 | B | 4 | 1905 cm ³ | 2V | 75-77 kW | (102-105 PS) | 9,3:1 | 88,00 mm | | |
|  | 4 | KH 37,5 GL 67,5 | | 22 66 K | 1 R 1,5 1 M 1,5 1 DSF 4 | MO G6 CR | | 83,00 | 91 774 600 (93 967) | | |
|  | N Cyl. | A=88,6 | C=97 | L=141 | H=95,19 | 1 R 86 x 1,25 | | 89 301 110 | | | |
| 16 | |  83 | | | | | | | | | |
| XU 9C | 10.1986 → 09.1998 | B | 4 | 1905 cm ³ | 2V | 93-95 kW | (126-129 PS) | 10,2:1 | 88,00 mm | | |
| XU 9C | 10.1982 → 04.1997 | B | 4 | 1905 cm ³ | 2V | 73-90 kW | (100-122 PS) | 9,3:1 | 88,00 mm | | |
| XU 9JA/K | 10.1986 → 09.1998 | B | 4 | 1905 cm ³ | 2V | 92-94 kW | (125-128 PS) | 9,2:1 | 88,00 mm | | |
|  | 4 | KH 37,5 MT -9 GL 67,5 | | 22 66 K | 1 R 1,5 1 NM 1,5 1 SLF 4 | MO G6 CR | | 83,00 | 90 382 700 | | |
|  | N Cyl. | A=88,6 | C=97 | L=141 | H=95,19 | 1 R 86 x 1,25 | | 89 301 110 | 90 382 970 | | |
| 17 | |  83 | | | | | | | | | |
| XU 5J | 10.1983 → 09.1988 | B | 4 | 1581 cm ³ | 2V | 76 kW | (103 PS) | 9,8:1 | 73,00 mm | | |
| XU 5JA | 10.1985 → 09.1998 | B | 4 | 1581 cm ³ | 2V | 84-90 kW | (115-122 PS) | 10,2:1 | 73,00 mm | | |
| XU 5JP | 09.1994 → 06.2004 | B | 4 | 1581 cm ³ | 2V | 65 kW | (88 PS) | 9,25:1 | 73,00 mm | | |
| XU 5JPZ | 02.1996 → | B | 4 | 1581 cm ³ | 2V | 58-66 kW | (79-90 PS) | 9,25:1 | 73,00 mm | | |
| XU 5M | 07.1989 → 09.1998 | B | 4 | 1581 cm ³ | 2V | 65 kW | (88 PS) | 9,3:1 | 73,00 mm | | |
| XU 51C | 10.1982 → 09.1998 | B | 4 | 1581 cm ³ | 2V | 53-59 kW | (72-80 PS) | 9,3:1 | 73,00 mm | | |
| XU 52C (53 kW) | 07.1988 → 12.1993 | B | 4 | 1581 cm ³ | 2V | 53-55 kW | (72-75 PS) | 8,6:1 | 73,00 mm | | |
| XU 52C (65 kW) | 07.1987 → 04.1997 | B | 4 | 1581 cm ³ | 2V | 65-68 kW | (88-92 PS) | 9,2:1 | 73,00 mm | | |
| XU 52C B2 A | 07.1987 → 12.1993 | B | 4 | 1581 cm ³ | 2V | 59-69 kW | (80-94 PS) | 8,95:1 | 73,00 mm | | |
| XU 7JPK | 01.1993 → 10.2003 | B | 4 | 1762 cm ³ | 2V | 70 kW | (95 PS) | 8,5:1 | 74,00 mm | | |
| XU 9JAZ | 10.1987 → 10.1994 | B | 4 | 1905 cm ³ | 2V | 88-90 kW | (120-122 PS) | 9,25:1 | 88,00 mm | | |
| XU 9J1 | 10.1982 → 10.1994 | B | 4 | 1905 cm ³ | 2V | 72-77 kW | (98-105 PS) | 8,4:1 | 88,00 mm | | |
| XU 9J4 | 07.1987 → 12.1993 | B | 4 | 1905 cm ³ | 4V | 116 kW | (158 PS) | 10,4:1 | 88,00 mm | | |
| XU 9M | 07.1988 → 12.1993 | B | 4 | 1905 cm ³ | 2V | 80 kW | (109 PS) | 9,2:1 | 88,00 mm | | |
|  | N Cyl. | A=88,6 | C=97 | L=141 | H=95,19 | 1 R 86 x 1,25 | | 89 301 110 | | | |

P



18 **83**

| | | | | | | | | | |
|----------------|--|------|---------------|-------------------------------|---------------|-------|-------------------|--------|-------------------|
| XU 7JP4 | 06.1992 → 06.2004 | B | 4 | 1762 cm ³ | 4V | 81 kW | (110 PS) | 10,4:1 | 81,40 mm |
| 4 083 098 | KH 33,3 VT1 -1,95 VT2 -2,00 MT -1 MØ 52 GL 56,3 | | 22 62 K | 1 R 1,5 1 NM 1,5 1 UF 3 | MO G6 | | 83,00 | | 94 742 700 |
| N Cyl. | A=88,6 | C=97 | L=141 | H=95,19 | 1 R 86 x 1,25 | | 89 301 110 | | 94 742 970 |

19 **83**

| | | | | | | | | | |
|----------------|--------------------------------|------|---------------|-------------------------------|---------------|----------|-------------------|--------|-------------------|
| XU 7JB | 03.1997 → 06.2004 | B | 4 | 1762 cm ³ | 2V | 66 kW | (90 PS) | 9,25:1 | 81,40 mm |
| XU 7JP | 06.1992 → | B | 4 | 1762 cm ³ | 2V | 73-76 kW | (99-103 PS) | 9,25:1 | 81,40 mm |
| XU 7JPZ | 08.1992 → 10.2003 | B | 4 | 1762 cm ³ | 2V | 74-76 kW | (101-103 PS) | 9,25:1 | 81,40 mm |
| 4 083 095 | KH 33,3 MT -4,13 GL 53,3 | | 22 62 K | 1 R 1,5 1 NM 1,5 1 UF 3 | MO G6 | | 83,00 | | 94 351 700 |
| N Cyl. | A=88,6 | C=97 | L=141 | H=95,19 | 1 R 86 x 1,25 | | 89 301 110 | | 94 351 970 |

20 **83**

| | | | | | | | | | |
|-----------------------|-------------------|---|---|----------------------|----|----------|------------|--------|--------------|
| XUD 9 (47 kW) | 10.1982 → 09.1998 | D | 4 | 1905 cm ³ | 2V | 47-52 kW | (64-71 PS) | 23,5:1 | 88,00 mm (1) |
| XUD 9A | 11.1987 → | D | 4 | 1905 cm ³ | 2V | 47-52 kW | (64-71 PS) | 23:1 | 88,00 mm (1) |
| XUD 9AU Euro 2 | 02.1994 → | D | 4 | 1905 cm ³ | 2V | 51 kW | (69 PS) | 23:1 | 88,00 mm |
| XUD 9B | 11.1987 → | D | 4 | 1905 cm ³ | 2V | 51 kW | (71 PS) | 23:1 | 88,00 mm (1) |
| XUD 9K | 06.1986 → 09.1992 | D | 4 | 1905 cm ³ | 2V | 47 kW | (64 PS) | 23,5:1 | 88,00 mm |
| XUD 9Y | 06.1986 → 09.1998 | D | 4 | 1905 cm ³ | 2V | 47-50 kW | (64-68 PS) | 23,5:1 | 88,00 mm |

(1) For engines with cam driven vacuum pump.

| | | | | | | | | | |
|--------------|-------------------------------|--|----------|---------------------------|-------------------|--|---------------------------|--|--------------------------|
| 4 083 031 | KH 46,8 MT -2,2 GL 84,3 | | 25 72 | 1 R 2 1 M 2 1 DSF 3 | CR G6 G3 CR | | 83,00 | | 93 648 700 [2] |
| T Cyl. | A=86 | | L=153,5 | | | | 83,50 | | 93 648 710 [2] |
| | | | | | | | 83,80 | | 93 648 720 [2] |
| | | | | | | | 89 184 190 semi | | 93 648 970 |

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| | | | Type | | B | C | | |
|-----|---|---|--|--|---|---|--|--|
| [2] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цил. | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor ширина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | |
| | 1 | 1,36 | +0,56 | +0,67 | | | | |
| | 2 | 1,40 | +0,68 | +0,71 | | | | |
| | 3 | 1,44 | +0,72 | +0,75 | | | | |
| | 4 | 1,48 | +0,76 | +0,79 | | | | |
| | 5 | 1,52 | +0,80 | +0,83 | | | | |

21



83

| | | | | | | | | | |
|----------|-------------------|--------|---|----------------------|----|----------|------------|--------|--------------|
| XUD 9ATF | 02.1996 → | D (LA) | 4 | 1905 cm ³ | 2V | 68 kW | (92 PS) | 21,8:1 | 88,00 mm |
| XUD 9BSD | 06.1998 → 10.2003 | D (LA) | 4 | 1905 cm ³ | 2V | 55 kW | (75 PS) | 21,8:1 | 88,00 mm |
| XUD 9BTF | 10.1996 → 08.2002 | D (LA) | 4 | 1905 cm ³ | 2V | 66 kW | (90 PS) | 21,8:1 | 88,00 mm |
| XUD 9SD | 06.1996 → 03.1999 | D (LA) | 4 | 1905 cm ³ | 2V | 51-55 kW | (71-75 PS) | 23:1 | 88,00 mm |
| XUD 9SE | 10.1996 → 04.1999 | D (A) | 4 | 1905 cm ³ | 2V | 55 kW | (75 PS) | 21,5:1 | 88,00 mm |
| XUD 9TE | 06.1992 → | D (LA) | 4 | 1905 cm ³ | 2V | 66-68 kW | (90-92 PS) | 21,8:1 | 88,00 mm (1) |
| XUD 9TF | 12.1994 → | D (LA) | 4 | 1905 cm ³ | 2V | 68 kW | (92 PS) | 21,8:1 | 88,00 mm |
| XUD 9UTF | 02.1994 → 02.2002 | D (LA) | 4 | 1905 cm ³ | 2V | 68 kW | (92 PS) | 21,8:1 | 88,00 mm |

(1) For engines with cam driven vacuum pump.

| | | | | | | | | | |
|--|---------|--------------------------------|-------------------|----------|-----------------------------|-------------------|----------------|--------------|--------------------------------------|
| | 4 | KH 46,8 MT -3,5 GL 79,3 | RTK LOX TPL | 28 68 | 1 T15 3 1 R 2 1 DSF 3 | MO G6 MO CR | +0,65 +0,77 | 83,00 | 94 786 700 [2] |
| | 083 059 | KH 46,65 MT -3,5 GL 79,3 | HKÜ HKÜ | | | | | 83,50 | 94 786 710 [2] |
| | | | | | | | | 83,80 | 94 786 720 [2] (93 141) |

P

[2]

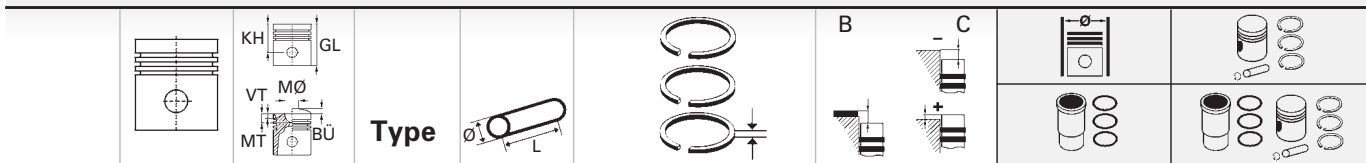
Zylinderkopfdichtung
cylinder head gasket
joint de culasse
junta de culata
Прокладка головки блока цил.Kolbenüberstand:
piston protrusion:
dépassement du piston:
resalto del pistón:
выступающая часть поршня:Kerben
notches
repères
muescas
надрезыStärke
thickness
épaisseur
espesor
ширинаgrößer als
more than
supérieur à
superior a
больше, чемkleiner als
less than
inférieur à
inferior a
меньше, чем4
5
6
7
81,36
1,40
1,44
1,48
1,52+ 0,56
+ 0,68
+ 0,72
+ 0,76
+ 0,80+ 0,67
+ 0,71
+ 0,75
+ 0,79
+ 0,83

22



84

| | | | | | | | | | |
|--------------|----------------|------|--------|----------------------|------|-------|---------|-------------------|----------|
| XC5 A | 1962 → 09.1972 | B | 4 | 1618 cm ³ | 2V | 53 kW | (72 PS) | 7,6:1 | 73,00 mm |
| | N Cyl. | A=93 | C=99,2 | L=135,6 | H=90 | | | 88 634 110 | |



| | | | | | | | | | | | | | |
|--------------|--|-------------------|---|---|----------------------|----|----------|------------|-------|----------|--|--|--|
| 23 | | 84 | | | | | | | | | | | |
| XM 7 | | 1971 → 12.1989 | B | 4 | 1796 cm ³ | 2V | 50-59 kW | (68-80 PS) | 7,5:1 | 81,00 mm | | | |
| XM 7P | | 07.1970 → 1981 | B | 4 | 1796 cm ³ | 2V | 48-55 kW | (65-75 PS) | 7,5:1 | 81,00 mm | | | |
| XM 7T | | 09.1981 → 12.1993 | B | 4 | 1796 cm ³ | 2V | 44-51 kW | (60-69 PS) | 7,5:1 | 81,00 mm | | | |

| | | | | | | | | | | | | | |
|--|---|---------------------|------|----------|-----------------------------|-------------|--|-------------------|--|-------------------|--|--|--|
| | 4 | KH 37,8 GL 70,25 | | 23 70 | 1 R 1,5 1 M 2 1 SLF 4 | CR G6 CR | | 84,00 | | 92 409 700 | | | |
| | | N Cyl. | A=93 | C=99,2 | L=135,6 | H=90 | | 88 634 110 | | 92 409 970 | | | |

| | | | | | | | | | | | | | |
|----------------|--|-------------------|---|---|----------------------|----|-----------|--------------|--------|----------|--|--|--|
| 24 | | 85 | | | | | | | | | | | |
| EW10 J4 | | 01.1999 → | B | 4 | 1997 cm ³ | 4V | 99-100 kW | (135-136 PS) | 10,8:1 | 88,00 mm | | | |
| RFR | | 10.1995 → 02.2005 | B | 4 | 1997 cm ³ | 4V | 99 kW | (135 PS) | 10,8:1 | 88,00 mm | | | |

| | | | | | | | | | | | | | |
|--|---|------------------------------------|--|---------------|---------------------------------|-------------|--|--------------|--|-------------------------------|--|--|--|
| | 4 | KH 29 MT -0,7 MØ 49 GL 51 | | 21 58 K | 1 R 1,2 1 NM 1,5 1 UF 2,5 | MO G6 ST | | 85,00 | | 40 309 600 [1], [2] | | | |
| | | | | | | | | 85,50 | | 40 309 610 [1] | | | |

[1] nur satzweise austauschbar
exchangeable only in sets
remplacement seulement sous forme de jeu
sólo se puede cambiar el juego completo
заменяемо только комплектами

[2] OE REF = 1 Satz/set/jeu/juego/Набор

| | | | | | | | | | | | | | |
|---------------|--|-----------|---|---|----------------------|----|--------|----------|--------|----------|--|--|--|
| 25 | | 85 | | | | | | | | | | | |
| EW10 A | | 03.2005 → | B | 4 | 1997 cm ³ | 4V | 103 kW | (140 PS) | 10,8:1 | 88,00 mm | | | |

| | | | | | | | | | | | | | |
|--|---|--|-----|---------------|---------------------------------|-------------|--|--------------|--|--------------------------|--|--|--|
| | 4 | KH 29 VT1 -3,70 BÜ +0,15 GL 51,15 | TPL | 21 56 K | 1 R 1,2 1 NM 1,5 1 UF 2,5 | MO G6 ST | | 85,00 | | 40 273 600 [1] | | | |
| | | | | | | | | 85,50 | | 40 273 620 | | | |

[1] OE REF = 1 Satz/set/jeu/juego/Набор

| | | | | | | | | | | | | | |
|------------------|--|-------------------|--------|---|----------------------|----|-------|----------|--------|----------|--|--|--|
| 26 | | 85 | | | | | | | | | | | |
| XUD 11ATE | | 06.1989 → 10.1996 | D (LA) | 4 | 2088 cm ³ | 3V | 80 kW | (109 PS) | 21,5:1 | 92,00 mm | | | |

| | | | | | | | | | | | | | |
|--|---|-------------------------------|-------------------|------------|-----------------------------|-------------------|--|--------------|--|--------------------------|--|--|--|
| | 4 | KH 44,8 MT -2,7 GL 74,8 | KKK LOX RTK | 30 71,5 | 1 T15 3 1 R 2 1 DSF 3 | MO G6 MO CR | | 85,00 | | 90 686 600 [1] | | | |
| | | | | | | | | 85,60 | | 90 686 620 [1] | | | |

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| | | | | | | | | |
|-----|---|---|---|--|--|--|--|--|
| | | | | | | | | |
| | | Type | | | | | | |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цил. | | Kolbenüberstand: piston protrusion: dépasement du piston: resalto del pistón: выступающая часть поршня: | | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor ширина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | |
| | 1 | 1,43 | +0,54 | +0,65 | | | | |
| | 2 | 1,54 | +0,65 | +0,77 | | | | |
| | 3 | 1,64 | +0,77 | +0,82 | | | | |

27**85**

XUD 11BTE 07.1994 → 08.2000 D (LA) 4 2088 cm³ 3V 80-81 kW (109-110 PS) 21,5:1 92,00 mm

| | | | | | | | | | |
|--|---|--------------------------------|-------------------|------------|-----------------------------|-------------------|--|--------------|--------------------------|
| | 4 | KH 44,95 MT -2,7 GL 74,8 | KKK LOX RTK | 30 71,5 | 1 T15 3 1 R 2 1 DSF 3 | MO G6 MO CR | | 85,00 | 94 643 600 [1] |
| | | | | | | | | 85,25 | 94 643 610 [1] |
| | | | | | | | | 85,60 | 94 643 620 [1] |

[1]

Zylinderkopfdichtung
cylinder head gasket
joint de culasse
junta de culata
Прокладка головки блока цил.

Kolbenüberstand:
piston protrusion:
dépasement du piston:
resalto del pistón:
выступающая часть поршня:

Kerben
notches
repères
muescas
надрезы

Stärke
thickness
épaisseur
espesor
ширина

größer als
more than
supérieur à
superior a
больше, чем

kleiner als
less than
inférieur à
inferior a
меньше, чем

1
2
3
4
5

1,52
1,57
1,62
1,67
1,72

+0,65
+0,76
+0,81
+0,86
+0,91

+0,76
+0,81
+0,86
+0,91
+0,96

28**85**

DW10 ATED3 10.1998 → D (LA) 4 1997 cm³ 2V 80 kW (109 PS) 17,6:1 88,00 mm
DW10 BTED 10.1999 → D (LA) 4 1997 cm³ 2V 70 kW (95 PS) 17,6:1 88,00 mm
DW10 TD 04.1999 → D (LA) 4 1997 cm³ 2V 66 kW (90 PS) 17,6:1 88,00 mm
RHY 12.1999 → D (LA) 4 1997 cm³ 2V 66 kW (90 PS) 17,6:1 88,00 mm

| | | | | | | | | | |
|--|---|---|------------|----------|-------------------------------|-------------|--|--------------|--------------------------------------|
| | 4 | KH 46,75 VT1 -1,00 VT2 -1,00 MT -18,3 MØ 38 GL 80,75 | RTK TPL | 28 70 | 1 T6 3,5 1 NM 2 1 DSF 3 | CK G6 CR | | 85,00 | 99 879 601 [1] |
| | | | | | | | | 85,60 | 99 879 620 [1] (94 821) |

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| | | | | | | | | |
|-----|---|---|---|--|--|--|--|--|
| | | | Type | | | | | |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | | Kolbenüberstand: piston protrusion: dépasement du piston: resalto del pistón: выступающая часть поршня: | | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor ширина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | |
| | 1 | 1,25 | +0,55 | +0,60 | | | | |
| | 2 | 1,30 | +0,61 | +0,65 | | | | |
| | 3 | 1,35 | +0,66 | +0,70 | | | | |
| | 4 | 1,40 | +0,71 | +0,75 | | | | |

29 **85**

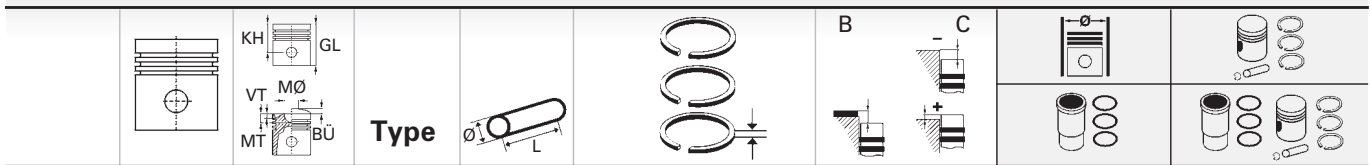
| | | | | | | | | | |
|-----------------|--|---|------------|----------------------|------------------------------|-------------|--|--|----------|
| DW12TED4 | 03.2000 → | D (LA) | 4 | 2179 cm ³ | 4V | 94-100 kW | (128-136 PS) | 17,6:1 | 96,00 mm |
| | 4 | KH 48,7 VT1 -0,50 VT2 -0,50 MT -18 MØ 40,8 GL 77,7 | RTK KKK | 30 68 | 1 T6 3,5 1 M 2 1 DSF 3 | CK G6 CR | 85,00 85,40 85,60 | 40 406 600 [1] 40 406 610 40 406 620 | |
| [1] | 0628 L2 = 4 Kolben (Satz)/piston (set) 40 406 = 1 Kolben/piston | | | | | | | | |

30 **85**

| | | | | | | | | | |
|-----------------|--|---|-----|----------------------|------------------------------|-------------|--|---|----------|
| DW12TED | 02.2002 → | D (LA) | 4 | 2179 cm ³ | 4V | 77 kW | (105 PS) | 17,6:1 | 96,00 mm |
| DW12UTED | 02.2002 → 06.2006 | D (LA) | 4 | 2179 cm ³ | 4V | 74 kW | (100 PS) | 18:1 | 96,00 mm |
| | 4 | KH 48,7 VT1 -1,20 VT2 -1,20 MT -17,7 MØ 42 GL 77,7 | RTK | 30 68 | 1 T6 3,5 1 M 2 1 DSF 3 | CK G6 CR | 85,00 85,40 85,60 | 40 405 600 [1] 40 405 610 40 405 620 [2] | |
| [1] | 0628 P0 = 4 Kolben (Satz/piston/set) 40 405 = 1 Kolben/piston | | | | | | | | |
| [2] | 0628 Q2 = 4 Kolben (Satz/piston/set) 40 405 = 1 Kolben/piston | | | | | | | | |

31 **85**

| | | | | | | | | | |
|------------------|-----------|--|-------------------|----------------------|------------------------------|-------------|------------------------------|--|----------|
| DW10BTED4 | 10.2003 → | D (LA) | 4 | 1997 cm ³ | 4V | 100 kW | (136 PS) | 17,6:1 | 88,00 mm |
| | 4 | KH 46,705 VT1 -0,52 MT -15,4 MØ 44,8 GL 80,705 | RTK TPL KKK | 28 70 | 1 T6 3,5 1 M 2 1 DSF 3 | CK G6 CR | 85,00 85,60 | 99 700 600 99 700 610 | |



| | | | | | | | | | |
|------------------|-------------------|-------------------------------|---------|----------------------|--|----------|------------------------------|--|----------|
| 32 | | 86 | | | | | | | |
| XU 10J4R | 07.1994 → 10.2003 | B | 4 | 1998 cm ³ | 4V | 97-99 kW | (132-135 PS) | 10,4:1 | 86,00 mm |
| XU 10J4RZ | 05.1997 → 10.2003 | B | 4 | 1998 cm ³ | 4V | 98 kW | (133 PS) | 10,4:1 | 86,00 mm |
| | 4 | KH 33,8 MT -4,3 GL 53,8 | 086 166 | 22 62 K | 1 R 1,5 MO G6 1 NM 1,75 1 SLF 3 CR | | 86,00 86,25 | 94 673 700 94 673 710 | |

| | | | | | | | | | |
|---------------------|-----------|---|---------|----------------------|-------------|---|--------------|-------------------|------------|
| 33 | | 86 | | | | | | | |
| 4HU (P22DTE) | 07.2006 → | D (LA) | 4 | 2198 cm ³ | 4V | 88 kW | (120 PS) | 17,5:1 | 94,60 mm |
| Euro 4 | | | | | | | | | |
| 4HV (P22DTE) | 07.2006 → | D (LA) | 4 | 2198 cm ³ | 4V | 74-103 kW | (101-140 PS) | 17,5:1 | 94,60 mm |
| Euro 4 | | | | | | | | | |
| | 4 | KH 43,42 MT -15,8 MØ 46,9 GL 69,82 | 086 205 | RTK KKK TPL | 30 66,85 | 1 R 2 CK G6 1 NM 2 G3 1 DSF 2 NT ST | 86,50 | 41 072 620 | NEW |

| | | | | | | | | | |
|-------------------|-----------|-------------------------------|---|----------------------|--------------------------------------|-------|--------------|-------------------|----------|
| 34 | | 86,4 | | | | | | | |
| 220 A2.000 | 09.1995 → | B | 4 | 1581 cm ³ | 2V | 58 kW | (79 PS) | 9,2:1 | 67,40 mm |
| | 4 | KH 33,3 MT -2,3 GL 72,8 | | 22 63 | 1 R 1,5 CR G6 1 M 1,75 1 DSF 3 | | 86,40 | 92 317 700 | |

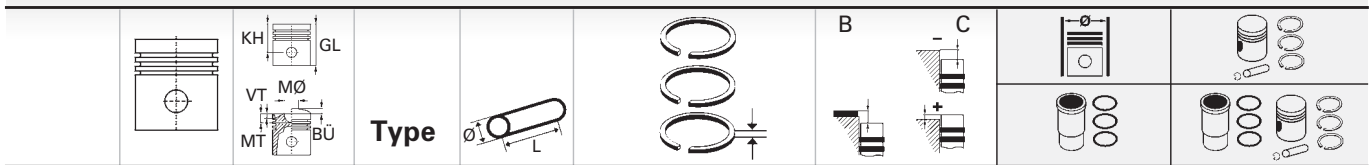
| | | | | | | | | | |
|---------------|-------------------|-----------|---------|----------------------|------|---|-------------------|---------|----------|
| 35 | | 88 | | | | | | | |
| XN 1 | 01.1971 → 12.1993 | B | 4 | 1971 cm ³ | 2V | 60-71 kW | (82-97 PS) | 8,35:1 | 81,00 mm |
| XN 1P | 03.1980 → 06.1987 | B | 4 | 1971 cm ³ | 2V | 55 kW | (75 PS) | 8,35:1 | 81,00 mm |
| XN 1T | 09.1981 → 12.1993 | B | 4 | 1971 cm ³ | 2V | 55-63 kW | (75-86 PS) | 8:1 | 81,00 mm |
| XN 1TA | 07.1987 → 12.1993 | B | 4 | 1971 cm ³ | 2V | 62-72 kW | (84-98 PS) | 8:1 | 81,00 mm |
| XN 2 | 01.1971 → 08.1984 | B | 4 | 1971 cm ³ | 2V | 74-78 kW | (101-106 PS) | 8,3/9:1 | 81,00 mm |
| | N Cyl. | A=93 | C=101,9 | L=135,6 | H=90 | 4 SI 92,5 x 99,7 x 0,1 4 SI 92,5 x 99,7 x 0,12 4 SI 92,5 x 99,7 x 0,15 4 SI 92,5 x 99,7 x 0,17 (50 006 663) | 88 589 110 | | |

| | | | | | | | | | |
|-------------|-------------------|--------------------------------|---------|----------------------|---------------------------------------|----------|--------------|-------------------|----------|
| 36 | | 88 | | | | | | | |
| ZDJL | 08.1983 → 12.1993 | B | 4 | 2165 cm ³ | 2V | 84-96 kW | (114-131 PS) | 9,8:1 | 89,00 mm |
| ZEJ | 08.1979 → 12.1989 | B | 4 | 1995 cm ³ | 2V | 81-83 kW | (110-113 PS) | 9,2:1 | 82,00 mm |
| | 4 | KH 40,5 BÜ +1,55 GL 68,6 | 088 046 | 23 74 K | 1 R 1,75 MO G6 1 M 2 1 SLF 4 CR | | 88,01 | 90 063 700 | |

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| | N Cyl. | A=93,6 | C=104 | L=148,5 | H=93,08 | 1 R 90,5 x 1,5 | | | | | | |
|------------------|-------------------|------------------------------|---------|----------------------|------------------------------|-----------------|--------------|----------------|----------|-------------------|-------------------------------|--|
| 37 | | 88 | | | | | | | | | | |
| ZDJK | 05.1981 → 10.1984 | B | 4 | 2165 cm ³ | 2V | 85 kW | (116 PS) | 9,2:1 | 89,00 mm | | | |
| | 4 | KH 40,5 GL 67,05 | | 23 74 K | 1 R 1,75 1 M 2 1 SLF 4 | MO G6 CR | | | | 88,01 | 90 056 800 | |
| | N Cyl. | A=93,6 | C=104 | L=148,5 | H=93,08 | 1 R 90,5 x 1,5 | | | | 89 334 110 | 90 056 980 | |
| 38 | | 88 | | | | | | | | | | |
| XD P 4.88 | 10.1967 → 12.1990 | D | 4 | 1948 cm ³ | 2V | 40 kW | (54 PS) | 21,8:1 | 80,00 mm | | | |
| XD 4.88 | 04.1971 → | D | 4 | 1948 cm ³ | 2V | 36-42 kW | (49-57 PS) | 21,8:1 | 80,00 mm | | | |
| XD 88 | 01.1963 → | D | 4 | 1948 cm ³ | 2V | 44 kW | (60 PS) | 21:1 | 80,00 mm | | | |
| | 4 | KH 58,7 MT -2 GL 95,35 | | 28 72 | 1 R 2 2 R 2 1 SLF 4,5 | CR G1 CR | 0,75 0,90 | +0,35 +0,70 | | 88,00 | 92 791 600 | |
| | N Cyl. | A=96 | C=106,3 | L=173,1 | H=7 | 1 R 88 x 93 x 6 | | | | 88 524 110 | 92 791 960 | |
| 39 | | 90 | | | | | | | | | | |
| XD P 4.90 | 08.1968 → 07.1977 | D | 4 | 2112 cm ³ | 2V | 55 kW | (75 PS) | 21,5:1 | 83,00 mm | | | |
| XD P 6.90 | | D | 6 | 3168 cm ³ | 2V | 78 kW | (106 PS) | 22,2:1 | 83,00 mm | | | |
| XD 4.90 | 10.1970 → 12.1990 | D | 4 | 2112 cm ³ | 2V | 43-48 kW | (59-65 PS) | 22,2:1 | 83,00 mm | | | |
| | 4/6 | KH 57,2 MT -2 GL 96,35 | | 28 77 | 1 R 2 2 R 2 1 DSF 4,5 | CR G3 | | +0,35 +0,70 | | 90,00 | 92 721 600 (91 414) | |
| | N Cyl. | A=96 | C=106,3 | L=173,3 | H=7 | 1 R 88 x 93 x 6 | | | | 88 510 110 | 92 721 960 | |



| | | | | | | | | | | | |
|------------|---|-----------------------------|-----|--|----------|-------------------------------|-------------|----------------|--------------|------|-------------------|
| 40 | | 92 | | | | | | | | | |
| DJ5 | | 02.1994 → 02.2002 | D | | 4 | 2446 cm ³ | 3V | 63 kW | (86 PS) | 22:1 | 92,00 mm |
| | 4 | KH 49,9 MT -3 GL 80 | TPL | | 34 58 | 1 R 2,25 1 NM 2 1 DSF 3 | MO G6 CR | +0,64 +0,76 | 92,01 | | 40 039 600 |
| | | KH 49,6 MT -3 GL 79,7 | HKÜ | | | | | | 92,51 | | 40 039 610 |

| | | | | | | | | | | | |
|----------------|---|------------------------------|---------------------------------|--|----------|----------------------------------|----------------------|----------------|--------------|------|-------------------|
| 41 | | 92 | | | | | | | | | |
| DJ5 T | | 07.1994 → 04.2002 | D (LA) | | 4 | 2446 cm ³ | 3V | 76 kW | (104 PS) | 22:1 | 92,00 mm |
| DK5 ATE | | 07.1994 → 05.1999 | D (LA) | | 4 | 2446 cm ³ | 3V | 94-96 kW | (128-130 PS) | 22:1 | 92,00 mm |
| | 4 | KH 49,47 MT -2,3 GL 82 | KKK LOX RTK TPL HKÜ | | 34 68 | 1 T15 3 1 M 1,75 1 DSF 3,5 | PC G6 CR G3 CR | +0,68 +0,79 | 92,51 | | 91 313 710 |
| | | 092140 B1 HS RI | | | | | | | | | |

| | | | | | | | | | | | |
|----------------|---|---|-------------------|--|----------|---------------------------------|-------------|----------|--------------|------|-------------------|
| 42 | | 92 | | | | | | | | | |
| DJ5 TED | | 10.1996 → 02.2002 | D (LA) | | 4 | 2446 cm ³ | 2V | 76-79 kW | (103-107 PS) | 21:1 | 92,00 mm |
| | 4 | KH 56,93 VT1 -1,43 MT -18,3 MØ 41 GL 89 | RTK KKK TPL | | 34 68 | 1 T6 3,5 1 NM 2 1 DSF 3,5 | PC G6 CR | | 92,01 | | 94 783 700 |
| | | KH 56,63 VT1 -1,43 MT -18,3 MØ 41 GL 89 | HKÜ | | | | | | 92,51 | | 94 783 710 |

| | | | | | | | | | | | |
|-----------------|--|-------------------|---|--|---|----------------------|----|----------|------------|---------|----------|
| 43 | | 93 | | | | | | | | | |
| CRD 93 | | 09.1981 → 09.1990 | D | | 4 | 2499 cm ³ | 2V | 55 kW | (75 PS) | 22,25:1 | 92,00 mm |
| CRD 93 L | | 09.1981 → 12.1993 | D | | 4 | 2499 cm ³ | 2V | 54-55 kW | (73-75 PS) | 22,25:1 | 92,00 mm |
| U25/651 | | 10.1983 → | D | | 4 | 2499 cm ³ | 2V | 54-55 kW | (73-75 PS) | 22,25:1 | 92,00 mm |
| U25/661 | | 10.1983 → | D | | 4 | 2499 cm ³ | 2V | 54-55 kW | (73-75 PS) | 22,25:1 | 92,00 mm |

| | | | | | | | | | | | |
|--|--------|------------------------------|------|-------|----------|-----------------------------|-------------------|--|---------------------------|--|---|
| | 4 | KH 52,75 MT -7,4 GL 95 | HK | | 30 78 | 1 R 2,5 1 R 2 1 DSF 4 | MO G6 MO CR | | 93,015 | | 93 844 700 [1], [2] (92 938) |
| | | | | | | | | | | | |
| | T Cyl. | A=97,5 | C=99 | L=163 | H=5 | | | | 89 073 190 semi | | 93 844 970 |

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| | | | | | | | | |
|-----|--|-------------|--|--|--------------|--------------|--|--|
| | | Type | | | B | C | | |
| [1] | Hochkolben - Spaltmaß beachten Top piston - Pay attention to top clearance Pistón alto - tener en cuenta la distancia hasta la tapa de cilindros Piston en surdimension d'hauteur d'axe - Attention à l'espace neutre Поршень с повышенной компрессионной высотой – учесть величину зазора | | | | | | | |
| [2] | Ø 93,015= +0,50 +0,55 Ø 93,510= +0,44 +0,49 Ø 93,760= +0,41 +0,46 | | | | | | | |

44
94

| | | | | | | | | | |
|--------------|-------------------|---|---|----------------------|----|----------|------------|--------|----------|
| XD 2 | 08.1976 → 12.1989 | D | 4 | 2304 cm ³ | 2V | 44-51 kW | (60-69 PS) | 22,2:1 | 83,00 mm |
| XD 2P | 10.1980 → 10.1982 | D | 4 | 2304 cm ³ | 2V | 49 kW | (67 PS) | 22,2:1 | 83,00 mm |
| XD 94 | 09.1976 → 12.1980 | D | 4 | 2304 cm ³ | 2V | 53 kW | (72 PS) | 22,2:1 | 83,00 mm |



4
094 020

KH 57,42
MT -1,8
GL 99,92

28
81

1 R 2 CR G3
1 M 2
1 DSF 4 CR

94,00

92 598 600
[1]

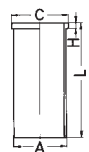


94,60

92 598 640
[1]

95,00

92 598 630
[1]



T Cyl.

A=97

C=99,5

L=170,6

H=3,9

89 033 190
semi

92 598 960



4
094 020

KH 57,42
MT -1,8
GL 99,92

30
78,8

1 R 2 CR G3
1 M 2
1 DSF 4 CR

94,00

93 520 600
[2]



94,40

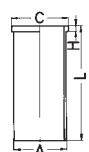
93 520 620
[2]

94,60

93 520 640
[2]

95,00

93 520 630
[2]



T Cyl.

A=97

C=99,5

L=170,6

H=3,9

89 033 190
semi

93 520 960

[1]

Zylinderkopfdichtung
cylinder head gasket
joint de culasse
junta de culata
Прокладка головки блока цилиндров

Kolbenüberstand:
piston protrusion:
dépassement du piston:
resalto del pistón:
выступающая часть поршня:

Dicke
thickness
épaisseur
espesor
Толщина

1,56 mm
1,70 mm

größer als
more than
supérieur à
superior a
больше, чем

+ 0,84

kleiner als
less than
inférieur à
inferior a
меньше, чем

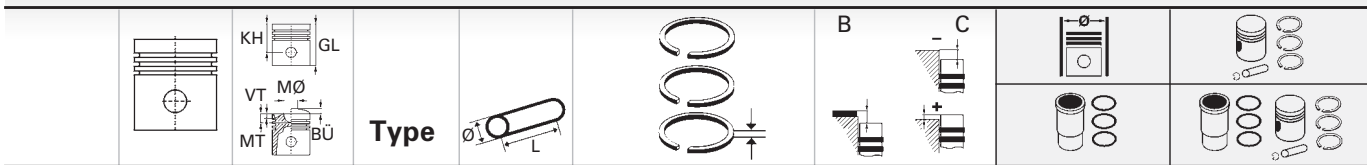
+ 0,84

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| | | | Type | | | B | C | | | |
|--------------|---|---|--|--|----------------------|----|----------|--|--|----------|
| [2] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | | | | | | |
| | Kerben notches repères muescas надрезы | Dicke thickness épaisseur espesor толщина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | | | |
| | 2 | 1,53 mm | | + 0,79 | | | | | | |
| | 3 | 1,63 mm | + 0,79 | + 0,89 | | | | | | |
| | 4 | 1,73 mm | + 0,89 | | | | | | | |
| 45 | | 94 | | | | | | | | |
| XD 2S | | 02.1979 → 06.1986 | D (A) | 4 | 2304 cm ³ | 2V | 54-59 kW | (73-80 PS) | 21:1 | 83,00 mm |
| XD 3 | | 06.1981 → 12.1993 | D | 4 | 2498 cm ³ | 2V | 51-56 kW | (70-76 PS) | 23:1 | 90,00 mm |
| | T Cyl. | A=97 | C=99,5 | L=170,6 | H=3,9 | | | 89 033 190 semi | | |
| 46 | | 94 | | | | | | | | |
| XD 3P | | 06.1981 → 12.1993 | D | 4 | 2498 cm ³ | 2V | 51-58 kW | (70-79 PS) | 23:1 | 90,00 mm |
| | 4 | KH 53,92 MT -1,8 GL 96,42 | 30 78,8 | 1 R 2 1 M 2 1 DSF 4 | CR G3 CR | | | 94,00 94,40 94,60 95,00 | 93 625 600 [1] 93 625 620 [1] 93 625 630 [1] 93 625 640 [1] | |
| | T Cyl. | A=97 | C=99,5 | L=165,8 | H=3,9 | | | 89 412 190 semi | 93 625 960 | |
| | T Cyl. | A=97 | C=99,5 | L=170,6 | H=3,9 | | | 89 033 190 semi | | |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: Выступающая длина поршня: | | | | | | | |
| | Stärke thickness épaisseur espesor Ширина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | | | | |
| | 1,56 1,70 | + 0,84 + 0,84 | | | | | | | | |

P



| | | | | | | | | | |
|---------------|-------------------|-----------|--------|----------------------|-------|----------|------------|---------------------------|----------|
| 47 | | 94 | | | | | | | |
| XD 3T | 06.1983 → 12.1993 | D (LA) | 4 | 2498 cm ³ | 2V | 66-70 kW | (90-95 PS) | 21:1 | 90,00 mm |
| XD 3TE | 10.1986 → 12.1993 | D (LA) | 4 | 2498 cm ³ | 2V | 77 kW | (105 PS) | 21:1 | 90,00 mm |
| | T Cyl. | A=97 | C=99,5 | L=170,6 | H=3,9 | | | 89 033 190 semi | |
| | T Cyl. | A=97 | C=99,5 | L=165,8 | H=3,9 | | | 89 412 190 semi | |

| | | | | | | | | | |
|----------------------|-----------|-------------|---|----------------------|----|----------|--------------|--------|-----------|
| 48 | | 94,4 | | | | | | | |
| 8140.43S.4030 | 09.2000 → | D (LA) | 4 | 2798 cm ³ | 2V | 92-94 kW | (125-128 PS) | 18,5:1 | 100,00 mm |
| Euro 3 | | | | | | | | | |

| | | | | | | | | | | |
|--|--------|--|-------------------|----------|---------------------------------|-------------|--|---------------------------|-------------------|--------------------------|
| | 4 | KH 58,75 MT -21,4 MØ 39,3 GL 87,6 | RTK KKK TPL | 32 72 | 1 T15 2,5 1 M 2 1 DSF 2,5 | MO G6 CR | | | 94,40 | 94 726 600 [1] |
| | | | | | | | | | 94,80 | 94 726 630 [1] |
| | T Cyl. | A=97,5 | C=100,9 | L=167 | H=5 | | | 89 502 190 semi | 94 726 960 | |

P

| | | | | | | | | | | |
|-----|---|--|---|--|--|--|--|--|--|--|
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | | | |
| | Stärke thickness épaisseur espesor ширина | | | | | | | | | |
| | 1,20 1,30 1,40 1,50 | | +0,40 +0,51 +0,61 +0,71 | +0,50 +0,60 +0,70 +0,80 | | | | | | |

| | | | | | | | | | |
|----------------------------|-----------|-------------|---|----------------------|----|--------|----------|------|-----------|
| 49 | | 95,8 | | | | | | | |
| F1 CE 0481 D Euro 4 | 07.2006 → | D (LA) | 4 | 2998 cm ³ | 4V | 116 kW | (158 PS) | 19:1 | 104,00 mm |
| F30DT Euro 4 | 07.2006 → | D (LA) | 4 | 2998 cm ³ | 4V | 115 kW | (157 PS) | 19:1 | 104,00 mm |




| | | | | | | | | | | |
|--|---|---------------------------------------|-------------------|----------|---------------------------------|----------------------|--|--|--------------|-------------------|
| | 4 | KH 63 MT -16 MØ 50,5 GL 92,9 | RTK KKK TPL | 36 81 | 1 T15 2,5 1 M 2 1 DSF 2,5 | CK G6 G3 CR G6 | | | 95,80 | 40 510 600 |
| | | | | | | | | | 96,20 | 40 510 630 |

POCLAIN





→ **MWM**
PERKINS

683
 738

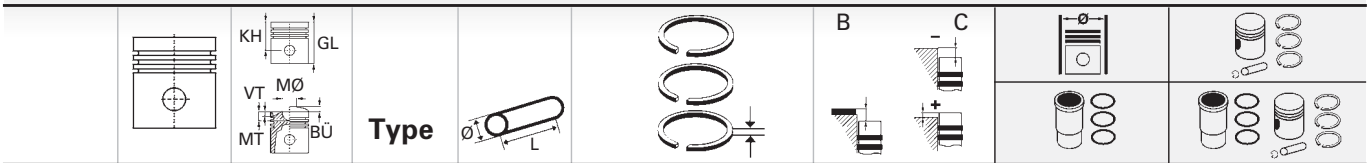


|  | Cyl. | |  mm | cm ³ |  | Comp. Ratio ε | kW | PS | Pos |
|---|------------|---|--|-----------------|---|------------------|-------|----|-----|
| | 100 GF.000 | B | 4 | 65 x 68 | 903 | 2 | 7,8:1 | 26 | 35 |
| 100 GL.000 | B | 4 | 65 x 68 | 903 | 2 | 9:1 | 33 | 45 | 1 |





|  | |  | Pos |  | |  | Pos |
|---|----------------|---|-----|--|--|---|-----|
| POLSKI-FIAT 127 | | | | | | | |
| 127 p | 01.1974 → 1978 | 100 GF.000 | B | 1 | | | |
| 127 p | 01.1974 → 1978 | 100 GL.000 | B | 1 | | | |

P







| 1 | | 65 | | | | | | | | |
|------------|---------|----------------------|-----|---------|--------------------------|----|-------|--------------|-------|-------------------|
| 100 GF.000 | | 01.1974 → 1978 | B | 4 | 903 cm ³ | 2V | 26 kW | (35 PS) | 7,8:1 | 68,00 mm |
| 100 GL.000 | | 01.1974 → 1978 | B | 4 | 903 cm ³ | 2V | 33 kW | (45 PS) | 9:1 | 68,00 mm |
| | 4 | KH 30,75 GL 61,25 | SRK | 20 | 1 R 1,75 CR G6 | | | 65,00 | | 90 451 700 |
| | 065 083 | KH 30,45 GL 60,95 | HKÜ | 54 K | 1 NM 2 1 DSF 3,947 CR | | | 65,60 | | 90 451 730 |
| | | KH 30,35 GL 60,85 | HKÜ | | | | | 65,80 | | 90 451 740 |
| | | KH 30,25 GL 60,75 | HKÜ | | | | | 66,00 | | 90 451 750 |

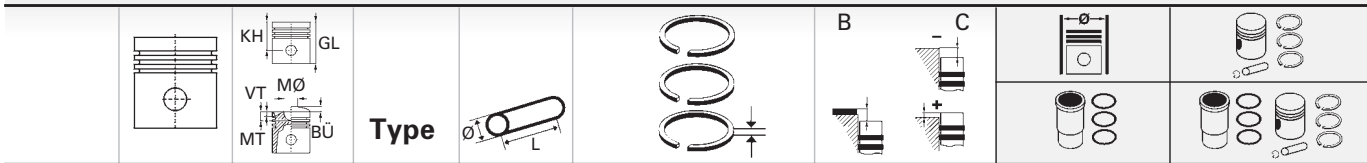


| | | Cyl. |  mm | cm ³ |  | Comp. | kW | PS | Pos |
|-----------|---|------|--|-----------------|---|-------|-----|-----|-----|
| | | | | | | Ratio | | | |
| AT | B | 4 | 93 x 66 | 1795 | 2 | 7,3:1 | 55 | 75 | 2 |
| GB | B | 4 | 94 x 71 | 1971 | 2 | 8:1 | 74 | 100 | 3 |
| M 96.20 | B | 6 | 85,5 x 72 | 2480 | 4 | 11:1 | 150 | 204 | 1 |
| 039 | B | 4 | 94 x 71 | 1971 | 2 | 7,6:1 | 70 | 95 | 3 |
| 039 (USA) | B | 4 | 94 x 71 | 1971 | 2 | 7,6:1 | 68 | 90 | 3 |



|  | |  | Pos |  | |  | Pos |
|---|-------------------|---|-----|--|--|---|-----|
| BOXSTER (986) | | | | | | | |
| Boxster 2.5 | 10.1996 → 08.1999 | M 96.20 | B | | | | 1 |
| VW-PORSCHE | | | | | | | |
| VW-Porsche 914 1.8 | 08.1973 → 07.1974 | AT | B | | | | 2 |
| VW-Porsche 914 2.0 | 01.1969 → 02.1976 | 039 | B | | | | 3 |
| VW-Porsche 914 2.0 | 09.1972 → 12.1975 | GB | B | | | | 3 |
| 912 | | | | | | | |
| 912 2.0 E | 01.1976 → 1977 | 039 (USA) | B | | | | 3 |

P



| | | | | | | | | | | | |
|----------------|---------|-------------------------------|----|----------|--------------------------------|-------------------|--------|--------------------------------|------|--|--|
| 1 | | 85,5 | | | | | | | | | |
| M 96.20 | | 10.1996 → 08.1999 | B | 6 | 2480 cm ³ | 4V | 150 kW | (204 PS) | 11:1 | 72,00 mm | |
| | 6 | KH 35,2 MT -3,3 GL 56,2 | AC | 22 54 | 1 R 1,2 1 NM 1,5 1 SLF 2 | NT ST G3 NT | | 85,505 86,005 | | 94 629 601 94 629 611 | |
| | 085 177 | | | | | | | | | | |




| | | | | | | | | | | | |
|-----------|---------|---------------------------|----------|----------|----------------------------|----|-------|-------------------|-------|-------------------|--|
| 2 | | 93 | | | | | | | | | |
| AT | | 08.1973 → 07.1974 | B | 4 | 1795 cm ³ | 2V | 55 kW | (75 PS) | 7,3:1 | 66,00 mm | |
| | 4 | KH 42 MT -4,4 GL 80 | SRK | 24 78 | 1 SM 2 1 N 2 1 DSF 4 | G1 | | 93,00 | | 92 523 601 | |
| | 093 023 | | | | | | | | | | |
| | R Cyl. | A=100 | C=104,74 | L=127,7 | H=91,45 | | | 88 668 110 | | 92 523 960 | |





| | | | | | | | | | | | |
|------------------|--|-------------------|---|---|----------------------|----|-------|----------|-------|----------|--|
| 3 | | 94 | | | | | | | | | |
| GB | | 09.1972 → 12.1975 | B | 4 | 1971 cm ³ | 2V | 74 kW | (100 PS) | 8:1 | 71,00 mm | |
| 039 | | 01.1969 → 02.1976 | B | 4 | 1971 cm ³ | 2V | 70 kW | (95 PS) | 7,6:1 | 71,00 mm | |
| 039 (USA) | | 01.1976 → 1977 | B | 4 | 1971 cm ³ | 2V | 68 kW | (90 PS) | 7,6:1 | 71,00 mm | |

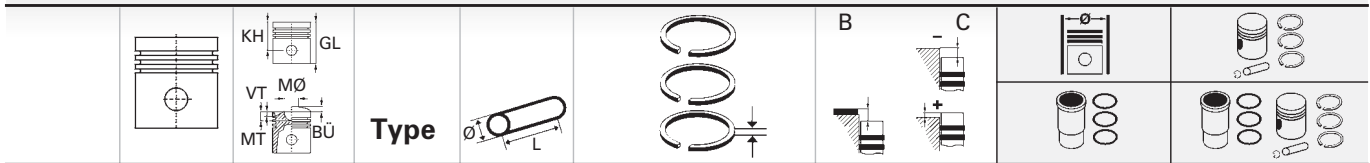
| | | | | | | | | | | |
|--|--------|-------|-------|---------|---------|--|--|-------------------|--|--|
| | R Cyl. | A=100 | C=105 | L=127,7 | H=91,45 | | | 88 669 110 | | |
|--|--------|-------|-------|---------|---------|--|--|-------------------|--|--|

P



|  | | Cyl. |  mm | cm ³ |  | Comp. Ratio ϵ | kW | PS | Pos |
|---|--------|------|--|-----------------|---|------------------------|---------|---------|-----|
| D 10 TC Euro 3 | D (LA) | 6 | 121 x 150 | 10350 | 2 | | | | 5 |
| D 10 TC Euro 2 | D (LA) | 6 | 121 x 150 | 10350 | 2 | | | | 4 |
| D 10 UT 150 Euro 1 | D (LA) | 6 | 121 x 150 | 10350 | 2 | 15,2:1 | 150 | 204 | 3 |
| D 2156 HM 2 | D | 6 | 121 x 150 | 10344 | 2 | 17:1 | 141-169 | 192-230 | 1 |
| D 2156 HM 3 | D | 6 | 121 x 150 | 10344 | 2 | 17:1 | 141 | 192 | 1 |
| D 2156 HM 6 | D | 6 | 121 x 150 | 10344 | 2 | 17:1 | 173 | 235 | 1 |
| D 2156 HM 9 | D | 6 | 121 x 150 | 10344 | 2 | 17:1 | 141 | 192 | 1 |
| D 2156 HMN 3 | D | 6 | 121 x 150 | 10344 | 2 | 17:1 | 141 | 192 | 1 |
| D 2156 HMN 9 | D | 6 | 121 x 150 | 10344 | 2 | 17:1 | 141 | 192 | 1 |
| D 2156 HNY | D | 6 | 121 x 150 | 10344 | 2 | 17:1 | 141-169 | 192-230 | 1 |
| D 2156 MNY | D | 6 | 121 x 150 | 10344 | 2 | 17:1 | 141-169 | 192-230 | 1 |
| D 2156 MT 2 | D (A) | 6 | 121 x 150 | 10344 | 2 | 17:1 | 188 | 256 | 2 |
| D 2156 MTN 1 | D (A) | 6 | 121 x 150 | 10344 | 2 | 16,5:1 | 188 | 256 | 2 |
| D 2156 MTN 6 | D (A) | 6 | 121 x 150 | 10344 | 2 | 17:1 | 184 | 250 | 2 |
| D 2156 MTX | D (A) | 6 | 121 x 150 | 10344 | 2 | 16,5:1 | 188 | 256 | 2 |
| D 2156 MYN | D | 6 | 121 x 150 | 10344 | 2 | 17:1 | 141-169 | 192-230 | 1 |
| D 2356 HM 6 U | D | 6 | 123 x 150 | 10690 | 2 | 17:1 | 169 | 230 | 6 |
| D 2356 HM 9 | D | 6 | 123 x 150 | 10690 | 2 | 17:1 | 169 | 230 | 6 |
| D 2356 HMN 2 | D | 6 | 123 x 150 | 10690 | 2 | 17:1 | 169 | 230 | 6 |
| D 2356 HMN 6 | D | 6 | 123 x 150 | 10690 | 2 | 17:1 | 162 | 220 | 6 |

|  | |  | Pos |  | |  | Pos |
|---|-----------|---|-----|--|-----------|---|-----|
| SERIES | | | | | | | |
| IK-130 | 01.1966 → | D 2156 HM 2 | D 1 | 250 | 01.1966 → | D 2156 HMN 9 | D 1 |
| IK-130 | 01.1966 → | D 2156 HM 3 | D 1 | 250 | 01.1966 → | D 2156 HNY | D 1 |
| IK-130 | 01.1966 → | D 2156 HM 9 | D 1 | 250 | 01.1966 → | D 2156 MNY | D 1 |
| IK-130 | 01.1966 → | D 2156 HMN 3 | D 1 | 250 | 01.1966 → | D 2156 MYN | D 1 |
| IK-130 | 01.1966 → | D 2156 HMN 9 | D 1 | 255 | 01.1966 → | D 2156 HM 2 | D 1 |
| IK-130 | 01.1966 → | D 2156 HNY | D 1 | 255 | 01.1966 → | D 2156 HM 3 | D 1 |
| IK-130 | 01.1966 → | D 2156 MNY | D 1 | 255 | 01.1966 → | D 2156 HM 9 | D 1 |
| IK-130 | 01.1966 → | D 2156 MYN | D 1 | 255 | 01.1966 → | D 2156 HMN 3 | D 1 |
| IK-132 | 01.1966 → | D 2156 HM 2 | D 1 | 255 | 01.1966 → | D 2156 HMN 9 | D 1 |
| IK-132 | 01.1966 → | D 2156 HM 3 | D 1 | 255 | 01.1966 → | D 2156 HNY | D 1 |
| IK-132 | 01.1966 → | D 2156 HM 9 | D 1 | 255 | 01.1966 → | D 2156 MNY | D 1 |
| IK-132 | 01.1966 → | D 2156 HMN 3 | D 1 | 256 | 01.1966 → | D 2156 MYN | D 1 |
| IK-132 | 01.1966 → | D 2156 HMN 9 | D 1 | 256 | 01.1966 → | D 2156 HM 2 | D 1 |
| IK-132 | 01.1966 → | D 2156 HNY | D 1 | 256 | 01.1966 → | D 2156 HM 3 | D 1 |
| IK-132 | 01.1966 → | D 2156 MNY | D 1 | 256 | 01.1966 → | D 2156 HM 9 | D 1 |
| IK-132 | 01.1966 → | D 2156 MYN | D 1 | 256 | 01.1966 → | D 2156 HMN 3 | D 1 |
| IK-4 | 01.1966 → | D 2156 HM 2 | D 1 | 256 | 01.1966 → | D 2156 HMN 9 | D 1 |
| IK-4 | 01.1966 → | D 2156 HM 3 | D 1 | 256 | 01.1966 → | D 2156 HNY | D 1 |
| IK-4 | 01.1966 → | D 2156 HM 9 | D 1 | 256 | 01.1966 → | D 2156 MNY | D 1 |
| IK-4 | 01.1966 → | D 2156 HMN 3 | D 1 | 260 | 01.1966 → | D 2156 MYN | D 1 |
| IK-4 | 01.1966 → | D 2156 HMN 9 | D 1 | 260 | 01.1966 → | D 2156 HM 2 | D 1 |
| IK-4 | 01.1966 → | D 2156 HNY | D 1 | 260 | 01.1966 → | D 2156 HM 3 | D 1 |
| IK-4 | 01.1966 → | D 2156 MNY | D 1 | 260 | 01.1966 → | D 2156 HM 9 | D 1 |
| IK-4 | 01.1966 → | D 2156 MYN | D 1 | 260 | 01.1966 → | D 2156 HMN 3 | D 1 |
| IK-5 | 01.1966 → | D 2156 HM 2 | D 1 | 260 | 01.1966 → | D 2156 HMN 9 | D 1 |
| IK-5 | 01.1966 → | D 2156 HM 3 | D 1 | 260 | 01.1966 → | D 2156 HNY | D 1 |
| IK-5 | 01.1966 → | D 2156 HM 9 | D 1 | 260 | 01.1966 → | D 2156 MNY | D 1 |
| IK-5 | 01.1966 → | D 2156 HMN 3 | D 1 | 280 | 01.1966 → | D 2156 MYN | D 1 |
| IK-5 | 01.1966 → | D 2156 HMN 9 | D 1 | 280 | 01.1966 → | D 2156 HM 2 | D 1 |
| IK-5 | 01.1966 → | D 2156 HNY | D 1 | 280 | 01.1966 → | D 2156 HM 3 | D 1 |
| IK-5 | 01.1966 → | D 2156 MNY | D 1 | 280 | 01.1966 → | D 2156 HM 9 | D 1 |
| IK-5 | 01.1966 → | D 2156 MYN | D 1 | 280 | 01.1966 → | D 2156 HMN 3 | D 1 |
| IK-6 | 01.1966 → | D 2156 HM 2 | D 1 | 280 | 01.1966 → | D 2156 HMN 9 | D 1 |
| IK-6 | 01.1966 → | D 2156 HM 3 | D 1 | 280 | 01.1966 → | D 2156 HNY | D 1 |
| IK-6 | 01.1966 → | D 2156 HM 9 | D 1 | 280 | 01.1966 → | D 2156 MNY | D 1 |
| IK-6 | 01.1966 → | D 2156 HMN 3 | D 1 | 574 | 01.1968 → | D 2156 MYN | D 1 |
| IK-6 | 01.1966 → | D 2156 HMN 9 | D 1 | 831 | 1973 → | D 2356 HMN 6 | D 6 |
| IK-6 | 01.1966 → | D 2156 HNY | D 1 | 831 | 1973 → | D 2156 MT 2 | D 2 |
| IK-6 | 01.1966 → | D 2156 MNY | D 1 | 831 | 1973 → | D 2156 MTN 1 | D 2 |
| IK-6 | 01.1966 → | D 2156 MYN | D 1 | 831 | 1973 → | D 2156 MTX | D 2 |
| 190 | 01.1966 → | D 2156 HM 2 | D 1 | 832 | 1973 → | D 2156 MT 2 | D 2 |
| 190 | 01.1966 → | D 2156 HM 3 | D 1 | 832 | 1973 → | D 2156 MTN 1 | D 2 |
| 190 | 01.1966 → | D 2156 HM 9 | D 1 | 833 | 1968 → | D 2156 MTX | D 2 |
| 190 | 01.1966 → | D 2156 HMN 3 | D 1 | 833 | 1968 → | D 2356 HM 6 U | D 6 |
| 190 | 01.1966 → | D 2156 HMN 9 | D 1 | 833 | 1968 → | D 2356 HM 9 | D 6 |
| 190 | 01.1966 → | D 2156 HNY | D 1 | 833 | 1968 → | D 2356 HMN 2 | D 6 |
| 190 | 01.1966 → | D 2156 MNY | D 1 | 833 | 1968 → | D 2356 HMN 6 | D 6 |
| 190 | 01.1966 → | D 2156 MYN | D 1 | 833 | 1973 → | D 2156 MT 2 | D 2 |
| 216 | 01.1966 → | D 2156 HM 2 | D 1 | 833 | 1973 → | D 2156 MTN 1 | D 2 |
| 216 | 01.1966 → | D 2156 HM 3 | D 1 | 836 | 1973 → | D 2156 MTX | D 2 |
| 216 | 01.1966 → | D 2156 HM 9 | D 1 | 836 | 01.1968 → | D 2156 MTX | D 2 |
| 216 | 01.1966 → | D 2156 HMN 3 | D 1 | 836 | 01.1968 → | D 2356 HM 9 | D 6 |
| 216 | 01.1966 → | D 2156 HMN 9 | D 1 | 853 | 01.1968 → | D 2356 HMN 2 | D 6 |
| 216 | 01.1966 → | D 2156 HNY | D 1 | 853 | 01.1968 → | D 2356 HMN 6 | D 6 |
| 216 | 01.1966 → | D 2156 MNY | D 1 | 853 | 01.1973 → | D 2156 MT 2 | D 2 |
| 216 | 01.1966 → | D 2156 MYN | D 1 | 853 | 01.1973 → | D 2156 MTN 1 | D 2 |
| 230 | 01.1966 → | D 2156 HM 2 | D 1 | | 01.1973 → | D 2156 MTX | D 2 |
| 230 | 01.1966 → | D 2156 HM 3 | D 1 | | | | |
| 230 | 01.1966 → | D 2156 HM 9 | D 1 | | | | |
| 230 | 01.1966 → | D 2156 HMN 3 | D 1 | | | | |
| 230 | 01.1966 → | D 2156 HMN 9 | D 1 | | | | |
| 230 | 01.1966 → | D 2156 HNY | D 1 | | | | |
| 230 | 01.1966 → | D 2156 MNY | D 1 | | | | |
| 230 | 01.1966 → | D 2156 MYN | D 1 | | | | |
| 250 | 01.1966 → | D 2156 HM 2 | D 1 | | | | |
| 250 | 01.1966 → | D 2156 HM 3 | D 1 | | | | |
| 250 | 01.1966 → | D 2156 HM 9 | D 1 | | | | |
| 250 | 01.1966 → | D 2156 HMN 3 | D 1 | | | | |



| 1 | | 121 | | | | | | | | | |
|---------------------|-----------|------------|---|-----------------------|----|------------|--------------|------|-----------|--|--|
| D 2156 HM 2 | 01.1966 → | D | 6 | 10344 cm ³ | 2V | 141-169 kW | (192-230 PS) | 17:1 | 150,00 mm | | |
| D 2156 HM 3 | 01.1966 → | D | 6 | 10344 cm ³ | 2V | 141 kW | (192 PS) | 17:1 | 150,00 mm | | |
| D 2156 HM 6 | 06.1971 → | D | 6 | 10344 cm ³ | 2V | 173 kW | (235 PS) | 17:1 | 150,00 mm | | |
| D 2156 HM 9 | 01.1966 → | D | 6 | 10344 cm ³ | 2V | 141 kW | (192 PS) | 17:1 | 150,00 mm | | |
| D 2156 HMN 3 | 01.1966 → | D | 6 | 10344 cm ³ | 2V | 141 kW | (192 PS) | 17:1 | 150,00 mm | | |
| D 2156 HMN 9 | 01.1966 → | D | 6 | 10344 cm ³ | 2V | 141 kW | (192 PS) | 17:1 | 150,00 mm | | |
| D 2156 HNY | 01.1966 → | D | 6 | 10344 cm ³ | 2V | 141-169 kW | (192-230 PS) | 17:1 | 150,00 mm | | |
| D 2156 MNY | 01.1966 → | D | 6 | 10344 cm ³ | 2V | 141-169 kW | (192-230 PS) | 17:1 | 150,00 mm | | |
| D 2156 MYN | 01.1966 → | D | 6 | 10344 cm ³ | 2V | 141-169 kW | (192-230 PS) | 17:1 | 150,00 mm | | |

| | | | | | | | | | | |
|--------|----------|--------------------------------------|------------|-----------|--|-------------|--------------|-------------------|-------------------------------|-------------------------------|
| | 6 | KH 94 MT -48,4 MØ 47 GL 162 | LOX RTK | 45 102 | 1 T15 3,5 1 M 3 1 N 3 1 DSF 5,5 | CR G6 CR | 0,70 0,98 | +0,05 +0,35 | 121,00 | 92 986 600 (90 959) |
| | 121 006 | | | | | | | | | |
| | T Cyl. | A=125,99 | C=132 | L=287 | H=8 | | | | 88 853 110 (88 294) | 92 986 960 |
| | T Cyl. | A=126,49 | C=132 | L=287 | H=8 | | | | 88 854 110 | 92 986 961 |
| T Cyl. | A=126,99 | C=132 | L=287 | H=8 | | | | 88 852 110 | 92 986 962 | |

| 2 | | 121 | | | | | | | | | |
|---------------------|-----------|------------|---|-----------------------|----|--------|----------|--------|-----------|--|--|
| D 2156 MT 2 | 1973 → | D (A) | 6 | 10344 cm ³ | 2V | 188 kW | (256 PS) | 17:1 | 150,00 mm | | |
| D 2156 MTN 1 | 1973 → | D (A) | 6 | 10344 cm ³ | 2V | 188 kW | (256 PS) | 16,5:1 | 150,00 mm | | |
| D 2156 MTN 6 | 07.1974 → | D (A) | 6 | 10344 cm ³ | 2V | 184 kW | (250 PS) | 17:1 | 150,00 mm | | |
| D 2156 MTX | 1973 → | D (A) | 6 | 10344 cm ³ | 2V | 188 kW | (256 PS) | 16,5:1 | 150,00 mm | | |

| | | | | | | | | | | |
|--------|----------|---|------------|-----------|--|-------------|--------------|-------------------|-------------------------------|-------------------------------|
| | 6 | KH 94 VT1 -2,40 MT -48,35 MØ 47,15 GL 162 | LOX RTK | 45 102 | 1 T15 3,5 1 M 3 1 N 3 1 DSF 5,5 | CR G6 CR | 0,80 1,10 | +0,05 +0,35 | 121,00 | 92 989 600 (91 618) |
| | 121 006 | | | | | | | | | |
| | T Cyl. | A=125,99 | C=132 | L=287 | H=8 | | | | 88 853 110 (88 294) | 92 989 960 |
| | T Cyl. | A=126,49 | C=132 | L=287 | H=8 | | | | 88 854 110 | 92 989 961 |
| T Cyl. | A=126,99 | C=132 | L=287 | H=8 | | | | 88 852 110 | 92 989 962 | |

| 3 | | 121 | | | | | | | | | |
|---------------------------|--------|------------|---|-----------------------|----|--------|----------|--------|-----------|--|--|
| D 10 UT 150 Euro 1 | 1995 → | D (LA) | 6 | 10350 cm ³ | 2V | 150 kW | (204 PS) | 15,2:1 | 150,00 mm | | |

| | | | | | | | | | | |
|--|---------|---|-----|-----------|---------------------------------|----------------------|--|--|---------------|-------------------------------|
| | 6 | KH 94 VT1 -2,40 MT -28 MØ 73,5 GL 155 | RTK | 45 102 | 1 T15 3,5 1 M 2 1 DSF 3,5 | PC G3 NT G3 CR | | | 121,00 | 94 457 600 (92 771) |
| | 121 013 | | | | | | | | | |
| | | | | | | | | | | |

Fortsetzung nächste Seite / continued on next page / suite page suivante / continuación página próxima / Продолжение на следующей странице

| | | | | | | | |
|--|--------|-----------------------------|--|--|--|-------------------------------|-------------------|
| | | Type | | | | | |
| | T Cyl. | A=125,99 C=132 L=287 H=8,06 | | | | 89 465 110 | 94 457 961 |
| | T Cyl. | A=126,09 C=132 L=287 H=8,06 | | | | 89 466 110 (89 446) | 94 457 962 |
| | T Cyl. | A=126,99 C=132 L=287 H=8,26 | | | | 89 467 110 | 94 457 963 |




| | | | | | | | | |
|-----------------------|--------|-----------------------------|--------|-----------|---------------------------------|----------------------|-------------------------------|-------------------|
| 4 | | 121 | | | | | | |
| D 10 TC Euro 2 | | 1997 → | D (LA) | 6 | 10350 cm ³ | 2V | 150,00 mm | |
| | 6 | KH 94 MT -24,9 GL 155 | RTK | 45 102 | 1 T15 3,5 1 M 2 1 DSF 3,5 | PC G3 NT G3 CR | 121,00 | 94 596 600 |
| | T Cyl. | A=125,99 C=132 L=287 H=8,06 | | | | | 89 465 110 | 94 596 961 |
| | T Cyl. | A=126,09 C=132 L=287 H=8,06 | | | | | 89 466 110 (89 446) | 94 596 962 |
| | T Cyl. | A=126,99 C=132 L=287 H=8,26 | | | | | 89 467 110 | 94 596 963 |

| | | | | | | | | |
|-----------------------|--------|-----------------------------|--------|---|-----------------------|----|-------------------------------|--|
| 5 | | 121 | | | | | | |
| D 10 TC Euro 3 | | | D (LA) | 6 | 10350 cm ³ | 2V | 150,00 mm | |
| | T Cyl. | A=125,99 C=132 L=287 H=8,06 | | | | | 89 465 110 | |
| | T Cyl. | A=126,09 C=132 L=287 H=8,06 | | | | | 89 466 110 (89 446) | |
| | T Cyl. | A=126,99 C=132 L=287 H=8,26 | | | | | 89 467 110 | |

| | | | | | | | | | |
|----------------------|--------|--|------------|-----------|--|-------------|----------------------|-------------------------------|-------------------------------|
| 6 | | 123 | | | | | | | |
| D 2356 HM 6 U | | 1968 → | D | 6 | 10690 cm ³ | 2V | 169 kW (230 PS) 17:1 | 150,00 mm | |
| D 2356 HM 9 | | 1968 → | D | 6 | 10690 cm ³ | 2V | 169 kW (230 PS) 17:1 | 150,00 mm | |
| D 2356 HMN 2 | | 1968 → | D | 6 | 10690 cm ³ | 2V | 169 kW (230 PS) 17:1 | 150,00 mm | |
| D 2356 HMN 6 | | 1968 → | D | 6 | 10690 cm ³ | 2V | 162 kW (220 PS) 17:1 | 150,00 mm | |
| | 6 | KH 94 MT -50,5 MØ 48,5 GL 162 | LOX RTK | 45 102 | 1 T15 3,5 1 M 3 1 N 3 1 DSF 5,5 | CR G3 CR | +0,05 +0,35 | 123,00 | 92 767 600 (91 872) |
| | T Cyl. | A=125,99 C=132 L=287 H=8,03 | | | | | | 88 871 110 (88 657) | 92 767 960 |


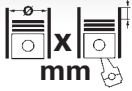

| | | | | | |
|--|----------------|---|-------------------|--|------------|
| | RABA | → | MAN | | 465 |
| | REDFLAG | → | AUDI | | 141 |





|  | | | Cyl. |  mm | cm ³ |  | Comp. Ratio ϵ | kW | PS | Pos |
|---|--|--------|------|--|-----------------|---|------------------------|---------|---------|-----|
| A 4.236 | | D | 4 | 98,48 x 126,8 | 3864 | 2 | 16:1 | 37-65 | 50-89 | 47 |
| AKD | 12/112-2 | D | 2 | 98 x 120 | 1810 | 2 | 19,5:1 | 16-18 | 22-24 | 46 |
| AKD | 12/112-3 | D | 3 | 98 x 120 | 2715 | 2 | 19,5:1 | 24 | 33 | 46 |
| C1J | 715, 742, 768 | B | 4 | 76 x 77 | 1397 | 2 | 9,25:1 | 43-44 | 58-60 | 6 |
| C2J | 713, 717, 784 | B | 4 | 76 x 77 | 1397 | 2 | | 44-53 | 60-72 | 6 |
| C3G | 700, 702, 710, 712, 720, 750 | B | 4 | 74 x 72 | 1239 | 2 | 9,2:1 | 40 | 54 | 4 |
| D 225-2 | | D | 2 | 95 x 120 | 1700 | 2 | 18:1 | 13-24 | 10-33 | 45 |
| D 225-3 | | D | 3 | 95 x 120 | 2550 | 2 | 18:1 | 35-37 | 48-50 | 45 |
| D 226-3 | | D | 3 | 105 x 120 | 3117 | 2 | 18:1 | 35-44 | 48-60 | 52 |
| D 226-4 | | D | 4 | 105 x 120 | 4154 | 2 | 18:1 | 44-64 | 60-87 | 52 |
| D 226-6 | | D | 6 | 105 x 120 | 6234 | 2 | 18:1 | 74-96 | 101-131 | 52 |
| D 227-4 | | D | 4 | 100 x 120 | 3768 | 2 | 18:1 | 46-61 | 63-83 | 49 |
| D 227-6 | | D | 6 | 100 x 120 | 5654 | 2 | 18:1 | 63-91 | 86-124 | 49 |
| D 227-6 | | D | 6 | 100 x 120 | 5654 | 2 | 18:1 | 71-91 | 97-124 | 48 |
| D 325-2 | | D | 2 | 95 x 120 | 1700 | 2 | 18:1 | 16-24 | 22-32 | 45 |
| D 325-3 | | D | 3 | 95 x 120 | 2550 | 2 | 18:1 | 25-34 | 34-46 | 45 |
| D 325-4 | | D | 4 | 95 x 120 | 3400 | 2 | 18:1 | 51 | 69 | 45 |
| D 327-2 | | D | 2 | 100 x 120 | 1885 | 2 | 18:1 | 24-27 | 32-37 | 49 |
| D 327-2 | | D | 2 | 100 x 120 | 1885 | 2 | 18:1 | 24-27 | 33-37 | 48 |
| D 327-3 | | D | 3 | 100 x 120 | 2827 | 2 | 18:1 | 31-48 | 42-55 | 48 |
| D 327-3 | | D | 3 | 100 x 120 | 2827 | 2 | 18:1 | 31-48 | 42-55 | 49 |
| D 327-4 | | D | 4 | 100 x 120 | 3768 | 2 | 18:1 | 47-55 | 64-74 | 48 |
| D 327-4 | | D | 4 | 100 x 120 | 3768 | 2 | 18:1 | 47-55 | 64-74 | 49 |
| D4F | 702, 704, 706, 708, 712, 714, 716, 722, 728, 730, 740, 764, 790 | B | 4 | 69 x 76,8 | 1149 | 4 | | 55-58 | 75-80 | 2 |
| D7F | 700, 701, 702, 703, 704, 710, 720, 722, 726, 730, 746, 766 | B | 4 | 69 x 76,8 | 1149 | 2 | 9,6:1 | 40-44 | 54-60 | 1 |
| E5F | 710, 716 | B | 4 | 75,8 x 64,9 | 1171 | 2 | 8,8:1 | 40-44 | 54-60 | 5 |
| E6J | 700, 701, 706, 734, 738, 760 | B | 4 | 75,8 x 77 | 1390 | 2 | | 40-59 | 55-80 | 5 |
| E6J | 712, 713, 718 | B | 4 | 75,8 x 77 | 1390 | 2 | | 43-57 | 58-77 | 5 |
| E7F | 700, 704, 706, 730 | B | 4 | 75,8 x 64,9 | 1171 | 2 | | 40-44 | 54-60 | 5 |
| E7F | 708, 750 | B | 4 | 75,8 x 64,9 | 1171 | 2 | | 40-43 | 54-58 | 5 |
| E7J | 601, 624, 634, 635, 700, 706, 707, 710, 711, 716, 718, 719, 726, 745, 754, 756, 757, 764, 773 | B | 4 | 75,8 x 77 | 1390 | 2 | 9,5:1 | 51-59 | 69-80 | 5 |
| E7J | 626, 720, 724, 728, 742, 770, 771, 780 | B | 4 | 75,8 x 77 | 1390 | 2 | 9,5:1 | 51-59 | 69-80 | 5 |
| F4P | 720, 722, 760, 770, 771, 772, 773, 774, 775 | B | 4 | 82,7 x 83 | 1783 | 4 | 9,8:1 | 85-88 | 116-120 | 21 |
| F4R | 700, 701 | B | 4 | 82,7 x 93 | 1998 | 4 | 9,8:1 | 102-103 | 139-140 | 22 |
| F4R | 712, 713, 720, 730, 740, 741, 744, 746, 747, 780, 790 | B | 4 | 82,7 x 93 | 1998 | 4 | | 88-124 | 120-169 | 22 |
| F4R | 763, 794, 795, 797 | B (LA) | 4 | 82,7 x 93 | 1998 | 4 | 9,5:1 | 120-125 | 163-170 | 22 |
| F8M | 700 | D | 4 | 78 x 83,5 | 1596 | 2 | 22,5:1 | 40 | 54 | 8 |
| F8M | 730, 736, 760 | D | 4 | 78 x 83,5 | 1596 | 2 | 22,5:1 | 40 | 54-55 | 9 |
| F8Q | 606, 620, 640, 644, 646, 648, 672, 676, 678, 682, 692, 696, 704, 706, 710, 714, 722, 724, 730, 732, 742, 764, 774, 776 | D | 4 | 80 x 93 | 1870 | 2 | | 40-48 | 54-65 | 14 |
| F8Q | 610, 740, 768, 784, 785, 786 | D (A) | 4 | 80 x 93 | 1870 | 2 | 20,5:1 | 66-70 | 90-95 | 15 |
| F8Q | 630, 632, 662 | D | 4 | 80 x 93 | 1870 | 2 | 21,5:1 | 40-48 | 54-65 | 17 |
| F8Q | 744 | D (A) | 4 | 80 x 93 | 1870 | 2 | 20,5:1 | 66 | 90 | 14 |
| F9Q | 200, 760, 762, 780, 782 | D (LA) | 4 | 80 x 93 | 1870 | 2 | | 59-74 | 80-101 | 16 |
| F9Q | 204, 260, 664, 670, 674, 812, 816, 818, 820, 826 | D (LA) | 4 | 80 x 93 | 1870 | 2 | | 68-88 | 92-120 | 18 |
| F9Q | 266, 803, 804 | D (LA) | 4 | 80 x 93 | 1870 | 2 | | 81-96 | 110-130 | 19 |
| F9Q | 650, 750, 756, 800, 808 | D (A) | 4 | 80 x 93 | 1870 | 2 | 18,3:1 | 66-88 | 95-120 | 18 |
| F9Q | 710, 717, 718, 736, 744, 748, 752, 754, 770, 772, 774, 790, 796 | D (A) | 4 | 80 x 93 | 1870 | 2 | | 58-79 | 79-110 | 16 |
| F9Q | 732, 733, 738, 740 | D (A) | 4 | 80 x 93 | 1870 | 2 | 19:1 | 72-79 | 98-107 | 16 |
| F9Q | 758 | D (A) | 4 | 80 x 93 | 1870 | 2 | 18,3:1 | 88 | 120 | 20 |
| F9Q | 759 | D (A) | 4 | 80 x 93 | 1870 | 2 | 18,3:1 | 88 | 120 | 19 |
| G9T | 600 | D (LA) | 4 | 87 x 92 | 2188 | 4 | 18/19:1 | 110 | 150 | 29 |
| G9T | 605, 606, 607, 642, 645, 700, 702, 703, 706, 707, 742, 743 | D (LA) | 4 | 87 x 92 | 2188 | 4 | | 110 | 150 | 30 |
| G9T | 710 | D (LA) | 4 | 87 x 92 | 2188 | 4 | 18:1 | 85 | 115 | 28 |
| G9T | 720, 722, 750 | D (A) | 4 | 87 x 92 | 2188 | 4 | 18:1 | 66 | 90 | 28 |
| G9U Euro 4 | 630 | D (LA) | 4 | 89 x 99 | 2463 | 4 | 18,1:1 | 107 | 145 | 36 |
| G9U Euro 4 | 632, 650 | D (LA) | 4 | 89 x 99 | 2463 | 4 | | 74-107 | 101-145 | 35 |
| G9U Euro 3 | 720, 724, 730, 750, 754 | D (LA) | 4 | 89 x 99 | 2463 | 4 | | 73-99 | 99-135 | 34 |
| J5R | A7 | B | 4 | 88 x 82 | 1995 | 2 | 9,2:1 | 61 | 83 | 31 |
| J6R | 234, 706, 707 | B | 4 | 88 x 82 | 1995 | 2 | 9,2:1 | 74-81 | 101-110 | 31 |







R







|  | | | | Cyl. |  mm | cm ³ |  | Comp. Ratio ε | kW | PS | Pos |
|---|---|--------|---|------|--|-----------------|---|------------------|---------|---------|-----|
| J7R | 720 | B | 4 | | 88 x 82 | 1995 | 3 | 9,3:1 | 100-103 | 136-140 | 33 |
| J7R | 732 | B | 4 | | 88 x 82 | 1995 | 2 | 9,2:1 | 77-79 | 105-107 | 33 |
| J7T | 730 | B | 4 | | 88 x 89 | 2165 | 2 | 9,9:1 | 90-93 | 123-126 | 32 |
| J7T | 760 | B | 4 | | 88 x 89 | 2165 | 3 | 9,2:1 | 101-103 | 137-140 | 33 |
| J7T | 770, 772 | B | 4 | | 88 x 89 | 2165 | 2 | 9,2:1 | 79-81 | 107-110 | 31 |
| J7T | 788 | B | 4 | | 88 x 89 | 2165 | 2 | 8,6:1 | 67 | 91 | 32 |
| J8S | 174, 702, 742, 746, 786, 788 | D (A) | 4 | | 86 x 89 | 2068 | 2 | 21,5:1 | 63-65 | 86-88 | 27 |
| J8S | 240, 610, 612, 708, 714, 738, 760, 772, 774, 776, 778, 814 | D (LA) | 4 | | 86 x 89 | 2068 | 2 | | 63-68 | 86-92 | 27 |
| J8S | 330, 600, 620, 704, 706, 711, 712, 736, 740, 784, 800 | D | 4 | | 86 x 89 | 2068 | 2 | 21,5:1 | 44-65 | 60-88 | 25 |
| J8S | 604 | D (A) | 4 | | 86 x 89 | 2068 | 2 | 21,5:1 | 65-68 | 88-92 | 25 |
| J8S | 758 | D | 4 | | 86 x 89 | 2068 | 2 | 21,5:1 | 47 | 64 | 27 |
| K4J | 713, 730 | B | 4 | | 79,5 x 70 | 1390 | 4 | 10:1 | 70-72 | 95-98 | 12 |
| K4J | 740, 750, 770, 780 | B | 4 | | 79,5 x 70 | 1390 | 4 | 10:1 | 70-72 | 95-98 | 12 |
| K4M | 690, 694, 697, 698, 700, 701, 704, 706, 708, 709, 710, 711, 712, 714, 716, 730, 732, 734, 736, 740, 742, 743, 744, 745, 748, 752, 790 | B | 4 | | 79,5 x 80,5 | 1598 | 4 | | 66-82 | 90-112 | 11 |
| K4M | 720, 724 | B | 4 | | 79,5 x 80,5 | 1598 | 4 | 10:1 | 75-79 | 102-107 | 11 |
| K7J | 710, 714 | B | 4 | | 79,5 x 70 | 1390 | 2 | 9,5:1 | 55 | 75 | 13 |
| K7M | 702, 703 | B | 4 | | 79,5 x 80,5 | 1598 | 2 | | 55-66 | 75-90 | 10 |
| K7M | 720, 744, 745, 746, 790 | B | 4 | | 79,5 x 80,5 | 1598 | 2 | | 55-66 | 75-90 | 10 |
| K9K | 260, 272, 700, 702, 704, 706, 708, 724, 750, 752, 790, 792, 794, 796 | D (LA) | 4 | | 76 x 80,5 | 1461 | 2 | | 48-65 | 65-88 | 7 |
| K9K | 710, 712, 714, 716, 722, 760, 762, 768 | D (A) | 4 | | 76 x 80,5 | 1461 | 2 | 18,8:1 | 42-74 | 57-100 | 7 |
| M9R | 700, 721, 722, 724, 740, 742, 744, 746, 748, 750, 760, 761, 762, 763, 782, 800, 802, 805, 809, 816, 830 | D (LA) | 4 | | 84 x 90 | 1995 | 4 | 15,7:1 | 66-132 | 90-180 | 23 |
| M9R Euro 4 | 780 | D (LA) | 4 | | 84 x 90 | 1995 | 4 | 15,7:1 | 66-84 | 90-114 | 23 |
| M9R Euro 2/3 | 786 | D (LA) | 4 | | 84 x 90 | 1995 | 4 | 15,7:1 | 66-84 | 90-114 | 23 |
| M9T | 606, 870, 872, 876, 880, 882, 890, 892, 896, 898 | D | 4 | | 85 x 101,3 | 2298 | 4 | 16:1 | | | 24 |
| M9T Euro 5 | 670, 690 | D (LA) | 4 | | 85 x 101,3 | 2298 | 4 | 16:1 | 74-92 | 101-125 | 24 |
| M9T Euro 4 | 676, 692 | D (A) | 4 | | 85 x 101,3 | 2298 | 4 | 16,0:1 | 74-92 | 101-125 | 24 |
| M9T | 678 | D (LA) | 4 | | 85 x 101,3 | 2298 | 4 | 16:1 | 107 | 146 | 24 |
| M9T | 680 | D (A) | 4 | | 85 x 101,3 | 2298 | 4 | 16,0:1 | 107 | 146 | 24 |
| M9T Euro 5 | 698 | D (A) | 4 | | 85 x 101,3 | 2298 | 4 | 16,0:1 | 107 | 146 | 24 |
| S8U | 720, 722, 730, 731 | D | 4 | | 93 x 90 | 2445 | 2 | | 50-55 | 68-75 | 37 |
| S8U | 742, 750, 752, 758 | D | 4 | | 93 x 92 | 2499 | 2 | | 53-55 | 72-75 | 40 |
| S8U | 780, 782 | D | 4 | | 93 x 90 | 2445 | 2 | 21:1 | 55 | 75 | 40 |
| S9U | 714 | D (A) | 4 | | 93 x 92 | 2499 | 2 | 18,5:1 | 69 | 94 | 41 |
| S9W Euro 2 | 700, 702 | D (A) | 4 | | 94,4 x 100 | 2799 | 2 | 19:1 | 84 | 114 | 44 |
| TD 226 B-6 | | D (A) | 6 | | 105 x 120 | 6234 | 2 | 16,4:1 | 81-136 | 110-185 | 53 |
| TD 226-4 | | D (A) | 4 | | 105 x 120 | 4160 | 2 | 15,5:1 | 68-74 | 92-100 | 54 |
| 797.20 | | D | 6 | | 102 x 112,1 | 5496 | 2 | 17,5:1 | 89-113 | 121-154 | 50 |
| 798-20 | | D (A) | 6 | | 102 x 112,1 | 5496 | 2 | 17:1 | 113 | 154 | 51 |
| 810.01 | | B | 4 | | 73 x 77 | 1289 | 2 | 8,5:1 | 26 | 35 | 3 |
| 810.02 | | B | 4 | | 73 x 77 | 1289 | 2 | 8,5:1 | 36 | 49 | 3 |
| 810.03 | | B | 4 | | 73 x 77 | 1289 | 2 | 8:1 | 29 | 40 | 3 |
| 810.05 | | B | 4 | | 73 x 77 | 1289 | 2 | 8,5:1 | 44 | 60 | 3 |
| 810.10 | | B | 4 | | 73 x 77 | 1289 | 2 | 9,5:1 | 44 | 60 | 3 |
| 810.19 | | B | 4 | | 73 x 77 | 1289 | 2 | 8,2:1 | 33 | 45 | 3 |
| 810.25 | | B | 4 | | 73 x 77 | 1289 | 2 | 9,5:1 | 47 | 64 | 3 |
| 810.26 | | B | 4 | | 73 x 77 | 1289 | 2 | 9,5:1 | 31 | 42 | 3 |
| 810.29 | | B | 4 | | 73 x 77 | 1289 | 2 | 9,6:1 | 40 | 54 | 3 |
| 810.99 | | B | 4 | | 73 x 77 | 1289 | 2 | 8,5:1 | 36-44 | 49-60 | 3 |
| 8140.07.2585 Euro 1 | | D | 4 | | 93 x 92 | 2499 | 2 | 18,5:1 | 55 | 75 | 38 |
| 8140.07.2700 | | D | 4 | | 93 x 92 | 2499 | 2 | 18,5:1 | 55 | 75 | 38 |
| 8140.07.3700 Euro 1 | | D | 4 | | 93 x 92 | 2499 | 2 | 19:1 | 53 | 72 | 38 |
| 8140.21.235 | | D (A) | 4 | | 93 x 90 | 2445 | 2 | 18:1 | 68 | 92 | 39 |
| 8140.27.2560 | | D (A) | 4 | | 93 x 92 | 2499 | 2 | | 69 | 94 | 41 |
| 8140.27.2565 Euro 1 | | D (A) | 4 | | 94,4 x 100 | 2798 | 2 | 18,5:1 | 78 | 106 | 43 |
| 8140.27.2582 | | D (A) | 4 | | 93 x 92 | 2499 | 2 | 18,5:1 | 68-78 | 92-106 | 38 |
| 8140.27.2700 | | D (A) | 4 | | 93 x 92 | 2499 | 2 | 18,5:1 | 76 | 103 | 38 |
| 8140.43.3700 Euro 2 | | D (LA) | 4 | | 94,4 x 100 | 2798 | 2 | 18,5:1 | 90 | 122 | 44 |
| 8140.47.2530 Euro 1 | | D (LA) | 4 | | 93 x 92 | 2499 | 2 | 18,5:1 | 85 | 116 | 41 |
| 8140.47.2700 Euro 1 | | D (LA) | 4 | | 93 x 92 | 2499 | 2 | 18,5:1 | 85 | 116 | 41 |
| 8140.47.2711 Euro 1 | | D (LA) | 4 | | 93 x 90 | 2445 | 2 | 18,5:1 | 85 | 116 | 41 |
| 8140.47.2721 Euro 1 | | D (LA) | 4 | | 93 x 92 | 2499 | 2 | 18,5:1 | 85 | 116 | 41 |

| | | | | Cyl. |  mm | cm ³ |  | Comp. Ratio ϵ | kW | PS | Pos |
|----------------------|----------|--|--|----------|--|-----------------|---|------------------------|-------|---------|-----|
| | | | | | | | | | | | |
| 8140.47.2785 Euro 1 | | | | D (LA) 4 | 93 x 92 | 2499 | 2 | 18,5:1 | 85 | 116 | 41 |
| 8140.58 U | | | | D 4 | 93 x 92 | 2445 | 2 | 22:1 | 49-53 | 67-72 | 37 |
| 8140.61.200 | | | | D 4 | 93 x 90 | 2445 | 2 | 21:1 | 53-60 | 72-82 | 37 |
| 8140.61.235 | | | | D 4 | 93 x 90 | 2445 | 2 | 21:1 | 53 | 72 | 37 |
| 8140.61.240 | | | | D 4 | 93 x 90 | 2445 | 2 | 21:1 | 51-55 | 69-75 | 37 |
| 8140.61.2300 | | | | D 4 | 93 x 90 | 2445 | 2 | 21:1 | 52-55 | 71-75 | 37 |
| 8140.67F.3700 Euro 2 | | | | D (LA) 4 | 93 x 92 | 2499 | 2 | 21:1 | 60 | 82 | 42 |
| 8140.67.2500 | | | | D 4 | 93 x 92 | 2499 | 2 | 22:1 | 55 | 75 | 40 |
| 8140.67.2550 | | | | D 4 | 93 x 92 | 2499 | 2 | 21:1 | 55 | 75 | 40 |
| 8140.67.2552 | | | | D 4 | 93 x 92 | 2499 | 2 | 21:1 | 55 | 75 | 40 |
| 8140.67.2580 Euro 2 | | | | D 4 | 93 x 92 | 2499 | 2 | 22:1 | 55-62 | 75-85 | 38 |
| 8140.67.2620 | | | | D 4 | 93 x 92 | 2499 | 2 | 22,5:1 | 59 | 80 | 38 |
| 8140.67.2629 | | | | D 4 | 93 x 92 | 2499 | 2 | 22,5:1 | 59 | 80 | 38 |
| 8140.67.2630 | | | | D 4 | 93 x 92 | 2499 | 2 | 22,5:1 | 59 | 80 | 38 |
| 8140.67.2639 | | | | D 4 | 93 x 92 | 2499 | 2 | 22,5:1 | 59 | 80 | 38 |
| 8140.68 U | | | | D 4 | 93 x 90 | 2445 | 2 | 22:1 | 53 | 72 | 37 |
| 8144.67.2500 | | | | D 4 | 93 x 92 | 2499 | 2 | 22:1 | 55 | 75 | 40 |
| 8144.97 S | | | | D (LA) 4 | 93 x 92 | 2499 | 2 | 21:1 | 78 | 106 | 42 |
| 8144.97.2200 | | | | D (LA) 4 | 93 x 92 | 2499 | 2 | 22,5:1 | 83-87 | 113-118 | 42 |
| 8144.97.2400 | | | | D (LA) 4 | 93 x 92 | 2499 | 2 | 21:1 | 83-87 | 113-118 | 42 |
| 829.00 | | | | B 4 | 88 x 82 | 1995 | 2 | 9,2:1 | 76 | 103 | 31 |
| 829.01 | | | | B 4 | 88 x 82 | 1995 | 2 | 9,2:1 | 76 | 103 | 31 |
| 847 | 700, 720 | | | B 4 | 76 x 77 | 1397 | 2 | | 34-50 | 48-67 | 6 |
| 847.20 | | | | B 4 | 76 x 77 | 1397 | 2 | 9,25:1 | 40 | 54 | 6 |
| 851 | 700 | | | B 4 | 88 x 89 | 2165 | 2 | 9,2:1 | 83-85 | 113-116 | 32 |
| 852 | 700 | | | D 4 | 86 x 89 | 2068 | 2 | 21,5:1 | 46 | 63 | 25 |
| 852 | 720, 750 | | | D 4 | 86 x 89 | 2068 | 2 | 21,5:1 | 43 | 58 | 26 |







|   | |  | Pos |   | |  | Pos | | | | |
|---|-------------------|---|-----|--|------------------------|---|---------|-------------------|-----------|---|----------|
| AVANTIME | | | | | | | | | | | |
| Avantime 2.2 dCi 16V | 12.2001 → 12.2003 | G9T 710 | D | 28 | Clio II 1.6i 16V | 03.1998 → 10.2007 | K4M 736 | B | 11 | | |
| CLIO I | | | | | | | | | | | |
| Clio I 1.2 | 06.1990 → 02.1998 | E5F 710 | B | 5 | Clio II 1.6i 16V | 03.1998 → | K4M 720 | B | 11 | | |
| Clio I 1.2 | 06.1990 → 02.1998 | E5F 716 | B | 5 | Clio II 1.6i 16V | 06.1998 → | K4M 748 | B | 11 | | |
| Clio I 1.2i | 06.1990 → 03.1996 | E7F 700 | B | 5 | Clio II 1.6i 16V | 10.1999 → | K4M 740 | B | 11 | | |
| Clio I 1.2i | 06.1990 → 02.1998 | E7F 706 | B | 5 | Clio II 1.6i 16V | 08.2000 → 10.2007 | K4M 708 | B | 11 | | |
| Clio I 1.2i | 07.1992 → 03.1994 | E7F 704 | B | 5 | Clio II 1.6i 16V | 01.2001 → | K4M 745 | B | 11 | | |
| Clio I 1.2i | 01.1994 → 03.1996 | E7F 750 | B | 5 | Clio II 1.6i 16V | 06.2001 → | K4M 743 | B | 11 | | |
| Clio I 1.2i | 01.1994 → 02.1998 | E7F 708 | B | 5 | Clio II 1.6i 16V | 06.2001 → | K4M 744 | B | 11 | | |
| Clio I 1.2i | 09.1995 → 03.1996 | C3G 700 | B | 4 | Clio II 1.6i 16V | 11.2001 → | K4M 732 | B | 11 | | |
| Clio I 1.2i | 09.1995 → 03.1996 | C3G 720 | B | 4 | Clio II 1.6i 16V | 12.2002 → | K4M 742 | B | 11 | | |
| Clio I 1.2i | 04.1996 → 09.1998 | C3G 750 | B | 4 | Clio II 1.9 D | 03.1998 → 10.2007 | F8Q 630 | D | 17 | | |
| Clio I 1.4 | 06.1990 → 02.1998 | E6J 713 | B | 5 | Clio II 1.9 D | 03.1998 → | F8Q 662 | D | 17 | | |
| Clio I 1.4 | 06.1990 → 02.1998 | E6J 718 | B | 5 | Clio II 1.9 D | 03.1999 → | F8Q 632 | D | 17 | | |
| Clio I 1.4 | 06.1990 → 02.1998 | E6J 760 | B | 5 | Clio II 1.9 DTi | 03.1999 → 10.2007 | F9Q 780 | D | 16 | | |
| Clio I 1.4i | 06.1990 → 12.1992 | E6J 700 | B | 5 | Clio II 1.9 DTi | 08.2000 → 10.2007 | F9Q 782 | D | 16 | | |
| Clio I 1.4i | 06.1990 → 03.1996 | E7J 718 | B | 5 | Clio II 2.0i 16V | 03.1999 → 10.2007 | F4R 730 | B | 22 | | |
| Clio I 1.4i | 06.1990 → 03.1996 | E7J 719 | B | 5 | CLIO III | | | | | | |
| Clio I 1.4i | 06.1990 → 02.1998 | E6J 712 | B | 5 | Clio III 1.2i 16V | 06.2005 → | D4F 740 | B | 2 | | |
| Clio I 1.4i | 06.1990 → 02.1998 | E7J 601 | B | 5 | Clio III 1.2i 16V | 06.2005 → | D4F 764 | B | 2 | | |
| Clio I 1.4i | 06.1990 → 02.1998 | E7J 710 | B | 5 | Clio III 1.2i 16V | | D4F 708 | B | 2 | | |
| Clio I 1.4i | 06.1990 → 02.1998 | E7J 711 | B | 5 | Clio III 1.4i 16V | 06.2005 → | D4F 730 | B | 2 | | |
| Clio I 1.4i | 01.1994 → 02.1998 | E7J 716 | B | 5 | Clio III 1.5 dCi | 06.2005 → | K4J 780 | B | 12 | | |
| Clio I 1.4i | 01.1994 → 02.1998 | E7J 754 | B | 5 | Clio III 1.5 dCi | 06.2005 → | K9K 750 | D | 7 | | |
| Clio I 1.4i | 04.1996 → 02.1998 | E7J 756 | B | 5 | Clio III 1.5 dCi | 06.2005 → | K9K 752 | D | 7 | | |
| Clio I 1.4i | 04.1996 → 02.1998 | E7J 757 | B | 5 | Clio III 1.5 dCi | 06.2005 → | K9K 760 | D | 7 | | |
| Clio I 1.9 D | 06.1990 → 02.1998 | F8Q 730 | D | 14 | Clio III 1.5 dCi | 06.2005 → | K9K 762 | D | 7 | | |
| Clio I 1.9 D | 06.1990 → 02.1998 | F8Q 732 | D | 14 | Clio III 1.5 dCi | 06.2005 → | K9K 768 | D | 7 | | |
| Clio I 1.9 D | 07.1992 → 02.1998 | F8Q 714 | D | 14 | Clio III 1.9 dCi | 06.2005 → | F9Q 670 | D | 18 | | |
| Clio I 1.9 D | 10.1994 → 02.1998 | F8Q 678 | D | 14 | Clio III 1.9 dCi | | F9Q 674 | D | 18 | | |
| Clio I 1.9 D | 09.1996 → 02.1998 | F8Q 672 | D | 14 | ESPACE I | | | | | | |
| Clio I 1.9 D | 09.1996 → 02.1998 | F8Q 676 | D | 14 | Espace I 2.0 | 07.1984 → 12.1990 | J6R 234 | B | 31 | | |
| Clio I 1.9 D | 09.1996 → 02.1998 | F8Q 692 | D | 14 | Espace I 2.1 TD | 01.1984 → 10.1996 | J8S 814 | D | 27 | | |
| Clio I 1.9 D | 09.1996 → 02.1998 | F8Q 696 | D | 14 | Espace I 2.1 TD | 10.1984 → 12.1990 | J8S 240 | D | 27 | | |
| CLIO II | | | | | | | | | | | |
| Clio II 1.2i | 03.1996 → | D7F 700 | B | 1 | Espace I 2.1 TD | 10.1984 → 12.1990 | J8S 774 | D | 27 | | |
| Clio II 1.2i | 03.1996 → | D7F 730 | B | 1 | Espace I 2.1 TD | 06.1987 → 12.1990 | J8S 708 | D | 27 | | |
| Clio II 1.2i | 03.1998 → | D7F 720 | B | 1 | Espace I 2.2i | 07.1986 → 12.1990 | J7T 770 | B | 31 | | |
| Clio II 1.2i | 03.1998 → | D7F 726 | B | 1 | ESPACE II | | | | | | |
| Clio II 1.2i | 03.1998 → | D7F 746 | B | 1 | Espace II 2.1 TD | 01.1991 → 09.1996 | J8S 610 | D | 27 | | |
| Clio II 1.2i | 03.1998 → | D7F 766 | B | 1 | Espace II 2.1 TD | 01.1991 → 09.1996 | J8S 612 | D | 27 | | |
| Clio II 1.2i | 09.1998 → | D7F 710 | B | 1 | Espace II 2.1 TD | 01.1991 → 09.1996 | J8S 772 | D | 27 | | |
| Clio II 1.2i | 10.1999 → | D7F 722 | B | 1 | Espace II 2.1 TD | 01.1991 → 09.1996 | J8S 776 | D | 27 | | |
| Clio II 1.2i 16V | 06.2000 → 03.2004 | D4F 706 | B | 2 | Espace II 2.1 TD | 01.1991 → 09.1996 | J8S 778 | D | 27 | | |
| Clio II 1.2i 16V | 06.2000 → | D4F 712 | B | 2 | Espace II 2.2i | 01.1991 → 09.1996 | J7T 772 | B | 31 | | |
| Clio II 1.2i 16V | 06.2000 → | D4F 714 | B | 2 | ESPACE III | | | | | | |
| Clio II 1.2i 16V | 10.2003 → 10.2007 | D4F 722 | B | 2 | Espace III 2.0i 16V | 10.1998 → 10.2002 | F4R 700 | B | 22 | | |
| Clio II 1.2i 16V | 04.2004 → | D4F 728 | B | 2 | Espace III 2.0i 16V | 07.2000 → 10.2002 | F4R 701 | B | 22 | | |
| Clio II 1.2i 16V | | D4F 708 | B | 2 | Espace III 2.2 dCi 16V | 07.2000 → 10.2002 | G9T 710 | D | 28 | | |
| Clio II 1.2i 16V | | D4F 730 | B | 2 | ESPACE IV | | | | | | |
| Clio II 1.4i | 03.1998 → 10.2007 | E7J 780 | B | 5 | Espace IV 1.9 dCi | 11.2002 → 12.2006 | F9Q 820 | D | 18 | | |
| Clio II 1.4i | 03.1998 → | E7J 700 | B | 5 | Espace IV 1.9 dCi | 11.2002 → 12.2006 | F9Q 826 | D | 18 | | |
| Clio II 1.4i | 03.1999 → 10.2007 | E7J 634 | B | 5 | Espace IV 2.0 dCi 16V | 01.2006 → | M9R 740 | D | 23 | | |
| Clio II 1.4i | 03.1999 → 10.2007 | E7J 635 | B | 5 | Espace IV 2.0 dCi 16V | 01.2006 → | M9R 750 | D | 23 | | |
| Clio II 1.4i 16V | 10.1999 → 10.2007 | K4J 713 | B | 12 | Espace IV 2.0 dCi 16V | 01.2006 → | M9R 760 | D | 23 | | |
| Clio II 1.4i 16V | 01.2000 → 09.2006 | K4J 750 | B | 12 | Espace IV 2.0 dCi 16V | 01.2006 → | M9R 761 | D | 23 | | |
| Clio II 1.5 dCi | 06.2000 → 10.2007 | K9K 700 | D | 7 | Espace IV 2.0 dCi 16V | 01.2006 → | M9R 762 | D | 23 | | |
| Clio II 1.5 dCi | 06.2001 → | K9K 702 | D | 7 | Espace IV 2.0 dCi 16V | 01.2006 → | M9R 763 | D | 23 | | |
| Clio II 1.5 dCi | 06.2001 → | K9K 704 | D | 7 | Espace IV 2.0i Turbo | 11.2002 → 02.2006 | F4R 794 | B | 22 | | |
| Clio II 1.5 dCi | 06.2001 → | K9K 706 | D | 7 | 16V | | | | | | |
| Clio II 1.5 dCi | 06.2001 → | K9K 710 | D | 7 | Espace IV 2.0i Turbo | 11.2002 → 12.2006 | F4R 795 | B | 22 | | |
| Clio II 1.5 dCi | 06.2001 → | K9K 714 | D | 7 | 16V | | | | | | |
| Clio II 1.5 dCi | 06.2001 → | K9K 712 | D | 7 | Espace IV 2.0i Turbo | 06.2004 → | F4R 797 | B | 22 | | |
| Clio II 1.5 dCi | 03.2003 → | K9K 712 | D | 7 | 16V | | | | | | |
| Clio II 1.6i | 03.1998 → | K7M 703 | B | 10 | Espace IV 2.0i 16V | 11.2002 → | F4R 790 | B | 22 | | |
| Clio II 1.6i | 03.1998 → | K7M 744 | B | 10 | Espace IV 2.2 dCi 16V | 11.2002 → | G9T 642 | D | 30 | | |
| Clio II 1.6i | 03.1998 → | K7M 745 | B | 10 | Espace IV 2.2 dCi 16V | 11.2002 → | G9T 645 | D | 30 | | |
| Clio II 1.6i | 10.1999 → | K7M 746 | B | 10 | Espace IV 2.2 dCi 16V | 11.2002 → | G9T 742 | D | 30 | | |
| Clio II 1.6i | 11.2001 → | K4M 734 | B | 11 | Espace IV 2.2 dCi 16V | 11.2002 → | G9T 743 | D | 30 | | |
| | | | | ESTAFETTE | | | | | | | |
| | | | | Estafette 1.3 | | | | 10.1968 → 09.1980 | 810.01 | B | 3 |









|  | | | | |  | Pos |  | | | | |  | Pos |
|---|-------------------|---------|---|----|---|-------------------|--|-------------------|---------|----|----|---|-----|
| EXPRESS | | | | | | | Kangoo 1.5 dCi | 06.2005 → | K9K 714 | D | 7 | | |
| Express 1.2i | 09.1991 → 10.1997 | C3G 700 | B | 4 | Kangoo 1.5 dCi | | | K9K 708 | D | 7 | | | |
| Express 1.2i | 07.1993 → 06.1997 | C3G 710 | B | 4 | Kangoo 1.6i | 09.1999 → | | K7M 746 | B | 10 | | | |
| Express 1.2i | 12.1996 → 06.1997 | C3G 712 | B | 4 | Kangoo 1.6i 16V | 06.2000 → | | K4M 708 | B | 11 | | | |
| Express 1.4 | 03.1986 → 06.1989 | C1J 768 | B | 6 | Kangoo 1.6i 16V | 02.2001 → | | K4M 752 | B | 11 | | | |
| Express 1.4 | 03.1986 → 09.1997 | C1J 715 | B | 6 | Kangoo 1.6i 16V | 09.2001 → | | K4M 730 | B | 11 | | | |
| Express 1.4 | 06.1987 → 09.1997 | C2J 784 | B | 6 | Kangoo 1.6i 16V | 01.2003 → | | K4M 732 | B | 11 | | | |
| Express 1.4 | → 09.1997 | 847.20 | B | 6 | Kangoo 1.9 D | 10.1997 → | | F8Q 630 | D | 17 | | | |
| Express 1.4i | 03.1986 → 09.1997 | E6J 712 | B | 5 | Kangoo 1.9 D | 10.1997 → | | F8Q 662 | D | 17 | | | |
| Express 1.4i | 03.1986 → 09.1997 | E6J 734 | B | 5 | Kangoo 1.9 D | 01.1998 → | | F8Q 632 | D | 17 | | | |
| Express 1.4i | 03.1986 → 09.1997 | E6J 738 | B | 5 | Kangoo 1.9 dTi | 09.1998 → | | F9Q 780 | D | 16 | | | |
| Express 1.4i | 09.1991 → 10.1997 | E7J 720 | B | 5 | Kangoo 1.9 dTi | 05.2000 → | | F9Q 782 | D | 16 | | | |
| Express 1.4i | 09.1991 → 10.1997 | E7J 724 | B | 5 | Kangoo 1.9 dCi | 05.2000 → | | F9Q 790 | D | 16 | | | |
| Express 1.4i | 09.1991 → 10.1997 | E7J 726 | B | 5 | KANGOO II | | | | | | | | |
| Express 1.4i | 09.1991 → 10.1997 | E7J 754 | B | 5 | Kangoo II 1.6i 16V | | | K4M 697 | B | 11 | | | |
| Express 1.4i | 03.1994 → 10.1997 | E7J 728 | B | 5 | Kangoo II 1.6i 16V | | | K4M 698 | B | 11 | | | |
| Express 1.4i | 03.1994 → 10.1997 | E7J 773 | B | 5 | KOLEOS | | | | | | | | |
| Express 1.4i | 03.1996 → 09.1997 | E7J 770 | B | 5 | Koleos 2.0 dCi 16V | 09.2008 → | | M9R 830 | D | 23 | | | |
| Express 1.4i | 03.1996 → 09.1997 | E7J 771 | B | 5 | LAGUNA I | | | | | | | | |
| Express 1.6 D | 10.1987 → 03.1997 | F8M 730 | D | 9 | Laguna I 1.6i 16V | 05.1998 → 02.2001 | | K4M 720 | B | 11 | | | |
| Express 1.6 D | 09.1991 → 03.1997 | F8M 736 | D | 9 | Laguna I 1.6i 16V | 05.1998 → 02.2001 | | K4M 724 | B | 11 | | | |
| Express 1.9 D | 09.1991 → 03.1997 | F8Q 776 | D | 14 | Laguna I 1.8i 16V | 05.1998 → 02.2001 | | F4P 760 | B | 21 | | | |
| Express 1.9 D | 09.1991 → 10.1997 | F8Q 722 | D | 14 | Laguna I 1.9 dCi | 09.1999 → 03.2001 | | F9Q 718 | D | 16 | | | |
| Express 1.9 D | 09.1991 → 10.1997 | F8Q 724 | D | 14 | Laguna I 1.9 dTi | 04.1999 → 02.2001 | | F9Q 717 | D | 16 | | | |
| Express 1.9 D | 09.1991 → 10.1997 | F8Q 730 | D | 14 | Laguna I 1.9 dTi | 09.1999 → 02.2001 | | F9Q 710 | D | 16 | | | |
| Express 1.9 D | 09.1991 → 10.1997 | F8Q 732 | D | 14 | Laguna I 2.0i 16V | 09.1999 → 02.2001 | | F4R 780 | B | 22 | | | |
| Express 1.9 D | 09.1991 → 10.1997 | F8Q 774 | D | 14 | LAGUNA GRANDTOUR | | | | | | | | |
| FUEGO | | | | | | | Laguna Grandtour 1.6i 16V | 05.1998 → 02.2001 | K4M 720 | B | 11 | | |
| Fuego 1.4 | 03.1980 → 10.1985 | 847 720 | B | 6 | Laguna Grandtour 1.6i 16V | 05.1998 → 02.2001 | | K4M 724 | B | 11 | | | |
| Fuego 1.4 | → 10.1985 | 847.20 | B | 6 | Laguna Grandtour 1.8i 16V | 05.1998 → 02.2001 | | F4P 760 | B | 21 | | | |
| Fuego 2.1 TD | 10.1982 → 07.1984 | J8S 712 | D | 25 | Laguna Grandtour 1.9 dTi | 09.1999 → 02.2001 | | F9Q 710 | D | 16 | | | |
| GRAND MODUS | | | | | | | Laguna Grandtour 1.9 dTi | 09.1999 → 02.2001 | F9Q 717 | D | 16 | | |
| Grand Modus 1.4i 16V | 12.2004 → | K4J 770 | B | 12 | Laguna Grandtour 1.9 dCi | 09.1999 → 02.2001 | | F9Q 718 | D | 16 | | | |
| Grand Modus 1.5dCi | 12.2004 → | K9K 752 | D | 7 | Laguna Grandtour 2.0i 16V | 09.1999 → 02.2001 | | F4R 780 | B | 22 | | | |
| Grand Modus 1.5dCi | 12.2004 → | K9K 768 | D | 7 | LAGUNA II | | | | | | | | |
| GRAND SCÉNIC II | | | | | | | Laguna II 1.6i 16V | 03.2001 → 10.2007 | K4M 710 | B | 11 | | |
| Grand Scénic II 1.5 dCi | 05.2005 → | K9K 724 | D | 7 | Laguna II 1.6i 16V | 03.2001 → 10.2007 | | K4M 711 | B | 11 | | | |
| Grand Scénic II 1.9 dCi | 04.2004 → | F9Q 812 | D | 18 | Laguna II 1.6i 16V | 03.2001 → 10.2007 | | K4M 714 | B | 11 | | | |
| Grand Scénic II 1.9 dCi | 05.2005 → | F9Q 803 | D | 19 | Laguna II 1.6i 16V | 03.2001 → 10.2007 | | K4M 716 | B | 11 | | | |
| Grand Scénic II 1.9 dCi | 05.2005 → | F9Q 804 | D | 19 | Laguna II 1.8i 16V | 03.2001 → 10.2007 | | F4P 770 | B | 21 | | | |
| Grand Scénic II 1.9 dCi | | F9Q 816 | D | 18 | Laguna II 1.8i 16V | 03.2001 → 10.2007 | | F4P 771 | B | 21 | | | |
| Grand Scénic II 1.9 dCi | | F9Q 818 | D | 18 | Laguna II 1.8i 16V | 03.2001 → 10.2007 | | F4P 772 | B | 21 | | | |
| Grand Scénic II 2.0 dCi 16V | 09.2005 → | M9R 700 | D | 23 | Laguna II 1.8i 16V | 03.2001 → 10.2007 | | F4P 773 | B | 21 | | | |
| Grand Scénic II 2.0 dCi 16V | 09.2005 → | M9R 721 | D | 23 | Laguna II 1.8i 16V | 03.2001 → 10.2007 | | F4P 774 | B | 21 | | | |
| Grand Scénic II 2.0 dCi 16V | 09.2005 → | M9R 722 | D | 23 | Laguna II 1.8i 16V | 03.2001 → 10.2007 | | F4P 775 | B | 21 | | | |
| KANGOO | | | | | | | Laguna II 1.9 dCi | 03.2001 → 10.2007 | F9Q 650 | D | 18 | | |
| Kangoo 1.2i | 10.1997 → 04.1998 | D7F 710 | B | 1 | Laguna II 1.9 dCi | 03.2001 → 10.2007 | | F9Q 750 | D | 18 | | | |
| Kangoo 1.2i | 10.1997 → | D7F 722 | B | 1 | Laguna II 1.9 dCi | 03.2001 → 10.2007 | | F9Q 752 | D | 16 | | | |
| Kangoo 1.2i | 03.1998 → | D7F 720 | B | 1 | Laguna II 1.9 dCi | 03.2001 → 10.2007 | | F9Q 754 | D | 16 | | | |
| Kangoo 1.2i | 04.1998 → | D7F 701 | B | 1 | Laguna II 1.9 dCi | 03.2001 → 10.2007 | | F9Q 756 | D | 18 | | | |
| Kangoo 1.2i | 09.1998 → | D7F 726 | B | 1 | Laguna II 1.9 dCi | 09.2004 → 10.2007 | | F9Q 670 | D | 18 | | | |
| Kangoo 1.2i | 05.2000 → | D7F 746 | B | 1 | Laguna II 1.9 dCi | 01.2005 → 10.2007 | | F9Q 664 | D | 18 | | | |
| Kangoo 1.2i | 03.2002 → | D7F 766 | B | 1 | Laguna II 1.9 dCi | 01.2005 → 10.2007 | | F9Q 674 | D | 18 | | | |
| Kangoo 1.2i 16V | 05.2000 → | D4F 712 | B | 2 | Laguna II 1.9 dCi | 01.2005 → 10.2007 | | F9Q 758 | D | 20 | | | |
| Kangoo 1.2i 16V | 05.2000 → | D4F 714 | B | 2 | Laguna II 1.9 dCi | 01.2005 → 10.2007 | | F9Q 804 | D | 19 | | | |
| Kangoo 1.2i 16V | 09.2001 → | D4F 716 | B | 2 | Laguna II 1.9 dCi | 05.2005 → 10.2007 | | F9Q 759 | D | 19 | | | |
| Kangoo 1.2i 16V | 09.2001 → | D4F 730 | B | 2 | Laguna II 1.9 dCi | 03.2006 → 10.2007 | | F9Q 803 | D | 19 | | | |
| Kangoo 1.4i | 10.1997 → | E7J 780 | B | 5 | Laguna II 2.0i 16V | 03.2001 → 10.2007 | | F4R 712 | B | 22 | | | |
| Kangoo 1.4i | 03.1998 → | E7J 700 | B | 5 | Laguna II 2.0i 16V | 06.2001 → 10.2007 | | F4R 713 | B | 22 | | | |
| Kangoo 1.4i | 09.1998 → | E7J 634 | B | 5 | Laguna II 2.0 dCi 16V | 08.2005 → 10.2007 | | M9R 740 | D | 23 | | | |
| Kangoo 1.4i | 09.1998 → | E7J 635 | B | 5 | Laguna II 2.0 dCi 16V | 01.2006 → 10.2007 | | M9R 760 | D | 23 | | | |
| Kangoo 1.5 dCi | 05.2000 → | K9K 700 | D | 7 | Laguna II 2.2 dCi 16V | 03.2001 → 10.2007 | | G9T 600 | D | 29 | | | |
| Kangoo 1.5 dCi | 05.2000 → | K9K 702 | D | 7 | Laguna II 2.2 dCi 16V | 03.2001 → 10.2007 | | G9T 605 | D | 30 | | | |
| Kangoo 1.5 dCi | 05.2000 → | K9K 704 | D | 7 | | | | | | | | | |
| Kangoo 1.5 dCi | 05.2000 → | K9K 710 | D | 7 | | | | | | | | | |
| Kangoo 1.5 dCi | 04.2005 → | K9K 716 | D | 7 | | | | | | | | | |

R









|  |  | Pos |  |  | Pos |
|---|---|-----|--|---|-------------------|
| Laguna II 2.2 dCi 16V 03.2001 → 10.2007 | G9T 700 | D | 30 | Laguna III 2.0 dCi 16V 10.2007 → | M9R 802 D 23 |
| Laguna II 2.2 dCi 16V 03.2001 → 10.2007 | G9T 702 | D | 30 | Laguna III 2.0 dCi 16V 10.2007 → | M9R 805 D 23 |
| Laguna II 2.2 dCi 16V 03.2001 → 10.2007 | G9T 703 | D | 30 | Laguna III 2.0 dCi 16V 10.2007 → | M9R 809 D 23 |
| Laguna II 2.2 dCi 16V 03.2001 → 10.2007 | G9T 706 | D | 30 | Laguna III 2.0 dCi 16V 10.2007 → | M9R 816 D 23 |
| Laguna II 2.2 dCi 16V 03.2001 → 10.2007 | G9T 707 | D | 30 | LAGUNA GRANDTOUR III | |
| LAGUNA GRANDTOUR II | | | Laguna Grandtour III 2.0 10.2007 → | | |
| Laguna Grandtour II 1.6i 03.2001 → 10.2007 | K4M 710 | B | 11 | dCi | M9R 742 D 23 |
| Laguna Grandtour II 1.6i 03.2001 → 10.2007 | K4M 711 | B | 11 | dCi | M9R 744 D 23 |
| Laguna Grandtour II 1.6i 03.2001 → 10.2007 | K4M 714 | B | 11 | Laguna Grandtour III 2.0 10.2007 → | M9R 746 D 23 |
| Laguna Grandtour II 1.6i 03.2001 → 10.2007 | K4M 716 | B | 11 | dCi | M9R 748 D 23 |
| Laguna Grandtour II 1.8i 03.2001 → 10.2007 | F4P 770 | B | 21 | Laguna Grandtour III 2.0 10.2007 → | M9R 800 D 23 |
| Laguna Grandtour II 1.8i 03.2001 → 10.2007 | F4P 771 | B | 21 | dCi | M9R 802 D 23 |
| Laguna Grandtour II 1.8i 03.2001 → 10.2007 | F4P 772 | B | 21 | Laguna Grandtour III 2.0 10.2007 → | M9R 805 D 23 |
| Laguna Grandtour II 1.8i 03.2001 → 10.2007 | F4P 773 | B | 21 | dCi | M9R 809 D 23 |
| Laguna Grandtour II 1.8i 03.2001 → 10.2007 | F4P 774 | B | 21 | Laguna Grandtour III 2.0 10.2007 → | M9R 816 D 23 |
| Laguna Grandtour II 1.8i 03.2001 → 10.2007 | F4P 775 | B | 21 | dCi | M9R 816 D 23 |
| Laguna Grandtour II 1.8i 03.2001 → 10.2007 | | | LOGAN | | |
| Laguna Grandtour II 1.9 03.2001 → 10.2007 | F9Q 650 | D | 18 | Logan 1.4i 07.2004 → | K7J 710 B 13 |
| Laguna Grandtour II 1.9 03.2001 → 10.2007 | F9Q 750 | D | 18 | Logan 1.4i 07.2004 → | K7J 714 B 13 |
| Laguna Grandtour II 1.9 03.2001 → 10.2007 | F9Q 752 | D | 16 | Logan 1.5 dCi 06.2005 → | K9K 790 D 7 |
| Laguna Grandtour II 1.9 03.2001 → 10.2007 | F9Q 754 | D | 16 | Logan 1.5 dCi 06.2005 → | K9K 792 D 7 |
| Laguna Grandtour II 1.9 01.2005 → 10.2007 | F9Q 664 | D | 18 | Logan 1.5 dCi 06.2005 → | K9K 794 D 7 |
| Laguna Grandtour II 1.9 01.2005 → 10.2007 | F9Q 670 | D | 18 | Logan 1.5 dCi 09.2007 → | K9K 796 D 7 |
| Laguna Grandtour II 1.9 01.2005 → 10.2007 | F9Q 674 | D | 18 | Logan 1.6i 16V 12.2005 → | K4M 690 B 11 |
| Laguna Grandtour II 1.9 01.2005 → 10.2007 | F9Q 758 | D | 20 | Logan 1.6i 16V 12.2005 → | K4M 694 B 11 |
| Laguna Grandtour II 1.9 05.2005 → 10.2007 | F9Q 759 | D | 19 | Logan 1.6i 16V 12.2005 → | K4M 697 B 11 |
| Laguna Grandtour II 2.0 09.2004 → | M9R 740 | D | 23 | Logan 1.6i 16V 12.2005 → | K4M 698 B 11 |
| Laguna Grandtour II 2.0 01.2006 → | M9R 760 | D | 23 | MASTER | |
| Laguna Grandtour II 2.0i 03.2001 → 10.2007 | F4R 712 | B | 22 | Master P28 2.4 D 09.1980 → 11.1990 | 8140.61.2300 D 37 |
| Laguna Grandtour II 2.0i 06.2001 → 10.2007 | F4R 713 | B | 22 | Master T28 2.1 D 09.1980 → 09.1997 | J8S 330 D 25 |
| Laguna Grandtour II 2.2 03.2001 → | G9T 600 | D | 29 | Master T28 2.1 D 01.1988 → 12.1998 | J8S 800 D 25 |
| Laguna Grandtour II 2.2 03.2001 → | G9T 700 | D | 30 | Master T28 2.2i 01.1994 → 09.1997 | J7T 788 B 32 |
| Laguna Grandtour II 2.2 03.2001 → | G9T 702 | D | 30 | Master T28 2.4 D 09.1980 → 09.1997 | S8U 731 D 37 |
| Laguna Grandtour II 2.2 03.2001 → | G9T 703 | D | 30 | Master T28 2.4 D 09.1980 → 09.1997 | 8140.61.2300 D 37 |
| Laguna Grandtour II 2.2 07.2002 → | G9T 605 | D | 30 | Master T28 2.5 D 08.1989 → 09.1997 | S8U 742 D 40 |
| Laguna Grandtour II 2.2 | G9T 706 | D | 30 | Master T28 2.5 D → 07.1998 | 8140.67.2630 D 38 |
| Laguna Grandtour II 2.2 | G9T 707 | D | 30 | Master T28 2.5 D → 07.1998 | 8140.67.2639 D 38 |
| LAGUNA III | | | Master T28 2.5 TD 01.1994 → 09.1997 | | |
| Laguna III 2.0 dCi 16V 10.2007 → | M9R 742 | D | 23 | Master T28 2.5 TD 01.1994 → 09.1997 | S9U 714 D 41 |
| Laguna III 2.0 dCi 16V 10.2007 → | M9R 744 | D | 23 | Master T28 2.8 dTi 10.1997 → | S9W 700 D 44 |
| Laguna III 2.0 dCi 16V 10.2007 → | M9R 746 | D | 23 | Master T30 2.4 D 07.1980 → 09.1997 | 8140.58 U D 37 |
| Laguna III 2.0 dCi 16V 10.2007 → | M9R 748 | D | 23 | Master T30 2.4 D 07.1980 → 09.1997 | 8140.68 U D 37 |
| Laguna III 2.0 dCi 16V 10.2007 → | M9R 800 | D | 23 | Master T30 2.4 D 08.1980 → 08.1989 | S8U 731 D 37 |
| | | | | Master T30 2.4 D 01.1985 → 09.1997 | 8140.61.2300 D 37 |
| | | | | Master T30 2.5 D 08.1989 → 09.1997 | S8U 742 D 40 |
| | | | | Master T35 2.4 D 08.1980 → 08.1989 | S8U 731 D 37 |
| | | | | Master T35 2.4 D 08.1980 → 08.1989 | 8140.61.2300 D 37 |
| | | | | Master T35 2.4 D 09.1980 → 09.1997 | S8U 730 D 37 |
| | | | | Master T35 2.4 D | 8140.61.200 D 37 |
| | | | | Master T35 2.5 D 08.1989 → 09.1997 | S8U 742 D 40 |
| | | | | Master T35 2.5 TD 08.1989 → 07.1998 | S9U 714 D 41 |
| | | | | Master 2.4 D 01.1983 → 12.1990 | 8140.61.235 D 37 |
| | | | | Master 2.4 TD 01.1986 → 06.1994 | 8140.21.235 D 39 |
| | | | | Master 2.5 D 09.1989 → 1993 | 8140.07.2700 D 38 |
| | | | | Master 2.5 D 09.1989 → 1994 | 8144.67.2500 D 40 |
| | | | | Master 2.5 D 1994 → | 8140.67.2580 D 38 |
| | | | | Master 2.5 D 05.1994 → 04.1996 | 8140.07.2585 D 38 |
| | | | | Master 2.5 D 10.1997 → | 8140.67.2620 D 38 |
| | | | | Master 2.5 D 10.1997 → | 8140.67.2629 D 38 |
| | | | | Master 2.5 TD 09.1980 → 1993 | 8140.07.3700 D 38 |
| | | | | Master 2.5 TD 01.1986 → 07.1996 | 8140.27.2700 D 38 |
| | | | | Master 2.5 TD 08.1990 → 08.1996 | 8140.27.2582 D 38 |
| | | | | Master 2.5 TD 08.1990 → 08.1996 | 8140.27.2565 D 43 |







|   | |  | Pos |   | |  | Pos | | |
|---|-------------------|---|-----|--|-------------------------|---|---------|---|----|
| Master 2.5 TD | 10.1991 → 07.1996 | 8140.47.2530 | D | 41 | Mégane Classic 1.6i | 09.1996 → 03.1999 | K7M 790 | B | 10 |
| Master 2.5 TD | | 8140.47.2700 | D | 41 | Mégane Classic 1.6i 16V | 01.2001 → 08.2003 | K4M 700 | B | 11 |
| Master 2.5 TD | | 8140.47.2711 | D | 41 | Mégane Classic 1.6i 16V | 01.2001 → 08.2003 | K4M 701 | B | 11 |
| Master 2.5 TD | | 8140.47.2721 | D | 41 | Mégane Classic 1.6i 16V | 01.2001 → 08.2003 | K4M 704 | B | 11 |
| Master 2.5 TD | | 8140.47.2785 | D | 41 | Mégane Classic 1.6i 16V | 01.2001 → 08.2003 | K4M 706 | B | 11 |
| Master 2.8 dTi | 05.1996 → | 8140.43.3700 | D | 44 | Mégane Classic 1.6i 16V | 01.2001 → 08.2003 | K4M 708 | B | 11 |
| Master 2.8 dTi | 10.1997 → 09.2003 | S9W 702 | D | 44 | Mégane Classic 1.6i 16V | 01.2001 → 08.2003 | K4M 709 | B | 11 |
| MASTER II | | | | Mégane Classic 1.6i 16V 01.2001 → 08.2003 | | | | | |
| Master II 1.9 dCi | 05.2000 → 09.2003 | F9Q 772 | D | 16 | Mégane Classic 1.8i 16V | 01.2001 → 08.2003 | F4P 720 | B | 21 |
| Master II 1.9 dCi | 10.2003 → 10.2006 | F9Q 774 | D | 16 | Mégane Classic 1.8i 16V | 01.2001 → 08.2003 | F4P 722 | B | 21 |
| Master II 1.9 dTi | 01.2000 → 09.2003 | F9Q 717 | D | 16 | Mégane Classic 1.9 D | 09.1996 → 08.2003 | F8Q 620 | D | 14 |
| Master II 1.9 dTi | 01.2000 → 09.2003 | F9Q 770 | D | 16 | Mégane Classic 1.9 TD | 09.1996 → 08.2003 | F8Q 784 | D | 15 |
| Master II 2.2 dCi 16V | 01.2000 → 09.2003 | G9T 720 | D | 28 | Mégane Classic 1.9 TD | 09.1996 → 08.2003 | F8Q 786 | D | 15 |
| Master II 2.2 dCi 16V | 01.2000 → 09.2003 | G9T 722 | D | 28 | Mégane Classic 1.9 dTi | 03.1997 → 02.2001 | F9Q 736 | D | 16 |
| Master II 2.2 dCi 16V | 05.2000 → 10.2006 | G9T 750 | D | 28 | Mégane Classic 1.9 dCi | 02.2001 → 08.2003 | F9Q 732 | D | 16 |
| Master II 2.5 dCi | 08.2006 → 03.2010 | G9U 632 | D | 35 | Mégane Classic 1.9 dCi | 02.2001 → 08.2003 | F9Q 733 | D | 16 |
| Master II 2.5 dCi 16V | 05.2000 → 09.2003 | G9U 720 | D | 34 | Mégane Classic 1.9 dCi | 02.2001 → 08.2003 | F9Q 738 | D | 16 |
| Master II 2.5 dCi 16V | 05.2000 → 09.2003 | G9U 724 | D | 34 | Mégane Classic 1.9 dCi | 02.2001 → 08.2003 | F9Q 744 | D | 16 |
| Master II 2.5 dCi 16V | 10.2003 → 10.2006 | G9U 750 | D | 34 | Mégane Classic 2.0i 16V | 09.2001 → 08.2003 | F4R 740 | B | 22 |
| Master II 2.5 dCi 16V | 10.2003 → 10.2006 | G9U 754 | D | 34 | Mégane Classic 2.0i 16V | 09.2001 → 08.2003 | F4R 741 | B | 22 |
| Master II 2.5 dCi 16V | 10.2003 → 03.2010 | G9U 650 | D | 35 | Mégane Classic 2.0i 16V | 09.2001 → 08.2003 | F4R 746 | B | 22 |
| Master II 2.5 dCi 16V | 07.2006 → 03.2010 | G9U 630 | D | 36 | Mégane Classic 2.0i 16V | 09.2001 → 08.2003 | F4R 747 | B | 22 |
| MASTER III | | | | MÉGANE GRANDTOUR | | | | | |
| Master III 2.3 dCi 100 | 04.2010 → | M9T 670 | D | 24 | Mégane Grandtour 1.4i | 03.1999 → 08.2003 | E7J 626 | B | 5 |
| Master III 2.3 dCi 100 | 04.2010 → | M9T 676 | D | 24 | Mégane Grandtour 1.4i | 03.1999 → 08.2003 | E7J 764 | B | 5 |
| Master III 2.3 dCi 125 | 04.2010 → | M9T 690 | D | 24 | Mégane Grandtour 1.4i | 03.1999 → 08.2003 | K4J 750 | B | 12 |
| Master III 2.3 dCi 125 | 04.2010 → | M9T 692 | D | 24 | 16V | | | | |
| Master III 2.3 dCi 150 | 04.2010 → | M9T 678 | D | 24 | Mégane Grandtour 1.6i | 03.1999 → 08.2003 | K7M 702 | B | 10 |
| Master III 2.3 dCi 150 | 04.2010 → | M9T 680 | D | 24 | Mégane Grandtour 1.6i | 03.1999 → 08.2003 | K7M 703 | B | 10 |
| Master III 2.3 dCi 150 | 04.2010 → | M9T 698 | D | 24 | Mégane Grandtour 1.6i | 03.1999 → 08.2003 | K7M 720 | B | 10 |
| MÉGANE | | | | Mégane Grandtour 1.6i 03.1999 → 08.2003 | | | | | |
| Mégane 1.4i | 01.1996 → 02.1999 | E7J 624 | B | 5 | Mégane Grandtour 1.6i | 03.1999 → 08.2003 | K7M 790 | B | 10 |
| Mégane 1.4i | 09.1996 → 03.1999 | E7J 764 | B | 5 | 16V | | | | |
| Mégane 1.4i | 02.1999 → 09.2003 | E7J 626 | B | 5 | Mégane Grandtour 1.6i | 03.1999 → 08.2003 | K4M 701 | B | 11 |
| Mégane 1.4i 16V | 06.1998 → 09.2003 | K4J 750 | B | 12 | 16V | | | | |
| Mégane 1.6i | 01.1996 → 02.1999 | K7M 790 | B | 10 | Mégane Grandtour 1.6i | 03.1999 → 08.2003 | K4M 704 | B | 11 |
| Mégane 1.6i | 01.1996 → 03.1999 | K7M 702 | B | 10 | 16V | | | | |
| Mégane 1.6i | 01.1996 → 03.1999 | K7M 703 | B | 10 | Mégane Grandtour 1.6i | 03.1999 → 08.2003 | K4M 706 | B | 11 |
| Mégane 1.6i | 01.1996 → 03.1999 | K7M 720 | B | 10 | 16V | | | | |
| Mégane 1.6i 16V | 06.1998 → 09.2003 | K4M 700 | B | 11 | Mégane Grandtour 1.6i | 03.1999 → 08.2003 | K4M 708 | B | 11 |
| Mégane 1.6i 16V | 06.1998 → 09.2003 | K4M 701 | B | 11 | 16V | | | | |
| Mégane 1.6i 16V | 03.1999 → 09.2003 | K4M 704 | B | 11 | Mégane Grandtour 1.6i | 03.1999 → 08.2003 | K4M 709 | B | 11 |
| Mégane 1.6i 16V | 03.1999 → 09.2003 | K4M 712 | B | 11 | 16V | | | | |
| Mégane 1.6i 16V | 03.1999 → 09.2003 | K4M 712 | B | 11 | Mégane Grandtour 1.6i | 03.1999 → 08.2003 | K4M 712 | B | 11 |
| Mégane 1.6i 16V | 04.1999 → 09.2003 | K4M 720 | B | 11 | 16V | | | | |
| Mégane 1.6i 16V | 10.1999 → 09.2003 | K4M 706 | B | 11 | Mégane Grandtour 1.8i | 02.2001 → 08.2003 | F4P 720 | B | 21 |
| Mégane 1.6i 16V | 05.2000 → 09.2003 | K4M 708 | B | 11 | 16V | | | | |
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| Mégane 1.8i 16V | 03.1999 → 09.2003 | F4P 720 | B | 21 | 16V | | | | |
| Mégane 1.8i 16V | 03.1999 → 09.2003 | F4P 722 | B | 21 | Mégane Grandtour 1.9 | 03.1999 → 08.2003 | F8Q 620 | D | 14 |
| Mégane 1.9 D | 01.1996 → 02.1999 | F8Q 620 | D | 14 | D | | | | |
| Mégane 1.9 dCi | 06.1997 → 09.2003 | F9Q 732 | D | 16 | Mégane Grandtour 1.9 | 03.1999 → 08.2003 | F8Q 784 | D | 15 |
| Mégane 1.9 dCi | 06.1997 → 09.2003 | F9Q 733 | D | 16 | TD | | | | |
| Mégane 1.9 dCi | 03.1999 → 09.2003 | F9Q 738 | D | 16 | Mégane Grandtour 1.9 | 03.1999 → 08.2003 | F8Q 786 | D | 15 |
| Mégane 1.9 dCi | 11.2000 → 09.2003 | F9Q 740 | D | 16 | TD | | | | |
| Mégane 1.9 dCi | 11.2000 → 09.2003 | F9Q 744 | D | 16 | Mégane Grandtour 1.9 | 03.1999 → 08.2003 | F9Q 736 | D | 16 |
| Mégane 1.9 dTi | 01.1996 → 02.1999 | F8Q 785 | D | 15 | dTi | | | | |
| Mégane 1.9 dTi | 07.1998 → 09.2003 | F9Q 736 | D | 16 | Mégane Grandtour 1.9 | 03.1999 → 02.2001 | F9Q 732 | D | 16 |
| Mégane 1.9 TD | 01.1996 → 02.1999 | F8Q 784 | D | 15 | dCi | | | | |
| Mégane 1.9 TD | 01.1996 → 02.1999 | F8Q 786 | D | 15 | Mégane Grandtour 1.9 | 03.1999 → 02.2001 | F9Q 733 | D | 16 |
| Mégane 2.0i 16V | 05.2000 → 09.2003 | F4R 740 | B | 22 | dCi | | | | |
| Mégane 2.0i 16V | 11.2000 → 09.2003 | F4R 741 | B | 22 | Mégane Grandtour 1.9 | 03.1999 → 02.2001 | F9Q 738 | D | 16 |
| Mégane 2.0i 16V | 09.2001 → 10.2002 | F4R 746 | B | 22 | dCi | | | | |
| MÉGANE CLASSIC | | | | Mégane Grandtour 1.9 03.1999 → 02.2001 | | | | | |
| Mégane Classic 1.4i | 09.1996 → 08.2003 | E7J 626 | B | 5 | dCi | | | | |
| Mégane Classic 1.4i | 09.1996 → 08.2003 | E7J 764 | B | 5 | Mégane Grandtour 1.9 | 03.1999 → 02.2001 | F9Q 800 | D | 18 |
| Mégane Classic 1.4i 16V | 01.2001 → 08.2003 | K4J 750 | B | 12 | dCi | | | | |
| Mégane Classic 1.6i | 09.1996 → 03.1999 | K7M 702 | B | 10 | Mégane Grandtour 1.9 | 03.1999 → 02.2001 | F9Q 803 | D | 19 |
| Mégane Classic 1.6i | 09.1996 → 03.1999 | K7M 703 | B | 10 | dCi | | | | |
| Mégane Classic 1.6i | 09.1996 → 03.1999 | K7M 720 | B | 10 | Mégane Grandtour 1.9 | 03.1999 → 02.2001 | F9Q 804 | D | 19 |
| | | | | | dCi | | | | |

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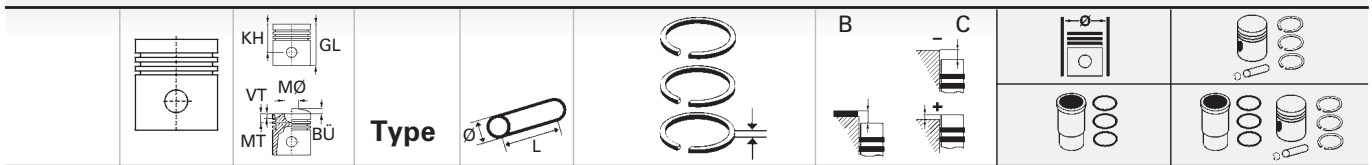
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| Mégane Grandtour 1.9 dCi 03.1999 → 02.2001 | F9Q 818 | D | 18 | R 5 1.3 | 02.1976 → 09.1979 810.26 B 3 |
| Mégane Grandtour 2.0i 16V 09.2001 → 08.2003 | F4R 740 | B | 22 | R 5 1.3 | 03.1978 → 09.1984 810.29 B 3 |
| Mégane Grandtour 2.0i 16V 09.2001 → 08.2003 | F4R 741 | B | 22 | R 5 1.3 | 10.1979 → 09.1984 810.19 B 3 |
| Mégane Grandtour 2.0i 16V 09.2001 → 08.2003 | F4R 746 | B | 22 | R 5 1.4 | 05.1976 → 08.1983 847.700 B 6 |
| Mégane Grandtour 2.0i 16V 09.2001 → 08.2003 | F4R 747 | B | 22 | R 5 1.4 | 1978 → 1987 847.20 B 6 |
| MÉGANE II | | | | R 5 1.4 | 10.1980 → 03.1985 C2J 713 B 6 |
| Mégane II 1.4i 16V 11.2002 → 11.2008 | K4J 730 | B | 12 | R 5 1.4 | 10.1984 → 12.1996 C1J 715 B 6 |
| Mégane II 1.4i 16V 01.2006 → 11.2008 | K4J 740 | B | 12 | R 5 1.4 | 10.1984 → 12.1996 C1J 768 B 6 |
| Mégane II 1.5 dCi 11.2002 → 11.2008 | K9K 722 | D | 7 | R 5 1.4 | 10.1984 → 12.1996 C2J 717 B 6 |
| Mégane II 1.5 dCi 05.2005 → 11.2008 | K9K 724 | D | 7 | R 5 1.4 | 10.1984 → 12.1996 C2J 717 B 6 |
| Mégane II 1.9 dCi 11.2002 → 11.2008 | F9Q 800 | D | 18 | R 5 1.4 | 10.1984 → 12.1996 C2J 717 B 6 |
| Mégane II 1.9 dCi 11.2002 → 11.2008 | F9Q 808 | D | 18 | R 5 1.4 | 10.1984 → 12.1996 C2J 717 B 6 |
| Mégane II 1.9 dCi 11.2002 → 11.2008 | F9Q 816 | D | 18 | R 5 1.4 | 10.1984 → 12.1996 C2J 717 B 6 |
| Mégane II 1.9 dCi 11.2002 → 11.2008 | F9Q 818 | D | 18 | R 5 1.4 | 10.1984 → 12.1996 C2J 717 B 6 |
| Mégane II 1.9 dCi 05.2005 → 11.2008 | F9Q 804 | D | 19 | R 5 1.4 | 10.1984 → 12.1996 C2J 717 B 6 |
| Mégane II 1.9 dCi 03.2006 → 11.2008 | F9Q 803 | D | 19 | R 5 1.4 | 10.1984 → 12.1996 C2J 717 B 6 |
| Mégane II 2.0i dCi 16V 09.2005 → 11.2008 | M9R 700 | D | 23 | R 5 1.4 | 10.1984 → 12.1996 C2J 717 B 6 |
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| Mégane Grandtour II 1.4i 16V 08.2003 → 05.2009 | K4J 740 | B | 12 | R 9 1.4 | 09.1981 → 12.1988 C1J 768 B 6 |
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| Mégane Grandtour II 1.9 dCi 03.2004 → 05.2009 | F9Q 808 | D | 18 | R 9 1.6 D | 09.1982 → 03.1991 F8M 700 D 8 |
| Mégane Grandtour II 1.9 dCi 05.2005 → 05.2009 | F9Q 803 | D | 19 | R 10 | |
| Mégane Grandtour II 1.9 dCi 05.2005 → 05.2009 | F9Q 804 | D | 19 | R 10 1.3 | 07.1969 → 10.1972 810.03 B 3 |
| Mégane Grandtour II 1.9 dCi 05.2005 → 05.2009 | F9Q 818 | D | 18 | R 11 | |
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| Mégane Grandtour II 2.0 dCi 09.2005 → 05.2009 | M9R 722 | D | 23 | R 11 1.4 | 03.1983 → 12.1985 C1J 715 B 6 |
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| MODUS | | | | R 11 1.4 | → 03.1995 847.20 B 6 |
| Modus 1.2i 16V 09.2004 → | D4F 740 | B | 2 | R 11 1.6 D | 08.1983 → 03.1991 F8M 700 D 8 |
| Modus 1.2i 16V 09.2004 → | D4F 764 | B | 2 | R 12 | |
| Modus 1.2i 16V 09.2004 → | D4F 790 | B | 2 | R 12 1.3 | 10.1969 → 08.1980 810.99 B 3 |
| Modus 1.2i 16V 09.2004 → | D4F 708 | B | 2 | R 12 1.3 | 04.1971 → 12.1989 810.02 B 3 |
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| Modus 1.5 dCi 09.2004 → | K9K 762 | D | 7 | R 18 1.4 | 04.1978 → 02.1986 847.720 B 6 |
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| | | | | R 18 2.1 TD | 03.1986 → 03.1992 J8S 174 D 27 |
| | | | | R 19 | |
| | | | | R 19 1.2i | 05.1992 → 12.2001 E7F 708 B 5 |
| | | | | R 19 1.2i | 05.1992 → 12.2001 E7F 730 B 5 |
| | | | | R 19 1.4 | 09.1988 → 12.2001 C1J 742 B 6 |
| | | | | R 19 1.4 | 10.1988 → 06.1993 C1J 768 B 6 |
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| | | | | R 19 1.9 TD | 05.1992 → 12.2001 F8Q 784 D 15 |
| | | | | R 19 1.9 TD | 09.1994 → 12.2001 F8Q 768 D 15 |

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|---|-------------------|---|---|-----|--|-------------------|---|---|-----|
| R 19 1.9 TD | 08.1995 → 12.2001 | F8Q 610 | D | 15 | Safrane 2.0i | 04.1992 → 09.1996 | J7R 732 | B | 33 |
| R 20 | | | | | Safrane 2.1 TD | 04.1992 → 09.1996 | J8S 760 | D | 27 |
| R 20 1.9 D | 10.1980 → 12.1983 | F8Q 704 | D | 14 | Safrane 2.2i 12V | 04.1992 → 09.1996 | J7T 760 | B | 33 |
| R 20 2.1 D | 12.1979 → 12.1983 | 852 700 | D | 25 | Safrane 2.5 TD | 04.1992 → 09.1995 | 8144.97.2200 | D | 42 |
| R 20 2.1 TD | 10.1982 → 12.1983 | J8S 240 | D | 27 | Safrane 2.5 TD | 04.1992 → 09.1996 | 8144.97.2400 | D | 42 |
| R 20 2.2 | 10.1980 → 12.1983 | 851 700 | B | 32 | Safrane 2.5 TDE | 04.1992 → 09.1996 | 8144.97 S | D | 42 |
| R 21 | | | | | SANDERO | | | | |
| R 21 1.4 | 06.1988 → 03.1993 | C2J 717 | B | 6 | Sandero 1.4i | 05.2008 → | K7J 714 | B | 13 |
| R 21 1.9 D | 05.1989 → 12.1994 | F8Q 704 | D | 14 | Sandero 1.5 dCi | 01.2009 → | K9K 790 | D | 7 |
| R 21 1.9 D | 05.1989 → 12.1994 | F8Q 710 | D | 14 | Sandero 1.5 dCi | 01.2009 → | K9K 792 | D | 7 |
| R 21 1.9 TD | 05.1989 → 12.1994 | F8Q 784 | D | 15 | Sandero 1.5 dCi | 01.2009 → | K9K 794 | D | 7 |
| R 21 2.0i | 05.1991 → 03.1993 | J7R 732 | B | 33 | Sandero 1.5 dCi | 01.2009 → | K9K 796 | D | 7 |
| R 21 2.0i 12V | 10.1986 → 12.1995 | J7R 720 | B | 33 | Sandero 1.6i | 05.2008 → | K7J 710 | B | 13 |
| R 21 2.1 D | 03.1986 → 03.1992 | J8S 704 | D | 25 | SCÉNIC | | | | |
| R 21 2.1 D | 05.1989 → 06.1994 | J8S 740 | D | 25 | Scénic 1.4i | 11.1996 → 09.1999 | E7J 764 | B | 5 |
| R 21 2.1 D | 05.1989 → 12.1994 | J8S 784 | D | 25 | Scénic 1.4i 16V | 08.1998 → 02.2002 | K4J 750 | B | 12 |
| R 21 2.1 D | 04.1992 → 12.1994 | J8S 600 | D | 25 | Scénic 1.6i | 01.1996 → | K7M 703 | B | 10 |
| R 21 2.1 TD | 01.1986 → 12.1995 | J8S 814 | D | 27 | Scénic 1.6i | 04.1997 → | K7M 702 | B | 10 |
| R 21 2.1 TD | 03.1986 → 03.1993 | J8S 714 | D | 27 | Scénic 1.6i | 04.1997 → | K7M 720 | B | 10 |
| R 21 2.1 TD | 03.1986 → 03.1993 | J8S 742 | D | 27 | Scénic 1.6i 16V | 08.1998 → | K4M 701 | B | 11 |
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| R 21 2.1 TD | 06.1990 → 12.1995 | J8S 786 | D | 27 | Scénic 1.6i 16V | 03.1999 → | K4M 700 | B | 11 |
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| R 21 2.1 TD | 04.1992 → 12.1995 | J8S 604 | D | 25 | Scénic 1.6i 16V | 08.1999 → | K4M 708 | B | 11 |
| R 25 | | | | | Scénic 1.6i 16V | 10.1999 → | K4M 706 | B | 11 |
| R 25 2.0 | 01.1984 → 12.1992 | J6R 706 | B | 31 | Scénic 1.6i 16V | 09.2000 → | K4M 712 | B | 11 |
| R 25 2.0 | 01.1984 → 12.1992 | J6R 707 | B | 31 | Scénic 1.8i 16V | 09.2000 → | F4P 722 | B | 21 |
| R 25 2.0i 12V | 10.1988 → 12.1992 | J7R 720 | B | 33 | Scénic 1.8i 16V | 11.2000 → | F4P 720 | B | 21 |
| R 25 2.1 D | 01.1984 → 04.1988 | J8S 706 | D | 25 | Scénic 1.9 TD | 11.1996 → 03.1997 | F8Q 784 | D | 15 |
| R 25 2.1 D | 04.1988 → 12.1992 | J8S 736 | D | 25 | Scénic 1.9 TD | 11.1996 → 03.1997 | F8Q 786 | D | 15 |
| R 25 2.1 TD | 01.1984 → 12.1992 | J8S 708 | D | 27 | Scénic 1.9 dTi | 03.1999 → | F9Q 736 | D | 16 |
| R 25 2.1 TD | 06.1989 → 12.1992 | J8S 738 | D | 27 | Scénic 1.9 dCi | 03.1999 → 08.2003 | F9Q 732 | D | 16 |
| R 25 2.2i | 10.1986 → 05.1990 | J7T 730 | B | 32 | Scénic 1.9 dCi | 10.1999 → 08.2003 | F9Q 733 | D | 16 |
| R 30 | | | | | Scénic 1.9 dCi | 06.2000 → 08.2003 | F9Q 740 | D | 16 |
| R 30 2.1 TD | 10.1981 → 12.1983 | J8S 702 | D | 27 | Scénic 1.9 dCi | 09.2000 → | F9Q 738 | D | 16 |
| RAPID | | | | | Scénic 1.9 dCi | 11.2000 → | F9Q 744 | D | 16 |
| Rapid 1.2i | 09.1991 → 10.1997 | C3G 700 | B | 4 | Scénic 1.9 dCi | 02.2001 → 08.2003 | F9Q 796 | D | 16 |
| Rapid 1.2i | 09.1991 → 10.1997 | C3G 710 | B | 4 | Scénic 1.9 dCi | 02.2001 → | F9Q 748 | D | 16 |
| Rapid 1.2i | 10.1996 → 10.1997 | C3G 712 | B | 4 | Scénic 1.9 dCi | 03.2006 → | F9Q 803 | D | 19 |
| Rapid 1.4 | 03.1986 → 06.1989 | C1J 768 | B | 6 | Scénic 2.0i 16V | 03.1999 → 08.2003 | F4R 740 | B | 22 |
| Rapid 1.4 | 03.1986 → 09.1997 | C1J 715 | B | 6 | Scénic 2.0i 16V | 03.1999 → 08.2003 | F4R 741 | B | 22 |
| Rapid 1.4 | 06.1987 → 09.1997 | C2J 784 | B | 6 | Scénic 2.0i 16V | 06.1999 → 08.2003 | F4R 744 | B | 22 |
| Rapid 1.4 | → 09.1997 | 847.20 | B | 6 | Scénic 2.0i 16V | 11.2000 → | F4R 747 | B | 22 |
| Rapid 1.4i | 09.1991 → 09.1997 | E6J 734 | B | 5 | SCÉNIC II | | | | |
| Rapid 1.4i | 09.1991 → 09.1997 | E6J 738 | B | 5 | Scénic II 1.4i 16V | 05.2003 → | K4J 730 | B | 12 |
| Rapid 1.4i | 09.1991 → 10.1997 | E7J 720 | B | 5 | Scénic II 1.4i 16V | 05.2003 → | K4J 740 | B | 12 |
| Rapid 1.4i | 09.1991 → 10.1997 | E7J 724 | B | 5 | Scénic II 1.4i 16V | 05.2003 → | K4J 750 | B | 12 |
| Rapid 1.4i | 09.1991 → 10.1997 | E7J 726 | B | 5 | Scénic II 1.5 dCi | 05.2003 → | K9K 722 | D | 7 |
| Rapid 1.4i | 03.1994 → 10.1997 | E7J 728 | B | 5 | Scénic II 1.5 dCi | 05.2003 → | K9K 724 | D | 7 |
| Rapid 1.4i | 03.1994 → 10.1997 | E7J 773 | B | 5 | Scénic II 1.9 dCi | 05.2003 → | F9Q 756 | D | 18 |
| Rapid 1.4i | 03.1996 → 09.1997 | E7J 770 | B | 5 | Scénic II 1.9 dCi | 05.2003 → | F9Q 804 | D | 19 |
| Rapid 1.4i | 03.1996 → 09.1997 | E7J 771 | B | 5 | Scénic II 1.9 dCi | 05.2003 → | F9Q 812 | D | 18 |
| Rapid 1.6 D | 03.1986 → 08.1998 | F8M 760 | D | 9 | Scénic II 1.9 dCi | | F9Q 803 | D | 19 |
| Rapid 1.6 D | 10.1987 → 03.1997 | F8M 730 | D | 9 | Scénic II 1.9 dCi | | F9Q 816 | D | 18 |
| Rapid 1.6 D | 09.1991 → 03.1997 | F8M 736 | D | 9 | Scénic II 1.9 dCi | | F9Q 818 | D | 18 |
| Rapid 1.9 D | 09.1991 → 03.1997 | F8Q 776 | D | 14 | Scénic II 2.0i 16V | 05.2003 → | F4R 746 | B | 22 |
| Rapid 1.9 D | 09.1991 → 10.1997 | F8Q 722 | D | 14 | Scénic II 2.0 dCi 16V | 09.2005 → | M9R 700 | D | 23 |
| Rapid 1.9 D | 09.1991 → 10.1997 | F8Q 724 | D | 14 | Scénic II 2.0 dCi 16V | | M9R 721 | D | 23 |
| Rapid 1.9 D | 09.1991 → 10.1997 | F8Q 730 | D | 14 | Scénic II 2.0 dCi 16V | | M9R 722 | D | 23 |
| Rapid 1.9 D | 09.1991 → 10.1997 | F8Q 732 | D | 14 | SYMBOL | | | | |
| Rapid 1.9 D | 09.1991 → 10.1997 | F8Q 774 | D | 14 | Symbol 1.2i 16V | | D4F 728 | B | 2 |
| Rapid 1.9 D | 09.1994 → 03.1997 | F8Q 640 | D | 14 | Symbol 1.4i 16V | 06.2001 → | K4J 713 | B | 12 |
| Rapid 1.9 D | 06.1996 → 09.1997 | F8Q 644 | D | 14 | Symbol 1.5 dCi | | K9K 700 | D | 7 |
| Rapid 1.9 D | 06.1996 → 09.1997 | F8Q 646 | D | 14 | Symbol 1.5 dCi | | K9K 706 | D | 7 |
| Rapid 1.9 D | 04.1997 → 09.1997 | F8Q 648 | D | 14 | Symbol 1.6i | 11.2001 → | K4M 734 | B | 11 |
| Rapid 1.9 D | 04.1997 → 09.1997 | F8Q 682 | D | 14 | Symbol 1.6i 16V | | K4M 745 | B | 11 |
| RODEO | | | | | THALIA II | | | | |
| Rodeo 6 1.3 | 10.1980 → 08.1981 | 810.19 | B | 3 | Thalia II 1.2i 16V | 04.2002 → | D4F 712 | B | 2 |
| SAFRANE | | | | | Thalia II 1.2i 16V | 04.2002 → | D4F 728 | B | 2 |

R



| | | | Pos | | | | Pos | | |
|--------------------------|-------------------|---------------|-----|----|-----------------------|-------------------|--------------|---|----|
| Thalia II 1.4i 16V | 06.2001 → | K4J 713 | B | 12 | Vel Satis 2.2 dCi 16V | 04.2002 → | G9T 702 | D | 30 |
| Thalia II 1.5 dCi | 09.2001 → | K9K 700 | D | 7 | Vel Satis 2.2 dCi 16V | 04.2002 → | G9T 703 | D | 30 |
| Thalia II 1.5 dCi | 09.2001 → | K9K 702 | D | 7 | Vel Satis 2.2 dCi 16V | 11.2002 → | G9T 700 | D | 30 |
| Thalia II 1.5 dCi | 09.2001 → | K9K 706 | D | 7 | TRACTOR | | | | |
| Thalia II 1.6i | 11.2001 → | K4M 734 | B | 11 | Tractor 32-50 | 01.1970 → 1977 | D 327-3 | D | 48 |
| Thalia II 1.6i 16V | | K4M 745 | B | 11 | Tractor 32-50 | 1977 → | D 327-3 | D | 49 |
| TRAFIC | | | | | Tractor 32-60 | 01.1970 → 1977 | D 327-3 | D | 48 |
| Trafic 110.150 | 10.1991 → 10.1991 | 798-20 | D | 51 | Tractor 32-60 | 1977 → | D 327-3 | D | 49 |
| Trafic 110.170 | 09.1985 → 01.1995 | 798-20 | D | 51 | Tractor 42-70 | 01.1970 → 1977 | D 327-4 | D | 48 |
| Trafic 1.4 | 09.1980 → 02.1989 | C1J 768 | B | 6 | Tractor 42-70 | 1977 → | D 327-4 | D | 49 |
| Trafic 1.4 | 09.1980 → 02.1989 | 847 700 | B | 6 | Tractor 50 | 01.1969 → 1981 | D 325-2 | D | 45 |
| Trafic 1.4 | → 02.1989 | 847.20 | B | 6 | Tractor 50 S | 01.1972 → 1977 | D 327-2 | D | 48 |
| Trafic 1.9 D | 11.1997 → 05.2001 | F8Q 606 | D | 14 | Tractor 50 S | 1977 → | D 327-2 | D | 49 |
| Trafic 1.9 dCi 80 | 05.2001 → | F9Q 762 | D | 16 | Tractor 51 | 01.1969 → 1981 | D 225-2 | D | 45 |
| Trafic 1.9 dCi 100 | 05.2001 → | F9Q 760 | D | 16 | Tractor 51 | 01.1969 → 1981 | D 225-3 | D | 45 |
| Trafic 2.0i 16V | 06.2001 → | F4R 720 | B | 22 | Tractor 56 | 01.1969 → 1981 | D 325-3 | D | 45 |
| Trafic 2.0 dCi 16V | 09.2006 → | M9R 780 | D | 23 | Tractor 61 | 01.1969 → | D 226-3 | D | 52 |
| Trafic 2.1 D | 09.1980 → 10.1997 | 852 720 | D | 26 | Tractor 65 | 01.1970 → 1977 | D 227-4 | D | 49 |
| Trafic 2.1 D | 09.1980 → 10.1997 | 852 750 | D | 26 | Tractor 68 | 01.1970 → 1977 | D 227-4 | D | 49 |
| Trafic 2.1 D | 09.1994 → 10.1997 | J8S 620 | D | 25 | Tractor 70 | | A 4.236 | D | 47 |
| Trafic 2.1 D | 09.1994 → 10.1997 | J8S 758 | D | 27 | Tractor 75 | 01.1969 → | D 226-4 | D | 52 |
| Trafic 2.4 D | 01.1981 → 12.1986 | S8U 730 | D | 37 | Tractor 77 | 01.1969 → | D 226-4 | D | 52 |
| Trafic 2.4 D | 10.1981 → 01.1989 | 8140.61.240 | D | 37 | Tractor 80 | 01.1969 → | D 226-4 | D | 52 |
| Trafic 2.5 D | 09.1980 → 02.1989 | S8U 720 | D | 37 | Tractor 80 | 01.1972 → 1977 | D 327-3 | D | 48 |
| Trafic 2.5 D | 10.1981 → 02.1989 | S8U 722 | D | 37 | Tractor 80 | 1977 → | D 327-3 | D | 49 |
| Trafic 2.5 D | 03.1989 → 10.1997 | S8U 750 | D | 40 | Tractor 85 | 01.1969 → | D 226-4 | D | 52 |
| Trafic 2.5 D | 03.1989 → 10.1997 | S8U 752 | D | 40 | Tractor 90 | 01.1970 → 1977 | D 327-4 | D | 48 |
| Trafic 2.5 D | 03.1989 → 10.1997 | 8140.67.2500 | D | 40 | Tractor 90 | 1977 → | D 327-4 | D | 49 |
| Trafic 2.5 D | 05.1989 → 05.2001 | S8U 742 | D | 40 | Tractor 94 | 01.1969 → 1981 | D 325-4 | D | 45 |
| Trafic 2.5 D | 09.1994 → 10.1997 | 8140.67.2550 | D | 40 | Tractor 106 | 01.1970 → 1977 | D 227-6 | D | 48 |
| Trafic 2.5 D | 09.1994 → 10.1997 | 8140.67.2552 | D | 40 | Tractor 106 | 1977 → | D 227-6 | D | 49 |
| Trafic 2.5 D | 09.1994 → 05.2001 | S8U 758 | D | 40 | Tractor 110 | 01.1969 → | D 226-6 | D | 52 |
| Trafic 2.5 D | 11.1997 → 05.2001 | S8U 780 | D | 40 | Tractor 421 | 01.1970 → 1977 | D 327-3 | D | 48 |
| Trafic 2.5 D | 11.1997 → 05.2001 | S8U 782 | D | 40 | Tractor 421 | 1977 → | D 327-3 | D | 49 |
| Trafic 2.5 TD | | 8140.67F.3700 | D | 42 | Tractor 461 | 01.1970 → 1977 | D 227-4 | D | 49 |
| Trafic P 862 | 01.1983 → | J5R A7 | B | 31 | Tractor 461 | 01.1970 → 1977 | D 327-3 | D | 48 |
| Trafic 75.130 | 06.1980 → 05.1991 | 797.20 | D | 50 | Tractor 461 | 1977 → | D 327-3 | D | 49 |
| Trafic 85.150 | 09.1984 → 01.1995 | 798-20 | D | 51 | Tractor 489 | 01.1968 → 12.1988 | D 226-3 | D | 52 |
| Trafic 95.130 | 06.1980 → 05.1991 | 797.20 | D | 50 | Tractor 496 | 01.1968 → 12.1988 | D 226-4 | D | 52 |
| TRAFIC II | | | | | Tractor 551 | 01.1968 → 12.1988 | D 226-3 | D | 52 |
| Trafic II 2.0 dCi 16V | 09.2001 → | M9R 780 | D | 23 | Tractor 556 | 01.1968 → 12.1988 | D 226-3 | D | 52 |
| Trafic II 2.0 dCi 16V | 09.2001 → | M9R 782 | D | 23 | Tractor 681 | 01.1970 → 1977 | D 227-4 | D | 49 |
| Trafic II 2.0 dCi 16V | 09.2001 → | M9R 786 | D | 23 | Tractor 751 | 01.1968 → 12.1988 | D 226-4 | D | 52 |
| Trafic II 2.5 dCi 16V | 06.2002 → | G9U 730 | D | 34 | Tractor 752 | 01.1968 → 12.1988 | D 226-4 | D | 52 |
| Trafic II 2.5 dCi 16V | 08.2006 → | G9U 630 | D | 36 | Tractor 781 | 01.1968 → 12.1988 | D 226-4 | D | 52 |
| TWINGO | | | | | Tractor 921 | 01.1970 → 1977 | D 227-6 | D | 48 |
| Twingo 1.2i | 03.1993 → 08.1996 | C3G 700 | B | 4 | Tractor 921 | 1977 → | D 227-6 | D | 49 |
| Twingo 1.2i | 03.1993 → 08.1997 | C3G 702 | B | 4 | Tractor D 22 | 01.1960 → 1965 | AKD 12/112-2 | D | 46 |
| Twingo 1.2i | 01.1996 → | D7F 703 | B | 1 | Tractor D 22 | 01.1960 → 1965 | AKD 12/112-3 | D | 46 |
| Twingo 1.2i | 09.1996 → | D7F 700 | B | 1 | Tractor MX 58 | 01.1969 → | D 226-3 | D | 52 |
| Twingo 1.2i | 09.1996 → | D7F 701 | B | 1 | Tractor MX 65 | 01.1969 → | D 226-3 | D | 52 |
| Twingo 1.2i | 05.1998 → | D7F 704 | B | 1 | Tractor MX 75 | 01.1969 → | D 226-4 | D | 52 |
| Twingo 1.2i | 09.1998 → | D7F 702 | B | 1 | Tractor MX 85 | 01.1969 → | D 226-4 | D | 52 |
| Twingo 1.2i 16V | 09.2000 → | D4F 702 | B | 2 | Tractor MX 90 | 01.1969 → | D 226-4 | D | 52 |
| Twingo 1.2i 16V | 09.2000 → | D4F 704 | B | 2 | Tractor TS 110 | 01.1969 → | D 226-6 | D | 52 |
| Twingo 1.2i 16V | 10.2003 → | D4F 708 | B | 2 | Tractor TX 80 | 01.1969 → | D 226-4 | D | 52 |
| Twingo 1.2i 16V | | D4F 722 | B | 2 | Tractor TX 85 | 01.1969 → | D 226-4 | D | 52 |
| Twingo 1.2i 16V | | D4F 728 | B | 2 | Tractor TX 90 | 01.1969 → | D 226-4 | D | 52 |
| Twingo 1.2i 16V | | D4F 730 | B | 2 | Tractor TX 95 | 01.1969 → | D 226-4 | D | 52 |
| Twingo 1.2i 16V | | D4F 740 | B | 2 | Tractor TX 103 | 01.1969 → | TD 226-4 | D | 54 |
| Twingo 1.2i 16V | | D4F 764 | B | 2 | Tractor TZ 120 | 01.1969 → | D 226-6 | D | 52 |
| VEL SAVIS | | | | | Tractor TZ 133 | 01.1969 → | D 226-6 | D | 52 |
| Vel Satis 2.0i Turbo 16V | 04.2002 → | F4R 763 | B | 22 | Tractor TX 113 | 01.1970 → 1977 | D 227-6 | D | 48 |
| Vel Satis 2.0 dCi 16V | 08.2005 → 11.2009 | M9R 762 | D | 23 | Tractor TX 113 | 1977 → | D 227-6 | D | 49 |
| Vel Satis 2.0 dCi 16V | 08.2005 → 11.2009 | M9R 763 | D | 23 | Tractor TZ 155 | 01.1969 → | TD 226 B-6 | D | 53 |
| Vel Satis 2.0 dCi 16V | 07.2006 → | M9R 760 | D | 23 | Tractor TX 120 | 01.1969 → | D 226-6 | D | 52 |
| Vel Satis 2.2 dCi 16V | 03.2002 → | G9T 606 | D | 30 | Tractor TX 133 | 01.1969 → | D 226-6 | D | 52 |
| Vel Satis 2.2 dCi 16V | 03.2002 → | G9T 607 | D | 30 | Tractor TX 155 | 01.1969 → | TD 226 B-6 | D | 53 |
| Vel Satis 2.2 dCi 16V | 04.2002 → | G9T 600 | D | 29 | | | | | |

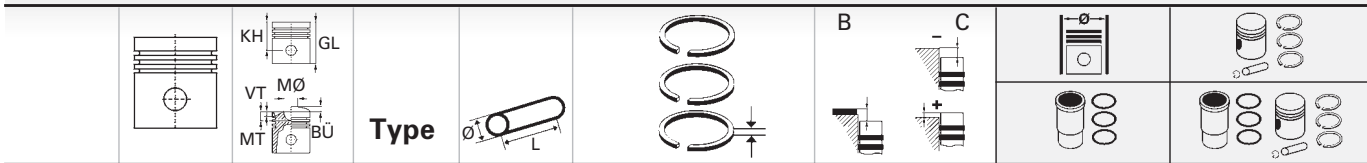


| | | | | | | | | | | | |
|------------|---------|--------------------|---|---|---------|-----------------------|-------|----------|------------|--------------|-------------------|
| 1 | | 69 | | | | | | | | | |
| D7F | | | 700, 701, 702, 703, 704, 710, 720, 722, 726, 730, 746, 766 | | | | | | | | |
| | | | 01.1996 → | B | 4 | 1149 cm ³ | 2V | 40-44 kW | (54-60 PS) | 9,6:1 | 76,80 mm |
| | 4 | KH 27,1 GL 50,5 | | | 17,5 | 1 R 1,5 | CR G6 | | | 69,00 | 99 646 600 |
| | 069 071 | KH 26,8 GL 50,5 | HKÜ | | 54 K | 1 NM 1,5 1 SLF 2,5 | CR | | | 69,50 | 99 646 610 |

| | | | | | | | | | | | |
|------------|---------|------------------|--|---|---------|----------------------|----------|----------|------------|--------------|-------------------|
| 2 | | 69 | | | | | | | | | |
| D4F | | | 702, 704, 706, 708, 712, 714, 716, 722, 728, 730, 740, 764, 790 | | | | | | | | |
| | | | 05.2000 → | B | 4 | 1149 cm ³ | 4V | 55-58 kW | (75-80 PS) | | 76,80 mm |
| | 4 | KH 26,7 MT -1 | | | 17,5 | 1 R 1,2 | MO G6 | | | 69,00 | 40 219 600 |
| | 069 075 | MØ 60 GL 44,7 | | | 54 K | 1 M 1,5 1 SLF 2,5 | G3 CR | | | 69,50 | 40 219 610 |

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|---------------|--------|-----------|-------------------|-------|---------|----------------------|----|----------|------------|-------------------|----------|
| 3 | | 73 | | | | | | | | | |
| 810.01 | | | 10.1968 → 12.1989 | B | 4 | 1289 cm ³ | 2V | 26 kW | (35 PS) | 8,5:1 | 77,00 mm |
| 810.02 | | | 04.1971 → 12.1989 | B | 4 | 1289 cm ³ | 2V | 36 kW | (49 PS) | 8,5:1 | 77,00 mm |
| 810.03 | | | 07.1969 → 10.1972 | B | 4 | 1289 cm ³ | 2V | 29 kW | (40 PS) | 8:1 | 77,00 mm |
| 810.05 | | | 04.1971 → 12.1989 | B | 4 | 1289 cm ³ | 2V | 44 kW | (60 PS) | 8,5:1 | 77,00 mm |
| 810.10 | | | 01.1972 → | B | 4 | 1289 cm ³ | 2V | 44 kW | (60 PS) | 9,5:1 | 77,00 mm |
| 810.19 | | | 10.1979 → 09.1984 | B | 4 | 1289 cm ³ | 2V | 33 kW | (45 PS) | 8,2:1 | 77,00 mm |
| 810.25 | | | 04.1974 → 09.1984 | B | 4 | 1289 cm ³ | 2V | 47 kW | (64 PS) | 9,5:1 | 77,00 mm |
| 810.26 | | | 02.1976 → 09.1979 | B | 4 | 1289 cm ³ | 2V | 31 kW | (42 PS) | 9,5:1 | 77,00 mm |
| 810.29 | | | 03.1978 → 09.1984 | B | 4 | 1289 cm ³ | 2V | 40 kW | (54 PS) | 9,6:1 | 77,00 mm |
| 810.99 | | | 10.1969 → 08.1980 | B | 4 | 1289 cm ³ | 2V | 36-44 kW | (49-60 PS) | 8,5:1 | 77,00 mm |
| | N Cyl. | A=78,5 | C=87,76 | L=134 | H=94,85 | | | | | 88 544 110 | |

| | | | | | | | | | | | |
|------------|--------|-----------|-------------------------------------|-------|--------|----------------------|----|-------|---------|-------------------|----------|
| 4 | | 74 | | | | | | | | | |
| C3G | | | 700, 702, 710, 712, 720, 750 | | | | | | | | |
| | | | 09.1991 → 09.1998 | B | 4 | 1239 cm ³ | 2V | 40 kW | (54 PS) | 9,2:1 | 72,00 mm |
| | N Cyl. | A=78,6 | C=88,2 | L=135 | H=94,9 | | | | | 89 458 110 | |



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|------------|---|---|----------------------|----|----------|------------|-------|----------|--|
| 5 | 75,8 | | | | | | | | |
| E5F | 710, 716 06.1990 → 02.1998 B | 4 | 1171 cm ³ | 2V | 40-44 kW | (54-60 PS) | 8,8:1 | 64,90 mm | |
| E6J | 700, 701, 706, 734, 738, 760 03.1986 → 12.2001 B | 4 | 1390 cm ³ | 2V | 40-59 kW | (55-80 PS) | | 77,00 mm | |
| E6J | 712, 713, 718 03.1986 → 02.1998 B | 4 | 1390 cm ³ | 2V | 43-57 kW | (58-77 PS) | | 77,00 mm | |
| E7F | 700, 704, 706, 730 06.1990 → 12.2001 B | 4 | 1171 cm ³ | 2V | 40-44 kW | (54-60 PS) | | 64,90 mm | |
| E7F | 708, 750 05.1992 → 12.2001 B | 4 | 1171 cm ³ | 2V | 40-43 kW | (54-58 PS) | | 64,90 mm | |
| E7J | 601, 624, 634, 635, 700, 706, 707, 710, 711, 716, 718, 719, 726, 745, 754, 756, 757, 764, 773 05.1990 → B | 4 | 1390 cm ³ | 2V | 51-59 kW | (69-80 PS) | 9,5:1 | 77,00 mm | |
| E7J | 626, 720, 724, 728, 742, 770, 771, 780 09.1991 → B | 4 | 1390 cm ³ | 2V | 51-59 kW | (69-80 PS) | 9,5:1 | 77,00 mm | |

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|--|--------|--------|--------|-------|--------|------------------|-------------------|--|
| | N Cyl. | A=80,6 | C=90,2 | L=130 | H=91,5 | 1 FP 77,2 x 1,25 | 89 448 110 | |
|--|--------|--------|--------|-------|--------|------------------|-------------------|--|

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|---------------|---|---|----------------------|----|----------|------------|--------|----------|--|
| 6 | 76 | | | | | | | | |
| C1J | 715, 742, 768 09.1980 → 12.2001 B | 4 | 1397 cm ³ | 2V | 43-44 kW | (58-60 PS) | 9,25:1 | 77,00 mm | |
| C2J | 713, 717, 784 10.1980 → 09.1997 B | 4 | 1397 cm ³ | 2V | 44-53 kW | (60-72 PS) | | 77,00 mm | |
| 847 | 700, 720 05.1976 → 02.1989 B | 4 | 1397 cm ³ | 2V | 34-50 kW | (48-67 PS) | | 77,00 mm | |
| 847.20 | 1978 → 12.2001 B | 4 | 1397 cm ³ | 2V | 40 kW | (54 PS) | 9,25:1 | 77,00 mm | |

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|--|--------|------------------|--------|----------|---------------------------------------|------------------|-------------------|-------------------------------|
| | 4 | KH 37,5 GL 64 | | 20 64 | 1 R 1,75 CR G6 1 M 2 1 SLF 4 CR | | 76,00 | 93 696 600 (93 314) |
| | N Cyl. | A=80,55 | C=90,2 | L=134 | H=95 | 1 FP 77,2 x 1,25 | 89 060 110 | 93 696 960 NEW |

| | | | | | | | | | |
|------------|---|---|----------------------|----|----------|-------------|--------|----------|--|
| 7 | 76 | | | | | | | | |
| K9K | 260, 272, 700, 702, 704, 706, 708, 724, 750, 752, 790, 792, 794, 796 05.2000 → D (LA) | 4 | 1461 cm ³ | 2V | 48-65 kW | (65-88 PS) | | 80,50 mm | |
| K9K | 710, 712, 714, 716, 722, 760, 762, 768 05.2000 → D (A) | 4 | 1461 cm ³ | 2V | 42-74 kW | (57-100 PS) | 18,8:1 | 80,50 mm | |

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|--|---|--|------------|----------|---|----------------|----------------------------------|--|
| | 4 | KH 41,78 VT1 -0,48 VT2 -0,28 MT -14 MØ 39,7 GL 66 | RTK TPL | 26 60 | 1 R 2 CK G6 1 M 2 1 DSF 2,5 NT ST | +0,10 +0,20 | 76,00 76,50 | 40 190 600 [1] 40 190 610 [1] |
|--|---|--|------------|----------|---|----------------|----------------------------------|--|

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| | | | Type | | | | | | |
|-----|--|--|------------|----------|---|----------------|-------|-------------------|--|
| | 4 076 191 | KH 41,78 VT1 -0,48 VT2 -0,28 MT -14 MØ 39,7 GL 66 | RTK TPL | 25 60 | 1 R 2 CK G6 1 M 2 1 DSF 2,5 NT ST | +0,10 +0,20 | 76,00 | 40 465 600 [2] | |
| | | | | | | | 76,50 | 40 465 610 [2] | |
| [1] | Kolbenbolzen/piston pin/diamètre axe/diámetro del bulón/Поршневой палец Ø 26,00 mm | | | | | | | | |
| [2] | Kolbenbolzen/piston pin/diamètre axe/diámetro del bulón/Поршневой палец Ø 25,00 mm | | | | | | | | |

| 8 | | | | | | | | | |
|---|---|---|--|--|------------------------------------|--|--------------------|-------------------|--|
| F8M 700 | | | | | | | | | |
| 09.1982 → 03.1991 D 4 1596 cm³ 2V 40 kW (54 PS) 22,5:1 83,50 mm | | | | | | | | | |
| | 4 078 102 | KH 47,25 MT -1,5 GL 74,5 | | 24 66,5 | 1 R 2 CR G6 1 M 2 1 DSF 3 CR | | 78,00 | 93 783 800 [1] | |
| | | | | | | | 78,50 | 93 783 820 [1] | |
| | T Cyl. | A=81 | C=83,5 | L=149 | H=4,6 | | 89 318 190 semi | | |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | | | | | |
| | Kerben notches repères muescas надрезы | Dicke thickness épaisseur espesor толщина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | | |
| | 2 | 1,53 mm | | + 0,79 | | | | | |
| | 3 | 1,63 mm | | + 0,89 | | | | | |
| | 4 | 1,73 mm | | | | | | | |

| 9 | | | | | | | | | |
|--|--------------|--------------------------------|--------|------------|------------------------------------|--|--------------------|-------------------|--|
| F8M 730, 736, 760 | | | | | | | | | |
| 03.1986 → 08.1998 D 4 1596 cm³ 2V 40 kW (54-55 PS) 22,5:1 83,50 mm | | | | | | | | | |
| | 4 078 116 | KH 47,25 MT -1,5 GL 74,5 | | 24 66,5 | 1 R 2 CR G6 1 M 2 1 DSF 3 CR | | 78,00 | 90 468 800 [1] | |
| | | | | | | | | | |
| | T Cyl. | A=81 | C=83,5 | L=149 | H=4,6 | | 89 318 190 semi | | |

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| | | | Type | | | | |
|-----|---|---|---|--|--|--|--|
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | | Kolbenüberstand: piston protrusion: dépasement du piston: resalto del pistón: выступающая часть поршня: | | | | |
| | Kerben notches repères muescas надрезы | Dicke thickness épaisseur espesor толщина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | |
| | 2 | 1,53 mm | | + 0,79 | | | |
| | 3 | 1,63 mm | + 0,79 | + 0,89 | | | |
| | 4 | 1,73 mm | + 0,89 | | | | |

10 **79,5**

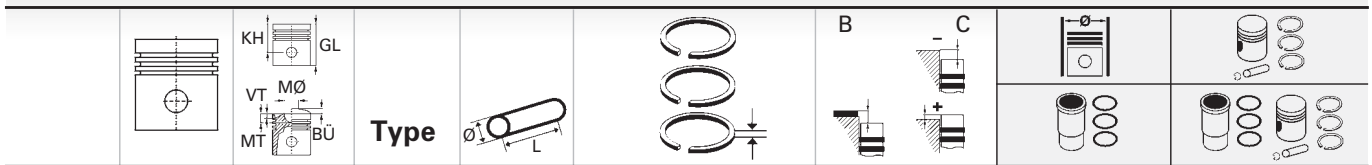
| | | | | | | | |
|------------|--------------------------------|---|---|----------------------|----|----------|---------------------|
| K7M | 702, 703 | | | | | | |
| | 01.1996 → | B | 4 | 1598 cm ³ | 2V | 55-66 kW | (75-90 PS) 80,50 mm |
| K7M | 720, 744, 745, 746, 790 | | | | | | |
| | 01.1996 → | B | 4 | 1598 cm ³ | 2V | 55-66 kW | (75-90 PS) 80,50 mm |

| | | | | | | | | | |
|-----|---|---------------------------------|--|-------------------|---|--|----------------|--|--|
| | 4 | KH 29,25 BÜ +2,55 GL 56,3 | | 18,995 62 K | 1 R 1,5 CR G6 1 NM 1,5 1 SLF 2,5 CR | | 79,50 80,00 | 40 306 600 [1] 40 306 620 [1] | |
| | | | | | | | | | |
| | 4 | KH 29,25 BÜ +2,55 GL 56,3 | | 18,995 62 K | 1 R 1,5 CR G6 1 NM 1,5 1 SLF 2,5 CR | | 79,50 80,00 | 40 311 600 [2] 40 311 620 [2] | |
| | | | | | | | | | |
| [1] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 1-2 | | | | | | | | |
| [2] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 3-4 | | | | | | | | |

11 **79,5**

| | | | | | | | |
|------------|--|---|---|----------------------|----|----------|----------------------------|
| K4M | 690, 694, 697, 698, 700, 701, 704, 706, 708, 709, 710, 711, 712, 714, 716, 730, 732, 734, 736, 740, 742, 743, 744, 745, 748, 752, 790 | | | | | | |
| | 03.1998 → | B | 4 | 1598 cm ³ | 4V | 66-82 kW | (90-112 PS) 80,50 mm |
| K4M | 720, 724 | | | | | | |
| | 03.1998 → | B | 4 | 1598 cm ³ | 4V | 75-79 kW | (102-107 PS) 10:1 80,50 mm |

| | | | | | | | | |
|--|---------|---|-----|---------------|---|--|----------------|--------------------------|
| | 4 | KH 31,7 VT1 -1,57 MT -1,3 GL 55 | | 20 62 K | 1 R 1,5 CR G6 1 NM 1,5 1 SLF 2,5 CR | | 79,50 80,00 | 99 746 600 99 746 610 |
| | 079 146 | KH 31,45 VT1 -1,57 MT -1,3 GL 55 | HKÜ | | | | | |



| | | | | | | | | | | |
|------------|---------------------------|-------------|---|---|----------------------|----|----------|------------|------|----------|
| 12 | | 79,5 | | | | | | | | |
| K4J | 713, 730 | 10.1999 → | B | 4 | 1390 cm ³ | 4V | 70-72 kW | (95-98 PS) | 10:1 | 70,00 mm |
| K4J | 740, 750, 770, 780 | 06.1998 → | B | 4 | 1390 cm ³ | 4V | 70-72 kW | (95-98 PS) | 10:1 | 70,00 mm |

| | | | | | | | | |
|------------------|--|---------------|-------------------------------------|-------|--|--|-------|------------|
| 4 079 167 | KH 37,2 VT1 -1,20 VT2 -2,80 GL 64,5 | 20 62 K | 1 R 1,5 1 NM 1,5 1 SLF 2,5 CR | CR G6 | | | 79,51 | 40 015 600 |
| | | | | | | | 80,01 | 40 015 610 |
| | | | | | | | | |

| | | | | | | | | | | |
|------------|-----------------|-------------|---|---|----------------------|----|-------|---------|-------|----------|
| 13 | | 79,5 | | | | | | | | |
| K7J | 710, 714 | 07.2004 → | B | 4 | 1390 cm ³ | 2V | 55 kW | (75 PS) | 9,5:1 | 70,00 mm |

| | | | | | | | | |
|------------------|------------------|-------------------|-------------------------------------|-------------|--|--|-------|------------|
| 4 079 175 | KH 34,8 GL 57 | 18,995 62 K | 1 R 1,5 1 NM 1,5 1 SLF 2,5 CR | MO G3 G3 | | | 79,50 | 40 277 600 |
| | | | | | | | 79,75 | 40 277 610 |
| | | | | | | | 80,00 | 40 277 620 |

| | | | | | | | | | | |
|------------|---|-------------------|-------|---|----------------------|----|----------|------------|--------|----------|
| 14 | | 80 | | | | | | | | |
| F8Q | 606, 620, 640, 644, 646, 648, 672, 676, 678, 682, 692, 696, 704, 706, 710, 714, 722, 724, 730, 732, 742, 764, 774, 776 | 10.1980 → 08.2003 | D | 4 | 1870 cm ³ | 2V | 40-48 kW | (54-65 PS) | | 93,00 mm |
| F8Q | 744 | 05.1992 → 12.2001 | D (A) | 4 | 1870 cm ³ | 2V | 66 kW | (90 PS) | 20,5:1 | 93,00 mm |

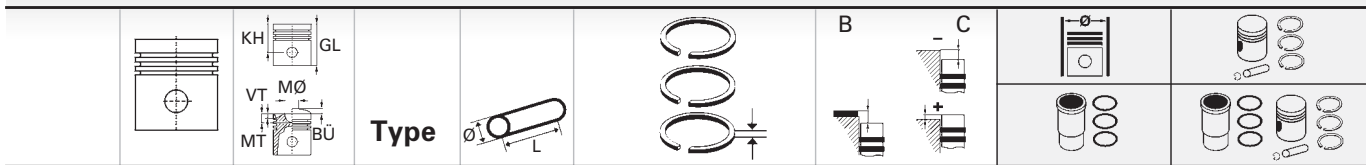
| | | | | | | | | | |
|------------------|-------------------------------|-----|----------|------------------------------|-------------|--|-------|-------|------------|
| 4 080 312 | KH 42,5 MT -0,7 GL 67,4 | RTK | 24 63 | 1 R 2 1 M 2 1 DSF 3 CR | MO G6 G3 | | +0,87 | 80,00 | 92 006 800 |
| | | | | | | | +1,00 | | [1] |
| | | | | | | | | 80,50 | 92 006 820 |

[1] Zylinderkopfdichtung
 cylinder head gasket
 joint de culasse
 junta de culata
 Прокладка головки блока цил.

Kolbenüberstand:
 piston protrusion:
 dépassement du piston:
 resalto del pistón:
 выступающая часть поршня

| | | |
|--|---|--|
| Kerben notches repères muescas надрезы | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем |
| 2 | | +0,868 |
| 1 | +0,868 | +1,000 |
| 3 | +1,000 | |

R



| | | |
|-----------|--|-----------|
| 15 | | 80 |
|-----------|--|-----------|

| | | | | | | | | | | |
|------------|-------------------------------------|---------------------------------|------------|------------|-------------------------------|----------------|----------|---------------|--------|--------------------------|
| F8Q | 610, 740, 768, 784, 785, 786 | 05.1989 → 08.2003 | D (A) | 4 | 1870 cm ³ | 2V | 66-70 kW | (90-95 PS) | 20,5:1 | 93,00 mm |
| | 4 | KH 41,71 MT -1,3 GL 66,69 | KKK RTK | 26 66,5 | 1 T15 2,5 1 M 2 1 DSF 3 | MO CR CR | | 80,015 | | 94 357 600 [1] |
| | 80V 191 | | | | | | | 80,265 | | 94 357 610 |
| | | | | | | | | 80,515 | | 94 357 620 |

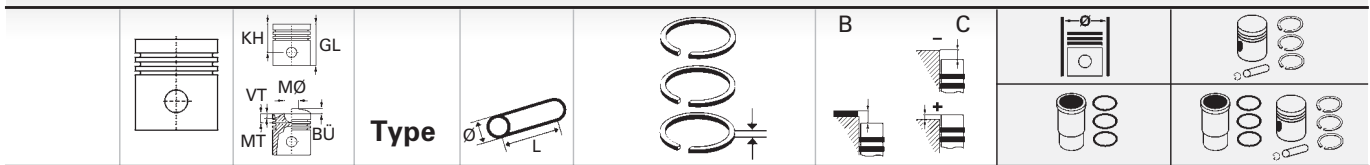
| | | | | | | | | | | |
|-----|---|--|---|--|--|--|--|--|--|--|
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor ширина | | | | | | | | |
| | 2 1 3 | | +0,073 +0,206 | +0,073 +0,206 | | | | | | |

| | | |
|-----------|--|-----------|
| 16 | | 80 |
|-----------|--|-----------|

| | | | | | | | | | | |
|------------|--|-----------|--------|---|----------------------|----|----------|-------------|------|----------|
| F9Q | 200, 760, 762, 780, 782 | 09.1998 → | D (LA) | 4 | 1870 cm ³ | 2V | 59-74 kW | (80-101 PS) | | 93,00 mm |
| F9Q | 710, 717, 718, 736, 744, 748, 752, 754, 770, 772, 774, 790, 796 | 03.1997 → | D (A) | 4 | 1870 cm ³ | 2V | 58-79 kW | (79-110 PS) | | 93,00 mm |
| F9Q | 732, 733, 738, 740 | 06.1997 → | D (A) | 4 | 1870 cm ³ | 2V | 72-79 kW | (98-107 PS) | 19:1 | 93,00 mm |

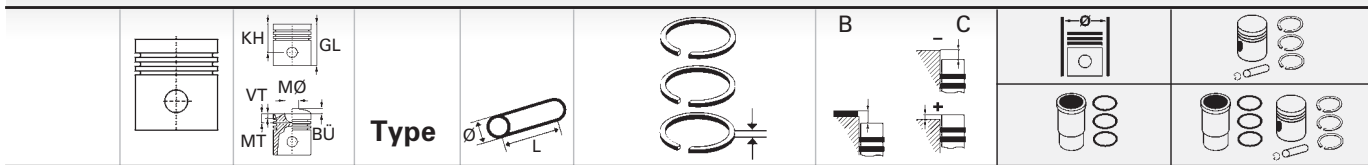
| | | | | | | | | | | |
|--|---------|---|------------|----------|-----------------------------|-------------------|--|--------------|--|--------------------------|
| | 4 | KH 47,06 VT1 -0,75 MT -17,8 MØ 38 GL 77,4 | RTK TPL | 28 60 | 1 R 2,5 1 M 2 1 DSF 3 | MO G6 G3 CR | | 80,01 | | 99 561 600 [1] |
| | 080 279 | | | | | | | 80,51 | | 99 561 620 [1] |




| | | | | | | | | | | |
|-----|---|---|---|--|--|--|--|--|--|--|
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | | | |
| | Kerben notches repères muescas надрезы | | | | | | | | | |
| | 2 1 3 | | +0,868 +1,000 | +0,868 +1,000 | | | | | | |







| 17 80 F8Q 630, 632, 662 10.1997 → D 4 1870 cm ³ 2V 40-48 kW (54-65 PS) 21,5:1 93,00 mm | | | | | | | | | | |
|--|---|---|--|---|-----------------------------|-------------------|----------------|----------------------------------|--|--|
| | 4 | KH 42,35 MT -4,5 GL 67,25 | | 24 63 | 1 R 2 1 M 2 1 DSF 3 | MO G6 G3 CR | +0,87 +1,00 | 80,00 80,50 | 40 070 600 [1] 40 070 620 [1] | |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня | | | | | | |
| | Kerben notches repères muescas надрезы | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | | | | |
| | 2 1 3 | +0,868 +1,000 | +0,868 +1,000 | | | | | | | |
| 18 80 F9Q 204, 260, 664, 670, 674, 812, 816, 818, 820, 826 03.1999 → D (LA) 4 1870 cm ³ 2V 68-88 kW (92-120 PS) 93,00 mm F9Q 650, 750, 756, 800, 808 03.1999 → D (A) 4 1870 cm ³ 2V 66-88 kW (95-120 PS) 18,3:1 93,00 mm | | | | | | | | | | |
| | 4 | KH 47,04 VT1 -0,75 MT -17,8 MØ 38 GL 77 | RTK TPL KKK | 28 60 | 1 R 2,5 1 M 2 1 DSF 3 | MO G6 G3 CR | +0,50 +0,62 | 80,01 80,51 | 99 780 600 99 780 620 | |
| 19 80 F9Q 266, 803, 804 03.1999 → D (LA) 4 1870 cm ³ 2V 81-96 kW (110-130 PS) 93,00 mm F9Q 759 05.2005 → 10.2007 D (A) 4 1870 cm ³ 2V 88 kW (120 PS) 18,3:1 93,00 mm | | | | | | | | | | |
| | 4 | KH 47,004 VT1 -0,85 VT2 -0,85 MT -17,8 MØ 40 GL 77 | RTK TPL KKK | 28 64 | 1 R 2,5 1 M 2 1 DSF 3 | MO G6 G3 CR | | 80,00 80,50 | 99 940 600 99 940 620 | |

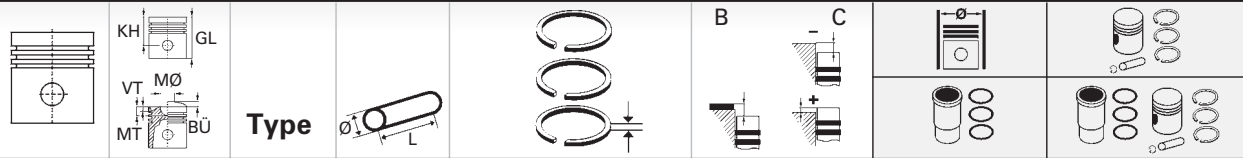
R



| 20 | |  80 | | | | | |
|---|---|---|----|------------------------|-------|--------------|-------------------|
| F9Q | 758 | 01.2005 → 10.2007 D (A) 4 1870 cm ³ 2V 88 kW (120 PS) 18,3:1 93,00 mm | | | | | |
|  4 080 315 | KH 47,04 VT1 -0,75 MT -17,8 MØ 38 GL 77 | RTK TPL KKK | 28 | 1 R 2,5 MO G6 | +0,50 | 80,01 | 99 780 600 |
| | | | 60 | 1 M 2 G3 1 DSF 3 CR | | | |
|  4 080 310 | KH 47,004 VT1 -0,85 VT2 -0,85 MT -17,8 MØ 40 GL 77 | RTK TPL KKK | 28 | 1 R 2,5 MO G6 | | 80,00 | 99 940 600 |
| | | | 64 | 1 M 2 G3 1 DSF 3 CR | | | |

| 21 | |  82,7 | | | | | | | |
|--|--|---|----|---------------|--|--------------|-------------------|--------------|-------------------|
| F4P | 720, 722, 760, 770, 771, 772, 773, 774, 775 | 05.1998 → B 4 1783 cm ³ 4V 85-88 kW (116-120 PS) 9,8:1 83,00 mm | | | | | | | |
|  4 | KH 29,75 VT1 -1,00 VT2 -1,00 MT -1 MØ 67,38 GL 56,8 | | 21 | 1 R 1,2 NT ST | | 82,72 | 40 021 600 | | |
| | | | 61 | 1 NM 1,5 | | | | 82,97 | 40 021 610 |
| | | | | 1 SLF 2 CR | | | | 83,22 | 40 021 620 |

| 22 | |  82,7 | | | | | |
|--|--|---|----|------------------------|--|---------------|-------------------|
| F4R | 700, 701 | 10.1998 → 10.2002 B 4 1998 cm ³ 4V 102-103 kW (139-140 PS) 9,8:1 93,00 mm | | | | | |
| F4R | 712, 713, 720, 730, 740, 741, 744, 746, 747, 780, 790 | 03.1999 → B 4 1998 cm ³ 4V 88-124 kW (120-169 PS) 93,00 mm | | | | | |
| F4R | 763, 794, 795, 797 | 04.2002 → B (LA) 4 1998 cm ³ 4V 120-125 kW (163-170 PS) 9,5:1 93,00 mm | | | | | |
|  4 | KH 30,25 MT -2,65 MØ 73,1 GL 56,8 | | 21 | 1 R 1,2 NT ST | | 82,715 | 40 355 600 |
| | | | 61 | 1 NM 1,5 1 SLF 2 CR | | | |



| | | | | | | | | | | | |
|---------------------|--|--|-------------------|----------------------|------------------------------|-------------------|-------------|--------------|--------------------------|--|--|
| 23 | | 84 | | | | | | | | | |
| M9R | 700, 721, 722, 724, 740, 742, 744, 746, 748, 750, 760, 761, 762, 763, 782, 800, 802, 805, 809, 816, 830 | | | | | | | | | | |
| | 09.2001 → | D (LA) | 4 | 1995 cm ³ | 4V | 66-132 kW | (90-180 PS) | 15,7:1 | 90,00 mm | | |
| M9R Euro 4 | 780 | | | | | | | | | | |
| | 09.2001 → | D (LA) | 4 | 1995 cm ³ | 4V | 66-84 kW | (90-114 PS) | 15,7:1 | 90,00 mm | | |
| M9R Euro 2/3 | 786 | | | | | | | | | | |
| | 09.2001 → | D (LA) | 4 | 1995 cm ³ | 4V | 66-84 kW | (90-114 PS) | 15,7:1 | 90,00 mm | | |
| | 4 | KH 47,916 MT -14,9 MØ 49,07 GL 76 | RTK TPL KKK | 32 65 | 1 ET 2,5 1 M 2 1 DSF 2 | CK G6 G3 CR | | 84,00 | 40 262 600 [1] | | |
| | 084 196 | | | | | | | 84,50 | 40 262 620 | | |
| [1] | M9R 742: mot. 070626 → | | | | | | | | | | |

| | | | | | | | | | | | |
|-------------------|---|--|-------------------|----------------------|------------------------------|----------------------|--------------|--------------|------------------------------|--|--|
| 24 | | 85 | | | | | | | | | |
| M9T | 606, 870, 872, 876, 880, 882, 890, 892, 896, 898 | | | | | | | | | | |
| | | D | 4 | 2298 cm ³ | 4V | | | 16:1 | 101,30 mm | | |
| M9T Euro 5 | 670, 690 | | | | | | | | | | |
| | 04.2010 → | D (LA) | 4 | 2298 cm ³ | 4V | 74-92 kW | (101-125 PS) | 16:1 | 101,30 mm | | |
| M9T Euro 4 | 676, 692 | | | | | | | | | | |
| | 04.2010 → | D (A) | 4 | 2298 cm ³ | 4V | 74-92 kW | (101-125 PS) | 16,0:1 | 101,30 mm | | |
| M9T | 678 | | | | | | | | | | |
| | 04.2010 → | D (LA) | 4 | 2298 cm ³ | 4V | 107 kW | (146 PS) | 16:1 | 101,30 mm | | |
| M9T | 680 | | | | | | | | | | |
| | 04.2010 → | D (A) | 4 | 2298 cm ³ | 4V | 107 kW | (146 PS) | 16,0:1 | 101,30 mm | | |
| M9T Euro 5 | 698 | | | | | | | | | | |
| | 04.2010 → | D (A) | 4 | 2298 cm ³ | 4V | 107 kW | (146 PS) | 16,0:1 | 101,30 mm | | |
| | 4 | KH 47,88 MT -16,2 MØ 50 GL 76 | RTK TPL KKK | 32 65 | 1 ET 2,5 1 M 2 1 DSF 2 | CR G6 CR CR G6 | | 85,01 | 97 504 600 NEW | | |
| | 085 209 | | | | | | | 85,51 | 97 504 620 NEW | | |

| | | | | | | | | | | | |
|--|--|---------------------------|-------|----------------------|--|-------------|------------|-------------------|--------------------------|--|--|
| 25 | | 86 | | | | | | | | | |
| J8S | 330, 600, 620, 704, 706, 711, 712, 736, 740, 784, 800 | | | | | | | | | | |
| | 09.1980 → 12.1998 | D | 4 | 2068 cm ³ | 2V | 44-65 kW | (60-88 PS) | 21,5:1 | 89,00 mm | | |
| J8S | 604 | | | | | | | | | | |
| | 04.1992 → 12.1995 | D (A) | 4 | 2068 cm ³ | 2V | 65-68 kW | (88-92 PS) | 21,5:1 | 89,00 mm | | |
| 852 | 700 | | | | | | | | | | |
| | 12.1979 → 12.1983 | D | 4 | 2068 cm ³ | 2V | 46 kW | (63 PS) | 21,5:1 | 89,00 mm | | |
| | 4 | KH 51 MT -4 GL 92,9 | | 28 75 | 1 R 2 1 M 2 1 DSF 4 | MO G6 CR | | 86,00 | 93 523 700 [1] | | |
| | 086 094 | | | | | | | | | | |
| | N Cyl. | A=93,6 | L=166 | H=93,05 | 1 FP 90,8 x 1,25 1 SC 87 x 90,7 x 8,2 | | | 89 097 110 | 93 523 970 | | |
| Fortsetzung nächste Seite / continued on next page / suite page suivante / continuación página próxima / Продолжение на следующей странице | | | | | | | | | | | |



| | | | | | | | | |
|-----|---|---|---|--|--|--|--|--|
| | | | Type | | | | | |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | | Kolbenüberstand: piston protrusion: dépasement du piston: resalto del pistón: выступающая часть поршня: | | | | | |
| | Kerben notches repères muescas надрезы | Dicke thickness épaisseur espesor толщина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | |
| | 2 | 1,60 mm | | + 0,96 | | | | |
| | 1 | 1,70 mm | + 0,96 | + 1,04 | | | | |
| | 3 | 1,80 mm | + 1,04 | + 1,09 | | | | |

26 **86**

| | | | | | | | | | |
|------------|-------------------|--------|-------|----------------------|--|-------|-------------------|--------|----------|
| 852 | 720, 750 | | | | | | | | |
| | 09.1980 → 10.1997 | D | 4 | 2068 cm ³ | 2V | 43 kW | (58 PS) | 21,5:1 | 89,00 mm |
| | N Cyl. | A=93,6 | L=166 | H=93,05 | 1 FP 90,8 x 1,25 1 SC 87 x 90,7 x 8,2 | | 89 097 110 | | |

27 **86**

| | | | | | | | | | |
|------------|---|----------------------------|-------|----------------------|--|-------------|-------------------|--------|--------------------------|
| J8S | 174, 702, 742, 746, 786, 788 | | | | | | | | |
| | 10.1981 → 12.1995 | D (A) | 4 | 2068 cm ³ | 2V | 63-65 kW | (86-88 PS) | 21,5:1 | 89,00 mm |
| J8S | 240, 610, 612, 708, 714, 738, 760, 772, 774, 776, 778, 814 | | | | | | | | |
| | 10.1982 → 10.1996 | D (LA) | 4 | 2068 cm ³ | 2V | 63-68 kW | (86-92 PS) | | 89,00 mm |
| J8S | 758 | | | | | | | | |
| | 09.1994 → 10.1997 | D | 4 | 2068 cm ³ | 2V | 47 kW | (64 PS) | 21,5:1 | 89,00 mm |
| | 4 | KH 50,99 MT -4 GL 93 | RTK | 28 75 | 1 T15 2,5 1 NM 2,5 1 DSF 4 | MO G6 CR | 86,00 | | 90 436 600 [1] |
| | 086 122 | | | | | | | | |
| | N Cyl. | A=93,6 | L=166 | H=93,05 | 1 FP 90,8 x 1,25 1 SC 87 x 90,7 x 8,2 | | 89 309 110 | | 90 436 960 |

[1]

Zylinderkopfdichtung
cylinder head gasket
joint de culasse
junta de culata
Прокладка головки блока цилиндр.Kolbenüberstand:
piston protrusion:
dépasement du piston:
resalto del pistón:
выступающая часть поршня:Kerben
notches
repères
muescas
надрезыDicke
thickness
épaisseur
espesor
толщинаgrößer als
more than
supérieur à
superior a
больше, чемkleiner als
less than
inférieur à
inferior a
меньше, чем

2

1,60 mm

+ 0,96

1

1,70 mm

+ 0,96

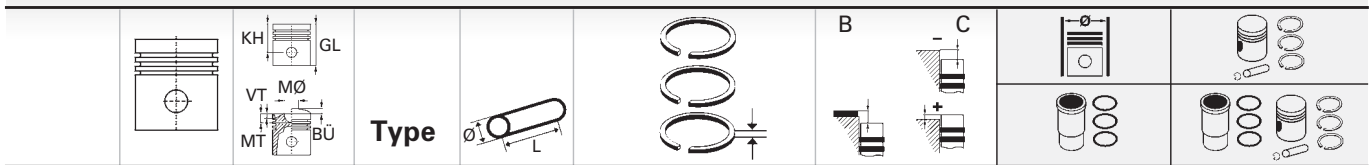
+ 1,04

3

1,80 mm

+ 1,04

+ 1,09



| | | |
|------------|--------------------------|--|
| 28 | | 87 |
| G9T | 710 | |
| | 07.2000 → 12.2003 D (LA) | 4 2188 cm ³ 4V 85 kW (115 PS) 18:1 92,00 mm |
| G9T | 720, 722, 750 | |
| | 01.2000 → 10.2006 D (A) | 4 2188 cm ³ 4V 66 kW (90 PS) 18:1 92,00 mm |

| | | | | | | | | | |
|--|---------|--|------------|----------|---------------------------------|-------------|----------------|--------------|-------------------|
| | 4 | KH 54,53 MT -17,5 MØ 40,4 GL 84,2 | RTK TPL | 31 65 | 1 ET 3 1 M 1,75 1 SSF 2,5 | PC G6 G3 | +0,06 +0,40 | 87,01 | 99 469 600 |
| | 087 082 | | | | | | | 87,51 | 99 469 620 |

| | | | |
|------------|------------|-----------|--|
| 29 | | 87 | |
| G9T | 600 | | |
| | 03.2001 → | D (LA) | 4 2188 cm ³ 4V 110 kW (150 PS) 18/19:1 92,00 mm |

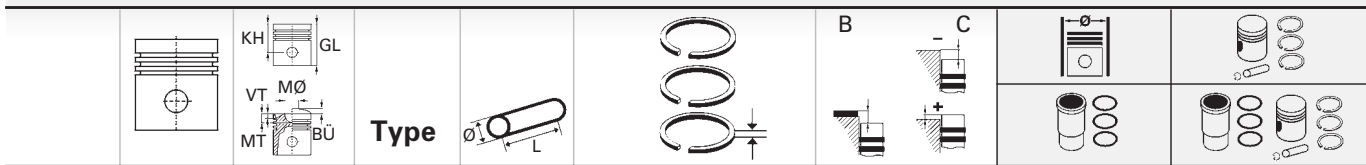
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|--|---------|--|-------------------|----------|---------------------------------|-------------|----------------|--------------|-------------------|
| | 4 | KH 54,53 MT -15 MØ 44 GL 84,2 | RTK TPL KKK | 31 65 | 1 ET 3 1 M 1,75 1 SSF 2,5 | PC G6 G3 | +0,06 +0,40 | 87,01 | 99 551 600 |
| | 087 102 | | | | | | | | |

| | | | |
|------------|---|-----------|--|
| 30 | | 87 | |
| G9T | 605, 606, 607, 642, 645, 700, 702, 703, 706, 707, 742, 743 | | |
| | 03.2001 → | D (LA) | 4 2188 cm ³ 4V 110 kW (150 PS) 92,00 mm |

| | | | | | | | | | |
|--|---------|--|-------------------|----------|---------------------------------|-------------|----------------|--------------|-------------------|
| | 4 | KH 54,53 MT -17,5 MØ 40,4 GL 84,2 | RTK TPL KKK | 31 65 | 1 ET 3 1 M 1,75 1 SSF 2,5 | PC G6 G3 | +0,06 +0,40 | 87,01 | 99 433 600 |
| | 087 093 | | | | | | | 87,51 | 99 433 620 |

| | | | |
|---------------|----------------------|--|--|
| 31 | | 88 | |
| J5R | A7 | | |
| | 01.1983 → | B | 4 1995 cm ³ 2V 61 kW (83 PS) 9,2:1 82,00 mm |
| J6R | 234, 706, 707 | | |
| | 01.1984 → 12.1992 B | 4 1995 cm ³ 2V 74-81 kW (101-110 PS) 9,2:1 82,00 mm | |
| J7T | 770, 772 | | |
| | 07.1986 → 09.1996 B | 4 2165 cm ³ 2V 79-81 kW (107-110 PS) 9,2:1 89,00 mm | |
| 829.00 | | | |
| | 11.1979 → 1985 B | 4 1995 cm ³ 2V 76 kW (103 PS) 9,2:1 82,00 mm | |
| 829.01 | | | |
| | 11.1979 → 1985 B | 4 1995 cm ³ 2V 76 kW (103 PS) 9,2:1 82,00 mm | |

| | | | | | | | | | |
|--|---------|---------------------------------------|--|---------------|------------------------------|----------------|--|-------------------|-------------------|
| | 4 | KH 40,5 BÜ +1,55 GL 68,6 | | 23 74 K | 1 R 1,75 1 M 2 1 SLF 4 | MO G6 CR | | 88,01 | 90 063 700 |
| | 088 046 | | | | | | | | |
| | N Cyl. | A=93,6 C=104 L=148,5 H=93,08 | | | | 1 R 90,5 x 1,5 | | 89 334 110 | 90 063 970 |



| | | | | | | | | | |
|------------|------------|---------------------|---|----------------------|----|----------|--------------|-------|----------|
| 32 | | 88 | | | | | | | |
| J7T | 730 | 10.1986 → 05.1990 B | 4 | 2165 cm ³ | 2V | 90-93 kW | (123-126 PS) | 9,9:1 | 89,00 mm |
| J7T | 788 | 01.1994 → 09.1997 B | 4 | 2165 cm ³ | 2V | 67 kW | (91 PS) | 8,6:1 | 89,00 mm |
| 851 | 700 | 10.1980 → 12.1983 B | 4 | 2165 cm ³ | 2V | 83-85 kW | (113-116 PS) | 9,2:1 | 89,00 mm |

| | | | | | | | | |
|--|---------|---------------------|-------|---------------|---------------------------------------|----------------|-------------------|-------------------|
| | 4 | KH 40,5 GL 67,05 | | 23 74 K | 1 R 1,75 MO G6 1 M 2 1 SLF 4 CR | | 88,01 | 90 056 800 |
| | 088 046 | | | | | | | |
| | N Cyl. | A=93,6 | C=104 | L=148,5 | H=93,08 | 1 R 90,5 x 1,5 | 89 334 110 | 90 056 980 |

| | | | | | | | | | |
|------------|------------|---------------------|---|----------------------|----|------------|--------------|-------|----------|
| 33 | | 88 | | | | | | | |
| J7R | 720 | 10.1986 → 12.1995 B | 4 | 1995 cm ³ | 3V | 100-103 kW | (136-140 PS) | 9,3:1 | 82,00 mm |
| J7R | 732 | 05.1991 → 09.1996 B | 4 | 1995 cm ³ | 2V | 77-79 kW | (105-107 PS) | 9,2:1 | 82,00 mm |
| J7T | 760 | 04.1992 → 09.1996 B | 4 | 2165 cm ³ | 3V | 101-103 kW | (137-140 PS) | 9,2:1 | 89,00 mm |

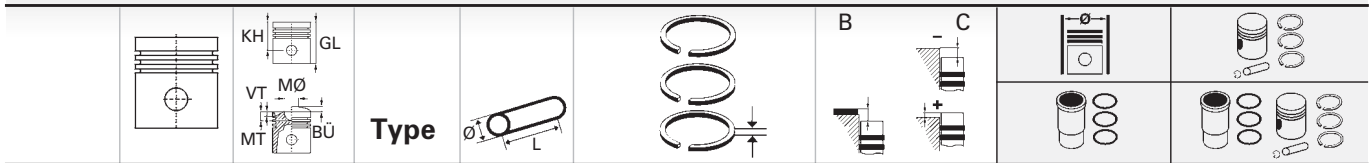
| | | | | | | | | |
|--|--------|--------|-------|---------|---------|----------------|-------------------|--|
| | N Cyl. | A=93,6 | C=104 | L=148,5 | H=93,08 | 1 R 90,5 x 1,5 | 89 334 110 | |
|--|--------|--------|-------|---------|---------|----------------|-------------------|--|

| | | | | | | | | | |
|-------------------|--------------------------------|-----------|--------|---|----------------------|----|----------|-------------|----------|
| 34 | | 89 | | | | | | | |
| G9U Euro 3 | 720, 724, 730, 750, 754 | 05.2000 → | D (LA) | 4 | 2463 cm ³ | 4V | 73-99 kW | (99-135 PS) | 99,00 mm |

| | | | | | | | | |
|--|---------|--|------------|----------|--|--|--------------|-------------------------------|
| | 4 | KH 53,03 MT -17,85 MØ 43,2 GL 83,09 | RTK TPL | 31 65 | 1 R 2,5 MO G6 1 M 1,75 1 SSF 2,5 | | 89,00 | 40 079 600 |
| | 089 168 | | | | | | 89,50 | 40 079 620 (99 424) |

| | | | | | | | | | |
|-------------------|-----------------|-------------------|--------|---|----------------------|----|-----------|--------------|----------|
| 35 | | 89 | | | | | | | |
| G9U Euro 4 | 632, 650 | 10.2003 → 03.2010 | D (LA) | 4 | 2463 cm ³ | 4V | 74-107 kW | (101-145 PS) | 99,00 mm |

| | | | | | | | | |
|--|---------|---|------------|----------|---|--|--------------|-------------------|
| | 4 | KH 53,075 MT -16,13 MØ 48 GL 83,09 | RTK TPL | 31 65 | 1 ET 3 PC G6 1 M 1,75 1 DSF 2,5 CR G6 | | 89,00 | 40 271 600 |
| | 089 168 | | | | | | 89,50 | 40 271 620 |



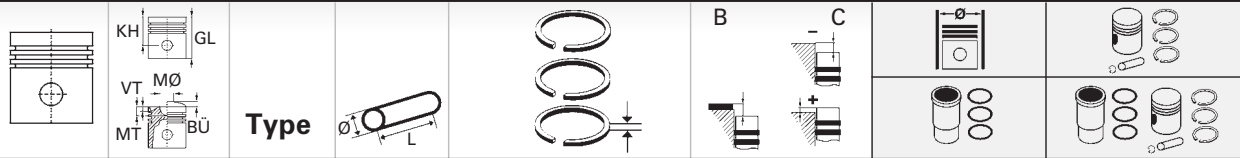
| | | |
|-------------------|---|--|
| 36 | | 89 |
| G9U Euro 4 | 630 07.2006 → | D (LA) 4 2463 cm ³ 4V 107 kW (145 PS) 18,1:1 99,00 mm |
| | 4 KH 53,075 RTK 31 1 ET 3 PC G6 089 199 MT -16,13 TPL 68 1 M 1,75 MØ 48 KKK 1 DSF 2,5 CR G6 GL 83,09 | 89,00 40 272 600 89,50 40 272 620 |

| | | |
|---------------------|--|---|
| 37 | | 93 |
| S8U | 720, 722, 730, 731 08.1980 → 09.1997 | D 4 2445 cm ³ 2V 50-55 kW (68-75 PS) 90,00 mm |
| 8140.58 U | 07.1980 → 09.1997 | D 4 2445 cm ³ 2V 49-53 kW (67-72 PS) 22:1 92,00 mm |
| 8140.61.200 | | D 4 2445 cm ³ 2V 53-60 kW (72-82 PS) 21:1 90,00 mm |
| 8140.61.235 | 01.1983 → 12.1990 | D 4 2445 cm ³ 2V 53 kW (72 PS) 21:1 90,00 mm |
| 8140.61.240 | 10.1981 → 01.1989 | D 4 2445 cm ³ 2V 51-55 kW (69-75 PS) 21:1 90,00 mm |
| 8140.61.2300 | 08.1980 → 09.1997 | D 4 2445 cm ³ 2V 52-55 kW (71-75 PS) 21:1 90,00 mm |
| 8140.68 U | 07.1980 → 09.1997 | D 4 2445 cm ³ 2V 53 kW (72 PS) 22:1 90,00 mm |

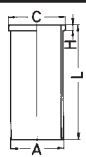
| | | | |
|--|---|----------------|---|
| | 4 KH 55 LOX 32 1 R 3 CR G6 093 040 MT -2,2 RK 74,4 1 N 2 MO GL 90 RTK 1 DSF 4 CR | +0,80 +1,14 | 93,00 93 378 700 (93 300) |
| | T Cyl. A=96 C=98,9 L=167,3 H=5 | | 89 183 190 semi |
| | T Cyl. A=96,04 C=98,9 L=167,3 H=5 | | 89 183 191 semi |
| | 4 KH 54,75 LOX 32 1 R 3 CR G6 093 040 MT -2,2 RK 74,4 1 N 2 MO GL 90 RTK 1 DSF 4 CR | +0,80 +1,14 | 93,00 93 911 700 [1] |
| | T Cyl. A=96 C=98,9 L=167,3 H=5 | | 89 183 190 semi |
| | T Cyl. A=96,04 C=98,9 L=167,3 H=5 | | 89 183 191 semi |

[1] KH -0,25 mm

R



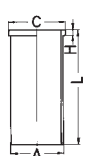
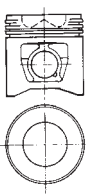
| | | | | | | | | | | | | |
|----------------------------|-------------------|-----------|---|----------------------|----|----------|-------------|--------|----------|--|--|--|
| 38 | | 93 | | | | | | | | | | |
| 8140.07.2585 Euro 1 | 05.1994 → 04.1996 | D | 4 | 2499 cm ³ | 2V | 55 kW | (75 PS) | 18,5:1 | 92,00 mm | | | |
| 8140.07.2700 | 09.1989 → 1993 | D | 4 | 2499 cm ³ | 2V | 55 kW | (75 PS) | 18,5:1 | 92,00 mm | | | |
| 8140.07.3700 Euro 1 | | D | 4 | 2499 cm ³ | 2V | 53 kW | (72 PS) | 19:1 | 92,00 mm | | | |
| 8140.27.2582 | 01.1986 → 07.1996 | D (A) | 4 | 2499 cm ³ | 2V | 68-78 kW | (92-106 PS) | 18,5:1 | 92,00 mm | | | |
| 8140.27.2700 | 09.1980 → 1993 | D (A) | 4 | 2499 cm ³ | 2V | 76 kW | (103 PS) | 18,5:1 | 92,00 mm | | | |
| 8140.67.2580 Euro 2 | 1994 → | D | 4 | 2499 cm ³ | 2V | 55-62 kW | (75-85 PS) | 22:1 | 92,00 mm | | | |
| 8140.67.2620 | 10.1997 → | D | 4 | 2499 cm ³ | 2V | 59 kW | (80 PS) | 22,5:1 | 92,00 mm | | | |
| 8140.67.2629 | 10.1997 → | D | 4 | 2499 cm ³ | 2V | 59 kW | (80 PS) | 22,5:1 | 92,00 mm | | | |
| 8140.67.2630 | → 07.1998 | D | 4 | 2499 cm ³ | 2V | 59 kW | (80 PS) | 22,5:1 | 92,00 mm | | | |
| 8140.67.2639 | → 07.1998 | D | 4 | 2499 cm ³ | 2V | 59 kW | (80 PS) | 22,5:1 | 92,00 mm | | | |



| | | | | | | |
|--------|---------|--------|-------|-----|--|---------------------------|
| T Cyl. | A=96 | C=98,9 | L=171 | H=5 | | 89 319 190 semi |
| T Cyl. | A=96,04 | C=98,9 | L=171 | H=5 | | 89 319 191 semi |
| T Cyl. | A=96,08 | C=98,9 | L=171 | H=5 | | 89 319 192 semi |
| T Cyl. | A=96,2 | C=98,9 | L=171 | H=5 | | 89 319 193 semi |

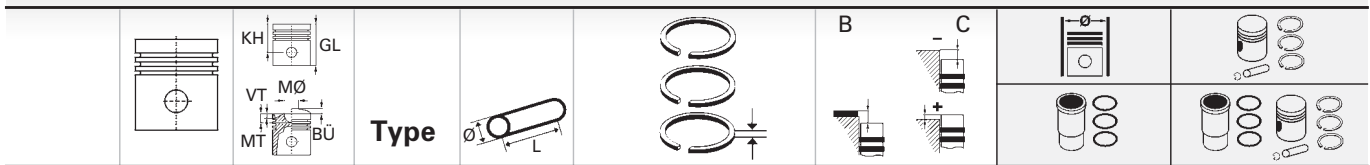
39 **93**

| | | | | | | | | | | | |
|--------------------|-------------------|-------|---|----------------------|----|-------|---------|------|----------|--|--|
| 8140.21.235 | 01.1986 → 06.1994 | D (A) | 4 | 2445 cm ³ | 2V | 68 kW | (92 PS) | 18:1 | 90,00 mm | | |
|--------------------|-------------------|-------|---|----------------------|----|-------|---------|------|----------|--|--|



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|---------|---|-----------|------------|-----------------------------|-------------------|---------------------------|-------------------|-------------------------------|
| 4 | KH 59,65 MT -14,8 MØ 52 GL 97,65 | RTK RK | 32 74,4 | 1 T15 3 1 M 2 1 DSF 3 | CR G6 G3 CR | +0,35 +0,65 | 93,00 | 93 123 600 (93 127) |
| 093 050 | | | | | | | | |
| T Cyl. | A=96 | C=98,9 | L=171 | H=5 | | 89 319 190 semi | 93 123 960 | |
| T Cyl. | A=96,04 | C=98,9 | L=171 | H=5 | | 89 319 191 semi | 93 123 961 | |
| T Cyl. | A=96,08 | C=98,9 | L=171 | H=5 | | 89 319 192 semi | 93 123 962 | |
| T Cyl. | A=96,2 | C=98,9 | L=171 | H=5 | | 89 319 193 semi | 93 123 963 | |

R



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|---------------------|---------------------------|-------------------|---|---|----------------------|----|----------|--------------|----------|
| 40 | | 93 | | | | | | | |
| S8U | 742, 750, 752, 758 | 03.1989 → 05.2001 | D | 4 | 2499 cm ³ | 2V | 53-55 kW | (72-75 PS) | 92,00 mm |
| S8U | 780, 782 | 11.1997 → 05.2001 | D | 4 | 2445 cm ³ | 2V | 55 kW | (75 PS) 21:1 | 90,00 mm |
| 8140.67.2500 | | 03.1989 → 10.1997 | D | 4 | 2499 cm ³ | 2V | 55 kW | (75 PS) 22:1 | 92,00 mm |
| 8140.67.2550 | | 09.1994 → 10.1997 | D | 4 | 2499 cm ³ | 2V | 55 kW | (75 PS) 21:1 | 92,00 mm |
| 8140.67.2552 | | 09.1994 → 10.1997 | D | 4 | 2499 cm ³ | 2V | 55 kW | (75 PS) 21:1 | 92,00 mm |
| 8144.67.2500 | | 09.1989 → 1994 | D | 4 | 2499 cm ³ | 2V | 55 kW | (75 PS) 22:1 | 92,00 mm |

| | | | | | | | | | |
|--|---------|---------|--------|---------|-------|-------|-------|---------------------------|-------------------------------|
| | 4 | KH 54 | LOX | 32 | 1 R 3 | CR G6 | +0,85 | 93,00 | 93 883 700 |
| | 093 055 | MT -2,2 | RTK | 74,4 | 1 N 2 | MO | +1,05 | | |
| | T Cyl. | A=96 | C=98,9 | L=167,3 | H=5 | | | 93,40 | 93 883 720 |
| | T Cyl. | A=96,04 | C=98,9 | L=167,3 | H=5 | | | 93,60 | 93 883 730 (93 930) |
| | | | | | | | | 89 183 190 semi | 93 883 970 |
| | | | | | | | | 89 183 191 semi | 93 883 971 |

| | | | | | | | | | |
|----------------------------|------------|-------------------|--------|---|----------------------|----|-------|-----------------|----------|
| 41 | | 93 | | | | | | | |
| S9U | 714 | 08.1989 → 07.1998 | D (A) | 4 | 2499 cm ³ | 2V | 69 kW | (94 PS) 18,5:1 | 92,00 mm |
| 8140.27.2560 | | 01.1994 → 09.1997 | D (A) | 4 | 2499 cm ³ | 2V | 69 kW | (94 PS) | 92,00 mm |
| 8140.47.2530 Euro 1 | | 10.1991 → 07.1996 | D (LA) | 4 | 2499 cm ³ | 2V | 85 kW | (116 PS) 18,5:1 | 92,00 mm |
| 8140.47.2700 Euro 1 | | | D (LA) | 4 | 2499 cm ³ | 2V | 85 kW | (116 PS) 18,5:1 | 92,00 mm |
| 8140.47.2711 Euro 1 | | | D (LA) | 4 | 2445 cm ³ | 2V | 85 kW | (116 PS) 18,5:1 | 90,00 mm |
| 8140.47.2721 Euro 1 | | | D (LA) | 4 | 2499 cm ³ | 2V | 85 kW | (116 PS) 18,5:1 | 92,00 mm |
| 8140.47.2785 Euro 1 | | | D (LA) | 4 | 2499 cm ³ | 2V | 85 kW | (116 PS) 18,5:1 | 92,00 mm |

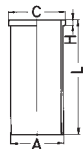
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|--|---------|----------|--------|-------|---------|-------|-------|---------------------------|--------------------------------------|
| | 4 | KH 58,75 | KBB | 32 | 1 T15 3 | CR G6 | +0,35 | 93,00 | 94 382 600 [1] |
| | 093 071 | MT -18,4 | RTK | 78,1 | 1 M 2 | G3 | +0,65 | | |
| | T Cyl. | A=96 | C=98,9 | L=171 | H=5 | | | 93,40 | 94 382 630 [1] (90 812) |
| | T Cyl. | A=96,04 | C=98,9 | L=171 | H=5 | | | 89 319 190 semi | 94 382 960 |
| | | | | | | | | 89 319 191 semi | 94 382 961 |
| | | | | | | | | 89 319 192 semi | 94 382 962 |
| | | | | | | | | 89 319 193 semi | 94 382 963 |

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| | 4 093 071 | KH 58,75 MT -18,4 MØ 38 GL 96,75 | RTK KKK | 32 78,1 | 1 T15 3 1 M 2 1 DSF 3 | CR G6 G3 CR | | 93,40 | 94 383 630 [2] |
|-----|--|---|------------|------------|-----------------------------|-------------------|--|--------------|--------------------------|
| [1] | mit Kolbenbolzen-Buchse with piston pin bushing piston avec des bagues pistón con bujes со втулкой поршневого пальца | | | | | | | | |
| [2] | ohne Kolbenbolzen-Buchse without piston pin bushing piston sans bagues pistón sin bujes без втулки поршневого пальца | | | | | | | | |

42 93

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|----------------------|-------------------|--------|---|----------------------|----|----------|--------------|--------|----------|
| 8140.67F.3700 | | D (LA) | 4 | 2499 cm ³ | 2V | 60 kW | (82 PS) | 21:1 | 92,00 mm |
| Euro 2 | | | | | | | | | |
| 8144.97 S | 04.1992 → 09.1996 | D (LA) | 4 | 2499 cm ³ | 2V | 78 kW | (106 PS) | 21:1 | 92,00 mm |
| 8144.97.2200 | 04.1992 → 09.1995 | D (LA) | 4 | 2499 cm ³ | 2V | 83-87 kW | (113-118 PS) | 22,5:1 | 92,00 mm |
| 8144.97.2400 | 04.1992 → 09.1996 | D (LA) | 4 | 2499 cm ³ | 2V | 83-87 kW | (113-118 PS) | 21:1 | 92,00 mm |



| | | | | |
|--------|---------|--------|---------|-----|
| T Cyl. | A=96 | C=98,9 | L=167,3 | H=5 |
| T Cyl. | A=96,04 | C=98,9 | L=167,3 | H=5 |

89 183 190
semi
89 183 191
semi

43 94,4

| | | | | | | | | | |
|----------------------------|-------------------|-------|---|----------------------|----|-------|----------|--------|-----------|
| 8140.27.2565 Euro 1 | 08.1990 → 08.1996 | D (A) | 4 | 2798 cm ³ | 2V | 78 kW | (106 PS) | 18,5:1 | 100,00 mm |
|----------------------------|-------------------|-------|---|----------------------|----|-------|----------|--------|-----------|

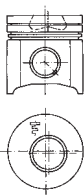


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|--------|---------|--------|-------|-----|
| T Cyl. | A=96 | C=98,9 | L=171 | H=5 |
| T Cyl. | A=96,04 | C=98,9 | L=171 | H=5 |
| T Cyl. | A=96,08 | C=98,9 | L=171 | H=5 |
| T Cyl. | A=96,2 | C=98,9 | L=171 | H=5 |

89 319 190
semi
89 319 191
semi
89 319 192
semi
89 319 193
semi

44 94,4

| | | | | | | | | | |
|----------------------------|------------------------------|--------|---|----------------------|----|-------|----------|--------|-----------|
| S9W Euro 2 | 700, 702 10.1997 → | D (A) | 4 | 2799 cm ³ | 2V | 84 kW | (114 PS) | 19:1 | 100,00 mm |
| 8140.43.3700 Euro 2 | 05.1996 → | D (LA) | 4 | 2798 cm ³ | 2V | 90 kW | (122 PS) | 18,5:1 | 100,00 mm |



| | | | | | |
|--------------|--|------------|----------|-----------------------------|-------------|
| 4 094 054 | KH 58,75 MT -19,45 MØ 39,3 GL 96,75 | KKK RTK | 32 78 | 1 T15 3 1 M 2 1 DSF 3 | CR G6 CR |
|--------------|--|------------|----------|-----------------------------|-------------|

94,40
94,80
94 526 600
[1]
94 526 630
[1], [2]

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| | | Type | | | | | | |
|-----|---|---|--|--|---------------------------------|-------------|----------------------------------|--|
| | T Cyl. | A=97,5 | C=100,9 | L=167 | H=5 | | 89 502 190 semi | 94 526 960 [1], [2] |
| | 4 094 056 | KH 58,75 MT -19,45 MØ 39,3 GL 87,6 | RTK KKK TPL | 32 72 | 1 T15 2,5 1 M 2 1 DSF 2,5 | MO G6 CR | 94,40 94,80 | 94 701 600 [3], [4] 94 701 630 [3], [4] |
| | T Cyl. | A=97,5 | C=100,9 | L=167 | H=5 | | 89 502 190 semi | 94 701 960 [3] |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | | | | |
| | Stärke thickness épaisseur espesor ширина | | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | |
| | 1,20 1,30 1,40 1,50 | | +0,40 +0,51 +0,61 +0,71 | +0,50 +0,60 +0,70 +0,80 | | | | |
| [2] | 8140.43.3700: 01.1996 → 12.1997 | | | | | | | |
| [3] | 8140.43.3700, S9W 700: 01.1998 → | | | | | | | |
| [4] | Kolben für Trapezpleuel piston for wedge type con-rod piston à support trapézoïdal pistón para biela trapezoidal Поршень для трапецидального шатуна | | | | | | | |

45



95

| | | | | | | | | | |
|----------------|------------------|--|-------|----------------------|-------------------------------------|--------------|--------------|-------------------|--------------------------|
| D 225-2 | 01.1969 → 1981 | D | 2 | 1700 cm ³ | 2V | 13-24 kW | (10-33 PS) | 18:1 | 120,00 mm |
| D 225-3 | 01.1969 → 1981 | D | 3 | 2550 cm ³ | 2V | 35-37 kW | (48-50 PS) | 18:1 | 120,00 mm |
| D 325-2 | 01.1969 → 1981 | D | 2 | 1700 cm ³ | 2V | 16-24 kW | (22-32 PS) | 18:1 | 120,00 mm |
| D 325-3 | 01.1969 → 1981 | D | 3 | 2550 cm ³ | 2V | 25-34 kW | (34-46 PS) | 18:1 | 120,00 mm |
| D 325-4 | 01.1969 → 1981 | D | 4 | 3400 cm ³ | 2V | 51 kW | (69 PS) | 18:1 | 120,00 mm |
| | 2/3/4 095 111 | KH 59,8 MT -17,5 MØ 57,5 GL 112,8 | RK | 32 82 | 1 ET 3 1 M 3 1 N 3 1 DSF 5 | CR CR | 0,90 1,20 | 95,00 | 91 005 700 |
| | R Cyl. | A=105,95 | C=101 | L=212 | H=131 | 1 SC 105 x 4 | | 89 008 110 | 91 005 971 [1] |

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| | | | | | | | | |
|-----|---|-------------|-------|-------|-----|-------------|-------------------|--------------------------|
| | | Type | | | | | | |
| | N Cyl. | A=105,95 | C=114 | L=212 | H=8 | 2 R 105 x 4 | 88 625 110 | 91 005 972 [2] |
| [1] | Motor/Engine/Moteur/Motor/Двигатель D 325 | | | | | | | |
| [2] | Motor/Engine/Moteur/Motor/Двигатель D 225 | | | | | | | |

46 **98**

| | | | | | | | | | |
|------------|-----------------|--------------------------------------|----------|----------------------|----------------|---------------|----------------|------------------------------|--|
| AKD | 12/112-2 | | | | | | | | |
| | 01.1960 → 1965 | D | 2 | 1810 cm ³ | 2V | 16-18 kW | (22-24 PS) | 19,5:1 120,00 mm | |
| AKD | 12/112-3 | | | | | | | | |
| | 01.1960 → 1965 | D | 3 | 2715 cm ³ | 2V | 24 kW | (33 PS) | 19,5:1 120,00 mm | |
| | 2/3 098 013 | KH 90 MT -34,8 MØ 24 GL 140 | URK | 35 80 | 3 R 3 2 S 5 | 0,90 1,20 | +5,15 +5,30 | 98,00 99,00 | 90 974 600 90 974 620 |
| | R Cyl. | A=109,9 | C=104,74 | L=254,7 | H+F=154,5+6 | 1 SC 94 x 2,5 | | 88 308 110 | 90 974 961 |

47 **98,48**

| | | | | | | | | | |
|----------------|--------------|---|----------|----------------------|---|----------|------------|---------------------------------------|-------------------|
| A 4.236 | D | | | | | | | | |
| | 4 | | | 3864 cm ³ | 2V | 37-65 kW | (50-89 PS) | 16:1 126,80 mm | |
| | 4 098 M01 | KH 70,35 MT -20,2 MØ 61 GL 120,7 | URK | 34,925 84 | 1 R 2,385 CR G6 1 R 2,385 1 NM 2,385 1 DSF 6,335 CR 1 D 6,335 | | | 98,48 | 99 629 600 |
| | T Cyl. | A=103,2 | | L=228,8 | | | | 88 354 190 semi (88 353) | 99 629 960 |
| | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | | 88 355 190 semi | 99 629 961 |
| | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | | 88 356 110 | 99 629 962 |

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| | | KH VT MT | GL MØ BU | Type | \varnothing L | | B | C | | | |
|--|--------------|---|------------------|----------------|--|--|----------------|---|--------------------------------|-------------------|--|
| | 4 098 049 | KH 70,25 MT -20,35 MØ 61 GL 121,05 | GEC RK RTK | 34,925 84,1 | 1 R 2,385 CR G3 1 M 2,385 CR 1 DSF 4,747 | | +0,08 +0,25 | | 98,48 | 93 592 600 [1] | |
| | T Cyl. | A=103,2 | | L=228,8 | | | | | 88 354 190 semi (88 353) | 93 592 961 [1] | |
| | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | | | 88 355 190 semi | 93 592 962 [1] | |
| | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | | | 88 356 110 | 93 592 963 [1] | |
| | T Cyl. | A=104,28 | C=107,442 | L=226,44 | H=3,861 | | | | 89 514 190 semi | 93 592 964 [1] | |
| | 4 098 026 | KH 70,1 MT -20,5 MØ 61 GL 120,9 | GEC URK | 34,925 84,2 | 1 SM 2,39 CR G3 2 M 2,39 1 DSF 6,34 CR 1 S 6,34 | | +0,35 +0,58 | | 98,48 | 91 118 600 [2] | |
| | T Cyl. | A=103,2 | | L=228,8 | | | | | 88 354 190 semi (88 353) | 91 118 961 | |
| | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | | | 88 355 190 semi | 91 118 962 | |
| | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | | | 88 356 110 | 91 118 963 | |

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| | | | | | | | | | |
|-----|--|-------------|-----------|----------|---------|--|--|---------------------------|-------------------|
| | | Type | | | | | | | |
| | T Cyl. | A=104,28 | C=107,442 | L=226,44 | H=3,861 | | | 89 514 190 semi | 91 118 964 |
| [1] | 01.1965 → | | | | | | | | |
| [2] | satzweise gegen 93 592 600 austauschbar exchangeable in sets against 93 592 600 échangeable sous forme de jeux contre 93 592 600 se puede cambiar el juego entero contra el 93 592 600 взаимозаменяемо комплектом с 93 592 600 | | | | | | | | |

48

100

| | | | | | | | | | |
|----------------|----------------|---|---|----------------------|----|----------|-------------|------|-----------|
| D 227-6 | 01.1970 → 1977 | D | 6 | 5654 cm ³ | 2V | 71-91 kW | (97-124 PS) | 18:1 | 120,00 mm |
| D 327-2 | 01.1972 → 1977 | D | 2 | 1885 cm ³ | 2V | 24-27 kW | (33-37 PS) | 18:1 | 120,00 mm |
| D 327-3 | 01.1970 → 1977 | D | 3 | 2827 cm ³ | 2V | 31-48 kW | (42-55 PS) | 18:1 | 120,00 mm |
| D 327-4 | 01.1970 → 1977 | D | 4 | 3768 cm ³ | 2V | 47-55 kW | (64-74 PS) | 18:1 | 120,00 mm |

| | | | | | | | | | | |
|-----|---|--|-------|----------|--------------------------------------|-------------|--|--------------------------|--------------------------|-------------------|
| | 2/3/4/6 | KH 59,8 MT -18,9 MØ 56 GL 112,8 | RK | 32 82 | 1 T15 3 1 M 2 1 N 2 1 DSF 4 | CR G6 CR | 0,90 1,20 | | 100,00 | 91 753 600 |
| | R Cyl. | A=110,95 | C=106 | L=212 | H=131 | | 1 CU 106,2 x 113,5 x 0,6 1 ST 111,5 x 119 x 0,1 1 ST 111,5 x 119 x 0,2 1 SC 110 x 4 | 88 839 110 | 91 753 960 [1] | |
| | N Cyl. | A=112,95 | C=119 | L=213 | H+F=8+0,5 | | 2 R 112 x 4 | 88 850 110 [3] | 91 753 961 [2] | |
| [1] | Motor/Engine/Moteur/Motor/Двигатель D 327 | | | | | | | | | |
| [2] | Motor/Engine/Moteur/Motor/Двигатель D 227 | | | | | | | | | |
| [3] | D 327-2, D 327-3, D 327-4: → 12.1977 | | | | | | | | | |

49

100

| | | | | | | | | | |
|----------------|----------------|---|---|----------------------|----|----------|-------------|------|-----------|
| D 227-4 | 01.1970 → 1977 | D | 4 | 3768 cm ³ | 2V | 46-61 kW | (63-83 PS) | 18:1 | 120,00 mm |
| D 227-6 | 1977 → | D | 6 | 5654 cm ³ | 2V | 63-91 kW | (86-124 PS) | 18:1 | 120,00 mm |
| D 327-2 | 1977 → | D | 2 | 1885 cm ³ | 2V | 24-27 kW | (32-37 PS) | 18:1 | 120,00 mm |
| D 327-3 | 1977 → | D | 3 | 2827 cm ³ | 2V | 31-48 kW | (42-55 PS) | 18:1 | 120,00 mm |
| D 327-4 | 1977 → | D | 4 | 3768 cm ³ | 2V | 47-55 kW | (64-74 PS) | 18:1 | 120,00 mm |

| | | | | | | | | | | |
|--|---------|--|-------|----------|--------------------------------------|-------------|--|-------------------|--------------------------|-------------------------------|
| | 2/3/4/6 | KH 60,4 MT -19,1 MØ 56 GL 113,4 | RK | 35 82 | 1 T15 3 1 M 2 1 N 2 1 DSF 4 | CR G6 CR | 0,90 +0,10 1,10 +0,42 | | 100,00 | 93 063 600 [1], [2] |
| | R Cyl. | A=110,95 | C=106 | L=212 | H=131 | | 1 CU 106,2 x 113,5 x 0,6 1 ST 111,5 x 119 x 0,1 1 ST 111,5 x 119 x 0,2 1 SC 110 x 4 | 88 839 110 | 93 063 960 [3] | |

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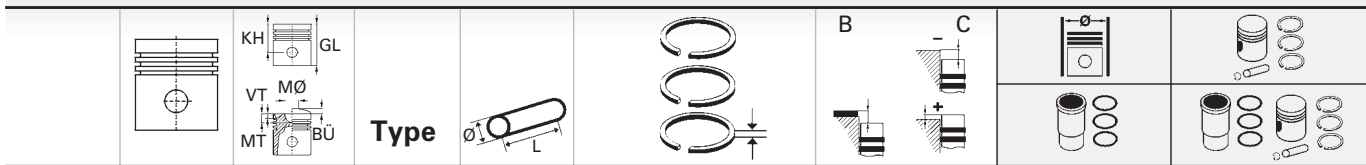


| | N Cyl. | A=112,95 | C=119 | L=213 | H+F=8+0,5 | 2 R 112 x 4 | | | 88 850 110 | 93 063 961 [4] |
|-----|--|----------|-------|-------|-----------|-------------|--|--|------------|-------------------|
| [1] | Renault Tractor | | | | | | | | | |
| [2] | Mulden-Ø 56,00 mm 93 063 darf nur mit Zylinder-Kopfdichtung 1,40 mm verbaut werden. (MWM Nr. 6.227.0.854.104.4) combustion bowl Ø 56,00 mm 93 063 only to be used with cylinder head gasket 1,40 mm. (MWM no. 6.227.0.854.104.4) chambre de combustion Ø 56,00 mm 93 063 ne doit être monté qu'avec un joint de culasse de 1,40 mm d'épaisseur. (MWM N° 6.227.0.854.104.4) cámara de combustión Ø 56,00 mm 93 063 sólo debe utilizarse con una junta de culata de 1,40 mm. (MWM N° 6.227.0.854.104.4) Выемки Ø 56,00 мм 93 063 можно встраивать только с прокладкой головки блока цилиндров 1.40 мм (MWM p. 6.227.0.854.104.4) | | | | | | | | | |
| [3] | Motor/Engine/Moteur/Motor/Двигатель D 327 | | | | | | | | | |
| [4] | Motor/Engine/Moteur/Motor/Двигатель D 227 | | | | | | | | | |

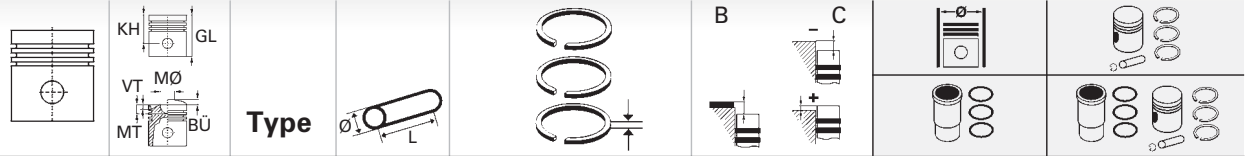
| 50 | | 102 | | | | | | | | | |
|---------------|---------|--|---------|----------|-------------------------------|---------------|--------------|----------------|-------------------|-------------------|--|
| 797.20 | | 06.1980 → 05.1991 | D | 6 | 5496 cm ³ | 2V | 89-113 kW | (121-154 PS) | 17,5:1 | 112,10 mm | |
| | 6 | KH 77,82 MT -38,2 MØ 38 GL 123,82 | RTK | 36 86 | 1 T15 3 1 M 2,5 1 DSF 5 | CR G6 CR | 0,80 1,10 | +0,15 +0,35 | 102,00 | 92 498 600 | |
| | 102 006 | | | | | | | | | | |
| | N Cyl. | A=114 | C=121 | L=235,3 | H+F=8+0,8 | 2 R 104,2 x 3 | | | 88 670 110 | 92 498 960 | |
| | N Cyl. | A=114 | C=122,5 | L=234,3 | H+F=8+0,8 | 2 R 104,2 x 3 | | | 89 173 110 | 92 498 961 | |

| 51 | | 102 | | | | | | | | | |
|---------------|--------|-------------------|---------|---------|----------------------|---------------|--------|----------|-------------------|-----------|--|
| 798-20 | | 09.1984 → 01.1995 | D (A) | 6 | 5496 cm ³ | 2V | 113 kW | (154 PS) | 17:1 | 112,10 mm | |
| | N Cyl. | A=114 | C=121 | L=235,3 | H+F=8+0,8 | 2 R 104,2 x 3 | | | 88 670 110 | | |
| | N Cyl. | A=114 | C=122,5 | L=234,3 | H+F=8+0,8 | 2 R 104,2 x 3 | | | 89 173 110 | | |

R



| 52 | | 105 | | Type | | | | | | | | | |
|----------------|--|---|---------|----------------------|--------------------------------------|----------|--------------|----------------|---------------------------|--|--|-------------------------------|--|
| D 226-3 | 01.1968 → | D | 3 | 3117 cm ³ | 2V | 35-44 kW | (48-60 PS) | 18:1 | 120,00 mm | | | | |
| D 226-4 | 01.1968 → | D | 4 | 4154 cm ³ | 2V | 44-64 kW | (60-87 PS) | 18:1 | 120,00 mm | | | | |
| D 226-6 | 01.1969 → | D | 6 | 6234 cm ³ | 2V | 74-96 kW | (101-131 PS) | 18:1 | 120,00 mm | | | | |
| | 3/4/6 | KH 60,4 MT -20,25 MØ 62 GL 113,4 | RK | 35 82 | 1 T15 3 1 M 2 1 N 2 1 DSF 4 | CR G6 | 0,88 1,10 | +0,10 +0,42 | 105,00 | | | 93 061 600 [1], [2] | |
| | 105 105 | | | | | | | | | | | | |
| | T Cyl. | A=108 | C=111,8 | L=214 | H=6 | | | | 88 635 190 semi | | | 93 061 960 [1] | |
| | T Cyl. | A=108 | C=111,8 | L=214 | H=6 | | | | 89 197 110 | | | 93 061 961 [1] | |
| | 3/4/6 | KH 60,4 MT -20,25 MØ 62 GL 102,4 | RTK | 35 82 | 1 T15 3 1 M 2 1 DSF 4 | CR G6 | 0,88 1,10 | +0,40 +0,10 | 105,00 | | | 93 069 600 [1], [3] | |
| | 105 118 | | | | | | | | | | | | |
| | T Cyl. | A=108 | C=111,8 | L=214 | H=6 | | | | 88 635 190 semi | | | 93 069 960 [1] | |
| | T Cyl. | A=108 | C=111,8 | L=214 | H=6 | | | | 89 197 110 | | | 93 069 961 [1] | |
| | 3/4/6 | KH 59,8 MT -19,8 MØ 62 GL 112,8 | RK | 32 82 | 1 T15 3 1 M 2 1 N 2 1 DSF 4 | CR G6 | 0,88 1,10 | -0,60 -0,28 | 105,00 | | | 91 557 700 [4] | |
| | 105 105 | | | | | | | | | | | | |
| | T Cyl. | A=108 | C=111,8 | L=214 | H=6 | | | | 88 635 190 semi | | | 91 557 970 [4] | |
| | T Cyl. | A=108 | C=111,8 | L=214 | H=6 | | | | 89 197 110 | | | 91 557 971 [4] | |
| [1] | 01.1977 → | | | | | | | | | | | | |
| [2] | 93 061 darf nur mit Zylinder-Kopfdichtung 1,40 mm verbaut werden. 93 061 only to be used with cylinder head gasket 1,40 mm. 93 061 ne doit être monté qu'avec un joint de culasse de 1,40 mm d'épaisseur. 93 061 sólo debe utilizarse con una junta de culata de 1,40 mm. 93 061 может быть встроен только с прокладкой головки блока цилиндров 1,40 мм. | | | | | | | | | | | | |
| [3] | 93 069 darf nur mit Zylinder-Kopfdichtung 1,40 mm verbaut werden. 93 069 only to be used with cylinder head gasket 1,40 mm. 93 069 ne doit être monté qu'avec un joint de culasse de 1,40 mm d'épaisseur. 93 069 sólo debe utilizarse con una junta de culata de 1,40 mm. 93 069 может быть встроен только с прокладкой головки блока цилиндров 1,40 мм. | | | | | | | | | | | | |
| [4] | → 12.1977 | | | | | | | | | | | | |

**53** **105**




| TD 226 B-6 | | 01.1969 → | D (A) | 6 | 6234 cm ³ | 2V | 81-136 kW | (110-185 PS) | 16,4:1 | 120,00 mm |
|------------|--|--|-------|----------|-----------------------------|--------------------------------|--------------|----------------|-------------------|---|
| | 6 105 128 | KH 66,4 MT -21,7 MØ 60 GL 102,4 | RTK | 35 88 | 1 T15 3 1 M 2 1 DSF 4 | CR G6 CR | 0,85 1,15 | +0,25 +0,57 | 105,00 | 90 093 600 [1], [2] (93 706) |
| | N Cyl. | A=115 | C=123 | L=213 | H+F=8,05+1 | 2 FP 112 x 1,5 2 FP 115 x 4 | | | 89 335 110 | 90 093 960 [1] |
| | N Cyl. | A=115 | C=123 | L=213 | H+F=8,25+1 | 2 FP 112 x 1,5 2 FP 115 x 4 | | | 89 596 110 | 90 093 961 [1] |
| | N Cyl. | A=115 | C=123 | L=213 | H+F=8,55+1 | 2 FP 112 x 1,5 2 FP 115 x 4 | | | 89 858 110 | |
| [1] | 01.1986 → | | | | | | | | | |
| [2] | nur satzweise austauschbar exchangeable only in sets remplacement seulement sous forme de jeu sólo se puede cambiar el juego completo заменяемо только комплектами | | | | | | | | | |




54 **105**

| TD 226-4 | | 01.1969 → | D (A) | 4 | 4160 cm ³ | 2V | 68-74 kW | (92-100 PS) | 15,5:1 | 120,00 mm |
|----------|--------------|--|------------|----------|-----------------------------|-------------|--------------|----------------|---------------------------|--|
| | 4 105 117 | KH 60,4 MT -20,4 MØ 60 GL 102,4 | RTK | 35 82 | 1 T15 3 1 M 2 1 DSF 4 | CR G6 CR | 0,85 1,15 | +0,55 +0,23 | 105,00 | 93 045 600 [1] (92 461, 92 760) |
| | T Cyl. | A=108 | C=111,8 | L=214 | H=6 | | | | 88 635 190 semi | 93 045 960 [1] |
| | T Cyl. | A=108 | C=111,8 | L=214 | H=6 | | | | 89 197 110 | 93 045 961 [1] |
| | 4 105 117 | KH 60,4 MT -20,4 MØ 60 GL 102,4 | FBO RTK | 35 88 | 1 T15 3 1 M 2 1 DSF 4 | CR G6 CR | 0,90 1,20 | +0,60 +0,28 | 105,00 | 93 355 600 [2] |
| | T Cyl. | A=108 | C=111,8 | L=214 | H=6 | | | | 88 635 190 semi | 93 355 960 [2] |
| | T Cyl. | A=108 | C=111,8 | L=214 | H=6 | | | | 89 197 110 | 93 355 961 |
| [1] | 01.1971 → | | | | | | | | | |
| [2] | 01.1984 → | | | | | | | | | |

R







|  | | Cyl. |  mm | cm ³ |  | Comp. Ratio ε | kW | PS | Pos |
|---|--------|------|--|-----------------|---|------------------|---------|---------|-----|
| D 0846 HM 42 U | D | 6 | 108 x 128 | 7030 | 2 | 18:1 | 118 | 160 | 16 |
| DCi 11 E + J01 Euro 3 | D (LA) | 6 | 123 x 153 | 11122 | 4 | 17:1 | 272 | 370 | 29 |
| DXi 12 440 Euro 3 | D (LA) | 6 | 131 x 150 | 12100 | 4 | 18:1 | 324 | 440 | 30 |
| DXi 12 480 Euro 3 | D (LA) | 6 | 131 x 150 | 12100 | 4 | 18:1 | 353 | 480 | 30 |
| DXi 5 160 Euro 4 | D (LA) | 4 | 108 x 130 | 4761 | 4 | 18:1 | 118 | 160 | 17 |
| DXi 5 190 Euro 4 | D (LA) | 4 | 108 x 130 | 4761 | 4 | 18:1 | 140 | 190 | 17 |
| DXi 5 215 Euro 4 | D (LA) | 4 | 108 x 130 | 4761 | 4 | 18:1 | 158 | 215 | 17 |
| DXi 5 220 Euro 4 | D (LA) | 4 | 108 x 130 | 4761 | 4 | 18:1 | 162 | 220 | 17 |
| DXi 7 240 Euro 4 | D (LA) | 6 | 108 x 130 | 7146 | 4 | 18:1 | 177 | 240 | 17 |
| DXi 7 280 Euro 4 | D (LA) | 6 | 108 x 130 | 7146 | 4 | 18:1 | 206 | 280 | 17 |
| DXi 7 320 Euro 4 | D (LA) | 6 | 108 x 130 | 7146 | 4 | 18:1 | 235 | 320 | 17 |
| GASMOTOR | G | 1 | 120 | | | | | | 18 |
| M 420 | D | 4 | 120 x 140 | 6333 | 2 | 16,5:1 | 88 | 120 | 19 |
| M 520 | D | 5 | 120 x 140 | 7917 | 2 | 16,5:1 | 110 | 150 | 19 |
| M 620 | D | 6 | 120 x 140 | 9500 | 2 | 16,5:1 | 132 | 180 | 19 |
| M 635.40 | D | 6 | 135 x 140 | 12024 | 2 | | 177-224 | 240-306 | 31 |
| MD 063.540 | D | 6 | 135 x 140 | 12024 | 2 | | | | 31 |
| MDR 06.35.40 | D (LA) | 6 | 135 x 140 | 12024 | 2 | 15:1 | 178 | 250 | 31 |
| MDS 06.35.40 | D (LA) | 6 | 135 x 140 | 12024 | 2 | | 177-208 | 241-283 | 31 |
| MID 06.20.30 | D | 6 | 120 x 130 | 8820 | 2 | 17:1 | 141 | 192 | 20 |
| MID 06.20.30 G | D | 6 | 120 x 130 | 8820 | 2 | 17:1 | 141 | 192 | 20 |
| MID 620.30 | D | 6 | 120 x 130 | 8820 | 2 | 17:1 | 135-158 | 184-215 | 20 |
| MIDR 04.02.26 A/4 Euro 2 | D (LA) | 4 | 102 x 126 | 4118 | 2 | 17,5:1 | 100 | 136 | 15 |
| MIDR 04.02.26 B/4 Euro 2 | D (LA) | 4 | 102 x 126 | 4118 | 2 | 17,5:1 | 110 | 150 | 15 |
| MIDR 06.02.26 Euro 0 | D (LA) | 6 | 102 x 126 | 6177 | 2 | 17,5:1 | 159 | 216 | 15 |
| MIDR 06.02.26 D Euro 1 | D (LA) | 6 | 102 x 126 | 6177 | 2 | 17,5:1 | 159-166 | 216-226 | 15 |
| MIDR 06.02.26 DU | D | 6 | 102 x 126 | 6177 | 2 | | 110-166 | 150-226 | 15 |
| MIDR 06.02.26 H | D (LA) | 6 | 102 x 126 | 6177 | 2 | 18:1 | 144 | 196 | 15 |
| MIDR 06.02.26 Q | D | 6 | 102 x 126 | 6177 | 2 | | 137 | 186 | 15 |
| MIDR 06.02.26 S Euro 1 | D (LA) | 6 | 102 x 126 | 6177 | 2 | 17,5:1 | 166 | 226 | 15 |
| MIDR 06.02.26 U Euro 1 | D | 6 | 102 x 126 | 6177 | 2 | 17,5:1 | 110 | 150 | 15 |
| MIDR 06.02.26 U/4 Euro 2 | D | 6 | 102 x 126 | 6177 | 2 | | 110 | 150 | 15 |
| MIDR 06.02.26 V Euro 2 | D (LA) | 6 | 102 x 126 | 6177 | 2 | 18:1 | 129 | 175 | 15 |
| MIDR 06.02.26 V/4 Euro 2 | D (LA) | 6 | 102 x 126 | 6177 | 2 | 18:1 | 132 | 180 | 15 |
| MIDR 06.02.26 V/41 Euro 2 | D (LA) | 6 | 102 x 126 | 6177 | 2 | 18:1 | 132 | 180 | 15 |
| MIDR 06.02.26 W Euro 1 | D (LA) | 6 | 102 x 126 | 6177 | 2 | 17,5:1 | 151 | 205 | 15 |
| MIDR 06.02.26 W/4 Euro 2 | D (LA) | 6 | 102 x 126 | 6177 | 2 | 17,5:1 | 154 | 209 | 15 |
| MIDR 06.02.26 X Euro 1 | D (LA) | 6 | 102 x 126 | 6177 | 2 | 18:1 | 166 | 226 | 15 |
| MIDR 06.02.26 Y | D | 6 | 102 x 126 | 6177 | 2 | | 184 | 250 | 15 |
| MIDR 06.02.26 Y41 Euro 2 | D (LA) | 6 | 102 x 126 | 6177 | 2 | 18:1 | 184 | 250 | 15 |
| MIDR 06.20 | G (A) | 6 | 120 x 145 | 9839 | 2 | | | | 18 |
| MIDR 06.20.30 | D (LA) | 6 | 120 x 130 | 8820 | 2 | 15:1 | 194 | 264 | 23 |
| MIDR 06.20.30 A | D (LA) | 6 | 120 x 145 | 9839 | 2 | 17:1 | 190 | 258 | 22 |
| MIDR 06.20.45 | D (LA) | 6 | 120 x 145 | 9839 | 2 | | 188-249 | 298-338 | 26 |
| MIDR 06.20.45 A/2 | D (LA) | 6 | 120 x 145 | 9839 | 2 | 17:1 | 202-206 | 275-280 | 22 |
| MIDR 06.20.45 BC | D (LA) | 6 | 120 x 145 | 9839 | 2 | | 195 | 265 | 27 |
| MIDR 06.20.45 B/3 Euro 1 | D (LA) | 6 | 120 x 145 | 9839 | 2 | 18:1 | 195 | 265 | 24 |
| MIDR 06.20.45 C/4 Euro 2 | D (LA) | 6 | 120 x 145 | 9839 | 2 | 17:1 | 188 | 256 | 23 |
| MIDR 06.20.45 DD | D (LA) | 6 | 120 x 145 | 9839 | 2 | 18:1 | 222 | 302 | 24 |
| MIDR 06.20.45 D/3 Euro 1 | D (LA) | 6 | 120 x 145 | 9839 | 2 | 18:1 | 222 | 302 | 24 |
| MIDR 06.20.45 D/41 Euro 2 | D (LA) | 6 | 120 x 145 | 9839 | 2 | 18:1 | 219 | 298 | 24 |
| MIDR 06.20.45 E Euro 1 | D (LA) | 6 | 120 x 145 | 9839 | 2 | 18:1 | 236-249 | 321-339 | 24 |
| MIDR 06.20.45 E/2 Euro 1 | D (LA) | 6 | 120 x 145 | 9839 | 2 | 18:1 | 249 | 339 | 24 |
| MIDR 06.20.45 E/41 Euro 2 | D (LA) | 6 | 120 x 145 | 9839 | 2 | 18:1 | 249 | 338 | 24 |
| MIDR 06.20.45 H | D (LA) | 6 | 120 x 145 | 9839 | 2 | | 240 | 326 | 24 |
| MIDR 06.20.45 M41 Euro 2 | D (LA) | 6 | 120 x 145 | 9839 | 2 | 17:1 | 250 | 340 | 24 |
| MIDR 06.23.56 A/41 Euro 2 | D (LA) | 6 | 123 x 156 | 11122 | 2 | 17:1 | 280 | 381 | 28 |
| MIDR 06.23.56 B/41 Euro 2 | D (LA) | 6 | 123 x 156 | 11122 | 2 | 17:1 | 288 | 392 | 28 |
| MIDR 06.35.40 | D (LA) | 6 | 135 x 140 | 12024 | 2 | 15:1 | 226 | 307 | 32 |
| MIDR 06.35.40 C | D (LA) | 6 | 135 x 140 | 12024 | 2 | | 224-226 | 305-307 | 32 |
| MIDR 06.35.40 G | D (LA) | 6 | 135 x 140 | 12024 | 2 | 15:1 | 243-259 | 330-352 | 34 |
| MIDR 06.35.40 H | D (LA) | 6 | 135 x 140 | 12024 | 2 | 16:1 | 259-276 | 352-375 | 34 |
| MIDR 06.35.40 H2 | D (LA) | 6 | 135 x 140 | 12024 | 2 | 16:1 | 275 | 374 | 34 |
| MIDR 06.35.40 J1 Euro 1 | D (LA) | 6 | 135 x 140 | 12024 | 2 | 16,5:1 | 305-314 | 415-427 | 35 |
| MIDR 06.35.40 J3 Euro 1 | D (LA) | 6 | 135 x 140 | 12024 | 2 | 18:1 | 305 | 415 | 36 |
| MIDR 06.35.40 L1 | D (LA) | 6 | 135 x 140 | 12024 | 2 | 16,5:1 | 283 | 385 | 35 |
| MIDR 06.35.40 L3 Euro 1 | D (LA) | 6 | 135 x 140 | 12024 | 2 | 16,5:1 | 283 | 385 | 36 |
| MIDR 06.35.40 M3 Euro 1 | D (LA) | 6 | 135 x 140 | 12024 | 2 | 18:1 | 235 | 320 | 36 |
| MIDR 06.35.40 N/3 Euro 1 | D (LA) | 6 | 135 x 140 | 12024 | 2 | 18:1 | 283 | 385 | 36 |







|  | | Cyl. |  mm | cm ³ |  | Comp. Ratio ϵ | kW | PS | Pos |
|---|--------|------|--|-----------------|---|------------------------|---------|---------|-----|
| MIDR 06.35.40 P41 Euro 2 | D (LA) | 6 | 135 x 140 | 12024 | 2 | | 309 | 420 | 37 |
| MIDS 06.20.30 | D (A) | 6 | 120 x 130 | 8820 | 2 | | 158 | 215 | 21 |
| MIDS 06.20.30 B | D (A) | 6 | 120 x 130 | 8820 | 2 | | 159 | 216 | 21 |
| MIDS 06.20.30 D | D (A) | 6 | 120 x 130 | 8820 | 2 | | 166 | 226 | 21 |
| MIDS 06.20.30 N | D (A) | 6 | 120 x 130 | 8820 | 2 | 15/17:1 | 153-169 | 215-230 | 21 |
| MIDS 06.20.30 N1 | D (LA) | 6 | 120 x 130 | 8820 | 2 | 17:1 | 135 | 184 | 23 |
| MIDS 06.20.30 P | D (LA) | 6 | 120 x 130 | 8820 | 2 | 17:1 | 169-177 | 230-240 | 23 |
| MIDS 06.20.45 | D (LA) | 6 | 120 x 145 | 9839 | 2 | 17:1 | 152-169 | 207-230 | 26 |
| MIDS 06.20.45 A2 | D (LA) | 6 | 120 x 145 | 9839 | 2 | 17:1 | 202 | 275 | 25 |
| MIDS 06.20.45 B | D (LA) | 6 | 120 x 145 | 9839 | 2 | 17:1 | 192-202 | 261-275 | 24 |
| MIDS 06.35.40 | D (A) | 6 | 135 x 140 | 12024 | 2 | 15:1 | 206 | 280 | 33 |
| MIDS 06.35.40 B | D (A) | 6 | 135 x 140 | 12024 | 2 | | 225 | 306 | 33 |
| MIHR 06.20.45 A41 Euro 2 | D (LA) | 6 | 120 x 145 | 9839 | 2 | 17:1 | 185 | 252 | 22 |
| MIP 06.20.30 | D | 6 | 120 x 130 | 8820 | 2 | 17:1 | 135-158 | 184-215 | 20 |
| MIPR 06.20.45 | D (LA) | 6 | 120 x 145 | 9839 | 2 | 17:1 | 222-265 | 302-360 | 22 |
| MIPR 06.20.45 A | D (LA) | 6 | 120 x 145 | 9839 | 2 | | 210 | 286 | 22 |
| MIPR 06.20.45 B3 Euro 1 | D (LA) | 6 | 120 x 145 | 9839 | 2 | 17:1 | 186-222 | 252-302 | 22 |
| MIPR 06.20.45 C3 Euro 1 | D (LA) | 6 | 120 x 145 | 9839 | 2 | 17:1 | 152 | 207 | 22 |
| MIPR 06.20.45 E | D (LA) | 6 | 120 x 145 | 9839 | 2 | 17:1 | 222-265 | 302-360 | 22 |
| MIPS 06.20.30 | D | 6 | 120 x 130 | 8820 | 2 | | 166 | 222 | 21 |
| MIPS 06.20.45 | D (LA) | 6 | 120 x 145 | 9839 | 2 | 17:1 | 137 | 186 | 25 |
| MIPS 06.20.45 A | D (LA) | 6 | 120 x 145 | 9839 | 2 | 17:1 | 129-144 | 175-196 | 25 |
| MIPS 06.20.45 B | D (LA) | 6 | 120 x 145 | 9839 | 2 | 17:1 | 176 | 239 | 25 |
| MIPS 06.20.45 C | D (LA) | 6 | 120 x 145 | 9839 | 2 | 17:1 | 129-144 | 175-196 | 25 |
| MIS 06.20.30 | D (A) | 6 | 120 x 130 | 8820 | 2 | 15:1 | 158 | 215 | 21 |
| MS 06.35 T | D (LA) | 6 | 135 x 140 | 12024 | 2 | 15:1 | 119-224 | 260-306 | 31 |
| T 4.38 | D (A) | 4 | 98,48 x 126,8 | 3864 | 2 | 15,25:1 | 58-72 | 79-98 | 10 |
| T 4.40 Euro 1 | D (LA) | 4 | 100 x 127,3 | 3990 | 2 | 16:1 | 82-88 | 112-120 | 11 |
| 720.12 | D | 4 | 102 x 110 | 3596 | 2 | 17:1 | 72 | 98 | 14 |
| 797 | D | 6 | 102 x 112 | 5489 | 2 | 17,5:1 | 89-100 | 121-136 | 12 |
| 798 | D (A) | 6 | 102 x 112,1 | 5489 | 2 | 17:1 | 110-113 | 150-154 | 13 |
| 4.236 | D | 4 | 98,48 x 126,8 | 3864 | 2 | 16:1 | 48-60 | 59-80 | 9 |
| 6.288 | D | 6 | 88,925 x 126,9 | 4730 | 2 | 16,5:1 | 45 | 62 | 1 |
| 720 | D | 4 | 102 x 110 | 3596 | 2 | 17,5:1 | 65-67 | 88-91 | 14 |
| 797-10 | D | 6 | 102 x 112,1 | 5496 | 2 | 17,5:1 | 98 | 133 | 12 |
| 797.20 | D | 6 | 102 x 112,1 | 5496 | 2 | 17,5:1 | 89-113 | 121-154 | 12 |
| 797-21 | D | 6 | 102 x 112,1 | 5496 | 2 | 17,5:1 | 76 | 103 | 12 |
| 797-23 | D | 6 | 102 x 112,1 | 5496 | 2 | 17:1 | 96 | 130 | 12 |
| 797-26 | D | 6 | 102 x 112,1 | 5496 | 2 | 17,5:1 | 98 | 133 | 12 |
| 798-10 | D (A) | 6 | 102 x 112,1 | 5496 | 2 | 17:1 | 82-113 | 111-154 | 13 |
| 798-13 | D (A) | 6 | 102 x 112,1 | 5496 | 2 | 17:1 | 111-113 | 151-154 | 13 |
| 798-20 | D (A) | 6 | 102 x 112,1 | 5496 | 2 | 17:1 | 113 | 154 | 13 |
| 8140.07.2530 | D | 4 | 93 x 92 | 2499 | 2 | 18,5:1 | 55 | 75 | 4 |
| 8140.07.2585 Euro 1 | D | 4 | 93 x 92 | 2499 | 2 | 18,5:1 | 55 | 75 | 4 |
| 8140.21.200 | D (A) | 4 | 93 x 90 | 2445 | 2 | 18:1 | 68 | 92 | 3 |
| 8140.21.235 | D (A) | 4 | 93 x 90 | 2445 | 2 | 18:1 | 68 | 92 | 3 |
| 8140.23.2585 Euro 2 | D (LA) | 4 | 94,4 x 100 | 2798 | 2 | 18,5:1 | 76 | 103 | 7 |
| 8140.27.2565 Euro 1 | D (A) | 4 | 94,4 x 100 | 2798 | 2 | 18,5:1 | 78 | 106 | 6 |
| 8140.27.2582 | D (A) | 4 | 93 x 92 | 2499 | 2 | 18,5:1 | 68-78 | 92-106 | 4 |
| 8140.43S.2585 Euro 3 | D (LA) | 4 | 94,4 x 100 | 2798 | 2 | 18,5:1 | 92 | 125 | 8 |
| 8140.43.2585 Euro 2 | D (LA) | 4 | 94,4 x 100 | 2798 | 2 | 18,5:1 | 90 | 122 | 7 |
| 8140.47.2530 Euro 1 | D (LA) | 4 | 93 x 92 | 2499 | 2 | 18,5:1 | 85 | 116 | 5 |
| 8140.47.2585 Euro 1 | D (LA) | 4 | 93 x 92 | 2499 | 2 | 18,5:1 | 85 | 116 | 5 |
| 8140.47.2590 Euro 1 | D (LA) | 4 | 93 x 92 | 2499 | 2 | 18,5:1 | 85 | 116 | 5 |
| 8140.61.235 | D | 4 | 93 x 90 | 2445 | 2 | 21:1 | 53 | 72 | 2 |
| 8140.67.2585 Euro 2 | D (LA) | 4 | 93 x 92 | 2499 | 2 | 18,5:1 | 60 | 82 | 4 |







| | | | Pos | | | | Pos | |
|------------------|-------------------|---------------------|-----|---------|-------------------|---------------------|---------------------|-----------|
| 85-SERIE | | | | CBH 320 | 10.1992 → 10.1998 | MIDR 06.35.40 M3 D | 36 | |
| 85 Series | 09.1984 → 10.1991 | 798-20 | D | 13 | CBH 340 | 04.1988 → 10.1992 | MIDR 06.35.40 G D | 34 |
| 200-SERIE | | | | CBH 350 | 05.1990 → 01.1993 | MIDR 06.35.40 G D | 34 | |
| 228 Series | 01.1977 → 1987 | MIDS 06.20.30 N | D | 21 | CBH 380 | 01.1990 → 10.1992 | MIDR 06.35.40 H D | 34 |
| 228 Series | 01.1977 → 1987 | MIS 06.20.30 | D | 21 | CBH 385 | 10.1992 → 10.1998 | MIDR 06.35.40 N/3 D | 36 |
| 230 Series | 01.1977 → 1987 | MIDS 06.20.30 N | D | 21 | CCH-SERIE | | | |
| 230 Series | 01.1977 → 1987 | MIS 06.20.30 | D | 21 | CCH 300 | 12.1990 → 12.1992 | MIDR 06.20.45 D/3 D | 24 |
| 231 Series | 01.1977 → 1987 | MIDS 06.20.30 N | D | 21 | CLM-SERIE | | | |
| 231 Series | 01.1977 → 1987 | MIS 06.20.30 | D | 21 | CLM 320 | 10.1992 → 10.1998 | MIDR 06.35.40 M3 D | 36 |
| 235 Series | 01.1977 → 1987 | MIDS 06.20.30 N | D | 21 | CLM 340 | 02.1988 → 10.1991 | MIDR 06.35.40 G D | 34 |
| 235 Series | 01.1977 → 1987 | MIS 06.20.30 | D | 21 | CLM 350 | 04.1991 → 10.1992 | MIDR 06.35.40 G D | 34 |
| 250 Series | 01.2000 → | MIDR 06.02.26 Y | D | 15 | CLM 380 | 05.1991 → 10.1992 | MIDR 06.35.40 H2 D | 34 |
| 300-SERIE | | | | CLM 385 | 10.1992 → 10.1998 | MIDR 06.35.40 N/3 D | 36 | |
| 305 Series | 01.1979 → | MIDR 06.35.40 | D | 32 | CLR-SERIE | | | |
| 310 Series | 01.1979 → | MIDR 06.35.40 | D | 32 | CLR 220 | 05.1986 → 05.1991 | MIDS 06.20.30 N D | 21 |
| 350 Series | 09.1979 → | 4.236 | D | 9 | CLR 230 | 10.1990 → 10.1998 | MIDR 06.02.26 D D | 15 |
| 380 Series | 09.1979 → | 4.236 | D | 9 | DG-SERIE | | | |
| 400-SERIE | | | | DG 290 | 09.1986 → 11.1988 | MIDR 06.20.45 D | 26 | |
| 440 Series | 09.1979 → | 4.236 | D | 9 | FR-SERIE | | | |
| 450 Series | 09.1979 → | 4.236 | D | 9 | FR 1 | 04.1987 → 12.1996 | MIDS 06.20.45 A2 D | 25 |
| 480 Series | 09.1979 → | 4.236 | D | 9 | FR 1 | 10.1992 → 12.1996 | MIDR 06.20.45 D/3 D | 24 |
| 500-SERIE | | | | FR 1 | 1995 → | MIPR 06.20.45 D | 22 | |
| 500 Series | 09.1979 → | 4.236 | D | 9 | G-SERIE | | | |
| 530 Series | 09.1979 → | 4.236 | D | 9 | G 190 | | MID 06.20.30 D | 20 |
| 550 Series | 09.1979 → | 4.236 | D | 9 | G 190 | | MIP 06.20.30 D | 20 |
| 560 Series | 09.1979 → | 4.236 | D | 9 | G 200 | 11.1983 → 02.1990 | MIDS 06.20.30 N D | 21 |
| 900-SERIE | | | | G 200 | 05.1990 → 03.1993 | MIDR 06.02.26 H D | 15 | |
| 950 Series | 09.1974 → 09.1979 | MID 06.20.30 | D | 20 | G 200 | 05.1990 → 06.1993 | MIDR 06.02.26 Q D | 15 |
| 950 Series | 01.1976 → 09.1979 | MIDS 06.20.30 | D | 21 | G 200 | 06.1991 → | MIDR 06.02.26 DU D | 15 |
| 950 Series | 1977 → 1987 | MIDS 06.20.30 N | D | 21 | G 210 | 11.1983 → 02.1990 | MIDS 06.20.30 N D | 21 |
| 950 Series | 1977 → 1987 | MIS 06.20.30 | D | 21 | G 210 | 05.1992 → 10.1996 | MIDR 06.02.26 W D | 15 |
| AGORA | | | | G 220 | 10.1989 → 02.1990 | MIDR 06.02.26 D D | 15 | |
| Agora Citybus | 02.1996 → | MIDR 06.20.45 | D | 26 | G 230 | 11.1983 → 02.1990 | MIDS 06.20.30 N D | 21 |
| ARES | | | | G 230 | 03.1984 → 06.1993 | MIDS 06.20.30 P D | 23 | |
| Ares 340 | 04.1998 → | MIDR 06.20.45 M41 | D | 24 | G 230 | 01.1990 → 10.1996 | MIDR 06.02.26 D D | 15 |
| Ares 380 | 06.2000 → | MIDR 06.23.56 A/41 | D | 28 | G 230 | 01.1990 → 10.1996 | MIDR 06.02.26 X D | 15 |
| B-SERIE | | | | G 260 | 01.1982 → 12.1989 | MIDR 06.20.45 A/2 D | 22 | |
| B 70 | 01.1983 → 12.1990 | 8140.61.235 | D | 2 | G 260 | 10.1982 → 05.1990 | MIDS 06.20.45 B D | 24 |
| B 80 | 08.1990 → 06.1994 | 8140.07.2530 | D | 4 | G 260 | 02.1996 → 06.1997 | MIDR 06.20.45 C/4 D | 23 |
| B 80 | 07.1994 → 06.1999 | 8140.07.2585 | D | 4 | G 270 | 11.1992 → 10.1996 | MIDR 06.20.45 B/3 D | 24 |
| B 80 | 07.1994 → 06.1999 | 8140.67.2585 | D | 4 | G 270 | 11.1992 → | MIDR 06.20.45 D | 26 |
| B 90 | 01.1986 → 07.1996 | 8140.21.235 | D | 3 | G 270 | | MIDR 06.20.45 BC D | 27 |
| B 90 | 01.1986 → 07.1996 | 8140.27.2582 | D | 4 | G 280 | 10.1982 → 06.1993 | MIDR 06.20.45 A/2 D | 22 |
| B 90 | 04.1986 → 09.1990 | 8140.21.200 | D | 3 | G 280 | 06.1985 → 06.1993 | MIDS 06.20.45 B D | 24 |
| B 110 | 08.1990 → 08.1996 | 8140.27.2565 | D | 6 | G 280 | 09.1991 → 10.1996 | MIDR 06.20.45 B/3 D | 24 |
| B 110 | 06.1996 → 06.1999 | 8140.23.2585 | D | 7 | G 290 | 11.1985 → 12.1989 | MIDR 06.20.45 D | 26 |
| B 120 | 10.1991 → 07.1996 | 8140.47.2530 | D | 5 | G 290 | 1995 → | MIPR 06.20.45 D | 22 |
| B 120 | 10.1991 → 06.2001 | 8140.43.2585 | D | 7 | G 300 | 01.1990 → | MIDR 06.20.45 D | 26 |
| B 120 | 07.1994 → 07.1996 | 8140.47.2585 | D | 5 | G 300 | 09.1992 → 10.1996 | MIDR 06.20.45 D/3 D | 24 |
| B 120 | 07.1994 → 07.1996 | 8140.47.2590 | D | 5 | G 300 | 1995 → | MIPR 06.20.45 D | 22 |
| BH-SERIE | | | | G 300 | 02.1996 → 06.1997 | MIDR 06.20.45 D/41 | 24 | |
| BH 280 | 01.1982 → | MDS 06.35.40 | D | 31 | G 320 | 05.1988 → 05.1990 | MIDR 06.20.45 H D | 24 |
| C-SERIE | | | | G 320 | 1995 → | MIPR 06.20.45 D | 22 | |
| C 190 | 09.1974 → | MID 06.20.30 | D | 20 | G 330 | 02.1990 → 03.1993 | MIDR 06.20.45 E/2 D | 24 |
| C 190 | 09.1974 → | MIP 06.20.30 | D | 20 | G 330 | 02.1990 → 03.1993 | MIDR 06.20.45 H D | 24 |
| C 210 | 12.1983 → 05.1991 | MIDS 06.20.30 N | D | 21 | G 330 | 02.1990 → 10.1996 | MIDR 06.20.45 DD D | 24 |
| C 230 | 05.1990 → 10.1998 | MIDR 06.02.26 D | D | 15 | G 330 | 09.1991 → 03.1993 | MIDR 06.20.45 E D | 24 |
| C 230 | 05.1990 → 10.1998 | MIDR 06.02.26 X | D | 15 | G 340 | 01.1990 → 10.1992 | MIDR 06.20.45 D | 26 |
| C 260 | 10.1982 → 05.1991 | MIDS 06.20.45 B | D | 24 | G 340 | 01.1990 → 03.1993 | MIDR 06.20.45 E D | 24 |
| C 280 | 07.1992 → 03.1993 | MIDS 06.20.45 B | D | 24 | G 340 | 02.1996 → 06.1997 | MIDR 06.20.45 E/41 | 24 |
| C 290 | 01.1995 → | MIPR 06.20.45 | D | 22 | GAK-SERIE | | | |
| C 300 | 09.1992 → 10.1998 | MIDR 06.20.45 D/3 D | D | 24 | GAK 4-50 | 01.1972 → 09.1979 | 6.288 D | 1 |
| C 300 | 09.1992 → | MIDR 06.20.45 | D | 26 | GB-SERIE | | | |
| C 300 | 09.1992 → | MIDR 06.20.45 A/2 D | D | 22 | GB 131 | 06.1980 → 12.1984 | 797-26 D | 12 |
| C 340 | 07.1990 → 03.1993 | MIDR 06.20.45 E/2 D | D | 24 | GB 191 | 06.1980 → 12.1984 | MID 06.20.30 D | 20 |
| C 340 | 07.1990 → 10.1998 | MIDR 06.20.45 E | D | 24 | GB 231 | 01.1978 → | MIDS 06.20.30 N D | 21 |
| CBH-SERIE | | | | GB 231 | 06.1980 → 12.1984 | MIDS 06.20.30 D | 21 | |

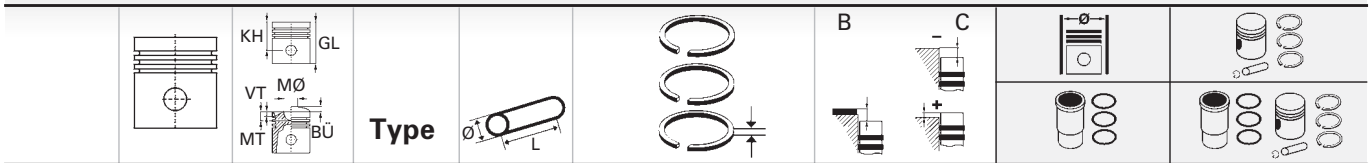
|  | |  | | Pos |  | |  | | Pos |
|---|-------------------|---|---|-----|--|-------------------|---|---|-----|
| GB 280 | 01.1977 → 09.1979 | MDR 06.35.40 | D | 31 | JN 95 | 06.1980 → 06.1984 | 797 | D | 12 |
| GBK-6 | 01.1960 → 1970 | M 420 | D | 19 | JP-SERIE | | | | |
| GBH-SERIE | | | | | JP 11 | 10.1979 → 05.1984 | 797-10 | D | 12 |
| GBH 280 | 01.1974 → 1983 | MS 06.35 T | D | 31 | JP 13 | 10.1979 → 06.1980 | 798-13 | D | 13 |
| GBH 280 | 01.1977 → 09.1979 | MDR 06.35.40 | D | 31 | JP 13 | 10.1979 → 06.1984 | 797-10 | D | 12 |
| GBH 280 | 06.1980 → 06.1991 | MDS 06.35.40 | D | 31 | JP 13 | 10.1979 → 06.1984 | 798-10 | D | 13 |
| GBH 280 | 04.1985 → 10.1992 | MIDS 06.35.40 | D | 33 | JP 14 | 12.1981 → 06.1984 | 797 | D | 12 |
| GBH 320 | 10.1992 → 06.1996 | MIDR 06.35.40 M3 | D | 36 | JR-SERIE | | | | |
| GC-SERIE | | | | | JR 19 | 05.1976 → 06.1980 | 798-10 | D | 13 |
| GC 190 | 09.1974 → 09.1979 | MID 06.20.30 | D | 20 | JR 19 | 05.1976 → 06.1980 | 798-13 | D | 13 |
| GC 191 | 06.1980 → 12.1984 | MID 06.20.30 | D | 20 | JR 19 | 06.1980 → 06.1984 | 798 | D | 13 |
| GC 230 | 01.1976 → 09.1979 | MIDS 06.20.30 | D | 21 | JR 21 | 05.1976 → 06.1980 | 798-10 | D | 13 |
| GC 231 | 06.1980 → 12.1985 | MIDS 06.20.30 | D | 21 | JR 21 | 05.1976 → 06.1980 | 798-13 | D | 13 |
| GC 231 | 06.1980 → 12.1985 | MIDS 06.20.30 N | D | 21 | JR 21 | 06.1980 → 06.1984 | 798 | D | 13 |
| GCK-10 | 01.1960 → 1976 | M 620 | D | 19 | JX-SERIE | | | | |
| GF-SERIE | | | | | JX 21 | 05.1980 → 06.1984 | 797 | D | 12 |
| GF 191 | 06.1980 → 12.1984 | MID 06.20.30 | D | 20 | KERAX | | | | |
| GF 230 | 01.1976 → 09.1979 | MIDS 06.20.30 | D | 21 | Kerax 260 | 06.1997 → 12.2002 | MIDR 06.20.45 C/4 | D | 23 |
| GF 231 | 06.1980 → 12.1984 | MIDS 06.20.30 | D | 21 | Kerax 300 | 06.1997 → 12.2002 | MIDR 06.20.45 D/ | D | 24 |
| GF 231 | 06.1980 → 12.1984 | MIDS 06.20.30 N | D | 21 | Kerax 300 | 09.1997 → | MIDR 06.20.45 | D | 26 |
| GFC-SERIE | | | | | Kerax 340 | 06.1997 → 12.2002 | MIDR 06.20.45 E/ | D | 24 |
| GFC 231 | 06.1980 → 12.1984 | MIDS 06.20.30 | D | 21 | Kerax 340 | 06.1997 → | MIDR 06.20.45 | D | 26 |
| GLC-SERIE | | | | | Kerax 370 | 01.2001 → 04.2006 | DCi 11 E + J01 | D | 29 |
| GLC 8 | 01.1962 → 1976 | M 520 | D | 19 | Kerax 385 | 02.1998 → 12.2002 | MIDR 06.23.56 A/ | D | 28 |
| GLR-SERIE | | | | | Kerax 400 | 09.1998 → 12.2002 | MIDR 06.23.56 B/ | D | 28 |
| GLR 190 | 09.1978 → 06.1991 | MID 06.20.30 G | D | 20 | LANDER | | | | |
| GLR 210 | 12.1983 → 06.1990 | MIDS 06.20.30 N | D | 21 | Lander 240 | 03.2005 → | DXi 7 240 | D | 17 |
| GLR 230 | 01.1978 → 06.1991 | MIDS 06.20.30 N | D | 21 | Lander 280 | 03.2005 → | DXi 7 280 | D | 17 |
| GLR 230 | 06.1980 → 06.1991 | MIDS 06.20.30 B | D | 21 | Lander 320 | 03.2005 → | DXi 7 320 | D | 17 |
| GR-SERIE | | | | | Lander 370 | | DCi 11 E + J01 | D | 29 |
| GR 190 | | MID 06.20.30 | D | 20 | M-SERIE | | | | |
| GR 190 | | MIP 06.20.30 | D | 20 | M 150 | 11.1992 → 09.1998 | MIDR 06.02.26 U | D | 15 |
| GR 191 | 06.1980 → 12.1984 | MID 06.20.30 | D | 20 | M 180 | 01.1992 → | MIDR 06.02.26 DU | D | 15 |
| GR 230 | 01.1976 → 09.1979 | MIDS 06.20.30 | D | 21 | M 200 | | MIDR 06.02.26 DU | D | 15 |
| GR 231 | 06.1980 → 12.1984 | MIDS 06.20.30 | D | 21 | M 230 | 05.1989 → 01.2000 | MIDR 06.02.26 Y | D | 15 |
| GR 280 | 01.1973 → 06.1980 | MDS 06.35.40 | D | 31 | M 230 | 05.1992 → 10.1996 | MIDR 06.02.26 X | D | 15 |
| GRH-SERIE | | | | | M 230 | 05.1992 → 01.2000 | MIDR 06.02.26 D | D | 15 |
| GRH 235 | 01.1977 → 12.1984 | MIDS 06.20.30 N | D | 21 | M 230 | 05.1992 → 01.2000 | MIDR 06.02.26 S | D | 15 |
| GRH 235 | 06.1980 → 12.1984 | MIDS 06.20.30 D | D | 21 | M 250 | 05.1996 → 01.2000 | MIDR 06.02.26 Y | D | 15 |
| ILIADE | | | | | MAGNUM AE | | | | |
| Iliade | 10.1996 → 09.2001 | MIDR 06.20.45 M41 | D | 24 | Magnum AE 380 | 09.1990 → 01.1992 | MIDR 06.35.40 H | D | 34 |
| Iliade | 10.1996 → 09.2001 | MIDR 06.23.56 A/ 41 | D | 28 | Magnum AE 385 | 02.1992 → 10.1996 | MIDR 06.35.40 L1 | D | 35 |
| JE-SERIE | | | | | Magnum AE 385 | 02.1992 → 10.1996 | MIDR 06.35.40 N/3 | D | 36 |
| JE 11 | 01.1975 → 05.1990 | 798-10 | D | 13 | Magnum AE 420 | 01.1992 → 06.1996 | MIDR 06.35.40 J1 | D | 35 |
| JE 13 | 01.1975 → 10.1990 | 797-26 | D | 12 | Magnum AE 420 | 10.1992 → 12.1996 | MIDR 06.35.40 J3 | D | 36 |
| JE 13 | 01.1975 → 10.1990 | 798-10 | D | 13 | Magnum AE 420 | 04.1996 → 01.1997 | MIDR 06.35.40 | D | 37 |
| JE 13 | 01.1975 → 10.1990 | 798-20 | D | 13 | Magnum AE 440 | 03.2005 → | DXi 12 440 | D | 30 |
| JE 13 | 01.1983 → 10.1990 | 797.20 | D | 12 | Magnum AE 480 | 03.2005 → | DXi 12 480 | D | 30 |
| JE 15 | 01.1983 → 10.1990 | 797.20 | D | 12 | MASCOTT | | | | |
| JE 15 | 01.1983 → 10.1990 | 798-20 | D | 13 | Mascott 130 | 01.1999 → 06.2004 | 8140.43S.2585 | D | 8 |
| JE 9 | 01.1975 → 05.1990 | 797-26 | D | 12 | MAXTER | | | | |
| JK-SERIE | | | | | Maxter 300 | 02.1996 → | MIDR 06.20.45 | D | 26 |
| JK 60 | 10.1979 → 01.1986 | 720.12 | D | 14 | Maxter 340 | 02.1996 → | MIDR 06.20.45 | D | 26 |
| JK 60 | 10.1979 → 01.1986 | 720 | D | 14 | MIDLINER | | | | |
| JK 65 | 10.1979 → 01.1986 | 720.12 | D | 14 | Midliner M 150 | 11.1992 → 12.2000 | MIDR 06.02.26 U/4 | D | 15 |
| JK 65 | 10.1979 → 01.1986 | 720 | D | 14 | Midliner M 180 | 11.1992 → 01.2000 | MIDR 06.02.26 V | D | 15 |
| JK 75 | 03.1976 → 01.1986 | 720.12 | D | 14 | Midliner M 180 | 11.1992 → 01.2000 | MIDR 06.02.26 V/4 | D | 15 |
| JK 75 | 10.1979 → 01.1986 | 720 | D | 14 | Midliner M 200 | 06.1989 → 06.1993 | MIDR 06.02.26 H | D | 15 |
| JN-SERIE | | | | | Midliner M 200 | 06.1989 → 06.1993 | MIDR 06.02.26 Q | D | 15 |
| JN 60 | 06.1980 → 06.1984 | 797 | D | 12 | Midliner M 210 | 05.1992 → 12.2000 | MIDR 06.02.26 W | D | 15 |
| JN 75 | 10.1979 → 06.1984 | 797-10 | D | 12 | Midliner M 210 | 05.1992 → 12.2000 | MIDR 06.02.26 W/ | D | 15 |
| JN 75 | 10.1979 → 06.1984 | 798-10 | D | 13 | Midliner M 220 | 12.1998 → 12.2000 | MIDR 06.02.26 W/ | D | 15 |
| JN 75 | 10.1979 → 06.1984 | 798-13 | D | 13 | | | 4 | | |
| JN 75 | 10.1979 → 06.1984 | 798-13 | D | 13 | | | 4 | | |
| JN 80 | 10.1982 → 06.1984 | 797 | D | 12 | | | 4 | | |
| JN 85 | 06.1980 → 06.1984 | 720 | D | 14 | | | 4 | | |
| JN 90 | 10.1979 → 06.1984 | 797-10 | D | 12 | | | 4 | | |
| JN 95 | 10.1979 → 06.1984 | 797-10 | D | 12 | | | 4 | | |



|   |  | Pos |   |  | Pos |
|---|---|-----|--|---|-----|
| Midliner M 250 05.1996 → 01.2000 | MIDR 06.02.26 D Y41 | 15 | Premium 300 04.1996 → | MIDR 06.20.45 D | 26 |
| Midliner ME 210 03.1999 → 12.2001 | MIDR 06.02.26 W/ D 4 | 15 | Premium 320 03.2005 → | DXi 7 320 D | 17 |
| MIDLUM | | | Premium 340 04.1996 → 03.2001 | MIDR 06.20.45 E/ D 41 | 24 |
| Midlum 135 02.2000 → 12.2001 | MIDR 04.02.26 A/4 D | 15 | Premium 340 04.1996 → | MIDR 06.20.45 D | 26 |
| Midlum 150 02.2000 → 04.2006 | MIDR 04.02.26 B/4 D | 15 | Premium 370 01.2000 → 04.2006 | DCi 11 E + J01 D | 29 |
| Midlum 180 02.2000 → 06.2001 | MIDR 06.02.26 V/4 D | 15 | Premium 385 02.1996 → 03.2001 | MIDR 06.23.56 A/ D 41 | 28 |
| Midlum 210 01.2000 → 04.2006 | MIDR 06.02.26 D | 15 | Premium 400 02.1996 → 12.1999 | MIDR 06.23.56 A/ D 41 | 28 |
| Midlum 210 02.2000 → 06.2001 | MIDR 06.02.26 W/ D 4 | 15 | Premium 400 04.1996 → 03.2001 | MIDR 06.23.56 B/ D 41 | 28 |
| Midlum 250 02.2000 → 06.2001 | MIDR 06.02.26 D Y41 | 15 | PX-SERIE | | |
| MIDLUM II | | | PX 30 01.1979 → | MIDR 06.35.40 D | 32 |
| Midlum 160 04.2006 → | DXi 5 160 D | 17 | R-SERIE | | |
| Midlum 190 04.2006 → | DXi 5 190 D | 17 | R TS 01.1993 → 05.1996 | MIDR 06.35.40 J3 D | 36 |
| Midlum 220 04.2006 → | DXi 5 220 D | 17 | R 310 10.1980 → 03.1989 | MIDR 06.35.40 C D | 32 |
| Midlum 240 04.2006 → | DXi 7 240 D | 17 | R 312 11.1986 → 06.1993 | MIDR 06.20.45 D | 26 |
| Midlum 280 04.2006 → | DXi 7 280 D | 17 | R 312 11.1986 → 06.1993 | MIDS 06.20.45 D | 26 |
| OK-SERIE | | | R 330 05.1988 → 05.1991 | MIDR 06.20.45 E D | 24 |
| OK 010 K 01.1973 → 09.1979 | 4.236 D | 9 | R 332 07.1996 → 12.2003 | MIHR 06.20.45 D A41 | 22 |
| OK 05 K 01.1973 → 09.1979 | 4.236 D | 9 | R 340 03.1986 → 01.1992 | MIDR 06.35.40 G D | 34 |
| PER-SERIE | | | R 340 01.1990 → 12.1992 | MIDR 06.20.45 E D | 24 |
| PER 180 08.1982 → 11.1990 | MIPS 06.20.30 D | 21 | R 340 02.1990 → 12.1992 | MIDR 06.20.45 E/2 D | 24 |
| PER 180 1995 → | MIPR 06.20.45 D | 22 | R 340 10.1991 → | MIDR 06.20.45 D | 26 |
| PR-SERIE | | | R 350 01.1990 → 01.1992 | MIDR 06.35.40 G D | 34 |
| PR 10 01.1978 → 09.1987 | MIDS 06.20.30 N D | 21 | R 357 01.1986 → 10.1996 | MIDR 06.35.40 H D | 34 |
| PR 10 06.1980 → 09.1987 | MIDS 06.20.30 D | 21 | R 365 10.1987 → 05.1990 | MIDR 06.35.40 H D | 34 |
| PR 12 01.1978 → 03.1986 | MIDS 06.20.30 N D | 21 | R 380 01.1990 → 01.1992 | MIDR 06.35.40 H D | 34 |
| PR 12 05.1980 → 03.1986 | MIDS 06.20.30 D | 21 | R 385 12.1991 → 08.1995 | MIDR 06.35.40 L1 D | 35 |
| PR 14 01.1975 → 1987 | MID 620.30 D | 20 | R 385 09.1993 → 10.1996 | MIDR 06.35.40 N/3 D | 36 |
| PR 14 1977 → 1987 | MIS 06.20.30 D | 21 | R 420 09.1991 → 03.1993 | MIDR 06.35.40 J1 D | 35 |
| PR 14 01.1977 → 06.1980 | MIDS 06.20.30 N D | 21 | R 420 10.1992 → 10.1996 | MIDR 06.35.40 J3 D | 36 |
| PR 14 01.1977 → 06.1980 | MIP 06.20.30 D | 20 | S-SERIE | | |
| PR 14 06.1980 → 09.1986 | MIDS 06.20.30 D | 21 | S 100 01.1986 → 09.1990 | T 4.38 D | 10 |
| PR 14 10.1980 → 12.1987 | MIDR 06.20.30 A D | 22 | S 105 01.1983 → 12.1994 | D 0846 HM 42 U D | 16 |
| PR 14 1981 → 1986 | MIDR 06.20.30 D | 23 | S 110 06.1985 → 09.1990 | 797-21 D | 12 |
| PR 100 1975 → 1987 | MID 620.30 D | 20 | S 120 09.1990 → 11.1992 | T 4.40 D | 11 |
| PR 100 06.1980 → 12.1984 | MIP 06.20.30 D | 20 | S 130 05.1983 → 06.1991 | 797 D | 12 |
| PR 100 10.1982 → 12.1984 | MIPS 06.20.30 D | 21 | S 130 05.1983 → 06.1991 | 797.20 D | 12 |
| PR 100 10.1992 → 05.1995 | MIPR 06.20.45 B3 D | 22 | S 130 05.1983 → 06.1991 | 797-23 D | 12 |
| PR 100 10.1992 → 05.1995 | MIPR 06.20.45 C3 D | 22 | S 135 05.1996 → 01.2000 | MIDR 04.02.26 A/4 D | 15 |
| PR 100 1995 → 05.1995 | MIPR 06.20.45 D | 22 | S 150 05.1983 → 09.1990 | 798-10 D | 13 |
| PR 112 02.1996 → | MIPR 06.20.45 D | 22 | S 150 11.1992 → 01.2000 | MIDR 06.02.26 U D | 15 |
| PR 118 02.1996 → | MIPR 06.20.45 D | 22 | S 150 05.1996 → 01.2000 | MIDR 04.02.26 B/4 D | 15 |
| PR 180 03.1983 → 12.1989 | MIPS 06.20.30 D | 21 | S 150 05.1996 → 01.2000 | MIDR 06.02.26 U/4 D | 15 |
| PR 180 06.1984 → 12.1989 | MIDS 06.20.45 D | 26 | S 180 11.1992 → 01.2000 | MIDR 06.02.26 V D | 15 |
| PR 180 06.1984 → 06.1992 | MIPS 06.20.45 D | 25 | S 180 11.1992 → 01.2000 | MIDR 06.02.26 V/4 D | 15 |
| PR 180 06.1984 → 06.1992 | MIPS 06.20.45 A D | 25 | S 210 11.1992 → 01.2000 | MIDR 06.02.26 D | 15 |
| PR 180 06.1984 → 06.1992 | MIPS 06.20.45 C D | 25 | S 210 04.1995 → 08.1998 | MIDR 06.02.26 W D | 15 |
| PR 180 06.1984 → 05.1994 | MIPS 06.20.45 B D | 25 | S 210 05.1996 → 01.2000 | MIDR 06.02.26 W/ D 4 | 15 |
| PR 180 07.1989 → 10.1992 | MIPR 06.20.45 A D | 22 | S 220 09.1987 → 09.1990 | MIDR 06.02.26 D | 15 |
| PR 180 06.1991 → | MIDR 06.20.45 D | 26 | S 220 | MIDR 06.02.26 DU D | 15 |
| PR 180 06.1991 → | MIDR 06.20.45 A/2 D | 22 | S 40 05.1984 → 06.1991 | 720 D | 14 |
| PR 180 10.1992 → 05.1994 | MIPR 06.20.45 B3 D | 22 | S 50 05.1983 → 07.1986 | 798-10 D | 13 |
| PR 770 01.1975 → 1987 | MID 620.30 D | 20 | S 45 06.1980 → 12.1994 | D 0846 HM 42 U D | 16 |
| PR 770 01.1975 → 1987 | MIP 06.20.30 D | 20 | S 53 06.1980 → 12.1994 | D 0846 HM 42 U D | 16 |
| PR 950 01.1975 → 1987 | MID 620.30 D | 20 | S 90 05.1984 → 06.1991 | 720 D | 14 |
| PR 950 01.1975 → 1987 | MIP 06.20.30 D | 20 | SHERPA | | |
| PREMIUM-SERIE | | | Sherpa 2 | DXi 5 215 D | 17 |
| Premium 210 04.1996 → 09.2001 | MIDR 06.02.26 W/ D 4 | 15 | SG-SERIE | | |
| Premium 210 04.1996 → | MIDR 06.02.26 D | 15 | SG 4 06.1980 → 09.1986 | 720 D | 14 |
| Premium 240 03.2005 → | DXi 7 240 D | 17 | SM-SERIE | | |
| Premium 250 04.1996 → 09.2001 | MIDR 06.02.26 D Y41 | 15 | SM 8 06.1980 → 06.1984 | 797 D | 12 |
| Premium 260 04.1996 → 12.2001 | MIDR 06.20.45 C/4 D | 23 | TB-SERIE | | |
| Premium 280 03.2005 → | DXi 7 280 D | 17 | TB 191 06.1980 → 12.1984 | MID 06.20.30 D | 20 |
| Premium 300 02.1996 → 09.2001 | MIDR 06.20.45 D/ D 41 | 24 | TB 231 06.1980 → 12.1984 | MIDS 06.20.30 D | 21 |
| | | | TB 231 06.1980 → | MIDS 06.20.30 N D | 21 |

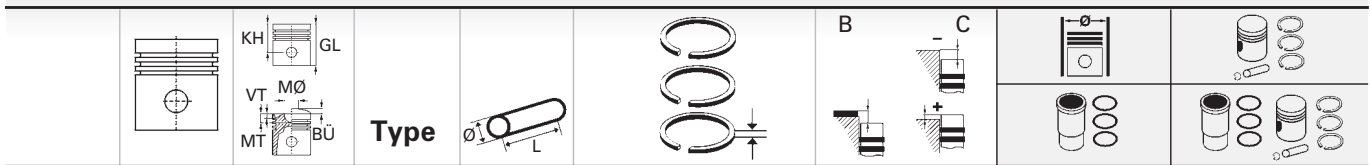


|  | |  | | Pos |  | |  | | Pos |
|---|-------------------|---|---|-----|--|--|---|--|-----|
| TBH-SERIE | | | | | | | | | |
| TBH 280 | 01.1977 → 09.1979 | MDR 06.35.40 | D | 31 | | | | | |
| TBH 280 | 01.1977 → 06.1980 | MDS 06.35.40 | D | 31 | | | | | |
| TF-SERIE | | | | | | | | | |
| TF 230 | 01.1976 → 09.1979 | MIDS 06.20.30 | D | 21 | | | | | |
| TLR-SERIE | | | | | | | | | |
| TLR 280 | 01.1977 → 09.1979 | MDR 06.35.40 | D | 31 | | | | | |
| TLR 280 | 06.1980 → 12.1992 | MDS 06.35.40 | D | 31 | | | | | |
| TR-SERIE | | | | | | | | | |
| TR 260 | 01.1973 → 06.1979 | MD 063.540 | D | 31 | | | | | |
| TR 280 | 01.1977 → 09.1979 | MDR 06.35.40 | D | 31 | | | | | |
| TRACER | | | | | | | | | |
| Tracer | 07.1996 → | MIHR 06.20.45 A41 | D | 22 | | | | | |



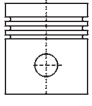
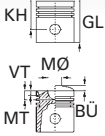

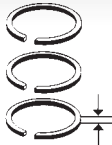
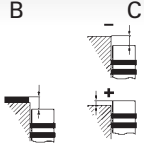

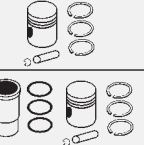
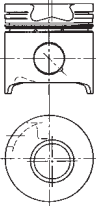
| 1 88,925 | | | | | | | | | |
|---|-------------|------------------------------|------------------|---------------|---------------------------------------|----|----------------|---------------------------|-------------------------------|
| 6.288 01.1972 → 09.1979 D 6 4730 cm ³ 2V 45 kW (62 PS) 16,5:1 126,90 mm | | | | | | | | | |
| | 6 | KH 57,3 GL 108,1 | GEC URK | 31,75 75,3 | 2 R 2,385 1 LA 0,793 2 S 6,335 | ST | 0,00 +0,13 | 88,925 | 91 127 600 |
| 089 014 | | | | | | | | | |
| | T Cyl. | A=93,713 | C=94,4 | L=215,9 | H=4,76 | | | 88 364 110 | 91 127 960 |
| | T Cyl. | A=93,71 | C=94,404 | L=215,9 | H=4,76 | | | 88 364 190 semi | |
| 2 93 | | | | | | | | | |
| 8140.61.235 01.1983 → 12.1990 D 4 2445 cm ³ 2V 53 kW (72 PS) 21:1 90,00 mm | | | | | | | | | |
| | 4 | KH 55 MT -2,2 GL 90 | LOX RK RTK | 32 74,4 | 1 R 3 CR G6 1 N 2 MO 1 DSF 4 CR | | +0,80 +1,14 | 93,00 | 93 378 700 (93 300) |
| 093 040 | | | | | | | | | |
| | T Cyl. | A=96 | C=98,9 | L=167,3 | H=5 | | | 89 183 190 semi | 93 378 971 |
| | T Cyl. | A=96,04 | C=98,9 | L=167,3 | H=5 | | | 89 183 191 semi | 93 378 972 |
| | 4 | KH 54,75 MT -2,2 GL 90 | LOX RK RTK | 32 74,4 | 1 R 3 CR G6 1 N 2 MO 1 DSF 4 CR | | +0,80 +1,14 | 93,00 | 93 911 700 [1] |
| 093 040 | | | | | | | | | |
| | T Cyl. | A=96 | C=98,9 | L=167,3 | H=5 | | | 89 183 190 semi | 93 911 971 |
| | T Cyl. | A=96,04 | C=98,9 | L=167,3 | H=5 | | | 89 183 191 semi | 93 911 972 |
| [1] | KH -0,25 mm | | | | | | | | |


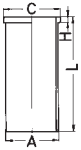
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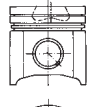

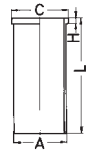


| 3 | | 93 | | | | | | | | | | | | |
|----------------------------|--------|---|-------------------|------------|-----------------------------|-------------------|----------------------|-------------------|-------------------|--------------------------------------|-------------------|----------|------|--|
| 8140.21.200 | | 04.1986 → 09.1990 | | D | (A) | 4 | 2445 cm ³ | 2V | 68 kW | (92 PS) | 18:1 | 90,00 mm | | |
| 8140.21.235 | | 01.1986 → 07.1996 | | D | (A) | 4 | 2445 cm ³ | 2V | 68 kW | (92 PS) | 18:1 | 90,00 mm | | |
| 093 050 | 4 | KH 59,65 MT -14,8 MØ 52 GL 97,65 | RTK RK | 32 74,4 | 1 T15 3 1 M 2 1 DSF 3 | CR G6 G3 CR | | +0,35 +0,65 | 93,00 | 93 123 600 (93 127) | | | | |
| | T Cyl. | A=96 | C=98,9 | L=171 | H=5 | | | | 89 319 190 | 93 123 960 | | semi | | |
| | T Cyl. | A=96,04 | C=98,9 | L=171 | H=5 | | | | 89 319 191 | 93 123 961 | | semi | | |
| | T Cyl. | A=96,08 | C=98,9 | L=171 | H=5 | | | | 89 319 192 | 93 123 962 | | semi | | |
| | T Cyl. | A=96,2 | C=98,9 | L=171 | H=5 | | | | 89 319 193 | 93 123 963 | | semi | | |
| 4 | | 93 | | | | | | | | | | | | |
| 8140.07.2530 | | 08.1990 → 06.1994 | | D | | 4 | 2499 cm ³ | 2V | 55 kW | (75 PS) | 18,5:1 | 92,00 mm | | |
| 8140.07.2585 Euro 1 | | 07.1994 → 06.1999 | | D | | 4 | 2499 cm ³ | 2V | 55 kW | (75 PS) | 18,5:1 | 92,00 mm | | |
| 8140.27.2582 | | 01.1986 → 07.1996 | | D | (A) | 4 | 2499 cm ³ | 2V | 68-78 kW | (92-106 PS) | 18,5:1 | 92,00 mm | | |
| 8140.67.2585 Euro 2 | | 07.1994 → 06.1999 | | D | (LA) | 4 | 2499 cm ³ | 2V | 60 kW | (82 PS) | 18,5:1 | 92,00 mm | | |
| 093 071 | T Cyl. | A=96 | C=98,9 | L=171 | H=5 | | | | | 89 319 190 | 93 123 960 | | semi | |
| | T Cyl. | A=96,04 | C=98,9 | L=171 | H=5 | | | | | 89 319 191 | 93 123 961 | | semi | |
| | T Cyl. | A=96,08 | C=98,9 | L=171 | H=5 | | | | | 89 319 192 | 93 123 962 | | semi | |
| | T Cyl. | A=96,2 | C=98,9 | L=171 | H=5 | | | | | 89 319 193 | 93 123 963 | | semi | |
| 5 | | 93 | | | | | | | | | | | | |
| 8140.47.2530 Euro 1 | | 10.1991 → 07.1996 | | D | (LA) | 4 | 2499 cm ³ | 2V | 85 kW | (116 PS) | 18,5:1 | 92,00 mm | | |
| 8140.47.2585 Euro 1 | | 07.1994 → 07.1996 | | D | (LA) | 4 | 2499 cm ³ | 2V | 85 kW | (116 PS) | 18,5:1 | 92,00 mm | | |
| 8140.47.2590 Euro 1 | | 07.1994 → 07.1996 | | D | (LA) | 4 | 2499 cm ³ | 2V | 85 kW | (116 PS) | 18,5:1 | 92,00 mm | | |
| 093 071 | 4 | KH 58,75 MT -18,4 MØ 38 GL 96,75 | KBB RTK KKK | 32 78,1 | 1 T15 3 1 M 2 1 DSF 3 | CR G6 G3 CR | | +0,35 +0,65 | 93,00 | 94 382 600 [1] | | | | |
| | T Cyl. | A=96 | C=98,9 | L=171 | H=5 | | | | 93,40 | 94 382 630 [1] (90 812) | | | | |
| | T Cyl. | A=96,04 | C=98,9 | L=171 | H=5 | | | | 89 319 190 | 94 382 960 | | semi | | |
| | T Cyl. | A=96,08 | C=98,9 | L=171 | H=5 | | | | 89 319 191 | 94 382 961 | | semi | | |
| | T Cyl. | A=96,2 | C=98,9 | L=171 | H=5 | | | | 89 319 192 | 94 382 962 | | semi | | |
| T Cyl. | A=96,2 | C=98,9 | L=171 | H=5 | | | | 89 319 193 | 94 382 963 | | semi | | | |

Fortsetzung nächste Seite / continued on next page / suite page suivante / continuación página próxima / Продолжение на следующей странице

| |  |  | Type |  |  |  |  |  |
|---|--|---|------------|---|---|--|---|---|
|  | 4 093 071 | KH 58,75 MT -18,4 MØ 38 GL 96,75 | RTK KKK | 32 78,1 | 1 T15 3 1 M 2 1 DSF 3 | CR G6 G3 CR | 93,40 | 94 383 630 [2] |
| [1] | mit Kolbenbolzen-Buchse with piston pin bushing piston avec des bagues pistón con bujes со втулкой поршневого пальца | | | | | | | |
| [2] | ohne Kolbenbolzen-Buchse without piston pin bushing piston sans bagues pistón sin bujes без втулки поршневого пальца | | | | | | | |

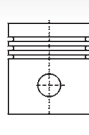
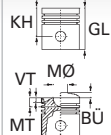

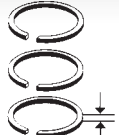
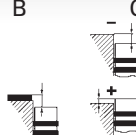
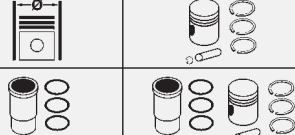

| 6 |  | 94,4 | | | | | | | |
|--|---|-------------|--------|----------------------|-----|-------|---------------------------|--------|-----------|
| 8140.27.2565 Euro 1 | 08.1990 → 08.1996 | D (A) | 4 | 2798 cm ³ | 2V | 78 kW | (106 PS) | 18,5:1 | 100,00 mm |
|  | T Cyl. | A=96 | C=98,9 | L=171 | H=5 | | 89 319 190 semi | | |
| | T Cyl. | A=96,04 | C=98,9 | L=171 | H=5 | | 89 319 191 semi | | |
| | T Cyl. | A=96,08 | C=98,9 | L=171 | H=5 | | 89 319 192 semi | | |
| | T Cyl. | A=96,2 | C=98,9 | L=171 | H=5 | | 89 319 193 semi | | |

| R | 7 |  | 94,4 | | | | | | | |
|----------------------------|-------------------|---|-------------|----------------------|----|-------|----------|--------|-----------|--|
| 8140.23.2585 Euro 2 | 06.1996 → 06.1999 | D (LA) | 4 | 2798 cm ³ | 2V | 76 kW | (103 PS) | 18,5:1 | 100,00 mm | |
| 8140.43.2585 Euro 2 | 10.1991 → 06.2001 | D (LA) | 4 | 2798 cm ³ | 2V | 90 kW | (122 PS) | 18,5:1 | 100,00 mm | |

| | | | | | | | | |
|---|--------------|--|-------------------|----------|---------------------------------|-------------|----------------------------------|--|
|  | 4 094 054 | KH 58,75 MT -19,45 MØ 39,3 GL 96,75 | KKK RTK | 32 78 | 1 T15 3 1 M 2 1 DSF 3 | CR G6 CR | 94,40 94,80 | 94 526 600 [1] 94 526 630 [1], [2] |
|  | | | | | | | | |
|  | T Cyl. | A=97,5 | C=100,9 | L=167 | H=5 | | 89 502 190 semi | 94 526 960 [1], [2] |
|  | 4 094 056 | KH 58,75 MT -19,45 MØ 39,3 GL 87,6 | RTK KKK TPL | 32 72 | 1 T15 2,5 1 M 2 1 DSF 2,5 | MO G6 CR | 94,40 94,80 | 94 701 600 [3], [4] 94 701 630 [3], [4] |
|  | | | | | | | | |

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
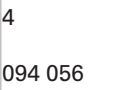


| |  |  | Type |  |  |  |  | |
|---|---|---|--|---|---|--|---|--------------------------|
|  | T Cyl. | A=97,5 | C=100,9 | L=167 | H=5 | | 89 502 190 semi | 94 701 960 [3] |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цил. | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | | | | |
| | Stärke thickness épaisseur espesor ширина | | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | |
| | 1,20 1,30 1,40 1,50 | | +0,40 +0,51 +0,61 +0,71 | +0,50 +0,60 +0,70 +0,80 | | | | |
| [2] | 8140.23.2585: → 12.1997 | | | | | | | |
| [3] | 01.1998 → | | | | | | | |
| [4] | Kolben für Trapezpleuel piston for wedge type con-rod piston à support trapézoïdal pistón para biela trapecial Поршень для трапецидального шатуна | | | | | | | |

8 **94,4****8140.43S.2585**01.1999 → 06.2004 D (LA) 4 2798 cm³ 2V

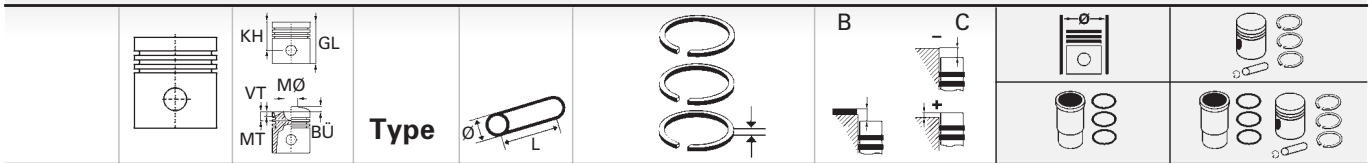
92 kW

(125 PS) 18,5:1 100,00 mm

Euro 3

| |  |  | RTK KKK TPL | 32 72 | 1 T15 2,5 1 M 2 1 DSF 2,5 | MO G6 CR | | |
|-----|---|---|--|--|---------------------------------|-------------|---------------------------|--------------------------|
| | 4 094 056 | KH 58,75 MT -21,4 MØ 39,3 GL 87,6 | | | | | 94,40 | 94 726 600 [1] |
| |  | T Cyl. | A=97,5 | C=100,9 | L=167 | H=5 | 94,80 | 94 726 630 [1] |
| |  | T Cyl. | A=97,5 | C=100,9 | L=167 | H=5 | 89 502 190 semi | 94 726 960 |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цил. | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | | | | |
| | Stärke thickness épaisseur espesor ширина | | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | |
| | 1,20 1,30 1,40 1,50 | | +0,40 +0,51 +0,61 +0,71 | +0,50 +0,60 +0,70 +0,80 | | | | |

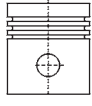
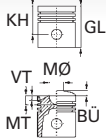

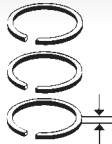
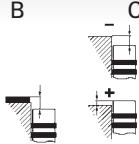
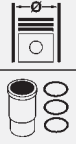
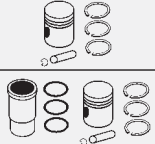
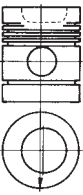
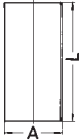

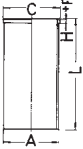

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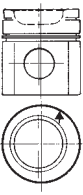
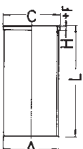

| 9 | | 98,48 | | 4.236 | | 01.1973 → | | D | | 4 | | 3864 cm ³ 2V | | 48-60 kW | | (59-80 PS) 16:1 | | 126,80 mm | | | | |
|---|---|---|------------------|----------------|---|-----------|--|---|--|---|--|-------------------------|--|----------|--|-----------------|--|-----------|--|--|--|--|
| 098 M01 T Cyl. T Cyl. T Cyl. T Cyl. | 4 | KH 70,35 MT -20,2 MØ 61 GL 120,7 | URK | 34,925 84 | 1 R 2,385 CR G6 1 R 2,385 1 NM 2,385 1 DSF 6,335 CR 1 D 6,335 | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
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| | | | | | | | | | | | | | | | | | | | | | | |
| 098 049 T Cyl. T Cyl. T Cyl. T Cyl. | 4 | KH 70,25 MT -20,35 MØ 61 GL 121,05 | GEC RK RTK | 34,925 84,1 | 1 R 2,385 CR G3 1 M 2,385 CR 1 DSF 4,747 | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
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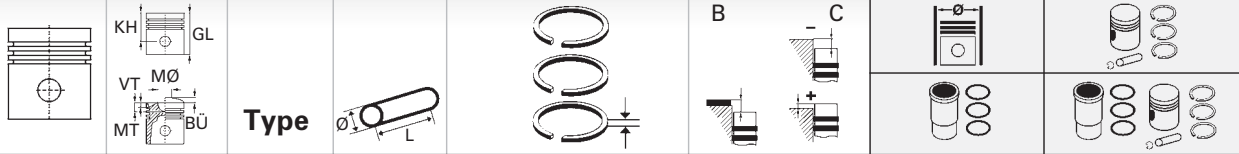





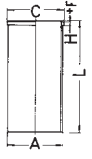

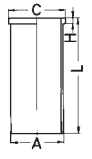
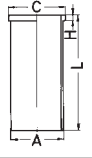




| |  |  | Type |  |  |  |  |  |
|---|--|---|------------|---|---|--|---|---|
|  | 4 098 026 | KH 70,1 MT -20,5 MØ 61 GL 120,9 | GEC URK | 34,925 84,2 | 1 SM 2,39 CR G3 2 M 2,39 1 DSF 6,34 CR 1 S 6,34 | +0,35 +0,58 | 98,48 | 91 118 600 [2] |
|  | T Cyl. | A=103,2 | | L=228,8 | | | 88 354 190 semi (88 353) | 91 118 961 |
|  | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | 88 355 190 semi | 91 118 962 |
|  | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | 88 356 110 | 91 118 963 |
|  | T Cyl. | A=104,28 | C=107,442 | L=226,44 | H=3,861 | | 89 514 190 semi | 91 118 964 |
| [1] | 01.1965 → | | | | | | | |
| [2] | satzweise gegen 93 592 600 austauschbar exchangeable in sets against 93 592 600 échangeable sous forme de jeux contre 93 592 600 se puede cambiar el juego entero contra el 93 592 600 взаимозаменяемо комплектом с 93 592 600 | | | | | | | |

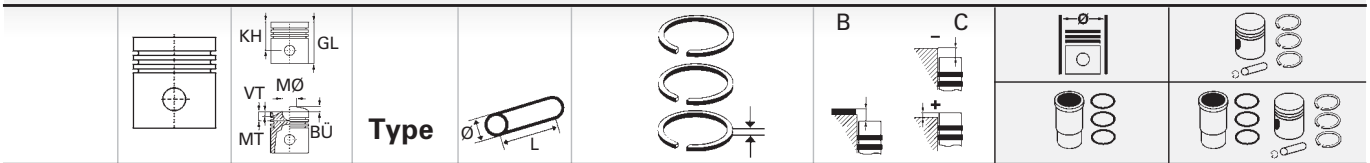
10 **98,48**

| T 4.38 | 01.1986 → 09.1990 | D (A) | 4 | 3864 cm ³ | 2V | 58-72 kW | (79-98 PS) | 15,25:1 | 126,80 mm |
|---|-------------------|---|------------------|----------------------|---|----------------|--------------------|------------|-----------|
|  | 4 098 065 | KH 70,25 MT -20,09 MØ 60,9 GL 108,25 | RK RTK TPL | 38,1 82,8 | 1 T6 3,16 MO G6 1 M 2,385 CR 1 DSF 4,747 CR | +0,28 +0,48 | 98,48 | 93 801 600 | |
|  | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | 88 355 190 semi | 93 801 962 | |
|  | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | 88 356 110 | 93 801 963 | |

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| 11 | |  100 | | | | | | | | | | | |
|---|---------------------|--|----------------------|------------|---------------------------------|-------------------|--------------|----------------|-------------------|-------------------|---------------------------|--------------------------|--|
| T 4.40 Euro 1 | | 09.1990 → 11.1992 D (LA) | | 4 | 3990 cm ³ | 2V | 82-88 kW | (112-120 PS) | 16:1 | 127,30 mm | | | |
|  | 4 | KH 70,3 MT -21,75 MØ 52,8 GL 108,23 | RTK TPL | 39,7 78 | 1 T6 3,5 1 NM 2,5 1 DSF 4 | MO G6 G3 CR | | | | | 100,00 | 93 267 600 | |
|  | 100 211 | | | | | | | | | | | | |
|  | T Cyl. | A=104,28 | C=107,442 | L=227,4 | H+F=3,86+0,85 | | | | | | 89 527 190 semi | 93 267 961 [1] | |
|  | T Cyl. | A=104,534 | C=107,442 | L=227,4 | H+F=3,86+0,85 | | | | | | 89 555 190 semi | 93 267 962 [1] | |
|  | T Cyl. | A=104,28 | C=107,442 | L=226,6 | H=3,861 | | | | | | 89 320 190 semi | 93 267 960 | |
|  | | A=104,28 | C=107,442 | L=226,6 | H=3,861 | | | | | | 89 320 110 | | |
| [1] | 01.1995 → | | | | | | | | | | | | |
| 12 | |  102 | | | | | | | | | | | |
| 797 | 05.1980 → 06.1991 D | 6 | 5489 cm ³ | 2V | 89-100 kW | (121-136 PS) | 17,5:1 | 112,00 mm | | | | | |
| 797-10 | 10.1979 → 06.1984 D | 6 | 5496 cm ³ | 2V | 98 kW | (133 PS) | 17,5:1 | 112,10 mm | | | | | |
| 797.20 | 01.1983 → 06.1991 D | 6 | 5496 cm ³ | 2V | 89-113 kW | (121-154 PS) | 17,5:1 | 112,10 mm | | | | | |
| 797-21 | 06.1985 → 09.1990 D | 6 | 5496 cm ³ | 2V | 76 kW | (103 PS) | 17,5:1 | 112,10 mm | | | | | |
| 797-23 | 05.1983 → 06.1991 D | 6 | 5496 cm ³ | 2V | 96 kW | (130 PS) | 17:1 | 112,10 mm | | | | | |
| 797-26 | 01.1975 → 10.1990 D | 6 | 5496 cm ³ | 2V | 98 kW | (133 PS) | 17,5:1 | 112,10 mm | | | | | |
|  | 6 | KH 77,82 MT -38,2 MØ 38 GL 123,82 | RTK | 36 86 | 1 T15 3 1 M 2,5 1 DSF 5 | CR G6 CR | 0,80 1,10 | +0,15 +0,35 | 102,00 | 92 498 600 | | | |
|  | 102 006 | | | | | | | | | | | | |
|  | N Cyl. | A=114 | C=121 | L=235,3 | H+F=8+0,8 | 2 R 104,2 x 3 | | | 88 670 110 | 92 498 960 | | | |
| | N Cyl. | A=114 | C=122,5 | L=234,3 | H+F=8+0,8 | 2 R 104,2 x 3 | | | 89 173 110 | 92 498 961 | | | |



| | | | | | | | | | | | | |
|---------------|-------------------|------------|-----|---|----------------------|----|------------|--------------|------|-----------|--|--|
| 13 | | 102 | | | | | | | | | | |
| 798 | 06.1980 → 06.1984 | D | (A) | 6 | 5489 cm ³ | 2V | 110-113 kW | (150-154 PS) | 17:1 | 112,10 mm | | |
| 798-10 | 01.1975 → 10.1990 | D | (A) | 6 | 5496 cm ³ | 2V | 82-113 kW | (111-154 PS) | 17:1 | 112,10 mm | | |
| 798-13 | 05.1976 → 06.1984 | D | (A) | 6 | 5496 cm ³ | 2V | 111-113 kW | (151-154 PS) | 17:1 | 112,10 mm | | |
| 798-20 | 01.1975 → 10.1991 | D | (A) | 6 | 5496 cm ³ | 2V | 113 kW | (154 PS) | 17:1 | 112,10 mm | | |

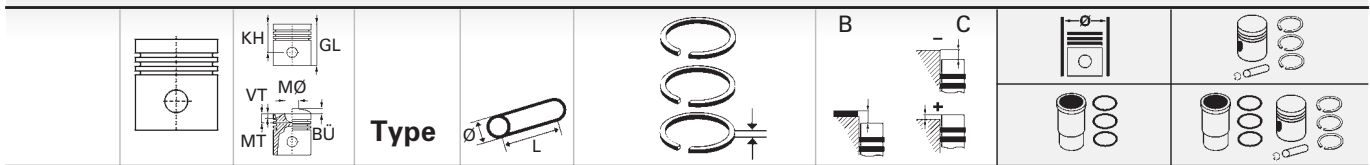
| | | | | | | | | |
|--|--------|-------|---------|---------|-----------|---------------|-------------------|--|
| | N Cyl. | A=114 | C=121 | L=235,3 | H+F=8+0,8 | 2 R 104,2 x 3 | 88 670 110 | |
| | N Cyl. | A=114 | C=122,5 | L=234,3 | H+F=8+0,8 | 2 R 104,2 x 3 | 89 173 110 | |

| | | | | | | | | | | | | |
|---------------|-------------------|------------|--|---|----------------------|----|----------|------------|--------|-----------|--|--|
| 14 | | 102 | | | | | | | | | | |
| 720.12 | 03.1976 → 01.1986 | D | | 4 | 3596 cm ³ | 2V | 72 kW | (98 PS) | 17:1 | 110,00 mm | | |
| 720 | 10.1979 → 06.1991 | D | | 4 | 3596 cm ³ | 2V | 65-67 kW | (88-91 PS) | 17,5:1 | 110,00 mm | | |

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|--|---------|---|------------|----------|-------------------------------|-------------|--------------|----------------|---------------|-------------------|--|--|
| | 4 | KH 75,58 MT -37,95 MØ 37,7 GL 120,58 | RTK LOX | 36 86 | 1 T15 3 1 M 2,5 1 DSF 5 | CR G6 CR | 1,00 1,10 | +0,27 +0,53 | 102,00 | 92 499 700 | | |
| | 102 006 | | | | | | | | | | | |

| | | | | | | | | |
|--|--------|-------|---------|---------|-----------|---------------|-------------------------------|-------------------|
| | N Cyl. | A=114 | C=120,7 | L=220,7 | H+F=8+0,7 | 3 R 104,2 x 3 | 89 441 110 (88 851) | 92 499 970 |
|--|--------|-------|---------|---------|-----------|---------------|-------------------------------|-------------------|

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| 15 | | 102 | | | | | | | | | | | | | |
|---------------------------|-------------------|------------|------|---|----------------------|----|------------|--------------|--------|-----------|--|--|--|--|--|
| MIDR 04.02.26 A/4 | 05.1996 → 12.2001 | D | (LA) | 4 | 4118 cm ³ | 2V | 100 kW | (136 PS) | 17,5:1 | 126,00 mm | | | | | |
| Euro 2 | | | | | | | | | | | | | | | |
| MIDR 04.02.26 B/4 | 05.1996 → 04.2006 | D | (LA) | 4 | 4118 cm ³ | 2V | 110 kW | (150 PS) | 17,5:1 | 126,00 mm | | | | | |
| Euro 2 | | | | | | | | | | | | | | | |
| MIDR 06.02.26 | 09.1987 → | D | (LA) | 6 | 6177 cm ³ | 2V | 159 kW | (216 PS) | 17,5:1 | 126,00 mm | | | | | |
| Euro 0 | | | | | | | | | | | | | | | |
| MIDR 06.02.26 D | 10.1989 → 01.2000 | D | (LA) | 6 | 6177 cm ³ | 2V | 159-166 kW | (216-226 PS) | 17,5:1 | 126,00 mm | | | | | |
| Euro 1 | | | | | | | | | | | | | | | |
| MIDR 06.02.26 DU | 06.1991 → | D | | 6 | 6177 cm ³ | 2V | 110-166 kW | (150-226 PS) | | 126,00 mm | | | | | |
| MIDR 06.02.26 H | 06.1989 → 06.1993 | D | (LA) | 6 | 6177 cm ³ | 2V | 144 kW | (196 PS) | 18:1 | 126,00 mm | | | | | |
| MIDR 06.02.26 Q | 06.1989 → 06.1993 | D | | 6 | 6177 cm ³ | 2V | 137 kW | (186 PS) | | 126,00 mm | | | | | |
| MIDR 06.02.26 S | 05.1992 → 01.2000 | D | (LA) | 6 | 6177 cm ³ | 2V | 166 kW | (226 PS) | 17,5:1 | 126,00 mm | | | | | |
| Euro 1 | | | | | | | | | | | | | | | |
| MIDR 06.02.26 U | 11.1992 → 01.2000 | D | | 6 | 6177 cm ³ | 2V | 110 kW | (150 PS) | 17,5:1 | 126,00 mm | | | | | |
| Euro 1 | | | | | | | | | | | | | | | |
| MIDR 06.02.26 U/4 | 11.1992 → 12.2000 | D | | 6 | 6177 cm ³ | 2V | 110 kW | (150 PS) | | 126,00 mm | | | | | |
| Euro 2 | | | | | | | | | | | | | | | |
| MIDR 06.02.26 V | 11.1992 → 01.2000 | D | (LA) | 6 | 6177 cm ³ | 2V | 129 kW | (175 PS) | 18:1 | 126,00 mm | | | | | |
| Euro 2 | | | | | | | | | | | | | | | |
| MIDR 06.02.26 V/4 | 11.1992 → 06.2001 | D | (LA) | 6 | 6177 cm ³ | 2V | 132 kW | (180 PS) | 18:1 | 126,00 mm | | | | | |
| Euro 2 | | | | | | | | | | | | | | | |
| MIDR 06.02.26 V/41 | 05.1996 → | D | (LA) | 6 | 6177 cm ³ | 2V | 132 kW | (180 PS) | 18:1 | 126,00 mm | | | | | |
| Euro 2 | | | | | | | | | | | | | | | |
| MIDR 06.02.26 W | 05.1992 → 12.2000 | D | (LA) | 6 | 6177 cm ³ | 2V | 151 kW | (205 PS) | 17,5:1 | 126,00 mm | | | | | |
| Euro 1 | | | | | | | | | | | | | | | |
| MIDR 06.02.26 W/4 | 05.1992 → 12.2001 | D | (LA) | 6 | 6177 cm ³ | 2V | 154 kW | (209 PS) | 17,5:1 | 126,00 mm | | | | | |
| Euro 2 | | | | | | | | | | | | | | | |
| MIDR 06.02.26 X | 01.1990 → 10.1998 | D | (LA) | 6 | 6177 cm ³ | 2V | 166 kW | (226 PS) | 18:1 | 126,00 mm | | | | | |
| Euro 1 | | | | | | | | | | | | | | | |
| MIDR 06.02.26 Y | 05.1989 → | D | | 6 | 6177 cm ³ | 2V | 184 kW | (250 PS) | | 126,00 mm | | | | | |
| MIDR 06.02.26 Y41 | 04.1996 → 09.2001 | D | (LA) | 6 | 6177 cm ³ | 2V | 184 kW | (250 PS) | 18:1 | 126,00 mm | | | | | |
| Euro 2 | | | | | | | | | | | | | | | |

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|--|---------|---|---------|--------------|---------------------------------|----------------------|--|--|-------------------|-------------------|
| | 4/6 | KH 71,23 MT -20,83 MØ 60 GL 108,18 | RTK | 41,978 84 | 1 T15 3,5 1 M 2,5 1 DSF 4 | MO G6 CR CR G6 | | | 102,00 | 94 724 700 |
| | 102 086 | | | | | | | | | |
| | N Cyl. | A=114 | C=122,5 | L=218 | H+F=8+0,8 | 2 FP 104,2 x 3 | | | 89 464 110 | 94 724 970 |

| 16 | | 108 | | | | | | | | | | | | | |
|-----------------------|-------------------|------------|--|---|----------------------|----|--------|----------|------|-----------|--|--|--|--|--|
| D 0846 HM 42 U | 06.1980 → 12.1994 | D | | 6 | 7030 cm ³ | 2V | 118 kW | (160 PS) | 18:1 | 128,00 mm | | | | | |

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|--|---------|--|-----|----------|-------------------------------|-------------------|--------------|----------------|---------------|-------------------|
| | 6 | KH 89 MT -41,8 MØ 42,5 GL 145,5 | RTK | 42 90 | 1 R 2,5 1 M 2,5 1 DSF 5 | CR G3 CR CR | 0,66 0,96 | +0,16 +0,46 | 108,00 | 92 666 600 |
| | 108 058 | | | | | | | | | |

Fortsetzung nächste Seite / continued on next page / suite page suivante / continuación página próxima / Продолжение на следующей странице

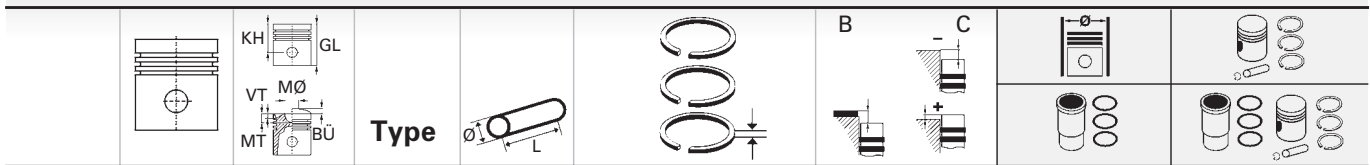


| | | | | | | | |
|--------|----------|-------------|-------|-----|--|-------------------------------|-------------------|
| | | Type | | | | | |
| T Cyl. | A=112,99 | C=118 | L=254 | H=5 | | 88 865 110 (88 661) | 92 666 960 |
| T Cyl. | A=113,49 | C=118 | L=254 | H=5 | | 88 866 110 | 92 666 961 |

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|-------------------------|-----------|--|-------------------|----------------------|-------------------------------|-------------------|----------|-------------------|-------------------|
| 17 | | 108 | | | | | | | |
| DXi 5 160 Euro 4 | 04.2006 → | D (LA) | 4 | 4761 cm ³ | 4V | 118 kW | (160 PS) | 18:1 | 130,00 mm |
| DXi 5 190 Euro 4 | 04.2006 → | D (LA) | 4 | 4761 cm ³ | 4V | 140 kW | (190 PS) | 18:1 | 130,00 mm |
| DXi 5 215 Euro 4 | | D (LA) | 4 | 4761 cm ³ | 4V | 158 kW | (215 PS) | 18:1 | 130,00 mm |
| DXi 5 220 Euro 4 | 04.2006 → | D (LA) | 4 | 4761 cm ³ | 4V | 162 kW | (220 PS) | 18:1 | 130,00 mm |
| DXi 7 240 Euro 4 | 03.2005 → | D (LA) | 6 | 7146 cm ³ | 4V | 177 kW | (240 PS) | 18:1 | 130,00 mm |
| DXi 7 280 Euro 4 | 03.2005 → | D (LA) | 6 | 7146 cm ³ | 4V | 206 kW | (280 PS) | 18:1 | 130,00 mm |
| DXi 7 320 Euro 4 | 03.2005 → | D (LA) | 6 | 7146 cm ³ | 4V | 235 kW | (320 PS) | 18:1 | 130,00 mm |
| | 4/6 | KH 70,9 MT -19,6 MØ 64,5 GL 107,8 | RTK KKK TPL | 45 86 | 1 T15 3 1 M 2 1 DSF 3,5 | CK G6 G6 CR | | 108,00 | 40 305 600 |
| | N Cyl. | A=120 | C=131,7 | L=228 | H=8,06 | 2 XM 112 x 3 | | 89 862 110 | 40 305 960 |

| | | | | | | | | | |
|-------------------|-----|--|-------|----------------|-------------------------------|-------------------|--|---------------|-------------------|
| 18 | | 120 | | | | | | | |
| GASMOTOR | | | G | 1 | | | | | |
| MIDR 06.20 | | | G (A) | 6 | 9839 cm ³ | 2V | | 145,00 mm | |
| | 1/6 | KH 83,8 VT1 -0,80 VT2 -1,10 MT -26,5 MØ 85 GL 134,8 | RTK | 49,975 97,4 | 1 T15 3,5 1 R 3 1 DSF 4 | MO G6 CR CR | | 120,02 | 40 611 600 |

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|--------------|----------------|------------|-------|----------------------|---------------|-------------|----------|-------------------|-----------|
| 19 | | 120 | | | | | | | |
| M 420 | 01.1960 → 1970 | D | 4 | 6333 cm ³ | 2V | 88 kW | (120 PS) | 16,5:1 | 140,00 mm |
| M 520 | 01.1962 → 1976 | D | 5 | 7917 cm ³ | 2V | 110 kW | (150 PS) | 16,5:1 | 140,00 mm |
| M 620 | 01.1960 → 1976 | D | 6 | 9500 cm ³ | 2V | 132 kW | (180 PS) | 16,5:1 | 140,00 mm |
| | N Cyl. | A=133 | C=149 | L=275 | H+F=10,02+0,7 | 1 R 128 x 4 | | 88 034 110 | |



| | | | | | | | | | |
|-----------------------|-------------------|------------|---|----------------------|----|------------|--------------|------|-----------|
| 20 | | 120 | | | | | | | |
| MID 06.20.30 | 09.1974 → | D | 6 | 8820 cm ³ | 2V | 141 kW | (192 PS) | 17:1 | 130,00 mm |
| MID 06.20.30 G | 09.1978 → 06.1991 | D | 6 | 8820 cm ³ | 2V | 141 kW | (192 PS) | 17:1 | 130,00 mm |
| MID 620.30 | 1975 → 1987 | D | 6 | 8820 cm ³ | 2V | 135-158 kW | (184-215 PS) | 17:1 | 130,00 mm |
| MIP 06.20.30 | 09.1974 → | D | 6 | 8820 cm ³ | 2V | 135-158 kW | (184-215 PS) | 17:1 | 130,00 mm |

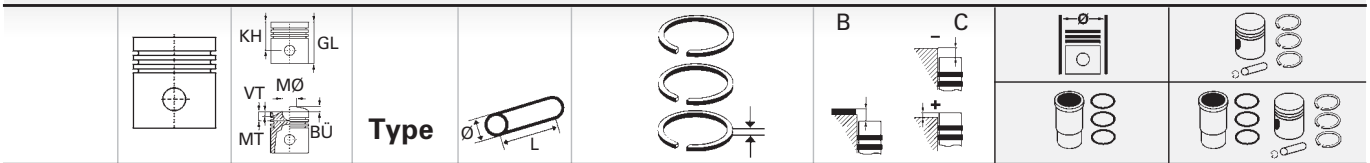
| | | | | | | | | | |
|--|---------|--|------------|---------------|--|--|----------------|-------------------|-------------------------------|
| | 6 | KH 74,45 MT -24,7 MØ 68 GL 130,95 | RTK TPL | 41,972 100 | 1 T15 3,25 CR G6 1 R 3 CR 1 DSF 4 CR | 0,95 | +0,20 +0,45 | 120,00 | 90 747 700 (93 393) |
| | 120 150 | | | | | | | | |
| | N Cyl. | A=135 | C=147 | L=241 | H+F=9,28+0,82 | 2 FP 128 x 2 3 FP 124 x 3 (50 006 658) | | 89 077 110 | 90 747 970 |

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|------------------------|-------------------|------------|---|----------------------|----|------------|--------------|-------------------|
| 21 | | 120 | | | | | | |
| MIDS 06.20.30 | 01.1976 → 09.1987 | D (A) | 6 | 8820 cm ³ | 2V | 158 kW | (215 PS) | 130,00 mm |
| MIDS 06.20.30 B | 06.1980 → 06.1991 | D (A) | 6 | 8820 cm ³ | 2V | 159 kW | (216 PS) | 130,00 mm |
| MIDS 06.20.30 D | 06.1980 → 09.1986 | D (A) | 6 | 8820 cm ³ | 2V | 166 kW | (226 PS) | 130,00 mm |
| MIDS 06.20.30 N | 1977 → | D (A) | 6 | 8820 cm ³ | 2V | 153-169 kW | (215-230 PS) | 15/17:1 130,00 mm |
| MIPS 06.20.30 | 08.1982 → 11.1990 | D | 6 | 8820 cm ³ | 2V | 166 kW | (222 PS) | 130,00 mm |
| MIS 06.20.30 | 1977 → 1987 | D (A) | 6 | 8820 cm ³ | 2V | 158 kW | (215 PS) | 15:1 130,00 mm |

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|--|---------|---|----------|----------------|--|--|----------------|-------------------|-------------------|
| | 6 | KH 94,3 VT1 -1,00 MT -25,21 GL 150,8 | RTK | 49,975 97,4 | 1 T15 3,25 CR G6 2 M 3 CR 1 DSF 4 CR | 1,17 | +0,05 +0,33 | 120,00 | 93 394 700 |
| | 120 148 | | | | | | | | |
| | N Cyl. | A=135 | C=147 | L=261 | H+F=9,28+0,82 | 2 FP 128 x 2 3 FP 124 x 3 (50 006 658) | | 89 078 110 | 93 394 970 |
| | N Cyl. | A=135 | C=147,25 | L=261 | H+F=9,36+0,74 | 2 FP 128 x 2 3 FP 123 x 4 (50 006 665) | | 89 420 110 | 93 394 971 |

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|--|--------|-------|----------|-------|---------------|---|--|-------------------|--|
| | N Cyl. | A=135 | C=147,25 | L=261 | H+F=9,36+0,74 | 2 FP 128 x 2 1 FP 125 x 133,2 x 6,65 2 FP 123 x 4 | | 89 528 110 | |
|--|--------|-------|----------|-------|---------------|---|--|-------------------|--|

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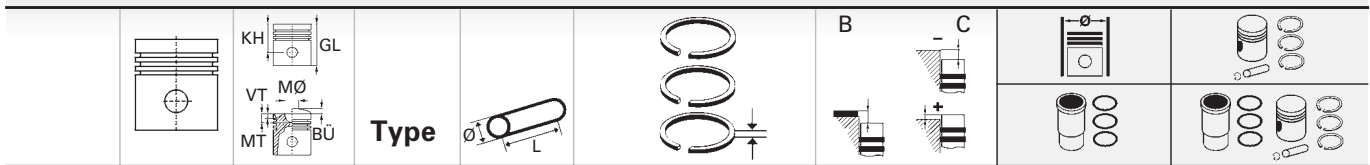


| | | | | | | | | | | | | |
|--------------------------|-------------------|------------|---|----------------------|----|------------|--------------|------|-----------|--|--|--|
| 22 | | 120 | | | | | | | | | | |
| MIDR 06.20.30 A | 10.1980 → 12.1987 | D (LA) | 6 | 9839 cm ³ | 2V | 190 kW | (258 PS) | 17:1 | 145,00 mm | | | |
| MIDR 06.20.45 A/2 | 01.1982 → | D (LA) | 6 | 9839 cm ³ | 2V | 202-206 kW | (275-280 PS) | 17:1 | 145,00 mm | | | |
| MIHR 06.20.45 A41 | 07.1996 → | D (LA) | 6 | 9839 cm ³ | 2V | 185 kW | (252 PS) | 17:1 | 145,00 mm | | | |
| Euro 2 | | | | | | | | | | | | |
| MIPR 06.20.45 | 1995 → | D (LA) | 6 | 9839 cm ³ | 2V | 222-265 kW | (302-360 PS) | 17:1 | 145,00 mm | | | |
| MIPR 06.20.45 A | 07.1989 → 10.1992 | D (LA) | 6 | 9839 cm ³ | 2V | 210 kW | (286 PS) | 17:1 | 145,00 mm | | | |
| MIPR 06.20.45 B3 | 10.1992 → 05.1995 | D (LA) | 6 | 9839 cm ³ | 2V | 186-222 kW | (252-302 PS) | 17:1 | 145,00 mm | | | |
| Euro 1 | | | | | | | | | | | | |
| MIPR 06.20.45 C3 | 10.1992 → 05.1995 | D (LA) | 6 | 9839 cm ³ | 2V | 152 kW | (207 PS) | 17:1 | 145,00 mm | | | |
| Euro 1 | | | | | | | | | | | | |
| MIPR 06.20.45 E | | D (LA) | 6 | 9839 cm ³ | 2V | 222-265 kW | (302-360 PS) | 17:1 | 145,00 mm | | | |

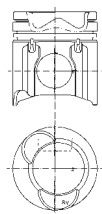
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|-----|--|--|----------|----------------|-------------------------------|--|--|--------------------------|-------------------|--|--|
| | 6 | KH 83,8 VT1 -0,80 VT2 -1,10 MT -23 MØ 73,7 GL 134,8 | RTK | 49,975 97,4 | 1 T15 3,5 1 R 3 1 DSF 4 | MO G6 CR CR | | 120,02 | 91 683 700 | | |
| | N Cyl. | A=135 | C=147,25 | L=261 | H+F=9,36+0,74 | 2 FP 128 x 2 3 FP 123 x 4 (50 006 665) | | 89 420 110 | 91 683 971 | | |
| | N Cyl. | A=135 | C=147,25 | L=261 | H+F=9,36+0,74 | 2 FP 128 x 2 1 FP 125 x 133,2 x 6,65 2 FP 123 x 4 | | 89 528 110 [1] | 91 683 972 | | |
| | N Cyl. | A=135 | C=147,5 | L=257 | H+F=9,36+0,74 | 4 FP 129 x 2 1 FP 134 x 5,5 1 FP 134 x 5,5 (50 007 889) | | 89 568 110 | 91 683 973 | | |
| [1] | MIDR 06.20.45 A/2, MIPR 06.20.45: 01.1996 → | | | | | | | | | | |

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|--------------------------|-------------------|------------|---|----------------------|----|------------|--------------|------|-----------|--|--|--|
| 23 | | 120 | | | | | | | | | | |
| MIDR 06.20.30 | 1981 → 1986 | D (LA) | 6 | 8820 cm ³ | 2V | 194 kW | (264 PS) | 15:1 | 130,00 mm | | | |
| MIDR 06.20.45 C/4 | 02.1996 → 12.2002 | D (LA) | 6 | 9839 cm ³ | 2V | 188 kW | (256 PS) | 17:1 | 145,00 mm | | | |
| Euro 2 | | | | | | | | | | | | |
| MIDS 06.20.30 N1 | 11.1983 → 02.1990 | D (LA) | 6 | 8820 cm ³ | 2V | 135 kW | (184 PS) | 17:1 | 130,00 mm | | | |
| MIDS 06.20.30 P | 03.1984 → 06.1993 | D (LA) | 6 | 8820 cm ³ | 2V | 169-177 kW | (230-240 PS) | 17:1 | 130,00 mm | | | |

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|--|--------|-------|----------|-------|---------------|---|--|-------------------|--|--|--|
| | N Cyl. | A=135 | C=147 | L=261 | H+F=9,28+0,82 | 2 FP 128 x 2 3 FP 124 x 3 (50 006 658) | | 89 078 110 | | | |
| | N Cyl. | A=135 | C=147,25 | L=261 | H+F=9,36+0,74 | 2 FP 128 x 2 3 FP 123 x 4 (50 006 665) | | 89 420 110 | | | |
| | N Cyl. | A=135 | C=147,25 | L=261 | H+F=9,36+0,74 | 2 FP 128 x 2 1 FP 125 x 133,2 x 6,65 2 FP 123 x 4 | | 89 528 110 | | | |



| | | | | | | | | | | | | |
|---------------------------|-------------------|------------|------|---|----------------------|----|------------|--------------|------|-----------|--|--|
| 24 | | 120 | | | | | | | | | | |
| MIDR 06.20.45 B/3 | 09.1991 → 10.1996 | D | (LA) | 6 | 9839 cm ³ | 2V | 195 kW | (265 PS) | 18:1 | 145,00 mm | | |
| Euro 1 | | | | | | | | | | | | |
| MIDR 06.20.45 DD | 02.1990 → 10.1996 | D | (LA) | 6 | 9839 cm ³ | 2V | 222 kW | (302 PS) | 18:1 | 145,00 mm | | |
| MIDR 06.20.45 D/3 | 12.1990 → 10.1998 | D | (LA) | 6 | 9839 cm ³ | 2V | 222 kW | (302 PS) | 18:1 | 145,00 mm | | |
| Euro 1 | | | | | | | | | | | | |
| MIDR 06.20.45 D/41 | 02.1996 → 12.2002 | D | (LA) | 6 | 9839 cm ³ | 2V | 219 kW | (298 PS) | 18:1 | 145,00 mm | | |
| Euro 2 | | | | | | | | | | | | |
| MIDR 06.20.45 E | 05.1988 → 10.1998 | D | (LA) | 6 | 9839 cm ³ | 2V | 236-249 kW | (321-339 PS) | 18:1 | 145,00 mm | | |
| Euro 1 | | | | | | | | | | | | |
| MIDR 06.20.45 E/2 | 02.1990 → 03.1993 | D | (LA) | 6 | 9839 cm ³ | 2V | 249 kW | (339 PS) | 18:1 | 145,00 mm | | |
| Euro 1 | | | | | | | | | | | | |
| MIDR 06.20.45 E/41 | 02.1996 → 12.2002 | D | (LA) | 6 | 9839 cm ³ | 2V | 249 kW | (338 PS) | 18:1 | 145,00 mm | | |
| Euro 2 | | | | | | | | | | | | |
| MIDR 06.20.45 H | 05.1988 → 03.1993 | D | (LA) | 6 | 9839 cm ³ | 2V | 240 kW | (326 PS) | | 145,00 mm | | |
| MIDR 06.20.45 M41 | 10.1996 → | D | (LA) | 6 | 9839 cm ³ | 2V | 250 kW | (340 PS) | 17:1 | 145,00 mm | | |
| Euro 2 | | | | | | | | | | | | |
| MIDS 06.20.45 B | 10.1982 → 06.1993 | D | (LA) | 6 | 9839 cm ³ | 2V | 192-202 kW | (261-275 PS) | 17:1 | 145,00 mm | | |



6
120 147

KH 83,8
VT1 -0,80
VT2 -1,10
MT -22,7
MØ 73,8
GL 134,8

RTK

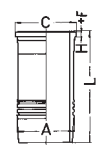
49,975
97,4

1 T15 3,5 MO G6
1 R 3 CR
1 DSF 4 CR

+0,05
+0,32

120,02

99 844 600



N Cyl.

A=135

C=147,3

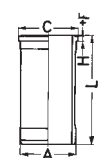
L=261

H+F=9,36+0,74

2 FP 128 x 2
1 FP 125 x 133,2 x 6,65
2 FP 123 x 4

89 567 110

99 844 960



N Cyl.

A=135

C=147,5

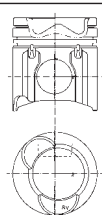
L=257

H+F=9,36+0,74

4 FP 129 x 2
1 FP 134 x 5,5
1 FP 134 x 5,5
(50 007 889)

89 568 110

99 844 961



6
120 147

KH 83,8
VT1 -0,80
VT2 -1,10
MT -23
MØ 70
GL 134,8

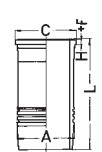
RTK

49,975
97,4

1 T15 3,5 MO G6
1 R 3 CR
1 DSF 4 CR

120,02

99 943 600



N Cyl.

A=135

C=147,3

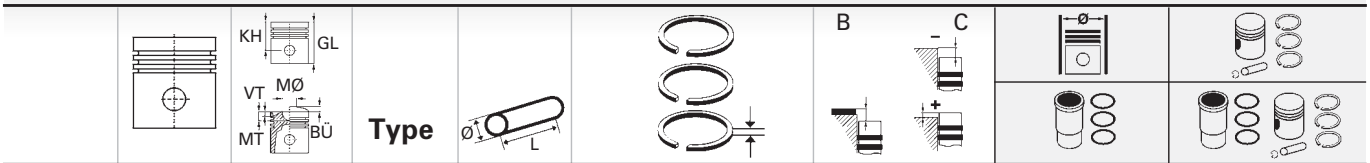
L=261

H+F=9,36+0,74

2 FP 128 x 2
1 FP 125 x 133,2 x 6,65
2 FP 123 x 4

89 567 110

99 943 960



| | | | | | | | | | | | | |
|-------------------------|-------------------|------------|---|----------------------|----|------------|--------------|------|-----------|--|--|--|
| 25 | | 120 | | | | | | | | | | |
| MIDS 06.20.45 A2 | 04.1987 → 12.1996 | D (LA) | 6 | 9839 cm ³ | 2V | 202 kW | (275 PS) | 17:1 | 145,00 mm | | | |
| MIPS 06.20.45 | 06.1984 → 06.1992 | D (LA) | 6 | 9839 cm ³ | 2V | 137 kW | (186 PS) | 17:1 | 145,00 mm | | | |
| MIPS 06.20.45 A | 06.1984 → 06.1992 | D (LA) | 6 | 9839 cm ³ | 2V | 129-144 kW | (175-196 PS) | 17:1 | 145,00 mm | | | |
| MIPS 06.20.45 B | 06.1984 → 05.1994 | D (LA) | 6 | 9839 cm ³ | 2V | 176 kW | (239 PS) | 17:1 | 145,00 mm | | | |
| MIPS 06.20.45 C | 06.1984 → 06.1992 | D (LA) | 6 | 9839 cm ³ | 2V | 129-144 kW | (175-196 PS) | 17:1 | 145,00 mm | | | |

| | | | | | | | | | | | |
|--|--------|---|----------|----------------|-------------------------------|---|--|--|--|-------------------|-------------------|
| | 6 | KH 83,8 VT1 -0,80 VT2 -1,10 MT -23,34 MØ 73,7 GL 134,8 | RTK | 49,975 97,4 | 1 T15 3,5 1 R 3 1 DSF 4 | MO G6 CR CR | | | | 120,02 | 91 681 700 |
| | N Cyl. | A=135 | C=147,25 | L=261 | H+F=9,36+0,74 | 2 FP 128 x 2 3 FP 123 x 4 (50 006 665) | | | | 89 420 110 | 91 681 971 |
| | N Cyl. | A=135 | C=147,25 | L=261 | H+F=9,36+0,74 | 2 FP 128 x 2 1 FP 125 x 133,2 x 6,65 2 FP 123 x 4 | | | | 89 528 110 | 91 681 972 |

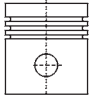
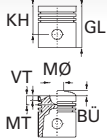

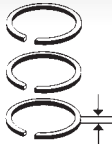
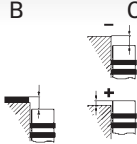
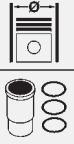

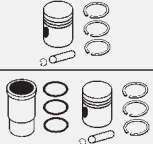
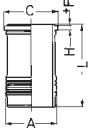
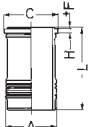
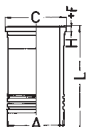
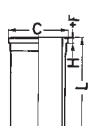
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|----------------------|-------------------|------------|---|----------------------|----|------------|--------------|------|-----------|--|--|--|
| 26 | | 120 | | | | | | | | | | |
| MIDR 06.20.45 | 11.1985 → | D (LA) | 6 | 9839 cm ³ | 2V | 188-249 kW | (298-338 PS) | | 145,00 mm | | | |
| MIDS 06.20.45 | 06.1984 → 06.1993 | D (LA) | 6 | 9839 cm ³ | 2V | 152-169 kW | (207-230 PS) | 17:1 | 145,00 mm | | | |

| | | | | | | | | | | | |
|-----|---------------------------------|---|----------|----------------|-------------------------------|---|----------------|--|--|--------------------------|-------------------|
| | 6 | KH 83,8 VT1 -0,80 VT2 -1,10 MT -24,08 MØ 73,7 GL 134,8 | RTK | 49,975 97,4 | 1 T15 3,5 1 R 3 1 DSF 4 | MO G6 CR CR | +0,05 +0,33 | | | 120,02 | 93 932 700 |
| | N Cyl. | A=135 | C=147 | L=261 | H+F=9,28+0,82 | 2 FP 128 x 2 3 FP 124 x 3 (50 006 658) | | | | 89 078 110 [1] | 93 932 970 |
| | N Cyl. | A=135 | C=147,25 | L=261 | H+F=9,36+0,74 | 2 FP 128 x 2 3 FP 123 x 4 (50 006 665) | | | | 89 420 110 [2] | 93 932 971 |
| | N Cyl. | A=135 | C=147,25 | L=261 | H+F=9,36+0,74 | 2 FP 128 x 2 1 FP 125 x 133,2 x 6,65 2 FP 123 x 4 | | | | 89 528 110 [2] | |
| [1] | MIDR 06.20.45: → 05.1988 | | | | | | | | | | |
| [2] | MIDR 06.20.45: 06.1988 → | | | | | | | | | | |

| | | | | | | | | | | | | |
|-------------------------|--|------------|---|----------------------|----|--------|----------|--|-----------|--|--|--|
| 27 | | 120 | | | | | | | | | | |
| MIDR 06.20.45 BC | | D (LA) | 6 | 9839 cm ³ | 2V | 195 kW | (265 PS) | | 145,00 mm | | | |



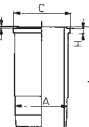
| | | | | | | | | | | | |
|--|--------|-------|-------|-------|---------------|--|--|--|--|-------------------|--|
| | N Cyl. | A=135 | C=147 | L=261 | H+F=9,28+0,82 | 2 FP 128 x 2 3 FP 124 x 3 (50 006 658) | | | | 89 078 110 | |
|--|--------|-------|-------|-------|---------------|--|--|--|--|-------------------|--|

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| |  |  | Type |  |  |  |  |  |  |
|---|---|---|----------|---|---|--|---|---|---|
|  | N Cyl. | A=135 | C=147,25 | L=261 | H+F=9,36+0,74 | 2 FP 128 x 2 3 FP 123 x 4 (50 006 665) | | | 89 420 110 |
|  | N Cyl. | A=135 | C=147,25 | L=261 | H+F=9,36+0,74 | 2 FP 128 x 2 1 FP 125 x 133,2 x 6,65 2 FP 123 x 4 | | | 89 528 110 |
|  | N Cyl. | A=135 | C=147,3 | L=261 | H+F=9,36+0,74 | 2 FP 128 x 2 1 FP 125 x 133,2 x 6,65 2 FP 123 x 4 | | | 89 567 110 |
|  | N Cyl. | A=135 | C=147,5 | L=257 | H+F=9,36+0,74 | 4 FP 129 x 2 1 FP 134 x 5,5 1 FP 134 x 5,5 (50 007 889) | | | 89 568 110 |

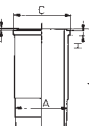
28  **123**

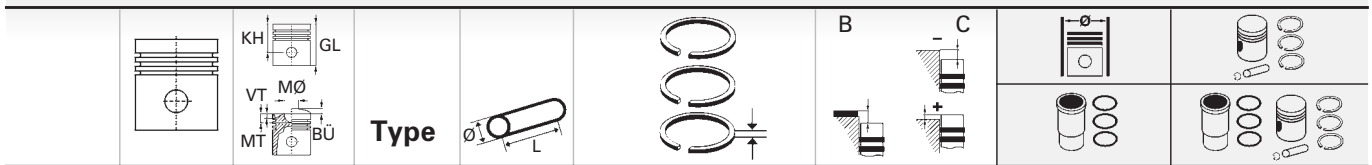
| | | | | | | | | | |
|---------------------------|-------------------|--------|---|-----------------------|----|--------|----------|------|-----------|
| MIDR 06.23.56 A/41 | 02.1996 → | D (LA) | 6 | 11122 cm ³ | 2V | 280 kW | (381 PS) | 17:1 | 156,00 mm |
| Euro 2 | | | | | | | | | |
| MIDR 06.23.56 B/41 | 04.1996 → 12.2002 | D (LA) | 6 | 11122 cm ³ | 2V | 288 kW | (392 PS) | 17:1 | 156,00 mm |
| Euro 2 | | | | | | | | | |

| | | | | | | | | | |
|---|---------|--|-------------------|----------------|-------------------------------|--|----------------|----------------|-------------------------------------|
|  | 6 | KH 78,3 VT1 -0,90 VT2 -1,20 MT -24,1 MØ 75 GL 120,3 | RTK TPL KBB | 49,975 97,4 | 1 T15 3,5 1 M 3 1 DSF 4 | MO G6 CR G6 CR | +0,15 +0,50 | 123,035 | 40 074 600 |
|  | 123 014 | | | | | | | | |
|  | N Cyl. | A=135 | C=147,5 | L=257 | H+F=9,35+0,75 | 4 FP 129 x 2 1 FP 134 x 5,5 1 FP 134 x 5,5 (50 007 889) | | | 89 588 110 40 074 960 |

29  **123**

| | | | | | | | | | |
|-----------------------|-----------|--------|---|-----------------------|----|--------|----------|------|-----------|
| DCi 11 E + J01 | 01.2000 → | D (LA) | 6 | 11122 cm ³ | 4V | 272 kW | (370 PS) | 17:1 | 153,00 mm |
| Euro 3 | | | | | | | | | |

| | | | | | | | | | |
|---|--------|-------|---------|-------|---------------|--|--|--|-------------------|
|  | N Cyl. | A=135 | C=147,5 | L=257 | H+F=9,35+0,75 | 4 FP 129 x 2 1 FP 134 x 5,5 1 FP 134 x 5,5 (50 007 889) | | | 89 588 110 |
|---|--------|-------|---------|-------|---------------|--|--|--|-------------------|



| | | | | | | | | | | | | |
|-----------|--|------------|--------------------------|-----------|--------|---|-----------------------|----|--------|----------|------|-----------|
| 30 | | 131 | DXi 12 440 Euro 3 | 03.2005 → | D (LA) | 6 | 12100 cm ³ | 4V | 324 kW | (440 PS) | 18:1 | 150,00 mm |
| | | | DXi 12 480 Euro 3 | 03.2005 → | D (LA) | 6 | 12100 cm ³ | 4V | 353 kW | (480 PS) | 18:1 | 150,00 mm |

| | | | | | | | | | |
|--|--------|--|------------|-----------|-----------------------------|--|--|-------------------|--------------------------------------|
| | 6 | KH 87,4 MT -17,2 MØ 89 GL 129,4 | PSK TPL | 55 107 | 1 T15 4 1 M 3 1 DSF 4 | MO G6 G3 NT ST | | 131,01 | 40 338 600 <small>NEW</small> |
| | N Cyl. | A=144 | C=159,6 | L=273 | H+F=11,2+0,9 | 1 FP 145 x 2,4 2 EP 143 x 5,7 1 FP 143 x 5,7 (50 006 667) | | 89 593 110 | 40 338 960 <small>NEW</small> |

| | | | | | | | | | | | | |
|-----------|--|------------|---------------------|-------------------|--------|---|-----------------------|----|------------|--------------|------|-----------|
| 31 | | 135 | M 635.40 | 1964 → | D | 6 | 12024 cm ³ | 2V | 177-224 kW | (240-306 PS) | | 140,00 mm |
| | | | MD 063.540 | 01.1973 → 06.1979 | D | 6 | 12024 cm ³ | 2V | | | | 140,00 mm |
| | | | MDR 06.35.40 | 01.1977 → 09.1979 | D (LA) | 6 | 12024 cm ³ | 2V | 178 kW | (250 PS) | 15:1 | 140,00 mm |
| | | | MDS 06.35.40 | 01.1973 → | D (LA) | 6 | 12024 cm ³ | 2V | 177-208 kW | (241-283 PS) | | 140,00 mm |
| | | | MS 06.35 T | 01.1974 → 1983 | D (LA) | 6 | 12024 cm ³ | 2V | 119-224 kW | (260-306 PS) | 15:1 | 140,00 mm |

| | | | | | | | | | |
|--|--------|-------|-------|-------|-------|--|--|-------------------|--|
| | T Cyl. | A=143 | C=147 | L=286 | H=7 | | | 88 031 110 | |
| | T Cyl. | A=143 | C=149 | L=286 | H=7,3 | | | 89 085 110 | |

| | | | | | | | | | | | | |
|-----------|--|------------|------------------------|-------------------|--------|---|-----------------------|----|------------|--------------|------|-----------|
| 32 | | 135 | MIDR 06.35.40 | 01.1979 → | D (LA) | 6 | 12024 cm ³ | 2V | 226 kW | (307 PS) | 15:1 | 140,00 mm |
| | | | MIDR 06.35.40 C | 10.1980 → 03.1989 | D (LA) | 6 | 12024 cm ³ | 2V | 224-226 kW | (305-307 PS) | | 140,00 mm |

| | | | | | | | | | |
|--|--------|--|-------|---------------|-------------------------------|-------------------|----------------|-------------------|-------------------|
| | 6 | KH 90,3 VT1 -0,80 MT -29,12 MØ 78 GL 170,2 | RTK | 54,977 108 | 1 T15 3,5 1 M 3 1 DSF 4 | CR G6 CR CR | +0,13 +0,36 | 135,03 | 93 504 700 |
| | T Cyl. | A=143 | C=147 | L=286 | H=7 | | | 88 031 110 | 93 504 970 |
| | T Cyl. | A=143 | C=149 | L=286 | H=7,3 | | | 89 085 110 | 93 504 971 |

| | | | | | | | | | | | | |
|-----------|--|------------|------------------------|-------------------|-------|---|-----------------------|----|--------|----------|------|-----------|
| 33 | | 135 | MIDS 06.35.40 | 04.1985 → 10.1992 | D (A) | 6 | 12024 cm ³ | 2V | 206 kW | (280 PS) | 15:1 | 140,00 mm |
| | | | MIDS 06.35.40 B | | D (A) | 6 | 12024 cm ³ | 2V | 225 kW | (306 PS) | | 140,00 mm |

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|--|---|--|-----|---------------|-------------------------------|-------------------|----------------|---------------|-------------------|
| | 6 | KH 90,3 VT1 -0,80 MT -29,12 MØ 78 GL 170,2 | RTK | 54,977 108 | 1 T15 3,5 1 M 3 1 DSF 6 | CR G6 CR CR | +0,13 +0,36 | 135,03 | 93 987 700 |
|--|---|--|-----|---------------|-------------------------------|-------------------|----------------|---------------|-------------------|

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| | | | | | | | | |
|--|--------|-------------|-------|-------|-------|--|-------------------|-------------------|
| | | Type | | | | | | |
| | T Cyl. | A=143 | C=147 | L=286 | H=7 | | 88 031 110 | 93 987 970 |
| | T Cyl. | A=143 | C=149 | L=286 | H=7,3 | | 89 085 110 | 93 987 971 |

34 **135**

| | | | | | | | | | |
|-------------------------|-------------------|--------|---|-----------------------|----|------------|--------------|------|-----------|
| MIDR 06.35.40 G | 03.1986 → 01.1993 | D (LA) | 6 | 12024 cm ³ | 2V | 243-259 kW | (330-352 PS) | 15:1 | 140,00 mm |
| MIDR 06.35.40 H | 01.1986 → 10.1996 | D (LA) | 6 | 12024 cm ³ | 2V | 259-276 kW | (352-375 PS) | 16:1 | 140,00 mm |
| MIDR 06.35.40 H2 | 05.1991 → 10.1992 | D (LA) | 6 | 12024 cm ³ | 2V | 275 kW | (374 PS) | 16:1 | 140,00 mm |

| | | | | | | | | | |
|--|---------|--|-------|---------------|-----------------------------|-------------------|----------------|-------------------|-------------------|
| | 6 | KH 90,3 VT1 -0,80 MT -26,03 MØ 78 GL 170,2 | RTK | 54,977 108 | 1 T15 4 1 R 3 1 DSF 4 | MO G6 MO CR | +0,13 +0,36 | 135,03 | 90 947 700 |
| | 135 069 | | | | | | | | |
| | T Cyl. | A=143 | C=147 | L=286 | H=7 | | | 88 031 110 | 90 947 970 |
| | T Cyl. | A=143 | C=149 | L=286 | H=7,3 | | | 89 085 110 | 90 947 971 |

35 **135**

| | | | | | | | | | |
|-------------------------|-------------------|--------|---|-----------------------|----|------------|--------------|--------|-----------|
| MIDR 06.35.40 J1 | 09.1991 → 06.1996 | D (LA) | 6 | 12024 cm ³ | 2V | 305-314 kW | (415-427 PS) | 16,5:1 | 140,00 mm |
| Euro 1 | | | | | | | | | |
| MIDR 06.35.40 L1 | 12.1991 → 10.1996 | D (LA) | 6 | 12024 cm ³ | 2V | 283 kW | (385 PS) | 16,5:1 | 140,00 mm |

| | | | | | | | | | |
|--|---------|--|------------|---------------|-----------------------------|-------------------|--|-------------------|-------------------|
| | 6 | KH 90,4 MT -24 MØ 78 GL 149,4 | RTK KBB | 54,977 108 | 1 T15 4 1 R 3 1 DSF 4 | MO G6 MO CR | | 135,03 | 94 510 700 |
| | 135 072 | | | | | | | | |
| | T Cyl. | A=143,01 | C=149 | L=287,6 | H+F=7,58+1 | | | 89 451 110 | 94 510 970 |

36 **135**

| | | | | | | | | | |
|--------------------------|-------------------|--------|---|-----------------------|----|--------|----------|--------|-----------|
| MIDR 06.35.40 J3 | 10.1992 → 12.1996 | D (LA) | 6 | 12024 cm ³ | 2V | 305 kW | (415 PS) | 18:1 | 140,00 mm |
| Euro 1 | | | | | | | | | |
| MIDR 06.35.40 L3 | | D (LA) | 6 | 12024 cm ³ | 2V | 283 kW | (385 PS) | 16,5:1 | 140,00 mm |
| Euro 1 | | | | | | | | | |
| MIDR 06.35.40 M3 | 10.1992 → 10.1998 | D (LA) | 6 | 12024 cm ³ | 2V | 235 kW | (320 PS) | 18:1 | 140,00 mm |
| Euro 1 | | | | | | | | | |
| MIDR 06.35.40 N/3 | 02.1992 → 10.1998 | D (LA) | 6 | 12024 cm ³ | 2V | 283 kW | (385 PS) | 18:1 | 140,00 mm |
| Euro 1 | | | | | | | | | |

| | | | | | | | | | |
|--|---------|--|------------|---------------|-----------------------------|-------------------|--|---------------|--------------------------|
| | 6 | KH 90,4 MT -21,8 MØ 78 GL 149,4 | RTK KBB | 54,977 108 | 1 T15 4 1 R 3 1 DSF 4 | MO G6 MO CR | | 135,03 | 94 511 700 [1] |
| | 135 072 | | | | | | | | |

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| | | | Type | | | | | |
|-----|-------------------------------------|----------|-------|---------|------------|--|--------------------------|-------------------|
| | T Cyl. | A=143,01 | C=149 | L=287,6 | H+F=7,58+1 | | 89 451 110 [2] | 94 511 970 |
| [1] | MIDR 06.35.40 M3: 07.1996 → | | | | | | | |
| [2] | MIDR 06.35.40 N/3: 07.1996 → | | | | | | | |

37




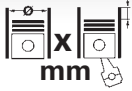

135

MIDR 06.35.40 P41 04.1996 → 01.1997 D (LA) 6 12024 cm³ 2V 309 kW (420 PS) 140,00 mm
Euro 2





| | | | | | | | | |
|--|--------|----------|-------|---------|------------|--|-------------------|--|
| | T Cyl. | A=143,01 | C=149 | L=287,6 | H+F=7,58+1 | | 89 451 110 | |
|--|--------|----------|-------|---------|------------|--|-------------------|--|

R

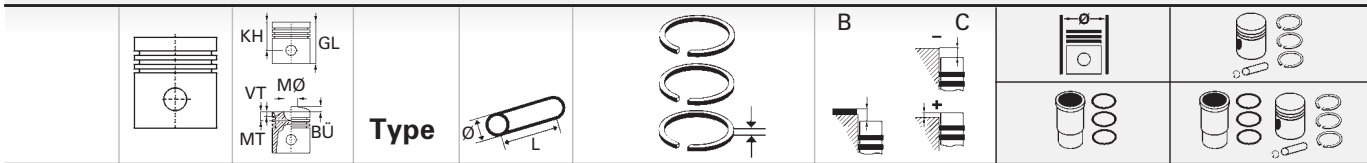


|  | Cyl. | |  mm | cm ³ |  | Comp. Ratio ε | kW | PS | Pos |
|---|--------------|---|--|-----------------|---|------------------|---------|---------|-----|
| | D 2156 HMN 8 | D | 6 | 121 x 150 | 10344 | 2 | 17:1 | 159 | 216 |
| D 2156 MTN 8 | D (A) | 6 | 121 x 150 | 10344 | 2 | 17:1 | 188 | 256 | 3 |
| 798 | D (A) | 6 | 102 x 112,1 | 5489 | 2 | 17:1 | 110-113 | 150-154 | 1 |



|  | |  | Pos |  | |  | Pos |
|---|----------------|---|-----|--|--|---|-----|
| SERIES | | | | | | | |
| Series 10.215 | 01.1973 → 1975 | D 2156 HMN 8 | D | 2 | | | |
| Series 11.154 | 01.1982 → 1988 | 798 | D | 1 | | | |
| Series 19.256 | 01.1982 → | D 2156 MTN 8 | D | 3 | | | |

R



| | | |
|------------|--|--|
| 1 | | 102 |
| 798 | 01.1982 → 1988 | D (A) 6 5489 cm ³ 2V 110-113 kW (150-154 PS) 17:1 112,10 mm |
| | N Cyl. A=114 C=121 L=235,3 H+F=8+0,8 2 R 104,2 x 3 | 88 670 110 |
| | N Cyl. A=114 C=122,5 L=234,3 H+F=8+0,8 2 R 104,2 x 3 | 89 173 110 |

| | | |
|---------------------|---|---|
| 2 | | 121 |
| D 2156 HMN 8 | 01.1973 → 1975 | D 6 10344 cm ³ 2V 159 kW (216 PS) 17:1 150,00 mm |
| | 6 KH 94 LOX 45 1 T15 3,5 CR G6 0,70 +0,05 | 121,00 |
| | 121 006 MT -48,4 RTK 102 1 M 3 0,98 +0,35 | 92 986 600 (90 959) |
| | MØ 47 1 N 3 | |
| | GL 162 1 DSF 5,5 CR | |
| | T Cyl. A=125,99 C=132 L=287 H=8 | 88 853 110 (88 294) |
| | T Cyl. A=126,49 C=132 L=287 H=8 | 88 854 110 |
| | T Cyl. A=126,99 C=132 L=287 H=8 | 88 852 110 |

| | | |
|---------------------|--|---|
| 3 | | 121 |
| D 2156 MTN 8 | 01.1982 → | D (A) 6 10344 cm ³ 2V 188 kW (256 PS) 17:1 150,00 mm |
| | 6 KH 94 LOX 45 1 T15 3,5 CR G6 0,80 +0,05 | 121,00 |
| | 121 006 VT1 -2,40 RTK 102 1 M 3 1,10 +0,35 | 92 989 600 (91 618) |
| | MT -48,35 1 N 3 | |
| | MØ 47,15 1 DSF 5,5 CR | |
| | GL 162 | |
| | T Cyl. A=125,99 C=132 L=287 H=8 | 88 853 110 (88 294) |
| | T Cyl. A=126,49 C=132 L=287 H=8 | 88 854 110 |
| | T Cyl. A=126,99 C=132 L=287 H=8 | 88 852 110 |








ROMAN-DIESEL



MAN

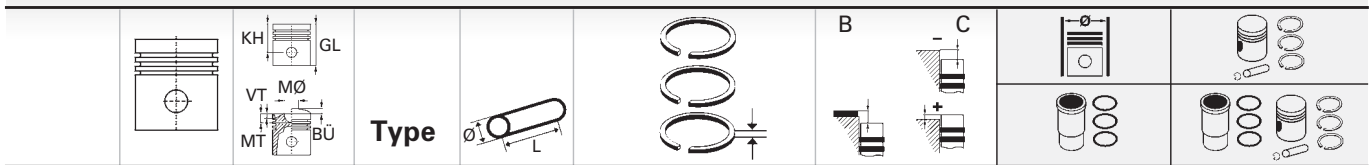


465

| | | | |  |  |  |  |  | Comp. Ratio ε | kW | PS | Pos |
|----------------|--------|---|---------------|---|---|---|--|---|------------------------------|-----------|-----------|------------|
| HR 492 HI | D (LA) | 4 | 92 x 90 | 2392 | 2 | 22:1 | 81 | 110 | 13 | | | |
| HR 492 HT | D (A) | 4 | 92 x 90 | 2393 | 2 | 22:1 | 70-81 | 95-110 | 13 | | | |
| HR 492.4 | D (LA) | 4 | 92 x 90 | 2393 | 2 | 22,1:1 | 89 | 121 | 13 | | | |
| HR 92.4 H-SH | D (LA) | 4 | 92 x 94 | 2499 | 2 | 22:1 | 84-92 | 114-125 | 14 | | | |
| TUD 3 | D | 4 | 75 x 77 | 1361 | 2 | 22:1 | 39 | 53 | 1 | | | |
| TUD 3Y | D | 4 | 75 x 77 | 1361 | 2 | 22:1 | 37 | 50 | 1 | | | |
| TUD 5 | D | 4 | 77 x 82 | 1527 | 2 | 23:1 | 40-42 | 54-57 | 2 | | | |
| VM 425 CLIER | D (LA) | 4 | 92 x 94 | 2499 | 2 | 22,1:1 | 88-92 | 120-125 | 14 | | | |
| VM 425 SLIER | D (LA) | 4 | 92 x 94 | 2499 | 2 | 22,1:1 | 88-92 | 120-125 | 14 | | | |
| VM 425 SLIRA | D (LA) | 4 | 92 x 94 | 2499 | 2 | 22:1 | 87-92 | 118-125 | 14 | | | |
| VM 425 SLIRR | D (LA) | 4 | 92 x 94 | 2499 | 2 | 22,1:1 | 87-89 | 118-121 | 14 | | | |
| VM 81 A | D (LA) | 4 | 92 x 90 | 2393 | 2 | 22,1:1 | 78-84 | 106-114 | 13 | | | |
| XUD 7TE | D (LA) | 4 | 80 x 88 | 1769 | 2 | 22,5:1 | 64-66 | 88-90 | 4 | | | |
| XUD 9 (47 kW) | D | 4 | 83 x 88 | 1905 | 2 | 23,5:1 | 47-52 | 64-71 | 6 | | | |
| 11 L | D (LA) | 4 | 90,475 x 97 | 2496 | 2 | 19,5:1 | 80 | 109 | 9 | | | |
| 12 L | D (LA) | 4 | 90,475 x 97 | 2496 | 2 | 19,5:1 | 83 | 113 | 9 | | | |
| 14 L | D (A) | 4 | 90,475 x 97 | 2496 | 2 | 19,5:1 | 83 | 113 | 10 | | | |
| 16 L | D (LA) | 4 | 90,475 x 97 | 2496 | 2 | 19,5:1 | 83 | 113 | 10 | | | |
| 19 L | D (A) | 4 | 90,475 x 97 | 2496 | 2 | 19,5:1 | 83-90 | 113-122 | 10 | | | |
| 20 K4F | B | 6 | 80 x 66 | 1991 | 4 | 10,5:1 | 110 | 150 | 3 | | | |
| 20 T2N | D (LA) | 4 | 84,45 x 88,9 | 1994 | 2 | 19,5:1 | 77 | 105 | 7 | | | |
| 20 T2R (63 kW) | D (A) | 4 | 84,45 x 88,9 | 1994 | 2 | 19,5:1 | 63 | 86 | 7 | | | |
| 20 T2R (74 kW) | D (LA) | 4 | 84,45 x 88,9 | 1994 | 2 | 19,5:1 | 74 | 101 | 7 | | | |
| 21 L | D (LA) | 4 | 90,475 x 97 | 2496 | 2 | 19,5:1 | 83 | 113 | 9 | | | |
| 23 L | D (LA) | 4 | 90,475 x 97 | 2496 | 2 | 19,5:1 | 83 | 113 | 10 | | | |
| 2.3L 43 kW | D | 4 | 90,487 x 88,9 | 2286 | 2 | 23:1 | 43 | 58 | 12 | | | |
| 2.3L 50 kW | B | 4 | 90,487 x 88,9 | 2286 | 2 | 8:1 | 50 | 68 | 11 | | | |
| 25 6T | D (LA) | 6 | 80 x 82,8 | 2497 | 2 | 22:1 | 100-102 | 136-139 | 5 | | | |
| 5R | D (LA) | 5 | 84,45 x 88,9 | 2496 | 2 | 19,5:1 | 102 | 138 | 8 | | | |



| | | | | Pos | | | | | Pos |
|--------------------------|-------------------|----------------|---|-----|--|--|--|--|-----|
| DEFENDER | | | | | | | | | |
| Defender 90 2.5 TDi | 10.1995 → 12.1998 | 11 L | D | 9 | | | | | |
| Defender 90 2.5 TDi | 10.1995 → 12.1998 | 16 L | D | 10 | | | | | |
| Defender 90 2.5 TDi | 10.1995 → 12.1998 | 19 L | D | 10 | | | | | |
| Defender 90 2.5 TDi | 10.1995 → 12.1998 | 23 L | D | 10 | | | | | |
| Defender 110 2.5 TDi | 10.1995 → 12.1998 | 11 L | D | 9 | | | | | |
| Defender 110 2.5 TDi | 10.1995 → 12.1998 | 16 L | D | 10 | | | | | |
| Defender 110 2.5 TDi | 10.1995 → 12.1998 | 23 L | D | 10 | | | | | |
| Defender 130 2.5 Tdi | 09.1994 → 12.1998 | 16 L | D | 10 | | | | | |
| Defender 130 2.5 Tdi | 09.1994 → 12.1998 | 23 L | D | 10 | | | | | |
| DISCOVERY | | | | | | | | | |
| Discovery 2.5 TDi | 09.1989 → 09.1994 | 11 L | D | 9 | | | | | |
| Discovery 2.5 TDi | 09.1989 → 09.1994 | 12 L | D | 9 | | | | | |
| Discovery 2.5 TDi | 09.1989 → 09.1994 | 21 L | D | 9 | | | | | |
| Discovery 2.5 TDi | 10.1993 → 12.1998 | 19 L | D | 10 | | | | | |
| Discovery 2.5 Td5 | 10.1998 → 10.2004 | 5R | D | 8 | | | | | |
| LAND ROVER | | | | | | | | | |
| Landrover 110 2.3 | 09.1983 → 12.1986 | 2.3L 50 kW | B | 11 | | | | | |
| Landrover 110 2.3 D | 09.1983 → 12.1986 | 2.3L 43 kW | D | 12 | | | | | |
| Landrover 90 2.3 | 09.1983 → 12.1986 | 2.3L 50 kW | B | 11 | | | | | |
| Landrover 90 2.3 D | 09.1983 → 12.1986 | 2.3L 43 kW | D | 12 | | | | | |
| Landrover 90 2.5 TDi | 07.1989 → 07.1990 | 11 L | D | 9 | | | | | |
| Landrover 88 2.3 | 09.1963 → 08.1983 | 2.3L 50 kW | B | 11 | | | | | |
| Landrover 88 2.3 D | 09.1963 → 08.1983 | 2.3L 43 kW | D | 12 | | | | | |
| Landrover 109 2.3 | 09.1963 → 08.1983 | 2.3L 50 kW | B | 11 | | | | | |
| Landrover 109 2.3 D | 09.1963 → 08.1983 | 2.3L 43 kW | D | 12 | | | | | |
| METRO | | | | | | | | | |
| Metro 1.5 D | 12.1994 → 12.1998 | TUD 5 | D | 2 | | | | | |
| RANGE ROVER | | | | | | | | | |
| Range Rover I 2.4 TD | 04.1986 → 12.1990 | VM 81 A | D | 13 | | | | | |
| Range Rover I 2.4 TD | 04.1986 → 1995 | HR 492 HT | D | 13 | | | | | |
| Range Rover I 2.5 TD | 09.1990 → 10.1995 | HR 492.4 | D | 13 | | | | | |
| Range Rover I 2.5 TDi | 10.1992 → 04.1996 | 14 L | D | 10 | | | | | |
| Range Rover II 2.5 TD | 09.1994 → 09.2002 | 25 6T | D | 5 | | | | | |
| Range Rover II 2.5 TDi | 08.1994 → 04.1996 | 14 L | D | 10 | | | | | |
| STREETWISE | | | | | | | | | |
| Streetwise 2.0 TD | 09.2003 → 05.2005 | 20 T2R (74 kW) | D | 7 | | | | | |
| ROVER 25 | | | | | | | | | |
| 25 2.0 iDT | 02.2000 → 05.2005 | 20 T2R (74 kW) | D | 7 | | | | | |
| ROVER 45 | | | | | | | | | |
| 45 2.0 iDT | 02.2000 → 05.2005 | 20 T2R (74 kW) | D | 7 | | | | | |
| 45 2.0i 24V | 02.2000 → 05.2005 | 20 K4F | B | 3 | | | | | |
| ROVER 75 | | | | | | | | | |
| 75 2.0i V6 24V | 02.1999 → 05.2005 | 20 K4F | B | 3 | | | | | |
| ROVER 100 | | | | | | | | | |
| 114 D | 01.1991 → 1996 | TUD 3Y | D | 1 | | | | | |
| 114 D | 01.1993 → 12.1994 | TUD 3 | D | 1 | | | | | |
| ROVER 200 | | | | | | | | | |
| 218 D | 10.1992 → 12.1994 | XUD 9 (47 kW) | D | 6 | | | | | |
| 218 TD | 10.1992 → 02.1996 | XUD 7TE | D | 4 | | | | | |
| 220 SD | 09.1995 → 03.2000 | 20 T2R (63 kW) | D | 7 | | | | | |
| 220 SDi | 09.1995 → 03.2000 | 20 T2N | D | 7 | | | | | |
| ROVER 400 | | | | | | | | | |
| 418 D | 09.1991 → 04.1995 | XUD 9 (47 kW) | D | 6 | | | | | |
| 418 TD | 09.1991 → 03.2000 | XUD 7TE | D | 4 | | | | | |
| 420 SD | 09.1995 → 03.2000 | 20 T2R (63 kW) | D | 7 | | | | | |
| 420 SDi | 10.1995 → 03.2000 | 20 T2N | D | 7 | | | | | |
| ROVER 600 | | | | | | | | | |
| 620 SDi | 03.1995 → 12.1998 | 20 T2N | D | 7 | | | | | |
| ROVER 800 | | | | | | | | | |
| 825 TD | 01.1990 → 02.1999 | VM 425 SLIRA | D | 14 | | | | | |
| 825 TD | 08.1990 → 02.1999 | HR 92.4 H-SH | D | 14 | | | | | |
| 825 TD | 10.1991 → 12.1998 | VM 425 CLIER | D | 14 | | | | | |
| 825 TD | 10.1991 → 12.1998 | VM 425 SLIER | D | 14 | | | | | |
| 825 TD | 10.1991 → 12.1998 | VM 425 SLIRR | D | 14 | | | | | |
| ROVER 2000 - 3500 | | | | | | | | | |
| 2400 SD Turbo | 04.1982 → 10.1986 | HR 492 HT | D | 13 | | | | | |
| 2400 SD Turbo | 1984 → 1987 | HR 492 HI | D | 13 | | | | | |



| | | | | | | | | | | | |
|---------------|--------|-------------------|---|---------|----------------------|----------------|-------|-------------------|------|----------|--|
| 1 | | 75 | | | | | | | | | |
| TUD 3 | | 01.1993 → 12.1994 | D | 4 | 1361 cm ³ | 2V | 39 kW | (53 PS) | 22:1 | 77,00 mm | |
| TUD 3Y | | 01.1991 → 1996 | D | 4 | 1361 cm ³ | 2V | 37 kW | (50 PS) | 22:1 | 77,00 mm | |
| | N Cyl. | A=79,5 | | L=135,4 | H=90,01 | 1 R 77,2 x 1,2 | | 89 419 110 | | | |

| | | | | | | | | | | | |
|--------------|---|----------------------------------|-----|----------|------------------------------|-------------|----------------|--------------|------|-------------------|--|
| 2 | | 77 | | | | | | | | | |
| TUD 5 | | 12.1994 → 12.1998 | D | 4 | 1527 cm ³ | 2V | 40-42 kW | (54-57 PS) | 23:1 | 82,00 mm | |
| | 4 | KH 40,37 MT -1,65 GL 66,32 | | 23 60 | 1 R 2 1 M 1,75 1 DSF 3 | CK G6 CR | +1,04 +1,14 | 77,00 | | 94 642 700 | |
| | | KH 40,1 MT -1,65 GL 66,32 | HKÜ | | | | | 77,40 | | 94 642 710 | |

| | | | | | | | | | | | |
|---------------|---|-------------------------------|---|---------------|----------------------------------|-------------------|--------|--------------|--------|-------------------|--|
| 3 | | 80 | | | | | | | | | |
| 20 K4F | | 02.1999 → 05.2005 | B | 6 | 1991 cm ³ | 4V | 110 kW | (150 PS) | 10,5:1 | 66,00 mm | |
| | 6 | KH 29,1 BÜ +2,3 GL 51,4 | | 18 52 K | 1 R 1,2 1 NM 1,5 1 SLF 2,5 | PC ST G3 CR | | 80,00 | | 99 439 600 | |
| | | | | | | | | | | | |

| | | | | | | | | | | | |
|----------------|--------|-------------------|--------|-------|----------------------|----|----------|-------------------|--------|----------|--|
| 4 | | 80 | | | | | | | | | |
| XUD 7TE | | 09.1991 → 03.2000 | D (LA) | 4 | 1769 cm ³ | 2V | 64-66 kW | (88-90 PS) | 22,5:1 | 88,00 mm | |
| | T Cyl. | A=83 | C=86 | L=154 | H=4,5 | | | 89 316 190 | | | |
| | | | | | | | | semi | | | |

| | | | | | | | | | | | |
|--------------|---|---------------------------------|------------|----------|--------------------------------|-------------------|------------|--------------|------|-------------------|-----|
| 5 | | 80 | | | | | | | | | |
| 25 6T | | 09.1994 → 09.2002 | D (LA) | 6 | 2497 cm ³ | 2V | 100-102 kW | (136-139 PS) | 22:1 | 82,80 mm | |
| | 6 | KH 39,45 MT -2,5 GL 65,95 | RTK KKK | 27 63 | 1 T15 3 1 M 1,75 1 DSF 3 | CR G6 G3 CR | | 80,00 | | 94 347 600 | [1] |
| | | KH 39,2 MT -2,5 GL 65,95 | HKÜ | | | | | 80,25 | | 94 347 610 | [1] |
| | | | | | | | | 80,50 | | 94 347 620 | [1] |

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| | | | | | | |
|-----|---|---|--|--|--|--|
| | | | | | | |
| | Type | | | | | |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | | |
| | Loch hole trou agujero Отверстие | Dicke thickness épaisseur espesor Толщина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | |
| | 1 | 1,55 | +0,64 | +0,78 | | |
| | 2 | 1,68 | +0,79 | +0,91 | | |
| | 3 | 1,87 | +0,92 | +1,08 | | |

6 **83**
XUD 9 (47 kW) 09.1991 → 04.1995 D 4 1905 cm³ 2V 47-52 kW (64-71 PS) 23,5:1 88,00 mm (1)
 (1) For engines with cam driven vacuum pump.

| | | | | | | | | |
|--|---------|-------------------------------|--|----------|---------------------------|-------------------|---------------------------|--------------------------|
| | 4 | KH 46,8 MT -2,2 GL 84,3 | | 25 72 | 1 R 2 1 M 2 1 DSF 3 | CR G6 G3 CR | 83,00 | 93 648 700 [2] |
| | 083 031 | | | | | | 83,50 | 93 648 710 [2] |
| | | | | | | | 83,80 | 93 648 720 [2] |
| | T Cyl. | A=86 | | L=153,5 | | | 89 184 190 semi | 93 648 970 |

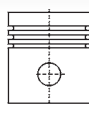
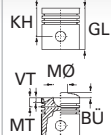

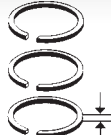
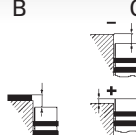
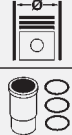
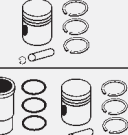
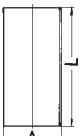
| | | | | | | | | |
|-----|---|---|--|--|--|--|--|--|
| [2] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor ширина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | |
| | 1 | 1,36 | +0,56 | +0,67 | | | | |
| | 2 | 1,40 | +0,68 | +0,71 | | | | |
| | 3 | 1,44 | +0,72 | +0,75 | | | | |
| | 4 | 1,48 | +0,76 | +0,79 | | | | |
| | 5 | 1,52 | +0,80 | +0,83 | | | | |

7 **84,45**
20 T2N 03.1995 → 03.2000 D (LA) 4 1994 cm³ 2V 77 kW (105 PS) 19,5:1 88,90 mm
20 T2R (63 kW) 09.1995 → 03.2000 D (A) 4 1994 cm³ 2V 63 kW (86 PS) 19,5:1 88,90 mm
20 T2R (74 kW) 02.2000 → 05.2005 D (LA) 4 1994 cm³ 2V 74 kW (101 PS) 19,5:1 88,90 mm



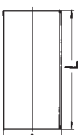
| | | | | | | | | |
|--|---------|---|-----|----------|------------------------------|-------------------|---------------|--------------------------|
| | 4 | KH 47,97 MT -17 MØ 38 GL 76,97 | RTK | 30 70 | 1 T15 3 1 NM 2 1 DSF 3 | MO G6 G3 CR | 84,442 | 94 401 600 [1] |
| | 084 157 | | | | | | | |

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



| |  |  | Type |  |  |  |  |  | |
|---|---|---|---|---|---|--|---|---|-------------------|
|  | T Cyl. | A=88 | | L=158,5 | | | | 89 536 190 semi | 94 401 960 |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | | | Kolbenüberstand: piston protrusion: dépasement du piston: resalto del pistón: выступающая часть поршня: | | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor толщина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | | |
| | 1 | 1,05 | +0,10 | +0,25 | | | | | |
| | 2 | 1,20 | +0,25 | +0,40 | | | | | |
| | 3 | 1,35 | +0,40 | +0,55 | | | | | |

8 **84,45**

| 5R | 10.1998 → 10.2004 | D | (LA) | 5 | 2496 cm ³ | 2V | 102 kW | (138 PS) | 19,5:1 | 88,90 mm |
|---|-------------------|---|-------------------|----------|-----------------------------|-------------------|--------|---------------------------|--------|-------------------|
|  | 5 | KH 47,94 MT -17,4 MØ 39 GL 78,94 | RTK KKK TPL | 30 70 | 1 ET 3 1 NM 2 1 DSF 3 | MO G6 G3 CR | | 84,442 | | 99 418 600 |
|  | | KH 47,69 MT -17,4 MØ 39 GL 78,69 | HKÜ | | | | | 84,942 | | 99 418 610 |
|  | T Cyl. | A=88 | | L=158,5 | | | | 89 536 190 semi | | 99 418 960 |

9 **90,475**

| 11 L | 07.1989 → 12.1998 | D | (LA) | 4 | 2496 cm ³ | 2V | 80 kW | (109 PS) | 19,5:1 | 97,00 mm |
|---|-------------------|--|-----------|--------------|------------------------------|-------------------|-------|---------------|--------|--------------------------|
| | 09.1989 → 09.1994 | D | (LA) | 4 | 2496 cm ³ | 2V | 83 kW | (113 PS) | 19,5:1 | 97,00 mm |
| | 09.1989 → 09.1994 | D | (LA) | 4 | 2496 cm ³ | 2V | 83 kW | (113 PS) | 19,5:1 | 97,00 mm |
|  | 4 | KH 55,4 MT -18,85 MØ 39,6 GL 91,9 | RK RTK | 30,162 77 | 1 T6 2,5 1 M 2 1 DSF 3 | CR G6 G3 CR | | 90,475 | | 90 624 600 [1] |
|  | | | | | | | | 90,983 | | 90 624 610 |
| | | | | | | | | 91,491 | | 90 624 620 |

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| | | | | | | | | |
|-----|---|--|---|--|--|--|--|--|
| | | | Type | | | | | |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | | Kolbenüberstand: piston protrusion: dépasement du piston: resalto del pistón: выступающая часть поршня: | | | | | |
| | Kerben notches repères muescas Надрезы | | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | |
| | 1 2 3 | | + 0,50 mm + 0,61 mm + 0,71 mm | + 0,60 mm + 0,70 mm + 0,80 mm | | | | |

10 **90,475**

| | | | | | | | | | |
|-------------|-------------------|--------|---|----------------------|----|----------|--------------|--------|----------|
| 14 L | 10.1992 → 04.1996 | D (A) | 4 | 2496 cm ³ | 2V | 83 kW | (113 PS) | 19,5:1 | 97,00 mm |
| 16 L | 09.1994 → 12.1998 | D (LA) | 4 | 2496 cm ³ | 2V | 83 kW | (113 PS) | 19,5:1 | 97,00 mm |
| 19 L | 10.1993 → 12.1998 | D (A) | 4 | 2496 cm ³ | 2V | 83-90 kW | (113-122 PS) | 19,5:1 | 97,00 mm |
| 23 L | 09.1994 → 12.1998 | D (LA) | 4 | 2496 cm ³ | 2V | 83 kW | (113 PS) | 19,5:1 | 97,00 mm |

| | | | | | | | | | |
|--|---------|---|-----|--------------|-------------------------------|-------------|--|---------------|--------------------------|
| | 4 | KH 55,4 MT -18,4 MØ 39 GL 91,9 | RTK | 30,162 77 | 1 T6 3 1 NM 2,5 1 DSF 3 | PC G6 CR | | 90,475 | 92 253 600 [1] |
| | 090 241 | | | | | | | | |

| | | | | | | | | | |
|--|---------|---|-----|--------------|------------------------------|-------------------|--|--------------------------------|--|
| | 4 | KH 55,4 MT -18,4 MØ 39 GL 91,9 | RTK | 30,162 77 | 1 T6 2,5 1 M 2 1 DSF 3 | CR G6 G3 CR | | 90,983 91,491 | 94 502 620 94 502 630 (92 253) |
| | 090 241 | | | | | | | | |

R

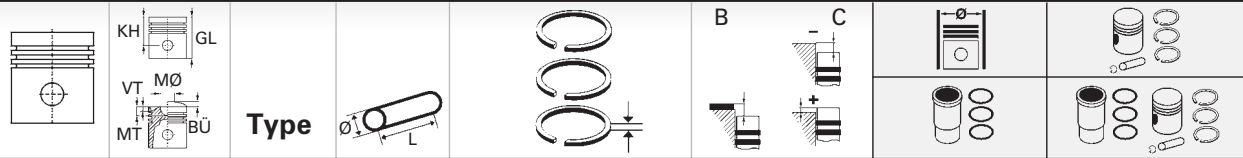
[1] Zylinderkopfdichtung
cylinder head gasket
joint de culasse
junta de culata
Прокладка головки блока цилиндр.

| | | |
|--|---|--|
| Kerben notches repères muescas Надрезы | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем |
| 1 2 3 | + 0,50 mm + 0,61 mm + 0,71 mm | + 0,60 mm + 0,70 mm + 0,80 mm |

11 **90,487**

| | | | | | | | | | |
|-------------------|-------------------|---|---|----------------------|----|-------|---------|-----|----------|
| 2.3L 50 kW | 09.1963 → 12.1986 | B | 4 | 2286 cm ³ | 2V | 50 kW | (68 PS) | 8:1 | 88,90 mm |
|-------------------|-------------------|---|---|----------------------|----|-------|---------|-----|----------|


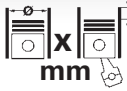

| | | | | | | | | | |
|--|--------|--------|--------|----------|-------|--|--|---------------------------|--|
| | T Cyl. | A=94,5 | C=99,5 | L=191,15 | H=4,5 | | | 89 425 190 semi | |
|--|--------|--------|--------|----------|-------|--|--|---------------------------|--|



| 12 | | 90,487 | | Type | | Ø ₁ L | | B C | | σ | | σ | |
|---------------------|---------|-----------------------------|--------|------------|--------------------------------|---|--|----------|--|-------------------------------|--|-------------------|--|
| 2.3L 43 kW | | 09.1963 → 12.1986 D | | 4 | | 2286 cm ³ 2V | | 43 kW | | (58 PS) 23:1 | | 88,90 mm | |
| | T Cyl. | A=94,5 | C=99,5 | L=191,15 | H=4,5 | | | | | 89 425 190 semi | | | |
| 13 | | 92 | | | | | | | | | | | |
| HR 492 HI | | 1984 → 1987 | | D (LA) | | 4 2392 cm ³ 2V | | 81 kW | | (110 PS) 22:1 | | 90,00 mm | |
| HR 492 HT | | 04.1982 → 1995 | | D (A) | | 4 2393 cm ³ 2V | | 70-81 kW | | (95-110 PS) 22:1 | | 90,00 mm | |
| HR 492.4 | | 09.1990 → 10.1995 | | D (LA) | | 4 2393 cm ³ 2V | | 89 kW | | (121 PS) 22,1:1 | | 90,00 mm | |
| VM 81 A | | 04.1986 → 12.1990 | | D (LA) | | 4 2393 cm ³ 2V | | 78-84 kW | | (106-114 PS) 22,1:1 | | 90,00 mm | |
| | N Cyl. | A=103 | C=110 | L=168 | H+F=8,9+1,2 | 1 SC 95 x 1,75 2 R 95 x 2,6 1 SC 95 x 2,6 | | | | 89 500 110 (89 185) | | | |
| 14 | | 92 | | | | | | | | | | | |
| HR 92.4 H-SH | | 08.1990 → 02.1999 | | D (LA) | | 4 2499 cm ³ 2V | | 84-92 kW | | (114-125 PS) 22:1 | | 94,00 mm | |
| VM 425 CLIER | | 10.1991 → 12.1998 | | D (LA) | | 4 2499 cm ³ 2V | | 88-92 kW | | (120-125 PS) 22,1:1 | | 94,00 mm | |
| VM 425 SLIER | | 10.1991 → 12.1998 | | D (LA) | | 4 2499 cm ³ 2V | | 88-92 kW | | (120-125 PS) 22,1:1 | | 94,00 mm | |
| VM 425 SLIRA | | 01.1990 → 02.1999 | | D (LA) | | 4 2499 cm ³ 2V | | 87-92 kW | | (118-125 PS) 22:1 | | 94,00 mm | |
| VM 425 SLIRR | | 10.1991 → 12.1998 | | D (LA) | | 4 2499 cm ³ 2V | | 87-89 kW | | (118-121 PS) 22,1:1 | | 94,00 mm | |
| | 4 | KH 51,2 MT -3,7 GL 86 | RTK | 30 75,7 | 1 T15 2,5 1 NM 2 1 DSF 4 | CR G6 CR | | | | 92,00 | | 92 286 700 | |
| | 092 149 | | | | | | | | | | | | |
| | N Cyl. | A=103 | C=110 | L=168 | H+F=8,9+1,2 | 1 SC 95 x 1,75 2 R 95 x 2,6 1 SC 95 x 2,6 | | | | 89 500 110 (89 185) | | 92 286 971 | |

R

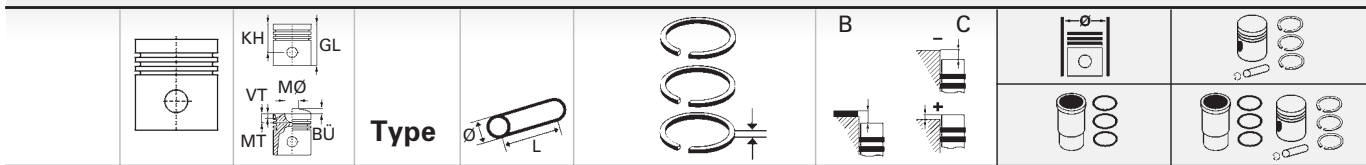


|  | Cyl. | |  mm | cm ³ |  | Comp. Ratio ε | kW | PS | Pos |
|---|---------|---|--|-----------------|---|------------------|--------|---------|-----|
| | B 258 I | B | 6 | 81,6 x 79,6 | 2498 | 4 | 10,8:1 | 125 | 170 |
| Z 18 XE | B | 4 | 80,5 x 88,2 | 1796 | 4 | 10,5:1 | 90-92 | 122-125 | 1 |
| Z 19 DT | D (LA) | 4 | 82 x 90,4 | 1910 | 2 | 18:1 | 88 | 120 | 3 |
| Z 19 DTH | D (LA) | 4 | 82 x 90,4 | 1910 | 4 | 17,5:1 | 110 | 150 | 4 |



| | | | Pos | | | | Pos |
|------------------|-------------------|----------|-----|--|--|--|-----|
| 9-3 (YS3) | | | | | | | |
| 9-3 1.8i 16V | 09.2004 → | Z 18 XE | B | | | | 1 |
| 9-3 1.9 TiD 16V | 09.2004 → | Z 19 DT | D | | | | 3 |
| 9-3 1.9 TiD 16V | 09.2004 → | Z 19 DTH | D | | | | 4 |
| 9-5 | | | | | | | |
| 9-5 1.9 TiD 16V | 01.2006 → | Z 19 DTH | D | | | | 4 |
| 900 II | | | | | | | |
| 900 II 2.5i 24V | 09.1993 → 10.1998 | B 258 I | B | | | | 2 |




S



| <div style="display: flex; align-items: center;"> <div style="background-color: black; color: white; padding: 2px 5px; font-weight: bold; margin-right: 5px;">1</div> <div style="margin-right: 5px;"></div> <div style="margin-right: 5px;">80,5</div> </div> | | | | | | | | | |
|---|-------------------|---|-------------------|----------------------|---|----------|--|---|----------|
| Z 18 XE | 09.2004 → | B | 4 | 1796 cm ³ | 4V | 90-92 kW | (122-125 PS) | 10,5:1 | 88,20 mm |
| | 4 | KH 24,1 GL 44,7 | | 18 55 K | 1 R 1,2 NT ST 1 M 1,2 1 SLF 2 CR | | 80,50 81,00 | 99 741 601 99 741 610 (94 605) | |
| | 080 306 | | | | | | | | |
| <div style="display: flex; align-items: center;"> <div style="background-color: black; color: white; padding: 2px 5px; font-weight: bold; margin-right: 5px;">2</div> <div style="margin-right: 5px;"></div> <div style="margin-right: 5px;">81,6</div> </div> | | | | | | | | | |
| B 258 I | 09.1993 → 10.1998 | B | 6 | 2498 cm ³ | 4V | 125 kW | (170 PS) | 10,8:1 | 79,60 mm |
| | 6 | KH 30,45 BÜ +0,6 GL 51,08 | | 21 56 K | 1 R 1,5 CR ST 1 NM 1,5 1 SLF 3 CR | | 81,60 82,10 82,60 | 94 954 600 94 954 610 94 954 620 | |
| | 082 212 | | | | | | | | |
| <div style="display: flex; align-items: center;"> <div style="background-color: black; color: white; padding: 2px 5px; font-weight: bold; margin-right: 5px;">3</div> <div style="margin-right: 5px;"></div> <div style="margin-right: 5px;">82</div> </div> | | | | | | | | | |
| Z 19 DT | 09.2004 → | D (LA) | 4 | 1910 cm ³ | 2V | 88 kW | (120 PS) | 18:1 | 90,40 mm |
| | 4 | KH 46,5 VT1 -0,50 MT -17,5 MØ 37,5 GL 72,5 | RTK KBB | 25,988 61 | 1 R 2 CK G6 1 NM 2 G3 1 DSF 2 NT ST | | 82,00 82,40 82,60 | 40 218 600 40 218 620 40 218 630 (99 724) | |
| | 082 214 | | | | | | | | |
| <div style="display: flex; align-items: center;"> <div style="background-color: black; color: white; padding: 2px 5px; font-weight: bold; margin-right: 5px;">4</div> <div style="margin-right: 5px;"></div> <div style="margin-right: 5px;">82</div> </div> | | | | | | | | | |
| Z 19 DTH | 09.2004 → | D (LA) | 4 | 1910 cm ³ | 4V | 110 kW | (150 PS) | 17,5:1 | 90,40 mm |
| | 4 | KH 46,5 VT1 -1,00 VT2 -0,90 MT -15,4 MØ 41,5 GL 73,5 | RTK KKK KBB | 26 61 | 1 R 2 CK G6 1 NM 2 G3 1 DSF 2 CR G6 | | 82,00 82,40 82,60 | 40 660 600 40 660 610 40 660 620 | |
| | 082 278 | | | | | | | | |

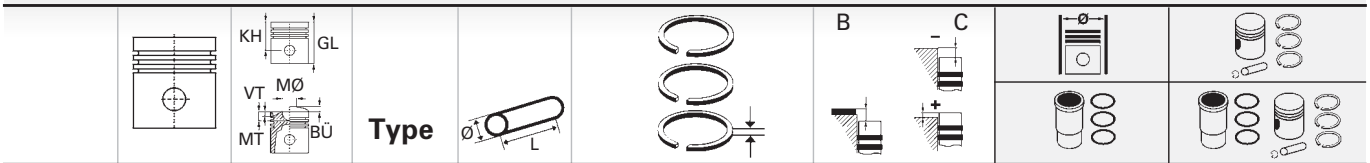
S



| |  | Cyl. |  mm | cm ³ |  | Comp. Ratio ε | kW | PS | Pos |
|-----------------------|---|----------|--|-----------------|---|------------------|---------|---------|-----|
| | | | | | | | | | |
| BF 6 M 1013 FC Euro 3 | | D (LA) 6 | 108 x 130 | 7146 | 2 | 17,6:1 | 147-200 | 200-272 | 2 |
| 105.3 P | | D 3 | 105 x 120 | 3116 | 2 | 17:1 | 43-47 | 58-64 | 1 |
| 105.4 P | | D 4 | 105 x 120 | 4156 | 2 | 17:1 | 55-63 | 75-86 | 1 |
| 105.5 P | | D 5 | 105 x 120 | 5195 | 2 | 17:1 | 69-77 | 94-105 | 1 |
| 105.6 P | | D 6 | 105 x 120 | 6234 | 2 | 17:1 | 85-96 | 115-131 | 1 |



| | | | Pos | | | | Pos |
|-------------------|-------------------|----------------|-----|---|--|--|-----|
| BUFFALO | | | | | | | |
| Buffalo 130 | 01.1978 → 10.1981 | 105.6 P | D | 1 | | | |
| CENTURION | | | | | | | |
| Centurion 75 | 11.1978 → 05.1988 | 105.4 P | D | 1 | | | |
| DIAMOND | | | | | | | |
| Diamond 215 | | BF 6 M 1013 FC | D | 2 | | | |
| DRAGO | | | | | | | |
| Drago 120 | 01.1978 → 05.1986 | 105.6 P | D | 1 | | | |
| JAGUAR | | | | | | | |
| Jaguar 100 | 03.1982 → 03.1984 | 105.5 P | D | 1 | | | |
| LASER | | | | | | | |
| Laser 130 | 04.1983 → | 105.6 P | D | 1 | | | |
| LEOPARD | | | | | | | |
| Leopard 85 | 01.1978 → 12.1985 | 105.4 P | D | 1 | | | |
| MERCURY | | | | | | | |
| Mercury 85 | 01.1981 → 10.1987 | 105.4 P | D | 1 | | | |
| MINOTAURUS | | | | | | | |
| Minotaurus 60 | 05.1980 → 03.1988 | 105.3 P | D | 1 | | | |
| SARTURNO | | | | | | | |
| Sarturno 80 | 02.1979 → 12.1980 | 105.4 P | D | 1 | | | |
| TAURUS | | | | | | | |
| Taurus 60 | 06.1980 → 12.1984 | 105.3 P | D | 1 | | | |
| TRIDENT | | | | | | | |
| Trident 130 | 06.1981 → 10.1983 | 105.6 P | D | 1 | | | |
| VIGNERON | | | | | | | |
| Vigneron 60 | 03.1978 → 02.1988 | 105.3 P | D | 1 | | | |





| | | | | | | | | | | | | |
|----------|----------------|-------------------|---|---|----------------------|----|----------|--------------|------|-----------|--|--|
| 1 | | 105 | | | | | | | | | | |
| | 105.3 P | 03.1978 → 03.1988 | D | 3 | 3116 cm ³ | 2V | 43-47 kW | (58-64 PS) | 17:1 | 120,00 mm | | |
| | 105.4 P | 01.1978 → 05.1988 | D | 4 | 4156 cm ³ | 2V | 55-63 kW | (75-86 PS) | 17:1 | 120,00 mm | | |
| | 105.5 P | 03.1982 → 03.1984 | D | 5 | 5195 cm ³ | 2V | 69-77 kW | (94-105 PS) | 17:1 | 120,00 mm | | |
| | 105.6 P | 01.1978 → | D | 6 | 6234 cm ³ | 2V | 85-96 kW | (115-131 PS) | 17:1 | 120,00 mm | | |

| | | | | | | | | |
|--|--------|---------|---------|---------|-------|--|-------------------|--|
| | R Cyl. | A=113,5 | C=118,5 | L=217,5 | H=152 | 1 SI 116 x 123 x 0,1 1 SI 116 x 123 x 0,2 1 SI 116 x 123 x 0,5 | 89 074 110 | |
|--|--------|---------|---------|---------|-------|--|-------------------|--|





| | | | | | | | | | | | | |
|----------|-----------------------|------------|---|------|---|----------------------|----|------------|--------------|--------|-----------|--|
| 2 | | 108 | | | | | | | | | | |
| | BF 6 M 1013 FC | | D | (LA) | 6 | 7146 cm ³ | 2V | 147-200 kW | (200-272 PS) | 17,6:1 | 130,00 mm | |
| | Euro 3 | | | | | | | | | | | |

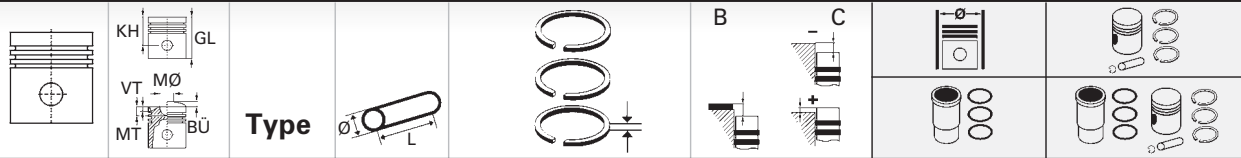
| | | | | | | | | |
|--|--------------|--------------------------------------|------------|----------|-------------------------------|-------------------|-------------------|--------------------------------------|
| | 6 108 080 | KH 71,1 MT -20 MØ 63 GL 108 | RTK TPL | 42 86 | 1 T15 3 1 M 2 1 DSF 3,5 | MO G6 G3 CR | 108,00 | 40 908 600 <small>NEW</small> |
| | N Cyl. | A=120 | C=128,5 | L=229,1 | H+F=9+1,1 | 2 FP 112 x 3 | 89 409 110 | 40 908 960 <small>NEW</small> |



| | | | Cyl. |  X mm | cm ³ |  | Comp. | kW | PS | Pos |
|----------------|-------|---|------|---|-----------------|---|--------|---------|---------|-----|
| | | | | | | | Ratio | | | |
| D 0216 BMXU | D | 6 | 6 | 102 x 112 | 5489 | 2 | 18:1 | 110 | 150 | 1 |
| D 0846 HMN 2 | D | 6 | 6 | 108 x 132 | 7252 | 2 | 18:1 | 118 | 160 | 4 |
| D 2156 HM 6 | D | 6 | 6 | 121 x 150 | 10344 | 2 | 17:1 | 173 | 235 | 5 |
| D 2156 HMN 6 | D | 6 | 6 | 121 x 150 | 10344 | 2 | 17:1 | 169 | 230 | 5 |
| D 2156 MTN 5 | D (A) | 6 | 6 | 121 x 150 | 10344 | 2 | 16,5:1 | 188 | 256 | 6 |
| D 2356 HM 6 DK | D | 6 | 6 | 123 x 150 | 10690 | 2 | 17:1 | 173 | 235 | 7 |
| D 2356 HMN 5 | D | 6 | 6 | 123 x 150 | 10690 | 2 | 17:1 | 173 | 235 | 7 |
| D 2555 M | D | 5 | 5 | 125 x 150 | 9199 | 2 | 17:1 | 124 | 168 | 8 |
| U 5 M 62 | D | 6 | 6 | 102 x 112 | 5489 | 2 | 17,5:1 | | | 1 |
| 720.05 | D | 4 | 4 | 102 x 110 | 3596 | 2 | 17,5:1 | 65 | 88 | 2 |
| 720.08 | D | 4 | 4 | 102 x 110 | 3596 | 2 | 17,5:1 | 66 | 90 | 2 |
| 720.12 | D | 4 | 4 | 102 x 110 | 3596 | 2 | 17:1 | 72 | 98 | 2 |
| 797 | D | 6 | 6 | 102 x 112 | 5489 | 2 | 17,5:1 | 89-100 | 121-136 | 1 |
| 798 | D (A) | 6 | 6 | 102 x 112,1 | 5489 | 2 | 17:1 | 110-113 | 150-154 | 3 |



|  | |  | | Pos |  | |  | | Pos |
|---|-------------------|---|---|----------|--|--|---|--|-----|
| 15-SERIE | | | | | | | | | |
| 15.168 | 10.1973 → 07.1977 | D 2555 M | D | 8 | | | | | |
| E-SERIE | | | | | | | | | |
| E 110 | 01.1966 → 1975 | D 2156 HMN 6 | D | 5 | | | | | |
| E 110 | 1974 → 1975 | D 2156 HM 6 | D | 5 | | | | | |
| SG-SERIE | | | | | | | | | |
| SG 5 | 01.1972 → 1986 | 720.08 | D | 2 | | | | | |
| SG 5 | 01.1972 → 1986 | 720.12 | D | 2 | | | | | |
| SM-SERIE | | | | | | | | | |
| SM 10 | 01.1969 → | D 0846 HMN 2 | D | 4 | | | | | |
| SM 260 | 01.1974 → 1978 | D 2156 MTN 5 | D | 6 | | | | | |
| SM 260 MT | 01.1974 → 1980 | D 2356 HM 6 DK | D | 7 | | | | | |
| SM 260 MT | 01.1974 → 1980 | D 2356 HMN 5 | D | 7 | | | | | |
| SM 7 | 01.1971 → | D 0216 BMXU | D | 1 | | | | | |
| SM 7 | 01.1971 → | U 5 M 62 | D | 1 | | | | | |
| SM 7 | 01.1971 → | 797 | D | 1 | | | | | |
| SM 8-TU | 01.1972 → | 798 | D | 3 | | | | | |



| | | | | | | | | | |
|--------------------|-----------|------------|---|----------------------|----|-----------|--------------|--------|-----------|
| 1 | | 102 | | | | | | | |
| D 0216 BMXU | 01.1971 → | D | 6 | 5489 cm ³ | 2V | 110 kW | (150 PS) | 18:1 | 112,00 mm |
| U 5 M 62 | 01.1971 → | D | 6 | 5489 cm ³ | 2V | | | 17,5:1 | 112,00 mm |
| 797 | 01.1971 → | D | 6 | 5489 cm ³ | 2V | 89-100 kW | (121-136 PS) | 17,5:1 | 112,00 mm |

| | | | | | | | | | | |
|--|---------|--|---------|----------|-------------------------------|---------------|--------------|----------------|-------------------|-------------------|
| | 6 | KH 77,82 MT -38,2 MØ 38 GL 123,82 | RTK | 36 86 | 1 T15 3 1 M 2,5 1 DSF 5 | CR G6 CR | 0,80 1,10 | +0,15 +0,35 | 102,00 | 92 498 600 |
| | 102 006 | | | | | | | | | |
| | N Cyl. | A=114 | C=121 | L=235,3 | H+F=8+0,8 | 2 R 104,2 x 3 | | | 88 670 110 | 92 498 960 |
| | N Cyl. | A=114 | C=122,5 | L=234,3 | H+F=8+0,8 | 2 R 104,2 x 3 | | | 89 173 110 | 92 498 961 |

| | | | | | | | | | |
|---------------|----------------|------------|---|----------------------|----|-------|---------|--------|-----------|
| 2 | | 102 | | | | | | | |
| 720.05 | | D | 4 | 3596 cm ³ | 2V | 65 kW | (88 PS) | 17,5:1 | 110,00 mm |
| 720.08 | 01.1972 → 1986 | D | 4 | 3596 cm ³ | 2V | 66 kW | (90 PS) | 17,5:1 | 110,00 mm |
| 720.12 | 01.1972 → 1986 | D | 4 | 3596 cm ³ | 2V | 72 kW | (98 PS) | 17:1 | 110,00 mm |

| | | | | | | | | | | |
|--|---------|---|------------|----------|-------------------------------|---------------|--------------|----------------|-------------------|-------------------|
| | 4 | KH 75,58 MT -37,95 MØ 37,7 GL 120,58 | RTK LOX | 36 86 | 1 T15 3 1 M 2,5 1 DSF 5 | CR G6 CR | 1,00 1,10 | +0,27 +0,53 | 102,00 | 92 499 700 |
| | 102 006 | | | | | | | | | |
| | N Cyl. | A=114 | C=120,7 | L=220,7 | H+F=8+0,7 | 3 R 104,2 x 3 | | | 89 441 110 | 92 499 970 |
| | | | | | | | | | (88 851) | |

| | | | | | | | | | | |
|------------|-----------|------------|---------|----------------------|-----------|---------------|--------------|------|-------------------|--|
| 3 | | 102 | | | | | | | | |
| 798 | 01.1972 → | D (A) | 6 | 5489 cm ³ | 2V | 110-113 kW | (150-154 PS) | 17:1 | 112,10 mm | |
| | N Cyl. | A=114 | C=121 | L=235,3 | H+F=8+0,8 | 2 R 104,2 x 3 | | | 88 670 110 | |
| | N Cyl. | A=114 | C=122,5 | L=234,3 | H+F=8+0,8 | 2 R 104,2 x 3 | | | 89 173 110 | |

| | | | | | | | | | |
|---------------------|-----------|------------|---|----------------------|----|--------|----------|------|-----------|
| 4 | | 108 | | | | | | | |
| D 0846 HMN 2 | 01.1969 → | D | 6 | 7252 cm ³ | 2V | 118 kW | (160 PS) | 18:1 | 132,00 mm |

| | | | | | | | | | | |
|--|---------|--|-----|----------|-------------------------------|-------------|--------------|----------------|---------------|--------------------------|
| | 6 | KH 89 MT -41,8 MØ 42,5 GL 145,5 | RTK | 42 90 | 1 R 2,5 1 M 2,5 1 DSF 5 | CR G3 CR | 0,66 0,96 | +0,16 +0,46 | 108,00 | 92 666 600 [1] |
| | 108 058 | | | | | | | | | |

Fortsetzung nächste Seite / continued on next page / suite page suivante / continuación página próxima / Продолжение на следующей странице



| | | | | | | | | |
|-----|-----------|-------------|-------|-------|-----|--|-------------------------------|--------------------------|
| | | Type | | | | | | |
| | T Cyl. | A=112,99 | C=118 | L=254 | H=5 | | 88 865 110 (88 661) | 92 666 960 [1] |
| | T Cyl. | A=113,49 | C=118 | L=254 | H=5 | | 88 866 110 | 92 666 961 [1] |
| [1] | → 12.1973 | | | | | | | |

5 **121**

| | | | | | | | | | |
|---------------------|----------------|---|---|-----------------------|----|--------|----------|------|-----------|
| D 2156 HM 6 | 1974 → 1975 | D | 6 | 10344 cm ³ | 2V | 173 kW | (235 PS) | 17:1 | 150,00 mm |
| D 2156 HMN 6 | 01.1966 → 1975 | D | 6 | 10344 cm ³ | 2V | 169 kW | (230 PS) | 17:1 | 150,00 mm |

| | | | | | | | | | | |
|--|--------|--------------------------------------|------------|-----------|--|-------------|--------------|----------------|-------------------------------|-------------------------------|
| | 6 | KH 94 MT -48,4 MØ 47 GL 162 | LOX RTK | 45 102 | 1 T15 3,5 1 M 3 1 N 3 1 DSF 5,5 | CR G6 CR | 0,70 0,98 | +0,05 +0,35 | 121,00 | 92 986 600 (90 959) |
| | T Cyl. | A=125,99 | C=132 | L=287 | H=8 | | | | 88 853 110 (88 294) | 92 986 960 |
| | T Cyl. | A=126,49 | C=132 | L=287 | H=8 | | | | 88 854 110 | 92 986 961 |
| | T Cyl. | A=126,99 | C=132 | L=287 | H=8 | | | | 88 852 110 | 92 986 962 |

6 **121**

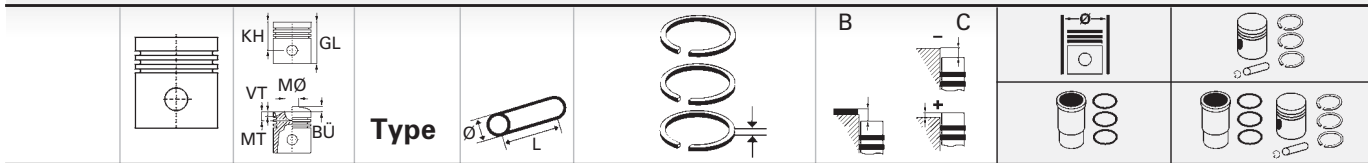
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|---------------------|----------------|-------|---|-----------------------|----|--------|----------|--------|-----------|
| D 2156 MTN 5 | 01.1974 → 1978 | D (A) | 6 | 10344 cm ³ | 2V | 188 kW | (256 PS) | 16,5:1 | 150,00 mm |
|---------------------|----------------|-------|---|-----------------------|----|--------|----------|--------|-----------|

| | | | | | | | | | | |
|--|--------|---|------------|-----------|--|-------------|--------------|----------------|-------------------------------|-------------------------------|
| | 6 | KH 94 VT1 -2,40 MT -48,35 MØ 47,15 GL 162 | LOX RTK | 45 102 | 1 T15 3,5 1 M 3 1 N 3 1 DSF 5,5 | CR G6 CR | 0,80 1,10 | +0,05 +0,35 | 121,00 | 92 989 600 (91 618) |
| | T Cyl. | A=125,99 | C=132 | L=287 | H=8 | | | | 88 853 110 (88 294) | 92 989 960 |
| | T Cyl. | A=126,49 | C=132 | L=287 | H=8 | | | | 88 854 110 | 92 989 961 |
| | T Cyl. | A=126,99 | C=132 | L=287 | H=8 | | | | 88 852 110 | 92 989 962 |

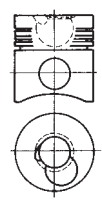
7 **123**

| | | | | | | | | | |
|-----------------------|----------------|---|---|-----------------------|----|--------|----------|------|-----------|
| D 2356 HM 6 DK | 01.1974 → 1980 | D | 6 | 10690 cm ³ | 2V | 173 kW | (235 PS) | 17:1 | 150,00 mm |
| D 2356 HMN 5 | 01.1974 → 1980 | D | 6 | 10690 cm ³ | 2V | 173 kW | (235 PS) | 17:1 | 150,00 mm |

| | | | | | | | | | | |
|--|--------|--|------------|-----------|--|-------------|--|----------------|-------------------------------|-------------------------------|
| | 6 | KH 94 MT -50,5 MØ 48,5 GL 162 | LOX RTK | 45 102 | 1 T15 3,5 1 M 3 1 N 3 1 DSF 5,5 | CR G3 CR | | +0,05 +0,35 | 123,00 | 92 767 600 (91 872) |
| | T Cyl. | A=125,99 | C=132 | L=287 | H=8,03 | | | | 88 871 110 (88 657) | 92 767 960 |



8 **125**
D 2555 M 10.1973 → 07.1977 D 5 9199 cm³ 2V 124 kW (168 PS) 17:1 150,00 mm



5
125 101

KH 92,4
VT1 -0,20
MT -47,1
MØ 49,5
GL 137,4

FBO
LOX
RTK

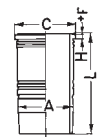
46
97

1 T15 3 CR G3
1 M 3
1 DSF 5 CR

0,85 0,00
1,29 +0,32

125,00

93 076 600
(92 516, 92 893)



N Cyl.

A=140

C=152

L=270

H+F=10,05+1

2 FP 138 x 2,1
2 FP 140 x 4
(50 006 638)

89 056 110

93 076 960

N Cyl.

A=140

C=152



L=270

H+F=10,55+1

2 FP 138 x 2,1
2 FP 140 x 4
(50 006 638)








89 057 110

93 076 961

| | | | Cyl. |  mm | cm ³ |  | Comp. Ratio ε | kW | PS | Pos |
|---------------|--|--|----------|---|-----------------|---|------------------|---------|---------|-----|
| | | | | | | | | | | |
| D 5 | | | D 4 | 115 x 125 | 5191 | 2 | 17:1 | 75-77 | 102-107 | 2 |
| D 8 | | | D 6 | 115 x 125 | 7800 | 2 | 17:1 | 105-120 | 143-163 | 1 |
| D 8 | 05, 06 | | D 6 | 115 x 125 | 7800 | 2 | 15,5:1 | 140-155 | 190-211 | 3 |
| DN 8 | 01 | | D 6 | 115 x 125 | 7800 | 2 | 17:1 | 120 | 163 | 1 |
| DS 8 | 01, 05, 06 | | D (A) 6 | 115 x 125 | 7800 | 2 | 15,5:1 | 140-155 | 190-211 | 3 |
| DS 8 | | | D (A) 6 | 115 x 125 | 7800 | 2 | 17:1 | 155 | 211 | 2 |
| DSI 8 | 01 | | D (LA) 6 | 115 x 125 | 7800 | 2 | 16:1 | 178 | 242 | 3 |
| D 9 A | | | D (LA) 6 | 115 x 144 | 8974 | 2 | 18:1 | 191 | 260 | 10 |
| D 9 M | | | D (LA) 6 | 115 x 144 | 8974 | 2 | 18:1 | 191 | 260 | 10 |
| DC 9 Euro 3 | | | D (LA) 6 | 115 x 144 | 8974 | 2 | | | | 8 |
| DC 9 Euro 3 | 01, 02, 03, 04, 05, 06 | | D (LA) 6 | 115 x 144 | 8974 | 2 | 18:1 | 169-221 | 230-300 | 8 |
| DC 9 Euro 3 | 62 A , 63 A , 65 A , 68 A , 69 A | | D (LA) 5 | 127 x 140 | 8870 | 4 | 18:1 | | | 37 |
| DC 9 Euro 4 | 16, 17, 18 | | D (LA) 5 | 127 x 140 | 8870 | 4 | 17:1 | 169-228 | 230-310 | 41 |
| DC 9 | 19, 21 | | D (LA) 5 | 127 x 140 | 8870 | 4 | 17:1 | 169-228 | 230-310 | 32 |
| DC 9 Euro 3 | 11, 12, 13, 20, 61 A 228, 61 A 243, 64 A 177, 64 A 199 | | D (LA) 5 | 127 x 140 | 8870 | 4 | | 169-243 | 230-330 | 32 |
| DC 9 Euro 2 | 60 A 177, 60 A 199, 60 A 228, 60 A 243 | | D (LA) 5 | 127 x 140 | 8870 | 4 | 18:1 | 177-243 | 240-330 | 32 |
| DN 9 | 01 | | D (A) 6 | 115 x 136 | 8476 | 2 | 16:1 | 123-128 | 167-174 | 4 |
| DS 9 | 05, 06, 08 | | D (A) 6 | 115 x 136 | 8476 | 2 | 17:1 | 155-185 | 211-252 | 6 |
| DS 9 | 01, 02 | | D (A) 6 | 115 x 136 | 8476 | 2 | 16:1 | 162-180 | 220-245 | 5 |
| DS 9 | | | D (A) 6 | 115 x 136 | 8476 | 2 | 16:1 | 185 | 252 | 6 |
| DS 9 93M | | | D (A) 6 | 115 x 136 | 8476 | 2 | 17:1 | 164-201 | 219-273 | 10 |
| DS 9 95M | | | D (A) 6 | 115 x 136 | 8476 | 2 | 17:1 | 200 | 270 | 10 |
| DSC 9 Euro 1 | 10 | | D (LA) 6 | 115 x 136 | 8476 | 2 | 18:1 | 162 | 220 | 7 |
| DSC 9 Euro 2 | 11, 12, 13, 15 | | D (LA) 6 | 115 x 144 | 8974 | 2 | 18:1 | 162-228 | 220-310 | 9 |
| DSC 9 | | | D (A) 6 | 115 x 136 | 8476 | 2 | 16:1 | 167 | 227 | 6 |
| DSC 9 Euro 1 | 07, 08, 09 | | D (LA) 6 | 115 x 136 | 8476 | 2 | | 184-208 | 250-283 | 6 |
| DSC 9 | 47 | | D (LA) 6 | 115 x 144 | 8974 | 2 | 18:1 | 191 | 260 | 10 |
| DSC 9 | 01, 02 | | D (LA) 6 | 115 x 136 | 8476 | 2 | 16:1 | 202 | 275 | 5 |
| DSI 9 44M | | | D (LA) 6 | 115 | 8476 | 2 | | | | 10 |
| DSI 9 46M | | | D (LA) 6 | 115 | 8476 | 2 | | | | 11 |
| DSI 9 47M | | | D (LA) 6 | 115 | 8476 | 2 | | | | 11 |
| DSI 9 50M | | | D (LA) 6 | 115 | 8476 | 2 | | | | 10 |
| DSI 9 60M | | | D (LA) 6 | 115 | 8476 | 2 | | | | 10 |
| D 11 | | | D 6 | 127 x 145 | 11022 | 2 | 15:1 | 149 | 202 | 16 |
| DC 11 Euro 2 | 01, 07 | | D (LA) 6 | 127 x 140 | 10640 | 4 | | 243-250 | 330-340 | 33 |
| DC 11 Euro 3 | 03 | | D (LA) 6 | 127 x 140 | 10640 | 4 | 18:1 | 250 | 340 | 34 |
| DC 11 Euro 3 | 06, 08 | | D (LA) 6 | 127 x 140 | 10640 | 4 | 18:1 | 250 | 340 | 33 |
| DC 11 Euro 2 | 02 | | D (LA) 6 | 127 x 140 | 10640 | 4 | 18:1 | 280 | 380 | 32 |
| DC 11 Euro 3 | 04, 09 | | D (LA) 6 | 127 x 140 | 10640 | 4 | 18:1 | 280 | 380 | 32 |
| DN 11 | 06 B | | D (A) 6 | 127 x 145 | 11022 | 2 | | 143 | 194 | 24 |
| DN 11 | 01 | | D 6 | 127 x 145 | 11022 | 2 | 16:1 | 149 | 203 | 16 |
| DS 11 | 78 | | D (A) 6 | 127 x 145 | 11022 | 2 | 18:1 | 180-235 | 245-320 | 22 |
| DS 11 | 01, 14, 15, 16 | | D (A) 6 | 127 x 145 | 11022 | 2 | 15:1 | 184-224 | 250-305 | 19 |
| DS 11 | | | D (A) 6 | 127 x 145 | 11022 | 2 | 17:1 | 184-233 | 250-317 | 14 |
| DS 11 | 34, 71, 72, 73, 74 | | D (A) 6 | 127 x 145 | 11022 | 2 | 16:1 | 189-232 | 257-315 | 21 |
| DS 11 | 02, 18 | | D (LA) 6 | 127 x 145 | 11022 | 2 | | 224-267 | 305-363 | 19 |
| DS 11 | 08, 21, 22, 23, 30, 35, 36, 39, 75 | | D (A) 6 | 127 x 145 | 11022 | 2 | 17:1 | 228-267 | 310-363 | 14 |
| DSC 11 Euro 1 | 24, 27, 27 C | | D (LA) 6 | 127 x 145 | 11022 | 2 | | 180-191 | 245-260 | 22 |
| DSC 11 | 04 | | D (LA) 6 | 127 x 145 | 11022 | 2 | | 189 | 257 | 26 |
| DSC 11 | 35, 36, 39, 71 | | D (LA) 6 | 127 x 145 | 11022 | 2 | 17:1 | 191-267 | 260-363 | 14 |
| DSC 11 | 02, 12, 13, 16, 16 B, 17, 17 B, 18, 18 B | | D (LA) 6 | 127 x 145 | 11022 | 2 | 16:1 | 230-267 | 313-363 | 21 |
| DSC 11 Euro 1 | 21, 23, 74, 75 | | D (LA) 6 | 127 x 145 | 11022 | 2 | 17:1 | 235-266 | 320-362 | 14 |
| DSC 11 | 01 | | D (LA) 6 | 127 x 145 | 11022 | 2 | 15,5:1 | 245 | 333 | 27 |
| DSC 11 | 01 | | D (LA) 6 | 127 x 145 | 11022 | 2 | 15:1 | 245 | 333 | 19 |
| DSC 11 Euro 2 | | | D (LA) 6 | 127 x 145 | 11022 | 2 | 17:1 | 245-280 | 333-381 | 28 |
| DSC 11 Euro 2 | 79 | | D (LA) 6 | 127 x 145 | 11022 | 2 | 17:1 | 250 | 340 | 14 |
| DSC 11 Euro 1 | 22 | | D (LA) 6 | 127 x 145 | 11022 | 2 | 17:1 | 280 | 381 | 23 |
| DSC 11 | 70, 70 C | | D (LA) 6 | 127 x 145 | 11022 | 2 | 17:1 | 280 | 381 | 23 |
| DSC 11 (USA) | | | D (LA) 6 | 127 x 145 | 11022 | 2 | 17:1 | | | 17 |
| DSI 11 (USA) | | | D (A) 6 | 127 x 145 | 11022 | 2 | | 169 | 230 | 17 |
| DTC 11 Euro 1 | 01, 02 | | D (LA) 6 | 127 x 145 | 11022 | 2 | 17:1 | 295 | 401 | 23 |
| DC 12 Euro 2 | 45 A, 52 A, 53 A, 54 A, 59 A, 60 A | | D (LA) 6 | 127 x 154 | 11716 | 4 | 18:1 | | | 37 |
| DC 12 Euro 2 | 46 A, 57 A | | D (LA) 6 | 127 x 154 | 11716 | 4 | 18:1 | | | 35 |
| DC 12 Euro 4 | 24, 26 | | D (LA) 6 | 127 x 154 | 11716 | 4 | | 250-280 | 340-380 | 42 |
| DC 12 Euro 3 | 55 A 294, 55 A 316, 55 A 331, 56 A 359, 58 A 257, 58 A 272 | | D (LA) 6 | 127 x 154 | 11716 | 4 | 18:1 | 257-359 | 350-488 | 39 |
| DC 12 Euro 2 | 47 A, 48 A, 50 A 272, 50 A 316, 50 A 330 | | D (LA) 6 | 127 x 154 | 11716 | 4 | 18:1 | 272-330 | 370-450 | 38 |
| DC 12 Euro 5 | 18 | | D (LA) 6 | 127 x 154 | 11716 | 4 | 18:1 | 280 | 380 | 42 |

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|---------------|--|---|---|---|-------|---|--------|---|---------|---|--|---|--|---|--|
| | | Cyl. | | mm | | cm ³ | | Comp. Ratio ϵ | | kW | | PS | | Pos | |
| DC 12 Euro 3 | 06, 17 | D (LA) | 6 | 127 x 154 | 11716 | 4 | 18:1 | 280-309 | 380-420 | 43 | | | | | |
| DC 12 Euro 3 | 01, 02, 03, 09 | D (LA) | 6 | 127 x 154 | 11716 | 4 | 18:1 | 294-309 | 400-420 | 30 | | | | | |
| DC 12 Euro 4 | 23 | D (LA) | 6 | 127 x 154 | 11716 | 4 | 18:1 | 309 | 420 | 37 | | | | | |
| DC 12 EEV | 22 | D (LA) | 6 | 127 x 154 | 11716 | 4 | 18:1 | 309 | 420 | 37 | | | | | |
| DC 12 Euro 3 | 14 | D (LA) | 6 | 127 x 154 | 11716 | 4 | 18:1 | 309 | 420 | 35 | | | | | |
| DC 12 Euro 5 | 15 | D (LA) | 6 | 127 x 154 | 11716 | 4 | 18:1 | 309 | 420 | 37 | | | | | |
| DI 12 Euro 2 | 68 M | D (LA) | 6 | 127 x 154 | 11716 | 4 | 18:1 | | | 37 | | | | | |
| DI 12 Euro 2 | 49 A | D (LA) | 6 | 127 x 154 | 11716 | 4 | 18:1 | | | 38 | | | | | |
| DI 12 Euro 2 | 57 M | D (LA) | 6 | 127 x 154 | 11716 | 4 | 18:1 | | | 42 | | | | | |
| DI 12 Euro 2 | 54 A 243, 56 A 272, 56 A 280 | D (LA) | 6 | 127 x 154 | 11716 | 4 | 18:1 | 243-280 | 330-381 | 35 | | | | | |
| DSC 12 Euro 2 | 01, 02, 03, 05 | D (LA) | 6 | 127 x 154 | 11716 | 4 | 18:1 | 265-309 | 360-420 | 30 | | | | | |
| DSC 12 Gas | | G (LA) | 6 | 127 x 154 | 11716 | 4 | 12:1 | | | 12 | | | | | |
| DT 12 Euro 3 | 08 | D (LA) | 6 | 127 x 154 | 11716 | 4 | 18:1 | 324 | 440 | 29 | | | | | |
| DT 12 Euro 3 | 06, 10 | D (LA) | 6 | 127 x 154 | 11716 | 4 | 18:1 | 324-345 | 440-470 | 39 | | | | | |
| DT 12 Euro 3 | 02 | D (LA) | 6 | 127 x 154 | 11716 | 4 | 18:1 | 346 | 470 | 31 | | | | | |
| DT12 Euro 3 | 18 | D (LA) | 6 | 127 x 154 | 11716 | 4 | 18:1 | 324 | 440 | 39 | | | | | |
| SGI 12 A | | G (A) | 6 | 127 x 154 | 11700 | 2 | 11,0:1 | | | 13 | | | | | |
| DS 14 | | D (A) | 8 | 127 x 140 | 14181 | 2 | 15:1 | 257-283 | 350-385 | 15 | | | | | |
| DS 14 | 01, 02, 06 | D (A) | 8 | 127 x 140 | 14181 | 2 | | 275-310 | 387-425 | 15 | | | | | |
| DS 14 | 42 A 24 S | D | 8 | 127 x 140 | 14181 | 2 | 15:1 | 294 | 400 | 15 | | | | | |
| DS 14 (USA) | | D (A) | 8 | 127 x 140 | 14181 | 2 | 15:1 | 257 | 350 | 18 | | | | | |
| DS 14 LB 05 | | D (A) | 8 | 127 x 140 | 14181 | 2 | 15:1 | 257 | 350 | 18 | | | | | |
| DSC 14 | 05, 06 | D (LA) | 8 | 127 x 140 | 14181 | 2 | 16:1 | 290-318 | 394-432 | 20 | | | | | |
| DSC 14 | 01, 02 | D (LA) | 8 | 127 x 140 | 14181 | 2 | 15,5:1 | 297-309 | 390-420 | 15 | | | | | |
| DSC 14 Euro 1 | 08 (17:1), 10 (17:1) | D (LA) | 8 | 127 x 140 | 14181 | 2 | 17:1 | 309-333 | 420-453 | 44 | | | | | |
| DSC 14 Euro 1 | 08, 09, 10 | D (LA) | 8 | 127 x 140 | 14181 | 2 | | 309-368 | 420-500 | 25 | | | | | |
| DSC 14 | | D (LA) | 8 | 127 x 140 | 14181 | 2 | 15,5:1 | 316 | 430 | 15 | | | | | |
| DSC 14 | 03, 04 | D (LA) | 8 | 127 x 140 | 14181 | 2 | 16:1 | 331-346 | 450-470 | 25 | | | | | |
| DSC 14 Euro 2 | 16 | D (LA) | 8 | 127 x 140 | 14181 | 2 | 16:1 | 368 | 500 | 25 | | | | | |
| DSC 14 (USA) | | D (LA) | 8 | 127 x 140 | 14181 | 2 | 15,5:1 | 316 | 430 | 18 | | | | | |
| DSI 14 | 420 | D (LA) | 8 | 127 x 140 | 14181 | 2 | 15,5:1 | 309 | 420 | 15 | | | | | |
| DSI 14 (USA) | | D (LA) | 8 | 127 x 140 | 14181 | 2 | 15,5:1 | 309 | 420 | 18 | | | | | |
| DC 16 Euro 3 | 44 A, 46 A, 48 A | D (LA) | 8 | 127 x 154 | 15600 | 4 | 18:1 | | | 24 | | | | | |
| DC 16 Euro 2 | 40 A 404, 40 A 432, 41 A 294, 41 A 331, 41 A 368 | D (LA) | 8 | 127 x 154 | 15600 | 4 | 18:1 | 294-432 | 400-588 | 38 | | | | | |
| DC 16 Euro 3 | 02 | D (LA) | 8 | 127 x 154 | 15600 | 4 | 18:1 | 353 | 480 | 36 | | | | | |
| DC 16 Euro 5 | 09 | D (LA) | 8 | 127 x 154 | 15600 | 4 | 17:1 | 368 | 500 | 39 | | | | | |
| DC 16 Euro 3 | 03, 04, 42 A, 43 A, 45 A | D (LA) | 8 | 127 x 154 | 15600 | 4 | 18:1 | 368-426 | 500-580 | 38 | | | | | |
| DC 16 Euro 4 | 05, 06, 08 | D (LA) | 8 | 127 x 154 | 15600 | 4 | 17:1 | 368-456 | 500-620 | 40 | | | | | |
| DC 16 Euro 5 | 17, 18, 19, 22 | D (LA) | 8 | 127 x 154 | 15600 | 4 | | 368-456 | 500-620 | 40 | | | | | |
| DC 16 Euro 3 | 01 | D (LA) | 8 | 127 x 154 | 15600 | 4 | 18:1 | 427 | 580 | 35 | | | | | |
| DC 16 Gas | | G (LA) | 8 | 127 x 154 | 15600 | 4 | 12:1 | | | 12 | | | | | |
| DI 16 | 48 A, 53 A | D (LA) | 8 | 130 x 154 | 16400 | 4 | 16,7:1 | | | 45 | | | | | |



| | | | | Pos | | | | | Pos |
|------------------|-------------------|----------|---|-----|------------------|-------------------|----------|---|-----|
| 80-SERIES | | | | | 93 G | 03.1988 → 08.1997 | DSC 9.08 | D | 6 |
| 80 LB | 02.1968 → 04.1975 | D 8 | D | 1 | 93 G | 03.1988 → 08.1997 | DSC 9.10 | D | 7 |
| 82-SERIES | | | | | 93 K | 11.1987 → 12.2001 | DSC 9.08 | D | 6 |
| 82 G | 05.1980 → 03.1988 | DN 8.01 | D | 1 | 93 P | 03.1988 → 01.1991 | DS 9 | D | 6 |
| 82 G | 01.1981 → 03.1988 | DS 8.05 | D | 3 | 93 P | 03.1988 → 08.1997 | DN 9.01 | D | 4 |
| 82 G | 01.1981 → 03.1988 | DS 8.06 | D | 3 | 93 P | 03.1988 → 08.1997 | DS 9.05 | D | 6 |
| 82 G | 02.1981 → 03.1988 | DSI 8.01 | D | 3 | 93 P | 03.1988 → 08.1997 | DS 9.06 | D | 6 |
| 82 P | 05.1980 → 03.1988 | DN 8.01 | D | 1 | 93 P | 03.1988 → 08.1997 | DS 9.08 | D | 6 |
| 82 P | 01.1981 → 03.1988 | DS 8.05 | D | 3 | 93 P | 03.1988 → 08.1997 | DSC 9.02 | D | 5 |
| 82 P | 01.1981 → 03.1988 | DS 8.06 | D | 3 | 93 P | 03.1988 → 08.1997 | DSC 9.07 | D | 6 |
| 82 P | 01.1981 → 03.1988 | DSI 8.01 | D | 3 | 93 P | 03.1988 → 08.1997 | DSC 9.08 | D | 6 |
| 82 T | 05.1980 → 03.1988 | DN 8.01 | D | 1 | 93 P | 03.1988 → 08.1997 | DSC 9.09 | D | 6 |
| 82 T | 05.1980 → 03.1988 | DS 8.01 | D | 3 | 93 P | 03.1988 → 08.1997 | DSC 9.10 | D | 7 |
| 82 T | 05.1980 → 03.1988 | DS 8.06 | D | 3 | 93 R | 03.1988 → 08.1997 | DS 9.05 | D | 6 |
| 82 T | 01.1981 → 03.1988 | DS 8.05 | D | 3 | 93 R | 03.1988 → 08.1997 | DS 9.06 | D | 6 |
| 82 T | 02.1981 → 03.1988 | DSI 8.01 | D | 3 | 93 R | 03.1988 → 08.1997 | DS 9.08 | D | 6 |
| 85-SERIES | | | | | 93 R | 03.1988 → 08.1997 | DSC 9.02 | D | 5 |
| 85 CR | 08.1971 → 04.1975 | D 8 | D | 1 | 93 R | 03.1988 → 08.1997 | DSC 9.07 | D | 6 |
| 86-SERIES | | | | | 93 R | 03.1988 → 08.1997 | DSC 9.08 | D | 6 |
| 86 LB | 05.1975 → 12.1980 | D 8 | D | 1 | 93 R | 03.1988 → 08.1997 | DSC 9.09 | D | 6 |
| 86 LB | 05.1975 → 06.1982 | DS 8 | D | 2 | 93 R | 03.1988 → 08.1997 | DSC 9.10 | D | 7 |
| 92-SERIES | | | | | 93 R | → 01.1991 | DS 9 | D | 6 |
| 92 G | 01.1985 → 03.1988 | DN 9.01 | D | 4 | 93 T | 03.1988 → 01.1991 | DS 9 | D | 6 |
| 92 G | 01.1985 → 03.1988 | DS 9 | D | 6 | 93 T | 03.1988 → 08.1997 | DN 9.01 | D | 4 |
| 92 G | 01.1985 → 03.1988 | DS 9.01 | D | 5 | 93 T | 03.1988 → 08.1997 | DS 9.05 | D | 6 |
| 92 G | 01.1985 → 03.1988 | DS 9.02 | D | 5 | 93 T | 03.1988 → 08.1997 | DS 9.06 | D | 6 |
| 92 G | 01.1985 → 03.1988 | DS 9.05 | D | 6 | 93 T | 03.1988 → 08.1997 | DS 9.08 | D | 6 |
| 92 G | 01.1985 → 03.1988 | DS 9.06 | D | 6 | 93 T | 03.1988 → 08.1997 | DSC 9.02 | D | 5 |
| 92 G | 01.1985 → 03.1988 | DSC 9 | D | 6 | 93 T | 03.1988 → 08.1997 | DSC 9.07 | D | 6 |
| 92 G | 01.1985 → 03.1988 | DSC 9.01 | D | 5 | 93 T | 03.1988 → 08.1997 | DSC 9.08 | D | 6 |
| 92 G | 01.1985 → 03.1988 | DSC 9.02 | D | 5 | 93 T | 03.1988 → 08.1997 | DSC 9.09 | D | 6 |
| 92 P | 01.1985 → 03.1988 | DN 9.01 | D | 4 | 93 T | 03.1988 → 08.1997 | DSC 9.10 | D | 7 |
| 92 P | 01.1985 → 03.1988 | DS 9 | D | 6 | 94-SERIES | | | | |
| 92 P | 01.1985 → 03.1988 | DS 9.01 | D | 5 | 94 CL | | DSC 9.11 | D | 9 |
| 92 P | 01.1985 → 03.1988 | DS 9.02 | D | 5 | 94 CL | | DSC 9.12 | D | 9 |
| 92 P | 01.1985 → 03.1988 | DS 9.05 | D | 6 | 94 CL | | DSC 9.13 | D | 9 |
| 92 P | 01.1985 → 03.1988 | DS 9.06 | D | 6 | 94 CL | | DSC 9.15 | D | 9 |
| 92 P | 01.1985 → 03.1988 | DSC 9 | D | 6 | 94 CN | | DSC 9.11 | D | 9 |
| 92 P | 01.1985 → 03.1988 | DSC 9.01 | D | 5 | 94 CN | | DSC 9.12 | D | 9 |
| 92 P | 01.1985 → 03.1988 | DSC 9.02 | D | 5 | 94 F | | DSC 9.11 | D | 9 |
| 92 R | 01.1985 → 02.1988 | DSC 9 | D | 6 | 94 K | 09.1997 → 08.2002 | DSC 9.11 | D | 9 |
| 92 R | 01.1985 → 03.1988 | DN 9.01 | D | 4 | 94 K | 09.1997 → 08.2002 | DSC 9.15 | D | 9 |
| 92 R | 01.1985 → 03.1988 | DS 9 | D | 6 | 94 K | 09.1997 → | DC 9 | D | 8 |
| 92 R | 01.1985 → 03.1988 | DS 9.01 | D | 5 | 94 L | 03.1997 → 08.2002 | DC 9.01 | D | 8 |
| 92 R | 01.1985 → 03.1988 | DS 9.02 | D | 5 | 94 L | 03.1997 → 08.2002 | DC 9.02 | D | 8 |
| 92 R | 01.1985 → 03.1988 | DS 9.05 | D | 6 | 94 L | 03.1997 → 08.2002 | DC 9.03 | D | 8 |
| 92 R | 01.1985 → 03.1988 | DS 9.06 | D | 6 | 94 L | 03.1997 → 08.2002 | DC 9.04 | D | 8 |
| 92 R | 01.1985 → 03.1988 | DSC 9.01 | D | 5 | 94 L | 03.1997 → 08.2002 | DC 9.05 | D | 8 |
| 92 R | 06.1987 → 03.1988 | DSC 9.02 | D | 5 | 94 L | 03.1997 → 08.2002 | DC 9.06 | D | 8 |
| 92 T | 01.1985 → 03.1988 | DN 9.01 | D | 4 | 94 L | 03.1997 → 08.2002 | DSC 9.11 | D | 9 |
| 92 T | 01.1985 → 03.1988 | DS 9 | D | 6 | 94 L | 03.1997 → 08.2002 | DSC 9.12 | D | 9 |
| 92 T | 01.1985 → 03.1988 | DS 9.01 | D | 5 | 94 L | 03.1997 → 08.2002 | DSC 9.13 | D | 9 |
| 92 T | 01.1985 → 03.1988 | DS 9.02 | D | 5 | 94 L | 03.1997 → 08.2002 | DSC 9.15 | D | 9 |
| 92 T | 01.1985 → 03.1988 | DS 9.05 | D | 6 | 94 N | 09.1997 → 08.2002 | DSC 9.11 | D | 9 |
| 92 T | 01.1985 → 03.1988 | DS 9.06 | D | 6 | 94 N | 09.1999 → | DC 9 | D | 8 |
| 92 T | 01.1985 → 03.1988 | DSC 9 | D | 6 | 94 P | 08.1996 → 09.2004 | DC 9.01 | D | 8 |
| 92 T | 01.1985 → 03.1988 | DSC 9.01 | D | 5 | 94 P | 08.1996 → 09.2004 | DC 9.02 | D | 8 |
| 92 T | 01.1985 → 03.1988 | DSC 9.02 | D | 5 | 94 P | 08.1996 → 09.2004 | DC 9.03 | D | 8 |
| 93-SERIES | | | | | 94 P | 08.1996 → 09.2004 | DC 9.04 | D | 8 |
| 93 F | 06.1990 → 01.1998 | DN 9.01 | D | 4 | 94 P | 08.1996 → 09.2004 | DC 9.05 | D | 8 |
| 93 F | 06.1990 → 01.1998 | DS 9 | D | 6 | 94 P | 08.1996 → 09.2004 | DC 9.06 | D | 8 |
| 93 F | 06.1990 → 01.1998 | DS 9.06 | D | 6 | 94 P | 08.1996 → 09.2004 | DSC 9.11 | D | 9 |
| 93 F | 06.1990 → 09.1998 | DS 9.08 | D | 6 | 94 P | 08.1996 → 09.2004 | DSC 9.12 | D | 9 |
| 93 G | 03.1988 → 01.1991 | DS 9 | D | 6 | 94 P | 08.1996 → 09.2004 | DSC 9.13 | D | 9 |
| 93 G | 03.1988 → 01.1991 | DS 9.05 | D | 6 | 94 P | 08.1996 → 09.2004 | DSC 9.15 | D | 9 |
| 93 G | 03.1988 → 01.1995 | DS 9.06 | D | 6 | 94 R | 08.1996 → 09.2004 | DC 9.01 | D | 8 |
| 93 G | 03.1988 → 01.1995 | DS 9.08 | D | 6 | 94 R | 08.1996 → 09.2004 | DC 9.02 | D | 8 |
| 93 G | 03.1988 → 01.1995 | DSC 9.02 | D | 5 | 94 R | 08.1996 → 09.2004 | DC 9.03 | D | 8 |
| 93 G | 03.1988 → 08.1997 | DSC 9.07 | D | 6 | 94 R | 08.1996 → 09.2004 | DC 9.04 | D | 8 |

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| | | | | Pos | | | | | Pos |
|-------------------|-------------------|------------|---|-----|-------------------|-------------------|-------------|---|-----|
| 94 R | 08.1996 → 09.2004 | DC 9.05 | D | 8 | 112 T | 01.1981 → 05.1988 | DS 11.18 | D | 19 |
| 94 R | 08.1996 → 09.2004 | DC 9.06 | D | 8 | 112 T | 01.1981 → 05.1988 | DSC 11.01 | D | 19 |
| 94 R | 08.1996 → 09.2004 | DSC 9.11 | D | 9 | 112 T | 01.1981 → 10.1992 | DS 11.15 | D | 19 |
| 94 R | 08.1996 → 09.2004 | DSC 9.12 | D | 9 | 112 T | 10.1982 → 05.1988 | DS 11.14 | D | 19 |
| 94 R | 08.1996 → 09.2004 | DSC 9.13 | D | 9 | 112 T | 06.1987 → 05.1988 | DS 11.72 | D | 21 |
| 94 R | 08.1996 → 09.2004 | DSC 9.15 | D | 9 | 112 T | 06.1987 → 05.1988 | DS 11.73 | D | 21 |
| 94 T | 08.1996 → 09.2004 | DC 9.01 | D | 8 | 112 T | 06.1987 → 05.1988 | DSC 11.12 | D | 21 |
| 94 T | 08.1996 → 09.2004 | DC 9.02 | D | 8 | 113-SERIES | | | | |
| 94 T | 08.1996 → 09.2004 | DC 9.03 | D | 8 | 113 BN | 05.1990 → 08.1998 | DSC 11.27 C | D | 22 |
| 94 T | 08.1996 → 09.2004 | DC 9.04 | D | 8 | 113 BN | 05.1990 → 09.1998 | DSC 11 | D | 28 |
| 94 T | 08.1996 → 09.2004 | DC 9.05 | D | 8 | 113 BN | 06.1990 → 08.1998 | DS 11.34 | D | 21 |
| 94 T | 08.1996 → 09.2004 | DC 9.06 | D | 8 | 113 CN | 01.1990 → 08.1998 | DS 11.34 | D | 21 |
| 94 T | 08.1996 → 09.2004 | DSC 9.11 | D | 9 | 113 CN | 01.1990 → 08.1998 | DS 11.74 | D | 21 |
| 94 T | 08.1996 → 09.2004 | DSC 9.12 | D | 9 | 113 CN | 01.1990 → 08.1998 | DSC 11.04 | D | 26 |
| 94 T | 08.1996 → 09.2004 | DSC 9.13 | D | 9 | 113 F | 10.1992 → 08.1998 | DS 11.34 | D | 21 |
| 94 T | 08.1996 → 09.2004 | DSC 9.15 | D | 9 | 113 K | 05.1982 → 08.1998 | DS 11.34 | D | 21 |
| 94 T | 03.1999 → 09.2004 | DC 9 | D | 8 | 113 K | 05.1982 → 08.1998 | DS 11.73 | D | 21 |
| 111-SERIES | | | | | 113 K | 05.1982 → 08.1998 | DS 11.74 | D | 21 |
| 111 LBT | 01.1975 → 12.1980 | DS 11 | D | 14 | 113 K | 05.1982 → 08.1998 | DS 11.75 | D | 14 |
| 111 LT | 01.1975 → 04.1980 | DS 11 | D | 14 | 113 K | 05.1982 → 08.1998 | DS 11.78 | D | 22 |
| 111 LBS | 01.1975 → 12.1980 | DS 11 | D | 14 | 113 K | 05.1982 → 08.1998 | DSC 11.13 | D | 21 |
| 111 LS | 01.1975 → 04.1980 | DS 11 | D | 14 | 113 K | 05.1982 → 08.1998 | DSC 11.16 B | D | 21 |
| 111 LB | 01.1975 → 12.1980 | DS 11 | D | 14 | 113 K | 05.1982 → 08.1998 | DSC 11.17 | D | 21 |
| 111 L | 01.1975 → 04.1980 | DS 11 | D | 14 | 113 K | 05.1982 → 08.1998 | DSC 11.18 | D | 21 |
| 112-SERIES | | | | | 113 K | 05.1982 → 08.1998 | DSC 11.21 | D | 14 |
| 112 BK | 05.1982 → 11.1999 | DN 11.06 B | D | 24 | 113 K | 05.1982 → 08.1998 | DSC 11.22 | D | 23 |
| 112 BR | 01.1976 → 12.1991 | DS 11 | D | 14 | 113 K | 05.1982 → 08.1998 | DSC 11.23 | D | 14 |
| 112 BR | 09.1978 → 12.1991 | DS 11.01 | D | 19 | 113 K | 05.1982 → 08.1998 | DSC 11.35 | D | 14 |
| 112 BR | 09.1978 → 12.1991 | DS 11.14 | D | 19 | 113 K | 05.1982 → 08.1998 | DSC 11.36 | D | 14 |
| 112 BR | 07.1981 → 12.1991 | DS 11.15 | D | 19 | 113 K | 05.1982 → 08.1998 | DSC 11.70 | D | 23 |
| 112 CR | 09.1978 → 12.1982 | DS 11.01 | D | 19 | 113 K | 05.1982 → 12.1999 | DSC 11.70 C | D | 23 |
| 112 CR | 09.1978 → 12.1982 | DS 11.14 | D | 19 | 113 K | 01.1990 → 12.1999 | DSC 11.01 | D | 27 |
| 112 CR | 07.1981 → 12.1992 | DS 11.15 | D | 19 | 113 K | 07.1990 → 08.1998 | DS 11.18 | D | 19 |
| 112 F | 10.1981 → 01.1995 | DS 11.15 | D | 19 | 113 K | 07.1990 → 12.1999 | DSC 11.17 B | D | 21 |
| 112 G | 01.1981 → 05.1988 | DS 11.14 | D | 19 | 113 K | 07.1990 → 12.1999 | DSC 11.18 B | D | 21 |
| 112 G | 01.1981 → 05.1988 | DS 11.15 | D | 19 | 113 K | 09.1991 → 12.1999 | DS 11.21 | D | 14 |
| 112 G | 01.1981 → 05.1988 | DS 11.18 | D | 19 | 113 L | 01.1990 → 08.1998 | DS 11.34 | D | 21 |
| 112 G | 01.1981 → 05.1988 | DS 11.72 | D | 21 | 113 L | 01.1990 → 08.1998 | DS 11.74 | D | 21 |
| 112 G | 01.1981 → 05.1988 | DS 11.73 | D | 21 | 113 L | 01.1990 → 08.1998 | DS 11.78 | D | 22 |
| 112 G | 01.1981 → 05.1988 | DSC 11.01 | D | 19 | 113 L | 01.1990 → 08.1998 | DSC 11.21 | D | 14 |
| 112 G | 01.1981 → 05.1988 | DSC 11.02 | D | 21 | 113 L | 01.1990 → 08.1998 | DSC 11.24 | D | 22 |
| 112 G | 01.1981 → 05.1988 | DSC 11.12 | D | 21 | 113 L | 01.1990 → 08.1998 | DSC 11.27 | D | 22 |
| 112 G | 06.1987 → 05.1988 | DSC 11.18 | D | 21 | 113 L | 01.1990 → 08.1998 | DSC 11.71 | D | 14 |
| 112 K | 04.1982 → 12.1995 | DS 11.15 | D | 19 | 113 N | 12.1988 → 08.1998 | DS 11.34 | D | 21 |
| 112 K | 05.1982 → 12.1995 | DN 11.06 B | D | 24 | 113 N | 12.1988 → 08.1998 | DS 11.71 | D | 21 |
| 112 K | 07.1982 → 11.1990 | DSC 11.01 | D | 19 | 113 N | 12.1988 → 08.1998 | DS 11.73 | D | 21 |
| 112 P | 01.1981 → 05.1988 | DS 11.14 | D | 19 | 113 N | 12.1988 → 08.1998 | DS 11.74 | D | 21 |
| 112 P | 01.1981 → 05.1988 | DS 11.15 | D | 19 | 113 N | 12.1988 → 08.1998 | DS 11.78 | D | 22 |
| 112 P | 01.1981 → 05.1988 | DS 11.18 | D | 19 | 113 N | 12.1988 → 08.1998 | DSC 11.04 | D | 26 |
| 112 P | 01.1981 → 05.1988 | DS 11.72 | D | 21 | 113 N | 12.1988 → 08.1998 | DSC 11.21 | D | 14 |
| 112 P | 01.1981 → 05.1988 | DS 11.73 | D | 21 | 113 N | 12.1988 → 08.1998 | DSC 11.24 | D | 22 |
| 112 P | 01.1981 → 05.1988 | DSC 11.01 | D | 19 | 113 N | 12.1988 → 08.1998 | DSC 11.27 | D | 22 |
| 112 P | 01.1981 → 05.1988 | DSC 11.02 | D | 21 | 113 N | 12.1988 → 08.1998 | DSC 11.71 | D | 14 |
| 112 P | 01.1981 → 05.1988 | DSC 11.12 | D | 21 | 113 N | 09.1991 → 08.1998 | DS 11.21 | D | 14 |
| 112 P | 06.1987 → 05.1988 | DSC 11.18 | D | 21 | 113 P | 05.1988 → 05.1997 | DSC 11.12 | D | 21 |
| 112 R | 01.1981 → 05.1988 | DS 11.14 | D | 19 | 113 P | 05.1988 → 05.1997 | DSC 11.16 | D | 21 |
| 112 R | 01.1981 → 05.1988 | DS 11.15 | D | 19 | 113 P | 05.1988 → 05.1997 | DSC 11.17 | D | 21 |
| 112 R | 01.1981 → 05.1988 | DS 11.18 | D | 19 | 113 P | 05.1988 → 05.1997 | DSC 11.21 | D | 14 |
| 112 R | 01.1981 → 05.1988 | DS 11.72 | D | 21 | 113 P | 05.1988 → 05.1997 | DSC 11.35 | D | 14 |
| 112 R | 01.1981 → 05.1988 | DS 11.73 | D | 21 | 113 P | 05.1988 → 05.1997 | DSC 11.36 | D | 14 |
| 112 R | 01.1981 → 05.1988 | DSC 11.01 | D | 19 | 113 P | 05.1988 → 05.1997 | DSC 11.39 | D | 14 |
| 112 R | 01.1981 → 05.1988 | DSC 11.02 | D | 21 | 113 P | 05.1988 → 05.1997 | DTC 11.01 | D | 23 |
| 112 R | 01.1981 → 05.1988 | DSC 11.12 | D | 21 | 113 P | 05.1988 → 05.1997 | DTC 11.02 | D | 23 |
| 112 R | 06.1987 → 05.1988 | DSC 11.18 | D | 21 | 113 P | 05.1988 → 12.2000 | DS 11.73 | D | 21 |
| 112 S | 05.1980 → 05.1988 | DN 11.01 | D | 16 | 113 P | 05.1988 → 12.2000 | DSC 11.13 | D | 21 |
| 112 S | 10.1981 → 10.1991 | DS 11.15 | D | 19 | 113 P | 05.1988 → 12.2000 | DSC 11.18 | D | 21 |
| 112 T | 05.1980 → 05.1988 | DS 11.01 | D | 19 | 113 P | 06.1988 → 05.1997 | DS 11.34 | D | 21 |
| 112 T | 05.1980 → 05.1988 | DS 11.02 | D | 19 | 113 P | 06.1988 → 05.1997 | DS 11.75 | D | 14 |
| 112 T | 06.1980 → 05.1988 | DN 11.01 | D | 16 | 113 P | 01.1990 → 12.2000 | DS 11.22 | D | 14 |



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| 113 P | 11.1991 → 05.1997 | DSC 11.23 | D | 14 | 124 P | 09.1995 → 02.2002 | DSC 12.05 | D | 30 |
| 113 R | 05.1988 → 05.1997 | DS 11.73 | D | 21 | 124 P | 09.1995 → 09.2004 | DC 12.02 | D | 30 |
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| 113 R | 05.1988 → 05.1997 | DSC 11.13 | D | 21 | 124 P | 09.1995 → 09.2004 | DSC 12.01 | D | 30 |
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| 113 R | 05.1988 → 05.1997 | DSC 11.18 | D | 21 | 124 P | 09.1995 → 09.2004 | DT 12.08 | D | 29 |
| 113 R | 05.1988 → 05.1997 | DSC 11.21 | D | 14 | 124 P | 09.2000 → | DT 12.02 | D | 31 |
| 113 R | 05.1988 → 05.1997 | DSC 11.22 | D | 23 | 124 R | 09.1995 → 01.2002 | DC 12.01 | D | 30 |
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| 113 R | 05.1988 → 05.1997 | DSC 11.36 | D | 14 | 124 R | 09.1995 → 09.2004 | DC 12.03 | D | 30 |
| 113 R | 05.1988 → 05.1997 | DSC 11.39 | D | 14 | 124 R | 09.1995 → 09.2004 | DSC 12.01 | D | 30 |
| 113 R | 05.1988 → 05.1997 | DTC 11.01 | D | 23 | 124 R | 09.1995 → 09.2004 | DSC 12.02 | D | 30 |
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| 113 R | 06.1988 → 05.1997 | DS 11.34 | D | 21 | 124 R | 09.2000 → | DT 12.02 | D | 31 |
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| 113 T | 05.1988 → 05.2000 | DSC 11.12 | D | 21 | 124 T | 09.1995 → | DC 12.01 | D | 30 |
| 113 T | 05.1988 → 05.2000 | DSC 11.13 | D | 21 | 141-SERIES | | | | |
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| 113 T | 05.1988 → 05.2000 | DSC 11.17 | D | 21 | 142-SERIES | | | | |
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| 113 T | 05.1988 → 05.2000 | DSC 11.36 | D | 14 | 142 R | 05.1980 → 03.1988 | DSC 14.05 | D | 20 |
| 114-SERIES | | | | | 142 R | 05.1980 → 03.1988 | DSC 14.06 | D | 20 |
| 114 K | 08.1997 → 12.2003 | DC 11.07 | D | 33 | 142 R | 1983 → 03.1988 | DSI 14 (USA) | D | 18 |
| 114 K | 08.1997 → | DC 11.03 | D | 34 | 142 R | 1983 → 03.1988 | DSI 14.420 | D | 15 |
| 114 K | 08.1997 → | DC 11.04 | D | 32 | 142 T | 05.1980 → 03.1988 | DS 14.01 | D | 15 |
| 114 K | 08.1997 → | DC 11.06 | D | 33 | 142 T | 05.1980 → 03.1988 | DS 14.06 | D | 15 |
| 114 P | 02.1996 → 09.2004 | DC 11.01 | D | 33 | 142 T | 05.1980 → 03.1988 | DSC 14.02 | D | 15 |
| 114 P | 02.1996 → 09.2004 | DC 11.02 | D | 32 | 142 T | 05.1980 → 03.1988 | DSC 14.05 | D | 20 |
| 114 P | 02.1996 → 09.2004 | DC 11.03 | D | 34 | 142 T | 10.1982 → 03.1988 | DSC 14.01 | D | 15 |
| 114 P | 02.1996 → 09.2004 | DC 11.04 | D | 32 | 142 T | 05.1988 → 12.1996 | DSC 14.06 | D | 20 |
| 114 P | 02.1996 → 09.2004 | DC 11.06 | D | 33 | 143-SERIES | | | | |
| 114 P | 05.1996 → 05.1999 | DSC 11.74 | D | 14 | 143 R | 03.1988 → 12.1996 | DSC 14.04 | D | 25 |
| 114 P | 05.1996 → 05.1999 | DSC 11.75 | D | 14 | 143 R | 03.1988 → 12.1996 | DSC 14.16 | D | 25 |
| 114 P | 05.1996 → 05.1999 | DSC 11.79 | D | 14 | 143 R | 05.1988 → 12.1994 | DSC 14.06 | D | 20 |
| 114 R | 02.1996 → 09.2004 | DC 11.01 | D | 33 | 143 R | 05.1988 → 12.1996 | DSC 14.03 | D | 25 |
| 114 R | 02.1996 → 09.2004 | DC 11.02 | D | 32 | 143 R | 06.1988 → 12.1996 | DSC 14.08 | D | 25 |
| 114 R | 02.1996 → 09.2004 | DC 11.03 | D | 34 | 143 R | 06.1988 → 12.1996 | DSC 14.09 | D | 25 |
| 114 R | 02.1996 → 09.2004 | DC 11.04 | D | 32 | 143 R | 06.1988 → 12.1996 | DSC 14.10 | D | 25 |
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| 114 R | 05.1996 → 05.1999 | DSC 11.74 | D | 14 | 143 T | 05.1988 → 12.1996 | DSC 14.04 | D | 25 |
| 114 R | 05.1996 → 05.1999 | DSC 11.79 | D | 14 | 143 T | 05.1988 → 12.1996 | DSC 14.06 | D | 20 |
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| 114 T | 02.1996 → 09.2004 | DC 11.04 | D | 32 | 164-SERIES | | | | |
| 114 T | 02.1996 → 09.2004 | DC 11.06 | D | 33 | 164 R | 04.2000 → | DC 16.01 | D | 35 |
| 114 T | 04.1997 → 05.1999 | DSC 11.74 | D | 14 | 164 R | 04.2000 → | DC 16.02 | D | 36 |
| 114 T | 04.1997 → 05.1999 | DSC 11.75 | D | 14 | 164 T | 04.2000 → | DC 16.01 | D | 35 |
| 114 T | 04.1997 → 05.1999 | DSC 11.79 | D | 14 | 164 T | 04.2000 → | DC 16.02 | D | 36 |
| 124-SERIES | | | | | B-SERIES | | | | |
| 124 K | 08.1997 → 02.2002 | DC 12.02 | D | 30 | B 80 | 01.1968 → 04.1976 | D 8 | D | 1 |
| 124 K | 08.1997 → 02.2002 | DSC 12.02 | D | 30 | B 86 | 10.1976 → 01.1995 | D 8 | D | 1 |
| 124 K | 08.1997 → 02.2002 | DSC 12.05 | D | 30 | B 86 | 10.1976 → 01.1995 | DS 8 | D | 2 |
| 124 K | 08.1997 → 08.2002 | DC 12.01 | D | 30 | B 110 | 10.1969 → 12.1976 | DS 11 | D | 14 |
| 124 K | 09.2002 → | DC 12.03 | D | 30 | BF-SERIES | | | | |
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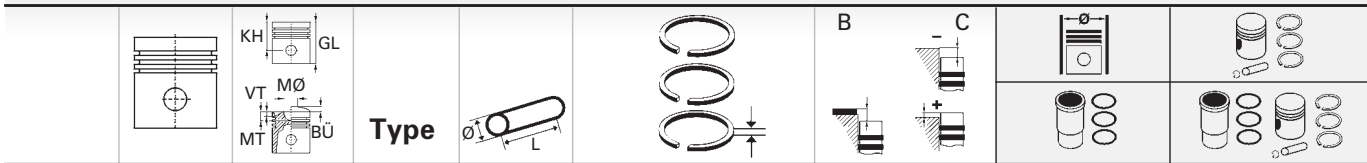



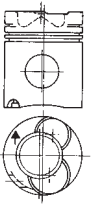
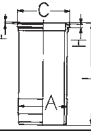
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| BF 110 | 01.1971 → 12.1976 | DS 11 | D | 14 | N-SERIES | | | | |
| BR-SERIES | | | | | N 94 E/EB/IB/UB | 11.2005 → | DC 9.16 | D | 41 |
| BR 85 | 08.1971 → 04.1975 | D 8 | D | 1 | N 94 E/EB/IB/UB | 11.2005 → | DC 9.17 | D | 41 |
| BR 85 | 08.1971 → 04.1975 | DS 8 | D | 2 | N 94 E/EB/IB/UB | 11.2005 → | DC 9.18 | D | 41 |
| CENTURY | | | | | OMNICITY | | | | |
| Century 12.35 | 05.1996 → | DSC 12.05 | D | 30 | OmniCity | 09.2002 → | DC 9.01 | D | 8 |
| Century 12.35 | 11.1999 → | DC 11.04 | D | 32 | OmniCity | 09.2002 → | DC 9.02 | D | 8 |
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| Century 12.85 | 09.2002 → | DC 12.01 | D | 30 | OmniCity | 09.2004 → 10.2005 | DC 11.09 | D | 32 |
| Century 13.37 | 01.2002 → | DC 12.01 | D | 30 | OmniCity | 11.2005 → | DC 9.16 | D | 41 |
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| CR 110 | 10.1969 → 04.1971 | DS 11 | D | 14 | OMNIEXPRESS | | | | |
| G-SERIES | | | | | OmniExpress | 09.2007 → | DC 9.18 | D | 41 |
| G 230 | 10.2007 → | DC 9.16 | D | 41 | OMNILINK | | | | |
| G 270 | 10.2007 → | DC 9.17 | D | 41 | OmniLink | 11.2005 → | DC 9.16 | D | 41 |
| G 310 | 10.2007 → | DC 9.18 | D | 41 | OmniLink | 11.2005 → | DC 9.17 | D | 41 |
| G 380 | 05.2006 → | DC 12.18 | D | 42 | OmniLink | | DC 9.06 | D | 8 |
| G 470 | 10.2007 → | DT 12.06 | D | 39 | P-SERIES | | | | |
| IRIZAR | | | | | P 230 | 09.2004 → | DC 9.13 | D | 32 |
| Irizar H, L, M | 09.2007 → | DC 9.17 | D | 41 | P 230 | 09.2004 → | DC 9.16 | D | 41 |
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| K-SERIES | | | | | P 270 | 09.2004 → | DC 9.12 | D | 32 |
| K-Series 94 EB/IB/UB | 11.2005 → | DC 9.16 | D | 41 | P 270 | 09.2004 → | DC 9.17 | D | 41 |
| K-Series 94 EB/IB/UB | 11.2005 → | DC 9.17 | D | 41 | P 270 | 09.2004 → | DC 9.20 | D | 32 |
| K-Series 94 EB/IB/UB | 11.2005 → | DC 9.18 | D | 41 | P 310 | 09.2004 → | DC 9.11 | D | 32 |
| L-SERIES | | | | | P 310 | 09.2004 → | DC 9.18 | D | 41 |
| L 36 | 01.1967 → 1969 | D 5 | D | 2 | P 310 | 09.2004 → | DC 9.21 | D | 32 |
| L 50 | 01.1967 → 1969 | D 5 | D | 2 | P 340 | 09.2004 → 09.2006 | DC 11.08 | D | 33 |
| L 80 | 02.1968 → 04.1975 | D 8 | D | 1 | P 380 | 09.2004 → 09.2006 | DC 11.09 | D | 32 |
| L 81 | 05.1975 → 04.1980 | D 8 | D | 1 | P 380 | 09.2006 → | DC 12.18 | D | 42 |
| L 81 | 05.1975 → 05.1980 | DS 8 | D | 2 | P 420 | 09.2004 → | DC 12.14 | D | 35 |
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| L 86 | 05.1975 → 04.1980 | D 8 | D | 1 | P 470 | 09.2004 → 08.2005 | DT 12.06 | D | 39 |
| L 86 | 05.1975 → 06.1982 | DS 8 | D | 2 | R-SERIES | | | | |
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| L 140 | 03.1972 → 04.1980 | DS 14 | D | 15 | R 230 | 09.2004 → | DC 9.16 | D | 41 |
| L 140 | 08.1975 → 08.1978 | DS 14 LB 05 | D | 18 | R 270 | 09.2004 → | DC 9.12 | D | 32 |
| L 5642 | 01.1962 → 1969 | D 5 | D | 2 | R 270 | 09.2004 → | DC 9.17 | D | 41 |
| LB-SERIES | | | | | R 310 | 09.2004 → | DC 9.11 | D | 32 |
| LB 81 | 05.1975 → 12.1980 | D 8 | D | 1 | R 310 | 09.2004 → | DC 9.18 | D | 41 |
| LB 81 | 05.1975 → 12.1980 | DS 8 | D | 2 | R 340 | 03.2004 → 09.2006 | DC 11.08 | D | 33 |
| LB 85 | 02.1968 → 04.1975 | D 8 | D | 1 | R 380 | 03.2004 → 09.2006 | DC 11.09 | D | 32 |
| LB 110 | 02.1968 → 12.1974 | DS 11 | D | 14 | R 380 | 09.2006 → | DC 12.18 | D | 42 |
| LB 140 | 10.1969 → 01.1977 | DS 14 | D | 15 | R 420 | 02.2004 → | DC 12.14 | D | 35 |
| LB 141 | 05.1975 → 12.1980 | DS 14 | D | 15 | R 420 | 02.2004 → | DC 12.15 | D | 37 |
| LBS-SERIES | | | | | R 470 | 04.2004 → 09.2006 | DT 12.06 | D | 39 |
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| LBS 86 | 05.1975 → 12.1980 | D 8 | D | 1 | R 500 | 03.2004 → | DC 16.06 | D | 40 |
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| LBS 110 | 02.1968 → 12.1974 | DS 11 | D | 14 | R 500 | 03.2004 → | DC 16.19 | D | 40 |
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| LBS 141 | 05.1975 → 12.1980 | DS 14 | D | 15 | R 560 | 02.2006 → | DC 16.05 | D | 40 |
| LBT-SERIES | | | | | R 560 | 05.2006 → | DC 16.18 | D | 40 |
| LBT 110 | 02.1968 → 12.1974 | DS 11 | D | 14 | R 580 | 04.2004 → 09.2006 | DC 16.03 | D | 38 |
| LBT 140 | 10.1969 → 01.1977 | DS 14 | D | 15 | R 620 | 02.2006 → | DC 16.08 | D | 40 |
| LBT 141 | 05.1975 → 12.1980 | DS 14 | D | 15 | R 620 | 05.2006 → | DC 16.17 | D | 40 |
| LS-SERIES | | | | | T-SERIES | | | | |
| LS 85 | 08.1971 → 04.1975 | D 8 | D | 1 | T 310 | 09.2004 → | DC 9.11 | D | 32 |
| LS 86 | 05.1975 → 04.1980 | D 8 | D | 1 | T 340 | 09.2004 → 10.2005 | DC 11.08 | D | 33 |
| LS 86 | 05.1975 → 06.1982 | DS 8 | D | 2 | T 380 | 09.2004 → 10.2005 | DC 11.09 | D | 32 |
| LS 110 | 02.1968 → 12.1974 | DS 11 | D | 14 | T 420 | 09.2004 → 10.2005 | DC 12.14 | D | 35 |
| LS 140 | 03.1972 → 01.1977 | DS 14 | D | 15 | T 470 | 09.2004 → 10.2005 | DT 12.06 | D | 39 |
| LS 141 | 12.1976 → 04.1980 | DS 14 | D | 15 | T 500 | 09.2004 → 10.2005 | DC 16.04 | D | 38 |
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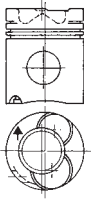
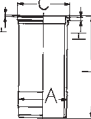




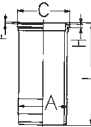

| | | | | Type | | | B | C | | | |
|--------------|--|--|---------|----------|--|----------------------|--------------|-------------------|---------------|--------------------------|-----------|
| 1 | | 115 | | | | | | | | | |
| D 8 | | 01.1968 → 01.1999 | | D | 6 | 7800 cm ³ | 2V | 105-120 kW | (143-163 PS) | 17:1 | 125,00 mm |
| DN 8 | | 05.1980 → 03.1988 | | D | 6 | 7800 cm ³ | 2V | 120 kW | (163 PS) | 17:1 | 125,00 mm |
| | N Cyl. | A=130 | C=137,3 | L=271 | H+F=8+0,7 | 3 FP 130 x 4 | | 88 402 110 | | | |
| | N Cyl. | A=130 | C=137,3 | L=270,5 | H+F=8,2+0,8 | 3 FP 129,5 x 4 | | 89 088 110 | | | |
| 2 | | 115 | | | | | | | | | |
| D 5 | | 01.1962 → 1969 | | D | 4 | 5191 cm ³ | 2V | 75-77 kW | (102-107 PS) | 17:1 | 125,00 mm |
| DS 8 | | 08.1971 → 01.1999 | | D (A) | 6 | 7800 cm ³ | 2V | 155 kW | (211 PS) | 17:1 | 125,00 mm |
| | N Cyl. | A=130 | C=137,3 | L=271 | H+F=8+0,7 | 3 FP 130 x 4 | | 88 402 110 | | | |
| 3 | | 115 | | | | | | | | | |
| D 8 | | 05, 06 | | D | 6 | 7800 cm ³ | 2V | 140-155 kW | (190-211 PS) | 15,5:1 | 125,00 mm |
| DS 8 | | 01, 05, 06 | | | | | | | | | |
| | | 05.1980 → 03.1988 | | D (A) | 6 | 7800 cm ³ | 2V | 140-155 kW | (190-211 PS) | 15,5:1 | 125,00 mm |
| DSI 8 | | 01 | | | | | | | | | |
| | | 01.1981 → 03.1988 | | D (LA) | 6 | 7800 cm ³ | 2V | 178 kW | (242 PS) | 16:1 | 125,00 mm |
| | 6 | KH 96,1 MT -18,1 MØ 76 GL 150,1 | RTK | 46 96 | 1 R 2,385 1 M 2,39 1 DSF 4,75 CR | MO G6 | 0,95 1,35 | +0,07 +0,50 | 115,00 | 93 152 600 [1] | |
| | N Cyl. | A=130 | C=137,3 | L=271 | H+F=8+0,7 | 3 FP 130 x 4 | | 88 402 110 | | 93 152 960 [2] | |
| | N Cyl. | A=130 | C=137,3 | L=270,5 | H+F=8,2+0,8 | 3 FP 129,5 x 4 | | 89 088 110 | | 93 152 961 [3] | |
| [1] | DS 8.01, DS 8.05, DS 8.06, DSI 8.01: → 12.1987 | | | | | | | | | | |
| [2] | DS 8.01, DS 8.05, DS 8.06, DSI 8.01: → 12.1987, → mot. 500 1442 | | | | | | | | | | |
| [3] | DS 8.01, DS 8.05, DS 8.06, DSI 8.01: → 12.1987, mot. 500 1443 → | | | | | | | | | | |
| 4 | | 115 | | | | | | | | | |
| DN 9 | | 01 | | D (A) | 6 | 8476 cm ³ | 2V | 123-128 kW | (167-174 PS) | 16:1 | 136,00 mm |
| | N Cyl. | A=130 | C=137,3 | L=270,5 | H+F=8,2+0,8 | 3 FP 129,5 x 4 | | 89 088 110 | | | |


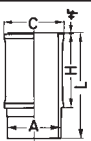
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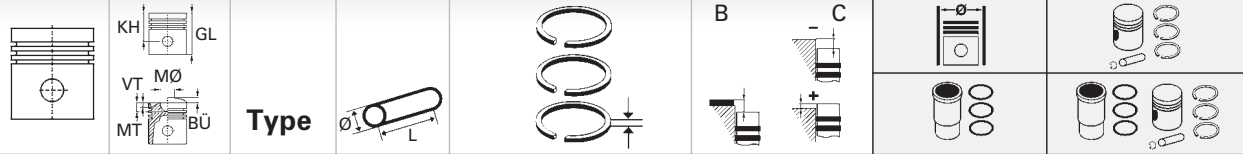


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|---|--------------|---|------------|----------|---|---|----------------|-------------------|-------------------|
| 5  115 | | | | | | | | | |
| DS 9 | | 01, 02 01.1985 → 03.1988 D (A) 6 8476 cm ³ 2V 162-180 kW (220-245 PS) 16:1 136,00 mm | | | | | | | |
| DSC 9 | | 01, 02 01.1985 → 08.1997 D (LA) 6 8476 cm ³ 2V 202 kW (275 PS) 16:1 136,00 mm | | | | | | | |
|  | 6 115 129 | KH 87,35 VT1 -2,60 MT -22,05 MØ 69 GL 139,35 | RTK TPL | 50 92 | 1 T15 3,16 CR G3 1 M 2,39 1 DSF 4,75 CR | | +0,07 +0,50 | 115,00 | 90 221 600 |
|  | N Cyl. | A=128 | C=140,76 | L=265,5 | H+F=10,3+0,8 | 1 FP 123 x 128 x 10,7 2 FP 129,5 x 4 | | 89 385 110 | 90 221 962 |

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|---|--------------|---|------------|----------|---|---|--|-------------------|-------------------|
| 6  115 | | | | | | | | | |
| DS 9 | | 05, 06, 08 01.1985 → 09.1998 D (A) 6 8476 cm ³ 2V 155-185 kW (211-252 PS) 17:1 136,00 mm | | | | | | | |
| DS 9 | | 01.1985 → 01.1998 D (A) 6 8476 cm ³ 2V 185 kW (252 PS) 16:1 136,00 mm | | | | | | | |
| DSC 9 Euro 1 | | 07, 08, 09 11.1987 → 12.2001 D (LA) 6 8476 cm ³ 2V 184-208 kW (250-283 PS) 136,00 mm | | | | | | | |
| DSC 9 | | 01.1985 → 03.1988 D (A) 6 8476 cm ³ 2V 167 kW (227 PS) 16:1 136,00 mm | | | | | | | |
|  | 6 115 129 | KH 87,4 VT1 -2,40 MT -20,23 MØ 69 GL 139,4 | RTK TPL | 50 92 | 1 T15 3,16 CR G3 1 M 2,39 1 DSF 4,75 CR | | | 115,00 | 90 738 700 |
|  | N Cyl. | A=130 | C=137,3 | L=270,5 | H+F=8,2+0,8 | 3 FP 129,5 x 4 | | 89 088 110 | 90 738 970 |
|  | N Cyl. | A=128 | C=140,76 | L=265,5 | H+F=10,3+0,8 | 1 FP 123 x 128 x 10,7 2 FP 129,5 x 4 | | 89 385 110 | 90 738 971 |

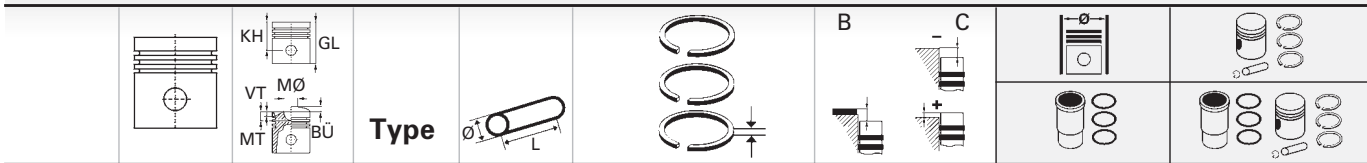
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| 7  115 | | | | | | | | | |
| DSC 9 Euro 1 | | 10 03.1988 → 08.1997 D (LA) 6 8476 cm ³ 2V 162 kW (220 PS) 18:1 136,00 mm | | | | | | | |
|  | N Cyl. | A=130 | C=137,3 | L=270,5 | H+F=8,2+0,8 | 3 FP 129,5 x 4 | | 89 088 110 | |
|  | N Cyl. | A=128 | C=140,76 | L=265,5 | H+F=10,3+0,8 | 1 FP 123 x 128 x 10,7 2 FP 129,5 x 4 | | 89 385 110 | |

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|---|--------|--|---------|---------|-------------|---|--|-------------------|--|
| 8  115 | | | | | | | | | |
| DC 9 Euro 3 | | 09.1997 → D (LA) 6 8974 cm ³ 2V 144,00 mm | | | | | | | |
| DC 9 Euro 3 | | 01, 02, 03, 04, 05, 06 08.1996 → D (LA) 6 8974 cm ³ 2V 169-221 kW (230-300 PS) 18:1 144,00 mm | | | | | | | |
|  | N Cyl. | A=127,95 | C=140,7 | L=257,3 | H+F=8,3+0,8 | 1 FP 123 x 128 x 10,7 2 FP 130,5 x 4 | | 89 844 110 | |



| 9 | | 115 | | | | | | | | | | | |
|---------------------|--------|---|------------|-----------|-------------------------------------|---|----------------------|--------------|--------|-------------------|-------------------|-----------|--|
| DSC 9 Euro 2 | | 11, 12, 13, 15 | | 08.1996 → | | | | | | | | | |
| | | D (LA) | | 6 | 8974 cm ³ | 2V | 162-228 kW | (220-310 PS) | 18:1 | 144,00 mm | | | |
| | 6 | KH 83,4 VT1 -0,50 VT2 -0,50 MT -20,4 MØ 71,3 GL 130,92 | RTK TPL | 50 92 | 1 T15 3,16 1 M 2,39 1 DSF 3,5 | CK G6 CR | | | | 115,00 | 40 263 600 | | |
| | N Cyl. | A=127,95 | C=140,7 | L=257,3 | H+F=8,3+0,8 | 1 FP 123 x 128 x 10,7 2 FP 130,5 x 4 | | | | 89 844 110 | 40 263 960 | | |
| 10 | | 115 | | | | | | | | | | | |
| D 9 A | | D (LA) | | 6 | 8974 cm ³ | 2V | 191 kW | (260 PS) | 18:1 | 144,00 mm | | | |
| D 9 M | | D (LA) | | 6 | 8974 cm ³ | 2V | 191 kW | (260 PS) | 18:1 | 144,00 mm | | | |
| DS 9 93M | | D (A) | | 6 | 8476 cm ³ | 2V | 164-201 kW | (219-273 PS) | 17:1 | 136,00 mm | | | |
| DS 9 95M | | D (A) | | 6 | 8476 cm ³ | 2V | 200 kW | (270 PS) | 17:1 | 136,00 mm | | | |
| DSC 9 | | 47 | | D (LA) | | 6 | 8974 cm ³ | 2V | 191 kW | (260 PS) | 18:1 | 144,00 mm | |
| DSI 9 44M | | D (LA) | | 6 | 8476 cm ³ | 2V | | | | | | | |
| DSI 9 50M | | D (LA) | | 6 | 8476 cm ³ | 2V | | | | | | | |
| DSI 9 60M | | D (LA) | | 6 | 8476 cm ³ | 2V | | | | | | | |
| | 6 | KH 83,4 VT1 -2,40 VT2 -2,60 MT -20,5 MØ 72 GL 130,92 | RTK TPL | 50 92 | 1 T15 3,16 1 M 2,39 1 DSF 3,5 | CK G6 CR | | | | 115,00 | 40 182 600 | | |
| | N Cyl. | A=128 X=17,9 | C=140,76 | L=257,5 | H+F=8,3+0,8 | 1 FP 125 x 130 x 10,8 2 FP 129 x 4 | | | | 89 599 110 | 40 182 960 | | |
| 11 | | 115 | | | | | | | | | | | |
| DSI 9 46M | | D (LA) | | 6 | 8476 cm ³ | 2V | | | | | | | |
| DSI 9 47M | | D (LA) | | 6 | 8476 cm ³ | 2V | | | | | | | |
| | N Cyl. | A=128 X=17,9 | C=140,76 | L=257,5 | H+F=8,3+0,8 | 1 FP 125 x 130 x 10,8 2 FP 129 x 4 | | | | 89 599 110 | | | |

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| 12 | | 127 | DSC 12 Gas | G (LA) | 6 | 11716 cm ³ | 4V | 12:1 | 154,00 mm |
| | | | DC 16 Gas | G (LA) | 8 | 15600 cm ³ | 4V | 12:1 | 154,00 mm |

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|--|----------------|--|------------|-----------|---|--|--|---------------|-------------------|
| | 6/8 127 033 | KH 84,54 MT -25,4 MØ 94 GL 128,54 | RTK TPL | 54 106 | 1 T15 3,5 CK G6 1 M 2,385 G3 1 DSF 3,5 CR | | | 127,00 | 40 335 600 |
|--|----------------|--|------------|-----------|---|--|--|---------------|-------------------|

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|-----------|--|------------|-----------------|-------|---|-----------------------|----|--------|-----------|
| 13 | | 127 | SGI 12 A | G (A) | 6 | 11700 cm ³ | 2V | 11,0:1 | 154,00 mm |
|-----------|--|------------|-----------------|-------|---|-----------------------|----|--------|-----------|

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|--|--------|-----------------|-------|---------|----------|------------------------------------|--|--------------------------------------|--|
| | N Cyl. | A=140 Y=8,75 | C=151 | L=271,1 | H=194,27 | 1 XM 142,5 x 3,5 1 XM 148,5 x 4 | | 89 881 110 <small>NEW</small> | |
|--|--------|-----------------|-------|---------|----------|------------------------------------|--|--------------------------------------|--|

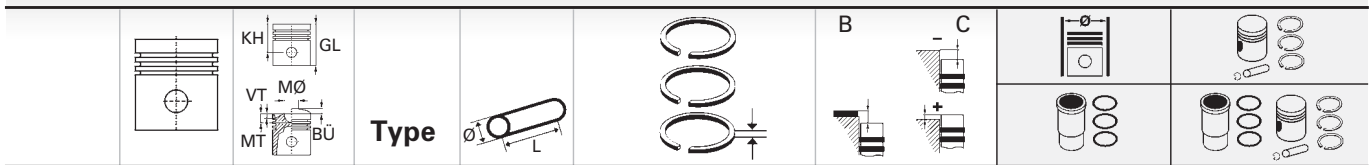
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| 14 | | 127 | DS 11 | D (A) | 6 | 11022 cm ³ | 2V | 17:1 | 145,00 mm |
|-----------|--|------------|--------------|-------|---|-----------------------|----|------|-----------|

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|----------------------|---|--------|---|-----------------------|----|-------------------------|------|-----------|
| DS 11 | 02.1968 → 12.1991 | D (A) | 6 | 11022 cm ³ | 2V | 184-233 kW (250-317 PS) | 17:1 | 145,00 mm |
| DS 11 | 08, 21, 22, 23, 30, 35, 36, 39, 75 | | | | | | | |
| | 05.1982 → | D (A) | 6 | 11022 cm ³ | 2V | 228-267 kW (310-363 PS) | 17:1 | 145,00 mm |
| DSC 11 Euro 1 | 21, 23, 74, 75 | | | | | | | |
| | 05.1982 → 05.2000 | D (LA) | 6 | 11022 cm ³ | 2V | 235-266 kW (320-362 PS) | 17:1 | 145,00 mm |
| DSC 11 | 35, 36, 39, 71 | | | | | | | |
| | 05.1982 → 05.2000 | D (LA) | 6 | 11022 cm ³ | 2V | 191-267 kW (260-363 PS) | 17:1 | 145,00 mm |
| DSC 11 Euro 2 | 79 | | | | | | | |
| | 05.1996 → 05.1999 | D (LA) | 6 | 11022 cm ³ | 2V | 250 kW (340 PS) | 17:1 | 145,00 mm |

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|--|--------------|--|------------|-----------|--|--|--|-------------------|--------------------------|
| | 6 127 010 | KH 98,76 VT1 -2,96 MT -16,52 MØ 90 GL 156,26 | TPL RTK | 50 108 | 1 T15 3,5 CR G6 1 M 2,385 1 DSF 4,747 CR | | | 127,00 | 91 639 600 [1] |
| | N Cyl. | A=140 Y=12 | C=153,8 | L=291 | H+F=7,9+0,8 | 3 FP 140 x 4 1 T 148,1 x 153,7 x 0,3 (50 006 637) | | 89 439 110 | 91 639 960 [1] |
| | N Cyl. | A=140 Y=13 | C=153,8 | L=291 | H+F=7,9+0,8 | 1 T 148,1 x 153,7 x 0,3 1 FP 137 x 142,2 x 10,8 2 FP 140 x 4 (50 006 660) | | 89 497 110 | 91 639 961 [1] |

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|-----|---|--|--|--|--|--|--|--|--|
| [1] | DS 11, DS 11.08, DS 11.21, DS 11.22, DS 11.23, DS 11.30, DS 11.35, DS 11.36, DS 11.39, DS 11.75, DSC 11.21, DSC 11.23, DSC 11.35, DSC 11.36: 01.1991 → | | | | | | | | |
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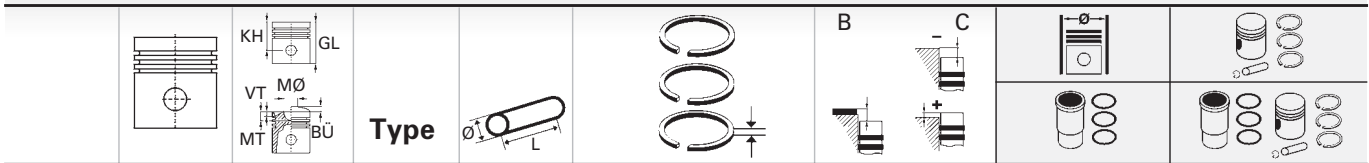
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| 15 | | 127 | | | | | | | | | | |
| DS 14 | 42 A 24 S | 06.1984 → 12.1998 | D | 8 | 14181 cm ³ | 2V | 294 kW | (400 PS) | 15:1 | 140,00 mm | | |
| DS 14 | | 10.1969 → 12.1981 | D (A) | 8 | 14181 cm ³ | 2V | 257-283 kW | (350-385 PS) | 15:1 | 140,00 mm | | |
| DS 14 | 01, 02, 06 | 05.1980 → | D (A) | 8 | 14181 cm ³ | 2V | 275-310 kW | (387-425 PS) | | 140,00 mm | | |
| DSC 14 | | 05.1980 → 03.1988 | D (LA) | 8 | 14181 cm ³ | 2V | 316 kW | (430 PS) | 15,5:1 | 140,00 mm | | |
| DSC 14 | 01, 02 | 05.1980 → 03.1988 | D (LA) | 8 | 14181 cm ³ | 2V | 297-309 kW | (390-420 PS) | 15,5:1 | 140,00 mm | | |
| DSI 14 | 420 | 1983 → 03.1988 | D (LA) | 8 | 14181 cm ³ | 2V | 309 kW | (420 PS) | 15,5:1 | 140,00 mm | | |

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|-----|--|---|------------|-----------|---|--------------|----------------|-------------------|--|--|
| | 8 | KH 94,67 VT1 -2,92 MT -26,2 MØ 75,5 GL 146,67 | RTK TPL | 50 108 | 1 T15 3,16 CR G6 1 M 2,385 1 DSF 4,747 CR | 0,95 1,35 | -0,80 -0,35 | 127,00 | 93 938 600 [1], [2] (91 879, 91 880, 92 784) | |
| | 127 008 | | | | | | | | | |
| | N Cyl. | A=140 | C=156 | L=276 | H+F=10,05+0,4 | | | 88 568 110 | 93 938 960 [1] | |
| [1] | DS 14: → 12.1976 DS 14.01, DS 14.02: 01.1983 → | | | | | | | | | |
| [2] | nur satzweise austauschbar exchangeable only in sets remplacement seulement sous forme de jeu sólo se puede cambiar el juego completo заменяемо только комплектами | | | | | | | | | |

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| 16 | | 127 | | | | | | | | | | |
| D 11 | | 08.1971 → 06.1989 | D | 6 | 11022 cm ³ | 2V | 149 kW | (202 PS) | 15:1 | 145,00 mm | | |
| DN 11 | 01 | 05.1980 → 05.2000 | D | 6 | 11022 cm ³ | 2V | 149 kW | (203 PS) | 16:1 | 145,00 mm | | |

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|--|---------|--|------------|-----------|--|---|----------------|-------------------------------|--------------------------------------|
| | 6 | KH 98,76 VT1 -0,50 MT -27,06 MØ 76 GL 156,26 | TPL RTK | 50 108 | 1 R 2,385 CR G6 1 M 2,385 1 DSF 4,747 CR | 0,95 1,35 | -0,14 +0,15 | 127,00 | 93 399 600 [1] (92 741) |
| | 127 010 | | | | | | | | |
| | N Cyl. | A=140 | C=153,8 | L=291 | H+F=7,9+0,8 | 3 FP 140 x 4 1 T 148,1 x 153,7 x 0,3 (50 006 637) | | 89 366 110 (89 065) | 93 399 961 [1] |

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|-----|---|--|--|--|--|--|--|--|--|--|
| [1] | D 11: 01.1973 → 12.1981, → mot. 880 840 DN 11.01: → mot. 880 840 | | | | | | | | | |
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|---------------------|-------------------|--|------------|-----------------------|---|--------------|----------------|-------------------|--|---|------|--------------------------|
| 17 | | 127 | | | | | | | | | | |
| DSC 11 (USA) | 1978 → 1988 | D (LA) | 6 | 11022 cm ³ | 2V | | | | | | 17:1 | 145,00 mm |
| DSI 11 (USA) | 11.1973 → 06.1990 | D (A) | 6 | 11022 cm ³ | 2V | 169 kW | (230 PS) | | | | | 145,00 mm |
| | 6 | KH 98,76 VT1 -2,90 MT -25,41 MØ 76 GL 156,26 | TPL RTK | 50 108 | 1 T15 3,16 CR G6 2 M 2,385 1 DSF 4,747 CR | 0,95 1,35 | -0,14 +0,15 | 127,00 | | | | 90 946 600 [1] |
| | N Cyl. | A=140 Y=22 | C=153,8 | L=291 | H+F=7,9+0,8 | | | 89 367 110 | | 3 FP 140 x 4 1 T 148,1 x 153,7 x 0,3 (50 006 637) | | 90 946 960 [1] |
| [1] | 01.1978 → | | | | | | | | | | | |

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|--------------------------|-------------------|------------|---|-----------------------|----|--------|----------|--------|-----------|-----|--|--|
| 18 | | 127 | | | | | | | | | | |
| DS 14 (USA) | | D (A) | 8 | 14181 cm ³ | 2V | 257 kW | (350 PS) | 15:1 | 140,00 mm | (1) | | |
| DS 14 LB 05 | 08.1975 → 08.1978 | D (A) | 8 | 14181 cm ³ | 2V | 257 kW | (350 PS) | 15:1 | 140,00 mm | | | |
| DSC 14 (USA) | | D (LA) | 8 | 14181 cm ³ | 2V | 316 kW | (430 PS) | 15,5:1 | 140,00 mm | (1) | | |
| DSI 14 (USA) | 1983 → 03.1988 | D (LA) | 8 | 14181 cm ³ | 2V | 309 kW | (420 PS) | 15,5:1 | 140,00 mm | (1) | | |
| (1) also industry-engine | | | | | | | | | | | | |

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|--|---------|---|------------|-----------|---|--------------|--|-------------------|--|--|--|-------------------|
| | 8 | KH 94,67 VT1 -2,92 MT -24,8 MØ 75,5 GL 146,67 | RTK TPL | 50 108 | 1 T15 3,16 CR G6 1 M 2,385 1 DSF 4,747 CR | 0,95 1,35 | | 127,00 | | | | 93 234 600 |
| | 127 008 | | | | | | | | | | | |
| | N Cyl. | A=140 | C=156 | L=276 | H+F=10,05+0,4 | | | 88 568 110 | | | | 93 234 960 |

| | | | | | | | | | | | | |
|---------------|-----------------------|-------------------|--------|---|-----------------------|----|------------|--------------|------|--|--|-----------|
| 19 | | 127 | | | | | | | | | | |
| DS 11 | 02, 18 | 05.1980 → 08.1998 | D (LA) | 6 | 11022 cm ³ | 2V | 224-267 kW | (305-363 PS) | | | | 145,00 mm |
| DS 11 | 01, 14, 15, 16 | 09.1978 → 12.1995 | D (A) | 6 | 11022 cm ³ | 2V | 184-224 kW | (250-305 PS) | 15:1 | | | 145,00 mm |
| DSC 11 | 01 | 01.1981 → 11.1990 | D (LA) | 6 | 11022 cm ³ | 2V | 245 kW | (333 PS) | 15:1 | | | 145,00 mm |

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|--|---------|--|------------|-----------|--|--------------|----------------|---------------|--|--|--|--------------------------|
| | 6 | KH 98,76 VT1 -2,96 MT -27,06 MØ 76 GL 156,26 | RTK TPL | 50 108 | 1 R 2,385 CR G6 1 M 2,385 1 DSF 4,747 CR | 0,95 1,35 | -0,14 +0,15 | 127,00 | | | | 93 398 600 [1] |
| | 127 010 | | | | | | | | | | | |

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|-----|---|---------------|---------|-------|-------------|---|-------------------|--------------------------|--|
| | | Type | | | | | | | |
| | N Cyl. | A=140 Y=22 | C=153,8 | L=291 | H+F=7,9+0,8 | 3 FP 140 x 4 1 T 148,1 x 153,7 x 0,3 (50 006 637) | 89 367 110 | 93 398 961 [1] | |
| [1] | DS 11.01: mot. 880840 → DS 11.15, DSC 11.01: → 12.1988 | | | | | | | | |

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|---------------|---------------|--|------------|-----------|--|--------------|-------------------|-------------------|--|
| 20 | | 127 | | | | | | | |
| DSC 14 | 05, 06 | 05.1980 → 12.1996 D (LA) 8 14181 cm ³ 2V 290-318 kW (394-432 PS) 16:1 140,00 mm | | | | | | | |
| | 8 | KH 94,67 VT1 -2,92 MT -24 MØ 76 GL 146,67 | RTK TPL | 50 108 | 1 T15 3,5 CR G6 1 M 2,385 1 DSF 4,747 CR | 0,95 1,35 | 127,00 | 90 733 700 | |
| | N Cyl. | A=140 | C=156 | L=276 | H+F=10,05+0,4 | | 88 568 110 | 90 733 970 | |

| | | | | | | | | | |
|--|---|--|------------|-----------|--|---|----------------|-------------------|--------------------------|
| 21 | | 127 | | | | | | | |
| DS 11 | 34, 71, 72, 73, 74 | 01.1981 → 12.2000 D (A) 6 11022 cm ³ 2V 189-232 kW (257-315 PS) 16:1 145,00 mm | | | | | | | |
| DSC 11 | 02, 12, 13, 16, 16 B, 17, 17 B, 18, 18 B | 01.1981 → 12.2000 D (LA) 6 11022 cm ³ 2V 230-267 kW (313-363 PS) 16:1 145,00 mm | | | | | | | |
| | 6 | KH 98,76 VT1 -2,96 MT -24,5 MØ 76 GL 156,26 | TPL RTK | 50 108 | 1 T15 3,5 CR G6 1 M 2,385 1 DSF 4,747 CR | 0,95 1,35 | -0,14 +0,15 | 127,00 | 90 759 600 |
| | N Cyl. | A=140 Y=22 | C=153,8 | L=291 | H+F=7,9+0,8 | 3 FP 140 x 4 1 T 148,1 x 153,7 x 0,3 (50 006 637) | | 89 367 110 | 90 759 961 |
| | 6 | KH 98,36 VT1 -2,96 MT -24,5 MØ 76 GL 155,86 | RTK TPL | 50 108 | 1 T15 3,5 CR G6 1 M 2,385 1 DSF 4,747 CR | | -0,14 +0,15 | 127,00 | 94 781 600 [1] |
| | N Cyl. | A=140 Y=22 | C=153,8 | L=291 | H+F=7,9+0,8 | 3 FP 140 x 4 1 T 148,1 x 153,7 x 0,3 (50 006 637) | | 89 367 110 | 94 781 961 [2] |
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| | | Type | | | | | |
| [1] | KH -0,40 mm | | | | | | |
| [2] | DSC 11.02: 01.1987 → | | | | | | |

22 **127**

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|----------------------|---------------------|-------------------|--------|---|-----------------------|----|------------|--------------|------|-----------|
| DS 11 | 78 | 05.1982 → 08.1998 | D (A) | 6 | 11022 cm ³ | 2V | 180-235 kW | (245-320 PS) | 18:1 | 145,00 mm |
| DSC 11 Euro 1 | 24, 27, 27 C | 12.1988 → 08.1998 | D (LA) | 6 | 11022 cm ³ | 2V | 180-191 kW | (245-260 PS) | | 145,00 mm |

| | | | | | | | | |
|--|--------|---------------|---------|-------|-------------|--|-------------------|--|
| | N Cyl. | A=140 Y=12 | C=153,8 | L=291 | H+F=7,9+0,8 | 3 FP 140 x 4 1 T 148,1 x 153,7 x 0,3 (50 006 637) | 89 439 110 | |
| | N Cyl. | A=140 Y=13 | C=153,8 | L=291 | H+F=7,9+0,8 | 1 T 148,1 x 153,7 x 0,3 1 FP 137 x 142,2 x 10,8 2 FP 140 x 4 (50 006 660) | 89 497 110 | |

23 **127**

| | | | | | | | | | | |
|----------------------|-----------------|-------------------|--------|---|-----------------------|----|--------|----------|------|-----------|
| DSC 11 | 70, 70 C | 05.1982 → 12.1999 | D (LA) | 6 | 11022 cm ³ | 2V | 280 kW | (381 PS) | 17:1 | 145,00 mm |
| DSC 11 Euro 1 | 22 | 05.1982 → 05.2000 | D (LA) | 6 | 11022 cm ³ | 2V | 280 kW | (381 PS) | 17:1 | 145,00 mm |
| DTC 11 Euro 1 | 01, 02 | 05.1988 → 05.1997 | D (LA) | 6 | 11022 cm ³ | 2V | 295 kW | (401 PS) | 17:1 | 145,00 mm |

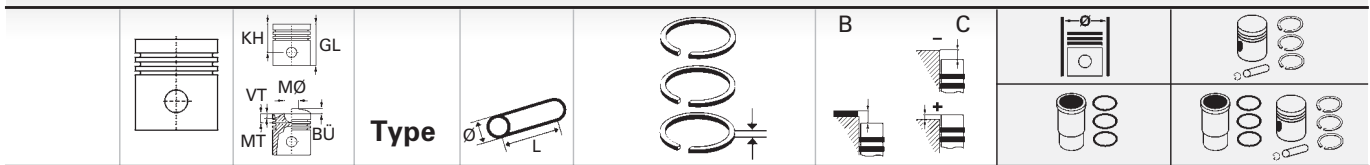
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|--|--------------|--|--------------------------|-----------|--|--|-------------------|--------------------------|
| | 6 127 013 | KH 98,76 VT1 -2,96 MT -16,52 MØ 90 GL 156,26 | KKK LOX RTK TPL | 50 108 | 1 T15 3,5 CR G6 1 M 2,385 1 DSF 4,747 CR | | 127,00 | 90 712 600 [1] |
| | N Cyl. | A=140 Y=12 | C=153,8 | L=291 | H+F=7,9+0,8 | 3 FP 140 x 4 1 T 148,1 x 153,7 x 0,3 (50 006 637) | 89 439 110 | 90 712 960 [1] |
| | N Cyl. | A=140 Y=13 | C=153,8 | L=291 | H+F=7,9+0,8 | 1 T 148,1 x 153,7 x 0,3 1 FP 137 x 142,2 x 10,8 2 FP 140 x 4 (50 006 660) | 89 497 110 | 90 712 961 [1] |

[1] **DSC 11.70:** 01.1990 →

24 **127**

| | | | | | | | | | | |
|---------------------|-------------------------|-------------------|--------|---|-----------------------|----|--------|----------|------|-----------|
| DN 11 | 06 B | 05.1982 → 11.1999 | D (A) | 6 | 11022 cm ³ | 2V | 143 kW | (194 PS) | | 145,00 mm |
| DC 16 Euro 3 | 44 A, 46 A, 48 A | | D (LA) | 8 | 15600 cm ³ | 4V | | | 18:1 | 154,00 mm |

| | | | | | | | | |
|--|--------|-----------------|-------|---------|----------|--|-------------------|--|
| | N Cyl. | A=139 Y=8,75 | C=150 | L=271,1 | H=194,27 | 1 FP 144 x 2,5 1 FP 148 x 4 (50 007 886) | 89 541 110 | |
|--|--------|-----------------|-------|---------|----------|--|-------------------|--|



| | | | | | | | | | | | | |
|----------------------|---|--|--------------------------|-----------|---------------------------------------|-------|----------------------------------|----------------|-------------------|--------------------------|--|--|
| 25 | | 127 | | | | | | | | | | |
| DSC 14 Euro 1 | 08, 09, 10 | | | | | | | | | | | |
| | 06.1988 → 12.1996 | D | (LA) | 8 | 14181 cm ³ | 2V | 309-368 kW | (420-500 PS) | 140,00 mm | | | |
| DSC 14 | 03, 04 | | | | | | | | | | | |
| | 03.1988 → 12.1996 | D | (LA) | 8 | 14181 cm ³ | 2V | 331-346 kW | (450-470 PS) | 16:1 | 140,00 mm | | |
| DSC 14 Euro 2 | 16 | | | | | | | | | | | |
| | 03.1988 → 12.1996 | D | (LA) | 8 | 14181 cm ³ | 2V | 368 kW | (500 PS) | 16:1 | 140,00 mm | | |
| | 8 | KH 94,67 VT1 -2,92 MT -23,85 MØ 75,5 GL 146,67 | KKK LOX RTK TPL | 50 108 | 1 T15 3,5 1 M 2,385 1 DSF 4,747 | CR G6 | 0,95 1,35 | -0,16 -0,54 | 127,00 | 90 737 600 [1] | | |
| | N Cyl. | A=140 | C=155,7 | L=275,5 | H+F=10,05+0,4 | | 1 FP 136 x 10,75 2 FP 140 x 4 | | 89 411 110 | 90 737 961 | | |
| [1] | DSC 14.03, DSC 14.04, DSC 14.08, DSC 14.10, DSC 14.16: mot. 554 8743 → | | | | | | | | | | | |

| | | | | | | | | | | | | |
|---------------|-------------------|---------------|---------|-------|-----------------------|----|---|----------|-------------------|--|--|--|
| 26 | | 127 | | | | | | | | | | |
| DSC 11 | 04 | | | | | | | | | | | |
| | 12.1988 → 08.1998 | D | (LA) | 6 | 11022 cm ³ | 2V | 189 kW | (257 PS) | 145,00 mm | | | |
| | N Cyl. | A=140 Y=22 | C=153,8 | L=291 | H+F=7,9+0,8 | | 3 FP 140 x 4 1 T 148,1 x 153,7 x 0,3 (50 006 637) | | 89 367 110 | | | |

| | | | | | | | | | | | | |
|---------------|-------------------|------------|---------|-------|-----------------------|----|---|----------|-------------------------------|-----------|--|--|
| 27 | | 127 | | | | | | | | | | |
| DSC 11 | 01 | | | | | | | | | | | |
| | 01.1990 → 12.1999 | D | (LA) | 6 | 11022 cm ³ | 2V | 245 kW | (333 PS) | 15,5:1 | 145,00 mm | | |
| | N Cyl. | A=140 | C=153,8 | L=291 | H+F=7,9+0,8 | | 3 FP 140 x 4 1 T 148,1 x 153,7 x 0,3 (50 006 637) | | 89 366 110 (89 065) | | | |

| | | | | | | | | | | | | |
|----------------------|--------------------------|---|-------------------|-----------|-------------------------------------|-------|---|--------------|--------------------------|-------------------|--|--|
| 28 | | 127 | | | | | | | | | | |
| DSC 11 Euro 2 | 05.1990 → 09.1998 | D | (LA) | 6 | 11022 cm ³ | 2V | 245-280 kW | (333-381 PS) | 17:1 | 145,00 mm | | |
| | 6 | KH 98,76 VT1 -0,50 MT -21,3 MØ 83 GL 156,26 | TPL LOX RTK | 50 108 | 1 T15 3,5 1 M 2,385 1 DSF 3,5 | CR G6 | | | 127,00 | 94 332 600 | | |
| | N Cyl. | A=140 Y=12 | C=153,8 | L=291 | H+F=7,9+0,8 | | 3 FP 140 x 4 1 T 148,1 x 153,7 x 0,3 (50 006 637) | | 89 439 110 [1] | 94 332 960 | | |

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| | | | | | | | | | |
|-----|-----------|---------------|---------|-------|-------------|--|--------------------------|-------------------|--|
| | | | | | | | | | |
| | N Cyl. | A=140 Y=13 | C=153,8 | L=291 | H+F=7,9+0,8 | 1 T 148,1 x 153,7 x 0,3 1 FP 137 x 142,2 x 10,8 2 FP 140 x 4 (50 006 660) | 89 497 110 [1] | 94 332 961 | |
| [1] | 01.1995 → | | | | | | | | |

29 **127**

DT 12 Euro 3

08

03.1995 → 09.2004 D (LA) 6 11716 cm³ 4V 324 kW (440 PS) 18:1 154,00 mm

| | | | | | | | | |
|--|--------|---|------------|-----------|-------------------------------------|--|------------------------------|------------------------------|
| | 6 | KH 85,21 MT -22,15 MØ 78 GL 125,21 | PSK TPL | 54 106 | 1 T15 3,5 1 M 2,385 1 DSF 3,5 | CK G6 G3 CR | 127,00 | 40 368 600 |
| | N Cyl. | A=139 Y=8,75 | C=150 | L=271,1 | H=194,27 | 1 FP 144 x 2,5 1 FP 148 x 4 (50 007 886) | 89 541 110 | 40 368 960 |
| | N Cyl. | A=140 Y=8,75 | C=151 | L=271,1 | H=194,27 | 1 XM 142,5 x 3,5 1 XM 148,5 x 4 | 89 881 110 NEW | 40 368 962 NEW |
| | 6 | KH 85,21 MT -22,95 MØ 80,5 GL 125,21 | PSK TPL | 54 106 | 1 T15 3,5 1 M 2,385 1 DSF 3,5 | CK G6 G3 CR | 127,00 | 40 907 600 NEW |
| | N Cyl. | A=139 Y=8,75 | C=150 | L=271,1 | H=194,27 | 1 FP 144 x 2,5 1 FP 148 x 4 (50 007 886) | 89 541 110 | 40 907 960 NEW |
| | N Cyl. | A=140 Y=8,75 | C=151 | L=271,1 | H=194,27 | 1 XM 142,5 x 3,5 1 XM 148,5 x 4 | 89 881 110 NEW | 40 907 961 NEW |

30 **127**

DC 12 Euro 3

01, 02, 03, 09

03.1995 → D (LA) 6 11716 cm³ 4V 294-309 kW (400-420 PS) 18:1 154,00 mm

DSC 12 Euro 2

01, 02, 03, 05

03.1995 → D (LA) 6 11716 cm³ 4V 265-309 kW (360-420 PS) 18:1 154,00 mm

| | | | | | | | | |
|--|--------|---|------------|-----------|-------------------------------------|--|------------------------------|------------------------------|
| | 6 | KH 85,21 MT -22,15 MØ 78 GL 125,21 | PSK TPL | 54 106 | 1 T15 3,5 1 M 2,385 1 DSF 3,5 | CK G6 G3 CR | 127,00 | 40 368 600 |
| | N Cyl. | A=139 Y=8,75 | C=150 | L=271,1 | H=194,27 | 1 FP 144 x 2,5 1 FP 148 x 4 (50 007 886) | 89 541 110 | 40 368 960 |
| | N Cyl. | A=140 Y=8,75 | C=151 | L=271,1 | H=194,27 | 1 XM 142,5 x 3,5 1 XM 148,5 x 4 | 89 881 110 NEW | 40 368 962 NEW |

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| | | | Type | | | | | |
|--|--------------|---|-------------------|-----------|--|--|------------|------------|
| | 6 127 033 | KH 85,04 MT -22,15 MØ 78 GL 129,04 | RTK TPL | 54 106 | 1 T15 3,5 CR G6 1 M 2,385 1 DSF 3,5 CR | | 127,00 | 99 374 600 |
| | N Cyl. | A=139 Y=8,75 | C=150 | L=271,1 | H=194,27 | 1 FP 144 x 2,5 1 FP 148 x 4 (50 007 886) | 89 541 110 | 99 374 960 |
| | 6 127 024 | KH 85,04 MT -22,15 MØ 78 GL 129,04 | RTK TPL KBB | 54 106 | 1 T15 3,5 CR G6 1 M 2,385 1 DSF 3,5 CR | | 127,00 | 99 500 600 |
| | N Cyl. | A=139 Y=8,75 | C=150 | L=271,1 | H=194,27 | 1 FP 144 x 2,5 1 FP 148 x 4 (50 007 886) | 89 541 110 | 99 500 960 |

31

127

DT 12 Euro 3

02

03.1995 →

D (LA) 6 11716 cm³ 4V 346 kW (470 PS) 18:1 154,00 mm

| | | | | | | | | |
|--|--------------------------|---|------------|-----------|---|--|-----------------------|-----------------------|
| | 6 ST127044/ 127045 | KH 85,21 MT -22,15 MØ 78 GL 125,21 | PSK TPL | 54 106 | 1 T15 3,5 CK G6 1 M 2,385 G3 1 DSF 3,5 CR | | 127,00 | 40 368 600 |
| | N Cyl. | A=139 Y=8,75 | C=150 | L=271,1 | H=194,27 | 1 FP 144 x 2,5 1 FP 148 x 4 (50 007 886) | 89 541 110 | 40 368 960 |
| | N Cyl. | A=140 Y=8,75 | C=151 | L=271,1 | H=194,27 | 1 XM 142,5 x 3,5 1 XM 148,5 x 4 | 89 881 110 NEW | 40 368 962 NEW |
| | 6 ST127044/ 127045 | KH 85,21 MT -22,95 MØ 80,5 GL 125,21 | PSK TPL | 54 106 | 1 T15 3,5 CK G6 1 M 2,385 G3 1 DSF 3,5 CR | | 127,00 | 40 907 600 NEW |
| | N Cyl. | A=139 Y=8,75 | C=150 | L=271,1 | H=194,27 | 1 FP 144 x 2,5 1 FP 148 x 4 (50 007 886) | 89 541 110 | 40 907 960 NEW |
| | N Cyl. | A=140 Y=8,75 | C=151 | L=271,1 | H=194,27 | 1 XM 142,5 x 3,5 1 XM 148,5 x 4 | 89 881 110 NEW | 40 907 961 NEW |

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| | | | Type | | | | | |
|--|--------------|---|------------|-----------|--|--|------------|------------|
| | 6 127 033 | KH 85,04 MT -22,15 MØ 78 GL 129,04 | RTK TPL | 54 106 | 1 T15 3,5 CR G6 1 M 2,385 1 DSF 3,5 CR | | 127,00 | 99 374 600 |
| | N Cyl. | A=139 Y=8,75 | C=150 | L=271,1 | H=194,27 | 1 FP 144 x 2,5 1 FP 148 x 4 (50 007 886) | 89 541 110 | 99 374 960 |

32 127

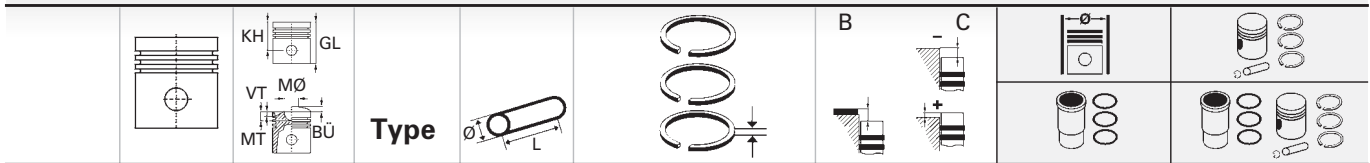
| | | | | | | | | | |
|---------------------|---|-------------------|--------|---|-----------------------|----|------------|-------------------|-----------|
| DC 9 Euro 3 | 11, 12, 13, 20, 61 A 228, 61 A 243, 64 A 177, 64 A 199 | 09.2004 → | D (LA) | 5 | 8870 cm ³ | 4V | 169-243 kW | (230-330 PS) | 140,00 mm |
| DC 9 Euro 2 | 60 A 177, 60 A 199, 60 A 228, 60 A 243 | 09.2006 → | D (LA) | 5 | 8870 cm ³ | 4V | 177-243 kW | (240-330 PS) 18:1 | 140,00 mm |
| DC 9 | 19, 21 | 09.2004 → | D (LA) | 5 | 8870 cm ³ | 4V | 169-228 kW | (230-310 PS) 17:1 | 140,00 mm |
| DC 11 Euro 3 | 04, 09 | 02.1996 → | D (LA) | 6 | 10640 cm ³ | 4V | 280 kW | (380 PS) 18:1 | 140,00 mm |
| DC 11 Euro 2 | 02 | 02.1996 → 09.2004 | D (LA) | 6 | 10640 cm ³ | 4V | 280 kW | (380 PS) 18:1 | 140,00 mm |

| | | | | | | | | |
|--|----------------|---|-------------------|-----------|--|--|-----------------------|-----------------------|
| | 5/6 127 026 | KH 92,04 MT -21,15 MØ 75,1 GL 136,04 | RTK TPL KBB | 54 106 | 1 T15 3,5 CR G6 1 M 2,385 1 DSF 3,5 CR | | 127,00 | 99 496 600 |
| | N Cyl. | A=139 Y=8,75 | C=150 | L=271,1 | H=194,27 | 1 FP 144 x 2,5 1 FP 148 x 4 (50 007 886) | 89 541 110 | 99 496 960 |
| | N Cyl. | A=140 Y=8,75 | C=151 | L=271,1 | H=194,27 | 1 XM 142,5 x 3,5 1 XM 148,5 x 4 | 89 881 110 NEW | 99 496 961 NEW |

33 127

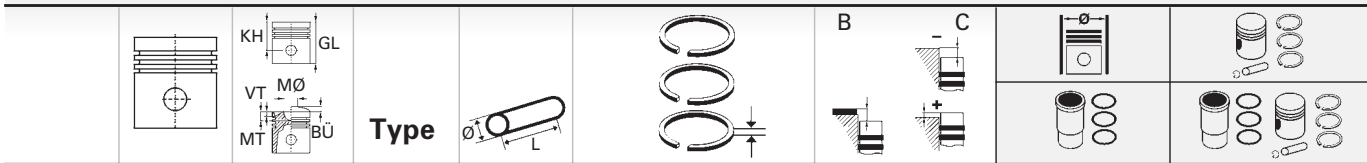
| | | | | | | | | | |
|---------------------|---------------|-------------------|--------|---|-----------------------|----|------------|---------------|-----------|
| DC 11 Euro 2 | 01, 07 | 02.1996 → 09.2004 | D (LA) | 6 | 10640 cm ³ | 4V | 243-250 kW | (330-340 PS) | 140,00 mm |
| DC 11 Euro 3 | 06, 08 | 02.1996 → | D (LA) | 6 | 10640 cm ³ | 4V | 250 kW | (340 PS) 18:1 | 140,00 mm |

| | | | | | | | | |
|--|--------------|---|------------|-----------|--|--|-----------------------|------------|
| | 6 127 034 | KH 92,04 MT -21,15 MØ 75,1 GL 136,04 | RTK TPL | 54 106 | 1 T15 3,5 CR G6 1 M 2,385 1 DSF 3,5 CR | | 127,00 | 99 353 600 |
| | N Cyl. | A=139 Y=8,75 | C=150 | L=271,1 | H=194,27 | 1 FP 144 x 2,5 1 FP 148 x 4 (50 007 886) | 89 541 110 | 99 353 960 |
| | N Cyl. | A=140 Y=8,75 | C=151 | L=271,1 | H=194,27 | 1 XM 142,5 x 3,5 1 XM 148,5 x 4 | 89 881 110 NEW | 99 353 961 |



| 34 | | 127 | | | | | | | | | | | |
|--------------|-----------|------------------------------|-------|---------|-----------|-----------------------|----|------------------|--------------|------|-----------|-----------------------|-----------------------|
| DC 11 Euro 3 | | 03 | | | | | | | | | | | |
| | | 02.1996 → | | D (LA) | 6 | 10640 cm ³ | 4V | 250 kW | (340 PS) | 18:1 | 140,00 mm | | |
| | 6 | KH 92,04 | RTK | 54 | 1 T15 3,5 | CR | G6 | | | | | 127,00 | 99 353 600 |
| | 127 034 | MT -21,15 | TPL | 106 | 1 M 2,385 | | | | | | | | |
| | | MØ 75,1 | | | 1 DSF 3,5 | CR | | | | | | | |
| | | GL 136,04 | | | | | | | | | | | |
| | N Cyl. | A=139 | C=150 | L=271,1 | H=194,27 | | | 1 FP 144 x 2,5 | | | | 89 541 110 | 99 353 960 |
| | | Y=8,75 | | | | | | 1 FP 148 x 4 | | | | | |
| | | | | | | | | (50 007 886) | | | | | |
| | N Cyl. | A=140 | C=151 | L=271,1 | H=194,27 | | | 1 XM 142,5 x 3,5 | | | | 89 881 110 NEW | 99 353 961 |
| | | Y=8,75 | | | | | | 1 XM 148,5 x 4 | | | | | |
| | 6 | KH 92,04 | RTK | 54 | 1 T15 3,5 | CR | G6 | | | | | 127,00 | 99 496 600 |
| | 127 026 | MT -21,15 | TPL | 106 | 1 M 2,385 | | | | | | | | |
| | | MØ 75,1 | KBB | | 1 DSF 3,5 | CR | | | | | | | |
| | | GL 136,04 | | | | | | | | | | | |
| | N Cyl. | A=139 | C=150 | L=271,1 | H=194,27 | | | 1 FP 144 x 2,5 | | | | 89 541 110 | 99 496 960 |
| | | Y=8,75 | | | | | | 1 FP 148 x 4 | | | | | |
| | | | | | | | | (50 007 886) | | | | | |
| 35 | | 127 | | | | | | | | | | | |
| DC 12 Euro 3 | | 14 | | | | | | | | | | | |
| | | 02.2004 → | | D (LA) | 6 | 11716 cm ³ | 4V | 309 kW | (420 PS) | 18:1 | 154,00 mm | | |
| DC 12 Euro 2 | | 46 A, 57 A | | D (LA) | 6 | 11716 cm ³ | 4V | | | 18:1 | 154,00 mm | | |
| DI 12 Euro 2 | | 54 A 243, 56 A 272, 56 A 280 | | D (LA) | 6 | 11716 cm ³ | 4V | 243-280 kW | (330-381 PS) | 18:1 | 154,00 mm | | |
| DC 16 Euro 3 | | 01 | | D (LA) | 8 | 15600 cm ³ | 4V | 427 kW | (580 PS) | 18:1 | 154,00 mm | | |
| | | 04.2000 → | | | | | | | | | | | |
| | 6/8 | KH 85,21 | PSK | 54 | 1 T15 3,5 | CK | G6 | | | | | 127,00 | 40 368 600 |
| | ST127044/ | MT -22,15 | TPL | 106 | 1 M 2,385 | | G3 | | | | | | |
| | 127045 | MØ 78 | | | 1 DSF 3,5 | CR | | | | | | | |
| | | GL 125,21 | | | | | | | | | | | |
| | N Cyl. | A=139 | C=150 | L=271,1 | H=194,27 | | | 1 FP 144 x 2,5 | | | | 89 541 110 | 40 368 960 |
| | | Y=8,75 | | | | | | 1 FP 148 x 4 | | | | | |
| | | | | | | | | (50 007 886) | | | | | |
| | N Cyl. | A=140 | C=151 | L=271,1 | H=194,27 | | | 1 XM 142,5 x 3,5 | | | | 89 881 110 NEW | 40 368 962 NEW |
| | | Y=8,75 | | | | | | 1 XM 148,5 x 4 | | | | | |

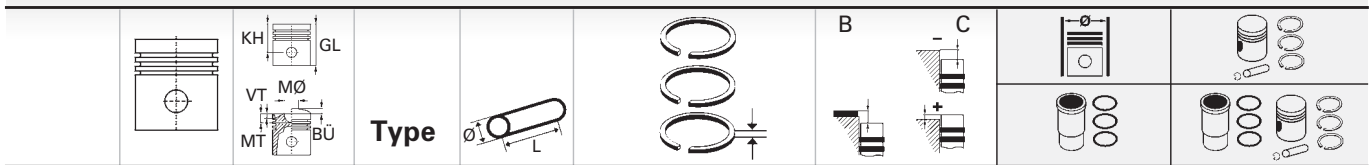
S



| 36 | | 127 | | | | | | | | | | | | |
|---------------------|---------|---|-------------------|-----------|-------------------------------------|--|--|-------------------|-------------------|--|--|--|--|--|
| DC 16 Euro 3 | | 02 | | | | | | | | | | | | |
| | | 04.2000 → | | | | | | | | | | | | |
| | | D (LA) | | | | | | | | | | | | |
| | | 8 15600 cm³ 4V | | | | | | | | | | | | |
| | | 353 kW | | | | | | | | | | | | |
| | | (480 PS) 18:1 | | | | | | | | | | | | |
| | | 154,00 mm | | | | | | | | | | | | |
| | 8 | KH 85,04 MT -22,15 MØ 78 GL 129,04 | RTK TPL | 54 106 | 1 T15 3,5 1 M 2,385 1 DSF 3,5 | CR G6 | | 127,00 | 99 374 600 | | | | | |
| | 127 033 | | | | | | | | | | | | | |
| | N Cyl. | A=139 Y=8,75 | C=150 | L=271,1 | H=194,27 | 1 FP 144 x 2,5 1 FP 148 x 4 (50 007 886) | | 89 541 110 | 99 374 960 | | | | | |
| | 8 | KH 85,04 MT -22,15 MØ 78 GL 129,04 | RTK TPL KBB | 54 106 | 1 T15 3,5 1 M 2,385 1 DSF 3,5 | CR G6 | | 127,00 | 99 500 600 | | | | | |
| | 127 024 | | | | | | | | | | | | | |
| | N Cyl. | A=139 Y=8,75 | C=150 | L=271,1 | H=194,27 | 1 FP 144 x 2,5 1 FP 148 x 4 (50 007 886) | | 89 541 110 | 99 500 960 | | | | | |
| | N Cyl. | A=140 Y=8,75 | C=151 | L=271,1 | H=194,27 | 1 XM 142,5 x 3,5 1 XM 148,5 x 4 | | 89 881 110 | NEW | | | | | |

| 37 | | 127 | | | | | | | | | | | |
|---------------------|--|---|--|--|--|--|--|--|--|--|--|--|--|
| DC 9 Euro 3 | | 62 A , 63 A , 65 A , 68 A , 69 A | | | | | | | | | | | |
| | | D (LA) | | | | | | | | | | | |
| | | 5 8870 cm³ 4V | | | | | | | | | | | |
| | | 18:1 | | | | | | | | | | | |
| | | 140,00 mm | | | | | | | | | | | |
| DC 12 Euro 2 | | 45 A, 52 A, 53 A, 54 A, 59 A, 60 A | | | | | | | | | | | |
| | | D (LA) | | | | | | | | | | | |
| | | 6 11716 cm³ 4V | | | | | | | | | | | |
| | | 18:1 | | | | | | | | | | | |
| | | 154,00 mm | | | | | | | | | | | |
| DC 12 Euro 4 | | 23 | | | | | | | | | | | |
| | | D (LA) | | | | | | | | | | | |
| | | 6 11716 cm³ 4V | | | | | | | | | | | |
| | | 309 kW | | | | | | | | | | | |
| | | (420 PS) 18:1 | | | | | | | | | | | |
| | | 154,00 mm | | | | | | | | | | | |
| DC 12 Euro 5 | | 15 | | | | | | | | | | | |
| | | 02.2004 → | | | | | | | | | | | |
| | | D (LA) | | | | | | | | | | | |
| | | 6 11716 cm³ 4V | | | | | | | | | | | |
| | | 309 kW | | | | | | | | | | | |
| | | (420 PS) 18:1 | | | | | | | | | | | |
| | | 154,00 mm | | | | | | | | | | | |
| DC 12 EEV | | 22 | | | | | | | | | | | |
| | | D (LA) | | | | | | | | | | | |
| | | 6 11716 cm³ 4V | | | | | | | | | | | |
| | | 309 kW | | | | | | | | | | | |
| | | (420 PS) 18:1 | | | | | | | | | | | |
| | | 154,00 mm | | | | | | | | | | | |
| DI 12 Euro 2 | | 68 M | | | | | | | | | | | |
| | | D (LA) | | | | | | | | | | | |
| | | 6 11716 cm³ 4V | | | | | | | | | | | |
| | | 18:1 | | | | | | | | | | | |
| | | 154,00 mm | | | | | | | | | | | |

| | | | | | | | | | | | | |
|--|--------|-----------------|-------|---------|----------|--|--|-------------------|------------|--|--|--|
| | N Cyl. | A=139 Y=8,75 | C=150 | L=271,1 | H=194,27 | 1 FP 144 x 2,5 1 FP 148 x 4 (50 007 886) | | 89 541 110 | | | | |
| | N Cyl. | A=140 Y=8,75 | C=151 | L=271,1 | H=194,27 | 1 XM 142,5 x 3,5 1 XM 148,5 x 4 | | 89 881 110 | NEW | | | |



| | | | | | | | | | | | | |
|---------------------|---|------------|---|-----------------------|----|------------|--------------|------|-----------|--|--|--|
| 38 | | 127 | | | | | | | | | | |
| DC 12 Euro 2 | 47 A, 48 A, 50 A 272, 50 A 316, 50 A 330 | | | | | | | | | | | |
| | 09.2006 → | D (LA) | 6 | 11716 cm ³ | 4V | 272-330 kW | (370-450 PS) | 18:1 | 154,00 mm | | | |
| DI 12 Euro 2 | 49 A | | | | | | | | | | | |
| | | D (LA) | 6 | 11716 cm ³ | 4V | | | 18:1 | 154,00 mm | | | |
| DC 16 Euro 2 | 40 A 404, 40 A 432, 41 A 294, 41 A 331, 41 A 368 | | | | | | | | | | | |
| | 09.2006 → | D (LA) | 8 | 15600 cm ³ | 4V | 294-432 kW | (400-588 PS) | 18:1 | 154,00 mm | | | |
| DC 16 Euro 3 | 03, 04, 42 A, 43 A, 45 A | | | | | | | | | | | |
| | 03.2004 → | D (LA) | 8 | 15600 cm ³ | 4V | 368-426 kW | (500-580 PS) | 18:1 | 154,00 mm | | | |

| | | | | | | | | | | |
|--|---------------------|------------------------------------|------------|-----------|-------------------------------------|--|--|-------------------|-------------------|------------|
| | 6/8 | KH 85,21 MT -22,15 GL 125,21 | PSK TPL | 54 106 | 1 T15 3,5 1 M 2,385 1 DSF 3,5 | CK G6 G3 CR | | 127,00 | 40 368 600 | |
| | ST127044/ 127045 | MØ 78 | | | | | | - | 40 368 962 | NEW |
| | N Cyl. | A=139 Y=8,75 | C=150 | L=271,1 | H=194,27 | 1 FP 144 x 2,5 1 FP 148 x 4 (50 007 886) | | 89 541 110 | 40 368 960 | |

| | | | | | | | | | | | | |
|---------------------|---|------------|---|-----------------------|----|------------|--------------|------|-----------|--|--|--|
| 39 | | 127 | | | | | | | | | | |
| DC 12 Euro 3 | 55 A 294, 55 A 316, 55 A 331, 56 A 359, 58 A 257, 58 A 272 | | | | | | | | | | | |
| | 09.2006 → | D (LA) | 6 | 11716 cm ³ | 4V | 257-359 kW | (350-488 PS) | 18:1 | 154,00 mm | | | |
| DT 12 Euro 3 | 06, 10 | | | | | | | | | | | |
| | 04.2004 → | D (LA) | 6 | 11716 cm ³ | 4V | 324-345 kW | (440-470 PS) | 18:1 | 154,00 mm | | | |
| DT12 Euro 3 | 18 | | | | | | | | | | | |
| | | D (LA) | 6 | 11716 cm ³ | 4V | 324 kW | (440 PS) | 18:1 | 154,00 mm | | | |
| DC 16 Euro 5 | 09 | | | | | | | | | | | |
| | 03.2004 → | D (LA) | 8 | 15600 cm ³ | 4V | 368 kW | (500 PS) | 17:1 | 154,00 mm | | | |

| | | | | | | | | | | |
|--|---------------------|------------------------------------|------------|-----------|-------------------------------------|--|--|-------------------|-------------------|------------|
| | 6/8 | KH 85,21 MT -22,95 GL 125,21 | PSK TPL | 54 106 | 1 T15 3,5 1 M 2,385 1 DSF 3,5 | CK G6 G3 CR | | 127,00 | 40 907 600 | NEW |
| | ST127044/ 127045 | MØ 80,5 | | | | | | - | 40 907 960 | NEW |
| | N Cyl. | A=139 Y=8,75 | C=150 | L=271,1 | H=194,27 | 1 FP 144 x 2,5 1 FP 148 x 4 (50 007 886) | | 89 541 110 | 40 907 960 | NEW |
| | N Cyl. | A=140 Y=8,75 | C=151 | L=271,1 | H=194,27 | 1 XM 142,5 x 3,5 1 XM 148,5 x 4 | | 89 881 110 | 40 907 961 | NEW |

| | | | | | | | | | | | | |
|---------------------|-----------------------|------------|---|-----------------------|----|------------|--------------|------|-----------|--|--|--|
| 40 | | 127 | | | | | | | | | | |
| DC 16 Euro 5 | 17, 18, 19, 22 | | | | | | | | | | | |
| | 03.2004 → | D (LA) | 8 | 15600 cm ³ | 4V | 368-456 kW | (500-620 PS) | | 154,00 mm | | | |
| DC 16 Euro 4 | 05, 06, 08 | | | | | | | | | | | |
| | 03.2004 → | D (LA) | 8 | 15600 cm ³ | 4V | 368-456 kW | (500-620 PS) | 17:1 | 154,00 mm | | | |

| | | | | | | | | | | |
|--|---------------------|------------------------------------|------------|-----------|-------------------------------------|-------------------|--|---------------|-------------------|--|
| | 8 | KH 85,21 MT -22,95 GL 125,21 | PSK TPL | 54 106 | 1 T15 3,5 1 M 2,385 1 DSF 3,5 | CK G6 G3 CR | | 127,00 | 40 670 600 | |
| | ST127044/ 127045 | MØ 88,41 | | | | | | - | | |

Fortsetzung nächste Seite / continued on next page / suite page suivante / continuación página próxima / Продолжение на следующей странице

| | | | | | | | | |
|--|--------|-----------------|-------------|---------|----------|--|-------------------|-------------------|
| | N Cyl. | | Type | | | | | |
| | N Cyl. | A=139 Y=8,75 | C=150 | L=271,1 | H=194,27 | 1 FP 144 x 2,5 1 FP 148 x 4 (50 007 886) | 89 541 110 | 40 670 960 |

41 **127**

DC 9 Euro 4

16, 17, 18
09.2004 →

D (LA) 5 8870 cm³ 4V 169-228 kW (230-310 PS) 17:1 140,00 mm

| | | | | | | | | |
|--|---------|--|-------------------|-----------|--|--|---------------|-------------------|
| | 5 | KH 92,04 MT -21,5 MØ 93 GL 136,04 | RTK TPL KBB | 54 106 | 1 T15 3,5 CR G6 1 M 2,385 1 DSF 3,5 CR | | 127,00 | 40 496 600 |
| | 127 038 | | | | | | | |

42 **127**

DC 12 Euro 5

18
05.2006 →

D (LA) 6 11716 cm³ 4V 280 kW (380 PS) 18:1 154,00 mm

DC 12 Euro 4

24, 26

D (LA) 6 11716 cm³ 4V 250-280 kW (340-380 PS) 154,00 mm

DI 12 Euro 2

57 M

D (LA) 6 11716 cm³ 4V 18:1 154,00 mm

| | | | | | | | | |
|--|--------|-----------------|-------|---------|----------|------------------------------------|------------------------------|--|
| | N Cyl. | A=140 Y=8,75 | C=151 | L=271,1 | H=194,27 | 1 XM 142,5 x 3,5 1 XM 148,5 x 4 | 89 881 110 NEW | |
|--|--------|-----------------|-------|---------|----------|------------------------------------|------------------------------|--|

43 **127**

DC 12 Euro 3

06, 17

D (LA) 6 11716 cm³ 4V 280-309 kW (380-420 PS) 18:1 154,00 mm

| | | | | | | | | |
|--|---------------------|---|------------|-----------|---|------------------------------------|------------------------------|------------------------------|
| | 6 | KH 85,21 MT -22,15 MØ 78 GL 125,21 | PSK TPL | 54 106 | 1 T15 3,5 CK G6 1 M 2,385 G3 1 DSF 3,5 CR | | 127,00 | 40 368 600 |
| | ST127044/ 127045 | | | | | | | |
| | N Cyl. | A=140 Y=8,75 | C=151 | L=271,1 | H=194,27 | 1 XM 142,5 x 3,5 1 XM 148,5 x 4 | 89 881 110 NEW | 40 368 962 NEW |

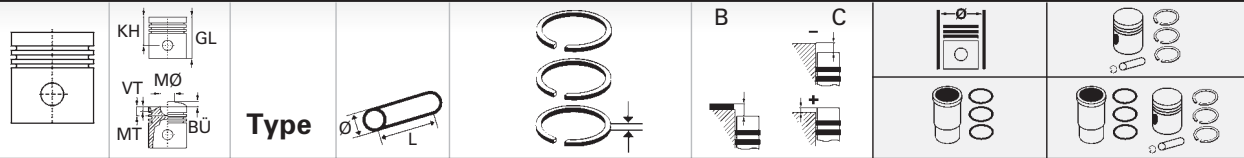
44 **127**

DSC 14 Euro 1

08 (17:1), 10 (17:1)

D (LA) 8 14181 cm³ 2V 309-333 kW (420-453 PS) 17:1 140,00 mm

| | | | | | | | | |
|--|---------|---|------------|-----------|--|----------------------------------|-------------------|-------------------|
| | 8 | KH 94,67 VT1 -2,92 MT -15,92 MØ 89,35 GL 146,67 | RTK TPL | 50 108 | 1 T15 3,5 CR G6 1 M 2,385 1 DSF 4,747 CR | | 127,00 | 40 275 600 |
| | 127 008 | | | | | | | |
| | N Cyl. | A=140 | C=155,7 | L=275,5 | H+F=10,05+0,4 | 1 FP 136 x 10,75 2 FP 140 x 4 | 89 411 110 | 40 275 960 |









| | | | | | | | | |
|-----------|------------|--------------|-------------------|---------------|----------|--------------------------------|---------------|------------------|
| 45 | 130 | DI 16 | 48 A, 53 A | D (LA) | 8 | 16400 cm³ 4V | 16,7:1 | 154,00 mm |
|-----------|------------|--------------|-------------------|---------------|----------|--------------------------------|---------------|------------------|

| | | | | | | | | |
|--|--------|-----------------|-------|---------|----------|--|-------------------|--|
| | N Cyl. | A=139 Y=8,75 | C=150 | L=271,1 | H=194,27 | 1 FP 144 x 2,5 1 FP 148 x 4 (50 007 886) | 89 541 110 | |
|--|--------|-----------------|-------|---------|----------|--|-------------------|--|

S







| |  | Cyl. |  | cm ³ |  | Comp. Ratio ε | kW | PS | Pos |
|-----|---|------|---|-----------------|---|------------------|-----|-----|-----|
| | | | | | | | | | mm |
| AAV | B | 4 | 75 x 72 | 1272 | 2 | 9,2:1 | 40 | 54 | 4 |
| AAZ | D (A) | 4 | 79,5 x 95,5 | 1896 | 2 | 22,5:1 | 55 | 75 | 15 |
| ABD | B | 4 | 75 x 78,7 | 1391 | 2 | 9,2:1 | 44 | 60 | 5 |
| ABN | B | 4 | 81 x 77,4 | 1595 | 2 | 9:1 | 55 | 75 | 25 |
| ABS | B | 4 | 81 x 86,4 | 1781 | 2 | 10:1 | 66 | 90 | 27 |
| ACC | B | 4 | 81 x 86,4 | 1781 | 2 | 10:1 | 66 | 90 | 26 |
| ADY | B | 4 | 82,5 x 92,8 | 1984 | 2 | 10,4:1 | 85 | 116 | 39 |
| ADZ | B | 4 | 81 x 86,4 | 1781 | 2 | 9/10:1 | 66 | 90 | 27 |
| AEE | B | 4 | 76,5 x 86,9 | 1598 | 2 | 9,8:1 | 55 | 75 | 7 |
| AEH | B | 4 | 81 x 77,4 | 1595 | 2 | 10,3:1 | 74 | 101 | 28 |
| AER | B | 4 | 67,1 x 70,6 | 999 | 2 | 10,5:1 | 37 | 50 | 2 |
| AEY | D | 4 | 79,5 x 95,5 | 1896 | 2 | 19,5:1 | 47 | 64 | 17 |
| AFH | B | 4 | 76,5 x 75,6 | 1390 | 4 | 10,5:1 | 74 | 101 | 8 |
| AFK | B | 4 | 76,5 x 75,6 | 1390 | 4 | 10,5:1 | 74 | 101 | 8 |
| AFN | D (LA) | 4 | 79,5 x 95,5 | 1896 | 2 | 19,5:1 | 81 | 110 | 17 |
| AFT | B | 4 | 81 x 77,4 | 1595 | 2 | 10,5:1 | 74 | 101 | 28 |
| AGG | B | 4 | 82,5 x 92,8 | 1984 | 2 | 10:1 | 85 | 116 | 39 |
| AGN | B | 4 | 81 x 86,4 | 1781 | 5 | 10,3:1 | 92 | 125 | 31 |
| AGP | D | 4 | 79,5 x 95,5 | 1896 | 2 | 22,5:1 | 50 | 68 | 18 |
| AGR | D (LA) | 4 | 79,5 x 95,5 | 1896 | 2 | 19,5:1 | 66 | 90 | 17 |
| AGZ | B | 5 | 81 x 90,2 | 2324 | 2 | 10,1:1 | 110 | 150 | 30 |
| AHF | D (LA) | 4 | 79,5 x 95,5 | 1896 | 2 | 19,5:1 | 81 | 110 | 17 |
| AHU | D (A) | 4 | 79,5 x 95,5 | 1896 | 2 | 19,5:1 | 66 | 90 | 17 |
| AHW | B | 4 | 76,5 x 75,6 | 1390 | 4 | 10,5:1 | 55 | 75 | 8 |
| AJH | B (LA) | 4 | 81 x 86,4 | 1781 | 5 | 9,5:1 | 110 | 150 | 29 |
| AJQ | B (LA) | 4 | 81 x 86,4 | 1781 | 5 | 9,5:1 | 132 | 180 | 29 |
| AKK | B | 4 | 76,5 x 75,6 | 1390 | 2 | 10,4:1 | 44 | 60 | 9 |
| AKL | B | 4 | 81 x 77,4 | 1595 | 2 | 10,2:1 | 74 | 101 | 28 |
| ALD | B | 4 | 67,1 x 70,6 | 999 | 2 | 10,7:1 | 37 | 50 | 3 |
| ALH | D (A) | 4 | 79,5 x 95,5 | 1896 | 2 | 19,5:1 | 66 | 90 | 17 |
| ALL | B | 4 | 67,1 x 70,6 | 999 | 2 | 10,7:1 | 37 | 50 | 2 |
| ALM | B | 4 | 76,5 x 86,9 | 1598 | 2 | 9,8:1 | 55 | 75 | 7 |
| ALZ | B | 4 | 81 x 77,4 | 1595 | 2 | 10,3:1 | 75 | 102 | 33 |
| ANU | D (LA) | 4 | 79,5 x 95,5 | 1896 | 2 | 19,5:1 | 66 | 90 | 20 |
| ANV | B | 4 | 67,1 x 70,6 | 999 | 2 | 10,7:1 | 37 | 50 | 3 |
| ANW | B | 4 | 76,5 x 75,6 | 1390 | 2 | 10,4:1 | 44 | 60 | 9 |
| APE | B | 4 | 76,5 x 75,6 | 1390 | 4 | 10,5:1 | 55 | 75 | 8 |
| APF | B | 4 | 81 x 77,4 | 1595 | 2 | 10,3:1 | 74 | 101 | 28 |
| APG | B | 4 | 81 x 86,4 | 1781 | 5 | 10,3:1 | 92 | 125 | 31 |
| APP | B (LA) | 4 | 81 x 86,4 | 1781 | 5 | 9,5:1 | 132 | 180 | 29 |
| AQM | D (LA) | 4 | 79,5 x 95,5 | 1896 | 2 | 19,5:1 | 50 | 68 | 18 |
| AQQ | B | 4 | 76,5 x 75,6 | 1390 | 4 | 10,5:1 | 74 | 101 | 8 |
| AQX | B (A) | 4 | 81 x 86,4 | 1781 | 5 | 9,5:1 | 115 | 156 | 29 |
| ARL | D (LA) | 4 | 79,5 x 95,5 | 1896 | 2 | 19,5:1 | 110 | 150 | 21 |
| ARY | B (LA) | 4 | 81 x 86,4 | 1781 | 5 | 9,5:1 | 132 | 180 | 32 |
| ASV | D (LA) | 4 | 79,5 x 95,5 | 1896 | 2 | 19,5:1 | 81 | 110 | 17 |
| ASY | D | 4 | 79,5 x 95,5 | 1896 | 2 | 19,5:1 | 47 | 64 | 18 |
| ASZ | D (LA) | 4 | 79,5 x 95,5 | 1896 | 2 | 19:1 | 96 | 130 | 21 |
| ATD | D (LA) | 4 | 79,5 x 95,5 | 1896 | 2 | 19:1 | 74 | 101 | 20 |
| ATN | B | 4 | 76,5 x 86,9 | 1598 | 4 | 11,5:1 | 77 | 105 | 10 |
| AUA | B | 4 | 76,5 x 75,6 | 1390 | 4 | 10,5:1 | 55 | 75 | 8 |
| AUB | B | 4 | 76,5 x 75,6 | 1390 | 4 | 10,5:1 | 74 | 101 | 8 |
| AUC | B | 4 | 67,1 x 70,6 | 999 | 2 | 10,7:1 | 37 | 50 | 3 |
| AUD | B | 4 | 76,5 x 75,6 | 1390 | 2 | 10,4:1 | 44 | 60 | 9 |
| AUQ | B (LA) | 4 | 81 x 86,4 | 1781 | 5 | 9,5:1 | 132 | 180 | 32 |
| AUR | B | 4 | 81 x 77,4 | 1595 | 2 | 10,3:1 | 74 | 101 | 28 |
| AUS | B | 4 | 76,5 x 86,9 | 1598 | 4 | 11,5:1 | 77 | 105 | 10 |
| AUY | D (LA) | 4 | 79,5 x 95,5 | 1896 | 2 | 18:1 | 85 | 116 | 19 |
| AVG | D (LA) | 4 | 79,5 x 95,5 | 1896 | 2 | 19,5:1 | 81 | 110 | 17 |
| AWC | B (LA) | 4 | 81 x 86,4 | 1781 | 5 | 9,5:1 | 110 | 150 | 29 |
| AXP | B | 4 | 76,5 x 75,6 | 1390 | 4 | 10,5:1 | 55 | 75 | 8 |
| AXR | D (LA) | 4 | 79,5 x 95,5 | 1896 | 2 | 19:1 | 74 | 101 | 20 |
| AYP | B (A) | 4 | 81 x 86,4 | 1781 | 5 | 9,5:1 | 115 | 156 | 29 |
| AYQ | D | 4 | 79,5 x 95,5 | 1896 | 2 | 19,5:1 | 47 | 64 | 18 |
| AZD | B | 4 | 76,5 x 86,9 | 1598 | 4 | 11,5:1 | 77 | 105 | 10 |
| AZQ | B | 3 | 76,5 x 86,9 | 1198 | 4 | 10,5:1 | 47 | 64 | 11 |
| AZV | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | 18:1 | 100 | 136 | 34 |
| BBY | B | 4 | 76,5 x 75,6 | 1390 | 4 | 10,5:1 | 55 | 75 | 8 |
| BBZ | B | 4 | 76,5 x 75,6 | 1390 | 4 | 10,5:1 | 74 | 101 | 8 |

|  | | Cyl. |  mm | cm ³ |  | Comp. Ratio ϵ | kW | PS | Pos |
|---|--|----------|--|-----------------|---|------------------------|-------|-------|-----|
| BCA | | B 4 | 76,5 x 75,6 | 1390 | 4 | 10,5:1 | 55 | 75 | 8 |
| BFO | | B 4 | 81 x 77,4 | 1595 | 2 | 10,2:1 | 75 | 102 | 33 |
| BGU | | B 4 | 81 x 77,4 | 1595 | 2 | 10,5:1 | 75 | 102 | 33 |
| BJB | | D (LA) 4 | 79,5 x 95,5 | 1896 | 2 | 19:1 | 77 | 105 | 22 |
| BJX | | B (LA) 4 | 81 x 86,4 | 1781 | 5 | 9,5:1 | 110 | 150 | 32 |
| BKC | | D (LA) 4 | 79,5 x 95,5 | 1896 | 2 | 19:1 | 77 | 105 | 20 |
| BKD | | D (LA) 4 | 81 x 95,5 | 1968 | 4 | 18:1 | 103 | 140 | 34 |
| BKY | | B 4 | 76,5 x 75,6 | 1390 | 4 | 10,5:1 | 55 | 75 | 12 |
| BLS | | D (LA) 4 | 79,5 x 95,5 | 1896 | 2 | 19:1 | 77 | 105 | 23 |
| BLT | | D (LA) 4 | 79,5 x 95,5 | 1896 | 2 | 19:1 | 96 | 130 | 21 |
| BME | | B 3 | 76,5 x 86,9 | 1198 | 4 | 10,5:1 | 47 | 64 | 11 |
| BMM | | D (LA) 4 | 81 x 95,5 | 1968 | 2 | 18,5:1 | 103 | 140 | 36 |
| BMN | | D (LA) 4 | 81 x 95,5 | 1968 | 4 | 18,5:1 | 125 | 170 | 37 |
| BMT | | D (LA) 4 | 79,5 x 95,5 | 1896 | 2 | 19:1 | 74 | 101 | 23 |
| BRT | | D (LA) 4 | 81 x 95,5 | 1968 | 2 | 18,5:1 | 103 | 140 | 36 |
| BSE | | B 4 | 81 x 77,4 | 1595 | 2 | 10,3:1 | 75 | 102 | 33 |
| BSF | | B 4 | 81 x 77,4 | 1595 | 2 | 10,3:1 | 75 | 102 | 33 |
| BUK | | D (LA) 4 | 79,5 x 95,5 | 1896 | 2 | 19:1 | 118 | 160 | 21 |
| BVK | | D (LA) 4 | 79,5 x 95,5 | 1896 | 2 | 18:1 | 85 | 116 | 19 |
| BXE | | D (LA) 4 | 79,5 x 95,5 | 1896 | 2 | 19:1 | 77 | 105 | 22 |
| BXF | | D (LA) 4 | 79,5 x 95,5 | 1896 | 2 | 19,5:1 | 66 | 90 | 22 |
| BXJ | | D (LA) 4 | 79,5 x 95,5 | 1896 | 2 | 19,5:1 | 66 | 90 | 22 |
| BYT | | B (LA) 4 | 82,5 x 84,2 | 1798 | 4 | 9,6:1 | 118 | 160 | 40 |
| BZB | | B (LA) 4 | 82,5 x 84,1 | 1781 | 4 | 9,6:1 | 118 | 160 | 40 |
| CAGA | | D (LA) 4 | 81 x 95,5 | 1968 | 4 | 16,5:1 | 105 | 143 | 38 |
| CAGC | | D (LA) 4 | 81 x 95,5 | 1968 | 4 | 16,5:1 | 88 | 120 | 38 |
| CAHA | | D (LA) 4 | 81 x 95,5 | 1968 | 4 | 16,5:1 | 125 | 170 | 38 |
| CAXA | | B (LA) 4 | 76,5 x 75,6 | 1390 | 4 | 10:1 | 90 | 122 | 13 |
| CAXC | | B (LA) 4 | 76,5 x 75,6 | 1390 | 4 | 10:1 | 92 | 125 | 13 |
| CBDB | | D (LA) 4 | 81 x 95,5 | 1968 | 4 | 16,5:1 | 103 | 140 | 38 |
| CCZA | | B (LA) 4 | 82,5 x 92,8 | 1984 | 4 | 9,6:1 | 147 | 200 | 41 |
| CCZB | | B (LA) 4 | 82,5 x 92,8 | 1984 | 4 | | 155 | 211 | 41 |
| CEGA | | D (LA) 4 | 81 x 95,5 | 1968 | 4 | 18,5:1 | 125 | 170 | 38 |
| CFFA | | D (LA) 4 | 81 x 95,5 | 1968 | 4 | | 100 | 136 | 35 |
| CFFB | | D (LA) 4 | 81 x 95,5 | 1968 | 4 | | 103 | 140 | 35 |
| CFFE | | D (LA) 4 | 81 x 95,5 | 1968 | 4 | | 85 | 116 | 35 |
| CFGB | | D (LA) 4 | 81 x 95,5 | 1968 | 4 | 16,5:1 | 125 | 170 | 35 |
| CFHC | | D (LA) 4 | 81 x 95,5 | 1968 | 4 | 16,5:1 | 103 | 140 | 35 |
| CFHD | | D (LA) 4 | 81 x 95,5 | 1968 | 4 | 16,5:1 | 105 | 143 | 35 |
| CGLB | | D (A) 4 | 81 x 95,5 | 1968 | 4 | 16,05:1 | 125 | 170 | 35 |
| CJCA | | D (LA) 4 | 81 x 95,5 | 1968 | 4 | 16,5:1 | 105 | 143 | 35 |
| CLCB | | D (LA) 4 | 81 x 95,5 | 1968 | 4 | 16,5:1 | 103 | 140 | 35 |
| EZ | | B 4 | 81 x 77,4 | 1595 | 2 | 9:1 | 55 | 75 | 25 |
| KR | | B 4 | 81 x 86,4 | 1781 | 4 | 10:1 | 100 | 136 | 24 |
| MN | | D 4 | 75 x 72 | 1272 | 2 | 22:1 | 33 | 45 | 6 |
| OM 615.912 | | D 4 | 87 x 92,4 | 2197 | 2 | 21:1 | 44-49 | 60-67 | 46 |
| OM 615.940 | | D 4 | 87 x 83,6 | 1988 | 2 | 21:1 | 40 | 55 | 43 |
| OM 615.941 | | D 4 | 87 x 92,4 | 2197 | 2 | 21:1 | 44 | 60 | 46 |
| OM 615.961 (ESP) | | D 4 | 87 x 83,6 | 1988 | 2 | 21:1 | 44 | 60 | 44 |
| OM 615.966 (ESP) | | D 4 | 87 x 83,6 | 1988 | 2 | 21:1 | 40 | 55 | 45 |
| OM 615.969 (POR) | | D 4 | 87 x 83,6 | 1988 | 2 | 21:1 | 40 | 55 | 45 |
| PL | | B 4 | 81 x 86,4 | 1781 | 4 | 10:1 | 95 | 129 | 24 |
| RP | | B 4 | 81 x 86,4 | 1781 | 2 | 10:1 | 66 | 90 | 26 |
| 1F | | B 4 | 81 x 77,4 | 1595 | 2 | 9:1 | 55 | 75 | 25 |
| 1Y | | D 4 | 79,5 x 95,5 | 1896 | 2 | 22,5:1 | 47 | 64 | 16 |
| 1Z | | D (LA) 4 | 79,5 x 95,5 | 1896 | 2 | 19,5:1 | 66 | 90 | 17 |
| 100 GL.0N.0 | | B 4 | 65 x 68 | 903 | 2 | 9:1 | 33 | 45 | 1 |
| 100 GL.000 | | B 4 | 65 x 68 | 903 | 2 | 9:1 | 33 | 45 | 1 |
| 100 GL.064 | | B 4 | 65 x 68 | 903 | 2 | 9:1 | 33 | 45 | 1 |
| 100 GL.3C.0 | | B 4 | 65 x 68 | 903 | 2 | 9:1 | 33 | 45 | 1 |
| 100 GL.9N.0 | | B 4 | 65 x 68 | 903 | 2 | 9:1 | 33 | 45 | 1 |
| 1000 GL7.000 | | B 4 | 65 x 68 | 903 | 2 | 9:1 | 33 | 44 | 1 |
| 138 A5.000 | | D 4 | 83 x 79,2 | 1714 | 2 | 20:1 | 40-43 | 55-58 | 42 |
| 138 B6.000 | | D 4 | 83 x 79,2 | 1714 | 2 | 20,5:1 | 43 | 58 | 42 |
| 2E | | B 4 | 82,5 x 92,8 | 1984 | 2 | 10,5:1 | 85 | 116 | 39 |
| 2G | | B 4 | 75 x 72 | 1272 | 2 | 9:1 | 40 | 54 | 4 |
| 4.108 | | D 4 | 79,375 x 88,6 | 1753 | 2 | 22:1 | 36-38 | 49-52 | 14 |
| 8144.61.200 | | D 4 | 93 x 89,4 | 2429 | 2 | 21:1 | 53 | 72 | 47 |

S







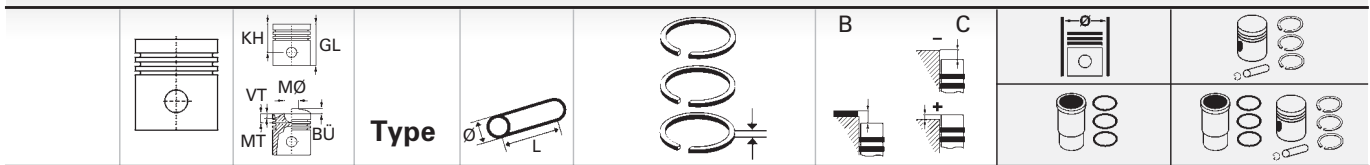
| | | | | | | Pos | | | | | | | Pos | |
|-------------------------|-------------------|------------------|---|----|------------------------|-------------------|--------------|---|----|--|--|--|-----|--|
| 127 | | | | | CITY GOLF | | | | | | | | | |
| 127 | 05.1972 → 12.1980 | 100 GL.0N.0 | B | 1 | City Golf 1.6i (CN) | 05.1994 → 06.1996 | 1F | B | 25 | | | | | |
| 127 | 05.1972 → 12.1980 | 100 GL.000 | B | 1 | CORDOBA | | | | | | | | | |
| 127 | 05.1972 → 12.1980 | 100 GL.064 | B | 1 | Cordoba 1.0i | 06.1997 → 06.1999 | AER | B | 2 | | | | | |
| 127 | 05.1972 → 12.1980 | 100 GL.9N.0 | B | 1 | Cordoba 1.0i | 08.1999 → 07.2000 | ANV | B | 3 | | | | | |
| 131 | | | | | Cordoba 1.0i | 08.1999 → 08.2002 | ALD | B | 3 | | | | | |
| 131 1.8 D | 05.1975 → 1982 | 4.108 | D | 14 | Cordoba 1.0i | 07.2000 → 08.2002 | AUC | B | 3 | | | | | |
| 131 2.4 D | 01.1981 → 1985 | 8144.61.200 | D | 47 | Cordoba 1.2i 12V | 10.2002 → | AZQ | B | 11 | | | | | |
| 132 | | | | | Cordoba 1.2i 12V | 11.2004 → | BME | B | 11 | | | | | |
| 132 2.0 D | 05.1973 → 02.1979 | OM 615.940 | D | 43 | Cordoba 1.3 | 02.1993 → 07.1994 | 2G | B | 4 | | | | | |
| 132 2.0 D | 05.1973 → 02.1979 | OM 615.961 (ESP) | D | 44 | Cordoba 1.4i | 06.1994 → 11.1995 | ABD | B | 5 | | | | | |
| 132 2.0 D | 05.1973 → 02.1979 | OM 615.969 (POR) | D | 45 | Cordoba 1.4i | 08.1999 → 08.2000 | ANW | B | 9 | | | | | |
| 132 2.2 D | 01.1974 → 1979 | OM 615.912 | D | 46 | Cordoba 1.4i | 08.1999 → 08.2002 | AKK | B | 9 | | | | | |
| 132 2.2 D | 1979 → 1982 | OM 615.941 | D | 46 | Cordoba 1.4i | 06.2000 → 08.2002 | AUD | B | 9 | | | | | |
| 2000 | | | | | Cordoba 1.4i 16V | 06.1997 → 06.1999 | AFH | B | 8 | | | | | |
| 2000 D | 05.1973 → 02.1979 | OM 615.940 | D | 43 | Cordoba 1.4i 16V | 09.1999 → 06.2000 | APE | B | 8 | | | | | |
| 2000 D | 05.1973 → 02.1979 | OM 615.966 (ESP) | D | 45 | Cordoba 1.4i 16V | 02.2000 → 07.2000 | AQQ | B | 8 | | | | | |
| ALHAMBRA | | | | | Cordoba 1.4i 16V | 06.2000 → 08.2002 | AUA | B | 8 | | | | | |
| Alhambra 1.8i Turbo 20V | 05.1998 → 02.2000 | AJH | B | 29 | Cordoba 1.4i 16V | 07.2000 → 08.2002 | AUB | B | 8 | | | | | |
| Alhambra 1.8i Turbo 20V | 06.2000 → 03.2010 | AWC | B | 29 | Cordoba 1.4i 16V | 09.2002 → 04.2004 | BBY | B | 8 | | | | | |
| Alhambra 1.9 TDI | 03.1996 → 07.1996 | 1Z | D | 17 | Cordoba 1.4i 16V | 10.2002 → | BBZ | B | 8 | | | | | |
| Alhambra 1.9 TDI | 07.1996 → 02.2000 | AHU | D | 17 | Cordoba 1.4i 16V | 05.2004 → | BKY | B | 12 | | | | | |
| Alhambra 1.9 TDI | 09.1997 → 02.2000 | AFN | D | 17 | Cordoba 1.6i | 09.1994 → 06.1999 | AFT | B | 28 | | | | | |
| Alhambra 1.9 TDI | 09.1997 → 02.2000 | AVG | D | 17 | Cordoba 1.6i | 09.1994 → 06.1999 | 1F | B | 25 | | | | | |
| Alhambra 1.9 TDI | 06.2000 → 03.2010 | ANU | D | 20 | Cordoba 1.6i | 05.1997 → 12.1998 | AEE | B | 7 | | | | | |
| Alhambra 1.9 TDI | 06.2000 → 03.2010 | AUY | D | 19 | Cordoba 1.6i | 09.1997 → 08.2002 | ALM | B | 7 | | | | | |
| Alhambra 1.9 TDI | 11.2002 → 11.2008 | ASZ | D | 21 | Cordoba 1.6i | 06.1999 → 08.2002 | AKL | B | 28 | | | | | |
| Alhambra 1.9 TDI | 06.2005 → 03.2010 | BVK | D | 19 | Cordoba 1.6i | 01.2000 → 08.2002 | AEH | B | 28 | | | | | |
| Alhambra 2.0i | 03.1996 → 02.2000 | ADY | B | 39 | Cordoba 1.6i | 03.2000 → 10.2000 | APF | B | 28 | | | | | |
| Alhambra 2.0 TFSI | 11.2010 → | CCZA | B | 41 | Cordoba 1.6i | 07.2000 → 08.2002 | AUR | B | 28 | | | | | |
| Alhambra 2.0 TDI | 11.2005 → 03.2010 | BRT | D | 36 | Cordoba 1.8i | 09.1993 → 08.1994 | ABS | B | 27 | | | | | |
| Alhambra 2.0 TDI | 06.2010 → | CFFA | D | 35 | Cordoba 1.8i | 09.1994 → 06.1999 | ADZ | B | 27 | | | | | |
| Alhambra 2.0 TDI | 06.2010 → | CFFB | D | 35 | Cordoba 1.8i | 03.1995 → 06.1999 | ACC | B | 26 | | | | | |
| Alhambra 2.0 TDI | 06.2010 → | CFGB | D | 35 | Cordoba 1.8i Turbo 20V | 12.1999 → 10.2000 | AQX | B | 29 | | | | | |
| Alhambra 2.0 TDI | 05.2011 → | CFFE | D | 35 | Cordoba 1.8i Turbo 20V | 09.2000 → 08.2002 | AYP | B | 29 | | | | | |
| ALTEA | | | | | Cordoba 1.9 D | 09.1993 → 06.1999 | 1Y | D | 16 | | | | | |
| Altea 1.4i TFSI 16V | 11.2007 → | CAXC | B | 13 | Cordoba 1.9 TD | 09.1993 → 08.1997 | AAZ | D | 15 | | | | | |
| Altea 1.6 SRE | 03.2004 → 05.2005 | BGU | B | 33 | Cordoba 1.9 TDI | 07.1996 → 12.1996 | 1Z | D | 17 | | | | | |
| Altea 1.6 SRE | 05.2005 → 11.2010 | BSE | B | 33 | Cordoba 1.9 TDI | 12.1996 → 06.1999 | AHU | D | 17 | | | | | |
| Altea 1.6 SRE | 05.2005 → | BSF | B | 33 | Cordoba 1.9 TDI | 03.1997 → 06.1999 | AFN | D | 17 | | | | | |
| Altea 1.8 TSFI 16V | 01.2007 → 06.2007 | BYT | B | 40 | Cordoba 1.9 TDI | 03.1999 → 08.2002 | ASV | D | 17 | | | | | |
| Altea 1.8 TSFI 16V | 06.2007 → 03.2009 | BZB | B | 40 | Cordoba 1.9 TDI | 04.1999 → 08.2002 | AGR | D | 17 | | | | | |
| Altea 1.9 TDI | 04.2004 → 09.2005 | BJB | D | 22 | Cordoba 1.9 TDI | 10.1999 → 05.2001 | ALH | D | 17 | | | | | |
| Altea 1.9 TDI | 04.2004 → 05.2006 | BKC | D | 20 | Cordoba 1.9 TDI | 10.1999 → 05.2001 | ALH | D | 17 | | | | | |
| Altea 1.9 TDI | 10.2005 → 09.2010 | BLS | D | 23 | Cordoba 1.9 TDI | 09.2002 → | ATD | D | 20 | | | | | |
| Altea 1.9 TDI | 02.2006 → 12.2010 | BXE | D | 22 | Cordoba 1.9 TDI | 10.2002 → | ASZ | D | 21 | | | | | |
| Altea 1.9 TDI | 08.2009 → 12.2010 | BXF | D | 22 | Cordoba 1.9 TDI | 05.2005 → | AXR | D | 20 | | | | | |
| Altea 2.0 TDI | 11.2005 → 11.2010 | BMM | D | 36 | Cordoba 1.9 TDI | 05.2005 → | BLT | D | 21 | | | | | |
| Altea 2.0 TFSI 16V | 05.2009 → | CCZB | B | 41 | Cordoba 1.9 TDI | 06.2006 → 11.2009 | BMT | D | 23 | | | | | |
| Altea 2.0 TDI 16V | 03.2004 → | BKD | D | 34 | Cordoba 1.9 SDI | 09.1995 → 06.1999 | AEY | D | 17 | | | | | |
| Altea 2.0 TDI 16V | 04.2004 → 03.2009 | AZV | D | 34 | Cordoba 1.9 SDI | 04.1999 → 08.2002 | AGP | D | 18 | | | | | |
| Altea 2.0 TDI 16V | 02.2006 → 05.2010 | BMN | D | 37 | Cordoba 1.9 SDI | 06.1999 → 08.2002 | AQM | D | 18 | | | | | |
| Altea 2.0 TDI 16V | 03.2009 → 10.2010 | CEGA | D | 38 | Cordoba 1.9 SDI | 09.2002 → | ASY | D | 18 | | | | | |
| Altea 2.0 TDI 16V | 10.2010 → | CBDB | D | 38 | Cordoba 2.0i | 09.1993 → 06.1996 | 2E | B | 39 | | | | | |
| AROSA | | | | | Cordoba 2.0i | 04.1996 → 06.1999 | AGG | B | 39 | | | | | |
| Arosa 1.0i | 02.1997 → 09.1999 | AER | B | 2 | EXEO | | | | | | | | | |
| Arosa 1.0i | 08.1997 → 05.1999 | ALL | B | 2 | Exeo 1.4i | 03.2009 → 09.2010 | ALZ | B | 33 | | | | | |
| Arosa 1.0i | 07.1999 → 07.2000 | ALD | B | 3 | Exeo 1.6i | 03.2009 → 09.2010 | ALZ | B | 33 | | | | | |
| Arosa 1.0i | 07.1999 → 07.2000 | ANV | B | 3 | Exeo 2.0 TDI 16V | 12.2008 → | CAGA | D | 38 | | | | | |
| Arosa 1.0i | 07.2000 → 06.2004 | AUC | B | 3 | Exeo 2.0 TDI 16V | 12.2008 → | CAGC | D | 38 | | | | | |
| Arosa 1.4i | 07.1999 → 10.2000 | AKK | B | 9 | Exeo 2.0 TDI 16V | 02.2009 → | CAHA | D | 38 | | | | | |
| Arosa 1.4i | 07.1999 → 10.2000 | ANW | B | 9 | Exeo 2.0 TDI 16V | 03.2009 → | CGLB | D | 35 | | | | | |
| Arosa 1.4i | 09.2000 → 06.2004 | AUD | B | 9 | Exeo 2.0 TDI 16V | 03.2009 → | CJCA | D | 35 | | | | | |
| Arosa 1.4i 16V | 10.1999 → 09.2000 | AQQ | B | 8 | FURA | | | | | | | | | |
| Arosa 1.4i 16V | 10.1999 → 10.2000 | AKK | B | 9 | Fura 0.9 | 09.1981 → 12.1984 | 1000 GL7.000 | B | 1 | | | | | |
| Arosa 1.4i 16V | 02.2000 → 09.2000 | AFK | B | 8 | Fura 0.9 | 03.1984 → 12.1986 | 100 GL.3C.0 | B | 1 | | | | | |
| Arosa 1.4i 16V | 09.2000 → 06.2004 | AUB | B | 8 | IBIZA | | | | | | | | | |
| | | | | | Ibiza 0.9 | 06.1984 → 05.1993 | 1000 GL7.000 | B | 1 | | | | | |
| | | | | | Ibiza 0.9 Junior | 06.1984 → 05.1993 | 100 GL.3C.0 | B | 1 | | | | | |
| | | | | | Ibiza 1.0i | 09.1996 → 06.1999 | AER | B | 2 | | | | | |

|  | |  | | Pos |  | |  | | Pos |
|---|-------------------|---|---|-----|--|-------------------|---|---|-----|
| Ibiza 1.0i | 08.1999 → 07.2000 | ANV | B | 3 | Leon 1.4i 16V | 01.2000 → 06.2006 | AHW | B | 8 |
| Ibiza 1.0i | 08.1999 → 05.2002 | ALD | B | 3 | Leon 1.4i 16V | 06.2000 → 06.2006 | AXP | B | 8 |
| Ibiza 1.0i | 07.2000 → 05.2002 | AUC | B | 3 | Leon 1.4i 16V | 02.2002 → 06.2006 | BCA | B | 8 |
| Ibiza 1.2i 12V | 01.2002 → | AZQ | B | 11 | Leon 1.6i | 11.1999 → 10.2005 | AEH | B | 28 |
| Ibiza 1.2i 12V | 11.2004 → | BME | B | 11 | Leon 1.6i | 11.1999 → 10.2005 | AKL | B | 28 |
| Ibiza 1.3 | 02.1993 → 08.1994 | AAV | B | 4 | Leon 1.6i | 10.2005 → 06.2006 | BFQ | B | 33 |
| Ibiza 1.3 | 02.1993 → 08.1994 | 2G | B | 4 | Leon 1.6i | 10.2005 → 06.2006 | BGU | B | 33 |
| Ibiza 1.4i | 09.1993 → 11.1995 | ABD | B | 5 | Leon 1.6i 16V | 06.2000 → 04.2001 | AUS | B | 10 |
| Ibiza 1.4i | 08.1999 → 08.2000 | ANW | B | 9 | Leon 1.6i 16V | 06.2000 → 06.2006 | ATN | B | 10 |
| Ibiza 1.4i | 08.1999 → 05.2002 | AKK | B | 9 | Leon 1.6i 16V | 09.2000 → 04.2002 | AZD | B | 10 |
| Ibiza 1.4i | 06.2000 → 08.2003 | AUD | B | 9 | Leon 1.8i 20V | 11.1999 → 12.2003 | AGN | B | 31 |
| Ibiza 1.4i 16V | 06.1997 → 06.1999 | AFH | B | 8 | Leon 1.8i 20V | 06.2000 → 06.2006 | APG | B | 31 |
| Ibiza 1.4i 16V | 09.1999 → 06.2000 | APE | B | 8 | Leon 1.8i Turbo 20V | 11.1999 → 12.2000 | APP | B | 29 |
| Ibiza 1.4i 16V | 09.1999 → 06.2002 | AUA | B | 8 | Leon 1.8i Turbo 20V | 03.2000 → 01.2001 | AJQ | B | 29 |
| Ibiza 1.4i 16V | 02.2000 → 07.2000 | AQQ | B | 8 | Leon 1.8i Turbo 20V | 09.2000 → 04.2004 | ARY | B | 32 |
| Ibiza 1.4i 16V | 07.2000 → 05.2002 | AUB | B | 8 | Leon 1.8i Turbo 20V | 09.2000 → 06.2006 | AUQ | B | 32 |
| Ibiza 1.4i 16V | 01.2002 → 04.2004 | BBY | B | 8 | Leon 1.9 TDI | 11.1999 → 09.2002 | AGR | D | 17 |
| Ibiza 1.4i 16V | 04.2002 → | BBZ | B | 8 | Leon 1.9 TDI | 11.1999 → 09.2002 | AHF | D | 17 |
| Ibiza 1.4i 16V | 05.2004 → | BKY | B | 12 | Leon 1.9 TDI | 11.1999 → 10.2005 | ASV | D | 17 |
| Ibiza 1.6i | 09.1994 → 06.1999 | 1F | B | 25 | Leon 1.9 TDI | 05.2000 → 10.2005 | ALH | D | 17 |
| Ibiza 1.6i | 09.1995 → 06.1999 | AFT | B | 28 | Leon 1.9 TDI | 09.2000 → 12.2005 | ARL | D | 21 |
| Ibiza 1.6i | 09.1997 → 12.1998 | AEE | B | 7 | Leon 1.9 TDI | 05.2003 → 06.2006 | ASZ | D | 21 |
| Ibiza 1.6i | 09.1997 → 05.2002 | ALM | B | 7 | Leon 1.9 TDI | 10.2005 → 06.2006 | AXR | D | 20 |
| Ibiza 1.6i | 06.1999 → 05.2002 | AKL | B | 28 | Leon 1.9 SDi | 06.2000 → 10.2003 | AQM | D | 18 |
| Ibiza 1.6i | 01.2000 → 05.2002 | AEH | B | 28 | LEON II (1P1) | | | | |
| Ibiza 1.6i | 03.2000 → 10.2000 | APF | B | 28 | Leon 1.4 TFSI 16V | 11.2007 → 11.2012 | CAXC | B | 13 |
| Ibiza 1.6i | 07.2000 → 05.2002 | AUR | B | 28 | Leon 1.6 SRE | 07.2005 → 11.2010 | BSE | B | 33 |
| Ibiza 1.7 D | 06.1984 → 05.1993 | 138 A5.000 | D | 42 | Leon 1.6 SRE | 07.2005 → 11.2012 | BSF | B | 33 |
| Ibiza 1.7 D | 06.1984 → 05.1993 | 138 B6.000 | D | 42 | Leon 1.8 TFSI 16V | 05.2007 → 03.2009 | BZB | B | 40 |
| Ibiza 1.8i | 02.1993 → 08.1994 | ABS | B | 27 | Leon 1.9 TDI | 07.2005 → 11.2012 | BKC | D | 20 |
| Ibiza 1.8i | 03.1995 → 06.1999 | ACC | B | 26 | Leon 1.9 TDI | 07.2005 → 11.2012 | BLS | D | 23 |
| Ibiza 1.8i | 09.1995 → 06.1999 | ADZ | B | 27 | Leon 1.9 TDI | 07.2005 → 11.2012 | BXE | D | 22 |
| Ibiza 1.8i Turbo 20V | 12.1999 → 10.2000 | AQX | B | 29 | Leon 1.9 TDI | 06.2007 → 11.2012 | BXF | D | 22 |
| Ibiza 1.8i Turbo 20V | 12.1999 → 05.2002 | AYP | B | 29 | Leon 2.0 TFSI 16V | 06.2009 → 11.2012 | CCZB | B | 41 |
| Ibiza 1.8i Turbo 20V | 12.2003 → | BJX | B | 32 | Leon 2.0 TDI | 10.2005 → 10.2010 | BMM | D | 36 |
| Ibiza 1.9 D | 02.1993 → 06.1999 | 1Y | D | 16 | Leon 2.0 TDI 16V | 07.2005 → 05.2010 | AZV | D | 34 |
| Ibiza 1.9 SDi | 09.1995 → 06.1999 | AEY | D | 17 | Leon 2.0 TDI 16V | 07.2005 → 11.2012 | BKD | D | 34 |
| Ibiza 1.9 SDi | 04.1999 → 05.2002 | AGP | D | 18 | Leon 2.0 TDI 16V | 07.2005 → 11.2012 | CFHC | D | 35 |
| Ibiza 1.9 SDi | 06.1999 → 05.2002 | AQM | D | 18 | Leon 2.0 TDI 16V | 07.2005 → 11.2012 | CLCB | D | 35 |
| Ibiza 1.9 SDi | 01.2002 → | ASY | D | 18 | Leon 2.0 TDI 16V | 02.2006 → 03.2009 | BMN | D | 37 |
| Ibiza 1.9 TD | 02.1993 → 08.1997 | AAZ | D | 15 | Leon 2.0 TDI 16V | 03.2009 → 11.2012 | CEGA | D | 38 |
| Ibiza 1.9 TDI | 07.1996 → 12.1996 | 1Z | D | 17 | MALAGA | | | | |
| Ibiza 1.9 TDI | 12.1996 → 06.1999 | AHU | D | 17 | Malaga 1.7 D | 05.1985 → 12.1993 | 138 A5.000 | D | 42 |
| Ibiza 1.9 TDI | 03.1997 → 06.1999 | AFN | D | 17 | Malaga 1.7 D | 05.1985 → 12.1993 | 138 B6.000 | D | 42 |
| Ibiza 1.9 TDI | 03.1999 → 05.2002 | ASV | D | 17 | MARBELLA | | | | |
| Ibiza 1.9 TDI | 04.1999 → 05.2002 | AGR | D | 17 | Marbella 0.8 | 01.1982 → 10.1998 | 100 GL.3C.0 | B | 1 |
| Ibiza 1.9 TDI | 10.1999 → 05.2002 | ALH | D | 17 | RONDA | | | | |
| Ibiza 1.9 TDI | 09.2001 → | ATD | D | 20 | Ronda 1.7 D | 06.1982 → 12.1986 | 138 A5.000 | D | 42 |
| Ibiza 1.9 TDI | 11.2001 → | ASZ | D | 21 | Ronda 1.7 D | 06.1982 → 12.1986 | 138 B6.000 | D | 42 |
| Ibiza 1.9 TDI | 05.2005 → 11.2009 | AXR | D | 20 | TERRA | | | | |
| Ibiza 1.9 TDI | 05.2005 → 11.2009 | BLT | D | 21 | Terra 1.3 D | 01.1989 → 1991 | MN | D | 6 |
| Ibiza 1.9 TDI | 11.2005 → 02.2008 | BUK | D | 21 | TOLEDO | | | | |
| Ibiza 1.9 TDI | 09.2006 → 11.2009 | BMT | D | 23 | Toledo 1.4i 16V | 01.2000 → 05.2002 | AHW | B | 8 |
| Ibiza 1.9 TDI | 02.2008 → 06.2010 | BLS | D | 23 | Toledo 1.4i 16V | 06.2000 → 02.2002 | AXP | B | 8 |
| Ibiza 1.9 TDI | 06.2008 → 06.2010 | BXJ | D | 22 | Toledo 1.4 TFSI 16V | 11.2007 → 05.2009 | CAXC | B | 13 |
| Ibiza 2.0i | 02.1993 → 06.1996 | 2E | B | 39 | Toledo 1.4 TSI | 10.2012 → | CAXA | B | 13 |
| Ibiza 2.0i | 04.1996 → 06.1999 | AGG | B | 39 | Toledo 1.6i | 05.1991 → 09.1991 | EZ | B | 25 |
| Ibiza 2.0 TDI 16V | 01.2010 → | CFHD | D | 35 | Toledo 1.6i | 05.1991 → 03.1999 | 1F | B | 25 |
| INCA | | | | | Toledo 1.6i | 01.1992 → 07.1994 | ABN | B | 25 |
| Inca 1.4i | 09.2000 → 06.2003 | AUD | B | 9 | Toledo 1.6i | 09.1996 → 03.1999 | AFT | B | 28 |
| Inca 1.4i 16V | 09.2000 → 06.2003 | AUA | B | 8 | Toledo 1.6i | 10.1998 → 07.2004 | AKL | B | 28 |
| Inca 1.6i | 11.1995 → 05.1997 | 1F | B | 25 | Toledo 1.6i | 11.1998 → 07.2004 | AEH | B | 28 |
| Inca 1.6i | 06.1997 → 09.2000 | AEE | B | 7 | Toledo 1.6i 16V | 06.2000 → 04.2001 | AUS | B | 10 |
| Inca 1.9 D | 11.1995 → 06.2003 | 1Y | D | 16 | Toledo 1.6i 16V | 09.2000 → 04.2002 | AZD | B | 10 |
| Inca 1.9 SDi | 11.1995 → 09.2000 | AEY | D | 17 | Toledo 1.6 SRE | 02.2004 → 03.2006 | BGU | B | 33 |
| Inca 1.9 SDi | 09.2000 → 06.2003 | AYQ | D | 18 | Toledo 1.6 SRE | 05.2005 → 05.2009 | BSF | B | 33 |
| LEON (1M1) | | | | | Toledo 1.6 SRE | 05.2005 → | BSE | B | 33 |
| Leon 1.4i 16V | 11.1999 → 06.2006 | APE | B | 8 | Toledo 1.8i | 05.1991 → 11.1993 | RP | B | 26 |
| Leon 1.4i 16V | 11.1999 → 06.2006 | AUA | B | 8 | Toledo 1.8i | 11.1993 → 07.1994 | ABS | B | 27 |

S

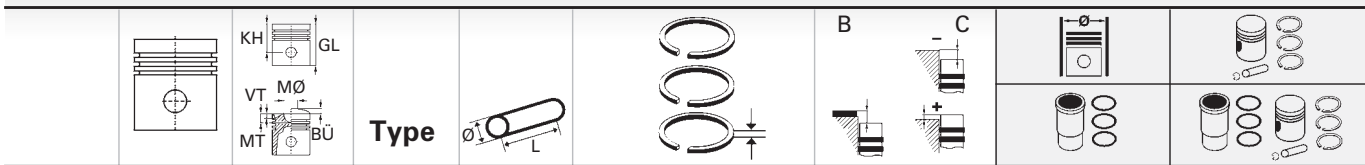


|  | |  | Pos |  | |  | Pos |
|---|-------------------|---|-----|--|--|---|-----|
| Toledo 1.8i | 07.1994 → 03.1999 | ADZ | B | 27 | | | |
| Toledo 1.8i | 09.1995 → 09.1996 | ACC | B | 26 | | | |
| Toledo 1.8i 16V | 05.1991 → 11.1992 | KR | B | 24 | | | |
| Toledo 1.8i 16V | 05.1991 → 03.1994 | PL | B | 24 | | | |
| Toledo 1.8i 20V | 10.1998 → 12.2003 | AGN | B | 31 | | | |
| Toledo 1.8i 20V | 06.2000 → 07.2004 | APG | B | 31 | | | |
| Toledo 1.8 TSFI 16V | 01.2007 → 06.2007 | BYT | B | 40 | | | |
| Toledo 1.8 TSFI 16V | 06.2007 → 03.2009 | BZB | B | 40 | | | |
| Toledo 1.8i Turbo 20V | 05.2001 → 07.2004 | AUQ | B | 32 | | | |
| Toledo 1.9 D | 05.1991 → 03.1999 | 1Y | D | 16 | | | |
| Toledo 1.9 TD | 05.1991 → 04.1997 | AAZ | D | 15 | | | |
| Toledo 1.9 TDI | 04.1995 → 12.1996 | 1Z | D | 17 | | | |
| Toledo 1.9 TDI | 06.1996 → 03.1999 | AHU | D | 17 | | | |
| Toledo 1.9 TDI | 12.1996 → 03.1999 | AFN | D | 17 | | | |
| Toledo 1.9 TDI | 10.1998 → 09.2002 | AHF | D | 17 | | | |
| Toledo 1.9 TDI | 03.1999 → 07.2004 | ALH | D | 17 | | | |
| Toledo 1.9 TDI | 04.1999 → 09.2002 | AGR | D | 17 | | | |
| Toledo 1.9 TDI | 10.1999 → 07.2004 | ASV | D | 17 | | | |
| Toledo 1.9 TDI | 10.2000 → 07.2004 | ARL | D | 21 | | | |
| Toledo 1.9 TDI | 05.2003 → 06.2006 | ASZ | D | 21 | | | |
| Toledo 1.9 TDI | 09.2004 → 09.2005 | BJB | D | 22 | | | |
| Toledo 1.9 TDI | 09.2004 → 02.2006 | BKC | D | 20 | | | |
| Toledo 1.9 TDI | 10.2005 → 05.2009 | BLS | D | 23 | | | |
| Toledo 1.9 TDI | 02.2006 → | BXE | D | 22 | | | |
| Toledo 2.0i | 05.1991 → 07.1996 | 2E | B | 39 | | | |
| Toledo 2.0i | 03.1996 → 03.1999 | AGG | B | 39 | | | |
| Toledo 2.0 TDI | 01.2006 → 05.2009 | BMM | D | 36 | | | |
| Toledo 2.0 TDI 16V | 09.2004 → 05.2009 | AZV | D | 34 | | | |
| Toledo 2.0 TDI 16V | 09.2004 → 05.2009 | BKD | D | 34 | | | |
| Toledo 2.0 TDI 16V | 01.2006 → 05.2009 | BMN | D | 37 | | | |
| Toledo 2.0 TDI 16V | 03.2009 → 05.2009 | CEGA | D | 38 | | | |
| Toledo 2.3i 20V | 10.1998 → 11.2000 | AGZ | B | 30 | | | |



| 1 | | 65 | | | | | | | | | |
|---------------------|-------------------|--|-----|----------------------|--|-------|---------|--------|--------------|---------------------------------------|--|
| 100 GL.0N.0 | 05.1972 → 12.1980 | B | 4 | 903 cm ³ | 2V | 33 kW | (45 PS) | 9:1 | 68,00 mm | | |
| 100 GL.000 | 05.1972 → 12.1980 | B | 4 | 903 cm ³ | 2V | 33 kW | (45 PS) | 9:1 | 68,00 mm | | |
| 100 GL.064 | 05.1972 → 12.1980 | B | 4 | 903 cm ³ | 2V | 33 kW | (45 PS) | 9:1 | 68,00 mm | | |
| 100 GL.3C.0 | 01.1982 → 10.1998 | B | 4 | 903 cm ³ | 2V | 33 kW | (45 PS) | 9:1 | 68,00 mm | | |
| 100 GL.9N.0 | 05.1972 → 12.1980 | B | 4 | 903 cm ³ | 2V | 33 kW | (45 PS) | 9:1 | 68,00 mm | | |
| 1000 GL7.000 | 09.1981 → 05.1993 | B | 4 | 903 cm ³ | 2V | 32 kW | (44 PS) | 9:1 | 68,00 mm | | |
| 065 083 | 4 | KH 30,75 GL 61,25 | SRK | 20 54 K | 1 R 1,75 CR G6 1 NM 2 1 DSF 3,947 CR | | | | 65,00 | 90 451 700 | |
| | | KH 30,45 GL 60,95 | HKÜ | | | | | | 65,60 | 90 451 730 | |
| | | KH 30,35 GL 60,85 | HKÜ | | | | | | 65,80 | 90 451 740 | |
| | | KH 30,25 GL 60,75 | HKÜ | | | | | | 66,00 | 90 451 750 | |
| 2 | | 67,1 | | | | | | | | | |
| AER | 09.1996 → 09.1999 | B | 4 | 999 cm ³ | 2V | 37 kW | (50 PS) | 10,5:1 | 70,60 mm | | |
| ALL | 08.1997 → 05.1999 | B | 4 | 999 cm ³ | 2V | 37 kW | (50 PS) | 10,7:1 | 70,60 mm | | |
| 067 046 | 4 | KH 31,27 MT -5,65 GL 51,27 | | 17 45 | 1 R 1 NT ST 1 M 1,2 G3 1 SSF 2 | | | | 67,11 | 99 679 600 | |
| | | KH 31,02 MT -5,65 GL 51,02 | HKÜ | | | | | | 67,61 | 99 679 610 | |
| 3 | | 67,1 | | | | | | | | | |
| ALD | 07.1999 → 08.2002 | B | 4 | 999 cm ³ | 2V | 37 kW | (50 PS) | 10,7:1 | 70,60 mm | | |
| ANV | 07.1999 → 07.2000 | B | 4 | 999 cm ³ | 2V | 37 kW | (50 PS) | 10,7:1 | 70,60 mm | | |
| AUC | 07.2000 → 06.2004 | B | 4 | 999 cm ³ | 2V | 37 kW | (50 PS) | 10,7:1 | 70,60 mm | | |
| 067 046 | 4 | KH 30,85 MT -2,67 GL 50,85 | | 17 45 | 1 R 1 NT ST 1 M 1,2 G3 1 SSF 2 | | | | 67,11 | 94 772 600 | |
| | | KH 30,6 MT -2,67 GL 50,6 | HKÜ | | | | | | 67,61 | 94 772 620 | |
| 4 | | 75 | | | | | | | | | |
| AAV | 02.1993 → 08.1994 | B | 4 | 1272 cm ³ | 2V | 40 kW | (54 PS) | 9,2:1 | 72,00 mm | | |
| 2G | 02.1993 → 08.1994 | B | 4 | 1272 cm ³ | 2V | 40 kW | (54 PS) | 9:1 | 72,00 mm | | |
| 075 193 | 4 | KH 42,87 VT1 -1,70 VT2 -1,70 MT -16,6 GL 69,87 | | 20 54 | 1 R 1,75 CR G6 1 NM 2 1 SSF 3 | | | | 75,01 | 93 896 600 | |
| | | KH 42,62 VT1 -1,70 VT2 -1,70 MT -16,6 GL 69,62 | HKÜ | | | | | | 75,51 | 93 896 620 (93 632, 93 897) | |

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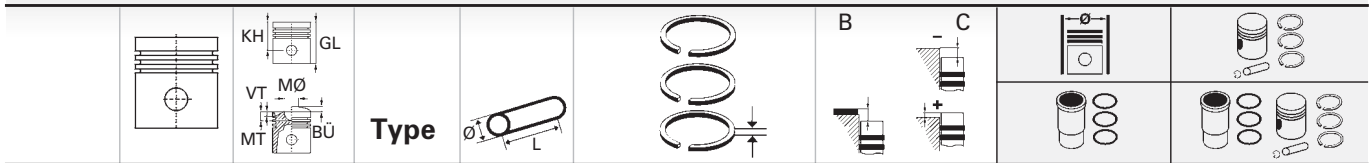
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|------------|---------|--|------------|----------|----------------------------------|-------|-------|------------------------------|--|
| 5 | | 75 | | | | | | | |
| ABD | | 09.1993 → 11.1995 | B | 4 | 1391 cm ³ | 2V | 44 kW | (60 PS) 9,2:1 | 78,70 mm |
| | 4 | KH 34,52 VT1 -1,65 MT -15,22 GL 56,52 | | 17 48 | 1 R 1,5 1 NM 1,5 1 SSF 2,5 | CR G6 | | 75,01 | 92 228 600 |
| | 075 219 | KH 34,27 VT1 -1,65 MT -15,22 GL 56,27 | HKÜ HKÜ | | | | | 75,51 75,76 | 92 228 620 92 228 630 |

| | | | | | | | | | |
|-----------|--------|--------------------------------|---|---|----------------------|----|-------|---------------------------|----------|
| 6 | | 75 | | | | | | | |
| MN | | 01.1989 → 1991 | D | 4 | 1272 cm ³ | 2V | 33 kW | (45 PS) 22:1 | 72,00 mm |
| | T Cyl. | A=78 C=81 L=133 H=4,5 | | | | | | 89 404 190 semi | |

| | | | | | | | | | |
|------------|---------|---------------------------------|-----|----------|----------------------------------|-------------|-------|---------------|-------------------|
| 7 | | 76,5 | | | | | | | |
| AEE | | 05.1997 → 09.2000 | B | 4 | 1598 cm ³ | 2V | 55 kW | (75 PS) 9,8:1 | 86,90 mm |
| ALM | | 09.1997 → 08.2002 | B | 4 | 1598 cm ³ | 2V | 55 kW | (75 PS) 9,8:1 | 86,90 mm |
| | 4 | KH 30,85 MT -7,8 GL 60,35 | | 17 52 | 1 R 1,2 1 NM 1,5 1 SLF 2,5 | PC ST CR | | 76,51 | 94 553 600 |
| | 076 143 | KH 30,6 MT -7,8 GL 60,1 | HKÜ | | | | | 77,01 | 94 553 620 |

| | | | | | | | | | |
|------------|--|-------------------|---|---|----------------------|----|-------|-----------------|----------|
| 8 | | 76,5 | | | | | | | |
| AFH | | 06.1997 → 06.1999 | B | 4 | 1390 cm ³ | 4V | 74 kW | (101 PS) 10,5:1 | 75,60 mm |
| AFK | | 02.2000 → 09.2000 | B | 4 | 1390 cm ³ | 4V | 74 kW | (101 PS) 10,5:1 | 75,60 mm |
| AHW | | 01.2000 → 06.2006 | B | 4 | 1390 cm ³ | 4V | 55 kW | (75 PS) 10,5:1 | 75,60 mm |
| APE | | 09.1999 → 06.2006 | B | 4 | 1390 cm ³ | 4V | 55 kW | (75 PS) 10,5:1 | 75,60 mm |
| AQQ | | 10.1999 → 09.2000 | B | 4 | 1390 cm ³ | 4V | 74 kW | (101 PS) 10,5:1 | 75,60 mm |
| AUA | | 09.1999 → 06.2006 | B | 4 | 1390 cm ³ | 4V | 55 kW | (75 PS) 10,5:1 | 75,60 mm |
| AUB | | 07.2000 → 06.2004 | B | 4 | 1390 cm ³ | 4V | 74 kW | (101 PS) 10,5:1 | 75,60 mm |
| AXP | | 06.2000 → 06.2006 | B | 4 | 1390 cm ³ | 4V | 55 kW | (75 PS) 10,5:1 | 75,60 mm |
| BBY | | 01.2002 → 04.2004 | B | 4 | 1390 cm ³ | 4V | 55 kW | (75 PS) 10,5:1 | 75,60 mm |
| BBZ | | 04.2002 → | B | 4 | 1390 cm ³ | 4V | 74 kW | (101 PS) 10,5:1 | 75,60 mm |
| BCA | | 02.2002 → 06.2006 | B | 4 | 1390 cm ³ | 4V | 55 kW | (75 PS) 10,5:1 | 75,60 mm |

| | | | | | | | | | |
|--|---------|--|-----|----------|---------------------------------|-------------|--|--------------|-------------------------------|
| | 4 | KH 28,92 VT1 -2,20 VT2 -2,20 MT -1,98 GL 49,92 | | 17 54 | 1 R 1,2 1 M 1,5 1 SLF 2,5 | PC ST CR | | 76,51 | 99 562 600 |
| | 076 156 | KH 28,67 VT1 -2,20 VT2 -2,20 MT -1,98 GL 49,67 | HKÜ | | | | | 77,01 | 99 562 620 (99 389) |



| | | | | | | | | | | | | |
|------------|--|-------------------|---|---|----------------------|----|-------|---------|--------|----------|--|--|
| 9 | | 76,5 | | | | | | | | | | |
| AKK | | 07.1999 → 08.2002 | B | 4 | 1390 cm ³ | 2V | 44 kW | (60 PS) | 10,4:1 | 75,60 mm | | |
| ANW | | 07.1999 → 10.2000 | B | 4 | 1390 cm ³ | 2V | 44 kW | (60 PS) | 10,4:1 | 75,60 mm | | |
| AUD | | 06.2000 → 06.2004 | B | 4 | 1390 cm ³ | 2V | 44 kW | (60 PS) | 10,4:1 | 75,60 mm | | |

| | | | | | | | | | | |
|--|---------|--------------------------------|--|----------|---------------------------------|-------------|--|--------------|--|-------------------|
| | 4 | KH 28,5 MT -5,36 GL 48,5 | | 17 52 | 1 R 1,2 1 M 1,5 1 SLF 2,5 | PC ST CR | | 76,51 | | 94 773 600 |
| | 076 146 | | | | | | | 77,01 | | 94 773 620 |

| | | | | | | | | | | | | |
|------------|--|-------------------|---|---|----------------------|----|-------|----------|--------|----------|--|--|
| 10 | | 76,5 | | | | | | | | | | |
| ATN | | 06.2000 → 06.2006 | B | 4 | 1598 cm ³ | 4V | 77 kW | (105 PS) | 11,5:1 | 86,90 mm | | |
| AUS | | 06.2000 → 04.2001 | B | 4 | 1598 cm ³ | 4V | 77 kW | (105 PS) | 11,5:1 | 86,90 mm | | |
| AZD | | 09.2000 → 04.2002 | B | 4 | 1598 cm ³ | 4V | 77 kW | (105 PS) | 11,5:1 | 86,90 mm | | |

| | | | | | | | | | | |
|--|---------|--|-----|----------|---------------------------------|-------------|--|--------------|--|-------------------------------|
| | 4 | KH 29,27 MT -2,7 MØ 64 GL 50,27 | | 17 54 | 1 R 1,2 1 M 1,5 1 SLF 2,5 | PC ST CR | | 76,51 | | 99 563 600 |
| | 076 157 | | HKÜ | | | | | 77,01 | | 99 563 620 (94 958) |
| | | KH 29,02 MT -2,6 MØ 64 GL 50,02 | | | | | | | | |

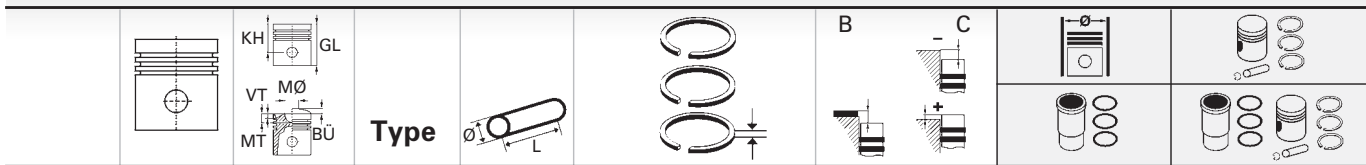
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|------------|--|-------------|---|---|----------------------|----|-------|---------|--------|----------|--|--|
| 11 | | 76,5 | | | | | | | | | | |
| AZQ | | 01.2002 → | B | 3 | 1198 cm ³ | 4V | 47 kW | (64 PS) | 10,5:1 | 86,90 mm | | |
| BME | | 11.2004 → | B | 3 | 1198 cm ³ | 4V | 47 kW | (64 PS) | 10,5:1 | 86,90 mm | | |

| | | | | | | | | | | |
|--|---------|--|-----|----------|---------------------------------|-------------|--|--------------|--|-------------------|
| | 3 | KH 29,27 VT1 -1,20 VT2 -2,70 MT -4 MØ 61,4 GL 50,27 | | 17 46 | 1 R 1,2 1 M 1,5 1 SLF 2,5 | NT ST CR | | 76,51 | | 99 909 600 |
| | 076 168 | | HKÜ | | | | | 77,01 | | 99 909 620 |
| | | KH 29,02 VT1 -1,20 VT2 -2,70 MT -4 MØ 61,4 GL 50,02 | | | | | | | | |

| | | | | | | | | | | | | |
|------------|--|-------------|---|---|----------------------|----|-------|---------|--------|----------|--|--|
| 12 | | 76,5 | | | | | | | | | | |
| BKY | | 05.2004 → | B | 4 | 1390 cm ³ | 4V | 55 kW | (75 PS) | 10,5:1 | 75,60 mm | | |

| | | | | | | | | | | |
|--|---------|----------------------------------|-----|----------|-------------------------------|-------------|--|--------------|--|-------------------|
| | 4 | KH 28,92 MT -2,28 GL 47,92 | | 17 46 | 1 R 1,2 1 M 1,2 1 SLF 2 | NT ST CR | | 76,51 | | 99 913 600 |
| | 076 175 | | HKÜ | | | | | 77,01 | | 99 913 620 |
| | | KH 28,67 MT -2,44 GL 47,67 | | | | | | | | |

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| | | | | | | | | | | | |
|-------------|---|---|--------|----------|-------------------------------|-------------------|-------|--------------|------|-------------------|--|
| 13 | | 76,5 | | | | | | | | | |
| CAXA | | 10.2012 → | B (LA) | 4 | 1390 cm ³ | 4V | 90 kW | (122 PS) | 10:1 | 75,60 mm | |
| CAXC | | 11.2007 → | B (LA) | 4 | 1390 cm ³ | 4V | 92 kW | (125 PS) | 10:1 | 75,60 mm | |
| | 4 | KH 29,2 MT -4,6 BÜ +2 GL 50,21 | NHA | 19 52 | 1 R 1,2 1 M 1,2 1 SLF 2 | NT ST G3 NT | | 76,51 | | 40 477 600 | |
| | | | | | | | | 76,76 | | 40 477 610 | |
| | | | | | | | | 77,01 | | 40 477 620 | |

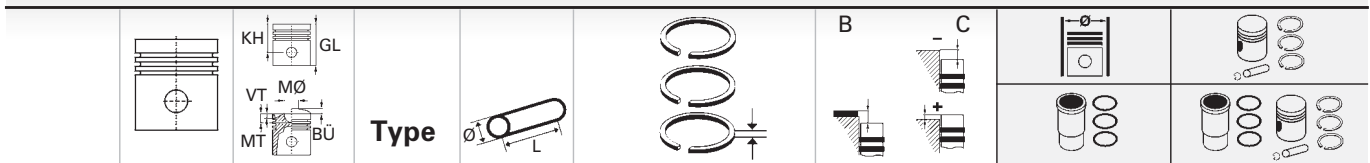
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|--------------|--------|--|---|---|----------------------|----|----------|-------------------|------|----------|--|
| 14 | | 79,375 | | | | | | | | | |
| 4.108 | | 05.1975 → 1982 | D | 4 | 1753 cm ³ | 2V | 36-38 kW | (49-52 PS) | 22:1 | 88,60 mm | |
| | T Cyl. | A=82,65 C=85,63 L=165,2 H+F=3,2+0,8 | | | | | | 89 426 190 | | | |
| | | | | | | | | semi | | | |

| | | | | | | | | | | | |
|------------|--------|------------------------------------|------------------|----------|------------------------------|----------------------|-------|-------------------|--------|-------------------|--|
| 15 | | 79,5 | | | | | | | | | |
| AAZ | | 05.1991 → 08.1997 | D (A) | 4 | 1896 cm ³ | 2V | 55 kW | (75 PS) | 22,5:1 | 95,50 mm | |
| | 4 | KH 45,65 MT -1,9 GL 71,7 | RTK RK LOX | 26 66 | 1 R 1,75 1 M 2 1 DSF 3 | CR G6 CR G1 CR | | 79,51 | | 91 429 600 | |
| | | | HKÜ | | | | | 79,76 | | 91 429 610 | |
| | | KH 45,4 MT -1,9 GL 71,7 | HKÜ | | | | | 80,01 | | 91 429 620 | |
| | | | HKÜ | | | | | 80,51 | | 91 429 630 | |
| | T Cyl. | A=82,5 C=85,5 L=152 H=4,7 | | | | | | 89 434 190 | | 91 429 960 | |
| | | | | | | | | semi | | | |

[1] Zylinderkopfdichtung
cylinder head gasket
joint de culasse
junta de culata
Прокладка головки блока цилиндров

Kolbenüberstand:
piston protrusion:
dépassement du piston:
resalto del pistón:
выступающая часть поршня:

| | | | |
|--|--|---|--|
| Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor толщина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur a inferior a меньше, чем |
| 1 | 1,53 | +0,66 | +0,86 |
| 2 | 1,57 | +0,87 | +0,90 |
| 3 | 1,61 | +0,91 | +1,02 |

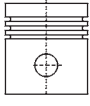
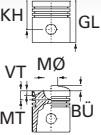

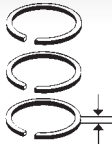
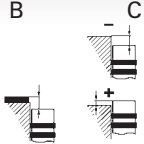

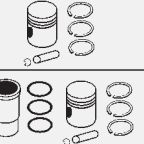
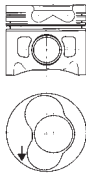

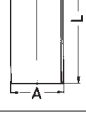
**16** **79,5**

| 1Y | 05.1991 → 06.2003 | D | 4 | 1896 cm ³ | 2V | 47 kW | (64 PS) | 22,5:1 | 95,50 mm |
|-----|---|--|--|--|---|-------|---------------------------|--------|--------------------------------------|
| | 4 | KH 39,65 MT -1,9 GL 65,7 | RTK RK | 24 64 | 1 R 1,75 CR G6 1 M 2 CR G1 1 DSF 3 CR | | 79,51 | | 91 386 600 [1] |
| | 079 119 | | | | | | 79,76 | | 91 386 610 [1] |
| | | KH 39,4 MT -1,9 GL 65,7 | HKÜ HKÜ | | | | 80,01 | | 91 386 620 [1] |
| | T Cyl. | A=82,5 | C=85,5 | L=152 | H=4,7 | | 80,51 | | 91 386 630 [1] (90 527) |
| | | | | | | | 89 434 190 semi | | 91 386 960 |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цил. | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor толщина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | | |
| | 1 | 1,53 | +0,66 | +0,86 | | | | | |
| | 2 | 1,57 | +0,87 | +0,90 | | | | | |
| | 3 | 1,61 | +0,91 | +1,02 | | | | | |

17 **79,5**

| | | | | | | | | | |
|------------|-------------------|--|------------|----------------------|---|-------|---------------------------|--------|-------------------------------|
| AEY | 09.1995 → 09.2000 | D | 4 | 1896 cm ³ | 2V | 47 kW | (64 PS) | 19,5:1 | 95,50 mm |
| AFN | 12.1996 → 02.2000 | D (LA) | 4 | 1896 cm ³ | 2V | 81 kW | (110 PS) | 19,5:1 | 95,50 mm |
| AGR | 04.1999 → 09.2002 | D (LA) | 4 | 1896 cm ³ | 2V | 66 kW | (90 PS) | 19,5:1 | 95,50 mm |
| AHF | 10.1998 → 09.2002 | D (LA) | 4 | 1896 cm ³ | 2V | 81 kW | (110 PS) | 19,5:1 | 95,50 mm |
| AHU | 06.1996 → 02.2000 | D (A) | 4 | 1896 cm ³ | 2V | 66 kW | (90 PS) | 19,5:1 | 95,50 mm |
| ALH | 03.1999 → 10.2005 | D (A) | 4 | 1896 cm ³ | 2V | 66 kW | (90 PS) | 19,5:1 | 95,50 mm |
| ASV | 03.1999 → 10.2005 | D (LA) | 4 | 1896 cm ³ | 2V | 81 kW | (110 PS) | 19,5:1 | 95,50 mm |
| AVG | 09.1997 → 02.2000 | D (LA) | 4 | 1896 cm ³ | 2V | 81 kW | (110 PS) | 19,5:1 | 95,50 mm |
| 1Z | 04.1995 → 12.1996 | D (LA) | 4 | 1896 cm ³ | 2V | 66 kW | (90 PS) | 19,5:1 | 95,50 mm |
| | 4 | KH 45,8 VT1 -1,00 MT -17,75 MØ 37,9 GL 71,8 | RTK KBB | 26 66 | 1 R 1,75 PC G6 1 M 2 CR G1 1 DSF 3 CR | | 79,51 | | 94 427 700 [1], [2] |
| | 079 135 | | | | | | 79,76 | | 94 427 710 [1], [2] |
| | | KH 45,55 VT1 -1,00 MT -17,75 MØ 37,9 GL 71,8 | HKÜ HKÜ | | | | 80,01 | | 94 427 720 [1], [2] |
| | T Cyl. | A=82,5 | C=85,5 | L=152 | H=4,7 | | 80,51 | | 94 427 730 [1], [2] |
| | | | | | | | 89 434 190 semi | | 94 427 970 |



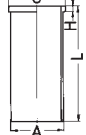
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

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|---|---|---|---|---|---|--|---|---|
|  | 4 079 135 | KH 45,8 VT1 -1,00 MT -17,75 MØ 37,9 GL 71,8 | RTK KBB | 26 66 | 1 R 1,75 PC G6 1 M 2 CR G1 1 DSF 3 CR | | 79,51 | 94 428 700 [1], [3] |
|  | | KH 45,55 VT1 -1,00 MT -17,75 MØ 37,9 GL 71,8 | HKÜ | | | | 79,76 | 94 428 710 [1], [3] |
|  | T Cyl. | A=82,5 | C=85,5 | L=152 | H=4,7 | | 80,01 | 94 428 720 [1], [3] |
| | | | | | | | 80,51 | 94 428 730 [1], [3] |
| | | | | | | | 89 434 190 semi | 94 428 970 |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | | Kolbenüberstand: piston protrusion: dépasement du piston: resalto del pistón: выступающая часть поршня: | | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor толщина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | |
| | 1 | 1,45 | +0,91 | +1,00 | | | | |
| | 2 | 1,53 | +1,01 | +1,10 | | | | |
| | 3 | 1,61 | +1,11 | +1,20 | | | | |
| [2] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 1-2 | | | | | | | |
| [3] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 3-4 | | | | | | | |

S

18  **79,5**

| | | | | | | | | | |
|------------|-------------------|--------|---|----------------------|----|-------|---------|--------|----------|
| AGP | 04.1999 → 08.2002 | D | 4 | 1896 cm ³ | 2V | 50 kW | (68 PS) | 22,5:1 | 95,50 mm |
| AQM | 06.1999 → 10.2003 | D (LA) | 4 | 1896 cm ³ | 2V | 50 kW | (68 PS) | 19,5:1 | 95,50 mm |
| ASY | 01.2002 → | D | 4 | 1896 cm ³ | 2V | 47 kW | (64 PS) | 19,5:1 | 95,50 mm |
| AYQ | 09.2000 → 06.2003 | D | 4 | 1896 cm ³ | 2V | 47 kW | (64 PS) | 19,5:1 | 95,50 mm |

| | | | | | | | | |
|---|--------------|--|--------|----------|---|--|---------------------------|-------------------------------|
|  | 4 079 165 | KH 39,8 MT -17,75 MØ 38 GL 60,8 | | 24 59 | 1 R 1,75 CR G6 1 M 2 CR G1 1 DSF 3 CR | | 79,51 | 40 092 700 [1], [2] |
|  | | | | | | | 80,01 | 40 092 720 [1], [2] |
|  | T Cyl. | A=82,5 | C=85,5 | L=152 | H=4,7 | | 89 434 190 semi | 40 092 970 |

| | | | | | | | | |
|---|--------------|--|--|----------|---|--|--------------|-------------------------------|
|  | 4 079 165 | KH 39,8 MT -17,75 MØ 38 GL 60,8 | | 24 59 | 1 R 1,75 CR G6 1 M 2 CR G1 1 DSF 3 CR | | 79,51 | 40 093 700 [1], [3] |
|  | | | | | | | 80,01 | 40 093 720 [1], [3] |

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|--------|---|--|---|--|--|--|---------------------------|-------------------|
| | | | | | | | | |
| T Cyl. | A=82,5 | C=85,5 | L=152 | H=4,7 | | | 89 434 190 semi | 40 093 970 |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цил. | | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor толщина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | |
| | 1 | 1,45 | +0,91 | +1,00 | | | | |
| | 2 | 1,53 | +1,01 | +1,10 | | | | |
| | 3 | 1,61 | +1,11 | +1,20 | | | | |
| [2] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 1-2 | | | | | | | |
| [3] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 3-4 | | | | | | | |

19 **79,5**

| | | | | | | | | | | |
|------------|-------------------|--|--------------------------|----------|------------------------------|----------------------|-------|--------------|------|-------------------------------|
| AUY | 06.2000 → 03.2010 | D | (LA) | 4 | 1896 cm ³ | 2V | 85 kW | (116 PS) | 18:1 | 95,50 mm |
| BVK | 06.2005 → 03.2010 | D | (LA) | 4 | 1896 cm ³ | 2V | 85 kW | (116 PS) | 18:1 | 95,50 mm |
| | 4 | KH 45,8 VT1 -1,30 MT -17,8 MØ 38 GL 69,8 | RTK KKK KBB TPL | 26 66 | 1 R 1,75 1 M 2 1 DSF 3 | PC G6 CR G1 CR | | 79,51 | | 99 842 600 [1], [2] |
| | | KH 45,55 VT1 -1,30 MT -17,8 MØ 38 GL 69,55 | HKÜ | | | | | 80,01 | | 99 842 620 [1], [2] |
| | 4 | KH 45,8 VT1 -1,30 MT -17,8 MØ 38 GL 69,8 | RTK KKK KBB TPL | 26 66 | 1 R 1,75 1 M 2 1 DSF 3 | PC G6 CR G1 CR | | 79,51 | | 99 843 600 [1], [3] |
| | | KH 45,55 VT1 -1,30 MT -17,8 MØ 38 GL 69,55 | HKÜ | | | | | 80,01 | | 99 843 620 [1], [3] |

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| | | | | | | | |
|-----|---|---|---|--|--|--|--|
| | | | | | | | |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цил. | Kolbenüberstand: piston protrusion: dépasement du piston: resalto del pistón: выступающая часть поршня: | | | | | |
| | Kerben notches repères muecas надрезы | Stärke thickness épaisseur espesor толщина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | |
| | 1 | 1,53 | +0,8 | +0,9 | | | |
| | 2 | 1,57 | +0,9 | +1,0 | | | |
| | 3 | 1,61 | +1,0 | +1,1 | | | |
| [2] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 1-2 | | | | | | |
| [3] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 3-4 | | | | | | |

20 **79,5**

| | | | | | | | | | | |
|------------|-------------------|---|------|---|----------------------|----|-------|----------|--------|----------|
| ANU | 06.2000 → 03.2010 | D | (LA) | 4 | 1896 cm ³ | 2V | 66 kW | (90 PS) | 19,5:1 | 95,50 mm |
| ATD | 09.2001 → | D | (LA) | 4 | 1896 cm ³ | 2V | 74 kW | (101 PS) | 19:1 | 95,50 mm |
| AXR | 05.2005 → | D | (LA) | 4 | 1896 cm ³ | 2V | 74 kW | (101 PS) | 19:1 | 95,50 mm |
| BKC | 04.2004 → 11.2012 | D | (LA) | 4 | 1896 cm ³ | 2V | 77 kW | (105 PS) | 19:1 | 95,50 mm |

| | | | | | | | | |
|--|---|---|--------------------------|----------|------------------------------|----------------------|--------------|------------------------------------|
| | 4 | KH 45,8 VT1 -1,10 MT -17,75 MØ 38 GL 69,8 | RTK KKK KBB TPL | 26 66 | 1 R 1,75 1 M 2 1 DSF 3 | PC G6 CR G1 CR | 79,51 | 99 850 600 [1], [2], [3] |
| | 4 | KH 45,55 VT1 -1,10 MT -17,75 MØ 38 GL 69,55 | HKÜ | | | | 80,01 | 99 850 620 [1], [2], [3] |
| | 4 | KH 45,8 VT1 -1,10 MT -17,75 MØ 38 GL 69,8 | RTK KKK KBB TPL | 26 66 | 1 R 1,75 1 M 2 1 DSF 3 | PC G6 CR G1 CR | 79,51 | 99 851 600 [1], [3], [4] |
| | 4 | KH 45,55 VT1 -1,10 MT -17,75 MØ 38 GL 69,55 | HKÜ | | | | 80,01 | 99 851 620 [1], [3], [4] |

[1] Zylinderkopfdichtung
cylinder head gasket
joint de culasse
junta de culata
Прокладка головки блока цил.

Kolbenüberstand:
piston protrusion:
dépasement du piston:
resalto del pistón:
выступающая часть поршня:

Kerben
notches
repères
muecas
надрезы

Stärke
thickness
épaisseur
espesor
толщина

größer als
more than
supérieur à
superior a
больше, чем

kleiner als
less than
inférieur à
inferior a
меньше, чем

1 1,45 +0,91 +1,00

2 1,53 +1,01 +1,10

3 1,61 +1,11 +1,20

[2] für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 1-2

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| | | | | | | | | | |
|-----|---|--|--|--|--|--|--|--|--|
| | | | | | | | | | |
| [3] | Austausch nur mit identischer Kolbenausführung! Replace with identical piston design only! Piston à canal de refroidissement avec douille! Remplacement uniquement par type de piston identique! Замена только на идентичное исполнение поршня! | | | | | | | | |
| [4] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 3-4 | | | | | | | | |

21 **79,5**

| | | | | | | | | | | |
|------------|-------------------|---|------|---|----------------------|----|--------|----------|--------|----------|
| ARL | 09.2000 → 12.2005 | D | (LA) | 4 | 1896 cm ³ | 2V | 110 kW | (150 PS) | 19,5:1 | 95,50 mm |
| ASZ | 11.2001 → | D | (LA) | 4 | 1896 cm ³ | 2V | 96 kW | (130 PS) | 19:1 | 95,50 mm |
| BLT | 05.2005 → | D | (LA) | 4 | 1896 cm ³ | 2V | 96 kW | (130 PS) | 19:1 | 95,50 mm |
| BUK | 11.2005 → 02.2008 | D | (LA) | 4 | 1896 cm ³ | 2V | 118 kW | (160 PS) | 19:1 | 95,50 mm |

| | | | | | | | | | |
|--|--------------|--|-------------------|----------|------------------------------|----------------------|--|--------------|-------------------------------|
| | 4 079 139 | KH 45,8 | RTK | 26 66 | 1 R 1,75 1 M 2 1 DSF 3 | PC G6 CR G1 CR | | 79,51 | 99 470 600 [1], [2] |
| | | VT1 -1,10 MT -17,5 MØ 38 GL 69,8 | KKK KBB TPL | | | | | | |
| | 4 079 139 | KH 45,55 | HKÜ | 26 66 | 1 R 1,75 1 M 2 1 DSF 3 | PC G6 CR G1 CR | | 80,01 | 99 470 620 [1], [2] |
| | | VT1 -1,10 MT -17,5 MØ 38 GL 69,55 | | | | | | | |
| | 4 079 139 | KH 45,8 | RTK | 26 66 | 1 R 1,75 1 M 2 1 DSF 3 | PC G6 CR G1 CR | | 79,51 | 99 471 600 [1], [3] |
| | | VT1 -1,10 MT -17,5 MØ 38 GL 69,8 | KKK KBB TPL | | | | | | |
| | 4 079 139 | KH 45,55 | HKÜ | 26 66 | 1 R 1,75 1 M 2 1 DSF 3 | PC G6 CR G1 CR | | 80,01 | 99 471 620 [1], [3] |
| | | VT1 -1,10 MT -17,5 MØ 38 GL 69,55 | | | | | | | |

[1]

Zylinderkopfdichtung
cylinder head gasket
joint de culasse
junta de culata
Прокладка головки блока цил.

Kolbenüberstand:
piston protrusion:
dépassement du piston:
resalto del pistón:
выступающая часть поршня:

Kerben
notches
repères
muescas
надрезы

Stärke
thickness
épaisseur
espesor
толщина

größer als
more than
supérieur à
superior a
больше, чем

kleiner als
less than
inférieur à
inferior a
меньше, чем

1

1,45

+0,91

+1,00

2

1,53

+1,01

+1,10

3

1,61

+1,11

+1,20

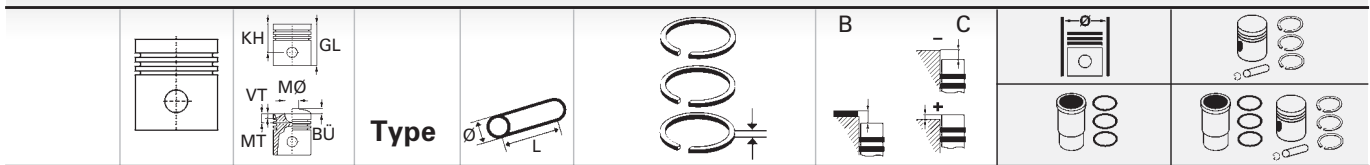
[2]

für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 1-2

[3]

für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 3-4

S



| | | | | | | | | | | | |
|------------|-------------|------------|-------------------|--------|---|----------------------|----|-------|----------|--------|----------|
| 22 | 79,5 | BJB | 04.2004 → 09.2005 | D (LA) | 4 | 1896 cm ³ | 2V | 77 kW | (105 PS) | 19:1 | 95,50 mm |
| BXE | | | 07.2005 → | D (LA) | 4 | 1896 cm ³ | 2V | 77 kW | (105 PS) | 19:1 | 95,50 mm |
| BXF | | | 06.2007 → 11.2012 | D (LA) | 4 | 1896 cm ³ | 2V | 66 kW | (90 PS) | 19,5:1 | 95,50 mm |
| BXJ | | | 06.2008 → 06.2010 | D (LA) | 4 | 1896 cm ³ | 2V | 66 kW | (90 PS) | 19,5:1 | 95,50 mm |

| | | | | | | | | | |
|--|--------------|---|-----|----------|------------------------------|----------------------|--|--------------|-------------------------------------|
| | 4 079 155 | KH 45,8 VT1 -0,70 MT -17,34 MØ 38 GL 69,8 | RTK | 26 66 | 1 R 1,75 1 M 2 1 DSF 3 | CK G6 G3 CR | | 79,51 | 40 421 600 [1], [2], [3] |
| | | | TPL | | | | | 79,76 | 40 421 610 NEW [1] |
| | | | KBB | | | | | 80,01 | 40 421 620 NEW [1] |
| | 4 079 155 | KH 45,8 VT1 -0,70 MT -17,34 MØ 38 GL 69,8 | RTK | 26 66 | 1 R 1,75 1 M 2 1 DSF 3 | PC G6 G3 CR | | 79,51 | 40 422 600 [2], [3], [4] |
| | | | TPL | | | | | 79,76 | 40 422 610 NEW [4] |
| | | | KBB | | | | | 80,01 | 40 422 620 NEW [4] |
| | 4 079 143 | KH 45,8 VT1 -1,10 MT -17,75 MØ 38 GL 69,8 | RTK | 26 66 | 1 R 1,75 1 M 2 1 DSF 3 | PC G6 CR G1 CR | | 79,51 | 99 850 600 [1], [2], [5] |
| | | | KKK | | | | | 80,01 | 99 850 620 [1], [2], [5] |
| | | | KBB | | | | | | |
| | 4 079 143 | KH 45,8 VT1 -1,10 MT -17,75 MØ 38 GL 69,8 | RTK | 26 66 | 1 R 1,75 1 M 2 1 DSF 3 | PC G6 CR G1 CR | | 79,51 | 99 851 600 [2], [4], [5] |
| | | | KKK | | | | | 80,01 | 99 851 620 [2], [4], [5] |
| | | | KBB | | | | | | |
| | 4 079 143 | KH 45,8 VT1 -1,10 MT -17,75 MØ 38 GL 69,8 | TPL | 26 66 | 1 R 1,75 1 M 2 1 DSF 3 | PC G6 CR G1 CR | | 79,51 | 99 851 600 [2], [4], [5] |
| | | | KKK | | | | | 80,01 | 99 851 620 [2], [4], [5] |
| | | | KBB | | | | | | |

[1] für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 1-2

[2] Austausch nur mit identischer Kolbenausführung!
 Replace with identical piston design only!
 Piston à canal de refroidissement avec douille!
 Remplacement uniquement par type de piston identique!
 Замена только на идентичное исполнение поршня!

Fortsetzung nächste Seite / continued on next page / suite page suivante / continuación página próxima / Продолжение на следующей странице



| | | Type | | | | |
|-----|---|--|--|--|--|--|
| [3] | <p>Einbauspiel 0,05mm - 0,06mm beachten. Öldüse mit der OE Nr. 028 103 157A mitverwenden. Please check clearance should be 0,05mm -0,06mm. Please use oil jet with OE Nr.028 103 157 A. Observer le jeu au montage de 0,05mm à 0,06mm. Utiliser en même temps le gicleur d'huile avec le No OE 028 103 157A. Observar la holgura de montaje de 0,05mm - 0,06mm. Utilizar también la tobera de aceite con el n° OE 028 103 157A. Учитывать монтажный зазор 0,05 мм – 0,06 мм. Также использовать масляную форсунку с р О.Е. 028 103 157A.</p> | | | | | |
| [4] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 3-4 | | | | | |
| [5] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цил. | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor толщина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | |
| | 1 | 1,45 | +0,91 | +1,00 | | |
| | 2 | 1,53 | +1,01 | +1,10 | | |
| | 3 | 1,61 | +1,11 | +1,20 | | |

23



79,5

| BLS | 07.2005 → 11.2012 | D (LA) | 4 | 1896 cm³ | 2V | 77 kW | (105 PS) | 19:1 | 95,50 mm |
|-----|---|---|-----|------------|----------------|-----------------------|-----------------------|------|-----------------------|
| BMT | 06.2006 → 11.2009 | D (LA) | 4 | 1896 cm³ | 2V | 74 kW | (101 PS) | 19:1 | 95,50 mm |
| | 4 079 155 | KH 45,8 VT1 -0,70 MT -17,34 MØ 38 GL 69,8 | RTK | 26 | 1 R 1,75 CK G6 | | 79,51 | | 40 421 600 |
| | | | TPL | 66 | 1 M 2 G3 | | 79,76 | | 40 421 610 NEW |
| | | | KBB | | 1 DSF 3 CR | | 80,01 | | 40 421 620 NEW |
| | 4 079 155 | KH 45,55 VT1 -0,70 MT -17,34 MØ 38 GL 69,55 | HKÜ | | | | | | |
| | | | RTK | 26 | 1 R 1,75 CK G6 | 79,51 | 40 422 600 | | |
| | | | TPL | 66 | 1 M 2 G3 | 79,76 | 40 422 610 NEW | | |
| | | KBB | | 1 DSF 3 CR | 80,01 | 40 422 620 NEW | | | |
| [1] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 1-2 | | | | | | | | |
| [2] | Austausch nur mit identischer Kolbenausführung! Replace with identical piston design only! Piston à canal de refroidissement avec douille! Remplacement uniquement par type de piston identique! Замена только на идентичное исполнение поршня! | | | | | | | | |

Fortsetzung nächste Seite / continued on next page / suite page suivante / continuación página próxima / Продолжение на следующей странице

| | | | | | | |
|-----|---|--|--|--|--|--|
| | | | | | | |
| [3] | <p>Einbauspiel 0,05mm - 0,06mm beachten. Öldüse mit der OE Nr. 028 103 157A mitverwenden. Please check clearance should be 0,05mm -0,06mm. Please use oil jet with OE Nr.028 103 157 A. Observer le jeu au montage de 0,05mm à 0,06mm. Utiliser en même temps le gicleur d'huile avec le No OE 028 103 157A. Observar la holgura de montaje de 0,05mm - 0,06mm. Utilizar también la tobera de aceite con el n° OE 028 103 157A. Учитывать монтажный зазор 0,05 мм – 0,06 мм. Также использовать масляную форсунку с р О.Е. 028 103 157A.</p> | | | | | |
| [4] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 3-4 | | | | | |

24 **81**

| | | | | | | | | | |
|-----------|-------------------|-------------------------------|----------|---------------------------------|-------------|--------|--------------|------|-------------------|
| KR | 05.1991 → 11.1992 | B | 4 | 1781 cm ³ | 4V | 100 kW | (136 PS) | 10:1 | 86,40 mm |
| PL | 05.1991 → 03.1994 | B | 4 | 1781 cm ³ | 4V | 95 kW | (129 PS) | 10:1 | 86,40 mm |
| | 4 | KH 33,4 BÜ +0,6 GL 63 | 20 57 | 1 R 1,5 1 NM 1,75 1 SLF 3 | CR G6 CR | | 81,01 | | 93 117 600 |
| | 081 130 | KH 33,1 BÜ +0,6 GL 62,7 | | | | | 81,51 | | 93 117 610 |

25 **81**

| | | | | | | | | | |
|------------|--|--|----------|---------------------------------|-------------|-------|--------------|-----|--------------------------------------|
| ABN | 01.1992 → 07.1994 | B | 4 | 1595 cm ³ | 2V | 55 kW | (75 PS) | 9:1 | 77,40 mm |
| EZ | 05.1991 → 09.1991 | B | 4 | 1595 cm ³ | 2V | 55 kW | (75 PS) | 9:1 | 77,40 mm |
| 1F | 05.1991 → 06.1999 | B | 4 | 1595 cm ³ | 2V | 55 kW | (75 PS) | 9:1 | 77,40 mm |
| | 4 | KH 35,6 MT -2,3 BÜ +2,2 GL 66,8 | 20 57 | 1 R 1,5 1 NM 1,75 1 DSF 3 | CR G6 CR | | 81,01 | | 93 872 600 [1] |
| | 081 098 | KH 35,3 MT -2,3 BÜ +2,2 GL 66,5 | | | | | 81,26 | | 93 872 610 [1] |
| | | | | | | | 81,51 | | 93 872 620 [1] (93 694) |
| [1] | nur satzweise austauschbar exchangeable only in sets remplacement seulement sous forme de jeu sólo se puede cambiar el juego completo заменяемо только комплектами | | | | | | | | |

26 **81**

| | | | | | | | | | |
|------------|-------------------|---|----------|---------------------------------|-------------|-------|--------------|------|--------------------------------------|
| ACC | 03.1995 → 06.1999 | B | 4 | 1781 cm ³ | 2V | 66 kW | (90 PS) | 10:1 | 86,40 mm |
| RP | 05.1991 → 11.1993 | B | 4 | 1781 cm ³ | 2V | 66 kW | (90 PS) | 10:1 | 86,40 mm |
| | 4 | KH 32,2 MT -8,1 MØ 56,9 BÜ +1,3 GL 62,5 | 20 57 | 1 R 1,5 1 NM 1,75 1 DSF 3 | CR G6 CR | | 81,01 | | 93 876 600 [1] |
| | 081 089 | KH 31,9 MT -8,1 MØ 56,9 BÜ +1,3 GL 62,2 | | | | | 81,26 | | 93 876 610 [1] |
| | | | | | | | 81,51 | | 93 876 620 [1] (93 617) |

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| | | | | | | | |
|-----|---|--|--|--|--|--|--|
| | | | | | | | |
| | Type | | | | | | |
| [1] | <p>nur satzweise austauschbar exchangeable only in sets remplacement seulement sous forme de jeu sólo se puede cambiar el juego completo заменяемо только комплектами</p> | | | | | | |

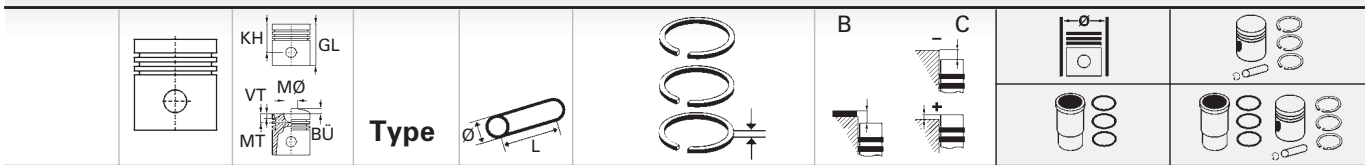
27 **81**

| | | | | | | | | | |
|------------|---|---|-----|----------------------|---------------------------------|-------------|--------------|--------|---|
| ABS | 02.1993 → 08.1994 | B | 4 | 1781 cm ³ | 2V | 66 kW | (90 PS) | 10:1 | 86,40 mm |
| ADZ | 07.1994 → 06.1999 | B | 4 | 1781 cm ³ | 2V | 66 kW | (90 PS) | 9/10:1 | 86,40 mm |
| | 4 | KH 32,2 MT -4,4 MØ 56 BÜ +1,3 GL 62,5 | SRK | 20 57 | 1 M 1,5 1 NM 1,75 1 DSF 3 | MO G6 CR | 81,01 | | 93 928 600 [1] |
| | 081 099 | KH 31,9 MT -4,4 MØ 56 BÜ +1,3 GL 62,2 | HKÜ | | | | 81,26 | | 93 928 610 [1] |
| | | | HKÜ | | | | 81,51 | | 93 928 620 [1] |
| | | | HKÜ | | | | 82,01 | | 93 928 630 [1] (92 249, 93 618, 93 873) |
| [1] | <p>nur satzweise austauschbar exchangeable only in sets remplacement seulement sous forme de jeu sólo se puede cambiar el juego completo заменяемо только комплектами</p> | | | | | | | | |

28 **81**

| | | | | | | | | | |
|------------|-------------------|---|-----|----------------------|--------------------------------|-------------|--------------|--------|-------------------|
| AEH | 11.1998 → 10.2005 | B | 4 | 1595 cm ³ | 2V | 74 kW | (101 PS) | 10,3:1 | 77,40 mm |
| AFT | 09.1994 → 06.1999 | B | 4 | 1595 cm ³ | 2V | 74 kW | (101 PS) | 10,5:1 | 77,40 mm |
| AKL | 10.1998 → 10.2005 | B | 4 | 1595 cm ³ | 2V | 74 kW | (101 PS) | 10,2:1 | 77,40 mm |
| APF | 03.2000 → 10.2000 | B | 4 | 1595 cm ³ | 2V | 74 kW | (101 PS) | 10,3:1 | 77,40 mm |
| AUR | 07.2000 → 08.2002 | B | 4 | 1595 cm ³ | 2V | 74 kW | (101 PS) | 10,3:1 | 77,40 mm |
| | 4 | KH 32 MT -2,3 MØ 61,4 BÜ +0,7 GL 53,7 | | 20 57 | 1 R 1,2 1 NM 1,5 1 SLF 2 | NT ST CR | 81,01 | | 94 503 700 |
| | 081 167 | KH 31,7 MT -2,3 MØ 61,4 BÜ +0,7 GL 53,4 | HKÜ | | | | 81,26 | | 94 503 710 |
| | | | HKÜ | | | | 81,51 | | 94 503 720 |

S



| | | | | | | | | | | |
|------------|--|-------------------|--------|---|----------------------|----|--------|----------|-------|----------|
| 29 | | 81 | | | | | | | | |
| AJH | | 05.1998 → 02.2000 | B (LA) | 4 | 1781 cm ³ | 5V | 110 kW | (150 PS) | 9,5:1 | 86,40 mm |
| AJQ | | 03.2000 → 01.2001 | B (LA) | 4 | 1781 cm ³ | 5V | 132 kW | (180 PS) | 9,5:1 | 86,40 mm |
| APP | | 11.1999 → 12.2000 | B (LA) | 4 | 1781 cm ³ | 5V | 132 kW | (180 PS) | 9,5:1 | 86,40 mm |
| AQX | | 12.1999 → 10.2000 | B (A) | 4 | 1781 cm ³ | 5V | 115 kW | (156 PS) | 9,5:1 | 86,40 mm |
| AWC | | 06.2000 → 03.2010 | B (LA) | 4 | 1781 cm ³ | 5V | 110 kW | (150 PS) | 9,5:1 | 86,40 mm |
| AYP | | 12.1999 → 08.2002 | B (A) | 4 | 1781 cm ³ | 5V | 115 kW | (156 PS) | 9,5:1 | 86,40 mm |

| | | | | | | | | |
|--|---------|-------------------------------|------------|----------|---|--|------------------------------|--|
| | 4 | KH 32,7 MT -1,5 GL 53,7 | PK | 20 59 | 1 M 1,5 MO G6 1 NM 1,75 1 DSF 2 CR G6 | | 81,01 | 99 933 600 |
| | 081 182 | KH 32,4 MT -1,5 GL 53,4 | HKÜ HKÜ | | | | 81,26 81,51 | 99 933 610 99 933 620 |

| | | | | | | | | | | |
|------------|--|-------------------|---|---|----------------------|----|--------|----------|--------|----------|
| 30 | | 81 | | | | | | | | |
| AGZ | | 10.1998 → 11.2000 | B | 5 | 2324 cm ³ | 2V | 110 kW | (150 PS) | 10,1:1 | 90,20 mm |

| | | | | | | | | |
|--|---------|---|--|----------|--|--|--|---|
| | 5 | KH 30,45 MT -5,5 BÜ +4,33 GL 58,78 | | 20 57 | 1 M 1,5 MO G6 1 NM 1,75 1 DSF 3 CR | | 81,01 81,51 82,01 | 91 033 600 91 033 610 91 033 620 |
| | 081 126 | | | | | | | |

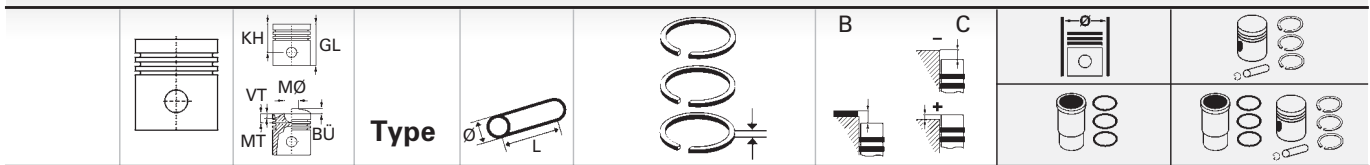
| | | | | | | | | | | |
|------------|--|-------------------|---|---|----------------------|----|-------|----------|--------|----------|
| 31 | | 81 | | | | | | | | |
| AGN | | 10.1998 → 12.2003 | B | 4 | 1781 cm ³ | 5V | 92 kW | (125 PS) | 10,3:1 | 86,40 mm |
| APG | | 06.2000 → 06.2006 | B | 4 | 1781 cm ³ | 5V | 92 kW | (125 PS) | 10,3:1 | 86,40 mm |

| | | | | | | | | | | |
|-----|--|----------------------|--|----------|--|--|------------------------------|--|--|--|
| | 4 | KH 32,55 GL 52,55 | | 20 52 | 1 R 1,5 CR G6 1 NM 1,75 1 SLF 2 CR | | 81,01 81,51 | 94 951 600 [1] 94 951 620 [1] | | |
| | 081 168 | | | | | | | | | |
| [1] | Augenabstand/distance between bosses/entre-bossage/distancia entre bordes interiores de bancada/Расстояние между внутренними торцами бобышек поршня 22,50 mm | | | | | | | | | |

| | | | | | | | | | | |
|------------|--|-------------------|--------|---|----------------------|----|--------|----------|-------|----------|
| 32 | | 81 | | | | | | | | |
| ARY | | 09.2000 → 04.2004 | B (LA) | 4 | 1781 cm ³ | 5V | 132 kW | (180 PS) | 9,5:1 | 86,40 mm |
| AUQ | | 09.2000 → 06.2006 | B (LA) | 4 | 1781 cm ³ | 5V | 132 kW | (180 PS) | 9,5:1 | 86,40 mm |
| BJX | | 12.2003 → | B (LA) | 4 | 1781 cm ³ | 5V | 110 kW | (150 PS) | 9,5:1 | 86,40 mm |

| | | | | | | | | |
|--|---------|--|-----------|----------|---|--|--------------|-------------------|
| | 4 | KH 32,7 MT -1,9 MØ 68,2 GL 53,7 | PK TPL | 19 50 | 1 R 1,5 CR ST 1 NM 1,75 1 DSF 2 CR G6 | | 81,01 | 40 434 600 |
| | 081 189 | KH 32,4 MT -1,9 MØ 68,2 GL 53,4 | HKÜ | | | | 81,51 | 40 434 620 |

S



| | | | | | | | | | | | | |
|------------|--|-------------------|---|--|---|----------------------|----|-------|----------|--------|----------|--|
| 33 | | 81 | | | | | | | | | | |
| ALZ | | 03.2009 → 09.2010 | B | | 4 | 1595 cm ³ | 2V | 75 kW | (102 PS) | 10,3:1 | 77,40 mm | |
| BFQ | | 10.2005 → 06.2006 | B | | 4 | 1595 cm ³ | 2V | 75 kW | (102 PS) | 10,2:1 | 77,40 mm | |
| BGU | | 02.2004 → 06.2006 | B | | 4 | 1595 cm ³ | 2V | 75 kW | (102 PS) | 10,5:1 | 77,40 mm | |
| BSE | | 05.2005 → | B | | 4 | 1595 cm ³ | 2V | 75 kW | (102 PS) | 10,3:1 | 77,40 mm | |
| BSF | | 05.2005 → | B | | 4 | 1595 cm ³ | 2V | 75 kW | (102 PS) | 10,3:1 | 77,40 mm | |

| | | | | | | | | | | | |
|--|---|---------------------------------|-----|----------|------------------------------|-------------------|--|--|--------------|--|-------------------|
| | 4 | KH 29,7 MT -2,7 GL 50,7 | TPL | 19 42 | 1 R 1 1 NM 1,2 1 SLF 2 | NT ST G3 CR | | | 81,01 | | 99 792 600 |
| | | KH 29,45 MT -2,7 GL 50,45 | HKÜ | | | | | | 81,51 | | 99 792 620 |

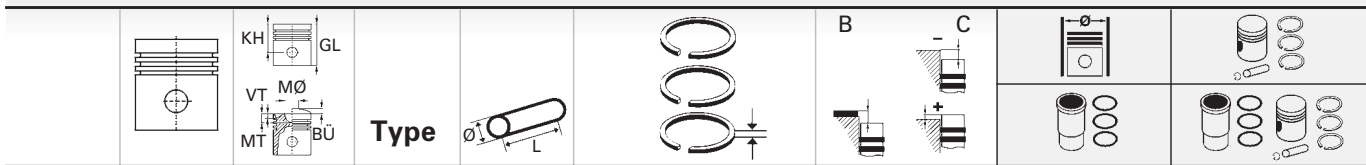
| | | | | | | | | | | | | |
|------------|--|-------------------|--------|--|---|----------------------|----|--------|----------|------|----------|--|
| 34 | | 81 | | | | | | | | | | |
| AZV | | 04.2004 → 05.2010 | D (LA) | | 4 | 1968 cm ³ | 4V | 100 kW | (136 PS) | 18:1 | 95,50 mm | |
| BKD | | 03.2004 → | D (LA) | | 4 | 1968 cm ³ | 4V | 103 kW | (140 PS) | 18:1 | 95,50 mm | |

| | | | | | | | | | | | |
|--|---|--|--------------------------|----------|------------------------------|-------------------|--|--|--------------|--|-------------------|
| | 4 | KH 45,8 VT1 -0,70 MT -18 MØ 38 GL 68,8 | TPL KBB RTK KKK | 26 66 | 1 R 1,75 1 M 2 1 DSF 3 | CK G6 G3 CR | | | 81,01 | | 40 356 600 |
| | | KH 45,55 VT1 -0,70 MT -18 MØ 38 GL 68,55 | HKÜ | | | | | | 81,26 | | 40 356 610 |
| | | | | | | | | | 81,51 | | 40 356 620 |

| | | | | | | | | | | | |
|--|---|---|--------------------------|----------|------------------------------|-------------------|--|--|--------------|--|-------------------|
| | 4 | KH 45,8 MT -17,8 MØ 38 GL 68,8 | TPL KBB RTK KKK | 26 66 | 1 R 1,75 1 M 2 1 DSF 3 | CK G6 G3 CR | | | 81,01 | | 40 387 600 |
| | | KH 45,55 MT -17,8 MØ 38 GL 68,55 | HKÜ | | | | | | 81,26 | | 40 387 610 |
| | | | | | | | | | 81,51 | | 40 387 620 |

| | | | | | | | | | | | | |
|-------------|--|-------------------|--------|--|---|----------------------|----|--------|----------|---------|----------|--|
| 35 | | 81 | | | | | | | | | | |
| CFFA | | 06.2010 → | D (LA) | | 4 | 1968 cm ³ | 4V | 100 kW | (136 PS) | | 95,50 mm | |
| CFFB | | 06.2010 → | D (LA) | | 4 | 1968 cm ³ | 4V | 103 kW | (140 PS) | | 95,50 mm | |
| CFFE | | 05.2011 → | D (LA) | | 4 | 1968 cm ³ | 4V | 85 kW | (116 PS) | | 95,50 mm | |
| CFGB | | 06.2010 → | D (LA) | | 4 | 1968 cm ³ | 4V | 125 kW | (170 PS) | 16,5:1 | 95,50 mm | |
| CFHC | | 07.2005 → 11.2012 | D (LA) | | 4 | 1968 cm ³ | 4V | 103 kW | (140 PS) | 16,5:1 | 95,50 mm | |
| CFHD | | 01.2010 → | D (LA) | | 4 | 1968 cm ³ | 4V | 105 kW | (143 PS) | 16,5:1 | 95,50 mm | |
| CGLB | | 03.2009 → | D (A) | | 4 | 1968 cm ³ | 4V | 125 kW | (170 PS) | 16,05:1 | 95,50 mm | |
| CJCA | | 03.2009 → | D (LA) | | 4 | 1968 cm ³ | 4V | 105 kW | (143 PS) | 16,5:1 | 95,50 mm | |
| CLCB | | 07.2005 → 11.2012 | D (LA) | | 4 | 1968 cm ³ | 4V | 103 kW | (140 PS) | 16,5:1 | 95,50 mm | |

| | | | | | | | | | | | |
|--|---|--|--------------------------|----------|------------------------------|-------------------|--|--|--------------|--|-------------------|
| | 4 | KH 45,8 MT -13,1 MØ 50,88 GL 68,8 | TPL KBB RTK KKK | 26 66 | 1 R 1,75 1 M 2 1 DSF 3 | CK G6 G3 CR | | | 81,01 | | 40 353 600 |
| | | | | | | | | | 81,26 | | 40 353 610 |



| | | |
|------------|-------------------|--|
| 36 | | 81 |
| BMM | 10.2005 → 11.2010 | D (LA) 4 1968 cm ³ 2V 103 kW (140 PS) 18,5:1 95,50 mm |
| BRT | 11.2005 → 03.2010 | D (LA) 4 1968 cm ³ 2V 103 kW (140 PS) 18,5:1 95,50 mm |

| | | | | | | | | | |
|--|--------------|---|--------------------------|----------|------------------------------|-------------------|--|--------------|--------------------------|
| | 4 081 191 | KH 45,8 VT1 -0,70 MT -17,5 MØ 38 GL 68,8 | TPL | 26 66 | 1 R 1,75 1 M 2 1 DSF 3 | CK G6 G3 CR | | 81,01 | 40 408 600 [1] |
| | | | KBB RTK KKK HKÜ | | | | | | 81,26 |
| | 4 081 191 | KH 45,55 VT1 -0,70 MT -17,5 MØ 38 GL 68,8 | HKÜ | | | | | 81,51 | 40 408 620 [1] |
| | | | | | | | | | |
| | 4 081 191 | KH 45,8 VT1 -0,70 MT -17,5 MØ 38 GL 68,8 | TPL | 26 66 | 1 R 1,75 1 M 2 1 DSF 3 | CK G6 G3 CR | | 81,01 | 40 409 600 [2] |
| | | | KBB RTK KKK HKÜ | | | | | | 81,26 |
| | 4 081 191 | KH 45,55 VT1 -0,70 MT -17,5 MØ 38 GL 68,8 | HKÜ | | | | | 81,51 | 40 409 620 [2] |
| | | | | | | | | | |

[1] für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 1-2
 [2] für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 3-4

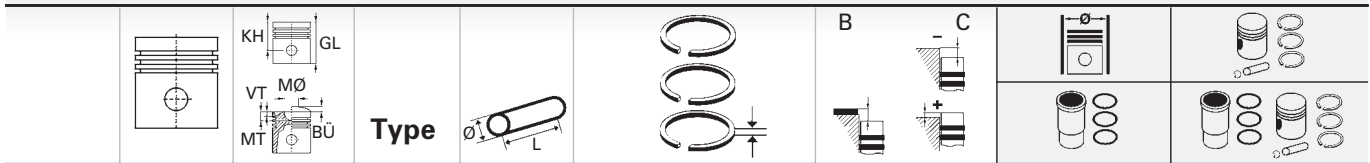
| | | |
|------------|-------------------|--|
| 37 | | 81 |
| BMN | 01.2006 → 05.2010 | D (LA) 4 1968 cm ³ 4V 125 kW (170 PS) 18,5:1 95,50 mm |

| | | | | | | | | | |
|--|--------------|---|--------------------------|----------|------------------------------|-------------------|--|--------------|-------------------|
| | 4 081 191 | KH 45,8 MT -17,8 MØ 38 GL 68,8 | TPL | 26 66 | 1 R 1,75 1 M 2 1 DSF 3 | CK G6 G3 CR | | 81,01 | 40 387 600 |
| | | | KBB RTK KKK HKÜ | | | | | | 81,26 |
| | 4 081 191 | KH 45,55 MT -17,8 MØ 38 GL 68,55 | HKÜ | | | | | 81,51 | 40 387 620 |
| | | | | | | | | | |

| | | |
|-----------|--|-----------|
| 38 | | 81 |
|-----------|--|-----------|

| | | |
|-------------|-------------------|--|
| CAGA | 12.2008 → | D (LA) 4 1968 cm ³ 4V 105 kW (143 PS) 16,5:1 95,50 mm |
| CAGC | 12.2008 → | D (LA) 4 1968 cm ³ 4V 88 kW (120 PS) 16,5:1 95,50 mm |
| CAHA | 02.2009 → | D (LA) 4 1968 cm ³ 4V 125 kW (170 PS) 16,5:1 95,50 mm |
| CBDB | 10.2010 → | D (LA) 4 1968 cm ³ 4V 103 kW (140 PS) 16,5:1 95,50 mm |
| CEGA | 03.2009 → 11.2012 | D (LA) 4 1968 cm ³ 4V 125 kW (170 PS) 18,5:1 95,50 mm |

| | | | | | | | | | |
|--|--------------|--|-------------------|----------|------------------------------|-------------------|--|--------------|-------------------|
| | 4 081 187 | KH 45,8 MT -12,7 MØ 50,88 GL 68,8 | TPL | 26 66 | 1 R 1,75 1 M 2 1 DSF 3 | CK G6 G3 CR | | 81,01 | 40 558 600 |
| | | | KBB RTK KKK | | | | | | 81,26 |
| | 4 081 187 | KH 45,8 MT -12,7 MØ 50,88 GL 68,8 | HKÜ | | | | | | |
| | | | | | | | | | |



| | | | | | | | | | |
|------------|-------------------|-------------|---|----------------------|----|-------|----------|--------|----------|
| 39 | | 82,5 | | | | | | | |
| ADY | 03.1996 → 02.2000 | B | 4 | 1984 cm ³ | 2V | 85 kW | (116 PS) | 10,4:1 | 92,80 mm |
| AGG | 03.1996 → 06.1999 | B | 4 | 1984 cm ³ | 2V | 85 kW | (116 PS) | 10:1 | 92,80 mm |
| 2E | 05.1991 → 07.1996 | B | 4 | 1984 cm ³ | 2V | 85 kW | (116 PS) | 10,5:1 | 92,80 mm |

| | | | | | | | | |
|--|---|--|-----|----------|---|--|--------------|-------------------|
| | 4 | KH 30,9 MT -5 BÜ +0,9 GL 63,8 | | 21 59 | 1 M 1,2 NT ST 1 M 1,5 1 DSF 2 CR G6 | | 82,51 | 91 128 600 |
| | | KH 30,6 MT -5 BÜ +0,9 GL 63,5 | HKÜ | | | | 83,01 | 91 128 620 |

| | | | | | | | | | |
|------------|-------------------|-------------|---|----------------------|----|--------|----------|-------|----------|
| 40 | | 82,5 | | | | | | | |
| BYT | 01.2007 → 06.2007 | B (LA) | 4 | 1798 cm ³ | 4V | 118 kW | (160 PS) | 9,6:1 | 84,20 mm |
| BZB | 05.2007 → 03.2009 | B (LA) | 4 | 1781 cm ³ | 4V | 118 kW | (160 PS) | 9,6:1 | 84,10 mm |

| | | | | | | | | |
|--|---|---|------------|----------|---|--|--------------|-------------------|
| | 4 | KH 29,8 MT -6 MØ 67 BÜ +4,75 GL 55,98 | RTK TPL | 21 53 | 1 R 1,2 NT ST 1 NM 1,5 G3 1 DSF 2 CK G6 | | 82,51 | 40 251 600 |
| | | | | | | | 82,76 | 40 251 610 |
| | | | | | | | 83,01 | 40 251 620 |

| | | | | | | | | | |
|-------------|-----------|-------------|---|----------------------|----|--------|----------|-------|----------|
| 41 | | 82,5 | | | | | | | |
| CCZA | 11.2010 → | B (LA) | 4 | 1984 cm ³ | 4V | 147 kW | (200 PS) | 9,6:1 | 92,80 mm |
| CCZB | 05.2009 → | B (LA) | 4 | 1984 cm ³ | 4V | 155 kW | (211 PS) | | 92,80 mm |

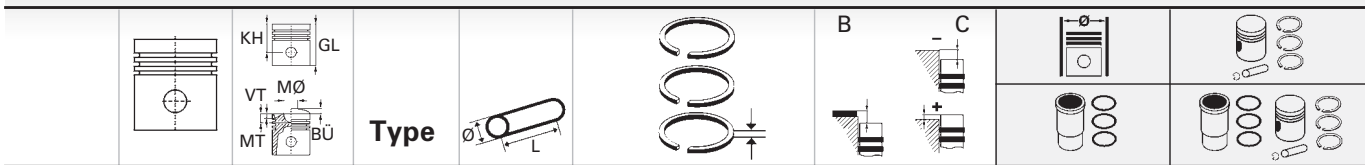
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|--|---|---|------------|----------|---|--|--------------|-------------------|
| | 4 | KH 29,6 VT1 -3,00 MT -6,2 MØ 50 GL 50,1 | RTK TPL | 21 56 | 1 R 1,2 NT ST 1 NM 1,5 G3 1 DSF 2 CK G6 | | 82,51 | 40 247 600 |
| | | | | | | | 82,76 | 40 247 610 |
| | | | | | | | 83,01 | 40 247 620 |

| | | | | | | | | | |
|-------------------|-------------------|-----------|---|----------------------|----|----------|------------|--------|----------|
| 42 | | 83 | | | | | | | |
| 138 A5.000 | 06.1982 → 12.1993 | D | 4 | 1714 cm ³ | 2V | 40-43 kW | (55-58 PS) | 20:1 | 79,20 mm |
| 138 B6.000 | 06.1982 → 12.1993 | D | 4 | 1714 cm ³ | 2V | 43 kW | (58 PS) | 20,5:1 | 79,20 mm |

| | | | | | | | | |
|--|--------|------|--|---------|--|--|---------------------------|--|
| | T Cyl. | A=86 | | L=147,5 | | | 89 094 190 semi | |
|--|--------|------|--|---------|--|--|---------------------------|--|

| | | | | | | | | | |
|-------------------|-------------------|-----------|---|----------------------|----|-------|---------|------|----------|
| 43 | | 87 | | | | | | | |
| OM 615.940 | 05.1973 → 02.1979 | D | 4 | 1988 cm ³ | 2V | 40 kW | (55 PS) | 21:1 | 83,60 mm |

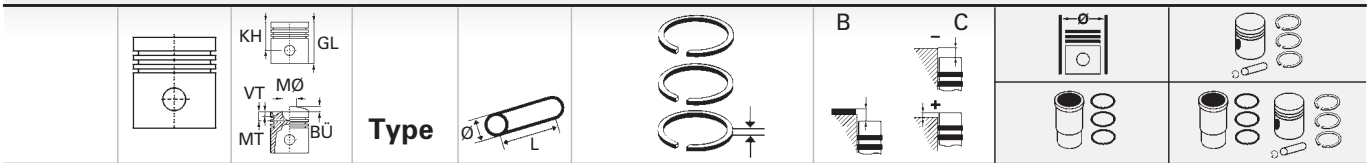
| | | | | | | | | |
|--|--------|---------|------|---------|-------|--|---------------------------|--|
| | T Cyl. | A=90 | C=92 | L=158,4 | H=4,7 | | 88 588 190 semi | |
| | T Cyl. | A=90,25 | C=92 | L=158,4 | H=4,7 | | 88 828 190 semi | |



| 44 | | 87 | | | | | | | | | | | |
|-------------------------|---|---------------------|------|---------|-------------------------|-------|-------|--|---------------------------|--------------------------|----------|--|--|
| OM 615.961 (ESP) | | 05.1973 → 02.1979 D | | 4 | 1988 cm ³ 2V | | 44 kW | | (60 PS) 21:1 | | 83,60 mm | | |
| | 4 | KH 52,9 | RTK | 26 | 1 R 2 | CR G6 | +0,65 | | 87,00 | 93 309 600 [1] | | | |
| | 087 054 | VT1 -1,20 | | 72 | 1 R 2 | G1 | +1,05 | | | | | | |
| | T Cyl. | A=90 | C=92 | L=158,4 | H=4,7 | | | | 87,50 | 93 309 620 [1] | | | |
| | T Cyl. | A=90,25 | C=92 | L=158,4 | H=4,7 | | | | 88 588 190 semi | 93 309 960 | | | |
| | | | | | | | | | 88 828 190 semi | 93 309 961 | | | |
| [1] | 93 309 600 nicht gegen 93 343 600 austauschbar 93 309 600 not exchangeable against 93 343 600 93 309 600 n'est pas échangeable avec le 93 343 600 93 309 600 no se puede sustituir por el 93 343 600 93 309 600 не взаимозаменяемо с 93 343 600 | | | | | | | | | | | | |


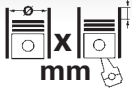

| 45 | | 87 | | | | | | | | | | | |
|-------------------------|---------|---------------------|------|---------|-------------------------|-------|-------|--|---------------------------|--|----------|--|--|
| OM 615.966 (ESP) | | 05.1973 → 02.1979 D | | 4 | 1988 cm ³ 2V | | 40 kW | | (55 PS) 21:1 | | 83,60 mm | | |
| OM 615.969 (POR) | | 05.1973 → 02.1979 D | | 4 | 1988 cm ³ 2V | | 40 kW | | (55 PS) 21:1 | | 83,60 mm | | |
| | 4 | KH 52,9 | RTK | 26 | 1 R 3 | MO G6 | +0,65 | | 87,00 | 93 343 600 | | | |
| | 087 053 | VT1 -1,00 | | 72 | 1 R 2 | G1 | +1,05 | | | | | | |
| | T Cyl. | A=90 | C=92 | L=158,4 | H=4,7 | | | | 87,50 | 93 343 620 (92 194, 92 807, 93 189) | | | |
| | T Cyl. | A=90,25 | C=92 | L=158,4 | H=4,7 | | | | 88 588 190 semi | 93 343 620 | | | |
| | | | | | | | | | 88 828 190 semi | 93 343 620 | | | |

| 46 | | 87 | | | | | | | | | | | |
|-------------------|---------|------------------|------|---------|-------------------------|-------|----------|--|---------------------------|-------------------------------|----------|--|--|
| OM 615.912 | | 01.1974 → 1979 D | | 4 | 2197 cm ³ 2V | | 44-49 kW | | (60-67 PS) 21:1 | | 92,40 mm | | |
| OM 615.941 | | 1979 → 1982 D | | 4 | 2197 cm ³ 2V | | 44 kW | | (60 PS) 21:1 | | 92,40 mm | | |
| | 4 | KH 48,25 | RTK | 26 | 1 R 3 | MO G6 | +0,40 | | 87,00 | 92 792 600 | | | |
| | 087 050 | VT1 -1,10 | | 72 | 1 R 2 | MO G6 | +0,70 | | | | | | |
| | T Cyl. | A=90 | C=92 | L=158,4 | H=4,7 | | | | 87,50 | 92 792 610 (91 855) | | | |
| | T Cyl. | A=90,25 | C=92 | L=158,4 | H=4,7 | | | | 88 588 190 semi | 92 792 960 | | | |
| | | | | | | | | | 88 828 190 semi | 92 792 961 | | | |

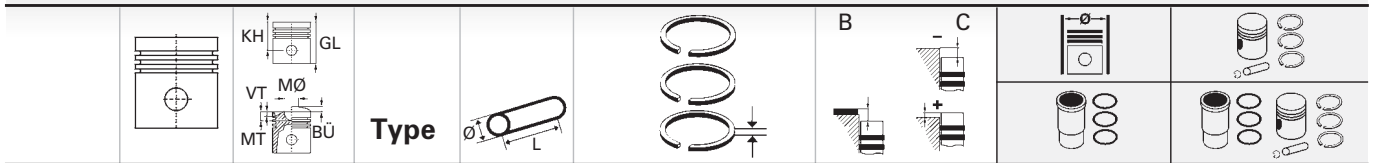


| 47 | | 93 | | | | | | | | | | | |
|--------------------|-------------|----------------|--------|---------|-------|-------------------------|-------|-------|-------------------|------|-------------------|-------------------------------|--|
| 8144.61.200 | | 01.1981 → 1985 | | D | 4 | 2429 cm ³ 2V | | 53 kW | (72 PS) 21:1 | | 89,40 mm | | |
| | 4 | KH 55 | LOX | 32 | 1 R | 3 | CR G6 | +0,80 | 93,00 | | | 93 378 700 (93 300) | |
| | 093 040 | MT -2,2 | RK | 74,4 | 1 N | 2 | MO | +1,14 | | | | | |
| | | GL 90 | RTK | | 1 DSF | 4 | CR | | | | | | |
| | T Cyl. | A=96 | C=98,9 | L=167,3 | H=5 | | | | 89 183 190 | semi | 93 378 971 | | |
| | T Cyl. | A=96,04 | C=98,9 | L=167,3 | H=5 | | | | 89 183 191 | semi | 93 378 972 | | |
| | 4 | KH 54,75 | LOX | 32 | 1 R | 3 | CR G6 | +0,80 | 93,00 | | | 93 911 700 [1] | |
| | 093 040 | MT -2,2 | RK | 74,4 | 1 N | 2 | MO | +1,14 | | | | | |
| | | GL 90 | RTK | | 1 DSF | 4 | CR | | | | | | |
| | T Cyl. | A=96 | C=98,9 | L=167,3 | H=5 | | | | 89 183 190 | semi | 93 911 971 | | |
| | T Cyl. | A=96,04 | C=98,9 | L=167,3 | H=5 | | | | 89 183 191 | semi | 93 911 972 | | |
| [1] | KH -0,25 mm | | | | | | | | | | | | |



|  | | Cyl. |  mm | cm ³ |  | Comp. Ratio ε | kW | PS | Pos |
|---|--------|------|--|-----------------|---|------------------|---------|---------|-----|
| 620 DWBAE Euro 3 | D (LA) | 6 | 108 x 120 | 6600 | 2 | | 140 | 190 | 1 |
| 634 DWBAE Euro 3 | D (LA) | 6 | 108 x 134 | 7400 | 2 | | 160-174 | 218-237 | 2 |

S






1 **108**
620 DWBAE Euro 3 D (LA) 6 6600 cm³ 2V 140 kW (190 PS) 120,00 mm

| | | | | | | | | |
|--|---------|--|------------|----------|-------------------------------|----------------------------------|--------------------------------------|--------------------------------------|
| | 6 | KH 70,65 VT1 -0,80 MT -19,06 MØ 64,5 GL 106,65 | RTK TPL | 40 89 | 1 T15 3 1 M 2,5 1 DSF 4 | MO CR | 108,00 | 90 850 600 |
| | 108 078 | | | | | | | |
| | N Cyl. | A=123 | C=131,75 | L=218 | H+F=9,03+0,97 | 2 EP 116 x 3,5 1 FP 116 x 3,5 | 89 737 110 <small>NEW</small> | 90 850 960 <small>NEW</small> |
| | 6 | KH 70,65 VT1 -0,80 MT -17,96 MØ 60 GL 106,65 | TPL | 40 89 | 1 R 2,5 1 M 2,5 1 DSF 4 | CR G6 G6 NT ST | 108,00 | 94 801 600 |
| | 108 078 | | | | | | | |
| | N Cyl. | A=123 | C=131,75 | L=218 | H+F=9,03+0,97 | 2 EP 116 x 3,5 1 FP 116 x 3,5 | 89 737 110 <small>NEW</small> | 94 801 960 <small>NEW</small> |
| | 6 | KH 70,65 VT1 -0,80 MT -17,96 MØ 60 GL 106,65 | RTK TPL | 40 89 | 1 T15 3 1 M 2,5 1 DSF 4 | MO G6 G6 NT ST | 108,00 | 99 484 600 |
| | 108 078 | | | | | | | |
| | N Cyl. | A=123 | C=131,75 | L=218 | H+F=9,03+0,97 | 2 EP 116 x 3,5 1 FP 116 x 3,5 | 89 737 110 <small>NEW</small> | 99 484 961 <small>NEW</small> |




2 **108**
634 DWBAE Euro 3 D (LA) 6 7400 cm³ 2V 160-174 kW (218-237 PS) 134,00 mm

| | | | | | | | | |
|--|---------|---|------------|----------|-------------------------------|----------------------------------|--------------------------------------|--------------------------------------|
| | 6 | KH 63,65 VT1 -0,80 MT -18,3 MØ 66 GL 115,65 | RTK TPL | 40 89 | 1 T15 3 1 M 2,5 1 DSF 4 | MO G6 G6 NT ST | 108,00 | 99 483 600 |
| | 108 079 | | | | | | | |
| | N Cyl. | A=123 | C=131,75 | L=218 | H+F=9,03+0,97 | 2 EP 116 x 3,5 1 FP 116 x 3,5 | 89 737 110 <small>NEW</small> | 99 483 960 <small>NEW</small> |







|  | Cyl. |  | cm ³ |  | Comp. Ratio ϵ | kW | PS | Pos |
|---|----------|---|-----------------|---|------------------------|-----|-----|-----|
| | | | | | | | | |
| AEE | B 4 | 76,5 x 86,9 | 1598 | 2 | 9,8:1 | 55 | 75 | 4 |
| AEF | D 4 | 79,5 x 95,5 | 1896 | 2 | 22,5:1 | 47 | 64 | 12 |
| AEH | B 4 | 81 x 77,4 | 1595 | 2 | 10,3:1 | 74 | 101 | 20 |
| AGN | B 4 | 81 x 86,4 | 1781 | 5 | 10,3:1 | 92 | 125 | 19 |
| AGP | D 4 | 79,5 x 95,5 | 1896 | 2 | 22,5:1 | 50 | 68 | 14 |
| AGR | D (LA) 4 | 79,5 x 95,5 | 1896 | 2 | 19,5:1 | 66 | 90 | 13 |
| AGU | B (LA) 4 | 81 x 86,4 | 1781 | 5 | 9,5:1 | 110 | 150 | 21 |
| AHF | D (LA) 4 | 79,5 x 95,5 | 1896 | 2 | 19,5:1 | 81 | 110 | 13 |
| AKL | B 4 | 81 x 77,4 | 1595 | 2 | 10,2:1 | 74 | 101 | 20 |
| ALH | D (A) 4 | 79,5 x 95,5 | 1896 | 2 | 19,5:1 | 66 | 90 | 13 |
| AME | B 4 | 75,5 x 78 | 1397 | 2 | 10:1 | 50 | 68 | 3 |
| AMX | B 6 | 82,5 x 86,4 | 2771 | 5 | 10,6:1 | 142 | 193 | 29 |
| AQM | D (LA) 4 | 79,5 x 95,5 | 1896 | 2 | 19,5:1 | 50 | 68 | 14 |
| AQV | B 4 | 67,1 x 70,6 | 999 | 2 | 10:1 | 37 | 50 | 1 |
| AQW | B 4 | 75,5 x 78 | 1397 | 2 | 10:1 | 50 | 68 | 3 |
| ARV | B 4 | 67,1 x 70,6 | 999 | 2 | 10:1 | 37 | 50 | 1 |
| ARX | B (A) 4 | 81 x 86,4 | 1781 | 5 | 9,5:1 | 110 | 150 | 22 |
| ARZ | B (A) 4 | 81 x 86,4 | 1781 | 5 | 9,5:1 | 110 | 150 | 21 |
| ASV | D (LA) 4 | 79,5 x 95,5 | 1896 | 2 | 19,5:1 | 81 | 110 | 13 |
| ASY | D 4 | 79,5 x 95,5 | 1896 | 2 | 19,5:1 | 47 | 64 | 14 |
| ASZ | D (LA) 4 | 79,5 x 95,5 | 1896 | 2 | 19:1 | 96 | 130 | 16 |
| ATD | D (LA) 4 | 79,5 x 95,5 | 1896 | 2 | 19:1 | 74 | 101 | 15 |
| ATZ | B 4 | 75,5 x 78 | 1397 | 2 | 10:1 | 50 | 68 | 3 |
| AUA | B 4 | 76,5 x 75,6 | 1390 | 4 | 10,5:1 | 55 | 75 | 5 |
| AUB | B 4 | 76,5 x 75,6 | 1390 | 4 | 10,5:1 | 74 | 101 | 5 |
| AUM | B (LA) 4 | 81 x 86,4 | 1781 | 5 | 9,5:1 | 110 | 150 | 22 |
| AUQ | B (LA) 4 | 81 x 86,4 | 1781 | 5 | 9,5:1 | 132 | 180 | 22 |
| AVB | D (A) 4 | 79,5 x 95,5 | 1896 | 2 | 19:1 | 74 | 101 | 15 |
| AVF | D (LA) 4 | 79,5 x 95,5 | 1896 | 2 | 19:1 | 96 | 130 | 16 |
| AVU | B 4 | 81 x 77,4 | 1595 | 2 | 10,3:1 | 75 | 102 | 23 |
| AWT | B (A) 4 | 81 x 86,4 | 1781 | 5 | 9,5:1 | 110 | 150 | 22 |
| AWX | D (A) 4 | 79,5 x 95,5 | 1896 | 2 | 19:1 | 96 | 130 | 16 |
| AWY | B 3 | 76,5 x 86,9 | 1198 | 2 | 10,8:1 | 40 | 54 | 6 |
| AXP | B 4 | 76,5 x 75,6 | 1390 | 4 | 10,5:1 | 55 | 75 | 5 |
| AXR | D (LA) 4 | 79,5 x 95,5 | 1896 | 2 | 19:1 | 74 | 101 | 15 |
| AYM | D (LA) 6 | 78,3 x 86,4 | 2496 | 4 | 18,5:1 | 114 | 155 | 10 |
| AZE | B 4 | 75,5 x 78 | 1397 | 2 | 10:1 | 44 | 60 | 3 |
| AZQ | B 3 | 76,5 x 86,9 | 1198 | 4 | 10,5:1 | 47 | 64 | 8 |
| AZV | D (LA) 4 | 81 x 95,5 | 1968 | 4 | 18:1 | 100 | 136 | 24 |
| BBG | B 6 | 82,5 x 86,4 | 2771 | 5 | 10,6:1 | 140 | 190 | 29 |
| BBY | B 4 | 76,5 x 75,6 | 1390 | 4 | 10,5:1 | 55 | 75 | 5 |
| BBZ | B 4 | 76,5 x 75,6 | 1390 | 4 | 10,5:1 | 74 | 101 | 5 |
| BCA | B 4 | 76,5 x 75,6 | 1390 | 4 | 10,5:1 | 55 | 75 | 5 |
| BCA | B 4 | 76,5 x 75,6 | 1390 | 4 | 10,5:1 | 55 | 75 | 7 |
| BDG | D (LA) 6 | 78,3 x 86,4 | 2496 | 4 | 18,5:1 | 120 | 163 | 11 |
| BFQ | B 4 | 81 x 77,4 | 1595 | 2 | 10,2:1 | 75 | 102 | 23 |
| BGU | B 4 | 81 x 77,4 | 1595 | 2 | 10,5:1 | 75 | 102 | 23 |
| BJB | D (LA) 4 | 79,5 x 95,5 | 1896 | 2 | 19:1 | 77 | 105 | 17 |
| BKC | D (LA) 4 | 79,5 x 95,5 | 1896 | 2 | 19:1 | 77 | 105 | 15 |
| BKD | D (LA) 4 | 81 x 95,5 | 1968 | 4 | 18:1 | 103 | 140 | 24 |
| BKY | B 4 | 76,5 x 75,6 | 1390 | 4 | 10,5:1 | 55 | 75 | 7 |
| BLS | D (LA) 4 | 79,5 x 95,5 | 1896 | 2 | 19:1 | 77 | 105 | 18 |
| BLT | D (LA) 4 | 79,5 x 95,5 | 1896 | 2 | 19:1 | 96 | 130 | 16 |
| BMD | B 3 | 76,5 x 86,9 | 1198 | 2 | 10,3:1 | 40 | 54 | 6 |
| BME | B 3 | 76,5 x 86,9 | 1198 | 4 | 10,5:1 | 47 | 64 | 8 |
| BMM | D (LA) 4 | 81 x 95,5 | 1968 | 2 | 18,5:1 | 103 | 140 | 25 |
| BMN | D (LA) 4 | 81 x 95,5 | 1968 | 4 | 18,5:1 | 125 | 170 | 26 |
| BMP | D (LA) 4 | 81 x 95,5 | 1968 | 2 | 18,5:1 | 103 | 140 | 25 |
| BSE | B 4 | 81 x 77,4 | 1595 | 2 | 10,3:1 | 75 | 102 | 23 |
| BSF | B 4 | 81 x 77,4 | 1595 | 2 | 10,3:1 | 75 | 102 | 23 |
| BSS | D (LA) 4 | 81 x 95,5 | 1968 | 2 | 18,5:1 | 103 | 140 | 25 |
| BSW | D (LA) 4 | 79,5 x 95,5 | 1896 | 2 | 18,5:1 | 77 | 105 | 15 |
| BWW | D (LA) 4 | 81 x 95,5 | 1998 | 2 | 18,5:1 | 91 | 124 | 25 |
| BXE | D (LA) 4 | 79,5 x 95,5 | 1896 | 2 | 19:1 | 77 | 105 | 17 |
| BYJ | B (LA) 4 | 82,5 x 84,2 | 1798 | 4 | | 118 | 160 | 30 |
| BZB | B (LA) 4 | 82,5 x 84,1 | 1781 | 4 | 9,6:1 | 118 | 160 | 30 |
| CAXA | B (LA) 4 | 76,5 x 75,6 | 1390 | 4 | 10:1 | 90 | 122 | 9 |
| CAXC | B (LA) 4 | 76,5 x 75,6 | 1390 | 4 | 10:1 | 92 | 125 | 9 |
| CBBB | D (LA) 4 | 81 x 95,5 | 1968 | 4 | 16,5:1 | 125 | 170 | 27 |

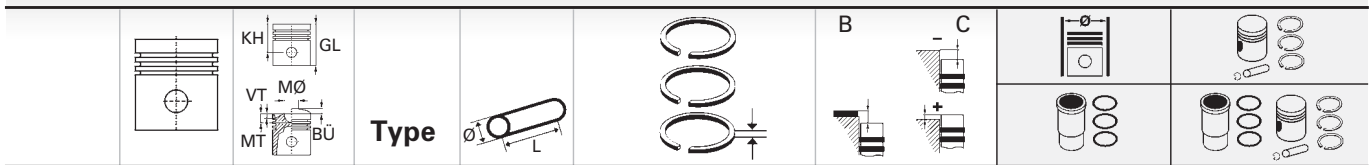
S



| |  | Cyl. |  | mm | cm ³ |  | Comp. Ratio ε | kW | PS | Pos |
|-----------------|---|------|---|------|-----------------|---|---------------------|-----|----|-----|
| | | | | | | | | | | Pos |
| CBDB | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | 16,5:1 | 103 | 140 | 27 | |
| CCZA | B (LA) | 4 | 82,5 x 92,8 | 1984 | 4 | 9,6:1 | 147 | 200 | 31 | |
| CEGA | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | 18,5:1 | 125 | 170 | 27 | |
| CFFB | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | | 103 | 140 | 28 | |
| CFGB | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | 16,5:1 | 125 | 170 | 28 | |
| CFHC | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | 16,5:1 | 103 | 140 | 28 | |
| CFHF | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | 16,5:1 | 81 | 110 | 28 | |
| CFJA | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | 16,5:1 | 125 | 170 | 28 | |
| CLCA | D (A) | 4 | 81 x 95,5 | 1968 | 4 | | 81 | 110 | 28 | |
| CLCB | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | 16,5:1 | 103 | 140 | 28 | |
| CLJA | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | 18,5:1 | 103 | 140 | 28 | |
| 742.13 | B | 4 | 75,5 x 72 | 1289 | 2 | 9,5:1 | 43 | 58 | 2 | |
| 742.135 | B | 4 | 75,5 x 72 | 1289 | 2 | 8,8:1 | 43 | 58 | 2 | |
| 742.136 | B | 4 | 75,5 x 72 | 1289 | 2 | 9,7:1 | 46 | 63 | 2 | |
| 781.135 (40 kW) | B | 4 | 75,5 x 72 | 1289 | 2 | 8,8:1 | 40 | 54 | 2 | |
| 781.135 (43 kW) | B | 4 | 75,5 x 72 | 1289 | 2 | 8,8:1 | 43 | 58 | 2 | |
| 781.135I | B | 4 | 75,5 x 72 | 1289 | 2 | 8,8:1 | 43 | 58 | 2 | |
| 781.136 (46 kW) | B | 4 | 75,5 x 72 | 1289 | 2 | 9,7:1 | 46 | 63 | 2 | |
| 781.136 (50 kW) | B | 4 | 75,5 x 72 | 1289 | 2 | 9,7:1 | 50 | 68 | 2 | |
| 781.136i | B | 4 | 75,5 x 72 | 1289 | 2 | 9,7:1 | 46 | 63 | 2 | |
| 781.136X | B | 4 | 75,5 x 72 | 1289 | 2 | 9,7:1 | 46 | 63 | 2 | |



|   | |  | Pos |   | |  | Pos |
|---|-------------------|---|------|--|-------------------|---|------|
| FABIA | | | | Octavia 1.9 TDI | 08.2000 → 12.2010 | AXR | D 15 |
| Fabia 1.0i | 10.2000 → 08.2002 | AQV | B 1 | Octavia 1.9 TDI | 09.2002 → 09.2004 | ASZ | D 16 |
| Fabia 1.0i | 10.2000 → 08.2002 | ARV | B 1 | Octavia RS 1.8T | 08.2002 → 01.2006 | AUQ | B 22 |
| Fabia 1.2i | 07.2001 → 05.2004 | AWY | B 6 | OCTAVIA (1Z) | | | |
| Fabia 1.2i | 05.2004 → 12.2007 | BMD | B 6 | Octavia 1.4 16V | 05.2004 → 02.2013 | BCA | B 5 |
| Fabia 1.2i 12V | 01.2003 → 12.2004 | AZQ | B 8 | Octavia 1.4 16V | 05.2004 → 02.2013 | BCA | B 7 |
| Fabia 1.2i 12V | 12.2004 → 12.2007 | BME | B 8 | Octavia 1.4 TSI | 11.2008 → 02.2013 | CAXA | B 9 |
| Fabia 1.4i | 08.1999 → 01.2001 | ATZ | B 3 | Octavia 1.6 16V | 01.2008 → 02.2013 | BGU | B 23 |
| Fabia 1.4i | 08.1999 → 05.2003 | AME | B 3 | Octavia 1.6 16V | 01.2008 → 02.2013 | BSE | B 23 |
| Fabia 1.4i | 04.2000 → 03.2003 | AZE | B 3 | Octavia 1.6 16V | 01.2008 → 02.2013 | BSF | B 23 |
| Fabia 1.4i | 08.2000 → 05.2003 | AQW | B 3 | Octavia 1.8 TSI 16V | 06.2007 → 02.2013 | BYJ | B 30 |
| Fabia 1.4i 16V | 10.1999 → 08.2003 | AUA | B 5 | Octavia 1.8 TSI 16V | 06.2007 → 02.2013 | BZB | B 30 |
| Fabia 1.4i 16V | 12.1999 → 08.2003 | AUB | B 5 | Octavia 1.9 TDI 16V | 06.2004 → 02.2013 | BJB | D 17 |
| Fabia 1.4i 16V | 04.2002 → 05.2004 | BBY | B 5 | Octavia 1.9 TDI 16V | 06.2004 → 02.2013 | BKC | D 15 |
| Fabia 1.4i 16V | 05.2002 → 12.2007 | BBZ | B 5 | Octavia 1.9 TDI 16V | 06.2004 → 02.2013 | BLS | D 18 |
| Fabia 1.4i 16V | 05.2004 → 12.2007 | BKY | B 7 | Octavia 1.9 TDI 16V | 06.2004 → 02.2013 | BXE | D 17 |
| Fabia 1.9 SDI | 11.1999 → 03.2008 | ASY | D 14 | Octavia 2.0 TDI | 11.2005 → 05.2010 | BMM | D 25 |
| Fabia 1.9 TDI | 01.2000 → 10.2005 | ATD | D 15 | Octavia 2.0 TDI 16V | 02.2004 → 05.2010 | AZV | D 24 |
| Fabia 1.9 TDI | 06.2003 → 10.2005 | ASZ | D 16 | Octavia 2.0 TDI 16V | 02.2004 → 05.2010 | BKD | D 24 |
| Fabia 1.9 TDI | 10.2005 → 04.2007 | BLT | D 16 | Octavia 2.0 TDI 16V | 05.2010 → 02.2013 | CFHC | D 28 |
| Fabia 1.9 TDI | 10.2005 → 12.2007 | AXR | D 15 | Octavia 2.0 TDI 16V | 05.2010 → 02.2013 | CLCB | D 28 |
| Fabia 1.9 TDI | 04.2007 → 03.2010 | BLS | D 18 | Octavia 2.0 RS | 11.2008 → 02.2013 | CCZA | B 31 |
| Fabia 1.9 TDI | 04.2007 → 03.2010 | BSW | D 15 | Octavia 2.0 TDI RS | 05.2008 → 02.2013 | BMN | D 26 |
| FABIA SCOUT | | | | Octavia 2.0 TDI RS | 05.2008 → 02.2013 | CEGA | D 27 |
| Fabia Scout 1.9 TDI | 05.2009 → 03.2010 | BLS | D 18 | RAPID | | | |
| Fabia Scout 1.9 TDI | 05.2009 → 03.2010 | BSW | D 15 | Rapid 1.4 TSI | 10.2012 → | CAXA | B 9 |
| FAVORIT | | | | ROOMSTER | | | |
| Favorit 1.3 | 10.1990 → 12.1994 | 742.135 | B 2 | Roomster 1.2i 12V | 05.2006 → 01.2007 | BME | B 8 |
| Favorit 1.3 | 10.1990 → 12.1994 | 781.135 (43 kW) | B 2 | Roomster 1.9 TDI | 03.2006 → 05.2006 | AXR | D 15 |
| Favorit 1.3 | 10.1990 → 12.1994 | 781.135i | B 2 | Roomster 1.9 TDI | 05.2006 → 03.2010 | BSW | D 15 |
| Favorit 1.3i | 10.1990 → 07.1995 | 781.135 (40 kW) | B 2 | Roomster 1.9 TDI | 11.2006 → 03.2010 | BLS | D 18 |
| Favorit 136 L | 08.1987 → 07.1991 | 742.136 | B 2 | SKODA | | | |
| Favorit 136 L | 10.1990 → 12.1994 | 781.136 (46 kW) | B 2 | Skoda 130 | 01.1984 → 12.1988 | 742.13 | B 2 |
| Favorit 136 L | 10.1990 → 12.1994 | 781.136 (50 kW) | B 2 | SUPERB | | | |
| Favorit 136 L | 10.1990 → 12.1994 | 781.136i | B 2 | Superb 1.4 TFSI 16V | 08.2008 → | CAXC | B 9 |
| Favorit 136 L | 10.1990 → 12.1994 | 781.136X | B 2 | Superb 1.8 TFSI 16V | 03.2008 → 05.2009 | BZB | B 30 |
| FELICIA | | | | Superb 1.8i Turbo 20V | 10.2001 → 03.2008 | AWT | B 22 |
| Felicia 1.3i | 10.1994 → 03.1998 | 781.135 (40 kW) | B 2 | Superb 1.9 TDI | 12.2001 → 03.2008 | AWX | D 16 |
| Felicia 1.3i | 10.1994 → 03.1998 | 781.136 (50 kW) | B 2 | Superb 1.9 TDI | 06.2002 → 10.2005 | AVB | D 15 |
| Felicia 1.6i | 05.1995 → 08.2001 | AEE | B 4 | Superb 1.9 TDI | 01.2004 → 03.2008 | AVF | D 16 |
| Felicia 1.9 D | 10.1995 → 08.2001 | AEF | D 12 | Superb 1.9 TDI | 03.2008 → 09.2010 | BLS | D 18 |
| FORMAN | | | | Superb 1.9 TDI | 03.2008 → 11.2010 | BXE | D 17 |
| Forman 1.3 | 01.1994 → 12.1994 | 781.136i | B 2 | Superb 2.0 TFSI 16V | 05.2010 → | CCZA | B 31 |
| Forman 1.3 | 01.1994 → 12.1994 | 781.136X | B 2 | Superb 2.0 TDI | 10.2005 → 03.2008 | BSS | D 25 |
| Forman 1.3 135 | 12.1991 → 12.1994 | 742.135 | B 2 | Superb 2.0 TDI | 02.2006 → 02.2006 | BWW | D 25 |
| Forman 1.3 135 | 12.1991 → 12.1994 | 781.135 (40 kW) | B 2 | Superb 2.0 TDI 16V | 06.2008 → 03.2010 | BMP | D 25 |
| Forman 1.3 135 | 12.1991 → 12.1994 | 781.135 (43 kW) | B 2 | Superb 2.0 TDI 16V | 06.2008 → 05.2010 | CBBB | D 27 |
| OCTAVIA (1U) | | | | Superb 2.0 TDI 16V | 01.2009 → 03.2010 | BKD | D 24 |
| Octavia 1.4i 16V | 08.2000 → 01.2002 | AXP | B 5 | Superb 2.0 TDI 16V | 02.2010 → | CLJA | D 28 |
| Octavia 1.4i 16V | 01.2002 → 12.2010 | BCA | B 5 | Superb 2.0 TDI 16V | 03.2010 → | CFFB | D 28 |
| Octavia 1.4i 16V | 01.2002 → 12.2010 | BCA | B 7 | Superb 2.0 TDI 16V | 05.2010 → | CFGB | D 28 |
| Octavia 1.6i | 10.1996 → 09.2004 | AEE | B 4 | Superb 2.5 TDI 24V | 12.2001 → 08.2003 | AYM | D 10 |
| Octavia 1.6i | 02.1997 → 12.2007 | AEH | B 20 | Superb 2.5 TDI 24V | 08.2003 → 03.2008 | BDG | D 11 |
| Octavia 1.6i | 08.1998 → 12.2007 | AKL | B 20 | Superb 2.8i 30V | 12.2001 → 03.2008 | AMX | B 29 |
| Octavia 1.6i | 08.2000 → 12.2010 | AVU | B 23 | Superb 2.8i 30V | 06.2002 → 03.2008 | BBG | B 29 |
| Octavia 1.6i | 04.2002 → 12.2010 | BFO | B 23 | YETI | | | |
| Octavia 1.8i 20V | 10.1996 → 07.2000 | AGN | B 19 | Yeti 1.4i 16V | 06.2010 → | CAXA | B 9 |
| Octavia 1.8i Turbo 20V | 05.1998 → 12.2010 | AGU | B 21 | Yeti 2.0 TDi 16V | 05.2009 → 11.2009 | CBDB | D 27 |
| Octavia 1.8i Turbo 20V | 2000 → 2004 | AUQ | B 22 | Yeti 2.0 TDi 16V | 05.2009 → | CLCB | D 28 |
| Octavia 1.8i Turbo 20V | 01.2000 → 07.2000 | ARZ | B 21 | Yeti 2.0 TDi 16V | 11.2009 → 05.2010 | CEGA | D 27 |
| Octavia 1.8i Turbo 20V | 08.2000 → 05.2006 | ARX | B 22 | Yeti 2.0 TDi 16V | 11.2009 → | CFHF | D 28 |
| Octavia 1.8i Turbo 20V | 08.2000 → 12.2010 | AUM | B 22 | Yeti 2.0 TDi 16V | 11.2009 → | CFJA | D 28 |
| Octavia 1.9 SDI | 05.1997 → 12.2003 | AGP | D 14 | Yeti 2.0 TDi 16V | 09.2011 → | CLCA | D 28 |
| Octavia 1.9 SDI | 08.2000 → 12.2003 | AQM | D 14 | Yeti 2.0 TDi 16V | 11.2011 → | CFHC | D 28 |
| Octavia 1.9 TDI | 10.1996 → 03.2010 | AGR | D 13 | | | | |
| Octavia 1.9 TDI | 08.1997 → 01.2006 | AHF | D 13 | | | | |
| Octavia 1.9 TDI | 08.2000 → 01.2006 | ASV | D 13 | | | | |
| Octavia 1.9 TDI | 08.2000 → 01.2006 | ATD | D 15 | | | | |
| Octavia 1.9 TDI | 08.2000 → 03.2010 | ALH | D 13 | | | | |



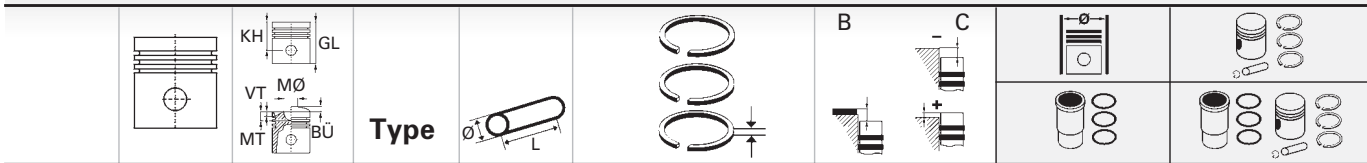
| | | | | | | | | | |
|------------|-------------------|----------------------------------|-----|---------------------|-----------------------------|-------------|---------|--------------|-------------------|
| 1 | | 67,1 | | | | | | | |
| AQV | 10.2000 → 08.2002 | B | 4 | 999 cm ³ | 2V | 37 kW | (50 PS) | 10:1 | 70,60 mm |
| ARV | 10.2000 → 08.2002 | B | 4 | 999 cm ³ | 2V | 37 kW | (50 PS) | 10:1 | 70,60 mm |
| | 4 | KH 30,85 MT -2,67 GL 50,85 | | 17 | 1 R 1 1 M 1,2 1 SSF 2 | NT ST G3 | | 67,11 | 94 772 600 |
| | 067 046 | KH 30,6 MT -2,67 GL 50,6 | HKÜ | 45 | | | | 67,61 | 94 772 620 |

| | | | | | | | | | |
|------------------------|-------------------|-------------|---|----------------------|----|-------|---------|-------|----------|
| 2 | | 75,5 | | | | | | | |
| 742.13 | 01.1984 → 12.1988 | B | 4 | 1289 cm ³ | 2V | 43 kW | (58 PS) | 9,5:1 | 72,00 mm |
| 742.135 | 10.1990 → 12.1994 | B | 4 | 1289 cm ³ | 2V | 43 kW | (58 PS) | 8,8:1 | 72,00 mm |
| 742.136 | 08.1987 → 07.1991 | B | 4 | 1289 cm ³ | 2V | 46 kW | (63 PS) | 9,7:1 | 72,00 mm |
| 781.135 (40 kW) | 10.1990 → 03.1998 | B | 4 | 1289 cm ³ | 2V | 40 kW | (54 PS) | 8,8:1 | 72,00 mm |
| 781.135 (43 kW) | 10.1990 → 12.1994 | B | 4 | 1289 cm ³ | 2V | 43 kW | (58 PS) | 8,8:1 | 72,00 mm |
| 781.135I | 10.1990 → 12.1994 | B | 4 | 1289 cm ³ | 2V | 43 kW | (58 PS) | 8,8:1 | 72,00 mm |
| 781.136 (46 kW) | 10.1990 → 12.1994 | B | 4 | 1289 cm ³ | 2V | 46 kW | (63 PS) | 9,7:1 | 72,00 mm |
| 781.136 (50 kW) | 10.1990 → 03.1998 | B | 4 | 1289 cm ³ | 2V | 50 kW | (68 PS) | 9,7:1 | 72,00 mm |
| 781.136i | 10.1990 → 12.1994 | B | 4 | 1289 cm ³ | 2V | 46 kW | (63 PS) | 9,7:1 | 72,00 mm |
| 781.136X | 10.1990 → 12.1994 | B | 4 | 1289 cm ³ | 2V | 46 kW | (63 PS) | 9,7:1 | 72,00 mm |

| | | | | | | | | | |
|--|--------|------|---------|-------|------|--|--|-------------------|--|
| | N Cyl. | A=80 | C=87,85 | L=135 | H=95 | | | 89 351 110 | |
|--|--------|------|---------|-------|------|--|--|-------------------|--|

| | | | | | | | | | |
|------------|-------------------|----------------------------------|---|----------------------|-------------------------------|-------------|---------|--------------|-------------------|
| 3 | | 75,5 | | | | | | | |
| AME | 08.1999 → 05.2003 | B | 4 | 1397 cm ³ | 2V | 50 kW | (68 PS) | 10:1 | 78,00 mm |
| AQW | 08.2000 → 05.2003 | B | 4 | 1397 cm ³ | 2V | 50 kW | (68 PS) | 10:1 | 78,00 mm |
| ATZ | 08.1999 → 01.2001 | B | 4 | 1397 cm ³ | 2V | 50 kW | (68 PS) | 10:1 | 78,00 mm |
| AZE | 04.2000 → 03.2003 | B | 4 | 1397 cm ³ | 2V | 44 kW | (60 PS) | 10:1 | 78,00 mm |
| | 4 | KH 31,55 MT -1,24 GL 53,05 | | 17 | 1 R 1,5 1 M 1,5 1 SLF 3 | CR G6 CR | | 75,50 | 94 865 600 |
| | 075 230 | | | 52 | | | | 76,00 | 94 865 620 |

| | | | | | | | | | |
|------------|-------------------|---------------------------------|-----|----------------------|----------------------------------|-------------|---------|--------------|-------------------|
| 4 | | 76,5 | | | | | | | |
| AEE | 05.1995 → 09.2004 | B | 4 | 1598 cm ³ | 2V | 55 kW | (75 PS) | 9,8:1 | 86,90 mm |
| | 4 | KH 30,85 MT -7,8 GL 60,35 | | 17 | 1 R 1,2 1 NM 1,5 1 SLF 2,5 | PC ST CR | | 76,51 | 94 553 600 |
| | 076 143 | KH 30,6 MT -7,8 GL 60,1 | HKÜ | 52 | | | | 77,01 | 94 553 620 |



| | | | | | | | | | |
|------------|-------------------|-------------|---|----------------------|----|-------|----------|--------|----------|
| 5 | | 76,5 | | | | | | | |
| AUA | 10.1999 → 08.2003 | B | 4 | 1390 cm ³ | 4V | 55 kW | (75 PS) | 10,5:1 | 75,60 mm |
| AUB | 12.1999 → 08.2003 | B | 4 | 1390 cm ³ | 4V | 74 kW | (101 PS) | 10,5:1 | 75,60 mm |
| AXP | 08.2000 → 01.2002 | B | 4 | 1390 cm ³ | 4V | 55 kW | (75 PS) | 10,5:1 | 75,60 mm |
| BBY | 04.2002 → 05.2004 | B | 4 | 1390 cm ³ | 4V | 55 kW | (75 PS) | 10,5:1 | 75,60 mm |
| BBZ | 05.2002 → 12.2007 | B | 4 | 1390 cm ³ | 4V | 74 kW | (101 PS) | 10,5:1 | 75,60 mm |
| BCA | 01.2002 → 02.2013 | B | 4 | 1390 cm ³ | 4V | 55 kW | (75 PS) | 10,5:1 | 75,60 mm |

| | | | | | | | |
|--|---------|--|-----|----|-------------------------|-------|------------------------|
| | 4 | KH 28,92 VT1 -2,20 VT2 -2,20 MT -1,98 GL 49,92 | HKÜ | 17 | 1 R 1,2 PC ST | 76,51 | 99 562 600 |
| | 076 156 | | | 54 | 1 M 1,5 1 SLF 2,5 CR | | |
| | | KH 28,67 VT1 -2,20 VT2 -2,20 MT -1,98 GL 49,67 | | | | 77,01 | 99 562 620 (99 389) |

| | | | | | | | | | |
|------------|-------------------|-------------|---|----------------------|----|-------|---------|--------|----------|
| 6 | | 76,5 | | | | | | | |
| AWY | 07.2001 → 05.2004 | B | 3 | 1198 cm ³ | 2V | 40 kW | (54 PS) | 10,8:1 | 86,90 mm |
| BMD | 05.2004 → 12.2007 | B | 3 | 1198 cm ³ | 2V | 40 kW | (54 PS) | 10,3:1 | 86,90 mm |

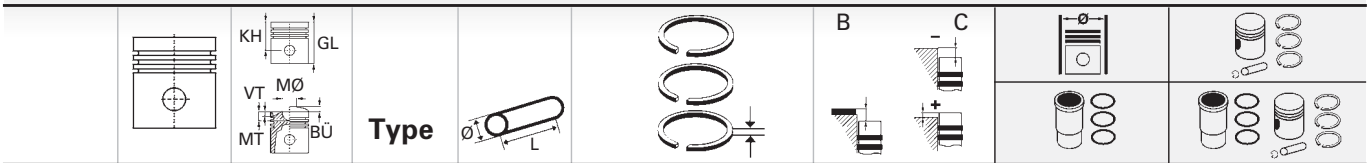
| | | | | | | | |
|--|---------|----------------------------------|-----|----|-------------------------|-------|------------|
| | 3 | KH 28,7 MT -7,35 GL 49,7 | HKÜ | 17 | 1 R 1,2 NT ST | 76,51 | 99 452 600 |
| | 076 162 | | | 46 | 1 M 1,5 1 SLF 2,5 CR | | |
| | | KH 28,45 MT -7,09 GL 49,45 | | | | 77,01 | 99 452 620 |

| | | | | | | | | | |
|------------|-------------------|-------------|---|----------------------|----|-------|---------|--------|----------|
| 7 | | 76,5 | | | | | | | |
| BCA | 01.2002 → 02.2013 | B | 4 | 1390 cm ³ | 4V | 55 kW | (75 PS) | 10,5:1 | 75,60 mm |
| BKY | 05.2004 → 12.2007 | B | 4 | 1390 cm ³ | 4V | 55 kW | (75 PS) | 10,5:1 | 75,60 mm |

| | | | | | | | |
|--|---------|----------------------------------|-----|----|-----------------------|-------|------------|
| | 4 | KH 28,92 MT -2,28 GL 47,92 | HKÜ | 17 | 1 R 1,2 NT ST | 76,51 | 99 913 600 |
| | 076 175 | | | 46 | 1 M 1,2 1 SLF 2 CR | | |
| | | KH 28,67 MT -2,44 GL 47,67 | | | | 77,01 | 99 913 620 |

| | | | | | | | | | |
|------------|-------------------|-------------|---|----------------------|----|-------|---------|--------|----------|
| 8 | | 76,5 | | | | | | | |
| AZQ | 01.2003 → 12.2004 | B | 3 | 1198 cm ³ | 4V | 47 kW | (64 PS) | 10,5:1 | 86,90 mm |
| BME | 12.2004 → 12.2007 | B | 3 | 1198 cm ³ | 4V | 47 kW | (64 PS) | 10,5:1 | 86,90 mm |

| | | | | | | | |
|--|---------|--|-----|----|-------------------------|-------|------------|
| | 3 | KH 29,27 VT1 -1,20 VT2 -2,70 MT -4 MØ 61,4 GL 50,27 | HKÜ | 17 | 1 R 1,2 NT ST | 76,51 | 99 909 600 |
| | 076 168 | | | 46 | 1 M 1,5 1 SLF 2,5 CR | | |
| | | KH 29,02 VT1 -1,20 VT2 -2,70 MT -4 MØ 61,4 GL 50,02 | | | | 77,01 | 99 909 620 |



| | | | | | | | | | | | |
|-------------|-----------|---|-----|----------------------|-------------------------------|-------------------|----------|------|--|---|--|
| 9 | | 76,5 | | | | | | | | | |
| CAXA | 11.2008 → | B (LA) | 4 | 1390 cm ³ | 4V | 90 kW | (122 PS) | 10:1 | 75,60 mm | | |
| CAXC | 08.2008 → | B (LA) | 4 | 1390 cm ³ | 4V | 92 kW | (125 PS) | 10:1 | 75,60 mm | | |
| | 4 | KH 29,2 MT -4,6 BÜ +2 GL 50,21 | NHA | 19 52 | 1 R 1,2 1 M 1,2 1 SLF 2 | NT ST G3 NT | | | 76,51 76,76 77,01 | 40 477 600 40 477 610 40 477 620 | |

| | | | | | | | | | | | |
|------------|-------------------|---|-------------------|----------------------|------------------------------|-------------|----------|--------|--------------|-------------------------------|--|
| 10 | | 78,3 | | | | | | | | | |
| AYM | 12.2001 → 08.2003 | D (LA) | 6 | 2496 cm ³ | 4V | 114 kW | (155 PS) | 18,5:1 | 86,40 mm | | |
| | 6 | KH 47,83 VT1 -1,38 MT -17,25 MØ 36 GL 71,83 | RTK KKK TPL | 26 58 | 1 R 1,75 1 M 2 1 DSF 3 | PC G6 CR | | | 78,31 | 99 534 600 [1], [2] | |
| | | KH 47,58 VT1 -1,38 MT -17,25 MØ 36 GL 71,83 | HKÜ | | | | | | 78,81 | 99 534 630 [1], [2] | |
| | 6 | KH 47,83 VT1 -1,38 MT -17,25 MØ 36 GL 71,83 | RTK KKK TPL | 26 58 | 1 R 1,75 1 M 2 1 DSF 3 | PC G6 CR | | | 78,31 | 99 535 600 [1], [3] | |
| | | KH 47,58 VT1 -1,38 MT -17,25 MØ 36 GL 71,83 | HKÜ | | | | | | 78,81 | 99 535 630 [1], [3] | |

[1] Zylinderkopfdichtung
cylinder head gasket
joint de culasse
junta de culata
Прокладка головки блока цил.

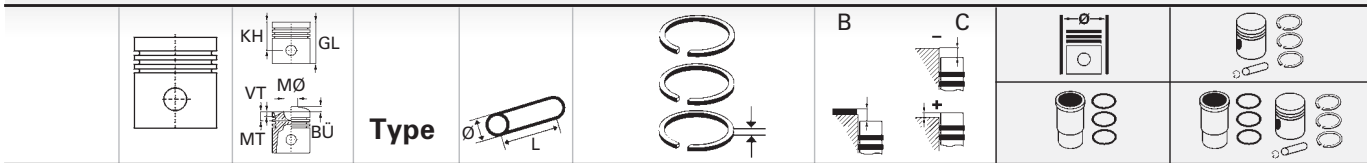
Kolbenüberstand:
piston protrusion:
dépassement du piston:
resalto del pistón:
выступающая часть поршня:


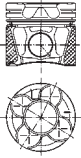
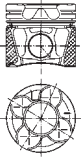
| Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor ширина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем |
|--|---|---|--|
| 1 | 1,10 | +0,39 | +0,49 |
| 2 | 1,15 | +0,49 | +0,54 |
| 3 | 1,20 | +0,54 | +0,65 |


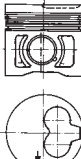
[2] für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 1-3

[3] für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 4-6

S



| 11 | |  78,3 | | | | | | | | | | | | |
|---|--|---|--|--|-----------------------|-------------------------|----------|--------|--|----------|--------|----------|--------------|-------------------------------|
| BDG | | 08.2003 → 03.2008 D | | (LA) | 6 | 2496 cm ³ 4V | | 120 kW | | (163 PS) | 18,5:1 | 86,40 mm | | |
|  | 6 078 118 | KH 47,83 VT1 -1,38 MT -17,4 MØ 37 GL 71,83 | RTK KKK TPL | 26 58 | 1 R 1 M 1 DSF 3 | 1,75 2 CR | PC G6 | | | | | | 78,31 | 99 542 600 [1], [2] |
| | | KH 47,58 VT1 -1,38 MT -17,4 MØ 37 GL 71,58 | HKÜ | | | | | | | | | | 78,81 | 99 542 630 [1], [2] |
|  | 6 078 118 | KH 47,83 VT1 -1,38 MT -17,4 MØ 37 GL 71,83 | RTK KKK TPL | 26 58 | 1 R 1 M 1 DSF 3 | 1,75 2 CR | PC G6 | | | | | | 78,31 | 99 543 600 [1], [3] |
| | | KH 47,58 VT1 -1,38 MT -17,4 MØ 37 GL 71,58 | HKÜ | | | | | | | | | | 78,81 | 99 543 630 [1], [3] |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндров | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | | | | | | | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor ширина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | | | | | | | |
| | 1 2 3 | 1,10 1,15 1,20 | +0,39 +0,49 +0,54 | +0,49 +0,54 +0,65 | | | | | | | | | | |
| [2] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 1-3 | | | | | | | | | | | | | |
| [3] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 4-6 | | | | | | | | | | | | | |

| 12 | |  79,5 | | | | | | | | | | | | |
|--|--------------|---|------------|----------|-------------------------|-----------------|----------------|--|---------|--------|----------|--|--------------|--------------------------------------|
| AEF | | 10.1995 → 08.2001 D | | 4 | 1896 cm ³ 2V | | 47 kW | | (64 PS) | 22,5:1 | 95,50 mm | | | |
|  | 4 079 119 | KH 39,65 MT -1,9 GL 65,7 | RTK RK | 24 64 | 1 R 1 M 1 DSF 3 | 1,75 2 CR | CR G6 G1 | | | | | | 79,51 | 91 386 600 [1] |
| | | KH 39,4 MT -1,9 GL 65,7 | HKÜ HKÜ | | | | | | | | | | 79,76 | 91 386 610 [1] |
| | | | | | | | | | | | | | 80,01 | 91 386 620 [1] |
| | | | | | | | | | | | | | 80,51 | 91 386 630 [1] (90 527) |
| Fortsetzung nächste Seite / continued on next page / suite page suivante / continuación página próxima / Продолжение на следующей странице | | | | | | | | | | | | | | |



| | T Cyl. | A=82,5 | C=85,5 | L=152 | H=4,7 | | | | | | |
|-----|---|--|---|--|-------|--|--|--|--|---------------------------|-------------------|
| | | | | | | | | | | 89 434 190 semi | 91 386 960 |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | | | | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor толщина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | | | | |
| | 1 | 1,53 | +0,66 | +0,86 | | | | | | | |
| | 2 | 1,57 | +0,87 | +0,90 | | | | | | | |
| | 3 | 1,61 | +0,91 | +1,02 | | | | | | | |

13

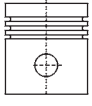
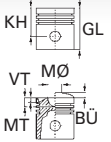

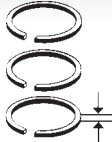
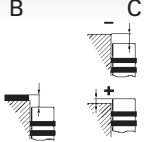
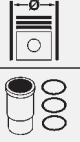
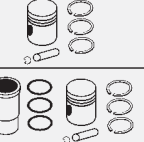
79,5

| | | | | | | | | | | |
|------------|-------------------|---|------|---|----------------------|----|-------|----------|--------|----------|
| AGR | 10.1996 → 03.2010 | D | (LA) | 4 | 1896 cm ³ | 2V | 66 kW | (90 PS) | 19,5:1 | 95,50 mm |
| AHF | 08.1997 → 01.2006 | D | (LA) | 4 | 1896 cm ³ | 2V | 81 kW | (110 PS) | 19,5:1 | 95,50 mm |
| ALH | 08.2000 → 03.2010 | D | (A) | 4 | 1896 cm ³ | 2V | 66 kW | (90 PS) | 19,5:1 | 95,50 mm |
| ASV | 08.2000 → 01.2006 | D | (LA) | 4 | 1896 cm ³ | 2V | 81 kW | (110 PS) | 19,5:1 | 95,50 mm |

| | | | | | | | | | |
|--|---------|--|------------|----------|------------------------------|----------------------|--|---------------------------|-------------------------------|
| | 4 | KH 45,8 VT1 -1,00 MT -17,75 MØ 37,9 GL 71,8 | RTK KBB | 26 66 | 1 R 1,75 1 M 2 1 DSF 3 | PC G6 CR G1 CR | | 79,51 | 94 427 700 [1], [2] |
| | 079 135 | | | | | | | 79,76 | 94 427 710 [1], [2] |
| | | KH 45,55 VT1 -1,00 MT -17,75 MØ 37,9 GL 71,8 | HKÜ | | | | | 80,01 | 94 427 720 [1], [2] |
| | | | HKÜ | | | | | 80,51 | 94 427 730 [1], [2] |
| | T Cyl. | A=82,5 | C=85,5 | L=152 | H=4,7 | | | 89 434 190 semi | 94 427 970 |
| | 4 | KH 45,8 VT1 -1,00 MT -17,75 MØ 37,9 GL 71,8 | RTK KBB | 26 66 | 1 R 1,75 1 M 2 1 DSF 3 | PC G6 CR G1 CR | | 79,51 | 94 428 700 [1], [3] |
| | 079 135 | | | | | | | 79,76 | 94 428 710 [1], [3] |
| | | KH 45,55 VT1 -1,00 MT -17,75 MØ 37,9 GL 71,8 | HKÜ | | | | | 80,01 | 94 428 720 [1], [3] |
| | | | HKÜ | | | | | 80,51 | 94 428 730 [1], [3] |
| | T Cyl. | A=82,5 | C=85,5 | L=152 | H=4,7 | | | 89 434 190 semi | 94 428 970 |



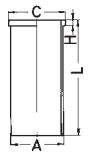


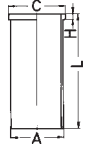
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S

| |  |  | Type |  |  |  |  |  |
|-----|---|---|---|---|---|--|---|---|
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | | Kolbenüberstand: piston protrusion: dépasement du piston: resalto del pistón: выступающая часть поршня: | | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor толщина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | |
| | 1 | 1,45 | +0,91 | +1,00 | | | | |
| | 2 | 1,53 | +1,01 | +1,10 | | | | |
| | 3 | 1,61 | +1,11 | +1,20 | | | | |
| [2] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 1-2 | | | | | | | |
| [3] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 3-4 | | | | | | | |

14  **79,5**

| | | | | | | | | | |
|------------|-------------------|--------|---|----------------------|----|-------|---------|--------|----------|
| AGP | 05.1997 → 12.2003 | D | 4 | 1896 cm ³ | 2V | 50 kW | (68 PS) | 22,5:1 | 95,50 mm |
| AQM | 08.2000 → 12.2003 | D (LA) | 4 | 1896 cm ³ | 2V | 50 kW | (68 PS) | 19,5:1 | 95,50 mm |
| ASY | 11.1999 → 03.2008 | D | 4 | 1896 cm ³ | 2V | 47 kW | (64 PS) | 19,5:1 | 95,50 mm |

| | | | | | | | | |
|---|--------|--|--------|----------|---|--|---------------------------|-------------------------------|
|  | 4 | KH 39,8 MT -17,75 MØ 38 GL 60,8 | | 24 59 | 1 R 1,75 CR G6 1 M 2 CR G1 1 DSF 3 CR | | 79,51 | 40 092 700 [1], [2] |
|  | | | | | | | 80,01 | 40 092 720 [1], [2] |
|  | T Cyl. | A=82,5 | C=85,5 | L=152 | H=4,7 | | 89 434 190 semi | 40 092 970 |
|  | 4 | KH 39,8 MT -17,75 MØ 38 GL 60,8 | | 24 59 | 1 R 1,75 CR G6 1 M 2 CR G1 1 DSF 3 CR | | 79,51 | 40 093 700 [1], [3] |
|  | | | | | | | 80,01 | 40 093 720 [1], [3] |
|  | T Cyl. | A=82,5 | C=85,5 | L=152 | H=4,7 | | 89 434 190 semi | 40 093 970 |

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| | | | | | | | | |
|-----|---|--|---|--|--|--|--|--|
| | | | | | | | | |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цил. | | Kolbenüberstand: piston protrusion: dépasement du piston: resalto del pistón: выступающая часть поршня: | | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor толщина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | |
| | 1 | 1,45 | +0,91 | +1,00 | | | | |
| | 2 | 1,53 | +1,01 | +1,10 | | | | |
| | 3 | 1,61 | +1,11 | +1,20 | | | | |
| [2] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 1-2 | | | | | | | |
| [3] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 3-4 | | | | | | | |

15

79,5

| | | | | | | | | | | |
|-----|-------------------|---|------|---|----------------------|----|-------|----------|--------|----------|
| ATD | 01.2000 → 01.2006 | D | (LA) | 4 | 1896 cm ³ | 2V | 74 kW | (101 PS) | 19:1 | 95,50 mm |
| AVB | 06.2002 → 10.2005 | D | (A) | 4 | 1896 cm ³ | 2V | 74 kW | (101 PS) | 19:1 | 95,50 mm |
| AXR | 08.2000 → 12.2010 | D | (LA) | 4 | 1896 cm ³ | 2V | 74 kW | (101 PS) | 19:1 | 95,50 mm |
| BKC | 06.2004 → 02.2013 | D | (LA) | 4 | 1896 cm ³ | 2V | 77 kW | (105 PS) | 19:1 | 95,50 mm |
| BSW | 05.2006 → 03.2010 | D | (LA) | 4 | 1896 cm ³ | 2V | 77 kW | (105 PS) | 18,5:1 | 95,50 mm |

| | | | | | | | | | | |
|--|---|---|--------------------------|----------|------------------------------|----------------------|--|-------|--|-----------------------------|
| | 4 | KH 45,8 VT1 -1,10 MT -17,75 MØ 38 GL 69,8 | RTK KKK KBB TPL | 26 66 | 1 R 1,75 1 M 2 1 DSF 3 | PC G6 CR G1 CR | | 79,51 | | 99 850 600 [1], [2], [3] |
| | | KH 45,55 VT1 -1,10 MT -17,75 MØ 38 GL 69,55 | HKÜ | | | | | 80,01 | | 99 850 620 [1], [2], [3] |
| | 4 | KH 45,8 VT1 -1,10 MT -17,75 MØ 38 GL 69,8 | RTK KKK KBB TPL | 26 66 | 1 R 1,75 1 M 2 1 DSF 3 | PC G6 CR G1 CR | | 79,51 | | 99 851 600 [1], [3], [4] |
| | | KH 45,55 VT1 -1,10 MT -17,75 MØ 38 GL 69,55 | HKÜ | | | | | 80,01 | | 99 851 620 [1], [3], [4] |

| | | | | | | | | | | |
|-----|---|--|---|--|--|--|--|--|--|--|
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цил. | | Kolbenüberstand: piston protrusion: dépasement du piston: resalto del pistón: выступающая часть поршня: | | | | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor толщина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | | | |
| | 1 | 1,45 | +0,91 | +1,00 | | | | | | |
| | 2 | 1,53 | +1,01 | +1,10 | | | | | | |
| | 3 | 1,61 | +1,11 | +1,20 | | | | | | |

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| | | | | | | | |
|-----|---|-------------|--|--|--|--|--|
| | | Type | | | | | |
| [2] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 1-2 | | | | | | |
| [3] | Austausch nur mit identischer Kolbenausführung! Replace with identical piston design only! Piston à canal de refroidissement avec douille! Remplacement uniquement par type de piston identique! Замена только на идентичное исполнение поршня! | | | | | | |
| [4] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 3-4 | | | | | | |

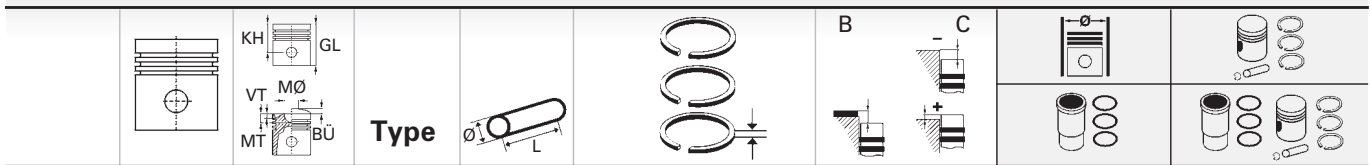
16 **79,5**

| | | | | | | | | | |
|------------|-------------------|--------|---|----------------------|----|-------|----------|------|----------|
| ASZ | 09.2002 → 10.2005 | D (LA) | 4 | 1896 cm ³ | 2V | 96 kW | (130 PS) | 19:1 | 95,50 mm |
| AVF | 01.2004 → 03.2008 | D (LA) | 4 | 1896 cm ³ | 2V | 96 kW | (130 PS) | 19:1 | 95,50 mm |
| AWX | 12.2001 → 03.2008 | D (A) | 4 | 1896 cm ³ | 2V | 96 kW | (130 PS) | 19:1 | 95,50 mm |
| BLT | 10.2005 → 04.2007 | D (LA) | 4 | 1896 cm ³ | 2V | 96 kW | (130 PS) | 19:1 | 95,50 mm |

| | | | | | | | | | |
|--|--------------|--|--------------------------|----------|------------------------------|----------------------|--|--------------|-------------------------------|
| | 4 079 139 | KH 45,8 VT1 -1,10 MT -17,5 MØ 38 GL 69,8 | RTK KKK KBB TPL | 26 66 | 1 R 1,75 1 M 2 1 DSF 3 | PC G6 CR G1 CR | | 79,51 | 99 470 600 [1], [2] |
| | | KH 45,55 VT1 -1,10 MT -17,5 MØ 38 GL 69,55 | HKÜ | | | | | 80,01 | 99 470 620 [1], [2] |
| | 4 079 139 | KH 45,8 VT1 -1,10 MT -17,5 MØ 38 GL 69,8 | RTK KKK KBB TPL | 26 66 | 1 R 1,75 1 M 2 1 DSF 3 | PC G6 CR G1 CR | | 79,51 | 99 471 600 [1], [3] |
| | | KH 45,55 VT1 -1,10 MT -17,5 MØ 38 GL 69,55 | HKÜ | | | | | 80,01 | 99 471 620 [1], [3] |

| | | | | | |
|-----|---|--|---|--|--|
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цил. | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | | |
| | Kerben repères muescas надрезы | Stärke thickness épaisseur espesor толщина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | |
| | 1 | 1,45 | +0,91 | +1,00 | |
| | 2 | 1,53 | +1,01 | +1,10 | |
| | 3 | 1,61 | +1,11 | +1,20 | |
| [2] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 1-2 | | | | |
| [3] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 3-4 | | | | |

S

**17****79,5**

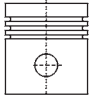
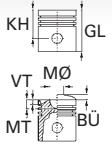

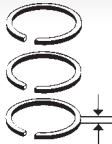
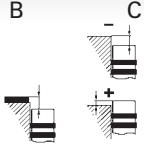


| BJB | 06.2004 → 02.2013 | D (LA) | 4 | 1896 cm ³ | 2V | 77 kW | (105 PS) | 19:1 | 95,50 mm |
|-----|-------------------|---|-------------------|----------------------|------------------------------|----------------------|----------|-----------------------------|----------|
| BXE | 06.2004 → 02.2013 | D (LA) | 4 | 1896 cm ³ | 2V | 77 kW | (105 PS) | 19:1 | 95,50 mm |
| | 4 079 155 | KH 45,8 VT1 -0,70 MT -17,34 MØ 38 GL 69,8 | RTK | 26 66 | 1 R 1,75 1 M 2 1 DSF 3 | CK G6 G3 CR | 79,51 | 40 421 600 [1], [2], [3] | |
| | | | TPL KBB | | | | | | |
| | 4 079 155 | KH 45,55 VT1 -0,70 MT -17,34 MØ 38 GL 69,55 | HKÜ | 26 66 | 1 R 1,75 1 M 2 1 DSF 3 | CK G6 G3 CR | 79,51 | 40 421 610 [1] | NEW |
| | | | | | | | | | |
| | 4 079 155 | KH 45,8 VT1 -0,70 MT -17,34 MØ 38 GL 69,8 | RTK | 26 66 | 1 R 1,75 1 M 2 1 DSF 3 | CK G6 G3 CR | 79,51 | 40 422 600 [2], [3], [4] | |
| | | | TPL KBB | | | | | | |
| | 4 079 155 | KH 45,55 VT1 -0,70 MT -17,34 MØ 38 GL 69,55 | HKÜ | 26 66 | 1 R 1,75 1 M 2 1 DSF 3 | CK G6 G3 CR | 79,51 | 40 422 610 [4] | NEW |
| | | | | | | | | | |
| | 4 079 143 | KH 45,8 VT1 -1,10 MT -17,75 MØ 38 GL 69,8 | RTK | 26 66 | 1 R 1,75 1 M 2 1 DSF 3 | PC G6 CR G1 CR | 79,51 | 99 850 600 [1], [2], [5] | |
| | | | KKK KBB TPL | | | | | | |
| | 4 079 143 | KH 45,55 VT1 -1,10 MT -17,75 MØ 38 GL 69,55 | HKÜ | 26 66 | 1 R 1,75 1 M 2 1 DSF 3 | PC G6 CR G1 CR | 79,51 | 99 850 620 [1], [2], [5] | |
| | | | | | | | | | |
| | 4 079 143 | KH 45,8 VT1 -1,10 MT -17,75 MØ 38 GL 69,8 | RTK | 26 66 | 1 R 1,75 1 M 2 1 DSF 3 | PC G6 CR G1 CR | 79,51 | 99 851 600 [2], [4], [5] | |
| | | | KKK KBB TPL | | | | | | |
| | 4 079 143 | KH 45,55 VT1 -1,10 MT -17,75 MØ 38 GL 69,55 | HKÜ | 26 66 | 1 R 1,75 1 M 2 1 DSF 3 | PC G6 CR G1 CR | 79,51 | 99 851 620 [2], [4], [5] | |
| | | | | | | | | | |

[1] für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 1-2





[2] Austausch nur mit identischer Kolbenausführung!
 Replace with identical piston design only!
 Piston à canal de refroidissement avec douille!
 Remplacement uniquement par type de piston identique!
 Замена только на идентичное исполнение поршня!

Fortsetzung nächste Seite / continued on next page / suite page suivante / continuación página próxima / Продолжение на следующей странице

S

| | | | | | | | | |
|-----|---|---|--|---|---|--|---|---|
| |  |  | Type |  |  |  |  |  |
| [3] | <p>Einbauspiel 0,05mm - 0,06mm beachten. Öldüse mit der OE Nr. 028 103 157A mitverwenden. Please check clearance should be 0,05mm -0,06mm. Please use oil jet with OE Nr.028 103 157 A. Observer le jeu au montage de 0,05mm à 0,06mm. Utiliser en même temps le gicleur d'huile avec le No OE 028 103 157A. Observar la holgura de montaje de 0,05mm - 0,06mm. Utilizar también la tobera de aceite con el n° OE 028 103 157A. Учитывать монтажный зазор 0,05 мм – 0,06 мм. Также использовать масляную форсунку с р О.Е. 028 103 157A.</p> | | | | | | | |
| [4] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 3-4 | | | | | | | |
| [5] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цил. | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor толщина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | |
| | 1 | 1,45 | +0,91 | +1,00 | | | | |
| | 2 | 1,53 | +1,01 | +1,10 | | | | |
| | 3 | 1,61 | +1,11 | +1,20 | | | | |

18  **79,5**

| | | | | | | | | | | | |
|--|---|---|-------------------|----------|---------------------|----------------------|----------------|-------|--------------|------|-------------------------------------|
| BLS | | 06.2004 → 02.2013 | D | (LA) | 4 | 1896 cm ³ | 2V | 77 kW | (105 PS) | 19:1 | 95,50 mm |
|  | 4 | KH 45,8 VT1 -0,70 MT -17,34 MØ 38 GL 69,8 | RTK TPL KBB | 26 66 | 1 R 1 M 1 DSF | 1,75 2 3 | CK G6 CR | | 79,51 | | 40 421 600 [1], [2], [3] |
|  | 079 155 | | | | | | | | 79,76 | | 40 421 610 NEW [1] |
| | | KH 45,55 VT1 -0,70 MT -17,34 MØ 38 GL 69,55 | HKÜ | | | | | | 80,01 | | 40 421 620 NEW [1] |
|  | 4 | KH 45,8 VT1 -0,70 MT -17,34 MØ 38 GL 69,8 | RTK TPL KBB | 26 66 | 1 R 1 M 1 DSF | 1,75 2 3 | CK G6 CR | | 79,51 | | 40 422 600 [2], [3], [4] |
|  | 079 155 | | | | | | | | 79,76 | | 40 422 610 NEW [4] |
| | | KH 45,55 VT1 -0,70 MT -17,34 MØ 38 GL 69,55 | HKÜ | | | | | | 80,01 | | 40 422 620 NEW [4] |
| [1] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 1-2 | | | | | | | | | | |
| [2] | Austausch nur mit identischer Kolbenausführung! Replace with identical piston design only! Piston à canal de refroidissement avec douille! Remplacement uniquement par type de piston identique! Замена только на идентичное исполнение поршня! | | | | | | | | | | |
| Fortsetzung nächste Seite / continued on next page / suite page suivante / continuación página próxima / Продолжение на следующей странице | | | | | | | | | | | |



| | | | | | | | | |
|-----|---|-------------|--|--|--|--|--|--|
| | | | | | | | | |
| | | Type | | | | | | |
| [3] | <p>Einbauspiel 0,05mm - 0,06mm beachten. Öldüse mit der OE Nr. 028 103 157A mitverwenden. Please check clearance should be 0,05mm -0,06mm. Please use oil jet with OE Nr.028 103 157 A. Observer le jeu au montage de 0,05mm à 0,06mm. Utiliser en même temps le gicleur d'huile avec le No OE 028 103 157A. Observar la holgura de montaje de 0,05mm - 0,06mm. Utilizar también la tobera de aceite con el n° OE 028 103 157A. Учитывать монтажный зазор 0,05 мм – 0,06 мм. Также использовать масляную форсунку с р О.Е. 028 103 157A.</p> | | | | | | | |
| [4] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 3-4 | | | | | | | |

19**81**

| | | | | | | | | | | |
|------------|--|----------------------|--|----------|---------------------------------|-------------|-------|--------------|--------|--------------------------|
| AGN | 10.1996 → 07.2000 | B | | 4 | 1781 cm ³ | 5V | 92 kW | (125 PS) | 10,3:1 | 86,40 mm |
| | 4 | KH 32,55 GL 52,55 | | 20 52 | 1 R 1,5 1 NM 1,75 1 SLF 2 | CR G6 CR | | 81,01 | | 94 951 600 [1] |
| | 081 168 | | | | | | | 81,51 | | 94 951 620 [1] |
| [1] | Augenabstand/distance between bosses/entre-bossage/distancia entre bordes interiores de bancada/Расстояние между внутренними торцами бобышек поршня 22,50 mm | | | | | | | | | |

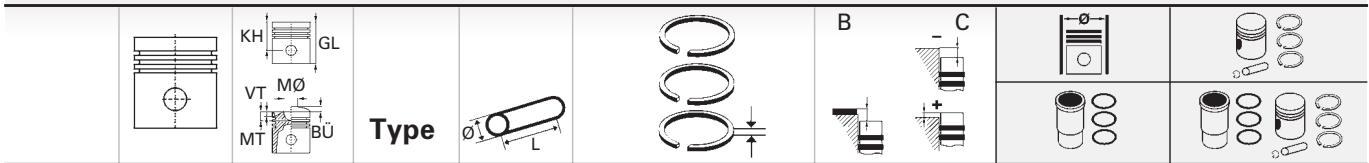
20**81**

| | | | | | | | | | | |
|------------|-------------------|---|------------|----------|--------------------------------|-------------|-------|--------------|--------|-------------------|
| AEH | 02.1997 → 12.2007 | B | | 4 | 1595 cm ³ | 2V | 74 kW | (101 PS) | 10,3:1 | 77,40 mm |
| AKL | 08.1998 → 12.2007 | B | | 4 | 1595 cm ³ | 2V | 74 kW | (101 PS) | 10,2:1 | 77,40 mm |
| | 4 | KH 32 MT -2,3 MØ 61,4 BÜ +0,7 GL 53,7 | | 20 57 | 1 R 1,2 1 NM 1,5 1 SLF 2 | NT ST CR | | 81,01 | | 94 503 700 |
| | 081 167 | | | | | | | 81,26 | | 94 503 710 |
| | | KH 31,7 MT -2,3 MØ 61,4 BÜ +0,7 GL 53,4 | HKÜ HKÜ | | | | | 81,51 | | 94 503 720 |

21**81**

| | | | | | | | | | | |
|------------|-------------------|-------------------------------|------------|----------|---------------------------------|----------------|--------|--------------|-------|-------------------|
| AGU | 05.1998 → 12.2010 | B (LA) | | 4 | 1781 cm ³ | 5V | 110 kW | (150 PS) | 9,5:1 | 86,40 mm |
| ARZ | 01.2000 → 07.2000 | B (A) | | 4 | 1781 cm ³ | 5V | 110 kW | (150 PS) | 9,5:1 | 86,40 mm |
| | 4 | KH 32,7 MT -1,5 GL 53,7 | PK | 20 59 | 1 M 1,5 1 NM 1,75 1 DSF 2 | MO G6 CR G6 | | 81,01 | | 99 933 600 |
| | 081 182 | | | | | | | 81,26 | | 99 933 610 |
| | | KH 32,4 MT -1,5 GL 53,4 | HKÜ HKÜ | | | | | 81,51 | | 99 933 620 |

S



| | | |
|------------|-------------------|---|
| 22 | | 81 |
| ARX | 08.2000 → 05.2006 | B (A) 4 1781 cm ³ 5V 110 kW (150 PS) 9,5:1 86,40 mm |
| AUM | 08.2000 → 12.2010 | B (LA) 4 1781 cm ³ 5V 110 kW (150 PS) 9,5:1 86,40 mm |
| AUQ | 2000 → 01.2006 | B (LA) 4 1781 cm ³ 5V 132 kW (180 PS) 9,5:1 86,40 mm |
| AWT | 10.2001 → 03.2008 | B (A) 4 1781 cm ³ 5V 110 kW (150 PS) 9,5:1 86,40 mm |

| | | | | | | | | |
|--|---|---------|-----|----|---------|-----------|--------------|-------------------|
| | 4 | KH 32,7 | PK | 19 | 1 R 1,5 | CR ST | 81,01 | 40 434 600 |
| | | MT -1,9 | TPL | | 50 | 1 NM 1,75 | | |
| | 4 | MØ 68,2 | | | 1 DSF 2 | CR G6 | 81,51 | 40 434 620 |
| | | GL 53,7 | | | | | | |
| | 4 | KH 32,4 | HKÜ | | | | 81,51 | 40 434 620 |
| | | MT -1,9 | | | | | | |
| | 4 | MØ 68,2 | | | | | 81,51 | 40 434 620 |
| | | GL 53,4 | | | | | | |

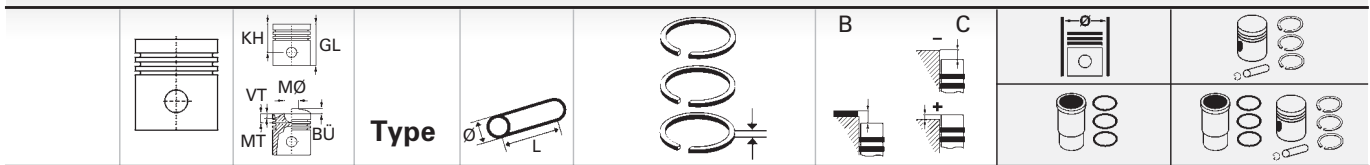
| | | |
|------------|-------------------|--|
| 23 | | 81 |
| AVU | 08.2000 → 12.2010 | B 4 1595 cm ³ 2V 75 kW (102 PS) 10,3:1 77,40 mm |
| BFQ | 04.2002 → 12.2010 | B 4 1595 cm ³ 2V 75 kW (102 PS) 10,2:1 77,40 mm |
| BGU | 01.2008 → 02.2013 | B 4 1595 cm ³ 2V 75 kW (102 PS) 10,5:1 77,40 mm |
| BSE | 01.2008 → 02.2013 | B 4 1595 cm ³ 2V 75 kW (102 PS) 10,3:1 77,40 mm |
| BSF | 01.2008 → 02.2013 | B 4 1595 cm ³ 2V 75 kW (102 PS) 10,3:1 77,40 mm |

| | | | | | | | | |
|--|---|----------|-----|----|---------|----------|--------------|-------------------|
| | 4 | KH 29,7 | TPL | 19 | 1 R 1 | NT ST | 81,01 | 99 792 600 |
| | | MT -2,7 | | | 42 | 1 NM 1,2 | | |
| | 4 | GL 50,7 | | | 1 SLF 2 | CR | 81,51 | 99 792 620 |
| | | KH 29,45 | HKÜ | | | | | |
| | 4 | MT -2,7 | | | | | 81,51 | 99 792 620 |
| | | GL 50,45 | | | | | | |

| | | |
|------------|-------------------|--|
| 24 | | 81 |
| AZV | 02.2004 → 05.2010 | D (LA) 4 1968 cm ³ 4V 100 kW (136 PS) 18:1 95,50 mm |
| BKD | 02.2004 → 05.2010 | D (LA) 4 1968 cm ³ 4V 103 kW (140 PS) 18:1 95,50 mm |

| | | | | | | | | |
|--|---|-----------|-----|----|----------|-------|--------------|-------------------|
| | 4 | KH 45,8 | TPL | 26 | 1 R 1,75 | CK G6 | 81,01 | 40 356 600 |
| | | VT1 -0,70 | KBB | | 66 | 1 M 2 | | |
| | 4 | MT -18 | RTK | | 1 DSF 3 | CR | 81,26 | 40 356 610 |
| | | MØ 38 | KKK | | | | | |
| | 4 | GL 68,8 | | | | | 81,51 | 40 356 620 |
| | | KH 45,55 | HKÜ | | | | | |
| | 4 | VT1 -0,70 | | | | | 81,51 | 40 356 620 |
| | | MT -18 | | | | | | |
| | 4 | MØ 38 | | | | | 81,51 | 40 356 620 |
| | | GL 68,55 | | | | | | |

| | | | | | | | | |
|--|---|----------|-----|----|----------|-------|--------------|-------------------|
| | 4 | KH 45,8 | TPL | 26 | 1 R 1,75 | CK G6 | 81,01 | 40 387 600 |
| | | MT -17,8 | KBB | | 66 | 1 M 2 | | |
| | 4 | MØ 38 | RTK | | 1 DSF 3 | CR | 81,26 | 40 387 610 |
| | | GL 68,8 | KKK | | | | | |
| | 4 | KH 45,55 | HKÜ | | | | 81,51 | 40 387 620 |
| | | MT -17,8 | | | | | | |
| | 4 | MØ 38 | | | | | 81,51 | 40 387 620 |
| | | GL 68,55 | | | | | | |



| | | |
|------------|-------------------|--|
| 25 | | 81 |
| BMM | 11.2005 → 05.2010 | D (LA) 4 1968 cm ³ 2V 103 kW (140 PS) 18,5:1 95,50 mm |
| BMP | 06.2008 → 03.2010 | D (LA) 4 1968 cm ³ 2V 103 kW (140 PS) 18,5:1 95,50 mm |
| BSS | 10.2005 → 03.2008 | D (LA) 4 1968 cm ³ 2V 103 kW (140 PS) 18,5:1 95,50 mm |
| BWW | 02.2006 → 02.2006 | D (LA) 4 1998 cm ³ 2V 91 kW (124 PS) 18,5:1 95,50 mm |

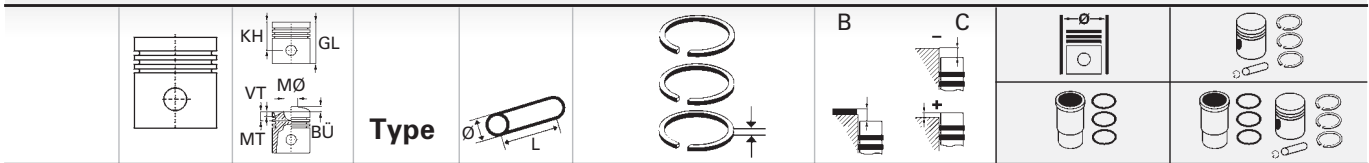
| | | | | | | | | |
|-----|---|---|---------------------------------|----------|--|--|--------------|--------------------------|
| | 4 | KH 45,8 VT1 -0,70 MT -17,5 MØ 38 GL 68,8 | TPL KBB RTK KKK HKÜ | 26 66 | 1 R 1,75 CK G6 1 M 2 G3 1 DSF 3 CR | | 81,01 | 40 408 600 [1] |
| | | | | | | | 81,26 | 40 408 610 [1] |
| | | KH 45,55 VT1 -0,70 MT -17,5 MØ 38 GL 68,8 | HKÜ | | | | 81,51 | 40 408 620 [1] |
| | 4 | KH 45,8 VT1 -0,70 MT -17,5 MØ 38 GL 68,8 | TPL KBB RTK KKK HKÜ | 26 66 | 1 R 1,75 CK G6 1 M 2 G3 1 DSF 3 CR | | 81,01 | 40 409 600 [2] |
| | | | | | | | 81,26 | 40 409 610 [2] |
| | | KH 45,55 VT1 -0,70 MT -17,5 MØ 38 GL 68,8 | HKÜ | | | | 81,51 | 40 409 620 [2] |
| [1] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 1-2 | | | | | | | |
| [2] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 3-4 | | | | | | | |

| | | |
|------------|-------------------|--|
| 26 | | 81 |
| BMN | 05.2008 → 02.2013 | D (LA) 4 1968 cm ³ 4V 125 kW (170 PS) 18,5:1 95,50 mm |

| | | | | | | | | |
|--|---|---|--------------------------|----------|--|--|--------------|-------------------|
| | 4 | KH 45,8 MT -17,8 MØ 38 GL 68,8 | TPL KBB RTK KKK | 26 66 | 1 R 1,75 CK G6 1 M 2 G3 1 DSF 3 CR | | 81,01 | 40 387 600 |
| | | | | | | | 81,26 | 40 387 610 |
| | | KH 45,55 MT -17,8 MØ 38 GL 68,55 | HKÜ | | | | 81,51 | 40 387 620 |

| | | |
|-------------|-------------------|--|
| 27 | | 81 |
| CBBB | 06.2008 → 05.2010 | D (LA) 4 1968 cm ³ 4V 125 kW (170 PS) 16,5:1 95,50 mm |
| CBDB | 05.2009 → 11.2009 | D (LA) 4 1968 cm ³ 4V 103 kW (140 PS) 16,5:1 95,50 mm |
| CEGA | 05.2008 → 02.2013 | D (LA) 4 1968 cm ³ 4V 125 kW (170 PS) 18,5:1 95,50 mm |

| | | | | | | | | |
|--|---|--|--------------------------|----------|--|--|--------------|-------------------|
| | 4 | KH 45,8 MT -12,7 MØ 50,88 GL 68,8 | TPL KBB RTK KKK | 26 66 | 1 R 1,75 CK G6 1 M 2 G3 1 DSF 3 CR | | 81,01 | 40 558 600 |
| | | | | | | | 81,26 | 40 558 610 |



| | | | | | | | | | | |
|-------------|-----------|-----------|---|----------------------|----|--------|-----------------|----------|--|--|
| 28 | | 81 | | | | | | | | |
| CFFB | 03.2010 → | D (LA) | 4 | 1968 cm ³ | 4V | 103 kW | (140 PS) | 95,50 mm | | |
| CFGB | 05.2010 → | D (LA) | 4 | 1968 cm ³ | 4V | 125 kW | (170 PS) 16,5:1 | 95,50 mm | | |
| CFHC | 05.2010 → | D (LA) | 4 | 1968 cm ³ | 4V | 103 kW | (140 PS) 16,5:1 | 95,50 mm | | |
| CFHF | 11.2009 → | D (LA) | 4 | 1968 cm ³ | 4V | 81 kW | (110 PS) 16,5:1 | 95,50 mm | | |
| CFJA | 11.2009 → | D (LA) | 4 | 1968 cm ³ | 4V | 125 kW | (170 PS) 16,5:1 | 95,50 mm | | |
| CLCA | 09.2011 → | D (A) | 4 | 1968 cm ³ | 4V | 81 kW | (110 PS) | 95,50 mm | | |
| CLCB | 05.2009 → | D (LA) | 4 | 1968 cm ³ | 4V | 103 kW | (140 PS) 16,5:1 | 95,50 mm | | |
| CLJA | 02.2010 → | D (LA) | 4 | 1968 cm ³ | 4V | 103 kW | (140 PS) 18,5:1 | 95,50 mm | | |

| | | | | | | | | |
|--|---|--|--------------------------|----------|------------------------------|-------------------|--------------|-------------------|
| | 4 | KH 45,8 MT -13,1 MØ 50,88 GL 68,8 | TPL KBB RTK KKK | 26 66 | 1 R 1,75 1 M 2 1 DSF 3 | CK G6 G3 CR | 81,01 | 40 353 600 |
| | | | | | | | 81,26 | 40 353 610 |

| | | | | | | | | | | |
|------------|-------------------|-------------|---|----------------------|----|--------|-----------------|----------|--|--|
| 29 | | 82,5 | | | | | | | | |
| AMX | 12.2001 → 03.2008 | B | 6 | 2771 cm ³ | 5V | 142 kW | (193 PS) 10,6:1 | 86,40 mm | | |
| BBG | 06.2002 → 03.2008 | B | 6 | 2771 cm ³ | 5V | 140 kW | (190 PS) 10,6:1 | 86,40 mm | | |

| | | | | | | | | |
|--|---|----------------------------------|-----|----------|-------------------------------|----------------|--------------|-------------------|
| | 6 | KH 30,16 BÜ +1,12 GL 52,28 | | 21 56 | 1 M 1,2 1 M 1,5 1 DSF 2 | MO G6 CR G6 | 82,51 | 99 942 600 |
| | | KH 29,86 BÜ +1,12 GL 51,98 | HKÜ | | | | 83,01 | 99 942 620 |

| | | | | | | | | | | |
|------------|-------------------|-------------|---|----------------------|----|--------|----------------|----------|--|--|
| 30 | | 82,5 | | | | | | | | |
| BYJ | 06.2007 → 02.2013 | B (LA) | 4 | 1798 cm ³ | 4V | 118 kW | (160 PS) | 84,20 mm | | |
| BZB | 06.2007 → 02.2013 | B (LA) | 4 | 1781 cm ³ | 4V | 118 kW | (160 PS) 9,6:1 | 84,10 mm | | |




| | | | | | | | | |
|--|---|---|------------|----------|--------------------------------|----------------------|--------------|-------------------|
| | 4 | KH 29,8 MT -6 MØ 67 BÜ +4,75 GL 55,98 | RTK TPL | 21 53 | 1 R 1,2 1 NM 1,5 1 DSF 2 | NT ST G3 CK G6 | 82,51 | 40 251 600 |
| | | | | | | | 82,76 | 40 251 610 |
| | | | | | | | 83,01 | 40 251 620 |

| | | | | | | | | | | |
|-------------|-----------|-------------|---|----------------------|----|--------|----------------|----------|--|--|
| 31 | | 82,5 | | | | | | | | |
| CCZA | 11.2008 → | B (LA) | 4 | 1984 cm ³ | 4V | 147 kW | (200 PS) 9,6:1 | 92,80 mm | | |

| | | | | | | | | |
|--|---|---|------------|----------|--------------------------------|----------------------|--------------|-------------------|
| | 4 | KH 29,6 VT1 -3,00 MT -6,2 MØ 50 GL 50,1 | RTK TPL | 21 56 | 1 R 1,2 1 NM 1,5 1 DSF 2 | NT ST G3 CK G6 | 82,51 | 40 247 600 |
| | | | | | | | 82,76 | 40 247 610 |
| | | | | | | | 83,01 | 40 247 620 |

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| |  | Cyl. |  | mm | cm ³ |  | Comp. Ratio ε | kW | PS | Pos |
|--------------|---|----------|---|-----------|-----------------|---|---------------------|-------|-------|-----|
| | | | | | | | | | | |
| M 160 R3 | | B (LA) 3 | | 63,5 x 63 | 599 | 2 | 9,5:1 | 33-40 | 45-54 | 1 |
| OM 639.939 | | D (LA) 3 | | 83 x 92 | 1493 | 4 | 18:1 | 50-70 | 68-95 | 4 |
| OM 660.914 | | D (LA) 3 | | 65,5 x 79 | 799 | 2 | 18,5:1 | 30 | 41 | 2 |
| 0.7L (37 kW) | | B (LA) 3 | | 66,5 x 67 | 698 | 2 | 9:1 | 37-45 | 50-61 | 3 |







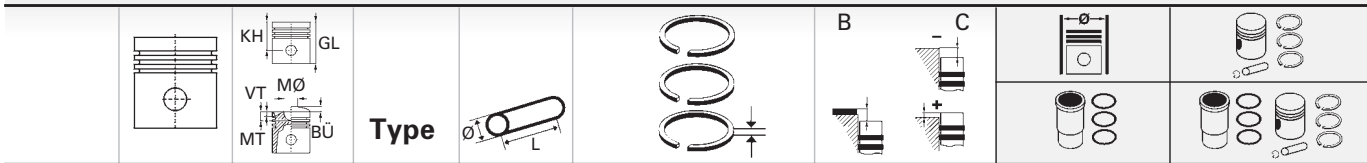
| | | | Pos | | | | Pos |
|------------------------------|-------------------|--------------|-----|---|--|--|-----|
| CITY | | | | | | | |
| City Cabrio 600i Turbo | 10.1998 → 01.2004 | M 160 R3 | B | 1 | | | |
| City Cabrio 700i Turbo | 01.2003 → 01.2004 | 0.7L (37 kW) | B | 3 | | | |
| City Coupé 600i | 07.1998 → 01.2004 | M 160 R3 | B | 1 | | | |
| CROSSBLADE | | | | | | | |
| Crossblade 600i | 03.2002 → 01.2004 | M 160 R3 | B | 1 | | | |
| FORFOUR | | | | | | | |
| Forfour 1.5 CDI 12V | 03.2004 → | OM 639.939 | D | 4 | | | |
| FORTWO | | | | | | | |
| Fortwo City Coupé 600i Turbo | 02.2004 → | M 160 R3 | B | 1 | | | |
| Fortwo City Cabrio 700i | 02.2004 → 01.2007 | 0.7L (37 kW) | B | 3 | | | |
| Fortwo City Coupé 700i | 02.2004 → 01.2007 | 0.7L (37 kW) | B | 3 | | | |
| Fortwo City Cabrio 800 CDi | 11.1999 → | OM 660.914 | D | 2 | | | |
| Fortwo City Coupé 800 CDi | 11.1999 → | OM 660.914 | D | 2 | | | |
| PASSION | | | | | | | |
| Passion 600i Turbo | 01.1999 → | M 160 R3 | B | 1 | | | |
| PULSE | | | | | | | |
| Pulse 600i Turbo | 10.1998 → | M 160 R3 | B | 1 | | | |
| PURE | | | | | | | |
| Pure 600i Turbo | 10.1998 → | M 160 R3 | B | 1 | | | |
| ROADSTER | | | | | | | |
| Roadster 700i | 04.2003 → | 0.7L (37 kW) | B | 3 | | | |



|  | | | Cyl. |  X mm | cm ³ |  | Comp. Ratio ε | kW | PS | Pos |
|---|--------|--|------|---|-----------------|---|---------------------|---------|---------|-----|
| DC 23 | D | | 4 | 88 x 92 | 2238 | 2 | 21:1 | 50 | 68 | 1 |
| M 161.970 | B | | 4 | 90,9 x 88,4 | 2295 | 4 | 10,4:1 | 103-107 | 140-146 | 5 |
| M 161.974 | B | | 4 | 90,9 x 88,4 | 2295 | 4 | 10,4:1 | 110 | 150 | 5 |
| M 162.992 | B | | 6 | 89,9 x 84 | 3199 | 4 | 10:1 | 162 | 220 | 4 |
| M 162.996 | B | | 6 | 89,9 x 84 | 3199 | 4 | 9,2:1 | 154 | 209 | 4 |
| OM 602.982 | D (LA) | | 5 | 89 x 92,4 | 2874 | 2 | 19,5:1 | 95 | 129 | 3 |
| OM 661.940 | D | | 4 | 89 x 92,4 | 2299 | 2 | 21:1 | 58 | 79 | 2 |
| OM 662.940 | D | | 5 | 89 x 92,4 | 2874 | 2 | 21:1 | 70 | 95 | 2 |
| OM 662.983 | D (LA) | | 5 | 89 x 92,4 | 2874 | 2 | 19,5:1 | 88 | 120 | 3 |
| XD 3P | D | | 4 | 94 x 90 | 2498 | 2 | 23:1 | 51-58 | 70-79 | 6 |



|  | |  | Pos |  | |  | Pos |
|---|-------------------|---|-----|--|--|---|-----|
| ACTYON | | | | | | | |
| Actyon 2.3i 16V | 03.2007 → | M 161.974 | B | 5 | | | |
| Actyon 3.2i 24V | 03.2007 → | M 162.992 | B | 4 | | | |
| CHAIRMAN | | | | | | | |
| Chairman 2.3 i 16V | 10.1997 → | M 161.970 | B | 5 | | | |
| Chairman 3.2 i 24V | 10.1997 → | M 162.992 | B | 4 | | | |
| ISTANA | | | | | | | |
| Istana 2.3 D | 07.1995 → | OM 661.940 | D | 2 | | | |
| Istana 2.9 D | 07.1995 → | OM 662.940 | D | 2 | | | |
| KORANDO | | | | | | | |
| Korando 2.2 D | 12.1988 → 1996 | DC 23 | D | 1 | | | |
| Korando 2.3i 16V | 07.1996 → | M 161.970 | B | 5 | | | |
| Korando 2.3i 16V | 12.1997 → | M 161.974 | B | 5 | | | |
| Korando 2.3 D | 10.1986 → | OM 661.940 | D | 2 | | | |
| Korando 2.5 D | 01.1996 → 1996 | XD 3P | D | 6 | | | |
| Korando 2.9 D | 07.1996 → | OM 662.940 | D | 2 | | | |
| Korando 2.9 TD | 07.1996 → 12.2000 | OM 602.982 | D | 3 | | | |
| Korando 2.9 TD | 04.1998 → 01.1999 | OM 662.983 | D | 3 | | | |
| Korando 3.2i 24V | 07.1996 → 12.2005 | M 162.992 | B | 4 | | | |
| Korando 3.2i 24V | 12.1996 → | M 162.996 | B | 4 | | | |
| KYRON | | | | | | | |
| Kyron 2.3i 16V | 01.2006 → | M 161.974 | B | 5 | | | |
| MUSSO | | | | | | | |
| Musso 2.3i 16V | 05.1996 → 02.2002 | M 161.974 | B | 5 | | | |
| Musso 2.3i 16V | 05.1996 → | M 161.970 | B | 5 | | | |
| Musso 2.3 D | 07.1993 → 12.2000 | OM 661.940 | D | 2 | | | |
| Musso 2.9 D | 07.1993 → 12.2000 | OM 662.940 | D | 2 | | | |
| Musso 2.9 TD | 07.1996 → | OM 662.983 | D | 3 | | | |
| Musso 3.2i 24V | 01.1996 → 12.2005 | M 162.992 | B | 4 | | | |
| REXTON | | | | | | | |
| Rexton 2.3i 16V | 09.2002 → | M 161.970 | B | 5 | | | |
| Rexton 2.9 TD | 09.2002 → | OM 662.983 | D | 3 | | | |
| Rexton 3.2i 24V | 09.2002 → | M 162.992 | B | 4 | | | |
| RODIUS | | | | | | | |
| Rodius 3.2i 24V | 12.2004 → | M 162.992 | B | 4 | | | |
| STAVIC | | | | | | | |
| Stavic 3.2i 24V | 12.2004 → | M 162.992 | B | 4 | | | |



| 1 | | | | | | | | | | |
|-------|---|----------------|--------|---------|--------|-------------------------|--|-------|--------------------------|----------|
| DC 23 | | 12.1988 → 1996 | | D | 4 | 2238 cm ³ 2V | | 50 kW | (68 PS) 21:1 | 92,00 mm |
| | T Cyl. | A=89,97 | C=94,9 | L=163,3 | H=0,89 | | | | 89 360 110 [1] | |
| [1] | Cromard-Zylinder-Buchse Cromard-cylinder-liner Camisa de cilindro Cromard Chemise de cylindre Cromard Гильза цилиндра Cromard | | | | | | | | | |

| 2 | | | | | | | | | | |
|------------|-------------|-----------|---------|---------|-------|-------------------------|-------|-------|---------------------------|--------------------------|
| OM 661.940 | | 10.1986 → | | D | 4 | 2299 cm ³ 2V | | 58 kW | (79 PS) 21:1 | 92,40 mm |
| OM 662.940 | | 07.1993 → | | D | 5 | 2874 cm ³ 2V | | 70 kW | (95 PS) 21:1 | 92,40 mm |
| | 4/5 | KH 44,65 | RTK | 26 | 1 R | 2,5 | CR G6 | +0,97 | 89,00 | 91 372 600 |
| | 089 140 | VT1 -1,05 | | 62 | 1 M | 2 | G3 | +0,74 | 89,50 | 91 372 620 |
| | | VT2 -1,25 | | | 1 DSF | 3 | CR | | 89,70 | 91 372 610 |
| | | MT -9,05 | | | | | | | | |
| | | GL 74,65 | | | | | | | | |
| | T Cyl. | A=91,5 | C=94,05 | L=156,5 | H=4,7 | | | | 89 456 190 semi | 91 372 961 |
| | T Cyl. | A=91,5 | C=96,5 | L=156,5 | H=4,7 | | | | 89 429 190 semi | 91 372 960 |
| | 4/5 | KH 44,45 | RTK | 26 | 1 R | 2,5 | CR G6 | +0,97 | 89,00 | 94 675 600 [1] |
| | 089 140 | VT1 -1,05 | | 62 | 1 M | 2 | G3 | +0,74 | 89,50 | 94 675 620 [1] |
| | | VT2 -1,25 | | | 1 DSF | 3 | CR | | 89,70 | 94 675 610 [1] |
| | | MT -9,05 | | | | | | | | |
| | | GL 74,65 | | | | | | | | |
| | T Cyl. | A=91,5 | C=96,5 | L=156,5 | H=4,7 | | | | 89 429 190 semi | 94 675 960 |
| [1] | KH -0,20 mm | | | | | | | | | |

| 3 | | | | | | | | | | |
|--|---------|-------------------|-----|--------|-------|-------------------------|-------|-------|-----------------|-------------------|
| OM 602.982 | | 07.1996 → 12.2000 | | D (LA) | 5 | 2874 cm ³ 2V | | 95 kW | (129 PS) 19,5:1 | 92,40 mm |
| OM 662.983 | | 07.1996 → | | D (LA) | 5 | 2874 cm ³ 2V | | 88 kW | (120 PS) 19,5:1 | 92,40 mm |
| | 5 | KH 44,75 | RTK | 28 | 1 R | 2,5 | MO G6 | 0,73 | 89,00 | 94 823 700 |
| | 089 167 | VT1 -0,30 | KKK | 70 | 1 M | 2 | G3 | 0,96 | 89,50 | 94 823 710 |
| | | VT2 -0,60 | | | 1 DSF | 3 | CR | | | |
| | | MT -16,73 | | | | | | | | |
| | | MØ 42 | | | | | | | | |
| | | GL 71,25 | | | | | | | | |
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| | | | | | | | | |
|--|--------|--------|-------------|---------|-------|--|---------------------------|-------------------|
| | | | Type | | | | | |
| | T Cyl. | A=91,5 | C=94,05 | L=156,5 | H=4,7 | | 89 456 190 semi | 94 823 970 |

| | | | | | | | | | | |
|------------------|-----------|-------------------------------|-----|----------------------|---------------------------------|-------------------|----------|--------------|-------------------|--|
| 4 | | 89,9 | | | | | | | | |
| M 162.992 | 01.1996 → | B | 6 | 3199 cm ³ | 4V | 162 kW | (220 PS) | 10:1 | 84,00 mm | |
| M 162.996 | 12.1996 → | B | 6 | 3199 cm ³ | 4V | 154 kW | (209 PS) | 9,2:1 | 84,00 mm | |
| | 6 | KH 31,1 MT -1,2 GL 54,6 | | 22 56 | 1 R 1,5 1 NM 1,75 1 SLF 3 | NT ST G3 NT | | 89,91 | 94 301 600 | |
| | 089 146 | KH 30,8 MT -1,2 GL 54,6 | HKÜ | | | | | 90,41 | 94 301 620 | |

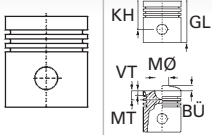

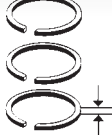



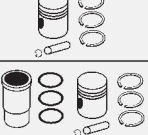
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|------------------|-----------|-----------------------------|---|----------------------|---------------------------------|-------------------|--------------|--------------|-------------------|--|
| 5 | | 90,9 | | | | | | | | |
| M 161.970 | 05.1996 → | B | 4 | 2295 cm ³ | 4V | 103-107 kW | (140-146 PS) | 10,4:1 | 88,40 mm | |
| M 161.974 | 05.1996 → | B | 4 | 2295 cm ³ | 4V | 110 kW | (150 PS) | 10,4:1 | 88,40 mm | |
| | 4 | KH 30 BÜ +2,9 GL 57,9 | | 22 56 | 1 R 1,5 1 NM 1,75 1 SLF 3 | NT ST G3 NT | | 90,91 | 94 952 600 | |
| | 091 040 | KH 30 BÜ +1,7 GL 56,7 | | | | | | 91,41 | 94 952 610 | |



| | | | | | | | | | | |
|--------------|----------------|---------------------------------|--------|----------------------|---------------------------|-------------|------------|---------------------------|--------------------------|--|
| 6 | | 94 | | | | | | | | |
| XD 3P | 01.1996 → 1996 | D | 4 | 2498 cm ³ | 2V | 51-58 kW | (70-79 PS) | 23:1 | 90,00 mm | |
| | 4 | KH 53,92 MT -1,8 GL 96,42 | | 30 78,8 | 1 R 2 1 M 2 1 DSF 4 | CR G3 CR | | 94,00 | 93 625 600 [1] | |
| | 094 035 | | | | | | | 94,40 | 93 625 620 [1] | |
| | | | | | | | | 94,60 | 93 625 630 [1] | |
| | | | | | | | | 95,00 | 93 625 640 [1] | |
| | T Cyl. | A=97 | C=99,5 | L=165,8 | H=3,9 | | | 89 412 190 semi | 93 625 960 | |

| | | | | | | | | | |
|--|--------|------|--------|---------|-------|--|--|---------------------------|--|
| | T Cyl. | A=97 | C=99,5 | L=170,6 | H=3,9 | | | 89 033 190 semi | |
|--|--------|------|--------|---------|-------|--|--|---------------------------|--|

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S

| |  | <p>Type</p> |  |  | <p>B</p>  | <p>C</p>  |  |  |
|------------|--|--|---|---|--|--|---|---|
| <p>[1]</p> | <p>Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр.</p> <p>Stärke thickness épaisseur espesor Ширина</p> <p>1,56 1,70</p> | <p>Kolbenüberstand: piston protrusion: dépasement du piston: resalto del pistón: Выступающая длина поршня:</p> | <p>größer als kleiner als more than less than supérieur à inférieur à superior a inferior a больше, чем меньше, чем</p> | <p>+ 0,84 + 0,84</p> | | | | |

| | | Cyl. |  mm | cm ³ |  | Comp. Ratio ϵ | kW | PS | Pos |
|----------------------|--------|------|--|-----------------|---|------------------------|---------|---------|-----|
| | | | | | | | | | |
| B 230 F | B | 4 | 96 x 80 | 2316 | 2 | 9,8:1 | 85 | 116 | 6 |
| D 0824 LFL 01 Euro 1 | D (LA) | 4 | 108 x 125 | 4580 | 2 | 17:1 | 114 | 155 | 11 |
| D 0824 LFL 02 Euro 2 | D (LA) | 4 | 108 x 125 | 4580 | 2 | 17:1 | 118 | 160 | 12 |
| D 0826 LFL 03 Euro 2 | D (LA) | 6 | 108 x 125 | 6871 | 2 | 16,5:1 | 162 | 220 | 12 |
| D 0826 LFL 06 Euro 1 | D (LA) | 6 | 108 x 125 | 6871 | 2 | 16,5:1 | 162 | 220 | 11 |
| M 113.962 | B | 8 | 97 x 84 | 4966 | 3 | 10:1 | 218-225 | 296-306 | 7 |
| NY | D (A) | 6 | 76,5 x 86,4 | 2383 | 2 | 23:1 | 77 | 105 | 1 |
| OM 606.964 | D (LA) | 6 | 87 x 84 | 2996 | 4 | 22:1 | 130 | 177 | 3 |
| OM 615.942 | D | 4 | 87 x 83,6 | 1988 | 2 | 21:1 | 40 | 55 | 2 |
| OM 616.918 | D | 4 | 90,9 x 92,4 | 2399 | 2 | 21:1 | 35-48 | 48-65 | 5 |
| OM 616.918 | D | 4 | 90,9 x 92,4 | 2399 | 2 | 21:1 | 35-48 | 48-65 | 4 |
| WD 113 a | D | 1 | 110 x 140 | 1330 | 2 | 21:1 | 11 | 15 | 13 |
| WD 113 u | D | 1 | 110 x 140 | 1330 | 2 | 21:1 | 13 | 17 | 13 |
| WD 210.40 | D | 2 | 105 x 115,2 | 1996 | 2 | 17:1 | 24 | 32 | 10 |
| WD 213s | D | 2 | 110 x 140 | 2661 | 2 | 21:1 | 22 | 30 | 13 |
| WD 308.40 | D | 3 | 100 x 100 | 2356 | 2 | 16,8:1 | 31-33 | 40-45 | 8 |
| WD 308.41 | D | 3 | 100 x 100 | 2356 | 2 | 16,8:1 | 33 | 45 | 8 |
| WD 308.45 | D | 3 | 100 x 100 | 2356 | 2 | 16,8:1 | 33-35 | 45-47 | 8 |
| WD 311.40 | D | 3 | 100 x 110 | 2592 | 2 | 16,15:1 | 35 | 48 | 9 |
| WD 311.41 | D | 3 | 100 x 110 | 2592 | 2 | 16,15:1 | 35 | 48 | 9 |
| WD 311.44 | D | 3 | 100 x 110 | 2592 | 2 | 16,15:1 | 35 | 48 | 9 |
| WD 311.45 | D | 3 | 100 x 110 | 2592 | 2 | 16,15:1 | 35 | 48 | 9 |
| WD 311.46 | D | 3 | 100 x 110 | 2592 | 2 | 16,15:1 | 35 | 48 | 9 |
| WD 311.47 | D | 3 | 100 x 110 | 2592 | 2 | 16,15:1 | 35 | 48 | 9 |
| WD 311.85 | D | 3 | 100 x 110 | 2592 | 2 | 16,15:1 | 41 | 56 | 9 |
| WD 311.86 | D | 3 | 100 x 110 | 2592 | 2 | 16,15:1 | 41 | 56 | 9 |
| WD 311.87 | D | 3 | 100 x 110 | 2592 | 2 | 16,15:1 | 41 | 56 | 9 |
| WD 318 | D | 3 | 110 x 140 | 3991 | 2 | 21:1 | 33 | 45 | 13 |
| WD 408.40 | D | 4 | 100 x 100 | 3140 | 2 | 16,8:1 | 44 | 60 | 8 |
| WD 408.41 | D | 4 | 100 x 100 | 3140 | 2 | 16,8:1 | 41 | 55 | 8 |
| WD 408.42 | D | 4 | 100 x 100 | 3140 | 2 | 16,8:1 | 30 | 41 | 8 |
| WD 408.43 | D | 4 | 100 x 100 | 3140 | 2 | 16,8:1 | 44-47 | 60-64 | 8 |
| WD 410.40 | D | 4 | 105 x 115 | 3983 | 2 | 17:1 | 52 | 70 | 10 |
| WD 411.41 | D | 4 | 100 x 110 | 3456 | 2 | 16,15:1 | 43 | 59 | 9 |
| WD 411.42 | D | 4 | 100 x 110 | 3456 | 2 | 16,15:1 | 43 | 59 | 9 |
| WD 411.43 | D | 4 | 100 x 110 | 3456 | 2 | 16,15:1 | 43-47 | 59-64 | 9 |
| WD 411.44 | D | 4 | 100 x 110 | 3456 | 2 | 16,15:1 | 43-47 | 59-64 | 9 |
| WD 411.45 | D | 4 | 100 x 110 | 3456 | 2 | 16,15:1 | 47 | 64 | 9 |
| WD 411.46 | D | 4 | 100 x 110 | 3456 | 2 | 16,15:1 | 47 | 64 | 9 |
| WD 411.85 | D (A) | 4 | 100 x 110 | 3456 | 2 | 16,15:1 | 51 | 69 | 9 |
| WD 411.86 | D (A) | 4 | 100 x 110 | 3456 | 2 | 16,15:1 | 51 | 69 | 9 |
| WD 413 | D | 4 | 110 x 140 | 5322 | 2 | 21:1 | 44 | 60 | 13 |
| WD 413 c | D | 4 | 110 x 140 | 5322 | 2 | 21:1 | | | 13 |
| WD 610.00 | D | 6 | 105 x 115 | 5976 | 2 | 17:1 | 97 | 132 | 10 |
| WD 610.01 | D | 6 | 105 x 115 | 5976 | 2 | 17:1 | 81 | 110 | 10 |
| WD 610.13 | D | 6 | 105 x 115 | 5976 | 2 | 17:1 | 97 | 132 | 10 |
| WD 610.14 | D | 6 | 105 x 115 | 5976 | 2 | 17:1 | | | 10 |
| WD 610.15 | D | 6 | 105 x 115 | 5976 | 2 | 17:1 | | | 10 |
| WD 610.16 | D | 6 | 105 x 115 | 5976 | 2 | 17:1 | 97 | 132 | 10 |
| WD 610.18 | D | 6 | 105 x 115 | 5976 | 2 | 17:1 | 81 | 110 | 10 |
| WD 610.19 | D | 6 | 105 x 115 | 5976 | 2 | 17:1 | 89-97 | 120-132 | 10 |
| WD 610.20 | D | 6 | 105 x 115 | 5976 | 2 | 17:1 | 97 | 132 | 10 |
| WD 610.23 | D | 6 | 105 x 115 | 5976 | 2 | 17:1 | | | 10 |
| WD 610.40 | D | 6 | 105 x 115 | 5976 | 2 | 17:1 | 74 | 100 | 10 |
| WD 610.42 | D | 6 | 105 x 115 | 5976 | 2 | 17:1 | 66 | 90 | 10 |
| WD 610.43 | D | 6 | 105 x 115 | 5976 | 2 | 17:1 | 85 | 115 | 10 |
| WD 610.44 | D | 6 | 105 x 115 | 5976 | 2 | 17:1 | 85 | 115 | 10 |
| WD 610.50 | D | 6 | 105 x 115 | 5976 | 2 | 17:1 | 66-85 | 90-115 | 10 |
| WD 611.40 | D | 6 | 100 x 110 | 5184 | 2 | 16,15:1 | 63 | 85 | 9 |
| WD 611.41 | D | 6 | 100 x 110 | 5184 | 2 | 16,15:1 | 63 | 85 | 9 |
| WD 611.42 | D | 6 | 100 x 110 | 5184 | 2 | 16,15:1 | 66 | 89 | 9 |
| WD 611.43 | D | 6 | 100 x 110 | 5184 | 2 | 16,15:1 | 66 | 89 | 9 |
| WD 611.85 | D (A) | 6 | 100 x 110 | 5184 | 2 | 16,2:1 | 74 | 100 | 9 |
| WD 611.86 | D (A) | 6 | 100 x 110 | 5184 | 2 | 16,2:1 | 74 | 81 | 9 |
| WD 611.87 | D (A) | 6 | 100 x 110 | 5184 | 2 | 16,2:1 | 81 | 110 | 9 |
| WD 611.88 | D (A) | 6 | 100 x 110 | 5184 | 2 | 16,2:1 | 81 | 110 | 9 |
| WD 615.00 | D | 6 | 126 x 130 | 9726 | 2 | 16:1 | 148 | 200 | 14 |
| WD 615.20 | D | 6 | 126 x 130 | 9726 | 2 | 16:1 | 148 | 200 | 14 |
| WD 615.60 | D (A) | 6 | 126 x 130 | 9726 | 2 | 16:1 | 191 | 260 | 14 |

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|  | Cyl. |  mm | cm ³ |  | Comp. Ratio ε | kW | PS | Pos |
|---|----------|--|-----------------|---|------------------|---------|---------|-----|
| | | | | | | | | 14 |
| WD 615.61 | D (A) 6 | 126 x 130 | 9726 | 2 | 16:1 | 191 | 260 | 14 |
| WD 615.63 | D (LA) 6 | 126 x 130 | 9726 | 2 | 16:1 | 204 | 277 | 15 |
| WD 615.64 | D (A) 6 | 126 x 130 | 9726 | 2 | 16:1 | 175 | 238 | 15 |
| WD 615.65 | D (LA) 6 | 126 x 130 | 9726 | 2 | 16:1 | 206 | 280 | 14 |
| WD 615.66 | D (LA) 6 | 126 x 130 | 9726 | 2 | 16:1 | 206 | 280 | 14 |
| WD 615.67 | D (LA) 6 | 126 x 130 | 9726 | 2 | 16:1 | 206 | 280 | 14 |
| WD 615.68 | D (LA) 6 | 126 x 130 | 9726 | 2 | 16:1 | 228 | 310 | 15 |
| WD 615.69 | D (LA) 6 | 126 x 130 | 9726 | 2 | 16:1 | 206 | 280 | 14 |
| WD 615.71 | D (A) 6 | 126 x 130 | 9726 | 2 | 16:1 | 191 | 260 | 14 |
| WD 615.73 | D (LA) 6 | 126 x 130 | 9726 | 2 | 16:1 | 204 | 278 | 15 |
| WD 615.75 | D (LA) 6 | 126 x 130 | 9726 | 2 | 16:1 | 206 | 280 | 14 |
| WD 615.77 | D (LA) 6 | 126 x 130 | 9726 | 2 | 16:1 | 206 | 280 | 14 |
| WD 615.79 | D (LA) 6 | 126 x 130 | 9726 | 2 | 16:1 | 206 | 280 | 14 |
| WD 615.90 | D (A) 6 | 126 x 130 | 9726 | 2 | 16:1 | 191-198 | 260-269 | 14 |
| WD 615.93 | D (LA) 6 | 126 x 130 | 9726 | 2 | 16:1 | 206 | 280 | 14 |



| | | | | Pos | | | | | Pos |
|-------------------|-------------------|---------------|---|-----------|------------------|-------------------|-----------|---|-----------|
| 8 S SERIE | | | | | 545 | 04.1973 → 06.1977 | WD 308.41 | D | 8 |
| 8 S 15 | | D 0824 LFL 01 | D | 11 | 545 | 01.1978 → 12.1982 | WD 308.40 | D | 8 |
| 8 S 16 | | D 0824 LFL 02 | D | 12 | 545 | 01.1978 → 12.1982 | WD 308.45 | D | 8 |
| 8 S 22 | | D 0826 LFL 03 | D | 12 | 548 | 01.1968 → | WD 408.40 | D | 8 |
| 8 S 22 | | D 0826 LFL 06 | D | 11 | 548 | 01.1968 → | WD 408.41 | D | 8 |
| 9 S SERIE | | | | | 548 | 01.1968 → | WD 408.42 | D | 8 |
| 9 S 15 | | D 0824 LFL 01 | D | 11 | 548 | 01.1968 → | WD 408.43 | D | 8 |
| 9 S 16 | | D 0824 LFL 02 | D | 12 | 548 | 03.1977 → 12.1979 | WD 308.45 | D | 8 |
| 9 S 22 | | D 0826 LFL 03 | D | 12 | 586 | 12.1972 → 07.1983 | WD 610.13 | D | 10 |
| 9 S 22 | | D 0826 LFL 06 | D | 11 | 586 | | WD 610.00 | D | 10 |
| 19 S SERIE | | | | | 586 | | WD 610.01 | D | 10 |
| 19 S 24 | 01.1988 → | WD 615.64 | D | 15 | 586 | | WD 610.14 | D | 10 |
| 19 S 28 | 01.1988 → | WD 615.63 | D | 15 | 586 | | WD 610.15 | D | 10 |
| 19 S 28 | 01.1988 → | WD 615.64 | D | 15 | 586 | | WD 610.16 | D | 10 |
| 19 S 28 | 01.1988 → | WD 615.73 | D | 15 | 586 | | WD 610.18 | D | 10 |
| 19 S 31 | 10.1987 → | WD 615.68 | D | 15 | 586 | | WD 610.19 | D | 10 |
| 22 S SERIE | | | | | 586 | | WD 610.20 | D | 10 |
| 22 S 28 | 01.1988 → | WD 615.63 | D | 15 | 586 | | WD 610.23 | D | 10 |
| 22 S 31 | 10.1987 → | WD 615.68 | D | 15 | 586 | | WD 610.40 | D | 10 |
| 26 S SERIE | | | | | 586 | | WD 610.42 | D | 10 |
| 26 S 28 | 01.1988 → | WD 615.63 | D | 15 | 586 | | WD 610.43 | D | 10 |
| 26 S 28 | 01.1988 → | WD 615.73 | D | 15 | 586 | | WD 610.44 | D | 10 |
| 26 S 31 | 10.1987 → | WD 615.68 | D | 15 | 586 | | WD 610.50 | D | 10 |
| 32 S SERIE | | | | | 590 | 1970 → 1978 | WD 610.20 | D | 10 |
| 32 S 28 | 01.1988 → | WD 615.63 | D | 15 | 590 | 12.1972 → 03.1982 | WD 610.01 | D | 10 |
| 32 S 28 | 01.1988 → | WD 615.73 | D | 15 | 590 | | WD 610.18 | D | 10 |
| 32 S 31 | 10.1987 → | WD 615.68 | D | 15 | 590 | | WD 610.40 | D | 10 |
| 33 S SERIE | | | | | 590 | | WD 610.42 | D | 10 |
| 33 S 31 | 10.1987 → | WD 615.68 | D | 15 | 590 | | WD 610.43 | D | 10 |
| 40 S SERIE | | | | | 590 | | WD 610.44 | D | 10 |
| 40 S 31 | 01.1988 → | WD 615.68 | D | 15 | 590 | | WD 610.50 | D | 10 |
| 80 SERIE | | | | | 600 SERIE | | | | |
| 80 | | WD 113 u | D | 13 | 650 | 1968 → | WD 408.40 | D | 8 |
| 80 | | WD 213s | D | 13 | 650 | 1968 → | WD 408.41 | D | 8 |
| 80 | | WD 318 | D | 13 | 650 | 1968 → | WD 408.43 | D | 8 |
| 80 | | WD 413 | D | 13 | 658 | 01.1968 → | WD 408.40 | D | 8 |
| 86 | 01.1964 → 01.1977 | WD 113 a | D | 13 | 658 | 01.1968 → | WD 408.41 | D | 8 |
| 89 | 01.1978 → | WD 615.00 | D | 14 | 658 | 01.1968 → | WD 408.43 | D | 8 |
| 89 | 01.1978 → | WD 615.20 | D | 14 | 658 | 03.1977 → 12.1979 | WD 408.42 | D | 8 |
| 90 SERIE | | | | | 680 | 01.1970 → 1979 | WD 610.18 | D | 10 |
| 91 | 01.1978 → 1988 | WD 615.65 | D | 14 | 680 | 01.1970 → 1979 | WD 610.19 | D | 10 |
| 91 | 01.1978 → 1988 | WD 615.66 | D | 14 | 680 | 01.1970 → 1979 | WD 610.20 | D | 10 |
| 91 | 01.1978 → 1988 | WD 615.67 | D | 14 | 690 | 01.1970 → 1979 | WD 610.18 | D | 10 |
| 91 | 01.1978 → 1988 | WD 615.69 | D | 14 | 690 | 01.1970 → 1979 | WD 610.19 | D | 10 |
| 91 | 01.1978 → 1988 | WD 615.79 | D | 14 | 690 | 01.1970 → 1979 | WD 610.20 | D | 10 |
| 91 | 01.1978 → 1988 | WD 615.93 | D | 14 | 690 | 12.1972 → 12.1979 | WD 610.01 | D | 10 |
| 91 | 03.1979 → 02.1982 | WD 615.75 | D | 14 | 690 | → 12.1979 | WD 610.42 | D | 10 |
| 91 | 02.1982 → 12.1987 | WD 615.77 | D | 14 | 690 | → 12.1979 | WD 610.43 | D | 10 |
| 300 SERIE | | | | | 690 | → 12.1979 | WD 610.44 | D | 10 |
| 380 | 01.1968 → | WD 413 c | D | 13 | 690 | → 12.1979 | WD 610.50 | D | 10 |
| 400 SERIE | | | | | 700 SERIE | | | | |
| 430 | 01.1970 → | WD 210.40 | D | 10 | 760 | 01.1968 → | WD 408.40 | D | 8 |
| 430 | | WD 610.01 | D | 10 | 760 | 01.1968 → | WD 408.41 | D | 8 |
| 430 | | WD 610.40 | D | 10 | 760 | 01.1968 → | WD 408.42 | D | 8 |
| 430 | | WD 610.42 | D | 10 | 760 | 01.1978 → 12.1982 | WD 408.43 | D | 8 |
| 430 | | WD 610.43 | D | 10 | 768 | 01.1968 → | WD 408.40 | D | 8 |
| 430 | | WD 610.44 | D | 10 | 768 | 01.1968 → | WD 408.41 | D | 8 |
| 430 | | WD 610.50 | D | 10 | 768 | 01.1968 → | WD 408.42 | D | 8 |
| 480 | 01.1966 → 10.1969 | WD 413 c | D | 13 | 768 | 03.1977 → 12.1979 | WD 408.43 | D | 8 |
| 500 SERIE | | | | | 790 | 1970 → 1979 | WD 610.20 | D | 10 |
| 540 | 1968 → | WD 408.40 | D | 8 | 790 | | WD 610.00 | D | 10 |
| 540 | 1968 → | WD 408.41 | D | 8 | 790 | | WD 610.13 | D | 10 |
| 540 | 1968 → | WD 408.42 | D | 8 | 790 | | WD 610.16 | D | 10 |
| 540 | 1968 → | WD 408.43 | D | 8 | 790 | | WD 610.19 | D | 10 |
| 540 | 04.1973 → 12.1973 | WD 308.40 | D | 8 | 800 SERIE | | | | |
| 545 | 01.1968 → | WD 408.40 | D | 8 | 870 | | WD 410.40 | D | 10 |
| 545 | 01.1968 → | WD 408.41 | D | 8 | 870 | | WD 610.01 | D | 10 |
| 545 | 01.1968 → | WD 408.42 | D | 8 | 870 | | WD 610.40 | D | 10 |
| 545 | 01.1968 → | WD 408.43 | D | 8 | 870 | | WD 610.42 | D | 10 |

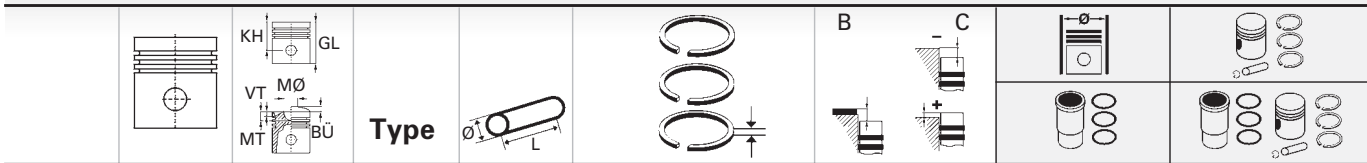
S



| | | Pos | | | Pos | | | | |
|-------------------|-------------------|-----------|----|-------------------|-------------------|-------------------|-----------|----|----|
| 870 | WD 610.43 | D | 10 | 1491 | 1978 → 1988 | WD 615.79 | D | 14 | |
| 870 | WD 610.44 | D | 10 | 1491 | 1978 → 1988 | WD 615.90 | D | 14 | |
| 870 | WD 610.50 | D | 10 | 1491 | 1978 → 1988 | WD 615.93 | D | 14 | |
| 890 | 1970 → 1979 | WD 610.20 | D | 10 | 1491 | 1978 → | WD 615.63 | D | 15 |
| 890 | WD 610.00 | D | 10 | 1491 | 05.1978 → 12.1982 | WD 615.60 | D | 14 | |
| 890 | WD 610.13 | D | 10 | 1491 | 05.1978 → 12.1987 | WD 615.61 | D | 14 | |
| 890 | WD 610.16 | D | 10 | 1491 | 06.1978 → 12.1987 | WD 615.71 | D | 14 | |
| 890 | WD 610.19 | D | 10 | 1491 | 03.1979 → 02.1982 | WD 615.65 | D | 14 | |
| 900 SERIE | | | | 1491 | 03.1979 → 02.1982 | WD 615.75 | D | 14 | |
| 991 | 01.1978 → 1988 | WD 615.65 | D | 14 | 1491 | 02.1982 → 12.1987 | WD 615.67 | D | 14 |
| 991 | 01.1978 → 1988 | WD 615.66 | D | 14 | 1491 | 02.1982 → 12.1987 | WD 615.77 | D | 14 |
| 991 | 01.1978 → 1988 | WD 615.67 | D | 14 | 1491 | 05.1985 → 09.1987 | WD 615.68 | D | 15 |
| 991 | 01.1978 → 1988 | WD 615.69 | D | 14 | 1890 SERIE | | | | |
| 991 | 01.1978 → 1988 | WD 615.79 | D | 14 | 1891 | 01.1978 → 1988 | WD 615.65 | D | 14 |
| 991 | 01.1978 → 1988 | WD 615.90 | D | 14 | 1891 | 01.1978 → 1988 | WD 615.66 | D | 14 |
| 991 | 01.1978 → 1988 | WD 615.93 | D | 14 | 1891 | 01.1978 → 1988 | WD 615.69 | D | 14 |
| 991 | 05.1978 → 12.1987 | WD 615.00 | D | 14 | 1891 | 01.1978 → 1988 | WD 615.79 | D | 14 |
| 991 | 05.1978 → 12.1987 | WD 615.20 | D | 14 | 1891 | 01.1978 → 1988 | WD 615.90 | D | 14 |
| 991 | 05.1978 → 12.1987 | WD 615.71 | D | 14 | 1891 | 01.1978 → 1988 | WD 615.93 | D | 14 |
| 991 | 05.1978 → | WD 615.60 | D | 14 | 1891 | 01.1978 → | WD 615.63 | D | 15 |
| 991 | 05.1978 → | WD 615.61 | D | 14 | 1891 | 05.1978 → 12.1987 | WD 615.71 | D | 14 |
| 991 | 03.1979 → 02.1982 | WD 615.75 | D | 14 | 1891 | 03.1979 → 02.1982 | WD 615.75 | D | 14 |
| 991 | 02.1982 → 12.1987 | WD 615.77 | D | 14 | 1891 | 02.1982 → 12.1987 | WD 615.67 | D | 14 |
| 1000 SERIE | | | | 1891 | 02.1982 → 12.1987 | WD 615.77 | D | 14 | |
| 1090 | WD 610.01 | D | 10 | 1891 | 09.1985 → 09.1987 | WD 615.68 | D | 15 | |
| 1090 | WD 610.40 | D | 10 | 1900 SERIE | | | | | |
| 1090 | WD 610.42 | D | 10 | 1991 | 01.1978 → | WD 615.00 | D | 14 | |
| 1090 | WD 610.43 | D | 10 | 1991 | 01.1978 → | WD 615.20 | D | 14 | |
| 1090 | WD 610.44 | D | 10 | 2000 SERIE | | | | | |
| 1090 | WD 610.50 | D | 10 | 2591 | 01.1978 → 1988 | WD 615.65 | D | 14 | |
| 1100 SERIE | | | | 2591 | 01.1978 → | WD 615.63 | D | 15 | |
| 1100 | WD 610.01 | D | 10 | 2591 | 03.1979 → 02.1982 | WD 615.75 | D | 14 | |
| 1100 | WD 610.40 | D | 10 | 2591 | 02.1982 → 12.1987 | WD 615.77 | D | 14 | |
| 1100 | WD 610.42 | D | 10 | 2591 | 1983 → 12.1987 | WD 615.71 | D | 14 | |
| 1100 | WD 610.43 | D | 10 | 2591 | 1983 → 1988 | WD 615.66 | D | 14 | |
| 1100 | WD 610.44 | D | 10 | 2591 | 1983 → 1988 | WD 615.67 | D | 14 | |
| 1100 | WD 610.50 | D | 10 | 2591 | 1983 → 1988 | WD 615.69 | D | 14 | |
| 1108 | WD 610.40 | D | 10 | 2591 | 1983 → 1988 | WD 615.79 | D | 14 | |
| 1108 | WD 610.42 | D | 10 | 2591 | 1983 → 1988 | WD 615.90 | D | 14 | |
| 1108 | WD 610.43 | D | 10 | 2591 | 1983 → 1988 | WD 615.93 | D | 14 | |
| 1108 | WD 610.44 | D | 10 | 2891 | 01.1978 → 1988 | WD 615.65 | D | 14 | |
| 1108 | WD 610.50 | D | 10 | 2891 | 01.1978 → 1988 | WD 615.66 | D | 14 | |
| 1200 SERIE | | | | 2891 | 01.1978 → 1988 | WD 615.67 | D | 14 | |
| 1291 | 1978 → 1988 | WD 615.66 | D | 14 | 2891 | 01.1978 → 1988 | WD 615.69 | D | 14 |
| 1291 | 1978 → 1988 | WD 615.69 | D | 14 | 2891 | 01.1978 → 1988 | WD 615.79 | D | 14 |
| 1291 | 1978 → 1988 | WD 615.79 | D | 14 | 2891 | 01.1978 → 1988 | WD 615.90 | D | 14 |
| 1291 | 1978 → 1988 | WD 615.90 | D | 14 | 2891 | 01.1978 → 1988 | WD 615.93 | D | 14 |
| 1291 | 1978 → 1988 | WD 615.93 | D | 14 | 2891 | 01.1978 → | WD 615.63 | D | 15 |
| 1291 | 1978 → | WD 615.63 | D | 15 | 2891 | 05.1978 → 12.1987 | WD 615.71 | D | 14 |
| 1291 | 05.1978 → 12.1982 | WD 615.60 | D | 14 | 2891 | 03.1979 → 02.1982 | WD 615.75 | D | 14 |
| 1291 | 05.1978 → 12.1987 | WD 615.61 | D | 14 | 2891 | 02.1982 → 12.1987 | WD 615.77 | D | 14 |
| 1291 | 05.1978 → 12.1987 | WD 615.71 | D | 14 | 8000 SERIE | | | | |
| 1291 | 03.1979 → 02.1982 | WD 615.65 | D | 14 | 8055 | 02.1982 → 09.1986 | WD 311.45 | D | 9 |
| 1291 | 03.1979 → 02.1982 | WD 615.75 | D | 14 | 8055 | 02.1982 → 09.1996 | WD 311.44 | D | 9 |
| 1291 | 02.1982 → 12.1987 | WD 615.67 | D | 14 | 8055 | 09.1986 → 09.1994 | WD 311.46 | D | 9 |
| 1291 | 02.1982 → 12.1987 | WD 615.77 | D | 14 | 8055 | 09.1986 → 09.1994 | WD 311.47 | D | 9 |
| 1291 | 09.1985 → 09.1987 | WD 615.68 | D | 15 | 8060 | 01.1980 → 02.1987 | WD 311.40 | D | 9 |
| 1300 SERIE | | | | 8060 | 01.1980 → 02.1987 | WD 311.41 | D | 9 | |
| 1300 | WD 610.01 | D | 10 | 8060 | 01.1980 → | WD 311.87 | D | 9 | |
| 1300 | WD 610.40 | D | 10 | 8065 | 09.1986 → 09.1994 | WD 311.85 | D | 9 | |
| 1300 | WD 610.42 | D | 10 | 8065 | 09.1986 → 09.1994 | WD 311.86 | D | 9 | |
| 1300 | WD 610.43 | D | 10 | 8065 | | WD 311.87 | D | 9 | |
| 1300 | WD 610.44 | D | 10 | 8070 | 01.1980 → 09.1984 | WD 411.41 | D | 9 | |
| 1300 | WD 610.50 | D | 10 | 8070 | 01.1980 → 09.1984 | WD 411.42 | D | 9 | |
| 1391 | 01.1978 → | WD 615.00 | D | 14 | 8070 | 01.1980 → 09.1994 | WD 411.43 | D | 9 |
| 1391 | 01.1978 → | WD 615.20 | D | 14 | 8070 | 01.1980 → 09.1994 | WD 411.44 | D | 9 |
| 1400 SERIE | | | | 8075 | 01.1984 → 09.1994 | WD 411.45 | D | 9 | |
| 1491 | 1978 → 1988 | WD 615.66 | D | 14 | 8075 | 01.1984 → 09.1994 | WD 411.46 | D | 9 |
| 1491 | 1978 → 1988 | WD 615.69 | D | 14 | 8080 | 01.1979 → | WD 611.85 | D | 9 |



| | | | | Pos | | | | | Pos |
|--------------------|-------------------|------------|---|-----|--|--|--|--|-----|
| 8080 | 01.1979 → | WD 611.86 | D | 9 | | | | | |
| 8080 | 01.1979 → | WD 611.87 | D | 9 | | | | | |
| 8080 | 01.1980 → 06.1985 | WD 411.85 | D | 9 | | | | | |
| 8080 | 01.1980 → 06.1985 | WD 411.86 | D | 9 | | | | | |
| 8080 | 07.1984 → | WD 611.88 | D | 9 | | | | | |
| 8100 | 12.1978 → 12.1988 | WD 611.40 | D | 9 | | | | | |
| 8100 | 12.1978 → 12.1988 | WD 611.41 | D | 9 | | | | | |
| 8100 | 07.1984 → 09.1984 | WD 611.42 | D | 9 | | | | | |
| 8100 | 07.1984 → 09.1994 | WD 611.43 | D | 9 | | | | | |
| 8110 | | WD 611.42 | D | 9 | | | | | |
| 8110 | | WD 611.43 | D | 9 | | | | | |
| 8120 | 09.1978 → 07.1984 | WD 611.85 | D | 9 | | | | | |
| 8120 | 1979 → | WD 611.86 | D | 9 | | | | | |
| 8120 | 1979 → | WD 611.87 | D | 9 | | | | | |
| 8120 | 07.1984 → 09.1994 | WD 611.88 | D | 9 | | | | | |
| 8130 | → 09.1994 | WD 611.86 | D | 9 | | | | | |
| CITY-BUS | | | | | | | | | |
| City Bus SC 6 F 55 | 01.1975 → 12.1980 | OM 615.942 | D | 2 | | | | | |
| City Bus SC 6 F 65 | 01.1981 → 12.1984 | OM 616.918 | D | 4 | | | | | |
| City Bus SC 6 F 65 | 01.1985 → | OM 616.918 | D | 5 | | | | | |
| City Bus 2.3i | 01.1991 → | B 230 F | B | 6 | | | | | |
| G SERIE | | | | | | | | | |
| G 300 TD (Steyr) | 01.1998 → | OM 606.964 | D | 3 | | | | | |
| G 500 (Steyr) | 01.1998 → | M 113.962 | B | 7 | | | | | |
| PINZGAUER | | | | | | | | | |
| Pinzgauer 2.4 TD | 10.1986 → 12.1996 | NY | D | 1 | | | | | |



1 **76,5**

NY 10.1986 → 12.1996 D (A) 6 2383 cm³ 2V 77 kW (105 PS) 23:1 86,40 mm

| | | | | | | | | |
|--|--------|---------------------------------|-------------------------|----------|---|--|----------------------------------|---|
| | 6 | KH 41,7 MT -1,6 GL 71,7 | RTK LOX RK TPL | 24 64 | 1 R 1,75 CR G6 1 M 2 CR G3 1 DSF 3 CR | | 76,51 | 90 732 600 [1] |
| | | KH 41,45 MT -1,6 GL 71,45 | HKÜ HKÜ | | | | 77,01 77,51 | 90 732 610 [1] 90 732 620 [1] (93 434, 93 479, 93 687) |
| | T Cyl. | A=79,5 | C=81,5 | L=145 | H=4,7 | | 89 163 190 [2] semi | 90 732 960 |

[1] Zylinderkopfdichtung
cylinder head gasket
joint de culasse
junta de culata
Прокладка головки блока цилиндров
выступающая часть поршня:

| | | | |
|--|--|---|--|
| Kerben notches repères muescas надрезы | Stärke thickness paisseur espesor ширина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем |
|--|--|---|--|

- 07.1985

| | | | |
|---|------|-------|-------|
| 1 | 1,40 | +0,67 | +0,80 |
| 2 | 1,50 | +0,81 | +0,90 |
| 3 | 1,60 | +0,91 | +1,02 |

08.1985 -

| | | | |
|---|------|-------|-------|
| 1 | 1,53 | +0,66 | +0,86 |
| 2 | 1,57 | +0,87 | +0,90 |
| 3 | 1,61 | +0,91 | +1,02 |

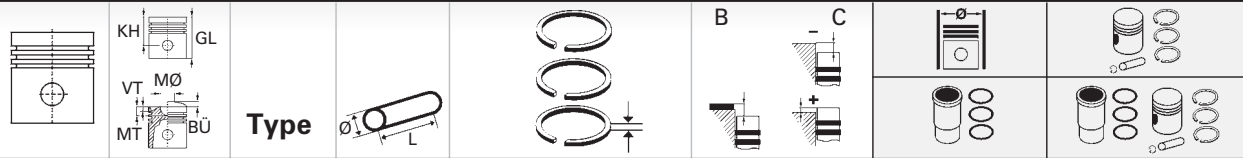
| | | | |
|-----------------------|---------|--------|--------|
| Motor Nr. 1464108 ... | | | |
| 0 | 1,65 mm | | + 0,70 |
| 1 | 1,80 mm | + 0,70 | + 0,85 |
| 2 | 1,95 mm | + 0,85 | |










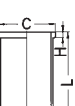




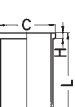
[2] mit Aussparung für Pleuelstange
with recess for connecting rod
avec évidement pour bielle
con escotadura para biela
с углублением для шатуна

2 **87**

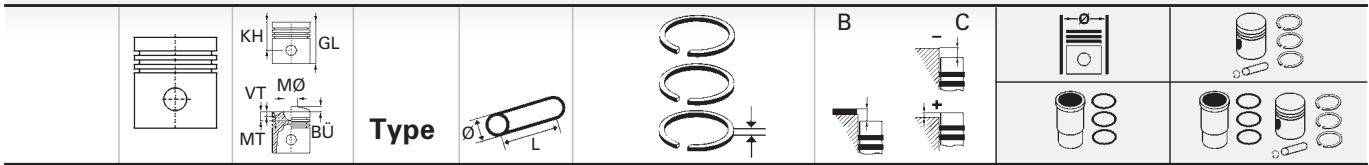
OM 615.942 01.1975 → 12.1980 D 4 1988 cm³ 2V 40 kW (55 PS) 21:1 83,60 mm

| | | | | | | | | |
|--|--------|---------|------|---------|-------|--|---------------------------|--|
| | T Cyl. | A=90 | C=92 | L=158,4 | H=4,7 | | 88 588 190 semi | |
| | T Cyl. | A=90,25 | C=92 | L=158,4 | H=4,7 | | 88 828 190 semi | |



| 3 | |  87 | | | | | | | | | | | |
|---|-----------|---|---------|----------|-------|-------------------------|-------------------------|----------|-----------------|---|--------------------------------------|--|--|
| OM 606.964 | | 01.1998 → | | D | (LA) | 6 | 2996 cm ³ 4V | | 130 kW | (177 PS) 22:1 | 84,00 mm | | |
|  | 6 | KH 44,87 | RTK | 28 | 1 R | 2,5 | MO | G6 | +0,74 | 87,00 | 94 820 700 | | |
|  | 087 088 | VT1 -2,40 | KKK | 70 | 1 M | 2 | | G3 | +0,97 | | | | |
|  | | VT2 -1,40 | LOX | | 1 DSF | 3 | | CR | | | | | |
|  | T Cyl. | A=90 | C=92,55 | L=148,56 | H=4,7 | | | | | 87,50 | 94 820 710 | | |
| | | | | | | | | | | 89 193 190 semi | 94 820 970 | | |
| 4 | |  90,9 | | | | | | | | | | | |
| OM 616.918 | | 01.1981 → 12.1984 | | D | 4 | 2399 cm ³ 2V | | 35-48 kW | (48-65 PS) 21:1 | 92,40 mm | | | |
|  | 4 | KH 48,35 | RTK | 26 | 1 R | 3 | MO | G6 | +0,50 | 90,90 | 92 800 630 [1] | | |
|  | 091 025 | VT1 -1,05 | | 74 | 1 R | 2 | | G1 | +0,90 | | | | |
|  | | MT -6,27 | | | 1 DSF | 4 | | CR | | | | | |
|  | T Cyl. | A=94 | C=96 | L=158,4 | H=4,7 | | | | | 91,00 | 92 800 600 [1] | | |
| | | | | | | | | | | 91,50 | 92 800 620 [1] (92 626) | | |
| | | | | | | | | | | 88 681 190 semi (89 052, 89 053) | 92 800 960 [1] | | |
| [1] | → 07.1978 | | | | | | | | | | | | |
| 5 | |  90,9 | | | | | | | | | | | |
| OM 616.918 | | 01.1985 → | | D | 4 | 2399 cm ³ 2V | | 35-48 kW | (48-65 PS) 21:1 | 92,40 mm | | | |
|  | 4 | KH 48,35 | RTK | 26 | 1 R | 3 | MO | G6 | +0,50 | 90,90 | 93 444 600 [1] | | |
|  | 091 025 | VT1 -1,15 | | 74 | 1 R | 2 | | G1 | +0,90 | | | | |
|  | | MT -8,85 | | | 1 DSF | 4 | | CR | | | | | |
|  | T Cyl. | A=94 | C=96 | L=158,4 | H=4,7 | | | | | 91,50 | 93 444 620 [1] | | |
| | | | | | | | | | | 91,70 | 93 444 630 [1] (93 310) | | |
| | | | | | | | | | | 88 681 190 semi (89 052, 89 053) | 93 444 960 [1] | | |
| [1] | 08.1978 → | | | | | | | | | | | | |

S



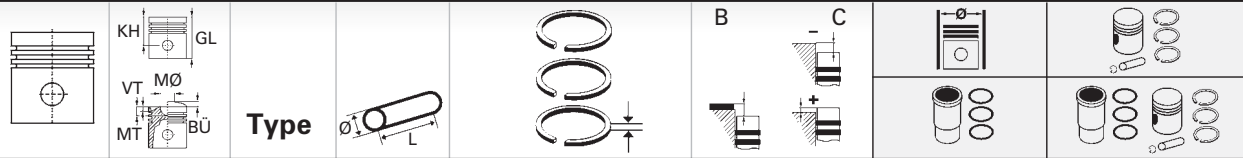
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|----------------|-----------|-------------------------------|---|----------------------|--|-------|----------|--------------|-------------------|
| 6 | | 96 | | | | | | | |
| B 230 F | 01.1991 → | B | 4 | 2316 cm ³ | 2V | 85 kW | (116 PS) | 9,8:1 | 80,00 mm |
| | 4 | KH 39,7 MT -2,2 GL 64,7 | | 23 65 | 1 R 1,75 CR G6 1 NM 1,75 1 SSF 3,5 | | | 96,01 | 93 116 700 |
| | 096 074 | | | | | | | | |

| | | | | | | | | | |
|------------------|-----------|--------------------------------|-----------|----------------------|---|------------|--------------|--------------|-------------------|
| 7 | | 97 | | | | | | | |
| M 113.962 | 01.1998 → | B | 8 | 4966 cm ³ | 3V | 218-225 kW | (296-306 PS) | 10:1 | 84,00 mm |
| | 8 | KH 31,3 MT -2,05 GL 55,8 | AC NHA | 22 56 | 1 R 1,5 NT ST 1 NM 1,75 1 SLF 3 NT ST | | | 97,00 | 90 352 600 |
| | 097 026 | | | | | | | | |

| | | | | | | | | | |
|------------------|-------------------|--|-------|----------------------|--|--------------|----------------|--------------------------------------|---------------------------------------|
| 8 | | 100 | | | | | | | |
| WD 308.40 | 04.1973 → 12.1982 | D | 3 | 2356 cm ³ | 2V | 31-33 kW | (40-45 PS) | 16,8:1 | 100,00 mm |
| WD 308.41 | 04.1973 → 06.1977 | D | 3 | 2356 cm ³ | 2V | 33 kW | (45 PS) | 16,8:1 | 100,00 mm |
| WD 308.45 | 03.1977 → 12.1982 | D | 3 | 2356 cm ³ | 2V | 33-35 kW | (45-47 PS) | 16,8:1 | 100,00 mm |
| WD 408.40 | 1968 → | D | 4 | 3140 cm ³ | 2V | 44 kW | (60 PS) | 16,8:1 | 100,00 mm |
| WD 408.41 | 1968 → | D | 4 | 3140 cm ³ | 2V | 41 kW | (55 PS) | 16,8:1 | 100,00 mm |
| WD 408.42 | 1968 → | D | 4 | 3140 cm ³ | 2V | 30 kW | (41 PS) | 16,8:1 | 100,00 mm |
| WD 408.43 | 1968 → | D | 4 | 3140 cm ³ | 2V | 44-47 kW | (60-64 PS) | 16,8:1 | 100,00 mm |
| | 3/4 | KH 63,4 MT -19,4 MØ 53,8 GL 103,9 | RTK | 35 83 | 1 R 2,5 CR G6 1 M 2,5 1 DSF 4 CR | 0,92 0,95 | +0,25 +0,28 | 100,00 | 93 192 600 (90 912, 93 044) |
| | 100 180 | | | | | | | | |
| | N Cyl. | A=109,4 | C=118 | L=197 | H+F=9+1 | 2 R 108 x 5 | | 89 182 110 [1] (89 006) | 93 192 961 |

[1] Wassermantel verchromt/waterjacket chromed/chemise d'eau chromée/camisa de agua cromada/Водяная рубашка хромированная

S

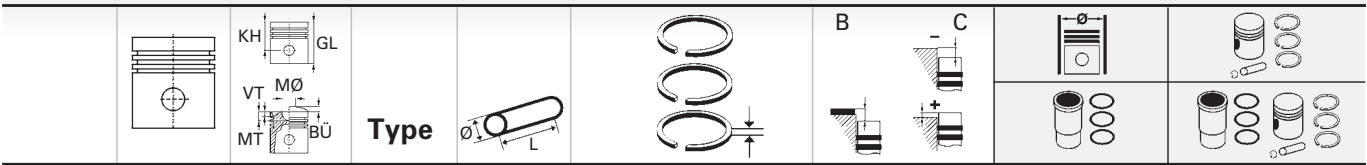


| 9 | | 100 | | Type | | Ø ₁ L | | B C | | g | | g | |
|-----------|-------------------|-------|---|----------------------|----|------------------|------------|---------|-----------|---|--|---|--|
| WD 311.40 | 01.1980 → 02.1987 | D | 3 | 2592 cm ³ | 2V | 35 kW | (48 PS) | 16,15:1 | 110,00 mm | | | | |
| WD 311.41 | 01.1980 → 02.1987 | D | 3 | 2592 cm ³ | 2V | 35 kW | (48 PS) | 16,15:1 | 110,00 mm | | | | |
| WD 311.44 | 02.1982 → 09.1996 | D | 3 | 2592 cm ³ | 2V | 35 kW | (48 PS) | 16,15:1 | 110,00 mm | | | | |
| WD 311.45 | 02.1982 → 09.1986 | D | 3 | 2592 cm ³ | 2V | 35 kW | (48 PS) | 16,15:1 | 110,00 mm | | | | |
| WD 311.46 | 09.1986 → 09.1994 | D | 3 | 2592 cm ³ | 2V | 35 kW | (48 PS) | 16,15:1 | 110,00 mm | | | | |
| WD 311.47 | 09.1986 → 09.1994 | D | 3 | 2592 cm ³ | 2V | 35 kW | (48 PS) | 16,15:1 | 110,00 mm | | | | |
| WD 311.85 | 09.1986 → 09.1994 | D | 3 | 2592 cm ³ | 2V | 41 kW | (56 PS) | 16,15:1 | 110,00 mm | | | | |
| WD 311.86 | 09.1986 → 09.1994 | D | 3 | 2592 cm ³ | 2V | 41 kW | (56 PS) | 16,15:1 | 110,00 mm | | | | |
| WD 311.87 | 01.1980 → | D | 3 | 2592 cm ³ | 2V | 41 kW | (56 PS) | 16,15:1 | 110,00 mm | | | | |
| WD 411.41 | 01.1980 → 09.1984 | D | 4 | 3456 cm ³ | 2V | 43 kW | (59 PS) | 16,15:1 | 110,00 mm | | | | |
| WD 411.42 | 01.1980 → 09.1984 | D | 4 | 3456 cm ³ | 2V | 43 kW | (59 PS) | 16,15:1 | 110,00 mm | | | | |
| WD 411.43 | 01.1980 → 09.1994 | D | 4 | 3456 cm ³ | 2V | 43-47 kW | (59-64 PS) | 16,15:1 | 110,00 mm | | | | |
| WD 411.44 | 01.1980 → 09.1994 | D | 4 | 3456 cm ³ | 2V | 43-47 kW | (59-64 PS) | 16,15:1 | 110,00 mm | | | | |
| WD 411.45 | 01.1984 → 09.1994 | D | 4 | 3456 cm ³ | 2V | 47 kW | (64 PS) | 16,15:1 | 110,00 mm | | | | |
| WD 411.46 | 01.1984 → 09.1994 | D | 4 | 3456 cm ³ | 2V | 47 kW | (64 PS) | 16,15:1 | 110,00 mm | | | | |
| WD 411.85 | 01.1980 → 06.1985 | D (A) | 4 | 3456 cm ³ | 2V | 51 kW | (69 PS) | 16,15:1 | 110,00 mm | | | | |
| WD 411.86 | 01.1980 → 06.1985 | D (A) | 4 | 3456 cm ³ | 2V | 51 kW | (69 PS) | 16,15:1 | 110,00 mm | | | | |
| WD 611.40 | 12.1978 → 12.1988 | D | 6 | 5184 cm ³ | 2V | 63 kW | (85 PS) | 16,15:1 | 110,00 mm | | | | |
| WD 611.41 | 12.1978 → 12.1988 | D | 6 | 5184 cm ³ | 2V | 63 kW | (85 PS) | 16,15:1 | 110,00 mm | | | | |
| WD 611.42 | 07.1984 → | D | 6 | 5184 cm ³ | 2V | 66 kW | (89 PS) | 16,15:1 | 110,00 mm | | | | |
| WD 611.43 | 07.1984 → | D | 6 | 5184 cm ³ | 2V | 66 kW | (89 PS) | 16,15:1 | 110,00 mm | | | | |
| WD 611.85 | 09.1978 → | D (A) | 6 | 5184 cm ³ | 2V | 74 kW | (100 PS) | 16,2:1 | 110,00 mm | | | | |
| WD 611.86 | 1979 → | D (A) | 6 | 5184 cm ³ | 2V | 74 kW | (81 PS) | 16,2:1 | 110,00 mm | | | | |
| WD 611.87 | 1979 → | D (A) | 6 | 5184 cm ³ | 2V | 81 kW | (110 PS) | 16,2:1 | 110,00 mm | | | | |
| WD 611.88 | 07.1984 → | D (A) | 6 | 5184 cm ³ | 2V | 81 kW | (110 PS) | 16,2:1 | 110,00 mm | | | | |

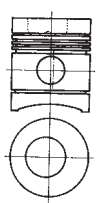
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|--|---|--|-----|----------|-------------------------------|-------------|--------------|--------------------------------------|-------------------|
| | 3/4/6 100 179 | KH 58,4 MT -20,05 MØ 54,8 GL 98,9 | RTK | 38 83 | 1 R 2,5 1 M 2,5 1 DSF 4 | CR G6 CR | 0,60 1,00 | 100,00 | 93 230 600 |
| | N Cyl. A=109,4 C=118 L=197 H+F=9+1 2 R 108 x 5 | | | | | | | 89 182 110 [1] (89 006) | 93 230 961 |

[1] Wassermantel verchromt/waterjacket chromed/chemise d'eau chromée/camisa de agua cromada/Водяная рубашка хромированная

S

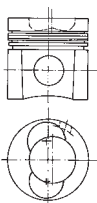


| 10 | | 105 | | | | | |
|------------------|-----------|------------|---------------------------|----------|--------------|------|-----------|
| WD 210.40 | 01.1970 → | D | 2 1996 cm ³ 2V | 24 kW | (32 PS) | 17:1 | 115,20 mm |
| WD 410.40 | | D | 4 3983 cm ³ 2V | 52 kW | (70 PS) | 17:1 | 115,00 mm |
| WD 610.00 | | D | 6 5976 cm ³ 2V | 97 kW | (132 PS) | 17:1 | 115,00 mm |
| WD 610.01 | 12.1972 → | D | 6 5976 cm ³ 2V | 81 kW | (110 PS) | 17:1 | 115,00 mm |
| WD 610.13 | 12.1972 → | D | 6 5976 cm ³ 2V | 97 kW | (132 PS) | 17:1 | 115,00 mm |
| WD 610.14 | | D | 6 5976 cm ³ 2V | | | 17:1 | 115,00 mm |
| WD 610.15 | | D | 6 5976 cm ³ 2V | | | 17:1 | 115,00 mm |
| WD 610.16 | | D | 6 5976 cm ³ 2V | 97 kW | (132 PS) | 17:1 | 115,00 mm |
| WD 610.18 | 01.1970 → | D | 6 5976 cm ³ 2V | 81 kW | (110 PS) | 17:1 | 115,00 mm |
| WD 610.19 | 01.1970 → | D | 6 5976 cm ³ 2V | 89-97 kW | (120-132 PS) | 17:1 | 115,00 mm |
| WD 610.20 | 1970 → | D | 6 5976 cm ³ 2V | 97 kW | (132 PS) | 17:1 | 115,00 mm |
| WD 610.23 | | D | 6 5976 cm ³ 2V | | | 17:1 | 115,00 mm |
| WD 610.40 | | D | 6 5976 cm ³ 2V | 74 kW | (100 PS) | 17:1 | 115,00 mm |
| WD 610.42 | | D | 6 5976 cm ³ 2V | 66 kW | (90 PS) | 17:1 | 115,00 mm |
| WD 610.43 | | D | 6 5976 cm ³ 2V | 85 kW | (115 PS) | 17:1 | 115,00 mm |
| WD 610.44 | | D | 6 5976 cm ³ 2V | 85 kW | (115 PS) | 17:1 | 115,00 mm |
| WD 610.50 | | D | 6 5976 cm ³ 2V | 66-85 kW | (90-115 PS) | 17:1 | 115,00 mm |

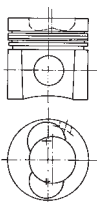


| | | | | | | | | | |
|-------|---|-----|----------|--|-------|--------------|----------------|---------------|-------------------------------|
| 2/4/6 | KH 69,5 MT -24,25 MØ 54,5 GL 125 | URK | 38 90 | 1 T6 3 1 R 2,5 1 N 2,5 1 G 5 1 S 5 | CR G3 | 0,69 0,87 | +0,33 +0,51 | 105,00 | 92 158 600 (92 157) |
|-------|---|-----|----------|--|-------|--------------|----------------|---------------|-------------------------------|

| 11 | | 108 | | | | | |
|-----------------------------|--------|------------|-------------------------|--------|----------|--------|-----------|
| D 0824 LFL 01 Euro 1 | D (LA) | 4 | 4580 cm ³ 2V | 114 kW | (155 PS) | 17:1 | 125,00 mm |
| D 0826 LFL 06 Euro 1 | D (LA) | 6 | 6871 cm ³ 2V | 162 kW | (220 PS) | 16,5:1 | 125,00 mm |



| | | | | | | | | | |
|---------|--|-------|----------|-------------------------------|-------------|--|----------------|-------------------------------|--|
| 4/6 | KH 73 VT1 -1,70 MT -21,25 MØ 63 GL 113 | RTK | 40 90 | 1 T15 3 1 M 2,5 1 DSF 4 | CR G3 CR | | +0,40 +0,10 | 108,00 | 94 412 600 (90 872, 90 874, 90 875, 92 735) |
| 108 081 | | | | | | | | 89 470 110 (89 339) | 94 412 961 |
| T Cyl. | A=111,49 | C=116 | L=217 | H=4,04 | | | | 89 453 110 | 94 412 962 |
| T Cyl. | A=111,6 | C=116 | L=218 | H=5,04 | | | | 89 470 190 semi | 94 412 963 |



| | | | | | | | | | |
|---------|--|-------|----------|-------------------------------|-------------|--|----------------|-------------------------------|--------------------------|
| 4/6 | KH 72,8 VT1 -1,70 MT -21,25 MØ 63 GL 112,8 | RTK | 40 90 | 1 T15 3 1 M 2,5 1 DSF 4 | CR G3 CR | | +0,40 +0,10 | 108,00 | 94 413 600 [1] |
| 108 081 | | | | | | | | 89 470 110 (89 339) | 94 413 961 |
| T Cyl. | A=111,49 | C=116 | L=217 | H=4,04 | | | | 89 453 110 | 94 413 962 |
| T Cyl. | A=111,6 | C=116 | L=218 | H=5,04 | | | | 89 470 190 semi | 94 413 963 |

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| | | | Type | | | | | |
|-----|----------------|--|-------|----------|-------------------------------|-------------|------------------------|-------------------|
| | 4/6 108 081 | KH 72,6 VT1 -1,70 MT -21,25 MØ 63 GL 112,6 | RTK | 40 90 | 1 T15 3 1 M 2,5 1 DSF 4 | CR G3 CR | 108,00 | 94 414 600 [2] |
| | T Cyl. | A=111,49 | C=116 | L=217 | H=4,04 | | 89 470 110 (89 339) | 94 414 961 |
| | T Cyl. | A=111,99 | C=116 | L=217 | H=4,04 | | 89 453 110 | 94 414 962 |
| | T Cyl. | A=111,6 | C=116 | L=218 | H=5,04 | | 89 470 190 semi | 94 414 963 |
| | 4/6 108 081 | KH 72,4 VT1 -1,70 MT -21,25 MØ 63 GL 112,4 | RTK | 40 90 | 1 T15 3 1 M 2,5 1 DSF 4 | CR G3 CR | 108,00 | 94 415 600 [3] |
| | T Cyl. | A=111,49 | C=116 | L=217 | H=4,04 | | 89 470 110 (89 339) | 94 415 961 |
| | T Cyl. | A=111,99 | C=116 | L=217 | H=4,04 | | 89 453 110 | 94 415 962 |
| | T Cyl. | A=111,6 | C=116 | L=218 | H=5,04 | | 89 470 190 semi | 94 415 963 |
| [1] | KH -0,20 mm | | | | | | | |
| [2] | KH -0,40 mm | | | | | | | |
| [3] | KH -0,60 mm | | | | | | | |

12

108

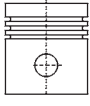
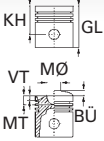

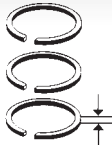
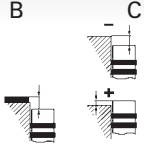

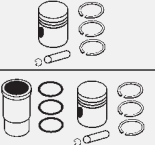
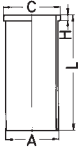


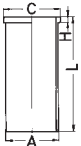


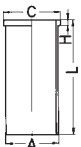
D 0824 LFL 02 Euro 2

D 0826 LFL 03 Euro 2

| | | | | | | | |
|--------|---|----------------------|----|--------|----------|--------|-----------|
| D (LA) | 4 | 4580 cm ³ | 2V | 118 kW | (160 PS) | 17:1 | 125,00 mm |
| D (LA) | 6 | 6871 cm ³ | 2V | 162 kW | (220 PS) | 16,5:1 | 125,00 mm |

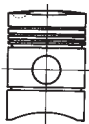

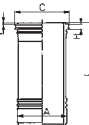
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|--|----------------|--|-------|----------|-------------------------------|-------------|------------------------|------------|------------------------|
| | 4/6 108 081 | KH 73 VT1 -1,70 MT -16,15 MØ 70 GL 113 | RTK | 40 90 | 1 T15 3 1 M 2,5 1 DSF 4 | CR G3 CR | +0,09 +0,39 | 108,00 | 94 416 600 (94 338) |
| | T Cyl. | A=111,49 | C=116 | L=217 | H=4,04 | | 89 470 110 (89 339) | 94 416 962 | |
| | T Cyl. | A=111,99 | C=116 | L=217 | H=4,04 | | 89 453 110 | 94 416 961 | |
| | T Cyl. | A=111,6 | C=116 | L=218 | H=5,04 | | 89 470 190 semi | 94 416 963 | |
| | 4/6 108 081 | KH 72,8 VT1 -1,70 MT -16,15 MØ 70 GL 112,8 | RTK | 40 90 | 1 T15 3 1 M 2,5 1 DSF 4 | CR G3 CR | +0,09 +0,39 | 108,00 | 94 417 600 [1] |

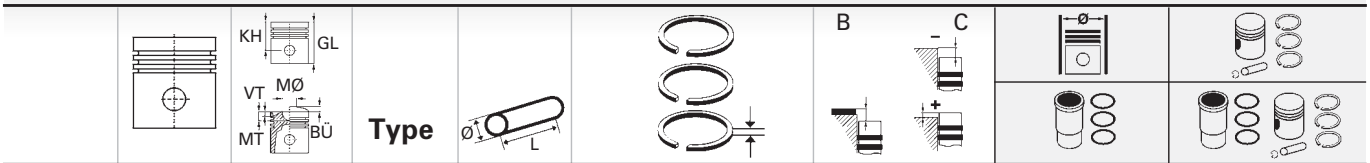
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| |  |  | Type |  |  |  |  |  |
|--|---|---|-------|---|---|--|--|---|
|  | T Cyl. T Cyl. T Cyl. | A=111,49 A=111,99 A=111,6 | C=116 | L=217 L=217 L=218 | H=4,04 H=4,04 H=5,04 | | 89 470 110 (89 339) 89 453 110 89 470 190 semi | 94 417 962 94 417 961 94 417 963 |
|    | 4/6 108 081 T Cyl. T Cyl. T Cyl. | KH 72,6 VT1 -1,70 MT -16,15 MØ 70 GL 112,6 A=111,49 A=111,99 A=111,6 | RTK | 40 90 L=217 L=217 L=218 | 1 T15 3 1 M 2,5 1 DSF 4 H=4,04 H=4,04 H=5,04 | CR G3 CR | +0,09 +0,39 108,00 89 470 110 (89 339) 89 453 110 89 470 190 semi | 94 418 600 [2] 94 418 962 94 418 961 94 418 963 |
|    | 4/6 108 081 T Cyl. T Cyl. T Cyl. | KH 72,4 VT1 -1,70 MT -16,15 MØ 70 GL 112,4 A=111,49 A=111,99 A=111,6 | RTK | 40 90 L=217 L=217 L=218 | 1 T15 3 1 M 2,5 1 DSF 4 H=4,04 H=4,04 H=5,04 | CR G3 CR | +0,09 +0,39 108,00 89 470 110 (89 339) 89 453 110 89 470 190 semi | 94 419 600 [3] 94 419 962 94 419 961 94 419 963 |
| [1] [2] [3] | KH -0,20 mm KH -0,40 mm KH -0,60 mm | | | | | | | |

13  **110**

| | | | | | | | | | |
|-----------------|-------------------|---|---|----------------------|----|-------|---------|------|-----------|
| WD 113 a | 01.1964 → 01.1977 | D | 1 | 1330 cm ³ | 2V | 11 kW | (15 PS) | 21:1 | 140,00 mm |
| WD 113 u | | D | 1 | 1330 cm ³ | 2V | 13 kW | (17 PS) | 21:1 | 140,00 mm |
| WD 213s | | D | 2 | 2661 cm ³ | 2V | 22 kW | (30 PS) | 21:1 | 140,00 mm |
| WD 318 | | D | 3 | 3991 cm ³ | 2V | 33 kW | (45 PS) | 21:1 | 140,00 mm |
| WD 413 | | D | 4 | 5322 cm ³ | 2V | 44 kW | (60 PS) | 21:1 | 140,00 mm |
| WD 413 c | 01.1966 → | D | 4 | 5322 cm ³ | 2V | | | 21:1 | 140,00 mm |

| | | | | | | | | |
|---|------------------------------|---|-----|-------------------|---------------------------------------|--------------------------------|--|--|
|    | 1/2/3/4 110 107 N Cyl. | KH 79 MT -12,2 BÜ +4 GL 155 A=127 | URK | 40 93 L=258 | 2 R 3 1 N 3 2 G 6 H+F=11+3,2 | CR 2 SC 112 2 FP 115 x 4 | 2,00 2,30 110,00 88 429 110 | 91 254 600 91 254 961 |
|---|------------------------------|---|-----|-------------------|---------------------------------------|--------------------------------|--|--|



| | | | | | | | | | | | | |
|------------------|-------------------|------------|---|----------------------|----|------------|--------------|------|-----------|--|--|--|
| 14 | | 126 | | | | | | | | | | |
| WD 615.00 | 01.1978 → | D | 6 | 9726 cm ³ | 2V | 148 kW | (200 PS) | 16:1 | 130,00 mm | | | |
| WD 615.20 | 01.1978 → | D | 6 | 9726 cm ³ | 2V | 148 kW | (200 PS) | 16:1 | 130,00 mm | | | |
| WD 615.60 | 05.1978 → | D (A) | 6 | 9726 cm ³ | 2V | 191 kW | (260 PS) | 16:1 | 130,00 mm | | | |
| WD 615.61 | 05.1978 → | D (A) | 6 | 9726 cm ³ | 2V | 191 kW | (260 PS) | 16:1 | 130,00 mm | | | |
| WD 615.65 | 01.1978 → 1988 | D (LA) | 6 | 9726 cm ³ | 2V | 206 kW | (280 PS) | 16:1 | 130,00 mm | | | |
| WD 615.66 | 1978 → 1988 | D (LA) | 6 | 9726 cm ³ | 2V | 206 kW | (280 PS) | 16:1 | 130,00 mm | | | |
| WD 615.67 | 01.1978 → 1988 | D (LA) | 6 | 9726 cm ³ | 2V | 206 kW | (280 PS) | 16:1 | 130,00 mm | | | |
| WD 615.69 | 1978 → 1988 | D (LA) | 6 | 9726 cm ³ | 2V | 206 kW | (280 PS) | 16:1 | 130,00 mm | | | |
| WD 615.71 | 05.1978 → 12.1987 | D (A) | 6 | 9726 cm ³ | 2V | 191 kW | (260 PS) | 16:1 | 130,00 mm | | | |
| WD 615.75 | 03.1979 → 02.1982 | D (LA) | 6 | 9726 cm ³ | 2V | 206 kW | (280 PS) | 16:1 | 130,00 mm | | | |
| WD 615.77 | 02.1982 → 12.1987 | D (LA) | 6 | 9726 cm ³ | 2V | 206 kW | (280 PS) | 16:1 | 130,00 mm | | | |
| WD 615.79 | 1978 → 1988 | D (LA) | 6 | 9726 cm ³ | 2V | 206 kW | (280 PS) | 16:1 | 130,00 mm | | | |
| WD 615.90 | 1978 → 1988 | D (A) | 6 | 9726 cm ³ | 2V | 191-198 kW | (260-269 PS) | 16:1 | 130,00 mm | | | |
| WD 615.93 | 1978 → 1988 | D (LA) | 6 | 9726 cm ³ | 2V | 206 kW | (280 PS) | 16:1 | 130,00 mm | | | |

| | | | | | | | | | |
|--|---------|-----------|---------|-------|-----------|-------|------|-------------------------------|-------------------------------|
| | 6 | KH 80 | LOX | 50 | 1 T15 3,5 | MO G6 | 1,00 | 126,00 | 93 532 600 (93 096) |
| | 126 004 | VT1 -0,50 | RTK | 105 | 1 M 3 | | 1,20 | | |
| | T Cyl. | A=130,02 | C=134,5 | L=241 | H=4,78 | | | 89 387 110 (89 026) | 93 532 962 |
| | | | | | | | | | |


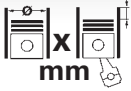

| | | | | | | | | | | | | |
|------------------|-----------|------------|---|----------------------|----|--------|----------|------|-----------|--|--|--|
| 15 | | 126 | | | | | | | | | | |
| WD 615.63 | 1978 → | D (LA) | 6 | 9726 cm ³ | 2V | 204 kW | (277 PS) | 16:1 | 130,00 mm | | | |
| WD 615.64 | 01.1988 → | D (A) | 6 | 9726 cm ³ | 2V | 175 kW | (238 PS) | 16:1 | 130,00 mm | | | |
| WD 615.68 | 05.1985 → | D (LA) | 6 | 9726 cm ³ | 2V | 228 kW | (310 PS) | 16:1 | 130,00 mm | | | |
| WD 615.73 | 01.1988 → | D (LA) | 6 | 9726 cm ³ | 2V | 204 kW | (278 PS) | 16:1 | 130,00 mm | | | |

| | | | | | | | | | |
|--|---------|-----------|---------|-------|-----------|-------|------|-------------------------------|-------------------------------|
| | 6 | KH 80 | RTK | 50 | 1 T15 3,5 | MO G6 | 1,00 | 126,00 | 90 901 600 (93 096) |
| | 126 007 | VT1 -0,60 | TPL | 105 | 1 M 3 | | 1,20 | | |
| | T Cyl. | A=130,02 | C=134,5 | L=241 | H=4,78 | | | 89 387 110 (89 026) | 90 901 962 |
| | | | | | | | | | |

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| | | | | | | | | | | |
|--|--------------|--|--|---|-----------------|--|--|--|--|------------|
| | STEYR | | | → | MAN..... | | | | | 465 |
|--|--------------|--|--|---|-----------------|--|--|--|--|------------|

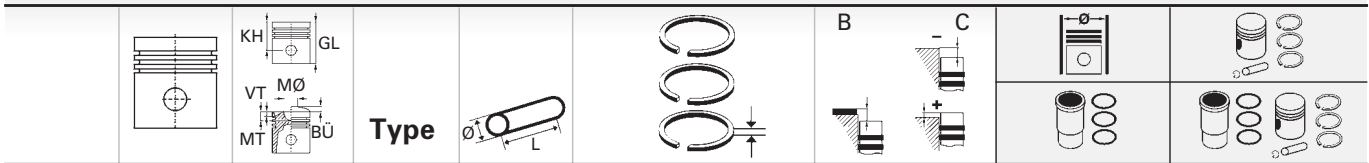


|  | | Cyl. |  mm | cm ³ |  | Comp. Ratio ε | kW | PS | Pos |
|---|--------|------|--|-----------------|---|------------------|-----|-----|-----|
| Z 13 DT Euro 4 | D (LA) | 4 | 69,6 x 82 | 1248 | 4 | 18:1 | 51 | 69 | 1 |
| Z 22 XE | B | 4 | 86 x 94,6 | 2198 | 4 | 10,5:1 | 106 | 144 | 2 |



| | | | Pos | | | | Pos |
|-------------------|-----------|---------|-----|--|--|--|-----|
| JUSTY | | | | | | | |
| Justy 1.3 TDI 16V | 12.2003 → | Z 13 DT | D | | | | 1 |
| TRAVIQ | | | | | | | |
| Traviq 2.2i 16V | 08.2001 → | Z 22 XE | B | | | | 2 |




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| | | | | | | | | | | | |
|-----------------------|-------------|-----|--------|-------|----------------------|----|-------|--------------|-------------------|----------|--|
| 1 | 69,6 | | | | | | | | | | |
| Z 13 DT Euro 4 | 12.2003 → | D | (LA) | 4 | 1248 cm ³ | 4V | 51 kW | (69 PS) | 18:1 | 82,00 mm | |
| 4 | KH 40,43 | RTK | 22,998 | 1 R | 2 | CK | G6 | 69,60 | 40 213 600 | | |
| 070 166 | VT1 -1,00 | TPL | 56,5 | 1 M | 1,5 | | | 70,00 | 40 213 605 | | |
| | MT -12,4 | | | 1 DSF | 2 | CR | G6 | 70,20 | 40 213 610 | | |
| | MØ 38 | | | | | | | | | | |
| | GL 63,43 | | | | | | | | | | |

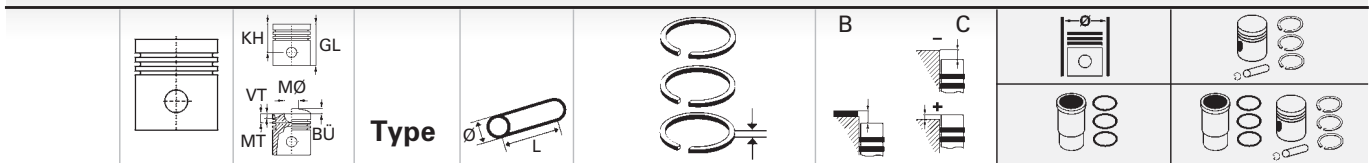
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|----------------|-----------|---|------|-------|----------------------|----|--------|--------------|-------------------|----------|--|
| 2 | 86 | | | | | | | | | | |
| Z 22 XE | 08.2001 → | B | | 4 | 2198 cm ³ | 4V | 106 kW | (144 PS) | 10,5:1 | 94,60 mm | |
| 4 | KH 27,6 | | 21 | 1 R | 1,2 | NT | ST | 86,00 | 97 359 700 | | |
| 086 145 | BÜ +2,4 | | 61,5 | 1 NM | 1,5 | | | | | | |
| | GL 55 | | | 1 SLF | 2,5 | CR | | | | | |

















|  | | Cyl. |  mm | cm ³ |  | Comp. Ratio ε | kW | PS | Pos |
|---|--------|------|--|-----------------|---|------------------|-------|---------|-----|
| D19AA | D (LA) | 4 | 82 x 90,4 | 1910 | 2 | 18:1 | 88 | 120 | 4 |
| F9Q 264 | D (LA) | 4 | 80 x 93 | 1870 | 2 | 17:1 | 95 | 129 | 3 |
| K9K 262 | D (LA) | 4 | 76 x 80,5 | 1461 | 2 | 18,8:1 | 48 | 65 | 2 |
| K9K 700 | D (LA) | 4 | 76 x 80,5 | 1461 | 2 | 18,8:1 | 48-50 | 65-68 | 2 |
| RHZ | D (LA) | 4 | 85 x 88 | 1997 | 2 | 17,6:1 | 80-81 | 109-110 | 7 |
| XUD 9A | D | 4 | 83 x 88 | 1905 | 2 | 23:1 | 47-52 | 64-71 | 5 |
| XUD 9SE | D (A) | 4 | 83 x 88 | 1905 | 2 | 21,5:1 | 55 | 75 | 6 |
| Z 13 DT Euro 4 | D (LA) | 4 | 69,6 x 82 | 1248 | 4 | 18:1 | 51 | 69 | 1 |

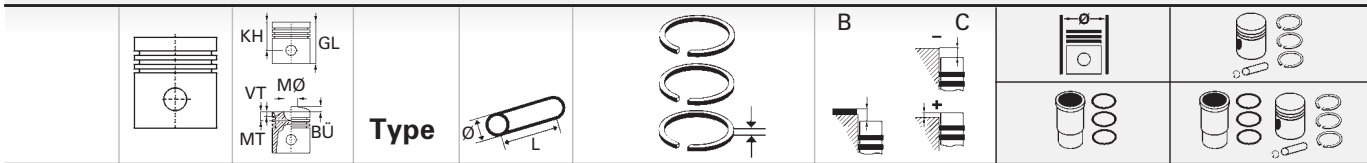


|  |  | Pos |  |  | Pos |
|---|---|---------|--|---|-----|
| BALENO | | | | | |
| Baleno 1.9 TD | 04.1998 → | XUD 9SE | D | 6 | |
| GRAND VITARA | | | | | |
| Grand Vitara 1.9 DDiS | 03.2006 → | F9Q 264 | D | 3 | |
| Grand Vitara 2.0 HDI | 11.2000 → | RHZ | D | 7 | |
| IGNIS | | | | | |
| Ignis 1.3 DDiS | 10.2003 → | Z 13 DT | D | 1 | |
| JIMNY | | | | | |
| Jimny 1.5 DDiS | 12.2003 → | K9K 700 | D | 2 | |
| Jimny 1.5 DDiS | 05.2005 → | K9K 262 | D | 2 | |
| NEW IGNIS | | | | | |
| New Ignis 1.3 DDiS 16V | 09.2003 → | Z 13 DT | D | 1 | |
| NEW SWIFT | | | | | |
| New Swift 1.3 DDiS 16V | 10.2004 → | Z 13 DT | D | 1 | |
| SOLIO | | | | | |
| Solio 1.3 DDiS 16V | 01.2005 → | Z 13 DT | D | 1 | |
| SWIFT | | | | | |
| Swift 1.3 DDiS | 08.2005 → | Z 13 DT | D | 1 | |
| SX4 | | | | | |
| SX4 1.9 DDiS | 05.2006 → 08.2009 | D19AA | D | 4 | |
| VITARA | | | | | |
| Vitara 1.9 D | 01.1995 → 03.1998 | XUD 9A | D | 5 | |
| Vitara 2.0 HDI | 11.2000 → | RHZ | D | 7 | |
| WAGON R | | | | | |
| Wagon R+ 1.3 DDiS | 09.2003 → | Z 13 DT | D | 1 | |



| 1  69,6 | | | | | | | | | | |
|--|--|---|-------------------|----------------|-----------------------------|-------------------------|--|----------------|-------------------|------------------------|
| Z 13 DT Euro 4 | | 09.2003 → | | D (LA) | 4 | 1248 cm ³ 4V | | 51 kW | (69 PS) 18:1 | 82,00 mm |
|  | 4 | KH 40,43 VT1 -1,00 MT -12,4 MØ 38 GL 63,43 | RTK TPL | 22,998 56,5 | 1 R 2 1 M 1,5 1 DSF 2 | CK G6 CR G6 | | | 69,60 | 40 213 600 |
| | 070 166 | | | | | | | | 70,00 | 40 213 605 |
|  | | | | | | | | | 70,20 | 40 213 610 |
| 2  76 | | | | | | | | | | |
| K9K 262 | | 05.2005 → | | D (LA) | 4 | 1461 cm ³ 2V | | 48 kW | (65 PS) 18,8:1 | 80,50 mm |
| K9K 700 | | 12.2003 → | | D (LA) | 4 | 1461 cm ³ 2V | | 48-50 kW | (65-68 PS) 18,8:1 | 80,50 mm |
|  | 4 | KH 41,78 VT1 -0,48 VT2 -0,28 MT -14 MØ 39,7 GL 66 | RTK TPL | 26 60 | 1 R 2 1 M 2 1 DSF 2,5 | CK G6 NT ST | | +0,10 +0,20 | 76,00 | 40 190 600 [1] |
| | 076 191 | | | | | | | | 76,50 | 40 190 610 [1] |
|  | | | | | | | | | | |
|  | 4 | KH 41,78 VT1 -0,48 VT2 -0,28 MT -14 MØ 39,7 GL 66 | RTK TPL | 25 60 | 1 R 2 1 M 2 1 DSF 2,5 | CK G6 NT ST | | +0,10 +0,20 | 76,00 | 40 465 600 [2] |
| | 076 191 | | | | | | | | 76,50 | 40 465 610 [2] |
|  | | | | | | | | | | |
| [1] | Kolbenbolzen/piston pin/diamètre axe/diámetro del bulón/Поршневой палец Ø 26,00 mm | | | | | | | | | |
| [2] | Kolbenbolzen/piston pin/diamètre axe/diámetro del bulón/Поршневой палец Ø 25,00 mm | | | | | | | | | |
| 3  80 | | | | | | | | | | |
| F9Q 264 | | 03.2006 → | | D (LA) | 4 | 1870 cm ³ 2V | | 95 kW | (129 PS) 17:1 | 93,00 mm |
|  | 4 | KH 47,004 VT1 -0,85 VT2 -0,85 MT -17,8 MØ 40 GL 77 | RTK TPL KKK | 28 64 | 1 R 2,5 1 M 2 1 DSF 3 | MO G6 G3 CR | | | 80,00 | 99 940 600 |
| | 080 310 | | | | | | | | 80,50 | 99 940 620 |
|  | | | | | | | | | | |
| 4  82 | | | | | | | | | | |
| D19AA | | 05.2006 → 08.2009 | | D (LA) | 4 | 1910 cm ³ 2V | | 88 kW | (120 PS) 18:1 | 90,40 mm |
|  | 4 | KH 46,5 VT1 -0,50 MT -17,5 MØ 37,5 GL 72,5 | RTK KBB | 25,988 61 | 1 R 2 1 NM 2 1 DSF 2 | CK G6 G3 NT ST | | | 82,00 | 40 218 600 |
| | 082 214 | | | | | | | | 82,40 | 40 218 620 |
|  | | | | | | | | | 82,60 | 40 218 630 (99 724) |

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5 **83**
XUD 9A 01.1995 → 03.1998 D 4 1905 cm³ 2V 47-52 kW (64-71 PS) 23:1 88,00 mm (1)

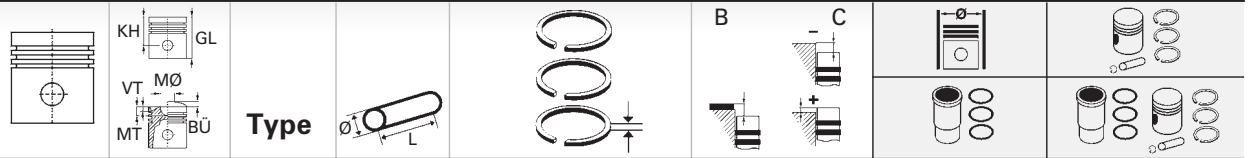
(1) For engines with cam driven vacuum pump.

| | | | | | | | | | |
|-----|---|---|--|--|---------------------------|-------------------|--|---------------------------|--------------------------|
| | 4 | KH 46,8 MT -2,2 GL 84,3 | | 25 72 | 1 R 2 1 M 2 1 DSF 3 | CR G6 G3 CR | | 83,00 | 93 648 700 [2] |
| | 083 031 | | | | | | | 83,50 | 93 648 710 [2] |
| | | | | | | | | 83,80 | 93 648 720 [2] |
| | T Cyl. | A=86 | | L=153,5 | | | | 89 184 190 semi | 93 648 970 |
| [2] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor ширина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | | |
| | 1 | 1,36 | +0,56 | +0,67 | | | | | |
| | 2 | 1,40 | +0,68 | +0,71 | | | | | |
| | 3 | 1,44 | +0,72 | +0,75 | | | | | |
| | 4 | 1,48 | +0,76 | +0,79 | | | | | |
| | 5 | 1,52 | +0,80 | +0,83 | | | | | |

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6 **83**
XUD 9SE 04.1998 → D (A) 4 1905 cm³ 2V 55 kW (75 PS) 21,5:1 88,00 mm

| | | | | | | | | | |
|-----|---|---|--|--|-----------------------------|-------------------|----------------|--------------|--------------------------------------|
| | 4 | KH 46,8 MT -3,5 GL 79,3 | RTK LOX TPL | 28 68 | 1 T15 3 1 R 2 1 DSF 3 | MO G6 MO CR | +0,65 +0,77 | 83,00 | 94 786 700 [1] |
| | 083 059 | | | | | | | 83,50 | 94 786 710 [1] |
| | | KH 46,65 MT -3,5 GL 79,3 | HKÜ HKÜ | | | | | 83,80 | 94 786 720 [1] (93 141) |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor ширина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | | |
| | 4 | 1,36 | + 0,56 | + 0,67 | | | | | |
| | 5 | 1,40 | + 0,68 | + 0,71 | | | | | |
| | 6 | 1,44 | + 0,72 | + 0,75 | | | | | |
| | 7 | 1,48 | + 0,76 | + 0,79 | | | | | |
| | 8 | 1,52 | + 0,80 | + 0,83 | | | | | |



| 7 | | 85 | | | | | | | | | | | | |
|-----|---|---|--|--|-------------------|----|----|-------------------------|--|-----------------------|--|-----------------|--------------|--------------------------------------|
| RHZ | | 11.2000 → | | D (LA) | | 4 | | 1997 cm ³ 2V | | 80-81 kW (109-110 PS) | | 17,6:1 88,00 mm | | |
| | 4 | KH 46,75 | RTK | 28 | 1 T6 3,5 | CK | G6 | | | | | | 85,00 | 99 879 601 |
| | 085 171 | VT1 -1,00 VT2 -1,00 MT -18,3 MØ 38 GL 80,75 | TPL | 70 | 1 NM 2 1 DSF 3 | CR | | | | | | | 85,60 | 99 879 620 [1] (94 821) |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | | | | | | | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor ширина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | | | | | | | |
| | 1 | 1,25 | +0,55 | +0,60 | | | | | | | | | | |
| | 2 | 1,30 | +0,61 | +0,65 | | | | | | | | | | |
| | 3 | 1,35 | +0,66 | +0,70 | | | | | | | | | | |
| | 4 | 1,40 | +0,71 | +0,75 | | | | | | | | | | |

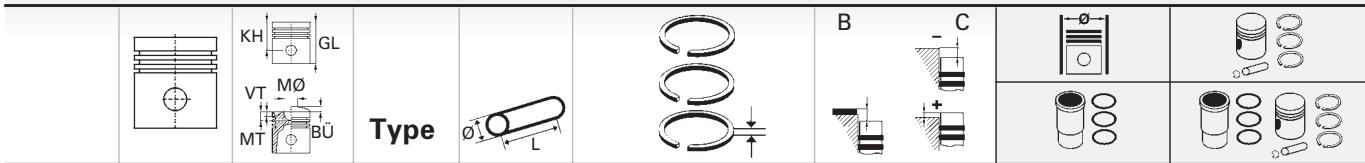


|  | | | Cyl. |  X mm | cm ³ |  | Comp. Ratio ε | kW | PS | Pos |
|---|-------|---|------|---|-----------------|---|---------------------|-------|-------|-----|
| XUD 9 (47 kW) | D | 4 | 4 | 83 x 88 | 1905 | 2 | 23,5:1 | 47-52 | 64-71 | 2 |
| XW 7 | B | 4 | 4 | 72 x 69 | 1124 | 2 | 9,7:1 | 36 | 49 | 1 |
| 7 CV | D | 4 | 4 | 83 x 88 | 1905 | 2 | 23,5:1 | 48 | 65 | 2 |
| 9 U8 | D (A) | 4 | 4 | 94 x 83 | 2304 | 2 | 21:1 | 54 | 73 | 3 |



| | | | Pos | | | | Pos |
|----------------|-------------------|---------------|-----|--|--|--|-----|
| HORIZON | | | | | | | |
| Horizon 1.9 D | 07.1982 → 06.1986 | XUD 9 (47 kW) | D | | | | 2 |
| SAMBA | | | | | | | |
| Samba 1.1 | 01.1981 → 06.1986 | XW 7 | B | | | | 1 |
| SOLARA | | | | | | | |
| Solara 1.9 D | 01.1982 → 1986 | 7 CV | D | | | | 2 |
| TAGORA | | | | | | | |
| Tagora 2.3 DT | 01.1980 → 05.1983 | 9 U8 | D | | | | 3 |

T



| | | | | | | | | | |
|-------------|-------------------|-----------|--------|----------------------|------|------------------|-------------------|-------|----------|
| 1 | | 72 | | | | | | | |
| XW 7 | 01.1981 → 06.1986 | B | 4 | 1124 cm ³ | 2V | 36 kW | (49 PS) | 9,7:1 | 69,00 mm |
| | N Cyl. | A=79,5 | C=89,2 | L=122,5 | H=85 | 1 FP 77,2 x 1,25 | 89 194 110 | | |




| | | | | | | | | | |
|--|-------------------|-----------|---|----------------------|----|----------|------------|--------|--------------|
| 2 | | 83 | | | | | | | |
| XUD 9 (47 kW) | 07.1982 → 06.1986 | D | 4 | 1905 cm ³ | 2V | 47-52 kW | (64-71 PS) | 23,5:1 | 88,00 mm (1) |
| 7 CV | 01.1982 → 1986 | D | 4 | 1905 cm ³ | 2V | 48 kW | (65 PS) | 23,5:1 | 88,00 mm |
| (1) For engines with cam driven vacuum pump. | | | | | | | | | |





| | | | | | | | | | |
|--|---------|---------|--|---------|---------|-------|-------------------|-------------------|-----|
| | 4 | KH 46,8 | | 25 | 1 R 2 | CR G6 | 83,00 | 93 648 700 | [2] |
| | 083 031 | MT -2,2 | | 72 | 1 M 2 | G3 | | | |
| | | GL 84,3 | | | 1 DSF 3 | CR | | | |
| | T Cyl. | A=86 | | L=153,5 | | | 83,50 | 93 648 710 | [2] |
| | | | | | | | 83,80 | 93 648 720 | [2] |
| | | | | | | | 89 184 190 | 93 648 970 | |
| | | | | | | | semi | | |

| | | | | | | | | | |
|-----|---|---|--|--|--|--|--|--|--|
| [2] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor ширина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | | |
| | 1 | 1,36 | +0,56 | +0,67 | | | | | |
| | 2 | 1,40 | +0,68 | +0,71 | | | | | |
| | 3 | 1,44 | +0,72 | +0,75 | | | | | |
| | 4 | 1,48 | +0,76 | +0,79 | | | | | |
| | 5 | 1,52 | +0,80 | +0,83 | | | | | |

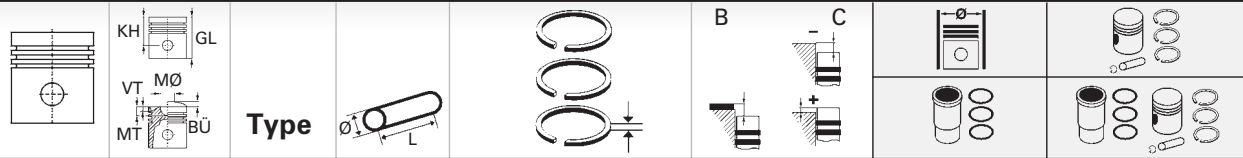
| | | | | | | | | | |
|-------------|-------------------|-----------|--------|----------------------|-------|-------|-------------------|------|----------|
| 3 | | 94 | | | | | | | |
| 9 U8 | 01.1980 → 05.1983 | D (A) | 4 | 2304 cm ³ | 2V | 54 kW | (73 PS) | 21:1 | 83,00 mm |
| | T Cyl. | A=97 | C=99,5 | L=170,6 | H=3,9 | | 89 033 190 | | |
| | | | | | | | semi | | |



| |  | Cyl. |  | cm ³ |  | Comp. Ratio ε | kW | PS | Pos |
|--------------|---|------|---|-----------------|---|------------------|---------|---------|-----|
| | | | | | | | | | mm |
| F 4 L 413 F | D | 4 | 125 x 130 | 6381 | 2 | 18:1 | 83 | 113 | 3 |
| F 4 L 413 FR | D | 4 | 125 x 130 | 6381 | 2 | 18:1 | 94 | 128 | 3 |
| F 4 L 413 R | D | 4 | 120 x 130 | 5880 | 2 | 18:1 | 90 | 122 | 2 |
| F 5 L 413 R | D | 5 | 120 x 130 | 7350 | 2 | 18:1 | 83-112 | 113-152 | 2 |
| F 6 L 413 | D | 6 | 120 x 125 | 8478 | 2 | 18:1 | 69-130 | 94-176 | 1 |
| F 6 L 413 F | D | 6 | 125 x 130 | 9572 | 2 | 18:1 | 104-188 | 141-256 | 3 |
| F 6 L 413 R | D | 6 | 120 x 130 | 8822 | 2 | 18:1 | 100-135 | 136-183 | 2 |
| F 8 L 413 | D | 8 | 120 x 125 | 11310 | 2 | 18:1 | 118-171 | 160-232 | 1 |
| F 8 L 413 F | D | 8 | 125 x 130 | 12763 | 2 | 18:1 | 147-188 | 200-255 | 3 |
| F 10 L 413 | D | 10 | 120 x 125 | 14140 | 2 | 18:1 | 167-224 | 227-305 | 1 |
| F 12 L 413 | D | 12 | 120 x 125 | 16960 | 2 | 18:1 | 138-250 | 188-340 | 1 |

|  | |  | Pos |  | |  | Pos |
|---|----------------|---|-----|--|--|---|-----|
| 110-SERIE | | | | | | | |
| 110 | 01.1978 → | F 4 L 413 F | D | 3 | | | |
| 110 | 01.1978 → | F 4 L 413 FR | D | 3 | | | |
| 110 A 8 | 01.1973 → 1977 | F 4 L 413 R | D | 2 | | | |
| 110 A 8 | 01.1973 → 1977 | F 5 L 413 R | D | 2 | | | |
| 110 A 8 | 01.1973 → 1977 | F 6 L 413 R | D | 2 | | | |
| 150-SERIE | | | | | | | |
| 150 | 01.1978 → | F 6 L 413 F | D | 3 | | | |
| 260-SERIE | | | | | | | |
| 260 | 01.1984 → | F 8 L 413 F | D | 3 | | | |
| BUS | | | | | | | |
| Bus 3500 | 01.1968 → | F 8 L 413 | D | 1 | | | |
| Bus 3500 | 01.1968 → | F 10 L 413 | D | 1 | | | |
| Bus 3500 | 01.1968 → | F 12 L 413 | D | 1 | | | |
| Bus 3500 | 08.1968 → | F 6 L 413 | D | 1 | | | |

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| | | | | | | | | | | | | |
|-------------------|-----------|------------|----|-----------------------|----|------------|--------------|------|-----------|--|--|--|
| 1 | | 120 | | | | | | | | | | |
| F 6 L 413 | 08.1968 → | D | 6 | 8478 cm ³ | 2V | 69-130 kW | (94-176 PS) | 18:1 | 125,00 mm | | | |
| F 8 L 413 | 01.1968 → | D | 8 | 11310 cm ³ | 2V | 118-171 kW | (160-232 PS) | 18:1 | 125,00 mm | | | |
| F 10 L 413 | 01.1968 → | D | 10 | 14140 cm ³ | 2V | 167-224 kW | (227-305 PS) | 18:1 | 125,00 mm | | | |
| F 12 L 413 | 01.1968 → | D | 12 | 16960 cm ³ | 2V | 138-250 kW | (188-340 PS) | 18:1 | 125,00 mm | | | |

| | | | | | | | | | | |
|--|-----------|--|-------|----------|------------------------------------|-------|--------------|--|-------------------|-------------------|
| | 6/8/10/12 | KH 90,16 MT -39,46 BU +5,09 GL 145,25 | RTK | 45 96 | 1 R 3 1 M 3 1 N 3 1 DSF 6 | MO G6 | 1,10 1,30 | | 120,00 | 92 334 800 |
| | 120 113 | | | | | | | | | |
| | R Cyl. | A=134 | C=145 | L=255,1 | H=169,9 | | 1 SC 134 x 3 | | 88 562 110 | 92 334 980 |

| | | | | | | | | | | | | |
|--------------------|----------------|------------|---|----------------------|----|------------|--------------|------|-----------|--|--|--|
| 2 | | 120 | | | | | | | | | | |
| F 4 L 413 R | 01.1973 → 1977 | D | 4 | 5880 cm ³ | 2V | 90 kW | (122 PS) | 18:1 | 130,00 mm | | | |
| F 5 L 413 R | 01.1973 → 1977 | D | 5 | 7350 cm ³ | 2V | 83-112 kW | (113-152 PS) | 18:1 | 130,00 mm | | | |
| F 6 L 413 R | 01.1973 → 1977 | D | 6 | 8822 cm ³ | 2V | 100-135 kW | (136-183 PS) | 18:1 | 130,00 mm | | | |




| | | | | | | | | | | |
|--|--------|-------|-------|---------|---------|--|--------------|--|-------------------|--|
| | R Cyl. | A=134 | C=145 | L=255,1 | H=169,9 | | 1 SC 134 x 3 | | 88 562 110 | |
|--|--------|-------|-------|---------|---------|--|--------------|--|-------------------|--|

| | | | | | | | | | | | | |
|---------------------|-----------|------------|---|-----------------------|----|------------|--------------|------|-----------|--|--|--|
| 3 | | 125 | | | | | | | | | | |
| F 4 L 413 F | 01.1978 → | D | 4 | 6381 cm ³ | 2V | 83 kW | (113 PS) | 18:1 | 130,00 mm | | | |
| F 4 L 413 FR | 01.1978 → | D | 4 | 6381 cm ³ | 2V | 94 kW | (128 PS) | 18:1 | 130,00 mm | | | |
| F 6 L 413 F | 01.1978 → | D | 6 | 9572 cm ³ | 2V | 104-188 kW | (141-256 PS) | 18:1 | 130,00 mm | | | |
| F 8 L 413 F | 01.1984 → | D | 8 | 12763 cm ³ | 2V | 147-188 kW | (200-255 PS) | 18:1 | 130,00 mm | | | |

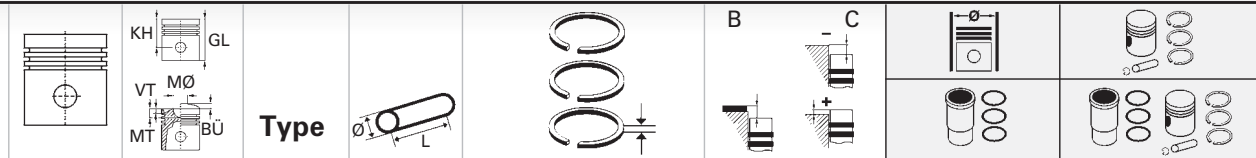
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|--|---------|---|------------|-----------|-------------------------------|-------------|--------------|--|-------------------|-------------------|
| | 4/6/8 | KH 87,49 MT -47 MØ 48 BU +5,16 GL 138,7 | LOX RTK | 45 102 | 1 T15 3 1 M 2,5 1 DSF 4 | MO G6 CR | 1,15 1,30 | | 125,00 | 93 224 600 |
| | 125 125 | | | | | | | | 125,50 | 93 224 610 |
| | | | | | | | | | 126,00 | 93 224 620 |
| | R Cyl. | A=139 | C=150 | L=250,7 | H=169,5 | | | | 89 030 110 | 93 224 960 |
| | R Cyl. | A=139 | C=154 | L=250,5 | H=169,5 | | | | 89 384 110 | 93 224 961 |

T



|  | Cyl. |  mm | cm ³ |  | Comp. Ratio ε | kW | PS | Pos |
|---|---------|---|-----------------|---|------------------|----|----|-----|
| 697 TC | D (A) 6 | 97 x 128 | 5675 | 2 | | | | 1 |

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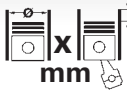



1 **97**





| 697 TC | | D (A) | | 6 | | 5675 cm ³ 2V | | 128,00 mm | |
|--------|---------|---|---------|----------|--|-------------------------|--|---------------------------------------|-------------------|
| | 6 | KH 65,2 MT -19,8 MØ 51,9 GL 99,2 | RTK | 36 80 | 1 T6 2,5 CR G6 1 M 2,51 CR 1 DSF 4 NT ST | | | 97,00 | 40 155 600 |
| | 097 099 | | | | | | | | |
| | T Cyl. | A=100,4 | C=103,5 | L=222 | H=5,2 | | | 89 177 190 semi (89 542) | 40 155 960 |

T

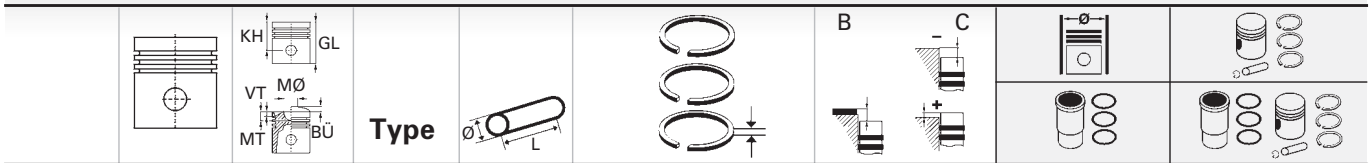


|  | Cyl. |  mm | cm ³ |  | Comp. Ratio ε | kW | PS | Pos |
|---|----------|--|-----------------|---|------------------|-----|-----|-----|
| MX 265 S Euro 4/5 | D (LA) 6 | 130 x 162 | 12900 | 4 | 16,4:1 | 265 | 360 | 1 |
| MX 300 S Euro 4/5 | D (LA) 6 | 130 x 162 | 12900 | 4 | 16,4:1 | 300 | 408 | 1 |
| MX 340 S Euro 4/5 | D (LA) 6 | 130 x 162 | 12900 | 4 | 16,4:1 | 340 | 462 | 2 |
| MX 375 S Euro 4/5 | D (LA) 6 | 130 x 162 | 12900 | 4 | 16,4:1 | 375 | 510 | 2 |



|  | |  | Pos |  | |  | Pos |
|---|-----------|---|-----|--|--|---|-----|
| PHOENIX | | | | | | | |
| Phoenix 360 | 11.2011 → | MX 265 S | D | 1 | | | |
| Phoenix 410 | 11.2011 → | MX 300 S | D | 1 | | | |
| Phoenix 460 | 11.2011 → | MX 340 S | D | 2 | | | |
| Phoenix 510 | 11.2011 → | MX 375 S | D | 2 | | | |

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| | | | | | | | | | | | | | | | | | | | |
|--------------------------|-----------|------------|---|-----------------------|----|--------|----------|--------|-----------|--|--|--|--|--|--|--|--|--|--|
| 1 | | 130 | | | | | | | | | | | | | | | | | |
| MX 265 S Euro 4/5 | 11.2011 → | D (LA) | 6 | 12900 cm ³ | 4V | 265 kW | (360 PS) | 16,4:1 | 162,00 mm | | | | | | | | | | |
| MX 300 S Euro 4/5 | 11.2011 → | D (LA) | 6 | 12900 cm ³ | 4V | 300 kW | (408 PS) | 16,4:1 | 162,00 mm | | | | | | | | | | |

| | | | | | | | | | |
|----------|--------|---|---------------------------------|-----------|-------------------------------|--------------------------------------|--|--------------------------------------|--------------------------------------|
| | 6 | KH 82 VT1 -2,00 MT -17,5 MØ 90,8 GL 126 | RTK TPL KBB KKK LOX | 55 106 | 1 T15 3 1 M 2,5 1 DSF 3 | DC ST G3 DC | | 130,00 | 40 733 600 <small>NEW</small> |
| | N Cyl. | A=146 X=15 | C=157,6 | L=266,9 | H+F=12,03+0,95 | 2 EP 146 x 157,4 x 5 1 FP 146 x 5 | 89 861 110 <small>NEW</small> (89 827) | 40 733 960 <small>NEW</small> | |

| | | | | | | | | | | | | | | | | | | | |
|--------------------------|-----------|------------|---|-----------------------|----|--------|----------|--------|-----------|--|--|--|--|--|--|--|--|--|--|
| 2 | | 130 | | | | | | | | | | | | | | | | | |
| MX 340 S Euro 4/5 | 11.2011 → | D (LA) | 6 | 12900 cm ³ | 4V | 340 kW | (462 PS) | 16,4:1 | 162,00 mm | | | | | | | | | | |
| MX 375 S Euro 4/5 | 11.2011 → | D (LA) | 6 | 12900 cm ³ | 4V | 375 kW | (510 PS) | 16,4:1 | 162,00 mm | | | | | | | | | | |

| | | | | | | | | |
|--|--------|---------------|---------|---------|----------------|--------------------------------------|--|--|
| | N Cyl. | A=146 X=15 | C=157,6 | L=266,9 | H+F=12,03+0,95 | 2 EP 146 x 157,4 x 5 1 FP 146 x 5 | 89 861 110 <small>NEW</small> (89 827) | |
| | | | | | | | | |









TEMA TERRA







MERCEDES-BENZ **562**
PERKINS **738**
SCANIA **863**

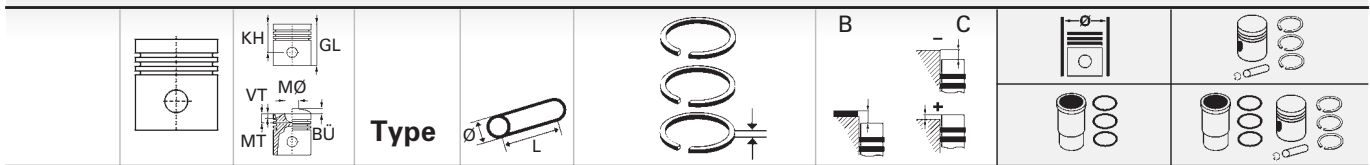


| | | Cyl. |  mm | cm ³ |  | Comp. Ratio ϵ | kW | PS | Pos |
|-----------------|--------|------|--|-----------------|---|------------------------|---------|---------|-----|
| | | | | | | | | | |
| B | D | 4 | 95 x 105 | 2977 | 2 | 21:1 | 59-63 | 80-85 | 14 |
| DV4TD (8HS) | D (LA) | 4 | 73,7 x 82 | 1398 | 2 | 17,9:1 | 40-50 | 54-68 | 3 |
| OM 314.910 | D | 4 | 97 x 128 | 3780 | 2 | 17:1 | 63 | 85 | 18 |
| 1CD-FTV (81 kW) | D (LA) | 4 | 82,2 x 94 | 1995 | 4 | 18,6:1 | 81-85 | 110-116 | 6 |
| 1HD-FT | D (LA) | 6 | 94 x 100 | 4164 | 4 | 18,8:1 | 125 | 170 | 12 |
| 1HD-T | D (A) | 6 | 94 x 100 | 4164 | 2 | 18,6:1 | 121-125 | 165-170 | 12 |
| 1HZ | D | 6 | 94 x 100 | 4164 | 2 | 22,7:1 | 96-99 | 130-135 | 12 |
| 1KD-FTV | D (LA) | 4 | 96 x 103 | 2982 | 4 | 17,9:1 | 118-127 | 161-173 | 17 |
| 1KZ-TE | D (A) | 4 | 96 x 103 | 2982 | 2 | 21,2:1 | 97 | 130 | 16 |
| 1ND-TV (53 kW) | D (LA) | 4 | 73 x 81,5 | 1364 | 2 | 18,5:1 | 53-55 | 72-75 | 1 |
| 1ND-TV (66 kW) | D (LA) | 4 | 73 x 81,5 | 1364 | 2 | 16,5:1 | 66 | 90 | 2 |
| 1Z | D | 4 | 96 x 102 | 2953 | 2 | | | | 16 |
| 1ZZ-FE | B | 4 | 79 x 91,5 | 1794 | 4 | 10,5:1 | 92-107 | 125-145 | 4 |
| 11B | D | 4 | 95 x 105 | 2977 | 2 | 21:1 | 60 | 82 | 15 |
| 2L | D | 4 | 92 x 92 | 2466 | 2 | 22,3:1 | 53-62 | 72-85 | 9 |
| 2L-II | D | 4 | 92 x 92 | 2446 | 2 | 22:1 | 62 | 84 | 11 |
| 2L-T | D (A) | 4 | 92 x 92 | 2446 | 2 | 20:1 | 62-71 | 85-96 | 10 |
| 2TR-FE | B | 4 | 95 x 95 | 2694 | 4 | 9,6:1 | 111-120 | 151-163 | 13 |
| 3S-FE (89 kW) | B | 4 | 86 x 86 | 1998 | 4 | 9,3:1 | 85-96 | 116-130 | 7 |
| 3ZZ-FE | B | 4 | 79 x 81,5 | 1598 | 4 | 10,5:1 | 81 | 110 | 5 |
| 5S-FE (100 kW) | B | 4 | 87,1 x 90,9 | 2164 | 4 | 9,5:1 | 96-101 | 131-135 | 8 |

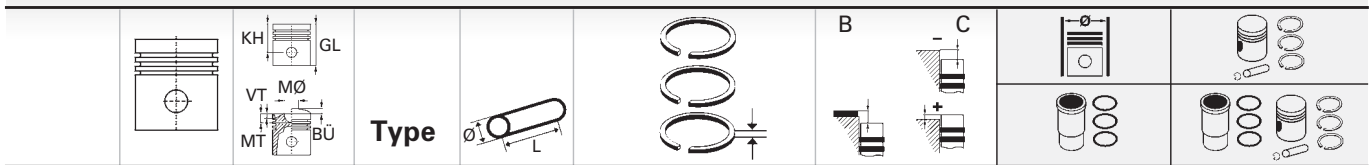
|  | |  | Pos |  | |  | Pos |
|---|-------------------|---|------|--|-------------------|---|------|
| ALLION | | | | Crown 2.4 D | 08.1983 → | 2L | D 9 |
| Allion 1.8i 16V | 05.2002 → 2006 | 1ZZ-FE | B 4 | Crown 2.4 TD | 08.1982 → 08.1986 | 2L-T | D 10 |
| AURIS | | | | DYNA | | | |
| Auris 1.4 D-4D | 02.2007 → | 1ND-TV (66 kW) | D 2 | Dyna 3.0 D | 09.1984 → 08.1987 | 11B | D 15 |
| AVENSIS I | | | | DYNA 100 | | | |
| Avensis I 1.6i 16V | 08.2000 → 01.2003 | 3ZZ-FE | B 5 | Dyna 100 2.5 D | 08.1985 → 05.1995 | 2L | D 9 |
| Avensis I 1.8i 16V | 08.2000 → 03.2003 | 1ZZ-FE | B 4 | DYNA 150 | | | |
| Avensis I 2.0 D-4D 16V | 08.1999 → 01.2003 | 1CD-FTV (81 kW) | D 6 | Dyna 150 2.5 D | 08.1985 → 08.1988 | 2L | D 9 |
| AVENSIS II | | | | Dyna 150 3.0 D-4D 24V | | 1KD-FTV | D 17 |
| Avensis II 1.6i 16V | 02.2003 → 12.2008 | 3ZZ-FE | B 5 | DYNA 200 | | | |
| Avensis II 1.8i 16V | 04.2003 → 12.2008 | 1ZZ-FE | B 4 | Dyna 200 3.0 D | 09.1994 → 05.1995 | B | D 14 |
| Avensis II 2.0 D-4D 16V | 02.2003 → 12.2008 | 1CD-FTV (81 kW) | D 6 | Dyna 200 3.0 D | 09.1994 → 05.1995 | 11B | D 15 |
| AVENSO VERSO | | | | FJ40 | | | |
| Avensis Verso 2.0 D-4D 16V | 05.2001 → | 1CD-FTV (81 kW) | D 6 | FJ40 3.0 D | 01.1974 → 1979 | B | D 14 |
| AYGO | | | | FORTUNER | | | |
| Aygo 1.4 D-4D | 07.2005 → | DV4TD (8HS) | D 3 | Fortuner 2.7i 16V | 01.2005 → | 2TR-FE | B 13 |
| BANDEIRANTE | | | | Fortuner 3.0 D-4D 16V | 01.2005 → | 1KD-FTV | D 17 |
| Bandeirante 3.8 D | 01.1984 → 2001 | OM 314.910 | D 18 | GABELSTAPLER / FORKLIFT | | | |
| BLIZZARD | | | | Gabelstapler/Forklift 3.0 | 01.1990 → | 1Z | D 16 |
| Blizzard 2.4 D | 07.1984 → | 2L | D 9 | HIACE | | | |
| Blizzard 2.4 TD | 07.1984 → 08.1988 | 2L-T | D 10 | HiAce 2.4 D | 01.1984 → 07.1995 | 2L | D 9 |
| CALDINA | | | | HiAce 2.4 D | 08.1989 → 07.1995 | 2L-II | D 11 |
| Caldina 1.8i 16V | 09.2002 → 2007 | 1ZZ-FE | B 4 | HiAce 2.7i 16V | | 2TR-FE | B 13 |
| CAMRY | | | | HiAce 3.0 D | 09.1977 → | B | D 14 |
| Camry 2.0i 16V | 12.1986 → 05.1991 | 3S-FE (89 kW) | B 7 | HiAce 3.0 D-4D 24V | | 1KD-FTV | D 17 |
| Camry 2.2i 16V | 09.1991 → 11.2001 | 5S-FE (100 kW) | B 8 | HiAce 3.0 TD | | 1KZ-TE | D 16 |
| CAMRY SOLARA | | | | HILUX | | | |
| Camry Solara 2.2i 16V | 10.1998 → 2003 | 5S-FE (100 kW) | B 8 | HiLux 2.4 D | 01.1978 → 11.1989 | 2L | D 9 |
| CARINA II | | | | HiLux 2.4 D | 08.1988 → 08.1997 | 2L-II | D 11 |
| Carina II 2.0i 16V | 12.1987 → 04.1992 | 3S-FE (89 kW) | B 7 | HiLux 2.7i 16V | 2006 → | 2TR-FE | B 13 |
| CARINA E | | | | HiLux 3.0 TD | 07.2000 → 02.2002 | 1KZ-TE | D 16 |
| Carina E 2.0i 16V | 03.1992 → 09.1997 | 3S-FE (89 kW) | B 7 | HiLux 3.0 TCi 24V | 08.2000 → | 1KD-FTV | D 17 |
| CELICA | | | | HiLux 3.0 D-4D 24V | | 1KD-FTV | D 17 |
| Celica 1.8i 16V | 11.1999 → 11.2004 | 1ZZ-FE | B 4 | IPSUM | | | |
| Celica 2.0i 16V | 01.1986 → 12.1989 | 3S-FE (89 kW) | B 7 | Ipsum 2.0 D-4D 16V | 06.2001 → | 1CD-FTV (81 kW) | D 6 |
| Celica 2.2i 16V | 11.1989 → 10.1999 | 5S-FE (100 kW) | B 8 | IQ | | | |
| CHASER | | | | iQ 1.4 D-4D | 01.2009 → | 1ND-TV (66 kW) | D 2 |
| Chaser 2.4 D | 08.1988 → | 2L | D 9 | ISIS | | | |
| Chaser 2.4 TD | 08.1980 → 08.1988 | 2L-T | D 10 | Isis 1.8i 16V | 09.2004 → | 1ZZ-FE | B 4 |
| COASTER | | | | IST | | | |
| Coaster 3.0 D | 01.1975 → 1984 | B | D 14 | Ist 1.4 D-4D | 01.2002 → 2007 | 1ND-TV (53 kW) | D 1 |
| Coaster 4.2 D | 01.1993 → 05.1997 | 1HZ | D 12 | Ist 1.4 D-4D | 10.2008 → | 1ND-TV (66 kW) | D 2 |
| Coaster 4.2 TD | 01.1990 → 01.1993 | 1HD-T | D 12 | LAND CRUISER | | | |
| COMMUTER | | | | Land Cruiser 2.4 D | 11.1984 → 03.1990 | 2L | D 9 |
| Commuter 2.7i 16V | 09.2007 → | 2TR-FE | B 13 | Land Cruiser 2.4 TD | 11.1984 → 03.1990 | 2L-T | D 10 |
| COROLLA VIII | | | | Land Cruiser 2.7i 16V | 2003 → | 2TR-FE | B 13 |
| Corolla VIII 1.6i 16V | 10.1999 → 09.2001 | 3ZZ-FE | B 5 | Land Cruiser 3.0 D | 08.1980 → 10.1984 | B | D 14 |
| COROLLA IX | | | | Land Cruiser 3.0 TD | 01.1993 → | 1KZ-TE | D 16 |
| Corolla IX 1.4 D-4D | 07.2004 → 01.2007 | 1ND-TV (66 kW) | D 2 | Land Cruiser 3.0 D-4D 24V | 08.2000 → | 1KD-FTV | D 17 |
| Corolla IX 1.6i 16V | 01.2002 → | 3ZZ-FE | B 5 | Land Cruiser 4.2 D | 01.1990 → 08.1999 | 1HZ | D 12 |
| Corolla IX 1.8i 16V | 10.2001 → | 1ZZ-FE | B 4 | Land Cruiser 4.2 TD | 01.1990 → 01.1998 | 1HD-T | D 12 |
| Corolla IX 2.0 D-4D 16V | 10.2001 → | 1CD-FTV (81 kW) | D 6 | Land Cruiser 4,2 TD 24V | 01.1995 → 01.1998 | 1HD-FT | D 12 |
| COROLLA IX VERSO | | | | MARK II | | | |
| Corolla Verso IX 1.6i 16V | 09.2001 → | 3ZZ-FE | B 5 | Mark II 2.4 D | 01.1985 → 1994 | 2L | D 9 |
| Corolla Verso IX 1.8i 16V | 03.2003 → | 1ZZ-FE | B 4 | Mark II 2.4 TD | 01.1984 → 08.1988 | 2L-T | D 10 |
| Corolla Verso IX 2.0 D-4D 16V | 06.2003 → 2006 | 1CD-FTV (81 kW) | D 6 | MATRIX | | | |
| CORONA | | | | Matrix 1.8i 16V | 10.2002 → | 1ZZ-FE | B 4 |
| Corona 2.0i 16V | 12.1987 → 02.1992 | 3S-FE (89 kW) | B 7 | MR2 | | | |
| CRESSIDA | | | | MR2 1.8i 16V | 2000 → 12.2005 | 1ZZ-FE | B 4 |
| Cressida 2.4 D | 08.1984 → 08.1996 | 2L | D 9 | MR2 2.0i 16V | 12.1989 → 09.1999 | 3S-FE (89 kW) | B 7 |
| Cressida 2.4 TD | 08.1984 → 08.1986 | 2L-T | D 10 | MR2 2.2i 16V | 04.1989 → 09.1999 | 5S-FE (100 kW) | B 8 |
| CRESTA | | | | OPA | | | |
| Cresta 2.4 D | 03.1980 → | 2L | D 9 | Opa 1.8i 16V | 01.2000 → 12.2005 | 1ZZ-FE | B 4 |
| Cresta 2.4 D | 08.1988 → | 2L-II | D 11 | PICNIC | | | |
| Cresta 2.4 TD | 03.1980 → 08.1988 | 2L-T | D 10 | Picnic 2.0i 16V | 12.1996 → 12.2001 | 3S-FE (89 kW) | B 7 |
| CROWN | | | | PRADO | | | |
| | | | | Prado 2.4 TD | 11.1984 → 03.1990 | 2L-T | D 10 |



















|  | |  | | Pos |  | |  | | Pos |
|---|-------------------|---|---|-----|--|--|---|--|-----|
| Prado 2.4 D | 11.1984 → 03.1990 | 2L | D | 9 | | | | | |
| Prado 2.7i 16V | 09.2004 → | 2TR-FE | B | 13 | | | | | |
| Prado 3.0 TD | 05.1996 → | 1KZ-TE | D | 16 | | | | | |
| Prado 3.0 D-4D 24V | 07.2000 → | 1KD-FTV | D | 17 | | | | | |
| PREMIO | | | | | | | | | |
| Premio 1.8i 16V | 12.2001 → | 1ZZ-FE | B | 4 | | | | | |
| PREVIA | | | | | | | | | |
| Previa 2.0 D-4D 16V | 02.2001 → 2005 | 1CD-FTV (81 kW) | D | 6 | | | | | |
| RAV4 | | | | | | | | | |
| RAV4 1.8i 16V | 02.2001 → 02.2006 | 1ZZ-FE | B | 4 | | | | | |
| RAV4 2.0i 16V | 04.1994 → 08.2000 | 3S-FE (89 kW) | B | 7 | | | | | |
| RAV4 2.0 D-4D 16V | 05.2001 → 02.2006 | 1CD-FTV (81 kW) | D | 6 | | | | | |
| SPACIO | | | | | | | | | |
| Spacio 1.8i 16V | 01.2001 → | 1ZZ-FE | B | 4 | | | | | |
| TACOMA | | | | | | | | | |
| Tacoma 2.7i 16V | 2005 → | 2TR-FE | B | 13 | | | | | |
| TOYOACE | | | | | | | | | |
| ToyoAce 2.4 D | 08.1983 → 07.1985 | 2L | D | 9 | | | | | |
| ToyoAce 3.0 D | 01.1972 → | B | D | 14 | | | | | |
| URBAN CRUISER | | | | | | | | | |
| Urban Cruiser 1.4 D-4D | 04.2009 → | 1ND-TV (66 kW) | D | 2 | | | | | |
| VENTURY | | | | | | | | | |
| Ventury 2.7i 16V | 01.2007 → | 2TR-FE | B | 13 | | | | | |
| VERSO S | | | | | | | | | |
| Verso S 1.4 D-4D 16V | 11.2010 → | 1ND-TV (66 kW) | D | 2 | | | | | |
| VISTA | | | | | | | | | |
| Vista 1.8i 16V | 08.1998 → 07.2003 | 1ZZ-FE | B | 4 | | | | | |
| Vista 2.0i 16V | 08.1986 → 1998 | 3S-FE (89 kW) | B | 7 | | | | | |
| VITZ | | | | | | | | | |
| Vitz 1.4 D-4D | 11.1999 → 2005 | 1ND-TV (53 kW) | D | 1 | | | | | |
| Vitz 1.4 D-4D | 2005 → | 1ND-TV (66 kW) | D | 2 | | | | | |
| WISH | | | | | | | | | |
| Wish 1.8i 16V | 01.2003 → | 1ZZ-FE | B | 4 | | | | | |
| YARIS I | | | | | | | | | |
| Yaris I 1.4 D-4D | 08.2001 → 09.2005 | 1ND-TV (53 kW) | D | 1 | | | | | |
| YARIS II | | | | | | | | | |
| Yaris II 1.4 D-4D | 01.2006 → | 1ND-TV (66 kW) | D | 2 | | | | | |
| YARIS Verso | | | | | | | | | |
| Yaris Verso 1.4 D-4D | 08.2001 → 09.2005 | 1ND-TV (53 kW) | D | 1 | | | | | |
| 4-RUNNER | | | | | | | | | |
| 4-Runner 3.0 TD | 04.1996 → 2002 | 1KZ-TE | D | 16 | | | | | |



| <div style="display: flex; align-items: center;"> <div style="background-color: black; color: white; padding: 2px 5px; font-weight: bold;">1</div> <div style="margin-left: 5px;"> 73 </div> </div> | | | | | | | | | | | |
|--|---|---|--|--|------|-----------------------------------|-------------------------|--|-------------------------------|----------------|--|
| 1ND-TV (53 kW) | | 11.1999 → 2007 | | D | (LA) | 4 | 1364 cm ³ 2V | | 53-55 kW (72-75 PS) 18,5:1 | | 81,50 mm |
| | 4 | KH 41,7 VT1 -0,90 VT2 -0,90 MT -14,5 MØ 36 GL 64,1 | RTK KKK | 27 59 | | 1 R 1,5 1 M 1,5 1 DSF 3 | NT ST NT ST | | | 73,02 73,52 | 40 293 600 40 293 620 |
| | | | | | | | | | | | |
| <div style="display: flex; align-items: center;"> <div style="background-color: black; color: white; padding: 2px 5px; font-weight: bold;">2</div> <div style="margin-left: 5px;"> 73 </div> </div> | | | | | | | | | | | |
| 1ND-TV (66 kW) | | 07.2004 → | | D | (LA) | 4 | 1364 cm ³ 2V | | 66 kW (90 PS) 16,5:1 | | 81,50 mm |
| | 4 | KH 41,9 VT1 -0,90 VT2 -0,90 MT -14,5 MØ 36,7 GL 64,3 | RTK KKK NHA | 27 59 | | 1 R 1,5 1 M 1,5 1 DSF 3 | NT ST NT ST | | | 73,02 73,52 | 40 294 600 40 294 620 |
| | | | | | | | | | | | |
| <div style="display: flex; align-items: center;"> <div style="background-color: black; color: white; padding: 2px 5px; font-weight: bold;">3</div> <div style="margin-left: 5px;"> 73,7 </div> </div> | | | | | | | | | | | |
| DV4TD (8HS) | | 07.2005 → | | D | (LA) | 4 | 1398 cm ³ 2V | | 40-50 kW (54-68 PS) 17,9:1 | | 82,00 mm |
| | 4 | KH 42,94 VT1 -1,55 MT -14,7 MØ 37,16 GL 65,44 | RTK TPL | 25 60 | | 1 T6 2,5 1 M 1,95 1 DSF 2,5 | CK G6 G3 CR | | | 73,71 74,21 | 40 469 600 [1] 40 469 610 [1] |
| | | | | | | | | | | | |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | | | | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor ширина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | | | | |
| | 1 | 1,35 | +0,771 | +0,820 | | | | | | | |
| | 2 | 1,25 | +0,6115 | +0,720 | | | | | | | |
| | 3 | 1,30 | +0,721 | +0,770 | | | | | | | |
| | 4 | 1,40 | +0,821 | +0,870 | | | | | | | |
| | 5 | 1,45 | +0,871 | +0,977 | | | | | | | |
| <div style="display: flex; align-items: center;"> <div style="background-color: black; color: white; padding: 2px 5px; font-weight: bold;">4</div> <div style="margin-left: 5px;"> 79 </div> </div> | | | | | | | | | | | |
| 1ZZ-FE | | 08.1998 → | | B | | 4 | 1794 cm ³ 4V | | 92-107 kW (125-145 PS) 10,5:1 | | 91,50 mm |
| | 4 | KH 28,8 MT -6,6 GL 51,7 | | 20 50 | | 1 R 1,2 1 NM 1,2 1 SLF 3 | CR ST G3 CR | | | 79,00 79,50 | 40 081 600 40 081 620 |
| | 5015 | | | | | | | | | | |



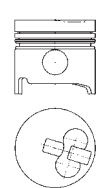
| 5 | |  79 | | | | | | | | | | | | | |
|--|--|---|--|----------|--|-------------|--|-------------------------|--|-----------|--|---------------------|--|-------------------|--|
| 3ZZ-FE | | 10.1999 → | | B | | 4 | | 1598 cm ³ 4V | | 81 kW | | (110 PS) 10,5:1 | | 81,50 mm | |
|  | | 4 | | KH 28,8 | | 20 | | 1 R 1,2 CR ST | | | | 79,00 | | 40 080 600 | |
| 5014 | | MT -3,8 | | 50 | | 1 NM 1,2 G3 | | 1 SLF 3 CR | | | | 79,50 | | 40 080 620 | |
|  | | | | | | | | | | | | | | | |
| 6 | |  82,2 | | | | | | | | | | | | | |
| 1CD-FTV (81 kW) | | 08.1999 → | | D (LA) | | 4 | | 1995 cm ³ 4V | | 81-85 kW | | (110-116 PS) 18,6:1 | | 94,00 mm | |
|  | | 4 | | KH 47,8 | | 31 | | 1 R 1,95 CR ST | | | | 82,21 | | 40 292 600 | |
| | | VT1 -0,60 | | RTK | | 68 | | 1 M 1,5 | | | | 82,71 | | 40 292 620 | |
| | | VT2 -0,90 | | KKK | | | | 1 DSF 3 NT ST | | | | | | | |
| | | MT -15,5 | | | | | | | | | | | | | |
| | | MØ 40,5 | | | | | | | | | | | | | |
| | | GL 74,8 | | | | | | | | | | | | | |
|  | | T Cyl. | | A=86,2 | | L=151 | | | | | | 89 836 190 | | 40 292 960 | |
|  | | | | | | | | | | | | semi | | | |
| 7 | |  86 | | | | | | | | | | | | | |
| 3S-FE (89 kW) | | 01.1986 → 12.2001 | | B | | 4 | | 1998 cm ³ 4V | | 85-96 kW | | (116-130 PS) 9,3:1 | | 86,00 mm | |
|  | | 4 | | KH 35,5 | | 20 | | 1 R 1,5 CR G6 | | | | 86,50 | | 40 068 610 | |
| | | MT -4,5 | | | | 66 | | 1 M 1,5 CR | | | | | | [1] | |
| | | GL 68,5 | | | | | | 1 SLF 4 CR | | | | | | | |
|  | | | | | | | | | | | | | | | |
| [1] | | → 01.1992 | | | | | | | | | | | | | |
| 8 | |  87,1 | | | | | | | | | | | | | |
| 5S-FE (100 kW) | | 04.1989 → 2003 | | B | | 4 | | 2164 cm ³ 4V | | 96-101 kW | | (131-135 PS) 9,5:1 | | 90,90 mm | |
|  | | 4 | | KH 32,5 | | 22 | | 1 R 1,5 CR ST | | | | 87,50 | | 40 065 610 | |
| | | MT -4,8 | | | | 66 | | 1 M 1,5 CR | | | | | | | |
| | | MØ 75 | | | | | | 1 SLF 4 CR | | | | | | | |
| | | GL 63 | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | |
| 9 | |  92 | | | | | | | | | | | | | |
| 2L | | 01.1978 → | | D | | 4 | | 2466 cm ³ 2V | | 53-62 kW | | (72-85 PS) 22,3:1 | | 92,00 mm | |
|  | | 4 | | KH 49,25 | | 27 | | 1 ET 2 CR G6 | | | | 92,00 | | 90 739 700 | |
| | | MT -1,5 | | | | 74 | | 1 M 2 | | | | 92,50 | | 90 739 710 | |
| | | GL 86,15 | | | | | | 1 DSF 4 CR | | | | 93,00 | | 90 739 720 | |
|  | | | | | | | | | | | | | | | |
| Fortsetzung nächste Seite / continued on next page / suite page suivante / continuación página próxima / Продолжение на следующей странице | | | | | | | | | | | | | | | |



| | T Cyl. | A=96 | C=100,7 | L=160,5 | H+F=3,5+1 | | | |
|-----|---|---|---|--|-----------|--|--|--|
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor ширина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | |
| | B | 1,40-1,50 | +0,68 | +0,77 | | | | |
| | D | 1,51-1,60 | +0,78 | +0,87 | | | | |
| | F | 1,61-1,70 | +0,88 | +0,97 | | | | |

10

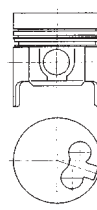
92

2L-T 03.1980 → 03.1990 D (A) 4 2446 cm³ 2V 62-71 kW (85-96 PS) 20:1 92,00 mm

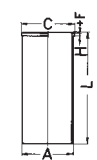
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|---|-------------------------------|-----|----------|-------------------------------------|--|--|-------------------------|--|
| 4 | KH 49,2 MT -2,3 GL 86,2 | RTK | 29 74 | 1 ET 2 CR 1 R 2 CR 1 DSF 4 CR | | | 92,02 92,52 93,02 | 94 758 600 94 758 610 94 758 620 |
|---|-------------------------------|-----|----------|-------------------------------------|--|--|-------------------------|--|

11

92

2L-II 08.1988 → D 4 2446 cm³ 2V 62 kW (84 PS) 22:1 92,00 mm

| | | | | | | | | |
|---|-------------------------------|-----|----------|--|--|--|-------------------------|--|
| 4 | KH 44,3 MT -1,5 GL 80,3 | RTK | 27 70 | 1 ET 2 CR G6 1 M 2 CR 1 DSF 4 CR | | | 92,02 92,52 93,02 | 94 756 600 94 756 610 94 756 620 |
|---|-------------------------------|-----|----------|--|--|--|-------------------------|--|



| | | | | | | | | |
|--------|------|---------|---------|-----------|--|--|--------------------|------------|
| T Cyl. | A=96 | C=100,7 | L=160,5 | H+F=3,5+1 | | | 89 850 190 semi | 94 756 961 |
|--------|------|---------|---------|-----------|--|--|--------------------|------------|

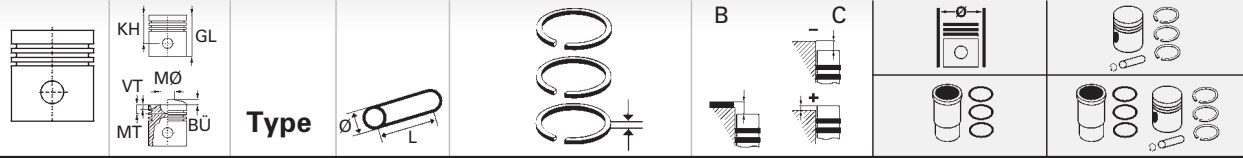
12

94

1HD-FT 01.1995 → 01.1998 D (LA) 6 4164 cm³ 4V 125 kW (170 PS) 18,8:1 100,00 mm
 1HD-T 01.1990 → 01.1998 D (A) 6 4164 cm³ 2V 121-125 kW (165-170 PS) 18,6:1 100,00 mm
 1HZ 01.1990 → 08.1999 D 6 4164 cm³ 2V 96-99 kW (130-135 PS) 22,7:1 100,00 mm



| | | | | | | | | |
|--------|------|--|---------|--|--|--|--------------------|--|
| T Cyl. | A=98 | | L=166,5 | | | | 89 822 190 semi | |
|--------|------|--|---------|--|--|--|--------------------|--|



| | | | | | | | | | |
|---------------|--------|---|------------|----------------------|--------------------------------|----------------|--------------|--------------|-------------------|
| 13 | | 95 | | | | | | | |
| 2TR-FE | 2003 → | B | 4 | 2694 cm ³ | 4V | 111-120 kW | (151-163 PS) | 9,6:1 | 95,00 mm |
| | 4 | KH 39,3 MT -8,5 GL 59,3 KH 39,3 MT -8,5 MØ 73 GL 59,3 | LOX NHA | 22 62 | 1 R 1,2 1 NM 1,2 1 DSF 2 | NT ST NT ST | | 95,00 | 41 011 606 |
| | | | | | | | | 95,50 | 41 011 616 |
| | | | | | | | | 96,00 | 41 011 626 |

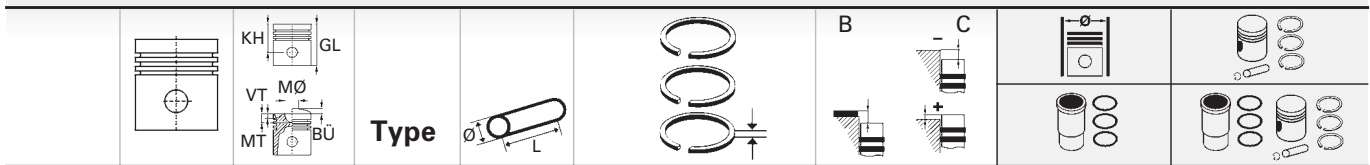
| | | | | | | | | | |
|-----------|-----------|-----------|----------|----------------------|------------|----------|------------|---------------------------|-----------|
| 14 | | 95 | | | | | | | |
| B | 01.1972 → | D | 4 | 2977 cm ³ | 2V | 59-63 kW | (80-85 PS) | 21:1 | 105,00 mm |
| | T Cyl. | A=99 | C=104,65 | L=191 | H+F=2,5+1 | | | 89 852 190 semi | |
| | T Cyl. | A=102 | C=107,65 | L=190 | H+F=2,55+1 | | | 89 358 190 semi | |

| | | | | | | | | | |
|------------|-------------------|-----------|----------|----------------------|-----------|-------|---------|---------------------------|-----------|
| 15 | | 95 | | | | | | | |
| 11B | 09.1984 → 05.1995 | D | 4 | 2977 cm ³ | 2V | 60 kW | (82 PS) | 21:1 | 105,00 mm |
| | T Cyl. | A=99 | C=104,65 | L=191 | H+F=2,5+1 | | | 89 852 190 semi | |

| | | | | | | | | | |
|---------------|-----------|-----------|---------|----------------------|-----|-------|----------|---------------------------|-----------|
| 16 | | 96 | | | | | | | |
| 1KZ-TE | 01.1993 → | D (A) | 4 | 2982 cm ³ | 2V | 97 kW | (130 PS) | 21,2:1 | 103,00 mm |
| 1Z | 01.1990 → | D | 4 | 2953 cm ³ | 2V | | | | 102,00 mm |
| | T Cyl. | A=100 | C=105,8 | L=182,5 | H=8 | | | 89 823 190 semi | |

| | | | | | | | | | |
|----------------|-----------|-----------|---|----------------------|----|------------|--------------|---------------------------|-----------|
| 17 | | 96 | | | | | | | |
| 1KD-FTV | 07.2000 → | D (LA) | 4 | 2982 cm ³ | 4V | 118-127 kW | (161-173 PS) | 17,9:1 | 103,00 mm |
| | T Cyl. | A=99 | | L=170 | | | | 89 837 190 semi | |

T



| 18 | | 97 | | | | | | | | | | | |
|------------|-------------|----------------|---------|-------|-------|-------------------------|-----|-------|----------------|--------------|--|--------------------------------|--|
| OM 314.910 | | 01.1984 → 2001 | | D | 4 | 3780 cm ³ 2V | | 63 kW | | (85 PS) 17:1 | | 128,00 mm | |
| | 4 | KH 65,2 | RTK | 36 | 1 T6 | 3 | CR | G6 | -0,07 +0,30 | 97,00 | | 90 274 800 | |
| | 097 007 | MT -20 | URK | | 82,5 | 2 M | 3 | | | | | | |
| | | MØ 55 | | | | 1 DSF | 5,5 | CR | | | | | |
| | | GL 115,7 | | | 1 S | 5,5 | | | | | | | |
| | | KH 64,8 | HKÜ | | | | | | | 97,50 | | 90 274 830 | |
| | | MT -20 | | | | | | | | | | | |
| | | MØ 55 | | | | | | | | | | | |
| | | GL 115,3 | | | | | | | | | | | |
| | | KH 64,6 | HKÜ | | | | | | | 98,00 | | 90 274 840 (90 277) | |
| | | MT -20 | | | | | | | | | | | |
| | | MØ 55 | | | | | | | | | | | |
| | | GL 115,1 | | | | | | | | | | | |
| | T Cyl. | A=100,4 | C=103,5 | L=222 | H=5,2 | | | | | 89 177 190 | | 90 274 982 | |
| | | | | | | | | | | semi | | | |
| | | | | | | | | | | (89 542) | | | |
| | T Cyl. | A=101 | C=104 | L=222 | H=5,2 | | | | | 89 178 190 | | 90 274 980 | |
| | | | | | | | | | | semi | | | |
| | | | | | | | | | | (88 867) | | | |
| | T Cyl. | A=103 | C=106 | L=222 | H=5,2 | | | | | 89 069 190 | | 90 274 981 | |
| | | | | | | | | | | semi | | | |
| | | | | | | | | | | | | | |
| | 4 | KH 65,2 | RTK | 36 | 1 T6 | 3 | CR | G6 | -0,07 +0,30 | 97,00 | | 93 882 600 | |
| | 097 007 | MT -20 | URK | | 82,5 | 2 M | 3 | | | | | | |
| | | MØ 55 | | | | 1 DSF | 5,5 | CR | | | | | |
| | | GL 115,7 | | | | | | | | | | | |
| | | KH 64,9 | HKÜ | | | | | | | 97,50 | | 93 882 630 | |
| | | MT -20 | | | | | | | | | | | |
| | | MØ 55 | | | | | | | | | | | |
| | | GL 115,4 | | | | | | | | | | | |
| | | KH 64,6 | HKÜ | | | | | | | 98,00 | | 93 882 640 (92 568, 93 709) | |
| | | MT -20 | | | | | | | | | | | |
| | | MØ 55 | | | | | | | | | | | |
| | | GL 115,1 | | | | | | | | | | | |
| | T Cyl. | A=100,4 | C=103,5 | L=222 | H=5,2 | | | | | 89 177 190 | | 93 882 962 | |
| | | | | | | | | | | semi | | | |
| | | | | | | | | | | (89 542) | | | |
| | T Cyl. | A=101 | C=104 | L=222 | H=5,2 | | | | | 89 178 190 | | 93 882 960 | |
| | | | | | | | | | | semi | | | |
| | | | | | | | | | | (88 867) | | | |
| | T Cyl. | A=103 | C=106 | L=222 | H=5,2 | | | | | 89 069 190 | | 93 882 961 | |
| | | | | | | | | | | semi | | | |
| | | | | | | | | | | | | | |
| | 4 | KH 65 | RTK | 36 | 1 T6 | 3 | CR | G6 | -0,07 +0,30 | 97,50 | | 93 794 700 [1] | |
| | 097 007 | MT -20 | URK | | 82,5 | 2 M | 3 | | | | | | |
| | | MØ 55 | | | | 1 DSF | 5,5 | CR | | | | | |
| | | GL 115,5 | | | 1 S | 5,5 | | | | | | | |
| | | KH 64,9 | HKÜ | | | | | | | 98,00 | | 93 794 710 [1] | |
| | | MT -20 | | | | | | | | | | | |
| | | MØ 55 | | | | | | | | | | | |
| | | GL 115,4 | | | | | | | | | | | |
| [1] | KH -0,20 mm | | | | | | | | | | | | |



| | | | | | | | |
|-------------|--|--|--|--|--|--|--|
| | | | | | | | |
| Type | | | | | | | |




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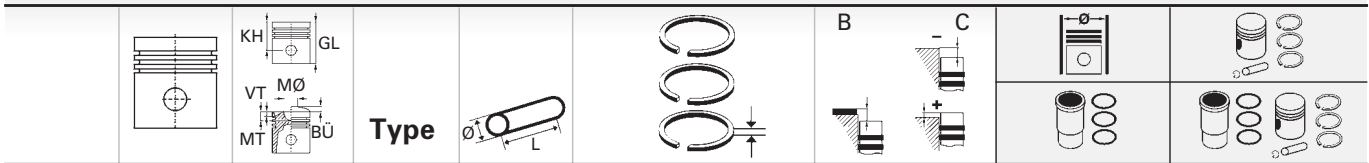
|  | | | Cyl. |  mm | cm ³ |  | Comp. Ratio ε | kW | PS | Pos |
|---|---|---|------|--|-----------------|---|------------------|----|----|-----|
| D 115 | D | 3 | | 95 x 110 | 2340 | 2 | 17:1 | 33 | 45 | 1 |
| D 121 | D | 6 | | 95 x 110 | 4678 | 2 | 17:1 | 41 | 55 | 1 |


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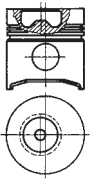
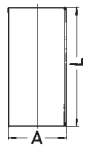


|  | |  | | Pos |  | |  | | Pos |
|---|-----------|---|---|-----|--|--|---|--|-----|
| TRACTOR | | | | | | | | | |
| Tractor 350 | 01.1970 → | D 115 | D | 1 | | | | | |
| Tractor 460 | 01.1972 → | D 121 | D | 1 | | | | | |

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| | | | | | | | | | |
|--------------|---|---|---|-------------------------|-------|--------------|-----------|--|--|
| 1 |  95 | | | | | | | | |
| D 115 | 01.1970 → | D | 3 | 2340 cm ³ 2V | 33 kW | (45 PS) 17:1 | 110,00 mm | | |
| D 121 | 01.1972 → | D | 6 | 4678 cm ³ 2V | 41 kW | (55 PS) 17:1 | 110,00 mm | | |




| | | | | | | | | |
|--|---------|---|---------|----------|---|----------------|---------------------------|-------------------|
|   | 3/6 | KH 59,65 MT -23,5 MØ 42,5 GL 101,1 | | 32 84 | 1 R 2,5 CR G6 1 N 2,5 G3 1 DSF 5,5 CR | +0,46 +0,79 | 95,00 | 91 476 600 |
| | 095 109 | | | | | | 95,60 | 91 476 620 |
| | T Cyl. | A=99 | L=187,5 | | | | 88 593 190 semi | 91 476 960 |

| | | | |
|---|---|---------------------------|--|
|  UTB VALMET | → | FIAT / IVECO |  280 |
| | → | MWM |  683 |
| | → | SISU |  910 |





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|  | | Cyl. |  mm | cm ³ |  | Comp. Ratio ε | kW | PS | Pos |
|---|--------|------|--|-----------------|---|------------------|---------|---------|-----|
| C 14 NZ | B | 4 | 77,6 x 73,4 | 1389 | 2 | 9,4:1 | 40-44 | 54-60 | 10 |
| C 14 SE | B | 4 | 77,6 x 73,4 | 1389 | 2 | 9,8:1 | 60 | 82 | 11 |
| C 16 LZ2 | B | 4 | 79 x 81,5 | 1598 | 2 | 9,2:1 | 55 | 75 | 15 |
| C 16 NZ | B | 4 | 79 x 81,5 | 1598 | 2 | 9,2:1 | 55 | 75 | 14 |
| C 16 SE | B | 4 | 79 x 81,5 | 1598 | 2 | 10:1 | 74 | 100 | 13 |
| C 18 XE | B | 4 | 81,6 x 86 | 1796 | 4 | 10,8:1 | 92 | 125 | 30 |
| C 18 XEL | B | 4 | 81,6 x 86 | 1796 | 4 | 10,8:1 | 85 | 116 | 30 |
| C 20 NE | B | 4 | 86 x 86 | 1998 | 2 | 9,2:1 | 85 | 116 | 38 |
| C 20 SEL | B | 4 | 86 x 86 | 1998 | 4 | 9,6:1 | 100 | 136 | 43 |
| C 20 XE | B | 4 | 86 x 86 | 1998 | 4 | 10,5:1 | 110 | 150 | 40 |
| C 22 SEL | B | 4 | 86 x 94,6 | 2198 | 4 | 10:1 | 106 | 144 | 43 |
| C 24 NE | B | 4 | 95 x 85 | 2410 | 2 | 9,2:1 | 92 | 125 | 55 |
| C 25 LET | B | 6 | 81,6 x 79,6 | 2498 | 4 | 10,8:1 | 125 | 170 | 29 |
| C 25 NE | B | 6 | 81,6 x 79,6 | 2498 | 4 | 10,8:1 | 125 | 170 | 29 |
| E 16 NZ | B | 4 | 79 x 81,5 | 1598 | 2 | 9,2:1 | 55-60 | 75-82 | 14 |
| E 16 SE | B | 4 | 79 x 81,5 | 1598 | 2 | 10:1 | 74 | 100 | 13 |
| F4R 720 | B | 4 | 82,7 x 93 | 1998 | 4 | 9,8:1 | 88 | 120 | 34 |
| F8Q 606 | D | 4 | 80 x 93 | 1870 | 2 | 21,5:1 | 44-48 | 60-65 | 25 |
| F9Q 760 | D (LA) | 4 | 80 x 93 | 1870 | 2 | 19:1 | 74 | 101 | 26 |
| F9Q 762 | D (LA) | 4 | 80 x 93 | 1870 | 2 | 19:1 | 60 | 82 | 26 |
| F9Q 770 | D (A) | 4 | 80 x 93 | 1870 | 2 | 18,3:1 | 58 | 79 | 26 |
| F9Q 772 | D (A) | 4 | 80 x 93 | 1870 | 2 | 18,3:1 | 60 | 82 | 26 |
| F9Q 774 | D (A) | 4 | 80 x 93 | 1870 | 2 | 18,3:1 | 58-60 | 79-82 | 26 |
| G9T 720 | D (A) | 4 | 87 x 92 | 2188 | 4 | 18:1 | 66 | 90 | 46 |
| G9T 722 | D (A) | 4 | 87 x 92 | 2188 | 4 | 18:1 | 66 | 90 | 46 |
| G9T 750 | D (A) | 4 | 87 x 92 | 2188 | 4 | 18:1 | 66 | 90 | 46 |
| G9U 630 Euro 4 | D (LA) | 4 | 89 x 99 | 2463 | 4 | 18,1:1 | 107 | 145 | 49 |
| G9U 632 Euro 4 | D (LA) | 4 | 89 x 99 | 2463 | 4 | 18,1:1 | 88-107 | 120-145 | 48 |
| G9U 650 Euro 4 | D (LA) | 4 | 89 x 99 | 2463 | 4 | 21,25:1 | 74-88 | 101-120 | 48 |
| G9U 720 Euro 3 | D (LA) | 4 | 89 x 99 | 2463 | 4 | 17,8:1 | 73-84 | 99-115 | 47 |
| G9U 724 Euro 3 | D (LA) | 4 | 89 x 99 | 2463 | 4 | 17,8:1 | 84 | 114 | 47 |
| G9U 730 Euro 3 | D (LA) | 4 | 89 x 99 | 2463 | 4 | 17,8:1 | 99 | 135 | 47 |
| G9U 750 Euro 3 | D (LA) | 4 | 89 x 99 | 2463 | 4 | 18,3:1 | 84 | 114 | 47 |
| G9U 754 Euro 3 | D (LA) | 4 | 89 x 99 | 2463 | 4 | 18,3:1 | 73-84 | 99-115 | 47 |
| M9R 780 Euro 4 | D (LA) | 4 | 84 x 90 | 1995 | 4 | 15,7:1 | 66-84 | 90-114 | 36 |
| M9R 782 | D (LA) | 4 | 84 x 90 | 1995 | 4 | 15,7:1 | 66 | 90 | 36 |
| M9R 786 Euro 2/3 | D (LA) | 4 | 84 x 90 | 1995 | 4 | 15,7:1 | 66-84 | 90-114 | 36 |
| M9T 670 Euro 5 | D (LA) | 4 | 85 x 101,3 | 2298 | 4 | 16:1 | 74-92 | 101-125 | 37 |
| M9T 672 Euro 5 | D (A) | 4 | 85 x 101,3 | 2298 | 4 | 16,0:1 | 74-92 | 101-125 | 37 |
| M9T 676 Euro 4 | D (A) | 4 | 85 x 101,3 | 2298 | 4 | 16,0:1 | 74-92 | 101-125 | 37 |
| M9T 678 | D (LA) | 4 | 85 x 101,3 | 2298 | 4 | 16:1 | 107 | 146 | 37 |
| M9T 680 | D (A) | 4 | 85 x 101,3 | 2298 | 4 | 16,0:1 | 107 | 146 | 37 |
| M9T 686 Euro 5 | D (A) | 4 | 85 x 101,3 | 2298 | 4 | 16,0:1 | 92 | 125 | 37 |
| M9T 690 Euro 5 | D (LA) | 4 | 85 x 101,3 | 2298 | 4 | 16:1 | 92 | 125 | 37 |
| M9T 692 Euro 4 | D (A) | 4 | 85 x 101,3 | 2298 | 4 | 16,0:1 | 92 | 125 | 37 |
| M9T 694 Euro 4 | D (A) | 4 | 85 x 101,3 | 2298 | 4 | 16,0:1 | 107 | 146 | 37 |
| M9T 696 Euro 4 | D (A) | 4 | 85 x 101,3 | 2298 | 4 | 16,0:1 | 92-107 | 125-146 | 37 |
| M9T 698 Euro 5 | D (A) | 4 | 85 x 101,3 | 2298 | 4 | 16,0:1 | 107 | 146 | 37 |
| S8U 758 | D | 4 | 93 x 92 | 2499 | 2 | 21:1 | 55 | 75 | 53 |
| S8U 780 | D | 4 | 93 x 90 | 2445 | 2 | 21:1 | 55 | 75 | 53 |
| S8U 782 | D | 4 | 93 x 90 | 2445 | 2 | 21:1 | 55 | 75 | 53 |
| S9W 700 Euro 2 | D (A) | 4 | 94,4 x 100 | 2799 | 2 | 19:1 | 84 | 114 | 54 |
| S9W 702 Euro 2 | D (A) | 4 | 94,4 x 100 | 2799 | 2 | 19:1 | 84 | 114 | 54 |
| X 10 XE | B | 3 | 72,5 x 78,6 | 973 | 4 | 10,1:1 | 40 | 54 | 3 |
| X 12 XE | B | 4 | 72,5 x 72,6 | 1199 | 4 | 10,1:1 | 48 | 65 | 4 |
| X 14 NZ | B | 4 | 77,6 x 73,4 | 1389 | 2 | 9,6:1 | 44 | 60 | 10 |
| X 14 SZ | B | 4 | 77,6 x 73,4 | 1389 | 2 | 9,6:1 | 44 | 60 | 10 |
| X 14 XE | B | 4 | 77,6 x 73,4 | 1389 | 4 | 10,5:1 | 66 | 90 | 12 |
| X 16 SZ | B | 4 | 79 x 81,5 | 1598 | 2 | 10:1 | 52 | 71 | 14 |
| X 16 SZR | B | 4 | 79 x 81,5 | 1598 | 2 | 9,6:1 | 55 | 75 | 14 |
| X 16 XE | B | 4 | 79 x 81,5 | 1598 | 4 | 10,5:1 | 78 | 106 | 16 |
| X 16 XEL | B | 4 | 79 x 81,5 | 1598 | 4 | 10,5:1 | 74 | 100 | 16 |
| X 17 DTL | D (LA) | 4 | 82,5 x 79,5 | 1699 | 2 | 22:1 | 50 | 68 | 33 |
| X 18 XE | B | 4 | 81,6 x 86 | 1796 | 4 | 10,8:1 | 85 | 116 | 30 |
| X 18 XE1 | B | 4 | 80,5 x 88,2 | 1796 | 4 | 10,5:1 | 85 | 116 | 27 |
| X 20 DTL | D (A) | 4 | 84 x 90 | 1995 | 4 | 18,5:1 | 60 | 82 | 35 |
| X 20 SE | B | 4 | 86 x 86 | 1998 | 4 | 10:1 | 85 | 116 | 39 |
| X 20 XEV | B | 4 | 86 x 86 | 1998 | 4 | 10,8:1 | 100 | 136 | 41 |
| X 22 SE | B | 4 | 86 x 94,6 | 2198 | 4 | 9,6:1 | 100-104 | 136-141 | 43 |

| |  | Cyl. |  | cm ³ |  | Comp. Ratio ε | kW | PS | Pos |
|-----------------|---|------|---|-----------------|---|------------------|---------|---------|-----|
| | | | | | | | | | mm |
| X 22 XE | B | 4 | 86 x 94,6 | 2198 | 4 | 10,5:1 | 104 | 141 | 43 |
| X 25 TD | D (LA) | 6 | 80 x 82,8 | 2498 | 2 | 22:1 | 96 | 131 | 24 |
| X 25 XE | B | 6 | 81,6 x 79,6 | 2498 | 4 | 10,8:1 | 125 | 170 | 29 |
| X 30 XE | B | 6 | 86 x 85 | 2962 | 4 | 10,8:1 | 148 | 201 | 42 |
| Y 13 DT | D (LA) | 4 | 69,6 x 82 | 1248 | 4 | 17,4:1 | 51 | 69 | 1 |
| Y 16 XE | B | 4 | 79 x 81,5 | 1598 | 4 | 10,5:1 | 74 | 101 | 17 |
| Y 17 DT | D (LA) | 4 | 79 x 86 | 1686 | 4 | 18,4:1 | 55 | 75 | 20 |
| Y 17 DTL | D (LA) | 4 | 79 x 86 | 1686 | 4 | 18,4:1 | 48 | 65 | 20 |
| Y 20 DTL | D (A) | 4 | 84 x 90 | 1995 | 4 | 18,5:1 | 60 | 82 | 35 |
| Y 22 XE | B | 4 | 86 x 94,6 | 2198 | 4 | 10,5:1 | 106 | 144 | 44 |
| Z 10 XE | B | 3 | 72,5 x 78,6 | 973 | 4 | 10,1:1 | 43 | 58 | 3 |
| Z 10 XEP | B | 3 | 73,4 x 78,6 | 998 | 4 | 10,5:1 | 44 | 60 | 6 |
| Z 12 XE | B | 4 | 72,5 x 72,6 | 1199 | 4 | 10,1:1 | 55 | 75 | 4 |
| Z 12 XEP | B | 4 | 73,4 x 72,6 | 1229 | 4 | 10,5:1 | 59 | 80 | 7 |
| Z 13 DT Euro 4 | D (LA) | 4 | 69,6 x 82 | 1248 | 4 | 18:1 | 51 | 69 | 1 |
| Z 13 DTH Euro 4 | D (LA) | 4 | 69,6 x 82 | 1248 | 4 | 17,6:1 | 66 | 90 | 2 |
| Z 14 XEP | B | 4 | 73,4 x 80,6 | 1364 | 4 | 10,5:1 | 66 | 90 | 5 |
| Z 16 SE | B | 4 | 79 x 81,5 | 1598 | 2 | 9,6:1 | 62 | 84 | 17 |
| Z 16 XE | B | 4 | 79 x 81,5 | 1598 | 4 | 10,5:1 | 74 | 100 | 17 |
| Z 16 XEP | B | 4 | 79 x 81,5 | 1598 | 4 | 10,5:1 | 76 | 104 | 18 |
| Z 17 DTH | D (LA) | 4 | 79 x 86 | 1686 | 4 | 18,4:1 | 74 | 100 | 21 |
| Z 17 DTL | D (LA) | 4 | 79 x 86 | 1686 | 4 | 18,4:1 | 59 | 80 | 22 |
| Z 18 XE | B | 4 | 80,5 x 88,2 | 1796 | 4 | 10,5:1 | 90-92 | 122-125 | 27 |
| Z 18 XEL | B | 4 | 80,5 x 88,2 | 1796 | 4 | 10,5:1 | 81-85 | 110-116 | 27 |
| Z 18 XER | B | 4 | 80,5 x 88,2 | 1796 | 4 | 10,5:1 | 103 | 140 | 28 |
| Z 19 DT | D (LA) | 4 | 82 x 90,4 | 1910 | 2 | 18:1 | 88 | 120 | 31 |
| Z 19 DTH | D (LA) | 4 | 82 x 90,4 | 1910 | 4 | 17,5:1 | 110 | 150 | 32 |
| Z 19 DTJ | D (LA) | 4 | 82 x 90,4 | 1910 | 4 | 17,5:1 | 88 | 120 | 32 |
| Z 19 DTL | D (LA) | 4 | 82 x 90,4 | 1910 | 2 | 18,4:1 | 74 | 100 | 31 |
| Z 22 SE | B | 4 | 86 x 94,6 | 2198 | 4 | 10:1 | 108 | 147 | 45 |
| Z 22 XE | B | 4 | 86 x 94,6 | 2198 | 4 | 10,5:1 | 106 | 144 | 44 |
| 4EC1-T | D (A) | 4 | 76 x 82 | 1488 | 2 | 22,5:1 | 49-54 | 67-73 | 8 |
| 4JA1 | D | 4 | 93 x 92 | 2499 | 2 | | 50-56 | 73-76 | 52 |
| 14 NV | B | 4 | 77,6 x 73,4 | 1389 | 2 | 9,4:1 | 53-55 | 72-75 | 10 |
| 15 D | D | 4 | 76 x 82 | 1487 | 2 | 23:1 | 37 | 50 | 9 |
| 15 TD | D (A) | 4 | 76 x 82 | 1487 | 2 | 22,5:1 | 49-53 | 67-72 | 8 |
| 16 D | D | 4 | 80 x 79,5 | 1598 | 2 | 23:1 | 40 | 54 | 23 |
| 16 DA | D | 4 | 80 x 79,5 | 1598 | 2 | 23:1 | 40 | 54 | 23 |
| 16 SV | B | 4 | 79 x 81,5 | 1598 | 2 | 10:1 | 60 | 82 | 13 |
| 17 D | D | 4 | 82,5 x 79,5 | 1699 | 2 | 23:1 | 42 | 57 | 33 |
| 17 DR | D | 4 | 82,5 x 79,5 | 1699 | 2 | 23:1 | 42-44 | 57-60 | 33 |
| 17 TD | D (LA) | 4 | 79 x 86 | 1686 | 2 | 22:1 | 60 | 82 | 19 |
| 20 SE | B | 4 | 86 x 86 | 1998 | 2 | 10:1 | 85 | 116 | 39 |
| 20 SEH | B | 4 | 86 x 86 | 1998 | 2 | 10:1 | 95 | 129 | 39 |
| 20 SER | B | 4 | 86 x 86 | 1998 | 2 | 10:1 | 91 | 124 | 39 |
| 20 XE | B | 4 | 86 x 86 | 1998 | 4 | 10,5:1 | 110-115 | 150-156 | 39 |
| 20 XEJ | B | 4 | 86 x 86 | 1998 | 4 | 10,5:1 | 110-115 | 150-156 | 39 |
| 23 D | D | 4 | 92 x 85 | 2260 | 2 | 22:1 | 46-52 | 63-71 | 50 |
| 23 DTR | D (LA) | 4 | 92 x 85 | 2260 | 2 | 23:1 | 74 | 100 | 51 |
| 23 TD | D (LA) | 4 | 92 x 85 | 2260 | 2 | 23:1 | 63-74 | 86-101 | 51 |
| 23 YD | D | 4 | 92 x 85 | 2260 | 2 | 22:1 | 54 | 73 | 50 |
| 23 YDT | D (A) | 4 | 92 x 85 | 2260 | 2 | 23:1 | 66 | 90 | 51 |
| 4 JX1T | D (LA) | 4 | 95,4 x 104,9 | 2999 | 4 | 19:1 | 117 | 159 | 57 |
| 4JG2-T | D (LA) | 4 | 95,4 x 107 | 3059 | 2 | 20:1 | 77-84 | 105-114 | 56 |



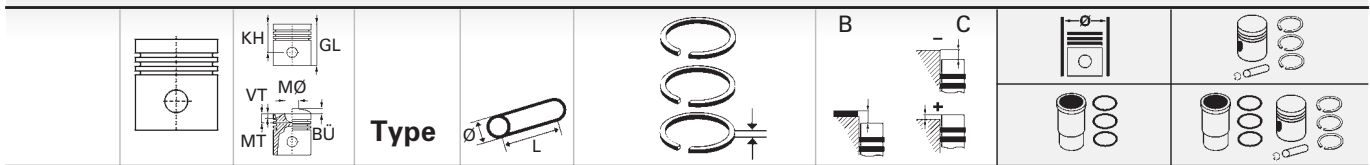
|  | | | | |  | Pos |  | | | | |  | Pos |
|---|-------------------|----------|---|-----------|---|-------------------|--|-------------------|-----------|---|-----------|---|-----|
| AGILA | | | | | | | Astra Mk IV 2.0 DI 16V | 03.1998 → 08.2000 | X 20 DTL | D | 35 | | |
| Agila 1.0i 12V | 09.1999 → 08.2000 | Z 10 XE | B | 3 | Astra Mk IV 2.0 DI 16V | 09.2000 → | Y 20 DTL | D | 35 | | | | |
| Agila 1.0i 12V | 09.2003 → | Z 10 XEP | B | 6 | Astra Mk IV 2.2i 16V | 09.2000 → | Z 22 SE | B | 45 | | | | |
| Agila 1.2i 16V | 09.2000 → 06.2004 | Z 12 XE | B | 4 | ASTRA MK V | | | | | | | | |
| Agila 1.2i 16V | 07.2004 → | Z 12 XEP | B | 7 | Astra Mk V 1.2i 16V | 04.2005 → | Z 12 XEP | B | 7 | | | | |
| Agila 1.3 CDTI 16V | 09.2003 → | Z 13 DT | D | 1 | Astra Mk V 1.3 CDTi 16V | 04.2005 → | Z 13 DTH | D | 2 | | | | |
| ARENA | | | | | | | Astra Mk V 1.4i 16V | 03.2004 → | Z 14 XEP | B | 5 | | |
| Arena 1.9 D | 03.1998 → 08.2001 | F8Q 606 | D | 25 | Astra Mk V 1.6i 16V | 03.2004 → | Z 16 XEP | B | 18 | | | | |
| Arena 2.5 D | 03.1998 → 08.2001 | S8U 758 | D | 53 | Astra Mk V 1.7 CDTI 16V | 03.2004 → | Z 17 DTH | D | 21 | | | | |
| Arena 2.5 D | 03.1998 → 08.2001 | S8U 780 | D | 53 | Astra Mk V 1.7 CDTI 16V | 03.2004 → | Z 17 DTL | D | 22 | | | | |
| Arena 2.5 D | 03.1998 → 08.2001 | S8U 782 | D | 53 | Astra Mk V 1.8i 16V | 03.2004 → | Z 18 XE | B | 27 | | | | |
| ASTRA MK I | | | | | | | Astra Mk V 1.8i 16V | 09.2005 → | Z 18 XER | B | 28 | | |
| Astra Mk I 1.6 D | 03.1982 → 08.1984 | 16 D | D | 23 | Astra Mk V 1.9 CDTI | 09.2004 → | Z 19 DT | D | 31 | | | | |
| ASTRA MK II | | | | | | | Astra Mk V 1.9 CDTI | 09.2004 → | Z 19 DTL | D | 31 | | |
| Astra Mk II 1.4 | 01.1990 → 08.1991 | 14 NV | B | 10 | Astra Mk V 1.9 CDTI 16V | 09.2004 → | Z 19 DTH | D | 32 | | | | |
| Astra Mk II 1.4i | 01.1990 → 08.1991 | C 14 NZ | B | 10 | Astra Mk V 1.9 CDTI 16V | 09.2004 → | Z 19 DTJ | D | 32 | | | | |
| Astra Mk II 1.5 TD | 01.1987 → 08.1989 | 4EC1-T | D | 8 | BELMONT | | | | | | | | |
| Astra Mk II 1.5 TD | 01.1987 → 08.1990 | 15 TD | D | 8 | Belmont 1.4 | 01.1990 → 1991 | 14 NV | B | 10 | | | | |
| Astra Mk II 1.6 | 09.1984 → 12.1991 | 16 SV | B | 13 | Belmont 1.4i | 09.1990 → 12.1991 | C 14 NZ | B | 10 | | | | |
| Astra Mk II 1.6 D | 09.1984 → 12.1989 | 16 D | D | 23 | Belmont 1.6 | 09.1985 → 09.1993 | 16 SV | B | 13 | | | | |
| Astra Mk II 1.6 D | 09.1985 → 12.1989 | 16 DA | D | 23 | Belmont 1.6 D | 09.1985 → 09.1993 | 16 DA | D | 23 | | | | |
| Astra Mk II 1.6i | 09.1984 → 12.1991 | C 16 NZ | B | 14 | Belmont 1.7 D | 09.1985 → 09.1991 | 17 D | D | 33 | | | | |
| Astra Mk II 1.6i | 09.1987 → 12.1991 | E 16 NZ | B | 14 | Belmont 2.0i | 03.1987 → 08.1988 | 20 SEH | B | 39 | | | | |
| Astra Mk II 1.7 D | 01.1989 → 08.1991 | 17 D | D | 33 | Belmont 2.0i | 09.1987 → 08.1991 | 20 SER | B | 39 | | | | |
| Astra Mk II 1.7 D | 01.1989 → 08.1991 | 17 DR | D | 33 | Belmont 2.0i 16V | 01.1988 → 1983 | 20 XE | B | 39 | | | | |
| Astra Mk II 2.0i | 09.1986 → 08.1991 | C 20 NE | B | 38 | Belmont 2.0i 16V | 1990 → 1991 | 20 XEJ | B | 39 | | | | |
| Astra Mk II 2.0i | 09.1986 → 08.1991 | 20 SEH | B | 39 | Belmont 2.0i 16V | 1991 → | C 20 XE | B | 40 | | | | |
| Astra Mk II 2.0i | 09.1986 → 08.1991 | 20 SER | B | 39 | BRAVA | | | | | | | | |
| Astra Mk II 2.0i 16V | 05.1988 → 08.1991 | C 20 XE | B | 40 | Brava 2.5 D | 06.1990 → 12.1996 | 4JA1 | D | 52 | | | | |
| Astra Mk II 2.0i 16V | 05.1989 → 08.1991 | 20 XEJ | B | 39 | CALIBRA | | | | | | | | |
| ASTRA MK III | | | | | | | Calibra 2.0i | 03.1990 → 03.1997 | C 20 NE | B | 38 | | |
| Astra Mk III 1.4 | 09.1991 → 09.1993 | 14 NV | B | 10 | Calibra 2.0i 16V | 03.1990 → 1997 | 20 XEJ | B | 39 | | | | |
| Astra Mk III 1.4i | 09.1991 → 02.1998 | C 14 NZ | B | 10 | Calibra 2.0i 16V | 03.1990 → 03.1997 | C 20 XE | B | 40 | | | | |
| Astra Mk III 1.4i | 03.1992 → 02.1998 | C 14 SE | B | 11 | Calibra 2.0i 16V | 09.1993 → 08.1996 | X 20 XEV | B | 41 | | | | |
| Astra Mk III 1.4i | 09.1997 → 02.1998 | X 14 NZ | B | 10 | Calibra 2.5i 24V | 01.1990 → 03.1997 | C 25 LET | B | 29 | | | | |
| Astra Mk III 1.4i 16V | 04.1996 → 02.1998 | X 14 XE | B | 12 | Calibra 2.5i 24V | 01.1990 → 03.1997 | C 25 NE | B | 29 | | | | |
| Astra Mk III 1.6i | 09.1991 → 02.1998 | C 16 NZ | B | 14 | Calibra 2.5i 24V | 04.1993 → 03.1997 | X 25 XE | B | 29 | | | | |
| Astra Mk III 1.6i | 03.1992 → 02.1998 | C 16 SE | B | 13 | CAMPO | | | | | | | | |
| Astra Mk III 1.6i | 07.1994 → 02.1998 | X 16 SZ | B | 14 | Campo 2.5 D | 02.1989 → 08.1997 | 4JA1 | D | 52 | | | | |
| Astra Mk III 1.6i | 08.1996 → 02.1998 | X 16 SZR | B | 14 | Campo 3.1 TD | 03.1995 → 08.1997 | 4JG2-T | D | 56 | | | | |
| Astra Mk III 1.6i 16V | 09.1994 → 02.1998 | X 16 XEL | B | 16 | CARLTON II | | | | | | | | |
| Astra Mk III 1.7 D | 12.1991 → 02.1998 | 17 D | D | 33 | Carlton II 2.3 D | 05.1983 → 08.1986 | 23 D | D | 50 | | | | |
| Astra Mk III 1.7 D | 12.1991 → 02.1998 | 17 DR | D | 33 | CARLTON III | | | | | | | | |
| Astra Mk III 1.7 TD | 12.1991 → 02.1998 | 17 TD | D | 19 | Carlton III 2.0i | 09.1986 → 10.1994 | C 20 NE | B | 38 | | | | |
| Astra Mk III 1.7 TD | 07.1995 → 02.1998 | X 17 DTL | D | 33 | Carlton III 2.0i | 09.1986 → 10.1994 | 20 SE | B | 39 | | | | |
| Astra Mk III 1.8i 16V | 09.1994 → 02.1998 | C 18 XE | B | 30 | Carlton III 2.3 D | 09.1986 → 10.1994 | 23 YD | D | 50 | | | | |
| Astra Mk III 1.8i 16V | 09.1994 → 02.1998 | C 18 XEL | B | 30 | Carlton III 2.3 TD | 10.1986 → 08.1988 | 23 YDT | D | 51 | | | | |
| Astra Mk III 1.8i 16V | 09.1995 → 08.1997 | X 18 XE | B | 30 | Carlton III 2.3 TD | 09.1988 → 10.1994 | 23 DTR | D | 51 | | | | |
| Astra Mk III 2.0i | 09.1991 → 02.1998 | C 20 NE | B | 38 | Carlton III 2.4i | 09.1986 → 10.1994 | C 24 NE | B | 55 | | | | |
| Astra Mk III 2.0i 16V | 09.1991 → 02.1998 | C 20 XE | B | 40 | CAVALIER II | | | | | | | | |
| Astra Mk III 2.0i 16V | 01.1995 → 02.1998 | X 20 XEV | B | 41 | Cavalier II 1.6 | 09.1988 → 11.1995 | 16 SV | B | 13 | | | | |
| ASTRA MK IV | | | | | | | Cavalier II 1.6i | 09.1986 → 08.1988 | C 16 NZ | B | 14 | | |
| Astra Mk IV 1.2i 16V | 09.1997 → 08.2000 | X 12 XE | B | 4 | Cavalier II 1.6i | 09.1986 → 08.1988 | E 16 NZ | B | 14 | | | | |
| Astra Mk IV 1.2i 16V | 09.1997 → | Z 12 XE | B | 4 | Cavalier II 1.6 D | 03.1982 → 08.1988 | 16 D | D | 23 | | | | |
| Astra Mk IV 1.4i 16V | 09.1997 → 09.2000 | X 14 XE | B | 12 | Cavalier II 1.6 D | 09.1985 → 08.1988 | 16 DA | D | 23 | | | | |
| Astra Mk IV 1.4i 16V | 09.1997 → | Z 14 XEP | B | 5 | Cavalier II 2.0i | 09.1986 → 08.1988 | C 20 NE | B | 38 | | | | |
| Astra Mk IV 1.6i | 09.1997 → 08.2000 | X 16 SZR | B | 14 | Cavalier II 2.0i | 03.1987 → 08.1988 | 20 SEH | B | 39 | | | | |
| Astra Mk IV 1.6i | 09.2000 → 08.2000 | Z 16 SE | B | 17 | CAVALIER III | | | | | | | | |
| Astra Mk IV 1.6i 16V | 09.1997 → 08.2000 | X 16 XEL | B | 16 | Cavalier III 1.4 | 09.1988 → 11.1995 | 14 NV | B | 10 | | | | |
| Astra Mk IV 1.6i 16V | 09.2000 → | Z 16 XE | B | 17 | Cavalier III 1.6i | 09.1988 → 11.1995 | C 16 LZ2 | B | 15 | | | | |
| Astra Mk IV 1.6i 16V | 09.2002 → | Z 16 XEP | B | 18 | Cavalier III 1.6i | 09.1988 → 11.1995 | C 16 NZ | B | 14 | | | | |
| Astra Mk IV 1.7 TD | 03.1998 → 08.2000 | X 17 DTL | D | 33 | Cavalier III 1.6i | 09.1988 → 11.1995 | E 16 NZ | B | 14 | | | | |
| Astra Mk IV 1.7 DTI 16V | 09.2000 → | Y 17 DT | D | 20 | Cavalier III 1.6i | 09.1994 → 11.1995 | X 16 SZ | B | 14 | | | | |
| Astra Mk IV 1.7 CDTI 16V | 03.2003 → | Z 17 DTL | D | 22 | Cavalier III 1.7 D | 09.1988 → 11.1995 | 17 D | D | 33 | | | | |
| Astra Mk IV 1.8i 16V | 09.1997 → 08.2000 | X 18 XE1 | B | 27 | Cavalier III 1.7 D | 07.1992 → 11.1995 | 17 DR | D | 33 | | | | |
| Astra Mk IV 1.8i 16V | 09.2000 → | Z 18 XE | B | 27 | Cavalier III 1.7 TD | 09.1988 → 11.1995 | 17 TD | D | 19 | | | | |
| Astra Mk IV 1.8i 16V | 03.2001 → | Z 18 XEL | B | 27 | Cavalier III 2.0i | 09.1988 → 08.1995 | 20 SEH | B | 39 | | | | |
| Astra Mk IV 2.0i 16V | 09.1997 → | X 20 XEV | B | 41 | Cavalier III 2.0i | 09.1988 → 11.1995 | C 20 NE | B | 38 | | | | |
| | | | | | Cavalier III 2.0i 16V | 01.1990 → 1991 | 20 XEJ | B | 39 | | | | |



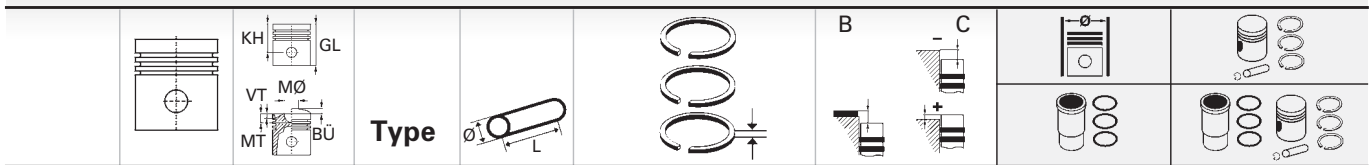
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|------------------------|-------------------|----------|---|-----|------------------------|-------------------|----------|---|-----|
| Cavalier III 2.0i 16V | 01.1990 → 1995 | C 20 XE | B | 40 | MOVANO | | | | |
| Cavalier III 2.0i 16V | 01.1990 → 11.1995 | 20 XE | B | 39 | Movano 1.9 DTI | 01.1999 → 10.2001 | F9Q 770 | D | 26 |
| Cavalier III 2.0i 16V | 09.1993 → 11.1995 | X 20 XEV | B | 41 | Movano 1.9 DTI | 09.2000 → 12.2003 | F9Q 772 | D | 26 |
| COMBO | | | | | Movano 1.9 DTI | 11.2003 → | F9Q 774 | D | 26 |
| Combo 1.3 CDTI 16V | 09.2004 → | Z 13 DT | D | 1 | Movano 2.2 DTI 16V | 01.2001 → | G9T 720 | D | 46 |
| Combo 1.4i 16V | 09.2004 → | Z 14 XEP | B | 5 | Movano 2.2 DTI 16V | 01.2001 → | G9T 722 | D | 46 |
| Combo 1.6i | 10.2001 → 08.2004 | Z 16 SE | B | 17 | Movano 2.2 DTI 16V | 01.2001 → | G9T 750 | D | 46 |
| Combo 1.7 D | 07.1994 → 10.2001 | 17 DR | D | 33 | Movano 2.5 DTI 16V | 10.2001 → | G9U 720 | D | 47 |
| Combo 1.7 DI 16V | 11.2001 → 08.2004 | Y 17 DTL | D | 20 | Movano 2.5 CDTI 16V | 11.2003 → | G9U 650 | D | 48 |
| Combo 1.7 DTI 16V | 10.2001 → 08.2004 | Y 17 DT | D | 20 | Movano 2.5 CDTI 16V | 11.2003 → | G9U 724 | D | 47 |
| Combo 1.7 CDTI 16V | 06.2004 → | Z 17 DTH | D | 21 | Movano 2.5 CDTI 16V | 11.2003 → | G9U 750 | D | 47 |
| COMBO B | | | | | Movano 2.5 CDTI 16V | 11.2003 → | G9U 754 | D | 47 |
| Combo 1.4i | 09.1994 → 10.2001 | C 14 NZ | B | 10 | Movano 2.5 CDTI 16V | 2007 → | G9U 632 | D | 48 |
| Combo 1.4i | 09.1994 → 10.2001 | C 14 SE | B | 11 | Movano 2.8 DTI | 06.1998 → | S9W 700 | D | 54 |
| Combo 1.4i | 09.1994 → 10.2001 | X 14 SZ | B | 10 | Movano 2.8 DTI | 06.1998 → | S9W 702 | D | 54 |
| Combo 1.4i | 04.1996 → 10.2001 | X 14 NZ | B | 10 | MOVANO II | | | | |
| COMBO C | | | | | Movano II 2.3 CDTI 100 | 04.2010 → | M9T 670 | D | 37 |
| Combo 1.4i 16V | 07.2004 → 08.2011 | Z 14 XEP | B | 5 | Movano II 2.3 CDTI 100 | 04.2010 → | M9T 672 | D | 37 |
| CORSA B | | | | | Movano II 2.3 CDTI 100 | 04.2010 → | M9T 676 | D | 37 |
| Corsa B 1.0i 12V | 09.1996 → 08.1999 | X 10 XE | B | 3 | Movano II 2.3 CDTI 125 | 04.2010 → | M9T 672 | D | 37 |
| Corsa B 1.2i 16V | 09.1997 → 08.2000 | X 12 XE | B | 4 | Movano II 2.3 CDTI 125 | 04.2010 → | M9T 676 | D | 37 |
| Corsa B 1.4i | 09.1994 → 08.2000 | C 14 NZ | B | 10 | Movano II 2.3 CDTI 125 | 04.2010 → | M9T 686 | D | 37 |
| Corsa B 1.4i | 09.1994 → 08.2000 | C 14 SE | B | 11 | Movano II 2.3 CDTI 125 | 04.2010 → | M9T 690 | D | 37 |
| Corsa B 1.4i | 09.1996 → 08.1998 | X 14 NZ | B | 10 | Movano II 2.3 CDTI 125 | 04.2010 → | M9T 692 | D | 37 |
| Corsa B 1.4i | 11.1996 → 12.1999 | X 14 SZ | B | 10 | Movano II 2.3 CDTI 125 | 04.2010 → | M9T 696 | D | 37 |
| Corsa B 1.4i 16V | 09.1994 → 08.1999 | X 14 XE | B | 12 | Movano II 2.3 CDTI 150 | 04.2010 → | M9T 678 | D | 37 |
| Corsa B 1.5 D | 09.1994 → 08.2000 | 15 D | D | 9 | Movano II 2.3 CDTI 150 | 04.2010 → | M9T 680 | D | 37 |
| Corsa B 1.5 TD | 09.1994 → 08.2000 | 15 TD | D | 8 | Movano II 2.3 CDTI 150 | 04.2010 → | M9T 694 | D | 37 |
| Corsa B 1.6i 16V | 09.1994 → 08.1999 | X 16 XE | B | 16 | Movano II 2.3 CDTI 150 | 04.2010 → | M9T 696 | D | 37 |
| CORSA C | | | | | Movano II 2.3 CDTI 150 | 04.2010 → | M9T 698 | D | 37 |
| Corsa C 1.0i 12V | 09.2000 → 08.2003 | Z 10 XE | B | 3 | NOVA | | | | |
| Corsa C 1.0i 12V | 09.2003 → | Z 10 XEP | B | 6 | Nova 1.4 | 01.1990 → 08.1994 | 14 NV | B | 10 |
| Corsa C 1.2i 16V | 09.2000 → 08.2004 | Z 12 XE | B | 4 | Nova 1.4i | 01.1990 → 08.1994 | C 14 NZ | B | 10 |
| Corsa C 1.2i 16V | 09.2004 → | Z 12 XEP | B | 7 | Nova 1.4i | 09.1991 → 08.1994 | C 14 SE | B | 11 |
| Corsa C 1.3 CDTI 16V | 09.2003 → | Y 13 DT | D | 1 | Nova 1.5 D | 09.1987 → 08.1994 | 15 D | D | 9 |
| Corsa C 1.3 CDTI 16V | 09.2003 → | Z 13 DT | D | 1 | Nova 1.5 TD | 01.1990 → 08.1994 | 15 TD | D | 8 |
| Corsa C 1.4i 16V | 09.2003 → | Z 14 XEP | B | 5 | Nova 1.6i | 05.1988 → 03.1993 | E 16 SE | B | 13 |
| Corsa C 1.6i | 09.2001 → 08.2003 | Z 16 SE | B | 17 | Nova 1.6i | 05.1988 → 08.1994 | C 16 SE | B | 13 |
| Corsa C 1.7 DI 16V | 09.2000 → 09.2003 | Y 17 DTL | D | 20 | Nova 1.6i | 05.1989 → 08.1994 | C 16 NZ | B | 14 |
| Corsa C 1.7 DTI 16V | 09.2000 → 08.2003 | Y 17 DT | D | 20 | OMEGA B | | | | |
| Corsa C 1.7 CDTI 16V | 09.2003 → | Z 17 DTH | D | 21 | Omega B 2.0i | 04.1994 → 12.2000 | 20 SE | B | 39 |
| Corsa C 1.8i 16V | 09.2001 → | Z 18 XE | B | 27 | Omega B 2.0i 16V | 09.1993 → 08.1999 | X 20 XEV | B | 41 |
| CORSA D | | | | | Omega B 2.0i 16V | 04.1994 → 12.2000 | X 20 SE | B | 39 |
| Corsa D 1.0i 12V | 07.2006 → | Z 10 XEP | B | 6 | Omega B 2.2i 16V | 09.1999 → 09.2003 | Y 22 XE | B | 44 |
| Corsa D 1.2i 16V | 07.2006 → | Z 12 XEP | B | 7 | Omega B 2.2i 16V | 09.1999 → | Z 22 XE | B | 44 |
| Corsa D 1.3 CDTI 16V | 07.2006 → | Z 13 DTH | D | 2 | Omega B 2.5i 24V | 04.1994 → 11.2000 | X 25 XE | B | 29 |
| Corsa D 1.4i 16V | 07.2006 → | Z 14 XEP | B | 5 | Omega B 2.5 TD | 04.1994 → | X 25 TD | D | 24 |
| FRONTERA A | | | | | Omega B 3.0i 24V | 04.1994 → 02.2001 | X 30 XE | B | 42 |
| Frontera A 2.0i | 01.1992 → 08.1995 | C 20 NE | B | 38 | SENATOR A | | | | |
| Frontera A 2.0i 16V | 02.1995 → 08.1998 | X 20 SE | B | 39 | Senator A 2.3 TD | 11.1984 → 08.1987 | 23 TD | D | 51 |
| Frontera A 2.2i 16V | 02.1995 → 08.1998 | X 22 SE | B | 43 | SIGNUM | | | | |
| Frontera A 2.2i 16V | 02.1995 → 08.1998 | X 22 XE | B | 43 | Signum 1.8i 16V | 05.2003 → | Z 18 XE | B | 27 |
| Frontera A 2.3 TD | 01.1992 → 08.1995 | 23 TD | D | 51 | Signum 1.8i 16V | 10.2003 → | Z 18 XER | B | 28 |
| Frontera A 2.4i | 01.1992 → 08.1995 | C 24 NE | B | 55 | Signum 1.9 CDTI | 03.2004 → | Z 19 DT | D | 31 |
| FRONTERA B | | | | | Signum 1.9 CDTI | 09.2005 → | Z 19 DTL | D | 31 |
| Frontera B 2.2i 16V | 09.1998 → 12.2000 | X 22 SE | B | 43 | Signum 1.9 CDTI 16V | 03.2004 → | Z 19 DTH | D | 32 |
| MERIVA A | | | | | SINTRA | | | | |
| Meriva 1.3 CDTI 16V | 07.2005 → 01.2006 | Y 13 DT | D | 1 | Sintra 2.2i 16V | 09.1996 → 09.1999 | X 22 SE | B | 43 |
| Meriva 1.3 CDTI 16V | 07.2005 → 01.2006 | Z 13 DT | D | 1 | Sintra 2.2i 16V | 09.1996 → 09.1999 | X 22 XE | B | 43 |
| Meriva 1.4i 16V | 09.2004 → | Z 14 XEP | B | 5 | Sintra 3.0i 24V | 09.1996 → 09.1999 | X 30 XE | B | 42 |
| Meriva 1.6i | 03.2003 → | Z 16 SE | B | 17 | TIGRA | | | | |
| Meriva 1.6i 16V | 03.2003 → 02.2006 | Z 16 XE | B | 17 | Tigra 1.4i 16V | 09.1994 → 08.1999 | X 14 XE | B | 12 |
| Meriva 1.6i 16V | 02.2006 → | Z 16 XEP | B | 18 | Tigra 1.6i 16V | 09.1994 → 08.1999 | X 16 XE | B | 16 |
| Meriva 1.7 DTI 16V | 03.2003 → | Y 17 DT | D | 20 | TIGRA B | | | | |
| Meriva 1.7 CDTI 16V | 03.2003 → | Z 17 DTH | D | 21 | Tigra B 1.3 CDTI 16V | 12.2004 → | Z 13 DT | D | 1 |
| Meriva 1.7 DI 16V | 01.2004 → | Y 17 DTL | D | 20 | Tigra B 1.4i 16V | 09.2004 → | Z 14 XEP | B | 5 |
| Meriva 1.8i 16V | 03.2003 → | Z 18 XE | B | 27 | Tigra B 1.8i 16V | 09.2004 → | Z 18 XE | B | 27 |
| MONTEREY B | | | | | VECTRA B | | | | |
| Monterey B 3.0 DTI 16V | 02.1998 → 12.1999 | 4 JX1T | D | 57 | Vectra B 1.6i | 09.1995 → 08.2000 | C 16 LZ2 | B | 15 |


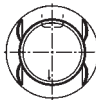




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| Vectra B 1.6i | 09.1996 → 08.2000 | X 16 SZR | B | 14 | | | |
| Vectra B 1.6i 16V | 09.1995 → 08.2000 | X 16 XEL | B | 16 | | | |
| Vectra B 1.6i 16V | 09.1999 → 08.2000 | Y 16 XE | B | 17 | | | |
| Vectra B 1.6i 16V | 09.2000 → 08.2001 | Z 16 XE | B | 17 | | | |
| Vectra B 1.8i 16V | 09.1995 → 08.1999 | X 18 XE | B | 30 | | | |
| Vectra B 1.8i 16V | 09.1998 → 08.1999 | X 18 XE1 | B | 27 | | | |
| Vectra B 1.8i 16V | 09.2000 → 08.2001 | Z 18 XE | B | 27 | | | |
| Vectra B 1.8i 16V | 09.2000 → 08.2001 | Z 18 XEL | B | 27 | | | |
| Vectra B 2.0i 16V | 10.1995 → 09.2002 | X 20 XEV | B | 41 | | | |
| Vectra B 2.0i 16V | 05.1997 → 09.2002 | C 20 SEL | B | 43 | | | |
| Vectra B 2.0 DI 16V | 09.1996 → 08.2000 | X 20 DTL | D | 35 | | | |
| Vectra B 2.2i 16V | 10.1999 → 08.2001 | C 22 SEL | B | 43 | | | |
| Vectra B 2.2i 16V | 09.2000 → 08.2001 | Z 22 SE | B | 45 | | | |
| Vectra B 2.5i 24V | 09.1995 → 08.2001 | X 25 XE | B | 29 | | | |
| VECTRA C | | | | | | | |
| Vectra C 1.6i 16V | 09.2001 → | Z 16 XE | B | 17 | | | |
| Vectra C 1.6i 16V | 01.2006 → | Z 16 XEP | B | 18 | | | |
| Vectra C 1.8i 16V | 09.2001 → | Z 18 XE | B | 27 | | | |
| Vectra C 1.8i 16V | 09.2001 → | Z 18 XEL | B | 27 | | | |
| Vectra C 1.8i 16V | 03.2006 → | Z 18 XER | B | 28 | | | |
| Vectra C 1.9 CDTI | 03.2004 → | Z 19 DT | D | 31 | | | |
| Vectra C 1.9 CDTI | 2006 → | Z 19 DTL | D | 31 | | | |
| Vectra C 1.9 CDTI 16V | 03.2004 → | Z 19 DTH | D | 32 | | | |
| Vectra C 2.2i 16V | 09.2003 → | Z 22 SE | B | 45 | | | |
| VIVARO | | | | | | | |
| Vivaro 1.9 DTI | 03.2001 → | F9Q 760 | D | 26 | | | |
| Vivaro 1.9 DTI | 03.2001 → | F9Q 762 | D | 26 | | | |
| Vivaro 2.0i 16V | 03.2001 → | F4R 720 | B | 34 | | | |
| Vivaro 2.0 CDTI 16V | 07.2006 → 01.2008 | M9R 780 | D | 36 | | | |
| Vivaro 2.0 CDTI 16V | 07.2006 → | M9R 786 | D | 36 | | | |
| Vivaro 2.0 CDTI 16V | 02.2008 → 08.2010 | M9R 782 | D | 36 | | | |
| Vivaro 2.5 CDTI 16V | 04.2004 → | G9U 730 | D | 47 | | | |
| Vivaro 2.5 CDTI 16V | 2007 → | G9U 630 | D | 49 | | | |
| VX 220 (SPEEDSTER) | | | | | | | |
| VX 220 2.2i 16V | 09.2000 → | Z 22 SE | B | 45 | | | |
| ZAFIRA Mk I | | | | | | | |
| Zafira MK I 1.6i 16V | 09.1998 → 08.1999 | X 16 XEL | B | 16 | | | |
| Zafira MK I 1.6i 16V | 09.1999 → 07.2005 | Z 16 XE | B | 17 | | | |
| Zafira Mk I 1.8i 16V | 03.1999 → 09.2000 | X 18 XE1 | B | 27 | | | |
| Zafira Mk I 1.8i 16V | 09.2000 → | Z 18 XE | B | 27 | | | |
| Zafira Mk I 2.0i 16V | 02.1999 → 07.2005 | X 20 XEV | B | 41 | | | |
| Zafira Mk I 2.0 DI 16V | 03.1999 → 08.2000 | X 20 DTL | D | 35 | | | |
| Zafira Mk I 2.2i 16V | 09.2000 → | Z 22 SE | B | 45 | | | |
| ZAFIRA Mk II | | | | | | | |
| Zafira Mk II 1.3 CDTI 16V | 01.2007 → | Z 13 DTH | D | 2 | | | |
| Zafira Mk II 1.6i 16V | 07.2005 → | Z 16 XEP | B | 18 | | | |
| Zafira Mk II 1.8i 16V | 07.2005 → | Z 18 XER | B | 28 | | | |
| Zafira MK II 1.9 CDTI | 07.2005 → | Z 19 DT | D | 31 | | | |
| Zafira MK II 1.9 CDTI | 07.2005 → | Z 19 DTL | D | 31 | | | |
| Zafira Mk II 1.9 CDTI 16V | 07.2005 → | Z 19 DTH | D | 32 | | | |



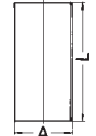


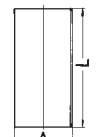
| <div style="display: flex; align-items: center;"> 1 <div style="margin-right: 10px;"> 69,6 </div> </div> | | | | | | | | | | |
|--|--|---|-------------------|----------------|--------------------------------|-------------------|-------|--------------|--------------------------|----------|
| Y 13 DT | | 09.2003 → | D (LA) | 4 | 1248 cm ³ | 4V | 51 kW | (69 PS) | 17,4:1 | 82,00 mm |
| Z 13 DT Euro 4 | | 09.2003 → | D (LA) | 4 | 1248 cm ³ | 4V | 51 kW | (69 PS) | 18:1 | 82,00 mm |
| | 4 | KH 40,43 VT1 -1,00 MT -12,4 MØ 38 GL 63,43 | RTK TPL | 22,998 56,5 | 1 R 2 1 M 1,5 1 DSF 2 | CK G6 CR G6 | | 69,60 | 40 213 600 | |
| | 070 166 | | | | | | | 70,00 | 40 213 605 | |
| | | | | | | | | 70,20 | 40 213 610 | |
| <div style="display: flex; align-items: center;"> 2 <div style="margin-right: 10px;"> 69,6 </div> </div> | | | | | | | | | | |
| Z 13 DTH Euro 4 | | 04.2005 → | D (LA) | 4 | 1248 cm ³ | 4V | 66 kW | (90 PS) | 17,6:1 | 82,00 mm |
| | 4 | KH 40,43 MT -12,4 MØ 38 GL 62,43 | RTK KKK TPL | 23 55 | 1 R 2 1 M 1,5 1 DSF 2 | CK G6 CR G6 | | 69,60 | 40 659 600 | |
| | 070 170 | | | | | | | 70,00 | 40 659 610 | |
| | | | | | | | | | | |
| <div style="display: flex; align-items: center;"> 3 <div style="margin-right: 10px;"> 72,5 </div> </div> | | | | | | | | | | |
| X 10 XE | | 09.1996 → 08.1999 | B | 3 | 973 cm ³ | 4V | 40 kW | (54 PS) | 10,1:1 | 78,60 mm |
| Z 10 XE | | 09.1999 → 08.2003 | B | 3 | 973 cm ³ | 4V | 43 kW | (58 PS) | 10,1:1 | 78,60 mm |
| | 3 | KH 24 VT1 -1,30 MT -1,2 MØ 54 GL 45 | | 18 51 K | 1 R 1,2 1 M 1,5 1 SLF 2 | NT ST G3 CR | | 72,50 | 40 382 600 | |
| | 073 066 | | | | | | | 72,75 | 40 382 610 | |
| | | | | | | | | 73,00 | 40 382 620 | |
| <div style="display: flex; align-items: center;"> 4 <div style="margin-right: 10px;"> 72,5 </div> </div> | | | | | | | | | | |
| X 12 XE | | 09.1997 → 08.2000 | B | 4 | 1199 cm ³ | 4V | 48 kW | (65 PS) | 10,1:1 | 72,60 mm |
| Z 12 XE | | 09.1997 → | B | 4 | 1199 cm ³ | 4V | 55 kW | (75 PS) | 10,1:1 | 72,60 mm |
| | 4 | KH 24 VT1 -1,30 GL 45 | | 18 51 K | 1 R 1,2 1 M 1,5 1 SLF 2 | NT ST G3 CR | | 72,50 | 40 383 600 | |
| | 073 066 | | | | | | | 72,75 | 40 383 610 | |
| | | | | | | | | 73,00 | 40 383 620 | |
| <div style="display: flex; align-items: center;"> 5 <div style="margin-right: 10px;"> 73,4 </div> </div> | | | | | | | | | | |
| Z 14 XEP | | 09.1997 → | B | 4 | 1364 cm ³ | 4V | 66 kW | (90 PS) | 10,5:1 | 80,60 mm |
| | 4 | KH 23 VT1 -1,33 VT2 -1,35 MT -1,25 MØ 52 GL 44 | | 18 51 K | 1 R 1,2 1 NM 1,2 1 SLF 2 | NT ST G3 CR | | 73,40 | 40 386 600 [1] | |
| | 073 067 | | | | | | | 73,65 | 40 386 610 [1] | |
| | | | | | | | | 73,90 | 40 386 620 [1] | |
| [1] | nur satzweise austauschbar exchangeable only in sets remplacement seulement sous forme de jeu sólo se puede cambiar el juego completo заменяемо только комплектами | | | | | | | | | |

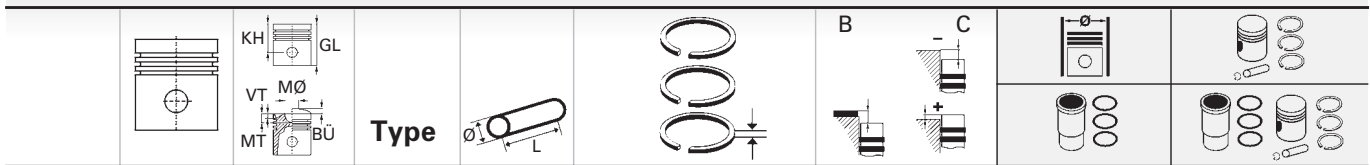


| 6 | | 73,4 | | | | | | | | | |
|---|--|-------------|---|----|---------------------|-----|-------|---------|--------|--------------|-------------------|
| Z 10 XEP | | 09.2003 → | B | 3 | 998 cm ³ | 4V | 44 kW | (60 PS) | 10,5:1 | 78,60 mm | |
|  | 3 | KH 24 | | 18 | 1 R | 1,2 | NT | ST | | 73,40 | 40 384 600 |
| | 073 067 | VT1 -1,33 | | 51 | 1 NM | 1,2 | | G3 | | 73,65 | 40 384 610 |
|  | | VT2 -1,35 | | K | 1 SLF | 2 | | CR | | 73,90 | 40 384 620 |
| | | MT -0,82 | | | | | | | | | |
| | | MØ 52 | | | | | | | | | |
| | | GL 45 | | | | | | | | | |
| [1] | nur satzweise austauschbar exchangeable only in sets remplacement seulement sous forme de jeu sólo se puede cambiar el juego completo заменяемо только комплектами | | | | | | | | | | |

| 7 | | 73,4 | | | | | | | | | |
|--|--|-------------|---|----|----------------------|-----|-------|---------|--------|--------------|-------------------|
| Z 12 XEP | | 07.2004 → | B | 4 | 1229 cm ³ | 4V | 59 kW | (80 PS) | 10,5:1 | 72,60 mm | |
|  | 4 | KH 24 | | 18 | 1 R | 1,2 | NT | ST | | 73,40 | 40 385 600 |
| | 073 067 | VT1 -1,46 | | 51 | 1 NM | 1,2 | | G3 | | 73,65 | 40 385 610 |
|  | | VT2 -1,49 | | K | 1 SLF | 2 | | CR | | 73,90 | 40 385 620 |
| | | BÜ +0,53 | | | | | | | | | |
| | | GL 45,53 | | | | | | | | | |
| [1] | nur satzweise austauschbar exchangeable only in sets remplacement seulement sous forme de jeu sólo se puede cambiar el juego completo заменяемо только комплектами | | | | | | | | | | |

| 8 | | 76 | | | | | | | | | |
|---|--------|-------------------|-------|-------|----------------------|-----|----------|------------|--------|-------------------|-------------------|
| 4EC1-T | | 01.1987 → 08.1989 | D (A) | 4 | 1488 cm ³ | 2V | 49-54 kW | (67-73 PS) | 22,5:1 | 82,00 mm | |
| 15 TD | | 01.1987 → 08.2000 | D (A) | 4 | 1487 cm ³ | 2V | 49-53 kW | (67-72 PS) | 22,5:1 | 82,00 mm | |
|  | 4 | KH 41,7 | RTK | 25 | 1 R | 2 | | CR | | 76,02 | 94 514 600 |
| | | VT1 -0,35 | | 60 | 1 R | 1,5 | | CR | | 76,52 | 94 514 610 |
|  | | MT -1,6 | | | 1 DSF | 3 | | CR | | 77,02 | 94 514 620 |
| | | GL 71,7 | | | | | | | | | |
|  | T Cyl. | A=80 | | L=138 | | | | | | 89 849 190 | 94 514 960 |
| | | | | | | | | | | semi | |

| 9 | | 76 | | | | | | | | | |
|---|----------------|-------------------|---|-------|----------------------|----|-------|---------|------|-------------------|--|
| 15 D | | 09.1987 → 08.2000 | D | 4 | 1487 cm ³ | 2V | 37 kW | (50 PS) | 23:1 | 82,00 mm | |
|  | T Cyl. | A=80 | | L=138 | | | | | | 89 849 190 | |
| | | | | | | | | | | [1] | |
| | | | | | | | | | | semi | |
| [1] | → mot. 804 794 | | | | | | | | | | |



| | | |
|----------------|---------------------|--|
| 10 | | 77,6 |
| C 14 NZ | 01.1990 → 10.2001 B | 4 1389 cm ³ 2V 40-44 kW (54-60 PS) 9,4:1 73,40 mm |
| X 14 NZ | 04.1996 → 10.2001 B | 4 1389 cm ³ 2V 44 kW (60 PS) 9,6:1 73,40 mm |
| X 14 SZ | 09.1994 → 10.2001 B | 4 1389 cm ³ 2V 44 kW (60 PS) 9,6:1 73,40 mm |
| 14 NV | 09.1988 → 11.1995 B | 4 1389 cm ³ 2V 53-55 kW (72-75 PS) 9,4:1 73,40 mm |

| | | | | | | | |
|------------------|--|-----|---------------|--|--|--|---|
| 4 077 711 | KH 32,05 MT -3,4 MØ 63 GL 52,5 | | 18 55 K | 1 R 1,5 CR G6 1 M 1,5 1 SLF 3 CR | | 77,60 78,10 78,60 | 97 286 600 97 286 610 97 286 620 (91 352) |
| | KH 31,75 MT -3,4 MØ 63 GL 52,52 | HKÜ | | | | | |
| | KH 31,75 MT -3,4 GL 52,5 | HKÜ | | | | | |

| | | |
|----------------|---------------------|--|
| 11 | | 77,6 |
| C 14 SE | 09.1991 → 10.2001 B | 4 1389 cm ³ 2V 60 kW (82 PS) 9,8:1 73,40 mm |

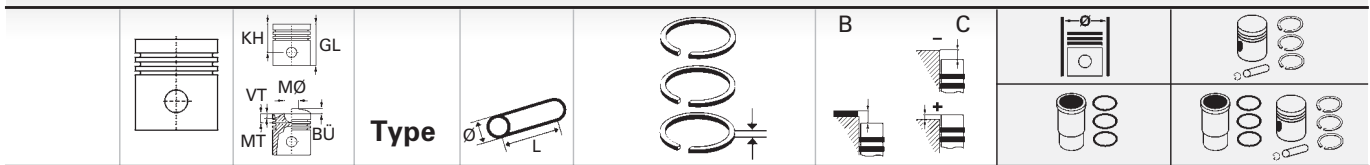
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|------------------|--------------------------------|------------|---------------|--|--|--|---|
| 4 077 711 | KH 32,05 MT -2,6 GL 52,5 | | 18 55 K | 1 R 1,5 CR G6 1 M 1,5 1 SLF 3 CR | | 77,60 78,10 78,60 | 97 360 600 97 360 610 97 360 620 |
| | KH 31,75 MT -2,6 GL 52,5 | HKÜ HKÜ | | | | | |
| | | | | | | | |

| | | |
|----------------|---------------------|---|
| 12 | | 77,6 |
| X 14 XE | 09.1994 → 09.2000 B | 4 1389 cm ³ 4V 66 kW (90 PS) 10,5:1 73,40 mm |

| | | | | | | | |
|------------------|------------------------------|------------|---------------|--|--|--|---|
| 4 077 711 | KH 32,05 BÜ +1 GL 53,5 | | 18 55 K | 1 R 1,5 CR G6 1 M 1,5 1 SLF 3 CR | | 77,60 78,10 78,60 | 94 798 600 94 798 610 94 798 620 |
| | KH 31,75 BÜ +1 GL 53,5 | HKÜ HKÜ | | | | | |
| | | | | | | | |

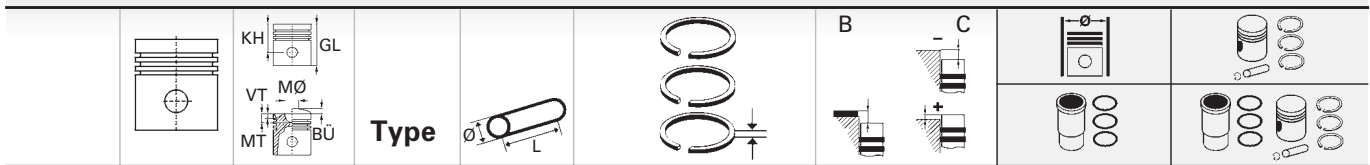
| | | |
|----------------|---------------------|--|
| 13 | | 79 |
| C 16 SE | 05.1988 → 02.1998 B | 4 1598 cm ³ 2V 74 kW (100 PS) 10:1 81,50 mm |
| E 16 SE | 05.1988 → 03.1993 B | 4 1598 cm ³ 2V 74 kW (100 PS) 10:1 81,50 mm |
| 16 SV | 09.1984 → 11.1995 B | 4 1598 cm ³ 2V 60 kW (82 PS) 10:1 81,50 mm |

| | | | | | | | |
|------------------|--|------------|---------------|---|--|--|---|
| 4 079 120 | KH 28 MT -1,6 BÜ +0,4 GL 48,4 | | 18 55 K | 1 R 1,2 CR G6 1 NM 1,5 1 SLF 3 CR | | 79,00 79,50 80,00 | 90 556 605 90 556 623 90 556 630 |
| | KH 27,7 MT -1,6 BÜ +0,4 GL 48,1 | HKÜ HKÜ | | | | | |
| | | | | | | | |



| 14 | | 79 | | | | | | | | | | | | | |
|----------------------|--|------------|----|----------------------|-----|----------|------------|------------|------------|------------|-------|------------|-----------|--|--|
| C 16 NZ | 09.1984 → 02.1998 | B | 4 | 1598 cm ³ | 2V | 55 kW | (75 PS) | 9,2:1 | 81,50 mm | | | | | | |
| E 16 NZ | 09.1986 → 11.1995 | B | 4 | 1598 cm ³ | 2V | 55-60 kW | (75-82 PS) | 9,2:1 | 81,50 mm | | | | | | |
| X 16 SZ | 07.1994 → 02.1998 | B | 4 | 1598 cm ³ | 2V | 52 kW | (71 PS) | 10:1 | 81,50 mm | | | | | | |
| X 16 SZR | 08.1996 → 08.2000 | B | 4 | 1598 cm ³ | 2V | 55 kW | (75 PS) | 9,6:1 | 81,50 mm | | | | | | |
| 4 079 120 | KH 28 MT -2,7 BÜ +0,4 GL 48,4 | HKÜ HKÜ | 18 | 1 R | 1,2 | CR G6 | 79,00 | 90 555 605 | | | | | | | |
| | | | 55 | 1 NM | 1,5 | 79,50 | | | 90 555 623 | | | | | | |
| | | | K | 1 SLF | 3 | | | | | CR | 80,00 | 90 555 630 | | | |
| 15 | | | | | | | | | | | | | 79 | | |
| C 16 LZ2 | 09.1988 → 08.2000 | B | 4 | 1598 cm ³ | 2V | 55 kW | (75 PS) | 9,2:1 | 81,50 mm | | | | | | |
| 4 079 120 | KH 27,7 MT -3,9 BÜ +0,4 GL 48,1 | SRK | 18 | 1 R | 1,2 | CR G6 | 79,50 | 90 054 623 | | | | | | | |
| | | | 55 | 1 NM | 1,5 | 79,50 | | | 90 054 623 | | | | | | |
| K | 1 SLF | 3 | CR | | | | | | | | | | | | |
| 16 | | | | | | | | | | | | 79 | | | |
| X 16 XE | 09.1994 → 08.1999 | B | 4 | 1598 cm ³ | 4V | 78 kW | (106 PS) | 10,5:1 | 81,50 mm | | | | | | |
| X 16 XEL | 09.1994 → 08.2000 | B | 4 | 1598 cm ³ | 4V | 74 kW | (100 PS) | 10,5:1 | 81,50 mm | | | | | | |
| 4 079 120 | KH 28 MT -0,8 GL 48 | HKÜ HKÜ | 18 | 1 R | 1,2 | CR G6 | 79,00 | 94 637 600 | | | | | | | |
| | | | 55 | 1 NM | 1,5 | 79,50 | | | 94 637 610 | | | | | | |
| | | | K | 1 SLF | 3 | | | | | CR | 80,00 | 94 637 620 | | | |
| 17 | | | | | | | | | | | | | 79 | | |
| Y 16 XE | 09.1999 → 08.2000 | B | 4 | 1598 cm ³ | 4V | 74 kW | (101 PS) | 10,5:1 | 81,50 mm | | | | | | |
| Z 16 SE | 09.2000 → | B | 4 | 1598 cm ³ | 2V | 62 kW | (84 PS) | 9,6:1 | 81,50 mm | | | | | | |
| Z 16 XE | 09.1999 → | B | 4 | 1598 cm ³ | 4V | 74 kW | (100 PS) | 10,5:1 | 81,50 mm | | | | | | |
| 4 079 184 | KH 27,2 GL 50,2 | HKÜ HKÜ | 18 | 1 R | 1,2 | NT ST | 79,00 | 40 380 600 | | | | | | | |
| | | | 55 | 1 NM | 1,5 | 79,25 | | | 40 380 610 | | | | | | |
| | | | K | 1 SLF | 2,5 | | | | | CR | 79,50 | 40 380 620 | | | |
| 18 | | | | | | | | | | | | | 79 | | |
| Z 16 XEP | 09.2002 → | B | 4 | 1598 cm ³ | 4V | 76 kW | (104 PS) | 10,5:1 | 81,50 mm | | | | | | |
| 4 079 185 | KH 26,73 GL 48,73 | HKÜ HKÜ | 18 | 1 R | 1,2 | NT ST | 79,00 | 40 388 600 | | | | | | | |
| | | | 52 | 1 NM | 1,2 | G3 | | | 79,25 | 40 388 610 | | | | | |
| | | | K | 1 SLF | 2 | CR | | | | | 79,50 | 40 388 620 | | | |

V



| | | | | | | | | | |
|--------------|---|--|-----------|----------|-----------------------------|----|-------|--|---|
| 19 | | 79 | | | | | | | |
| 17 TD | | 09.1988 → 02.1998 | D (LA) | 4 | 1686 cm ³ | 2V | 60 kW | (82 PS) 22:1 | 86,00 mm |
| | 4 | KH 39,6 VT1 -0,50 MT -1,5 GL 69,6 | RTK RK | 27 64 | 1 R 2 1 R 1,5 1 DSF 3 | CR | | 79,00 79,50 80,00 | 94 861 600 94 861 610 94 861 620 |

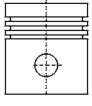
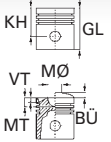

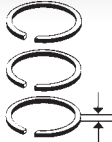
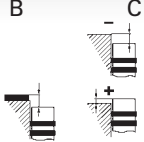
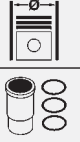
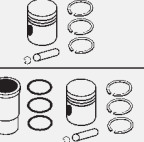
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|-----------------|---|---|--------|----------|-----------------------------|-------------------------|-------|--|---|
| 20 | | 79 | | | | | | | |
| Y 17 DT | | 09.2000 → | D (LA) | 4 | 1686 cm ³ | 4V | 55 kW | (75 PS) 18,4:1 | 86,00 mm |
| Y 17 DTL | | 09.2000 → | D (LA) | 4 | 1686 cm ³ | 4V | 48 kW | (65 PS) 18,4:1 | 86,00 mm |
| | 4 | KH 39,75 MT -14 MØ 38,8 GL 74,05 | RTK | 27 64 | 1 R 2 1 M 1,5 1 DSF 3 | CK G6 CR G3 NT ST | | 79,00 79,25 79,50 | 40 391 600 40 391 610 40 391 620 |

| | | | | | | | | | |
|-----------------|---|---|------------|----------|-----------------------------|-------------------------|-------|--|---|
| 21 | | 79 | | | | | | | |
| Z 17 DTH | | 03.2003 → | D (LA) | 4 | 1686 cm ³ | 4V | 74 kW | (100 PS) 18,4:1 | 86,00 mm |
| | 4 | KH 39,75 MT -14 MØ 41,8 GL 64,75 | KKK RTK | 27 64 | 1 R 2 1 M 1,5 1 DSF 3 | CK G6 CR G3 NT ST | | 79,00 79,25 79,50 | 40 392 600 40 392 610 40 392 620 |

| | | | | | | | | | |
|-----------------|---|---|--------|----------|-----------------------------|-------------------------|-------|--|---|
| 22 | | 79 | | | | | | | |
| Z 17 DTL | | 03.2003 → | D (LA) | 4 | 1686 cm ³ | 4V | 59 kW | (80 PS) 18,4:1 | 86,00 mm |
| | 4 | KH 39,75 MT -14 MØ 41,8 GL 74,05 | RTK | 27 64 | 1 R 2 1 M 1,5 1 DSF 3 | CK G6 CR G3 NT ST | | 79,00 79,25 79,50 | 40 390 600 40 390 610 40 390 620 |

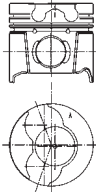
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|--------------|---|---------------------------------|------------------|----------|---------------------------|-------------|-------|------------------------------|--|
| 23 | | 80 | | | | | | | |
| 16 D | | 03.1982 → 12.1989 | D | 4 | 1598 cm ³ | 2V | 40 kW | (54 PS) 23:1 | 79,50 mm |
| 16 DA | | 09.1985 → 09.1993 | D | 4 | 1598 cm ³ | 2V | 40 kW | (54 PS) 23:1 | 79,50 mm |
| | 4 | KH 44,95 MT -1,4 GL 76,95 | LOX RTK RK | 26 65 | 1 R 2 1 M 2 1 DSF 3 | CR G6 CR | | 80,00 81,00 | 93 578 600 [1] 93 578 620 [1] |

Fortsetzung nächste Seite / continued on next page / suite page suivante / continuación página próxima / Продолжение на следующей странице

| | | | | | | | | |
|-----|---|---|--|---|---|--|---|---|
| |  |  | Type |  |  |  |  |  |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня | | | | |
| | Kerben notches repères muescas надрезы | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | | |
| | 2 1 3 | +0,868 +1,000 | +0,868 +1,000 | | | | | |

26  **80**

| | | | | | | | | | |
|----------------|-------------------|--------|---|----------------------|----|----------|------------|--------|----------|
| F9Q 760 | 03.2001 → | D (LA) | 4 | 1870 cm ³ | 2V | 74 kW | (101 PS) | 19:1 | 93,00 mm |
| F9Q 762 | 03.2001 → | D (LA) | 4 | 1870 cm ³ | 2V | 60 kW | (82 PS) | 19:1 | 93,00 mm |
| F9Q 770 | 01.1999 → 10.2001 | D (A) | 4 | 1870 cm ³ | 2V | 58 kW | (79 PS) | 18,3:1 | 93,00 mm |
| F9Q 772 | 09.2000 → 12.2003 | D (A) | 4 | 1870 cm ³ | 2V | 60 kW | (82 PS) | 18,3:1 | 93,00 mm |
| F9Q 774 | 11.2003 → | D (A) | 4 | 1870 cm ³ | 2V | 58-60 kW | (79-82 PS) | 18,3:1 | 93,00 mm |

| | | | | | | | | |
|--|--------------|---|------------|----------|-----------------------------|-------------------|----------------------------------|--|
|  | 4 080 279 | KH 47,06 VT1 -0,75 MT -17,8 MØ 38 GL 77,4 | RTK TPL | 28 60 | 1 R 2,5 1 M 2 1 DSF 3 | MO G6 G3 CR | 80,01 80,51 | 99 561 600 [1] 99 561 620 [1] |
|--|--------------|---|------------|----------|-----------------------------|-------------------|----------------------------------|--|

[1] Zylinderkopfdichtung
cylinder head gasket
joint de culasse
junta de culata
Прокладка головки блока цилиндр.

Kolbenüberstand:
piston protrusion:
dépassement du piston:
resalto del pistón:
выступающая часть поршня

Kerben
notches
repères
muescas
надрезы

größer als
more than
supérieur à
superior a
больше, чем

kleiner als
less than
inférieur à
inferior a
меньше, чем

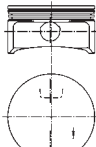
2
1
3

+0,868
+1,000

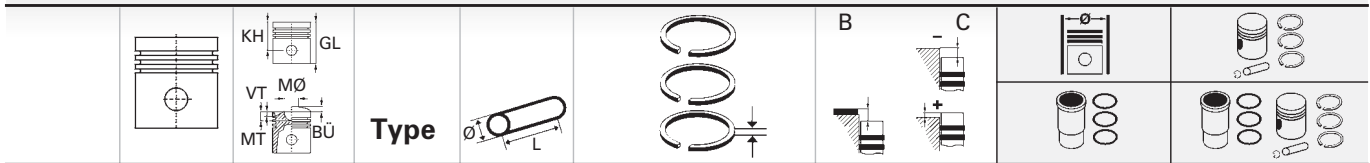
+0,868
+1,000

















27  **80,5**

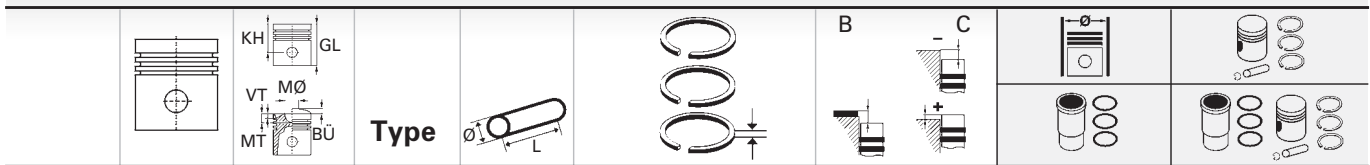
| | | | | | | | | | |
|-----------------|-------------------|---|---|----------------------|----|----------|--------------|--------|----------|
| X 18 XE1 | 09.1997 → 09.2000 | B | 4 | 1796 cm ³ | 4V | 85 kW | (116 PS) | 10,5:1 | 88,20 mm |
| Z 18 XE | 09.2000 → | B | 4 | 1796 cm ³ | 4V | 90-92 kW | (122-125 PS) | 10,5:1 | 88,20 mm |
| Z 18 XEL | 09.2000 → | B | 4 | 1796 cm ³ | 4V | 81-85 kW | (110-116 PS) | 10,5:1 | 88,20 mm |

| | | | | | | | | |
|---|--------------|--------------------|--|---------------|-------------------------------|-------------|----------------------------------|--|
|  | 4 080 306 | KH 24,1 GL 44,7 | | 18 55 K | 1 R 1,2 1 M 1,2 1 SLF 2 | NT ST CR | 80,50 81,00 | 99 741 601 99 741 610 (94 605) |
|---|--------------|--------------------|--|---------------|-------------------------------|-------------|----------------------------------|--|

V



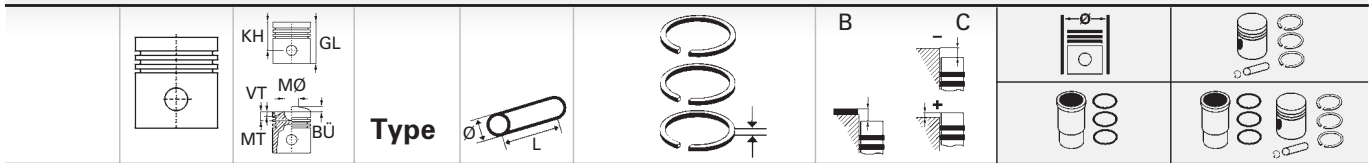
| 28 | |  80,5 | | | | | | | | | | | | | |
|---|--|---|--|-----------|--|-----|--|-------------------------|--|---------------|--|-----------------|--|--------------------------------------|--|
| Z 18 XER | | 10.2003 → | | B | | 4 | | 1796 cm ³ 4V | | 103 kW | | (140 PS) 10,5:1 | | 88,20 mm | |
|  | | 4 | | KH 26,1 | | TPL | | 19 | | 1 R 1,2 NT ST | | 80,50 | | 40 027 700 <small>NEW</small> | |
|  | | 080 320 | | BÜ +0,7 | | NHA | | 49,84 | | 1 M 1,2 | | | | | |
|  | | | | GL 45,1 | | HK | | | | 1 SLF 2 CR | | 81,00 | | 40 027 710 <small>NEW</small> | |
| 29 | |  81,6 | | | | | | | | | | | | | |
| C 25 LET | | 01.1990 → 03.1997 | | B | | 6 | | 2498 cm ³ 4V | | 125 kW | | (170 PS) 10,8:1 | | 79,60 mm | |
| C 25 NE | | 01.1990 → 03.1997 | | B | | 6 | | 2498 cm ³ 4V | | 125 kW | | (170 PS) 10,8:1 | | 79,60 mm | |
| X 25 XE | | 04.1993 → 08.2001 | | B | | 6 | | 2498 cm ³ 4V | | 125 kW | | (170 PS) 10,8:1 | | 79,60 mm | |
|  | | 6 | | KH 30,45 | | | | 21 | | 1 R 1,5 CR ST | | 81,60 | | 94 954 600 | |
|  | | 082 212 | | BÜ +0,6 | | | | 56 | | 1 NM 1,5 | | 82,10 | | 94 954 610 | |
|  | | | | GL 51,08 | | HK | | K | | 1 SLF 3 CR | | 82,60 | | 94 954 620 | |
| 30 | |  81,6 | | | | | | | | | | | | | |
| C 18 XE | | 09.1994 → 02.1998 | | B | | 4 | | 1796 cm ³ 4V | | 92 kW | | (125 PS) 10,8:1 | | 86,00 mm | |
| C 18 XEL | | 09.1994 → 02.1998 | | B | | 4 | | 1796 cm ³ 4V | | 85 kW | | (116 PS) 10,8:1 | | 86,00 mm | |
| X 18 XE | | 09.1995 → 08.1999 | | B | | 4 | | 1796 cm ³ 4V | | 85 kW | | (116 PS) 10,8:1 | | 86,00 mm | |
|  | | 4 | | KH 30,4 | | | | 21 | | 1 R 1,5 CR ST | | 81,60 | | 99 438 600 | |
|  | | 082 190 | | VT1 -1,79 | | | | 56 | | 1 NM 1,5 | | 82,10 | | 99 438 610 | |
|  | | | | MT -1,84 | | HKÜ | | K | | 1 SLF 3 CR | | | | [1] | |
| | | | | GL 50,4 | | | | | | | | | | [1] | |
| | | | | KH 30,1 | | | | | | | | | | [1] | |
| | | | | VT1 -1,79 | | | | | | | | | | [1] | |
| | | | | MT -1,84 | | | | | | | | | | [1] | |
| | | | | GL 50,1 | | | | | | | | | | [1] | |
| [1] | | X 18 XE: | | → 12.1997 | | | | | | | | | | | |
| 31 | |  82 | | | | | | | | | | | | | |
| Z 19 DT | | 03.2004 → | | D (LA) | | 4 | | 1910 cm ³ 2V | | 88 kW | | (120 PS) 18:1 | | 90,40 mm | |
| Z 19 DTL | | 09.2004 → | | D (LA) | | 4 | | 1910 cm ³ 2V | | 74 kW | | (100 PS) 18,4:1 | | 90,40 mm | |
|  | | 4 | | KH 46,5 | | RTK | | 25,988 | | 1 R 2 CK G6 | | 82,00 | | 40 218 600 | |
|  | | 082 214 | | VT1 -0,50 | | KBB | | 61 | | 1 NM 2 G3 | | 82,40 | | 40 218 620 | |
|  | | | | MT -17,5 | | | | | | 1 DSF 2 NT ST | | 82,60 | | 40 218 630 | |
| | | | | MØ 37,5 | | | | | | | | | | (99 724) | |
| | | | | GL 72,5 | | | | | | | | | | | |



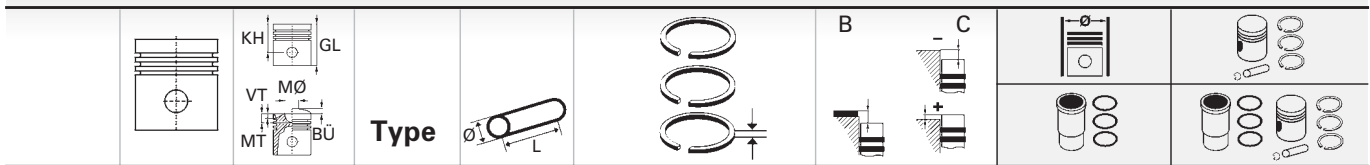
| | | | | | |
|-----------------|-----------|---|--------------|-------------------|-------------------|
| 32 | | 82 | | | |
| Z 19 DTH | 03.2004 → | D (LA) 4 1910 cm ³ 4V 110 kW (150 PS) 17,5:1 90,40 mm | | | |
| Z 19 DTJ | 09.2004 → | D (LA) 4 1910 cm ³ 4V 88 kW (120 PS) 17,5:1 90,40 mm | | | |
| | 4 | KH 46,5 RTK 26 1 R 2 CK G6 VT1 -1,00 KKK 61 1 NM 2 G3 VT2 -0,90 KBB 1 DSF 2 CR G6 MT -15,4 MØ 41,5 GL 73,5 | 82,00 | 40 660 600 | |
| | | KH 46,5 VT1 -1,00 VT2 -0,90 | | 82,40 | 40 660 610 |
| | | | | 82,60 | 40 660 620 |

| | | | | |
|-----------------|---|---|--|--------------------------|
| 33 | | 82,5 | | |
| X 17 DTL | 07.1995 → 08.2000 | D (LA) 4 1699 cm ³ 2V 50 kW (68 PS) 22:1 79,50 mm | | |
| 17 D | 09.1985 → 02.1998 | D 4 1699 cm ³ 2V 42 kW (57 PS) 23:1 79,50 mm | | |
| 17 DR | 01.1989 → 10.2001 | D 4 1699 cm ³ 2V 42-44 kW (57-60 PS) 23:1 79,50 mm | | |
| | 4 | KH 44,95 LOX 26 1 R 2 CR G6 MT -2,6 RTK 65 1 M 2 G3 GL 72,95 1 DSF 3 CR | 82,50 | 90 858 600 [1] |
| | | | 83,00 | 90 858 610 [1] |
| | | | 83,50 | 90 858 620 [1] |
| | T Cyl. | A=85,5 C=87,5 L=142 H=4,5 | 89 432 190 semi | 90 858 960 |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: Выступающая часть поршня: | |
| | Dicke thickness épaisseur espesor надрезы толщина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | |
| | 1,3 mm 1,4 mm 1,5 mm | + 0,75 + 0,85 + 0,85 | + 0,75 + 0,85 + 1,05 | |

| | | | | | |
|----------------|-----------|---|---|---------------|-------------------|
| 34 | | 82,7 | | | |
| F4R 720 | 03.2001 → | B 4 1998 cm ³ 4V 88 kW (120 PS) 9,8:1 93,00 mm | | | |
| | 4 | KH 30,25 MT -2,65 MØ 73,1 GL 56,8 | 21 1 R 1,2 NT ST 61 1 NM 1,5 1 SLF 2 CR | 82,715 | 40 355 600 |
| | | | | | |

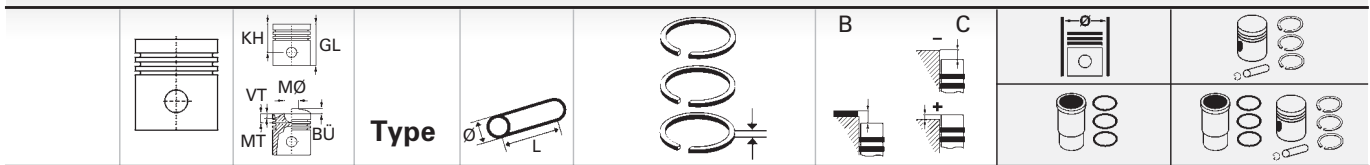


| 35 | | 84 | | Type | | Ø L | | B C | | σ | | σ | |
|-------------------------|---|---|--|--|------------------------------|----------------------|----|-----------|--------------|--------|-----------|--------------|------------------------------|
| X 20 DTL | | 09.1996 → 08.2000 | | D (A) | 4 | 1995 cm ³ | 4V | 60 kW | (82 PS) | 18,5:1 | 90,00 mm | | |
| Y 20 DTL | | 09.2000 → | | D (A) | 4 | 1995 cm ³ | 4V | 60 kW | (82 PS) | 18,5:1 | 90,00 mm | | |
| | 4 084 177 | KH 45,8 MT -14,9 MØ 41 GL 70,8 | RTK TPL | 29 68 | 1 R 2 1 M 1,75 1 DSF 3 | CR G6 | | | | | | 84,00 | 94 834 700 [1] |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | | | | | | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor ширина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | | | | | | |
| | 0 1 2 | 1,20 1,30 1,40 | +0,40 +0,51 +0,61 | +0,50 +0,60 +0,70 | | | | | | | | | |
| 36 | | 84 | | | | | | | | | | | |
| M9R 780 Euro 4 | | 07.2006 → 01.2008 | | D (LA) | 4 | 1995 cm ³ | 4V | 66-84 kW | (90-114 PS) | 15,7:1 | 90,00 mm | | |
| M9R 782 | | 02.2008 → 08.2010 | | D (LA) | 4 | 1995 cm ³ | 4V | 66 kW | (90 PS) | 15,7:1 | 90,00 mm | | |
| M9R 786 Euro 2/3 | | 07.2006 → | | D (LA) | 4 | 1995 cm ³ | 4V | 66-84 kW | (90-114 PS) | 15,7:1 | 90,00 mm | | |
| | 4 084 196 | KH 47,916 MT -14,9 MØ 49,07 GL 76 | RTK TPL KKK | 32 65 | 1 ET 2,5 1 M 2 1 DSF 2 | CK G6 G3 CR | | | | | | 84,00 | 40 262 600 |
| | | | | | | | | | | | | 84,50 | 40 262 620 |
| 37 | | 85 | | | | | | | | | | | |
| M9T 670 Euro 5 | | 04.2010 → | | D (LA) | 4 | 2298 cm ³ | 4V | 74-92 kW | (101-125 PS) | 16:1 | 101,30 mm | | |
| M9T 672 Euro 5 | | 04.2010 → | | D (A) | 4 | 2298 cm ³ | 4V | 74-92 kW | (101-125 PS) | 16,0:1 | 101,30 mm | | |
| M9T 676 Euro 4 | | 04.2010 → | | D (A) | 4 | 2298 cm ³ | 4V | 74-92 kW | (101-125 PS) | 16,0:1 | 101,30 mm | | |
| M9T 678 | | 04.2010 → | | D (LA) | 4 | 2298 cm ³ | 4V | 107 kW | (146 PS) | 16:1 | 101,30 mm | | |
| M9T 680 | | 04.2010 → | | D (A) | 4 | 2298 cm ³ | 4V | 107 kW | (146 PS) | 16,0:1 | 101,30 mm | | |
| M9T 686 Euro 5 | | 04.2010 → | | D (A) | 4 | 2298 cm ³ | 4V | 92 kW | (125 PS) | 16,0:1 | 101,30 mm | | |
| M9T 690 Euro 5 | | 04.2010 → | | D (LA) | 4 | 2298 cm ³ | 4V | 92 kW | (125 PS) | 16:1 | 101,30 mm | | |
| M9T 692 Euro 4 | | 04.2010 → | | D (A) | 4 | 2298 cm ³ | 4V | 92 kW | (125 PS) | 16,0:1 | 101,30 mm | | |
| M9T 694 Euro 4 | | 04.2010 → | | D (A) | 4 | 2298 cm ³ | 4V | 107 kW | (146 PS) | 16,0:1 | 101,30 mm | | |
| M9T 696 Euro 4 | | 04.2010 → | | D (A) | 4 | 2298 cm ³ | 4V | 92-107 kW | (125-146 PS) | 16,0:1 | 101,30 mm | | |
| M9T 698 Euro 5 | | 04.2010 → | | D (A) | 4 | 2298 cm ³ | 4V | 107 kW | (146 PS) | 16,0:1 | 101,30 mm | | |
| | 4 085 209 | KH 47,88 MT -16,2 MØ 50 GL 76 | RTK TPL KKK | 32 65 | 1 ET 2,5 1 M 2 1 DSF 2 | CR G6 CR CR G6 | | | | | | 85,01 | 97 504 600 NEW |
| | | | | | | | | | | | | 85,51 | 97 504 620 NEW |



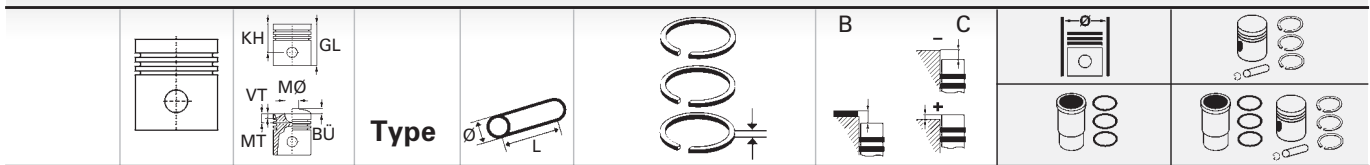
| 38 | | 86 | | | | | | | | | |
|-----------------|---|-------------------|-----|--------|----------|-------------------------|--|------------|---------------------|--------------|-------------------|
| C 20 NE | | 09.1986 → 02.1998 | | B | 4 | 1998 cm ³ 2V | | 85 kW | (116 PS) 9,2:1 | 86,00 mm | |
| 086 103 | 4 | KH 30,4 | SRK | 20,998 | 1 R 1,5 | MO G6 | | | | 86,00 | 92 123 600 |
| | | MT -5 | | 61,5 | 1 NM 1,5 | | | | | | |
| | | MØ 57,02 | | K | 1 SLF 3 | CR | | | | | |
| | | KH 30,1 | HKÜ | | | | | | | 86,50 | 92 123 610 |
| | | MT -5 | HKÜ | | | | | | | 87,00 | 92 123 620 |
| | | MØ 57,02 | | | | | | | | | (90 244, 90 760) |
| | | GL 55,4 | | | | | | | | | |
| 39 | | 86 | | | | | | | | | |
| X 20 SE | | 04.1994 → 12.2000 | | B | 4 | 1998 cm ³ 4V | | 85 kW | (116 PS) 10:1 | 86,00 mm | |
| 20 SE | | 09.1986 → 12.2000 | | B | 4 | 1998 cm ³ 2V | | 85 kW | (116 PS) 10:1 | 86,00 mm | |
| 20 SEH | | 09.1986 → 08.1995 | | B | 4 | 1998 cm ³ 2V | | 95 kW | (129 PS) 10:1 | 86,00 mm | |
| 20 SER | | 09.1986 → 08.1991 | | B | 4 | 1998 cm ³ 2V | | 91 kW | (124 PS) 10:1 | 86,00 mm | |
| 20 XE | | 01.1988 → 11.1995 | | B | 4 | 1998 cm ³ 4V | | 110-115 kW | (150-156 PS) 10,5:1 | 86,00 mm | |
| 20 XEJ | | 05.1989 → 1997 | | B | 4 | 1998 cm ³ 4V | | 110-115 kW | (150-156 PS) 10,5:1 | 86,00 mm | |
| 086 103 | 4 | KH 30,4 | SRK | 21 | 1 R 1,5 | MO G6 | | | | 86,00 | 90 245 600 |
| | | MT -5 | | 61,5 | 1 NM 1,5 | | | | | 86,50 | 90 245 610 |
| | | MØ 45 | | K | 1 SLF 3 | CR | | | | 87,00 | 90 245 620 |
| | | GL 55,4 | | | | | | | | | |
| 40 | | 86 | | | | | | | | | |
| C 20 XE | | 05.1988 → | | B | 4 | 1998 cm ³ 4V | | 110 kW | (150 PS) 10,5:1 | 86,00 mm | |
| 086 147 | 4 | KH 30,43 | | 21 | 1 R 1,5 | MO G6 | | | | 86,00 | 91 023 700 |
| | | VT1 -1,93 | | 61,5 | 1 NM 1,5 | | | | | 86,50 | 91 023 710 |
| | | MT -0,85 | | | 1 SLF 3 | CR | | | | | |
| | | GL 55,43 | | | | | | | | | |
| 41 | | 86 | | | | | | | | | |
| X 20 XEV | | 09.1993 → | | B | 4 | 1998 cm ³ 4V | | 100 kW | (136 PS) 10,8:1 | 86,00 mm | |
| 086 716 | 4 | KH 30,4 | | 21 | 1 R 1,5 | MO G6 | | | | 86,00 | 97 332 600 |
| | | MT -3,16 | | 61,5 | 1 NM 1,5 | | | | | 86,50 | 97 332 610 |
| | | MØ 59 | | K | 1 SLF 3 | CR | | | | 87,00 | 97 332 620 |
| | | GL 55,4 | | | | | | | | | (94 515) |
| | | KH 30,1 | HKÜ | | | | | | | | |
| | | MT -3,16 | HKÜ | | | | | | | | |
| | | MØ 59 | | | | | | | | | |
| | | GL 55,4 | | | | | | | | | |
| 42 | | 86 | | | | | | | | | |
| X 30 XE | | 04.1994 → 02.2001 | | B | 6 | 2962 cm ³ 4V | | 148 kW | (201 PS) 10,8:1 | 85,00 mm | |
| 086 147 | 6 | KH 30,45 | | 21 | 1 R 1,5 | MO G6 | | | | 86,00 | 99 695 600 |
| | | MT -1,97 | | 61,5 | 1 NM 1,5 | | | | | 86,50 | 99 695 610 |
| | | GL 50,45 | | | 1 SLF 3 | CR | | | | 87,00 | 99 695 620 |
| | | KH 30,15 | HKÜ | | | | | | | | |
| | | MT -1,97 | HKÜ | | | | | | | | |
| | | GL 50,15 | | | | | | | | | |

V



| 43 | | 86 | | | | | | | | | | | | |
|-----------------|-------------------|--|------------|----------------------|----------------------------------|-------------|--------------|--------|----------------|-------------------------------|-------------------|--|--|--|
| C 20 SEL | 05.1997 → 09.2002 | B | 4 | 1998 cm ³ | 4V | 100 kW | (136 PS) | 9,6:1 | 86,00 mm | | | | | |
| C 22 SEL | 10.1999 → 08.2001 | B | 4 | 2198 cm ³ | 4V | 106 kW | (144 PS) | 10:1 | 94,60 mm | | | | | |
| X 22 SE | 02.1995 → 12.2000 | B | 4 | 2198 cm ³ | 4V | 100-104 kW | (136-141 PS) | 9,6:1 | 94,60 mm | | | | | |
| X 22 XE | 02.1995 → 09.1999 | B | 4 | 2198 cm ³ | 4V | 104 kW | (141 PS) | 10,5:1 | 94,60 mm | | | | | |
| | 4 | KH 30,4 MT -6,5 MØ 63,18 GL 55,4 | | 21 61,5 K | 1 R 1,5 1 NM 1,5 1 SLF 3 | MO G6 CR | | | 86,00 | 97 363 600 | | | | |
| | | KH 30,1 MT -6,5 MØ 63,18 GL 55,4 | HKÜ HKÜ | | | | | | 86,50 | 97 363 610 | | | | |
| | | | | | | | | | 87,00 | 97 363 620 (97 288) | | | | |
| 44 | | 86 | | | | | | | | | | | | |
| Y 22 XE | 09.1999 → 09.2003 | B | 4 | 2198 cm ³ | 4V | 106 kW | (144 PS) | 10,5:1 | 94,60 mm | | | | | |
| Z 22 XE | 09.1999 → | B | 4 | 2198 cm ³ | 4V | 106 kW | (144 PS) | 10,5:1 | 94,60 mm | | | | | |
| | 4 | KH 27,6 BÜ +2,4 GL 55 | | 21 61,5 | 1 R 1,2 1 NM 1,5 1 SLF 2,5 | NT ST CR | | | 86,00 | 97 359 700 | | | | |
| | | | | | | | | | | | | | | |
| 45 | | 86 | | | | | | | | | | | | |
| Z 22 SE | 09.2000 → | B | 4 | 2198 cm ³ | 4V | 108 kW | (147 PS) | 10:1 | 94,60 mm | | | | | |
| | 4 | KH 26,75 MT -0,61 MØ 70 GL 48,9 | | 20 62,84 | 1 R 1,2 1 NM 1,5 1 SLF 2,5 | NT ST CR | | | 86,00 | 94 912 600 | | | | |
| | | KH 26,45 MT -0,61 GL 48,9 | HKÜ HKÜ | | | | | | 86,25 | 94 912 610 | | | | |
| | | | | | | | | | 86,50 | 94 912 620 | | | | |
| 46 | | 87 | | | | | | | | | | | | |
| G9T 720 | 01.2001 → | D (A) | 4 | 2188 cm ³ | 4V | 66 kW | (90 PS) | 18:1 | 92,00 mm | | | | | |
| G9T 722 | 01.2001 → | D (A) | 4 | 2188 cm ³ | 4V | 66 kW | (90 PS) | 18:1 | 92,00 mm | | | | | |
| G9T 750 | 01.2001 → | D (A) | 4 | 2188 cm ³ | 4V | 66 kW | (90 PS) | 18:1 | 92,00 mm | | | | | |
| | 4 | KH 54,53 MT -17,5 MØ 40,4 GL 84,2 | RTK TPL | 31 65 | 1 ET 3 1 M 1,75 1 SSF 2,5 | PC G6 G3 | | | +0,06 +0,40 | 87,01 | 99 469 600 | | | |
| | | | | | | | | | | 87,51 | 99 469 620 | | | |

V



| | | | | | | | | | | | | |
|-----------------------|-----------|-----------|---|----------------------|----|----------|-------------|--------|----------|--|--|--|
| 47 | | 89 | | | | | | | | | | |
| G9U 720 Euro 3 | 10.2001 → | D (LA) | 4 | 2463 cm ³ | 4V | 73-84 kW | (99-115 PS) | 17,8:1 | 99,00 mm | | | |
| G9U 724 Euro 3 | 11.2003 → | D (LA) | 4 | 2463 cm ³ | 4V | 84 kW | (114 PS) | 17,8:1 | 99,00 mm | | | |
| G9U 730 Euro 3 | 04.2004 → | D (LA) | 4 | 2463 cm ³ | 4V | 99 kW | (135 PS) | 17,8:1 | 99,00 mm | | | |
| G9U 750 Euro 3 | 11.2003 → | D (LA) | 4 | 2463 cm ³ | 4V | 84 kW | (114 PS) | 18,3:1 | 99,00 mm | | | |
| G9U 754 Euro 3 | 11.2003 → | D (LA) | 4 | 2463 cm ³ | 4V | 73-84 kW | (99-115 PS) | 18,3:1 | 99,00 mm | | | |

| | | | | | | | | | |
|--|---------|--|------------|----------|----------------------------------|-------|--|--------------|-------------------------------|
| | 4 | KH 53,03 MT -17,85 MØ 43,2 GL 83,09 | RTK TPL | 31 65 | 1 R 2,5 1 M 1,75 1 SSF 2,5 | MO G6 | | 89,00 | 40 079 600 |
| | 089 168 | | | | | | | 89,50 | 40 079 620 (99 424) |

| | | | | | | | | | | | | |
|-----------------------|-----------|-----------|---|----------------------|----|-----------|--------------|---------|----------|--|--|--|
| 48 | | 89 | | | | | | | | | | |
| G9U 632 Euro 4 | 2007 → | D (LA) | 4 | 2463 cm ³ | 4V | 88-107 kW | (120-145 PS) | 18,1:1 | 99,00 mm | | | |
| G9U 650 Euro 4 | 11.2003 → | D (LA) | 4 | 2463 cm ³ | 4V | 74-88 kW | (101-120 PS) | 21,25:1 | 99,00 mm | | | |

| | | | | | | | | | |
|--|---------|---|------------|----------|---------------------------------|----------------|--|--------------|-------------------|
| | 4 | KH 53,075 MT -16,13 MØ 48 GL 83,09 | RTK TPL | 31 65 | 1 ET 3 1 M 1,75 1 DSF 2,5 | PC G6 CR G6 | | 89,00 | 40 271 600 |
| | 089 168 | | | | | | | 89,50 | 40 271 620 |

| | | | | | | | | | | | | |
|-----------------------|--------|-----------|---|----------------------|----|--------|----------|--------|----------|--|--|--|
| 49 | | 89 | | | | | | | | | | |
| G9U 630 Euro 4 | 2007 → | D (LA) | 4 | 2463 cm ³ | 4V | 107 kW | (145 PS) | 18,1:1 | 99,00 mm | | | |

| | | | | | | | | | |
|--|---------|---|-------------------|----------|---------------------------------|----------------|--|--------------|-------------------|
| | 4 | KH 53,075 MT -16,13 MØ 48 GL 83,09 | RTK TPL KKK | 31 68 | 1 ET 3 1 M 1,75 1 DSF 2,5 | PC G6 CR G6 | | 89,00 | 40 272 600 |
| | 089 199 | | | | | | | 89,50 | 40 272 620 |

| | | | | | | | | | | | | |
|--------------|-------------------|-----------|---|----------------------|----|----------|------------|------|----------|--|--|--|
| 50 | | 92 | | | | | | | | | | |
| 23 D | 05.1983 → 08.1986 | D | 4 | 2260 cm ³ | 2V | 46-52 kW | (63-71 PS) | 22:1 | 85,00 mm | | | |
| 23 YD | 09.1986 → 10.1994 | D | 4 | 2260 cm ³ | 2V | 54 kW | (73 PS) | 22:1 | 85,00 mm | | | |

| | | | | | | | | | |
|--|--------|------|--------|-------|--------|--|--|---------------------------|--|
| | T Cyl. | A=95 | C=96,9 | L=172 | H=4,55 | | | 89 048 190 semi | |
|--|--------|------|--------|-------|--------|--|--|---------------------------|--|

| | | | | | | | | | | | | |
|---------------|-------------------|-----------|---|----------------------|----|----------|-------------|------|----------|--|--|--|
| 51 | | 92 | | | | | | | | | | |
| 23 DTR | 09.1988 → 10.1994 | D (LA) | 4 | 2260 cm ³ | 2V | 74 kW | (100 PS) | 23:1 | 85,00 mm | | | |
| 23 TD | 11.1984 → 08.1995 | D (LA) | 4 | 2260 cm ³ | 2V | 63-74 kW | (86-101 PS) | 23:1 | 85,00 mm | | | |
| 23 YDT | 10.1986 → 08.1988 | D (A) | 4 | 2260 cm ³ | 2V | 66 kW | (90 PS) | 23:1 | 85,00 mm | | | |

| | | | | | | | | | |
|--|---------|---------------------------------|-------------------|----------|------------------------------|-------------------|--|--------------|--------------------------------------|
| | 4 | KH 53,65 MT -2,3 GL 86,65 | KKK LOX RTK | 30 78 | 1 T6 2,5 1 M 2 1 DSF 4 | MO G6 G3 CR | | 92,00 | 91 022 600 [1] (93 884) |
| | 092 123 | | | | | | | | |

Fortsetzung nächste Seite / continued on next page / suite page suivante / continuación página próxima / Продолжение на следующей странице

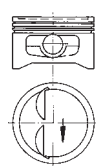
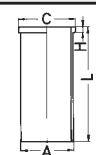


| | T Cyl. | A=95 | C=96,9 | L=172 | H=4,55 | | | | |
|--|---|---|---|--|-----------------------------|---|----------------|-------------------|-------------------------------|
| | | | | | | | | | |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цил. | | | | | Kolbenüberstand: piston protrusion: dépasement du piston: resalto del pistón: выступающая часть поршня: | | | |
| | Kerben notches repères muescas надрезы | Dicke thickness épaisseur espesor толщина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | | |
| | 1 | 1,30 mm | | + 0,60 | + 0,60 | | | | |
| | 2 | 1,40 mm | | + 0,70 | + 0,70 | | | | |
| | 3 | 1,50 mm | | + 0,70 | + 0,85 | | | | |
| 52 | | 93 | | | | | | | |
| 4JA1 | 02.1989 → 08.1997 | D | 4 | 2499 cm ³ | 2V | 50-56 kW | (73-76 PS) | 92,00 mm | |
| | 4 | KH 47,9 VT1 -0,50 VT2 -0,50 MT -14,7 MØ 43,8 GL 87,9 | RTK | 31 76 | 1 R 2 1 NM 2 1 DSF 4 | G3 | | 93,00 | 99 340 600 |
| | 093 097 | | | | | | | | |
| 53 | | 93 | | | | | | | |
| S8U 758 | 03.1998 → 08.2001 | D | 4 | 2499 cm ³ | 2V | 55 kW | (75 PS) 21:1 | 92,00 mm | |
| S8U 780 | 03.1998 → 08.2001 | D | 4 | 2445 cm ³ | 2V | 55 kW | (75 PS) 21:1 | 90,00 mm | |
| S8U 782 | 03.1998 → 08.2001 | D | 4 | 2445 cm ³ | 2V | 55 kW | (75 PS) 21:1 | 90,00 mm | |
| | 4 | KH 54 MT -2,2 GL 88 | LOX RTK RK | 32 74,4 | 1 R 3 1 N 2 1 DSF 3 | CR G6 MO CR | +0,85 +1,05 | 93,00 | 93 883 700 |
| | 093 055 | | | | | | | 93,40 | 93 883 720 |
| | | | | | | | | 93,60 | 93 883 730 (93 930) |
| | T Cyl. | A=96 | C=98,9 | L=167,3 | H=5 | | | 89 183 190 | 93 883 970 |
| | | | | | | | | semi | |
| | T Cyl. | A=96,04 | C=98,9 | L=167,3 | H=5 | | | 89 183 191 | 93 883 971 |
| | | | | | | | | semi | |
| 54 | | 94,4 | | | | | | | |
| S9W 700 Euro 2 | 06.1998 → | D (A) | 4 | 2799 cm ³ | 2V | 84 kW | (114 PS) 19:1 | 100,00 mm | |
| S9W 702 Euro 2 | 06.1998 → | D (A) | 4 | 2799 cm ³ | 2V | 84 kW | (114 PS) 19:1 | 100,00 mm | |
| | 4 | KH 58,75 MT -19,45 MØ 39,3 GL 96,75 | KKK RTK | 32 78 | 1 T15 3 1 M 2 1 DSF 3 | CR G6 CR | | 94,40 | 94 526 600 [1] |
| | 094 054 | | | | | | | 94,80 | 94 526 630 [1] |
| | | | | | | | | | |
| Fortsetzung nächste Seite / continued on next page / suite page suivante / continuación página próxima / Продолжение на следующей странице | | | | | | | | | |



| | | | Type | | | | | |
|-----|---|---|---|--|---------------------------------|-------------|---------------------------|-------------------------------|
| | T Cyl. | A=97,5 | C=100,9 | L=167 | H=5 | | 89 502 190 semi | 94 526 960 [1] |
| | 4 094 056 | KH 58,75 MT -19,45 MØ 39,3 GL 87,6 | RTK KKK TPL | 32 72 | 1 T15 2,5 1 M 2 1 DSF 2,5 | MO G6 CR | 94,40 | 94 701 600 [2], [3] |
| | T Cyl. | A=97,5 | C=100,9 | L=167 | H=5 | | 89 502 190 semi | 94 701 630 [2], [3] |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | | | |
| | Stärke thickness épaisseur espesor ширина | | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | |
| | 1,20 1,30 1,40 1,50 | | +0,40 +0,51 +0,61 +0,71 | +0,50 +0,60 +0,70 +0,80 | | | | |
| [2] | S9W 700: 01.1998 → | | | | | | | |
| [3] | Kolben für Trapezpleuel piston for wedge type con-rod piston à support trapézoïdal pistón para biela trapecial Поршень для трапецидального шатуна | | | | | | | |

V

55 **95****C 24 NE** 09.1986 → 08.1995 B 4 2410 cm³ 2V 92 kW (125 PS) 9,2:1 85,00 mm4
95V64KH 31,5
VT1 -4,00
MT -2,25
GL 6122
651 R 1,5 MO
1 NM 1,5
1 DSF 3**95,00**
95,50**91 937 600**
91 937 610**56** **95,4****4JG2-T** 03.1995 → 08.1997 D (LA) 4 3059 cm³ 2V 77-84 kW (105-114 PS) 20:1 107,00 mmT Cyl.

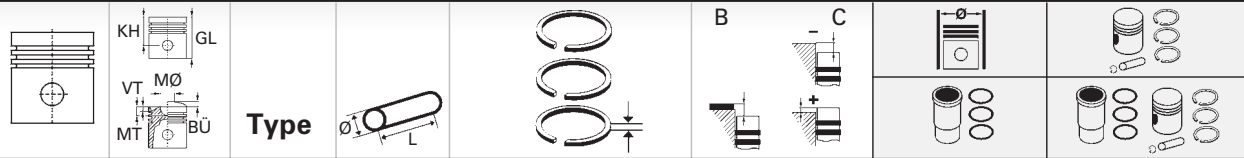
A=97

C=102,3

L=178,6

H=1,1

89 817 110






57 **95,4**

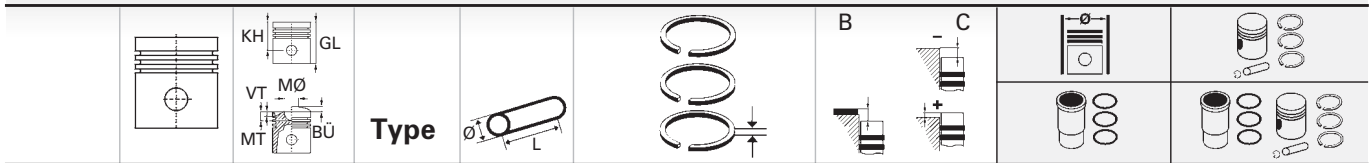
4 JX1T 02.1998 → 12.1999 D (LA) 4 2999 cm³ 4V 117 kW (159 PS) 19:1 104,90 mm


| | | | | | | | | |
|--|---|--|-------------------|----------|--|--|-------|------------|
| | 4 | KH 50 MT -17,4 MØ 51,4 GL 101,7 | RTK KKK TPL | 31 76 | 1 T6 2,45 CR 1 M 2 CR 1 DSF 4 CR | | 95,40 | 40 056 600 |
| | | | | | | | 95,90 | 40 056 610 |

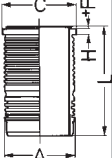





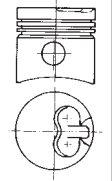
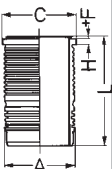
|  | | Cyl. |  X mm | cm ³ |  | Comp. Ratio ε | kW | PS | Pos |
|---|--------|------|---|-----------------|---|---------------------|---------|---------|-----|
| D704T E2 Euro 2 | D (A) | 4 | 94 x 100 | 2776 | 2 | 18:1 | 61 | 83 | 3 |
| HR 492 HI | D (LA) | 4 | 92 x 90 | 2392 | 2 | 22:1 | 81 | 110 | 1 |
| HR 492 HT | D (A) | 4 | 92 x 90 | 2393 | 2 | 22:1 | 70-81 | 95-110 | 1 |
| HR 492.4 | D (LA) | 4 | 92 x 90 | 2393 | 2 | 22,1:1 | 89 | 121 | 1 |
| HR 494.4 | D (LA) | 4 | 92 x 94 | 2499 | 4 | 21,5:1 | 84-86 | 114-117 | 2 |
| HR 92.4 H-SH | D (LA) | 4 | 92 x 94 | 2499 | 2 | 22:1 | 84-92 | 114-125 | 2 |
| HRT 392 | D (A) | 3 | 92 x 89,2 | 1779 | 2 | 22:1 | 55 | 74 | 1 |
| MR704 LS-LX | D | 4 | 94 x 100 | 2776 | 2 | | 125-169 | 170-230 | 3 |
| VM 08 B | D (LA) | 4 | 92 x 94 | 2499 | 2 | 22:1 | 92 | 125 | 2 |
| VM 31 B | D (LA) | 4 | 92 x 94 | 2499 | 2 | 22:1 | 92 | 125 | 2 |
| VM 32 B | D (LA) | 4 | 92 x 94 | 2499 | 2 | 22:1 | 92 | 125 | 2 |
| VM 425 | D (LA) | 4 | 92 x 94 | 2499 | 2 | 21,5:1 | 92 | 125 | 2 |
| VM 425 CLIER | D (LA) | 4 | 92 x 94 | 2499 | 2 | 22,1:1 | 88-92 | 120-125 | 2 |
| VM 425 SLIER | D (LA) | 4 | 92 x 94 | 2499 | 2 | 22,1:1 | 88-92 | 120-125 | 2 |
| VM 425 SLIRA | D (LA) | 4 | 92 x 94 | 2499 | 2 | 22:1 | 87-92 | 118-125 | 2 |
| VM 425 SLIRR | D (LA) | 4 | 92 x 94 | 2499 | 2 | 22,1:1 | 87-89 | 118-121 | 2 |
| VM 81 A | D (LA) | 4 | 92 x 90 | 2393 | 2 | 22,1:1 | 78-84 | 106-114 | 1 |
| VM 82 A | D (A) | 3 | 92 x 89,2 | 1779 | 2 | 22:1 | 55 | 74 | 1 |
| VM 84 A | D (LA) | 4 | 92 x 94 | 2499 | 2 | 22:1 | 84-86 | 114-117 | 2 |




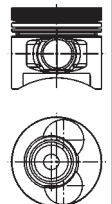
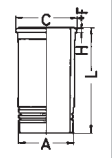
| 1  92 | | | | | | | | | |
|--|-------------------|--------|---|----------------------|----|----------|--------------|--------|----------|
| HR 492 HI | 1984 → 1987 | D (LA) | 4 | 2392 cm ³ | 2V | 81 kW | (110 PS) | 22:1 | 90,00 mm |
| HR 492 HT | 04.1982 → 1995 | D (A) | 4 | 2393 cm ³ | 2V | 70-81 kW | (95-110 PS) | 22:1 | 90,00 mm |
| HR 492.4 | 09.1990 → 10.1995 | D (LA) | 4 | 2393 cm ³ | 2V | 89 kW | (121 PS) | 22,1:1 | 90,00 mm |
| HRT 392 | | D (A) | 3 | 1779 cm ³ | 2V | 55 kW | (74 PS) | 22:1 | 89,20 mm |
| VM 81 A | 10.1984 → 02.1992 | D (LA) | 4 | 2393 cm ³ | 2V | 78-84 kW | (106-114 PS) | 22,1:1 | 90,00 mm |
| VM 82 A | 10.1986 → 12.1989 | D (A) | 3 | 1779 cm ³ | 2V | 55 kW | (74 PS) | 22:1 | 89,20 mm |

| | | | | | | | | | |
|---|--------|-------|-------|-------|-------------|---|-------------------------------|--|--|
|  | N Cyl. | A=103 | C=110 | L=168 | H+F=8,9+1,2 | 1 SC 95 x 1,75 2 R 95 x 2,6 1 SC 95 x 2,6 | 89 500 110 (89 185) | | |
|---|--------|-------|-------|-------|-------------|---|-------------------------------|--|--|




| 2  92 | | | | | | | | | |
|--|-------------------|--------|---|----------------------|----|----------|--------------|--------|----------|
| HR 494.4 | 01.1989 → | D (LA) | 4 | 2499 cm ³ | 4V | 84-86 kW | (114-117 PS) | 21,5:1 | 94,00 mm |
| HR 92.4 H-SH | 08.1990 → 02.1999 | D (LA) | 4 | 2499 cm ³ | 2V | 84-92 kW | (114-125 PS) | 22:1 | 94,00 mm |
| VM 08 B | 09.1992 → 10.1998 | D (LA) | 4 | 2499 cm ³ | 2V | 92 kW | (125 PS) | 22:1 | 94,00 mm |
| VM 31 B | 05.1996 → 10.1997 | D (LA) | 4 | 2499 cm ³ | 2V | 92 kW | (125 PS) | 22:1 | 94,00 mm |
| VM 32 B | 09.1992 → 10.1998 | D (LA) | 4 | 2499 cm ³ | 2V | 92 kW | (125 PS) | 22:1 | 94,00 mm |
| VM 425 | 09.1996 → 08.1998 | D (LA) | 4 | 2499 cm ³ | 2V | 92 kW | (125 PS) | 21,5:1 | 94,00 mm |
| VM 425 CLIER | 10.1991 → 12.1998 | D (LA) | 4 | 2499 cm ³ | 2V | 88-92 kW | (120-125 PS) | 22,1:1 | 94,00 mm |
| VM 425 SLIER | 10.1991 → 12.1998 | D (LA) | 4 | 2499 cm ³ | 2V | 88-92 kW | (120-125 PS) | 22,1:1 | 94,00 mm |
| VM 425 SLIRA | 01.1990 → 02.1999 | D (LA) | 4 | 2499 cm ³ | 2V | 87-92 kW | (118-125 PS) | 22:1 | 94,00 mm |
| VM 425 SLIRR | 10.1991 → 12.1998 | D (LA) | 4 | 2499 cm ³ | 2V | 87-89 kW | (118-121 PS) | 22,1:1 | 94,00 mm |
| VM 84 A | 06.1987 → 09.1992 | D (LA) | 4 | 2499 cm ³ | 2V | 84-86 kW | (114-117 PS) | 22:1 | 94,00 mm |

| | | | | | | | | | |
|---|--------------|-----------------------------|-------|------------|---|---|-------------------------------|-------------------|--|
|  | 4 092 149 | KH 51,2 MT -3,7 GL 86 | RTK | 30 75,7 | 1 T15 2,5 CR G6 1 NM 2 1 DSF 4 CR | | 92,00 | 92 286 700 | |
|  | N Cyl. | A=103 | C=110 | L=168 | H+F=8,9+1,2 | 1 SC 95 x 1,75 2 R 95 x 2,6 1 SC 95 x 2,6 | 89 500 110 (89 185) | 92 286 971 | |

| 3  94 | | | | | | | | | |
|--|--|-------|---|----------------------|----|------------|--------------|------|-----------|
| D704T E2 Euro 2 | | D (A) | 4 | 2776 cm ³ | 2V | 61 kW | (83 PS) | 18:1 | 100,00 mm |
| MR704 LS-LX | | D | 4 | 2776 cm ³ | 2V | 125-169 kW | (170-230 PS) | | 100,00 mm |





| | | | | | | | | | |
|---|--------|---|-------|----------|---------------------------------------|--|-------------------|-------------------|--|
|  | 4 | KH 48,25 VT1 -1,00 MT -15,15 MØ 52,7 GL 85,25 | TPL | 30 76 | 1 T15 3 CR G6 1 NM 2 1 DSF 4 CR | | 94,00 | 40 654 600 | |
|  | N Cyl. | A=103 | C=110 | L=168 | H+F=8,9+1,2 | | 89 864 110 | 40 654 960 | |



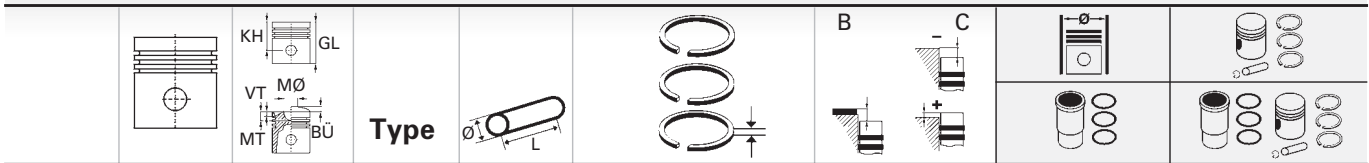
|  | | Cyl. |  mm | cm ³ |  | Comp. Ratio ε | kW | PS | Pos |
|---|---|------|--|-----------------|---|------------------|-----|-----|-----|
| GAZ 4062.10 | B | 4 | 92 x 86 | 2287 | 4 | 9,5:1 | 110 | 150 | 1 |


V





|  |  | Pos |  |  | Pos |
|---|---|-----|--|---|-----|
| VOLGA | | | | | |
| Volga 3102 | GAZ 4062.10 B | 1 | | | |
| | | | | | |

V






1  **92**

| GAZ 4062.10 | | B | 4 | 2287 cm ³ 4V | 110 kW | (150 PS) 9,5:1 | 86,00 mm |
|--|---------|---------------------------------|--------|-------------------------|--------|----------------|-------------------|
|   | 4 | KH 38 | 21,998 | 1 R 1,5 CR G6 | | 92,00 | 40 075 600 |
| | 092 165 | VT1 -3,20 VT2 -4,70 GL 70 | 64 | 1 NM 2 1 SLF 3,5 CR | | | |
| | | HKÜ | | | | 92,50 | 40 075 610 |
| | | HKÜ | | | | 93,00 | 40 075 620 |
| | | | | | | | |

V






|  | | Cyl. |  mm | cm ³ |  | Comp. Ratio ϵ | kW | PS | Pos |
|---|--------|------|--|-----------------|---|------------------------|---------|---------|-----|
| AAA | B | 6 | 81 x 90,3 | 2792 | 2 | 10:1 | 120-128 | 163-174 | 42 |
| AAB | D | 5 | 79,5 x 95,5 | 2370 | 2 | 23:1 | 57 | 78 | 26 |
| AAC | B | 4 | 81 x 95,5 | 1998 | 2 | 8,5:1 | 62 | 84 | 41 |
| AAF | B | 5 | 81 x 95,5 | 2461 | 2 | 8,5:1 | 81 | 110 | 41 |
| AAM | B | 4 | 81 x 86,4 | 1781 | 2 | 9:1 | 55 | 75 | 37 |
| AAV | B | 4 | 75 x 72 | 1272 | 2 | 9,2:1 | 40 | 54 | 4 |
| AAZ | D (A) | 4 | 79,5 x 95,5 | 1896 | 2 | 22,5:1 | 55 | 75 | 27 |
| AB | B | 4 | 77 x 69 | 1285 | 2 | 7,5:1 | 32 | 44 | 22 |
| ABD | B | 4 | 75 x 78,7 | 1391 | 2 | 9,2:1 | 44 | 60 | 6 |
| ABG | B | 4 | 81 x 86,4 | 1781 | 2 | 9:1 | 61 | 83 | 38 |
| ABL | D (A) | 4 | 79,5 x 95,5 | 1896 | 2 | 22,5:1 | 50 | 68 | 27 |
| ABN | B | 4 | 81 x 77,4 | 1595 | 2 | 9:1 | 55 | 75 | 35 |
| ABS | B | 4 | 81 x 86,4 | 1781 | 2 | 10:1 | 66 | 90 | 36 |
| ABX | B | 4 | 81 x 77,4 | 1595 | 2 | 9:1 | 53 | 72 | 35 |
| ACC | B | 4 | 81 x 86,4 | 1781 | 2 | 10:1 | 66 | 90 | 37 |
| ACL | D (LA) | 6 | 76,5 x 86,4 | 2383 | 2 | 22:1 | 70 | 95 | 18 |
| ACR | B | 4 | 81 x 77,4 | 1595 | 2 | 9:1 | 53 | 72 | 35 |
| ACT | D | 6 | 76,5 x 86,4 | 2383 | 2 | 23:1 | 51 | 70 | 17 |
| ACV | D (LA) | 5 | 81 x 95,5 | 2461 | 2 | 19,5:1 | 75 | 102 | 49 |
| AD | B | 4 | 85,5 x 69 | 1584 | 2 | 7,5:1 | 37 | 50 | 67 |
| ADD | B | 4 | 81 x 86,4 | 1781 | 2 | 10:1 | 66 | 90 | 37 |
| ADE | D (A) | 4 | 79,5 x 95,5 | 1896 | 2 | 22,5:1 | 55 | 75 | 27 |
| ADF | G | 4 | 81 x 86,4 | 1781 | 2 | 9:1 | 55 | 75 | 48 |
| ADG | D | 4 | 79,5 x 95,5 | 1896 | 2 | 22,5:1 | 48 | 65 | 26 |
| ADK | D | 4 | 76,5 x 86,4 | 1588 | 2 | 22,5:1 | 40 | 54 | 17 |
| ADP | B | 4 | 81 x 77,4 | 1595 | 2 | 10,3:1 | 74 | 101 | 43 |
| ADY | B | 4 | 82,5 x 92,8 | 1984 | 2 | 10,4:1 | 85 | 116 | 61 |
| ADZ | B | 4 | 81 x 86,4 | 1781 | 2 | 9/10:1 | 66 | 90 | 36 |
| AEA | B | 4 | 76,5 x 86,9 | 1598 | 2 | 9,3:1 | 55 | 75 | 8 |
| AEB | B (A) | 4 | 81 x 86,4 | 1781 | 5 | 9,5:1 | 110 | 150 | 44 |
| AEE | B | 4 | 76,5 x 86,9 | 1598 | 2 | 9,8:1 | 55 | 75 | 8 |
| AEF | D | 4 | 79,5 x 95,5 | 1896 | 2 | 22,5:1 | 47 | 64 | 26 |
| AEH | B | 4 | 81 x 77,4 | 1595 | 2 | 10,3:1 | 74 | 101 | 43 |
| AEK | B | 4 | 81 x 77,4 | 1595 | 2 | 10,3:1 | 74 | 101 | 43 |
| AER | B | 4 | 67,1 x 70,6 | 999 | 2 | 10,5:1 | 37 | 50 | 1 |
| AES | B | 6 | 81 x 90,3 | 2792 | 2 | 10:1 | 103 | 140 | 42 |
| AEU | B | 5 | 81 x 95,5 | 2461 | 2 | 10:1 | 81 | 110 | 41 |
| AEY | D | 4 | 79,5 x 95,5 | 1896 | 2 | 19,5:1 | 47 | 64 | 28 |
| AF | B | 4 | 85,5 x 69 | 1584 | 2 | | 34 | 46 | 69 |
| AFB | D (A) | 6 | 78,3 x 86,4 | 2496 | 4 | 19,5:1 | 110 | 150 | 23 |
| AFD | D (A) | 4 | 79,5 x 95,5 | 1896 | 2 | 22,5:1 | 60 | 82 | 28 |
| AFH | B | 4 | 76,5 x 75,6 | 1390 | 4 | 10,5:1 | 74 | 101 | 9 |
| AFK | B | 4 | 76,5 x 75,6 | 1390 | 4 | 10,5:1 | 74 | 101 | 9 |
| AFN | D (LA) | 4 | 79,5 x 95,5 | 1896 | 2 | 19,5:1 | 81 | 110 | 28 |
| AFP | B | 6 | 81 x 90,3 | 2792 | 4 | 10:1 | 130 | 177 | 42 |
| AFT | B | 4 | 81 x 77,4 | 1595 | 2 | 10,5:1 | 74 | 101 | 43 |
| AGD | D | 4 | 79,5 x 95,5 | 1896 | 2 | 19,5:1 | 47 | 64 | 28 |
| AGE | B | 6 | 82,5 x 86,4 | 2771 | 5 | 10,6:1 | 132 | 180 | 62 |
| AGG | B | 4 | 82,5 x 92,8 | 1984 | 2 | 10:1 | 85 | 116 | 61 |
| AGK | D (LA) | 4 | 93 x 103 | 2798 | 2 | 20:1 | 92 | 125 | 74 |
| AGN | B | 4 | 81 x 86,4 | 1781 | 5 | 10,3:1 | 92 | 125 | 45 |
| AGP | D | 4 | 79,5 x 95,5 | 1896 | 2 | 22,5:1 | 50 | 68 | 29 |
| AGR | D (LA) | 4 | 79,5 x 95,5 | 1896 | 2 | 19,5:1 | 66 | 90 | 28 |
| AGU | B (LA) | 4 | 81 x 86,4 | 1781 | 5 | 9,5:1 | 110 | 150 | 44 |
| AGX | D | 5 | 81 x 95,5 | 2461 | 2 | 19,5:1 | 55 | 75 | 49 |
| AGZ | B | 5 | 81 x 90,2 | 2324 | 2 | 10,1:1 | 110 | 150 | 42 |
| AHD | D (LA) | 5 | 81 x 95,5 | 2461 | 2 | 19,5:1 | 75 | 102 | 49 |
| AHF | D (LA) | 4 | 79,5 x 95,5 | 1896 | 2 | 19,5:1 | 81 | 110 | 28 |
| AHH | D (A) | 4 | 79,5 x 95,5 | 1896 | 2 | 19,5:1 | 66 | 90 | 28 |
| AHL | B | 4 | 81 x 77,4 | 1595 | 2 | 10,3:1 | 74 | 101 | 43 |
| AHS | B | 4 | 76,5 x 86,9 | 1598 | 2 | 9,8:1 | 55 | 75 | 8 |
| AHU | D (A) | 4 | 79,5 x 95,5 | 1896 | 2 | 19,5:1 | 66 | 90 | 28 |
| AHW | B | 4 | 76,5 x 75,6 | 1390 | 4 | 10,5:1 | 55 | 75 | 9 |
| AHY | D (LA) | 5 | 81 x 95,5 | 2461 | 2 | 19,5:1 | 111 | 151 | 49 |
| AJA | D | 5 | 79,5 x 95,5 | 2370 | 2 | 23,5:1 | 55 | 75 | 26 |
| AJH | B (LA) | 4 | 81 x 86,4 | 1781 | 5 | 9,5:1 | 110 | 150 | 44 |
| AJM | D (A) | 4 | 79,5 x 95,5 | 1896 | 2 | 19,5:1 | 85 | 115 | 30 |
| AJT | D (A) | 5 | 81 x 95,5 | 2461 | 2 | 19,5:1 | 65 | 88 | 49 |
| AKK | B | 4 | 76,5 x 75,6 | 1390 | 2 | 10,4:1 | 44 | 60 | 11 |

V




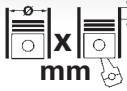

| Cyl. | mm | cm ³ | Comp. Ratio ϵ | kW | PS | Pos | | |
|--------|----------|-----------------|------------------------|----|--------|-----|-----|----|
| | | | | | | | | |
| AKL | B 4 | 81 x 77,4 | 1595 | 2 | 10,2:1 | 74 | 101 | 43 |
| AKN | D (A) 6 | 78,3 x 86,4 | 2496 | 4 | 19,5:1 | 110 | 150 | 23 |
| AKQ | B 4 | 76,5 x 75,6 | 1390 | 4 | 10,5:1 | 55 | 75 | 9 |
| AKR | B 4 | 82,5 x 92,8 | 1984 | 2 | 10:1 | 85 | 116 | 61 |
| AKS | B 4 | 81 x 77,4 | 1595 | 2 | 10,3:1 | 74 | 101 | 43 |
| ALD | B 4 | 67,1 x 70,6 | 999 | 2 | 10,7:1 | 37 | 50 | 2 |
| ALE | D (LA) 4 | 79,5 x 95,5 | 1896 | 2 | 19,5:1 | 66 | 90 | 28 |
| ALH | D (A) 4 | 79,5 x 95,5 | 1896 | 2 | 19,5:1 | 66 | 90 | 28 |
| ALL | B 4 | 67,1 x 70,6 | 999 | 2 | 10,7:1 | 37 | 50 | 1 |
| ALM | B 4 | 76,5 x 86,9 | 1598 | 2 | 9,8:1 | 55 | 75 | 8 |
| ALZ | B 4 | 81 x 77,4 | 1595 | 2 | 10,3:1 | 75 | 102 | 46 |
| AM | B 4 | 85,5 x 69 | 1584 | 2 | 6,6:1 | 35 | 47 | 69 |
| AMX | B 6 | 82,5 x 86,4 | 2771 | 5 | 10,6:1 | 142 | 193 | 62 |
| AMY | B 6 | 81 x 90,3 | 2792 | 2 | 10:1 | 128 | 174 | 42 |
| ANA | B 4 | 81 x 77,4 | 1595 | 2 | 10,3:1 | 74 | 101 | 46 |
| ANB | B (A) 4 | 81 x 86,4 | 1781 | 5 | 9,5:1 | 110 | 150 | 44 |
| ANC | D 4 | 79,5 x 95,5 | 1896 | 2 | 22,5:1 | 44 | 60 | 29 |
| ANF | D 5 | 81 x 95,5 | 2461 | 2 | 19,5:1 | 55 | 75 | 49 |
| ANG | D (A) 5 | 81 x 95,5 | 2461 | 2 | 19,5:1 | 88 | 120 | 49 |
| ANH | D (A) 5 | 81 x 95,5 | 2461 | 2 | 19,5:1 | 111 | 150 | 49 |
| ANJ | D (A) 5 | 81 x 95,5 | 2461 | 2 | 19,5:1 | 80 | 109 | 49 |
| ANM | B 4 | 76,5 x 75,6 | 1390 | 4 | 10,5:1 | 74 | 101 | 9 |
| ANN | B 4 | 81 x 86,4 | 1781 | 2 | 9:1 | 55 | 75 | 37 |
| ANU | D (LA) 4 | 79,5 x 95,5 | 1896 | 2 | 19,5:1 | 66 | 90 | 31 |
| ANV | B 4 | 67,1 x 70,6 | 999 | 2 | 10,7:1 | 37 | 50 | 2 |
| ANW | B 4 | 76,5 x 75,6 | 1390 | 2 | 10,4:1 | 44 | 60 | 11 |
| AP | B 4 | 93 x 66 | 1795 | 2 | 7,3:1 | 50 | 68 | 73 |
| AP 221 | D 4 | 79,5 x 95,5 | 1896 | 2 | 22,5:1 | | | 26 |
| APA | D (A) 5 | 81 x 95,5 | 2461 | 2 | 19,5:1 | 66 | 90 | 49 |
| APE | B 4 | 76,5 x 75,6 | 1390 | 4 | 10,5:1 | 55 | 75 | 9 |
| APF | B 4 | 81 x 77,4 | 1595 | 2 | 10,3:1 | 74 | 101 | 43 |
| APH | B (A) 4 | 81 x 86,4 | 1781 | 5 | 9,5:1 | 110 | 150 | 44 |
| APR | B 6 | 82,5 x 86,4 | 2771 | 5 | 10,6:1 | 142 | 193 | 62 |
| APT | B 4 | 81 x 86,4 | 1781 | 5 | 10,3:1 | 92 | 125 | 45 |
| APU | B (A) 4 | 81 x 86,4 | 1781 | 5 | 9,5:1 | 110 | 150 | 44 |
| AQA | B (A) 4 | 81 x 86,4 | 1781 | 5 | 9,5:1 | 110 | 150 | 44 |
| AQD | B 6 | 82,5 x 86,4 | 2771 | 5 | 10,6:1 | 142 | 193 | 62 |
| AQM | D (LA) 4 | 79,5 x 95,5 | 1896 | 2 | 19,5:1 | 50 | 68 | 29 |
| AQQ | B 4 | 76,5 x 75,6 | 1390 | 4 | 10,5:1 | 74 | 101 | 9 |
| ARD | D 4 | 79,5 x 95,5 | 1896 | 2 | 22,5:1 | 44 | 60 | 28 |
| ARG | B 4 | 81 x 86,4 | 1781 | 5 | 10,3:1 | 92 | 125 | 45 |
| ARL | D (LA) 4 | 79,5 x 95,5 | 1896 | 2 | 19,5:1 | 110 | 150 | 32 |
| ARM | B 4 | 81 x 77,4 | 1595 | 2 | 10,3:1 | 74 | 101 | 43 |
| ARX | B (A) 4 | 81 x 86,4 | 1781 | 5 | 9,5:1 | 110 | 150 | 47 |
| ARZ | B (A) 4 | 81 x 86,4 | 1781 | 5 | 9,5:1 | 110 | 150 | 44 |
| AS | B 4 | 85,5 x 69 | 1584 | 2 | 7,5:1 | 37 | 50 | 67 |
| ASV | D (LA) 4 | 79,5 x 95,5 | 1896 | 2 | 19,5:1 | 81 | 110 | 28 |
| ASX | D 4 | 79,5 x 95,5 | 1896 | 2 | 22,5:1 | 47 | 64 | 28 |
| ASY | D 4 | 79,5 x 95,5 | 1896 | 2 | 19,5:1 | 47 | 64 | 29 |
| ASZ | D (LA) 4 | 79,5 x 95,5 | 1896 | 2 | 19:1 | 96 | 130 | 32 |
| AT | B 4 | 93 x 66 | 1795 | 2 | 7,3:1 | 55 | 75 | 73 |
| ATA | D (LA) 4 | 93 x 103 | 2798 | 2 | 17,8:1 | 96 | 130 | 74 |
| ATD | D (LA) 4 | 79,5 x 95,5 | 1896 | 2 | 19:1 | 74 | 101 | 31 |
| ATJ | D (LA) 4 | 79,5 x 95,5 | 1896 | 2 | 18:1 | 85 | 116 | 30 |
| ATN | B 4 | 76,5 x 86,9 | 1598 | 4 | 11,5:1 | 77 | 105 | 10 |
| ATQ | B 6 | 82,5 x 86,4 | 2771 | 5 | 10,6:1 | 142 | 193 | 62 |
| ATX | B 6 | 82,5 x 86,4 | 2771 | 5 | 10,6:1 | 140 | 190 | 62 |
| AUA | B 4 | 76,5 x 75,6 | 1390 | 4 | 10,5:1 | 55 | 75 | 9 |
| AUB | B 4 | 76,5 x 75,6 | 1390 | 4 | 10,5:1 | 74 | 101 | 9 |
| AUC | B 4 | 67,1 x 70,6 | 999 | 2 | 10,7:1 | 37 | 50 | 2 |
| AUD | B 4 | 76,5 x 75,6 | 1390 | 2 | 10,4:1 | 44 | 60 | 11 |
| AUF | D (LA) 5 | 81 x 95,5 | 2461 | 2 | 19,5:1 | 75 | 102 | 49 |
| AUH | D (LA) 4 | 93 x 103 | 2798 | 2 | 17,8:1 | 116 | 160 | 75 |
| AUM | B (LA) 4 | 81 x 86,4 | 1781 | 5 | 9,5:1 | 110 | 150 | 47 |
| AUQ | B (LA) 4 | 81 x 86,4 | 1781 | 5 | 9,5:1 | 132 | 180 | 47 |
| AUR | B 4 | 81 x 77,4 | 1595 | 2 | 10,3:1 | 74 | 101 | 43 |
| AUS | B 4 | 76,5 x 86,9 | 1598 | 4 | 11,5:1 | 77 | 105 | 10 |
| AUY | D (LA) 4 | 79,5 x 95,5 | 1896 | 2 | 18:1 | 85 | 116 | 30 |
| AVB | D (A) 4 | 79,5 x 95,5 | 1896 | 2 | 19:1 | 74 | 101 | 31 |



|  | | Cyl. |  mm | cm ³ |  | Comp. Ratio ϵ | kW | PS | Pos |
|---|--------|------|--|-----------------|---|------------------------|-----|-----|-----|
| AVC | B (A) | 4 | 81 x 86,4 | 1781 | 5 | 9,5:1 | 110 | 150 | 44 |
| AVF | D (LA) | 4 | 79,5 x 95,5 | 1896 | 2 | 19:1 | 96 | 130 | 32 |
| AVG | D (LA) | 4 | 79,5 x 95,5 | 1896 | 2 | 19,5:1 | 81 | 110 | 28 |
| AVM | D (A) | 4 | 79,5 x 95,5 | 1896 | 2 | 19,5:1 | 63 | 86 | 28 |
| AVQ | D (LA) | 4 | 79,5 x 95,5 | 1896 | 2 | 19:1 | 74 | 101 | 31 |
| AVR | D (LA) | 5 | 81 x 95,5 | 2461 | 2 | 19,5:1 | 80 | 109 | 50 |
| AVU | B | 4 | 81 x 77,4 | 1595 | 2 | 10,3:1 | 75 | 102 | 46 |
| AWC | B (LA) | 4 | 81 x 86,4 | 1781 | 5 | 9,5:1 | 110 | 150 | 44 |
| AWD | B (LA) | 4 | 81 x 86,4 | 1781 | 5 | 9,5:1 | 110 | 150 | 44 |
| AWH | B | 4 | 81 x 77,4 | 1595 | 2 | 10,3:1 | 74 | 101 | 43 |
| AWM | B (LA) | 4 | 81 x 86,4 | 1781 | 5 | 9,3:1 | 125 | 170 | 47 |
| AWP | B (LA) | 4 | 81 x 86,4 | 1781 | 5 | 9,5:1 | 132 | 179 | 47 |
| AWT | B (A) | 4 | 81 x 86,4 | 1781 | 5 | 9,5:1 | 110 | 150 | 47 |
| AWU | B (A) | 4 | 81 x 86,4 | 1781 | 5 | 9,5:1 | 110 | 150 | 47 |
| AWV | B (A) | 4 | 81 x 86,4 | 1781 | 5 | 9,5:1 | 110 | 150 | 47 |
| AWW | B (A) | 4 | 81 x 86,4 | 1781 | 5 | 9,5:1 | 110 | 150 | 47 |
| AWX | D (A) | 4 | 79,5 x 95,5 | 1896 | 2 | 19:1 | 96 | 130 | 32 |
| AWY | B | 3 | 76,5 x 86,9 | 1198 | 2 | 10,8:1 | 40 | 54 | 14 |
| AXB Euro 3 | D (LA) | 4 | 79,5 x 95,5 | 1896 | 2 | 18,5:1 | 77 | 105 | 32 |
| AXC Euro 3 | D (LA) | 4 | 79,5 x 95,5 | 1896 | 2 | 19,5:1 | 63 | 85 | 32 |
| AXG | D (A) | 5 | 81 x 95,5 | 2461 | 2 | 19,5:1 | 111 | 151 | 49 |
| AXL | D (LA) | 5 | 81 x 95,5 | 2461 | 2 | 19,5:1 | 75 | 102 | 49 |
| AXP | B | 4 | 76,5 x 75,6 | 1390 | 4 | 10,5:1 | 55 | 75 | 9 |
| AXR | D (LA) | 4 | 79,5 x 95,5 | 1896 | 2 | 19:1 | 74 | 101 | 31 |
| AYC | D (A) | 5 | 81 x 95,5 | 2461 | 2 | 19,5:1 | 75 | 102 | 49 |
| AYD | B | 4 | 81 x 77,4 | 1595 | 2 | 10,5:1 | 75 | 102 | 46 |
| AYQ | D | 4 | 79,5 x 95,5 | 1896 | 2 | 19,5:1 | 47 | 64 | 29 |
| AYY | D (A) | 5 | 81 x 95,5 | 2461 | 2 | 19,5:1 | 65 | 88 | 49 |
| AZD | B | 4 | 76,5 x 86,9 | 1598 | 4 | 11,5:1 | 77 | 105 | 10 |
| AZQ | B | 3 | 76,5 x 86,9 | 1198 | 4 | 10,5:1 | 47 | 64 | 13 |
| AZV | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | 18:1 | 100 | 136 | 51 |
| BAU | D (LA) | 6 | 78,3 x 86,4 | 2496 | 4 | 18,5:1 | 132 | 179 | 24 |
| BBE | D (A) | 5 | 81 x 95,5 | 2461 | 2 | 19,5:1 | 61 | 83 | 49 |
| BBF | D (A) | 5 | 81 x 95,5 | 2461 | 2 | 19,5:1 | 70 | 95 | 49 |
| BBG | B | 6 | 82,5 x 86,4 | 2771 | 5 | 10,6:1 | 140 | 190 | 62 |
| BBR | D (LA) | 5 | 81 x 95,5 | 2461 | 2 | 19,5:1 | 80 | 109 | 50 |
| BBY | B | 4 | 76,5 x 75,6 | 1390 | 4 | 10,5:1 | 55 | 75 | 9 |
| BBZ | B | 4 | 76,5 x 75,6 | 1390 | 4 | 10,5:1 | 74 | 101 | 9 |
| BCA | B | 4 | 76,5 x 75,6 | 1390 | 4 | 10,5:1 | 55 | 75 | 12 |
| BCA | B | 4 | 76,5 x 75,6 | 1390 | 4 | 10,5:1 | 55 | 75 | 9 |
| BCQ | D (LA) | 4 | 93 x 103 | 2798 | 2 | 17,8:1 | 116 | 158 | 75 |
| BCT | D | 5 | 81 x 95,5 | 2461 | 2 | 19,5:1 | 40 | 55 | 49 |
| BCU | D (A) | 5 | 81 x 95,5 | 2461 | 2 | 19,5:1 | 74 | 101 | 49 |
| BCV | D (LA) | 5 | 81 x 95,5 | 2461 | 2 | 19,5:1 | 108 | 147 | 49 |
| BDG | D (LA) | 6 | 78,3 x 86,4 | 2496 | 4 | 18,5:1 | 120 | 163 | 25 |
| BDH | D (LA) | 6 | 78,3 x 86,4 | 2496 | 4 | 18,5:1 | 132 | 179 | 25 |
| BDJ | D | 4 | 81 x 95,5 | 1968 | 2 | 19:1 | 51 | 70 | 53 |
| BDK | D | 4 | 81 x 95,5 | 1968 | 2 | 19:1 | 55 | 75 | 53 |
| BEK | B (LA) | 4 | 81 x 86,4 | 1781 | 5 | 9,5:1 | 132 | 179 | 47 |
| BEU | D (A) | 4 | 79,5 x 95,5 | 1896 | 2 | 19,5:1 | 43 | 58 | 28 |
| BEW | D (LA) | 4 | 79,5 x 95,5 | 1896 | 2 | 19:1 | 74 | 101 | 31 |
| BFO | B | 4 | 81 x 77,4 | 1595 | 2 | 10,2:1 | 75 | 102 | 46 |
| BFS | B | 4 | 81 x 77,4 | 1595 | 2 | 10,5:1 | 75 | 102 | 46 |
| BGG | D | 4 | 79,5 x 95,5 | 1896 | 2 | 22,5:1 | 47 | 64 | 26 |
| BGL | D | 4 | 79,5 x 95,5 | 1896 | 2 | 23:1 | 37 | 50 | 29 |
| BGM | D | 4 | 79,5 x 95,5 | 1896 | 2 | 23:1 | 29 | 40 | 29 |
| BGU | B | 4 | 81 x 77,4 | 1595 | 2 | 10,5:1 | 75 | 102 | 46 |
| BGW | D (LA) | 4 | 81 x 95,5 | 1968 | 2 | 18:1 | 100 | 136 | 52 |
| BHW | D (LA) | 4 | 81 x 95,5 | 1968 | 2 | 18,5:1 | 100 | 136 | 52 |
| BJB | D (LA) | 4 | 79,5 x 95,5 | 1896 | 2 | 19:1 | 77 | 105 | 33 |
| BJC | D (LA) | 4 | 79,5 x 95,5 | 1896 | 2 | 19,5:1 | 50 | 68 | 28 |
| BJJ | D (LA) | 5 | 81 x 95,5 | 2461 | 2 | | 65 | 88 | 55 |
| BJK | D (LA) | 5 | 81 x 95,5 | 2459 | 2 | | 80 | 109 | 55 |
| BJL | D (LA) | 5 | 81 x 95,5 | 2459 | 2 | | 100 | 136 | 56 |
| BJM | D (LA) | 5 | 81 x 95,5 | 2459 | 2 | | 120 | 163 | 56 |
| BJX | B (LA) | 4 | 81 x 86,4 | 1781 | 5 | 9,5:1 | 110 | 150 | 47 |
| BKC | D (LA) | 4 | 79,5 x 95,5 | 1896 | 2 | 19:1 | 77 | 105 | 31 |
| BKD | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | 18:1 | 103 | 140 | 51 |
| BKF | B (LA) | 4 | 81 x 86,4 | 1781 | 5 | 9,5:1 | 110 | 150 | 47 |




V



|  | | | Cyl. |  mm | cm ³ |  | Comp. Ratio ε | kW | PS | Pos |
|---|--------|---|-------------|--|-----------------|---|------------------|-----|----|-----|
| BKP | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | 18,5:1 | 103 | 140 | 54 | |
| BKY | B | 4 | 76,5 x 75,6 | 1390 | 4 | 10,5:1 | 55 | 75 | 12 | |
| BLS | D (LA) | 4 | 79,5 x 95,5 | 1896 | 2 | 19:1 | 77 | 105 | 34 | |
| BLT | D (LA) | 4 | 79,5 x 95,5 | 1896 | 2 | 19:1 | 96 | 130 | 32 | |
| BMA | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | 18,5:1 | 100 | 136 | 54 | |
| BMD | B | 3 | 76,5 x 86,9 | 1198 | 2 | 10,3:1 | 40 | 54 | 14 | |
| BME | B | 3 | 76,5 x 86,9 | 1198 | 4 | 10,5:1 | 47 | 64 | 13 | |
| BMM | D (LA) | 4 | 81 x 95,5 | 1968 | 2 | 18,5:1 | 103 | 140 | 52 | |
| BMN | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | 18,5:1 | 125 | 170 | 54 | |
| BMP | D (LA) | 4 | 81 x 95,5 | 1968 | 2 | 18,5:1 | 103 | 140 | 52 | |
| BMR | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | 18:1 | 125 | 170 | 54 | |
| BMT | D (LA) | 4 | 79,5 x 95,5 | 1896 | 2 | 19:1 | 74 | 101 | 34 | |
| BNU | B (LA) | 4 | 81 x 86,4 | 1781 | 5 | 9,5:1 | 132 | 179 | 47 | |
| BRT | D (LA) | 4 | 81 x 95,5 | 1968 | 2 | 18,5:1 | 103 | 140 | 52 | |
| BRU | D (LA) | 4 | 79,5 x 95,5 | 1896 | 2 | 19:1 | 66 | 90 | 31 | |
| BSE | B | 4 | 81 x 77,4 | 1595 | 2 | 10,3:1 | 75 | 102 | 46 | |
| BSF | B | 4 | 81 x 77,4 | 1595 | 2 | 10,3:1 | 75 | 102 | 46 | |
| BST | D | 4 | 81 x 95,5 | 1968 | 2 | 19:1 | 51 | 70 | 53 | |
| BSU | D (LA) | 4 | 79,5 x 95,5 | 1896 | 2 | 19,5:1 | 55 | 70 | 34 | |
| BSW | D (LA) | 4 | 79,5 x 95,5 | 1896 | 2 | 18,5:1 | 77 | 105 | 31 | |
| BTW | D (LA) | 5 | 81 x 95,5 | 2460 | 2 | 18:1 | 121 | 165 | 49 | |
| BUZ | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | 18:1 | 120 | 163 | 54 | |
| BVE | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | 18:1 | 90 | 122 | 54 | |
| BVH | D (LA) | 4 | 81 x 95,5 | 1968 | 2 | 18,5:1 | 100 | 136 | 52 | |
| BVK | D (LA) | 4 | 79,5 x 95,5 | 1896 | 2 | 18:1 | 85 | 116 | 30 | |
| BWV | D (LA) | 4 | 81 x 95,5 | 1998 | 4 | 18,5:1 | 88 | 120 | 54 | |
| BXE | D (LA) | 4 | 79,5 x 95,5 | 1896 | 2 | 19:1 | 77 | 105 | 33 | |
| BXF | D (LA) | 4 | 79,5 x 95,5 | 1896 | 2 | 19,5:1 | 66 | 90 | 33 | |
| BXJ | D (LA) | 4 | 79,5 x 95,5 | 1896 | 2 | 19,5:1 | 66 | 90 | 33 | |
| BXT | D (A) | 4 | 79,5 x 95,5 | 1896 | 2 | | 30 | 41 | 28 | |
| BYJ | B (LA) | 4 | 82,5 x 84,2 | 1798 | 4 | | 118 | 160 | 64 | |
| BZB | B (LA) | 4 | 82,5 x 84,1 | 1781 | 4 | 9,6:1 | 118 | 160 | 64 | |
| CAAA Euro 5 | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | | 62 | 84 | 57 | |
| CAAB Euro 5 | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | | 75 | 102 | 57 | |
| CAAC Euro 5 | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | | 103 | 140 | 57 | |
| CAAD | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | | 84 | 114 | 57 | |
| CAAE | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | | 100 | 136 | 57 | |
| CAWB | B (LA) | 4 | 82,5 x 92,8 | 1984 | 4 | 10,5:1 | 147 | 200 | 63 | |
| CAXA | B (LA) | 4 | 76,5 x 75,6 | 1390 | 4 | 10:1 | 90 | 122 | 15 | |
| CBAA | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | 16,5:1 | 100 | 136 | 57 | |
| CBAB | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | 16,5:1 | 103 | 140 | 57 | |
| CBAC | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | 16,5:1 | 105 | 143 | 57 | |
| CBBB | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | 16,5:1 | 125 | 170 | 57 | |
| CBDA | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | 16,5:1 | 100 | 136 | 57 | |
| CBDB | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | 16,5:1 | 103 | 140 | 57 | |
| CBDC | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | 16,5:1 | 81 | 110 | 57 | |
| CBEA | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | 16,5:1 | 103 | 140 | 57 | |
| CBFA | B (LA) | 4 | 82,5 x 92,8 | 1984 | 4 | 10,5:1 | 147 | 200 | 63 | |
| CBL | B (A) | 4 | 82,5 x 92,8 | 1984 | 4 | 10,5:1 | 147 | 200 | 63 | |
| CCHA | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | | 103 | 140 | 57 | |
| CCHB | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | | 100 | 136 | 57 | |
| CCTA | B (LA) | 4 | 82,5 x 92,8 | 1984 | 4 | 10,5:1 | 147 | 200 | 63 | |
| CCTB | B (LA) | 4 | 82,5 x 92,8 | 1984 | 4 | | 125 | 170 | 63 | |
| CCZA | B (LA) | 4 | 82,5 x 92,8 | 1984 | 4 | 9,6:1 | 147 | 200 | 63 | |
| CCZB | B (LA) | 4 | 82,5 x 92,8 | 1984 | 4 | | 155 | 211 | 63 | |
| CCZC | B (LA) | 4 | 82,5 x 92,8 | 1984 | 4 | 9,6:1 | 125 | 170 | 63 | |
| CDBA | D (A) | 4 | 81 x 95,5 | 1968 | 4 | | 90 | 122 | 57 | |
| CDCA | D (A) | 4 | 81 x 95,5 | 1968 | 4 | | 120 | 163 | 57 | |
| CDXA | D | 4 | 79,5 x 95,5 | 1896 | 2 | 23:1 | 29 | 40 | 29 | |
| CDXB | D | 4 | 79,5 x 95,5 | 1896 | 2 | 23:1 | 29 | 40 | 29 | |
| CEBA | D | 5 | 81 x 95,5 | 2461 | | 16,8:1 | 65 | 88 | 55 | |
| CEBB | D | 5 | 81 x 95,5 | 2461 | | 16,8:1 | 80 | 109 | 55 | |
| CECA | D | 5 | 81 x 95,5 | 2461 | | 16,8:1 | 100 | 136 | 56 | |
| CECB | D | 5 | 81 x 95,5 | 2461 | | 16,8:1 | 120 | 163 | 56 | |
| CEGA | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | 18,5:1 | 125 | 170 | 57 | |
| CFFA | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | | 100 | 136 | 58 | |
| CFFB | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | | 103 | 140 | 58 | |
| CFFD | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | | 81 | 110 | 58 | |
| CFFE | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | | 85 | 116 | 58 | |




V







|  | | Cyl. |  mm | cm ³ |  | Comp. Ratio ε | kW | PS | Pos |
|---|--------|------|--|-----------------|---|------------------|-----|-----|-----|
| CFGB | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | 16,5:1 | 125 | 170 | 58 |
| CFGC | D (A) | 4 | 81 x 95,5 | 1968 | 4 | | 130 | 177 | 58 |
| CFHB | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | 16,5:1 | 100 | 136 | 58 |
| CFHC | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | 16,5:1 | 103 | 140 | 58 |
| CFHE | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | 16,5:1 | 62 | 85 | 58 |
| CFHF | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | 16,5:1 | 81 | 110 | 58 |
| CFJA | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | 16,5:1 | 125 | 170 | 58 |
| CFJB | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | 16,5:1 | 130 | 177 | 58 |
| CGYA | B (A) | 4 | 82,5 x 84,1 | 1798 | 4 | | 112 | 152 | 64 |
| CJAA | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | | 103 | 140 | 57 |
| CK | D | 4 | 76,5 x 80 | 1471 | 2 | 23,5:1 | 37 | 50 | 16 |
| CLCA | D (A) | 4 | 81 x 95,5 | 1968 | 4 | | 81 | 110 | 58 |
| CLCB | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | 16,5:1 | 103 | 140 | 58 |
| CLJA | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | 18,5:1 | 103 | 140 | 58 |
| CLLA | D (LA) | 4 | 81 x 95,5 | 1968 | 4 | | 125 | 170 | 58 |
| CP | D | 6 | 76,5 x 86,4 | 2383 | 2 | 23,5:1 | 55 | 75 | 17 |
| CR | D | 4 | 76,5 x 86,4 | 1588 | 2 | 23,5:1 | 40 | 54 | 17 |
| CS | D | 4 | 76,5 x 86,4 | 1588 | 2 | 23,5:1 | 37 | 50 | 17 |
| CU | B | 4 | 94 x 71 | 1971 | 2 | 7,3:1 | 51 | 70 | 77 |
| CV | B | 4 | 94 x 71 | 1971 | 2 | 7,3:1 | 51 | 70 | 77 |
| CY | D (A) | 4 | 76,5 x 86,4 | 1588 | 2 | 23:1 | 51 | 70 | 18 |
| D | B | 4 | 77 x 63,6 | 1184 | 2 | 7,3:1 | 25 | 34 | 20 |
| DF | B | 4 | 94 x 69 | 1915 | 2 | 8,4:1 | 44 | 60 | 78 |
| DF | B | 4 | 94 x 69 | 1915 | 2 | 8,4:1 | 44 | 60 | 79 |
| DG | B | 4 | 94 x 69 | 1915 | 2 | 8,4:1 | 57 | 78 | 78 |
| DG | B | 4 | 94 x 69 | 1915 | 2 | 8,4:1 | 57 | 78 | 79 |
| DH | B | 4 | 94 x 69 | 1915 | 2 | 8,6:1 | 60 | 82 | 78 |
| DJ | B | 4 | 94 x 76 | 2095 | 2 | 10,5:1 | 82 | 112 | 80 |
| DS | B | 4 | 81 x 86,4 | 1781 | 2 | 9:1 | 66 | 90 | 36 |
| DT | B | 4 | 81 x 77,4 | 1595 | 2 | 9:1 | 55 | 75 | 35 |
| DTA | B | 4 | 81 x 77,4 | 1595 | 2 | 9:1 | 51 | 70 | 35 |
| DV | D (A) | 6 | 76,5 x 86,4 | 2383 | 2 | 23:1 | 75 | 102 | 18 |
| DW | D | 6 | 76,5 x 86,4 | 2383 | 2 | 23,5:1 | 55 | 75 | 17 |
| DX | B | 4 | 81 x 86,4 | 1781 | 2 | 10:1 | 82 | 112 | 36 |
| DZ | B | 4 | 81 x 86,4 | 1781 | 2 | 10:1 | 82 | 112 | 36 |
| EV | B | 4 | 81 x 86,4 | 1781 | 2 | 10:1 | 82 | 112 | 36 |
| EW | B | 4 | 81 x 77,4 | 1595 | 2 | 9:1 | 55 | 75 | 35 |
| EZ | B | 4 | 81 x 77,4 | 1595 | 2 | 9:1 | 55 | 75 | 35 |
| EZA | B | 4 | 81 x 77,4 | 1595 | 2 | 9:1 | 51 | 70 | 35 |
| F | B | 4 | 77 x 69 | 1285 | 2 | 7,3:1 | 29 | 40 | 21 |
| FY | B | 4 | 75 x 72 | 1272 | 2 | 8,2:1 | 40 | 54 | 3 |
| FZ | B | 4 | 75 x 72 | 1272 | 2 | 8,2:1 | 44 | 60 | 3 |
| GB | B | 4 | 94 x 71 | 1971 | 2 | 8:1 | 74 | 100 | 76 |
| GE | B | 4 | 94 x 71 | 1971 | 2 | 7,3:1 | 51 | 70 | 77 |
| GF | B | 4 | 75 x 72 | 1272 | 2 | 8,2:1 | 44 | 60 | 3 |
| GS | B | 4 | 75 x 72 | 1272 | 2 | 8,2:1 | 43 | 58 | 3 |
| GT | B | 4 | 75 x 72 | 1272 | 2 | 8,2:1 | 43 | 58 | 3 |
| GU | B | 4 | 81 x 86,4 | 1781 | 2 | 10:1 | 66 | 90 | 36 |
| GW | B | 4 | 94 x 69 | 1915 | 2 | 8,6:1 | 66 | 90 | 78 |
| GX | B | 4 | 81 x 86,4 | 1781 | 2 | 10:1 | 66 | 90 | 36 |
| GZ | B | 4 | 81 x 86,4 | 1781 | 2 | 10:1 | 82 | 112 | 36 |
| H | B | 4 | 83 x 69 | 1493 | 2 | 7,8:1 | 32 | 44 | 66 |
| HH | B | 4 | 75 x 72 | 1272 | 2 | 8,2:1 | 44 | 60 | 3 |
| HJ | B | 4 | 75 x 72 | 1272 | 2 | 8,2:1 | 43 | 58 | 3 |
| HK | B | 4 | 75 x 72 | 1272 | 2 | 9,5:1 | 40 | 54 | 4 |
| HM | B | 4 | 81 x 77,4 | 1595 | 2 | 9:1 | 60 | 82 | 35 |
| HN | B | 4 | 81 x 77,4 | 1595 | 2 | 9:1 | 55 | 75 | 35 |
| HT | B | 4 | 81 x 86,4 | 1781 | 2 | 10:1 | 77 | 105 | 36 |
| HV | B | 4 | 81 x 86,4 | 1781 | 2 | 9:1 | 66 | 90 | 36 |
| HW | B | 4 | 75 x 72 | 1272 | 2 | 9,5:1 | 37 | 50 | 4 |
| HZ | B | 4 | 75 x 59 | 1043 | 2 | 9,5:1 | 37 | 50 | 5 |
| JH | B | 4 | 81 x 86,4 | 1781 | 2 | 10:1 | 70 | 95 | 36 |
| JK | D | 4 | 76,5 x 86,4 | 1588 | 2 | 23,5:1 | 40 | 54 | 17 |
| JN | B | 4 | 81 x 86,4 | 1781 | 2 | 10:1 | 66 | 90 | 38 |
| JP | D | 4 | 76,5 x 86,4 | 1588 | 2 | 23,5:1 | 40 | 54 | 17 |
| JR | D (A) | 4 | 76,5 x 86,4 | 1588 | 2 | 23:1 | 51 | 70 | 18 |
| JU | B | 4 | 81 x 77,4 | 1595 | 2 | 9:1 | 55 | 75 | 35 |
| JV | B | 4 | 81 x 86,4 | 1781 | 2 | 9:1 | 66 | 90 | 36 |
| JX | D (A) | 4 | 76,5 x 86,4 | 1588 | 2 | 23,5:1 | 51 | 70 | 18 |

V













| |  | Cyl. |  | cm ³ |  | Comp. Ratio ε | kW | PS | Pos |
|-----------------|---|------|---|-----------------|---|------------------|---------|---------|-----|
| | | | | | | | | | |
| KR | B | 4 | 81 x 86,4 | 1781 | 4 | 10:1 | 100 | 136 | 39 |
| KT | B | 4 | 81 x 86,4 | 1781 | 2 | 10:1 | 82 | 112 | 36 |
| ME | D | 4 | 76,5 x 86,4 | 1588 | 2 | 23,5:1 | 40 | 54 | 17 |
| MF | D (A) | 4 | 76,5 x 86,4 | 1588 | 2 | 23:1 | 51 | 70 | 18 |
| MH | B | 4 | 75 x 72 | 1272 | 2 | 9,2:1 | 40 | 55 | 4 |
| MIN | D | 4 | 75 x 72 | 1272 | 2 | 22:1 | 33 | 45 | 7 |
| MV | B | 4 | 94 x 76 | 2095 | 2 | 8,7:1 | 70 | 95 | 81 |
| NU | B | 4 | 75 x 72 | 1272 | 2 | 9,2:1 | 37 | 50 | 4 |
| NZ | B | 4 | 75 x 72 | 1272 | 2 | 9,2:1 | 40 | 55 | 4 |
| PB | B | 4 | 81 x 86,4 | 1781 | 2 | 10:1 | 82 | 112 | 36 |
| PF | B | 4 | 81 x 86,4 | 1781 | 2 | 10:1 | 79 | 107 | 36 |
| PG | B (A) | 4 | 81 x 86,4 | 1781 | 2 | 8:1 | 110-118 | 150-160 | 40 |
| PL | B | 4 | 81 x 86,4 | 1781 | 4 | 10:1 | 95 | 129 | 39 |
| PN | B | 4 | 81 x 77,4 | 1595 | 2 | 9:1 | 51 | 70 | 35 |
| PP | B | 4 | 81 x 77,4 | 1595 | 2 | 9:1 | 51 | 70 | 35 |
| RA | D (LA) | 4 | 76,5 x 86,4 | 1588 | 2 | 23:1 | 59 | 80 | 18 |
| RE | B | 4 | 81 x 77,4 | 1595 | 2 | 9:1 | 53 | 72 | 35 |
| RF | B | 4 | 81 x 77,4 | 1595 | 2 | 9:1 | 53 | 72 | 35 |
| RG | B | 4 | 81 x 86,4 | 1781 | 2 | 10:1 | 79 | 107 | 36 |
| RH | B | 4 | 81 x 86,4 | 1781 | 2 | 10:1 | 62 | 84 | 36 |
| RL | B | 4 | 81 x 77,4 | 1595 | 2 | 9:1 | 53 | 72 | 35 |
| RP | B | 4 | 81 x 86,4 | 1781 | 2 | 10:1 | 66 | 90 | 37 |
| RV | B | 4 | 81 x 86,4 | 1781 | 2 | 10:1 | 77 | 105 | 36 |
| SB | D (LA) | 4 | 76,5 x 86,4 | 1588 | 2 | 23:1 | 59 | 80 | 18 |
| SP | B | 4 | 94 x 69 | 1915 | 2 | 8,7:1 | 54 | 74 | 79 |
| SR | B | 4 | 94 x 76 | 2095 | 2 | 8,7:1 | 64 | 87 | 81 |
| SS | B | 4 | 94 x 76 | 2095 | 2 | 8,7:1 | 68 | 92 | 81 |
| 039 | B | 4 | 94 x 71 | 1971 | 2 | 7,6:1 | 70 | 95 | 76 |
| 1C | D (A) | 4 | 76,5 x 86,4 | 1588 | 2 | 23:1 | 51 | 70 | 18 |
| 1F | B | 4 | 81 x 77,4 | 1595 | 2 | 9:1 | 55 | 75 | 35 |
| 1G | D (A) | 6 | 76,5 x 86,4 | 2383 | 2 | 23:1 | 68 | 92 | 18 |
| 1P | B | 4 | 81 x 86,4 | 1781 | 2 | 9:1 | 72 | 98 | 36 |
| 1S | D | 6 | 76,5 x 86,4 | 2383 | 2 | 23,5:1 | 51 | 70 | 17 |
| 1V | D (A) | 4 | 76,5 x 86,4 | 1588 | 2 | 23:1 | 44 | 60 | 18 |
| 1X | D | 4 | 79,5 x 95,5 | 1896 | 2 | 22,5:1 | 44 | 60 | 26 |
| 1Y | D | 4 | 79,5 x 95,5 | 1896 | 2 | 22,5:1 | 47 | 64 | 26 |
| 1Z | D (LA) | 4 | 79,5 x 95,5 | 1896 | 2 | 19,5:1 | 66 | 90 | 28 |
| 113 (34) | B | 4 | 77 x 64 | 1192 | 2 | 7/7,3:1 | 22-25 | 30-34 | 20 |
| 113 (34) | B | 4 | 77 x 64 | 1192 | 2 | 7:1 | 25 | 34 | 19 |
| 122 | B | 4 | 77 x 64 | 1192 | 2 | 7,5:1 | 18-22 | 25-30 | 19 |
| 122/2 | B | 4 | 77 x 64 | 1192 | 2 | 7,5:1 | 25 | 34 | 20 |
| 124 | B | 4 | 83 x 69 | 1493 | 2 | 7,8:1 | 33 | 45 | 65 |
| 124 A | B | 4 | 87 x 66,6 | 1584 | 2 | 7,5:1 | 33 | 45 | 70 |
| 126 | B | 4 | 83 x 69 | 1493 | 2 | 7,8:1 | 31 | 42 | 66 |
| 126/A | B | 4 | 85,5 x 69 | 1584 | 2 | 7,5:1 | 31 | 42 | 67 |
| 127 1.8 | B | 4 | 93 x 66 | 1795 | 2 | 7,3:1 | 46 | 62 | 73 |
| 1.8L AP UDC | B | 4 | 81,01 x 86,4 | 1781 | 2 | 8,5:1 | 70 | 96 | 59 |
| 2E | B | 4 | 82,5 x 92,8 | 1984 | 2 | 10,5:1 | 85 | 116 | 61 |
| 2G | B | 4 | 75 x 72 | 1272 | 2 | 9:1 | 40 | 54 | 4 |
| 2H | B | 4 | 81 x 86,4 | 1781 | 2 | 9:1 | 72 | 98 | 36 |
| 2L | D | 4 | 92 x 92 | 2446 | 2 | 22:1 | 61 | 83 | 72 |
| 262 | B | 4 | 81 x 86,4 | 1781 | 2 | | 50 | 67 | 37 |
| 28B | D | 4 | 79,5 x 95,5 | 1896 | 2 | 22,5:1 | 48 | 65 | 26 |
| 311 (1.6L) | B | 4 | 85,5 x 69 | 1584 | 2 | 7,5:1 | 40 | 54 | 68 |
| 311 (1.6L) | B | 4 | 85,5 x 69 | 1584 | 2 | 6,6:1 | 40 | 54 | 69 |
| 4.07 TCA Euro 3 | D (LA) | 4 | 93 x 103 | 2798 | 3 | 19:1 | 97-99 | 132-135 | 75 |
| 4.165 | D | 4 | 92 x 101,6 | 2710 | 2 | 21:1 | 37-48 | 50-65 | 71 |
| 68A | D (A) | 4 | 76,5 x 86,4 | 1588 | 2 | 23:1 | 45 | 61 | 18 |
| 68C | D (A) | 4 | 76,5 x 86,4 | 1588 | 2 | 23:1 | 50 | 67 | 18 |
| 68D | D | 4 | 76,5 x 86,4 | 1588 | 2 | 23:1 | 36 | 48 | 17 |
| 682 | D | 4 | 76,5 x 80 | 1471 | 2 | 23,5:1 | 33 | 46 | 16 |
| 685 | D | 4 | 76,5 x 86,4 | 1588 | 2 | 23:1 | 36 | 48 | 17 |
| 686 | D (A) | 4 | 76,5 x 86,4 | 1588 | 2 | 23:1 | 45 | 61 | 18 |
| 694 | D (A) | 5 | 76,5 x 86,4 | 1986 | 2 | 23:1 | 75 | 102 | 18 |
| 751 | D | 6 | 76,5 x 86,4 | 2383 | 2 | 23:1 | 55 | 75 | 17 |
| 752 | D (A) | 6 | 76,5 x 86,4 | 2383 | 2 | 23:1 | 66 | 90 | 18 |
| 761 | D | 6 | 76,5 x 86,4 | 2383 | 2 | 23:1 | 55 | 75 | 17 |
| 9A | B | 4 | 82,5 x 92,8 | 1984 | 4 | 10,8:1 | 100 | 136 | 60 |

V

|  | | | | |  | | | | |  | | | | |  | | | | |
|---|-------------------|----------|---|----|---|--------------------------------------|--|--|--|--|------|----|----|--|---|--|-----|--|--|
| | | | | | Pos | | | | | | Pos | | | | | | Pos | | |
| AMAROK (2H) | | | | | | Caddy 1.9 TDI 10.1996 → 03.1997 | | | | | 1Z | D | 28 | | | | | | |
| Amarok 2.0 TDI 16V | 11.2009 → | CDCA | D | 57 | | Caddy 1.9 TDI 10.1996 → 09.2000 | | | | | AHU | D | 28 | | | | | | |
| Amarok 2.0 TDI 16V | 09.2010 → | CDBA | D | 57 | | Caddy 1.9 TDI 09.1997 → 09.2000 | | | | | ALE | D | 28 | | | | | | |
| BEETLE (5C1/5C7) | | | | | | Caddy 1.9 TDI 09.2000 → 06.2003 | | | | | ALH | D | 28 | | | | | | |
| Beetle 2.0 TSI | 04.2011 → | CBFA | B | 63 | CADDY III (2C/2K) | | | | | | | | | | | | | | |
| Beetle 2.0 TSI | 04.2011 → | CCTA | B | 63 | Caddy 1.4i 16V 02.2004 → 05.2006 | | | | | BCA | B | 9 | | | | | | | |
| Beetle 2.0 TSI | 04.2011 → | CCZA | B | 63 | Caddy 1.4i 16V 02.2004 → 05.2006 | | | | | BCA | B | 12 | | | | | | | |
| Beetle 2.0 TDI 16V | 04.2011 → | CFFB | D | 58 | Caddy 1.6 04.2004 → 05.2005 | | | | | BGU | B | 46 | | | | | | | |
| Beetle 2.0 TDI 16V | 04.2011 → | CJAA | D | 57 | Caddy 1.6i 06.2005 → 08.2010 | | | | | BSE | B | 46 | | | | | | | |
| BORA (1J2/1J6) | | | | | | Caddy 1.6i 06.2005 → | | | | | BSF | B | 46 | | | | | | |
| Bora 1.4i 16V | 10.1998 → 05.2000 | AKQ | B | 9 | Caddy 1.8i 06.2003 → 09.2005 | | | | | ADD | B | 37 | | | | | | | |
| Bora 1.4i 16V | 10.1998 → 05.2005 | AHW | B | 9 | Caddy 1.9 TDI 02.2004 → 08.2010 | | | | | BJB | D | 33 | | | | | | | |
| Bora 1.4i 16V | 05.1999 → 05.2000 | APE | B | 9 | Caddy 1.9 TDI 06.2005 → 08.2010 | | | | | BLS | D | 34 | | | | | | | |
| Bora 1.4i 16V | 05.2000 → 10.2001 | AXP | B | 9 | Caddy 1.9 TDI 09.2005 → 08.2010 | | | | | BSU | D | 34 | | | | | | | |
| Bora 1.4i 16V | 10.2001 → 05.2005 | BCA | B | 9 | Caddy 2.0 SDI 02.2004 → 08.2010 | | | | | BDJ | D | 53 | | | | | | | |
| Bora 1.6i | 08.1998 → 05.2005 | AKL | B | 43 | Caddy 2.0 SDI 06.2005 → 08.2010 | | | | | BST | D | 53 | | | | | | | |
| Bora 1.6i | 09.1998 → 05.2005 | AEH | B | 43 | Caddy 2.0 TDI 09.2007 → 08.2010 | | | | | BMM | D | 52 | | | | | | | |
| Bora 1.6i | 05.1999 → 04.2001 | APF | B | 43 | Caddy 2.0 TDI 16V 08.2010 → | | | | | CFHF | D | 58 | | | | | | | |
| Bora 1.6i | 09.2000 → 04.2002 | AVU | B | 46 | Caddy 2.0 TDI 16V 08.2010 → | | | | | CLCA | D | 58 | | | | | | | |
| Bora 1.6i | 05.2002 → 05.2005 | BFQ | B | 46 | Caddy 2.0 TDI 16V 11.2010 → | | | | | CFHC | D | 58 | | | | | | | |
| Bora 1.6i 16V | 11.1999 → 05.2000 | ATN | B | 10 | Caddy 2.0 TDI 16V 11.2010 → | | | | | CFHE | D | 58 | | | | | | | |
| Bora 1.6i 16V | 05.2000 → 10.2000 | AUS | B | 10 | Caddy 2.0 TDI 16V 05.2012 → | | | | | CFJA | D | 58 | | | | | | | |
| Bora 1.6i 16V | 09.2000 → 11.2001 | AZD | B | 10 | CADDY LIFE (2K) | | | | | | | | | | | | | | |
| Bora 1.8i 20V | 02.1999 → 10.2000 | AGN | B | 45 | Caddy Life 1.9 TDI 05.2004 → 08.2010 | | | | | BLS | D | 34 | | | | | | | |
| Bora 1.8i Turbo 20V | 05.2000 → 05.2005 | AGU | B | 44 | CADDY MAXI (2K) | | | | | | | | | | | | | | |
| Bora 1.8i Turbo 20V | 09.2000 → 04.2001 | ARX | B | 47 | Caddy Maxi 1.6i 11.2007 → 08.2010 | | | | | BSE | B | 46 | | | | | | | |
| Bora 1.8i Turbo 20V | 09.2000 → 05.2005 | AUM | B | 47 | Caddy Maxi 1.6i 11.2007 → 08.2010 | | | | | BSF | B | 46 | | | | | | | |
| Bora 1.8i Turbo 20V | 05.2001 → 10.2010 | AUQ | B | 47 | Caddy Maxi 1.9 TDI 11.2007 → 08.2010 | | | | | BJB | D | 33 | | | | | | | |
| Bora 1.8i Turbo 20V | 03.2003 → 10.2010 | AWP | B | 47 | Caddy Maxi 1.9 TDI 11.2007 → 08.2010 | | | | | BLS | D | 34 | | | | | | | |
| Bora 1.8i Turbo 20V | 01.2005 → 10.2010 | BEK | B | 47 | Caddy Maxi 2.0 TDI 11.2007 → 08.2010 | | | | | BMM | D | 52 | | | | | | | |
| Bora 1.9 SDI | 11.1998 → 05.2005 | AQM | D | 29 | Caddy Maxi 2.0 TDI 08.2010 → | | | | | CLCA | D | 58 | | | | | | | |
| Bora 1.9 SDI | 05.1999 → 04.2001 | AGP | D | 29 | Caddy Maxi 2.0 TDI 11.2010 → | | | | | CFHC | D | 58 | | | | | | | |
| Bora 1.9 TDI | 09.1998 → 05.2005 | AHF | D | 28 | Caddy Maxi 2.0 TDI 11.2010 → | | | | | CFHE | D | 58 | | | | | | | |
| Bora 1.9 TDI | 09.1998 → 05.2005 | ALH | D | 28 | Caddy Maxi 2.0 TDI 05.2012 → | | | | | CFJA | D | 58 | | | | | | | |
| Bora 1.9 TDI | 10.1998 → 05.2005 | AGR | D | 28 | Caddy Maxi 2.0 TDI 12.2012 → | | | | | CLCB | D | 58 | | | | | | | |
| Bora 1.9 TDI | 11.1998 → 07.2001 | AJM | D | 30 | CC | | | | | | | | | | | | | | |
| Bora 1.9 TDI | 05.2000 → 07.2001 | AUY | D | 30 | CC 2.0 TSI 02.2012 → | | | | | CCZB | B | 63 | | | | | | | |
| Bora 1.9 TDI | 05.2000 → 05.2005 | ASV | D | 28 | CC 2.0 TDI 16V 11.2011 → | | | | | CFFB | D | 58 | | | | | | | |
| Bora 1.9 TDI | 05.2000 → 05.2006 | ATD | D | 31 | CC 2.0 TDI 16V 11.2011 → | | | | | CFGB | D | 58 | | | | | | | |
| Bora 1.9 TDI | 09.2000 → 05.2005 | ARL | D | 32 | CC 2.0 TDI 16V 11.2011 → | | | | | CLLA | D | 58 | | | | | | | |
| Bora 1.9 TDI | 04.2001 → 05.2005 | ASZ | D | 32 | CC 2.0 TDI 16V 12.2012 → | | | | | CFGC | D | 58 | | | | | | | |
| Bora 1.9 TDI | 05.2001 → 10.2010 | AXR | D | 31 | CORRADO (53I) | | | | | | | | | | | | | | |
| Bora 1.9 TDI | 07.2003 → 10.2010 | BEW | D | 31 | Corrado 1.8i 16V 04.1989 → 07.1992 | | | | | KR | B | 39 | | | | | | | |
| Bora 1.9 TDI | 06.2005 → 10.2010 | BKC | D | 31 | Corrado 1.8i G60 09.1988 → 07.1993 | | | | | PG | B | 40 | | | | | | | |
| Bora 1.9 TDI | 04.2006 → 10.2010 | BXE | D | 33 | Corrado 2.0i 04.1993 → 09.1994 | | | | | 2E | B | 61 | | | | | | | |
| Bora 2.0 TSI 16V | 07.2008 → 07.2009 | CBFA | B | 63 | Corrado 2.0i 07.1994 → 07.1995 | | | | | ADY | B | 61 | | | | | | | |
| Bora 2.0 TSI 16V | 07.2008 → 07.2009 | CCTA | B | 63 | Corrado 2.0i 16V 08.1991 → 07.1995 | | | | | 9A | B | 60 | | | | | | | |
| Bora 2.0 TDI 16V | 05.2004 → 10.2010 | BKD | D | 51 | Corrado 2.8i VR6 (USA) 08.1991 → 07.1995 | | | | | AAA | B | 42 | | | | | | | |
| Bora 2.0 TDI 16V | 07.2007 → 10.2010 | CBEA | D | 57 | CRAFTER | | | | | | | | | | | | | | |
| Bora 2.3i V5 | 09.1998 → 02.2001 | AGZ | B | 42 | Crafter 2.5 TDI 04.2006 → | | | | | BJJ | D | 55 | | | | | | | |
| BUS | | | | | | Crafter 2.5 TDI 04.2006 → | | | | | BJK | D | 55 | | | | | | |
| Bus 231 | 01.1960 → 1972 | 113 (34) | B | 19 | Crafter 2.5 TDI 04.2006 → | | | | | BJL | D | 56 | | | | | | | |
| Bus 241 | 01.1960 → 1972 | 113 (34) | B | 19 | Crafter 2.5 TDI 04.2006 → | | | | | BJM | D | 56 | | | | | | | |
| CADDY I (14D) | | | | | | Crafter 2.5 TDI 05.2009 → | | | | | CEBA | D | 55 | | | | | | |
| Caddy 1.6 | 08.1983 → 07.1989 | HN | B | 35 | Crafter 2.5 TDI 05.2009 → | | | | | CEBB | D | 55 | | | | | | | |
| Caddy 1.6i | 08.1983 → 07.1992 | EW | B | 35 | Crafter 2.5 TDI 05.2009 → | | | | | CECA | D | 56 | | | | | | | |
| Caddy 1.6 D | 10.1982 → 07.1990 | JK | D | 17 | Crafter 2.5 TDI 05.2009 → | | | | | CECB | D | 56 | | | | | | | |
| Caddy 1.6 D | 08.1990 → 07.1992 | ME | D | 17 | DASHER | | | | | | | | | | | | | | |
| Caddy 1.8i | 08.1985 → 07.1992 | JH | B | 36 | Dasher 1.5 D (USA) 08.1976 → 07.1981 | | | | | CK | D | 16 | | | | | | | |
| CADDY II (9K/9U) | | | | | | Dasher 1.6 D (USA) 03.1981 → 07.1982 | | | | | CR | D | 17 | | | | | | |
| Caddy 1.4i | 09.2000 → 06.2003 | AUD | B | 11 | DERBY I (87) | | | | | | | | | | | | | | |
| Caddy 1.4i 16V | 09.2000 → 06.2003 | AUA | B | 9 | Derby 1.3 01.1977 → 09.1981 | | | | | HJ | B | 3 | | | | | | | |
| Caddy 1.6 | 11.1995 → 05.1997 | 1F | B | 35 | Derby 1.3 08.1977 → 09.1981 | | | | | HH | B | 3 | | | | | | | |
| Caddy 1.6i | 06.1996 → 12.2000 | AEE | B | 8 | DERBY II (87) | | | | | | | | | | | | | | |
| Caddy 1.8i | 09.2002 → 06.2003 | ADD | B | 37 | Derby 1.0i 10.1981 → 11.1984 | | | | | HZ | B | 5 | | | | | | | |
| Caddy 1.9 D | 11.1995 → 06.2003 | 1Y | D | 26 | Derby 1.3 09.1981 → 07.1983 | | | | | HH | B | 3 | | | | | | | |
| Caddy 1.9 D | 06.1996 → 12.2000 | AEF | D | 26 | Derby 1.3 08.1983 → 11.1984 | | | | | HK | B | 4 | | | | | | | |
| Caddy 1.9 SDI | 11.1995 → 09.2000 | AEY | D | 28 | Derby 1.3 08.1983 → 11.1984 | | | | | HW | B | 4 | | | | | | | |
| Caddy 1.9 SDI | 09.2000 → 06.2003 | AYQ | D | 29 | Derby 1.8i 10.1994 → 12.1994 | | | | | ABS | B | 36 | | | | | | | |







|   |  | Pos |   |  | Pos |
|---|---|-----|--|---|-----|
| Derby 1.8i 10.1994 → 12.1994 | ADZ B | 36 | Golf 1.6 D 08.1980 → 07.1982 | CR D | 17 |
| Derby 1.8i 01.1995 → 11.1996 | ADD B | 37 | Golf 1.6 D 08.1982 → 07.1983 | JK D | 17 |
| EOS (1F7/1F8) | | | Golf 1.6 TD 03.1982 → 12.1983 | CY D | 18 |
| Eos 1.4 FSI 16V 11.2007 → 05.2008 | CAXA B | 15 | Golf 1.8i 08.1982 → 12.1983 | DX B | 36 |
| Eos 1.4 TSI 16V 11.2010 → 11.2013 | CAXA B | 15 | Golf 1.8i 01.1984 → 07.1987 | EV B | 36 |
| Eos 2.0 TSI 16V 05.2008 → 11.2009 | CAWB B | 63 | Golf 1.8i 08.1985 → 07.1992 | JH B | 36 |
| Eos 2.0 TSI 16V 11.2009 → | CCZB B | 63 | Golf 1.8i 01.1987 → 10.1991 | PB B | 36 |
| Eos 2.0 TSI 16V 11.2010 → | CBFA B | 63 | Golf 1.8i 08.1989 → 07.1993 | 2H B | 36 |
| Eos 2.0 TSI 16V 11.2010 → | CCTA B | 63 | GOLF II (19E/1G1) | | |
| Eos 2.0 TSI 16V 11.2010 → | CCZA B | 63 | Golf 1.05 05.1985 → 10.1991 | HZ B | 5 |
| Eos 2.0 TDI 05.2006 → 05.2008 | BMM D | 52 | Golf 1.3 08.1983 → 07.1986 | GT B | 3 |
| Eos 2.0 TDI 16V 05.2008 → 11.2010 | CBAB D | 57 | Golf 1.3 08.1983 → 07.1986 | HK B | 4 |
| Eos 2.0 TDI 16V 11.2010 → | CFFA D | 58 | Golf 1.3 08.1985 → 12.1987 | NU B | 4 |
| Eos 2.0 TDI 16V 11.2010 → | CFFB D | 58 | Golf 1.3 08.1985 → 12.1988 | MH B | 4 |
| FOX (5Z1/5Z3) | | | Golf 1.3 01.1989 → 07.1992 | 2G B | 4 |
| Fox 1.2i 04.2005 → | BMD B | 14 | Golf 1.3i 08.1985 → 07.1992 | NZ B | 4 |
| Fox 1.3 09.1978 → 1981 | HH B | 3 | Golf 1.6 08.1986 → 10.1991 | RF B | 35 |
| Fox 1.9 SDI 12.2007 → | ASY D | 29 | Golf 1.6 07.1991 → 07.1992 | ABX B | 35 |
| FOX (USA) | | | Golf 1.6i 08.1983 → 07.1986 | HN B | 35 |
| Fox 1.8 (USA) 03.1987 → 06.1993 | JN B | 38 | Golf 1.6i 08.1983 → 07.1991 | EZ B | 35 |
| Fox 1.8i (USA) 10.1990 → 06.1993 | ABG B | 38 | Golf 1.6i 08.1983 → 07.1992 | EW B | 35 |
| GOL (BR) | | | Golf 1.6i 08.1983 → 07.1992 | HM B | 35 |
| Gol 1.05 | HZ B | 5 | Golf 1.6i 08.1985 → 07.1987 | EZA B | 35 |
| Gol 1.3 | 2G B | 4 | Golf 1.6i 08.1985 → 07.1992 | PN B | 35 |
| Gol 1.3i | NZ B | 4 | Golf 1.6i 08.1991 → 07.1992 | ABN B | 35 |
| Gol 1.6 | RF B | 35 | Golf 1.6 D 08.1983 → 10.1991 | JP D | 17 |
| Gol 1.6i 07.1995 → 12.1997 | AEE B | 8 | Golf 1.6 D 05.1988 → 07.1992 | ME D | 17 |
| Gol 1.6i | ABN B | 35 | Golf 1.6 TD 08.1983 → 10.1991 | JR D | 18 |
| Gol 1.6i | AFT B | 43 | Golf 1.6 TD 05.1988 → 10.1991 | MF D | 18 |
| Gol 1.6i | AKS B | 43 | Golf 1.6 TD 04.1989 → 02.1990 | RA D | 18 |
| Gol 1.6i | EZ B | 35 | Golf 1.6 TD 08.1989 → 10.1991 | SB D | 18 |
| Gol 1.6i | PN B | 35 | Golf 1.6 TD 08.1989 → 07.1992 | 1V D | 18 |
| Gol 1.6 D | JP D | 17 | Golf 1.8 08.1983 → 07.1988 | GX B | 36 |
| Gol 1.6 D | ME D | 17 | Golf 1.8 08.1983 → 10.1991 | GU B | 36 |
| Gol 1.6 TD | JR D | 18 | Golf 1.8 08.1986 → 07.1990 | RH B | 36 |
| Gol 1.6 TD | MF D | 18 | Golf 1.8i 08.1983 → 07.1987 | HV B | 36 |
| Gol 1.6 TD | RA D | 18 | Golf 1.8i 08.1983 → 07.1989 | KT B | 36 |
| Gol 1.6 TD | SB D | 18 | Golf 1.8i 08.1983 → 07.1992 | DX B | 36 |
| Gol 1.6 TD | 1V D | 18 | Golf 1.8i 08.1983 → 07.1993 | JH B | 36 |
| Gol 1.8 | GU B | 36 | Golf 1.8i 01.1984 → 07.1987 | EV B | 36 |
| Gol 1.8 | RH B | 36 | Golf 1.8i 01.1984 → 07.1988 | GZ B | 36 |
| Gol 1.8i | AAM B | 37 | Golf 1.8i 01.1985 → 07.1985 | HT B | 36 |
| Gol 1.8i | ACC B | 37 | Golf 1.8i 02.1986 → 07.1987 | RG B | 36 |
| Gol 1.8i | ADZ B | 36 | Golf 1.8i 08.1986 → 10.1991 | RP B | 37 |
| Gol 1.8i | PB B | 36 | Golf 1.8i 01.1987 → 10.1991 | PB B | 36 |
| Gol 1.8i | PF B | 36 | Golf 1.8i 01.1987 → 10.1991 | PF B | 36 |
| Gol 1.8i | RP B | 37 | Golf 1.8i 08.1987 → 10.1991 | RV B | 36 |
| Gol 1.8i | RV B | 36 | Golf 1.8i 08.1988 → 07.1991 | 1P B | 36 |
| Gol 1.8i | 1.8L AP UDC B | 59 | Golf 1.8i 08.1989 → 07.1993 | 2H B | 36 |
| Gol 1.8i Turbo 16V 06.2003 → | AUQ B | 47 | Golf 1.8i 16V 02.1986 → 10.1991 | KR B | 39 |
| Gol 1.9 D 06.2002 → 07.2006 | BGG D | 26 | Golf 1.8i 16V 02.1986 → 10.1991 | PL B | 39 |
| Gol 1.9 D 06.2002 → 07.2006 | 1Y D | 26 | Golf 1.8i G60 08.1988 → 07.1991 | PG B | 40 |
| Gol 1.9 TD 06.1998 → 05.2002 | AAZ D | 27 | Golf 2.0i 16V 08.1989 → 07.1991 | 9A B | 60 |
| Gol 1.9 TD | ABL D | 27 | GOLF III (1H1/1H5/1E7) | | |
| Gol 1.9 TDI | AGR D | 28 | Golf 1.4i 11.1991 → 07.1995 | ABD B | 6 |
| Gol 1.9 TDI | ALE D | 28 | Golf 1.6i 10.1994 → 07.1995 | AEA B | 8 |
| Gol 1.9 SDI | AEY D | 28 | Golf 1.6i 10.1994 → 12.1995 | AEK B | 43 |
| Gol 1.9 SDI | AGD D | 28 | Golf 1.6i 07.1995 → 12.1997 | AEE B | 8 |
| Gol 2.0i | AGG B | 61 | Golf 1.6i 07.1995 → 10.2000 | AFT B | 43 |
| Gol 2.0i | AKR B | 61 | Golf 1.6i 04.1997 → 10.2000 | AKS B | 43 |
| Gol 2.8i VR6 | AAA B | 42 | Golf 1.8i 11.1991 → 07.1995 | ABS B | 36 |
| GOLF I (17/155) | | | Golf 1.8i 11.1991 → 08.1997 | ACC B | 37 |
| Golf 1.3 08.1979 → 12.1983 | GF B | 3 | Golf 1.8i 11.1991 → 10.2000 | AAM B | 37 |
| Golf 1.3 08.1982 → 12.1983 | GS B | 3 | Golf 1.8i 08.1993 → 10.2000 | ADD B | 37 |
| Golf 1.3 08.1983 → 07.1986 | HK B | 4 | Golf 1.8i 10.1994 → 10.2000 | ADZ B | 36 |
| Golf 1.5 D 08.1976 → 07.1980 | CK D | 16 | Golf 1.8i 12.1997 → 10.2000 | ANN B | 37 |
| Golf 1.6 08.1983 → 07.1986 | HN B | 35 | Golf 1.9 D 11.1991 → 02.1999 | 1Y D | 26 |
| Golf 1.6 08.1983 → 07.1992 | EW B | 35 | Golf 1.9 SDI 07.1995 → 02.1999 | AEY D | 28 |
| Golf 1.6 04.1986 → 02.1990 | RE B | 35 | Golf 1.9 TD 11.1991 → 12.1997 | AAZ D | 27 |

|  | |  | | Pos |  | |  | | Pos |
|---|-------------------|---|---|-----|--|-------------------|---|---|-----|
| Golf 1.9 TDI | 07.1993 → 07.1996 | 1Z | D | 28 | Golf 1.9 TDI | 02.2006 → 11.2008 | BXE | D | 33 |
| Golf 1.9 TDI | 02.1996 → 08.1999 | AFN | D | 28 | Golf 1.9 TDI | 02.2006 → 11.2008 | BXF | D | 33 |
| Golf 1.9 TDI | 05.1996 → 12.2001 | ALE | D | 28 | Golf 1.9 TDI | 11.2007 → 11.2008 | BXJ | D | 33 |
| Golf 1.9 TDI | 07.1996 → 06.2000 | AHU | D | 28 | Golf 2.0 FSI 16V | 03.2008 → 11.2008 | CCTA | B | 63 |
| Golf 2.0i | 11.1991 → 07.1995 | 2E | B | 61 | Golf 2.0 TSI 16V | 10.2005 → 11.2008 | CAWB | B | 63 |
| Golf 2.0i | 07.1994 → 05.1996 | ADY | B | 61 | Golf 2.0 TSI 16V | 03.2008 → 11.2008 | CBFA | B | 63 |
| Golf 2.0i | 07.1995 → 12.2001 | AGG | B | 61 | Golf 2.0 SDI | 01.2004 → 11.2008 | BDK | D | 53 |
| Golf 2.0i | 04.1997 → 04.2000 | AKR | B | 61 | Golf 2.0 TDI | 12.2004 → 11.2008 | BMM | D | 52 |
| Golf VR6 2.8i | 01.1992 → 12.1997 | AAA | B | 42 | Golf 2.0 TDI 16V | 10.2003 → 11.2008 | AZV | D | 51 |
| GOLF IV (1J1/1J5/1E7) | | | | | Golf 2.0 TDI 16V | 10.2003 → 11.2008 | BKD | D | 51 |
| Golf 1.4i 16V | 10.1997 → 05.2000 | AKQ | B | 9 | Golf 2.0 TDI 16V | 11.2005 → 11.2008 | BMN | D | 54 |
| Golf 1.4i 16V | 10.1997 → 06.2006 | AHW | B | 9 | GOLF VI (5K1/AJ5/517) | | | | |
| Golf 1.4i 16V | 05.1999 → 05.2000 | APE | B | 9 | Golf 1.4 TSI 16V | 10.2008 → 11.2012 | CAXA | B | 15 |
| Golf 1.4i 16V | 05.2000 → 10.2001 | AXP | B | 9 | Golf 1.6 SRE | 10.2008 → 11.2012 | BSE | B | 46 |
| Golf 1.4i 16V | 10.2001 → 06.2006 | BCA | B | 9 | Golf 1.6 SRE | 10.2008 → 11.2012 | BSF | B | 46 |
| Golf 1.4i 16V | 10.2001 → 06.2006 | BCA | B | 12 | Golf 2.0 GTI 16V | 04.2009 → 05.2011 | CCZB | B | 63 |
| Golf 1.6i | 10.1997 → 05.2004 | AKL | B | 43 | Golf 2.0 TSI 16V | 07.2009 → 11.2012 | CCZA | B | 63 |
| Golf 1.6i | 01.1998 → 05.2004 | AEH | B | 43 | Golf 2.0 TSI 16V | 05.2011 → 11.2012 | CCZB | B | 63 |
| Golf 1.6i | 06.1998 → 10.2000 | AKS | B | 43 | Golf 2.0 TDI 16V | 02.2008 → 11.2012 | CBDB | D | 57 |
| Golf 1.6i | 06.1998 → 06.2002 | AFT | B | 43 | Golf 2.0 TDI 16V | 07.2008 → 05.2010 | CBDA | D | 57 |
| Golf 1.6i | 05.1999 → 04.2001 | APF | B | 43 | Golf 2.0 TDI 16V | 10.2008 → 11.2009 | CBAA | D | 57 |
| Golf 1.6i | 09.2000 → 04.2002 | AVU | B | 46 | Golf 2.0 TDI 16V | 10.2008 → 11.2009 | CBAB | D | 57 |
| Golf 1.6i | 05.2002 → 06.2006 | BFQ | B | 46 | Golf 2.0 TDI 16V | 10.2008 → 05.2011 | CBDC | D | 57 |
| Golf 1.6i 16V | 05.1999 → 05.2000 | ATN | B | 10 | Golf 2.0 TDI 16V | 04.2009 → 11.2009 | CBBB | D | 57 |
| Golf 1.6i 16V | 05.2000 → 10.2000 | AUS | B | 10 | Golf 2.0 TDI 16V | 06.2009 → 11.2012 | CJAA | D | 57 |
| Golf 1.6i 16V | 09.2000 → 11.2001 | AZD | B | 10 | Golf 2.0 TDI 16V | 07.2009 → 11.2012 | CFHC | D | 58 |
| Golf 1.8i 20V | 06.1997 → 10.2000 | AGN | B | 45 | Golf 2.0 TDI 16V | 11.2009 → 11.2012 | CFFA | D | 58 |
| Golf 1.8i 20V | 06.1998 → 10.2000 | AAM | B | 37 | Golf 2.0 TDI 16V | 11.2009 → 11.2012 | CFFB | D | 58 |
| Golf 1.8i 20V | 06.1998 → 10.2000 | ANN | B | 37 | Golf 2.0 TDI 16V | 01.2010 → 11.2012 | CLCA | D | 58 |
| Golf 1.8i Turbo 20V | 10.1997 → 05.2006 | AGU | B | 44 | Golf 2.0 TDI 16V | 05.2010 → 11.2012 | CFGB | D | 58 |
| Golf 1.8i Turbo 20V | 05.1998 → 04.2000 | AQA | B | 44 | Golf 2.0 TDI 16V | 07.2010 → 11.2012 | CFHB | D | 58 |
| Golf 1.8i Turbo 20V | 05.1999 → 04.2001 | ARZ | B | 44 | Golf 2.0 TDI 16V | 10.2010 → 11.2012 | CLCB | D | 58 |
| Golf 1.8i Turbo 20V | 10.1999 → 12.2001 | AWD | B | 44 | GOLF PLUS (5M1/521) | | | | |
| Golf 1.8i Turbo 20V | 05.2000 → 05.2006 | AUM | B | 47 | Golf Plus 1.4i 16V | 01.2005 → 06.2006 | BCA | B | 12 |
| Golf 1.8i Turbo 20V | 06.2000 → 08.2003 | AWV | B | 47 | Golf Plus 1.4 FSI 16V | 07.2007 → | CAXA | B | 15 |
| Golf 1.8i Turbo 20V | 06.2001 → 06.2005 | AUQ | B | 47 | Golf Plus 1.4 TSI 16V | 07.2007 → | CAXA | B | 15 |
| Golf 1.8i Turbo 20V | 07.2001 → 06.2006 | AWP | B | 47 | Golf Plus 1.6 SRE | 05.2007 → 12.2008 | BSE | B | 46 |
| Golf 1.8i Turbo 20V | 07.2002 → 06.2006 | BEK | B | 47 | Golf Plus 1.6 SRE | 05.2007 → 12.2008 | BSF | B | 46 |
| Golf 1.9 SDI | 10.1997 → 04.2001 | AGP | D | 29 | Golf Plus 1.9 TDI | 01.2005 → 01.2009 | BKC | D | 31 |
| Golf 1.9 SDI | 11.1998 → 06.2006 | AQM | D | 29 | Golf Plus 1.9 TDI | 05.2005 → 12.2008 | BRU | D | 31 |
| Golf 1.9 TDI | 10.1997 → 06.2006 | AGR | D | 28 | Golf Plus 1.9 TDI | 05.2007 → 12.2008 | BLS | D | 34 |
| Golf 1.9 TDI | 10.1997 → 06.2006 | AHF | D | 28 | Golf Plus 1.9 TDI | 05.2007 → 12.2008 | BXF | D | 33 |
| Golf 1.9 TDI | 10.1997 → 06.2006 | ALH | D | 28 | Golf Plus 1.9 TDI | 05.2007 → 01.2009 | BXE | D | 33 |
| Golf 1.9 TDI | 06.1998 → 08.1999 | AFN | D | 28 | Golf Plus 1.9 TDI | 11.2007 → 12.2008 | BXJ | D | 33 |
| Golf 1.9 TDI | 06.1998 → 06.2000 | AHU | D | 28 | Golf Plus 2.0 TDI | 05.2007 → 05.2009 | BMM | D | 52 |
| Golf 1.9 TDI | 06.1998 → 12.2001 | ALE | D | 28 | Golf Plus 2.0 TDI 16V | 05.2007 → 12.2008 | AZV | D | 51 |
| Golf 1.9 TDI | 05.1999 → 07.2001 | AJM | D | 30 | Golf Plus 2.0 TDI 16V | 05.2007 → 12.2008 | BKD | D | 51 |
| Golf 1.9 TDI | 08.1999 → 10.2000 | AVG | D | 28 | Golf Plus 2.0 TDI 16V | 01.2009 → 11.2009 | CBDA | D | 57 |
| Golf 1.9 TDI | 01.2000 → 07.2001 | AUY | D | 30 | Golf Plus 2.0 TDI 16V | 01.2009 → 11.2009 | CBDB | D | 57 |
| Golf 1.9 TDI | 02.2000 → 06.2006 | ATD | D | 31 | Golf Plus 2.0 TDI 16V | 01.2009 → 05.2010 | CBDC | D | 57 |
| Golf 1.9 TDI | 05.2000 → 06.2006 | ASV | D | 28 | Golf Plus 2.0 TDI 16V | 11.2009 → 05.2011 | CFHB | D | 58 |
| Golf 1.9 TDI | 09.2000 → 06.2006 | ARL | D | 32 | Golf Plus 2.0 TDI 16V | 11.2009 → 05.2011 | CFHC | D | 58 |
| Golf 1.9 TDI | 04.2001 → 06.2006 | ASZ | D | 32 | Golf Plus 2.0 TDI 16V | 05.2010 → 05.2011 | CLCA | D | 58 |
| Golf 1.9 TDI | 05.2001 → 06.2006 | AXR | D | 31 | ILTIS (183) | | | | |
| Golf 1.9 TDI | 08.2003 → 12.2005 | BEW | D | 31 | Ilitis 1.6 TD | 08.1987 → 12.1988 | 1C | D | 18 |
| Golf 2.0i | 06.1998 → 04.2000 | AKR | B | 61 | JETTA I (16) | | | | |
| Golf 2.0i | 06.1998 → 12.2001 | AGG | B | 61 | Jetta 1.3 | 08.1979 → 02.1984 | GF | B | 3 |
| Golf 2.3i VR5 | 10.1997 → 05.2006 | AGZ | B | 42 | Jetta 1.3 | 08.1982 → 02.1984 | GS | B | 3 |
| Golf 2.8i VR6 24V | 08.2000 → 02.2002 | AFP | B | 42 | Jetta 1.6 | 08.1981 → 02.1984 | EW | B | 35 |
| GOLF V (1K1) | | | | | Jetta 1.6i | 12.1983 → 02.1984 | EZ | B | 35 |
| Golf 1.4i 16V | 10.2003 → 06.2006 | BCA | B | 12 | Jetta 1.6 D | 08.1980 → 02.1984 | CR | D | 17 |
| Golf 1.4 FSI 16V | 07.2007 → 11.2008 | CAXA | B | 15 | Jetta 1.6 D | 08.1981 → 02.1984 | JK | D | 17 |
| Golf 1.4 TSI 16V | 09.2007 → 11.2008 | CAXA | B | 15 | Jetta 1.6 TD | 08.1982 → 02.1984 | CY | D | 18 |
| Golf 1.6i | 01.2004 → 07.2007 | BGU | B | 46 | Jetta 1.8i | 08.1981 → 02.1984 | DX | B | 36 |
| Golf 1.6i | 05.2005 → 11.2008 | BSE | B | 46 | Jetta 1.8i | 05.1983 → 07.1984 | JH | B | 36 |
| Golf 1.6i | 05.2005 → 11.2008 | BSF | B | 46 | JETTA II (16E/19E/1G2) | | | | |
| Golf 1.9 TDI | 10.2003 → 07.2007 | BKC | D | 31 | Jetta 1.05 | 08.1986 → 10.1991 | HZ | B | 5 |
| Golf 1.9 TDI | 05.2004 → 02.2006 | BRU | D | 31 | Jetta 1.3 | 12.1983 → 07.1985 | HK | B | 4 |
| Golf 1.9 TDI | 06.2005 → 11.2008 | BLS | D | 34 | Jetta 1.3 | 12.1983 → 07.1986 | GT | B | 3 |







V









| | | | Pos | | | | Pos | | |
|------------------------|-------------------|------|-----|----|-----------------------------|-------------------|----------|---|----|
| Jetta 1.3 | 08.1985 → 07.1989 | MH | B | 4 | Jetta 2.0 TDI 16V | 08.2005 → 06.2008 | BKD | D | 51 |
| Jetta 1.3 | 08.1986 → 12.1987 | NU | B | 4 | Jetta 2.0 TDI 16V | 09.2005 → 06.2008 | AZV | D | 51 |
| Jetta 1.3 | 08.1988 → 07.1992 | 2G | B | 4 | Jetta 2.0 TDI 16V | 06.2006 → 06.2008 | BMN | D | 54 |
| Jetta 1.3i | 08.1985 → 07.1992 | NZ | B | 4 | Jetta 2.0 TDI 16V | 07.2007 → 07.2009 | CBEA | D | 57 |
| Jetta 1.6 | 12.1983 → 07.1988 | HM | B | 35 | Jetta 2.0 TDI 16V | 12.2007 → 10.2010 | CBDB | D | 57 |
| Jetta 1.6 | 08.1986 → 10.1991 | RF | B | 35 | Jetta 2.0 TDI 16V | 07.2008 → 10.2010 | CBDA | D | 57 |
| Jetta 1.6i | 08.1985 → 07.1987 | EZA | B | 35 | Jetta 2.0 FTDI 16V | 07.2008 → | CEGA | D | 57 |
| Jetta 1.6i | 08.1985 → 07.1992 | PN | B | 35 | JETTA VI (162) | | | | |
| Jetta 1.6i | 08.1989 → 07.1992 | ABN | B | 35 | Jetta 1.4 TSI 16V | 06.2010 → | CAXA | B | 15 |
| Jetta 1.6 D | 12.1983 → 10.1991 | JP | D | 17 | Jetta 2.0 TSI 16V | 11.2010 → | CBFA | B | 63 |
| Jetta 1.6 D | 05.1988 → 07.1992 | ME | D | 17 | Jetta 2.0 TSI 16V | 11.2010 → | CCTA | B | 63 |
| Jetta 1.6 TD | 12.1983 → 10.1991 | JR | D | 18 | Jetta 2.0 TSI 16V | 12.2010 → | CCZA | B | 63 |
| Jetta 1.6 TD | 05.1988 → 10.1991 | MF | D | 18 | Jetta 2.0 TDI 16V | 04.2010 → | CJAA | D | 57 |
| Jetta 1.6 TD | 04.1989 → 02.1990 | RA | D | 18 | Jetta 2.0 TDI 16V | 10.2010 → | CFFB | D | 58 |
| Jetta 1.6 TD | 08.1989 → 10.1991 | SB | D | 18 | Jetta 2.0 TDI 16V | 10.2010 → | CFHC | D | 58 |
| Jetta 1.6 TD | 08.1989 → 07.1992 | 1V | D | 18 | Jetta 2.0 TDI 16V | 10.2010 → | CLCA | D | 58 |
| Jetta 1.8 | 12.1983 → 07.1988 | GX | B | 36 | Jetta 2.0 TDI 16V | 10.2010 → | CLCB | D | 58 |
| Jetta 1.8 | 12.1983 → 10.1991 | GU | B | 36 | KÄFER | | | | |
| Jetta 1.8 | 08.1986 → 07.1990 | RH | B | 36 | Käfer 113 | 01.1960 → 1972 | 113 (34) | B | 19 |
| Jetta 1.8i | 12.1983 → 07.1987 | EV | B | 36 | Käfer 113 | 1972 → | 113 (34) | B | 20 |
| Jetta 1.8i | 12.1983 → 07.1987 | HV | B | 36 | Käfer 1200 1.2 | 08.1960 → 12.1985 | D | B | 20 |
| Jetta 1.8i | 01.1984 → 07.1988 | GZ | B | 36 | Käfer 1200 1.3 | 08.1966 → 07.1975 | AB | B | 22 |
| Jetta 1.8i | 02.1986 → 07.1987 | RG | B | 36 | Käfer 1200 1.6 | 08.1970 → 12.1977 | AD | B | 67 |
| Jetta 1.8i | 08.1986 → 10.1991 | RP | B | 37 | Käfer 1200 1.6 | 08.1970 → 12.1977 | AS | B | 67 |
| Jetta 1.8i | 01.1987 → 10.1991 | PB | B | 36 | Käfer 1300 1.2 | 08.1970 → 07.1974 | D | B | 20 |
| Jetta 1.8i | 01.1987 → 10.1991 | PF | B | 36 | Käfer 1300 1.3 | 08.1965 → 07.1970 | F | B | 21 |
| Jetta 1.8i | 08.1987 → 10.1991 | RV | B | 36 | Käfer 1300 1.3 | 08.1970 → 07.1974 | AB | B | 22 |
| Jetta 1.8i | 08.1988 → 07.1991 | 1P | B | 36 | Käfer 1300 1.6 | 08.1970 → 07.1975 | AD | B | 67 |
| Jetta 1.8i 16V | 02.1986 → 10.1991 | KR | B | 39 | Käfer 1300 1.6 | 08.1970 → 07.1975 | AS | B | 67 |
| Jetta 1.8i 16V | 02.1986 → 10.1991 | PL | B | 39 | Käfer 1302 1.2 | 08.1970 → 01.1980 | D | B | 20 |
| JETTA III (1H5) | | | | | Käfer 1302 1.3 | 08.1970 → 07.1975 | AB | B | 22 |
| Jetta 1.6 | 03.1992 → 09.1998 | ACR | B | 35 | Käfer 1302 1.6 | 08.1970 → 01.1973 | AD | B | 67 |
| Jetta 1.6i | 05.1991 → 03.1998 | ABX | B | 35 | Käfer 1302 1.6 | 08.1970 → 01.1980 | AS | B | 67 |
| Jetta 1.8i | 08.1992 → 01.1994 | AAM | B | 37 | Käfer 1303 1.2 | 08.1972 → 01.1980 | D | B | 20 |
| Jetta 1.8i | 08.1992 → 07.1995 | ACC | B | 37 | Käfer 1303 1.3 | 08.1972 → 07.1975 | AB | B | 22 |
| Jetta 1.8i | 02.1994 → 12.1998 | ADD | B | 37 | Käfer 1303 1.6 | 08.1970 → 01.1980 | AD | B | 67 |
| Jetta 1.9 TD | 08.1992 → 12.1998 | AAZ | D | 27 | Käfer 1303 1.6 | 08.1970 → 01.1980 | AS | B | 67 |
| Jetta 1.9 TDI | 08.1996 → 12.1998 | AHU | D | 28 | Käfer 1500 1.5 | 08.1966 → 07.1970 | H | B | 66 |
| Jetta 2.8i VR6 | 07.1993 → 12.1998 | AAA | B | 42 | Käfer 1500 1.6 | 07.1970 → 01.1973 | AD | B | 67 |
| JETTA IV (1J5) | | | | | KARMANN GHIA (14/34) | | | | |
| Jetta 1.4i 16V | 05.2000 → 04.2001 | AXP | B | 9 | Karmann Ghia 1300 | 08.1965 → 07.1970 | F | B | 21 |
| Jetta 1.6 | 09.1998 → 01.2004 | ACR | B | 35 | LT I | | | | |
| Jetta 1.6i | 09.1998 → 01.2004 | ABX | B | 35 | LT 28 D | 01.1976 → 01.1980 | 4.165 | D | 71 |
| Jetta 1.8i Turbo 20V | 05.1999 → 05.2005 | AWD | B | 44 | LT 28 D | 08.1978 → 11.1982 | CP | D | 17 |
| Jetta 1.8i Turbo 20V | 06.2000 → 05.2005 | AUQ | B | 47 | LT 28 D | 12.1982 → 07.1992 | DW | D | 17 |
| Jetta 1.8i Turbo 20V | 06.2000 → | AWP | B | 47 | LT 28 D | 08.1988 → 07.1992 | 1S | D | 17 |
| Jetta 1.8i Turbo 20V | 06.2000 → | AWW | B | 47 | LT 28 D | 08.1992 → 12.1995 | ACT | D | 17 |
| Jetta 1.8i Turbo 20V | 06.2001 → | BEK | B | 47 | LT 28 SDI | 05.1996 → 04.2001 | AGX | D | 49 |
| Jetta 1.8i Turbo 20V | 12.2003 → 05.2005 | AGU | B | 44 | LT 28 TD | 12.1982 → 07.1992 | DV | D | 18 |
| Jetta 1.8i Turbo 20V | 12.2003 → 05.2005 | AUM | B | 47 | LT 28 TD | 08.1988 → 07.1992 | 1G | D | 18 |
| Jetta 1.9 TDI | 11.1998 → 06.2004 | ALH | D | 28 | LT 28 TD | 08.1991 → 12.1995 | ACL | D | 18 |
| Jetta 1.9 TDI | 07.2003 → 01.2005 | BEW | D | 31 | LT 28 TDI | 05.1996 → 05.1999 | AHD | D | 49 |
| Jetta 1.9 SDI | 02.2002 → | AQM | D | 29 | LT 28 TDI | 07.1997 → 12.1998 | AGK | D | 74 |
| Jetta 2.8i VR6 24V | 11.1998 → 06.2002 | AFP | B | 42 | LT 28 TDI | 01.1999 → 01.2002 | ATA | D | 74 |
| JETTA V (1K2) | | | | | LT 28 TDI | 05.1999 → 04.2001 | APA | D | 49 |
| Jetta 1.4 TSI 16V | 07.2008 → 05.2010 | CAXA | B | 15 | LT 28 TDI | 05.1999 → 07.2006 | ANJ | D | 49 |
| Jetta 1.6i | 08.2005 → 10.2010 | BSE | B | 46 | LT 28 TDI | 04.2001 → 07.2006 | BBE | D | 49 |
| Jetta 1.6i | 08.2005 → 10.2010 | BSF | B | 46 | LT 28 TDI | 04.2001 → 07.2006 | BBF | D | 49 |
| Jetta 1.6 SRE | 08.2005 → | BSE | B | 46 | LT 28 TDI | 02.2002 → 07.2006 | AUH | D | 75 |
| Jetta 1.9 TDI | 09.2009 → 05.2007 | AXR | D | 31 | LT 28 TDI | 05.2002 → 07.2006 | BCQ | D | 75 |
| Jetta 1.9 TDI | 09.2009 → 05.2007 | BEW | D | 31 | LT 28 TDI | 12.2002 → 07.2006 | AVR | D | 50 |
| Jetta 1.9 TDI | 09.2009 → 05.2007 | BKC | D | 31 | LT 28 TDI | 04.2006 → | BJJ | D | 55 |
| Jetta 1.9 TDI | 09.2009 → 10.2010 | BLS | D | 34 | LT 28 TDI | 04.2006 → | BJK | D | 55 |
| Jetta 1.9 TDI | 09.2009 → 10.2010 | BXE | D | 33 | LT 28 TDI | 04.2006 → | BJL | D | 56 |
| Jetta 2.0 FSI 16V | 10.2007 → | CCTA | B | 63 | LT 28 TDI | 04.2006 → | BJM | D | 56 |
| Jetta 2.0 TSI 16V | 10.2007 → 10.2010 | CBFA | B | 63 | LT 28 TDI | 05.2009 → | CEBA | D | 55 |
| Jetta 2.0 TSI 16V | 10.2007 → 10.2010 | CCTA | B | 63 | LT 28 TDI | 05.2009 → | CEBB | D | 55 |
| Jetta 2.0 TSI 16V | 07.2008 → 10.2010 | CAWB | B | 63 | LT 28 TDI | 05.2009 → | CECA | D | 56 |
| Jetta 2.0 TDI | 10.2005 → 06.2008 | BMM | D | 52 | LT 28 TDI | 05.2009 → | CECB | D | 56 |







|  | |  | Pos |  | |  | Pos | | |
|---|-------------------|---|-----|--|-----------------------------|---|-------------|---|----|
| LT 31 D | 08.1978 → 11.1982 | CP | D | 17 | LT 50 D | 08.1978 → 11.1982 | CP | D | 17 |
| LT 31 D | 12.1982 → 07.1992 | DW | D | 17 | LT 50 D | 12.1982 → 07.1992 | DW | D | 17 |
| LT 31 D | 08.1988 → 07.1992 | 1S | D | 17 | LT 50 D | 08.1988 → 07.1992 | 1S | D | 17 |
| LT 31 D | 08.1992 → 12.1995 | ACT | D | 17 | LT 50 D | 08.1992 → 12.1995 | ACT | D | 17 |
| LT 31 TD | 12.1982 → 07.1992 | DV | D | 18 | LT 50 TD | 12.1982 → 07.1992 | DV | D | 18 |
| LT 31 TD | 08.1988 → 07.1992 | 1G | D | 18 | LT 50 TD | 08.1988 → 07.1992 | 1G | D | 18 |
| LT 31 TD | 08.1991 → 12.1995 | ACL | D | 18 | LT 50 TD | 08.1991 → 12.1995 | ACL | D | 18 |
| LT 33 D | 08.1978 → 11.1982 | CP | D | 17 | LT 55 TD | 12.1982 → 07.1992 | DV | D | 18 |
| LT 33 D | 08.1988 → 07.1992 | 1S | D | 17 | LT 55 TD | 08.1988 → 07.1992 | 1G | D | 18 |
| LT 35 D | 01.1976 → 01.1980 | 4.165 | D | 71 | LT 55 TD | 08.1991 → 12.1995 | ACL | D | 18 |
| LT 35 D | 08.1978 → 11.1982 | CP | D | 17 | LUPO (6X1/6E1) | | | | |
| LT 35 D | 12.1982 → 07.1992 | DW | D | 17 | Lupo 1.0i | 10.1998 → 05.2000 | ALL | B | 1 |
| LT 35 D | 08.1988 → 07.1992 | 1S | D | 17 | Lupo 1.0i | 01.1999 → 05.2000 | AER | B | 1 |
| LT 35 D | 08.1992 → 12.1995 | ACT | D | 17 | Lupo 1.0i | 05.1999 → 05.2000 | ANV | B | 2 |
| LT 35 SDI | 05.1996 → 04.2001 | AGX | D | 49 | Lupo 1.0i | 05.1999 → 07.2005 | ALD | B | 2 |
| LT 35 TD | 12.1982 → 07.1992 | DV | D | 18 | Lupo 1.0i | 05.2000 → 07.2005 | AUC | B | 2 |
| LT 35 TD | 08.1988 → 07.1992 | 1G | D | 18 | Lupo 1.4i | 09.2000 → 07.2005 | AUD | B | 11 |
| LT 35 TD | 08.1991 → 12.1995 | ACL | D | 18 | Lupo 1.4i 16V | 10.1998 → 05.1999 | AKQ | B | 9 |
| LT 35 TDI | 05.1996 → 05.1999 | AHD | D | 49 | Lupo 1.4i 16V | 10.1998 → 05.1999 | ANM | B | 9 |
| LT 35 TDI | 07.1997 → 12.1998 | AGK | D | 74 | Lupo 1.4i 16V | 01.1999 → 07.2005 | AHW | B | 9 |
| LT 35 TDI | 01.1999 → 01.2002 | ATA | D | 74 | Lupo 1.4i 16V | 05.1999 → 05.2000 | AQQ | B | 9 |
| LT 35 TDI | 05.1999 → 04.2001 | APA | D | 49 | Lupo 1.4i 16V | 05.1999 → 09.2000 | APE | B | 9 |
| LT 35 TDI | 05.1999 → 07.2006 | ANJ | D | 49 | Lupo 1.4i 16V | 05.1999 → 10.2000 | AFK | B | 9 |
| LT 35 TDI | 10.1999 → | 4.07 TCA | D | 75 | Lupo 1.4i 16V | 05.2000 → 04.2002 | AUA | B | 9 |
| LT 35 TDI | 04.2001 → 07.2006 | AUH | D | 75 | Lupo 1.4i 16V | 05.2000 → 07.2005 | AUB | B | 9 |
| LT 35 TDI | 04.2001 → 07.2006 | BBE | D | 49 | Lupo 1.4i 16V | 04.2002 → 07.2005 | BBY | B | 9 |
| LT 35 TDI | 04.2001 → 07.2006 | BBF | D | 49 | MAXI (BR) | | | | |
| LT 35 TDI | 05.2002 → 07.2006 | BCQ | D | 75 | Maxi 1.6i | 11.2007 → 08.2010 | BSE | B | 46 |
| LT 35 TDI | 12.2002 → 07.2006 | AVR | D | 50 | Maxi 1.6i | 11.2007 → 08.2010 | BSF | B | 46 |
| LT 35 TDI | 04.2006 → | BJJ | D | 55 | Maxi 1.9 TDI | 11.2007 → 08.2010 | BJB | D | 33 |
| LT 35 TDI | 04.2006 → | BJK | D | 55 | Maxi 1.9 TDI | 11.2007 → 08.2010 | BLS | D | 34 |
| LT 35 TDI | 04.2006 → | BJL | D | 56 | Maxi 2.0 TDI | 11.2007 → 08.2010 | BMM | D | 52 |
| LT 35 TDI | 04.2006 → | BJM | D | 56 | MAGOTAN (3C) (VRC) | | | | |
| LT 35 TDI | 05.2009 → | CEBA | D | 55 | Magotan 1.8 TFSI 16V | 04.2007 → | BYJ | B | 64 |
| LT 35 TDI | 05.2009 → | CEBB | D | 55 | Magotan 2.0 TFSI 16V | 12.2007 → | CBL | B | 63 |
| LT 35 TDI | 05.2009 → | CECA | D | 56 | NEW BEETLE (9C /1Y7) | | | | |
| LT 35 TDI | 05.2009 → | CECB | D | 56 | New Beetle 1.4i 16V | 08.2001 → | BCA | B | 9 |
| LT 40 D | 08.1978 → 11.1982 | CP | D | 17 | New Beetle 1.6i | 11.1999 → 10.2000 | AWH | B | 43 |
| LT 40 D | 12.1982 → 07.1992 | DW | D | 17 | New Beetle 1.6i | 06.2000 → | AYD | B | 46 |
| LT 40 D | 08.1988 → 07.1992 | 1S | D | 17 | New Beetle 1.6i | 06.2002 → | BFS | B | 46 |
| LT 40 D | 08.1992 → 12.1995 | ACT | D | 17 | New Beetle 1.8i T 20V | 01.1998 → 06.2000 | AGU | B | 44 |
| LT 40 TD | 12.1982 → 07.1992 | DV | D | 18 | New Beetle 1.8i T 20V | 01.1998 → 05.2001 | APH | B | 44 |
| LT 40 TD | 08.1988 → 07.1992 | 1G | D | 18 | New Beetle 1.8i T 20V | 07.1999 → 05.2001 | AVC | B | 44 |
| LT 40 TD | 08.1991 → 12.1995 | ACL | D | 18 | New Beetle 1.8i T 20V | 06.2000 → | AWV | B | 47 |
| LT 45 D | 08.1978 → 11.1982 | CP | D | 17 | New Beetle 1.8i T 20V | 10.2000 → | AWU | B | 47 |
| LT 45 D | 12.1982 → 07.1992 | DW | D | 17 | New Beetle 1.8i T 20V | 06.2001 → | AWP | B | 47 |
| LT 45 D | 08.1988 → 07.1992 | 1S | D | 17 | New Beetle 1.8i T 20V | 07.2004 → | BKF | B | 47 |
| LT 45 D | 08.1992 → 12.1995 | ACT | D | 17 | New Beetle 1.8i T 20V | 07.2004 → | BNU | B | 47 |
| LT 45 TD | 12.1982 → 07.1992 | DV | D | 18 | New Beetle 1.9 TDI | 01.1998 → 06.2004 | ALH | D | 28 |
| LT 45 TD | 08.1988 → 07.1992 | 1G | D | 18 | New Beetle 1.9 TDI | 10.2000 → | ATD | D | 31 |
| LT 45 TD | 08.1991 → 12.1995 | ACL | D | 18 | New Beetle 1.9 TDI | 06.2003 → | AXR | D | 31 |
| LT 46 TDI | 05.1996 → 05.1999 | AHD | D | 49 | New Beetle 1.9 TDI | 06.2003 → | BEW | D | 31 |
| LT 46 TDI | 07.1997 → 12.1998 | AGK | D | 74 | New Beetle 1.9 TDI | 07.2003 → | BSW | D | 31 |
| LT 46 TDI | 01.1999 → 01.2002 | ATA | D | 74 | PARATI (BR) | | | | |
| LT 46 TDI | 05.1999 → 04.2001 | APA | D | 49 | Parati 1.8i | → 03.2006 | 1.8L AP UDC | B | 59 |
| LT 46 TDI | 04.2001 → 07.2006 | ANJ | D | 49 | Parati 1.9 D | 08.1998 → 03.2006 | 1Y | D | 26 |
| LT 46 TDI | 04.2001 → 07.2006 | AUH | D | 75 | Parati 1.9 D | 06.2002 → 03.2006 | BGG | D | 26 |
| LT 46 TDI | 04.2001 → 07.2006 | BBE | D | 49 | PASSAT B1 (32/32A) | | | | |
| LT 46 TDI | 04.2001 → 07.2006 | BBF | D | 49 | Passat 1.3 | 08.1977 → 11.1980 | FY | B | 3 |
| LT 46 TDI | 04.2001 → 07.2006 | BCQ | D | 75 | Passat 1.3 | 08.1977 → 11.1980 | FZ | B | 3 |
| LT 46 TDI | 12.2002 → 07.2006 | AVR | D | 50 | Passat 1.5 D | 08.1977 → 07.1980 | CK | D | 16 |
| LT 46 TDI | 04.2006 → | BJJ | D | 55 | PASSAT B2 (32B) | | | | |
| LT 46 TDI | 04.2006 → | BJK | D | 55 | Passat 1.3 | 11.1980 → 07.1983 | FY | B | 3 |
| LT 46 TDI | 04.2006 → | BJL | D | 56 | Passat 1.3 | 11.1980 → 07.1983 | FZ | B | 3 |
| LT 46 TDI | 04.2006 → | BJM | D | 56 | Passat 1.6 | 08.1981 → 07.1986 | JU | B | 35 |
| LT 46 TDI | 05.2009 → | CEBA | D | 55 | Passat 1.6 | 08.1981 → 03.1988 | DT | B | 35 |
| LT 46 TDI | 05.2009 → | CEBB | D | 55 | Passat 1.6 | 08.1986 → 03.1988 | DTA | B | 35 |
| LT 46 TDI | 05.2009 → | CECA | D | 56 | Passat 1.6 | 08.1986 → 03.1988 | RL | B | 35 |
| LT 46 TDI | 05.2009 → | CECB | D | 56 | Passat 1.6 | 03.1987 → 03.1988 | PP | B | 35 |









|   |  | Pos |   |  | Pos | | |
|---|---|-------|--|---|-------------------|--------|----|
| Passat 1.6 D | 08.1980 → 07.1984 | CR D | 17 | Passat 1.9 TDI | 10.2000 → 04.2002 | AHH D | 28 |
| Passat 1.6 D | 08.1981 → 03.1988 | JK D | 17 | Passat 1.9 TDI | 10.2000 → 05.2005 | AVF D | 32 |
| Passat 1.6 TD | 12.1981 → 03.1988 | CY D | 18 | Passat 1.9 TDI | 10.2000 → 05.2005 | AWX D | 32 |
| Passat 1.8 | 08.1981 → 07.1988 | DS B | 36 | Passat 2.0 TDI | 11.2003 → 05.2005 | BGW D | 52 |
| Passat 1.8 | 08.1983 → 03.1988 | JV B | 36 | Passat 2.0 TDI | 11.2003 → 05.2005 | BHW D | 52 |
| Passat 1.8 | 08.1983 → 07.1988 | JN B | 38 | Passat 2.5 TDI | 10.2000 → 05.2003 | AKN D | 23 |
| Passat 1.8i | 08.1981 → 07.1984 | DZ B | 36 | Passat 2.5 TDI 24V | 01.2003 → 05.2005 | BAU D | 24 |
| PASSAT B3 (35l) | | | | Passat 2.5 TDI 24V | 01.2003 → 05.2005 | BDH D | 25 |
| Passat 1.6 | 04.1988 → 07.1989 | RF B | 35 | Passat 2.5 TDI 24V | 05.2003 → 05.2005 | BDG D | 25 |
| Passat 1.6i | 04.1988 → 07.1992 | EZ B | 35 | Passat 2.8i VR6 30V | 10.2000 → 05.2005 | AMX B | 62 |
| Passat 1.6i | 08.1988 → 07.1990 | 1F B | 35 | Passat 2.8i VR6 30V | 10.2000 → 05.2005 | ATQ B | 62 |
| Passat 1.6i | 08.1991 → 07.1992 | ABN B | 35 | Passat 2.8i VR6 30V | 10.2000 → 05.2005 | BBG B | 62 |
| Passat 1.6 TD | 08.1988 → 07.1990 | RA D | 18 | PASSAT B6 (3C) | | | |
| Passat 1.6 TD | 08.1988 → 10.1993 | SB D | 18 | Passat 1.4 TSI 16V | 05.2007 → 07.2010 | CAXA B | 15 |
| Passat 1.8i | 04.1988 → 07.1990 | PB B | 36 | Passat 1.6i | 05.2005 → 11.2010 | BSE B | 46 |
| Passat 1.8i | 04.1988 → 07.1990 | PF B | 36 | Passat 1.6i | 05.2005 → 11.2010 | BSF B | 46 |
| Passat 1.8i | 04.1988 → 07.1991 | RP B | 37 | Passat 1.8 FSI 16V | 05.2007 → 05.2008 | BZB B | 64 |
| Passat 1.8i | 08.1990 → 09.1993 | AAM B | 37 | Passat 1.8 TSI 16V | 05.2008 → 05.2010 | BZB B | 64 |
| Passat 1.8i | 08.1991 → 09.1993 | ABS B | 36 | Passat 1.8 TSI 16V | 11.2008 → 05.2010 | CGYA B | 64 |
| Passat 1.8i 16V | 04.1988 → 07.1992 | KR B | 39 | Passat 1.9 TDI | 03.2005 → 05.2007 | BKC D | 31 |
| Passat 1.8i G60 | 08.1988 → 07.1993 | PG B | 40 | Passat 1.9 TDI | 03.2005 → 11.2008 | BXE D | 33 |
| Passat 1.9 D | 05.1989 → 10.1993 | 1Y D | 26 | Passat 1.9 TDI | 06.2005 → 11.2008 | BLS D | 34 |
| Passat 1.9 TD | 03.1991 → 09.1993 | AAZ D | 27 | Passat 2.0 TSI 16V | 11.2007 → 11.2010 | CAWB B | 63 |
| Passat 2.0i | 03.1990 → 09.1983 | 2E B | 61 | Passat 2.0 TSI 16V | 11.2007 → 11.2010 | CBFA B | 63 |
| Passat 2.0i 16V | 04.1988 → 10.1993 | 9A B | 60 | Passat 2.0 TSI 16V | 11.2007 → 11.2010 | CCTA B | 63 |
| Passat 2.8i VR6 | 06.1991 → 09.1993 | AAA B | 42 | Passat 2.0 TSI 16V | 12.2007 → 11.2010 | CCTB B | 63 |
| PASSAT B4 (3A) | | | | Passat 2.0 TSI 16V | 05.2008 → 11.2010 | CCZA B | 63 |
| Passat 1.6i | 10.1994 → 12.1996 | AEK B | 43 | Passat 2.0 TDI | 03.2005 → 05.2009 | BMP D | 52 |
| Passat 1.6i | 10.1994 → 12.1996 | AFT B | 43 | Passat 2.0 TDI 16V | 03.2005 → 05.2007 | BWV D | 54 |
| Passat 1.8i | 10.1993 → 12.1996 | AAM B | 37 | Passat 2.0 TDI 16V | 03.2005 → 05.2009 | BKP D | 54 |
| Passat 1.8i | 10.1993 → 12.1996 | ABS B | 36 | Passat 2.0 TDI 16V | 03.2005 → 05.2009 | BMA D | 54 |
| Passat 1.8i | 10.1993 → 12.1996 | ADZ B | 36 | Passat 2.0 TDI 16V | 06.2005 → 05.2006 | BVE D | 54 |
| Passat 1.9 TD | 03.1993 → 12.1996 | AAZ D | 27 | Passat 2.0 TDI 16V | 10.2005 → 05.2009 | BUZ D | 54 |
| Passat 1.9 TDI | 10.1993 → 10.1996 | AHU D | 28 | Passat 2.0 TDI 16V | 02.2006 → 05.2009 | BMR D | 54 |
| Passat 1.9 TDI | 10.1993 → 12.1996 | 1Z D | 28 | Passat 2.0 TDI 16V | 05.2007 → 11.2010 | CBAB D | 57 |
| Passat 1.9 TDI | 01.1996 → 10.1996 | AFN D | 28 | Passat 2.0 TDI 16V | 01.2008 → 11.2010 | CBAA D | 57 |
| Passat 2.0i | 10.1993 → 09.1994 | 2E B | 61 | Passat 2.0 TDI 16V | 05.2008 → 11.2010 | CBBB D | 57 |
| Passat 2.0i | 01.1994 → 12.1996 | ADY B | 61 | Passat 2.0 TDI 16V | 06.2008 → 11.2010 | CBAC D | 57 |
| Passat 2.0i | 10.1994 → 12.1996 | AGG B | 61 | Passat 2.0 TDI 16V | 11.2008 → 11.2010 | CBDC D | 57 |
| Passat 2.8i VR6 | 10.1993 → 12.1996 | AAA B | 42 | Passat 2.8i VR6 30V | 06.2005 → 11.2010 | BBG B | 62 |
| PASSAT B5 (3B) | | | | PASSAT B7 (3C/36) | | | |
| Passat 1.6 | 10.1996 → 08.2000 | AHL B | 43 | Passat 1.4 TSI 16V | 08.2010 → | CAXA B | 15 |
| Passat 1.6 | 01.1997 → 08.2000 | ADP B | 43 | Passat 2.0 TSI 16V | 11.2010 → | CCZB B | 63 |
| Passat 1.6i | 10.1996 → 08.2000 | ARM B | 43 | Passat 2.0 TDI 16V | 08.2010 → | CFFA D | 58 |
| Passat 1.6i | 01.1997 → 08.2000 | ANA B | 46 | Passat 2.0 TDI 16V | 08.2010 → | CFFB D | 58 |
| Passat 1.8i 20V | 12.1996 → 08.2000 | APT B | 45 | Passat 2.0 TDI 16V | 08.2010 → | CFGB D | 58 |
| Passat 1.8i 20V | 02.1999 → 08.2000 | ARG B | 45 | Passat 2.0 TDI 16V | 08.2010 → | CLLA D | 58 |
| Passat 1.8i Turbo 20V | 10.1996 → 08.2000 | AEB B | 44 | Passat 2.0 TDI 16V | 12.2012 → | CFGC D | 58 |
| Passat 1.8i Turbo 20V | 10.1996 → 08.2000 | APU B | 44 | PASSAT CC (3C) | | | |
| Passat 1.8i Turbo 20V | 01.1999 → 08.2000 | ANB B | 44 | Passat CC 2.0 TSI | 05.2008 → 01.2012 | CAWB B | 63 |
| Passat 1.9 TDI | 03.1996 → 08.2000 | AFN D | 28 | Passat CC 2.0 TSI | 05.2008 → 01.2012 | CBFA B | 63 |
| Passat 1.9 TDI | 10.1996 → 08.2000 | AHU D | 28 | Passat CC 2.0 TSI | 05.2008 → | CCTA B | 63 |
| Passat 1.9 TDI | 10.1996 → 08.2000 | AVG D | 28 | Passat CC 2.0 TSI | 11.2009 → 11.2010 | CCZA B | 63 |
| Passat 1.9 TDI | 05.1998 → 08.2000 | AHH D | 28 | Passat CC 2.0 TSI | 11.2010 → | CCZB B | 63 |
| Passat 1.9 TDI | 01.1999 → 08.2000 | AJM D | 30 | Passat CC 2.0 TDI 16V | 03.2008 → 11.2010 | CBAB D | 57 |
| Passat 1.9 TDI | 01.1999 → 08.2000 | ATJ D | 30 | Passat CC 2.0 TDI 16V | 05.2008 → 05.2011 | CBAA D | 57 |
| Passat 1.9 TDI | 02.2000 → 08.2000 | AVB D | 31 | Passat CC 2.0 TDI 16V | 05.2008 → 05.2011 | CFFA D | 58 |
| Passat 2.3i 20V | 09.1997 → 08.2000 | AGZ B | 42 | Passat CC 2.0 TDI 16V | 06.2008 → 11.2011 | CLLA D | 58 |
| Passat 2.5 TDI | 08.1998 → 08.2000 | AFB D | 23 | Passat CC 2.0 TDI 16V | 08.2008 → 11.2010 | CBBB D | 57 |
| Passat 2.5 TDI | 05.1999 → 08.2000 | AKN D | 23 | Passat CC 2.0 TDI 16V | 05.2009 → 11.2010 | CBAC D | 57 |
| Passat 2.8i VR6 30V | 04.1997 → 08.2000 | APR B | 62 | Passat CC 2.0 TDI 16V | 11.2010 → 11.2011 | CFFB D | 58 |
| Passat 2.8i VR6 30V | 05.1997 → 09.1999 | AGE B | 62 | Passat CC 2.0 TDI 16V | 11.2010 → 11.2011 | CFGB D | 58 |
| Passat 2.8i VR6 30V | 01.1999 → 08.2000 | AQD B | 62 | PICKUP (USA) | | | |
| Passat 2.8i VR6 30V | 09.1999 → 08.2000 | ATX B | 62 | Pickup 1.6 D (USA) | 03.1981 → 07.1982 | CR D | 17 |
| PASSAT B5 GP (3BG) | | | | Pickup 1.6 D (USA) | 08.1982 → 07.1984 | JK D | 17 |
| Passat 1.6i | 10.2000 → 05.2005 | ALZ B | 46 | POLO I (86) | | | |
| Passat 1.8i Turbo 20V | 10.2000 → 05.2005 | AWT B | 47 | Polo 1.3 | 04.1975 → 10.1981 | HH B | 3 |
| Passat 1.8i Turbo 20V | 02.2001 → 11.2005 | AWM B | 47 | Polo 1.3 | 01.1976 → 10.1981 | HJ B | 3 |
| Passat 1.9 TDI | 02.2000 → 05.2005 | AVB D | 31 | POLO II (86C) | | | |

|   | |  | | Pos |   | |  | | Pos |
|---|-------------------|---|---|-----|--|-------------------|---|---|-----|
| Polo 1.05 | 08.1985 → 12.1992 | HZ | B | 5 | Polo Classic 1.4i | 10.1999 → 08.2000 | ANW | B | 11 |
| Polo 1.3 | 10.1981 → 07.1985 | HH | B | 3 | Polo Classic 1.4i | 10.1999 → 09.2001 | AKK | B | 11 |
| Polo 1.3 | 10.1981 → 07.1985 | HK | B | 4 | Polo Classic 1.4i | 10.1999 → 09.2001 | AUD | B | 11 |
| Polo 1.3 | 10.1981 → 07.1985 | HW | B | 4 | Polo Classic 1.4i 16V | 10.1999 → 09.2001 | APE | B | 9 |
| Polo 1.3 | 10.1981 → 09.1987 | HJ | B | 3 | Polo Classic 1.4i 16V | 10.1999 → 09.2001 | AUA | B | 9 |
| Polo 1.3 | 10.1981 → 09.1987 | NU | B | 4 | Polo Classic 1.6i | 07.1995 → 12.1999 | AEE | B | 8 |
| Polo 1.3 | 10.1981 → 07.1988 | GT | B | 3 | Polo Classic 1.6i | 11.1995 → 09.1997 | 1F | B | 35 |
| Polo 1.3 | 08.1985 → 07.1990 | MH | B | 4 | Polo Classic 1.6i | 12.1995 → 08.1999 | AFT | B | 43 |
| Polo 1.3 | 05.1986 → 07.1994 | 2G | B | 4 | Polo Classic 1.6i | 07.1998 → 09.2001 | ALM | B | 8 |
| Polo 1.3 | 10.1994 → 07.1994 | AAV | B | 4 | Polo Classic 1.6i | 10.1999 → 09.2001 | AEH | B | 43 |
| Polo 1.3i | 05.1986 → 07.1993 | NZ | B | 4 | Polo Classic 1.6i | 10.1999 → 09.2001 | AKL | B | 43 |
| Polo 1.3 D | 08.1985 → 07.1990 | MN | D | 7 | Polo Classic 1.6i | 03.2000 → 09.2001 | APF | B | 43 |
| POLO III (6N /6KV) | | | | | Polo Classic 1.6i | 03.2000 → 09.2001 | AUR | B | 43 |
| Polo 1.0i | 07.1995 → 12.1999 | AER | B | 1 | Polo Classic 1.8 | 03.1998 → 09.2001 | ADD | B | 37 |
| Polo 1.0i | 08.1997 → 12.1999 | ALL | B | 1 | Polo Classic 1.9 D | 05.1996 → 09.2005 | 1Y | D | 26 |
| Polo 1.0i | 10.1999 → 09.2001 | ALD | B | 2 | Polo Classic 1.9 SDI | 12.1995 → 08.1999 | AEY | D | 28 |
| Polo 1.0i | 10.1999 → 09.2001 | AUC | B | 2 | Polo Classic 1.9 SDI | 10.1999 → 09.2001 | AGP | D | 29 |
| Polo 1.4i | 10.1999 → 08.2000 | ANW | B | 11 | Polo Classic 1.9 SDI | 10.1999 → 09.2001 | AQM | D | 29 |
| Polo 1.4i | 10.1999 → 09.2001 | AKK | B | 11 | Polo Classic 1.9 TDI | 01.1997 → 08.1999 | AHU | D | 28 |
| Polo 1.4i | 10.1999 → 09.2001 | AUD | B | 11 | Polo Classic 1.9 TDI | 11.1997 → 08.1999 | ALE | D | 28 |
| Polo 1.4i 16V | 04.1996 → 12.1999 | AFH | B | 9 | Polo Classic 1.9 TDI | 06.1998 → 08.1999 | AFN | D | 28 |
| Polo 1.4i 16V | 07.1999 → 09.2001 | AQQ | B | 9 | Polo Classic 1.9 TDI | 03.1999 → 09.2005 | AGR | D | 28 |
| Polo 1.4i 16V | 07.1999 → 11.2001 | AUB | B | 9 | Polo Classic 1.9 TDI | 10.1999 → 09.2001 | ALH | D | 28 |
| Polo 1.4i 16V | 10.1999 → 09.2001 | AFK | B | 9 | Polo Classic 1.9 TDI | 10.1999 → 09.2001 | ASV | D | 28 |
| Polo 1.4i 16V | 10.1999 → 09.2001 | AHW | B | 9 | POLO SEDAN (9A4) | | | | |
| Polo 1.4i 16V | 10.1999 → 09.2001 | APE | B | 9 | Polo Sedan 1.4 FSI 16V | 11.2001 → 11.2009 | BBY | B | 9 |
| Polo 1.4i 16V | 10.1999 → 11.2001 | AUA | B | 9 | Polo Sedan 1.4 FSI 16V | 05.2002 → 11.2009 | BBZ | B | 9 |
| Polo 1.6i | 10.1994 → 07.1995 | AEA | B | 8 | Polo Sedan 1.4 FSI 16V | 05.2004 → 07.2007 | BKY | B | 12 |
| Polo 1.6i | 10.1994 → 09.1997 | 1F | B | 35 | Polo Sedan 1.9 SDI | 11.2001 → 11.2009 | ASY | D | 29 |
| Polo 1.6i | 07.1995 → 12.1999 | AEE | B | 8 | QUANTUM (USA) | | | | |
| Polo 1.6i | 07.1995 → 12.1999 | AHS | B | 8 | Quantum 1.3 | 02.1977 → 1985 | GF | B | 3 |
| Polo 1.6i | 12.1995 → 08.1999 | AFT | B | 43 | Quantum 1.6 D | 01.1981 → 07.1987 | CS | D | 17 |
| Polo 1.6i | 07.1998 → 09.2001 | ALM | B | 8 | Quantum 1.6 TD | 08.1981 → 07.1985 | CY | D | 18 |
| Polo 1.6i | 10.1999 → 09.2001 | AEH | B | 43 | Quantum 1.8 | 09.1983 → 07.1986 | JN | B | 38 |
| Polo 1.6i | 10.1999 → 09.2001 | AKL | B | 43 | RABBIT (USA) | | | | |
| Polo 1.6i | 03.2000 → 09.2001 | APF | B | 43 | Rabbit 1.5 D | 09.1976 → 08.1980 | CK | D | 16 |
| Polo 1.6i | 03.2000 → 09.2001 | AUR | B | 43 | Rabbit 1.6 D | 01.1981 → 07.1987 | CS | D | 17 |
| Polo 1.8i | 03.1998 → 09.2001 | ADD | B | 37 | Rabbit 1.6 D | 03.1981 → 07.1982 | CR | D | 17 |
| Polo 1.9 D | 10.1994 → 07.2001 | AEF | D | 26 | Rabbit 1.6 D | 08.1982 → 07.1984 | JK | D | 17 |
| Polo 1.9 D | 01.1996 → 11.2001 | 1Y | D | 26 | Rabbit 1.6 TD | 08.1981 → 07.1984 | CY | D | 18 |
| Polo 1.9 SDI | 12.1995 → 08.1999 | AEY | D | 28 | Rabbit 1.8i | 05.1983 → 07.1984 | JH | B | 36 |
| Polo 1.9 SDI | 07.1996 → 09.2001 | AGD | D | 28 | SANTANA (1981/2000/3000) | | | | |
| Polo 1.9 SDI | 10.1999 → 09.2001 | AGP | D | 29 | Santana 1.3 | 01.1978 → 07.1983 | FY | B | 3 |
| Polo 1.9 SDI | 10.1999 → 09.2001 | AQM | D | 29 | Santana 1.3 | 08.1981 → 07.1983 | FZ | B | 3 |
| Polo 1.9 SDI | 10.1999 → 09.2001 | ASX | D | 28 | Santana 1.6 | 08.1983 → 12.1984 | DT | B | 35 |
| Polo 1.9 TDI | 01.1997 → 08.1999 | AHU | D | 28 | Santana 1.6 | 08.1983 → 12.1984 | JU | B | 35 |
| Polo 1.9 TDI | 11.1997 → 08.1999 | ALE | D | 28 | Santana 1.6 D | 08.1981 → 07.1982 | CR | D | 17 |
| Polo 1.9 TDI | 06.1998 → 08.1999 | AFN | D | 28 | Santana 1.6 D | 08.1982 → 12.1984 | JK | D | 17 |
| Polo 1.9 TDI | 10.1999 → 09.2001 | AGR | D | 28 | Santana 1.6 TD | 12.1981 → 12.1984 | CY | D | 18 |
| Polo 1.9 TDI | 10.1999 → 09.2001 | ALH | D | 28 | Santana 1.8 | 01.1983 → 12.1984 | DS | B | 36 |
| Polo 1.9 TDI | 10.1999 → 09.2001 | ASV | D | 28 | Santana 1.8 | 08.1983 → 12.1984 | JN | B | 38 |
| POLO IV (9N) | | | | | Santana 1.8 | 08.1983 → | JV | B | 36 |
| Polo 1.2i | 01.2002 → 06.2005 | AWY | B | 14 | SAGITAR (VRC) | | | | |
| Polo 1.2i | 01.2002 → 05.2007 | BMD | B | 14 | Sagitar 1.8i TFSI 16V | 01.2008 → | BYJ | B | 64 |
| Polo 1.2i 12V | 11.2001 → 06.2005 | AZQ | B | 13 | SAVEIRO (BR) | | | | |
| Polo 1.2i 12V | 11.2001 → 07.2007 | BME | B | 13 | Saveiro 1.6 D | → 11.1998 | JK | D | 17 |
| Polo 1.4i 16V | 11.2001 → 06.2005 | AUA | B | 9 | Saveiro 1.8i | → 03.2006 | 1.8L AP UDC | B | 59 |
| Polo 1.4i 16V | 11.2001 → 06.2005 | AUB | B | 9 | Saveiro 1.9 D | 06.1998 → 05.2002 | AP 221 | D | 26 |
| Polo 1.4i 16V | 11.2001 → 06.2005 | BKY | B | 12 | Saveiro 1.9 D | 06.2002 → 03.2006 | BGG | D | 26 |
| Polo 1.4i 16V | 11.2001 → 05.2009 | BBY | B | 9 | Saveiro 1.9 D | 06.2002 → 03.2006 | 1Y | D | 26 |
| Polo 1.4i 16V | 11.2001 → 05.2009 | BBZ | B | 9 | SCIROCCO I (53) | | | | |
| Polo 1.8i Turbo 20V | 09.2005 → 11.2009 | BJX | B | 47 | Scirocco 1.3 | 08.1979 → 02.1981 | GF | B | 3 |
| Polo 1.9 SDI | 11.2001 → 05.2009 | ASY | D | 29 | SCIROCCO II (53B) | | | | |
| Polo 1.9 TDI | 11.2001 → 11.2009 | ATD | D | 31 | Scirocco 1.3 | 03.1981 → 07.1983 | GF | B | 3 |
| Polo 1.9 TDI | 11.2001 → 11.2009 | AXR | D | 31 | Scirocco 1.3 | 08.1983 → 07.1984 | HK | B | 4 |
| Polo 1.9 TDI | 11.2003 → 11.2009 | ASZ | D | 32 | Scirocco 1.6 | 08.1983 → 07.1986 | HN | B | 35 |
| Polo 1.9 TDI | 11.2003 → 11.2009 | BLT | D | 32 | Scirocco 1.6 | 08.1983 → 07.1991 | RE | B | 35 |
| Polo 1.9 TDI | 05.2006 → 11.2009 | BMT | D | 34 | Scirocco 1.6i | 08.1981 → 07.1991 | EW | B | 35 |
| POLO CLASSIC (6KV) | | | | | Scirocco 1.8i | 08.1981 → 07.1992 | DX | B | 36 |

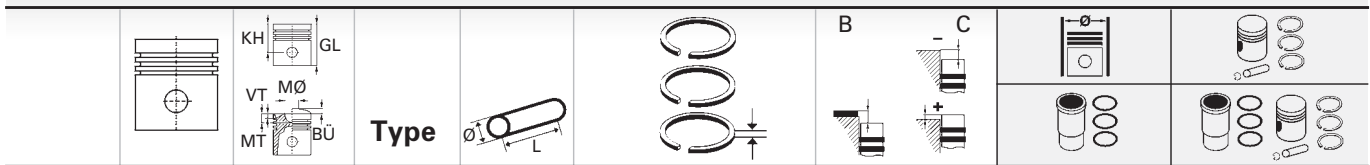


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| Scirocco 1.8i 08.1983 → 07.1987 | KT | B | 36 | Touran 1.6i 07.2003 → 05.2005 | BGU | B | 46 |
| Scirocco 1.8i 08.1983 → 07.1992 | JH | B | 36 | Touran 1.6i 06.2005 → 05.2010 | BSE | B | 46 |
| Scirocco 1.8i 16V 08.1984 → 07.1989 | KR | B | 39 | Touran 1.6i 06.2005 → 05.2010 | BSF | B | 46 |
| Scirocco 1.8i 16V 08.1985 → 07.1992 | PL | B | 39 | Touran 1.9 TDI 02.2003 → 05.2004 | AVQ | D | 31 |
| SCIROCCO III (13_) | | | | Touran 1.9 TDI 08.2003 → 02.2006 | BKC | D | 31 |
| Scirocco 1.4 TSI 16V 08.2008 → | CAXA | B | 15 | Touran 1.9 TDI 11.2004 → 02.2006 | BRU | D | 31 |
| Scirocco 2.0 TFSI 16V 05.2008 → 11.2009 | CAWB | B | 63 | Touran 1.9 TDI 06.2005 → 05.2010 | BLS | D | 34 |
| Scirocco 2.0 TFSI 16V 11.2009 → | CCZB | B | 63 | Touran 1.9 TDI 02.2006 → 05.2010 | BXE | D | 33 |
| Scirocco 2.0 TDI 16V 08.2008 → 11.2010 | CBDB | D | 57 | Touran 1.9 TDI 02.2006 → 05.2010 | BXF | D | 33 |
| Scirocco 2.0 TDI 16V 05.2009 → | CBBB | D | 57 | Touran 1.9 TDI 06.2006 → 05.2010 | BXJ | D | 33 |
| Scirocco 2.0 TDI 16V 05.2009 → | CFGC | D | 58 | Touran 2.0 TDI 12.2005 → 05.2010 | BMM | D | 52 |
| Scirocco 2.0 TDI 16V 11.2010 → 01.2013 | CFGB | D | 58 | Touran 2.0 TDI 16V 02.2003 → 05.2010 | AZV | D | 51 |
| Scirocco 2.0 TDI 16V 11.2010 → 11.2013 | CFHB | D | 58 | Touran 2.0 TDI 16V 08.2003 → 05.2010 | BKD | D | 51 |
| Scirocco 2.0 TDI 16V 11.2010 → | CFHC | D | 58 | Touran 2.0 TDI 16V 12.2005 → 05.2010 | BMN | D | 54 |
| SHARAN (7M_) | | | | TOURAN (1T3) | | | |
| Sharan 1.8i Turbo 20V 11.1997 → 02.2000 | AJH | B | 44 | Touran 2.0 TDI 16V 05.2010 → | CFHC | D | 58 |
| Sharan 1.8i Turbo 20V 04.2000 → 03.2010 | AWC | B | 44 | Touran 2.0 TDI 16V 05.2010 → | CFJA | D | 58 |
| Sharan 1.9 TDI 09.1995 → 07.1996 | 1Z | D | 28 | Touran 2.0 TDI 16V 11.2010 → | CLCA | D | 58 |
| Sharan 1.9 TDI 08.1996 → 02.2000 | AHU | D | 28 | Touran 2.0 TDI 16V 01.2013 → | CFJB | D | 58 |
| Sharan 1.9 TDI 12.1996 → 07.1999 | AFN | D | 28 | T1 (Typ 2) | | | |
| Sharan 1.9 TDI 03.1999 → 03.2010 | ANU | D | 31 | Transporter 211 01.1960 → 08.1967 | 113 (34) | B | 19 |
| Sharan 1.9 TDI 08.1999 → 02.2000 | AVG | D | 28 | Transporter 221 01.1960 → 08.1967 | 113 (34) | B | 19 |
| Sharan 1.9 TDI 04.2000 → 03.2010 | AUY | D | 30 | T2 (Typ 2) | | | |
| Sharan 1.9 TDI 11.2002 → 03.2010 | ASZ | D | 32 | T2 1.2 08.1965 → 11.1973 | D | B | 20 |
| Sharan 1.9 TDI 11.2005 → 03.2010 | BVK | D | 30 | T2 1.6 08.1967 → 07.1979 | AD | B | 67 |
| Sharan 2.0i 09.1995 → 02.2000 | ADY | B | 61 | T2 1.6 08.1967 → 07.1979 | AS | B | 67 |
| Sharan 2.0 TDI 11.2005 → 03.2010 | BRT | D | 52 | T2 1.6 05.1973 → 07.1979 | AF | B | 69 |
| Sharan 2.0 TDI 11.2005 → 03.2010 | BVH | D | 52 | T2 1.8 08.1973 → 07.1975 | AP | B | 73 |
| Sharan 2.0 TDI 05.2008 → 03.2010 | BRT | D | 52 | T2 2.0 08.1976 → 07.1979 | GE | B | 77 |
| BlueMotion | | | | T2 211 08.1967 → 12.1972 | 113 (34) | B | 19 |
| Sharan 2.8i VR6 09.1995 → 03.1998 | AAA | B | 42 | T2 221 08.1967 → 12.1972 | 113 (34) | B | 19 |
| Sharan 2.8i VR6 04.1998 → 02.2000 | AMY | B | 42 | T3 (EA 162) | | | |
| SHARAN (7N) | | | | T3 1.6 11.1979 → 09.1992 | AF | B | 69 |
| Sharan 2.0 TFSI 11.2010 → | CCZA | B | 63 | T3 1.6 D 01.1981 → 07.1987 | CS | D | 17 |
| Sharan 2.0 TDI 16V 05.2010 → 01.2013 | CFGB | D | 58 | T3 1.6 TD 08.1983 → 07.1992 | JX | D | 18 |
| Sharan 2.0 TDI 16V 05.2010 → | CFFA | D | 58 | T3 1.9 05.1979 → 07.1985 | DH | B | 78 |
| Sharan 2.0 TDI 16V 05.2010 → | CFFB | D | 58 | T3 1.9 08.1982 → 07.1992 | DF | B | 78 |
| Sharan 2.0 TDI 16V 05.2011 → | CFFE | D | 58 | T3 1.9 08.1982 → 07.1992 | DG | B | 78 |
| Sharan 2.0 TDI 16V 01.2013 → | CFGC | D | 58 | T3 1.9 08.1982 → 07.1992 | SP | B | 79 |
| SPACEFOX (5Z) | | | | T3 1.9 07.1985 → 07.1992 | DG | B | 79 |
| Spacefox 1.9 SDI 09.2007 → | ASY | D | 29 | T3 1.9i 07.1981 → 07.1985 | GW | B | 78 |
| SPORTVAN (5Z) | | | | T3 2.0 05.1979 → 12.1982 | CU | B | 77 |
| Sportvan 1.9 SDI 09.2007 → | ASY | D | 29 | T3 2.0 05.1979 → 12.1982 | CV | B | 77 |
| SURAN (5Z) | | | | T3 2.1i 08.1984 → 07.1992 | DJ | B | 80 |
| Suran 1.9 SDI 09.2007 → | ASY | D | 29 | T3 2.1i 08.1985 → 07.1992 | MV | B | 81 |
| TARO (7AXO) | | | | T3 2.1i 08.1985 → 07.1992 | SR | B | 81 |
| Taro 2.4 D 02.1989 → 03.1997 | 2L | D | 72 | T3 2.1i 08.1985 → 07.1992 | SS | B | 81 |
| TIGUAN (5N_) | | | | T3 2.4 08.1983 → 07.1989 | DW | D | 17 |
| Tiguan 1.4 TSI 16V 08.2010 → | CAXA | B | 15 | T3 2.4 08.1988 → 07.1992 | 1G | D | 18 |
| Tiguan 2.0 FSI 16V 11.2007 → 05.2011 | CCTA | B | 63 | T3 2.4 08.1988 → 12.1995 | 1S | D | 17 |
| Tiguan 2.0 TSI 16V 11.2007 → | CAWB | B | 63 | T3 2.4 08.1992 → 12.1995 | ACL | D | 18 |
| Tiguan 2.0 TSI 16V 11.2009 → | CCZA | B | 63 | T4 (70X_/7D_) | | | |
| Tiguan 2.0 TSI 16V 11.2009 → | CCZC | B | 63 | T4 1.9 D 09.1990 → 12.1995 | 1X | D | 26 |
| Tiguan 2.0 TSI 16V 05.2011 → 07.2011 | CCTB | B | 63 | T4 1.9 TD 08.1992 → 06.2003 | ABL | D | 27 |
| Tiguan 2.0 TSI 16V 05.2011 → | CCTA | B | 63 | T4 2.0i 09.1990 → 06.2003 | AAC | B | 41 |
| Tiguan 2.0 TSI 16V 05.2011 → | CCZB | B | 63 | T4 2.4 D 09.1990 → 09.1998 | AAB | D | 26 |
| Tiguan 2.0 TDI 16V 11.2007 → 05.2010 | CBAA | D | 57 | T4 2.4 D 04.1997 → 06.2003 | AJA | D | 26 |
| Tiguan 2.0 TDI 16V 11.2007 → | CBAB | D | 57 | T4 2.5i 09.1990 → 10.1996 | AAF | B | 41 |
| Tiguan 2.0 TDI 16V 11.2007 → | CFGB | D | 58 | T4 2.5i 08.1996 → 06.2003 | AEU | B | 41 |
| Tiguan 2.0 TDI 16V 02.2008 → 07.2009 | CBBB | D | 57 | T4 2.5 TDI 07.1995 → 09.2003 | ACV | D | 49 |
| Tiguan 2.0 TDI 16V 03.2008 → | CFFB | D | 58 | T4 2.5 TDI 05.1998 → 04.2001 | AHY | D | 49 |
| Tiguan 2.0 TDI 16V 05.2010 → | CFFA | D | 58 | T4 2.5 TDI 05.1998 → 09.2003 | AJT | D | 49 |
| Tiguan 2.0 TDI 16V 05.2010 → | CFFD | D | 58 | T4 2.5 TDI 05.1998 → 09.2003 | AUF | D | 49 |
| Tiguan 2.0 TDI 16V 11.2010 → | CLJA | D | 58 | T4 2.5 TDI 05.1998 → 09.2003 | AXG | D | 49 |
| Tiguan 2.0 TDI 16V 11.2012 → | CFGC | D | 58 | T4 2.5 TDI 09.2000 → 09.2003 | AYY | D | 49 |
| TIPO 1 | | | | T4 2.5 TDI 04.2001 → 09.2003 | AXL | D | 49 |
| Tipo 1 1,2 04.1968 → 11.1973 | D | B | 20 | T4 2.5 TDI 04.2001 → 09.2003 | AYC | D | 49 |
| Tipo 1 1,6 05.1973 → 10.1992 | AF | B | 69 | T4 2.8i VR6 01.1996 → 05.2000 | AES | B | 42 |
| TOURAN (1T1/ 1T2) | | | | T5 (7H_/7E_/7J_) | | | |



|   | |  | | Pos |   | |  | | Pos |
|---|-------------------|---|---|-----|--|--|---|--|-----|
| T5 1.9 TDI | 04.2003 → 11.2009 | AXB | D | 32 | | | | | |
| T5 1.9 TDI | 04.2003 → 11.2009 | AXC | D | 32 | | | | | |
| T5 2.0 TDI | 08.2009 → | CAAA | D | 57 | | | | | |
| T5 2.0 TDI | 08.2009 → | CAAB | D | 57 | | | | | |
| T5 2.0 TDI | 08.2009 → | CAAC | D | 57 | | | | | |
| T5 2.0 TDI | 08.2009 → | CCHA | D | 57 | | | | | |
| T5 2.0 TDI | 05.2010 → | CAAE | D | 57 | | | | | |
| T5 2.0 TDI | 05.2010 → | CCHB | D | 57 | | | | | |
| T5 2.0 TDI | 05.2011 → | CAAD | D | 57 | | | | | |
| VENTO | | | | | | | | | |
| Vento 1.4i | 01.1992 → 07.1995 | ABD | B | 6 | | | | | |
| Vento 1.6i | 10.1994 → 07.1995 | AEA | B | 8 | | | | | |
| Vento 1.6i | 10.1994 → 12.1995 | AEK | B | 43 | | | | | |
| Vento 1.6i | 07.1995 → 12.1997 | AEE | B | 8 | | | | | |
| Vento 1.6i | 01.1996 → 12.1997 | AFT | B | 43 | | | | | |
| Vento 1.6i | 04.1997 → 12.1997 | AKS | B | 43 | | | | | |
| Vento 1.8i | 01.1992 → 09.1994 | ABS | B | 36 | | | | | |
| Vento 1.8i | 01.1992 → 12.1997 | AAM | B | 37 | | | | | |
| Vento 1.8i | 02.1994 → 06.1998 | ADD | B | 37 | | | | | |
| Vento 1.8i | 10.1994 → 12.1997 | ADZ | B | 36 | | | | | |
| Vento 1.9 D | 01.1992 → 12.1997 | 1Y | D | 26 | | | | | |
| Vento 1.9 TD | 01.1992 → 12.1997 | AAZ | D | 27 | | | | | |
| Vento 1.9 TDI | 07.1993 → 07.1996 | 1Z | D | 28 | | | | | |
| Vento 1.9 TDI | 02.1996 → 12.1997 | AFN | D | 28 | | | | | |
| Vento 1.9 TDI | 08.1996 → 12.1997 | AHU | D | 28 | | | | | |
| Vento 1.9 TDI | 04.1997 → 12.1997 | ALE | D | 28 | | | | | |
| Vento 1.9 TDI | 11.2005 → 02.2006 | BKC | D | 31 | | | | | |
| Vento 1.9 TDI | 03.2006 → | BXE | D | 33 | | | | | |
| Vento 1.9 SDI | 07.1995 → 12.1997 | AEY | D | 28 | | | | | |
| Vento 2.0i | 01.1992 → 09.1994 | 2E | B | 61 | | | | | |
| Vento 2.0i | 10.1994 → 05.1996 | ADY | B | 61 | | | | | |
| Vento 2.0i | 07.1995 → 12.1997 | AGG | B | 61 | | | | | |
| Vento 2.0i | 04.1997 → 12.1997 | AKR | B | 61 | | | | | |
| Vento 2.0 TSI 16V | 07.2006 → | CBFA | B | 63 | | | | | |
| Vento 2.0 TSI 16V | 07.2008 → | CAWB | B | 63 | | | | | |
| Vento 2.0 TDI 16V | 02.2006 → | BKD | D | 51 | | | | | |
| Vento 2.0 TDI 16V | 01.2010 → | CLCA | D | 58 | | | | | |
| Vento 2.8i VR6 | 01.1992 → 12.1997 | AAA | B | 42 | | | | | |
| VW 181 | | | | | | | | | |
| VW 181 1.5 | 08.1969 → 02.1971 | H | B | 66 | | | | | |
| VW 181 1.6 | 08.1969 → 01.1982 | AF | B | 69 | | | | | |
| VW 181 1.6 | 08.1969 → 01.1982 | AM | B | 69 | | | | | |
| VW 181 1.6 | → 01.1982 | 311 (1.6L) | B | 69 | | | | | |
| VW 1600 | | | | | | | | | |
| VW 1600 1.6 | 1965 → 07.1973 | 311 (1.6L) | B | 68 | | | | | |
| VW-PORSCHE 914 | | | | | | | | | |
| VW-Porsche 914 1.8 | 08.1973 → 1975 | AT | B | 73 | | | | | |
| VW-Porsche 914 2.0 | 01.1969 → 02.1976 | 039 | B | 76 | | | | | |
| VW-Porsche 914 2.0 | 01.1972 → 12.1975 | GB | B | 76 | | | | | |
| 412 | | | | | | | | | |
| 412 1.8 | 08.1973 → 07.1974 | AT | B | 73 | | | | | |

V



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| 1 | | 67,1 |
|----------|--|-------------|

| | | | | | | | | | |
|------------|-------------------|----------------------------------|-----|---------------------|-----------------------------|-------------|---------|--------------|-------------------|
| AER | 07.1995 → 05.2000 | B | 4 | 999 cm ³ | 2V | 37 kW | (50 PS) | 10,5:1 | 70,60 mm |
| ALL | 08.1997 → 05.2000 | B | 4 | 999 cm ³ | 2V | 37 kW | (50 PS) | 10,7:1 | 70,60 mm |
| | 4 | KH 31,27 MT -5,65 GL 51,27 | | 17 45 | 1 R 1 1 M 1,2 1 SSF 2 | NT ST G3 | | 67,11 | 99 679 600 |
| | | KH 31,02 MT -5,65 GL 51,02 | HKÜ | | | | | 67,61 | 99 679 610 |

| | | |
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| 2 | | 67,1 |
|----------|--|-------------|

| | | | | | | | | | |
|------------|-------------------|----------------------------------|-----|---------------------|-----------------------------|-------------|---------|--------------|-------------------|
| ALD | 05.1999 → 07.2005 | B | 4 | 999 cm ³ | 2V | 37 kW | (50 PS) | 10,7:1 | 70,60 mm |
| ANV | 05.1999 → 05.2000 | B | 4 | 999 cm ³ | 2V | 37 kW | (50 PS) | 10,7:1 | 70,60 mm |
| AUC | 10.1999 → 07.2005 | B | 4 | 999 cm ³ | 2V | 37 kW | (50 PS) | 10,7:1 | 70,60 mm |
| | 4 | KH 30,85 MT -2,67 GL 50,85 | | 17 45 | 1 R 1 1 M 1,2 1 SSF 2 | NT ST G3 | | 67,11 | 94 772 600 |
| | | KH 30,6 MT -2,67 GL 50,6 | HKÜ | | | | | 67,61 | 94 772 620 |

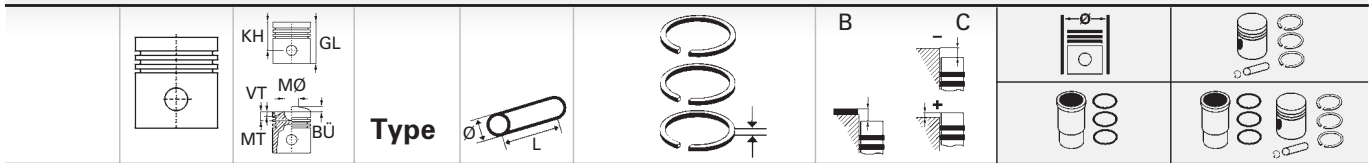
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|-----------|-------------------|--------------------|------------|----------------------|-------------------------------|-------|---------|--------------|-------------------|
| FY | 08.1977 → 07.1983 | B | 4 | 1272 cm ³ | 2V | 40 kW | (54 PS) | 8,2:1 | 72,00 mm |
| FZ | 08.1977 → 07.1983 | B | 4 | 1272 cm ³ | 2V | 44 kW | (60 PS) | 8,2:1 | 72,00 mm |
| GF | 02.1977 → 1985 | B | 4 | 1272 cm ³ | 2V | 44 kW | (60 PS) | 8,2:1 | 72,00 mm |
| GS | 08.1982 → 02.1984 | B | 4 | 1272 cm ³ | 2V | 43 kW | (58 PS) | 8,2:1 | 72,00 mm |
| GT | 10.1981 → 07.1988 | B | 4 | 1272 cm ³ | 2V | 43 kW | (58 PS) | 8,2:1 | 72,00 mm |
| HH | 04.1975 → 07.1985 | B | 4 | 1272 cm ³ | 2V | 44 kW | (60 PS) | 8,2:1 | 72,00 mm |
| HJ | 01.1976 → 09.1987 | B | 4 | 1272 cm ³ | 2V | 43 kW | (58 PS) | 8,2:1 | 72,00 mm |
| | 4 | KH 38,3 GL 66,3 | HKÜ SRK | 20 63 | 1 R 1,75 1 NM 2 1 SSF 4 | CR G6 | | 75,51 | 93 084 620 |

V

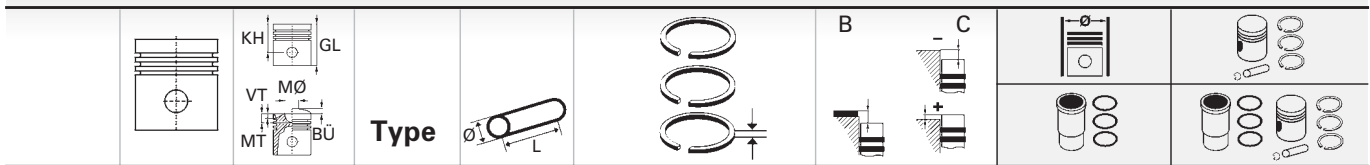
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| 4 | | 75 |
|----------|--|-----------|

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|------------|-------------------|--|-----|----------------------|-------------------------------|-------|---------|--------------|---------------------------------------|
| AAV | 10.1994 → 07.1994 | B | 4 | 1272 cm ³ | 2V | 40 kW | (54 PS) | 9,2:1 | 72,00 mm |
| HK | 10.1981 → 07.1986 | B | 4 | 1272 cm ³ | 2V | 40 kW | (54 PS) | 9,5:1 | 72,00 mm |
| HW | 10.1981 → 07.1985 | B | 4 | 1272 cm ³ | 2V | 37 kW | (50 PS) | 9,5:1 | 72,00 mm |
| MH | 08.1985 → 07.1990 | B | 4 | 1272 cm ³ | 2V | 40 kW | (55 PS) | 9,2:1 | 72,00 mm |
| NU | 10.1981 → 12.1987 | B | 4 | 1272 cm ³ | 2V | 37 kW | (50 PS) | 9,2:1 | 72,00 mm |
| NZ | 08.1985 → | B | 4 | 1272 cm ³ | 2V | 40 kW | (55 PS) | 9,2:1 | 72,00 mm |
| 2G | 05.1986 → | B | 4 | 1272 cm ³ | 2V | 40 kW | (54 PS) | 9:1 | 72,00 mm |
| | 4 | KH 42,87 VT1 -1,70 VT2 -1,70 MT -16,6 GL 69,87 | | 20 54 | 1 R 1,75 1 NM 2 1 SSF 3 | CR G6 | | 75,01 | 93 896 600 |
| | | KH 42,62 VT1 -1,70 VT2 -1,70 MT -16,6 GL 69,62 | HKÜ | | | | | 75,51 | 93 896 620 (93 632, 93 897) |

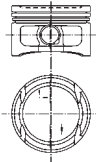



| 5 | | | | | | | | | | | | | |
|------------|---------|--|------------|----------|----------------------------------|-------------|-------|-------------------|-------|-------------------|------|--|--|
| HZ | | 10.1981 → | B | 4 | 1043 cm ³ | 2V | 37 kW | (50 PS) | 9,5:1 | 59,00 mm | | | |
| | 4 | KH 49,12 VT1 -0,85 VT2 -1,25 MT -14,7 GL 73,12 | HKÜ SRK | 20 54 | 1 R 1,75 1 NM 2 1 SSF 3 | CR G6 | | 75,51 | | 93 774 620 | | | |
| | 075 200 | | | | | | | | | | | | |
| 6 | | | | | | | | | | | | | |
| ABD | | 11.1991 → 07.1995 | B | 4 | 1391 cm ³ | 2V | 44 kW | (60 PS) | 9,2:1 | 78,70 mm | | | |
| | 4 | KH 34,52 VT1 -1,65 MT -15,22 GL 56,52 | | 17 48 | 1 R 1,5 1 NM 1,5 1 SSF 2,5 | CR G6 | | 75,01 | | 92 228 600 | | | |
| | 075 219 | KH 34,27 VT1 -1,65 MT -15,22 GL 56,27 | HKÜ HKÜ | | | | | 75,51 | | 92 228 620 | | | |
| | | | | | | | | 75,76 | | 92 228 630 | | | |
| 7 | | | | | | | | | | | | | |
| MN | | 08.1985 → 07.1990 | D | 4 | 1272 cm ³ | 2V | 33 kW | (45 PS) | 22:1 | 72,00 mm | | | |
| | T Cyl. | A=78 | C=81 | L=133 | H=4,5 | | | 89 404 190 | | | semi | | |
| | | | | | | | | | | | | | |
| 8 | | | | | | | | | | | | | |
| AEA | | 10.1994 → 07.1995 | B | 4 | 1598 cm ³ | 2V | 55 kW | (75 PS) | 9,3:1 | 86,90 mm | | | |
| AEE | | 07.1995 → 12.2000 | B | 4 | 1598 cm ³ | 2V | 55 kW | (75 PS) | 9,8:1 | 86,90 mm | | | |
| AHS | | 07.1995 → 12.1999 | B | 4 | 1598 cm ³ | 2V | 55 kW | (75 PS) | 9,8:1 | 86,90 mm | | | |
| ALM | | 07.1998 → 09.2001 | B | 4 | 1598 cm ³ | 2V | 55 kW | (75 PS) | 9,8:1 | 86,90 mm | | | |
| | 4 | KH 30,85 MT -7,8 GL 60,35 | | 17 52 | 1 R 1,2 1 NM 1,5 1 SLF 2,5 | PC ST CR | | 76,51 | | 94 553 600 | | | |
| | 076 143 | KH 30,6 MT -7,8 GL 60,1 | HKÜ | | | | | 77,01 | | 94 553 620 | | | |

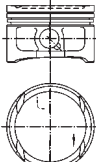
V




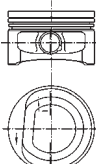
| 9 | |  76,5 | | Type | |  | |  | |  | |  | |  | |
|------------|-------------------|---|---|----------------------|----|---|----------|---|----------|--|--|---|--|---|--|
| AFH | 04.1996 → 12.1999 | B | 4 | 1390 cm ³ | 4V | 74 kW | (101 PS) | 10,5:1 | 75,60 mm | | | | | | |
| AFK | 05.1999 → 09.2001 | B | 4 | 1390 cm ³ | 4V | 74 kW | (101 PS) | 10,5:1 | 75,60 mm | | | | | | |
| AHW | 10.1997 → 06.2006 | B | 4 | 1390 cm ³ | 4V | 55 kW | (75 PS) | 10,5:1 | 75,60 mm | | | | | | |
| AKQ | 10.1997 → 05.2000 | B | 4 | 1390 cm ³ | 4V | 55 kW | (75 PS) | 10,5:1 | 75,60 mm | | | | | | |
| ANM | 10.1998 → 05.1999 | B | 4 | 1390 cm ³ | 4V | 74 kW | (101 PS) | 10,5:1 | 75,60 mm | | | | | | |
| APE | 05.1999 → 09.2001 | B | 4 | 1390 cm ³ | 4V | 55 kW | (75 PS) | 10,5:1 | 75,60 mm | | | | | | |
| AQQ | 05.1999 → 09.2001 | B | 4 | 1390 cm ³ | 4V | 74 kW | (101 PS) | 10,5:1 | 75,60 mm | | | | | | |
| AUA | 10.1999 → 06.2005 | B | 4 | 1390 cm ³ | 4V | 55 kW | (75 PS) | 10,5:1 | 75,60 mm | | | | | | |
| AUB | 07.1999 → 07.2005 | B | 4 | 1390 cm ³ | 4V | 74 kW | (101 PS) | 10,5:1 | 75,60 mm | | | | | | |
| AXP | 05.2000 → 10.2001 | B | 4 | 1390 cm ³ | 4V | 55 kW | (75 PS) | 10,5:1 | 75,60 mm | | | | | | |
| BBY | 11.2001 → 11.2009 | B | 4 | 1390 cm ³ | 4V | 55 kW | (75 PS) | 10,5:1 | 75,60 mm | | | | | | |
| BBZ | 11.2001 → 11.2009 | B | 4 | 1390 cm ³ | 4V | 74 kW | (101 PS) | 10,5:1 | 75,60 mm | | | | | | |
| BCA | 08.2001 → | B | 4 | 1390 cm ³ | 4V | 55 kW | (75 PS) | 10,5:1 | 75,60 mm | | | | | | |

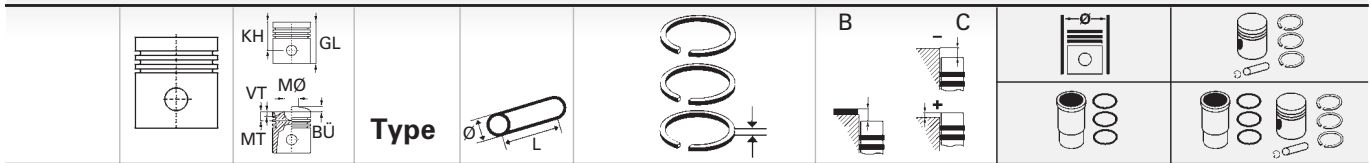
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|---|---------|--|-----|----------|--|--|--------------|--|-------------------------------|
|  | 4 | KH 28,92 VT1 -2,20 VT2 -2,20 MT -1,98 GL 49,92 | | 17 54 | 1 R 1,2 PC ST 1 M 1,5 1 SLF 2,5 CR | | 76,51 | | 99 562 600 |
| | 076 156 | KH 28,67 VT1 -2,20 VT2 -2,20 MT -1,98 GL 49,67 | HKÜ | | | | 77,01 | | 99 562 620 (99 389) |

| 10 | |  76,5 | | | | | | | | | | | |
|------------|-------------------|---|---|----------------------|----|-------|----------|--------|----------|--|--|--|--|
| ATN | 05.1999 → 05.2000 | B | 4 | 1598 cm ³ | 4V | 77 kW | (105 PS) | 11,5:1 | 86,90 mm | | | | |
| AUS | 05.2000 → 10.2000 | B | 4 | 1598 cm ³ | 4V | 77 kW | (105 PS) | 11,5:1 | 86,90 mm | | | | |
| AZD | 09.2000 → 11.2001 | B | 4 | 1598 cm ³ | 4V | 77 kW | (105 PS) | 11,5:1 | 86,90 mm | | | | |

| | | | | | | | | | |
|---|---------|--|-----|----------|--|--|--------------|--|-------------------------------|
|  | 4 | KH 29,27 MT -2,7 MØ 64 GL 50,27 | | 17 54 | 1 R 1,2 PC ST 1 M 1,5 1 SLF 2,5 CR | | 76,51 | | 99 563 600 |
| | 076 157 | KH 29,02 MT -2,6 MØ 64 GL 50,02 | HKÜ | | | | 77,01 | | 99 563 620 (94 958) |

| 11 | |  76,5 | | | | | | | | | | | |
|------------|-------------------|---|---|----------------------|----|-------|---------|--------|----------|--|--|--|--|
| AKK | 10.1999 → 09.2001 | B | 4 | 1390 cm ³ | 2V | 44 kW | (60 PS) | 10,4:1 | 75,60 mm | | | | |
| ANW | 10.1999 → 08.2000 | B | 4 | 1390 cm ³ | 2V | 44 kW | (60 PS) | 10,4:1 | 75,60 mm | | | | |
| AUD | 10.1999 → 07.2005 | B | 4 | 1390 cm ³ | 2V | 44 kW | (60 PS) | 10,4:1 | 75,60 mm | | | | |

| | | | | | | | | | |
|---|---------|--------------------------------|--|----------|--|--|--------------|--|-------------------|
|  | 4 | KH 28,5 MT -5,36 GL 48,5 | | 17 52 | 1 R 1,2 PC ST 1 M 1,5 1 SLF 2,5 CR | | 76,51 | | 94 773 600 |
| | 076 146 | | | | | | 77,01 | | 94 773 620 |



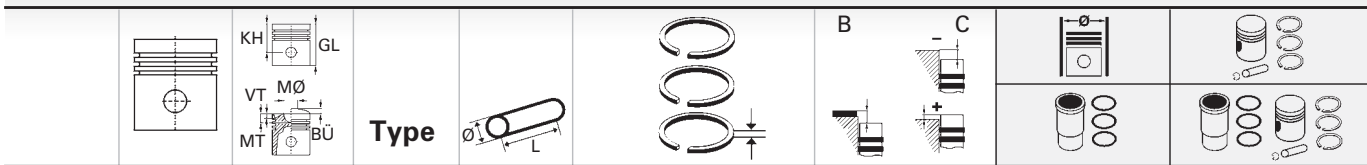
| 12 | | 76,5 | | | | | | | | | |
|------------|-------------------|----------------------------------|-----|----------------------|--|-------|--------------|--------|-------------------|--|--|
| BCA | 10.2001 → 06.2006 | B | 4 | 1390 cm ³ | 4V | 55 kW | (75 PS) | 10,5:1 | 75,60 mm | | |
| BKY | 11.2001 → 07.2007 | B | 4 | 1390 cm ³ | 4V | 55 kW | (75 PS) | 10,5:1 | 75,60 mm | | |
| | 4 | KH 28,92 MT -2,28 GL 47,92 | | 17 46 | 1 R 1,2 NT ST 1 M 1,2 1 SLF 2 CR | | 76,51 | | 99 913 600 | | |
| | | KH 28,67 MT -2,44 GL 47,67 | HKÜ | | | | 77,01 | | 99 913 620 | | |

| 13 | | 76,5 | | | | | | | | | |
|------------|-------------------|--|-----|----------------------|--|-------|--------------|--------|-------------------|--|--|
| AZQ | 11.2001 → 06.2005 | B | 3 | 1198 cm ³ | 4V | 47 kW | (64 PS) | 10,5:1 | 86,90 mm | | |
| BME | 11.2001 → 07.2007 | B | 3 | 1198 cm ³ | 4V | 47 kW | (64 PS) | 10,5:1 | 86,90 mm | | |
| | 3 | KH 29,27 VT1 -1,20 VT2 -2,70 MT -4 MØ 61,4 GL 50,27 | | 17 46 | 1 R 1,2 NT ST 1 M 1,5 1 SLF 2,5 CR | | 76,51 | | 99 909 600 | | |
| | | KH 29,02 VT1 -1,20 VT2 -2,70 MT -4 MØ 61,4 GL 50,02 | HKÜ | | | | 77,01 | | 99 909 620 | | |

| 14 | | 76,5 | | | | | | | | | |
|------------|-------------------|----------------------------------|-----|----------------------|--|-------|--------------|--------|-------------------|--|--|
| AWY | 01.2002 → 06.2005 | B | 3 | 1198 cm ³ | 2V | 40 kW | (54 PS) | 10,8:1 | 86,90 mm | | |
| BMD | 01.2002 → | B | 3 | 1198 cm ³ | 2V | 40 kW | (54 PS) | 10,3:1 | 86,90 mm | | |
| | 3 | KH 28,7 MT -7,35 GL 49,7 | | 17 46 | 1 R 1,2 NT ST 1 M 1,5 1 SLF 2,5 CR | | 76,51 | | 99 452 600 | | |
| | | KH 28,45 MT -7,09 GL 49,45 | HKÜ | | | | 77,01 | | 99 452 620 | | |

| 15 | | 76,5 | | | | | | | | | |
|-------------|-----------|---|-----|----------------------|---|-------|--------------|------|-------------------|--|--|
| CAXA | 05.2007 → | B (LA) | 4 | 1390 cm ³ | 4V | 90 kW | (122 PS) | 10:1 | 75,60 mm | | |
| | 4 | KH 29,2 MT -4,6 BÜ +2 GL 50,21 | NHA | 19 52 | 1 R 1,2 NT ST 1 M 1,2 G3 1 SLF 2 NT | | 76,51 | | 40 477 600 | | |
| | | | | | | | 76,76 | | 40 477 610 | | |
| | | | | | | | 77,01 | | 40 477 620 | | |

V



| 16 | | 76,5 | | | | | | | |
|-----|---|--|--|--|---------------------------------------|-------|--------------------|--------|--|
| CK | 08.1976 → 07.1981 | D | 4 | 1471 cm ³ | 2V | 37 kW | (50 PS) | 23,5:1 | 80,00 mm |
| 682 | 12.1977 → 01.1982 | D | 4 | 1471 cm ³ | 2V | 33 kW | (46 PS) | 23,5:1 | 80,00 mm |
| | 4 076 070 | KH 44,9 MT -1,8 GL 76,9 | RTK RK | 22 65 | 1 R 1,75 CR G6 1 M 2 1 DSF 3 CR | | 77,01 77,51 | | 93 085 610 [1] 93 085 620 [1] |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цил. | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | | | | | |
| | Kerben notches repèrésé muescas надрезы | Dicke thickness paisseur espesor толщина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | | |
| | 2 | 1,30 mm | +0,43 | +0,63 | | | | | |
| | 3 | 1,40 mm | +0,64 | +0,82 | | | | | |
| | 4 | 1,50 mm | +0,83 | +0,92 | | | | | |
| | 5 | 1,60 mm | +0,93 | +1,02 | | | | | |

| 17 | | 76,5 | | | | | | | |
|--|-------------------|-------------------------------|-----------|----------------------|---------------------------------------|-------|---------------------------------|--------|---|
| ACT | 08.1992 → 12.1995 | D | 6 | 2383 cm ³ | 2V | 51 kW | (70 PS) | 23:1 | 86,40 mm |
| ADK | 04.1994 → 07.1996 | D | 4 | 1588 cm ³ | 2V | 40 kW | (54 PS) | 22,5:1 | 86,40 mm |
| CP | 08.1978 → 11.1982 | D | 6 | 2383 cm ³ | 2V | 55 kW | (75 PS) | 23,5:1 | 86,40 mm |
| CR | 08.1980 → 07.1984 | D | 4 | 1588 cm ³ | 2V | 40 kW | (54 PS) | 23,5:1 | 86,40 mm |
| CS | 01.1981 → 07.1987 | D | 4 | 1588 cm ³ | 2V | 37 kW | (50 PS) | 23,5:1 | 86,40 mm |
| DW | 12.1982 → 07.1992 | D | 6 | 2383 cm ³ | 2V | 55 kW | (75 PS) | 23,5:1 | 86,40 mm |
| JK | 08.1981 → 11.1998 | D | 4 | 1588 cm ³ | 2V | 40 kW | (54 PS) | 23,5:1 | 86,40 mm |
| JP | 08.1983 → | D | 4 | 1588 cm ³ | 2V | 40 kW | (54 PS) | 23,5:1 | 86,40 mm |
| ME | 05.1988 → | D | 4 | 1588 cm ³ | 2V | 40 kW | (54 PS) | 23,5:1 | 86,40 mm |
| 1S | 08.1988 → 12.1995 | D | 6 | 2383 cm ³ | 2V | 51 kW | (70 PS) | 23,5:1 | 86,40 mm |
| 68D | 03.1989 → 03.1994 | D | 4 | 1588 cm ³ | 2V | 36 kW | (48 PS) | 23:1 | 86,40 mm |
| 685 | | D | 4 | 1588 cm ³ | 2V | 36 kW | (48 PS) | 23:1 | 86,40 mm |
| 751 | 09.1983 → 06.1993 | D | 6 | 2383 cm ³ | 2V | 55 kW | (75 PS) | 23:1 | 86,40 mm |
| 761 | 01.1981 → 01.1984 | D | 6 | 2383 cm ³ | 2V | 55 kW | (75 PS) | 23:1 | 86,40 mm |
| | 4/6 076 069 | KH 41,7 MT -1,6 GL 71,7 | RK RTK | 24 64 | 1 R 1,75 CR G6 1 M 2 1 DSF 3 CR | | 76,51 77,01 77,51 | | 93 260 600 [1] 93 260 610 [1] 93 260 620 [1] (91 418, 93 128) |
| | T Cyl. | A=79,5 | C=81,5 | L=145 | H=4,7 | | 89 163 190 [2], [3] semi | | 93 260 960 [2] |
| Fortsetzung nächste Seite / continued on next page / suite page suivante / continuación página próxima / Продолжение на следующей странице | | | | | | | | | |



| | | | Type | | | B | C | | |
|-----|--|--|--|--|--|---|---|--|--|
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цил. | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness paisseur espesor ширина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | | |
| | - 07.1985 | | | | | | | | |
| | 1 | 1,40 | +0,67 | +0,80 | | | | | |
| | 2 | 1,50 | +0,81 | +0,90 | | | | | |
| | 3 | 1,60 | +0,91 | +1,02 | | | | | |
| | 08.1985 - | | | | | | | | |
| | 1 | 1,53 | +0,66 | +0,86 | | | | | |
| | 2 | 1,57 | +0,87 | +0,90 | | | | | |
| | 3 | 1,61 | +0,91 | +1,02 | | | | | |
| | Motor Nr. 1464108 ... | | | | | | | | |
| | 0 | 1,65 mm | | + 0,70 | | | | | |
| | 1 | 1,80 mm | + 0,70 | + 0,85 | | | | | |
| | 2 | 1,95 mm | + 0,85 | | | | | | |
| [2] | 685: 01.1982 → | | | | | | | | |
| [3] | mit Aussparung für Pleuelstange with recess for connecting rod avec évidement pour bielle con escotadura para biela с углублением для шатуна | | | | | | | | |

18

76,5

| | | | | | | | | | |
|-----|-------------------|--------|---|----------------------|----|-------|----------|--------|----------|
| ACL | 08.1991 → 12.1995 | D (LA) | 6 | 2383 cm ³ | 2V | 70 kW | (95 PS) | 22:1 | 86,40 mm |
| CY | 08.1981 → 03.1988 | D (A) | 4 | 1588 cm ³ | 2V | 51 kW | (70 PS) | 23:1 | 86,40 mm |
| DV | 12.1982 → 07.1992 | D (A) | 6 | 2383 cm ³ | 2V | 75 kW | (102 PS) | 23:1 | 86,40 mm |
| JR | 08.1983 → | D (A) | 4 | 1588 cm ³ | 2V | 51 kW | (70 PS) | 23:1 | 86,40 mm |
| JX | 08.1983 → 07.1992 | D (A) | 4 | 1588 cm ³ | 2V | 51 kW | (70 PS) | 23,5:1 | 86,40 mm |
| MF | 05.1988 → | D (A) | 4 | 1588 cm ³ | 2V | 51 kW | (70 PS) | 23:1 | 86,40 mm |
| RA | 08.1988 → | D (LA) | 4 | 1588 cm ³ | 2V | 59 kW | (80 PS) | 23:1 | 86,40 mm |
| SB | 08.1988 → | D (LA) | 4 | 1588 cm ³ | 2V | 59 kW | (80 PS) | 23:1 | 86,40 mm |
| 1C | 08.1987 → 12.1988 | D (A) | 4 | 1588 cm ³ | 2V | 51 kW | (70 PS) | 23:1 | 86,40 mm |
| 1G | 08.1988 → 07.1992 | D (A) | 6 | 2383 cm ³ | 2V | 68 kW | (92 PS) | 23:1 | 86,40 mm |
| 1V | 08.1989 → | D (A) | 4 | 1588 cm ³ | 2V | 44 kW | (60 PS) | 23:1 | 86,40 mm |
| 68A | 04.1983 → 08.1988 | D (A) | 4 | 1588 cm ³ | 2V | 45 kW | (61 PS) | 23:1 | 86,40 mm |
| 68C | 04.1983 → 03.1994 | D (A) | 4 | 1588 cm ³ | 2V | 50 kW | (67 PS) | 23:1 | 86,40 mm |
| 686 | 03.1989 → 12.1990 | D (A) | 4 | 1588 cm ³ | 2V | 45 kW | (61 PS) | 23:1 | 86,40 mm |
| 694 | 09.1990 → 07.1992 | D (A) | 5 | 1986 cm ³ | 2V | 75 kW | (102 PS) | 23:1 | 86,40 mm |
| 752 | 09.1983 → 06.1993 | D (A) | 6 | 2383 cm ³ | 2V | 66 kW | (90 PS) | 23:1 | 86,40 mm |

4/5/6
076 118KH 41,7
MT -1,6
GL 71,7RTK
LOX
RK
TPL24
641 R 1,75 CR G6
1 M 2 CR G3
1 DSF 3 CR

76,51

90 732 600
[1]KH 41,45
MT -1,6
GL 71,45HKÜ
HKÜ

77,01

90 732 610
[1]

77,51

90 732 620
[1]
(93 434, 93 479,
93 687)

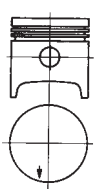
Fortsetzung nächste Seite / continued on next page / suite page suivante / continuación página próxima / Продолжение на следующей странице



| | | | Type | | | | | |
|-----|--|--|---|--|-------|--|----------------------------------|-------------------|
| | T Cyl. | A=79,5 | C=81,5 | L=145 | H=4,7 | | 89 163 190 [2] semi | 90 732 960 |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness paisseur espesor ширина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | |
| | - 07.1985 | | | | | | | |
| | 1 | 1,40 | +0,67 | +0,80 | | | | |
| | 2 | 1,50 | +0,81 | +0,90 | | | | |
| | 3 | 1,60 | +0,91 | +1,02 | | | | |
| | 08.1985 - | | | | | | | |
| | 1 | 1,53 | +0,66 | +0,86 | | | | |
| | 2 | 1,57 | +0,87 | +0,90 | | | | |
| | 3 | 1,61 | +0,91 | +1,02 | | | | |
| | Motor Nr. 1464108 ... | | | | | | | |
| | 0 | 1,65 mm | | + 0,70 | | | | |
| | 1 | 1,80 mm | + 0,70 | + 0,85 | | | | |
| | 2 | 1,95 mm | + 0,85 | | | | | |
| [2] | mit Aussparung für Pleuelstange with recess for connecting rod avec évidement pour bielle con escotadura para biela с углублением для шатуна | | | | | | | |

19**77**

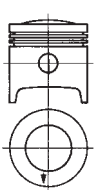
| | | | | | | | | |
|-----------------|-------------------|---|---|----------------------|----|----------|------------------|----------|
| 113 (34) | 01.1960 → 12.1972 | B | 4 | 1192 cm ³ | 2V | 25 kW | (34 PS) 7:1 | 64,00 mm |
| 122 | 08.1950 → 07.1960 | B | 4 | 1192 cm ³ | 2V | 18-22 kW | (25-30 PS) 7,5:1 | 64,00 mm |

4
077 027KH 39
GL 79

SRK

20
632 M 2,5
1 DSF 4**77,00****91 350 701****20****77**

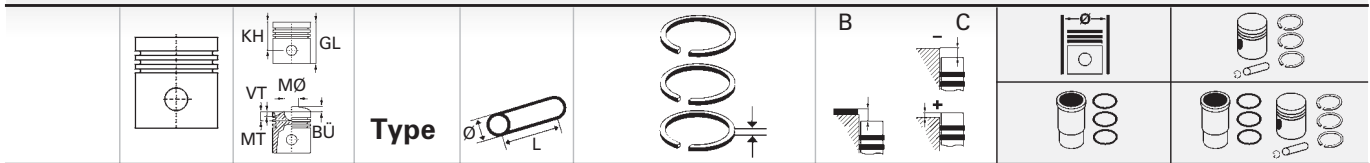
| | | | | | | | | |
|-----------------|-------------------|---|---|----------------------|----|----------|--------------------|----------|
| D | 08.1960 → 12.1985 | B | 4 | 1184 cm ³ | 2V | 25 kW | (34 PS) 7,3:1 | 63,60 mm |
| 113 (34) | 1972 → | B | 4 | 1192 cm ³ | 2V | 22-25 kW | (30-34 PS) 7/7,3:1 | 64,00 mm |
| 122/2 | 08.1972 → 07.1991 | B | 4 | 1192 cm ³ | 2V | 25 kW | (34 PS) 7,5:1 | 64,00 mm |

4
077 058KH 39
BÜ +3
GL 82

SRK

20
631 M 2
1 N 2
1 DSF 4**77,00****92 412 601**
[1]

[1] mot. MD 099 2261 →



| 21 | | 77 | | | | | | | | | | | |
|--|---|--|------------|------------|--|-------------------------|--|--------|--|-----------------|--|----------|------------------------|
| F | | 08.1965 → 07.1970 B | | 4 | | 1285 cm ³ 2V | | 29 kW | | (40 PS) 7,3:1 | | 69,00 mm | |
| | 4 077 040 | KH 40 GL 80 | SRK | 22 63 | 1 M 2 1 N 2 1 DSF 4 | | | | | | | 77,00 | 91 334 701 |
| 22 | | 77 | | | | | | | | | | | |
| AB | | 08.1966 → 07.1975 B | | 4 | | 1285 cm ³ 2V | | 32 kW | | (44 PS) 7,5:1 | | 69,00 mm | |
| | 4 077 053 | KH 39,8 BÜ +3 GL 82,8 | SRK | 22 63 | 1 M 2 1 N 2 1 DSF 4 | | | | | | | 77,00 | 92 614 601 (91 809) |
| 23 | | 78,3 | | | | | | | | | | | |
| AFB | | 08.1998 → 08.2000 D (A) | | 6 | | 2496 cm ³ 4V | | 110 kW | | (150 PS) 19,5:1 | | 86,40 mm | |
| AKN | | 05.1999 → 05.2003 D (A) | | 6 | | 2496 cm ³ 4V | | 110 kW | | (150 PS) 19,5:1 | | 86,40 mm | |
| | 6 078 120 | KH 47,83 VT1 -1,38 MT -16,5 MØ 35,8 GL 71,83 | RTK KKK | 26 65,5 | 1 R 1,75 PC G6 1 M 2 1 DSF 3 CR | | | | | | | 78,31 | 99 776 600 [1], [2] |
| | 6 078 120 | KH 47,58 VT1 -1,38 MT -16,5 MØ 35,8 GL 71,58 | HKÜ | | | | | | | | | 78,81 | 99 776 630 [1], [2] |
| | 6 078 120 | KH 47,83 VT1 -1,38 MT -16,5 MØ 35,8 GL 71,83 | RTK KKK | 26 65,5 | 1 R 1,75 PC G6 1 M 2 1 DSF 3 CR | | | | | | | 78,31 | 99 777 600 [1], [3] |
| | 6 078 120 | KH 47,58 VT1 -1,38 MT -16,5 MØ 35,8 GL 71,58 | HKÜ | | | | | | | | | 78,81 | 99 777 630 [1], [3] |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | | | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | | | | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor ширина | | | größer als more than supérieur à superior a больше, чем | | | | | | | | |
| | 1 2 3 | 1,10 1,15 1,20 | | | +0,39 +0,49 +0,54 | | | | | | | | |
| | | | | | kleiner als less than inférieur à inferior a меньше, чем | | | | | | | | |
| | | | | | +0,49 +0,54 +0,65 | | | | | | | | |
| Fortsetzung nächste Seite / continued on next page / suite page suivante / continuación página próxima / Продолжение на следующей странице | | | | | | | | | | | | | |



| | | | | | | | | |
|-----|---|--|-------------|--|--|--|--|--|
| | | | Type | | | | | |
| [2] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 1-3 | | | | | | | |
| [3] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 4-6 | | | | | | | |

24 **78,3**

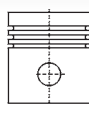
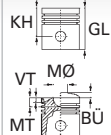

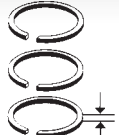
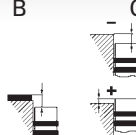
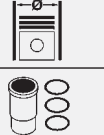


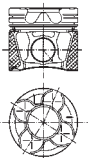
| BAU | 01.2003 → 05.2005 | D | (LA) | 6 | 2496 cm ³ | 4V | 132 kW | (179 PS) | 18,5:1 | 86,40 mm |
|-----|--|---|---|-------|--|---------|---|---|--|-------------------------------|
| | 6 | KH 47,83 VT1 -1,38 MT -17,25 MØ 36 GL 71,83 | RTK | 26 | 1 R | 1,75 PC | G6 | 78,31 | | 99 534 600 [1], [2] |
| | | | KKK | 58 | 1 M | 2 | | | | |
| | 078 118 | KH 47,83 VT1 -1,38 MT -17,25 MØ 36 GL 71,83 | TPL | | 1 DSF | 3 | CR | | | |
| | | | HKÜ | | | | | 78,81 | | 99 534 630 [1], [2] |
| | 6 | KH 47,83 VT1 -1,38 MT -17,25 MØ 36 GL 71,83 | RTK | 26 | 1 R | 1,75 PC | G6 | 78,31 | | 99 535 600 [1], [3] |
| | | | KKK | 58 | 1 M | 2 | | | | |
| | 078 118 | KH 47,83 VT1 -1,38 MT -17,25 MØ 36 GL 71,83 | TPL | | 1 DSF | 3 | CR | | | |
| | | | HKÜ | | | | | 78,81 | | 99 535 630 [1], [3] |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндров | | Kolbenüberstand: piston protrusion: dépasement du piston: resalto del pistón: выступающая часть поршня: | | Kerben notches repères muescas надрезы | | Stärke thickness épaisseur espesor ширина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | |
| | 1 | 1,10 | +0,39 | +0,49 | | | | | | |
| | 2 | 1,15 | +0,49 | +0,54 | | | | | | |
| | 3 | 1,20 | +0,54 | +0,65 | | | | | | |
| [2] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 1-3 | | | | | | | | | |
| [3] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 4-6 | | | | | | | | | |

25 **78,3**

| BDG | 05.2003 → 05.2005 | D | (LA) | 6 | 2496 cm ³ | 4V | 120 kW | (163 PS) | 18,5:1 | 86,40 mm |
|-----|-------------------|--|------|----|----------------------|---------|--------|--------------|--------|-------------------------------|
| BDH | 01.2003 → 05.2005 | D | (LA) | 6 | 2496 cm ³ | 4V | 132 kW | (179 PS) | 18,5:1 | 86,40 mm |
| | 6 | KH 47,83 VT1 -1,38 MT -17,4 MØ 37 GL 71,83 | RTK | 26 | 1 R | 1,75 PC | G6 | 78,31 | | 99 542 600 [1], [2] |
| | | | KKK | 58 | 1 M | 2 | | | | |
| | 078 118 | KH 47,83 VT1 -1,38 MT -17,4 MØ 37 GL 71,83 | TPL | | 1 DSF | 3 | CR | | | |
| | | | HKÜ | | | | | 78,81 | | 99 542 630 [1], [2] |

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| |  |  | Type |  |  |  |  |  |  |
|---|---|--|--|---|---|--|---|---|---|
|  | 6 078 118 | KH 47,83 VT1 -1,38 MT -17,4 MØ 37 GL 71,83 KH 47,58 VT1 -1,38 MT -17,4 MØ 37 GL 71,58 | RTK KKK TPL HKÜ | 26 58 | 1 R 1,75 PC G6 1 M 2 1 DSF 3 CR | | | 78,31 | 99 543 600 [1], [3] |
| | | | | | | | | 78,81 | 99 543 630 [1], [3] |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цил. | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor ширина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | | |
| | 1 | 1,10 | +0,39 | +0,49 | | | | | |
| | 2 | 1,15 | +0,49 | +0,54 | | | | | |
| | 3 | 1,20 | +0,54 | +0,65 | | | | | |
| [2] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 1-3 | | | | | | | | |
| [3] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 4-6 | | | | | | | | |

26



79,5

| | | | | | | | | | |
|--------|-------------------|---|---|----------------------|----|-------|---------|--------|----------|
| AAB | 09.1990 → 09.1998 | D | 5 | 2370 cm ³ | 2V | 57 kW | (78 PS) | 23:1 | 95,50 mm |
| ADG | 04.1994 → | D | 4 | 1896 cm ³ | 2V | 48 kW | (65 PS) | 22,5:1 | 95,50 mm |
| AEF | 10.1994 → 07.2001 | D | 4 | 1896 cm ³ | 2V | 47 kW | (64 PS) | 22,5:1 | 95,50 mm |
| AJA | 04.1997 → 06.2003 | D | 5 | 2370 cm ³ | 2V | 55 kW | (75 PS) | 23,5:1 | 95,50 mm |
| AP 221 | 06.1998 → 05.2002 | D | 4 | 1896 cm ³ | 2V | | | 22,5:1 | 95,50 mm |
| BGG | 06.2002 → 07.2006 | D | 4 | 1896 cm ³ | 2V | 47 kW | (64 PS) | 22,5:1 | 95,50 mm |
| 1X | 09.1990 → 12.1995 | D | 4 | 1896 cm ³ | 2V | 44 kW | (60 PS) | 22,5:1 | 95,50 mm |
| 1Y | 05.1989 → 07.2006 | D | 4 | 1896 cm ³ | 2V | 47 kW | (64 PS) | 22,5:1 | 95,50 mm |
| 28B | 01.1990 → 03.1994 | D | 4 | 1896 cm ³ | 2V | 48 kW | (65 PS) | 22,5:1 | 95,50 mm |



4/5

079 119

KH 39,65
MT -1,9
GL 65,7RTK
RK24
641 R 1,75 CR G6
1 M 2 CR G1
1 DSF 3 CR

79,51

91 386 600
[1]

79,76

91 386 610
[1]

80,01

91 386 620
[1]

80,51

91 386 630
[1]
(90 527)

T Cyl.

A=82,5

C=85,5

L=152

H=4,7

89 434 190
semi

91 386 960

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| | | | Type | | | | |
|-----|---|--|---|--|--|--|--|
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | | Kolbenüberstand: piston protrusion: dépasement du piston: resalto del pistón: выступающая часть поршня: | | | | |
| | Kerben notches repères muecas надрезы | Stärke thickness épaisseur espesor толщина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | |
| | 1 2 3 | 1,53 1,57 1,61 | +0,66 +0,87 +0,91 | +0,86 +0,90 +1,02 | | | |

27 **79,5**

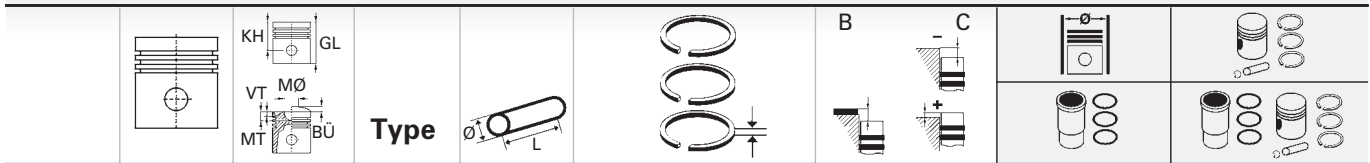
| | | | | | | | | | |
|------------|-------------------|-------|---|----------------------|----|-------|---------|--------|----------|
| AAZ | 03.1991 → 05.2002 | D (A) | 4 | 1896 cm ³ | 2V | 55 kW | (75 PS) | 22,5:1 | 95,50 mm |
| ABL | 08.1992 → | D (A) | 4 | 1896 cm ³ | 2V | 50 kW | (68 PS) | 22,5:1 | 95,50 mm |
| ADE | 04.1994 → 01.2002 | D (A) | 4 | 1896 cm ³ | 2V | 55 kW | (75 PS) | 22,5:1 | 95,50 mm |

| | | | | | | | | |
|--|---------|--------------------------------|------------------|----------|------------------------------|----------------------|---------------------------|--------------------------|
| | 4 | KH 45,65 MT -1,9 GL 71,7 | RTK RK LOX | 26 66 | 1 R 1,75 1 M 2 1 DSF 3 | CR G6 CR G1 CR | 79,51 | 91 429 600 [1] |
| | 079 133 | | HKÜ | | | | 79,76 | 91 429 610 [1] |
| | | KH 45,4 MT -1,9 GL 71,7 | HKÜ | | | | 80,01 | 91 429 620 [1] |
| | | | HKÜ | | | | 80,51 | 91 429 630 [1] |
| | T Cyl. | A=82,5 | C=85,5 | L=152 | H=4,7 | | 89 434 190 semi | 91 429 960 |

[1] Zylinderkopfdichtung
cylinder head gasket
joint de culasse
junta de culata
Прокладка головки блока цилиндр.

Kolbenüberstand:
piston protrusion:
dépasement du piston:
resalto del pistón:
выступающая часть поршня:

| | | | |
|---|--|---|--|
| Kerben notches repères muecas надрезы | Stärke thickness épaisseur espesor толщина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем |
| 1 2 3 | 1,53 1,57 1,61 | +0,66 +0,87 +0,91 | +0,86 +0,90 +1,02 |

**28** **79,5**

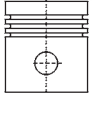
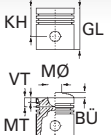

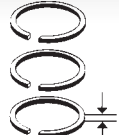
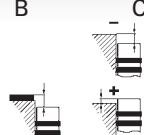
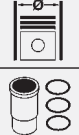
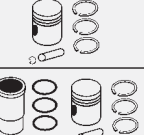
| | | | | | | | | | |
|------------|-------------------|--------|---|----------------------|----|-------|----------|--------|----------|
| AEY | 07.1995 → | D | 4 | 1896 cm ³ | 2V | 47 kW | (64 PS) | 19,5:1 | 95,50 mm |
| AFD | 04.1994 → 01.2002 | D (A) | 4 | 1896 cm ³ | 2V | 60 kW | (82 PS) | 22,5:1 | 95,50 mm |
| AFN | 01.1996 → 08.2000 | D (LA) | 4 | 1896 cm ³ | 2V | 81 kW | (110 PS) | 19,5:1 | 95,50 mm |
| AGD | 07.1996 → | D | 4 | 1896 cm ³ | 2V | 47 kW | (64 PS) | 19,5:1 | 95,50 mm |
| AGR | 10.1997 → | D (LA) | 4 | 1896 cm ³ | 2V | 66 kW | (90 PS) | 19,5:1 | 95,50 mm |
| AHF | 10.1997 → 06.2006 | D (LA) | 4 | 1896 cm ³ | 2V | 81 kW | (110 PS) | 19,5:1 | 95,50 mm |
| AHH | 05.1998 → 04.2002 | D (A) | 4 | 1896 cm ³ | 2V | 66 kW | (90 PS) | 19,5:1 | 95,50 mm |
| AHU | 10.1993 → 09.2000 | D (A) | 4 | 1896 cm ³ | 2V | 66 kW | (90 PS) | 19,5:1 | 95,50 mm |
| ALE | 05.1996 → | D (LA) | 4 | 1896 cm ³ | 2V | 66 kW | (90 PS) | 19,5:1 | 95,50 mm |
| ALH | 10.1997 → 06.2006 | D (A) | 4 | 1896 cm ³ | 2V | 66 kW | (90 PS) | 19,5:1 | 95,50 mm |
| ARD | 01.2002 → | D | 4 | 1896 cm ³ | 2V | 44 kW | (60 PS) | 22,5:1 | 95,50 mm |
| ASV | 10.1999 → 06.2006 | D (LA) | 4 | 1896 cm ³ | 2V | 81 kW | (110 PS) | 19,5:1 | 95,50 mm |
| ASX | 10.1999 → 09.2001 | D | 4 | 1896 cm ³ | 2V | 47 kW | (64 PS) | 22,5:1 | 95,50 mm |
| AVG | 10.1996 → 10.2000 | D (LA) | 4 | 1896 cm ³ | 2V | 81 kW | (110 PS) | 19,5:1 | 95,50 mm |
| AVM | 11.2000 → | D (A) | 4 | 1896 cm ³ | 2V | 63 kW | (86 PS) | 19,5:1 | 95,50 mm |
| BEU | 11.2002 → | D (A) | 4 | 1896 cm ³ | 2V | 43 kW | (58 PS) | 19,5:1 | 95,50 mm |
| BJC | 11.2003 → | D (LA) | 4 | 1896 cm ³ | 2V | 50 kW | (68 PS) | 19,5:1 | 95,50 mm |
| BXT | 05.2006 → | D (A) | 4 | 1896 cm ³ | 2V | 30 kW | (41 PS) | | 95,50 mm |
| 1Z | 07.1993 → 03.1997 | D (LA) | 4 | 1896 cm ³ | 2V | 66 kW | (90 PS) | 19,5:1 | 95,50 mm |

| | | | | | | | | | | |
|--|---------|-----------|--------|-------|----------|-------|---------------------------|-------------------------------|--------------|-------------------------------|
| | 4 | KH 45,8 | RTK | 26 | 1 R 1,75 | PC G6 | 79,51 | 94 427 700 [1], [2] | | |
| | 079 135 | VT1 -1,00 | KBB | 66 | 1 M 2 | CR G1 | | | 79,76 | 94 427 710 [1], [2] |
| | | MT -17,75 | | | 1 DSF 3 | CR | | | | |
| | | MØ 37,9 | | | | | 80,01 | 94 427 720 [1], [2] | | |
| | | GL 71,8 | | | | | 80,51 | 94 427 730 [1], [2] | | |
| | T Cyl. | A=82,5 | C=85,5 | L=152 | H=4,7 | | 89 434 190 semi | 94 427 970 | | |


| | | | | | | | | | | |
|--|---------|-----------|--------|-------|----------|-------|---------------------------|-------------------------------|--------------|-------------------------------|
| | 4 | KH 45,8 | RTK | 26 | 1 R 1,75 | PC G6 | 79,51 | 94 428 700 [1], [3] | | |
| | 079 135 | VT1 -1,00 | KBB | 66 | 1 M 2 | CR G1 | | | 79,76 | 94 428 710 [1], [3] |
| | | MT -17,75 | | | 1 DSF 3 | CR | | | | |
| | | MØ 37,9 | | | | | 80,01 | 94 428 720 [1], [3] | | |
| | | GL 71,8 | | | | | 80,51 | 94 428 730 [1], [3] | | |
| | T Cyl. | A=82,5 | C=85,5 | L=152 | H=4,7 | | 89 434 190 semi | 94 428 970 | | |

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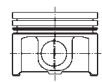


| |  |  | Type  |  |  |  |  |
|-----|---|---|---|---|--|---|---|
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | | Kolbenüberstand: piston protrusion: dépasement du piston: resalto del pistón: выступающая часть поршня: | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor толщина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | |
| | 1 | 1,45 | +0,91 | +1,00 | | | |
| | 2 | 1,53 | +1,01 | +1,10 | | | |
| | 3 | 1,61 | +1,11 | +1,20 | | | |
| [2] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 1-2 | | | | | | |
| [3] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 3-4 | | | | | | |

29

 79,5

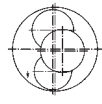
| | | | | | | | | | |
|------|-------------------|--------|---|----------------------|----|-------|---------|--------|----------|
| AGP | 10.1997 → 09.2001 | D | 4 | 1896 cm ³ | 2V | 50 kW | (68 PS) | 22,5:1 | 95,50 mm |
| ANC | 02.2003 → | D | 4 | 1896 cm ³ | 2V | 44 kW | (60 PS) | 22,5:1 | 95,50 mm |
| AQM | 11.1998 → | D (LA) | 4 | 1896 cm ³ | 2V | 50 kW | (68 PS) | 19,5:1 | 95,50 mm |
| ASY | 11.2001 → | D | 4 | 1896 cm ³ | 2V | 47 kW | (64 PS) | 19,5:1 | 95,50 mm |
| AYQ | 09.2000 → 06.2003 | D | 4 | 1896 cm ³ | 2V | 47 kW | (64 PS) | 19,5:1 | 95,50 mm |
| BGL | 02.2003 → | D | 4 | 1896 cm ³ | 2V | 37 kW | (50 PS) | 23:1 | 95,50 mm |
| BGM | 02.2003 → | D | 4 | 1896 cm ³ | 2V | 29 kW | (40 PS) | 23:1 | 95,50 mm |
| CDXA | 10.2007 → | D | 4 | 1896 cm ³ | 2V | 29 kW | (40 PS) | 23:1 | 95,50 mm |
| CDXB | 10.2007 → | D | 4 | 1896 cm ³ | 2V | 29 kW | (40 PS) | 23:1 | 95,50 mm |

4
079 165KH 39,8
MT -17,75
MØ 38
GL 60,824
591 R 1,75 CR G6
1 M 2 CR G1
1 DSF 3 CR

79,51

40 092 700
[1], [2]

80,01

40 092 720
[1], [2]

T Cyl.

A=82,5

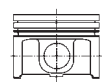
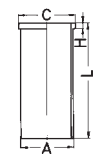
C=85,5

L=152

H=4,7

89 434 190
semi

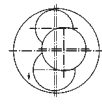
40 092 970

4
079 165KH 39,8
MT -17,75
MØ 38
GL 60,824
591 R 1,75 CR G6
1 M 2 CR G1
1 DSF 3 CR

79,51

40 093 700
[1], [3]

80,01

40 093 720
[1], [3]

T Cyl.

A=82,5

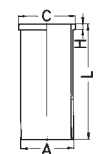
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L=152

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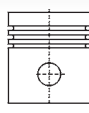
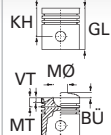

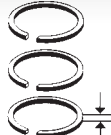

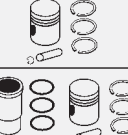
89 434 190
semi

40 093 970







Fortsetzung nächste Seite / continued on next page / suite page suivante / continuación página próxima / Продолжение на следующей странице



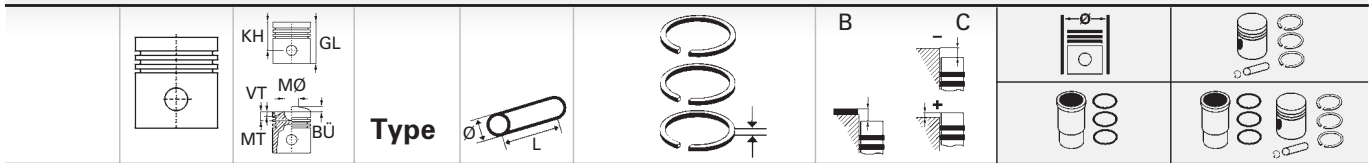
| |  |  | Type |  |  | B | C |  |  |
|-----|---|---|--|---|---|---|---|---|---|
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цил. | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor толщина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | | |
| | 1 | 1,45 | +0,91 | +1,00 | | | | | |
| | 2 | 1,53 | +1,01 | +1,10 | | | | | |
| | 3 | 1,61 | +1,11 | +1,20 | | | | | |
| [2] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 1-2 | | | | | | | | |
| [3] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 3-4 | | | | | | | | |





30**79,5**

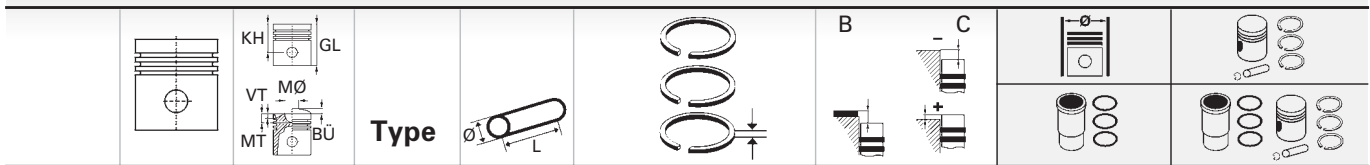
| | | | | | | | | | | |
|------------|-------------------|---|------|---|----------------------|----|-------|----------|--------|----------|
| AJM | 11.1998 → 07.2001 | D | (A) | 4 | 1896 cm ³ | 2V | 85 kW | (115 PS) | 19,5:1 | 95,50 mm |
| ATJ | 01.1999 → 08.2000 | D | (LA) | 4 | 1896 cm ³ | 2V | 85 kW | (116 PS) | 18:1 | 95,50 mm |
| AUY | 01.2000 → 03.2010 | D | (LA) | 4 | 1896 cm ³ | 2V | 85 kW | (116 PS) | 18:1 | 95,50 mm |
| BVK | 11.2005 → 03.2010 | D | (LA) | 4 | 1896 cm ³ | 2V | 85 kW | (116 PS) | 18:1 | 95,50 mm |

| | | | | | | | | | |
|---|---|--|--------------------------|----------|------------------------------|----------------------|--|--------------|-------------------------------|
|  | 4 | KH 45,8 VT1 -1,30 MT -17,8 MØ 38 GL 69,8 | RTK KKK KBB TPL | 26 66 | 1 R 1,75 1 M 2 1 DSF 3 | PC G6 CR G1 CR | | 79,51 | 99 842 600 [1], [2] |
|  | | KH 45,55 VT1 -1,30 MT -17,8 MØ 38 GL 69,55 | HKÜ | | | | | 80,01 | 99 842 620 [1], [2] |
|  | 4 | KH 45,8 VT1 -1,30 MT -17,8 MØ 38 GL 69,8 | RTK KKK KBB TPL | 26 66 | 1 R 1,75 1 M 2 1 DSF 3 | PC G6 CR G1 CR | | 79,51 | 99 843 600 [1], [3] |
|  | | KH 45,55 VT1 -1,30 MT -17,8 MØ 38 GL 69,55 | HKÜ | | | | | 80,01 | 99 843 620 [1], [3] |

| | | | | | | | | | |
|-----|---|--|--|--|--|--|--|--|--|
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цил. | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor толщина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | | |
| | 1 | 1,53 | +0,8 | +0,9 | | | | | |
| | 2 | 1,57 | +0,9 | +1,0 | | | | | |
| | 3 | 1,61 | +1,0 | +1,1 | | | | | |
| [2] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 1-2 | | | | | | | | |
| [3] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 3-4 | | | | | | | | |



| 32 | | 79,5 | | Type | | Ø | | L | | B | | C | |
|--|--|--|--|--|------------------------------|----------------------|--------------|----------|--------|-------------------------------|--|----------|--|
| ARL | 09.2000 → 06.2006 | D | (LA) | 4 | 1896 cm ³ | 2V | 110 kW | (150 PS) | 19,5:1 | 95,50 mm | | | |
| ASZ | 04.2001 → 03.2010 | D | (LA) | 4 | 1896 cm ³ | 2V | 96 kW | (130 PS) | 19:1 | 95,50 mm | | | |
| AVF | 10.2000 → 05.2005 | D | (LA) | 4 | 1896 cm ³ | 2V | 96 kW | (130 PS) | 19:1 | 95,50 mm | | | |
| AWX | 10.2000 → 05.2005 | D | (A) | 4 | 1896 cm ³ | 2V | 96 kW | (130 PS) | 19:1 | 95,50 mm | | | |
| AXB Euro 3 | 04.2003 → 11.2009 | D | (LA) | 4 | 1896 cm ³ | 2V | 77 kW | (105 PS) | 18,5:1 | 95,50 mm | | | |
| AXC Euro 3 | 04.2003 → 11.2009 | D | (LA) | 4 | 1896 cm ³ | 2V | 63 kW | (85 PS) | 19,5:1 | 95,50 mm | | | |
| BLT | 11.2003 → 11.2009 | D | (LA) | 4 | 1896 cm ³ | 2V | 96 kW | (130 PS) | 19:1 | 95,50 mm | | | |
|  | 4 | KH 45,8 VT1 -1,10 MT -17,5 MØ 38 GL 69,8 | RTK KKK KBB TPL | 26 66 | 1 R 1,75 1 M 2 1 DSF 3 | PC G6 CR G1 CR | 79,51 | | | 99 470 600 [1], [2] | | | |
|  | | KH 45,55 VT1 -1,10 MT -17,5 MØ 38 GL 69,55 | HKÜ | | | | 80,01 | | | 99 470 620 [1], [2] | | | |
|  | 4 | KH 45,8 VT1 -1,10 MT -17,5 MØ 38 GL 69,8 | RTK KKK KBB TPL | 26 66 | 1 R 1,75 1 M 2 1 DSF 3 | PC G6 CR G1 CR | 79,51 | | | 99 471 600 [1], [3] | | | |
|  | | KH 45,55 VT1 -1,10 MT -17,5 MØ 38 GL 69,55 | HKÜ | | | | 80,01 | | | 99 471 620 [1], [3] | | | |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндров | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | | | | | | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor толщина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | | | | | | |
| | 1 | 1,45 | +0,91 | +1,00 | | | | | | | | | |
| | 2 | 1,53 | +1,01 | +1,10 | | | | | | | | | |
| | 3 | 1,61 | +1,11 | +1,20 | | | | | | | | | |
| [2] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 1-2 | | | | | | | | | | | | |
| [3] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 3-4 | | | | | | | | | | | | |



| | | | | | | | | | | |
|------------|-------------------|---|------|---|----------------------|----|-------|----------|--------|----------|
| 33 | 79,5 | | | | | | | | | |
| BJB | 02.2004 → 08.2010 | D | (LA) | 4 | 1896 cm ³ | 2V | 77 kW | (105 PS) | 19:1 | 95,50 mm |
| BXE | 03.2005 → | D | (LA) | 4 | 1896 cm ³ | 2V | 77 kW | (105 PS) | 19:1 | 95,50 mm |
| BXF | 02.2006 → 05.2010 | D | (LA) | 4 | 1896 cm ³ | 2V | 66 kW | (90 PS) | 19,5:1 | 95,50 mm |
| BXJ | 06.2006 → 05.2010 | D | (LA) | 4 | 1896 cm ³ | 2V | 66 kW | (90 PS) | 19,5:1 | 95,50 mm |

| | | | | | | | | |
|----------------------|---|-----|----------|------------------------------|----------------------|--|--------------|-------------------------------------|
| 4 079 155 | KH 45,8 VT1 -0,70 MT -17,34 MØ 38 GL 69,8 | RTK | 26 66 | 1 R 1,75 1 M 2 1 DSF 3 | CK G6 G3 CR | | 79,51 | 40 421 600 [1], [2], [3] |
| | | HKÜ | | | | | 79,76 | 40 421 610 NEW [1] |
| | | HKÜ | | | | | 80,01 | 40 421 620 NEW [1] |
| 4 079 155 | KH 45,8 VT1 -0,70 MT -17,34 MØ 38 GL 69,8 | RTK | 26 66 | 1 R 1,75 1 M 2 1 DSF 3 | CK G6 G3 CR | | 79,51 | 40 422 600 [2], [3], [4] |
| | | HKÜ | | | | | 79,76 | 40 422 610 NEW [4] |
| | | HKÜ | | | | | 80,01 | 40 422 620 NEW [4] |
| 4 079 143 | KH 45,8 VT1 -1,10 MT -17,75 MØ 38 GL 69,8 | RTK | 26 66 | 1 R 1,75 1 M 2 1 DSF 3 | PC G6 CR G1 CR | | 79,51 | 99 850 600 [1], [2], [5] |
| | | HKÜ | | | | | 80,01 | 99 850 620 [1], [2], [5] |
| | | HKÜ | | | | | 80,01 | 99 851 600 [2], [4], [5] |
| 4 079 143 | KH 45,8 VT1 -1,10 MT -17,75 MØ 38 GL 69,8 | RTK | 26 66 | 1 R 1,75 1 M 2 1 DSF 3 | PC G6 CR G1 CR | | 79,51 | 99 851 600 [2], [4], [5] |
| | | HKÜ | | | | | 80,01 | 99 851 620 [2], [4], [5] |
| | | HKÜ | | | | | 80,01 | 99 851 620 [2], [4], [5] |

[1] für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 1-2

[2] Austausch nur mit identischer Kolbenausführung!
 Replace with identical piston design only!
 Piston à canal de refroidissement avec douille!
 Remplacement uniquement par type de piston identique!
 Замена только на идентичное исполнение поршня!

Fortsetzung nächste Seite / continued on next page / suite page suivante / continuación página próxima / Продолжение на следующей странице



| | | | Type | | | B | C | | | |
|-----|---|--|--|--|--|---|---|--|--|--|
| [3] | <p>Einbauspiel 0,05mm - 0,06mm beachten. Öldüse mit der OE Nr. 028 103 157A mitverwenden. Please check clearance should be 0,05mm -0,06mm. Please use oil jet with OE Nr.028 103 157 A. Observer le jeu au montage de 0,05mm à 0,06mm. Utiliser en même temps le gicleur d'huile avec le No OE 028 103 157A. Observar la holgura de montaje de 0,05mm - 0,06mm. Utilizar también la tobera de aceite con el n° OE 028 103 157A. Учитывать монтажный зазор 0,05 мм – 0,06 мм. Также использовать масляную форсунку с р О.Е. 028 103 157A.</p> | | | | | | | | | |
| [4] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 3-4 | | | | | | | | | |
| [5] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цил. | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | | | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor толщина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | | | |
| | 1 | 1,45 | +0,91 | +1,00 | | | | | | |
| | 2 | 1,53 | +1,01 | +1,10 | | | | | | |
| | 3 | 1,61 | +1,11 | +1,20 | | | | | | |

34



79,5

| | | | | | | | | | |
|--|---|---|-------------------|----------------------|------------------------------|-------------------|----------|--------|------------------------------|
| BLS | 05.2004 → 10.2010 | D (LA) | 4 | 1896 cm ³ | 2V | 77 kW | (105 PS) | 19:1 | 95,50 mm |
| BMT | 05.2006 → 11.2009 | D (LA) | 4 | 1896 cm ³ | 2V | 74 kW | (101 PS) | 19:1 | 95,50 mm |
| BSU | 09.2005 → 08.2010 | D (LA) | 4 | 1896 cm ³ | 2V | 55 kW | (70 PS) | 19,5:1 | 95,50 mm |
| | 4 | KH 45,8 VT1 -0,70 MT -17,34 MØ 38 GL 69,8 | RTK TPL KBB | 26 66 | 1 R 1,75 1 M 2 1 DSF 3 | CK G6 G3 CR | 79,51 | | 40 421 600 [1], [2], [3] |
| | | | | | | | 79,76 | | 40 421 610 NEW [1] |
| | | KH 45,55 VT1 -0,70 MT -17,34 MØ 38 GL 69,55 | HKÜ | | | | 80,01 | | 40 421 620 NEW [1] |
| | 4 | KH 45,8 VT1 -0,70 MT -17,34 MØ 38 GL 69,8 | RTK TPL KBB | 26 66 | 1 R 1,75 1 M 2 1 DSF 3 | CK G6 G3 CR | 79,51 | | 40 422 600 [2], [3], [4] |
| | | | | | | | 79,76 | | 40 422 610 NEW [4] |
| | | KH 45,55 VT1 -0,70 MT -17,34 MØ 38 GL 69,55 | HKÜ | | | | 80,01 | | 40 422 620 NEW [4] |
| [1] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 1-2 | | | | | | | | |
| [2] | Austausch nur mit identischer Kolbenausführung! Replace with identical piston design only! Piston à canal de refroidissement avec douille! Remplacement uniquement par type de piston identique! Замена только на идентичное исполнение поршня! | | | | | | | | |
| Fortsetzung nächste Seite / continued on next page / suite page suivante / continuación página próxima / Продолжение на следующей странице | | | | | | | | | |

| | | | | | | | |
|-----|---|-------------|--|--|--|--|--|
| | | Type | | | | | |
| [3] | <p>Einbauspiel 0,05mm - 0,06mm beachten. Öldüse mit der OE Nr. 028 103 157A mitverwenden. Please check clearance should be 0,05mm -0,06mm. Please use oil jet with OE Nr.028 103 157 A. Observer le jeu au montage de 0,05mm à 0,06mm. Utiliser en même temps le gicleur d'huile avec le No OE 028 103 157A. Observar la holgura de montaje de 0,05mm - 0,06mm. Utilizar también la tobera de aceite con el n° OE 028 103 157A. Учитывать монтажный зазор 0,05 мм – 0,06 мм. Также использовать масляную форсунку с р О.Е. 028 103 157A.</p> | | | | | | |
| [4] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 3-4 | | | | | | |

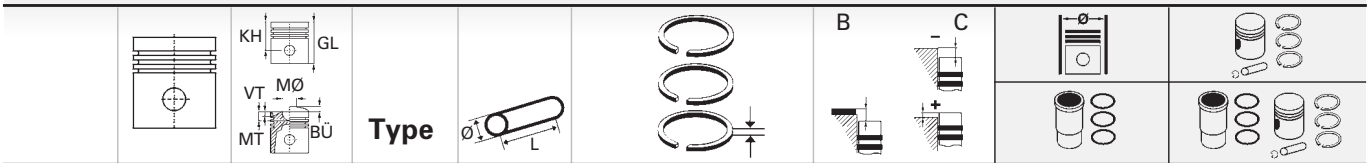
35 81

| | | | | | | | | | |
|------------|-------------------|---|---|----------------------|----|-------|---------|-----|----------|
| ABN | 08.1989 → | B | 4 | 1595 cm ³ | 2V | 55 kW | (75 PS) | 9:1 | 77,40 mm |
| ABX | 05.1991 → 01.2004 | B | 4 | 1595 cm ³ | 2V | 53 kW | (72 PS) | 9:1 | 77,40 mm |
| ACR | 03.1992 → 01.2004 | B | 4 | 1595 cm ³ | 2V | 53 kW | (72 PS) | 9:1 | 77,40 mm |
| DT | 08.1981 → 03.1988 | B | 4 | 1595 cm ³ | 2V | 55 kW | (75 PS) | 9:1 | 77,40 mm |
| DTA | 08.1986 → 03.1988 | B | 4 | 1595 cm ³ | 2V | 51 kW | (70 PS) | 9:1 | 77,40 mm |
| EW | 08.1981 → 07.1992 | B | 4 | 1595 cm ³ | 2V | 55 kW | (75 PS) | 9:1 | 77,40 mm |
| EZ | 08.1983 → | B | 4 | 1595 cm ³ | 2V | 55 kW | (75 PS) | 9:1 | 77,40 mm |
| EZA | 08.1985 → 07.1987 | B | 4 | 1595 cm ³ | 2V | 51 kW | (70 PS) | 9:1 | 77,40 mm |
| HM | 08.1983 → 07.1992 | B | 4 | 1595 cm ³ | 2V | 60 kW | (82 PS) | 9:1 | 77,40 mm |
| HN | 08.1983 → 07.1989 | B | 4 | 1595 cm ³ | 2V | 55 kW | (75 PS) | 9:1 | 77,40 mm |
| JU | 08.1981 → 07.1986 | B | 4 | 1595 cm ³ | 2V | 55 kW | (75 PS) | 9:1 | 77,40 mm |
| PN | 08.1985 → | B | 4 | 1595 cm ³ | 2V | 51 kW | (70 PS) | 9:1 | 77,40 mm |
| PP | 03.1987 → 03.1988 | B | 4 | 1595 cm ³ | 2V | 51 kW | (70 PS) | 9:1 | 77,40 mm |
| RE | 08.1983 → 07.1991 | B | 4 | 1595 cm ³ | 2V | 53 kW | (72 PS) | 9:1 | 77,40 mm |
| RF | 08.1986 → | B | 4 | 1595 cm ³ | 2V | 53 kW | (72 PS) | 9:1 | 77,40 mm |
| RL | 08.1986 → 03.1988 | B | 4 | 1595 cm ³ | 2V | 53 kW | (72 PS) | 9:1 | 77,40 mm |
| 1F | 08.1988 → 09.1997 | B | 4 | 1595 cm ³ | 2V | 55 kW | (75 PS) | 9:1 | 77,40 mm |

| | | | | | | | | |
|--|--------------|---------|-----|----------|-----------|-------|--------------|--------------------------------------|
| | 4 081 098 | KH 35,6 | SRK | 20 57 | 1 R 1,5 | CR G6 | 81,01 | 93 872 600 [1] |
| | | MT -2,3 | | | 1 NM 1,75 | | | |
| | | BÜ +2,2 | | | 1 DSF 3 | CR | | |
| | | KH 35,3 | HKÜ | | | | 81,26 | 93 872 610 [1] |
| | | MT -2,3 | HKÜ | | | | 81,51 | 93 872 620 [1] (93 694) |
| | | BÜ +2,2 | | | | | | |
| | | GL 66,8 | | | | | | |
| | | GL 66,5 | | | | | | |

[1] nur satzweise austauschbar
 exchangeable only in sets
 remplacement seulement sous forme de jeu
 sólo se puede cambiar el juego completo
 заменяемо только комплектами

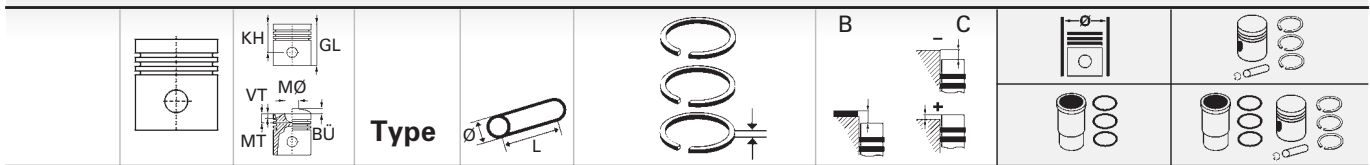
V




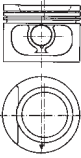
| 36 | 81 | | | | | | | | |
|-----|-------------------|---|---|----------------------|----|-------|----------|--------|----------|
| ABS | 08.1991 → 12.1996 | B | 4 | 1781 cm ³ | 2V | 66 kW | (90 PS) | 10:1 | 86,40 mm |
| ADZ | 10.1993 → | B | 4 | 1781 cm ³ | 2V | 66 kW | (90 PS) | 9/10:1 | 86,40 mm |
| DS | 08.1981 → 07.1988 | B | 4 | 1781 cm ³ | 2V | 66 kW | (90 PS) | 9:1 | 86,40 mm |
| DX | 08.1981 → 07.1992 | B | 4 | 1781 cm ³ | 2V | 82 kW | (112 PS) | 10:1 | 86,40 mm |
| DZ | 08.1981 → 07.1984 | B | 4 | 1781 cm ³ | 2V | 82 kW | (112 PS) | 10:1 | 86,40 mm |
| EV | 12.1983 → 07.1987 | B | 4 | 1781 cm ³ | 2V | 82 kW | (112 PS) | 10:1 | 86,40 mm |
| GU | 08.1983 → | B | 4 | 1781 cm ³ | 2V | 66 kW | (90 PS) | 10:1 | 86,40 mm |
| GX | 08.1983 → 07.1988 | B | 4 | 1781 cm ³ | 2V | 66 kW | (90 PS) | 10:1 | 86,40 mm |
| GZ | 01.1984 → 07.1988 | B | 4 | 1781 cm ³ | 2V | 82 kW | (112 PS) | 10:1 | 86,40 mm |
| HT | 01.1985 → 07.1985 | B | 4 | 1781 cm ³ | 2V | 77 kW | (105 PS) | 10:1 | 86,40 mm |
| HV | 08.1983 → 07.1987 | B | 4 | 1781 cm ³ | 2V | 66 kW | (90 PS) | 9:1 | 86,40 mm |
| JH | 05.1983 → 07.1993 | B | 4 | 1781 cm ³ | 2V | 70 kW | (95 PS) | 10:1 | 86,40 mm |
| JV | 08.1983 → | B | 4 | 1781 cm ³ | 2V | 66 kW | (90 PS) | 9:1 | 86,40 mm |
| KT | 08.1983 → 07.1989 | B | 4 | 1781 cm ³ | 2V | 82 kW | (112 PS) | 10:1 | 86,40 mm |
| PB | 01.1987 → | B | 4 | 1781 cm ³ | 2V | 82 kW | (112 PS) | 10:1 | 86,40 mm |
| PF | 01.1987 → | B | 4 | 1781 cm ³ | 2V | 79 kW | (107 PS) | 10:1 | 86,40 mm |
| RG | 02.1986 → 07.1987 | B | 4 | 1781 cm ³ | 2V | 79 kW | (107 PS) | 10:1 | 86,40 mm |
| RH | 08.1986 → | B | 4 | 1781 cm ³ | 2V | 62 kW | (84 PS) | 10:1 | 86,40 mm |
| RV | 08.1987 → | B | 4 | 1781 cm ³ | 2V | 77 kW | (105 PS) | 10:1 | 86,40 mm |
| 1P | 08.1988 → 07.1991 | B | 4 | 1781 cm ³ | 2V | 72 kW | (98 PS) | 9:1 | 86,40 mm |
| 2H | 08.1989 → 07.1993 | B | 4 | 1781 cm ³ | 2V | 72 kW | (98 PS) | 9:1 | 86,40 mm |

| | | | | | | | | | |
|--|--------------|--|-----|----------|--|--|--|-------|--|
| | 4 081 099 | KH 32,2 | SRK | 20 57 | 1 M 1,5 MO G6 1 NM 1,75 1 DSF 3 CR | | | 81,01 | 93 928 600 [1] |
| | | KH 31,9 | HKÜ | | | | | 81,26 | 93 928 610 [1] |
| | | MT -4,4 MØ 56 BÜ +1,3 GL 62,5 | HKÜ | | | | | 81,51 | 93 928 620 [1] |
| | | | HKÜ | | | | | 82,01 | 93 928 630 [1] (92 249, 93 618, 93 873) |

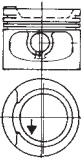
[1] nur satzweise austauschbar
exchangeable only in sets
remplacement seulement sous forme de jeu
sólo se puede cambiar el juego completo
заменяемо только комплектами




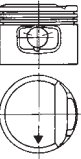
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|------------|---|-----------|---|----------------------|----|-------|---------|------|----------|--|
| 37 |  | 81 | | | | | | | | |
| AAM | 08.1990 → | B | 4 | 1781 cm ³ | 2V | 55 kW | (75 PS) | 9:1 | 86,40 mm | |
| ACC | 11.1991 → | B | 4 | 1781 cm ³ | 2V | 66 kW | (90 PS) | 10:1 | 86,40 mm | |
| ADD | 08.1993 → 09.2005 | B | 4 | 1781 cm ³ | 2V | 66 kW | (90 PS) | 10:1 | 86,40 mm | |
| ANN | 12.1997 → 10.2000 | B | 4 | 1781 cm ³ | 2V | 55 kW | (75 PS) | 9:1 | 86,40 mm | |
| RP | 08.1986 → | B | 4 | 1781 cm ³ | 2V | 66 kW | (90 PS) | 10:1 | 86,40 mm | |
| 262 | 06.1983 → 03.1994 | B | 4 | 1781 cm ³ | 2V | 50 kW | (67 PS) | | 86,40 mm | |

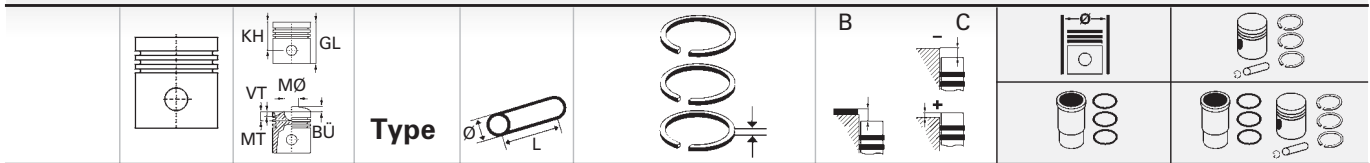
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|---|--|---------|---------|-----|----|---------------|-----------|------------|-------|-------------------------------|
|  | 4 | 081 089 | KH 32,2 | SRK | 20 | 1 R 1,5 CR G6 | 1 NM 1,75 | 1 DSF 3 CR | 81,01 | 93 876 600 [1] |
| | | | MT -8,1 | | | | | | | |
| | | | MØ 56,9 | | | | | | | |
| | | | BÜ +1,3 | | | | | | | |
| | | | GL 62,5 | | | | | | | |
| | | | KH 31,9 | HKÜ | | | | | 81,26 | 93 876 610 [1] |
| | | | MT -8,1 | | | | | | | |
| | | | MØ 56,9 | HKÜ | | | | | 81,51 | 93 876 620 [1] (93 617) |
| | | | BÜ +1,3 | | | | | | | |
| | | | GL 62,2 | | | | | | | |
| [1] | nur satzweise austauschbar exchangeable only in sets remplacement seulement sous forme de jeu sólo se puede cambiar el juego completo заменяемо только комплектами | | | | | | | | | |


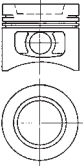
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|------------|---|-----------|---|----------------------|----|-------|---------|------|----------|--|
| 38 |  | 81 | | | | | | | | |
| ABG | 10.1990 → 06.1993 | B | 4 | 1781 cm ³ | 2V | 61 kW | (83 PS) | 9:1 | 86,40 mm | |
| JN | 08.1983 → 06.1993 | B | 4 | 1781 cm ³ | 2V | 66 kW | (90 PS) | 10:1 | 86,40 mm | |


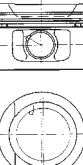
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|---|--|---------|---------|-----|----|---------------|-----------|------------|-------|-------------------------------|
|  | 4 | 081 089 | KH 32,2 | SRK | 20 | 1 R 1,5 CR G6 | 1 NM 1,75 | 1 DSF 3 CR | 81,01 | 93 875 600 [1] |
| | | | MT -8,1 | | | | | | | |
| | | | MØ 60 | | | | | | | |
| | | | BÜ +1,3 | | | | | | | |
| | | | GL 62,5 | | | | | | | |
| | | | KH 31,9 | HKÜ | | | | | 81,26 | 93 875 610 [1] |
| | | | MT -8,1 | | | | | | | |
| | | | MØ 60 | HKÜ | | | | | 81,51 | 93 875 620 [1] (93 616) |
| | | | BÜ +1,3 | | | | | | | |
| | | | GL 62,2 | | | | | | | |
| [1] | nur satzweise austauschbar exchangeable only in sets remplacement seulement sous forme de jeu sólo se puede cambiar el juego completo заменяемо только комплектами | | | | | | | | | |


| | | | | | | | | | | |
|-----------|---|-----------|---|----------------------|----|--------|----------|------|----------|--|
| 39 |  | 81 | | | | | | | | |
| KR | 08.1984 → 07.1992 | B | 4 | 1781 cm ³ | 4V | 100 kW | (136 PS) | 10:1 | 86,40 mm | |
| PL | 08.1985 → 07.1992 | B | 4 | 1781 cm ³ | 4V | 95 kW | (129 PS) | 10:1 | 86,40 mm | |

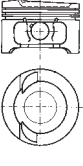
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|---|---|---------|---------|-----|----|---------------|-----------|------------|-------|------------|
|  | 4 | 081 130 | KH 33,4 | RK | 20 | 1 R 1,5 CR G6 | 1 NM 1,75 | 1 SLF 3 CR | 81,01 | 93 117 600 |
| | | | BÜ +0,6 | | | | | | | |
| | | | GL 63 | | | | | | | |
| | | | KH 33,1 | HKÜ | | | | | 81,51 | 93 117 610 |
| | | | BÜ +0,6 | | | | | | | |
| | | | GL 62,7 | | | | | | | |

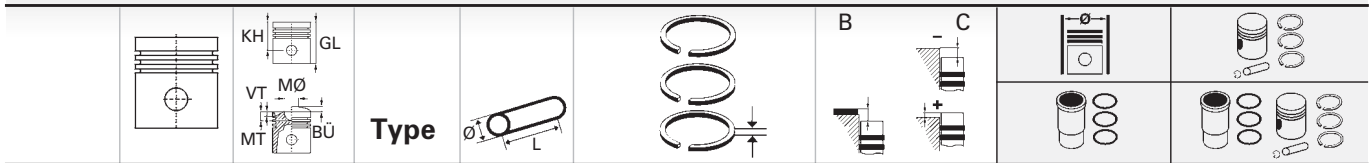


| 40 | |  81 | | | | | | | | | | | | |
|---|-------|---|-----|----|-----------|-------|----------------------|----|------------|--------------|-----|--------------|-------------------|--|
| PG | | 08.1988 → 07.1993 | | B | (A) | 4 | 1781 cm ³ | 2V | 110-118 kW | (150-160 PS) | 8:1 | 86,40 mm | | |
|  | 4 | KH 39,5 | | 22 | 1 M 1,5 | MO G6 | | | | | | 81,01 | 92 021 600 | |
| | 81V64 | MT -8,6 | | 67 | 1 NM 1,75 | | | | | | | 81,26 | 92 021 610 | |
| | | BÜ +1,95 | HKÜ | | 1 DSF 3 | CR | | | | | | 81,51 | 92 021 620 | |
| | | GL 71,45 | | | | | | | | | | | | |
| | | KH 39,2 | HKÜ | | | | | | | | | | | |
| | | MT -8,6 | HKÜ | | | | | | | | | | | |
| | | BÜ +1,95 | | | | | | | | | | | | |
| | | GL 71,15 | | | | | | | | | | | | |

| 41 | |  81 | | | | | | | | | | | | |
|---|---------|---|--|--------|----------|-------|----------------------|----|-------|----------|-------|--------------|-------------------|--|
| AAC | | 09.1990 → 06.2003 | | B | | 4 | 1998 cm ³ | 2V | 62 kW | (84 PS) | 8,5:1 | 95,50 mm | | |
| AAF | | 09.1990 → 10.1996 | | B | | 5 | 2461 cm ³ | 2V | 81 kW | (110 PS) | 8,5:1 | 95,50 mm | | |
| AEU | | 08.1996 → 06.2003 | | B | | 5 | 2461 cm ³ | 2V | 81 kW | (110 PS) | 10:1 | 95,50 mm | | |
|  | 4/5 | KH 38,35 | | 24,015 | 1 R 1,75 | CR G6 | | | | | | 81,01 | 90 942 600 | |
| | 081 127 | MT -10,5 | | 56 | 1 NM 2 | | | | | | | 81,51 | 90 942 620 | |
| | | BÜ +1,1 | | | 1 DSF 3 | CR | | | | | | | | |
| | | GL 63,45 | | | | | | | | | | | | |

| 42 | |  81 | | | | | | | | | | | | |
|------------|--|---|--|---|--|---|----------------------|----|------------|--------------|--------|----------|--|--|
| AAA | | 06.1991 → | | B | | 6 | 2792 cm ³ | 2V | 120-128 kW | (163-174 PS) | 10:1 | 90,30 mm | | |
| AES | | 01.1996 → 05.2000 | | B | | 6 | 2792 cm ³ | 2V | 103 kW | (140 PS) | 10:1 | 90,30 mm | | |
| AFP | | 11.1998 → 06.2002 | | B | | 6 | 2792 cm ³ | 4V | 130 kW | (177 PS) | 10:1 | 90,30 mm | | |
| AGZ | | 09.1997 → 05.2006 | | B | | 5 | 2324 cm ³ | 2V | 110 kW | (150 PS) | 10,1:1 | 90,20 mm | | |
| AMY | | 04.1998 → 02.2000 | | B | | 6 | 2792 cm ³ | 2V | 128 kW | (174 PS) | 10:1 | 90,30 mm | | |

| | | | | | | | | | | | | | |
|---|---------|----------|--|----|-----------|-------|--|--|--|--|--|--------------|-------------------|
|  | 5/6 | KH 30,45 | | 20 | 1 M 1,5 | MO G6 | | | | | | 81,01 | 91 033 600 |
| | 081 126 | MT -5,5 | | 57 | 1 NM 1,75 | | | | | | | 81,51 | 91 033 610 |
| | | BÜ +4,33 | | | 1 DSF 3 | CR | | | | | | 82,01 | 91 033 620 |
| | | GL 58,78 | | | | | | | | | | | |



| 46 | | 81 | | Type | | Ø | | L | | B | | C | | Ø | | Ø | |
|-----|-------------------|----|--|------|----------------------|----|-------|----------|--------|----------|--|---|--|---|--|---|--|
| ALZ | 10.2000 → 05.2005 | B | | 4 | 1595 cm ³ | 2V | 75 kW | (102 PS) | 10,3:1 | 77,40 mm | | | | | | | |
| ANA | 01.1997 → 08.2000 | B | | 4 | 1595 cm ³ | 2V | 74 kW | (101 PS) | 10,3:1 | 77,40 mm | | | | | | | |
| AVU | 09.2000 → 04.2002 | B | | 4 | 1595 cm ³ | 2V | 75 kW | (102 PS) | 10,3:1 | 77,40 mm | | | | | | | |
| AYD | 06.2000 → | B | | 4 | 1595 cm ³ | 2V | 75 kW | (102 PS) | 10,5:1 | 77,40 mm | | | | | | | |
| BFQ | 05.2002 → 06.2006 | B | | 4 | 1595 cm ³ | 2V | 75 kW | (102 PS) | 10,2:1 | 77,40 mm | | | | | | | |
| BFS | 06.2002 → | B | | 4 | 1595 cm ³ | 2V | 75 kW | (102 PS) | 10,5:1 | 77,40 mm | | | | | | | |
| BGU | 07.2003 → 07.2007 | B | | 4 | 1595 cm ³ | 2V | 75 kW | (102 PS) | 10,5:1 | 77,40 mm | | | | | | | |
| BSE | 05.2005 → | B | | 4 | 1595 cm ³ | 2V | 75 kW | (102 PS) | 10,3:1 | 77,40 mm | | | | | | | |
| BSF | 05.2005 → | B | | 4 | 1595 cm ³ | 2V | 75 kW | (102 PS) | 10,3:1 | 77,40 mm | | | | | | | |

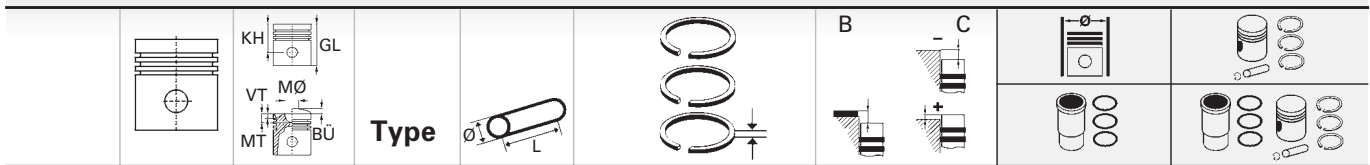
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|--|---------|---------------------------------|-----|----------|------------------------------|-------------------|--|--|--|--|-------|------------|
| | 4 | KH 29,7 MT -2,7 GL 50,7 | TPL | 19 42 | 1 R 1 1 NM 1,2 1 SLF 2 | NT ST G3 CR | | | | | 81,01 | 99 792 600 |
| | 081 178 | KH 29,45 MT -2,7 GL 50,45 | HKÜ | | | | | | | | 81,51 | 99 792 620 |

| 47 | | 81 | | Type | | Ø | | L | | B | | C | | Ø | | Ø | |
|-----|-------------------|--------|--|------|----------------------|----|--------|----------|-------|----------|--|---|--|---|--|---|--|
| ARX | 09.2000 → 04.2001 | B (A) | | 4 | 1781 cm ³ | 5V | 110 kW | (150 PS) | 9,5:1 | 86,40 mm | | | | | | | |
| AUM | 05.2000 → 05.2006 | B (LA) | | 4 | 1781 cm ³ | 5V | 110 kW | (150 PS) | 9,5:1 | 86,40 mm | | | | | | | |
| AUQ | 06.2000 → | B (LA) | | 4 | 1781 cm ³ | 5V | 132 kW | (180 PS) | 9,5:1 | 86,40 mm | | | | | | | |
| AWM | 02.2001 → 11.2005 | B (LA) | | 4 | 1781 cm ³ | 5V | 125 kW | (170 PS) | 9,3:1 | 86,40 mm | | | | | | | |
| AWP | 06.2000 → | B (LA) | | 4 | 1781 cm ³ | 5V | 132 kW | (179 PS) | 9,5:1 | 86,40 mm | | | | | | | |
| AWT | 10.2000 → 05.2005 | B (A) | | 4 | 1781 cm ³ | 5V | 110 kW | (150 PS) | 9,5:1 | 86,40 mm | | | | | | | |
| AWU | 10.2000 → | B (A) | | 4 | 1781 cm ³ | 5V | 110 kW | (150 PS) | 9,5:1 | 86,40 mm | | | | | | | |
| AWV | 06.2000 → | B (A) | | 4 | 1781 cm ³ | 5V | 110 kW | (150 PS) | 9,5:1 | 86,40 mm | | | | | | | |
| AWW | 06.2000 → | B (A) | | 4 | 1781 cm ³ | 5V | 110 kW | (150 PS) | 9,5:1 | 86,40 mm | | | | | | | |
| BEK | 06.2001 → | B (LA) | | 4 | 1781 cm ³ | 5V | 132 kW | (179 PS) | 9,5:1 | 86,40 mm | | | | | | | |
| BJX | 09.2005 → 11.2009 | B (LA) | | 4 | 1781 cm ³ | 5V | 110 kW | (150 PS) | 9,5:1 | 86,40 mm | | | | | | | |
| BKF | 07.2004 → | B (LA) | | 4 | 1781 cm ³ | 5V | 110 kW | (150 PS) | 9,5:1 | 86,40 mm | | | | | | | |
| BNU | 07.2004 → | B (LA) | | 4 | 1781 cm ³ | 5V | 132 kW | (179 PS) | 9,5:1 | 86,40 mm | | | | | | | |

| | | | | | | | | | | | | |
|--|---------|--|-----------|----------|---------------------------------|-------------|--|--|--|--|-------|------------|
| | 4 | KH 32,7 MT -1,9 MØ 68,2 GL 53,7 | PK TPL | 19 50 | 1 R 1,5 1 NM 1,75 1 DSF 2 | CR ST G6 | | | | | 81,01 | 40 434 600 |
| | 081 189 | KH 32,4 MT -1,9 MØ 68,2 GL 53,4 | HKÜ | | | | | | | | 81,51 | 40 434 620 |

| 48 | | 81 | | Type | | Ø | | L | | B | | C | | Ø | | Ø | |
|-----|-----------|---|-----|----------|---------------------------------|-------------|-------|---------|-----|----------|-------|-------------------------------|--|---|--|---|--|
| ADF | 04.1994 → | G | | 4 | 1781 cm ³ | 2V | 55 kW | (75 PS) | 9:1 | 86,40 mm | | | | | | | |
| | 4 | KH 32,2 MT -8,1 MØ 56,9 BÜ +1,3 GL 62,5 | SRK | 20 57 | 1 R 1,5 1 NM 1,75 1 DSF 3 | CR G6 CR | | | | | 81,01 | 93 876 600 [1] | | | | | |
| | 081 089 | KH 31,9 MT -8,1 MØ 56,9 BÜ +1,3 GL 62,2 | HKÜ | | | | | | | | 81,26 | 93 876 610 [1] | | | | | |
| | | | HKÜ | | | | | | | | 81,51 | 93 876 620 [1] (93 617) | | | | | |

[1] nur satzweise austauschbar
exchangeable only in sets
remplacement seulement sous forme de jeu
sólo se puede cambiar el juego completo
заменяемо только комплектами



| 49 | 81 | | | | | | | | | | |
|-----|-------------------|---|------|---|----------------------|----|--------|----------|--------|----------|--|
| ACV | 07.1995 → 09.2003 | D | (LA) | 5 | 2461 cm ³ | 2V | 75 kW | (102 PS) | 19,5:1 | 95,50 mm | |
| AGX | 05.1996 → 04.2001 | D | | 5 | 2461 cm ³ | 2V | 55 kW | (75 PS) | 19,5:1 | 95,50 mm | |
| AHD | 05.1996 → 05.1999 | D | (LA) | 5 | 2461 cm ³ | 2V | 75 kW | (102 PS) | 19,5:1 | 95,50 mm | |
| AHY | 05.1998 → 04.2001 | D | (LA) | 5 | 2461 cm ³ | 2V | 111 kW | (151 PS) | 19,5:1 | 95,50 mm | |
| AJT | 05.1998 → 09.2003 | D | (A) | 5 | 2461 cm ³ | 2V | 65 kW | (88 PS) | 19,5:1 | 95,50 mm | |
| ANF | 02.2002 → | D | | 5 | 2461 cm ³ | 2V | 55 kW | (75 PS) | 19,5:1 | 95,50 mm | |
| ANG | 02.2002 → | D | (A) | 5 | 2461 cm ³ | 2V | 88 kW | (120 PS) | 19,5:1 | 95,50 mm | |
| ANH | 02.2002 → | D | (A) | 5 | 2461 cm ³ | 2V | 111 kW | (150 PS) | 19,5:1 | 95,50 mm | |
| ANJ | 05.1999 → 07.2006 | D | (A) | 5 | 2461 cm ³ | 2V | 80 kW | (109 PS) | 19,5:1 | 95,50 mm | |
| APA | 05.1999 → 04.2001 | D | (A) | 5 | 2461 cm ³ | 2V | 66 kW | (90 PS) | 19,5:1 | 95,50 mm | |
| AUF | 05.1998 → 09.2003 | D | (LA) | 5 | 2461 cm ³ | 2V | 75 kW | (102 PS) | 19,5:1 | 95,50 mm | |
| AXG | 05.1998 → 09.2003 | D | (A) | 5 | 2461 cm ³ | 2V | 111 kW | (151 PS) | 19,5:1 | 95,50 mm | |
| AXL | 04.2001 → 09.2003 | D | (LA) | 5 | 2461 cm ³ | 2V | 75 kW | (102 PS) | 19,5:1 | 95,50 mm | |
| AYC | 04.2001 → 09.2003 | D | (A) | 5 | 2461 cm ³ | 2V | 75 kW | (102 PS) | 19,5:1 | 95,50 mm | |
| AYY | 09.2000 → 09.2003 | D | (A) | 5 | 2461 cm ³ | 2V | 65 kW | (88 PS) | 19,5:1 | 95,50 mm | |
| BBE | 04.2001 → 07.2006 | D | (A) | 5 | 2461 cm ³ | 2V | 61 kW | (83 PS) | 19,5:1 | 95,50 mm | |
| BBF | 04.2001 → 07.2006 | D | (A) | 5 | 2461 cm ³ | 2V | 70 kW | (95 PS) | 19,5:1 | 95,50 mm | |
| BCT | 02.2002 → | D | | 5 | 2461 cm ³ | 2V | 40 kW | (55 PS) | 19,5:1 | 95,50 mm | |
| BCU | 02.2002 → | D | (A) | 5 | 2461 cm ³ | 2V | 74 kW | (101 PS) | 19,5:1 | 95,50 mm | |
| BCV | 02.2002 → | D | (LA) | 5 | 2461 cm ³ | 2V | 108 kW | (147 PS) | 19,5:1 | 95,50 mm | |
| BTW | 04.2005 → | D | (LA) | 5 | 2460 cm ³ | 2V | 121 kW | (165 PS) | 18:1 | 95,50 mm | |

| | | | | | | | | |
|--|--------------|--|------------|----------|---|--|---------------------------|---|
| | 5 081 176 | KH 45,75 VT1 -1,35 MT -17,2 MØ 39,6 GL 69,75 | RTK KBB | 26 68 | 1 R 2,5 MO G6 1 M 2 G3 1 DSF 3 CR | | 81,01 | 99 742 700 [1] |
| | | KH 45,5 VT1 -1,35 MT -17,2 MØ 39,6 GL 69,75 | HKÜ | | | | 81,51 | 99 742 720 [1] (94 922) |
| | 5 081 176 | KH 45,75 VT1 -1,35 MT -17,2 MØ 39,6 GL 69,75 | RTK KBB | 26 68 | 1 R 2,5 MO G6 1 M 2 G3 1 DSF 3 CR | | 81,01 | 99 743 700 [2], [3] |
| | | KH 45,5 VT1 -1,35 MT -17,2 MØ 39,6 GL 69,75 | HKÜ | | | | 81,51 | 99 743 720 [2], [3] (94 923) |
| | T Cyl. | A=84 | C=87 | L=180 | H=4,7 | | 89 586 190 semi | |

[1] für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 1-2

[2] für Zylinder/for cylinder/para cilindro/pour cylindre/для цилиндров 3-5

Fortsetzung nächste Seite / continued on next page / suite page suivante / continuación página próxima / Продолжение на следующей странице



| | | | | | | | | |
|-----|---|--|---|--|--|--|--|--|
| | | | | | | | | |
| [3] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цил. | | Type | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor толщина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | |
| | 1 | 1,53 | +0,8 | +0,9 | | | | |
| | 2 | 1,57 | +0,9 | +1,0 | | | | |
| | 3 | 1,61 | +1,0 | +1,1 | | | | |

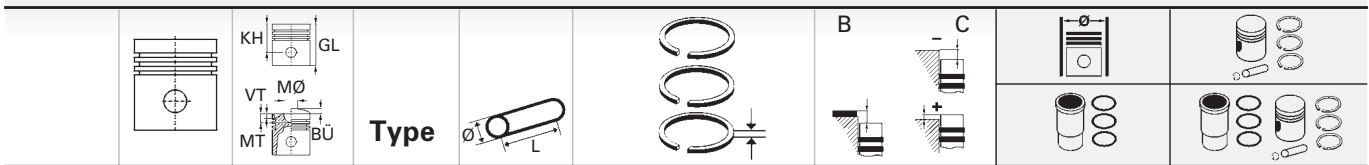
50 **81**


| | | | | | | | | | |
|------------|-------------------|--|------------|----------------------|-----------------------------|-------------------|--------------|--------|-------------------|
| AVR | 12.2002 → 07.2006 | D (LA) | 5 | 2461 cm ³ | 2V | 80 kW | (109 PS) | 19,5:1 | 95,50 mm |
| BBR | 01.2003 → | D (LA) | 5 | 2461 cm ³ | 2V | 80 kW | (109 PS) | 19,5:1 | 95,50 mm |
| | 5 | KH 45,75 VT1 -1,35 MT -16,8 MØ 46 GL 69,75 | RTK KBB | 26 68 | 1 R 2,5 1 M 2 1 DSF 3 | CK G6 G3 CR | 81,01 | | 40 734 600 |
| | | KH 45,5 VT1 -1,35 MT -16,8 MØ 46 GL 69,5 | HKÜ | | | | 81,51 | | 40 734 620 |





51 **81**

| | | | | | | | | | |
|------------|-------------------|--|--------------------------|----------------------|------------------------------|-------------------|--------------|------|-------------------|
| AZV | 02.2003 → 05.2010 | D (LA) | 4 | 1968 cm ³ | 4V | 100 kW | (136 PS) | 18:1 | 95,50 mm |
| BKD | 08.2003 → | D (LA) | 4 | 1968 cm ³ | 4V | 103 kW | (140 PS) | 18:1 | 95,50 mm |
| | 4 | KH 45,8 VT1 -0,70 MT -18 MØ 38 GL 68,8 | TPL KBB RTK KKK | 26 66 | 1 R 1,75 1 M 2 1 DSF 3 | CK G6 G3 CR | 81,01 | | 40 356 600 |
| | | KH 45,55 VT1 -0,70 MT -18 MØ 38 GL 68,55 | HKÜ | | | | 81,26 | | 40 356 610 |
| | | KH 45,55 MT -17,8 MØ 38 GL 68,55 | HKÜ | | | | 81,51 | | 40 356 620 |
| | 4 | KH 45,8 MT -17,8 MØ 38 GL 68,8 | TPL KBB RTK KKK | 26 66 | 1 R 1,75 1 M 2 1 DSF 3 | CK G6 G3 CR | 81,01 | | 40 387 600 |
| | | KH 45,55 MT -17,8 MØ 38 GL 68,55 | HKÜ | | | | 81,26 | | 40 387 610 |
| | | KH 45,55 MT -17,8 MØ 38 GL 68,55 | HKÜ | | | | 81,51 | | 40 387 620 |

V






| | | |
|------------|---|--|
| 52 |  | 81 |
| BGW | 11.2003 → 05.2005 | D (LA) 4 1968 cm ³ 2V 100 kW (136 PS) 18:1 95,50 mm |
| BHW | 11.2003 → 05.2005 | D (LA) 4 1968 cm ³ 2V 100 kW (136 PS) 18,5:1 95,50 mm |
| BMM | 12.2004 → 08.2010 | D (LA) 4 1968 cm ³ 2V 103 kW (140 PS) 18,5:1 95,50 mm |
| BMP | 03.2005 → 05.2009 | D (LA) 4 1968 cm ³ 2V 103 kW (140 PS) 18,5:1 95,50 mm |
| BRT | 11.2005 → 03.2010 | D (LA) 4 1968 cm ³ 2V 103 kW (140 PS) 18,5:1 95,50 mm |
| BVH | 11.2005 → 03.2010 | D (LA) 4 1968 cm ³ 2V 100 kW (136 PS) 18,5:1 95,50 mm |

| | | | | | | | | |
|---|--------------|---|--------------------------|----------|--|--|--------------|--------------------------|
|  | 4 081 191 | KH 45,8 | TPL | 26 66 | 1 R 1,75 CK G6 1 M 2 G3 1 DSF 3 CR | | 81,01 | 40 408 600 [1] |
| | | VT1 -0,70 MT -17,5 MØ 38 GL 68,8 | KBB RTK KKK HKÜ | | | | | |
|  | | KH 45,55 | HKÜ | | | | 81,26 | 40 408 610 [1] |
| | | VT1 -0,70 MT -17,5 MØ 38 GL 68,8 | | | | | 81,51 | 40 408 620 [1] |
|  | 4 081 191 | KH 45,8 | TPL | 26 66 | 1 R 1,75 CK G6 1 M 2 G3 1 DSF 3 CR | | 81,01 | 40 409 600 [2] |
| | | VT1 -0,70 MT -17,5 MØ 38 GL 68,8 | KBB RTK KKK HKÜ | | | | | |
|  | | KH 45,55 | HKÜ | | | | 81,26 | 40 409 610 [2] |
| | | VT1 -0,70 MT -17,5 MØ 38 GL 68,8 | | | | | 81,51 | 40 409 620 [2] |

[1] für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 1-2

[2] für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 3-4

| | | |
|------------|---|---|
| 53 |  | 81 |
| BDJ | 02.2004 → 08.2010 | D 4 1968 cm ³ 2V 51 kW (70 PS) 19:1 95,50 mm |
| BDK | 01.2004 → 11.2008 | D 4 1968 cm ³ 2V 55 kW (75 PS) 19:1 95,50 mm |
| BST | 06.2005 → 08.2010 | D 4 1968 cm ³ 2V 51 kW (70 PS) 19:1 95,50 mm |

| | | | | | | | | |
|---|--------------|---|-----|----------|--|--|--------------|--------------------------|
|  | 4 081 180 | KH 37,8 | RTK | 22 60 | 1 R 1,75 CK G6 1 M 2 G3 1 DSF 3 CR | | 81,01 | 99 832 600 [1] |
| | | VT1 -0,70 MT -17,35 MØ 38 GL 58,3 | TPL | | | | | |
|  | | KH 37,55 | HKÜ | | | | 81,51 | 99 832 620 [1] |
| | | VT1 -0,70 MT -17,35 MØ 38 GL 58,05 | | | | | | |

Fortsetzung nächste Seite / continued on next page / suite page suivante / continuación página próxima / Продолжение на следующей странице



| | | | Type | | | B | C | | |
|-----|---|---|------------|----------|--|---|---|--------------|--------------------------|
| | 4 | KH 37,8 VT1 -0,70 MT -17,35 MØ 38 GL 58,3 | RTK TPL | 22 60 | 1 R 1,75 CK G6 1 M 2 G3 1 DSF 3 CR | | | 81,01 | 99 833 600 [2] |
| | | KH 37,55 VT1 -0,70 MT -17,35 MØ 38 GL 58,05 | HKÜ | | | | | 81,51 | 99 833 620 [2] |
| [1] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 3-4 | | | | | | | | |
| [2] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 1-2 | | | | | | | | |

54 **81**

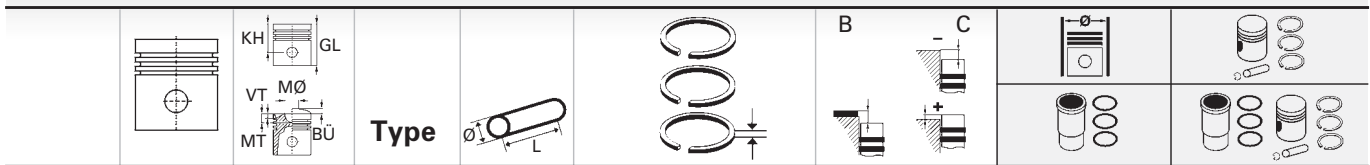
| | | | | | | | | | |
|------------|-------------------|--------|---|----------------------|----|--------|----------|--------|----------|
| BKP | 03.2005 → 05.2009 | D (LA) | 4 | 1968 cm ³ | 4V | 103 kW | (140 PS) | 18,5:1 | 95,50 mm |
| BMA | 03.2005 → 05.2009 | D (LA) | 4 | 1968 cm ³ | 4V | 100 kW | (136 PS) | 18,5:1 | 95,50 mm |
| BMN | 11.2005 → 05.2010 | D (LA) | 4 | 1968 cm ³ | 4V | 125 kW | (170 PS) | 18,5:1 | 95,50 mm |
| BMR | 02.2006 → 05.2009 | D (LA) | 4 | 1968 cm ³ | 4V | 125 kW | (170 PS) | 18:1 | 95,50 mm |
| BUZ | 10.2005 → 05.2009 | D (LA) | 4 | 1968 cm ³ | 4V | 120 kW | (163 PS) | 18:1 | 95,50 mm |
| BVE | 06.2005 → 05.2006 | D (LA) | 4 | 1968 cm ³ | 4V | 90 kW | (122 PS) | 18:1 | 95,50 mm |
| BWV | 03.2005 → 05.2007 | D (LA) | 4 | 1998 cm ³ | 4V | 88 kW | (120 PS) | 18,5:1 | 95,50 mm |




| | | | Type | | | B | C | | |
|--|---|---|--------------------------|----------|--|---|---|--------------|-------------------|
| | 4 | KH 45,8 MT -17,8 MØ 38 GL 68,8 | TPL KBB RTK KKK | 26 66 | 1 R 1,75 CK G6 1 M 2 G3 1 DSF 3 CR | | | 81,01 | 40 387 600 |
| | | KH 45,55 MT -17,8 MØ 38 GL 68,55 | HKÜ | | | | | 81,26 | 40 387 610 |
| | | | | | | | | 81,51 | 40 387 620 |

55 **81**


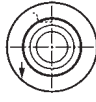
| | | | | | | | | | |
|-------------|-----------|--------|---|----------------------|----|-------|----------|--------|----------|
| BJJ | 04.2006 → | D (LA) | 5 | 2461 cm ³ | 2V | 65 kW | (88 PS) | | 95,50 mm |
| BJK | 04.2006 → | D (LA) | 5 | 2459 cm ³ | 2V | 80 kW | (109 PS) | | 95,50 mm |
| CEBA | 05.2009 → | D | 5 | 2461 cm ³ | | 65 kW | (88 PS) | 16,8:1 | 95,50 mm |
| CEBB | 05.2009 → | D | 5 | 2461 cm ³ | | 80 kW | (109 PS) | 16,8:1 | 95,50 mm |

| | | | Type | | | B | C | | |
|--|---|---|-------------------|----------|---|---|---|--------------|------------------------------|
| | 5 | KH 45,75 MT -16,6 MØ 46 GL 68,75 | TPL KBB RTK | 26 66 | 1 R 2,5 CK G6 1 M 2 G3 1 DSF 3 CR | | | 81,01 | 40 715 600 NEW |
| | | KH 45,5 MT -16,6 MØ 46 GL 68,5 | HKÜ | | | | | 81,26 | 40 715 610 NEW |
| | | | | | | | | 81,51 | 40 715 620 NEW |

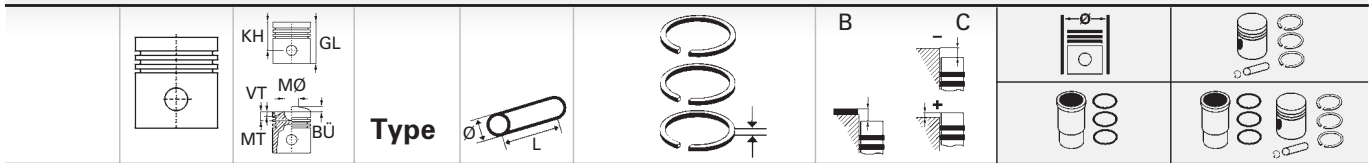


| 56 | |  81 | | | | | | | | | |
|---|-----------|---|--------------------------|----------------------|-----------------------------|-------------------|----------|--------------|-------------------|------------|--|
| BJL | 04.2006 → | D (LA) | 5 | 2459 cm ³ | 2V | 100 kW | (136 PS) | 95,50 mm | | | |
| BJM | 04.2006 → | D (LA) | 5 | 2459 cm ³ | 2V | 120 kW | (163 PS) | 95,50 mm | | | |
| CECA | 05.2009 → | D | 5 | 2461 cm ³ | | 100 kW | (136 PS) | 16,8:1 | 95,50 mm | | |
| CECB | 05.2009 → | D | 5 | 2461 cm ³ | | 120 kW | (163 PS) | 16,8:1 | 95,50 mm | | |
|  | 5 | KH 45,75 MT -16,6 MØ 46 GL 68,75 | TPL KBB RTK KKK | 26 66 | 1 R 2,5 1 M 2 1 DSF 3 | CK G6 G3 CR | | 81,01 | 40 683 600 | NEW | |
|  | 081 196 | | | | | | | 81,26 | 40 683 610 | NEW | |
| | | KH 45,5 MT -16,6 MØ 46 GL 68,5 | HKÜ | | | | | 81,51 | 40 683 620 | NEW | |

| 57 | |  81 | | | | | | | | | |
|--------------------|-------------------|---|---|----------------------|----|--------|----------|----------|----------|--|--|
| CAAA Euro 5 | 08.2009 → | D (LA) | 4 | 1968 cm ³ | 4V | 62 kW | (84 PS) | 95,50 mm | | | |
| CAAB Euro 5 | 08.2009 → | D (LA) | 4 | 1968 cm ³ | 4V | 75 kW | (102 PS) | 95,50 mm | | | |
| CAAC Euro 5 | 08.2009 → | D (LA) | 4 | 1968 cm ³ | 4V | 103 kW | (140 PS) | 95,50 mm | | | |
| CAAD | 05.2011 → | D (LA) | 4 | 1968 cm ³ | 4V | 84 kW | (114 PS) | 95,50 mm | | | |
| CAAE | 05.2010 → | D (LA) | 4 | 1968 cm ³ | 4V | 100 kW | (136 PS) | 95,50 mm | | | |
| CBAA | 11.2007 → 05.2011 | D (LA) | 4 | 1968 cm ³ | 4V | 100 kW | (136 PS) | 16,5:1 | 95,50 mm | | |
| CBAB | 05.2007 → | D (LA) | 4 | 1968 cm ³ | 4V | 103 kW | (140 PS) | 16,5:1 | 95,50 mm | | |
| CBAC | 06.2008 → 11.2010 | D (LA) | 4 | 1968 cm ³ | 4V | 105 kW | (143 PS) | 16,5:1 | 95,50 mm | | |
| CBBB | 02.2008 → | D (LA) | 4 | 1968 cm ³ | 4V | 125 kW | (170 PS) | 16,5:1 | 95,50 mm | | |
| CBDA | 07.2008 → 10.2010 | D (LA) | 4 | 1968 cm ³ | 4V | 100 kW | (136 PS) | 16,5:1 | 95,50 mm | | |
| CBDB | 12.2007 → 11.2012 | D (LA) | 4 | 1968 cm ³ | 4V | 103 kW | (140 PS) | 16,5:1 | 95,50 mm | | |
| CBDC | 10.2008 → 05.2011 | D (LA) | 4 | 1968 cm ³ | 4V | 81 kW | (110 PS) | 16,5:1 | 95,50 mm | | |
| CBEA | 07.2007 → 10.2010 | D (LA) | 4 | 1968 cm ³ | 4V | 103 kW | (140 PS) | 16,5:1 | 95,50 mm | | |
| CCHA | 08.2009 → | D (LA) | 4 | 1968 cm ³ | 4V | 103 kW | (140 PS) | 95,50 mm | | | |
| CCHB | 05.2010 → | D (LA) | 4 | 1968 cm ³ | 4V | 100 kW | (136 PS) | 95,50 mm | | | |
| CDBA | 09.2010 → | D (A) | 4 | 1968 cm ³ | 4V | 90 kW | (122 PS) | 95,50 mm | | | |
| CDCA | 11.2009 → | D (A) | 4 | 1968 cm ³ | 4V | 120 kW | (163 PS) | 95,50 mm | | | |
| CEGA | 07.2008 → | D (LA) | 4 | 1968 cm ³ | 4V | 125 kW | (170 PS) | 18,5:1 | 95,50 mm | | |
| CJAA | 06.2009 → | D (LA) | 4 | 1968 cm ³ | 4V | 103 kW | (140 PS) | 95,50 mm | | | |

| | | | | | | | | | | | |
|---|---------|--|--------------------------|----------|------------------------------|-------------------|--|--------------|-------------------|--|--|
|  | 4 | KH 45,8 MT -12,7 MØ 50,88 GL 68,8 | TPL KBB RTK KKK | 26 66 | 1 R 1,75 1 M 2 1 DSF 3 | CK G6 G3 CR | | 81,01 | 40 558 600 | | |
|  | 081 187 | | | | | | | 81,26 | 40 558 610 | | |

V



| 58 | | 81 | | | | | | | | |
|-------------|-------------------|-----------|---|----------------------|----|--------|----------|----------|----------|--|
| CFFA | 05.2008 → | D (LA) | 4 | 1968 cm ³ | 4V | 100 kW | (136 PS) | 95,50 mm | | |
| CFFB | 03.2008 → | D (LA) | 4 | 1968 cm ³ | 4V | 103 kW | (140 PS) | 95,50 mm | | |
| CFFD | 05.2010 → | D (LA) | 4 | 1968 cm ³ | 4V | 81 kW | (110 PS) | 95,50 mm | | |
| CFFE | 05.2011 → | D (LA) | 4 | 1968 cm ³ | 4V | 85 kW | (116 PS) | 95,50 mm | | |
| CFGB | 11.2007 → | D (LA) | 4 | 1968 cm ³ | 4V | 125 kW | (170 PS) | 16,5:1 | 95,50 mm | |
| CFGC | 05.2009 → | D (A) | 4 | 1968 cm ³ | 4V | 130 kW | (177 PS) | | 95,50 mm | |
| CFHB | 11.2009 → 11.2013 | D (LA) | 4 | 1968 cm ³ | 4V | 100 kW | (136 PS) | 16,5:1 | 95,50 mm | |
| CFHC | 07.2009 → | D (LA) | 4 | 1968 cm ³ | 4V | 103 kW | (140 PS) | 16,5:1 | 95,50 mm | |
| CFHE | 11.2010 → | D (LA) | 4 | 1968 cm ³ | 4V | 62 kW | (85 PS) | 16,5:1 | 95,50 mm | |
| CFHF | 08.2010 → | D (LA) | 4 | 1968 cm ³ | 4V | 81 kW | (110 PS) | 16,5:1 | 95,50 mm | |
| CFJA | 05.2010 → | D (LA) | 4 | 1968 cm ³ | 4V | 125 kW | (170 PS) | 16,5:1 | 95,50 mm | |
| CFJB | 01.2013 → | D (LA) | 4 | 1968 cm ³ | 4V | 130 kW | (177 PS) | 16,5:1 | 95,50 mm | |
| CLCA | 01.2010 → | D (A) | 4 | 1968 cm ³ | 4V | 81 kW | (110 PS) | | 95,50 mm | |
| CLCB | 10.2010 → | D (LA) | 4 | 1968 cm ³ | 4V | 103 kW | (140 PS) | 16,5:1 | 95,50 mm | |
| CLJA | 11.2010 → | D (LA) | 4 | 1968 cm ³ | 4V | 103 kW | (140 PS) | 18,5:1 | 95,50 mm | |
| CLLA | 06.2008 → | D (LA) | 4 | 1968 cm ³ | 4V | 125 kW | (170 PS) | | 95,50 mm | |

| | | | | | | | | | |
|--|---|--|--------------------------|----------|------------------------------|-------------------|--|--------------|-------------------|
| | 4 | KH 45,8 MT -13,1 MØ 50,88 GL 68,8 | TPL KBB RTK KKK | 26 66 | 1 R 1,75 1 M 2 1 DSF 3 | CK G6 G3 CR | | 81,01 | 40 353 600 |
| | | | | | | | | 81,26 | 40 353 610 |

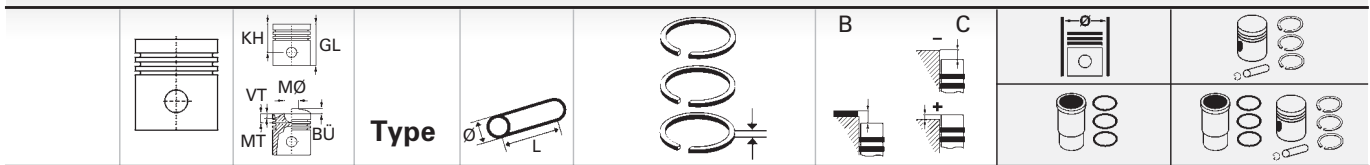
| 59 | | 81,01 | | | | | | | | | |
|--------------------|---|--|-----|----------|--------------------------------|----------------------|----|--------------|-------------------|-------|----------|
| 1.8L AP UDC | | | | B | 4 | 1781 cm ³ | 2V | 70 kW | (96 PS) | 8,5:1 | 86,40 mm |
| | 4 | KH 33,3 MT -4,9 MØ 56 GL 56,3 | | 20 57 | 1 R 1,2 1 NM 1,5 1 SLF 2 | NT ST CR | | 81,01 | 97 328 600 | | |
| | | KH 33 MT -4,9 MØ 56 GL 56 | HKÜ | | | | | 81,51 | 97 328 620 | | |

| 60 | | 82,5 | | | | | | | | | |
|-----------|---|--------------------|-----|----------|-------------------------------|----------------------|----|--------------|-------------------|--------|----------|
| 9A | | | | B | 4 | 1984 cm ³ | 4V | 100 kW | (136 PS) | 10,8:1 | 92,80 mm |
| | 4 | KH 29,8 GL 54,8 | | 20 57 | 1 M 1,2 1 M 1,5 1 DSF 2 | NT ST CR G6 | | 82,51 | 91 504 700 | | |
| | | KH 29,5 GL 54,5 | HKÜ | | | | | 83,01 | 91 504 720 | | |

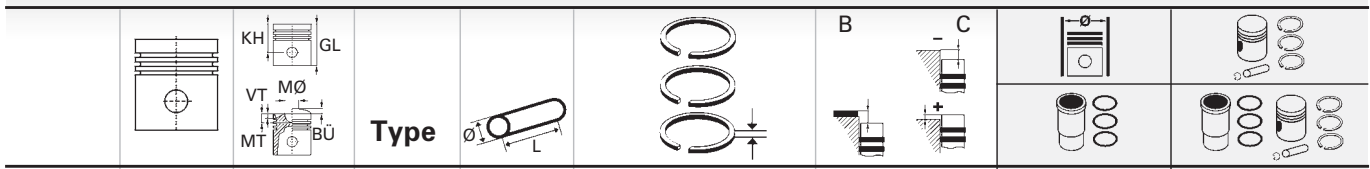


| | | | Type | | | B | C | | | |
|-------------|-------------------|---|------------|----------------------|---|--------|----------|--------------|-------------------|--|
| 61 | 82,5 | | | | | | | | | |
| ADY | 01.1994 → 02.2000 | B | 4 | 1984 cm ³ | 2V | 85 kW | (116 PS) | 10,4:1 | 92,80 mm | |
| AGG | 10.1994 → | B | 4 | 1984 cm ³ | 2V | 85 kW | (116 PS) | 10:1 | 92,80 mm | |
| AKR | 04.1997 → | B | 4 | 1984 cm ³ | 2V | 85 kW | (116 PS) | 10:1 | 92,80 mm | |
| 2E | 03.1990 → 07.1995 | B | 4 | 1984 cm ³ | 2V | 85 kW | (116 PS) | 10,5:1 | 92,80 mm | |
| | 4 | KH 30,9 MT -5 BÜ +0,9 GL 63,8 | | 21 59 | 1 M 1,2 NT ST 1 M 1,5 1 DSF 2 CR G6 | | | 82,51 | 91 128 600 | |
| | 082 182 | KH 30,6 MT -5 BÜ +0,9 GL 63,5 | HKÜ | | | | | 83,01 | 91 128 620 | |
| 62 | 82,5 | | | | | | | | | |
| AGE | 05.1997 → 09.1999 | B | 6 | 2771 cm ³ | 5V | 132 kW | (180 PS) | 10,6:1 | 86,40 mm | |
| AMX | 10.2000 → 05.2005 | B | 6 | 2771 cm ³ | 5V | 142 kW | (193 PS) | 10,6:1 | 86,40 mm | |
| APR | 04.1997 → 08.2000 | B | 6 | 2771 cm ³ | 5V | 142 kW | (193 PS) | 10,6:1 | 86,40 mm | |
| AQD | 01.1999 → 08.2000 | B | 6 | 2771 cm ³ | 5V | 142 kW | (193 PS) | 10,6:1 | 86,40 mm | |
| ATQ | 10.2000 → 05.2005 | B | 6 | 2771 cm ³ | 5V | 142 kW | (193 PS) | 10,6:1 | 86,40 mm | |
| ATX | 09.1999 → 08.2000 | B | 6 | 2771 cm ³ | 5V | 140 kW | (190 PS) | 10,6:1 | 86,40 mm | |
| BBG | 10.2000 → 11.2010 | B | 6 | 2771 cm ³ | 5V | 140 kW | (190 PS) | 10,6:1 | 86,40 mm | |
| | 6 | KH 30,16 BÜ +1,12 GL 52,28 | | 21 56 | 1 M 1,2 MO G6 1 M 1,5 1 DSF 2 CR G6 | | | 82,51 | 99 942 600 | |
| | 082 203 | KH 29,86 BÜ +1,12 GL 51,98 | HKÜ | | | | | 83,01 | 99 942 620 | |
| 63 | 82,5 | | | | | | | | | |
| CAWB | 10.2005 → | B (LA) | 4 | 1984 cm ³ | 4V | 147 kW | (200 PS) | 10,5:1 | 92,80 mm | |
| CBFA | 07.2006 → | B (LA) | 4 | 1984 cm ³ | 4V | 147 kW | (200 PS) | 10,5:1 | 92,80 mm | |
| CBL | 12.2007 → | B (A) | 4 | 1984 cm ³ | 4V | 147 kW | (200 PS) | 10,5:1 | 92,80 mm | |
| CCTA | 10.2007 → | B (LA) | 4 | 1984 cm ³ | 4V | 147 kW | (200 PS) | 10,5:1 | 92,80 mm | |
| CCTB | 12.2007 → 07.2011 | B (LA) | 4 | 1984 cm ³ | 4V | 125 kW | (170 PS) | | 92,80 mm | |
| CCZA | 05.2008 → | B (LA) | 4 | 1984 cm ³ | 4V | 147 kW | (200 PS) | 9,6:1 | 92,80 mm | |
| CCZB | 04.2009 → | B (LA) | 4 | 1984 cm ³ | 4V | 155 kW | (211 PS) | | 92,80 mm | |
| CCZC | 11.2009 → | B (LA) | 4 | 1984 cm ³ | 4V | 125 kW | (170 PS) | 9,6:1 | 92,80 mm | |
| | 4 | KH 29,6 VT1 -3,00 MT -6,2 MØ 50 GL 50,1 | RTK TPL | 21 56 | 1 R 1,2 NT ST 1 NM 1,5 G3 1 DSF 2 CK G6 | | | 82,51 | 40 247 600 | |
| | 082 243 | | | | | | | 82,76 | 40 247 610 | |
| | | | | | | | | 83,01 | 40 247 620 | |

V



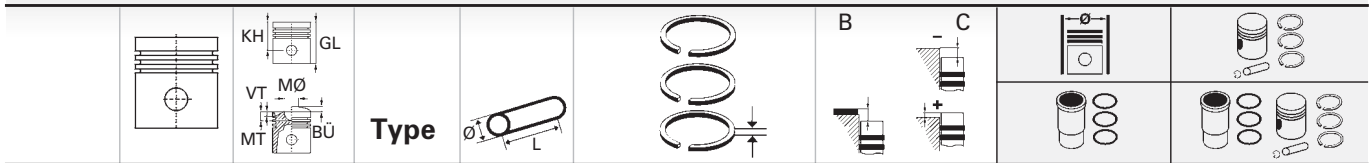
| 64 | | 82,5 | | Type | | Ø | | L | | B | | C | | g | |
|-------|---|---|------------|----------------------|--------------------------------|----------------------|----------|----------|----------|---|--|---|--|------------|------------------------------------|
| BYJ | 04.2007 → | B (LA) | 4 | 1798 cm ³ | 4V | 118 kW | (160 PS) | 84,20 mm | | | | | | | |
| BZB | 05.2007 → 05.2010 | B (LA) | 4 | 1781 cm ³ | 4V | 118 kW | (160 PS) | 9,6:1 | 84,10 mm | | | | | | |
| CGYA | 11.2008 → 05.2010 | B (A) | 4 | 1798 cm ³ | 4V | 112 kW | (152 PS) | 84,10 mm | | | | | | | |
| | 4 | KH 29,8 MT -6 MØ 67 BÜ +4,75 GL 55,98 | RTK TPL | 21 53 | 1 R 1,2 1 NM 1,5 1 DSF 2 | NT ST G3 CK G6 | | | | | | | | 82,51 | 40 251 600 |
| | 082 236 | | | | | | | | | | | | | 82,76 | 40 251 610 |
| | | | | | | | | | | | | | | 83,01 | 40 251 620 |
| 65 | | 83 | | | | | | | | | | | | | |
| 124 | 08.1961 → 07.1974 | B | 4 | 1493 cm ³ | 2V | 33 kW | (45 PS) | 7,8:1 | 69,00 mm | | | | | | |
| | R Cyl. | A=90 | C=93,8 | L=136,7 | H=112,55 | | | | | | | | | 88 451 110 | [1] |
| | R Cyl. | A=90 | C=93,8 | L=136,7 | H=112,55 | | | | | | | | | 88 463 110 | |
| [1] | mit 19 Rippen/with 19 fins/avec 19 ailettes/con 19 aletas/c 19 рсбрами | | | | | | | | | | | | | | |
| 66 | | 83 | | | | | | | | | | | | | |
| H | 08.1966 → 02.1971 | B | 4 | 1493 cm ³ | 2V | 32 kW | (44 PS) | 7,8:1 | 69,00 mm | | | | | | |
| 126 | 08.1963 → 07.1991 | B | 4 | 1493 cm ³ | 2V | 31 kW | (42 PS) | 7,8:1 | 69,00 mm | | | | | | |
| | R Cyl. | A=90 | C=93,8 | L=136,7 | H=112,55 | | | | | | | | | 88 463 110 | |
| 67 | | 85,5 | | | | | | | | | | | | | |
| AD | 08.1967 → 01.1980 | B | 4 | 1584 cm ³ | 2V | 37 kW | (50 PS) | 7,5:1 | 69,00 mm | | | | | | |
| AS | 08.1967 → 01.1980 | B | 4 | 1584 cm ³ | 2V | 37 kW | (50 PS) | 7,5:1 | 69,00 mm | | | | | | |
| 126/A | 08.1963 → 07.1991 | B | 4 | 1584 cm ³ | 2V | 31 kW | (42 PS) | 7,5:1 | 69,00 mm | | | | | | |
| | 4 | KH 39,4 MT -3 GL 82,4 | SRK | 22 72 | 1 SM 1,75 1 N 2 1 DSF 5 | G1 | | | | | | | | 85,51 | 93 293 601 [1], [2] |
| | 085 114 | | | | | | | | | | | | | 86,01 | 93 293 611 [1], [2] (91 497) |
| | R Cyl. | A=90 | C=93,8 | L=136,7 | H=112,55 | | | | | | | | | 89 082 110 | 93 293 960 [1] |
| | R Cyl. | A=90 | C=93,8 | L=136,7 | H=112,55 | | | | | | | | | 88 451 110 | [4] |
| [1] | AD: mot. B 0 000 01 → | | | | | | | | | | | | | | |
| [2] | 93 293 601 darf auch anstelle von 91 497 701 bei Verwendung der Zylinderbuchse 88 451 110 (= Assembly 93 293 961) in älteren Motoren bis 1978 verbaut werden. 93 293 601 can also be mounted instead of 91 497 701 in older engines until 1978, using cylinder liner 88 451 110 (= assembly 93 293 961). 93 293 601 puede montarse en lugar de 91 497 701 en los motores antiguos hasta 1978, utilizando la camisa 88 451 110 (= conjunto 93 293 961). 93 293 601 peut être monté au lieu de 91 497 701 dans des anciens moteurs jusqu'à 1978 en utilisant la chemise 88 451 110 formant l'ensemble 93 293 961. 93 293 601 может быть также встроено вместо 91 497 701 при применении гильзы цилиндра 88 451 110 (= сборка 93 293 961) в более старых двигателях до 1978 г. | | | | | | | | | | | | | | |
| [3] | mit 20 Rippen/with 20 fins/avec 20 ailettes/con 20 aletas/c 20 рсбрами | | | | | | | | | | | | | | |
| [4] | mit 19 Rippen/with 19 fins/avec 19 ailettes/con 19 aletas/c 19 рсбрами | | | | | | | | | | | | | | |



| | | | | | | | | | | |
|-------------------|--|--------------------|--------|----------|---------------------------|----|-------|--------------------------|-------|-------------------------------|
| 68 | | 85,5 | | | | | | | | |
| 311 (1.6L) | | 1965 → 07.1973 | B | 4 | 1584 cm ³ | 2V | 40 kW | (54 PS) | 7,5:1 | 69,00 mm |
| | 4 | KH 39,4 GL 82,4 | SRK | 22 72 | 1 M 2 1 N 2 1 DSF 5 | | | 85,50 | | 91 322 701 (93 295) |
| | 085 107 | | | | | | | | | |
| | R Cyl. | A=90 | C=93,8 | L=136,7 | H=112,55 | | | 89 082 110 [1] | | 91 322 973 |
| | R Cyl. | A=90 | C=93,8 | L=136,7 | H=112,55 | | | 88 451 110 [2] | | |
| [1] | mit 20 Rippen/with 20 fins/avec 20 ailettes/con 20 aletas/c 20 рсбрами | | | | | | | | | |
| [2] | mit 19 Rippen/with 19 fins/avec 19 ailettes/con 19 aletas/c 19 рсбрами | | | | | | | | | |

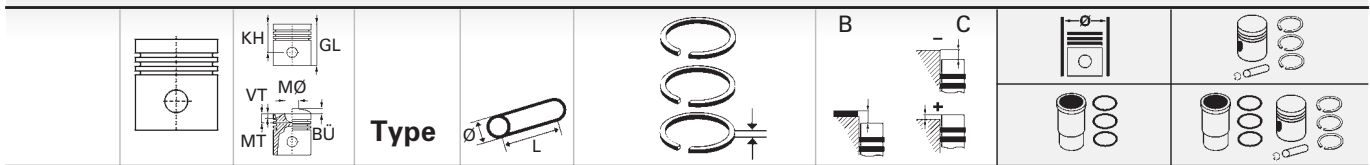
| | | | | | | | | | | |
|-------------------|--|-----------------------------|--------|----------|---------------------------|----|-------|--------------------------|-------|---------------------------------------|
| 69 | | 85,5 | | | | | | | | |
| AF | | 08.1969 → 10.1992 | B | 4 | 1584 cm ³ | 2V | 34 kW | (46 PS) | | 69,00 mm |
| AM | | 08.1969 → 01.1982 | B | 4 | 1584 cm ³ | 2V | 35 kW | (47 PS) | 6,6:1 | 69,00 mm |
| 311 (1.6L) | | → 01.1982 | B | 4 | 1584 cm ³ | 2V | 40 kW | (54 PS) | 6,6:1 | 69,00 mm |
| | 4 | KH 39,4 MT -7 GL 82,4 | SRK | 22 72 | 1 M 2 1 N 2 1 SLF 5 | CR | | 85,50 | | 91 320 705 (91 321, 93 292) |
| | 085 110 | | | | | | | | | |
| | R Cyl. | A=90 | C=93,8 | L=136,7 | H=112,55 | | | 88 451 110 [1] | | 91 320 975 |
| | R Cyl. | A=90 | C=93,8 | L=136,7 | H=112,55 | | | 89 082 110 [2] | | 91 320 976 |
| [1] | mit 19 Rippen/with 19 fins/avec 19 ailettes/con 19 aletas/c 19 рсбрами | | | | | | | | | |
| [2] | mit 20 Rippen/with 20 fins/avec 20 ailettes/con 20 aletas/c 20 рсбрами | | | | | | | | | |







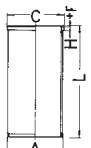
| | | | | | | | | | | |
|--------------|--|--------------------|--------|----------|---------------------------|----|-------|--------------------------|-------|-------------------------------|
| 70 | | 87 | | | | | | | | |
| 124 A | | 08.1961 → 07.1974 | B | 4 | 1584 cm ³ | 2V | 33 kW | (45 PS) | 7,5:1 | 66,60 mm (1) |
| (1) | oversize from Ø 85,5 mm to Ø 87 mm | | | | | | | | | |
| | 4 | KH 39,4 GL 82,4 | SRK | 22 72 | 1 M 2 1 N 2 1 DSF 5 | G1 | | 87,00 | | 91 322 731 (93 295) |
| | 085 107 | | | | | | | | | |
| | R Cyl. | A=90 | C=93,8 | L=136,7 | H=112,55 | | | 88 451 110 [2] | | |
| [2] | mit 19 Rippen/with 19 fins/avec 19 ailettes/con 19 aletas/c 19 рсбрами | | | | | | | | | |






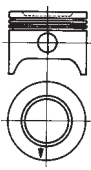

| 71 | | 92 | | Type | | Ø | | L | | B | | C | | Ø | | Ø | | |
|--------------|---------|--|----------|-------------------|-------------------------------|----------------------|----|----------------------|-------------------|----------------------|-------------------|--------|-------------------|-------|-----------|---|--|--|
| 4.165 | | 01.1976 → 01.1980 | | D | 4 | 2710 cm ³ | 2V | 37-48 kW | (50-65 PS) | 21:1 | 101,60 mm | | | | | | | |
| | T Cyl. | A=96,83 | C=101 | L=191,3 | H+F=3,85+0,7 | | | | 89 025 190 | | semi | | | | | | | |
| 72 | | 92 | | 2L | | 02.1989 → 03.1997 | | D | 4 | 2446 cm ³ | 2V | 61 kW | (83 PS) | 22:1 | 92,00 mm | | | |
| | 4 | KH 44,3 MT -1,5 GL 80,3 | RTK | 27 70 | 1 ET 2 1 M 2 1 DSF 4 | CR G6 CR | | | 92,02 | | 94 756 600 | | | | | | | |
| | | | | | | | | | 92,52 | | 94 756 610 | | | | | | | |
| | | | | | | | | | 93,02 | | 94 756 620 | | | | | | | |
| | T Cyl. | A=96 | C=100,7 | L=160,5 | H+F=3,5+1 | | | | 89 850 190 | | semi | | 94 756 961 | | | | | |
| 73 | | 93 | | AP | | 08.1973 → 07.1975 | | B | 4 | 1795 cm ³ | 2V | 50 kW | (68 PS) | 7,3:1 | 66,00 mm | | | |
| | | AT | | 08.1973 → 1975 | | B | 4 | 1795 cm ³ | 2V | 55 kW | (75 PS) | 7,3:1 | 66,00 mm | | | | | |
| | | 127 1.8 | | 02.1974 → 01.1986 | | B | 4 | 1795 cm ³ | 2V | 46 kW | (62 PS) | 7,3:1 | 66,00 mm | | | | | |
| | 4 | KH 42 MT -4,4 GL 80 | SRK | 24 78 | 1 SM 2 1 N 2 1 DSF 4 | G1 | | | 93,00 | | 92 523 601 | | | | | | | |
| | 093 023 | | | | | | | | 88 668 110 | | 92 523 960 | | | | | | | |
| | R Cyl. | A=100 | C=104,74 | L=127,7 | H=91,45 | | | | | | | | | | | | | |
| 74 | | 93 | | AGK | | 07.1997 → 12.1998 | | D (LA) | 4 | 2798 cm ³ | 2V | 92 kW | (125 PS) | 20:1 | 103,00 mm | | | |
| | | ATA | | 01.1999 → 01.2002 | | D (LA) | 4 | 2798 cm ³ | 2V | 96 kW | (130 PS) | 17,8:1 | 103,00 mm | | | | | |
| | 4 | KH 56,2 VT1 -1,10 MT -20,7 MØ 43 GL 86,2 | RTK | 35 74 | 1 T15 2,5 1 M 2 1 DSF 3 | CR G6 CR | | | 93,00 | | 97 412 700 | | | | | | | |
| | 093 702 | | | | | | | | 89 734 190 | | semi | | 97 412 970 | | | | | |
| | T Cyl. | A=96,09 | C=102,45 | L=183 | H+F=6,04+1,1 | | | | | | | | | | | | | |




V






| 75 | |  93 | | | | | | | | | | |
|---|--|---|-------------------|----------|--------------------------------|-------------------|----------|---------------------------|--------|--------------------------|--|--|
| AUH | 04.2001 → 07.2006 | D | (LA) | 4 | 2798 cm ³ | 2V | 116 kW | (160 PS) | 17,8:1 | 103,00 mm | | |
| BCQ | 04.2001 → 07.2006 | D | (LA) | 4 | 2798 cm ³ | 2V | 116 kW | (158 PS) | 17,8:1 | 103,00 mm | | |
| 4.07 TCA Euro 3 | 10.1999 → | D | (LA) | 4 | 2798 cm ³ | 3V | 97-99 kW | (132-135 PS) | 19:1 | 103,00 mm | | |
|  | 4 | KH 56,2 VT1 -1,10 MT -20,7 MØ 43 GL 86,2 | RTK | 35 74 | 1 T15 2,5 1 M 2 1 DSF 3 | CR G6 CR | | 93,00 | | 97 412 700 [1] | | |
|  | | | | | | | | | | | | |
|  | T Cyl. | A=96,09 | C=102,45 | L=183 | H+F=6,04+1,1 | | | 89 734 190 semi | | 97 412 970 [1] | | |
|  | 4 | KH 56,15 VT1 -1,50 MT -18,5 MØ 47,1 GL 86,2 | RTK LOX TPL | 35 77 | 1 T15 2,5 1 NM 2 1 DSF 3 | CR G6 G3 CR | | 93,00 | | 40 307 600 [2] | | |
|  | | | | | | | | | | | | |
|  | T Cyl. | A=96,09 | C=102,45 | L=183 | H+F=6,04+1,1 | | | 89 734 190 semi | | 40 307 960 [2] | | |
| [1] | 4.07 TCA: 10.1999 → 02.2002 AUH: → mot. 161771 BCQ: → mot. 162565 | | | | | | | | | | | |
| [2] | 4.07 TCA: 02.2002 → AUH: mot. 161772 → mot. ... BCQ: mot. 162566 → mot. ... | | | | | | | | | | | |

| 76 | |  94 | | | | | | | | | | |
|---|-------------------|---|-------|---------|----------------------|----|-------|-------------------|-------|----------|--|--|
| GB | 01.1972 → 12.1975 | B | | 4 | 1971 cm ³ | 2V | 74 kW | (100 PS) | 8:1 | 71,00 mm | | |
| 039 | 01.1969 → 02.1976 | B | | 4 | 1971 cm ³ | 2V | 70 kW | (95 PS) | 7,6:1 | 71,00 mm | | |
|  | R Cyl. | A=100 | C=105 | L=127,7 | H=91,45 | | | 88 669 110 | | | | |




| 77 | |  94 | | | | | | | | | | |
|---|-------------------|---|-------|----------|------------------------------|----|-------|-------------------|-------|-------------------|--|--|
| CU | 05.1979 → 12.1982 | B | | 4 | 1971 cm ³ | 2V | 51 kW | (70 PS) | 7,3:1 | 71,00 mm | | |
| CV | 05.1979 → 12.1982 | B | | 4 | 1971 cm ³ | 2V | 51 kW | (70 PS) | 7,3:1 | 71,00 mm | | |
| GE | 08.1976 → 07.1979 | B | | 4 | 1971 cm ³ | 2V | 51 kW | (70 PS) | 7,3:1 | 71,00 mm | | |
|  | 4 | KH 35,5 MT -5,8 MØ 60 GL 75 | SRK | 24 78 | 1 M 1,75 1 N 2 1 DSF 4 | | | 94,50 | | 92 803 811 | | |
|  | R Cyl. | A=100 | C=105 | L=127,7 | H=91,45 | | | 88 669 110 | | 92 803 960 | | |

|  | | Cyl. |  mm | cm ³ |  Comp. Ratio ϵ | kW | PS | Pos | | |
|---|--|--------|--|-----------------|--|----|--------|---------|---------|----|
| AQAD 31 | A | D | 4 | 92 x 90 | 2390 | 2 | 16:1 | 96 | 130 | 16 |
| AQAD 40 | A, B | D (LA) | 6 | 92 x 90 | | 2 | 21:1 | 81-121 | 110-165 | 15 |
| B 13 | E | B | 4 | 73 x 76,5 | 1289 | 2 | 8,5:1 | 42 | 57 | 1 |
| B 14 | E, OE | B | 4 | 76 x 77 | 1397 | 2 | | 46-53 | 63-72 | 2 |
| B 18 | A, B, D | B | 4 | 84,14 x 80 | 1780 | 2 | | 50-85 | 68-115 | 10 |
| B 21 | A, E | B | 4 | 92 x 79,4 | 2112 | 2 | 9,3:1 | 74-90 | 100-122 | 14 |
| B 200 | K | B | 4 | 88,9 x 80 | 1986 | 2 | 9,2:1 | 72-76 | 98-103 | 13 |
| B 230 | A, E | B | 4 | 96 x 80 | 2316 | 2 | 10,3:1 | 78-96 | 106-131 | 18 |
| B 230 | F, FB, FD | B | 4 | 96 x 80 | 2316 | 2 | | 85-96 | 116-131 | 19 |
| B 4204 | S3 | B | 4 | 87,5 x 83,1 | 1999 | 4 | 10,8:1 | 107 | 145 | 12 |
| B 5244 | S | B | 5 | 83 x 90 | 2435 | 4 | 10,3:1 | 125 | 170 | 9 |
| B 5254 | S | B | 5 | 83 x 90 | 2435 | 4 | 10,5:1 | 121-125 | 165-170 | 9 |
| D 6 Euro 2 | A 180, A 210, A 230, A 250 | D (LA) | 6 | 98,43 x 120 | 5480 | 2 | 19:1 | 132-184 | 180-250 | 26 |
| D 7 Euro 2 | A 230, A 260, A 285, B 230, B 260 | D (LA) | 6 | 104,775 x 130 | 6730 | 2 | 18:1 | 169-210 | 230-285 | 37 |
| D 7 Euro 2 | C 215, C 250, C 275, C 290, C 310 | D (LA) | 6 | 107 x 135 | 7280 | 2 | | 158-228 | 215-310 | 38 |
| D 7 Euro 4/5 | E 240, E 280, E 290, E 320 | D (LA) | 6 | 108 x 130 | 7146 | 4 | | 177-235 | 240-320 | 39 |
| D 9 Euro 3 | A 260, A 300, A 340, A 380 | D (LA) | 6 | 120 x 138 | 9364 | 4 | 18,6:1 | 191-280 | 260-380 | 41 |
| D 10 Euro 2 | A 245, A 310, A 320, B 320, C 320 | D (LA) | 6 | 120,65 x 140 | 9600 | 2 | | 180-235 | 245-320 | 54 |
| D 10 Euro 2 | A 350, A 360, B 360, C 360 | D (LA) | 6 | 120,65 x 140 | 9600 | 2 | | 258-265 | 351-360 | 55 |
| D 12 Euro 2 | A 340, A 370, A 380, A 415, A 420 | D (LA) | 6 | 131 x 150 | 12130 | 4 | 17,5:1 | 250-309 | 340-420 | 67 |
| D 12 Euro 2 | B 340 | D (LA) | 6 | 131 x 150 | 12130 | 4 | | 250 | 340 | 68 |
| D 12 Euro 3 | C 340, C 380, C 420, D 340, D 380, D 420 | D (LA) | 6 | 131 x 150 | 12130 | 4 | | 250-309 | 340-420 | 69 |
| D 12 Euro 3 | C 460, D 425, D 460, D 500 | D (LA) | 6 | 131 x 150 | 12130 | 4 | | 313-368 | 425-500 | 68 |
| D 13 Euro 4/5 | A 400, A 440, A 480, A 520 | D (LA) | 6 | 131 x 158 | 12800 | 4 | 18,1:1 | 294-382 | 400-520 | 70 |
| D 16 | | D | 4 | 78 x 83,5 | 1596 | 2 | 22,5:1 | 40 | 54 | 6 |
| D 16 | | D | 4 | 78 x 83,5 | 1596 | 2 | 22,5:1 | 40 | 54 | 5 |
| D 16 Euro 1 | A 470, A 520 | D (LA) | 6 | 144 x 165 | 16120 | 4 | 17,5:1 | 346-382 | 470-520 | 75 |
| D 16 Euro 2 | B 470, B 520 | D (LA) | 6 | 144 x 165 | 16120 | 4 | 17,5:1 | 346-382 | 470-520 | 75 |
| D 19 | T | D (A) | 4 | 80 x 93 | 1870 | 2 | 20,5:1 | 66 | 90 | 7 |
| D 24 | | D | 6 | 76,5 x 86,4 | 2383 | 2 | 23:1 | 60 | 82 | 3 |
| D 24 | T, TIC | D (LA) | 6 | 76,5 x 86,4 | 2383 | 2 | 23:1 | 80-90 | 109-122 | 4 |
| D 39 | C | D | 4 | 98,48 x 126,8 | 3864 | 2 | 16:1 | 59 | 80 | 28 |
| D 50 | A, B | D | 6 | 95,25 x 120 | 5100 | 2 | 17:1 | 64-86 | 87-117 | 17 |
| D 60 | A | D | 6 | 98,43 x 120 | 5480 | 2 | 17:1 | 84-92 | 115-125 | 22 |
| D 70 | A, B | D | 6 | 104,775 x 130 | 6730 | 2 | 17:1 | 106-110 | 144-150 | 30 |
| D 100 | A, B, BHC, BRC, HC | D | 6 | 120,65 x 140 | 9600 | 2 | 17:1 | 110-147 | 150-200 | 43 |
| D 120 | | D | 6 | 130,175 x 150 | 12000 | 2 | 17:1 | 177 | 240 | 56 |
| D 4192 | T | D (A) | 4 | 80 x 93 | 1870 | 2 | 20,5:1 | 66 | 90 | 7 |
| D 4204 | T | D (LA) | 4 | 85 x 88 | 1998 | 4 | 18,5:1 | 100 | 136 | 11 |
| D 5252 | T | D (LA) | 5 | 81 x 95,5 | 2461 | 2 | 20,5:1 | 103 | 140 | 8 |
| D 7 | D EAE 2 | D | 6 | 108 x 130 | 7146 | 2 | | | | 40 |
| DH 10 Euro 2 | A 245, A 285, A 340, A 350, A 360 | D (LA) | 6 | 120,65 x 140 | 9600 | 2 | 20:1 | 180-285 | 245-360 | 54 |
| DH 10 Euro 2 | A 360 | D (LA) | 6 | 120,65 x 140 | 9600 | 2 | 18:1 | 265 | 360 | 55 |
| DH 12 Euro 3 | D 340, D 420 | D (LA) | 6 | 131 x 150 | 12130 | 4 | 18,5:1 | 250-309 | 340-420 | 68 |
| F8Q 610 | | D (A) | 4 | 80 x 93 | 1870 | 2 | 20,5:1 | 66-68 | 90-92 | 7 |
| F8Q 740 | | D (A) | 4 | 80 x 93 | 1870 | 2 | 20,5:1 | 68 | 92 | 7 |
| F8Q 768 | | D (A) | 4 | 80 x 93 | 1870 | 2 | 20,5:1 | 66-68 | 90-92 | 7 |
| F8Q 784 | | D (A) | 4 | 80 x 93 | 1870 | 2 | 20,5:1 | 66-70 | 90-95 | 7 |
| F8Q 785 | | D (A) | 4 | 80 x 93 | 1870 | 2 | 20,5:1 | 69-70 | 94-95 | 7 |
| GH 10 Euro 2 | A 180, B 210 | D (LA) | 6 | 120,65 x 140 | 9600 | 2 | 20:1 | 180-210 | 245-286 | 54 |
| GH 10 Euro 4 | C 250, C 290 | G (LA) | 6 | 120,65 x 140 | 9600 | 2 | | 184-213 | 259-290 | 42 |
| HD 100 | A, D | D | 6 | 120,65 x 140 | 9600 | 2 | 17:1 | 122-147 | 166-200 | 43 |
| MD 40 | A | D | 6 | 92 x 90 | 3598 | 2 | 21:1 | 53-63 | 72-85 | 15 |
| MD 70 | B | D | 6 | 104,775 x 130 | 6730 | 2 | 17:1 | 81-107 | 110-145 | 30 |
| MD 100 | A, B | D | 6 | 120,65 x 140 | 9600 | 2 | 17:1 | 98-147 | 133-200 | 43 |
| TAD 120 | BHC | D (A) | 6 | 130,175 x 150 | 12000 | 2 | 13,3:1 | 225-273 | 306-371 | 58 |
| TAD 121 | CHC | D | 6 | 130,175 x 150 | 12000 | 2 | 14,2:1 | 238 | 324 | 58 |
| TAD 620 Euro 2 | VE | D (LA) | 6 | 98 x 126 | 5703 | 2 | 18,4:1 | 155 | 211 | 20 |
| TAD 1230 | G, GE, P | D (LA) | 6 | 130,175 x 150 | 12130 | 2 | 16:1 | 294-350 | 400-476 | 66 |
| TAD 1231 Euro 1 | GE | D (LA) | 6 | 130,175 x 150 | 12130 | 2 | 16:1 | 260-304 | 354-413 | 66 |
| TAD 1232 Euro 1 | GE | D (LA) | 6 | 130,175 x 150 | 12130 | 2 | 17,5:1 | 300-354 | 408-481 | 66 |
| TAD 1630 | G, P, V | D (LA) | 6 | 144 x 165 | 16120 | 2 | 15:1 | 415-440 | 565-598 | 76 |
| TAD 1630 Euro 1 | GE | D (LA) | 6 | 144 x 165 | 16120 | 2 | 15:1 | 360-395 | 490-537 | 76 |
| TAD 1631 | G | D (LA) | 6 | 144 x 165 | 16120 | 2 | 15:1 | 430-585 | 537-730 | 76 |
| TAMD 40 | A, B, C | D (LA) | 6 | 92 x 90 | 3598 | 2 | 21:1 | 81-121 | 110-165 | 15 |
| TAMD 60 | C | D (A) | 6 | 98,43 x 120 | 5480 | 2 | 16:1 | 108-184 | 147-250 | 23 |
| TAMD 120 | AK, B, BCC, C, E | D (LA) | 6 | 130,175 x 150 | 12000 | 2 | 14,2:1 | 227-294 | 308-400 | 59 |
| TAMD 120 | A, D | D (LA) | 6 | 130,175 x 150 | 12000 | 2 | | 227-273 | 308-371 | 58 |
| TAMD 121 | C | D (LA) | 6 | 130,175 x 150 | 12000 | 2 | 14,2:1 | 300 | 408 | 58 |

|  | | Cyl. |  mm | cm ³ |  | Comp. Ratio ϵ | kW | PS | Pos |
|---|---|----------|--|-----------------|---|------------------------|---------|---------|--------|
| TAMD 121 | D | D (A) 6 | 130,175 x 150 | 12000 | 2 | 14,2:1 | 217-310 | 295-420 | 58 |
| TAMD 122 | A, AF | D (LA) 6 | 130,175 x 150 | 12000 | 2 | 14,2:1 | 135-294 | 183-400 | 60 |
| TAMD 122 | D | D (LA) 6 | 130,175 x 150 | 12000 | 2 | 14,2:1 | 318-340 | 432-462 | 63 |
| TAMD 162 | A, AG, B, C | D (LA) 6 | 144 x 165 | 16120 | 2 | 15:1 | 217-450 | 295-612 | 72 |
| TD 40 | A | D (A) 6 | 92 x 90 | 3598 | 2 | 21:1 | 80-88 | 109-120 | 15 |
| TD 41 | G | D (A) 6 | 92 x 90 | 3598 | 2 | 17:1 | 82-91 | 111-124 | 16 |
| TD 50 | A, B | D (A) 6 | 95,25 x 120 | 5100 | 2 | 17:1 | 81-121 | 110-165 | 17 |
| TD 60 | A | D (A) 6 | 98,43 x 120 | 5480 | 2 | 16:1 | 108-132 | 147-180 | 21 |
| TD 60 | B, C, DG | D (A) 6 | 98,43 x 120 | 5480 | 2 | | 86-132 | 117-180 | 23 |
| TD 60 | BG | D (A) 6 | 98,43 x 120 | 5480 | 2 | 16:1 | 70-97 | 95-132 | 24 |
| TD 61 | A, ACE, AG, AGP, AP, APB, AW, R | D (LA) 6 | 98,43 x 120 | 5480 | 2 | | 103-150 | 140-204 | 25 |
| TD 61 | B, F, FB, G, GA, GB, GC, GE, GS | D (LA) 6 | 98,43 x 120 | 5480 | 2 | 16:1 | 108-153 | 147-208 | 23 |
| TD 63 Euro 1 | E, ES, KDE | D (LA) 6 | 98,43 x 120 | 5480 | 2 | 18,3:1 | 88-154 | 120-209 | 27 |
| TD 70 | A, B, C | D (A) 6 | 104,775 x 130 | 6730 | 2 | 15,5:1 | 128-158 | 175-215 | 29 |
| TD 70 | E, ES, H, HA | D (A) 6 | 104,775 x 130 | 6730 | 2 | 14,5:1 | 121-166 | 165-225 | 32, 33 |
| TD 70 | F, FC, FS, G | D (A) 6 | 104,775 x 130 | 6730 | 2 | 14,5:1 | 138-180 | 188-245 | 31 |
| TD 70 | GG | D (LA) 6 | 104,775 x 130 | 6730 | 2 | 14,5:1 | 100-140 | 136-190 | 31 |
| TD 71 | A | D (LA) 6 | 104,775 x 130 | 6730 | 2 | 15,5:1 | 169 | 230 | 31 |
| TD 71 | ACE, AG, AGP, AP, APB, AW, F, FQ, FQK, FS, FSO, FSQ | D (LA) 6 | 104,775 x 130 | 6730 | 2 | 15,5:1 | 166-184 | 226-250 | 34 |
| TD 71 | E, FD, G | D (A) 6 | 104,775 x 130 | 6730 | 2 | 15,5:1 | 137-180 | 186-245 | 34 |
| TD 71 | GE | D (A) 6 | 104,775 x 130 | 6730 | 2 | 15,5:1 | | | 31 |
| TD 73 Euro 1 | E, EA, EB, ES | D (LA) 6 | 104,775 x 130 | 6730 | 2 | | 160-191 | 218-260 | 36 |
| TD 73 | G | D (LA) 6 | 104,775 x 130 | 6730 | 2 | 15,5:1 | 169 | 230 | 35 |
| TD 73 | K | D (LA) 6 | 104,775 x 130 | 6730 | 2 | 17,6:1 | 169 | 230 | 36 |
| TD 100 | A, AG, AHC, ARC, HC | D (A) 6 | 120,65 x 140 | 9600 | 2 | | 137-191 | 186-260 | 44 |
| TD 100 | B, BG | D (A) 6 | 120,65 x 140 | 9600 | 2 | | 207-233 | 280-317 | 45 |
| TD 100 | CHC, F, G, GA, GG | D (A) 6 | 120,65 x 140 | 9600 | 2 | 14,3:1 | 151-213 | 205-290 | 47 |
| TD 101 | F, FA, FC, FD, G, GA, GE, GG | D (LA) 6 | 120,65 x 140 | 9600 | 2 | 14,3:1 | 192-222 | 261-302 | 47 |
| TD 101 | KC | D (LA) 6 | 120,65 x 140 | 9600 | 2 | 15:1 | 228 | 310 | 46 |
| TD 102 Euro 1 | F, FD | D (LA) 6 | 120,65 x 140 | 9600 | 2 | 15:1 | 230-234 | 312-318 | 49 |
| TD 102 | FDQ, FF, FH, FQ | D (LA) 6 | 120,65 x 140 | 9600 | 2 | 15:1 | 209-234 | 284-318 | 49 |
| TD 102 | FL, FM | D (LA) 6 | 120,65 x 140 | 9600 | 2 | 16:1 | 229-234 | 311-318 | 48 |
| TD 102 | GB | D (LA) 6 | 120,65 x 140 | 9600 | 2 | 15:1 | 185-194 | 252-264 | 46 |
| TD 103 Euro 1 | E, EA, ES, ME | D (LA) 6 | 120,65 x 140 | 9600 | 2 | 18:1 | 210-235 | 286-320 | 52 |
| TD 103 Euro 2 | KAE | D (LA) 6 | 120,65 x 140 | 9600 | 2 | 18:1 | 190 | 258 | 52 |
| TD 103 Euro 1 | KB, KF | D (LA) 6 | 120,65 x 140 | 9600 | 2 | 17:1 | 210-235 | 285-320 | 53 |
| TD 104 Euro 2 | KAE | D (LA) 6 | 120,65 x 140 | 9600 | 2 | 18:1 | 190 | 258 | 52 |
| TD 120 | A | D (A) 6 | 130,175 x 150 | 12000 | 2 | 15:1 | 215-243 | 292-330 | 57 |
| TD 120 | C, D, E, GG | D (A) 6 | 130,175 x 150 | 12000 | 2 | | 173-273 | 236-371 | 58 |
| TD 120 | F, FA, FB, FC, FTQ | D (LA) 6 | 130,175 x 150 | 12000 | 2 | 14,2:1 | 220-265 | 299-360 | 59 |
| TD 120 | G, GA | D (A) 6 | 130,175 x 150 | 12000 | 2 | | 225-256 | 306-348 | 59 |
| TD 121 | A | D (A) 6 | 130,175 x 150 | 12000 | 2 | 14,2:1 | 243 | 330 | 62 |
| TD 121 | F, FD, FE, FF, GG | D (LA) 6 | 130,175 x 150 | 12000 | 2 | 14,2:1 | 243-283 | 330-385 | 59 |
| TD 121 | FH, FK, GD | D (A) 6 | 130,175 x 150 | 12000 | 2 | 14,2:1 | 232-280 | 315-361 | 59 |
| TD 121 | G | D (A) 6 | 130,175 x 150 | 12000 | 2 | 14,2:1 | 215-256 | 292-348 | 61 |
| TD 121 | GP | D (LA) 6 | 130,175 x 150 | 12000 | 2 | 16:1 | 243-283 | 330-385 | 66 |
| TD 1210 | G | D (LA) 6 | 130,175 x 150 | 12000 | 2 | | 230 | 313 | 66 |
| TD 122 | ED, F, F (USA), FAQ, FBQ, FCQ, FL, KHD | D (LA) 6 | 130,175 x 150 | | 2 | | 262-396 | 356-538 | 64 |
| TD 122 | FA, FK, FR, FS, GA, GH, KE | D (LA) 6 | 130,175 x 150 | | 2 | | 179-396 | 243-538 | 60 |
| TD 122 Euro 1 | FH | D (LA) 6 | 130,175 x 150 | 11977 | 2 | 16:1 | 262 | 356 | 64 |
| TD 122 | GB, KBE | D (LA) 6 | 130,175 x 150 | 12000 | 2 | 14,2:1 | 227-265 | 308-360 | 59 |
| TD 123 Euro 1 | E, EA, EB, EC, ED, ES | D (LA) 6 | 130,175 x 150 | 12000 | 2 | 17,8:1 | 224-301 | 305-409 | 65 |
| TD 162 | AG | D (LA) 6 | 144 x 165 | 16120 | 2 | 15:1 | 217-405 | 295-551 | 72 |
| TD 162 Euro 0 | F | D (LA) 6 | 144 x 165 | 16120 | 2 | 15:1 | 342 | 465 | 73 |
| TD 162 | FJ, FL, FS | D (LA) 6 | 144 x 165 | 16120 | 2 | | 342-357 | 465-485 | 73 |
| TD 163 Euro 1 | ES | D (LA) 6 | 144 x 165 | 16120 | 4 | 17,5:1 | 368 | 500 | 74 |
| TDF 71 | F | D (LA) 6 | 104,775 x 130 | 6730 | 2 | 15,5:1 | 169 | 230 | 34 |
| THD 100 | DD, EB, EC | D (A) 6 | 120,65 x 140 | 9600 | 2 | 15:1 | 160-203 | 218-276 | 46 |
| THD 100 | A | D (A) 6 | 120,65 x 140 | 9600 | 2 | 17:1 | 139-191 | 200-260 | 43 |
| THD 100 | D | D (A) 6 | 120,65 x 140 | 9600 | 2 | 15:1 | 155-177 | 211-241 | 44 |
| THD 100 | DB, DC, E, EA, ED, EE, EK | D (LA) 6 | 120,65 x 140 | 9600 | 2 | 15:1 | 133-212 | 181-288 | 46 |
| THD 101 | B | D (A) 6 | 120,65 x 140 | 9600 | 2 | 15/17:1 | 169-191 | 230-260 | 44 |
| THD 101 | G, GB, GC, GD | D (A) 6 | 120,65 x 140 | 9600 | 2 | 15:1 | 160-234 | 218-318 | 46 |
| THD 101 | K, KB, KC, KE, MC | D (LA) 6 | 120,65 x 140 | 9600 | 2 | 15:1 | 203-235 | 276-320 | 46 |
| THD 102 | KA, KF, KJ | D (LA) 6 | 120,65 x 140 | 9600 | 2 | 16:1 | 158-210 | 215-286 | 51 |
| THD 102 Euro 1 | KB | D (LA) 6 | 120,65 x 140 | 9600 | 2 | 16:1 | 210 | 286 | 51 |
| THD 102 | KD | D (LA) 6 | 120,65 x 140 | 9600 | 2 | 16:1 | 252 | 343 | 48 |
| THD 102 | KE | D (LA) 6 | 120,65 x 140 | 9600 | 2 | 16:1 | 235 | 320 | 50 |

V











| | | | Cyl. |  mm | cm ³ |  | Comp. | kW | PS | Pos |
|---|--|--------|------|--|-----------------|---|--------|---------|---------|-----------|
| | | | | | | | Ratio | | | |
|  | | | | | | | | | | |
| THD 103 Euro 1 | KB, KD | D (LA) | 6 | 120,65 x 140 | 9600 | 2 | 17:1 | 210-250 | 285-340 | 53 |
| TID 61 | A, ACE | D (LA) | 6 | 98,43 x 120 | 5480 | 2 | 15:1 | 103-150 | 140-204 | 25 |
| TID 70 | GG | D (A) | 6 | 104,775 x 130 | 6730 | 2 | 14,5:1 | 116-154 | 158-209 | 31 |
| TID 120 | FG | D (LA) | 6 | 130,175 x 150 | 12000 | 2 | 13,3:1 | 217-264 | 295-359 | 58 |
| TID 121 | B, KG, KGP, KP, KPB, LG, LGP, LP, LPB, P | D (LA) | 6 | 130,175 x 150 | 12000 | 2 | | 217-305 | 295-415 | 63 |
| TID 121 | FG | D (LA) | 6 | 130,175 x 150 | 12000 | 2 | 13,3:1 | 217-305 | 295-415 | 60 |
| TID 162 | AG, AP | D (LA) | 6 | 144 x 165 | 16120 | 2 | | 217-405 | 295-551 | 72 |
| TMD 40 | A, B, C | D (A) | 6 | 92 x 90 | 3598 | 2 | 21:1 | 67-100 | 91-136 | 15 |
| TMD 100 | A | D (A) | 6 | 120,65 x 140 | 9600 | 2 | 17:1 | 143-194 | 195-264 | 43 |
| TMD 100 | A, D | D (A) | 6 | 120,65 x 140 | 9600 | 2 | | 143-194 | 195-264 | 44 |
| TMD 102 | A, C | D (LA) | 6 | 120,65 x 140 | 9600 | 2 | 14,3:1 | 104-200 | 141-272 | 47 |
| TMD 120 | A | D (A) | 6 | 130,175 x 150 | 12000 | 2 | 15:1 | 169-243 | 230-330 | 57 |
| TMD 121 | A, C | D (LA) | 6 | 130,175 x 150 | 12000 | 2 | 14,2:1 | 164-283 | 223-385 | 59 |
| TMD 122 | A | D (LA) | 6 | 130,175 x 150 | 12000 | 2 | 14,2:1 | 221-235 | 300-320 | 60 |
| TWD 1030 Euro 1 | ME | D (LA) | 6 | 120,65 x 140 | 9600 | 2 | 18:1 | 235 | 320 | 52 |
| TWD 1210 Euro 1 | G | D (LA) | 6 | 130,175 x 150 | 12000 | 2 | 13,3:1 | 160-294 | 218-400 | 63 |
| TWD 1211 | G | D (LA) | 6 | 130,175 x 150 | 12000 | 2 | | 260-325 | 354-442 | 66 |
| TWD 1231 | VE | D (LA) | 6 | 130,175 x 150 | 12000 | 2 | | 310 | 422 | 66 |
| TWD 1630 | G, P, V | D (LA) | 6 | 144 x 165 | 16120 | 2 | 15:1 | 329-440 | 447-598 | 76 |
| TWD 610 | G | D (LA) | 6 | 98,43 x 120 | 5480 | 2 | 15:1 | 103-150 | 140-204 | 25 |
| VED 12 | B | D (LA) | 6 | 131 x 150 | 12100 | 2 | 18,1:1 | 294 | 400 | 71 |
| 4.236 | | D | 4 | 98,48 x 126,8 | 3864 | 2 | 16:1 | 48-60 | 59-80 | 28 |



| | | | | | | Pos | | | | | | | Pos | | | | |
|----------------|-------------------|----------|---|-----------|-----------------------|---------|-------------------|-----------|------------------------|-------------------|------------|-------------------|------------|-------------------|-----------|---|-----------|
| 66 | | | | | | | 940 2.4 D | | | | | 09.1990 → 08.1993 | D 24 | D | 3 | | |
| 66 1.3 | 08.1975 → 08.1978 | B 13 E | B | 1 | 940 2.4 TD | | | | | 09.1990 → 08.1993 | D 24 T | D | 4 | | | | |
| 142 | | | | | | | 940 2.4 TDi | | | | | 09.1990 → 08.1997 | D 24 TIC | D | 4 | | |
| 142 1.8 | | | | | 02.1961 → 05.1971 | B 18 D | B | 10 | 940 II | | | | | | | | |
| 142 1.8 | 08.1966 → 07.1968 | B 18 A | B | 10 | 940 II 2.3i | | | | | 09.1992 → 08.1995 | B 230 FD | B | 19 | | | | |
| 142 1.8 | 08.1966 → 01.1972 | B 18 B | B | 10 | 940 II 2.4 TD | | | | | 08.1994 → 10.1998 | D 24 TIC | D | 4 | | | | |
| 144 | | | | | | | 960 | | | | | | | | | | |
| 144 1.8 | 08.1966 → 07.1968 | B 18 A | B | 10 | 960 2.3 | | | | | | B 230 E | B | 18 | | | | |
| 144 1.8 | 07.1967 → 01.1972 | B 18 B | B | 10 | 960 2.3i | | | | | 09.1992 → 08.1994 | B 230 FB | B | 19 | | | | |
| 240 | | | | | | | | | 960 2.3i | | | | | 09.1992 → 07.1995 | B 230 FD | B | 19 |
| 240 2.0 | 08.1984 → 07.1989 | B 200 K | B | 13 | 960 2.3i | | | | | 09.1994 → 07.1995 | B 230 F | B | 19 | | | | |
| 240 2.1 | 08.1974 → 07.1986 | B 21 A | B | 14 | 960 2.4 TD | | | | | 09.1990 → 08.1993 | D 24 T | D | 4 | | | | |
| 240 2.1 | 08.1974 → 07.1986 | B 21 E | B | 14 | 960 2.4 TD | | | | | → 08.1993 | D 24 | D | 3 | | | | |
| 240 2.1i | 08.1974 → 07.1986 | B 21 E | B | 14 | 960 2.4 TDi | | | | | 08.1990 → 08.1997 | D 24 TIC | D | 4 | | | | |
| 240 2.3 | 04.1984 → 07.1988 | B 230 A | B | 18 | 1800 | | | | | | | | | | | | |
| 240 2.3 | 08.1984 → 07.1992 | B 230 E | B | 18 | P 1800-S | | | | | 01.1962 → 1969 | B 18 B | B | 10 | | | | |
| 240 2.3 | 08.1988 → 08.1993 | B 230 F | B | 19 | AMAZON P 121 | | | | | | | | | | | | |
| 240 2.4 D | 04.1979 → 08.1993 | D 24 | D | 3 | Amazon P 121 1.8 | | | | | 08.1966 → 07.1968 | B 18 A | B | 10 | | | | |
| 340 | | | | | | | Amazon P 121 1.8 | | | | | 07.1967 → 01.1972 | B 18 B | B | 10 | | |
| 340 1.4 | 08.1979 → 07.1991 | B 14 | B | 2 | AMAZON P 122 | | | | | | | | | | | | |
| 340 1.4 | 08.1979 → 07.1991 | B 14 E | B | 2 | Amazon P 122 1.8 | | | | | 08.1966 → 05.1971 | B 18 A | B | 10 | | | | |
| 340 1.6 D | 08.1984 → 12.1985 | D 16 | D | 5 | Amazon P 122 1.8 | | | | | 02.1967 → 01.1972 | B 18 B | B | 10 | | | | |
| 340 1.6 D | 01.1985 → 07.1991 | D 16 | D | 6 | AMAZON P 123 | | | | | | | | | | | | |
| 343 | | | | | | | Amazon P 123 1.8 | | | | | 08.1966 → 07.1968 | B 18 A | B | 10 | | |
| 343 1.4 | 08.1976 → 07.1979 | B 14 OE | B | 2 | Amazon P 123 1.8 | | | | | 07.1967 → 01.1972 | B 18 B | B | 10 | | | | |
| 343 1.4 | 08.1976 → 07.1991 | B 14 E | B | 2 | C30 | | | | | | | | | | | | |
| 345 | | | | | | | C30 2.0i 16V | | | | | 09.2006 → | B 4204 S3 | B | 12 | | |
| 345 1.4 | 02.1976 → 07.1979 | B 14 OE | B | 2 | C30 2.0 TD 16V | | | | | 09.2006 → | D 4204 T | D | 11 | | | | |
| 345 1.4 | 02.1976 → 07.1991 | B 14 E | B | 2 | C30 2.4i 20V | | | | | 09.2006 → | B 5244 S | B | 9 | | | | |
| 360 | | | | | | | C70 | | | | | | | | | | |
| 360 1.6 D | 08.1984 → 12.1985 | D 16 | D | 5 | C70 2.0 TD 16V | | | | | 09.2007 → | D 4204 T | D | 11 | | | | |
| 360 1.6 D | 01.1985 → 07.1991 | D 16 | D | 6 | C70 2.4i 20V | | | | | 03.1999 → 07.2000 | B 5244 S | B | 9 | | | | |
| 360 2.0 | 08.1984 → 07.1990 | B 200 K | B | 13 | C70 2.5i 20V | | | | | 03.1999 → 07.2000 | B 5254 S | B | 9 | | | | |
| 440 | | | | | | | S40 | | | | | | | | | | |
| 440 1.9 TD | 09.1993 → 08.1997 | D 19 T | D | 7 | S40 1.9 TD | | | | | 05.1996 → 07.1999 | D 4192 T | D | 7 | | | | |
| 440 1.9 TD | 09.1993 → 08.1997 | F8Q 740 | D | 7 | S40 2.0i 16V | | | | | 05.2006 → 05.2007 | B 4204 S3 | B | 12 | | | | |
| 440 2.0 | 08.1984 → 07.1990 | B 200 K | B | 13 | S40 2.0 TDi 16V | | | | | 10.2003 → | D 4204 T | D | 11 | | | | |
| 460 | | | | | | | S60 | | | | | | | | | | |
| 460 1.9 TD | 09.1993 → 08.1997 | D 19 T | D | 7 | S60 2.4i 20V | | | | | 08.2000 → | B 5244 S | B | 9 | | | | |
| 460 1.9 TD | 1994 → | F8Q 740 | D | 7 | S60 2.5 TDi | | | | | 07.2000 → | D 5252 T | D | 8 | | | | |
| 460 1.9 TD | 07.1994 → | F8Q 610 | D | 7 | S70 | | | | | | | | | | | | |
| 460 1.9 TD | 07.1994 → | F8Q 768 | D | 7 | S70 2.4i 20V | | | | | 08.1999 → 07.2000 | B 5244 S | B | 9 | | | | |
| 460 1.9 TD | 07.1994 → | F8Q 784 | D | 7 | S70 2.5i 20V | | | | | 01.1997 → 07.1999 | B 5254 S | B | 9 | | | | |
| 460 1.9 TD | 07.1994 → | F8Q 785 | D | 7 | S70 2.5 TDi | | | | | 01.1997 → 07.2000 | D 5252 T | D | 8 | | | | |
| 740 | | | | | | | S80 | | | | | | | | | | |
| 740 2.3 | 08.1984 → 07.1987 | B 230 A | B | 18 | S80 2.0i 16V | | | | | 09.2007 → | B 4204 S3 | B | 12 | | | | |
| 740 2.3 | 08.1984 → 07.1991 | B 230 E | B | 18 | S80 2.0 TD 16V | | | | | 09.2007 → | D 4204 T | D | 11 | | | | |
| 740 2.3i | 08.1984 → 07.1992 | B 230 FB | B | 19 | S80 2.4i 20V | | | | | 08.1998 → 07.2006 | B 5244 S | B | 9 | | | | |
| 740 2.3i | 08.1984 → 08.1994 | B 230 FD | B | 19 | S80 2.5 TDi | | | | | 08.1998 → 07.2001 | D 5252 T | D | 8 | | | | |
| 740 2.3i | 08.1988 → 07.1995 | B 230 F | B | 19 | V40 | | | | | | | | | | | | |
| 740 2.3 (USA) | 08.1988 → 07.1995 | B 230 F | B | 19 | V40 1.9 TD | | | | | 01.1996 → 07.1999 | D 4192 T | D | 7 | | | | |
| 740 2.4 D | 04.1984 → 07.1992 | D 24 | D | 3 | V50 | | | | | | | | | | | | |
| 740 2.4 TD | 04.1984 → 07.1992 | D 24 T | D | 4 | V50 2.0i 16V | | | | | 05.2006 → | B 4204 S3 | B | 12 | | | | |
| 740 2.4 TDi | 04.1984 → 07.1992 | D 24 TIC | D | 4 | V50 2.0 TDi 16V | | | | | 02.2004 → | D 4204 T | D | 11 | | | | |
| 760 | | | | | | | V70 | | | | | | | | | | |
| 760 2.3 | 05.1984 → | B 230 E | B | 18 | V70 2.4i 20V | | | | | 05.1999 → 03.2000 | B 5244 S | B | 9 | | | | |
| 760 2.3i (USA) | 05.1984 → | B 230 F | B | 19 | V70 2.5i 20V | | | | | 01.1997 → 03.2000 | B 5254 S | B | 9 | | | | |
| 760 2.4 D | 01.1982 → 07.1992 | D 24 | D | 3 | V70 2.5 TDi | | | | | 01.1997 → 03.2000 | D 5252 T | D | 8 | | | | |
| 760 2.4 TD | 08.1982 → 07.1987 | D 24 T | D | 4 | V70 II | | | | | | | | | | | | |
| 760 2.4 TDi | 08.1987 → 07.1992 | D 24 TIC | D | 4 | V70 II 2.0i 16V | | | | | 09.2007 → | B 4204 S3 | B | 12 | | | | |
| 780 | | | | | | | V70 II 2.0 TD 16V | | | | | 09.2007 → | D 4204 T | D | 11 | | |
| 780 2.4 TDi | 08.1985 → 07.1991 | D 24 TIC | D | 4 | V70 II 2.4i 20V | | | | | 03.2000 → 04.2007 | B 5244 S | B | 9 | | | | |
| 850 | | | | | | | V70 II 2.5 TDi | | | | | 03.2000 → 07.2001 | D 5252 T | D | 8 | | |
| 850 2.4i 20V | 09.1991 → 08.1997 | B 5254 S | B | 9 | BUS B12 SERIES | | | | | | | | | | | | |
| 850 2.5 TDi | 05.1996 → 08.1997 | D 5252 T | D | 8 | B12R | | | | | 01.2012 → | D 12 D 380 | D | 69 | | | | |
| 940 | | | | | | | B12R | | | | | 01.2012 → | D 12 D 420 | D | 69 | | |
| 940 2.3 | | | | | 09.1990 → 04.1997 | B 230 E | B | 18 | BUS 5000 SERIES | | | | | | | | |
| 940 2.3i | 06.1991 → 08.1995 | B 230 F | B | 19 | Bus 5000 | | | | | 08.1999 → | D 7 C 215 | D | 38 | | | | |
| 940 2.3i | 09.1992 → 08.1995 | B 230 FB | B | 19 | Bus 5000 | | | | | 08.1999 → | D 7 C 250 | D | 38 | | | | |



|  |  | Pos |  |  | Pos |
|---|---|-----|--|---|-----|
| Bus 5000 08.1999 → | D 7 C 290 D | 38 | B 10 BLE 01.1992 → 01.1996 | THD 101 GC D | 46 |
| BUS 7000 SERIES | | | B 10 BLE 01.1992 → 01.1996 | THD 101 GD D | 46 |
| Bus 7000 08.1998 → | D 7 C 215 D | 38 | B 10 BLE 01.1992 → 01.1996 | THD 102 KB D | 51 |
| Bus 7000 08.1998 → | D 7 C 250 D | 38 | B 10 BLE 01.1992 → 01.1996 | THD 102 KD D | 48 |
| Bus 7000 08.1998 → | D 7 C 290 D | 38 | B 10 BLE 01.1992 → 01.1996 | THD 102 KF D | 51 |
| Bus 7000 04.1999 → | D 12 A 420 D | 67 | B 10 BLE 01.1992 → 01.1996 | THD 103 KB D | 53 |
| BUS 8000 SERIES | | | B 10 BLE 01.1992 → 01.1996 | THD 103 KD D | 53 |
| Bus 8700 09.2004 → | D 7 C 275 D | 38 | B 10 BLE 2002 → | GH 10 C 250 G | 42 |
| Bus 8700 09.2004 → | D 7 C 310 D | 38 | B 10 L 05.1994 → | DH 10 A 245 D | 54 |
| BUS 9000 SERIES | | | B 10 L 05.1994 → | GH 10 A 180 D | 54 |
| Bus 9700 09.2001 → | DH 12 D 340 D | 68 | B 10 M 01.1978 → 01.1984 | THD 100 DB D | 46 |
| Bus 9900 09.2001 → | DH 12 D 420 D | 68 | B 10 M 10.1979 → 01.1984 | THD 100 DC D | 46 |
| BUS OLYMPIAN | | | B 10 M 10.1979 → 01.1984 | THD 100 DD D | 46 |
| Olympian 07.1997 → | DH 10 A 245 D | 54 | B 10 M 10.1979 → 01.1984 | THD 100 E D | 46 |
| Olympian 07.1998 → | D 10 A 245 D | 54 | B 10 M 10.1980 → 10.1986 | THD 100 EA D | 46 |
| Olympian 12.2001 → | D 9 A 300 D | 41 | B 10 M 10.1980 → 10.1986 | THD 100 EB D | 46 |
| Olympian 12.2001 → | D 9 A 340 D | 41 | B 10 M 10.1980 → 10.1986 | THD 100 ED D | 46 |
| B SERIES | | | B 10 M 10.1980 → 10.1986 | THD 100 EE D | 46 |
| B 6 05.1996 → | D 6 A 180 D | 26 | B 10 M 10.1980 → 10.1986 | THD 100 EK D | 46 |
| B 6 05.1996 → | D 6 A 210 D | 26 | B 10 M 10.1980 → 01.1996 | THD 100 EC D | 46 |
| B 6 F 11.1978 → 07.1984 | TD 60 A D | 21 | B 10 M 1981 → | THD 101 K D | 46 |
| B 6 F 11.1978 → 07.1984 | TD 60 C D | 23 | B 10 M 1981 → | THD 101 MC D | 46 |
| B 6 F 11.1979 → 12.1987 | TD 60 B D | 23 | B 10 M 06.1986 → 01.1996 | TD 101 KC D | 46 |
| B 6 FA 11.1979 → 12.1987 | TD 60 B D | 23 | B 10 M 06.1986 → 01.1996 | THD 101 G D | 46 |
| B 6 R 11.1991 → | D 6 A 180 D | 26 | B 10 M 06.1986 → 01.1996 | THD 101 GB D | 46 |
| B 6 R 11.1991 → | D 6 A 210 D | 26 | B 10 M 06.1986 → 01.1996 | THD 101 GC D | 46 |
| B 6 R 11.1991 → | TD 63 E D | 27 | B 10 M 06.1986 → 01.1996 | THD 101 GD D | 46 |
| B 6 R 11.1991 → | TD 63 ES D | 27 | B 10 M 01.1987 → 01.1996 | TD 102 FL D | 48 |
| B 6 LE 11.1991 → | D 6 A 180 D | 26 | B 10 M 01.1987 → 01.1996 | TD 102 FM D | 48 |
| B 6 LE 11.1991 → | D 6 A 210 D | 26 | B 10 M 01.1987 → 01.1996 | THD 101 KE D | 46 |
| B 6 LE 11.1991 → | TD 63 E D | 27 | B 10 M 05.1988 → 01.1996 | THD 101 KB D | 46 |
| B 6 LE 11.1991 → | TD 63 ES D | 27 | B 10 M 05.1988 → 01.1996 | THD 101 KC D | 46 |
| B 7 01.1991 → | TD 73 ES D | 36 | B 10 M 05.1988 → 01.1996 | THD 102 KA D | 51 |
| B 7 F 10.1983 → 12.1987 | TD 70 H D | 32 | B 10 M 05.1988 → 01.1996 | THD 102 KD D | 48 |
| B 7 F 10.1983 → 12.1987 | TD 70 H D | 33 | B 10 M 05.1988 → 01.1996 | THD 102 KE D | 50 |
| B 7 F 01.1999 → | D 7 A 230 D | 37 | B 10 M 05.1988 → 01.1996 | THD 102 KF D | 51 |
| B 7 F 01.1999 → | D 7 A 260 D | 37 | B 10 M 01.1992 → 01.1996 | TD 103 KB D | 53 |
| B 7 F 01.1999 → | D 7 A 285 D | 37 | B 10 M 01.1992 → 01.1996 | TD 103 KF D | 53 |
| B 7 F 01.1999 → | D 7 B 230 D | 37 | B 10 M 05.1993 → 01.1997 | THD 103 KB D | 53 |
| B 7 F 01.1999 → | D 7 B 260 D | 37 | B 10 M 05.1993 → 01.1997 | THD 103 KD D | 53 |
| B 7 FA 10.1983 → 12.1987 | TD 70 H D | 32 | B 10 M 01.1995 → | DH 10 A 245 D | 54 |
| B 7 FA 10.1983 → 12.1987 | TD 70 H D | 33 | B 10 M 01.1995 → | DH 10 A 285 D | 54 |
| B 7 L 05.1999 → | D 7 C 215 D | 38 | B 10 M 01.1995 → | DH 10 A 340 D | 54 |
| B 7 L 05.1999 → | D 7 C 250 D | 38 | B 10 M 01.1995 → | DH 10 A 350 D | 54 |
| B 7 L 05.1999 → | D 7 C 290 D | 38 | B 10 M 01.1995 → | DH 10 A 360 D | 54 |
| B 7 L 05.1999 → | D 7 C 310 D | 38 | B 10 M 01.1995 → | GH 10 A 180 D | 54 |
| B 7 R | D 7 E 290 D | 39 | B 10 M 08.2000 → | GH 10 B 210 D | 54 |
| B 9 M 08.1982 → 07.1994 | THD 100 D D | 44 | B 10 M 08.2000 → | GH 10 C 290 G | 42 |
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| B 9 M 08.1982 → 07.1994 | THD 101 GC D | 46 | B 10 R 06.1978 → 01.1984 | THD 100 DB D | 46 |
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| B 10 10.1979 → 12.1983 | THD 100 D | 46 | B 10 R 11.1983 → 01.1996 | THD 100 ED D | 46 |
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| B 12 | 06.2001 → | D 12 D 425 | D | 68 | B 59 T | 10.1972 → 01.1979 | THD 100 A | D | 43 |
| B 54 | 10.1965 → 03.1971 | TD 70 A | D | 29 | B 609 | 03.1975 → 03.1978 | D 60 | D | 22 |
| B 54 | 10.1965 → 1975 | TD 50 B | D | 17 | B 609 | 01.1977 → 03.1978 | D 60 A | D | 22 |
| B 54 | 10.1966 → 03.1971 | D 50 A | D | 17 | B 715 | 01.1963 → 12.1964 | TD 70 A | D | 29 |
| B 54 | 10.1966 → 03.1971 | TD 50 A | D | 17 | BB SERIES | | | | |
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| B 57 | 10.1970 → 09.1976 | D 70 B | D | 30 | BB 57 | 10.1970 → 10.1978 | D 70 B | D | 30 |
| B 57 | 10.1970 → 10.1978 | D 50 B | D | 17 | BB 57 | 09.1978 → 01.1996 | TD 70 H | D | 32 |
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| B 57 | 1974 → | TD 70 ES | D | 33 | BB 57 | 06.1979 → 01.1996 | TD 70 HA | D | 33 |
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| B 57 | 09.1975 → 12.1981 | TD 70 E | D | 32 | BB 57 T | 10.1970 → 10.1975 | TD 70 B | D | 29 |
| B 57 | 09.1978 → 12.1983 | TD 70 H | D | 32 | BB 57 T | 11.1975 → 12.1985 | TD 70 E | D | 33 |
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| F 7 | 1985 → | TD 71 AP | D | 34 | F 12 | 08.1987 → 12.1994 | TD 122 GH | D | 60 |
| F 7 | 1985 → | TD 71 APB | D | 34 | F 12 | 05.1988 → 12.1994 | TD 122 FK | D | 60 |
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| F 7 | 1985 → | TD 73 G | D | 35 | F 12 | 10.1990 → 12.1994 | TD 123 ED | D | 65 |
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| F 12 | 09.1979 → 10.1984 | TD 120 F | D | 59 | F 86 | 1971 → 09.1974 | TD 70 B | D | 29 |
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| F 609 | 03.1975 → 03.1978 | D 60 | D | 22 | FH 12-460 | 09.2001 → | D 12 D 460 | D | 68 |
| F 609 | 01.1977 → 02.1986 | D 60 A | D | 22 | FH 12-500 | 09.2001 → | D 12 D 500 | D | 68 |
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| F 613 | 09.1975 → 11.1978 | TD 60 A | D | 21 | FL 7 | 09.1985 → 10.1994 | TD 71 FQ | D | 34 |
| F 613 | 12.1978 → 02.1986 | TD 60 B | D | 23 | FL 7 | 09.1985 → 10.1994 | TD 71 FS | D | 34 |
| F 613 | 03.1986 → | TD 61 FB | D | 23 | FL 7 | 09.1985 → 10.1994 | TD 71 FSQ | D | 34 |
| F 613 | 03.1986 → | TD 61 GE | D | 23 | FL 7 | 07.1986 → 10.1994 | TD 71 FSO | D | 34 |
| F 614 | 09.1975 → 02.1986 | TD 60 A | D | 21 | FL 7 | 12.1986 → 10.1994 | TD 71 FD | D | 34 |
| F 614 | 12.1978 → 02.1986 | TD 60 B | D | 23 | FL 7 | 10.1990 → 10.1999 | TD 73 EA | D | 36 |
| F 615 | 12.1978 → 10.1981 | TD 60 B | D | 23 | FL 7 | 10.1990 → 10.1999 | TD 73 EB | D | 36 |
| F 615 | 03.1986 → | TD 61 FB | D | 23 | FL 7 | 11.1991 → 10.1999 | TD 73 E | D | 36 |
| F 616 | 12.1978 → 02.1986 | TD 60 B | D | 23 | FL 7 | 11.1991 → 10.1999 | TD 73 ES | D | 36 |
| F 617 | 12.1978 → 02.1986 | TD 60 B | D | 23 | FL 7 | 12.1993 → 10.1999 | D 7 A 285 | D | 37 |
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| F 716 | 01.1979 → 1985 | TD 70 G | D | 31 | FL 7-260 | 12.1993 → 10.1999 | D 7 A 260 | D | 37 |
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| F 720 | 01.1979 → 1985 | TD 70 G | D | 31 | FL 10 | 09.1985 → 12.1993 | TD 101 G | D | 47 |
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| F 724 | 01.1979 → 1985 | TD 70 FS | D | 31 | FL 10 | 09.1985 → 12.1993 | TD 102 FDQ | D | 49 |
| F 724 | 01.1979 → 1985 | TD 70 G | D | 31 | FL 10 | 09.1985 → 12.1993 | TD 102 FF | D | 49 |
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| FB 84 T | 09.1970 → 12.1971 | TD 50 B | D | 17 | FL 10 | 09.1985 → 12.1993 | TD 102 FL | D | 48 |
| FB 85 T | 09.1970 → 12.1971 | TD 50 B | D | 17 | FL 10 | 09.1985 → 12.1993 | TD 102 FM | D | 48 |
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| FB 86 | 06.1970 → 12.1974 | TD 70 B | D | 29 | FL 10 | 12.1986 → 12.1993 | TD 101 FD | D | 47 |
| FB 86 | 06.1970 → 12.1974 | TD 70 C | D | 29 | FL 10 | 11.1992 → 09.1994 | TD 103 E | D | 52 |
| FB 86 T | 10.1965 → 05.1970 | TD 70 A | D | 29 | FL 10 | 11.1992 → 02.1996 | TD 103 EA | D | 52 |
| FB 86 T | 08.1970 → 09.1974 | TD 70 B | D | 29 | FL 10 | 11.1992 → 02.1996 | TD 103 ES | D | 52 |
| FB 86 T | 10.1974 → 05.1978 | TD 70 E | D | 33 | FL 10 | 02.1995 → 12.1998 | D 10 A 310 | D | 54 |
| FB 86 T | 10.1974 → 05.1978 | TD 70 ES | D | 33 | FL 10 | 02.1995 → 12.1998 | D 10 A 320 | D | 54 |
| FB 86 T | 10.1974 → 05.1978 | TD 70 ES | D | 32 | FL 10 | 02.1995 → 12.1998 | D 10 A 350 | D | 55 |
| FB 86 T | 10.1974 → 06.1978 | TD 70 E | D | 32 | FL 10 | 02.1995 → 12.1998 | D 10 A 360 | D | 55 |
| FB 87 BFA | 09.1976 → 05.1978 | TD 70 ES | D | 33 | FL 10 | | TD 100 F | D | 47 |
| FB 87 BFA | 09.1976 → 05.1978 | TD 70 ES | D | 32 | FL 10 | | TD 101 GG | D | 47 |
| FB 88 | 01.1976 → 1981 | TD 100 BG | D | 45 | FL 12-380 | 09.1995 → 10.1998 | D 12 A 380 | D | 67 |
| FB 88 T | 08.1965 → 06.1977 | TD 100 A | D | 44 | FL 12-420 | 09.1995 → | D 12 A 420 | D | 67 |
| FE SERIES | | | | | FL 240 | | D 7 E 240 | D | 39 |
| FE 240 | | D 7 E 240 | D | 39 | FL 280 | | D 7 E 280 | D | 39 |
| FE 280 | | D 7 E 280 | D | 39 | FL 408 | 02.1986 → 12.1995 | TD 41 G | D | 16 |
| FE 320 | | D 7 E 320 | D | 39 | FL 607 | 01.1990 → 11.1994 | TD 61 GB | D | 23 |
| FE 613 | 03.1986 → 12.1997 | TD 61 GE | D | 23 | FL 608 | 09.1985 → 11.1994 | TD 61 B | D | 23 |
| FE 614 | 03.1986 → 12.1997 | TD 61 FB | D | 23 | FL 608 | 09.1986 → 11.1994 | TD 61 GA | D | 23 |
| FE 615 | 03.1986 → 12.1997 | TD 61 FB | D | 23 | FL 608 | 03.1987 → 11.1994 | TD 61 G | D | 23 |
| FH SERIES | | | | | FL 608 | 11.1991 → 12.1996 | TD 63 E | D | 27 |
| FH 12-340 | 08.1993 → 08.1998 | D 12 A 340 | D | 67 | FL 608 | 12.1994 → 12.1996 | TD 63 ES | D | 27 |
| FH 12-340 | 08.1993 → 03.2002 | D 12 B 340 | D | 68 | FL 608 | 02.1995 → 08.2000 | D 6 A 180 | D | 26 |
| FH 12-340 | 08.1998 → 03.2002 | D 12 C 340 | D | 69 | FL 608 | 02.1995 → 08.2000 | D 6 A 210 | D | 26 |
| FH 12-340 | 09.2001 → | D 12 D 340 | D | 69 | FL 610 | 09.1985 → 11.1994 | TD 61 G | D | 23 |
| FH 12-380 | 08.1993 → 08.1998 | D 12 A 380 | D | 67 | FL 610 | 09.1985 → 11.1994 | TD 61 GS | D | 23 |
| FH 12-380 | 08.1993 → | D 12 C 380 | D | 69 | FL 610 | 01.1990 → 11.1994 | TD 61 GB | D | 23 |

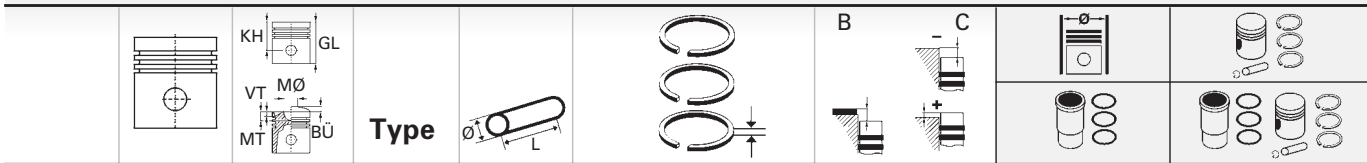
V



| | | | Pos | | | | Pos | | |
|------------------|-------------------|-----------|-----|----|------------------|-------------------|------------|---|----|
| FL 611 | 09.1985 → 11.1994 | TD 61 B | D | 23 | FM 9-380 | 12.2001 → | D 9 A 380 | D | 41 |
| FL 611 | 09.1985 → 11.1994 | TD 61 F | D | 23 | FM 10-320 | 04.1999 → | D 10 B 320 | D | 54 |
| FL 611 | 09.1985 → 11.1994 | TD 61 G | D | 23 | FM 10-320 | 04.1999 → | D 10 C 320 | D | 54 |
| FL 611 | 09.1985 → 11.1994 | TD 61 GC | D | 23 | FM 10-360 | 04.1999 → | D 10 B 360 | D | 55 |
| FL 611 | 09.1985 → 11.1994 | TD 61 GS | D | 23 | FM 10-360 | 04.1999 → | D 10 C 360 | D | 55 |
| FL 611 | 09.1986 → 11.1994 | TD 61 GA | D | 23 | FM 12-340 | 08.1998 → 01.2002 | D 12 C 340 | D | 69 |
| FL 611 | 11.1991 → 12.1996 | TD 63 E | D | 27 | FM 12-340 | 09.2001 → | D 12 D 340 | D | 69 |
| FL 611 | 12.1994 → 12.1996 | TD 63 ES | D | 27 | FM 12-380 | 08.1998 → 01.2002 | D 12 C 380 | D | 69 |
| FL 611 | 02.1995 → 08.2000 | D 6 A 180 | D | 26 | FM 12-380 | 09.2001 → | D 12 D 380 | D | 69 |
| FL 611 | 02.1995 → 08.2000 | D 6 A 210 | D | 26 | FM 12-420 | 08.1998 → 01.2002 | D 12 C 420 | D | 69 |
| FL 612 | 09.1985 → 11.1994 | TD 61 GS | D | 23 | FM 12-420 | 09.2001 → | D 12 D 420 | D | 69 |
| FL 612 | 01.1990 → 11.1994 | TD 61 GC | D | 23 | FM 12-460 | 08.1998 → 01.2002 | D 12 C 460 | D | 68 |
| FL 612 | 11.1991 → 12.1996 | TD 63 E | D | 27 | FM 12-460 | 01.2002 → | D 12 D 460 | D | 68 |
| FL 612 | 11.1991 → 12.1996 | TD 63 ES | D | 27 | FM 400 | 09.2007 → | D 13 A 400 | D | 70 |
| FL 612 | 02.1995 → 08.2000 | D 6 A 180 | D | 26 | FM 440 | 09.2007 → | D 13 A 440 | D | 70 |
| FL 612 | 02.1995 → 08.2000 | D 6 A 210 | D | 26 | FM 480 | 09.2007 → | D 13 A 480 | D | 70 |
| FL 612 | 02.1995 → 08.2000 | D 6 A 230 | D | 26 | FS SERIES | | | | |
| FL 612 | 02.1995 → 08.2000 | D 6 A 250 | D | 26 | FS 7 | 11.1991 → 10.1994 | TD 73 E | D | 36 |
| FL 613 | 09.1985 → 11.1994 | TD 61 G | D | 23 | FS 10 | 01.1987 → 01.1989 | TD 101 FD | D | 47 |
| FL 613 | 09.1985 → 11.1994 | TD 61 GS | D | 23 | FS 10 | 01.1987 → | TD 122 FK | D | 60 |
| FL 613 | 01.1990 → 11.1994 | TD 61 GC | D | 23 | FS 10 | 01.1987 → | TD 122 FR | D | 60 |
| FL 613 | 11.1991 → 12.1996 | TD 63 E | D | 27 | FS 10 | 01.1987 → | TD 122 FS | D | 60 |
| FL 613 | 11.1991 → 12.1996 | TD 63 ES | D | 27 | FS 10 | 01.1987 → | TD 122 KE | D | 60 |
| FL 614 | 09.1985 → 11.1994 | TD 61 B | D | 23 | FS 10 | 09.1988 → 12.1995 | TD 102 FDQ | D | 49 |
| FL 614 | 09.1985 → 11.1994 | TD 61 F | D | 23 | FS 10 | 1992 → 1995 | TD 103 E | D | 52 |
| FL 614 | 09.1985 → 11.1994 | TD 61 GS | D | 23 | FS 10 | 1992 → 1995 | TD 103 EA | D | 52 |
| FL 614 | 1986 → | TD 61 G | D | 23 | FS 10 | | TD 100 F | D | 47 |
| FL 614 | 01.1990 → 11.1994 | TD 61 GC | D | 23 | FS 10 | | TD 101 FA | D | 47 |
| FL 614 | 11.1991 → 12.1996 | TD 63 E | D | 27 | FS 10 | | TD 101 GG | D | 47 |
| FL 614 | 11.1991 → 12.1996 | TD 63 ES | D | 27 | FS 12 | 01.1987 → | TD 122 FK | D | 60 |
| FL 614 | 02.1995 → 08.2000 | D 6 A 180 | D | 26 | FS 12 | 01.1987 → | TD 122 FR | D | 60 |
| FL 614 | 02.1995 → 08.2000 | D 6 A 210 | D | 26 | FS 12 | 01.1987 → | TD 122 FS | D | 60 |
| FL 614 | 02.1995 → 08.2000 | D 6 A 230 | D | 26 | FS 12 | 08.1987 → 12.1994 | TD 122 F | D | 64 |
| FL 614 | 02.1995 → 08.2000 | D 6 A 250 | D | 26 | FS 12 | 08.1987 → 12.1994 | TD 122 FA | D | 60 |
| FL 615 | 11.1991 → 12.1996 | TD 63 E | D | 27 | FS 718 | 11.1991 → 03.1996 | TD 73 E | D | 36 |
| FL 615 | 11.1991 → 12.1996 | TD 63 ES | D | 27 | FS 718 | 11.1991 → 03.1996 | TD 73 ES | D | 36 |
| FL 615 | 02.1995 → 08.2000 | D 6 A 180 | D | 26 | FS 718 | 09.1994 → 03.1996 | D 7 B 230 | D | 37 |
| FL 615 | 02.1995 → 08.2000 | D 6 A 210 | D | 26 | FS 718 | 09.1994 → 03.1996 | D 7 B 260 | D | 37 |
| FL 615 | 02.1995 → 08.2000 | D 6 A 230 | D | 26 | G SERIES | | | | |
| FL 615 | 02.1995 → 08.2000 | D 6 A 250 | D | 26 | G 88 | 10.1969 → 12.1971 | D 100 B | D | 43 |
| FL 616 | 09.1985 → 11.1994 | TD 61 F | D | 23 | G 88 T | 08.1965 → 06.1977 | TD 100 A | D | 44 |
| FL 616 | 09.1985 → 11.1994 | TD 61 G | D | 23 | G 89 T | 10.1970 → 06.1977 | TD 120 A | D | 57 |
| FL 616 | 09.1985 → 11.1994 | TD 61 GS | D | 23 | L SERIES | | | | |
| FL 616 | 01.1990 → 11.1994 | TD 61 GB | D | 23 | L 160 | 01.1986 → 10.1992 | TD 102 GB | D | 46 |
| FL 616 | 11.1991 → 12.1996 | TD 63 ES | D | 27 | L 160 | | TD 101 KC | D | 46 |
| FL 617 | 09.1985 → 11.1994 | TD 61 F | D | 23 | L 160 | | THD 101 K | D | 46 |
| FL 617 | 09.1985 → 11.1994 | TD 61 GS | D | 23 | L 180 K | 01.1987 → | TD 122 GA | D | 60 |
| FL 617 | 01.1990 → 11.1994 | TD 61 GB | D | 23 | L 180 K | 01.1987 → | TD 122 GH | D | 60 |
| FL 617 | 01.1990 → 11.1994 | TD 61 GC | D | 23 | L 180 K | 08.1987 → | TD 122 F | D | 64 |
| FL 617 | 11.1991 → 12.1996 | TD 63 ES | D | 27 | L 180 K | | TD 122 FH | D | 64 |
| FL 618 | 11.1991 → 12.1996 | TD 63 E | D | 27 | L 180 K | | TD 122 FL | D | 64 |
| FL 618 | 11.1991 → 12.1996 | TD 63 ES | D | 27 | L 48 | 01.1963 → 12.1964 | TD 70 A | D | 29 |
| FL 618 | 11.1991 → 12.1996 | TD 63 KDE | D | 27 | LF SERIES | | | | |
| FL 618 | 02.1995 → 08.2000 | D 6 A 180 | D | 26 | LF 88 | 01.1965 → | HD 100 A | D | 43 |
| FL 618 | 02.1995 → 08.2000 | D 6 A 210 | D | 26 | LF 88 | 01.1965 → | MD 100 B | D | 43 |
| FL 618 | 02.1995 → 08.2000 | D 6 A 230 | D | 26 | LF 88 | 08.1965 → | D 100 A | D | 43 |
| FL 618 | 02.1995 → 08.2000 | D 6 A 250 | D | 26 | LF 88 | 10.1969 → | D 100 B | D | 43 |
| FL 619 | 09.1985 → 11.1994 | TD 61 F | D | 23 | LN SERIES | | | | |
| FL 619 | 11.1991 → 12.1996 | TD 63 E | D | 27 | LN 88 | 01.1965 → | HD 100 A | D | 43 |
| FL 619 | 11.1991 → 12.1996 | TD 63 ES | D | 27 | LN 88 | 01.1965 → | MD 100 B | D | 43 |
| FM SERIES | | | | | LN 88 | 08.1965 → | D 100 A | D | 43 |
| FM 7-230 | 01.1999 → 02.2002 | D 7 A 230 | D | 37 | LN 88 | 10.1969 → | D 100 B | D | 43 |
| FM 7-250 | 09.1998 → 02.2002 | D 7 C 250 | D | 38 | N SERIES | | | | |
| FM 7-260 | 01.1999 → 02.2002 | D 7 A 260 | D | 37 | N 7 | 10.1965 → 09.1970 | TD 70 A | D | 29 |
| FM 7-290 | 09.1998 → 02.2002 | D 7 C 290 | D | 38 | N 7 | 09.1972 → 10.1974 | TD 70 B | D | 29 |
| FM 7-310 | 09.1998 → | D 7 C 310 | D | 38 | N 7 | 09.1972 → 10.1974 | TD 70 C | D | 29 |
| FM 9-260 | 12.2001 → | D 9 A 260 | D | 41 | N 7 | 09.1973 → 10.1978 | TD 70 F | D | 31 |
| FM 9-300 | 12.2001 → | D 9 A 300 | D | 41 | N 7 | 11.1974 → 07.1978 | TD 70 E | D | 32 |
| FM 9-340 | 12.2001 → | D 9 A 340 | D | 41 | N 7 | 11.1974 → 07.1978 | TD 70 E | D | 33 |



| | | | | Pos | | | | | Pos |
|------------------|-------------------|------------|---|-----|------------------------|-------------------|------------|---|-----|
| N 7 | 12.1974 → 07.1978 | TD 70 ES | D | 32 | NH 12-380 | 07.1999 → | D 12 C 380 | D | 69 |
| N 7 | 12.1974 → 07.1978 | TD 70 ES | D | 33 | NH 12-420 | 07.1999 → | D 12 C 420 | D | 69 |
| N 7 | 08.1978 → 11.1987 | TD 70 G | D | 31 | NH 12-460 | 07.1999 → | D 12 C 460 | D | 68 |
| N 7 | 1979 → 1985 | TD 70 FS | D | 31 | NL SERIES | | | | |
| N 10 | 09.1973 → 04.1985 | TD 100 A | D | 44 | NL 10 | 05.1991 → 08.1991 | TD 100 G | D | 47 |
| N 10 | 08.1977 → 1981 | TD 100 BG | D | 45 | NL 10 | 05.1991 → 09.2001 | TD 101 G | D | 47 |
| N 10 | 08.1977 → 04.1985 | TD 100 B | D | 45 | NL 10 | 05.1991 → 09.2001 | TD 102 F | D | 49 |
| N 10 | 10.1980 → 06.1986 | TD 120 GA | D | 59 | NL 10 | 05.1991 → 09.2001 | TD 102 FH | D | 49 |
| N 10 | 1981 → 1986 | TD 100 F | D | 47 | NL 10 | 05.1991 → 09.2001 | TD 102 FL | D | 48 |
| N 10 | 01.1982 → 04.1985 | TD 100 G | D | 47 | NL 10 | 05.1991 → 09.2001 | TD 103 ES | D | 52 |
| N 10 | 01.1982 → 06.1985 | TD 100 GA | D | 47 | NL 10 | 1992 → 1995 | TD 103 EA | D | 52 |
| N 10 | 01.1982 → 04.1988 | TD 101 F | D | 47 | NL 10 | 01.1996 → | D 10 A 320 | D | 54 |
| N 10 | 01.1982 → 04.1988 | TD 101 G | D | 47 | NL 10 | | TD 100 F | D | 47 |
| N 10 | 01.1982 → | TD 101 FA | D | 47 | NL 10 | | TD 101 FA | D | 47 |
| N 10 | 01.1982 → | TD 101 FD | D | 47 | NL 10 | | TD 101 FD | D | 47 |
| N 10 | 01.1982 → | TD 101 GA | D | 47 | NL 10 | | TD 101 GG | D | 47 |
| N 10 | 08.1982 → 03.1984 | TD 120 G | D | 59 | NL 10 | | TD 102 FDQ | D | 49 |
| N 10 | 06.1989 → | TD 102 F | D | 49 | NL 10 | | TD 102 FQ | D | 49 |
| N 10 | | TD 101 GG | D | 47 | NL 12 | 10.1989 → 09.2001 | TD 121 F | D | 59 |
| N 12 | 09.1973 → 03.1984 | TD 120 A | D | 57 | NL 12 | 05.1991 → 09.2001 | TD 121 G | D | 61 |
| N 12 | 1977 → 1981 | TAMD 120 A | D | 58 | NL 12 | 05.1991 → 09.2001 | TD 122 F | D | 64 |
| N 12 | 1977 → 1981 | TMD 120 A | D | 57 | NL 12 | 05.1991 → 09.2001 | TD 122 FH | D | 64 |
| N 12 | 10.1978 → 03.1984 | TD 120 D | D | 58 | NL 12 | 05.1991 → 09.2001 | TD 122 FL | D | 64 |
| N 12 | 10.1978 → 03.1984 | TD 120 E | D | 58 | NL 12 | 05.1991 → 09.2001 | TD 122 FS | D | 60 |
| N 12 | 12.1980 → 03.1984 | TD 100 G | D | 47 | NL 12 | 05.1991 → 09.2001 | TD 123 E | D | 65 |
| N 12 | 12.1980 → 03.1984 | TD 100 GA | D | 47 | NL 12 | 05.1991 → 09.2001 | TD 123 ES | D | 65 |
| N 12 | 12.1980 → 03.1984 | TD 120 GA | D | 59 | NL 12 | 12.1992 → 09.2001 | TD 122 FR | D | 60 |
| N 12 | 08.1982 → 03.1984 | TD 120 G | D | 59 | NT SERIES | | | | |
| N 12 | 05.1983 → 05.1986 | TD 100 A | D | 44 | NT 88 T | 08.1965 → 12.1969 | TD 100 A | D | 44 |
| N 12 | 05.1983 → 05.1986 | TD 120 FA | D | 59 | NT 88 TS | 01.1970 → 08.1973 | TD 100 A | D | 44 |
| N 12 | 05.1983 → 05.1986 | TD 120 FB | D | 59 | TF SERIES | | | | |
| N 12 | 09.1983 → 09.1994 | TD 121 GD | D | 59 | TF 86 DTC | 01.1974 → 08.1978 | TD 70 E | D | 33 |
| N 12 | 1984 → 1988 | TMD 121 C | D | 59 | TF 86 DTC | 01.1974 → 08.1978 | TD 70 E | D | 32 |
| N 12 | 06.1984 → 09.1991 | TD 121 FD | D | 59 | TF 86 DTC | 01.1974 → 08.1978 | TD 70 ES | D | 33 |
| N 12 | 06.1984 → 01.1996 | TD 121 G | D | 61 | TF 86 DTC | 01.1974 → 08.1978 | TD 70 ES | D | 32 |
| N 12 | 01.1986 → 01.1998 | TD 121 FE | D | 59 | TF 86 T | 01.1974 → 08.1978 | TD 70 E | D | 33 |
| N 12 | 01.1986 → 01.1998 | TD 121 FF | D | 59 | TF 86 T | 01.1974 → 08.1978 | TD 70 E | D | 32 |
| N 12 | 07.1986 → 01.1998 | TD 121 A | D | 62 | TF 86 T | 01.1974 → 08.1978 | TD 70 ES | D | 33 |
| N 12 | 09.1986 → 01.1996 | TD 121 F | D | 59 | TF 86 T | 01.1974 → 08.1978 | TD 70 ES | D | 32 |
| N 84 | 01.1965 → 1975 | TD 50 B | D | 17 | WHITE GMC (USA) | | | | |
| N 84 | 10.1965 → 08.1970 | D 50 A | D | 17 | White GMC (USA) | | TD 122 F | D | 64 |
| N 84 | 10.1965 → 1975 | TD 50 A | D | 17 | White GMC (USA) | | TD 122 FH | D | 64 |
| N 84 | 09.1970 → 12.1971 | D 50 B | D | 17 | White GMC (USA) | | TD 122 FL | D | 64 |
| N 84 | 1974 → 1978 | TD 60 A | D | 21 | | | | | |
| N 86 | 10.1965 → 05.1970 | D 70 A | D | 30 | | | | | |
| N 86 | 10.1965 → 09.1970 | TD 70 A | D | 29 | | | | | |
| N 86 | 06.1970 → 08.1973 | D 70 B | D | 30 | | | | | |
| N 86 | 08.1970 → 08.1973 | TD 70 B | D | 29 | | | | | |
| N 86 | 08.1970 → 08.1973 | TD 70 C | D | 29 | | | | | |
| N 86 T | 10.1965 → 05.1970 | TD 70 A | D | 29 | | | | | |
| N 86 T | 08.1970 → 08.1973 | TD 70 B | D | 29 | | | | | |
| N 88 | 01.1965 → 1975 | HD 100 A | D | 43 | | | | | |
| N 88 | 01.1965 → 1975 | MD 100 B | D | 43 | | | | | |
| N 88 | 08.1965 → 10.1969 | D 100 A | D | 43 | | | | | |
| N 88 | 11.1969 → 12.1971 | D 100 B | D | 43 | | | | | |
| N 88 T | 08.1965 → 12.1969 | TD 100 A | D | 44 | | | | | |
| N 88 TS | 01.1970 → 08.1973 | TD 100 A | D | 44 | | | | | |
| N 725 | 01.1974 → 08.1978 | TD 70 E | D | 33 | | | | | |
| N 725 | 01.1974 → 08.1978 | TD 70 E | D | 32 | | | | | |
| N 725 | 01.1974 → | TD 70 ES | D | 32 | | | | | |
| N 725 | 01.1974 → | TD 70 ES | D | 33 | | | | | |
| NB SERIES | | | | | | | | | |
| NB 84 | 01.1972 → 08.1973 | D 50 B | D | 17 | | | | | |
| NB 86 | 08.1965 → 12.1970 | D 70 A | D | 30 | | | | | |
| NB 86 | 06.1970 → 08.1973 | D 70 B | D | 30 | | | | | |
| NB 86 T | 08.1970 → 08.1973 | TD 70 B | D | 29 | | | | | |
| NB 88 | 08.1965 → 10.1969 | D 100 A | D | 43 | | | | | |
| NB 88 TS | 01.1970 → 08.1973 | TD 100 A | D | 44 | | | | | |
| NH SERIES | | | | | | | | | |



| | | | | | | | | | | |
|-------------|----------|-------------------|---------|-------|----------------------|----|-------|-------------------|-------|----------|
| 1 | | 73 | | | | | | | | |
| B 13 | E | 08.1975 → 08.1978 | B | 4 | 1289 cm ³ | 2V | 42 kW | (57 PS) | 8,5:1 | 76,50 mm |
| | N Cyl. | A=78,5 | C=87,76 | L=134 | H=94,85 | | | 88 544 110 | | |

| | | | | | | | | | | |
|-------------|--------------|-------------------|--------|----------|---------------------------------------|------------------|----------|-------------------|--|-------------------------------|
| 2 | | 76 | | | | | | | | |
| B 14 | E, OE | 02.1976 → 07.1991 | B | 4 | 1397 cm ³ | 2V | 46-53 kW | (63-72 PS) | | 77,00 mm |
| | 4 | KH 37,5 GL 64 | | 20 64 | 1 R 1,75 CR G6 1 M 2 1 SLF 4 CR | | | 76,00 | | 93 696 600 (93 314) |
| | N Cyl. | A=80,55 | C=90,2 | L=134 | H=95 | 1 FP 77,2 x 1,25 | | 89 060 110 | | 93 696 960 NEW |

| | | | | | | | | | | |
|-------------|--------|-------------------------------|-----------|----------|---------------------------------------|----|-------|----------------------------------|------|--|
| 3 | | 76,5 | | | | | | | | |
| D 24 | | 04.1979 → 08.1993 | D | 6 | 2383 cm ³ | 2V | 60 kW | (82 PS) | 23:1 | 86,40 mm |
| | 6 | KH 41,7 MT -1,6 GL 71,7 | RK RTK | 24 64 | 1 R 1,75 CR G6 1 M 2 1 DSF 3 CR | | | 76,51 | | 93 260 600 [1] |
| | | | | | | | | 77,01 | | 93 260 610 [1] |
| | | | | | | | | 77,51 | | 93 260 620 [1] (91 418, 93 128) |
| | T Cyl. | A=79,5 | C=81,5 | L=145 | H=4,7 | | | 89 163 190 [2] semi | | 93 260 960 |

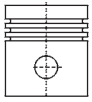
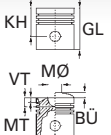

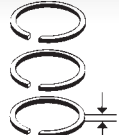
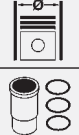
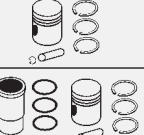
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

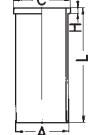
| | | | Type | | | | | |
|-----|--|--|--|--|--|--|--|--|
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цил. | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness paisseur espesor ширина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | |
| | - 07.1985 | | | | | | | |
| | 1 | 1,40 | +0,67 | +0,80 | | | | |
| | 2 | 1,50 | +0,81 | +0,90 | | | | |
| | 3 | 1,60 | +0,91 | +1,02 | | | | |
| | 08.1985 - | | | | | | | |
| | 1 | 1,53 | +0,66 | +0,86 | | | | |
| | 2 | 1,57 | +0,87 | +0,90 | | | | |
| | 3 | 1,61 | +0,91 | +1,02 | | | | |
| | Motor Nr. 1464108 ... | | | | | | | |
| | 0 | 1,65 mm | | + 0,70 | | | | |
| | 1 | 1,80 mm | + 0,70 | + 0,85 | | | | |
| | 2 | 1,95 mm | + 0,85 | | | | | |
| [2] | mit Aussparung für Pleuelstange with recess for connecting rod avec évidement pour bielle con escotadura para biela с углублением для шатуна | | | | | | | |

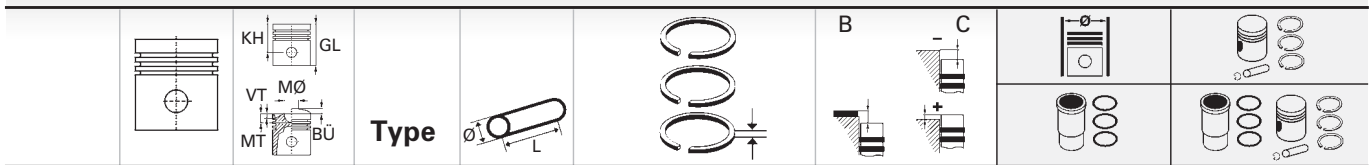
| 4 | | 76,5 | | | | | | | | | | | | | |
|-------------------|---------|---------------------------------|-------------------------|----------|---------------------|-------------------------|----------------|----------|--|--------------|--|------|--|----------------------------------|---|
| D 24 | | T, TIC | | | | | | | | | | | | | |
| 08.1982 → 10.1998 | | D (LA) | | 6 | | 2383 cm ³ 2V | | 80-90 kW | | (109-122 PS) | | 23:1 | | 86,40 mm | |
| | 6 | KH 41,7 MT -1,6 GL 71,7 | RTK LOX RK TPL | 24 64 | 1 R 1 M 1 DSF | 1,75 2 3 | CR CR CR | G6 G3 | | | | | | 76,51 | 90 732 600 [1] |
| | 076 118 | KH 41,45 MT -1,6 GL 71,45 | HKÜ HKÜ | | | | | | | | | | | 77,01 | 90 732 610 [1] |
| | | | | | | | | | | | | | | 77,51 | 90 732 620 [1] (93 434, 93 479, 93 687) |
| | T Cyl. | A=79,5 | C=81,5 | L=145 | H=4,7 | | | | | | | | | 89 163 190 [2] semi | 90 732 960 |

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| |  |  | Type |  |  | B | C |  |  |
|-----|--|---|---|---|---|---|---|---|---|
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | | Kolbenüberstand: piston protrusion: dépasement du piston: resalto del pistón: выступающая часть поршня: | | | | | | |
| | Kerben notches repèrès muescas надрезы | Stärke thickness paisseur espesor ширина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | | |
| | - 07.1985 | | | | | | | | |
| | 1 | 1,40 | +0,67 | +0,80 | | | | | |
| | 2 | 1,50 | +0,81 | +0,90 | | | | | |
| | 3 | 1,60 | +0,91 | +1,02 | | | | | |
| | 08.1985 - | | | | | | | | |
| | 1 | 1,53 | +0,66 | +0,86 | | | | | |
| | 2 | 1,57 | +0,87 | +0,90 | | | | | |
| | 3 | 1,61 | +0,91 | +1,02 | | | | | |
| | Motor Nr. 1464108 ... | | | | | | | | |
| | 0 | 1,65 mm | | + 0,70 | | | | | |
| | 1 | 1,80 mm | + 0,70 | + 0,85 | | | | | |
| | 2 | 1,95 mm | + 0,85 | | | | | | |
| [2] | mit Aussparung für Pleuelstange with recess for connecting rod avec évidement pour bielle con escotadura para biela с углублением для шатуна | | | | | | | | |

5  **78**

| D 16 | 08.1984 → 12.1985 | D | 4 | 1596 cm ³ | 2V | 40 kW | (54 PS) | 22,5:1 | 83,50 mm |
|---|---|---|---|--|-------------|-------|---------------------------|--------|--------------------------|
|  | 4 | KH 47,25 MT -1,5 GL 74,5 | 24 66,5 | 1 R 2 1 M 2 1 DSF 3 | CR G6 CR | | 78,00 | | 93 783 800 [1] |
|  | 078 102 | | | | | | 78,50 | | 93 783 820 [1] |
|  | T Cyl. | A=81 | C=83,5 | L=149 | H=4,6 | | 89 318 190 semi | | |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | | Kolbenüberstand: piston protrusion: dépasement du piston: resalto del pistón: выступающая часть поршня: | | | | | | |
| | Kerben notches repèrès muescas надрезы | Dicke thickness épaisseur espesor толщина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | | |
| | 2 | 1,53 mm | | + 0,79 | | | | | |
| | 3 | 1,63 mm | + 0,79 | + 0,89 | | | | | |
| | 4 | 1,73 mm | + 0,89 | | | | | | |



6 **78**

| | | | | | | | | | | |
|-------------|---|---|---|--|---------------------------|--|-------|---------------------------|--------|--------------------------|
| D 16 | | 01.1985 → 07.1991 | D | 4 | 1596 cm ³ | 2V | 40 kW | (54 PS) | 22,5:1 | 83,50 mm |
| | 4 | KH 47,25 MT -1,5 GL 74,5 | | 24 66,5 | 1 R 2 1 M 2 1 DSF 3 | CR G6 CR | | 78,00 | | 90 468 800 [1] |
| | | | | | | | | | | |
| | T Cyl. | A=81 | C=83,5 | L=149 | H=4,6 | | | 89 318 190 semi | | |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | | | | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | | | |
| | Kerben notches repères muescas надрезы | Dicke thickness épaisseur espesor толщина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | | | |
| | 2 | 1,53 mm | | + 0,79 | + 0,79 | | | | | |
| | 3 | 1,63 mm | | + 0,79 | + 0,89 | | | | | |
| | 4 | 1,73 mm | | + 0,89 | | | | | | |

7 **80**

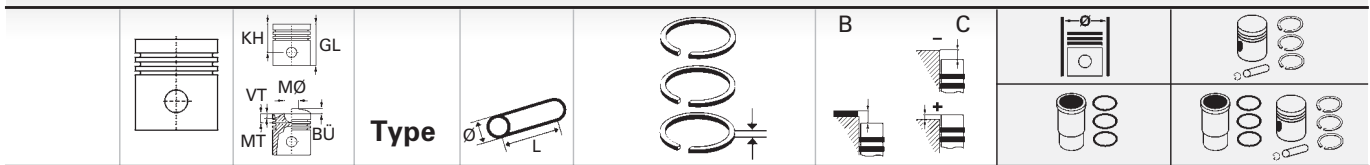
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|----------------|--|-------------------|-------|---|----------------------|----|----------|------------|--------|----------|
| D 19 | | T | | | | | | | | |
| | | 09.1993 → 08.1997 | D (A) | 4 | 1870 cm ³ | 2V | 66 kW | (90 PS) | 20,5:1 | 93,00 mm |
| D 4192 | | T | | | | | | | | |
| | | 01.1996 → 07.1999 | D (A) | 4 | 1870 cm ³ | 2V | 66 kW | (90 PS) | 20,5:1 | 93,00 mm |
| F8Q 610 | | | | | | | | | | |
| | | 07.1994 → | D (A) | 4 | 1870 cm ³ | 2V | 66-68 kW | (90-92 PS) | 20,5:1 | 93,00 mm |
| F8Q 740 | | | | | | | | | | |
| | | 09.1993 → | D (A) | 4 | 1870 cm ³ | 2V | 68 kW | (92 PS) | 20,5:1 | 93,00 mm |
| F8Q 768 | | | | | | | | | | |
| | | 07.1994 → | D (A) | 4 | 1870 cm ³ | 2V | 66-68 kW | (90-92 PS) | 20,5:1 | 93,00 mm |
| F8Q 784 | | | | | | | | | | |
| | | 07.1994 → | D (A) | 4 | 1870 cm ³ | 2V | 66-70 kW | (90-95 PS) | 20,5:1 | 93,00 mm |
| F8Q 785 | | | | | | | | | | |
| | | 07.1994 → | D (A) | 4 | 1870 cm ³ | 2V | 69-70 kW | (94-95 PS) | 20,5:1 | 93,00 mm |











| | | | | | | | | | | |
|--|---------|---------------------------------|------------|------------|-------------------------------|----------------|--|---------------|--|--------------------------|
| | 4 | KH 41,71 MT -1,3 GL 66,69 | KKK RTK | 26 66,5 | 1 T15 2,5 1 M 2 1 DSF 3 | MO CR CR | | 80,015 | | 94 357 600 [1] |
| | 80V 191 | | | | | | | 80,265 | | 94 357 610 |
| | | | | | | | | 80,515 | | 94 357 620 |

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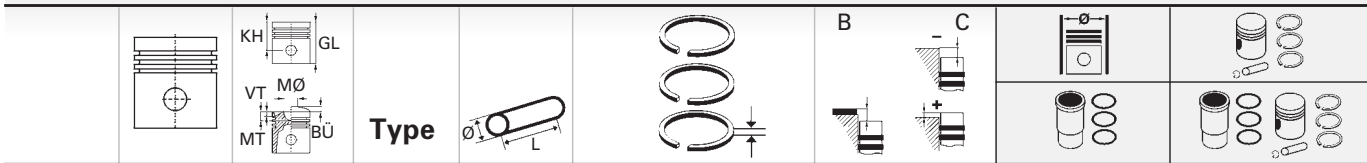
| | | | | | | | |
|-----|---|---|---|--|--|--|--|
| | | | | | | | |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | Kolbenüberstand: piston protrusion: dépasement du piston: resalto del pistón: выступающая часть поршня: | | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor ширина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | |
| | 2 1 3 | | +0,073 +0,206 | +0,073 +0,206 | | | |

| | | | | | | | | | | | | |
|---------------|---|---|---|--|----------------------|---------------|-------------------|----------|--------------|----------|---|--|
| 8 | | 81 | | | | | | | | | | |
| D 5252 | T | | | | | | | | | | | |
| | 05.1996 → | D | (LA) | 5 | 2461 cm ³ | 2V | 103 kW | (140 PS) | 20,5:1 | 95,50 mm | | |
| | 5 | KH 45,75 VT1 -1,35 MT -17,25 MØ 39,6 GL 69,75 | RTK KBB | 26 68 | 1 R 1 M 1 DSF | 2,5 2 3 | MO G6 G3 CR | | 81,01 | | 94 429 700 [1], [2] | |
| | 081 175 | KH 45,5 VT1 -1,35 MT -17,25 MØ 39,6 GL 69,5 | HKÜ | | | | | | 81,51 | | 94 429 720 [1], [2] (94 504) | |
| | 5 | KH 45,75 VT1 -1,35 MT -17,25 MØ 39,6 GL 69,75 | RTK KBB | 26 68 | 1 R 1 M 1 DSF | 2,5 2 3 | MO G6 G3 CR | | 81,01 | | 94 430 700 [1], [3] | |
| | 081 175 | KH 45,5 VT1 -1,35 MT -17,25 MØ 39,6 GL 69,5 | HKÜ | | | | | | 81,51 | | 94 430 720 [1], [3] (94 505) | |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | Kolbenüberstand: piston protrusion: dépasement du piston: resalto del pistón: выступающая часть поршня: | | | | | | | | | | |
| | Kerben notches repères muescas надрезы | Stärke thickness épaisseur espesor толщина | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | | | | | |
| | 1 2 3 | 1,53 1,57 1,61 | +0,8 +0,9 +1,0 | +0,9 +1,0 +1,1 | | | | | | | | |
| [2] | für Zylinder/for cylinder/pour cylindre/para cilindro/для цилиндров 1-2 | | | | | | | | | | | |
| [3] | für Zylinder/for cylinder/para cilindro/pour cylindre/для цилиндров 3-5 | | | | | | | | | | | |



| 9 | | 83 | | Type | | Ø ₁ L | | B C | | σ | | σ | |
|---|----------------|--|-------------------|---------------|------------------------------------|-------------------|------------|---------------|--------|-------------------|--|---|--|
| B 5244 | S | 08.1998 → | B | 5 | 2435 cm ³ | 4V | 125 kW | (170 PS) | 10,3:1 | 90,00 mm | | | |
| B 5254 | S | 09.1991 → 07.2000 | B | 5 | 2435 cm ³ | 4V | 121-125 kW | (165-170 PS) | 10,5:1 | 90,00 mm | | | |
|  | 5 | KH 28 BÜ +2,4 GL 52,4 | | 21 57 | 1 M 1,2 1 NM 1,5 1 SLF 2,5 | NT ST G3 NT | | 83,005 | | 99 659 600 | | | |
|  | 083 085 | | | | | | | 83,405 | | 99 659 610 | | | |
| 10 | | 84,14 | | | | | | | | | | | |
| B 18 | A, B, D | 02.1961 → 01.1972 | B | 4 | 1780 cm ³ | 2V | 50-85 kW | (68-115 PS) | | 80,00 mm | | | |
|  | 4 | KH 45,7 GL 70,7 | RK HKÜ | 22 74 | 1 R 2 1 M 2 1 DSF 4,747 | CR | | 84,645 | | 91 345 610 | | | |
|  | 084 054 | | | | | | | | | | | | |
| 11 | | 85 | | | | | | | | | | | |
| D 4204 | T | 10.2003 → | D (LA) | 4 | 1998 cm ³ | 4V | 100 kW | (136 PS) | 18,5:1 | 88,00 mm | | | |
|  | 4 | KH 46,705 VT1 -0,52 MT -15,4 MØ 44,8 GL 80,705 | RTK TPL KKK | 28 70 | 1 T6 3,5 1 M 2 1 DSF 3 | CK G6 CR | | 85,00 | | 99 700 600 | | | |
|  | 085 190 | | | | | | | 85,60 | | 99 700 610 | | | |
| 12 | | 87,5 | | | | | | | | | | | |
| B 4204 | S3 | 05.2006 → | B | 4 | 1999 cm ³ | 4V | 107 kW | (145 PS) | 10,8:1 | 83,10 mm | | | |
|  | 4 | KH 28,5 MT -0,35 GL 51 | | 21 60 K | 1 R 1,2 1 NM 1,2 1 SLF 2,5 | NT ST G3 CR | | 87,51 | | 99 457 600 | | | |
|  | 087 086 | | | | | | | 88,01 | | 99 457 620 | | | |
| 13 | | 88,9 | | | | | | | | | | | |
| B 200 | K | 08.1984 → 07.1990 | B | 4 | 1986 cm ³ | 2V | 72-76 kW | (98-103 PS) | 9,2:1 | 80,00 mm | | | |
|  | 4 | KH 39,7 MT -0,4 MØ 68 GL 67,7 | SRK | 23 60 | 1 R 1,75 1 NM 1,75 1 SSF 3,5 | CR G6 | | 89,291 | | 93 719 620 | | | |
|  | 089 114 | | | | | | | | | | | | |

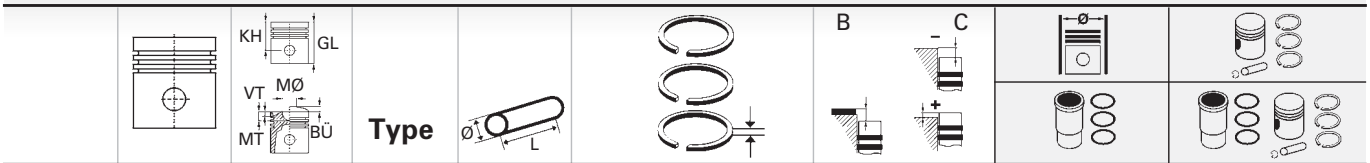
V



| | | | | | |
|-------------|-------------------------------------|--|-------------------------------------|------------------------------|--|
| 14 | | 92 | | | |
| B 21 | A, E 08.1974 → 07.1986 B | 4 2112 cm ³ 2V 74-90 kW (100-122 PS) 9,3:1 79,40 mm | | | |
| | 4 KH 46 092 075 MT -2,1 GL 71 | RK 24 72 | 1 R 1,75 CR G6 1 NM 2 1 SSF 4 | 92,00 93,00 | 92 776 600 92 776 620 |

| | | | | | |
|----------------|--|--|---|-------------------|-----------------------------------|
| 15 | | 92 | | | |
| AQAD 40 | A, B 1980 → 06.1986 D (LA) | 6 2V 81-121 kW (110-165 PS) 21:1 90,00 mm | | | |
| MD 40 | A 1976 → 1985 D | 6 3598 cm ³ 2V 53-63 kW (72-85 PS) 21:1 90,00 mm | | | |
| TAMD 40 | A, B, C 06.1979 → 06.1986 D (LA) | 6 3598 cm ³ 2V 81-121 kW (110-165 PS) 21:1 90,00 mm | | | |
| TD 40 | A 01.1978 → 02.1986 D (A) | 6 3598 cm ³ 2V 80-88 kW (109-120 PS) 21:1 90,00 mm | | | |
| TMD 40 | A, B, C 1976 → 06.1986 D (A) | 6 3598 cm ³ 2V 67-100 kW (91-136 PS) 21:1 90,00 mm | | | |
| | 6 KH 66,6 92L32 MT -2,3 GL 101,6 | KKK 35 RTK 76 | 1 T15 2,5 MO G6 1 M 2,5 MO 1 DSF 4 CR | +0,45 +0,75 | 92,01 93 471 600 |
| | N Cyl. A=105 C=114 L=180,8 | H+F=9,2+0,6 | 1 FP 103,5 x 1,6 1 R 99 x 3 2 FP 98 x 3 | 89 162 110 | 93 471 960 |

| | | | | | |
|----------------|-------------------------------------|---|---|-------------------|--|
| 16 | | 92 | | | |
| AQAD 31 | A 1986 → 1989 D | 4 2390 cm ³ 2V 96 kW (130 PS) 16:1 90,00 mm | | | |
| TD 41 | G 01.1985 → 12.1995 D (A) | 6 3598 cm ³ 2V 82-91 kW (111-124 PS) 17:1 90,00 mm | | | |
| | N Cyl. A=105 C=114 L=180,8 | H+F=9,2+0,6 | 1 FP 103,5 x 1,6 1 R 99 x 3 2 FP 98 x 3 | 89 162 110 | |



| | | |
|--------------|-------------|---|
| 17 | | 95,25 |
| D 50 | A, B | 10.1965 → 10.1978 D 6 5100 cm ³ 2V 64-86 kW (87-117 PS) 17:1 120,00 mm |
| TD 50 | A, B | 01.1965 → 10.1978 D (A) 6 5100 cm ³ 2V 81-121 kW (110-165 PS) 17:1 120,00 mm |

| | | | | | | | |
|--|--------|--|-----|----------------|---|-------------------|-------------------|
| | 6 | KH 79,4 MT -24,2 MØ 50 GL 124,4 | RTK | 40 77,3 | 1 R 2,39 CR G6 2 M 3,16 1 DSF 4,75 CR | 95,25 | 91 355 600 |
| | N Cyl. | A=108 C=117,1 L=234,5 | | H+F=11,61+0,73 | 1 FP 103,5 x 1,6 1 R 106,7 x 5,7 1 SC 106,7 x 5,7 | 88 470 110 | 91 355 960 |

| | | |
|--------------|-------------|---|
| 18 | | 96 |
| B 230 | A, E | 04.1984 → B 4 2316 cm ³ 2V 78-96 kW (106-131 PS) 10,3:1 80,00 mm |

| | | | | | | | |
|--|---|-------------------------------|--|----------|--|--------------|-------------------|
| | 4 | KH 39,7 MT -0,6 GL 64,7 | | 23 65 | 1 R 1,75 CR G6 1 NM 1,75 1 SSF 3,5 | 96,01 | 93 114 701 |
| | | | | | | 96,31 | 93 114 711 |

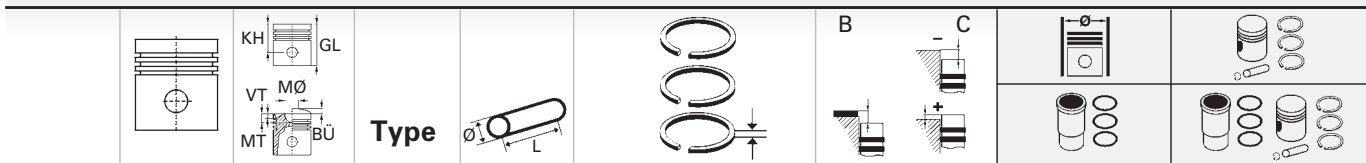
| | | |
|--------------|------------------|--|
| 19 | | 96 |
| B 230 | F, FB, FD | 05.1984 → B 4 2316 cm ³ 2V 85-96 kW (116-131 PS) 80,00 mm |

| | | | | | | | |
|--|---|-------------------------------|--|----------|--|--------------|-------------------|
| | 4 | KH 39,7 MT -2,2 GL 64,7 | | 23 65 | 1 R 1,75 CR G6 1 NM 1,75 1 SSF 3,5 | 96,01 | 93 116 700 |
|--|---|-------------------------------|--|----------|--|--------------|-------------------|

| | | |
|-----------------------|-----------|--|
| 20 | | 98 |
| TAD 620 Euro 2 | VE | 2002 → D (LA) 6 5703 cm ³ 2V 155 kW (211 PS) 18,4:1 126,00 mm |

| | | | | | | | |
|--|--------|--|------------|----------|---|--------------------------------------|--------------------------------------|
| | 6 | KH 50,65 MT -17,5 MØ 61,06 GL 90,65 | RTK TPL | 38 76 | 1 T15 3 CK G6 1 M 2,03 G3 1 DSF 3 NT ST | 98,00 | 99 801 600 |
| | T Cyl. | A=101 C=105 L=193 H=4,5 | | | | 89 830 110 <small>NEW</small> | 99 801 960 <small>NEW</small> |





| | | | | |
|--------------|--|--|--|--|
| 21 | | 98,43 | | |
| TD 60 | A | | | |
| | 1974 → 02.1986 | D (A) 6 5480 cm ³ 2V 108-132 kW (147-180 PS) 16:1 120,00 mm | | |
| | 6 098 080 KH 79,4 MT -23,8 MØ 54 GL 124,4 | RTK 40 77,3 1 R 2,39 CR G3 1 M 3,16 1 DSF 4,75 CR +0,05 +0,55 | 98,43 93 154 600 | |
| | N Cyl. A=110 Y=21,15 | C=119,1 L=237,4 H+F=9,66+3,6 | 1 FP 104 x 1,5 2 EP 109 x 5,8 1 FP 109 x 5,8 (50 006 635) | 89 352 110 93 154 961 |
| | N Cyl. A=110 Y=15,75 | C=119,1 L=234,5 H+F=11,61+0,73 | 1 FP 104 x 1,5 1 EP 109 x 5,8 1 FP 109 x 5,8 (50 006 620) | 89 016 110 93 154 960 |

| | | | | |
|-------------|---|--|--|--|
| 22 | | 98,43 | | |
| D 60 | A | | | |
| | 03.1975 → 02.1986 | D 6 5480 cm ³ 2V 84-92 kW (115-125 PS) 17:1 120,00 mm | | |
| | 6 098 080 KH 79,4 MT -22,15 MØ 54 GL 124,4 | RTK 40 77,3 1 R 2,39 CR G3 1 M 3,16 1 DSF 4,75 CR -1,27 -0,63 | 98,43 93 153 600 | |
| | N Cyl. A=110 Y=15,75 | C=119,1 L=234,5 H+F=11,61+0,73 | 1 FP 104 x 1,5 1 EP 109 x 5,8 1 FP 109 x 5,8 (50 006 620) | 89 016 110 93 153 960 |

| | | |
|----------------|--|---|
| 23 | | 98,43 |
| TAMD 60 | C | |
| | 1978 → 1985 | D (A) 6 5480 cm ³ 2V 108-184 kW (147-250 PS) 16:1 120,00 mm |
| TD 60 | B, C, DG | |
| | 1978 → 12.1987 | D (A) 6 5480 cm ³ 2V 86-132 kW (117-180 PS) 120,00 mm |
| TD 61 | B, F, FB, G, GA, GB, GC, GE, GS | |
| | 09.1985 → | D (LA) 6 5480 cm ³ 2V 108-153 kW (147-208 PS) 16:1 120,00 mm |

| | | | |
|--|--|--|-----------------------------------|
| | 6 098 080 KH 79,4 MT -21,8 MØ 57 GL 124,4 | RTK 40 77,3 1 R 2,39 CR G3 1 M 3,16 1 DSF 4,75 CR +0,05 +0,55 | 98,43 93 474 700 |
|--|--|--|-----------------------------------|

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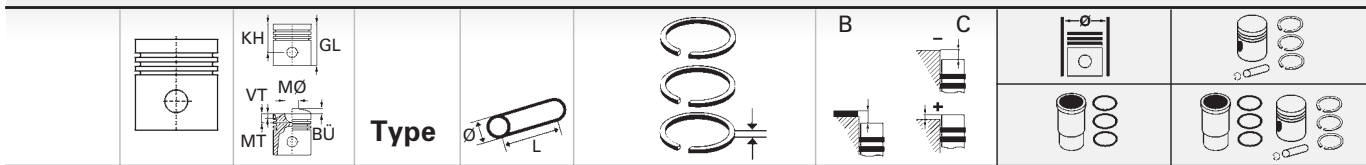
| | | | | | | | |
|--------|------------------|---------|---------|----------------|--|-------------------|-------------------|
| | | | | | | | |
| N Cyl. | A=110 Y=21,15 | C=119,1 | L=237,4 | H+F=9,66+3,6 | 1 FP 104 x 1,5 2 EP 109 x 5,8 1 FP 109 x 5,8 (50 006 635) | 89 352 110 | 93 474 971 |
| N Cyl. | A=110 Y=15,75 | C=119,1 | L=234,5 | H+F=11,61+0,73 | 1 FP 104 x 1,5 1 EP 109 x 5,8 1 FP 109 x 5,8 (50 006 620) | 89 016 110 | 93 474 970 |


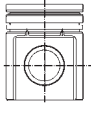

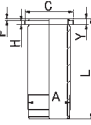
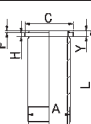
| | | | | | | | | |
|--------------|-----------|---|---------|---------|----------------|--|-------------------|--|
| 24 | | 98,43 | | | | | | |
| TD 60 | BG | 09.1983 → 06.1986 D (A) 6 5480 cm ³ 2V 70-97 kW (95-132 PS) 16:1 120,00 mm | | | | | | |
| | N Cyl. | A=110 Y=21,15 | C=119,1 | L=237,4 | H+F=9,66+3,6 | 1 FP 104 x 1,5 2 EP 109 x 5,8 1 FP 109 x 5,8 (50 006 635) | 89 352 110 | |
| | N Cyl. | A=110 Y=15,75 | C=119,1 | L=234,5 | H+F=11,61+0,73 | 1 FP 104 x 1,5 1 EP 109 x 5,8 1 FP 109 x 5,8 (50 006 620) | 89 016 110 | |


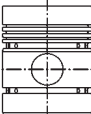

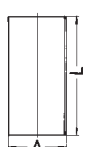
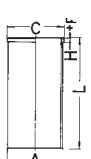
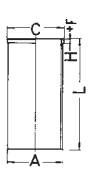
| | | | | | | | | |
|----------------|--|--|---------|------------|---|--|-------------------|-------------------|
| 25 | | 98,43 | | | | | | |
| TD 61 | A, ACE, AG, AGP, AP, APB, AW, R | 1985 → D (LA) 6 5480 cm ³ 2V 103-150 kW (140-204 PS) 120,00 mm | | | | | | |
| TID 61 | A, ACE | 1985 → D (LA) 6 5480 cm ³ 2V 103-150 kW (140-204 PS) 15:1 120,00 mm | | | | | | |
| TWD 610 | G | 1985 → D (LA) 6 5480 cm ³ 2V 103-150 kW (140-204 PS) 15:1 120,00 mm | | | | | | |
| | 6 | KH 79,4 MT -23,5 MØ 57 GL 124,4 | RTK | 40 77,3 | 1 R 2,39 CR G3 1 M 3,16 1 DSF 4,75 CR | 98,43 | 99 408 600 | |
| | N Cyl. | A=110 Y=21,15 | C=119,1 | L=237,4 | H+F=9,66+3,6 | 1 FP 104 x 1,5 2 EP 109 x 5,8 1 FP 109 x 5,8 (50 006 635) | 89 352 110 | 99 408 960 |

| | | | | | | | | |
|-------------------|-----------------------------------|---|------------|------------|---|--|-------------------|-------------------|
| 26 | | 98,43 | | | | | | |
| D 6 Euro 2 | A 180, A 210, A 230, A 250 | 11.1991 → D (LA) 6 5480 cm ³ 2V 132-184 kW (180-250 PS) 19:1 120,00 mm | | | | | | |
| | 6 | KH 79,4 VT1 -0,80 MT -19,6 MØ 53 GL 124,4 | RTK TPL | 40 77,3 | 1 T15 3,5 MO G6 1 M 2,5 G3 1 DSF 3,5 CR | +0,05 +0,55 | 98,43 | 40 255 600 |
| | N Cyl. | A=110 | C=119,1 | L=234,5 | H+F=9,41+0,95 | 1 FP 105,5 x 1,6 2 EP 108,5 x 5,8 1 FP 108,5 x 5,8 | 89 820 110 | 40 255 960 |

V



| 27 | |  98,43 | | | | | | | | | | | |
|---|---------|--|------------|------------|-----------------------------------|----------------------|----|-----------|--------------|----------------|-------------------|-------------------|--|
| TD 63 Euro 1 | | E, ES, KDE | | | | | | | | | | | |
| | | 11.1991 → | | D (LA) | 6 | 5480 cm ³ | 2V | 88-154 kW | (120-209 PS) | 18,3:1 | 120,00 mm | | |
|  | 6 | KH 79,4 VT1 -0,80 MT -20,3 MØ 53,1 GL 124,4 | RTK TPL | 40 77,3 | 1 T15 3,5 1 M 2,5 1 DSF 3,5 | MO G6 G3 CR | | | | +0,05 +0,55 | 98,43 | 99 991 700 | |
|  | 098 109 | | | | | | | | | | | | |
|  | N Cyl. | A=110 Y=9 | C=119,1 | L=237,4 | H+F=9,66+3,6 | | | | | | 89 578 110 | 99 991 970 | |
|  | N Cyl. | A=110 Y=21,15 | C=119,1 | L=237,4 | H+F=9,66+3,6 | | | | | | 89 352 110 | | |

| 28 | |  98,48 | | | | | | | | | | | |
|---|---------|---|----------|--------------|--|----------------------|----|----------|------------|------|---------------------------------------|-------------------|--|
| D 39 | | C | | | | | | | | | | | |
| | | 09.1975 → 01.1986 | | D | 4 | 3864 cm ³ | 2V | 59 kW | (80 PS) | 16:1 | 126,80 mm | | |
| 4.236 | | 09.1975 → 01.1986 | | D | 4 | 3864 cm ³ | 2V | 48-60 kW | (59-80 PS) | 16:1 | 126,80 mm | | |
|  | 4 | KH 70,35 MT -20,2 MØ 61 GL 120,7 | URK | 34,925 84 | 1 R 2,385 1 R 2,385 1 NM 2,385 1 DSF 6,335 1 D 6,335 | CR G6 | | | | | 98,48 | 99 629 600 | |
|  | 098 M01 | | | | | | | | | | | | |
|  | T Cyl. | A=103,2 | | L=228,8 | | | | | | | 88 354 190 semi (88 353) | 99 629 960 | |
|  | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | | | | | 88 355 190 semi | 99 629 961 | |
|  | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | | | | | 88 356 110 | 99 629 962 | |

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| | | KH VT MT | GL MØ BU | Type | ϕ L | | B | C | | | |
|--|--------------|---|------------------|----------------|--|--|---|----------------|--------------------------------|-------------------|--|
| | 4 098 049 | KH 70,25 MT -20,35 MØ 61 GL 121,05 | GEC RK RTK | 34,925 84,1 | 1 R 2,385 CR G3 1 M 2,385 CR 1 DSF 4,747 | | | +0,08 +0,25 | 98,48 | 93 592 600 [1] | |
| | T Cyl. | A=103,2 | | L=228,8 | | | | | 88 354 190 semi (88 353) | 93 592 961 [1] | |
| | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | | | 88 355 190 semi | 93 592 962 [1] | |
| | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | | | 88 356 110 | 93 592 963 [1] | |
| | T Cyl. | A=104,28 | C=107,442 | L=226,44 | H=3,861 | | | | 89 514 190 semi | 93 592 964 [1] | |
| | 4 098 026 | KH 70,1 MT -20,5 MØ 61 GL 120,9 | GEC URK | 34,925 84,2 | 1 SM 2,39 CR G3 2 M 2,39 1 DSF 6,34 CR 1 S 6,34 | | | +0,35 +0,58 | 98,48 | 91 118 600 [2] | |
| | T Cyl. | A=103,2 | | L=228,8 | | | | | 88 354 190 semi (88 353) | 91 118 961 | |
| | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | | | 88 355 190 semi | 91 118 962 | |
| | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | | | 88 356 110 | 91 118 963 | |

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| | | | | | | | |
|-----|--|-------------|-----------|----------|---------|---------------------------|-------------------|
| | | Type | | | | | |
| | T Cyl. | A=104,28 | C=107,442 | L=226,44 | H=3,861 | 89 514 190 semi | 91 118 964 |
| [1] | 01.1965 → | | | | | | |
| [2] | satzweise gegen 93 592 600 austauschbar exchangeable in sets against 93 592 600 échangeable sous forme de jeux contre 93 592 600 se puede cambiar el juego entero contra el 93 592 600 взаимозаменяемо комплектом с 93 592 600 | | | | | | |

29 **104,775**

TD 70

A, B, C

01.1963 → 04.1976 D (A) 6 6730 cm³ 2V 128-158 kW (175-215 PS) 15,5:1 130,00 mm

| | | | | | | | | |
|--|---------|---|------------|------------|---|--|-------------------------------|-------------------|
| | 6 | KH 88,45 MT -26,2 MØ 58 GL 141 | RTK URK | 45 85,6 | 1 R 2,39 CR G3 2 R 3,16 1 DSF 4,747 CR 1 S 4,747 | +0,70 +0,20 | 104,775 | 91 353 600 |
| | 105 063 | | | | | | | |
| | N Cyl. | A=117 Y=18,6 | C=127 | L=257 | H+F=11,66+0,73 | 1 FP 114 x 1,6 1 EP 115,7 x 5,7 1 FP 115,7 x 5,7 (50 006 608) | 88 868 110 (88 469) | 91 353 960 |

30 **104,775**

D 70

A, B

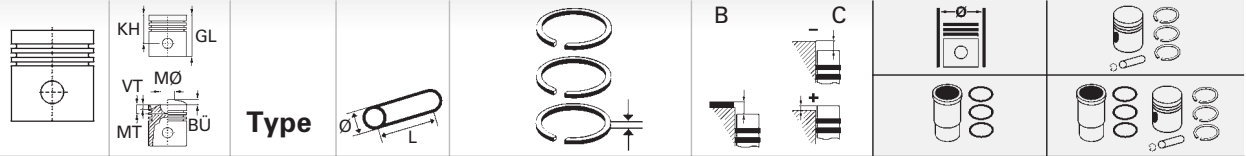
01.1965 → 10.1978 D 6 6730 cm³ 2V 106-110 kW (144-150 PS) 17:1 130,00 mm

MD 70

B

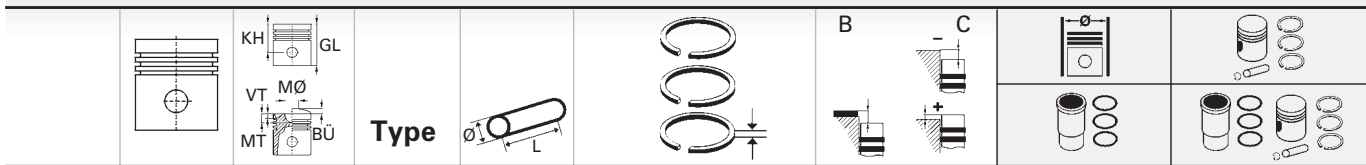
12.1970 → 07.1979 D 6 6730 cm³ 2V 81-107 kW (110-145 PS) 17:1 130,00 mm

| | | | | | | | | |
|--|---------|--|------------|------------|---|--|-------------------------------|-------------------|
| | 6 | KH 88,45 MT -26,7 MØ 55 GL 141,05 | RTK URK | 45 85,6 | 1 R 2,39 CR G3 2 R 3,16 1 DSF 4,747 CR 1 S 4,747 | +0,70 +0,20 | 104,775 | 91 354 600 |
| | 105 063 | | | | | | | |
| | N Cyl. | A=117 Y=18,6 | C=127 | L=257 | H+F=11,66+0,73 | 1 FP 114 x 1,6 1 EP 115,7 x 5,7 1 FP 115,7 x 5,7 (50 006 608) | 88 868 110 (88 469) | 91 354 960 |



| 31 | | 104,775 | | | | | | | | | |
|---------------|---|---|-------------------|------------|---|--|----------------|-------------------------------|--------|-------------------------------|--|
| TD 70 | F, FC, FS, G | 09.1973 → 05.1988 | D (A) | 6 | 6730 cm ³ | 2V | 138-180 kW | (188-245 PS) | 14,5:1 | 130,00 mm | |
| TD 70 | GG | 03.1983 → 06.1986 | D (LA) | 6 | 6730 cm ³ | 2V | 100-140 kW | (136-190 PS) | 14,5:1 | 130,00 mm | |
| TD 71 | A | 1985 → | D (LA) | 6 | 6730 cm ³ | 2V | 169 kW | (230 PS) | 15,5:1 | 130,00 mm | |
| TD 71 | GE | | D (A) | 6 | 6730 cm ³ | 2V | | | 15,5:1 | 130,00 mm | |
| TID 70 | GG | 01.1986 → 09.1991 | D (A) | 6 | 6730 cm ³ | 2V | 116-154 kW | (158-209 PS) | 14,5:1 | 130,00 mm | |
| | 6 | KH 88,45 VT1 -1,00 MT -26,2 MØ 60 GL 141,05 | KKK RTK TPL | 45 85,5 | 1 R 2,39 CR G3 2 M 3,16 1 DSF 4,75 CR | | +0,20 +0,70 | 104,775 | | 92 827 600 | |
| | 104 005 | | | | | | | | | | |
| | N Cyl. | A=117 Y=18,5 | C=127 | L=259,7 | H+F=9,63+3,52 | 1 FP 114 x 1,6 2 EP 115,7 x 5,7 1 FP 115,7 x 5,7 (50 006 634) | | 89 370 110 | | 92 827 961 | |
| | N Cyl. | A=117 Y=18,6 | C=127 | L=257 | H+F=11,66+0,73 | 1 FP 114 x 1,6 1 EP 115,7 x 5,7 1 FP 115,7 x 5,7 (50 006 608) | | 88 868 110 (88 469) | | 92 827 960 | |
| 32 | | 104,775 | | | | | | | | | |
| TD 70 | E, ES, H, HA | 1974 → | D (A) | 6 | 6730 cm ³ | 2V | 121-166 kW | (165-225 PS) | 14,5:1 | 130,00 mm | |
| | 6 | KH 88,45 VT1 -1,00 MT -26,2 MØ 60 GL 141,05 | RTK TPL | 45 85,6 | 1 R 2,39 CR G3 2 M 3,16 1 DSF 4,75 CR | | +0,20 +0,70 | 104,775 | | 93 751 600 [1], [2] | |
| | 105 135 | | | | | | | | | | |
| | N Cyl. | A=117 Y=18,6 | C=127 | L=257 | H+F=11,66+0,73 | 1 FP 114 x 1,6 1 EP 115,7 x 5,7 1 FP 115,7 x 5,7 (50 006 608) | | 88 868 110 (88 469) | | 93 751 960 [1] | |
| [1] | TD 70 ES: 08.1978 → 12.1985, mot. 92 667 → | | | | | | | | | | |
| [2] | Kolben für Trapezpleuel piston for wedge type con-rod piston à support trapézoïdal pistón para biela trapezial Поршень для трапецидального шатуна | | | | | | | | | | |

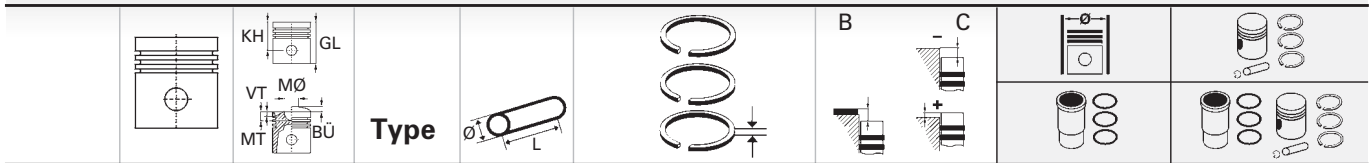




| | | |
|--------------|---|---|
| 33 | | 104,775 |
| TD 70 | E, ES, H, HA 1974 → | D (A) 6 6730 cm ³ 2V 121-166 kW (165-225 PS) 14,5:1 130,00 mm |
| | 6 105 063 KH 88,45 VT1 -1,00 MT -26,2 MØ 60 GL 141,05 | RTK 45 85,6 1 R 2,39 CR G3 2 M 3,16 1 DSF 4,75 CR +0,20 +0,70 104,775 |
| | N Cyl. A=117 Y=18,6 C=127 L=257 H+F=11,66+0,73 | 1 FP 114 x 1,6 1 EP 115,7 x 5,7 1 FP 115,7 x 5,7 (50 006 608) 88 868 110 (88 469) |
| [1] | TD 70 ES: → 08.1978, → mot. 92 666 | 93 166 600 [1] 93 166 960 [1] |

| | | |
|---------------|--|--|
| 34 | | 104,775 |
| TD 71 | ACE, AG, AGP, AP, APB, AW, F, FQ, FQK, FS, FSO, FSQ 1985 → | D (LA) 6 6730 cm ³ 2V 166-184 kW (226-250 PS) 15,5:1 130,00 mm |
| TD 71 | E, FD, G 09.1985 → | D (A) 6 6730 cm ³ 2V 137-180 kW (186-245 PS) 15,5:1 130,00 mm |
| TDF 71 | F 1985 → | D (LA) 6 6730 cm ³ 2V 169 kW (230 PS) 15,5:1 130,00 mm |
| | 6 104 005 KH 88,45 VT1 -1,00 MT -20,95 MØ 65 GL 141 | KKK RTK TPL 45 85,5 1 R 2,39 MO G6 1 M 3,16 CR 1 DSF 4,75 CR +0,70 104,775 |
| | N Cyl. A=117 Y=18,5 C=127 L=259,7 H+F=9,63+3,52 | 1 FP 114 x 1,6 2 EP 115,7 x 5,7 1 FP 115,7 x 5,7 (50 006 634) 89 370 110 |
| | N Cyl. A=117 C=129,4 L=259,7 H+F=9,63+3,52 | 1 FP 114 x 1,6 2 EP 115,7 x 5,7 1 FP 115,7 x 5,7 (50 006 634) 89 570 110 |
| [1] | nur satzweise austauschbar exchangeable only in sets remplacement seulement sous forme de jeu sólo se puede cambiar el juego completo заменяемо только комплектами | 90 741 600 [1] (93 806) 90 741 961 90 741 962 |

| | | |
|--------------|--|---|
| 35 | | 104,775 |
| TD 73 | G 1985 → | D (LA) 6 6730 cm ³ 2V 169 kW (230 PS) 15,5:1 130,00 mm |
| | N Cyl. A=117 Y=18,5 C=127 L=259,7 H+F=9,63+3,52 | 1 FP 114 x 1,6 2 EP 115,7 x 5,7 1 FP 115,7 x 5,7 (50 006 634) 89 370 110 |



| | | |
|---------------------|----------------------|--|
| 36 | | 104,775 |
| TD 73 Euro 1 | E, EA, EB, ES | |
| | 10.1990 → | D (LA) 6 6730 cm ³ 2V 160-191 kW (218-260 PS) 130,00 mm |
| TD 73 | K | D (LA) 6 6730 cm ³ 2V 169 kW (230 PS) 17,6:1 130,00 mm |

| | | | | | | | | |
|--|--------|--|------------|----------|-------------------------------|--|-------------------|-------------------|
| | 6 | KH 88,45 VT1 -2,05 VT2 -3,05 MT -20,1 MØ 61 GL 132,45 | RTK TPL | 45 82 | 1 T15 3 1 M 2,5 1 DSF 4 | MO G6 G3 CR | 104,775 | 99 748 600 |
| | N Cyl. | A=117 Y=12 | C=127 | L=259 | H+F=9,63+3,52 | 1 FP 114 x 1,6 2 EP 115,7 x 5,7 1 FP 115,7 x 5,7 (50 006 634) | 89 561 110 | 99 748 960 |
| | N Cyl. | A=117 | C=129,4 | L=259,7 | H+F=9,63+3,52 | 1 FP 114 x 1,6 2 EP 115,7 x 5,7 1 FP 115,7 x 5,7 (50 006 634) | 89 570 110 | 99 748 961 |

| | | |
|-------------------|--|---|
| 37 | | 104,775 |
| D 7 Euro 2 | A 230, A 260, A 285, B 230, B 260 | |
| | 12.1993 → | D (LA) 6 6730 cm ³ 2V 169-210 kW (230-285 PS) 18:1 130,00 mm |

| | | | | | | | | |
|--|--------|--|------------|----------|-----------------------------------|--|-------------------|-------------------|
| | 6 | KH 88,55 VT1 -2,15 VT2 -3,15 MT -20,2 MØ 61 GL 132,55 | RTK TPL | 45 82 | 1 T15 3,5 1 M 2,5 1 DSF 3,5 | MO G6 G3 CR G6 | 104,775 | 99 749 600 |
| | N Cyl. | A=117 | C=127 | L=256 | H+F=9,4+0,95 | 1 FP 114 x 1,6 2 EP 115,7 x 5,7 1 FP 115,7 x 5,7 (50 006 634) | 89 564 110 | 99 749 960 |
| | N Cyl. | A=117 | C=129,4 | L=256,8 | H+F=9,4+0,95 | 1 FP 114 x 1,6 2 EP 115,7 x 5,7 1 FP 115,7 x 5,7 (50 006 634) | 89 585 110 | 99 749 961 |

| | | |
|-------------------|--|--|
| 38 | | 107 |
| D 7 Euro 2 | C 215, C 250, C 275, C 290, C 310 | |
| | 08.1998 → | D (LA) 6 7280 cm ³ 2V 158-228 kW (215-310 PS) 135,00 mm |

| | | | | | | | | |
|--|---|---|-------------------|------------|-----------------------------------|----------------------|---------------|-------------------|
| | 6 | KH 88,5 VT1 -2,00 MT -20,2 MØ 61 GL 134,5 | RTK TPL KKK | 47 85,3 | 1 T15 3,5 1 M 2,5 1 DSF 3,5 | CK G6 G3 CR G3 | 107,00 | 40 308 600 |
|--|---|---|-------------------|------------|-----------------------------------|----------------------|---------------|-------------------|

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| | | | | | | | | |
|--|--------|-------------|---------|---------|--------------|--|-------------------|-------------------|
| | | Type | | | | | | |
| | N Cyl. | A=117 | C=129,4 | L=256,8 | H+F=9,4+0,95 | 1 FP 114 x 1,6 2 EP 115,7 x 5,7 1 FP 115,7 x 5,7 (50 006 634) | 89 839 110 | 40 308 960 |

39 **108****D 7 Euro 4/5****E 240, E 280, E 290, E 320**D (LA) 6 7146 cm³ 4V 177-235 kW (240-320 PS) 130,00 mm

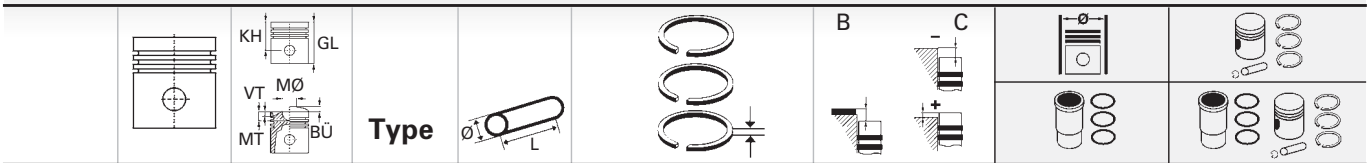
| | | | | | | | | |
|--|---------|--|-------------------|----------|-------------------------------|-------------------|-------------------|-------------------|
| | 6 | KH 70,9 MT -19,6 MØ 64,5 GL 107,8 | RTK KKK TPL | 45 86 | 1 T15 3 1 M 2 1 DSF 3,5 | CK G6 G6 CR | 108,00 | 40 305 600 |
| | 108 103 | | | | | | | |
| | N Cyl. | A=120 | C=131,7 | L=228 | H=8,06 | 2 XM 112 x 3 | 89 862 110 | 40 305 960 |

40 **108****D 7****D EAE 2**D 6 7146 cm³ 2V 130,00 mm

| | | | | | | | | |
|--|---------|--|------------|----------|-------------------------------|-------------------|-------------------|-------------------|
| | 6 | KH 71,1 MT -19,6 MØ 64 GL 108 | RTK TPL | 42 86 | 1 T15 3 1 M 2 1 DSF 3,5 | MO G6 G3 CR | 108,00 | 40 278 600 |
| | 108 080 | | | | | | | |
| | N Cyl. | A=120 | C=128,5 | L=229,1 | H+F=9+1,1 | 2 FP 112 x 3 | 89 409 110 | 40 278 960 |

41 **120****D 9 Euro 3****A 260, A 300, A 340, A 380**12.2001→ D (LA) 6 9364 cm³ 4V 191-280 kW (260-380 PS) 18,6:1 138,00 mm

| | | | | | | | | |
|--|---------|--|-------------------|----------|-----------------------------|----------------------|-------------------|-------------------|
| | 6 | KH 85,45 MT -15 MØ 77,9 GL 129,95 | RTK KKK TPL | 54 96 | 1 T15 4 1 M 3 1 DSF 3 | MO G6 G6 NT ST | 120,01 | 40 276 600 |
| | 120 155 | | | | | | | |
| | N Cyl. | A=138,9 | C=149 | L=249,5 | H+F=11,2+0,85 | | 89 826 110 | 40 276 960 |



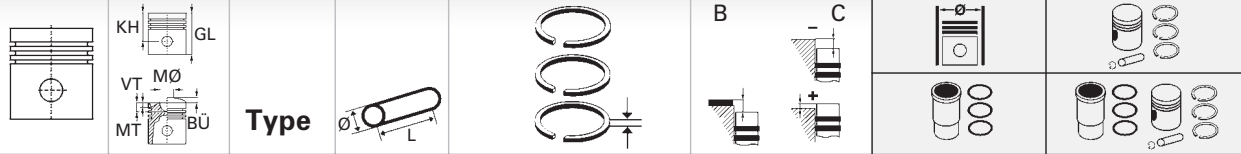
| | | | | | | | | | |
|---------------------|---------------------|---------------|--------|---------|----------------------|--|-------------------|--------------|-----------|
| 42 | | 120,65 | | | | | | | |
| GH 10 Euro 4 | C 250, C 290 | 08.2000 → | G (LA) | 6 | 9600 cm ³ | 2V | 184-213 kW | (259-290 PS) | 140,00 mm |
| | N Cyl. | A=134 | C=147 | L=287,5 | H+F=11,52+3,48 | 1 EP 132,8 x 5,8 1 FP 132,8 x 5,8 (50 006 626) | 89 431 110 | | |

| | | | | | | | | | | |
|----------------|---------------------------|-------------------|-------|---|----------------------|----|------------|--------------|------|-----------|
| 43 | | 120,65 | | | | | | | | |
| D 100 | A, B, BHC, BRC, HC | 1965 → | D | 6 | 9600 cm ³ | 2V | 110-147 kW | (150-200 PS) | 17:1 | 140,00 mm |
| HD 100 | A, D | 01.1965 → | D | 6 | 9600 cm ³ | 2V | 122-147 kW | (166-200 PS) | 17:1 | 140,00 mm |
| MD 100 | A, B | 01.1965 → | D | 6 | 9600 cm ³ | 2V | 98-147 kW | (133-200 PS) | 17:1 | 140,00 mm |
| THD 100 | A | 01.1965 → 03.1983 | D (A) | 6 | 9600 cm ³ | 2V | 139-191 kW | (200-260 PS) | 17:1 | 140,00 mm |
| TMD 100 | A | 1969 → 1974 | D (A) | 6 | 9600 cm ³ | 2V | 143-194 kW | (195-264 PS) | 17:1 | 140,00 mm |

| | | | | | | | | |
|--|---------|---|-------|-----------|--|--|-------------------|-------------------|
| | 6 | KH 109,45 VT1 -1,00 MT -29,15 MØ 63 GL 166,45 | RTK | 52 106 | 1 R 2,385 MO G6 2 M 3,16 1 DSF 4,74 CR | +0,20 +0,50 | 120,65 | 91 360 600 |
| | 120 121 | | | | | | | |
| | N Cyl. | A=134 Y=26 | C=147 | L=294 | H+F=11,74+0,8 | 1 FP 132,5 x 1,6 1 EP 132,8 x 5,8 1 FP 132,8 x 5,8 (50 006 609) | 88 476 110 | 91 360 960 |

| | | | | | | | | | | |
|----------------|----------------------------|-------------------|-------|---|----------------------|----|------------|--------------|-----------|-----------|
| 44 | | 120,65 | | | | | | | | |
| TD 100 | A, AG, AHC, ARC, HC | 08.1965 → | D (A) | 6 | 9600 cm ³ | 2V | 137-191 kW | (186-260 PS) | 140,00 mm | |
| THD 100 | D | 04.1966 → 07.1994 | D (A) | 6 | 9600 cm ³ | 2V | 155-177 kW | (211-241 PS) | 15:1 | 140,00 mm |
| THD 101 | B | 1975 → 1982 | D (A) | 6 | 9600 cm ³ | 2V | 169-191 kW | (230-260 PS) | 15/17:1 | 140,00 mm |
| TMD 100 | A, D | 1969 → | D (A) | 6 | 9600 cm ³ | 2V | 143-194 kW | (195-264 PS) | 140,00 mm | |

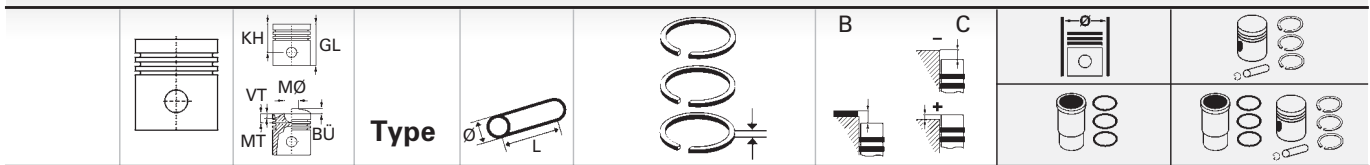
| | | | | | | | | |
|--|---------|--|-------|-----------|--|--|-------------------|-------------------|
| | 6 | KH 109,45 VT1 -1,00 VT2 -1,30 MT -27,65 MØ 71 GL 166,45 | RTK | 52 106 | 1 R 2,385 MO G6 2 M 3,16 1 DSF 4,74 CR | +0,20 +0,50 | 120,65 | 91 359 600 |
| | 120 121 | | | | | | | |
| | N Cyl. | A=134 Y=26 | C=147 | L=294 | H+F=11,74+0,8 | 1 FP 132,5 x 1,6 1 EP 132,8 x 5,8 1 FP 132,8 x 5,8 (50 006 609) | 88 476 110 | 91 359 960 |


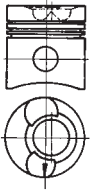
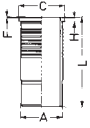
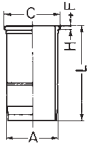



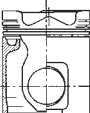
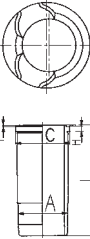
| | | |
|---------------|---|--|
| 45 | | 120,65 |
| TD 100 | B, BG | |
| | 10.1974 → 06.1985 D (A) | 6 9600 cm ³ 2V 207-233 kW (280-317 PS) 140,00 mm |
| | 6 | KH 109,4 VT1 -2,90 MT -28 MØ 76 GL 166,4 |
| | | RTK |
| | | 52 106 |
| | | 1 R 2,385 MO G6 1 M 3,16 CR 1 DSF 4,74 CR |
| | | +0,65 +0,15 |
| | | 120,65 |
| | | 93 334 600 |
| | N Cyl. | A=134 C=147 L=296,5 H+F=11,52+3,5 |
| | | 1 FP 132,5 x 1,6 1 EP 132,8 x 5,8 1 FP 132,8 x 5,8 (50 006 609) |
| | | 89 175 110 |
| | | 93 334 961 [2] |
| | N Cyl. | A=134 C=147 L=294 H+F=11,74+0,8 |
| | | 1 FP 132,5 x 1,6 1 EP 132,8 x 5,8 1 FP 132,8 x 5,8 (50 006 609) |
| | | 89 087 110 |
| | | 93 334 960 [1] |
| | N Cyl. | A=134 C=147 L=296,5 H+F=11,52+3,5 |
| | | 1 EP 132,8 x 5,8 1 FP 132,8 x 5,8 (50 006 626) |
| | | 89 427 110 |
| [1] | Motor/engine/moteur/motor/Двигатель TD 100 B | |
| [2] | Motor/engine/moteur/motor/Двигатель TD 100 BG | |

| | | |
|----------------|----------------------------------|---|
| 46 | | 120,65 |
| TD 101 | KC | |
| | 06.1986 → | D (LA) 6 9600 cm ³ 2V 228 kW (310 PS) 15:1 140,00 mm |
| TD 102 | GB | |
| | 01.1986 → 10.1992 D (LA) | 6 9600 cm ³ 2V 185-194 kW (252-264 PS) 15:1 140,00 mm |
| THD 100 | DD, EB, EC | |
| | 10.1979 → | D (A) 6 9600 cm ³ 2V 160-203 kW (218-276 PS) 15:1 140,00 mm |
| THD 100 | DB, DC, E, EA, ED, EE, EK | |
| | 01.1978 → | D (LA) 6 9600 cm ³ 2V 133-212 kW (181-288 PS) 15:1 140,00 mm |
| THD 101 | G, GB, GC, GD | |
| | 06.1981 → | D (A) 6 9600 cm ³ 2V 160-234 kW (218-318 PS) 15:1 140,00 mm |
| THD 101 | K, KB, KC, KE, MC | |
| | 1981 → | D (LA) 6 9600 cm ³ 2V 203-235 kW (276-320 PS) 15:1 140,00 mm |

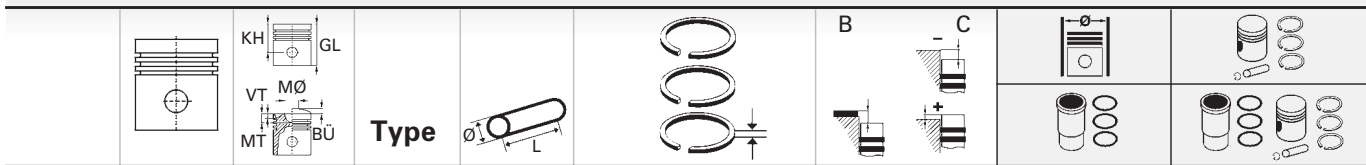
| | | |
|--|--------|--|
| | 6 | KH 109,45 VT1 -1,95 MT -22,2 MØ 74 GL 166,45 |
| | | RTK |
| | | 52 106 |
| | | 1 R 2,385 MO G6 1 M 3,16 CR 1 DSF 4,74 CR |
| | | +0,20 +0,50 |
| | | 120,65 |
| | | 93 660 600 |
| | N Cyl. | A=134 C=147 L=296,5 H+F=11,52+3,5 |
| | | 1 FP 132,5 x 1,6 1 EP 132,8 x 5,8 1 FP 132,8 x 5,8 (50 006 609) |
| | | 89 175 110 |
| | | 93 660 960 |
| | N Cyl. | A=134 C=147 L=296,5 H+F=11,52+3,5 |
| | | 1 EP 132,8 x 5,8 1 FP 132,8 x 5,8 (50 006 626) |
| | | 89 427 110 |
| | | 93 660 961 |



| 47 | |  120,65 | | | | | | | | | | |
|--|--|---|--------|-----------|---|--|----------------|-------------------|--------|--------------------------|--|--|
| TD 100 | CHC, F, G, GA, GG | 12.1980 → | D (A) | 6 | 9600 cm ³ | 2V | 151-213 kW | (205-290 PS) | 14,3:1 | 140,00 mm | | |
| TD 101 | F, FA, FC, FD, G, GA, GE, GG | 01.1982 → | D (LA) | 6 | 9600 cm ³ | 2V | 192-222 kW | (261-302 PS) | 14,3:1 | 140,00 mm | | |
| TMD 102 | A, C | 1988 → 2000 | D (LA) | 6 | 9600 cm ³ | 2V | 104-200 kW | (141-272 PS) | 14,3:1 | 140,00 mm | | |
|  | 6 120 121 | KH 109,4 VT1 -1,90 MT -23,15 MØ 76 GL 166,4 | RTK | 52 106 | 1 R 2,385 MO G6 1 M 3,16 CR 1 DSF 4,74 CR | | +0,65 +0,15 | 120,65 | | 93 734 600 | | |
|  | N Cyl. | A=134 | C=147 | L=296,5 | H+F=11,52+3,5 | 1 FP 132,5 x 1,6 1 EP 132,8 x 5,8 1 FP 132,8 x 5,8 (50 006 609) | | 89 175 110 | | 93 734 960 [1] | | |
|  | N Cyl. | A=134 | C=147 | L=296,5 | H+F=11,52+3,5 | 1 EP 132,8 x 5,8 1 FP 132,8 x 5,8 (50 006 626) | | 89 427 110 | | 93 734 961 | | |
| [1] | Motor/engine/moteur/motor/Двигатель TD 100 | | | | | | | | | | | |

| 48 | |  120,65 | | | | | | | | | | |
|---|---------------|---|--------|----------|--|--|------------|-------------------|------|-------------------|--|--|
| TD 102 | FL, FM | 09.1985 → 09.2001 | D (LA) | 6 | 9600 cm ³ | 2V | 229-234 kW | (311-318 PS) | 16:1 | 140,00 mm | | |
| THD 102 | KD | 05.1988 → 01.1996 | D (LA) | 6 | 9600 cm ³ | 2V | 252 kW | (343 PS) | 16:1 | 140,00 mm | | |
|  | 6 120L130 | KH 92,55 VT1 -1,95 MT -20,4 GL 132,55 | PSK | 52 98 | 1 R 3 MO G6 1 M 3,16 CR 1 DSF 4,747 CR | | | 120,65 | | 94 985 600 | | |
|  | N Cyl. | A=134 | C=147 | L=287,5 | H+F=11,52+3,48 | 1 EP 132,8 x 5,8 1 FP 132,8 x 5,8 (50 006 626) | | 89 431 110 | | 94 985 960 | | |

V



| | | |
|----------------------|------------------------|---|
| 49 | | 120,65 |
| TD 102 Euro 1 | F, FD | |
| | 09.1985 → | D (LA) 6 9600 cm ³ 2V 230-234 kW (312-318 PS) 15:1 140,00 mm |
| TD 102 | FDQ, FF, FH, FQ | |
| | 09.1985 → | D (LA) 6 9600 cm ³ 2V 209-234 kW (284-318 PS) 15:1 140,00 mm |

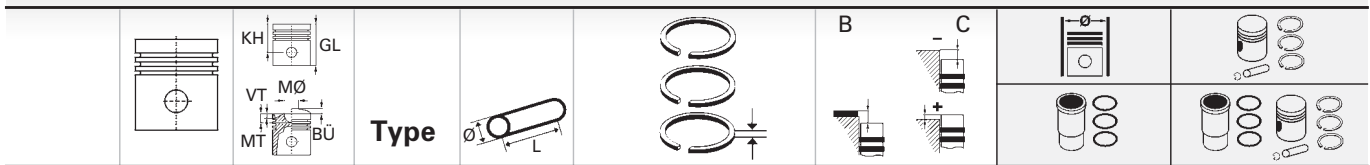
| | | | | | | | | |
|--|---------|--|-------|----------|--|--|-------------------|-------------------|
| | 6 | KH 92,55 VT1 -1,95 MT -22,2 GL 132,55 | PSK | 52 98 | 1 R 3 MO G6 1 M 3,16 CR 1 DSF 4,747 CR | | 120,65 | 92 411 600 |
| | 120L130 | | | | | | | |
| | N Cyl. | A=134 | C=147 | L=287,5 | H+F=11,52+3,48 | 1 EP 132,8 x 5,8 1 FP 132,8 x 5,8 (50 006 626) | 89 431 110 | 92 411 960 |

| | | |
|----------------|-------------------|---|
| 50 | | 120,65 |
| THD 102 | KE | |
| | 05.1988 → 01.1996 | D (LA) 6 9600 cm ³ 2V 235 kW (320 PS) 16:1 140,00 mm |

| | | | | | | | | |
|--|---------|--|-------|-----------|---|--|-------------------|-------------------|
| | 6 | KH 109,4 VT1 -1,90 MT -19,1 MØ 74 GL 166,4 | RTK | 52 106 | 1 R 2,385 MO G6 1 M 3,16 CR 1 DSF 4,74 CR | | 120,65 | 99 512 600 |
| | 120 121 | | | | | | | |
| | N Cyl. | A=134 | C=147 | L=296,5 | H+F=11,52+3,5 | 1 EP 132,8 x 5,8 1 FP 132,8 x 5,8 (50 006 626) | 89 427 110 | 99 512 960 |

| | | |
|-----------------------|-------------------|---|
| 51 | | 120,65 |
| THD 102 | KA, KF, KJ | |
| | 05.1988 → | D (LA) 6 9600 cm ³ 2V 158-210 kW (215-286 PS) 16:1 140,00 mm |
| THD 102 Euro 1 | KB | |
| | 01.1992 → 01.1996 | D (LA) 6 9600 cm ³ 2V 210 kW (286 PS) 16:1 140,00 mm |

| | | | | | | | | |
|--|---------|--|-------|-----------|---|--|-------------------|-------------------|
| | 6 | KH 109,4 VT1 -1,90 MT -20,4 MØ 76 GL 166,4 | RTK | 52 106 | 1 R 2,385 MO G6 1 M 3,16 CR 1 DSF 4,74 CR | | 120,65 | 99 453 600 |
| | 120 121 | | | | | | | |
| | N Cyl. | A=134 | C=147 | L=296,5 | H+F=11,52+3,5 | 1 EP 132,8 x 5,8 1 FP 132,8 x 5,8 (50 006 626) | 89 427 110 | 99 453 960 |



| | | |
|------------------------|----------------------|---|
| 52 | | 120,65 |
| TD 103 Euro 1 | E, EA, ES, ME | |
| | 05.1991 → | D (LA) 6 9600 cm ³ 2V 210-235 kW (286-320 PS) 18:1 140,00 mm |
| TD 103 Euro 2 | KAE | |
| | 08.1995 → | D (LA) 6 9600 cm ³ 2V 190 kW (258 PS) 18:1 140,00 mm |
| TD 104 Euro 2 | KAE | |
| | | D (LA) 6 9600 cm ³ 2V 190 kW (258 PS) 18:1 140,00 mm |
| TWD 1030 Euro 1 | ME | |
| | 01.1993 → | D (LA) 6 9600 cm ³ 2V 235 kW (320 PS) 18:1 140,00 mm |

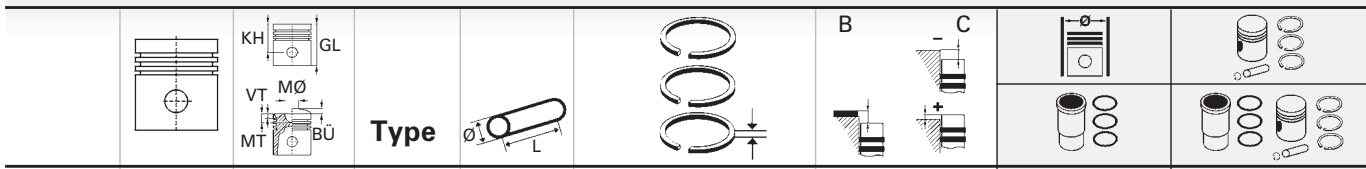
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|--|--------|--|-------|----------|---|--|-------------------|-------------------|
| | 6 | KH 92,5 VT1 -2,00 VT2 -2,00 MT -21,8 MØ 67,5 GL 144,5 | RTK | 52 98 | 1 T15 3,5 MO G6 1 M 3,16 CR 1 DSF 4,74 CR | | 120,64 | 99 750 600 |
| | N Cyl. | A=134 Y=14,1 | C=147 | L=287,5 | H+F=11,52+3,48 | 1 EP 132,8 x 5,8 1 FP 132,8 x 5,8 (50 006 626) | 89 532 110 | 99 750 960 |

| | | |
|-----------------------|-------------------|---|
| 53 | | 120,65 |
| TD 103 Euro 1 | KB, KF | |
| | 01.1992 → 01.1996 | D (LA) 6 9600 cm ³ 2V 210-235 kW (285-320 PS) 17:1 140,00 mm |
| THD 103 Euro 1 | KB, KD | |
| | 01.1992 → 01.1997 | D (LA) 6 9600 cm ³ 2V 210-250 kW (285-340 PS) 17:1 140,00 mm |

| | | | | | | | | |
|--|--------|--|-------|----------|---|--|-------------------|-------------------|
| | 6 | KH 92,5 VT1 -2,00 VT2 -2,00 MT -21,8 MØ 68,5 GL 144,5 | RTK | 52 98 | 1 T15 3,5 MO G6 1 M 3,16 CR 1 DSF 4,74 CR | | 120,64 | 99 751 600 |
| | N Cyl. | A=134 Y=14,1 | C=147 | L=287,5 | H+F=11,52+3,48 | 1 EP 132,8 x 5,8 1 FP 132,8 x 5,8 (50 006 626) | 89 532 110 | 99 751 960 |

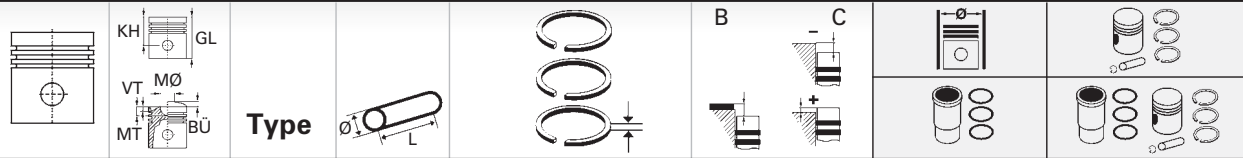
| | | |
|---------------------|--|---|
| 54 | | 120,65 |
| D 10 Euro 2 | A 245, A 310, A 320, B 320, C 320 | |
| | 02.1995 → | D (LA) 6 9600 cm ³ 2V 180-235 kW (245-320 PS) 140,00 mm |
| DH 10 Euro 2 | A 245, A 285, A 340, A 350, A 360 | |
| | 01.1992 → | D (LA) 6 9600 cm ³ 2V 180-285 kW (245-360 PS) 20:1 140,00 mm |
| GH 10 Euro 2 | A 180, B 210 | |
| | 05.1994 → | D (LA) 6 9600 cm ³ 2V 180-210 kW (245-286 PS) 20:1 140,00 mm |

| | | | | | | | | |
|--|--------|--|------------|----------|---|--|-------------------|-------------------|
| | 6 | KH 92,5 VT1 -2,00 VT2 -2,50 MT -20,5 MØ 64 GL 137,5 | RTK TPL | 52 98 | 1 T15 4 MO G6 1 M 3,16 CR 1 DSF 4,74 CR | | 120,64 | 40 050 600 |
| | N Cyl. | A=134 | C=147 | L=287,5 | H+F=11,52+3,48 | 1 EP 132,8 x 5,8 1 FP 132,8 x 5,8 (50 006 626) | 89 431 110 | 40 050 960 |



| | | | | | | | | | | | |
|---------------------|--------|--|------------|-----------------------|-------------------------------------|---|----------------|-------------------------------|-------------------------------|--|--|
| 55 | | 120,65 | | | | | | | | | |
| D 10 Euro 2 | | A 350, A 360, B 360, C 360 | | | | | | | | | |
| 02.1995 → | | D (LA) | 6 | 9600 cm ³ | 2V | 258-265 kW | (351-360 PS) | 140,00 mm | | | |
| DH 10 Euro 2 | | A 360 | | | | | | | | | |
| 08.1996 → | | D (LA) | 6 | 9600 cm ³ | 2V | 265 kW | (360 PS) | 18:1 | 140,00 mm | | |
| | 6 | KH 92,6 VT1 -2,10 VT2 -2,70 MT -22,5 MØ 64 GL 137,6 | RTK TPL | 52 98 | 1 T15 4 1 M 3,16 1 DSF 4,74 | MO G6 CR CR | | 120,64 | 40 051 600 | | |
| | N Cyl. | A=134 | C=147 | L=287,5 | H+F=11,52+3,48 | 1 EP 132,8 x 5,8 1 FP 132,8 x 5,8 (50 006 626) | | 89 431 110 | 40 051 960 | | |
| | N Cyl. | A=134 Y=14,1 | C=147 | L=287,5 | H+F=11,52+3,48 | 1 EP 132,8 x 5,8 1 FP 132,8 x 5,8 (50 006 626) | | 89 532 110 | 40 051 961 | | |
| 56 | | 130,175 | | | | | | | | | |
| D 120 | | 1970 → 12.1981 | | | | | | | | | |
| | | D | 6 | 12000 cm ³ | 2V | 177 kW | (240 PS) | 17:1 | 150,00 mm | | |
| | N Cyl. | A=143,9 Y=18,3 | C=157,6 | L=311 | H+F=13,52+0,76 | 1 FP 145 x 1,5 1 FP 138 x 143 x 11 1 FP 143 x 5,7 1 FP 143 x 5,7 (50 006 610) | | 89 084 110 (88 660) | | | |
| 57 | | 130,175 | | | | | | | | | |
| TD 120 | | A | | | | | | | | | |
| 10.1970 → 03.1984 | | D (A) | 6 | 12000 cm ³ | 2V | 215-243 kW | (292-330 PS) | 15:1 | 150,00 mm | | |
| TMD 120 | | A | | | | | | | | | |
| 1977 → 1981 | | D (A) | 6 | 12000 cm ³ | 2V | 169-243 kW | (230-330 PS) | 15:1 | 150,00 mm | | |
| | 6 | KH 114,2 VT1 -1,90 MT -31,55 MØ 75 GL 175,2 | RTK | 55 114 | 1 R 2,385 1 M 3,16 1 DSF 4,75 | MO G6 CR CR | -0,05 +0,45 | 130,175 | 93 250 600 (92 533) | | |
| | N Cyl. | A=143,9 Y=18,3 | C=157,6 | L=311 | H+F=13,52+0,76 | 1 FP 145 x 1,5 1 FP 138 x 143 x 11 1 FP 143 x 5,7 1 FP 143 x 5,7 (50 006 610) | | 89 084 110 (88 660) | 93 250 960 | | |
| | N Cyl. | A=143,9 Y=18,3 | C=157,6 | L=311 | H+F=13,52+0,76 | 1 FP 141 x 2,4 1 FP 138 x 143 x 11 1 FP 143 x 5,7 1 FP 143 x 5,7 (50 006 653) | | 89 521 110 | 93 250 961 | | |

V



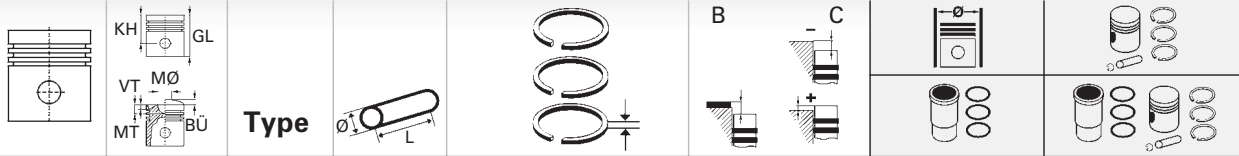
| | | | | | | | | | | | | |
|-----------------|--------------------|----------------|--------|---|-----------------------|----|------------|--------------|--------|-----------|--|--|
| 58 | | 130,175 | | | | | | | | | | |
| TAD 120 | BHC | 01.1977 → 1980 | D (A) | 6 | 12000 cm ³ | 2V | 225-273 kW | (306-371 PS) | 13,3:1 | 150,00 mm | | |
| TAD 121 | CHC | 1983 → 1988 | D | 6 | 12000 cm ³ | 2V | 238 kW | (324 PS) | 14,2:1 | 150,00 mm | | |
| TAMD 120 | A, D | 1977 → | D (LA) | 6 | 12000 cm ³ | 2V | 227-273 kW | (308-371 PS) | | 150,00 mm | | |
| TAMD 121 | C | 03.1983 → 1986 | D (LA) | 6 | 12000 cm ³ | 2V | 300 kW | (408 PS) | 14,2:1 | 150,00 mm | | |
| TAMD 121 | D | 1983 → 1988 | D (A) | 6 | 12000 cm ³ | 2V | 217-310 kW | (295-420 PS) | 14,2:1 | 150,00 mm | | |
| TD 120 | C, D, E, GG | 08.1977 → | D (A) | 6 | 12000 cm ³ | 2V | 173-273 kW | (236-371 PS) | | 150,00 mm | | |
| TID 120 | FG | | D (LA) | 6 | 12000 cm ³ | 2V | 217-264 kW | (295-359 PS) | 13,3:1 | 150,00 mm | | |

| | | | | | | | | |
|--|--------|--|---------|-----------|---|---|-------------------------------|--------------------------|
| | 6 | KH 114,2 VT1 -2,60 MT -27,1 MØ 83 GL 175,2 | RTK | 55 114 | 1 R 2,385 MO G6 1 M 3,16 CR 1 DSF 4,75 CR | -0,05 +0,45 | 130,175 | 93 249 600 |
| | N Cyl. | A=143,9 Y=18,3 | C=157,6 | L=311 | H+F=10,52+0,7 | 1 FP 145 x 1,5 2 EP 143 x 5,7 1 FP 143 x 5,7 (50 006 623) | 89 328 110 | 93 249 961 [2] |
| | N Cyl. | A=143,9 Y=18,3 | C=157,6 | L=311 | H+F=10,52+0,7 | 1 FP 141 x 2,4 2 EP 143 x 5,7 1 FP 143 x 5,7 (50 006 636) | 89 522 110 | 93 249 964 |
| | N Cyl. | A=143,9 Y=18,3 | C=157,6 | L=313 | H+F=10,52+3,3 | 1 FP 141 x 2,4 2 EP 143 x 5,7 1 FP 143 x 5,7 (50 006 636) | 89 399 110 | 93 249 962 |
| | N Cyl. | A=143,9 Y=18,3 | C=157,6 | L=311 | H+F=13,52+0,76 | 1 FP 145 x 1,5 1 FP 138 x 143 x 11 1 FP 143 x 5,7 1 FP 143 x 5,7 (50 006 610) | 89 084 110 (88 660) | 93 249 960 [1] |
| | N Cyl. | A=143,9 Y=18,3 | C=157,6 | L=311 | H+F=13,52+0,76 | 1 FP 141 x 2,4 1 FP 138 x 143 x 11 1 FP 143 x 5,7 1 FP 143 x 5,7 (50 006 653) | 89 521 110 | 93 249 963 |

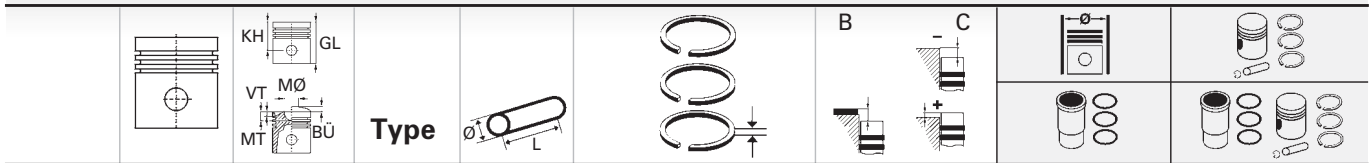
[1] TAD 120 BHC, TAD 121 CHC, TAMD 120 A, TAMD 120 D, TAMD 121 C, TAMD 121 D, TD 120 C, TD 120 D, TD 120 E: → mot. 468 702

[2] TAD 120 BHC, TAD 121 CHC, TAMD 120 A, TAMD 120 D, TAMD 121 C, TAMD 121 D, TD 120 C, TD 120 D, TD 120 E: mot. 470 130 →





| 59 | | 130,175 | | Type | | Ø L | | B C | | 130,165 | | 93 369 700 | |
|-----------------|--|--|---------|-----------|---|---|------------|--------------|----------------|-------------------------------|--|--|--|
| TAMD 120 | AK, B, BCC, C, E | 1980 → 1984 | D (LA) | 6 | 12000 cm ³ | 2V | 227-294 kW | (308-400 PS) | 14,2:1 | 150,00 mm | | | |
| TD 120 | F, FA, FB, FC, FTQ | 09.1979 → 12.1994 | D (LA) | 6 | 12000 cm ³ | 2V | 220-265 kW | (299-360 PS) | 14,2:1 | 150,00 mm | | | |
| TD 120 | G, GA | 1980 → 06.1986 | D (A) | 6 | 12000 cm ³ | 2V | 225-256 kW | (306-348 PS) | | 150,00 mm | | | |
| TD 121 | F, FD, FE, FF, GG | 10.1979 → 09.2001 | D (LA) | 6 | 12000 cm ³ | 2V | 243-283 kW | (330-385 PS) | 14,2:1 | 150,00 mm | | | |
| TD 121 | FH, FK, GD | 09.1983 → 12.1994 | D (A) | 6 | 12000 cm ³ | 2V | 232-280 kW | (315-361 PS) | 14,2:1 | 150,00 mm | | | |
| TD 122 | GB, KBE | 1980 → 1984 | D (LA) | 6 | 12000 cm ³ | 2V | 227-265 kW | (308-360 PS) | 14,2:1 | 150,00 mm | | | |
| TMD 121 | A, C | 06.1982 → 1988 | D (LA) | 6 | 12000 cm ³ | 2V | 164-283 kW | (223-385 PS) | 14,2:1 | 150,00 mm | | | |
| | 6 | KH 114,2 VT1 -2,60 MT -27,9 MØ 79 GL 175,2 | RTK | 55 114 | 1 R 2,385 MO G6 1 M 3,16 CR 1 DSF 4,75 CR | | | | -0,05 +0,45 | 130,165 | | 93 369 700 (90 258, 90 299, 90 925, 93 981) | |
| | 130 090 | | | | | | | | | | | | |
| | N Cyl. | A=143,9 Y=18,3 | C=157,6 | L=311 | H+F=10,52+0,7 | 1 FP 145 x 1,5 2 EP 143 x 5,7 1 FP 143 x 5,7 (50 006 623) | | | | 89 328 110 | | 93 369 971 [2] | |
| | N Cyl. | A=143,9 Y=18,3 | C=157,6 | L=311 | H+F=10,52+0,7 | 1 FP 141 x 2,4 2 EP 143 x 5,7 1 FP 143 x 5,7 (50 006 636) | | | | 89 522 110 | | 93 369 974 | |
| | N Cyl. | A=143,9 Y=18,3 | C=157,6 | L=313 | H+F=10,52+3,3 | 1 FP 141 x 2,4 2 EP 143 x 5,7 1 FP 143 x 5,7 (50 006 636) | | | | 89 399 110 | | 93 369 972 | |
| | N Cyl. | A=143,9 Y=18,3 | C=157,6 | L=311 | H+F=13,52+0,76 | 1 FP 145 x 1,5 1 FP 138 x 143 x 11 1 FP 143 x 5,7 1 FP 143 x 5,7 (50 006 610) | | | | 89 084 110 (88 660) | | 93 369 970 [1] | |
| | N Cyl. | A=143,9 Y=18,3 | C=157,6 | L=311 | H+F=13,52+0,76 | 1 FP 141 x 2,4 1 FP 138 x 143 x 11 1 FP 143 x 5,7 1 FP 143 x 5,7 (50 006 653) | | | | 89 521 110 | | | |
| [1] | TAMD 120, TAMD 120 AK, TAMD 120 B, TD 120 F, TD 120 FA, TD 120 FB, TD 120 FC, TD 120 FTQ, TD 120 G, TD 120 GA, TD 121 F, TD 121 FD, TD 121 FH, TD 121 FK, TD 121 GD, TD 122 GB, TD 122 KBE, TMD 121 C: → mot. 468 702 | | | | | | | | | | | | |
| [2] | TAMD 120, TAMD 120 AK, TAMD 120 B, TD 120 F, TD 120 FA, TD 120 FB, TD 120 FC, TD 120 FTQ, TD 120 G, TD 120 GA, TD 121 F, TD 121 FD, TD 121 FH, TD 121 FK, TD 121 GD, TD 122 GB, TD 122 KBE, TMD 121 C: mot. 470 130 → | | | | | | | | | | | | |



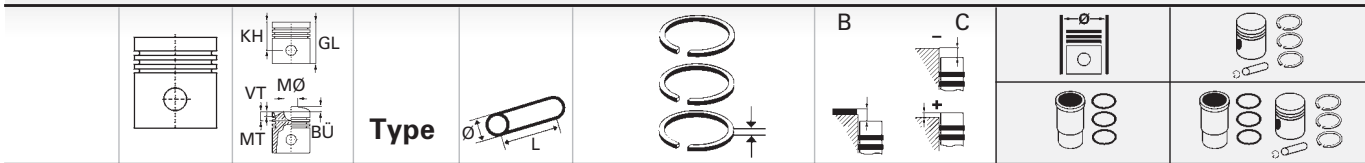
| | | |
|-----------------|-----------------------------------|---|
| 60 | | 130,175 |
| TAMD 122 | A, AF | 03.1988 → 2002 D (LA) 6 12000 cm ³ 2V 135-294 kW (183-400 PS) 14,2:1 150,00 mm |
| TD 122 | FA, FK, FR, FS, GA, GH, KE | 1987 → D (LA) 6 2V 179-396 kW (243-538 PS) 150,00 mm |
| TID 121 | FG | 01.1983 → D (LA) 6 12000 cm ³ 2V 217-305 kW (295-415 PS) 13,3:1 150,00 mm |
| TMD 122 | A | 01.1988 → 2000 D (LA) 6 12000 cm ³ 2V 221-235 kW (300-320 PS) 14,2:1 150,00 mm |

| | | | | | | | | |
|--|--------------|--|---------|-----------|---|--|-------------------|-------------------------------|
| | 6 130 090 | KH 114,2 VT1 -2,60 MT -25,4 MØ 79 GL 175,2 | RTK | 55 114 | 1 R 2,385 MO G6 1 M 3,16 CR 1 DSF 4,75 CR | -0,05 +0,45 | 130,175 | 90 924 600 (90 257) |
| | N Cyl. | A=143,9 Y=18,3 | C=157,6 | L=311 | H+F=10,52+0,7 | 1 FP 141 x 2,4 2 EP 143 x 5,7 1 FP 143 x 5,7 (50 006 636) | 89 522 110 | 90 924 962 |
| | N Cyl. | A=143,9 Y=18,3 | C=157,6 | L=313 | H+F=10,52+3,3 | 1 FP 141 x 2,4 2 EP 143 x 5,7 1 FP 143 x 5,7 (50 006 636) | 89 399 110 | 90 924 960 |

| | | | | | | | | |
|---------------|----------|---|---------|-------|---------------|--|-------------------|--|
| 61 | | 130,175 | | | | | | |
| TD 121 | G | 10.1983 → 09.2001 D (A) 6 12000 cm ³ 2V 215-256 kW (292-348 PS) 14,2:1 150,00 mm | | | | | | |
| | N Cyl. | A=143,9 Y=18,3 | C=157,6 | L=311 | H+F=10,52+0,7 | 1 FP 145 x 1,5 2 EP 143 x 5,7 1 FP 143 x 5,7 (50 006 623) | 89 328 110 | |
| | N Cyl. | A=143,9 Y=18,3 | C=157,6 | L=311 | H+F=10,52+0,7 | 1 FP 141 x 2,4 2 EP 143 x 5,7 1 FP 143 x 5,7 (50 006 636) | 89 522 110 | |

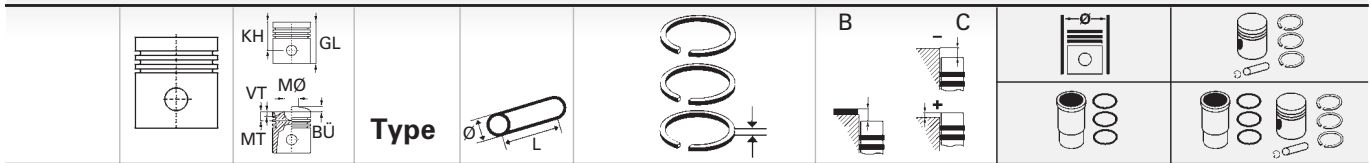
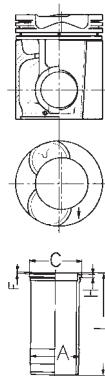
| | | | | | | | | |
|---------------|----------|---|---------|-------|----------------|---|-------------------|--|
| 62 | | 130,175 | | | | | | |
| TD 121 | A | 10.1984 → 01.1998 D (A) 6 12000 cm ³ 2V 243 kW (330 PS) 14,2:1 150,00 mm | | | | | | |
| | N Cyl. | A=143,9 Y=18,3 | C=157,6 | L=311 | H+F=10,52+0,7 | 1 FP 145 x 1,5 2 EP 143 x 5,7 1 FP 143 x 5,7 (50 006 623) | 89 328 110 | |
| | N Cyl. | A=143,9 Y=18,3 | C=157,6 | L=311 | H+F=10,52+0,7 | 1 FP 141 x 2,4 2 EP 143 x 5,7 1 FP 143 x 5,7 (50 006 636) | 89 522 110 | |
| | N Cyl. | A=143,9 Y=18,3 | C=157,6 | L=311 | H+F=13,52+0,76 | 1 FP 141 x 2,4 1 FP 138 x 143 x 11 1 FP 143 x 5,7 1 FP 143 x 5,7 (50 006 653) | 89 521 110 | |





| | | Type | | | | | | | | | |
|------------------------|--------|--|---|-----------|-------------------------------------|-------------------|--|----------------|--------|-------------------|-------------------|
| 63 | | 130,175 | | | | | | | | | |
| TAMD 122 | | D | | | | | | | | | |
| | | 1988 → | D (LA) | 6 | 12000 cm ³ | 2V | 318-340 kW | (432-462 PS) | 14,2:1 | 150,00 mm | |
| TID 121 | | | B, KG, KGP, KP, KPB, LG, LGP, LP, LPB, P | | | | | | | | |
| | | 01.1986 → | D (LA) | 6 | 12000 cm ³ | 2V | 217-305 kW | (295-415 PS) | | 150,00 mm | |
| TWD 1210 Euro 1 | | | G | | | | | | | | |
| | | 09.1991 → | D (LA) | 6 | 12000 cm ³ | 2V | 160-294 kW | (218-400 PS) | 13,3:1 | 150,00 mm | |
| | 6 | KH 114,2 VT1 -2,50 MT -27,1 MØ 83 GL 175,2 | RTK | 55 114 | 1 T15 3,5 1 M 3,16 1 DSF 4,75 | MO G6 CR CR | | -0,05 +0,45 | | 130,175 | 99 488 600 |
| | N Cyl. | A=143,9 Y=18,3 | C=157,6 | L=311 | H+F=10,52+0,7 | | 1 FP 145 x 1,5 2 EP 143 x 5,7 1 FP 143 x 5,7 (50 006 623) | | | 89 328 110 | 99 488 960 |
| | N Cyl. | A=143,9 Y=18,3 | C=157,6 | L=313 | H+F=10,52+3,3 | | 1 FP 141 x 2,4 2 EP 143 x 5,7 1 FP 143 x 5,7 (50 006 636) | | | 89 399 110 | 99 488 961 |

| | | Type | | | | | | | | | |
|----------------------|--------|---|-----------|-----------|-------------------------------------|-------------------|--|----------------|------|-------------------|-------------------|
| 64 | | 130,175 | | | | | | | | | |
| TD 122 | | ED, F, F (USA), FAQ, FBQ, FCQ, FL, KHD | | | | | | | | | |
| | | 08.1987 → | D (LA) | 6 | | 2V | 262-396 kW | (356-538 PS) | | 150,00 mm | |
| TD 122 Euro 1 | | | FH | | | | | | | | |
| | | 01.1990 → | D (LA) | 6 | 11977 cm ³ | 2V | 262 kW | (356 PS) | 16:1 | 150,00 mm | |
| | 6 | KH 114,2 VT1 -2,60 MT -24,12 MØ 79 GL 175,2 | RTK | 55 114 | 1 R 2,385 1 M 3,16 1 DSF 4,75 | MO G6 CR CR | | +0,20 +0,40 | | 130,175 | 90 081 600 |
| | N Cyl. | A=143,9 Y=18,3 | C=157,6 | L=311 | H+F=10,52+0,7 | | 1 FP 145 x 1,5 2 EP 143 x 5,7 1 FP 143 x 5,7 (50 006 623) | | | 89 328 110 | 90 081 960 |
| | N Cyl. | A=143,9 Y=18,3 | C=157,6 | L=311 | H+F=10,52+0,7 | | 1 FP 141 x 2,4 2 EP 143 x 5,7 1 FP 143 x 5,7 (50 006 636) | | | 89 522 110 | 90 081 962 |
| | N Cyl. | A=143,9 Y=18,3 | C=157,6 | L=313 | H+F=10,52+3,3 | | 1 FP 141 x 2,4 2 EP 143 x 5,7 1 FP 143 x 5,7 (50 006 636) | | | 89 399 110 | 90 081 961 |

**65** **130,175****TD 123 Euro 1****E, EA, EB, EC, ED, ES**10.1990 → 09.2001 D (LA) 6 12000 cm³ 2V 224-301 kW (305-409 PS) 17,8:1 150,00 mm

6 KH 114,55
VT1 -2,80
MT -21,04
MØ 79
GL 159,55

PSK
GEK
TPL

55
105
L=313

1 T15 3,5 MO G6
1 M 3,16 CR
1 DSF 4,75 CR

130,175**90 870 601**

N Cyl.

A=143,9

C=157,6

L=313

H+F=10,52+3,3

1 FP 141 x 2,4
2 EP 143 x 5,7
1 FP 143 x 5,7
(50 006 636)

89 549 110**90 870 960****66** **130,175****TAD 1230****G, GE, P**

01.1993 →

D (LA) 6 12130 cm³ 2V 294-350 kW (400-476 PS) 16:1 150,00 mm**TAD 1231 Euro 1****GE**

1993 →

D (LA) 6 12130 cm³ 2V 260-304 kW (354-413 PS) 16:1 150,00 mm**TAD 1232 Euro 1****GE**

1993 →

D (LA) 6 12130 cm³ 2V 300-354 kW (408-481 PS) 17,5:1 150,00 mm**TD 121****GP**

1993 →

D (LA) 6 12000 cm³ 2V 243-283 kW (330-385 PS) 16:1 150,00 mm**TD 1210****G**

10.1991 →

D (LA) 6 12000 cm³ 2V 230 kW (313 PS) 150,00 mm**TWD 1211****G**

1993 →

D (LA) 6 12000 cm³ 2V 260-325 kW (354-442 PS) 150,00 mm**TWD 1231****VE**

1993 →

D (LA) 6 12000 cm³ 2V 310 kW (422 PS) 150,00 mm

6 KH 114,2
VT1 -2,50
MT -26
MØ 80
GL 172,2

RTK

55
114
L=313

1 T15 3,5 MO G6
1 M 3,16 CR
1 DSF 4,75 CR

130,175**99 966 600**

N Cyl.

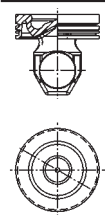
A=143,9

C=157,6

L=313

H+F=10,52+3,3

1 FP 141 x 2,4
2 EP 143 x 5,7
1 FP 143 x 5,7
(50 006 636)

89 399 110**99 966 961****67** **131****D 12 Euro 2****A 340, A 370, A 380, A 415, A 420**08.1993 → D (LA) 6 12130 cm³ 4V 250-309 kW (340-420 PS) 17,5:1 150,00 mm

6 KH 87,4
MT -19,7
MØ 86
GL 129,4

PSK
KBB
TPL

55
107
L=313

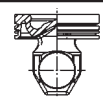
1 T15 4 MO G6
1 M 3 G3
1 DSF 4 NT ST

131,01**40 265 600**

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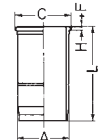
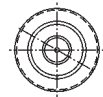


| | | | | | | | | |
|--|--------|---------|---------|-------|---------------|--|-------------------|-------------------|
| | | | | | | | | |
| | N Cyl. | A=143,9 | C=159,6 | L=276 | H+F=11,2+4,47 | 1 FP 145 x 2,4 2 EP 143 x 5,7 1 FP 143 x 5,7 (50 006 667) | 89 460 110 | 40 265 960 |

68 **131****D 12 Euro 2****B 340**08.1993 → 03.2002 D (LA) 6 12130 cm³ 4V 250 kW (340 PS) 150,00 mm**D 12 Euro 3****C 460, D 425, D 460, D 500**08.1998 → D (LA) 6 12130 cm³ 4V 313-368 kW (425-500 PS) 150,00 mm**DH 12 Euro 3****D 340, D 420**09.2001 → D (LA) 6 12130 cm³ 4V 250-309 kW (340-420 PS) 18,5:1 150,00 mm

6

131014/16

KH 87,4
MT -17,2
MØ 89
GL 129,4PSK
TPL55
1071 T15 4 MO G6
1 M 3 G3
1 DSF 4 NT ST**131,01****40 338 600****NEW**

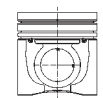
N Cyl.

A=144

C=159,6

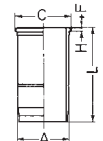
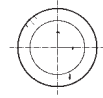
L=273

H+F=11,2+0,9

1 FP 145 x 2,4
2 EP 143 x 5,7
1 FP 143 x 5,7
(50 006 667)**89 593 110****40 338 960****NEW****69** **131****D 12 Euro 3****C 340, C 380, C 420, D 340, D 380, D 420**08.1993 → D (LA) 6 12130 cm³ 4V 250-309 kW (340-420 PS) 150,00 mm

6

131 013

KH 87,4
MT -17,14
MØ 89
GL 137,4RTK
LOX
TPL55
1071 T15 4 MO G6
1 M 3 G3
1 DSF 4 NT ST+0,15
+0,65**131,00****40 100 600**

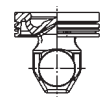
N Cyl.

A=144

C=159,6

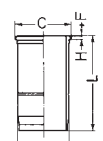
L=273

H+F=11,2+0,9

1 FP 145 x 2,4
2 EP 143 x 5,7
1 FP 143 x 5,7
(50 006 667)**89 593 110****40 100 960**

6

131014/16

KH 87,4
MT -17,2
MØ 89
GL 129,4PSK
TPL55
1071 T15 4 MO G6
1 M 3 G3
1 DSF 4 NT ST**131,01****40 338 600****NEW**

N Cyl.

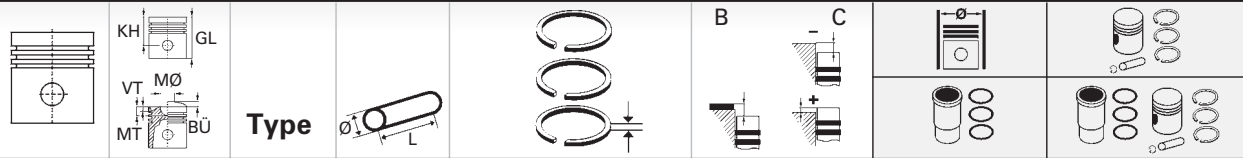
A=144

C=159,6

L=273

H+F=11,2+0,9

1 FP 145 x 2,4
2 EP 143 x 5,7
1 FP 143 x 5,7
(50 006 667)**89 593 110****40 338 960****NEW**

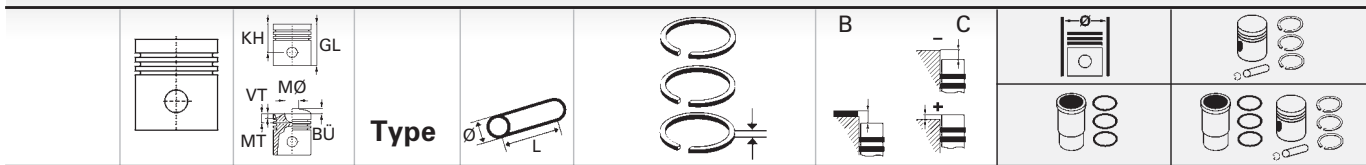


| | | | | | | | | | | | | | | | |
|----------------------|--------|------------|-----------------------------------|-------|-----------------------|----|--|--------------|--------------------------------------|-----------|--|--|--|--|--|
| 70 | | 131 | | | | | | | | | | | | | |
| D 13 Euro 4/5 | | | A 400, A 440, A 480, A 520 | | | | | | | | | | | | |
| 09.2005 → | | | D (LA) | 6 | 12800 cm ³ | 4V | 294-382 kW | (400-520 PS) | 18,1:1 | 158,00 mm | | | | | |
| | N Cyl. | A=143,9 | C=159,6 | L=262 | H+F=11,2+0,9 | | 1 FP 141 x 2,4 2 EP 143 x 5,7 1 FP 143 x 5,7 (50 006 636) | | 89 886 110 <small>NEW</small> | | | | | | |

| | | | | | | | | | | | | | | | |
|---------------|---------|---|-------------------|-----------|--|----|--|----------|-------------------|-----------|-------------------|--|--|--|--|
| 71 | | 131 | | | | | | | | | | | | | |
| VED 12 | | | B | | | | | | | | | | | | |
| | | | D (LA) | 6 | 12100 cm ³ | 2V | 294 kW | (400 PS) | 18,1:1 | 150,00 mm | | | | | |
| | 6 | KH 87,4 MT -17,14 MØ 89 GL 137,4 | RTK LOX TPL | 55 107 | 1 T15 4 MO G6 1 M 3 G3 1 DSF 4 NT ST | | +0,15 +0,65 | | 131,00 | | 40 100 600 | | | | |
| | 131 013 | | | | | | | | | | | | | | |
| | N Cyl. | A=144 | C=159,6 | L=273 | H+F=11,2+0,9 | | 1 FP 145 x 2,4 2 EP 143 x 5,7 1 FP 143 x 5,7 (50 006 667) | | 89 593 110 | | 40 100 960 | | | | |

| | | | | | | | | | | | | | | | |
|-----------------|-----------|--|--------------------|-------------|--|----|--|--------------|-------------------|-----------|--------------------------|--|--|--|--|
| 72 | | 144 | | | | | | | | | | | | | |
| TAMD 162 | | | A, AG, B, C | | | | | | | | | | | | |
| 02.1988 → | | | D (LA) | 6 | 16120 cm ³ | 2V | 217-450 kW | (295-612 PS) | 15:1 | 165,00 mm | | | | | |
| TD 162 | | | AG | | | | | | | | | | | | |
| 1988 → | | | D (LA) | 6 | 16120 cm ³ | 2V | 217-405 kW | (295-551 PS) | 15:1 | 165,00 mm | | | | | |
| TID 162 | | | AG, AP | | | | | | | | | | | | |
| 06.1987 → | | | D (LA) | 6 | 16120 cm ³ | 2V | 217-405 kW | (295-551 PS) | | 165,00 mm | | | | | |
| | 6 | KH 110,3 MT -32,25 MØ 82 GL 165,3 | RTK KKK | 60 120,3 | 1 T15 4 MO G6 1 M 3,5 MO G3 1 DSF 5 CR | | -0,90 -1,50 | | 144,00 | | 99 365 600 [1] | | | | |
| | 144 000 | | | | | | | | | | | | | | |
| | N Cyl. | A=158,9 Y=15,5 | C=171,94 | L=315 | H+F=13,095+2 | | 1 FP 168 x 2,4 1 R 155 x 2,4 1 FP 157,6 x 5,8 4 R 157,6 x 5,8 (50 006 625) | | 89 368 110 | | 99 365 960 | | | | |
| [1] | FS = 28mm | | | | | | | | | | | | | | |





| | | | | | | | | | | | | | |
|-----------|--|------------|----------------------|-------------------|-------------------|--------|---|-----------------------|----|------------|--------------|------|-----------|
| 73 | | 144 | TD 162 Euro 0 | F | 10.1987 → 12.1994 | D (LA) | 6 | 16120 cm ³ | 2V | 342 kW | (465 PS) | 15:1 | 165,00 mm |
| | | | TD 162 | FJ, FL, FS | 10.1987 → 12.1994 | D (LA) | 6 | 16120 cm ³ | 2V | 342-357 kW | (465-485 PS) | | 165,00 mm |

| | | | | | | | | |
|--|--------|-------------------|----------|-------|--------------|--|-------------------|--|
| | N Cyl. | A=158,9 Y=15,5 | C=171,94 | L=315 | H+F=13,095+2 | 1 FP 168 x 2,4 1 R 155 x 2,4 1 FP 157,6 x 5,8 4 R 157,6 x 5,8 (50 006 625) | 89 368 110 | |
|--|--------|-------------------|----------|-------|--------------|--|-------------------|--|

| | | | | | | | | | | | | | |
|-----------|--|------------|----------------------|-----------|-------------------|--------|---|-----------------------|----|--------|----------|--------|-----------|
| 74 | | 144 | TD 163 Euro 1 | ES | 08.1991 → 12.1994 | D (LA) | 6 | 16120 cm ³ | 4V | 368 kW | (500 PS) | 17,5:1 | 165,00 mm |
|-----------|--|------------|----------------------|-----------|-------------------|--------|---|-----------------------|----|--------|----------|--------|-----------|

| | | | | | | | | |
|--|--------|----------|----------|-------|--------------|--|-------------------|--|
| | N Cyl. | A=158,95 | C=171,94 | L=315 | H+F=13,095+2 | 1 FP 168 x 2,4 1 R 155 x 2,4 1 FP 157,6 x 5,8 4 R 157,6 x 5,8 (50 006 625) | 89 868 110 | |
|--|--------|----------|----------|-------|--------------|--|-------------------|--|

| | | | | | | | | | | | | | |
|-----------|--|------------|--------------------|---------------------|-------------------|--------|---|-----------------------|----|------------|--------------|--------|-----------|
| 75 | | 144 | D 16 Euro 1 | A 470, A 520 | 08.1993 → 12.1999 | D (LA) | 6 | 16120 cm ³ | 4V | 346-382 kW | (470-520 PS) | 17,5:1 | 165,00 mm |
| | | | D 16 Euro 2 | B 470, B 520 | 08.1998 → 01.2003 | D (LA) | 6 | 16120 cm ³ | 4V | 346-382 kW | (470-520 PS) | 17,5:1 | 165,00 mm |

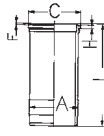
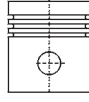
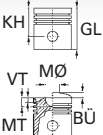

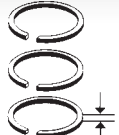
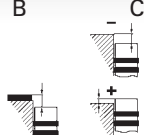

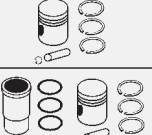
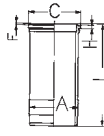
| | | | | | | | | |
|--|--------------|--|--------------------------|-----------|---------------------------------|--|-------------------|--------------------------------------|
| | 6 144 004 | KH 110,5 VT1 -1,65 MT -28,7 MØ 80 GL 163,5 | RTK KKK KBB LOX | 60 115 | 1 T15 4,5 1 M 3,5 1 DSF 5 | MO G6 G3 CR | 144,00 | 40 610 600 <small>NEW</small> |
| | N Cyl. | A=158,95 | C=171,94 | L=315 | H+F=13,095+2 | 1 FP 168 x 2,4 1 R 155 x 2,4 1 FP 157,6 x 5,8 4 R 157,6 x 5,8 (50 006 625) | 89 868 110 | 40 610 960 <small>NEW</small> |


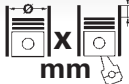

| | | | | | | | | | | | | | |
|-----------|--|------------|------------------------|----------------|-----------|--------|---|-----------------------|----|------------|--------------|------|-----------|
| 76 | | 144 | TAD 1630 | G, P, V | 02.1995 → | D (LA) | 6 | 16120 cm ³ | 2V | 415-440 kW | (565-598 PS) | 15:1 | 165,00 mm |
| | | | TAD 1630 Euro 1 | GE | 02.1995 → | D (LA) | 6 | 16120 cm ³ | 2V | 360-395 kW | (490-537 PS) | 15:1 | 165,00 mm |
| | | | TAD 1631 | G | | D (LA) | 6 | 16120 cm ³ | 2V | 430-585 kW | (537-730 PS) | 15:1 | 165,00 mm |
| | | | TWD 1630 | G, P, V | 10.1994 → | D (LA) | 6 | 16120 cm ³ | 2V | 329-440 kW | (447-598 PS) | 15:1 | 165,00 mm |

| | | | | | | | | |
|--|--------------|---|------------|-----------|---------------------------------|-------------------|---------------|-------------------|
| | 6 144 004 | KH 110,5 VT1 -1,65 MT -33,43 MØ 80 GL 163,5 | RTK KKK | 60 115 | 1 T15 4,5 1 M 3,5 1 DSF 5 | MO G6 G3 CR | 144,00 | 40 810 600 |
|--|--------------|---|------------|-----------|---------------------------------|-------------------|---------------|-------------------|




Fortsetzung nächste Seite / continued on next page / suite page suivante / continuación página próxima / Продолжение на следующей странице



|  |  |  | <p>Type</p> |  |  |  |  |  |
|---|---|---|--------------------|---|---|--|---|---|
|  | N Cyl. | A=158,95 | C=171,94 | L=315 | H+F=13,095+2 | 1 FP 168 x 2,4 1 R 155 x 2,4 1 FP 157,6 x 5,8 4 R 157,6 x 5,8 (50 006 625) | 89 868 110 | 40 810 960 |

|  | | Cyl. |  mm | cm ³ |  | Comp. Ratio ε | kW | PS | Pos |
|---|--------|------|--|-----------------|---|------------------|---------|---------|-----|
| A 3.152 | D | 3 | 91,48 x 126,9 | 2503 | 2 | 17,4:1 | 27-35 | 37-48 | 2 |
| BF 4 L 1011 F Euro 1 | D (A) | 4 | 91 x 105 | 2732 | 2 | 17:1 | 48-56 | 65-76 | 1 |
| BF 4 L 1011 FT Euro 1 | D (A) | 4 | 91 x 105 | 2732 | 2 | 17:1 | 46-53 | 63-72 | 1 |
| BF 4 M 1013 Euro 1 | D (A) | 4 | 108 x 130 | 4764 | 2 | 17,6:1 | 63-93 | 85-127 | 23 |
| BF 4 M 1013 E Euro 2 | D (LA) | 4 | 108 x 130 | 4764 | 2 | 17,6:1 | 71-95 | 97-129 | 22 |
| D 7 D EAE2 Euro 2 | D (LA) | 6 | 108 x 130 | 7146 | 4 | | 143 | 194 | 22 |
| D 42 A | D | 4 | 105,57 x 120 | 4200 | 2 | 17,5:1 | 59 | 80 | 18 |
| D 45 B | D | 4 | 105,57 x 128,5 | 4500 | 2 | 16,5:1 | 63 | 86 | 21 |
| D 50 A | D | 6 | 95,25 x 120 | 5100 | 2 | 17:1 | 74-79 | 100-107 | 3 |
| D 50 B | D | 6 | 95,25 x 120 | 5100 | 2 | 17:1 | 64-86 | 87-117 | 3 |
| D 60 A | D | 6 | 98,43 x 120 | 5480 | 2 | 17:1 | 84-92 | 115-125 | 4 |
| D 70 B | D | 6 | 104,775 x 130 | 6730 | 2 | 17:1 | 110 | 150 | 12 |
| D 7 D ECE2 Euro 2 | D (LA) | 6 | 108 x 130 | 7146 | 4 | | 143 | 194 | 22 |
| D 7 D EEE2 Euro 2 | D (LA) | 6 | 108 x 130 | 7146 | 4 | | 125 | 170 | 22 |
| D 7 D LAE2 Euro 2 | D (LA) | 6 | 108 x 130 | 7146 | 4 | | 165 | 224 | 22 |
| D 7 D LBE2 Euro 2 | D (LA) | 6 | 108 x 130 | 7146 | 4 | | 155 | 210 | 22 |
| TD 42 A | D (A) | 4 | 105,57 x 120 | 4200 | 2 | 17,5:1 | 54 | 73 | 19 |
| TD 45 B | D (A) | 4 | 105,57 x 128,5 | 4500 | 2 | 15,6:1 | 66-85 | 90-116 | 20 |
| TD 45 B EM | D (A) | 4 | 105,57 x 128,5 | 4500 | 2 | 15,6:1 | 83 | 113 | 20 |
| TD 45 E | D (A) | 4 | 105,57 x 128,5 | 4500 | 2 | 15,6:1 | 84-92 | 114-125 | 20 |
| TD 45 EM | D (A) | 4 | 105,57 x 128,5 | 4500 | 2 | 15,6:1 | 85 | 116 | 20 |
| TD 50 A | D (A) | 6 | 95,25 x 120 | 5100 | 2 | 17:1 | 81-108 | 110-147 | 3 |
| TD 50 B | D (A) | 6 | 95,25 x 120 | 5100 | 2 | 17:1 | 108-121 | 147-165 | 3 |
| TD 60 A | D (A) | 6 | 98,43 x 120 | 5480 | 2 | 16:1 | 108-132 | 147-180 | 5 |
| TD 60 B | D (A) | 6 | 98,43 x 120 | 5480 | 2 | 16:1 | 113-132 | 155-180 | 6 |
| TD 61 A | D (LA) | 6 | 98,43 x 120 | 5480 | 2 | 15:1 | 103-150 | 140-204 | 7 |
| TD 61 G | D (LA) | 6 | 98,43 x 120 | 5480 | 2 | 16:1 | 108-113 | 147-154 | 6 |
| TD 61 GB | D (LA) | 6 | 98,43 x 120 | 5480 | 2 | 16:1 | 115-126 | 156-171 | 6 |
| TD 61 GD | D (LA) | 6 | 98,43 x 120 | 5480 | 2 | 16:1 | 87-92 | 118-125 | 6 |
| TD 63 KBE Euro 1 | D (LA) | 6 | 98,43 x 120 | 5480 | 2 | 18,3:1 | 115-118 | 156-160 | 8 |
| TD 63 KDE Euro 1 | D (LA) | 6 | 98,43 x 120 | 5480 | 2 | 18,3:1 | 88-154 | 120-209 | 8 |
| TD 63 KEE Euro 1 | D (LA) | 6 | 98,43 x 120 | 5480 | 2 | 18,3:1 | 105 | 143 | 8 |
| TD 63 KFE Euro 1 | D (LA) | 6 | 98,43 x 120 | 5480 | 2 | 18,3:1 | 120-122 | 163-166 | 8 |
| TD 63 KGE Euro 1 | D (LA) | 6 | 98,43 x 120 | 5480 | 2 | 18,3:1 | 94 | 128 | 8 |
| TD 70 A | D (A) | 6 | 104,775 x 130 | 6730 | 2 | 15,5:1 | 128-136 | 175-185 | 11 |
| TD 70 E | D (A) | 6 | 104,775 x 130 | 6730 | 2 | 14,5:1 | 155 | 210 | 13 |
| TD 70 ES | D (A) | 6 | 104,775 x 130 | 6730 | 2 | 14,5:1 | 155-166 | 210-225 | 13 |
| TD 70 ES | D (A) | 6 | 104,775 x 130 | 6730 | 2 | 14,5:1 | 155-166 | 210-225 | 14 |
| TD 70 F | D (A) | 6 | 104,775 x 130 | 6730 | 2 | 14,5:1 | 162 | 220 | 15 |
| TD 70 FS | D (A) | 6 | 104,775 x 130 | 6730 | 2 | 14,5:1 | 180 | 245 | 15 |
| TD 70 G | D (A) | 6 | 104,775 x 130 | 6730 | 2 | 14,5:1 | 138-156 | 188-212 | 15 |
| TD 70 H | D (A) | 6 | 104,775 x 130 | 6730 | 2 | 14,5:1 | 121-157 | 165-213 | 13 |
| TD 71 A | D (LA) | 6 | 104,775 x 130 | 6730 | 2 | 15,5:1 | 169 | 230 | 15 |
| TD 71 G | D (A) | 6 | 104,775 x 130 | 6730 | 2 | 15,5:1 | 137-148 | 186-201 | 16 |
| TD 71 G 285 | D (A) | 6 | 104,775 x 130 | 6730 | 2 | 15,5:1 | 148 | 201 | 16 |
| TD 71 GA | D (A) | 6 | 104,775 x 130 | 6730 | 2 | 15,5:1 | 157 | 213 | 16 |
| TD 73 KAE Euro 1 | D (LA) | 6 | 104,775 x 130 | 6730 | 2 | 17,6:1 | 150 | 204 | 17 |
| TD 73 KCE Euro 1 | D (LA) | 6 | 104,775 x 130 | 6730 | 2 | 17,7:1 | 174-190 | 233-255 | 17 |
| TD 73 KDE Euro 1 | D (LA) | 6 | 104,775 x 130 | 6730 | 2 | 17,6:1 | 130-153 | 177-208 | 17 |
| TD 73 KE Euro 1 | D (LA) | 6 | 104,775 x 130 | 6730 | 2 | 17,6:1 | 150 | 204 | 17 |
| TD 73 KFE Euro 1 | D (LA) | 6 | 104,775 x 130 | 6730 | 2 | 17,7:1 | 173-190 | 235-258 | 17 |
| TD 73 KGE Euro 1 | D (LA) | 6 | 104,775 x 130 | 6730 | 2 | 17,6:1 | 135 | 184 | 17 |
| TD 73 KHE Euro 1 | D (LA) | 6 | 104,775 x 130 | 6730 | 2 | 17,6:1 | 155 | 211 | 17 |
| TD 100 A | D (A) | 6 | 120,65 x 140 | 9600 | 2 | 15:1 | 154-188 | 210-256 | 25 |
| TD 100 G | D (A) | 6 | 120,65 x 140 | 9600 | 2 | 14,3:1 | 180-203 | 245-276 | 26 |
| TD 101 G | D (LA) | 6 | 120,65 x 140 | 9600 | 2 | 14,3:1 | 192-202 | 261-275 | 26 |
| TD 102 GA | D (LA) | 6 | 120,65 x 140 | 9600 | 2 | 15:1 | 203 | 276 | 27 |
| TD 102 GC Euro 1 | D (A) | 6 | 120,65 x 140 | 9600 | 2 | 15:1 | 170-180 | 231-245 | 27 |
| TD 102 KCE Euro 1 | D (A) | 6 | 120,65 x 140 | 9600 | 2 | 15:1 | 180 | 245 | 27 |
| TD 102 KF Euro 1 | D (A) | 6 | 120,65 x 140 | 9600 | 2 | 15:1 | 200 | 272 | 27 |
| TD 103 KAE Euro 2 | D (LA) | 6 | 120,65 x 140 | 9600 | 2 | 18:1 | 190 | 258 | 28 |
| TD 103 KBE Euro 2 | D | 6 | 120,65 x 140 | 9600 | 2 | 18:1 | 214-216 | 291-294 | 28 |
| TD 103 KCE Euro 2 | D (LA) | 6 | 120,65 x 140 | 9600 | 2 | 18:1 | 186-189 | 253-257 | 28 |
| TD 120 G | D (A) | 6 | 130,175 x 150 | 12000 | 2 | 13,3:1 | 225-256 | 306-348 | 29 |
| TD 121 G | D (A) | 6 | 130,175 x 150 | 12000 | 2 | 14,2:1 | 215-256 | 292-348 | 30 |
| TD 121 K | D (A) | 6 | 130,175 x 150 | 12000 | 2 | 14,2:1 | 288 | 392 | 29 |
| TD 122 GA | D (LA) | 6 | 130,175 x 150 | 12000 | 2 | 15:1 | 179-262 | 243-356 | 31 |
| TD 122 GH | D (LA) | 6 | 130,175 x 150 | 12000 | 2 | 15:1 | 207-262 | 281-356 | 31 |
| TD 122 KE | D (LA) | 6 | 130,175 x 150 | 12000 | 2 | 15:1 | 276-291 | 375-396 | 31 |







| |  | Cyl. |  mm | cm ³ |  | Comp. Ratio ε | kW | PS | Pos |
|-----------------|---|----------|--|-----------------|---|------------------|--------|---------|-----|
| | | | | | | | | | |
| TD 122 KHE | | D (LA) 6 | 130,175 x 150 | 12000 | 2 | 15:1 | 209 | 284 | 32 |
| TJD 121 G | | D (A) 6 | 130,175 x 150 | 12000 | 2 | 14,2:1 | 243 | 330 | 29 |
| 1113 | | D 3 | 111,125 x 129,9 | 3780 | 2 | 16,5:1 | 41-46 | 56-63 | 24 |
| 1114 | | D 4 | 111,125 x 129,9 | 5040 | 2 | 16,5:1 | 55 | 75 | 24 |
| 4B 3.9 C Euro 2 | | D 4 | 102 x 120 | 3900 | 2 | 17,5:1 | 55-60 | 75-82 | 10 |
| 4.236 | | D 4 | 98,48 x 126,8 | 3864 | 2 | 16:1 | 48-60 | 59-80 | 9 |
| 6B 5.9 C Euro 2 | | D 6 | 102 x 120 | 5883 | 2 | 17,5:1 | 86-132 | 115-177 | 10 |

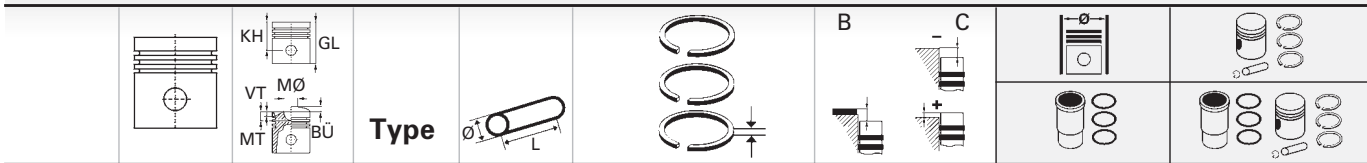


| | | | Pos | | | | Pos |
|--------------------------------|-------------------|----------------|------|--------------------|-------------------|------------|------|
| GABELSTAPLER / FORKLIFT | | | | LM 1240 | 12.1972 → 06.1979 | D 70 B | D 12 |
| Gabelstapler / Forklift | | | | LM 1641 | 11.1972 → 06.1980 | TD 100 A | D 25 |
| SERIES A | | | | LM 218 | 01.1961 → 12.1970 | 1113 | D 24 |
| A 20 | 08.1986 → 08.2001 | TD 71 G | D 16 | LM 350 | | 1113 | D 24 |
| A 20 | 11.1991 → 08.2001 | TD 73 KAE | D 17 | LM 4200 | 03.1985 → 03.2000 | D 45 B | D 21 |
| A 20 | 01.1995 → 10.1997 | TD 73 KFE | D 17 | LM 4200 | 03.1985 → 03.2000 | TD 45 EM | D 20 |
| A 25 | 11.1992 → | TD 73 KCE | D 17 | LM 4300 | 03.1985 → 03.2000 | TD 45 B | D 20 |
| A 25 | 05.1997 → | TD 73 KFE | D 17 | LM 4300 | 03.1985 → 03.2000 | TD 45 B EM | D 20 |
| A 28 | 04.1987 → 04.2003 | TD 102 GA | D 27 | LM 4300 | 09.1985 → 08.1996 | TD 45 EM | D 20 |
| A 30 | 01.1991 → | TD 102 KF | D 27 | LM 4400 | 01.1986 → | TD 61 A | D 7 |
| A 30 | 08.1995 → 07.1997 | TD 103 KBE | D 28 | LM 4500 | 01.1986 → 01.2001 | TD 71 G | D 16 |
| A 35 | 01.1987 → 10.1996 | TD 122 GA | D 31 | LM 4600 | 07.1980 → 06.1984 | TD 100 A | D 25 |
| SERIES BM | | | | LM 4600 | 01.1982 → | TD 100 G | D 26 |
| BM 425 | 01.1986 → | TD 121 G | D 30 | LM 4600 | 01.1984 → | TD 101 G | D 26 |
| SERIES DR | | | | LM 470 | | 1114 | D 24 |
| DR 826 | | TD 50 B | D 3 | LM 620 | 01.1966 → 12.1970 | 1113 | D 24 |
| DR 826 | | TD 60 A | D 5 | LM 621 | 01.1972 → 06.1978 | D 42 A | D 18 |
| DR 860 | 09.1968 → 11.1970 | D 50 A | D 3 | LM 622 | 01.1978 → 1982 | D 42 A | D 18 |
| DR 860 | 12.1970 → 11.1970 | TD 50 B | D 3 | LM 622 | 03.1985 → 03.2000 | D 45 B | D 21 |
| DR 860 | → 11.1970 | TD 60 A | D 5 | LM 640 | 01.1966 → 12.1970 | 1113 | D 24 |
| DR 861 | 01.1979 → 07.1986 | TD 50 B | D 3 | LM 641 | 01.1972 → 06.1978 | D 42 A | D 18 |
| DR 861 | 09.1979 → 07.1986 | TD 60 B | D 6 | LM 642 | 01.1978 → 1982 | D 42 A | D 18 |
| SERIES EC | | | | LM 642 | 03.1985 → 03.2000 | D 45 B | D 21 |
| EC 140 | 01.1996 → | 4B 3.9 C | D 10 | LM 650 | | 1113 | D 24 |
| EC 150 | 01.1996 → | 4B 3.9 C | D 10 | LM 740 | | 1114 | D 24 |
| EC 210 | 01.1996 → | 6B 5.9 C | D 10 | LM 840 | 01.1966 → 06.1972 | D 50 A | D 3 |
| EC 240 | | D 7 D EEE2 | D 22 | LM 841 | 04.1972 → 12.1975 | D 50 B | D 3 |
| EC 290 | | D 7 D EEE2 | D 22 | LM 841 | 01.1976 → 06.1978 | D 60 A | D 4 |
| EC 330 | | D 7 D EAE2 | D 22 | LM 845 | 06.1970 → 12.1970 | D 50 A | D 3 |
| EC 420 | 08.1995 → | TD 103 KAE | D 28 | LM 845 | 01.1971 → 12.1973 | D 50 B | D 3 |
| SERIES EW | | | | LM 846 | 01.1971 → 12.1973 | D 50 B | D 3 |
| EW 170 | 01.1996 → | 6B 5.9 C | D 10 | LM 846 | 01.1976 → 06.1979 | D 60 A | D 4 |
| EW 180 | 01.1996 → | 6B 5.9 C | D 10 | SERIES P | | | |
| SERIES G | | | | P 505 | 01.1986 → | TD 121 G | D 30 |
| G 614 | | 1113 | D 24 | P 505 | 06.1987 → | TJD 121 G | D 29 |
| G 646 | 01.1980 → | TD 45 B | D 20 | SERIES R | | | |
| SERIES GM | | | | R 32 | 06.1989 → | TD 122 KE | D 31 |
| GM 612 | 01.1966 → 12.1970 | 1113 | D 24 | SERIES S | | | |
| SERIES L | | | | S 650 | 02.1966 → 12.1970 | D 50 A | D 3 |
| L 110 | 2003 → 2007 | D 7 D LBE2 | D 22 | SERIES SM | | | |
| L 120 | 01.1986 → 10.1995 | TD 71 G | D 16 | SM 868 | 08.1970 → 10.1974 | D 50 B | D 3 |
| L 120 | 01.1987 → | TD 71 G 285 | D 16 | SM 880 | 11.1971 → 06.1974 | TD 50 B | D 3 |
| L 120 | 11.1991 → 10.2002 | TD 73 KDE | D 17 | SM 980 | 11.1971 → 06.1976 | TD 50 B | D 3 |
| L 120 | | D 7 D LAE2 | D 22 | SERIES T | | | |
| L 150 | 01.1991 → 10.1995 | TD 102 GC | D 27 | T 320 | | A 3.152 | D 2 |
| L 150 | 01.1991 → | TD 102 KCE | D 27 | T 616 | 01.1980 → 06.1994 | TD 45 B | D 20 |
| L 150 | 01.1995 → 10.2002 | TD 103 KCE | D 28 | T 616 | 06.1983 → 06.1994 | D 45 B | D 21 |
| L 160 | 01.1986 → 10.1992 | TD 101 G | D 26 | T 650 | 01.1972 → 06.1982 | D 42 A | D 18 |
| L 160 | → 10.1992 | TD 71 G | D 16 | T 650 | 06.1980 → 06.1982 | TD 42 A | D 19 |
| L 180 | 01.1992 → 2002 | TD 122 KHE | D 32 | T 680 | 01.1975 → | D 60 A | D 4 |
| L 190 | 11.1991 → | TD 122 GH | D 31 | T 800 | 01.1967 → 12.1975 | D 50 A | D 3 |
| L 30 | 01.1987 → 09.1995 | 4.236 | D 9 | T 800 | 01.1976 → 06.1979 | D 60 A | D 4 |
| L 30 | 01.1998 → | BF 4 L 1011 FT | D 1 | T 810 | 03.1969 → 12.1975 | TD 50 A | D 3 |
| L 32 | 01.1998 → | BF 4 L 1011 F | D 1 | T 810 | 01.1976 → 06.1979 | TD 60 A | D 5 |
| L 35 | 01.1998 → | BF 4 L 1011 F | D 1 | T 814 | 03.1969 → 06.1979 | TD 50 A | D 3 |
| L 40 | 01.1998 → | BF 4 M 1013 E | D 22 | T 814 | 01.1976 → 06.1979 | TD 60 A | D 5 |
| L 45 | 01.1998 → | BF 4 M 1013 E | D 22 | T 861 | 09.1979 → 07.1986 | TD 60 B | D 6 |
| L 50 | 11.1991 → 12.1991 | TD 45 E | D 20 | SERIES 2000 | | | |
| L 50 | 11.1991 → 10.1993 | D 45 B | D 21 | 2650 | 05.1979 → 06.1982 | TD 60 B | D 6 |
| L 50 | 11.1991 → | TD 45 B | D 20 | 2654 | 05.1979 → 06.1982 | TD 60 B | D 6 |
| L 50 | 01.1999 → | BF 4 M 1013 | D 23 | SERIES 3000 | | | |
| L 70 | 11.1991 → | TD 45 B | D 20 | 3500 | 10.1965 → 09.1970 | TD 70 A | D 11 |
| L 70 | 02.1993 → 1995 | TD 61 GD | D 6 | SERIES 4000 | | | |
| L 70 | 10.1993 → 1999 | TD 63 KDE | D 8 | 4200 B | 01.1984 → 1986 | TD 45 B | D 20 |
| L 70 | 1999 → 2002 | TD 63 KGE | D 8 | 4300 B | 05.1982 → 07.1986 | TD 45 B | D 20 |
| L 90 | 11.1991 → 10.1991 | TD 61 G | D 6 | 4400 | 01.1979 → 06.1986 | TD 60 B | D 6 |
| L 90 | 11.1991 → 1995 | TD 61 GB | D 6 | 4500 | 01.1974 → 08.1978 | TD 70 E | D 13 |
| L 90 | 01.1995 → 10.2002 | TD 63 KBE | D 8 | 4500 | 01.1974 → | TD 70 ES | D 13 |
| SERIES LM | | | | 4500 | 01.1974 → | TD 70 ES | D 14 |



|  | |  | | Pos |  | |  | | Pos |
|---|-------------------|---|---|-----|--|--|---|--|-----|
| 4500 | 12.1979 → 06.1986 | TD 70 H | D | 13 | | | | | |
| 4500 | 07.1980 → 06.1984 | TD 100 A | D | 25 | | | | | |
| 4600 | 07.1980 → 06.1984 | TD 100 A | D | 25 | | | | | |
| 4600 B | 07.1984 → 1986 | TD 100 G | D | 26 | | | | | |
| SERIES 5000 | | | | | | | | | |
| 5350 | 01.1979 → 1985 | TD 70 F | D | 15 | | | | | |
| 5350 | 01.1979 → 1985 | TD 70 FS | D | 15 | | | | | |
| 5350 | 01.1979 → 1985 | TD 70 G | D | 15 | | | | | |
| SERIES 6000 | | | | | | | | | |
| 6300 | 10.1992 → | TD 45 E | D | 20 | | | | | |

V



| | | | | | | | | | | | |
|----------|--|-----------|---------------------------------------|-------|---|----------------------|----|----------|------------|------|-----------|
| 1 | | 91 | BF 4 L 1011 F Euro 1 01.1998 → | D (A) | 4 | 2732 cm ³ | 2V | 48-56 kW | (65-76 PS) | 17:1 | 105,00 mm |
| | | | BF 4 L 1011 FT 01.1998 → | D (A) | 4 | 2732 cm ³ | 2V | 46-53 kW | (63-72 PS) | 17:1 | 105,00 mm |

| | | | | | | | | | |
|-----|---|---|--|----------|-----------------------------|-------------|--|-------------------|--------------------------------------|
| | 4 | KH 55,17 MT -18,2 MØ 45 GL 85,6 | RTK | 30 68 | 1 T15 3 1 M 2 1 DSF 3 | MO G6 CR | | 91,00 | 99 516 600 [1] |
| | 091 033 | | | | | | | 91,25 | 99 516 610 [1] |
| | | | | | | | | 91,50 | 99 516 620 [1] (94 918) |
| | T Cyl. | A=94,015 | C=99 | L=180,5 | H=4,56 | | | 89 423 110 | 99 516 960 |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | | | | | |
| | Kerben notches repères muescas Надрезы | größer als more than supérieur à superior a больше, чем | kleiner als less than inférieur à inferior a меньше, чем | | | | | | |
| | 1 | +0,590 | +0,69 | | | | | | |
| | 2 | +0,691 | +0,76 | | | | | | |
| | 3 | +0,761 | +0,83 | | | | | | |

| | | | | | | | | | | | |
|----------|--|--------------|----------------|---|---|----------------------|----|----------|------------|--------|-----------|
| 2 | | 91,48 | A 3.152 | D | 3 | 2503 cm ³ | 2V | 27-35 kW | (37-48 PS) | 17,4:1 | 126,90 mm |
|----------|--|--------------|----------------|---|---|----------------------|----|----------|------------|--------|-----------|

| | | | | | | | | | |
|---------|---------|--------------------|--------|---------------|--|--|---------------|---------------------------|--------------------------|
| | 3 | KH 57,25 GL 108 | URK | 31,75 75,3 | 2 R 2,385 1 LA 0,79 1 G 6,335 1 S 6,335 | | -0,12 0,00 | 91,48 | 91 130 600 [1] |
| | 091 028 | | | | | | | | |
| | T Cyl. | A=93,713 | C=96,7 | L=216 | H=3,76 | | | 88 363 190 semi | 91 130 967 |
| | 3 | KH 57,25 GL 108 | URK | 31,75 75,3 | 1 R 2,385 CR 1 R 2,385 1 LA 0,79 1 G 6,335 1 S 6,335 | | -0,12 0,00 | 91,48 | 91 130 700 [1] |
| 091 028 | | | | | | | | | |

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| | | | | | | | | | |
|-----|--|-------------|--------|-------|--------|--|---------------------------|-------------------|--|
| | | Type | | | | | | | |
| | T Cyl. | A=93,713 | C=96,7 | L=216 | H=3,76 | | 88 363 190 semi | 91 130 971 | |
| | T Cyl. | A=93,97 | C=96,7 | L=216 | H=3,76 | | 89 042 190 semi | 91 130 973 | |
| [1] | Hochkolben - Spaltmaß beachten Top piston - Pay attention to top clearance Pistón alto - tener en cuenta la distancia hasta la tapa de cilindros Piston en surdimension d'hauteur d'axe - Attention à l'espace neutre Поршень с повышенной компрессионной высотой - учесть величину зазора | | | | | | | | |

| | | | | | | | | | | |
|----------------|--------|--|---------|------------|------------------------------------|---|------------|--------------|-------------------|-----------------------------------|
| 3 | | 95,25 | | | | | | | | |
| D 50 A | | 01.1966 → 12.1975 | D | 6 | 5100 cm ³ | 2V | 74-79 kW | (100-107 PS) | 17:1 | 120,00 mm |
| D 50 B | | 08.1970 → 12.1975 | D | 6 | 5100 cm ³ | 2V | 64-86 kW | (87-117 PS) | 17:1 | 120,00 mm |
| TD 50 A | | 03.1969 → 06.1979 | D (A) | 6 | 5100 cm ³ | 2V | 81-108 kW | (110-147 PS) | 17:1 | 120,00 mm |
| TD 50 B | | 12.1970 → | D (A) | 6 | 5100 cm ³ | 2V | 108-121 kW | (147-165 PS) | 17:1 | 120,00 mm |
| | 6 | KH 79,4 MT -24,2 MØ 50 GL 124,4 | RTK | 40 77,3 | 1 R 2,39 2 M 3,16 1 DSF 4,75 | CR G6 | | | | 95,25 91 355 600 |
| | N Cyl. | A=108 | C=117,1 | L=234,5 | H+F=11,61+0,73 | 1 FP 103,5 x 1,6 1 R 106,7 x 5,7 1 SC 106,7 x 5,7 | | | 88 470 110 | 91 355 960 |

| | | | | | | | | | | |
|---------------|--------|---|---------|------------|------------------------------------|--|----------------|--------------|-------------------|-------------------|
| 4 | | 98,43 | | | | | | | | |
| D 60 A | | 01.1975 → | D | 6 | 5480 cm ³ | 2V | 84-92 kW | (115-125 PS) | 17:1 | 120,00 mm |
| | 6 | KH 79,4 MT -22,15 MØ 54 GL 124,4 | RTK | 40 77,3 | 1 R 2,39 1 M 3,16 1 DSF 4,75 | CR G3 | -1,27 -0,63 | | 98,43 | 93 153 600 |
| | N Cyl. | A=110 Y=15,75 | C=119,1 | L=234,5 | H+F=11,61+0,73 | 1 FP 104 x 1,5 1 EP 109 x 5,8 1 FP 109 x 5,8 (50 006 620) | | | 89 016 110 | 93 153 960 |

| | | | | | | | | | | |
|----------------|---|--|-------|------------|------------------------------------|-------|----------------|--------------|--------------|-------------------|
| 5 | | 98,43 | | | | | | | | |
| TD 60 A | | 01.1976 → | D (A) | 6 | 5480 cm ³ | 2V | 108-132 kW | (147-180 PS) | 16:1 | 120,00 mm |
| | 6 | KH 79,4 MT -23,8 MØ 54 GL 124,4 | RTK | 40 77,3 | 1 R 2,39 1 M 3,16 1 DSF 4,75 | CR G3 | +0,05 +0,55 | | 98,43 | 93 154 600 |

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| | | KH VT MT | GL MØ BU | Type | | | B C | | |
|--|--------|------------------|----------------|---------|----------------|--|--------|-------------------|-------------------|
| | N Cyl. | A=110 Y=21,15 | C=119,1 | L=237,4 | H+F=9,66+3,6 | 1 FP 104 x 1,5 2 EP 109 x 5,8 1 FP 109 x 5,8 (50 006 635) | | 89 352 110 | 93 154 961 |
| | N Cyl. | A=110 Y=15,75 | C=119,1 | L=234,5 | H+F=11,61+0,73 | 1 FP 104 x 1,5 1 EP 109 x 5,8 1 FP 109 x 5,8 (50 006 620) | | 89 016 110 | 93 154 960 |

6

98,43

| | | | | | | | | | |
|-----------------|-------------------|--------|---|----------------------|----|------------|--------------|------|-----------|
| TD 60 B | 01.1979 → 07.1986 | D (A) | 6 | 5480 cm ³ | 2V | 113-132 kW | (155-180 PS) | 16:1 | 120,00 mm |
| TD 61 G | 11.1991 → 10.1991 | D (LA) | 6 | 5480 cm ³ | 2V | 108-113 kW | (147-154 PS) | 16:1 | 120,00 mm |
| TD 61 GB | 11.1991 → 1995 | D (LA) | 6 | 5480 cm ³ | 2V | 115-126 kW | (156-171 PS) | 16:1 | 120,00 mm |
| TD 61 GD | 02.1993 → 1995 | D (LA) | 6 | 5480 cm ³ | 2V | 87-92 kW | (118-125 PS) | 16:1 | 120,00 mm |

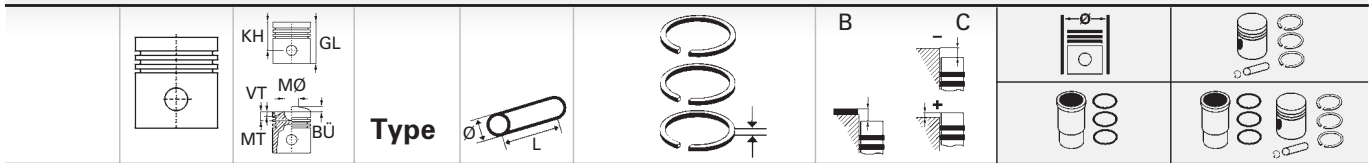
| | | | | | | | | | |
|--|--------------|--|---------|------------|---|--|----------------|-------------------|-------------------|
| | 6 098 080 | KH 79,4 MT -21,8 MØ 57 GL 124,4 | RTK | 40 77,3 | 1 R 2,39 CR G3 1 M 3,16 1 DSF 4,75 CR | | +0,05 +0,55 | 98,43 | 93 474 700 |
| | N Cyl. | A=110 Y=21,15 | C=119,1 | L=237,4 | H+F=9,66+3,6 | 1 FP 104 x 1,5 2 EP 109 x 5,8 1 FP 109 x 5,8 (50 006 635) | | 89 352 110 | 93 474 971 |
| | N Cyl. | A=110 Y=15,75 | C=119,1 | L=234,5 | H+F=11,61+0,73 | 1 FP 104 x 1,5 1 EP 109 x 5,8 1 FP 109 x 5,8 (50 006 620) | | 89 016 110 | 93 474 970 |

7

98,43

| | | | | | | | | | |
|----------------|-----------|--------|---|----------------------|----|------------|--------------|------|-----------|
| TD 61 A | 01.1986 → | D (LA) | 6 | 5480 cm ³ | 2V | 103-150 kW | (140-204 PS) | 15:1 | 120,00 mm |
|----------------|-----------|--------|---|----------------------|----|------------|--------------|------|-----------|

| | | | | | | | | | |
|--|--------------|--|---------|------------|---|--|--|-------------------|-------------------|
| | 6 098 080 | KH 79,4 MT -23,5 MØ 57 GL 124,4 | RTK | 40 77,3 | 1 R 2,39 CR G3 1 M 3,16 1 DSF 4,75 CR | | | 98,43 | 99 408 600 |
| | N Cyl. | A=110 Y=21,15 | C=119,1 | L=237,4 | H+F=9,66+3,6 | 1 FP 104 x 1,5 2 EP 109 x 5,8 1 FP 109 x 5,8 (50 006 635) | | 89 352 110 | 99 408 960 |



| | | | | | | | | | | | | |
|-------------------------|-------------------|--------------|------|---|----------------------|----|------------|--------------|--------|-----------|--|--|
| 8 | | 98,43 | | | | | | | | | | |
| TD 63 KBE Euro 1 | 01.1995 → 10.2002 | D | (LA) | 6 | 5480 cm ³ | 2V | 115-118 kW | (156-160 PS) | 18,3:1 | 120,00 mm | | |
| TD 63 KDE Euro 1 | 10.1993 → 1999 | D | (LA) | 6 | 5480 cm ³ | 2V | 88-154 kW | (120-209 PS) | 18,3:1 | 120,00 mm | | |
| TD 63 KEE Euro 1 | 04.1996 → | D | (LA) | 6 | 5480 cm ³ | 2V | 105 kW | (143 PS) | 18,3:1 | 120,00 mm | | |
| TD 63 KFE Euro 1 | 02.1995 → | D | (LA) | 6 | 5480 cm ³ | 2V | 120-122 kW | (163-166 PS) | 18,3:1 | 120,00 mm | | |
| TD 63 KGE Euro 1 | 1999 → 2002 | D | (LA) | 6 | 5480 cm ³ | 2V | 94 kW | (128 PS) | 18,3:1 | 120,00 mm | | |

| | | | | | | | | | | | | |
|--|--------|---|------------|------------|-----------------------------------|--|----------------|-------------------|-------------------|--|--|--|
| | 6 | KH 79,4 VT1 -0,80 MT -20,3 MØ 53,1 GL 124,4 | RTK TPL | 40 77,3 | 1 T15 3,5 1 M 2,5 1 DSF 3,5 | MO G6 G3 CR | +0,05 +0,55 | 98,43 | 99 991 700 | | | |
| | N Cyl. | A=110 Y=9 | C=119,1 | L=237,4 | H+F=9,66+3,6 | 1 FP 104 x 1,5 2 EP 109 x 5,8 1 FP 109 x 5,8 (50 006 635) | | 89 578 110 | 99 991 970 | | | |
| | N Cyl. | A=110 Y=21,15 | C=119,1 | L=237,4 | H+F=9,66+3,6 | 1 FP 104 x 1,5 2 EP 109 x 5,8 1 FP 109 x 5,8 (50 006 635) | | 89 352 110 | | | | |

| | | | | | | | | | | | | |
|--------------|-------------------|--------------|--|---|----------------------|----|----------|------------|------|-----------|--|--|
| 9 | | 98,48 | | | | | | | | | | |
| 4.236 | 01.1987 → 09.1995 | D | | 4 | 3864 cm ³ | 2V | 48-60 kW | (59-80 PS) | 16:1 | 126,80 mm | | |

| | | | | | | | | | | | | |
|--|--------|---|----------|--------------|--|-------|--|-------------------|-------------------|------------------|--|--|
| | 4 | KH 70,35 MT -20,2 MØ 61 GL 120,7 | URK | 34,925 84 | 1 R 2,385 1 R 2,385 1 NM 2,385 1 DSF 6,335 1 D 6,335 | CR G6 | | 98,48 | 99 629 600 | | | |
| | T Cyl. | A=103,2 | | L=228,8 | | | | 88 354 190 | 99 629 960 | semi (88 353) | | |
| | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | | 88 355 190 | 99 629 961 | semi | | |
| | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | | 88 356 110 | 99 629 962 | | | |

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| | 4 098 049 | KH 70,25 MT -20,35 MØ 61 GL 121,05 | GEC RK RTK | 34,925 84,1 | 1 R 2,385 CR G3 1 M 2,385 CR 1 DSF 4,747 | +0,08 +0,25 | 98,48 93 592 600 [1] | |
|--|--------------|---|------------------|----------------|--|----------------|--|--------------------------|
| | T Cyl. | A=103,2 | | L=228,8 | | | 88 354 190 semi (88 353) | 93 592 961 [1] |
| | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | 88 355 190 semi | 93 592 962 [1] |
| | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | 88 356 110 | 93 592 963 [1] |
| | T Cyl. | A=104,28 | C=107,442 | L=226,44 | H=3,861 | | 89 514 190 semi | 93 592 964 [1] |
| | 4 098 026 | KH 70,1 MT -20,5 MØ 61 GL 120,9 | GEC URK | 34,925 84,2 | 1 SM 2,39 CR G3 2 M 2,39 1 DSF 6,34 CR 1 S 6,34 | +0,35 +0,58 | 98,48 91 118 600 [2] | |
| | T Cyl. | A=103,2 | | L=228,8 | | | 88 354 190 semi (88 353) | 91 118 961 |
| | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | 88 355 190 semi | 91 118 962 |
| | T Cyl. | A=103,22 | C=106,36 | L=227,4 | H+F=3,8+1 | | 88 356 110 | 91 118 963 |

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| | | | | | | | | |
|-----|--|-------------|-----------|----------|---------|--|---------------------------|-------------------|
| | | Type | | | | | | |
| | T Cyl. | A=104,28 | C=107,442 | L=226,44 | H=3,861 | | 89 514 190 semi | 91 118 964 |
| [1] | 01.1965 → | | | | | | | |
| [2] | satzweise gegen 93 592 600 austauschbar exchangeable in sets against 93 592 600 échangeable sous forme de jeux contre 93 592 600 se puede cambiar el juego entero contra el 93 592 600 взаимозаменяемо комплектом с 93 592 600 | | | | | | | |

10**102**

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|------------------------|-----------|---|-----|----------------------|--------------------------------|-------------|--------------|--------|---------------|-------------------|
| 4B 3.9 C Euro 2 | 01.1996 → | D | 4 | 3900 cm ³ | 2V | 55-60 kW | (75-82 PS) | 17,5:1 | 120,00 mm | |
| 6B 5.9 C Euro 2 | 01.1996 → | D | 6 | 5883 cm ³ | 2V | 86-132 kW | (115-177 PS) | 17,5:1 | 120,00 mm | |
| | 4/6 | KH 71,535 MT -17,7 MØ 59,1 GL 105,36 | RTK | 40 75,68 | 1 T15 3 1 M 2,35 1 DSF 4 | CR G6 CR | | | 102,00 | 99 676 600 |

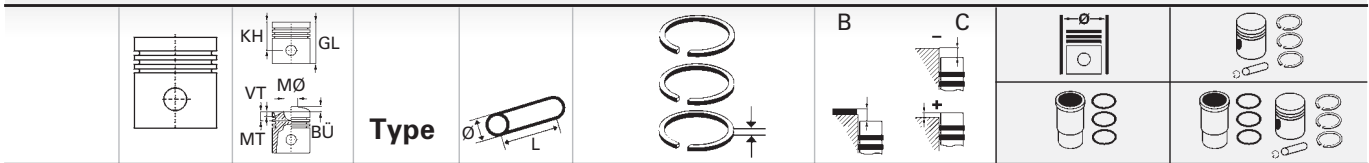
11**104,775**

| | | | | | | | | | | |
|----------------|-------------------|---|------------|----------------------|--|--|----------------|--------|-------------------------------|-------------------|
| TD 70 A | 10.1965 → 09.1970 | D (A) | 6 | 6730 cm ³ | 2V | 128-136 kW | (175-185 PS) | 15,5:1 | 130,00 mm | |
| | 6 | KH 88,45 MT -26,2 MØ 58 GL 141 | RTK URK | 45 85,6 | 1 R 2,39 2 R 3,16 1 DSF 4,747 1 S 4,747 | CR G3 | +0,70 +0,20 | | 104,775 | 91 353 600 |
| | N Cyl. | A=117 Y=18,6 | C=127 | L=257 | H+F=11,66+0,73 | 1 FP 114 x 1,6 1 EP 115,7 x 5,7 1 FP 115,7 x 5,7 (50 006 608) | | | 88 868 110 (88 469) | 91 353 960 |

12**104,775**

| | | | | | | | | | | |
|---------------|-------------------|--|------------|----------------------|--|--|----------------|------|-------------------------------|-------------------|
| D 70 B | 12.1972 → 06.1979 | D | 6 | 6730 cm ³ | 2V | 110 kW | (150 PS) | 17:1 | 130,00 mm | |
| | 6 | KH 88,45 MT -26,7 MØ 55 GL 141,05 | RTK URK | 45 85,6 | 1 R 2,39 2 R 3,16 1 DSF 4,747 1 S 4,747 | CR G3 | +0,70 +0,20 | | 104,775 | 91 354 600 |
| | N Cyl. | A=117 Y=18,6 | C=127 | L=257 | H+F=11,66+0,73 | 1 FP 114 x 1,6 1 EP 115,7 x 5,7 1 FP 115,7 x 5,7 (50 006 608) | | | 88 868 110 (88 469) | 91 354 960 |

V



| | | |
|-----------------|-------------------|--|
| 13 | | 104,775 |
| TD 70 E | 01.1974 → 08.1978 | D (A) 6 6730 cm ³ 2V 155 kW (210 PS) 14,5:1 130,00 mm |
| TD 70 ES | 01.1974 → | D (A) 6 6730 cm ³ 2V 155-166 kW (210-225 PS) 14,5:1 130,00 mm |
| TD 70 H | 12.1979 → 06.1986 | D (A) 6 6730 cm ³ 2V 121-157 kW (165-213 PS) 14,5:1 130,00 mm |

| | | | | | | | |
|----------------------------|---|------------|------------|---|--|-------------------------------|-------------------------------|
| 6 105 135 N Cyl. | KH 88,45 VT1 -1,00 MT -26,2 MØ 60 GL 141,05 | RTK TPL | 45 85,6 | 1 R 2,39 CR G3 2 M 3,16 1 DSF 4,75 CR | +0,20 +0,70 | 104,775 | 93 751 600 [1], [2] |
| | A=117 Y=18,6 | C=127 | L=257 | H+F=11,66+0,73 | 1 FP 114 x 1,6 1 EP 115,7 x 5,7 1 FP 115,7 x 5,7 (50 006 608) | 88 868 110 (88 469) | 93 751 960 [1] |
| [1] | TD 70 ES: 08.1978 → 12.1985, mot. 92 667 → | | | | | | |
| [2] | Kolben für Trapezpleuel piston for wedge type con-rod piston à support trapézoïdal pistón para biela trapecial Поршень для трапецидального шатуна | | | | | | |

| | | |
|-----------------|-----------|--|
| 14 | | 104,775 |
| TD 70 ES | 01.1974 → | D (A) 6 6730 cm ³ 2V 155-166 kW (210-225 PS) 14,5:1 130,00 mm |

| | | | | | | | |
|----------------------------|---|-------|------------|---|--|-------------------------------|--------------------------|
| 6 105 063 N Cyl. | KH 88,45 VT1 -1,00 MT -26,2 MØ 60 GL 141,05 | RTK | 45 85,6 | 1 R 2,39 CR G3 2 M 3,16 1 DSF 4,75 CR | +0,20 +0,70 | 104,775 | 93 166 600 [1] |
| | A=117 Y=18,6 | C=127 | L=257 | H+F=11,66+0,73 | 1 FP 114 x 1,6 1 EP 115,7 x 5,7 1 FP 115,7 x 5,7 (50 006 608) | 88 868 110 (88 469) | 93 166 960 [1] |
| [1] | → 08.1978, → mot. 92 666 | | | | | | |

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|-----------------|----------------|--|
| 15 | | 104,775 |
| TD 70 F | 01.1979 → 1985 | D (A) 6 6730 cm ³ 2V 162 kW (220 PS) 14,5:1 130,00 mm |
| TD 70 FS | 01.1979 → 1985 | D (A) 6 6730 cm ³ 2V 180 kW (245 PS) 14,5:1 130,00 mm |
| TD 70 G | 01.1979 → 1985 | D (A) 6 6730 cm ³ 2V 138-156 kW (188-212 PS) 14,5:1 130,00 mm |
| TD 71 A | | D (LA) 6 6730 cm ³ 2V 169 kW (230 PS) 15,5:1 130,00 mm |

| | | | | | | | |
|------------------|---|-------------------|------------|---|----------------|----------------|-------------------|
| 6 104 005 | KH 88,45 VT1 -1,00 MT -26,2 MØ 60 GL 141,05 | KKK RTK TPL | 45 85,6 | 1 R 2,39 CR G3 2 M 3,16 1 DSF 4,75 CR | +0,20 +0,70 | 104,775 | 92 827 600 |
| | | | | | | | |

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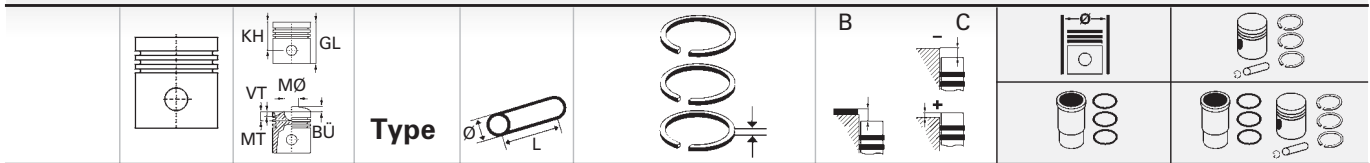
| | | | | | | | | | |
|--|--------|-----------------|-------|---------|----------------|--|-------------------------------|-------------------|--|
| | | | | | | | | | |
| | | Type | | | | | | | |
| | N Cyl. | A=117 Y=18,5 | C=127 | L=259,7 | H+F=9,63+3,52 | 1 FP 114 x 1,6 2 EP 115,7 x 5,7 1 FP 115,7 x 5,7 (50 006 634) | 89 370 110 | 92 827 961 | |
| | N Cyl. | A=117 Y=18,6 | C=127 | L=257 | H+F=11,66+0,73 | 1 FP 114 x 1,6 1 EP 115,7 x 5,7 1 FP 115,7 x 5,7 (50 006 608) | 88 868 110 (88 469) | 92 827 960 | |

16 **104,775**

| | | | | | | | | | |
|--------------------|--|---|-------------------|----------------------|--|--|--------------|-------------------|--------------------------------------|
| TD 71 G | 01.1986 → 08.2001 | D (A) | 6 | 6730 cm ³ | 2V | 137-148 kW | (186-201 PS) | 15,5:1 | 130,00 mm |
| TD 71 G 285 | 01.1987 → | D (A) | 6 | 6730 cm ³ | 2V | 148 kW | (201 PS) | 15,5:1 | 130,00 mm |
| TD 71 GA | 01.1986 → | D (A) | 6 | 6730 cm ³ | 2V | 157 kW | (213 PS) | 15,5:1 | 130,00 mm |
| | 6 | KH 88,45 VT1 -1,00 MT -20,95 MØ 65 GL 141 | KKK RTK TPL | 45 85,5 | 1 R 2,39 MO G6 1 M 3,16 CR 1 DSF 4,75 CR | | +0,70 | 104,775 | 90 741 600 [1] (93 806) |
| | N Cyl. | A=117 Y=18,5 | C=127 | L=259,7 | H+F=9,63+3,52 | 1 FP 114 x 1,6 2 EP 115,7 x 5,7 1 FP 115,7 x 5,7 (50 006 634) | | 89 370 110 | 90 741 961 |
| | N Cyl. | A=117 | C=129,4 | L=259,7 | H+F=9,63+3,52 | 1 FP 114 x 1,6 2 EP 115,7 x 5,7 1 FP 115,7 x 5,7 (50 006 634) | | 89 570 110 | 90 741 962 |
| [1] | nur satzweise austauschbar exchangeable only in sets remplacement seulement sous forme de jeu sólo se puede cambiar el juego completo заменяемо только комплектами | | | | | | | | |

17 **104,775**

| | | | | | | | | | |
|--|-------------------|--|------------|----------------------|---|--|--------------|-------------------|-------------------|
| TD 73 KAE Euro 1 | 11.1991 → 08.2001 | D (LA) | 6 | 6730 cm ³ | 2V | 150 kW | (204 PS) | 17,6:1 | 130,00 mm |
| TD 73 KCE Euro 1 | 11.1992 → | D (LA) | 6 | 6730 cm ³ | 2V | 174-190 kW | (233-255 PS) | 17,7:1 | 130,00 mm |
| TD 73 KDE Euro 1 | 11.1991 → 10.2002 | D (LA) | 6 | 6730 cm ³ | 2V | 130-153 kW | (177-208 PS) | 17,6:1 | 130,00 mm |
| TD 73 KE Euro 1 | 11.1991 → | D (LA) | 6 | 6730 cm ³ | 2V | 150 kW | (204 PS) | 17,6:1 | 130,00 mm |
| TD 73 KFE Euro 1 | 01.1995 → | D (LA) | 6 | 6730 cm ³ | 2V | 173-190 kW | (235-258 PS) | 17,7:1 | 130,00 mm |
| TD 73 KGE Euro 1 | 03.1996 → | D (LA) | 6 | 6730 cm ³ | 2V | 135 kW | (184 PS) | 17,6:1 | 130,00 mm |
| TD 73 KHE Euro 1 | 03.1996 → | D (LA) | 6 | 6730 cm ³ | 2V | 155 kW | (211 PS) | 17,6:1 | 130,00 mm |
| | 6 | KH 88,45 VT1 -2,05 VT2 -3,05 MT -20,1 MØ 61 GL 132,45 | RTK TPL | 45 82 | 1 T15 3 MO G6 1 M 2,5 G3 1 DSF 4 CR | | | 104,775 | 99 748 600 |
| | N Cyl. | A=117 Y=12 | C=127 | L=259 | H+F=9,63+3,52 | 1 FP 114 x 1,6 2 EP 115,7 x 5,7 1 FP 115,7 x 5,7 (50 006 634) | | 89 561 110 | 99 748 960 |
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|-------------------|-------------------|---------------|---|----------------------|----|----------|--------------|--------|-----------|--|--|--|
| 20 | | 105,57 | | | | | | | | | | |
| TD 45 B | 01.1980 → | D (A) | 4 | 4500 cm ³ | 2V | 66-85 kW | (90-116 PS) | 15,6:1 | 128,50 mm | | | |
| TD 45 B EM | 03.1985 → 03.2000 | D (A) | 4 | 4500 cm ³ | 2V | 83 kW | (113 PS) | 15,6:1 | 128,50 mm | | | |
| TD 45 E | 11.1991 → | D (A) | 4 | 4500 cm ³ | 2V | 84-92 kW | (114-125 PS) | 15,6:1 | 128,50 mm | | | |
| TD 45 EM | 03.1985 → 03.2000 | D (A) | 4 | 4500 cm ³ | 2V | 85 kW | (116 PS) | 15,6:1 | 128,50 mm | | | |

| | | | | | | | | |
|--|--------|--|---------|----------|---|----------------|-------------------|-------------------|
| | 4 | KH 80,1 MT -19,7 MØ 65 GL 131,1 | RTK | 42 87 | 1 R 2,39 CR G3 2 M 3,16 1 DSF 4,75 CR | | 105,57 | 93 545 700 |
| | N Cyl. | A=118 | C=127,5 | L=245 | H+F=14,1+0,7 | 2 FP 117 x 4,3 | 88 602 110 | 93 545 970 |

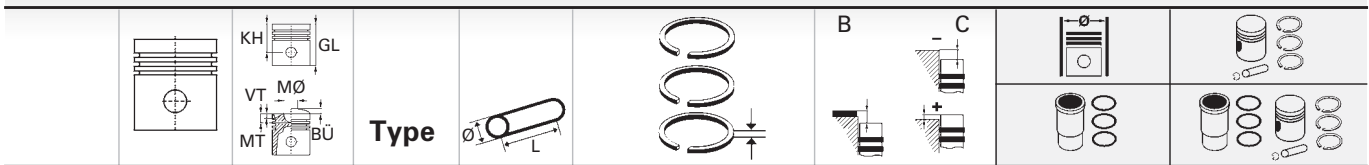
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|---------------|-------------------|---------------|---|----------------------|----|-------|---------|--------|-----------|--|--|--|
| 21 | | 105,57 | | | | | | | | | | |
| D 45 B | 06.1983 → 03.2000 | D | 4 | 4500 cm ³ | 2V | 63 kW | (86 PS) | 16,5:1 | 128,50 mm | | | |

| | | | | | | | | |
|--|--------|--|---------|----------|---|----------------|-------------------|-------------------|
| | 4 | KH 80,1 MT -23,5 MØ 58,5 GL 131,1 | | 42 87 | 1 R 2,39 CR G3 2 M 3,16 1 DSF 4,75 CR | | 105,57 | 93 544 700 |
| | N Cyl. | A=118 | C=127,5 | L=245 | H+F=14,1+0,7 | 2 FP 117 x 4,3 | 88 602 110 | 93 544 970 |

| | | | | | | | | | | | | |
|-----------|--|------------|--|--|--|--|--|--|--|--|--|--|
| 22 | | 108 | | | | | | | | | | |
|-----------|--|------------|--|--|--|--|--|--|--|--|--|--|

| | | | | | | | | | | | |
|-----------------------------|-------------|--------|---|----------------------|----|----------|-------------|--------|-----------|--|--|
| BF 4 M 1013 E Euro 2 | 01.1998 → | D (LA) | 4 | 4764 cm ³ | 2V | 71-95 kW | (97-129 PS) | 17,6:1 | 130,00 mm | | |
| D 7 D EAE2 Euro 2 | | D (LA) | 6 | 7146 cm ³ | 4V | 143 kW | (194 PS) | | 130,00 mm | | |
| D 7 D ECE2 Euro 2 | | D (LA) | 6 | 7146 cm ³ | 4V | 143 kW | (194 PS) | | 130,00 mm | | |
| D 7 D EEE2 Euro 2 | | D (LA) | 6 | 7146 cm ³ | 4V | 125 kW | (170 PS) | | 130,00 mm | | |
| D 7 D LAE2 Euro 2 | | D (LA) | 6 | 7146 cm ³ | 4V | 165 kW | (224 PS) | | 130,00 mm | | |
| D 7 D LBE2 Euro 2 | 2003 → 2007 | D (LA) | 6 | 7146 cm ³ | 4V | 155 kW | (210 PS) | | 130,00 mm | | |

| | | | | | | | | |
|--|--------|--|------------|----------|---|--------------|-------------------|-------------------|
| | 4/6 | KH 71,1 MT -19,6 MØ 64 GL 108 | RTK TPL | 42 86 | 1 T15 3 MO G6 1 M 2 G3 1 DSF 3,5 CR | | 108,00 | 40 278 600 |
| | N Cyl. | A=120 | C=128,5 | L=229,1 | H+F=9+1,1 | 2 FP 112 x 3 | 89 409 110 | 40 278 960 |



| | | | | | | | | | | | | | | |
|---------------------------|---|---|------------|--|-------------------------------|-------------------|----------------------|----|-------------------|-------------|--------|-----------|--------------------------------------|--|
| 23 | | 108 | | | | | | | | | | | | |
| BF 4 M 1013 Euro 1 | | | 01.1999 → | D | (A) | 4 | 4764 cm ³ | 2V | 63-93 kW | (85-127 PS) | 17,6:1 | 130,00 mm | | |
| | 4 | KH 71,1 MT -16,66 MØ 71 GL 108 | RTK TPL | 42 86 | 1 T15 3 1 M 2 1 DSF 3,5 | MO G6 G3 CR | | | 108,00 | | | | 94 573 600 [1] (94 405) | |
| | 108 080 | | | | | | | | | | | | | |
| | N Cyl. | A=120 | C=128,5 | L=229,1 | H+F=9+1,1 | 2 FP 112 x 3 | | | 89 409 110 | | | | 94 573 960 | |
| [1] | Zylinderkopfdichtung cylinder head gasket joint de culasse junta de culata Прокладка головки блока цилиндр. | | | Kolbenüberstand: piston protrusion: dépassement du piston: resalto del pistón: выступающая часть поршня: | | | | | | | | | | |
| | Kerben notches repères muescas Надрезы | größer als more than supérieur à superior a больше, чем | | kleiner als less than inférieur à inferior a меньше, чем | | | | | | | | | | |
| | 1 1 3 | +0,28 +0,54 +0,64 | | +0,53 +0,63 +0,75 | | | | | | | | | | |

| | | | | | | | | | | | | | |
|-------------|---------|--|-----------|------------|------------------------------------|----------------------|--------------|----------|-------------------|----------------|-----------|--|-------------------|
| 24 | | 111,125 | | | | | | | | | | | |
| 1113 | | | 01.1961 → | D | 3 | 3780 cm ³ | 2V | 41-46 kW | (56-63 PS) | 16,5:1 | 129,90 mm | | |
| 1114 | | | | D | 4 | 5040 cm ³ | 2V | 55 kW | (75 PS) | 16,5:1 | 129,90 mm | | |
| | 3/4 | KH 85,5 MT -26,5 MØ 59 GL 148,5 | URK | 40 90,5 | 1 R 2,385 2 M 3,16 2 D 4,747 | CR | 1,00 1,40 | | | 111,125 | | | 90 147 600 |
| | 111 008 | | | | | | | | | | | | |
| | N Cyl. | A=126 | C=132 | L=258,5 | H+F=14,08+0,7 | 2 R 125 x 4 | | | 88 045 110 | | | | 90 147 960 |

| | | | | | | | | | | | | | | |
|--|---------|--|-------------------|-----------|-------------------------------------|-------------|----------------------|----|------------|---------------|------|-----------|-------------------|--|
| 25 | | 120,65 | | | | | | | | | | | | |
| TD 100 A | | | 11.1972 → 06.1984 | D | (A) | 6 | 9600 cm ³ | 2V | 154-188 kW | (210-256 PS) | 15:1 | 140,00 mm | | |
| | 6 | KH 109,45 VT1 -1,00 VT2 -1,30 MT -27,65 MØ 71 GL 166,45 | RTK | 52 106 | 1 R 2,385 2 M 3,16 1 DSF 4,74 | MO G6 CR | +0,20 +0,50 | | | 120,65 | | | 91 359 600 | |
| | 120 121 | | | | | | | | | | | | | |
| Fortsetzung nächste Seite / continued on next page / suite page suivante / continuación página próxima / Продолжение на следующей странице | | | | | | | | | | | | | | |



| | | | | | | | |
|--------|---------------|-------------|-------|---------------|--|-------------------|-------------------|
| | | Type | | | | | |
| N Cyl. | A=134 Y=26 | C=147 | L=294 | H+F=11,74+0,8 | 1 FP 132,5 x 1,6 1 EP 132,8 x 5,8 1 FP 132,8 x 5,8 (50 006 609) | 88 476 110 | 91 359 960 |

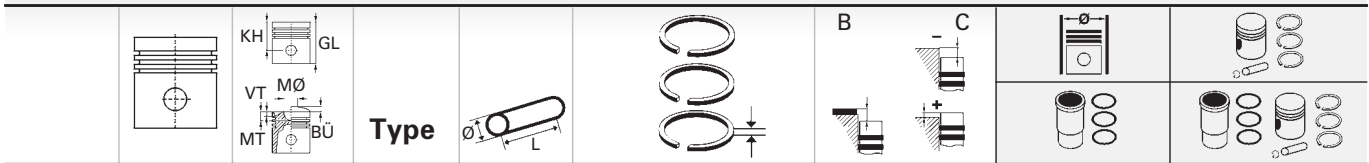
26 **120,65**

| | | | | | | | | | |
|-----------------|--|---|---------|----------------------|--|----------------|-------------------|--------------------------|-----------|
| TD 100 G | 01.1982 → | D (A) | 6 | 9600 cm ³ | 2V | 180-203 kW | (245-276 PS) | 14,3:1 | 140,00 mm |
| TD 101 G | 01.1984 → | D (LA) | 6 | 9600 cm ³ | 2V | 192-202 kW | (261-275 PS) | 14,3:1 | 140,00 mm |
| | 6 120 121 | KH 109,4 VT1 -1,90 MT -23,15 MØ 76 GL 166,4 | RTK | 52 106 | 1 R 2,385 MO G6 1 M 3,16 CR 1 DSF 4,74 CR | +0,65 +0,15 | 120,65 | 93 734 600 | |
| N Cyl. | A=134 | C=147 | L=296,5 | H+F=11,52+3,5 | 1 FP 132,5 x 1,6 1 EP 132,8 x 5,8 1 FP 132,8 x 5,8 (50 006 609) | | 89 175 110 | 93 734 960 [1] | |
| N Cyl. | A=134 | C=147 | L=296,5 | H+F=11,52+3,5 | 1 EP 132,8 x 5,8 1 FP 132,8 x 5,8 (50 006 626) | | 89 427 110 | 93 734 961 | |
| [1] | Motor/engine/moteur/motor/Двигатель TD 100 | | | | | | | | |

27 **120,65**

| | | | | | | | | | |
|--------------------------|-------------------|--|---------|----------------------|--|------------|-------------------|-------------------|-----------|
| TD 102 GA | 04.1987 → 04.2003 | D (LA) | 6 | 9600 cm ³ | 2V | 203 kW | (276 PS) | 15:1 | 140,00 mm |
| TD 102 GC Euro 1 | 01.1991 → 10.1995 | D (A) | 6 | 9600 cm ³ | 2V | 170-180 kW | (231-245 PS) | 15:1 | 140,00 mm |
| TD 102 KCE Euro 1 | 01.1991 → | D (A) | 6 | 9600 cm ³ | 2V | 180 kW | (245 PS) | 15:1 | 140,00 mm |
| TD 102 KF Euro 1 | 01.1991 → | D (A) | 6 | 9600 cm ³ | 2V | 200 kW | (272 PS) | 15:1 | 140,00 mm |
| | 6 120L130 | KH 92,55 VT1 -1,95 MT -22,2 GL 132,55 | PSK | 52 98 | 1 R 3 MO G6 1 M 3,16 CR 1 DSF 4,747 CR | | 120,65 | 92 411 600 | |
| N Cyl. | A=134 | C=147 | L=287,5 | H+F=11,52+3,48 | 1 EP 132,8 x 5,8 1 FP 132,8 x 5,8 (50 006 626) | | 89 431 110 | 92 411 960 | |

V



| | | |
|--------------------------|-------------------|---|
| 28 | | 120,65 |
| TD 103 KAE Euro 2 | 08.1995 → | D (LA) 6 9600 cm ³ 2V 190 kW (258 PS) 18:1 140,00 mm |
| TD 103 KBE Euro 2 | 08.1995 → 07.1997 | D 6 9600 cm ³ 2V 214-216 kW (291-294 PS) 18:1 140,00 mm |
| TD 103 KCE Euro 2 | 01.1995 → 10.2002 | D (LA) 6 9600 cm ³ 2V 186-189 kW (253-257 PS) 18:1 140,00 mm |

| | | | | | | | |
|----------------------------|--|-------|----------|---|--|-------------------|-------------------|
| 6 120 149 N Cyl. | KH 92,5 VT1 -2,00 VT2 -2,00 MT -21,8 MØ 67,5 GL 144,5 | RTK | 52 98 | 1 T15 3,5 MO G6 1 M 3,16 CR 1 DSF 4,74 CR | | 120,64 | 99 750 600 |
| | A=134 Y=14,1 | C=147 | L=287,5 | H+F=11,52+3,48 | 1 EP 132,8 x 5,8 1 FP 132,8 x 5,8 (50 006 626) | 89 532 110 | 99 750 960 |

| | | |
|------------------|-------------------|---|
| 29 | | 130,175 |
| TD 120 G | 09.1983 → | D (A) 6 12000 cm ³ 2V 225-256 kW (306-348 PS) 13,3:1 150,00 mm |
| TD 121 K | 09.1983 → 02.1993 | D (A) 6 12000 cm ³ 2V 288 kW (392 PS) 14,2:1 150,00 mm |
| TJD 121 G | 06.1987 → | D (A) 6 12000 cm ³ 2V 243 kW (330 PS) 14,2:1 150,00 mm |

| | | | | | | | |
|----------------------------|--|---------|-----------|---|---|-------------------------------|--|
| 6 130 090 N Cyl. | KH 114,2 VT1 -2,60 MT -27,9 MØ 79 GL 175,2 | RTK | 55 114 | 1 R 2,385 MO G6 1 M 3,16 CR 1 DSF 4,75 CR | -0,05 +0,45 | 130,165 | 93 369 700 (90 258, 90 299, 90 925, 93 981) |
| | A=143,9 Y=18,3 | C=157,6 | L=311 | H+F=10,52+0,7 | 1 FP 145 x 1,5 2 EP 143 x 5,7 1 FP 143 x 5,7 (50 006 623) | 89 328 110 | 93 369 971 [2] |
| N Cyl. | A=143,9 Y=18,3 | C=157,6 | L=311 | H+F=10,52+0,7 | 1 FP 141 x 2,4 2 EP 143 x 5,7 1 FP 143 x 5,7 (50 006 636) | 89 522 110 | 93 369 974 |
| N Cyl. | A=143,9 Y=18,3 | C=157,6 | L=313 | H+F=10,52+3,3 | 1 FP 141 x 2,4 2 EP 143 x 5,7 1 FP 143 x 5,7 (50 006 636) | 89 399 110 | 93 369 972 |
| N Cyl. | A=143,9 Y=18,3 | C=157,6 | L=311 | H+F=13,52+0,76 | 1 FP 145 x 1,5 1 FP 138 x 143 x 11 1 FP 143 x 5,7 1 FP 143 x 5,7 (50 006 610) | 89 084 110 (88 660) | 93 369 970 [1] |
| N Cyl. | A=143,9 Y=18,3 | C=157,6 | L=311 | H+F=13,52+0,76 | 1 FP 141 x 2,4 1 FP 138 x 143 x 11 1 FP 143 x 5,7 1 FP 143 x 5,7 (50 006 653) | 89 521 110 | |

Fortsetzung nächste Seite / continued on next page / suite page suivante / continuación página próxima / Продолжение на следующей странице



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|-----|----------------|--|--|--|--|--|--|--|
| | | | | | | | | |
| [1] | → mot. 468 702 | | | | | | | |
| [2] | mot. 470 130 → | | | | | | | |

30

130,175

| | | | | | | | | | | |
|-----------------|-----------|-------------------|---------|-------|-----------------------|--|------------|-------------------|--------|-----------|
| TD 121 G | 01.1986 → | D | (A) | 6 | 12000 cm ³ | 2V | 215-256 kW | (292-348 PS) | 14,2:1 | 150,00 mm |
| | N Cyl. | A=143,9 Y=18,3 | C=157,6 | L=311 | H+F=10,52+0,7 | 1 FP 145 x 1,5 2 EP 143 x 5,7 1 FP 143 x 5,7 (50 006 623) | | 89 328 110 | | |
| | N Cyl. | A=143,9 Y=18,3 | C=157,6 | L=311 | H+F=10,52+0,7 | 1 FP 141 x 2,4 2 EP 143 x 5,7 1 FP 143 x 5,7 (50 006 636) | | 89 522 110 | | |

31

130,175

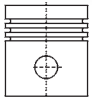
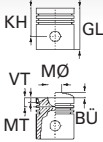

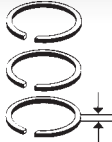
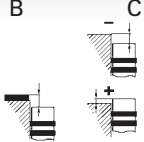
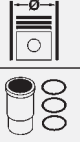




| | | | | | | | | | | |
|------------------|-------------------|--|---------|-----------|---|--|----------------|-------------------|------|-------------------------------|
| TD 122 GA | 01.1987 → 10.1996 | D | (LA) | 6 | 12000 cm ³ | 2V | 179-262 kW | (243-356 PS) | 15:1 | 150,00 mm |
| TD 122 GH | 11.1991 → | D | (LA) | 6 | 12000 cm ³ | 2V | 207-262 kW | (281-356 PS) | 15:1 | 150,00 mm |
| TD 122 KE | 06.1989 → | D | (LA) | 6 | 12000 cm ³ | 2V | 276-291 kW | (375-396 PS) | 15:1 | 150,00 mm |
| | 6 130 090 | KH 114,2 VT1 -2,60 MT -25,4 MØ 79 GL 175,2 | RTK | 55 114 | 1 R 2,385 MO G6 1 M 3,16 CR 1 DSF 4,75 CR | | -0,05 +0,45 | 130,175 | | 90 924 600 (90 257) |
| | N Cyl. | A=143,9 Y=18,3 | C=157,6 | L=311 | H+F=10,52+0,7 | 1 FP 141 x 2,4 2 EP 143 x 5,7 1 FP 143 x 5,7 (50 006 636) | | 89 522 110 | | 90 924 962 |
| | N Cyl. | A=143,9 Y=18,3 | C=157,6 | L=313 | H+F=10,52+3,3 | 1 FP 141 x 2,4 2 EP 143 x 5,7 1 FP 143 x 5,7 (50 006 636) | | 89 399 110 | | 90 924 960 |

32

130,175



| | | | | | | | | | | |
|-------------------|----------------|---|---------|-----------|---|--|----------------|-------------------|------|-------------------|
| TD 122 KHE | 01.1992 → 2002 | D | (LA) | 6 | 12000 cm ³ | 2V | 209 kW | (284 PS) | 15:1 | 150,00 mm |
| | 6 130 090 | KH 114,2 VT1 -2,60 MT -24,12 MØ 79 GL 175,2 | RTK | 55 114 | 1 R 2,385 MO G6 1 M 3,16 CR 1 DSF 4,75 CR | | +0,20 +0,40 | 130,175 | | 90 081 600 |
| | N Cyl. | A=143,9 Y=18,3 | C=157,6 | L=311 | H+F=10,52+0,7 | 1 FP 145 x 1,5 2 EP 143 x 5,7 1 FP 143 x 5,7 (50 006 623) | | 89 328 110 | | 90 081 960 |
| | N Cyl. | A=143,9 Y=18,3 | C=157,6 | L=311 | H+F=10,52+0,7 | 1 FP 141 x 2,4 2 EP 143 x 5,7 1 FP 143 x 5,7 (50 006 636) | | 89 522 110 | | 90 081 962 |
| | N Cyl. | A=143,9 Y=18,3 | C=157,6 | L=313 | H+F=10,52+3,3 | 1 FP 141 x 2,4 2 EP 143 x 5,7 1 FP 143 x 5,7 (50 006 636) | | 89 399 110 | | 90 081 961 |



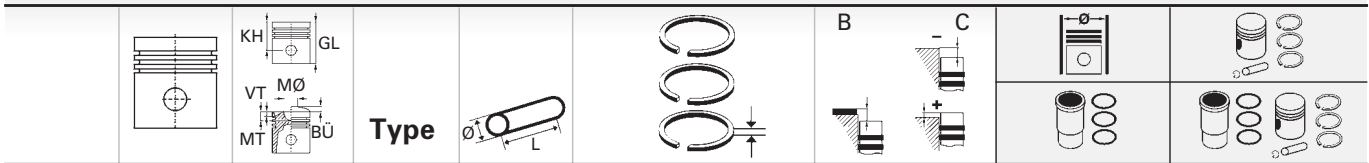
|  |  | Type |  |  |  |  |  | |
|---|---|-------------|---|---|--|---|---|---|
| i VOLVO-BM | | | → | CUMMINS DEUTZ VOLVO | | | |  213  244  1058 |


V

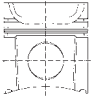



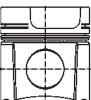

| |  | Cyl. | mm | cm ³ |  | Comp. Ratio | kW | PS | Pos |
|------|---|-------|-----------|-----------------|---|-------------|-----|------|-----|
| | | | | | | | | | |
| F 18 | | GF 6 | 152 x 165 | 18000 | 4 | 11:1 | 288 | 392 | 1 |
| F 24 | | GF 8 | 152 x 165 | 24000 | 4 | 11:1 | 384 | 522 | 1 |
| L 36 | | GF 12 | 152 x 165 | 36000 | 4 | 11:1 | 576 | 783 | 1 |
| P 48 | | GF 16 | 152 x 165 | 48000 | 4 | 11:1 | 768 | 1044 | 1 |

W






| | | | | | | | | | | | |
|----------|--|-------------|--------|----|----|-----------------------|----|--------|-----------|------|-----------|
| 1 |  152 | F 18 | 1986 → | GF | 6 | 18000 cm ³ | 4V | 288 kW | (392 PS) | 11:1 | 165,00 mm |
| | | F 24 | 1986 → | GF | 8 | 24000 cm ³ | 4V | 384 kW | (522 PS) | 11:1 | 165,00 mm |
| | | L 36 | 1986 → | GF | 12 | 36000 cm ³ | 4V | 576 kW | (783 PS) | 11:1 | 165,00 mm |
| | | P 48 | 1986 → | GF | 16 | 48000 cm ³ | 4V | 768 kW | (1044 PS) | 11:1 | 165,00 mm |

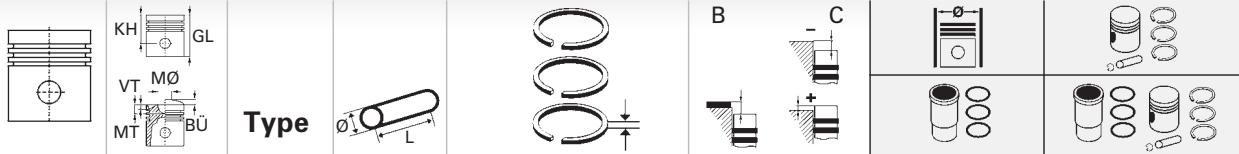
| | | | | | | | | | |
|---|-----------|----------|-----|-------|---------|-------|--|---------------|-------------------|
|  | 6/8/12/16 | KH 107 | RTK | 65 | 1 R 3,5 | CR G6 | | 152,00 | 40 088 600 |
| | 152 004 | MT -26,2 | | 124,4 | 1 M 3,5 | CR | | | |
|  | | MØ 120 | | | 1 DSF 4 | | | | |
| | | GL 167 | | | | | | | |

| | | | | | | | | | |
|---|-----------|----------|-----|-----|---------|-------|--|---------------|-------------------|
|  | 6/8/12/16 | KH 107 | RTK | 65 | 1 R 3,5 | CR G6 | | 152,00 | 99 393 600 |
| | 152 004 | MT -36,7 | | 124 | 1 M 3,5 | CR | | | |
|  | | GL 167 | | | 1 DSF 4 | | | | |



|  Cyl. |  mm | cm ³ |  | Comp. Ratio ε | kW | PS | Pos |
|---|---|-----------------|---|---------------------|-----|-----|-----|
| WD 615.69 Euro 2 | D (LA) 6 126 x 130 | 9726 | 2 | 17:1 | 247 | 336 | 1 |




W



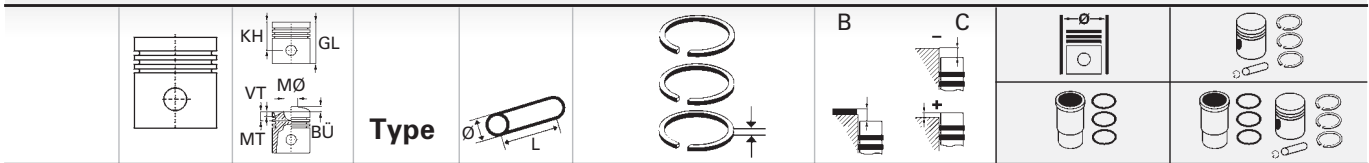
| 1 | | 126 | | | | | | | | | | | |
|------------------|---------|---|---------|-------------------------|------------------|--------|------|-------------------------------|--|-----------|-------------------------------|--|--|
| WD 615.69 Euro 2 | | D (LA) 6 | | 9726 cm ³ 2V | | 247 kW | | (336 PS) 17:1 | | 130,00 mm | | | |
| | 6 | KH 80 | LOX | 50 | 1 T15 3,5 | MO G6 | 1,00 | 126,00 | | | 93 532 600 (93 096) | | |
| | 126 004 | VT1 -0,50 MT -25,97 MØ 68 GL 133 | RTK | 105 | 1 M 3 1 DSF 4 | CR | 1,20 | | | | | | |
| | T Cyl. | A=130,02 | C=134,5 | L=241 | H=4,78 | | | 89 387 110 (89 026) | | | 93 532 962 | | |

W



|  | Cyl. |  mm | cm ³ |  | Comp. Ratio ε | kW | PS | Pos |
|---|------|--|-----------------|---|------------------|----|----|-----|
| West. W 31 | 2 | 75 | | 2 | | | | 1 |
| West. WB 15 | 2 | 75 | | 2 | | | | 1 |
| Westinghouse | 2 | 75 | | 2 | | | | 2 |
| Westinghouse | 2 | 75 | | 2 | | | | 1 |
| West. Monoblock | 1 | 90 | | 2 | | | | 4 |
| West. Ratio-Presser | 2 | 75 | | 2 | | | | 3 |
| West. 15 W 37 | 2 | 75 | | 2 | | | | 1 |
| West. 15.5 W 37 | 2 | 75 | | 2 | | | | 1 |

W



| | | | | | | | | |
|-----------------|--|-----------|---|--|--|----|--|-----|
| 1 | | 75 | | | | | | |
| West. W 31 | | | 2 | | | 2V | | (1) |
| West. WB 15 | | | 2 | | | 2V | | |
| Westinghouse | | | 2 | | | 2V | | |
| West. 15 W 37 | | | 2 | | | 2V | | |
| West. 15.5 W 37 | | | 2 | | | 2V | | |
| (1) Scania | | | | | | | | |

| | | | | | | | | |
|--|---|------------------------|--|----------------|--------------------------|--|-------------------------------------|--|
| | 2 | KH 32,156 GL 52,781 | | 15,875 60,3 | 2 N 2,385 1 DSF 3,947 | | 75,00 75,254 75,508 75,762 | 94 061 700 94 061 710 94 061 720 94 061 730 |
|--|---|------------------------|--|----------------|--------------------------|--|-------------------------------------|--|

| | | | | | | | | |
|--------------|--|-----------|---|--|--|----|--|--|
| 2 | | 75 | | | | | | |
| Westinghouse | | | 2 | | | 2V | | |

| | | | | | | | | |
|--|---|----------------|-----|----------|----------------|--|----------------|--------------------------|
| | 2 | KH 35 GL 65 | URK | 15 66 | 3 N 3 1 G 5 | | 75,00 75,50 | 91 368 600 91 368 610 |
|--|---|----------------|-----|----------|----------------|--|----------------|--------------------------|

| | | | | | | | | |
|---------------------|--|-----------|---|--|--|----|--|--|
| 3 | | 75 | | | | | | |
| West. Ratio-Presser | | | 2 | | | 2V | | |





| | | | | | | | | |
|--|---|----------------|--|----------|-------------------|--|-------------------------|--|
| | 2 | KH 28 GL 57 | | 15 50 | 2 NM 2 1 GSF 4 | | 75,00 75,50 76,00 | 94 132 700 94 132 710 94 132 720 |
|--|---|----------------|--|----------|-------------------|--|-------------------------|--|

| | | | | | | | | |
|-----------------|--|-----------|---|--|--|----|--|--|
| 4 | | 90 | | | | | | |
| West. Monoblock | | | 1 | | | 2V | | |





| | | | | | | | | |
|--|---|----------------|--|----------|---------------------|--|-------|------------|
| | 1 | KH 32 GL 62 | | 20 60 | 2 NM 2,5 1 GSF 4 | | 90,00 | 94 164 600 |
|--|---|----------------|--|----------|---------------------|--|-------|------------|

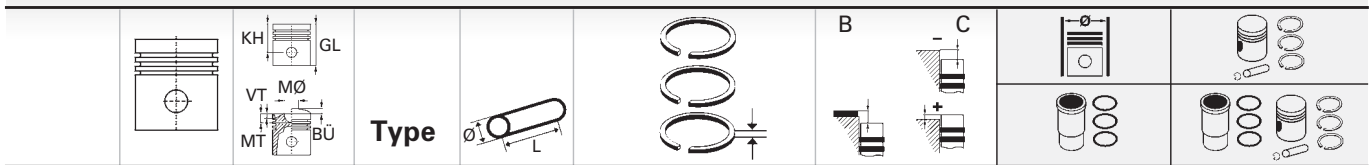
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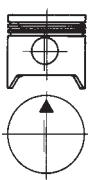



| |  | Cyl. | |  x  mm | cm ³ |  | Comp. Ratio ε | kW | PS | Pos |
|------------|---|------|---|---|-----------------|---|---------------------|-------|-------|-----|
| | | B | 4 | | | | | | | |
| 100 GL.064 | | B | 4 | 65 x 68 | 903 | 2 | 9:1 | 33 | 45 | 1 |
| 100 G.000 | | B | 4 | 65 x 63,5 | 843 | 2 | 8:1 | 25 | 34 | 1 |
| 128 A.000 | | B | 4 | 80 x 55,5 | 1116 | 2 | 8,8/ 9,2:1 | 40-48 | 55-65 | 2 |
| 128 A.064 | | B | 4 | 80 x 55,5 | 1116 | 2 | 9,2:1 | 44 | 60 | 2 |

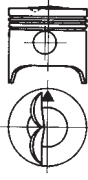


|  | |  | | Pos |  | |  | | Pos |
|---|-------------------|---|---|-----|--|--|---|--|-----|
| 101 | | | | | | | | | |
| 101 | 01.1972 → | 128 A.000 | B | 2 | | | | | |
| 101 | 01.1972 → | 128 A.064 | B | 2 | | | | | |
| ZASTAVA 850 | | | | | | | | | |
| 850 | 01.1964 → 1970 | 100 G.000 | B | 1 | | | | | |
| ZASTAVA 1100 | | | | | | | | | |
| 1100 | 06.1972 → 12.1993 | 128 A.000 | B | 2 | | | | | |
| 1100 | 06.1972 → 12.1993 | 128 A.064 | B | 2 | | | | | |
| ZASTAVA YUGO | | | | | | | | | |
| Yugo 0.9 | 04.1980 → 06.1992 | 100 GL.064 | B | 1 | | | | | |
| Yugo 55 | 01.1972 → | 128 A.000 | B | 2 | | | | | |
| Yugo 55 | 01.1972 → | 128 A.064 | B | 2 | | | | | |


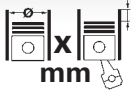




| 1 | |  | | 65 | | |
|---|----------------------|---|---------------|--|----------------------------|-------------------|
| 100 GL.064 | 04.1980 → 06.1992 | B | 4 | 903 cm ³ 2V | 33 kW (45 PS) 9:1 68,00 mm | |
| 100 G.000 | 01.1964 → 1970 | B | 4 | 843 cm ³ 2V | 25 kW (34 PS) 8:1 63,50 mm | |
|  4 065 083 | KH 30,75 GL 61,25 | SRK | 20 54 K | 1 R 1,75 CR G6 1 NM 2 1 DSF 3,947 CR | 65,00 | 90 451 700 |
| | KH 30,45 GL 60,95 | HKÜ | | | 65,60 | 90 451 730 |
| | KH 30,35 GL 60,85 | HKÜ | | | 65,80 | 90 451 740 |
| | KH 30,25 GL 60,75 | HKÜ | | | 66,00 | 90 451 750 |

| 2 | |  | | 80 | |
|------------------|-----------|---|---|-------------------------|--|
| 128 A.000 | 01.1972 → | B | 4 | 1116 cm ³ 2V | 40-48 kW (55-65 PS) 8,8/9,2:1 55,50 mm |
| 128 A.064 | 01.1972 → | B | 4 | 1116 cm ³ 2V | 44 kW (60 PS) 9,2:1 55,50 mm |

| | | | | | | |
|--|--|------------|---------------|--|--------------|-------------------|
|  4 080 187 | KH 33,9 VT1 -2,60 BÜ +0,6 GL 76,6 | SRK HKÜ | 22 71 K | 1 R 1,5 CR G6 1 NM 2 1 GSF 3,947 | 81,00 | 91 587 650 |
|--|--|------------|---------------|--|--------------|-------------------|







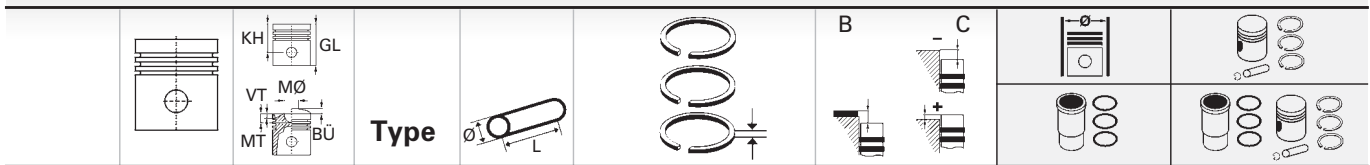
|  | | | |  |  |  | Comp. Ratio ϵ | kW | PS | Pos |
|---|-------|------|--|---|--|---|------------------------------|---------|---------|-----|
| | | Cyl. | | mm | cm ³ | | | | | |
| GM 01 | D | 3 | | 110 x 120 | 3121 | 2 | 15,6:1 | 38-41 | 51-56 | 4 |
| GZ 01 | D | 4 | | 110 x 120 | 4562 | 2 | 17:1 | 56 | 76 | 4 |
| 2001 | D | 2 | | 95 x 110 | 1560 | 2 | 17:1 | 17-21 | 23-28 | 1 |
| 3001 | D | 3 | | 95 x 110 | 2340 | 2 | 17:1 | 25-29 | 34-40 | 1 |
| 4001 | D | 4 | | 95 x 110 | 3120 | 2 | 16:1 | 35 | 48 | 1 |
| 4901 | D | 3 | | 102 x 110 | 2696 | 2 | 17:1 | 26-33 | 35-45 | 3 |
| 5001 | D | 3 | | 102 x 110 | 2696 | 2 | 17:1 | 26-33 | 35-45 | 3 |
| 5201 | D | 3 | | 102 x 110 | 2696 | 2 | 17:1 | 33 | 45 | 3 |
| 5501 | D | 5 | | 95 x 110 | 4680 | 2 | 17:1 | 40-44 | 55-60 | 1 |
| 6901 | D | 4 | | 102 x 110 | 3596 | 2 | 17:1 | 42-46 | 57-62 | 3 |
| 7001 | D | 4 | | 102 x 110 | 3596 | 2 | 17:1 | 46-48 | 63-65 | 3 |
| 7201 | D | 4 | | 102 x 110 | 3596 | 2 | 17:1 | 48 | 65 | 3 |
| 7701 | D | 4 | | 102 x 120 | 3922 | 2 | 17:1 | 52 | 71 | 2 |
| 7901 | D (A) | 4 | | 102 x 120 | 3922 | 2 | | 58 | 79 | 2 |
| 8001 | D | 4 | | 110 x 120 | 4562 | 2 | 17:1 | 55-60 | 75-82 | 4 |
| 8002 | D | 4 | | 110 x 120 | 4562 | 2 | 17:1 | 70-75 | 95-102 | 4 |
| 8004 | D | 4 | | 110 x 120 | 4562 | 2 | 17:1 | 69-79 | 94-101 | 5 |
| 8401 | D | 4 | | 110 x 120 | 4562 | 2 | 17:1 | 55-60 | 75-82 | 5 |
| 8403 | D | 4 | | 110 x 120 | 4562 | 2 | 17:1 | 62 | 84 | 5 |
| 8601 | D | 6 | | 110 x 120 | 6842 | 2 | 17:1 | 74-87 | 100-118 | 4 |
| 8602 | D | 4 | | 110 x 120 | 4562 | 2 | 17:1 | 110-118 | 150-160 | 4 |
| 8604 | D | 4 | | 110 x 120 | 4562 | 2 | 17:1 | 108-132 | 147-179 | 5 |
| 8701 | D | 6 | | 110 x 120 | 6842 | 2 | 17:1 | 74-85 | 101-116 | 5 |
| 8703 | D | 4 | | 110 x 120 | 4562 | 2 | 17:1 | 81-92 | 110-125 | 5 |




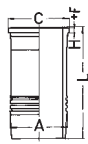
| | | | | Pos | | | | | Pos |
|--------------------|-------------------|------|---|-----|---------------------|----------------|-------|---|-----|
| SERIES 1000 | | | | | SERIES 7000 | | | | |
| Series 1511 | 01.1960 → 1974 | 2001 | D | 1 | Series 7011 | 01.1984 → | 7001 | D | 3 |
| Series 1522 | 01.1960 → 1977 | 2001 | D | 1 | Series 7045 | 01.1984 → | 7001 | D | 3 |
| SERIES 2000 | | | | | SERIES 8000 | | | | |
| Series 2011 | 01.1960 → 1974 | 2001 | D | 1 | Series 7211 | 01.1984 → | 7201 | D | 3 |
| Series 2013 | 01.1960 → 1977 | 2001 | D | 1 | Series 7245 | 01.1984 → | 7001 | D | 3 |
| Series 2017 | 01.1960 → 1977 | 2001 | D | 1 | Series 7245 | 01.1984 → | 7201 | D | 3 |
| Series 2023 | 01.1960 → 1977 | 2001 | D | 1 | Series 7320 | 01.1971 → 1980 | 7901 | D | 2 |
| Series 2511 | 01.1971 → 06.1972 | 2001 | D | 1 | Series 7320 | 01.1992 → | 7701 | D | 2 |
| SERIES 3000 | | | | | SERIES 8000 | | | | |
| Series 3011 | 01.1960 → 1977 | 3001 | D | 1 | Series 7340 | 01.1971 → 1980 | 7901 | D | 2 |
| Series 3013 | 01.1960 → 1977 | 3001 | D | 1 | Series 7340 | 01.1992 → | 7701 | D | 2 |
| Series 3016 | 01.1960 → 1977 | 3001 | D | 1 | Series 7711 | 01.1986 → | 7701 | D | 2 |
| Series 3017 | 01.1960 → 1977 | 3001 | D | 1 | Series 7745 | 01.1986 → | 7701 | D | 2 |
| Series 3045 | 01.1960 → 1977 | 3001 | D | 1 | SERIES 8000 | | | | |
| Series 3511 | 01.1971 → 06.1972 | 3001 | D | 1 | Series 8001 | 01.1969 → | GM 01 | D | 4 |
| Series 3513 | 01.1960 → 1977 | 3001 | D | 1 | Series 8011 | 01.1969 → | GM 01 | D | 4 |
| Series 3516 | 01.1971 → 06.1972 | 3001 | D | 1 | Series 8011 | 01.1969 → | GZ 01 | D | 4 |
| Series 3545 | 01.1971 → 06.1972 | 3001 | D | 1 | Series 8011 | 01.1969 → | 8001 | D | 4 |
| SERIES 4000 | | | | | Series 8011 | 01.1984 → | 8401 | D | 5 |
| Series 4011 | 01.1960 → 1972 | 4001 | D | 1 | Series 8045 | 01.1968 → | 8001 | D | 4 |
| Series 4016 | 01.1960 → 1972 | 4001 | D | 1 | Series 8045 | 1969 → | GZ 01 | D | 4 |
| Series 4511 | 01.1971 → 06.1972 | 4001 | D | 1 | Series 8045 | 01.1984 → | 8401 | D | 5 |
| Series 4611 | 01.1971 → 06.1972 | 4001 | D | 1 | Series 8111 | 01.1984 → | 8401 | D | 5 |
| Series 4911 | 01.1984 → | 4901 | D | 3 | Series 8111 | | 8002 | D | 4 |
| Series 4918 | | 4901 | D | 3 | Series 8111 | | 8002 | D | 4 |
| Series 4945 | | 4901 | D | 3 | Series 8145 | 01.1984 → | 8401 | D | 5 |
| SERIES 5000 | | | | | Series 8145 | | 8002 | D | 4 |
| Series 5011 | 01.1984 → | 5001 | D | 3 | Series 8211 | 01.1981 → | 8401 | D | 5 |
| Series 5011 | | 5201 | D | 3 | Series 8211 | | 8002 | D | 4 |
| Series 5045 | 1978 → | 5001 | D | 3 | Series 8245 | 01.1981 → | 8401 | D | 5 |
| Series 5045 | | 5201 | D | 3 | Series 8245 | | 8002 | D | 4 |
| Series 5211 | 01.1978 → | 5001 | D | 3 | Series 8311 | 01.1990 → | 8004 | D | 5 |
| Series 5211 | 01.1984 → | 5201 | D | 3 | Series 8311 | 01.1991 → | 8403 | D | 5 |
| Series 5245 | 01.1978 → | 5001 | D | 3 | Series 8311 | | 8604 | D | 5 |
| Series 5245 | 01.1984 → | 5201 | D | 3 | Series 8311 | | 8703 | D | 5 |
| Series 5311 | 01.1967 → 1972 | 5501 | D | 1 | Series 8345 | 01.1991 → | 8403 | D | 5 |
| Series 5320 | 1978 → | 5001 | D | 3 | Series 8401 | 01.1969 → | GM 01 | D | 4 |
| Series 5320 | 01.1992 → | 7201 | D | 3 | Series 8611 | 01.1968 → | 8601 | D | 4 |
| Series 5320 | | 5201 | D | 3 | Series 8711 | | 8701 | D | 5 |
| Series 5340 | 1978 → | 5001 | D | 3 | SERIES 9000 | | | | |
| Series 5340 | 01.1992 → | 7201 | D | 3 | Series 9111 | 01.1968 → | 8002 | D | 4 |
| Series 5340 | | 5201 | D | 3 | Series 9145 | 01.1968 → | 8002 | D | 4 |
| Series 5511 | 01.1971 → 06.1972 | 5501 | D | 1 | Series 9211 | 01.1981 → | 8002 | D | 4 |
| Series 5516 | 01.1960 → 06.1972 | 5501 | D | 1 | Series 9245 | 01.1981 → | 8002 | D | 4 |
| Series 5545 | 01.1971 → 06.1972 | 5501 | D | 1 | Series 9311 | 01.1990 → | 8004 | D | 5 |
| Series 5547 | 01.1960 → 1977 | 5501 | D | 1 | Series 9311 | | 8403 | D | 5 |
| Series 5645 | 01.1960 → 1977 | 5501 | D | 1 | Series 9311 | | 8604 | D | 5 |
| Series 5647 | 01.1960 → 1977 | 5501 | D | 1 | Series 9311 | | 8703 | D | 5 |
| Series 5711 | 01.1960 → 1977 | 5501 | D | 1 | Series 9345 | 01.1990 → | 8004 | D | 5 |
| Series 5718 | 01.1960 → 1977 | 5501 | D | 1 | Series 10000 | | | | |
| Series 5745 | 01.1960 → 1977 | 5501 | D | 1 | Series 10011 | 01.1984 → | 8002 | D | 4 |
| Series 5748 | 01.1960 → 1977 | 5501 | D | 1 | Series 10045 | 01.1984 → | 8002 | D | 4 |
| Series 5845 | 01.1960 → 1977 | 5501 | D | 1 | Series 10111 | 01.1981 → | 8002 | D | 4 |
| Series 5911 | 1978 → | 5001 | D | 3 | Series 10145 | 01.1981 → | 8002 | D | 4 |
| Series 5945 | 1978 → | 5001 | D | 3 | Series 10211 | 01.1989 → | 8002 | D | 4 |
| SERIES 6000 | | | | | Series 10245 | 01.1989 → | 8002 | D | 4 |
| Series 6320 | 01.1992 → | 7701 | D | 2 | Series 10311 | 01.1990 → | 8004 | D | 5 |
| Series 6340 | 01.1992 → | 7701 | D | 2 | Series 10311 | | 8403 | D | 5 |
| Series 6511 | 01.1984 → | 6901 | D | 3 | Series 10311 | | 8604 | D | 5 |
| Series 6545 | 01.1984 → | 6901 | D | 3 | Series 10311 | | 8703 | D | 5 |
| Series 6911 | 01.1984 → | 6901 | D | 3 | Series 10345 | 01.1990 → | 8004 | D | 5 |
| Series 6911 | | 5201 | D | 3 | Series 11211 | 01.1981 → | 8701 | D | 5 |
| Series 6918 | 1978 → | 6901 | D | 3 | Series 11245 | 01.1981 → | 8701 | D | 5 |
| Series 6918 | | 5201 | D | 3 | Series 11311 | 01.1991 → | 8703 | D | 5 |
| Series 6945 | 1978 → | 6901 | D | 3 | Series 11311 | | 8004 | D | 5 |
| Series 6945 | | 5201 | D | 3 | Series 11311 | | 8403 | D | 5 |
| Series 6948 | 1978 → | 6901 | D | 3 | Series 11311 | | 8604 | D | 5 |
| Series 6948 | | 5201 | D | 3 | Series 11345 | 01.1991 → | 8703 | D | 5 |
| Series 6948 | | 5201 | D | 3 | Series 12011 | 01.1968 → | 8601 | D | 4 |
| Series 6948 | | 5201 | D | 3 | Series 12011 | 01.1984 → | 8701 | D | 5 |
| Series 6948 | | 5201 | D | 3 | Series 12045 | 01.1968 → | 8601 | D | 4 |




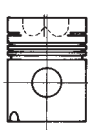

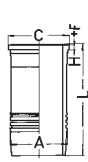
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|---|-----------|---|---|-----|--|--|---|--|-----|
| | | | | Pos | | | | | Pos |
| Series 12045 | 01.1984 → | 8701 | D | 5 | | | | | |
| Series 12111 | 01.1984 → | 8701 | D | 5 | | | | | |
| Series 12145 | 01.1984 → | 8701 | D | 5 | | | | | |
| Series 12211 | 01.1981 → | 8701 | D | 5 | | | | | |
| Series 12245 | 01.1981 → | 8701 | D | 5 | | | | | |
| Series 12311 | 01.1991 → | 8703 | D | 5 | | | | | |
| Series 12311 | | 8004 | D | 5 | | | | | |
| Series 12311 | | 8403 | D | 5 | | | | | |
| Series 12311 | | 8604 | D | 5 | | | | | |
| Series 12345 | 01.1991 → | 8703 | D | 5 | | | | | |
| Series 14145 | 01.1981 → | 8602 | D | 4 | | | | | |
| Series 14245 | 01.1981 → | 8602 | D | 4 | | | | | |
| Series 14311 | | 8004 | D | 5 | | | | | |
| Series 14311 | | 8403 | D | 5 | | | | | |
| Series 14311 | | 8604 | D | 5 | | | | | |
| Series 14311 | | 8703 | D | 5 | | | | | |
| Series 14345 | 01.1990 → | 8604 | D | 5 | | | | | |
| Series 16045 | 01.1984 → | 8602 | D | 4 | | | | | |
| Series 16111 | 01.1984 → | 8602 | D | 4 | | | | | |
| Series 16145 | 01.1981 → | 8002 | D | 4 | | | | | |
| Series 16145 | 01.1984 → | 8602 | D | 4 | | | | | |
| Series 16245 | 01.1981 → | 8002 | D | 4 | | | | | |
| Series 16245 | 01.1992 → | 8602 | D | 4 | | | | | |
| Series 16345 | 01.1990 → | 8604 | D | 5 | | | | | |
| Series 16345 | | 8004 | D | 5 | | | | | |
| Series 16345 | | 8403 | D | 5 | | | | | |
| Series 16345 | | 8703 | D | 5 | | | | | |
| Series 18345 | 01.1991 → | 8604 | D | 5 | | | | | |
| Series 18345 | | 8004 | D | 5 | | | | | |
| Series 18345 | | 8403 | D | 5 | | | | | |
| Series 18345 | | 8703 | D | 5 | | | | | |




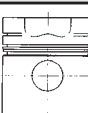
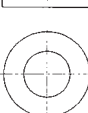
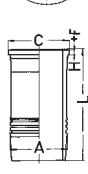
| 1 | |  95 | | | | | | | | | |
|-------------|-------------------|---|--|---|----------------------|----|----------|------------|------|-----------|--|
| 2001 | 01.1960 → 1977 | D | | 2 | 1560 cm ³ | 2V | 17-21 kW | (23-28 PS) | 17:1 | 110,00 mm | |
| 3001 | 01.1960 → 1977 | D | | 3 | 2340 cm ³ | 2V | 25-29 kW | (34-40 PS) | 17:1 | 110,00 mm | |
| 4001 | 01.1960 → 06.1972 | D | | 4 | 3120 cm ³ | 2V | 35 kW | (48 PS) | 16:1 | 110,00 mm | |
| 5501 | 01.1960 → 1977 | D | | 5 | 4680 cm ³ | 2V | 40-44 kW | (55-60 PS) | 17:1 | 110,00 mm | |

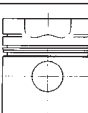
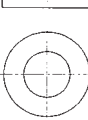
| | | | | | | | | |
|---|--------|-------|-------|-------|------------|--------------|-------------------|--|
|  | N Cyl. | A=111 | C=122 | L=210 | H+F=10+0,5 | 2 R 95 x 4,5 | 88 480 110 | |
|---|--------|-------|-------|-------|------------|--------------|-------------------|--|

| 2 | |  102 | | | | | | | | | |
|-------------|----------------|--|-----|---|----------------------|----|-------|---------|------|-----------|--|
| 7701 | 01.1986 → | D | | 4 | 3922 cm ³ | 2V | 52 kW | (71 PS) | 17:1 | 120,00 mm | |
| 7901 | 01.1971 → 1980 | D | (A) | 4 | 3922 cm ³ | 2V | 58 kW | (79 PS) | | 120,00 mm | |

| | | | | | | | | | |
|--|--------|--|-------|----------|-----------------------------|---------------|-------------------|-------------------|---------------------------------------|
|  | 4 | KH 66,5 MT -23,1 MØ 56 GL 116,5 | RTK | 35 85 | 1 T15 3 1 M 3 1 DSF 5 | CR G6 CR | | 102,00 | 94 887 600 (91 591, 94 632) |
|  | | | | | | | | | |
|  | N Cyl. | A=116 | C=124 | L=225,7 | H+F=10,07+0,7 | 2 R 105 x 4,5 | 89 058 110 | 94 887 960 | |

| 3 | |  102 | | | | | | | | | |
|-------------|-----------|--|--|---|----------------------|----|----------|------------|------|-----------|--|
| 4901 | 01.1984 → | D | | 3 | 2696 cm ³ | 2V | 26-33 kW | (35-45 PS) | 17:1 | 110,00 mm | |
| 5001 | 1978 → | D | | 3 | 2696 cm ³ | 2V | 26-33 kW | (35-45 PS) | 17:1 | 110,00 mm | |
| 5201 | 01.1984 → | D | | 3 | 2696 cm ³ | 2V | 33 kW | (45 PS) | 17:1 | 110,00 mm | |
| 6901 | 1978 → | D | | 4 | 3596 cm ³ | 2V | 42-46 kW | (57-62 PS) | 17:1 | 110,00 mm | |
| 7001 | 01.1984 → | D | | 4 | 3596 cm ³ | 2V | 46-48 kW | (63-65 PS) | 17:1 | 110,00 mm | |
| 7201 | 01.1984 → | D | | 4 | 3596 cm ³ | 2V | 48 kW | (65 PS) | 17:1 | 110,00 mm | |

| | | | | | | | | | |
|---|--------|--|-------|----------|---------------------------|---------------|-------------------|-------------------|--------------------------------------|
|  | 3/4 | KH 66,5 MT -22,4 MØ 54 GL 116,5 | | 35 85 | 1 R 3 1 M 3 1 DSF 5 | CR CR | | 102,00 | 94 631 600 [1] (93 285) |
|  | | | | | | | | | |
|  | N Cyl. | A=116 | C=124 | L=225,7 | H+F=10,07+0,7 | 2 R 105 x 4,5 | 89 058 110 | 94 631 960 | |

| | | | | | | | | | |
|---|-----|--|--|----------|---------------------------|----------|--|---------------|--------------------------|
|  | 3/4 | KH 66,5 MT -23,1 MØ 56 GL 116,5 | | 35 85 | 1 R 3 1 M 3 1 DSF 5 | CR CR | | 102,00 | 94 886 600 [2] |
|  | | | | | | | | | |

Fortsetzung nächste Seite / continued on next page / suite page suivante / continuación página próxima / Продолжение на следующей странице

Z

| | | | | | | | | |
|-----|-----------|-------------|-------|---------|---------------|---------------|-------------------|-------------------|
| | | Type | | | | | | |
| | N Cyl. | A=116 | C=124 | L=225,7 | H+F=10,07+0,7 | 2 R 105 x 4,5 | 89 058 110 | 94 886 960 |
| [1] | Version 5 | | | | | | | |
| [2] | Version 6 | | | | | | | |

| | | | | | | | | | |
|--------------|-----------|---------------------------------|-------|----------------------|-------------------------------|--------------|--------------|-------------------|-------------------------------|
| 4 | | 110 | | | | | | | |
| GM 01 | 01.1969 → | D | 3 | 3121 cm ³ | 2V | 38-41 kW | (51-56 PS) | 15,6:1 | 120,00 mm |
| GZ 01 | 1969 → | D | 4 | 4562 cm ³ | 2V | 56 kW | (76 PS) | 17:1 | 120,00 mm |
| 8001 | 01.1968 → | D | 4 | 4562 cm ³ | 2V | 55-60 kW | (75-82 PS) | 17:1 | 120,00 mm |
| 8002 | 01.1968 → | D | 4 | 4562 cm ³ | 2V | 70-75 kW | (95-102 PS) | 17:1 | 120,00 mm |
| 8601 | 01.1968 → | D | 6 | 6842 cm ³ | 2V | 74-87 kW | (100-118 PS) | 17:1 | 120,00 mm |
| 8602 | 01.1981 → | D | 4 | 4562 cm ³ | 2V | 110-118 kW | (150-160 PS) | 17:1 | 120,00 mm |
| | 3/4/6 | KH 76,3 MT -21,8 GL 128,3 | RTK | 40 93 | 1 T15 2,9 1 M 3 1 DSF 6 | MO G3 CR | 0,65 1,05 | 110,00 | 93 891 600 (91 642) |
| | N Cyl. | A=127 | C=136 | L=233,7 | H+F=10,07+0,7 | 2 SC 116 x 4 | | 88 877 110 | 93 891 960 |

| | | | | | | | | | |
|-------------|-----------|------------|-------|----------------------|---------------|--------------|--------------|-------------------|-----------|
| 5 | | 110 | | | | | | | |
| 8004 | 01.1990 → | D | 4 | 4562 cm ³ | 2V | 69-79 kW | (94-101 PS) | 17:1 | 120,00 mm |
| 8401 | 01.1981 → | D | 4 | 4562 cm ³ | 2V | 55-60 kW | (75-82 PS) | 17:1 | 120,00 mm |
| 8403 | 01.1991 → | D | 4 | 4562 cm ³ | 2V | 62 kW | (84 PS) | 17:1 | 120,00 mm |
| 8604 | 01.1990 → | D | 4 | 4562 cm ³ | 2V | 108-132 kW | (147-179 PS) | 17:1 | 120,00 mm |
| 8701 | 01.1981 → | D | 6 | 6842 cm ³ | 2V | 74-85 kW | (101-116 PS) | 17:1 | 120,00 mm |
| 8703 | 01.1991 → | D | 4 | 4562 cm ³ | 2V | 81-92 kW | (110-125 PS) | 17:1 | 120,00 mm |
| | N Cyl. | A=127 | C=136 | L=233,7 | H+F=10,07+0,7 | 2 SC 116 x 4 | | 88 877 110 | |

Z



D **KOLBENMASSE — ARTIKELNUMMER**

E **PISTON DIMENSIONS — ARTICLE NUMBER**

F **DIMENSIONS DES PISTONS — RÉFÉRENCE**

ES **MEDIDAS DEL PISTÓN — NÚMERO DE ARTICULO**

RU **РАЗМЕРЫ ПОРШНЯ — ТОВАРНЫЙ НОМЕР ИЗДЕЛИЯ**



| | | | | | | | | | Pos | |
|------|--------|-------------|-------|------|--------|---------|------------|--------------|-----|------|
| 63,5 | 27 | | 2,75 | | 43,5 | 063 079 | 99 455 600 | SMART | 1 | 931 |
| 65 | 30,75 | | | | 61,25 | 065 083 | 90 451 700 | AUTOBIANCHI | 1 | 172 |
| 65 | 30,75 | | | | 61,25 | 065 083 | 90 451 700 | FIAT / IVECO | 1 | 311 |
| 65 | 30,75 | | | | 61,25 | 065 083 | 90 451 700 | LADA | 1 | 446 |
| 65 | 30,75 | | | | 61,25 | 065 083 | 90 451 700 | POLSKI-FIAT | 1 | 777 |
| 65 | 30,75 | | | | 61,25 | 065 083 | 90 451 700 | SEAT | 1 | 891 |
| 65 | 30,75 | | | | 61,25 | 065 083 | 90 451 700 | ZASTAVA | 1 | 1127 |
| 65,5 | 36 | -0,95 -0,95 | 11,1 | | 60 | 065 111 | 94 597 600 | SMART | 2 | 931 |
| 66,5 | 25,2 | | 3,3 | | 41,7 | 066 075 | 99 927 600 | SMART | 3 | 931 |
| 67 | 32,65 | | | | 59,1 | | 40 214 600 | KUBOTA | 1 | 442 |
| 67 | 32,65 | | | | 59,1 | | 40 224 600 | KUBOTA | 1 | 442 |
| 67,1 | 30,85 | | 2,67 | | 50,85 | 067 046 | 94 772 600 | SEAT | 3 | 891 |
| 67,1 | 30,85 | | 2,67 | | 50,85 | 067 046 | 94 772 600 | SKODA | 1 | 915 |
| 67,1 | 30,85 | | 2,67 | | 50,85 | 067 046 | 94 772 600 | VOLKSWAGEN | 2 | 1022 |
| 67,1 | 31,27 | | 5,65 | | 51,27 | 067 046 | 99 679 600 | SEAT | 2 | 891 |
| 67,1 | 31,27 | | 5,65 | | 51,27 | 067 046 | 99 679 600 | VOLKSWAGEN | 1 | 1022 |
| 68,7 | 29,4 | | 3,5 | | 53,9 | | 92 079 700 | FORD | 1 | 359 |
| 68,7 | 29,4 | | | | 53,9 | | 92 054 700 | FORD | 2 | 359 |
| 69 | 26,7 | | 1 | | 44,7 | 069 075 | 40 219 600 | NISSAN | 1 | 700 |
| 69 | 26,7 | | 1 | | 44,7 | 069 075 | 40 219 600 | RENAULT | 2 | 795 |
| 69 | 27,1 | | | | 50,5 | 069 071 | 99 646 600 | NISSAN | 2 | 700 |
| 69 | 27,1 | | | | 50,5 | 069 071 | 99 646 600 | RENAULT | 1 | 795 |
| 69,6 | 40,43 | -1,00 | 12,4 | | 63,43 | 070 166 | 40 213 600 | FIAT / IVECO | 2 | 311 |
| 69,6 | 40,43 | -1,00 | 12,4 | | 63,43 | 070 166 | 40 213 600 | LANCIA | 1 | 452 |
| 69,6 | 40,43 | -1,00 | 12,4 | | 63,43 | 070 166 | 40 213 600 | OPEL | 1 | 721 |
| 69,6 | 40,43 | -1,00 | 12,4 | | 63,43 | 070 166 | 40 213 600 | SUBARU | 1 | 952 |
| 69,6 | 40,43 | -1,00 | 12,4 | | 63,43 | 070 166 | 40 213 600 | SUZUKI | 1 | 955 |
| 69,6 | 40,43 | -1,00 | 12,4 | | 63,43 | 070 166 | 40 213 600 | VAUXHALL | 1 | 986 |
| 69,6 | 40,43 | | 12,4 | | 62,43 | 070 170 | 40 659 600 | ALFA ROMEO | 1 | 136 |
| 69,6 | 40,43 | | 12,4 | | 62,43 | 070 170 | 40 659 600 | FIAT / IVECO | 3 | 311 |
| 69,6 | 40,43 | | 12,4 | | 62,43 | 070 170 | 40 659 600 | LANCIA | 2 | 452 |
| 69,6 | 40,43 | | 12,4 | | 62,43 | 070 170 | 40 659 600 | OPEL | 2 | 721 |
| 69,6 | 40,43 | | 12,4 | | 62,43 | 070 170 | 40 659 600 | VAUXHALL | 2 | 986 |
| 70 | 30 | | 1,8 | | 50 | 070 165 | 94 910 700 | FIAT / IVECO | 4 | 312 |
| 70 | 30 | | 1,8 | | 50 | 070 165 | 94 910 700 | LANCIA | 3 | 452 |
| 70,8 | 28 | | 2,4 | | 48 | 071 052 | 94 870 700 | FIAT / IVECO | 5 | 312 |
| 70,8 | 28 | | 2,4 | | 48 | 071 052 | 94 870 700 | LANCIA | 4 | 452 |
| 72,5 | 24 | -1,30 | 1,2 | | 45 | 073 066 | 40 382 600 | OPEL | 3 | 721 |
| 72,5 | 24 | -1,30 | 1,2 | | 45 | 073 066 | 40 382 600 | VAUXHALL | 3 | 986 |
| 72,5 | 24 | -1,30 | | | 45 | 073 066 | 40 383 600 | OPEL | 4 | 721 |
| 72,5 | 24 | -1,30 | | | 45 | 073 066 | 40 383 600 | VAUXHALL | 4 | 986 |
| 73 | 41,7 | -0,90 -0,90 | 14,5 | | 64,1 | | 40 293 600 | MINI (BMW) | 1 | 672 |
| 73 | 41,7 | -0,90 -0,90 | 14,5 | | 64,1 | | 40 293 600 | TOYOTA | 1 | 972 |
| 73 | 41,9 | -0,90 -0,90 | 14,5 | | 64,3 | | 40 294 600 | MINI (BMW) | 2 | 672 |
| 73 | 41,9 | -0,90 -0,90 | 14,5 | | 64,3 | | 40 294 600 | TOYOTA | 2 | 972 |
| 73,4 | 23 | -1,33 -1,35 | 1,25 | | 44 | 073 067 | 40 386 600 | OPEL | 7 | 722 |
| 73,4 | 23 | -1,33 -1,35 | 1,25 | | 44 | 073 067 | 40 386 600 | VAUXHALL | 5 | 986 |
| 73,4 | 24 | -1,33 -1,35 | 0,82 | | 45 | 073 067 | 40 384 600 | OPEL | 6 | 722 |
| 73,4 | 24 | -1,33 -1,35 | 0,82 | | 45 | 073 067 | 40 384 600 | VAUXHALL | 6 | 987 |
| 73,4 | 24 | -1,46 -1,49 | | 0,53 | 45,53 | 073 067 | 40 385 600 | OPEL | 5 | 721 |
| 73,4 | 24 | -1,46 -1,49 | | 0,53 | 45,53 | 073 067 | 40 385 600 | VAUXHALL | 7 | 987 |
| 73,7 | 42,94 | -1,55 | 14,7 | | 65,44 | 074 127 | 40 469 600 | CITROEN | 3 | 200 |
| 73,7 | 42,94 | -1,55 | 14,7 | | 65,44 | 074 127 | 40 469 600 | FORD | 3 | 359 |
| 73,7 | 42,94 | -1,55 | 14,7 | | 65,44 | 074 127 | 40 469 600 | MAZDA | 1 | 560 |
| 73,7 | 42,94 | -1,55 | 14,7 | | 65,44 | 074 127 | 40 469 600 | PEUGEOT | 3 | 759 |
| 73,7 | 42,94 | -1,55 | 14,7 | | 65,44 | 074 127 | 40 469 600 | TOYOTA | 3 | 972 |
| 74 | 24,84 | | 2,8 | | 48,84 | 074 126 | 99 837 620 | FORD | 5 | 360 |
| 74 | 29,4 | | 3,5 | | 53,9 | | 99 419 600 | FORD | 4 | 360 |
| 75 | 28 | | | | 57 | 075 170 | 94 132 700 | KOMPRESSOR | 4 | 436 |
| 75 | 28 | | | | 57 | 075 170 | 94 132 700 | WESTINGHOUSE | 3 | 1124 |
| 75 | 31 | | | | 60 | 075 236 | 99 939 620 | KNORR-BREMSE | 1 | 431 |
| 75 | 31 | | | | 60 | 075 236 | 99 939 620 | KOMPRESSOR | 1 | 436 |
| 75 | 32,156 | | | | 52,781 | 075 186 | 94 061 700 | KOMPRESSOR | 2 | 436 |
| 75 | 32,156 | | | | 52,781 | 075 186 | 94 061 700 | WESTINGHOUSE | 1 | 1124 |
| 75 | 34,52 | -1,65 | 15,22 | | 56,52 | 075 219 | 92 228 600 | SEAT | 5 | 892 |



| | | | | | | | | | | Pos | |
|------|-------|-------|-------|-------|------|--|--|--|--|-----|------|
| 75 | 34,52 | -1,65 | | 15,22 | | | | | | 6 | 1023 |
| 75 | 35 | | | | | | | | | 3 | 436 |
| 75 | 35 | | | | | | | | | 2 | 1124 |
| 75 | 38,3 | | | | | | | | | 1 | 148 |
| 75 | 38,3 | | | | | | | | | 3 | 1022 |
| 75 | 41,7 | -1,16 | | 13,2 | | | | | | 6 | 201 |
| 75 | 41,7 | -1,16 | | 13,2 | | | | | | 6 | 312 |
| 75 | 41,7 | -1,16 | | 13,2 | | | | | | 6 | 360 |
| 75 | 41,7 | -1,16 | | 13,2 | | | | | | 2 | 560 |
| 75 | 41,7 | -1,16 | | 13,2 | | | | | | 3 | 672 |
| 75 | 41,7 | -1,16 | | 13,2 | | | | | | 6 | 760 |
| 75 | 42,87 | -1,70 | -1,70 | 16,6 | | | | | | 4 | 891 |
| 75 | 42,87 | -1,70 | -1,70 | 16,6 | | | | | | 4 | 1022 |
| 75 | 45 | | | 3,9 | | | | | | 1 | 606 |
| 75 | 49,12 | -0,85 | -1,25 | 14,7 | | | | | | 5 | 1023 |
| 75,5 | 31,55 | | | 1,24 | | | | | | 3 | 915 |
| 76 | 28,25 | | | | 1,22 | | | | | 8 | 361 |
| 76 | 28,25 | | | | 1,22 | | | | | 3 | 560 |
| 76 | 32,5 | | | | 1,75 | | | | | 7 | 360 |
| 76 | 37,5 | | | | | | | | | 6 | 796 |
| 76 | 37,5 | | | | | | | | | 2 | 1068 |
| 76 | 37,9 | | | 4,6 | | | | | | 3 | 446 |
| 76 | 38 | | | | | | | | | 2 | 446 |
| 76 | 38,78 | -0,70 | | | | | | | | 2 | 442 |
| 76 | 41,7 | -0,35 | | 1,6 | | | | | | 2 | 413 |
| 76 | 41,7 | -0,35 | | 1,6 | | | | | | 9 | 722 |
| 76 | 41,7 | -0,35 | | 1,6 | | | | | | 8 | 987 |
| 76 | 41,78 | -0,48 | -0,28 | 14 | | | | | | 3 | 220 |
| 76 | 41,78 | -0,48 | -0,28 | 14 | | | | | | 3 | 700 |
| 76 | 41,78 | -0,48 | -0,28 | 14 | | | | | | 7 | 796 |
| 76 | 41,78 | -0,48 | -0,28 | 14 | | | | | | 2 | 955 |
| 76 | 41,78 | -0,48 | -0,28 | 14 | | | | | | 3 | 220 |
| 76 | 41,78 | -0,48 | -0,28 | 14 | | | | | | 3 | 700 |
| 76 | 41,78 | -0,48 | -0,28 | 14 | | | | | | 7 | 797 |
| 76 | 41,78 | -0,48 | -0,28 | 14 | | | | | | 2 | 955 |
| 76 | 46,85 | | | | 4,9 | | | | | 7 | 312 |
| 76,5 | 28,5 | | | 5,36 | | | | | | 9 | 893 |
| 76,5 | 28,5 | | | 5,36 | | | | | | 11 | 1024 |
| 76,5 | 28,7 | | | 7,35 | | | | | | 6 | 916 |
| 76,5 | 28,7 | | | 7,35 | | | | | | 14 | 1025 |
| 76,5 | 28,92 | -2,20 | -2,20 | 1,98 | | | | | | 2 | 148 |
| 76,5 | 28,92 | -2,20 | -2,20 | 1,98 | | | | | | 8 | 892 |
| 76,5 | 28,92 | -2,20 | -2,20 | 1,98 | | | | | | 5 | 916 |
| 76,5 | 28,92 | -2,20 | -2,20 | 1,98 | | | | | | 9 | 1024 |
| 76,5 | 28,92 | | | 2,28 | | | | | | 12 | 893 |
| 76,5 | 28,92 | | | 2,28 | | | | | | 7 | 916 |
| 76,5 | 28,92 | | | 2,28 | | | | | | 12 | 1025 |
| 76,5 | 29,2 | | | 4,6 | 2 | | | | | 3 | 148 |
| 76,5 | 29,2 | | | 4,6 | 2 | | | | | 13 | 894 |
| 76,5 | 29,2 | | | 4,6 | 2 | | | | | 9 | 917 |
| 76,5 | 29,2 | | | 4,6 | 2 | | | | | 15 | 1025 |
| 76,5 | 29,27 | -1,20 | -2,70 | 4 | | | | | | 11 | 893 |
| 76,5 | 29,27 | -1,20 | -2,70 | 4 | | | | | | 8 | 916 |
| 76,5 | 29,27 | -1,20 | -2,70 | 4 | | | | | | 13 | 1025 |
| 76,5 | 29,27 | | | 2,7 | | | | | | 10 | 893 |
| 76,5 | 29,27 | | | 2,7 | | | | | | 10 | 1024 |
| 76,5 | 30,85 | | | 7,8 | | | | | | 7 | 892 |
| 76,5 | 30,85 | | | 7,8 | | | | | | 4 | 915 |
| 76,5 | 30,85 | | | 7,8 | | | | | | 8 | 1023 |
| 76,5 | 41,7 | | | 1,6 | | | | | | 4 | 148 |
| 76,5 | 41,7 | | | 1,6 | | | | | | 17 | 1026 |
| 76,5 | 41,7 | | | 1,6 | | | | | | 3 | 1068 |
| 76,5 | 41,7 | | | 1,6 | | | | | | 5 | 149 |
| 76,5 | 41,7 | | | 1,6 | | | | | | 4 | 701 |
| 76,5 | 41,7 | | | 1,6 | | | | | | 1 | 942 |



| | | | | | | | | | Pos | | |
|------|-------|-------|-------|------|--|-------|---------|------------|------------|----|------|
| 76,5 | 41,7 | | 1,6 | | | 71,7 | 076 118 | 90 732 600 | VOLKSWAGEN | 18 | 1027 |
| 76,5 | 41,7 | | 1,6 | | | 71,7 | 076 118 | 90 732 600 | VOLVO | 4 | 1069 |
| 76,5 | 44,9 | | 1,8 | | | 76,9 | 076 070 | 93 085 610 | VOLKSWAGEN | 16 | 1026 |
| 77 | 24,9 | | | | | 45,3 | 077 101 | 40 632 600 | MINI (BMW) | 4 | 672 |
| 77 | 39 | | | 3 | | 82 | 077 058 | 92 412 601 | VOLKSWAGEN | 20 | 1028 |
| 77 | 39 | | | | | 79 | 077 027 | 91 350 701 | VOLKSWAGEN | 19 | 1028 |
| 77 | 39,8 | | | 3 | | 82,8 | 077 053 | 92 614 601 | VOLKSWAGEN | 22 | 1029 |
| 77 | 40 | | | | | 80 | 077 040 | 91 334 701 | VOLKSWAGEN | 21 | 1029 |
| 77 | 40,37 | | 1,65 | | | 66,32 | 077 082 | 94 642 700 | CITROEN | 7 | 202 |
| 77 | 40,37 | | 1,65 | | | 66,32 | 077 082 | 94 642 700 | LADA | 4 | 446 |
| 77 | 40,37 | | 1,65 | | | 66,32 | 077 082 | 94 642 700 | NISSAN | 5 | 702 |
| 77 | 40,37 | | 1,65 | | | 66,32 | 077 082 | 94 642 700 | PEUGEOT | 7 | 760 |
| 77 | 40,37 | | 1,65 | | | 66,32 | 077 082 | 94 642 700 | ROVER | 2 | 847 |
| 77,6 | 32,05 | | 2,6 | | | 52,5 | 077 711 | 97 360 600 | OPEL | 11 | 723 |
| 77,6 | 32,05 | | 2,6 | | | 52,5 | 077 711 | 97 360 600 | VAUXHALL | 11 | 988 |
| 77,6 | 32,05 | | 3,4 | | | 52,5 | 077 711 | 97 286 600 | OPEL | 10 | 723 |
| 77,6 | 32,05 | | 3,4 | | | 52,5 | 077 711 | 97 286 600 | VAUXHALL | 10 | 988 |
| 77,6 | 32,05 | | | 1 | | 53,5 | 077 711 | 94 798 600 | OPEL | 12 | 723 |
| 77,6 | 32,05 | | | 1 | | 53,5 | 077 711 | 94 798 600 | VAUXHALL | 12 | 988 |
| 78 | 36,1 | | | | | 72,7 | 078 101 | 93 272 600 | PEUGEOT | 8 | 761 |
| 78 | 47,25 | | 1,5 | | | 74,5 | 078 102 | 93 783 800 | RENAULT | 8 | 797 |
| 78 | 47,25 | | 1,5 | | | 74,5 | 078 102 | 93 783 800 | VOLVO | 5 | 1070 |
| 78 | 47,25 | | 1,5 | | | 74,5 | 078 116 | 90 468 800 | RENAULT | 9 | 797 |
| 78 | 47,25 | | 1,5 | | | 74,5 | 078 116 | 90 468 800 | VOLVO | 6 | 1071 |
| 78,3 | 47,83 | -1,38 | 16,5 | | | 71,83 | 078 120 | 99 776 600 | AUDI | 6 | 150 |
| 78,3 | 47,83 | -1,38 | 16,5 | | | 71,83 | 078 120 | 99 776 600 | VOLKSWAGEN | 23 | 1029 |
| 78,3 | 47,83 | -1,38 | 16,5 | | | 71,83 | 078 120 | 99 777 600 | AUDI | 6 | 150 |
| 78,3 | 47,83 | -1,38 | 16,5 | | | 71,83 | 078 120 | 99 777 600 | VOLKSWAGEN | 23 | 1029 |
| 78,3 | 47,83 | -1,38 | 17,25 | | | 71,83 | 078 118 | 99 534 600 | AUDI | 7 | 151 |
| 78,3 | 47,83 | -1,38 | 17,25 | | | 71,83 | 078 118 | 99 534 600 | SKODA | 10 | 917 |
| 78,3 | 47,83 | -1,38 | 17,25 | | | 71,83 | 078 118 | 99 534 600 | VOLKSWAGEN | 24 | 1030 |
| 78,3 | 47,83 | -1,38 | 17,25 | | | 71,83 | 078 118 | 99 535 600 | AUDI | 7 | 151 |
| 78,3 | 47,83 | -1,38 | 17,25 | | | 71,83 | 078 118 | 99 535 600 | SKODA | 10 | 917 |
| 78,3 | 47,83 | -1,38 | 17,25 | | | 71,83 | 078 118 | 99 535 600 | VOLKSWAGEN | 24 | 1030 |
| 78,3 | 47,83 | -1,38 | 17,4 | | | 71,83 | 078 118 | 99 542 600 | AUDI | 8 | 152 |
| 78,3 | 47,83 | -1,38 | 17,4 | | | 71,83 | 078 118 | 99 542 600 | SKODA | 11 | 918 |
| 78,3 | 47,83 | -1,38 | 17,4 | | | 71,83 | 078 118 | 99 542 600 | VOLKSWAGEN | 25 | 1030 |
| 78,3 | 47,83 | -1,38 | 17,4 | | | 71,83 | 078 118 | 99 543 600 | AUDI | 8 | 152 |
| 78,3 | 47,83 | -1,38 | 17,4 | | | 71,83 | 078 118 | 99 543 600 | SKODA | 11 | 918 |
| 78,3 | 47,83 | -1,38 | 17,4 | | | 71,83 | 078 118 | 99 543 600 | VOLKSWAGEN | 25 | 1031 |
| 78,5 | 32,35 | | | 0,15 | | 50,15 | 078 123 | 40 161 600 | CITROEN | 8 | 202 |
| 78,5 | 32,35 | | | 0,15 | | 50,15 | 078 123 | 40 161 600 | PEUGEOT | 10 | 761 |
| 79 | 26,73 | | | | | 48,73 | 079 185 | 40 388 600 | OPEL | 18 | 724 |
| 79 | 26,73 | | | | | 48,73 | 079 185 | 40 388 600 | VAUXHALL | 18 | 989 |
| 79 | 27,2 | | | | | 50,2 | 079 184 | 40 380 600 | OPEL | 17 | 724 |
| 79 | 27,2 | | | | | 50,2 | 079 184 | 40 380 600 | VAUXHALL | 17 | 989 |
| 79 | 27,7 | | 3,9 | 0,4 | | 48,1 | 079 120 | 90 054 623 | OPEL | 15 | 724 |
| 79 | 27,7 | | 3,9 | 0,4 | | 48,1 | 079 120 | 90 054 623 | VAUXHALL | 15 | 989 |
| 79 | 28 | | 0,8 | | | 48 | 079 120 | 94 637 600 | OPEL | 16 | 724 |
| 79 | 28 | | 0,8 | | | 48 | 079 120 | 94 637 600 | VAUXHALL | 16 | 989 |
| 79 | 28 | | 1,6 | 0,4 | | 48,4 | 079 120 | 90 556 605 | OPEL | 13 | 723 |
| 79 | 28 | | 1,6 | 0,4 | | 48,4 | 079 120 | 90 556 605 | VAUXHALL | 13 | 988 |
| 79 | 28 | | 2,7 | 0,4 | | 48,4 | 079 120 | 90 555 605 | OPEL | 14 | 724 |
| 79 | 28 | | 2,7 | 0,4 | | 48,4 | 079 120 | 90 555 605 | VAUXHALL | 14 | 989 |
| 79 | 28,8 | | 3,8 | | | 52,2 | 5014 | 40 080 600 | TOYOTA | 5 | 973 |
| 79 | 28,8 | | 6,6 | | | 51,7 | 5015 | 40 081 600 | TOYOTA | 4 | 972 |
| 79 | 38 | | 2 | | | 77 | 079 080 | 91 317 700 | LADA | 5 | 447 |
| 79 | 39,6 | -0,50 | 1,5 | | | 69,6 | | 94 861 600 | ISUZU | 3 | 413 |
| 79 | 39,6 | -0,50 | 1,5 | | | 69,6 | | 94 861 600 | MAZDA | 4 | 560 |
| 79 | 39,6 | -0,50 | 1,5 | | | 69,6 | | 94 861 600 | OPEL | 19 | 725 |
| 79 | 39,6 | -0,50 | 1,5 | | | 69,6 | | 94 861 600 | VAUXHALL | 19 | 990 |
| 79 | 39,75 | | 14 | | | 64,75 | 079 186 | 40 392 600 | OPEL | 22 | 725 |
| 79 | 39,75 | | 14 | | | 64,75 | 079 186 | 40 392 600 | VAUXHALL | 21 | 990 |
| 79 | 39,75 | | 14 | | | 74,05 | 079 187 | 40 390 600 | OPEL | 21 | 725 |
| 79 | 39,75 | | 14 | | | 74,05 | 079 187 | 40 390 600 | VAUXHALL | 22 | 990 |

|  |  |  |  |  |  |  |  | | Pos |  | |
|---|---|---|---|---|---|---|---|------------|------------|---|------------|
| 79 | 39,75 | | | 14 | | 74,05 | 079 187 | 40 391 600 | HONDA | 1 | 395 |
| 79 | 39,75 | | | 14 | | 74,05 | 079 187 | 40 391 600 | OPEL | 20 | 725 |
| 79 | 39,75 | | | 14 | | 74,05 | 079 187 | 40 391 600 | VAUXHALL | 20 | 990 |
| 79,5 | 29,25 | | | | 2,55 | 56,3 | 079 179 | 40 306 600 | RENAULT | 10 | 798 |
| 79,5 | 29,25 | | | | 2,55 | 56,3 | 079 179 | 40 311 600 | RENAULT | 10 | 798 |
| 79,5 | 31,7 | -1,57 | | 1,3 | | 55 | 079 146 | 99 746 600 | DACIA | 5 | 221 |
| 79,5 | 31,7 | -1,57 | | 1,3 | | 55 | 079 146 | 99 746 600 | NISSAN | 6 | 702 |
| 79,5 | 31,7 | -1,57 | | 1,3 | | 55 | 079 146 | 99 746 600 | RENAULT | 11 | 798 |
| 79,5 | 34,8 | | | | | 57 | 079 175 | 40 277 600 | DACIA | 4 | 220 |
| 79,5 | 34,8 | | | | | 57 | 079 175 | 40 277 600 | RENAULT | 13 | 799 |
| 79,5 | 37,2 | -1,20 | -2,80 | | | 64,5 | 079 167 | 40 015 600 | RENAULT | 12 | 799 |
| 79,5 | 39,65 | | | 1,9 | | 65,7 | 079 119 | 91 386 600 | AUDI | 9 | 153 |
| 79,5 | 39,65 | | | 1,9 | | 65,7 | 079 119 | 91 386 600 | SEAT | 16 | 895 |
| 79,5 | 39,65 | | | 1,9 | | 65,7 | 079 119 | 91 386 600 | SKODA | 12 | 918 |
| 79,5 | 39,65 | | | 1,9 | | 65,7 | 079 119 | 91 386 600 | VOLKSWAGEN | 26 | 1031 |
| 79,5 | 39,8 | | | 17,75 | | 60,8 | 079 165 | 40 092 700 | SEAT | 18 | 896 |
| 79,5 | 39,8 | | | 17,75 | | 60,8 | 079 165 | 40 092 700 | SKODA | 14 | 920 |
| 79,5 | 39,8 | | | 17,75 | | 60,8 | 079 165 | 40 092 700 | VOLKSWAGEN | 29 | 1034 |
| 79,5 | 39,8 | | | 17,75 | | 60,8 | 079 165 | 40 093 700 | SEAT | 18 | 896 |
| 79,5 | 39,8 | | | 17,75 | | 60,8 | 079 165 | 40 093 700 | SKODA | 14 | 920 |
| 79,5 | 39,8 | | | 17,75 | | 60,8 | 079 165 | 40 093 700 | VOLKSWAGEN | 29 | 1034 |
| 79,5 | 45,65 | | | 1,9 | | 71,7 | 079 133 | 91 429 600 | AUDI | 10 | 153 |
| 79,5 | 45,65 | | | 1,9 | | 71,7 | 079 133 | 91 429 600 | SEAT | 15 | 894 |
| 79,5 | 45,65 | | | 1,9 | | 71,7 | 079 133 | 91 429 600 | VOLKSWAGEN | 27 | 1032 |
| 79,5 | 45,8 | -0,70 | | 17,34 | | 69,8 | 079 155 | 40 421 600 | AUDI | 15/16 | 157, 158 |
| 79,5 | 45,8 | -0,70 | | 17,34 | | 69,8 | 079 155 | 40 421 600 | SEAT | 22/23 | 900, 901 |
| 79,5 | 45,8 | -0,70 | | 17,34 | | 69,8 | 079 155 | 40 421 600 | SKODA | 17/18 | 923, 924 |
| 79,5 | 45,8 | -0,70 | | 17,34 | | 69,8 | 079 155 | 40 421 600 | VOLKSWAGEN | 33/34 | 1038, 1039 |
| 79,5 | 45,8 | -0,70 | | 17,34 | | 69,8 | 079 155 | 40 422 600 | AUDI | 15/16 | 157, 158 |
| 79,5 | 45,8 | -0,70 | | 17,34 | | 69,8 | 079 155 | 40 422 600 | SEAT | 22/23 | 900, 901 |
| 79,5 | 45,8 | -0,70 | | 17,34 | | 69,8 | 079 155 | 40 422 600 | SKODA | 17/18 | 923, 924 |
| 79,5 | 45,8 | -0,70 | | 17,34 | | 69,8 | 079 155 | 40 422 600 | VOLKSWAGEN | 33/34 | 1038, 1039 |
| 79,5 | 45,8 | -1,00 | | 17,75 | | 71,8 | 079 135 | 94 427 700 | AUDI | 11 | 154 |
| 79,5 | 45,8 | -1,00 | | 17,75 | | 71,8 | 079 135 | 94 427 700 | FORD | 9 | 361 |
| 79,5 | 45,8 | -1,00 | | 17,75 | | 71,8 | 079 135 | 94 427 700 | SEAT | 17 | 895 |
| 79,5 | 45,8 | -1,00 | | 17,75 | | 71,8 | 079 135 | 94 427 700 | SKODA | 13 | 919 |
| 79,5 | 45,8 | -1,00 | | 17,75 | | 71,8 | 079 135 | 94 427 700 | VOLKSWAGEN | 28 | 1033 |
| 79,5 | 45,8 | -1,00 | | 17,75 | | 71,8 | 079 135 | 94 428 700 | AUDI | 11 | 154 |
| 79,5 | 45,8 | -1,00 | | 17,75 | | 71,8 | 079 135 | 94 428 700 | FORD | 9 | 361 |
| 79,5 | 45,8 | -1,00 | | 17,75 | | 71,8 | 079 135 | 94 428 700 | SEAT | 17 | 896 |
| 79,5 | 45,8 | -1,00 | | 17,75 | | 71,8 | 079 135 | 94 428 700 | SKODA | 13 | 919 |
| 79,5 | 45,8 | -1,00 | | 17,75 | | 71,8 | 079 135 | 94 428 700 | VOLKSWAGEN | 28 | 1033 |
| 79,5 | 45,8 | -1,10 | | 17,5 | | 69,8 | 079 139 | 99 470 600 | AUDI | 13 | 156 |
| 79,5 | 45,8 | -1,10 | | 17,5 | | 69,8 | 079 139 | 99 470 600 | FORD | 12 | 364 |
| 79,5 | 45,8 | -1,10 | | 17,5 | | 69,8 | 079 139 | 99 470 600 | SEAT | 21 | 899 |
| 79,5 | 45,8 | -1,10 | | 17,5 | | 69,8 | 079 139 | 99 470 600 | SKODA | 16 | 922 |
| 79,5 | 45,8 | -1,10 | | 17,5 | | 69,8 | 079 139 | 99 470 600 | VOLKSWAGEN | 32 | 1037 |
| 79,5 | 45,8 | -1,10 | | 17,5 | | 69,8 | 079 139 | 99 471 600 | AUDI | 13 | 156 |
| 79,5 | 45,8 | -1,10 | | 17,5 | | 69,8 | 079 139 | 99 471 600 | FORD | 12 | 364 |
| 79,5 | 45,8 | -1,10 | | 17,5 | | 69,8 | 079 139 | 99 471 600 | SEAT | 21 | 899 |
| 79,5 | 45,8 | -1,10 | | 17,5 | | 69,8 | 079 139 | 99 471 600 | SKODA | 16 | 922 |
| 79,5 | 45,8 | -1,10 | | 17,5 | | 69,8 | 079 139 | 99 471 600 | VOLKSWAGEN | 32 | 1037 |
| 79,5 | 45,8 | -1,10 | | 17,75 | | 69,8 | 079 143 | 99 850 600 | AUDI | 14/16 | 156, 158 |
| 79,5 | 45,8 | -1,10 | | 17,75 | | 69,8 | 079 143 | 99 850 600 | FORD | 10 | 362 |
| 79,5 | 45,8 | -1,10 | | 17,75 | | 69,8 | 079 143 | 99 850 600 | SEAT | 20/22 | 898, 900 |
| 79,5 | 45,8 | -1,10 | | 17,75 | | 69,8 | 079 143 | 99 850 600 | SKODA | 15/17 | 921, 923 |
| 79,5 | 45,8 | -1,10 | | 17,75 | | 69,8 | 079 143 | 99 850 600 | VOLKSWAGEN | 31/33 | 1036, 1038 |
| 79,5 | 45,8 | -1,10 | | 17,75 | | 69,8 | 079 143 | 99 851 600 | AUDI | 14/16 | 157, 159 |
| 79,5 | 45,8 | -1,10 | | 17,75 | | 69,8 | 079 143 | 99 851 600 | FORD | 10 | 362 |
| 79,5 | 45,8 | -1,10 | | 17,75 | | 69,8 | 079 143 | 99 851 600 | SEAT | 20/22 | 898, 900 |
| 79,5 | 45,8 | -1,10 | | 17,75 | | 69,8 | 079 143 | 99 851 600 | SKODA | 15/17 | 921, 923 |












| | | | | | | | | | Pos | |
|------|--------|-------|-------|------|-------|---------|------------|---------------|------------|------------|
| 79,5 | 45,8 | -1,10 | 17,75 | | 69,8 | 079 143 | 99 851 600 | VOLKSWAGEN | 31/33 | 1036, 1038 |
| 79,5 | 45,8 | -1,30 | 17,8 | | 69,8 | 079 143 | 99 842 600 | AUDI | 12 | 155 |
| 79,5 | 45,8 | -1,30 | 17,8 | | 69,8 | 079 143 | 99 842 600 | FORD | 11 | 363 |
| 79,5 | 45,8 | -1,30 | 17,8 | | 69,8 | 079 143 | 99 842 600 | SEAT | 19 | 897 |
| 79,5 | 45,8 | -1,30 | 17,8 | | 69,8 | 079 143 | 99 842 600 | VOLKSWAGEN | 30 | 1035 |
| 79,5 | 45,8 | -1,30 | 17,8 | | 69,8 | 079 143 | 99 843 600 | AUDI | 12 | 155 |
| 79,5 | 45,8 | -1,30 | 17,8 | | 69,8 | 079 143 | 99 843 600 | FORD | 11 | 363 |
| 79,5 | 45,8 | -1,30 | 17,8 | | 69,8 | 079 143 | 99 843 600 | SEAT | 19 | 897 |
| 79,5 | 45,8 | -1,30 | 17,8 | | 69,8 | 079 143 | 99 843 600 | VOLKSWAGEN | 30 | 1035 |
| 80 | 29,1 | | | 2,3 | 51,4 | 080 294 | 99 439 600 | ROVER | 3 | 847 |
| 80 | 29,15 | | 4,8 | | 53,7 | | 40 302 600 | NISSAN | 7 | 702 |
| 80 | 31,64 | -2,94 | | 1,86 | 51 | 80V 204 | 94 474 600 | BMW | 2 | 178 |
| 80 | 33,9 | -2,60 | | 0,6 | 76,6 | 080 187 | 91 587 650 | FIAT / IVECO | 8 | 313 |
| 80 | 33,9 | -2,60 | | 0,6 | 76,6 | 080 187 | 91 587 650 | ZASTAVA | 2 | 1127 |
| 80 | 36,59 | | | 7,12 | 73,71 | 80V 169 | 90 204 620 | FORD | 13 | 364 |
| 80 | 39,45 | | 2,5 | | 65,95 | 080 284 | 94 347 600 | BMW | 4 | 179 |
| 80 | 39,45 | | 2,5 | | 65,95 | 080 284 | 94 347 600 | OPEL | 24 | 726 |
| 80 | 39,45 | | 2,5 | | 65,95 | 080 284 | 94 347 600 | ROVER | 5 | 847 |
| 80 | 39,45 | | 2,5 | | 65,95 | 080 284 | 94 347 600 | VAUXHALL | 24 | 991 |
| 80 | 41,71 | | 1,3 | | 66,69 | 80V 191 | 94 357 600 | MITSUBISHI | 1 | 675 |
| 80 | 41,71 | | 1,3 | | 66,69 | 80V 191 | 94 357 600 | RENAULT | 15 | 800 |
| 80 | 41,71 | | 1,3 | | 66,69 | 80V 191 | 94 357 600 | VOLVO | 7 | 1071 |
| 80 | 42,35 | | 4,5 | | 67,25 | 080 312 | 40 070 600 | DACIA | 6 | 221 |
| 80 | 42,35 | | 4,5 | | 67,25 | 080 312 | 40 070 600 | RENAULT | 17 | 801 |
| 80 | 42,5 | | 0,7 | | 67,4 | 080 312 | 92 006 800 | DACIA | 7 | 221 |
| 80 | 42,5 | | 0,7 | | 67,4 | 080 312 | 92 006 800 | OPEL | 25 | 726 |
| 80 | 42,5 | | 0,7 | | 67,4 | 080 312 | 92 006 800 | RENAULT | 14 | 799 |
| 80 | 42,5 | | 0,7 | | 67,4 | 080 312 | 92 006 800 | VAUXHALL | 25 | 991 |
| 80 | 42,8 | -1,71 | -3,53 | | 62,8 | 80V 197 | 94 475 600 | BMW | 1 | 178 |
| 80 | 43,5 | -0,60 | | | 79,9 | 080 336 | 40 410 600 | KUBOTA | 3 | 442 |
| 80 | 44,95 | | 1,4 | | 76,95 | 080 232 | 93 578 600 | OPEL | 23 | 725 |
| 80 | 44,95 | | 1,4 | | 76,95 | 080 232 | 93 578 600 | VAUXHALL | 23 | 990 |
| 80 | 46,2 | | 2 | | 79,3 | 080 240 | 93 579 620 | BMW | 3 | 178 |
| 80 | 46,65 | | 3,2 | | 76,8 | 080 265 | 93 787 620 | FORD | 14 | 365 |
| 80 | 46,8 | | 2 | | 84,5 | 080 223 | 93 784 700 | CITROEN | 9 | 202 |
| 80 | 46,8 | | 2 | | 84,5 | 080 223 | 93 784 700 | PEUGEOT | 11 | 761 |
| 80 | 47,004 | -0,85 | -0,85 | 17,8 | 77 | 080 310 | 99 940 600 | RENAULT | 19/20 | 801, 802 |
| 80 | 47,004 | -0,85 | -0,85 | 17,8 | 77 | 080 310 | 99 940 600 | SUZUKI | 3 | 955 |
| 80 | 47,04 | -0,75 | 17,8 | | 77 | 080 315 | 99 780 600 | NISSAN | 9 | 703 |
| 80 | 47,04 | -0,75 | 17,8 | | 77 | 080 315 | 99 780 600 | RENAULT | 18/20 | 801, 802 |
| 80 | 47,06 | -0,75 | 17,8 | | 77,4 | 080 279 | 99 561 600 | NISSAN | 8 | 702 |
| 80 | 47,06 | -0,75 | 17,8 | | 77,4 | 080 279 | 99 561 600 | OPEL | 26 | 727 |
| 80 | 47,06 | -0,75 | 17,8 | | 77,4 | 080 279 | 99 561 600 | RENAULT | 16 | 800 |
| 80 | 47,06 | -0,75 | 17,8 | | 77,4 | 080 279 | 99 561 600 | VAUXHALL | 26 | 992 |
| 80,5 | 24,1 | | | | 44,7 | 080 306 | 99 741 601 | OPEL | 27 | 727 |
| 80,5 | 24,1 | | | | 44,7 | 080 306 | 99 741 601 | SAAB | 1 | 854 |
| 80,5 | 24,1 | | | | 44,7 | 080 306 | 99 741 601 | VAUXHALL | 27 | 992 |
| 80,5 | 26,1 | | | 0,7 | 45,1 | 080 320 | 40 027 700 | OPEL | 28 | 728 |
| 80,5 | 26,1 | | | 0,7 | 45,1 | 080 320 | 40 027 700 | VAUXHALL | 28 | 993 |
| 80,5 | 33,3 | | 2,9 | | 65,3 | 080 303 | 92 292 600 | FIAT / IVECO | 9 | 313 |
| 80,5 | 33,3 | | 2,9 | | 65,3 | 080 303 | 92 292 600 | LANCIA | 5 | 452 |
| 80,6 | 33,2 | | | | 57,2 | 081 165 | 94 917 600 | FORD | 15 | 365 |
| 81 | 28,8 | | | 5,2 | 55 | 081 183 | 99 949 600 | AUDI | 25 | 163 |
| 81 | 29,7 | | 2,7 | | 50,7 | 081 178 | 99 792 600 | AUDI | 26 | 163 |
| 81 | 29,7 | | 2,7 | | 50,7 | 081 178 | 99 792 600 | SEAT | 33 | 905 |
| 81 | 29,7 | | 2,7 | | 50,7 | 081 178 | 99 792 600 | SKODA | 23 | 926 |
| 81 | 29,7 | | 2,7 | | 50,7 | 081 178 | 99 792 600 | VOLKSWAGEN | 46 | 1045 |
| 81 | 30,45 | | 5,5 | 4,33 | 58,78 | 081 126 | 91 033 600 | FORD | 16 | 365 |
| 81 | 30,45 | | 5,5 | 4,33 | 58,78 | 081 126 | 91 033 600 | MERCEDES-BENZ | 2 | 606 |
| 81 | 30,45 | | 5,5 | 4,33 | 58,78 | 081 126 | 91 033 600 | SEAT | 30 | 904 |
| 81 | 30,45 | | 5,5 | 4,33 | 58,78 | 081 126 | 91 033 600 | VOLKSWAGEN | 42 | 1043 |
| 81 | 32 | | 2,3 | 0,7 | 53,7 | 081 167 | 94 503 700 | AUDI | 22 | 162 |
| 81 | 32 | | 2,3 | 0,7 | 53,7 | 081 167 | 94 503 700 | SEAT | 28 | 903 |
| 81 | 32 | | 2,3 | 0,7 | 53,7 | 081 167 | 94 503 700 | SKODA | 20 | 925 |



| | | | | | | | | | | Pos | |
|----|-------|-------|--|-------|------|-------|---------|------------|------------|------------|---------------|
| 81 | 32 | | | 2,3 | 0,7 | 53,7 | 081 167 | 94 503 700 | VOLKSWAGEN | 43 | 1044 |
| 81 | 32,2 | | | 4,4 | 1,3 | 62,5 | 081 099 | 93 928 600 | AUDI | 18 | 160 |
| 81 | 32,2 | | | 4,4 | 1,3 | 62,5 | 081 099 | 93 928 600 | SEAT | 27 | 903 |
| 81 | 32,2 | | | 4,4 | 1,3 | 62,5 | 081 099 | 93 928 600 | VOLKSWAGEN | 36 | 1041 |
| 81 | 32,2 | | | 8,1 | 1,3 | 62,5 | 081 089 | 93 875 600 | AUDI | 19 | 161 |
| 81 | 32,2 | | | 8,1 | 1,3 | 62,5 | 081 089 | 93 875 600 | NISSAN | 10 | 703 |
| 81 | 32,2 | | | 8,1 | 1,3 | 62,5 | 081 089 | 93 875 600 | VOLKSWAGEN | 38 | 1042 |
| 81 | 32,2 | | | 8,1 | 1,3 | 62,5 | 081 089 | 93 876 600 | AUDI | 17 | 160 |
| 81 | 32,2 | | | 8,1 | 1,3 | 62,5 | 081 089 | 93 876 600 | SEAT | 26 | 902 |
| 81 | 32,2 | | | 8,1 | 1,3 | 62,5 | 081 089 | 93 876 600 | VOLKSWAGEN | 37/48 | 1042, 1045 |
| 81 | 32,5 | | | 1,2 | 0,7 | 58,5 | 081 136 | 90 037 610 | AUDI | 21 | 161 |
| 81 | 32,55 | | | | | 52,55 | 081 168 | 94 951 600 | AUDI | 24 | 162 |
| 81 | 32,55 | | | | | 52,55 | 081 168 | 94 951 600 | SEAT | 31 | 904 |
| 81 | 32,55 | | | | | 52,55 | 081 168 | 94 951 600 | SKODA | 19 | 925 |
| 81 | 32,55 | | | | | 52,55 | 081 168 | 94 951 600 | VOLKSWAGEN | 45 | 1044 |
| 81 | 32,7 | | | 1,5 | | 53,7 | 081 182 | 99 933 600 | AUDI | 23 | 162 |
| 81 | 32,7 | | | 1,5 | | 53,7 | 081 182 | 99 933 600 | SEAT | 29 | 904 |
| 81 | 32,7 | | | 1,5 | | 53,7 | 081 182 | 99 933 600 | SKODA | 21 | 925 |
| 81 | 32,7 | | | 1,5 | | 53,7 | 081 182 | 99 933 600 | VOLKSWAGEN | 44 | 1044 |
| 81 | 32,7 | | | 1,9 | | 53,7 | 081 189 | 40 434 600 | AUDI | 27 | 163 |
| 81 | 32,7 | | | 1,9 | | 53,7 | 081 189 | 40 434 600 | SEAT | 32 | 904 |
| 81 | 32,7 | | | 1,9 | | 53,7 | 081 189 | 40 434 600 | SKODA | 22 | 926 |
| 81 | 32,7 | | | 1,9 | | 53,7 | 081 189 | 40 434 600 | VOLKSWAGEN | 47 | 1045 |
| 81 | 33,4 | | | | 0,6 | 63 | 081 130 | 93 117 600 | SEAT | 24 | 902 |
| 81 | 33,4 | | | | 0,6 | 63 | 081 130 | 93 117 600 | VOLKSWAGEN | 39 | 1042 |
| 81 | 35,6 | | | 2,3 | 2,2 | 66,8 | 081 098 | 93 872 600 | AUDI | 20 | 161 |
| 81 | 35,6 | | | 2,3 | 2,2 | 66,8 | 081 098 | 93 872 600 | SEAT | 25 | 902 |
| 81 | 35,6 | | | 2,3 | 2,2 | 66,8 | 081 098 | 93 872 600 | VOLKSWAGEN | 35 | 1040 |
| 81 | 37,8 | -0,70 | | 17,35 | | 58,3 | 081 180 | 99 832 600 | VOLKSWAGEN | 53 | 1048 |
| 81 | 37,8 | -0,70 | | 17,35 | | 58,3 | 081 180 | 99 833 600 | VOLKSWAGEN | 53 | 1049 |
| 81 | 38,35 | | | 10,5 | 1,1 | 63,45 | 081 127 | 90 942 600 | VOLKSWAGEN | 41 | 1043 |
| 81 | 39,5 | | | 8,6 | 1,95 | 71,45 | 81V64 | 92 021 600 | VOLKSWAGEN | 40 | 1043 |
| 81 | 45,75 | -1,35 | | 16,8 | | 69,75 | 081 176 | 40 734 600 | VOLKSWAGEN | 50 | 1047 |
| 81 | 45,75 | -1,35 | | 17,2 | | 69,75 | 081 176 | 99 742 700 | VOLKSWAGEN | 49 | 1046 |
| 81 | 45,75 | -1,35 | | 17,2 | | 69,75 | 081 176 | 99 743 700 | VOLKSWAGEN | 49 | 1046 |
| 81 | 45,75 | -1,35 | | 17,25 | | 69,75 | 081 175 | 94 429 700 | AUDI | 28 | 164 |
| 81 | 45,75 | -1,35 | | 17,25 | | 69,75 | 081 175 | 94 429 700 | VOLVO | 8 | 1072 |
| 81 | 45,75 | -1,35 | | 17,25 | | 69,75 | 081 175 | 94 430 700 | AUDI | 28 | 164 |
| 81 | 45,75 | -1,35 | | 17,25 | | 69,75 | 081 175 | 94 430 700 | VOLVO | 8 | 1072 |
| 81 | 45,75 | | | 16,6 | | 68,75 | 081 195 | 40 715 600 | VOLKSWAGEN | 55 | 1049 |
| 81 | 45,75 | | | 16,6 | | 68,75 | 081 196 | 40 683 600 | VOLKSWAGEN | 56 | 1050 |
| 81 | 45,8 | -0,70 | | 17,5 | | 68,8 | 081 191 | 40 408 600 | AUDI | 31 | 165 |
| 81 | 45,8 | -0,70 | | 17,5 | | 68,8 | 081 191 | 40 408 600 | SEAT | 36 | 906 |
| 81 | 45,8 | -0,70 | | 17,5 | | 68,8 | 081 191 | 40 408 600 | SKODA | 25 | 927 |
| 81 | 45,8 | -0,70 | | 17,5 | | 68,8 | 081 191 | 40 408 600 | VOLKSWAGEN | 52 | 1048 |
| 81 | 45,8 | -0,70 | | 17,5 | | 68,8 | 081 191 | 40 409 600 | AUDI | 31 | 166 |
| 81 | 45,8 | -0,70 | | 17,5 | | 68,8 | 081 191 | 40 409 600 | SEAT | 36 | 906 |
| 81 | 45,8 | -0,70 | | 17,5 | | 68,8 | 081 191 | 40 409 600 | SKODA | 25 | 927 |
| 81 | 45,8 | -0,70 | | 17,5 | | 68,8 | 081 191 | 40 409 600 | VOLKSWAGEN | 52 | 1048 |
| 81 | 45,8 | -0,70 | | 18 | | 68,8 | 081 191 | 40 356 600 | AUDI | 29 | 164 |
| 81 | 45,8 | -0,70 | | 18 | | 68,8 | 081 191 | 40 356 600 | NISSAN | 2 | 675 |
| 81 | 45,8 | -0,70 | | 18 | | 68,8 | 081 191 | 40 356 600 | SEAT | 34 | 905 |
| 81 | 45,8 | -0,70 | | 18 | | 68,8 | 081 191 | 40 356 600 | SKODA | 24 | 926 |
| 81 | 45,8 | -0,70 | | 18 | | 68,8 | 081 191 | 40 356 600 | VOLKSWAGEN | 51 | 1047 |
| 81 | 45,8 | | | 12,7 | | 68,8 | 081 187 | 40 558 600 | AUDI | 32 | 166 |
| 81 | 45,8 | | | 12,7 | | 68,8 | 081 187 | 40 558 600 | SEAT | 38 | 906 |
| 81 | 45,8 | | | 12,7 | | 68,8 | 081 187 | 40 558 600 | SKODA | 27 | 927 |
| 81 | 45,8 | | | 12,7 | | 68,8 | 081 187 | 40 558 600 | VOLKSWAGEN | 57 | 1050 |
| 81 | 45,8 | | | 13,1 | | 68,8 | 081 188 | 40 353 600 | AUDI | 33 | 167 |
| 81 | 45,8 | | | 13,1 | | 68,8 | 081 188 | 40 353 600 | SEAT | 35 | 905 |
| 81 | 45,8 | | | 13,1 | | 68,8 | 081 188 | 40 353 600 | SKODA | 28 | 928 |
| 81 | 45,8 | | | 13,1 | | 68,8 | 081 188 | 40 353 600 | VOLKSWAGEN | 58 | 1051 |
| 81 | 45,8 | | | 17,8 | | 68,8 | 081 191 | 40 387 600 | AUDI | 29/30 | 165, 165 |
| 81 | 45,8 | | | 17,8 | | 68,8 | 081 191 | 40 387 600 | NISSAN | 2 | 675 |







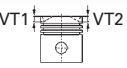






| | | | | | | | | | Pos | |
|-------|-------|-------------|-------|------|-------|---------|------------|--------------|------------|---------------|
| 81 | 45,8 | | 17,8 | | 68,8 | 081 191 | 40 387 600 | SEAT | 34/37 | 905, 906 |
| 81 | 45,8 | | 17,8 | | 68,8 | 081 191 | 40 387 600 | SKODA | 24/26 | 926, 927 |
| 81 | 45,8 | | 17,8 | | 68,8 | 081 191 | 40 387 600 | VOLKSWAGEN | 51/54 | 1047, 1049 |
| 81,01 | 33,3 | | 4,9 | | 56,3 | 081 709 | 97 328 600 | VOLKSWAGEN | 59 | 1051 |
| 81,6 | 30,4 | -1,79 | 1,84 | | 50,4 | 082 190 | 99 438 600 | OPEL | 30 | 728 |
| 81,6 | 30,4 | -1,79 | 1,84 | | 50,4 | 082 190 | 99 438 600 | VAUXHALL | 30 | 993 |
| 81,6 | 30,45 | | | 0,6 | 51,08 | 082 212 | 94 954 600 | OPEL | 29 | 728 |
| 81,6 | 30,45 | | | 0,6 | 51,08 | 082 212 | 94 954 600 | SAAB | 2 | 854 |
| 81,6 | 30,45 | | | 0,6 | 51,08 | 082 212 | 94 954 600 | VAUXHALL | 29 | 993 |
| 82 | 27,55 | | | 3,8 | 50,3 | 082 218 | 40 407 600 | BMW | 5 | 179 |
| 82 | 27,88 | | | | 46,88 | 082 240 | 40 395 600 | BMW | 6 | 179 |
| 82 | 37,9 | -3,20 -4,40 | | | 66,9 | 082 222 | 99 753 600 | LADA | 7 | 447 |
| 82 | 37,9 | | 6,54 | | 65,9 | 082 138 | 93 672 600 | LADA | 6 | 447 |
| 82 | 46,5 | -0,50 | 17,5 | | 72,5 | 082 214 | 40 218 600 | ALFA ROMEO | 4 | 137 |
| 82 | 46,5 | -0,50 | 17,5 | | 72,5 | 082 214 | 40 218 600 | FIAT / IVECO | 11 | 314 |
| 82 | 46,5 | -0,50 | 17,5 | | 72,5 | 082 214 | 40 218 600 | LANCIA | 7 | 453 |
| 82 | 46,5 | -0,50 | 17,5 | | 72,5 | 082 214 | 40 218 600 | OPEL | 31 | 728 |
| 82 | 46,5 | -0,50 | 17,5 | | 72,5 | 082 214 | 40 218 600 | SAAB | 3 | 854 |
| 82 | 46,5 | -0,50 | 17,5 | | 72,5 | 082 214 | 40 218 600 | SUZUKI | 4 | 955 |
| 82 | 46,5 | -0,50 | 17,5 | | 72,5 | 082 214 | 40 218 600 | VAUXHALL | 31 | 993 |
| 82 | 46,5 | -1,00 -0,90 | 15,4 | | 73,5 | 082 278 | 40 660 600 | ALFA ROMEO | 5 | 137 |
| 82 | 46,5 | -1,00 -0,90 | 15,4 | | 73,5 | 082 278 | 40 660 600 | FIAT / IVECO | 13 | 314 |
| 82 | 46,5 | -1,00 -0,90 | 15,4 | | 73,5 | 082 278 | 40 660 600 | LANCIA | 8 | 453 |
| 82 | 46,5 | -1,00 -0,90 | 15,4 | | 73,5 | 082 278 | 40 660 600 | OPEL | 32 | 729 |
| 82 | 46,5 | -1,00 -0,90 | 15,4 | | 73,5 | 082 278 | 40 660 600 | SAAB | 4 | 854 |
| 82 | 46,5 | -1,00 -0,90 | 15,4 | | 73,5 | 082 278 | 40 660 600 | VAUXHALL | 32 | 994 |
| 82 | 46,63 | -0,80 | 15,6 | | 73,63 | 082 226 | 40 036 600 | ALFA ROMEO | 6 | 137 |
| 82 | 46,63 | -0,80 | 15,6 | | 73,63 | 082 226 | 40 036 600 | FIAT / IVECO | 12 | 314 |
| 82 | 47,25 | | 17,5 | | 73,25 | 082 210 | 94 966 600 | ALFA ROMEO | 3 | 136 |
| 82 | 47,25 | | 17,5 | | 73,25 | 082 210 | 94 966 600 | FIAT / IVECO | 10 | 313 |
| 82 | 47,25 | | 17,5 | | 73,25 | 082 210 | 94 966 600 | LANCIA | 6 | 453 |
| 82,07 | 24,84 | | 3 | | 48,84 | 082 206 | 40 046 600 | FORD | 17 | 366 |
| 82,2 | 47,8 | -0,60 -0,90 | 15,5 | | 74,8 | | 40 292 600 | TOYOTA | 6 | 973 |
| 82,5 | 29,6 | -3,00 | 6,2 | | 50,1 | 082 243 | 40 247 600 | AUDI | 41 | 169 |
| 82,5 | 29,6 | -3,00 | 6,2 | | 50,1 | 082 243 | 40 247 600 | SEAT | 41 | 907 |
| 82,5 | 29,6 | -3,00 | 6,2 | | 50,1 | 082 243 | 40 247 600 | SKODA | 31 | 928 |
| 82,5 | 29,6 | -3,00 | 6,2 | | 50,1 | 082 243 | 40 247 600 | VOLKSWAGEN | 63 | 1052 |
| 82,5 | 29,8 | | 6 | 4,75 | 55,98 | 082 236 | 40 251 600 | AUDI | 40 | 169 |
| 82,5 | 29,8 | | 6 | 4,75 | 55,98 | 082 236 | 40 251 600 | SEAT | 40 | 907 |
| 82,5 | 29,8 | | 6 | 4,75 | 55,98 | 082 236 | 40 251 600 | SKODA | 30 | 928 |
| 82,5 | 29,8 | | 6 | 4,75 | 55,98 | 082 236 | 40 251 600 | VOLKSWAGEN | 64 | 1053 |
| 82,5 | 29,8 | | | | 54,8 | 082 200 | 91 504 700 | AUDI | 35 | 167 |
| 82,5 | 29,8 | | | | 54,8 | 082 200 | 91 504 700 | VOLKSWAGEN | 60 | 1051 |
| 82,5 | 30,16 | | | 1,12 | 52,28 | 082 203 | 99 942 600 | AUDI | 39 | 168 |
| 82,5 | 30,16 | | | 1,12 | 52,28 | 082 203 | 99 942 600 | SKODA | 29 | 928 |
| 82,5 | 30,16 | | | 1,12 | 52,28 | 082 203 | 99 942 600 | VOLKSWAGEN | 62 | 1052 |
| 82,5 | 30,8 | | 4,6 | 0,7 | 57,5 | 082 200 | 91 532 600 | AUDI | 37 | 168 |
| 82,5 | 30,9 | | 5 | 0,9 | 63,8 | 082 182 | 91 128 600 | AUDI | 36 | 168 |
| 82,5 | 30,9 | | 5 | 0,9 | 63,8 | 082 182 | 91 128 600 | SEAT | 39 | 907 |
| 82,5 | 30,9 | | 5 | 0,9 | 63,8 | 082 182 | 91 128 600 | VOLKSWAGEN | 61 | 1052 |
| 82,5 | 32,2 | | 4,4 | 1,1 | 52,8 | 082 168 | 91 513 600 | AUDI | 34 | 167 |
| 82,5 | 33,5 | | 3 | 0,7 | 60,2 | 082 203 | 94 492 700 | AUDI | 38 | 168 |
| 82,5 | 44,95 | | 2,6 | | 72,95 | 082 187 | 90 858 600 | OPEL | 33 | 729 |
| 82,5 | 44,95 | | 2,6 | | 72,95 | 082 187 | 90 858 600 | VAUXHALL | 33 | 994 |
| 82,5 | 45,65 | | 1,5 | | 75,8 | 082 192 | 94 664 602 | FORD | 18 | 366 |
| 82,5 | 45,65 | | 12,47 | | 71,15 | 082 223 | 99 963 600 | FORD | 22 | 367 |
| 82,5 | 45,65 | | 14,05 | | 71,15 | 082 213 | 99 960 600 | FORD | 21 | 367 |
| 82,5 | 45,65 | | 16,1 | | 71,15 | 082 202 | 40 014 600 | FORD | 20 | 366 |
| 82,5 | 45,7 | | 1,6 | | 73,7 | 082 187 | 91 780 610 | FORD | 19 | 366 |
| 82,5 | 45,7 | | 1,6 | | 73,7 | 082 187 | 91 780 610 | MAZDA | 5 | 561 |
| 82,6 | 42,2 | | | 2,5 | 78,3 | 083 066 | 92 231 600 | FIAT / IVECO | 15 | 315 |
| 82,6 | 42,2 | | | 2,5 | 78,3 | 083 066 | 92 231 600 | LANCIA | 9 | 454 |
| 82,6 | 42,4 | | | 2,5 | 78,05 | 083 053 | 90 613 600 | FIAT / IVECO | 16 | 316 |
| 82,6 | 42,4 | | | 2,5 | 78,05 | 083 053 | 90 613 600 | LANCIA | 10 | 455 |



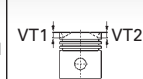






|  |  |  |  |  |  |  |  | | Pos |  | |
|---|---|---|---|---|---|---|---|------------|---------------|---|------|
| 82,7 | 29,75 | -1,00 | -1,00 | 1 | | 56,8 | | 40 021 600 | RENAULT | 21 | 802 |
| 82,7 | 30,25 | | | 2,65 | | 56,8 | | 40 355 600 | NISSAN | 11 | 703 |
| 82,7 | 30,25 | | | 2,65 | | 56,8 | | 40 355 600 | OPEL | 34 | 729 |
| 82,7 | 30,25 | | | 2,65 | | 56,8 | | 40 355 600 | RENAULT | 22 | 802 |
| 82,7 | 30,25 | | | 2,65 | | 56,8 | | 40 355 600 | VAUXHALL | 34 | 994 |
| 82,9 | 33 | | | 1 | | 63 | 083 051 | 93 827 600 | MERCEDES-BENZ | 3 | 606 |
| 83 | 28 | | | | 2,4 | 52,4 | 083 085 | 99 659 600 | VOLVO | 9 | 1073 |
| 83 | 28,35 | | | 1,45 | | 49,35 | 083 087 | 99 882 600 | MERCEDES-BENZ | 5 | 607 |
| 83 | 28,5 | | | | | 51 | 083 078 | 99 456 700 | FORD | 23 | 367 |
| 83 | 28,5 | | | | | 51 | 083 078 | 99 456 700 | MAZDA | 6 | 561 |
| 83 | 29 | | | | | 50 | 083 086 | 99 881 600 | MERCEDES-BENZ | 4 | 606 |
| 83 | 33,3 | -1,95 | -2,00 | 1 | | 56,3 | 083 098 | 94 742 700 | CITROEN | 17 | 205 |
| 83 | 33,3 | -1,95 | -2,00 | 1 | | 56,3 | 083 098 | 94 742 700 | PEUGEOT | 18 | 764 |
| 83 | 33,3 | | | 4,13 | | 53,3 | 083 095 | 94 351 700 | CITROEN | 16 | 204 |
| 83 | 33,3 | | | 4,13 | | 53,3 | 083 095 | 94 351 700 | FIAT / IVECO | 20 | 318 |
| 83 | 33,3 | | | 4,13 | | 53,3 | 083 095 | 94 351 700 | PEUGEOT | 19 | 764 |
| 83 | 37,5 | | | 2,1 | | 67,5 | 83V21 | 93 846 800 | CITROEN | 12 | 203 |
| 83 | 37,5 | | | 2,1 | | 67,5 | 83V21 | 93 846 800 | FIAT / IVECO | 19 | 318 |
| 83 | 37,5 | | | 2,1 | | 67,5 | 83V21 | 93 846 800 | PEUGEOT | 14 | 762 |
| 83 | 37,5 | | | 9 | | 67,5 | 083 091 | 90 382 700 | CITROEN | 15 | 204 |
| 83 | 37,5 | | | 9 | | 67,5 | 083 091 | 90 382 700 | PEUGEOT | 16 | 763 |
| 83 | 37,5 | | | | | 67,5 | 83V32 | 91 774 600 | CITROEN | 13 | 203 |
| 83 | 37,5 | | | | | 67,5 | 83V32 | 91 774 600 | PEUGEOT | 15 | 763 |
| 83 | 45,65 | | | 14,65 | | 71,65 | 083 092 | 40 095 600 | CHRYSLER | 1 | 192 |
| 83 | 45,65 | | | 14,65 | | 71,65 | 083 092 | 40 095 600 | MERCEDES-BENZ | 7 | 607 |
| 83 | 45,65 | | | 14,65 | | 71,65 | 083 092 | 40 096 600 | CHRYSLER | 1 | 192 |
| 83 | 45,65 | | | 14,65 | | 71,65 | 083 092 | 40 096 600 | MERCEDES-BENZ | 7 | 607 |
| 83 | 45,65 | | | 14,65 | | 71,65 | 083 092 | 99 941 600 | MERCEDES-BENZ | 6 | 607 |
| 83 | 45,65 | | | 14,65 | | 71,65 | 083 092 | 99 941 600 | SMART | 4 | 931 |
| 83 | 46,8 | | | 2,2 | | 84,3 | 083 031 | 93 648 700 | CITROEN | 18 | 205 |
| 83 | 46,8 | | | 2,2 | | 84,3 | 083 031 | 93 648 700 | FIAT / IVECO | 23 | 319 |
| 83 | 46,8 | | | 2,2 | | 84,3 | 083 031 | 93 648 700 | HYUNDAI | 1 | 398 |
| 83 | 46,8 | | | 2,2 | | 84,3 | 083 031 | 93 648 700 | LADA | 8 | 447 |
| 83 | 46,8 | | | 2,2 | | 84,3 | 083 031 | 93 648 700 | PEUGEOT | 20 | 764 |
| 83 | 46,8 | | | 2,2 | | 84,3 | 083 031 | 93 648 700 | ROVER | 6 | 848 |
| 83 | 46,8 | | | 2,2 | | 84,3 | 083 031 | 93 648 700 | SUZUKI | 5 | 956 |
| 83 | 46,8 | | | 2,2 | | 84,3 | 083 031 | 93 648 700 | TALBOT | 2 | 960 |
| 83 | 46,8 | | | 3,5 | | 79,3 | 083 059 | 94 786 700 | CITROEN | 19 | 206 |
| 83 | 46,8 | | | 3,5 | | 79,3 | 083 059 | 94 786 700 | FIAT / IVECO | 22 | 319 |
| 83 | 46,8 | | | 3,5 | | 79,3 | 083 059 | 94 786 700 | LADA | 9 | 448 |
| 83 | 46,8 | | | 3,5 | | 79,3 | 083 059 | 94 786 700 | PEUGEOT | 21 | 765 |
| 83 | 46,8 | | | 3,5 | | 79,3 | 083 059 | 94 786 700 | SUZUKI | 6 | 956 |
| 83 | 48 | -0,60 | | 1,8 | | 96 | 083 022 | 92 308 600 | NISSAN | 12 | 704 |
| 84 | 27,5 | | | | | 48,5 | 084 185 | 40 087 600 | BMW | 14 | 181 |
| 84 | 29,35 | | | | 1,3 | 49,6 | 084 201 | 40 420 600 | BMW | 16 | 182 |
| 84 | 29,5 | | | | | 50,5 | 084 189 | 40 085 600 | BMW | 15 | 181 |
| 84 | 29,8 | | | | | 50,8 | 084 167 | 40 086 600 | BMW | 13 | 181 |
| 84 | 31,65 | | | 3,03 | | 57,65 | 84L45 | 94 493 600 | BMW | 11 | 180 |
| 84 | 31,65 | | | 3,5 | | 52,95 | 084 160 | 92 213 630 | BMW | 9 | 180 |
| 84 | 31,65 | | | 5,2 | | 58 | 084 139 | 90 920 600 | BMW | 8 | 180 |
| 84 | 32,7 | -3,01 | -3,24 | | | 52,7 | 084 224 | 40 303 600 | BMW | 12 | 181 |
| 84 | 34,15 | | | 7,5 | | 59,15 | 084 123 | 94 646 630 | BMW | 7 | 180 |
| 84 | 37,8 | | | | | 70,25 | 084 083 | 92 409 700 | CITROEN | 20 | 206 |
| 84 | 37,8 | | | | | 70,25 | 084 083 | 92 409 700 | FIAT / IVECO | 24 | 320 |
| 84 | 37,8 | | | | | 70,25 | 084 083 | 92 409 700 | PEUGEOT | 23 | 766 |
| 84 | 38,2 | | | 4,01 | | 63,2 | 084 137 | 90 565 620 | BMW | 10 | 180 |
| 84 | 45,8 | | | 14,9 | | 70,8 | 084 177 | 94 834 700 | OPEL | 35 | 730 |
| 84 | 45,8 | | | 14,9 | | 70,8 | 084 177 | 94 834 700 | VAUXHALL | 35 | 995 |
| 84 | 47,7 | -1,60 | | 1,6 | | 87,7 | | 40 253 600 | PERKINS | 2 | 740 |
| 84 | 47,916 | | | 14,9 | | 76 | 084 196 | 40 262 600 | NISSAN | 13 | 704 |
| 84 | 47,916 | | | 14,9 | | 76 | 084 196 | 40 262 600 | OPEL | 36 | 730 |
| 84 | 47,916 | | | 14,9 | | 76 | 084 196 | 40 262 600 | RENAULT | 23 | 803 |
| 84 | 47,916 | | | 14,9 | | 76 | 084 196 | 40 262 600 | VAUXHALL | 36 | 995 |
| 84,14 | 45,7 | | | | | 70,7 | 084 054 | 91 345 610 | VOLVO | 10 | 1073 |
| 84,45 | 47,94 | | | 17,4 | | 78,94 | 084 162 | 99 418 600 | ROVER | 8 | 849 |



| | | | | | | | | | Pos | |
|-------|--------|-------------|------|------|--------|---------|------------|---------------|-----|------|
| 84,45 | 47,97 | | 17 | | 76,97 | 084 157 | 94 401 600 | HONDA | 3 | 395 |
| 84,45 | 47,97 | | 17 | | 76,97 | 084 157 | 94 401 600 | ROVER | 7 | 848 |
| 85 | 29 | -3,70 | | 0,15 | 51,15 | 085 | 40 273 600 | CITROEN | 22 | 207 |
| 85 | 29 | -3,70 | | 0,15 | 51,15 | 085 | 40 273 600 | PEUGEOT | 25 | 766 |
| 85 | 29 | | 0,7 | | 51 | 085 214 | 40 309 600 | CITROEN | 21 | 206 |
| 85 | 29 | | 0,7 | | 51 | 085 214 | 40 309 600 | FIAT / IVECO | 25 | 320 |
| 85 | 29 | | 0,7 | | 51 | 085 214 | 40 309 600 | LANCIA | 12 | 456 |
| 85 | 29 | | 0,7 | | 51 | 085 214 | 40 309 600 | PEUGEOT | 24 | 766 |
| 85 | 30,4 | | 4 | | 53,9 | 085 181 | 94 895 600 | BMW | 18 | 182 |
| 85 | 30,4 | | 5 | | 53,9 | 085 170 | 94 398 600 | BMW | 17 | 182 |
| 85 | 33,3 | | | | 59 | 085 180 | 40 072 600 | KOMPRESSOR | 5 | 436 |
| 85 | 33,3 | | | | 59 | 085 180 | 40 072 600 | MERCEDES-BENZ | 8 | 607 |
| 85 | 33,3 | | | | 59 | 085 180 | 94 294 600 | KOMPRESSOR | 5 | 437 |
| 85 | 33,3 | | | | 59 | 085 180 | 94 294 600 | MERCEDES-BENZ | 8 | 608 |
| 85 | 43,5 | | | | 80 | | 40 206 610 | KUBOTA | 4 | 442 |
| 85 | 43,5 | | | | 80 | | 40 223 600 | KUBOTA | 4 | 443 |
| 85 | 44,8 | | 2,7 | | 74,8 | 085 161 | 90 686 600 | CITROEN | 23 | 207 |
| 85 | 44,8 | | 2,7 | | 74,8 | 085 161 | 90 686 600 | FIAT / IVECO | 26 | 320 |
| 85 | 44,8 | | 2,7 | | 74,8 | 085 161 | 90 686 600 | PEUGEOT | 26 | 766 |
| 85 | 44,95 | | 2,7 | | 74,8 | 085 161 | 94 643 600 | CITROEN | 24 | 207 |
| 85 | 44,95 | | 2,7 | | 74,8 | 085 161 | 94 643 600 | FIAT / IVECO | 27 | 321 |
| 85 | 44,95 | | 2,7 | | 74,8 | 085 161 | 94 643 600 | LANCIA | 13 | 456 |
| 85 | 44,95 | | 2,7 | | 74,8 | 085 161 | 94 643 600 | PEUGEOT | 27 | 767 |
| 85 | 46,705 | -0,52 | 15,4 | | 80,705 | 085 190 | 99 700 600 | CITROEN | 28 | 209 |
| 85 | 46,705 | -0,52 | 15,4 | | 80,705 | 085 190 | 99 700 600 | FIAT / IVECO | 30 | 322 |
| 85 | 46,705 | -0,52 | 15,4 | | 80,705 | 085 190 | 99 700 600 | FORD | 24 | 367 |
| 85 | 46,705 | -0,52 | 15,4 | | 80,705 | 085 190 | 99 700 600 | LANCIA | 16 | 457 |
| 85 | 46,705 | -0,52 | 15,4 | | 80,705 | 085 190 | 99 700 600 | PEUGEOT | 31 | 768 |
| 85 | 46,705 | -0,52 | 15,4 | | 80,705 | 085 190 | 99 700 600 | VOLVO | 11 | 1073 |
| 85 | 46,75 | -1,00 -1,00 | 18,3 | | 80,75 | 085 171 | 99 879 601 | CITROEN | 25 | 208 |
| 85 | 46,75 | -1,00 -1,00 | 18,3 | | 80,75 | 085 171 | 99 879 601 | FIAT / IVECO | 28 | 321 |
| 85 | 46,75 | -1,00 -1,00 | 18,3 | | 80,75 | 085 171 | 99 879 601 | LADA | 10 | 448 |
| 85 | 46,75 | -1,00 -1,00 | 18,3 | | 80,75 | 085 171 | 99 879 601 | LANCIA | 14 | 456 |
| 85 | 46,75 | -1,00 -1,00 | 18,3 | | 80,75 | 085 171 | 99 879 601 | PEUGEOT | 28 | 767 |
| 85 | 46,75 | -1,00 -1,00 | 18,3 | | 80,75 | 085 171 | 99 879 601 | SUZUKI | 7 | 957 |
| 85 | 46,8 | | 1,3 | | 78,3 | | 94 807 600 | NISSAN | 15 | 704 |
| 85 | 47,88 | | 16,2 | | 76 | 085 209 | 97 504 600 | NISSAN | 16 | 705 |
| 85 | 47,88 | | 16,2 | | 76 | 085 209 | 97 504 600 | OPEL | 37 | 730 |
| 85 | 47,88 | | 16,2 | | 76 | 085 209 | 97 504 600 | RENAULT | 24 | 803 |
| 85 | 47,88 | | 16,2 | | 76 | 085 209 | 97 504 600 | VAUXHALL | 37 | 995 |
| 85 | 48,7 | -0,50 -0,50 | 18 | | 77,7 | 085 218 | 40 406 600 | CITROEN | 26 | 208 |
| 85 | 48,7 | -0,50 -0,50 | 18 | | 77,7 | 085 218 | 40 406 600 | FIAT / IVECO | 29 | 322 |
| 85 | 48,7 | -0,50 -0,50 | 18 | | 77,7 | 085 218 | 40 406 600 | LANCIA | 15 | 457 |
| 85 | 48,7 | -0,50 -0,50 | 18 | | 77,7 | 085 218 | 40 406 600 | PEUGEOT | 29 | 768 |
| 85 | 48,7 | -1,20 -1,20 | 17,7 | | 77,7 | 085 217 | 40 405 600 | CITROEN | 27 | 209 |
| 85 | 48,7 | -1,20 -1,20 | 17,7 | | 77,7 | 085 217 | 40 405 600 | PEUGEOT | 30 | 768 |
| 85 | 55 | | 17 | | 95 | 85V76 | 91 786 620 | HATZ | 1 | 388 |
| 85,3 | 30,1 | | | 6 | 61,1 | 85L83 | 94 520 600 | MERCEDES-BENZ | 9 | 608 |
| 85,5 | 35,2 | | 3,3 | | 56,2 | 085 177 | 94 629 601 | PORSCHE | 1 | 780 |
| 85,5 | 39,4 | | 3 | | 82,4 | 085 114 | 93 293 601 | VOLKSWAGEN | 67 | 1053 |
| 85,5 | 39,4 | | 7 | | 82,4 | 085 110 | 91 320 705 | VOLKSWAGEN | 69 | 1054 |
| 85,5 | 39,4 | | | | 82,4 | 085 107 | 91 322 701 | VOLKSWAGEN | 68 | 1054 |
| 86 | 26,75 | | 0,61 | | 48,9 | 086 144 | 94 912 600 | CHEVROLET | 1 | 189 |
| 86 | 26,75 | | 0,61 | | 48,9 | 086 144 | 94 912 600 | OPEL | 45 | 732 |
| 86 | 26,75 | | 0,61 | | 48,9 | 086 144 | 94 912 600 | VAUXHALL | 45 | 997 |
| 86 | 27,6 | | | 2,4 | 55 | 086 145 | 97 359 700 | OPEL | 44 | 732 |
| 86 | 27,6 | | | 2,4 | 55 | 086 145 | 97 359 700 | SUBARU | 2 | 952 |
| 86 | 27,6 | | | 2,4 | 55 | 086 145 | 97 359 700 | VAUXHALL | 44 | 997 |
| 86 | 30 | | 7,1 | | 50 | 086 714 | 97 333 605 | ISUZU | 4 | 413 |
| 86 | 30,4 | | 3,16 | | 55,4 | 086 716 | 97 332 600 | OPEL | 41 | 731 |
| 86 | 30,4 | | 3,16 | | 55,4 | 086 716 | 97 332 600 | VAUXHALL | 41 | 996 |
| 86 | 30,4 | | 5 | | 55,4 | 086 103 | 90 245 600 | OPEL | 38 | 731 |
| 86 | 30,4 | | 5 | | 55,4 | 086 103 | 90 245 600 | VAUXHALL | 39 | 996 |
| 86 | 30,4 | | 5 | | 55,4 | 086 103 | 92 123 600 | DAEWOO | 1 | 225 |
| 86 | 30,4 | | 5 | | 55,4 | 086 103 | 92 123 600 | OPEL | 39 | 731 |



|  |  |  |  |  |  |  |  |  |  | |
|---|---|---|---|---|---|---|---|---|---|------|
| 86 | 30,4 | | 5 | | 55,4 | 086 103 | 92 123 600 | VAUXHALL | 38 | 996 |
| 86 | 30,4 | | 6,5 | | 55,4 | 086 713 | 97 363 600 | DAEWOO | 2 | 225 |
| 86 | 30,4 | | 6,5 | | 55,4 | 086 713 | 97 363 600 | OPEL | 43 | 732 |
| 86 | 30,4 | | 6,5 | | 55,4 | 086 713 | 97 363 600 | VAUXHALL | 43 | 997 |
| 86 | 30,43 | -1,93 | 0,85 | | 55,43 | 086 147 | 91 023 700 | LADA | 11 | 449 |
| 86 | 30,43 | -1,93 | 0,85 | | 55,43 | 086 147 | 91 023 700 | OPEL | 40 | 731 |
| 86 | 30,43 | -1,93 | 0,85 | | 55,43 | 086 147 | 91 023 700 | VAUXHALL | 40 | 996 |
| 86 | 30,45 | | 1,97 | | 50,45 | 086 147 | 99 695 600 | OPEL | 42 | 731 |
| 86 | 30,45 | | 1,97 | | 50,45 | 086 147 | 99 695 600 | VAUXHALL | 42 | 996 |
| 86 | 32,27 | | 1,2 | | 62,27 | 086 100 | 99 380 601 | FORD | 26 | 368 |
| 86 | 32,27 | | | | 62,27 | 086 100 | 90 028 601 | FORD | 25 | 368 |
| 86 | 33,8 | | 4,3 | | 53,8 | 086 166 | 94 673 700 | CITROEN | 29 | 209 |
| 86 | 33,8 | | 4,3 | | 53,8 | 086 166 | 94 673 700 | FIAT / IVECO | 31 | 322 |
| 86 | 33,8 | | 4,3 | | 53,8 | 086 166 | 94 673 700 | LANCIA | 17 | 457 |
| 86 | 33,8 | | 4,3 | | 53,8 | 086 166 | 94 673 700 | PEUGEOT | 32 | 769 |
| 86 | 35,5 | | 4,5 | | 68,5 | | 40 068 610 | DAIHATSU | 1 | 243 |
| 86 | 35,5 | | 4,5 | | 68,5 | | 40 068 610 | TOYOTA | 7 | 973 |
| 86 | 36,5 | -3,30 -5,00 | 6,7 | | 71,5 | 086 004 | 97 616 600 | MAZDA | 7 | 561 |
| 86 | 42 | | | 1,68 | 75,68 | 086 050 | 92 594 620 | MERCEDES-BENZ | 11 | 608 |
| 86 | 42,65 | -3,80 | | 14,34 | 89,04 | 086 076 | 93 582 600 | MERCEDES-BENZ | 10 | 608 |
| 86 | 43,42 | | 15,8 | | 69,82 | 086 205 | 41 072 620 | CITROEN | 30 | 209 |
| 86 | 43,42 | | 15,8 | | 69,82 | 086 205 | 41 072 620 | FIAT / IVECO | 32 | 323 |
| 86 | 43,42 | | 15,8 | | 69,82 | 086 205 | 41 072 620 | FORD | 30 | 369 |
| 86 | 43,42 | | 15,8 | | 69,82 | 086 205 | 41 072 620 | PEUGEOT | 33 | 769 |
| 86 | 47,2 | | 1,5 | | 86,2 | | 94 372 700 | FORD | 27 | 368 |
| 86 | 47,2 | | 1,5 | | 86,2 | | 94 372 700 | KIA | 1 | 429 |
| 86 | 47,2 | | 1,5 | | 86,2 | | 94 372 700 | MAZDA | 8 | 561 |
| 86 | 47,58 | | 16,5 | | 74 | 086 186 | 40 173 600 | FORD | 28 | 368 |
| 86 | 47,7 | | 15,2 | | 74,1 | 086 187 | 40 174 600 | FORD | 29 | 369 |
| 86 | 47,7 | | 15,2 | | 74,1 | 086 187 | 40 174 600 | JAGUAR | 1 | 418 |
| 86 | 50,99 | | 4 | | 93 | 086 122 | 90 436 600 | CHRYSLER | 2 | 192 |
| 86 | 50,99 | | 4 | | 93 | 086 122 | 90 436 600 | RENAULT | 27 | 804 |
| 86 | 51 | | 4 | | 92,9 | 086 094 | 93 523 700 | CHRYSLER | 3 | 193 |
| 86 | 51 | | 4 | | 92,9 | 086 094 | 93 523 700 | RENAULT | 25 | 803 |
| 86,4 | 33,3 | | 2,3 | | 72,8 | | 92 317 700 | CITROEN | 31 | 209 |
| 86,4 | 33,3 | | 2,3 | | 72,8 | | 92 317 700 | FIAT / IVECO | 33 | 323 |
| 86,4 | 33,3 | | 2,3 | | 72,8 | | 92 317 700 | PEUGEOT | 34 | 769 |
| 87 | 39,4 | | | | 82,4 | 085 107 | 91 322 731 | VOLKSWAGEN | 70 | 1054 |
| 87 | 44,65 | -1,05 | 9,05 | | 74,65 | 087 068 | 94 674 600 | MERCEDES-BENZ | 17 | 610 |
| 87 | 44,85 | -1,05 | 9,05 | | 74,85 | 087 068 | 94 330 600 | MERCEDES-BENZ | 17 | 610 |
| 87 | 44,85 | | | | 74,85 | 087 069 | 90 016 600 | MERCEDES-BENZ | 19 | 611 |
| 87 | 44,87 | -2,40 -1,40 | 4,6 | 1,3 | 76,22 | 087 088 | 94 820 700 | MERCEDES-BENZ | 21 | 612 |
| 87 | 44,87 | -2,40 -1,40 | 4,6 | 1,3 | 76,22 | 087 088 | 94 820 700 | STEYR | 3 | 943 |
| 87 | 44,9 | -2,26 -2,41 | 4,6 | 1,32 | 76,22 | 087 096 | 94 819 700 | MERCEDES-BENZ | 20 | 611 |
| 87 | 48,25 | -1,10 | 6,35 | | 89,65 | 087 050 | 92 792 600 | HANOMAG | 1 | 382 |
| 87 | 48,25 | -1,10 | 6,35 | | 89,65 | 087 050 | 92 792 600 | MERCEDES-BENZ | 14 | 609 |
| 87 | 48,25 | -1,10 | 6,35 | | 89,65 | 087 050 | 92 792 600 | SEAT | 46 | 908 |
| 87 | 52,4 | | | | 84,4 | 087 031 | 91 430 600 | MERCEDES-BENZ | 12 | 608 |
| 87 | 52,9 | -1,00 | 6,15 | | 91,4 | 087 053 | 93 343 600 | MERCEDES-BENZ | 15 | 609 |
| 87 | 52,9 | -1,00 | 6,15 | | 91,4 | 087 053 | 93 343 600 | SEAT | 45 | 908 |
| 87 | 52,9 | -1,20 | 9,06 | | 91,4 | 087 054 | 93 309 600 | MERCEDES-BENZ | 16 | 609 |
| 87 | 52,9 | -1,20 | 9,06 | | 91,4 | 087 054 | 93 309 600 | SEAT | 44 | 908 |
| 87 | 54,53 | | 15 | | 84,2 | 087 102 | 99 551 600 | RENAULT | 29 | 805 |
| 87 | 54,53 | | 17,5 | | 84,2 | 087 082 | 99 469 600 | NISSAN | 18 | 705 |
| 87 | 54,53 | | 17,5 | | 84,2 | 087 082 | 99 469 600 | OPEL | 47 | 732 |
| 87 | 54,53 | | 17,5 | | 84,2 | 087 082 | 99 469 600 | RENAULT | 28 | 805 |
| 87 | 54,53 | | 17,5 | | 84,2 | 087 082 | 99 469 600 | VAUXHALL | 46 | 997 |
| 87 | 54,53 | | 17,5 | | 84,2 | 087 093 | 99 433 600 | RENAULT | 30 | 805 |
| 87,1 | 32,5 | | 4,8 | | 63 | | 40 065 610 | TOYOTA | 8 | 973 |
| 87,5 | 28,5 | | 0,35 | | 51 | 087 086 | 99 457 600 | FORD | 31 | 369 |
| 87,5 | 28,5 | | 0,35 | | 51 | 087 086 | 99 457 600 | MAZDA | 9 | 561 |
| 87,5 | 28,5 | | 0,35 | | 51 | 087 086 | 99 457 600 | VOLVO | 12 | 1073 |
| 88 | 31 | | | | 65 | 088 066 | 94 070 700 | KNORR-BREMSE | 2 | 431 |
| 88 | 31 | | | | 65 | 088 066 | 94 070 700 | KOMPRESSOR | 6 | 437 |
| 88 | 31,5 | | | | 65,5 | 088 070 | 40 189 600 | KNORR-BREMSE | 3 | 431 |

|  |  |  |  |  |  |  |  | | Pos |  | |
|---|---|---|---|---|---|---|--|------------|----------------------|---|----------|
| 88 | 31,5 | | | | | 65,5 | 088 070 | 40 189 600 | KOMPRESSOR | 7 | 437 |
| 88 | 40,5 | | | | | 1,55 | 68,6 | 088 046 | CITROEN | 32 | 210 |
| 88 | 40,5 | | | | | 1,55 | 68,6 | 088 046 | PEUGEOT | 36 | 769 |
| 88 | 40,5 | | | | | 1,55 | 68,6 | 088 046 | RENAULT | 31 | 805 |
| 88 | 40,5 | | | | | | 67,05 | 088 046 | PEUGEOT | 37 | 770 |
| 88 | 40,5 | | | | | | 67,05 | 088 046 | RENAULT | 32 | 806 |
| 88 | 42,3 | -2,30 | -1,90 | 14,1 | | | 72,3 | 088 705 | MERCEDES-BENZ | 23 | 613 |
| 88 | 42,3 | | | 13,9 | | | 72,3 | 088 700 | MERCEDES-BENZ | 22 | 612 |
| 88 | 44,3 | | | 13,8 | | | 74,3 | 088 129 | MERCEDES-BENZ | 25 | 613 |
| 88 | 57 | | | 13,75 | | | 84 | 088 122 | FIAT / IVECO | 36 | 324 |
| 88 | 57 | | | 18,1 | | | 84 | 088 122 | FIAT / IVECO | 35 | 323 |
| 88 | 58,7 | | | 2 | | | 95,35 | 088 028 | FORD | 32 | 369 |
| 88 | 58,7 | | | 2 | | | 95,35 | 088 028 | PEUGEOT | 38 | 770 |
| 88,5 | 32,4 | -1,60 | -2,30 | | | | 66 | 088 074 | MERCEDES-BENZ | 28 | 614 |
| 88,5 | 33 | | | 0,8 | | | 66 | 088 074 | MERCEDES-BENZ | 29 | 614 |
| 88,5 | 33 | | | 2,7 | | | 66 | 088 074 | MERCEDES-BENZ | 26 | 614 |
| 88,9 | 39,7 | | | 0,4 | | | 67,7 | 089 114 | VOLVO | 13 | 1073 |
| 88,9 | 50,9 | | | | | | 99 | 089 095 | IHC-CASE (CNH) | 3 | 403 |
| 88,925 | 57,3 | | | | | | 108,1 | 089 014 | MASSEY-FERGUSON | 1 | 549 |
| 88,925 | 57,3 | | | | | | 108,1 | 089 014 | PERKINS | 3 | 740 |
| 88,925 | 57,3 | | | | | | 108,1 | 089 014 | RENAULT TRUCKS (RVI) | 1 | 824 |
| 89 | 33 | | | | | | 59 | 089 126 | MERCEDES-BENZ | 34 | 616 |
| 89 | 42,9 | | | 2,4 | | | 80,9 | 089 115 | MERCEDES-BENZ | 32 | 615 |
| 89 | 43,2 | -1,00 | | | | | 83,2 | 089 078 | MERCEDES-BENZ | 30 | 615 |
| 89 | 43,2 | -1,40 | -1,70 | | | | 81,2 | 089 102 | MERCEDES-BENZ | 33 | 616 |
| 89 | 43,55 | -2,36 | -2,21 | 4,55 | | | 73,55 | 089 213 | MERCEDES-BENZ | 37 | 618 |
| 89 | 44,45 | -1,05 | -1,25 | 9,05 | | | 74,65 | 089 140 | MERCEDES-BENZ | 35 | 617 |
| 89 | 44,45 | -1,05 | -1,25 | 9,05 | | | 74,65 | 089 140 | SSANGYONG | 2 | 934 |
| 89 | 44,65 | -1,05 | -1,25 | 9,05 | | | 74,65 | 089 140 | MERCEDES-BENZ | 35 | 617 |
| 89 | 44,65 | -1,05 | -1,25 | 9,05 | | | 74,65 | 089 140 | SSANGYONG | 2 | 934 |
| 89 | 44,75 | -0,30 | -0,60 | 16,73 | | | 71,25 | 089 167 | MERCEDES-BENZ | 36 | 617 |
| 89 | 44,75 | -0,30 | -0,60 | 16,73 | | | 71,25 | 089 167 | SSANGYONG | 3 | 934 |
| 89 | 47,1 | | | | | 4,5 | 83,6 | 089 101 | BMW | 19 | 182 |
| 89 | 53,03 | | | 17,85 | | | 83,09 | 089 168 | NISSAN | 20 | 706 |
| 89 | 53,03 | | | 17,85 | | | 83,09 | 089 168 | OPEL | 49 | 733 |
| 89 | 53,03 | | | 17,85 | | | 83,09 | 089 168 | RENAULT | 34 | 806 |
| 89 | 53,03 | | | 17,85 | | | 83,09 | 089 168 | VAUXHALL | 47 | 998 |
| 89 | 53,075 | | | 16,13 | | | 83,09 | 089 168 | NISSAN | 21 | 706 |
| 89 | 53,075 | | | 16,13 | | | 83,09 | 089 168 | OPEL | 50 | 733 |
| 89 | 53,075 | | | 16,13 | | | 83,09 | 089 168 | RENAULT | 35 | 806 |
| 89 | 53,075 | | | 16,13 | | | 83,09 | 089 168 | VAUXHALL | 48 | 998 |
| 89 | 53,075 | | | 16,13 | | | 83,09 | 089 199 | OPEL | 51 | 733 |
| 89 | 53,075 | | | 16,13 | | | 83,09 | 089 199 | RENAULT | 36 | 807 |
| 89 | 53,075 | | | 16,13 | | | 83,09 | 089 199 | VAUXHALL | 49 | 998 |
| 89,9 | 31,1 | | | 1,2 | | | 54,6 | 089 146 | CHRYSLER | 4 | 193 |
| 89,9 | 31,1 | | | 1,2 | | | 54,6 | 089 146 | DAEWOO | 3 | 225 |
| 89,9 | 31,1 | | | 1,2 | | | 54,6 | 089 146 | MERCEDES-BENZ | 38 | 618 |
| 89,9 | 31,1 | | | 1,2 | | | 54,6 | 089 146 | SSANGYONG | 4 | 935 |
| 89,9 | 53,5 | | | 15,62 | | | 80,5 | 090 278 | FORD | 35 | 370 |
| 89,9 | 53,5 | | | 16,3 | | | 80,5 | 090 278 | FORD | 35/36 | 370, 370 |
| 89,9 | 53,5 | | | 17,24 | | | 80,5 | 090 278 | FORD | 34 | 370 |
| 89,9 | 53,54 | | | 17 | | | 80,5 | 090 277 | FORD | 33 | 370 |
| 90 | 32 | | | | | | 62 | 090 220 | KOMPRESSOR | 10 | 438 |
| 90 | 32 | | | | | | 62 | 090 220 | MERCEDES-BENZ | 40 | 619 |
| 90 | 32 | | | | | | 62 | 090 220 | WESTINGHOUSE | 4 | 1124 |
| 90 | 35 | | | | | | 57,5 | 090 212 | KOMPRESSOR | 9 | 438 |
| 90 | 35 | | | | | | 57,5 | 090 212 | MERCEDES-BENZ | 39 | 618 |
| 90 | 35 | | | | | | 57,5 | 090 212 | KOMPRESSOR | 8 | 437 |
| 90 | 35 | | | | | | 57,5 | 090 212 | MAN | 1 | 485 |
| 90 | 36,9 | | | | | | 59,4 | 090 212 | KOMPRESSOR | 11 | 438 |
| 90 | 36,9 | | | | | | 59,4 | 090 212 | MERCEDES-BENZ | 41 | 619 |
| 90 | 44,95 | -1,10 | | 14,7 | | | 68,5 | 090 282 | HATZ | 3 | 388 |
| 90 | 44,95 | | | 14 | | | 68,5 | 090 282 | HATZ | 3 | 388 |
| 90 | 44,95 | | | 14,7 | | | 68,5 | 090 282 | HATZ | 3 | 388 |

|  |  |  |  |  |  |  |  | | Pos |  |
|---|---|---|---|---|---|---|--|-----------------|------------|---|
| 90 | 53,5 | | 8,8 | | 103,5 | 090 106 | 91 482 600 | HATZ | 2 | 388 |
| 90 | 57,2 | | 2 | | 96,35 | 090 120 | 92 721 600 | FORD | 37 | 371 |
| 90 | 57,2 | | 2 | | 96,35 | 090 120 | 92 721 600 | OPEL | 52 | 733 |
| 90 | 57,2 | | 2 | | 96,35 | 090 120 | 92 721 600 | PEUGEOT | 39 | 770 |
| 90 | 60 | | 2,6 | | 113 | 090 095 | 91 007 600 | MWM | 1 | 685 |
| 90,475 | 55,4 | | 18,4 | | 91,9 | 090 241 | 92 253 600 | ROVER | 10 | 850 |
| 90,475 | 55,4 | | 18,4 | | 91,9 | 090 241 | 94 502 620 | ROVER | 10 | 850 |
| 90,475 | 55,4 | | 18,85 | | 91,9 | 090 270 | 90 624 600 | ROVER | 9 | 849 |
| 90,83 | 40,25 | | | | 78,25 | 091 005 | 92 282 613 | FORD | 39 | 371 |
| 90,83 | 41,55 | | | | 69,55 | 091 005 | 90 606 600 | FORD | 38 | 371 |
| 90,9 | 30 | | 1,1 | | 55 | 091 041 | 94 953 600 | MERCEDES-BENZ | 42 | 619 |
| 90,9 | 30 | | | 2,9 | 57,9 | 091 040 | 94 952 600 | DAEWOO | 4 | 225 |
| 90,9 | 30 | | | 2,9 | 57,9 | 091 040 | 94 952 600 | MERCEDES-BENZ | 43 | 619 |
| 90,9 | 30 | | | 2,9 | 57,9 | 091 040 | 94 952 600 | SSANGYONG | 5 | 935 |
| 90,9 | 48,35 | -1,05 | 6,27 | | 81,85 | 091 025 | 92 800 600 | MERCEDES-BENZ | 44 | 620 |
| 90,9 | 48,35 | -1,05 | 6,27 | | 81,85 | 091 025 | 92 800 600 | STEYR | 4 | 943 |
| 90,9 | 48,35 | -1,15 | 8,85 | | 81,85 | 091 025 | 93 444 600 | MERCEDES-BENZ | 46 | 620 |
| 90,9 | 48,35 | -1,15 | 8,85 | | 81,85 | 091 025 | 93 444 600 | STEYR | 5 | 943 |
| 91 | 51,6 | | 18,8 | | 81,6 | 091 053 | 40 101 600 | DEUTZ | 1 | 251 |
| 91 | 51,7 | | 19 | | 81,65 | 091 052 | 40 073 600 | DEUTZ | 4 | 252 |
| 91 | 55,17 | | 18,2 | | 85,6 | 091 033 | 99 516 600 | DEUTZ | 3 | 251 |
| 91 | 55,17 | | 18,2 | | 85,6 | 091 033 | 99 516 600 | VOLVO-BM | 1 | 1104 |
| 91 | 55,17 | | 19,81 | | 86,27 | 091 034 | 91 260 600 | DEUTZ | 2 | 251 |
| 91,1 | 48,7 | -2,30 -2,60 | 3 | | 88,7 | 091 043 | 94 374 700 | MITSUBISHI | 4 | 676 |
| 91,1 | 48,7 | -2,30 -2,70 | 2,5 | | 88,7 | 091 046 | 94 751 600 | MITSUBISHI | 3 | 675 |
| 91,1 | 48,7 | | 1,6 | | 88,7 | | 40 058 600 | MITSUBISHI | 5 | 676 |
| 91,1 | 48,7 | | 1,6 | | 88,7 | | 40 059 600 | MITSUBISHI | 5 | 676 |
| 91,48 | 57,25 | | | | 108 | 091 028 | 91 130 600 | FIAT / IVECO | 37 | 324 |
| 91,48 | 57,25 | | | | 108 | 091 028 | 91 130 600 | MASSEY-FERGUSON | 2 | 549 |
| 91,48 | 57,25 | | | | 108 | 091 028 | 91 130 600 | PERKINS | 5 | 741 |
| 91,48 | 57,25 | | | | 108 | 091 028 | 91 130 600 | VOLVO-BM | 2 | 1104 |
| 91,48 | 57,25 | | | | 108 | 091 028 | 91 130 700 | FIAT / IVECO | 37 | 324 |
| 91,48 | 57,25 | | | | 108 | 091 028 | 91 130 700 | MASSEY-FERGUSON | 2 | 549 |
| 91,48 | 57,25 | | | | 108 | 091 028 | 91 130 700 | PERKINS | 5 | 742 |
| 91,48 | 57,25 | | | | 108 | 091 028 | 91 130 700 | VOLVO-BM | 2 | 1104 |
| 91,48 | 61,63 | | 18,89 | | 109,23 | 091 015 | 93 961 700 | PERKINS | 7 | 742 |
| 91,48 | 61,77 | | 18,57 | | 109,37 | 91015 | 99 614 600 | FIAT / IVECO | 38 | 325 |
| 91,48 | 61,77 | | 18,57 | | 109,37 | 91015 | 99 614 600 | MASSEY-FERGUSON | 3 | 550 |
| 91,48 | 61,77 | | 18,57 | | 109,37 | 91015 | 99 614 600 | PERKINS | 4 | 741 |
| 91,48 | 61,9 | | 18,57 | | 109,5 | 091 015 | 92 772 600 | FIAT / IVECO | 38 | 325 |
| 91,48 | 61,9 | | 18,57 | | 109,5 | 091 015 | 92 772 600 | MASSEY-FERGUSON | 3 | 550 |
| 91,48 | 61,9 | | 18,57 | | 109,5 | 091 015 | 92 772 600 | PERKINS | 4 | 741 |
| 92 | 38 | -3,20 -4,70 | | | 70 | 092 165 | 40 075 600 | VOLGA | 1 | 1006 |
| 92 | 44,3 | | 1,5 | | 80,3 | | 94 756 600 | TOYOTA | 11 | 974 |
| 92 | 44,3 | | 1,5 | | 80,3 | | 94 756 600 | VOLKSWAGEN | 72 | 1055 |
| 92 | 46 | | 2,1 | | 71 | 092 075 | 92 776 600 | VOLVO | 14 | 1074 |
| 92 | 49,2 | | 2,3 | | 86,2 | | 94 758 600 | TOYOTA | 10 | 974 |
| 92 | 49,25 | | 1,5 | | 86,15 | | 90 739 700 | TOYOTA | 9 | 973 |
| 92 | 49,47 | | 2,3 | | 82 | 092140 B1 HS RI | 91 313 710 | CITROEN | 34 | 210 |
| 92 | 49,47 | | 2,3 | | 82 | 092140 B1 HS RI | 91 313 710 | DAF | 2 | 231 |
| 92 | 49,47 | | 2,3 | | 82 | 092140 B1 HS RI | 91 313 710 | FIAT / IVECO | 39 | 325 |
| 92 | 49,47 | | 2,3 | | 82 | 092140 B1 HS RI | 91 313 710 | PEUGEOT | 41 | 771 |
| 92 | 49,9 | | 3 | | 80 | 092 175 | 40 039 600 | CITROEN | 35 | 210 |
| 92 | 49,9 | | 3 | | 80 | 092 175 | 40 039 600 | PEUGEOT | 40 | 771 |
| 92 | 51,2 | | 3,7 | | 86 | 092 149 | 92 286 700 | ALFA ROMEO | 10 | 138 |
| 92 | 51,2 | | 3,7 | | 86 | 092 149 | 92 286 700 | FORD | 40 | 372 |
| 92 | 51,2 | | 3,7 | | 86 | 092 149 | 92 286 700 | MASSEY-FERGUSON | 5 | 550 |
| 92 | 51,2 | | 3,7 | | 86 | 092 149 | 92 286 700 | ROVER | 14 | 851 |
| 92 | 51,2 | | 3,7 | | 86 | 092 149 | 92 286 700 | VM | 2 | 1003 |
| 92 | 53,65 | | 2,3 | | 86,65 | 092 123 | 91 022 600 | OPEL | 54 | 734 |
| 92 | 53,65 | | 2,3 | | 86,65 | 092 123 | 91 022 600 | VAUXHALL | 51 | 998 |
| 92 | 56,93 | -1,43 | 18,3 | | 89 | 092 142 | 94 783 700 | CITROEN | 36 | 211 |



| | | | | | | | | | Pos | |
|--------|--------|-------------|-------|--|-------|---------|------------|----------------------|-------|------------|
| 92 | 56,93 | -1,43 | 18,3 | | 89 | 092 142 | 94 783 700 | PEUGEOT | 42 | 771 |
| 92 | 66,6 | | 2,3 | | 101,6 | 92L32 | 93 471 600 | VOLVO | 15 | 1074 |
| 93 | 42 | | 4,4 | | 80 | 093 023 | 92 523 601 | PORSCHE | 2 | 780 |
| 93 | 42 | | 4,4 | | 80 | 093 023 | 92 523 601 | VOLKSWAGEN | 73 | 1055 |
| 93 | 47,9 | -0,50 -0,50 | 14,7 | | 87,9 | 093 097 | 99 340 600 | ISUZU | 8 | 414 |
| 93 | 47,9 | -0,50 -0,50 | 14,7 | | 87,9 | 093 097 | 99 340 600 | OPEL | 55 | 734 |
| 93 | 47,9 | -0,50 -0,50 | 14,7 | | 87,9 | 093 097 | 99 340 600 | VAUXHALL | 52 | 999 |
| 93 | 52 | -0,50 -0,50 | 19,3 | | 92 | 093 093 | 99 403 600 | ISUZU | 9 | 414 |
| 93 | 52,75 | | 7,4 | | 95 | 093 030 | 93 844 700 | CITROEN | 37 | 211 |
| 93 | 52,75 | | 7,4 | | 95 | 093 030 | 93 844 700 | FIAT / IVECO | 41 | 326 |
| 93 | 52,75 | | 7,4 | | 95 | 093 030 | 93 844 700 | PEUGEOT | 43 | 771 |
| 93 | 54 | | 2,2 | | 88 | 093 055 | 93 883 700 | ALFA ROMEO | 13 | 140 |
| 93 | 54 | | 2,2 | | 88 | 093 055 | 93 883 700 | FIAT / IVECO | 46 | 329 |
| 93 | 54 | | 2,2 | | 88 | 093 055 | 93 883 700 | OPEL | 57 | 735 |
| 93 | 54 | | 2,2 | | 88 | 093 055 | 93 883 700 | RENAULT | 40 | 809 |
| 93 | 54 | | 2,2 | | 88 | 093 055 | 93 883 700 | VAUXHALL | 53 | 999 |
| 93 | 54 | | 2,2 | | 88 | 093 070 | 94 576 700 | FIAT / IVECO | 47 | 329 |
| 93 | 54,75 | | 2,2 | | 90 | 093 040 | 93 911 700 | ALFA ROMEO | 12 | 139 |
| 93 | 54,75 | | 2,2 | | 90 | 093 040 | 93 911 700 | FIAT / IVECO | 40 | 326 |
| 93 | 54,75 | | 2,2 | | 90 | 093 040 | 93 911 700 | OM | 1 | 710 |
| 93 | 54,75 | | 2,2 | | 90 | 093 040 | 93 911 700 | RENAULT | 37 | 807 |
| 93 | 54,75 | | 2,2 | | 90 | 093 040 | 93 911 700 | RENAULT TRUCKS (RVI) | 2 | 824 |
| 93 | 54,75 | | 2,2 | | 90 | 093 040 | 93 911 700 | SEAT | 47 | 909 |
| 93 | 55 | | 2,2 | | 90 | 093 040 | 93 378 700 | ALFA ROMEO | 12 | 139 |
| 93 | 55 | | 2,2 | | 90 | 093 040 | 93 378 700 | FIAT / IVECO | 40 | 325 |
| 93 | 55 | | 2,2 | | 90 | 093 040 | 93 378 700 | OM | 1 | 710 |
| 93 | 55 | | 2,2 | | 90 | 093 040 | 93 378 700 | RENAULT | 37 | 807 |
| 93 | 55 | | 2,2 | | 90 | 093 040 | 93 378 700 | RENAULT TRUCKS (RVI) | 2 | 824 |
| 93 | 55 | | 2,2 | | 90 | 093 040 | 93 378 700 | SEAT | 47 | 909 |
| 93 | 56,15 | -1,50 | 18,5 | | 86,2 | 093 113 | 40 307 600 | MWM | 2 | 685 |
| 93 | 56,15 | -1,50 | 18,5 | | 86,2 | 093 113 | 40 307 600 | VOLKSWAGEN | 75 | 1056 |
| 93 | 56,2 | -1,10 | 20,7 | | 86,2 | 093 702 | 97 412 700 | MWM | 2 | 685 |
| 93 | 56,2 | -1,10 | 20,7 | | 86,2 | 093 702 | 97 412 700 | VOLKSWAGEN | 74/75 | 1055, 1056 |
| 93 | 58,75 | | 18,4 | | 96,75 | 093 071 | 94 382 600 | FIAT / IVECO | 44 | 328 |
| 93 | 58,75 | | 18,4 | | 96,75 | 093 071 | 94 382 600 | OM | 4 | 711 |
| 93 | 58,75 | | 18,4 | | 96,75 | 093 071 | 94 382 600 | RENAULT | 41 | 809 |
| 93 | 58,75 | | 18,4 | | 96,75 | 093 071 | 94 382 600 | RENAULT TRUCKS (RVI) | 5 | 825 |
| 93 | 58,75 | | 18,4 | | 96,75 | 093 071 | 94 383 630 | FIAT / IVECO | 44 | 328 |
| 93 | 58,75 | | 18,4 | | 96,75 | 093 071 | 94 383 630 | OM | 4 | 711 |
| 93 | 58,75 | | 18,4 | | 96,75 | 093 071 | 94 383 630 | RENAULT | 41 | 810 |
| 93 | 58,75 | | 18,4 | | 96,75 | 093 071 | 94 383 630 | RENAULT TRUCKS (RVI) | 5 | 826 |
| 93 | 59,65 | | 14,8 | | 97,65 | 093 050 | 93 123 600 | ALFA ROMEO | 11 | 139 |
| 93 | 59,65 | | 14,8 | | 97,65 | 093 050 | 93 123 600 | FIAT / IVECO | 45 | 329 |
| 93 | 59,65 | | 14,8 | | 97,65 | 093 050 | 93 123 600 | OM | 2 | 710 |
| 93 | 59,65 | | 14,8 | | 97,65 | 093 050 | 93 123 600 | RENAULT | 39 | 808 |
| 93 | 59,65 | | 14,8 | | 97,65 | 093 050 | 93 123 600 | RENAULT TRUCKS (RVI) | 3 | 825 |
| 93,647 | 61,647 | | 3 | | 108 | 093 028 | 92 813 600 | FORD | 41 | 372 |
| 93,67 | 59,5 | -0,60 -0,95 | 16,94 | | 93,5 | 093 063 | 93 118 600 | FORD | 42 | 372 |
| 93,67 | 59,5 | | 18 | | 94 | 093 082 | 92 189 600 | FORD | 43 | 373 |
| 93,67 | 59,5 | | 18 | | 94 | 093 091 | 94 957 600 | FORD | 44 | 373 |
| 93,75 | 51,15 | | 1 | | 81,35 | 093 019 | 92 931 610 | MERCEDES-BENZ | 47 | 621 |
| 94 | 27 | | | | 52,3 | 094 015 | 94 037 600 | KOMPRESSOR | 12 | 439 |
| 94 | 27 | | | | 52,3 | 094 015 | 94 037 600 | MERCEDES-BENZ | 48 | 621 |
| 94 | 35,5 | | 5,8 | | 75 | 094 018 | 92 803 811 | VOLKSWAGEN | 77 | 1056 |
| 94 | 36,75 | | 9,1 | | 66,75 | 094 046 | 90 129 700 | VOLKSWAGEN | 80 | 1057 |
| 94 | 36,75 | | 15,7 | | 66,75 | 094 046 | 90 264 700 | VOLKSWAGEN | 81 | 1057 |
| 94 | 40,25 | -5,90 | 11,65 | | 70,25 | 094 041 | 93 457 600 | VOLKSWAGEN | 78 | 1057 |
| 94 | 48,25 | -1,00 | 15,15 | | 85,25 | | 40 654 600 | MTU | 1 | 682 |
| 94 | 48,25 | -1,00 | 15,15 | | 85,25 | | 40 654 600 | VM | 3 | 1003 |
| 94 | 51,65 | | 17,5 | | 81,65 | 094 082 | 40 710 600 | DEUTZ | 6 | 253 |

|  |  |  |  |  |  |  |  |  |  |  |  | Pos |  | | |
|---|---|---|---|---|---|---|---|---|---|---|---|------------|---|-------|----------|
| 94 | 51,65 | | | 17,7 | | | | | | 81,65 | 094 082 | 40 372 600 | DEUTZ | 9 | 254 |
| 94 | 51,65 | | | 17,7 | | | | | | 81,65 | 094 083 | 40 743 600 | DEUTZ | 7 | 253 |
| 94 | 51,67 | | | 19 | | | | | | 81,67 | 094 084 | 40 773 600 | DEUTZ | 8 | 253 |
| 94 | 51,67 | | | 19,6 | | | | | | 81,67 | 094 084 | 40 774 600 | DEUTZ | 8 | 254 |
| 94 | 53,92 | | | 1,8 | | | | | | 96,42 | 094 035 | 93 625 600 | DAF | 3 | 231 |
| 94 | 53,92 | | | 1,8 | | | | | | 96,42 | 094 035 | 93 625 600 | FORD | 45 | 373 |
| 94 | 53,92 | | | 1,8 | | | | | | 96,42 | 094 035 | 93 625 600 | PEUGEOT | 46 | 773 |
| 94 | 53,92 | | | 1,8 | | | | | | 96,42 | 094 035 | 93 625 600 | SSANGYONG | 6 | 935 |
| 94 | 57,42 | | | 1,8 | | | | | | 99,92 | 094 020 | 92 598 600 | PEUGEOT | 44 | 772 |
| 94 | 57,42 | | | 1,8 | | | | | | 99,92 | 094 020 | 93 520 600 | FORD | 46 | 374 |
| 94 | 57,42 | | | 1,8 | | | | | | 99,92 | 094 020 | 93 520 600 | PEUGEOT | 44 | 772 |
| 94 | 61,2 | | | 18,4 | | | | | | 98 | 094 051 | 94 900 600 | DEUTZ | 5 | 252 |
| 94,4 | 58,75 | | | 19,45 | | | | | | 87,6 | 094 056 | 94 701 600 | FIAT / IVECO | 48/49 | 330, 331 |
| 94,4 | 58,75 | | | 19,45 | | | | | | 87,6 | 094 056 | 94 701 600 | OM | 6/7 | 712, 713 |
| 94,4 | 58,75 | | | 19,45 | | | | | | 87,6 | 094 056 | 94 701 600 | OPEL | 58 | 735 |
| 94,4 | 58,75 | | | 19,45 | | | | | | 87,6 | 094 056 | 94 701 600 | RENAULT | 44 | 811 |
| 94,4 | 58,75 | | | 19,45 | | | | | | 87,6 | 094 056 | 94 701 600 | RENAULT TRUCKS (RVI) | 7 | 826 |
| 94,4 | 58,75 | | | 19,45 | | | | | | 87,6 | 094 056 | 94 701 600 | VAUXHALL | 54 | 1000 |
| 94,4 | 58,75 | | | 19,45 | | | | | | 96,75 | 094 054 | 94 526 600 | FIAT / IVECO | 48 | 330 |
| 94,4 | 58,75 | | | 19,45 | | | | | | 96,75 | 094 054 | 94 526 600 | OM | 6 | 712 |
| 94,4 | 58,75 | | | 19,45 | | | | | | 96,75 | 094 054 | 94 526 600 | OPEL | 58 | 735 |
| 94,4 | 58,75 | | | 19,45 | | | | | | 96,75 | 094 054 | 94 526 600 | RENAULT | 44 | 810 |
| 94,4 | 58,75 | | | 19,45 | | | | | | 96,75 | 094 054 | 94 526 600 | RENAULT TRUCKS (RVI) | 7 | 826 |
| 94,4 | 58,75 | | | 19,45 | | | | | | 96,75 | 094 054 | 94 526 600 | VAUXHALL | 54 | 999 |
| 94,4 | 58,75 | | | 21,4 | | | | | | 87,6 | 094 056 | 94 726 600 | CITROEN | 38 | 212 |
| 94,4 | 58,75 | | | 21,4 | | | | | | 87,6 | 094 056 | 94 726 600 | FIAT / IVECO | 50 | 331 |
| 94,4 | 58,75 | | | 21,4 | | | | | | 87,6 | 094 056 | 94 726 600 | PEUGEOT | 48 | 774 |
| 94,4 | 58,75 | | | 21,4 | | | | | | 87,6 | 094 056 | 94 726 600 | RENAULT TRUCKS (RVI) | 8 | 827 |
| 95 | 31,5 | -4,00 | | 2,25 | | | | | | 61 | 95V64 | 91 937 600 | OPEL | 59 | 736 |
| 95 | 31,5 | -4,00 | | 2,25 | | | | | | 61 | 95V64 | 91 937 600 | VAUXHALL | 55 | 1000 |
| 95 | 39,3 | | | 8,5 | | | | | | 59,3 | | 41 011 606 | TOYOTA | 13 | 975 |
| 95 | 51,6 | | | | | | | | | 91,6 | | 40 054 600 | MITSUBISHI | 7 | 677 |
| 95 | 51,7 | -0,25 | -1,30 | | | | | | | 91,7 | | 40 069 600 | MITSUBISHI | 8 | 677 |
| 95 | 59,65 | | | 23,5 | | | | | | 101,1 | 095 109 | 91 476 600 | FIAT / IVECO | 51 | 332 |
| 95 | 59,65 | | | 23,5 | | | | | | 101,1 | 095 109 | 91 476 600 | UTB | 1 | 980 |
| 95 | 59,8 | | | 17,5 | | | | | | 112,8 | 095 111 | 91 005 700 | MWM | 5 | 686 |
| 95 | 59,8 | | | 17,5 | | | | | | 112,8 | 095 111 | 91 005 700 | RENAULT | 45 | 811 |
| 95,25 | 79,4 | | | 24,2 | | | | | | 124,4 | 095 133 | 91 355 600 | VOLVO | 17 | 1075 |
| 95,25 | 79,4 | | | 24,2 | | | | | | 124,4 | 095 133 | 91 355 600 | VOLVO-BM | 3 | 1105 |
| 95,4 | 50 | | | 17,4 | | | | | | 101,7 | | 40 056 600 | ISUZU | 11 | 415 |
| 95,4 | 50 | | | 17,4 | | | | | | 101,7 | | 40 056 600 | OPEL | 61 | 736 |
| 95,4 | 50 | | | 17,4 | | | | | | 101,7 | | 40 056 600 | VAUXHALL | 57 | 1001 |
| 95,5 | 43,2 | | | 1,85 | | | | | | 76,2 | 095 164 | 93 968 600 | MERCEDES-BENZ | 52 | 622 |
| 95,5 | 43,2 | | | 1,85 | | | | | | 83,2 | 095 150 | 93 495 600 | MERCEDES-BENZ | 49 | 621 |
| 95,5 | 43,2 | | | 3,05 | | | | | | 81,2 | 095 167 | 93 671 600 | MERCEDES-BENZ | 51 | 622 |
| 95,8 | 63 | | | 16 | | | | | | 92,9 | 096 088 | 40 510 600 | CITROEN | 39 | 212 |
| 95,8 | 63 | | | 16 | | | | | | 92,9 | 096 088 | 40 510 600 | FIAT / IVECO | 52 | 332 |
| 95,8 | 63 | | | 16 | | | | | | 92,9 | 096 088 | 40 510 600 | MITSUBISHI | 9 | 677 |
| 95,8 | 63 | | | 16 | | | | | | 92,9 | 096 088 | 40 510 600 | PEUGEOT | 49 | 774 |
| 96 | 39,7 | | | 0,6 | | | | | | 64,7 | 096 074 | 93 114 701 | VOLVO | 18 | 1075 |
| 96 | 39,7 | | | 2,2 | | | | | | 64,7 | 096 074 | 93 116 700 | STEYR | 6 | 944 |
| 96 | 39,7 | | | 2,2 | | | | | | 64,7 | 096 074 | 93 116 700 | VOLVO | 19 | 1075 |
| 96 | 50,455 | | | 1,4 | | | | | | 87,2 | 096 062 | 94 406 600 | FORD | 48 | 374 |
| 96 | 50,455 | | | 1,4 | | | | | | 87,2 | 096 062 | 94 406 600 | NISSAN | 23 | 706 |
| 96 | 50,5 | | | 1,5 | | | | | | 74 | | 40 060 600 | NISSAN | 24 | 707 |
| 96 | 53,1 | -0,20 | -0,50 | 20,4 | | | | | | 89,5 | 096 069 | 99 371 600 | NISSAN | 25 | 707 |
| 96,5 | 38,3 | | | 4,1 | | | | | | 75,3 | 096 061 | 94 324 600 | MERCEDES-BENZ | 55 | 623 |
| 96,5 | 38,3 | | | | 0,4 | | | | | 75,7 | 096 059 | 90 717 604 | MERCEDES-BENZ | 54 | 623 |
| 96,5 | 48,05 | | | 5 | | | | | | 88,1 | 096 044 | 93 424 610 | MERCEDES-BENZ | 53 | 622 |
| 97 | 31,3 | | | 2,05 | | | | | | 55,8 | 097 026 | 90 352 600 | MERCEDES-BENZ | 56 | 623 |
| 97 | 31,3 | | | 2,05 | | | | | | 55,8 | 097 026 | 90 352 600 | STEYR | 7 | 944 |
| 97 | 65 | | | 20 | | | | | | 115,5 | 097 007 | 93 794 700 | HANOMAG | 2 | 383 |












| | | | | | | | | | Pos | |
|--------|-------|-------|-------|--|--------|---------|------------|----------------------|-----|------|
| 97 | 65 | | 20 | | 115,5 | 097 007 | 93 794 700 | MERCEDES-BENZ | 57 | 625 |
| 97 | 65 | | 20 | | 115,5 | 097 007 | 93 794 700 | TOYOTA | 18 | 976 |
| 97 | 65,2 | -2,20 | 20 | | 105,2 | 097 008 | 92 581 600 | FORD | 49 | 375 |
| 97 | 65,2 | -2,20 | 20 | | 105,2 | 097 008 | 92 581 600 | MERCEDES-BENZ | 58 | 626 |
| 97 | 65,2 | -2,40 | 20 | | 115,7 | 097 007 | 90 276 700 | FORD | 49 | 375 |
| 97 | 65,2 | -2,40 | 20 | | 115,7 | 097 007 | 90 276 700 | MERCEDES-BENZ | 58 | 626 |
| 97 | 65,2 | | 19,8 | | 99,2 | 097 099 | 40 155 600 | TATA | 1 | 965 |
| 97 | 65,2 | | 20 | | 115,7 | 097 007 | 90 274 800 | HANOMAG | 2 | 382 |
| 97 | 65,2 | | 20 | | 115,7 | 097 007 | 90 274 800 | MERCEDES-BENZ | 57 | 624 |
| 97 | 65,2 | | 20 | | 115,7 | 097 007 | 90 274 800 | TOYOTA | 18 | 976 |
| 97 | 65,2 | | 20 | | 115,7 | 097 007 | 93 882 600 | HANOMAG | 2 | 383 |
| 97 | 65,2 | | 20 | | 115,7 | 097 007 | 93 882 600 | MERCEDES-BENZ | 57 | 625 |
| 97 | 65,2 | | 20 | | 115,7 | 097 007 | 93 882 600 | TOYOTA | 18 | 976 |
| 97 | 65,2 | | 21,5 | | 105,2 | 097 008 | 93 750 600 | MERCEDES-BENZ | 59 | 627 |
| 97,5 | 62,5 | | 22,35 | | 107,5 | 097 019 | 90 532 600 | MERCEDES-BENZ | 60 | 629 |
| 97,5 | 62,5 | | 22,38 | | 107,5 | 097 023 | 91 551 610 | MERCEDES-BENZ | 63 | 632 |
| 97,5 | 62,5 | | 24,3 | | 107,5 | 097 023 | 93 964 600 | MERCEDES-BENZ | 61 | 630 |
| 97,5 | 62,8 | | 22,35 | | 107,8 | 097 019 | 93 831 600 | MERCEDES-BENZ | 60 | 628 |
| 97,5 | 62,8 | | 22,38 | | 107,8 | 097 023 | 91 550 600 | MERCEDES-BENZ | 63 | 632 |
| 97,5 | 62,8 | | 22,6 | | 107,8 | 097 024 | 92 525 700 | MERCEDES-BENZ | 64 | 632 |
| 97,5 | 62,8 | | 23 | | 107,8 | 097 023 | 91 598 600 | MERCEDES-BENZ | 65 | 633 |
| 97,5 | 62,8 | | 24,3 | | 107,8 | 097 023 | 93 951 600 | MERCEDES-BENZ | 61 | 630 |
| 97,5 | 63 | | 23 | | 108 | 097 024 | 94 333 600 | MERCEDES-BENZ | 62 | 631 |
| 98 | 28,1 | | | | 50,6 | 098 106 | 40 348 600 | MERCEDES-BENZ | 67 | 633 |
| 98 | 50,55 | -0,80 | 18,07 | | 90,55 | 098 107 | 99 662 600 | DEUTZ | 11 | 254 |
| 98 | 50,65 | | 17,5 | | 90,65 | 098 107 | 99 801 600 | DEUTZ | 13 | 255 |
| 98 | 50,65 | | 17,5 | | 90,65 | 098 107 | 99 801 600 | VOLVO | 20 | 1075 |
| 98 | 55,15 | | 17,31 | | 90,65 | 098 122 | 40 440 600 | DEUTZ | 12 | 254 |
| 98 | 57,35 | | 16,5 | | 99,35 | 098 031 | 90 867 600 | JOHN DEERE | 1 | 424 |
| 98 | 68,2 | -2,40 | 25 | | 116,3 | 098 060 | 93 013 600 | LEYLAND | 1 | 461 |
| 98 | 90 | | 34,8 | | 140 | 098 013 | 90 974 600 | MWM | 6 | 687 |
| 98 | 90 | | 34,8 | | 140 | 098 013 | 90 974 600 | RENAULT | 46 | 812 |
| 98,425 | 66,9 | | 23,9 | | 106,9 | 098 030 | 92 982 600 | IHC-CASE (CNH) | 6 | 404 |
| 98,425 | 67 | | 19,9 | | 102 | 098 053 | 92 951 600 | IHC-CASE (CNH) | 5 | 404 |
| 98,425 | 67 | | 19,9 | | 107 | 098 030 | 90 769 600 | IHC-CASE (CNH) | 5 | 404 |
| 98,425 | 67 | | 24 | | 102 | 098 053 | 92 952 600 | IHC-CASE (CNH) | 4 | 403 |
| 98,425 | 67 | | 24 | | 107 | 098 030 | 90 730 600 | IHC-CASE (CNH) | 4 | 403 |
| 98,43 | 79,4 | -0,80 | 19,6 | | 124,4 | 098 109 | 40 255 600 | VOLVO | 26 | 1077 |
| 98,43 | 79,4 | -0,80 | 20,3 | | 124,4 | 098 109 | 99 991 700 | VOLVO | 27 | 1078 |
| 98,43 | 79,4 | -0,80 | 20,3 | | 124,4 | 098 109 | 99 991 700 | VOLVO-BM | 8 | 1107 |
| 98,43 | 79,4 | | 21,8 | | 124,4 | 098 080 | 93 474 700 | VOLVO | 23 | 1076 |
| 98,43 | 79,4 | | 21,8 | | 124,4 | 098 080 | 93 474 700 | VOLVO-BM | 6 | 1106 |
| 98,43 | 79,4 | | 22,15 | | 124,4 | 098 080 | 93 153 600 | VOLVO | 22 | 1076 |
| 98,43 | 79,4 | | 22,15 | | 124,4 | 098 080 | 93 153 600 | VOLVO-BM | 4 | 1105 |
| 98,43 | 79,4 | | 23,5 | | 124,4 | 098 080 | 99 408 600 | VOLVO | 25 | 1077 |
| 98,43 | 79,4 | | 23,5 | | 124,4 | 098 080 | 99 408 600 | VOLVO-BM | 7 | 1106 |
| 98,43 | 79,4 | | 23,8 | | 124,4 | 098 080 | 93 154 600 | VOLVO | 21 | 1076 |
| 98,43 | 79,4 | | 23,8 | | 124,4 | 098 080 | 93 154 600 | VOLVO-BM | 5 | 1105 |
| 98,48 | 69,8 | | 23,87 | | 120,6 | 098 049 | 93 793 600 | PERKINS | 17 | 747 |
| 98,48 | 69,8 | | 25,4 | | 120,6 | 098 049 | 93 177 600 | PERKINS | 14 | 746 |
| 98,48 | 69,82 | | 18,82 | | 107,82 | 098 059 | 93 288 600 | MASSEY-FERGUSON | 10 | 554 |
| 98,48 | 69,82 | | 18,82 | | 107,82 | 098 059 | 93 288 600 | PERKINS | 13 | 746 |
| 98,48 | 69,91 | | 25,61 | | 120,71 | 098 026 | 92 774 600 | IHC-CASE (CNH) | 7 | 405 |
| 98,48 | 69,91 | | 25,61 | | 120,71 | 098 026 | 92 774 600 | MASSEY-FERGUSON | 7 | 552 |
| 98,48 | 69,91 | | 25,61 | | 120,71 | 098 026 | 92 774 600 | PERKINS | 11 | 745 |
| 98,48 | 70,1 | | 20,5 | | 120,9 | 098 026 | 91 118 600 | FIAT / IVECO | 53 | 334 |
| 98,48 | 70,1 | | 20,5 | | 120,9 | 098 026 | 91 118 600 | IHC-CASE (CNH) | 9 | 407 |
| 98,48 | 70,1 | | 20,5 | | 120,9 | 098 026 | 91 118 600 | MASSEY-FERGUSON | 6 | 552 |
| 98,48 | 70,1 | | 20,5 | | 120,9 | 098 026 | 91 118 600 | PERKINS | 10 | 744 |
| 98,48 | 70,1 | | 20,5 | | 120,9 | 098 026 | 91 118 600 | RENAULT | 47 | 813 |
| 98,48 | 70,1 | | 20,5 | | 120,9 | 098 026 | 91 118 600 | RENAULT TRUCKS (RVI) | 9 | 829 |
| 98,48 | 70,1 | | 20,5 | | 120,9 | 098 026 | 91 118 600 | VOLVO | 28 | 1079 |
| 98,48 | 70,1 | | 20,5 | | 120,9 | 098 026 | 91 118 600 | VOLVO-BM | 9 | 1108 |
| 98,48 | 70,25 | | 20,09 | | 108,25 | 098 065 | 93 801 600 | PERKINS | 16 | 747 |



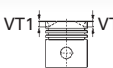








|  |  |  |  |  |  |  |  | | Pos |  |
|---|---|---|---|---|---|---|---|----------------------|------------|---|
| 98,48 | 70,25 | | 20,09 | | 108,25 | 098 065 | 93 801 600 | RENAULT TRUCKS (RVI) | 10 | 829 |
| 98,48 | 70,25 | | 20,35 | | 121,05 | 098 049 | 93 592 600 | FIAT / IVECO | 53 | 333 |
| 98,48 | 70,25 | | 20,35 | | 121,05 | 098 049 | 93 592 600 | IHC-CASE (CNH) | 9 | 406 |
| 98,48 | 70,25 | | 20,35 | | 121,05 | 098 049 | 93 592 600 | MASSEY-FERGUSON | 6 | 551 |
| 98,48 | 70,25 | | 20,35 | | 121,05 | 098 049 | 93 592 600 | PERKINS | 10 | 744 |
| 98,48 | 70,25 | | 20,35 | | 121,05 | 098 049 | 93 592 600 | RENAULT | 47 | 813 |
| 98,48 | 70,25 | | 20,35 | | 121,05 | 098 049 | 93 592 600 | RENAULT TRUCKS (RVI) | 9 | 828 |
| 98,48 | 70,25 | | 20,35 | | 121,05 | 098 049 | 93 592 600 | VOLVO | 28 | 1079 |
| 98,48 | 70,25 | | 20,35 | | 121,05 | 098 049 | 93 592 600 | VOLVO-BM | 9 | 1108 |
| 98,48 | 70,35 | | 20,2 | | 120,7 | 098 M01 | 99 629 600 | FIAT / IVECO | 53 | 333 |
| 98,48 | 70,35 | | 20,2 | | 120,7 | 098 M01 | 99 629 600 | IHC-CASE (CNH) | 9 | 406 |
| 98,48 | 70,35 | | 20,2 | | 120,7 | 098 M01 | 99 629 600 | MASSEY-FERGUSON | 6 | 551 |
| 98,48 | 70,35 | | 20,2 | | 120,7 | 098 M01 | 99 629 600 | PERKINS | 10 | 743 |
| 98,48 | 70,35 | | 20,2 | | 120,7 | 098 M01 | 99 629 600 | RENAULT | 47 | 812 |
| 98,48 | 70,35 | | 20,2 | | 120,7 | 098 M01 | 99 629 600 | RENAULT TRUCKS (RVI) | 9 | 828 |
| 98,48 | 70,35 | | 20,2 | | 120,7 | 098 M01 | 99 629 600 | VOLVO | 28 | 1078 |
| 98,48 | 70,35 | | 20,2 | | 120,7 | 098 M01 | 99 629 600 | VOLVO-BM | 9 | 1107 |
| 98,48 | 76,5 | | 19,1 | | 127,3 | 098 042 | 92 085 600 | IHC-CASE (CNH) | 10 | 407 |
| 98,48 | 76,5 | | 19,1 | | 127,3 | 098 042 | 92 085 600 | MASSEY-FERGUSON | 9 | 553 |
| 98,48 | 76,5 | | 19,1 | | 127,3 | 098 042 | 92 085 600 | PERKINS | 12 | 745 |
| 98,5 | 47 | | 20,5 | | 87 | | 40 290 600 | MITSUBISHI | 10 | 678 |
| 99 | 62,5 | | 19,9 | | 93 | 099 012 | 40 724 600 | FIAT / IVECO | 54 | 334 |
| 100 | 30,4 | | | | 52,2 | 100 228 | 94 919 600 | KOMPRESSOR | 13 | 439 |
| 100 | 30,4 | | | | 52,2 | 100 228 | 94 919 600 | MAN | 2 | 485 |
| 100 | 30,4 | | | | 52,2 | 100 228 | 94 919 600 | MERCEDES-BENZ | 68 | 634 |
| 100 | 30,4 | | | | 52,2 | 100 235 | 99 849 600 | KOMPRESSOR | 13 | 440 |
| 100 | 30,4 | | | | 52,2 | 100 235 | 99 849 600 | MAN | 2 | 486 |
| 100 | 30,4 | | | | 52,2 | 100 235 | 99 849 600 | MERCEDES-BENZ | 68 | 634 |
| 100 | 56,75 | | 15,74 | 5,7 | 95,95 | 100 186 | 93 472 600 | DEUTZ | 17 | 257 |
| 100 | 58,4 | | 20,05 | | 98,9 | 100 179 | 93 230 600 | STEYR | 9 | 945 |
| 100 | 59,65 | | 23,7 | | 101,15 | 100 164 | 92 628 600 | FIAT / IVECO | 55 | 335 |
| 100 | 59,65 | | 23,7 | | 101,15 | 100 164 | 92 628 600 | OM | 8 | 713 |
| 100 | 59,8 | | 18,9 | | 112,8 | 100 144 | 91 753 600 | MWM | 8 | 688 |
| 100 | 59,8 | | 18,9 | | 112,8 | 100 144 | 91 753 600 | RENAULT | 48 | 814 |
| 100 | 60,4 | | 19,1 | | 113,4 | 100 144 | 93 063 600 | MWM | 7 | 687 |
| 100 | 60,4 | | 19,1 | | 113,4 | 100 144 | 93 063 600 | RENAULT | 49 | 814 |
| 100 | 63,4 | | 19,4 | | 103,9 | 100 180 | 93 192 600 | STEYR | 8 | 944 |
| 100 | 65,15 | | 22,7 | | 108,5 | 100 M06 | 99 567 600 | FIAT / IVECO | 56 | 335 |
| 100 | 66,9 | | 24 | | 106,9 | 100 206 | 93 445 700 | IHC-CASE (CNH) | 14 | 409 |
| 100 | 67 | | 24 | | 107 | 100 206 | 93 253 600 | IHC-CASE (CNH) | 12 | 408 |
| 100 | 70,266 | | 21,75 | | 108,23 | 100 220 | 94 543 600 | MASSEY-FERGUSON | 12 | 554 |
| 100 | 70,266 | | 21,75 | | 108,23 | 100 220 | 94 543 600 | PERKINS | 19 | 748 |
| 100 | 70,3 | | 21,75 | | 108,23 | 100 211 | 93 267 600 | PERKINS | 18 | 748 |
| 100 | 70,3 | | 21,75 | | 108,23 | 100 211 | 93 267 600 | RENAULT TRUCKS (RVI) | 11 | 830 |
| 100 | 71,8 | | 21,4 | 5,7 | 123,6 | 100 217 | 93 535 600 | DEUTZ | 15 | 256 |
| 100 | 71,8 | | 21,4 | 5,7 | 123,6 | 100 217 | 93 535 600 | IHC-CASE (CNH) | 13 | 409 |
| 100 | 71,8 | | 21,4 | 5,8 | 123,6 | 100 223 | 94 653 600 | DEUTZ | 18 | 257 |
| 100 | 71,8 | | 22 | 5,8 | 123,6 | 100 223 | 94 528 600 | DEUTZ | 18 | 257 |
| 100 | 71,9 | | 21,4 | 5,7 | 123,6 | 100 127 | 91 395 700 | DEUTZ | 15 | 255 |
| 100 | 71,9 | | 21,4 | 5,7 | 123,6 | 100 127 | 91 395 700 | IHC-CASE (CNH) | 13 | 408 |
| 100 | 71,9 | | 21,4 | 5,7 | 123,6 | 100 171 | 92 815 600 | DEUTZ | 15 | 256 |
| 100 | 71,9 | | 21,4 | 5,7 | 123,6 | 100 171 | 92 815 600 | IHC-CASE (CNH) | 13 | 408 |
| 100 | 72,07 | | 2,07 | 5,23 | 123,3 | 100 173 | 92 834 600 | DEUTZ | 14 | 255 |
| 100,61 | 81,9 | -2,40 | 24,8 | | 132,7 | 100 093 | 90 904 600 | DAF | 5 | 232 |
| 100,61 | 81,9 | -2,40 | 24,8 | | 132,7 | 100 093 | 90 904 600 | LEYLAND | 2 | 461 |
| 101 | 50,6 | | 18 | | 86,1 | 101 063 | 40 289 600 | DEUTZ | 19 | 258 |
| 101 | 55,15 | | 17,8 | | 90,65 | 101 059 | 40 476 600 | DEUTZ | 21 | 258 |
| 101 | 55,15 | | 18,12 | | 90,65 | 101 059 | 40 441 600 | DEUTZ | 20 | 258 |
| 101,054 | 70,02 | | 20,77 | | 120,82 | 101 026 | 93 569 600 | FIAT / IVECO | 58 | 336 |
| 101,054 | 70,02 | | 20,77 | | 120,82 | 101 026 | 93 569 600 | MASSEY-FERGUSON | 13 | 555 |
| 101,054 | 70,02 | | 20,77 | | 120,82 | 101 026 | 93 569 600 | PERKINS | 21 | 750 |
| 101,054 | 70,1 | | 20,5 | | 120,9 | 101 017 | 92 144 800 | FIAT / IVECO | 58 | 336 |



| | | | | | | | | | Pos | |
|---------|--------|--|-------|------|--------|---------|------------|----------------------|-----|----------|
| 101,054 | 70,1 | | 20,5 | | 120,9 | 101 017 | 92 144 800 | MASSEY-FERGUSON | 13 | 555 |
| 101,054 | 70,1 | | 20,5 | | 120,9 | 101 017 | 92 144 800 | PERKINS | 21 | 749 |
| 101,054 | 70,3 | | 26 | | 121,1 | 101 017 | 93 175 600 | FIAT / IVECO | 57 | 336 |
| 101,054 | 70,3 | | 26 | | 121,1 | 101 017 | 93 175 600 | MASSEY-FERGUSON | 14 | 556 |
| 101,054 | 70,3 | | 26 | | 121,1 | 101 017 | 93 175 600 | PERKINS | 22 | 750 |
| 101,054 | 70,44 | | 24,44 | | 121,24 | 101 026 | 93 368 600 | PERKINS | 20 | 749 |
| 102 | 57,28 | | 19,21 | 5,52 | 105,8 | 102 041 | 90 915 700 | DEUTZ | 26 | 260 |
| 102 | 63,8 | | 13,13 | | 101,8 | 102 046 | 94 933 600 | MERCEDES-BENZ | 71 | 638 |
| 102 | 63,8 | | 13,9 | | 101,8 | 102 046 | 94 707 600 | MERCEDES-BENZ | 69 | 636 |
| 102 | 63,8 | | 13,9 | | 101,8 | 102 046 | 94 973 600 | MERCEDES-BENZ | 69 | 636 |
| 102 | 64,1 | | 13,13 | | 102,1 | 102 046 | 94 932 600 | MERCEDES-BENZ | 71 | 637 |
| 102 | 64,1 | | 13,9 | | 102,1 | 102 046 | 94 706 600 | MERCEDES-BENZ | 69 | 635 |
| 102 | 64,1 | | 13,9 | | 102,1 | 102 046 | 94 972 600 | MERCEDES-BENZ | 69 | 636 |
| 102 | 64,4 | | 13,13 | | 102,4 | 102 046 | 94 931 600 | MERCEDES-BENZ | 71 | 637 |
| 102 | 64,4 | | 13,9 | | 102,4 | 102 046 | 40 030 600 | MERCEDES-BENZ | 70 | 637 |
| 102 | 64,4 | | 13,9 | | 102,4 | 102 046 | 94 705 600 | MERCEDES-BENZ | 69 | 635 |
| 102 | 64,4 | | 13,9 | | 102,4 | 102 046 | 94 971 600 | MERCEDES-BENZ | 69 | 636 |
| 102 | 65,6 | | 10,93 | 6 | 117,1 | 102 094 | 99 775 600 | DEUTZ | 34 | 263 |
| 102 | 65,6 | | 17,6 | 6 | 117,1 | 102 094 | 99 955 600 | DEUTZ | 35 | 264 |
| 102 | 65,6 | | 19,59 | 6 | 117,1 | 102 094 | 99 701 600 | DEUTZ | 33 | 263 |
| 102 | 66,3 | | 21,5 | | 112 | 102L6 | 93 000 600 | JOHN DEERE | 2 | 424 |
| 102 | 66,5 | | 22,4 | | 116,5 | 10206 | 94 631 600 | ZETOR | 3 | 1131 |
| 102 | 66,5 | | 23,1 | | 116,5 | 10206 | 94 886 600 | ZETOR | 3 | 1131 |
| 102 | 66,5 | | 23,1 | | 116,5 | 10213 | 94 887 600 | ZETOR | 2 | 1131 |
| 102 | 69,1 | | 15 | 6 | 123,6 | 102 061 | 99 342 600 | DEUTZ | 28 | 261 |
| 102 | 69,1 | | 16,55 | 6 | 123,6 | 102 058 | 94 668 600 | DEUTZ | 30 | 262 |
| 102 | 69,1 | | 16,6 | 6 | 123,6 | 102 057 | 93 741 600 | DEUTZ | 24 | 259 |
| 102 | 69,1 | | 17 | 5 | 123,6 | 102 061 | 99 343 600 | DEUTZ | 36 | 264 |
| 102 | 69,1 | | 17,35 | 6 | 123,6 | 102 058 | 94 567 600 | DEUTZ | 30 | 261 |
| 102 | 69,1 | | 17,52 | 6 | 123,6 | 102 058 | 94 669 600 | DEUTZ | 30 | 262 |
| 102 | 69,1 | | 17,6 | 4,45 | 123,6 | 102 057 | 93 315 600 | DEUTZ | 23 | 259 |
| 102 | 69,1 | | 17,6 | 4,45 | 123,6 | 102 058 | 90 669 600 | DEUTZ | 23 | 259 |
| 102 | 69,1 | | 17,6 | 6 | 123,6 | 102 057 | 93 280 600 | DEUTZ | 25 | 260 |
| 102 | 69,1 | | 18,8 | 6 | 123,6 | 102 061 | 94 486 700 | DEUTZ | 26 | 260 |
| 102 | 69,1 | | 18,82 | 4,7 | 123,6 | 102 058 | 94 452 600 | DEUTZ | 29 | 261 |
| 102 | 69,1 | | 24,5 | 6 | 123,6 | 102 061 | 99 747 600 | DEUTZ | 22 | 258 |
| 102 | 69,21 | | 8,1 | 6 | 117,2 | 102 099 | 94 680 600 | DEUTZ | 32 | 263 |
| 102 | 69,21 | | 18,83 | 6 | 117,2 | 102 068 | 94 473 600 | DEUTZ | 31 | 262 |
| 102 | 69,21 | | 23 | 6 | 117,2 | 102 068 | 94 654 600 | DEUTZ | 31 | 262 |
| 102 | 71,23 | | 20,83 | | 108,18 | 102 086 | 94 724 700 | RENAULT TRUCKS (RVI) | 15 | 832 |
| 102 | 71,35 | | 20,7 | | 105,35 | 102 780 | 40 324 600 | CUMMINS | 2 | 214 |
| 102 | 71,38 | | 17,1 | | 105,38 | 102 095 | 41 077 600 | FIAT / IVECO | 60 | 337 |
| 102 | 71,38 | | 18,55 | | 105,38 | 102 095 | 40 352 600 | FIAT / IVECO | 59 | 337 |
| 102 | 71,4 | | 18,5 | | 105,2 | 102 096 | 40 588 600 | CUMMINS | 3 | 214 |
| 102 | 71,535 | | 17,7 | | 105,36 | 102 M06 | 99 676 600 | CUMMINS | 1/2 | 214, 214 |
| 102 | 71,535 | | 17,7 | | 105,36 | 102 M06 | 99 676 600 | VOLVO-BM | 10 | 1109 |
| 102 | 71,63 | | 22,1 | | 105,35 | 102 780 | 40 322 605 | CUMMINS | 2 | 214 |
| 102 | 75,58 | | 37,95 | | 120,58 | 102 006 | 92 499 700 | MAN | 4 | 487 |
| 102 | 75,58 | | 37,95 | | 120,58 | 102 006 | 92 499 700 | RENAULT TRUCKS (RVI) | 14 | 831 |
| 102 | 75,58 | | 37,95 | | 120,58 | 102 006 | 92 499 700 | SAVIEM | 2 | 860 |
| 102 | 77,3 | | 37,5 | | 115,3 | 102 015 | 93 721 600 | MAN | 6 | 487 |
| 102 | 77,5 | | 37,5 | | 115,5 | 102 015 | 93 555 600 | MAN | 6 | 487 |
| 102 | 77,82 | | 38,2 | | 123,82 | 102 006 | 92 498 600 | MAN | 3 | 486 |
| 102 | 77,82 | | 38,2 | | 123,82 | 102 006 | 92 498 600 | RENAULT | 50 | 815 |
| 102 | 77,82 | | 38,2 | | 123,82 | 102 006 | 92 498 600 | RENAULT TRUCKS (RVI) | 12 | 830 |
| 102 | 77,82 | | 38,2 | | 123,82 | 102 006 | 92 498 600 | SAVIEM | 1 | 860 |
| 103 | 59,65 | | 22,7 | | 101,15 | 103 004 | 90 654 600 | FIAT / IVECO | 61 | 338 |
| 103 | 59,65 | | 22,7 | | 101,15 | 103 004 | 93 311 600 | FIAT / IVECO | 61 | 338 |
| 104 | 62,2 | | 21 | | 112,2 | 104 036 | 99 824 600 | MITSUBISHI | 12 | 678 |
| 104 | 62,2 | | 23 | | 112,2 | 104 037 | 99 825 600 | MITSUBISHI | 13 | 678 |
| 104 | 62,385 | | 24,2 | | 96,385 | 104 039 | 40 269 600 | FIAT / IVECO | 72 | 343 |
| 104 | 62,4 | | 21 | | 96,5 | 104 047 | 40 652 600 | FIAT / IVECO | 71 | 343 |









|  |  |  |  |  |  |  |  | | Pos |  |
|---|---|---|---|---|---|---|---|-----------------|------------|---|
| 104 | 62,4 | | 21 | | 96,5 | 104 047 | 40 652 600 | NEW HOLLAND | 1 | 697 |
| 104 | 65,15 | | 22,5 | | 104,15 | 104 013 | 90 152 600 | FIAT / IVECO | 63 | 339 |
| 104 | 65,15 | | 22,5 | | 108,5 | 104 015 | 90 158 700 | FIAT / IVECO | 64 | 340 |
| 104 | 65,15 | | 22,5 | | 108,5 | 104 015 | 90 158 700 | OM | 9 | 714 |
| 104 | 65,33 | -0,35 | 20,55 | | 104,33 | 104 023 | 94 451 600 | FIAT / IVECO | 69 | 342 |
| 104 | 65,33 | | 21 | | 104,33 | 104 016 | 90 937 600 | FIAT / IVECO | 65 | 340 |
| 104 | 65,33 | | 21,4 | | 104 | 104 M04 | 40 274 600 | FIAT / IVECO | 70 | 342 |
| 104 | 65,33 | | 21,4 | | 104,33 | 104 023 | 94 450 600 | FIAT / IVECO | 68 | 342 |
| 104,175 | 81,92 | -2,30 | 24,84 | | 132,72 | 104 000 | 91 571 600 | DAF | 6 | 232 |
| 104,775 | 71,25 | -2,30 | 22 | | 119,9 | 104 L15 | 93 659 600 | FORD | 52 | 376 |
| 104,775 | 88,45 | -1,00 | 20,95 | | 141 | 104 005 | 90 741 600 | VOLVO | 34 | 1082 |
| 104,775 | 88,45 | -1,00 | 20,95 | | 141 | 104 005 | 90 741 600 | VOLVO-BM | 16 | 1111 |
| 104,775 | 88,45 | -1,00 | 26,2 | | 141,05 | 104 005 | 92 827 600 | VOLVO | 31 | 1081 |
| 104,775 | 88,45 | -1,00 | 26,2 | | 141,05 | 104 005 | 92 827 600 | VOLVO-BM | 15 | 1110 |
| 104,775 | 88,45 | -1,00 | 26,2 | | 141,05 | 105 063 | 93 166 600 | VOLVO | 33 | 1082 |
| 104,775 | 88,45 | -1,00 | 26,2 | | 141,05 | 105 063 | 93 166 600 | VOLVO-BM | 14 | 1110 |
| 104,775 | 88,45 | -1,00 | 26,2 | | 141,05 | 105 135 | 93 751 600 | VOLVO | 32 | 1081 |
| 104,775 | 88,45 | -1,00 | 26,2 | | 141,05 | 105 135 | 93 751 600 | VOLVO-BM | 13 | 1110 |
| 104,775 | 88,45 | -2,05 -3,05 | 20,1 | | 132,45 | 104 035 | 99 748 600 | VOLVO | 36 | 1083 |
| 104,775 | 88,45 | -2,05 -3,05 | 20,1 | | 132,45 | 104 035 | 99 748 600 | VOLVO-BM | 17 | 1111 |
| 104,775 | 88,45 | | 26,2 | | 141 | 105 063 | 91 353 600 | VOLVO | 29 | 1080 |
| 104,775 | 88,45 | | 26,2 | | 141 | 105 063 | 91 353 600 | VOLVO-BM | 11 | 1109 |
| 104,775 | 88,45 | | 26,7 | | 141,05 | 105 063 | 91 354 600 | VOLVO | 30 | 1080 |
| 104,775 | 88,45 | | 26,7 | | 141,05 | 105 063 | 91 354 600 | VOLVO-BM | 12 | 1109 |
| 104,775 | 88,55 | -2,15 -3,15 | 20,2 | | 132,55 | 104 035 | 99 749 600 | VOLVO | 37 | 1083 |
| 105 | 59,8 | | 19,8 | | 112,8 | 105 105 | 91 557 700 | MWM | 9 | 689 |
| 105 | 59,8 | | 19,8 | | 112,8 | 105 105 | 91 557 700 | RENAULT | 52 | 816 |
| 105 | 60,4 | | 4,5 | | 113,4 | 105 105 | 93 062 600 | MWM | 12 | 691 |
| 105 | 60,4 | | 20,25 | | 102,4 | 105 118 | 93 069 600 | MWM | 9 | 689 |
| 105 | 60,4 | | 20,25 | | 102,4 | 105 118 | 93 069 600 | RENAULT | 52 | 816 |
| 105 | 60,4 | | 20,25 | | 113,4 | 105 105 | 93 061 600 | MWM | 9 | 689 |
| 105 | 60,4 | | 20,25 | | 113,4 | 105 105 | 93 061 600 | RENAULT | 52 | 816 |
| 105 | 60,4 | | 20,4 | | 102,4 | 105 117 | 93 045 600 | DEUTZ | 37 | 264 |
| 105 | 60,4 | | 20,4 | | 102,4 | 105 117 | 93 045 600 | MWM | 11 | 690 |
| 105 | 60,4 | | 20,4 | | 102,4 | 105 117 | 93 045 600 | RENAULT | 54 | 817 |
| 105 | 60,4 | | 20,4 | | 102,4 | 105 117 | 93 355 600 | DEUTZ | 37 | 264 |
| 105 | 60,4 | | 20,4 | | 102,4 | 105 117 | 93 355 600 | MWM | 11 | 690 |
| 105 | 60,4 | | 20,4 | | 102,4 | 105 117 | 93 355 600 | RENAULT | 54 | 817 |
| 105 | 66,4 | | 20,8 | | 102,4 | 105 136 | 90 563 600 | MWM | 14 | 692 |
| 105 | 66,4 | | 21,7 | | 102,4 | 105 128 | 90 093 600 | MWM | 10 | 690 |
| 105 | 66,4 | | 21,7 | | 102,4 | 105 128 | 90 093 600 | RENAULT | 53 | 817 |
| 105 | 66,4 | | 22,3 | | 102,4 | 105 136 | 90 031 600 | MWM | 13 | 691 |
| 105 | 69,5 | | 24,25 | | 125 | 105 100 | 92 158 600 | STEYR | 10 | 946 |
| 105 | 70,116 | | 15,7 | | 108,05 | 105 143 | 40 040 600 | PERKINS | 27 | 752 |
| 105 | 70,116 | | 22 | | 108,05 | 105 151 | 40 234 600 | MASSEY-FERGUSON | 15 | 556 |
| 105 | 70,116 | | 22 | | 108,05 | 105 151 | 40 234 600 | PERKINS | 23 | 751 |
| 105 | 70,116 | | 22,44 | | 108,05 | 105 151 | 40 235 600 | PERKINS | 25 | 751 |
| 105 | 70,116 | | 22,7 | | 108,05 | 105 151 | 40 678 600 | PERKINS | 24 | 751 |
| 105 | 70,116 | | 22,94 | | 108,05 | 105 143 | 40 529 600 | PERKINS | 26 | 751 |
| 105,57 | 80,1 | | 19,7 | | 131,1 | 105 142 | 93 545 700 | VOLVO-BM | 20 | 1113 |
| 105,57 | 80,1 | | 23,5 | | 131,1 | 105 142 | 93 544 700 | VOLVO-BM | 21 | 1113 |
| 105,57 | 84,1 | | 23,1 | | 135,1 | 105 129 | 93 173 600 | VOLVO-BM | 18 | 1112 |
| 105,57 | 84,1 | | 23,1 | | 135,1 | 105 129 | 93 371 600 | VOLVO-BM | 18 | 1112 |
| 105,57 | 84,1 | | 24,85 | | 135,1 | 105 129 | 93 174 700 | VOLVO-BM | 19 | 1112 |
| 106 | 61,4 | | 12,56 | | 99,4 | 106 019 | 40 026 600 | MERCEDES-BENZ | 78 | 640 |
| 106 | 61,4 | | 13,4 | | 99,4 | 106 019 | 40 033 600 | MERCEDES-BENZ | 74 | 639 |
| 106 | 61,4 | | 14,07 | | 99,4 | 106 026 | 40 332 600 | MERCEDES-BENZ | 76 | 639 |
| 106 | 61,4 | | 14,19 | | 99,4 | 106 026 | 40 078 600 | MERCEDES-BENZ | 75 | 639 |
| 106 | 61,4 | | 15,67 | | 99,4 | 106 029 | 40 270 600 | MERCEDES-BENZ | 77 | 640 |
| 106 | 64,4 | | 22,5 | | 101,2 | 106 035 | 40 709 600 | MERCEDES-BENZ | 73 | 638 |
| 106,5 | 66,3 | | 18,8 | | 112 | 106L9 | 94 360 600 | JOHN DEERE | 7 | 426 |
| 106,5 | 66,3 | | 18,92 | | 112 | 106L8 | 94 359 600 | JOHN DEERE | 5 | 425 |
| 106,5 | 66,42 | | 18,75 | | 112 | 106 017 | 93 757 600 | JOHN DEERE | 4 | 424 |
| 106,5 | 66,42 | | 19,65 | | 112 | 106 023 | 93 759 600 | JOHN DEERE | 6 | 425 |
| 106,698 | 70,18 | | 17,28 | | 129,18 | 106 008 | 93 566 600 | FORD | 53 | 376 |

|  |  |  |  |  |  |  |  | | Pos |  |
|---|---|---|---|---|---|---|--|----------------------|------------|---|
| 107 | 69,4 | | 13 | | 103,2 | 107 011 | 41 082 600 | CUMMINS | 4 | 215 |
| 107 | 69,4 | | 13 | | 103,2 | 107 011 | 41 082 600 | JCB | 1 | 421 |
| 107 | 69,4 | | 13 | | 103,2 | 107 011 | 41 082 600 | KOMATSU | 1 | 434 |
| 107 | 69,4 | | 22,45 | | 103,2 | 107 011 | 41 081 600 | CUMMINS | 5 | 215 |
| 107 | 88,5 | -2,00 | 20,2 | | 134,5 | 107 027 | 40 308 600 | VOLVO | 38 | 1083 |
| 107,21 | 71,2 | -1,80 | 26,9 | | 120 | 107 005 | 92 587 600 | FORD | 54 | 377 |
| 108 | 63,5 | -1,70 | 16,15 | | 99,5 | 108 083 | 99 684 600 | MAN | 16 | 495 |
| 108 | 63,65 | -0,80 | 18,3 | | 115,65 | 108 079 | 99 483 600 | MASSEY-FERGUSON | 17 | 557 |
| 108 | 63,65 | -0,80 | 18,3 | | 115,65 | 108 079 | 99 483 600 | SISU | 2 | 911 |
| 108 | 63,7 | -1,70 | 16,15 | | 99,7 | 108 083 | 99 683 600 | MAN | 16 | 495 |
| 108 | 63,9 | -1,70 | 16,15 | | 99,9 | 108 083 | 99 339 600 | MAN | 16 | 495 |
| 108 | 63,9 | -1,70 | -1,70 | 17,39 | 103 | 108 087 | 97 460 600 | MAN | 17/20 | 496, 499 |
| 108 | 63,9 | -1,70 | -1,70 | 17,39 | 103 | 108 088 | 97 458 600 | MAN | 17/18 | 496, 497 |
| 108 | 63,9 | -1,70 | -1,70 | 17,39 | 103 | 108 096 | 40 217 600 | MAN | 19/20 | 497, 498 |
| 108 | 70,65 | -0,80 | 17,96 | | 106,65 | 108 078 | 94 801 600 | MASSEY-FERGUSON | 16 | 556 |
| 108 | 70,65 | -0,80 | 17,96 | | 106,65 | 108 078 | 94 801 600 | SISU | 1 | 911 |
| 108 | 70,65 | -0,80 | 17,96 | | 106,65 | 108 078 | 99 484 600 | MASSEY-FERGUSON | 16 | 557 |
| 108 | 70,65 | -0,80 | 17,96 | | 106,65 | 108 078 | 99 484 600 | SISU | 1 | 911 |
| 108 | 70,65 | -0,80 | 19,06 | | 106,65 | 108 078 | 90 850 600 | MASSEY-FERGUSON | 16 | 556 |
| 108 | 70,65 | -0,80 | 19,06 | | 106,65 | 108 078 | 90 850 600 | SISU | 1 | 911 |
| 108 | 70,9 | | 19,6 | | 107,8 | 108 103 | 40 305 600 | DEUTZ | 41 | 266 |
| 108 | 70,9 | | 19,6 | | 107,8 | 108 103 | 40 305 600 | RENAULT TRUCKS (RVI) | 17 | 833 |
| 108 | 70,9 | | 19,6 | | 107,8 | 108 103 | 40 305 600 | VOLVO | 39 | 1084 |
| 108 | 71 | -0,90 | 20,5 | | 109 | 108 054 | 91 697 610 | HATZ | 4 | 389 |
| 108 | 71,1 | | 16,66 | | 108 | 108 080 | 94 573 600 | DEUTZ | 38 | 265 |
| 108 | 71,1 | | 16,66 | | 108 | 108 080 | 94 573 600 | VOLVO-BM | 23 | 1114 |
| 108 | 71,1 | | 19,6 | | 108 | 108 080 | 40 278 600 | DEUTZ | 39 | 266 |
| 108 | 71,1 | | 19,6 | | 108 | 108 080 | 40 278 600 | VOLVO | 40 | 1084 |
| 108 | 71,1 | | 19,6 | | 108 | 108 080 | 40 278 600 | VOLVO-BM | 22 | 1113 |
| 108 | 71,1 | | 20 | | 108 | 108 080 | 40 908 600 | DEUTZ | 40 | 266 |
| 108 | 71,1 | | 20 | | 108 | 108 080 | 40 908 600 | SAME | 2 | 857 |
| 108 | 72,4 | -1,70 | 16,15 | | 112,4 | 108 081 | 94 419 600 | MAN | 14 | 494 |
| 108 | 72,4 | -1,70 | 16,15 | | 112,4 | 108 081 | 94 419 600 | STEYR | 12 | 948 |
| 108 | 72,4 | -1,70 | 21,25 | | 112,4 | 108 081 | 94 415 600 | MAN | 13 | 493 |
| 108 | 72,4 | -1,70 | 21,25 | | 112,4 | 108 081 | 94 415 600 | STEYR | 11 | 947 |
| 108 | 72,6 | -1,70 | 16,15 | | 112,6 | 108 081 | 94 418 600 | MAN | 14 | 494 |
| 108 | 72,6 | -1,70 | 16,15 | | 112,6 | 108 081 | 94 418 600 | STEYR | 12 | 948 |
| 108 | 72,6 | -1,70 | 21,25 | | 112,6 | 108 081 | 94 414 600 | MAN | 13 | 492 |
| 108 | 72,6 | -1,70 | 21,25 | | 112,6 | 108 081 | 94 414 600 | STEYR | 11 | 947 |
| 108 | 72,7 | | 21,52 | | 112,7 | 108 081 | 91 075 600 | MAN | 9 | 489 |
| 108 | 72,8 | -1,70 | 16,15 | | 112,8 | 108 081 | 94 417 600 | MAN | 14 | 493 |
| 108 | 72,8 | -1,70 | 16,15 | | 112,8 | 108 081 | 94 417 600 | STEYR | 12 | 947 |
| 108 | 72,8 | -1,70 | 17,78 | | 112,8 | 108 081 | 94 488 600 | MAN | 15 | 494 |
| 108 | 72,8 | -1,70 | 20,5 | | 112,8 | 108 081 | 93 138 600 | MAN | 12 | 491 |
| 108 | 72,8 | -1,70 | 21,25 | | 112,8 | 108 081 | 94 413 600 | MAN | 13 | 492 |
| 108 | 72,8 | -1,70 | 21,25 | | 112,8 | 108 081 | 94 413 600 | STEYR | 11 | 946 |
| 108 | 72,9 | | 21,52 | | 112,9 | 108 081 | 91 074 600 | MAN | 9 | 488 |
| 108 | 73 | -1,70 | 16,15 | | 113 | 108 081 | 94 416 600 | MAN | 14 | 493 |
| 108 | 73 | -1,70 | 16,15 | | 113 | 108 081 | 94 416 600 | STEYR | 12 | 947 |
| 108 | 73 | -1,70 | 17,78 | | 113 | 108 081 | 94 487 600 | MAN | 15 | 494 |
| 108 | 73 | -1,70 | 20,5 | | 113 | 108 081 | 93 137 600 | MAN | 12 | 491 |
| 108 | 73 | -1,70 | 21,25 | | 113 | 108 081 | 94 412 600 | MAN | 13 | 492 |
| 108 | 73 | -1,70 | 21,25 | | 113 | 108 081 | 94 412 600 | STEYR | 11 | 946 |
| 108 | 75 | -1,70 | 21,6 | | 115 | 108 073 | 90 050 600 | MAN | 11 | 490 |
| 108 | 75,4 | -1,70 | 21,6 | | 115,4 | 108 073 | 90 048 600 | MAN | 11 | 490 |
| 108 | 89 | | 41,8 | | 145,5 | 108 058 | 92 666 600 | MAN | 8 | 488 |
| 108 | 89 | | 41,8 | | 145,5 | 108 058 | 92 666 600 | RENAULT TRUCKS (RVI) | 16 | 832 |
| 108 | 89 | | 41,8 | | 145,5 | 108 058 | 92 666 600 | SAVIEM | 4 | 860 |
| 110 | 76,3 | | 21,8 | | 128,3 | 11019 | 93 891 600 | ZETOR | 4 | 1132 |
| 110 | 79 | | 12,2 | 4 | 155 | 110 107 | 91 254 600 | STEYR | 13 | 948 |
| 111,125 | 85,5 | | 26,5 | | 148,5 | 111 008 | 90 147 600 | VOLVO-BM | 24 | 1114 |
| 111,76 | 70,55 | | 18,5 | | 129,55 | 111 009 | 97 505 600 | FORD | 55 | 377 |
| 111,778 | 67,8 | | 18,2 | | 126,68 | 111 029 | 99 383 600 | FORD | 57 | 378 |

|  |  |  |  |  |  |  |  | | Pos |  |
|---|---|---|---|---|---|---|---|----------------------|------------|---|
| 111,778 | 67,8 | | 19 | | 126,8 | 111 009 | 97 250 600 | FORD | 57 | 378 |
| 111,778 | 68,12 | | 19,15 | | 127 | 111 029 | 99 382 600 | FORD | 56 | 378 |
| 111,778 | 68,12 | | 19,82 | | 127,12 | 111 009 | 93 858 600 | FORD | 56 | 377 |
| 111,778 | 70,4 | | 23,8 | | 129,4 | 111 009 | 97 507 600 | FORD | 58 | 379 |
| 114 | 78,61 | | 21,2 | | 120,3 | 114 049 | 99 865 600 | CUMMINS | 8 | 216 |
| 114 | 78,61 | | 21,8 | | 120,3 | 114 711 | 99 677 600 | CUMMINS | 7 | 215 |
| 114 | 78,61 | | 21,8 | | 120,3 | 114 711 | 99 677 600 | JCB | 2 | 421 |
| 114 | 78,81 | | 21,2 | | 120,5 | 114 049 | 99 866 600 | CUMMINS | 6 | 215 |
| 114 | 78,99 | | 14,45 | | 115,5 | 114 049 | 40 437 600 | CUMMINS | 9 | 216 |
| 115 | 72,1 | | 19,3 | | 117,1 | 115 135 | 40 317 600 | FIAT / IVECO | 77 | 345 |
| 115 | 72,1 | | 21,5 | | 117,1 | 115 135 | 40 316 600 | FIAT / IVECO | 78 | 345 |
| 115 | 72,1 | | 29 | | 117,1 | 115 135 | 40 646 600 | FIAT / IVECO | 73 | 343 |
| 115 | 76,5 | -1,00 | 27,7 | | 126,5 | 115 114 | 99 445 700 | FIAT / IVECO | 76 | 345 |
| 115 | 76,5 | | 27 | | 140,5 | 115 114 | 93 208 600 | FIAT / IVECO | 75 | 344 |
| 115 | 76,5 | | 27 | | 140,5 | 115 114 | 93 208 600 | OM | 11 | 714 |
| 115 | 76,5 | | 29,4 | | 140,5 | 115 114 | 93 209 600 | FIAT / IVECO | 74 | 344 |
| 115 | 76,5 | | 29,4 | | 140,5 | 115 114 | 93 209 600 | OM | 10 | 714 |
| 115 | 83,4 | -0,50 -0,50 | 20,4 | | 130,92 | 115 134 | 40 263 600 | SCANIA | 9 | 871 |
| 115 | 83,4 | -2,40 -2,60 | 20,5 | | 130,92 | 115 134 | 40 182 600 | DOOSAN | 1 | 275 |
| 115 | 83,4 | -2,40 -2,60 | 20,5 | | 130,92 | 115 134 | 40 182 600 | SCANIA | 10 | 871 |
| 115 | 85,3 | -0,70 | 22 | | 133,3 | 115 106 | 93 508 600 | HANOMAG | 3 | 383 |
| 115 | 85,3 | -0,70 | 22 | | 133,3 | 115 106 | 93 508 600 | MERCEDES-BENZ | 79 | 641 |
| 115 | 87,35 | -2,60 | 22,05 | | 139,35 | 115 129 | 90 221 600 | SCANIA | 5 | 870 |
| 115 | 87,4 | -2,40 | 20,23 | | 139,4 | 115 129 | 90 738 700 | SCANIA | 6 | 870 |
| 115 | 96,1 | | 18,1 | | 150,1 | 115 125 | 93 152 600 | SCANIA | 3 | 869 |
| 118 | 88 | | 13,75 | | 132 | 118 020 | 99 437 600 | DAF | 12 | 235 |
| 118 | 88 | | 14,07 | | 132 | 118 020 | 99 799 700 | DAF | 13 | 235 |
| 118 | 88 | | 18,3 | | 132 | 118 020 | 99 436 600 | DAF | 11 | 234 |
| 118 | 92 | -0,95 -1,50 | 24,9 | | 140 | 118 017 | 92 128 600 | DAF | 10 | 234 |
| 118 | 95 | -0,95 -1,50 | 23,9 | | 152 | 118 018 | 90 545 600 | DAF | 9 | 233 |
| 118 | 95 | | 26,3 | | 152 | 118 016 | 90 112 600 | DAF | 9 | 233 |
| 120 | 74,45 | | 24,7 | | 130,95 | 120 150 | 90 747 700 | RENAULT TRUCKS (RVI) | 20 | 834 |
| 120 | 76,8 | -2,00 -1,50 | 19,7 | | 121,8 | 120 818 | 40 595 601 | MAN | 21/22 | 500, 500 |
| 120 | 76,8 | -2,00 -1,50 | 20 | | 121,8 | 120 818 | 40 162 601 | MAN | 21 | 499 |
| 120 | 83,8 | -0,80 -1,10 | 22,7 | | 134,8 | 120 147 | 99 844 600 | RENAULT TRUCKS (RVI) | 24 | 836 |
| 120 | 83,8 | -0,80 -1,10 | 23 | | 134,8 | 120 147 | 91 683 700 | RENAULT TRUCKS (RVI) | 22 | 835 |
| 120 | 83,8 | -0,80 -1,10 | 23 | | 134,8 | 120 147 | 99 943 600 | RENAULT TRUCKS (RVI) | 24 | 836 |
| 120 | 83,8 | -0,80 -1,10 | 23,34 | | 134,8 | 120 147 | 91 681 700 | RENAULT TRUCKS (RVI) | 25 | 837 |
| 120 | 83,8 | -0,80 -1,10 | 24,08 | | 134,8 | 120 147 | 93 932 700 | RENAULT TRUCKS (RVI) | 26 | 837 |
| 120 | 83,8 | -0,80 -1,10 | 26,5 | | 134,8 | 120 147 | 40 611 600 | RENAULT TRUCKS (RVI) | 18 | 833 |
| 120 | 84,7 | -3,10 | 27,4 | | 134,7 | 120 145 | 94 436 600 | FIAT / IVECO | 80 | 346 |
| 120 | 85,45 | | 15 | | 129,95 | 120 155 | 40 276 600 | VOLVO | 41 | 1084 |
| 120 | 90,16 | | 39,46 | 5,09 | 145,25 | 120 113 | 92 334 800 | DEUTZ | 42 | 267 |
| 120 | 90,16 | | 39,46 | 5,09 | 145,25 | 120 113 | 92 334 800 | TAM | 1 | 963 |
| 120 | 94,3 | -1,00 | 25,21 | | 150,8 | 120 148 | 93 394 700 | RENAULT TRUCKS (RVI) | 21 | 834 |
| 120,65 | 92,5 | -2,00 -2,00 | 21,8 | | 144,5 | 120 149 | 99 750 600 | VOLVO | 52 | 1089 |
| 120,65 | 92,5 | -2,00 -2,00 | 21,8 | | 144,5 | 120 149 | 99 750 600 | VOLVO-BM | 28 | 1116 |
| 120,65 | 92,5 | -2,00 -2,00 | 21,8 | | 144,5 | 120 149 | 99 751 600 | VOLVO | 53 | 1089 |
| 120,65 | 92,5 | -2,00 -2,50 | 20,5 | | 137,5 | 120 151 | 40 050 600 | VOLVO | 54 | 1089 |
| 120,65 | 92,55 | -1,95 | 20,4 | | 132,55 | 120L130 | 94 985 600 | VOLVO | 48 | 1087 |
| 120,65 | 92,55 | -1,95 | 22,2 | | 132,55 | 120L130 | 92 411 600 | VOLVO | 49 | 1088 |
| 120,65 | 92,55 | -1,95 | 22,2 | | 132,55 | 120L130 | 92 411 600 | VOLVO-BM | 27 | 1115 |
| 120,65 | 92,6 | -2,10 -2,70 | 22,5 | | 137,6 | 120 151 | 40 051 600 | VOLVO | 55 | 1090 |
| 120,65 | 109,4 | -1,90 | 19,1 | | 166,4 | 120 121 | 99 512 600 | VOLVO | 50 | 1088 |
| 120,65 | 109,4 | -1,90 | 20,4 | | 166,4 | 120 121 | 99 453 600 | VOLVO | 51 | 1088 |
| 120,65 | 109,4 | -1,90 | 23,15 | | 166,4 | 120 121 | 93 734 600 | VOLVO | 47 | 1087 |
| 120,65 | 109,4 | -1,90 | 23,15 | | 166,4 | 120 121 | 93 734 600 | VOLVO-BM | 26 | 1115 |
| 120,65 | 109,4 | -2,90 | 28 | | 166,4 | 120 121 | 93 334 600 | VOLVO | 45 | 1086 |



| | | | | | | | | | Pos | | |
|--------|--------|-------------|-------|------|--|--------|---------------------|------------|----------------------|---------------------------|------------------------------------|
| 120,65 | 109,45 | -1,00 | 29,15 | | | 166,45 | 120 121 | 91 360 600 | VOLVO | 43 | 1085 |
| 120,65 | 109,45 | -1,00 -1,30 | 27,65 | | | 166,45 | 120 121 | 91 359 600 | VOLVO | 44 | 1085 |
| 120,65 | 109,45 | -1,00 -1,30 | 27,65 | | | 166,45 | 120 121 | 91 359 600 | VOLVO-BM | 25 | 1114 |
| 120,65 | 109,45 | -1,95 | 22,2 | | | 166,45 | 120 121 | 93 660 600 | VOLVO | 46 | 1086 |
| 121 | 94 | -2,40 | 28 | | | 155 | 121 013 | 94 457 600 | RABA | 3 | 783 |
| 121 | 94 | -2,40 | 48,35 | | | 162 | 121 006 | 92 989 600 | MAN | 23 | 500 |
| 121 | 94 | -2,40 | 48,35 | | | 162 | 121 006 | 92 989 600 | RABA | 2 | 783 |
| 121 | 94 | -2,40 | 48,35 | | | 162 | 121 006 | 92 989 600 | ROMAN-DIESEL | 3 | 844 |
| 121 | 94 | -2,40 | 48,35 | | | 162 | 121 006 | 92 989 600 | SAVIEM | 6 | 861 |
| 121 | 94 | | 24,9 | | | 155 | 121 013 | 94 596 600 | RABA | 4 | 784 |
| 121 | 94 | | 48,4 | | | 162 | 121 006 | 92 986 600 | MAN | 24 | 501 |
| 121 | 94 | | 48,4 | | | 162 | 121 006 | 92 986 600 | RABA | 1 | 783 |
| 121 | 94 | | 48,4 | | | 162 | 121 006 | 92 986 600 | ROMAN-DIESEL | 2 | 844 |
| 121 | 94 | | 48,4 | | | 162 | 121 006 | 92 986 600 | SAVIEM | 5 | 861 |
| 123 | 78,3 | -0,90 -1,20 | 24,1 | | | 120,3 | 123 014 | 40 074 600 | RENAULT TRUCKS (RVI) | 28 | 838 |
| 123 | 94 | | 50,5 | | | 162 | 123 003 | 92 767 600 | MAN | 26 | 501 |
| 123 | 94 | | 50,5 | | | 162 | 123 003 | 92 767 600 | RABA | 6 | 784 |
| 123 | 94 | | 50,5 | | | 162 | 123 003 | 92 767 600 | SAVIEM | 7 | 861 |
| 125 | 81,25 | | 24,5 | | | 126,25 | 125 141 | 93 332 600 | MERCEDES-BENZ | 81 | 642 |
| 125 | 81,25 | | 26,5 | | | 126,25 | 125 141 | 93 515 700 | MERCEDES-BENZ | 82 | 642 |
| 125 | 81,25 | | 26,5 | | | 126,25 | 125 141 | 93 516 700 | MERCEDES-BENZ | 82 | 643 |
| 125 | 81,3 | -1,20 -1,20 | 37 | | | 130,3 | 125 133 | 93 185 600 | MAN | 30 | 503 |
| 125 | 83,5 | | 32 | | | 152 | 125 129 | 90 748 700 | FIAT / IVECO | 81 | 347 |
| 125 | 84,85 | | 23 | | | 139,85 | 125 118 | 93 298 600 | MERCEDES-BENZ | 86 | 644 |
| 125 | 84,85 | | 23,9 | | | 139,85 | 125 118 | 93 585 602 | MERCEDES-BENZ | 85 | 644 |
| 125 | 85,5 | | 21,2 | | | 133,5 | 125 163 | 40 339 600 | FIAT / IVECO | 83 | 347 |
| 125 | 87,15 | | 25,1 | | | 133,85 | 125 137 | 94 656 600 | MERCEDES-BENZ | 87 | 645 |
| 125 | 87,25 | | 23,5 | | | 137,25 | 125 093 | 92 306 600 | HANOMAG | 5 | 384 |
| 125 | 87,25 | | 23,5 | | | 137,25 | 125 093 | 92 306 600 | MERCEDES-BENZ | 80 | 641 |
| 125 | 87,25 | | 25,5 | | | 137,25 | 125 150 | 92 648 600 | MERCEDES-BENZ | 83 | 643 |
| 125 | 87,45 | | 18,45 | 5,25 | | 138,65 | 125 156 | 91 043 700 | DEUTZ | 47 | 268 |
| 125 | 87,45 | | 21,95 | 5,25 | | 138,65 | 125 156 | 91 046 700 | DEUTZ | 47 | 269 |
| 125 | 87,45 | | 25,1 | | | 133,85 | 125 137 | 93 231 600 | MERCEDES-BENZ | 87 | 645 |
| 125 | 87,49 | | 47 | 5,16 | | 138,7 | 125 125 | 93 224 600 | DEUTZ | 44 | 267 |
| 125 | 87,49 | | 47 | 5,16 | | 138,7 | 125 125 | 93 224 600 | FORD | 60 | 379 |
| 125 | 87,49 | | 47 | 5,16 | | 138,7 | 125 125 | 93 224 600 | TAM | 3 | 963 |
| 125 | 87,54 | | 18,62 | 2,22 | | 138,7 | 125 146 | 92 816 600 | DEUTZ | 46 | 268 |
| 125 | 89,3 | | 38,1 | | | 137,8 | 125 114 | 93 306 600 | FAP-FAMOS | 3 | 279 |
| 125 | 89,4 | -1,70 | 42,8 | | | 141,4 | 125 103 | 93 329 600 | MAN | 32 | 505 |
| 125 | 89,47 | -1,70 | 43,57 | | | 141,47 | 125 099 | 93 554 600 | MAN | 34 | 506 |
| 125 | 89,47 | | 43,57 | | | 141,47 | 125 099 | 92 995 600 | MAN | 31 | 504 |
| 125 | 89,6 | -1,70 | 42,8 | | | 141,6 | 125 103 | 93 275 600 | MAN | 32 | 505 |
| 125 | 89,67 | | 43,77 | | | 141,67 | 125 099 | 92 994 600 | MAN | 31 | 504 |
| 125 | 89,8 | -1,70 | 43 | | | 141,8 | 125 103 | 93 274 600 | MAN | 32 | 505 |
| 125 | 89,87 | | 31,07 | | | 141,87 | 125 110 | 93 776 600 | MAN | 35 | 507 |
| 125 | 89,87 | | 43,97 | | | 141,87 | 125 099 | 92 824 600 | MAN | 31 | 504 |
| 125 | 89,87 | | 43,97 | | | 141,87 | 125 099 | 93 552 600 | MAN | 34 | 506 |
| 125 | 92,3 | | 44,9 | | | 137,3 | 125 128 | 92 656 600 | MAN | 27 | 501 |
| 125 | 92,4 | -0,20 | 47,1 | | | 137,4 | 125 101 | 93 076 600 | MAN | 28 | 502 |
| 125 | 92,4 | -0,20 | 47,1 | | | 137,4 | 125 101 | 93 076 600 | SAVIEM | 8 | 862 |
| 126 | 76,3 | -2,00 | 19,95 | | | 121,8 | 126 009 | 40 528 600 | MAN | 36 | 507 |
| 126 | 80 | -0,50 | 25,97 | | | 133 | 126 004 | 93 532 600 | STEYR | 14 | 949 |
| 126 | 80 | -0,50 | 25,97 | | | 133 | 126 004 | 93 532 600 | WEICHAI | 1 | 1122 |
| 126 | 80 | -0,60 | 23 | | | 133 | 126 007 | 90 901 600 | STEYR | 15 | 949 |
| 127 | 84,54 | | 25,4 | | | 128,54 | 127 033 | 40 335 600 | SCANIA | 12 | 872 |
| 127 | 85,04 | | 22,15 | | | 129,04 | 127 024 | 99 500 600 | SCANIA | 30/36 | 879, 882 |
| 127 | 85,04 | | 22,15 | | | 129,04 | 127 033 | 99 374 600 | SCANIA | 30/31/36 | 879, 880, 882 |
| 127 | 85,21 | | 22,15 | | | 125,21 | ST127044/ 127045 | 40 368 600 | SCANIA | 29/30/ 31/35/ 38/43 | 878, 878, 879, 881, 883, 884 |
| 127 | 85,21 | | 22,95 | | | 125,21 | ST127044/ 127045 | 40 670 600 | SCANIA | 40 | 883 |
| 127 | 85,21 | | 22,95 | | | 125,21 | ST127044/ 127045 | 40 907 600 | DOOSAN | 2 | 275 |

|  |  |  |  |  |  |  | | Pos |  | |
|---|---|---|---|---|---|---|------------|---------------|---|---------------|
| 127 | 85,21 | | 22,95 | | 125,21 | ST127044/ 127045 | 40 907 600 | SCANIA | 29/31/39 | 878, 879, 883 |
| 127 | 92,04 | | 21,15 | | 136,04 | 127 026 | 99 496 600 | DOOSAN | 3 | 275 |
| 127 | 92,04 | | 21,15 | | 136,04 | 127 026 | 99 496 600 | SCANIA | 32/34 | 880, 881 |
| 127 | 92,04 | | 21,15 | | 136,04 | 127 034 | 99 353 600 | SCANIA | 33/34 | 880, 881 |
| 127 | 92,04 | | 21,5 | | 136,04 | 127 038 | 40 496 600 | SCANIA | 41 | 884 |
| 127 | 94,67 | -2,92 | 15,92 | | 146,67 | 127 008 | 40 275 600 | SCANIA | 44 | 884 |
| 127 | 94,67 | -2,92 | 23,85 | | 146,67 | 127 009 | 90 737 600 | SCANIA | 25 | 877 |
| 127 | 94,67 | -2,92 | 24 | | 146,67 | 127 008 | 90 733 700 | SCANIA | 20 | 875 |
| 127 | 94,67 | -2,92 | 24,8 | | 146,67 | 127 008 | 93 234 600 | SCANIA | 18 | 874 |
| 127 | 94,67 | -2,92 | 26,2 | | 146,67 | 127 008 | 93 938 600 | SCANIA | 15 | 873 |
| 127 | 98,36 | -2,96 | 24,5 | | 155,86 | 127 010 | 94 781 600 | SCANIA | 21 | 875 |
| 127 | 98,76 | -0,50 | 21,3 | | 156,26 | 127 010 | 94 332 600 | SCANIA | 28 | 877 |
| 127 | 98,76 | -0,50 | 27,06 | | 156,26 | 127 010 | 93 399 600 | SCANIA | 16 | 873 |
| 127 | 98,76 | -2,90 | 25,41 | | 156,26 | 127 010 | 90 946 600 | SCANIA | 17 | 874 |
| 127 | 98,76 | -2,96 | 16,52 | | 156,26 | 127 010 | 91 639 600 | SCANIA | 14 | 872 |
| 127 | 98,76 | -2,96 | 16,52 | | 156,26 | 127 013 | 90 712 600 | SCANIA | 23 | 876 |
| 127 | 98,76 | -2,96 | 24,5 | | 156,26 | 127 010 | 90 759 600 | SCANIA | 21 | 875 |
| 127 | 98,76 | -2,96 | 27,06 | | 156,26 | 127 010 | 93 398 600 | SCANIA | 19 | 874 |
| 128 | 78,65 | -1,90 | 21,74 | | 133,65 | 128 054 | 94 849 600 | MAN | 71 | 537 |
| 128 | 78,65 | -1,90 | 23,75 | | 133,65 | 128 057 | 99 704 600 | MAN | 74 | 540 |
| 128 | 78,65 | -2,30 | 23,1 | | 133,65 | 128 050 | 94 397 600 | MAN | 64/68 | 529, 533 |
| 128 | 78,65 | | 25,3 | | 133,65 | 128 050 | 40 207 600 | MAN | 44 | 510 |
| 128 | 78,85 | -1,90 | 21,74 | | 133,85 | 128 054 | 94 848 600 | MAN | 71 | 536 |
| 128 | 78,85 | -1,90 | 21,74 | | 133,85 | 128 055 | 99 406 600 | MAN | 72 | 538 |
| 128 | 78,85 | -1,90 | 23,75 | | 133,85 | 128 057 | 99 703 600 | MAN | 74 | 540 |
| 128 | 78,85 | -2,30 | 23,1 | | 133,85 | 128 050 | 94 396 600 | MAN | 64/68 | 528, 532 |
| 128 | 79,05 | -1,90 | 21,74 | | 134,05 | 128 054 | 94 847 600 | MAN | 71 | 536 |
| 128 | 79,05 | -1,90 | 21,74 | | 134,05 | 128 055 | 99 405 600 | MAN | 72 | 538 |
| 128 | 79,05 | -1,90 | 23,75 | | 134,05 | 128 057 | 99 702 600 | MAN | 74 | 540 |
| 128 | 79,05 | -2,30 | 23,1 | | 134,05 | 128 050 | 94 395 600 | MAN | 64/68 | 528, 532 |
| 128 | 79,25 | -1,90 | 21,74 | | 134,25 | 128 054 | 94 846 600 | MAN | 71 | 536 |
| 128 | 79,25 | -1,90 | 21,74 | | 134,25 | 128 055 | 99 404 600 | MAN | 72 | 538 |
| 128 | 79,25 | -1,90 | 23,75 | | 134,25 | 128 057 | 99 697 600 | MAN | 74 | 539 |
| 128 | 79,25 | -2,30 | 23,1 | | 134,25 | 128 050 | 94 394 600 | MAN | 64/68 | 527, 532 |
| 128 | 79,55 | | 17,75 | | 129,55 | 128 064 | 40 264 600 | MERCEDES-BENZ | 116 | 666 |
| 128 | 80,35 | | 24 | | 125,35 | 128 043 | 99 803 700 | MERCEDES-BENZ | 91 | 646 |
| 128 | 80,7 | | 22 | | 130 | 128 056 | 94 943 600 | MAN | 42 | 509 |
| 128 | 80,7 | | 28,2 | | 129,7 | 128 056 | 40 208 600 | MAN | 40 | 509 |
| 128 | 80,7 | | 29 | | 130 | 128 056 | 94 942 600 | MAN | 41 | 509 |
| 128 | 81,05 | | 27,5 | | 126,05 | 128 043 | 91 630 600 | MERCEDES-BENZ | 97 | 652 |
| 128 | 81,15 | | 24 | | 126,15 | 128 051 | 99 813 600 | MERCEDES-BENZ | 110 | 663 |
| 128 | 81,15 | | 27,5 | | 126,15 | 128 061 | 99 979 600 | MERCEDES-BENZ | 104 | 659 |
| 128 | 81,3 | -1,10 | 30 | | 130,3 | 128 056 | 92 052 700 | MAN | 50 | 513 |
| 128 | 81,3 | -1,20 | 25,1 | | 130,3 | 128 072 | 40 587 600 | MAN | 67 | 531 |
| 128 | 81,3 | -1,20 | 27,1 | | 130,3 | 128 069 | 40 375 600 | MAN | 69 | 534 |
| 128 | 81,3 | -1,20 | 27,2 | | 130,3 | 128 069 | 40 374 600 | MAN | 61 | 525 |
| 128 | 81,3 | -1,30 | 26,6 | | 130,3 | 128 074 | 40 667 600 | MAN | 59 | 522 |
| 128 | 81,3 | | 21,5 | | 130 | 128 056 | 94 949 600 | MAN | 58 | 522 |
| 128 | 81,3 | | 22,9 | | 126,5 | 128 062 | 40 175 600 | MERCEDES-BENZ | 101 | 656 |
| 128 | 81,3 | | 25,1 | | 130 | 128 056 | 94 948 600 | MAN | 56 | 519 |
| 128 | 81,3 | | 30 | | 130,3 | 128 056 | 91 487 700 | MAN | 53 | 517 |
| 128 | 81,3 | | 32 | | 130 | 128 056 | 94 944 600 | MAN | 54 | 518 |
| 128 | 81,35 | | 24,1 | | 126,35 | 128 034 | 93 484 602 | MERCEDES-BENZ | 94 | 648 |
| 128 | 81,35 | | 24,1 | | 126,35 | 128 034 | 93 484 702 | MERCEDES-BENZ | 94 | 649 |
| 128 | 81,35 | | 25,4 | | 126,35 | 128 032 | 93 485 600 | MERCEDES-BENZ | 95 | 650 |
| 128 | 81,35 | | 27,5 | | 126,35 | 128 043 | 90 220 602 | MERCEDES-BENZ | 97 | 652 |
| 128 | 81,35 | | 27,5 | | 126,35 | 128 049 | 94 512 600 | MERCEDES-BENZ | 104 | 658 |
| 128 | 81,45 | | 23,2 | | 126,45 | 128 049 | 94 956 600 | MERCEDES-BENZ | 105 | 660 |
| 128 | 81,45 | | 24 | | 126,45 | 128 051 | 94 681 600 | MERCEDES-BENZ | 110 | 663 |
| 128 | 81,45 | | 24,5 | | 126,45 | 128 036 | 94 331 600 | MERCEDES-BENZ | 102 | 657 |
| 128 | 81,45 | | 24,5 | | 126,45 | 128 049 | 94 361 600 | MERCEDES-BENZ | 100 | 655 |
| 128 | 81,45 | | 27,5 | | 126,45 | 128 061 | 99 973 600 | MERCEDES-BENZ | 104 | 659 |
| 128 | 85,05 | | 17,71 | | 135,05 | 128 059 | 40 666 600 | MERCEDES-BENZ | 114 | 666 |
| 128 | 86 | | 20 | | 138 | 128 046 | 94 941 600 | MAN | 37 | 508 |



| | | | | | | | | | Pos | |
|---------|--------|-------------|-------|--|--------|---------|------------|----------------|-------|----------|
| 128 | 89,15 | -2,10 | 21,6 | | 141,15 | 128 047 | 90 582 600 | MAN | 57/63 | 521, 527 |
| 128 | 89,2 | -2,30 | 32,2 | | 141,4 | 128 046 | 90 482 600 | MAN | 52 | 517 |
| 128 | 89,2 | | 23 | | 141,2 | 128 046 | 99 548 600 | MAN | 43 | 510 |
| 128 | 89,35 | -1,90 | 22,8 | | 141,35 | 128 053 | 94 852 600 | MAN | 70/76 | 535, 542 |
| 128 | 89,35 | -1,90 -1,90 | 22 | | 141,35 | 128 053 | 99 332 600 | MAN | 65/77 | 530, 543 |
| 128 | 89,35 | -2,10 | 21,6 | | 141,35 | 128 047 | 90 581 600 | MAN | 57/63 | 521, 526 |
| 128 | 89,35 | -2,10 | 24,4 | | 141,35 | 128 047 | 90 585 600 | MAN | 51/60 | 515, 524 |
| 128 | 89,4 | -2,30 | 32,2 | | 141,4 | 128 046 | 90 337 600 | MAN | 52 | 516 |
| 128 | 89,55 | -1,90 | 22,8 | | 141,55 | 128 053 | 94 851 600 | MAN | 70/76 | 534, 541 |
| 128 | 89,55 | -1,90 -1,90 | 22 | | 141,55 | 128 053 | 99 331 600 | MAN | 65/77 | 530, 543 |
| 128 | 89,55 | -2,10 | 21,6 | | 141,55 | 128 047 | 90 579 600 | MAN | 57/63 | 520, 526 |
| 128 | 89,55 | -2,10 | 24,4 | | 141,55 | 128 047 | 90 584 600 | MAN | 51/60 | 514, 523 |
| 128 | 89,55 | | 26,5 | | 139,55 | 128 016 | 91 622 600 | MERCEDES-BENZ | 96 | 651 |
| 128 | 89,6 | -2,30 | 32,2 | | 141,6 | 128 046 | 90 336 600 | MAN | 52 | 516 |
| 128 | 89,67 | | 31,07 | | 141,67 | 128 046 | 90 342 600 | MAN | 48 | 512 |
| 128 | 89,7 | | 24 | | 139,55 | 128 048 | 40 111 600 | MERCEDES-BENZ | 111 | 664 |
| 128 | 89,7 | | 24 | | 139,55 | 128 048 | 40 176 600 | MERCEDES-BENZ | 109 | 662 |
| 128 | 89,7 | | 30 | | 139,55 | 128 016 | 91 597 600 | MERCEDES-BENZ | 98 | 654 |
| 128 | 89,75 | -1,90 | 22,8 | | 141,75 | 128 053 | 94 850 600 | MAN | 70/76 | 534, 541 |
| 128 | 89,75 | -1,90 -1,90 | 22 | | 141,75 | 128 053 | 99 330 600 | MAN | 65/77 | 529, 542 |
| 128 | 89,75 | -2,10 | 20,2 | | 141,75 | 128 047 | 94 469 600 | MAN | 62 | 525 |
| 128 | 89,75 | -2,10 | 21,6 | | 141,75 | 128 047 | 90 578 600 | MAN | 57/63 | 520, 526 |
| 128 | 89,75 | -2,10 | 24,4 | | 141,75 | 128 047 | 90 583 600 | MAN | 51/60 | 514, 523 |
| 128 | 89,75 | | 32,6 | | 139,75 | 128 066 | 40 250 600 | MERCEDES-BENZ | 90 | 646 |
| 128 | 89,8 | -2,30 | 32,2 | | 141,8 | 128 046 | 90 334 600 | MAN | 52 | 515 |
| 128 | 89,85 | | 24,4 | | 139,85 | 128 016 | 93 729 602 | MERCEDES-BENZ | 99 | 655 |
| 128 | 89,85 | | 26,5 | | 139,8 | 128 016 | 93 990 600 | MERCEDES-BENZ | 96 | 651 |
| 128 | 89,85 | | 36,9 | | 139,85 | 128 065 | 40 249 600 | MERCEDES-BENZ | 89 | 646 |
| 128 | 89,87 | | 31,07 | | 141,87 | 128 046 | 90 341 600 | MAN | 48 | 511 |
| 128 | 90 | | 16,07 | | 140 | 128 052 | 99 948 600 | MERCEDES-BENZ | 113 | 665 |
| 128 | 90 | | 18 | | 140 | 128 052 | 97 411 700 | MERCEDES-BENZ | 112 | 665 |
| 128 | 90 | | 24 | | 139,85 | 128 048 | 93 171 600 | MERCEDES-BENZ | 109 | 662 |
| 128 | 90 | | 24 | | 140 | 128 016 | 91 237 600 | MERCEDES-BENZ | 103 | 658 |
| 128 | 90 | | 24 | | 140 | 128 048 | 91 467 600 | MERCEDES-BENZ | 111 | 664 |
| 128 | 90 | | 30 | | 140 | 128 016 | 90 593 600 | MERCEDES-BENZ | 98 | 654 |
| 128 | 90,26 | -1,10 | 27 | | 161,26 | 128 009 | 93 568 600 | MERCEDES-BENZ | 92 | 647 |
| 128 | 90,26 | -2,00 -2,20 | 28,5 | | 161,26 | 128 009 | 92 582 600 | MERCEDES-BENZ | 93 | 647 |
| 128 | 94,8 | -2,65 | 29,6 | | 140 | 128 021 | 93 769 600 | MWM | 17 | 693 |
| 128 | 94,8 | | 27,8 | | 140 | 128 021 | 93 886 600 | MWM | 15 | 692 |
| 128 | 94,8 | | 32 | | 140 | 128 045 | 90 256 600 | MWM | 16 | 692 |
| 128 | 101,35 | -0,65 | 25,8 | | 159,35 | 128 011 | 92 969 600 | HANOMAG | 7 | 384 |
| 128 | 101,35 | -4,45 -5,45 | 24 | | 159,35 | 128 011 | 92 968 600 | HANOMAG | 8 | 385 |
| 130 | 78,25 | | 16,5 | | 123,25 | 130 116 | 40 463 601 | IHC-CASE (CNH) | 15 | 410 |
| 130 | 78,25 | | 16,5 | | 123,25 | 130 116 | 40 463 601 | MERCEDES-BENZ | 119 | 669 |
| 130 | 78,55 | | 16,5 | | 123,55 | 130 116 | 40 448 601 | IHC-CASE (CNH) | 15 | 410 |
| 130 | 78,55 | | 16,5 | | 123,55 | 130 116 | 40 448 601 | MERCEDES-BENZ | 119 | 668 |
| 130 | 78,55 | | 17,6 | | 119,55 | 130 148 | 40 310 600 | MERCEDES-BENZ | 120 | 669 |
| 130 | 81,05 | | 27,2 | | 126,05 | 130 103 | 91 621 600 | MERCEDES-BENZ | 117 | 667 |
| 130 | 81,35 | | 27,2 | | 126,35 | 130 103 | 90 614 600 | MERCEDES-BENZ | 117 | 667 |
| 130 | 81,45 | | 26,4 | | 126,45 | 130 103 | 91 620 600 | MERCEDES-BENZ | 118 | 668 |
| 130 | 82 | -2,00 | 17,5 | | 126 | 130 127 | 40 733 600 | DAF | 26 | 240 |
| 130 | 82 | -2,00 | 17,5 | | 126 | 130 127 | 40 733 600 | TATRA | 1 | 968 |
| 130 | 95 | -0,70 -1,00 | 15,68 | | 143 | 130 122 | 40 550 600 | DAF | 23 | 239 |
| 130 | 95 | -0,70 -1,00 | 15,68 | | 143 | 130 129 | 99 985 600 | DAF | 25 | 239 |
| 130 | 95 | -1,00 | 15,44 | | 143 | 130 122 | 99 984 600 | DAF | 22 | 238 |
| 130 | 95 | -1,00 | 16,3 | | 143 | 130 122 | 99 900 600 | DAF | 24 | 239 |
| 130 | 95 | -1,00 | 21,75 | | 143 | 130 117 | 94 896 600 | DAF | 21 | 238 |
| 130 | 101 | -0,80 | 24,75 | | 155 | 130 118 | 94 445 600 | DAF | 19 | 237 |
| 130 | 101 | -0,80 -1,50 | 26,32 | | 155 | 130 118 | 94 447 600 | DAF | 18 | 237 |
| 130 | 101 | -0,80 -1,50 | 29,42 | | 155 | 130 118 | 94 448 600 | DAF | 17 | 237 |
| 130 | 101 | -1,50 | 21,3 | | 155 | 130 118 | 94 446 600 | DAF | 20 | 238 |
| 130 | 101 | -3,00 | 29,34 | | 169,5 | 130 096 | 92 130 600 | DAF | 14 | 235 |
| 130 | 101 | -4,00 | 29,1 | | 169,5 | 130 096 | 93 052 600 | DAF | 15 | 236 |
| 130 | 101 | -4,00 | 29,1 | | 169,5 | 130 118 | 94 456 600 | DAF | 16 | 236 |
| 130,175 | 114,2 | -1,90 | 31,55 | | 175,2 | 130 090 | 93 250 600 | VOLVO | 57 | 1090 |



| | | | | | | | | | Pos | |
|---------|--------|-------|-------|--|--------|-----------|------------|-------------------------|------------|---------------|
| 130,175 | 114,2 | -2,50 | 26 | | 172,2 | 130 090 | 99 966 600 | VOLVO | 66 | 1095 |
| 130,175 | 114,2 | -2,50 | 27,1 | | 175,2 | 130 090 | 99 488 600 | VOLVO | 63 | 1094 |
| 130,175 | 114,2 | -2,60 | 24,12 | | 175,2 | 130 090 | 90 081 600 | VOLVO | 64 | 1094 |
| 130,175 | 114,2 | -2,60 | 24,12 | | 175,2 | 130 090 | 90 081 600 | VOLVO-BM | 32 | 1117 |
| 130,175 | 114,2 | -2,60 | 25,4 | | 175,2 | 130 090 | 90 924 600 | VOLVO | 60 | 1093 |
| 130,175 | 114,2 | -2,60 | 25,4 | | 175,2 | 130 090 | 90 924 600 | VOLVO-BM | 31 | 1117 |
| 130,175 | 114,2 | -2,60 | 27,1 | | 175,2 | 130 090 | 93 249 600 | VOLVO | 58 | 1091 |
| 130,175 | 114,2 | -2,60 | 27,9 | | 175,2 | 130 090 | 93 369 700 | VOLVO | 59 | 1092 |
| 130,175 | 114,2 | -2,60 | 27,9 | | 175,2 | 130 090 | 93 369 700 | VOLVO-BM | 29 | 1116 |
| 130,175 | 114,55 | -2,80 | 21,04 | | 159,55 | 130 113 | 90 870 601 | VOLVO | 65 | 1095 |
| 131 | 87,4 | | 17,14 | | 137,4 | 131 013 | 40 100 600 | VOLVO | 69/71 | 1096, 1097 |
| 131 | 87,4 | | 17,2 | | 129,4 | 131014/16 | 40 338 600 | RENAULT TRUCKS (RVI) | 30 | 839 |
| 131 | 87,4 | | 17,2 | | 129,4 | 131014/16 | 40 338 600 | VOLVO | 68/69 | 1096, 1096 |
| 131 | 87,4 | | 19,7 | | 129,4 | 131014/15 | 40 265 600 | VOLVO | 67 | 1095 |
| 132 | 86,8 | | 18,77 | | 133,8 | 132 010 | 94 345 600 | DEUTZ | 49 | 269 |
| 132 | 86,8 | | 18,77 | | 133,8 | 132 011 | 94 839 600 | DEUTZ | 51 | 270 |
| 132 | 86,8 | | 21,12 | | 133,8 | 132 011 | 99 898 600 | DEUTZ | 52 | 270 |
| 132 | 92,3 | | 27,5 | | 137,3 | 132 008 | 94 811 600 | MWM | 18 | 693 |
| 132 | 94,8 | | 20,29 | | 139,8 | 132 008 | 94 809 600 | MWM | 19 | 693 |
| 135 | 90,3 | -0,80 | 26,03 | | 170,2 | 135 069 | 90 947 700 | RENAULT TRUCKS (RVI) | 34 | 840 |
| 135 | 90,3 | -0,80 | 29,12 | | 170,2 | 135 069 | 93 504 700 | RENAULT TRUCKS (RVI) | 32 | 839 |
| 135 | 90,3 | -0,80 | 29,12 | | 170,2 | 135 069 | 93 987 700 | RENAULT TRUCKS (RVI) | 33 | 839 |
| 135 | 90,4 | | 21,8 | | 149,4 | 135 072 | 94 511 700 | RENAULT TRUCKS (RVI) | 36 | 840 |
| 135 | 90,4 | | 23,1 | | 142,4 | 135 074 | 40 340 600 | FIAT / IVECO | 84 | 348 |
| 135 | 90,4 | | 24 | | 149,4 | 135 072 | 94 510 700 | RENAULT TRUCKS (RVI) | 35 | 840 |
| 135 | 104,5 | | 12,5 | | 179,5 | 135 051 | 91 490 600 | DEUTZ | 53 | 270 |
| 137 | 92 | | 33 | | 157 | | 92 329 700 | FIAT / IVECO | 86 | 349 |
| 139,7 | 102,4 | -6,20 | 21,85 | | 159,8 | 140 065 | 40 590 600 | CUMMINS | 11 | 216 |
| 142 | 105 | | 14,5 | | 173 | 142 003 | 92 964 600 | DEUTZ | 54 | 271 |
| 144 | 110,3 | | 32,25 | | 165,3 | 144 000 | 99 365 600 | VOLVO | 72 | 1097 |
| 144 | 110,5 | -1,65 | 28,7 | | 163,5 | 144 004 | 40 610 600 | VOLVO | 75 | 1098 |
| 144 | 110,5 | -1,65 | 33,43 | | 163,5 | 144 004 | 40 810 600 | VOLVO | 76 | 1098 |
| 152 | 107 | | 26,2 | | 167 | 152 004 | 40 088 600 | WAUKESHA | 1 | 1120 |
| 152 | 107 | | 36,7 | | 167 | 152 004 | 99 393 600 | WAUKESHA | 1 | 1120 |



| | | | | | | | | | Pos | |
|--|--|--|--|--|--|--|--|--|------------|--|
| | | | | | | | | | | |



D KOLBEN — ASSEMBLY






E PISTON — KIT SET


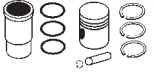



F PISTON — ENSEMBLE






ES PISTÓN — CONJUNTOS


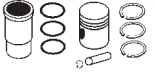



RU ПОРШЕНЬ — СБОРОЧНЫЙ КОМПЛЕКТ








|  → replaced by |  |  |  | | | Pos |  |
|---|---|---|---|----------------------|-----|------------|---|
| 40 013 600 → 40 666 600 | 40 666 960 | 89 867 110 | 128 | MERCEDES-BENZ | 114 | 666 | |
| 40 014 600 | | | 82,5 | FORD | 20 | 366 | |
| 40 015 600 | | | 79,5 | RENAULT | 12 | 799 | |
| 40 021 600 | | | 82,7 | RENAULT | 21 | 802 | |
| 40 026 600 | | | 106 | MERCEDES-BENZ | 78 | 640 | |
| 40 027 700 | | | 80,5 | OPEL | 28 | 728 | |
| | | | | VAUXHALL | 28 | 993 | |
| 40 030 600 | | | 102 | MERCEDES-BENZ | 70 | 637 | |
| 40 032 600 | | | 76 | FORD | 8 | 361 | |
| | | | | MAZDA | 3 | 560 | |
| 40 033 600 | | | 106 | MERCEDES-BENZ | 74 | 639 | |
| 40 036 600 | | | 82 | ALFA ROMEO | 6 | 137 | |
| | | | | FIAT / IVECO | 12 | 314 | |
| 40 039 600 | | | 92 | CITROEN | 35 | 210 | |
| | | | | PEUGEOT | 40 | 771 | |
| 40 040 600 | | | 105 | PERKINS | 27 | 752 | |
| 40 046 600 | | | 82,07 | FORD | 17 | 366 | |
| 40 050 600 | 40 050 960 | 89 431 110 | 120,65 | VOLVO | 54 | 1089 | |
| 40 051 600 | 40 051 960 | 89 431 110 | 120,65 | VOLVO | 55 | 1090 | |
| 40 051 600 | 40 051 961 | 89 532 110 | 120,65 | VOLVO | 55 | 1090 | |
| 40 054 600 | 40 054 960 | 89 824 190 | 95 | MINISUBISHI | 7 | 677 | |
| 40 056 600 | | | 95,4 | ISUZU | 11 | 415 | |
| | | | | OPEL | 61 | 736 | |
| | | | | VAUXHALL | 57 | 1001 | |
| 40 058 600 | 40 058 960 | 89 436 190 | 91,1 | MINISUBISHI | 5 | 676 | |
| 40 059 600 | 40 059 960 | 89 436 190 | 91,1 | MINISUBISHI | 5 | 676 | |
| 40 060 600 | 40 060 960 | 89 449 190 | 96 | NISSAN | 24 | 707 | |
| 40 065 610 | | | 87,1 | TOYOTA | 8 | 973 | |
| 40 068 610 | | | 86 | DAIHATSU | 1 | 243 | |
| | | | | TOYOTA | 7 | 973 | |
| 40 069 600 | 40 069 960 | 89 824 190 | 95 | MINISUBISHI | 8 | 677 | |
| 40 070 600 | | | 80 | DACIA | 6 | 221 | |
| | | | | RENAULT | 17 | 801 | |
| 40 072 600 | | | 85 | KOMPRESSOR | 5 | 436 | |
| | | | | MERCEDES-BENZ | 8 | 607 | |
| 40 073 600 | 40 073 960 | 89 423 110 | 91 | DEUTZ | 4 | 252 | |
| 40 074 600 | 40 074 960 | 89 588 110 | 123 | RENAULT TRUCKS (RVI) | 28 | 838 | |
| 40 075 600 | | | 92 | VOLGA | 1 | 1006 | |
| 40 078 600 | | | 106 | MERCEDES-BENZ | 75 | 639 | |
| 40 079 600 | | | 89 | NISSAN | 20 | 706 | |
| | | | | OPEL | 49 | 733 | |
| | | | | RENAULT | 34 | 806 | |
| | | | | VAUXHALL | 47 | 998 | |
| 40 080 600 | | | 79 | TOYOTA | 5 | 973 | |
| 40 081 600 | | | 79 | TOYOTA | 4 | 972 | |
| 40 085 600 | | | 84 | BMW | 15 | 181 | |
| 40 086 600 | | | 84 | BMW | 13 | 181 | |
| 40 087 600 | | | 84 | BMW | 14 | 181 | |
| 40 088 600 | | | 152 | WAUKESHA | 1 | 1120 | |
| 40 092 600 → 40 092 700 | 40 092 970 | 89 434 190 | 79,5 | SEAT | 18 | 896 | |
| | | | | SKODA | 14 | 920 | |
| | | | | VOLKSWAGEN | 29 | 1034 | |
| 40 092 700 | 40 092 970 | 89 434 190 | 79,5 | SEAT | 18 | 896 | |
| | | | | SKODA | 14 | 920 | |
| | | | | VOLKSWAGEN | 29 | 1034 | |
| 40 093 600 → 40 093 700 | 40 093 970 | 89 434 190 | 79,5 | SEAT | 18 | 896 | |
| | | | | SKODA | 14 | 920 | |
| | | | | VOLKSWAGEN | 29 | 1034 | |
| 40 093 700 | 40 093 970 | 89 434 190 | 79,5 | SEAT | 18 | 896 | |
| | | | | SKODA | 14 | 920 | |
| | | | | VOLKSWAGEN | 29 | 1034 | |
| 40 095 600 | | | 83 | CHRYSLER | 1 | 192 | |
| | | | | MERCEDES-BENZ | 7 | 607 | |
| 40 096 600 | | | 83 | CHRYSLER | 1 | 192 | |
| | | | | MERCEDES-BENZ | 7 | 607 | |


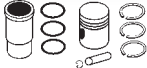



|  → replaced by |  |  |  | | Pos |  |
|--|---|---|---|-----------------|------------|---|
| 40 100 600 | 40 100 960 | 89 593 110 | 131 | VOLVO | 69/71 | 1096, 1097 |
| 40 101 600 | | | 91 | DEUTZ | 1 | 251 |
| 40 109 600 | | | 89 | MERCEDES-BENZ | 37 | 618 |
| 40 111 600 | 40 111 960 | 89 390 110 | 128 | MERCEDES-BENZ | 111 | 664 |
| 40 111 600 | 40 111 963 | 89 819 110 | 128 | MERCEDES-BENZ | 111 | 664 |
| 40 155 600 | 40 155 960 | 89 177 190 | 97 | TATA | 1 | 965 |
| 40 161 600 | | | 78,5 | CITROEN | 8 | 202 |
| | | | | PEUGEOT | 10 | 761 |
| 40 162 600 → 40 162 601 | 40 162 961 | 89 816 110 | 120 | MAN | 21 | 499 |
| 40 162 601 | 40 162 961 | 89 816 110 | 120 | MAN | 21 | 499 |
| 40 171 600 | | | 89,9 | FORD | 33 | 370 |
| 40 172 600 | | | 89,9 | FORD | 34 | 370 |
| 40 173 600 | | | 86 | FORD | 28 | 368 |
| 40 174 600 | | | 86 | FORD | 29 | 369 |
| | | | | JAGUAR | 1 | 418 |
| 40 175 600 | 40 175 960 | 89 389 110 | 128 | MERCEDES-BENZ | 101 | 656 |
| 40 175 600 | 40 175 961 | 89 395 110 | 128 | MERCEDES-BENZ | 101 | 656 |
| 40 176 600 | 40 176 960 | 89 390 110 | 128 | MERCEDES-BENZ | 109 | 662 |
| 40 179 600 | | | 75 | CITROEN | 6 | 201 |
| | | | | FIAT / IVECO | 6 | 312 |
| | | | | FORD | 6 | 360 |
| | | | | MAZDA | 2 | 560 |
| | | | | MINI (BMW) | 3 | 672 |
| | | | | PEUGEOT | 6 | 760 |
| 40 182 600 | 40 182 960 | 89 599 110 | 115 | DOOSAN | 1 | 275 |
| | | | | SCANIA | 10 | 871 |
| 40 189 600 | | | 88 | KNORR-BREMSE | 3 | 431 |
| | | | | KOMPRESSOR | 7 | 437 |
| 40 190 600 | | | 76 | DACIA | 3 | 220 |
| | | | | NISSAN | 3 | 700 |
| | | | | RENAULT | 7 | 796 |
| | | | | SUZUKI | 2 | 955 |
| 40 206 610 | | | 85 | KUBOTA | 4 | 442 |
| 40 207 600 | 40 207 960 | 89 186 120 | 128 | MAN | 44 | 510 |
| 40 207 600 | 40 207 961 | 89 324 120 | 128 | MAN | 44 | 510 |
| 40 207 600 | 40 207 963 | 89 518 120 | 128 | MAN | 44 | 510 |
| 40 207 600 | 40 207 964 | 89 534 120 | 128 | MAN | 44 | 510 |
| 40 208 600 | 40 208 960 | 89 092 120 | 128 | MAN | 40 | 509 |
| 40 213 600 | | | 69,6 | FIAT / IVECO | 2 | 311 |
| | | | | LANCIA | 1 | 452 |
| | | | | OPEL | 1 | 721 |
| | | | | SUBARU | 1 | 952 |
| | | | | SUZUKI | 1 | 955 |
| | | | | VAUXHALL | 1 | 986 |
| 40 214 600 | | | 67 | KUBOTA | 1 | 442 |
| 40 217 600 | 40 217 960 | 89 470 110 | 108 | MAN | 19/20 | 497, 498 |
| 40 217 600 | 40 217 961 | 89 453 110 | 108 | MAN | 19/20 | 497, 498 |
| 40 218 600 | | | 82 | ALFA ROMEO | 4 | 137 |
| | | | | FIAT / IVECO | 11 | 314 |
| | | | | LANCIA | 7 | 453 |
| | | | | OPEL | 31 | 728 |
| | | | | SAAB | 3 | 854 |
| | | | | SUZUKI | 4 | 955 |
| | | | | VAUXHALL | 31 | 993 |
| 40 219 600 | | | 69 | NISSAN | 1 | 700 |
| | | | | RENAULT | 2 | 795 |
| 40 223 600 | | | 85 | KUBOTA | 4 | 443 |
| 40 224 600 | | | 67 | KUBOTA | 1 | 442 |
| 40 234 600 | | | 105 | MASSEY-FERGUSON | 15 | 556 |
| | | | | PERKINS | 23 | 751 |
| 40 235 600 | | | 105 | PERKINS | 25 | 751 |
| 40 247 600 | | | 82,5 | AUDI | 41 | 169 |
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| | | | | VOLKSWAGEN | 63 | 1052 |


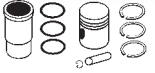



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| 40 251 600 | | | 82,5 | AUDI | 40 | 169 |
| | | | | SEAT | 40 | 907 |
| | | | | SKODA | 30 | 928 |
| | | | | VOLKSWAGEN | 64 | 1053 |
| 40 253 600 | | | 84 | PERKINS | 2 | 740 |
| 40 255 600 | 40 255 960 | 89 820 110 | 98,43 | VOLVO | 26 | 1077 |
| 40 262 600 | | | 84 | NISSAN | 13 | 704 |
| | | | | OPEL | 36 | 730 |
| | | | | RENAULT | 23 | 803 |
| | | | | VAUXHALL | 36 | 995 |
| 40 263 600 | 40 263 960 | 89 844 110 | 115 | SCANIA | 9 | 871 |
| 40 264 600 | 40 264 960 | 89 563 110 | 128 | MERCEDES-BENZ | 116 | 666 |
| 40 265 600 | 40 265 960 | 89 460 110 | 131 | VOLVO | 67 | 1095 |
| 40 269 600 | | | 104 | FIAT / IVECO | 72 | 343 |
| 40 270 600 | | | 106 | MERCEDES-BENZ | 77 | 640 |
| 40 271 600 | | | 89 | NISSAN | 21 | 706 |
| | | | | OPEL | 50 | 733 |
| | | | | RENAULT | 35 | 806 |
| | | | | VAUXHALL | 48 | 998 |
| 40 272 600 | | | 89 | OPEL | 51 | 733 |
| | | | | RENAULT | 36 | 807 |
| | | | | VAUXHALL | 49 | 998 |
| 40 273 600 | | | 85 | CITROEN | 22 | 207 |
| | | | | PEUGEOT | 25 | 766 |
| 40 274 600 | 40 274 960 | 89 326 190 | 104 | FIAT / IVECO | 70 | 342 |
| 40 274 600 | 40 274 962 | 89 326 192 | 104 | FIAT / IVECO | 70 | 342 |
| 40 275 600 | 40 275 960 | 89 411 110 | 127 | SCANIA | 44 | 884 |
| 40 276 600 | 40 276 960 | 89 826 110 | 120 | VOLVO | 41 | 1084 |
| 40 277 600 | | | 79,5 | DACIA | 4 | 220 |
| | | | | RENAULT | 13 | 799 |
| 40 278 600 | 40 278 960 | 89 409 110 | 108 | DEUTZ | 39 | 266 |
| | | | | VOLVO | 40 | 1084 |
| | | | | VOLVO-BM | 22 | 1113 |
| 40 285 600 | | | 88 | FIAT / IVECO | 35 | 323 |
| 40 286 600 | | | 88 | FIAT / IVECO | 36 | 324 |
| 40 289 600 | | | 101 | DEUTZ | 19 | 258 |
| 40 290 600 | 40 290 960 | 89 829 190 | 98,5 | MITSUBISHI | 10 | 678 |
| 40 292 600 | 40 292 960 | 89 836 190 | 82,2 | TOYOTA | 6 | 973 |
| 40 293 600 | | | 73 | MINI (BMW) | 1 | 672 |
| | | | | TOYOTA | 1 | 972 |
| 40 294 600 | | | 73 | MINI (BMW) | 2 | 672 |
| | | | | TOYOTA | 2 | 972 |
| 40 302 600 | | | 80 | NISSAN | 7 | 702 |
| 40 303 600 | | | 84 | BMW | 12 | 181 |
| 40 304 600 | | | 88 | MERCEDES-BENZ | 25 | 613 |
| 40 305 600 | 40 305 960 | 89 862 110 | 108 | DEUTZ | 41 | 266 |
| | | | | RENAULT TRUCKS (RVI) | 17 | 833 |
| | | | | VOLVO | 39 | 1084 |
| 40 306 600 | | | 79,5 | RENAULT | 10 | 798 |
| 40 307 600 | 40 307 960 | 89 734 190 | 93 | MWM | 2 | 685 |
| | | | | VOLKSWAGEN | 75 | 1056 |
| 40 308 600 | 40 308 960 | 89 839 110 | 107 | VOLVO | 38 | 1083 |
| 40 309 600 | | | 85 | CITROEN | 21 | 206 |
| | | | | FIAT / IVECO | 25 | 320 |
| | | | | LANCIA | 12 | 456 |
| | | | | PEUGEOT | 24 | 766 |
| 40 310 600 | 40 310 960 | 89 846 110 | 130 | MERCEDES-BENZ | 120 | 669 |
| 40 311 600 | | | 79,5 | RENAULT | 10 | 798 |
| 40 316 600 | 40 316 961 | 89 889 110 | 115 | FIAT / IVECO | 78 | 345 |
| 40 317 600 | 40 317 961 | 89 889 110 | 115 | FIAT / IVECO | 77 | 345 |
| 40 322 605 | | | 102 | CUMMINS | 2 | 214 |
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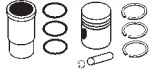



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| 40 339 600 | 40 339 960 | 89 834 110 | 125 | FIAT / IVECO | 83 | 347 |
| 40 340 600 | 40 340 960 | 89 831 110 | 135 | FIAT / IVECO | 84 | 348 |
| 40 348 600 | | | 98 | MERCEDES-BENZ | 67 | 633 |
| 40 352 600 | | | 102 | FIAT / IVECO | 59 | 337 |
| 40 353 600 | | | 81 | AUDI | 33 | 167 |
| | | | | SEAT | 35 | 905 |
| | | | | SKODA | 28 | 928 |
| | | | | VOLKSWAGEN | 58 | 1051 |
| 40 355 600 | | | 82,7 | NISSAN | 11 | 703 |
| | | | | OPEL | 34 | 729 |
| | | | | RENAULT | 22 | 802 |
| | | | | VAUXHALL | 34 | 994 |
| 40 356 600 | | | 81 | AUDI | 29 | 164 |
| | | | | MITSUBISHI | 2 | 675 |
| | | | | SEAT | 34 | 905 |
| | | | | SKODA | 24 | 926 |
| | | | | VOLKSWAGEN | 51 | 1047 |
| 40 368 600 | 40 368 960 | 89 541 110 | 127 | SCANIA | 29/30/31/ 35/38/43 | 878, 878, 879, 881, 883, 884 |
| 40 368 600 | 40 368 962 | | 127 | SCANIA | 29/30/31/ 35/38/43 | 878, 878, 879, 881, 883, 884 |
| 40 368 600 | 40 368 962 | 89 881 110 | 127 | SCANIA | 29/30/31/ 35/38/43 | 878, 878, 879, 881, 883, 884 |
| 40 372 600 | | | 94 | DEUTZ | 9 | 254 |
| 40 374 600 | | | 128 | MAN | 61 | 525 |
| 40 375 600 | | | 128 | MAN | 69 | 534 |
| 40 380 600 | | | 79 | OPEL | 17 | 724 |
| | | | | VAUXHALL | 17 | 989 |
| 40 382 600 | | | 72,5 | OPEL | 3 | 721 |
| | | | | VAUXHALL | 3 | 986 |
| 40 383 600 | | | 72,5 | OPEL | 4 | 721 |
| | | | | VAUXHALL | 4 | 986 |
| 40 384 600 | | | 73,4 | OPEL | 6 | 722 |
| | | | | VAUXHALL | 6 | 987 |
| 40 385 600 | | | 73,4 | OPEL | 5 | 721 |
| | | | | VAUXHALL | 7 | 987 |
| 40 386 600 | | | 73,4 | OPEL | 7 | 722 |
| | | | | VAUXHALL | 5 | 986 |
| 40 387 600 | | | 81 | AUDI | 29/30 | 165, 165 |
| | | | | MITSUBISHI | 2 | 675 |
| | | | | SEAT | 34/37 | 905, 906 |
| | | | | SKODA | 24/26 | 926, 927 |
| | | | | VOLKSWAGEN | 51/54 | 1047, 1049 |
| 40 388 600 | | | 79 | OPEL | 18 | 724 |
| | | | | VAUXHALL | 18 | 989 |
| 40 390 600 | | | 79 | OPEL | 21 | 725 |
| | | | | VAUXHALL | 22 | 990 |
| 40 391 600 | | | 79 | HONDA | 1 | 395 |
| | | | | OPEL | 20 | 725 |
| | | | | VAUXHALL | 20 | 990 |
| 40 392 600 | | | 79 | OPEL | 22 | 725 |
| | | | | VAUXHALL | 21 | 990 |
| 40 395 600 | | | 82 | BMW | 6 | 179 |
| 40 405 600 | | | 85 | CITROEN | 27 | 209 |
| | | | | PEUGEOT | 30 | 768 |
| 40 406 600 | | | 85 | CITROEN | 26 | 208 |
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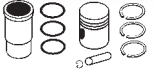



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| 40 408 600 | | | 81 | AUDI | 31 | 165 |
| | | | | SEAT | 36 | 906 |
| | | | | SKODA | 25 | 927 |
| | | | | VOLKSWAGEN | 52 | 1048 |
| 40 409 600 | | | 81 | AUDI | 31 | 166 |
| | | | | SEAT | 36 | 906 |
| | | | | SKODA | 25 | 927 |
| | | | | VOLKSWAGEN | 52 | 1048 |
| 40 410 600 | | | 80 | KUBOTA | 3 | 442 |
| 40 411 600 | | | 76 | KUBOTA | 2 | 442 |
| 40 420 600 | | | 84 | BMW | 16 | 182 |
| 40 421 600 | | | 79,5 | AUDI | 15/16 | 157, 158 |
| | | | | SEAT | 22/23 | 900, 901 |
| | | | | SKODA | 17/18 | 923, 924 |
| | | | | VOLKSWAGEN | 33/34 | 1038, 1039 |
| 40 422 600 | | | 79,5 | AUDI | 15/16 | 157, 158 |
| | | | | SEAT | 22/23 | 900, 901 |
| | | | | SKODA | 17/18 | 923, 924 |
| | | | | VOLKSWAGEN | 33/34 | 1038, 1039 |
| 40 434 600 | | | 81 | AUDI | 27 | 163 |
| | | | | SEAT | 32 | 904 |
| | | | | SKODA | 22 | 926 |
| | | | | VOLKSWAGEN | 47 | 1045 |
| 40 437 600 | | | 114 | CUMMINS | 9 | 216 |
| 40 440 600 | | | 98 | DEUTZ | 12 | 254 |
| 40 441 600 | | | 101 | DEUTZ | 20 | 258 |
| 40 444 600 → 40 407 600 | | | 82 | BMW | 5 | 179 |
| 40 448 601 | 40 448 963 | 89 878 110 | 130 | IHC-CASE (CNH) | 15 | 410 |
| | | | | MERCEDES-BENZ | 119 | 668 |
| 40 448 601 | 40 448 964 | 89 879 110 | 130 | IHC-CASE (CNH) | 15 | 410 |
| | | | | MERCEDES-BENZ | 119 | 668 |
| 40 463 601 | 40 463 963 | 89 878 110 | 130 | IHC-CASE (CNH) | 15 | 410 |
| | | | | MERCEDES-BENZ | 119 | 669 |
| 40 463 601 | 40 463 964 | 89 879 110 | 130 | IHC-CASE (CNH) | 15 | 410 |
| | | | | MERCEDES-BENZ | 119 | 669 |
| 40 465 600 | | | 76 | DACIA | 3 | 220 |
| | | | | NISSAN | 3 | 700 |
| | | | | RENAULT | 7 | 797 |
| | | | | SUZUKI | 2 | 955 |
| 40 469 600 | | | 73,7 | CITROEN | 3 | 200 |
| | | | | FORD | 3 | 359 |
| | | | | MAZDA | 1 | 560 |
| | | | | PEUGEOT | 3 | 759 |
| | | | | TOYOTA | 3 | 972 |
| 40 476 600 | | | 101 | DEUTZ | 21 | 258 |
| 40 477 600 | | | 76,5 | AUDI | 3 | 148 |
| | | | | SEAT | 13 | 894 |
| | | | | SKODA | 9 | 917 |
| | | | | VOLKSWAGEN | 15 | 1025 |
| 40 496 600 | | | 127 | SCANIA | 41 | 884 |
| 40 510 600 | | | 95,8 | CITROEN | 39 | 212 |
| | | | | FIAT / IVECO | 52 | 332 |
| | | | | MITSUBISHI | 9 | 677 |
| | | | | PEUGEOT | 49 | 774 |
| 40 528 600 | 40 528 960 | 89 856 110 | 126 | MAN | 36 | 507 |
| 40 529 600 | | | 105 | PERKINS | 26 | 751 |
| 40 550 600 | 40 550 960 | 88 640 110 | 130 | DAF | 23 | 239 |
| 40 550 600 | 40 550 961 | 89 413 110 | 130 | DAF | 23 | 239 |
| 40 558 600 | | | 81 | AUDI | 32 | 166 |
| | | | | SEAT | 38 | 906 |
| | | | | SKODA | 27 | 927 |
| | | | | VOLKSWAGEN | 57 | 1050 |
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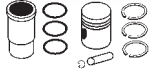



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| 40 595 601 | 40 595 961 | 89 816 110 | 120 | MAN | 21/22 | 500, 500 |
| 40 610 600 | 40 610 960 | 89 868 110 | 144 | VOLVO | 75 | 1098 |
| 40 611 600 | | | 120 | RENAULT TRUCKS (RVI) | 18 | 833 |
| 40 632 600 | | | 77 | MINI (BMW) | 4 | 672 |
| 40 636 600 | | | 90 | HATZ | 3 | 388 |
| 40 637 600 | | | 90 | HATZ | 3 | 388 |
| 40 638 600 | | | 90 | HATZ | 3 | 388 |
| 40 646 600 | 40 646 960 | 89 889 110 | 115 | FIAT / IVECO | 73 | 343 |
| 40 652 600 | | | 104 | FIAT / IVECO | 71 | 343 |
| | | | | NEW HOLLAND | 1 | 697 |
| 40 654 600 | 40 654 960 | 89 864 110 | 94 | MTU | 1 | 682 |
| | | | | VM | 3 | 1003 |
| 40 659 600 | | | 69,6 | ALFA ROMEO | 1 | 136 |
| | | | | FIAT / IVECO | 3 | 311 |
| | | | | LANCIA | 2 | 452 |
| | | | | OPEL | 2 | 721 |
| | | | | VAUXHALL | 2 | 986 |
| 40 660 600 | | | 82 | ALFA ROMEO | 5 | 137 |
| | | | | FIAT / IVECO | 13 | 314 |
| | | | | LANCIA | 8 | 453 |
| | | | | OPEL | 32 | 729 |
| | | | | SAAB | 4 | 854 |
| | | | | VAUXHALL | 32 | 994 |
| 40 666 600 | 40 666 960 | 89 867 110 | 128 | MERCEDES-BENZ | 114 | 666 |
| 40 667 600 | 40 667 960 | 89 092 110 | 128 | MAN | 59 | 522 |
| 40 670 600 | 40 670 960 | 89 541 110 | 127 | SCANIA | 40 | 883 |
| 40 678 600 | | | 105 | PERKINS | 24 | 751 |
| 40 683 600 | | | 81 | VOLKSWAGEN | 56 | 1050 |
| 40 709 600 | | | 106 | MERCEDES-BENZ | 73 | 638 |
| 40 710 600 | | | 94 | DEUTZ | 6 | 253 |
| 40 715 600 | | | 81 | VOLKSWAGEN | 55 | 1049 |
| 40 724 600 | | | 99 | FIAT / IVECO | 54 | 334 |
| 40 733 600 | 40 733 960 | 89 861 110 | 130 | DAF | 26 | 240 |
| | | | | TATRA | 1 | 968 |
| 40 734 600 | | | 81 | VOLKSWAGEN | 50 | 1047 |
| 40 739 600 | | | 89,9 | FORD | 35 | 370 |
| 40 743 600 | | | 94 | DEUTZ | 7 | 253 |
| 40 773 600 | | | 94 | DEUTZ | 8 | 253 |
| 40 774 600 | | | 94 | DEUTZ | 8 | 254 |
| 40 810 600 | 40 810 960 | 89 868 110 | 144 | VOLVO | 76 | 1098 |
| 40 830 600 | | | 89,9 | FORD | 35/36 | 370, 370 |
| 40 907 600 | 40 907 960 | 89 541 110 | 127 | DOOSAN | 2 | 275 |
| | | | | SCANIA | 29/31/39 | 878, 879, 883 |
| 40 907 600 | 40 907 961 | 89 881 110 | 127 | DOOSAN | 2 | 275 |
| | | | | SCANIA | 29/31/39 | 878, 879, 883 |
| 40 908 600 | 40 908 960 | 89 409 110 | 108 | DEUTZ | 40 | 266 |
| | | | | SAME | 2 | 857 |
| 41 011 606 | | | 95 | TOYOTA | 13 | 975 |
| 41 072 620 | | | 86 | CITROEN | 30 | 209 |
| | | | | FIAT / IVECO | 32 | 323 |
| | | | | FORD | 30 | 369 |
| | | | | PEUGEOT | 33 | 769 |
| 41 077 600 | | | 102 | FIAT / IVECO | 60 | 337 |
| 41 081 600 | | | 107 | CUMMINS | 5 | 215 |
| 41 082 600 | | | 107 | CUMMINS | 4 | 215 |
| | | | | JCB | 1 | 421 |
| | | | | KOMATSU | 1 | 434 |
| 90 004 600 → 91 513 600 | | | 82,5 | AUDI | 34 | 167 |
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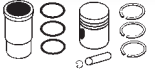



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| 90 028 601 | | | 86 | FORD | 25 | 368 |
| 90 028 602 → 90 028 601 | | | 86 | FORD | 25 | 368 |
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| 90 037 610 | | | 81 | AUDI | 21 | 161 |
| 90 048 600 | 90 048 961 | 89 470 110 | 108 | MAN | 11 | 490 |
| 90 048 600 | 90 048 962 | 89 453 110 | 108 | MAN | 11 | 490 |
| 90 048 600 | 90 048 963 | 89 470 190 | 108 | MAN | 11 | 490 |
| 90 050 600 | 90 050 961 | 89 470 110 | 108 | MAN | 11 | 490 |
| 90 050 600 | 90 050 962 | 89 453 110 | 108 | MAN | 11 | 490 |
| 90 050 600 | 90 050 963 | 89 470 190 | 108 | MAN | 11 | 490 |
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| | | | | VAUXHALL | 15 | 989 |
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| 90 054 623 | | | 79 | OPEL | 15 | 724 |
| | | | | VAUXHALL | 15 | 989 |
| 90 056 600 → 90 056 800 | 90 056 980 | 89 334 110 | 88 | PEUGEOT | 37 | 770 |
| | | | | RENAULT | 32 | 806 |
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| | | | | RENAULT | 32 | 806 |
| 90 063 600 → 90 063 700 | 90 063 970 | 89 334 110 | 88 | CITROEN | 32 | 210 |
| | | | | PEUGEOT | 36 | 769 |
| | | | | RENAULT | 31 | 805 |
| 90 063 700 | 90 063 970 | 89 334 110 | 88 | CITROEN | 32 | 210 |
| | | | | PEUGEOT | 36 | 769 |
| | | | | RENAULT | 31 | 805 |
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| | | | | VOLVO-BM | 32 | 1117 |
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| | | | | VOLVO-BM | 32 | 1117 |
| 90 081 600 | 90 081 962 | 89 522 110 | 130,175 | VOLVO | 64 | 1094 |
| | | | | VOLVO-BM | 32 | 1117 |
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| 90 092 630 | | | 76 | FIAT / IVECO | 7 | 312 |
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| | | | | RENAULT | 53 | 817 |
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| | | | | RENAULT | 53 | 817 |
| 90 112 600 | 90 112 960 | 88 624 110 | 118 | DAF | 9 | 233 |
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| 90 129 700 | 90 129 970 | 89 168 110 | 94 | VOLKSWAGEN | 80 | 1057 |
| 90 147 600 | 90 147 960 | 88 045 110 | 111,125 | VOLVO-BM | 24 | 1114 |
| 90 152 600 | 90 152 960 | 89 317 190 | 104 | FIAT / IVECO | 63 | 339 |
| 90 158 600 → 90 158 700 | 90 158 970 | 89 326 190 | 104 | FIAT / IVECO | 64 | 340 |
| | | | | OM | 9 | 714 |
| 90 158 600 → 90 158 700 | 90 158 972 | 89 326 192 | 104 | FIAT / IVECO | 64 | 340 |
| | | | | OM | 9 | 714 |
| 90 158 700 | 90 158 970 | 89 326 190 | 104 | FIAT / IVECO | 64 | 340 |
| | | | | OM | 9 | 714 |
| 90 158 700 | 90 158 972 | 89 326 192 | 104 | FIAT / IVECO | 64 | 340 |
| | | | | OM | 9 | 714 |
| 90 191 600 → 92 231 600 | 92 231 960 | 89 386 190 | 82,6 | FIAT / IVECO | 15 | 315 |
| | | | | LANCIA | 9 | 454 |
| 90 191 600 → 92 231 600 | 92 231 961 | 89 424 190 | 82,6 | FIAT / IVECO | 15 | 315 |
| | | | | LANCIA | 9 | 454 |
| 90 204 620 | | | 80 | FORD | 13 | 364 |
| 90 220 600 → 90 220 602 | 90 220 962 | 89 389 110 | 128 | MERCEDES-BENZ | 97 | 652 |
| 90 220 600 → 90 220 602 | 90 220 963 | 89 395 110 | 128 | MERCEDES-BENZ | 97 | 652 |
| 90 220 602 | 90 220 962 | 89 389 110 | 128 | MERCEDES-BENZ | 97 | 652 |
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



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| | | | | LANCIA | 9 | 454 |
| 90 239 600 → 92 231 600 | 92 231 961 | 89 424 190 | 82,6 | FIAT / IVECO | 15 | 315 |
| | | | | LANCIA | 9 | 454 |
| 90 244 600 → 92 123 600 | | | 86 | DAEWOO | 1 | 225 |
| | | | | OPEL | 39 | 731 |
| | | | | VAUXHALL | 38 | 996 |
| 90 245 600 | | | 86 | OPEL | 38 | 731 |
| | | | | VAUXHALL | 39 | 996 |
| 90 256 600 | 90 256 960 | 89 179 110 | 128 | MWM | 16 | 692 |
| 90 257 600 → 90 924 600 | 90 924 960 | 89 399 110 | 130,175 | VOLVO | 60 | 1093 |
| | | | | VOLVO-BM | 31 | 1117 |
| 90 257 600 → 90 924 600 | 90 924 962 | 89 522 110 | 130,175 | VOLVO | 60 | 1093 |
| | | | | VOLVO-BM | 31 | 1117 |
| 90 257 601 → 90 924 600 | 90 924 960 | 89 399 110 | 130,175 | VOLVO | 60 | 1093 |
| | | | | VOLVO-BM | 31 | 1117 |
| 90 257 601 → 90 924 600 | 90 924 962 | 89 522 110 | 130,175 | VOLVO | 60 | 1093 |
| | | | | VOLVO-BM | 31 | 1117 |
| 90 258 600 → 93 369 700 | 93 369 970 | 89 084 110 | 130,175 | VOLVO | 59 | 1092 |
| | | | | VOLVO-BM | 29 | 1116 |
| 90 258 600 → 93 369 700 | 93 369 971 | 89 328 110 | 130,175 | VOLVO | 59 | 1092 |
| | | | | VOLVO-BM | 29 | 1116 |
| 90 258 600 → 93 369 700 | 93 369 972 | 89 399 110 | 130,175 | VOLVO | 59 | 1092 |
| | | | | VOLVO-BM | 29 | 1116 |
| 90 258 600 → 93 369 700 | 93 369 974 | 89 522 110 | 130,175 | VOLVO | 59 | 1092 |
| | | | | VOLVO-BM | 29 | 1116 |
| 90 258 601 → 93 369 700 | 93 369 970 | 89 084 110 | 130,175 | VOLVO | 59 | 1092 |
| | | | | VOLVO-BM | 29 | 1116 |
| 90 258 601 → 93 369 700 | 93 369 971 | 89 328 110 | 130,175 | VOLVO | 59 | 1092 |
| | | | | VOLVO-BM | 29 | 1116 |
| 90 258 601 → 93 369 700 | 93 369 972 | 89 399 110 | 130,175 | VOLVO | 59 | 1092 |
| | | | | VOLVO-BM | 29 | 1116 |
| 90 258 601 → 93 369 700 | 93 369 974 | 89 522 110 | 130,175 | VOLVO | 59 | 1092 |
| | | | | VOLVO-BM | 29 | 1116 |
| 90 264 600 → 90 264 700 | 90 264 970 | 89 168 110 | 94 | VOLKSWAGEN | 81 | 1057 |
| 90 264 700 | 90 264 970 | 89 168 110 | 94 | VOLKSWAGEN | 81 | 1057 |
| 90 274 600 → 90 274 800 | 90 274 980 | 89 178 190 | 97 | HANOMAG | 2 | 382 |
| | | | | MERCEDES-BENZ | 57 | 624 |
| | | | | TOYOTA | 18 | 976 |
| 90 274 600 → 90 274 800 | 90 274 981 | 89 069 190 | 97 | HANOMAG | 2 | 382 |
| | | | | MERCEDES-BENZ | 57 | 624 |
| | | | | TOYOTA | 18 | 976 |
| 90 274 600 → 90 274 800 | 90 274 982 | 89 177 190 | 97 | HANOMAG | 2 | 382 |
| | | | | MERCEDES-BENZ | 57 | 624 |
| | | | | TOYOTA | 18 | 976 |
| 90 274 700 → 90 274 800 | 90 274 980 | 89 178 190 | 97 | HANOMAG | 2 | 382 |
| | | | | MERCEDES-BENZ | 57 | 624 |
| | | | | TOYOTA | 18 | 976 |
| 90 274 700 → 90 274 800 | 90 274 981 | 89 069 190 | 97 | HANOMAG | 2 | 382 |
| | | | | MERCEDES-BENZ | 57 | 624 |
| | | | | TOYOTA | 18 | 976 |
| 90 274 700 → 90 274 800 | 90 274 982 | 89 177 190 | 97 | HANOMAG | 2 | 382 |
| | | | | MERCEDES-BENZ | 57 | 624 |
| | | | | TOYOTA | 18 | 976 |
| 90 274 800 | 90 274 980 | 89 178 190 | 97 | HANOMAG | 2 | 382 |
| | | | | MERCEDES-BENZ | 57 | 624 |
| | | | | TOYOTA | 18 | 976 |
| 90 274 800 | 90 274 981 | 89 069 190 | 97 | HANOMAG | 2 | 382 |
| | | | | MERCEDES-BENZ | 57 | 624 |
| | | | | TOYOTA | 18 | 976 |
| 90 274 800 | 90 274 982 | 89 177 190 | 97 | HANOMAG | 2 | 382 |
| | | | | MERCEDES-BENZ | 57 | 624 |
| | | | | TOYOTA | 18 | 976 |
| 90 276 600 → 90 276 700 | 90 276 970 | 89 178 190 | 97 | FORD | 49 | 375 |
| | | | | MERCEDES-BENZ | 58 | 626 |

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|---|---|---|---|---------------|------------|---|
| 90 276 600 → 90 276 700 | 90 276 971 | 89 069 190 | 97 | FORD | 49 | 375 |
| | | | | MERCEDES-BENZ | 58 | 626 |
| 90 276 600 → 90 276 700 | 90 276 972 | 89 177 190 | 97 | FORD | 49 | 375 |
| | | | | MERCEDES-BENZ | 58 | 626 |
| 90 276 700 | 90 276 970 | 89 178 190 | 97 | FORD | 49 | 375 |
| | | | | MERCEDES-BENZ | 58 | 626 |
| 90 276 700 | 90 276 971 | 89 069 190 | 97 | FORD | 49 | 375 |
| | | | | MERCEDES-BENZ | 58 | 626 |
| 90 276 700 | 90 276 972 | 89 177 190 | 97 | FORD | 49 | 375 |
| | | | | MERCEDES-BENZ | 58 | 626 |
| 90 277 600 → 90 274 800 | 90 274 980 | 89 178 190 | 97 | HANOMAG | 2 | 382 |
| | | | | MERCEDES-BENZ | 57 | 624 |
| | | | | TOYOTA | 18 | 976 |
| 90 277 600 → 90 274 800 | 90 274 981 | 89 069 190 | 97 | HANOMAG | 2 | 382 |
| | | | | MERCEDES-BENZ | 57 | 624 |
| | | | | TOYOTA | 18 | 976 |
| 90 277 600 → 90 274 800 | 90 274 982 | 89 177 190 | 97 | HANOMAG | 2 | 382 |
| | | | | MERCEDES-BENZ | 57 | 624 |
| | | | | TOYOTA | 18 | 976 |
| 90 278 600 | 90 278 960 | 88 530 190 | 75 | MERCEDES-BENZ | 1 | 606 |
| 90 278 700 → 90 278 600 | 90 278 960 | 88 530 190 | 75 | MERCEDES-BENZ | 1 | 606 |
| 90 280 600 → 93 568 600 | 93 568 960 | 88 869 190 | 128 | MERCEDES-BENZ | 92 | 647 |
| 90 280 600 → 93 568 600 | 93 568 963 | 89 433 190 | 128 | MERCEDES-BENZ | 92 | 647 |
| 90 299 600 → 93 369 700 | 93 369 970 | 89 084 110 | 130,175 | VOLVO | 59 | 1092 |
| | | | | VOLVO-BM | 29 | 1116 |
| 90 299 600 → 93 369 700 | 93 369 971 | 89 328 110 | 130,175 | VOLVO | 59 | 1092 |
| | | | | VOLVO-BM | 29 | 1116 |
| 90 299 600 → 93 369 700 | 93 369 972 | 89 399 110 | 130,175 | VOLVO | 59 | 1092 |
| | | | | VOLVO-BM | 29 | 1116 |
| 90 299 600 → 93 369 700 | 93 369 974 | 89 522 110 | 130,175 | VOLVO | 59 | 1092 |
| | | | | VOLVO-BM | 29 | 1116 |
| 90 300 600 → 90 583 600 | 90 583 960 | 89 186 110 | 128 | MAN | 51/60 | 514, 523 |
| 90 300 600 → 90 583 600 | 90 583 961 | 89 324 110 | 128 | MAN | 51/60 | 514, 523 |
| 90 300 600 → 90 583 600 | 90 583 963 | 89 518 110 | 128 | MAN | 51/60 | 514, 523 |
| 90 300 600 → 90 583 600 | 90 583 964 | 89 534 110 | 128 | MAN | 51/60 | 514, 523 |
| 90 300 800 → 90 583 600 | 90 583 960 | 89 186 110 | 128 | MAN | 51/60 | 514, 523 |
| 90 300 800 → 90 583 600 | 90 583 961 | 89 324 110 | 128 | MAN | 51/60 | 514, 523 |
| 90 300 800 → 90 583 600 | 90 583 963 | 89 518 110 | 128 | MAN | 51/60 | 514, 523 |
| 90 300 800 → 90 583 600 | 90 583 964 | 89 534 110 | 128 | MAN | 51/60 | 514, 523 |
| 90 302 600 → 90 584 600 | 90 584 960 | 89 186 110 | 128 | MAN | 51/60 | 514, 523 |
| 90 302 600 → 90 584 600 | 90 584 961 | 89 324 110 | 128 | MAN | 51/60 | 514, 523 |
| 90 302 600 → 90 584 600 | 90 584 963 | 89 518 110 | 128 | MAN | 51/60 | 514, 523 |
| 90 302 600 → 90 584 600 | 90 584 964 | 89 534 110 | 128 | MAN | 51/60 | 514, 523 |
| 90 302 800 → 90 583 600 | 90 583 960 | 89 186 110 | 128 | MAN | 51/60 | 514, 523 |
| 90 302 800 → 90 583 600 | 90 583 961 | 89 324 110 | 128 | MAN | 51/60 | 514, 523 |
| 90 302 800 → 90 583 600 | 90 583 963 | 89 518 110 | 128 | MAN | 51/60 | 514, 523 |
| 90 302 800 → 90 583 600 | 90 583 964 | 89 534 110 | 128 | MAN | 51/60 | 514, 523 |
| 90 303 600 → 90 585 600 | 90 585 960 | 89 186 110 | 128 | MAN | 51/60 | 515, 524 |
| 90 303 600 → 90 585 600 | 90 585 961 | 89 324 110 | 128 | MAN | 51/60 | 515, 524 |
| 90 303 600 → 90 585 600 | 90 585 963 | 89 518 110 | 128 | MAN | 51/60 | 515, 524 |
| 90 303 600 → 90 585 600 | 90 585 964 | 89 534 110 | 128 | MAN | 51/60 | 515, 524 |
| 90 303 800 → 90 583 600 | 90 583 960 | 89 186 110 | 128 | MAN | 51/60 | 514, 523 |
| 90 303 800 → 90 583 600 | 90 583 961 | 89 324 110 | 128 | MAN | 51/60 | 514, 523 |
| 90 303 800 → 90 583 600 | 90 583 963 | 89 518 110 | 128 | MAN | 51/60 | 514, 523 |
| 90 303 800 → 90 583 600 | 90 583 964 | 89 534 110 | 128 | MAN | 51/60 | 514, 523 |
| 90333600/01 → 90 583 600 | 90 583 960 | 89 186 110 | 128 | MAN | 51/60 | 514, 523 |
| 90333600/01 → 90 583 600 | 90 583 961 | 89 324 110 | 128 | MAN | 51/60 | 514, 523 |
| 90333600/01 → 90 583 600 | 90 583 963 | 89 518 110 | 128 | MAN | 51/60 | 514, 523 |
| 90333600/01 → 90 583 600 | 90 583 964 | 89 534 110 | 128 | MAN | 51/60 | 514, 523 |
| 90 333 800 → 90 583 600 | 90 583 960 | 89 186 110 | 128 | MAN | 51/60 | 514, 523 |
| 90 333 800 → 90 583 600 | 90 583 961 | 89 324 110 | 128 | MAN | 51/60 | 514, 523 |
| 90 333 800 → 90 583 600 | 90 583 963 | 89 518 110 | 128 | MAN | 51/60 | 514, 523 |
| 90 333 800 → 90 583 600 | 90 583 964 | 89 534 110 | 128 | MAN | 51/60 | 514, 523 |
| 90 334 600 | 90 334 960 | 89 186 110 | 128 | MAN | 52 | 515 |
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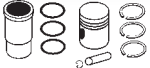



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| 90 334 600 | 90 334 963 | 89 518 110 | 128 | MAN | 52 | 515 |
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| 90 336 600 | 90 336 960 | 89 186 110 | 128 | MAN | 52 | 516 |
| 90 336 600 | 90 336 961 | 89 324 110 | 128 | MAN | 52 | 516 |
| 90 336 600 | 90 336 963 | 89 518 110 | 128 | MAN | 52 | 516 |
| 90 336 600 | 90 336 964 | 89 534 110 | 128 | MAN | 52 | 516 |
| 90 337 600 | 90 337 960 | 89 186 110 | 128 | MAN | 52 | 516 |
| 90 337 600 | 90 337 961 | 89 324 110 | 128 | MAN | 52 | 516 |
| 90 337 600 | 90 337 963 | 89 518 110 | 128 | MAN | 52 | 516 |
| 90 337 600 | 90 337 964 | 89 534 110 | 128 | MAN | 52 | 516 |
| 90337800/01 → 90 337 600 | 90 337 960 | 89 186 110 | 128 | MAN | 52 | 516 |
| 90337800/01 → 90 337 600 | 90 337 961 | 89 324 110 | 128 | MAN | 52 | 516 |
| 90337800/01 → 90 337 600 | 90 337 963 | 89 518 110 | 128 | MAN | 52 | 516 |
| 90337800/01 → 90 337 600 | 90 337 964 | 89 534 110 | 128 | MAN | 52 | 516 |
| 90 341 600 | 90 341 960 | 89 186 110 | 128 | MAN | 48 | 511 |
| 90 341 600 | 90 341 961 | 89 324 110 | 128 | MAN | 48 | 511 |
| 90 341 600 | 90 341 963 | 89 518 110 | 128 | MAN | 48 | 511 |
| 90 341 600 | 90 341 964 | 89 534 110 | 128 | MAN | 48 | 511 |
| 90 342 600 | | | 128 | MAN | 48 | 512 |
| 90 352 600 | | | 97 | MERCEDES-BENZ | 56 | 623 |
| | | | | STEYR | 7 | 944 |
| 90 382 700 | 90 382 970 | 89 301 110 | 83 | CITROEN | 15 | 204 |
| | | | | PEUGEOT | 16 | 763 |
| 90 409 600 → 93 566 600 | 93 566 960 | 88 500 190 | 106,698 | FORD | 53 | 376 |
| 90 436 600 | 90 436 960 | 89 309 110 | 86 | CHRYSLER | 2 | 192 |
| | | | | RENAULT | 27 | 804 |
| 90 451 600 → 90 451 700 | | | 65 | AUTOBIANCHI | 1 | 172 |
| | | | | FIAT / IVECO | 1 | 311 |
| | | | | LADA | 1 | 446 |
| | | | | POLSKI-FIAT | 1 | 777 |
| | | | | SEAT | 1 | 891 |
| | | | | ZASTAVA | 1 | 1127 |
| 90 451 700 | | | 65 | AUTOBIANCHI | 1 | 172 |
| | | | | FIAT / IVECO | 1 | 311 |
| | | | | LADA | 1 | 446 |
| | | | | POLSKI-FIAT | 1 | 777 |
| | | | | SEAT | 1 | 891 |
| | | | | ZASTAVA | 1 | 1127 |
| 90 468 600 → 90 468 800 | | | 78 | RENAULT | 9 | 797 |
| | | | | VOLVO | 6 | 1071 |
| 90 468 800 | | | 78 | RENAULT | 9 | 797 |
| | | | | VOLVO | 6 | 1071 |
| 90 482 600 | 90 482 960 | 89 186 110 | 128 | MAN | 52 | 517 |
| 90 482 600 | 90 482 961 | 89 324 110 | 128 | MAN | 52 | 517 |
| 90 482 600 | 90 482 963 | 89 518 110 | 128 | MAN | 52 | 517 |
| 90 482 600 | 90 482 964 | 89 534 110 | 128 | MAN | 52 | 517 |
| 90 482 800 → 90 482 600 | 90 482 960 | 89 186 110 | 128 | MAN | 52 | 517 |
| 90 482 800 → 90 482 600 | 90 482 961 | 89 324 110 | 128 | MAN | 52 | 517 |
| 90 482 800 → 90 482 600 | 90 482 963 | 89 518 110 | 128 | MAN | 52 | 517 |
| 90 482 800 → 90 482 600 | 90 482 964 | 89 534 110 | 128 | MAN | 52 | 517 |
| 90 527 600 → 91 386 600 | 91 386 960 | 89 434 190 | 79,5 | AUDI | 9 | 153 |
| | | | | SEAT | 16 | 895 |
| | | | | SKODA | 12 | 918 |
| | | | | VOLKSWAGEN | 26 | 1031 |
| 90 532 600 | 90 532 960 | 89 198 190 | 97,5 | MERCEDES-BENZ | 60 | 629 |
| 90 532 600 | 90 532 961 | 89 177 190 | 97,5 | MERCEDES-BENZ | 60 | 629 |
| 90 545 600 | 90 545 960 | 88 624 110 | 118 | DAF | 9 | 233 |
| 90 555 600 → 90 555 605 | | | 79 | OPEL | 14 | 724 |
| | | | | VAUXHALL | 14 | 989 |
| 90 555 605 | | | 79 | OPEL | 14 | 724 |
| | | | | VAUXHALL | 14 | 989 |
| 90 556 600 → 90 556 605 | | | 79 | OPEL | 13 | 723 |
| | | | | VAUXHALL | 13 | 988 |
| 90 556 605 | | | 79 | OPEL | 13 | 723 |
| | | | | VAUXHALL | 13 | 988 |






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| 90 561 630 → 92 213 630 | | | | 84 | BMW | 9 | 180 |
| 90 563 600 | 90 563 960 | 89 335 110 | 105 | MWM | | 14 | 692 |
| 90 563 600 | 90 563 961 | 89 596 110 | 105 | MWM | | 14 | 692 |
| 90 565 620 | | | | 84 | BMW | 10 | 180 |
| 90 578 600 | 90 578 960 | 89 186 110 | 128 | MAN | | 57/63 | 520, 526 |
| 90 578 600 | 90 578 961 | 89 324 110 | 128 | MAN | | 57/63 | 520, 526 |
| 90 578 600 | 90 578 963 | 89 518 110 | 128 | MAN | | 57/63 | 520, 526 |
| 90 578 600 | 90 578 964 | 89 534 110 | 128 | MAN | | 57/63 | 520, 526 |
| 90 579 600 | 90 579 960 | 89 186 110 | 128 | MAN | | 57/63 | 520, 526 |
| 90 579 600 | 90 579 961 | 89 324 110 | 128 | MAN | | 57/63 | 520, 526 |
| 90 579 600 | 90 579 963 | 89 518 110 | 128 | MAN | | 57/63 | 520, 526 |
| 90 579 600 | 90 579 964 | 89 534 110 | 128 | MAN | | 57/63 | 520, 526 |
| 90 581 600 | 90 581 960 | 89 186 110 | 128 | MAN | | 57/63 | 521, 526 |
| 90 581 600 | 90 581 961 | 89 324 110 | 128 | MAN | | 57/63 | 521, 526 |
| 90 581 600 | 90 581 963 | 89 518 110 | 128 | MAN | | 57/63 | 521, 526 |
| 90 581 600 | 90 581 964 | 89 534 110 | 128 | MAN | | 57/63 | 521, 526 |
| 90 582 600 | 90 582 960 | 89 186 110 | 128 | MAN | | 57/63 | 521, 527 |
| 90 583 600 | 90 583 960 | 89 186 110 | 128 | MAN | | 51/60 | 514, 523 |
| 90 583 600 | 90 583 961 | 89 324 110 | 128 | MAN | | 51/60 | 514, 523 |
| 90 583 600 | 90 583 963 | 89 518 110 | 128 | MAN | | 51/60 | 514, 523 |
| 90 583 600 | 90 583 964 | 89 534 110 | 128 | MAN | | 51/60 | 514, 523 |
| 90 584 600 | 90 584 960 | 89 186 110 | 128 | MAN | | 51/60 | 514, 523 |
| 90 584 600 | 90 584 961 | 89 324 110 | 128 | MAN | | 51/60 | 514, 523 |
| 90 584 600 | 90 584 963 | 89 518 110 | 128 | MAN | | 51/60 | 514, 523 |
| 90 584 600 | 90 584 964 | 89 534 110 | 128 | MAN | | 51/60 | 514, 523 |
| 90 585 600 | 90 585 960 | 89 186 110 | 128 | MAN | | 51/60 | 515, 524 |
| 90 585 600 | 90 585 961 | 89 324 110 | 128 | MAN | | 51/60 | 515, 524 |
| 90 585 600 | 90 585 963 | 89 518 110 | 128 | MAN | | 51/60 | 515, 524 |
| 90 585 600 | 90 585 964 | 89 534 110 | 128 | MAN | | 51/60 | 515, 524 |
| 90 593 600 | 90 593 962 | 89 390 110 | 128 | MERCEDES-BENZ | | 98 | 654 |
| 90 593 602 → 90 593 600 | 90 593 962 | 89 390 110 | 128 | MERCEDES-BENZ | | 98 | 654 |
| 90 606 600 | | | | 90,83 | FORD | 38 | 371 |
| 90 606 700 → 90 606 600 | | | | 90,83 | FORD | 38 | 371 |
| 90 613 600 | 90 613 960 | 89 386 190 | 82,6 | FIAT / IVECO | | 16 | 316 |
| | | | | | LANCIA | 10 | 455 |
| 90 613 600 | 90 613 961 | 89 424 190 | 82,6 | FIAT / IVECO | | 16 | 316 |
| | | | | | LANCIA | 10 | 455 |
| 90 614 600 | 90 614 960 | 89 396 110 | 130 | MERCEDES-BENZ | | 117 | 667 |
| 90 614 600 | 90 614 961 | 89 533 110 | 130 | MERCEDES-BENZ | | 117 | 667 |
| 90 614 602 → 90 614 600 | 90 614 960 | 89 396 110 | 130 | MERCEDES-BENZ | | 117 | 667 |
| 90 614 602 → 90 614 600 | 90 614 961 | 89 533 110 | 130 | MERCEDES-BENZ | | 117 | 667 |
| 90 624 600 | | | | 90,475 | ROVER | 9 | 849 |
| 90 654 600 | 90 654 963 | 89 080 192 | 103 | FIAT / IVECO | | 61 | 338 |
| 90 669 600 | 90 669 960 | 88 684 110 | 102 | DEUTZ | | 23 | 259 |
| 90 669 600 | 90 669 961 | 89 341 110 | 102 | DEUTZ | | 23 | 259 |
| 90 669 600 | 90 669 963 | 89 494 110 | 102 | DEUTZ | | 23 | 259 |
| 90 669 600 | 90 669 964 | 89 496 110 | 102 | DEUTZ | | 23 | 259 |
| 90 686 600 | | | | 85 | CITROEN | 23 | 207 |
| | | | | | FIAT / IVECO | 26 | 320 |
| | | | | | PEUGEOT | 26 | 766 |
| 90 710 600 → 92 221 600 | | | | 89 | MERCEDES-BENZ | 34 | 616 |
| 90 712 600 | 90 712 960 | 89 439 110 | 127 | SCANIA | | 23 | 876 |
| 90 712 600 | 90 712 961 | 89 497 110 | 127 | SCANIA | | 23 | 876 |
| 90 717 604 | | | | 96,5 | MERCEDES-BENZ | 54 | 623 |
| 90 729 600 → 92 952 600 | 92 952 960 | 88 891 150 | 98,425 | IHC-CASE (CNH) | | 4 | 403 |
| 90 730 600 | 90 730 960 | 88 891 150 | 98,425 | IHC-CASE (CNH) | | 4 | 403 |
| 90 732 600 | 90 732 960 | 89 163 190 | 76,5 | AUDI | | 5 | 149 |
| | | | | | NISSAN | 4 | 701 |
| | | | | | STEYR | 1 | 942 |
| | | | | | VOLKSWAGEN | 18 | 1027 |
| | | | | | VOLVO | 4 | 1069 |
| 90 733 600 → 90 733 700 | 90 733 970 | 88 568 110 | 127 | SCANIA | | 20 | 875 |
| 90 733 700 | 90 733 970 | 88 568 110 | 127 | SCANIA | | 20 | 875 |
| 90 737 600 | 90 737 961 | 89 411 110 | 127 | SCANIA | | 25 | 877 |
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


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| 90 738 600 → 90 738 700 | 90 738 971 | 89 385 110 | 115 | SCANIA | 6 | 870 |
| 90 738 700 | 90 738 970 | 89 088 110 | 115 | SCANIA | 6 | 870 |
| 90 738 700 | 90 738 971 | 89 385 110 | 115 | SCANIA | 6 | 870 |
| 90 739 600 → 90 739 700 | 90 739 971 | 89 850 190 | 92 | TOYOTA | 9 | 973 |
| 90 739 700 | 90 739 971 | 89 850 190 | 92 | TOYOTA | 9 | 973 |
| 90 741 600 | 90 741 961 | 89 370 110 | 104,775 | VOLVO | 34 | 1082 |
| | | | | VOLVO-BM | 16 | 1111 |
| 90 741 600 | 90 741 962 | 89 570 110 | 104,775 | VOLVO | 34 | 1082 |
| | | | | VOLVO-BM | 16 | 1111 |
| 90 747 600 → 90 747 700 | 90 747 970 | 89 077 110 | 120 | RENAULT TRUCKS (RVI) | 20 | 834 |
| 90 747 700 | 90 747 970 | 89 077 110 | 120 | RENAULT TRUCKS (RVI) | 20 | 834 |
| 90 748 700 | | | 125 | FIAT / IVECO | 81 | 347 |
| 90 749 600 → 93 137 600 | 93 137 961 | 89 453 110 | 108 | MAN | 12 | 491 |
| 90 749 600 → 93 137 600 | 93 137 962 | 89 470 110 | 108 | MAN | 12 | 491 |
| 90 749 600 → 93 137 600 | 93 137 963 | 89 470 190 | 108 | MAN | 12 | 491 |
| 90 759 600 | 90 759 961 | 89 367 110 | 127 | SCANIA | 21 | 875 |
| 90 759 700 → 90 759 600 | 90 759 961 | 89 367 110 | 127 | SCANIA | 21 | 875 |
| 90 760 600 → 92 123 600 | | | 86 | DAEWOO | 1 | 225 |
| | | | | OPEL | 39 | 731 |
| | | | | VAUXHALL | 38 | 996 |
| 90 768 600 → 92 951 600 | 92 951 960 | 88 892 150 | 98,425 | IHC-CASE (CNH) | 5 | 404 |
| 90 769 600 | 90 769 960 | 88 892 150 | 98,425 | IHC-CASE (CNH) | 5 | 404 |
| 90 812 600 → 94 382 600 | 94 382 960 | 89 319 190 | 93 | FIAT / IVECO | 44 | 328 |
| | | | | OM | 4 | 711 |
| | | | | RENAULT | 41 | 809 |
| | | | | RENAULT TRUCKS (RVI) | 5 | 825 |
| 90 812 600 → 94 382 600 | 94 382 961 | 89 319 191 | 93 | FIAT / IVECO | 44 | 328 |
| | | | | OM | 4 | 711 |
| | | | | RENAULT | 41 | 809 |
| | | | | RENAULT TRUCKS (RVI) | 5 | 825 |
| 90 812 600 → 94 382 600 | 94 382 962 | 89 319 192 | 93 | FIAT / IVECO | 44 | 328 |
| | | | | OM | 4 | 711 |
| | | | | RENAULT | 41 | 809 |
| | | | | RENAULT TRUCKS (RVI) | 5 | 825 |
| 90 812 600 → 94 382 600 | 94 382 963 | 89 319 193 | 93 | FIAT / IVECO | 44 | 328 |
| | | | | OM | 4 | 711 |
| | | | | RENAULT | 41 | 809 |
| | | | | RENAULT TRUCKS (RVI) | 5 | 825 |
| 90 843 600 | 90 843 960 | 89 196 110 | 90 | KOMPRESSOR | 9 | 438 |
| | | | | MERCEDES-BENZ | 39 | 618 |
| 90 843 600 | 90 843 962 | 89 440 110 | 90 | KOMPRESSOR | 9 | 438 |
| | | | | MERCEDES-BENZ | 39 | 618 |
| 90 843 700 | 90 843 970 | 89 196 110 | 90 | KOMPRESSOR | 8 | 437 |
| | | | | MAN | 1 | 485 |
| 90 843 700 | 90 843 972 | 89 440 110 | 90 | KOMPRESSOR | 8 | 437 |
| | | | | MAN | 1 | 485 |
| 90 848 600 → 93 280 600 | 93 280 960 | 88 684 110 | 102 | DEUTZ | 25 | 260 |
| 90 848 600 → 93 280 600 | 93 280 961 | 89 494 110 | 102 | DEUTZ | 25 | 260 |
| 90 850 600 | 90 850 960 | 89 737 110 | 108 | MASSEY-FERGUSON | 16 | 556 |
| | | | | SISU | 1 | 911 |
| 90 858 600 | 90 858 960 | 89 432 190 | 82,5 | OPEL | 33 | 729 |
| | | | | VAUXHALL | 33 | 994 |
| 90 867 600 | | | 98 | JOHN DEERE | 1 | 424 |
| 90 870 601 | 90 870 960 | 89 549 110 | 130,175 | VOLVO | 65 | 1095 |
| 90 872 600 → 94 412 600 | 94 412 961 | 89 470 110 | 108 | MAN | 13 | 492 |
| | | | | STEYR | 11 | 946 |
| 90 872 600 → 94 412 600 | 94 412 962 | 89 453 110 | 108 | MAN | 13 | 492 |
| | | | | STEYR | 11 | 946 |
| 90 872 600 → 94 412 600 | 94 412 963 | 89 470 190 | 108 | MAN | 13 | 492 |
| | | | | STEYR | 11 | 946 |
| 90 874 600 → 94 412 600 | 94 412 961 | 89 470 110 | 108 | MAN | 13 | 492 |
| | | | | STEYR | 11 | 946 |
| 90 874 600 → 94 412 600 | 94 412 962 | 89 453 110 | 108 | MAN | 13 | 492 |
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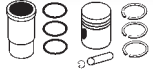



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| | | | | MAN | 13 | 492 |
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| 90 875 600 → 94 412 600 | 94 412 962 | 89 453 110 | 108 | MAN | 13 | 492 |
| | | | | STEYR | 11 | 946 |
| 90 875 600 → 94 412 600 | 94 412 963 | 89 470 190 | 108 | MAN | 13 | 492 |
| | | | | STEYR | 11 | 946 |
| 90 901 600 | 90 901 962 | 89 387 110 | 126 | STEYR | 15 | 949 |
| 90 903 600 → 90 904 600 | 90 904 960 | 88 253 110 | 100,61 | DAF | 5 | 232 |
| | | | | LEYLAND | 2 | 461 |
| 90 904 600 | 90 904 960 | 88 253 110 | 100,61 | DAF | 5 | 232 |
| | | | | LEYLAND | 2 | 461 |
| 90 912 600 → 93 192 600 | 93 192 961 | 89 182 110 | 100 | STEYR | 8 | 944 |
| 90 915 600 → 90 915 700 | 90 915 970 | 89 410 110 | 102 | DEUTZ | 26 | 260 |
| 90 915 700 | 90 915 970 | 89 410 110 | 102 | DEUTZ | 26 | 260 |
| 90 920 600 | | | 84 | BMW | 8 | 180 |
| 90 924 600 | 90 924 960 | 89 399 110 | 130,175 | VOLVO | 60 | 1093 |
| | | | | VOLVO-BM | 31 | 1117 |
| 90 924 600 | 90 924 962 | 89 522 110 | 130,175 | VOLVO | 60 | 1093 |
| | | | | VOLVO-BM | 31 | 1117 |
| 90 925 600 → 93 369 700 | 93 369 970 | 89 084 110 | 130,175 | VOLVO | 59 | 1092 |
| | | | | VOLVO-BM | 29 | 1116 |
| 90 925 600 → 93 369 700 | 93 369 971 | 89 328 110 | 130,175 | VOLVO | 59 | 1092 |
| | | | | VOLVO-BM | 29 | 1116 |
| 90 925 600 → 93 369 700 | 93 369 972 | 89 399 110 | 130,175 | VOLVO | 59 | 1092 |
| | | | | VOLVO-BM | 29 | 1116 |
| 90 925 600 → 93 369 700 | 93 369 974 | 89 522 110 | 130,175 | VOLVO | 59 | 1092 |
| | | | | VOLVO-BM | 29 | 1116 |
| 90 937 600 | 90 937 960 | 89 317 190 | 104 | FIAT / IVECO | 65 | 340 |
| 90 937 600 | 90 937 962 | 89 317 192 | 104 | FIAT / IVECO | 65 | 340 |
| 90 942 600 | | | 81 | VOLKSWAGEN | 41 | 1043 |
| 90 946 600 | 90 946 960 | 89 367 110 | 127 | SCANIA | 17 | 874 |
| 90 947 600 → 90 947 700 | 90 947 970 | 88 031 110 | 135 | RENAULT TRUCKS (RVI) | 34 | 840 |
| 90 947 600 → 90 947 700 | 90 947 971 | 89 085 110 | 135 | RENAULT TRUCKS (RVI) | 34 | 840 |
| 90 947 700 | 90 947 970 | 88 031 110 | 135 | RENAULT TRUCKS (RVI) | 34 | 840 |
| 90 947 700 | 90 947 971 | 89 085 110 | 135 | RENAULT TRUCKS (RVI) | 34 | 840 |
| 90 959 600 → 92 986 600 | 92 986 960 | 88 853 110 | 121 | MAN | 24 | 501 |
| | | | | RABA | 1 | 783 |
| | | | | ROMAN-DIESEL | 2 | 844 |
| | | | | SAVIEM | 5 | 861 |
| 90 959 600 → 92 986 600 | 92 986 961 | 88 854 110 | 121 | MAN | 24 | 501 |
| | | | | RABA | 1 | 783 |
| | | | | ROMAN-DIESEL | 2 | 844 |
| | | | | SAVIEM | 5 | 861 |
| 90 959 600 → 92 986 600 | 92 986 962 | 88 852 110 | 121 | MAN | 24 | 501 |
| | | | | RABA | 1 | 783 |
| | | | | ROMAN-DIESEL | 2 | 844 |
| | | | | SAVIEM | 5 | 861 |
| 90 961 600 → 92 231 600 | 92 231 960 | 89 386 190 | 82,6 | FIAT / IVECO | 15 | 315 |
| | | | | LANCIA | 9 | 454 |
| 90 961 600 → 92 231 600 | 92 231 961 | 89 424 190 | 82,6 | FIAT / IVECO | 15 | 315 |
| | | | | LANCIA | 9 | 454 |
| 90 974 600 | 90 974 961 | 88 308 110 | 98 | MWM | 6 | 687 |
| | | | | RENAULT | 46 | 812 |
| 91 005 600 → 91 005 700 | 91 005 971 | 89 008 110 | 95 | MWM | 5 | 686 |
| | | | | RENAULT | 45 | 811 |
| 91 005 600 → 91 005 700 | 91 005 972 | 88 625 110 | 95 | MWM | 5 | 686 |
| | | | | RENAULT | 45 | 811 |
| 91 005 700 | 91 005 971 | 89 008 110 | 95 | MWM | 5 | 686 |
| | | | | RENAULT | 45 | 811 |
| 91 005 700 | 91 005 972 | 88 625 110 | 95 | MWM | 5 | 686 |
| | | | | RENAULT | 45 | 811 |
| 91 007 600 | 91 007 961 | 88 318 110 | 90 | MWM | 1 | 685 |
| 91 022 600 | 91 022 960 | 89 048 190 | 92 | OPEL | 54 | 734 |
| | | | | VAUXHALL | 51 | 998 |


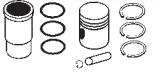










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|---|---|---|---|----------------------|------------|---|
| 91 023 600 → 91 023 700 | | | 86 | LADA | 11 | 449 |
| | | | | OPEL | 40 | 731 |
| | | | | VAUXHALL | 40 | 996 |
| 91 023 700 | | | 86 | LADA | 11 | 449 |
| | | | | OPEL | 40 | 731 |
| | | | | VAUXHALL | 40 | 996 |
| 91 033 600 | | | 81 | FORD | 16 | 365 |
| | | | | MERCEDES-BENZ | 2 | 606 |
| | | | | SEAT | 30 | 904 |
| | | | | VOLKSWAGEN | 42 | 1043 |
| 91 042 600 → 94 664 602 | | | 82,5 | FORD | 18 | 366 |
| 91 042 602 → 94 664 602 | | | 82,5 | FORD | 18 | 366 |
| 91 043 600 → 91 043 700 | 91 043 970 | 89 030 110 | 125 | DEUTZ | 47 | 268 |
| 91 043 600 → 91 043 700 | 91 043 971 | 89 384 110 | 125 | DEUTZ | 47 | 268 |
| 91 043 700 | 91 043 970 | 89 030 110 | 125 | DEUTZ | 47 | 268 |
| 91 043 700 | 91 043 971 | 89 384 110 | 125 | DEUTZ | 47 | 268 |
| 91 046 600 → 91 046 700 | 91 046 970 | 89 030 110 | 125 | DEUTZ | 47 | 269 |
| 91 046 600 → 91 046 700 | 91 046 971 | 89 384 110 | 125 | DEUTZ | 47 | 269 |
| 91 046 700 | 91 046 970 | 89 030 110 | 125 | DEUTZ | 47 | 269 |
| 91 046 700 | 91 046 971 | 89 384 110 | 125 | DEUTZ | 47 | 269 |
| 91 074 600 | 91 074 961 | 89 453 110 | 108 | MAN | 9 | 488 |
| 91 074 600 | 91 074 962 | 89 470 110 | 108 | MAN | 9 | 488 |
| 91 074 600 | 91 074 963 | 89 470 190 | 108 | MAN | 9 | 488 |
| 91 075 600 | 91 075 961 | 89 453 110 | 108 | MAN | 9 | 489 |
| 91 075 600 | 91 075 962 | 89 470 110 | 108 | MAN | 9 | 489 |
| 91 075 600 | 91 075 963 | 89 470 190 | 108 | MAN | 9 | 489 |
| 91 117 600 → 92 774 600 | 92 774 961 | 88 354 190 | 98,48 | IHC-CASE (CNH) | 7 | 405 |
| | | | | MASSEY-FERGUSON | 7 | 552 |
| | | | | PERKINS | 11 | 745 |
| 91 117 600 → 92 774 600 | 92 774 962 | 88 355 190 | 98,48 | IHC-CASE (CNH) | 7 | 405 |
| | | | | MASSEY-FERGUSON | 7 | 552 |
| | | | | PERKINS | 11 | 745 |
| 91 117 600 → 92 774 600 | 92 774 963 | 88 356 110 | 98,48 | IHC-CASE (CNH) | 7 | 405 |
| | | | | MASSEY-FERGUSON | 7 | 552 |
| | | | | PERKINS | 11 | 745 |
| 91 118 600 | 91 118 961 | 88 354 190 | 98,48 | FIAT / IVECO | 53 | 334 |
| | | | | IHC-CASE (CNH) | 9 | 407 |
| | | | | MASSEY-FERGUSON | 6 | 552 |
| | | | | PERKINS | 10 | 744 |
| | | | | RENAULT | 47 | 813 |
| | | | | RENAULT TRUCKS (RVI) | 9 | 829 |
| | | | | VOLVO | 28 | 1079 |
| | | | | VOLVO-BM | 9 | 1108 |
| 91 118 600 | 91 118 962 | 88 355 190 | 98,48 | FIAT / IVECO | 53 | 334 |
| | | | | IHC-CASE (CNH) | 9 | 407 |
| | | | | MASSEY-FERGUSON | 6 | 552 |
| | | | | PERKINS | 10 | 744 |
| | | | | RENAULT | 47 | 813 |
| | | | | RENAULT TRUCKS (RVI) | 9 | 829 |
| | | | | VOLVO | 28 | 1079 |
| | | | | VOLVO-BM | 9 | 1108 |
| 91 118 600 | 91 118 963 | 88 356 110 | 98,48 | FIAT / IVECO | 53 | 334 |
| | | | | IHC-CASE (CNH) | 9 | 407 |
| | | | | MASSEY-FERGUSON | 6 | 552 |
| | | | | PERKINS | 10 | 744 |
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| | | | | RENAULT TRUCKS (RVI) | 9 | 829 |
| | | | | VOLVO | 28 | 1079 |
| | | | | VOLVO-BM | 9 | 1108 |
| 91 118 600 | 91 118 964 | 89 514 190 | 98,48 | FIAT / IVECO | 53 | 334 |
| | | | | IHC-CASE (CNH) | 9 | 407 |
| | | | | MASSEY-FERGUSON | 6 | 552 |
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| | | | | RENAULT | 47 | 813 |
| | | | | RENAULT TRUCKS (RVI) | 9 | 829 |


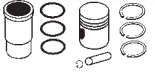



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|---|---|---|---|----------------------|------------|---|
| | | | | VOLVO | 28 | 1079 |
| | | | | VOLVO-BM | 9 | 1108 |
| 91 126 600 → 92 772 600 | | | 91,48 | FIAT / IVECO | 38 | 325 |
| | | | | MASSEY-FERGUSON | 3 | 550 |
| | | | | PERKINS | 4 | 741 |
| 91 126 700 → 92 772 600 | | | 91,48 | FIAT / IVECO | 38 | 325 |
| | | | | MASSEY-FERGUSON | 3 | 550 |
| | | | | PERKINS | 4 | 741 |
| 91 127 600 | 91 127 960 | 88 364 110 | 88,925 | MASSEY-FERGUSON | 1 | 549 |
| | | | | PERKINS | 3 | 740 |
| | | | | RENAULT TRUCKS (RVI) | 1 | 824 |
| 91 128 600 | | | 82,5 | AUDI | 36 | 168 |
| | | | | SEAT | 39 | 907 |
| | | | | VOLKSWAGEN | 61 | 1052 |
| 91 130 600 | 91 130 967 | 88 363 190 | 91,48 | FIAT / IVECO | 37 | 324 |
| | | | | MASSEY-FERGUSON | 2 | 549 |
| | | | | PERKINS | 5 | 741 |
| | | | | VOLVO-BM | 2 | 1104 |
| 91 130 700 | 91 130 971 | 88 363 190 | 91,48 | FIAT / IVECO | 37 | 324 |
| | | | | MASSEY-FERGUSON | 2 | 549 |
| | | | | PERKINS | 5 | 742 |
| | | | | VOLVO-BM | 2 | 1104 |
| 91 130 700 | 91 130 973 | 89 042 190 | 91,48 | FIAT / IVECO | 37 | 324 |
| | | | | MASSEY-FERGUSON | 2 | 549 |
| | | | | PERKINS | 5 | 742 |
| | | | | VOLVO-BM | 2 | 1104 |
| 91 237 600 | 91 237 960 | 89 390 110 | 128 | MERCEDES-BENZ | 103 | 658 |
| 91 254 600 | 91 254 961 | 88 429 110 | 110 | STEYR | 13 | 948 |
| 91 260 600 | 91 260 960 | 89 423 110 | 91 | DEUTZ | 2 | 251 |
| 91 269 601 → 94 900 600 | 94 900 960 | 89 447 110 | 94 | DEUTZ | 5 | 252 |
| 91 313 610 → 91 313 710 | | | 92 | CITROEN | 34 | 210 |
| | | | | DAF | 2 | 231 |
| | | | | FIAT / IVECO | 39 | 325 |
| | | | | PEUGEOT | 41 | 771 |
| 91 313 710 | | | 92 | CITROEN | 34 | 210 |
| | | | | DAF | 2 | 231 |
| | | | | FIAT / IVECO | 39 | 325 |
| | | | | PEUGEOT | 41 | 771 |
| 91 315 600 → 91 315 700 | | | 76 | LADA | 2 | 446 |
| 91 315 700 | | | 76 | LADA | 2 | 446 |
| 91 317 600 → 91 317 700 | | | 79 | LADA | 5 | 447 |
| 91 317 700 | | | 79 | LADA | 5 | 447 |
| 91 320 705 | 91 320 975 | 88 451 110 | 85,5 | VOLKSWAGEN | 69 | 1054 |
| 91 320 705 | 91 320 976 | 89 082 110 | 85,5 | VOLKSWAGEN | 69 | 1054 |
| 91 322 601 → 91 322 701 | 91 322 973 | 89 082 110 | 85,5 | VOLKSWAGEN | 68 | 1054 |
| 91 322 631 → 91 322 731 | | | 87 | VOLKSWAGEN | 70 | 1054 |
| 91 322 700 → 91 322 701 | 91 322 973 | 89 082 110 | 85,5 | VOLKSWAGEN | 68 | 1054 |
| 91 322 701 | 91 322 973 | 89 082 110 | 85,5 | VOLKSWAGEN | 68 | 1054 |
| 91 322 731 | | | 87 | VOLKSWAGEN | 70 | 1054 |
| 91 322 801 → 91 322 701 | 91 322 973 | 89 082 110 | 85,5 | VOLKSWAGEN | 68 | 1054 |
| 91 334 700 → 91 334 701 | | | 77 | VOLKSWAGEN | 21 | 1029 |
| 91 334 701 | | | 77 | VOLKSWAGEN | 21 | 1029 |
| 91 345 610 | | | 84,14 | VOLVO | 10 | 1073 |
| 91 350 700 → 91 350 701 | | | 77 | VOLKSWAGEN | 19 | 1028 |
| 91 350 701 | | | 77 | VOLKSWAGEN | 19 | 1028 |
| 91 352 600 → 97 286 600 | | | 77,6 | OPEL | 10 | 723 |
| | | | | VAUXHALL | 10 | 988 |
| 91 353 600 | 91 353 960 | 88 868 110 | 104,775 | VOLVO | 29 | 1080 |
| | | | | VOLVO-BM | 11 | 1109 |
| 91 354 600 | 91 354 960 | 88 868 110 | 104,775 | VOLVO | 30 | 1080 |
| | | | | VOLVO-BM | 12 | 1109 |
| 91 355 600 | 91 355 960 | 88 470 110 | 95,25 | VOLVO | 17 | 1075 |
| | | | | VOLVO-BM | 3 | 1105 |
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| | | | | VOLVO-BM | 25 | 1114 |






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| 91 360 600 | 91 360 960 | 88 476 110 | 120,65 | VOLVO | 43 | 1085 |
| 91 368 600 | | | 75 | KOMPRESSOR WESTINGHOUSE | 3 2 | 436 1124 |
| 91 372 600 | 91 372 960 | 89 429 190 | 89 | MERCEDES-BENZ SSANGYONG | 35 2 | 617 934 |
| 91 372 600 | 91 372 961 | 89 456 190 | 89 | MERCEDES-BENZ SSANGYONG | 35 2 | 617 934 |
| 91 386 600 | 91 386 960 | 89 434 190 | 79,5 | AUDI SEAT SKODA VOLKSWAGEN | 9 16 12 26 | 153 895 918 1031 |
| 91 395 600 → 91 395 700 | 91 395 971 | 89 005 110 | 100 | DEUTZ IHC-CASE (CNH) | 15 13 | 255 408 |
| 91 395 700 | 91 395 971 | 89 005 110 | 100 | DEUTZ IHC-CASE (CNH) | 15 13 | 255 408 |
| 91 414 600 → 92 721 600 | 92 721 960 | 88 510 110 | 90 | FORD OPEL PEUGEOT | 37 52 39 | 371 733 770 |
| 91 415 600 | | | 88,9 | IHC-CASE (CNH) | 3 | 403 |
| 91 418 600 → 93 260 600 | 93 260 960 | 89 163 190 | 76,5 | AUDI VOLKSWAGEN VOLVO | 4 17 3 | 148 1026 1068 |
| 91 429 600 | 91 429 960 | 89 434 190 | 79,5 | AUDI SEAT VOLKSWAGEN | 10 15 27 | 153 894 1032 |
| 91 430 600 | | | 87 | MERCEDES-BENZ | 12 | 608 |
| 91 467 600 | 91 467 960 | 89 390 110 | 128 | MERCEDES-BENZ | 111 | 664 |
| 91 467 600 | 91 467 964 | 89 819 110 | 128 | MERCEDES-BENZ | 111 | 664 |
| 91 476 600 | 91 476 960 | 88 593 190 | 95 | FIAT / IVECO UTB | 51 1 | 332 980 |
| 91 482 600 | | | 90 | HATZ | 2 | 388 |
| 91 487 600 → 91 487 700 | 91 487 970 | 89 092 110 | 128 | MAN | 53 | 517 |
| 91 487 700 | 91 487 970 | 89 092 110 | 128 | MAN | 53 | 517 |
| 91 488 600 → 91 490 600 | 91 490 962 | 88 834 110 | 135 | DEUTZ | 53 | 270 |
| 91 489 600 → 91 490 600 | 91 490 962 | 88 834 110 | 135 | DEUTZ | 53 | 270 |
| 91 490 600 | 91 490 962 | 88 834 110 | 135 | DEUTZ | 53 | 270 |
| 91 497 601 → 93 293 601 | 93 293 960 | 89 082 110 | 85,5 | VOLKSWAGEN | 67 | 1053 |
| 91 504 600 → 91 504 700 | | | 82,5 | AUDI VOLKSWAGEN | 35 60 | 167 1051 |
| 91 504 700 | | | 82,5 | AUDI VOLKSWAGEN | 35 60 | 167 1051 |
| 91 513 600 | | | 82,5 | AUDI | 34 | 167 |
| 91 532 600 | | | 82,5 | AUDI | 37 | 168 |
| 91 550 600 | 91 550 960 | 89 177 190 | 97,5 | MERCEDES-BENZ | 63 | 632 |
| 91 550 600 | 91 550 961 | 89 543 190 | 97,5 | MERCEDES-BENZ | 63 | 632 |
| 91 551 610 | | | 97,5 | MERCEDES-BENZ | 63 | 632 |
| 91 556 630 → 94 646 630 | | | 84 | BMW | 7 | 180 |
| 91 557 600 → 91 557 700 | 91 557 970 | 88 635 190 | 105 | MWM RENAULT | 9 52 | 689 816 |
| 91 557 600 → 91 557 700 | 91 557 971 | 89 197 110 | 105 | MWM RENAULT | 9 52 | 689 816 |
| 91 557 700 | 91 557 970 | 88 635 190 | 105 | MWM RENAULT | 9 52 | 689 816 |
| 91 557 700 | 91 557 971 | 89 197 110 | 105 | MWM RENAULT | 9 52 | 689 816 |
| 91 571 600 | 91 571 960 | 88 547 110 | 104,175 | DAF | 6 | 232 |
| 91 573 600 → 93 508 600 | 93 508 960 | 89 043 190 | 115 | HANOMAG MERCEDES-BENZ | 3 79 | 383 641 |
| 91 573 600 → 93 508 600 | 93 508 961 | 89 046 190 | 115 | HANOMAG MERCEDES-BENZ | 3 79 | 383 641 |
| 91 587 650 | | | 80 | FIAT / IVECO ZASTAVA | 8 2 | 313 1127 |
| 91 591 600 → 94 887 600 | 94 887 960 | 89 058 110 | 102 | ZETOR | 2 | 1131 |
| 91 597 600 | 91 597 962 | 89 390 110 | 128 | MERCEDES-BENZ | 98 | 654 |
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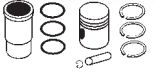



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| 91 618 600 → 92 989 600 | 92 989 960 | 88 853 110 | 121 | MAN | 23 | 500 | |
| | | | | RABA | 2 | 783 | |
| | | | | ROMAN-DIESEL | 3 | 844 | |
| | | | | SAVIEM | 6 | 861 | |
| 91 618 600 → 92 989 600 | 92 989 961 | 88 854 110 | 121 | MAN | 23 | 500 | |
| | | | | RABA | 2 | 783 | |
| | | | | ROMAN-DIESEL | 3 | 844 | |
| | | | | SAVIEM | 6 | 861 | |
| 91 618 600 → 92 989 600 | 92 989 962 | 88 852 110 | 121 | MAN | 23 | 500 | |
| | | | | RABA | 2 | 783 | |
| | | | | ROMAN-DIESEL | 3 | 844 | |
| | | | | SAVIEM | 6 | 861 | |
| 91 620 600 | 91 620 960 | 89 396 110 | 130 | MERCEDES-BENZ | 118 | 668 | |
| 91 620 600 | 91 620 961 | 89 533 110 | 130 | MERCEDES-BENZ | 118 | 668 | |
| 91 621 600 | 91 621 960 | 89 396 110 | 130 | MERCEDES-BENZ | 117 | 667 | |
| 91 621 600 | 91 621 961 | 89 533 110 | 130 | MERCEDES-BENZ | 117 | 667 | |
| 91 622 600 | 91 622 960 | 89 390 110 | 128 | MERCEDES-BENZ | 96 | 651 | |
| 91 630 600 | 91 630 960 | 89 389 110 | 128 | MERCEDES-BENZ | 97 | 652 | |
| 91 630 600 | 91 630 961 | 89 395 110 | 128 | MERCEDES-BENZ | 97 | 652 | |
| 91 639 600 | 91 639 960 | 89 439 110 | 127 | SCANIA | 14 | 872 | |
| 91 639 600 | 91 639 961 | 89 497 110 | 127 | SCANIA | 14 | 872 | |
| 91 642 600 → 93 891 600 | 93 891 960 | 88 877 110 | 110 | ZETOR | 4 | 1132 | |
| 91 664 600 → 93 568 600 | 93 568 960 | 88 869 190 | 128 | MERCEDES-BENZ | 92 | 647 | |
| 91 664 600 → 93 568 600 | 93 568 963 | 89 433 190 | 128 | MERCEDES-BENZ | 92 | 647 | |
| 91 681 600 → 91 681 700 | 91 681 971 | 89 420 110 | 120 | RENAULT TRUCKS (RVI) | 25 | 837 | |
| 91 681 600 → 91 681 700 | 91 681 972 | 89 528 110 | 120 | RENAULT TRUCKS (RVI) | 25 | 837 | |
| 91 681 700 | 91 681 971 | 89 420 110 | 120 | RENAULT TRUCKS (RVI) | 25 | 837 | |
| 91 681 700 | 91 681 972 | 89 528 110 | 120 | RENAULT TRUCKS (RVI) | 25 | 837 | |
| 91 683 700 | 91 683 971 | 89 420 110 | 120 | RENAULT TRUCKS (RVI) | 22 | 835 | |
| 91 683 700 | 91 683 972 | 89 528 110 | 120 | RENAULT TRUCKS (RVI) | 22 | 835 | |
| 91 683 700 | 91 683 973 | 89 568 110 | 120 | RENAULT TRUCKS (RVI) | 22 | 835 | |
| 91 697 610 | | | 108 | HATZ | 4 | 389 | |
| 91 753 600 | 91 753 960 | 88 839 110 | 100 | MWM | 8 | 688 | |
| | | | | RENAULT | 48 | 814 | |
| 91 753 600 | 91 753 961 | 88 850 110 | 100 | MWM | 8 | 688 | |
| | | | | RENAULT | 48 | 814 | |
| 91 774 600 | | | 83 | CITROEN | 13 | 203 | |
| | | | | PEUGEOT | 15 | 763 | |
| 91 780 610 | | | 82,5 | FORD | 19 | 366 | |
| | | | | MAZDA | 5 | 561 | |
| 91 786 620 | | | 85 | HATZ | 1 | 388 | |
| 91 809 600 → 92 614 601 | | | 77 | VOLKSWAGEN | 22 | 1029 | |
| 91 809 601 → 92 614 601 | | | 77 | VOLKSWAGEN | 22 | 1029 | |
| 91 819 610 | | | 88,5 | MERCEDES-BENZ | 29 | 614 | |
| 91 872 600 → 92 767 600 | 92 767 960 | 88 871 110 | 123 | MAN | 26 | 501 | |
| | | | | RABA | 6 | 784 | |
| | | | | SAVIEM | 7 | 861 | |
| 91 879 600 → 93 938 600 | 93 938 960 | 88 568 110 | 127 | SCANIA | 15 | 873 | |
| 91 880 600 → 93 938 600 | 93 938 960 | 88 568 110 | 127 | SCANIA | 15 | 873 | |
| 91 937 600 | | | 95 | OPEL | 59 | 736 | |
| | | | | VAUXHALL | 55 | 1000 | |
| 92 006 600 → 92 006 800 | | | 80 | DACIA | 7 | 221 | |
| | | | | OPEL | 25 | 726 | |
| | | | | RENAULT | 14 | 799 | |
| | | | | VAUXHALL | 25 | 991 | |
| 92006600/01 → 92 006 800 | | | 80 | DACIA | 7 | 221 | |
| | | | | OPEL | 25 | 726 | |
| | | | | RENAULT | 14 | 799 | |
| | | | | VAUXHALL | 25 | 991 | |
| 92 006 700 → 92 006 800 | | | 80 | DACIA | 7 | 221 | |
| | | | | OPEL | 25 | 726 | |
| | | | | RENAULT | 14 | 799 | |
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



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| | | | | VAUXHALL | 25 | 991 |
| 92 021 600 | | | 81 | VOLKSWAGEN | 40 | 1043 |
| 92 052 600 → 92 052 700 | 92 052 970 | 89 092 110 | 128 | MAN | 50 | 513 |
| 92 052 700 | 92 052 970 | 89 092 110 | 128 | MAN | 50 | 513 |
| 92 054 600 → 92 054 700 | | | 68,7 | FORD | 2 | 359 |
| 92 054 700 | | | 68,7 | FORD | 2 | 359 |
| 92 079 600 → 92 079 700 | | | 68,7 | FORD | 1 | 359 |
| 92 079 700 | | | 68,7 | FORD | 1 | 359 |
| 92 085 600 | 92 085 960 | 88 356 110 | 98,48 | IHC-CASE (CNH) | 10 | 407 |
| | | | | MASSEY-FERGUSON | 9 | 553 |
| | | | | PERKINS | 12 | 745 |
| 92 085 600 | 92 085 961 | 88 355 190 | 98,48 | IHC-CASE (CNH) | 10 | 407 |
| | | | | MASSEY-FERGUSON | 9 | 553 |
| | | | | PERKINS | 12 | 745 |
| 92 123 600 | | | 86 | DAEWOO | 1 | 225 |
| | | | | OPEL | 39 | 731 |
| | | | | VAUXHALL | 38 | 996 |
| 92 128 600 | 92 128 960 | 88 624 110 | 118 | DAF | 10 | 234 |
| 92 128 600 | 92 128 963 | 89 501 110 | 118 | DAF | 10 | 234 |
| 92 130 600 | 92 130 960 | 88 640 110 | 130 | DAF | 14 | 235 |
| 92 130 600 | 92 130 961 | 89 413 110 | 130 | DAF | 14 | 235 |
| 92 144 600 → 92 144 800 | 92 144 980 | 88 587 190 | 101,054 | FIAT / IVECO | 58 | 336 |
| | | | | MASSEY-FERGUSON | 13 | 555 |
| | | | | PERKINS | 21 | 749 |
| 92 144 600 → 92 144 800 | 92 144 981 | 89 022 190 | 101,054 | FIAT / IVECO | 58 | 336 |
| | | | | MASSEY-FERGUSON | 13 | 555 |
| | | | | PERKINS | 21 | 749 |
| 92 144 800 | 92 144 980 | 88 587 190 | 101,054 | FIAT / IVECO | 58 | 336 |
| | | | | MASSEY-FERGUSON | 13 | 555 |
| | | | | PERKINS | 21 | 749 |
| 92 144 800 | 92 144 981 | 89 022 190 | 101,054 | FIAT / IVECO | 58 | 336 |
| | | | | MASSEY-FERGUSON | 13 | 555 |
| | | | | PERKINS | 21 | 749 |
| 92 157 600 → 92 158 600 | | | 105 | STEYR | 10 | 946 |
| 92 158 600 | | | 105 | STEYR | 10 | 946 |
| 92 189 600 | | | 93,67 | FORD | 43 | 373 |
| 92 210 600 → 93 582 600 | | | 86 | MERCEDES-BENZ | 10 | 608 |
| 92 210 601 → 92 582 600 | 92 582 963 | 89 433 190 | 128 | MERCEDES-BENZ | 93 | 647 |
| 92 213 630 | | | 84 | BMW | 9 | 180 |
| 92 221 600 | | | 89 | MERCEDES-BENZ | 34 | 616 |
| 92 226 600 → 97 505 600 | 97 505 960 | 89 002 190 | 111,76 | FORD | 55 | 377 |
| 92 228 600 | | | 75 | SEAT | 5 | 892 |
| | | | | VOLKSWAGEN | 6 | 1023 |
| 92 231 600 | 92 231 960 | 89 386 190 | 82,6 | FIAT / IVECO | 15 | 315 |
| | | | | LANCIA | 9 | 454 |
| 92 231 600 | 92 231 961 | 89 424 190 | 82,6 | FIAT / IVECO | 15 | 315 |
| | | | | LANCIA | 9 | 454 |
| 92 237 600 → 93 741 600 | 93 741 960 | 88 684 110 | 102 | DEUTZ | 24 | 259 |
| 92 237 600 → 93 741 600 | 93 741 961 | 89 494 110 | 102 | DEUTZ | 24 | 259 |
| 92 249 600 → 93 928 600 | | | 81 | AUDI | 18 | 160 |
| | | | | SEAT | 27 | 903 |
| | | | | VOLKSWAGEN | 36 | 1041 |
| 92 249 700 → 93 928 600 | | | 81 | AUDI | 18 | 160 |
| | | | | SEAT | 27 | 903 |
| | | | | VOLKSWAGEN | 36 | 1041 |
| 92 253 600 | | | 90,475 | ROVER | 10 | 850 |
| 92 253 610 → 94 502 620 | | | 90,475 | ROVER | 10 | 850 |
| 92 282 610 → 92 282 613 | | | 90,83 | FORD | 39 | 371 |
| 92 282 613 | | | 90,83 | FORD | 39 | 371 |
| 92 283 600 → 90 606 600 | | | 90,83 | FORD | 38 | 371 |
| 92 283 604 → 90 606 600 | | | 90,83 | FORD | 38 | 371 |
| 92 286 600 → 92 286 700 | 92 286 971 | 89 500 110 | 92 | ALFA ROMEO | 10 | 138 |
| | | | | FORD | 40 | 372 |
| | | | | MASSEY-FERGUSON | 5 | 550 |


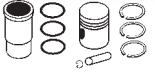



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| | | | | ROVER | 14 | 851 |
| | | | | VM | 2 | 1003 |
| 92 286 700 | 92 286 971 | 89 500 110 | 92 | ALFA ROMEO | 10 | 138 |
| | | | | FORD | 40 | 372 |
| | | | | MASSEY-FERGUSON | 5 | 550 |
| | | | | ROVER | 14 | 851 |
| | | | | VM | 2 | 1003 |
| 92 292 600 | | | 80,5 | FIAT / IVECO | 9 | 313 |
| | | | | LANCIA | 5 | 452 |
| 92 306 600 | 92 306 963 | 89 181 110 | 125 | HANOMAG | 5 | 384 |
| | | | | MERCEDES-BENZ | 80 | 641 |
| 92 306 600 | 92 306 965 | 89 380 110 | 125 | HANOMAG | 5 | 384 |
| | | | | MERCEDES-BENZ | 80 | 641 |
| 92 308 600 | | | 83 | NISSAN | 12 | 704 |
| 92 309 600 → 91 315 700 | | | 76 | LADA | 2 | 446 |
| 92 317 600 → 92 317 700 | | | 86,4 | CITROEN | 31 | 209 |
| | | | | FIAT / IVECO | 33 | 323 |
| | | | | PEUGEOT | 34 | 769 |
| 92 317 700 | | | 86,4 | CITROEN | 31 | 209 |
| | | | | FIAT / IVECO | 33 | 323 |
| | | | | PEUGEOT | 34 | 769 |
| 92 329 600 → 92 329 700 | 92 329 970 | 88 600 110 | 137 | FIAT / IVECO | 86 | 349 |
| 92 329 700 | 92 329 970 | 88 600 110 | 137 | FIAT / IVECO | 86 | 349 |
| 92 334 600 → 92 334 800 | 92 334 980 | 88 562 110 | 120 | DEUTZ | 42 | 267 |
| | | | | TAM | 1 | 963 |
| 92 334 800 | 92 334 980 | 88 562 110 | 120 | DEUTZ | 42 | 267 |
| | | | | TAM | 1 | 963 |
| 92 335 600 → 93 371 600 | 93 371 960 | 88 602 110 | 105,57 | VOLVO-BM | 18 | 1112 |
| 92 394 600 → 93 315 600 | 93 315 960 | 88 684 110 | 102 | DEUTZ | 23 | 259 |
| 92 394 600 → 93 315 600 | 93 315 961 | 89 341 110 | 102 | DEUTZ | 23 | 259 |
| 92 394 600 → 93 315 600 | 93 315 962 | 89 494 110 | 102 | DEUTZ | 23 | 259 |
| 92 394 600 → 93 315 600 | 93 315 963 | 89 496 110 | 102 | DEUTZ | 23 | 259 |
| 92 409 600 → 92 409 700 | 92 409 970 | 88 634 110 | 84 | CITROEN | 20 | 206 |
| | | | | FIAT / IVECO | 24 | 320 |
| | | | | PEUGEOT | 23 | 766 |
| 92 409 700 | 92 409 970 | 88 634 110 | 84 | CITROEN | 20 | 206 |
| | | | | FIAT / IVECO | 24 | 320 |
| | | | | PEUGEOT | 23 | 766 |
| 92 411 600 | 92 411 960 | 89 431 110 | 120,65 | VOLVO | 49 | 1088 |
| | | | | VOLVO-BM | 27 | 1115 |
| 92 412 600 → 92 412 601 | | | 77 | VOLKSWAGEN | 20 | 1028 |
| 92 412 601 | | | 77 | VOLKSWAGEN | 20 | 1028 |
| 92 433 600 → 92 969 600 | 92 969 960 | 88 645 110 | 128 | HANOMAG | 7 | 384 |
| 92 461 600 → 93 045 600 | 93 045 960 | 88 635 190 | 105 | DEUTZ | 37 | 264 |
| | | | | MWM | 11 | 690 |
| | | | | RENAULT | 54 | 817 |
| 92 461 600 → 93 045 600 | 93 045 961 | 89 197 110 | 105 | DEUTZ | 37 | 264 |
| | | | | MWM | 11 | 690 |
| | | | | RENAULT | 54 | 817 |
| 92 475 600 → 93 535 600 | 93 535 960 | 89 005 110 | 100 | DEUTZ | 15 | 256 |
| | | | | IHC-CASE (CNH) | 13 | 409 |
| 92 475 600 → 93 535 600 | 93 535 961 | 89 495 110 | 100 | DEUTZ | 15 | 256 |
| | | | | IHC-CASE (CNH) | 13 | 409 |
| 92 498 600 | 92 498 960 | 88 670 110 | 102 | MAN | 3 | 486 |
| | | | | RENAULT | 50 | 815 |
| | | | | RENAULT TRUCKS (RVI) | 12 | 830 |
| | | | | SAVIEM | 1 | 860 |
| 92 498 600 | 92 498 961 | 89 173 110 | 102 | MAN | 3 | 486 |
| | | | | RENAULT | 50 | 815 |
| | | | | RENAULT TRUCKS (RVI) | 12 | 830 |
| | | | | SAVIEM | 1 | 860 |
| 92 499 600 → 92 499 700 | 92 499 970 | 89 441 110 | 102 | MAN | 4 | 487 |
| | | | | RENAULT TRUCKS (RVI) | 14 | 831 |
| | | | | SAVIEM | 2 | 860 |
| 92 499 700 | 92 499 970 | 89 441 110 | 102 | MAN | 4 | 487 |






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|---|---|---|---|----------------------|------------|---|
| | | | | RENAULT TRUCKS (RVI) | 14 | 831 |
| | | | | SAVIEM | 2 | 860 |
| 92 516 600 → 93 076 600 | 93 076 960 | 89 056 110 | 125 | MAN | 28 | 502 |
| | | | | SAVIEM | 8 | 862 |
| 92 516 600 → 93 076 600 | 93 076 961 | 89 057 110 | 125 | MAN | 28 | 502 |
| | | | | SAVIEM | 8 | 862 |
| 92 523 600 → 92 523 601 | 92 523 960 | 88 668 110 | 93 | PORSCHE | 2 | 780 |
| | | | | VOLKSWAGEN | 73 | 1055 |
| 92 523 601 | 92 523 960 | 88 668 110 | 93 | PORSCHE | 2 | 780 |
| | | | | VOLKSWAGEN | 73 | 1055 |
| 92 525 600 → 92 525 700 | 92 525 970 | 89 177 190 | 97,5 | MERCEDES-BENZ | 64 | 632 |
| 92 525 600 → 92 525 700 | 92 525 971 | 89 543 190 | 97,5 | MERCEDES-BENZ | 64 | 632 |
| 92 525 700 | 92 525 970 | 89 177 190 | 97,5 | MERCEDES-BENZ | 64 | 632 |
| 92 525 700 | 92 525 971 | 89 543 190 | 97,5 | MERCEDES-BENZ | 64 | 632 |
| 92 568 600 → 93 882 600 | 93 882 960 | 89 178 190 | 97 | HANOMAG | 2 | 383 |
| | | | | MERCEDES-BENZ | 57 | 625 |
| | | | | TOYOTA | 18 | 976 |
| 92 568 600 → 93 882 600 | 93 882 961 | 89 069 190 | 97 | HANOMAG | 2 | 383 |
| | | | | MERCEDES-BENZ | 57 | 625 |
| | | | | TOYOTA | 18 | 976 |
| 92 568 600 → 93 882 600 | 93 882 962 | 89 177 190 | 97 | HANOMAG | 2 | 383 |
| | | | | MERCEDES-BENZ | 57 | 625 |
| | | | | TOYOTA | 18 | 976 |
| 92 574 600 → 93 568 600 | 93 568 960 | 88 869 190 | 128 | MERCEDES-BENZ | 92 | 647 |
| 92 574 600 → 93 568 600 | 93 568 963 | 89 433 190 | 128 | MERCEDES-BENZ | 92 | 647 |
| 92 581 600 | 92 581 960 | 89 178 190 | 97 | FORD | 49 | 375 |
| | | | | MERCEDES-BENZ | 58 | 626 |
| 92 581 600 | 92 581 961 | 89 069 190 | 97 | FORD | 49 | 375 |
| | | | | MERCEDES-BENZ | 58 | 626 |
| 92 581 600 | 92 581 962 | 89 177 190 | 97 | FORD | 49 | 375 |
| | | | | MERCEDES-BENZ | 58 | 626 |
| 92 582 600 | 92 582 963 | 89 433 190 | 128 | MERCEDES-BENZ | 93 | 647 |
| 92 587 600 | 92 587 960 | 89 158 190 | 107,21 | FORD | 54 | 377 |
| 92 594 620 | | | 86 | MERCEDES-BENZ | 11 | 608 |
| 92 598 600 | 92 598 960 | 89 033 190 | 94 | PEUGEOT | 44 | 772 |
| 92 614 600 → 92 614 601 | | | 77 | VOLKSWAGEN | 22 | 1029 |
| 92 614 601 | | | 77 | VOLKSWAGEN | 22 | 1029 |
| 92 626 600 → 92 800 600 | 92 800 960 | 88 681 190 | 90,9 | MERCEDES-BENZ | 44 | 620 |
| | | | | STEYR | 4 | 943 |
| 92 628 600 | 92 628 960 | 88 631 190 | 100 | FIAT / IVECO | 55 | 335 |
| | | | | OM | 8 | 713 |
| 92 628 600 | 92 628 964 | 88 631 192 | 100 | FIAT / IVECO | 55 | 335 |
| | | | | OM | 8 | 713 |
| 92 648 600 | 92 648 962 | 89 192 110 | 125 | MERCEDES-BENZ | 83 | 643 |
| 92 653 610 → 92 931 610 | | | 93,75 | MERCEDES-BENZ | 47 | 621 |
| 92 656 600 | 92 656 960 | 89 054 110 | 125 | MAN | 27 | 501 |
| 92 656 600 | 92 656 963 | 89 340 110 | 125 | MAN | 27 | 501 |
| 92 666 600 | 92 666 960 | 88 865 110 | 108 | MAN | 8 | 488 |
| | | | | RENAULT TRUCKS (RVI) | 16 | 832 |
| | | | | SAVIEM | 4 | 860 |
| 92 666 600 | 92 666 961 | 88 866 110 | 108 | MAN | 8 | 488 |
| | | | | RENAULT TRUCKS (RVI) | 16 | 832 |
| | | | | SAVIEM | 4 | 860 |
| 92 721 600 | 92 721 960 | 88 510 110 | 90 | FORD | 37 | 371 |
| | | | | OPEL | 52 | 733 |
| | | | | PEUGEOT | 39 | 770 |
| 92 735 600 → 94 412 600 | 94 412 961 | 89 470 110 | 108 | MAN | 13 | 492 |
| | | | | STEYR | 11 | 946 |
| 92 735 600 → 94 412 600 | 94 412 962 | 89 453 110 | 108 | MAN | 13 | 492 |
| | | | | STEYR | 11 | 946 |
| 92 735 600 → 94 412 600 | 94 412 963 | 89 470 190 | 108 | MAN | 13 | 492 |
| | | | | STEYR | 11 | 946 |
| 92 741 600 → 93 399 600 | 93 399 961 | 89 366 110 | 127 | SCANIA | 16 | 873 |
| 92 760 600 → 93 045 600 | 93 045 960 | 88 635 190 | 105 | DEUTZ | 37 | 264 |
| | | | | MWM | 11 | 690 |


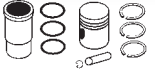



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| | | | | DEUTZ | 37 | 264 |
| | | | | MWM | 11 | 690 |
| | | | | RENAULT | 54 | 817 |
| 92 767 600 | 92 767 960 | 88 871 110 | 123 | MAN | 26 | 501 |
| | | | | RABA | 6 | 784 |
| | | | | SAVIEM | 7 | 861 |
| 92 771 600 → 94 457 600 | 94 457 961 | 89 465 110 | 121 | RABA | 3 | 783 |
| 92 771 600 → 94 457 600 | 94 457 962 | 89 466 110 | 121 | RABA | 3 | 783 |
| 92 771 600 → 94 457 600 | 94 457 963 | 89 467 110 | 121 | RABA | 3 | 783 |
| 92 772 600 | | | 91,48 | FIAT / IVECO | 38 | 325 |
| | | | | MASSEY-FERGUSON | 3 | 550 |
| | | | | PERKINS | 4 | 741 |
| 92 772 700 → 92 772 600 | | | 91,48 | FIAT / IVECO | 38 | 325 |
| | | | | MASSEY-FERGUSON | 3 | 550 |
| | | | | PERKINS | 4 | 741 |
| 92 774 600 | 92 774 961 | 88 354 190 | 98,48 | IHC-CASE (CNH) | 7 | 405 |
| | | | | MASSEY-FERGUSON | 7 | 552 |
| | | | | PERKINS | 11 | 745 |
| 92 774 600 | 92 774 962 | 88 355 190 | 98,48 | IHC-CASE (CNH) | 7 | 405 |
| | | | | MASSEY-FERGUSON | 7 | 552 |
| | | | | PERKINS | 11 | 745 |
| 92 774 600 | 92 774 963 | 88 356 110 | 98,48 | IHC-CASE (CNH) | 7 | 405 |
| | | | | MASSEY-FERGUSON | 7 | 552 |
| | | | | PERKINS | 11 | 745 |
| 92 776 600 | | | 92 | VOLVO | 14 | 1074 |
| 92 784 600 → 93 938 600 | 93 938 960 | 88 568 110 | 127 | SCANIA | 15 | 873 |
| 92 786 600 → 90 843 600 | 90 843 960 | 89 196 110 | 90 | KOMPRESSOR | 9 | 438 |
| | | | | MERCEDES-BENZ | 39 | 618 |
| 92 786 600 → 90 843 600 | 90 843 962 | 89 440 110 | 90 | KOMPRESSOR | 9 | 438 |
| | | | | MERCEDES-BENZ | 39 | 618 |
| 92 791 600 | 92 791 960 | 88 524 110 | 88 | FORD | 32 | 369 |
| | | | | PEUGEOT | 38 | 770 |
| 92 791 800 → 92 791 600 | 92 791 960 | 88 524 110 | 88 | FORD | 32 | 369 |
| | | | | PEUGEOT | 38 | 770 |
| 92 792 600 | 92 792 960 | 88 588 190 | 87 | HANOMAG | 1 | 382 |
| | | | | MERCEDES-BENZ | 14 | 609 |
| | | | | SEAT | 46 | 908 |
| 92 792 600 | 92 792 961 | 88 828 190 | 87 | HANOMAG | 1 | 382 |
| | | | | MERCEDES-BENZ | 14 | 609 |
| | | | | SEAT | 46 | 908 |
| 92 800 600 | 92 800 960 | 88 681 190 | 90,9 | MERCEDES-BENZ | 44 | 620 |
| | | | | STEYR | 4 | 943 |
| 92 803 610 → 92 803 811 | | | 94 | VOLKSWAGEN | 77 | 1056 |
| 92 803 611 → 92 803 811 | | | 94 | VOLKSWAGEN | 77 | 1056 |
| 92 803 810 → 92 803 811 | | | 94 | VOLKSWAGEN | 77 | 1056 |
| 92 803 811 | | | 94 | VOLKSWAGEN | 77 | 1056 |
| 92 807 600 → 93 343 600 | | | 87 | MERCEDES-BENZ | 15 | 609 |
| | | | | SEAT | 45 | 908 |
| 92 812 600 → 90 112 600 | 90 112 960 | 88 624 110 | 118 | DAF | 9 | 233 |
| 92 813 600 | 92 813 961 | 89 032 190 | 93,647 | FORD | 41 | 372 |
| 92 815 600 | 92 815 960 | 89 005 110 | 100 | DEUTZ | 15 | 256 |
| | | | | IHC-CASE (CNH) | 13 | 408 |
| 92 815 600 | 92 815 961 | 89 495 110 | 100 | DEUTZ | 15 | 256 |
| | | | | IHC-CASE (CNH) | 13 | 408 |
| 92 815 700 → 92 815 600 | 92 815 960 | 89 005 110 | 100 | DEUTZ | 15 | 256 |
| | | | | IHC-CASE (CNH) | 13 | 408 |
| 92 815 700 → 92 815 600 | 92 815 961 | 89 495 110 | 100 | DEUTZ | 15 | 256 |
| | | | | IHC-CASE (CNH) | 13 | 408 |
| 92 816 600 | 92 816 960 | 89 030 110 | 125 | DEUTZ | 46 | 268 |
| 92 816 600 | 92 816 961 | 89 384 110 | 125 | DEUTZ | 46 | 268 |
| 92 824 600 | 92 824 960 | 89 056 110 | 125 | MAN | 31 | 504 |
| 92 824 600 | 92 824 961 | 89 057 110 | 125 | MAN | 31 | 504 |
| 92 827 600 | 92 827 960 | 88 868 110 | 104,775 | VOLVO | 31 | 1081 |
| | | | | VOLVO-BM | 15 | 1110 |






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|--|---|---|---|----------------|------------|---|
| 92 827 600 | 92 827 961 | 89 370 110 | 104,775 | VOLVO | 31 | 1081 |
| | | | | VOLVO-BM | 15 | 1110 |
| 92 834 600 | 92 834 961 | 89 005 110 | 100 | DEUTZ | 14 | 255 |
| 92 834 600 | 92 834 962 | 89 495 110 | 100 | DEUTZ | 14 | 255 |
| 92 886 600 → 90 843 700 | 90 843 970 | 89 196 110 | 90 | KOMPRESSOR | 8 | 437 |
| | | | | MAN | 1 | 485 |
| 92 886 600 → 90 843 700 | 90 843 972 | 89 440 110 | 90 | KOMPRESSOR | 8 | 437 |
| | | | | MAN | 1 | 485 |
| 92 893 600 → 93 076 600 | 93 076 960 | 89 056 110 | 125 | MAN | 28 | 502 |
| | | | | SAVIEM | 8 | 862 |
| 92 893 600 → 93 076 600 | 93 076 961 | 89 057 110 | 125 | MAN | 28 | 502 |
| | | | | SAVIEM | 8 | 862 |
| 92 894 600 → 93 274 600 | 93 274 960 | 89 056 110 | 125 | MAN | 32 | 505 |
| 92 894 600 → 93 274 600 | 93 274 961 | 89 057 110 | 125 | MAN | 32 | 505 |
| 92 894 600 → 93 274 600 | 93 274 964 | 89 525 110 | 125 | MAN | 32 | 505 |
| 92 931 610 | | | 93,75 | MERCEDES-BENZ | 47 | 621 |
| 92 938 600 → 93 844 700 | 93 844 970 | 89 073 190 | 93 | CITROEN | 37 | 211 |
| | | | | FIAT / IVECO | 41 | 326 |
| | | | | PEUGEOT | 43 | 771 |
| 92 951 600 | 92 951 960 | 88 892 150 | 98,425 | IHC-CASE (CNH) | 5 | 404 |
| 92 952 600 | 92 952 960 | 88 891 150 | 98,425 | IHC-CASE (CNH) | 4 | 403 |
| 92 953 620 → 92 594 620 | | | 86 | MERCEDES-BENZ | 11 | 608 |
| 92 964 600 | 92 964 960 | 89 039 110 | 142 | DEUTZ | 54 | 271 |
| 92 968 600 | 92 968 960 | 88 645 110 | 128 | HANOMAG | 8 | 385 |
| 92 969 600 | 92 969 960 | 88 645 110 | 128 | HANOMAG | 7 | 384 |
| 92 982 600 | 92 982 960 | 88 891 150 | 98,425 | IHC-CASE (CNH) | 6 | 404 |
| 92 986 600 | 92 986 960 | 88 853 110 | 121 | MAN | 24 | 501 |
| | | | | RABA | 1 | 783 |
| | | | | ROMAN-DIESEL | 2 | 844 |
| | | | | SAVIEM | 5 | 861 |
| 92 986 600 | 92 986 961 | 88 854 110 | 121 | MAN | 24 | 501 |
| | | | | RABA | 1 | 783 |
| | | | | ROMAN-DIESEL | 2 | 844 |
| | | | | SAVIEM | 5 | 861 |
| 92 986 600 | 92 986 962 | 88 852 110 | 121 | MAN | 24 | 501 |
| | | | | RABA | 1 | 783 |
| | | | | ROMAN-DIESEL | 2 | 844 |
| | | | | SAVIEM | 5 | 861 |
| 92 989 600 | 92 989 960 | 88 853 110 | 121 | MAN | 23 | 500 |
| | | | | RABA | 2 | 783 |
| | | | | ROMAN-DIESEL | 3 | 844 |
| | | | | SAVIEM | 6 | 861 |
| 92 989 600 | 92 989 961 | 88 854 110 | 121 | MAN | 23 | 500 |
| | | | | RABA | 2 | 783 |
| | | | | ROMAN-DIESEL | 3 | 844 |
| | | | | SAVIEM | 6 | 861 |
| 92 989 600 | 92 989 962 | 88 852 110 | 121 | MAN | 23 | 500 |
| | | | | RABA | 2 | 783 |
| | | | | ROMAN-DIESEL | 3 | 844 |
| | | | | SAVIEM | 6 | 861 |
| 92 994 600 | 92 994 960 | 89 056 110 | 125 | MAN | 31 | 504 |
| 92 994 600 | 92 994 961 | 89 057 110 | 125 | MAN | 31 | 504 |
| 92 995 600 | 92 995 960 | 89 056 110 | 125 | MAN | 31 | 504 |
| 92 995 600 | 92 995 961 | 89 057 110 | 125 | MAN | 31 | 504 |
| 92 996 600 → 93 275 600 | 93 275 960 | 89 056 110 | 125 | MAN | 32 | 505 |
| 92 996 600 → 93 275 600 | 93 275 961 | 89 057 110 | 125 | MAN | 32 | 505 |
| 93 000 600 | 93 000 961 | 89 036 110 | 102 | JOHN DEERE | 2 | 424 |
| 93 011 600 → 93 177 600 | 93 177 960 | 88 355 190 | 98,48 | PERKINS | 14 | 746 |
| 93 011 600 → 93 177 600 | 93 177 961 | 88 356 110 | 98,48 | PERKINS | 14 | 746 |
| 93 013 600 | 93 013 960 | 89 000 110 | 98 | LEYLAND | 1 | 461 |
| 93 017 600 → 93 582 600 | | | 86 | MERCEDES-BENZ | 10 | 608 |
| 93 044 600 → 93 192 600 | 93 192 961 | 89 182 110 | 100 | STEYR | 8 | 944 |
| 93 045 600 | 93 045 960 | 88 635 190 | 105 | DEUTZ | 37 | 264 |
| | | | | MWM | 11 | 690 |
| | | | | RENAULT | 54 | 817 |


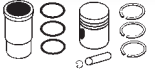



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|---|---|---|---|----------------------|------------|---|
| 93 045 600 | 93 045 961 | 89 197 110 | 105 | DEUTZ | 37 | 264 |
| | | | | MWM | 11 | 690 |
| | | | | RENAULT | 54 | 817 |
| 93 049 600 → 93 757 600 | 93 757 960 | 89 028 110 | 106,5 | JOHN DEERE | 4 | 424 |
| 93 052 600 | 93 052 960 | 88 640 110 | 130 | DAF | 15 | 236 |
| 93 052 600 | 93 052 961 | 89 413 110 | 130 | DAF | 15 | 236 |
| 93 061 600 | 93 061 960 | 88 635 190 | 105 | MWM | 9 | 689 |
| | | | | RENAULT | 52 | 816 |
| 93 061 600 | 93 061 961 | 89 197 110 | 105 | MWM | 9 | 689 |
| | | | | RENAULT | 52 | 816 |
| 93 062 600 | 93 062 960 | 88 635 190 | 105 | MWM | 12 | 691 |
| 93 062 600 | 93 062 961 | 89 197 110 | 105 | MWM | 12 | 691 |
| 93 063 600 | 93 063 960 | 88 839 110 | 100 | MWM | 7 | 687 |
| | | | | RENAULT | 49 | 814 |
| 93 063 600 | 93 063 961 | 88 850 110 | 100 | MWM | 7 | 687 |
| | | | | RENAULT | 49 | 814 |
| 93 065 600 → 94 664 602 | | | 82,5 | FORD | 18 | 366 |
| 93 065 602 → 94 664 602 | | | 82,5 | FORD | 18 | 366 |
| 93 069 600 | 93 069 960 | 88 635 190 | 105 | MWM | 9 | 689 |
| | | | | RENAULT | 52 | 816 |
| 93 069 600 | 93 069 961 | 89 197 110 | 105 | MWM | 9 | 689 |
| | | | | RENAULT | 52 | 816 |
| 93 076 600 | 93 076 960 | 89 056 110 | 125 | MAN | 28 | 502 |
| | | | | SAVIEM | 8 | 862 |
| 93 076 600 | 93 076 961 | 89 057 110 | 125 | MAN | 28 | 502 |
| | | | | SAVIEM | 8 | 862 |
| 93 076 700 → 93 076 600 | 93 076 960 | 89 056 110 | 125 | MAN | 28 | 502 |
| | | | | SAVIEM | 8 | 862 |
| 93 076 700 → 93 076 600 | 93 076 961 | 89 057 110 | 125 | MAN | 28 | 502 |
| | | | | SAVIEM | 8 | 862 |
| 93 084 620 | | | 75 | AUDI | 1 | 148 |
| | | | | VOLKSWAGEN | 3 | 1022 |
| 93 085 610 | | | 76,5 | VOLKSWAGEN | 16 | 1026 |
| 93 096 600 → 93 532 600 | 93 532 962 | 89 387 110 | 126 | STEYR | 14 | 949 |
| | | | | WEICHAİ | 1 | 1122 |
| 93 114 600 → 93 114 701 | | | 96 | VOLVO | 18 | 1075 |
| 93 114 701 | | | 96 | VOLVO | 18 | 1075 |
| 93 116 700 | | | 96 | STEYR | 6 | 944 |
| | | | | VOLVO | 19 | 1075 |
| 93 117 600 | | | 81 | SEAT | 24 | 902 |
| | | | | VOLKSWAGEN | 39 | 1042 |
| 93 118 600 | | | 93,67 | FORD | 42 | 372 |
| 93 122 620 → 93 787 620 | | | 80 | FORD | 14 | 365 |
| 93 123 600 | 93 123 960 | 89 319 190 | 93 | ALFA ROMEO | 11 | 139 |
| | | | | FIAT / IVECO | 45 | 329 |
| | | | | OM | 2 | 710 |
| | | | | RENAULT | 39 | 808 |
| | | | | RENAULT TRUCKS (RVI) | 3 | 825 |
| 93 123 600 | 93 123 961 | 89 319 191 | 93 | ALFA ROMEO | 11 | 139 |
| | | | | FIAT / IVECO | 45 | 329 |
| | | | | OM | 2 | 710 |
| | | | | RENAULT | 39 | 808 |
| | | | | RENAULT TRUCKS (RVI) | 3 | 825 |
| 93 123 600 | 93 123 962 | 89 319 192 | 93 | ALFA ROMEO | 11 | 139 |
| | | | | FIAT / IVECO | 45 | 329 |
| | | | | OM | 2 | 710 |
| | | | | RENAULT | 39 | 808 |
| | | | | RENAULT TRUCKS (RVI) | 3 | 825 |
| 93 123 600 | 93 123 963 | 89 319 193 | 93 | ALFA ROMEO | 11 | 139 |
| | | | | FIAT / IVECO | 45 | 329 |
| | | | | OM | 2 | 710 |
| | | | | RENAULT | 39 | 808 |
| | | | | RENAULT TRUCKS (RVI) | 3 | 825 |
| 93 123 700 → 93 123 600 | 93 123 960 | 89 319 190 | 93 | ALFA ROMEO | 11 | 139 |
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



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|---|---|---|---|----------------------|------------|---|
| | | | | OM | 2 | 710 |
| | | | | RENAULT | 39 | 808 |
| | | | | RENAULT TRUCKS (RVI) | 3 | 825 |
| 93 123 700 → 93 123 600 | 93 123 961 | 89 319 191 | 93 | ALFA ROMEO | 11 | 139 |
| | | | | FIAT / IVECO | 45 | 329 |
| | | | | OM | 2 | 710 |
| | | | | RENAULT | 39 | 808 |
| | | | | RENAULT TRUCKS (RVI) | 3 | 825 |
| 93 123 700 → 93 123 600 | 93 123 962 | 89 319 192 | 93 | ALFA ROMEO | 11 | 139 |
| | | | | FIAT / IVECO | 45 | 329 |
| | | | | OM | 2 | 710 |
| | | | | RENAULT | 39 | 808 |
| | | | | RENAULT TRUCKS (RVI) | 3 | 825 |
| 93 123 700 → 93 123 600 | 93 123 963 | 89 319 193 | 93 | ALFA ROMEO | 11 | 139 |
| | | | | FIAT / IVECO | 45 | 329 |
| | | | | OM | 2 | 710 |
| | | | | RENAULT | 39 | 808 |
| | | | | RENAULT TRUCKS (RVI) | 3 | 825 |
| 9312700 → 93 123 600 | 93 123 960 | 89 319 190 | 93 | ALFA ROMEO | 11 | 139 |
| | | | | FIAT / IVECO | 45 | 329 |
| | | | | OM | 2 | 710 |
| | | | | RENAULT | 39 | 808 |
| | | | | RENAULT TRUCKS (RVI) | 3 | 825 |
| 9312700 → 93 123 600 | 93 123 961 | 89 319 191 | 93 | ALFA ROMEO | 11 | 139 |
| | | | | FIAT / IVECO | 45 | 329 |
| | | | | OM | 2 | 710 |
| | | | | RENAULT | 39 | 808 |
| | | | | RENAULT TRUCKS (RVI) | 3 | 825 |
| 9312700 → 93 123 600 | 93 123 962 | 89 319 192 | 93 | ALFA ROMEO | 11 | 139 |
| | | | | FIAT / IVECO | 45 | 329 |
| | | | | OM | 2 | 710 |
| | | | | RENAULT | 39 | 808 |
| | | | | RENAULT TRUCKS (RVI) | 3 | 825 |
| 9312700 → 93 123 600 | 93 123 963 | 89 319 193 | 93 | ALFA ROMEO | 11 | 139 |
| | | | | FIAT / IVECO | 45 | 329 |
| | | | | OM | 2 | 710 |
| | | | | RENAULT | 39 | 808 |
| | | | | RENAULT TRUCKS (RVI) | 3 | 825 |
| 93 128 600 → 93 260 600 | 93 260 960 | 89 163 190 | 76,5 | AUDI | 4 | 148 |
| | | | | VOLKSWAGEN | 17 | 1026 |
| | | | | VOLVO | 3 | 1068 |
| 93 137 600 | 93 137 961 | 89 453 110 | 108 | MAN | 12 | 491 |
| 93 137 600 | 93 137 962 | 89 470 110 | 108 | MAN | 12 | 491 |
| 93 137 600 | 93 137 963 | 89 470 190 | 108 | MAN | 12 | 491 |
| 93 138 600 | 93 138 961 | 89 470 110 | 108 | MAN | 12 | 491 |
| 93 138 600 | 93 138 962 | 89 453 110 | 108 | MAN | 12 | 491 |
| 93 138 600 | 93 138 963 | 89 470 190 | 108 | MAN | 12 | 491 |
| 93 141 600 → 94 786 700 | | | 83 | CITROEN | 19 | 206 |
| | | | | FIAT / IVECO | 22 | 319 |
| | | | | LADA | 9 | 448 |
| | | | | PEUGEOT | 21 | 765 |
| | | | | SUZUKI | 6 | 956 |
| 93 152 600 | 93 152 960 | 88 402 110 | 115 | SCANIA | 3 | 869 |
| 93 152 600 | 93 152 961 | 89 088 110 | 115 | SCANIA | 3 | 869 |
| 93 153 600 | 93 153 960 | 89 016 110 | 98,43 | VOLVO | 22 | 1076 |
| | | | | VOLVO-BM | 4 | 1105 |
| 93 154 600 | 93 154 960 | 89 016 110 | 98,43 | VOLVO | 21 | 1076 |
| | | | | VOLVO-BM | 5 | 1105 |
| 93 154 600 | 93 154 961 | 89 352 110 | 98,43 | VOLVO | 21 | 1076 |
| | | | | VOLVO-BM | 5 | 1105 |
| 93 166 600 | 93 166 960 | 88 868 110 | 104,775 | VOLVO | 33 | 1082 |
| | | | | VOLVO-BM | 14 | 1110 |
| 93 171 600 | 93 171 960 | 89 390 110 | 128 | MERCEDES-BENZ | 109 | 662 |
| 93 173 600 | 93 173 960 | 88 602 110 | 105,57 | VOLVO-BM | 18 | 1112 |
| 93 174 600 → 93 174 700 | 93 174 970 | 88 602 110 | 105,57 | VOLVO-BM | 19 | 1112 |


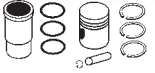



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|---|---|---|---|----------------------|------------|---|
| 93 174 700 | 93 174 970 | 88 602 110 | 105,57 | VOLVO-BM | 19 | 1112 |
| 93 175 600 | 93 175 960 | 89 022 190 | 101,054 | FIAT / IVECO | 57 | 336 |
| | | | | MASSEY-FERGUSON | 14 | 556 |
| | | | | PERKINS | 22 | 750 |
| 93 175 600 | 93 175 961 | 88 587 190 | 101,054 | FIAT / IVECO | 57 | 336 |
| | | | | MASSEY-FERGUSON | 14 | 556 |
| | | | | PERKINS | 22 | 750 |
| 93 177 600 | 93 177 960 | 88 355 190 | 98,48 | PERKINS | 14 | 746 |
| 93 177 600 | 93 177 961 | 88 356 110 | 98,48 | PERKINS | 14 | 746 |
| 93 185 600 | 93 185 960 | 89 054 110 | 125 | MAN | 30 | 503 |
| 93 185 600 | 93 185 963 | 89 340 110 | 125 | MAN | 30 | 503 |
| 93 189 600 → 93 343 600 | | | 87 | MERCEDES-BENZ | 15 | 609 |
| | | | | SEAT | 45 | 908 |
| 93 192 600 | 93 192 961 | 89 182 110 | 100 | STEYR | 8 | 944 |
| 93 208 600 | 93 208 960 | 89 023 110 | 115 | FIAT / IVECO | 75 | 344 |
| | | | | OM | 11 | 714 |
| 93 209 600 | 93 209 960 | 89 024 110 | 115 | FIAT / IVECO | 74 | 344 |
| | | | | OM | 10 | 714 |
| 93 224 600 | 93 224 960 | 89 030 110 | 125 | DEUTZ | 44 | 267 |
| | | | | FORD | 60 | 379 |
| | | | | TAM | 3 | 963 |
| 93 224 600 | 93 224 961 | 89 384 110 | 125 | DEUTZ | 44 | 267 |
| | | | | FORD | 60 | 379 |
| | | | | TAM | 3 | 963 |
| 93 230 600 | 93 230 961 | 89 182 110 | 100 | STEYR | 9 | 945 |
| 93 231 600 | 93 231 960 | 89 380 110 | 125 | MERCEDES-BENZ | 87 | 645 |
| 93 234 600 | 93 234 960 | 88 568 110 | 127 | SCANIA | 18 | 874 |
| 93 249 600 | 93 249 960 | 89 084 110 | 130,175 | VOLVO | 58 | 1091 |
| 93 249 600 | 93 249 961 | 89 328 110 | 130,175 | VOLVO | 58 | 1091 |
| 93 249 600 | 93 249 962 | 89 399 110 | 130,175 | VOLVO | 58 | 1091 |
| 93 249 600 | 93 249 963 | 89 521 110 | 130,175 | VOLVO | 58 | 1091 |
| 93 249 600 | 93 249 964 | 89 522 110 | 130,175 | VOLVO | 58 | 1091 |
| 93 250 600 | 93 250 960 | 89 084 110 | 130,175 | VOLVO | 57 | 1090 |
| 93 250 600 | 93 250 961 | 89 521 110 | 130,175 | VOLVO | 57 | 1090 |
| 93 253 600 | 93 253 960 | 89 018 150 | 100 | IHC-CASE (CNH) | 12 | 408 |
| 93 254 600 → 93 253 600 | 93 253 960 | 89 018 150 | 100 | IHC-CASE (CNH) | 12 | 408 |
| 93 260 600 | 93 260 960 | 89 163 190 | 76,5 | AUDI | 4 | 148 |
| | | | | VOLKSWAGEN | 17 | 1026 |
| | | | | VOLVO | 3 | 1068 |
| 93 267 600 | 93 267 960 | 89 320 190 | 100 | PERKINS | 18 | 748 |
| | | | | RENAULT TRUCKS (RVI) | 11 | 830 |
| 93 267 600 | 93 267 961 | 89 527 190 | 100 | PERKINS | 18 | 748 |
| | | | | RENAULT TRUCKS (RVI) | 11 | 830 |
| 93 267 600 | 93 267 962 | 89 555 190 | 100 | PERKINS | 18 | 748 |
| | | | | RENAULT TRUCKS (RVI) | 11 | 830 |
| 93 272 600 | 93 272 960 | 89 027 110 | 78 | PEUGEOT | 8 | 761 |
| 93 274 600 | 93 274 960 | 89 056 110 | 125 | MAN | 32 | 505 |
| 93 274 600 | 93 274 961 | 89 057 110 | 125 | MAN | 32 | 505 |
| 93 274 600 | 93 274 964 | 89 525 110 | 125 | MAN | 32 | 505 |
| 93 275 600 | 93 275 960 | 89 056 110 | 125 | MAN | 32 | 505 |
| 93 275 600 | 93 275 961 | 89 057 110 | 125 | MAN | 32 | 505 |
| 93 280 600 | 93 280 960 | 88 684 110 | 102 | DEUTZ | 25 | 260 |
| 93 280 600 | 93 280 961 | 89 494 110 | 102 | DEUTZ | 25 | 260 |
| 93 285 600 → 94 631 600 | 94 631 960 | 89 058 110 | 102 | ZETOR | 3 | 1131 |
| 93 288 600 | 93 288 960 | 88 355 190 | 98,48 | MASSEY-FERGUSON | 10 | 554 |
| | | | | PERKINS | 13 | 746 |
| 93 288 600 | 93 288 961 | 88 356 110 | 98,48 | MASSEY-FERGUSON | 10 | 554 |
| | | | | PERKINS | 13 | 746 |
| 93 293 600 → 93 293 601 | 93 293 960 | 89 082 110 | 85,5 | VOLKSWAGEN | 67 | 1053 |
| 93 293 601 | 93 293 960 | 89 082 110 | 85,5 | VOLKSWAGEN | 67 | 1053 |
| 93 295 600 → 91 322 701 | 91 322 973 | 89 082 110 | 85,5 | VOLKSWAGEN | 68 | 1054 |
| 93 295 601 → 91 322 701 | 91 322 973 | 89 082 110 | 85,5 | VOLKSWAGEN | 68 | 1054 |
| 93 298 600 | 93 298 962 | 89 192 110 | 125 | MERCEDES-BENZ | 86 | 644 |
| 93 298 602 → 93 298 600 | 93 298 962 | 89 192 110 | 125 | MERCEDES-BENZ | 86 | 644 |
| 93 300 600 → 93 378 700 | 93 378 971 | 89 183 190 | 93 | ALFA ROMEO | 12 | 139 |

|  → replaced by |  |  |  | | Pos |  |
|---|---|---|---|----------------------|------------|---|
| | | | | FIAT / IVECO | 40 | 325 |
| | | | | OM | 1 | 710 |
| | | | | RENAULT | 37 | 807 |
| | | | | RENAULT TRUCKS (RVI) | 2 | 824 |
| | | | | SEAT | 47 | 909 |
| 93 300 600 → 93 378 700 | 93 378 972 | 89 183 191 | 93 | ALFA ROMEO | 12 | 139 |
| | | | | FIAT / IVECO | 40 | 325 |
| | | | | OM | 1 | 710 |
| | | | | RENAULT | 37 | 807 |
| | | | | RENAULT TRUCKS (RVI) | 2 | 824 |
| | | | | SEAT | 47 | 909 |
| 93 306 600 | | | 125 | FAP-FAMOS | 3 | 279 |
| 93 309 600 | 93 309 960 | 88 588 190 | 87 | MERCEDES-BENZ | 16 | 609 |
| | | | | SEAT | 44 | 908 |
| 93 309 600 | 93 309 961 | 88 828 190 | 87 | MERCEDES-BENZ | 16 | 609 |
| | | | | SEAT | 44 | 908 |
| 93 310 600 → 93 444 600 | 93 444 960 | 88 681 190 | 90,9 | MERCEDES-BENZ | 46 | 620 |
| | | | | STEYR | 5 | 943 |
| 93 311 600 | 93 311 961 | 89 195 190 | 103 | FIAT / IVECO | 61 | 338 |
| 93 314 600 → 93 696 600 | 93 696 960 | 89 060 110 | 76 | RENAULT | 6 | 796 |
| | | | | VOLVO | 2 | 1068 |
| 93 315 600 | 93 315 960 | 88 684 110 | 102 | DEUTZ | 23 | 259 |
| 93 315 600 | 93 315 961 | 89 341 110 | 102 | DEUTZ | 23 | 259 |
| 93 315 600 | 93 315 962 | 89 494 110 | 102 | DEUTZ | 23 | 259 |
| 93 315 600 | 93 315 963 | 89 496 110 | 102 | DEUTZ | 23 | 259 |
| 93 329 600 | 93 329 960 | 89 056 110 | 125 | MAN | 32 | 505 |
| 93 329 600 | 93 329 961 | 89 057 110 | 125 | MAN | 32 | 505 |
| 93 332 600 | 93 332 962 | 89 181 110 | 125 | MERCEDES-BENZ | 81 | 642 |
| 93 332 600 | 93 332 965 | 89 380 110 | 125 | MERCEDES-BENZ | 81 | 642 |
| 93 333 600 → 93 495 600 | 93 495 960 | 89 508 190 | 95,5 | MERCEDES-BENZ | 49 | 621 |
| 93 334 600 | 93 334 960 | 89 087 110 | 120,65 | VOLVO | 45 | 1086 |
| 93 334 600 | 93 334 961 | 89 175 110 | 120,65 | VOLVO | 45 | 1086 |
| 93 343 600 | | | 87 | MERCEDES-BENZ | 15 | 609 |
| | | | | SEAT | 45 | 908 |
| 93 355 600 | 93 355 960 | 88 635 190 | 105 | DEUTZ | 37 | 264 |
| | | | | MWM | 11 | 690 |
| | | | | RENAULT | 54 | 817 |
| 93 355 600 | 93 355 961 | 89 197 110 | 105 | DEUTZ | 37 | 264 |
| | | | | MWM | 11 | 690 |
| | | | | RENAULT | 54 | 817 |
| 93 365 600 → 93 700 600 | | | 89 | BMW | 19 | 182 |
| 93 368 600 | 93 368 960 | 88 587 190 | 101,054 | PERKINS | 20 | 749 |
| 93 368 600 | 93 368 961 | 89 022 190 | 101,054 | PERKINS | 20 | 749 |
| 93 369 600 → 93 369 700 | 93 369 970 | 89 084 110 | 130,175 | VOLVO | 59 | 1092 |
| | | | | VOLVO-BM | 29 | 1116 |
| 93 369 600 → 93 369 700 | 93 369 971 | 89 328 110 | 130,175 | VOLVO | 59 | 1092 |
| | | | | VOLVO-BM | 29 | 1116 |
| 93 369 600 → 93 369 700 | 93 369 972 | 89 399 110 | 130,175 | VOLVO | 59 | 1092 |
| | | | | VOLVO-BM | 29 | 1116 |
| 93 369 600 → 93 369 700 | 93 369 974 | 89 522 110 | 130,175 | VOLVO | 59 | 1092 |
| | | | | VOLVO-BM | 29 | 1116 |
| 93 369 700 | 93 369 970 | 89 084 110 | 130,175 | VOLVO | 59 | 1092 |
| | | | | VOLVO-BM | 29 | 1116 |
| 93 369 700 | 93 369 971 | 89 328 110 | 130,175 | VOLVO | 59 | 1092 |
| | | | | VOLVO-BM | 29 | 1116 |
| 93 369 700 | 93 369 972 | 89 399 110 | 130,175 | VOLVO | 59 | 1092 |
| | | | | VOLVO-BM | 29 | 1116 |
| 93 369 700 | 93 369 974 | 89 522 110 | 130,175 | VOLVO | 59 | 1092 |
| | | | | VOLVO-BM | 29 | 1116 |
| 93 371 600 | 93 371 960 | 88 602 110 | 105,57 | VOLVO-BM | 18 | 1112 |
| 93 378 600 → 93 378 700 | 93 378 971 | 89 183 190 | 93 | ALFA ROMEO | 12 | 139 |
| | | | | FIAT / IVECO | 40 | 325 |
| | | | | OM | 1 | 710 |
| | | | | RENAULT | 37 | 807 |
| | | | | RENAULT TRUCKS (RVI) | 2 | 824 |






|  → replaced by |  |  |  | | Pos |  |
|--|---|---|---|----------------------|------------|---|
| | | | | | | |
| 93 378 600 → 93 378 700 | 93 378 972 | 89 183 191 | 93 | SEAT | 47 | 909 |
| | | | | ALFA ROMEO | 12 | 139 |
| | | | | FIAT / IVECO | 40 | 325 |
| | | | | OM | 1 | 710 |
| | | | | RENAULT | 37 | 807 |
| | | | | RENAULT TRUCKS (RVI) | 2 | 824 |
| | | | | SEAT | 47 | 909 |
| 93 378 700 | 93 378 971 | 89 183 190 | 93 | ALFA ROMEO | 12 | 139 |
| | | | | FIAT / IVECO | 40 | 325 |
| | | | | OM | 1 | 710 |
| | | | | RENAULT | 37 | 807 |
| | | | | RENAULT TRUCKS (RVI) | 2 | 824 |
| | | | | SEAT | 47 | 909 |
| 93 378 700 | 93 378 972 | 89 183 191 | 93 | ALFA ROMEO | 12 | 139 |
| | | | | FIAT / IVECO | 40 | 325 |
| | | | | OM | 1 | 710 |
| | | | | RENAULT | 37 | 807 |
| | | | | RENAULT TRUCKS (RVI) | 2 | 824 |
| | | | | SEAT | 47 | 909 |
| 93 393 600 → 90 747 700 | 90 747 970 | 89 077 110 | 120 | RENAULT TRUCKS (RVI) | 20 | 834 |
| 93 394 600 → 93 394 700 | 93 394 970 | 89 078 110 | 120 | RENAULT TRUCKS (RVI) | 21 | 834 |
| 93 394 600 → 93 394 700 | 93 394 971 | 89 420 110 | 120 | RENAULT TRUCKS (RVI) | 21 | 834 |
| 93 394 700 | 93 394 970 | 89 078 110 | 120 | RENAULT TRUCKS (RVI) | 21 | 834 |
| 93 394 700 | 93 394 971 | 89 420 110 | 120 | RENAULT TRUCKS (RVI) | 21 | 834 |
| 93 397 600 → 93 063 600 | 93 063 960 | 88 839 110 | 100 | MWM | 7 | 687 |
| | | | | RENAULT | 49 | 814 |
| 93 397 600 → 93 063 600 | 93 063 961 | 88 850 110 | 100 | MWM | 7 | 687 |
| | | | | RENAULT | 49 | 814 |
| 93 398 600 | 93 398 961 | 89 367 110 | 127 | SCANIA | 19 | 874 |
| 93 399 600 | 93 399 961 | 89 366 110 | 127 | SCANIA | 16 | 873 |
| 93 424 610 | | | 96,5 | MERCEDES-BENZ | 53 | 622 |
| 93 434 600 → 90 732 600 | 90 732 960 | 89 163 190 | 76,5 | AUDI | 5 | 149 |
| | | | | NISSAN | 4 | 701 |
| | | | | STEYR | 1 | 942 |
| | | | | VOLKSWAGEN | 18 | 1027 |
| | | | | VOLVO | 4 | 1069 |
| 93 440 600 → 93 613 700 | 93 613 970 | 89 342 190 | 89 | MERCEDES-BENZ | 30 | 615 |
| 93 444 600 | 93 444 960 | 88 681 190 | 90,9 | MERCEDES-BENZ | 46 | 620 |
| | | | | STEYR | 5 | 943 |
| 93 445 600 → 93 445 700 | 93 445 970 | 89 018 150 | 100 | IHC-CASE (CNH) | 14 | 409 |
| 93 445 700 | 93 445 970 | 89 018 150 | 100 | IHC-CASE (CNH) | 14 | 409 |
| 93 457 600 | 93 457 960 | 89 168 110 | 94 | VOLKSWAGEN | 78 | 1057 |
| 93 471 600 | 93 471 960 | 89 162 110 | 92 | VOLVO | 15 | 1074 |
| 93 472 600 | 93 472 960 | 89 083 110 | 100 | DEUTZ | 17 | 257 |
| 93 474 700 | 93 474 970 | 89 016 110 | 98,43 | VOLVO | 23 | 1076 |
| | | | | VOLVO-BM | 6 | 1106 |
| 93 474 700 | 93 474 971 | 89 352 110 | 98,43 | VOLVO | 23 | 1076 |
| | | | | VOLVO-BM | 6 | 1106 |
| 93 479 600 → 90 732 600 | 90 732 960 | 89 163 190 | 76,5 | AUDI | 5 | 149 |
| | | | | NISSAN | 4 | 701 |
| | | | | STEYR | 1 | 942 |
| | | | | VOLKSWAGEN | 18 | 1027 |
| | | | | VOLVO | 4 | 1069 |
| 93 484 600 → 93 484 602 | 93 484 962 | 89 180 110 | 128 | MERCEDES-BENZ | 94 | 648 |
| 93 484 600 → 93 484 602 | 93 484 964 | 89 389 110 | 128 | MERCEDES-BENZ | 94 | 648 |
| 93 484 600 → 93 484 602 | 93 484 965 | 89 395 110 | 128 | MERCEDES-BENZ | 94 | 648 |
| 93 484 602 | 93 484 962 | 89 180 110 | 128 | MERCEDES-BENZ | 94 | 648 |
| 93 484 602 | 93 484 964 | 89 389 110 | 128 | MERCEDES-BENZ | 94 | 648 |
| 93 484 602 | 93 484 965 | 89 395 110 | 128 | MERCEDES-BENZ | 94 | 648 |
| 93 484 700 → 93 484 702 | 93 484 966 | 89 389 110 | 128 | MERCEDES-BENZ | 94 | 649 |
| 93 484 702 | 93 484 966 | 89 389 110 | 128 | MERCEDES-BENZ | 94 | 649 |
| 93 485 600 | 93 485 962 | 89 180 110 | 128 | MERCEDES-BENZ | 95 | 650 |
| 93 485 600 | 93 485 964 | 89 389 110 | 128 | MERCEDES-BENZ | 95 | 650 |
| 93 485 600 | 93 485 965 | 89 395 110 | 128 | MERCEDES-BENZ | 95 | 650 |
| 93 495 600 | 93 495 960 | 89 508 190 | 95,5 | MERCEDES-BENZ | 49 | 621 |

|  → replaced by |  |  |  | | Pos |  |
|--|---|---|---|----------------------|------------|---|
| 93 495 700 → 93 495 600 | 93 495 960 | 89 508 190 | 95,5 | MERCEDES-BENZ | 49 | 621 |
| 93 504 600 → 93 504 700 | 93 504 970 | 88 031 110 | 135 | RENAULT TRUCKS (RVI) | 32 | 839 |
| 93 504 600 → 93 504 700 | 93 504 971 | 89 085 110 | 135 | RENAULT TRUCKS (RVI) | 32 | 839 |
| 93 504 700 | 93 504 970 | 88 031 110 | 135 | RENAULT TRUCKS (RVI) | 32 | 839 |
| 93 504 700 | 93 504 971 | 89 085 110 | 135 | RENAULT TRUCKS (RVI) | 32 | 839 |
| 93 508 600 | 93 508 960 | 89 043 190 | 115 | HANOMAG | 3 | 383 |
| | | | | MERCEDES-BENZ | 79 | 641 |
| 93 508 600 | 93 508 961 | 89 046 190 | 115 | HANOMAG | 3 | 383 |
| | | | | MERCEDES-BENZ | 79 | 641 |
| 93 515 600 → 93 515 700 | 93 515 972 | 89 181 110 | 125 | MERCEDES-BENZ | 82 | 642 |
| 93 515 700 | 93 515 972 | 89 181 110 | 125 | MERCEDES-BENZ | 82 | 642 |
| 93 516 700 | 93 516 972 | 89 181 110 | 125 | MERCEDES-BENZ | 82 | 643 |
| 93 520 600 | 93 520 960 | 89 033 190 | 94 | FORD | 46 | 374 |
| | | | | PEUGEOT | 44 | 772 |
| 93 523 600 → 93 523 700 | 93 523 970 | 89 097 110 | 86 | CHRYSLER | 3 | 193 |
| | | | | RENAULT | 25 | 803 |
| 93 523 700 | 93 523 970 | 89 097 110 | 86 | CHRYSLER | 3 | 193 |
| | | | | RENAULT | 25 | 803 |
| 93 532 600 | 93 532 962 | 89 387 110 | 126 | STEYR | 14 | 949 |
| | | | | WEICHAI | 1 | 1122 |
| 93 535 600 | 93 535 960 | 89 005 110 | 100 | DEUTZ | 15 | 256 |
| | | | | IHC-CASE (CNH) | 13 | 409 |
| 93 535 600 | 93 535 961 | 89 495 110 | 100 | DEUTZ | 15 | 256 |
| | | | | IHC-CASE (CNH) | 13 | 409 |
| 93 544 600 → 93 544 700 | 93 544 970 | 88 602 110 | 105,57 | VOLVO-BM | 21 | 1113 |
| 93 544 700 | 93 544 970 | 88 602 110 | 105,57 | VOLVO-BM | 21 | 1113 |
| 93 545 600 → 93 545 700 | 93 545 970 | 88 602 110 | 105,57 | VOLVO-BM | 20 | 1113 |
| 93 545 700 | 93 545 970 | 88 602 110 | 105,57 | VOLVO-BM | 20 | 1113 |
| 93 548 600 → 93 582 600 | | | 86 | MERCEDES-BENZ | 10 | 608 |
| 93 548 700 → 93 582 600 | | | 86 | MERCEDES-BENZ | 10 | 608 |
| 93 548 710 → 93 582 600 | | | 86 | MERCEDES-BENZ | 10 | 608 |
| 93 548 720 → 93 582 600 | | | 86 | MERCEDES-BENZ | 10 | 608 |
| 93 552 600 | 93 552 960 | 89 056 110 | 125 | MAN | 34 | 506 |
| 93 552 600 | 93 552 961 | 89 057 110 | 125 | MAN | 34 | 506 |
| 93 554 600 | 93 554 960 | 89 056 110 | 125 | MAN | 34 | 506 |
| 93 555 600 | 93 555 960 | 89 091 110 | 102 | MAN | 6 | 487 |
| 93 566 600 | 93 566 960 | 88 500 190 | 106,698 | FORD | 53 | 376 |
| 93 568 600 | 93 568 960 | 88 869 190 | 128 | MERCEDES-BENZ | 92 | 647 |
| 93 568 600 | 93 568 963 | 89 433 190 | 128 | MERCEDES-BENZ | 92 | 647 |
| 93 568 700 → 93 568 600 | 93 568 960 | 88 869 190 | 128 | MERCEDES-BENZ | 92 | 647 |
| 93 568 700 → 93 568 600 | 93 568 963 | 89 433 190 | 128 | MERCEDES-BENZ | 92 | 647 |
| 93 569 600 | 93 569 961 | 89 022 190 | 101,054 | FIAT / IVECO | 58 | 336 |
| | | | | MASSEY-FERGUSON | 13 | 555 |
| | | | | PERKINS | 21 | 750 |
| 93 578 600 | 93 578 960 | 89 161 190 | 80 | OPEL | 23 | 725 |
| | | | | VAUXHALL | 23 | 990 |
| 93 579 620 | | | 80 | BMW | 3 | 178 |
| 93 582 600 | | | 86 | MERCEDES-BENZ | 10 | 608 |
| 93 585 600 → 93 585 602 | 93 585 962 | 89 192 110 | 125 | MERCEDES-BENZ | 85 | 644 |
| 93 585 602 | 93 585 962 | 89 192 110 | 125 | MERCEDES-BENZ | 85 | 644 |
| 93 588 600 | | | 76 | LADA | 3 | 446 |
| 93 592 600 | 93 592 961 | 88 354 190 | 98,48 | FIAT / IVECO | 53 | 333 |
| | | | | IHC-CASE (CNH) | 9 | 406 |
| | | | | MASSEY-FERGUSON | 6 | 551 |
| | | | | PERKINS | 10 | 744 |
| | | | | RENAULT | 47 | 813 |
| | | | | RENAULT TRUCKS (RVI) | 9 | 828 |
| | | | | VOLVO | 28 | 1079 |
| | | | | VOLVO-BM | 9 | 1108 |
| 93 592 600 | 93 592 962 | 88 355 190 | 98,48 | FIAT / IVECO | 53 | 333 |
| | | | | IHC-CASE (CNH) | 9 | 406 |
| | | | | MASSEY-FERGUSON | 6 | 551 |
| | | | | PERKINS | 10 | 744 |
| | | | | RENAULT | 47 | 813 |
| | | | | RENAULT TRUCKS (RVI) | 9 | 828 |






|  → replaced by |  |  |  | | Pos |  |
|---|---|---|---|----------------------|------------|---|
| | | | | VOLVO | 28 | 1079 |
| | | | | VOLVO-BM | 9 | 1108 |
| 93 592 600 | 93 592 963 | 88 356 110 | 98,48 | FIAT / IVECO | 53 | 333 |
| | | | | IHC-CASE (CNH) | 9 | 406 |
| | | | | MASSEY-FERGUSON | 6 | 551 |
| | | | | PERKINS | 10 | 744 |
| | | | | RENAULT | 47 | 813 |
| | | | | RENAULT TRUCKS (RVI) | 9 | 828 |
| | | | | VOLVO | 28 | 1079 |
| | | | | VOLVO-BM | 9 | 1108 |
| 93 592 600 | 93 592 964 | 89 514 190 | 98,48 | FIAT / IVECO | 53 | 333 |
| | | | | IHC-CASE (CNH) | 9 | 406 |
| | | | | MASSEY-FERGUSON | 6 | 551 |
| | | | | PERKINS | 10 | 744 |
| | | | | RENAULT | 47 | 813 |
| | | | | RENAULT TRUCKS (RVI) | 9 | 828 |
| | | | | VOLVO | 28 | 1079 |
| | | | | VOLVO-BM | 9 | 1108 |
| 93 613 600 → 93 613 700 | 93 613 970 | 89 342 190 | 89 | MERCEDES-BENZ | 30 | 615 |
| 93 613 700 | 93 613 970 | 89 342 190 | 89 | MERCEDES-BENZ | 30 | 615 |
| 93 616 600 → 93 875 600 | | | 81 | AUDI | 19 | 161 |
| | | | | NISSAN | 10 | 703 |
| | | | | VOLKSWAGEN | 38 | 1042 |
| 93 617 600 → 93 876 600 | | | 81 | AUDI | 17 | 160 |
| | | | | SEAT | 26 | 902 |
| | | | | VOLKSWAGEN | 37/48 | 1042, 1045 |
| 93 618 600 → 93 928 600 | | | 81 | AUDI | 18 | 160 |
| | | | | SEAT | 27 | 903 |
| | | | | VOLKSWAGEN | 36 | 1041 |
| 93 618 700 → 93 928 600 | | | 81 | AUDI | 18 | 160 |
| | | | | SEAT | 27 | 903 |
| | | | | VOLKSWAGEN | 36 | 1041 |
| 93 619 600 → 93 858 600 | 93 858 960 | 89 002 190 | 111,778 | FORD | 56 | 377 |
| 93 622 600 → 92 130 600 | 92 130 960 | 88 640 110 | 130 | DAF | 14 | 235 |
| 93 622 600 → 92 130 600 | 92 130 961 | 89 413 110 | 130 | DAF | 14 | 235 |
| 93 625 600 | 93 625 960 | 89 412 190 | 94 | DAF | 3 | 231 |
| | | | | FORD | 45 | 373 |
| | | | | PEUGEOT | 46 | 773 |
| | | | | SSANGYONG | 6 | 935 |
| 93 632 600 → 93 896 600 | | | 75 | SEAT | 4 | 891 |
| | | | | VOLKSWAGEN | 4 | 1022 |
| 93 648 600 → 93 648 700 | 93 648 970 | 89 184 190 | 83 | CITROEN | 18 | 205 |
| | | | | FIAT / IVECO | 23 | 319 |
| | | | | HYUNDAI | 1 | 398 |
| | | | | LADA | 8 | 447 |
| | | | | PEUGEOT | 20 | 764 |
| | | | | ROVER | 6 | 848 |
| | | | | SUZUKI | 5 | 956 |
| | | | | TALBOT | 2 | 960 |
| 93 648 700 | 93 648 970 | 89 184 190 | 83 | CITROEN | 18 | 205 |
| | | | | FIAT / IVECO | 23 | 319 |
| | | | | HYUNDAI | 1 | 398 |
| | | | | LADA | 8 | 447 |
| | | | | PEUGEOT | 20 | 764 |
| | | | | ROVER | 6 | 848 |
| | | | | SUZUKI | 5 | 956 |
| | | | | TALBOT | 2 | 960 |
| 93 648 800 → 93 648 700 | 93 648 970 | 89 184 190 | 83 | CITROEN | 18 | 205 |
| | | | | FIAT / IVECO | 23 | 319 |
| | | | | HYUNDAI | 1 | 398 |
| | | | | LADA | 8 | 447 |
| | | | | PEUGEOT | 20 | 764 |
| | | | | ROVER | 6 | 848 |
| | | | | SUZUKI | 5 | 956 |
| | | | | TALBOT | 2 | 960 |

|  → replaced by |  |  |  | | Pos |  |
|---|---|---|---|---------------|------------|---|
| 93 652 600 → 90 334 600 | 90 334 960 | 89 186 110 | 128 | MAN | 52 | 515 |
| 93 652 600 → 90 334 600 | 90 334 961 | 89 324 110 | 128 | MAN | 52 | 515 |
| 93 652 600 → 90 334 600 | 90 334 963 | 89 518 110 | 128 | MAN | 52 | 515 |
| 93 652 600 → 90 334 600 | 90 334 964 | 89 534 110 | 128 | MAN | 52 | 515 |
| 93 652 800 → 90 334 600 | 90 334 960 | 89 186 110 | 128 | MAN | 52 | 515 |
| 93 652 800 → 90 334 600 | 90 334 961 | 89 324 110 | 128 | MAN | 52 | 515 |
| 93 652 800 → 90 334 600 | 90 334 963 | 89 518 110 | 128 | MAN | 52 | 515 |
| 93 652 800 → 90 334 600 | 90 334 964 | 89 534 110 | 128 | MAN | 52 | 515 |
| 93 659 600 | 93 659 960 | 89 167 190 | 104,775 | FORD | 52 | 376 |
| 93 660 600 | 93 660 960 | 89 175 110 | 120,65 | VOLVO | 46 | 1086 |
| 93 660 600 | 93 660 961 | 89 427 110 | 120,65 | VOLVO | 46 | 1086 |
| 93 660 700 → 93 660 600 | 93 660 960 | 89 175 110 | 120,65 | VOLVO | 46 | 1086 |
| 93 660 700 → 93 660 600 | 93 660 961 | 89 427 110 | 120,65 | VOLVO | 46 | 1086 |
| 93 664 600 → 93 700 600 | | | 89 | BMW | 19 | 182 |
| 93 669 600 → 93 968 600 | 93 968 960 | 89 508 190 | 95,5 | MERCEDES-BENZ | 52 | 622 |
| 93 671 600 | 93 671 960 | 89 508 190 | 95,5 | MERCEDES-BENZ | 51 | 622 |
| 93 671 601 → 93 671 600 | 93 671 960 | 89 508 190 | 95,5 | MERCEDES-BENZ | 51 | 622 |
| 93 672 600 | | | 82 | LADA | 6 | 447 |
| 93 673 600 → 93 673 700 | 93 673 970 | 89 342 190 | 89 | MERCEDES-BENZ | 33 | 616 |
| 93 673 700 | 93 673 970 | 89 342 190 | 89 | MERCEDES-BENZ | 33 | 616 |
| 93 677 610 | | | 89 | MERCEDES-BENZ | 32 | 615 |
| 93 687 600 → 90 732 600 | 90 732 960 | 89 163 190 | 76,5 | AUDI | 5 | 149 |
| | | | | NISSAN | 4 | 701 |
| | | | | STEYR | 1 | 942 |
| | | | | VOLKSWAGEN | 18 | 1027 |
| | | | | VOLVO | 4 | 1069 |
| 93 688 600 → 90 336 600 | 90 336 960 | 89 186 110 | 128 | MAN | 52 | 516 |
| 93 688 600 → 90 336 600 | 90 336 961 | 89 324 110 | 128 | MAN | 52 | 516 |
| 93 688 600 → 90 336 600 | 90 336 963 | 89 518 110 | 128 | MAN | 52 | 516 |
| 93 688 600 → 90 336 600 | 90 336 964 | 89 534 110 | 128 | MAN | 52 | 516 |
| 93 689 600 → 90 337 600 | 90 337 960 | 89 186 110 | 128 | MAN | 52 | 516 |
| 93 689 600 → 90 337 600 | 90 337 961 | 89 324 110 | 128 | MAN | 52 | 516 |
| 93 689 600 → 90 337 600 | 90 337 963 | 89 518 110 | 128 | MAN | 52 | 516 |
| 93 689 600 → 90 337 600 | 90 337 964 | 89 534 110 | 128 | MAN | 52 | 516 |
| 93 689 800 → 90 337 600 | 90 337 960 | 89 186 110 | 128 | MAN | 52 | 516 |
| 93 689 800 → 90 337 600 | 90 337 961 | 89 324 110 | 128 | MAN | 52 | 516 |
| 93 689 800 → 90 337 600 | 90 337 963 | 89 518 110 | 128 | MAN | 52 | 516 |
| 93 689 800 → 90 337 600 | 90 337 964 | 89 534 110 | 128 | MAN | 52 | 516 |
| 93 694 600 → 93 872 600 | | | 81 | AUDI | 20 | 161 |
| | | | | SEAT | 25 | 902 |
| | | | | VOLKSWAGEN | 35 | 1040 |
| 93 696 600 | 93 696 960 | 89 060 110 | 76 | RENAULT | 6 | 796 |
| | | | | VOLVO | 2 | 1068 |
| 93 696 700 → 93 696 600 | 93 696 960 | 89 060 110 | 76 | RENAULT | 6 | 796 |
| | | | | VOLVO | 2 | 1068 |
| 93 700 600 | | | 89 | BMW | 19 | 182 |
| 93 706 600 → 90 093 600 | 90 093 960 | 89 335 110 | 105 | MWM | 10 | 690 |
| | | | | RENAULT | 53 | 817 |
| 93 706 600 → 90 093 600 | 90 093 961 | 89 596 110 | 105 | MWM | 10 | 690 |
| | | | | RENAULT | 53 | 817 |
| 93 709 600 → 93 882 600 | 93 882 960 | 89 178 190 | 97 | HANOMAG | 2 | 383 |
| | | | | MERCEDES-BENZ | 57 | 625 |
| | | | | TOYOTA | 18 | 976 |
| 93 709 600 → 93 882 600 | 93 882 961 | 89 069 190 | 97 | HANOMAG | 2 | 383 |
| | | | | MERCEDES-BENZ | 57 | 625 |
| | | | | TOYOTA | 18 | 976 |
| 93 709 600 → 93 882 600 | 93 882 962 | 89 177 190 | 97 | HANOMAG | 2 | 383 |
| | | | | MERCEDES-BENZ | 57 | 625 |
| | | | | TOYOTA | 18 | 976 |
| 93 719 620 | | | 88,9 | VOLVO | 13 | 1073 |
| 93 721 600 | 93 721 960 | 89 091 110 | 102 | MAN | 6 | 487 |
| 93 724 600 → 90 669 600 | 90 669 960 | 88 684 110 | 102 | DEUTZ | 23 | 259 |
| 93 724 600 → 90 669 600 | 90 669 961 | 89 341 110 | 102 | DEUTZ | 23 | 259 |
| 93 724 600 → 90 669 600 | 90 669 963 | 89 494 110 | 102 | DEUTZ | 23 | 259 |
| 93 724 600 → 90 669 600 | 90 669 964 | 89 496 110 | 102 | DEUTZ | 23 | 259 |


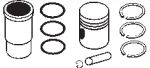










|  → replaced by |  |  |  | | | Pos |  |
|---|---|---|---|----------------------|----|------------|---|
| 93 729 600 → 93 729 602 | 93 729 962 | 89 390 110 | 128 | MERCEDES-BENZ | 99 | 655 | |
| 93 729 602 | 93 729 962 | 89 390 110 | 128 | MERCEDES-BENZ | 99 | 655 | |
| 93 734 600 | 93 734 960 | 89 175 110 | 120,65 | VOLVO | 47 | 1087 | |
| | | | | VOLVO-BM | 26 | 1115 | |
| 93 734 600 | 93 734 961 | 89 427 110 | 120,65 | VOLVO | 47 | 1087 | |
| | | | | VOLVO-BM | 26 | 1115 | |
| 93 734 700 → 93 734 600 | 93 734 960 | 89 175 110 | 120,65 | VOLVO | 47 | 1087 | |
| | | | | VOLVO-BM | 26 | 1115 | |
| 93 734 700 → 93 734 600 | 93 734 961 | 89 427 110 | 120,65 | VOLVO | 47 | 1087 | |
| | | | | VOLVO-BM | 26 | 1115 | |
| 93 741 600 | 93 741 960 | 88 684 110 | 102 | DEUTZ | 24 | 259 | |
| 93 741 600 | 93 741 961 | 89 494 110 | 102 | DEUTZ | 24 | 259 | |
| 93 750 600 | 93 750 960 | 89 178 190 | 97 | MERCEDES-BENZ | 59 | 627 | |
| 93 750 600 | 93 750 961 | 89 069 190 | 97 | MERCEDES-BENZ | 59 | 627 | |
| 93 750 600 | 93 750 962 | 89 177 190 | 97 | MERCEDES-BENZ | 59 | 627 | |
| 93 751 600 | 93 751 960 | 88 868 110 | 104,775 | VOLVO | 32 | 1081 | |
| | | | | VOLVO-BM | 13 | 1110 | |
| 93 752 602 → 93 990 600 | 93 990 962 | 89 390 110 | 128 | MERCEDES-BENZ | 96 | 651 | |
| 93 757 600 | 93 757 960 | 89 028 110 | 106,5 | JOHN DEERE | 4 | 424 | |
| 93 758 600 → 93 759 600 | 93 759 960 | 89 028 110 | 106,5 | JOHN DEERE | 6 | 425 | |
| 93 759 600 | 93 759 960 | 89 028 110 | 106,5 | JOHN DEERE | 6 | 425 | |
| 93 764 600 → 97 250 600 | 97 250 960 | 89 002 190 | 111,778 | FORD | 57 | 378 | |
| 93 769 600 | 93 769 960 | 89 179 110 | 128 | MWM | 17 | 693 | |
| 93 774 620 | | | 75 | VOLKSWAGEN | 5 | 1023 | |
| 93 776 600 | 93 776 960 | 89 056 110 | 125 | MAN | 35 | 507 | |
| 93 780 600 → 90 341 600 | 90 341 960 | 89 186 110 | 128 | MAN | 48 | 511 | |
| 93 780 600 → 90 341 600 | 90 341 961 | 89 324 110 | 128 | MAN | 48 | 511 | |
| 93 780 600 → 90 341 600 | 90 341 963 | 89 518 110 | 128 | MAN | 48 | 511 | |
| 93 780 600 → 90 341 600 | 90 341 964 | 89 534 110 | 128 | MAN | 48 | 511 | |
| 93 781 600 → 90 342 600 | | | 128 | MAN | 48 | 512 | |
| 93 781 800 → 90 342 600 | | | 128 | MAN | 48 | 512 | |
| 93 783 600 → 93 783 800 | | | 78 | RENAULT | 8 | 797 | |
| | | | | VOLVO | 5 | 1070 | |
| 93 783 800 | | | 78 | RENAULT | 8 | 797 | |
| | | | | VOLVO | 5 | 1070 | |
| 93 784 600 → 93 784 700 | 93 784 970 | 89 316 190 | 80 | CITROEN | 9 | 202 | |
| | | | | PEUGEOT | 11 | 761 | |
| 93 784 700 | 93 784 970 | 89 316 190 | 80 | CITROEN | 9 | 202 | |
| | | | | PEUGEOT | 11 | 761 | |
| 93 787 620 | | | 80 | FORD | 14 | 365 | |
| 93 793 600 | 93 793 960 | 88 355 190 | 98,48 | PERKINS | 17 | 747 | |
| 93 794 700 | | | 97 | HANOMAG | 2 | 383 | |
| | | | | MERCEDES-BENZ | 57 | 625 | |
| | | | | TOYOTA | 18 | 976 | |
| 93 801 600 | 93 801 962 | 88 355 190 | 98,48 | PERKINS | 16 | 747 | |
| | | | | RENAULT TRUCKS (RVI) | 10 | 829 | |
| 93 801 600 | 93 801 963 | 88 356 110 | 98,48 | PERKINS | 16 | 747 | |
| | | | | RENAULT TRUCKS (RVI) | 10 | 829 | |
| 93 805 600 → 94 330 600 | 94 330 960 | 89 193 190 | 87 | MERCEDES-BENZ | 17 | 610 | |
| 93 806 600 → 90 741 600 | 90 741 961 | 89 370 110 | 104,775 | VOLVO | 34 | 1082 | |
| | | | | VOLVO-BM | 16 | 1111 | |
| 93 806 600 → 90 741 600 | 90 741 962 | 89 570 110 | 104,775 | VOLVO | 34 | 1082 | |
| | | | | VOLVO-BM | 16 | 1111 | |
| 93 810 600 | 93 810 960 | 89 506 190 | 88,5 | MERCEDES-BENZ | 26 | 614 | |
| 93 811 600 → 93 810 600 | 93 810 960 | 89 506 190 | 88,5 | MERCEDES-BENZ | 26 | 614 | |
| 93 827 600 | | | 82,9 | MERCEDES-BENZ | 3 | 606 | |
| 93 830 600 → 93 951 600 | 93 951 960 | 89 198 190 | 97,5 | MERCEDES-BENZ | 61 | 630 | |
| 93 830 600 → 93 951 600 | 93 951 961 | 89 177 190 | 97,5 | MERCEDES-BENZ | 61 | 630 | |
| 93 831 600 | 93 831 960 | 89 198 190 | 97,5 | MERCEDES-BENZ | 60 | 628 | |
| 93 831 600 | 93 831 961 | 89 177 190 | 97,5 | MERCEDES-BENZ | 60 | 628 | |
| 93 831 600 | 93 831 962 | 89 543 190 | 97,5 | MERCEDES-BENZ | 60 | 628 | |
| 93 842 600 → 93 671 600 | 93 671 960 | 89 508 190 | 95,5 | MERCEDES-BENZ | 51 | 622 | |
| 93 844 600 → 93 844 700 | 93 844 970 | 89 073 190 | 93 | CITROEN | 37 | 211 | |
| | | | | FIAT / IVECO | 41 | 326 | |
| | | | | PEUGEOT | 43 | 771 | |

|  → replaced by |  |  |  | | Pos |  |
|--|---|---|---|---------------|------------|---|
| 93 844 700 | 93 844 970 | 89 073 190 | 93 | CITROEN | 37 | 211 |
| | | | | FIAT / IVECO | 41 | 326 |
| | | | | PEUGEOT | 43 | 771 |
| 93 846 600 → 93 846 800 | 93 846 980 | 89 301 110 | 83 | CITROEN | 12 | 203 |
| | | | | FIAT / IVECO | 19 | 318 |
| | | | | PEUGEOT | 14 | 762 |
| 93 846 800 | 93 846 980 | 89 301 110 | 83 | CITROEN | 12 | 203 |
| | | | | FIAT / IVECO | 19 | 318 |
| | | | | PEUGEOT | 14 | 762 |
| 93 858 600 | 93 858 960 | 89 002 190 | 111,778 | FORD | 56 | 377 |
| 93 872 600 | | | 81 | AUDI | 20 | 161 |
| | | | | SEAT | 25 | 902 |
| | | | | VOLKSWAGEN | 35 | 1040 |
| 93 873 600 → 93 928 600 | | | 81 | AUDI | 18 | 160 |
| | | | | SEAT | 27 | 903 |
| | | | | VOLKSWAGEN | 36 | 1041 |
| 93 873 602 → 93 928 600 | | | 81 | AUDI | 18 | 160 |
| | | | | SEAT | 27 | 903 |
| | | | | VOLKSWAGEN | 36 | 1041 |
| 93 875 600 | | | 81 | AUDI | 19 | 161 |
| | | | | NISSAN | 10 | 703 |
| | | | | VOLKSWAGEN | 38 | 1042 |
| 93 876 600 | | | 81 | AUDI | 17 | 160 |
| | | | | SEAT | 26 | 902 |
| | | | | VOLKSWAGEN | 37/48 | 1042, 1045 |
| 93 882 600 | 93 882 960 | 89 178 190 | 97 | HANOMAG | 2 | 383 |
| | | | | MERCEDES-BENZ | 57 | 625 |
| | | | | TOYOTA | 18 | 976 |
| 93 882 600 | 93 882 961 | 89 069 190 | 97 | HANOMAG | 2 | 383 |
| | | | | MERCEDES-BENZ | 57 | 625 |
| | | | | TOYOTA | 18 | 976 |
| 93 882 600 | 93 882 962 | 89 177 190 | 97 | HANOMAG | 2 | 383 |
| | | | | MERCEDES-BENZ | 57 | 625 |
| | | | | TOYOTA | 18 | 976 |
| 93 883 600 → 93 883 700 | 93 883 970 | 89 183 190 | 93 | ALFA ROMEO | 13 | 140 |
| | | | | FIAT / IVECO | 46 | 329 |
| | | | | OPEL | 57 | 735 |
| | | | | RENAULT | 40 | 809 |
| | | | | VAUXHALL | 53 | 999 |
| 93 883 600 → 93 883 700 | 93 883 971 | 89 183 191 | 93 | ALFA ROMEO | 13 | 140 |
| | | | | FIAT / IVECO | 46 | 329 |
| | | | | OPEL | 57 | 735 |
| | | | | RENAULT | 40 | 809 |
| | | | | VAUXHALL | 53 | 999 |
| 93 883 700 | 93 883 970 | 89 183 190 | 93 | ALFA ROMEO | 13 | 140 |
| | | | | FIAT / IVECO | 46 | 329 |
| | | | | OPEL | 57 | 735 |
| | | | | RENAULT | 40 | 809 |
| | | | | VAUXHALL | 53 | 999 |
| 93 883 700 | 93 883 971 | 89 183 191 | 93 | ALFA ROMEO | 13 | 140 |
| | | | | FIAT / IVECO | 46 | 329 |
| | | | | OPEL | 57 | 735 |
| | | | | RENAULT | 40 | 809 |
| | | | | VAUXHALL | 53 | 999 |
| 93 884 600 → 91 022 600 | 91 022 960 | 89 048 190 | 92 | OPEL | 54 | 734 |
| | | | | VAUXHALL | 51 | 998 |
| 93 886 600 | 93 886 960 | 89 179 110 | 128 | MWM | 15 | 692 |
| 93 891 600 | 93 891 960 | 88 877 110 | 110 | ZETOR | 4 | 1132 |
| 93 896 600 | | | 75 | SEAT | 4 | 891 |
| | | | | VOLKSWAGEN | 4 | 1022 |
| 93 896 602 → 93 896 600 | | | 75 | SEAT | 4 | 891 |
| | | | | VOLKSWAGEN | 4 | 1022 |
| 93 897 600 → 93 896 600 | | | 75 | SEAT | 4 | 891 |
| | | | | VOLKSWAGEN | 4 | 1022 |
| 93 911 700 | 93 911 971 | 89 183 190 | 93 | ALFA ROMEO | 12 | 139 |

|  → replaced by |  |  |  | | Pos |  |
|---|---|---|---|----------------------|------------|---|
| | | | | FIAT / IVECO | 40 | 326 |
| | | | | OM | 1 | 710 |
| | | | | RENAULT | 37 | 807 |
| | | | | RENAULT TRUCKS (RVI) | 2 | 824 |
| | | | | SEAT | 47 | 909 |
| 93 911 700 | 93 911 972 | 89 183 191 | 93 | ALFA ROMEO | 12 | 139 |
| | | | | FIAT / IVECO | 40 | 326 |
| | | | | OM | 1 | 710 |
| | | | | RENAULT | 37 | 807 |
| | | | | RENAULT TRUCKS (RVI) | 2 | 824 |
| | | | | SEAT | 47 | 909 |
| 93 916 600 → 92 231 600 | 92 231 960 | 89 386 190 | 82,6 | FIAT / IVECO | 15 | 315 |
| | | | | LANCIA | 9 | 454 |
| 93 916 600 → 92 231 600 | 92 231 961 | 89 424 190 | 82,6 | FIAT / IVECO | 15 | 315 |
| | | | | LANCIA | 9 | 454 |
| 93 916 800 → 92 231 600 | 92 231 960 | 89 386 190 | 82,6 | FIAT / IVECO | 15 | 315 |
| | | | | LANCIA | 9 | 454 |
| 93 916 800 → 92 231 600 | 92 231 961 | 89 424 190 | 82,6 | FIAT / IVECO | 15 | 315 |
| | | | | LANCIA | 9 | 454 |
| 93 927 600 → 90 593 600 | 90 593 962 | 89 390 110 | 128 | MERCEDES-BENZ | 98 | 654 |
| 93 928 600 | | | 81 | AUDI | 18 | 160 |
| | | | | SEAT | 27 | 903 |
| | | | | VOLKSWAGEN | 36 | 1041 |
| 93 928 700 → 93 928 600 | | | 81 | AUDI | 18 | 160 |
| | | | | SEAT | 27 | 903 |
| | | | | VOLKSWAGEN | 36 | 1041 |
| 93 930 600 → 93 883 700 | 93 883 970 | 89 183 190 | 93 | ALFA ROMEO | 13 | 140 |
| | | | | FIAT / IVECO | 46 | 329 |
| | | | | OPEL | 57 | 735 |
| | | | | RENAULT | 40 | 809 |
| | | | | VAUXHALL | 53 | 999 |
| 93 930 600 → 93 883 700 | 93 883 971 | 89 183 191 | 93 | ALFA ROMEO | 13 | 140 |
| | | | | FIAT / IVECO | 46 | 329 |
| | | | | OPEL | 57 | 735 |
| | | | | RENAULT | 40 | 809 |
| | | | | VAUXHALL | 53 | 999 |
| 93 932 600 → 93 932 700 | 93 932 970 | 89 078 110 | 120 | RENAULT TRUCKS (RVI) | 26 | 837 |
| 93 932 600 → 93 932 700 | 93 932 971 | 89 420 110 | 120 | RENAULT TRUCKS (RVI) | 26 | 837 |
| 93 932 700 | 93 932 970 | 89 078 110 | 120 | RENAULT TRUCKS (RVI) | 26 | 837 |
| 93 932 700 | 93 932 971 | 89 420 110 | 120 | RENAULT TRUCKS (RVI) | 26 | 837 |
| 93 938 600 | 93 938 960 | 88 568 110 | 127 | SCANIA | 15 | 873 |
| 93 949 600 → 93 968 600 | 93 968 960 | 89 508 190 | 95,5 | MERCEDES-BENZ | 52 | 622 |
| 93 951 600 | 93 951 960 | 89 198 190 | 97,5 | MERCEDES-BENZ | 61 | 630 |
| 93 951 600 | 93 951 961 | 89 177 190 | 97,5 | MERCEDES-BENZ | 61 | 630 |
| 93 961 700 | 93 961 971 | 88 363 190 | 91,48 | PERKINS | 7 | 742 |
| 93 962 600 → 94 448 600 | 94 448 960 | 88 640 110 | 130 | DAF | 17 | 237 |
| 93 962 600 → 94 448 600 | 94 448 961 | 89 413 110 | 130 | DAF | 17 | 237 |
| 93 964 600 | 93 964 960 | 89 198 190 | 97,5 | MERCEDES-BENZ | 61 | 630 |
| 93 964 600 | 93 964 961 | 89 177 190 | 97,5 | MERCEDES-BENZ | 61 | 630 |
| 93 967 600 → 91 774 600 | | | 83 | CITROEN | 13 | 203 |
| | | | | PEUGEOT | 15 | 763 |
| 93 968 600 | 93 968 960 | 89 508 190 | 95,5 | MERCEDES-BENZ | 52 | 622 |
| 93 981 600 → 93 369 700 | 93 369 970 | 89 084 110 | 130,175 | VOLVO | 59 | 1092 |
| | | | | VOLVO-BM | 29 | 1116 |
| 93 981 600 → 93 369 700 | 93 369 971 | 89 328 110 | 130,175 | VOLVO | 59 | 1092 |
| | | | | VOLVO-BM | 29 | 1116 |
| 93 981 600 → 93 369 700 | 93 369 972 | 89 399 110 | 130,175 | VOLVO | 59 | 1092 |
| | | | | VOLVO-BM | 29 | 1116 |
| 93 981 600 → 93 369 700 | 93 369 974 | 89 522 110 | 130,175 | VOLVO | 59 | 1092 |
| | | | | VOLVO-BM | 29 | 1116 |
| 93 986 600 → 94 447 600 | 94 447 960 | 88 640 110 | 130 | DAF | 18 | 237 |
| 93 986 600 → 94 447 600 | 94 447 961 | 89 413 110 | 130 | DAF | 18 | 237 |
| 93 987 700 | 93 987 970 | 88 031 110 | 135 | RENAULT TRUCKS (RVI) | 33 | 839 |
| 93 987 700 | 93 987 971 | 89 085 110 | 135 | RENAULT TRUCKS (RVI) | 33 | 839 |
| 93 990 600 | 93 990 962 | 89 390 110 | 128 | MERCEDES-BENZ | 96 | 651 |









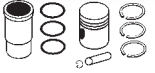



|  → replaced by |  |  |  | | Pos |  |
|---|---|---|---|---------------|------------|---|
| 93 990 602 → 93 990 600 | 93 990 962 | 89 390 110 | 128 | MERCEDES-BENZ | 96 | 651 |
| 93 991 600 → 94 456 600 | 94 456 960 | 88 640 110 | 130 | DAF | 16 | 236 |
| 93 991 600 → 94 456 600 | 94 456 961 | 89 413 110 | 130 | DAF | 16 | 236 |
| 94 037 600 | | | 94 | KOMPRESSOR | 12 | 439 |
| | | | | MERCEDES-BENZ | 48 | 621 |
| 94 043 600 → 90 843 600 | 90 843 960 | 89 196 110 | 90 | KOMPRESSOR | 9 | 438 |
| | | | | MERCEDES-BENZ | 39 | 618 |
| 94 043 600 → 90 843 600 | 90 843 962 | 89 440 110 | 90 | KOMPRESSOR | 9 | 438 |
| | | | | MERCEDES-BENZ | 39 | 618 |
| 94 043 700 → 90 843 600 | 90 843 960 | 89 196 110 | 90 | KOMPRESSOR | 9 | 438 |
| | | | | MERCEDES-BENZ | 39 | 618 |
| 94 043 700 → 90 843 600 | 90 843 962 | 89 440 110 | 90 | KOMPRESSOR | 9 | 438 |
| | | | | MERCEDES-BENZ | 39 | 618 |
| 94 061 600 → 94 061 700 | | | 75 | KOMPRESSOR | 2 | 436 |
| | | | | WESTINGHOUSE | 1 | 1124 |
| 94 061 700 | | | 75 | KOMPRESSOR | 2 | 436 |
| | | | | WESTINGHOUSE | 1 | 1124 |
| 94 070 600 → 94 070 700 | | | 88 | KNORR-BREMSE | 2 | 431 |
| | | | | KOMPRESSOR | 6 | 437 |
| 94 070 700 | | | 88 | KNORR-BREMSE | 2 | 431 |
| | | | | KOMPRESSOR | 6 | 437 |
| 94 132 600 → 94 132 700 | | | 75 | KOMPRESSOR | 4 | 436 |
| | | | | WESTINGHOUSE | 3 | 1124 |
| 94 132 700 | | | 75 | KOMPRESSOR | 4 | 436 |
| | | | | WESTINGHOUSE | 3 | 1124 |
| 94 164 600 | | | 90 | KOMPRESSOR | 10 | 438 |
| | | | | MERCEDES-BENZ | 40 | 619 |
| | | | | WESTINGHOUSE | 4 | 1124 |
| 94 285 600 → 94 294 600 | | | 85 | KOMPRESSOR | 5 | 437 |
| | | | | MERCEDES-BENZ | 8 | 608 |
| 94 294 600 | | | 85 | KOMPRESSOR | 5 | 437 |
| | | | | MERCEDES-BENZ | 8 | 608 |
| 94 301 600 | | | 89,9 | CHRYSLER | 4 | 193 |
| | | | | DAEWOO | 3 | 225 |
| | | | | MERCEDES-BENZ | 38 | 618 |
| | | | | SSANGYONG | 4 | 935 |
| 94 324 600 | | | 96,5 | MERCEDES-BENZ | 55 | 623 |
| 94 330 600 | 94 330 960 | 89 193 190 | 87 | MERCEDES-BENZ | 17 | 610 |
| 94 331 600 | 94 331 960 | 89 389 110 | 128 | MERCEDES-BENZ | 102 | 657 |
| 94 331 600 | 94 331 961 | 89 395 110 | 128 | MERCEDES-BENZ | 102 | 657 |
| 94 332 600 | 94 332 960 | 89 439 110 | 127 | SCANIA | 28 | 877 |
| 94 332 600 | 94 332 961 | 89 497 110 | 127 | SCANIA | 28 | 877 |
| 94 333 600 | 94 333 961 | 89 543 190 | 97,5 | MERCEDES-BENZ | 62 | 631 |
| 94 333 600 | 94 333 969 | 89 177 190 | 97,5 | MERCEDES-BENZ | 62 | 631 |
| 94 338 600 → 94 416 600 | 94 416 961 | 89 453 110 | 108 | MAN | 14 | 493 |
| | | | | STEYR | 12 | 947 |
| 94 338 600 → 94 416 600 | 94 416 962 | 89 470 110 | 108 | MAN | 14 | 493 |
| | | | | STEYR | 12 | 947 |
| 94 338 600 → 94 416 600 | 94 416 963 | 89 470 190 | 108 | MAN | 14 | 493 |
| | | | | STEYR | 12 | 947 |
| 94 345 600 | 94 345 960 | 89 443 110 | 132 | DEUTZ | 49 | 269 |
| 94 347 600 | | | 80 | BMW | 4 | 179 |
| | | | | OPEL | 24 | 726 |
| | | | | ROVER | 5 | 847 |
| | | | | VAUXHALL | 24 | 991 |
| 94 351 600 → 94 351 700 | 94 351 970 | 89 301 110 | 83 | CITROEN | 16 | 204 |
| | | | | FIAT / IVECO | 20 | 318 |
| | | | | PEUGEOT | 19 | 764 |
| 94 351 700 | 94 351 970 | 89 301 110 | 83 | CITROEN | 16 | 204 |
| | | | | FIAT / IVECO | 20 | 318 |
| | | | | PEUGEOT | 19 | 764 |
| 94 357 600 | | | 80 | MITSUBISHI | 1 | 675 |
| | | | | RENAULT | 15 | 800 |
| | | | | VOLVO | 7 | 1071 |
| 94 359 600 | 94 359 960 | 89 028 110 | 106,5 | JOHN DEERE | 5 | 425 |






|  → replaced by |  |  |  | | Pos |  |
|---|---|---|---|----------------------|------------|---|
| 94 360 600 | 94 360 960 | 89 028 110 | 106,5 | JOHN DEERE | 7 | 426 |
| 94 361 600 | 94 361 960 | 89 389 110 | 128 | MERCEDES-BENZ | 100 | 655 |
| 94 361 600 | 94 361 961 | 89 395 110 | 128 | MERCEDES-BENZ | 100 | 655 |
| 94 372 600 → 94 372 700 | | | 86 | FORD | 27 | 368 |
| | | | | KIA | 1 | 429 |
| | | | | MAZDA | 8 | 561 |
| 94 372 700 | | | 86 | FORD | 27 | 368 |
| | | | | KIA | 1 | 429 |
| | | | | MAZDA | 8 | 561 |
| 94 374 600 → 94 374 700 | | | 91,1 | DAEWOO | 4 | 676 |
| 94 374 700 | | | 91,1 | MITSUBISHI | 4 | 676 |
| 94 382 600 | 94 382 960 | 89 319 190 | 93 | FIAT / IVECO | 44 | 328 |
| | | | | OM | 4 | 711 |
| | | | | RENAULT | 41 | 809 |
| | | | | RENAULT TRUCKS (RVI) | 5 | 825 |
| 94 382 600 | 94 382 961 | 89 319 191 | 93 | FIAT / IVECO | 44 | 328 |
| | | | | OM | 4 | 711 |
| | | | | RENAULT | 41 | 809 |
| | | | | RENAULT TRUCKS (RVI) | 5 | 825 |
| 94 382 600 | 94 382 962 | 89 319 192 | 93 | FIAT / IVECO | 44 | 328 |
| | | | | OM | 4 | 711 |
| | | | | RENAULT | 41 | 809 |
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| 94 382 600 | 94 382 963 | 89 319 193 | 93 | FIAT / IVECO | 44 | 328 |
| | | | | OM | 4 | 711 |
| | | | | RENAULT | 41 | 809 |
| | | | | RENAULT TRUCKS (RVI) | 5 | 825 |
| 94 382 700 → 94 382 600 | 94 382 960 | 89 319 190 | 93 | FIAT / IVECO | 44 | 328 |
| | | | | OM | 4 | 711 |
| | | | | RENAULT | 41 | 809 |
| | | | | RENAULT TRUCKS (RVI) | 5 | 825 |
| 94 382 700 → 94 382 600 | 94 382 961 | 89 319 191 | 93 | FIAT / IVECO | 44 | 328 |
| | | | | OM | 4 | 711 |
| | | | | RENAULT | 41 | 809 |
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| 94 382 700 → 94 382 600 | 94 382 962 | 89 319 192 | 93 | FIAT / IVECO | 44 | 328 |
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| | | | | RENAULT | 41 | 809 |
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| 94 382 700 → 94 382 600 | 94 382 963 | 89 319 193 | 93 | FIAT / IVECO | 44 | 328 |
| | | | | OM | 4 | 711 |
| | | | | RENAULT | 41 | 809 |
| | | | | RENAULT TRUCKS (RVI) | 5 | 825 |
| 94 383 630 | | | 93 | FIAT / IVECO | 44 | 328 |
| | | | | OM | 4 | 711 |
| | | | | RENAULT | 41 | 810 |
| | | | | RENAULT TRUCKS (RVI) | 5 | 826 |
| 94 383 730 → 94 383 630 | | | 93 | FIAT / IVECO | 44 | 328 |
| | | | | OM | 4 | 711 |
| | | | | RENAULT | 41 | 810 |
| | | | | RENAULT TRUCKS (RVI) | 5 | 826 |
| 94 394 600 | 94 394 960 | 89 186 110 | 128 | MAN | 64/68 | 527, 532 |
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| 94 396 600 | 94 396 963 | 89 518 110 | 128 | MAN | 64/68 | 528, 532 |
| 94 396 600 | 94 396 964 | 89 534 110 | 128 | MAN | 64/68 | 528, 532 |
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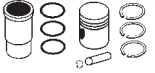










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| | | | | ROVER | 7 | 848 |
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| | | | | VOLVO-BM | 23 | 1114 |
| 94 406 600 | 94 406 960 | 89 449 190 | 96 | FORD | 48 | 374 |
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| 94 416 600 | 94 416 963 | 89 470 190 | 108 | MAN | 14 | 493 |
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| 94 418 600 | 94 418 961 | 89 453 110 | 108 | MAN | 14 | 494 |
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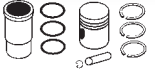



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| | | | | VOLKSWAGEN | 28 | 1033 |
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| 94 447 600 | 94 447 960 | 88 640 110 | 130 | DAF | 18 | 237 |
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| 94 448 600 | 94 448 960 | 88 640 110 | 130 | DAF | 17 | 237 |
| 94 448 600 | 94 448 961 | 89 413 110 | 130 | DAF | 17 | 237 |
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| 94 451 600 | 94 451 960 | 89 317 190 | 104 | FIAT / IVECO | 69 | 342 |
| 94 451 600 | 94 451 962 | 89 317 192 | 104 | FIAT / IVECO | 69 | 342 |
| 94 452 600 | 94 452 960 | 88 684 110 | 102 | DEUTZ | 29 | 261 |
| 94 452 600 | 94 452 961 | 89 494 110 | 102 | DEUTZ | 29 | 261 |
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| 94 456 600 | 94 456 960 | 88 640 110 | 130 | DAF | 16 | 236 |
| 94 456 600 | 94 456 961 | 89 413 110 | 130 | DAF | 16 | 236 |
| 94 457 600 | 94 457 961 | 89 465 110 | 121 | RABA | 3 | 783 |
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| 94 469 600 | 94 469 960 | 89 186 110 | 128 | MAN | 62 | 525 |
| 94 473 600 | 94 473 960 | 89 494 110 | 102 | DEUTZ | 31 | 262 |
| 94 474 600 | | | 80 | BMW | 2 | 178 |
| 94 475 600 | | | 80 | BMW | 1 | 178 |
| 94 486 600 → 94 486 700 | 94 486 970 | 88 684 110 | 102 | DEUTZ | 26 | 260 |
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| 94 486 700 | 94 486 971 | 89 494 110 | 102 | DEUTZ | 26 | 260 |
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| 94 487 600 | 94 487 962 | 89 470 110 | 108 | MAN | 15 | 494 |
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



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| 94 512 600 | 94 512 961 | 89 395 110 | 128 | MERCEDES-BENZ | 104 | 658 |
| 94 514 600 | 94 514 960 | 89 849 190 | 76 | ISUZU | 2 | 413 |
| | | | | OPEL | 9 | 722 |
| | | | | VAUXHALL | 8 | 987 |
| 94 515 600 → 97 332 600 | | | 86 | OPEL | 41 | 731 |
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| 94 520 600 | | | 85,3 | MERCEDES-BENZ | 9 | 608 |
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| | | | | PERKINS | 19 | 748 |
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| | | | | PERKINS | 19 | 748 |
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| 94 553 600 | | | 76,5 | SEAT | 7 | 892 |
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| 94 567 600 | 94 567 960 | 88 684 110 | 102 | DEUTZ | 30 | 261 |
| 94 567 600 | 94 567 961 | 89 494 110 | 102 | DEUTZ | 30 | 261 |
| 94 571 600 → 99 436 600 | 99 436 960 | 88 624 110 | 118 | DAF | 11 | 234 |
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| | | | | VOLVO-BM | 23 | 1114 |
| 94 576 600 → 94 576 700 | 94 576 970 | 89 183 190 | 93 | FIAT / IVECO | 47 | 329 |
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| | | | | VAUXHALL | 27 | 992 |
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| 94 637 600 | | | 79 | OPEL | 16 | 724 |
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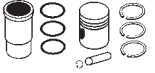
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| 94 681 600 | 94 681 960 | 89 389 110 | 128 | | 110 | 663 |
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| | | | | | 18 | 764 |
| 94 751 600 | | | 91,1 | | 3 | 675 |
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



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| 94 786 700 | | | 83 | CITROEN | 19 | 206 |
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| | | | | LADA | 9 | 448 |
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| 94 807 600 | | | 85 | NISSAN | 15 | 704 |
| 94 808 600 → 94 895 600 | | | 85 | BMW | 18 | 182 |
| 94 809 600 | 94 809 960 | 89 598 110 | 132 | MWM | 19 | 693 |
| 94 811 600 | 94 811 960 | 89 598 110 | 132 | MWM | 18 | 693 |
| 94 819 600 → 94 819 700 | 94 819 970 | 89 193 190 | 87 | MERCEDES-BENZ | 20 | 611 |
| 94 819 700 | 94 819 970 | 89 193 190 | 87 | MERCEDES-BENZ | 20 | 611 |
| 94 820 600 → 94 820 700 | 94 820 970 | 89 193 190 | 87 | MERCEDES-BENZ | 21 | 612 |
| | | | | STEYR | 3 | 943 |
| 94 820 700 | 94 820 970 | 89 193 190 | 87 | MERCEDES-BENZ | 21 | 612 |
| | | | | STEYR | 3 | 943 |
| 94 821 601 → 99 879 601 | | | 85 | CITROEN | 25 | 208 |
| | | | | FIAT / IVECO | 28 | 321 |
| | | | | LADA | 10 | 448 |
| | | | | LANCIA | 14 | 456 |
| | | | | PEUGEOT | 28 | 767 |
| | | | | SUZUKI | 7 | 957 |
| 94 823 600 → 94 823 700 | 94 823 970 | 89 456 190 | 89 | MERCEDES-BENZ | 36 | 617 |
| | | | | SSANGYONG | 3 | 934 |
| 94 823 700 | 94 823 970 | 89 456 190 | 89 | MERCEDES-BENZ | 36 | 617 |
| | | | | SSANGYONG | 3 | 934 |
| 94 834 600 → 94 834 700 | | | 84 | OPEL | 35 | 730 |
| | | | | VAUXHALL | 35 | 995 |
| 94 834 700 | | | 84 | OPEL | 35 | 730 |
| | | | | VAUXHALL | 35 | 995 |
| 94 839 600 | 94 839 960 | 89 443 110 | 132 | DEUTZ | 51 | 270 |
| 94 846 600 | 94 846 960 | 89 186 110 | 128 | MAN | 71 | 536 |
| 94 846 600 | 94 846 961 | 89 324 110 | 128 | MAN | 71 | 536 |
| 94 846 600 | 94 846 963 | 89 518 110 | 128 | MAN | 71 | 536 |
| 94 846 600 | 94 846 964 | 89 534 110 | 128 | MAN | 71 | 536 |
| 94 847 600 | 94 847 960 | 89 186 110 | 128 | MAN | 71 | 536 |
| 94 847 600 | 94 847 961 | 89 324 110 | 128 | MAN | 71 | 536 |
| 94 847 600 | 94 847 963 | 89 518 110 | 128 | MAN | 71 | 536 |
| 94 847 600 | 94 847 964 | 89 534 110 | 128 | MAN | 71 | 536 |
| 94 848 600 | 94 848 960 | 89 186 110 | 128 | MAN | 71 | 536 |
| 94 848 600 | 94 848 961 | 89 324 110 | 128 | MAN | 71 | 536 |
| 94 848 600 | 94 848 963 | 89 518 110 | 128 | MAN | 71 | 536 |
| 94 848 600 | 94 848 964 | 89 534 110 | 128 | MAN | 71 | 536 |
| 94 849 600 | 94 849 960 | 89 186 110 | 128 | MAN | 71 | 537 |
| 94 849 600 | 94 849 961 | 89 324 110 | 128 | MAN | 71 | 537 |
| 94 849 600 | 94 849 963 | 89 518 110 | 128 | MAN | 71 | 537 |
| 94 849 600 | 94 849 964 | 89 534 110 | 128 | MAN | 71 | 537 |
| 94 850 600 | 94 850 960 | 89 186 110 | 128 | MAN | 70/76 | 534, 541 |
| 94 850 600 | 94 850 961 | 89 324 110 | 128 | MAN | 70/76 | 534, 541 |
| 94 850 600 | 94 850 963 | 89 518 110 | 128 | MAN | 70/76 | 534, 541 |
| 94 850 600 | 94 850 964 | 89 534 110 | 128 | MAN | 70/76 | 534, 541 |
| 94 851 600 | 94 851 960 | 89 186 110 | 128 | MAN | 70/76 | 534, 541 |
| 94 851 600 | 94 851 961 | 89 324 110 | 128 | MAN | 70/76 | 534, 541 |
| 94 851 600 | 94 851 963 | 89 518 110 | 128 | MAN | 70/76 | 534, 541 |
| 94 851 600 | 94 851 964 | 89 534 110 | 128 | MAN | 70/76 | 534, 541 |


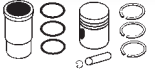



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| 94 852 600 | 94 852 960 | 89 186 110 | 128 | MAN | 70/76 | 535, 542 |
| 94 852 600 | 94 852 961 | 89 324 110 | 128 | MAN | 70/76 | 535, 542 |
| 94 852 600 | 94 852 963 | 89 518 110 | 128 | MAN | 70/76 | 535, 542 |
| 94 852 600 | 94 852 964 | 89 534 110 | 128 | MAN | 70/76 | 535, 542 |
| 94 861 600 | | | 79 | ISUZU | 3 | 413 |
| | | | | MAZDA | 4 | 560 |
| | | | | OPEL | 19 | 725 |
| | | | | VAUXHALL | 19 | 990 |
| 94 865 600 | | | 75,5 | SKODA | 3 | 915 |
| 94 870 600 → 94 870 700 | | | 70,8 | FIAT / IVECO | 5 | 312 |
| | | | | LANCIA | 4 | 452 |
| 94 870 700 | | | 70,8 | FIAT / IVECO | 5 | 312 |
| | | | | LANCIA | 4 | 452 |
| 94 886 600 | 94 886 960 | 89 058 110 | 102 | ZETOR | 3 | 1131 |
| 94 887 600 | 94 887 960 | 89 058 110 | 102 | ZETOR | 2 | 1131 |
| 94 895 600 | | | 85 | BMW | 18 | 182 |
| 94 896 600 | 94 896 960 | 88 640 110 | 130 | DAF | 21 | 238 |
| 94 896 600 | 94 896 961 | 89 413 110 | 130 | DAF | 21 | 238 |
| 94 897 600 → 99 900 600 | 99 900 960 | 88 640 110 | 130 | DAF | 24 | 239 |
| 94 897 600 → 99 900 600 | 99 900 961 | 89 413 110 | 130 | DAF | 24 | 239 |
| 94 900 600 | 94 900 960 | 89 447 110 | 94 | DEUTZ | 5 | 252 |
| 94 907 600 → 92 231 600 | 92 231 960 | 89 386 190 | 82,6 | FIAT / IVECO | 15 | 315 |
| | | | | LANCIA | 9 | 454 |
| 94 907 600 → 92 231 600 | 92 231 961 | 89 424 190 | 82,6 | FIAT / IVECO | 15 | 315 |
| | | | | LANCIA | 9 | 454 |
| 94 910 600 → 94 910 700 | | | 70 | FIAT / IVECO | 4 | 312 |
| | | | | LANCIA | 3 | 452 |
| 94 910 700 | | | 70 | FIAT / IVECO | 4 | 312 |
| | | | | LANCIA | 3 | 452 |
| 94 912 600 | | | 86 | CHEVROLET | 1 | 189 |
| | | | | OPEL | 45 | 732 |
| | | | | VAUXHALL | 45 | 997 |
| 94 916 600 | | | 76 | FORD | 7 | 360 |
| 94 917 600 | | | 80,6 | FORD | 15 | 365 |
| 94 918 600 → 99 516 600 | 99 516 960 | 89 423 110 | 91 | DEUTZ | 3 | 251 |
| | | | | VOLVO-BM | 1 | 1104 |
| 94 919 600 | 94 919 960 | 89 452 110 | 100 | KOMPRESSOR | 13 | 439 |
| | | | | MAN | 2 | 485 |
| | | | | MERCEDES-BENZ | 68 | 634 |
| 94 919 600 | 94 919 961 | 89 529 110 | 100 | KOMPRESSOR | 13 | 439 |
| | | | | MAN | 2 | 485 |
| | | | | MERCEDES-BENZ | 68 | 634 |
| 94 919 600 | 94 919 962 | 89 537 110 | 100 | KOMPRESSOR | 13 | 439 |
| | | | | MAN | 2 | 485 |
| | | | | MERCEDES-BENZ | 68 | 634 |
| 94 919 600 | 94 919 963 | 89 535 110 | 100 | KOMPRESSOR | 13 | 439 |
| | | | | MAN | 2 | 485 |
| | | | | MERCEDES-BENZ | 68 | 634 |
| 94 919 600 | 94 919 964 | 89 597 110 | 100 | KOMPRESSOR | 13 | 439 |
| | | | | MAN | 2 | 485 |
| | | | | MERCEDES-BENZ | 68 | 634 |
| 94 922 600 → 99 742 700 | | | 81 | VOLKSWAGEN | 49 | 1046 |
| 94 923 600 → 99 743 700 | | | 81 | VOLKSWAGEN | 49 | 1046 |
| 94 931 600 | 94 931 960 | 89 513 190 | 102 | MERCEDES-BENZ | 71 | 637 |
| 94 932 600 | | | 102 | MERCEDES-BENZ | 71 | 637 |
| 94 933 600 | 94 933 960 | 89 513 190 | 102 | MERCEDES-BENZ | 71 | 638 |
| 94 941 600 | 94 941 960 | 89 186 120 | 128 | MAN | 37 | 508 |
| 94 941 600 | 94 941 961 | 89 324 120 | 128 | MAN | 37 | 508 |
| 94 941 600 | 94 941 963 | 89 518 120 | 128 | MAN | 37 | 508 |
| 94 941 600 | 94 941 964 | 89 534 120 | 128 | MAN | 37 | 508 |
| 94 942 600 | 94 942 960 | 89 092 120 | 128 | MAN | 41 | 509 |
| 94 943 600 | 94 943 960 | 89 092 120 | 128 | MAN | 42 | 509 |
| 94 944 600 | 94 944 960 | 89 092 110 | 128 | MAN | 54 | 518 |
| 94 948 600 | 94 948 960 | 89 092 110 | 128 | MAN | 56 | 519 |
| 94 949 600 | 94 949 960 | 89 092 110 | 128 | MAN | 58 | 522 |





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|--|---|---|---|---------------|------------|---|
| 94 951 600 | | | 81 | AUDI | 24 | 162 |
| | | | | SEAT | 31 | 904 |
| | | | | SKODA | 19 | 925 |
| | | | | VOLKSWAGEN | 45 | 1044 |
| 94 952 600 | | | 90,9 | DAEWOO | 4 | 225 |
| | | | | MERCEDES-BENZ | 43 | 619 |
| | | | | SSANGYONG | 5 | 935 |
| 94 953 600 | | | 90,9 | MERCEDES-BENZ | 42 | 619 |
| 94 954 600 | | | 81,6 | OPEL | 29 | 728 |
| | | | | SAAB | 2 | 854 |
| | | | | VAUXHALL | 29 | 993 |
| 94 956 600 | 94 956 960 | 89 389 110 | 128 | MERCEDES-BENZ | 105 | 660 |
| 94 956 600 | 94 956 961 | 89 395 110 | 128 | MERCEDES-BENZ | 105 | 660 |
| 94 957 600 | | | 93,67 | FORD | 44 | 373 |
| 94 958 600 → 99 563 600 | | | 76,5 | SEAT | 10 | 893 |
| | | | | VOLKSWAGEN | 10 | 1024 |
| 94 966 600 | | | 82 | ALFA ROMEO | 3 | 136 |
| | | | | FIAT / IVECO | 10 | 313 |
| | | | | LANCIA | 6 | 453 |
| 94 971 600 | 94 971 960 | 89 513 190 | 102 | MERCEDES-BENZ | 69 | 636 |
| 94 972 600 | 94 972 960 | 89 513 190 | 102 | MERCEDES-BENZ | 69 | 636 |
| 94 973 600 | 94 973 960 | 89 513 190 | 102 | MERCEDES-BENZ | 69 | 636 |
| 94 985 600 | 94 985 960 | 89 431 110 | 120,65 | VOLVO | 48 | 1087 |
| 97 250 600 | 97 250 960 | 89 002 190 | 111,778 | FORD | 57 | 378 |
| 97 286 600 | | | 77,6 | OPEL | 10 | 723 |
| | | | | VAUXHALL | 10 | 988 |
| 97 288 600 → 97 363 600 | | | 86 | DAEWOO | 2 | 225 |
| | | | | OPEL | 43 | 732 |
| | | | | VAUXHALL | 43 | 997 |
| 97 328 600 | | | 81,01 | VOLKSWAGEN | 59 | 1051 |
| 97 332 600 | | | 86 | OPEL | 41 | 731 |
| | | | | VAUXHALL | 41 | 996 |
| 97 333 605 | | | 86 | ISUZU | 4 | 413 |
| 97 359 600 → 97 359 700 | | | 86 | OPEL | 44 | 732 |
| | | | | SUBARU | 2 | 952 |
| | | | | VAUXHALL | 44 | 997 |
| 97 359 700 | | | 86 | OPEL | 44 | 732 |
| | | | | SUBARU | 2 | 952 |
| | | | | VAUXHALL | 44 | 997 |
| 97 360 600 | | | 77,6 | OPEL | 11 | 723 |
| | | | | VAUXHALL | 11 | 988 |
| 97 363 600 | | | 86 | DAEWOO | 2 | 225 |
| | | | | OPEL | 43 | 732 |
| | | | | VAUXHALL | 43 | 997 |
| 97 409 600 | | | 88 | MERCEDES-BENZ | 22 | 612 |
| 97 411 600 → 97 411 700 | 97 411 971 | 89 563 110 | 128 | MERCEDES-BENZ | 112 | 665 |
| 97 411 700 | 97 411 971 | 89 563 110 | 128 | MERCEDES-BENZ | 112 | 665 |
| 97 412 600 → 97 412 700 | 97 412 970 | 89 734 190 | 93 | MWM | 2 | 685 |
| | | | | VOLKSWAGEN | 74/75 | 1055, 1056 |
| 97 412 700 | 97 412 970 | 89 734 190 | 93 | MWM | 2 | 685 |
| | | | | VOLKSWAGEN | 74/75 | 1055, 1056 |
| 97 458 600 | | | 108 | MAN | 17/18 | 496, 497 |
| 97 460 600 | 97 460 960 | 89 470 110 | 108 | MAN | 17/20 | 496, 499 |
| 97 460 600 | 97 460 961 | 89 453 110 | 108 | MAN | 17/20 | 496, 499 |
| 97 482 600 | | | 88 | MERCEDES-BENZ | 23 | 613 |
| 97 504 600 | | | 85 | NISSAN | 16 | 705 |
| | | | | OPEL | 37 | 730 |
| | | | | RENAULT | 24 | 803 |
| | | | | VAUXHALL | 37 | 995 |
| 97 505 600 | 97 505 960 | 89 002 190 | 111,76 | FORD | 55 | 377 |
| 97 506 600 → 97 507 600 | 97 507 960 | 89 002 190 | 111,778 | FORD | 58 | 379 |
| 97 507 600 | 97 507 960 | 89 002 190 | 111,778 | FORD | 58 | 379 |
| 97 616 600 | | | 86 | MAZDA | 7 | 561 |
| 99 330 600 | 99 330 960 | 89 186 110 | 128 | MAN | 65/77 | 529, 542 |
| 99 330 600 | 99 330 961 | 89 324 110 | 128 | MAN | 65/77 | 529, 542 |

|  → replaced by |  |  |  | | Pos |  |
|---|---|---|---|--------------|------------|---|
| 99 330 600 | 99 330 963 | 89 518 110 | 128 | MAN | 65/77 | 529, 542 |
| 99 330 600 | 99 330 964 | 89 534 110 | 128 | MAN | 65/77 | 529, 542 |
| 99 331 600 | 99 331 960 | 89 186 110 | 128 | MAN | 65/77 | 530, 543 |
| 99 331 600 | 99 331 961 | 89 324 110 | 128 | MAN | 65/77 | 530, 543 |
| 99 331 600 | 99 331 963 | 89 518 110 | 128 | MAN | 65/77 | 530, 543 |
| 99 331 600 | 99 331 964 | 89 534 110 | 128 | MAN | 65/77 | 530, 543 |
| 99 332 600 | 99 332 960 | 89 186 110 | 128 | MAN | 65/77 | 530, 543 |
| 99 332 600 | 99 332 961 | 89 324 110 | 128 | MAN | 65/77 | 530, 543 |
| 99 332 600 | 99 332 963 | 89 518 110 | 128 | MAN | 65/77 | 530, 543 |
| 99 332 600 | 99 332 964 | 89 534 110 | 128 | MAN | 65/77 | 530, 543 |
| 99 339 600 | 99 339 960 | 89 470 110 | 108 | MAN | 16 | 495 |
| 99 339 600 | 99 339 961 | 89 453 110 | 108 | MAN | 16 | 495 |
| 99 339 600 | 99 339 962 | 89 470 190 | 108 | MAN | 16 | 495 |
| 99 340 600 | | | 93 | ISUZU | 8 | 414 |
| | | | | OPEL | 55 | 734 |
| | | | | VAUXHALL | 52 | 999 |
| 99 342 600 | 99 342 960 | 88 684 110 | 102 | DEUTZ | 28 | 261 |
| 99 343 600 | 99 343 960 | 88 684 110 | 102 | DEUTZ | 36 | 264 |
| 99 353 600 | 99 353 960 | 89 541 110 | 127 | SCANIA | 33/34 | 880, 881 |
| 99 353 600 | 99 353 961 | 89 881 110 | 127 | SCANIA | 33/34 | 880, 881 |
| 99 365 600 | 99 365 960 | 89 368 110 | 144 | VOLVO | 72 | 1097 |
| 99 371 600 | | | 96 | NISSAN | 25 | 707 |
| 99 372 600 → 40 014 600 | | | 82,5 | FORD | 20 | 366 |
| 99 374 600 | 99 374 960 | 89 541 110 | 127 | SCANIA | 30/31/36 | 879, 880, 882 |
| 99 380 601 | | | 86 | FORD | 26 | 368 |
| 99 382 600 | 99 382 960 | 89 002 190 | 111,778 | FORD | 56 | 378 |
| 99 383 600 | 99 383 960 | 89 002 190 | 111,778 | FORD | 57 | 378 |
| 99 384 600 → 99 960 600 | | | 82,5 | FORD | 21 | 367 |
| 99 389 600 → 99 562 600 | | | 76,5 | AUDI | 2 | 148 |
| | | | | SEAT | 8 | 892 |
| | | | | SKODA | 5 | 916 |
| | | | | VOLKSWAGEN | 9 | 1024 |
| 99 393 600 | | | 152 | WAUKESHA | 1 | 1120 |
| 99 403 600 | 99 403 960 | 89 520 110 | 93 | ISUZU | 9 | 414 |
| 99 404 600 | 99 404 960 | 89 186 110 | 128 | MAN | 72 | 538 |
| 99 405 600 | 99 405 960 | 89 186 110 | 128 | MAN | 72 | 538 |
| 99 406 600 | 99 406 960 | 89 186 110 | 128 | MAN | 72 | 538 |
| 99 408 600 | 99 408 960 | 89 352 110 | 98,43 | VOLVO | 25 | 1077 |
| | | | | VOLVO-BM | 7 | 1106 |
| 99 418 600 | 99 418 960 | 89 536 190 | 84,45 | ROVER | 8 | 849 |
| 99 419 600 | | | 74 | FORD | 4 | 360 |
| 99 424 600 → 40 079 600 | | | 89 | NISSAN | 20 | 706 |
| | | | | OPEL | 49 | 733 |
| | | | | RENAULT | 34 | 806 |
| | | | | VAUXHALL | 47 | 998 |
| 99 433 600 | | | 87 | RENAULT | 30 | 805 |
| 99 436 600 | 99 436 960 | 88 624 110 | 118 | DAF | 11 | 234 |
| 99 437 600 | 99 437 960 | 88 624 110 | 118 | DAF | 12 | 235 |
| 99 438 600 | | | 81,6 | OPEL | 30 | 728 |
| | | | | VAUXHALL | 30 | 993 |
| 99 439 600 | | | 80 | ROVER | 3 | 847 |
| 99 445 600 → 99 445 700 | 99 445 970 | 89 024 110 | 115 | FIAT / IVECO | 76 | 345 |
| 99 445 700 | 99 445 970 | 89 024 110 | 115 | FIAT / IVECO | 76 | 345 |
| 99 452 600 | | | 76,5 | SKODA | 6 | 916 |
| | | | | VOLKSWAGEN | 14 | 1025 |
| 99 453 600 | 99 453 960 | 89 427 110 | 120,65 | VOLVO | 51 | 1088 |
| 99 455 600 | | | 63,5 | SMART | 1 | 931 |
| 99 456 600 → 99 456 700 | | | 83 | FORD | 23 | 367 |
| | | | | MAZDA | 6 | 561 |
| 99 456 700 | | | 83 | FORD | 23 | 367 |
| | | | | MAZDA | 6 | 561 |
| 99 457 600 | | | 87,5 | FORD | 31 | 369 |
| | | | | MAZDA | 9 | 561 |
| | | | | VOLVO | 12 | 1073 |


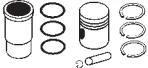



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| 99 469 600 | | | 87 | NISSAN | 18 | 705 |
| | | | | OPEL | 47 | 732 |
| | | | | RENAULT | 28 | 805 |
| | | | | VAUXHALL | 46 | 997 |
| 99 470 600 | | | 79,5 | AUDI | 13 | 156 |
| | | | | FORD | 12 | 364 |
| | | | | SEAT | 21 | 899 |
| | | | | SKODA | 16 | 922 |
| | | | | VOLKSWAGEN | 32 | 1037 |
| 99 471 600 | | | 79,5 | AUDI | 13 | 156 |
| | | | | FORD | 12 | 364 |
| | | | | SEAT | 21 | 899 |
| | | | | SKODA | 16 | 922 |
| | | | | VOLKSWAGEN | 32 | 1037 |
| 99 483 600 | 99 483 960 | 89 737 110 | 108 | MASSEY-FERGUSON | 17 | 557 |
| | | | | SISU | 2 | 911 |
| 99 484 600 | 99 484 961 | 89 737 110 | 108 | MASSEY-FERGUSON | 16 | 557 |
| | | | | SISU | 1 | 911 |
| 99 488 600 | 99 488 960 | 89 328 110 | 130,175 | VOLVO | 63 | 1094 |
| 99 488 600 | 99 488 961 | 89 399 110 | 130,175 | VOLVO | 63 | 1094 |
| 99 496 600 | 99 496 960 | 89 541 110 | 127 | DOOSAN | 3 | 275 |
| | | | | SCANIA | 32/34 | 880, 881 |
| 99 496 600 | 99 496 961 | 89 881 110 | 127 | DOOSAN | 3 | 275 |
| | | | | SCANIA | 32/34 | 880, 881 |
| 99 500 600 | 99 500 960 | 89 541 110 | 127 | SCANIA | 30/36 | 879, 882 |
| 99 506 600 → 99 984 600 | 99 984 960 | 88 640 110 | 130 | DAF | 22 | 238 |
| 99 506 600 → 99 984 600 | 99 984 961 | 89 413 110 | 130 | DAF | 22 | 238 |
| 99 512 600 | 99 512 960 | 89 427 110 | 120,65 | VOLVO | 50 | 1088 |
| 99 516 600 | 99 516 960 | 89 423 110 | 91 | DEUTZ | 3 | 251 |
| | | | | VOLVO-BM | 1 | 1104 |
| 99 523 600 → 40 033 600 | | | 106 | MERCEDES-BENZ | 74 | 639 |
| 99 534 600 | | | 78,3 | AUDI | 7 | 151 |
| | | | | SKODA | 10 | 917 |
| | | | | VOLKSWAGEN | 24 | 1030 |
| 99 535 600 | | | 78,3 | AUDI | 7 | 151 |
| | | | | SKODA | 10 | 917 |
| | | | | VOLKSWAGEN | 24 | 1030 |
| 99 542 600 | | | 78,3 | AUDI | 8 | 152 |
| | | | | SKODA | 11 | 918 |
| | | | | VOLKSWAGEN | 25 | 1030 |
| 99 543 600 | | | 78,3 | AUDI | 8 | 152 |
| | | | | SKODA | 11 | 918 |
| | | | | VOLKSWAGEN | 25 | 1031 |
| 99 548 600 | 99 548 960 | 89 186 120 | 128 | MAN | 43 | 510 |
| 99 551 600 | | | 87 | RENAULT | 29 | 805 |
| 99 561 600 | | | 80 | NISSAN | 8 | 702 |
| | | | | OPEL | 26 | 727 |
| | | | | RENAULT | 16 | 800 |
| | | | | VAUXHALL | 26 | 992 |
| 99 562 600 | | | 76,5 | AUDI | 2 | 148 |
| | | | | SEAT | 8 | 892 |
| | | | | SKODA | 5 | 916 |
| | | | | VOLKSWAGEN | 9 | 1024 |
| 99 563 600 | | | 76,5 | SEAT | 10 | 893 |
| | | | | VOLKSWAGEN | 10 | 1024 |
| 99 567 600 | 99 567 960 | 89 608 190 | 100 | FIAT / IVECO | 56 | 335 |
| 99 576 600 | 99 576 960 | 89 440 110 | 90 | KOMPRESSOR | 11 | 438 |
| | | | | MERCEDES-BENZ | 41 | 619 |
| 99 614 600 | 99 614 961 | 88 363 190 | 91,48 | FIAT / IVECO | 38 | 325 |
| | | | | MASSEY-FERGUSON | 3 | 550 |
| | | | | PERKINS | 4 | 741 |
| 99 614 600 | 99 614 962 | 89 042 190 | 91,48 | FIAT / IVECO | 38 | 325 |
| | | | | MASSEY-FERGUSON | 3 | 550 |
| | | | | PERKINS | 4 | 741 |
| 99 629 600 | 99 629 960 | 88 354 190 | 98,48 | FIAT / IVECO | 53 | 333 |

|  → replaced by |  |  |  | | Pos |  |
|---|---|---|---|----------------------|------------|---|
| | | | | IHC-CASE (CNH) | 9 | 406 |
| | | | | MASSEY-FERGUSON | 6 | 551 |
| | | | | PERKINS | 10 | 743 |
| | | | | RENAULT | 47 | 812 |
| | | | | RENAULT TRUCKS (RVI) | 9 | 828 |
| | | | | VOLVO | 28 | 1078 |
| | | | | VOLVO-BM | 9 | 1107 |
| 99 629 600 | 99 629 961 | 88 355 190 | 98,48 | FIAT / IVECO | 53 | 333 |
| | | | | IHC-CASE (CNH) | 9 | 406 |
| | | | | MASSEY-FERGUSON | 6 | 551 |
| | | | | PERKINS | 10 | 743 |
| | | | | RENAULT | 47 | 812 |
| | | | | RENAULT TRUCKS (RVI) | 9 | 828 |
| | | | | VOLVO | 28 | 1078 |
| | | | | VOLVO-BM | 9 | 1107 |
| 99 629 600 | 99 629 962 | 88 356 110 | 98,48 | FIAT / IVECO | 53 | 333 |
| | | | | IHC-CASE (CNH) | 9 | 406 |
| | | | | MASSEY-FERGUSON | 6 | 551 |
| | | | | PERKINS | 10 | 743 |
| | | | | RENAULT | 47 | 812 |
| | | | | RENAULT TRUCKS (RVI) | 9 | 828 |
| | | | | VOLVO | 28 | 1078 |
| | | | | VOLVO-BM | 9 | 1107 |
| 99 646 600 | | | 69 | NISSAN | 2 | 700 |
| | | | | RENAULT | 1 | 795 |
| 99 659 600 | | | 83 | VOLVO | 9 | 1073 |
| 99 662 600 | 99 662 960 | 89 830 110 | 98 | DEUTZ | 11 | 254 |
| 99 676 600 | | | 102 | CUMMINS | 1/2 | 214, 214 |
| | | | | VOLVO-BM | 10 | 1109 |
| 99 677 600 | 99 677 951 | 89 735 110 | 114 | CUMMINS | 7 | 215 |
| | | | | JCB | 2 | 421 |
| 99 677 600 | 99 677 960 | 89 644 110 | 114 | CUMMINS | 7 | 215 |
| | | | | JCB | 2 | 421 |
| 99 677 600 | 99 677 961 | 89 645 110 | 114 | CUMMINS | 7 | 215 |
| | | | | JCB | 2 | 421 |
| 99 679 600 | | | 67,1 | SEAT | 2 | 891 |
| | | | | VOLKSWAGEN | 1 | 1022 |
| 99 683 600 | 99 683 960 | 89 470 110 | 108 | MAN | 16 | 495 |
| 99 683 600 | 99 683 961 | 89 453 110 | 108 | MAN | 16 | 495 |
| 99 683 600 | 99 683 962 | 89 470 190 | 108 | MAN | 16 | 495 |
| 99 684 600 | 99 684 960 | 89 470 110 | 108 | MAN | 16 | 495 |
| 99 684 600 | 99 684 961 | 89 453 110 | 108 | MAN | 16 | 495 |
| 99 684 600 | 99 684 962 | 89 470 190 | 108 | MAN | 16 | 495 |
| 99 695 600 | | | 86 | OPEL | 42 | 731 |
| | | | | VAUXHALL | 42 | 996 |
| 99 697 600 | 99 697 960 | 89 595 110 | 128 | MAN | 74 | 539 |
| 99 700 600 | | | 85 | CITROEN | 28 | 209 |
| | | | | FIAT / IVECO | 30 | 322 |
| | | | | FORD | 24 | 367 |
| | | | | LANCIA | 16 | 457 |
| | | | | PEUGEOT | 31 | 768 |
| | | | | VOLVO | 11 | 1073 |
| 99 701 600 | 99 701 960 | 89 341 110 | 102 | DEUTZ | 33 | 263 |
| 99 702 600 | 99 702 960 | 89 595 110 | 128 | MAN | 74 | 540 |
| 99 703 600 | 99 703 960 | 89 595 110 | 128 | MAN | 74 | 540 |
| 99 704 600 | 99 704 960 | 89 595 110 | 128 | MAN | 74 | 540 |
| 99 724 600 → 40 218 600 | | | 82 | ALFA ROMEO | 4 | 137 |
| | | | | FIAT / IVECO | 11 | 314 |
| | | | | LANCIA | 7 | 453 |
| | | | | OPEL | 31 | 728 |
| | | | | SAAB | 3 | 854 |
| | | | | SUZUKI | 4 | 955 |
| | | | | VAUXHALL | 31 | 993 |
| 99 741 601 | | | 80,5 | OPEL | 27 | 727 |
| | | | | SAAB | 1 | 854 |


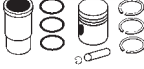



|  → replaced by |  |  |  | | Pos |  |
|---|---|---|---|----------------------|------------|---|
| | | | | VAUXHALL | 27 | 992 |
| 99 742 600 → 99 742 700 | | | 81 | VOLKSWAGEN | 49 | 1046 |
| 99 742 700 | | | 81 | VOLKSWAGEN | 49 | 1046 |
| 99 743 600 → 99 743 700 | | | 81 | VOLKSWAGEN | 49 | 1046 |
| 99 743 700 | | | 81 | VOLKSWAGEN | 49 | 1046 |
| 99 746 600 | | | 79,5 | DACIA | 5 | 221 |
| | | | | NISSAN | 6 | 702 |
| | | | | RENAULT | 11 | 798 |
| 99 747 600 | | | 102 | DEUTZ | 22 | 258 |
| 99 748 600 | 99 748 960 | 89 561 110 | 104,775 | VOLVO | 36 | 1083 |
| | | | | VOLVO-BM | 17 | 1111 |
| 99 748 600 | 99 748 961 | 89 570 110 | 104,775 | VOLVO | 36 | 1083 |
| | | | | VOLVO-BM | 17 | 1111 |
| 99 749 600 | 99 749 960 | 89 564 110 | 104,775 | VOLVO | 37 | 1083 |
| 99 749 600 | 99 749 961 | 89 585 110 | 104,775 | VOLVO | 37 | 1083 |
| 99 750 600 | 99 750 960 | 89 532 110 | 120,65 | VOLVO | 52 | 1089 |
| | | | | VOLVO-BM | 28 | 1116 |
| 99 751 600 | 99 751 960 | 89 532 110 | 120,65 | VOLVO | 53 | 1089 |
| 99 753 600 | | | 82 | LADA | 7 | 447 |
| 99 773 600 → 40 086 600 | | | 84 | BMW | 13 | 181 |
| 99 775 600 | 99 775 960 | 89 341 110 | 102 | DEUTZ | 34 | 263 |
| 99 776 600 | | | 78,3 | AUDI | 6 | 150 |
| | | | | VOLKSWAGEN | 23 | 1029 |
| 99 777 600 | | | 78,3 | AUDI | 6 | 150 |
| | | | | VOLKSWAGEN | 23 | 1029 |
| 99 780 600 | | | 80 | NISSAN | 9 | 703 |
| | | | | RENAULT | 18/20 | 801, 802 |
| 99 792 600 | | | 81 | AUDI | 26 | 163 |
| | | | | SEAT | 33 | 905 |
| | | | | SKODA | 23 | 926 |
| | | | | VOLKSWAGEN | 46 | 1045 |
| 99 799 600 → 99 799 700 | | | 118 | DAF | 13 | 235 |
| 99 799 700 | | | 118 | DAF | 13 | 235 |
| 99 801 600 | 99 801 960 | 89 830 110 | 98 | DEUTZ | 13 | 255 |
| | | | | VOLVO | 20 | 1075 |
| 99 803 700 | | | 128 | MERCEDES-BENZ | 91 | 646 |
| 99 813 600 | 99 813 960 | 89 389 110 | 128 | MERCEDES-BENZ | 110 | 663 |
| 99 824 600 | | | 104 | MITSUBISHI | 12 | 678 |
| 99 825 600 | | | 104 | MITSUBISHI | 13 | 678 |
| 99 832 600 | | | 81 | VOLKSWAGEN | 53 | 1048 |
| 99 833 600 | | | 81 | VOLKSWAGEN | 53 | 1049 |
| 99 837 620 | | | 74 | FORD | 5 | 360 |
| 99 842 600 | | | 79,5 | AUDI | 12 | 155 |
| | | | | FORD | 11 | 363 |
| | | | | SEAT | 19 | 897 |
| | | | | VOLKSWAGEN | 30 | 1035 |
| 99 843 600 | | | 79,5 | AUDI | 12 | 155 |
| | | | | FORD | 11 | 363 |
| | | | | SEAT | 19 | 897 |
| | | | | VOLKSWAGEN | 30 | 1035 |
| 99 844 600 | 99 844 960 | 89 567 110 | 120 | RENAULT TRUCKS (RVI) | 24 | 836 |
| 99 844 600 | 99 844 961 | 89 568 110 | 120 | RENAULT TRUCKS (RVI) | 24 | 836 |
| 99 849 600 | 99 849 960 | 89 452 110 | 100 | KOMPRESSOR | 13 | 440 |
| | | | | MAN | 2 | 486 |
| | | | | MERCEDES-BENZ | 68 | 634 |
| 99 849 600 | 99 849 961 | 89 529 110 | 100 | KOMPRESSOR | 13 | 440 |
| | | | | MAN | 2 | 486 |
| | | | | MERCEDES-BENZ | 68 | 634 |
| 99 849 600 | 99 849 962 | 89 537 110 | 100 | KOMPRESSOR | 13 | 440 |
| | | | | MAN | 2 | 486 |
| | | | | MERCEDES-BENZ | 68 | 634 |
| 99 849 600 | 99 849 963 | 89 535 110 | 100 | KOMPRESSOR | 13 | 440 |
| | | | | MAN | 2 | 486 |
| | | | | MERCEDES-BENZ | 68 | 634 |
| 99 849 600 | 99 849 964 | 89 597 110 | 100 | KOMPRESSOR | 13 | 440 |

|  → replaced by |  |  |  | | Pos |  |
|---|---|---|---|----------------------|------------|---|
| | | | | MAN | 2 | 486 |
| | | | | MERCEDES-BENZ | 68 | 634 |
| 99 849 600 | 99 849 965 | 89 857 110 | 100 | KOMPRESSOR | 13 | 440 |
| | | | | MAN | 2 | 486 |
| | | | | MERCEDES-BENZ | 68 | 634 |
| 99 850 600 | | | 79,5 | AUDI | 14/16 | 156, 158 |
| | | | | FORD | 10 | 362 |
| | | | | SEAT | 20/22 | 898, 900 |
| | | | | SKODA | 15/17 | 921, 923 |
| | | | | VOLKSWAGEN | 31/33 | 1036, 1038 |
| 99 851 600 | | | 79,5 | AUDI | 14/16 | 157, 159 |
| | | | | FORD | 10 | 362 |
| | | | | SEAT | 20/22 | 898, 900 |
| | | | | SKODA | 15/17 | 921, 923 |
| | | | | VOLKSWAGEN | 31/33 | 1036, 1038 |
| 99 865 600 | 99 865 960 | 89 644 110 | 114 | CUMMINS | 8 | 216 |
| 99 865 600 | 99 865 961 | 89 645 110 | 114 | CUMMINS | 8 | 216 |
| 99 866 600 | 99 866 960 | 89 644 110 | 114 | CUMMINS | 6 | 215 |
| 99 866 600 | 99 866 961 | 89 735 110 | 114 | CUMMINS | 6 | 215 |
| 99 866 600 | 99 866 962 | 89 645 110 | 114 | CUMMINS | 6 | 215 |
| 99 879 601 | | | 85 | CITROEN | 25 | 208 |
| | | | | FIAT / IVECO | 28 | 321 |
| | | | | LADA | 10 | 448 |
| | | | | LANCIA | 14 | 456 |
| | | | | PEUGEOT | 28 | 767 |
| | | | | SUZUKI | 7 | 957 |
| 99 881 600 | | | 83 | MERCEDES-BENZ | 4 | 606 |
| 99 882 600 | | | 83 | MERCEDES-BENZ | 5 | 607 |
| 99 892 600 → 40 550 600 | 40 550 960 | 88 640 110 | 130 | DAF | 23 | 239 |
| 99 892 600 → 40 550 600 | 40 550 961 | 89 413 110 | 130 | DAF | 23 | 239 |
| 99 898 600 | | | 132 | DEUTZ | 52 | 270 |
| 99 900 600 | 99 900 960 | 88 640 110 | 130 | DAF | 24 | 239 |
| 99 900 600 | 99 900 961 | 89 413 110 | 130 | DAF | 24 | 239 |
| 99 909 600 | | | 76,5 | SEAT | 11 | 893 |
| | | | | SKODA | 8 | 916 |
| | | | | VOLKSWAGEN | 13 | 1025 |
| 99 913 600 | | | 76,5 | SEAT | 12 | 893 |
| | | | | SKODA | 7 | 916 |
| | | | | VOLKSWAGEN | 12 | 1025 |
| 99 927 600 | | | 66,5 | SMART | 3 | 931 |
| 99 933 600 | | | 81 | AUDI | 23 | 162 |
| | | | | SEAT | 29 | 904 |
| | | | | SKODA | 21 | 925 |
| | | | | VOLKSWAGEN | 44 | 1044 |
| 99 939 620 | | | 75 | KNORR-BREMSE | 1 | 431 |
| | | | | KOMPRESSOR | 1 | 436 |
| 99 940 600 | | | 80 | RENAULT | 19/20 | 801, 802 |
| | | | | SUZUKI | 3 | 955 |
| 99 941 600 | | | 83 | MERCEDES-BENZ | 6 | 607 |
| | | | | SMART | 4 | 931 |
| 99 942 600 | | | 82,5 | AUDI | 39 | 168 |
| | | | | SKODA | 29 | 928 |
| | | | | VOLKSWAGEN | 62 | 1052 |
| 99 943 600 | 99 943 960 | 89 567 110 | 120 | RENAULT TRUCKS (RVI) | 24 | 836 |
| 99 948 600 | 99 948 961 | 89 563 110 | 128 | MERCEDES-BENZ | 113 | 665 |
| 99 949 600 | | | 81 | AUDI | 25 | 163 |
| 99 955 600 | 99 955 960 | 89 341 110 | 102 | DEUTZ | 35 | 264 |
| 99 960 600 | | | 82,5 | FORD | 21 | 367 |
| 99 963 600 | | | 82,5 | FORD | 22 | 367 |
| 99 966 600 | 99 966 961 | 89 399 110 | 130,175 | VOLVO | 66 | 1095 |
| 99 973 600 | 99 973 960 | 89 389 110 | 128 | MERCEDES-BENZ | 104 | 659 |
| 99 973 600 | 99 973 961 | 89 395 110 | 128 | MERCEDES-BENZ | 104 | 659 |
| 99 979 600 | 99 979 960 | 89 389 110 | 128 | MERCEDES-BENZ | 104 | 659 |
| 99 979 600 | 99 979 961 | 89 395 110 | 128 | MERCEDES-BENZ | 104 | 659 |
| 99 984 600 | 99 984 960 | 88 640 110 | 130 | DAF | 22 | 238 |



|  → replaced by |  |  |  | | Pos |  |
|---|---|---|---|----------|------------|---|
| 99 984 600 | 99 984 961 | 89 413 110 | 130 | DAF | 22 | 238 |
| 99 985 600 | 99 985 960 | 88 640 110 | 130 | DAF | 25 | 239 |
| 99 985 600 | 99 985 961 | 89 413 110 | 130 | DAF | 25 | 239 |
| 99 991 600 → 99 991 700 | 99 991 970 | 89 578 110 | 98,43 | VOLVO | 27 | 1078 |
| | | | | VOLVO-BM | 8 | 1107 |
| 99 991 700 | 99 991 970 | 89 578 110 | 98,43 | VOLVO | 27 | 1078 |
| | | | | VOLVO-BM | 8 | 1107 |



|  → replaced by |  |  |  | | Pos |  |
|---|---|---|---|--|------------|---|
| | | | | | | |








D ZYLINDERBUCHSE — ASSEMBLY

E CYLINDER LINER — KIT SET






F CHEMISE DE CYLINDRE — ENSEMBLE






ES CAMISA — CONJUNTOS



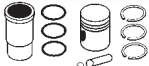


RU ГИЛЬЗА ЦИЛИНДРА — СБОРОЧНЫЙ КОМПЛЕКТ



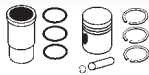


|  |  |  |  | | Pos |  |
|---|---|---|---|----------------------|-------------------|---|
| 88 031 110 | | | 135 | RENAULT TRUCKS (RVI) | 31 | 839 |
| 88 031 110 | | 90 947 970 | 135 | RENAULT TRUCKS (RVI) | 34 | 840 |
| 88 031 110 | | 93 504 970 | 135 | RENAULT TRUCKS (RVI) | 32 | 839 |
| 88 031 110 | | 93 987 970 | 135 | RENAULT TRUCKS (RVI) | 33 | 840 |
| 88 034 110 | | | 120 | RENAULT TRUCKS (RVI) | 19 | 833 |
| 88 041 190 | | | 103,18 | BEDFORD | 1 | 175 |
| | | | | OPEL | 62 | 737 |
| 88 045 110 | | 90 147 960 | 111,125 | VOLVO-BM | 24 | 1114 |
| 88 141 190 | | | 104,775 | FORD | 50 | 376 |
| 88 210 110 | | | 82,55 | IHC-CASE (CNH) | 1 | 403 |
| 88 221 110 | | | 87,312 | IHC-CASE (CNH) | 2 | 403 |
| 88 253 110 | | 90 904 960 | 100,61 | DAF | 5 | 232 |
| | | | | LEYLAND | 2 | 461 |
| 88 308 110 | | 90 974 961 | 98 | MWM | 6 | 687 |
| | | | | RENAULT | 46 | 812 |
| 88 315 110 | | | 95 | MWM | 3/4 | 685, 686 |
| 88 316 110 | | | 95 | MWM | 4 | 686 |
| 88 318 110 | | 91 007 961 | 90 | MWM | 1 | 685 |
| 88 332 110 | | | 140 | MWM | 20 | 694 |
| 88 354 190 | | | 98,48 | IHC-CASE (CNH) | 8/10 | 405, 407 |
| | | | | MASSEY-FERGUSON | 8/9/11 | 553, 553, 554 |
| | | | | PERKINS | 9/12/14/ 15/17 | 743, 746, 746, 746, 747 |
| 88 354 190 | | 91 118 961 | 98,48 | FIAT / IVECO | 53 | 333 |
| | | | | IHC-CASE (CNH) | 9 | 406 |
| | | | | MASSEY-FERGUSON | 6 | 551 |
| | | | | PERKINS | 10 | 743 |
| | | | | RENAULT | 47 | 812 |
| | | | | RENAULT TRUCKS (RVI) | 9 | 828 |
| | | | | VOLVO | 28 | 1078 |
| | | | | VOLVO-BM | 9 | 1107 |
| 88 354 190 | | 92 774 961 | 98,48 | IHC-CASE (CNH) | 7 | 405 |
| | | | | MASSEY-FERGUSON | 7 | 552 |
| | | | | PERKINS | 11 | 745 |
| 88 354 190 | | 93 592 961 | 98,48 | FIAT / IVECO | 53 | 333 |
| | | | | IHC-CASE (CNH) | 9 | 406 |
| | | | | MASSEY-FERGUSON | 6 | 551 |
| | | | | PERKINS | 10 | 743 |
| | | | | RENAULT | 47 | 812 |
| | | | | RENAULT TRUCKS (RVI) | 9 | 828 |
| | | | | VOLVO | 28 | 1078 |
| | | | | VOLVO-BM | 9 | 1107 |
| 88 354 190 | | 99 629 960 | 98,48 | FIAT / IVECO | 53 | 333 |
| | | | | IHC-CASE (CNH) | 9 | 406 |
| | | | | MASSEY-FERGUSON | 6 | 551 |
| | | | | PERKINS | 10 | 743 |
| | | | | RENAULT | 47 | 812 |
| | | | | RENAULT TRUCKS (RVI) | 9 | 828 |
| | | | | VOLVO | 28 | 1078 |
| | | | | VOLVO-BM | 9 | 1107 |
| 88 355 190 | | | 98,48 | IHC-CASE (CNH) | 8 | 405 |
| | | | | MASSEY-FERGUSON | 8/11 | 553, 554 |
| | | | | PERKINS | 9/15 | 743, 747 |
| 88 355 190 | | 91 118 962 | 98,48 | FIAT / IVECO | 53 | 333 |
| | | | | IHC-CASE (CNH) | 9 | 406 |
| | | | | MASSEY-FERGUSON | 6 | 551 |
| | | | | PERKINS | 10 | 743 |
| | | | | RENAULT | 47 | 812 |
| | | | | RENAULT TRUCKS (RVI) | 9 | 828 |
| | | | | VOLVO | 28 | 1078 |
| | | | | VOLVO-BM | 9 | 1107 |
| 88 355 190 | | 92 085 961 | 98,48 | IHC-CASE (CNH) | 10 | 407 |
| | | | | MASSEY-FERGUSON | 9 | 553 |






|  |  |  |  | | Pos |  |
|---|---|---|---|----------------------|------------|---|
| | | | | PERKINS | 12 | 745 |
| 88 355 190 | | 92 774 962 | 98,48 | IHC-CASE (CNH) | 7 | 405 |
| | | | | MASSEY-FERGUSON | 7 | 553 |
| | | | | PERKINS | 11 | 745 |
| 88 355 190 | | 93 177 960 | 98,48 | PERKINS | 14 | 746 |
| 88 355 190 | | 93 288 960 | 98,48 | MASSEY-FERGUSON | 10 | 554 |
| | | | | PERKINS | 13 | 746 |
| 88 355 190 | | 93 592 962 | 98,48 | FIAT / IVECO | 53 | 333 |
| | | | | IHC-CASE (CNH) | 9 | 406 |
| | | | | MASSEY-FERGUSON | 6 | 551 |
| | | | | PERKINS | 10 | 743 |
| | | | | RENAULT | 47 | 812 |
| | | | | RENAULT TRUCKS (RVI) | 9 | 828 |
| | | | | VOLVO | 28 | 1078 |
| | | | | VOLVO-BM | 9 | 1107 |
| 88 355 190 | | 93 793 960 | 98,48 | PERKINS | 17 | 747 |
| 88 355 190 | | 93 801 962 | 98,48 | PERKINS | 16 | 747 |
| | | | | RENAULT TRUCKS (RVI) | 10 | 829 |
| 88 355 190 | | 99 629 961 | 98,48 | FIAT / IVECO | 53 | 333 |
| | | | | IHC-CASE (CNH) | 9 | 406 |
| | | | | MASSEY-FERGUSON | 6 | 551 |
| | | | | PERKINS | 10 | 743 |
| | | | | RENAULT | 47 | 812 |
| | | | | RENAULT TRUCKS (RVI) | 9 | 828 |
| | | | | VOLVO | 28 | 1078 |
| | | | | VOLVO-BM | 9 | 1107 |
| 88 356 110 | | | 98,48 | IHC-CASE (CNH) | 8 | 405 |
| | | | | MASSEY-FERGUSON | 8/11 | 553, 554 |
| | | | | PERKINS | 9/15/17 | 743, 747, 748 |
| 88 356 110 | | 91 118 963 | 98,48 | FIAT / IVECO | 53 | 333 |
| | | | | IHC-CASE (CNH) | 9 | 406 |
| | | | | MASSEY-FERGUSON | 6 | 551 |
| | | | | PERKINS | 10 | 743 |
| | | | | RENAULT | 47 | 812 |
| | | | | RENAULT TRUCKS (RVI) | 9 | 828 |
| | | | | VOLVO | 28 | 1078 |
| | | | | VOLVO-BM | 9 | 1107 |
| 88 356 110 | | 92 085 960 | 98,48 | IHC-CASE (CNH) | 10 | 407 |
| | | | | MASSEY-FERGUSON | 9 | 553 |
| | | | | PERKINS | 12 | 745 |
| 88 356 110 | | 92 774 963 | 98,48 | IHC-CASE (CNH) | 7 | 405 |
| | | | | MASSEY-FERGUSON | 7 | 553 |
| | | | | PERKINS | 11 | 745 |
| 88 356 110 | | 93 177 961 | 98,48 | PERKINS | 14 | 746 |
| 88 356 110 | | 93 288 961 | 98,48 | MASSEY-FERGUSON | 10 | 554 |
| | | | | PERKINS | 13 | 746 |
| 88 356 110 | | 93 592 963 | 98,48 | FIAT / IVECO | 53 | 333 |
| | | | | IHC-CASE (CNH) | 9 | 406 |
| | | | | MASSEY-FERGUSON | 6 | 551 |
| | | | | PERKINS | 10 | 743 |
| | | | | RENAULT | 47 | 812 |
| | | | | RENAULT TRUCKS (RVI) | 9 | 828 |
| | | | | VOLVO | 28 | 1078 |
| | | | | VOLVO-BM | 9 | 1107 |
| 88 356 110 | | 93 801 963 | 98,48 | PERKINS | 16 | 747 |
| | | | | RENAULT TRUCKS (RVI) | 10 | 829 |
| 88 356 110 | | 99 629 962 | 98,48 | FIAT / IVECO | 53 | 333 |
| | | | | IHC-CASE (CNH) | 9 | 406 |
| | | | | MASSEY-FERGUSON | 6 | 551 |
| | | | | PERKINS | 10 | 743 |
| | | | | RENAULT | 47 | 812 |
| | | | | RENAULT TRUCKS (RVI) | 9 | 828 |
| | | | | VOLVO | 28 | 1078 |
| | | | | VOLVO-BM | 9 | 1107 |






|  |  |  |  | | Pos |  |
|---|---|---|---|----------------------|------------|---|
| 88 363 190 | | | 91,48 | MASSEY-FERGUSON | 4 | 550 |
| | | | | PERKINS | 6 | 742 |
| 88 363 190 | | 91 130 967 | 91,48 | FIAT / IVECO | 37 | 324 |
| | | | | MASSEY-FERGUSON | 2 | 549 |
| | | | | PERKINS | 5 | 741 |
| | | | | VOLVO-BM | 2 | 1104 |
| 88 363 190 | | 91 130 971 | 91,48 | FIAT / IVECO | 37 | 324 |
| | | | | MASSEY-FERGUSON | 2 | 549 |
| | | | | PERKINS | 5 | 741 |
| | | | | VOLVO-BM | 2 | 1104 |
| 88 363 190 | | 93 961 971 | 91,48 | PERKINS | 7 | 742 |
| 88 363 190 | | 99 614 961 | 91,48 | FIAT / IVECO | 38 | 325 |
| | | | | MASSEY-FERGUSON | 3 | 550 |
| | | | | PERKINS | 4 | 741 |
| 88 364 110 | | 91 127 960 | 88,925 | MASSEY-FERGUSON | 1 | 549 |
| | | | | PERKINS | 3 | 740 |
| | | | | RENAULT TRUCKS (RVI) | 1 | 824 |
| 88 364 190 | | | 88,925 | MASSEY-FERGUSON | 1 | 549 |
| | | | | PERKINS | 3 | 741 |
| | | | | RENAULT TRUCKS (RVI) | 1 | 824 |
| 88 393 110 | | | 123 | FAP-FAMOS | 2 | 279 |
| 88 398 110 | | | 112 | FAP-FAMOS | 1 | 279 |
| 88 402 110 | | | 115 | SCANIA | 1/2 | 869, 869 |
| 88 402 110 | | 93 152 960 | 115 | SCANIA | 3 | 869 |
| 88 429 110 | | 91 254 961 | 110 | STEYR | 13 | 948 |
| 88 451 110 | | | 87 | VOLKSWAGEN | 70 | 1054 |
| 88 451 110 | | | 85,5 | VOLKSWAGEN | 67/68 | 1053, 1054 |
| 88 451 110 | | | 83 | VOLKSWAGEN | 65 | 1053 |
| 88 451 110 | | 91 320 975 | 85,5 | VOLKSWAGEN | 69 | 1054 |
| 88 463 110 | | | 83 | VOLKSWAGEN | 65/66 | 1053, 1053 |
| 88 470 110 | | 91 355 960 | 95,25 | VOLVO | 17 | 1075 |
| | | | | VOLVO-BM | 3 | 1105 |
| 88 476 110 | 50 006 609 | 91 359 960 | 120,65 | VOLVO | 44 | 1085 |
| | | | | VOLVO-BM | 25 | 1115 |
| 88 476 110 | 50 006 609 | 91 360 960 | 120,65 | VOLVO | 43 | 1085 |
| 88 480 110 | | | 95 | ZETOR | 1 | 1131 |
| 88 500 190 | | 93 566 960 | 106,698 | FORD | 53 | 376 |
| 88 510 110 | | 92 721 960 | 90 | FORD | 37 | 371 |
| | | | | OPEL | 52 | 733 |
| | | | | PEUGEOT | 39 | 770 |
| 88 524 110 | | 92 791 960 | 88 | FORD | 32 | 369 |
| | | | | PEUGEOT | 38 | 770 |
| 88 530 190 | | 90 278 960 | 75 | MERCEDES-BENZ | 1 | 606 |
| 88 544 110 | | | 73 | DACIA | 1 | 220 |
| | | | | DAF | 1 | 231 |
| | | | | RENAULT | 3 | 795 |
| | | | | VOLVO | 1 | 1068 |
| 88 547 110 | | | 104,175 | DAF | 7 | 233 |
| 88 547 110 | | 91 571 960 | 104,175 | DAF | 6 | 232 |
| 88 562 110 | | | 120 | DEUTZ | 43 | 267 |
| | | | | TAM | 2 | 963 |
| 88 562 110 | | 92 334 980 | 120 | DEUTZ | 42 | 267 |
| | | | | TAM | 1 | 963 |
| 88 568 110 | | 90 733 970 | 127 | SCANIA | 20 | 875 |
| 88 568 110 | | 93 234 960 | 127 | SCANIA | 18 | 874 |
| 88 568 110 | | 93 938 960 | 127 | SCANIA | 15 | 873 |
| 88 587 190 | | 92 144 980 | 101,054 | FIAT / IVECO | 58 | 336 |
| | | | | MASSEY-FERGUSON | 13 | 555 |
| | | | | PERKINS | 21 | 750 |
| 88 587 190 | | 93 175 961 | 101,054 | FIAT / IVECO | 57 | 336 |
| | | | | MASSEY-FERGUSON | 14 | 556 |
| | | | | PERKINS | 22 | 750 |
| 88 587 190 | | 93 368 960 | 101,054 | PERKINS | 20 | 749 |
| 88 588 190 | | | 87 | MERCEDES-BENZ | 13/15 | 609, 609 |
| | | | | SEAT | 43/45 | 907, 908 |






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|---|---|---|---|---------------|------------|---|
| | | | | STEYR | 2 | 942 |
| 88 588 190 | | 92 792 960 | 87 | HANOMAG | 1 | 382 |
| | | | | MERCEDES-BENZ | 14 | 609 |
| | | | | SEAT | 46 | 908 |
| 88 588 190 | | 93 309 960 | 87 | MERCEDES-BENZ | 16 | 610 |
| | | | | SEAT | 44 | 908 |
| 88 589 110 | 50 006 663 | | 88 | CATERPILLAR | 1 | 186 |
| | | | | CITROEN | 33 | 210 |
| | | | | FIAT / IVECO | 34 | 323 |
| | | | | PEUGEOT | 35 | 769 |
| 88 592 110 | | | 84 | ALFA ROMEO | 8 | 138 |
| 88 593 190 | | 91 476 960 | 95 | FIAT / IVECO | 51 | 332 |
| | | | | UTB | 1 | 980 |
| 88 600 110 | | | 137 | FIAT / IVECO | 85 | 349 |
| | | | | OM | 12 | 715 |
| 88 600 110 | | 92 329 970 | 137 | FIAT / IVECO | 86 | 350 |
| 88 600 111 | | | 137 | FIAT / IVECO | 85/86 | 349, 350 |
| | | | | OM | 12 | 715 |
| 88 600 113 | | | 137 | FIAT / IVECO | 85/86 | 349, 350 |
| | | | | OM | 12 | 715 |
| 88 602 110 | | 93 173 960 | 105,57 | VOLVO-BM | 18 | 1112 |
| 88 602 110 | | 93 174 970 | 105,57 | VOLVO-BM | 19 | 1112 |
| 88 602 110 | | 93 371 960 | 105,57 | VOLVO-BM | 18 | 1112 |
| 88 602 110 | | 93 544 970 | 105,57 | VOLVO-BM | 21 | 1113 |
| 88 602 110 | | 93 545 970 | 105,57 | VOLVO-BM | 20 | 1113 |
| 88 603 110 | | | 83 | NISSAN | 12 | 704 |
| 88 624 110 | | | 118 | DAF | 8 | 233 |
| 88 624 110 | | 90 112 960 | 118 | DAF | 9 | 233 |
| 88 624 110 | | 90 545 960 | 118 | DAF | 9 | 233 |
| 88 624 110 | | 92 128 960 | 118 | DAF | 10 | 234 |
| 88 624 110 | | 99 436 960 | 118 | DAF | 11 | 234 |
| 88 624 110 | | 99 437 960 | 118 | DAF | 12 | 235 |
| 88 625 110 | | 91 005 972 | 95 | MWM | 5 | 686 |
| | | | | RENAULT | 45 | 812 |
| 88 631 190 | | 92 628 960 | 100 | FIAT / IVECO | 55 | 335 |
| | | | | OM | 8 | 714 |
| 88 631 192 | | 92 628 964 | 100 | FIAT / IVECO | 55 | 335 |
| | | | | OM | 8 | 714 |
| 88 634 110 | | | 84 | PEUGEOT | 22 | 765 |
| 88 634 110 | | 92 409 970 | 84 | CITROEN | 20 | 206 |
| | | | | FIAT / IVECO | 24 | 320 |
| | | | | PEUGEOT | 23 | 766 |
| 88 635 190 | | 91 557 970 | 105 | MWM | 9 | 689 |
| | | | | RENAULT | 52 | 816 |
| 88 635 190 | | 93 045 960 | 105 | DEUTZ | 37 | 264 |
| | | | | MWM | 11 | 690 |
| | | | | RENAULT | 54 | 817 |
| 88 635 190 | | 93 061 960 | 105 | MWM | 9 | 689 |
| | | | | RENAULT | 52 | 816 |
| 88 635 190 | | 93 062 960 | 105 | MWM | 12 | 691 |
| 88 635 190 | | 93 069 960 | 105 | MWM | 9 | 689 |
| | | | | RENAULT | 52 | 816 |
| 88 635 190 | | 93 355 960 | 105 | DEUTZ | 37 | 264 |
| | | | | MWM | 11 | 690 |
| | | | | RENAULT | 54 | 817 |
| 88 640 110 | | 40 550 960 | 130 | DAF | 23 | 239 |
| 88 640 110 | | 92 130 960 | 130 | DAF | 14 | 235 |
| 88 640 110 | | 93 052 960 | 130 | DAF | 15 | 236 |
| 88 640 110 | | 94 445 960 | 130 | DAF | 19 | 237 |
| 88 640 110 | | 94 446 960 | 130 | DAF | 20 | 238 |
| 88 640 110 | | 94 447 960 | 130 | DAF | 18 | 237 |
| 88 640 110 | | 94 448 960 | 130 | DAF | 17 | 237 |
| 88 640 110 | | 94 456 960 | 130 | DAF | 16 | 236 |
| 88 640 110 | | 94 896 960 | 130 | DAF | 21 | 238 |
| 88 640 110 | | 99 900 960 | 130 | DAF | 24 | 239 |

|  |  |  |  | | Pos |  |
|---|---|---|---|----------------------|------------|---|
| 88 640 110 | | 99 984 960 | 130 | DAF | 22 | 238 |
| 88 640 110 | | 99 985 960 | 130 | DAF | 25 | 239 |
| 88 644 110 | | | 120 | HANOMAG | 4 | 383 |
| 88 645 110 | | | 128 | HANOMAG | 6 | 384 |
| 88 645 110 | | 92 968 960 | 128 | HANOMAG | 8 | 385 |
| 88 645 110 | | 92 969 960 | 128 | HANOMAG | 7 | 385 |
| 88 668 110 | | 92 523 960 | 93 | PORSCHE | 2 | 780 |
| | | | | VOLKSWAGEN | 73 | 1055 |
| 88 669 110 | | | 94 | PORSCHE | 3 | 780 |
| | | | | VOLKSWAGEN | 76 | 1056 |
| 88 669 110 | | 92 803 960 | 94 | VOLKSWAGEN | 77 | 1056 |
| 88 670 110 | | | 102 | RENAULT | 51 | 815 |
| | | | | RENAULT TRUCKS (RVI) | 13 | 831 |
| | | | | ROMAN-DIESEL | 1 | 844 |
| | | | | SAVIEM | 3 | 860 |
| 88 670 110 | | 92 498 960 | 102 | MAN | 3 | 486 |
| | | | | RENAULT | 50 | 815 |
| | | | | RENAULT TRUCKS (RVI) | 12 | 830 |
| | | | | SAVIEM | 1 | 860 |
| 88 681 190 | | | 90,9 | MERCEDES-BENZ | 45 | 620 |
| 88 681 190 | | 92 800 960 | 90,9 | MERCEDES-BENZ | 44 | 620 |
| | | | | STEYR | 4 | 943 |
| 88 681 190 | | 93 444 960 | 90,9 | MERCEDES-BENZ | 46 | 620 |
| | | | | STEYR | 5 | 943 |
| 88 684 110 | | | 102 | DEUTZ | 27 | 261 |
| 88 684 110 | | 90 669 960 | 102 | DEUTZ | 23 | 259 |
| 88 684 110 | | 93 280 960 | 102 | DEUTZ | 25 | 260 |
| 88 684 110 | | 93 315 960 | 102 | DEUTZ | 23 | 259 |
| 88 684 110 | | 93 741 960 | 102 | DEUTZ | 24 | 260 |
| 88 684 110 | | 94 452 960 | 102 | DEUTZ | 29 | 261 |
| 88 684 110 | | 94 486 970 | 102 | DEUTZ | 26 | 260 |
| 88 684 110 | | 94 567 960 | 102 | DEUTZ | 30 | 262 |
| 88 684 110 | | 94 668 960 | 102 | DEUTZ | 30 | 262 |
| 88 684 110 | | 94 669 960 | 102 | DEUTZ | 30 | 262 |
| 88 684 110 | | 99 342 960 | 102 | DEUTZ | 28 | 261 |
| 88 684 110 | | 99 343 960 | 102 | DEUTZ | 36 | 264 |
| 88 828 190 | | | 87 | MERCEDES-BENZ | 13/15 | 609, 609 |
| | | | | SEAT | 43/45 | 907, 908 |
| | | | | STEYR | 2 | 942 |
| 88 828 190 | | 92 792 961 | 87 | HANOMAG | 1 | 382 |
| | | | | MERCEDES-BENZ | 14 | 609 |
| | | | | SEAT | 46 | 908 |
| 88 828 190 | | 93 309 961 | 87 | MERCEDES-BENZ | 16 | 610 |
| | | | | SEAT | 44 | 908 |
| 88 834 110 | | 91 490 962 | 135 | DEUTZ | 53 | 270 |
| 88 839 110 | | 91 753 960 | 100 | MWM | 8 | 688 |
| | | | | RENAULT | 48 | 814 |
| 88 839 110 | | 93 063 960 | 100 | MWM | 7 | 687 |
| | | | | RENAULT | 49 | 814 |
| 88 850 110 | | 91 753 961 | 100 | MWM | 8 | 688 |
| | | | | RENAULT | 48 | 814 |
| 88 850 110 | | 93 063 961 | 100 | MWM | 7 | 687 |
| | | | | RENAULT | 49 | 815 |
| 88 852 110 | | 92 986 962 | 121 | MAN | 24 | 501 |
| | | | | RABA | 1 | 783 |
| | | | | ROMAN-DIESEL | 2 | 844 |
| | | | | SAVIEM | 5 | 861 |
| 88 852 110 | | 92 989 962 | 121 | MAN | 23 | 500 |
| | | | | RABA | 2 | 783 |
| | | | | ROMAN-DIESEL | 3 | 844 |
| | | | | SAVIEM | 6 | 861 |
| 88 853 110 | | | 121 | MAN | 25 | 501 |
| 88 853 110 | | 92 986 960 | 121 | MAN | 24 | 501 |
| | | | | RABA | 1 | 783 |
| | | | | ROMAN-DIESEL | 2 | 844 |

|  |  |  |  | | Pos |  |
|---|---|---|---|----------------------|------------|---|
| | | | | SAVIEM | 5 | 861 |
| 88 853 110 | | 92 989 960 | 121 | MAN | 23 | 500 |
| | | | | RABA | 2 | 783 |
| | | | | ROMAN-DIESEL | 3 | 844 |
| | | | | SAVIEM | 6 | 861 |
| 88 854 110 | | 92 986 961 | 121 | MAN | 24 | 501 |
| | | | | RABA | 1 | 783 |
| | | | | ROMAN-DIESEL | 2 | 844 |
| | | | | SAVIEM | 5 | 861 |
| 88 854 110 | | 92 989 961 | 121 | MAN | 23 | 500 |
| | | | | RABA | 2 | 783 |
| | | | | ROMAN-DIESEL | 3 | 844 |
| | | | | SAVIEM | 6 | 861 |
| 88 860 110 | | | 95 | DEUTZ | 10 | 254 |
| 88 865 110 | | 92 666 960 | 108 | MAN | 8 | 488 |
| | | | | RENAULT TRUCKS (RVI) | 16 | 833 |
| | | | | SAVIEM | 4 | 861 |
| 88 866 110 | | 92 666 961 | 108 | MAN | 8 | 488 |
| | | | | RENAULT TRUCKS (RVI) | 16 | 833 |
| | | | | SAVIEM | 4 | 861 |
| 88 868 110 | 50 006 608 | 91 353 960 | 104,775 | VOLVO | 29 | 1080 |
| | | | | VOLVO-BM | 11 | 1109 |
| 88 868 110 | 50 006 608 | 91 354 960 | 104,775 | VOLVO | 30 | 1080 |
| | | | | VOLVO-BM | 12 | 1109 |
| 88 868 110 | 50 006 608 | 92 827 960 | 104,775 | VOLVO | 31 | 1081 |
| | | | | VOLVO-BM | 15 | 1111 |
| 88 868 110 | 50 006 608 | 93 166 960 | 104,775 | VOLVO | 33 | 1082 |
| | | | | VOLVO-BM | 14 | 1110 |
| 88 868 110 | 50 006 608 | 93 751 960 | 104,775 | VOLVO | 32 | 1081 |
| | | | | VOLVO-BM | 13 | 1110 |
| 88 869 190 | | | 128 | MERCEDES-BENZ | 93 | 648 |
| 88 869 190 | | 93 568 960 | 128 | MERCEDES-BENZ | 92 | 647 |
| 88 871 110 | | 92 767 960 | 123 | MAN | 26 | 501 |
| | | | | RABA | 6 | 784 |
| | | | | SAVIEM | 7 | 861 |
| 88 877 110 | | | 110 | ZETOR | 5 | 1132 |
| 88 877 110 | | 93 891 960 | 110 | ZETOR | 4 | 1132 |
| 88 891 150 | | 90 730 960 | 98,425 | IHC-CASE (CNH) | 4 | 403 |
| 88 891 150 | | 92 952 960 | 98,425 | IHC-CASE (CNH) | 4 | 403 |
| 88 891 150 | | 92 982 960 | 98,425 | IHC-CASE (CNH) | 6 | 404 |
| 88 892 150 | | 90 769 960 | 98,425 | IHC-CASE (CNH) | 5 | 404 |
| 88 892 150 | | 92 951 960 | 98,425 | IHC-CASE (CNH) | 5 | 404 |
| 89 000 110 | | 93 013 960 | 98 | LEYLAND | 1 | 461 |
| 89 002 190 | | | 111,778 | FORD | 59 | 379 |
| 89 002 190 | | 93 858 960 | 111,778 | FORD | 56 | 378 |
| 89 002 190 | | 97 250 960 | 111,778 | FORD | 57 | 378 |
| 89 002 190 | | 97 505 960 | 111,76 | FORD | 55 | 377 |
| 89 002 190 | | 97 507 960 | 111,778 | FORD | 58 | 379 |
| 89 002 190 | | 99 382 960 | 111,778 | FORD | 56 | 378 |
| 89 002 190 | | 99 383 960 | 111,778 | FORD | 57 | 378 |
| 89 005 110 | | | 100 | DEUTZ | 16 | 256 |
| 89 005 110 | | 91 395 971 | 100 | DEUTZ | 15 | 256 |
| | | | | IHC-CASE (CNH) | 13 | 408 |
| 89 005 110 | | 92 815 960 | 100 | DEUTZ | 15 | 256 |
| | | | | IHC-CASE (CNH) | 13 | 408 |
| 89 005 110 | | 92 834 961 | 100 | DEUTZ | 14 | 255 |
| 89 005 110 | | 93 535 960 | 100 | DEUTZ | 15 | 256 |
| | | | | IHC-CASE (CNH) | 13 | 408 |
| 89 008 110 | | 91 005 971 | 95 | MWM | 5 | 686 |
| | | | | RENAULT | 45 | 811 |
| 89 016 110 | 50 006 620 | | 98,43 | VOLVO | 24 | 1077 |
| 89 016 110 | 50 006 620 | 93 153 960 | 98,43 | VOLVO | 22 | 1076 |
| | | | | VOLVO-BM | 4 | 1105 |
| 89 016 110 | 50 006 620 | 93 154 960 | 98,43 | VOLVO | 21 | 1076 |
| | | | | VOLVO-BM | 5 | 1106 |






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| 89 016 110 | 50 006 620 | 93 474 970 | 98,43 | VOLVO | 23 | 1077 |
| | | | | VOLVO-BM | 6 | 1106 |
| 89 018 150 | | | 100 | IHC-CASE (CNH) | 11 | 408 |
| 89 018 150 | | 93 253 960 | 100 | IHC-CASE (CNH) | 12 | 408 |
| 89 018 150 | | 93 445 970 | 100 | IHC-CASE (CNH) | 14 | 409 |
| 89 020 110 | | | 125 | FIAT / IVECO | 81/82 | 347, 347 |
| 89 022 190 | | 92 144 981 | 101,054 | FIAT / IVECO | 58 | 336 |
| | | | | MASSEY-FERGUSON | 13 | 555 |
| | | | | PERKINS | 21 | 750 |
| 89 022 190 | | 93 175 960 | 101,054 | FIAT / IVECO | 57 | 336 |
| | | | | MASSEY-FERGUSON | 14 | 556 |
| | | | | PERKINS | 22 | 750 |
| 89 022 190 | | 93 368 961 | 101,054 | PERKINS | 20 | 749 |
| 89 022 190 | | 93 569 961 | 101,054 | FIAT / IVECO | 58 | 336 |
| | | | | MASSEY-FERGUSON | 13 | 555 |
| | | | | PERKINS | 21 | 750 |
| 89 023 110 | | 93 208 960 | 115 | FIAT / IVECO | 75 | 344 |
| | | | | OM | 11 | 714 |
| 89 024 110 | | 93 209 960 | 115 | FIAT / IVECO | 74 | 344 |
| | | | | OM | 10 | 714 |
| 89 024 110 | | 99 445 970 | 115 | FIAT / IVECO | 76 | 345 |
| 89 025 190 | | | 92 | PERKINS | 8 | 742 |
| | | | | VOLKSWAGEN | 71 | 1055 |
| 89 027 110 | | | 78 | PEUGEOT | 9 | 761 |
| 89 027 110 | | 93 272 960 | 78 | PEUGEOT | 8 | 761 |
| 89 028 110 | 50 006 650 | 93 757 960 | 106,5 | JOHN DEERE | 4 | 425 |
| 89 028 110 | 50 006 650 | 93 759 960 | 106,5 | JOHN DEERE | 6 | 425 |
| 89 028 110 | 50 006 650 | 94 359 960 | 106,5 | JOHN DEERE | 5 | 425 |
| 89 028 110 | 50 006 650 | 94 360 960 | 106,5 | JOHN DEERE | 7 | 426 |
| 89 030 110 | | | 125 | DEUTZ | 45 | 268 |
| 89 030 110 | | 91 043 970 | 125 | DEUTZ | 47 | 268 |
| 89 030 110 | | 91 046 970 | 125 | DEUTZ | 47 | 268 |
| 89 030 110 | | 92 816 960 | 125 | DEUTZ | 46 | 268 |
| 89 030 110 | | 93 224 960 | 125 | DEUTZ | 44 | 267 |
| | | | | FORD | 60 | 379 |
| | | | | TAM | 3 | 963 |
| 89 032 190 | | 92 813 961 | 93,647 | FORD | 41 | 372 |
| 89 033 190 | | | 94 | DAF | 3/4 | 231, 232 |
| | | | | FORD | 45/47 | 373, 374 |
| | | | | PEUGEOT | 45/46/47 | 773, 773, 774 |
| | | | | SSANGYONG | 6 | 935 |
| | | | | TALBOT | 3 | 960 |
| 89 033 190 | | 92 598 960 | 94 | PEUGEOT | 44 | 772 |
| 89 033 190 | | 93 520 960 | 94 | FORD | 46 | 374 |
| | | | | PEUGEOT | 44 | 772 |
| 89 036 110 | 50 006 651 | | 102 | JOHN DEERE | 3 | 424 |
| 89 036 110 | 50 006 651 | 93 000 961 | 102 | JOHN DEERE | 2 | 424 |
| 89 039 110 | | 92 964 960 | 142 | DEUTZ | 54 | 272 |
| 89 042 190 | | | 91,48 | MASSEY-FERGUSON | 4 | 550 |
| | | | | PERKINS | 6/7 | 742, 742 |
| 89 042 190 | | 91 130 973 | 91,48 | FIAT / IVECO | 37 | 324 |
| | | | | MASSEY-FERGUSON | 2 | 549 |
| | | | | PERKINS | 5 | 742 |
| | | | | VOLVO-BM | 2 | 1105 |
| 89 042 190 | | 99 614 962 | 91,48 | FIAT / IVECO | 38 | 325 |
| | | | | MASSEY-FERGUSON | 3 | 550 |
| | | | | PERKINS | 4 | 741 |
| 89 043 190 | | 93 508 960 | 115 | HANOMAG | 3 | 383 |
| | | | | MERCEDES-BENZ | 79 | 641 |
| 89 044 190 | | | 86,5 | OPEL | 46 | 732 |
| 89 045 190 | | | 88 | OPEL | 48 | 733 |
| 89 046 190 | | 93 508 961 | 115 | HANOMAG | 3 | 383 |
| | | | | MERCEDES-BENZ | 79 | 641 |
| 89 048 190 | | | 92 | OPEL | 53 | 734 |






|  |  |  |  | | Pos |  |
|---|---|---|---|----------------------|------------|---|
| | | | | VAUXHALL | 50 | 998 |
| 89 048 190 | | 91 022 960 | 92 | OPEL | 54 | 734 |
| | | | | VAUXHALL | 51 | 999 |
| 89 054 110 | 50 006 638 | | 125 | MAN | 29 | 502 |
| 89 054 110 | 50 006 638 | 92 656 960 | 125 | MAN | 27 | 502 |
| 89 054 110 | 50 006 638 | 93 185 960 | 125 | MAN | 30 | 503 |
| 89 056 110 | 50 006 638 | | 125 | MAN | 33 | 506 |
| 89 056 110 | 50 006 638 | 92 824 960 | 125 | MAN | 31 | 504 |
| 89 056 110 | 50 006 638 | 92 994 960 | 125 | MAN | 31 | 504 |
| 89 056 110 | 50 006 638 | 92 995 960 | 125 | MAN | 31 | 504 |
| 89 056 110 | 50 006 638 | 93 076 960 | 125 | MAN | 28 | 502 |
| | | | | SAVIEM | 8 | 862 |
| 89 056 110 | 50 006 638 | 93 274 960 | 125 | MAN | 32 | 505 |
| 89 056 110 | 50 006 638 | 93 275 960 | 125 | MAN | 32 | 505 |
| 89 056 110 | 50 006 638 | 93 329 960 | 125 | MAN | 32 | 505 |
| 89 056 110 | 50 006 638 | 93 552 960 | 125 | MAN | 34 | 506 |
| 89 056 110 | 50 006 638 | 93 554 960 | 125 | MAN | 34 | 506 |
| 89 056 110 | 50 006 638 | 93 776 960 | 125 | MAN | 35 | 507 |
| 89 057 110 | 50 006 638 | | 125 | MAN | 33 | 506 |
| 89 057 110 | 50 006 638 | 92 824 961 | 125 | MAN | 31 | 504 |
| 89 057 110 | 50 006 638 | 92 994 961 | 125 | MAN | 31 | 504 |
| 89 057 110 | 50 006 638 | 92 995 961 | 125 | MAN | 31 | 504 |
| 89 057 110 | 50 006 638 | 93 076 961 | 125 | MAN | 28 | 502 |
| | | | | SAVIEM | 8 | 862 |
| 89 057 110 | 50 006 638 | 93 274 961 | 125 | MAN | 32 | 505 |
| 89 057 110 | 50 006 638 | 93 275 961 | 125 | MAN | 32 | 505 |
| 89 057 110 | 50 006 638 | 93 329 961 | 125 | MAN | 32 | 505 |
| 89 057 110 | 50 006 638 | 93 552 961 | 125 | MAN | 34 | 506 |
| 89 058 110 | | 94 631 960 | 102 | ZETOR | 3 | 1131 |
| 89 058 110 | | 94 886 960 | 102 | ZETOR | 3 | 1131 |
| 89 058 110 | | 94 887 960 | 102 | ZETOR | 2 | 1131 |
| 89 060 110 | | 93 696 960 | 76 | RENAULT | 6 | 796 |
| | | | | VOLVO | 2 | 1068 |
| 89 069 190 | | 90 274 981 | 97 | HANOMAG | 2 | 382 |
| | | | | MERCEDES-BENZ | 57 | 625 |
| | | | | TOYOTA | 18 | 976 |
| 89 069 190 | | 90 276 971 | 97 | FORD | 49 | 375 |
| | | | | MERCEDES-BENZ | 58 | 626 |
| 89 069 190 | | 92 581 961 | 97 | FORD | 49 | 375 |
| | | | | MERCEDES-BENZ | 58 | 626 |
| 89 069 190 | | 93 750 961 | 97 | MERCEDES-BENZ | 59 | 627 |
| 89 069 190 | | 93 882 961 | 97 | HANOMAG | 2 | 382 |
| | | | | MERCEDES-BENZ | 57 | 625 |
| | | | | TOYOTA | 18 | 976 |
| 89 073 190 | | 93 844 970 | 93 | CITROEN | 37 | 211 |
| | | | | FIAT / IVECO | 41 | 326 |
| | | | | PEUGEOT | 43 | 771 |
| 89 074 110 | | | 105 | SAME | 1 | 857 |
| 89 077 110 | 50 006 658 | 90 747 970 | 120 | RENAULT TRUCKS (RVI) | 20 | 834 |
| 89 078 110 | 50 006 658 | | 120 | RENAULT TRUCKS (RVI) | 23/27 | 835, 837 |
| 89 078 110 | 50 006 658 | 93 394 970 | 120 | RENAULT TRUCKS (RVI) | 21 | 834 |
| 89 078 110 | 50 006 658 | 93 932 970 | 120 | RENAULT TRUCKS (RVI) | 26 | 837 |
| 89 080 192 | | | 103 | FIAT / IVECO | 62 | 339 |
| 89 080 192 | | 90 654 963 | 103 | FIAT / IVECO | 61 | 338 |
| 89 082 110 | | 91 320 976 | 85,5 | VOLKSWAGEN | 69 | 1054 |
| 89 082 110 | | 91 322 973 | 85,5 | VOLKSWAGEN | 68 | 1054 |
| 89 082 110 | | 93 293 960 | 85,5 | VOLKSWAGEN | 67 | 1053 |
| 89 083 110 | | 93 472 960 | 100 | DEUTZ | 17 | 257 |
| 89 084 110 | 50 006 610 | | 130,175 | VOLVO | 56 | 1090 |
| 89 084 110 | 50 006 610 | 93 249 960 | 130,175 | VOLVO | 58 | 1091 |
| 89 084 110 | 50 006 610 | 93 250 960 | 130,175 | VOLVO | 57 | 1090 |
| 89 084 110 | 50 006 610 | 93 369 970 | 130,175 | VOLVO | 59 | 1092 |
| | | | | VOLVO-BM | 29 | 1116 |
| 89 085 110 | | | 135 | RENAULT TRUCKS (RVI) | 31 | 839 |
| 89 085 110 | | 90 947 971 | 135 | RENAULT TRUCKS (RVI) | 34 | 840 |






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|---|---|---|---|----------------------|-----------------------|---|
| 89 085 110 | | 93 504 971 | 135 | RENAULT TRUCKS (RVI) | 32 | 839 |
| 89 085 110 | | 93 987 971 | 135 | RENAULT TRUCKS (RVI) | 33 | 840 |
| 89 087 110 | 50 006 609 | 93 334 960 | 120,65 | VOLVO | 45 | 1086 |
| 89 088 110 | | | 115 | SCANIA | 1/4/7 | 869, 869, 870 |
| 89 088 110 | | 90 738 970 | 115 | SCANIA | 6 | 870 |
| 89 088 110 | | 93 152 961 | 115 | SCANIA | 3 | 869 |
| 89 091 110 | | | 102 | MAN | 5 | 487 |
| 89 091 110 | | 93 555 960 | 102 | MAN | 6 | 487 |
| 89 091 110 | | 93 721 960 | 102 | MAN | 6 | 487 |
| 89 092 110 | 50 006 657 | | 128 | MAN | 47/49 | 511, 512 |
| 89 092 110 | 50 006 657 | 40 667 960 | 128 | MAN | 59 | 522 |
| 89 092 110 | 50 006 657 | 91 487 970 | 128 | MAN | 53 | 517 |
| 89 092 110 | 50 006 657 | 92 052 970 | 128 | MAN | 50 | 513 |
| 89 092 110 | 50 006 657 | 94 944 960 | 128 | MAN | 54 | 518 |
| 89 092 110 | 50 006 657 | 94 948 960 | 128 | MAN | 56 | 519 |
| 89 092 110 | 50 006 657 | 94 949 960 | 128 | MAN | 58 | 522 |
| 89 092 120 | 50 007 891 | | 128 | MAN | 39 | 508 |
| 89 092 120 | 50 007 891 | 40 208 960 | 128 | MAN | 40 | 509 |
| 89 092 120 | 50 007 891 | 94 942 960 | 128 | MAN | 41 | 509 |
| 89 092 120 | 50 007 891 | 94 943 960 | 128 | MAN | 42 | 509 |
| 89 093 110 | 50 006 657 | | 128 | MAN | 49/50/53/ 54/56/58 | 512, 513, 517, 518, 519, 522 |
| 89 094 190 | | | 83 | FIAT / IVECO | 21 | 318 |
| | | | | SEAT | 42 | 907 |
| 89 097 110 | | | 86 | RENAULT | 26 | 804 |
| 89 097 110 | | 93 523 970 | 86 | CHRYSLER | 3 | 193 |
| | | | | RENAULT | 25 | 803 |
| 89 158 190 | | 92 587 960 | 107,21 | FORD | 54 | 377 |
| 89 161 190 | | 93 578 960 | 80 | OPEL | 23 | 726 |
| | | | | VAUXHALL | 23 | 991 |
| 89 162 110 | | | 92 | VOLVO | 16 | 1074 |
| 89 162 110 | | 93 471 960 | 92 | VOLVO | 15 | 1074 |
| 89 163 190 | | 90 732 960 | 76,5 | AUDI | 5 | 149 |
| | | | | NISSAN | 4 | 701 |
| | | | | STEYR | 1 | 942 |
| | | | | VOLKSWAGEN | 18 | 1028 |
| | | | | VOLVO | 4 | 1069 |
| 89 163 190 | | 93 260 960 | 76,5 | AUDI | 4 | 148 |
| | | | | VOLKSWAGEN | 17 | 1026 |
| | | | | VOLVO | 3 | 1068 |
| 89 167 190 | | | 104,775 | FORD | 51 | 376 |
| 89 167 190 | | 93 659 960 | 104,775 | FORD | 52 | 376 |
| 89 168 110 | | | 94 | VOLKSWAGEN | 79 | 1057 |
| 89 168 110 | | 90 129 970 | 94 | VOLKSWAGEN | 80 | 1057 |
| 89 168 110 | | 90 264 970 | 94 | VOLKSWAGEN | 81 | 1057 |
| 89 168 110 | | 93 457 960 | 94 | VOLKSWAGEN | 78 | 1057 |
| 89 173 110 | | | 102 | RENAULT | 51 | 815 |
| | | | | RENAULT TRUCKS (RVI) | 13 | 831 |
| | | | | ROMAN-DIESEL | 1 | 844 |
| | | | | SAVIEM | 3 | 860 |
| 89 173 110 | | 92 498 961 | 102 | MAN | 3 | 486 |
| | | | | RENAULT | 50 | 815 |
| | | | | RENAULT TRUCKS (RVI) | 12 | 830 |
| | | | | SAVIEM | 1 | 860 |
| 89 175 110 | 50 006 609 | 93 334 961 | 120,65 | VOLVO | 45 | 1086 |
| 89 175 110 | 50 006 609 | 93 660 960 | 120,65 | VOLVO | 46 | 1086 |
| 89 175 110 | 50 006 609 | 93 734 960 | 120,65 | VOLVO | 47 | 1087 |
| | | | | VOLVO-BM | 26 | 1115 |
| 89 177 190 | | | 97,5 | MERCEDES-BENZ | 66 | 633 |
| 89 177 190 | | 40 155 960 | 97 | TATA | 1 | 965 |
| 89 177 190 | | 90 274 982 | 97 | HANOMAG | 2 | 382 |
| | | | | MERCEDES-BENZ | 57 | 625 |
| | | | | TOYOTA | 18 | 976 |



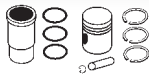









| | | | | | Pos | |
|------------|------------|------------|------|----------------------|------------|-----|
| 89 177 190 | | 90 276 972 | 97 | FORD | 49 | 375 |
| | | | | MERCEDES-BENZ | 58 | 626 |
| 89 177 190 | | 90 532 961 | 97,5 | MERCEDES-BENZ | 60 | 628 |
| 89 177 190 | | 91 550 960 | 97,5 | MERCEDES-BENZ | 63 | 632 |
| 89 177 190 | | 91 598 960 | 97,5 | MERCEDES-BENZ | 65 | 633 |
| 89 177 190 | | 92 525 970 | 97,5 | MERCEDES-BENZ | 64 | 633 |
| 89 177 190 | | 92 581 962 | 97 | FORD | 49 | 375 |
| | | | | MERCEDES-BENZ | 58 | 626 |
| 89 177 190 | | 93 750 962 | 97 | MERCEDES-BENZ | 59 | 627 |
| 89 177 190 | | 93 831 961 | 97,5 | MERCEDES-BENZ | 60 | 628 |
| 89 177 190 | | 93 882 962 | 97 | HANOMAG | 2 | 382 |
| | | | | MERCEDES-BENZ | 57 | 625 |
| | | | | TOYOTA | 18 | 976 |
| 89 177 190 | | 93 951 961 | 97,5 | MERCEDES-BENZ | 61 | 630 |
| 89 177 190 | | 93 964 961 | 97,5 | MERCEDES-BENZ | 61 | 630 |
| 89 177 190 | | 94 333 969 | 97,5 | MERCEDES-BENZ | 62 | 631 |
| 89 178 190 | | 90 274 980 | 97 | HANOMAG | 2 | 382 |
| | | | | MERCEDES-BENZ | 57 | 625 |
| | | | | TOYOTA | 18 | 976 |
| 89 178 190 | | 90 276 970 | 97 | FORD | 49 | 375 |
| | | | | MERCEDES-BENZ | 58 | 626 |
| 89 178 190 | | 92 581 960 | 97 | FORD | 49 | 375 |
| | | | | MERCEDES-BENZ | 58 | 626 |
| 89 178 190 | | 93 750 960 | 97 | MERCEDES-BENZ | 59 | 627 |
| 89 178 190 | | 93 882 960 | 97 | HANOMAG | 2 | 382 |
| | | | | MERCEDES-BENZ | 57 | 625 |
| | | | | TOYOTA | 18 | 976 |
| 89 179 110 | | 90 256 960 | 128 | MWM | 16 | 692 |
| 89 179 110 | | 93 769 960 | 128 | MWM | 17 | 693 |
| 89 179 110 | | 93 886 960 | 128 | MWM | 15 | 692 |
| 89 180 110 | 50 006 622 | 93 484 962 | 128 | MERCEDES-BENZ | 94 | 648 |
| 89 180 110 | 50 006 622 | 93 485 962 | 128 | MERCEDES-BENZ | 95 | 650 |
| 89 181 110 | 50 002 771 | 92 306 963 | 125 | HANOMAG | 5 | 384 |
| | | | | MERCEDES-BENZ | 80 | 641 |
| 89 181 110 | 50 002 771 | 93 332 962 | 125 | MERCEDES-BENZ | 81 | 642 |
| 89 181 110 | 50 002 771 | 93 515 972 | 125 | MERCEDES-BENZ | 82 | 643 |
| 89 181 110 | 50 002 771 | 93 516 972 | 125 | MERCEDES-BENZ | 82 | 643 |
| 89 182 110 | | 93 192 961 | 100 | STEYR | 8 | 944 |
| 89 182 110 | | 93 230 961 | 100 | STEYR | 9 | 945 |
| 89 183 190 | | | 93 | FIAT / IVECO | 42 | 327 |
| | | | | LANCIA | 18 | 458 |
| | | | | OM | 5 | 712 |
| | | | | RENAULT | 42 | 810 |
| 89 183 190 | | 93 378 971 | 93 | ALFA ROMEO | 12 | 139 |
| | | | | FIAT / IVECO | 40 | 325 |
| | | | | OM | 1 | 710 |
| | | | | RENAULT | 37 | 807 |
| | | | | RENAULT TRUCKS (RVI) | 2 | 824 |
| | | | | SEAT | 47 | 909 |
| 89 183 190 | | 93 883 970 | 93 | ALFA ROMEO | 13 | 140 |
| | | | | FIAT / IVECO | 46 | 329 |
| | | | | OPEL | 57 | 735 |
| | | | | RENAULT | 40 | 809 |
| | | | | VAUXHALL | 53 | 999 |
| 89 183 190 | | 93 911 971 | 93 | ALFA ROMEO | 12 | 139 |
| | | | | FIAT / IVECO | 40 | 325 |
| | | | | OM | 1 | 710 |
| | | | | RENAULT | 37 | 807 |
| | | | | RENAULT TRUCKS (RVI) | 2 | 824 |
| | | | | SEAT | 47 | 909 |
| 89 183 190 | | 94 576 970 | 93 | FIAT / IVECO | 47 | 329 |
| 89 183 191 | | | 93 | FIAT / IVECO | 42 | 327 |
| | | | | LANCIA | 18 | 458 |
| | | | | OM | 5 | 712 |
| | | | | RENAULT | 42 | 810 |



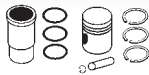


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|---|---|---|---|----------------------|------------|---|
| 89 183 191 | | 93 378 972 | 93 | ALFA ROMEO | 12 | 139 |
| | | | | FIAT / IVECO | 40 | 325 |
| | | | | OM | 1 | 710 |
| | | | | RENAULT | 37 | 807 |
| | | | | RENAULT TRUCKS (RVI) | 2 | 824 |
| | | | | SEAT | 47 | 909 |
| 89 183 191 | | 93 883 971 | 93 | ALFA ROMEO | 13 | 140 |
| | | | | FIAT / IVECO | 46 | 329 |
| | | | | OPEL | 57 | 735 |
| | | | | RENAULT | 40 | 809 |
| | | | | VAUXHALL | 53 | 999 |
| 89 183 191 | | 93 911 972 | 93 | ALFA ROMEO | 12 | 139 |
| | | | | FIAT / IVECO | 40 | 325 |
| | | | | OM | 1 | 710 |
| | | | | RENAULT | 37 | 807 |
| | | | | RENAULT TRUCKS (RVI) | 2 | 824 |
| | | | | SEAT | 47 | 909 |
| 89 183 191 | | 94 576 971 | 93 | FIAT / IVECO | 47 | 329 |
| 89 184 190 | | 93 648 970 | 83 | CITROEN | 18 | 205 |
| | | | | FIAT / IVECO | 23 | 319 |
| | | | | HYUNDAI | 1 | 398 |
| | | | | LADA | 8 | 447 |
| | | | | PEUGEOT | 20 | 764 |
| | | | | ROVER | 6 | 848 |
| | | | | SUZUKI | 5 | 956 |
| | | | | TALBOT | 2 | 960 |
| 89 186 110 | 50 006 657 | | 128 | MAN | 55/73/75 | 518, 539, 541 |
| 89 186 110 | 50 006 657 | 90 334 960 | 128 | MAN | 52 | 516 |
| 89 186 110 | 50 006 657 | 90 336 960 | 128 | MAN | 52 | 516 |
| 89 186 110 | 50 006 657 | 90 337 960 | 128 | MAN | 52 | 516 |
| 89 186 110 | 50 006 657 | 90 341 960 | 128 | MAN | 48 | 512 |
| 89 186 110 | 50 006 657 | 90 482 960 | 128 | MAN | 52 | 516 |
| 89 186 110 | 50 006 657 | 90 578 960 | 128 | MAN | 57/63 | 520, 526 |
| 89 186 110 | 50 006 657 | 90 579 960 | 128 | MAN | 57/63 | 520, 526 |
| 89 186 110 | 50 006 657 | 90 581 960 | 128 | MAN | 57/63 | 520, 526 |
| 89 186 110 | 50 006 657 | 90 582 960 | 128 | MAN | 57/63 | 520, 526 |
| 89 186 110 | 50 006 657 | 90 583 960 | 128 | MAN | 51/60 | 514, 523 |
| 89 186 110 | 50 006 657 | 90 584 960 | 128 | MAN | 51/60 | 514, 523 |
| 89 186 110 | 50 006 657 | 90 585 960 | 128 | MAN | 51/60 | 514, 523 |
| 89 186 110 | 50 006 657 | 94 394 960 | 128 | MAN | 64/68 | 528, 532 |
| 89 186 110 | 50 006 657 | 94 395 960 | 128 | MAN | 64/68 | 528, 532 |
| 89 186 110 | 50 006 657 | 94 396 960 | 128 | MAN | 64/68 | 528, 532 |
| 89 186 110 | 50 006 657 | 94 397 960 | 128 | MAN | 64/68 | 528, 532 |
| 89 186 110 | 50 006 657 | 94 469 960 | 128 | MAN | 62 | 525 |
| 89 186 110 | 50 006 657 | 94 846 960 | 128 | MAN | 71 | 536 |
| 89 186 110 | 50 006 657 | 94 847 960 | 128 | MAN | 71 | 536 |
| 89 186 110 | 50 006 657 | 94 848 960 | 128 | MAN | 71 | 536 |
| 89 186 110 | 50 006 657 | 94 849 960 | 128 | MAN | 71 | 536 |
| 89 186 110 | 50 006 657 | 94 850 960 | 128 | MAN | 70/76 | 534, 541 |
| 89 186 110 | 50 006 657 | 94 851 960 | 128 | MAN | 70/76 | 534, 541 |
| 89 186 110 | 50 006 657 | 94 852 960 | 128 | MAN | 70/76 | 534, 541 |
| 89 186 110 | 50 006 657 | 99 330 960 | 128 | MAN | 65/77 | 530, 543 |
| 89 186 110 | 50 006 657 | 99 331 960 | 128 | MAN | 65/77 | 530, 543 |
| 89 186 110 | 50 006 657 | 99 332 960 | 128 | MAN | 65/77 | 530, 543 |
| 89 186 110 | 50 006 657 | 99 404 960 | 128 | MAN | 72 | 538 |
| 89 186 110 | 50 006 657 | 99 405 960 | 128 | MAN | 72 | 538 |
| 89 186 110 | 50 006 657 | 99 406 960 | 128 | MAN | 72 | 538 |
| 89 186 120 | 50 007 891 | | 128 | MAN | 38/45/46 | 508, 510, 511 |
| 89 186 120 | 50 007 891 | 40 207 960 | 128 | MAN | 44 | 510 |
| 89 186 120 | 50 007 891 | 94 941 960 | 128 | MAN | 37 | 508 |
| 89 186 120 | 50 007 891 | 99 548 960 | 128 | MAN | 43 | 510 |
| 89 192 110 | 50 002 771 | | 125 | MERCEDES-BENZ | 84 | 643 |
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




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|---|---|---|---|---------------|------------|---|
| 89 192 110 | 50 002 771 | 93 298 962 | 125 | MERCEDES-BENZ | 86 | 644 |
| 89 192 110 | 50 002 771 | 93 585 962 | 125 | MERCEDES-BENZ | 85 | 644 |
| 89 193 190 | | | 87 | MERCEDES-BENZ | 18 | 611 |
| 89 193 190 | | 90 016 961 | 87 | MERCEDES-BENZ | 19 | 611 |
| 89 193 190 | | 94 330 960 | 87 | MERCEDES-BENZ | 17 | 610 |
| 89 193 190 | | 94 674 960 | 87 | MERCEDES-BENZ | 17 | 610 |
| 89 193 190 | | 94 819 970 | 87 | MERCEDES-BENZ | 20 | 611 |
| 89 193 190 | | 94 820 970 | 87 | MERCEDES-BENZ | 21 | 612 |
| | | | | STEYR | 3 | 943 |
| 89 194 110 | | | 72 | CITROEN | 2 | 200 |
| | | | | PEUGEOT | 2 | 759 |
| | | | | TALBOT | 1 | 960 |
| 89 195 190 | | | 103 | FIAT / IVECO | 62 | 339 |
| 89 195 190 | | 93 311 961 | 103 | FIAT / IVECO | 61 | 338 |
| 89 196 110 | | 90 843 960 | 90 | KOMPRESSOR | 9 | 438 |
| | | | | MERCEDES-BENZ | 39 | 618 |
| 89 196 110 | | 90 843 970 | 90 | KOMPRESSOR | 8 | 437 |
| | | | | MAN | 1 | 485 |
| 89 197 110 | | 91 557 971 | 105 | MWM | 9 | 689 |
| | | | | RENAULT | 52 | 816 |
| 89 197 110 | | 93 045 961 | 105 | DEUTZ | 37 | 264 |
| | | | | MWM | 11 | 690 |
| | | | | RENAULT | 54 | 817 |
| 89 197 110 | | 93 061 961 | 105 | MWM | 9 | 689 |
| | | | | RENAULT | 52 | 816 |
| 89 197 110 | | 93 062 961 | 105 | MWM | 12 | 691 |
| 89 197 110 | | 93 069 961 | 105 | MWM | 9 | 689 |
| | | | | RENAULT | 52 | 816 |
| 89 197 110 | | 93 355 961 | 105 | DEUTZ | 37 | 264 |
| | | | | MWM | 11 | 690 |
| | | | | RENAULT | 54 | 817 |
| 89 198 190 | | | 97,5 | MERCEDES-BENZ | 64 | 633 |
| 89 198 190 | | 90 532 960 | 97,5 | MERCEDES-BENZ | 60 | 628 |
| 89 198 190 | | 93 831 960 | 97,5 | MERCEDES-BENZ | 60 | 628 |
| 89 198 190 | | 93 951 960 | 97,5 | MERCEDES-BENZ | 61 | 630 |
| 89 198 190 | | 93 964 960 | 97,5 | MERCEDES-BENZ | 61 | 630 |
| 89 301 110 | | | 83 | CITROEN | 13/14 | 203, 204 |
| | | | | PEUGEOT | 15/17 | 763, 763 |
| 89 301 110 | | 90 382 970 | 83 | CITROEN | 15 | 204 |
| | | | | PEUGEOT | 16 | 763 |
| 89 301 110 | | 93 846 980 | 83 | CITROEN | 12 | 203 |
| | | | | FIAT / IVECO | 19 | 318 |
| | | | | PEUGEOT | 14 | 762 |
| 89 301 110 | | 94 351 970 | 83 | CITROEN | 16 | 205 |
| | | | | FIAT / IVECO | 20 | 318 |
| | | | | PEUGEOT | 19 | 764 |
| 89 301 110 | | 94 742 970 | 83 | CITROEN | 17 | 205 |
| | | | | PEUGEOT | 18 | 764 |
| 89 309 110 | | 90 436 960 | 86 | CHRYSLER | 2 | 192 |
| | | | | RENAULT | 27 | 804 |
| 89 316 190 | | | 80 | CITROEN | 10 | 203 |
| | | | | HONDA | 2 | 395 |
| | | | | PEUGEOT | 12 | 762 |
| | | | | ROVER | 4 | 847 |
| 89 316 190 | | 93 784 970 | 80 | CITROEN | 9 | 202 |
| | | | | PEUGEOT | 11 | 761 |
| 89 317 190 | | | 104 | FIAT / IVECO | 66/67 | 341, 341 |
| 89 317 190 | | 90 152 960 | 104 | FIAT / IVECO | 63 | 339 |
| 89 317 190 | | 90 937 960 | 104 | FIAT / IVECO | 65 | 340 |
| 89 317 190 | | 94 450 960 | 104 | FIAT / IVECO | 68 | 342 |
| 89 317 190 | | 94 451 960 | 104 | FIAT / IVECO | 69 | 342 |
| 89 317 192 | | | 104 | FIAT / IVECO | 63/67 | 339, 341 |
| 89 317 192 | | 90 937 962 | 104 | FIAT / IVECO | 65 | 340 |
| 89 317 192 | | 94 450 962 | 104 | FIAT / IVECO | 68 | 342 |
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




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| 89 318 190 | | | 78 | RENAULT | 8/9 | 797, 797 |
| | | | | VOLVO | 5/6 | 1070, 1071 |
| 89 319 190 | | | 93 | ALFA ROMEO | 14 | 140 |
| | | | | FIAT / IVECO | 43 | 327 |
| | | | | OM | 3 | 711 |
| | | | | RENAULT | 38 | 808 |
| 89 319 190 | | | 94,4 | RENAULT | 43 | 810 |
| | | | | RENAULT TRUCKS (RVI) | 6 | 826 |
| 89 319 190 | | | 93 | RENAULT TRUCKS (RVI) | 4 | 825 |
| 89 319 190 | | 93 123 960 | 93 | ALFA ROMEO | 11 | 139 |
| | | | | FIAT / IVECO | 45 | 329 |
| | | | | OM | 2 | 710 |
| | | | | RENAULT | 39 | 808 |
| | | | | RENAULT TRUCKS (RVI) | 3 | 825 |
| 89 319 190 | | 94 382 960 | 93 | FIAT / IVECO | 44 | 328 |
| | | | | OM | 4 | 711 |
| | | | | RENAULT | 41 | 809 |
| | | | | RENAULT TRUCKS (RVI) | 5 | 825 |
| 89 319 191 | | | 93 | ALFA ROMEO | 14 | 140 |
| | | | | FIAT / IVECO | 43 | 327 |
| | | | | OM | 3 | 711 |
| 89 319 191 | | | 94,4 | RENAULT | 43 | 810 |
| 89 319 191 | | | 93 | RENAULT | 38 | 808 |
| 89 319 191 | | | 94,4 | RENAULT TRUCKS (RVI) | 6 | 826 |
| 89 319 191 | | | 93 | RENAULT TRUCKS (RVI) | 4 | 825 |
| 89 319 191 | | 93 123 961 | 93 | ALFA ROMEO | 11 | 139 |
| | | | | FIAT / IVECO | 45 | 329 |
| | | | | OM | 2 | 710 |
| | | | | RENAULT | 39 | 808 |
| | | | | RENAULT TRUCKS (RVI) | 3 | 825 |
| 89 319 191 | | 94 382 961 | 93 | FIAT / IVECO | 44 | 328 |
| | | | | OM | 4 | 711 |
| | | | | RENAULT | 41 | 809 |
| | | | | RENAULT TRUCKS (RVI) | 5 | 825 |
| 89 319 192 | | | 93 | ALFA ROMEO | 14 | 140 |
| | | | | FIAT / IVECO | 43 | 327 |
| | | | | OM | 3 | 711 |
| | | | | RENAULT | 38 | 808 |
| 89 319 192 | | | 94,4 | RENAULT | 43 | 810 |
| | | | | RENAULT TRUCKS (RVI) | 6 | 826 |
| 89 319 192 | | | 93 | RENAULT TRUCKS (RVI) | 4 | 825 |
| 89 319 192 | | 93 123 962 | 93 | ALFA ROMEO | 11 | 139 |
| | | | | FIAT / IVECO | 45 | 329 |
| | | | | OM | 2 | 710 |
| | | | | RENAULT | 39 | 808 |
| | | | | RENAULT TRUCKS (RVI) | 3 | 825 |
| 89 319 192 | | 94 382 962 | 93 | FIAT / IVECO | 44 | 328 |
| | | | | OM | 4 | 711 |
| | | | | RENAULT | 41 | 809 |
| | | | | RENAULT TRUCKS (RVI) | 5 | 825 |
| 89 319 193 | | | 93 | ALFA ROMEO | 14 | 140 |
| | | | | FIAT / IVECO | 43 | 327 |
| | | | | OM | 3 | 711 |
| | | | | RENAULT | 38 | 808 |
| 89 319 193 | | | 94,4 | RENAULT | 43 | 810 |
| 89 319 193 | | | 93 | RENAULT TRUCKS (RVI) | 4 | 825 |
| 89 319 193 | | | 94,4 | RENAULT TRUCKS (RVI) | 6 | 826 |
| 89 319 193 | | 93 123 963 | 93 | ALFA ROMEO | 11 | 139 |
| | | | | FIAT / IVECO | 45 | 329 |
| | | | | OM | 2 | 710 |
| | | | | RENAULT | 39 | 808 |
| | | | | RENAULT TRUCKS (RVI) | 3 | 825 |
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| | | | | OM | 4 | 711 |
| | | | | RENAULT | 41 | 809 |






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| | | | | RENAULT TRUCKS (RVI) | 5 | 825 |
| 89 320 110 | | | 100 | PERKINS | 18 | 748 |
| | | | | RENAULT TRUCKS (RVI) | 11 | 830 |
| 89 320 110 | | 94 543 963 | 100 | MASSEY-FERGUSON | 12 | 555 |
| | | | | PERKINS | 19 | 749 |
| 89 320 190 | | 93 267 960 | 100 | PERKINS | 18 | 748 |
| | | | | RENAULT TRUCKS (RVI) | 11 | 830 |
| 89 320 190 | | 94 543 960 | 100 | MASSEY-FERGUSON | 12 | 555 |
| | | | | PERKINS | 19 | 749 |
| 89 324 110 | 50 006 657 | | 128 | MAN | 55/73/75 | 518, 539, 541 |
| 89 324 110 | 50 006 657 | 90 334 961 | 128 | MAN | 52 | 516 |
| 89 324 110 | 50 006 657 | 90 336 961 | 128 | MAN | 52 | 516 |
| 89 324 110 | 50 006 657 | 90 337 961 | 128 | MAN | 52 | 516 |
| 89 324 110 | 50 006 657 | 90 341 961 | 128 | MAN | 48 | 512 |
| 89 324 110 | 50 006 657 | 90 482 961 | 128 | MAN | 52 | 516 |
| 89 324 110 | 50 006 657 | 90 578 961 | 128 | MAN | 57/63 | 520, 526 |
| 89 324 110 | 50 006 657 | 90 579 961 | 128 | MAN | 57/63 | 520, 526 |
| 89 324 110 | 50 006 657 | 90 581 961 | 128 | MAN | 57/63 | 520, 526 |
| 89 324 110 | 50 006 657 | 90 583 961 | 128 | MAN | 51/60 | 514, 523 |
| 89 324 110 | 50 006 657 | 90 584 961 | 128 | MAN | 51/60 | 514, 523 |
| 89 324 110 | 50 006 657 | 90 585 961 | 128 | MAN | 51/60 | 514, 523 |
| 89 324 110 | 50 006 657 | 94 394 961 | 128 | MAN | 64/68 | 528, 532 |
| 89 324 110 | 50 006 657 | 94 395 961 | 128 | MAN | 64/68 | 528, 532 |
| 89 324 110 | 50 006 657 | 94 396 961 | 128 | MAN | 64/68 | 528, 532 |
| 89 324 110 | 50 006 657 | 94 397 961 | 128 | MAN | 64/68 | 528, 532 |
| 89 324 110 | 50 006 657 | 94 846 961 | 128 | MAN | 71 | 536 |
| 89 324 110 | 50 006 657 | 94 847 961 | 128 | MAN | 71 | 536 |
| 89 324 110 | 50 006 657 | 94 848 961 | 128 | MAN | 71 | 536 |
| 89 324 110 | 50 006 657 | 94 849 961 | 128 | MAN | 71 | 536 |
| 89 324 110 | 50 006 657 | 94 850 961 | 128 | MAN | 70/76 | 534, 541 |
| 89 324 110 | 50 006 657 | 94 851 961 | 128 | MAN | 70/76 | 534, 541 |
| 89 324 110 | 50 006 657 | 94 852 961 | 128 | MAN | 70/76 | 534, 541 |
| 89 324 110 | 50 006 657 | 99 330 961 | 128 | MAN | 65/77 | 530, 543 |
| 89 324 110 | 50 006 657 | 99 331 961 | 128 | MAN | 65/77 | 530, 543 |
| 89 324 110 | 50 006 657 | 99 332 961 | 128 | MAN | 65/77 | 530, 543 |
| 89 324 120 | 50 007 891 | | 128 | MAN | 45/46 | 510, 511 |
| 89 324 120 | 50 007 891 | 40 207 961 | 128 | MAN | 44 | 510 |
| 89 324 120 | 50 007 891 | 94 941 961 | 128 | MAN | 37 | 508 |
| 89 326 190 | | 40 274 960 | 104 | FIAT / IVECO | 70 | 343 |
| 89 326 190 | | 90 158 970 | 104 | FIAT / IVECO | 64 | 340 |
| | | | | OM | 9 | 714 |
| 89 326 192 | | 40 274 962 | 104 | FIAT / IVECO | 70 | 343 |
| 89 326 192 | | 90 158 972 | 104 | FIAT / IVECO | 64 | 340 |
| | | | | OM | 9 | 714 |
| 89 328 110 | 50 006 623 | | 130,175 | VOLVO | 61/62 | 1093, 1093 |
| | | | | VOLVO-BM | 30 | 1117 |
| 89 328 110 | 50 006 623 | 90 081 960 | 130,175 | VOLVO | 64 | 1094 |
| | | | | VOLVO-BM | 32 | 1117 |
| 89 328 110 | 50 006 623 | 93 249 961 | 130,175 | VOLVO | 58 | 1091 |
| 89 328 110 | 50 006 623 | 93 369 971 | 130,175 | VOLVO | 59 | 1092 |
| | | | | VOLVO-BM | 29 | 1116 |
| 89 328 110 | 50 006 623 | 99 488 960 | 130,175 | VOLVO | 63 | 1094 |
| 89 334 110 | | | 88 | RENAULT | 33 | 806 |
| 89 334 110 | | 90 056 980 | 88 | PEUGEOT | 37 | 770 |
| | | | | RENAULT | 32 | 806 |
| 89 334 110 | | 90 063 970 | 88 | CITROEN | 32 | 210 |
| | | | | PEUGEOT | 36 | 770 |
| | | | | RENAULT | 31 | 805 |
| 89 335 110 | | 90 031 960 | 105 | MWM | 13 | 691 |
| 89 335 110 | | 90 093 960 | 105 | MWM | 10 | 690 |
| | | | | RENAULT | 53 | 817 |
| 89 335 110 | | 90 563 960 | 105 | MWM | 14 | 692 |
| 89 340 110 | 50 006 657 | | 125 | MAN | 29 | 502 |
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

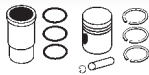


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| 89 341 110 | | 90 669 961 | 102 | DEUTZ | 23 | 259 |
| 89 341 110 | | 93 315 961 | 102 | DEUTZ | 23 | 259 |
| 89 341 110 | | 99 701 960 | 102 | DEUTZ | 33 | 263 |
| 89 341 110 | | 99 775 960 | 102 | DEUTZ | 34 | 263 |
| 89 341 110 | | 99 955 960 | 102 | DEUTZ | 35 | 264 |
| 89 342 190 | | | 89 | MERCEDES-BENZ | 31/32 | 615, 615 |
| 89 342 190 | | 93 613 970 | 89 | MERCEDES-BENZ | 30 | 615 |
| 89 342 190 | | 93 673 970 | 89 | MERCEDES-BENZ | 33 | 616 |
| 89 351 110 | | | 75,5 | SKODA | 2 | 915 |
| 89 352 110 | 50 006 635 | | 98,43 | VOLVO | 24/27 | 1077, 1078 |
| | | | | VOLVO-BM | 8 | 1107 |
| 89 352 110 | 50 006 635 | 93 154 961 | 98,43 | VOLVO | 21 | 1076 |
| | | | | VOLVO-BM | 5 | 1106 |
| 89 352 110 | 50 006 635 | 93 474 971 | 98,43 | VOLVO | 23 | 1077 |
| | | | | VOLVO-BM | 6 | 1106 |
| 89 352 110 | 50 006 635 | 99 408 960 | 98,43 | VOLVO | 25 | 1077 |
| | | | | VOLVO-BM | 7 | 1106 |
| 89 358 190 | | | 95 | DAIHATSU | 2 | 243 |
| | | | | HINO | 1 | 392 |
| | | | | TOYOTA | 14 | 975 |
| 89 359 110 | | | 86 | ISUZU | 5 | 413 |
| 89 360 110 | | | 88 | ISUZU | 6 | 414 |
| | | | | SSANGYONG | 1 | 934 |
| 89 366 110 | 50 006 637 | | 127 | SCANIA | 27 | 877 |
| 89 366 110 | 50 006 637 | 93 399 961 | 127 | SCANIA | 16 | 873 |
| 89 367 110 | 50 006 637 | | 127 | SCANIA | 26 | 877 |
| 89 367 110 | 50 006 637 | 90 759 961 | 127 | SCANIA | 21 | 875 |
| 89 367 110 | 50 006 637 | 90 946 960 | 127 | SCANIA | 17 | 874 |
| 89 367 110 | 50 006 637 | 93 398 961 | 127 | SCANIA | 19 | 875 |
| 89 367 110 | 50 006 637 | 94 781 961 | 127 | SCANIA | 21 | 875 |
| 89 368 110 | 50 006 625 | | 144 | VOLVO | 73 | 1098 |
| 89 368 110 | 50 006 625 | 99 365 960 | 144 | VOLVO | 72 | 1097 |
| 89 370 110 | 50 006 634 | | 104,775 | VOLVO | 35 | 1082 |
| 89 370 110 | 50 006 634 | 90 741 961 | 104,775 | VOLVO | 34 | 1082 |
| | | | | VOLVO-BM | 16 | 1111 |
| 89 370 110 | 50 006 634 | 92 827 961 | 104,775 | VOLVO | 31 | 1081 |
| | | | | VOLVO-BM | 15 | 1111 |
| 89 380 110 | 50 006 624 | 92 306 965 | 125 | HANOMAG | 5 | 384 |
| | | | | MERCEDES-BENZ | 80 | 641 |
| 89 380 110 | 50 006 624 | 93 231 960 | 125 | MERCEDES-BENZ | 87 | 645 |
| 89 380 110 | 50 006 624 | 93 332 965 | 125 | MERCEDES-BENZ | 81 | 642 |
| 89 380 110 | 50 006 624 | 94 656 960 | 125 | MERCEDES-BENZ | 87 | 645 |
| 89 384 110 | | | 125 | DEUTZ | 45 | 268 |
| 89 384 110 | | 91 043 971 | 125 | DEUTZ | 47 | 268 |
| 89 384 110 | | 91 046 971 | 125 | DEUTZ | 47 | 268 |
| 89 384 110 | | 92 816 961 | 125 | DEUTZ | 46 | 268 |
| 89 384 110 | | 93 224 961 | 125 | DEUTZ | 44 | 267 |
| | | | | FORD | 60 | 379 |
| | | | | TAM | 3 | 963 |
| 89 385 110 | | | 115 | SCANIA | 7 | 870 |
| 89 385 110 | | 90 221 962 | 115 | SCANIA | 5 | 870 |
| 89 385 110 | | 90 738 971 | 115 | SCANIA | 6 | 870 |
| 89 386 190 | | | 82,6 | ALFA ROMEO | 7 | 137 |
| | | | | FIAT / IVECO | 17/18 | 317, 318 |
| | | | | LANCIA | 11 | 455 |
| 89 386 190 | | 90 613 960 | 82,6 | FIAT / IVECO | 16 | 316 |
| | | | | LANCIA | 10 | 455 |
| 89 386 190 | | 92 231 960 | 82,6 | FIAT / IVECO | 15 | 315 |
| | | | | LANCIA | 9 | 454 |
| 89 387 110 | | 90 901 962 | 126 | STEYR | 15 | 949 |
| 89 387 110 | | 93 532 962 | 126 | STEYR | 14 | 949 |
| | | | | WEICHAI | 1 | 1122 |
| 89 389 110 | 50 006 624 | | 128 | MERCEDES-BENZ | 107/108 | 661, 662 |
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



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| 89 389 110 | 50 006 624 | 91 630 960 | 128 | MERCEDES-BENZ | 97 | 652 |
| 89 389 110 | 50 006 624 | 93 484 964 | 128 | MERCEDES-BENZ | 94 | 648 |
| 89 389 110 | 50 006 624 | 93 484 966 | 128 | MERCEDES-BENZ | 94 | 648 |
| 89 389 110 | 50 006 624 | 93 485 964 | 128 | MERCEDES-BENZ | 95 | 650 |
| 89 389 110 | 50 006 624 | 94 331 960 | 128 | MERCEDES-BENZ | 102 | 657 |
| 89 389 110 | 50 006 624 | 94 361 960 | 128 | MERCEDES-BENZ | 100 | 656 |
| 89 389 110 | 50 006 624 | 94 512 960 | 128 | MERCEDES-BENZ | 104 | 659 |
| 89 389 110 | 50 006 624 | 94 681 960 | 128 | MERCEDES-BENZ | 110 | 663 |
| 89 389 110 | 50 006 624 | 94 956 960 | 128 | MERCEDES-BENZ | 105 | 660 |
| 89 389 110 | 50 006 624 | 99 813 960 | 128 | MERCEDES-BENZ | 110 | 663 |
| 89 389 110 | 50 006 624 | 99 973 960 | 128 | MERCEDES-BENZ | 104 | 659 |
| 89 389 110 | 50 006 624 | 99 979 960 | 128 | MERCEDES-BENZ | 104 | 659 |
| 89 390 110 | 50 006 624 | | 128 | MERCEDES-BENZ | 88/106 | 645, 661 |
| 89 390 110 | 50 006 624 | 40 111 960 | 128 | MERCEDES-BENZ | 111 | 664 |
| 89 390 110 | 50 006 624 | 40 176 960 | 128 | MERCEDES-BENZ | 109 | 662 |
| 89 390 110 | 50 006 624 | 90 593 962 | 128 | MERCEDES-BENZ | 98 | 654 |
| 89 390 110 | 50 006 624 | 91 237 960 | 128 | MERCEDES-BENZ | 103 | 658 |
| 89 390 110 | 50 006 624 | 91 467 960 | 128 | MERCEDES-BENZ | 111 | 664 |
| 89 390 110 | 50 006 624 | 91 597 962 | 128 | MERCEDES-BENZ | 98 | 654 |
| 89 390 110 | 50 006 624 | 91 622 960 | 128 | MERCEDES-BENZ | 96 | 651 |
| 89 390 110 | 50 006 624 | 93 171 960 | 128 | MERCEDES-BENZ | 109 | 662 |
| 89 390 110 | 50 006 624 | 93 729 962 | 128 | MERCEDES-BENZ | 99 | 655 |
| 89 390 110 | 50 006 624 | 93 990 962 | 128 | MERCEDES-BENZ | 96 | 651 |
| 89 390 120 | 50 007 890 | 40 249 960 | 128 | MERCEDES-BENZ | 89 | 646 |
| 89 390 120 | 50 007 890 | 40 250 960 | 128 | MERCEDES-BENZ | 90 | 646 |
| 89 395 110 | 50 006 624 | | 128 | MERCEDES-BENZ | 107/108 | 661, 662 |
| 89 395 110 | 50 006 624 | 40 175 961 | 128 | MERCEDES-BENZ | 101 | 656 |
| 89 395 110 | 50 006 624 | 90 220 963 | 128 | MERCEDES-BENZ | 97 | 652 |
| 89 395 110 | 50 006 624 | 91 630 961 | 128 | MERCEDES-BENZ | 97 | 652 |
| 89 395 110 | 50 006 624 | 93 484 965 | 128 | MERCEDES-BENZ | 94 | 649 |
| 89 395 110 | 50 006 624 | 93 485 965 | 128 | MERCEDES-BENZ | 95 | 650 |
| 89 395 110 | 50 006 624 | 94 331 961 | 128 | MERCEDES-BENZ | 102 | 657 |
| 89 395 110 | 50 006 624 | 94 361 961 | 128 | MERCEDES-BENZ | 100 | 656 |
| 89 395 110 | 50 006 624 | 94 512 961 | 128 | MERCEDES-BENZ | 104 | 659 |
| 89 395 110 | 50 006 624 | 94 956 961 | 128 | MERCEDES-BENZ | 105 | 660 |
| 89 395 110 | 50 006 624 | 99 973 961 | 128 | MERCEDES-BENZ | 104 | 659 |
| 89 395 110 | 50 006 624 | 99 979 961 | 128 | MERCEDES-BENZ | 104 | 659 |
| 89 396 110 | 50 006 624 | 90 614 960 | 130 | MERCEDES-BENZ | 117 | 667 |
| 89 396 110 | 50 006 624 | 91 620 960 | 130 | MERCEDES-BENZ | 118 | 668 |
| 89 396 110 | 50 006 624 | 91 621 960 | 130 | MERCEDES-BENZ | 117 | 667 |
| 89 399 110 | 50 006 636 | 90 081 961 | 130,175 | VOLVO | 64 | 1094 |
| | | | | VOLVO-BM | 32 | 1117 |
| 89 399 110 | 50 006 636 | 90 924 960 | 130,175 | VOLVO | 60 | 1093 |
| | | | | VOLVO-BM | 31 | 1117 |
| 89 399 110 | 50 006 636 | 93 249 962 | 130,175 | VOLVO | 58 | 1091 |
| 89 399 110 | 50 006 636 | 93 369 972 | 130,175 | VOLVO | 59 | 1092 |
| | | | | VOLVO-BM | 29 | 1116 |
| 89 399 110 | 50 006 636 | 99 488 961 | 130,175 | VOLVO | 63 | 1094 |
| 89 399 110 | 50 006 636 | 99 966 961 | 130,175 | VOLVO | 66 | 1095 |
| 89 404 190 | | | 75 | SEAT | 6 | 892 |
| | | | | VOLKSWAGEN | 7 | 1023 |
| 89 409 110 | | 40 278 960 | 108 | DEUTZ | 39 | 266 |
| | | | | VOLVO | 40 | 1084 |
| | | | | VOLVO-BM | 22 | 1113 |
| 89 409 110 | | 40 908 960 | 108 | DEUTZ | 40 | 266 |
| | | | | SAME | 2 | 857 |
| 89 409 110 | | 94 573 960 | 108 | DEUTZ | 38 | 265 |
| | | | | VOLVO-BM | 23 | 1114 |
| 89 410 110 | | 90 915 970 | 102 | DEUTZ | 26 | 260 |
| 89 411 110 | | 40 275 960 | 127 | SCANIA | 44 | 884 |
| 89 411 110 | | 90 737 961 | 127 | SCANIA | 25 | 877 |
| 89 412 190 | | | 94 | DAF | 4 | 232 |
| | | | | FORD | 47 | 374 |
| | | | | PEUGEOT | 47 | 774 |



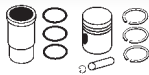


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| 89 412 190 | | 93 625 960 | 94 | DAF | 3 | 231 |
| | | | | FORD | 45 | 373 |
| | | | | PEUGEOT | 46 | 773 |
| | | | | SSANGYONG | 6 | 935 |
| 89 413 110 | | 40 550 961 | 130 | DAF | 23 | 239 |
| 89 413 110 | | 92 130 961 | 130 | DAF | 14 | 235 |
| 89 413 110 | | 93 052 961 | 130 | DAF | 15 | 236 |
| 89 413 110 | | 94 445 961 | 130 | DAF | 19 | 237 |
| 89 413 110 | | 94 446 961 | 130 | DAF | 20 | 238 |
| 89 413 110 | | 94 447 961 | 130 | DAF | 18 | 237 |
| 89 413 110 | | 94 448 961 | 130 | DAF | 17 | 237 |
| 89 413 110 | | 94 456 961 | 130 | DAF | 16 | 236 |
| 89 413 110 | | 94 896 961 | 130 | DAF | 21 | 238 |
| 89 413 110 | | 99 900 961 | 130 | DAF | 24 | 239 |
| 89 413 110 | | 99 984 961 | 130 | DAF | 22 | 238 |
| 89 413 110 | | 99 985 961 | 130 | DAF | 25 | 239 |
| 89 417 110 | | | 120 | FIAT / IVECO | 79 | 346 |
| 89 417 110 | | 94 436 960 | 120 | FIAT / IVECO | 80 | 346 |
| 89 419 110 | | | 75 | CITROEN | 5 | 201 |
| | | | | PEUGEOT | 5 | 760 |
| | | | | ROVER | 1 | 847 |
| 89 420 110 | 50 006 665 | | 120 | RENAULT TRUCKS (RVI) | 23/27 | 835, 838 |
| 89 420 110 | 50 006 665 | 91 681 971 | 120 | RENAULT TRUCKS (RVI) | 25 | 837 |
| 89 420 110 | 50 006 665 | 91 683 971 | 120 | RENAULT TRUCKS (RVI) | 22 | 835 |
| 89 420 110 | 50 006 665 | 93 394 971 | 120 | RENAULT TRUCKS (RVI) | 21 | 834 |
| 89 420 110 | 50 006 665 | 93 932 971 | 120 | RENAULT TRUCKS (RVI) | 26 | 837 |
| 89 423 110 | | 40 073 960 | 91 | DEUTZ | 4 | 252 |
| 89 423 110 | | 91 260 960 | 91 | DEUTZ | 2 | 251 |
| 89 423 110 | | 99 516 960 | 91 | DEUTZ | 3 | 252 |
| | | | | VOLVO-BM | 1 | 1104 |
| 89 424 190 | | | 82,6 | ALFA ROMEO | 7 | 137 |
| | | | | FIAT / IVECO | 17 | 317 |
| | | | | LANCIA | 11 | 455 |
| 89 424 190 | | 90 613 961 | 82,6 | FIAT / IVECO | 16 | 317 |
| | | | | LANCIA | 10 | 455 |
| 89 424 190 | | 92 231 961 | 82,6 | FIAT / IVECO | 15 | 315 |
| | | | | LANCIA | 9 | 454 |
| 89 425 190 | | | 90,487 | ROVER | 11/12 | 850, 851 |
| 89 426 190 | | | 79,375 | ALFA ROMEO | 2 | 136 |
| | | | | PERKINS | 1 | 740 |
| | | | | SEAT | 14 | 894 |
| 89 427 110 | 50 006 626 | | 120,65 | VOLVO | 45 | 1086 |
| 89 427 110 | 50 006 626 | 93 660 961 | 120,65 | VOLVO | 46 | 1086 |
| 89 427 110 | 50 006 626 | 93 734 961 | 120,65 | VOLVO | 47 | 1087 |
| | | | | VOLVO-BM | 26 | 1115 |
| 89 427 110 | 50 006 626 | 99 453 960 | 120,65 | VOLVO | 51 | 1088 |
| 89 427 110 | 50 006 626 | 99 512 960 | 120,65 | VOLVO | 50 | 1088 |
| 89 429 190 | | 91 372 960 | 89 | MERCEDES-BENZ | 35 | 617 |
| | | | | SSANGYONG | 2 | 934 |
| 89 429 190 | | 94 675 960 | 89 | MERCEDES-BENZ | 35 | 617 |
| | | | | SSANGYONG | 2 | 934 |
| 89 431 110 | 50 006 626 | | 120,65 | VOLVO | 42 | 1085 |
| 89 431 110 | 50 006 626 | 40 050 960 | 120,65 | VOLVO | 54 | 1089 |
| 89 431 110 | 50 006 626 | 40 051 960 | 120,65 | VOLVO | 55 | 1090 |
| 89 431 110 | 50 006 626 | 92 411 960 | 120,65 | VOLVO | 49 | 1088 |
| | | | | VOLVO-BM | 27 | 1115 |
| 89 431 110 | 50 006 626 | 94 985 960 | 120,65 | VOLVO | 48 | 1087 |
| 89 432 190 | | 90 858 960 | 82,5 | OPEL | 33 | 729 |
| | | | | VAUXHALL | 33 | 994 |
| 89 433 190 | | 92 582 963 | 128 | MERCEDES-BENZ | 93 | 647 |
| 89 433 190 | | 93 568 963 | 128 | MERCEDES-BENZ | 92 | 647 |
| 89 434 190 | | 40 092 970 | 79,5 | SEAT | 18 | 896 |
| | | | | SKODA | 14 | 920 |
| | | | | VOLKSWAGEN | 29 | 1034 |
| 89 434 190 | | 40 093 970 | 79,5 | SEAT | 18 | 896 |






|  |  |  |  | | Pos |  |
|---|---|---|---|----------------------|------------|---|
| | | | | SKODA | 14 | 920 |
| | | | | VOLKSWAGEN | 29 | 1034 |
| 89 434 190 | | 91 386 960 | 79,5 | AUDI | 9 | 153 |
| | | | | SEAT | 16 | 895 |
| | | | | SKODA | 12 | 919 |
| | | | | VOLKSWAGEN | 26 | 1031 |
| 89 434 190 | | 91 429 960 | 79,5 | AUDI | 10 | 153 |
| | | | | SEAT | 15 | 894 |
| | | | | VOLKSWAGEN | 27 | 1032 |
| 89 434 190 | | 94 427 970 | 79,5 | AUDI | 11 | 154 |
| | | | | FORD | 9 | 361 |
| | | | | SEAT | 17 | 895 |
| | | | | SKODA | 13 | 919 |
| | | | | VOLKSWAGEN | 28 | 1033 |
| 89 434 190 | | 94 428 970 | 79,5 | AUDI | 11 | 154 |
| | | | | FORD | 9 | 361 |
| | | | | SEAT | 17 | 895 |
| | | | | SKODA | 13 | 919 |
| | | | | VOLKSWAGEN | 28 | 1033 |
| 89 436 190 | | | 91,1 | SKODA | 13 | 919 |
| | | | | VOLKSWAGEN | 28 | 1033 |
| | | | | mitsubishi | 3/4/6 | 676, 676, 677 |
| 89 436 190 | | 40 058 960 | 91,1 | MITSUBISHI | 5 | 676 |
| 89 436 190 | | 40 059 960 | 91,1 | MITSUBISHI | 5 | 676 |
| 89 438 110 | | | 70 | CITROEN | 1 | 200 |
| | | | | PEUGEOT | 1 | 759 |
| 89 439 110 | 50 006 637 | | 127 | SCANIA | 22 | 876 |
| 89 439 110 | 50 006 637 | 90 712 960 | 127 | SCANIA | 23 | 876 |
| 89 439 110 | 50 006 637 | 91 639 960 | 127 | SCANIA | 14 | 872 |
| 89 439 110 | 50 006 637 | 94 332 960 | 127 | SCANIA | 28 | 877 |
| 89 440 110 | | 90 843 962 | 90 | KOMPRESSOR | 9 | 438 |
| | | | | MERCEDES-BENZ | 39 | 618 |
| 89 440 110 | | 90 843 972 | 90 | KOMPRESSOR | 8 | 437 |
| | | | | MAN | 1 | 485 |
| 89 440 110 | | 99 576 960 | 90 | KOMPRESSOR | 11 | 439 |
| | | | | MERCEDES-BENZ | 41 | 619 |
| 89 441 110 | | 92 499 970 | 102 | MAN | 4 | 487 |
| | | | | RENAULT TRUCKS (RVI) | 14 | 831 |
| | | | | SAVIEM | 2 | 860 |
| 89 443 110 | | | 132 | DEUTZ | 48/50 | 269, 269 |
| 89 443 110 | | 94 345 960 | 132 | DEUTZ | 49 | 269 |
| 89 443 110 | | 94 839 960 | 132 | DEUTZ | 51 | 270 |
| 89 447 110 | | 94 900 960 | 94 | DEUTZ | 5 | 253 |
| 89 448 110 | | | 75,8 | DACIA | 2 | 220 |
| | | | | RENAULT | 5 | 796 |
| 89 449 190 | | | 96 | ISUZU | 12 | 415 |
| | | | | NISSAN | 22 | 706 |
| 89 449 190 | | 40 060 960 | 96 | NISSAN | 24 | 707 |
| 89 449 190 | | 94 406 960 | 96 | FORD | 48 | 374 |
| | | | | NISSAN | 23 | 706 |
| 89 451 110 | | | 135 | RENAULT TRUCKS (RVI) | 37 | 841 |
| 89 451 110 | | 94 510 970 | 135 | RENAULT TRUCKS (RVI) | 35 | 840 |
| 89 451 110 | | 94 511 970 | 135 | RENAULT TRUCKS (RVI) | 36 | 841 |
| 89 452 110 | | 94 919 960 | 100 | KOMPRESSOR | 13 | 439 |
| | | | | MAN | 2 | 485 |
| | | | | MERCEDES-BENZ | 68 | 634 |
| 89 452 110 | | 99 849 960 | 100 | KOMPRESSOR | 13 | 439 |
| | | | | MAN | 2 | 485 |
| | | | | MERCEDES-BENZ | 68 | 634 |
| 89 453 110 | | | 108 | MAN | 10/18 | 489, 497 |
| 89 453 110 | | 40 217 961 | 108 | MAN | 19/20 | 498, 498 |
| 89 453 110 | | 90 048 962 | 108 | MAN | 11 | 490 |
| 89 453 110 | | 90 050 962 | 108 | MAN | 11 | 490 |
| 89 453 110 | | 91 074 961 | 108 | MAN | 9 | 489 |
| 89 453 110 | | 91 075 961 | 108 | MAN | 9 | 489 |
| 89 453 110 | | 93 137 961 | 108 | MAN | 12 | 491 |



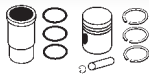


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|---|---|---|---|----------------------|------------|---|
| 89 453 110 | | 93 138 962 | 108 | MAN | 12 | 491 |
| 89 453 110 | | 94 412 962 | 108 | MAN | 13 | 492 |
| | | | | STEYR | 11 | 946 |
| 89 453 110 | | 94 413 962 | 108 | MAN | 13 | 492 |
| | | | | STEYR | 11 | 946 |
| 89 453 110 | | 94 414 962 | 108 | MAN | 13 | 492 |
| | | | | STEYR | 11 | 946 |
| 89 453 110 | | 94 415 962 | 108 | MAN | 13 | 492 |
| | | | | STEYR | 11 | 946 |
| 89 453 110 | | 94 416 961 | 108 | MAN | 14 | 493 |
| | | | | STEYR | 12 | 947 |
| 89 453 110 | | 94 417 961 | 108 | MAN | 14 | 493 |
| | | | | STEYR | 12 | 947 |
| 89 453 110 | | 94 418 961 | 108 | MAN | 14 | 493 |
| | | | | STEYR | 12 | 947 |
| 89 453 110 | | 94 419 961 | 108 | MAN | 14 | 493 |
| | | | | STEYR | 12 | 947 |
| 89 453 110 | | 94 487 961 | 108 | MAN | 15 | 494 |
| 89 453 110 | | 94 488 961 | 108 | MAN | 15 | 494 |
| 89 453 110 | | 97 460 961 | 108 | MAN | 17/20 | 496, 498 |
| 89 453 110 | | 99 339 961 | 108 | MAN | 16 | 495 |
| 89 453 110 | | 99 683 961 | 108 | MAN | 16 | 495 |
| 89 453 110 | | 99 684 961 | 108 | MAN | 16 | 495 |
| 89 456 190 | | 91 372 961 | 89 | MERCEDES-BENZ | 35 | 617 |
| | | | | SSANGYONG | 2 | 934 |
| 89 456 190 | | 94 823 970 | 89 | MERCEDES-BENZ | 36 | 617 |
| | | | | SSANGYONG | 3 | 935 |
| 89 458 110 | | | 74 | RENAULT | 4 | 795 |
| 89 460 110 | 50 006 667 | 40 265 960 | 131 | VOLVO | 67 | 1096 |
| 89 463 110 | | | 145 | FIAT / IVECO | 87 | 350 |
| 89 464 110 | | 94 724 970 | 102 | RENAULT TRUCKS (RVI) | 15 | 832 |
| 89 465 110 | | | 121 | RABA | 5 | 784 |
| 89 465 110 | | 94 457 961 | 121 | RABA | 3 | 784 |
| 89 465 110 | | 94 596 961 | 121 | RABA | 4 | 784 |
| 89 466 110 | | | 121 | RABA | 5 | 784 |
| 89 466 110 | | 94 457 962 | 121 | RABA | 3 | 784 |
| 89 466 110 | | 94 596 962 | 121 | RABA | 4 | 784 |
| 89 467 110 | | | 121 | RABA | 5 | 784 |
| 89 467 110 | | 94 457 963 | 121 | RABA | 3 | 784 |
| 89 467 110 | | 94 596 963 | 121 | RABA | 4 | 784 |
| 89 470 110 | | | 108 | MAN | 7/10/18 | 488, 489, 497 |
| 89 470 110 | | 40 217 960 | 108 | MAN | 19/20 | 498, 498 |
| 89 470 110 | | 90 048 961 | 108 | MAN | 11 | 490 |
| 89 470 110 | | 90 050 961 | 108 | MAN | 11 | 490 |
| 89 470 110 | | 91 074 962 | 108 | MAN | 9 | 489 |
| 89 470 110 | | 91 075 962 | 108 | MAN | 9 | 489 |
| 89 470 110 | | 93 137 962 | 108 | MAN | 12 | 491 |
| 89 470 110 | | 93 138 961 | 108 | MAN | 12 | 491 |
| 89 470 110 | | 94 412 961 | 108 | MAN | 13 | 492 |
| | | | | STEYR | 11 | 946 |
| 89 470 110 | | 94 413 961 | 108 | MAN | 13 | 492 |
| | | | | STEYR | 11 | 946 |
| 89 470 110 | | 94 414 961 | 108 | MAN | 13 | 492 |
| | | | | STEYR | 11 | 946 |
| 89 470 110 | | 94 415 961 | 108 | MAN | 13 | 492 |
| | | | | STEYR | 11 | 946 |
| 89 470 110 | | 94 416 962 | 108 | MAN | 14 | 493 |
| | | | | STEYR | 12 | 947 |
| 89 470 110 | | 94 417 962 | 108 | MAN | 14 | 493 |
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| 89 470 110 | | 94 418 962 | 108 | MAN | 14 | 493 |
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




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| 89 470 110 | | 94 487 962 | 108 | MAN | 15 | 494 |
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| 89 470 110 | | 97 460 960 | 108 | MAN | 17/20 | 496, 498 |
| 89 470 110 | | 99 339 960 | 108 | MAN | 16 | 495 |
| 89 470 110 | | 99 683 960 | 108 | MAN | 16 | 495 |
| 89 470 110 | | 99 684 960 | 108 | MAN | 16 | 495 |
| 89 470 190 | | | 108 | MAN | 10 | 489 |
| 89 470 190 | | 90 048 963 | 108 | MAN | 11 | 490 |
| 89 470 190 | | 90 050 963 | 108 | MAN | 11 | 490 |
| 89 470 190 | | 91 074 963 | 108 | MAN | 9 | 489 |
| 89 470 190 | | 91 075 963 | 108 | MAN | 9 | 489 |
| 89 470 190 | | 93 137 963 | 108 | MAN | 12 | 491 |
| 89 470 190 | | 93 138 963 | 108 | MAN | 12 | 491 |
| 89 470 190 | | 94 412 963 | 108 | MAN | 13 | 492 |
| | | | | STEYR | 11 | 946 |
| 89 470 190 | | 94 413 963 | 108 | MAN | 13 | 492 |
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| 89 470 190 | | 94 415 963 | 108 | MAN | 13 | 492 |
| | | | | STEYR | 11 | 946 |
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| | | | | STEYR | 12 | 947 |
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| 89 470 190 | | 94 418 963 | 108 | MAN | 14 | 493 |
| | | | | STEYR | 12 | 947 |
| 89 470 190 | | 94 419 963 | 108 | MAN | 14 | 493 |
| | | | | STEYR | 12 | 947 |
| 89 470 190 | | 94 487 963 | 108 | MAN | 15 | 494 |
| 89 470 190 | | 94 488 963 | 108 | MAN | 15 | 494 |
| 89 470 190 | | 99 339 962 | 108 | MAN | 16 | 495 |
| 89 470 190 | | 99 683 962 | 108 | MAN | 16 | 495 |
| 89 470 190 | | 99 684 962 | 108 | MAN | 16 | 495 |
| 89 494 110 | | | 102 | DEUTZ | 27 | 261 |
| 89 494 110 | | 90 669 963 | 102 | DEUTZ | 23 | 259 |
| 89 494 110 | | 93 280 961 | 102 | DEUTZ | 25 | 260 |
| 89 494 110 | | 93 315 962 | 102 | DEUTZ | 23 | 259 |
| 89 494 110 | | 93 741 961 | 102 | DEUTZ | 24 | 260 |
| 89 494 110 | | 94 452 961 | 102 | DEUTZ | 29 | 261 |
| 89 494 110 | | 94 473 960 | 102 | DEUTZ | 31 | 262 |
| 89 494 110 | | 94 486 971 | 102 | DEUTZ | 26 | 260 |
| 89 494 110 | | 94 567 961 | 102 | DEUTZ | 30 | 262 |
| 89 494 110 | | 94 654 960 | 102 | DEUTZ | 31 | 262 |
| 89 494 110 | | 94 668 961 | 102 | DEUTZ | 30 | 262 |
| 89 494 110 | | 94 669 961 | 102 | DEUTZ | 30 | 262 |
| 89 495 110 | | | 100 | DEUTZ | 16 | 256 |
| 89 495 110 | | 91 395 962 | 100 | DEUTZ | 15 | 256 |
| | | | | IHC-CASE (CNH) | 13 | 408 |
| 89 495 110 | | 92 815 961 | 100 | DEUTZ | 15 | 256 |
| | | | | IHC-CASE (CNH) | 13 | 408 |
| 89 495 110 | | 92 834 962 | 100 | DEUTZ | 14 | 255 |
| 89 495 110 | | 93 535 961 | 100 | DEUTZ | 15 | 256 |
| | | | | IHC-CASE (CNH) | 13 | 408 |
| 89 495 110 | | 94 528 960 | 100 | DEUTZ | 18 | 257 |
| 89 495 110 | | 94 653 960 | 100 | DEUTZ | 18 | 257 |
| 89 496 110 | | 90 669 964 | 102 | DEUTZ | 23 | 259 |
| 89 496 110 | | 93 315 963 | 102 | DEUTZ | 23 | 259 |
| 89 496 110 | | 94 452 962 | 102 | DEUTZ | 29 | 261 |
| 89 497 110 | 50 006 660 | | 127 | SCANIA | 22 | 876 |
| 89 497 110 | 50 006 660 | 90 712 961 | 127 | SCANIA | 23 | 876 |
| 89 497 110 | 50 006 660 | 91 639 961 | 127 | SCANIA | 14 | 872 |
| 89 497 110 | 50 006 660 | 94 332 961 | 127 | SCANIA | 28 | 878 |
| 89 500 110 | | | 92 | ALFA ROMEO | 9 | 138 |
| | | | | ROVER | 13 | 851 |



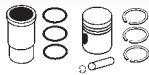


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|---|---|---|---|----------------------|------------|---|
| | | | | VM | 1 | 1003 |
| 89 500 110 | | 92 286 971 | 92 | ALFA ROMEO | 10 | 138 |
| | | | | FORD | 40 | 372 |
| | | | | MASSEY-FERGUSON | 5 | 550 |
| | | | | ROVER | 14 | 851 |
| | | | | VM | 2 | 1003 |
| 89 501 110 | | 92 128 963 | 118 | DAF | 10 | 234 |
| 89 502 190 | | 94 526 960 | 94,4 | FIAT / IVECO | 48 | 330 |
| | | | | OM | 6 | 712 |
| | | | | OPEL | 58 | 735 |
| | | | | RENAULT | 44 | 811 |
| | | | | RENAULT TRUCKS (RVI) | 7 | 826 |
| | | | | VAUXHALL | 54 | 1000 |
| 89 502 190 | | 94 701 960 | 94,4 | FIAT / IVECO | 48/49 | 330, 331 |
| | | | | OM | 6/7 | 712, 713 |
| | | | | OPEL | 58 | 735 |
| | | | | RENAULT | 44 | 811 |
| | | | | RENAULT TRUCKS (RVI) | 7 | 826 |
| | | | | VAUXHALL | 54 | 1000 |
| 89 502 190 | | 94 726 960 | 94,4 | CITROEN | 38 | 212 |
| | | | | FIAT / IVECO | 50 | 331 |
| | | | | PEUGEOT | 48 | 774 |
| | | | | RENAULT TRUCKS (RVI) | 8 | 827 |
| 89 506 190 | | | 88,5 | MERCEDES-BENZ | 27/29 | 614, 614 |
| 89 506 190 | | 93 810 960 | 88,5 | MERCEDES-BENZ | 26 | 614 |
| 89 508 190 | | | 95,5 | MERCEDES-BENZ | 50 | 621 |
| 89 508 190 | | 93 495 960 | 95,5 | MERCEDES-BENZ | 49 | 621 |
| 89 508 190 | | 93 671 960 | 95,5 | MERCEDES-BENZ | 51 | 622 |
| 89 508 190 | | 93 968 960 | 95,5 | MERCEDES-BENZ | 52 | 622 |
| 89 513 190 | | | 102 | MERCEDES-BENZ | 70/72 | 637, 638 |
| 89 513 190 | | 94 705 960 | 102 | MERCEDES-BENZ | 69 | 635 |
| 89 513 190 | | 94 706 960 | 102 | MERCEDES-BENZ | 69 | 635 |
| 89 513 190 | | 94 707 960 | 102 | MERCEDES-BENZ | 69 | 635 |
| 89 513 190 | | 94 931 960 | 102 | MERCEDES-BENZ | 71 | 637 |
| 89 513 190 | | 94 933 960 | 102 | MERCEDES-BENZ | 71 | 637 |
| 89 513 190 | | 94 971 960 | 102 | MERCEDES-BENZ | 69 | 635 |
| 89 513 190 | | 94 972 960 | 102 | MERCEDES-BENZ | 69 | 635 |
| 89 513 190 | | 94 973 960 | 102 | MERCEDES-BENZ | 69 | 635 |
| 89 514 190 | | | 98,48 | MASSEY-FERGUSON | 11 | 554 |
| | | | | PERKINS | 15 | 747 |
| 89 514 190 | | 91 118 964 | 98,48 | FIAT / IVECO | 53 | 333 |
| | | | | IHC-CASE (CNH) | 9 | 406 |
| | | | | MASSEY-FERGUSON | 6 | 552 |
| | | | | PERKINS | 10 | 744 |
| | | | | RENAULT | 47 | 813 |
| | | | | RENAULT TRUCKS (RVI) | 9 | 828 |
| | | | | VOLVO | 28 | 1079 |
| | | | | VOLVO-BM | 9 | 1108 |
| 89 514 190 | | 93 592 964 | 98,48 | FIAT / IVECO | 53 | 333 |
| | | | | IHC-CASE (CNH) | 9 | 406 |
| | | | | MASSEY-FERGUSON | 6 | 552 |
| | | | | PERKINS | 10 | 744 |
| | | | | RENAULT | 47 | 813 |
| | | | | RENAULT TRUCKS (RVI) | 9 | 828 |
| | | | | VOLVO | 28 | 1079 |
| | | | | VOLVO-BM | 9 | 1108 |
| 89 518 110 | 50 006 657 | | 128 | MAN | 73/75 | 539, 541 |
| 89 518 110 | 50 006 657 | 90 334 963 | 128 | MAN | 52 | 516 |
| 89 518 110 | 50 006 657 | 90 336 963 | 128 | MAN | 52 | 516 |
| 89 518 110 | 50 006 657 | 90 337 963 | 128 | MAN | 52 | 516 |
| 89 518 110 | 50 006 657 | 90 341 963 | 128 | MAN | 48 | 512 |
| 89 518 110 | 50 006 657 | 90 482 963 | 128 | MAN | 52 | 516 |
| 89 518 110 | 50 006 657 | 90 578 963 | 128 | MAN | 57/63 | 520, 526 |
| 89 518 110 | 50 006 657 | 90 579 963 | 128 | MAN | 57/63 | 520, 526 |
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

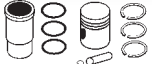


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|---|---|---|---|----------------------|-----------------|---|
| 89 518 110 | 50 006 657 | 90 583 963 | 128 | MAN | 51/60 | 514, 523 |
| 89 518 110 | 50 006 657 | 90 584 963 | 128 | MAN | 51/60 | 514, 523 |
| 89 518 110 | 50 006 657 | 90 585 963 | 128 | MAN | 51/60 | 514, 523 |
| 89 518 110 | 50 006 657 | 94 394 963 | 128 | MAN | 64/68 | 528, 532 |
| 89 518 110 | 50 006 657 | 94 395 963 | 128 | MAN | 64/68 | 528, 532 |
| 89 518 110 | 50 006 657 | 94 396 963 | 128 | MAN | 64/68 | 528, 532 |
| 89 518 110 | 50 006 657 | 94 397 963 | 128 | MAN | 64/68 | 528, 532 |
| 89 518 110 | 50 006 657 | 94 846 963 | 128 | MAN | 71 | 536 |
| 89 518 110 | 50 006 657 | 94 847 963 | 128 | MAN | 71 | 536 |
| 89 518 110 | 50 006 657 | 94 848 963 | 128 | MAN | 71 | 536 |
| 89 518 110 | 50 006 657 | 94 849 963 | 128 | MAN | 71 | 536 |
| 89 518 110 | 50 006 657 | 94 850 963 | 128 | MAN | 70/76 | 534, 541 |
| 89 518 110 | 50 006 657 | 94 851 963 | 128 | MAN | 70/76 | 534, 541 |
| 89 518 110 | 50 006 657 | 94 852 963 | 128 | MAN | 70/76 | 534, 541 |
| 89 518 110 | 50 006 657 | 99 330 963 | 128 | MAN | 65/77 | 530, 543 |
| 89 518 110 | 50 006 657 | 99 331 963 | 128 | MAN | 65/77 | 530, 543 |
| 89 518 110 | 50 006 657 | 99 332 963 | 128 | MAN | 65/77 | 530, 543 |
| 89 518 120 | 50 007 891 | | 128 | MAN | 45/46 | 510, 511 |
| 89 518 120 | 50 007 891 | 40 207 963 | 128 | MAN | 44 | 510 |
| 89 518 120 | 50 007 891 | 94 941 963 | 128 | MAN | 37 | 508 |
| 89 520 110 | | | 93 | ISUZU | 7 | 414 |
| | | | | OPEL | 56 | 735 |
| 89 520 110 | | 99 403 960 | 93 | ISUZU | 9 | 414 |
| 89 521 110 | 50 006 653 | | 130,175 | VOLVO | 59/62 | 1092, 1093 |
| | | | | VOLVO-BM | 29 | 1116 |
| 89 521 110 | 50 006 653 | 93 249 963 | 130,175 | VOLVO | 58 | 1091 |
| 89 521 110 | 50 006 653 | 93 250 961 | 130,175 | VOLVO | 57 | 1090 |
| 89 522 110 | 50 006 636 | | 130,175 | VOLVO | 61/62 | 1093, 1093 |
| | | | | VOLVO-BM | 30 | 1117 |
| 89 522 110 | 50 006 636 | 90 081 962 | 130,175 | VOLVO | 64 | 1094 |
| | | | | VOLVO-BM | 32 | 1117 |
| 89 522 110 | 50 006 636 | 90 924 962 | 130,175 | VOLVO | 60 | 1093 |
| | | | | VOLVO-BM | 31 | 1117 |
| 89 522 110 | 50 006 636 | 93 249 964 | 130,175 | VOLVO | 58 | 1091 |
| 89 522 110 | 50 006 636 | 93 369 974 | 130,175 | VOLVO | 59 | 1092 |
| | | | | VOLVO-BM | 29 | 1116 |
| 89 525 110 | 50 006 657 | 93 274 964 | 125 | MAN | 32 | 505 |
| 89 527 190 | | 93 267 961 | 100 | PERKINS | 18 | 748 |
| | | | | RENAULT TRUCKS (RVI) | 11 | 830 |
| 89 527 190 | | 94 543 961 | 100 | MASSEY-FERGUSON | 12 | 554 |
| | | | | PERKINS | 19 | 749 |
| 89 528 110 | | | 120 | RENAULT TRUCKS (RVI) | 21/23/26/ 27 | 834, 835, 837, 838 |
| 89 528 110 | | 91 681 972 | 120 | RENAULT TRUCKS (RVI) | 25 | 837 |
| 89 528 110 | | 91 683 972 | 120 | RENAULT TRUCKS (RVI) | 22 | 835 |
| 89 529 110 | | 94 919 961 | 100 | KOMPRESSOR | 13 | 439 |
| | | | | MAN | 2 | 485 |
| | | | | MERCEDES-BENZ | 68 | 634 |
| 89 529 110 | | 99 849 961 | 100 | KOMPRESSOR | 13 | 439 |
| | | | | MAN | 2 | 485 |
| | | | | MERCEDES-BENZ | 68 | 634 |
| 89 532 110 | 50 006 626 | 40 051 961 | 120,65 | VOLVO | 55 | 1090 |
| 89 532 110 | 50 006 626 | 99 750 960 | 120,65 | VOLVO | 52 | 1089 |
| | | | | VOLVO-BM | 28 | 1116 |
| 89 532 110 | 50 006 626 | 99 751 960 | 120,65 | VOLVO | 53 | 1089 |
| 89 533 110 | 50 006 624 | 90 614 961 | 130 | MERCEDES-BENZ | 117 | 667 |
| 89 533 110 | 50 006 624 | 91 620 961 | 130 | MERCEDES-BENZ | 118 | 668 |
| 89 533 110 | 50 006 624 | 91 621 961 | 130 | MERCEDES-BENZ | 117 | 667 |
| 89 534 110 | 50 006 657 | | 128 | MAN | 73/75 | 539, 541 |
| 89 534 110 | 50 006 657 | 90 334 964 | 128 | MAN | 52 | 516 |
| 89 534 110 | 50 006 657 | 90 336 964 | 128 | MAN | 52 | 516 |
| 89 534 110 | 50 006 657 | 90 337 964 | 128 | MAN | 52 | 516 |
| 89 534 110 | 50 006 657 | 90 341 964 | 128 | MAN | 48 | 512 |
| 89 534 110 | 50 006 657 | 90 482 964 | 128 | MAN | 52 | 516 |
| 89 534 110 | 50 006 657 | 90 578 964 | 128 | MAN | 57/63 | 520, 526 |

|  |  |  |  | | Pos |  |
|---|---|---|---|----------------------|-----------------------|---|
| 89 534 110 | 50 006 657 | 90 579 964 | 128 | MAN | 57/63 | 520, 526 |
| 89 534 110 | 50 006 657 | 90 581 964 | 128 | MAN | 57/63 | 520, 526 |
| 89 534 110 | 50 006 657 | 90 583 964 | 128 | MAN | 51/60 | 514, 523 |
| 89 534 110 | 50 006 657 | 90 584 964 | 128 | MAN | 51/60 | 514, 523 |
| 89 534 110 | 50 006 657 | 90 585 964 | 128 | MAN | 51/60 | 514, 523 |
| 89 534 110 | 50 006 657 | 94 394 964 | 128 | MAN | 64/68 | 528, 532 |
| 89 534 110 | 50 006 657 | 94 395 964 | 128 | MAN | 64/68 | 528, 532 |
| 89 534 110 | 50 006 657 | 94 396 964 | 128 | MAN | 64/68 | 528, 532 |
| 89 534 110 | 50 006 657 | 94 397 964 | 128 | MAN | 64/68 | 528, 532 |
| 89 534 110 | 50 006 657 | 94 846 964 | 128 | MAN | 71 | 536 |
| 89 534 110 | 50 006 657 | 94 847 964 | 128 | MAN | 71 | 536 |
| 89 534 110 | 50 006 657 | 94 848 964 | 128 | MAN | 71 | 536 |
| 89 534 110 | 50 006 657 | 94 849 964 | 128 | MAN | 71 | 536 |
| 89 534 110 | 50 006 657 | 94 850 964 | 128 | MAN | 70/76 | 534, 541 |
| 89 534 110 | 50 006 657 | 94 851 964 | 128 | MAN | 70/76 | 534, 541 |
| 89 534 110 | 50 006 657 | 94 852 964 | 128 | MAN | 70/76 | 534, 541 |
| 89 534 110 | 50 006 657 | 99 330 964 | 128 | MAN | 65/77 | 530, 543 |
| 89 534 110 | 50 006 657 | 99 331 964 | 128 | MAN | 65/77 | 530, 543 |
| 89 534 110 | 50 006 657 | 99 332 964 | 128 | MAN | 65/77 | 530, 543 |
| 89 534 120 | 50 007 891 | | 128 | MAN | 45/46 | 510, 511 |
| 89 534 120 | 50 007 891 | 40 207 964 | 128 | MAN | 44 | 510 |
| 89 534 120 | 50 007 891 | 94 941 964 | 128 | MAN | 37 | 508 |
| 89 535 110 | | 94 919 963 | 100 | KOMPRESSOR | 13 | 439 |
| | | | | MAN | 2 | 485 |
| | | | | MERCEDES-BENZ | 68 | 634 |
| 89 535 110 | | 99 849 963 | 100 | KOMPRESSOR | 13 | 439 |
| | | | | MAN | 2 | 485 |
| | | | | MERCEDES-BENZ | 68 | 634 |
| 89 536 190 | | 94 401 960 | 84,45 | HONDA | 3 | 395 |
| | | | | ROVER | 7 | 849 |
| 89 536 190 | | 99 418 960 | 84,45 | ROVER | 8 | 849 |
| 89 537 110 | | 94 919 962 | 100 | KOMPRESSOR | 13 | 439 |
| | | | | MAN | 2 | 485 |
| | | | | MERCEDES-BENZ | 68 | 634 |
| 89 537 110 | | 99 849 962 | 100 | KOMPRESSOR | 13 | 439 |
| | | | | MAN | 2 | 485 |
| | | | | MERCEDES-BENZ | 68 | 634 |
| 89 541 110 | 50 007 886 | | 127 | SCANIA | 24/37 | 876, 882 |
| 89 541 110 | 50 007 886 | | 130 | SCANIA | 45 | 885 |
| 89 541 110 | 50 007 886 | 40 368 960 | 127 | SCANIA | 29/30/31/ 35/38/43 | 878, 878, 879, 881, 883, |
| 89 541 110 | 50 007 886 | 40 670 960 | 127 | SCANIA | 40 | 884 |
| 89 541 110 | 50 007 886 | 40 907 960 | 127 | DOOSAN | 2 | 275 |
| | | | | SCANIA | 29/31/39 | 878, 879, 883 |
| 89 541 110 | 50 007 886 | 99 353 960 | 127 | SCANIA | 33/34 | 880, 881 |
| 89 541 110 | 50 007 886 | 99 374 960 | 127 | SCANIA | 30/31/36 | 878, 879, 882 |
| 89 541 110 | 50 007 886 | 99 496 960 | 127 | DOOSAN | 3 | 275 |
| | | | | SCANIA | 32/34 | 880, 881 |
| 89 541 110 | 50 007 886 | 99 500 960 | 127 | SCANIA | 30/36 | 878, 882 |
| 89 543 190 | | | 97,5 | MERCEDES-BENZ | 61/66 | 631, 633 |
| 89 543 190 | | 91 550 961 | 97,5 | MERCEDES-BENZ | 63 | 632 |
| 89 543 190 | | 92 525 971 | 97,5 | MERCEDES-BENZ | 64 | 633 |
| 89 543 190 | | 93 831 962 | 97,5 | MERCEDES-BENZ | 60 | 629 |
| 89 543 190 | | 94 333 961 | 97,5 | MERCEDES-BENZ | 62 | 631 |
| 89 549 110 | 50 006 636 | 90 870 960 | 130,175 | VOLVO | 65 | 1095 |
| 89 555 190 | | 93 267 962 | 100 | PERKINS | 18 | 748 |
| | | | | RENAULT TRUCKS (RVI) | 11 | 830 |
| 89 555 190 | | 94 543 962 | 100 | MASSEY-FERGUSON | 12 | 555 |
| | | | | PERKINS | 19 | 749 |

|  |  |  |  | | Pos |  |
|---|---|---|---|----------------------|--|---|
| 89 556 110 | 50 006 624 | | 128 | MERCEDES-BENZ | 94/95/97/ 100/102/ 104/105/ 108 | 649, 650, 653, 656, 657, 659, 660, 662 |
| 89 556 110 | 50 006 624 | 94 681 961 | 128 | MERCEDES-BENZ | 110 | 663 |
| 89 561 110 | 50 006 634 | 99 748 960 | 104,775 | VOLVO | 36 | 1083 |
| | | | | VOLVO-BM | 17 | 1111 |
| 89 563 110 | | | 128 | MERCEDES-BENZ | 115 | 666 |
| 89 563 110 | | 40 264 960 | 128 | MERCEDES-BENZ | 116 | 666 |
| 89 563 110 | | 40 742 960 | 128 | MERCEDES-BENZ | 113 | 665 |
| 89 563 110 | | 97 411 971 | 128 | MERCEDES-BENZ | 112 | 665 |
| 89 563 110 | | 99 948 961 | 128 | MERCEDES-BENZ | 113 | 665 |
| 89 564 110 | 50 006 634 | 99 749 960 | 104,775 | VOLVO | 37 | 1083 |
| 89 567 110 | | | 120 | RENAULT TRUCKS (RVI) | 27 | 838 |
| 89 567 110 | | 99 844 960 | 120 | RENAULT TRUCKS (RVI) | 24 | 836 |
| 89 567 110 | | 99 943 960 | 120 | RENAULT TRUCKS (RVI) | 24 | 836 |
| 89 568 110 | 50 007 889 | | 120 | RENAULT TRUCKS (RVI) | 27 | 838 |
| 89 568 110 | 50 007 889 | 91 683 973 | 120 | RENAULT TRUCKS (RVI) | 22 | 835 |
| 89 568 110 | 50 007 889 | 99 844 961 | 120 | RENAULT TRUCKS (RVI) | 24 | 836 |
| 89 570 110 | 50 006 634 | 90 741 962 | 104,775 | VOLVO | 34 | 1082 |
| | | | | VOLVO-BM | 16 | 1111 |
| 89 570 110 | 50 006 634 | 99 748 961 | 104,775 | VOLVO | 36 | 1083 |
| | | | | VOLVO-BM | 17 | 1112 |
| 89 578 110 | 50 006 635 | 99 991 970 | 98,43 | VOLVO | 27 | 1078 |
| | | | | VOLVO-BM | 8 | 1107 |
| 89 584 110 | | | 75 | CITROEN | 4 | 201 |
| | | | | PEUGEOT | 4 | 760 |
| 89 585 110 | 50 006 634 | 99 749 961 | 104,775 | VOLVO | 37 | 1083 |
| 89 586 190 | | | 81 | VOLKSWAGEN | 49 | 1046 |
| 89 588 110 | 50 007 889 | | 123 | RENAULT TRUCKS (RVI) | 29 | 838 |
| 89 588 110 | 50 007 889 | 40 074 960 | 123 | RENAULT TRUCKS (RVI) | 28 | 838 |
| 89 591 110 | | | 137 | FIAT / IVECO | 86 | 350 |
| 89 592 190 | | | 82,2 | CITROEN | 11 | 203 |
| | | | | FIAT / IVECO | 14 | 315 |
| | | | | PEUGEOT | 13 | 762 |
| 89 593 110 | 50 006 667 | 40 100 960 | 131 | VOLVO | 69/71 | 1096, 1097 |
| 89 593 110 | 50 006 667 | 40 338 960 | 131 | RENAULT TRUCKS (RVI) | 30 | 839 |
| | | | | VOLVO | 68/69 | 1096, 1096 |
| 89 595 110 | | 99 697 960 | 128 | MAN | 74 | 539 |
| 89 595 110 | | 99 702 960 | 128 | MAN | 74 | 539 |
| 89 595 110 | | 99 703 960 | 128 | MAN | 74 | 539 |
| 89 595 110 | | 99 704 960 | 128 | MAN | 74 | 539 |
| 89 596 110 | | 90 031 961 | 105 | MWM | 13 | 691 |
| 89 596 110 | | 90 093 961 | 105 | MWM | 10 | 690 |
| | | | | RENAULT | 53 | 817 |
| 89 596 110 | | 90 563 961 | 105 | MWM | 14 | 692 |
| 89 597 110 | | 94 919 964 | 100 | KOMPRESSOR | 13 | 439 |
| | | | | MAN | 2 | 485 |
| | | | | MERCEDES-BENZ | 68 | 634 |
| 89 597 110 | | 99 849 964 | 100 | KOMPRESSOR | 13 | 439 |
| | | | | MAN | 2 | 485 |
| | | | | MERCEDES-BENZ | 68 | 634 |
| 89 598 110 | | 94 809 960 | 132 | MWM | 19 | 693 |
| 89 598 110 | | 94 811 960 | 132 | MWM | 18 | 693 |
| 89 599 110 | | | 115 | SCANIA | 11 | 871 |
| 89 599 110 | | 40 182 960 | 115 | DOOSAN | 1 | 275 |
| | | | | SCANIA | 10 | 871 |
| 89 608 190 | | 99 567 960 | 100 | FIAT / IVECO | 56 | 335 |
| 89 644 110 | | 99 677 960 | 114 | CUMMINS | 7 | 215 |
| | | | | JCB | 2 | 421 |
| 89 644 110 | | 99 865 960 | 114 | CUMMINS | 8 | 216 |
| 89 644 110 | | 99 866 960 | 114 | CUMMINS | 6 | 215 |
| 89 645 110 | | 99 677 961 | 114 | CUMMINS | 7 | 215 |
| | | | | JCB | 2 | 421 |
| 89 645 110 | | 99 865 961 | 114 | CUMMINS | 8 | 216 |

|  |  |  |  | | Pos |  |
|---|---|---|---|-----------------|------------|---|
| 89 645 110 | | 99 866 962 | 114 | CUMMINS | 6 | 215 |
| 89 734 190 | | 40 307 960 | 93 | MWM | 2 | 685 |
| | | | | VOLKSWAGEN | 75 | 1056 |
| 89 734 190 | | 97 412 970 | 93 | MWM | 2 | 685 |
| | | | | VOLKSWAGEN | 74/75 | 1055, 1056 |
| 89 735 110 | | 99 677 951 | 114 | CUMMINS | 7 | 215 |
| | | | | JCB | 2 | 421 |
| 89 735 110 | | 99 866 961 | 114 | CUMMINS | 6 | 215 |
| 89 737 110 | | 90 850 960 | 108 | MASSEY-FERGUSON | 16 | 556 |
| | | | | SISU | 1 | 911 |
| 89 737 110 | | 94 801 960 | 108 | MASSEY-FERGUSON | 16 | 556 |
| | | | | SISU | 1 | 911 |
| 89 737 110 | | 99 483 960 | 108 | MASSEY-FERGUSON | 17 | 557 |
| | | | | SISU | 2 | 911 |
| 89 737 110 | | 99 484 961 | 108 | MASSEY-FERGUSON | 16 | 556 |
| | | | | SISU | 1 | 911 |
| 89 816 110 | | 40 162 961 | 120 | MAN | 21 | 499 |
| 89 816 110 | | 40 595 961 | 120 | MAN | 21/22 | 499, 500 |
| 89 817 110 | | | 95,4 | ISUZU | 10 | 415 |
| | | | | OPEL | 60 | 736 |
| | | | | VAUXHALL | 56 | 1000 |
| 89 819 110 | 50 006 624 | 40 111 963 | 128 | MERCEDES-BENZ | 111 | 664 |
| 89 819 110 | 50 006 624 | 91 467 964 | 128 | MERCEDES-BENZ | 111 | 664 |
| 89 820 110 | | 40 255 960 | 98,43 | VOLVO | 26 | 1077 |
| 89 821 190 | | | 100 | HYUNDAI | 2 | 398 |
| 89 822 190 | | | 94 | TOYOTA | 12 | 974 |
| 89 823 190 | | | 96 | TOYOTA | 16 | 975 |
| 89 824 190 | | 40 054 960 | 95 | MITSUBISHI | 7 | 677 |
| 89 824 190 | | 40 069 960 | 95 | MITSUBISHI | 8 | 677 |
| 89 825 190 | | | 104 | MITSUBISHI | 13/14 | 678, 679 |
| 89 826 110 | | 40 276 960 | 120 | VOLVO | 41 | 1084 |
| 89 829 190 | | 40 290 960 | 98,5 | MITSUBISHI | 10 | 678 |
| 89 830 110 | | 99 662 960 | 98 | DEUTZ | 11 | 254 |
| 89 830 110 | | 99 801 960 | 98 | DEUTZ | 13 | 255 |
| | | | | VOLVO | 20 | 1075 |
| 89 831 110 | | 40 340 960 | 135 | FIAT / IVECO | 84 | 348 |
| 89 833 110 | | | 139,7 | CUMMINS | 10/11 | 216, 216 |
| 89 834 110 | | 40 339 960 | 125 | FIAT / IVECO | 83 | 347 |
| 89 835 190 | | | 86 | NISSAN | 17 | 705 |
| 89 836 190 | | 40 292 960 | 82,2 | TOYOTA | 6 | 973 |
| 89 837 190 | | | 96 | TOYOTA | 17 | 975 |
| 89 838 190 | | | 84,5 | NISSAN | 14 | 704 |
| 89 839 110 | 50 006 634 | 40 308 960 | 107 | VOLVO | 38 | 1084 |
| 89 844 110 | | | 115 | SCANIA | 8 | 870 |
| 89 844 110 | | 40 263 960 | 115 | SCANIA | 9 | 871 |
| 89 846 110 | | 40 310 960 | 130 | MERCEDES-BENZ | 120 | 669 |
| 89 849 190 | | | 76 | ISUZU | 1 | 413 |
| | | | | OPEL | 8 | 722 |
| | | | | VAUXHALL | 9 | 987 |
| 89 849 190 | | 94 514 960 | 76 | ISUZU | 2 | 413 |
| | | | | OPEL | 9 | 722 |
| | | | | VAUXHALL | 8 | 987 |
| 89 850 190 | | 90 739 971 | 92 | TOYOTA | 9 | 974 |
| 89 850 190 | | 94 756 961 | 92 | TOYOTA | 11 | 974 |
| | | | | VOLKSWAGEN | 72 | 1055 |
| 89 851 190 | | | 100 | MITSUBISHI | 11 | 678 |
| 89 852 190 | | | 95 | DAIHATSU | 2 | 243 |
| | | | | HINO | 1 | 392 |
| | | | | TOYOTA | 14/15 | 975, 975 |
| 89 853 190 | | | 89 | NISSAN | 19 | 705 |
| 89 856 110 | | 40 528 960 | 126 | MAN | 36 | 507 |
| 89 857 110 | | 99 849 965 | 100 | KOMPRESSOR | 13 | 440 |
| | | | | MAN | 2 | 486 |
| | | | | MERCEDES-BENZ | 68 | 635 |

|  |  |  |  | | Pos |  |
|---|---|---|---|----------------------|------------------------------------|---|
| 89 858 110 | | | 105 | MWM | 10/13/14 | 690, 691, 692 |
| | | | | RENAULT | 53 | 817 |
| 89 859 110 | | | 128 | MAN | 74 | 540 |
| 89 860 110 | | | 128 | MAN | 74 | 540 |
| 89 861 110 | | | 130 | DAF | 27 | 240 |
| | | | | TATRA | 2 | 968 |
| 89 861 110 | | 40 733 960 | 130 | DAF | 26 | 240 |
| | | | | TATRA | 1 | 968 |
| 89 862 110 | | 40 305 960 | 108 | DEUTZ | 41 | 266 |
| | | | | RENAULT TRUCKS (RVI) | 17 | 833 |
| | | | | VOLVO | 39 | 1084 |
| 89 864 110 | | 40 654 960 | 94 | MTU | 1 | 682 |
| | | | | VM | 3 | 1003 |
| 89 866 190 | | | 88 | MERCEDES-BENZ | 22/23/24 | 612, 613, 613 |
| 89 867 110 | | 40 666 960 | 128 | MERCEDES-BENZ | 114 | 666 |
| 89 868 110 | 50 006 625 | | 144 | VOLVO | 74 | 1098 |
| 89 868 110 | 50 006 625 | 40 610 960 | 144 | VOLVO | 75 | 1098 |
| 89 868 110 | 50 006 625 | 40 810 960 | 144 | VOLVO | 76 | 1099 |
| 89 869 110 | | | 128 | MAN | 60/63/64/ 65/66/70/ 71/72/73 | 524, 527, 529, 531, 531, 535, 537, 538, 539 |
| 89 872 110 | | | 137 | FIAT / IVECO | 85/86 | 349, 350 |
| | | | | OM | 12 | 715 |
| 89 878 110 | 50 006 666 | 40 448 963 | 130 | IHC-CASE (CNH) | 15 | 410 |
| | | | | MERCEDES-BENZ | 119 | 669 |
| 89 878 110 | 50 006 666 | 40 463 963 | 130 | IHC-CASE (CNH) | 15 | 410 |
| | | | | MERCEDES-BENZ | 119 | 669 |
| 89 879 110 | 50 006 666 | 40 448 964 | 130 | IHC-CASE (CNH) | 15 | 410 |
| | | | | MERCEDES-BENZ | 119 | 669 |
| 89 879 110 | 50 006 666 | 40 463 964 | 130 | IHC-CASE (CNH) | 15 | 410 |
| | | | | MERCEDES-BENZ | 119 | 669 |
| 89 881 110 | | | 127 | SCANIA | 13/36/37/ 42 | 872, 882, 882, 884 |
| 89 881 110 | | 40 368 962 | 127 | SCANIA | 29/30/31/ 35/38/43 | 878, 878, 879, 881, , 884 |
| 89 881 110 | | 40 907 961 | 127 | DOOSAN | 2 | 275 |
| | | | | SCANIA | 29/31/39 | 878, 879, 883 |
| 89 881 110 | | 99 353 961 | 127 | SCANIA | 33/34 | 880, 881 |
| 89 881 110 | | 99 496 961 | 127 | DOOSAN | 3 | 275 |
| | | | | SCANIA | 32/34 | 880, 881 |
| 89 886 110 | 50 006 636 | | 131 | VOLVO | 70 | 1097 |
| 89 889 110 | | 40 316 961 | 115 | FIAT / IVECO | 78 | 346 |
| 89 889 110 | | 40 317 961 | 115 | FIAT / IVECO | 77 | 345 |
| 89 889 110 | | 40 646 960 | 115 | FIAT / IVECO | 73 | 343 |

|  |  |  |  | | Pos |  |
|---|---|---|---|--|------------|---|
| | | | | | | |

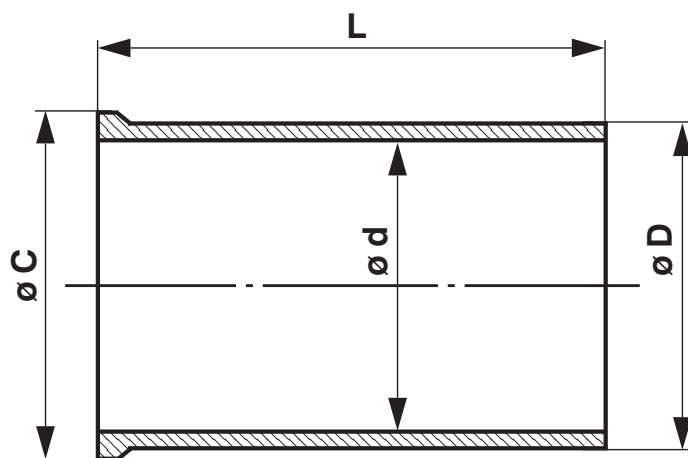


| | |
|-----------|-------------------------|
| D | BUCHSENROHLINGE |
| E | CYLINDER SLEEVES |
| F | CHEMISES BRUTES |
| ES | CAMISAS BRUTA |
| RU | ЗАГОТОВКИ ГИЛЬЗ |

CYLINDER SLEEVES

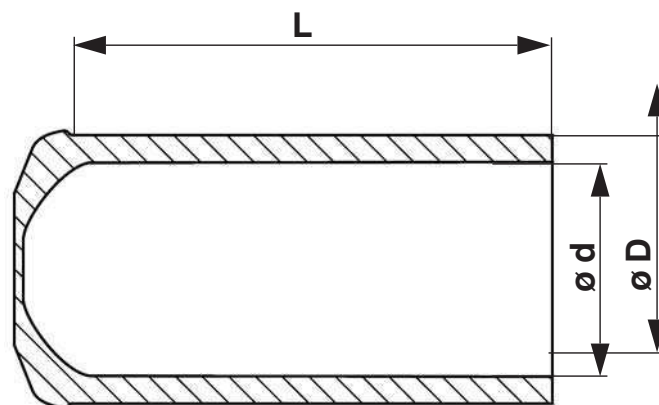
Grauguss-Zylinderbuchse / Grey cast iron cylinder / Cylindre en fer coulé/ Camisa de hierro fundido / Чугунная гильза цилиндра

| KS-No. | Ø d | Ø D | Ø C | L |
|------------|-----|-----|-----|-----|
| 89 569 190 | 90 | 120 | 140 | 345 |
| 89 573 190 | 60 | 80 | 98 | 270 |
| 89 574 190 | 65 | 85 | 104 | 275 |
| 89 575 190 | 70 | 90 | 109 | 290 |
| 89 576 190 | 70 | 100 | 119 | 365 |
| 89 577 190 | 80 | 115 | 134 | 275 |








„ALUSIL“ Cylinder / „ALUSIL“ cylinder / Cylindre „ALUSIL“ / Camisa „ALUSIL“ / „ALUSIL“ цилиндр






| KS-No. | Ø d | Ø D | L |
|------------|------|-----|-----|
| 89 571 190 | 75 | 95 | 160 |
| 89 572 190 | 84 | 105 | 160 |
| 89 880 190 | 97,5 | 125 | 165 |














| | |
|-----------|-------------------------------------|
| D | DICHTRINGSÄTZE |
| E | SEALING RING KITS |
| F | JEUX DE BAGUES D'ÉTANCHÉITÉ |
| ES | KITS DE AROS DE ESTANQUEIDAD |
| RU | НАБОРЫ УПЛОТНИТЕЛЬНЫХ КОЛЕЦ |

|  | Colour | Type |  mm | |   | Pos |  | |
|---|------------|------|---|---------------|---|------------|---|---|
| 50 002 771 | 2 x BLACK | FP | 138 x 1,9 | HANOMAG | 125 | 89 181 110 | 5 | 384 |
| | 2 x BLACK | FP | 140 x 3,8 | | | | | |
| 50 002 771 | 2 x BLACK | FP | 138 x 1,9 | MERCEDES-BENZ | 125 | 89 181 110 | 80/81/ 82/83/ 84/85/ 86 | 641, 642, 643, 643, 643, 644, 644 |
| | 2 x BLACK | FP | 140 x 3,8 | | 125 | 89 192 110 | | |
| 50 006 608 | 1 x BLACK | FP | 114 x 1,6 | VOLVO | 104,775 | 88 868 110 | 29/30/ 31/32/ 33 | 1080, 1080, 1081, 1081, 1082 |
| | 1 x BLACK | EP | 115,7 x 5,7 | | | | | |
| | 1 x VIOLET | FP | 115,7 x 5,7 | | | | | |
| 50 006 608 | 1 x BLACK | FP | 114 x 1,6 | VOLVO-BM | 104,775 | 88 868 110 | 11/12/ 13/14/ 15 | 1109, 1109, 1110, 1110, 1111 |
| | 1 x BLACK | EP | 115,7 x 5,7 | | | | | |
| | 1 x VIOLET | FP | 115,7 x 5,7 | | | | | |
| 50 006 609 | 1 x BLACK | FP | 132,5 x 1,6 | VOLVO | 120,65 | 88 476 110 | 43/44/ 45/46/ 47 | 1085, 1085, 1086, 1086, 1087 |
| | 1 x BLACK | EP | 132,8 x 5,8 | | 120,65 | 89 087 110 | | |
| | 1 x VIOLET | FP | 132,8 x 5,8 | | 120,65 | 89 175 110 | | |
| 50 006 609 | 1 x BLACK | FP | 132,5 x 1,6 | VOLVO-BM | 120,65 | 88 476 110 | 25/26 | 1115, 1115 |
| | 1 x BLACK | EP | 132,8 x 5,8 | | 120,65 | 89 175 110 | | |
| | 1 x VIOLET | FP | 132,8 x 5,8 | | | | | |
| 50 006 610 | 1 x BLACK | FP | 145 x 1,5 | VOLVO | 130,175 | 89 084 110 | 56/57/ 58/59 | 1090, 1090, 1091, 1092 |
| | 1 x BLACK | FP | 138 x 143 x 11 | | | | | |
| | 1 x BLACK | FP | 143 x 5,7 | | | | | |
| | 1 x VIOLET | FP | 143 x 5,7 | | | | | |
| 50 006 610 | 1 x BLACK | FP | 145 x 1,5 | VOLVO-BM | 130,175 | 89 084 110 | 29 | 1116 |
| | 1 x BLACK | FP | 138 x 143 x 11 | | | | | |
| | 1 x BLACK | FP | 143 x 5,7 | | | | | |
| | 1 x VIOLET | FP | 143 x 5,7 | | | | | |
| 50 006 620 | 1 x BLACK | FP | 104 x 1,5 | VOLVO | 98,43 | 89 016 110 | 21/22/ 23/24 | 1076, 1076, 1077, 1077 |
| | 1 x BLACK | EP | 109 x 5,8 | | | | | |
| | 1 x VIOLET | FP | 109 x 5,8 | | | | | |
| 50 006 620 | 1 x BLACK | FP | 104 x 1,5 | VOLVO-BM | 98,43 | 89 016 110 | 4/5/6 | 1105, 1106, 1106 |
| | 1 x BLACK | EP | 109 x 5,8 | | | | | |
| | 1 x VIOLET | FP | 109 x 5,8 | | | | | |
| 50 006 622 | 2 x GREEN | FP | 141 x 1,9 | MERCEDES-BENZ | 128 | 89 180 110 | 94/95 | 648, 650 |
| | 2 x GREEN | FP | 144 x 3,8 | | | | | |
| 50 006 623 | 1 x BLACK | FP | 145 x 1,5 | VOLVO | 130,175 | 89 328 110 | 58/59/ 61/62/ 63/64 | 1091, 1092, 1093, 1093, 1094, 1094 |
| | 2 x BLACK | EP | 143 x 5,7 | | | | | |
| | 1 x VIOLET | FP | 143 x 5,7 | | | | | |
| 50 006 623 | 1 x BLACK | FP | 145 x 1,5 | VOLVO-BM | 130,175 | 89 328 110 | 29/30/ 32 | 1116, 1117, 1117 |
| | 2 x BLACK | EP | 143 x 5,7 | | | | | |
| | 1 x VIOLET | FP | 143 x 5,7 | | | | | |
| 50 006 624 | 1 x NATURE | T | 147,4 x 153,5 x 0,15 | HANOMAG | 125 | 89 380 110 | 5 | 384 |
| | 1 x GREEN | FP | 141 x 1,9 | | | | | |
| | 2 x GREEN | FP | 144 x 3,8 | | | | | |






|  | Colour | Type |  mm | |  |  | Pos |  |
|---|------------|------|---|---------------|---|---|---------|---|
| 50 006 624 | 1 x NATURE | T | 147,4 x 153,5 x 0,15 | MERCEDES-BENZ | 125 | 89 380 110 | 80/81/ | 641, 642, |
| | 1 x GREEN | FP | 141 x 1,9 | | 128 | 89 389 110 | 87/88/ | 645, 645, |
| | 2 x GREEN | FP | 144 x 3,8 | | 128 | 89 390 110 | 94/95/ | 648, 650, |
| | | | | | 128 | 89 395 110 | 96/97/ | 651, 652, |
| | | | | | 128 | 89 556 110 | 98/99/ | 654, 655, |
| | | | | | 128 | 89 819 110 | 100/ | 656, 656, |
| | | | | | 130 | 89 396 110 | 101/ | 657, 658, |
| | | | | | 130 | 89 533 110 | 102/ | 659, 660, |
| | | | | | | | 103/ | 661, 661, |
| | | | | | | | 104/ | 662, 662, |
| | | | | | 105/ | 663, 664, | | |
| | | | | | 106/ | 667, 668 | | |
| | | | | | 107/ | | | |
| | | | | | 108/ | | | |
| | | | | | 109/ | | | |
| | | | | | 110/ | | | |
| | | | | | 111/ | | | |
| | | | | | 117/ | | | |
| | | | | | 118 | | | |
| 50 006 625 | 1 x VIOLET | FP | 168 x 2,4 | VOLVO | 144 | 89 368 110 | 72/73/ | 1097, |
| | 1 x BLACK | R | 155 x 2,4 | | 144 | 89 868 110 | 74/75/ | 1098, |
| | 1 x VIOLET | FP | 157,6 x 5,8 | | | | 76 | 1098, |
| | 2 x BLACK | R | 157,6 x 5,8 | | | | | 1098, |
| | 2 x BLACK | R | 157,6 x 5,8 | | | | | 1099 |
| 50 006 626 | 1 x BLACK | EP | 132,8 x 5,8 | VOLVO | 120,65 | 89 427 110 | 42/45/ | 1085, |
| | 1 x VIOLET | FP | 132,8 x 5,8 | | 120,65 | 89 431 110 | 46/47/ | 1086, |
| | | | | | 120,65 | 89 532 110 | 48/49/ | 1086, |
| | | | | | | 50/51/ | 1087, | |
| | | | | | | 52/53/ | 1087, | |
| | | | | | | 54/55 | 1088, | |
| | | | | | | | 1088, | |
| | | | | | | | 1088, | |
| | | | | | | | 1089, | |
| | | | | | | | 1089, | |
| | | | | | | | 1089, | |
| | | | | | | | 1090 | |
| 50 006 626 | 1 x BLACK | EP | 132,8 x 5,8 | VOLVO-BM | 120,65 | 89 427 110 | 26/27/ | 1115, |
| | 1 x VIOLET | FP | 132,8 x 5,8 | | 120,65 | 89 431 110 | 28 | 1115, |
| | | | | | 120,65 | 89 532 110 | | 1116 |
| 50 006 634 | 1 x BLACK | FP | 114 x 1,6 | VOLVO | 104,775 | 89 370 110 | 31/34/ | 1081, |
| | 2 x BLACK | EP | 115,7 x 5,7 | | 104,775 | 89 561 110 | 35/36/ | 1082, |
| | 1 x VIOLET | FP | 115,7 x 5,7 | | 104,775 | 89 564 110 | 37/38 | 1082, |
| | | | | | 104,775 | 89 570 110 | | 1083, |
| | | | | | 104,775 | 89 585 110 | | 1083, |
| | | | 107 | 89 839 110 | | 1084 | | |
| 50 006 634 | 1 x BLACK | FP | 114 x 1,6 | VOLVO-BM | 104,775 | 89 370 110 | 15/16/ | 1111, |
| | 2 x BLACK | EP | 115,7 x 5,7 | | 104,775 | 89 561 110 | 17 | 1111, |
| | 1 x VIOLET | FP | 115,7 x 5,7 | | 104,775 | 89 570 110 | | 1111 |
| 50 006 635 | 1 x BLACK | FP | 104 x 1,5 | VOLVO | 98,43 | 89 352 110 | 21/23/ | 1076, |
| | 2 x BLACK | EP | 109 x 5,8 | | 98,43 | 89 578 110 | 24/25/ | 1077, |
| | 1 x VIOLET | FP | 109 x 5,8 | | | | 27 | 1077, |
| | | | | | | | 1077, | |
| | | | | | | | 1078 | |
| 50 006 635 | 1 x BLACK | FP | 104 x 1,5 | VOLVO-BM | 98,43 | 89 352 110 | 5/6/7/8 | 1106, |
| | 2 x BLACK | EP | 109 x 5,8 | | 98,43 | 89 578 110 | | 1106, |
| | 1 x VIOLET | FP | 109 x 5,8 | | | | | 1106, |
| | | | | | | | 1107 | |



|  | Colour | Type |  mm | |   | Pos |  |
|---|--|----------------------|---|-------------------------|---|---|--|
| 50 006 636 | 1 x BLACK 2 x BLACK 1 x VIOLET | FP EP FP | 141 x 2,4 143 x 5,7 143 x 5,7 | VOLVO | 130,175 89 399 110 130,175 89 522 110 130,175 89 549 110 131 89 886 110 | 58/59/ 60/61/ 62/63/ 64/65/ 66/70 | 1091, 1092, 1093, 1093, 1093, 1094, 1094, 1095, 1095, 1097 |
| 50 006 636 | 1 x BLACK 2 x BLACK 1 x VIOLET | FP EP FP | 141 x 2,4 143 x 5,7 143 x 5,7 | VOLVO-BM | 130,175 89 399 110 130,175 89 522 110 | 29/30/ 31/32 | 1116, 1117, 1117, 1117 |
| 50 006 637 | 3 x GREEN 1 x | FP T | 140 x 4 148,1 x 153,7 x 0,3 | SCANIA | 127 89 366 110 127 89 367 110 127 89 439 110 | 14/16/ 17/19/ 21/22/ 23/26/ 27/28 | 872, 873, 874, 875, 875, 876, 876, 877, 877, 877 |
| 50 006 638 | 2 x BLACK 2 x NATO-GREEN | FP FP | 138 x 2,1 140 x 4 | MAN | 125 89 054 110 125 89 056 110 125 89 057 110 | 27/28/ 29/30/ 31/32/ 33/34/ 35 | 502, 502, 502, 503, 504, 505, 506, 506, 507 |
| 50 006 638 | 2 x BLACK 2 x NATO-GREEN | FP FP | 138 x 2,1 140 x 4 | SAVIEM | 125 89 056 110 125 89 057 110 | 8 | 862 |
| 50 006 650 | 1 x BLACK 1 x RED 1 x GREEN | R SC FP | 97 x 101,6 x 3,6 116 x 3,5 115,5 x 3,5 | JOHN DEERE | 106,5 89 028 110 | 4/5/6/7 | 425, 425, 425, 426 |
| 50 006 651 | 1 x BLACK 2 x RED | R SC | 104 x 110,6 x 3,3 110,5 x 3,5 | JOHN DEERE | 102 89 036 110 | 2/3 | 424, 424 |
| 50 006 653 | 1 x BLACK 1 x BLACK 1 x BLACK 1 x VIOLET | FP FP FP FP | 141 x 2,4 138 x 143 x 11 143 x 5,7 143 x 5,7 | VOLVO | 130,175 89 521 110 | 57/58/ 59/62 | 1090, 1091, 1092, 1093 |
| 50 006 653 | 1 x BLACK 1 x BLACK 1 x BLACK 1 x VIOLET | FP FP FP FP | 141 x 2,4 138 x 143 x 11 143 x 5,7 143 x 5,7 | VOLVO-BM | 130,175 89 521 110 | 29 | 1116 |
| 50 006 657 | 2 x BLACK 2 x BLACK 2 x GREEN 2 x GREEN | FP FP FP FP | 138 x 2,1 138 x 2,1 144 x 4 144 x 4 | MAN | 125 89 340 110 125 89 525 110 128 89 092 110 128 89 093 110 128 89 186 110 128 89 324 110 128 89 518 110 128 89 534 110 | 27/29/ 30/32/ 47/48/ 49/50/ 51/52/ 53/54/ 55/56/ 57/58/ 59/60/ 62/63/ 64/65/ 68/70/ 71/72/ 73/75/ 76/77 | 502, 502, 503, 505, 511, 512, 512, 513, 514, 516, 517, 518, 518, 519, 520, 522, 522, 523, 525, 526, 528, 530, 532, 534, 536, 538, 539, 541, 541, 543 |
| 50 006 658 | 2 x GREEN 3 x GREEN | FP FP | 128 x 2 124 x 3 | RENAULT TRUCKS (RVI) | 120 89 077 110 120 89 078 110 | 20/21/ 23/26/ 27 | 834, 834, 835, 837, 837 |
| 50 006 660 | 1 x 1 x GREEN 2 x GREEN | T FP FP | 148,1 x 153,7 x 0,3 137 x 142,2 x 10,8 140 x 4 | SCANIA | 127 89 497 110 | 14/22/ 23/28 | 872, 876, 876, 878 |
| 50 006 663 | 4 x NATURE 4 x NATURE 4 x NATURE 4 x NATURE | SI SI SI SI | 92,5 x 99,7 x 0,1 92,5 x 99,7 x 0,12 92,5 x 99,7 x 0,15 92,5 x 99,7 x 0,17 | CATERPILLAR | 88 88 589 110 | 1 | 186 |

| 000 | Colour | Type |  mm | |  |  | Pos |  |
|------------|------------|------|---|----------------------|---|---|--|---|
| | | | | | | | | |
| 50 006 663 | 4 x NATURE | SI | 92,5 x 99,7 x 0,1 | CITROEN | 88 | 88 589 110 | 33 | 210 |
| | 4 x NATURE | SI | 92,5 x 99,7 x 0,12 | | | | | |
| | 4 x NATURE | SI | 92,5 x 99,7 x 0,15 | | | | | |
| | 4 x NATURE | SI | 92,5 x 99,7 x 0,17 | | | | | |
| 50 006 663 | 4 x NATURE | SI | 92,5 x 99,7 x 0,1 | FIAT / IVECO | 88 | 88 589 110 | 34 | 323 |
| | 4 x NATURE | SI | 92,5 x 99,7 x 0,12 | | | | | |
| | 4 x NATURE | SI | 92,5 x 99,7 x 0,15 | | | | | |
| | 4 x NATURE | SI | 92,5 x 99,7 x 0,17 | | | | | |
| 50 006 663 | 4 x NATURE | SI | 92,5 x 99,7 x 0,1 | PEUGEOT | 88 | 88 589 110 | 35 | 769 |
| | 4 x NATURE | SI | 92,5 x 99,7 x 0,12 | | | | | |
| | 4 x NATURE | SI | 92,5 x 99,7 x 0,15 | | | | | |
| | 4 x NATURE | SI | 92,5 x 99,7 x 0,17 | | | | | |
| 50 006 665 | 2 x GREEN | FP | 128 x 2 | RENAULT TRUCKS (RVI) | 120 | 89 420 110 | 21/22/ 23/25/ 26/27 | 834, 835, 835, 837, 837, 838 |
| | 3 x BLACK | FP | 123 x 4 | | | | | |
| 50 006 666 | 1 x NATURE | T | 153,3 x 163,5 x 0,15 | IHC-CASE (CNH) | 130 | 89 878 110 | 15 | 410 |
| | 2 x BLACK | FP | 149 x 158,6 x 7 | | 130 | 89 879 110 | | |
| 50 006 666 | 1 x NATURE | T | 153,3 x 163,5 x 0,15 | MERCEDES-BENZ | 130 | 89 878 110 | 119 | 669 |
| | 2 x BLACK | FP | 149 x 158,6 x 7 | | 130 | 89 879 110 | | |
| 50 006 667 | 1 x BLACK | FP | 145 x 2,4 | RENAULT TRUCKS (RVI) | 131 | 89 593 110 | 30 | 839 |
| | 2 x BLACK | EP | 143 x 5,7 | | | | | |
| | 1 x VIOLET | FP | 143 x 5,7 | | | | | |
| 50 006 667 | 1 x BLACK | FP | 145 x 2,4 | VOLVO | 131 | 89 460 110 | 67/68/ 69/71 | 1096, 1096, 1096, 1097 |
| | 2 x BLACK | EP | 143 x 5,7 | | 131 | 89 593 110 | | |
| | 1 x VIOLET | FP | 143 x 5,7 | | | | | |
| 50 007 886 | 1 x BLACK | FP | 144 x 2,5 | DOOSAN | 127 | 89 541 110 | 2/3 | 275, 275 |
| | 1 x BLACK | FP | 148 x 4 | | | | | |
| 50 007 886 | 1 x BLACK | FP | 144 x 2,5 | SCANIA | 127 | 89 541 110 | 24/29/ 30/31/ 32/33/ 34/35/ 36/37/ 38/39/ 40/43/ 45 | 876, 878, 878, 879, 880, 880, 881, 881, 882, 882, 883, 883, 884, , 885 |
| | 1 x BLACK | FP | 148 x 4 | | 130 | 89 541 110 | | |
| 50 007 889 | 2 x BLACK | FP | 129 x 2 | RENAULT TRUCKS (RVI) | 120 | 89 568 110 | 22/24/ 27/28/ 29 | 835, 836, 838, 838, 838 |
| | 2 x BLACK | FP | 129 x 2 | | 123 | 89 588 110 | | |
| | 1 x BLACK | FP | 134 x 5,5 | | | | | |
| | 1 x GREEN | FP | 134 x 5,5 | | | | | |
| 50 007 890 | 1 x NATURE | T | 147,4 x 153,5 x 0,15 | MERCEDES-BENZ | 128 | 89 390 120 | 89/90 | 646, 646 |
| | 1 x BLACK | XM | 141 x 1,9 | | | | | |
| | 2 x BLACK | XM | 144 x 3,8 | | | | | |
| 50 007 891 | 2 x BLACK | XM | 138 x 2,1 | MAN | 128 | 89 092 120 | 37/38/ 39/40/ 41/42/ 43/44/ 45/46 | 508, 508, 508, 509, 509, 509, 510, 510, 510, 511 |
| | 2 x BLACK | XM | 138 x 2,1 | | 128 | 89 186 120 | | |
| | 2 x BLACK | XM | 144 x 4 | | 128 | 89 324 120 | | |
| | 2 x BLACK | XM | 144 x 4 | | 128 | 89 518 120 | | |
| | 2 x BLACK | XM | 144 x 4 | | 128 | 89 534 120 | | |



|  | Colour | Type |  mm | |   | Pos |  |
|---|--------|------|---|--|---|------------|---|
| | | | | | | | |

Vorgehensweise bei Reklamationen

Sehr geehrter Motorservice Partner,

für eine schnelle und reibungslose Reklamationsbearbeitung bitten wir um die Beachtung der nachfolgenden Punkte.

Voraussetzungen für Reklamationen

Der Motorservice Handelspartner garantiert gegenüber Motorservice, dass die Voraussetzungen für eine Reklamation erfüllt sind. Der Handelspartner von Motorservice hat im Vorfeld geprüft, ob das reklamierte Teil aus dem Motorservice Lieferprogramm stammt. Ferner ist anhand von Lieferscheinen oder Rechnungen zu prüfen und zu belegen, dass seit der Lieferung des Ersatzteils weniger als 24 Monate vergangen sind. Der Handelsweg muss eingehalten werden.

Für die Reklamationsbearbeitung notwendige Informationen

Für jeden Reklamationsfall muss das nachfolgende Reklamationsformular vollständig ausgefüllt und den Schadteilen bzw. dem Anschreiben beigelegt werden.

Der Umfang der Reklamation muss stets vollständig angegeben werden. Darüber hinaus sind wir auch umgehend über ggf. entstandene Personenschäden zu informieren. Werden Reparatur- oder Folgekosten in Anspruch gebracht, müssen die entsprechenden Rechnungen als Kopie beigelegt werden. Nachträglich eingereichte Kostenansprüche, die nach unserer Diagnose oder Ergebnismitteilung eingehen, können nicht mehr anerkannt werden.

Grundsätzlich müssen alle Schadteile eingesandt werden. Darunter fallen auch Teile die ebenfalls beschädigt wurden bzw. zur Schadensentstehung beigetragen haben (z.B. Dichtungen, Schrauben, Wellen, Pleuelstangen), selbst wenn diese nicht zum Motorservice Lieferprogramm gehören. Wir behalten uns vor, Teile nachzufordern, falls eine Schadensdiagnose mit den eingesandten Teilen nicht oder nur unzureichend möglich ist.

Versand von Reklamationsteilen zu MS Motorservice International GmbH

Die Teile sind für Motorservice kostenfrei einzusenden. Wenn in einer Lieferung mehrere Schadensfälle enthalten sind, müssen die Teile von jeder Reklamation separat verpackt und gekennzeichnet werden. Bereits benutzte Teile müssen frei von Öl und sonstigen Verunreinigungen sein. Der Handelspartner muss sicherstellen, dass die Teile ordnungsgemäß verpackt sind und beim Transport nicht beschädigt werden können. Die Teile sind zweckmäßig in der Originalverpackung unter Einhaltung größtmöglicher Sorgfalt einzusenden. Der Rücktransport erfolgt auf Risiko und Gefahr des Handelspartners. Motorservice übernimmt keine Haftung für Schadteile, die aufgrund von Transportschäden nicht mehr diagnostiziert werden können, bzw. beim Transport verloren gingen. Bei einem Teilerückversand von außerhalb der EU sind die zolltechnischen Bestimmungen (z. B. Mitsendung einer Proformarechnung, Mitteilung der ursprünglichen Handelsrechnungsnummer, Teiledeklaration) in jedem Fall einzuhalten.

Adressen für den Teilerückversand :

Alle Neuteilreklamationen sowie Schadensteile KS und TRW:

MS Motorservice International GmbH
Wilhelm-Maybach-Straße 14–18
74196 Neuenstadt / Germany

Alle Schadensteile Pierburg:

MS Motorservice International GmbH
Hamburger Straße 15
41540 Dormagen / Germany

Zerstörende Bauteilprüfungen

Wir weisen Sie darauf hin, dass es bei der Untersuchung der eingesandten Teile ggf. nötig sein kann, bestimmte Teile oder Baugruppen für eine Diagnose oder Werkstoffprüfung zu zerlegen oder einer zerstörenden Prüfung zu unterziehen. Wenn Sie sich auf dem beigelegten Formular zur Schadensmeldung schriftlich einverstanden erklärt haben, übernehmen wir für die bei der Zerlegung bzw. Prüfung der reklamierten Teile eingetretenen Beschädigungen keine Haftung.

Sonstiges

Teile sind nur dann reklamationstauglich, wenn diese bestimmungsgemäß eingesetzt bzw. verwendet wurden. Modifizierte Teile, bereits zerlegte Komponenten und Teile, an denen Reparaturversuche unternommen wurden, sind nicht reklamationstauglich.

Vom Handelspartner eingesandte Teile aus unberechtigten Reklamationen, die nicht explizit zurückgefordert werden, werden nach einer Aufbewahrungsfrist von einem Jahr verschrottet. Im Rahmen der Gewährleistung erstattete Teile gehen in unser Eigentum über. Die Reklamationsabwicklung kann aus organisatorischen Gründen ausschließlich in den Sprachen Deutsch oder Englisch erfolgen.

Reklamationsformular

Adressangaben:

Ihre Schadensnummer (nicht Artikelnummer):

Motorservice Kundennummer:

Teilebezeichnung*:

Firmenname und Adresse*:

Artikelnummer*:

Anzahl Reklamationsteile*:

Kaufdatum*:

Rechnungsnummer:

Name Ihres Kunden (Werkstatt, Motoreninstandsetzer):

Neuteilerekklamation (nur ausfüllen bei unbenutzten Teilen):

Beschädigung

Produktfehler

Einbauproblem

Verpackungsfehler

Transportschaden

Falsche Spezifikation

Korrosion/Schmutz

Sonstiges

Schadensfall (nur ausfüllen, wenn die Teile im Betrieb beschädigt wurden):

Kraftstoffart*:

Diesel

Benzin

Alkohol

Gas (LPG, CNG, ...)

Applikation*:

Straßenfahrzeug

Industrieanwendung

Marineanwendung

Agrarfahrzeug

Motorenhersteller*:

Motorentyp/Motornummer*:

Schlüsselnummer (zu 2 und 3):

Baujahr/Erstzulassung*:

Teile-Einbaudatum*:

+

km-Stand/Betriebsstunden*:

Schadensdatum*:

+

km-Stand/Betriebsstunden*:

Schadensbeschreibung*: (fügen Sie ggf. ein Beiblatt bei, falls der Platz nicht ausreicht)

Schadensumfang/Forderung*:

nur Teileersatz

Schadenssumme in Euro*:

Teileersatz inklusive Reparaturkosten (bitte Reparaturrechnung beifügen)

Bitte senden Sie die Teile im Fall einer Ablehnung wieder zurück.

Ich bin damit einverstanden, dass die Teile im Zuge der Untersuchung bei Bedarf zerlegt, geöffnet oder einer zerstörenden Prüfung unterzogen werden werden.

Ort/Datum*:

Unterschrift*:

Procedure in case of returns

Dear Motorservice Partner,

In order to ensure fast and troublefree returns handling, please observe the following points.

Prerequisites for returns

The Motorservice trade partner guarantees Motorservice that the prerequisites for a return are met.

The Motorservice trade partner has verified already whether the part subject to the complaint is part of the Motorservice product range.

Furthermore, it is to be checked and proven based on delivery notes or invoices that less than 24 months have passed since delivery of the spare part. The trade route must be adhered to.

Information required for returns handling

For each event of a return, the following return form must be completed in full and enclosed with the defective part or the cover letter.

The extent of the return must always be fully specified. Furthermore, we need to be notified immediately about any resulting personal injury. If repair or follow-up costs are claimed, copies of the respective invoices must be enclosed. Claims for costs that were handed in after our diagnosis or communication of results cannot be accepted.

In principle, all defective parts must be handed in. This also includes parts that were also damaged or that contributed to the damage (e.g. seals, screws, shafts, connecting rods), even if these are not part of the Motorservice product range. We reserve the right to subsequently ask for parts if a diagnosis of damage is not or only insufficiently possible based on the parts sent in.

Return of faulty parts to Motorservice International GmbH

The parts must be sent in without incurring a charge for Motorservice. If several events of damage are included in a delivery, the parts of each claim must be separately packaged and marked. Already used parts must be free from oil and other contamination. The trade partner must ensure that the parts are packaged properly and cannot be damaged during transport.

The parts must be sent in appropriate original packaging with the greatest possible care. The items are returned at the trade partner's own risk and peril. Motorservice cannot be held liable for defective parts that can no longer be diagnosed due to being damaged or lost during transport. In case of returning parts from outside the EU, customs agreements (e.g. sending of a pro-forma invoice, communication of the original commercial invoice no., part declaration) must be adhered to at all times.

Addresses for returning parts :

All new part returns as well as defective parts KS and TRW:

MS Motorservice International GmbH
Wilhelm-Maybach-Strasse 14-18
74196 Neuenstadt / Germany

All Pierburg defective parts:

MS Motorservice International GmbH
Hamburger Straße 15
41540 Dormagen / Germany

Destructive component testing

We would like to inform you that when examining the sent in parts, it might be necessary to take apart certain parts or assemblies for diagnostic purposes or for material testing, or to subject them to destructive testing. If on the enclosed claim form you have confirmed this in writing, we cannot be held liable for any damage caused when taking apart or testing the claimed parts.

Other

Parts can only be returned if they were deployed or used for their intended purpose. Modified parts, components and parts already taken apart in the course of repair attempts cannot be returned.

Parts sent in by the trade partner from unauthorised returns, which are not claimed back explicitly, will be scrapped after a retention period of one year. Parts refunded within the scope of the warranty become our property. For organisational reasons, returns can only be handled in German or English.

Return form

Address details:

Your claim number (not part number):

Motorservice customer number:

Part designation*:

Company name and address*:

Part number*:

Number of faulty parts*:

Date of purchase*:

Invoice number:

Name of your customer (factory, engine reconditioner):

New part return (only to be completed for unused parts):

Damage

Product defect

Installation problem

Packaging error

Transport damage

Wrong specification

Corrosion/contamination

Other

Event of damage (only to be completed if parts were damaged during operation):

Type of fuel*:

Diesel

Petrol

Alcohol

Gas (LPG, CNG, ...)

Application*:

Road vehicle

Industrial application

Marine application

Agricultural vehicle

Engine manufacturer*:

Engine type/engine number*:

Key number (for 2 and 3):

Model year/initial registration*:

Part installation date*:

+

Mileage/operating hours*:

Damage date*:

Mileage/operating hours*:

Damage description* (if required, add an extra sheet if not enough space)

Extent of damage/claim*:

only part replacement

Total claim in Euro*:

Part replacement incl. repair costs (please enclose repair invoice)

In case of refusal, please return the parts.

I agree the parts to be taken apart, opened or submitted to destructive testing within the scope of examination as required.

Place/date*:

Signature*:

1. Geltungsbereich

- 1.1 Die Allgemeinen Verkaufs- und Lieferbedingungen der MS Motorservice International GmbH (im Folgenden „Verkäufer“ genannt) gelten ausschließlich. Entgegenstehende oder von diesen Verkaufs- und Lieferbedingungen abweichende Bedingungen des Käufers werden nicht anerkannt, es sei denn, der Verkäufer hat ausdrücklich und schriftlich der Geltung abweichender Bedingungen zugestimmt. Diese Verkaufs- und Lieferbedingungen gelten auch dann, wenn der Verkäufer in Kenntnis entgegenstehender oder von den eigenen Geschäfts- und Lieferbedingungen abweichender Bedingungen des Käufers die Lieferung an den Käufer vorbehaltlos durchführt.
- 1.2 Die Verkaufs- und Lieferbedingungen gelten auch für alle zukünftigen Geschäfte mit dem Käufer. Durch Bestellung des Käufers, spätestens aber durch Annahme der Ware, werden diese Verkaufs- und Lieferbedingungen vom Käufer anerkannt.
- 1.3 Diese Verkaufs- und Lieferbedingungen gelten nur gegenüber Unternehmern.

2. Angebot und Auftragsbestätigung

- 2.1 Angebote des Verkäufers sind stets unverbindlich. Eine Bestellung des Käufers, die rechtlich als Angebot zu qualifizieren ist, gilt erst dann als angenommen, wenn sie von dem Verkäufer innerhalb von 4 Wochen schriftlich bestätigt wird. Spätestens kommt der Vertrag mit Absendung der bestellten Ware, bei Teillieferung mit Absendung der ersten Lieferung zustande.
- 2.2 Änderungen und sonstige Vereinbarungen sind nur dann verbindlich, wenn sie von dem Verkäufer schriftlich bestätigt werden.
- 2.3 Soweit der Käufer individuelle Kostenvorschläge verlangt, sind diese vergütungspflichtig. Wird die Wirksamkeit des geschlossenen Vertrages aus irgendeinem Rechtsgrund beseitigt, bleibt die Vergütungspflicht für den Kostenvorschlag bestehen.
- 2.4 Die in den Angeboten enthaltenen Unterlagen, Zeichnungen, Gewichts- und Maßangaben, Muster etc. sind nur ungefähre Angaben und stellen keine Beschaffenheitsmerkmale dar. Der Verkäufer ist berechtigt, von den Beschreibungen im Angebot abzuweichen, sofern diese Abweichungen nicht grundlegend oder wesentlicher Art sind und der vertragsgemäße Zweck nicht wesentlich eingeschränkt wird.
- 2.5 Soweit Waren nach Käuferzeichnungen gefertigt werden, sind die vom Käufer erstellten und vom Verkäufer genehmigten Zeichnungen maßgeblich. Abweichungen von genehmigten Zeichnungen sind besonders zu vereinbaren und etwaige Mehrkosten hierfür sind dem Verkäufer zu vergüten.

3. Schutzrechte

- 3.1 Der Verkäufer behält sich an allen Abbildungen, Zeichnungen, Kalkulationen und sonstigen Unterlagen das Eigentums- und Urheberrecht vor; sie dürfen ohne vorherige schriftliche Zustimmung des Verkäufers weder für andere als die vom Verkäufer angegebenen Zwecke verwendet noch Dritten zugänglich gemacht werden. Dies gilt insbesondere für solche schriftlichen Unterlagen, die als „vertraulich“, „geheim“ oder ähnlich bezeichnet sind.
- 3.2 Erfolgen Lieferungen nach Zeichnungen oder sonstigen Angaben des Käufers und werden hierdurch Schutzrechte Dritter verletzt, stellt der Käufer den Verkäufer im Innenverhältnis von sämtlichen Ansprüchen frei.
- 3.3 Der Verkäufer haftet für Ansprüche, die sich bei vertragsgemäßer Verwendung der Waren aus der Verletzung von Schutzrechten und Schutzrechtsanmeldungen (Schutzrechte) ergeben, von denen mindestens eines aus der Schutzrechtsfamilie entweder vom Europäischen Patentamt oder in einem der Staaten Bundesrepublik Deutschland, Frankreich, Großbritannien, Österreich, China, Japan oder USA veröffentlicht ist.

4. Empfehlungen, Informationen und Auskünfte

- Empfehlungen, Informationen und Auskünfte sind unverbindlich, soweit sie sich nicht auf die Ware selbst beziehen. Ersatzansprüche, gleich aus welchem Rechtsgrund, sind ausgeschlossen, es sei denn, sie beruhen auf vorsätzlichem oder grob fahrlässigem Handeln des Verkäufers.

5. Preise

- 5.1 Alle Preise sind Nettopreise und gelten „ab Werk“ (Incoterms 2010, „EXW“) ausschließlich Verpackung. Die gesetzliche Umsatzsteuer in der jeweils gültigen Höhe wird hinzugerechnet.
- 5.2 Etwaiger Mehraufwand, der durch Änderungswünsche entsteht, kann dem Käufer vom Verkäufer in Rechnung gestellt werden.
- 5.3 Treten nach Abschluss des Vertrages Ereignisse ein, die die Selbstkosten des Verkäufers bei dem Einkauf, der Herstellung und/oder dem Versand der Ware verteuern, so ist der Verkäufer zu entsprechender Preiserhöhung berechtigt.

6. Zahlungsbedingungen

- 6.1 Rechnungen sind innerhalb von 14 Tagen ab Rechnungsdatum ohne Abzug zur Zahlung fällig. Skonto gilt nur bei ausdrücklicher schriftlicher Vereinbarung.
- 6.2 Der Verkäufer ist berechtigt, selbst bei entgegenstehender Zweckbindung des Käufers eine Zahlung zunächst auf die jeweils älteste, nicht titulierte Schuld anzurechnen. Sind bereits Kosten oder Zinsen entstanden, ist der Verkäufer berechtigt, Zahlungen zunächst auf die Kosten, dann auf die Zinsen und zuletzt auf die Hauptleistung anzurechnen.
- 6.3 Das Recht zur Aufrechnung steht dem Käufer nur zu, wenn und soweit seine Gegenansprüche rechtskräftig festgestellt, unbestritten oder vom Verkäufer schriftlich anerkannt sind. Das Zurückbehaltungsrecht des Käufers ist auf Ansprüche aus dem Vertragsverhältnis beschränkt.
- 6.4 Der Verkäufer ist berechtigt, Verzugszinsen in Höhe des jeweils gültigen gesetzlichen Verzugszinssatzes zu verlangen. Das Recht, einen höheren Verzugschaden nachzuweisen, bleibt ausdrücklich vorbehalten.

7. Lieferung/Lieferzeit/Verzug

- 7.1 Lieferfristen und Liefertermine gelten nur dann als verbindlich vereinbart, wenn diese vom Verkäufer ausdrücklich schriftlich zugesagt werden. Der Verkäufer ist an den Liefertermin bzw. die Lieferfrist nicht gebunden, wenn der Käufer seinen Obliegenheiten (Zahlung von Abschlägen, Beibringung erforderlicher Unterlagen etc.) nicht rechtzeitig nachkommt. Die Einrede des nichterfüllten Vertrages bleibt vorbehalten.
- 7.2 Lieferfristen beginnen frühestens an dem Tag, an dem der Vertrag schriftlich geschlossen wurde und alle technischen Fragen geklärt sind.
- 7.3 Bei Änderungswünschen des Käufers ist der Verkäufer von der Einhaltung des Liefertermins bzw. der Lieferfrist befreit. Die Parteien werden in diesem Fall einen neuen Liefertermin oder eine neue Lieferfrist vereinbaren.
- 7.4 Sofern nichts Abweichendes vereinbart wird, ist der Liefertermin bzw. die Lieferfrist eingehalten, wenn der Verkäufer die Ware an dem vereinbarten Ort bereitgestellt hat.
- 7.5 Wegen Lieferverzögerungen, die nicht auf Vorsatz oder grob fahrlässigkeit des Verkäufers beruhen, kann der Käufer keine Ansprüche geltend machen. Dies gilt insbesondere für Lieferverzögerungen aufgrund von höherer Gewalt, Arbeitskämpfen, Unruhen, behördliche Maßnahmen, Ausbleiben von Zulieferern der Zulieferanten und sonstige unvorhersehbare, unabwendbare und schwerwiegende Ereignisse. Der vereinbarte Liefertermin bzw. die Lieferfrist verschiebt sich in diesen Fällen entsprechend der Dauer des Lieferhindernisses. Der Ersatz von entgangenem Gewinn und Schäden aus Betriebsunterbrechung ist auf Vorsatz beschränkt.
- 7.6 Kommt der Käufer in Annahmeverzug oder verletzt er sonstige Mitwirkungspflichten, so ist der Verkäufer berechtigt, den insoweit entstandenen Schaden einschließlich etwaiger Mehraufwendungen ersetzt zu verlangen. Der Verkäufer ist darüber hinaus berechtigt, dem Käufer eine angemessene Annahmefrist zu setzen und nach deren fruchtlosem Verstreichen vom Vertrag zurückzutreten und Schadensersatz statt der Leistung zu verlangen.
- 7.7 Teillieferungen sind in zumutbarem Umfang zulässig. Insofern sind Ansprüche des Käufers wegen der Teillieferung oder einer verspäteten Lieferung der Restmenge ausgeschlossen.

8. Eigentumsvorbehalt

- 8.1 Der Verkäufer behält sich das Eigentum an sämtlichen gelieferten Waren bis zum Eingang aller Zahlungen aus der Lieferbeziehung, auch der zukünftig entstehenden Verbindlichkeiten, vor. Bei vertragswidrigem Verhalten, insbesondere bei Zahlungsverzug, ist der Verkäufer berechtigt, die Kaufsache zurückzunehmen.
- 8.2 Der Käufer ist verpflichtet, die gelieferten Waren pfleglich zu behandeln und während der Dauer des Eigentumsvorbehaltes auf eigene Kosten gegen jede Form des Unterganges zum Neuwert zu versichern. Der Verkäufer bleibt berechtigt, die Ware auf Kosten des Käufers selbst zu versichern.
- 8.3 Bei Pfändungen oder sonstigen Eingriffen Dritter hat der Käufer den Verkäufer unverzüglich schriftlich zu benachrichtigen, damit dieser Drittwiderspruchsklage oder andere Rechtsmittel erheben kann. Soweit der Dritte die hierdurch entstehenden gerichtlichen und außergerichtlichen Kosten nicht erstattet, haftet hierfür der Käufer.
- 8.4 Der Käufer ist berechtigt, die Ware im ordentlichen Geschäftsgang weiter zu verkaufen; er tritt dem Verkäufer jedoch bereits jetzt alle Forderungen in Höhe des Faktura-Endbetrages (einschließlich Mehrwertsteuer) der Forderung ab, die ihm aus der Weiterveräußerung gegen seine Abnehmer oder Dritte erwachsen, und zwar unabhängig davon, ob die Ware ohne oder nach Verarbeitung weiter verkauft wurde. Zur Einziehung dieser Forderung bleibt der Käufer auch nach Auslieferung berechtigt. Die Befugnis des Verkäufers, die Forderung selbst einzuziehen, bleibt davon unberührt. Der Verkäufer verpflichtet sich jedoch, die Forderung nicht einzuziehen, solange der Käufer seinen Zahlungsverpflichtungen aus den vereinnahmten Erlösen nachkommt, nicht in Zahlungsverzug gerät und insbesondere ein Antrag auf Eröffnung eines Insolvenzverfahrens nicht gestellt ist oder Zahlungseinstellung nicht vorliegt.

- 8.5 Wird die gelieferte Ware mit anderen, nicht dem Verkäufer gehörenden Gegenständen untrennbar vermischt oder verbunden, so erwirbt der Verkäufer das Miteigentum an den neuen oder verbundenen Sache im Verhältnis des Wertes der gelieferten Ware (Faktura-Endbetrag, einschließlich Mehrwertsteuer) zu der oder den anderen Gegenständen zum Zeitpunkt der Vermischung oder Verbindung. Der Käufer verwahrt das so entstandene Allein- oder Miteigentum für den Verkäufer.

- 8.6 Übersteigt der Wert der gegebenen Sicherheiten die Forderungen des Verkäufers insgesamt um mehr als 20%, so ist der Verkäufer auf Verlangen des Käufers verpflichtet, die überschüssenden Sicherheiten nach Wahl des Verkäufers freizugeben.
- 8.7 Sofern und soweit die Registrierung und/oder die Erfüllung anderer Erfordernisse Voraussetzung für die Wirksamkeit des Eigentumsvorbehalts ist, ist der Käufer verpflichtet, auf seine Kosten alle hierzu notwendigen Handlungen unverzüglich vorzunehmen und alle erforderlichen Mitteilungen zu machen. Falls und soweit die maßgebliche Rechtsordnung keine Vereinbarung eines Eigentumsvorbehalts zulässt, wird der Käufer den Verkäufer bei Inanspruchnahme von Warenkredit angemessene andere Sicherheiten stellen.

9. Versand, Gefahrenübergang

- 9.1 Der Versand erfolgt auf Gefahr des Käufers. Die Gefahr geht stets, auch wenn weitere Leistungen von dem Verkäufer übernommen werden, spätestens mit Absendung der Ware auf den Käufer über.
- 9.2 Verzögert sich der Versand infolge von Umständen, die der Verkäufer nicht zu vertreten hat, so geht die Gefahr vom Tage der Anzeige der Versandbereitschaft auf den Käufer über. Auf schriftlichen Wunsch des Käufers wird die Sendung von dem Verkäufer gegen Bruch-, Transport-, Feuer- und Wasserschäden auf Kosten des Käufers versichert.
- 9.3 Transport- und alle sonstigen Verpackungen nach Maßgabe der Verpackungsverordnung werden nicht zurückgenommen; ausgenommen sind Paletten. Der Käufer ist verpflichtet, die Entsorgung der Verpackung auf eigene Kosten zu besorgen.

10. Fertigungsmittel

- 10.1 Soweit der Käufer dem Verkäufer Fertigungsmittel (z.B. Werkzeuge, Formen) zur Verfügung stellt, sind diese dem Verkäufer kostenfrei zuzusenden. Für deren Untergang, Verschlechterung oder unvollständige Rücklieferung und daraus resultierende Schäden übernimmt der Verkäufer eine Haftung nur für grobe Fahrlässigkeit oder Vorsatz. Dies gilt nicht, soweit gesetzlich zwingend gehaftet wird.
- 10.2 Wenn Fertigungsmittel von dem Verkäufer im Auftrag des Käufers angefertigt oder beschafft werden, stellt der Verkäufer hierfür anteilige Kosten gesondert in Rechnung. Die Fertigungsmittel bleiben Eigentum des Verkäufers. Zur Herausgabe an den Käufer ist der Verkäufer nicht verpflichtet. Vorstehendes gilt auch für Folgewerkzeuge. Die nachfolgende Regelung in Ziffer 10.3 bleibt hiervon unberührt.
- 10.3 Im Falle der Amortisation der Kosten der Fertigungsmittel über den Teilepreis übernimmt der Käufer bei Nichtamortisation eines Werkzeugs die nicht gedeckten Kosten einschließlich der Kosten der sonstigen typengebundenen Einrichtungen. Kosten für Modelle gehen stets in vollem Umfang zu Lasten des Käufers.
- 10.4 Vom Verkäufer dem Käufer ausgehenden Zeichnungen und Unterlagen sowie Vorschläge des Verkäufers für die Gestaltung und zur Herstellung der Ware dürfen an Dritte nicht weitergegeben und können von dem Verkäufer jederzeit zurückverlangt werden.

11. Sachmängelhaftung/Haftung

- 11.1 Der Verkäufer haftet nicht für Schäden, die durch Verletzung von Bedienungs-, Wartungs- und Einbauvorschriften, ungeeignete, nicht bestimmungsgemäße oder unsachgemäße Verwendung, fehlerhafte oder nachlässige Behandlung, natürlicher Verschleiß, falsche Lagerung oder vom Käufer oder Dritten vorgenommene Veränderungen der Ware auftreten. Die Waren dürfen vom Käufer oder Dritten nur durch unterwiesenes Fachpersonal eingebaut werden.
- 11.2 Dem Verkäufer steht das Wahlrecht zwischen Nachbesserung und Neulieferung zu.
- 11.3 Die zum Zwecke der Nacherfüllung erforderlichen Aufwendungen werden nicht von dem Käufer getragen, soweit die Aufwendungen sich dadurch erhöhen, dass die Ware nach der Lieferung an einen anderen Ort als den ursprünglichen Lieferort verbracht wurde.
- 11.4 Aufwendungen, die der Käufer oder Dritte im Zusammenhang mit dem Ausbau mangelhafter Waren und dem Einbau neu gelieferter bzw. nachgebesserter Waren entstehen, sind keine Nacherfüllungskosten im Sinne des § 439 Abs. 2 BGB.
- 11.5 Ansprüche aus Sachmängelhaftung verjähren in einem Jahr ab Übergabe der Ware, es sei denn, die Sachmängelhaftungsansprüche beruhen auf einer grob fahrlässigen oder vorsätzlichen Pflichtverletzung des Verkäufers oder seines Erfüllungsgehilfen oder auf einer Verletzung von Leben, Körper oder Gesundheit.
- 11.6 Der Käufer ist verpflichtet, seiner Untersuchungspflicht nach § 377 HGB auch bei Weiterveräußerung der Ware nachzukommen.
- 11.7 Das Rückgriffsrecht des Käufers gegen den Verkäufer wegen solcher Ansprüche aus Sachmängelhaftung, die dem Käufer von dessen Abnehmern entgegengesetzt werden, ist ausgeschlossen, wenn der Käufer seiner Untersuchungs- und Rügepflicht nicht nachgekommen ist oder die Ware durch Verarbeitung abgeändert wurde.
- 11.8 Die Haftung des Verkäufers nach den gesetzlichen Bestimmungen auf Schadensersatz ist uneingeschränkt gegeben, wenn eine dem Verkäufer zurechenbare Pflichtverletzung auf Vorsatz oder grob fahrlässigkeit beruht. Soweit die dem Verkäufer zurechenbare Pflichtverletzung auf einfacher Fahrlässigkeit beruht und eine wesentliche Vertragspflicht schuldhaft verletzt ist, ist die Schadensersatzhaftung auf den vorhersehbaren Schaden beschränkt, der typischerweise in vergleichbaren Fällen eintritt. Im Übrigen ist die Haftung ausgeschlossen.
- 11.9 Die Haftung nach den Bestimmungen des Produkthaftungsgesetzes oder vergleichbarer, unabdingbarer Rechte ausländischer Rechtsordnungen bleibt unberührt. Unberührt bleibt auch die Haftung wegen Verletzung von Leben, Körper und Gesundheit.
- 11.10 Soweit eine Haftung nach Tatbeständen der Ziffer 11.9 begründet wird, ist die Haftung des Verkäufers für ausländischen Rechtsordnungen im Verhältnis zum Käufer insoweit beschränkt, als es nach dem jeweiligen ausländischen Recht zulässig wäre.
- 11.11 Soweit die Schadensersatzhaftung des Verkäufers ausgeschlossen oder eingeschränkt ist, gilt dies auch im Hinblick auf die persönliche Schadensersatzhaftung der Mitarbeiter, Vertreter und Erfüllungsgehilfen des Verkäufers.

12. Abtretungsverbot

- Sämtliche Ansprüche des Käufers gegen den Verkäufer sind nicht abtretbar.

13. Produkthaftung/Hinweispflichten

- 13.1 Der Käufer darf die Ware nur bestimmungsgemäß verwenden und muss dafür sorgen, dass diese Ware nur an mit den Produktgefahren und -risiken vertraute Personen weiterveräußert wird.
- 13.2 Der Käufer ist verpflichtet, bei Verwendung der Ware als Grundstoff und Teilprodukt von eigenen Produkten beim Inverkehrbringen des Endprodukts seiner Warnpflicht auch im Hinblick auf die von dem Verkäufer gelieferte Ware nachzukommen. Im Innenverhältnis stellt der Käufer den Verkäufer von der Geltendmachung von Ansprüchen bei Verletzung dieser Obliegenheit auf erstes Anfordern frei.

14. Geheimhaltung

- Der Käufer muss alle geschäftlichen und technischen Informationen, die er vom Verkäufer erhalten hat, Dritten gegenüber wie Geschäfts- und Betriebsgeheimnisse behandeln, soweit diese nicht allgemein bekannt sind. Derartige Informationen dürfen ausschließlich zum vertragsgemäßen Zweck an Dritte, die über eine entsprechende Geheimhaltungsvereinbarung eingebunden sind, weitergegeben werden.

15. Sonstiges

- 15.1 Erfüllungsort ist der Ort des jeweiligen Verkäuferwerkes.
- 15.2 Gerichtsstand für sämtliche Streitigkeiten aus dem Vertrag ist Heilbronn. Der Verkäufer ist jedoch berechtigt, den Käufer auch an dessen allgemeinen Gerichtsstand zu verklagen.
- 15.3 Für die Abwicklung von Verträgen auf Grundlage dieser Verkaufs- und Lieferbedingungen gilt ausschließlich deutsches Recht unter Ausschluss des Kollisionsrechts und des UN-Kaufrechts.
- 15.4 Die Parteien sind verpflichtet, im Rahmen der Durchführung der Vertragsbeziehung sämtliche geltenden gesetzlichen Bestimmungen einzuhalten (Compliance with laws).
- 15.5 Von diesen Verkaufs- und Lieferbedingungen abweichende oder sie ergänzende separate Vereinbarungen zwischen den Parteien gelten vorrangig.
- 15.6 Soweit eine oder mehrere der vorstehenden Bestimmungen ganz oder teilweise unwirksam sein, so bleibt die Gültigkeit der übrigen Bestimmungen hiervon unberührt. Die ungültige Bestimmung ist dann durch eine gesetzlich zulässige Bestimmung zu ersetzen, mit der Sinn und Zweck dieser Verkaufs- und Lieferbedingungen in möglichst gleicher Weise erreicht werden.

1. Scope of Application

1.1 The Terms and Conditions of Sale and Delivery of MS Motorservice International GmbH (hereinafter referred to as the „Seller“) shall apply exclusively. Opposing terms of the Buyer or terms that deviate from these Terms and Conditions of Sale and Delivery shall not apply unless the Seller has expressly agreed to the validity of deviating terms in writing. These Terms and Conditions of Sale and Delivery shall also apply if the Seller effects delivery to the Buyer without reservation in full knowledge of opposing terms of the Buyer or terms that deviate from its own Terms and Conditions of Sale and Delivery.

1.2 The Terms and Conditions of Sale and Delivery shall also apply to future business transactions with the Buyer. By placing an order and at the latest upon acceptance of the goods, the Buyer accepts these Terms and Conditions of Sale and Delivery.

1.3 These Terms and Conditions of Sale and Delivery shall only apply in B2B-relations.

2. Offer and Order Confirmation

2.1 Offers by the Seller shall in all cases be non-binding. An order from the Buyer that legally qualifies as an offer shall only be accepted once this has been confirmed in writing by the Seller within four weeks. The contract shall come into effect at the latest once the ordered goods have been dispatched, and in case of partial delivery, once the first delivery has been dispatched.

2.2 Modifications and other agreements shall only be binding once they have been confirmed by the Seller in writing.

2.3 Insofar as the Buyer requests cost estimations, these shall be subject to a charge. If the contract concluded is invalidated on the basis of any legal grounds, the obligation to pay for the quotation shall remain.

2.4 The documents, drawings, details relating to weight and dimensions, samples etc. contained in the offers are only approximate specifications and shall not constitute guaranteed qualities. The Seller shall be entitled to deviate from the descriptions in the offer to the extent that these deviations are not of a fundamental or significant nature and the purpose according to the contract is not substantially restricted.

2.5 Insofar as goods are manufactured according to Buyer's drawings, the drawings created by the Buyer and approved by the Seller shall be decisive. Deviations from approved drawings must be separately agreed and any additional costs in this regard shall be reimbursed to the Seller.

3. Industrial Property Rights

3.1 The Seller shall reserve industrial property rights and copyright to all illustrations, drawings, calculations, and other documents; these items may neither be used for purposes other than those stipulated by the Seller, nor made accessible to third parties without the prior written consent of the Seller. This shall apply in particular to written documents that are designated as „confidential“, „secret“, or similar.

3.2 Where deliveries are effected according to drawings or other specifications from the Buyer and where third-party property rights are breached as a result of this, the Buyer shall indemnify the Seller against any claims internally.

3.3 The Seller shall be liable for claims relating to violation of industrial property rights and applications for industrial property rights resulting from contractual use of the goods, if at least one property right from the family of industrial property rights has been published by the European Patents Office or in one of the following states: Federal Republic of Germany, France, United Kingdom, Austria, China, Japan, or the USA.

4. Recommendations and Information

Recommendations and information shall be non-binding insofar as they do not refer to the goods themselves. Claims for compensation, irrespective of the legal grounds, shall be excluded unless they are based on willful or grossly negligent action on the part of the Seller.

5. Prices

5.1 All prices are net prices and shall be quoted „ex works“ (Incoterms 2010, „EXW“) excluding packaging. Statutory VAT shall be added at the current applicable rate.

5.2 Any additional costs incurred as a result of modification requests may be charged to the Buyer by the Seller.

5.3 Where events occur after conclusion of the contract that result in increased costs for the Seller in terms of primary purchasing costs, manufacture, and/or shipment of the goods, the Seller shall be entitled to increase its prices accordingly.

6. Conditions of Payment

6.1 Invoices shall be due for payment within 14 days of the invoice date without any deductions. Discounts shall only apply where expressly agreed in writing.

6.2 The Seller shall be entitled to offset a payment against the oldest, not specifically titled debt, even where the Buyer has earmarked the payment for a different purpose. Where costs or interest have already been incurred, the Seller shall be entitled to offset payments, in the first instance, against the costs, then against the interest, and finally against the principal debt.

6.3 The Buyer shall only have the right to offset insofar as its counterclaims are legally binding, are uncontested, or have been acknowledged in writing by the Seller. The right of retention on the part of the Buyer shall be limited to claims arising from the contractual relationship.

6.4 The Seller shall be entitled to charge default interest in the amount of the statutory default interest rate as amended from time to time. The right to prove a higher default damage shall be expressly reserved.

7. Delivery/Lead Time/Delay

7.1 Delivery periods and delivery dates shall only be deemed to have been agreed with binding effect where these are expressly confirmed in writing by the Seller. The Seller shall not be bound to the delivery date or delivery period where the Buyer does not meet its obligations in due time (to make anticipated payments, to provide required documents etc.). The plea for non-fulfillment of the contract shall remain reserved.

7.2 Delivery periods begin at the earliest on the day of written conclusion of the contract and once all technical issues have been clarified.

7.3 In the event of change requests from the Buyer, the Seller shall be exempt from compliance with the delivery date or delivery period. In such cases, the parties shall agree a new delivery date or a new delivery period.

7.4 Unless otherwise agreed, the delivery date or delivery period shall be deemed to have been adhered to when the Seller has made the goods available at the location agreed.

7.5 The Buyer may not assert claims due to delivery delays that do not result from intent or gross negligence on the part of the Seller. In particular, this shall apply to delivery delays caused by force majeure, labor disputes, unrest, official measures, failure to deliver by suppliers, and any other unforeseen, unavoidable, and serious events. In such cases, the delivery date or delivery period agreed shall be extended according to the duration of the delivery impediment. Compensation for loss of profit and stop of production shall be limited to intent.

7.6 Where the Buyer delays acceptance or violates any other obligation to cooperate, the Seller shall be entitled to demand compensation for damages suffered in this respect, including any additional costs. Furthermore, the Seller shall have the right to set an appropriate acceptance period for the Buyer and to withdraw from the contract where this period has expired to no avail, and to demand compensation for damages instead of the performance.

7.7 Partial deliveries shall be permitted to a reasonable extent. In this regard, claims made by the Buyer due to partial delivery or delayed delivery of the remaining goods shall be excluded.

8. Retention of Title

8.1 The Seller shall reserve title of all goods delivered until all payments pertaining to the delivery, including any dues as shall arise in the future, have been effected in full. In the event of conduct contrary to contract, in particular as regards payment default, the Seller shall be entitled to claim back the goods.

8.2 The Buyer shall be obliged to handle the delivered goods with care and to insure them at original value against any kind of loss at its own expense during the period of retention of title. The Seller shall remain entitled to insure the goods itself at the expense of the Buyer.

8.3 In case of pledge or other third-party intervention, the Buyer shall immediately notify the Seller in writing so that the latter can initiate a third-party action or other legal remedies. Where the third party fails to reimburse the legal and extrajudicial costs arising from this, the Buyer shall be liable for such costs.

8.4 The Buyer shall be entitled to sell on the goods in the ordinary course of business; it hereby, however, assigns to the Seller all receivables arising from the resale to its customers or third parties to the value of the final invoice amount (including statutory VAT) of the receivables, irrespective of whether the goods were sold without or following further processing. The Buyer shall remain entitled to collect these receivables even after delivery. The Buyer's right to collect the receivables itself shall remain unaffected by this. The Seller shall, however, undertake not to collect the amount receivable as long as the Buyer fulfills its payment obligations arising from proceeds collected, does not default on payments and, in particular, no application for the initiation of insolvency proceedings has been filed or payments suspended.

8.5 Where the goods delivered are inseparably mixed or combined with other items not belonging to the Seller, the Seller shall acquire joint ownership of the new or combined product in proportion to the value of the goods delivered (final invoice amount, including statutory VAT) in relation to the value of the other items at the time of combination or mixing. The Buyer shall safeguard the resulting sole ownership or joint ownership on behalf of the Seller.

8.6 Where the value of the securities granted exceeds the claims of the Seller by more than a total of 20%, the Seller shall be obliged to release the excess securities upon request of the Buyer, at the Seller's option.

8.7 Insofar as and to the extent that registration and/or fulfillment of other requirements are prerequisite for the effectiveness of retention of title, the Buyer shall be obliged to perform at its own cost all actions required in this regard without delay and to provide all necessary notifications. If and to the extent as an agreement on the retention of title is not permitted under the relevant legal system, the Buyer shall provide the Seller with alternative appropriate securities on taking advantage of credit on goods.

9. Shipment, Transfer of Risk

9.1 Shipment shall be carried out at the risk of the Buyer. The risk shall pass to the Buyer at the latest on dispatch of the goods, even if additional services are performed by the Seller.

9.2 Where shipment is delayed due to circumstances beyond the Seller's control, the risk shall pass to the Buyer from the day of notification of readiness for shipment. Upon written request of the Buyer and at the Buyer's expense, the Seller shall insure the shipment against breakage, damage in transit, as well as fire and water damage.

9.3 In accordance with the Packaging Regulations (Verpackungsverordnung), transport packaging and any other packaging shall not be taken back, with the exception of pallets. The Buyer shall be obliged to dispose of the packaging at its own expense.

10. Manufacturing Equipment

10.1 Insofar as the Buyer provides manufacturing equipment (e.g. tools, templates) to the Seller, these shall be sent to the Seller at no charge. The Seller shall only assume liability for loss, deterioration or incomplete return and damages resulting therefrom in case of gross negligence or intent. This shall not apply in cases of legally mandatory liability.

10.2 Where manufacturing equipment is produced or procured by the Seller at the Buyer's request, the Seller shall invoice pro rata costs for such equipment separately. The manufacturing equipment shall remain the property of the Seller. The Seller shall not be obliged to hand over said provision in Item 10.3 shall remain unaffected by this.

10.3 In the event of amortization of costs for the manufacturing equipment in excess of the part cost, the Buyer shall assume the costs not covered in case of non-amortization of a tool, including the costs for other type-specific equipment. Costs for models shall in all cases be for the account of the Buyer.

10.4 Drawings and documents provided to the Buyer by the Seller as well as recommendations by the Seller in respect of design and production of the goods may not be forwarded to third parties and can be claimed back by the Seller at any time.

11. Warranty / Liability

11.1 The Seller shall not be liable for any damages caused by non-compliance with specifications regarding operating, maintenance, and installation, inappropriate or improper use, faulty or negligent handling, natural wear and tear, incorrect storage, or modification of the goods by the Buyer or third parties. Installation of the goods by the Buyer or a third party may only be carried out by trained and qualified personnel.

11.2 The Seller shall have the right to decide whether to remedy a defect or provide new goods.

11.3 Expenses required for purposes of cure shall not be borne by the Seller in the event of increased expenses as a result of subsequent relocation of the goods to a location other than that of the original place of delivery.

11.4 Expenses incurred by the Buyer or third parties in connection with disassembly of defective goods or installation of newly supplied or reworked goods shall not constitute cure costs within the meaning of § 439 Para. 2 BGB.

11.5 Warranty claims shall expire one year after handover of the goods unless the warranty claims are based on grossly negligent or willful breach of obligation on the part of the Seller or one of its vicarious agents or on injury to life, limb, or health.

11.6 The Buyer shall also undertake to fulfill its obligation of examination pursuant to § 377 HGB (Handelsgesetzbuch – German Commercial Code) in the case of resale of the goods.

11.7 The Buyer's right of recourse against the Seller as a result of such claims based on liability for material defects made against the Buyer by its customers shall be excluded if the same has not fulfilled its obligation of examination and notification or if the goods have been modified by means of processing.

11.8 The Seller's liability for compensation according to statutory provisions shall apply without limitation if the same is responsible for breach of obligation based on intent or gross negligence. Insofar as a breach of obligation based on ordinary negligence is attributable to the Seller and an essential contractual obligation has been culpably violated, compensation for damages shall be limited to the amount of foreseeable damage that typically occurs in comparable cases. In all other cases, liability shall be excluded.

11.9 Liability according to the provisions of the Product Liability Law or similar, non-derogable rights of foreign jurisdiction shall remain unaffected. Liability resulting from injury to life, limb, and health shall also remain unaffected.

11.10 Insofar as liability arises according to the facts in Item 11.9, the liability of the Seller in case of foreign jurisdiction shall be limited in relation to the Buyer to the extent permissible according to the relevant foreign law.

11.11 Where the Seller's liability for compensation is excluded or limited, this shall also apply with regard to personal liability for compensation on the part of the Seller's employees, representatives, or vicarious agents.

12. Non-assignment Clause

All claims by the Buyer against the Seller shall be non-assignable.

13. Product Liability/Notification Obligation

13.1 The Buyer shall only use the goods according to their purpose and shall ensure that these goods are only resold to persons familiar with the hazards and risks associated with the goods.

13.2 The Buyer shall also undertake to fulfill its obligation to issue warnings in respect to the goods delivered by the Seller where the former uses these goods as base material or components for its own products when placing the final product on the market. The Buyer shall indemnify the Seller internally against assertion of claims arising from breach of this obligation upon first request.

14. Confidentiality

The Buyer shall treat as trade and company secret all business and technical information received from the Seller to the extent that this information is not public knowledge. Information of this nature may only be forwarded for the purposes of the contract to third parties who are bound by an appropriate non-disclosure agreement.

15. Miscellaneous

15.1 The place of performance shall be the location of the relevant plant of the Seller.

15.2 The place of jurisdiction for all disputes arising from the contract shall be Heilbronn. The Seller shall, however, be entitled to file suit against the Buyer at its general place of jurisdiction as well.

15.3 Contracts based on these Terms and Conditions of Sale and Delivery shall be solely subject to German law excluding its conflict-of-laws provisions and the UN Convention for the International Sales of Goods (CISG).

15.4 The parties shall be obliged to comply with all statutory provisions within the framework of the contractual relationship (compliance with laws).

15.5 Separate agreements between the parties deviating from or supplementing these Terms and Conditions of Sale and Delivery shall take precedence.

15.6 Should one or several of the above provisions be ineffective in whole or in part, the validity of the remaining provisions shall remain unaffected by this. The invalid provision shall in that case be replaced by a legally valid provision that most closely approximates the meaning and purpose of these Terms and Conditions of Sale and Delivery.

1. Champ d'application

1.1 Les conditions générales de vente et de livraison de la société MS Motorservice International GmbH (ci-après dénommée le « Vendeur ») s'appliquent à l'exclusion de toutes autres. Aucune condition de l'Acheteur, contraire aux présentes conditions de vente et de livraison ou différentes, n'est admise, excepté si le Vendeur a donné son accord exprès et écrit à l'application de conditions différentes. Les présentes conditions de vente et de livraison s'appliquent également si le Vendeur, en connaissance de conditions de l'Acheteur contraaires ou différentes des siennes propres, effectue sans réserve la livraison à l'Acheteur.

1.2 Les présentes conditions de vente et de livraison sont de même applicables à toutes les opérations commerciales futures avec l'Acheteur. L'Acheteur accepte ces conditions de vente et de livraison en passant commande, et au plus tard en réceptionnant la marchandise.

1.3 Les présentes conditions de vente et de livraison ne s'appliquent qu'aux entreprises.

2. Offre et confirmation de commande

2.1 Les offres du Vendeur s'entendent toujours sans engagement. Une commande de l'Acheteur qui pourra être juridiquement qualifiée d'offre, n'est réputée acceptée que dès lors que le Vendeur l'a confirmée par écrit dans un délai de 4 semaines. Le contrat est conclu au plus tard par l'envoi de la marchandise commandée, et pour les livraisons partielles, par l'envoi de la première livraison.

2.2 Les modifications et autres conventions ne présentent un caractère contraignant qu'une fois confirmées par écrit par le Vendeur.

2.3 Les devis individuels demandés par l'Acheteur sont payants. En cas d'invalidité du contrat pour quelque motif juridique que ce soit, le paiement du devis reste dû.

2.4 Les documents, dessins, indications de poids et de mesure, modèles, etc. figurant dans les offres ne sont que des indications approximatives ne constituant pas des caractéristiques. Le Vendeur est autorisé à apporter des variantes aux descriptifs figurant dans l'offre, pourvu que celles-ci ne soient pas de nature fondamentale ou essentielle et qu'elles ne constituent pas un obstacle substantiel à l'objet du contrat.

2.5 Si les marchandises sont fabriquées d'après des dessins de l'Acheteur, les dessins faits par celui-ci et approuvés par le Vendeur font foi. Les différences apportées aux dessins approuvés doivent être convenues séparément et les coûts supplémentaires éventuels en découlant donnent lieu à une rémunération du Vendeur.

3. Droits de protection

3.1 Le Vendeur demeure titulaire des droits d'auteur et de propriété intellectuelle sur l'ensemble des illustrations, dessins, calculs et autres documents ; cette documentation ne peut être utilisée, sans autorisation préalable du Vendeur, à d'autres fins que celles spécifiées par le Vendeur, ni être communiquée à des tiers. La présente clause s'applique notamment aux documents écrits portant la mention « confidentiel » ou « secret » ou une mention similaire.

3.2 Dans le cas où des livraisons effectuées sur la base de dessins ou autres indications de l'Acheteur violeraient les droits de protection de tiers, l'Acheteur dégage le Vendeur de tout recours dans le cadre de leurs relations internes.

3.3 La responsabilité du Vendeur est engagée en cas de recours exercé dans le cadre de l'utilisation contractuelle des marchandises suite à une violation de droits de protection et de demandes de droits de protection (droits de protection) dont un au moins appartenant à la famille des droits de protection est publié soit par l'Office européen des brevets soit dans l'un des États suivant : Allemagne, France, Grande-Bretagne, Chine, Japon ou USA.

4. Recommandations, informations et renseignements

Les recommandations, informations et renseignements sont sans engagement pour autant qu'ils ne se rapportent pas à la marchandise elle-même. Les droits à dommages et intérêts, pour quelque motif juridique que ce soit, sont exclus, excepté s'ils sont fondés sur une faute intentionnelle ou une négligence grave du Vendeur.

5. Prix

5.1 Tous nos prix sont nets et s'entendent « départ usine » (Incoterms 2010, « EXW »), à l'exclusion de l'emballage. La TVA est facturée en sus au taux légal en vigueur.

5.2 Le Vendeur peut facturer à l'Acheteur les éventuels coûts supplémentaires découlant de demandes de modifications.

5.3 En cas d'événements intervenant après la conclusion du contrat qui enchériraient le prix de revient du Vendeur pour ce qui est de l'achat, la production et/ou l'expédition de la marchandise, le Vendeur se réserve le droit d'appliquer une augmentation de prix correspondante.

6. Modalités de paiement

6.1 Les factures sont payables sans déduction aucune dans les 14 jours suivant la date de facture. Aucune remise n'est consentie en l'absence d'accord exprès.

6.2 Le Vendeur se réserve de droit, même en cas d'affectation différente de la part de l'Acheteur, d'imputer un paiement en premier lieu sur la dette en souffrance la plus ancienne. En cas de frais ou d'intérêts déjà constatés, le Vendeur pourra imputer les paiements d'abord sur les frais, puis sur les intérêts et, en dernier lieu, sur la prestation principale.

6.3 L'Acheteur ne pourra prétendre à un règlement par compensation que si et pour autant que ses contre-prétentions ont un caractère exécutoire, qu'elles n'ont pas été contestées ou que le Vendeur les a reconnues par écrit. Le droit de rétention de l'Acheteur est limité aux créances découlant de la relation contractuelle.

6.4 Le Vendeur pourra exiger des intérêts de retard au taux légal en vigueur. Il se réserve expressément le droit d'apporter la preuve d'un préjudice plus élevé résultant du retard.

7. Livraison/date de livraison/retard

7.1 Les délais et dates de livraison ne sont réputés fermes que pour autant qu'ils ont été approuvés expressément par écrit par le Vendeur. Le Vendeur n'est pas tenu de respecter la date ou le délai de livraison si l'Acheteur ne remplit pas ses obligations (paiement d'acomptes, fourniture des documents nécessaires, etc.) dans les délais impartis. Le Vendeur se réserve le droit de faire valoir l'exception d'inexécution du contrat.

7.2 Les délais de livraison courent au plus tôt à compter de la date à laquelle le contrat est conclu par écrit et à laquelle l'ensemble des questions techniques est réglé.

7.3 Dans l'hypothèse où l'Acheteur demanderait des modifications, le Vendeur n'est plus tenu de respecter la date ou le délai de livraison. Dans ce cas, les parties conviendront d'une nouvelle date ou d'un nouveau délai de livraison.

7.4 Sauf convention contraire, la date ou le délai de livraison est réputé respecté dès lors que le Vendeur met la marchandise à disposition au lieu convenu.

7.5 L'Acheteur ne peut faire valoir aucun droit en cas de retard de livraison qui ne serait causé ni intentionnellement ni du fait d'une négligence grave du Vendeur. Ceci s'applique notamment aux retards de livraison résultant d'un cas de force majeure, de mouvements sociaux, mesures administratives, défaut de livraison par nos sous-traitants ainsi que tout événement grave, imprévisible et inévitabile. Dans ce cas, la date ou le délai de livraison convenu est reporté d'une durée égale à celle des circonstances faisant obstacle à la livraison. Il ne pourra être fait droit à une demande d'indemnisation pour manque à gagner et préjudices découlant d'une interruption d'exploitation qu'en cas de faute intentionnelle.

7.6 En cas de retard de l'Acheteur pour la réception ou de manquement de sa part à toute autre obligation de coopération, le Vendeur pourra exiger l'indemnisation du préjudice, y compris des coûts supplémentaires qui en résulteraient. Le Vendeur a en outre le droit de fixer à l'Acheteur un délai de réception raisonnable et, après expiration infructueuse de ce délai, de résilier le contrat et d'exiger des dommages et intérêts en lieu et place de la prestation.

7.7 Les livraisons partielles sont autorisées dans une mesure raisonnable. Il s'ensuit que tout recours de la part l'Acheteur en cas de livraison partielle ou de retard de livraison des quantités restantes est exclu.

8. Réserve de propriété

8.1 Le Vendeur conserve la propriété de l'ensemble des marchandises livrées jusqu'à réception de l'ensemble des paiements, y compris les engagements à venir, résultant de la relation de fourniture. En cas de faute contractuelle, notamment de retard de paiement, le Vendeur se réserve le droit de reprendre la marchandise vendue.

8.2 L'Acheteur est tenu de prendre soin de la marchandise livrée et de l'assurer à ses frais, pour sa valeur à l'échéance, contre toute forme de disparition pendant la durée de la réserve de propriété. Le Vendeur conserve le droit d'assurer lui-même la marchandise aux frais de l'Acheteur.

8.3 En cas de saisie ou autres interventions de tiers, l'Acheteur est tenu d'informer le Vendeur sans délai et par écrit, afin que ce dernier puisse faire valoir sa tierce opposition ou user d'autres voies de droit. Si le tiers ne rembourse pas les coûts judiciaires et extra judiciaires qui en résultent, la responsabilité de l'Acheteur est alors engagée.

8.4 L'Acheteur est autorisé à revendre la marchandise dans le cadre d'opérations commerciales régulières ; il cède toutefois d'ores et déjà au Vendeur l'ensemble des créances, résultant de la vente de la marchandise en question à ses clients ou à des tiers à hauteur du montant total de la somme due (y compris la TVA), et ce indépendamment du fait que la marchandise ait été revendue sans ou après transformation. L'Acheteur est autorisé à recouvrer cette créance même après la livraison. La faculté du Vendeur de recouvrer lui-même ladite créance n'en est pas affectée. Le Vendeur s'engage toutefois à ne pas recouvrer la créance dans la mesure où l'Acheteur respecte ses obligations de paiement sur les produits financiers réalisés, qu'il n'est pas en retard de paiement et notamment qu'il n'existe pas de demande d'ouverture d'une procédure de dépôt de bilan et qu'il n'est pas en état de cessation des paiements.

8.5 Si la marchandise livrée est mélangée ou alliée de manière indissociable à d'autres objets n'appartenant pas au Vendeur, ce dernier acquiert de ce fait une copropriété sur la chose nouvelle ou alliée au prorata de la valeur initiale de la marchandise livrée (montant final de la facture, TVA comprise) par rapport à celle-ci ou aux autres éléments au moment du mélange ou de l'alliage. L'Acheteur sera le dépositaire pour le Vendeur de la propriété exclusive ou de la copropriété ainsi engendrée.

8.6 Si la valeur des sûretés qui ont été consenties excède les créances du Vendeur de plus de vingt pour cent (20 %), celui-ci s'engage à libérer les sûretés excédentaires selon son choix, sur demande de l'Acheteur.

8.7 Dès lors et si tant est que l'enregistrement et/ou la satisfaction d'autres exigences constituent une condition préalable à la validité de la réserve de propriété, l'Acheteur sera tenu de procéder immédiatement et à ses frais à tous les actes nécessaires et de faire les communiqués nécessaires. Dans l'hypothèse où le système juridique en vigueur n'autoriserait pas de clause contractuelle de réserve de propriété, l'Acheteur faisant usage d'un crédit commercial s'engage à fournir au Vendeur d'autres garanties appropriées.

9. Expédition, transfert de risque

9.1 L'expédition s'effectue au risque de l'Acheteur. Le risque est toujours transféré à l'Acheteur au plus tard lors de l'envoi de la marchandise, même lorsque d'autres prestations sont acceptées par le Vendeur.

9.2 Si l'expédition subit un retard suite à des circonstances qui ne sont pas imputables au Vendeur, le risque est transféré à l'Acheteur à la date de l'avis d'expédition. Sur demande écrite de l'Acheteur, le Vendeur assurera l'envoi, aux frais de l'Acheteur, contre le bris, les dommages dus au transport au feu et à l'eau.

9.3 Les emballages de transport et autres ne sont pas repris conformément à la réglementation sur les emballages, à l'exception des palettes. L'Acheteur est tenu de procéder à ses propres frais à l'élimination des emballages.

10. Moyens de fabrication

10.1 Dès lors que l'Acheteur met à la disposition du Vendeur des moyens de fabrication (p. ex. outillage/outils, moules), ces derniers doivent être envoyés gratuitement au Vendeur. La responsabilité du Vendeur ne pourra être engagée en ce qui concerne leur disparition, leur dégradation ou leur réexpédition incomplète et les dommages en résultant qu'en cas de négligence grave ou de faute intentionnelle. La présente clause ne s'applique pas si la responsabilité est obligatoire de par la loi.

10.2 Si l'Acheteur charge le Vendeur de fabriquer ou d'acheter des moyens (outils) de fabrication, une partie des coûts en résultant lui sera facturée séparément. Les moyens de fabrication restent propriété du Vendeur. Celui-ci n'est pas tenu de les restituer à l'Acheteur. Il en ira de même des outillages complémentaires. La règle suivante énoncée au paragraphe 10.3 n'en est pas affectée.

10.3 En cas d'amortissement des coûts des moyens de fabrication supérieur au prix des pièces, l'Acheteur prendra à sa charge en cas de non amortissement d'un outil les coûts non couverts y compris les coûts des divers équipements spécifiques. Les coûts des modèles sont toujours intégralement à la charge de l'Acheteur.

10.4 La transmission à des tiers des dessins (schémas) et des documents remis à l'Acheteur par le Vendeur, ainsi que les propositions de ce dernier visant à la conception et à la production de la marchandise, n'est pas autorisée ; le Vendeur peut à tout moment en exiger la restitution.

11. Garantie des vices/responsabilité

11.1 Le Vendeur décline toute responsabilité pour les dommages résultant d'un manquement aux consignes de manœuvre, de maintenance et de montage, de l'usage inapproprié ou non conforme ou incorrect de la marchandise, d'un traitement impropre ou négligent, de l'usure naturelle, d'un stockage inapproprié ou encore de modifications opérées sur la marchandise par l'Acheteur ou par des tiers. Le montage des marchandises par l'Acheteur ou par des tiers ne doit être effectué que par du personnel qualifié et compétent.

11.2 Le Vendeur a le choix entre réparations et remplacement.

11.3 Le Vendeur ne prend pas à sa charge les frais nécessaires à l'élimination du défaut s'ils sont augmentés du fait que la marchandise a été transportée ultérieurement à la livraison dans un autre endroit que le lieu initial de livraison.

11.4 Les frais générés pour l'Acheteur ou des tiers par le démontage des marchandises défectueuses et le montage de la marchandise de remplacement ou de la marchandise réparée ne sont pas des frais de réparation au sens de l'article 439, § 2 du Code civil allemand (BGB).

11.5 Les droits issus de la responsabilité pour vice se prescrivent par 12 mois à compter de la remise de la marchandise, excepté si les droits de garantie en raison des défauts de la chose résultent d'un manquement intentionnel ou d'une négligence grave de la part du Vendeur ou de ses agents d'exécution ou d'une atteinte à la vie, à l'intégrité du corps ou à la santé.

11.6 L'Acheteur est tenu de respecter son obligation d'examen de la marchandise conformément à l'article 377 du Code civil allemand (HBG), même en cas de revente de celle-ci.

11.7 En cas de réclamation pour défauts matériels déposée contre l'Acheteur par ses propres clients, tout droit de recours de l'Acheteur à l'encontre du Vendeur est exclu si l'Acheteur n'a pas respecté son obligation d'examiner les marchandises et d'aviser le Vendeur des défauts qu'il découvre ou si la marchandise a été soumise à un processus de modification.

11.8 La responsabilité légale du Vendeur en matière d'indemnisation est illimitée en cas de manquement intentionnel à ses obligations ou de négligence grave de sa part. Dans le cas où le Vendeur manquerait à ses obligations par négligence légère et où il serait porté atteinte de manière fautive à une obligation contractuelle majeure, le droit aux dommages et intérêts sera limité au dommage prévisible, intervenant de manière caractéristique dans des cas comparables. Toute responsabilité est exclue dans les autres cas.

11.9 La responsabilité en vertu des dispositions de la loi sur la responsabilité du fait des produits ou de normes comparables et impératives de législations étrangères subsiste. Demeure également inchangée la responsabilité en cas d'atteinte à la vie, à l'intégrité du corps et à la santé.

11.10 Dans le cas d'une responsabilité fondée, découlant de faits mentionnés au paragraphe 11.9, la responsabilité de l'Acheteur vis à vis de l'Acheteur, dans le cadre de législations étrangères, est limitée dans la même mesure qu'elle le serait par la législation étrangère en question.

11.11 Toute exclusion ou limitation de la responsabilité du Vendeur en matière d'indemnisation s'applique également à la responsabilité personnelle des employés, représentants et agents d'exécution du Vendeur.

12. Interdiction de cession

Tous les droits de l'Acheteur à l'encontre du Vendeur sont incessibles.

13. Garantie implicite du produit/obligation d'information

13.1 L'Acheteur ne devra utiliser la marchandise que de manière conforme à sa destination et devra veiller à ce qu'elle ne soit revendue qu'à des personnes au fait des dangers et risques du produit.

13.2 Si l'Acheteur utilise le produit comme matériau de base ou comme sous-produit de ses propres produits, il est tenu, lors de la mise en circulation du produit final de respecter son obligation d'avertissement, relatif également à la marchandise qui lui a été fournie par le Vendeur. Dans le cadre de leurs relations internes, l'Acheteur libérera le Vendeur, à la première demande, de tout recours exercé contre ce dernier pour manquement à ces obligations.

14. Confidentialité

Vis à vis des tiers, l'Acheteur est tenu de garder le secret en matière commerciale et industrielle sur toutes les informations commerciales et techniques qu'il a reçues de la part du Vendeur, dans la mesure où elles ne sont pas généralement connues. Les informations de cette nature ne pourront être communiquées qu'à des fins exclusivement contractuelles à des tiers liés par un accord de confidentialité approprié.

15. Divers

15.1 Le lieu d'exécution est celui où se trouve l'usine du Vendeur concernée.

15.2 Le tribunal compétent pour tout litige découlant du contrat est Heilbronn. Toutefois, le Vendeur est autorisé à assigner l'Acheteur également devant les tribunaux auxquels celui-ci est rattaché en général.

15.3 L'exécution de contrats basée sur les présentes conditions de vente et de livraison est exclusivement régie par le droit allemand à l'exclusion des règles de conflits de lois et de la Convention des Nations Unies sur les contrats de vente internationale de marchandises (CVIM).

15.4 Les parties sont tenues, dans le cadre de l'exécution de la relation contractuelle, de respecter l'ensemble des dispositions légales en vigueur (conformité aux lois).

15.5 Toute convention distincte passée entre les parties et différente des présentes conditions de vente et de livraison ou les complétant, s'applique en priorité.

15.6 En cas d'invalidité totale ou partielle d'une ou plusieurs clauses ci-dessus, la validité des autres clauses n'en sera pas affectée. La clause invalide devra être remplacée par une clause légale s'approchant au plus près du sens et de l'objectif des présentes conditions de vente et de livraison.

1. Ámbito de aplicación

- 1.1 Se aplicarán exclusivamente las condiciones generales de venta y entrega de MS Motorservice International GmbH (denominado en lo sucesivo «vendedor»). Las condiciones del comprador contrarias a que difieran de las presentes condiciones de venta y entrega se rechazarán, salvo que el vendedor haya aceptado expresamente por escrito la validez de las condiciones divergentes. Las presentes condiciones de venta y entrega también se aplicarán cuando el vendedor lleve a cabo la entrega sin reservas al comprador en conocimiento de que las condiciones del comprador son contrarias a las propias condiciones de venta y entrega.
- 1.2 Las condiciones de venta y entrega también se aplicarán a todas las transacciones futuras con el comprador. A través del pedido del comprador, pero a más tardar al recibir la mercancía, el comprador aceptará las presentes condiciones de venta y entrega.
- 1.3 Las presentes condiciones de venta y entrega serán válidas sólo de cara a la empresa.

2. Oferta y confirmación del pedido

- 2.1 Las ofertas del vendedor no serán vinculantes. Un pedido realizado por el comprador, que jurídicamente se califica como oferta, sólo se considerará aceptado si el vendedor confirma por escrito en un plazo de 4 semanas. El contrato se celebrará a más tardar con el envío de la mercancía solicitada; en caso de entrega parcial, con el envío de la primera entrega.
- 2.2 Las modificaciones y otros acuerdos sólo serán vinculantes si el vendedor confirma por escrito.
- 2.3 Si el comprador solicita presupuestos personalizados, éstos estarán sujetos a remuneración. Si se anula la validez del contrato celebrado, sea cual fuere su causa justificativa, la obligación de remuneración para el presupuesto no se verá afectada.
- 2.4 Los documentos, dibujos, pesos y medidas, muestras, etcétera, contenidos en las ofertas contendrán sólo datos aproximados y no constituirán características. El vendedor podrá desviarse de las descripciones en la oferta, siempre que estas desviaciones no sean fundamentales o esenciales y la finalidad contractual no se vea restringida sustancialmente.
- 2.5 Cuando las mercancías se producen de acuerdo con los dibujos de los compradores, los dibujos elaborados por el comprador y aprobados por el vendedor serán determinantes. Las divergencias en los dibujos aprobados deberán acordarse de forma específica y cualquier gasto adicional resultado de éstas deberá remunerarse al vendedor.

3. Derechos protegidos

- 3.1 El vendedor se reserva los derechos de propiedad y de autor con respecto a todas las ilustraciones, cálculos y demás documentos y no se podrán emplear para fines diferentes de los indicados por el vendedor ni relevarse a terceros, salvo que se disponga de una autorización previa por escrito del vendedor. Lo anterior se aplicará sobre todo para la documentación escrita, calificada de «confidencial», «secreta» o similar.
- 3.2 Si las entregas se realizan de acuerdo con los dibujos u otros datos del comprador y, a causa de esto, se violan los derechos de propiedad de terceros, el comprador dispensará al vendedor en las relaciones internas de todas las reclamaciones.
- 3.3 El vendedor es responsable de los daños ocasionados por el uso contractualmente correcto de las mercancías derivadas de la violación de los derechos protegidos y solicitudes de los derechos protegidos (derechos protegidos), de los cuales al menos uno de la familia de los derechos protegidos figurará en la lista de la Oficina Europea de Patentes o en uno de los estados de la República Federal de Alemania, Francia, Gran Bretaña, Austria, China, Japón o los EE. UU..

4. Recomendaciones e informaciones

Las recomendaciones e informaciones no serán vinculantes en la medida en que no se refieren al producto en sí. Independientemente de la causa justificativa, los derechos de indemnización se excluirán, a menos que se basen en dolo o negligencia grave del vendedor.

5. Precios

- 5.1 Todos los precios serán precios netos y se entenderán «franco fábrica» (EXW Incoterms 2010) sin el embalaje. Se agregará el impuesto legal a la tasa aplicable.
- 5.2 El vendedor podrá facturarle al comprador cualquier gasto adicional resultante de las solicitudes de modificación.
- 5.3 Si después de la celebración del contrato se producen acontecimientos que incrementen los gastos directos del vendedor en la compra, producción y / o envío de la mercancía, el vendedor tendrá derecho de aumentar el precio de forma correspondiente.

6. Condiciones de pago

- 6.1 Las facturas deberán abonarse dentro de los 14 días a partir de la fecha de facturación sin descuento. El descuento se aplicará sólo si existe un acuerdo expreso por escrito.
- 6.2 El vendedor tendrá derecho de facturar primero el pago de una deuda más antigua no titulada, incluso con la asignación obligatoria contraria del comprador. En el caso de que ya se hayan contraído cargas o intereses, el vendedor tendrá derecho de facturar primero las cargas, luego los intereses y, finalmente, la prestación principal.
- 6.3 El derecho a compensación corresponderá al comprador sólo cuando sus contraprestaciones hayan adquirido firmeza legal, sean indiscutibles o hayan sido reconocidas por escrito por el vendedor. El derecho de retención del comprador se limitará a las reclamaciones derivadas de la relación contractual.
- 6.4 El vendedor estará autorizado a facturar intereses de demora por valor del correspondiente tipo legal de interés de demora aplicable. Se reserva expresamente el derecho de comprobar unos mayores daños por demora.

7. Entrega, plazo de entrega y demora

- 7.1 Los plazos y fechas de entrega sólo se aplicarán si el vendedor los acepta expresamente por escrito. El vendedor no estará obligado a cumplir con la fecha o plazo de entrega si el comprador incumple sus obligaciones (pago de las reducciones, aportación de los documentos necesarios, etcétera) en el tiempo previsto. La excepción de incumplimiento del contrato está reservada.
- 7.2 Los plazos de entrega comenzarán no antes del día en que se firme el contrato y todas las cuestiones técnicas hayan quedado resueltas.
- 7.3 Si el comprador solicita modificaciones, el vendedor quedará exento del cumplimiento de la fecha o plazo de entrega. En este caso, las partes acordarán una nueva fecha o plazo de entrega.
- 7.4 Salvo que se pacte lo contrario, la fecha o plazo de entrega se cumplirá si el vendedor facilita la mercancía en el lugar convenido.
- 7.5 Si las demoras en la entrega no corresponden a dolo o negligencia grave por parte del vendedor, el comprador no podrá cursar ninguna reclamación. Lo anterior se aplicará especialmente para demoras en la entrega por casos de fuerza mayor, huelgas u otros conflictos laborales, disturbios, medidas tomadas por las autoridades, carencia de suministros a recibir de los subproveedores y demás sucesos imprevisibles, inevitables y graves. En estos casos, la fecha o plazo de entrega acordado se aplazará de acuerdo con la duración del impedimento para la entrega. La compensación de los beneficios cesantes y los daños ocasionados por la interrupción del negocio se limitará al dolo.
- 7.6 Si el comprador incurre en demora en la aceptación o infringe otros deberes de cooperación, el vendedor tendrá derecho a exigir una indemnización por los daños causados, que incluye los posibles gastos adicionales. El vendedor también tendrá derecho de fijar un plazo de aceptación razonable al comprador y exigir la rescisión del contrato y reclamar daños y perjuicios en lugar de la prestación después de que el plazo venza sin obtener resultado.
- 7.7 Se permitirán las entregas parciales de manera razonable. En este sentido, se excluirán las reclamaciones del comprador en cuanto a la entrega parcial o retraso en la entrega de la cantidad restante.

8. Reserva de dominio

- 8.1 El vendedor conservará la propiedad de todas las mercancías entregadas hasta la recepción de todos los pagos procedentes de la relación de suministro, incluso de las obligaciones que se generen en el futuro. En caso de incumplimiento del contrato, en particular, en caso de retraso en el pago, el vendedor tendrá derecho de retirar el objeto vendido.
- 8.2 El comprador estará obligado a tratar las mercancías entregadas con cuidado y a asegurarlas por cuenta propia contra cualquier forma de pérdida durante el período de reserva de dominio por el valor de nuevo. El vendedor tendrá derecho de asegurar la mercancía directamente a cargo del comprador.
- 8.3 El comprador deberá comunicar sin dilación alguna y por escrito al vendedor cualquier caso de embargo o demás intervenciones de terceros, de modo que éste pueda ejercitar la reclamación por tercera o otros recursos. Se imputará al comprador, siempre que los terceros no reembolsen los costes originados judicial o extrajudicialmente.
- 8.4 El comprador podrá revender la mercancía dentro del contexto de las prácticas comerciales reglamentarias. No obstante, desde este momento cederá a favor del vendedor todos los cobros pendientes por el valor del importe de la suma final de la factura (IVA incluido) equivalente al crédito, resultante de la enajenación frente a adquirentes o terceros, independientemente de si la mercancía ha sido vendida antes o después de haber sido transformada. El comprador tendrá la facultad de recaudar esta deuda incluso después de la entrega. El derecho del vendedor a recaudar la deuda él mismo no se verá afectado. El vendedor se comprometerá a no cobrar la deuda en tanto el comprador satisfaga sus obligaciones de pago resultantes de los ingresos, no se retrase en el pago y, en particular, no solicite la apertura de un proceso de insolvencia o no declare una suspensión de pagos.

- 8.5 Si las mercancías entregadas se mezclan o combinan inseparablemente con otras mercancías que no pertenecen al vendedor, el vendedor adquirirá la copropiedad del nuevo o combinado objeto en relación al valor de la mercancía entregada (importe de la suma final de la factura, IVA incluido) para el otro u otros objetos en el momento de la mezcla o combinación. El comprador se encargará de custodiar para el vendedor la propiedad exclusiva o la copropiedad.
- 8.6 En el caso de que el valor de las garantías entregadas exceda del valor de los créditos del vendedor en total en más de un 20 %, el vendedor tendrá la obligación de liberar, a elección del vendedor, el exceso de las garantías a solicitud del comprador.
- 8.7 En la medida que el registro y / o el cumplimiento de otras exigencias sea requisito para la efectividad de la reserva de dominio, el comprador estará obligado a emprender y a efectuar inmediatamente y por su propia cuenta todas las acciones y comunicaciones necesarias. En caso de que la legislación vigente no permita el acuerdo de reserva de dominio, el comprador proporcionará al vendedor otras garantías adecuadas al utilizar créditos comerciales.

9. Envío y transmisión del riesgo

- 9.1 El envío se efectuará a riesgo del comprador. El riesgo siempre pasará al comprador a más tardar con el envío de la mercancía, incluso si el vendedor asume otras prestaciones.
- 9.2 Si la entrega se retrasa debido a circunstancias de las que el vendedor no es responsable, el riesgo pasará al comprador en el momento en que se comunica al comprador que la mercancía está lista para el envío. A petición por escrito del comprador, el vendedor asegurará el envío a cuenta del comprador contra rotura, transporte, incendio y daños por agua.
- 9.3 De conformidad con el Decreto de envases, no se aceptará la devolución de embalajes de transporte y demás embalajes; a excepción de las paletas. El comprador estará obligado a hacerse cargo de la eliminación del embalaje por cuenta propia.

10. Elementos de producción

- 10.1 En caso de que el comprador suministre elementos de producción (tales como herramientas y / o moldes), dichos elementos deberán enviarse sin coste alguno al vendedor. El vendedor no asumirá ninguna responsabilidad por pérdida, desgaste, deterioro o devolución incompleta y los daños resultantes de la misma. Este asumirá responsabilidad sólo en caso de negligencia grave o dolo. Lo anterior no rige en caso de responsabilidad forzosa prescrita por la ley.
- 10.2 En caso de fabricación o adquisición de elementos de producción por encargo del comprador, los costes se facturarán aparte y de forma proporcional. El vendedor conservará plena propiedad de los elementos de fabricación, sin que exista ninguna obligación de entregarlos al comprador. Lo anterior se aplicará también a los útiles secuenciales. La siguiente disposición del artículo 10.3 no se verá afectada.
- 10.3 En el caso de la amortización del coste de los elementos de producción sobre el precio parcial, el comprador asumirá los gastos no cubiertos si uno de dichos útiles no fuera utilizado, incluso de los demás dispositivos a ello vinculados. En todo caso, los costes de los modelos o prototipos correrán, en su totalidad, de cuenta del comprador.
- 10.4 Queda prohibido entregar a terceros los dibujos y la documentación entregada por el vendedor al comprador, así como las propuestas hechas por el vendedor para el desarrollo y la fabricación de la mercancía; el vendedor tendrá derecho a exigir la devolución de la documentación en todo momento.

11. Responsabilidad debida a defectos materiales y responsabilidad

- 11.1 El vendedor no asume responsabilidad por los daños causados por el incumplimiento de prescripciones para el manejo, mantenimiento y montaje, la utilización inadecuada o indebida, el uso erróneo o negligente y el desgaste natural, el almacenamiento incorrecto o por las manipulaciones realizadas por el comprador o por terceros en la mercancía. Las mercancías pueden instalarse únicamente por personal especializado del comprador o terceros.
- 11.2 El vendedor tendrá derecho de elegir entre la reparación o sustitución del artículo defectuoso por un nuevo.
- 11.3 Los gastos necesarios debido al cumplimiento posterior no correrán a cargo del vendedor, en tanto que los gastos aumentan debido a que la mercancía haya sido llevada tras su entrega a un lugar distinto al del originalmente previsto.
- 11.4 Los gastos generados al comprador o terceros en relación con el desmontaje de los productos defectuosos y el montaje de una mercancía nueva o reparada no representarán costes de cumplimiento posterior según la legislación alemana, art. 439, párrafo 2 del código civil alemán.
- 11.5 Las reclamaciones relacionadas con la responsabilidad debida a defectos materiales caducarán después de un año desde la entrega de la mercancía, salvo que las reclamaciones de responsabilidad debida a defectos materiales se fundamenten en un incumplimiento doloso o gravemente negligente del contrato por parte del vendedor o sus auxiliares ejecutivos o en lo que concierne a daños personales que afecten a la integridad física y la salud.
- 11.6 El comprador estará obligado a cumplir con la obligación de realizar pruebas de acuerdo con la legislación alemana, art. 377 del código de comercio alemán, incluso con la reventa de la mercancía.
- 11.7 El derecho de recurso del comprador contra el vendedor en cuanto a la responsabilidad debida a defectos materiales, al que los clientes del comprador se oponen, quedará excluido cuando el comprador no cumpla con la obligación de realizar pruebas y reclamaciones o cuando la mercancía haya sido sometida a una transformación.
- 11.8 La responsabilidad del vendedor en virtud de las disposiciones legales para la responsabilidad por daños y perjuicios se cumplirá íntegramente cuando un incumplimiento imputable de una obligación del vendedor se fundamenta en dolo o negligencia grave. En la medida en que el incumplimiento imputable de la obligación del vendedor se fundamenta en una negligencia simple y se viole una obligación esencial del contrato, la responsabilidad por daños y perjuicios se limitará al daño previsible que se produce normalmente en casos similares. Por lo demás, quedará totalmente excluida la responsabilidad.
- 11.9 La responsabilidad en virtud de las disposiciones de la ley relativa a los productos defectuosos o los derechos indispensables y similares de las legislaciones extranjeras no se verán afectados. Esto se entenderá sin perjuicio de la responsabilidad por daños personales que afecten a la integridad física y la salud.
- 11.10 En cuanto a la responsabilidad en virtud de los hechos constitutivos del párrafo 11.9, la responsabilidad del vendedor en cuanto a las legislaciones extranjeras en relación con el comprador se limitará a lo que marque la legislación extranjera.
- 11.11 La exclusión o la limitación de la responsabilidad por daños y perjuicios respecto al vendedor valdrá también en lo relativo a la responsabilidad personal por daños y perjuicios imputable a los empleados, representantes y auxiliares ejecutivos.

12. Prohibición de cesión

Todas las reclamaciones del comprador contra el vendedor no serán transferibles.

13. Responsabilidad relativa a los productos defectuosos y deber de advertencia

- 13.1 El comprador podrá utilizar la mercancía sólo de la manera prevista y deberá asegurarse de que esta mercancía se revenda sólo a las personas familiarizadas con los peligros y riesgos del producto.
- 13.2 Cuando el comprador use los productos del vendedor como producto primario y subproducto en productos propios para la comercialización como producto final, éste estará obligado a cumplir también con el deber de advertencia en cuanto a los productos entregados por el vendedor. En las relaciones internas, el comprador renunciará a toda pretensión contra el vendedor en cuanto al incumplimiento de la presente obligación a primer requerimiento.

14. Confidencialidad

El comprador deberá tratar todas las informaciones comerciales y técnicas recibidas por el vendedor como secretos comerciales y empresariales frente a terceros, salvo que éstas sean de dominio público. Dicha información será revelada únicamente con fines contractuales a terceros vinculados a un acuerdo de confidencialidad correspondiente.

15. Otros

- 15.1 El lugar de cumplimiento será el lugar en el que se encuentre la fábrica de venta correspondiente.
- 15.2 La jurisdicción para todos los litigios derivados del contrato será la de Heilbronn (Alemania). No obstante, el vendedor podrá demandar al cliente en su jurisdicción general.
- 15.3 Para la ejecución de los contratos sobre la base de las presentes condiciones de venta y entrega, se aplicará exclusivamente la ley alemana con exclusión del derecho de colisión y del derecho de adquisición de las Naciones Unidas.
- 15.4 En el contexto de la ejecución de la relación contractual, las partes están obligadas a cumplir todas las disposiciones legales aplicables (conformidad con las leyes).
- 15.5 Los acuerdos que se desvíen o que complementen por separado las presentes condiciones de venta y entrega entre las partes tendrán prioridad.
- 15.6 En la medida que una o más de las anteriores disposiciones sean total o parcialmente inválidas, la validez de las disposiciones restantes no se verá afectada. La disposición nula será sustituida por una disposición legal válida que alcance el objetivo y propósito de las presentes condiciones de venta y entrega en la medida de lo posible.

1. Сфера применения

1.1 Общие условия продажи и поставки MS Motorservice International GmbH (далее – „продавец“) имеют исключительное действие. Противоположные или отличающиеся от настоящих условий продажи и поставки условия покупателя не признаются, за исключением случаев, когда продавец однозначно письменно признал их действительность. Настоящие условия продажи и поставки действительны и в том случае если продавец, зная противоположные или отличающиеся от собственных условий продажи и поставки условия покупателя, осуществляет поставку для покупателя без предварительных договоренностей.

1.2 Условия продажи и поставки распространяются и на все будущие сделки с покупателем. Условия продажи и поставки признаются покупателем при размещении заказа, самое позднее - при приеме товара.

1.3 Настоящие условия продажи и поставки действуют только в отношении предпринимателей.

2. Предложение и подтверждение заказа

2.1 Предложения продавца всегда являются свободными. Заказ покупателя, с правовой точки зрения квалифицируемый как предложение, считается принятым только при письменном его подтверждении продавцом в течение 4 недель. Договор вступает в силу не позднее, чем с момента отправки заказанного товара, при частичной поставке - с момента отправки первой партии.

2.2 Изменения и прочие соглашения являются обязывающими только в случае их письменного подтверждения продавцом.

2.3 Если покупатель запрашивает индивидуальные предварительные сметы, за них причисляется вознаграждение. В случае недействительности заключенного договора на каком бы то ни было правовом основании, обязательно вознаграждения за предварительную смету сохраняется.

2.4 Содержащиеся в предложениях документы, чертежи, данные о весе и размерах, образцы и т.д., являются лишь приблизительными данными, а не характеристиками качества. Продавец имеет право отклониться от описанных данных в предложении, если такое отклонение не играет решающей или существенной роли, а цель договора при этом не будет существенно ограничена.

2.5 Если товары изготавливаются по чертежам покупателя, определяющими являются составленные покупателем и одобренные продавцом чертежи. Отклонения от уже одобренных чертежей согласовываются отдельно, а любые дополнительные расходы должны быть возмещены продавцу.

3. Патенты

3.1 Продавец сохраняет за собой право собственности и авторское право на все изображения, чертежи, расчеты и прочие документы; без предварительного письменного разрешения продавца они не могут быть использованы в целях, не указанных продавцом, либо переданы третьим лицам. В особенности, это касается письменных документов с пометками „конфиденциально“, „секретно“ или подобными им.

3.2 Если поставки осуществляются по чертежам или прочим данным покупателя, и при этом нарушаются патенты третьих лиц, покупатель, в рамках отношений партнеров по договору, снимает с продавца все претензии.

3.3 Продавец несет ответственность за претензии, возникшие при использовании товара в соответствии с договором, в связи с несоблюдением патентов и заявок на выдачу патентов (охранных прав), из которых, в меньшей мере, один из семейства патентов был опубликован либо Европейским патентным ведомством, либо в одной из следующих стран: Федеративная Республика Германия, Франция, Великобритания, Австрия, Китай, Япония или США.

4. Рекомендации, информация и справки

Рекомендации, информация и справки являются необязательными, если они не относятся непосредственно к товару. Претензии о возмещении ущерба на каком бы то ни было правовом основании исключены, кроме случаев, когда они возникают в связи с умышленными или грубо халатными действиями продавца.

5. Цены

5.1 Все цены нетто и действуют на условиях франко-завод (Incoterms 2010, „EXW“), за исключением упаковки. Законодательно установленный налог с оборота в соответствующем размере начисляется дополнительно.

5.2 Возможны дополнительные затраты, возникающие в связи с пожеланиями покупателя по изменению, могут быть включены продавцом в счет покупателя.

5.3 В случае если после заключения договора возникнут события, повышающие себестоимость товара продавца при его закупке, производстве и /или отправке, продавец имеет право на соответствующее повышение цены.

6. Условия оплаты

6.1 Счета подлежат полной оплате в течение 14 дней со дня выставления счета. Скидки действуют только при наличии явного письменного соглашения.

6.2 Продавец имеет право, даже при противоположной целевой привязке покупателя, начислить оплату сначала в счет самого старого, не документированного долга. В случае возникновения расходов и процентов, продавец имеет право зачесть платежи сначала на оплату расходов, затем процентов, и в последнюю очередь - на оплату основного продукта или услуги.

6.3 Право на взаимный зачет встречных требований покупатель имеет только в случае если встречные требования определены имеющими законную силу, неоспорены или письменно признаны продавцом. Право покупателя на удержание оплаты ограничено претензиями, возникающими из договорных отношений.

6.4 Продавец имеет право требовать пени за просрочку платежа в размере действующей в настоящее время процентной ставки за просрочку платежа, определенной законом. Сохраняется право обоснования более высокого ущерба от просрочки.

7. Поставка/срок поставки/задержка

7.1 Договоренность о сроках и дате поставки считается обязательной только в случае если она однозначно письменно одобрена продавцом. Продавец не обязан соблюдать дату и/или срок поставки, если покупатель не выполняет свои обязательства (выплата задатка, предоставление необходимых документов и т.д.) своевременно. Сохраняется право на возращение стороны о неисполнении договора другой стороной.

7.2 Срок поставки начинается не ранее дня письменного заключения договора и разьяснения всех технических вопросов.

7.3 При наличии пожеланий покупателя по изменению, продавец освобождается от соблюдения даты и/или срока поставки. В данном случае стороны согласуют новую дату поставки или новые сроки поставки.

7.4 При отсутствии иных договоренностей, дата поставки или срок поставки считаются соблюденными, если товар доставлен продавцом в согласованное место.

7.5 Покупатель не имеет права предъявлять претензии по задержкам поставки, не вызванным умыслом или грубой халатностью продавца. В частности, это касается задержки поставки в связи с форс-мажорными обстоятельствами, забастовками, беспорядками, административными мерами, непоставками товаров субпоставщиками и прочими непредвиденными, неотвратимыми и существенными обстоятельствами. Согласованные сроки и даты поставки в этом случае продлеваются в соответствии с длительностью действия фактора задержки поставки. Возмещаются только упущенная прибыль и ущерб в связи с простоем, которые вызваны умышленными действиями.

7.6 В случае просрочки приемки товара покупателем или нарушения им прочих обязательств по содействию, продавец имеет право требовать возмещения понесенного ущерба, включая возможные дополнительные расходы. Кроме того, продавец имеет право устанавливать приемлемый срок приемки товара покупателем, а по истечении срока в одностороннем порядке выйти из договора и потребовать возмещения ущерба вместо выполнения договорных обязательств.

7.7 Частичные поставки допустимы в приемлемом объеме. В связи с этим претензии покупателя по частичной поставке или задержанной поставке остаточной партии исключаются.

8. Оговорка об условиях перехода права собственности на товар

8.1 Продавец сохраняет право собственности на все поставленные товары до поступления всех платежей в рамках отношений, возникающих при осуществлении поставок, а также будущих обязательств. При действиях, противоречащих условиям договора, в частности, при задержке оплаты, продавец имеет право забрать товар назад.

8.2 Покупатель обязуется бережно обращаться с поставленными товарами, и в течение срока перехода собственности на товар, за собственный счет застраховать его против любого вида уничтожения по стоимости нового изделия. За продавцом сохраняется право самостоятельно страховать товар за счет покупателя.

8.3 При наложении ареста на имущество или прочих вмешательствах третьих лиц покупатель обязан незамедлительно письменно информировать продавца, чтобы он смог подать иск об исключении имущества из описи или иную апелляцию. В случае если третье лицо не возместит возникшие в связи с этим судебные и внесудебные расходы, ответственность за них несет покупатель.

8.4 Покупатель имеет право перепродавать товар в рамках нормального делового процесса; однако он уже сейчас уступает продавцу все требования в размере итоговой суммы счета-фактуры (включая налог на добавленную стоимость), которые у него возникают при перепродаже по отношению к клиенту или третьему лицу, независимо от того, был ли товар перепродан без переработки или после нее. Покупатель имеет право на предъявление этого

требования к оплате и после передачи товара. Это не отменяет право продавца на самостоятельное взыскание этого требования. Продавец, однако, обязуется не взыскивать это требование до тех пор, пока покупатель выполняет свои обязательства по платежам из полученных доходов, не просрочивает платежи, не подает заявление о начале процедуры банкротства, или не наблюдается прекращения платежей.

8.5 При нераздельном смешении и соединении поставленного товара с предметами, не являющимися собственностью продавца, продавец приобретает право долевой собственности на новое или соединенное имущество в пропорции, равной отношению стоимости поставленного товара (итоговая сумма по счету-фактуре, включая налог на добавленную стоимость) к стоимости других товаров на момент смешения или соединения. Покупатель хранит для продавца возникшим таким образом единичную или долевую собственность.

8.6 Если стоимость поставленного залога превышает стоимость требований продавца в общем более чем на 20%, продавец обязуется по требованию покупателя вернуть тому избыточный залог по выбору продавца.

8.7 Если условием действительности оговорки об условиях перехода права собственности на товар является регистрация и/или выполнение иных требований, то покупатель обязан за свой счет незамедлительно предпринять все необходимые для этого действия и сделать все необходимые сообщения. Если совокупность действующих правовых норм не допускает договоренности об условиях перехода права собственности на товар, покупатель обязан предоставить продавцу другие соразмерные гарантии при получении товарного кредита.

9. Отправка, переход рисков

9.1 Отправка осуществляется на риск покупателя. Риск всегда переходит на покупателя не позднее, чем с момента отправления товара, даже если прочие услуги берет на себя продавец.

9.2 Если отправка задерживается вследствие обстоятельств, не зависящих от продавца, риск переходит на покупателя в день уведомления о готовности к отправке. По письменной просьбе покупателя отправляемый товар страхуется продавцом за счет покупателя на случай ущерба при поломке, повреждении при транспортировке, пожаре и наводнении.

9.3 Транспортная и прочая упаковка, за исключением палет, не принимается назад в соответствии с Предписанием по упаковке. Покупатель обязан осуществить утилизацию упаковки за собственный счет.

10. Средства производства

10.1 Если покупатель предоставляет в распоряжение продавца средства производства (например, инструменты, формы), то они должны поставяться продавцу бесплатно. Продавец берет на себя ответственность за их поломку, ухудшение или неполный возврат и следующий из этого ущерб только в случае грубой халатности или умышленных действий. Данное положение не действует, если законом устанавливается обязательная ответственность.

10.2 Когда средства производства изготавливаются или приобретаются продавцом по поручению покупателя, продавец включает в счет соответствующей издержки. Эти средства производства остаются в собственности продавца. Продавец не обязан выдавать их покупателю. Это относится также и к последовательным штампам. Изложенное ниже положение под пунктом 10.3 при этом сохраняется свою силу.

10.3 В случае амортизации расходов на средства производства по стоимости частей, покупатель берет на себя непокрытые расходы при неамортизации инструмента, включая расходы на прочее типизированное оборудование. Затраты на модели всегда покрываются в полном объеме за счет покупателя.

10.4 Запрещено передавать третьим лицам выданные покупателю продавцом чертежи и документы, а также сообщать о предложениях продавца о конструировании и изготовлении товара. Данные чертежи и документы могут быть истребованы назад продавцом в любое время.

11. Ответственность за недостатки, обнаруженные в товаре / ответственность

11.1 Продавец не несет ответственности за ущерб, вызванный нарушением предписаний по эксплуатации, техническому обслуживанию и монтажу, использованием не по назначению или неквалифицированным использованием, неправильным или небрежным обращением, естественным износом, неправильным хранением, или изменением товара продавцом или третьими лицами. Монтаж товара по поручению покупателя или третьих лиц должен выполняться только обученными специалистами.

11.2 Выбор между устранением дефектов и поставкой нового товара делает продавец.

11.3 Продавец не покрывает издержки, необходимые для устранения дефекта, если повышение издержек связано с перевозкой товара после поставки в иное место, чем исходное место поставки.

11.4 Издержки, возникающие у покупателя или третьих лиц в связи с демонтажем дефектных товаров и монтажом новых или отремонтированных товаров, не являются затратами на устранение дефекта в смысле § 439 абз. 2 Гражданского уложения Германии.

11.5 Срок действия требования устранения недостатков, обнаруженных в товаре, истекает через год с момента передачи товара, кроме случаев, когда требование устранения недостатков, обнаруженных в товаре, основано на неисполнении обязательств продавцом или лицом, действующим по поручению продавца, по грубой халатности или умыслу, или в случае ущерба жизни и здоровью, а также телесных повреждений.

11.6 Покупатель обязуется выполнить свою обязанность исследования товара при покупке согласно § 377 Торгового уложения Германии, в том числе и в случае перепродажи товара.

11.7 Исключается применение покупателем права регресса по отношению к продавцу в связи с таким требованиями устранения недостатков, выданными покупателю клиентами, если покупатель не выполнил свою обязанность исследования товара при покупке и обязанность немедленно извещать о претензиях к качеству товара, или если товар был изменен при переработке.

11.8 Ответственность продавца за возмещение ущерба согласно положениям закона не ограничена, если вменяемое продавцу невыполнение обязанностей основано на умисле или грубой халатности. Если вменяемое продавцу невыполнение обязанностей основано на простой халатности, и виновно нарушены важные договорные обязательства, ответственность за возмещение ущерба ограничивается прогнозируемым ущербом, обычно возникающим в аналогичных случаях. В остальных случаях ответственность исключена.

11.9 Это не затрагивает ответственность согласно Закону об ответственности за продукцию или аналогичным неотъемлемым правам зарубежных законодательств. Сохраняется ответственность за ущерб, нанесенный жизни и здоровью, а также при телесных повреждениях.

11.10 Если ответственность по фактам, указанным в пункте 11.9, обоснована, ответственность продавца по отношению к покупателю в рамках зарубежных законодательств ограничена пределами, допустимыми соответствующим зарубежным законодательством.

11.11 Если ответственность продавца за возмещение ущерба исключена или ограничена, это распространяется и на личную ответственность за возмещение ущерба сотрудников, представителей и лиц, действующих по поручению продавца.

12. Запрещение переуступки

Все требования покупателя по отношению к продавцу не подлежат переуступке.

13. Ответственность за продукцию/обязанность давать указания

13.1 Покупатель обязан использовать товар только по назначению и гарантировать перепродажу товара только лицам, ознакомленным с опасностями и рисками, связанными с продуктом.

13.2 Покупатель обязуется давать соответствующие указания в случае использования товара в качестве основного материала и компонента собственных продуктов при сбыте конечного продукта, и относительно товара, поставленного продавцом. В рамках отношений партнеров по договору, покупатель освобождает продавца от предъявления претензий при нарушении этого обязательства по первому требованию.

14. Конфиденциальность

Покупатель обязан в отношении с третьими лицами обращаться со всей коммерческой и технической информацией, полученной от продавца, как с коммерческой и производственной тайной, кроме случаев, когда она общезвестна. Подобная информация может быть передана третьим лицам, заключившими соглашение о сохранении конфиденциальности, только в целях, установленных договором.

15. Прочее

15.1 Местом исполнения является местонахождение соответствующего завода продавца.

15.2 Местом судебного рассмотрения всех споров по данному договору является Хайльбронн. Продавец, однако, имеет право предъявить иск покупателю по месту его общей подсудности.

15.3 При исполнении договора по данным условиям продажи и поставки действует исключительно германское законодательство, за исключением случаев применения коллизионного права и Конвенции ООН о договорах международной купли-продажи товаров.

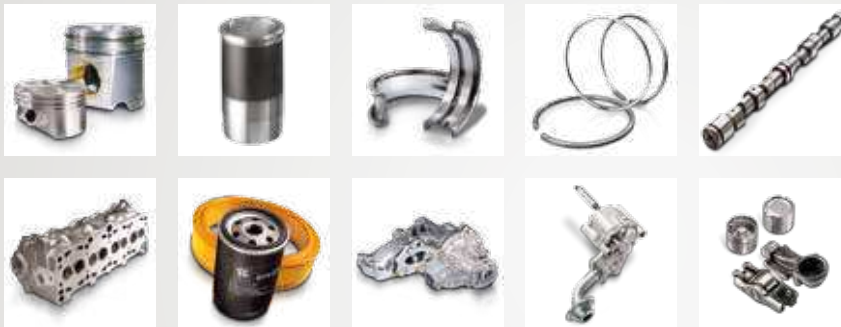
15.4 В рамках действия отношений по договору, стороны обязуются выполнять все действующие положения закона (соблюдать законы).

15.5 Отдельные соглашения между сторонами, отступающие от данных условий продажи и поставки, или дополняющие их, имеют преимущественное действие.

15.6 Если одно или несколько изложенных выше положений окажется полностью или частично недействительным, остальные положения сохраняют силу. Недействительное положение должно быть заменено на законно допустимое положение, максимально приближенные к смыслу и цели данных условий продажи и поставки.

Product Range

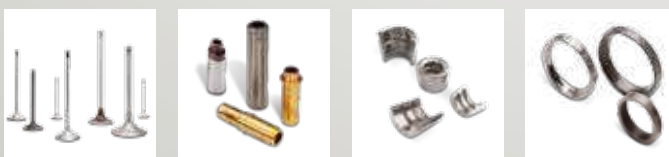
KOLBENSCHMIDT



PIERBURG



TRW Engine Components





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