1015. The engine for construction equipment.

187 - 440 kW at 1500 - 2100 min^{-1}

These are the characteristics of the 1015:

Water-cooled 6- and 8-cylinder V-engines.

Turbocharging and turbocharging with charge air cooling.

Four-valve technology.

Injection system with mechanical governor, mechanically actuated/ electronically controlled high-pressure injection on request.

Separate gear-driven PTOs, beltless fan drive.

Very compact design.

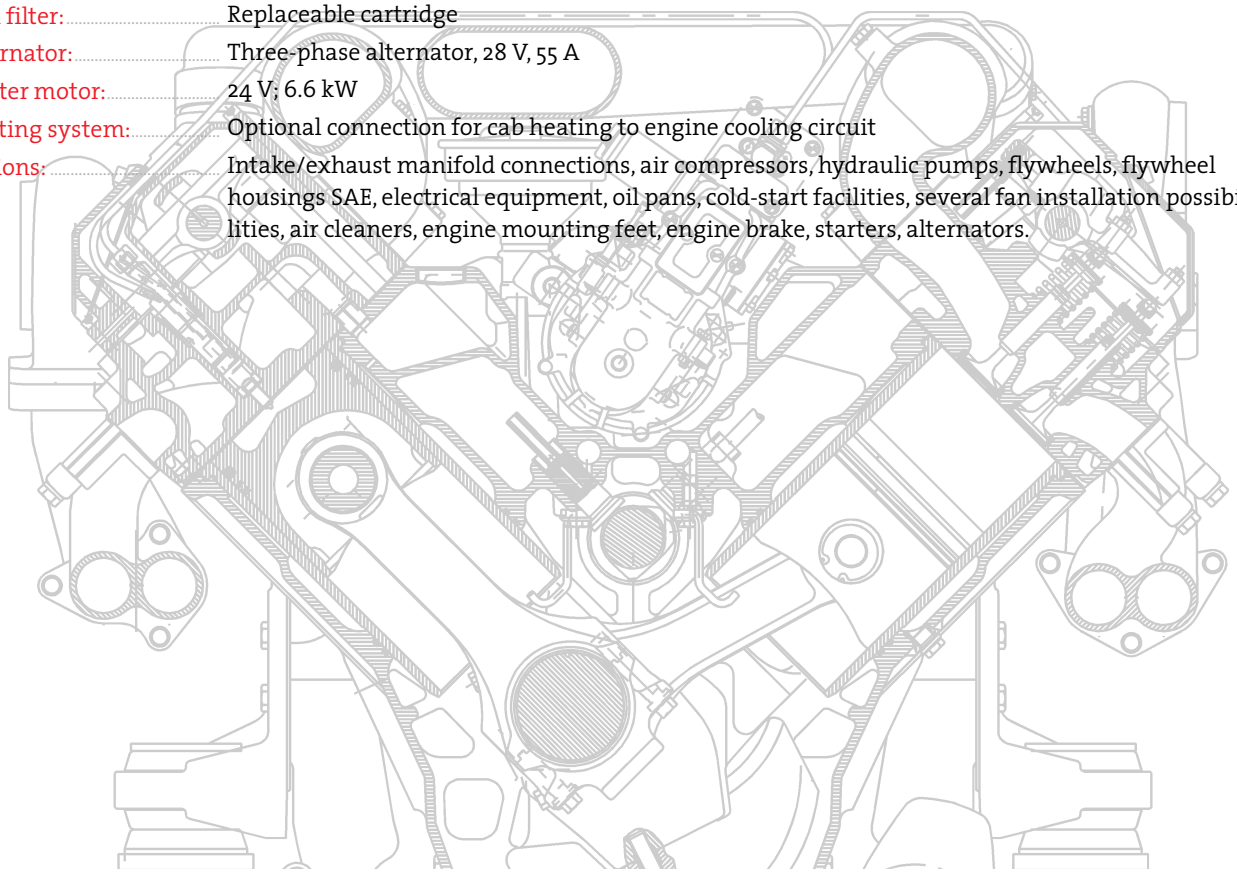
Powerful and rugged engine with a high power-to-volume ratio.

These are the benefits for you:

- Extremely low noise emission, reduces insulation measures significantly.
- High torque ensures excellent flexible and powerful response to changing operating duties.
- Savings in investment costs thanks to long life cycles. Low fuel consumption and long oil change intervals (500 running hours) increase savings in operating costs.
- Easily accessible and clearly arranged service points make inspection and maintenance work quick and easy.
- Environment-friendly and long-term use. Meets exhaust emission regulation EU-RL 97/68.

Engine description

Cooling System:	Liquid cooling
Crankcase:	Crankcase of grey cast iron with wet liners
Crankcase breather:	Closed-circuit system, vacuum-controlled
Cylinder head:	Individual cylinder heads of grey cast iron of crossflow design
Valve arrangement/ timing:	Overhead valves in cylinder head, four valve technology, actuated via tappets, pushrods and rocker arms, driven by gears and central camshaft
Turbocharging:	V6 with one turbocharger and with/without charge air cooler V8 with two turbochargers and charge-air cooler
Piston:	Three-ring pistons: two compression rings and one oil scraper ring
Piston cooling:	Oil-cooled with spray nozzles
Crankshaft:	Drop-forged steel crankshaft with bolted counterweights. V6 with 30° offset crankpins (split-pin)
Main and big end bearings:	Tri-metal plain bearings
Connecting rod:	Drop-forged steel rod with trapezoidal piston pin support
Camshaft:	Steel camshaft
Lubrication system:	Forced-feed circulation lubrication with gear pumps
Engine oil cooler:	Engine integrated
Lubricating oil filter:	Paper type microfilter as replaceable cartridge, full flow filter
Injection pump/ governor:	In-line injection pump with mechanical centrifugal governor or DEUTZ MV system (Magnetic Valve System)
Fuel lift pump:	Mechanical reciprocating pump
Injector:	8-hole nozzle, central arrangement
Fuel filter:	Replaceable cartridge
Alternator:	Three-phase alternator, 28 V, 55 A
Starter motor:	24 V; 6.6 kW
Heating system:	Optional connection for cab heating to engine cooling circuit
Options:	Intake/exhaust manifold connections, air compressors, hydraulic pumps, flywheels, flywheel housings SAE, electrical equipment, oil pans, cold-start facilities, several fan installation possibilities, air cleaners, engine mounting feet, engine brake, starters, alternators.



Technical data

Engine type		BF6M1015	BF6M1015C	BF8M1015C
Number of cylinders		6	6	8
Bore/stroke	mm	132/145	132/145	132/145
Diaplacement	l	11.91	11.91	15.87
Compression ratio		17.0	17.0	17.0
Max. rated speed	min^{-1}	2100	2100	2100
Mean piston speed	m/s	10.15	10.15	10.15
Power ratings for construction equipment engines[1)]				
Power ratings for automotive engines[2)]	kW	240	300	400
at speed	min^{-1}	2100	2100	2100
Mean effective pressure	bar	11.5	14.4	14.4
Power ratings for industrial engines[3)]				
Highly intermittent operation	kW	231	286	381
at speed	min^{-1}	2100	2100	2100
Mean effective pressure	bar	11.1	13.7	13.7
Intermittent operation	kW	223	273	364
at speed	min^{-1}	2100	2100	2100
Mean effective pressure	bar	10.7	13.1	13.1
Max. torque	Nm	1527*/1470**	1909*/1820**	2546*/2425**
at speed	min^{-1}	1300	1200	1200
Minimum idle speed	min^{-1}	550	550	550
Specific fuel consumption[4)]	g/kWh	198	188	189
Weight to DIN 70020, Part 7A[5)]	kg	830	830	1060

Model designation

BF 8 M 1015 C

- C = charge air cooler
- Engine family designation
- M = liquid cooled
- Number of cylinders
- B = turbocharging
  F = highspeed four-stroke engine

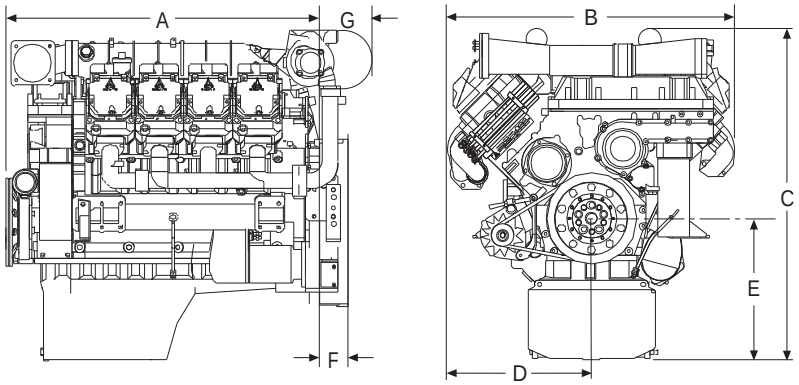
1) Power ratings without deduction of fan power requirement.
2) Power to ISO 1585, EG-RL80/1269/EWG and EG-RL88/195/EWG. 330 kW/440 kW available end of 1998.
3) Fuel stop power to ISO 3046/1 (IFN), DIN 6271. The fuel stop IFN power is an ISO net power at flywheel under reference conditions with all essential auxiliaries driven by the engine.
4) At optimal operating point. Specific fuel consumption based on diesel fuel with a specific gravity of 0,835 kg/dm³ at 15°C.
5) Weights are for a dry engine.

*) Refers to power for automotive engines, according to ISO 1585.

**) Refers to power for industrial engines, according to ISO 3046/1.

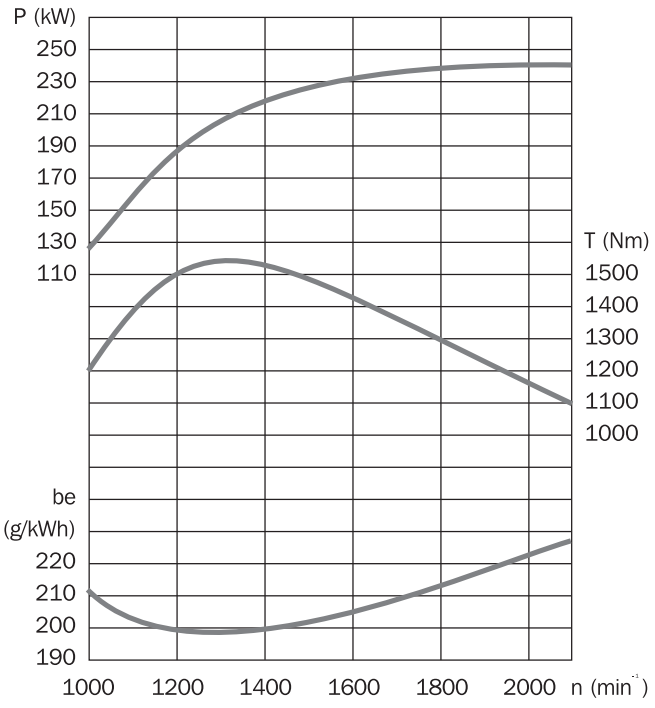
The values given in this data sheet are for information purposes only and not binding.
The information given in the offer is decisive.

Dimensions



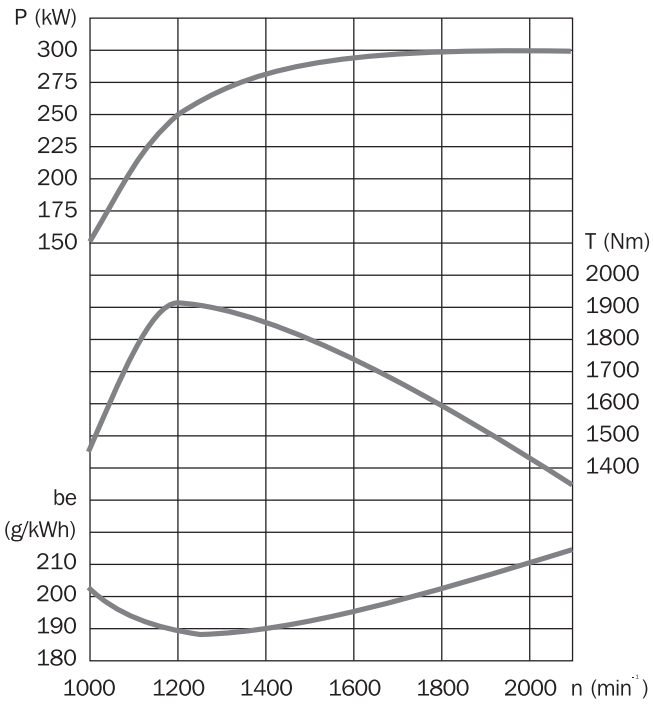
Engine		A	B	C	D	E	F	G
BF6M1015	mm	841	932	1174	466	462	143	198
BF6M1015C	mm	841	932	1174	466	462	143	198
BF8M1015C	mm	1010	955	1174	478	462	143	-

Standard engines



BF6M1015

Standard engines



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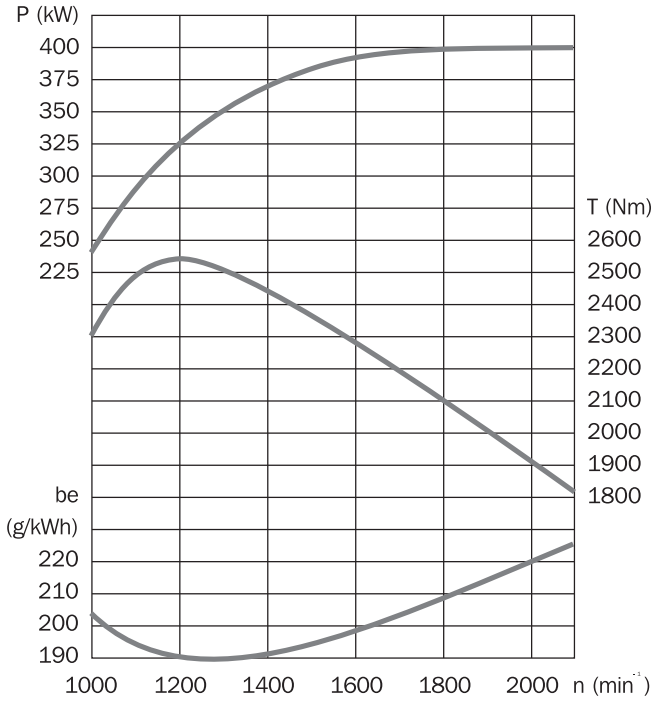

BF8M1015C

Best.-Nr. 0031 1764 / 02 / 98 / VV-MV

Knowing it's DEUTZ.

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