

D 914

The Construction Equipment Engine.
43–129.9 kW | 57.7–174.2 hp at 2300 rpm



The engine company.



Characteristics

Air-cooled 3- to 6-cylinder naturally aspirated in-line-engines | 6-cylinder turbocharged, charge air cooled | Displacement: 1.1 liter/cylinder | Modular system with single cylinder units | Advanced injection and combustion system | Worldwide approved: more than 4.5 million engines in use | 100 percent power take-off on the flywheel side and on the face end | Possibility of power take-off for hydraulic pumps and compressor | Only few maintenance points | Compact power-pack with low weight

Your benefits

- Space saving and cost effective installation due to low weight and same installation dimensions as previous emission standard.
- Low maintenance requirements and legendary durability.
- Low exhaust emissions, meets exhaust regulations 2004/26/EU, Step 3A and U.S.A. Nonroad CFR 40, Part 89, TIER 3
- Combination of high quality and ingeniously simple design.
- Global service network with over 1,000 locations.

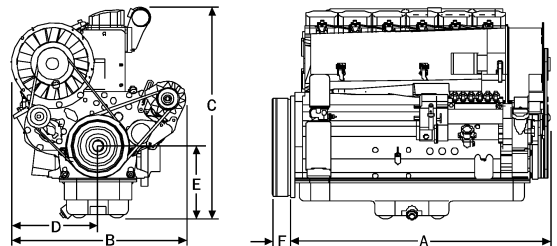
Engine type		D 914 L3	D 914 L4	D 914 L5	D 914 L6	TCD 914 L6
Number of cylinders		3	4	5	6	6
Bore/stroke	mm	102/132	102/132	102/132	102/132	102/132
	inch	4.01/5.19	4.01/5.19	4.01/5.19	4.01/5.19	4.01/5.19
Swept volume	l cu. inch	3.2 197	4.3 263	5.4 329	6.5 395	6.5 395
Compression ratio		1 : 21	1 : 21	1 : 21	1 : 21	1 : 19
Maximum rated speed	rpm	2300	2300	2300	2300	2300
Mean piston speed	m/s ft-sec	10 32.8	10 32.8	10 32.8	10 32.8	10 32.8

Performance for construction equipment engines ¹⁾

Power rating	kW gross hp	43 57.7	58 77.8	72.5 97.2	86.5 116.0	129.9 174.2
At speed	rpm	2300	2300	2300	2300	2300
Mean effective pressure	bar psi	6.9 100.0	7.0 101.5	7.0 101.5	7.0 101.5	10.5 152.2
Power ratings for installed engines						
Highly intermittent operation	kW gross hp	43 57.7	58 77.8	72.5 97.2	86.5 116.0	129.9 174.2
At speed	rpm	2300	2300	2300	2300	2300
Mean effective pressure	bar psi	6.9 100.0	7.0 101.5	7.0 101.5	7.0 101.5	10.5 152.2
Intermittent operation	kW gross hp	41 55	55 73.8	68.5 91.8	74.9 100.4	126 169
At speed	rpm	2300	2300	2300	2150	2300
Mean effective pressure	bar psi	6.6 95.7	6.6 95.7	6.6 95.7	6.5 94.3	10.2 147.9
Max. torque	Nm lb-ft	202 148.9	270 199.1	333 245.6	375 276.6	620 457.2
At speed	rpm	1500	1500	1500	1500	1600
Minimum idle speed	rpm	650	650	650	650	650
Specific fuel consumption ²⁾	g/kWh lb/hp-hr	220 0.362	220 0.362	215 0.353	215 0.353	215 0.353
Weight to DIN 70020, part 7A ³⁾	kg lb	284 626.1	315 694.4	390 859.8	440 970.0	510 1124.4

Dimensions

in mm	A	B	C	D	E	F	A+F
D 914 L3	595.0	696.0	795.0	346.0	267.0	108.5	703.5
D 914 L4	725.0	696.0	796.0	346.0	268.0	86.0	811.0
D 914 L5	870.0	696.0	833.0	346.0	305.0	88.5	958.5
D 914 L6	995.0	675.5	885.0	335.0	341.0	88.5	1083.5
TCD 914 L6	1174.0	720.0	987.5	363.0	328.0	88.0	1262.0
in inch							
D 914 L3	23.4	27.4	31.3	13.6	10.5	4.3	27.7
D 914 L4	28.5	27.4	31.3	13.6	10.5	3.4	31.9
D 914 L5	34.2	27.4	32.8	13.6	12.0	3.5	37.7
D 914 L6	38.2	26.6	34.8	13.2	13.4	3.5	42.7
TCD 914 L6	46.2	28.3	38.9	14.3	12.9	3.5	49.7



1) Output data without cooling system.

2) At optimal operating point without cooling fan, based on diesel fuel with a specific gravity of 0.835 kg/dm³ at 15 °C (6.96 lb/US gallon at 60 °F).

3) Without starter motor/alternator, but with flywheel, flywheel housing, lubricating oil, and cooling system.

The specifications in this data sheet are for information purposes only and are not binding values.

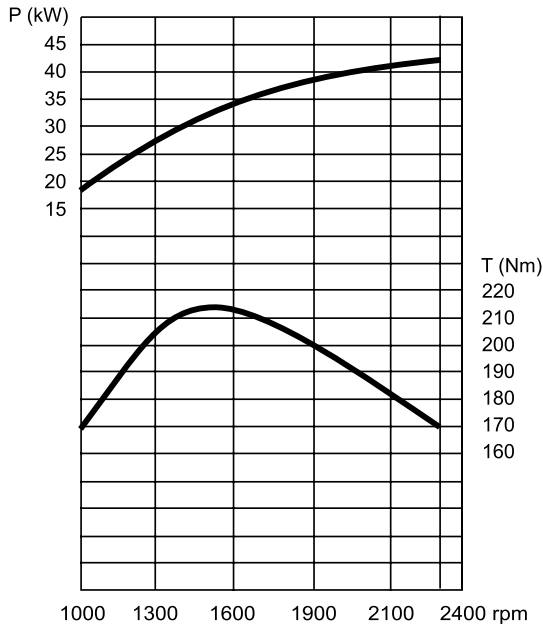
The specifications in the quote are determinative.

Standard specification

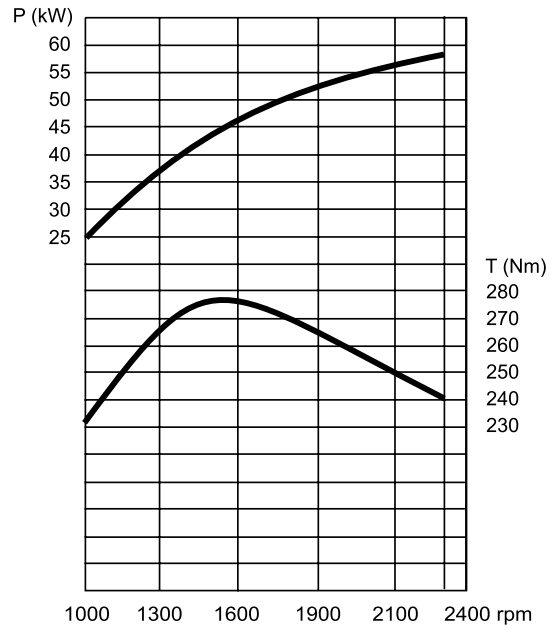
Cooling system:	Air-cooled with integrated axial-flow blower.
Crankcase:	Grey cast iron.
Cylinder head:	Aluminium single cylinder heads.
Valve arrangement/ timing:	Overhead valves in the cylinder head, one inlet and one exhaust valve per cylinder, actuated via tappets, push-rods and rocker arms, driven by gears and camshaft.
Piston:	Three-ring piston: two compression rings and one oil scraper ring.
Piston cooling:	Oil spray via nozzle.
Connecting rod:	Drop-forged steel rod, diagonally split.
Crankshaft:	Nodular cast iron with integrated counterweights.
Camshaft:	Steel, seated in bi-metal bearing on the blower side.
Lubrication system:	Forced-feed circulation lubrication with rotary pump which feeds both lubricating and heating systems (if heating is fitted).
Engine oil cooler:	Integrated aluminium cooler.
Oil cooler thermostat:	Oil cooler flow thermostatically controlled on engines with heating system.
Lube oil filter:	Paper-type micro-filter as replaceable-cartridge full flow filter.
Injection pump/ governor:	High Pressure in-line injection pump with mechanical centrifugal governor.
Injection nozzle:	Five-hole-nozzle.
Fuel filter:	Replaceable cartridge.
Starter motor:	12V; 3.0 kW (standard).
Alternator:	Three-phase alternator, 14V; 55A (standard).
Heating system:	Optional connection for cab heating.
Options:	Integrated hydraulic cooler with max. cooling capacity up to 43 kW, intake manifold connections, exhaust manifold connections, compressors hydraulic pumps, engine mounts rigid and flexible, oil pans cast in self supporting design (3, 4, 5 and 6-cylinder engines), SAE 1/2/3/4 flywheel housing, three-phase alternators 12V and 24V, integrated hydraulic oil cooler.

Standard engines

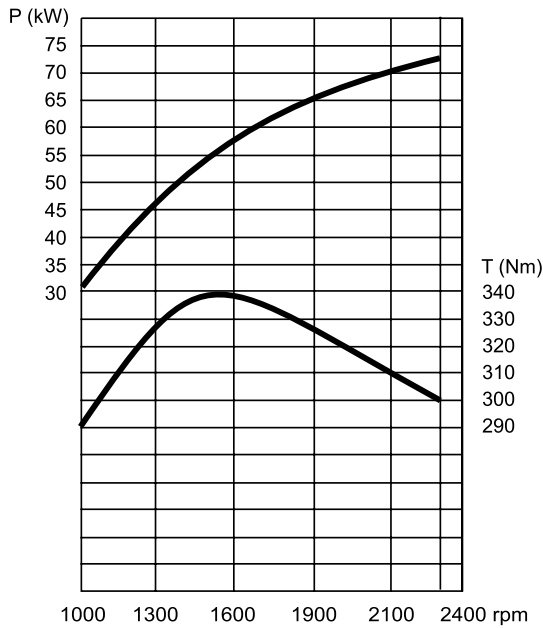
Engine D 914 L3



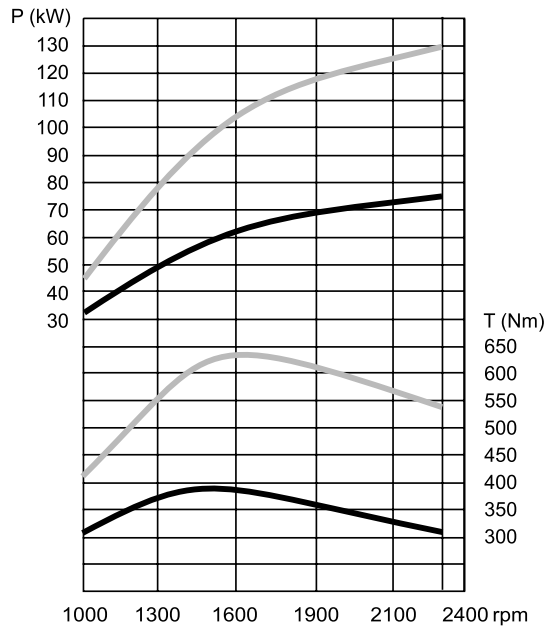
Engine D 914 L4



Engine D 914 L5



Engines D 914 L6 | TCD 914 L6





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