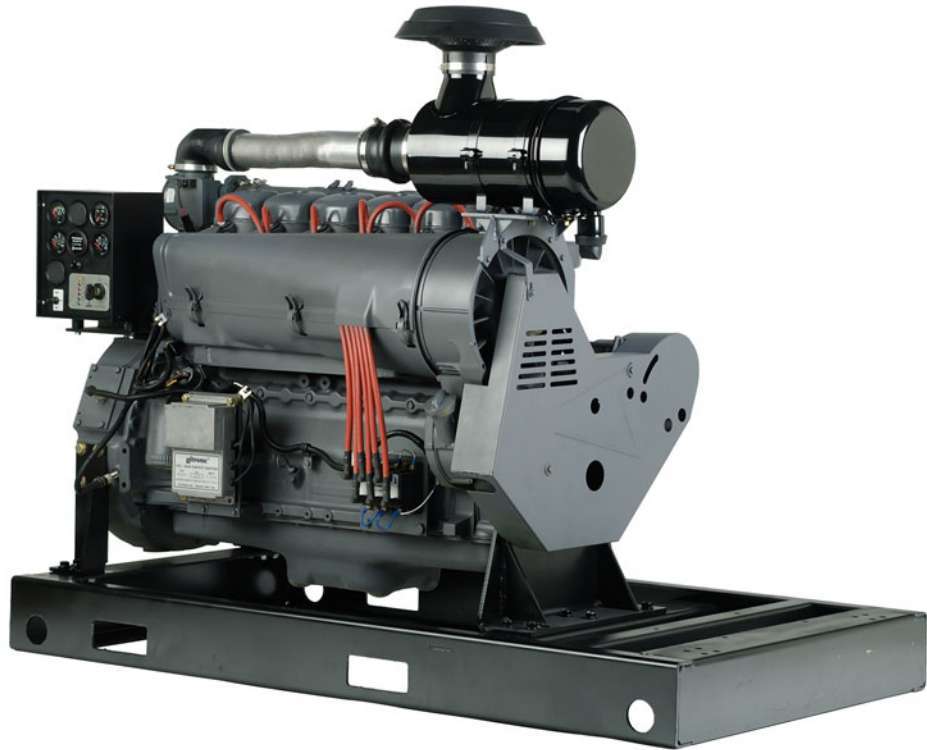


Heavy Duty Gas Engines



913 Series

27 – 119 BHP / 20 – 89 kW / 1,100 – 2,200 rpm



Our 913 Series – reliable, durable and dependable



Over the years, our 913 Series has become one of the most widely accepted and trusted power plants worldwide.

To give our customers greater versatility, we have introduced a turnkey gas version of this successful engine. These engines are targeted at the agricultural, oil and gas markets, applications that demand extremely robust and reliable engines for continuous duty operation.



Our simply designed, compact, air-cooled 913 Series engines fit the bill completely.

Whether as a 3-, 4-, or 6-cylinder naturally aspirated engine or a turbo charged engine (air-to-air), our power unit will solve all your drive problems in the 27 – 119 BHP (20 – 89 kW) power range.



The 913 Series engines can operate on natural gas or common liquid gasses such as propane.

The use of proven and widely available components, such as Altronic, Woodward and Impco, combined with our worldwide service network, ensures service is available at your convenience.



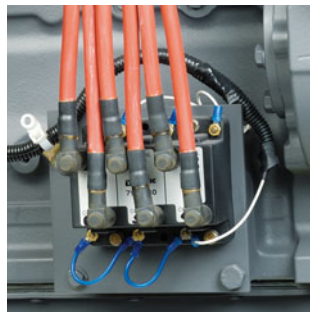
Our 913 Series of air-cooled engines has gained a legendary name for reliability and durability. From the frozen reaches of Siberia to the deserts of Africa and the remote sheep stations of Australia, air-cooled Deutz engines work under the harshest conditions, day after day, frequently amassing in excess of 30,000 hours without overhaul.

The gas versions of the 913 Series use the same basic engine components as their well-proven diesel counterparts, with the exception of the cylinder heads and pistons, which are specifically designed for the gas application.

The modular design means a single cylinder liner can be replaced without disturbing the neighboring units, which reduces downtime.



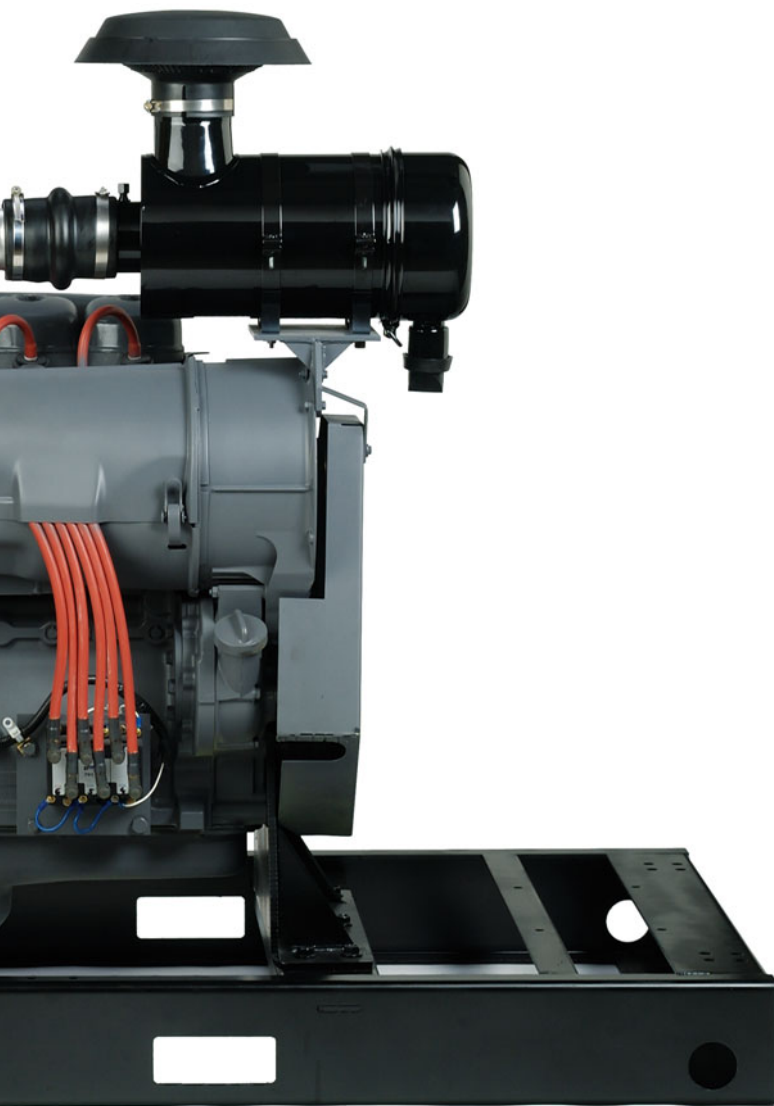
Powerful and Versatile
Using several of the heavy duty diesel engine components, the 913 Series is versatile and produces the required power with either natural gas or propane.



Reliable
Alongside the mechanical reliability, we have used proven ancillary equipment for the highest dependability. State of the art ignition system, gas train and water resistant connectors combine to provide a trouble free installation in all climatic conditions.



Flexible
The Woodward Electronic Controller ECU (electronic control unit) allows the proportional control to be reduced to a 0 droop control. The ECU gives a choice of 2 fixed speeds (all-speed characteristic) or one variable speed.



The Power Unit consists of:

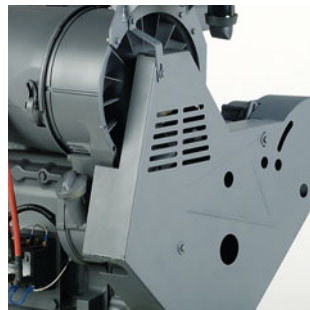
- Basic engine with belt driven, high efficiency cooling blower
- 12 volt electric start with charging alternator
- Completely assembled and wired ignition system
- Solid-state engine control unit
- Programmable speed controller
- Engine mounted dry type air cleaner
- Exhaust manifold with top opening for customer supplied exhaust system
- Engine gas control system includes shut off solenoid, pressure regulator and carburetor *
- SAE 3 flywheel housing
- SAE 10"/11.5" flywheel, for PTO clutch or single bearing generator mounting
- Engine mounted control panel, with safety shutdowns for low oil pressure & high engine temperature
- Rigidly mounted to a base frame for ease of installation

* For natural gas only. Please inquire for additional gas types.



Functional

The engine safety shut down control panel is functionally designed to provide all vital information on the engine speed, speed control, operating hours, battery voltage, oil pressure and oil temperature at a glance.



Economical

While extremely willing to perform, the 913 Series is able to achieve a fuel consumption rate of 3.38 kWh/kWh (8,943 btu/BHPH).



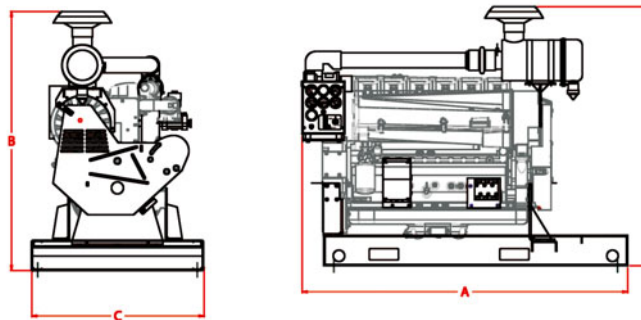
Dependable

Our 913 Series is serviced in the USA by:
DEUTZ Corporation
Service Support
3883 Steve Reynolds Blvd.
Norcross, GA 30093
Central office number:
1-770-564-7100
e-mail: deutzusa.com

Technical Data

		GF3L913	GF4L913	GF6L913	GBF6L913C
cylinders		3	4	6	6
cylinder arrangement		Vertical in-line	Vertical in-line	Vertical in-line	Vertical in-line
aspiration		natural	natural	natural	turbocharged with charge air cooler
bore	mm/in.	102/4.0	102/4.0	102/4.0	102/4.0
stroke	mm/in.	125/4.9	125/4.9	125/4.9	125/4.9
compression ratio		9 : 1	9 : 1	9 : 1	8.2 : 1
cylinder displacement	litre/in ³	1.02/62.3	1.02/62.3	1.02/62.3	1.02/62.3
total displacement	litre/in ³	3.06/187.0	4.09/249.3	6.13/374.0	6.13/374.0
maximum output ¹⁾	kW/BHP	31/41.6	41/55.0	63/84.5	89/119.3
speed	rpm	2,200	2,200	2,200	2,000
low idle speed	rpm	1,100	1,100	1,100	1,200
cop-rating, 50 Hz	kW/BHP	26/34.9	32/42.9	48/63.7	70/93.9
cop-rating, 60 Hz	kW/BHP	28/37.5	37/49.6	56/75.1	85/114.0
peak torque ²⁾	Nm/lb-ft	172/126.8	223/164.5	323/238.2	475/350.3
speed	rpm	1,200	1,100	1,200	1,600
fuel		dry natural Gas, minimum Methane > 80 %			
calorific value (LHV)	btu/ft ³	950			
fuel consumption ³⁾	kWh/kWh btu/BHPH	3.51 8,943	3.51 8,943	3.51 8,943	3.38 8,593
fuel pressure at mixer inlet		max. 5" H ₂ O (12 mbar)			
fuel supply line pressure		max. 12" H ₂ O (30 mbar)			

- 1) net power continuous
2) net torque
3) at 1,500 rpm



Engine type	Dimensions in	A	B	C	weight
GF3L913	mm/in.	1,120/44.1	1,300/51.2	860/33.9	310 kg 682 lb.
GF4L913	mm/in.	1,120/44.1	1,300/51.2	860/33.9	340 kg 748 lb.
GF6L913	mm/in.	1,720/67.7	1,300/51.2	860/33.9	470 kg 1,034 lb.
GBF6L913C	mm/in.	1,628/64.1	1,180/46.5	940/37.0	555 kg 1,221 lb.



The engine company.

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