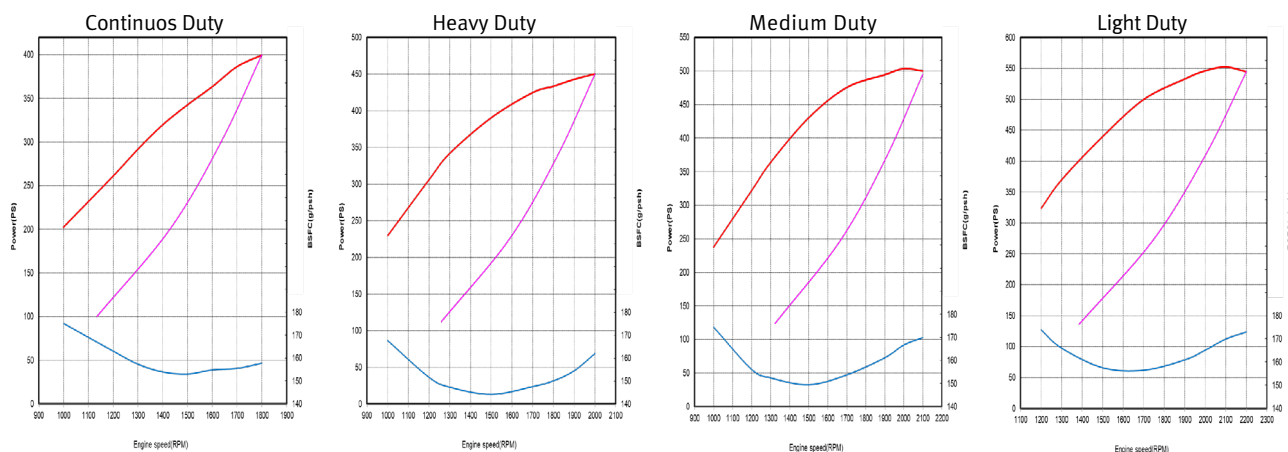
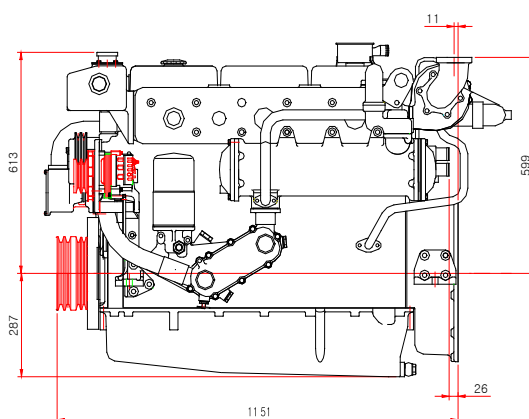
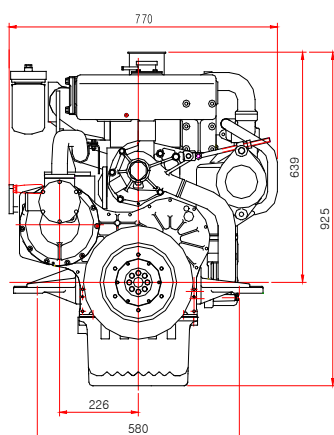


POWER RATING

Production tolerance : $\pm 3\%$

MODEL	CONDITIONS	POWER	rpm	Base Engine
4L126TIC	CONTINEOUS DUTY	400PS (294kW)	1800	DX12
4L126TIH	HEAVY DUTY	450PS(331 kW)	2000	
4L126TIM	MEADIUM DUTY	495PS(364 kW)	2100	
4L126TIL	LIGHT DUTY	545PS(401 kW)	2200	

Note : 1) No reduction in rating for intake air temperature is up to 45 °C (318K) and sea water temperature is up to 32 °C (305K) , relative humidity is up to 60 % all data are based on operation to ISO 3046.



- **Continuous Duty** : Operation hours are unlimited per year, at average load is up to 100 % ,
At full load is 80 to 100%, Typical gearbox ratio: 2.5 ~ 6
(Fishing trawler, Tug boat, Pushing vessel, Cargo boat, Freighter, Ferry)
- **Heavy Duty** : Operation hours are unlimited per year, at average load is up to 90 %
At full load is up to 80 % , Typical gearbox ratio: 2.5 ~ 6
(Fishing trawler, Tug boat, Pushing vessel, Cargo boat, Freighter, Ferry)
- **Medium Duty** : Operation hours are up to 3,000 per year, at average load is up to 70 %
At full load is (up to 30 % / 4hrs per 12 hour operation period), Typical gearbox ratio: 2 ~ 3.5 (Fishing boat, Pilot boat, Escort boat, Passenger boat, Ferry, Cruising vessel)
- **Light Duty** : Operation hours are up to 1,000 per year, at average load is up to 50 %
At full load is (up to 20 % / 2hrs per 12 hour operation period), Typical gearbox ratio: 1 ~ 2.5 (Light weight fishing boat, Yacht, Coastguard boat, Fast boat, Fire pump)

Engine Specification					
Model	Units	4L126TIC	4L126TIH	4L126TIM	4L126TIL
Engine type		4 cycle, In line, direct- injection, water cooled with turbo charger & Inter-cooler			
Rating output (B.H.P)	PS(kW)/rpm	400(294) @1800	450(331) @2000	495(364) @2100	545(401) @2200
Displacement	cc	11,051			
Cylinder number - bore(φ) x stroke	mm	6 - φ123 x 155			
Valve clearance at cold	In / Ex	mm 0.4 / 0.7			
Low idling rpm	rpm	725 ± 25			
No load max. rpm	rpm	2000	2200	2300	2400
Mean effective pressure	kg/cm ²	18.1	18.3	19.2	20.2
Mean piston speed	m/sec.	9.3	10.3	10.9	11.4
Compression ratio		16.7 : 1			
Firing order		1 - 5 - 3 - 6 - 2 - 4			
Compression pressure	at 200 rpm	kg/cm ² 37.7 (Initial Condition)			
Governor type of injection pump		Mechanical all speed (RQV-K)			
Fuel consumption	g/ps.h	158	162	170	173
	lit / h	76	88	102	114
Injection timing (B.T.D.C)	deg	15° ± 1°	15° ± 1°	17° ± 1°	17° ± 1°
Fuel inj. nozzle opening pressure	kg/cm ²	306+14			
Starting system		Electric Starting by starter motor			
Starter motor capacity	V- kW	24 - 7			
Alternator capacity	V- A	24 - 80			
Battery	V- Ah	24 - 150			
Cooling system		Indirect sea water cooling with heat exchanger			
Cooling water capacity	Max. / Min.	lit Max. : 42 , Min. : 39			
Fresh water pump type		Centrifugal type, driven by V- belt			
Sea water pump type		Rubber impeller type driven by V-belt			
Lubricating Oil (Engine)	oil capacity	lit	Max : 44 , Min : 20 (Engine total : 47)		
	pressure	kg/cm ²	Max : 3, Idle : 1		
Marine Gear	Model (Gear ratio)		DMT240H (1.50 / 1.97 / 2.44 / 2.93 / 3.40), DMT260HL (3.53 / 4.08 / 4.52 / 5.04), DMTP6500 (5.11 / 5.62 / 5.91 / 6.57 / 6.95)		
Direction of revolution	crankshaft		Counter clockwise viewed from stern side		
	propeller		Clockwise viewed from stern side		
Engine size(L x W x H)	without M/G	mm	1,311 x 904 x 1153		
Marine Gear(DMT240H)	with M. gear	mm	2,031 x 904 x 1153		
Engine dry weight	without M/G	kg	1136		
	with M. gear(240H)	kg	1536		

psi = kg/cm² x 14.22
lb/ft. = N.m x 0.737
kW = 0.2388 kcal/s

lb = kg x 2.205
lb/PS.h = g/kW.h x 0.00162
cfm = m³/min x 35.3

hp = PS x 0.98635
U.S gal. = liter x 0.264

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※ Specifications are subject to change without prior notice.