



General Technical Data

BFM 1015

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16.05.06

2.002E

Fuel system

BF 6 M 1015/C/CP

BF 8 M 1015/C/CP

Fuel filter

Microfilter

Fuel supply pump

Reciprocating pump

Delivery rate of fuel pump
based on 0.1 bar intake vacuum
and 2,5 bar fuel supply pressure (Average) *

single effective / double effective

at engine 2100/min l/h

approx. 210 / 350

at engine 1800/min l/h

approx. 200 / 320

at engine 1500/min l/h

approx. 190 / 300

Injection pump

P - 7800

Governor

Centrifugal governor RQ / RQV / RQV-K
resp. electronic governor

Nozzle opening pressure bar

290 (with fuel leakage)

200 (fuel leakage free)

Engine oil

Type of lubrication

Forced-feed circulation lubrication

Lube oil filter

Exchangeable in full flow

Delivery rates of pressure pump max.
at engine = 2100/min

l/min

170

210

m3/h

10,2

12,6

Delivery rates of lifting pump max.
at engine = 2100/min

l/min

196

242

m3/h

11,8

14,5

* see installation guideline

**Coolant****BF 6 M 1015/C/CP****BF 8 M 1015/C/CP**

Engine outlet max.	°C		103	
			BHKW: see TPI	
Thermostat opens min.	°C		79 / 83	
Coolant volume in engine	l	17		21
			Coolant with 45 % antifreeze to - 35°C)	
			Density = 1.05 kg/dm ³ , Cp = 3.53 kJ/kg°C	
System pressure	bar		0,9 - 1,1	
Cooling water pressure	bar		≤ 1.8	
Engine outlet beh.thermostat				

Coolant pump

Engine speed	1/min		2100	
Delivery rate	l/min	375		500
	m ³ /h	22,5		30
Delivery pressure	bar		2,4	
Differential pressure radiator+pipes max	bar		0,7	
Engine speed	1/min		1900	
Delivery rate	l/min	340		453
	m ³ /h	20,4		27,2
Delivery pressure	bar		2,2	
Differential pressure radiator+pipes max	bar		0,65	
Engine speed	1/min		1800	
Delivery rate	l/min	320		427
	m ³ /h	19,2		25,6
Delivery pressure	bar		1,8	
Differential pressure radiator+pipes max	bar		0,5	
Engine speed	1/min		1500	
Delivery rate	l/min	260		347
	m ³ /h	15,6		20,8
Delivery pressure	bar		1,25	
Differential pressure radiator+pipes	bar		max. 0,35	

*) Standard



PUMPMAC

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Air temperature

BF 6 M 1015/C/CP

BF 8 M 1015/C/CP

inlet exhaust turbo charger	° C	25
behind charge air cooler	° C	see power table
Differential pressure charge air cooler + pipes	mbar	max. 100

Fan installation, gear driven

speed : engine / fan *)		
fan installation on crankshaft		1 : 1
fan installation above crankshaft *)		0,96 x engine speed 1,39 x engine speed

Max. perm. charge cycle resistances

Vehicle and industrial engine

Intake vacuum (w. contaminated air cleaner)	mbar	max 65
Exhaust backpressure	mbar	max 75

Genset engines

Intake vacuum (w. contaminated air cleaner)	mbar	max 50
Exhaust backpressure	mbar	max 50

*) Durch den Einsatz einer Visko-Nabe ist die Lüfterdrehzahl wegen des Drehzahlschlupfes um 7% zu reduzieren