



BIMOTOR BROCHURE

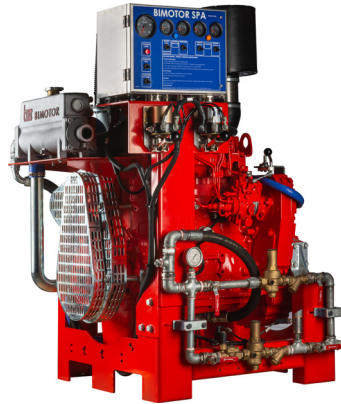
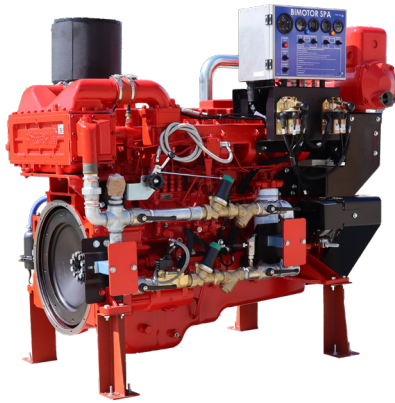
Sprinkler

UL-FM FAMILY

Heat Exchanger Cooled UL/FM



Bimotor compliant engines
40 ÷ 339 kW (54 ÷ 461 hp)



Engine general data & performance

Engine Model	Cylinder Air intake	Electric system	Max Power ⁽¹⁾ [kW]	Rate Speed [RPM]	Flywheel layout
B3SF41	4 – TC	12V	40	2940	SAE4-7,5"
B3SF40	4 – TC	12V	48	2940	SAE4-7,5"
B4AF40L	4 – NA	12V	58	2200	SAE3-11,5"
B4AF40H	4 – NA	12V	58	2940	SAE3-11,5"
B4SF40L	4 – TC	12V	89	2200	SAE3-11,5"
B4SF40H	4 – TC	12V	95	2940	SAE3-11,5"
B4TF41L	4 – TAA	12V	126	2200	SAE3-11,5"
B4TF41H	4 – TAA	12V	137	2940	SAE3-11,5"
B6TF42L	6 – TAA	12V	177	2200	SAE3-11,5"
B6TF42H	6 – TAA	12V	189	2940	SAE3-11,5"
B6TF41L	6 – TAA	12V	201	2200	SAE3-11,5"
B6TF41H	6 – TAA	12V	210	2940	SAE3-11,5"
B6TF40	6 – TAA	12V	226	2940	SAE3-11,5"
B10TF43	6 – TAA	24V	240	2400	SAE1-14"
B10TF42	6 – TAA	24V	270	2400	SAE1-14"
B10TF41	6 – TAA	24V	300	2400	SAE1-14"
B10TF40	6 – TAA	24V	339	2400	SAE1-14"

Note: L = In line; NA = Naturally aspirated; TAA = Turbocharged aftercooled; TC = Turbocharged.

(1) Power at flywheel according to 97/68 EC (without fan), after 50 hours running, 3% tolerance, fuel Diesel EN 590. Power derating conditions: a deduction of 3 percent from engine horsepower rating at standard SAE conditions shall be made for diesel engines for each 1000 ft. (305 m) altitude above 300 ft. (91.4 m), a deduction of 1 percent from engine horsepower rating as corrected to standard SAE conditions shall be made for diesel engines for every 10°F (5.6°C) above 77°F (25°C) ambient temperature. Net power obtained applying intake restrictions and exhaust backpressures as indicated in operation datasheets.



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Engine standard configuration

Engine baseframe (B4/B6)	Starter
Rigid supports (B3/B10)	Alternator
SAE flywheel housing	ETS fuel solenoid
SAE flywheel	Coolant temperature analog sensor
Fuel filter	Oil pressure analog sensor
Oil filter	Coolant high temperature switch
Air filter	Oil low pressure switch
Twin auxiliary belt	Coolant low temperature switch
Engine exhaust guarding (B3/B4/B6)	Raw water high temperature switch
Exhaust cooled manifold (B10)	Raw water low flow switch
ISO 15540 fuel lines	Engine speed magnetic pick up
ISO 15540 raw water connections	Engine wiring and control panel with NFPA20 terminal board
SAE J20-R1 coolant connections	2 * manual contactors
Exhaust compensator	Coolant recovery bottle
Hand throttle lever	Engine coolant heater (49-59 °C hysteresis)
Raw water heat exchanger	Twin branch cooling loop (emergency & normal)
Intercooler (for TAA engines)	

Options

DIN flanged compensator
Exhaust low backpressure muffler
Oil drain pump
Driveshaft with pump hub and guarding
24V electric system (B4/B6)
Maintenance kits



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Engine weight & dimensions

Brand	Engine model	Dimensions [L x W x H]	Weight [kg]
	B3SF41	910 × 765 × 1120	300
	B3SF40	910 × 765 × 1120	300
	B4AF40L	1160×940×1355	570
	B4AF40H	1160×940×1355	570
	B4SF40L	1235×940×1420	600
	B4SF40H	1235×940×1420	600
	B4TF41L	1215×940×1405	630
	B4TF41H	1215×940×1405	630
	B6TF42L	1405×940×1440	750
	B6TF42H	1405×940×1440	750
	B6TF41L	1405×940×1440	750
	B6TF41H	1405×940×1440	750
	B6TF40	1405×940×1440	750
	B10TF43	1810 × 820 × 1440	1300
	B10TF42	1810 × 820 × 1440	1300
	B10TF41	1810 × 820 × 1440	1300
	B10TF40	1810 × 820 × 1440	1300

Note: Informations, modifications and details contained in this page may be updated without any notice (BREBIMSPR_UL_FM-----AEN00).

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