SERIES 4000 CX1
for C&I and Mining applications

<table>
<thead>
<tr>
<th>Engine</th>
<th>Dimensions (LxWxH) mm (in)</th>
<th>Mass, dry kg (lbs)</th>
</tr>
</thead>
<tbody>
<tr>
<td>12V</td>
<td>2409 x 1588 x 1736 (94.8 x 62.5 x 68.3)</td>
<td>6045 (13325)</td>
</tr>
<tr>
<td>16V</td>
<td>2879 x 1588 x 1736 (113.4 x 62.5 x 68.3)</td>
<td>7030 (15615)</td>
</tr>
</tbody>
</table>

All dimensions are approximate, for complete information refer to the installation drawing.

<table>
<thead>
<tr>
<th>Engine</th>
<th>Bore/stroke mm (in)</th>
<th>Cylinder configuration</th>
<th>Displacement/cylinder l (cu in)</th>
<th>Displacement, total l (cu in)</th>
<th>Fuel specification</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>165/190 (6.5/7.5)</td>
<td>90°V</td>
<td>4.06 (248)</td>
<td>EN 590, Grade No.1-D/2-D</td>
</tr>
</tbody>
</table>

Optional equipment and finishing shown. Standard may vary.

<table>
<thead>
<tr>
<th>Application</th>
<th>Rated Power ICFN</th>
<th>Peak Torque</th>
<th>Optimization</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>kW</td>
<td>bhp</td>
<td>rpm</td>
</tr>
<tr>
<td>12V 4000 C11R</td>
<td>1193</td>
<td>1600</td>
<td>1900</td>
</tr>
<tr>
<td>12V 4000 C11</td>
<td>1286</td>
<td>1725</td>
<td>1900</td>
</tr>
<tr>
<td>16V 4000 C11</td>
<td>1715</td>
<td>2300</td>
<td>1900</td>
</tr>
</tbody>
</table>

Optimization: 2 Exhaust emission EPA Nonroad T1 Comp (40CFR89)

II Fuel consumption optimized
## Application Power definition

<table>
<thead>
<tr>
<th>Application</th>
<th>Power definition</th>
<th>Load factor:</th>
<th>operating hours:</th>
<th>overload: fuel stop (ICFN)</th>
</tr>
</thead>
<tbody>
<tr>
<td>5A</td>
<td>Continuous operation w/100% load</td>
<td>≥ 60 %</td>
<td>unrestricted,</td>
<td>fuel stop (ICFN)</td>
</tr>
<tr>
<td>5B</td>
<td>Continuous operation w/variable load</td>
<td>&lt; 60 %</td>
<td>unrestricted,</td>
<td>fuel stop (ICFN)</td>
</tr>
</tbody>
</table>

Power output within 5% tolerance at standard conditions. Power definition according to ISO 3046 (ratings also correspond to SAE J 1995 and SAE J 1349 standard conditions)

Consult your distributor/dealer for the rating that will apply to your specific application.

### Standard equipment

- DDEC
- Common rail fuel system
- Exhaust turbocharging
- Starter 24 V/18 kW
- Seperate circuit charge air cooling (SCCC)
- Flywheel housing SAE #00
- Engine mounted fuel filters
- 3-point mount (Trunnion)
- Oil centrifugal filters

**Reference conditions:**

- Intake-air temperature: 25°C (77°F)
- Altitude above sea level: 100 m (328 ft)
- Ambient air pressure: 1000 mbar
- Charge air coolant temperature: (dependent on Ratings and emissions)

Subject to change without notice. Customization possible. Engines illustrated in this document may feature options not fitted as standard to standard engine.

### Optional equipment

- Air compressor 13 CFM
- Hydraulic pump drives
- Starter 24 V/30 kW
- Air starter
- Alternator 24 V/100/260 A
- Fan clutch with various drive ratio
- Fuel prefilter kit
- Prelube pump
- Belt drive PTO's
- High altitude kit for fuel consumption optimized ratings

**Rated power ICFN**

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<thead>
<tr>
<th>Application</th>
<th>Rated power ICFN</th>
<th>Peak torque</th>
<th>Optimization</th>
</tr>
</thead>
<tbody>
<tr>
<td>Medium duty operation (5B)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12V 4000 C2IR</td>
<td>1398</td>
<td>7612</td>
<td>2, II</td>
</tr>
<tr>
<td>16V 4000 C2IR</td>
<td>1492</td>
<td>9494</td>
<td>2</td>
</tr>
<tr>
<td>12V 4000 C21</td>
<td>1510</td>
<td>8199</td>
<td>2, II</td>
</tr>
<tr>
<td>16V 4000 C21</td>
<td>1864</td>
<td>10146</td>
<td>2, II</td>
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<tr>
<td>16V 4000 C21L</td>
<td>2013</td>
<td>10933</td>
<td>2, II</td>
</tr>
<tr>
<td>16V 4000 C31</td>
<td>2125</td>
<td>11142</td>
<td>II</td>
</tr>
</tbody>
</table>

**Optimization:**

- II Exhaust emission EPA Nonroad T1 Comp (40CFR89)
- II Fuel consumption optimized