

Recommended accessories:

- air filter SPP1200
- water type intercooler (water-air)

Spark ignition engines:

- TEDOM ignition system with knock detection and diagnostics of the state of the ignition system (position sensor, knock sensor, ignition coils with holders and covers, high-voltage cables, interconnecting cables)
- mixture quality control system (AFR) based on intake manifold pressure (MAP), sensor of MAP, sensor of mixture temperature (MAT)
- mixer
- flap valve for mixture quality regulation
- TEDOM mechanical throttle valve
- speed controller, actuator fitted on engine and linked to throttle valve (partly in the enclosed package)
- gas track with zero pressure regulator (in the enclosed package)
- metal gas hose between mixer and AFR actuator (in the enclosed package)

Compression ignition engines:

- fuel filter

Typical applications:

- co-generation units and tri-generation units
- generator sets
- pumps
- compressors

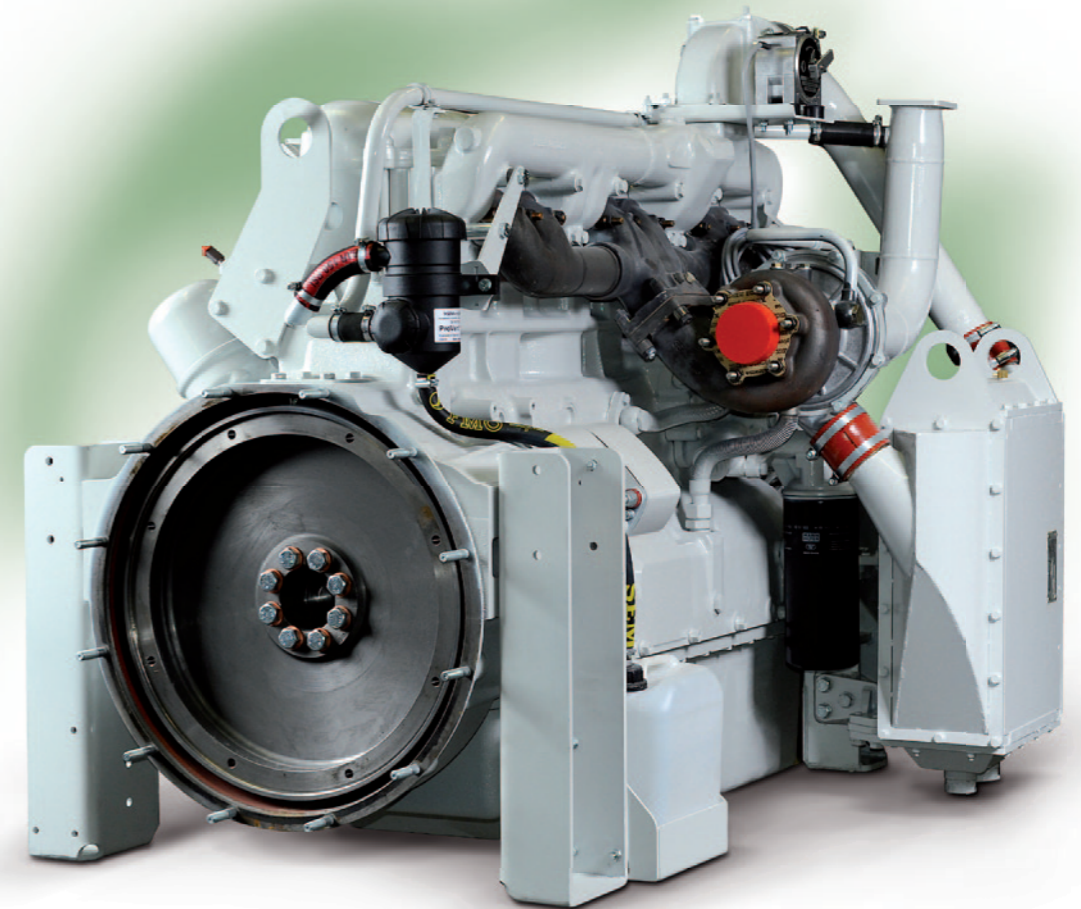
Options:

- centrifugal coolant pump mechanically driven from crank shaft – pump input 2 kW
- centrifugal coolant pump driven by V-belt from electric motor mounted on engine
- thermostat housing including thermostats
- conservation of engine
- bottom cover with oil sump (25/50 dm³)
- flywheel SAE 14
- cooled exhaust manifold
- recharging alternator 28 V / 45 A
- coolant temperature sensor
- oil pressure sensor
- oil temperature sensor
- coolant temperature emergency switch
- inductive pulse sensor (for revolution meter)
- oil filling
- exhaust silencer
- catalytic converter
- particle filter
- coolant expansion tank with overpressure plug
- cooler of coolant (water-air)
- cooler of coolant (water-water)
- plastic fan
 - on the crankshaft
 - pull type
 - push type
 - apart from crankshaft (driven by V-belts)
 - pull type
 - push type
- wooden transport pallet

TEDOM

technology
... in harmony
with nature

STATIONARY ENGINES



Advantages of the engine:

- high-quality and reliable engines with proven concept
- long service intervals and easy maintenance
- economic operation because of low consumption of oil and fuel

Basic information of the engine:

- displacement 11,946 dm³, water cooled
- four-stroke six-cylinder in-line engine
- atmospheric or turbocharged

Stationary engines 50 Hz

Natural gas	Mech. power output kW	Power input (in fuel)	Heat output			Efficiency			Emissions*		Compression ratio
			Coolant heat	Exhaust heat	Total	Mech.	Therm.	Total	CO	NO _x	
			kW	kW ¹⁾	kW	%	%	%	mg/Nm ³	mg/Nm ³	
TG 85 G5V NX 86	86,0	231,9	55,1	66,0	121,1	37,1	52,2	89,3	650	500	12:1
TG 110 G5V TX 86	110,4	282,8	67,6	75,2	142,8	39,0	50,5	89,5	650	500	12:1
TG 130 G5V TX 86	132,4	345,5	79,7	98,9	178,6	38,3	51,7	90,0	650	500	12:1
TG 170 G5V TW 86	173,2	435,6	85,8	123,9	209,7	39,8	50,9	90,7	650	500	12:1
TG 190 G5V TW 86	192,9	470,5	95,2	123,3	218,5	41,0	49,5	90,5	650	500	12:1
TG 210 G5V TW 86	212,7	518,9	98,5	142,3	240,8	41,0	49,5	90,5	650	500	12:1
TG 100 G5V NX 88	100,3	281,4	99,1	59,2	158,3	35,6	56,3	91,9	< 50	< 50	12:1
TG 110 G5V NX 88	110,4	301,1	101,6	64,9	166,5	36,7	55,3	92,0	< 50	< 50	12:1
TG 120 G5V NX 88	119,7	321,0	105,5	70,3	175,8	37,3	54,8	92,1	< 50	< 50	12:1
TG 130 G5V NX 88	130,5	338,8	105,5	76,2	181,7	38,5	53,6	92,1	< 50	< 50	12:1

Biogas	Mech. power output kW	Power input (in fuel)	Heat output			Efficiency			Emissions		Compression ratio
			Coolant heat	Exhaust heat	Total	Mech.	Therm.	Total	CO	NO _x	
			kW	kW ²⁾	kW	%	%	%	mg/Nm ³	mg/Nm ³	
TB 90 G5V NX 86	88,2	238,5	63,4	58,0	121,4	37,0	50,9	87,9	650	500	12:1
TB 110 G5V TX 86	112,5	292,0	76,7	67,1	143,8	38,5	49,2	87,8	650	500	12:1
TB 130 G5V TX 86	130,4	335,8	85,4	79,9	165,3	38,8	49,2	88,1	650	500	12:1
TB 170 G5V TW 86	175,9	442,4	101,0	106,7	207,7	39,8	49,5	89,2	650	500	12:1
TB 190 G5V TW 86	191,3	467,8	108,6	103,5	212,1	40,9	48,1	89,0	650	500	12:1
TB 210 G5V TW 86	213,0	519,6	117,3	117,5	234,8	41,0	48,1	89,0	650	500	12:1

LPG	Mech. power output kW	Power input (in fuel)	Heat output			Efficiency			Emissions		Compression ratio
			Coolant heat	Exhaust heat	Total	Mech.	Therm.	Total	CO	NO _x	
			kW	kW ²⁾	kW	%	%	%	mg/Nm ³	mg/Nm ³	
TP 90 G5V NX 86	89,0	268,9	73,5	80,0	153,5	33,1	57,1	90,2	650	500	9,5:1
TP 145 G5V TX 86	144,0	392,4	92,0	123,0	215,0	36,7	54,8	91,5	650	500	9,5:1
TP 160 G5V TW 86	158,9	433,0	94,0	125,5	219,5	36,7	54,4	91,1	650	500	9,5:1
TP 135 G5V NX 88	136,0	384,2	89,0	124,0	213,0	35,4	55,4	90,8	< 50	< 50	9,5:1

Diesel	Mech. power output kW	Power input (in fuel)	Heat output			Efficiency			Emissions		Compression ratio
			Coolant heat	Exhaust heat	Total	Mech.	Therm.	Total	CO	NO _x	
			kW	kW ²⁾	kW	%	%	%	mg/Nm ³	mg/Nm ³	
TD 105 G5V NX 86	105,5	278,4	69,0	67,0	136,0	37,9	48,9	86,8	650	4000	15,9:1
TD 135 G5V TX 86	137,0	344,2	77,0	79,0	156,0	39,8	45,3	85,1	650	4000	15,9:1
TD 150 G5V TW 86	150,0	355,0	84,0	62,0	146,0	42,2	44,5	86,7	650	4000	15,9:1
TD 175 G5V TW 86	175,0	412,0	90,0	76,0	166,0	42,5	44,7	87,2	650	4000	15,9:1

¹⁾ cooled to 120 °C; ²⁾ cooled to 150 °C

All technical data are to be considered as a reference and they can be modified without notice.

Stationary engines 60 Hz

Natural gas	Mech. power output kW	Power input (in fuel)	Heat output			Efficiency			Emissions		Compression ratio
			Coolant heat	Exhaust heat	Total	Mech.	Therm.	Total	CO	NO _x	
			kW	kW ¹⁾	kW	%	%	%	mg/Nm ³	mg/Nm ³	
TG 100 G8V NX 86	98,8	274,6	67,0	81,5	148,5	36,0	54,1	90,1	650	500	12:1
TG 150 G8V TX 86	153,2	405,7	97,3	115,8	213,1	37,8	52,5	90,3	650	500	12:1
TG 200 G8V TW 86	202,1	508,0	109,3	133,0	242,3	39,8	50,5	90,3	650	500	12:1
TG 150 G8V NX 88	156,8	413,7	133,6	92,7	226,3	37,9	54,7	92,6	< 50	< 50	12:1

Biogas	Mech. power output kW	Power input (in fuel)	Heat output			Efficiency			Emissions		Compression ratio
			Coolant heat	Exhaust heat	Total	Mech.	Therm.	Total	CO	NO _x	
			kW	kW ²⁾	kW	%	%	%	mg/Nm ³	mg/Nm ³	
TB 100 G8V NX 86	99,8	280,0	75,7	72,3	148,0	35,6	52,9	88,5	650	500	12:1
TB 150 G8V TX 86	148,3	410,2	114,3	100,6	214,9	36,2	52,4	88,5	650	500	12:1

Standard scope of engine delivery:

- without coolant pump (for the installation of an external el. pump)
- flywheel box SAE 1
- flywheel SAE 11½
- electric starter 24 V, 6,6 kW
- without thermostat housing
- exhaust manifold – not cooled
- emergency oil pressure switch
- top coating with BUCHNER AC 80
- standard verification of engine parameters on natural gas
- letter of guarantee + maintenance plan and catalogue of spare parts on CD
- standard report of final technical inspection and brake test

Spark ignition engines:

- spark plugs
- centrifugal oil filter in the by-pass
- replaceable full-flow filter with by-pass valve
- oil cooler
- closed crank case with oil separator connected to the intake manifold
- oil pan with capacity of 51 dm³

Compression ignition engines:

- Bosch injection pump equipped with electronic actuator
- injectors
- electronic speed governor
- magnetic speed sensor
- harness between speed controller and actuator
- electro-mechanical stop valve
- electro-hydraulic stop valve
- oil pan with capacity of 25 dm³