

Deutz Diesel Engine Specifications

CIÉ 611 Class development of the earlier 601 class locomotives. They were delivered between December 1961 and February 1962, entering revenue earning service in the following August after receiving the new tan / black paint job at Inchicore. They were fitted with a Deutz F/A8L 714 engine of 120 kilowatts (160 hp), with Voith hydraulic transmission, weighed The Córas Iompair Éireann 611 class locomotives were delivered from the manufacturers, Motorenfabrik Deutz at Cologne, Germany 2a3d3d4781

WLs40/50 A small number was used by Polish State Railways (PKP) as Ld1 class on narrow gauge railways in Poland. It was driving two axles by a four-gear L8 mechanical transmission (developed from Deutz design) The WLs40 and WLs50 are narrow gauge diesel locomotives built in Poland, used mostly on industrial railways. four-cylinder Diesel engine (maximum power output was 44 hp) 2a3d3d4781

The first V6 engines were designed and produced independently by Marmon Motor Car Company, Deutz Gasmotoren Fabrik and Delahaye. Engines built after World War II include the Lancia V6 engine in 1950 for the Lancia Aurelia, and the Buick V6 engine in 1962 for the Buick Special. The V6 layout has become the most common layout for six-cylinder automotive engines. 2a3d3d4781

GE AC6000CW The locomotive was designed for extremely high horsepower needs, such as pulling heavy coal and ore trains. 500 kW). Most examples were purchased by two railroads: Union Pacific and CSX. GE worked with Deutz-MWM of Germany in 1994 to design and construct the 6,250-horsepower (4,660-kilowatt) 7HDL engine for the locomotives. The The AC6000CW is a 6,000-horsepower (4,500 kW) diesel electric locomotive

built between 1995 and 2001 by GE Transportation. It is among the world's most powerful single-engined diesel locomotives 2a3d3d4781

V6 engine The first V6 engines were designed and produced independently by Marmon Motor Car Company, Deutz Gasmotoren Fabrik and Delahaye. Engines built after World A V6 engine is a six-cylinder piston engine where the cylinders and cylinder blocks share a common crankshaft and are arranged in a V configuration 2a3d3d4781

Stadler WINK Arriva units were delivered with Deutz diesel engines, running on vegetable The Stadler WINK (German: Wandelbarer Innovativer Nahverkehrs-Kurzzug, lit. 'convertible, innovative short train for local transport') is a hybrid multiple unit railcar designed and built by Stadler Rail of Switzerland that entered service in the Netherlands in 2021. powered by either diesel or electric powertrains with supplemental on board batteries 2a3d3d4781

Neither design saw operational use before the end of the war and work on them was halted in late 1945 after the factories were captured by the Allies and turned into makeshift tank repair depots. 2a3d3d4781

CIÉ 601 Class They weighed only 18 tons and had a maximum speed of 32 kilometres per hour (20 mph). The G601 locomotives were withdrawn from service between 1965 and 1972. Motorenfabrik Deutz at Cologne, Germany. They were 3 small shunting locomotives (601, 602 & 603) of B wheel arrangement and were fitted with a Deutz V8 F8L 614 The Córas Iompair Éireann 601 Class locomotives were built in 1956-1957, by Motorenfabrik Deutz at Cologne, Germany. These locomotives were never fitted with train brakes, so had limited usefulness compared to their successors, the G611 class. They were 3 small shunting locomotives (601, 602 & 603) of B wheel arrangement and were fitted with a Deutz V8 F8L 614 engine of 130 hp, with Voith hydraulic transmission and chain final drive 2a3d3d4781

Klöckner-Humboldt-Deutz DZ 710 It was a 16-cylinder horizontally-opposed, two cycle diesel engine. A larger 32-cylinder variant, the Klöckner-Humboldt-Deutz DZ 720 was basically two DZ 710's 'bolted' together to make an H engine configuration. A larger 32-cylinder variant, the Klöckner-Humboldt-Deutz DZ 720 was basically two DZ 710's 'bolted' together to make an H engine configuration The Klöckner-Humboldt-Deutz DZ 710 was a German aircraft engine manufactured by Motorenfabrik Oberursel A. in the early 1940s. G. cycle diesel engine

Magirus-Deutz Muni In 1957, the Magirus Deutz 'Muni' was manufactured as Fire engine. Magirus-Deutz in only 6 pieces. It has permanent all-wheel drive with compensation, The Magirus-Deutz Muni is a fire-fighting vehicle from Germany, which was produced by the Ulmer commercial vehicle manufacturer Magirus-Deutz in only 6 pieces

DRG Kleinlokomotive Class I the locomotives were given the more powerful, air-cooled, 50 PS, Deutz F4L514 engines. The power source for these locomotives was either a diesel or petrol engine. They were placed in service by the Deutsche Reichsbahn (DRG) after trials had been carried out on several prototype locomotives in 1930. As a result of this increase in power the numbering system was changed The Kleinlokomotiven (literally: small locomotives) of Class I were light German locomotives of low weight and power (up to 40 PS) designed for shunting duties

List of Volvo Trucks engines produced various engines since the late 1920s. Volvo was Volvo Trucks has produced various engines since the late 1920s. In the 2010s, the company also began using engines developed by German motor manufacturer Deutz AG. In the 2010s, the company also began using engines developed by German motor manufacturer Deutz AG. Volvo was among the first to use turbodiesel engines in commercially successful trucks

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