



F28 TCA StageV (g.drive)

G-DRIVE STAGE V



Brochure main description		@1500rpm	@1800rpm
Application & simbol		Power Generation	
Engine identification main		F28	
Engine identification rating	kW	55	55
Engine features		PG G-Drive	
Emission feature		Stage V	

Main characteristics		@1500rpm	@1800rpm
Emission certification		Stage V	
Commercial code (for order)			
Other Commercial code			
Technical code (original plant engine code, on engine block)			
Technical homologation code			
Stand-by power (gross) [mech]	kW	54	54
Specific power	kW/l		
Electric commercial power (estimation alternator power output)	kWe [kVA]		
BMEP	bar	15,4	12,9
Oil consumption on mission (average)	% fuel consumption	0,25	
Cycle		diesel - 4 stroke	
Air charging system pattern		Turbocharged aftercooled	
Number of cylinder		4	
Configuration (cylinder arrangement)		in line	
Bore	mm	90,8	
Stroke	mm	108	
Stroke / Bore		1,20	
Displacement	l	2,8	
Unit Displacement	l	0,7	
Bore pitch	mm		
Valves per cylinder		2	
Cooling system type		liquid	
Direction of rotation (looking flywheel)		anti-clockwise	
Compression ratio		17 : 1	
Firing order		1 - 3 - 4 - 2	
Injection type		direct - electronic common rail	
Engine brake configuration		-	
Be10		8000 h	
Cylinder Head			
Single / Multiple			
Material			
Head air circulation			
Intake valve dia.	mm		
Exhaust valve dia.	mm		
Camshaft			
Layout		OHV	
Cam carrier			
Material and Heat treatment			
Valve train			



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G-DRIVE STAGE V



Main characteristics	@1500rpm	@1800rpm
Drivetrain (timing system)		gear tappet
Valve actuation		tapper & push rod
Variable valve actuation system		
Cylinder block (crankcase)		No Structural
Material of cylinder block		cast iron
Type of liners		block linear
Liners replaceable; (slip fit or interference fit)		
Bearing caps		
Crankcase Ventilation		yes
Oil separator		
Crankshaft & counterweights		
Material		
Acceptable Inertia (clutch)	kgm ²	
Balancing		no
Turbocharger & EGR system		
Turbocharger type		fixed geometry with wastegate valve
Turbocharger supplier		
Turbocharger control		WG pneumatic control
Pressure after turbocharger compressor	mbar	2600
Max turbine inlet temperature	°C	
Temperature after turbocharger compressor	°C	
Method of cooling the turbocharger		oil lubricated
Turbo protection devices		
EGR type		external cooled EGR
EGR control strategy		
EGR recirculation rate		< 10%
Valve		
Cooler		
Control		
Air mass measurement		
Exhaust flap		
Exhaust flap supplier		-
Actuation type		-
Exhaust flap cooling		-
Switchability (1500-1800 rpm)		
Emission level 1500 rpm		Stage V
Emission level 1800 rpm		Tier 4B
Front power take off		
PTO type		-
Max torque available from front of crankshaft (no side load)	Nm	-
Power take off on gear train		
SAE A 9 teeth	Nm	-
SAE A 11 teeth	Nm	-
SAE B 13 teeth	Nm	-
SAE B (DIN 5482)	Nm	210
SAE 2B 15 teeth(ANSI B92,1)	Nm	-
References values		
Engine dimension LxWxH (indicative values)	mm	-



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G-DRIVE STAGE V



Main characteristics		@1500rpm	@1800rpm
G-Drive Dimension LxWxH (indicative values)	mm	1151 x 720 x 985	
Max permissible engine inclination	deg	35° (front inclination) 45° (all other directions)	
Engine Weight - Dry (no fluids, value purely indicative)	kg	-	
Engine Weight - Wet (with fluids, value purely indicative)	kg	-	
G-Drive Weight - Dry (no fluids, value purely indicative)	kg		
G-Drive Weight - Wet (with fluids, value purely indicative)	kg		
Center of gravity (FFOB or RFOB according to picture, standard engine layout)	mm	-	
Principal moment of inertia (reference on center of gravity, standard engine layout)	kgm ²	-	
Principal moment of inertia (reference matrix based on center of gravity, standard engine layout)	kgm ²	-	
Center of gravity (FFOB or RFOB according to picture, standard IPU/G-Drive layout)	mm	RFOB: x=-10.3 mm ; y=151 mm ; z=198	
Principal moment of inertia (reference on center of gravity, standard IPU/G-Drive layout)	kgm ²	I1=14.0 ; I2=17.1 ; I3=21.9	
Principal moment of inertia (reference matrix based on center of gravity, standard IPU/G-Drive layout)	kgm ²	[21,9 0,0453 -0,0363 ; 0,0453 14,7 -1,33 ; -0,0363 -1,33 16,3]	
Mass moment of inertia - rotating components (excluding flywheel)	kgm ²	0,72	
Mass moment of inertia - standard flywheel	kgm ²	1,122	
Bending moment on the flywheel housing	Nm		
Flywheel housing SAE sizing		SAE 3	
Flywheel SAE sizing		11"1/2	
Bending moment on PTO	Nm		
Max static mounting surface load	N		
Crankshaft thrust bearing pressure limit			
Intermittent load:	MPa		
Continuous load:	MPa		
Rear main bearing load	MPa		
Max bending moment available from front of the crankshaft:			
0 deg	Nm	100	
90 deg	Nm	300	
180 deg	Nm	300	
Environmental operating conditions			
Max altitude for declared performances	m	2000	
Max ambient temperature for declared performances	°C	55	
Min guaranteed temperature for cold start w/o any aid (stand alone engine)	°C	- 23 (with glow plugs)	
Min guaranteed temperature for cold start with grid heater (stand alone engine)	°C	-	
Min guaranteed temperature for cold start with grid heater and block heater (stand alone engine)	°C	- 32	
Time preheating for manifold heater	s	-	
Time post heating for manifold heater	s	-	
Low idle continuous operation time (reccomended)	h	60	
Engine performance (Prime power and standby power defined according to ISO normative 8528-1)			
Continuous power (gross) [mech]	kW		
Prime power (gross) [mech]	kW	49,1	49,1
Stand-by power (gross) [mech]	kW	54	54



F28 TCA StageV (g.drive)

G-DRIVE STAGE V



Main characteristics		@1500rpm	@1800rpm
Fan consumption [mech]	kW	1,3	2,2
Continuous power (net) [mech]	kW		
Prime power (net) [mech]	kW	47,8	46,9
Stand-by power (net) [mech]	kW	52,3	51,8
Typical generator output			
Generator available power @ Prime power	kW		
Generator available power @ Stand by	kW		
Power limitation according to ambient conditions			
Ambient temperature above xx°C	%/5°C (xx°C)		
Altitude > 1000 < 3000m above sea level	%/500m		
Altitude > 3000m above sea level	%/500m		
Power limitation due to safety protections			
Max water temperature (Switch on of the MIL lamp)	°C		102
Start derating: switch on of the warning coolant temperature lamp (amber color)	°C		108
Max derating (50% derating) switch on of the high coolant temperature lamp (redcolor)	°C		112
Altitude level: gradual reduction of transient response by smoke map correction from	m		2000
Fuel temperature	°C		70
Intake manifold air temperature	°C		
ATS Max gas inlet temperature	°C		
Max allowed exhaust temperature	°C		
Turbine overheating protection	°C		-
Turbine overspeed protection	rpm		240000
Oil temperature protection	°C		120
Oil pressure protection (min engine rpm)	bar		
Fuel System			
Fuel density	kg/l		0,84
Injection system type			electronic common rail
Injection pump manufacturer			BOSCH
Injection model type			
Injection model pump			
Injection pressure	bar		1600
Injector			
Injector installation (sleeve, sealing flat or conical)			
Injector nozzle			
Engine fuel compatibility			see dedicated GOLD Book document on fluids
Feed pump on engine			integrated in high pressure pump
Max fuel flow supply line	l/h		
Nominal feed pressure	bar		
Fuel filter			cartridge on left side >95 % @ 4 micron ISO 19438
Fuel filter clogging sensor			yes
Max continuous allowable fuel temperature (without derating)	°C		70
Max relative pressure at gear pump inlet	bar		1
Min relative pressure at gear pump inlet	bar		0,5
Max back flow relative pressure	bar		0,2
Max back flow restriction	bar		1,2
Max heat rejection to return fuel	kW		



F28 TCA StageV (g.drive)

G-DRIVE STAGE V



Fuel System

Max fuel flow return line	kg/h	@1500rpm:11.5 kg/h @1800rpm:11.9
Min fuel tank venting requirement	m ³ /h	
Prefilter / Water separator micron size	µm	>98,5 % @ 20

Air Intake System

Aftercooling system type		air to air
Interstage cooling type		-
RoA (Temperature raise between ambient and inlet to engine)	°C	< 25
Filter air intake temperature (warm air ricirculatuion)	°C	40
Max intake manifold temperature	°C	50
Compressor inlet pressure (with new air filter)	hPa	≥ - 45
Compressor inlet pressure (with dirty air filter)	hPa	≥ - 75
Air filter type		
Loads on turbocharger on compressor intake	kg	0
Loads on turbocharger on compressor outlet	kg	0
Charge air flow (max)	kg/h	

Exhaust System

		@1500rpm	@1800rpm
Max back pressure (after exhaust flap) @ rated power with clean system	hPa		
Max mechanical load on turbine flange	kg		0
Max ambient temperature for exhaust flap actuator	°C		
Max exhaust temperature After Treatment System	°C		
Max exhaust flow rate	kg/h		
Energy to exhaust	kW	33,6	34,1

After Treatment System

After Treatment System	DOC + DPF
POC	-
DPF	yes
DOC	yes
SCR	-
Urea Dosing System	-
AdBlue mixer	-
ATS sensors	
DPF regeneration strategy	

Lubrication System

Oil sump capacity, max level	l	8
Oil sump capacity, min level	l	5,5
Oil system capacity including filter	l	
Oil pump type		gear pump
Oil pump drive arrangement		driven by gear
Min oil pump flow	l/min	
Max oil pump flow (@rated speed)	l/min	
Min oil pressure @ low idle (engine oil temp at 120°C)	kPa (bar)	
Min oil pressure @ rated speed (engine oil temp at 120°C)	kPa (bar)	350 (3,5)
Max oil pressure @ rated speed (engine oil temp at 120°C)	kPa (bar)	



F28 TCA StageV (g.drive)

G-DRIVE STAGE V



Lubrication System

Max oil temperature @ full load (in main gallery)	°C	120
Max oil pressure peak on cold engine	bar	
Oil cooler type		
Transducer for indicating oil temperature and pressure		signal from ECU
Max engine angularity - longitudinal / transversal (std oil pan)	deg	35° (front inclination) 45° (all other directions)
Allowed engine gradability during installation on vehicle	deg	± 4
Oil servicing intervals	h	see dedicated GOLD Book document on fluids
Oil filter type		spin-on
Oil filter capacity	l	0,5
Max oil content admitted in blow by gas (after filter)	g/h	0,4
Oil for cold condition mission (T° ambient < -25°C)		see dedicated GOLD Book document on fluids

Cooling system

		@1500rpm	@1800rpm
Type (water to water or air to water)			air to water
Recommended coolant		see dedicated GOLD Book document on fluids	
Min radiator cap pressure	kPa	100	
Warnnig setting first threshold	°C	106	
Max additional restriction (cooling system)	Pa		
Air to boil (prime power, open genset configuration). For further information see GB document	°C		
Air flow (prime power, open genset configuration)	m³/s		
Air to boil (stand by, open genset configuration). For further information see GB document	°C		
Air flow (stand by, open genset configuration)	m³/s		
EGR Cooler water flow (for ΔT=6°C)	l/s		
LP-CAC water flow (for ΔT=6°C)	l/s		

Fan

Diameter	mm	550
Number of blades		10
Drive ratio		1,1
Speed		
Air flow		N/A
Power consumption		@1500rpm:1,3 kW @1800rpm: 2,2 kW

Radiator

Core dimensions LxWxh	mm	
Dry weight	kg	
Radiator coolant capacity	l	
Optimum coolant temperature range @engine out (50% glycol)	°C	85 - 95
Engine Water pump Type		centrifugal pump
Engine water pump drive		driven by belt
Coolant capacity (engine only)	l	5
Coolant capacity (radiator & hoses)	l	
Thermostat type		wax type
Thermostat position		on cylinder head
Thermostat opening / fully open temperature	°C	79± 2+ 94±2
Recommended coolant circuit pressurization range (relative)	hPa	1000
Coolant engine pressure outlet – inlet (delta pressure, open thermostat, high idle conditions)	hPa	



F28 TCA StageV (g.drive)

G-DRIVE STAGE V



Cooling system		@1500rpm	@1800rpm
Coolant engine pressure outlet – inlet (only with remote thermostat, ex. retarder)	hPa		
Min coolant pressure (no pressure cap and thermostat closed)	hPa		1000
Coolant water pump inlet pressure (water temperature 60-100°C)	hPa		> 50
Coolant flow to radiator @rated speed	l/h		
Min coolant expansion space (% total cooling system capacity)	%		
Max coolant flow to accessories @ rated speed from cab heater	l/min		
Engine out coolant to ambient @rated speed	delta °C	@1500rpm:8.2	delta °C @1800rpm:7.6
Engine out coolant to ambient @torque speed	delta °C		
Charge air cooler outlet to ambient @max rpm - CAC dT	delta °C	@1500rpm:21.4	delta °C @1800rpm:22.8
Pump water flow	l/min	68,9	82,7

Electrical, Electronic and Control Systems

System voltage	V	12
Engine control unit		MD1 CS069
ECU software		
ECU Vehicle connection		
ECU operating range	°C	-30 ÷ +95
Temperature of ECU case for <5' after power up	°C	
ECU rated continuous temperature	°C	
ECU communication protocol		SAE J1939
Min power supply for ECU operation	V	10
Max power supply for ECU operation	V	16
Battery wire connection resistance value @20°C (from battery to ECU)	mΩ	≤ 70
Diagnostic connector type		ISO 14229
Min cranking speed TDC @-30°C	rpm	70
Average cranking speed	rpm	110
N° tooth pinion/crown gear		10 / 126
Min battery voltage	V	6
Mean battery voltage	V	14 ± 0,5
Min battery current	Ah	
Mean battery current	Ah	101
Max starting circuit resistance (to starter)	mΩ	≤ 70

Cold starting

Without air preheating	°C	- 23
With air preheating (if available)	°C	-32

Emission gaseus and particulales

NOx (Oxides of nitrogen) [NRSC]	g/kWh	see homologation certificate
HC (Hydrocarbons) [NRSC]	g/kWh	see homologation certificate
NOX+HC [NRSC]	g/kWh	see homologation certificate
CO (Carbon monoxide) [NRSC]	g/kWh	see homologation certificate
PM (Particlutes) [NRSC]	g/kWh	see homologation certificate
CO2 (Carbon Dioxide) [NRSC]	g/kWh	see homologation certificate
NOx (Oxides of nitrogen) [NRTC]	g/kWh	see homologation certificate



F28 TCA StageV (g.drive)

G-DRIVE STAGE V



Emission gaseus and particulales

HC (Hydrocarbons) [NRTC]	g/kWh	see homologation certificate
NOX+HC [NRTC]	g/kWh	see homologation certificate
CO (Carbon monoxide) [NRTC]	g/kWh	see homologation certificate
PM (Particulates) [NRTC]	g/kWh	see homologation certificate
CO2 (Carbon Dioxide) [NRTC]	g/kWh	see homologation certificate

Maintenance

Oil drain interval		600 h
Oil filter change		600 h
Oil refilling time		daily check to evaluate oil refill necessity
Approved engine oil specifications		see dedicated GOLD Book document on fluids
CCV filter change		for life
Fuel filter change		500
Fuel pre-filter change		500
Belt replacement		
Valve lash check /adjustment		
AdBlue filter Change		-
DPF filter service		500
Coolant change		see dedicated GOLD Book document on fluids

Engine Noise

Overall sound pressure (engine only)	dBA	N/A
Overall sound pressure (with accessories only)	dBA	N/A
Exahust noise (w/o Muffler)	dBA	N/A
Noise spectrum (octave analysis performed at the position of maximum noise) - diagram	Table dB-Hz	N/A
A-weight sound power level LW function of power (value calculated respecting standard ISO 3744 and 3746. For further information see GB document)		
0% (no load)	dBA	
75% (partial load)	dBA	
100% (full load)	dBA	
110% (overload)	dBA	

Step Load (for further information see GB document)

		@1500rpm	@1800rpm
G1 (% of PrP)	%		
G2 (% of PrP)	%		
G3 (% of PrP)	%		
G1 (% of PrP) [open flap]	%	-	-
G2 (% of PrP)[open flap]	%	-	-
G3 (% of PrP)[open flap]	%	-	-
G1 (% of PrP) [closed flap]	%	-	-
G2 (% of PrP) [closed flap]	%	-	-
G3 (% of PrP) [closed flap]	%	-	-
Removal load (G1)	%		
Removal load (G2)	%		
Removal load (G3)	%		
Emergency (xxx)	%		
Emergency (xxx)	%		
Emergency (xxx)	%		



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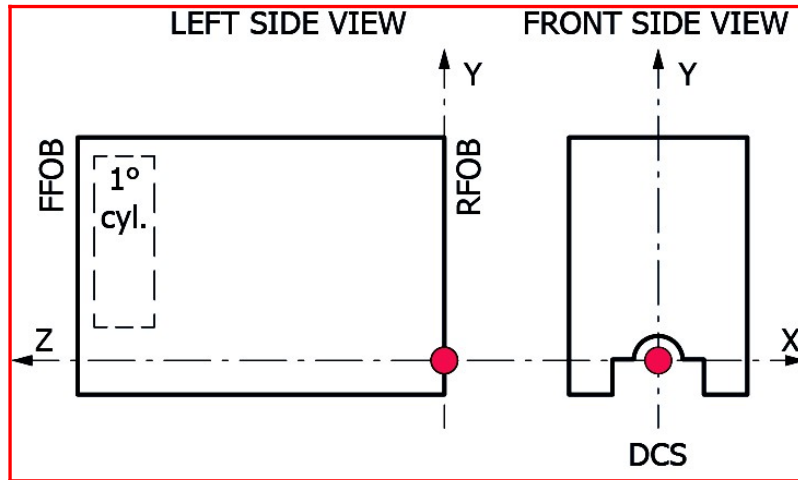


Maximum Rating Performance Data		@1500rpm	@1800rpm
Torque	Nm		
Ambient Temperature	°C		
EGR Rate	%		
Fuel Flow	g/s	3,19	3,29
Fuel consumption (BSFC) (prime power)	(kg/h) [g/kWh]	[240]	[253]
Fuel consumption (BSFC) (stand by)	(kg/h) [g/kWh]	[220]	[229]
Fuel consumption (BSFC) (80% prime power)	(kg/h) [g/kWh]		
Fuel consumption (BSFC) (50% prime power)	(kg/h) [g/kWh]		
Fuel consumption (BSFC) (25% prime power)	(kg/h) [g/kWh]		
AdBlue consumption (prime power)	% of fuel cons	-	-
AdBlue consumption (stand by)	% of fuel cons	-	-
AdBlue consumption (80% prime power)	% of fuel cons	-	-
AdBlue consumption (50% prime power)	% of fuel cons	-	-
AdBlue consumption (25% prime power)	% of fuel cons	-	-
Exhaust Gas Flow	kg/h	245	262
Design air handling system data			
EGR flow	kg/h		
EGR pressure	kPa		
Boost pressure (compressor outlet)	kPa		
Pressure drop on charge air cooling system	kPa		
Max temperature after HP-Compressor	°C		
Boost temperature (includes EGR effect)	°C		
ATS back pressure	kPa		
Exhaust Gas Temp between HP-TC	°C		
Max Exhaust Gas Temp (after TC)	°C	471	447
Max admitted back pressure after SCR	kPa	-	-
Max admitted back pressure after TC	kPa	25	25
Power engine coolant without EGR & CAC (prime power)	kW [kcal/kWh]		
Power engine coolant without EGR & CAC (stand by)	kW [kcal/kWh]		
Power high Temperature EGR Cooler (engine water) (prime power)	kW [kcal/kWh]		
Power high Temperature EGR Cooler (engine water) (stand by)	kW [kcal/kWh]		
Power to coolant due to EGR LP-Circuit (prime power)	kW [kcal/kWh]		
Power to coolant due to EGR LP-Circuit (stand by)	kW [kcal/kWh]		
Total Power to coolant (prime power)	kW [kcal/kWh]	33,7	36,9
Total Power to coolant (stand by)	kW [kcal/kWh]	33,7	36,9
Total pump water flow	l/s		
Radiator Coolant Flow (5% less if continuous deaerating system, coolant according to FPT norms)	l/min		
EGR Cooler water flow (for ΔT=6°C)	l/s		
LP-CAC water flow (for ΔT=6°C)	l/s		
Power in CAC (air to air) (prime power)	kW [kcal/kWh]	6,6	6,8
Power in CAC (air to air) (stand by power)	kW [kcal/kWh]	6,6	6,8
Power Radiated	kW	9,5	9,8
Charge Air Flow	g/s	64,9	69,6

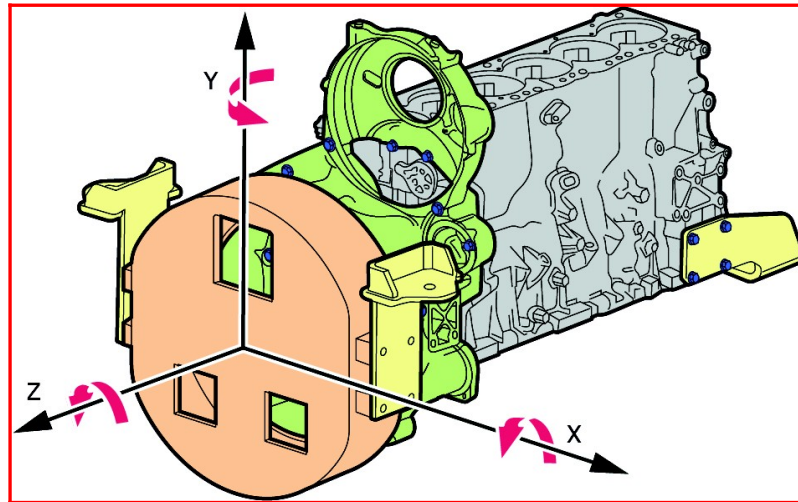


F28 TCA StageV (g.drive)

G-DRIVE STAGE V



Principal Moment of Inertia

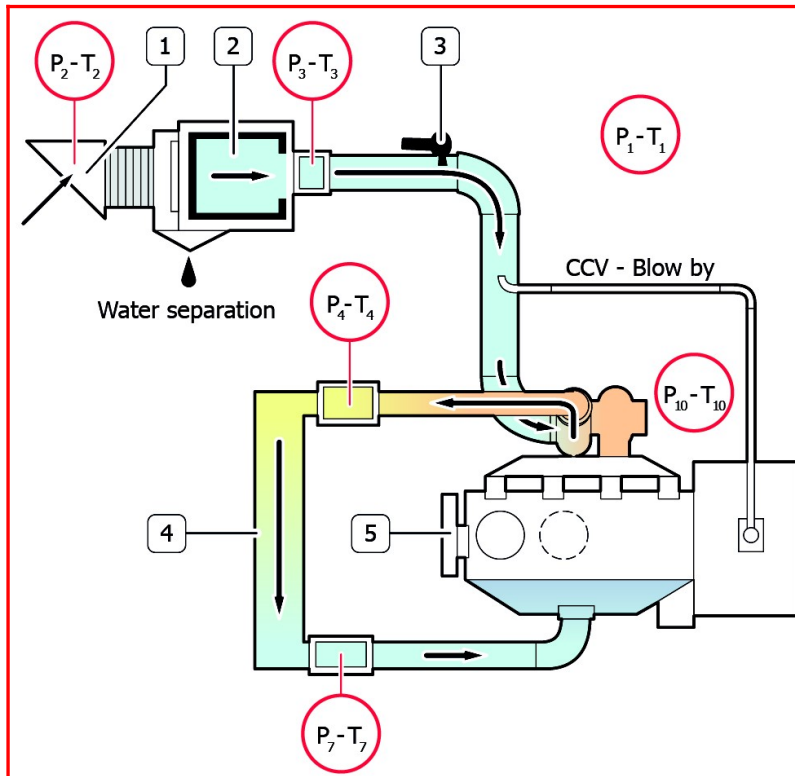


Components

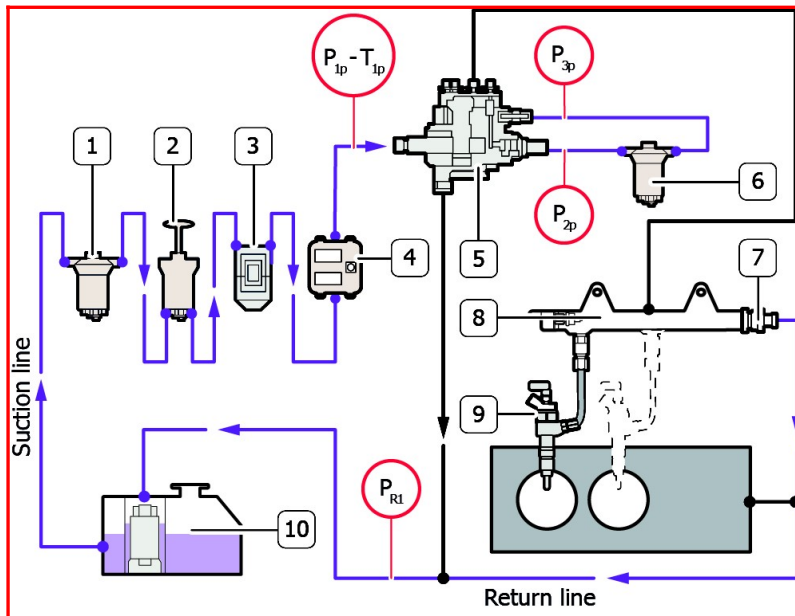


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G-DRIVE STAGE V



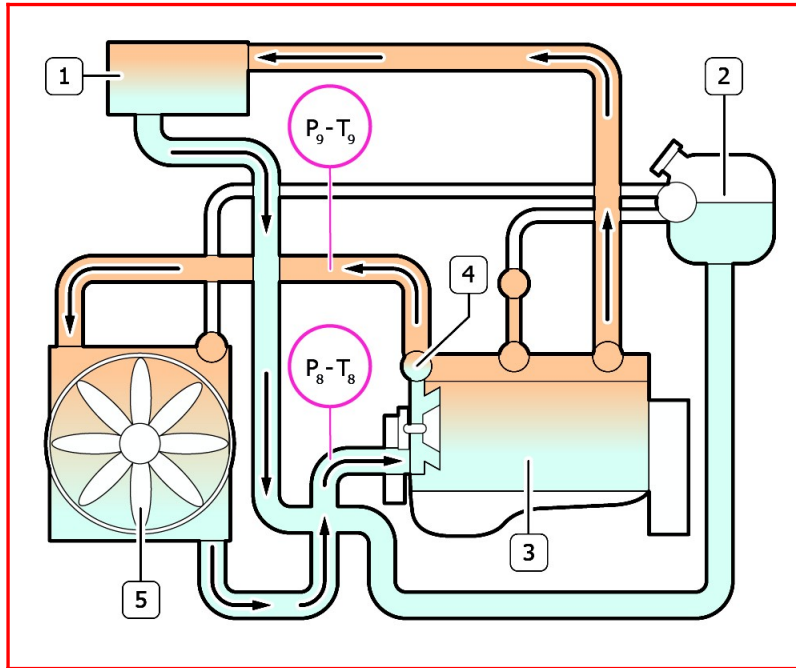
1.Snorkel 2.Air Filter 3.Humidity sensor 4.Intercooler



1.Inspection glass with strainer 2.Prime pump 3.Pre-filter with water separator 4.ECU 5.High Pressure pump 6.Fuel Filter 7.Overpressure valve 8.Common Rail 9.Injectors 10.Fuel tank



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1.Heating element 2.Expansion tank 3.Engine 4.Thermostat 5.Radiator



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G-DRIVE STAGE V



ACRONYMS LIST

Acronyms	Description
-	Not Needed
2stTC	Two Stage Turbo (sequential)
Ag	Agricultural
ASC	Ammonia Slip Catalyst (same as CUC)
ATS	After Treatment System
BSFC	Brake Specific Fuel Consumption
CAC	Charge Air Cooler
CCDPF	Close Coupled DPF
CCV	Crankcase Ventilation
CE	Construction Equipment
CI	Cast Iron
CRS	Common Rail System
CRSN	Common Rail System NKW (Commercial vehicles)
CUC	Clean Up Catalyst for ammonia (same as ASC)
DAVNT	Dual Axis Variable Nozzle Turbine
DCS	Drawing Coordinate System
DI	Direct Injection
DOC	Diesel Oxidation Catalyst
DOHC	Double Over Head Camshaft
DPF	Diesel Particulate Filter
ECEGR	External Cooled EGR
ECU	Engine Control Unit
EEGR	External EGR
EGR	Exhaust Gas Recirculation
epWG	Electro pneumatic WG
eVGT	Electrical VGT
eWG	Electrical WG
FFOB	Front Face of Block
FGT	Fixed Geometry Turbocharger (no WG)
FIE	Fuel Injection System
HD	Heavy Duty
HLA	Hydraulic Lash Adjusters
IDI	Indirect Injection

Acronyms	Description
IEGR	Internal EGR
IPU	Industrial Power Unit
ISC	Interstage Cooling
LD	Light Duty
LDCV	Light Duty Commercial Vehicles
LH	Left Hand Side
LWR	Laser Welded Rail
MD	Medium Duty
n/a	Not Available
NA	Natural Aspirated
NS	Non Structural
OHV	Over Head Valves
OPT	Option
PCP	Peak Cylinder Pressure
PTO	Power Take Off
RFOB	Rear Face of Block
RH	Right Hand Side
S	Structural
SAPS	Sulphated Ash, Phosphorus, Sulphur
SCR	Selective Catalytic Reduction catalyst
SCRoF	SCR on filter
SOHC	Single Over Head Camshaft
STD	Standard
TC	Turbocharged
TCA	Turbocharged, Charge Air Cooled
THM	Thermal Management
UFDPF	Under Floor DPF
UQS	Urea Quality Sensor
VE	Bosch Distributor Mechanical Pump
VFT	Variable Flow Turbine
VGT	Variable Geometry Turbocharger
WG	Waste Gate Turbocharger
XPI	Extra high Pressure Injection (Scania, Cummins)

Unit of misure according to international system of unit. Engine accessories and Options available on Option List. All data is subject to change without notice.

UPDATING

Revision	Description	Date
Revision 1.0_Jan 2023		January/2023