

Lube Oil Change Intervals.



The engine company. **DEUTZ**

Lube oil change intervals for built-in and marine engines

| | | Lube oil quality | | | | | | | |
|-------------------------|--|---------------------------------|------|-------------------------|------|--------------------------|------|-----------------------------|------|
| | | DQC I-02 | | DQC II-05 | | DQC III-05 | | DQC IV-05 | |
| ACEA specification | | E2-96 | | E3-96/E5-02 E7-04 | | - | | E4-99/E6-04 | |
| API specification | | CF/CF-4 | | CG-4/CH-4/CI-4 | | - | | - | |
| worldwide specification | | - | | DHD-1 | | - | | - | |
| DEUTZ Oil | | - | | TLS-15W40D 0101 6333 | | TLX-10W40FE 0101 6337 | | DQC 4-5W30-UHP 0101 7850 | |
| 20 Liter | | - | | 0101 6332 | | 0101 6336 | | 0101 7849 | |
| 4 x 5 Liter | | - | | 0101 6331 | | 0101 6335 | | - | |
| Engine Series | Engine model | Lube oil change intervals in OH | | | | | | | |
| | | Oil load | | | | | | | |
| | | normal | high | normal | high | normal | high | normal | high |
| B/FM 1008 | All engines | 125 | 125 | 125 | 125 | 125 | 125 | 125 | 125 |
| BFM/L 1011 | Naturally aspirated engines | 1000 | 500 | 1000 | 500 | 1000 | 500 | 1000 | 500 |
| BFM/L 2011 | Charged engines | 250 | 125 | 500 | 250 | 500 | 250 | 500 | 250 |
| T/D 226 | Naturally aspirated engines | 500 | 250 | 500 | 250 | 500 | 250 | 500 | 250 |
| BFL 413/513 | Charged engines | 250 | 125 | 500 | 250 | 500 | 250 | 500 | 250 |
| B/FL 912 | Naturally aspirated engines | 500 | 250 | 500 | 250 | 500 | 250 | 500 | 250 |
| B/FL 913/914 | Charged engines | 250 | 125 | 500 | 250 | 500 | 250 | 500 | 250 |
| | BF6L913/914C with 176 kW at 2500 rpm | - | - | - | - | 500 | 250 | 500 | 250 |
| BFM 1012 | All engines except: Engines in harvesting machines, block combined power stations, electricity generators ** | 250 | - | 500 | - | 500 | 500 | 500 | 500 |
| BFM 1013 | All engines except: Engines as of nonroad stage II Engines in harvesting machines, block combined power stations, electricity generators ** | 250 | - | 500 | - | 500 | 500 | 500 | 500 |
| | BF4M1013FC | - | - | - | - | 500 | - | 500 | - |
| | BF6M1013FC (P ≤ 200 kW), crankcase ventilation open | - | - | 500 | - | 500 | - | 500 | - |
| | BF6M1013FC (P ≤ 200 kW), crankcase ventilation closed | - | - | - | - | 500 | - | 500 | - |
| | BF6M1013FC (P > 200 kW), crankcase ventilation open | - | - | 250 | - | 250 | - | 250 | - |
| | BF6M1013FC (P > 200 kW), crankcase ventilation closed | - | - | - | - | 250 | - | 250 | - |
| | BF6M1013FC Genset 200 kVA crankcase ventilation open | - | - | 500 | - | 500 | - | 500 | - |
| | BF6M1013FC Genset 200 kVA crankcase ventilation closed | - | - | - | - | - | - | - | - |
| BFM 2012 | All engines except: BF4M2012C > 95 kW BF6M2012C > 143 kW, as of non-road stage II at cylinder bore 101 or 98 mm with MV-system BF6M2012C > 135 kW, as of non-road stage II at cylinder bore 98 mm with mech. Injection system Other engines as of nonroad stage II Engines in harvesting machines, block combined power stations, electricity generators ** | 250 | - | 500 | - | 500 | 500 | 500 | 500 |
| BFM 2013 | All engines except: Engines as of nonroad stage II BF4M2013C, P > 90 kW BF6M2013C, P > 120 kW Engines in harvesting machines, block combined power stations, electricity generators ** | 250 | - | 500 | - | 500 | 500 | 500 | 500 |
| BFM 1015 | All engines except: 1015C as of nonroad stage II 1015CP BF6M1015MC ≤ 300 kW BF8M1015MC ≤ 400 kW BF6M1015MC > 300 kW BF8M1015MC > 400 kW | 250 | 125 | 500 | 250 | 500 | 250 | 500 | 250 |
| BFM2015 | All engines | - | - | - | - | 500 | - | 500 | - |
| D 2008 | All engines | 250 | 125 | 500 | 250 | 500 | 250 | 500 | 250 |
| TD/D 2009 | All engines | 500 | 250 | 500 | 500 | 500 | 500 | 500 | 500 |
| D 2011 | All engines | 500 | 250 | 1000 | 500 | 1000 | 500 | 1000 | 500 |
| TD/w 2011 | All engines | 250 | 125 | 500 | 250 | 500 | 250 | 500 | 250 |
| TD/i 2011 | All engines | 250 | 125 | 500 | 250 | 500 | 250 | 500 | 250 |
| TCD/w 2011 | All engines | 250 | 125 | 500 | 250 | 500 | 250 | 500 | 250 |
| TCD 2012 2V | crankcase ventilation open | - | - | 500 | - | 500 | - | 500 | - |
| | crankcase ventilation closed | - | - | - | - | 500 | - | 500 | - |
| TCD 2012 4V | crankcase ventilation open | - | - | 500 | - | 500 | - | 500 | - |
| | crankcase ventilation closed | - | - | - | - | 500 | - | 500 | - |
| TCD 2013 2V | crankcase ventilation open | - | - | 500 | - | 500 | - | 500 | - |
| | crankcase ventilation closed | - | - | - | - | 500 | - | 500 | - |
| TCD 2013 4V | crankcase ventilation open | - | - | 500 | - | 500 | - | 500 | - |
| | crankcase ventilation closed | - | - | - | - | 500 | - | 500 | - |
| TCD 2015 | crankcase ventilation closed | - | - | - | - | 500 | - | 500 | - |

** Electricity generators here are to be understood as those with mains/parallel mode.

Emergency generators are dealt with TC 0199-99-1126.

General information: Engine oils that are released under higher DQC-classification may also be used in the next lower classes.

Remarks for built-in and marine engines

■ Normal oil load for engines with low to medium load (up to 70%):

Examples for built-in engines: Rollers, stacker trucks, rail vehicles, emergency pumps.

Examples for marine engines: Ferries, tugs, light fishing vessels, river vessels, auxiliary engines.

■ High oil load in engines with high workload (>70%) or other difficult factors, e.g. high dust load or strong dynamic operation:

Examples for built-in engines: Tractors, harvesting machines, mining machinery, wheel loaders, hydraulic diggers, graders, waste compressors, block combined power stations, mains/parallel operation, engines with 2-stage combustion.

Examples for marine engines: Speed boats, catamarans, yachts, gliders, generator drives.

■ The assignments of the workload to the applications are examples, a different assignment may apply in individual cases.

■ In the specified intervals between lubricant changes during the year have not been reached, the oil should be changed at least once a year.

■ The following conditions apply for the lube oil change intervals:

- Continuous ambient temperatures ≥ -10° C (≥ +14° F)
- sulphur content in the fuel, ≤ 0.5 weight-%

■ The lube oil change interval must be halved, at

- continuous ambient temperatures < 10° C (<14° F) or oil temperature < 60° C or
- sulphur content in the fuel > 0.5 to 1 weight-% or
- operation with bio-diesel fuel