These are the characteristics of the 2013:

Modern water-cooled 6-cylinder in-line engines.
Turbocharging and turbocharging with charge air cooling.
Innovative four-valve technology.
Particularly compact dimensions.
Powerful and rugged engine with a high power-to-volume ratio.
Auxiliary PTO facilities integrated in gear train.
Poly-V-belt drive with automatic belt tensioner.
Mechanical governor, electronic governor (EMR) on request.
Acoustically optimized engine, e.g. through strongly ribbed crankcase.
Extraordinary traction thanks to more than 35% torque backup.

Your benefits:

- Extremely good operating economy thanks to excellent consumption values, low servicing costs and high durability.
- Outstanding smooth-running characteristics and premium power over the entire speed range guarantee great driving comfort.
- Four-valve technology minimizes pollution; The 2013 series has the potential to fulfil all future exhaust emission standards.
- Low installation costs thanks to compact dimensions together with personal and competent application engineering.
- Noise-optimized 2013 engines ensure further cost savings with regard to secondary insulation measures.
**Engine description**

Type of cooling: Liquid cooling
Crankcase: Grey cast iron crankcase with dry liners (slip fit)
Crankcase breather: Closed system, with oil mist separator (vacuum-controlled)
Cylinder head: Grey cast iron block-type cylinder head

Valve arrangement:
Timing: Overhead valves in cylinder head, four valves per cylinder, actuated via tappets, pushrods and rocker arms
Turbocharging: With/without charge air cooling
Piston: Three-ring aluminium piston: two compression rings and one oil scraper ring
Piston cooling: Oil cooled via spray nozzles
Crankshaft: Drop-forged steel crankshaft with screwed-on counterweights
Crankshaft bearings: Multi-layer bearings
Big end bearings: Combination of tri-metal- and sputter bearings
Connecting rods: Stepped connecting rod, drop-forged steel
Camshaft: Steel camshaft
Lubrication system: Forced-feed circulation lubrication with rotary oil pump
Lubricating oil cooler/ -filter: Filter and cooler in one unit, paper type microfilter as cup-shaped filter, integrated in main oil circuit, for environmentally compatible oil filter change

Injection pump/
governor: Single injection pumps for each cylinder integrated in crankcase. Mechanical centrifugal governor (standard), electronic governor (EMR) on request.
Fuel lift pump: Mechanical rotary pump
Injection nozzle: 6-hole nozzle, centrally arranged
Fuel filter: Cup-shaped filter for environmentally compatible oil filter change
Alternator: Three-phase alternator
Starter motor: Intermediate transmission starter
Cab heating: Optional connection for cab heating to engine cooling circuit, electric cooling water preheating possible.
PTOs: 3 positions at flywheel end
Belt drive: Poly-V-belt drive with automatic belt tensioner
Options: Engine periphery adapted to customer specifications
### Technical data

<table>
<thead>
<tr>
<th>Engine type</th>
<th>BF6M2013</th>
<th>BF6M2013C</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of cylinders</td>
<td>6</td>
<td>6</td>
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<tr>
<td>Bore/stroke</td>
<td>mm</td>
<td>98/126</td>
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<tr>
<td>Displacement</td>
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<td>5.7</td>
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<tr>
<td>Compression ratio</td>
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<td>18</td>
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<tr>
<td>Max. rated speed</td>
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<tr>
<td>Mean piston speed</td>
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### Power ratings for agricultural application *

<table>
<thead>
<tr>
<th>Parameter</th>
<th>BF6M2013</th>
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</thead>
<tbody>
<tr>
<td>Power rating to ISO 3046/1 at speed</td>
<td>kW</td>
<td>92</td>
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<tr>
<td>mean effective pressure</td>
<td>bar</td>
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<tr>
<td>Max. torque at speed</td>
<td>Nm</td>
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<tr>
<td>Minimum idle speed</td>
<td>rpm</td>
<td>800</td>
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<tr>
<td>Specific fuel consumption</td>
<td>g/kWh</td>
<td>203</td>
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<tr>
<td>Weight to DIN 70020, part 7A **</td>
<td>kg</td>
<td>505</td>
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### Dimensions

<table>
<thead>
<tr>
<th>Engine</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
<th>F</th>
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</thead>
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<tr>
<td>BF6M2013</td>
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<td>1062</td>
<td>596</td>
<td>1049</td>
<td>884</td>
<td>514</td>
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<tr>
<td>BF6M2013C</td>
<td>mm</td>
<td>1062</td>
<td>552</td>
<td>1070</td>
<td>884</td>
<td>514</td>
</tr>
</tbody>
</table>

### Model designation

BF 6 M 2013 C

- C = charge air cooler
- M = liquid cooled
- B = Turbocharging
- F = High-speed four-stroke engine

1) Ratings: standard engines, without fan.
2) At optimal operating point.
3) Without charge air cooler.
   Engine weight dependent on flywheel housing.

The values given in this data sheet are for information purposes only and not binding. The information given in the offer is decisive.
**Modern four-valve technology**

- Intake manifold ribbed
- Valve cover very rigid
- Pistons acoustically optimized
- Single injection pumps
- Combustion acoustically optimized
- Oil cooler housing ribbed
- Gear train at flywheel end
- No idler gear
- Multi-mesh teeth
- Crankcase very rigid
- Ribbed front cover
- Low-noise cooling system

**DEUTZ total acoustic concept**

**Noise source**
**Noise radiation**
Characteristic curves

BF6M2013C

BF6M2013