

# 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>B/FM 1008</b>	All engines	125	125	125	125	125	125	125	125
<b>BFM/L 1011</b>	Naturally aspirated engines	1000	500	1000	500	1000	500	1000	500
<b>BFM/L 2011</b>	Charged engines	250	125	500	250	500	250	500	250
<b>TD/D 226</b>	Naturally aspirated engines	500	250	500	250	500	250	500	250
<b>BFL 413/513</b>	Charged engines	250	125	500	250	500	250	500	250
<b>B/FL 912</b>	Naturally aspirated engines	500	250	500	250	500	250	500	250
<b>B/FL 913/914</b>	Charged engines	250	125	500	250	500	250	500	250
	BF6L913/914C with 176 kW at 2500 rpm	-	-	-	-	500	250	500	250
<b>BFM 1012</b>	All engines except: Engines in harvesting machines, block combined power stations, electricity generators **	250	-	500	-	500	500	500	500
<b>BFM 1013</b>	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	-	-	-	-	-	-	-	-
<b>BFM 2012</b>	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
<b>BFM 2013</b>	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
<b>BFM 1015</b>	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
<b>BFM2015</b>	All engines	-	-	-	-	500	-	500	-
<b>D 2008</b>	All engines	250	125	500	250	500	250	500	250
<b>TD/D 2009</b>	All engines	500	250	500	250	500	250	500	250
<b>D 2011</b>	All engines	500	250	1000	500	1000	500	1000	500
<b>TD/w 2011</b>	All engines	250	125	500	250	500	250	500	250
<b>TD/i 2011</b>	All engines	250	125	500	250	500	250	500	250
<b>TCD/w 2011</b>	All engines	250	125	500	250	500	250	500	250
<b>TCD 2012 2V</b>	crankcase ventilation open	-	-	500	-	500	-	500	-
	crankcase ventilation closed	-	-	-	-	500	-	500	-
<b>TCD 2012 4V</b>	crankcase ventilation open	-	-	500	-	500	-	500	-
	crankcase ventilation closed	-	-	-	-	500	-	500	-
<b>TCD 2013 2V</b>	crankcase ventilation open	-	-	500	-	500	-	500	-
	crankcase ventilation closed	-	-	-	-	500	-	500	-
<b>TCD 2013 4V</b>	crankcase ventilation open	-	-	500	-	500	-	500	-
	crankcase ventilation closed	-	-	-	-	500	-	500	-
<b>TCD 2015</b>	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