



Technical Bulletin

0199-99-1217/1 EN



This Circular supersedes: 0199-99-1217/0

Date: 13.10.2011
Author: Winkler/Knuth, VE-TK; Fischer, VE-FI
Phone: +49 (0) 221 822-4590
Fax: +49 (0) 221 822-15 4590

DEUTZ AG
Ottostraße 1
51149 Köln

www.deutz.com

DEUTZ engines

- All above-mentioned DEUTZ engines
- Product number(s) EKZ:
All product code numbers
- Assemblies:
99

Lubricating oil

Replacement is made because of:

- Editorial change(s)



This Technical Bulletin applies for all air and liquid-cooled DEUTZ compact engines. For previous engines which are no longer in the production program, please contact your DEUTZ Service responsible.



Lubricating oil recommendations for gas engines of the series TCG 2015 V6/V8 and 913/914 are described in the Technical Bulletin 0199-99-1213.

Note:
The part numbers indicated in this document are not subject to updating.
Binding for the identification of spare parts is exclusively the spare parts documentation.

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Lubricating oil in general

Modern diesel engines make very high demands on the lubricating oil used. The continuously increasing specific engine performances over the last few years lead to an increased thermal load on the lubricating oil and in addition the lubricating oil is more heavily contaminated due to reduced lubricating oil consumption and longer lubricating oil change intervals. For this reason it is necessary to observe the requirements and recommendations in this Technical Bulletin in order not to reduce the life of the engine.

Lubricating oils always consist of a basic oil and an additive package. The most important tasks of a lubricating oil (e.g. wear protection, corrosion protection, neutralisation of acids from combustion products, prevention of coke and soot deposits on engine components) are assumed by the additives. The properties of the basic oil are also decisive for the quality of the product, e.g. with regard to the thermal load capacity and cold behaviour.

Mixtures of engine lubricating oils should be avoided because the worst properties of the mixture always dominate. In principle, all engine lubricating oils are mixable so that a complete lubricating oil change from one type of lubricating oil to another is no problem as far as mixability is concerned.

DEUTZ lubricating oil recommendation

We recommend the following DEUTZ lubricating oils of the appropriate quality classes for use in DEUTZ engines (see section Lubricating oil quality).

The lubricating oils are specially adapted to the engine requirements and have been proven in hard engine operation.



DEUTZ Quality class	DEUTZ Lubricating oil designation	Container	Part No.:
DQC II-10	DEUTZ OIL TLS-15W40D	5 l canister	0101 6331 **
		20 l canister	0101 6332
		209 l barrel	0101 6333
		Tankers	0101 6334 *
DQC III-10	DEUTZ OIL TLX-10W40FE	5 l canister	0101 6335 **
		20 l canister	0101 6336
		209 l barrel	0101 6337
		Tankers	0101 6338 *
DQC IV-10	DEUTZ OIL DQC4-5W30-UHP	20 l canister	0101 7849
		209 l barrel	0101 7850
* loose delivery in the tanker, state order quantity			
** only available in container size 4 x 5 l			

T 1 DEUTZ lubricating oils

DEUTZ Quality class	DEUTZ Lubricating oil designation	Container	Part No.:
DQC III-10 LA	DEUTZ OIL Rodon 10W40 Low SAPS	20 l canister	0101 7976
		209 l barrel	0101 7977

T 2 DEUTZ lubricating oils for engines with exhaust aftertreatment

Lubricating oil quality

The lubricating oil quality has a considerable influence on the life, efficiency and thus the economy of the engine. The performance capacity and therefore the quality of the lubricating oil is determined in standardised laboratory and test bench tests.

Lubricating oils which are intended mainly for the European market are tested and classified according to ACEA regulations (ACEA = Association des Constructeurs European d'Automobiles). The testing includes laboratory tests for determining physical-chemical properties of the lubricating oils and extensive engine tests on European engines which represent the advanced state-of-the-art.

Accordingly, lubricating oils for the US market are tested according to the API (American Petroleum Institute) guidelines.

These specifications are used world-wide. The use of the ACEA classification is to be preferred to the API classification in the European trade area.

For use in DEUTZ engines the lubricating oils are divided into DEUTZ lubricating oil quality classes (DQC).

Engines without exhaust aftertreatment system	
DQC I-02	Minimum quality for standard engines, partly with reduced lubricating oil change intervals.
DQC II-10 or DQC II-05	Standard quality for standard engines
DQC III-10 or DQC III-05	High-performance diesel engine lubricating oil for engines with closed crankcase breather and/or for engines with increased performance.
DQC IV-10 or DQC IV-05	Ultra-high-performance diesel engine lubricating oils for engines with maximum power and/or closed crankcase breather.
Remark(s)	
<p>1) Lubricating oils that have been released according to the current DQC classes DQC II-05, DQC III-05 and DQC IV-05 may continue to be used.</p> <p>2) Low-ash / low SAPS engine lubricating oils may only be used in engines without exhaust aftertreatment systems if the sulphur content in the fuel does not exceed max. 50 mg/kg.</p> <p>However, low-ash lubricating oils may be used up to sulphur contents of 500 mg/kg if the base number (TBN) is ³ 9 mg KOH/g. A corresponding note regarding suitable lubricating oils is published in the DEUTZ release list.</p> <p>3) Lubricating oils which are released according to higher DQC classes may also be used in the respective lower DQC classes.</p>	

T 3 Engines without exhaust aftertreatment system

Owing to new, stricter exhaust gas regulations for Europe (Stage IIIB) and the USA (Tier 4 interim) and the associated widespread use of exhaust aftertreatment systems, for example diesel particle filters (DPF) or particle oxidation catalytic converters, the introduction of new DEUTZ lubricating oil classes (DQC) is necessary for low-ash engine lubricating oils.

Sulphate and oxide ashes from metal-organic additives significantly shorten the life of diesel particle filters. Phosphor from wear-protection additives as well as sulphur and sulphur compounds can have negative influences on the catalyst activity in exhaust gas post-treatment systems. The mineral oil industry has therefore developed low-ash engine lubricating oils (low SAPS oils - low **S**ulphated **A**sh, **P**hosphorus, **S**ulphur), which are classified according to the general specifications API CJ-4, ACEA E6 and ACEA E9.

DEUTZ has now extended the DEUTZ lubricating oil release system DQC by additional classes for low-ash engine lubricating oils and introduced the classes DQC II-10 LA, DQC III-10 LA and DQC IV-10 LA (LA = low ash).



Engines with exhaust aftertreatment system specified for DPF/particle oxidation catalytic converter, recommended for SCR-/DOC	
DQC II-10 LA or DQC II-05 with the note "aschearm/low ash oil" on the Internet release list	Low-ash standard quality, partially with reduced lubricating oil change intervals
DQC III-10 LA standard quality for standard engines or DQC III-05 with the note "aschearm/low ash oil" on the Internet release list	Low-ash high-performance diesel engine lubricating oil for engines with closed crankcase breather and/or for engines with increased performance.
DQC IV-10 LA standard quality for standard engines or DQC IV-05 with the note "aschearm/low ash oil" on the Internet release list	Low-ash ultra-high-performance diesel engine lubricating oils for engines with maximum power and/or closed crankcase breather.
Remark(s)	
<p>1) Up to the end of 2013 engine lubricating oils are released according to the respective standard classes DQC II-05 to IV-05 also for engines with exhaust aftertreatment systems when they are marked as "aschearm/low ash oil" in the Internet release list.</p> <p>2) Low-ash engine lubricating oils are bindingly specified for the exhaust aftertreatment systems diesel oxidation catalytic converter (DOC), diesel particle filter (DPF) and particle oxidation catalytic converter or the combination of various exhaust aftertreatment systems.</p> <p>3) Low-ash engine lubricating oils are recommended for SCR exhaust aftertreatment systems.</p> <p>4) Lubricating oils which are released according to higher DQC classes may also be used in the respective lower DQC classes.</p>	

T 4 Engines with exhaust aftertreatment system



The use of the DQC release list should make the choice of lubricating oils for DEUTZ engines easier for the customer and ensure a quality level that is tailor made for the requirements of DEUTZ engines.

The list of released lubricating oils and information about the release procedure in accordance with factory standard H 0685-3 can be downloaded from the Internet at www.deutz.com - Service - Operating Liquids and Additives - Deutz Quality Class.



For engines which require a lubricating oil quality of DQC III or DQC IV alternatively DQC III LA or DQC IV LA corresponding to the specifications of this Technical Bulletin, only lubricating oils in the Internet release list may still be used, while those contained in earlier editions of the TR 0199-99-3002 and in older operating instructions no longer apply.



As lubricating oil manufacturers often change or adapt the lubricating oil formulations at regular intervals for marketing and cost reasons, solely the lubricating oils in the most up-to-date Internet release list apply.

Release lists are also available for DQC I, DQC II and DQC II LA for which application is recommended but not an absolute obligation.

As an alternative to the release lists, lubricating oils as per ACEA, API or DHD-1 can also be used exclusively for DQC I, DQC II and DQC II LA, corresponding to the following table:

DEUTZ lubricating oil quality class		DQC I	DQC II	DQC III	DQC IV	DQC II LA	DQC III LA	DQC IV LA
	DQC I-02	DQC I-02	DQC II-10 or DQC II-05	DQC III-10 or DQC III-05	DQC IV-10 or DQC IV-05	DQC II-10 LA	DQC III-10 LA	DQC IV-10 LA
DEUTZ release list	E2-96	E7-08 or E3-96 or E5-02 or E4-08	-	-	E6-08 or E9-08	-	-	-
or ACEA specification	CF or CF-4	CG-4 or CH-4 or CI-4 or CI-4 Plus or CI-4	-	-	CJ-4	-	-	-
or API specification	-	DHD-1	-	-	-	-	-	-
or interna- tional specification								

T 5 Definition of permissible lubricating oils for DEUTZ engines



The exact assignment of the permissible lubricating oil qualities to the engines is indicated in tables T 5 to T 23 of the section "Lubricating oil change intervals".

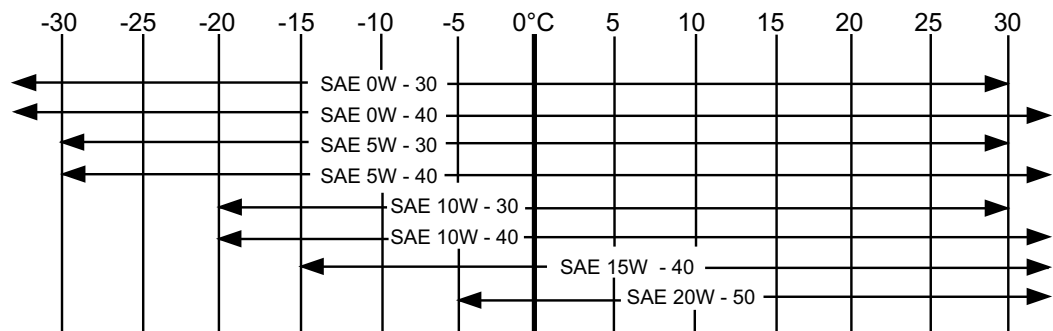
Please contact your responsible DEUTZ Service in regions where none of these qualities is available.

Lubricating oil viscosity

The ambient temperature at the installation site or in the area of application of the engine is decisive for selecting the right viscosity class. Too high a viscosity can lead to starting difficulties, too low a viscosity can endanger the lubricating effect and result in high lubricating oil consumption. At ambient temperatures below -40°C the lubricating oil must be pre-heated (e.g. by placing the vehicle or machine in a hall).

The viscosity is classified according to SAE. Oils suitable for multiple ranges must always be used. Oils for single ranges can be used in closed, heated rooms at temperatures > 5°C. The specified lubricating oil qualities must also be observed for single range oils of course.

Depending on the ambient temperature we recommend the following common viscosity classes:



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A 1 Viscosity classes according to ambient temperature

At even higher ambient temperatures than those specified in the diagram the risk of premature oil ageing under full load operation is avoided by an automatically activated power reduction.



In the 2009 series, the area of application in the negative temperature range must be increased by 5°C, and a lubricating oil of viscosity class SAE 10W-30, for example, is only to be used in the range from -15 to +30 degrees.

DEUTZ lubricating oil diagnosis system

An extension of the specified lubricating oil change times up to 100% is **only then** possible if it is ensured by using the DEUTZ lubricating oil diagnosis system that the lubricating oil quality is still adequate, see TR 0199-99-1119.



The DEUTZ lubricating oil diagnosis system can be ordered via the DEUTZ dealer network.

Lubricating oil filter maintenance

The filter cartridges must be changed with every oil change and the filter cleaned.

For the 226/413/513/912/913/1008/2008/2009 engine series the first filter cartridge change or the first filter cleaning must be made after 50 oh after first commissioning or restarting after major repairs (general overhaul).

All intervals also apply for sub-flow filters delivered by DEUTZ (e.g. centrifugal filters in the fan).

An additional lubricating oil conditioning by sub-flow filters is not necessary.



An extension of the lubricating oil change intervals is not permitted if using sub-flow filters or additionally installed filter systems of the customer!

The customer must reckon with a loss of warranty if damage occurs.

Remarks on the use of lubricating oils in fast-running DEUTZ engines

Biologically degradable lubricating oils

Biologically degradable lubricating oils may be used in DEUTZ engines if they meet the requirements of this Technical Bulletin.

For biologically degradable engine lubricating oils released according to the DQC system, an appropriate reference is made in the lubricating oil release list.

Synthetic lubricating oils

Synthetic lubricating oils have a better temperature and oxidation stability, better soot dispersal properties and a relatively low cold viscosity, thus making them suitable for use in arctic temperatures (< -25°C), see Figure A1.

Tractor universal lubricating oils

To simplify the storage in agricultural enterprises, universal lubricating oils have been developed for agriculture which can be used in the engine, gears, hydraulic system and in oil-cooled, so-called wet brakes. These lubricating oils which are known as STOU = "Super Tractor Oil Universal" may only be used in the engine when the specifications in this Technical Bulletin are observed and at the same time the relevant specifications for all oil-lubricated tractor components must be satisfied. Although almost all the currently requisite specifications and requirements can be met with STOU oils, compromises are obviously necessary and the possible optimum performances of special oils optimised for individual tractor components cannot be fully achieved. In particular, the demands on a high-performance engine lubricating oil are difficult to reconcile with other demands. Therefore DEUTZ recommends to use only appropriate engine lubricating oils according to DQC.

For STOU engine lubricating oils released according to the DQC system, an appropriate reference is made in the lubricating oil release list.



Additives to the lubricating oil

The lubricating oils described in this Technical Bulletin contain additives for all tasks in the engine which are carefully coordinated to each other and finally tested extensively as a finished product. The effect of other additives is not usually tested with the same care so that unforeseeable effects cannot be ruled out. The use of additives in DEUTZ engines is therefore prohibited.

Definition of terms

DOC = diesel oxidation catalytic converter

DPF = closed diesel particle filter

SCR = selective catalytic reduction (nitrogen oxide (NOx) reduction via ammonia through adding an aqueous urea solution (Adblue)

Lubricating oil change intervals

The lubricating oil change intervals are dependent on the lubricating oil quality, the sulphur content in the fuel and the operating conditions. The first lubricating oil change after first commissioning or restarting after a major repair (general overhaul) takes place after 50 operating hours in 226/413/513/912/913/1008/2008/2009 engines, see operation manual.

In the case of built-in engines, the required lubricating oil change interval is specified in operating hours (oh), in vehicle engines usually as mileage.

However, the lubricating oil change intervals indicated in tables T 5 to T 23 must not be exceeded here.

Lubricating oil change intervals for built-in and marine engines

See:

T6 - T13

Lubricating oil load

- A normal lubricating oil load (up to max. 50 %) occurs in engines with low to medium workload:

This workload limit can be calculated by the customer based on the fuel consumption as follows:

$$\text{Fuel consumption [litres/hour]} \leq \text{nominal power [kW]} \times 0.135$$

- A high lubricating oil load (> 50 %) occurs in engines with high workload:
This workload limit can be calculated by the customer based on the fuel consumption as follows:
Fuel consumption [litres/hour] > nominal power [kW] x 0.135
A high engine workload can typically occur in the following applications:

Built-in engines:	Tractors > 150 kW, compressors in multi-compressor refrigeration systems, mining equipment, graders, combined heat and power plants, waste compressors, mains/parallel operation
Marine engines:	Speed boats, catamarans, yachts, generator drives
- An increased lubricating oil load also occurs at high dust levels, during highly dynamic operation or in engines with 2-stage combustion.
- The assignment of the workload to the applications is an example, the assignment may be different in the concrete case.
- If the prescribed lubricating oil change intervals are not reached within a year, the lubricating oil change must be made at least once a year.

Other lubricating oil load factors

- The following conditions apply for the lubricating oil change intervals:
 - Continuous ambient temperatures $\geq -10\text{ °C}$ ($\geq +14\text{ °F}$)
 - Up to 0.5 % by weight or sulphur content up to 0.005 % by weight (50 mg/kg) in low-ash / low SAPS lubricating oils.
- The lubricating oil change interval must be halved at
 - Continuous ambient temperatures $< -10\text{ °C}$ ($< +14\text{ °F}$) or lubricating oil temperature $< 60\text{ °C}$ ($+140\text{ °F}$)
or
 - Sulphur content in the fuel > 0.5 to 1.0% by weight
or
 - Operation with biodiesel (FAME)
or
 - Continuous ambient temperatures $\geq 40\text{ °C}$ ($\geq +104\text{ °F}$) with high engine workloads or lubricating oil temperature $\geq 125\text{ °C}$ ($\geq +257\text{ °F}$). (Only applies for DQC II-10 LA)



Lubricating oil change intervals for vehicle engines

Building site machinery/city traffic/city buses (average speed approx. 25 km/h)

See:

T14 - T17

Local transport (average speed approx. 40 km/h)

See:

T18 - T20

Long distance transport (average speed approx. 60 km/h)

See:

T21 - T23

- If lubricating oil changes are carried out according to operating hour intervals in vehicles, the lubricating oil change intervals in table T1-2 for "Normal lubricating oil load" apply.
- If the prescribed mileage is not reached within a year, the lubricating oil change must be made at least once a year.
- The following conditions apply for the lubricating oil change intervals:
 - Continuous ambient temperatures $\geq -10\text{ °C}$ ($\geq +14\text{ °F}$)
 - Up to 0.5 % by weight or sulphur content up to 0.005 % by weight (50 mg/kg) in low-ash / low SAPS lubricating oils.
- The lubricating oil change interval must be halved at
 - Continuous ambient temperatures $< -10\text{ °C}$ ($< +14\text{ °F}$) or lubricating oil temperature $< 60\text{ °C}$ ($+140\text{ °F}$)
 - or
 - Sulphur content in the fuel > 0.5 to 1.0% by weight
 - or
 - Operation with biodiesel (FAME)

If you have questions on this topic, please contact the staff member(s) below.

Contact:

DEUTZ Engines

E-mail: lubricants.de@deutz.com

or

E-mail: service-kompaktmotoren.de@deutz.com

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DEUTZ lubricating oil quality														
		DQC I	DQC II	DQC III	DQC IV	DQC II LA	DQC III LA	DQC IV LA	DQC III LA	DQC IV LA	DQC III LA	DQC IV LA	DQC III LA	DQC IV LA
Lubricating oil change intervals in oh														
Engine types:	Engine version:	Lubricating oil load												
		Normal	High	Normal	High	Normal	High	Normal	High	Normal	High	Normal	High	
B/FM 1008	All engines	125*	125*	125*	125*	125*	125*	125*	125*	125*	125*	125*	125*	125*
BFM/L 1011	Aspirated engines	1000	500	1000	500	1000	500	1000	500	1000	500	1000	500	1000
BFM/L 2011	Turbocharged engines	250*	250*	500	250*	500	250*	500	250*	500	250*	500	250*	500
TD/D 226	Aspirated engines	500	250*	500	250*	500	250*	500	250*	500	250*	500	250*	500
BFL 413/513	Turbocharged engines	250*	125*	500	250*	500	250*	500	250*	500	250*	500	250*	500
BFL 912	Aspirated engines	500	250*	500	250*	500	250*	500	250*	500	250*	500	250*	500
BFL 913/914	Turbocharged engines	250*	125*	500	250*	500	250*	500	250*	500	250*	500	250*	500
BF 6L 913	with 176 kW at 2500 rpm	-	-	500	250*	500	250*	500	250*	-	500	250*	500	250*
BF 6L 914 C		-	-	500	250*	500	250*	500	250*	-	500	250*	500	250*
BFM 1012	All engines except:	500	250*	500	500	500	500	500	500	500	500	500	500	500
	engines in harvesting machinery, combined heat and power	-	-	500	500	500	500	500	500	-	500	500	500	500

* No additional halving if other lubricating oil load factors corresponding to page 10 apply.

** Electricity generators are to be understood here as those with mains/parallel operation. Emergency generators are dealt with in the Technical Bulletin 0199-99-1126.



DEUTZ lubricating oil quality														
		DQC I	DQC II	DQC III	DQC IV	DQC II LA	DQC III LA	DQC IV LA			DQC III LA	DQC IV LA	DQC IV LA	
Lubricating oil change intervals in oh														
Engine types:	Engine version:	Lubricating oil load												
		Normal	High	Normal	High	Normal	High	Normal	High	Normal	High	Normal	High	
BFM 1013	All engines except:	250*	500	500	500	500	500	500	500	500	500	500	500	500
	engines from non-road stage II	-	500	500	500	500	500	500	500	500	500	500	500	500
	engines in harvesting machinery, combined heat and power plants, elec-	-	-	500	500	500	500	500	500	500	500	500	500	500
	BF 4M 1013 FC	-	-	500	500	500	500	500	500	500	500	500	500	500
	BF6M 1013 FC (P ≤ 200 kW), Crankcase breather open	-	500	500	500	500	500	500	500	500	500	500	500	500
	BF6M 1013 FC (P ≤ 200 kW) Crankcase breather closed	-	-	500	500	500	500	500	500	500	500	500	500	500
	BF6M 1013 FC (P > 200 kW) Crankcase breather open	-	250*	500	500	500	500	500	500	500	500	500	500	250*

* No additional halving if other lubricating oil load factors corresponding to page 10 apply.
 ** Electricity generators are to be understood here as those with mains/parallel operation. Emergency generators are dealt with in the Technical Bulletin 0199-99-1126.

T 7 Lubricating oil change intervals for built-in and marine engines

DEUTZ lubricating oil quality													
		DQC I	DQC II	DQC III	DQC IV	DQC II LA	DQC III LA	DQC IV LA	DQC III LA	DQC II LA	DQC IV LA	DQC I LA	
Lubricating oil change intervals in oh													
Engine types:	Engine version:	Lubricating oil load											
		Normal	High	Normal	High	Normal	High	Normal	High	Normal	High	Normal	High
BFM 1013	BF6M 1013 FC (P > 200 kW) Crankcase breather closed	-	-	250*	250*	250*	250*	250*	250*	-	250*	250*	250*
	BF 6M 1013 FC Genset 200 kVA Crankcase breather open	-	500	500	500	500	500	500	500	500	500	500	500
	BF 6M 1013 FC Genset 200 kVA ** Crankcase breather closed	-	-	-	-	500	500	500	500	-	-	500	500

* No additional halving if other lubricating oil load factors corresponding to page 10 apply.
 ** Electricity generators are to be understood here as those with mains/parallel operation. Emergency generators are dealt with in the Technical Bulletin 0199-99-1126.

T 8 Lubricating oil change intervals for built-in and marine engines



DEUTZ lubricating oil quality														
		DQC I	DQC II	DQC III	DQC IV	DQC II LA	DQC III LA	DQC IV LA	DQC III LA	DQC IV LA	DQC III LA	DQC IV LA	DQC III LA	DQC IV LA
		Lubricating oil change intervals in oh												
Engine types:	Engine version:	Lubricating oil load												
		Normal	High	Normal	High	Normal	High	Normal	High	Normal	High	Normal	High	
BFM 2012	All engines except:	250*	500	500	500	500	500	500	500	500	500	500	500	500
	BF 4M 2012 C > 95 kW	-	-	500	500	500	500	500	500	500	500	500	500	500
	BF 6M 2012 C > 143 kW from non-road stage II with cylinder bore 101 mm or 98 mm with solenoid valve system	-	-	500	500	500	500	500	500	500	500	500	500	500
	BF 6M 2012 C > 135 kW from non-road stage II with cylinder bore 98 mm with mechanical injection system	-	-	500	500	500	500	500	500	500	500	500	500	500
	Other engines from non-road stage II	-	500	500	500	500	500	500	500	500	500	500	500	500
	engines in harvesting machinery, combined heat and power	-	-	500	500	500	500	500	500	500	500	500	500	500

* No additional halving if other lubricating oil load factors corresponding to page 10 apply.

** Electricity generators are to be understood here as those with mains/parallel operation. Emergency generators are dealt with in the Technical Bulletin 0199-99-1126.

DEUTZ lubricating oil quality														
		DQC I	DQC II	DQC III	DQC IV	DQC II LA	DQC III LA	DQC IV LA	DQC III LA	DQC IV LA	DQC III LA	DQC IV LA	DQC III LA	DQC IV LA
Lubricating oil change intervals in oh														
Engine types:	Engine version:	Lubricating oil load												
		Normal	High	Normal	High	Normal	High	Normal	High	Normal	High	Normal	High	
BFM 2013	All engines except:	250*	500	500	500	500	500	500	500	500	500	500	500	500
	engines from non-road stage II	-	500	500	500	500	500	500	500	500	500	500	500	500
	BF 4M 2013 C > 90 kW	-	-	500	500	500	500	500	500	500	500	500	500	500
	BF 6M 2013 C > 120 kW	-	-	500	500	500	500	500	500	500	500	500	500	500
BFM 1015	engines in harvesting machinery, combined heat and power	-	-	500	500	500	500	500	500	500	500	500	500	500
	All engines except:	250*	125*	500	250*	500	500	500	500	500	500	500	500	250*
	1015 C	-	-	500	500	500	500	500	500	500	500	500	500	500
	engines from non-road stage II	-	-	500	500	500	500	500	500	500	500	500	500	500
BF 6M 1015 MC (P ≤ 300 kW)	1015 CP	-	-	500	250*	500	250*	500	250*	500	250*	500	250*	250*
	BF 6M 1015 MC (P ≤ 300 kW)	-	-	500	250*	500	250*	500	250*	500	250*	500	250*	250*
	BF 8M 1015 MC (P ≤ 400 kW)	-	-	500	250*	500	250*	500	250*	500	250*	500	250*	250*
	BF 6M 1015 MC (P > 300 kW)	-	-	500	250*	500	250*	500	250*	500	250*	500	250*	250*

* No additional halving if other lubricating oil load factors corresponding to page 10 apply.

** Electricity generators are to be understood here as those with mains/parallel operation. Emergency generators are dealt with in the Technical Bulletin 0199-99-1126.



DEUTZ lubricating oil quality													
		DQC I	DQC II	DQC III	DQC IV	DQC II LA	DQC III LA	DQC IV LA			DQC III LA	DQC IV LA	DQC IV LA
Lubricating oil change intervals in oh													
Engine types:	Engine version:	Lubricating oil load											
		Normal	High	Normal	High	Normal	High	Normal	High	Normal	High	Normal	High
BFM 1015	BF 8M 1015 MC (P > 400 kW)	-	-	500	250*	500	250*	500	250*	-	-	500	250*
2008 / 2009		250*	500	500	250*	500	250*	500	250*	500	250*	500	250*
TD 2011		500	500	500	500	500	500	500	500	500	500	500	500
D 2011		500	1000	1000	500	1000	500	1000	500	1000	1000	500	500
TD/w 2011		250*	500	500	250*	500	250*	500	250*	500	250*	500	250*
TD/i 2011		250*	500	500	250*	500	250*	500	250*	500	250*	500	250*
TCD/w 2011		250*	500	500	250*	500	250*	500	250*	500	250*	500	250*
TCD 2012 2V	Crankcase breather open	-	-	500	500	500	500	500	500	500	500	500	500
	Crankcase breather closed	-	-	500	500	500	500	500	500	-	-	500	500
TCD 2012 4V	Crankcase breather open	-	-	500	500	500	500	500	500	500	500	500	500
	All engines except:												
	L04 P > 88 kW	-	-	500	500	500	500	500	500	-	-	500	500
	L04 P > 132 kW	-	-	500	500	500	500	500	500	-	-	500	500
	Crankcase breather closed	-	-	500	500	500	500	500	500	-	-	500	500
DEUTZ Natural Fuel Engine TCD 2012 L06 2V/4V	In rapeseed oil operation as per DIN 51605	-	-	250*	250*	250*	250*	250*	250*	250*	250*	250*	250*

* No additional halving if other lubricating oil load factors corresponding to page 10 apply.

T 11 Lubricating oil change intervals for built-in and marine engines

DEUTZ lubricating oil quality															
		DQC I		DQC II		DQC III		DQC IV		DQC II LA		DQC III LA		DQC IV LA	
		Lubricating oil change intervals in oh													
Engine types:	Engine version:	Lubricating oil load													
		Normal	High	Normal	High	Normal	High	Normal	High	Normal	High	Normal	High		
TCD 2013 2V	Crankcase breather open	-	500	500	500	500	500	500	500	500	500	500	500	500	500
	Crankcase breather closed	-	-	500	500	500	500	500	500	-	-	500	500	500	500
TCD 2013 4V	Crankcase breather open	-	-	500	500	500	500	500	500	-	-	500	500	500	500
	Crankcase breather closed	-	-	500	500	500	500	500	500	-	-	500	500	500	500
TCD 2015	Crankcase breather closed	-	-	500	250*	500	250*	500	250*	-	-	500	250*	500	250*
D 2.9 L4	with exhaust after-treatment system	-	-	-	-	-	-	-	-	500	250*	1000	500*	1000	500*
	without exhaust after-treatment system	-	-	1000	500*	1000	500*	500*	500*	-	-	500	250*	1000	500*
TD 2.9 L4	with exhaust after-treatment system	-	-	-	-	-	-	-	-	-	250*	250*	250*	250*	250*
	without exhaust after-treatment system	-	-	500	250*	500	250*	500	250*	250*	250*	500	250*	500	250*
TCD 2.9 L4	with exhaust after-treatment system	-	-	-	-	-	-	-	-	250*	250*	250*	250*	250*	250*
	without exhaust after-treatment system	-	-	500	250*	500	250*	500	250*	250*	250*	500	250*	500	250*

* No additional halving if other lubricating oil load factors corresponding to page 10 apply.

DEUTZ lubricating oil quality														
Lubricating oil change intervals in oh														
Engine types:	Engine version:	Lubricating oil load												
		Normal	High	Normal	High	Normal	High	Normal	High	Normal	High	Normal	High	
DQC I	DQC II	DQC III	DQC IV	DQC II LA	DQC III LA	DQC IV LA	DQC III LA	DQC IV LA	DQC III LA	DQC IV LA	DQC III LA	DQC IV LA	DQC III LA	
TD 3.6 L4	with exhaust after-treatment system	-	-	-	-	-	-	-	-	-	-	-	-	-
	without exhaust after-treatment system	-	-	500	250*	500	250*	500	250*	500	250*	500	250*	500
TCD 3.6 L4	with exhaust after-treatment system	-	-	-	-	-	-	-	-	-	-	-	-	-
	without exhaust after-treatment system	-	-	500	250*	500	250*	500	250*	500	250*	500	250*	500
TCD 4.1 L4	with SCR	-	-	500	500	500	500	500	500	500	500	500	500	500
TCD 4.1 L4	with DPF	-	-	-	-	-	-	-	-	-	-	-	-	-
TCD 6.1 L6	with SCR	-	-	500	500	500	500	500	500	500	500	500	500	500
TCD 6.1 L6	with DPF	-	-	-	-	-	-	-	-	-	-	-	-	-
TCD 7.8 L6	with SCR	-	-	500	500	500	500	500	500	500	500	500	500	500
TCD 7.8 L6	with DPF	-	-	-	-	-	-	-	-	-	-	-	-	-
TCD 12.0 V6	with SCR	-	-	500	250*	1000	500*	500	500	500	500	500	500	500
	Crankcase breather closed	-	-	-	-	-	-	-	-	-	-	-	-	-
TCD 16.0 V8	with SCR	-	-	500	250*	1000	500*	500	500	500	500	500	500	500
	Crankcase breather closed	-	-	-	-	-	-	-	-	-	-	-	-	-

* No additional halving if other lubricating oil load factors corresponding to page 10 apply.

DEUTZ lubricating oil quality									
Engine types:	Engine version:	DQC I	DQC II	DQC III	DQC IV	DQC II LA	DQC III LA	DQC IV LA	DQC IV LA
Lubricating oil change intervals in km x 1000									
TD/D 226 BFL 413/513/ 912/913/914	Aspirated engines	15	15	20	20	15	20	20	20
	Turbocharged engines	10	15	20	20	15	20	20	20
BFM 1012/ 1013/2012/ 2013	Euro I	10	15	20	20	15	20	20	20
	Euro II and Euro III except:	-	15	20	20	15	20	20	20
	BF 4M 1013 FC, Euro II, ≤ 14 l Lubricating oil content	-	-	10	10	-	10	10	10
	BF 4M 1013 FC, Euro II, > 14 l Lubricating oil content	-	-	20	20	-	20	20	20
	BF 4M 1013 FC, Euro III	-	-	20	20	-	20	20	20
	BF 6M 1013 FC, Euro II, ≤ 19 l Lubricating oil content (first filling) Crankcase breath-	-	10	10	10	10	10	10	10

T 14 Lubricating oil change intervals for vehicle engines (average speed approx. 25 km/h)



		DEUTZ lubricating oil quality						
		DQC I	DQC II	DQC III	DQC IV	DQC II LA	DQC III LA	DQC IV LA
Engine types:		Lubricating oil change intervals in km x 1000						
Engine version:								
BFM 1013	BF 6M 1013 FC, Euro II, > 19 l Lubricating oil con- tent (first filling) Crankcase breath-	-	20	20	20	20	20	20
	BF 6M 1013 FC, Euro III Crankcase breath-	-	20	20	20	20	20	20
	BF 6M 1013 FC, Euro II, ≤ 19 l Lubricating oil con- tent (first filling) Crankcase breath-	-	-	10	10	-	10	10
	BF 6M 1013 FC, Euro II, > 19 l Lubricating oil con- tent (first filling) Crankcase breath-	-	-	20	20	-	20	20

T 15 Lubricating oil change intervals for vehicle engines (average speed approx. 25 km/h)

		DEUTZ lubricating oil quality							
		DQC I	DQC II	DQC III	DQC IV	DQC II LA	DQC III LA	DQC IV LA	
Engine types:	Engine version:	Lubricating oil change intervals in km x 1000							
BFM 1013	BF6M 1013 FC, Euro III, Crankcase breather closed	-	-	20	20	-	20	20	
	BF 4M 2012 C, > 95 kW, from	-	-	20	20	-	20	20	
	BF 6M 2012 C, > 143 kW, with cylinder bore 101 mm or 98 mm with solenoid valve system	-	-	20	20	-	20	20	
BFM 2013	BF 6M 2012 C, > 135 kW, with cylinder bore 98 mm with mechanical injection system	-	-	20	20	-	20	20	
	BF 4M 2013 C > 90 kW	-	-	20	20	-	20	20	
BFM 1015	BF 6M 2013 C >120 kW	-	-	20	20	-	20	20	
	Euro I except: BFM 1015 CP Euro II	-	15	20	20	15	20	20	

T 16 Lubricating oil change intervals for vehicle engines (average speed approx. 25 km/h)



		DEUTZ lubricating oil quality							
		DQC I	DQC II	DQC III	DQC IV	DQC II LA	DQC III LA	DQC IV LA	
Engine types:		Lubricating oil change intervals in km x 1000							
Engine version:									
TCD 2013 4V	TCD 2013 L04 4V	-	25	45	45	25	45	45	
	TCD 2013 L06 4V	-	30	50	50	30	50	50	
	TCD 2013 L06 4V City bus	-	15	20	20	15	20	20	
TCD 2015	-	-	20	20	20	-	20	20	

T 17 Lubricating oil change intervals for vehicle engines (average speed approx. 25 km/h)

		DEUTZ lubricating oil quality							
		DQC I	DQC II	DQC III	DQC IV	DQC II LA	DQC III LA	DQC IV LA	
Engine types:	Engine version:	Lubricating oil change intervals in km x 1000							
TD/D 226 BFL 413/513/ 912/913/914	Aspirated engines	20	20	30	30	20	30	30	
	Turbocharged engines	15	20	30	30	20	30	30	
BFM 1013	Euro I	15	20	30	30	20	30	30	
	Euro II and Euro III except:	-	20	30	30	20	30	30	
	BF 4M 1013 FC, Euro II, ≤ 14 l Lubricating oil content	-	-	15	15	-	15	15	
	BF 4M 1013 FC, Euro II, > 14 l Lubricating oil content	-	-	30	30	-	30	30	
	BF 4M 1013 FC, Euro III	-	-	30	30	-	30	30	
	BF 6M 1013 FC, Euro II, ≤ 19 l Lubricating oil content (first filling) Crankcase breath-	-	15	15	15	15	15	15	

T 18 Lubricating oil change intervals for vehicle engines (average speed approx. 40 km/h)



		DEUTZ lubricating oil quality							
		DQC I	DQC II	DQC III	DQC IV	DQC II LA	DQC III LA	DQC IV LA	
Engine types:	Engine version:	Lubricating oil change intervals in km x 1000							
BFM 1013	BF 6M 1013 FC, Euro II, > 19 l Lubricating oil con- tent (first filling) Crankcase breath-	-	30	30	30	30	30	30	30
	BF 6M 1013 FC, Euro III Crankcase breath-	-	30	30	30	30	30	30	30
	BF 6M 1013 FC, Euro II, ≤ 19 l Lubricating oil con- tent (first filling) Crankcase breath-	-	-	15	15	-	15	15	15
	BF 6M 1013 FC, Euro II, > 19 l Lubricating oil con- tent (first filling) Crankcase breath-	-	-	30	30	-	30	30	30
	BF6M 1013 FC, Euro III, Crankcase breath-	-	-	30	30	-	30	30	30

T 19 Lubricating oil change intervals for vehicle engines (average speed approx. 40 km/h)

		DEUTZ lubricating oil quality							
Engine types:	Engine version:	DQC I	DQC II	DQC III	DQC IV	DQC II LA	DQC III LA	DQC IV LA	
		Lubricating oil change intervals in km x 1000							
BFM 2012	BF 4M 2012 C, > 95 kW, from	-	-	30	30	-	30	30	
	BF 6M 2012 C, > 143 kW, with cyl- inder bore 101 mm or 98 mm with sole- noid valve system	-	-	30	30	-	30	30	
	BF 6M 2012 C, > 135 kW, with cyl- inder bore 98 mm with mechanical in- jection system	-	-	30	30	-	30	30	
BFM 2013	BF 4M 2013 C > 90 kW	-	-	30	30	-	30	30	
	BF 6M 2013 C > 120 kW	-	-	30	30	-	30	30	
BFM 1015	Euro I except:	-	20	30	30	20	30	30	
	BFM 1015 CP Euro II	-	-	30	30	-	30	30	
TCD 2013 4V	TCD 2013 L04 4V	-	40	60	60	40	60	60	
	TCD 2013 L06 4V	-	50	70	70	50	70	70	
	TCD 2013 L06 4V Regional bus	-	20	30	30	20	30	30	
TCD 2015		-	-	30	30	-	30	30	

T 20 Lubricating oil change intervals for vehicle engines (average speed approx. 40 km/h)



		DEUTZ lubricating oil quality							
		DQC I	DQC II	DQC III	DQC IV	DQC II LA	DQC III LA	DQC IV LA	
Engine types:		Lubricating oil change intervals in km x 1000							
TD/D 226 BFL 413/513/ 912/913/914	Aspirated engines	30	30	40	40	30	40	40	
	Turbocharged engines	20	30	40	40	30	40	40	
BFM 1013	Euro I	20	30	40	40	30	40	40	
	Euro II and Euro III except:	-	30	40	40	30	40	40	
	BF 4M 1013 FC, Euro II, ≤ 14 l Lubricating oil content	-	-	20	20	-	20	20	
	BF 4M 1013 FC, Euro II, > 14 l Lubricating oil content	-	-	40	40	-	40	40	
	BF 4M 1013 FC, Euro III	-	-	40	40	-	40	40	
	BF 6M 1013 FC, Euro II, ≤ 19 l Lubricating oil content (first filling) Crankcase	-	20	20	20	20	20	20	

T 21 Lubricating oil change intervals for vehicle engines (average speed approx. 60 km/h)

		DEUTZ lubricating oil quality						
		DQC I	DQC II	DQC III	DQC IV	DQC II LA	DQC III LA	DQC IV LA
Engine types:	Engine version:	Lubricating oil change intervals in km x 1000						
BFM 1013	BF 6M 1013 FC, Euro II, > 19 l Lubricating oil con- tent (first filling) Crankcase breath-	-	40	40	40	40	40	40
	BF 6M 1013 FC, Euro III Crankcase breath-	-	40	40	40	40	40	40
	BF 6M 1013 FC, Euro II, ≤ 19 l Lubricating oil con- tent (first filling) Crankcase breath-	-	-	20	20	-	20	20
	BF 6M 1013 FC, Euro II, > 19 l Lubricating oil con- tent (first filling) Crankcase breath-	-	-	40	40	-	40	40
	BF6M 1013 FC, Euro III, Crankcase breath-	-	-	40	40	-	40	40
	Crankcase breath-	-	-	40	40	-	40	40

T 22 Lubricating oil change intervals for vehicle engines (average speed approx. 60 km/h)



		DEUTZ lubricating oil quality						
		DQC I	DQC II	DQC III	DQC IV	DQC II LA	DQC III LA	DQC IV LA
Engine types:		Lubricating oil change intervals in km x 1000						
Engine version:								
BFM 2012	BF 4M 2012 C, > 95 kW, from	-	-	40	40	-	40	40
	BF 6M 2012 C, > 143 kW, with cyl- inder bore 101 mm or 98 mm with sole- noid valve system	-	-	40	40	-	40	40
	BF 6M 2012 C, > 135 kW, with cyl- inder bore 98 mm with mechanical in- jection system	-	-	40	40	-	40	40
BFM 2013	BF 4M 2013 C > 90 kW	-	-	40	40	-	40	40
	BF 6M 2013 C >120 kW	-	-	40	40	-	40	40
BFM 1015	Euro I except:	-	30	40	40	30	40	40
	BFM 1015 CP Euro II	-	-	60	60	-	60	60
TCD 2013 4V	TCD 2013 L04 4V	-	60	80	80	60	80	80
	TCD 2013 L06 4V	-	75	100	100	75	100	100
	TCD 2013 L06 4V Intercity bus	-	30	50	50	30	50	50
TCD 2015	-	-	60	60	60	-	60	60

T 23 Lubricating oil change intervals for vehicle engines (average speed approx. 60 km/h)