

- 2 cylinders in line
- 480 cm³
- 4,0 kW/5,4 HP @ 3200 r.p.m.
 Nm 26,0 @ 1400 r.p.m.
- 8,5 kW/11,5 HP @ 3600 r.p.m. Nm 28,0 @ 2800 r.p.m.



Construction

- 4-stroke diesel engine with 2 cylinder in line
- Liquid-cooled (loose radiator with electrical fan optional)
- Tilted position of 40° towards exhaust and inlet manifolds
- Die-casted aluminium engine block with re-borable cast iron integral liners
- Aluminium cylinder head
- "Uni flow" intake and exhaust manifold cab side
- Exhaust manifold complete with thermal protection
- Dry air cleaner on the flywheel side
- Breather return oil steam
- Double balance shaft
- Belt- driven Single overhead camshaft
- Rocker arm with hydraulic tappets
- Direct injection "common rail" system with electronic control
- High pressure pump on cylinder head
- Forced lubrication with vane pump
- Full flow external oil filter
- High capacity denoised oil sump
- Water pump in engine bloc
- Heating cab system provision
- Electrical starting with starter motor and external alternator (40 Amp)
- Pre-heating glow plugs controlled by the ECU
- Distribution control with timing belt.

- Complete electrical harness and fuses box
- Single connector cab interface
- Denoised cover

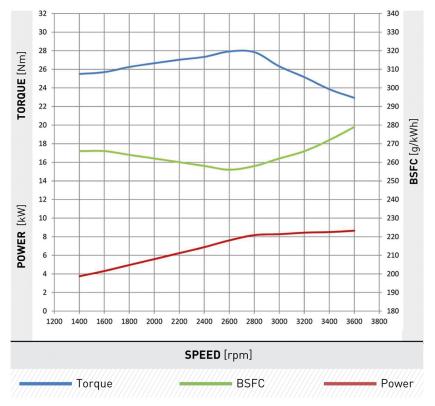
Main applications

- Mini cars (possible homologation EURO 3)
- A.T.V. (All Terrain Vehicles)

Standard equipment

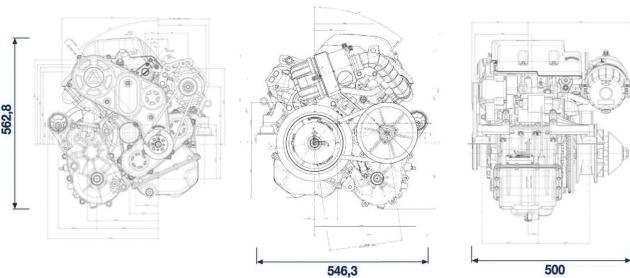
- Accelerator pedal with potentiometer
- Fuses and relays box
- Engine electronic control unit (ECU)
- Fuel filter with water indicator
- Electrical fuel feeding pump

Curves LDW 492 DCI automotive @ 3600 r.p.m.



Power ratings refer to engines equipped with air filter, standard muffler, after running-in period at ambient conditions of $+25^{\circ}$ C, relative humidity 30% and 1 bar. Power levels drop by 1% every 100 m altitude and by 2% every 5° C above $+25^{\circ}$ C.

Technical drawings





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