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Mercedes-Benz OM612 engine - Wikipedia

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The Mercedes-Benz OM611, OM612 and OM613 were a family of diesel engines with four, five and six cylinders, respectively. The OM611, OM612 and OM613 turbo-diesel engines had cast iron blocks, alloy cylinder heads, common-rail injection, double overhead camshafts (duplex chain-driven), four valves per cylinder (actuated by tappets) and exhaust gas recirculation.

Mercedes-Benz OM611, OM612 and OM613 engines

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Mercedes-Benz OM612 engine: The Mercedes-Benz OM647 engine is a straight-5 diesel engine produced by Mercedes-Benz. This engine utilizes a cast-iron cylinder block and an aluminum cylinder head. The engine is turbocharged and intercooled. This engine also has four valves per cylinder and dual overhead camshafts. A very distinguishable aspect of the OM647 from the very similar OM612 predecessor ...

Mercedes-Benz OM647 engine - Wikipedia

The Mercedes-Benz OM611 engine is a straight-4 diesel engine that is produced by Mercedes-Benz. In 1998 it replaced the naturally aspirated OM604 with indirect injection in the W202 C-Class and the W210 E-Class for the 1999 model year, in 102 PS (75 kW; 101 hp) and 125 PS (92 kW; 123 hp) powertrains. In 1999 the displacement was reduced from 2.2 L; 131.3 cu in (2,151 cc) to 2.1 L; 131.1 cu in ...

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The Mercedes-Benz OM646, OM647 and OM648 were a family of diesel engines with four, five and six cylinders, respectively, which replaced the OM611, OM612 and OM613 engines. Each OM646, OM647 and OM648 engine had am 88.0 mm bore and 88.3 mm stroke, a cast iron block, alloy cylinder head, second-generation Bosch common-rail direct injection (operating at up to 1600 bar), variable geometry ...

Mercedes-Benz OM646, OM647 and OM648 engines

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The OM612 I5 is best because each cylinder is moving independently of any others, so only 1/5 of the rotating mass is in sync. The OM613 I6 would have 3 lots of 2 in sync. so 2/6 or 1/3. This is compensated somewhat by the longer engine (greater distance between undesirable forces).

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