

SLEEMANS

World Class Brands, One Trusted Partner

L-N, L-V, L-W Series

3.5 kW – 6.8 kW



YANMAR

AIR COOLED
DIESEL ENGINES

L-N Series

L48N 3.5 kW | L70N 4.9 kW | L100N 7.4 kW

Main markets: Southeast Asia | Middle East | Africa

Air Cooled Diesel Engine

Since 1959, Yanmar has been producing a wide range of compact air cooled diesel engines ranging in size from 2.6 to 14.7 kW, with total production reaching more than 1.5 million units.

Today, these air cooled diesel engines are powering leading edge mobile and stationary off-highway equipment around the world.



A, 2A Series

2.6-13.2 kW | 8 models

Main model: A3
Combustion system: Special swirl chamber type
Displacement: 0.239L
No. of Cylinders: 1
Bore x Stroke: $\varnothing$ 65 mm x 72 mm
Rated Output: 3.3kW / 3000 rpm
Engine Weight: 49 kg



L, 2L Series

2.6-14.7 kW | 8 models

Main model: L65
Combustion system: Pre-combustion chamber type
Displacement: 0.238L
No. of Cylinders: 1
Bore x Stroke: $\varnothing$ 65 mm x 72 mm
Rated Output: 3.3kW / 3000 rpm
Engine Weight: 46 kg



L-A, L-EE Series

2.6-7.4 kW | 12 models

Main model: L60A
Combustion system: Direct injection type
Displacement: 0.273L
No. of Cylinders: 1
Bore x Stroke: $\varnothing$ 75 mm x 62 mm
Rated Output: 4.4kW / 3600 rpm
Engine Weight: 39 kg





L-V Series

L48V 3.4 kW | L70V 4.8 kW | L100V 6.8 kW
Main markets: EU | Japan

L-W Series

L70W 4.8 kW | L100W 6.8 kW
Main markets: USA



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Exceeding Power and Environmental Expectations

Designed with Yanmar's proprietary direct injection technology, maximum combustion efficiency is achieved through an ideal match between the combustion chamber and injection system.

This means a powerful, yet environmentally friendly engine.

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Compact, Direct Injection Engine = Easy Installation & Low Fuel Consumption

Keeping with the traditional compact design, the L series engines are simple to install by fitting into cramped spaces without sacrificing power and performance.

Yanmar's proprietary direct injection technology allows the engine to sip rather than gorge on fuel, which means lower running costs in the world of rising fuel prices.

Quick, Easy Starting With Standard Recoil

A special auto-return decompressor and Yanmar's own efficient combustion system breeze through starting with electric starting also offered as an option.

Low Vibration and Noise

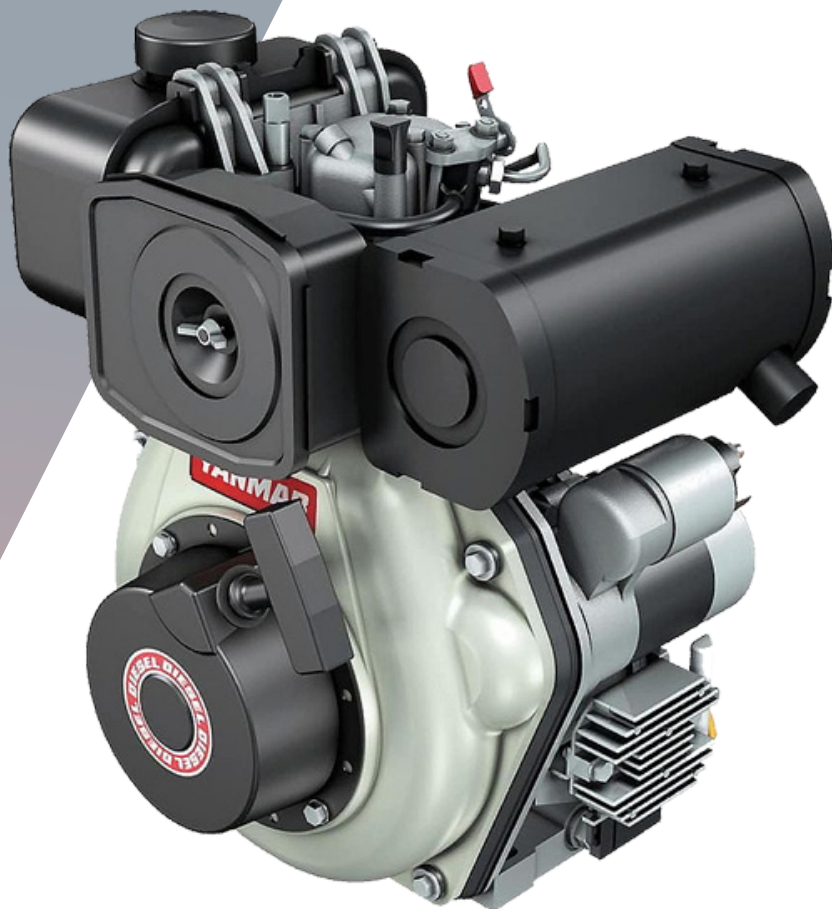
Superior vibration and noise reduction is achieved through the use of precision balancers, which leads to operating comfort even during long work hours.

The Total FIE Expertise Only a Complete Diesel Engine Manufacturer Can Provide

Yanmar developed one of the world's smallest fuel injection systems and have since raised it to a level of efficiency that ensures maximum power from every drop of diesel. Its extraordinarily low fuel consumption is a result of our super-precise FIE, and our direct injection system, the first to ever go into this type of engine.



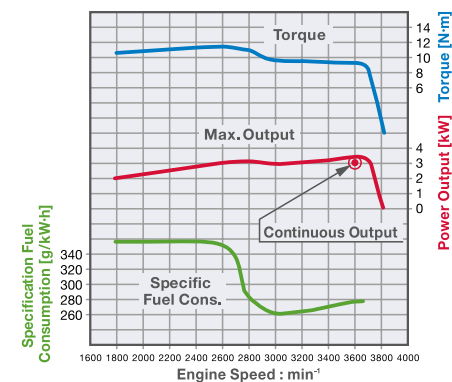
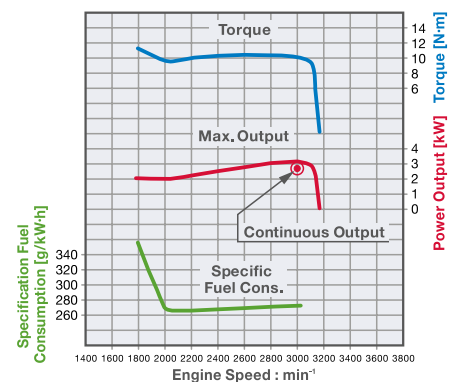
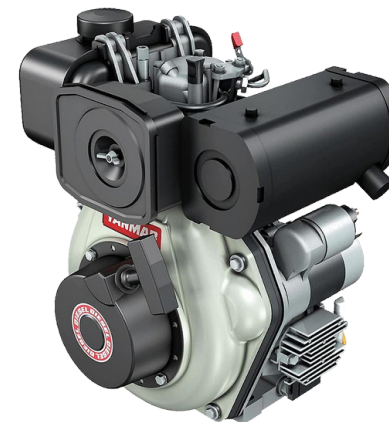
Information accurate as of 2019.
For information about applications and each
country's regulations, please contact Sleemans.



L48N

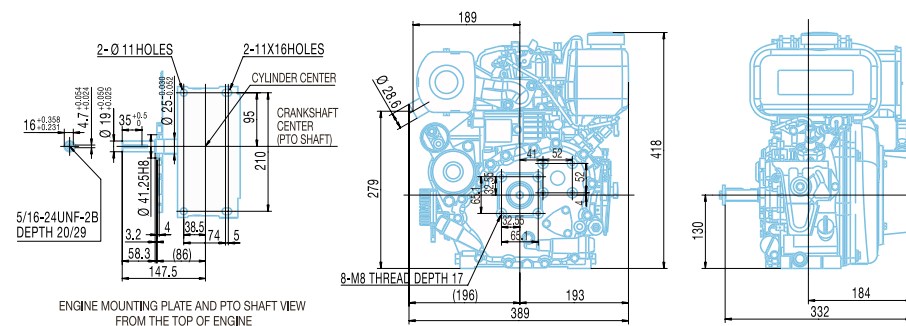
3.5 kW

gross rated output at 3600 rpm



* Note: Performance based on the following conditions.

Dimensions, mm



L70N

4.9 kW

gross rated output at 3600 rpm



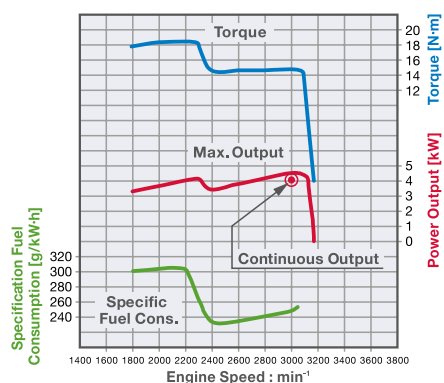
L100N

7.4 kW

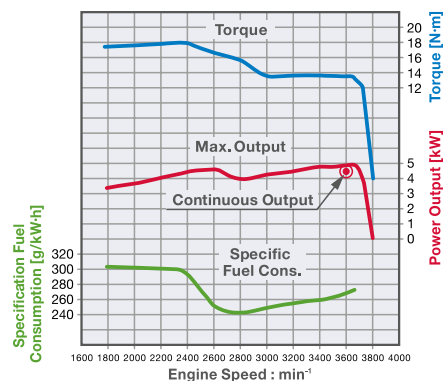
gross rated output at 3600 rpm



Performance Curves L70N5

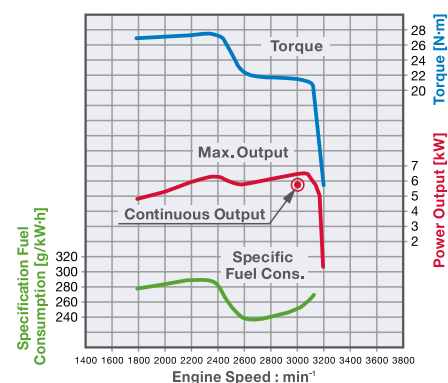


Performance Curves L70N6

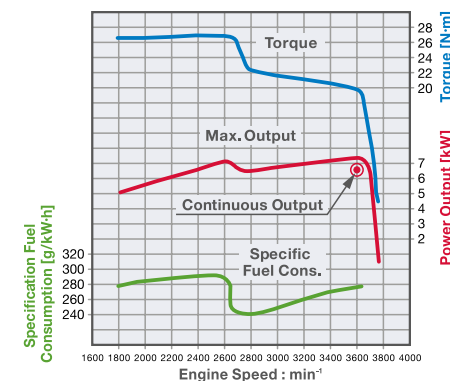


* Note: Performance based on the following conditions.

Performance Curves L100N5

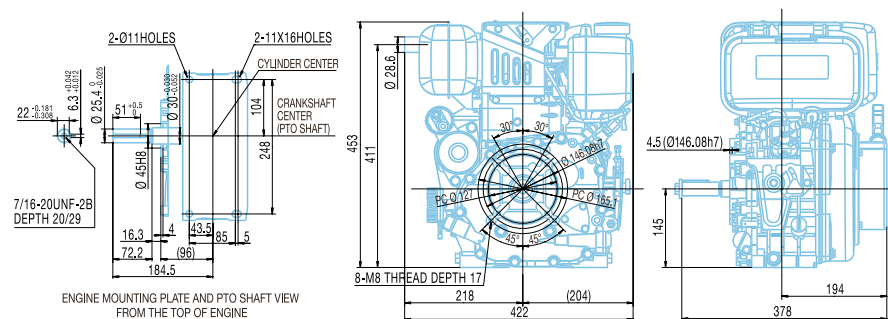


Performance Curves L100N6

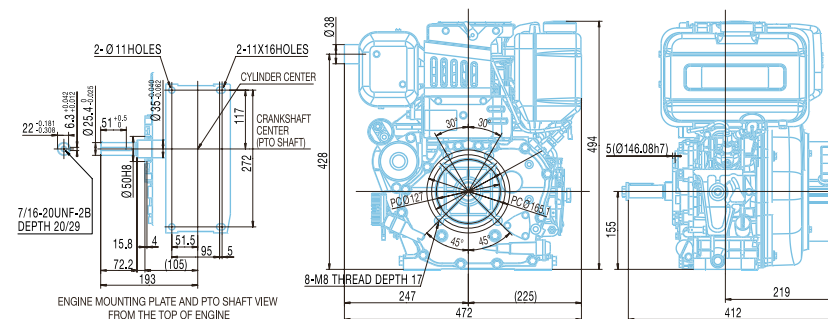


* Note: Performance based on the following conditions.

Dimensions, mm



Dimensions, mm



* After 30 hrs initial running.
Atmospheric conditions: temperature 298K (25°C), pressure 100 kPa (750 mmHg), humidity 30%

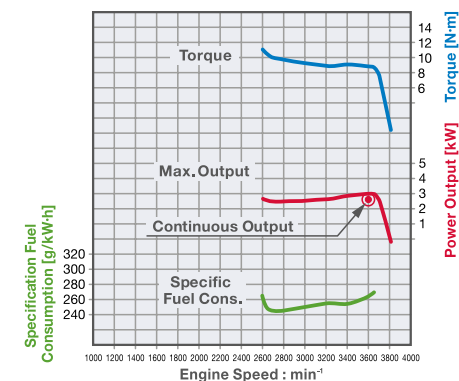
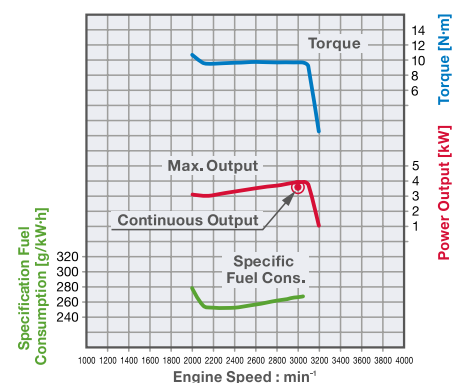


An ideal match between the combustion system
and the injection system

Boasting many features superior to the conventional L series, L-V series engines also achieve lower levels of emissions through technology. High pressure injection technology minimizes the fuel required for ignition, while the combustion chamber itself is also improved, and there is an EGR (Exhaust Gas Recirculation) system for recirculating some of the exhaust gas back into the air intake. Only L48V reduces exhaust emission using a DOC (Diesel Oxydation Catalyst).

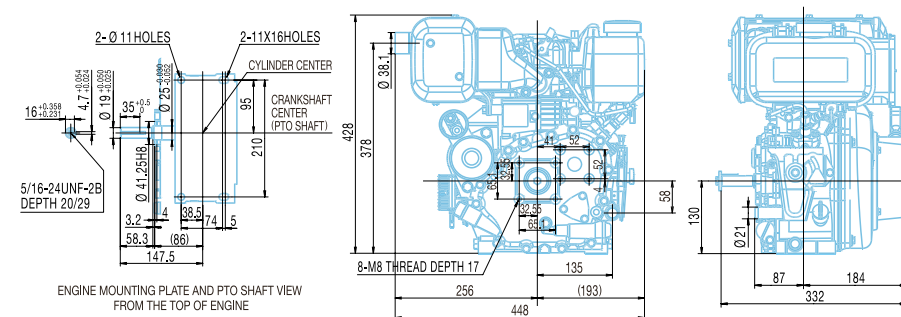
3.4 kW

gross rated output at 3600 rpm



* Note: Performance based on the following conditions.

Dimensions, mm



L70V

4.8 kW

gross rated output at 3600 rpm



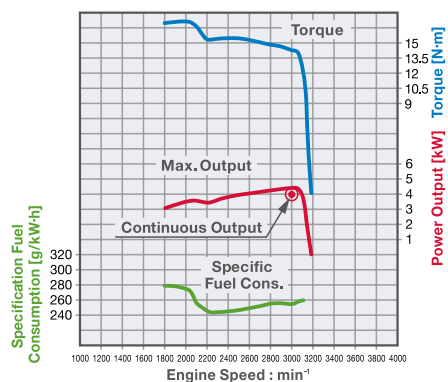
L100V

6.8 kW

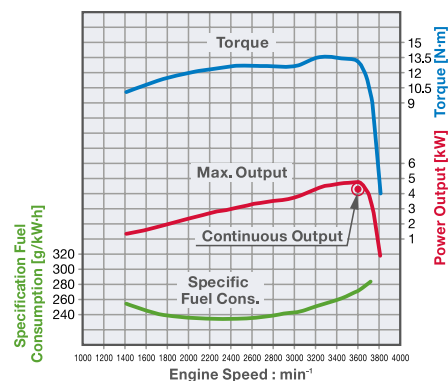
gross rated output at 3600 rpm



Performance Curves L70V5

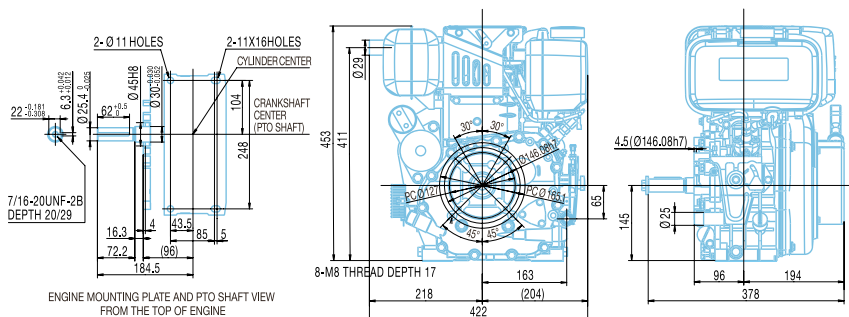


Performance Curves L70V6

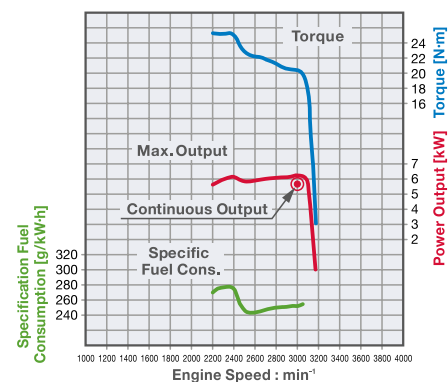


* Note: Performance based on the following conditions.

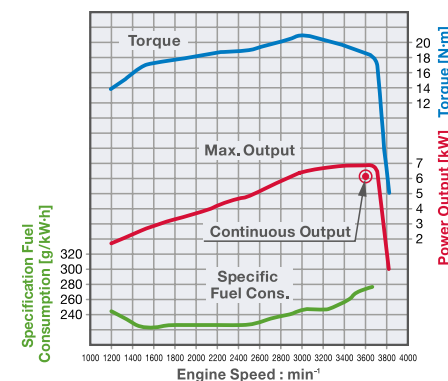
Dimensions, mm



Performance Curves L100V5

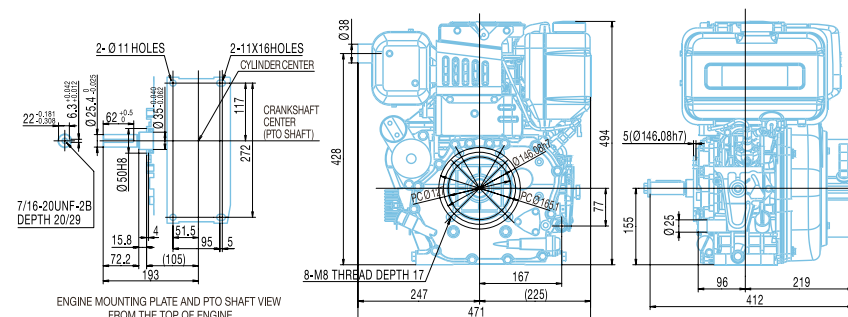


Performance Curves L100V6



* Note: Performance based on the following conditions.

Dimensions, mm



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L-W Series

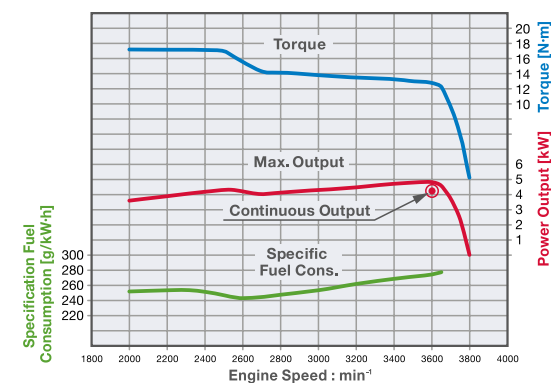


L70W

4.8 kW

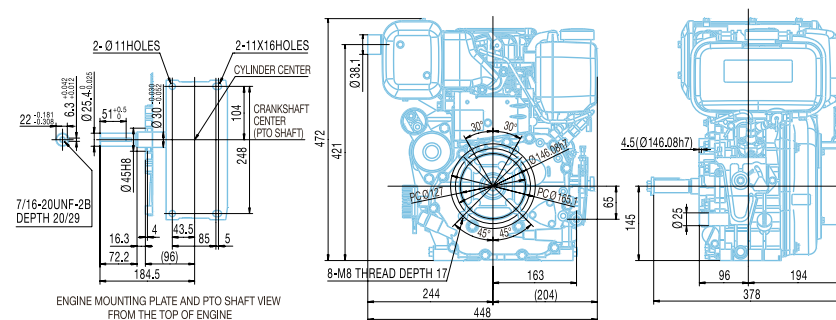
gross rated output at 3600 rpm

Performance Curves L70W6



* Note: Performance based on the following conditions.

Dimensions, mm



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L100W

6.8 kW

gross rated output at 3600 rpm

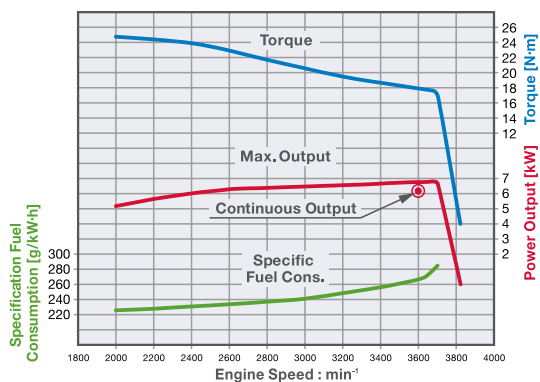


Powerful and clean engines for a new generation

Taking over the combustion system of L-V series engines, the L-W series engines reduce exhaust emissions using a Diesel Oxidation Catalyst.

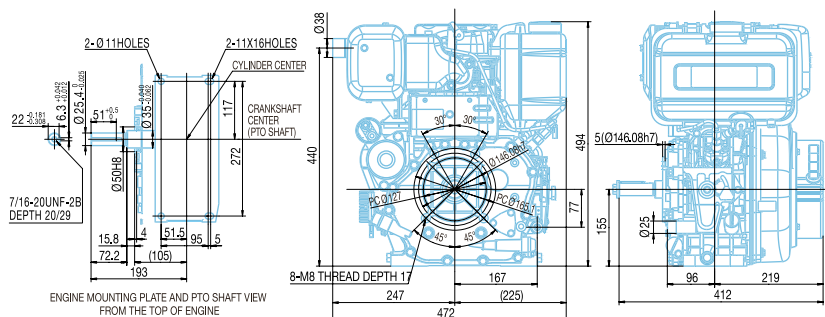
Yanmar continues to improve our technology, and contribute to the future of the Earth.

Performance Curves L100W6

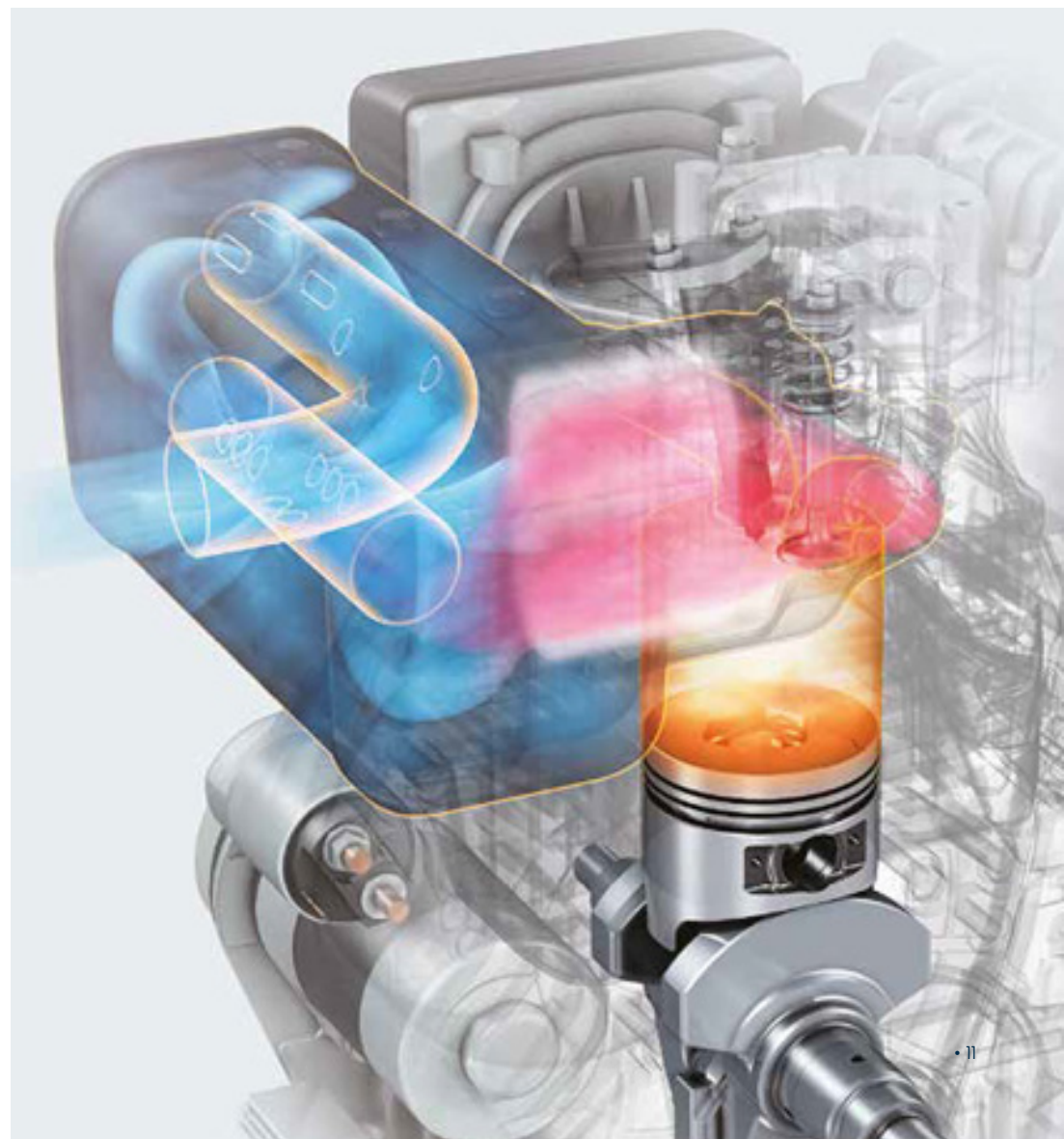


* Note: Performance based on the following conditions.

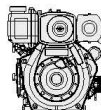
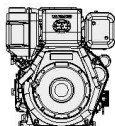
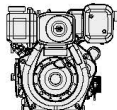
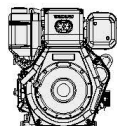
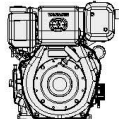
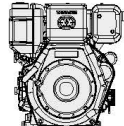
Dimensions, mm



* After 30 hrs initial running. Atmospheric conditions: temperature 298K (25°C), pressure 100 kPa (750 mmHg), humidity 30%



Engine Specifications

Engine Series		L-N Series						L-V Series						L-W Series			
Engine Model		L48N		L70N		L100N		L48V		L70V		L100V		L70W		L100W	
Engine Model																	
Type		4 stroke, vertical cylinder, air cooled diesel engine															
ATS (After Treatment System)		-						DOC		-							
No of Cylinders		1															
Bore x Stroke, mm		ø70 x 57		ø78 x 67		ø86 x 75		ø70 x 57		ø78 x 67		ø86 x 75		ø78 x 67		ø86 x 75	
Displacement, litre		0.219		0.320		0.435		0.219		0.320		0.435		0.320		0.435h	
Continuous Rated Output	Engine Speed, rpm	3600	3000	3600	3000	3600	3000	3600	3000	3600	3000	3600	3000	3600		3600	
	Output, kW	3.1	2.8	4.4	4.1	6.6	5.7	3.1	2.7	4.3	4.0	6.2	5.7	4.3		6.2	
Maximum Rated Output	Engine Speed, rpm	3600	3000	3600	3000	3600	3000	3600	3000	3600	3000	3600	3000	3600		3600	
	Output / Engine Speed, kW	3.5	3.1	4.9	4.5	7.4	6.5	3.4	3.0	4.8	4.4	6.8	6.3	4.8		6.8	
High Idling, rpm		3800 ± 30	3175 ± 30	3800 ± 30	3175 ± 30	3800 ± 30	3175 ± 30	3800 ± 30	3175 ± 30	3800 ± 30	3175 ± 30	3800 ± 30	3175 ± 30	3800 ± 30		3800 ± 30	
Engine Weight (Dry)	Electric Starter, kg	32.0		41.0		53.5		34.5		41.0		53.5		43.0		53.5	
	Recoil Start, kg	27.0		36.0		48.5		29.5		36.0		48.5		38.0		48.5	
Cooling System		Forced air cooling by flywheel fan															
Lubricating System		Forced lubricating system															
Starting System		Electric start / Recoil start															
Dimension	Overall Length (L), mm	332		378		412		332		378		412		395		429	
	Overall Width (N), mm	384		422		472		448		422		472		448		472	
	Overall Height (H), mm	417		453		494		425		453		494		472		494	
Lubricating System	Dispstick Upper Limit, litre	0.8		1.1		1.6		0.8		1.1		1.6		1.1		1.6	
	Dispstick Lower Limit, litre	0.6		0.7		1.0		0.6		0.7		1.0		0.7		1.0	
Fuel Oil Tank Capacity, litre		2.4		3.3		5.4		2.4		3.3		5.4		3.3		5.4	

Note: Specifications are subject to change depending on the engine parts and optional kits selected.

Accessories

Engine Series		L-N Series									L-V Series										L-W Series								
Engine Model		L48N			L70N			L100N			L48V			L70V				L100V				L70W				L100W			
Category *		G	GE	P	G	GE	P	G	GE	P	G	GE	P	G	GE	P	V	G	GE	P	V	G	GE	P	V	G	GE	P	V
Fuel system	Fuel tank (2.4 litre)	○	○	○							○	○	○																
	Fuel tank (3.3 litre)				○	○	○							○	○	○	○					○	○	○	○				
	Fuel tank (5.4 litre)							○	○	○								○	○	○	○					○	○	○	○
	w/o Fuel tank	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Starting system	Starting motor (w/recoil starter)	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
	Recoil starter	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
	Key switch	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	●	○	○	○	●	○	○	○	●	○	○	○	●
	w/o Key switch	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	○	●	●	●	○	●	●	●	○	●	●	●	○
Electric system	Charging dynamo (12V-15A)	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
	Charging dynamo (12V-1A)	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
	w/o Charging dynamo	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
PTO system	Straight (E-D)	○			○			○			○			○			●	○			●	○			●	○			●
	Straight (D)	●			●			●			●			●			○	●			○	●			○	●			○
	Taper (E-DG)		○			○			○			○			○				○				○				○		
	Taper (DG)		●			●			●			●			●				●				●				●		
	Taper (E-DI)		●			●			●			●			●				●				●				●		
	Thread (E-DP)			○			○			○			○			○					○				○				
	Thread (DP)			●			●					●			●									●					
Speed control device	General use (by remote & hand)	○	●	●	○	●	●	○	●	●	○	●	●	○	●	●	●	○	●	●	●	○	●	●	●	○	●	●	●
	Constant speed type (by hand)	●	○	●	●	○	●	●	○	●	●	○	●	●	○	●	●	●	○	●	●	●	○	●	●	●	○	●	●
	Friction plate type (by hand)	●	●	○	●	●	○	●	●	○	●	●	○	●	●	○	●	●	●	○	●	●	●	○	●	●	○	●	●
	Remote control type	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	○	●	●	●	○	●	●	●	○	●	●	●	○
Maintenance tools		○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○

G = General | GE = Generator | P = Pump | V = V-machine

Note: For other accessories, please contact your Yanmar sales network.

○ = Standard
● = Option

PTO Dimensions, mm

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Application Code	Keyway Shaft		Thread Shaft	
	E-D	D	E-DP	DP
L48N L48V				
L70N L70V L70W				
L100N L100V L100W				

PTO Dimensions, mm

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Application Code	Taper Shaft			PTO Flanges
	E-DG	DG	E-DI	
L48N L48V				
L70N L70V L70W				
L100N L100V L100W				



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