

E. Table with Type Data, Design Version, Deviations from Standard Engine, Capacities and Special Output Data of the OM 636 Engines

Type No.		Model No.	Engine Output HP at rpm	Full Load Max. Speed and/or Beginning of Governing rpm	No Load Max. Speed and/or End of Governing rpm	Intended Use	I. Standard Engine		Injection Pump Bosch Designation DB Part No. (P) = Pneumatic Governor (C) = Centrifugal Governor	Full Load Injection Quantity cm ³ /1000 strokes	Capacities in litre							
present	before						Equipment of the Standard Engine: (listed are only the versions, assemblies and parts, which are not similar on all engines)				Oil			Water				
										Engine without Oil Filter max.	Oil Filter approx. min.	Total Oil Capacity	Engine approx.	Radiator	Heater	Total Water Capacity		
636.917-00 or -000 as of now	1)	OM 636.VI-E	Output and speed are adapted to the respective requirements by adjusting the limit stop of the throttle duct. The output and speed adjusted in the plant are specified on the engine Model plate.		plus 12% of the full load max. speed	Standard engine	4-blade fan 380 mm in dia. Fan mounted on water pump Starter EJD 1.8/12 R 29 Generator with separate governor Rigid suspension of generator Flywheel 256 mm in dia. Oil relief valve, long version Mounting angle for front engine suspension Oil filter horizontal Belt pulley and spacer on the crankshaft in one piece, the timing housing cover without collar (see Figure 01-16/2 and 03-1/4). Cylinder head without air vent hole and 83 mm long fixing studs to fix the cylinder head cover. Cylinder head cover with oil filter in rear left-hand side and closing cover without air filter. Intake manifold: location and direction of air inlet in the middle of the intake manifold sloped from above. Supplied by DB without air filter, without operating time indicator, without injection timing device Part No. 636 010 19 00 (see Figure Page 27)	V-belt for fan, water pump and generator 17×11×1090 DIN 22 15 Water pump: shaft dia. 17 mm with pressed-on long belt pulley Ventilation of crankcase mounted vertically, air vent pipe downwards Throttle duct, because pneumatic governor Oil pan: capacity 6.25 ltr., also oil pump with corresponding shape of suction pipe Cooling water outlet duct: connection for remote thermometer and heater at an angle of 45° towards the rear (plugged connectors) Crankcase with 2 fixing studs M 10×30 to fix starter and with 4 fixing studs M 10×42 to fix the clutch housing Exhaust manifold: exhaust gas exit in rear downwards a = 150 mm, b = 201 mm (see Figure 14-8/1)	PES 4 A 50 C 410 RS 1010 z 004 074 44 01 (636 070 35 01) (P)	28-29	6.25	3.5	0.25	6.5	4.0	-	-	-

1) The standard engine with the former type identification 636.917/0 was supplied in several versions, at which accessories and adjustment were different. Table on these engines see Page 0-1/25 and 0-1/27.

Note: The engine with the type designation 636.917-00 or -000 is the standard engine of the built-in engines. For simplicity reasons and to give a better general outline the deviations of all OM 636 engines, that is, the vehicle engines are also listed in relation to the standard engine of the built-in engines.

636.917-001	-	OM 636.IV-E	39/3400	3400	3800	Standard engine with increased output	Similar to standard engine 636.917-000, but with increased output, with injection timing device, corresponding closing cover for timing housing cover, 20 mm high shim between timing housing cover and fuel main filter, other injection pump PES 4 A 50 C 410 RS 1010. Part No. 005 074 45 01 or 636 070 50 01 with governor EP/M 60 A 138 D and an injection quantity at full load of 29-30 cm ³ /100 strokes. Part No. 636 010 20 02
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II. Built-in Engines (including Unimog)

A. Engines with individual type designation (Engines not with present type designation are no longer produced)

Type No.		Model No.	Engine Output HP at rpm	Full Load Max. Speed and/or Beginning of Governing rpm	No Load Max. Speed and/or End of Governing rpm	Intended Use	Deviations from Standard Engine and Part No. of Complete Engine		Injection Pump Bosch Designation DB Part No. (P) = Pneumatic Governor (C) = Centrifugal Governor	Full Load Injection Quantity cm ³ /1000 strokes	Capacities in litre						
present	before						Oil				Water						
										Engine without Oil Filter max.	Oil Filter approx. min.	Total Oil Capacity	Engine approx.	Radiator	Heater	Total Water Capacity	
-	636.917/2-I	OM 636.VI-E	27/2600	2600	2850-2950	Combines	Belt pulley and spacer on the crankshaft in two pieces, the timing housing cover with collar Belt pulley and mounting of the belt pulley on the crankshaft with hexagon screw M 18×1.5×40 and lock washer instead of necked-down bolt (expanding bolt) (see Figure 03-1/1) 6-blade fan 384 mm in dia. Water pump: shaft dia. 15 mm Part No. 636 010 13 00	Generator with attached governor	PES 4 A 50 B 410 RS 68 000 074 33 02 (P)	24.5-25.5	*	*	*	*	*	*	*
-	636.917/2-II						Similar to Type 636.917/2 ^{-I} , in addition: Exhaust manifold: exhaust gas exit downwards and shifted 15.5 mm from the middle towards the rear, a = 180 mm, b = 15.5 mm (see Figure 14-8/1) Cooling water outlet duct: water outlet at an angle of approx. 30° towards the front, plugged connector of remote thermometer Part No. 636 010 27 00										
-	636.917/2-III						Similar to Type 636.917/2 ^{II} but supplied by DB without exhaust manifold Part No. 636 010 28 00										
636.917-021	636.917/3						Oil pan: capacity 4.75 ltr. and different shape, also oil pump with different suction pipe Belt pulley and spacer on the crankshaft in two pieces, the timing housing cover with collar Belt pulley secured on crankshaft with hexagon screw M 18×1.5×40 and lock washer instead of expansion screw (see Figure 03-1/1). Supplied by DB without fan, without belt pulley on the crankshaft and without exhaust manifold Part No. 636 010 14 00	Water pump: shaft dia. 15 mm Flywheel 278 mm in dia.									
636.917-022	636.917/28		Injection pump with centrifugal governor and fuel pre-strainer, moreover some engines of this type were equipped with the injection pump PES 4 A 50 B 410 RS 68 with centrifugal governor EP/RSV 250 - 1525 A 5/5. Generator LJ/GEH 90/12 - 1800 R 15 and governor RS/TBA 75 - 90/12 A 1. The output of these engines is 32.5 HP at 2800 rpm and 34 HP at 3000 rpm. Timing housing cover has special shape for connecting one additional hydraulic pump drive. Furthermore, one adapter gear is installed between the crankshaft timing gear and the belt pulley to drive a hydraulic pump, one additional idle wheel, and one base plate for the mounting of the hydraulic pumps is installed between the crankcase and the timing housing cover (see Figure 01-15/3). Oil filter vertical Oil relief valve, short version Two-piece oil line to oil filter Narrow vee-belt 9.5×750 and 9.5×1225 N 275 Fan bearing bracket and double belt pulley on the crankshaft Supplied by DB without fan, without mounting angle for engine front suspension, without throttle and/or flange nipple, without exhaust manifold, without annular ball-bearing in the crankshaft and without flywheel. Separately supplied is the ring gear for the flywheel. Part No. 636 010 51 00 (see Figure Page 28)	Water pump: shaft dia. 15 mm and short, screwed-on belt pulley Belt pulley of generator has differently shaped belt track Cooling water outlet duct with pipe connector for heating	PES 4 A 50 C 410 RS 1010 z 005 074 35 01 (F)	28-29	4.75	2.75	0.50	5.25	*	*	*	*			
636.917-023	636.917/33		Similar to 636.917-022 but only with the specified injection pump and with mounting angle for engine front suspension but without fan bearing bracket, without narrow vee-belt 9.5×750, without double belt pulley on the crankshaft Belt pulley on the crankshaft is supplied by customer to DB Cooling water outlet duct similar to stand. engine In addition, one holder for the fuel filter is attached to the timing housing cover, a longer fuel line between fuel filter and injection pump, and a spacing ring for the generator is installed between the crankcase and the generator support. Part No. 636 010 79 00		PES 4 A 50 C 410 RS 1010 z 005 074 36 01 (F)												

* means: The same as with standard engine.