

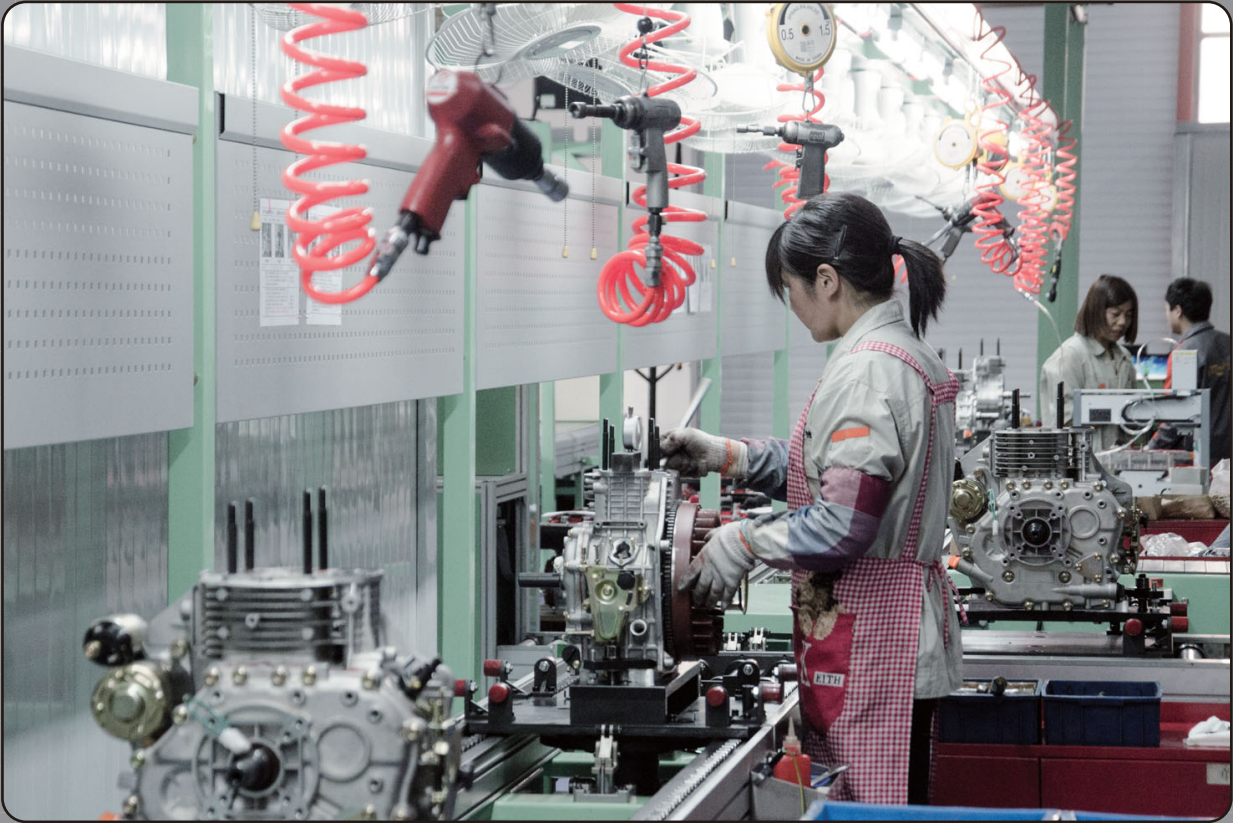
iTePower

empower your business



DIESEL ENGINE
4.5-24 HP

From the year 2008, ITC devote to the research & production of small size engine. With our unremitting efforts, ITC have accumulated a wealth of experience, owns a number of patented technologies. ITC diesel engine has higher power output, stronger overload capacity, longer lifespan. ITC have advanced automatic assembly line and automatic testing line, can provide reliable & qualified engine to customers, ITC's products have been widely used by customers all over the world.



Assembling Bearings

Assembling Crankshaft, Oil Seals



Testing Engine

Cleaning Block Inside





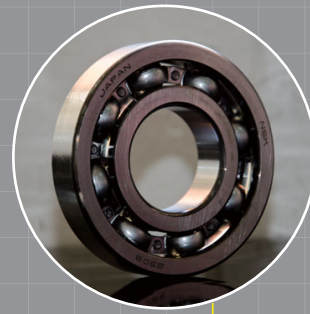
Starting Motor
900W / 1200W



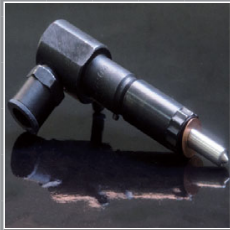
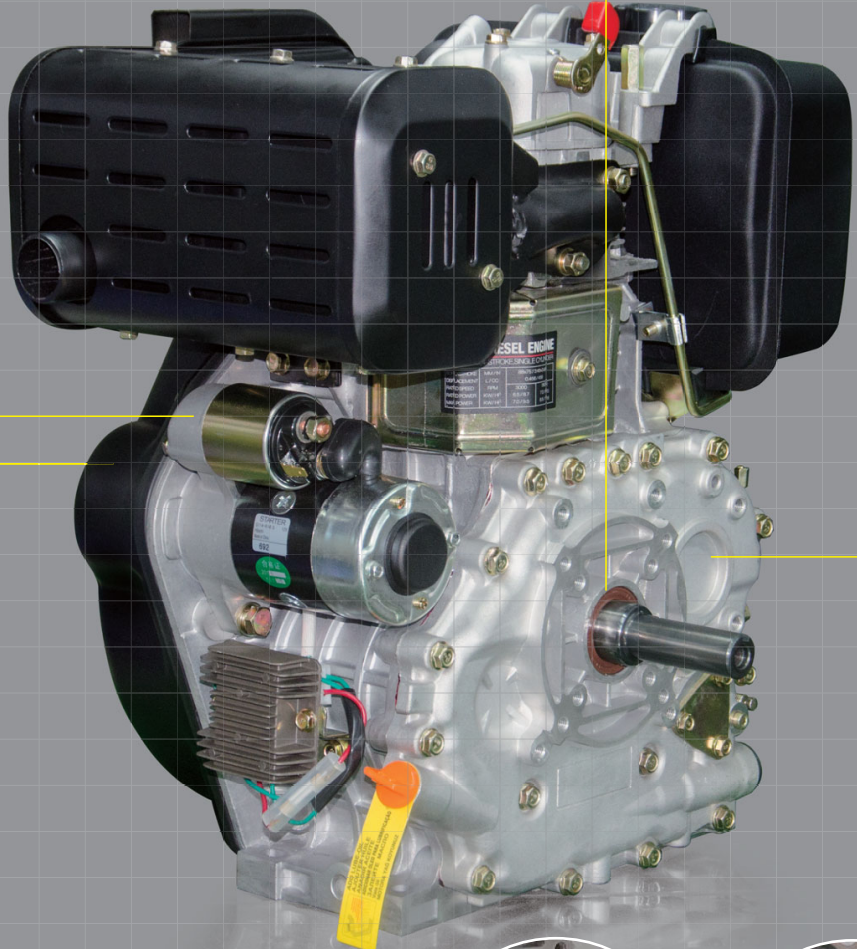
Nitriding Camshaft



35CrMu Crankshaft



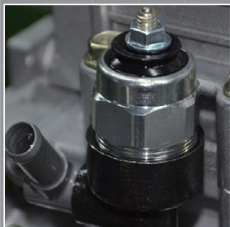
NSK Main Bearing
IKO Needle Bearing



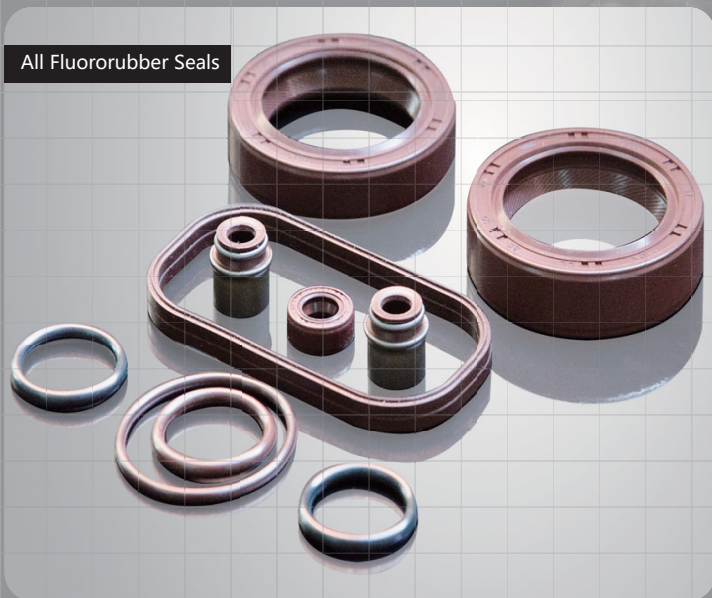
NJ Injector



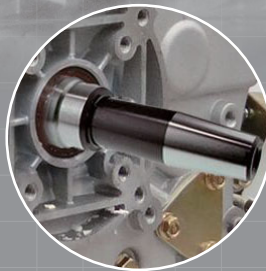
NJ Injecting Pump



Solenoid Valve



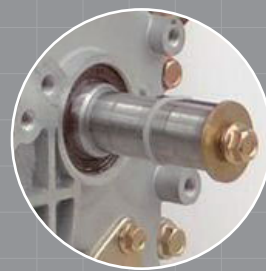
All Fluororubber Seals



Taper Shaft



Keyway Shaft



Thread Shaft



Spline Shaft



Agricultural Machinery

Garden Machinery



Generator

Welder



Construction Machinery

Unique Drive System

The drive gear design is incorporated into the latest ITC Power diesel engine which will greatly reduce vibration and noise.

Fuel System Technology

Fuel systems assure high efficiency operation.

The precision machined and precisely timed injection pump and the direct-injection design leads to lower fuel consumption and reduced tailpipe emissions.

Advanced Noise-reduce Design

The high efficiency muffler system greatly lowers exhaust noise. With the addition of the advanced design air induction system, intake noise is reduced to a low level. The design of the cylinder block, engine cover, and valve train all combine to reduce engine noise levels.

Model	D250/E	D300/E	D400/E	D450/E
Type	Single cylinder, vertical, 4-stroke, air-cooled			
BoreXstroke [mm]	73x59	78x62	86x72	88x75
Displacement [L](cc)	0.246(246)	0.296 (296)	0.418 (418)	0.456 (456)
Compression ratio	20:1	20:1	20:1	20:1
Rated speed (rpm)	3000 / 3600	3000 / 3600	3000 / 3600	3000 / 3600
Rated power [kW(Hp)]	3.3(4.5) / 3.6(4.9)	3.68(5) / 4.0(5.5)	5.7(7.8) / 6.3(8.6)	6.6(9) / 7.3(10)
Max. power [kW(Hp)]	3.6(4.9) / 4.0(5.5)	4.0(5.5) / 4.4(6)	6.3(8.6) / 7.0(9.5)	7.3(10) / 8.0(11)
Fuel tank capacity [L]	2.5	3.5	5.5	5.5
Fuel consumption [g/kw.h]	≤ 275 / 280	≤ 275 / 280	≤ 275 / 280	≤ 272 / 280
Lube oil capacity [L]	0.75	1.1	1.65	1.65
Starting Fashion	Recoil starter / Elec. starter			
Output Shaft	Crankshaft / Camshaft			
Fuel trademark	0#(summer), -10#(winter) diesel			
Oil trademark	CD grade or SAE10W-30 15W-40			
Net Weight [kG]	Recoil start 28 Elec. Start 32	Recoil start 33 Elec. Start 38	Recoil start 48 Elec. Start 53	Recoil start 50 Elec. Start 55
Dimension L×W×H [mm]	332 × 392 × 416	383 × 421 × 450	417 × 470 × 494	417 × 470 × 494

D: Diesel engine 250: Model E: Elec. Starter

With their compact, heavy-duty design, ITC Power air-cooled diesel engines produce increased power and lower fuel consumption, and with full-pressure lubrication, full-flow oil filters, aluminum crankcases and cast-iron cylinders, they are designed for long-lasting performance in the toughest of conditions.

- Aluminum crankcase with cast-iron cylinders for long life operation
- Direct injection produces increased power and lower fuel consumption
- Superior balancing for smooth operation and less noise
- Extensive array of accessories for easy customization
- Industry-leading 1-year full warranty

Model	D500E	D530E	D670E
Type	Single cylinder, vertical, 4-stroke, air-cooled		
BoreXstroke [mm]	92x75	95x75	100x85
Displacement [L](cc)	0.498 (498)	0.531 (531)	0.668 (668)
Compression ratio	20:1	20:1	19:1
Rated speed (rpm)	3000 / 3600	3000 / 3600	3000
Rated power [kW(Hp)]	7.35(10) / 8.0(11)	8.2(11.2) / 9.0(12.2)	9.6(13.1)
Max. power [kW(Hp)]	8.0(11) / 8.8(12)	9.0(12.2) / 9.9(13.5)	10.5(14.4)
Fuel tank capacity [L]	5.5	5.5	6.5
Fuel consumption [g/kw.h]	≤ 272 / 280	≤ 272 / 280	≤ 286 / 296
Lube oil capacity [L]	1.75	1.75	2.1
Starting Fashion	Recoil / Elec. starter	Elec. starter	Elec. starter
Output Shaft	Crankshaft / Camshaft		
Fuel trademark	0#(summer), -10#(winter) diesel		
Oil trademark	CD grade or SAE10W-30 15W-40		
Net Weight [kG]	Recoil start 52 Elec. Start 57	Elec. Start 59	Elec. Start 65
Dimension L×W×H [mm]	417 × 470 × 500	417 × 470 × 500	433 × 475 × 537

D: Diesel engine 500: Model E: Elec. Starter

Unique Drive System

The drive gear design is incorporated into the latest ITC Power diesel engine which will greatly reduce vibration and noise.

Fuel System Technology

Fuel systems assure high efficiency operation.

The precision machined and precisely timed injection pump and the direct-injection design leads to lower fuel consumption and reduced tailpipe emissions.

Advanced Noise-reduce Design

The high efficiency muffler system greatly lowers exhaust noise. With the addition of the advanced design air induction system, intake noise is reduced to a low level. The design of the cylinder block, engine cover, and valve train all combine to reduce engine noise levels.

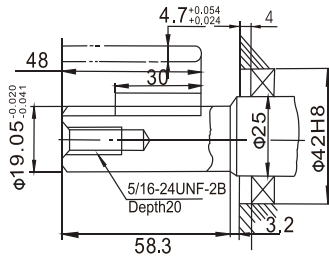
Model	DV900E	DV1000E
Type	Double-cylinder, V-type, 4-stroke, air-cooled	
BoreXstroke [mm]	88x75	92x75
Displacement [L](cc)	0.912 (912)	0.997 (997)
Compression ratio	20:1	20:1
Rated speed (rpm)	3000 / 3600	3000 / 3600
Rated power [kW(Hp)]	13.8(18.6)/14.8(20.2)	14.8(20)/16(21.8)
Max. power [kW(Hp)]	14.8(20.2)/16.3(22.2)	16(21.8)/17.6(24)
Fuel tank capacity [L]	/	/
Fuel consumption [g/kw.h]	≤ 250/260	≤ 250/260
Lube oil capacity [L]	3	3.8
Starting Fashion	Elec. starter	
Output Shaft	Crankshaft / Camshaft	
Fuel trademark	0#(summer), -10#(winter) diesel	
Oil trademark	CD grade or SAE10W-30 15W-40	
Net Weight [kG]	Elec. Start 76	Elec. Start 82
Dimension L×W×H [mm]	530 × 580 × 530	530 × 580 × 530

D: Diesel engine V: V-type 900: Model E: Elec. Starter

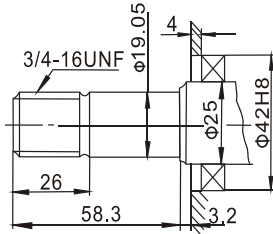
D250/E

PTO Dimensions

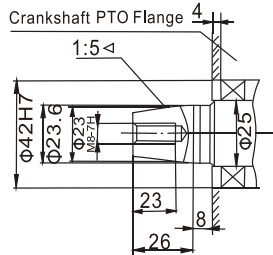
Keyway shaft



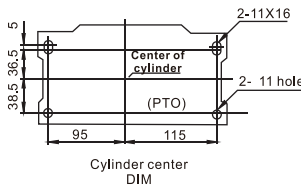
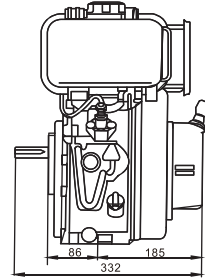
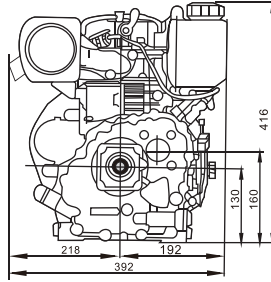
Thread shaft



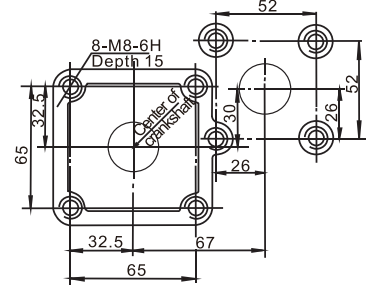
Taper shaft



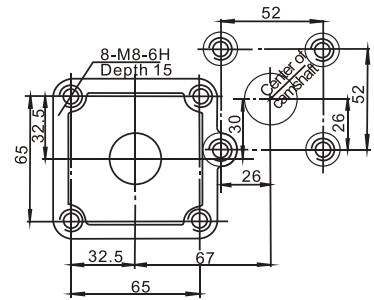
Engine Dimensions



PTO Flagers



Crankshaft PTO

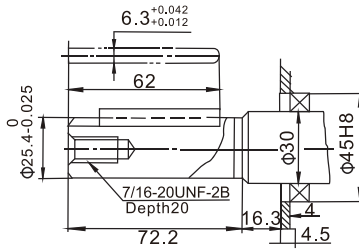


Camshaft PTO

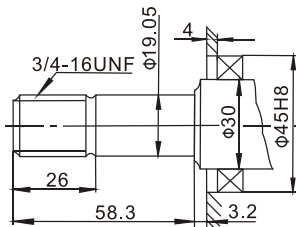
D300/E

PTO Dimensions

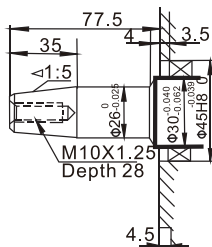
Keyway shaft



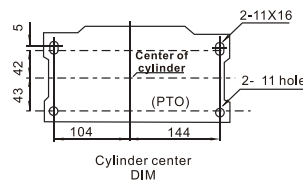
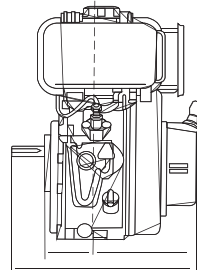
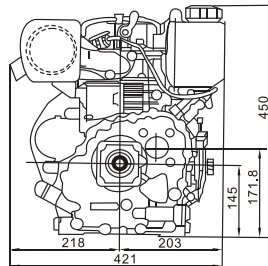
Thread shaft



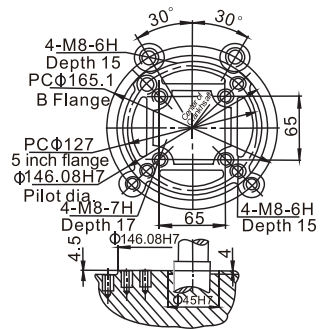
Taper shaft



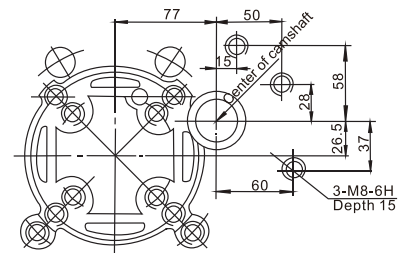
Engine Dimensions



PTO Flagers



Crankshaft PTO

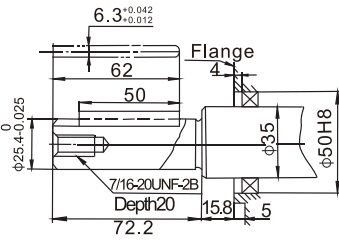


Camshaft PTO

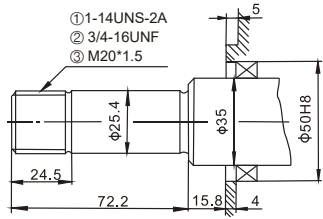
D400/E

PTO Dimensions

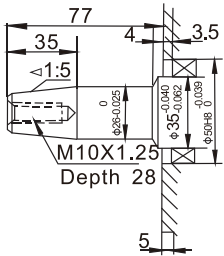
Keyway shaft



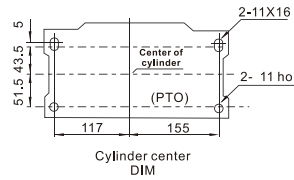
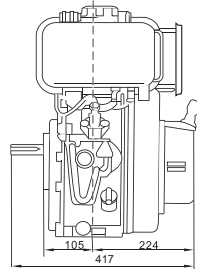
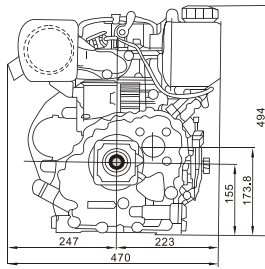
Thread shaft



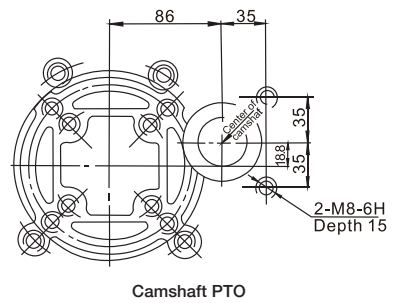
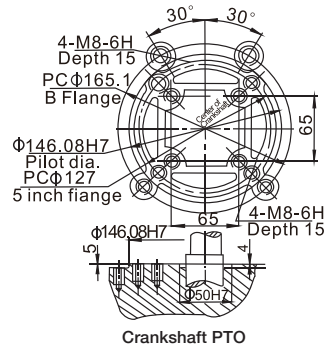
Taper shaft



Engine Dimensions



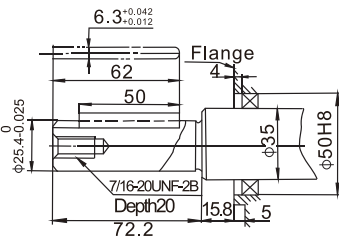
PTO Flagers



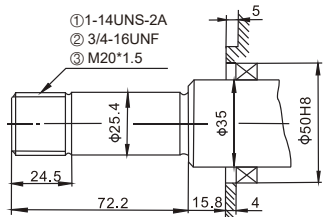
D450/E

PTO Dimensions

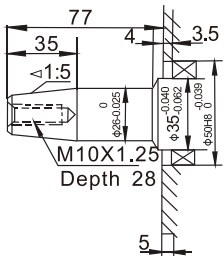
Keyway shaft



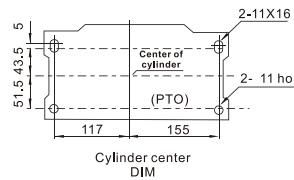
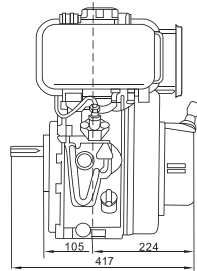
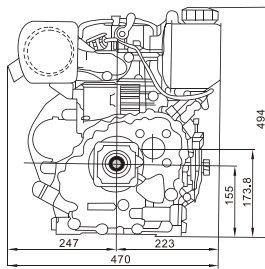
Thread shaft



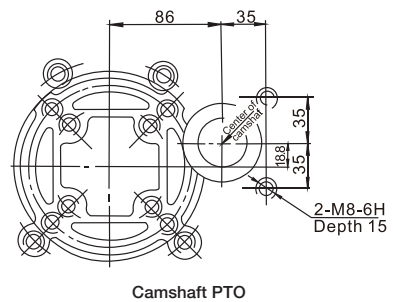
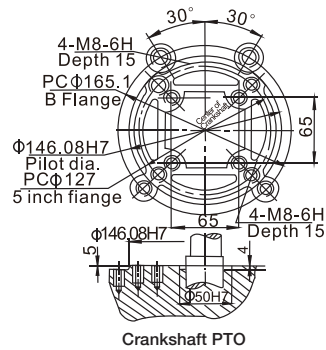
Taper shaft



Engine Dimensions



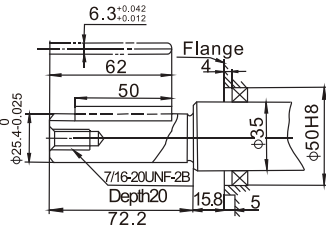
PTO Flagers



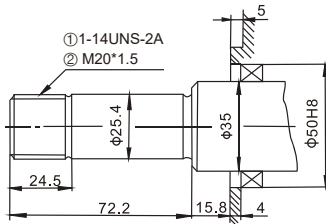
D500E

PTO Dimensions

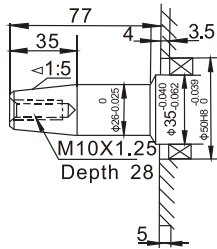
Keyway shaft



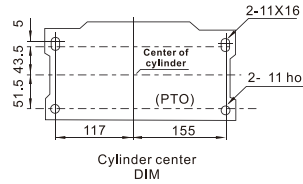
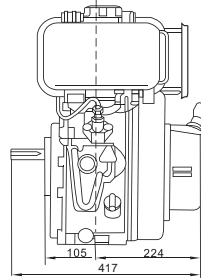
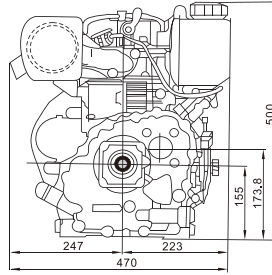
Thread shaft



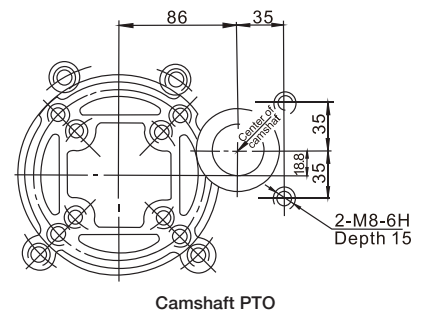
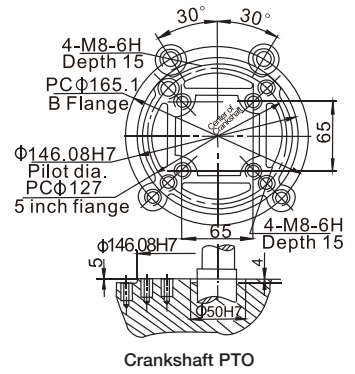
Taper shaft



Engine Dimensions



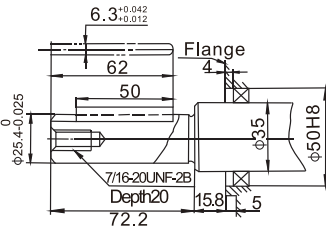
PTO Flagers



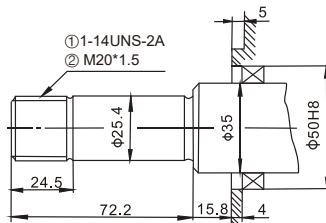
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PTO Dimensions

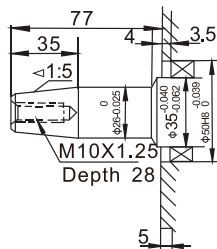
Keyway shaft



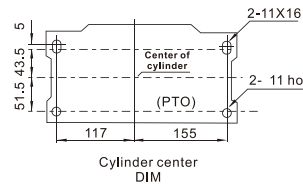
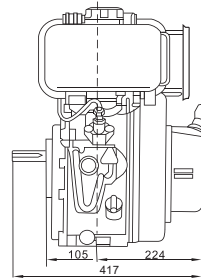
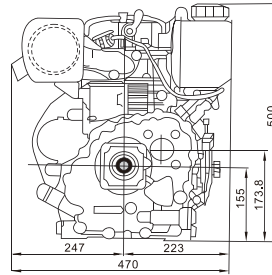
Thread shaft



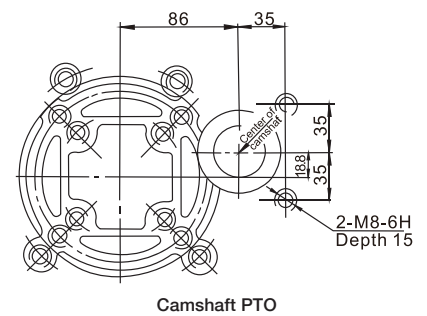
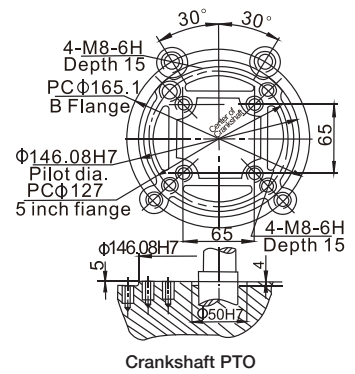
Taper shaft



Engine Dimensions



PTO Flagers



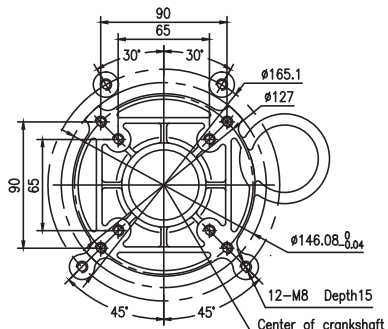
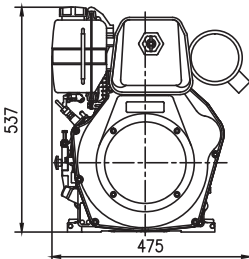
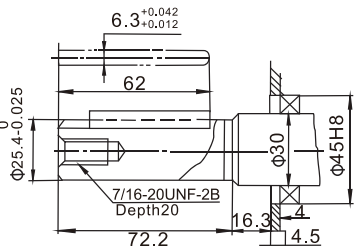
D670E

PTO Dimensions

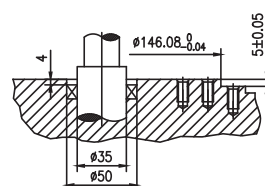
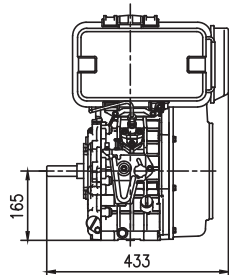
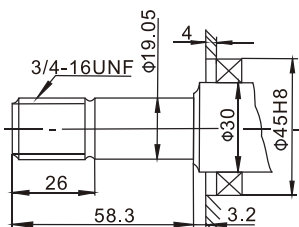
Engine Dimensions

PTO Flagers

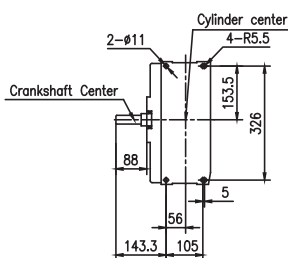
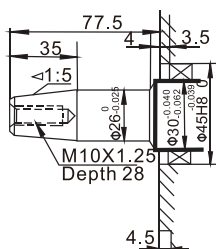
Keyway shaft



Thread shaft



Taper shaft



Camshaft PTO

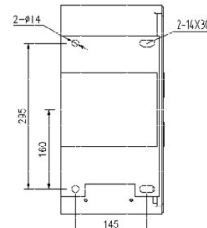
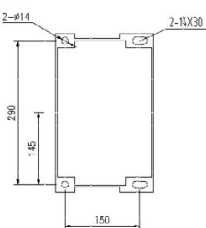
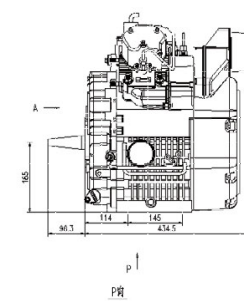
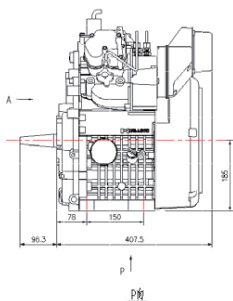
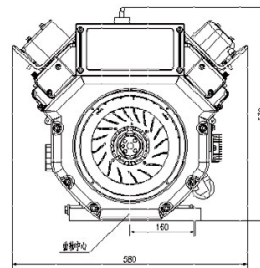
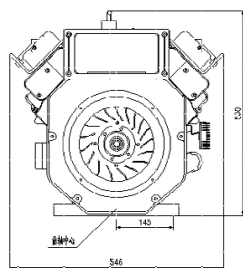
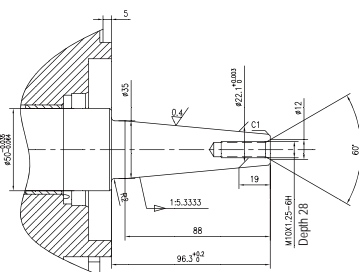
D900 / D1000E

D900/1000E PTO Dimensions

D900E Dimensions

D1000E Dimensions

Taper shaft





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