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HOFMANN Engine Line-up

Future-proof road marking machines thanks to low-emission technology

Environmental compatibility, sustainability and low emissions have always been high priorities at HOFMANN. When implementing the European Emissions Directive 2016/1628 for the reduction of exhaust pollutants, it is important to us, despite strict regulations, not to make any compromises with regard to the performance, service life or economic efficiency of the machines.

To implement the directive, we use state-of-the-art engine technologies equipped with various exhaust aftertreatment systems.

HOFMANN offers a wide variety of engine versions. Depending on legal requirements and the available fuel quality, different engines are used:

- robust, mechanical engines for export to countries without emission guidelines and with low fuel quality requirements

  OR

- state-of-the-art engine technology for highly regulated markets with strict emission limits.

Three versions of the same engine - KUBOTA V3800 as:
Non-label Stage II (74.0 kW), Stage V with DOC+DPF (55.4 kW) and Stage V with DOC+DPF+SCR (86.4 kW).

Modell *model*	Markt* *market* *	Motortyp*** *engine type* *** (Kubota)	Leistung *power*	Abgasstufe *emission standard* (EU / EPA)	Abgasnachbehandlung *aftertreatment*	el. Motorsteuerung *electronic control unit* ECU	Verfügbarkeit *availability*
H11-1	EU/US	D902	12,5 kW	Stage V / TIER 4	-	-	ja / *yes*
H16-3	Export	V1505	26,2 kW	non label [1]	-	-	ja / *yes*
H17	Export	V1505-T	33,0 kW	non label [1]	-	-	ja / *yes*
	EU/US	V1505-CR-T	33,0 kW	Stage V / TIER 4	DOC + DPF	ja / *yes*	ja / *yes*
H18-1	Export	V2403-T	44,0 kW	non label [2]	-	-	ja / *yes*
H18-2	Export	V2403-T	44,0 kW	non label [2]	-	-	ja / *yes*
	EU/US	V2403-CR-T	48,6 kW	Stage V / TIER 4	DOC + DPF	ja / *yes*	ja / *yes*
H26-4	Export	V3800-DI-T	74,0 kW	non label [3]	-	-	ja / *yes*
	EU/US	V3800-CR-T	74,5 kW	Stage IIIB / TIER 4 int.	DOC + DPF	ja / *yes*	ja** / *yes***
	EU/US	V3800-CR-T	55,4 kW	Stage V / TIER 4	DOC + DPF	ja / *yes*	ja / *yes*
H33-4	Export	V3800-DI-T	74,0 kW	non label [3]	-	-	ja / *yes*
	EU/US	V3800-CR-T	74,5 kW	Stage IIIB / TIER 4 int.	DOC + DPF	ja / *yes*	ja** / *yes***
	EU/US	V3800-CR-TIEF	86,4 kW	Stage V / TIER 4	DOC + DPF + SCR	ja / *yes*	ja / *yes*

[1] = without emission label, emission values comparable with (EU) Stage IIIA or (EPA) TIER 2

[2] = without emission label, emission values comparable with (EU) Stage IIIA or (EPA) TIER 4 interim

[3] = without emission label, emission values comparable with (EU) Stage II or (EPA) TIER 2

* = export : Clarification of whether local emission guidelines must be complied with

** = limited quantity available (transition scheme)

*** = further versions of the engine types (with other emission limits) are available on request.

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DOC = **Diesel Oxidation Catalyst.** Diesel oxidation catalyst. Many cars and trucks nowadays use catalysts to reduce emissions. The diesel oxidation catalyst has the same functionality. Without moving mechanical parts, it triggers chemical reactions that reduce emissions.

DPF = **Diesel Particulate Filter**. The diesel particulate filter is used in conjunction with an oxidation catalyst and filters the soot particles out of the exhaust gases. Particulate filters are the most effective post-engine measure to reduce particulate emissions from diesel engines. Separation efficiencies of over 99% based on the number of particles (PN) and over 95% based on the particle mass (PM) can be achieved.

SCR = **Selective Catalytic Reduction.** SCR technology reduces nitrogen oxides (NOx) in exhaust gases. For this purpose, an urea-water solution is sprayed into the exhaust gas stream. In a special catalyst the harmful nitrogen oxides are converted into harmless nitrogen and water. This solution reduces nitrogen oxide emissions by up to 90 %.
The urea solution is commercially available under the name AdBlue® (in North America: DEF - Diesel Exhaust Fluid).

HOFMANN GmbH