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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 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 an 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).