

1100 Series

Diesel Engine - ElectropaK

1104A-44TG2

73 kWm at 1500 rpm
90 kWm at 1800 rpm

Building upon Perkins proven reputation within the power generation industry, the 1100 Series range of ElectropaK engines now fit even closer to customer's needs.

In the world of power generation success is only gained by providing more for less. With the 1104A-44TG2 Perkins has engineered even higher levels of reliability, yet lowered the cost of ownership.

1100A units are designed for territories that do not require compliance to EPA or EU emissions legislation. These units are able to meet TA luft legislation.

Compact, efficient power

- 1100 Series is the result of an intensive period of customer research that has guided the development of the range.
- The new 4.4 litre cylinder block ensures bore roundness is maintained under the pressures of operation. It also ensures combustion and mechanical noise is lowered.
- A new cylinder head has re-established Perkins mastery of air control.

Quality by design

- Product design and Class A manufacturing improvements enhance product reliability while maintaining Perkins legendary reputation for durability.

Cost effective power

- Compact size and low noise.
- Lower fuel consumption and oil use.
- 500 hour service intervals.
- 2 year warranty.

Product Support

- Total service and support is provided through a worldwide network of 4000 distributors and service outlets.

Engine speed rev/min	Type of Operation	Typical generator output (net)		Engine power			
				Gross		Net	
		kVA	kWe	kWm	bhp	kWm	bhp
1500	Prime power	80.0	64.0	73.4	98.4	71.9	96.4
	Standby power	88.0	70.4	80.7	108.2	79.1	106.1
1800	Prime power	91.3	73.0	89.5	120.0	82.0	109.9
	Standby power	100.3	80.3	93.0	124.7	90.2	121.0

The above ratings represent the engine performance capabilities to conditions specified in ISO 8528/1, ISO 3046/1:1986, BS5514/1 Derating may be required for conditions outside these; consult Perkins Engines Company Limited

Generator powers are typical and are based on an average alternator efficiency and a power factor (cos. ϕ) of 0.8
 Fuel specification: BS 2869: Part 2 1998 Class A2 or DIN EN 590
 Lubricating oil: 15W40 to API CG4

Rating Definitions

Prime power: Variable load. Unlimited hours usage with an average load factor of 80% of the published prime power over each 24 hour period. A 10% overload is available for 1 hour in every 12 hours of operation.
Standby power: Variable load. Limited to 500 hours annual usage, up to 300 hours of which may be continuous running. No overload is permitted.

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Standard ElectropaK Specification

Air Inlet

Mounted air filter

Fuel System

Rotary type pump
Ecoplus fuel filter

Lubrication System

Wet sump with filler and dipstick
Spin-on oil filter

Cooling System

Thermostatically controlled system with gear-driven circulation pump and belt-driven pusher fan
Mounted radiator and piping

Electrical Equipment

12-Volt starter motor and 12 Volt 65 Amp alternator with DC output
12 volt shutdown solenoid energised to run

Flywheel and Housing

High inertia flywheel to SAE J620 Size 10/111/2
SAE 3 flywheel housing

Mountings

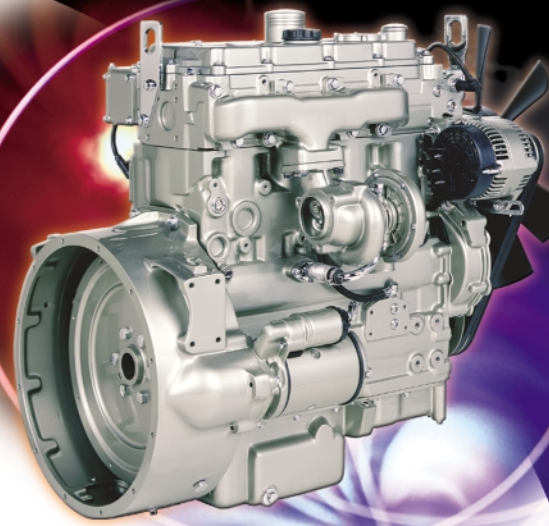
Front engine mounting bracket

Literature

User's Handbook

Optional Equipment

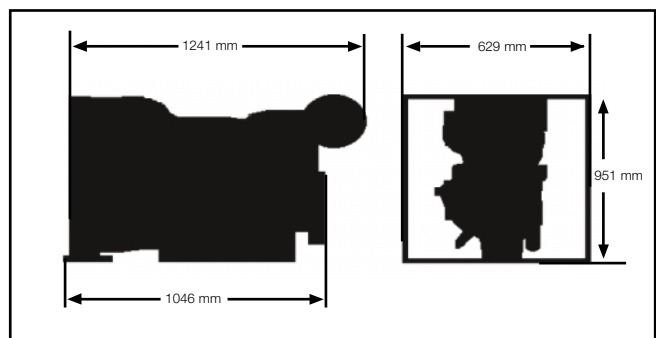
Workshop manual
Parts book



General Data

Number of Cylinders	4
Cylinder Arrangement	Vertical in-line
Cycle	4 stroke
Induction system	Turbocharged
Combustion System	Direct injection
Cooling System	Water-cooled
Bore & Stroke	105 x 127 mm
Displacement	4.4 litres
Compression Ratio	17.25:1
Direction of Rotation	Anti Clockwise (view from flywheel)
Total Lubrication System Capacity	8.0 litres
Total Coolant Capacity	13.0 litres
Length	1241 mm
Width	629 mm
Height	951 mm
Dry Weight (approx.)	463 kg

Engine Speed	Fuel consumption			
	1500 rev/min		1800 rev/min	
	g/kWh	l/hr	g/kWh	l/hr
At standby power	TBA	20.5	TBA	24.4
At prime power	TBA	18.7	TBA	22.3
At 75% of prime power	TBA	14.0	TBA	16.9
At 50% of prime power	TBA	9.7	TBA	11.9



Distributed by



Perkins Engines Company Limited

Peterborough PE1 5NA
United Kingdom
Telephone +44 (0)1733 583000
Fax +44 (0)1733 582240
www.perkins.com

All information in this document is substantially correct at the time of printing but may be altered subsequently