

DIESEL ENGINE

| Engine Model | | CH4-108-EB | | | | | | 108BF | | ate | | 2020/3 | |
|--------------|--------|------------|--------------|-----------------------------|-------|-------------------|---------|------------------|------------|----------|-----|--------|------|
| Displacement | | | | Aspiration Cylinder Qty. | | Turbocharged 4 | | | | Standard | | UL/FM | |
| Bore 108 | | mm | | | | | | | 87 | KW @ | | | r/mi |
| Stroke | 115 | mm | Fuel Sy | stem | In | -Line; Med | hanical | | 117 | HP | @ | 2950 | r/mi |
| | | | | | | | | | | | | | |
| 150 | | | | | | | | | | | | | |
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| 100 | | | | | | | | | | | | | |
| | | | | | | | | | | 87 | | | |
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| 50 | | | | | | | | | | | | | |
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| 0 1470 | 1 | 760 | 21 | 00 | 235 | 50 | 2650 | | 29 | 50 | RPN | N | |
| Torque | | | Output Power | | | | | Fuel Consumption | | | | | |
| Speed | Torque | | | Speed | Outru | ıt Power | | S | beed | Cons | sum | ption | |
| RPM N- | | lb-ft. | | RPM | KW | HF | > | R | RPM g | /KW-H | | | -HR |
| 1470 1760 | | | | 1470 1760 | | | | | 470 760 | | | | |
| 2100 | | | | 2100 | | | | 2 | 100 | | | | |
| 2350 2650 | | | | 2350 2650 | | | | | 350 650 | | | | |
| 2950 28 | 3 | 208 | | 2950 | 87 | 117 | 7 | | 950 | 265 | | 0.436 | 6 |
| | | | | | | | | | | | | | |
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Engine Data Sheet

| Engine Model | CH4-108-EB | Date | 202 | 20/4/11 | | |
|--|------------------------|----------------------------------|------------------------|--------------------------|--|--|
| Drawing No. | CH4-108-EB-F-00 | Document No. | DS04108BF | | | |
| | 117 HP @ 2950 RPM | Performance Curve No. | C04108BF | | | |
| Rated Power | 87 KW @ 2950 RPM | Version | Α | | | |
| | | | | | | |
| | GE | NERAL ENGINE DATA | | | | |
| Туре | | | - | ater cooled; 4 Cylinder | | |
| Aspiration | | | | ocharged | | |
| Bore and Stroke | | mm×mm | 108x115 | | | |
| Cylinder Liner Type Displacement | | . ✓ Wet | Dry 4.214 | | | |
| Compression Ratio | | L 4.214 17:01 | | | | |
| Firing Order | | 17:01 | | | | |
| Combustion System | | Direct Injection | | | | |
| Rotation Viewed from fl | vwheel | Counter Clockwise | | | | |
| Valves Per Cylinder | y miloon | | Exhuast :1 | | | |
| | | Intake | mm | 0.40±0.05 | | |
| Valves lashes at cold | | Exhaust | mm | 0.45±0.05 | | |
| Charge Air Cooling Typ | e | Raw Water | | | | |
| Dry Weight Approx. | | kg | 631 | | | |
| Dimension Approx. (L' | *W*H) | mm | 1292*940*1210 | | | |
| Flywheel/ Flywheel Hou | ise Dimension | 11.5"/ SAE 2 | | | | |
| • | | EXHAUST SYSTEM | • | | | |
| Exhaust Gas Temp. | | | °C | 600 @ 2950rpm | | |
| Exhaust Gas Flow | | m³/h | 1404 @ 2950rpm | | | |
| Max. Allowable Back Pr | ressure | kpa | 7 | | | |
| Minimum Exhaust Pipe | Diameter | DN | 80 | | | |
| Minimum exhaust pipe dia max. allowable back press | | of pipe, one elbow, and a silenc | er. Pressure drop no g | reater than one half the | | |
| | A | AIR INTAKE SYSTEM | | | | |
| Air Cleaner Type | | Dry Туре | | | | |
| Air Flow | | m³/h | 515 @2950rpm | | | |
| Max. Allowable Air Inlet | | kpa | 4 | | | |
| | LU | IBRICATION SYSTEM | | | | |
| Oil Capacity | | L | 13 | | | |
| Engine Normal Operatir | | °C | 80-115 | | | |
| Normal Operating Oil P | ressure Range | bars | 2.5~6.0 | | | |
| Oil Pressure at Idle | | bar | >1 | | | |
| | | COOLING SYSTEM | | | | |
| Coolant Capacity - Eng | ine + Heat Exchanger | Chart Onen | L | 20 | | |
| Thermostat Range | | Start Open | Ĉ | 70 | | |
| Coolant Pressure Cap | | Full Open | °C bar | 80 0.9 | | |
| | essure Range at Heat E | bar bar | 0.9 | | | |
| Engine Normal Operatir | | Achanger | °C | 5 70-95 | | |
| Engine Coolant Flow at | • | | m ³ /h | 11.2 | | |
| Lingine Coolant Flow at | | | m /n | 11.2 | | |



Engine Data Sheet

| nimum Raw Water Flow @ Engine Speed (| 2950 | | | |
|---|---|--------------------|----------------|--|
| Raw Water | 5.5 | | | |
| Raw Water | Temperatures to 38 $^{\circ}$ C (m ³ /h) | | 7 | |
| Raw Water Pipe Size | Raw Water Inlet | G1" | | |
| | Raw Water Outlet | G1 | 1/4" | |
| | HEATER SYSTEM | | | |
| attage | | W | 3000 | |
| Itage AC | V | 220 | | |
| E | LECTRICAL SYSTEM-DC | | | |
| stem Voltage(Nominal) | V | 24 | | |
| arter motor | Kw | 5 | | |
| commended Battery Capacity | AH | 150 | | |
| old Cranking Amperes @ -18℃ (0ºF) | CCA | 900 | | |
| arging Alternator Output | Amps | 35 | | |
| | FUEL SYSTEM | | | |
| ection Pump | | | | |
| ection Advance Angle | | ٥ | 12±1 | |
| nimum Supply line Size | | mm | 10 | |
| nimum Return line Size | | mm | 10 | |
| el Management Control | Mechanical | | | |
| e Speed | rpm | 700~750 | | |
| overned Speed Rate | | % | <10 | |
| E | ngine Performance Data | | | |
| data is based on the engine operating with cluded are compressor, fan, optional equipn andard J1394 conditions of 300ft (91,4m) al mperature, using 0# diesel fuel follow the st | nent, and driven components.;D titude, 29.61 in.(752mm) Hg dry | ata is based on op | eration at SAE | |
| itude above which output should be Limited | | m (ft.) | 91 (300) | |
| Correction Factor per 305m.(1,000ft. | 3% | | | |
| | °C (°F) | 25 (77) | | |
| mperature above which output should be L | Innited | 0(1) | 25(11) | |