

**SCANGEN SG100 (50Hz)**
**Engine Specifications : 420 DSAG - D4 43**
**Engine -  
General Data**


Piston displacement	lit	4.4
Number of cylinder and configuration		4 In Line
Bore x Stroke	mm	108 X 120
Fuel Injection System		Diesel Direct Injection
Lube Oil Capacity	grade lit	15W-40, CF Grade 10
Coolant Capacity (including radiator & pipes)		17
Starting System	V	12V Electric
Charging Generator	V, A	12V 65A
Fuel		Diesel fuel
Engine cooling system		Water
Compression ratio		16.5:1


**Engine -**
**Specifications :**
**50Hz, 1500rpm**

			Prime	Standby
Gross power		kWm	90	99
Specific fuel Consumption	full load	g/kWh	205	205
Heat rejection	to cooling water	kW	42	46
	to exhaust gas		62	68
	to radiation		7.5	8.3
Air consumption		m3/min	5	5.5
- max. pressure loss, (dirty filter)		mmWc	500	
Exhaust flow		kg/min	6.43	7.1
- max. back pressure		mmWc	500	
Coolant pump flow		lit/min	70	
Coolant fan	type		Pusher	
	diameter	mm	508	
	power	kW	2.5	
	speed ratio	crank : fan	1.53 : 1	
	free air flow	m3/s	5	
	max pressure reserve	mmWC	20	
Charger air cooling	air-on Temperature	°C	45	
Charge air cooling			Turbocharged and inter-cooled (air to air)	

**Alternator / Genset -**
**Specifications :**

Insulation	Class	H
Excitation		brushless, rotating exciter (with AVR)
Number of poles		4
Power factor		0.8 (lagging)
Voltage regulation	%	within 1.0
Phase and wire		3-phase, 4-wire

**RATING DEFINITIONS**

**PRIME POWER** : These ratings are applicable for supplying continuous electrical power (at variable load) in lieu of commercially purchased power. There is no limitation to the annual hours of operation and this model can supply 10% overload power for 1 hour in 12 hours. Average 75% load factor.

**STANDBY POWER** : These ratings are applicable for supplying continuous electrical power (at variable load) in the event of a utility power failure. No overload is permitted on these ratings. Maximum 85% load factor is peak continuous rated (as defined in ISO-8528-3) at 27°C

**NOTE \*** : "Air-on" refers to the real temperature of cooling air that reaches the cooling system