FUJIAN EPOS ELECTRIC MACHINERY CO., LTD





ENGINE MODEL: CA6DF2-21D

EMEAN POWER

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■ Model: CA6DF2-21D

| | | | Basic technical data | | |
|---------|-----------------------------------|----------------------------------|---|--|--|
| | CA6DF2-21D | | Engine Model | | |
| 6 | | | No. of cylinders | | |
| | In-line | | Cylinder arrangement | | |
| | 4 stroke | | Cycle | | |
| rcooled | Turbocharged & Intercool | | Aspiration | | |
| | Water-cooled | | Cooling system | | |
| | 110 mm | mm | Bore | | |
| | 125 mm | mm | Stroke | | |
| | 17.5:1 | | Compression ratio | | |
| | 7.13 L | L | Displacement | | |
| 700 kg | | kg | Dry engine weight | | |
| | 1305*934*920 | mm | Dimension (L*W*H) | | |
| | SAE2-11.5" | | The Flywheel shell interface | | |
| | | | Performance Data | | |
| | 1800 | r/min | Governed Engine Speed | | |
| | 154 | kW | Continuous Power without Fans | | |
| | 170 | kW | Standby Power | | |
| | 130 | kW | Adaptive power station (kw) | | |
| | N/M | KVV | Adaptive power station (kw) | | |
| | 0-3 / Electronical | % | teady state speed regulation rate | | |
| | CN Stage II | | Emission Standards | | |
| | ≤115 | dB | Noise Level | | |
| | 1.44 | mPa | Average effective pressure | | |
| | 1.44 | Шга | Average effective pressure | | |
| | | | Lubrication system | | |
| | 24 | L | Lubricating oil capacity | | |
| | ≤0.08 | L/h | Lubricating oil consumption | | |
| | | | Fuel system | | |
| | 32.03 | ka/h | <u> </u> | | |
| | | | • | | |
| | 258 | | • | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | 32.03 258 216 208 208 | kg/h g/kW·h g/kW·h g/kW·h g/kW·h | Fuel system Fuel consumption PRP Fuel consumption Rate 25% prime power 50% prime power 75% prime power 100% prime power | | |

| Air intaka system | | |
|---------------------------------------|-------------------------|--------------|
| Air intake system | m³/min | 44.0 |
| Air consumption | · | 11.9 |
| Maximum allowed intake pressure | kPa | 6.3 |
| Fuel calorific value | 3 | N/M |
| Exhaust gas discharge | m³/min | 29.2 |
| Exhaust temperature | $^{\circ}\! \mathbb{C}$ | 460 |
| (exhaust gas after turbine) | | |
| Exhaust heat | kw | 114.7 |
| Maximum allowed back pressure | kPa | 6.7 |
| Heat balance | | |
| Engine heat output | kw | 12.3 |
| Heat removal of coolant | kw | 70.8 |
| Heat dissipation of intercooler | kw | 27.7 |
| Cooling system | | |
| Fan Speed Ratio | | 1.49 |
| Pump Flow head | L/s | 4.3-9.8 |
| Coolant capacity-engine | L | 10 |
| Fan diameter | mm | 620 |
| Fan speed | R/min | 2682 |
| Fan flow | m³/s/Pa) | 5.2/600 |
| Fan power consumption | kW | 10.5 |
| Coolant capacity-Radiator | L | 24 |
| Thermostat on / off temperature | $^{\circ}\! \mathbb{C}$ | |
| Noted:Pump Flow / Speed head | L/min/m | 220/2200-6.7 |
| Electrical system | | |
| Auxiliary voltage (V) | | 24 V |
| Alternaotr (A) | | 55 |
| Starter Motor (kw) | | 6 |
| Start preheater (kw) | | 1.5 |
| Number of teeth of flywheel ring gear | | 141 |

Power Calibration Regulations

1.The diesel engine performance data specified above are based on the atmospheric environment specified in the GB/T6072.1/ISO3046-1 standard.

The atmospheric pressure is 100kPa, the ambient temperature is 25°C, and the air humidity is 30%. Fuel calorific value 42.7mJ/kg

- 2.Prime power refers to the output power that the diesel engine can run for a long time without time limit under this working condition
- 3.Standby power refers to that the diesel engine is allowed to work continuously for 1 hour under the limited power of fuel volume every 6 hours

Power correction

- 1. The diesel engine can be used without reducing the power when the altitude is 400m and the ambient temperature is less than 40° C.
- 2. When the environment deviates from the standard, the operating power of the diesel engine shall be corrected according to the following table

| Altitude < 3000m | %/m | 4/500 |
|---------------------|-----|---------------|
| Altitude>3000m | %/m | 6/500 |
| Ambient Temperature | %/℃ | 2/5 |
| Humidity | % | No correction |

Fuel consumption rate

Unless otherwise specified, the allowable deviation of calibrated fuel consumption rate at rated power is +5%

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