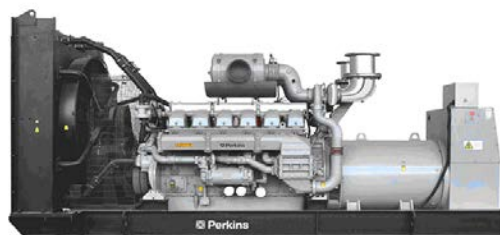


DATA SHEET

DIESEL GENERATOR 800KW
 MODEL#FDK-P800/H1
 50HZ/1500RPM
 PERKINS MODEL: 4008-TAG2A



General Features:

- ♦ All qualified generator sets are subjected to a comprehensive performance test which includes 50% load, 70% load, 100% load, 110% load and to check, verify that all control systems, alarm and shut-down protection.
- ♦ Equipped with battery charger and 24V high performance maintenance-free lead-acid starting batteries and connecting cables.
- ♦ Stainless galvanized zinc plates with strong corrosion-proof.
- ♦ Vibration isolators between the engine/alternator and base frame.
- ♦ Equipped with industrial silencer and flexible exhaust hose.
- ♦ Designed to comply with ISO8528/GB2820.
- ♦ Powered by Perkins engine and coupled with Stamford alternator.
- ♦ Water jacket preheater, oil heater and double air cleaner, etc. are available.

FDK Diesel Generator Set Data

Genset Model	FDK-P800/H1
Prime Power	720KW/900KVA
Standby Power	800KW/1000KVA
Output Frequency / Rated speed	50Hz/1500rpm
Rated Voltage	230V/400V

Engine Make	Perkins UK
Engine Model	4008-TAG2A
Alternator model	Stamford HCI634H
Control System	DSE7320
Phase	Three

(1) **Prime power:** The rating is available for an unlimited of annual operating hours in variable load applications, in accordance with ISO8528-1.A 10% overload is available for a period of 1 hour within 12-hour period of operation, in accordance with ISO 3046-1.

(2) **Standby power:** The rating is applicable for supplying emergency power in variable load applications for up to 200 hours per year in accordance with ISO8528-1. Overload is not allowed.

(3) **Rated voltage:** available with customer requirement.

Engine Specifications (DETAILED in APPENDIX)

Engine Model	4008-TAG2A
Engine Manufacturer	Perkins UK
Cylinder quantity	8
Cylinder Arrangement	In-line
Cycle	4
Aspiration	Turbo charged

Bore x Stroke (mm x mm)	160x190
Displacement	30.56 L
Compression Ratio	13.6:1
Prime power / Speed (KW/RPM)	899kw/1500
Standby power/ Speed (KW/RPM)	985kw/1500
Governor type	Electronic



ISO9001:2008

FDK reserves the right to change the specifications and designs without notice.

Piston Speed	9.5m/s
Typical genset electrical output	1022 kw
Total Lubrication System Capacity (L)	153
Total Coolant Capacity (L)	149

Fuel Consumption at 100% load (L/HOUR)	220 at rated speed
Starter motor	24V
Alternator	24V
Minimum cranking speed.	120 rpm

Alternator Specifications

Alternator model	HCI634H
Alternator manufacturer	STAMFORD
Exciter type	Single bearing, Brushless, Self-excited
Rated output prime power	940KVA
Rated speed	1500 rpm
Rated frequency	50Hz

Number of phase	3
Rated voltage	400V (Available with custom requirements)
Power factor	0.8
Voltage regulation NL-FL	±1%
Insulation grade	H
Protection grade	IP23

Alternator option: Leroy Somer, MECC, Marathon, Engga, Faraday

Control System DSE7320 (DETAILED in INSTRUCTION)

DSE7320 is an advanced control module based on micro-processor, containing all necessary functions for protection of the genset and the breaker control. It can monitor the mains supply, breaker control and automatically start the engine when the mains are abnormal. Accurately measure various operational parameters and display all values and alarms information on the LCD. In addition, the control module can automatically shut down the engine and indicate the engine failure.

FEATURES

- ♦ Microprocessor control, with high stability and credibility.
- ♦ Monitoring and measuring operational parameters of the mains supply and genset.
- ♦ Indicating operation status, fault conditions, all parameters and alarms.
- ♦ Multiple protections; multiple parameters display, like pressure, temp. etc.
- ♦ Manual, automatic and remote work mode selectable.
- ♦ Real time clock for time and date display, overall runtime display, 250 log entries.
- ♦ Overall power output display.
- ♦ Integral speed/frequency detecting, telling status of start, rated operation, overspeed etc.
- ♦ Communication with PC via RS485 OR RS232 interface, using MODBUS protocol.

Soundproof Enclosure Specification

FDK silent generator is designed by professional acoustic engineers based on years of experience. Now we can make the noise of the generator less than 80-85dB(A) at 1m, or 70-75dB(A) at 7m, 60-65dB(A) at 15m.

FEATURES

- ♦ Multi-way air intake and exhaust guarantee the power performance of the generator.
- ♦ Large-scale impedance combined type silencer effectively reduce noise of the generator.
- ♦ Internal high performance rubber damper and flexible materials reduce vibration.
- ♦ Base mounted fuel tank supports the generator running for 8 hours.



ISO9001:2008

FDK reserves the right to change the specifications and designs without notice.

Optional

Generator set	Alternator	Low environment Temp	ATS
<input type="checkbox"/> Open generator set <input type="checkbox"/> Silent generator set <input type="checkbox"/> Trailer generator set <input type="checkbox"/> ABB MCCB circuit breaker	<input type="checkbox"/> Stamford <input type="checkbox"/> Marathon <input type="checkbox"/> Mecc Alte <input type="checkbox"/> Leroy Somer <input type="checkbox"/> Farady <input type="checkbox"/> Engga	<input type="checkbox"/> Water heater <input type="checkbox"/> Oil heater <input type="checkbox"/> Battery heater	<input type="checkbox"/> CHINT <input type="checkbox"/> SCHNEIDER <input type="checkbox"/> ABB
Fuel system	Control system	Voltage	Synchronized system
<input type="checkbox"/> 12hrs base tank <input type="checkbox"/> 24hrs base tank <input type="checkbox"/> Dual wall base fuel tank <input type="checkbox"/> Outside fuel tank	<input type="checkbox"/> AMF function <input type="checkbox"/> ATS control cabinet <input type="checkbox"/> DSE7320 <input type="checkbox"/> DSE7510 <input type="checkbox"/> GU620A	<input type="checkbox"/> 415/240V <input type="checkbox"/> 400/230V <input type="checkbox"/> 380/220V <input type="checkbox"/> 220/127V <input type="checkbox"/> 200/115V	<input type="checkbox"/> CHINT Cabinet <input type="checkbox"/> SCHNEIDER Cabinet <input type="checkbox"/> DSE8610 Module <input type="checkbox"/> COMAQ Module <input type="checkbox"/> DEIF Module

Dimension & Weight

Open

Overall Size: LxWxH (mm)	5800x2300x2800
Weight (kg)	6200

Soundproof Version

Overall Size: LxWxH (mm)	20FT Container
Weight (kg)	9000

Sales Promises

- ◆ FDK provides a full line of brand new and high quality products. Each and every unit is strictly factory tested before shipment.
- ◆ Quality warranty is according to our standard conditions: 12 months from BL date or 1000 running hours, whichever comes first.
- ◆ Service and parts are available from FDK or distributors in your location.
- ◆ FDK guarantee use **BRAND NEW & GENUINE MACHINE.**



Technical Data

4000 Series

Diesel Engine - Electropak

4008TAG1A

4008TAG2A

Basic technical data

Number of cylinders	8
Cylinder arrangement	In line
Cycle	4 stroke, compression ignition
Induction system	Turbocharged
Compression ratio	13.6:1 nominal
Bore	160 mm
Stroke	190 mm
Cubic capacity	30,561 litres
Direction of rotation	Anti-clockwise viewed on flywheel
Firing order	1, 4, 7, 6, 8, 5, 2, 3
Cylinder 1	furthest from flywheel

Weight of Electropak

Temperate

Dry	.4270 kg
Wet	.4558 kg

Tropical

Dry	.4320 kg
Wet	.4618 kg

Overall dimensions of Electropak

Temperate

Length	3852 mm
Width	2046 mm
Height	2067 mm

Tropical

Length	3711 mm
Width	2046 mm
Height	2146 mm

Moment of inertia

-engine	9,60 kgm ²
-flywheel	6,02 kgm ²

Cyclic irregularity for engine/flywheel (Prime power)

4008TAG1A	1,195
4008TAG2A	1,180

Ratings

Steady state speed stability at constant load ... $\pm 0.25\%$
Electrical rating are based on average alternator efficiency and are for guidance only (0,8 power factor being used).

Operating point

Engine speed	1500 rev/min
Static injection timing	See engine number plate
Cooling water exit temperature	< 98 °C

Fuel data

To conform to BS2869 class A2 or BS EN590.

Performance

Sound pressure level 1500 rev/min ... 108 / 109 dB(A)

Note: All data based on operation to ISO 3046 / 1, BS 5514 and DIN 6271 standard reference conditions.

For engines operating in ambient conditions other than the standard reference conditions stated below a suitable de-rate must be applied. De-rate tables for increased ambient temperature and/or altitude are available, please contact Perkins Applications Department.

Test conditions

Air temperature	25 °C
Barometric pressure	100 kPa
Relative humidity	.30%
Air inlet restriction at maximum power (nominal)	2,5 kPa
Exhaust back pressure (nominal)	3,0 kPa

General installation

4008TAG1A - Tropical

Designation	Units	Baseload power	Prime Power	Standby power
Gross engine power	kWb	644	805	882
Fan power	kWm	38		
Net engine power	kWm	606	767	844
BMEP gross	bar	16,6	20,7	22,7
Combustion air flow	m ³ /min	58	69,4	74
Exhaust gas temperature, after turbo	°C	405	425	440
Exhaust gas flow maximum, after turbo	m ³ /min	183		
Boost pressure ratio	-	2,90	3,45	3,65
Mechanical efficiency	%	88	91	92
Overall thermal efficiency	%	41,5	41	40
Friction power and pumping losses	kWm	80		
Mean piston speed	m/s	9,5		
Engine coolant flow (minimum)	l/s	10		
Typical Genset electrical output 0,8pf 25 °C (100 kPa)	kVA	720	911	1002
	kWe	576	728	802
Assumed alternator efficiency	%	95		

4008TAG1A - Temperate

Designation	Units	Baseload power	Prime Power	Standby power
Gross engine power	kWb	644	805	882
Fan power	kWm	27		
Net engine power	kWm	617	778	855
BMEP gross	bar	16,6	20,7	22,7
Combustion air flow	m ³ /min	58	69,4	74
Exhaust gas temperature, after turbo	°C	405	425	440
Exhaust gas flow maximum, after turbo	m ³ /min	183		
Boost pressure ratio	-	2,90	3,45	3,65
Mechanical efficiency	%	88	91	92
Overall thermal efficiency	%	41,5	41	40
Friction power and pumping losses	kWm	80		
Mean piston speed	m/s	9,5		
Engine coolant flow (minimum)	l/s	10		
Typical Genset electrical output 0,8pf 25 °C (100 kPa)	kVA	733	923	1015
	kWe	586	739	812
Assumed alternator efficiency	%	95		

General installation

4008TAG2A - Tropical

Designation	Units	Baseload power	Prime Power	Standby power
Gross engine power	kWb	719	899	985
Fan power	kWm	38		
Net engine power	kWm	681	861	947
BMEP gross	bar	18,5	23,2	25,4
Combustion air flow	m ³ /min	64	75	80,5
Exhaust gas temperature, after turbo	°C	405	438	465
Exhaust gas flow maximum, after turbo	m ³ /min	200		
Boost pressure ratio	-	3,18	3,70	4,0
Mechanical efficiency	%	90	92	92
Overall thermal efficiency	%	41,5	41	40
Friction power and pumping losses	kWm	80		
Mean piston speed	m/s	9,5		
Engine coolant flow (minimum)	l/s	10,0		
Typical Genset electrical output 0,8pf 25 °C (100 kPa)	kVA	809	1022	1125
	kWe	647	818	900
Assumed alternator efficiency	%	95		

4008TAG2A - Temperate

Designation	Units	Baseload power	Prime Power	Standby power
Gross engine power	kWb	719	899	985
Fan power	kWm	27		
Net engine power	kWm	692	872	958
BMEP gross	bar	18,5	23,2	25,4
Combustion air flow	m ³ /min	64	75	80,5
Exhaust gas temperature, after turbo	°C	405	438	465
Exhaust gas flow maximum, after turbo	m ³ /min	200		
Boost pressure ratio	-	3,18	3,70	4,0
Mechanical efficiency	%	90	92	92
Overall thermal efficiency	%	41,5	41	40
Friction power and pumping losses	kWm	80		
Mean piston speed	m/s	9,5		
Engine coolant flow (minimum)	l/s	10,0		
Typical Genset electrical output 0,8pf 25 °C (100 kPa)	kVA	821	1035	1138
	kWe	657	828	910
Assumed alternator efficiency	%	95		

Note: Not to be used for CHP design purposes. (Indicative figures only). Consult Perkins Engines Company Limited. Assumes complete combustion.

Continuous baseload rating is power available for continuous full load operation.

Prime power rating is available for unlimited hours per year with a variable load of which the average engine load factor is 80% of the published power rating, incorporation of a 10% overload for 1 hour in every 12 hours of operation which is permitted.

Standby power rating is for the supply of emergency power at variable load for the duration of the non-availability of the mains power supply. NO OVERLOAD capacity is available at this rating. Engines must not be allowed to have facilities for parallel operation with the mains supply. This rating should be applied only when reliable mains power is available. Should this not be the case then refer to Prime power rating. A Standby rated engine should be sized for an average load factor of 80% based on published standby rating for 500 operating hours per year. Standby ratings should never be applied except in true emergency power failure conditions.

Energy balance

Note: Not to be used for CHP design purposes. (Indicative figures only). Consult Perkins Engines Company Limited. Assumes complete combustion.

4008TAG1A - Tropical

Designation	Units	Baseload power	Prime power	Standby power
Energy in fuel	kWt	1544	1957	2191
Energy in power output (gross)	kWb	644	805	882
Energy to cooling fan	kWm	38	38	38
Energy in power output (net)	kWm	606	767	844
Energy to exhaust	kWt	492	606	712
Energy to coolant and oil	kWt	245	300	313
Energy to radiation	kWt	30	70	91
Energy to charge coolers	kWt	133	176	193

4008TAG1A - Temperate

Designation	Units	Baseload power	Prime power	Standby power
Energy in fuel	kWt	1544	1957	2191
Energy in power output (gross)	kWb	644	805	882
Energy to cooling fan	kWm	27	27	27
Energy in power output (net)	kWm	617	778	855
Energy to exhaust	kWt	492	606	712
Energy to coolant and oil	kWt	245	300	313
Energy to radiation	kWt	30	70	91
Energy to charge coolers	kWt	133	176	193

4008TAG2A - Tropical

Designation	Units	Baseload power	Prime power	Standby power
Energy in fuel	kWt	1733	2209	2498
Energy in power output (gross)	kWb	719	899	985
Energy to cooling fan	kWm	38	38	38
Energy in power output (net)	kWm	681	861	947
Energy to exhaust	kWt	548	698	807
Energy to coolant and oil	kWt	273	332	349
Energy to radiation	kWt	40	80	100
Energy to charge coolers	kWt	153	200	257

4008TAG2A - Temperate

Designation	Units	Baseload power	Prime power	Standby power
Energy in fuel	kWt	1733	2209	2498
Energy in power output (gross)	kWb	719	899	985
Energy to cooling fan	kWm	27	27	27
Energy in power output (net)	kWm	692	872	958
Energy to exhaust	kWt	548	698	807
Energy to coolant and oil	kWt	273	332	349
Energy to radiation	kWt	40	80	100
Energy to charge coolers	kWt	153	200	257

Cooling system

Recommended coolant: 50% inhibited ethylene glycol or 50% inhibited propylene glycol and 50% clean fresh water. For combined heat and power systems and where there is no likelihood of ambient temperature below 10 °C, then clean 'soft' water may be used, treated with 1% by volume of Perkins inhibitor in the cooling system.

Nominal jacket water pressure in crankcase. 170 kPa

The following is a guide based on ambient air conditions of 52 °C on a Perkins supplied radiator.

Total coolant capacity:

Engine only 48 litres

ElectropaK (engine/radiator):

-tropical 149 litres

-temperate 143 litres

Pressure cap setting 69 kPa

Fan Incorporated in radiator Diameter

-tropical 1400 mm (pusher)

-temperate 1214 mm (pusher)

Ambient cooling clearance (open ElectropaK prime power) based on air temperature at fan 3 °C above ambient.

Maximum additional restriction (duct allowance) to cooling airflow (Prime power applications) and resultant minimum airflow.

	Ambient clearance 50% glycol	Duct allowance mm H ₂ O	Min airflow m ³ /min
4008TAG1A - Tropical	50 °C	20	1248
4008TAG1A - Temperate	41 °C	24	1095
4008TAG2A - Tropical	50 °C	18	1350
4008TAG2A - Temperate	35 °C	25	1095

Coolant pump speed 1,4 x e rev/min

Method of drive Gear driven

Maximum static pressure head on pump above engine crank centre line 7 m

Maximum external permissible restriction to coolant pump flow 20 kPa

Thermostat operating range 71-85 °C

Shutdown switch setting 101 °C rising

Coolant immersion heater capacity 4 kW x 1

Jacket cooling water data	Units	
Coolant flow 4008TAG1A/2A	l/s	10
Coolant exit temperature (max)	°C	98
Coolant entry temperature (min)	°C	70
Coolant entry temperature (max)	°C	86

Lubrication system

Recommended lubricating oil to conform with the specification of API CG4 15W/40

Lubricating oil capacity

-sump maximum 153 litres

-sump minimum 127 litres

Lubricating oil temperature maximum to bearings 105 °C

Lubricating oil pressure

-at 80 °C temperature to bearing gallery (minimum) 0,34 MPa

Oil consumption Prime power

4008TAG1A

Oil consumption Prime power	Units	
After running-in ⁽¹⁾	g/kWhr	0,50
Oil flow rate from pump	l/s	3,70

1. Typical after 250 hours

4008TAG2A

Oil consumption Prime power	Units	
After running-in ⁽¹⁾	g/kWhr	0,52
Oil flow rate from pump	l/s	3,70

1. Typical after 250 hours

Sump drain plug tapping size G1

Oil pump speed and method of drive . 1.4 x e rev/min, gear driven

Shutdown switch setting. 1,93 bar falling

Normal operating angles

Front and rear. 5°

Side tilt 10°

Fuel system

Recommended fuel to conform to:

... BS2869 1998 Class A2 or BS EN590
 Type of injection system ... Direct injection
 Fuel injection pump ... Combined unit injector
 Fuel injector ... Combined unit injector
 Fuel injector opening pressure... 234 bar
 Fuel lift pump ... Tuthill TCH 1-054
 Delivery/hour at 1500 rev/min ... 660 litres
 Heat retained in fuel to tank ... 4,5 kW
 Temperature of fuel at lift pump to be less than. ... 58 °C
 Fuel lift pump pressure ... 300 kPa
 Fuel lift pump maximum suction head ... 2.5 m
 Fuel lift pump maximum pressure head (see Installation Manual)
 Fuel filter spacing... 10 microns
 Governor type ... Electronic
 Torque at the governor output shaft... 0,917 kgm
 Static injection timing See engine number plate
 Tolerance on fuel consumption... To ISO 8528-1 1993

Fuel consumption gross

4008TAG1A - Tropical

Designation	g/kWh	Litres/hr
At Standby Max power rating	210	218
At Prime Power rating	206	195
At Continuous Baseload rating	203	154
At 75% of Prime Power rating	201	143
At 50% of Prime Power rating	207	98
At 25% of Prime Power rating	217	52

4008TAG1A - Temperate

Designation	g/kWh	Litres/hr
At Standby Max power rating	210	218
At Prime Power rating	206	195
At Continuous Baseload rating	203	154
At 75% of Prime Power rating	201	143
At 50% of Prime Power rating	207	98
At 25% of Prime Power rating	217	52

4008TAG2A - Tropical

Designation	g/kWh	Litres/hr
At Standby Max power rating	214	248
At Prime Power rating	208	220
At Continuous Baseload rating	204	173
At 75% of Prime Power rating	202	160
At 50% of Prime Power rating	205	108
At 25% of Prime Power rating	216	57

4008TAG2A - Temperate

Designation	g/kWh	Litres/hr
At Standby Max power rating	214	248
At Prime Power rating	208	220
At Continuous Baseload rating	204	173
At 75% of Prime Power rating	202	160
At 50% of Prime Power rating	205	108
At 25% of Prime Power rating	216	57

Induction system

Maximum air intake restriction of engine

-clean filter... 127 mm H₂O
 -dirty filter... 380 mm H₂O
 -air filter type ... cylinder paper pleat

Exhaust system

Maximum back pressure for total system

4008TAG1A... 947 mm H₂O
 4008TAG2A... 816 mm H₂O
 Exhaust outlet flange size ... 2 x 152 mm
 For recommended pipe sizes, refer to the Installation Manual.

Electrical system

Type ... Insulated return
 Alternator ... 24 volts with integral regulator
 Alternator output... 40 amps, 28 volts at 20 °C ambient
 Starter motor ... 24 volts
 Starter motor power... 8,2 kW
 Number of teeth on flywheel ... 190
 Number of teeth on starter motor ... 12
 Minimum cranking speed (0 °C)... 120 rev/min
 Pull-in current of starter motor solenoid ... 30 amps at 24 volts
 Hold-in current of starter motor solenoid ... 9 amps at 24 volts
 Engine stop solenoid ... 24 volts
 Pull-in current of stop solenoid ... 60 amps at 24 volts
 Hold-in current of stop solenoid... 1,1 amps at 24 volts

Engine mounting

Position of centre of gravity (wet engine) forward from rear face of crankcase ... 900 mm
 Engine vertical centre line above crankshaft centre line ... 140 mm
 Maximum additional load applied to flywheel due to all rotating components... 650 Kg

Starting requirements

Temperature range down to 0 °C (32 °F)

Oil ... API CG4 15W/40
 Starter... 1 x 24V
 Battery ... 2 x 12 volts x 178 Ah
 Max breakaway current... 1400 amps
 Cranking current... 750 amps
 Aids ... Not necessary
 Starter cable size... 70 mm²
 Maximum length... 6 m

Notes:

- Battery capacity is defined by the 20 hour rate at 0 °C
- The oil specification should be for the minimum ambient temperature as the oil will not be warmed by the immersion heater
- Breakaway current is dependant on battery capacity available. Cables should be capable of handling transient current which may be up to double the steady cranking current.

Typical load acceptance (cold)

4008TAG1A

Initial Load Acceptance When engine reaches rated speed (15 seconds maximum after engine starts to crank)				2nd Load Application Immediately after engine has recovered to rated speed (5 seconds after initial load application)			
Prime Power %	Load kWm (kWe) Nett	Transient Frequency Deviation %	Frequency recovery time seconds	Prime Power %	Load kWm (kWe) Nett	Transient Frequency Deviation %	Frequency recovery time seconds
64	493 / 469	≤ -10	5	36	274 / 259	≤ -10	5

4008TAG2A

Initial Load Acceptance When engine reaches rated speed (15 seconds maximum after engine starts to crank)				2nd Load Application Immediately after engine has recovered to rated speed (5 seconds after initial load application)			
Prime Power %	Load kWm (kWe) Nett	Transient Frequency Deviation %	Frequency recovery time seconds	Prime Power %	Load kWm (kWe) Nett	Transient Frequency Deviation %	Frequency recovery time seconds
57	490 / 466	≤ -10	5	43	371 / 352	≤ -10	5

The above complies with the requirements of Classification 3 & 4 of ISO 8528-12 and G2 operating limits stated in ISO 8528-5.

The above figures were obtained under test conditions as follows:

Engine block temperature 45 °C
 Alternator efficiency 96%
 Minimum ambient temperature 10 °C
 Isochronous governing
 Under frequency roll off (UFRO) set to 1 Hz below rated frequency
 Typical alternator inertia 50 Kgm²

Noise levels

The figures for total noise levels are typical for an engine running at Prime power rating in a semi-reverberant environment and measured at a distance of one metre from the periphery of the engine.

Octave analysis

The following histograms show an octave band analysis at the position of the maximum noise level.

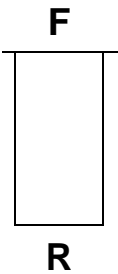
Total noise level

Sound pressure level re: -20×10^{-6} pa
Speed 1500 rev/min ... Ambient noise level 79 dB(A) 4008TAG1A

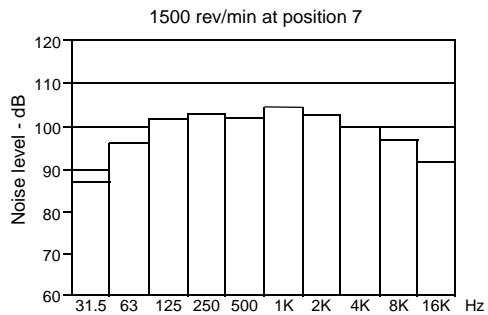
Octave analysis performed at the position of maximum noise

4008TAG1A / 4008TAG2A

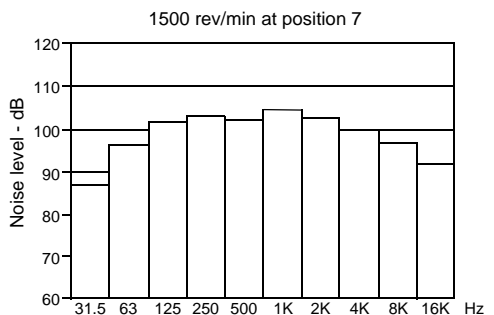
			Position 1				
		Temperate	103 - dBA	4008TAG1A			
			104 - dBA	4008TAG2A			
		Tropical	105 - dBA	4008TAG1A			
			105 - dBA	4008TAG2A			
	Position 7					Position 2	
Temperate	108 - dBA	4008TAG1A			Temperate	108 - dBA	4008TAG1A
	109 - dBA	4008TAG2A				109 - dBA	4008TAG2A
Tropical	110 - dBA	4008TAG1A			Tropical	109 - dBA	4008TAG1A
	110 - dBA	4008TAG2A				109 - dBA	4008TAG2A
	Position 6					Position 3	
Temperate	108 - dBA	4008TAG1A			Temperate	108 - dBA	4008TAG1A
	109 - dBA	4008TAG2A				109 - dBA	4008TAG2A
Tropical	109 - dBA	4008TAG1A			Tropical	109 - dBA	4008TAG1A
	110 - dBA	4008TAG2A				110 - dBA	4008TAG2A
	Position 5					Position 4	
Temperate	107 - dBA	4008TAG1A			Temperate	107 - dBA	4008TAG1A
	108 - dBA	4008TAG2A				108 - dBA	4008TAG2A
Tropical	107 - dBA	4008TAG1A			Tropical	108 - dBA	4008TAG1A
	109 - dBA	4008TAG2A				108 - dBA	4008TAG2A



4008TAG1A - Temperate



4008TAG2A - Temperate



The information given on this technical data sheet are for standard ratings only. For ratings other than shown, please contact Perkins Engines Company Limited, Stafford.



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