1003G
POWER PACK

28 kWm 1500 rev/min

30 kWm 1800 rev/min

Power Generation Application

High Power Density

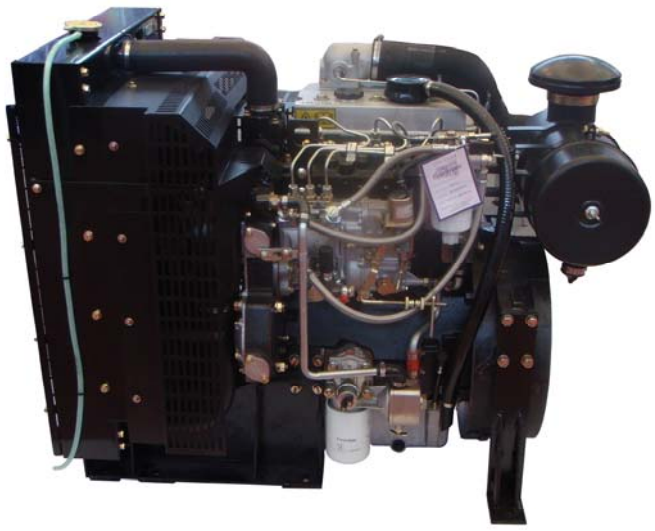
Power output and torque per liter are superior to normal level with optimized structure strengthening design.

Low Fuel Consumption

The excellent combustion system can reduce fuel consumption, emission and noise, meanwhile increase engine power output.

Easy Maintenance

All routine service items are situated on the right hand side of engine allowing easy maintenance and minimum machine downtime.



Durability & Reliability

Start normally at -10℃ without preheated device, start smoothly at -25℃ through flame glow plug cold start aid.

Maximum cooling efficiency is provided by a gear driven water pump and independent fan drive.

Leak free operation is ensured by Viton crankshaft seals and sophisticated controlled swell joints, giving protection in the toughest conditions.

Engine Speed (rev/min)	Type of Operation	Typical Generator Output (Net)		Engine Power			
				Gross		Net	
		kVA	kWe	kWm	bhp	kWm	bhp
1500	Prime Power Standby Power	27.5 32.5	22.0 26.0	30.0 32.8	40.2 44.0	28.0 30.8	37.6 41.3
1800	Prime Power Standby Power	33.8 37.5	27.0 30.0	33.0 36.0	44.3 48.3	30.0 33.0	40.2 44.3

Rating Base: ISO 8528, GB/T2820
Lubricating oil: API CF

1000 Series 1003G

Standard Specification

Air inlet
- Mounted air filter and turbocharger

Fuel system
- In-line fuel injection pump
- Spin-on full flow fuel oil filters and pre-filter

Lubrication system
- Flat bottomed aluminium sump
- Spin-on full flow oil filters
- Oil cooler

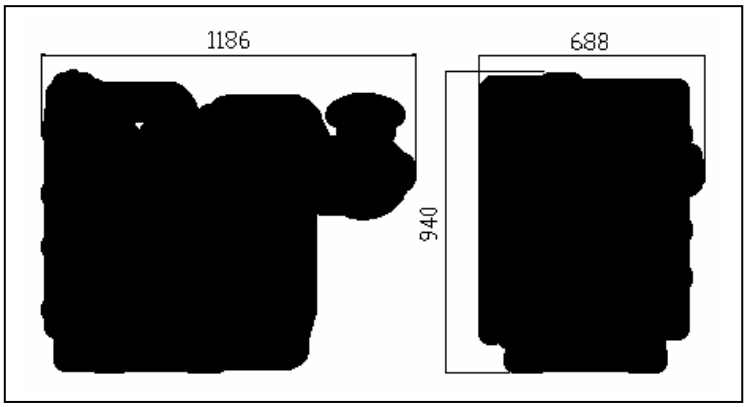
Cooling system
- Thermostat controlled cooling system with gear driven water pump
- 20'' belt-driven pusher fan and guards

Electrical system
- 12 volt starter motor and alternator
- Oil pressure and coolant temperature switches & sensor
- 12 volt shut down solenoid

Flywheel and housing
- High inertia flywheel to SAE3 size 10/11½

Mountings
- Front engine mounting bracket

Optional Equipment
- 24 volt alternator
- 24 volt starter motor



General Data

Cylinder number	3 in-line
Cylinder arrangement	Vertical in-line
Bore×stroke	100 mm×127 mm
Displacement	2.99 liters
Induction	Naturally aspirated
Cycle	4-stroke
Combustion system	Direct injection
Compression ratio	16.5:1
Direction of Rotation	Clockwise viewed from fan
Lub. System Capacity	8.1 liters
Coolant capacity (inc. radiator)	15.9 liters
Length	1186 mm
Width	688 mm
Height	940 mm
Dry weight	410 kg

Final weight and dimensions will depend on final specification.

1003TG
POWER PACK

44 kWm 1500 rev/min

50 kWm 1800 rev/min

Power Generation Application

High Power Density

Power output and torque per liter are superior to normal level with optimized structure strengthening design.

Low Fuel Consumption

The excellent combustion system can reduce fuel consumption, emission and noise, meanwhile increase engine power output.

Easy Maintenance

All routine service items are situated on the right hand side of engine allowing easy maintenance and minimum machine downtime.

Durability & Reliability

Start normally at -10℃ without preheated device, start smoothly at -25℃ through flame glow plug cold start aid.

Maximum cooling efficiency is provided by a gear driven water pump and independent fan drive.

Leak free operation is ensured by Viton crankshaft seals and sophisticated controlled swell joints, giving protection in the toughest conditions.

Engine Speed (rev/min)	Type of Operation	Typical Generator Output (Net)		Engine Power			
				Gross		Net	
		kVA	kWe	kWm	bhp	kWm	bhp
1500	Prime Power	43.7	35.0	46.0	61.7	44.0	59.0
	Standby Power	47.5	38.0	50.0	67.0	48.0	64.3
1800	Prime Power	53.7	43.0	53.0	71.1	50.0	67.0
	Standby Power	60.0	48.0	58.0	77.8	55.0	73.7

Rating Base: ISO 8528, GB/T2820
Lubricating oil: API CF

1000 Series 1003TG

Standard Specification

Air inlet
- Mounted air filter and turbocharger

Fuel system
- In-line fuel injection pump
- Spin-on full flow fuel oil filters and pre-filter

Lubrication system
- Flat bottomed aluminium sump
- Spin-on full flow oil filters
- Oil cooler

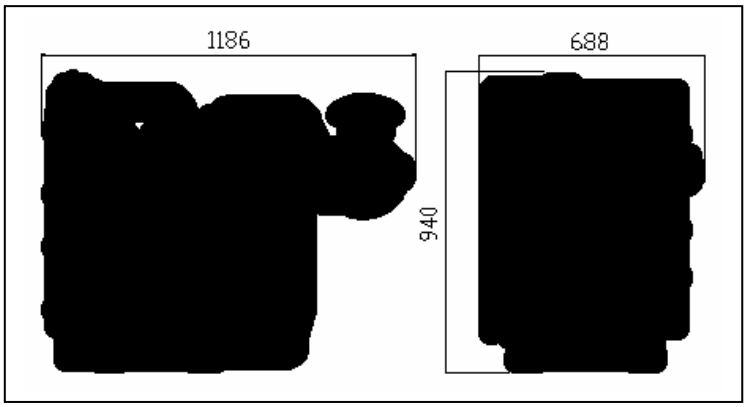
Cooling system
- Thermostat controlled cooling system with gear driven water pump
- 20'' belt-driven pusher fan and guards

Electrical system
- 12 volt starter motor and alternator
- Oil pressure and coolant temperature switches & sensor
- 12 volt shut down solenoid

Flywheel and housing
- High inertia flywheel to SAE3 size 10/11½

Mountings
- Front engine mounting bracket

Optional Equipment
- 24 volt alternator
- 24 volt starter motor



General Data

Cylinder number	3 in-line
Cylinder arrangement	Vertical in-line
Bore×stroke	100 mm×127 mm
Displacement	2.99 liters
Induction	Turbocharged
Cycle	4-stroke
Combustion system	Direct injection
Compression ratio	17.5:1
Direction of Rotation	Clockwise viewed from fan
Lub. System Capacity	8.1 liters
Coolant capacity (inc. radiator)	15.9 liters
Length	1186 mm
Width	688 mm
Height	940 mm
Dry weight	415 kg

Final weight and dimensions will depend on final specification.

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

1004G POWER UNIT

TECHNICAL DATASHEET

Production Tolerance : ±5 %

Stand-By (Maximum) Rating	Max.Torque	Fuel Consumption
56 kW (75 HP) / 2200 rpm	280 N.m (28,6 kg.m) / 1500 rpm	220 g/kW.h (162 g/HP.h) / 2200 rpm

Note : All datas are according to DIN6270B

MECHANICAL SYSTEM

Manufacturer	Lovol / China
Engine Model	1004G
Type	4 cycle , Diesel , Naturally aspirated
Combustion Type	Direct Injection
Firing Order	1-3-4-2
Cylinder Number	4 cyl
Bore x Stroke	100 x 127 mm
Displacement	3,99 lt
Compression Ratio	16,5
Flywheel & Hsg	SAE 3/11,5”
Dry Weight	273 kg
Dimensions LxWxH	668x614x782 mm

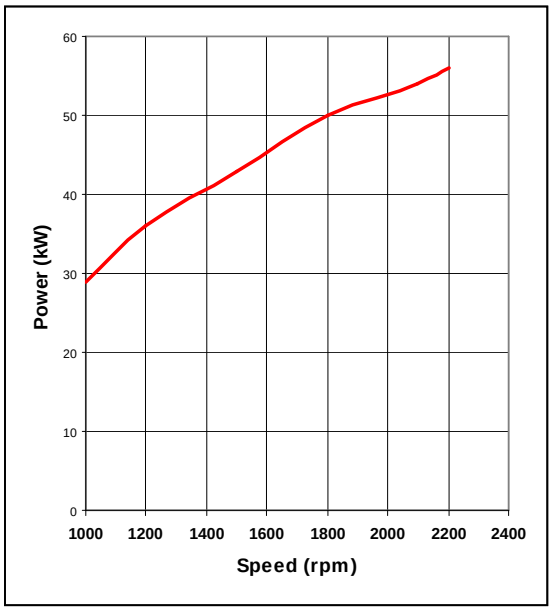
COOLING SYSTEM

Cooling Type	Water Cooled
Cooling Method	Forced circulation by Centrifugal Pump
Cooling Capacity	21 lt (incl.radiator)

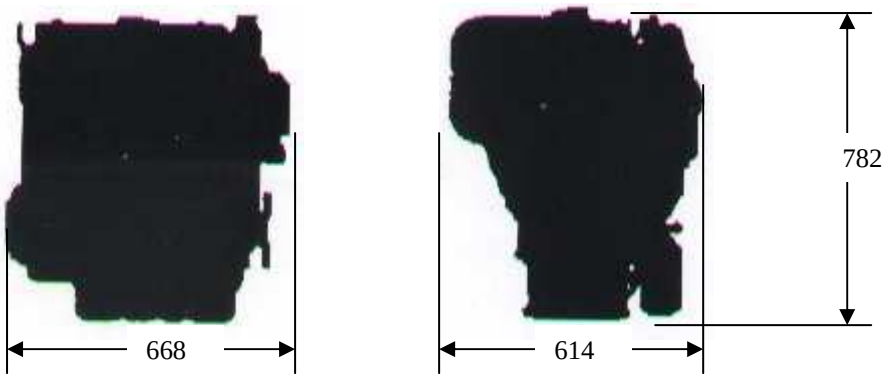
FUEL SYSTEM

Injection Pump	Bosch B4C Inline Type
Injection Nozzle	Throttle Type
Nozzle Open Pres	258 kg/cm²
Governor Type	Mechanical
Fuel Selenoid	Energized to Run
Fuel Filter	Full flow,cartridge type
Fuel Delivery	Mechanic Feed Pump
Fuel	Diesel Fuel (EN590)

PERFORMANCE CURVE



1004G POWER UNIT



LUBRICATION SYSTEM

Lubrication Method	Forced-feed circulation by gear pump
Oil Pump	Gear Driven
Oil Capacity	8,1 lt
Oil Filter	Full Flow cartridge
Recomended Oil	CD/CE/CF 10W/40 grade semi-synthetic or synthetic

ELECTRICAL SYSTEM

Charging Alternator	14 V,65 Amp
Starting Motor	12 V, 3,7 kW
Battery Voltage	12 V
Capacity (Recomended)	80 Ah

OPTIONS

(EWI) Engine Wiring
(CPA) Basic Start Panel
(ESI1) Industrial type Silencer
(ESI2) Residential type Silencer
(BAT) Battery , cables & rack
(BFR1) Baseframe Std.c/w fuel tank
(BFR2) Extended Baseframe c/w fuel tank
(HEX) Heat Exchanger Kit with pipeline
(CPL) Coupling with its guard
(TBX) Tool Kit

UNIT CONVERSION

HP = kW x 1,3596
Torque (N.m) = 9549,3 x P(kW) / N(1/min)
Torque (kg.m) = 716,2 x P(HP) / N(1/min)
1 Bar = 1,019726 kg/cm² = 100 kPA
1 kW = 0,2388 kcal/s

1004TG
POWER PACK

65.7 kWm 1500 rev/min

75.6 kWm 1800 rev/min

Power Generation Application

High Power Density

Power output and torque per liter are superior to normal level with optimized structure strengthening design.

Low Fuel Consumption

The excellent combustion system can reduce fuel consumption, emission and noise, meanwhile increase engine power output.

Easy Maintenance

All routine service items are situated on the right hand side of engine allowing easy maintenance and minimum machine downtime.

Durability & Reliability

Start normally at -10℃ without preheated device, start smoothly at -25℃ through flame glow plug cold start aid.

Maximum cooling efficiency is provided by a gear driven water pump and independent fan drive.

Leak free operation is ensured by Viton crankshaft seals and sophisticated controlled swell joints, giving protection in the toughest conditions.

Engine Speed (rev/min)	Type of Operation	Typical Generator Output (Net)		Engine Power			
				Gross		Net	
		kVA	kWe	kWm	bhp	kWm	bhp
1500	Prime Power	73.9	59.1	67.4	90.4	65.7	88.1
	Standby Power	81.3	65.0	74.2	99.5	72.3	97.0
1800	Prime Power	85.0	68.0	78.2	104.9	75.6	101.4
	Standby Power	93.6	74.8	86.0	115.3	83.2	111.6

Rating Base: ISO 8528, GB/T2820
Lubricating oil: API CF

1000 Series 1004TG

Standard Specification

Air inlet
- Mounted air filter and turbocharger

Fuel system
- In-line fuel injection pump
- Spin-on full flow fuel oil filters and pre-filter

Lubrication system
- Flat bottomed aluminium sump
- Spin-on full flow oil filters
- Oil cooler

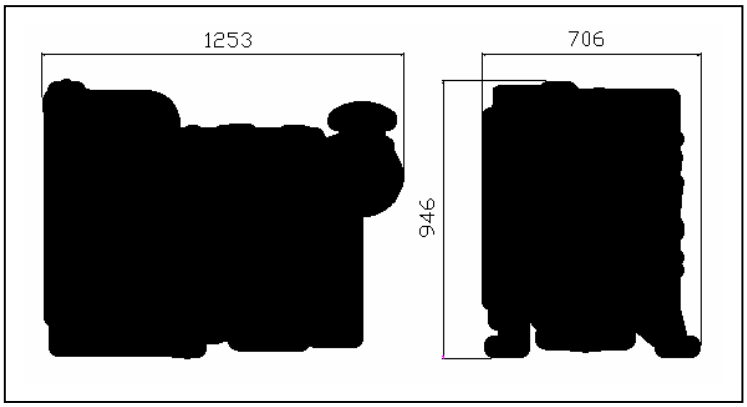
Cooling system
- Thermostat controlled cooling system with gear driven water pump
- 20'' belt-driven pusher fan and guards

Electrical system
- 12 volt starter motor and alternator
- Oil pressure and coolant temperature switches & sensor
- 12 volt shut down solenoid

Flywheel and housing
- High inertia flywheel to SAE3 size 10/11½

Mountings
- Front engine mounting bracket

Optional Equipment
- 24 volt alternator
- 24 volt starter motor



General Data

Cylinder number	4 in-line
Cylinder arrangement	Vertical in-line
Bore×stroke	100 mm×127 mm
Displacement	3.99 liters
Induction	Turbocharged
Cycle	4-stroke
Combustion system	Direct injection
Compression ratio	17.5:1
Direction of Rotation	Clockwise viewed from fan
Lub. System Capacity	8.5 liters
Coolant capacity (inc. radiator)	20.6 liters
Length	1253mm
Width	706 mm
Height	946 mm
Dry weight	550 kg

Final weight and dimensions will depend on final specification.

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

1006TAG POWER UNIT

TECHNICAL DATASHEET

Production Tolerance : ±5 %

Stand-By (Maximum) Rating	Max.Torque	Fuel Consumption
125 kW (168 HP) / 2200 rpm	587 N.m (60 kg.m) / 1800 rpm	215 g/kW.h (158 g/HP.h) / 2200 rpm

Note : All datas are according to DIN6270B

MECHANICAL SYSTEM

Manufacturer	Lovol / China
Engine Model	1006TAG
Type	4 cycle , Diesel , Turbocharged Intercooled
Combustion Type	Direct Injection
Firing Order	1-5-3-6-2-4
Cylinder Number	6 cyl
Bore x Stroke	100 x 127 mm
Displacement	5,99 lt
Compression Ratio	17,5
Flywheel & Hsg	SAE 3/11,5”
Dry Weight	430 kg
Dimensions LxWxH	945x755x854 mm

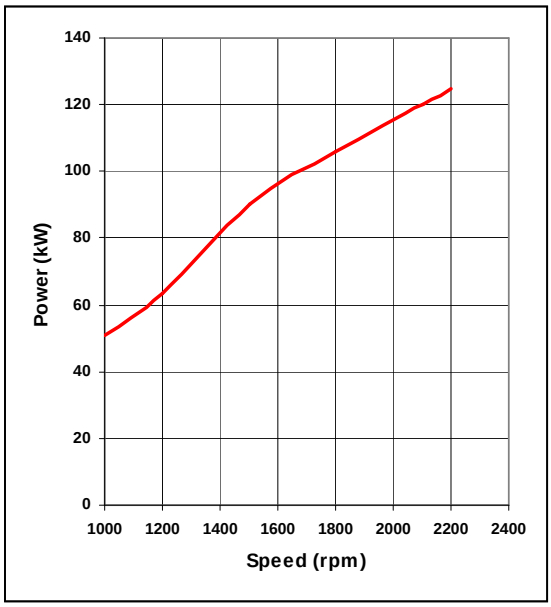
COOLING SYSTEM

Cooling Type	Water Cooled
Cooling Method	Forced circulation by Centrifugal Pump
Cooling Capacity	37,2 lt (incl.radiator)

FUEL SYSTEM

Injection Pump	Bosch B4C Inline Type
Injection Nozzle	Throttle Type
Nozzle Open Pres	258 kg/cm²
Governor Type	Electric GAC
Fuel Filter	Full flow,cartridge type
Fuel Delivery	Mechanic Feed Pump
Fuel	Diesel Fuel (EN590)

PERFORMANCE CURVE



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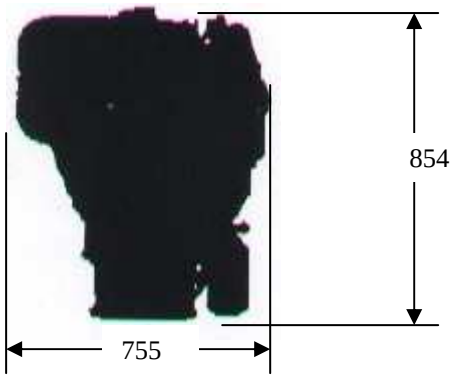
1006TAG POWER UNIT



LUBRICATION SYSTEM

Lubrication Method	Forced-feed circulation by gear pump
Oil Pump	Gear Driven
Oil Capacity	19 lt
Oil Filter	Full Flow cartridge
Recomended Oil	CD/CE/CF 10W/40 grade semi-synthetic or synthetic

ELECTRICAL SYSTEM

Charging Alternator	14 V, 65 Amp
Starting Motor	12 V , 3,7 kW
Battery Voltage	12 V
Capacity (Recomended)	102 Ah

OPTIONS

(EWI) Engine Wiring
(CPA) Basic Start Panel
(ESI1) Industrial type Silencer
(ESI2) Residential type Silencer
(BAT) Battery , cables & rack
(BFR1) Baseframe Std.c/w fuel tank
(BFR2) Extended Baseframe c/w fuel tank
(CPL) Coupling with its guard
(TBX) Tool Kit

UNIT CONVERSION

HP = kW x 1,3596
Torque (N.m) = 9549,3 x P(kW) / N(1/min)
Torque (kg.m) = 716,2 x P(HP) / N(1/min)
1 Bar = 1,019726 kg/cm² = 100 kPA
1 kW = 0,2388 kcal/s

1006TG1A
GENSET POWER

84.3 kWm 1500 rev/min

97.6 kWm 1800 rev/min

Power Generation Application

High Power Density

More power output than competing products with close displacement, the power of 3-cylinder engine can reach the same level as 4-cylinder ones of competitor.

Low Fuel Consumption

The excellent combustion system can reduce fuel consumption, emission and noise, meanwhile increase engine power output.

Easy maintenance

Single side servicing for reduced service time and cost.

Durability & Reliability

Start normally at -10℃ without preheated device, start smoothly at -25℃ through flame glow plug cold start aid.

Maximum cooling efficiency is provided by a gear driven water pump and independent fan drive.

Leak free operation is ensured by Viton crankshaft seals and sophisticated controlled swell joints, giving protection in the toughest conditions.

Engine Speed (rev/min)	Type of Operation	Typical Generator Output (Net)		Engine Power			
				Gross		Net	
		kVA	kWe	kWm	bhp	kWm	bhp
1500	Prime Power	94.8	75.8	86.3	115.7	84.3	113.1
	Standby Power	104.3	83.4	94.9	127.3	92.7	124.3
1800	Prime Power	109.8	87.8	101.6	136.2	97.6	131.0
	Standby Power	120.7	96.6	111.7	149.8	107.3	144.0

1000 Series 1006TG1A

Standard Specification

Air inlet

- Mounted air filter and turbocharger

Fuel system

- In-line fuel injection pump
- Spin-on full flow fuel oil filters and pre-filter

Lubrication system

- Flat bottomed aluminium sump
- Spin-on full flow oil filters
- Oil cooler

Cooling system

- Thermostat controlled cooling system with gear driven water pump
- 22'' belt-driven pusher fan and guards

Electrical system

- 12 volt starter motor and alternator
- 12 volt oil Pressure and coolant temperature switches
- 12 volt shut down solenoid

Flywheel and housing

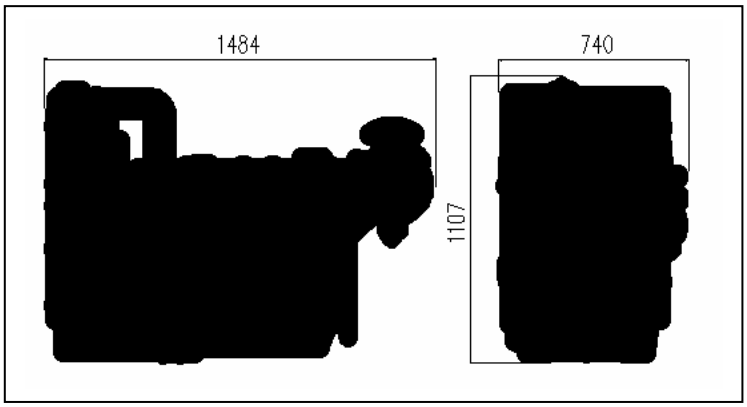
- High inertia flywheel to SAE3 size 10/11½

Mountings

- Front engine mounting bracket

Optional Equipment

- 24 volt alternator
- 24 volt starter motor
- Rear engine mountings
- Workshop manual



General Data

Cylinder number	6 in-line
Cylinder arrangement	Vertical in-line
Bore×stroke	100 mm×127 mm
Displacement	5.99 liters
Induction	Turbocharged
Cycle	4-stroke
Combustion system	Direct injection
Compression ratio	17.5:1
Direction of Rotation	Anti-clockwise viewed on flywheel
Lub. System Capacity	16.1 liters
Coolant capacity (inc. radiator)	29.5 liters
Length	1484mm
Width	740 mm
Height	1107 mm
Dry weight	710 kg

Final weight and dimensions will depend on final specification.

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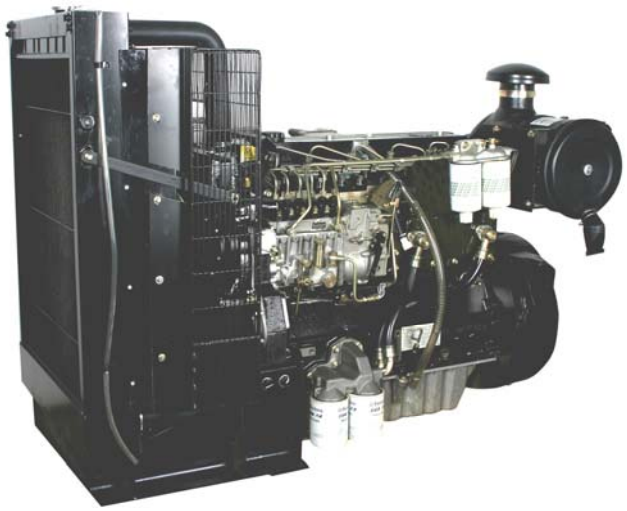
1006TG2A
POWER PACK

92.3 kWm 1500 rev/min

108.4 kWm 1800 rev/min

Power Generation Application



High Power Density

Power output and torque per liter are superior to normal level with optimized structure strengthening design.

Low Fuel Consumption

The excellent combustion system can reduce fuel consumption, emission and noise, meanwhile increase engine power output.

Easy Maintenance

All routine service items are situated on the right hand side of engine allowing easy maintenance and minimum machine downtime.

Durability & Reliability

Start normally at -10℃ without preheated device, start smoothly at -25℃ through flame glow plug cold start aid.

Maximum cooling efficiency is provided by a gear driven water pump and independent fan drive.

Leak free operation is ensured by Viton crankshaft seals and sophisticated controlled swell joints, giving protection in the toughest conditions.

Engine Speed (rev/min)	Type of Operation	Typical Generator Output (Net)		Engine Power			
				Gross		Net	
		kVA	kWe	kWm	bhp	kWm	bhp
1500	Prime Power	103.9	83.1	94.4	126.6	92.3	123.8
	Standby Power	114.3	91.4	103.8	139.2	101.6	136.2
1800	Prime Power	121.9	95.7	112.4	150.7	108.4	145.4
	Standby Power	134.1	107.3	123.6	165.7	119.2	159.8

Rating Base: ISO 8528, GB/T2820
Lubricating oil: API CF

1000 Series 1006TG2A

Standard Specification

Air inlet
- Mounted air filter and turbocharger

Fuel system
- In-line fuel injection pump
- Spin-on full flow fuel oil filters and pre-filter

Lubrication system
- Flat bottomed aluminium sump
- Spin-on full flow oil filters
- Oil cooler

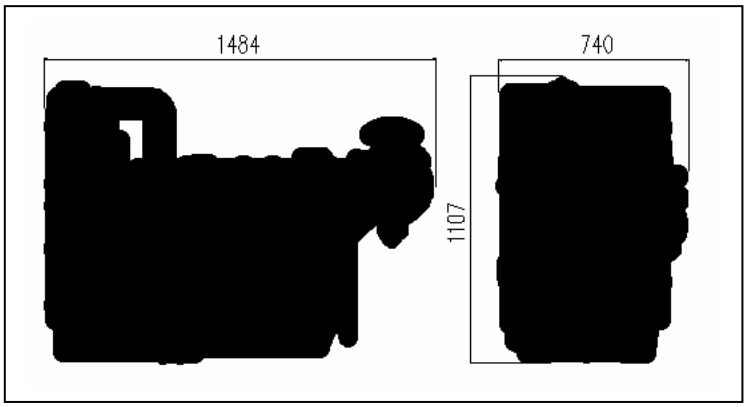
Cooling system
- Thermostat controlled cooling system with gear driven water pump
- 22'' belt-driven pusher fan and guards

Electrical system
- 12 volt starter motor and alternator
- Oil pressure and coolant temperature switches & sensor
- 12 volt shut down solenoid

Flywheel and housing
- High inertia flywheel to SAE3 size 10/11½

Mountings
- Front engine mounting bracket

Optional Equipment
- 24 volt alternator
- 24 volt starter motor



General Data

Cylinder number	6 in-line
Cylinder arrangement	Vertical in-line
Bore×stroke	100 mm×127 mm
Displacement	5.99 liters
Induction	Turbocharged
Cycle	4-stroke
Combustion system	Direct injection
Compression ratio	17.5:1
Direction of Rotation	Clockwise viewed from fan
Lub. System Capacity	16.1 liters
Coolant capacity (inc. radiator)	29.5 liters
Length	1484mm
Width	740 mm
Height	1107 mm
Dry weight	710 kg

Final weight and dimensions will depend on final specification.

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

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130kWm 1500rev/min
143kWm 1800rev/min

1100 SERIES
1106C-P6TAG2

Engine Advantages

- **Dependable Power**
  Lovol newly developed G-drive diesel engines of 1100 series provide better reliability and bigger power output, by adopting four-valve technology and strengthened major and moving components, such as cylinder block, cylinder head, crankshaft, connecting rod and so on.
  1106C-P6TAG2 engine provides greater productivity through an improved power to weight ratio.
  Without pre-heater device, engines can be normally started at the temperature of -10℃; With pre-heater device, engines can be normally started at the temperature of -30℃; Engine also has been designed with -40℃ starting aid for excellent load acceptance to ensure your facility is powered quickly at all conditions.
  The maximum working environmental temperature for the engine is 55℃.
- **Low Operating Costs**
  Service intervals are set at 300 hours as standard.The most competitive warranty policy is also provided.
- **Flexibility**
  The 1100 series has been designed to hit all the main power nodes, perfect for rental business or to help reduce your engine inventory.
- **Professional Product Support**
  Through an experienced global network of distributors and dealers, fully trained engine experts deliver total service support and dedicate to maximizing the productivity of your engine.

Engine Speed (rev/min)	Operation Type	Typical Generator Output (Net)		Engine Power			
				Gross		Net	
		kVA	kWe	kW	bhp	kW	bhp
1500	Prime Power	150	120	138	187.6	130	176.8
	Standby (Max)	170	132	151	205.3	143	194.5
1800	Prime Power	160	129	155	210.6	143	194.3
	Standby (Max)	180	142	169.3	230	157.3	213.8

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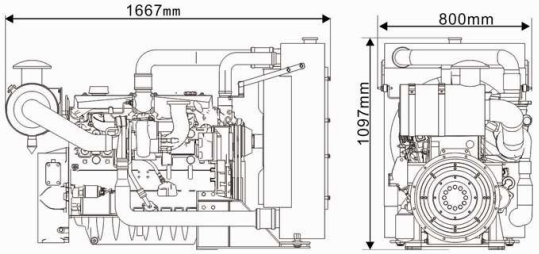
Standard Configuration
Induction system
Air filter,
turbocharger+intercooler
Fuel system
In-line pump +GAC governor
Spin-on full flow fuel filters
Pre-filter
Lubrication system
Flat aluminum oil sump
Spin-on full flow oil filters
Cooling system
Thermostat controlled by gear driven water pump
635mm belt-driven pusher fan
Radiator assy. (including air-air intercooler, tubes and fin)
Electrical system
12V Starter motor and alternator
12V stop solenoid
Oil pressure and water temperature sensor
Flywheel and housing
High inertia flywheel
SAE 3 flywheel housing
Accessory
Front engine mountings
Options
24V Alternator
24V Starter motor



Main parameters

Number of cylinders	6
Arrangement of cylinders	In-line
Bore×stroke	100 mm×127 mm
Displacement(L)	5.98
Aspiration	Turbocharged and intercooled
Cycle	4-stoke
Combustion system	Direct injection
Compression ratio	17.5:1
Total lubrication capacity	19.3L
Total coolant capacity (inc. radiator)	27.9L
Length	1667mm
Width	800 mm
Height	1097 mm
Dry weight	780kg

Tianjin Engine Factory of Lovol Tianjin Heavy Industry Group Co., Ltd.
77 Gaoxin Avenue, Beichen Hi-tech Industrial park, Beichen district, Tianjin.
Tel:+86(0)22 26996802
Fax:+86(0)22 86993260
Email:lovolengines@lovolengines.com
www.lovolengines.com

REAL EUROPEAN TECHNOLOGY
IMPORTED 欧洲科技 一脉传承

141kWm 1500rev/min
155.1kWm 1800rev/min

1100 SERIES
1106C-P6TAG3

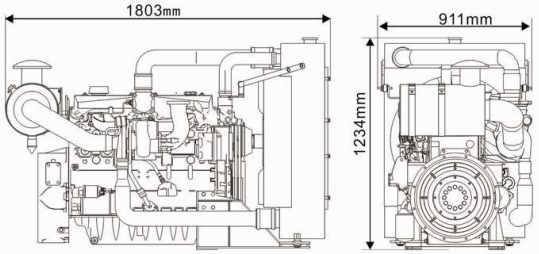
Engine Advantages

- **Dependable Power**
  Lovol newly developed G-drive diesel engines of 1100 series provide better reliability and bigger power output, by adopting four-valve technology and strengthened major and moving components, such as cylinder block, cylinder head, crankshaft, connecting rod and so on.
  1106C-P6TAG3 engine provides greater productivity through an improved power to weight ratio.
  Without pre-heater device, engines can be normally started at the temperature of -10℃; With pre-heater device, engines can be normally started at the temperature of -30℃; Engine also has been designed with -40℃ starting aid for excellent load acceptance to ensure your facility is powered quickly at all conditions.
  The maximum working environmental temperature for the engine is 55℃.
- **Low Operating Costs**
  Service intervals are set at 300 hours as standard. The most competitive warranty policy is also provided.
- **Flexibility**
  The 1100 series has been designed to hit all the main power nodes, perfect for rental business or to help reduce your engine inventory.
- **Professional Product Support**
  Through an experienced global network of distributors and dealers, fully trained engine experts deliver total service support and dedicate to maximizing the productivity of your engine.

Engine Speed (rev/min)	Operation Type	Typical Generator Output (Net)		Engine Power			
				Gross		Net	
		kVA	kWe	kW	bhp	kW	bhp
1500	Prime Power	160	130	150	203.9	141	191.7
	Standby (Max)	180	143	164.1	223	155.1	210.7
1800	Prime Power	174	140	168	288	155.1	210.8
	Standby (Max)	192	154	183.5	249	170.6	231.8

REAL EUROPEAN TECHNOLOGY
IMPORTED 欧洲科技 一脉传承

Standard Configuration
Induction system
Air filter,
turbocharger+intercooler
Fuel system
In-line pump +GAC governor
Spin-on full flow fuel filters
Pre-filter
Lubrication system
Flat aluminum oil sump
Spin-on full flow oil filters
Cooling system
Thermostat controlled by gear driven water pump
680mm belt-driven pusher fan
Radiator assy. (including air-air intercooler, tubes and fin)
Electrical system
12V Starter motor and alternator
12V stop solenoid
Oil pressure and water temperature sensor
Flywheel and housing
High inertia flywheel
SAE 3 or SAE2 flywheel housing
Accessory
Front engine mountings
Options
24V Alternator
24V Starter motor



Main parameters

Number of cylinders	6
Arrangement of cylinders	In-line
Bore × stroke	100 mm × 127 mm
Displacement (L)	5.98
Aspiration	Turbocharged and intercooled
Cycle	4-stoke
Combustion system	Direct injection
Compression ratio	17.5:1
Total lubrication capacity	19.3L
Total coolant capacity (inc. radiator)	36.3L
Length	1803mm
Width	911 mm
Height	1234 mm
Dry weight	800kg

Tianjin Engine Factory of Lovol Tianjin Heavy Industry Group Co., Ltd.
77 Gaoxin Avenue, Beichen Hi-tech Industrial park, Beichen district, Tianjin.
Tel:+86(0)22 26996802
Fax:+86(0)22 86993260
Email:lovolengines@lovolengines.com
www.lovolengines.com

REAL EUROPEAN TECHNOLOGY
IMPORTED 欧洲科技 一脉传承

158.4kWm 1500rev/min
174.2kWm 1800rev/min

1100 SERIES
1106C-P6TAG4

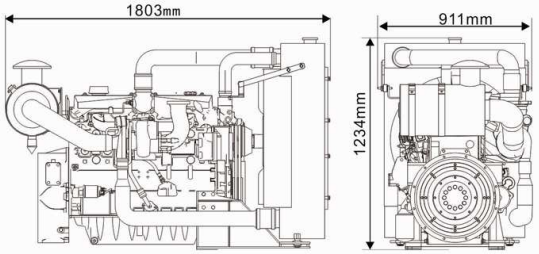
Engine Advantages

- **Dependable Power**
  Lovol newly developed g-drive diesel engines of 1100 series provide better reliability and bigger power output, by adopting four-valve technology and strengthened major and moving components, such as cylinder block, cylinder head, crankshaft, connecting rod and so on.
  1106C-P6TAG4 engine provides greater productivity through an improved power to weight ratio.
  Without pre-heater device, engines can be normally started at the temperature of -10℃; With pre-heater device, engines can be normally started at the temperature of -30℃; Engine also has been designed with -40℃ starting aid for excellent load acceptance to ensure your facility is powered quickly at all conditions.
  The maximum working environmental temperature for the engine is 55℃.
- **Low Operating Costs**
  Service intervals are set at 300 hours as standard. The most competitive warranty policy is also provided.
- **Flexibility**
  The 1100 series has been designed to hit all the main power nodes, perfect for rental business or to help reduce your engine inventory.
- **Professional Product Support**
  Through an experienced global network of distributors and dealers, fully trained engine experts deliver total service support and dedicate to maximizing the productivity of your engine.

Engine Speed (rev/min)	Operation Type	Typical Generator Output (Net)		Engine Power			
				Gross		Net	
		kVA	kWe	kW	bhp	kW	bhp
1500	Prime Power	180	146	168	228.3	158.4	215
	Standby (Max)	200	160	183.6	249. 5	174	236
1800	Prime Power	196	157	186	253	174.2	237
	Standby (Max)	216	173	203.4	276	191.7	261

REAL EUROPEAN TECHNOLOGY
IMPORTED 欧洲科技 一脉传承

Standard Configuration
Induction system
Air filter,
turbocharger+intercooler
Fuel system
In-line pump +GAC governor
Spin-on full flow fuel filters
Pre-filter
Lubrication system
Flat aluminum oil sump
Spin-on full flow oil filters
Cooling system
Thermostat controlled by gear driven water pump
680mm belt-driven pusher fan
Radiator assy. (including air-air intercooler, tubes and fin)
Electrical system
12V Starter motor and alternator
12V stop solenoid
Oil pressure and water temperature sensor
Flywheel and housing
High inertia flywheel
SAE 3 or SAE2 flywheel housing
Accessory
Front engine mountings
Options
24V Alternator
24V Starter motor



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