

5008C-E30TAG4

1001 kW Gross @ 1800 rpm

Electropak

5000

Series

Basic technical data

Number of cylinders 8
Cylinder arrangement Inline
Cycle 4 stroke
Induction system Twin turbocharged, aftercooled
Compression ratio 12.8:1
Bore 160 mm
Stroke 190 mm
Displacement 30.56 litres
Direction of rotation (viewed from flywheel) Anticlockwise
Firing order (cylinder 1 furthest from flywheel) 1, 4, 7, 6, 8, 5, 2, 3

Weight of Electropak

Dry (estimated) 4360 kg
Wet (estimated) 4530 kg

Overall dimensions of Electropak

Height 1919 mm
Length 3469 mm
Width 2194 mm

Centre of gravity of Electropak

Wet, forward from rear of block 900 mm
Wet, above centre line of block 140 mm

Moments of inertia (mk²)

Engine rotational components (excluding flywheel) 7.04 kgm²
Flywheel and starter ring 6.59 kgm²

Operation

Steady state stability at constant load ISO 8528-5 Class G3
Cyclic irregularity for standby engine (110%) 1:209

Emissions capability

Emissions certification EPA Tier 2

Notes:

- Perkins maintains ISO9001:2000 certified quality management systems for engine test facilities to assure accurate calibration of test equipment
- all data based on operation to ISO 3046-1:2002 standard reference conditions
- for engines operating at increased ambient temperature and/or altitude conditions please refer to the relevant derate tables
- all data is subject to a tolerance of $\pm 5\%$ in addition to the stated power delivery tolerance
- unless otherwise stated all measurements and limits are quoted for Standby power conditions
- please refer to the relevant Operation and Maintenance Manual (OMM) for engine servicing details including coolant, fuel, oil and Diesel Exhaust Fluid (DEF) requirements where applicable
- for additional product information please contact Perkins Applications Engineering

Optional document version control

This document should be used as reference guide for installation purposes and where required can be submitted as part of business tender submissions. The table below may be used upon request to validate that this Technical Data Sheet is the latest version available.

Project name/tender name	Date	Perkins authorised sign

Cooling system

ElectropaK coolant capacity (with radiator)	140 litres
Engine coolant capacity (without radiator)	48 litres
Maximum top tank temperature	98°C
Maximum static pressure head on pump	70 kPa
Coolant temperature rise across engine	8°C
Thermostat operation range (closed to fully open)	83 to 93°C
Water temperature switch or alarm setting	103°C

Specifications	Units	60 Hz @ 1800 rpm
Engine coolant flow at maximum restriction	litres/min	660
Engine coolant circuit - maximum allowed restriction	kPa	20
Charge air cooler restriction at full load (maximum)	kPa	10
Compressor outlet temperature at standard 25°C test condition	°C	184
Compressor outlet pressure at standard 25°C test condition	kPa	225
Charge air cooler outlet temperature at standard 25°C test condition	°C	50

Radiator

Radiator face area	2.6 m ²
Core material	Aluminium
Fins per inch	12
Width of matrix	1936 mm
Height of matrix	1347 mm
Weight of radiator	940 kg
Pressure cap setting	70 kPa

Fan type

Fan type	Mechanical, fixed
Configuration	Pusher
Diameter (tip to tip)	1250 mm
Number of blades	9
Material	Composite
Drive ratio	0.8:1

Duct allowance

	Units	60 Hz @ 1800 rpm		
		0	120	200
Duct allowance ⁵	Pa	0	120	200
Ambient clearance ⁶	DCP	°C	56	54.5
	ESP			
Resultant minimum airflow	m ³ /sec	17.7	16.7	16.3

Fuel system

Fuel injection pump	Unit injection
Fuel injector type	MEUI
Filtration media size	4 µm
Fuel lift pump type	Mechanical
Maximum low-pressure system fuel flow rate	840 litres/hr
Maximum low-pressure system pressure	750 kPa
Pressure measured at tertiary outlet	670 kPa
Maximum fuel temperature at rail	58 °C
Fuel return flow rate to fuel cooler	814 litres/hr
Governor type	Electronic
Fuel cooler included ⁷	Yes

Fuel specification

Recommended fuel conformity	ASTM D975 1D & 2D
Maximum sulphur in fuel limit	15 ppm

Fuel consumption⁸

DCP load condition %	907 kW @ 1800 rpm
	DCP g/kWh
ESP	210
100	217
75	227
50	218

Load acceptance⁹

The engine speed governing complies with the requirements of classification 3 and 4 of ISO 8528-12 and to G2 and G3 operating limits stated under ISO 8528-5.

Footnotes:

- Maximum additional cooling airflow restriction.
- Ambient clearance allows for 5°C rise above ambient temperature at fan.
- Where fuel cooler is provided, component details can be found on GA drawing.
- For conversion to litres/hr use the following formula with the correct fuel density:

$$\frac{\text{SFC (kg/kWh)}}{\text{Fuel density (kg/litre)}} \times \text{Power (kW)} = \text{Fuel Consumption (litres/hr)}$$
- Please contact Perkins Applications Engineering for any further information.

Lubricating system

Total system capacity

Maximum sump capacity (maximum dipstick mark)	153 litres
Minimum sump capacity (minimum dipstick mark)	127 litres
Maximum oil temperature (continuous operation)	105°C
Maximum oil temperature (intermittent operation)	110°C

Lubricating oil

Relief valve opening pressure	300 kPa
Minimum oil pressure	200 kPa
Oil pressure at maximum no load speed	460 kPa
Oil flow at rated speed	3.7 litres/min
Oil consumption	0.12% of fuel
Oil grade	15W/40

Maximum engine operating angles

Front up, front down	5°
Right side up, right side down	10°

Induction system

Maximum air intake restriction (clean filter)	2.5 kPa
Maximum air intake restriction (dirty filter)	3.8 kPa
Maximum temperature rise to air filter	5°C
Air filter type	Dry
Number of air filters	2

Exhaust system

Number of exhaust outlets	1
Exhaust outlet diameter	406 mm
Exhaust outlet flange size and type	8x diameter 22 holes equally spaced on 356 mm PCD
Maximum back pressure at post turbine	10 kPa

Electrical system

Alternator output voltage	24 V
Alternator output current	55 amps
Starter motor input voltage	24 V
Starter motor power draw	8.2 kW
Number of teeth on flywheel	190
Number of teeth on starter pinion	12
Minimum average cranking speed	140 rpm
Engine stop method	Electronic

Engine mounting

Maximum static bending moment at rear face of block	1356 Nm
Maximum additional load applied to flywheel due to all rotating components	650 kg

Cold start recommendations¹⁰

Minimum starting temperature	Engine oil grade	Minimum battery cold cranking amps with block heaters
		CCA
°C		
-10	API CI4 15W/40	2 x 12V x 810A
Maximum battery cold cranking amps (CCA)	API CI4 15W/40	2 x 12V x 1400A

Footnotes:

10. Cold cranking amps as per SAEJ537.

Noise data

Noise data of the ElectropaK, this excludes exhaust outlet noise except where specifically stated, measured in a semi-anechoic environment. Measurements taken in accordance with ISO 6798-1:2020.

ElectropaK

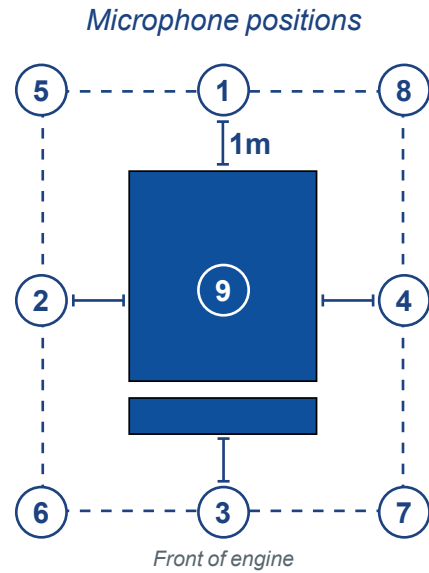
Average sound pressure level ^{11,12} (L_{pA}) at 1m (dBA)
60 Hz @ 1800 rpm
116.5

Raw exhaust outlet noise level at turbocharger outlet

Exhaust sound power level ¹³ (L_{WA}) (dBA)
60 Hz @ 1800 rpm
127.9

Sound distribution around ElectropaK

Position (reference diagram)	Sound pressure level (L_{pA}) at 1m (dBA)
	60 Hz @ 1800 rpm
1	116.2
2	114.5
3	116.1
4	118.9
5	112.5
6	113.4
7	117.9
8	117.7
9	117.0



Footnotes:

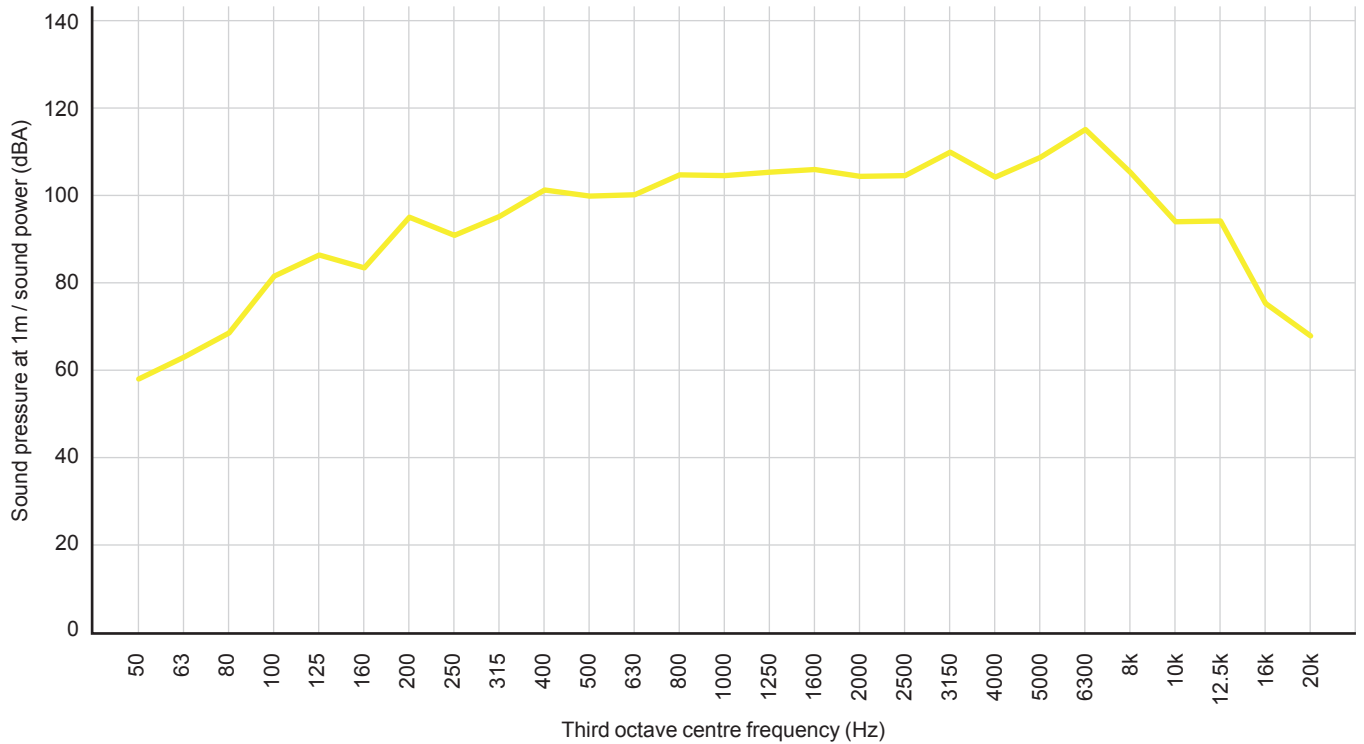
11. Sound pressure reference level: 20 μ Pa.
12. Average 1m sound pressure level to sound Power conversion add 15.1 dB.
13. Sound power reference level: 1pW.

Spectral data

1/3 Octave sound data for the ElectropaK and exhaust outlet noise level at turbocharger outlet.

	Third octave centre frequency (Hz)																										
	50	63	80	100	125	160	200	250	315	400	500	630	800	1000	1250	1600	2000	2500	3150	4000	5000	6300	8k	10k	12.5k	16k	20k
ElectropaK noise L _{pA} at 1m dBA 60 Hz at 1800 rpm	57.7	62.8	68.4	81.3	86.2	83.6	94.9	91.1	94.8	101.1	99.7	100.0	104.4	104.5	105.3	106.0	104.6	104.7	109.6	104.4	108.6	115.0	105.9	94.0	94.7	75.9	68.3

Sound spectra



— ElectropaK noise L_{pA} at 1m dBA
60 Hz at 1800 rpm