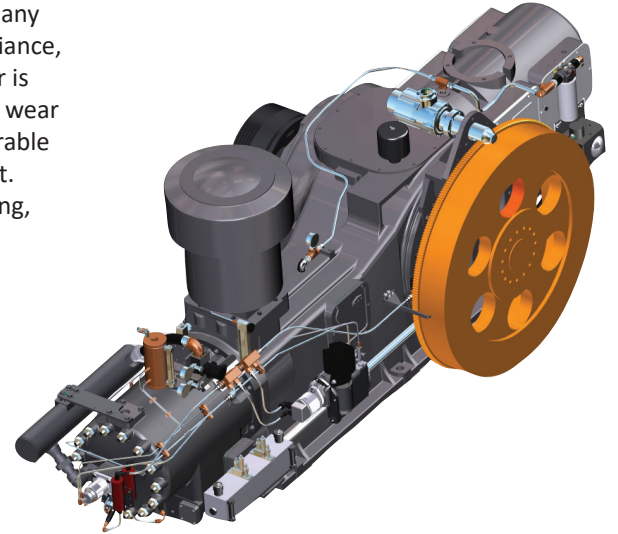


AJAX™ INTEGRAL ENGINE-COMPRESSOR DPC-2201

148 bhp, 440 rpm

Robust, reliable Ajax engines have been manufactured in the United States longer than any other OEM brand engines, with continuous innovations and technologies adding compliance, strength and simplicity to the original design. The DPC-2201 integral engine-compressor is rated at 148 bhp and features a slow-speed, two-cycle engine design that results in less wear and fewer moving parts. It offers greater reliability and efficiency than high-speed separable units. As a result, operating costs are substantially lower over the life of your equipment. The DPC-2201 is the economic choice for a variety of applications, including gas gathering, injection, processing, transmission, and fuel gas boosting.



Benefits

- > Minimum maintenance
- > Higher availability
- > Higher resale value
- > Reduced parts stocking requirements
- > Single source responsibility available
- > More gas compressed per BHP than high-speed separable units
- > Higher mechanical efficiency
- > Flexible

Features

- > Integral crankshaft design
- > Slow operating speed
- > Fewer moving parts
- > Technically current design
- > Low-cycle, low BMEP engine
- > Larger valve area

| Model | STD | LE |
|---------------------|------------------------------|------------------------------|
| No. of Cylinders | 1 | 1 |
| Power | 148 bhp (110 kWb) | 148 bhp (110 kWb) |
| Rated Speed | 440 rpm | 440 rpm |
| Bore & Stroke | 13¼" × 16" (337 mm × 406 mm) | 13¼" × 16" (337 mm × 406 mm) |
| Piston Displacement | 2,206 in ³ (36 l) | 2,206 in ³ (36 l) |
| BMEP | 60.4 psi (4.2 bar) | 60.4 psi (4.2 bar) |
| Piston Speed | 1,173 ft/min (6 m/s) | 1,173 ft/min (6 m/s) |

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| Model | STD | LE |
|--|----------------------------------|----------------------------------|
| Fuel Gas System¹ | | |
| Fuel pressure range | 150 psi (10.3 bar) | 150 psi (10.3 bar) |
| Exhaust System² | | |
| Exhaust Temperature | 490°F (254°C) | 490°F (254°C) |
| Exhaust Flow | 45 lb/min (20 kg/min) | 47 lb/min (21 kg/min) |
| Cooling Water System | | |
| Capacity | 25 gal (95 l) | 25 gal (95 l) |
| Lube Oil System³ | | |
| Capacity | 25 gal (95 l) | 25 gal (95 l) |
| Consumption | 4.9 pints/day (2.3 l/day) | 4.9 pints/day (2.3 l/day) |
| Crankcase Makeup | 1.3 pints/day (0.6 l/day) | 1.3 pints/day (0.6 l/day) |
| Brake Specific Fuel Consumption | | |
| 100% Load (LHV) | 8,000 Btu/bhp-hr (11,319 kJ/kWh) | 7,800 Btu/bhp-hr (11,036 kJ/kWh) |
| Engine Emissions² | | |
| NO _x | 10 g/bhp-hr | 2 g/bhp-hr |
| CO | 1.3 g/bhp-hr | 1.4 g/bhp-hr |
| NMHC | 0.6 g/bhp-hr | 0.6 g/bhp-hr |
| VOC | 0.5 g/bhp-hr | 0.5 g/bhp-hr |
| Formaldehyde | 0.3 g/bhp-hr | 0.3 g/bhp-hr |
| CO ₂ | 470 g/bhp-hr | 458 g/bhp-hr |
| Compressor Specifications | | |
| No. of Throws | 1 | 1 |
| Stroke | 11" (279 mm) | 11" (279 mm) |
| Piston Speed | 807 ft/min (4 m/s) | 807 ft/min (4 m/s) |
| Rod Load | 30,000 lb (133 kN) | 30,000 lb (133 kN) |
| Rod Diameter | 2.5" (64 mm) | 2.5" (64 mm) |
| Crankshaft Centerline | 20" (508 mm) | 20" (508 mm) |
| Dry Weight | | |
| Frame Weight | 11,000 lb (4,990 kg) | 11,000 lb (4,990 kg) |
| Dimensions | | |
| Frame Length | 158" (4,013 mm) | 158" (4,013 mm) |
| Frame Width | 61" (1,549 mm) | 61" (1,549 mm) |
| Frame Height | 53" (1,346 mm) | 53" (1,346 mm) |
| Stack Diameter | 12" (305 mm) | 12" (305 mm) |
| Stack Height | 190" (4,826 mm) | 190" (4,826 mm) |
| Flywheel | | |
| Outside Diameter | 48" (1,219 mm) | 48" (1,219 mm) |
| Weight | 2,200 lb (998 kg) | 2,200 lb (998 kg) |

¹ Fuel gas system pressure noted is maximum pressure at customer connection

² Exhaust and emissions noted based on: PLQNG, 1500 FASL elevation, 65°F ambient temperature for STD and LE

³ Lube oil system consumption rates based on full load and full speed operation. Values do not indicate break-in consumption rates.

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