

FACT SHEET

COMPRESSOR CAPACITY

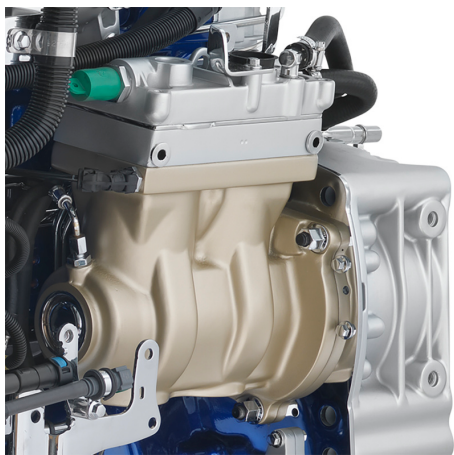
2COM1100 Dual-cylinder air compressor 760 cc, 1100 l/min



Dual cylinder air compressor – 760 cc

The dual cylinder air compressor is installed on the left-hand side of the engine, and is directly driven via the engine transmission. The compressor uses very little engine power. This minimises power loss, resulting in a high overall power level and low fuel consumption.

Oil and coolant are supplied from the engine's ordinary system, which guarantees high reliability. The compressor can be fitted with a clutch that reduces fuel consumption.



PRODUCTIVITY

- High air flow and high efficiency rating.
- Two cylinders provide large stroke volume and high capacity.
- Cooling and lubrication from the engine's ordinary systems.

SPECIFICATION

Type designation.....	2COM1100
No. of cylinders.....	2
Bore.....	92 mm
Stroke.....	57 mm
Displacement.....	760 cc
Compression ratio.....	29.4:1
Compression ratio (with clutch).....	33.6:1
Gear ratio D11.....	1.2857
Gear ratio D13/D16.....	1.3125
Weight.....	24.2 kg
Weight clutch.....	4.7 kg
Air delivery at 1000 rpm (compressor).....	422 l/min
Air delivery at 1500 rpm (compressor).....	620 l/min



ENERGY EFFICIENCY

- Energy saving function helps reduce fuel consumption.

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Dual cylinder air compressor 2COM1100

The 2COM1100 is suitable when high volumes of air are required, e.g. for trucks with full air suspension that have more than five air-suspended axles including trailers, or when there is strong need for height control.

Recommendations

The 2COMP870 compressor should be the most optimal choice if all four following criteria's are met:

- Maximum five air suspended axles in the vehicle combination
- Running on predominantly flat roads (T-FLAT or T-PFLAT)
- Driving on smooth roads (RC-SMOOT)
- Driving in longdistance like routes (TC-LONGD)

The 2COM1100 compressor should be the most optimal choice if any of below criteria's match:

- More than five air suspended axles in the vehicle combination
- Rough road conditions (RC-ROUGH)
- Hilly topography (T-HILLY)
- Lots of starts and stops or accelerations/deaccelerations
- Air consuming bodywork, such as tippers, hooklifts and swapbodies
- Heavy haulage (GCW 60 ton or higher)