

DGVSW 500 ST T2

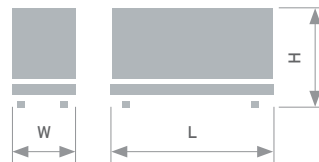


Measures:

L: 4900 mm H: 2381 mm
W: 1716 mm

Weight (dry):

11519 lbs / 5225 kg



60Hz



Diesel



Water cooled



Soundproofed



1800 RPM



CSA Approved or Equivalent

1 Genset General Description

➤ Soundproofed genset with automatic startup, control card allows automatic, manual or signal start-up.

General Technical Data

Engine	VOLVO TAD1641GE-B		
Alternators	240/120V	Wdg.	-
		-	-
	208/120V	Wdg.	-
		-	-
	480/277V	Wdg.	STAMFORD S5L1D-C
		w311	
	600/347V	Wdg.	STAMFORD S5L1S-D
		w17	
Performance Class	G3		
Frequency	60Hz		
Control Panel	DSE 7320 MKII		
Noise level (dBA@7m)	72		

Voltage (V)	PRP (KW)	ESP (KW)	PRP/ESP (A)
240/120V	-	-	- / -
208/120V	-	-	- / -
480/277V	461	500	693.6 / 752.6
600/347V	464	521	558.8 / 627.2

PRP: Continuous power ("Prime Power") ISO 8528-1 standard.

ESP: Emergency power ("Emergency Standby Power") ISO8528-1 standard.

2 Engine Specifications

› VOLVO TAD1641GE-B Diesel engine, inline 6-cylinders, 4-stroke. Turbo-Charged aspiration, air intake system. Electronic regulation. Complying with EPA Tier 2 emissions.

Engine General Data

Manufacturer/Model	VOLVO TAD1641GE-B	Number of Cylinders	6 cylinders
R.P.M.	1800	Engine Capacity	16,12
Max. Power (kWm) (net)	550.0	Cooling System	Water cooled
Power PRP (Kwm) (net)	489.0	Regulation Type	Electronic
Fuel	Diesel	Engine Type/Injection/Suction	Diesel /Direct/Turbo-Charged

2.1 Fuel Feed System

› Direct injection system, fuel filter included that prevents the passage of particles, original parts from the engine manufacturer.

50% PRP 61.1 l/h (16.1 US gals/h)

75% PRP 89.5 l/h (23.6 US gals/h)

100% PRP 120.5 l/h (31.8 US gals/h)

110% ESP 133.6 l/h (35.3 US gals/h)

2.2 Cooling System

› Cooling by fully distributed coolant in a closed circuit driven by a pump activated by the engine. Tropicalized radiator. Original parts from the engine manufacturer.

9.9

Fan Airflow
(m³/s @ 65°C)

20.1
(15.0)

Fan Power Consumption
hp (kW)

60

Engine + Radiator Capacity (l)

4000W
240V

Blockheater (W/V)

2.3 Lubricating System

› Lubrication system is driven by the crankshaft driven pump. Filter on top with full flow cartridge inserted, front crankcase. Original parts from the engine manufacture.

Total Oil Capacity 42L

 With oil pressure reading sensor

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2.4 Air Intake System

➤ Direct air intake system including two-stage filter. Original parts from the engine manufacturer.

Combustion Air Volume 45.8 m³/min

2.5 Start System

➤ Start system by electric motor. battery (without maintenance) with disconnecter and charging alternator driven by the starter motor 24V, original parts from the engine manufacturer.

Number of Batteries

2

Battery Features

8D-9

Starting Voltage

24V

2.6 Exhaust System

➤ Attenuation level -35dB(A). Complying EPA Tier 2 emissions.

Exhaust System

Exhaust Gas Volume	110.4 m³/min
Exhaust Gas Temperature	469 °C
Exhaust External Diameter	Ø152.4 (6")
Max. Exhaust Backpressure	10kPa

3 Alternator Specifications

➤ Alternator STAMFORD 4-poles, brushless, alternator with class H insulation wound at 2/3 pitch and self-excited automatic voltage regulator (AVR).

Alternator General Data	240/120V	208/120V	480/277V	600/347V
Brand/Model	-	-	STAMFORD S5L1D-C	STAMFORD S5L1S-D
Winding No.	-	-	w311	w17
Voltage Regulator AVR	-	-	MX341	MX341
Voltage Regulator	-	-	±1%	±1%
ESP Power Rating 40°C (kW)	-	-	500.0	540.0
PRP Power Rating 40°C (kW)	-	-	475.2	644.0
Number of Phases	1	3	3	3
Power Factor (cos φ)	1	0.8	0.8	0.8
Efficiency at 100% Load	-	-	94.2%	94.8%
Efficiency at 110% Load	-	-	94.0%	94.6%

The alternator complies with the following standards:

- Class H temperature rise 125°C (257°F), Standby (ESP).
- Class H temperature rise 105°C (302°F), Prime (PRP).
- AS 1359
- IEC 34-1
- BS EN 60034-1
- VDE 0530
- BS 5000
- CAN/CSA-C22.2-100
- NEMA MG1-32

Low wave distortion: THD (100% load) = 2%, THF < 2%, Complying with EN61000-6-3, EN61000-6-2 standards on radio interference.

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4 Bench Specifications

- Engine and alternator mounted on a high strength steel frame and painted with electrostatic epoxy polyester powder paint. Frame is tested in saline mist chamber to conform to ASTM B-117-09 for 500 hours. Engine and Alternator are mounted on rubber isolators to help dampen vibration while running.



5 Canopy Specifications

- Canopy made of high strength galvanized steel and is painted with electrostatic epoxy polyester paint. Canopy is lined with acoustical/fireproof rock wool. A critical exhaust muffler -35dB(A) is installed to dampen exhaust noise. All is tested in a saline mist chamber to conform with ASTM B-117-09 for 720 hour.



6 Control Panel

- The control panel protects the engine and generator and allows for manual and automatic control of the genset.



6.1 Main Line Breaker

- Main line circuit breaker: A thermo-magnetic breaker provides protection against short circuits and overloads.

240/120V

-

208/120V

-

480/277V

800 Amps, Adj.

600/347V

600 Amps, Adj.

6.2 Control Panel Features

- Emergency Stop Push Button

- DeepSea Battery Charger

Permanently connected to the battery to keep the battery fully charged. Charger is equipped with a float feature to keep battery ready in a prime starting state.

- Panel Fusing

Fusing to protect the control panel wiring and accessories.

6.3 Control Card

DSE 7320 MKII

Features of the DSE 7320 MKII Card:

- 132X64 pixel illuminate LCD display
- Full engine/alternator parameter and alarm read out
- 5-button menu navigation
- One touch Auto-Manual-Test and Stop buttons
- 9 factory configurable outputs
- 8 factory configurable inputs
- Programmable PLC for custom application
- Remote communication through an RS232 or RS485 connection
- Utility sensing Option

The control card complies with the following environmental tests:

- BS EN 61000-6-2 (electromagnetic compatibility)
- BS EN 61000-6-4 (electromagnetic compatibility)
- BS EN 60950 (electrical safety)
- BS EN 61000-6-2 (Temperature)
- BS EN 60068-2-6 (Vibration)
- BS EN 60068-2-30 (Humidity)
- BS EN 60068-2-27 (Shock)

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6.4 Display

Control card for all Voltages: DSE 7320 MKII

Engine

Engine Speed	Engine Hours
Oil Pressure	Number Engine Starts
Battery Voltage	Fuel Consumption
Fuel level	Engine Temperature

Generator

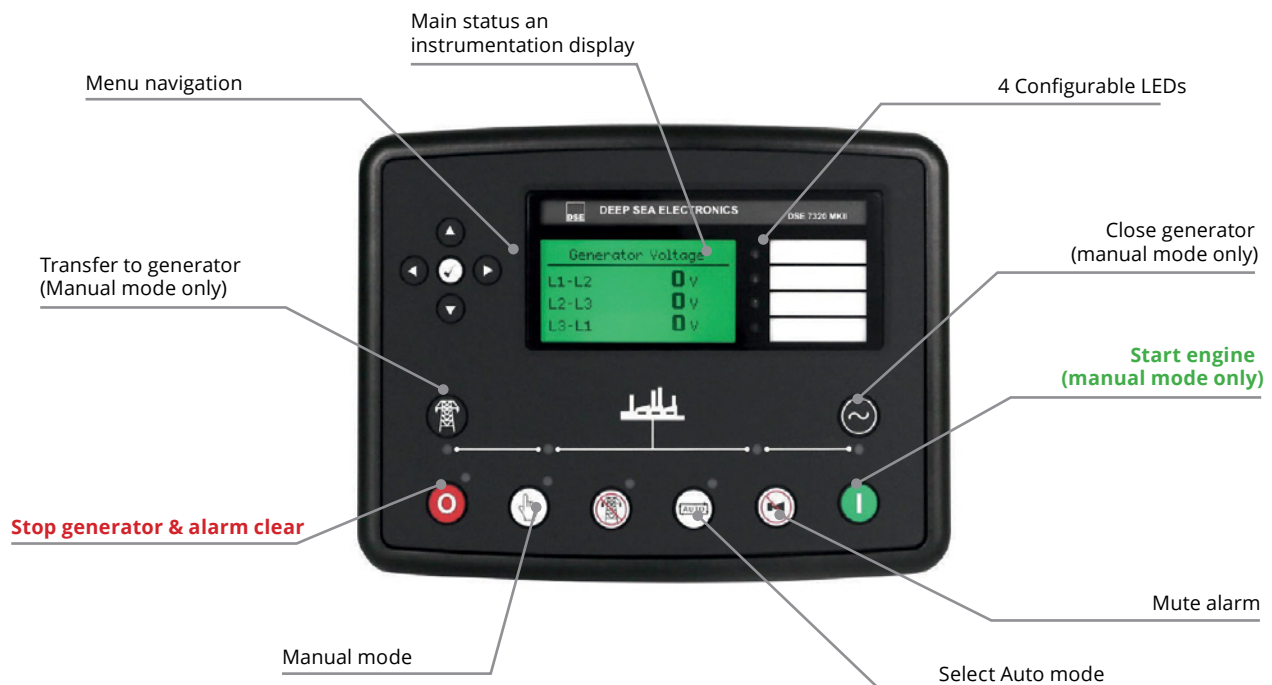
Voltage (L-N)	Voltage (L-L)
Frequency	Amperage
Power Factor	Load (kW, kVA, kVah)

Mains

Voltage (L-N)
Voltage (L-L)
Frequency

Alarm Detected

Overcrank	High Engine Temp.
Low Oil Pressure	Low Engine Temp.
Low Coolant Level	Low Fuel Level
Low Plant Battery Voltage	Main Line Breaker
Over Voltage	Over Frequency
Under Voltage	Over Speed
Control Not In Auto	Lamp Test Features
Radiator level sender	



Gensets rated for operational ambient temperature of 40 C, in compliance of CSA C282-15. If ambient temperature exceeds 40 C, please contact sales representative for derating information. Emergency standby power(ESP): the maximum power available for which a genset is delivering in the event of a utility power outage or under test conditions for up to 200hours per year. Prime Power(PRP): the maximum power which a genset is capable of delivering continuously for an unlimited number of hours per year.