

## OPEN GENSETS WITH IVECO ENGINE



<b>1500 RPM</b>	<b>400/230 V 50 Hz</b>	<b>Type AI-720</b>	<b>720/576 Kva/KW (PRP)</b>	<b>795/636 Kva/KW (LTP)</b>
-----------------	------------------------	--------------------	-----------------------------	-----------------------------

**Engine:** VECTORR8 T2

**Alternator:** ECO43-1SN/4

### **Scope of Supply:**

The engine and the alternator are mounted together forming a rigid monoblock, the shafts are connected by a flexible disc connection. The monoblock is mounted on a steel base frame via silent blocks. The base frame is including a fuel tank. Starting is electric and it includes a battery. The genset monitoring system consist of a control module.

### **GEN SET POWER**

<b>Voltage</b>	<b>Hz</b>	<b>Phase</b>	<b>Cos Ø</b>	<b>PRP* Kva/KW</b>	<b>LTP** Kva/KW</b>	<b>Amp.</b>
415/240	50	3	0,8	720/576	795/636	1107
400/230	50	3	0,8	720/576	795/636	1148
380/220	50	3	0,8	720/576	795/636	1209
240/120	50	3	0,8	720/576	795/636	1914
230/115	50	3	0,8	720/576	795/636	1998
220/110	50	3	0,8	720/576	795/636	2088

#### **PRP\* Kva/KW:**

Available electrical power (at a variable load) with a medium of 80% of the indicated maximum power. A 10% overload capability is available of the indicated maximum power. A 10% overload capability is available

#### **LTP\*\* Kva/KW:**

Available electrical load (at a variable load) during a maximum of 500 hours per year. No overload capability is available.

### **Control Cubicle Alternatives**

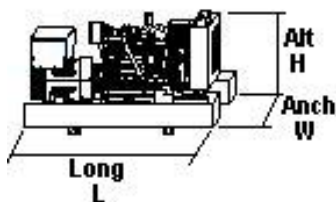
Manual/Remote Control Cubicle:: STANDARD MCP SAM 712 / OPTIONAL MCP DSE 5320

Automatic Control Cubicle: STANDARD ACP DSE 5320

### **Options::**

Please see the price list

## TECHNICAL DATA

Engine		Alternator		
Engine type:	VECTORR8 T2	Alternator Type:	ECO43-1SN/4	
Eng. Power kW COP:	-	Nº of poles:	4	
Eng. Power kW PRP:	609	Eff. At 3/4 %:	95,3	
Eng. Power kW LTP:	670	Eff. At 4/4 %:	95,1	
Nº Cylinders:	V8	Alt. rating PRP kVA III Kw II:	800	
Displacement cm3:	20000	Alt. rating LTP kVA III kW II:	880	
Bore/stroke (mm/mm):	145 X 152	Output Power PRP kVA III kW II:	720	
Compression ratio:	16:1	Output Power LTP kVA III kW II:	796	
Cooling:	WATER	Current Amp PRP:	1040	
Injection:	DIRECT	Current Amp LTP:	1144	
Aspiration:	TURBO/INTERCOOLER	Standard Circuit Breaker (Amp):	1250	
Standard governor:	ELECTRONIC	Xd (%):	353	
Governing control quality:	G3	X'd (%):	19,2	
Speed droop mech gov. (%):	0	X:	12	
Exhaust gases temperature (°C):	560	Nº of wires:	12	
Exhaust gases flow (m3/h):	8030	Insulation:	H	
Max Exh. Back pres. (mbar):	80	Regulator AVR:	SR7/2	
Coolant capacity (lit.):	85	Protection:	IP22	
Cooling air flow (m3/h):	40000	<b>DIMENSIONS</b>		
Max allow. Intake dep. (mbar):	50	<b>Height:</b>	2150 mm	
Combustion air flow (m3/h):	2492	<b>Width:</b>	1660 mm	
Oil cap. (Litres):	85	<b>Length:</b>	3550 mm	
Oil cons. (kg/hr or % of fuel cons):	0,10%		<b>Weight:</b>	4996 kgs
Min oil press warning (bar):	2		<b>Tank:</b>	600 lit
Fuel cons. 25% lit/h:	40			
Fuel cons. 50% lit/h:	78			
Fuel cons. 75% lit/h:	113			
Fuel cons. 100% lit/h:	148			
Electric system VDC:	24V			
Type:	Neg to ground.			
Battery (Ah):	2 X 180			
Starting motor (kW):	8,5			
Flywheel Housing:	SAE0/18			

### Technical information available in download section.:

Engine technical data	Alternator Technical data	Gen Set Drawing	Instalation drawing	Control cubicle descr.
Engine manual	Alternator Manual	Gen Set Manual	Gen Set Condensed Man.	Controler manual

## Control Cubicles



### **MANUAL -REMOTE START CONTROL MODULE: MCP SAM 712**

#### SAM 712 CONTROLLER

- Manual or Automatic remote start controller, Selector switch for Off, Man and Auto with key. Complete engine protection functions with alarms visualised via LEDs in the front. The controller is set up via 6 DIP switches in the rear of the case.
- Standard circuit breaker and differential relay.



### **AUTOMATIC/MANUAL CONTROL MODULE: ACP-MCP DSE 5320**

#### DSE 5320 CONTROLLER

- The Model 5320 is an Automatic Mains Failure Control Module. The module is used to monitor a mains supply and automatically start a standby generator set..
- Operation of the module is via pushbutton controls with STOP/RESET, MANUAL, TEST, AUTO and START
- The controller has a J 1939 CANBus interface for connection to modern engine ECU's. This enables engine protection and instrumentation without requiring additional sensors. Engine diagnostic information removes the need for both service equipment and cryptic diagnostic
- Comprehensive remote communication via RS232 port connecting via modem or PC. It is also possible to monitor and control the system via PC up to 100metres (111 yards) from the controller
- Standard IV poles circuit breaker (until 85 Kva.)