

GENERATING SET POWERED BY VOLVO PENTA

SVP400- GENSET



At 1500rpm Prime Power 301KWe/376KVA, Standby Power 331KWe/414KVA

At 1800rpm Prime Power 328KWe/410KVA, Standby Power 361KWe/451KVA

Reliable & Powerful

The **SVP400** Genset is a powerful, reliable and economical diesel Generating Set. This combination is built on dependable Volvo Penta engine and Stamford (CGT) first class alternator.

Durability & Low Noise

Designed for easiest, fastest, and most economical installation. Approved combinations with engines coupled to single bearing alternators produce a smooth vibration free operation and low noise. Engine-Alternator is mounted on rigid steel base frame using Volvo Original Rubber Cushion for optimal vibration isolation.

Engine Low Exhaust Emission

The state of the art, high-tech injection and charging system with low internal losses contributes to excellent combustion and low fuel consumption. Complies with EU stage 2 and TA-luft -50% exhaust emission regulation.

Alternator Control & Regulation

Continuous development of the automatic voltage regulators is to reach the ultimate reliability and control.

Warranty

One year against all defects in material and / or workmanship, subject to the terms and conditions of the Manufacturer's warranty.

Easy Service & Maintenance

Easily accessible service, maintenance points and terminals contribute to the ease of service of the genset.

Maintained Performance

The standard genset may operate up to 1000m altitude and 40°C ambient air temperature without derating. The engine is not derated under any further condition, while the alternator is affected and re-selected accordingly.

General

Engine

- Tropical cooling system (55°C)
- Fully electronic with Volvo Penta EDC III
- Turbo charged
- Emission compliant
- Low noise level
- CANBUS interface SAE J1939

Alternator

- 12 wire reconnectable stator / terminal arrangement
- 2/3 pitch windings avoid excessive neutral currents.
- Single bearing construction with dynamically balanced rotor and sealed for life bearings.
- Class "H" insulation with severe environmental protection as standard.
- Built to confirm with all leading industrial and marine standards.

General

- Digital controller with LCD display
- Auto Start
- 3 pole circuit breaker
- Battery disconnecter switch
- Manual oil drain pump
- Stainless steel flexible
- Standard silencer
- Rigid steel base frame with lifting eyes
- Anti-vibration pads
- Fuel filter water separator
- Coolant "Ready Mix" (Volvo original)
- Oil VDS (Volvo original)

Control Panel

- Deep Sea digital controller; (UK origin) CANBUS J1939
- Steel sheet enclosure with hinged and lockable cover
- Emergency push button
- Alternator mounted & fixed with anti-vibration rubber pads
- Warm up and cooling functions, with built in exerciser
- Readings: (LCD display)
 - AC volts, AC currents, DC volts, frequency, rpm, hour counter, power factor
 - Oil pressure, water temperature, boost pressure and temperature, KW, KWh, KVA, KVAR, fuel consumption, relative load
- Fault indications are presented in plain english messages, along with errors related to engine controller
 - Low oil pressure, high coolant temperature, low oil level, high oil temperature
 - DC alternator failure, overspeed, over under voltage, over under current, over crank(Fail to start), any sensor failure
 - Low coolant level
- Configurable inputs & outputs
- RS232 modem link to PC via GSM network, Signal SMS messages



Features

Engine	Volvo Penta
Type	TAD1343GE
Origin	Sweden
No. of Cylinders	6
Configuration	In-line
SAE/Flexible coupling	1/14"
Cycle	4-stroke
Bore, mm	131
Stroke, mm	158
Displacement, l	12.13
Compression ratio	18.1:1
Aspiration	Turbocharged
Injection	Electronic
Starting	24VElectric
Alternator, amps	80/24V

Alternator	Stamford
Type	HCI444F
Origin	UK
Construction	single bearing
Insulation system	Class "H"
Temperature rise, °C	125
Excitation	Self excited
Voltage Regulator	AVRAS440
Protection	IP 23
Rated power factor	0.8
Regulation	±1.0%
No. of Phases	3
No. of Poles	4
RPM	1500 1800
Frequency	50Hz 60Hz

Performances

	1500rpm	1800rpm
Engine		
Efficiency		93%
Prime Power, KWm (hp)	325 (442)	353 (480)
Standby Power, KWm (hp)	356 (484)	388 (528)
Alternator		
Prime Power, KWe	320	400

Lubrication system

	1500rpm	1800rpm
Oil consumption, l/hr:		
Prime power	0.04	0.05
Standby Power	0.04	0.05
Oil sump capacity, l		30
Oil system capacity include filters, l		36

Fuel system

	1500pm	1800pm
Specific fuel consumption at:		
Prime Power, Litre/h		
50%	35.83	40.22
75%	51.87	58.57
100%	68.80	78.10

Intake and exhaust system

	1500rpm	1800rpm
Air consumption at		
Standby Power, m ³ /min	27	28
Heat rejection to exhaust at		
Standby Power, KW	236	239
Exhaust gas temperature after turbine at		
Standby Power, °C	420	498
Max allowable back-pressure in exhaust line, Kpa	10	10
Exhaust gas flow at		
Standby Power, m ³ /min	60	71

Cooling system

	1500rpm	1800rpm
Heat rejection radiation from engine at		
Standby Power, KW	13	23
Heat rejection to coolant at		
Standby Power, KW	152	177
Cooling air flow, m ³ /sec	6.8	8.2
Coolant capacity, l		44

Telephone interference

THF is better than	2%
TIF is better than	50

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Circuit Breaker

3 Pole series MCCB adjustable, amps	630
CT's	600/5
Steel sheet enclosure with bolted cover (European origin, ABB or equivalent)	

Documentation

Engine instruction book-English
Warranty and service book- Multi-language
Alternator manual- English
Wiring diagram

Dimensions and Weight

Length: 3.3m
Width: 1.15m
Height: 1.8m
Weight: 3270Kg

Spare Parts Kit (Optional)

(Genuine Volvo Penta)

Oil filter, full flow	2
Oil filter, bypass	1
Fuel filter	1
Fuel filter water separator	1
Coolant filter	1
Air filter	1
Fan belt set	1
Alternator belt set	1

International Standards

Engine confirm to ISO 9001: 2000, ISO 14001, ISO10054, ISO 3046, BS 5514, DIN 6271.
 Alternator confirm to ISO 9001, ISO 14001, BS EN 60034, BS 5000, VDE 0530, NEMA MG1-32, IEC34 CSA C22.2-100, AS 1359, BS 6861-1, B En 61000-6-2:2001.

Rating Guidelines

PRIME POWER rating to ISO Standard Power for continuous operation. It is applicable for supplying electrical power at variable load with 70% load factor for an unlimited number of hours as opposed to commercially purchased power. A 10% overload capability for governing purpose is available for this rating.

MAXIMUM STANDBY POWER rating corresponds to ISO Standard Fuel Stop Power. It is applicable for supplying standby electrical power at variable load in areas with well established electrical networks in the event of normal utility power failure. No overload capability is available for this rating.

1 hp = 1KW x 1.36

KWm = Kilo Watt mechanical, net with fan

KWe = Kilo Watt electrical = KWm * gen. eff

KVA = Kilo Volt Ampere calculations based based on 0.8 power factor = KWe/0.8

Optional Equipment

- **Engine**
 - Coolant heater
 - Oversize batteries
 - Extra fuel pre filter water separator
- **Alternator**
 - Permanent magnet generator (PMG)
 - Upgrade to 3 phase sensing AVR
 - Quadrature droop kit
 - Anti-condensation heater
 - Air inlet filters
- **General**
 - Upgrade to modular controller for paralleling.
 - Automatic transfer switch
 - Battery charger
 - Upgrade to 4 pole circuit breaker
 - Fuel tank base frame integrated for 8 hours operation
 - Fuel tank separate with customized capacity and shape
 - Fuel level switch High / Low for alarm and control
 - Fuel transfer pump Automatic / Manual
 - Fuel tank air filter
 - Residential grade silencer
 - Weather protective and acoustic enclosure.