



## Einführung

The new Twin Power series offers flexibility and performance like never before. With two gensets under one hood, it ensures backup and reliability twice. Two engines work in synchronization and back2back mode, which ensures a 24/7 power supply. The centralized control and monitoring system enables easy startup and commissioning. It provides savings in terms of total investment and operational costs to the customer.

## Leistung

3 Phase, 50 Hz, PF 0.8

| Spannung (V) | Bereitschaftsleistung (ESP) |     | Primärleistung |     | Standby-Strom |
|--------------|-----------------------------|-----|----------------|-----|---------------|
|              | kW                          | kVA | kW             | kVA |               |
| 400 / 231    | 776,0                       | 970 | 680.00         | 850 | 1400          |

„STANDBY-RATING (ESP) Gilt für die Stromversorgung wechselnder elektrischer Lasten für die Dauer einer Stromunterbrechung einer zuverlässigen Versorgungsquelle. ESP entspricht ISO 8528-1. Überlast ist nicht erlaubt.“

PRIME RATING (PRP) Gilt für die Stromversorgung unterschiedlicher elektrischer Lasten für unbegrenzte Stunden. PRP entspricht ISO 8528-1. 10 % Überlast ist für einen Zeitraum von 1 Stunde innerhalb eines 12-stündigen Betriebszeitraums verfügbar.

## Allgemeine Charakteristiken

|                                 |                   |
|---------------------------------|-------------------|
| Modellname                      | AD-TP 980         |
| Frequenz (Hz)                   | 50                |
| Treibstoffart                   | Diesel            |
| Motor Marke und Modell          | Hyundai P158LE x2 |
| Marke und Modell des Generators | Aksa AK 6371 x2   |
| Steuerung Modell                | InteliGen NT      |
| Schalldämmhaube                 | AK98 - 980TP      |

## Motorspezifikationen

### Allgemeine Daten

|                     |                      |
|---------------------|----------------------|
| Hersteller          | Hyundai              |
| Motor Modell        | P158LE               |
| Anzahl der Zylinder | 8 cylinders - V type |



|                             |                                            |
|-----------------------------|--------------------------------------------|
| Bohrung (mm)                | 128                                        |
| Hub (mm.)                   | 142                                        |
| Hubraum (lt.)               | 14.618                                     |
| Kompressionsrate            | 15.0:1                                     |
| Motorumdrehungen (U/min)    | 1500                                       |
| Standby-Leistung (kW/PS)    | 414/563                                    |
| Prime Leistung (kW/PS)      | 363/494                                    |
| Kühlwasservorwärmung Anzahl | 1                                          |
| Kühlwasservorwärmung (Watt) | 3000                                       |
| Drehzahlregelung            | Electronic                                 |
| Luftfilter                  | Dry Type                                   |
| Ansaugung                   | Turbo Charged and Intercooled (Air to Air) |

#### Schmiersystem

|                        |     |
|------------------------|-----|
| Ölkapazität (lt)       | 21  |
| Max. Öltemperatur (°C) | 120 |

#### Kraftstoffsystem

|                           |                        |
|---------------------------|------------------------|
| Treibstoffart             | Diesel                 |
| Injektionsart und -system | Direct                 |
| Typ der Kraftstoffpumpe   | WEIFU in-line "P" type |

#### Elektrisches System

|                                   |        |
|-----------------------------------|--------|
| Betriebsspannung (Vdc)            | 24 Vdc |
| Batterie und Kapazität (Menge/Ah) | 2x120  |
| Lichtmaschine                     | 45     |

#### Kühlsystem

|                 |              |
|-----------------|--------------|
| Kühlungsmethode | Water Cooled |
|                 | 22           |

#### Abgassystem

|                          |       |
|--------------------------|-------|
| Abgasstrom (m³/min.)     | 78.30 |
| Abgasgegendruck (kPa)    | 5.9   |
| Abgastemp. (C)           | 580   |
| Wärmeabgabe an das Abgas | 362.6 |

#### Kühler

|                                |      |
|--------------------------------|------|
| Gesamtkühlmittelkapazität (lt) | 65.1 |
|--------------------------------|------|



Luftstrom des Kühlgebläses (m³/min.) 522

Externe Einschränkung des Kühlluftstroms (Pa) 125

### Kraftstoffverbrauch

Kraftstoffverbrauch Prime mit 100 % Leistung (l/h) 89.3

Kraftstoffverbrauch Prime mit 75 % Leistung (l/h) 65.1

Kraftstoffverbrauch Prime mit 50 % Leistung (l/h) 43.9

### Eigenschaften des Generators

Hersteller Aksa

Generatormodell AK 6371

Frequenz (Hz) 50

Leistung (kVA) 464

Spannung (V) 400

Phase 3

Regler SX440

Spannungsregulierung 1

Isoliersystem H

Schutz IP23

Nennleistungsfaktor 0.8

Gewicht kompletter Generator (kg) 1263

Kühlungsluft (m³/min) 62.1

### Eigenschaften der Schalldämmhaube

Länge (mm) 9000

Breite (mm) 2050

Höhe (mm) 2551

Tankinhalt (lt.) 1400

### Steuerung

Hersteller Comap

Steuerungsmodul Modell IntelliGen NT

Kommunikationsanschlüsse MODBUS

1. Start
2. Stop
3. Mode > OFF > MAN > AUT > TEST



4. Fault Reset
5. Mode < OFF < MAN < AUT < TEST
6. Horn Reset
7. GCB control (Open/Close)
8. MCB control (Open/Close)
9. Enter
10. 5% Increase of edited setpoint's value.
11. 5% decrease of edited setpoint's value.
12. Decrease setpoint value.
13. Increase setpoint value.
14. Escape.

### Standardgeräte

IntelGen NT Auto Mains Failure control module.  
Static battery charger.  
Emergency stop push button and fuses for control circuits.

### Steuergerät

195Vac to 264Vac input voltage range  
45Hz to 440Hz input supply frequency range  
Capability to work direct from 240Vdc to 365Vdc supply voltage  
27.6Vdc factory set DC out-put terminal voltage (option up to 29.4Vdc)  
5.0Adc continuous output current into load  
Capability to work continuously into short-circuit  
Parallel connection for higher output current rating and redundant operation  
Series connection capability for higher output voltage requirements  
No cooling fans are used for high operational reliability  
Aluminum alloy case for robust handling and easy mounting

### Bau und Fertigstellung

Components installed in a sheet steel enclosure.  
Phosphate chemical, pre-coating of steel provides corrosion resistant surface.  
Polyester composite powder topcoat forms high gloss and an extremely durable finish.  
Lockable hinged panel door provides for easy component access.

### Installation

Control panel is mounted generating set baseframe on robust steel stand or power module. Located at the side of generating set with proper panel visibility.

### Optionen

### Compliance-Liste des Control Panels

Der Hersteller behält sich das Recht vor, ohne vorherige Ankündigung Änderungen an Modell, technischen Spezifikationen, Farbe, Ausstattung und Zubehör vorzunehmen.

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- High oil temperature - Shutdown
- Low fuel level - Shutdown
- Low fuel level - Alarm
- High fuel level - Alarm
- Customizable load control in parallel with the network
- Wide range of ECU support
- Highly configurable
- Timers, Internal PLC, Force values and more are compatible with ComAp's IntelliVision displays
- Active e-mail messaging and SMS with communication module

EN 60068-2-6 ed.2:2008  
EN 60068-2-27 ed.2:2010  
EN 60068-2-30:2005  
25/55°C, RH 95%, 48hours  
EN 60068-2-64  
EN 61010-1:2003

### Statisches Batterieladegerät

EBC 2405M is designed and optimized for charging all types of Lead Acid batteries (including jell type sealed Lead Acid batteries), protecting the battery and extending its useful lifetime. EBC 2405M can deliver a continuous charging current of 5A into 24V battery system (voltage is set to 27.6Vdc, with an option of up to 29.4Vdc). These battery chargers are designed with performance in mind and special care is taken for protecting and extending the lifetime of the battery.

EBC 2405M is designed with "Switched Mode" technology, where the switching transistor has only two states, ON or OFF, which increases the overall efficiency, hence reducing the excess heat dissipation and in return, increasing the device lifetime and reliability.

The control system is also designed in such a way that; battery is charged in three stages:

Constant current mode (protecting battery cells)

Constant voltage mode (reducing the charge current)

Float charge (compensation of internal self-discharge)

Constant current mode makes sure that; when the battery is drained down below its rated capacity, the high charge current flow into the battery is limited in order to protect the cells and reduce damage to the plates.

As the battery capacity is recovered, each cell voltage reaches up to 2.30Vdc to 2.45Vdc level, which means that the required charging current starts to reduce.

When the required battery terminal voltage is fully reached, the charger keeps supplying just enough current in order to compensate for the internal self-discharge (float charge). This ensures that the battery can maintain its high charge state and deliver its rated output current whenever required.

### Standard Ausrüstung

- Water cooled, Diesel engine
- Radiator with mechanical fan
- Protective grille for rotating and hot parts

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- Electric starter and charge alternator
- Starting battery (with lead acid) including rack and cables
- Automatic synchronising and power control system (Multi gen-set Parallel)
- Engine coolant heater
- Base frame design incorporates an integral fuel tank and anti-vibration isolators
- Flexible fuel connection hoses
- Single bearing, class H alternator
- Industrial exhaust silencer and steel bellows supplied separately (for open sets)
- Static battery charger
- Manual for application and installation

## Optionale Ausrüstung

### Motor

- Fuel-Water Separator Filter
- Oil heater

### Generator

- Anti-Condensation Heater
- Over sized alternator
- PMG excitation + AVR
- Main line circuit breaker

### Steuerung

- Parallel system with mains
- Transition synchronization with mains
- Alarm output relays
- Earth fault, single set
- Parallel system with mains
- Remote relay output
- Remote communication with modem
- Charge Ammeter

### Transferpanel

- Three or four pole contactor
- Three or four pole motor operated circuit breaker

### Zusatz-ausrüstung

- Main Fuel Tank
- Automatic or manual fuel filling system
- Electrical or manual oil drain pump
- Low and high fuel level alarm
- Inlet and outlet motorized louvers
- Inlet and outlet acoustic baffles
- Tool kit for maintenance
- 1500/3000 hours maintenance kit
- Supplied with oil and coolant (-30°C)

### Auspuff

- Residential Silencer
- Silencer Spark Arrester
- Critical Silencer
- Catalytic Converter

### Gehäuse

- Galvanized Coating
- ISO Container
- Marine Grade Paint

### Optionales Generatorsteuerfeld

Please contact to your reseller for additional Alternator, Control Panel and Breaker Switch options.

## Aksa-Zertifikate

### Richtlinie

- 2006/42/EC : Machinery Safety Directive
- 2014/30/EU : Electromagnetic Compatibility Directive
- 2014/35/EU : Low Voltage Directive

**Standards**

- TS ISO 8528-5:2022 / TS EN ISO 8528-13:2018 : Reciprocating internal combustion engine-driven alternating current generating sets- Part:13: Safety

**Quality Management Systems**

ISO 9001:2015  
ISO 14001:2015  
ISO 45001:2018  
ISO 50001:2018  
ISO 27001:2013  
ISO 10002:2018