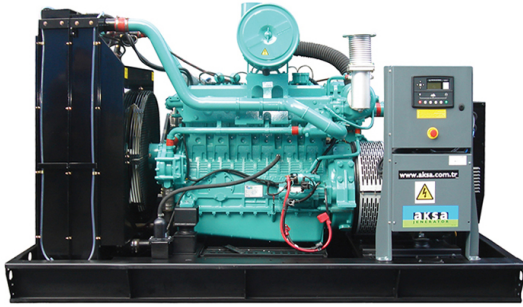


Aksa power generation system, providing optimum performance, and reliability, for stationary standby, prime power, and continuous duty applications. All generator sets are factory build, and production tested.

3 Phase, 50 Hz, PF 0.8

V	(ESP)		(PRP)		(A)
	kW	kVA	kW	kVA	
400 / 231	126.4	158	114.4	143	228

备用额定值 (ESP) 适用于在可靠电源断电期间向变化的电力负载供电。

ESP符合ISO 8528-1。不允许过载。

主用功率 (PRP) 适用于在不受限制的时间内为变化的电力负载供电。PRP符合ISO 8528-1。在12小时的周期内允许1小时的10%过载能力。

	ADG 158
Hz	50
	Natural Gas
	Hyundai GE08TI
	Mecc Alte ECP 34-1L/4 C
	DSE 6120
	MS 60 NG

	Hyundai
	GE08TI
	6 cylinders - in line
mm	111 (4,37)



mm	139 (5,47)
lt.	8,1 (492,5)
	10.5:1
rpm	1500
kW/HP	141/191
kW/HP	128/174
	1
	1500
	ECU
	Dry Type
	Turbo Charged and Intercooled (Water to Air)
lt	23
	Natural Gas
	Spark-Ignited
	-
Vdc	24 Vdc
/Ah	2x85
A	45
	Water Cooled
	18/4,8
m ³ /min	16,5
°C	540
RowFuelConsPrimeWith100LoadNG	31,8 (22,8)
RowFuelConsPrimeWith75LoadNG	24,3 (17,4)
RowFuelConsPrimeWith50LoadNG	17,8 (12,8)



	Mecc Alte
	ECP 34-1L/4 C
Hz	50
KVA	150
V	400
	3
	DSR
	1
	H
	IP23
	0.8
kg	423
	H
(m ³ /min)	29.2
Length3	2860
mm	1300
Height3	1700
	1960
Length3	3960
Width3	1010
Height3	2100
kg	2500
lt	N/A
	DSE
	DSE 6120
	CANBUS

1. Menu navigation buttons
2. Close mains button
3. Main Status and instrumentation display
4. Alarm LED's
5. Close generator button
6. Status LED's
7. Operation selecting buttons



DSE model 6120, Auto Mains Failure control module, Static battery charger input 198-264 volt, output 27,6V 5A (24V) or 13,8 Volt 5A (12V), fuses for control circuits. This Control Module is suitable for a wide variety of single gen-set applications

- The DSE 6120 module has been designed to monitor generator frequency, volt, current, engine oil pressure, coolant temperature running hours and battery volts.
- Module monitors the mains supply and control the switch over to the generator when the mains power fails.
- The DSE6120 also indicates operational status and fault conditions, Automatically shutting down the Gen. Set and giving true first up fault condition of Gen. Set failure. The LCD display indicates the fault.

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

Control panel is mounted on baseframe with steel stand. Located at the right side of the generator set (When you look at the Gen.Set. from Alternator side)

- Engine speed
- Oil pressure
- Coolant temperature
- Run time
- battery volts
- Configurable timing

- Fail to start
- Emergency stop
- Low oil pressure
- High coolant temperature
- Over /Under speed
- Under/over generator frequency
- Under/over generator voltage
- Oil pressure sensor open
- Coolant temperature sensor open

- Charge failure
- Battery Low/High voltage
- Fail to stop.
- Low /High generator voltage
- Under /Over generator frequency
- Over /Under speed
- Low oil pressure
- High coolant temperature

- Voltage (L-L, L-N)

- Generator over current



- Current (L1-L2-L3)
- Frequency
- Gen. Set ready
- Gen. Set enabled

- Mains ready
- Mains enabled

- Flexible sensor can be controlled with temperature, pressure, percentage (warning/shutdown/electrical trip)
- Local setting parameters and monitoring from PC to control module with USB connection (max 6 mt).

- Electrical Safety / Electro Magnetic Compatibility (EMC)
- BS EN 60950 Electrical Safety
- BS EN 61000-6-2 EMC Generic Immunity Standard
- BS EN 61000-6-4 EMC Generic Emission Standard

- Battery charger is manufactured with switching-mode and SMD technology and it has high efficiency.
- Battery charger models' output V-I characteristic is very close to square and output is 5 amper, 13,8 V for 12 volt and 27,6 V for 24 V . Input 198 - 264 volt AC.
- The charger is fitted with a protection diode across the output.
- Connect charge fail relay coil between positive output and CF output.
- They are equipped with RFI filter to reduce electrical noise radiated from the device.
- Galvanically isolated input and output typically 4kV for high reliability.

- Water cooled, gas engine
- Radiator with mechanical fan
- Protective grille for rotating and hot parts
- Electric starter and charge alternator
- Starting battery (with lead acid) including rack and cables
- Engine coolant heater
- Base frame design incorporates an 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

- Fuel-Water Separator Filter
- Oil heater

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



- Automatic synchronising and power control system (Multi gen-set Parallel)
- 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

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

- 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)

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

- Galvanized Coating
- ISO Container
- Marine Grade Paint

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

指令

- 2006/42/EC : Machinery Safety Directive
- 2004/108/EC : Electromagnetic Compatibility Directive
- 2006/95/EC : Low Voltage Directive

标准

- EN ISO 8528-13:2016 : Reciprocating internal combustion engine-driven alternating current generating sets- Part:13: Safety

- Max load and overload ratings based on ISO 3046 gross flywheel power.
- Technical data based on ISO 3046-1 standards of 77°F(25°C), 14,5Psia (100kPa) and 30% relative humidity.
- Production tolerances in engines and installed components can account for power variations of $\pm 5\%$. Altitude, temperature and excessive exhaust and intake restrictions should be applied to power calculations.
- All fuel and thermal calculations unless otherwise noted are done at ISO 3046 rated load using LHV for NG of 48,17 MJ/kg.
- At 0,5 in-H₂O of Package Restriction at STP
- Volume calculated using density of 0,717 kg/m³ for NG and 0,51 kg/L for LPG