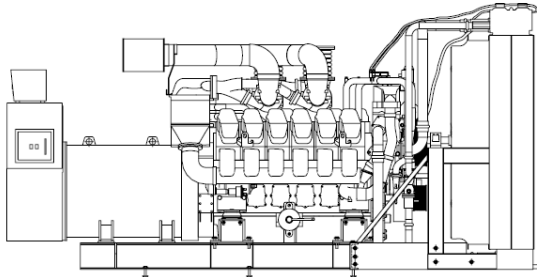




MAQUINARIA IGSA POWER GENERATION SYSTEMS



MODEL: GSDD21500M
DIESEL ENGINE: DETROIT DIESEL
MODEL: 12V4000G43, TIER II
CAPACITY: 1500kW; 1800 RPM

RATINGS RANGE	
PRIME Hp (kW)	STANDBY Hp (kW)
2038.2(1520)	2327.9 (1736)

Reference Conditions ISO 3046:	Standard	Power available up to
Intake air temperature	25°C (77°F)	40°C(104°F)
Side altitude above sea level	100 m (328.08ft)	400m (1312.3ft)
Charge air coolant temperature	45°C(113°F)	60°C(140°F)

STANDARD FEATURES

Complete system designed and built at ISO9001 certified facility

- Factory tested to design specifications at full load conditions.
- Fully engineered with a range of options and accessories.

1 IGSA Genset's are composed of 12 cylinders in V and four strokes diesel engine for industrial stationary applications. Those equipments are fully factory tested using a resistive load. (1) Hour ramp 100% load test.

2 Base of structural steel

3 The controls and accessories are selected to work together to achieve

the maximum operational performance and security.

4 Exhaust: stainless steel exhaust flex and ANSI outlet flange.

5 Engine **DETROIT DIESEL, 12V4000G43 TIER II**

6 Alternator, **Marathon**

7 Control MEC 310 panel USC300.

8 Radiator

9 Standard and optional equipment may vary for UL 2200 listed packages. UL 2200 listed packages may have oversized generators with a different temperature rise and motor starting characteristics.

GENERAL FEATURES

- IGSA GENSET of, **1500 kW to 480V, 460V, 440V, 416V, 380 VAC**, 3 Phase, 4 Wire, 60 Hertz, is composed by an internal engine four strokes coupling with the alternator, controls and accessories totally assembled and tested in factory.
- The controls and accessories of the Genset are selected to provide the maximum in efficiency and Security
- The generator set its components are tested factory-built, and production-tested.
- The genset engine is certified by the Environmental Protection Agency (EPA) to conform to Tier II nonroad emissions regulations.
- Electronic engine controls manage the engine (isochronous).
- Integrated complete system control and monitoring (ADEC).



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DETROIT DIESEL ENGINE

Weight 13668.4Lb (6200Kg)

General Data	
Model	12V4000G43
Combustion System	Direct Injection
Chargin method	Exhaust turbo charger and Water charge air cooling external
Bore x Stroke	170/210 mm
Displacement, total	57.2 Liter
Number of cylindres	12
Cylinder configuration	V - 90°
Compression Ratio	16.5 : 1
Direction of rotation	Left
Flywheel housing flange	SAE 00
Flywheel interface	21"
Starter ring-gear teeth no.	182
Injection system	Common Rail System with Electronically controlled high-pressure injection Electronic engine Management system ADEC
Control/Monitoring	
Number of turbo chargers	4
Number of intercooler	1
Power (ISO 3046)-- kW	1736
Mean Piston speed—In/s (m/s)	2480.04(12.6)
Mean effective pressure	20.6
Physical Data	
Weight, dry—Lb (kg)	13668.4 (6200)
Weight, wet-- Lb (kg)	See installation drawing
Length--in.(mm)	See installation drawing
Height--in.(mm)	See installation drawing
width--in.(mm)	See installation drawing
Fuel Consumption	
100 % Power-- g/kWh	206
75 % Power-- g/kWh	211
50 % Power-- g/kWh	221
Lube oil consumption (after run in)	-
Capacity	
Engine oil Cap, initial Filling (standard oil system)--Gl (Lt)	68.8 (260)
Oil pan capacity, dipdtick mark min.-- Gl (Lt)	42.3 (160)
Oil pan capacity, dipdtick mark max.-- Gl (Lt)	52.9 (200)
Engine coolant capacity (without equipment)-- Gl (Lt)	42.3 (160)
Intercooler coolant capacity-- Gl (Lt)	10.6 (40)
Heat dissipation	
Engine coolant dissipation 100% load-- kW	640
charge-air heat dissipation 100% load-- kW	440
Radiation and convection heat, engine-- kW	75
Noise emission	
(Free-field sound pressure level, im distance)	
Engine surface noise-- dB(A)	-
Exhaust noise, unsilenced-- dB(A)	-

Starter System	
Electrical Starter (make Delco)	
Starter, rated voltage-- V	24
Starter, rated power-- kW	2X7.5
Starter, power requirement max-- A	-
Starter, power requirement at firing speed-- A	-
Recommended battery capacity Lead-acid-- Ah/20h	-
NiCd--Ah/5h	-
Firing speed--1/min	80-120
Coolant pre-heating	
Preheating temperature (min.)--°C °F()	32 (89.6)
Heater performance-- kW	9
Coolant system, Engine coolant circuit	
Coolant temp. (at engine outlet to cooling equipment)--°C(°F)	100 (202)
Coolant temperature after engine, alarm-- °C(°F)	102 (215.6)
Coolant temperature after engine, shutdown-- °C(°F)	104(219.2)
Coolant antifreeze content, max. Permissible-- %	50
Cooling equipment: coolant flow rate-- m³/h	67
Coolant pump: inlet pressure, min.-- bar	0.4
Coolant pump: inlet pressure, max.-- bar	1.5
Pressure loss in off-engine cooling system, max. Permissible-- bar	0.7
Cooling equipment: height above engine max. Permissible-- m	15.2
Cooling equipment: design pressure max. Permissible-- bar	2.5
Coolant system, Charge-air coolant circuit	
Coolant temperature before intercooler (engine inlet)-- °F	45(113)
Coolant antifreeze content, max. Permissible-- %	50
Cooling equipment: coolant flow rate--m³/h	35
Pressure loss in off-engine cooling system max. Permissible-- bar	0.7
Cooling equipment: Height above engine max. Permissible-- m	15.2
Cooling equipment: design pressure max. Permissible	2.5
Combustion Air m³/s	
Combustion air volume flow new filter-- mbar	15
Intake air depression limit value-- mbar	50
Fuel System	
Fuel supply flow, max.-- l/min	25
Fuel temperature max. °C (°F)	55(131)
Fuel pressure at supply connection on engine, min. Admissible-- bar	1.5
Fuel pressure at supply connection on engine, max. Admissible-- bar	-0.1
Exhaust system	
Exhaust volume flow-- m³/s	5.7
Exhaust temperature after turbocharger--°C(°F)	435(815)
Exhaust backpressure limit value-- mbar	85
General operating data	
Recomended minimum continuous load-- %	20
Engine mass moment of inertia, with standard flywheel-- kgm²	19.95



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MARATHON. ELECTRIC ALTERNATOR MODEL 742RSL4050

Weight 3279.5kg (7230Lb)

Kilowatt ratings kW (kVA)	1800 RPM 3 Phase	1800 RPM 3 Phase	60 Hertz 0.8 Power Factor	4 Bus Bars Dripproof or Open Enclosure	
Voltage	Class B (1)	Class F (1)		Class H	(1)
	80° C (176)°f Continuous	105° C (221)°f Continuous	130° C (266)°f Standby	125° C (257)°f Continuous	150° C (302)°f Standby
480	1700 (2125)	2010(2513)	2210(2763)	2160(2700)	2260(2825)
460	1630 (2038)	1920(2400)	2100(2625)	2060(2575)	2180(2725)
440	1590 (1988)	1860(2325)	2030(2538)	1990(2488)	2100(2625)
416	1520 (1900)	1780(2225)	1950(2438)	1900(2375)	2000(2500)
380	1430 (1788)	1650(2063)	1790(2238)	1750(2188)	1850(2313)

(1) Rise by resistance method, Mil-Std-705, Method 680.1b.

† Rating per BS 5000.

Submittal Data: 480 Volts, 2500 kVA, 1800 RPM, 60 Hz, 3 Phase (Resistances @ 25° C (77)°F)					
Mil-Std-705B			Mil-Std-705b		
Method	Description	Value	Method	Description	Value
301.1b	Insulation Resistance	> 1.5 Meg	505.3b	Overspeed	2250 RPM
302.1a	High Potential Test		507.1c	Phase Sequence CCW-ODE	ABC
	Main Stator	2000 Volts	508.1c	Voltage Balance L-L or L-N	0.2%
	Main Rotor	1500 Volts	601.4a	L-L Harmonic Maximum - Total (Distortion Factor)	5.0%
	Exciter Stator	1500 Volts	601.4a	L-L Harmonic Maximum - Single	3.0%
	PGM Stator	1500 Volts	601.1c	Deviation Factor	5.0%
	Exciter Rotor	1500 Volts	--	TIF (1960 Weightings)	<50
401.1a	Stator Resistance, Line to Line High Wye Connection	0.0012 Ohms	625.1c	Mechanical strength (high wye Sustained 3 Phase Short Circuit current)	>300%
	Rotor Resistance	1.245 Ohms	652.1	a shaft current	
	Exciter Stator	19.44 Ohms	--	Main Stator Capacitance to Ground	0.15 mfd
	Exciter Rotor	0.071 Ohms		Additional Prototype Data	
	PMG Stator	2.2 Ohms			
410.1a	No Load Exciter Field Amps at 480 Volts Line to Line	1.00 A DC	--	generator Frame	744
420.1a	Short Circuit Ratio	0.789	--	Type	Ext. Voltage Regulated, Brushless
421.1a	Xd Synchronous Reactance	1.675pu	--	Insulation	Class H
422.1a	X2 Negative Sequence Reactance	0.154 pu	--	Coupling	Flexible
423.1a	X0 Zero Sequence Reactance	0.121 pu	--	Amortisseur Windings	Full
425.1a	X'd Transient Reactance	0.124 pu	--	Cooling Air Volume	3000 CFM
426.1a	X''d Subtransient Reactance	0.107 pu	--	Exciter	Rotating
----	Xq Quadrature Synchronous Reactance	1pu	--	Voltage Regulator	DVR2000E
427.1a	T'd Transient Short Circuit		--	Voltage Regulation	0.25%
	Time Constant	0.181 sec.	--	Sensing	1 or 3 Phase
428.1a	T''d Subtransient Short Circuit Time Constant	0.029 sec.			
430.1a	T'do Transient Open Circuit Time Constant	3.267 sec.			
432.1a	Ta Short Circuit Time Constant of Armatura Winding	0.022 sec			

RATINGS: All three-phase units are rated at 0.8 power factor. All single-phase units are rated at 1.0 power factor. Standby Ratings: Standby ratings apply to installations served by a reliable utility source. The standby rating is applicable to varying loads for the duration of a power outage. There is no overload capability for this rating. Ratings are in accordance with ISO-3046/1, BS5514, AS2789, and DIN 6271. Prime Power Ratings: Prime power ratings apply to installations where utility power is unavailable or unreliable. At varying load, the number of generator set operating hours is unlimited. A 10% overload capacity is available for a 12 hour period. Ratings are in accordance with ISO-8528/1, overload power in accordance with ISO-3046/1, BS 5514, AS 2789, and DIN 6271. For limited running time and base load ratings, consult the factory. The generator set manufacturer reserves the right to change the design or specifications without notice and without any obligation or liability whatsoever. GENERAL GUIDELINES FOR DERATION: Altitude: Derate 1% per 100 m (328 ft.) elevation above 400m (1312 ft.). Temperature: Derate 2.0% per 5° C (9°F) temperature above 40° C (104°F).



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CONTROLLER FOR GENSET: CONTROL MEC 310 PANEL USC300

The Generator Controller MEC 310 is a microprocessor-based control unit containing all necessary functions for protection and control of a power generator. Besides the control and protection of the diesel engine it contains a full 3-phase AC voltage and current measuring circuit. The unit is equipped with an LCD display presenting all values and alarms.



- USC 300C Unit Mount Control Panel, Black Nema 1 enclosure c/w rubber mounts
- MEC 310 Microprocessor Based Engine Generator Controller
- Graphic Display 128 X 64 pixels (STN) Super Twisted Nematic
- Digital AC Metering:
 - 3-Phase Volts (Phase to Phase and Phase to Neutral),
 - 3-Phase Amps
 - Frequency
 - kW, kVAR, KVA, pF, kWhr
- AC Protective Relaying:
 - 27/59 Under/Over Voltage
 - 32 Reverse Power
 - 51 Time Overcurrent
 - 81 O/U Under/Over Frequency
- Digital gauge display:
 - Oil Pressure (sender required by others)
 - Coolant Temperature (sender required by others)
 - Fuel Level (sender required by others)
 - Hourmeter
 - Tachometer
- 5 digital inputs for alarms / shutdowns
- Dedicated Output Contacts - Engine Crank; Run (30 VDC / 6 Amps)
- Three Programmable Output Contacts (30 VDC / 1 Amps)
- Event Logging (30 events)
- Pushbuttons:
 - Emergency Stop
 - Manual Start and Stop
 - Manual/Auto/Test
 - Lamp Test
 - Horn Silence
- Indicating Lights:
 - Common Alarm
 - Generator Ready (Voltage and Frequency Normal)

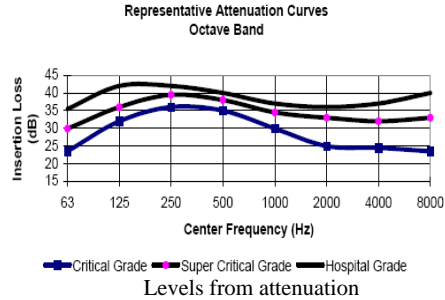
FEATURES

- Electrical Rating:**
- Single or three phase, 600VAC maximum, 50/60HZ, 4 wire
 - 12 or 24Vdc (nominal) supply, negative ground.
 - Dedicated Output Contacts - Engine Crank; Run (30 VDC / 6 Amps)
 - Three Programmable Output Contacts (30 VDC / 1 Amps)
- Enclosure:**
- Black Nema 1 enclosure c/w rubber mounts
- Engine Senders:**
- Oil pressure (1/8" NPT), Temperature (1/4"NPT) (Supplied loose for engine mounting).
- Requirements:**
- Exceeds requirements of CSA 282 and NFPA 110 Level

OPTIONAL SILENCER ACCORDING TO THE APPLICATION

Silencer with different levels from attenuation

- Critical Grade
- Super Critical Grade
- Hospital Grade



DOCUMENTATION AND OTHERS

- Manual of operation and maintenance
- Spare parts
- Maintenance
- Consulting

MISCELLANEOUS EQUIPMENT

- Batteries of 12 VDC with cables for battery connection with the Engine.

GENSET OPTIONS

Control Panel

USC 300C Control Panel is standard on all units see page 4 of spec sheet for standard features.

Another Type of control _____

Cooling System

Radiator

- Vertical Direct
- Vertical Remote
- Horizontal Remote
- Radiator Duct Flange
- Antifreeze drain Extension

Fuel system

- Fuel Water Separator
- Day tank
- Auxiliary fuel pump
- Sub Base mounted Fuel Tank
 - Single Wall
 - Double Wall
 - UL listed

- Diesel Fuel Tank
 - 1000 L (264.1 gal)
 - 5000 L (1320.8 gal)
 - 15000 L (3962.5 gal)

Exhaust System

- Critical Grade
- Super Critical Grade
- Hospital Grade

Engine Electrical system

- Battery
 - Lead-Acid
 - NiCad
- Battery Rack
- Battery Charger Automatic

Generator

- Breaker in the alternator
- PMG excitation & DVR 2000 Regulator

OPTIONAL ACCESSORIES AVAILABLE FOR THE EQUIPMENT

Vibration isolation

- Rigid Spring Mounting
- Resilient Mounting

Filters

- Air Filter for Medium Dust Environments
- Air Filter of Heavy Dust Environments

Drain

- Oil drain Extension

Enclosures

- Sound Attenuated
- Weather Proof
- Stainless steel cover
- Trailer Mounting
- Interior lights Ac or DC

Heaters

- Jacket Water Heater
- Crankcase Oil Heater

Insulation Blankets

- Features:
 - (Temperature to 1260°C (2300°F)
 - Non-Combustible, Highly Resistant to
 - Vibration, Oil, Fuel, Grease, and Moisture
 - Resistant Exterior, Personal Protection

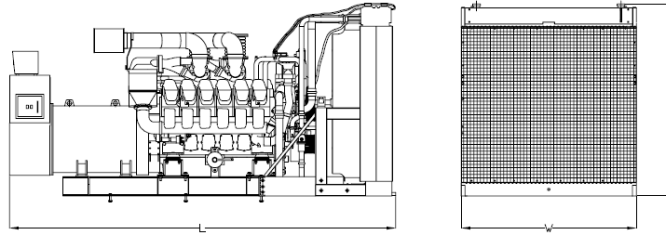
Notes



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DIMENSIONS



LENGTH	WIDTH	HEIGHT
mm (in)	mm (in)	mm (in)
4968(195.58)	2225 (87.58)	2831 (111.47)

NOTES: - General configuration not to be used for installation. See general dimension drawing for detail.
 - The dimensions of GENSET can change due to the radiator option

SERVICES

- Development of the project.
- Development of engineering.
- Equipment's Installation
- Engineering for special applications.
- Synchronies with utility network or more Gensets.
- Attention and technical support

INSTALLATION OPTIONS OF THE GENSET

- On-Site
- ISO Container
- Trailer

