DEUTZ POWER SOLUTION





Specifications

| Genset model | | |
|---|--------|-----------|
| Rated speed | rpm | 1800 |
| Net Frequency | Hz | 60 |
| Rated voltage 3 phases | V | 480/277 |
| Rated apparent power (PRP) 3 phases | kVA | 49 |
| Rated apparent power (LTP) 3 phases | kVA | 52 |
| Nominal current (LTP) 400V - 3 phases | A | 62,67 |
| Engine | | |
| Make | | DEUTZ |
| Model | | BF4M2011 |
| Exhaust Emission Standard | Stage | II |
| Rated PRP gross power | kW | 45,0 |
| Rated LTP gross power | kW | 47,3 |
| Cooling system | | oil |
| Speed governing | | mecanical |
| Governing Standard | | G2 |
| Number of cylinders | | 4 |
| Engine configuration | | IL |
| Displacement | ltr | 3,11 |
| Bore/Stroke | mm | 94/112 |
| Compression Ratio | | 18,1 |
| Electrical equipment | V/dc | 12 |
| Air | | |
| Max. Intake depression (Switch setting) | [mbar] | 20 |
| Combustion Air Volumne | [m³/h] | 168 |
| Exhaust System | | |
| Max. exhaust Gas Temperature | [C°] | 611 |
| Max. Exhaust back pressure | [mbar] | 30 |
| Exhaust Gas Flow (at above temperature) | [m³/h] | 468 |
| Cooling System | | |
| Standard Cooling System | | |
| Fan Power Consumption | [kW] | 1 |
| Cooling Air Flow | [m³/h] | 2370 |
| Air Pressure Loss | [mbar] | 1,5 |
| Heat dissipation (convection) | [kW] | - |
| Lube Oil System | | |
| Lube Oil Capacity (Slump) | [LTR] | 10 |
| Min Oil Pressure (Shutdown) | [bar] | 1,5 |
| | | |

| Fuel Consumption | | | | |
|--|------------------------------|---------|-----------|------------|
| 25% Load | 263 | [g/kWh] | 3,2 | [LTR/Hour] |
| 50% Load | 227 | [g/kWh] | 5,6 | [LTR/Hour] |
| 75% Load | 230 | [g/kWh] | 8,4 | [LTR/Hour] |
| 100% Load | 241 | [g/kWh] | 11,6 | [LTR/Hour] |
| Fuel Filter | Spin-on Fuel Filter | | | |
| Optional | Pre-Filter w/ Water Separtor | | | |
| Noise Level (Open / Canopy) | | | | |
| Sound pressure - 100% load, 7m average | dBA | | 67 | |
| Generator | | | | |
| Make | | | Mecc Alte | |
| Model | | | ECP32 354 | 4B |
| Generator efficiency | % | | 91,5 | |
| Controller | | | | |



| DEUTZ MODEL DESCRIPTION | CLASSIC | BASIC | COMFORT | DELUXE |
|---|--------------|---------------------------------------|--------------|--------------|
| FEATURES | | | | |
| Binary Inputs / Outputs | 6/6 | 4/6 | 7/7 | 8/8 |
| Analog Inputs | 3 | 3 | 3 | 4 |
| Input & Output Configurations | | | | |
| D+ battery charging alternator circuit | | \checkmark | \checkmark | \checkmark |
| Generator protections | | \checkmark | \checkmark | \checkmark |
| AMF / MRS Functions | ✓ | · · · · · · · · · · · · · · · · · · · | √ | ✓ |
| GCB/MCB Control with Feedback | √ | without feedback | \checkmark | \checkmark |
| Frequency measurement Gens/Mains | ✓ | \checkmark | \checkmark | \checkmark |
| ECU support via CAN | \checkmark | \checkmark | \checkmark | \checkmark |
| kW / kWh / kVA measurement | kVA | Kw/Kwh/kVA | Kw/Kwh/kVA | Kw/Kwh/kVA |
| Magnetic pickup | × | \checkmark | \checkmark | \checkmark |
| RTC / Battery | × | × | \checkmark | \checkmark |
| Total Fuel Consumption | × | × | \checkmark | \checkmark |
| Dummy Load / Load Shedding | × | × | \checkmark | \checkmark |
| Analog Calibration | × | × | \checkmark | \checkmark |
| Auto.Temperature based on heating & cooling | × | × | \checkmark | \checkmark |
| PLC | × | × | × | \checkmark |
| Modbus support / SNMP support | × | × | 0 | \checkmark |
| SNMP traps | × | × | × | 0 |
| Remote Control | × | 0 | 0 | 0 |
| Earth fault current protections | × | × | 0 | 0 |
| Manual Speed Control (For ECU Engines) | × | × | × | \checkmark |
| 2 x 10 A binary output for cranking and fuel solenoid | × | × | × | \checkmark |
| Fuel pump | × | × | × | \checkmark |
| Connection type autodetect | × | × | × | \checkmark |
| TIER 4 Final Support | × | × | × | \checkmark |

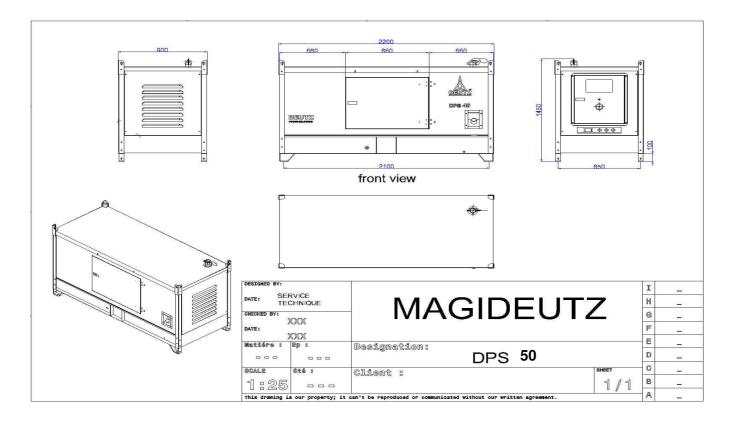


Included Excluded

Optional - Plug in



| Weight and dimensions | | Open | Canopy |
|-----------------------------|-----|------|--------|
| Weight | kg | 620 | 1060 |
| Length | mm | 1500 | 2200 |
| Width | mm | 830 | 900 |
| Height | mm | 1350 | 1450 |
| Fuel tank capacity (option) | ltr | 75 | 170 |



Cowling and soundproofing: According to international standards

- The inner walls of the cowling: pulverized antiresonant material
- Doors and hatches: Sealed with rubber and foam join resists heat
- All steel supports: sandblasted and degreased covered:
- * A first layer of epoxides

* Two coats of synthetic paints

Coupling

The engine and alternator are coupled together and form a single piece by a semi elastic device. The coupling system is specially designed piece, flywheel housing. The system provides constant perfect alignment and allow a simple and easy maintenance

Chassis

The frame is steel, generously sized, fully welded to the arc and absolutely rigid to support the complete generator with all accessories, coupled to the generator. Electrically welded which will be installed the engine and alternator through the insulating elastic soles vibration fixed with galvanized bolts and washers. The motor generator will be rigidly fixed flanges with a piece of semi elastic coupling

Painting

The painting is of high quality and made of metalized 2 primer and 2 topcoats for all components and accessories of the generator.

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