

GMS340P



Main Features

| | | |
|--------------|------------|-----|
| Frequency | Hz | 50 |
| Voltage | V | 400 |
| Power factor | cos ϕ | 0.8 |
| Phase | | 3 |

Power Rating

| | | |
|-------------------|-----|--------|
| Standby power LTP | kVA | 343.38 |
| Standby power LTP | kW | 274.70 |
| Prime power PRP | kVA | 312.99 |
| Prime power PRP | kW | 250.39 |

Ratings definition (According to standard ISO8528 1:2005)

PRP - Prime Power:

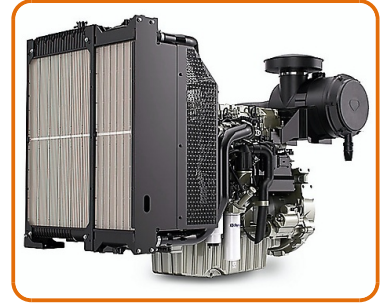
It is defined as being the maximum power which a generating set is capable of delivering continuously whilst supplying a variable electrical load when operated for an unlimited number of hours per year under the agreed operating conditions with the maintenance intervals and procedures being carried out as prescribed by the manufacturer. The permissible average power output over 24 h of operation shall not exceed 70 % of the prime power.

LTP - Limited-Time running Power:

It is defined as the maximum power available, under the agreed operating conditions, for which the generating set is capable of delivering for up to 500 h of operation per year (whose no more than 300 for continuative use) with the maintenance intervals and procedures being carried out as prescribed by the manufacturers. No overload capability is available.

Engine specifications

| | | |
|-------------------------------------|------------------------|-------|
| Engine manufacturer | Perkins | |
| Model | 1506A-E88TAG5 | |
| [50Hz] Exhaust emission level | Non Emission Certified | |
| Engine cooling system | Water | |
| Nr. of cylinder and disposition | 6 in line | |
| Displacement | cm ³ | 8800 |
| Aspiration | Turbocharged | |
| Speed governor | Electronic | |
| Prime gross power PRP | kW | 281 |
| Maximum gross power LTP | kW | 307 |
| Oil capacity | l | 41 |
| Lube oil consumption @ PRP (max) | % | 0.1 |
| Coolant capacity | l | 33.2 |
| Fuel | Diesel | |
| Specific fuel consumption @ 75% PRP | g/kWh | 195.2 |
| Specific fuel consumption @ PRP | g/kWh | 196 |
| Starting system | Electric | |
| Starting engine capability | kW | 5.3 |
| Electric circuit | V | 24 |



Air inlet system

- Mounted air filter and turbocharger

Cooling system

- Air-to-air charge cooler incorporated in radiator
- Mounted belt driven pusher fan
- Radiator with all guards and pipes
- Thermostatically controlled with belt driven, circulating pump and belt-drive fan

Fuel system

- Electronic governing to ISO 8528-5 with stand-alone isochronous and load-sharing capabilities
- Fuel filter, fuel transfer pump, fuel priming pump
- HEUI fuel system with full authority electronic control
- Spin on primary, secondary and water filter separator

Oil system

- Full flow spin-on filters
- Oil pump gear driven
- Wet full aluminium sump with filler and dipstick

Alternator Specifications

| | | |
|-----------------------|-------------|------|
| Alternator | Mecc Alte | |
| Model | ECO38-3LN/4 | |
| Voltage | V | 400 |
| Frequency | Hz | 50 |
| Power factor | cos ϕ | 0.8 |
| Type | Brushless | |
| Poles | 4 | |
| Standard AVR | DSR | |
| Voltage tolerance | % | 1 |
| Efficiency @ 75% load | % | 93.7 |
| Class | H | |
| IP protection | 23 | |



Mechanical structure

Robust mechanical structure which permits easy access to the connections and components during routine maintenance check-ups.

Voltage regulator

Voltage regulation with DSR. The digital DSR controls the range of voltage, avoiding any possible trouble that can be made by unskilled personnel. The voltage accuracy is $\pm 1\%$ in static condition with any power factor and with speed variation between 5% and +30% with reference to the rated speed.



Windings / Excitation system

Generator stator is wound to 2/3 pitch. This eliminates triplen (3rd, 9th, 15th ...) harmonics on the voltage waveform and is found to be the optimum design for trouble-free supply of non-linear loads. The 2/3 pitch design avoids excessive neutral currents sometimes seen with higher winding pitches. MAUX (Standard): The MAUX MeccAlte Auxiliary Winding is a separate winding within the main stators that feeds the regulator. This winding enables to take an overload of 300% forced current (short circuit maintenance) for 20 seconds. This is ideal for motor starting requirements.

Insulation / Impregnation

Insulation is of class H standard. Impregnation is made with premium tropicalised epoxy resins by dipping and dripping. High voltage parts are impregnated by vacuum, so the insulation level is always very good. In the high-power models, the stator windings undergo a second insulation process. Grey protection is applied on the main and exciter stator to give enhanced protection.

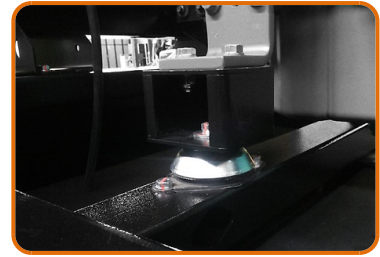
Reference standards

Alternator manufactured according to , and complies with , the most common specification such as CEI 2-3, IEC 34-1, EN 60034-1, VDE 0530, BS 4999-5000, CAN/CSA-C22.2 No14-95-No100-95.

Genset equipment

BASE FRAME MADE OF WELDED STEEL PROFILE, COMPLETE WITH:

- Anti-vibration mountings properly sized
- Screwed support legs.



METAL FUEL TANK WITH THE FOLLOWING COMPONENT:

- Filler neck
- Air breather (ventilation pipe)
- Minimum fuel level sensor



ENGINE COMPLETE WITH:

- Battery
- Liquids (no fuel)



CANOPY:

- Soundproof canopy made up of modular panels, realized with zinc plated steel as treatment against corrosion and aggressive conditions, properly fixed and sealed allowing a full weatherproof enclosure.
- Easy access to the genset for maintenance purposes thanks to: Wide lateral access doors fixed by stainless steel hinges and provided with plastic lockable handles and internal perforated galvanized steel-sheet; Detachable panels, with screws holes protected by rubber tap.
- Control panel protection door provided with suitable window and lockable handle.
- Lateral air inlet opening properly protected and soundproofed. Exhaust air outlet from the roof, trough wet section protected by proper grid.
- Double lifting points frame structure.



SOUNDPROOF:

- Noise attenuation thanks to soundproofing material
- Efficient residential silencer placed inside the canopy



Dimensional data

| | | |
|--------------------|--------|-------|
| Length | (L) mm | 3951 |
| Width | (W) mm | 1438 |
| Height | (H) mm | 2085 |
| Dry weight | Kg | 3190 |
| Fuel tank capacity | l | 620 |
| Fuel tank material | | Metal |

Autonomy

| | | |
|-----------------------------|-----|-------|
| Fuel consumption @ 75% PRP | l/h | 49.64 |
| Fuel consumption @ 100% PRP | l/h | 65.57 |
| Running time @ 75% PRP | h | 12.49 |
| Running time @ 100% PRP | h | 9.46 |

Noise level

| | | |
|------------------------------|-------|----|
| Guaranteed noise level (LWA) | dB(A) | 97 |
| Noise pressure level @ 7 m | dB(A) | 68 |

Installation data

| | | |
|-------------------------------|---------------------|--------|
| Total air flow | m ³ /min | 418.98 |
| Exhaust gas flow @ PRP | m ³ /min | 45.1 |
| Exhaust gas temperature @ LTP | °C | 574 |

Electrical Data

| | | |
|-----------------|---|--------|
| MAX current | A | 495.63 |
| Circuit breaker | A | 630 |

Control panel availability

| | |
|-------------------------|-----|
| AUTOMATIC CONTROL PANEL | ACP |
|-------------------------|-----|

ACP - Automatic control panel

Mounted on the genset, complete with digital control unit AC03 for monitoring, control and protection of the generating set, protected through door with lockable handle

DIGITAL INSTRUMENTATION (through AC-03)

- Generating set voltage (3 phases)
- Mains voltage
- Generating set frequency
- Generating set current (3 phases)
- Battery voltage
- Power (kVA - kW - kVAr)
- Power factor Cos ϕ
- Hours-counter
- Engine speed r.p.m.
- Fuel level (%)
- Engine temperature (depending on model)

COMMANDS AND OTHERS

- Four operation modes: OFF - Manual starting - Automatic starting - Automatic test
- Pushbutton for forcing Mains contactor or Genset contactor
- Push-buttons: start/stop, fault reset, up/down/page/enter selection
- Remote starting availability
- DC system disconnection switch
- Acoustic alarm
- Automatic battery charger
- RS232 Communication port
- Settable PASSWORD for protection level

PROTECTIONS WITH ALARM

- Engine protections: low fuel level, low oil pressure, high engine temperature
- Genset protections: under/over voltage, overload, under/over frequency, starting failure, under/over battery voltage

PROTECTIONS WITH SHUTDOWN

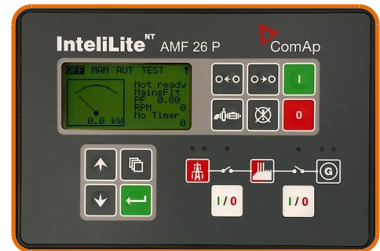
- Engine protections: low fuel level, low oil pressure, high engine temperature
- Genset protection: under/over voltage, overload, under/over battery voltage, battery charger failure
- Circuit breaker protection: III poles
- Earth Fault included in the control unit

OTHERS PROTECTIONS

- Emergency stop button
- Panel protected through door with lockable handle

OUT PUT PANEL ACP

| | |
|--|----------|
| Predisposed for remote control optional: | RCG |
| External Terminal Board (ETB) | Standard |



Supplements:

To be ordered with the equipment

:

ENGINE SUPPLEMENTS

PHS - Coolant Pre-Heating System - available for models:

ACP

Accessories

Items available as accessory equipment

LTS - Load Transfer Switch [Accessories for ACP Automatic Control Panel]

Load Transfer Switch panel complete with:

- Two layers motorized change-over switch 4pole made by means of two switch disconnectors mechanically interlocked.
- Emergency stop button

The Load Transfer Switch (LTS) panel operates the power supply changeover between the generator and the Mains in backup applications, guarantying the feeding to the load within a short period of time.

It consists of a standalone cabinet which can be installed separate from the generating set.

The logic control of the power supply changeover is operated by means of the Automatic Control panel mounted on the generating set, so therefore none logic device is required on the LTS panel.

