

## GENSET MODEL

|                              |   |
|------------------------------|---|
| <b>Model</b>                 | <b>D 500</b>  |
| <b>Mechanical version</b>    | Open version with compact base frame and high capacity integrated fuel tank without collection basin. |
| <b>Fuel Tank Capacity l.</b> | 900   |

## RATED TECHNICAL DATA

|   |                          |
|---|--------------------------|
| <b>Prime Power (PRP)</b>                      | 500.00 kVA               |
| <b>Prime Power (PRP)</b>                      | 400.00 kW                |
| <b>Emergency power (E.P.)</b>                 | 520.00 kVA               |
| <b>Emergency power (E.P.)</b>                 | 416.00 kW                |
| <b>Rated Power Factor (cosφ)</b>              | 0.8                      |
| <b>Windings</b>                               | Three phases Series Star |
| <b>Rated three-phase concatenated voltage</b> | 400 V                    |
| <b>Rated phase-neutral voltage</b>            | 230 V                    |
| <b>Rated frequency</b>                        | 50 Hz                    |
| <b>Fuel type</b>                              | Diesel                   |

## DIMENSIONS AND NOISE

|                            |         |
|----------------------------|---------|
| <b>Length</b>              | 3050 mm |
| <b>Width</b>               | 1250 mm |
| <b>Height</b>              | 2330 mm |
| <b>Weight</b>              | 3510 kg |
| <b>Sound pressure 7 m.</b> | - dBA   |

## FUEL CONSUMPTION

|                                    |            |
|------------------------------------|------------|
| <b>Fuel Cons. at 100% (E.P.)</b>   | 0.00 l/h   |
| <b>Fuel Cons. at 100% (P.R.P.)</b> | 118.00 l/h |
| <b>Fuel Cons. at 75% (P.R.P.)</b>  | 84.90 l/h  |
| <b>Fuel Cons. at 50% (P.R.P.)</b>  | 56.10 l/h  |
| <b>Fuel Cons. at 25% (P.R.P.)</b>  | 29.50 l/h  |

## GENERAL ALTERNATOR DATA

|                             |                          |
|-----------------------------|--------------------------|
| <b>Alternator brand</b>     | STAMFORD                 |
| <b>Alternator model</b>     | HCI5C                    |
| <b>P.R.P. Power</b>         | 500.0 kVA                |
| <b>E.P. Power</b>           | 520.0 kVA                |
| <b>Winding</b>              | Three phases Series Star |
| <b>Terminals Number</b>     | 12.00 nr.                |
| <b>IP Protection</b>        | 23                       |
| <b>Electronic regulator</b> | AS440                    |
| <b>Precision</b>            | ± 1.00 %                 |



For illustrative purposes only

## GENERAL ENGINE DATA

|                                   |               |
|-----------------------------------|---------------|
| <b>Engine brand</b>               | DEUTZ         |
| <b>Engine model</b>               | BF8M1015CP    |
| <b>Cylinders</b>                  | 8             |
| <b>R.P.M.</b>                     | 1500          |
| <b>Cubic capacity</b>             | 15.90         |
| <b>Air intake</b>                 | Turbo         |
| <b>Standard voltage</b>           | 24 Vdc        |
| <b>Sae</b>                        | -             |
| <b>BMEP</b>                       | 0 kPa         |
| <b>Cooling</b>                    | Water         |
| <b>Flywheel P.R.P. Power</b>      | 430.1 kW      |
| <b>Flywheel E.P. Power</b>        | 472.1 kW      |
| <b>Electronic regulator</b>       | Standard      |
| <b>Precision class</b>            | G2            |
| <b>Oil quantity</b>               | 50.00         |
| <b>Engine Antifreeze capacity</b> | 21.00         |
| <b>Radiator type</b>              | Tropicalized  |
| <b>Heat from radiator</b>         | 364.00 kW     |
| <b>Heat from exhaust</b>          | 0.00 kW       |
| <b>Heat from radiation</b>        | 40.00 kW      |
| <b>Exhaust temperature</b>        | 560 °C        |
| <b>Cooling air flow</b>           | 498.00 m³/min |
| <b>Combustion air flow</b>        | 30.80 m³/min  |
| <b>Exhaust gas flow</b>           | 89.30 m³/min  |
| <b>EU Stage</b>                   | STAGE 2       |

## CONTROL PANELS

### AMF25



## STANDARD REFERENCE CONDITIONS

Standard reference conditions temperature 25°C, altitude 100m asl, relative humidity 30%, atmospheric pressure 100 kPa (1 bar), power factor 0.8 lag, balanced load - non distortional. Fuel consumption is nominal and refers to specific weight 0.850kg/l. Sound power values refer to free field conditions: the installation site may influence the values. Dimensions, weights and other specifications contained in the technical data sheet and related attachments are nominal, subject to tolerances and refer to the model with standard equipment; any optional and additional equipment/accessories can modify weight, dimensions, performance. **P.R.P. Prime Power-Continuous power at variable load:** The power that a genset can supply in continuous service at a variable load for an unlimited number of hours per year while respecting the maintenance intervals established in the environmental conditions stated by the Manufacturer. according to ISO8528-1. The average power supplied over time and any applicable overload must be less than the percentages stated by the Manufacturer. **L.T.P. Limited-time running power-Limited power:** The maximum power that a genset can supply for a limited time respecting the maintenance intervals established in the environmental conditions stated by the Manufacturer according to ISO 8528-1. The number of hours per year is stated by the Manufacturer. Overload is not permitted. The data contained in this document is nominal and refers to the standard equipped model and is not binding. The manufacturer reserves the right to revise the information without notice per our policy of continuous product development and improvement. **E.P. - Emergency power:** This is the maximum power that a generating set can deliver for a limited number of hours per year while complying with the maintenance frequency stipulated under the environmental conditions set by the Manufacturer. The number of hours per year is determined by the engine manufacturer. The average power output over time must be lower than the percentages set by the engine manufacturer. Overloading is not allowed.

