



### General

**PowerPro** generating sets are skillfully designed monobloc units linking the technical capabilities of appropriately sized, world-renowned MTU diesel engines with high performance, premium quality alternators. They provide a comprehensive range of machines offering long-life, efficiency and reliability. These units are recommended as prime power or stand-by sources for industrial, commercial and residential applications, suited to most ambient conditions likely to be encountered around the globe. All **PowerPro** generating sets benefit from the major component suppliers' international warranties and these are complemented by our full after-sales support and spares package.

### Engine

- Turbo-charged, watercooled, multi-cylinder direct-injection.
- Electronic or electronic engine management governing (as confirmed on technical data sheet).
- Replaceable elements for fuel, oil and air filters (where appropriate).
- Requiring only lubricating oil, coolant, inhibitor, battery acid and fuel for immediate start up.
- Manual start/stop operation, with heavy-duty dry-charged lead acid battery pack with connecting leads and charging system.
- Heavy-duty tropicalised radiator with fan and stone-guards for water-cooled range.
- All sets are supplied on open skid without base fuel tank but including fuel feed and return lines brought to a common point on the baseframe.
- All sets can also be supplied with free standing tanks as an optional extra.

### Alternator and Control Panel

- Alternator of single bearing design close-coupled to the engine to provide accurate alignment.
- Brushless, self or magnet exciting, self regulating and solid state AVR controlled.
- Regulation under full load is maintained to +/- 0.5 - 1.5% depending upon AVR type.
- Enclosed in fabricated steel shell with drip-proof air ducts.
- Tropically insulated windings to class 'H', built in accordance with BS 5000, VDE 0530, IEC 34, UTE 5100 and NEMA MG1-22 regulations.
- Vibration-isolated alternator-mounted sheet-steel control panel containing the following instrumentation:
  - Microprocessor based generator control module with manual/auto facilities and a tactile key pad to allow scrolling through an LCD screen giving full AC and DC operational parameters and fault and status information. Module is J1939 enabled so can interface with engine electronic system where appropriate.
  - Fuses, terminations, relays and transformers as appropriate.
  - Output rated moulded-case three pole circuit breaker according to output phases.

### Finish and Quality Control

An outstanding spray-painted finish for MTU-engined gensets is achieved by using rust-inhibited high-gloss enamel paint, to a heavy-duty industrial specification, with the base-frame similarly treated in black.

Alternatively, clients may specify their own colour-scheme preferences.

Each set is custom-built, subject to comprehensive and rigorous inspection procedures prior to despatch and tested under full resistive load, with test certificates supplied on request.

Instruction manuals for both engine and alternator, together with wiring diagrams, heavy-duty compressed rubber anti-vibration mounts and a high-efficiency exhaust silencer system with flexible section are provided for each machine.

### Optional Extras

- Automatic mains-failure control systems
- Multi-set or mains synchronisation and load sharing controls
- Acoustic and weather-protecting enclosures
- ISO containerised sets
- Mobile trailer units
- Consumable and overhaul spares package

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# MTU **PowerPro** GENERATING SETS - 50HZ

MTU Range from 450 - 3000 kVA

## Technical Data

## Dimensions and Weights

Model	Engine	kVA - Prime	kVA - Standby	Aspiration	Cylinders	Arrangement	Governing	Fuel Consumption	L	W	H	Kg	CBM
PPM 450	10V1600G10F	450	470	Turbo	10	Vee	Elec.Eng.Man.	TBA	To be advised by factory				
PPM 500	10V1600G20F	500	530	Turbo	10	Vee	Elec.Eng.Man.	TBA	To be advised by factory				
PPM 600	12V1600G10F	600	630	Turbo	12	Vee	Elec.Eng.Man.	TBA	To be advised by factory				
PPM 650	12VG1600G20F	650	700	Turbo	12	Vee	Elec.Eng.Man.	TBA	To be advised by factory				
PPM 780	12V2000G65	780	820	Turbo	12	Vee	Elec.Eng.Man.	TBA	To be advised by factory				
PPM 910	16V2000G25	910	960	Turbo	16	Vee	Elec.Eng.Man.	TBA	To be advised by factory				
PPM 1000	16V2000G65	1000	1060	Turbo	16	Vee	Elec.Eng.Man.	TBA	440	158	235	7800	18.79
PPM 1100	18V2000G65	1100	1180	Turbo	18	Vee	Elec.Eng.Man.	TBA	To be advised by factory				
PPM 1650	12V4000G23	1650	1675	Turbo	12	Vee	Elec.Eng.Man.	TBA	To be advised by factory				
PPM 1800	12V4000G63	1800	1920	Turbo	12	Vee	Elec.Eng.Man.	TBA	To be advised by factory				
PPM 2000	16V4000G23	2000	2105	Turbo	16	Vee	Elec.Eng.Man.	TBA	To be advised by factory				
PPM 2300	16V4000G63	2300	2445	Turbo	16	Vee	Elec.Eng.Man.	TBA	To be advised by factory				
PPM 2500	20V4000G23	2500	2750	Turbo	20	Vee	Elec.Eng.Man.	TBA	To be advised by factory				
PPM 2800	20V4000G63	2800	3000	Turbo	20	Vee	Elec.Eng.Man.	TBA	To be advised by factory				
PPM 3000	20V4000G63L	3000	3095	Turbo	20	Vee	Elec.Eng.Man.	TBA	To be advised by factory				

### Notes:-

- a) All figures based on power factor of 0.8, engine manufacturers data at NTP and use of Newage alternators with output voltage of 400V
- b) All dimensions and weights are approximate in cm's and kg's and CBM figures reflect an approximate packed volume.
- c) Fuel consumption is based upon litres/hr @ 100% load assuming fuel meets standards laid down in ASTM-D2
- d) Addition of options may change performance and dimension details shown above
- e) Models PPM 1600 onwards may require radiators to be shipped loose due to height restrictions
- f) Prime rating allows continuous operation with a 10% overload for any one hour in twelve.
- Standby is a continuous rating with no overload capacity and an annual limitation as to usage at full load.
- g) All data is given in good faith but is subject to change based upon our technical improvements or those notified by the major component suppliers

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