



General

PowerPro generating sets are skillfully designed monobloc units linking the technical capabilities of appropriately sized, world-renowned Perkins 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.
- Key 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, except the 4000 series and above, include a daily-service fuel tank integral with the baseframe, complete with fill, vent and drain points, fuel feed and return lines and a contents gauge.
- 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:
 - Start/stop key switch with shutdown and status indicators.
 - AC ammeters, voltmeter and selector switch.
 - Dual-scale Frequency/RPM meter and Hours-run counter
 - Gauges for Oil pressure, Engine temperature and battery voltmeter.
 - Fuses, terminations, relays and transformers as appropriate.
 - Output rated moulded-case three pole circuit breaker.

Finish and Quality Control

An outstanding spray-painted finish for Perkins-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

POWERSOURCE PROJECTS LIMITED

Powersource Projects Limited PowerPro House Capital Park Industrial Estate
Combe Lane Wormley Surrey GU8 5TJ UK



Telephone (from UK): 0845 389 9333
Telephone (from outside UK): +44 1428 684980
Email: sales@power-source-pro.co.uk

Fax Sales: +44 (0)1428 687979
Fax Spares: +44 (0)1428 687799
Web: www.power-source-pro.co.uk

PERKINS **PowerPro** GENERATING SETS - 60HZ

Perkins Range from 230 - 1560 kVA

Technical Data

Dimensions and Weights

| Model | Engine | kVA - Prime | kVA - Standby | Aspiration | Cylinders | Arrangement | Governing | Fuel Consumption | L | W | H | Kg | CBM |
|----------|---------------|-------------|---------------|------------|-----------|-------------|---------------|------------------|-----|-----|-----|------|-------|
| PPP 200 | 1306-E87TAG3 | 230 | 250 | Turbo | 6 | In-line | Elec.Eng.Man. | 51.5 | 250 | 86 | 187 | 1840 | 4.63 |
| PPP 225 | 1306-E87TAG4 | 245 | 258 | Turbo | 6 | In-line | Elec.Eng.Man. | 54.4 | 255 | 86 | 187 | 1850 | 4.72 |
| PPP 350 | 2306C-E14TAG2 | 400 | 435 | Turbo | 6 | In-line | Elec.Eng.Man. | 86.0 | 315 | 115 | 200 | 3085 | 8.33 |
| PPP 400 | 2306C-E14TAG3 | 435 | 475 | Turbo | 6 | In-line | Elec.Eng.Man. | 94.0 | 315 | 115 | 200 | 3220 | 8.33 |
| PPP 450 | 2806C-E16TAG1 | 550 | 600 | Turbo | 6 | In-line | Elec.Eng.Man. | 116.0 | 340 | 117 | 210 | 3555 | 9.61 |
| PPP 500 | 2806C-E16TAG2 | 615 | 645 | Turbo | 6 | In-line | Elec.Eng.Man. | 131.0 | 340 | 117 | 210 | 3675 | 9.61 |
| PPP 680 | 2806C-E18TAG3 | 680 | 750 | Turbo | 6 | In-line | Elec.Eng.Man. | 140.0 | 350 | 150 | 215 | 3760 | 12.98 |
| PPP 730 | 4006C-23TAG2A | 755 | 825 | Turbo | 6 | In-line | Electronic | 177.0 | 383 | 192 | 220 | 5630 | 18.61 |
| PPP 800 | 4006C-23TAG3A | 845 | 920 | Turbo | 6 | In-line | Electronic | 200.0 | 383 | 192 | 220 | 5860 | 18.61 |
| PPP 900 | 4008-TAG1A | 875 | 950 | Turbo | 8 | In-line | Electronic | 201.0 | 484 | 170 | 220 | 7550 | 20.82 |
| PPP 1000 | 4008-TAG2A | 995 | 1075 | Turbo | 8 | In-line | Electronic | 227.0 | 484 | 190 | 215 | 7645 | 22.74 |
| PPP 1250 | 4012-46TWG2A | 1230 | 1350 | Turbo | 12 | Vee | Electronic | 260.0 | 484 | 190 | 240 | 8280 | 25.39 |
| PPP 1500 | 4012-46TAG2A | 1480 | 1560 | Turbo | 12 | Vee | Electronic | 321.0 | 500 | 230 | 250 | 9040 | 33.07 |

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 either 440 or 220V, 3ph. Other voltages are available BUT ratings will vary according to windings possibility and alternator efficiency.
- 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 PPP1250 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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