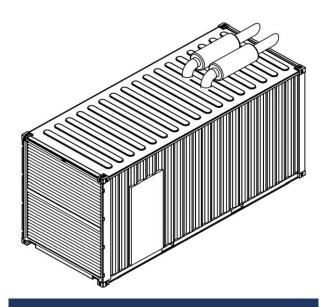
ABATO Notoren Innovation in Power Generation



AB2500-OPEN

Dimensions L x W x H 6700 x 2400 x 3000 mm

Weight 17850 kg



AB2500-CONTAINER

Dimensions L x W x H 12200 x 2440 x 2890 mi

Weight 28050 kg

General information

Alternator

Rated power factor

Voltage Frequency

Efficiency

Genset power PRP	2500 kVA	Engine power (PRP)	2000 kW
Genset power ESP	2750 kVA	Rated current	3600 A

Engine

Fuel	Diesel
Fuel tank capacity	1000 L
Autonomy with 100% load	1,9 h
Engine speed	1500 rpm

Prime Power (PRP)

Prime Power is the maximum power available for unlimited hours of usage in a variable load application. The average load factor should not exceed 70% of the engine's PRP power rating during any 24 hour period. An overload capability of 10% is available, however, this is limited to 1 hour within every 12 hour period.

Emergency Standby Power (ESP)

400 V

50 Hz

97,0%

+31 (0)88 2228600

info@abato.nl

www.abato.nl

0,8

Emergency Standby Power is the maximum power available for a varying load for the duration of a main power network failure. The average load factor over 24 hours of operation should not exceed 70% of the engine's ESP power rating. Typical operational hours of the engine is 200 hours per year, with a maximum usage of 500 hours per year. This includes an annual maximum of 25 hours per year at the ESP power rating. No overload capability is allowed. The engine is not to be used for sustained utility paralleling applications.

Phone:

Email:

Website:

Platinalaan 10 5234 GH 's-Hertogenbosch Netherlands



Engine specifications

Engine manufacturer Baudouin Max. exhaust back pressure 150 mBar Engine model 12M55G2750/5 Max. exhaust temp before turbocharger 740 °C Engine speed 1500 rpm Max. exhaust temp after turbocharger 780 N° of Cylinders / Valves 12 / 48 Exhaust flow @ PSP 488,7 m³/min Cylinders arrangement V Exhaust flow @ PSP 540,6 m³/min Dors x Stroke 180 x 215 mm Min. diameter of exhaust pipe 280 mm Displacement 65,7 L Thermodynamic Cycle Cooling system V And System N/A Compression ratio 16,5 : 1 Max. ambient temp up to N/A N/A Fuel System Common rail Fan type N/A N/A Fuel System Common rail Fan type N/A N/A Apiration Turbocharged and aftercooled Coolant capacity of radiator and pipes N/A N/A Noise Thermostat full open temp 78 °C Thermostat full open temp 78 °C Noise Diesel engine noise 124 dB(A) Co	General information		Exhaust system	
Engine speed 1500 rpm Max. exhaust temp after turbocharger TBD N° of Cylinders / Valves 12 / 48 £xhaust flow @ PRP 488,7 m²/min Cylinders arrangement V £xhaust flow @ ESP 540,6 m³/min Bore x Stroke 180 x 215 mm Min. diameter of exhaust pipe 280 mm Displacement 65,7 L Thermodynamic Cycle Diesel 4 stroke Cooling system N/A Compression ratio 16,5 : 1 Max. ambient temp up to N/A Injection System Direct Radiator type N/A Fuel System Common rail Fan type N/A Aspiration Turbocharged and Coolant capacity of radiator and pipes N/A Aspiration Turbocharged and Coolant capacity of radiator and pipes N/A N/B Aspiration Thermostat full open temp 78 °C Nose Thermostat full open temp 90 °C Noise Loud fall (A) Cooling fan airflow N/A Ubrication system Aftercooler Aftercooler system type Air to water	Engine manufacturer	Baudouin	Max. exhaust back pressure	150 mBar
N° of Cylinders / Valves 12 / 48 Exhaust flow @ PRP 488,7 m³/min Cylinders arrangement V Exhaust flow @ ESP 540,6 m³/min Bore x Stroke 180 x 215 mm Min. diameter of exhaust pipe 280 mm Displacement 65,7 L Thermodynamic Cycle Diesel 4 stroke Compression ratio 16,5 : 1 Max. ambient temp up to N/A Injection System Direct Radiator type N/A Spiration Turbocharged and aftercooled Thermostat opening temp 78 °C Thermostat full open temp 090 °C Noise Turbocharged and Aftercooling an airflow N/A Noise Coolant capacity of radiator and pipes N/A Aspiration Aspirati	Engine model	12M55G2750/5	Max. exhaust temp before turbocharger	740 °C
Cylinders arrangement V Exhaust flow @ ESP 540,6 m³/min Bore x Stroke 180 x 215 mm Min. diameter of exhaust pipe 280 mm Displacement 65,7 L Thermodynamic Cycle Diesel 4 stroke Cooling system Compression ratio 16,5 : 1 Max. ambient temp up to N/A Injection System Direct Radiator type N/A Aspiration Turbocharged and aftercooled Thermostat opening temp 78 °C Thermostat full open temp 90 °C Noise Coolant capacity of the engine 306 L Diesel engine noise 124 dB(A) Cooling fan airflow N/A Lubrication system Oil capacity Low / High 380 / 480 L Aftercooler system type Air to water Oil pressure under normal conditions 4 - 6,5 Bar Max. intake temp @ 25°C ambient temp Oil fuel consumption ratio 50°C Max. diff intake / ambient temp Total system capacity including filters 560,0 L Fuel system Electrical system voltage 24 V Max. pressure at fuel inlet temp 50°C Dynamo charger current 55 A Fuel supply flow 2800 L/h Air intake Respiration of 15% °C Air intake temperature rise 55 °C Consumption at 100% ESP 577,6 L/h Air intake restriction clean filter 570 mbar Consumption at 50% PRP 393,2 L/h Recommended air flow ESP 159,0 m³/min Consumption at 25% PRP 164,3 L/h Recommended air flow ESP 159,0 m³/min Consumption at 25% PRP 164,3 L/h 164,3 L/h 280 mm Air intake Max. arrangement blies and supplied and supplied at 580 PRP 263,5 L/h Recommended air flow ESP 159,0 m³/min Consumption at 25% PRP 164,3 L/h	Engine speed	1500 rpm	Max. exhaust temp after turbocharger	TBD
Bore x Stroke 180 x 215 mm Min. diameter of exhaust pipe 280 mm Displacement 65,7 L Thermodynamic Cycle Diesel 4 stroke Cooling system Compression ratio 16,5 : 1 Max. ambient temp up to N/A Injection System Direct Radiator type N/A Fuel System Common rail Fan type N/A Aspiration Turbocharged and Coolant capacity of radiator and pipes N/A Aspiration Thermostat opening temp 78 °C Thermostat full open temp 90 °C Noise Coolant capacity of the engine 306 L Diesel engine noise 124 dB(A) Cooling fan airflow N/A Lubrication system Aftercooler Aftercooler system type Air to water Oil capacity Low / High 380 / 480 L Aftercooler system type Air to water Oil pressure under normal conditions 4 - 6,5 Bar Max. intake temp@ 25°C ambient 55 °C Max. oil temp 105 °C Max. diff intake / ambient temp TBD Oil fuel consumption ratio 4 - 6,5 Bar Max. pressure drop aftercooler 50 mBar Total system capacity including filters 560,0 L Fuel system Electrical system voltage 24 V Max. pressure at fuel inlet 0,5 Bar Starter power 2 x 8,5 kW Max. fuel inlet temp 50 °C Dynamo charger current 55 A Fuel consumption at 100% ESP 577,6 L/h Air intake temperature rise 4 5 °C Consumption at 100% ESP 577,6 L/h Air intake restriction clean filter 4 70 mbar Consumption at 100% PRP 513,9 L/h Recommended air flow PRP 144,6 m³/min Consumption at 25% PRP 263,5 L/h Recommended air flow PRP 144,6 m³/min Consumption at 25% PRP 263,5 L/h Recommended air flow PRP 144,6 m³/min Consumption at 25% PRP 263,5 L/h Recommended air flow PRP 164,6 m³/min Consumption at 25% PRP 263,5 L/h	N° of Cylinders / Valves	12 / 48	Exhaust flow @ PRP	488,7 m³/min
Displacement Thermodynamic Cycle Diesel 4 stroke Cooling system 16,5 : 1 Max. ambient temp up to N/A N/A Injection System Direct Radiator type N/A Aspiration Turbocharged and Aspiration Turbocharged and Aspiration Turbocharged and Thermostat opening temp Torbocharged and Thermostat full open temp Torbocharged and Torbocharged and Torbocharged and Thermostat full open temp Torbocharged and Thermostat full open temp Torbocharged and inflow N/A Torbocharged and inflow	Cylinders arrangement	V	Exhaust flow @ ESP	540,6 m³/min
Thermodynamic Cycle Compression ratio 16,5 : 1 Max. ambient temp up to N/A Injection System Common rail Aspiration Turbocharged and Aspiration Thermostat opening temp As °C Thermostat full open temp Bo °C Coolant capacity of the engine Bo °C Coolant capacity of the	Bore x Stroke	180 x 215 mm	Min. diameter of exhaust pipe	280 mm
Compression ratio 16,5:1 Max. ambient temp up to N/A Injection System Direct Radiator type N/A Fuel System Common rail Fan type N/A Aspiration Turbocharged and aftercooled Coolant capacity of radiator and pipes N/A Aftercooled Thermostat opening temp 78°C Thermostat full open temp 90°C Noise Coolant capacity of the engine 306 L Diesel engine noise 124 dB(A) Cooling fan airflow N/A Lubrication system Aftercooling system N/A Oil capacity Low / High 380 / 480 L Aftercooler system type Air to water Oil pressure under normal conditions 4 - 6,5 Bar Max. diff intake / ambient temp 55°C Max. oil temp 105°C Max. diff intake / ambient temp TBD Oil fuel consumption ratio ≤ 0.4g/kW-h Max. pressure drop aftercooler 50 mBar Total system capacity including filters 560,0 L EU Electrical system voltage 24 V Max. pressure at fuel inlet 0,5 Bar Starter power 2 x 8,5 kW Max. fuel inlet temp	Displacement	65,7 L		
Injection System Direct Radiator type N/A Fuel System Common rail Fan type N/A Aspiration Turbocharged and aftercooled Thermostat opening temp Thermostat full open temp T	Thermodynamic Cycle	Diesel 4 stroke	Cooling system	
Fuel System Common rail Fan type N/A Aspiration Turbocharged and aftercooled Thermostat opening temp 78 °C Thermostat full open temp 90 °C Noise Coolant capacity of the engine 306 L Diesel engine noise 124 dB(A) Cooling fan airflow N/A Lubrication system 124 dB(A) Cooling fan airflow N/A Lubrication system Aftercooling system Oil capacity Low / High 380 / 480 L Aftercooler system type Air to water Oil pressure under normal conditions 4 - 6,5 Bar Max. intake temp @ 25 °C ambient 55 °C Max. oil temp 105 °C Max. diff intake / ambient temp TBD Oil fuel consumption ratio < 0.4g/kW·h Max. pressure drop aftercooler 50 mBar Total system capacity including filters 560,0 L Electrical system voltage 24 V Max. pressure at fuel inlet 0,5 Bar Starter power 2 x 8,5 kW Max. fuel inlet temp 50 °C Dynamo charger current 55 A Fuel supply flow 2800 L/h Air intake temperature rise 55 °C Consumption at 100% ESP 577,6 L/h Air intake restriction clean filter 470 mbar Consumption at 100% PRP 513,9 L/h Air intake restriction dirty filter 570 mbar Consumption at 75% PRP 393,2 L/h Recommended air flow PRP 144,6 m³/min Consumption at 50% PRP 263,5 L/h Recommended air flow ESP 159,0 m³/min Consumption at 55% PRP 164,3 L/h	Compression ratio	16,5 : 1	Max. ambient temp up to	N/A
Aspiration Turbocharged and aftercooled Thermostat opening temp 78 °C Thermostat full open temp 90 °C Coolant capacity of the engine 306 L Thermostat full open temp 306 L Coolant capacity of the engine 306 L Diesel engine noise 124 dB(A) Cooling fan airflow N/A Lubrication system 124 dB(A) Cooling fan airflow N/A Lubrication system Salva Aftercooling system N/A Lubrication system Salva Aftercooling system Type Air to water Oil capacity Low / High 380 / 480 L Aftercooling system type Air to water Oil pressure under normal conditions 4 - 6,5 Bar Max. intake temp @ 25°C ambient 55°C Max. oil temp 105°C Max. diff intake / ambient temp TBD Max. oil temp 105°C Max. pressure drop aftercooler 50 mBar Total system capacity including filters 560,0 L Fuel system Salva Max. pressure at fuel inlet temp 50°C EU Electrical system voltage 24 V Max. pressure at fuel inlet 0,5 Bar Starter power 2x 8,5 kW Max. fuel inlet temp 50°C Dynamo charger current 55 A Fuel supply flow 2800 L/h Air intake Fuel consumption at 100% ESP 577,6 L/h Air intake temperature rise 30 mbar Consumption at 100% PRP 513,9 L/h Air intake restriction clean filter 50 mbar Consumption at 75% PRP 393,2 L/h Recommended air flow PRP 144,6 m³/min Consumption at 25% PRP 164,3 L/h Recommended air flow ESP 159,0 m³/min Consumption at 25% PRP 164,3 L/h	Injection System	Direct	Radiator type	N/A
aftercooled Thermostat opening temp 78 °C Thermostat full open temp 90 °C Coolant capacity of the engine 306 L Diesel engine noise 124 dB(A) Cooling fan airflow N/A Lubrication system Oil capacity Low / High 380 / 480 L Aftercooler system type Air to water Oil pressure under normal conditions 4 - 6,5 Bar Max. intake temp @ 25°C ambient 55°C Max. oil temp 105°C Max. diff intake / ambient temp TBD Oil fuel consumption ratio ≤ 0.4g/kW·h Max. pressure drop aftercooler 50 mBar Total system capacity including filters 560,0 L Fuel system Electrical system voltage 24 V Max. pressure at fuel inlet 0,5 Bar Starter power 2 x 8,5 kW Max. fuel inlet temp 50°C Dynamo charger current 55 A Fuel supply flow 2800 L/h Air intake Fuel consumption Air intake temperature rise ≤ 5°C Consumption at 100% ESP 577,6 L/h Air intake restriction clean filter ≤ 30 mbar Consumption at 100% PRP 513,9 L/h Air intake restriction dirty filter ≤ 70 mbar Consumption at 75% PRP 393,2 L/h Recommended air flow PRP 144,6 m³/min Consumption at 25% PRP 164,3 L/h Recommended air flow ESP 159,0 m³/min Consumption at 25% PRP 164,3 L/h	Fuel System	Common rail	Fan type	N/A
Noise Coolant capacity of the engine 306 L Diesel engine noise 124 dB(A) Cooling fan airflow N/A Lubrication system Oil capacity Low / High 380 / 480 L Aftercooler system type Air to water Oil pressure under normal conditions 4 - 6,5 Bar Max. intake temp @ 25°C ambient 55°C Max. oil temp 105°C Max. oil temp 105°C Max. diff intake / ambient temp TBD Oil fuel consumption ratio 500,0 L Fuel system Electrical system capacity including filters 560,0 L Fuel system Electrical system voltage 24 V Max. pressure at fuel inlet 50°C Dynamo charger current 55 A Fuel supply flow 2800 L/h Air intake Fuel consumption Air intake temperature rise 45°C Consumption at 100% ESP 577,6 L/h Air intake restriction clean filter 470 mbar Consumption at 55% PRP 393,2 L/h Recommended air flow PRP 144,6 m³/min Consumption at 25% PRP 164,3 L/h Recommended air flow ESP 164,3 L/h Frecommended air flow ESP 164,3 L/h Frecommended air flow ESP 164,3 L/h Frecommended air flow ESP 164,3 L/h Frecommended air flow ESP 164,3 L/h Frecommended air flow ESP 164,3 L/h Frecommended air flow ESP 164,3 L/h Frecommended air flow ESP 164,3 L/h Frecommended air flow ESP 164,3 L/h Frecommended air flow ESP 164,3 L/h Frecommended air flow ESP 164,3 L/h Frecommended air flow ESP 164,3 L/h Frecommended air flow ESP 164,3 L/h Frecommended air flow ESP 164,3 L/h Frecommended air flow ESP 164,3 L/h Frecommended air flow ESP 164,3 L/h Frecommended air flow ESP 164,3 L/h Frecommended air flow ESP 164,3 L/h Frecommended air flow ESP 164,3 L/h Frecommended air flow ESP 164,3 L/h Frecommended air flow ESP 164,3 L/h Frecommended Air flow ESP 164,3 L/h Frecommended Air flow ESP 164,3 L/h Frecommended Air flow ESP 164,3 L/h Frecommended Air flow ESP 164,3 L/h Frecommended Air flow ESP 164,3 L/h Frecommended Air flow ESP 164,3 L/h Frecommended Air flow ESP 164,3 L/h Frecommended Air flow ESP 164,3 L/h Frecommended Air flow ESP 164,3 L/h Frecommended Air flow ESP 164,3 L/h Frecommended Air flow ESP 164,3 L/h Frecommended Air flow ESP 164,3	Aspiration	Turbocharged and	Coolant capacity of radiator and pipes	N/A
Noise Coolant capacity of the engine 306 L Diesel engine noise 124 dB(A) Cooling fan airflow N/A Lubrication system Aftercooling system		aftercooled	Thermostat opening temp	78 °C
Lubrication system Aftercooling system Oil capacity Low / High 380 / 480 L Aftercooler system type Air to water Oil pressure under normal conditions 4 - 6,5 Bar Max. intake temp @ 25°C ambient 55°C Max. oil temp 105°C Max. diff intake / ambient temp TBD Oil fuel consumption ratio ≤ 0.4g/kW·h Max. pressure drop aftercooler 50 mBar Total system capacity including filters 560,0 L Fuel system Electrical system voltage 24 V Max. pressure at fuel inlet 0,5 Bar Starter power 2 x 8,5 kW Max. fuel inlet temp 50°C Dynamo charger current 55 A Fuel consumption 2800 L/h Air intake Fuel consumption 513,9 L/h Air intake temperature rise ≤ 5°C Consumption at 100% ESP 577,6 L/h Air intake restriction clean filter ≤ 30 mbar Consumption at 75% PRP 393,2 L/h Air intake restriction dirty filter ≤ 70 mbar Consumption at 50% PRP 263,5 L/h Recommended air flow PRP 144,6 m³/min Consumption at 25% PRP 164,3 L/h			Thermostat full open temp	90 °C
Lubrication system Oil capacity Low / High Oil pressure under normal conditions 4 - 6,5 Bar Max. intake temp @ 25°C ambient 55 °C Max. oil temp 105 °C Max. diff intake / ambient temp TBD Oil fuel consumption ratio ≤ 0.4g/kW·h Max. pressure drop aftercooler 50 mBar Fuel system Electrical system Fuel system voltage 24 V Max. pressure at fuel inlet 50 °C Dynamo charger current 55 A Fuel supply flow Fuel consumption Fuel consumption Fuel consumption Fuel consumption Fuel consumption Fuel consumption Consumption Fuel cons	Noise		Coolant capacity of the engine	306 L
Oil capacity Low / High 380 / 480 L Aftercooler system type Air to water Oil pressure under normal conditions 4 - 6,5 Bar Max. intake temp @ 25°C ambient 55 °C Max. oil temp 105 °C Max. diff intake / ambient temp TBD Oil fuel consumption ratio ≤ 0.4g/kW·h Max. pressure drop aftercooler 50 mBar Fuel system Electrical system capacity including filters 560,0 L Fuel system Electrical system ECU Electrical system voltage 24 V Max. pressure at fuel inlet 0,5 Bar Starter power 2 x 8,5 kW Max. fuel inlet temp 50 °C Dynamo charger current 55 A Fuel consumption 2800 L/h Air intake Fuel consumption Air intake temperature rise ≤ 5 °C Consumption at 100% ESP 577,6 L/h Air intake restriction clean filter ≤ 30 mbar Consumption at 75% PRP 393,2 L/h Recommended air flow PRP 144,6 m³/min Consumption at 25% PRP 263,5 L/h Recommended air flow ESP 159,0 m³/min Consumption at 25% PRP	Diesel engine noise	124 dB(A)	Cooling fan airflow	N/A
Oil pressure under normal conditions 4 - 6,5 Bar Max. intake temp @ 25°C ambient 55 °C Max. oil temp 105 °C Max. diff intake / ambient temp TBD Oil fuel consumption ratio ≤ 0.4g/kW·h Max. pressure drop aftercooler 50 mBar Fuel system Fuel system Governor ECU Electrical system voltage 24 V Max. pressure at fuel inlet 0,5 Bar Starter power Dynamo charger current 55 °C Fuel supply flow 2800 L/h Air intake Fuel consumption Air intake restriction clean filter ≤ 30 mbar Consumption at 100% ESP 577,6 L/h Air intake restriction dirty filter ≤ 70 mbar Consumption at 75% PRP 393,2 L/h Recommended air flow PRP 144,6 m³/min Consumption at 25% PRP 164,3 L/h Recommended air flow ESP 159,0 m³/min Consumption at 25% PRP	Lubrication system		Aftercooling system	
Max. oil temp105 °CMax. diff intake / ambient tempTBDOil fuel consumption ratio≤ 0.4g/kW·hMax. pressure drop aftercooler50 mBarTotal system capacity including filters560,0 LFuel systemElectrical systemSovernorECUElectrical system voltage24 VMax. pressure at fuel inlet0,5 BarStarter power2 x 8,5 kWMax. fuel inlet temp50 °CDynamo charger current55 AFuel supply flow2800 L/hAir intakeFuel consumptionAir intake temperature rise≤ 5 °CConsumption at 100% ESP577,6 L/hAir intake restriction clean filter≤ 30 mbarConsumption at 100% PRP513,9 L/hAir intake restriction dirty filter≤ 70 mbarConsumption at 75% PRP393,2 L/hRecommended air flow PRP144,6 m³/minConsumption at 50% PRP263,5 L/hRecommended air flow ESP159,0 m³/minConsumption at 25% PRP164,3 L/h	Oil capacity Low / High	380 / 480 L	Aftercooler system type	Air to water
Oil fuel consumption ratio $\leq 0.4 \text{g/kW} \cdot \text{h}$ Max. pressure drop aftercooler 50 mBar Total system capacity including filters 560,0 L Fuel system Electrical system Governor ECU Electrical system voltage 24 V Max. pressure at fuel inlet 0,5 Bar Starter power 2 x 8,5 kW Max. fuel inlet temp 50 °C Dynamo charger current 55 A Fuel supply flow 2800 L/h Air intake Fuel consumption Air intake temperature rise ≤ 5 °C Consumption at 100% ESP 577,6 L/h Air intake restriction clean filter ≤ 30 mbar Consumption at 100% PRP 513,9 L/h Air intake restriction dirty filter ≤ 70 mbar Consumption at 75% PRP 393,2 L/h Recommended air flow PRP 144,6 m³/min Consumption at 25% PRP 164,3 L/h Recommended air flow ESP 159,0 m³/min Consumption at 25% PRP 164,3 L/h	Oil pressure under normal conditions	4 - 6,5 Bar	Max. intake temp @ 25°C ambient	55 °C
Total system capacity including filters	Max. oil temp	105 °C	Max. diff intake / ambient temp	TBD
Fuel systemElectrical systemGovernorECUElectrical system voltage24 VMax. pressure at fuel inlet0,5 BarStarter power2 x 8,5 kWMax. fuel inlet temp50 °CDynamo charger current55 AFuel supply flow2800 L/hAir intakeFuel consumptionAir intake temperature rise≤ 5 °CConsumption at 100% ESP577,6 L/hAir intake restriction clean filter≤ 30 mbarConsumption at 100% PRP513,9 L/hAir intake restriction dirty filter≤ 70 mbarConsumption at 75% PRP393,2 L/hRecommended air flow PRP144,6 m³/minConsumption at 50% PRP263,5 L/hRecommended air flow ESP159,0 m³/minConsumption at 25% PRP164,3 L/h	Oil fuel consumption ratio	≤ 0.4g/kW·h	Max. pressure drop aftercooler	50 mBar
Electrical systemGovernorECUElectrical system voltage24 VMax. pressure at fuel inlet0,5 BarStarter power2 x 8,5 kWMax. fuel inlet temp50 °CDynamo charger current55 AFuel supply flow2800 L/hFuel consumptionAir intakeFuel consumption at 100% ESP577,6 L/hAir intake restriction clean filter≤ 30 mbarConsumption at 100% PRP513,9 L/hAir intake restriction dirty filter≤ 70 mbarConsumption at 75% PRP393,2 L/hRecommended air flow PRP144,6 m³/minConsumption at 50% PRP263,5 L/hRecommended air flow ESP159,0 m³/minConsumption at 25% PRP164,3 L/h	Total system capacity including filters	560,0 L		
Electrical system voltage 24 V Max. pressure at fuel inlet 0,5 Bar Starter power 2 x 8,5 kW Max. fuel inlet temp 50 °C Dynamo charger current 55 A Fuel supply flow 2800 L/h Air intake Fuel consumption Air intake temperature rise ≤ 5 °C Consumption at 100% ESP 577,6 L/h Air intake restriction clean filter ≤ 30 mbar Consumption at 100% PRP 513,9 L/h Air intake restriction dirty filter ≤ 70 mbar Consumption at 75% PRP 393,2 L/h Recommended air flow PRP 144,6 m³/min Consumption at 50% PRP 263,5 L/h Recommended air flow ESP 159,0 m³/min Consumption at 25% PRP 164,3 L/h			Fuel system	
Starter power $2 \times 8,5 \text{ kW}$ Max. fuel inlet temp $50 ^{\circ}\text{C}$ Dynamo charger current 55 A Fuel supply flow 2800 L/h Air intakeFuel consumptionAir intake temperature rise $\leq 5 ^{\circ}\text{C}$ Consumption at 100% ESP $577,6 \text{ L/h}$ Air intake restriction clean filter $\leq 30 \text{ mbar}$ Consumption at 100% PRP $513,9 \text{ L/h}$ Air intake restriction dirty filter $\leq 70 \text{ mbar}$ Consumption at 75% PRP $393,2 \text{ L/h}$ Recommended air flow PRP $144,6 \text{ m}^3/\text{min}$ Consumption at 50% PRP $263,5 \text{ L/h}$ Recommended air flow ESP $159,0 \text{ m}^3/\text{min}$ Consumption at 25% PRP $164,3 \text{ L/h}$	Electrical system		Governor	ECU
Dynamo charger current55 AFuel supply flow2800 L/hAir intakeFuel consumptionAir intake temperature rise≤ 5 °CConsumption at 100% ESP577,6 L/hAir intake restriction clean filter≤ 30 mbarConsumption at 100% PRP513,9 L/hAir intake restriction dirty filter≤ 70 mbarConsumption at 75% PRP393,2 L/hRecommended air flow PRP144,6 m³/minConsumption at 50% PRP263,5 L/hRecommended air flow ESP159,0 m³/minConsumption at 25% PRP164,3 L/h	Electrical system voltage	24 V	Max. pressure at fuel inlet	0,5 Bar
Air intakeFuel consumptionAir intake temperature rise≤ 5 °CConsumption at 100% ESP577,6 L/hAir intake restriction clean filter≤ 30 mbarConsumption at 100% PRP513,9 L/hAir intake restriction dirty filter≤ 70 mbarConsumption at 75% PRP393,2 L/hRecommended air flow PRP144,6 m³/minConsumption at 50% PRP263,5 L/hRecommended air flow ESP159,0 m³/minConsumption at 25% PRP164,3 L/h	Starter power	2 x 8,5 kW	Max. fuel inlet temp	50 °C
Air intake temperature rise \leq 5 °C Consumption at 100% ESP 577,6 L/h Air intake restriction clean filter \leq 30 mbar Consumption at 100% PRP 513,9 L/h Air intake restriction dirty filter \leq 70 mbar Consumption at 75% PRP 393,2 L/h Recommended air flow PRP 144,6 m³/min Consumption at 50% PRP 263,5 L/h Recommended air flow ESP 159,0 m³/min Consumption at 25% PRP 164,3 L/h	Dynamo charger current	55 A	Fuel supply flow	2800 L/h
Air intake restriction clean filter≤ 30 mbarConsumption at 100% PRP513,9 L/hAir intake restriction dirty filter≤ 70 mbarConsumption at 75% PRP393,2 L/hRecommended air flow PRP144,6 m³/minConsumption at 50% PRP263,5 L/hRecommended air flow ESP159,0 m³/minConsumption at 25% PRP164,3 L/h	Air intake		Fuel consumption	
Air intake restriction dirty filter \leq 70 mbar Consumption at 75% PRP 393,2 L/h Recommended air flow PRP 144,6 m³/min Consumption at 50% PRP 263,5 L/h Recommended air flow ESP 159,0 m³/min Consumption at 25% PRP 164,3 L/h	Air intake temperature rise	≤ 5 °C	Consumption at 100% ESP	577,6 L/h
Recommended air flow PRP 144,6 m³/min Consumption at 50% PRP 263,5 L/h Recommended air flow ESP 159,0 m³/min Consumption at 25% PRP 164,3 L/h	Air intake restriction clean filter	≤ 30 mbar	Consumption at 100% PRP	513,9 L/h
Recommended air flow ESP 159,0 m³/min Consumption at 25% PRP 164,3 L/h	Air intake restriction dirty filter	≤ 70 mbar	Consumption at 75% PRP	393,2 L/h
, , ,	Recommended air flow PRP	144,6 m³/min	Consumption at 50% PRP	263,5 L/h
Min. diameter of intake pipe 250 Fuel consumption tolerance ± 3%	Recommended air flow ESP	159,0 m³/min	Consumption at 25% PRP	164,3 L/h
	Min. diameter of intake pipe	250	Fuel consumption tolerance	± 3%

^{*}All ratings are based on operating conditions under ISO 8528-1, ISO 3046, DIN6271 Performance tolerance of ±5%.

Platinalaan 10 5234 GH 's-Hertogenbosch Netherlands Phone: Email: Website: +31 (0)88 2228600 info@abato.nl www.abato.nl



Alternator specifications

General information		Cooling	
Alternator manufacturer	XINGNUO or eq.	Cooling air	2.79 m³/sec
Alternator model	XN7K or eq.	Temp rise cont. H	125/40 °C
Voltage	400 V		
Frequency	50 Hz	Protection and distortion	
Rated power factor	0,8	Insulation system	Н
Technology	Brushless, AVR	Protection	IP21
Voltage measurement	3-phase	Telephone interference	THF <2%
Efficiency	97,0%	Wafevorm distortion without load	< 1.5%
		Wavevorm distortion with a linear load	< 5.0%

Internal assembly

Rotor wdg. Resistance at 22°C

Maximum overspeed	2250 Rev/Min	
Stator winding	Double layer lap	
Winding pitch	2/3	
Winding leads	6	
Bearing amount	1	
Stator wdg. Resistance per phase at 22°C	0.00078 Ohms	

Alternator highlights

Low telephone interference (THF) as defined by IEC 60034-1
High efficiency and motor startup capability
Rigid assembly, effectively reduces the vibration during running
All rotors are dynamically balanced to conform with BS6861
Non-maintenance sealed-for-life ball bearing
Suitable for environment with 95% relative humidity

1.95 Ohms

ComAp InteliLite AMF 25



The following features are included in the used model:

- Standby and Prime power applications
- Flexible event based history with up to 350 events
- 3 Phase generator current measurement
- Generator and Mains phase voltage measurement
- Active/reactive power measurement
- Active and reactive energy counter
- Battery charging alternator circuit connection
- Comprehensive gen-set protections
- CAN and USB on board
- Internet access using Ethernet, GPRS or 4G module
- Support for Modbus and SNMP protocols
- Cloud-based monitoring and control via WebSupervisor
- Active SMS or e-mails (module required)
- Geofencing and tracking via WebSupervisor
- 2x 10 A binary outputs for cranking and fuel solenoid
- Option for up to 16 additional binary inputs/outputs
- Operating temperature -20 + 70°C
- IP65 operator interface protection

Platinalaan 10 Phone: +31 (0)88 2228600 5234 GH 's-Hertogenbosch Email: info@abato.nl Netherlands Website: www.abato.nl

^{*}Used alternator meets the requirements of BS5000, VDE0530, UTE5100, NEMA MGt-22, CEMA, IEC34-1, CSAC22.2-100 and AS1359