



Diesel Generating Sets Powered by Perkins Engines

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.
- 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, 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:
 - 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.

Finish and Quality Control

An outstanding spray-painted finish for Perkins powered 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

PowerPro GENERATING SETS - 50HZ

Perkins Range from 200 - 2000 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-E87TAG1	200	212	Turb	6	In-line	Elec.Eng.Mar	43.5	250	86	187	1840	4.63
PPP 225	1306-E87TAG2	225	248	Turb	6	In-line	Elec.Eng.Mar	48.5	255	86	187	1940	4.72
PPP 250	1306-E87TAG3	250	260	Turb	6	In-line	Elec.Eng.Mar	55.0	265	86	187	1950	4.91
PPP 350	2206A-E13TAG	350	368	Turb	6	In-line	Elec.Eng.Mar	71.0	315	115	200	3085	8.33
PPP 400	2206A-E13TAG2	400	427	Turb	6	In-line	Elec.Eng.Mar	81.0	315	115	200	3220	8.33
PPP 450	2506A-E15TAG	450	471	Turb	6	In-line	Elec.Eng.Mar	97.0	340	117	210	3555	9.61
PPP 500	2506A-E15TAG2	500	530	Turb	6	In-line	Elec.Eng.Mar	108.0	340	117	210	3675	9.61
PPP 600	2806A-E18TAG1	600	630	Turb	6	In-line	Elec.Eng.Mar	130.0	350	150	215	3800	12.98
PPP 650	2806A-E18TAG2	650	690	Turb	6	In-line	Elec.Eng.Mar	139.8	350	150	215	3900	12.98
PPP 725	4006C-23TAG2	725	760	Turb	6	In-line	Electroni	148.4	383	192	220	5860	18.61
PPP 800	4006C-23TAG3	800	820	Turb	6	In-line	Electroni	162.8	383	192	220	5860	18.61
PPP 900	4008-TAG1	900	955	Turb	8	In-line	Electroni	196.0	480	205	225	7700	25.46
PPP 1000	4008-TAG2	1000	1060	Turb	8	In-line	Electroni	222.0	480	205	225	7800	25.46
PPP 1250	4012-46TWG2	1250	1375	Turb	12	Vee	Electroni	262.0	500	210	240	8500	28.98
PPP 1350	4012-46TWG3	1350	1400	Turb	12	Vee	Electroni	282.0	500	230	240	9000	31.74
PPP 1500	4012-46TAG2	1500	1550	Turb	12	Vee	Electroni	301.0	500	230	240	9300	31.74
PPP 1700	4012-46TAG3	1700	1825	Turb	12	Vee	Electroni	367.0	500	230	250	9840	33.07
PPP 1830	4016-TAG1	1830	1890	Turb	16	Vee	Electroni	387.0	580	230	260	12200	39.89
PPP 2000	4016-TAG2	2000	2100	Turb	16	Vee	Electroni	439.0	580	230	260	12500	39.89

Notes:

- All figures based on power factor of 0.8, engine manufacturers data at NTP and use of Newage alternators with output
 - All dimensions and weights are approximate in cm's and kg's and CBM figures reflect an approximate package
 - Fuel consumption is based upon litres/hr @ 100% load assuming fuel meets standards laid down
 - Addition of options may change performance and dimension details shown
 - Models PPP1250 onwards may require radiators to be shipped loose due to height restrictions
 - Prime rating allows continuous operation with a 10% overload for any one hour
- Standby is a continuous rating with no overload capacity and an annual limitation as to usage
- All data is given in good faith but is subject to change based upon our technical improvements or those notified by the major component manufacturers

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