

POWER HOUSE MARINE GENSET

PHD16 MG

415–525 kVA (332–420 kWe) at 1500rpm 50Hz/400V, 488–596 kVA (390–477 kWe) at 1800rpm 60Hz/440V

Power House Genset system

The Power House Genset systems are the complete solution for a ship's onboard power requirements. You will not only get reliable marine diesels, well-matched generators and a monitoring system, but also a wide range of products and services to optimize your investment.

Each Power House Genset is built fully adapted to the customer's requirements and comes complete and tested, ready for installation onboard.

The basis for the Power House Gensets is the smooth running and reliable marine diesel engines. Compact in design, they occupy less space in the engine room, and their good accessibility makes service and maintenance easy. Auto-start and synchronizing is rapid and reliable, meeting all standards with a comfortable margin.

All the Power House Gensets are type approved by the major classification societies, and can be delivered under complete certification.

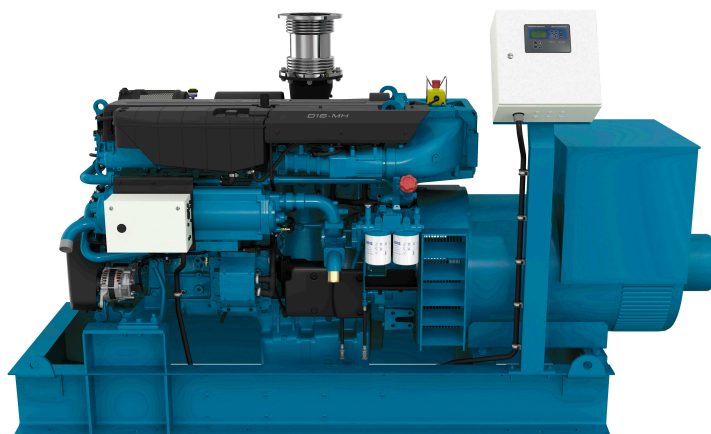
Engine

The Volvo Penta engines are well balanced and have excellent emission performance. With growing care for the environment all over the world, emission regulations are becoming increasingly stricter. The D16 MG is certified for IMO NOx limits and the comprehensive emission requirements according to EPA Tier 2, EU IWW and CCNR Stage 2.

Volvo's basic engine design in combination with a highly efficient speed control system gives superior load taking capability.

Generator

All the standard Gensets are equipped with a generator built by Newage Stamford. Stamford is the market leader in this power range and provides for worldwide service coverage. These generators are of a long proven design, based on years of experience of power generation for land-based and marine applications.



Technical Data Engine

| | | |
|--|---|------------|
| Engine brand | Volvo Penta | |
| Engine designation | D16 MG | |
| No. of cylinders and configuration | in-line 6 | |
| Method of operation | 4-stroke, direct-injected, turbocharged | |
| | diesel engine with aftercooler | |
| Bore, mm | 144, | |
| Stroke, mm | 165 | |
| Displacement, l | 16.1 | |
| Compression ratio | 17.5:1 | |
| | 1500 rpm | 1800 rpm |
| Crankshaft Power HE Cooling, kW | 450 | 500 |
| Crankshaft Power RC Cooling, kW | 433 | 470 |
| Crankshaft Power KC Cooling, kW | 450 | 500 |
| Specific fuel consumption HE/KC, g/kWh | 208 (50%) | 212 (50%) |
| | 203 (75%) | 209 (75%) |
| | 206 (100%) | 213 (100%) |
| Recommended fuel to conform to | ASTM-D975 1-D & 2-D, EN 590 or | |
| | JIS KK 2204 | |

10% overload available acc. to class requirements. Fuel temperature 40°C (104°F). Technical data according to ISO 3046 Fuel Stop Power with a tolerance ±4%. Fuel with a lower calorific value of 42700 kJ/kg and density of 840 g/liter at 15°C (60°F). Merchant fuel may differ from this specification which will influence engine power output and fuel consumption. The engine is certified according to IMO NOx, EPA Tier 2, EU IWW and CCNR Stage 2.

PHD16 MG

Technical description

Complete Genset

- High system efficiency as a result of system optimization of the complete Genset
- All used components of highest quality from well reputed suppliers
- Reinforced set dimensioned for high output and low sound level
- Mono-block engine/generator rigidly mounted on a common bed frame
- Engine directly coupled to generator via a flexplate
- Flexible mountings including welding plates mounted under the frame

Engine and block

- Cylinder block and cylinder head made of cast iron
- One piece cylinder head
- Replaceable wet cylinder liners and valve seats/guides
- Drop forged crankshaft with induction hardened bearing surfaces and fillets with seven main bearings
- Four valve per cylinder layout with overhead camshaft
- Each cylinder features cross-flow inlet and exhaust ducts
- Gallery oil cooled forged aluminum pistons, three piston rings (keystone top ring)
- Senders for oil pressure (after filter), oil temp, oil pressure piston cooling, oil level, fuel pressure, freshwater pressure, exhaust temp, crankcase pressure, speed crank and cam, boost pressure/ temp, seawater pressure (not KC or RC cool.), coolant level, coolant temp

Lubrication system

- Freshwater-cooled oil cooler integrated in cylinder block
- Twin full flow oil filter of spin-on type and single by-pass filter

Fuel system

- Electronic Unit Injectors
- Gear-driven fuel pump, driven by timing gear
- Electronically controlled injection timing
- 5-hole high pressure injector nozzles
- Twin engine-mounted spin-on fine fuel filters with change over valve

Turbocharger

- Dry twin entry turbocharger

Heat Exchanger cooled system (HE)

- For seawater- and central-cooled Gensets
- Engine-mounted tubular heat exchanger with expansion tank
- Belt-driven centrifugal freshwater pump
- Gear-driven rubber impeller raw water pump (optional)

Radiator cooled system (RC)

- For aircooled Gensets
- V-belt-driven radiator fan
- Belt-driven centrifugal cooling water pump
- Water-cooled CAC (Charge Air Cooler)

Keel cooled system (KC)

- 2-circuit cooling system
- Belt-driven centrifugal cooling water pump in HT circuit
- Engine mounted expansion tank in HT circuit
- Gear driven rubber impeller cooling water pump in CAC LT circuit

Generator

- 4-pole, brushless, AC marine generator
- Temperature rise class F
- Tropical insulation class H
- Stator winding as standard with short 2/3 pitch winding, ideal for non-linear load (thyristor load)
- Automatic Voltage Regulator (AVR) for accurate voltage regulation
- Permanent magnet mounted on generator for independent power supply to AVR
- Single bearing generator as standard
- Voltage available range up to 690V
- IP23 enclosure as standard
- Anti condensation heating

Control System

- MCC a new flexible and expandable control and monitoring system for classified installations. Incl. separate safety shutdown system
- Meets new classification requirements of separate shutdown and monitoring system
- Easy to interface with leading suppliers of ship control systems
- Possibility to connect relays for remote control functions (potential free contacts)
- Classifiable by all major classification societies

Optional equipment

Engine

- Twin fuel pre-filters/water separator with change over valve
- Flexible exhaust compensator
- Cooling water connection bellows
- Electrical and air starting systems available individually or in parallel.
- Raw water pressure indication (only in combination with raw water pump)
- Exhaust temperature indication
- Engine heater 2000W

Generator

- Air inlet filters according to IP23
- Air inlet louvres/filters according to IP44
- Parallel equipment mounted in generator
- Thermistors (1 or 2 per phase) mounted in generator for temperature measurement of windings in generator
- PT100 elements (1 or 2 per phase) mounted in generator for temperature measurement of windings in generator
- Double bearing generator (on request)
- PT100 elements mounted in generator bearings for temperature measurement

Miscellaneous

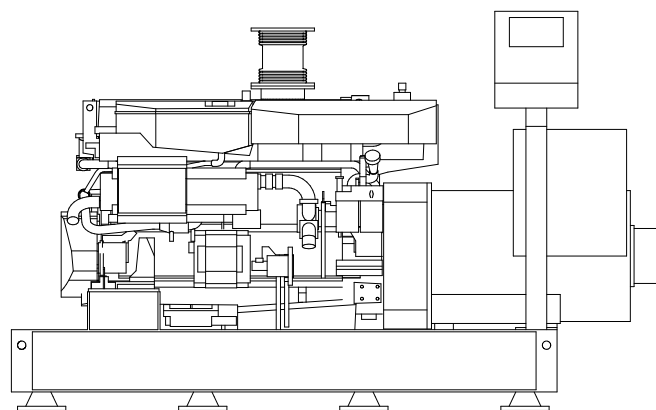
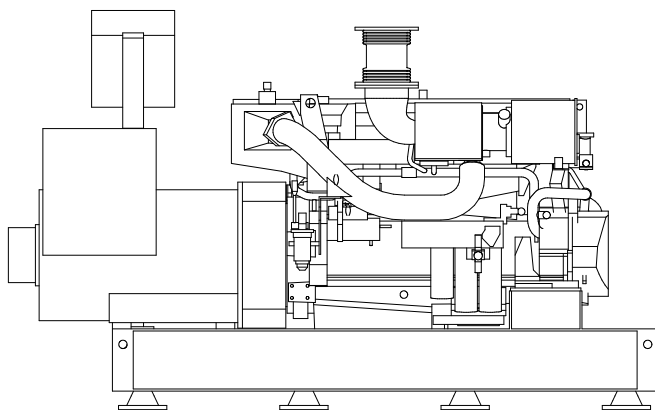
- Dry exhaust silencer with or without spark arrestor
- 80A alternator with integrated charging sensor (Only available for HE/KC)
- Basic toolkit
- Spare parts according to classification recommendations

Contact your local Power House dealer for further information.

Not all models, standard equipment and accessories are available in all countries. All specifications are subject to change without notice.

The Genset illustrated may not be entirely identical to production standard Gensets.

PHD16 MG



Technical Data HE Genset

Power output at 1500 rpm 50Hz/400V, kVA (kWe)

| | |
|---------------------------|-----------|
| PHD16 MG / HCM534D-1..... | 415 (332) |
| PHD16 MG / HCM534E-1..... | 490 (392) |
| PHD16 MG / HCM534F-1..... | 525 (420) |

Power output at 1800 rpm 60Hz/440V, kVA (kWe)

| | |
|---------------------------|-----------|
| PHD16 MG / HCM534D-1..... | 488 (390) |
| PHD16 MG / HCM534E-1..... | 588 (470) |
| PHD16 MG / HCM534F-1..... | 596 (477) |

10% overload available according to class requirements.

Fuel temperature 40°C (104°F). Technical data according to ISO 3046 Fuel Stop Power and ISO 8665. Fuel with a lower calorific value of 42700 kJ/kg and density of 840 g/liter at 15°C (60°F). Merchant fuel may differ from this specification which will influence engine power output and fuel consumption.

Dimensions L x W x H₁/H₂ (mm), not for installation

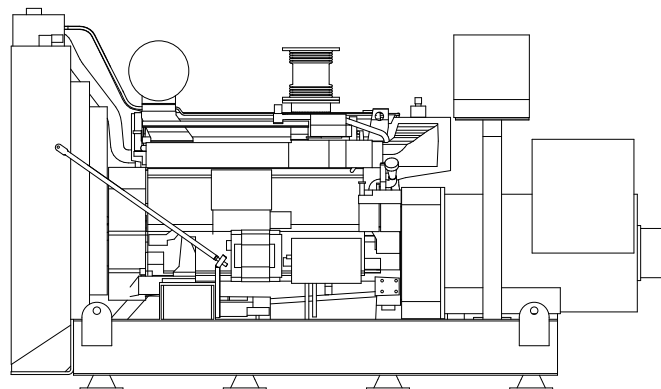
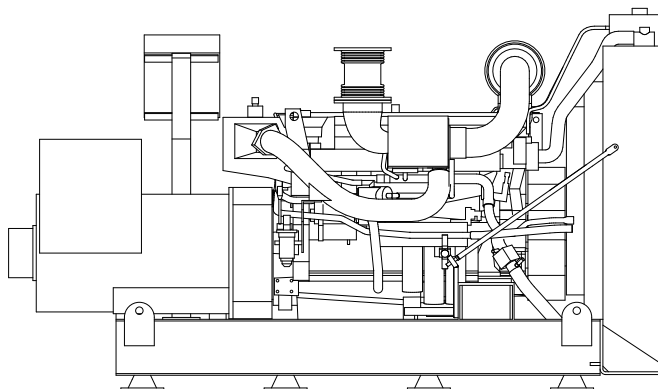
| | |
|---------------------------|-------------------------|
| PHD16 MG / HCM534D-1..... | 3122 x 1177 x 1842/1912 |
| PHD16 MG / HCM534E-1..... | 3122 x 1177 x 1842/1912 |
| PHD16 MG / HCM534F-1..... | 3165 x 1177 x 1842/1912 |

Weight, kg

| | |
|---------------------------|-------|
| PHD16 MG / HCM534D-1..... | 3 636 |
| PHD16 MG / HCM534E-1..... | 3786 |
| PHD16 MG / HCM534F-1..... | 3926 |

H₁ = Height including exhaust

compensator H₂ = Total genset height including control box



Technical Data RC Genset

Power output at 1500 rpm 50Hz/400V, kVA (kWe)

| | |
|---------------------------|-----------|
| PHD16 MG / HCM534D-1..... | 415 (332) |
| PHD16 MG / HCM534E-1..... | 490 (392) |
| PHD16 MG / HCM534F-1..... | 518 (414) |

Power output at 1800 rpm 60Hz/440V, kVA (kWe)

| | |
|---------------------------|-----------|
| PHD16 MG / HCM534D-1..... | 488 (390) |
| PHD16 MG / HCM534E-1..... | 560 (448) |

10% overload available according to class requirements.

Fuel temperature 40°C (104°F). Technical data according to ISO 3046 Fuel Stop Power and ISO 8665. Fuel with a lower calorific value of 42700 kJ/kg and density of 840 g/liter at 15°C (60°F). Merchant fuel may differ from this specification which will influence engine power output and fuel consumption.

Dimensions L x W x H₁/H₂ (mm), not for installation

| | |
|---------------------------|---------------------------|
| PHD16 MG / HCM534D-1..... | 3448 x 1380 x 1843 / 2055 |
| PHD16 MG / HCM534E-1..... | 3448 x 1380 x 1843 / 2055 |
| PHD16 MG / HCM534F-1..... | 3505 x 1380 x 1843 / 2055 |

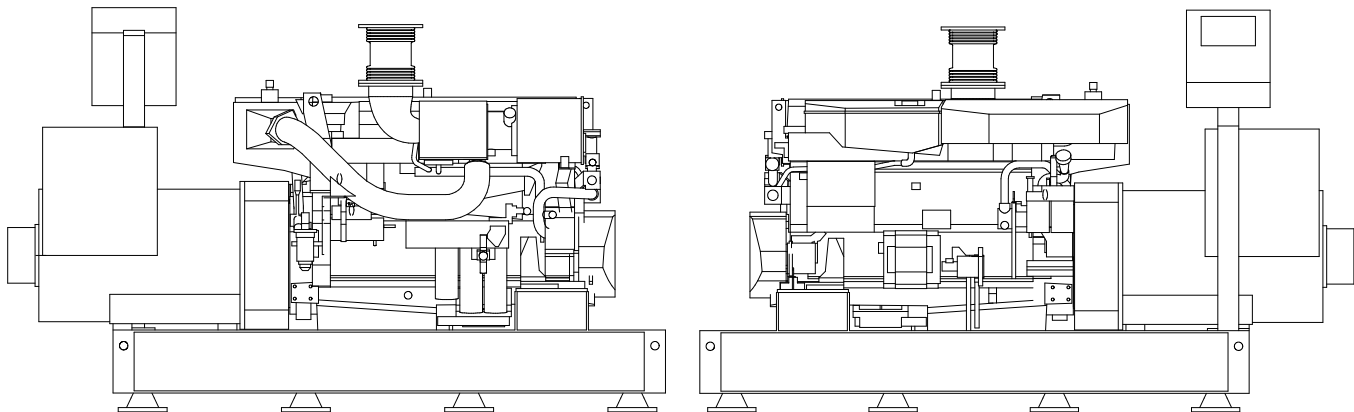
Weight, kg

| | |
|---------------------------|------|
| PHD16 MG / HCM534D-1..... | 3810 |
| PHD16 MG / HCM534E-1..... | 3960 |
| PHD16 MG / HCM534F-1..... | 4100 |

H₁ = Height including exhaust compensator

H₂ = Total genset height including expansion tank

PHD16 MG



Technical Data KC Genset

Power output at 1500 rpm 50Hz/400V, kVA (kW)

| | |
|--|-----------|
| PHD16 MG / HCM534D-1. | 415 (332) |
| PHD16 MG / HCM534E-1. | 490 (392) |
| PHD16 MG / HCM534F-1. | 525 (420) |
| Power output at 1800 rpm 60Hz/440V, kVA (kW) | |
| PHD16 MG / HCM534D-1. | 488 (390) |
| PHD16 MG / HCM534E-1. | 588 (470) |
| PHD16 MG / HCM534F-1. | 596 (477) |

10% overload available according to class requirements.
Fuel temperature 40°C (104°F). Technical data according to ISO 3046 Fuel Stop Power and ISO 8665. Fuel with a lower calorific value of 42700 kJ/kg and density of 840 g/liter at 15°C (60°F). Merchant fuel may differ from this specification which will influence engine power output and fuel consumption.

Dimensions L x W x H₁/H₂ (mm), not for installation

| | |
|----------------------------|-------------------------|
| PHD16 MG / HCM534D-1. | 3122 x 1177 x 1842/1912 |
| PHD16 MG / HCM534E-1. | 3122 x 1177 x 1842/1912 |
| PHD16 MG / HCM534F-1. | 3165 x 1177 x 1842/1912 |
| Weight, kg | |
| PHD16 MG / HCM534D-1. | 3581 |
| PHD16 MG / HCM534E-1. | 3731 |
| PHD16 MG / HCM534F-1. | 3871 |

H₁ = Height including exhaust compensator
H₂ = Total genset height including control box