

POWER HOUSE MARINE GENSET

PHD13 MG

310–415 kVA (248–332 kWe) at 1500rpm 50Hz/400V, 375–475 kVA (300–380 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.

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

Complete and classified

Each Power House Genset is built fully adapted to the customer's requirements and comes complete and tested, ready for installation onboard. All the Power House Gensets are type approved by the major classification societies, and can be delivered under complete certification.

Clean engine

The Volvo Penta engines are well balanced and have excellent emission performance. No visible smoke can be recognized. With growing care for the environment all over the world, emission regulations are becoming increasingly stricter.

The PHD13 MG is certified for the comprehensive emission requirements according to EPA Tier 2 and EU IWW for diesel electric propulsion. Engines are ready for EPA Tier 3 emission legislation, in force from 2014.

Standard generator

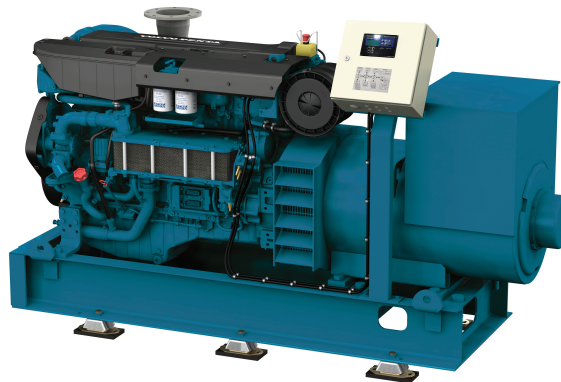
All the standard Gensets are equipped with a generator built by Newage Stamford. Stamford is the market leader in this power range and provides for worldwide service cover-age. These generators are of a long proven design, based on years of experience of power generation for land-based and marine applications.

Reduced noise

The noise level on the new PHD13 MG has been further reduced due to variable injector pressure and a new efficient cooling system. The harbor and emergency gensets with radiator cooling system can offer even lower sound pressure with an optional visco fan.

Marine control unit

Each complete genset is delivered with Volvo Penta MCU (Marine Control Unit) alarm and monitoring system with interface for connections to the switchboard and bridge. For all classed gensets SDU Shut down unit will give full redundancy and safety according to SOLAS & class requirements.



Trouble free service

Scheduled maintenance and preventive repairs will keep you from unnecessary and expensive downtime. For each genset application Power House dealers can offer extensive life cycle cost analysis including fuel and maintenance cost. Qualified Power House dealers stand by for service

and support in more than 100 countries all over the world. A complete set of documentation will be delivered with the set according to Power House's high quality publication standard. The optional extended coverage (CXC) will give protection for one or two additional years.

Technical Data Engine

Engine designation	D13 MG	Engine brand	Volvo Penta
No. of cylinders and configuration	in-line 6		
Method of operation	4-stroke, direct-injected, turbocharged diesel engine with aftercooler		
Bore, mm	131		
Stroke, mm	158		
Displacement, l	12.78		
Compression ratio	18.5		
Crankshaft Power	1500 rpm	1500 rpm	1800 rpm
HE Cooling, kW	300	360	360
Crankshaft Power	289	349	341
RC Cooling, kW			381
Crankshaft Power	300	360	360
KC Cooling, kW			400
Specific fuel consumption	209	203.6	214
HE/KC, g/kWh (50%)			211.8
(75%)	204	202	212
(100%)	203	201.6	216
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 EPA Tier 2, EU IWW for diesel electric propulsion.

PHD13 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 flexplat
- 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 s ven main bearings
- Four valve per cylinder layout with overhead camshaft
- Each cylinder features cross-flow inlet an exhaust ducts
- Gallery oil cooled forged aluminum pistons, three piston rings (keystone top ring)
- Senders for oil pressure (after filter), oil temp, oil pressure, 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
- Exhaust temperature indication

Lubrication system

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

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 plate heat exchanger with expansion tank
- Belt-driven centrifugal freshwater pump
- Belt-driven rubber impeller raw water pump

Radiator cooled system (RC)

- For aircooled Gensets
- Polygroove belt-driven radiator fan
- Belt-driven centrifugal cooling water pump
- Air to air 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 (thyris-tor 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 flexible and expandable control and monitoring system for classified installations. Incl. separate safety shutdown system
- Meets classification equirements 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)
- Engine heater 2000W
- Visco fan (only for RC gensets)

Generator

- Air inlet filtes 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

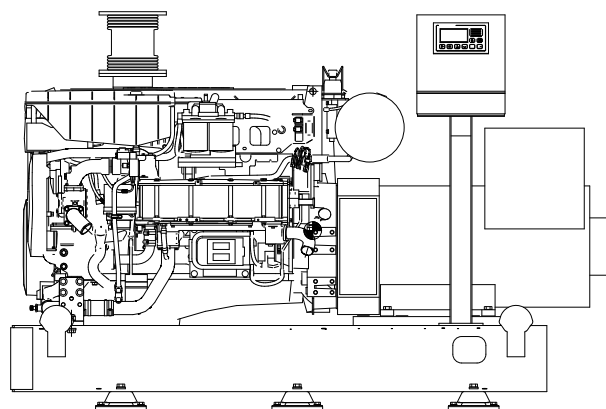
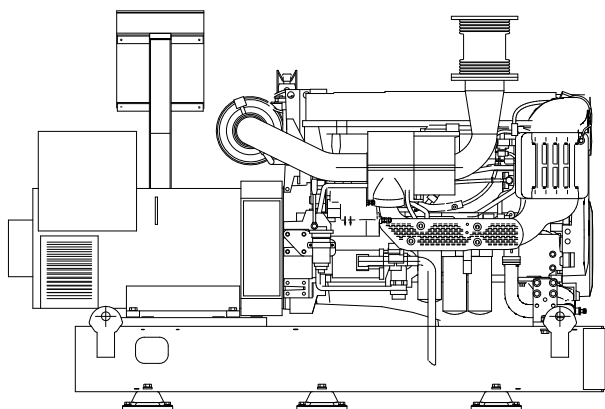
Miscellaneous

- Dry exhaust silencer with or without spark arrestor
- 110A alternator with integrated charging sensor
- 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.

PHD13 MG



Technical Data HE Genset

Power output at 1500 rpm 50Hz/400V

Engine / Generator	kWm	kWe	kVA
PHD13 MG / HCM434F-1	300	248	310
PHD13 MG / HCM534C-1	300	284	355
PHD13 MG / HCM534D-1	360	332	415

Power output at 1800 rpm 60Hz/440V

Engine / Generator	kWm	kWe	kVA
PHD13 MG / HCM434F-1	360	300	375
PHD13 MG / HCM534C-1	360	341	426
PHD13 MG / HCM534D-1	400	380	475

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.

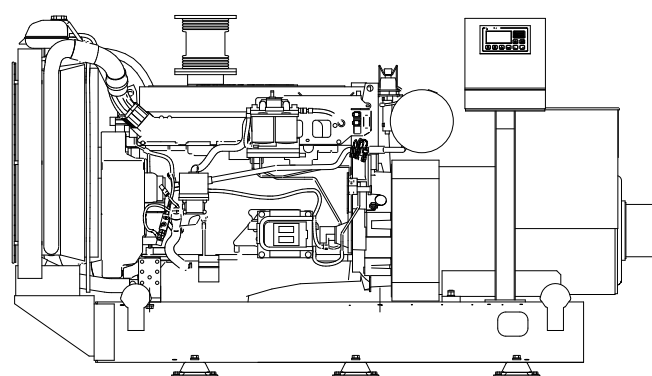
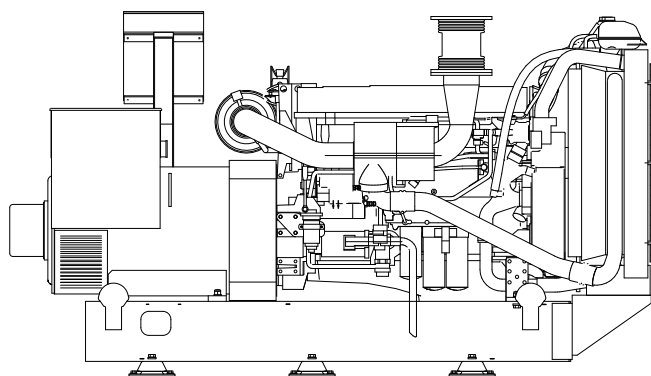
Dimensions L x W x H₁/H₂ (mm), not for installation

PHD13 MG / HCM434F-1	2739 x 1174 x 1814/1814
PHD13 MG / HCM534C-1	2817 x 1174 x 1814/1814
PHD13 MG / HCM534D-1	2817 x 1174 x 1814/1814

Weight, kg

PHD13 MG / HCM434F-1	3070
PHD13 MG / HCM534C-1	3175
PHD13 MG / HCM534D-1	3305

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



Technical Data RC Genset

Power output at 1500 rpm 50Hz/400V

Engine / Generator	kWm	kWe	kVA
PHD13 MG / HCM434F-1	289	248	310
PHD13 MG / HCM534C-1	289	275	344
PHD13 MG / HCM534D-1	349	332	415

Power output at 1800 rpm 60Hz/440V

Engine / Generator	kWm	kWe	kVA
PHD13 MG / HCM434F-1	341	300	375
PHD13 MG / HCM534C-1	341	322	402
PHD13 MG / HCM534D-1	381	360	450

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

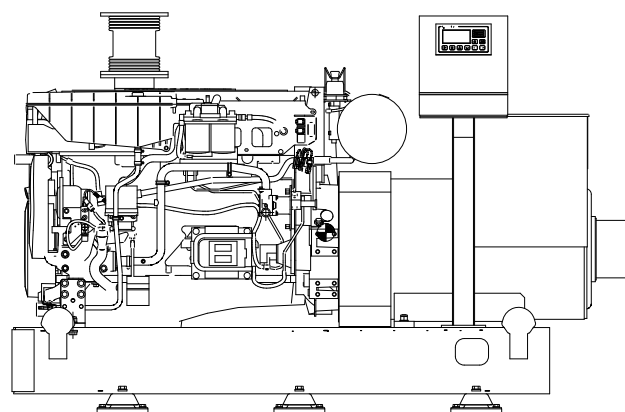
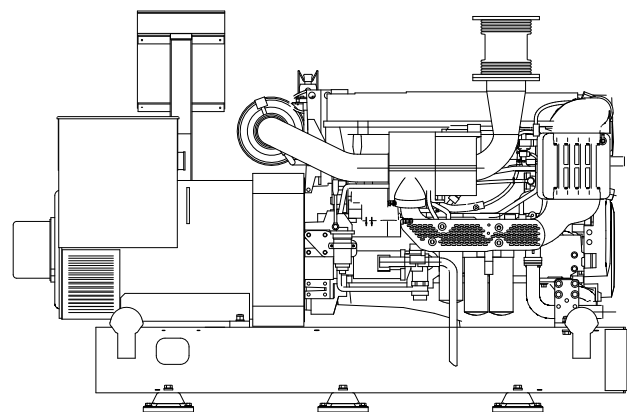
PHD13 MG / HCM434F-1	3147 x 1165 x 1811/1811
PHD13 MG / HCM534C-1	3219 x 1165 x 1811/1811
PHD13 MG / HCM534D-1	3219 x 1165 x 1811/1811

Weight, kg

PHD13 MG / HCM434F-1	3080
PHD13 MG / HCM534C-1	3185
PHD13 MG / HCM534D-1	3315

H₁ = Height including exhaust compensator
H₂ = Total genset height including expansion tank

PHD13 MG



Technical Data KC Genset

Power output at 1500 rpm 50Hz/400V			
Engine / Generator	kWm	kWe	kVA
PHD13 MG / HCM434F-1	300	248	310
PHD13 MG / HCM534C-1	300	284	355
PHD13 MG / HCM534D-1	360	332	415
Power output at 1800 rpm 60Hz/440V			
Engine	kWm	kWe	kVA
PHD13 MG / HCM434F-1	360	300	375
PHD13 MG / HCM534C-1	360	341	426
PHD13 MG / HCM534D-1	400	380	475

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

PHD13 MG / HCM434F-1	2739 x 1174 x 1814/1814
PHD13 MG / HCM534C-1	2811 x 1174 x 1814/1814
PHD13 MG / HCM534D-1	2811 x 1174 x 1814/1814

Weight, kg

PHD13 MG / HCM434F-1	3030
PHD13 MG / HCM534C-1	3135
PHD13 MG / HCM534D-1	3265

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