

350KW Cummins Diesel Generator

Standby | 1800RPM | 60 Hz | Cummins Engine

General

Model	WDG-350-CMS
Fuel Type	Diesel
Standby Rating	350 KW / 438 KVA
Frequency	60 Hz
Voltage	Any voltage can be customized
Phase	Single Phase or Three Phase
Enclosure Type	Silent, Weatherproof
Noise Level	79 db @ 7m
Engine Brand	Cummins
Alternator Brand	Stamford
Controller Model	Deep Sea DSE 7310/7320



Engine Data

Engine Model	Cummins KZTAA13-G2 (Standby)
Configuration	6 cylinder
Aspiration	Turbocharged, Air Cooled
Bore x Stroke (in.)	5.1 x 6.4 (in.)
Rated Speed (RPM)	1800
Displacement (L)	13 L
Compression Ratio	17:1
Cooling Method	Radiator Cooled
Governor	Electronic

Alternator Data

Alternator Model	Stamford HCI434E/444E
Type	Self-excited, Brushless
Power Factor	0.8
Voltage Regulation	AVR
Insulation System	Class H
Protection Level	IP23

Size & Dimensions

Dimensions (L x W x H)	157 x 66.9 x 78.7 (in.)
Net Weight (lbs.)	6000



Generator Engine Performance Data

Dongfeng Cummins Engine Co.,Ltd
Xiangfan, Hubei Province, China

Engine Model

6ZTAA13-G2

Curve Number

FR20349

CPL Code

3715

Compression Ratio: 17:1

Cylinders: 6

Bore: 130 mm

Stroke: 163 mm

Displacement: 13.0 L

Engine Configuration: D0C3006GX03

Fuel System: BYC PD/GAC

Aspiration: Turbocharged & Charge Air Cooled

Governor Regulation: $\leq 3\%$

Emission Certification: MEP STAGE II

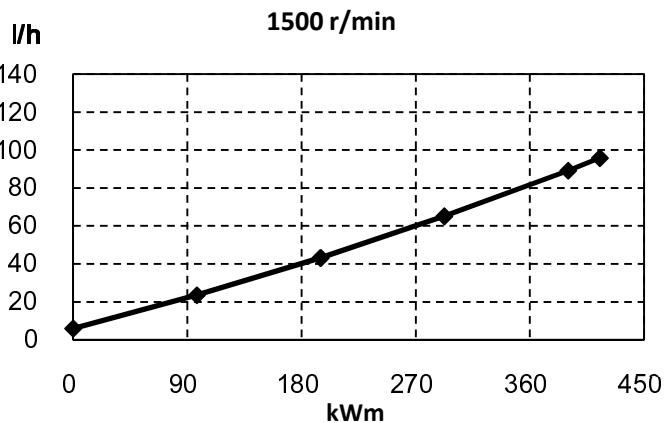
Engine Ratings*:

Engine Speed	Standby Power		Prime Power		Continuous Power	
r/min	bhp	kWm	bhp	kWm	bhp	kWm
1500	557	415	523	390	470	350
1800	557	415	523	390	470	350

* All ratings refer to AEB26.02.

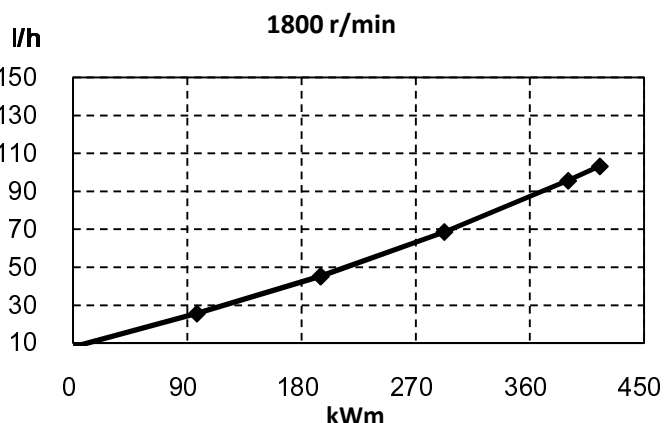
Engine Fuel Consumption @1500 r/min

OUTPUT POWER			FUEL CONSUMPTION			
%	bhp	kWm	lb/bhp.h	g/kWm.h	gal/h	l/h
Standby Power						
100	557	415	0.319	194	363	95.8
Prime Power						
100	523	390	0.316	192	338	89.1
75	393	293	0.308	187	247	65.1
50	262	195	0.306	186	164	43.2
25	131	98	0.334	203	89	23.6
Continuous Power						
100	470	350	0.311	189	298	78.8



Engine Fuel Consumption @1800 r/min

OUTPUT POWER			FUEL CONSUMPTION			
%	bhp	kWm	lb/bhp.h	g/kWm.h	gal/h	l/h
Standby Power						
100	557	415	0.344	209	391	103.3
Prime Power						
100	523	390	0.339	206	362	95.6
75	393	293	0.324	197	260	68.6
50	262	195	0.321	195	172	45.3
25	131	98	0.363	221	97	25.7
Continuous Power						
100	470	350	0.329	200	316	83.3



Curves shown above represent gross engine performance capabilities obtained and corrected in accordance with GB/T18297 conditions of 29.61 in Hg (100 kPa) barometric pressure [263 ft (80 m) altitude], 77 deg F (25 deg C) inlet air temperature, and 0.30 in Hg (1 kPa) water vapor pressure with No. 2 diesel fuel.

All data obtained is based on the engine operating, under the test conditions of 14.9 in H₂O (3.7kPa) inlet air restriction and 2.95 in Hg (10 kPa) exhaust restriction, not included are alternator, fan, optional equipment and driven components.

The engine may be operated up to 4500 m altitude.



Generator Engine Performance Data

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Xiangfan, Hubei Province, China

Engine Model

6ZTAA13-G2

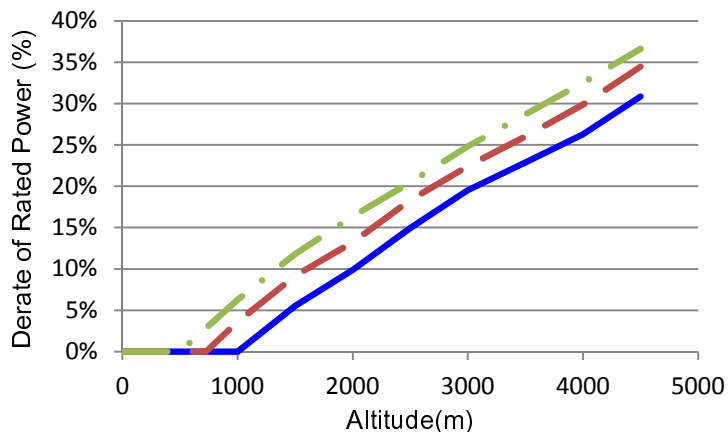
Curve Number

FR20349

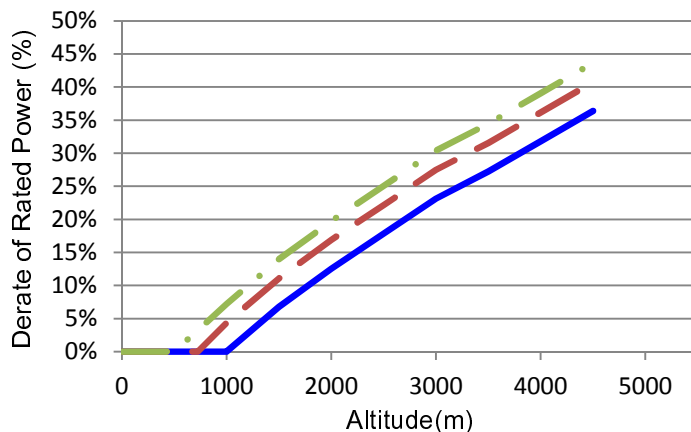
CPL Code

3715

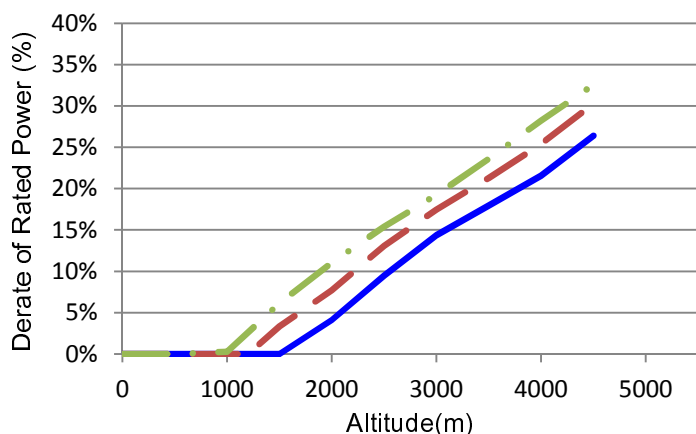
Power Derate Curves @1500 r/min
Standby Power



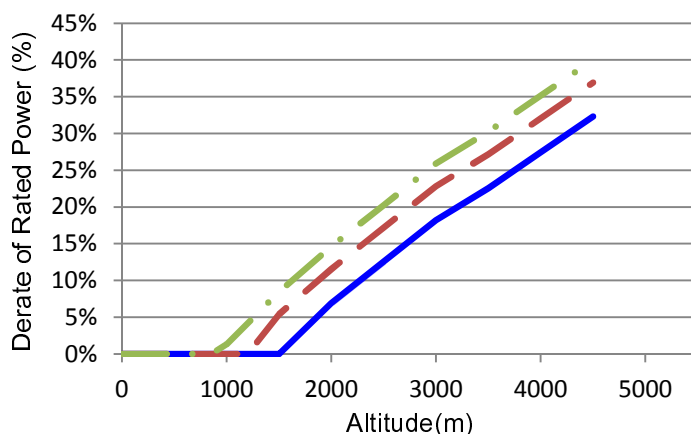
Power Derate Curves @1800 r/min
Standby Power



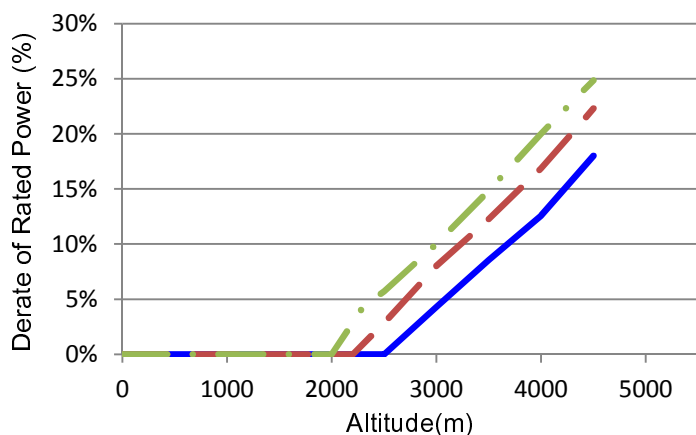
Prime Power



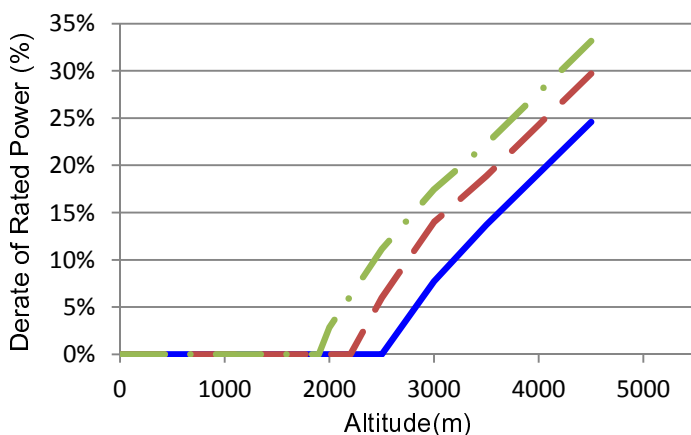
Prime Power



Continuous Power



Continuous Power



Air temperature — 25 °C (77°F) - - - 40 °C (104°F) ··· 50 °C (122°F)

Engine tested under the ISA conditions of 50 deg C charge temperature, 3.7kPa inlet air restriction and 10 kPa exhaust restriction.



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GENERAL ENGINE DATA

Type: Four cycle; Inline; 6 Cylinder
 Aspiration: Turbocharged Charge Air Cooled
 Compression Ratio: 17:1
 Fire Order: 1-5-3-6-2-4
 Bore x Stroke: - mm 130 x 163
 Displacement: - L 13.0
 Low Idle Speed: - r/min 800 -1000
 Maximum altitude for continuous operation: - m 4500
 Approximate Engine Weight - Dry: - kg 1200
 Approximate Engine Weight - Wet: - kg 1265
 Center of Gravity from front face of block: - mm 519
 Center of Gravity above crankshaft centerline: - mm 201
 Rotation inertia of Complete Engine (without flywheel): - kg.m² 1.48

ENGINE MOUNTING

Maximum static mounting surface bending moment
 Rear face of block: - N.m 1356
 Maximum static bending moment of FAN: - N.m 21
 Maximum allowable weight on Engine Support: - kg 1500

AIR INDUCTION SYSTEM

Whole air intake pipe size (recommendatory): - mm 200
 Charge air cooler pipe size normally acceptable (recommendatory): - mm 110
 Maximum temperature rise between ambient air and engine air inlet: - °C 11.1
 Maximum Temp. Rise Between Engine Air Intake and Intake Manifold: - °C 30
 Maximum Intake Manifold Temperature (unable to result in power loss at sea level):
 - °C 60*
 Maximum Intake Manifold Temperature : - °C 85
 Maximum intake air restriction (heavy duty air cleaner):
 clean filter: - kPa 3.2
 dirty filter: - kPa 6.2
 Maximum allowable pressure drop across charge air cooler and OEM CAC
 piping (CACDP): - kPa 13

EXHAUST SYSTEM

Max. back pressure imposed by complete exhaust system: - kPa 13
 Maximum allowable static bending moment at exhaust outlet flange: - N.m 27
 Exhaust pipe size normally acceptable (recommendatory): - mm 130

*When excess the temperature.the durability/reliability/performance of the engine maybe impaired.



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LUBRICATION SYSTEM

Oil pressure @ idle - minimum:	- kPa	82.7
Typical oil pressure range - warm engine:	- kPa	207 - 276
Total system capacity (standard pan):	- L	45.42
Maximum lube oil flow to all accessories:	- L/min	7.57

COOLING SYSTEM

Coolant Capacity (Engine Only):	- L	23.1
Engine coolant circuit thermostat opening temperature:	- °C	82
Engine coolant circuit thermostat fully open temperature:	- °C	94
Maximum coolant temperature - engine out:	- °C	102
Minimum operating block coolant temperature:	- °C	71
Maximum coolant pressure(exclusive of pressure cap; closed thermostat at maximum no load speed):	- kPa	407
Minimum pressure cap rating at sea level:	- kPa	103
Maximum Coolant Friction Head External to Engine:	- kPa	75
Maximum deaeration time:	- min	25
Minimum fill rate (low level alarm required for most engines):	- L/min	19
Maximum coolant expansion space (% total system capacity):	- %	10
Minimum coolant expansion space (% total system capacity):	- %	6

FUEL SYSTEM

Maximum allowable restriction @ OEM point with maximum fuel flow:	- kPa	20.3
Maximum fuel drain restriction (total head) before (or without) check valve:.....	- kPa	33.9
Minimum fuel tank venting requirement:	- L/s	0.2
Maximum fuel inlet temperature:	- °C	71
Maximum design fuel flow:	- kg/h	162

ELECTRICAL SYSTEM

System voltage:	- V	24
Minimum battery capacity-cold soak at -18 C (0 F) or above		
Engine only cold cranking amperes:	- CCA	900
Engine only reserve capacity:	- min	270

COLD START CAPABILITY

Minimum ambient temperature for unaided cold start:	- °C	-15
Minimum ambient temperature for aided cold start (Intake Air Heater):	- °C	-35

Exhaust Emissions Data

Gaseous Emissions per GB 20891-2007:		1500 r/min	1800 r/min
- Weight-Specific Nox:	- g/kW.h	5.700	4.919
- Weight-Specific HC:	- g/kW.h	0.252	0.350
- Weight-Specific CO:	- g/kW.h	0.717	0.711
- Weight-Specific Particulates:	- g/kW.h	0.172	0.192



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6ZTAA13-G2

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Performance Data

All data is based on:

Engine operating with fuel system, water pump, lubricating oil pump and air cleaner; not included are alternator, fan, and optional equipment and driven components.

Test Condition:

- GB18297 Engine test code - Performance
- Barometric Pressure : 100 kPa (29.53 in Hg)
- Air Temperature: 25 °C (77 °F)
- Altitude: 80 m (263 ft)
- Relative Humidity: 50%

Steady State Stability Band at any constant load (+/-):

5%

		Standby Power		Prime Power	
Engine Speed	r/min	1500	1800	1500	1800
Gross Engine PowerOutput	kWm	415	415	390	390
Torque:	N.m	2642	2202	2483	2069
Brake Mean EffectivePressure	kPa	2554	2128	2400	2000
Piston Speed	m/s	8.15	9.78	8.15	9.78
Friction Horsepower	kW	31	45	31	45
Coolant Flow	L/min	366	438	366	438
Fuel Consumption	kg/h	80.5	86.7	74.9	80.3
<u>Engine Data</u>					
Intake Air Flow	m3/min	29.2	39.0	33.1	38.2
Exhaust Gas Temp - DryStack	°C	668	646	641	607
Exhaust Gas Flow	kg/min.	30.6	40.4	34.3	39.5
Air to Fuel ratio		24.3	25.1	25.0	26.3
Heat Rejection to Ambient	kW	67	67	63	63
Heat Rejection to JacketCoolant	kW	166	167	158	158
Heat Rejection to Exhaust	kW	359	359	337	337
Heat Rejection to Fuel*	kW	5	5	5	5
<u>ATA CAC</u>					
Heat Rejection to Aftercooler	kW	92	107	84	106
TurbochargerCompressor Outlet	kPa	283	271	266	260
Charge Air Flow	kg/min.	34.5	39.0	33.1	38.2
TurbochargerCompressor Outlet	°C	212	214	209	209

*This is the maximum heat rejection, not specified to the load listed.

TBD = To Be Decided

N/A = Not Applicable

All data is subject to change without notice, sorry for inform.

Dongfeng Cummins Engine Co., Ltd.



Generator Engine Performance Data

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Engine Model

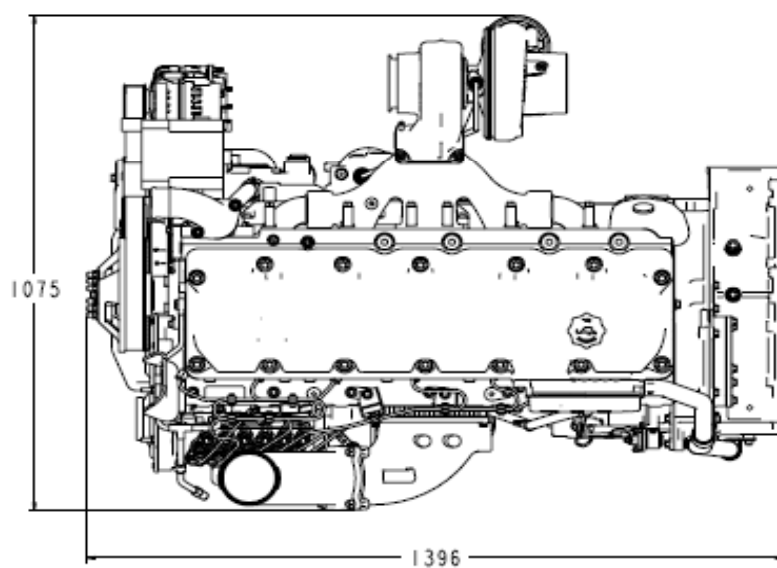
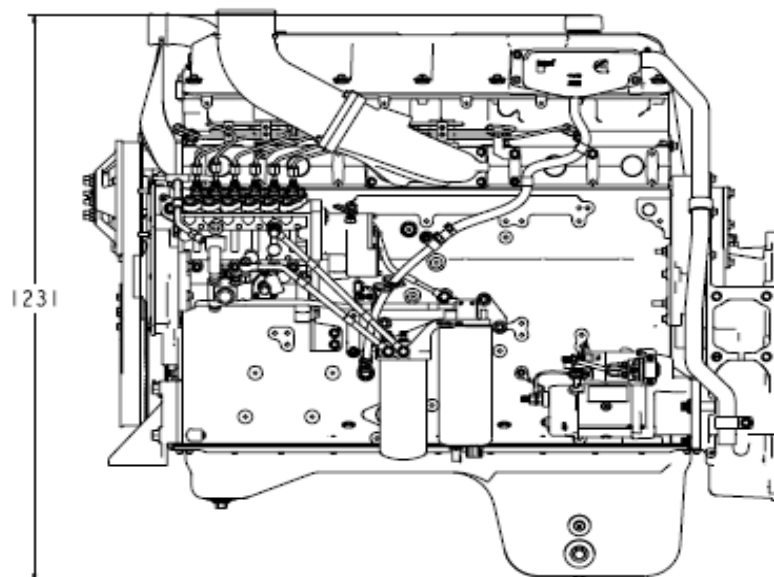
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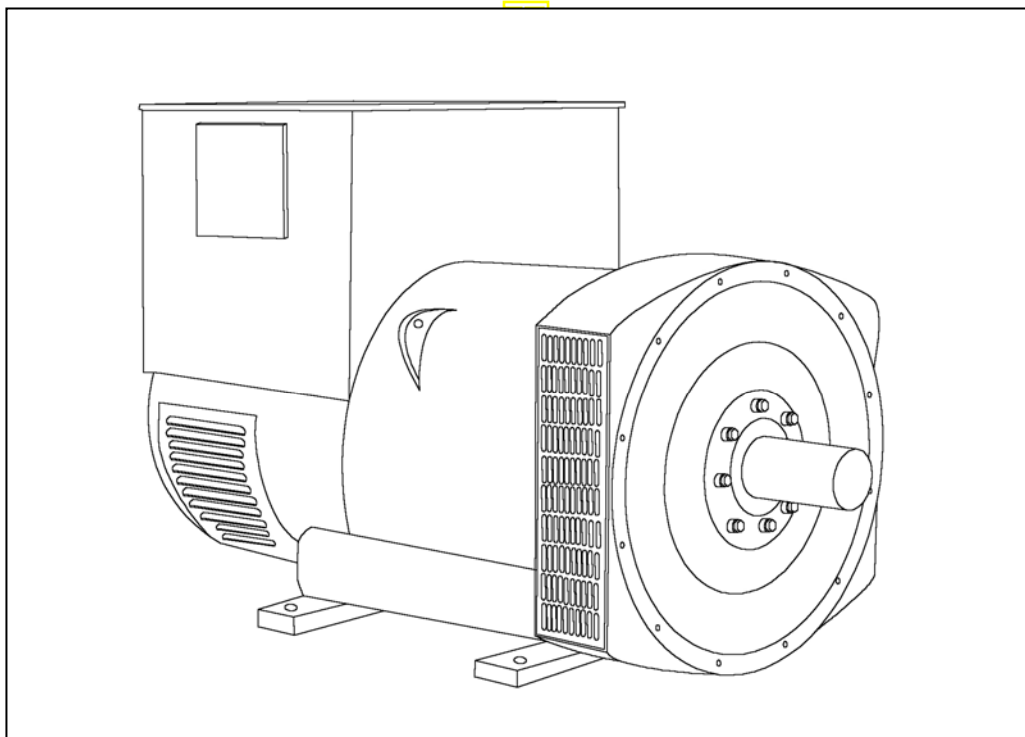
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STAMFORD[®]

HCI 434E/444E - Winding 311

Technical Data Sheet



HCI434E/444E

SPECIFICATIONS & OPTIONS

STAMFORD

STANDARDS

Stamford industrial generators meet the requirements of BS EN 60034 and the relevant section of other international standards such as BS5000, VDE 0530, NEMA MG1-32, IEC34, CSA C22.2 100, AS1359.

Other standards and certifications can be considered on request.

VOLTAGE REGULATORS

AS440 AVR - STANDARD

With this self-excited system the main stator provides power via the Automatic Voltage Regulator (AVR) to the exciter stator. The high efficiency semi-conductors of the AVR ensure positive build-up from initial low levels of residual voltage.

The exciter rotor output is fed to the main rotor through a three-phase full-wave bridge rectifier. The rectifier is protected by a surge suppressor against surges caused, for example, by short circuit or out-of-phase paralleling.

The AS440 will support a range of electronic accessories, including a 'droop' Current Transformer (CT) to permit parallel operation with other ac generators.

MX341 AVR

This sophisticated AVR is incorporated into the Stamford Permanent Magnet Generator (PMG) control system.

The PMG provides power via the AVR to the main exciter, giving a source of constant excitation power independent of generator output. The main exciter output is then fed to the main rotor through a full wave bridge, protected by a surge suppressor. The AVR has in-built protection against sustained over-excitation, caused by internal or external faults. This de-excites the machine after a minimum of 5 seconds.

An engine relief load acceptance feature can enable full load to be applied to the generator in a single step.

If three-phase sensing is required with the PMG system the MX321 AVR must be used.

We recommend three-phase sensing for applications with greatly unbalanced or highly non-linear loads.

MX321 AVR

The most sophisticated of all our AVRs combines all the features of the MX341 with, additionally, three-phase rms sensing, for improved regulation and performance.

Over voltage protection is built-in and short circuit current level adjustments is an optional facility.

WINDINGS & ELECTRICAL PERFORMANCE

All generator stators are wound to 2/3 pitch. This eliminates triplen (3rd, 9th, 15th ...) harmonics on the voltage waveform and is found to be the optimum design for trouble-free supply of non-linear loads. The 2/3 pitch design avoids excessive neutral currents sometimes seen with higher winding pitches, when in parallel with the mains. A fully connected damper winding reduces oscillations during paralleling. This winding, with the 2/3 pitch and carefully selected pole and tooth designs, ensures very low waveform distortion.

TERMINALS & TERMINAL BOX

Standard generators are 3-phase reconnectable with 12 ends brought out to the terminals, which are mounted on a cover at the non-drive end of the generator. A sheet steel terminal box contains the AVR and provides ample space for the customers' wiring and gland arrangements. It has removable panels for easy access.

SHAFT & KEYS

All generator rotors are dynamically balanced to better than BS6861:Part 1 Grade 2.5 for minimum vibration in operation. Two bearing generators are balanced with a half key.

INSULATION/IMPREGNATION

The insulation system is class 'H'.

All wound components are impregnated with materials and processes designed specifically to provide the high build required for static windings and the high mechanical strength required for rotating components.

QUALITY ASSURANCE

Generators are manufactured using production procedures having a quality assurance level to BS EN ISO 9001.

The stated voltage regulation may not be maintained in the presence of certain radio transmitted signals. Any change in performance will fall within the limits of Criteria 'B' of EN 61000-6-2:2001. At no time will the steady-state voltage regulation exceed 2%.

DE RATES

All values tabulated on page 8 are subject to the following reductions

5% when air inlet filters are fitted.

3% for every 500 metres by which the operating altitude exceeds 1000 metres above mean sea level.

3% for every 5°C by which the operational ambient temperature exceeds 40°C.

Note: Requirement for operating in an ambient exceeding 60°C must be referred to the factory.

NB Continuous development of our products entitles us to change specification details without notice, therefore they must not be regarded as binding.

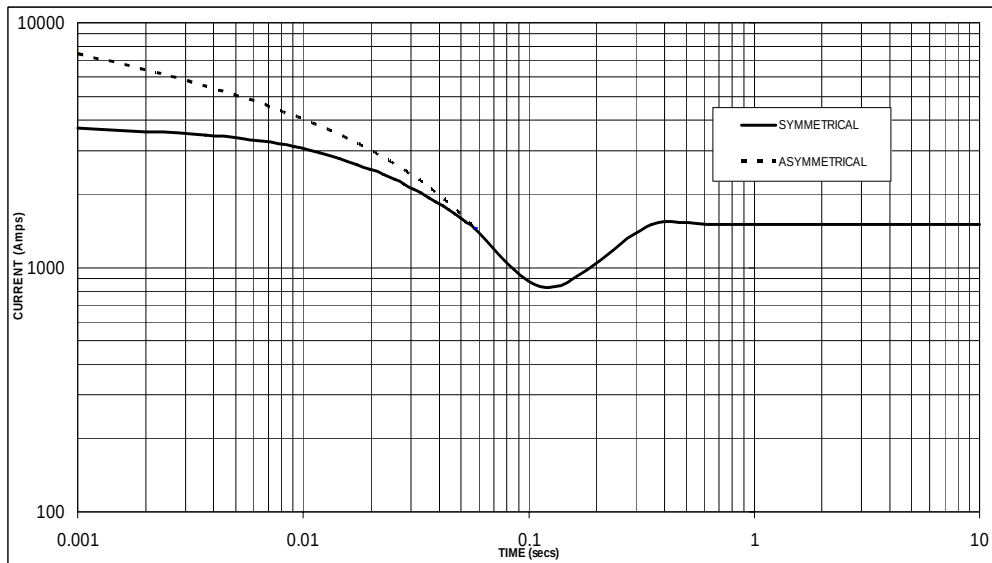
Front cover drawing typical of product range.

WINDING 311

CONTROL SYSTEM	SEPARATELY EXCITED BY P.M.G.							
A.V.R.	MX321	MX341						
VOLTAGE REGULATION	± 0.5 %	± 1.0 %	With 4% ENGINE GOVERNING					
SUSTAINED SHORT CIRCUIT	REFER TO SHORT CIRCUIT DECREMENT CURVES (page 7)							
CONTROL SYSTEM	SELF EXCITED							
A.V.R.	AS440							
VOLTAGE REGULATION	± 1.0 %	With 4% ENGINE GOVERNING						
SUSTAINED SHORT CIRCUIT	WILL NOT SUSTAIN A SHORT CIRCUIT							
INSULATION SYSTEM	CLASS H							
PROTECTION	IP23							
RATED POWER FACTOR	0.8							
STATOR WINDING	DOUBLE LAYER LAP							
WINDING PITCH	TWO THIRDS							
WINDING LEADS	12							
STATOR WDG. RESISTANCE	0.009 Ohms PER PHASE AT 22°C SERIES STAR CONNECTED							
ROTOR WDG. RESISTANCE	1.19 Ohms at 22°C							
EXCITER STATOR RESISTANCE	18 Ohms at 22°C							
EXCITER ROTOR RESISTANCE	0.068 Ohms PER PHASE AT 22°C							
R.F.I. SUPPRESSION	BS EN 61000-6-2 & BS EN 61000-6-4,VDE 0875G, VDE 0875N. refer to factory for others							
WAVEFORM DISTORTION	NO LOAD < 1.5% NON-DISTORTING BALANCED LINEAR LOAD < 5.0%							
MAXIMUM OVERSPEED	2250 Rev/Min							
BEARING DRIVE END	BALL. 6317 (ISO)							
BEARING NON-DRIVE END	BALL. 6314 (ISO)							
	1 BEARING				2 BEARING			
WEIGHT COMP. GENERATOR	1024 kg				1030 kg			
WEIGHT WOUND STATOR	470 kg				470 kg			
WEIGHT WOUND ROTOR	400 kg				377 kg			
WR ² INERTIA	4.6331 kgm ²				4.4343 kgm ²			
SHIPPING WEIGHTS in a crate	1095 kg				1100 kg			
PACKING CRATE SIZE	155 x 87 x 107(cm)				155 x 87 x 107(cm)			
	50 Hz				60 Hz			
TELEPHONE INTERFERENCE	THF<2%				TIF<50			
COOLING AIR	0.8 m³/sec 1700 cfm				0.99 m³/sec 2100 cfm			
VOLTAGE SERIES STAR	380/220	400/231	415/240	440/254	416/240	440/254	460/266	480/277
VOLTAGE PARALLEL STAR	190/110	200/115	208/120	220/127	208/120	220/127	230/133	240/138
VOLTAGE SERIES DELTA	220/110	230/115	240/120	254/127	240/120	254/127	266/133	277/138
KVA BASE RATING FOR REACTANCE VALUES	350	350	350	350	400	420	440	440
Xd DIR. AXIS SYNCHRONOUS	3.01	2.71	2.52	2.24	3.47	3.26	3.12	2.87
X'd DIR. AXIS TRANSIENT	0.20	0.18	0.17	0.15	0.21	0.20	0.19	0.17
X''d DIR. AXIS SUBTRANSIENT	0.14	0.13	0.12	0.11	0.15	0.14	0.13	0.12
Xq QUAD. AXIS REACTANCE	2.58	2.33	2.16	1.92	2.92	2.74	2.63	2.41
X''q QUAD. AXIS SUBTRANSIENT	0.36	0.32	0.30	0.27	0.41	0.38	0.37	0.34
X _L LEAKAGE REACTANCE	0.07	0.06	0.06	0.05	0.08	0.08	0.07	0.07
X ₂ NEGATIVE SEQUENCE	0.24	0.22	0.20	0.18	0.28	0.26	0.25	0.23
X ₀ ZERO SEQUENCE	0.10	0.09	0.08	0.07	0.10	0.09	0.09	0.08
REACTANCES ARE SATURATED				VALUES ARE PER UNIT AT RATING AND VOLTAGE INDICATED				
T'd TRANSIENT TIME CONST.	0.08s							
T''d SUB-TRANSTIME CONST.	0.019s							
T'do O.C. FIELD TIME CONST.	1.7s							
Ta ARMATURE TIME CONST.	0.018s							
SHORT CIRCUIT RATIO	1/Xd							

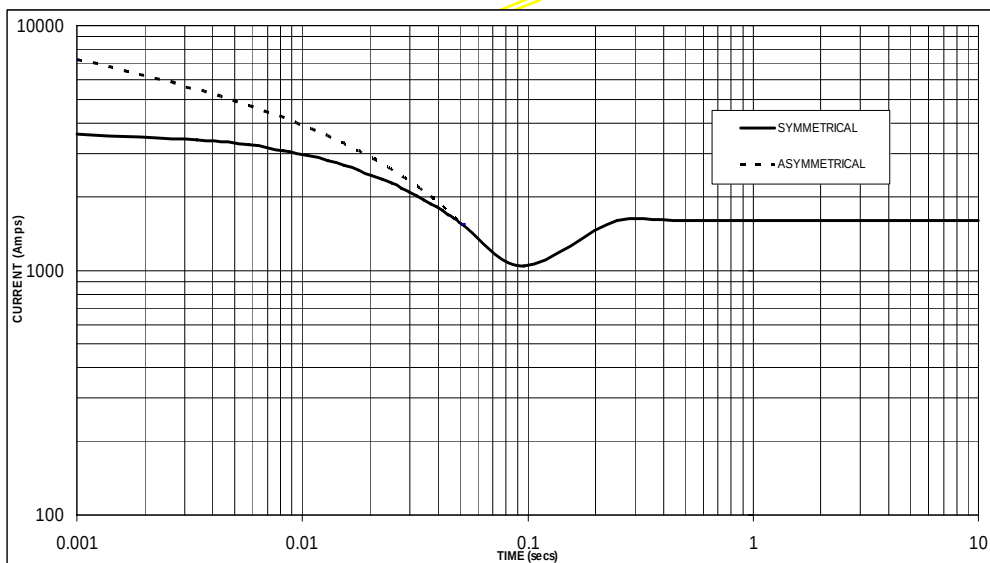
**Three-phase Short Circuit Decrement Curve. No-load Excitation at Rated Speed
Based on star (wye) connection.**

**50
Hz**



Sustained Short Circuit = 1,500 Amps

**60
Hz**



Sustained Short Circuit = 1,600 Amps

Note 1

The following multiplication factors should be used to adjust the values from curve between time 0.001 seconds and the minimum current point in respect of nominal operating voltage :

50Hz		60Hz	
Voltage	Factor	Voltage	Factor
380v	X 1.00	416v	X 1.00
400v	X 1.05	440v	X 1.06
415v	X 1.10	460v	X 1.10
440v	X 1.16	480v	X 1.15

The sustained current value is constant irrespective of voltage level

Note 2

The following multiplication factor should be used to convert the values calculated in accordance with NOTE 1 to those applicable to the various types of short circuit :

	3-phase	2-phase L-L	1-phase L-N
Instantaneous	x 1.00	x 0.87	x 1.30
Minimum	x 1.00	x 1.80	x 3.20
Sustained	x 1.00	x 1.50	x 2.50
Max. sustained duration	10 sec.	5 sec.	2 sec.

All other times are unchanged

Note 3

Curves are drawn for Star (Wye) connected machines. For other connection the following multipliers should be applied to current values as shown :

HCI434E/444E

Winding 311 / 0.8 Power Factor

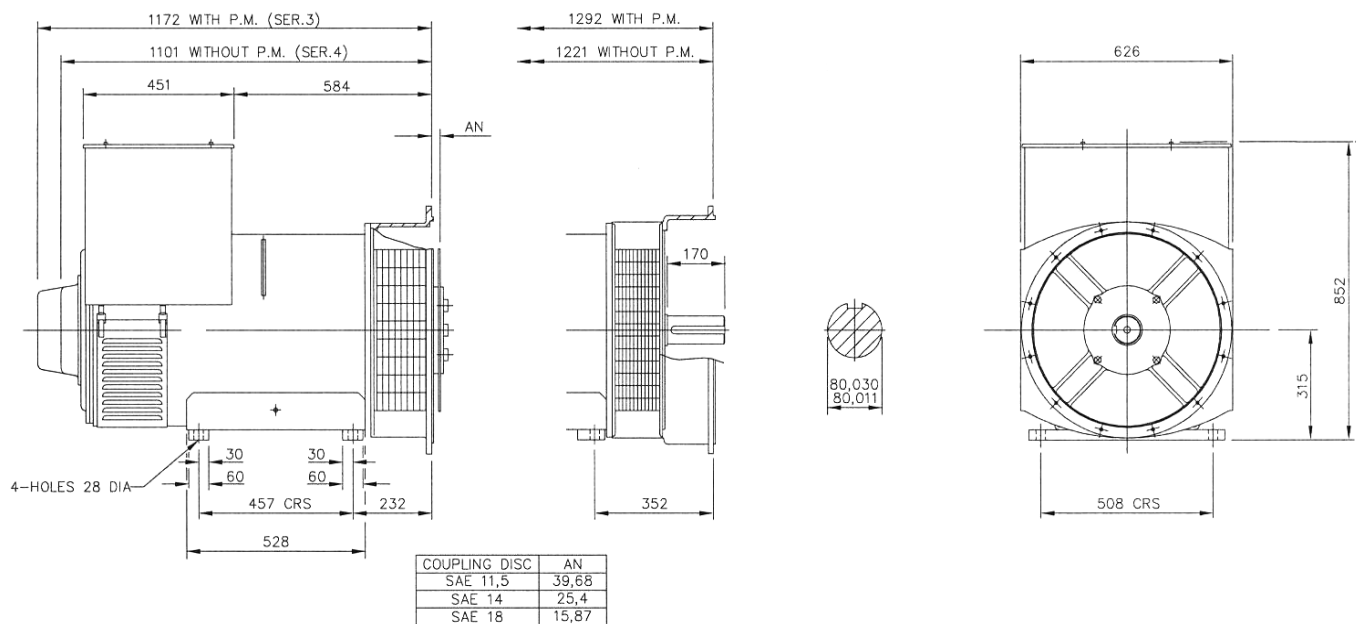
STAMFORD

RATINGS

Class - Temp Rise		Cont. F - 105/40°C				Cont. H - 125/40°C				Standby - 150/40°C				Standby - 163/27°C			
50 Hz	Series Star (V)	380	400	415	440	380	400	415	440	380	400	415	440	380	400	415	440
	Parallel Star (V)	190	200	208	220	190	200	208	220	190	200	208	220	190	200	208	220
	Series Delta (V)	220	230	240	254	220	230	240	254	220	230	240	254	220	230	240	254
	kVA	320	320	320	320	350	350	350	350	370	370	370	370	380	400	380	380
	kW	256	256	256	256	280	280	280	280	296	296	296	296	304	320	304	304
	Efficiency (%)	93.6	93.8	94.0	94.1	93.2	93.5	93.6	93.8	92.9	93.2	93.4	93.6	92.7	92.7	93.2	93.5
	kW Input	274	273	272	272	300	299	299	299	319	318	317	316	328	345	326	325

60 Hz	Series Star (V)	416	440	460	480	416	440	460	480	416	440	460	480	416	440	460	480
	Parallel Star (V)	208	220	230	240	208	220	230	240	208	220	230	240	208	220	230	240
	Series Delta (V)	240	254	266	277	240	254	266	277	240	254	266	277	240	254	266	277
	kVA	365	385	400	400	400	420	440	440	420	445	460	460	435	455	475	475
	kW	292	308	320	320	320	336	352	352	336	356	368	368	348	364	380	380
	Efficiency (%)	93.8	93.8	93.9	94.0	93.4	93.5	93.5	93.7	93.1	93.2	93.2	93.5	92.9	93.0	93.1	93.3
	kW Input	311	328	341	340	343	359	376	376	361	382	395	394	375	391	408	407

DIMENSIONS



DSE7310/20 MKII

AUTO START & AUTO MAINS FAILURE CONTROL MODULES



KEY FEATURES

- Configurable power-up mode
- MPU fail delay
- Enhanced graphical user interface
- Drag & drop advanced PLC editor
- MSC ID within PLC GenComm override
- 4-Line back-lit LCD text display
- Multiple Display Languages
- Five key menu navigation
- LCD alarm indication
- Heated display option available
- Customisable power-up text and images
- DSENet expansion compatibility
- Data logging facility
- Internal PLC editor
- Protections disable feature
- Fully configurable via PC using USB, RS232 & RS485 communication
- Front panel configuration with PIN protection
- Power save mode
- 3 phase generator sensing and protection
- 3 phase mains (utility) sensing and protection (DSE7320 MKII only)
- Automatic load transfer control (DSE7320 MKII only)
- Generator current and power monitoring (kW, kvar, kVA, pf)
- Mains current and power monitoring (kW, kvar, kVA, pf) (DSE7320 MKII only)
- kW and kvar overload and reverse power alarms
- Over current protection
- Unbalanced load protection
- Independent earth fault protection
- Breaker control via fascia buttons
- Fuel and start outputs configurable when using CAN
- 6 configurable DC outputs
- 2 configurable volt-free relay outputs
- 6 configurable analogue/digital inputs
- Support for 0 V to 10 V & 4 mA to 20 mA sensors
- 8 configurable digital inputs
- Configurable 5 stage dummy load and load shedding outputs
- CAN, MPU and alternator frequency speed sensing in one variant
- Real time clock
- Manual and automatic fuel pump control
- Engine pre-heat and post-heat functions
- Engine run-time scheduler
- Engine idle control for starting & stopping
- Fuel usage monitor and low fuel level alarms
- Simultaneous use of RS232 and RS485 communication ports
- True dual mutual standby using RS232 or RS485 for accurate engine hours balancing.
- MODBUS RTU support with configurable MODBUS pages.
- Advanced SMS messaging (additional external modem required)
- Start & stop capability via SMS messaging
- 3 configurable maintenance alarms
- Compatible with a wide range of CAN engines, including tier 4 engine support
- Uses DSE Configuration Suite PC Software for simplified configuration
- Licence-free PC software
- IP65 rating (with supplied gasket) offers increased resistance to water ingress
- Modules can be integrated into building management systems (BMS) using MODBUS RTU

KEY BENEFITS

- Automatically transfers between mains (utility) and generator (DSE7320 MKII only) for convenience.
- Hours counter provides accurate information for monitoring and maintenance periods
- User-friendly set-up and button layout for ease of use
- Multiple parameters are monitored & displayed simultaneously for full visibility
- The module can be configured to suit a wide range of applications for user flexibility
- PLC editor allows user configurable functions to meet user specific application requirements.

SPECIFICATIONS

DC SUPPLY

CONTINUOUS VOLTAGE RATING

8 V to 35 V Continuous
5 V for upto 1 minute

CRANKING DROPOUTS

Able to survive 0 V for 100 mS, providing supply was at least 10 V before dropout and supply recovers to 5 V. This is achieved without the need for internal batteries. LEDs and backlight will not be maintained during cranking.

MAXIMUM OPERATING CURRENT

510 mA at 12 V, 240 mA at 24 V

MAXIMUM STANDBY CURRENT

330 mA at 12 V, 160 mA at 24 V

CHARGE FAIL/EXCITATION RANGE

0 V to 35 V

GENERATOR & MAINS (UTILITY)

VOLTAGE RANGE

15 V to 415 V AC (Ph to N)
26 V to 719 V AC (Ph to Ph)

FREQUENCY RANGE

3.5 Hz to 75 Hz

MAGNETIC PICKUP

VOLTAGE RANGE

+/- 0.5 V to 70 V

FREQUENCY RANGE

10,000 Hz (max)

INPUTS

DIGITAL INPUTS A TO H

Negative switching

ANALOGUE INPUTS A & F

Configurable as:
Negative switching digital input
0 V to 10 V sensor
4 mA to 20 mA sensor
Resistive sensor

ANALOGUE INPUTS B, C, D & E

Configurable as:
Negative switching digital input
Resistive sensor

OUTPUTS

OUTPUT A & B (FUEL & START)

15 A DC at supply voltage

OUTPUTS C & D

8 A AC at 250 V AC (Volt-free)

AUXILIARY OUTPUTS E, F, G, H, I & J

2 A DC at supply voltage

DIMENSIONS

OVERALL

245 mm x 184 mm x 51 mm
9.6" x 7.2" x 2.0"

PANEL CUT-OUT

220 mm x 160 mm
8.7" x 6.3"

MAXIMUM PANEL THICKNESS

8 mm
0.3"

STORAGE TEMPERATURE RANGE

-40°C to +85°C
-40 °F to +185 °F

OPERATING TEMPERATURE RANGE

-30°C to +70°C
-22 °F to +158 °F

HEATED DISPLAY VARIANT

-40 °C to +70 °C
-40 °F to +158 °F

RELATED MATERIALS

TITLE

DSE7310 MKII & DSE7320 MKII Installation Instructions
DSE7310 MKII & DSE7320 MKII Operator Manual
DSE7310 MKII & DSE7320 MKII Configuration Suite PC Manual

PART NO.

053-181
057-253
057-243

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DSE7310/20 MKII

AUTO START & AUTO MAINS FAILURE CONTROL MODULES

The DSE7310 MKII is an Auto Start Control Module and the DSE7320 MKII is an Auto Mains (Utility) Failure Control Module suitable for a wide variety of single, diesel or gas, gen-set applications.

Monitoring an extensive number of engine parameters, the modules will display warnings, shutdown and engine status information on the back-lit LCD screen, illuminated LEDs, remote PC and via SMS text alerts (with external modem).

The DSE7320 MKII will also monitor the mains (utility) supply. The modules include USB, RS232 and RS485 ports as well as dedicated DSENet® terminals for system expansion.

Both modules are compatible with electronic (CAN) and non-electronic (magnetic pick-up/alternator sensing) engines and offer an extensive number of flexible inputs, outputs and extensive engine protections so the system can be easily adapted to meet the most demanding industry requirements.

The extensive list of features includes enhanced event and performance monitoring, remote communications & PLC functionality. Dual mutual standby is now available on both the DSE7310 MKII & DSE7320 MKII using RS232 or RS485 communications. This provides for a simpler and more convenient installation with more advanced features such as true engine hours balancing.

The modules can be easily configured using the DSE Configuration Suite PC software. Selected front panel editing is also available.

ENVIRONMENTAL TESTING STANDARDS

ELECTRO-MAGNETIC COMPATIBILITY

BS EN 61000-6-2
EMC Generic Immunity Standard for the Industrial Environment
BS EN 61000-6-4
EMC Generic Emission Standard for the Industrial Environment

ELECTRICAL SAFETY

BS EN 60950
Safety of Information Technology Equipment, including Electrical Business Equipment

TEMPERATURE

BS EN 60068-2-1
Ab/Ae Cold Test -30 °C
BS EN 60068-2-2
Bb/Be Dry Heat +70 °C

VIBRATION

BS EN 60068-2-6
Ten sweeps in each of three major axes
5 Hz to 8 Hz at +/-7.5 mm,
8 Hz to 500 Hz at 2 gn

HUMIDITY

BS EN 60068-2-30
Db Damp Heat Cyclic 20/55 °C
at 95% RH 48 Hours
BS EN 60068-2-78
Cab Damp Heat Static 40 °C
at 93% RH 48 Hours

SHOCK

BS EN 60068-2-27
Three shocks in each of three major axes
15 gn in 11 ms

DEGREES OF PROTECTION PROVIDED BY ENCLOSURES

BS EN 60529
IP65 - Front of module when installed into the control panel with the supplied sealing gasket.

COMPREHENSIVE FEATURE LIST TO SUIT A WIDE VARIETY OF GEN-SET APPLICATIONS

