

GE.VO3A.510/460.RB+011

1500 rpm - Threephase - 50Hz - 400V
Automatic Panel with AMF without ATS



Standard equipment

⚙️ Canopy Soundproofing

Painting canopy (ral) in galvanized sheet steel
Soundproofing with class 1 polyester material
Handles with key lock and automatic closing
Special baffles for air intake and air expulsion
Inspection doors with hermetic gasket
Automatic doorstop
Externally and internally washable with sprayer

⚙️ Exhaust

Residential exhaust system -35dB(A)
Exhaust rain cap

⚙️ Fuel Supply

Single wall daily tank with 110% bunded base
Plug & play fuel connections
Bulk tank connections with 3 way valve
Automatic shutdown system for low fuel level
Fuel gauge
Mechanical fuel gauge
Increased fuel hatch for washing

⚙️ Handling

Oversized lifting hook
Rubber bumpers

⚙️ Base Frame

Bunded base at 110% of fuel tank capacity
Anti-vibrating mounting pads
Battery compartment externally accessible for easy service

⚙️ Engine

High coolant temperature and low oil pressure shutdown system
Oil pressure and coolant temperature gauge (only with qpe or +14 variant)
External oil drain points
Oil change pump
Engine liquids (oil and antifreeze)
Tropicalized radiator
Rotating parts protection
Electronic speed governor
Battery disconnecter

⚙️ Alternator

Avr automatic voltage regulator
Avr pre-arranged for parallel
Impregnation for marine environment
Ip23

⚙️ Panel & connection

Emergency stop button
Magnetothermal circuit breaker inspectable from the outside
c/w cable slide and cable clamps
Tamperproof panel ip55
Male socket for battery charger and engine pre-heater (if provided) power supply
Cable output from side
Mccb open switch in the event of terminal box panel opening
Ip44 wiring
Start-up battery (pre-charged)
Plug & play connector for bus communication between controller (only variant +14)
5 sockets module with magnetothermal circuit breaker and general rcd
Grounding point
Total power terminal box

⚙️ Documentation

Ce conformity declaration
User and maintenance manual
Test report
Wirings diagrams
Ip 55 document pocket
Exploded drawing with spare parts codes

⚙️ Normatives

All generating sets are compliant to CE marking
2014/30/UE electromagnetic compatibility
2000/14/CE noise emission for outdoor use
Factory-designed systems built according to ISO 9001:2015
CEI EN 60204-1:2018 - Electrical equipment of machines

Primary data

General Information

Speed	RPM	1500
Frequency	Hz	50
PRP	KVA	455
Prp - prime power	KW	364,0
Ltp - standby power	KVA	500
Ltp - standby power	KW	400,0
Standard voltage	V	400/230
Current	A	657,5
Cosfi	0,8	0,8

General electrical protection

Circuit-breaker rated current	A	800
Type	Interruttore magnetotermico accessibile dall'esterno	
Circuit-breaker poles	N	4P

Noise level +/- 3dB(A)

LWA	dB(A)	93
Sound pressure level @ 7 mt	dB(A)	68
Sound pressure level @ 1 mt	dB(A)	77

Fuel Consumption

Type		diesel
Standard fuel tank capacity	lt	1150
Autonomy @ 75% load	h	15
Fuel consumption at 100% load	lt/h	101,7
Fuel consumption at 75% load	lt/h	77
Fuel consumption at 50% load	lt/h	53,4

General data

Rated capacity	Ah	2x180
Auxiliary voltage	V	24
Exhaust gas temperature	°C	495
Exhaust gas flow	l/s	1216,6
Combustion air flow	l/s	483
Cooling fan airflow	mc/s	8,1
Exhaust diameter	mm	200

Weight and Dimensions

Dimensions (l x w x h)	cm	475x185x250
Weight with liquids (excluding optionals and fuel)	Kg (+/-3%)	5291

Engine

Factory		Volvo
Model		TAD 1650 GE
Emissions stage		Stage 3A
Speed governor		Electronic
Radiator	°C	50
Cooling	Tipo	liquid (water + 50% Paraflu11)
Active net power	Kwm	393
Nominal net power	CV	534
Cycle	Tipo	4 strokes
Injection	Tipo	Direct
Aspiration	Tipo	Turbo
Numbers of cylinders	N	6
Cylinders arrangement		L
Bore	mm	144
Stroke	mm	165
Total displacement	lt	16,115
Engine oil features		15W40-API CI-4/CH-4 ACEA E5-E7
Engine oil consumption	%	<0,5% fuel consumption
Total oil capacity	lt	48
Total coolant capacity	lt	60
Iso 8528-5 class		G3

Alternator

*** May vary based on stock availability. However, a primary brand will be used.**

Factory		Stamford
Model		S4L1D-G
Prime power prp 3ph+n	KVA	450
Voltage regulator (voltage accuracy)	+/- %	1
Poles	N°	4
Phases	N°	3+N
Standard windings connection		Star Series
Stator/rotor impregnation		H (Outdoor Temp 40°C)
Efficiency	%	93,3
Engine coupling		Elastic disk
Short circuit current		>= 300% (3In)
Protection degree	IP	23
Cooling system		Self ventilating
Maxium overspeed	rpm	2250
Waveform distortion	%	<5
Exciter		Diode bridge

Standard operating environmental conditions

Ambient temperature	°C	25
Relative humidity	%	30
Max altitude	mt	1000

Control Systems on board QPE-C-VSC-RB

QPE Control panel

The QPE-C control panel represents the evolution of the panel for the control and management of the gen set. With its microprocessor logic it is able to meet any user requested features. The dual operation mode manual and automatic guarantees to every type of functionality protection, analysis and control of the generating set in order to make the management easy and efficient.

Mechanical features

Protection degree	<i>IP</i>	55
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Battery charger

Model		ELCOS - CB1
Maximum output current	<i>A</i>	2,5
Output dc voltage (selectable)	<i>Vdc</i>	12-24
Input ac voltage (selectable)	<i>Vac</i>	220-260
Frequency	<i>Hz</i>	50-60

Sockets module

Protection	<i>Type</i>	Differential Magnetothermal breakers
Differential sensivity	<i>mA</i>	30 (only for 16A and 32A)
Sockets		N. 1 CE Schuko 16A 230V
Sockets		N. 1 CE 2P+T 16A 230V
Sockets		N. 1 CE 3P+N+T 16A 400V
Sockets		N. 1 CE 3P+N+T 32A 400V
Sockets		N. 1 CE 3P+N+T 63A 400V
Male socket		N. 1 CE 2P+T 16A 230V

Data Communication

Data connection port	RS-485
Communication protocol	Mod-bus RTU-8N1

Remotable functions in terminal box

Gs start	Gs lock
Genset contactor close/open command	Mains contactor close/open command
Common alarm - dc output	Gs test without load
Gs start with key in off position (only in mrs mode)	Programmable output - volt free output
Management of the automatic fuel refilling system	

Control Module



Brand	ELCOS
Model	MC4
Operating mode	AMF - MRS

Specifics

Applications

Emergency to the mains
Stand-alone
Construction site/rental
Self-production

ENGINE MEASURES

Fuel tank level %
Engine oil pressure bar (1)
Engine coolant temperature °c (1)
Total run time
Partial run time
Hours to maintenance
Battery voltage
Battery charging voltage
Start-ups counter
Engine speed (2)
Engine oil temperature (2)
Cooler temperature (2)
Engine oil level (2)
Engine coolant level (2)
Engine coolant pressure (2)
Turbo pressure (2)
Fuel consumption (2)
Tank autonomy - hrs (5)
Fuel remaining quantity (5)
Fuel used quantity (5)

ALTERNATOR MEASURES

Generator voltage I1, I2, I3
Generator voltage I1-n, I2-n, I3-n
Generator frequency
Generator current I1, I2, I3
Generator apparent power kva
Generator active power kw
Generator reactive power kvar
Generator accumulated power kwh
Power factor cosfi

MAINS MEASURES

Mains voltage I1, I2, I3
Mains voltage I1-n, I2-n, I3-n
Mains frequency

COMMUNICATION PORTS

Can-bus port
Rs485 port with mod-bus rtu communication
Rs232 port for display connection
Usb port for parameters saving and firmware update

EQUIPMENT

Microprocessor logic
Back-lit display
Programmable from display
16 event log
Multiple display languages
Stop button
Start button
Test button
Reset alarm button
Alarm mute button
Fuel transfer pump activation button
Glow-plug activation button

PRE-ALARMS/ ALARMS

Common alarm
Fuel reserve (pre-alarm)
Low fuel level (alarm)
Tank overflow
Charge alternator failed (dinamo)
Low oil pressure (pre-alarm) (1)
Low oil pressure (alarm)
Oil sensor failed (alarm)
High coolant temperature (pre-alarm) (1)
High coolant temperature (alarm)
Low coolant temperature (pre-alarm)
Low water level (1)
Water in fuel (1)
Battery undervoltage
Battery overvoltage
Gs failure to start
Gs failure to stop
Can-bus failure
No can-bus communication
Genset overload I1, I2, I3 phases
Genset short circuit
Genset overvoltage
Genset undervoltage
Genset high frequency
Genset low frequency
Overspeed
Reverse power
Earth fault (pre-alarm)
Earth fault (alarm)
Block from password
Can communication failed
Maintenance request
Emergency button pressed
Remote emergency active
Forced stop
External battery failed
Fuel theft
Genset negative phase sequence
Mains negative phase sequence
Fuel theft protection

VISUALIZATIONS ON CONTROL MODULE/DISPLAY

Pre-alarms
Alarms
Engine measures
Alternator measures
Mains measures
Date and time
Operating mode
Genset status
Mains status
Mains contactor status
Genset contactor status
Digital input and output status
Grounding current ma (3)
Grounding current threshold ma (3)
Delay time of differential protection (3)
Glow plugs status

CONTROL MODULE FUNCTIONS

Automatic start and stop when the mains fails (7)
Remote start and stop
Remote start and stop with key in off position
Manual start and stop
Emergency stop button on panel board
Remote emergency stop
Remote lock
Remote test without load
Remote test on load
Scheduled start-ups
Modbus commands (start, stop, reset, test)

CONTROL MODULE SPECIAL FUNCTIONS (on demand)

Automatic charging of an external battery
Dummy load (4)
Load shedding (4)
Redundant starter motor management
Fuel monitoring
Gs battery load test
Idle mode
Service phone number indication
Variable speed generator
Master / slave mode

OPTIONAL

⚙️ Canopy Soundproofing

Canopy customized painting (ral)
Anti-sand louvre
High resistance painting for harsh environment condition

⚙️ Exhaust

Spark arrestor

⚙️ Fuel Supply

Automatic fuel refilling system on board
Fuel refilling from outside with tank overflow lamp

⚙️ Handling

On road trailer
Off road trailer

⚙️ Engine

Engine pre-heater 230v
Engine liquids + 50°C, - 40°C (oil and antifreeze)
Automatic refilling oil system
1000 working hours spare parts kit
Cyclone air filter
Redundant start-up battery kit

⚙️ Alternator

Stator windings thermistors - pt100 - in the alternator box (not managed)
Bearing thermistor - pt100 - in the alternator box (not managed)
Anti-condensation heater
Double bearing
Three-phase sensing avr
Bi-phase sensing avr

⚙️ Panel & connection

Rcd with adjustable current and excludible
Automatic transfer switch (qc)
Utf energy meter with arcudi terminal
Internal led lighting system into terminal box
Internal led lighting system for canopy
Siren and generator status lights kit
High efficiency start-up battery (pre-charged)
Additional sockets for socket module (max 4 sockets)
Genset start/stop device on load demand
Grounding points
Power locks

⚙️ MC4 optional

Telemonitoring with software
Remote panel
Rs485/usb converter
Rs485/lan converter
16 relais card (volt free output)
Gms modem - sms remote management
Radiocontrol
Gsm remote control system with web application without sim card
Gps tracking system

PRP

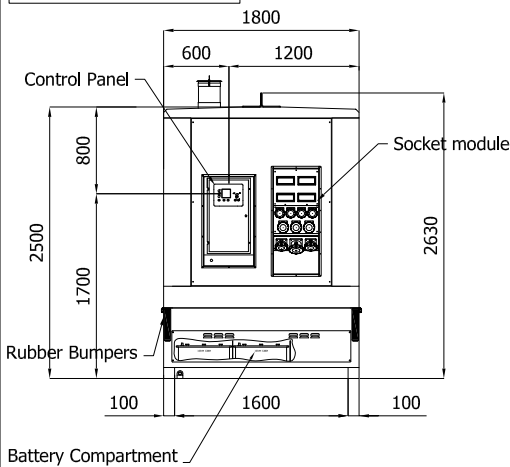
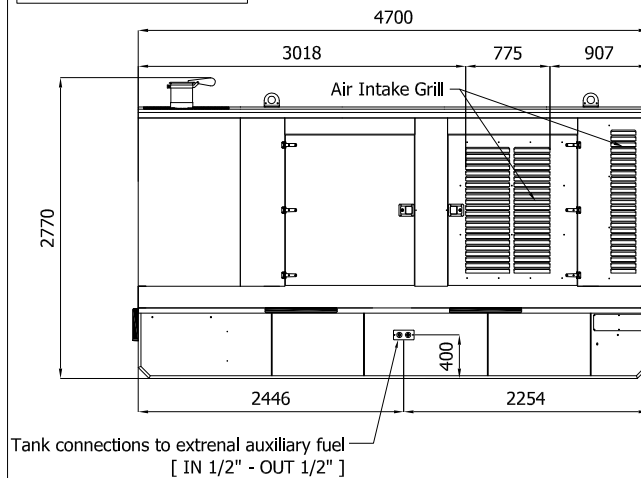
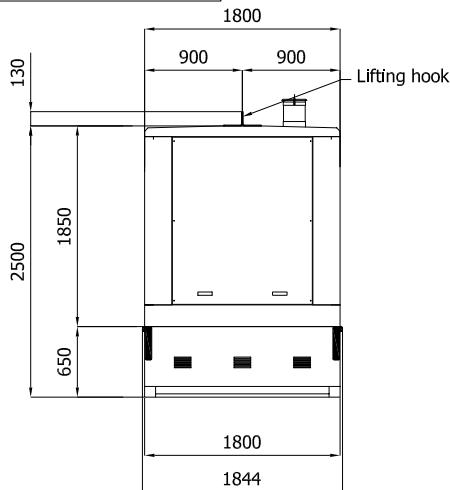
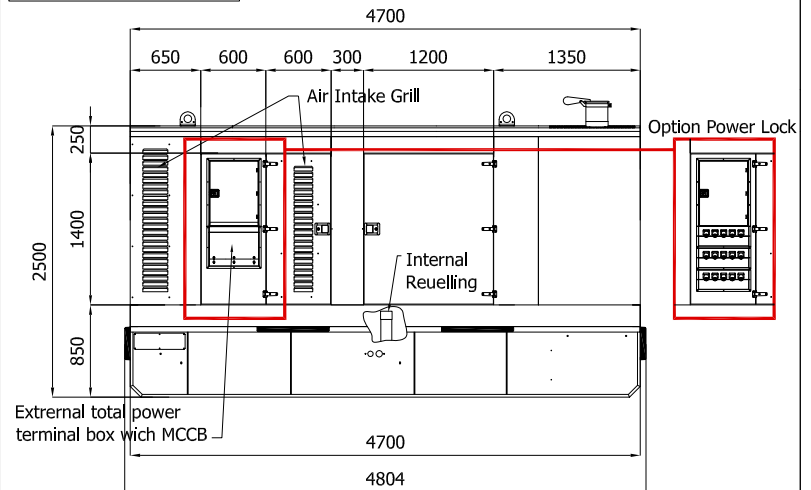
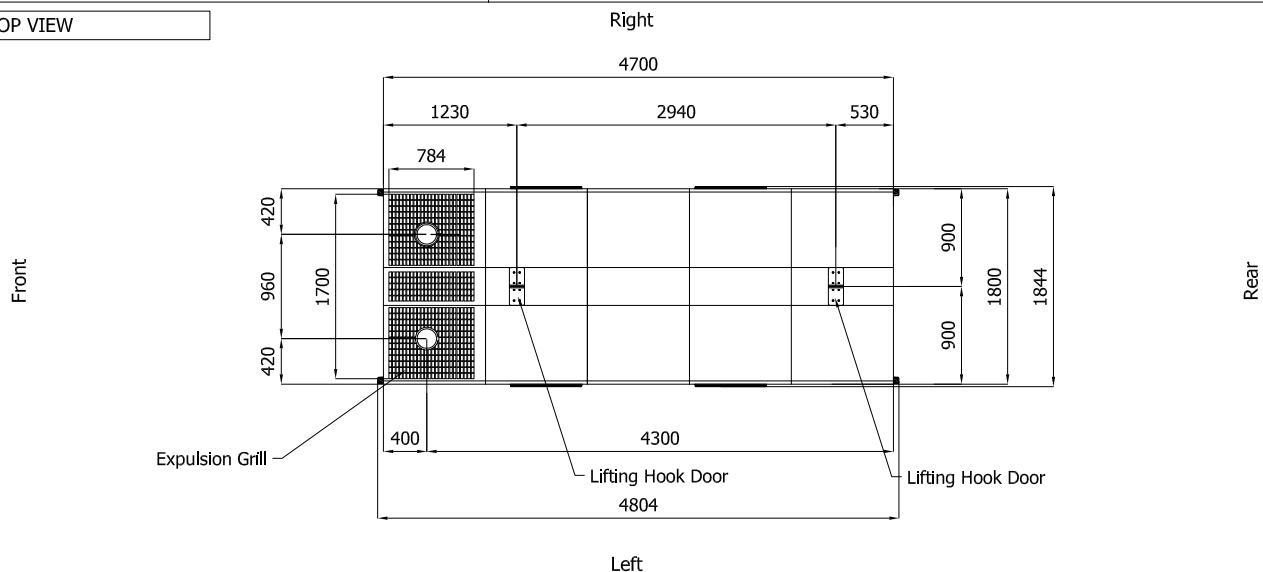
Engines of this rating provide unlimited hours of usage in a variable load application. The average load factor should not exceed 70% of the engine's prime power rating with a maximum number of 500 operational hours at 100% prime power rating. An overload capability of 10% is available, however, is limited to a period of 1 in every 12 hours

LTP

Limited-time running power is defined as the maximum power available, under the agreed operating conditions, for which the generating set is capable of delivering for up to 500h of operation per year with the maintenance intervals. The overload is not allowed.

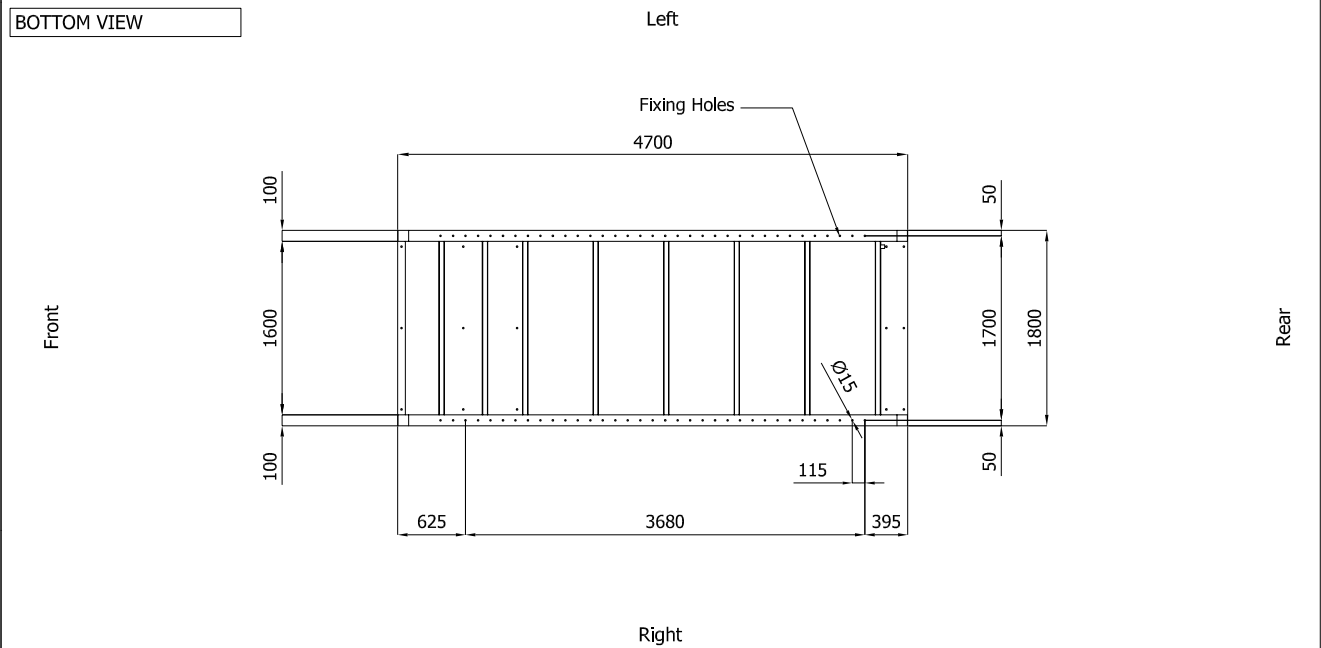
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OVERALL DIMENSIONS [mm]

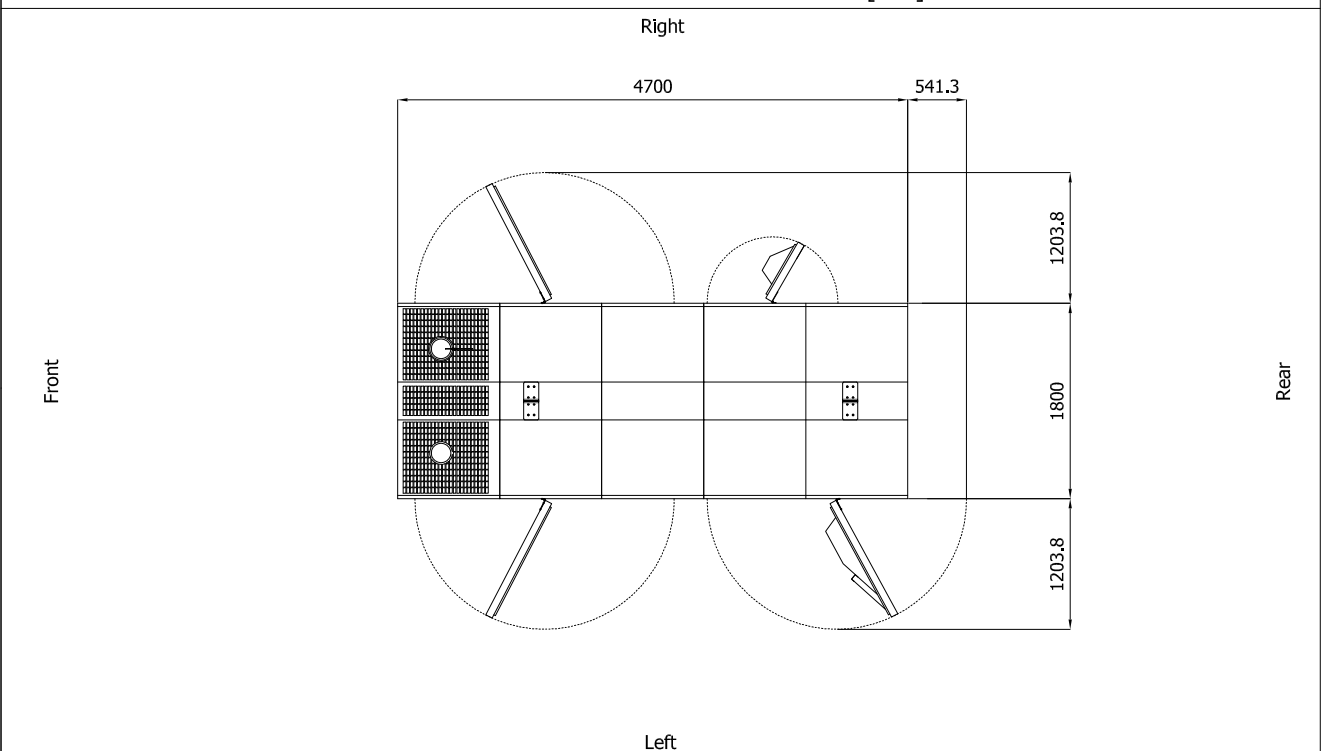
REAR VIEW

LEFT SIDE VIEW

FRONT VIEW

RIGHT SIDE VIEW

TOP VIEW

IMPORTANT:

- 1) Form and dimension refer to the generating set on catalogue
- 2) Form and dimension are subject to change in order to update or improve the products
- 3) This document can not be copied or trasmitted without ELCOS S.r.l. approval

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DIMENSIONS WITH OPEN DOORS [mm]



Note: With Lifting-Off Door Solution consider only canopy dimensions.
(Models with "Control Panel" behind rear door will mount a special cover to protect it)

VENTILATION OF THE ROOM

The windows area in the generating set room needs to be (recommended):

Aspiration: 2.20m²

Expulsion: 1.60m²

ATTENTION: for a correct ventilation the expulsion air and the exhaust gas needs to be conveyed in the open-air

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