

# ATP Baudouin - Leroy Somer Series



## ATP1120-BDN/LS

### Main Features

<b>T</b>	Three-phase	<b>Hz</b>	50 Hz
	Diesel		1500 r.p.m.
	Baudouin / 12M26G1100/5	<b>V</b>	230V/400V
	Leroy somer / TAL-A49-E	<b>cosφ</b>	0,8
	Deepsea 6120		ABB / 4x1600

Standby Power (STP)	1120 kVA	898 kW
Continuous Power (PRP)	1020 kVA	816 kW
Continuous Power (COP)	- kVA	- kW

### Soundproof

Length (L)	5800 mm	
Height (H)	2530 mm	
Width (W)	2280 mm	
Weight	9745 kg	
Daily deposit	1700 L	
		<b>50Hz</b>
Sound pressure level @1m		121.4 dB(A)
Noise test performed at 100% of ESP power, at a distance of 1 m, with the engine without a radiator, without a cooling fan, and without a silencer.		

### Installation in room

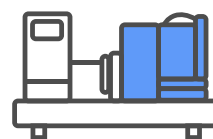
Exhaust System	50Hz		
	COP	PRP	STP
Max. Exhaust Temperature After Turbocharger (°C)	-	-	550
Exhaust Gas Flow (m³/min)	-	216,2	253
Heat Evacuated (kW)	-	-	-
Max. Exhaust Backpressure (mBar)	75		
Max. Bending Moment of the Exhaust Outlet Flange (Nm)	10		
Outlet Diameter (mm)	200		

Ventilation System	50Hz		
	COP	PRP	STP
Recommended Airflow (m³/min)	-	62,9	67,4
Min. Intake Pipe Diameter (mm)			140
Intake Air Temperature Rise (°C)			≤5

Radiation Heat	50Hz		
	COP	PRP	STP
Total Heat Dissipation (kJ/s)	-	-	1298,7
Heat Radiated to the Environment (kJ/s)	-	159,8	176,1

## Engine specifications

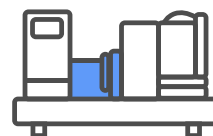
General specifications	50 Hz
Model	12M26G1100/5
Emissions	Not applicable
Performance Grade	G2
Operating Method	Four-stroke
Fuel Type	Diesel
Cooling System	Liquid (water + 50% antifreeze)
Aspiration System	Turbocharged and Aftercooled
Injection System	Direct
Number and Arrangement of Cylinders	V12
Displacement (L)	31.80
Cylinder Bore (mm)	150
Cylinder Stroke (mm)	150
Compression Ratio	15:7
Regulation	Electronic
Rotational Speed	1500
Oil Capacity (L)	7.5
Gross Power COP (kWm)	-
Gross Power PRP (kWm)	889
Gross Power STP (kWm)	973
Coolant Capacity (L)	26.5
Net Power COP (kWm)	-
Net Power PRP (kWm)	-
Net Power STP (kWm)	-



Consumptions		50Hz	
Fuel consumption	Burden	lt/h	g/kWh
STP	100%	228,1	196,9
PRP	100%	207,1	195,7
	75%	155,3	195,7
	50%	106,6	201,4
	25%	58,4	220,7
Fuel Consumption Tolerance		3%	
Reference conditions			
Temperature (°C)		25	
Atmospheric temperature (kPa)		100	
Capacity			
Coolant Capacity (L)		154	
Oil Capacity (total)		114	
Starting system			
Voltage (V)		24	
Power (kW)		10	
Battery (Ah)		55	

## Alternator specifications

General specifications	
Model	TAL-A49-E
Number of Phases	Three-phase
Protection	IP23
Insulation	H
Heating	H
Waveform IEC = THF:	THF<2%
Waveform NEMA = TIF:	TIF<50
Coupling	Flex plate
Support	Monopalier



No-load waveform distortion	< 3,5%
Load waveform distortion	< 5%
Number of windings	6
Excitation (standard / option)	SHUNT / AREP+
AVR Model (standard / option)	R150 / R180
Voltage Regulation (standard / option)	± 1 %

## Starter Battery



Battery voltage	
Battery Capacity	
Amount	
Battery type	Maintenance-free, sealed lead-acid type

## Certifications



## Control Panel



Generator	DSE6110/20
Tension (F-F / F-N)	★ / ★
Intensity	★
Frequency	★
RMS values	★
Generator phase sequence	★
Generator ground current [1]	★
Number of events registered	250
Integrated clock	★
PIN protection	★
kWh, kVAh, kVAh, kVAh, cos Ø	★
Synchoscope (m)	★
Number of available departures [2]	6
Engine running hours	★
Alarm indication on LCD	★
Total number of LED indicators	8
No. of LED alarms	☒
Acoustic alarm signaling	■
Programmer	★
Fuel level	★
Engine	DSE6110/20
Engine speed	★
Low oil pressure protection	★
Oil pressure reading [3]	■
High engine temperature protection	★
Engine temperature reading[3]	■
Battery voltage	★
Battery Intensification [4]	■
Fuel consumption [5]	★
Low water level in radiator [6]	■
Scheduled maintenance for engine	★
Communication	DSE6110/20
USB Type B Female Port (Max. 6m)	★
[ 7 ] USB Type A Female Port (n)	☒
CAN port (Max. 40m)	★
PLC function	★

Grid	DSE6110/20
Tension (F-F / F-N)	★
Intensity [1]	☒
Frequency	★
kVA,kW, cos Ø (a)	☒
Network-group switching control	★
Protections and alarms	DSE6110/20
High/low battery voltage	🔔
Battery charging alternator failure	🔔
Stop failure	🔔 / ⌛
Boot failure	🔔 / ⌛
Low fuel level	🔔 / ⌛
Overload	🔔 / ⌛
Ground fault	🔔 / ⌛
Asymmetry between phases	🔔 / ⌛
Maintenance	🔔 / ⌛
High/Low Generator Frequency	🔔 / ⌛
Engine overspeed	🔔 / ⌛
Low engine speed	🔔 / ⌛
Surge	🔔 / ⌛
Low voltage in generator	🔔 / ⌛
ECU Alert (if applicable)	🔔 / ⌛
Low oil pressure	🔔 / ⌛
Low water level in radiator [f]	🔔 / ⌛
High engine temperature	🔔 / ⌛
Fuel leak/theft	🔔
Applications	DSE6110/20
Automatic or manual start	★
Remote start by dry contact NA	★
Automatic due to network failure	★
Alternation with distributed time	☒
Multi-generators in synchronism with load (Max 32 generators) (m)	☒
Generator-grid in synchronism and with load sharing (1 generator and 1 grid) (m)	☒
Optional Expansions	DSE6110/20
DSE2130 (8 digital inputs)   I G-IOM (8 digital inputs/outputs + 4 analog inputs)   G-08 ( 8 ent. dig.)	★
DSE2157   I -RB8   G-06 (8 relay outputs)	★
DSE2548   IGL-RA15   - (expansion with 8 Additional LEDs	★
DSE2510/20 (mirror controller, max distance 1km)	★
Rules	
Working temperature	-30 ~> 70°C
Protection index (when mounted with sealing gasket)	IP65
Maximum humidity level (for 48 h)	93% / 40°C

## Legend

★	Available
■	Optional
☒	Not available
🔔	Warning alarm
⏸	Stop alarm
[1]	Need an additional IT
[2]	Number of outputs available for standard configuration. Outputs do not include relays or additional wiring to terminals.
[3]	If the information is not provided by the engine ECU, an additional sensor needs to be included.

[4]	Needs an additional ammeter
[5]	If the information is provided by the engine ECU
[6]	Requires an additional sensor
[7]	Need to include an additional IL-NT-S-USB module
[8]	Need to include an additional IL-NT-RS232-485 module
[9]	DeepSea: Needs to include an additional DSE891 module/ComAp: Needs to include an additional IB-LITE module
[10]	DeepSea: Needs to include an additional DSE890 module/ComAp: Needs to include an additional IL-NT-GPRS module
[11]	DeepSea: Needs to include an additional DSE892 module/ComAp: Needs to include an additional IB-LITE module

### Emergency Standby Power (ESP)

Emergency standby power is the maximum power available to a variable load during a main power grid failure. The average load factor over 24 hours of operation must not exceed 70% of the motor's ESP rated power. Typical motor operating hours are 200 hours per year, with a maximum usage of 500 hours per year.

This includes an annual maximum of 25 hours per year at the ESP power rating. Overload capability is not permitted. The motor must not be used for sustained utility parallel applications.

### Main Power (PRP)

Prime Power is the maximum power available for unlimited hours of use in a variable load application. The average load factor must not exceed 70% of the motor's PRP rating during any 24-hour period. A 10% overload capability is available; however, it is limited to 1 hour within each 12-hour period.

1. All ratings are based on operating conditions according to ISO 8528-1, ISO 3046, DIN6271. Performance tolerance  $\pm 5\%$ .
2. Test conditions: 100 kPa, 25°C air inlet temperature, 30% relative humidity, with fuel density of 0.84 kg/L. Derating may be required for conditions outside these, contact factory for details.
3. Power output curves are based on engine operation with fuel system, water pump and lubricating oil pump; battery charging alternator, fan and optional equipment are not included.