ATP Baudouin - Leroy Somer Series

	ATLANTIC POWERenergy		OWER
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ATP500-BDN/LS

Main Features



Standby Power (STP)	440 kVA	352 kW
Continuous Power (PRP)	400 kVA	320 kW
Continuous Power (COP)	- kVA	- kW

Soundproof

Length (L)	3550 mm	
Height (H)	2716 mm	
Width (W)	1400 mm	I I I I I I I I I I I I I I I I I I I
Weight	3830 kg	
Daily deposit	1000 L	W L
		50Hz
Sound pressure I	evel @1m	84 dB(A)
Sound pressure l	evel @7m	71 dB(A)

Installation in room

Exhaust System		50Hz	
	COP	PRP	STP
Max. Exhaust Temperature After Turbocharger (°C)	-	-	≤580
Exhaust Gas Flow (m ³ /min)	-	N/A	99
Max. Exhaust Backpressure (mBar)		120	
Max. Bending Moment of the Exhaust Outlet Flange (Nm)		19	
Outlet Diameter (mm)		100	

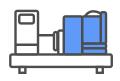
Ventilation System		50Hz	
	COP	PRP	STP
Recommended Airflow (m ³ /min)	-	N/A	28.7
Min. Intake Pipe Diameter (mm)			100
Intake Air Temperature Rise (°C)			≤15

Radiation Heat		50Hz	
	COP	PRP	STP
Total Heat Dissipation (kJ/s)	-	-	649.6
Heat Radiated to the Environment (kJ/s)	-	-	92.5



Engine specifications

General specifications	50 Hz
Model	6M21G500/5
Emissions	Does not comply with 97/68/EC
Performance Grade	G3
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	V6
Displacement (L)	12.54
Cylinder bore (mm)	127
Cylinder stroke (mm)	165
Compression ratio	16 : 1
Regulation	Electronic
Rotational speed	1500
Piston speed (m/s)	8,25
Gross power COP (kWm)	-
Gross power PRP (kWm)	409
Gross power STP (kWm)	450
Fan power supply (kW)	21



Con	sumptions	50Hz		
Fuel consumption	Burden	lt/h	g/kWh	
STP	100%	205.5	110.2	
	100%	-	-	
PRP	75%	-	-	
	50%	-	-	
	-	-	-	
COP	-	-	-	
	-	-	-	
Fuel Consumption To	lerance	+3%		
Reference condition	s			
Temperature (°C)		25		
Atmospheric temperature (kPa)		100		
Capacity				
Coolant Capacity (L)		30		
Low / high oil capacity (L)		27/30		
Starting system				
Voltage (V)		24		
Power (kW)		5,4		
Battery (Ah)		70		

Alternator specifications

General specifications	
Model	TAL-A473-B
Number of Phases	Three-phase
Protection	IP23
Insulation	н
Heating	Н
Telephone R.F.I interference 50 Hz	THF<2%
Telephone R.F.I interference 60 Hz	TIF<50
R.F.I interference suppression	CEM 2014/30/UE
Coupling	Semi-flexible
Support	Monopalier



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

Starter Battery

.	Battery voltage	12V
+ -	Battery Capacity	80aH
	Amount	2 pieces
	Battery type	Maintenance-free, sealed lead-acid type

Certifications





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Control Panel





Tension (F-F / F-N) ★ / ★ Intensity ★ Frequency ★ RMS values ★
Frequency *
RMS values *
Generator phase sequence *
Generator ground current [1]
Number of events registered 250
Integrated clock
PIN protection *
kWh, kVAr, kVAh, kVArh, cos Ø ★
Synchronoscope (m)
Number of available departures [2] 6
Engine running hours *
Alarm i ndication on LCD *
Total number of LED indicators 12
No. of LED alarms 4
Acoustic alarm signaling
Programmer *
Fuel level *
Engine DSE7410/20
Engine speed *
Low oil pressure protection *
Oil pressure reading [3]
High engine temperature protection \star
Engine temperature reading[3]
Battery voltage
Battery Intensification [4]
Fuel consumption [5]
Low water level in radiator [6]
Scheduled maintenance for engine
Communication DSE7410/20
Female USB Type B port (Max. 6m) [7]
Female USB Type A port (n)
RS232 port (Max. 15m) (n) *
RS485 port (Max. 1.2 km) [8]
RJ45 Ethernet port [9]
GSM and/or GPS [10]
ModBus RTU Protocol [8]
ModBus RCP Protocol [9]
SNMP Protocol [11]
CAN port (Max. 40m)
MSC port (Max. 240m) (m)

Child DEF/HUN2 Tension (F.F / F.N) X Intensity [1] X Frequency X KVA,kW, cos Ø (a) X Network-group switching control X Protections and alarms DSET410/20 High/low battery voltage Q Battery charging alternator failure Q Stop failure Q/O Boot failure Q/O Low fuel level Q/O Overload Q/O Ground fault Q/O Asymmetry between phases Q/O Maintenance Q/O Low engine speed Q/O Low engine speed Q/O Surge Q/O Low voltage in generator Q/O Low voltage in generator Q/O Low water I evel in radiator [f] Q/O High engine temperature Q/O Fuel leak/theft Q Automatic or manual stat X Remote start by dry contact NA X Multi-generators in synchronism and with load	Grid	DSE7410/20
Intensity [1] □ Frequency ▲ KVA,kW, cos Ø (a) □ Network-group switching control ● Protections and alarms DSE7410/20 High/low battery voltage □ Battery charging alternator failure □ Stop failure □ Boot failure □ Coverload □ Ground fault □ Asymmetry between phases □ Kigh/Low Generator Frequency □ Bigh/Low Generator Frequency □ Low voltage in generator □ Storge □ Low voltage in generator		
Frequency ▲ kVA,kW, cos Ø (a) ▲ Network-group switching control ▲ Protections and alarms DSE7410/20 High/low battery voltage △ Battery charging alternator failure △ Stop failure △/○ Boot failure △/○ Coverload △/○ Ground fault △/○ Asymmetry between phases △/○ Maintenance △/○ High/Low Generator Frequency △/○ Low voltage in generator △/○ Storge △/○ Low voltage in generator △/○ Low oult pressure △/○ Low woltage in generator [f] △/○ Low uolt pressure △/○ Low uolt pressure △/○ Low uolt pressure △/○ Aplications OSE7410/20 Automatic due to network failure ★ Automatic due to network failure ▲ Automatic due to network failure ▲ Automatic due to network failure ▲ Mult-generators in synchronism and with load sharing (1) ⊠		
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Battery charging alternator failureQBattery charging alternator failureQ/0Stop failureQ/0Boot failureQ/0Low fuel levelQ/0OverloadQ/0Ground faultQ/0Asymmetry between phasesQ/0MaintenanceQ/0High/Low Generator FrequencyQ/0Low engine speedQ/0Low orlage in generatorQ/0Low voltage in generatorQ/0Low auter I evel in radiator [f]Q/0High engine temperatureQ/0Fuel leak/theftQAutomatic or manual start*Automatic or manual start*Automatic due to network failureMMulti-generators in synchronism with load sharing (1 Generator and 1 grid) (m)MSE2130 (8 digital inputs) 11G-IOM (8 in./out. digital + 4 analog Inputs) 11G-IOM (6 SM and/or GPS)*Seen ULL-NT-GPRS I-G-GSM (GSM and/or GPS)*		
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Boot failure ♀/○ Low fuel level ♀/○ Overload ♀/○ Ground fault ♀/○ Asymmetry between phases ♀/○ Maintenance ♀/○ High/Low Generator Frequency ♀/○ Low engine speed ♀/○ Low ordge in generator ♀/○ ECU Alert (if applicable) ♀/○ Low oil pressure ♀/○ Low water I evel in radiator [f] ♀/○ High engine temperature ♀/○ Fuel leak/theft ♀ Automatic or manual start ★ Remote start by dry contact NA ★ Automatic due to network failure ♀ Multi-generators in synchronism and with load sharing (1 generator and 1 grid) (m) ♀ SpE2130 (& digital inputs) I IG-OM (§ In/out. digital + 4 analog phyputs) I G-OB (& digital inputs) ★ DSE2137 I I-RBB I G-OG (B relay outputs) ★ Hord ★ DSE2157 I I-RBS I G-OS (G SM and/or GPS) ★		-
Low fuel level ♀/⊙ Overload ♀/⊙ Ground fault ♀/⊙ Asymmetry between phases ♀/⊙ Maintenance ♀/⊙ High/Low Generator Frequency ♀/⊙ Engine overspeed ♀/⊙ Low voltage in generator ♀/⊙ Surge ♀/⊙ Low voltage in generator ♀/⊙ ECU Alert (if applicable) ♀/⊙ Low voltage in generator ♀/⊙ Automatic or manual stat ★		
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Alternation with distributed time Image: Comparison of the time of time	Remote start by dry contact NA	*
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inputs) G-08 (8 digital inputs) ★ DSE2157 I-RB8 G-06 (8 relay outputs) ★ DSE890 IL-NT-GPRS G-GSM (GSM and/or GPS) ★	Optional Expansions	DSE7410/20
DSE890 IL-NT-GPRS G-GSM (GSM and/or GPS)		*
	DSE2157 I-RB8 G-06 (8 relay outputs)	*
DSE891 IB-LITE G-ETH (Ethernet module)	DSE890 IL-NT-GPRS G-GSM (GSM and/or GPS)	*
· · · · · · · · · · · · · · · · · · ·	DSE891 IB-LITE G-ETH (Ethernet module)	*
DSE892 IB-LITE - (Ethernet module according to SNMP protocol)		*
DSE2548 IGL-RA15 - (expansion with 8 additional LEDs)	DSE2548 IGL-RA15 - (expansion with 8 additional LEDs)	*
DSE2510/20 (mirror controller, maximum distance of 1km)	DSE2510/20 (mirror controller, maximum distance of 1km)	*
Rules	Rules	
Working temperature -30 -> 70°C	Working temperature	-30 -> 70°C
Protection index (when mounted with sealing gasket) IP65	Protection index (when mounted with sealing gasket)	IP65
Maximum humidity level (for 48 h) 93% / 40°C	Maximum humidity level (for 48 h)	93% / 40°C



Legend

*	Available	[4]	Needs an additional ammeter
-	Optional	[5]	If the information is provided by the engine ECU
X	Not available	[6]	Requires an additional sensor
Q	Warning alarm	[7]	Need to include an additional IL-NT-S-USB module
⊗	Stop alarm	[8]	Need to include an additional IL-NT-RS232-485 module
[1]	Need an additional IT	[9]	DeepSea: Needs to include an additional DSE891 module/ComAp: Needs to include an additional IB-LITE module
[2]	Number of outputs available for standard configuration. Outputs do not include relays or additional wiring to terminals.	[10]	DeepSea: Needs to include an additional DSE890 module/ComAp: Needs to include an additional IL-NT-GPRS module
[3]	If the information is not provided by the engine ECU, an additional sensor needs to be included.	[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 ±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.

