

V 350 GX





GALAXY "GX"



For	illustr	ative	purposes	only

ENGINE VOLVO-PENTA Engine model TAD1342GE Cylinders 6 RPM speed 1800 Cubic capacity 12.78 Air intake Turbocharged Standard voltage 24 Vdc Optional voltage Vdc Sae 1-14 Mare BMEP 1900 kPa Cooling Water Flywheel P.R.P. Power net 345.0 kW Flywheel E.P. Power net 377.0 kW kW Fluel Cons. at 100% (E.P.) 90.2 I/h Fuel Cons. at 100% (P.R.P) 82.6 I/h Fuel Cons. at 55% (P.R.P.) 42.5 I/h Fuel Cons. at 25% (P.R.P.) 42.5 I/h Fuel Cons. at 25% (P.R.P.) 36.0 I Electronic regulator Standard Precision class G3 G3 Oil quantity 36.0 I Engine Antifreeze capacity 0.0 I Radiator type TR Heat from radiation	ENGINE		
Engine model TAD1342GE Cylinders 6 RPM speed 1800 Cubic capacity 12.78 Air intake Turbocharged Standard voltage 24 Vdc Optional voltage Vdc Sae 1-14 BMEP 1900 kPa Cooling Water Flywheel P.R.P. Power net 345.0 kW Flywheel E.P. Power net 377.0 kW Fuel Cons. at 100% (P.R.P) 90.2 l/h Fuel Cons. at 100% (P.R.P) 82.6 l/h Fuel Cons. at 55% (P.R.P.) 61.6 l/h Fuel Cons. at 25% (P.R.P.) 24.3 l/h Electronic regulator Standard Precision class G3 Oil quantity 36.0 l Engine Antifreeze capacity 0.0 l Engine Antifreeze capacity 159.0 kW Heat from radiator 159.0 kW Heat from radiator 159.0 kW Heat from radiator 159.0 kW Exhaust temperature 432 °C Portata Raffreddamento 0.0 m³/min Combustion air flow 28.7 m³/min Exhaust gas flow 0.0 m³/min TA Luft N TA Luft/2 N EPA		VOLVO PENTA	
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Optional voltage Vdc Sae 1-14 BMEP 1900 kPa Cooling Water Flywheel P.R.P. Power net 345.0 kW Flywheel E.P. Power net 377.0 kW Fuel Cons. at 100% (E.P.) 90.2 I/h Fuel Cons. at 100% (P.R.P) 82.6 I/h Fuel Cons. at 75% (P.R.P.) 61.6 I/h Fuel Cons. at 50% (P.R.P.) 42.5 I/h Fuel Cons. at 25% (P.R.P.) 24.3 I/h Flectronic regulator Standard Precision class G3 Oil quantity 36.0 I Engine Antifreeze capacity 0.0 I I Radiator type TR Heat from radiator 159.0 kW Heat from exhaust 253.0 kW Heat from radiation 0.0 kW Exhaust temperature 432 °C Portata Raffreddamento 0.0 m³/min Exhaust gas flow 0.0 m³/min TA Luft/2	Air intake	Turbocharged	
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Fuel Cons. at 75% (P.R.P.) 61.6 I/h Fuel Cons. at 50% (P.R.P.) 42.5 I/h Fuel Cons. at 25% (P.R.P.) 24.3 I/h Electronic regulator Standard Precision class G3 Oil quantity 36.0 I Engine Antifreeze capacity 0.0 I Radiator type TR TR Heat from radiator 159.0 kW Heat from exhaust 253.0 kW Heat from radiation 0.0 kW Exhaust temperature 432 °C Portata Raffreddamento 0.0 m³/min Combustion air flow 28.7 m³/min Exhaust gas flow 0.0 m³/min TA Luft N TA Luft/2 N EPA N	Fuel Cons. at 100% (E.P.)	90.2	l/h
Fuel Cons. at 50% (P.R.P.) 42.5 l/h Fuel Cons. at 25% (P.R.P.) 24.3 l/h Electronic regulator Standard Precision class G3 Oil quantity 36.0 l Engine Antifreeze capacity 0.0 l Radiator type TR Heat from radiator 159.0 kW Heat from exhaust 253.0 kW Heat from radiation 0.0 kW Exhaust temperature 432 °C Portata Raffreddamento 0.0 m³/min Combustion air flow 28.7 m³/min Exhaust gas flow 0.0 m³/min TA Luft N TA Luft/2 N EPA N	Fuel Cons. at 100% (P.R.P)	82.6	l/h
Fuel Cons. at 25% (P.R.P.) 24.3 l/h Electronic regulator Standard Precision class G3 Oil quantity 36.0 l Engine Antifreeze capacity 0.0 l Radiator type TR Heat from radiator 159.0 kW Heat from exhaust 253.0 kW Heat from radiation 0.0 kW Exhaust temperature 432 °C Portata Raffreddamento 0.0 m³/min Combustion air flow 28.7 m³/min Exhaust gas flow 0.0 m³/min TA Luft N TA Luft/2 N EPA N	Fuel Cons. at 75% (P.R.P.)	61.6	l/h
Electronic regulator Precision class G3 Oil quantity 36.0 Engine Antifreeze capacity 0.0 Radiator type TR Heat from radiator Heat from exhaust Exhaust temperature Portata Raffreddamento Combustion air flow TA Luft TA Luft/2 EPA S G3 Standard Standard G3 C3 E3 G3 C1 E7 B4 B4 B4 B5 B4 B4	Fuel Cons. at 50% (P.R.P.)	42.5	l/h
Precision class Oil quantity 36.0 Engine Antifreeze capacity Radiator type TR Heat from radiator Heat from exhaust 159.0 kW Heat from radiation 0.0 kW Exhaust temperature 432 °C Portata Raffreddamento 0.0 m³/min Combustion air flow Exhaust gas flow TA Luft N TA Luft/2 EPA N O 0 I G G O O I R A O O I R O O O I O O O O O O M³/min O O M³/min N TA Luft N TA Luft N TA Luft/2 EPA N	Fuel Cons. at 25% (P.R.P.)	24.3	l/h
Oil quantity 36.0 I Engine Antifreeze capacity 0.0 I Radiator type TR Heat from radiator 159.0 kW Heat from exhaust 253.0 kW Heat from radiation 0.0 kW Exhaust temperature 432 °C Portata Raffreddamento 0.0 m³/min Combustion air flow 28.7 m³/min Exhaust gas flow 0.0 m³/min TA Luft N TA Luft/2 N EPA N	Electronic regulator	Standard	
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Radiator type TR Heat from radiator 159.0 kW Heat from exhaust 253.0 kW Heat from radiation 0.0 kW Exhaust temperature 432 °C Portata Raffreddamento 0.0 m³/min Combustion air flow 28.7 m³/min Exhaust gas flow 0.0 m³/min TA Luft N TA Luft/2 N EPA N	Oil quantity	36.0	I
Heat from radiator 159.0 kW Heat from exhaust 253.0 kW Heat from radiation 0.0 kW Exhaust temperature 432 °C Portata Raffreddamento 0.0 m³/min Combustion air flow 28.7 m³/min Exhaust gas flow 0.0 m³/min TA Luft N TA Luft/2 N EPA N	Engine Antifreeze capacity	0.0	I
Heat from exhaust 253.0 kW Heat from radiation 0.0 kW Exhaust temperature 432 °C Portata Raffreddamento 0.0 m³/min Combustion air flow 28.7 m³/min Exhaust gas flow 0.0 m³/min TA Luft N TA Luft/2 N EPA N	Radiator type	TR	
Heat from radiation 0.0 kW Exhaust temperature 432 °C Portata Raffreddamento 0.0 m³/min Combustion air flow 28.7 m³/min Exhaust gas flow 0.0 m³/min TA Luft N TA Luft/2 N EPA N	Heat from radiator	159.0	kW
Exhaust temperature 432 °C Portata Raffreddamento 0.0 m³/min Combustion air flow 28.7 m³/min Exhaust gas flow 0.0 m³/min TA Luft N TA Luft/2 N EPA N	Heat from exhaust	253.0	kW
Portata Raffreddamento 0.0 m³/min Combustion air flow 28.7 m³/min Exhaust gas flow 0.0 m³/min TA Luft N TA Luft/2 N EPA N	Heat from radiation	0.0	kW
Combustion air flow 28.7 m³/min Exhaust gas flow 0.0 m³/min TA Luft N TA Luft/2 N EPA N	Exhaust temperature	432	°C
Exhaust gas flow 0.0 m³/min TA Luft N TA Luft/2 N EPA N	Portata Raffreddamento	0.0	m³/min
TA Luft N TA Luft/2 N EPA N	Combustion air flow	28.7	m³/min
TA Luft/2 N EPA N	Exhaust gas flow	0.0	m³/min
EPA N	TA Luft	N	
	TA Luft/2	N	
Stage N	EPA	N	
	Stage	N	

MAIN DATA	
Continuous power (PRP)	401.00 kVA
Continuous power (PRP)	320.80 kW
Emergency power (E.P.)	438.00 kVA
Emergency power (E.P.)	350.40 kW
VAC - HZ - cos(fi)	480 - 60 - 0.8
Sound pressure 7 m.	72.0 dBA

DIMENSIONS AND WEIGHT			
Width	1600	mm	
Length	4310	mm	
Height	2560	mm	
Weight	4610	kg	

	ALTERNATOR			
	Description	STAMFORD		
	Alternator model	S4L1D-E		
	P.R.P. Power	455.0	kVA	
	E.P. Power	490.0	kVA	
	Connection	Series star		
	Phases	3FN		
	Winding	311		
	Terminal Number	12	nr.	
	IP Protection	23		
E	Electronic regulator	AS440		
	Precision	1.0	± %	

BASEFRAME	
Model	GV151/00/00
Standard tank	800 I
Optional tank	0 1
Oversized tank*	1800 I

CANOPY & SILENCER		
Canopy model	GV151	
Silencer model	MSR/a 125	
Silencer outlet diameter	140.0	mm

Standard reference conditions temperature 25°C, altitude 100m asl, relative humidity 30%, atmospheric pressure 100 kPa (1 bar), power factor 0.8 lag, balanced load - non distortional. Fuel consumption is nominal and refers to specific weight 0,850kg/l. Sound power values refer to free field conditions: the installation site may influence the values. Dimensions, weights and other specifications contained in the technical data sheet and related attachments are nominal, subject to tolerances and refer to the model with standard equipment; any optional and additional equipment/accessories can modify weight, dimensions, performance. P.R.P. Prime Power-Continuous power at variable load: The power that a genset can supply in continuous service at a variable load for an unlimited number of hours per year while respecting the maintenance intervals established in the environmental conditions stated by the Manufacturer. according to ISO8528-1. The average power supplied over time and any applicable overload must be less than the percentages stated by the Manufacturer. E.P. - Emergency power: This is the maximum power that a generating set can deliver for a limited number of hours per year while complying with the maintenance frequency stipulated under the environmental conditions set by the Manufacturer. The number of hours per year is determined by the engine manufacturer. The average power output over time must be lower than the percentages set by the engine manufacturer. Overloading is not allowed.

The data contained in this document is nominal and refers to the standard equipped model and is not binding. Visa S.p.A. reserves the right to revise the information without notice per our policy of continuous product development and improvement.