

F 301 GX





GALAXY "GX"



For	illustrative	purposes	only

Entition FPT IVECO Engine model C87TE4 Cylinders 6 RPM speed 1500 Cubic capacity 8.70 Air intake Turbocharged Standard voltage 24 Vdc Optional voltage Vdc Sae 1-14 BMEP 0 kPa Cooling Water WW Flywheel P.R.P. Power net 275.0 kW Flywheel E.P. Power net 299.0 kW Fuel Cons. at 100% (E.P.) 72.4 I/h Fuel Cons. at 100% (P.R.P) 66.6 I/h	ENGINE		
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Fuel Cons. at 75% (P.R.P.) 49.3 I/h Fuel Cons. at 50% (P.R.P.) 37.3 I/h Fuel Cons. at 25% (P.R.P.) 0.0 I/h Electronic regulator Standard Precision class G3 Oil quantity 28.0 I Engine Antifreeze capacity 15.0 I Radiator type TR Heat from radiator 202.0 kW Heat from exhaust 238.0 kW Heat from radiation 25.0 kW Exhaust temperature 488 °C Portata Raffreddamento 340.0 m³/min Combustion air flow 18.1 m³/min Exhaust gas flow 49.4 m³/min TA Luft N TA Luft/2 N EPA N	Fuel Cons. at 100% (E.P.)	72.4	l/h
Fuel Cons. at 50% (P.R.P.) 37.3 l/h Fuel Cons. at 25% (P.R.P.) 0.0 l/h Electronic regulator Standard Precision class G3 Oil quantity 28.0 l Engine Antifreeze capacity 15.0 l Radiator type TR Heat from radiator 202.0 kW Heat from exhaust 238.0 kW Heat from radiation 25.0 kW Exhaust temperature 488 °C Portata Raffreddamento 340.0 m³/min Combustion air flow 18.1 m³/min Exhaust gas flow 49.4 m³/min TA Luft N TA Luft/2 N EPA N	Fuel Cons. at 100% (P.R.P)	66.6	l/h
Fuel Cons. at 25% (P.R.P.) Electronic regulator Precision class G3 Oil quantity Engine Antifreeze capacity Radiator type TR Heat from radiator Heat from exhaust Exhaust temperature Portata Raffreddamento Combustion air flow Exhaust gas flow TA Luft TA Luft TA Luft/2 EPA SG G3 Oil yh Estandard Standard Standard Standard Fa V A B C A Standard Standard Standard Standard Standard Standard Standard Standard A B C A B A B C A B A B C C B C B C C C C C C C	Fuel Cons. at 75% (P.R.P.)	49.3	l/h
Electronic regulator Precision class G3 Oil quantity Engine Antifreeze capacity 15.0 I Radiator type TR Heat from radiator Heat from exhaust Exhaust temperature Portata Raffreddamento Combustion air flow TA Luft TA Luft TA Luft/2 EPA Solution G3 Standard Standard Standard Standard Standard A3 63 C3 Lase C4 Lase C5 Lase C6 A3 Standard A3 B4 B4 B4 B4 B4 B4 B4 B4 B4 B	Fuel Cons. at 50% (P.R.P.)	37.3	l/h
Precision class Oil quantity Engine Antifreeze capacity Radiator type TR Heat from radiator Heat from exhaust Exhaust temperature Portata Raffreddamento TA Luft TA Luft TA Luft/2 EPA Solution Gas Gas Gas Gas Gas Gas Fall Fall	Fuel Cons. at 25% (P.R.P.)	0.0	l/h
Oil quantity Engine Antifreeze capacity Radiator type TR Heat from radiator Heat from exhaust Exhaust temperature Portata Raffreddamento Combustion air flow Exhaust gas flow TA Luft TA Luft TA Luft/2 EPA Isolation 15.0 kW 238.0 kW EXW EXW EXW EXW EXW EXW EXW E	Electronic regulator	Standard	
Engine Antifreeze capacity Radiator type TR Heat from radiator Heat from exhaust Exhaust temperature Portata Raffreddamento Combustion air flow TA Luft TA Luft/2 EPA TR 15.0 I TR TR Heat from Antifreeze capacity TR Heat from radiator 202.0 kW 238.0 kW Exhaust temperature 488 °C Portata Raffreddamento 340.0 m³/min 8 m³/min TA Luft N TA Luft N TA Luft/2 EPA N	Precision class	G3	
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Heat from radiation 25.0 kW Exhaust temperature 488 °C Portata Raffreddamento 340.0 m³/min Combustion air flow 18.1 m³/min Exhaust gas flow 49.4 m³/min TA Luft N TA Luft/2 N EPA N	Heat from radiator	202.0	kW
Exhaust temperature 488 °C Portata Raffreddamento 340.0 m³/min Combustion air flow 18.1 m³/min Exhaust gas flow 49.4 m³/min TA Luft N TA Luft/2 N EPA N	Heat from exhaust	238.0	kW
Portata Raffreddamento 340.0 m³/min Combustion air flow 18.1 m³/min Exhaust gas flow 49.4 m³/min TA Luft N TA Luft/2 N EPA N	Heat from radiation	25.0	kW
Combustion air flow 18.1 m³/min Exhaust gas flow 49.4 m³/min TA Luft N TA Luft/2 N EPA N	Exhaust temperature	488	°C
Exhaust gas flow 49.4 m³/min TA Luft N TA Luft/2 N EPA N	Portata Raffreddamento	340.0	m³/min
TA Luft N TA Luft/2 N EPA N	Combustion air flow	18.1	m³/min
TA Luft/2 N EPA N	Exhaust gas flow	49.4	m³/min
EPA N	TA Luft	N	
EPA N	TA Luft/2	N	
Stage N	EPA	N	
	Stage	N	

MAIN DATA	
Continuous power (PRP)	310.00 kVA
Continuous power (PRP)	248.00 kW
Emergency power (E.P.)	340.00 kVA
Emergency power (E.P.)	272.00 kW
VAC - HZ - cos(fi)	400 - 50 - 0.8
Sound pressure 7 m.	72.0 dBA

DIMENSIONS AND WEIGHT	
Width	1350 mm
Length	4270 mm
Height	2370 mm
Weight	3570 kg

ALTERNATOR	
Description	STAMFORD
Alternator model	S4L1D-D
P.R.P. Power	310.0 kVA
E.P. Power	340.0 kVA
Connection	Series star
Phases	3FN
Winding	311
Terminal Number	12 nr.
IP Protection	23
Electronic regulator	AS440
Precision	1.0 ± %

BASEFRAME	
Model	GV121
Standard tank	500 I
Optional tank	0 1
Oversized tank*	0

CANOPY & SILENCER		
Canopy model	GV121/00/1	
Silencer model	MSR/a 100	
Silencer outlet diameter	114.0	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.