

Basic Line Marine Gen Set Data Sheet

BLUE LINE

MBGL286KC600



Engine Equipment

- Basis engine with SCR for IMO Tier III
- Air filter(s), marine type
- Duplex change-over lube oil filter with dip tray
- Lube oil cooler
- Freshwater cooling pump with thermostats (HT circuit)
- Raw/Seawater pump LT circuit(Optional)
- Duplex change-over fuel oil filter with dip tray
- Fuel oil pressure gauge, mounted on the engine
- Flameproof flexible fuel oil hoses
- Flywheel and -housing
- Common rail injection system with high pressure pump
- Fuel lift pump and pre-filter
- Turbocharger water cooled
- Intercooler water-cooled
- Exhaust manifold(s) water-cooled
- Lube oil sump
- Hand pump for lube oil draining
- Double fuel oil pipes with alarm sensor
- EDC control
- "- Radiator (el.) 2x 15kW (Motor included, Motor Starter excluded)

Specific Fuel and Oil Consumption

| | | |
|-------------------------------|---------|-----|
| 100% Load | [g/kWh] | 199 |
| 75% Load | [g/kWh] | 199 |
| 50% Load | [g/kWh] | 208 |
| Lube oil consumption (max) | [g/h] | 175 |
| Urea consumption @ 32,5% Urea | [g/kWh] | 17 |

Alternator Options:

- Anti-condensation heater(s)
- Droop kit for parallel operation

| Service | Unit | Value |
|------------------|--------|-------|
| Power | kVA | 750 |
| Power | kW | 600 |
| Speed | r.p.m. | 1800 |
| Standard Voltage | V | 450 |
| Frequency | Hz | 60 |
| Phases | | 3 |

Engine and Alternator

| | |
|------------|--------------------------|
| Engine | MAN D2862LE328 |
| Alternator | LIAG Standrad Alternator |

Diesel Engine Data

| | | |
|-----------------------------|--------|---------|
| Engine Power | kW | 665 |
| Number of Cylinders | Pcs. | 12 |
| Arrangement of Cylinders | | V-type |
| Bore/Stroke | mm | 128/157 |
| Piston displacement | litres | 24,24 |
| Intake Air Volume Flow | m³/h | 3100 |
| Exhaust gas heat | kW | 400 |
| Exhaust gas temp. | °C | 400 |
| Exhaust gas mass flow | kg/h | 3480 |
| Exhaust gas volume flow | m³/h | 6920 |
| Exhaust gas back press. max | hPa | 20/80 |
| Cooling water heat | kW | 430 |
| Intercooler heat rate | kW | 170 |
| Radiation heat | kW | 35 |

Classification

Optional

Alternator Data

| | | |
|-------------------------|--------|-------|
| Voltage | V | 450 |
| Frequency | Hz | 60 |
| Speed | r.p.m. | 1800 |
| Insulation Stator/Rotor | Cl. | H |
| Temperature Rise | Cl. | H |
| Enclosure | IP | IP 23 |
| Power | kW | 600 |
| Power | kVA | 750 |

Alternator Equipment

The alternator is a 2-bearings, brushless, self-exciting, self-regulating with revolving field, in-ventilated, drip-proof design and with damper windings included.

The voltage regulation is maintained within limits of +/- 0,5 % from no load to full load at any power factor between 0,8 and 1,0.

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Alarm Equipment

Indication for individual alarm at following failures:

- Low cooling water pressure LT
- Low cooling water level LT
- Low cooling water pressure HT
- Low cooling water level HT
- High cooling water temperature HT
- Low fuel oil pressure
- Low lube oil pressure
- High lube oil temperature
- Over speed
- Options to customized as per clients requirements

Shut-Down Equipment

- Overspeed
- Too high cooling water temperature HT
- Too low lube oil pressure

Control System

The Engine Control Panel is flexible mounted on right side of the set and equipped alarm, monitoring and control system according to the rules of classification society.

Marine Engine Controller (MEC 24) with Graphic display 5,7".
Redundant microprocessor based control and supervision system.

- (Optional) Provision of remote control MEC24 panel
- (Optional) Provision of Modbus RTU communication

Construction

The diesel engine and alternator are connected through a flexible coupling and mounted on a common marine bed frame, manufactured of electro welded steel profiles. Vibration dampers are mounted between the set and the bed frame.

Cooling System

Radiator cooler and pusher fan for max. 45°C. ambient temperature. Power for fan motors 2x 15kW = 30kW, will be supply by alternator.

Fuel oil System

The fuel consumption stated below refers to a net calorific value of 43,000 kJ/kg (11,800 kWh/kg) for fuel acc. to DIN EN 590 or ASTM D975 or DMX/DMA as ISO8217 with sulphur max. 0,10% (1000 ppm)
You will get more information in the engine supplier manual.

Dimensions

| | | |
|--------|----|------|
| Height | mm | 2060 |
| Width | mm | 1590 |
| Length | mm | 3700 |
| Weight | kg | 5700 |

Painting

The set will be painted in colour RAL7031, base frame RAL 9005 (black)

The instrument panel will be painted in colour RAL 7035

Signs

All signs on the set will be in English

Certificates & Test run

The equipment will be tested according to LIAG rules in our workshop in Germany in the presence of our QS Team

- 1 No. LIAG test report

- 1 No. technical files for parts according to MARPOL ANNEX VI The parts which have influence on the NOx Emission will be according to the requirement for obtaining Certificate E(I)APP

- 1 No IMO Tier III (NOx) E(I)APP Certificate by DNV according to flag state

Main starting system

- Electric 24V, 5,4 kW, 2-pole

Warranty

12 months after commissioning, max. 24 months after announcement of readiness to dispatch from LIAG, whichever comes first.

Electronical Final Documentation (per ship)

- 1x CD / USB's of Technical data's, descriptions, service instructions and drawings for the delivered equipment in English language

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Specifications are subjected to change without prior notice

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