



# PRODUCT COMPARISON

## 60Hz Commercial and Industrial Generator Series

1063R1\_4.14.22

|                             | 70kW                        | 125kW                       | 170kW                        | 250kW                        | 350kW                         |
|-----------------------------|-----------------------------|-----------------------------|------------------------------|------------------------------|-------------------------------|
| <b>Genset Information</b>   | 8NA-S-MSV1-DF-400F          | 8T-S-MVS1-DF-400F           | 11L-S-MVS1-DF-400F           | 14L-S-MVS1-DF-400F           | 22L-S-MVS1-DF-400F            |
| Frequency                   | 60 Hz                       | 60 Hz                       | 60 Hz                        | 60 Hz                        | 60 Hz                         |
| Voltage                     | 480 V                       | 480 V                       | 480 V                        | 480 V                        | 480 V                         |
| NG Prime Power Rating       | 70 kW   87 kVA              | 125 kW   156 kVA            | 170 kW   212 kVA             | 250 kW   312 kVA             | 350 kW   438 kVA              |
| LP Prime Power Rating       | 70 kW   87 kVA              | 105 kW   131 kVA            | 125 kW   156 kVA             | 225 kW   281 kVA             | 310 kW   388 kVA              |
| Genset Dimensions L x W x H | 272 x 87 x 116"             | 272 x 87 x 116"             | 272 x 87 x 116"              | 260 x 103 x 124"             | 260 x 103 x 124"              |
| Wet Weight                  | 9,689 lbs                   | 10,029 lbs                  | 10,929 lbs                   | 15,289 lbs                   | 16,989 lbs                    |
| <b>Engine Information</b>   |                             |                             |                              |                              |                               |
| Engine Model                | PSI 8.1L                    | PSI 8.1L                    | PSI 11.1L                    | PSI 14.6L                    | PSI 21.9L                     |
| Nameplate Rating            | 88 kW   118 hp              | 150 kW   201 hp             | 200 kW   268 hp              | 290 kW   389 hp              | 434 kW   581 hp               |
| Displacement                | 8.1 L   492 in <sup>3</sup> | 8.1 L   492 in <sup>3</sup> | 11.1 L   673 in <sup>3</sup> | 14.6 L   891 in <sup>3</sup> | 21.9 L   1336 in <sup>3</sup> |
| Cylinder Arrangement        | 6 Cylinders Inline          | 6 Cylinders Inline          | 6 Cylinders Inline           | 8 Cylinders V-type           | 12 Cylinders V-type           |
| Aspiration Mode             | Natural                     | Turbocharged                | Turbocharged                 | Turbocharged                 | Turbocharged                  |
| Engine Speed - rpm          | 1,800 rpm                   | 1,800 rpm                   | 1,800 rpm                    | 1,800 rpm                    | 1,800 rpm                     |
| <b>Emission Control</b>     |                             |                             |                              |                              |                               |
| AFR Controller              | Yes                         | Yes                         | Yes                          | Yes                          | Yes                           |
| NSCR Catalyst               | Yes                         | Yes                         | Yes                          | Yes                          | Yes                           |
| <b>Alternator</b>           |                             |                             |                              |                              |                               |
| Manufacturer                | Stamford                    | Stamford                    | Stamford                     | Stamford                     | Stamford                      |
| Alternator Model            | UCI274E Wdg. 311            | UCI274G Wdg. 311            | UCDI274J Wdg. 311            | S4L1D-D41 Wdg. 311           | S4L1D-G4 Wdg. 311             |
| Rated Power Factor          | 0.8 PF                      | 0.8 PF                      | 0.8 PF                       | 0.8 PF                       | 0.8 PF                        |
| Rating                      | 143 kW   179 kVA            | 185 kW   231 kVA            | 240 kW   300 kVA             | 312 kW   390 kVA             | 450 kW   563 kVA              |
| Excitation Type             | PMG                         | PMG                         | PMG                          | PMG                          | PMG                           |
| Temp. Rise / Ambient        | 125 / 40°C                  | 125 / 40°C                  | 125 / 40°C                   | 125 / 40°C                   | 125 / 40°C                    |
| <b>Control system</b>       |                             |                             |                              |                              |                               |
| Controller Type             | DSE 8610 MKII               | DSE 8610 MKII               | DSE 8610 MKII                | DSE 8610 MKII                | DSE 8610 MKII                 |

RATINGS: A Prime and overload ratings are based on ISO 8528. All three-phase units are rated at 0.8 power factor. The prime rating applies when supplying electric power using generator sets in lieu of or in addition to a utility source. The prime rating is applicable to varying loads with an average load factor of 80% for an unlimited number of hours per year. An overload capacity of 10% is specified for this rating.

FUEL SPECIFICATION: Gas properties for fuel consumption data: NG: Density = 0.737 kg/m<sup>3</sup>, HHV = 1041 Btu/scf (39 MJ/m<sup>3</sup>); Propane: Density = 1.845 kg/m<sup>3</sup>, HHV = 2538 Btu/scf (95 MJ/m<sup>3</sup>); LPG (60-40): Density = 2.060 kg/m<sup>3</sup>, HHV = 2817 Btu/scf (105 MJ/m<sup>3</sup>)

FUEL TYPE: Actual power ratings and performance are based on methane number (MN) of fuel type. Engine configuration is factory optimized for NG and its associated high MN. LP has a considerably lower MN than NG. To prevent engine knock (detonation) when operating on LP, it can be necessary to apply a power derate.