

VOLVO PENTA GENSET ENGINE

TAD750GE

132 kW (180 hp) at 1500 rpm, 155 kW (211 hp) at 1800 rpm (standby power without fan)

A powerful, reliable and economical Generating Set Diesel Engine built on the dependable in-line six design.

Energy efficiency and Economy

Through careful management of the combustion process, involving precise control of air movement and injection spray Volvo Penta has been able to achieve high efficiency and reduced exhaust emission levels that comply with current requirements and which will enable the engines to satisfy future legislation. Volvo Penta engines offer the highest kWh/Liter fuel, resulting in superior economy and performance.

Durability & low noise

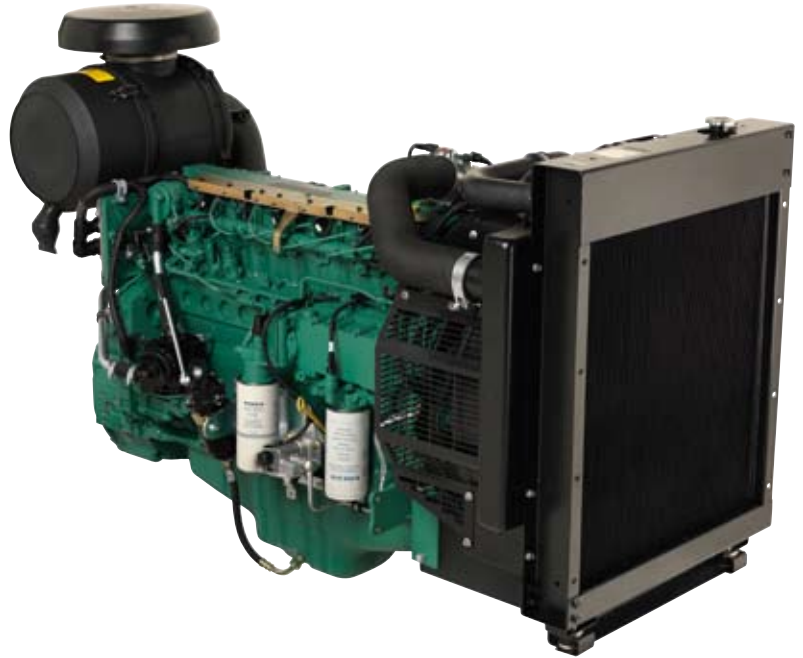
Designed for easy, fast and economical installation. Field tested to ensure highest standard of durability and long life. Well-balanced to produce smooth and vibration-free operation with low noise level. To maintain a controlled working temperature in cylinders and combustion chambers, the engine is equipped with piston cooling. The engine is also fitted with replaceable cylinder liners and valve seats/guides to ensure maximum durability and service life of the engine.

Low exhaust emission

The state of the art, high-tech injection and highly efficient charge air system with low internal losses contributes to excellent combustion and low fuel consumption. The engine is EPA/CARB Tier 3 & EU Stage 3A emission certified. These regulations are met by using V-ACT™ (Volvo Advanced Combustion technology). V-ACT includes a flexible high pressure Common-rail fuel injection system, an air management system including an internal exhaust gas recirculation device and an enhanced electronic controller.

Easy service & maintenance

Easily accessible service and maintenance points contribute to the ease of service of the engine.



Features

- Certified for US/EPA Tier 3 and EU Stage 3A
- High efficient cooling system
- Compact design
- With or without engine-mounted cooling system
- Switchable between 1500/1800 rpm
- Excellent step load performance
- Low operating cost

50 Hz/1500 rpm

Prime power			Standby			Generator efficiency (%)
kWm	kWe	kVA	kWm	kWe	kVA	
114	105	131	127	115	144	92%

60 Hz/1800 rpm

Prime power			Standby			Generator efficiency (%)
kWm	kWe	kVA	kWm	kWe	kVA	
127	117	146	146	134	168	92%

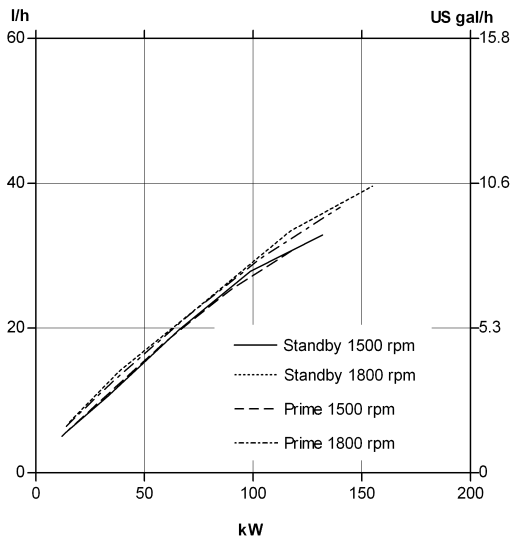
TAD750GE

Technical Data

General

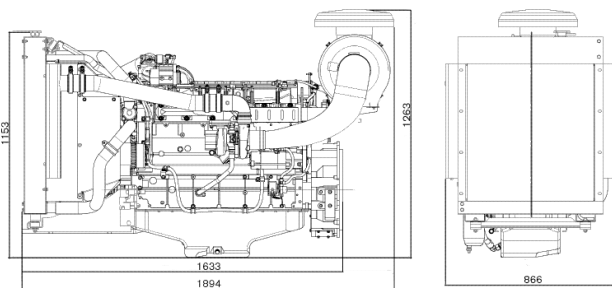
Engine designation	TAD750GE	
No. of cylinders and configuration	in-line 6	
Method of operation	4-stroke	
Bore, mm (in.)	108 (4.25)	
Stroke, mm (in.)	130 (5.12)	
Displacement, l (in ³)	7.15 (436)	
Compression ratio	18	
Dry weight, engine only, kg (lb)	764 (1684)	
Dry weight with cooling system, kg (lb)	947 (2088)	

Performance	1500 rpm	1800 rpm
with fan, kW (hp) at:		
Prime Power	114 (155)	127 (173)
Max Standby Power	127 (173)	146 (199)
Fan power consumption, kW (hp)	5 (7)	8.7 (12)



Dimensions TAD750GE

Not for installation



Note! Not all models, standard equipment and accessories are available in all countries. All specifications are subject to change without notice. The engine illustrated may not be entirely identical to production standard engines.

Power Standards

The engine performance corresponds to ISO 3046, BS 5514 and DIN 6271. The technical data applies to an engine without cooling fan and operating on a fuel with calorific value of 42.7 MJ/kg (18360 BTU/lb) and a density of 0.84 kg/liter (7.01 lb/US gal), also where this involves a deviation from the standards. Power output guaranteed within 0 to +2% at rated ambient conditions at delivery. Ratings are based on ISO 8528. Engine speed governing in accordance with ISO 3046/IV, class A1 and ISO 8528-5 class G3

Exhaust emissions

The engine complies with US/EPA Tier 3 and EU stage 3 A emission legislation, according to the Non Road Directive EU 97/68/EEC. The engine also complies with TA-luft -50% exhaust emission regulations.

Rating Guidelines

PRIME POWER rating corresponds to ISO Standard Power for continuous operation. It is applicable for supplying electrical power at variable load for an unlimited number of hours instead of commercially purchased power. A10 % overload capability for governing purpose is available for this rating.

STANDBY POWER rating corresponds to ISO Standard Fuel Stop Power. It is applicable for supplying standby electrical power at variable load in areas with well established electrical networks in the event of normal utility power failure. No overload capability is available for this rating.

1 hp = 1 kW x 1.36

Information

For more technical data and information, please look in the Generating Set Engines Sales Guide.

Technical description

Engine and block

- Optimized cast iron cylinder block with optimum distribution of forces
- Piston cooling for low piston temperature and reduced ring temperature
- Drop forged steel connecting rods
- Crankshaft hardened bearing surfaces with Tri-metal bearings
- Keystone top compression rings for long service life
- Replaceable valve guides and valve seats
- 2 valves per cylinder actuated via pushrods driven via camshaft
- PTO positions at flywheel end
- Lift eyelets
- Flywheel housing with connection acc. to SAE 3
- Flywheel for flex plate
- Fixed integrated radiator front engine suspension
- Transport brackets, rear

Lubrication system

- Full flow cartridge insert filter
- Rotary displacement oil pump driven by the crankshaft
- Deep front oil sump
- Oil filler on top
- Oil dipstick, short in front
- Integrated full flow oil cooler, side-mounted

Fuel system

- Common rail with two high pressure pumps
- Gear driven fuel feed pump
- Seven hole fuel injection nozzles
- Engine mounted fuel pre-filter with water separator
- Fine fuel filter of cartridge insert type

Intake and exhaust system

- Connection flange for exhaust line
- Waste gate turbo charger, centre low with exhaust flange
- Two-stage air filter, with cyclone
- Heater flange in charge air inlet (with relay)

Cooling system

- Belt driven, maintenance-free coolant pump with high degree of efficiency
- Efficient cooling with accurate coolant control through a water distribution duct in the cylinder block
- Reliable thermostat with minimum pressure drop
- Pusher fan

Electrical system

- Engine Management System 2 (EMS 2), an electronically controlled processing system which optimizes engine performance. It also includes advanced facilities for diagnostics and fault tracing
- The instruments and controls connect to the engine via the CAN SAE J1939 interface, either through the Control Interface Unit (CIU) or the Digital Control Unit (DCU). The CIU converts the digital CAN bus signal to an analog signal, making it possible to connect a variety of instruments. The DCU is a control panel with display, engine control, monitoring, alarm, parameter setting and diagnostic functions. The DCU also presents error codes in clear text.
- Sensors for oil pressure, oil temp, boost pressure, boost temp, coolant temp, water in fuel, fuel pressure and two speed sensors.

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