Selected Model

Engine: 3412	**Generator Frame:** 594	**Genset Rating (kW):** 480.0	**Line Voltage:** 400
Fuel: Diesel	**Generator Arrangement:** 9Y1447	**Genset Rating (kVA):** 600.0	**Phase Voltage:** 230
Frequency: 50	**Excitation Type:** Permanent Magnet	**Pwr. Factor:** 0.8	**Rated Current:** 866.0
Duty: PRIME	**Connection:** Series STAR	**Application:** MAR	**Status:** Current

Version: 38294 /38372 /38399 /13199

Spec Information

Generator Specification

Frame: 594 **Type:** SR4	**No. of Bearings:** 1
Winding Type: RANDOM WOUND	**Flywheel:** 518.0
Connection: Series STAR	**Housing:** 0
Phases: 3	**No. of Leads:** 12
Poles: 4	**Wires per Lead:** 4
Sync Speed: 1500	**Generator Pitch:** 0.7333

Generator Efficiency

Per Unit Load	kW	Efficiency %
0.25	120.0	92.3
0.5	240.0	94.5
0.75	360.0	94.8
1.0	480.0	94.5
1.1	528.0	94.3

Reactances	Per Unit	Ohms
SUBTRANSIENT - DIRECT AXIS X''_d	0.1460	0.0390
SUBTRANSIENT - QUADRATURE AXIS X''_q	0.1460	0.0390
TRANSIENT - SATURATED X'_d	0.2100	0.0560
SYNCHRONOUS - DIRECT AXIS X_d	2.8430	0.7580
SYNCHRONOUS - QUADRATURE AXIS X_q	1.4480	0.3860
NEGATIVE SEQUENCE X_2	0.1460	0.0390
ZERO SEQUENCE X_0	0.0410	0.0110

Time Constants	Seconds
OPEN CIRCUIT TRANSIENT - DIRECT AXIS T'_{d0}	2.6330
SHORT CIRCUIT TRANSIENT - DIRECT AXIS T'_d	0.1951
OPEN CIRCUIT SUBSTRANSIENT - DIRECT AXIS T''_{d0}	0.0094
SHORT CIRCUIT SUBSTRANSIENT - DIRECT AXIS T''_d	0.0072
OPEN CIRCUIT SUBSTRANSIENT - QUADRATURE AXIS T''_{q0}	0.0082
SHORT CIRCUIT SUBSTRANSIENT - QUADRATURE AXIS T''_q	0.0063
EXCITER TIME CONSTANT T_e	0.1400
ARMATURE SHORT CIRCUIT T_a	0.0276

Short Circuit Ratio: 0.47	Stator Resistance = 0.0086 Ohms Field Resistance = 1.5 Ohms

Voltage Regulation

Voltage level adjustment: +/-	5.0%
Voltage regulation, steady state: +/-	0.5%
Voltage regulation with 3% speed change: +/-	0.5%
Waveform deviation line - line, no load: less than	5.0%
Telephone influence factor: less than	50

Generator Excitation

	No Load	Full Load, (rated) pf	
		Series	Parallel
Excitation voltage:	9.16 Volts	34.37 Volts	Volts
Excitation current	2.03 Amps	7.62 Amps	Amps

Selected Model

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Generator Mechanical Information

Center of Gravity

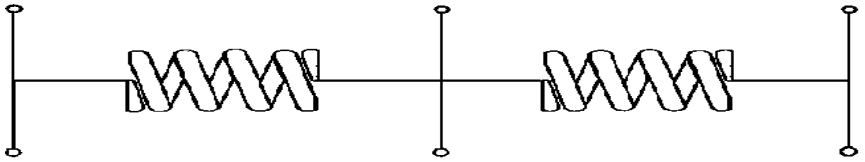
Dimension X	-753.6 mm	-29.7 IN.
Dimension Y	0.0 mm	0.0 IN.
Dimension Z	0.0 mm	0.0 IN.

- "X" is measured from driven end of generator and parallel to rotor. Towards engine fan is positive. See General Information for details
- "Y" is measured vertically from rotor center line. Up is positive.
- "Z" is measured to left and right of rotor center line. To the right is positive.

Generator WT = 1772 kg * Rotor WT = 566 kg * Stator WT = 1206 kg
3,907 LB 1,248 LB 2,659 LB

Rotor Balance = 0.0508 mm deflection PTP
Overspeed Capacity = 180% of synchronous speed

Generator Torsional Data



J1 = Coupling and Fan | **J2 = Rotor** | **J3 = Exciter End**

TOTAL J = J1 + J2 + J3

K1 = Shaft Stiffness between J1 + J2 (Diameter 1)

K2 = Shaft Stiffness between J2 + J3 (Diameter 2)

J1	K1	Min Shaft Dia 1	J2	K2	Min Shaft Dia 2	J3
11.8 LB IN. s^2	0.0 MLB IN./rad	0.0 IN.	77.2 LB IN. s^2	0.0 MLB IN./rad	0.0 IN.	1.5 LB IN. s^2
1.336 N m s^2	0.0 MN m/rad	0.0 mm	8.719 N m s^2	0.0 MN m/rad	0.0 mm	0.171 N m s^2
			Total J			
			90.5 LB IN. s^2			
			10.226 N m s^2			

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Generator Cooling Requirements - Temperature - Insulation Data

Cooling Requirements:

Heat Dissipated: 27.9 kW

Air Flow: 599940.0 m^3/min

Temperature Data: (Ambient 40 ^{0}C)

Stator Rise: 105.0 ^{0}C

Rotor Rise: 105.0 ^{0}C

Insulation Class: H

Insulation Reg. as shipped: 100.0 MΩ minimum at 40 ^{0}C

Thermal Limits of Generator

Frequency:	50 Hz
Line to Line Voltage:	400 Volts
B BR 80/40	498.0 kVA
Marine 90/50	534.0 kVA
F BR -105/40	600.0 kVA
H BR - 125/40	650.0 kVA
F PR - 130/40	650.0 kVA

Selected Model

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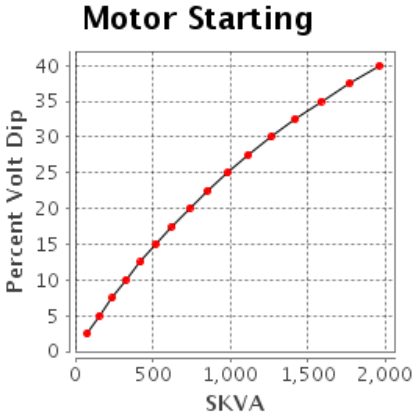
Starting Capability & Current Decrement

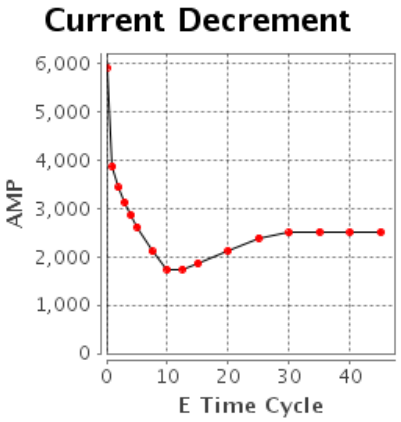
Motor Starting Capability (0.4 pf)

SKVA	Percent Volt Dip
76	2.5
155	5.0
239	7.5
327	10.0
421	12.5
520	15.0
625	17.5
737	20.0
855	22.5
982	25.0
1,118	27.5
1,263	30.0
1,419	32.5
1,587	35.0
1,768	37.5
1,964	40.0



Current Decrement Data

E Time Cycle	AMP
0.0	5,910
1.0	3,862
2.0	3,426
3.0	3,123
4.0	2,855
5.0	2,613
7.5	2,108
10.0	1,730
12.5	1,740
15.0	1,857
20.0	2,124
25.0	2,382
30.0	2,494
35.0	2,507
40.0	2,503
45.0	2,504



Instantaneous 3 Phase Fault Current: 5910 Amps **Instantaneous Line - Line Fault Current:** 5118 Amps

Instantaneous Line - Neutral Fault Current: 7747 Amps

Selected Model

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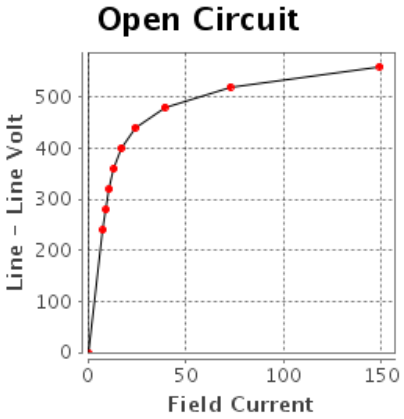
Duty: PRIME	**Connection:** Series STAR	**Application:** MAR	**Status:** Current

Version: 38294 /38372 /38399 /13199

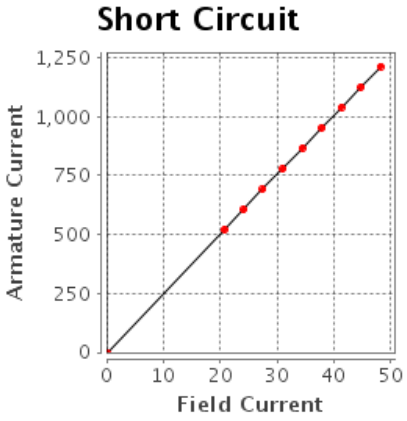
Generator Output Characteristic Curves
Open Circuit Curve

Field Current	Line - Line Volt
0.0	0
7.7	240
9.2	280
10.9	320
13.3	360
17.1	400
24.2	440
39.3	480
72.7	520
149.1	560



Short Circuit Curve

Field Current	Armature Current
0.0	0
20.7	520
24.1	606
27.5	693
31.0	779
34.4	866
37.9	953
41.3	1,039
44.8	1,126
48.2	1,212



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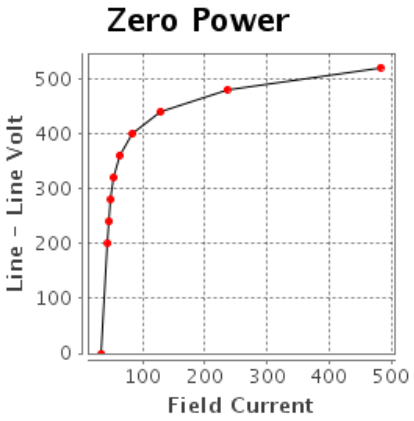
Version: 38294 /38372 /38399 /13199

Generator Output Characteristic Curves

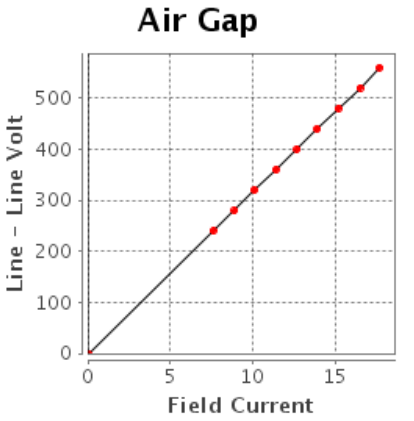
Zero Power Factor Curve

Field Current	Line - Line Volt
34.4	0
43.9	200
45.9	240
48.7	280
53.5	320
62.9	360
83.4	400
129.6	440
235.9	480
482.4	520



Air Gap Curve

Field Current	Line - Line Volt
0.0	0
7.6	240
8.9	280
10.1	320
11.4	360
12.7	400
13.9	440
15.2	480
16.5	520
17.7	560



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Duty: PRIME	**Connection:** Series STAR	**Application:** MAR	**Status:** Current

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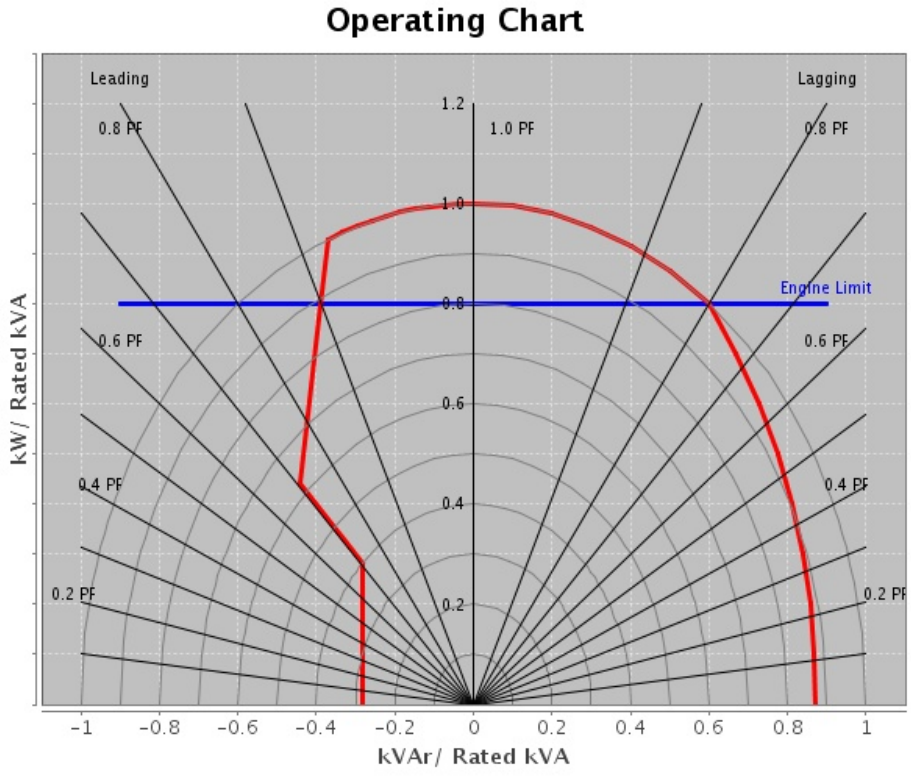
Reactive Capability Curve



Selected Model

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Fuel: Diesel	**Generator Arrangement:** 9Y1447	**Genset Rating (kVA):** 600.0	**Phase Voltage:** 230
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Duty: PRIME	**Connection:** Series STAR	**Application:** MAR	**Status:** Current

Version: 38294 /38372 /38399 /13199

General Information

DM7802
GENERATOR GENERAL INFORMATION

I. GENERATOR MOTOR STARTING CAPABILITY CURVES
A. THE MOTOR STARTING CURVES ARE REPRESENTATIVE OF THE DATA OBTAINED BY THE FOLLOWING PROCEDURE:
1. THE CATERPILLAR GENERATOR IS DRIVEN BY A SYNCHRONOUS DRIVER.
2. VARIOUS SIZE THREE PHASE INDUCTION MOTORS (NEMA CODE F) ARE STARTED ACROSS THE LINE LEADS OF THE UNLOADED GENERATOR.
3. THE RESULTING VOLTAGE DIPS ARE RECORDED WITH AN OSCILLOSCOPE.
4. MOTOR HORSEPOWER HAS BEEN CONVERTED TO STARTING KILOVOLT AMPERES (SKVA).
5. RECORDED VOLTAGE DIPS HAVE BEEN EXPRESSED AS A OF GENERATOR RATED VOLTAGE.

II. USE OF THE MOTOR STARTING CAPABILITY CURVES.
A. CALCULATE THE SKVA REQUIRED BY THE MOTOR FOR FULL VOLTAGE STARTING ACROSS THE LINE IF THE VALUE IS NOT LISTED ON THE MOTOR DATA PLATE.
1. MOTORS CONFORMING TO NEMA STANDARDS
MULTIPLY THE MOTOR HORSEPOWER BY THE NEMA SKVA/HP FIGURE. FOR NEMA CODE F,USE 5.3 SKVA/HP; FOR NEMA CODE G, USE 6.0 SKVA/HP.
2. ALL OTHER MOTORS:
MULTIPLY THE RATED VOLTAGE BY THE LOCKED ROTOR AMPERE AND BY 0.001732. (IF THE LOCKED ROTOR AMPERES ARE NOT LISTED, MULTIPLY THE FULL LOAD (RUNNING) AMPERES BY
B. USE THE ABOVE SKVA WITH THE MOTOR STARTING TABLE.
1. ACROSS LINE STARTING:
READ ACROSS THE ROW OF "ACROSS THE LINE STARTING SKVA IF THE DESIRED VALUE OF SKVA IS NOT GIVEN, CALCULATE THE DIP BY FINDING THE PROPER SKVA INTERVAL AND INTERPOLATING AS FOLLOWS:
SKVA1 IS THE SKVA TABLE ENTRY JUST SMALLER THAN THE DESIRED SKVA, DIP1 IS THE DIP FOR SKVA2, AND SKVA2 IS THE SKVA TABLE ENTRY JUST GREATER THAN THE DESIRED SKVA. THE DIP (IN PERCENT) AT THE DESIRED SKVA IS:
DIP = DIP1 + (SKVA - SKVA1) * 2.5 /
(SKVA2 - SKVA1)
NOTE:VOLTAGE DIPS GREATER THAN 35% MAY CAUSE MAGNETIC CONTACTORS TO DROP OUT.

2. REDUCED VOLTAGE STARTING:
REFER TO THE FOLLOWING TABLE. MULTIPLY THE CALCULATE ACROSS LINE SKVA BY THE MULTIPLIER LISTED FOR THE SPECIFIC STARTING METHOD. APPLY THE RESULT TO THE STARTING TABLE AS IN II A, TO CALCULATE THE EXPECTED VOLTAGE DIP:

TYPE OF REDUCED VOLTAGE STARTING	MULTIPLY LINE SKVA BY
80% TAP	.80
65% TAP	.65
50% TAP	.50
45% TAP	.45
Wye start,delta run	.33
AUTOTRANSFORMER	
80% TAP	.68
65% TAP	.46
50% TAP	.29

NOTE: REDUCE VOLTAGE STARTING LOWERS THE MAXIMUM REQUIRED MOTOR skVA.
3. Part winding starting:
Most common is half-winding start, full-winding run. Multiply the full motor, accross line starting skVA by 0.6. Apply the result to the selected curve as in ii. A above. Read the expected voltage dip, for the required skVA.

III.DEFINITION:
A. GENERATOR TERMS
MODEL: Engine Sales model
ENG TYPE: DI = Direct Injection,
NA = Naturally aspirated, etc
HZ: Running frequency, hertz
RATING TYPE: PP, SB (prime power or standby)
KW: Base rating electrical kilowatts (ekW)
VOLTS: Rating terminal, line to line
GEN ARR: Cat generator arrangement part number
GEN FRAME: Generator frame size designation

CONN: Generator output connection
(star, wye, delta, ect.)
POLES: Number of pole pieces on rotor.
(eg. A 4 pole generator run at 1800)
RPM will produce 60 Hz alternating current. A 6 pole generator run at 1200 RPM will produce 60 Hz alternating current.)

B. GENERATOR TEMPERATURE RISE:
The indicated temperature rise indicated the NEMA limits for standby or prime power applications. These rises are used for calculating the losses and efficiencies and are not necessarily indicative of the actual temperature rise of a given machine.

C. CENTER OF GRAVITY
The specified center of gravity is for the generator only. For single bearing, and two bearing close coupled generators, the cent er of gravity is measured from the generator/engine flywheel housing i nterface and from the centerline of the rotor shaft.

For two bearing, standalone generators, the center of gravity is measu red from the end of the rotor shaft and from the centerline of the rot or shaft.

For two bearing, standalone generators, the center of gravity is measu red from the end of the rotor shaft and from the centerline of the rot or shaft.

D. GENERATOR DECREMENT CURRENT CURVES

The generator decrement current curve gives the symmetrical current supplied by the generator for a three phase bolted fault at the generator terminals. Generators equipped with the series boost attachment or generators with PM excitation system will supply 300% of rated current for at least 10 seconds.

E. GENERATOR EFFICIENCY CURVES
The efficiency curve is representative of the overall generator efficiency over the normal range of the electrical load and at the specified parameters. This is not the overall engine generator set efficiency curve.

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