

VD413-5

DIESEL GENERATOR SET / SILENT



413

kVA

STANDBY POWER

375

kVA

PRIME POWER

50

Hz

FREQUENCY

400/230

V

VOLTAGE

Hyundai DP126LB

3 phase · 0.8 PF · 1500 rpm

CONFIGURATION COMPARISON

Configuration	Dimensions (L × W × H)	Dry weight	Fuel tank
Open set	2790 × 1210 × 1670 mm	2980 kg	600 L

Performance, engine, alternator and controller data are common to both configurations.

GENERAL CHARACTERISTICS

VD413-5 · 50 Hz · 3 Phase

RATED PERFORMANCE

Standby Power (kVA)	413
Standby Power (kW)	330.4
Prime Power (kVA)	375
Prime Power (kW)	300
Power Factor (Cos Phi)	0.8
Diesel Engine	DP126LB
Frequency (Hz)	50
Rated Speed (rpm)	1500
Phase	3
Standard Voltage (V)	400/230
Available Voltages (V)	380/220 · 415/240

POWER DEFINITIONS

STANDBY POWER (ESP)

Available for supplying emergency power during a utility interruption. The stated rating follows ISO 8528-1.

PRIME POWER (PRP)

Available for an unlimited number of annual operating hours in variable-load applications, in accordance with ISO 8528-1.

TERMS OF USE

Nominal power is stated at 25 °C inlet-air temperature, 100 kPa barometric pressure (100 m A.S.L.) and 30% relative humidity.

RATED OUTPUT CURRENT BY VOLTAGE

Rated voltage	Standby current (413 kVA)	Prime current (375 kVA)
380/220 V	627.5 A	569.8 A
400/230 V	596.1 A	541.3 A
415/240 V	574.6 A	521.7 A

ENGINE DATA

Hyundai DP126LB

GENERAL ENGINE DATA

Engine brand	Hyundai
Engine model	DP126LB
Engine type	4-stroke diesel
Governor type	Electronic
Injection type	Direct
Aspiration type	Turbocharged with intercooled
Cylinders and arrangement	6-L

FUEL CONSUMPTION

100% load ESP	84.5 L/h
100% load PRP	76 L/h
75% load PRP	57.1 L/h
50% load PRP	38.4 L/h

AIR SYSTEM

Intake air flow	316.7 L/s
Cooling air flow	5200 L/s

GENERAL ENGINE DATA

Bore × stroke	123 × 155 mm
Displacement	11.1 L
Cooling system	Water-cooled
Lube oil consumption at full load	0.5%-1% of fuel consumption
Compression ratio	17.2:1
Air filter	Dry

EXHAUST SYSTEM

Maximum exhaust temperature	590 °C
Exhaust gas flow	881.7 L/s
Maximum allowed back pressure	5.9 kPa

STARTING SYSTEM

Starting power	6 kW
Recommended battery	120 Ah
Number of batteries	2
Auxiliary voltage	24 VDC

OIL AND COOLING CAPACITIES

Engine oil capacity	44 L
Total coolant capacity	51 L

ALTERNATOR DATA

3-phase · Brushless · Electronic AVR

GENERAL ALTERNATOR DATA

Number of phases	3
Power factor (Cos Phi)	0.8
Poles	4
Winding connections (standard)	Star-series
Insulation	H class
Enclosure (according to IEC 34-5)	IP23
Excitation system	Self-excited, brushless
Voltage regulator	AVR (Electronic)
Number of bearings	Single bearing
Coupling system	Flexible disc
Coating type	Standard (vacuum impregnation)

CONTROL MODULE

Deep Sea DSE6120

SINGLE GEN-SET CONTROL

AMF CONTROL

Automatic mains failure controller for one gen-set, with three-phase mains and generator monitoring, flexible I/O and electronic or non-electronic engine versions.



CORE FUNCTIONS

01	Automatic transfer between mains and generator power	05	Event log for 10 events plus engine-hours counter
02	3-phase mains and generator voltage monitoring	06	6 digital inputs and 3 analog sender inputs
03	Generator current monitoring and protection	07	Six outputs; configuration depends on the engine version
04	CAN-engine or magnetic-pick-up/alternator-sensing versions	08	PC/front-panel configuration; optional IP65 front gasket

CONNECTIVITY

DSE6120 · Interfaces, sensing and I/O

USB CAN / MPU 6 INPUTS 6 OUTPUTS

COMMUNICATION AND MONITORING FEATURES

- | | | | |
|----|--|----|---|
| 01 | USB connects to DSE Configuration Suite for controller setup | 05 | Six digital inputs and three analog senders support field signals |
| 02 | Choose CAN-engine or magnetic-pick-up/alternator-sensing version | 06 | Four outputs are configurable on MPU/alternator version; six on CAN |
| 03 | DSE6120 includes dedicated 3-phase mains sensing | 07 | Remote-start input, test mode and configurable timers are included |
| 04 | 3-phase generator voltage and current monitoring is built in | | |

ORDERING OPTIONS

CAN ENGINE VERSION · MPU / ALTERNATOR VERSION

Engine sensing and output configuration depend on the selected controller variant.