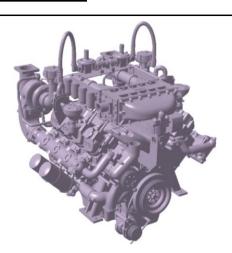


# **GV158TI CO-GEN**

# **© POWER RATING**

Engine Speed	Type of	Engine Power		
rev/min	Operation -	kWm	Ps	
4000	Prime Power	270	367	
1800	Continuous Power	243	330	
4500	Prime Power	230	313	
1500	Continuous Power	207	282	



Note : -. The engine performance corresponds to ISO 3026, BS 5514 and DIN 6271.

<sup>→</sup> **Prime power** available at variable load. The permissible average power out put (during 24h period) shell not exceed 70% of the prime power rating.

© MECHANICAL SYSTEM		© FUEL CONSUMPTION			
○Engine Model	GV158TI CO-GEN	COMPLETE	• Prime Power (Nm <sup>3</sup>	1,500 rpm	1,800 rpm
○Engine Type	V-type 4 cycle, wat	er cooled	25%	28.8	34.3
	Turbo charged & in	tercooled (water to air)	50%	39.0	45.5
○ Combustion type	Stoichiometric, Pres	mixed and spark ignited	d 75%	48.2	57.6
○ Cylinder Type	Replaceable wet lin	er	100%	58.4	68.8
<ul> <li>Number of cylinders</li> </ul>	8				
○ Bore x stroke	128(5.04) x 142(5.5	59) mm(in.)	<b>○ Continuous</b> (Nm³/h	1,500 rpm	1,800 rpm
○ Displacement	14.618 (892.05) lit.	$(in^3)$	100%	54.2	64.5
○ Compression ratio	10.5 : 1				
○ Firing order	1-5-7-2-6-3-4-8-1		<b>◎ FUEL SYSTEM</b>		
○ Ignition timing	14° BTDC		○ Carburetor	Impco 200M Va	rifuel carburetor
○ Compression pressure	Above 28 kg/cm2(3	98 psi) at 200rpm		(2EA)	
ODry weight	Approx. 1,300 kg (2	2,866 lb)	○ Gas regulator	Maxitrol RV61	(2EA)
O Dimension	1,389 x 1,222 x 1,0	70 mm	OMax. inlet pressure	1.0 psi at the eng	gine inlet
(LxWxH)	(55 x 48 x 42 in.)				
○ Rotation	Counter clockwise	viewed from Flywheel	© LUBRICATION	SYSTEM	
○ Fly wheel housing	SAE NO.1		○ Lub. Method	Fully forced pre-	ssure feed type
○ Fly wheel	Clutch NO.14		○ Oil pump	Gear type driver	by crankshaft
			○ Oil filter	Full flow, cartrid	dge type
<b>◎ MECHANISM</b>			Oil pan capacity	High level 31 lit	ers (8.19 gal.)
○ Type	Over head valve			Low level 25 lite	ers ( 6.60 gal.)
○ Number of valve	Intake 1, exhaust 1	per cylinder	○ Angularity limit	Front down 20 d	leg.
OValve lashes at cold	Intake 0.25mm (0.	0098 in.)		Front up 20 deg.	
	Exhaust 0.35mm (0	.0138 in.)		Side to side 15 d	leg.
			○ Lub. Oil	Refer to Operati	on Manual
© VALVE TIMING				Low ash type(0.	5wt%) natural gas
	Opening	Close		engine oil	
○ Intake valve	24 deg. BTDC	36 deg. ABDC		API service grad	le CD or higher
○ Exhaust valve	63 deg. BBDC	27 deg. ATDC		SAE 15W-40	

<sup>-.</sup> Ratings are based on ISO 8528.



# **GV158TI CO-GEN**

#### © COOLING SYSTEM

 Cooling method Fresh water forced circulation

36 liters (9.51 gal.) Water capacity

(engine only)

Max.  $0.9 \text{ kg/cm}^2$  ( 12.8 psi) Pressure system Centrifugal type driven by belt • Water pump

660 liters (174.4 gal.)/min • Water pump Capacity

at 1,800 rpm (engine)

○ Thermostat Wax – pellet type

> Opening temp. 71°C Full open temp. 85°C

#### © ELECTRICAL SYSTEM

24V x 45A alternator • Charging generator ○ Voltage regulator Built-in type IC regulator

24V x 7.0kW Starting motor

○ Battery Voltage 24V

• Battery Capacity 200 AH (recommended)

○ Ignition controller 12 or 24V DC

(min 8V DC at start, 32V DC max)

#### © ENGINEERING DATA

○ Water flow	550 liters/min @1,500 rpm
o water now	
• Heat rejection to coolant	55 kcal/sec @1,500 rpm
○ Heat rejection to CAC	3.1 kcal/sec @1,500 rpm
○ Air flow	18.5 m <sup>3</sup> /min @1,500 rpm
○ Exhaust gas flow	30.0 m <sup>3</sup> /min @1,500 rpm
○ Exhaust gas temp.	495 °C @1,800 rpm
O Water flow	660 liters/min @1,800 rpm
<ul><li> Water flow</li><li> Heat rejection to coolant</li></ul>	660 liters/min @1,800 rpm 68 kcal/sec @1,800 rpm
77 0001 110 77	
○ Heat rejection to coolant	68 kcal/sec @1,800 rpm
<ul><li>○ Heat rejection to coolant</li><li>○ Heat rejection to CAC</li></ul>	68 kcal/sec @1,800 rpm 4.7 kcal/sec @1,800 rpm

○ Max. permissible restrictions

220 mmH<sub>2</sub>O initial -. Intake system

635 mmH<sub>2</sub>O final

 $Nm^3 = SCF \times 0.0283$ 

-. Exhaust system 800 mmH<sub>2</sub>O max.

# © IGNITION SYSTEM

NGK IFR7B-D, 0.4mm air gap ○ Spark plug

Champion RC78PYP, 0.38mm air gap

Altronic CPU-95 unit (24V DC) ○ Ignition controller

Altronic 501 061 blue epoxy ○ Ignition coil

individual coil

Magnetic pick-up sensor and trigger ○ Trigger system

wheel and Hall-effect

(0.5/0.5/1.0mm air gap)

## CONVERSION TABLE

 $lb = kg \times 2.20462$ 

in. =  $mm \times 0.0394$  $lb/ft = N.m \times 0.737$  $PS = kW \times 1.3596$ U.S. gal = lit.  $\times 0.264$  $psi = kg/cm2 \times 14.2233$ kW = 0.2388 kcal/s $lb/PS.h = g/kW.h \times 0.00162$ in3 = lit. x 61.02 $hp = PS \times 0.98635$  $cfm = m^3/min \times 35.336$ 

 $Kg/hr = Nm^3/hr \times 0.732$  (natural gas) Btu/ft<sup>3</sup>=  $MJ/m^3 \times 26.8392$  (natural gas)

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