



## Ratings Range

400/230 V - 50 Hz

Standby	kW	440
	kVA	550
Prime	kW	400
	kVA	500



## Benefits and features

### Rehiko premium quality

- Design offices using the latest technical innovations
- Modern fully certified factories
- A cutting edge laboratory
- The generating set, its components and a wide range of options have been fully developed, prototype tested, factory built, and production tested
- Approved for use with HVO (Hydrotreated Vegetable Oil) according to EN15940

### Rehiko premium performances

- Optimized and certified sound levels
- Reliable power, even in extreme conditions
- Optimized fuel consumption
- Compact footprint
- Best quality of electricity, high starting and loading capacity, according to ISO8528-5
- Robust base frames and high-quality enclosures
- Protection of installations and people
- Approved in line with the most stringent standards

### Engines

- Premium level engines, in-house or from strong partners
- High power density, small footprint
- Low temperature starting capability
- Long maintenance interval

### Alternator

- Provide industry leading motor starting capability
- Made in Europe
- Built with a class H insulation and IP23

### Cooling

- A compact and complete solution using a mechanically driven radiator fan
- Designed or optimized by Rehiko
- High temperature and altitude product capacity available

### Base frame and enclosure

- High quality steel with enhanced corrosion resistance
- Highly durable QUALICOAT-certified epoxy paint
- Minimum 1000 hours of resistance to salt spray in accordance with ISO12944
- Ergonomic access to allow easy maintenance and connection of the generator
- Robust design optimized for transportation

## Generator sets ratings

## General Specifications

Manufacturer	Rehiko
Engine ref.	TAD1346GE
Alternator choices	KH01983T KH02215T
Performance class	G3
Voltage (V)	400/230 380/220 200/115 240 TRI 230 TRI 415/240 220/127
Controllers	APM403 M80-D Terminal block
Consumption @ 100% load ESP (L/h)*	107
Consumption @ 100% load PRP (L/h)*	98
Emission level	
Data Center / Mission Critical Rating	Same as the Prime Rating below
Type of Cooling	Radiator
Factory installed enclosures	M238 M238-DW
** Volumetric Fuel consumption is up to 4% higher when using HVO than Diesel Fuel"	

		Standby rating			Prime rating	
	Hz	kWe	kVA	Amps	kWe	kVA
400/230	50	440	550	794	400	500
380/220	50	440	550	836	400	500
200/115	50	440	550	1588	400	500
240 TRI	50	440	550	1323	400	500
230 TRI	50	440	550	1381	400	500
415/240	50	440	550	765	400	500
220/127	50	440	550	1443	400	500

## Engine Specifications

Engine brand	VOLVO
Engine ref.	TAD1346GE*
Air inlet system	Turbo
Cylinder configuration	6 - L
Displacement (l)	12,78
Bore (mm) x Stroke (mm)	131 x 158
Compression ratio	17.8 : 1
Speed 50Hz (RPM)	1500
Maximum stand-by power at rated RPM (kW)	482
Governor type	Electronic

## Lubrication System

Oil Filter Quantity and type\*\*\*\*

Charge Air coolant Air/Air

\*\*\*\*Rehiko recommends the use of genuine oil and filters.

## Fuel System

Maximum fuel pump flow (l/h)	110
Max head on fuel return line (m fuel)	2,4
Fuel Filter Quantity and type	
Fuel	Diesel Fuel/HVO

\* Engine reference may be partially modified depending on genset application, options selected by the customer and lead time required.

## Consumption with cooling system

Fuel consumption @ ESP Max Power (l/h)	108,3
Fuel consumption @ PRP Max Power (l/h)	98,6
Fuel consumption @ 75% of PRP Power (l/h)	76,7
Fuel consumption @ 50% of PRP Power (l/h)	51,4

## Cooling system

Radiator & Engine capacity (l)	48
Fan power 50Hz (kW)	12
Fan air flow w/o restriction (m3/s)	6,4
Available restriction on air flow (mm H2O)	20
Type of coolant	Glycol-Ethylene
Radiated heat to ambient (kW)	17
Coolant capacity HT, engine only (l)	20
Max coolant temperature, Shutdown (°C)	107
Max. pressure at inlet of HT water pump (mbar)	1100
Thermostat begin of opening HT (°C)	82
Thermostat end of opening HT (°C)	92

## Exhaust system

Heat rejection to exhaust (kW)	310
Exhaust gas temperature @ ESP (°C)	449
Exhaust gas flow @ ESP (l/s)	1322

## Electrical system

Battery voltages (V)	24
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## Air Intake system

Combustion air flow (l/s)	540
Radiated heat to ambient (kW)	17

## Alternator Specifications

Number of pole	4
Technology	Brushless
AVR Regulation	Yes
Insulation class	H
Indication of protection	IP23
Number of bearing	1
Number of wires	12
Coupling	Direct
Overspeed (rpm)	2250
Voltage regulation at established rating (+/- %)	0,5
Unbalanced load acceptance ratio (%)	8

## Alternator standard features

- All models are brushless, rotating-field alternators
- NEMA MG1, IEEE, and ANSI standards compliance for temperature rise and motor starting
- The AVR voltage regulator provides superior short circuit capability
- Self-ventilated and dip proof construction
- Superior voltage waveform

*Note: See Alternator Data Sheets for alternator application data and ratings, efficiency curves, voltage dip with motor starting curves, and short circuit decrement curves.*



## Basic terminal block

It is used as a basic terminal block for connecting a control unit. Offers the following functions:

- emergency stop button
- customer connection terminal block
- CE certified



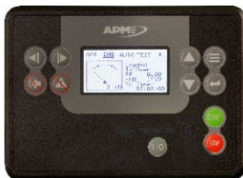
## M80-D controller

The M80-D can be used as a basic terminal block for connecting a control unit and as an instrument panel with a highly intuitive LCD screen giving an overview of your generating set's basic parameters:

- Oil gauge
- Coolant temperature
- Oil temperature
- Engine speed
- Battery voltage
- Charge air temperature
- Fuel consumption, etc.

The engine main functions can be controlled and events are recorded to facilitate diagnostics:

- Starting
- Speed adjustment
- Stopping
- Droop, etc.



## APM403 controller

The APM403 is a versatile control unit which allows operation in manual or automatic mode

- Measurements : voltage and current
- kW/kWh/kVA power meters
- Standard specifications: Voltmeter, Frequency meter.
- Optional : Battery ammeter.
- J1939 CAN ECU engine control
- Alarms and faults: Oil pressure, Coolant temperature, Overspeed, Start-up failure, alternator min/max, Emergency stop button.
- Engine parameters: Fuel level, hour counter, battery voltage.
- Optional (standard at 24V): Oil pressure, water temperature.
- Event log/ Management of the last 300 genset events.
- Mains and genset protection
- Clock management
- USB connections, USB Host and PC,
- Communications : RS485 INTERFACE
- ModBUS protocol /SNMP
- Optional : Ethernet, GPRS, remote control, 3G, 4G
- Websupervisor, SMS, E-mails

## Codes and Standards

Engine-generators set is designed and manufactured in facilities certified to standards ISO9001:2015 & ISO14001:2015. The generator sets and its components are prototype-tested, factory built and production tested and are in compliance with the relevant standards:

- Machinery Directive 2006/42/EC of May 17th 2006
- EMC Directive 2014/30/UE
- Safety objectives set out in the Low Voltage Directive 2014/35/UE
- EN ISO 8528-13, EN 60034-1, EN 61000-6-1, EN 61000-6-2, EN 61000-6-3, EN 55011, EN 1679-1 et EN 60204-1

## Power ratings definition according to ISO8528-1 (2018-02 edition) and ISO-3046-1

**Emergency Standby Power (ESP):** The standby rating is applicable to varying loads for the duration of a power outage. There is no overload capability for this rating. Average load factor per 24 hours of operation is <70%.

**Prime Power (PRP):** At varying load, the number of generator set operating hours is unlimited. A 10% overload capacity is available for one hour within 12 hour of operation. Average load factor per 24 hours of operation is <70%.

## Standard scope of supply

All our gensets are fitted with:

- Industrial water cooled DIESEL engine
- Electric starter & charge alternator
- Standard air filter
- Schneider or ABB electric circuit breaker, adapted to the short-circuit current of the generating set
- Single bearing alternator IP 23 T° rise/ insulation to class H/H
- Welded steel base frame with 85% vibration attenuation mounts
- 4 lifting points on the chassis, lifting bar on the top included from 165 kVA ESP or optional
- highly durable QUALICOAT certified epoxy paint
- frame height optimized to allow it to be moved safely by forklift
- enclosure made of new high-quality European steel with enhanced corrosion resistance
- IP 64 locks, made from stainless materials
- enclosures and base frames tested and analyzed by the French Corrosion Institut
- 100% of tanks tested for permeability
- Personal protection ensured by protective grilles on hot and rotating parts
- Separate 9 dB(A) silencer
- Fuel tank welded inside the genset frame
- Retention bund included for gensets up to 110 kVA ESP
- Charged DC starting battery with electrolyte
- Emergency stop button on the outside
- Flexible fuel lines & lub oil drain cock
- Exhaust outlet with flexible and flanges
- User's manual (1 copy)
- Packing under plastic film
- Delivered with oil and antifreeze liquid

## Dimensions and Weights

### Compact version

Overall Size, max., L x W x H, (mm)	3340 x 1496 x 1742
Dry weight (kg)	3340
Tank capacity (L)	600



### M238 soundproofed version

Overall Size, max., L x W x H, (mm)	4879 x 1560 x 2450
Tank capacity (L)	600
Dry weight (kg)	4520
Sound power level guaranteed (Lwa) 50Hz (75% PRP)	102
Acoustic pressure level @1m in dB(A) 50Hz (75% PRP)	84
Acoustic pressure level @7m in dB(A) 50Hz (75% PRP)	74



### M238 - Dimensions DW soundproofed version

Overall Size, max., L x W x H, (mm)	4919 x 1560 x 2710
Tank capacity (L)	1760
Dry weight (kg)	5110
Sound power level guaranteed (Lwa) 50Hz (75% PRP)	102
Acoustic pressure level @1m in dB(A) 50Hz (75% PRP)	84
Acoustic pressure level @7m in dB(A) 50Hz (75% PRP)	74

*\* dimensions and weight without options*

Reference Conditions: 25°C Air Inlet Temperature, 40°C Fuel Inlet Temperature, 100 kPa Barometric Pressure; 10.7 g/kg of dry air Humidity. Intake Restriction set to maximum allowable limit for clean filter; Exhaust Back pressure set to maximum allowable limit; Fuel density at 0.85 kg/L.  
Data was taken from a single engine test according to the test methods, fuel specification and reference conditions stated above and is subjected to instrumentation and engine-to-engine variability. Test conducted with alternate test methods, instrumentation, fuel or reference conditions can yield different results. Data and specifications subject to change without notice.