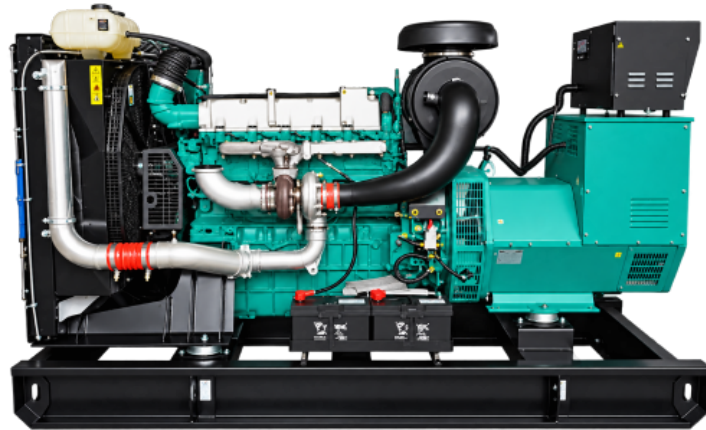


Datasheet

Volvo Penta ATRV 200 Diesel Power Generator

Brand: Volvo Penta



Short Description

Volvo Penta ATRV 200 diesel generator set with prime power of 161 kW (201 kVA) at 400 V, 3-phase, 50 Hz. Powered by a turbocharged 6-cylinder Volvo Penta engine with electronic governing and a Stamford/Leroy Somer alternator.

Full Description

Manufactured by Volvo Penta, a globally recognized brand in power solutions. The ATRV 200 is a robust diesel generator set designed for reliable prime power in demanding applications.

This generator is suitable for a wide range of uses including construction sites, industrial facilities, commercial buildings, and emergency backup. Its heavy-duty fabricated steel base frame and anti-vibration mounting ensure stable operation and reduced noise transmission.

The unit features a turbocharged engine with electronic injection and governing for efficient fuel consumption and consistent performance. The alternator is directly coupled via an SAE flange and equipped with a self-excited shunt excitation system and automatic voltage regulator for stable output. The control panel includes a Deep Sea controller and ABB circuit breaker for safe and convenient operation.

Images



Technical Specifications

Volvo Penta ATRV 200 Diesel Power Generator

Specification	Value
Manufacturer	Volvo Penta
Country of Origin	Sweden
Alternator Model	UCI 274 / TAL 044 M
Control Panel Model	DSE 6110
Oil Sump Capacity	31 L
Oil System Capacity	34 L
Cycle	4 Stroke
Engine Make	Volvo Penta
Engine Model	TAD 733 GE
Number of Cylinders	6
Cylinder Arrangement	In line
Displacement	7.15 L
Alternator Make	Stamford / Leroy Somer
Voltage Regulator	SX460 / R150
Output Prime Power	160 kW (1500 rpm) / 196 kW (1800 rpm)
Gross Engine Power Prime	176 kW (178.222269 kW) at 50 Hz/1500 rpm; 192 kW (194.627667 kW) at 60 Hz/1800 rpm
Fuel Consumption at 50% Load	22.60 L/h at 50 Hz; 25.37 L/h at 60 Hz
Oil Consumption	0.08 L/h at 50 Hz; 0.09 L/h at 60 Hz
Fuel Consumption at 100% Load	45.00 L/h at 50 Hz; 50.74 L/h at 60 Hz
Fuel Tank Capacity	Approx. 8 hours running at full load
Alternator Insulation System	Class
Automatic Voltage Regulator (AVR) Voltage Regulation	±1%
Motor Starting Overload Capacity	300% of full load impedance at zero power factor for 10 seconds (with PMG option)
Number of Cylinders	6
Gross Engine Power KW m Prime (HP)	176 (239) at 50 Hz / 192 (261) at 60 Hz
Fuel System	Integral fuel tank with a capacity of approx. 8 hours running at Full Load
Automatic Voltage Regulator (AVR)	Maintains Voltage Regulation at ±1%
Motor Starting	Overload capacity equivalent to 300% of Full Load impedance at zero Power Factor for 10 seconds (when PMG option is fitted)
Protection	IP 23
Combustion System	Electronic Injection
Control Panel Make	Deep Sea
Governing Type	Electronic
Bore	108 mm
Stroke	130 mm
Aspiration	Turbocharged
Compression Ratio	18:1
Number of Bearings	Single
Insulation	Class
Excitation	Self-excited / Shunt

Specification	Value
Temperature Rise	125 °C
Regulation	±1 %
Number of Phases	3
Number of Poles	4
Heat Rejection at Exhaust (Standby)	165 kW at 50 Hz; 202 kW at 60 Hz
Exhaust Temperature (Standby)	530 °C
Radiator Cooling Air Flow	3.9 m³/s at 50 Hz; 4.9 m³/s at 60 Hz
Combustion Air Flow (Standby)	12.4 m³/min at 50 Hz; 15.8 m³/min at 60 Hz
Exhaust Gas Flow (Standby)	37.2 m³/min at 50 Hz; 44.4 m³/min at 60 Hz
Circuit Breaker Type	ABB 3 pole MCCB (4 pole optional)
Output Ratings at 400 V, 3 ph. 50 Hz, 1500 rpm (Prime)	201 KVA / 161 KWe
Base Frame Type	Heavy-duty fabricated steel
Anti-Vibration Mounting	Anti-vibration pads between engine/alternator feet and base frame
Output Ratings at 400 V, 3 ph. 50 Hz, 1500 rpm (Standby)	224 KVA / 179 KWe
Output Ratings at 440 V, 3 ph. 60 Hz, 1800 rpm (Prime)	221 KVA / 177 KWe
Output Ratings at 440 V, 3 ph. 60 Hz, 1800 rpm (Standby)	246 KVA / 197 KWe
No. of Bearings	Single
No of Phases	3
No of Poles	4
Output Prime KW	160 (1500 rpm) / 196 (1800 rpm)
Mounting Arrangement	Heavy-duty fabricated steel Base frame
Coupling	Directly coupled by means of an SAE flange
Anti-Vibration Mounting Pads	Affixed between the Engine / Alternator feet and the Base frame