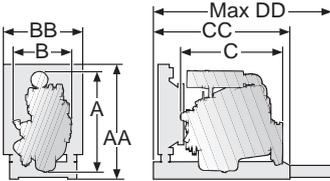


# TAD 1030 GE

## Genset Engine – Gen Pac

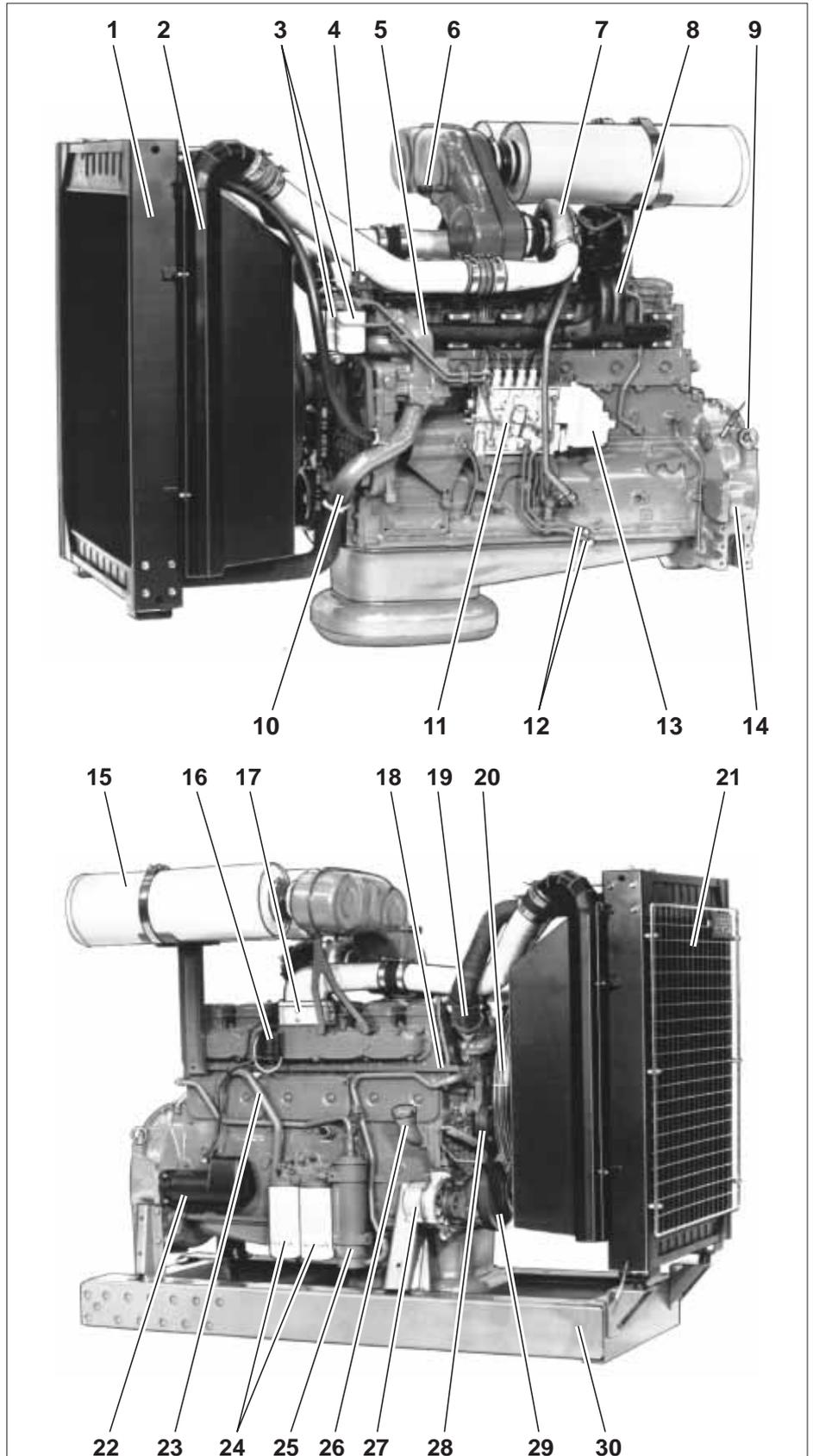
### TAD 1030 GE

- Turbocharged \_\_\_\_\_
- Air to air intercooled \_\_\_\_\_
- Diesel fuel \_\_\_\_\_
- Displacement indication (l) \_\_\_\_\_
- Generation \_\_\_\_\_
- Version \_\_\_\_\_
- Generator Drive \_\_\_\_\_
- Emission Controlled \_\_\_\_\_



mm/in.	AA = 1634/64.3
A = 1529/60.2	BB = 934/36.8
B = 945/37.2	CC = 2059/81.1
C = 1897/74.7	DD = 3009/118.5

**Gen Pac** – Genset engine mounted on an expandable base frame. Complete unit with engine, radiator, radiator core guard, fan, fan and belt guard providing reduced delivery time and installation cost and simplified transportation.



1. Tropical radiator
2. Intercooler
3. Twin fuel filters of throw-away type
4. Lift eyelet
5. Gear driven coolant pump
6. Air restriction indicator
7. Turbocharger
8. Air cooled exhaust manifold
9. Lift eyelet
10. Coolant pipe, inlet
11. Injection pump
12. Fuel pipes for tank connection
13. Electric speed governor
14. Flywheel housing SAE 1
15. Air filter
16. Relay for inlet manifold heater
17. Inlet manifold heater
18. Cable iron
19. Coolant pipe, outlet
20. Fan guard
21. Radiator guard (Optional)
22. Starter motor
23. Crankcase ventilation
24. Full-flow oil filters of spin-on type
25. Oil cooler
26. Oil filler
27. Alternator
28. Automatic belt tensioner
29. Vibration damper
30. Expandable base frame

# Technical data TAD 1030 GE

Volvo Penta reserves the right to make changes at any time, without notice, as to technical data, prices, materials, standard Equipment, specifications and models, and to discontinue models.

## General

In line four stroke diesel engine with direct injection

Turbocharged and air to air intercooled

Number of cylinders

6

Displacement, total

9.60 litres / 586 in<sup>3</sup>

Firing order

1-5-3-6-2-4

Rotation direction, anti-clockwise viewed towards flywheel

Bore

120.65 mm / 4.75 in

Stroke

140 mm / 5.51 in

Compression ratio

15.0:1

Dry weight, kg/lb

Gen Pac

1254/2763

Engine only

1107/2439\*

Wet weight, kg/lb

Gen Pac

1325/2919

Engine only

1163/2562\*

\*) Including radiator and intercooler

TAD 1030 GE	Speed, rpm	1500	1800
<b>Performance</b>	Test no.	21000496	DP 93 / 0114
Prime Power with fan	kW / hp	224 / 305	233 / 317
Continuous Standby Power with fan	kW / hp	241 / 328	255 / 347
Maximum Standby Power with fan	kW / hp	265 / 360	280 / 381
Mean piston speed	m/s / ft/sec	7.0 / 23.0	8.4 / 27.6
Effective mean pressure at Prime Power	MPa / psi	1.91 / 277	1.68 / 244
Max combustion pressure at Prime Power	MPa / psi	12.4 / 1800	11.0 / 1600
Total mass moment of inertia, J (mR2)	kgm <sup>2</sup> / lbft <sup>2</sup>	2.57 / 61.0	
<b>Lubrication system</b>			
Lubricating oil consumption at			
Prime Power	litre/h / US gal/h	0.10 / 0.026	0.11 / 0.029
Maximum Standby Power	litre/h / US gal/h	0.12 / 0.032	0.13 / 0.034
Oil system capacity including filters	litres	36	
Oil change interval			
CD oil quality	h	200	
VDS oil quality	h	400	
<b>Fuel system</b>			
Specific fuel consumption at			
25% of Prime Power	g/kWh / lb/hph	241 / 0.391	254 / 0.412
50% of Prime Power	g/kWh / lb/hph	214 / 0.347	219 / 0.355
75% of Prime Power	g/kWh / lb/hph	208 / 0.337	210 / 0.340
100% of Prime Power	g/kWh / lb/hph	209 / 0.338	211 / 0.342
Specific fuel consumption at			
25% of Maximum Standby Power	g/kWh / lb/hph	236 / 0.382	247 / 0.400
50% of Maximum Standby Power	g/kWh / lb/hph	212 / 0.343	214 / 0.347
75% of Maximum Standby Power	g/kWh / lb/hph	209 / 0.339	210 / 0.340
100% of Maximum Standby Power	g/kWh / lb/hph	212 / 0.344	214 / 0.347
<b>Intake and exhaust system</b>			
Air consumption at			
Prime Power (at 27 °C)	m <sup>3</sup> /min / cfm	17.0 / 600	21.9 / 773
Maximum Standby Power (at 27 °C)	m <sup>3</sup> /min / cfm	19.7 / 696	24.6 / 870
Max allowable air intake restriction	kPa / In wc	5 / 20.1	5 / 20.1
Heat rejection to exhaust at			
Prime Power	kW / BTU/min	212 / 12055	221 / 12570
Maximum Standby Power	kW / BTU/min	247 / 14045	262 / 14900
Exhaust gas temperature after turbine at			
Prime Power	°C / °F	510 / 950	460 / 860
Maximum Standby Power	°C / °F	530 / 985	490 / 915
Max allowable back-pressure in exhaust line	kPa / In wc	5.0 / 20.1	7.0 / 28.1
Exhaust gas flow at			
Prime Power	m <sup>3</sup> /min / cfm	47.6 / 1681	51.8 / 1829
Maximum Standby Power	m <sup>3</sup> /min / cfm	57.8 / 2041	63.6 / 2246
<b>Cooling system</b>			
Heat rejection radiation from engine at			
Prime Power	kW / BTU/min	14 / 800	15 / 850
Maximum Standby Power	kW / BTU/min	16 / 910	17 / 970
Heat rejection to coolant at			
Prime Power	kW / BTU/min	88 / 5000	93 / 5290
Maximum Standby Power	kW / BTU/min	105 / 5970	115 / 6540
Fan power consumption	kW / hp	5 / 7	9 / 12

## Power Standards

The engine performance corresponds to ISO 3046, BS 5514 and DIN 6271. The technical data applies to an engine without cooling fan and operating on a fuel with calorific value of 42.7 MJ/kg (18360 BTU/lb) and a density of 0.84 kg/litre (7.01 lb/US gal, 8.42 lb/Imp gal), also where this involves a deviation from the standards. Power output guaranteed within 0 to +2 % at rated ambient conditions at delivery. Ratings are based on ISO 8528.

Engine speed governing in accordance with ISO 3046/IV, class A1 and ISO 8528-5 G2 (G3 with electronic speed governor)

## Exhaust emissions

The engine exhaust emissions complies with EPA, CARB and TA-luft regulations.

## Rating Guidelines

PRIME POWER rating corresponds to ISO Standard Power for continuous operation. It is applicable for supplying electrical power at variable load for an unlimited number of hours instead of commercially purchased power. A10 % overload capability is available for this rating.

CONTINUOUS STANDBY POWER rating corresponds to ISO Power. It is applicable for supplying standby electrical power at variable load for an unlimited number of hours in the event of normal utility power failure. A 10 % overload capability is available for this rating.

MAXIMUM STANDBY POWER rating corresponds to ISO Standard Fuel Stop Power. It is applicable for supplying standby electrical power at variable load in areas with well established electrical networks in the event of normal utility power failure. No overload capability is available for this rating.