

SLW_VHP_G825_C6.3 engine out - S&L Standard CGT DIG 130g/6
VHP - L5794GSI

S&L Energie-Projekte GmbH BH

Power Generation

ENGINE SPEED (rpm):	1000	NOx SELECTION (mg/Nm3):	Customer Catalyst
DISPLACEMENT (L):	95	COOLING SYSTEM:	JW, IC + OC
COMPRESSION RATIO:	8.2:1	INTERCOOLER WATER INLET (°C):	60
IGNITION SYSTEM:	ESM2	JACKET WATER OUTLET (°C):	82.2
EXHAUST MANIFOLD:	Water Cooled	JACKET WATER CAPACITY (L):	405
COMBUSTION:	Rich Burn, Turbocharged	AUXILIARY WATER CAPACITY (L):	42
ENGINE DRY WEIGHT (kg):	11231	LUBE OIL CAPACITY (L):	719
AIR/FUEL RATIO SETTING:	0.38% CO	MAX. EXHAUST BACKPRESSURE (mm H2O):	508
ENGINE SOUND LEVEL (dBA)	100	MAX. AIR INLET RESTRICTION (mm H2O):	381
IGNITION TIMING:	ESM2 Controlled	EXHAUST SOUND LEVEL (dBA)	107
FREQUENCY (Hz):	50	PHASE:	3
GENERATOR TYPE:	Synchronous	PHASE ROTATION:	T1-T2-T3
VOLTAGE:	6300	GEN. ROTATING MASS MOMENT OF INERTIA (kg m2):	74.5

SITE CONDITIONS:

FUEL:	Erdgas H (Hamburg)	ALTITUDE (m):	75
FUEL PRESSURE RANGE (barG):	2.07 - 3.45	MAXIMUM INLET AIR TEMPERATURE (°C):	35
FUEL HHV (MJ/Nm3):	40.42	FUEL WKI:	93.3
FUEL LHV (MJ/Nm3):	36.54		

SITE SPECIFIC TECHNICAL DATA

POWER RATING	UNITS	MAX RATING AT 38 °C AIR TEMP	SITE RATING AT MAXIMUM INLET AIR TEMPERATURE OF 35 °C		
			94%	75%	57%
CONTINUOUS ENGINE POWER	kWb	916	860	687	523
OVERLOAD	% 2/24 hr	0	0	-	-
ELECTRICAL EFFICIENCY (LHV)	%	32.8	32.6	31.5	29.7
GENERATOR OUTPUT	kWe	878	825	659	502
GENERATOR kVA	kVA	1098	1031	824	628
GENERATOR CURRENT	Amps	101	95	76	58

based on 95.93% generator efficiency at 0.8 PF, no auxiliary engine driven equipment

FUEL CONSUMPTION

FUEL CONSUMPTION (LHV)	kJ/kWh	10514	10585	10957	11627	
FUEL CONSUMPTION (HHV)	kJ/kWh	11630	11710	12121	12862	
FUEL FLOW	Nm3/hr	264	249	206	166	

based on fuel analysis LHV

HEAT REJECTION

JACKET WATER (JW)	kW	797	759	660	558	
LUBE OIL (OC)	kW	113	108	101	93	
INTERCOOLER (IC)	kW	35	27	15	5	
EXHAUST	kW	704	661	521	405	
RADIATION	kW	163	163	149	138	

EMISSIONS (ENGINE OUT):

NOx (NO + NO2)	corr. To 5% O2 mg/Nm3	4851	5544	7633	7914	
CO	corr. To 5% O2 mg/Nm3	3056	2979	2400	2216	
THC	corr. To 5% O2 mg/Nm3	709	726	849	988	
NMHC	corr. To 5% O2 mg/Nm3	106	109	127	148	
NM,NEHC (VOC)	corr. To 5% O2 mg/Nm3	10	10	12	14	
CO2	corr. To 5% O2 g/Nm3	168	169	175	186	
CO2e	corr. To 5% O2 g/Nm3	184	186	195	209	
CH2O	corr. To 5% O2 mg/Nm3	18.52	18.52	18.52	18.52	
CH4	corr. To 5% O2 mg/Nm3	603	617	721	840	

AIR INTAKE / EXHAUST GAS

INDUCTION AIR FLOW	Nm3/hr	2611	2477	2063	1672	
EXHAUST GAS MASS FLOW	kg/hr	3531	3350	2791	2262	
EXHAUST GAS FLOW	at exhaust temp, 100 kPa m3/hr	9152	8602	6924	5462	
EXHAUST TEMPERATURE	°C	590	582	553	531	

HEAT EXCHANGER SIZING¹²

TOTAL JACKET WATER CIRCUIT (JW)	kW	904
TOTAL AUXILIARY WATER CIRCUIT (IC + OC)	kW	168

COOLING SYSTEM WITH ENGINE MOUNTED WATER PUMPS

JACKET WATER PUMP MIN. DESIGN FLOW	L/min	1457
JACKET WATER PUMP MAX. EXTERNAL RESTRICTION	barG	0.78
AUX WATER PUMP MIN. DESIGN FLOW	L/min	250
AUX WATER PUMP MAX. EXTERNAL RESTRICTION	barG	2.08

FUEL COMPOSITION

HYDROCARBONS:

		<u>Mole or Volume %</u>
Methane	CH4	94.46
Ethane	C2H6	3.447
Propane	C3H8	0.349
Iso-Butane	I-C4H10	0.064
Normal Butane	N-C4H10	0.049
Iso-Pentane	I-C5H12	0.013
Normal Pentane	N-C5H12	0.01
Hexane	C6H14	0
Heptane	C7H16	0
Ethene	C2H4	0
Propene	C3H6	0

FUEL:	Erdgas H (Hamburg)
FUEL PRESSURE RANGE (barG):	2.07 - 3.45
FUEL WKI:	93.3
FUEL SLHV (BTU/ft3):	912.99
FUEL SLHV (MJ/Nm3):	35.90
FUEL LHV (BTU/ft3):	929.16
FUEL LHV (MJ/Nm3):	36.54
FUEL HHV (BTU/ft3):	1027.83
FUEL HHV (MJ/Nm3):	40.42
FUEL DENSITY (SG):	0.59

SUM HYDROCARBONS 98.392

NON-HYDROCARBONS:

Nitrogen	N2	0.8
Oxygen	O2	0
Helium	He	0
Carbon Dioxide	CO2	0.804
Carbon Monoxide	CO	0
Hydrogen	H2	0
Water Vapor	H2O	0

TOTAL FUEL 99.996

Standard Conditions per ASTM D3588-91 [60°F and 14.696psia] and ISO 6976:1996-02-01[25, V(0;101.325)].
Based on the fuel composition, supply pressure and temperature, liquid hydrocarbons may be present in the fuel. No liquid hydrocarbons are allowed in the fuel. The fuel must not contain any liquid water. Waukesha recommends both of the following:
1) Dew point of the fuel gas to be at least 20°F (11°C) below the measured temperature of the gas at the inlet of the engine fuel regulator.
2) A fuel filter separator to be used on all fuels except commercial quality natural gas.
Refer to the 'Fuel and Lubrication' section of 'Technical Data' or contact the Waukesha Application Engineering Department for additional information on fuels, or LHV and WKI* calculations.
* Trademark of INNIO Waukesha Gas Engines Inc.

FUEL CONTAMINANTS

Total Sulfur Compounds	0	% volume
Total Halogen as Chloride	0	% volume
Total Ammonia	0	% volume

Total Sulfur Compound:	0	µg/BTU
Total Halogen as Chlorid	0	µg/BTU
Total Ammonia	0	µg/BTU

Siloxanes

Tetramethyl silane	0	% volume
Trimethyl silanol	0	% volume
Hexamethyldisiloxane (L2)	0	% volume
Hexamethylcyclotrisiloxane (D3)	0	% volume
Octamethyltrisiloxane (L3)	0	% volume
Octamethylcyclotetrasiloxane (D4)	0	% volume
Decamethyltetrasiloxane (L4)	0	% volume
Decamethylcyclopentasiloxane (D5)	0	% volume
Dodecamethylpentasiloxane (L5)	0	% volume
Dodecamethylcyclohexasiloxane (D6)	0	% volume
Others	0	% volume

Total Siloxanes (as Si) 0 µg/BTU

Calculated fuel contaminant analysis will depend on the entered fuel composition and selected engine model.

No water or hydrocarbon condensates are allowed in the engine. Requires liquids removal.

NOTES

1. All data is based on engines with standard configurations unless noted otherwise.
2. Power rating is adjusted for fuel, site altitude, and site air inlet temperature, in accordance with ISO 3046/1 with tolerance of $\pm 3\%$.
3. Fuel consumption is presented in accordance with ISO 3046/1 with a tolerance of -0 / +5% at maximum rating. Fuel flow calculation based on fuel LHV and fuel consumption with a tolerance of -0/+5 %. For sizing piping and fuel equipment, it is recommended to include the 5% tolerance.
4. Heat rejection tolerances are $\pm 30\%$ for radiation, and $\pm 8\%$ for jacket water, lube oil, intercooler, and exhaust energy.
5. Emission levels for engines with Waukesha supplied 3-way catalyst are given at catalyst outlet flange. For all other engine models, emission levels are given at engine exhaust outlet flange prior to any after treatment. Values are based on a new engine operating at indicated site conditions, and adjusted to the specified timing and air/fuel ratio at rated load. Catalyst out emission levels represent emission levels the catalyst is sized to achieve. Manual adjustment may be necessary to achieve compliance as catalyst/engine age. Catalyst-out emission levels are valid for the duration of the engine warranty. Emissions are at an absolute humidity of 75 grains H₂O/lb (10.71 g H₂O/kg) of dry air. Emission levels may vary subject to instrumentation, measurement, ambient conditions, fuel quality, and engine variation. Engine may require adjustment on-site to meet emission values, which may affect engine performance and heat output. NO_x, CO, THC, and NMHC emission levels are listed as a not to exceed limit, all other emission levels are estimated. CO₂ emissions based on EPA Federal Register/Vol. 74, No. 209/Friday, October 30, 2009 Rules and Regulations 56398, 56399 (3) Tier 3
6. Air flow is based on undried air with a tolerance of $\pm 7\%$.
7. Exhaust temperature given at engine exhaust outlet flange with a tolerance of $\pm 50^{\circ}\text{F}$ (28°C).
8. Exhaust gas mass flow value is based on a "wet basis" with a tolerance of $\pm 7\%$.
9. Inlet air restrictions based on full rated engine load. Exhaust backpressure based on 173 PSI BMEP and 1200 RPM. Refer to the engine specification section of Waukesha's standard technical data for more information.
10. Cooling circuit capacity, lube oil capacity, and engine dry weight values are typical.
11. Fuel must conform to Waukesha's "Gaseous Fuel Specification" S7884-7 or most current version. Fuel may require treatment to meet current fuel specification.
12. Heat exchanger sizing values given as the maximum heat rejection of the circuit, with applied tolerances and an additional 5% reserve factor.
13. Fuel volume flow calculation in english units is based on 100% relative humidity of the fuel gas at standard conditions of 60°F and 14.696 psia (29.92 inches of mercury; 101.325 kPa).
14. Fuel volume flow calculation in metric units is based on 100% relative humidity of the fuel gas at a combustion temperature of 25°C and metering conditions of 0°C and 101.325 kPa (14.696 psia; 29.92 inches of mercury). This is expressed as [25, V(0;101.325)].
15. Engine sound data taken with the microphone at 1 m (3.3 ft) from the side of the engine at the approximate front-to-back centerline. Microphone height was at intake manifold level. Engine sound pressure data may be different at front, back and opposite side locations. Exhaust sound data taken with microphone 1 meter (3.3 ft) away and 1 meter (3.3 ft) to the side of the exhaust outlet.
16. Due to variation between test conditions and final site conditions, such as exhaust configuration and background sound level, sound pressure levels under site conditions may be different than those tabulated above.
17. Cooling system design flow is based on minimum allowable cooling system flow. Cooling system maximum external restriction is defined as the allowable restriction at the minimum cooling system flow.
18. Continuous Power Rating: The highest load and speed that can be applied 24 hours per day, seven days per week, 365 days per year except for normal maintenance at indicated ambient reference conditions and fuel. No engine overload power rating is available.
19. emPact emission compliance available for entire range of operable fuels; however, fuel system and/or O₂ set point may need to be adjusted in order to maintain compliance.
20. In cold ambient temperatures, heating of the engine jacket water, lube oil and combustion air may be required. See Waukesha Technical Data.
21. Available Turndown Speed Range refers to the constant torque speed range available. Reduced power may be available at speeds outside of this range. Contact application engineering.

SPECIAL REQUIREMENTS

Requires different thermostats for increased ICWT. Contact Application Engineering