

**MARTIN POWER**  
**MP 250 O-3**  
**BASE GENSET**



**Output Ratings**

Prime power - PRP	250 kVA / 200 kW
Standby power - ESP	275 kVA / 220 kW
Current	361 A
Voltage	400 V / 230 V
Frequency	50 Hz
Voltage system	TN-C

**Prime power**

These ratings are applicable for supplying continuous electrical power. There is no limitation to the hours of operation and this model can supply 10% overload power for 1 hour in 6 hours

**Standby power**

These ratings are applicable for supplying continuous electrical power (at variable load) in the event of a utility power failure. No overload is permitted on these ratings. In this rating max 500 hours per year is allowed with maximum continuous work for 300 hours

**Basic informations**

Engine brand	VOLVO
Engine model	TAD754GE
Emmissions limit	stage IIIA
Speed	1500 min-1
Control panel current	- / 400 A / 400 A
AMF1 / AMF5 ,M1 ,P1 / ATS	
Standard fuel tank capacity	500 l

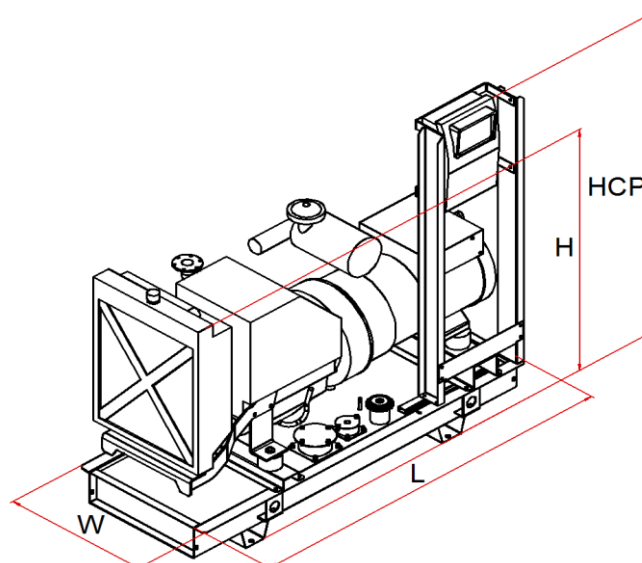
**Dimmensions and weights**

Length (L)	TBD
Width (W)	TBD
Height (H)	TBD
Height with CP*(HCP)	TBD
Weight without CP*	TBD

\* Control panel

**Available alternators**

Meccalte	ECO38-1L/4
Sincro	SK 250 LS
Marelli	MJB 250 LB 4
Weg	250SI20AI



- TBD - To be defined later
- All pictures are for informational purposes only
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**Genset details**

Consumption at PRP	53,9 l
Consumption at 75 % of PRP	43,3 l
Consumption at 50 % of PRP	30,1 l
Consumption at 25 % of PRP	16,2 l
Battery voltage	24 V
Battery	2 x 110 Ah

**Standard scope of supply**

Engine	
4 stroke diesel engine	
Engine harness	
Radiator with fan	
Air filter	
Intercooler	
Turbocharger (for turbocharged engines)	
Charging alternator	
Oil cooler	
Oil filter	
Fuel filter	
Fuel supply pump	
Oil draining valve	
Starter	
Alternator	
Self regulation system	
Self excitation system	
Synchronous	
Single bearing	
Protection IP 21	
Automatic voltage regulator	
Brushless	
Flexible connection disk + housing	
Base frame	
Steel base frame	
Flexible antivibration mounting	
Integrated fuel tank	
Fuel level sensor	
Fuel filling cap with ventilation	
Starting accumulator	
Counter flange, sealing, set of connection material	
Initial filling of oil and coolant	
Standard factory load test	
Operation and maintenance manual	

**Engine details**

Prime power - PRP	219 kW
Standby power - ESP	242 kW
Intake	turbocharged with intercooler
Speed governor	electronic
Cylinders	6L
Displacement	7,15 dm <sup>3</sup>
Air requirements for intake	12,4 m <sup>3</sup> /min
Air requirements for cooling	216 m <sup>3</sup> /min
Max. back pressure at intake	5 kPa
Thermic power - cooling	172 kW
Thermic power - irradiated	42 kW
Exhaust gas flow	38,4 m <sup>3</sup> /min
Max. back pressure at exhaust	7 kPa
Max. exhaust temperature	515 °C
Performance class	TBD
Specific fuel consumption	210 g/kWh
Engine oil volume	34 l
Coolant volume	34 l

**Available additions**

Control panel	MP Manual MP Automatic MP Parallel MP ATS
Canopy	95 LWA (70dB/7m) 90 LWA (65dB/7m)
Container	TBD
Industrial exhaust silencer -20 dB	DN 125
Residential exhaust silencer -30dB	DN 125

**Basic options**

Retention bath	
Increased fuel tank	1250 l
Increased IP Protection	
Front air output for canopy	
Electronic speed governor	
Homologized chassis for road transport	
Separate storage tank	
Automatic fuel filling device (AFD)	

Lot more options available

**Canopy - 95 LWA (70 dB at 7 m)**

Side and back doors with lockers

Side and/or back air inlet with jalousies

Top air outlet

Possition of exhaust silencer in canopy

Red (RAL3000) + Black (RAL9005) color of canopy

Length (L) 4425 mm

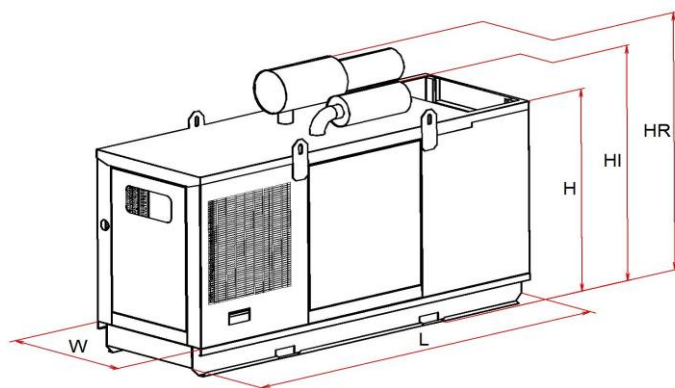
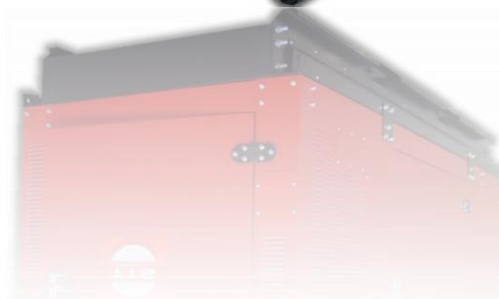
Width (W) 1635 mm

Height (H) 2395 mm

Height with industr. silencer (HI) -

Height with resid. silencer(HR) -

Weight without control panel and exhaust silencer TBD



**Canopy - 90 LWA (65 dB at 7 m)**

Side and back doors with lockers

Side and/or back air inlet with jalousies

Top / side air outlet

Red (RAL3000) + Black (RAL9005) color of canopy

Retention bath

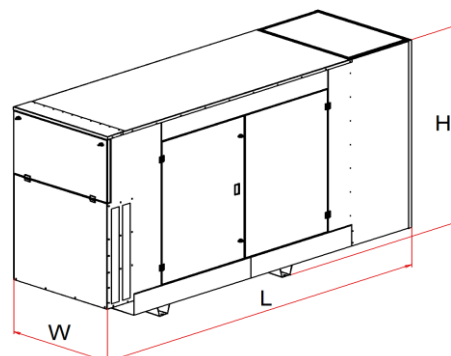
Exhaust silencer inside of canopy

Length (L) TBD

Width (W) TBD

Height (H) TBD

Weight without control panel and exhaust silencer TBD



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