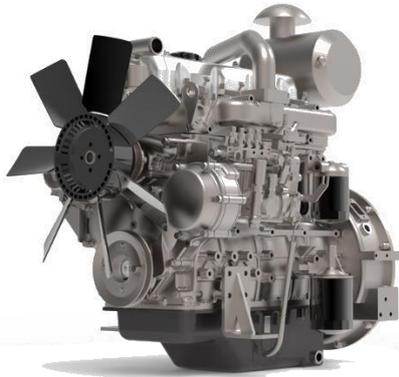




SDEC POWER

**Z**  
SERIES  
POWER  
GENERATION ENGINES



## G-DRIVE POWERPACK

Power Generation Specification

### TECHNICAL DATA SHEET

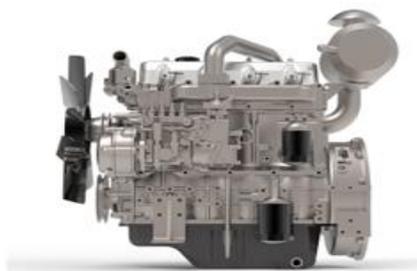
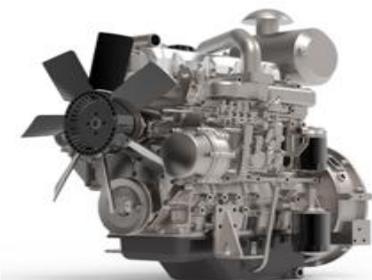
**Power Output Range**  
32kW – 42kW

STAGE II EMISSION COMPLIANT  
FOR USE IN THE FOLLOWING TERRITORIES. ASIA, MIDDLE EAST AND AFRICA.

## Z SERIES DIESEL ENGINE

MODELS	MAX ENGINE OUTPUT		RATED GENERATOR OUTPUT	
	Prime kW	Standby kW	Prime kVA	Standby kVA
<b>4Z3.2-G21 (1500 rpm)</b>	<b>32</b>	<b>35</b>	<b>31</b>	<b>35</b>
<b>4Z3.2-G21 (1800 rpm)</b>	<b>38</b>	<b>42</b>	<b>40</b>	<b>44</b>

Generator outputs calculated using nett engine power at 0.8 power factor, at an altitude below 1000 m.a.s.l. and 40-degree Celsius ambient temperature. Refer to the outputs and ratings tables for exact site conditions.



**Build specification for export markets**

Manufactured in the People's Republic of China

## TECHNICAL ENGINE SUMMARY

SPECIFICATIONS		4Z3.2 -G21	
Fuel Type	Diesel		
Method Of Cooling	Water Cooled – Set Mounted Radiator		
Number Of Cylinders	Four		
Engine Type	Inline 4 Stroke		
Bore x Stroke mm x mm	98 x 105		
Cylinder Liner Type	Wet Liner		
Total Displacement cc / L	3200 / 3.2		
Combustion Type	Direct Injection		
Aspiration - Naturally or Turbo	Naturally Aspirated		
Make of Turbo Charger	-		
Valves Per Cylinder	2 per cylinder		
Compression Ratio	18:1		
Firing Order	1:3:4:2		
Swept Volume in cm <sup>3</sup>	3168 @ 1500rpm		
Mean Piston Speed in m/min	315 @ 1500rpm	378 @ 1800rpm	
Cyclic Irregularity	0.060-0.075		
Fuel System	BQ Series Inline Pump		
Steady State Speed Stability at Constant Load	G2 Class $\leq \pm 1.5$		
Flywheel & Bellhousing SAE	SAE 4-7.5		
Number of Teeth on Flywheel	115		
Direction of Rotation (Viewed from Flywheel)	Counterclockwise		
Moment of Inertia (Flywheel) kgm <sup>2</sup>	3.0-5.0 kgm <sup>2</sup> depending on the alternator		
Moment of Inertia (Engine) kgm <sup>2</sup>	1.2-1.5 kgm <sup>2</sup>		
PROTECTIONS & SENSORS			
Method of Protection Against High Engine Temperature	KE00105(3/8-18NPT)		
Method of Protection Against Low Oil Pressure	KE21103(NPT1/8;0-10)		
Method of Protection Against Low Water Level	JKE00120 1/2"-G		
Method of Protection Against High Water Temperature	KE00105(3/8-18NPT)		
WEIGHTS & DIMENSIONS			
Weight (Dry) / Weight (Wet) (kg)	275 / 288		
Length x Width x Height (Engine Only) mm	916 × 551 × 733		
Length x Width x Height (Engine Only + Radiator) mm	1086 × 605 × 817		

## RATINGS / OUTPUTS

<b>kW (Gross kWm)</b>	<b>1500</b>	<b>1800</b>
Max kw	35	42
<b>kW (Nett kWm) Rated</b>	<b>1500</b>	<b>1800</b>
Continuous kW	26	30
Prime kW	32	38
Standby kW	35	42
<b>kWe (Nett kWe)</b>	<b>1500</b>	<b>1800</b>
Continuous kWe	24	29
Prime kWe	30	36
Standby kWe	33	40
Based on an alternator efficiency of 95%		
<b>kVA</b>	<b>1500</b>	<b>1800</b>
Continuous kVA @ 0,8pf	25	32
Prime kVA @ 0,8pf	31	40
Standby kVA @ 0,8pf	35	44

These guidelines have been formulated to ensure proper application of generator drive engines in A.C. generator set installations.

### STANDBY POWER RATING

Applicable for supplying emergency power for the duration of the utility power outage. No overload capability is available for this rating. Under no condition is an engine allowed to operate in parallel with the public utility at the Standby Power rating. This rating should be applied where reliable utility power is available. A Standby rated engine should be sized for a maximum of an 80% average load factor and 200 hours of operation per year. This includes less than 25 hours per year at the Standby Power rating. Standby ratings should never be applied except in true emergency power outages. Negotiated power outages contracted with a utility company are not considered an emergency.

### PRIME POWER RATING

Applicable for supplying electric power in lieu of commercially purchased power. Prime Power applications must be in the form of one of the following two categories:

#### UNLIMITED TIME RUNNING PRIME POWER

Prime Power is available for an unlimited number of hours per year in a variable load application. Variable load should not exceed a 70% average of the Prime Power rating during any operating period of 250 hours. The total operating time at 100% Prime Power shall not exceed 500 hours per year. A 10% overload capability is available for a period of 1 hour within a 12-hour period of operation. Total operating time at the 10% overload power shall not exceed 25 hours per year.

#### LIMITED TIME RUNNING PRIME POWER

Limited Time Prime Power is available for a limited number of hours in a non-variable load application. It is intended for use in situations where power outages are contracted, such as in utility power curtailment. Engines may be operated in parallel to the public utility up to 750 hours per year at power levels never to exceed the Prime Power rating. The customer should be aware, however, that the life of any engine will be reduced by this constant high load operation. Any operation exceeding 750 hours per year at the Prime Power rating should use the Continuous Power rating.

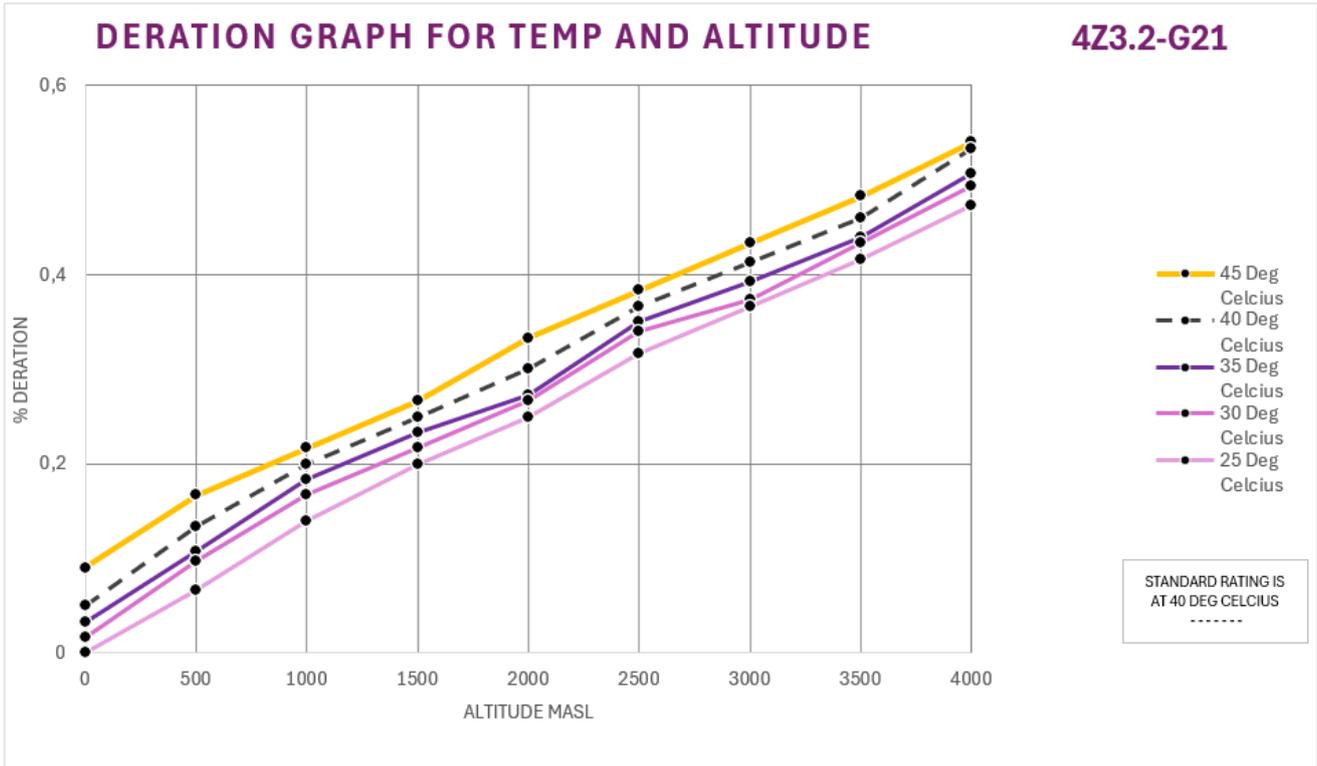
### CONTINUOUS POWER RATING

Applicable for supplying utility power at a constant 100% load for an unlimited number of hours per year. No overload capability is available for this rating.

### NB: DC VARIABLE SPEED POWER RATING

Please consult with engineering for applications where variable speed engines are required for D.C. generator set applications.

**RATINGS – DERATION CURVES**



Alt.	500	1000	1500	2000	2500	3000	3500	4000
Temp								
50 Deg C	-	-	-	-	-	-	-	-
45	17%	22%	27%	33%	38%	43%	48%	54%
40	13%	20%	25%	30%	37%	41%	46%	53%
35	11%	18%	23%	27%	35%	39%	44%	51%
30	10%	17%	22%	27%	33%	37%	43%	49%
25	7%	14%	20%	25%	32%	37%	42%	47%

**TEST CONDITIONS**

Air temperature..... 27 °C  
 Barometric pressure..... 100 kPa  
 Relative humidity ..... 30%  
 Air inlet restriction at maximum power (nominal) ..... 2,5 kPa  
 Intercooler Pressure at maximum power (nominal) ..... 2,5 kPa  
 Exhaust back pressure at maximum pressure (nominal) ... 3,0 kPa  
 Fuel temperature (inlet pump) ..... 55 °C maximum

**Notes:**

All data is based on the engine operating without, alternator, optional equipment and driven components. Data shown above represents gross engine performance capabilities obtained and corrected in accordance with GB/T1147.1-2017 and Equivalent ISO 3046-1:2002

Standards for ratings (continuous, prime, standby) in accordance with GB/T2820 and Equivalent ISO 8528-1:2018

## LOAD ACCEPTANCE AND GOVERNING CLASS

Initial load acceptance					
When engine reaches rated speed					
(Withing 15 seconds after engine starts to crank)					
Step Load	Prime Power Load kWm	Load kWe nett	Expected frequency deviation %	Frequency recovery time seconds	Frequency stability
25% - 75%	8 – 24	10 – 30	3-5% dip	≤ 5-10	± 0.5%
0% - 100%	0 – 32	0 – 35	5-8% dip	≤ 10-15	± 0.5%
100 – 0% load drop	32 – 0	35 – 0	5-7% overshoot	≤ 3-4	± 0.5%

## VALVES AND MECHANICS

### VALVE MECHANISM

Type	Overhead Valves	
Number of Valves	1 Intake & 1 Exhaust / per Cylinder	
Valve Lashes when Cold	Intake 0.35mm	
	Exhaust 0.45mm	

### VALVE TIMING

	OPENING	CLOSE
Intake Valve	15 ° BTDC	30 ° ABDC
Exhaust Valve	45 ° BBDC	13° ATDC

## ELECTRICAL SYSTEM

### CHARGING ALTERNATOR

Charging Alternator Manufacturer	SDEC-4K41ZD-52300
Charging Alternator	35 A 14 V
Voltage Regulator	Built In IC Regulator

### STARTER MOTOR

Starter Motor Manufacturer	SDEC-4K41ZD-51100
Number of Starter Motors	1
Starter Motor Power	3.8 Kw
Starter Motor Voltage	12 V

### BATTERIES (NOT SUPPLIED / RECOMMENDED)

Battery Capacity	110-120 Amp Hour
Number of Battery & Type	1 x 12V Lead Acid

## FUEL CONSUMPTION

MODEL	LOAD				
	25%	50%	75%	100%	110%
1500 rpm g/kWh	68	116	171	226	247
1500 rpm l/h	3L	4L	7L	9L	9L
1800 rpm g/kWh	71	119	175	230	252
1800 rpm l/h	3L	5L	8L	10L	11L

## FUEL SYSTEM

### Injection System

Type	Electronic
Injection Pump	Kang Da
Injection Nozzle	Multi-Hole Type
Opening Pressure	24Mpa
Injection Timing	14 -17 °
Feed Pump	Mechanical
Governor	Electronic
Governing Class	G2
Speed Controller	Fortrust C2004

### Fuel Filtration

Fuel Filter	Spin On Type
Fuel Filters Type	Full Flow Cartridge
Fuel Filters	1 Primary
Water Separator	Optional

### Fuel

Fuel Type	Diesel
Suggested Grade / Class	50 ppm or better
Bio Diesel Compatible	Confirm the ratio with the factory before use

## LUBRICATION SYSTEM

### Oil Lubrication System

Lubrication Method	Fully forced pressure feed type
Oil Pump Type	Gear type driven by crankshaft

### Oil Pan Capacity

High Level / Low Level (Litres)	7 / 6
---------------------------------	-------

### Angularity limit

Front Down	25 °
Front Up	35 °
Side to Side	35 °

### Oil Filtration

Oil Filter	Spin On Type
Oil Filters Type	Full Flow Cartridge
Oil Filters	1 Primary

### Oil

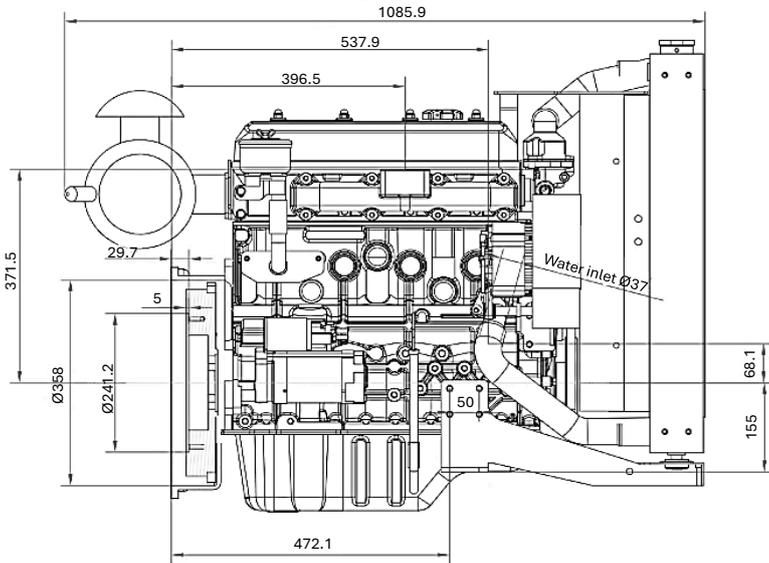
Oil Type	Multigrade Oil
Suggested Grade / Class	CF 15W/40

## ENGINE COOLING DATA AND THERMODYNAMICS

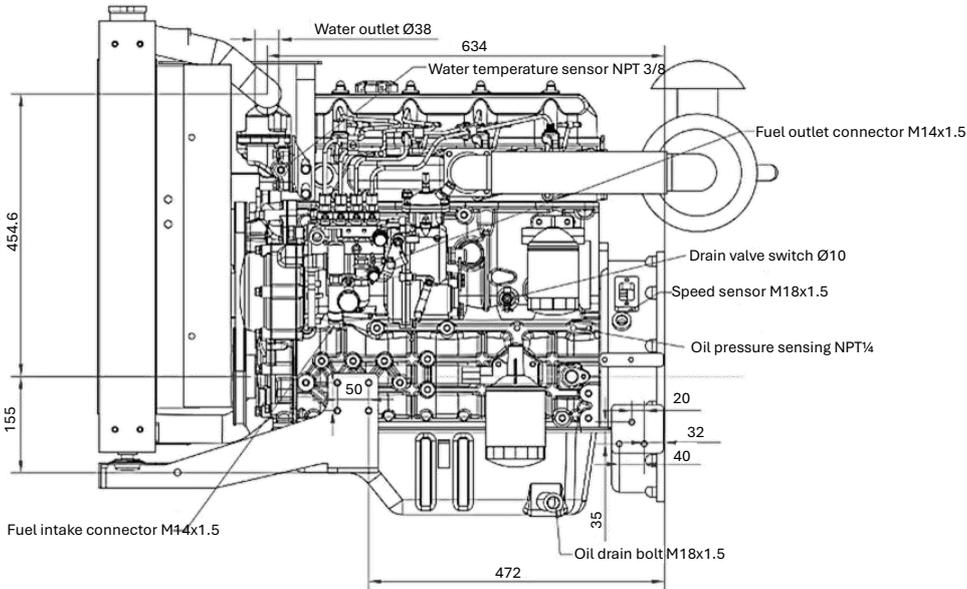
Cooling System	
Cooling Method	Fresh Water Forced Circulation
Water Capacity (Engine Only)	5.75 litres
Water Lid Min. Pressure	70 kPa
Water Pump	Centrifugal Type
	Belt Driven
Water Pump Capacity 1500rpm	25 L/min
Water Pump Capacity 1800 rpm	28L/min
Thermostat	Wax-Pellet Type
	Opening Temp. 72°C
	Full Open Temp. 82°C
Cooling Fan Type	Blower Type-Plastic
Drive Type	Mechanically Driven
Cooling Fan Construction	7 x Plastic Blades
Cooling Fan Size	450 mm Diameter
Cooling Fan Power Consumption	3.5kw
Cooling Air Flow	10.8 m <sup>3</sup> /s
Radiator	
Type	Set Mounted
Manufacturer	LK
Construction	Copper Core
Treatment	Tropicalised
Temperature	50 Degree
Intercooled	No
Antifreeze	
Fuel Type	Premix (50/50)
Compliant Grade / Class	ASTM D-3306 ASTM D-6210 SAE J814
Main Ingredient	50% Glycol or More

Heat Rejection	
Heat Rejection to Coolant	4kcal/sec (1500 rpm) 4kcal/sec (1800 rpm)
Heat Rejection to Intercooler	-
Max. Permissible Restrictions	3kPa
Permissible Restrictions: Intercooler	-
Intake System kPa	4kPa
Max. Permissible Altitude m.a.s.l.	1000m (3280 ft)
Exhaust System	
Exhaust Gas flow	9m3/min (1500r/min) 11m3/min (1800r/min)
Exhaust Gas Temperature Max °C	550°C
Exhaust Outlet Size (Internal) mm	Ø46
Exhaust Outlet Flange Size mm	66x46
Exhaust Flange & Bellow Supplied	No
Back Pressure for Total System at Standby Power	10 kPa Max
Exhaust Smoke (FSN)	≤2.5
Turbo Charger	
Manufacturer	-
Boost Pressure Ratio	-
Water Jacket Cooling Data (Optional)	
Coolant Flow - litres/min	5U/min
Coolant Exit Temperature (max) °C	70-85 °C
Coolant Inlet Temperature (min) °C	-40 °C
Coolant Inlet Temperature (max) °C	+60 °C to +70 °C
Suggested Pump Rating kW	1 Kw
Colour of the engine	
RAL(Colour)	RAL 9006 (White/Silver Aluminium)

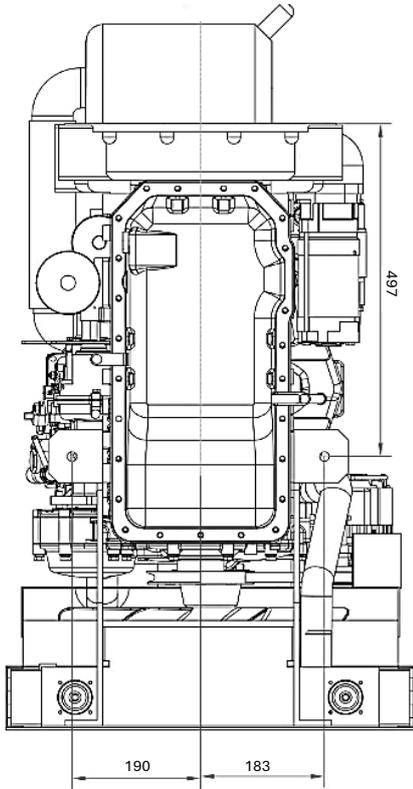
**SIDE VIEW - RHS**



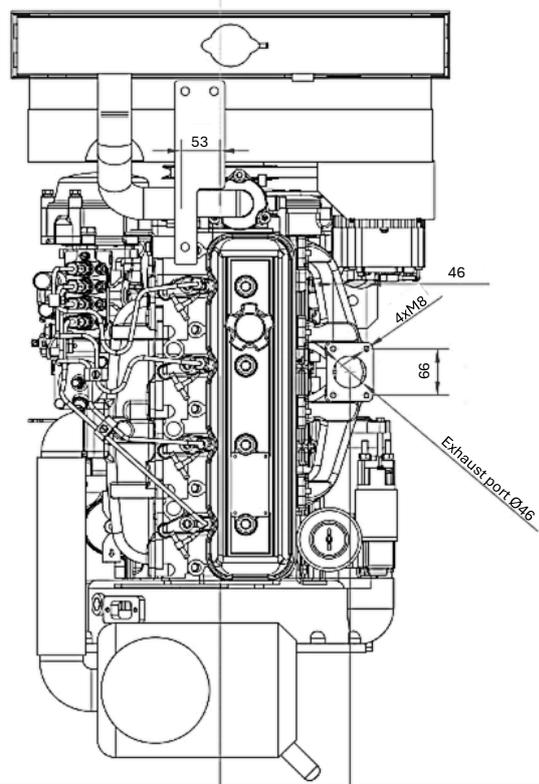
**SIDE VIEW - LHS**



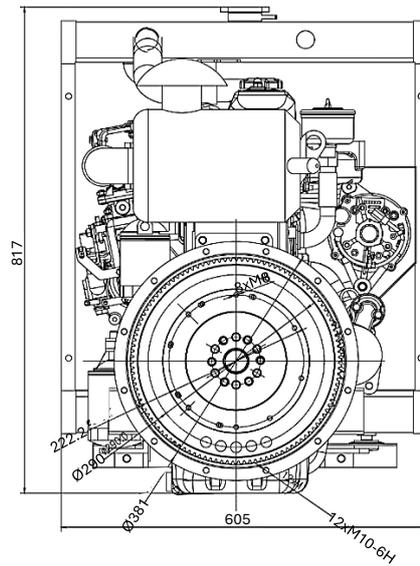
BOTTOM VIEW - LOW



TOP VIEW - AERIAL



REAR VIEW - FLYWHEEL



## SERVICE AND CRITICAL PARTS

SERVICE HOURS		50	100	250 Monthly	1000 Annually
SERVICE PART	PART NO.				
Air Filter (Inner)	4050121	-	-	Yes	Yes
Air Filter (Outer)	-	-	-	-	-
Fuel Filter (Outer)	4050120	-	-	Yes	Yes
Fuel / Water Separator	-	-	-	-	-
Oil Filter	4050119	-	-	Yes	Yes
Fan Belt	490B-41001-3	Check for wear or damage	Check for wear or damage	Check for wear or damage	Yes
Timing Belt	-	-	-	-	-
Oil	CF 15W/40	Check Level	Check Level	Yes	Yes
Anti-Freeze	50/50 (Premix)	Check Level	Check Level	Check Level	Check Level
CRITICAL PARTS					
SERVICE PART	PART NO.				
Charging Alternator	4K41ZD-52300				
Starter Motor	4K41ZD-51100				
Valve Cover Gasket	A498B-11002				
Exhaust Gasket	490B-08002-6				
Radiator	S1582				
Speed Controller / ECU	ESG2002A800C-W				
Turbocharger	-				
Lift Pump	Provide engine build no				
Fuel Pump	C490BD-21100-1				
Oil Pump	A495BZL-31000				

