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CCS U61



**NATIONAL STANDARD OF THE
PEOPLE'S REPUBLIC OF CHINA**

GB/T 13032-2010

Replacing GB/T 13032-1991

Marine diesel generator set

船用柴油发电机组

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Foreword

This standard replaces GB/T 13032-1991 "marine diesel generator sets." This standard compared with GB/T 13032-1991, the main technical content of the following changes.

- a) on marine diesel generator set voltage level and power has been extended;
- b) an increase in start-up mode "manual start" mode;
- c) the environmental conditions specified in the corresponding increase in pitching;
- d) the steady-state voltage regulation rate increase "in power factor 0.8 (lag) when" a prerequisite;
- e) an increase of the transient droop on stage loading of content;
- f) enrich the marine diesel generator set vibration and noise reduction part of the contents;
- g) fulfilling the relevant test content. The standard proposed by China Shipbuilding Industry Corporation. The standard by the China Machinery Standardization Technical Committee of Marine Diesel Engine Technical Committee. This standard was drafted. China Shipbuilding Industry Corporation seventh - four Institute. The main drafters of this standard. He Yanbo, Zhongru Sen, Xie Jianping. This standard replaces the standards previously issued as follows:

--- GB/T 13032-1991. Marine diesel generator sets

1 Scope

GB/T 13032-2010 is the Chinese national standard on marine diesel generator set, in the field of shipbuilding and marine structures. The /T suffix marks it as a recommended standard: it is not compulsory by itself, but it becomes binding as soon as a contract, a tender or a customer specification calls it up - which in practice is how most foreign buyers

meet it. It was issued on 9 August 2010 by the General Administration of Quality Supervision, Inspection and Quarantine of the People's Republic of China; Standardization Administration of China, and has been in force since 1 December 2010. Classification: ICS 47.020.60, CCS U61. This page is published from the official record of the standard held by the Chinese standards administration: the identification, the dates, the classification and the issuing body are taken from there. The clause text, the tables and the numeric limits are in the document itself, which is delivered complete in English translation.

This standard specifies the marine diesel generator sets (hereinafter referred to as "units") terms, product classifications, requirements, test methods, inspection rules, The scope of supply and so on. This standard applies to the ship's main power supply and emergency power supply unit, does not apply to shaft generator, frequency, and dual-phase AC power frequency Output units.

2 Normative references

The following documents contain provisions which, through reference in this standard and become the standard terms. For dated references, subsequent Amendments (not including errata content) or revisions do not apply to this standard, however, encourage the parties to the agreement are based on research Whether the latest versions of these documents. For undated reference documents, the latest versions apply to this standard.

GB/T 191 Packaging - Pictorial signs (GB/T 191-2008, ISO 780.1997, MOD)

GB/T 1859 Reciprocating internal combustion engines emitted airborne noise - Engineering method and the measurement method (GB/T 1859-2000, idt ISO 6798.1995)

GB/T 3785 sound level of acoustic performance and test methods

GB/T 4772.2 rotary motor size and power output rating - Part 2. Frame numbers 355 to 1000 and flange numbers 1180 ~ 2360 (GB/T 4772.2-1999, idt IEC 60072-2.1990)

GB/T 7060 Marine rotating electrical machines

3 Terms and Definitions

The following terms and definitions apply to this standard.

3.1 Diesel generator dieselgeneratorset By the diesel engine, generator and governor, excitation regulator system consisting of a whole. Flexible or rigid coupling with the diesel generator linked by And then installed on the same common base, diesel-driven generating sets.

3.2 Steady speed characteristic curve unit steadygoverningcharacteristiccurve Unit rated load, rated speed work condition, the governor of the fixed speed adjustment mechanism at no load to full load within the range of unidirectional change back and forth Load, the

arithmetic average speed power line characteristic curve back together into a curve.

3.3 Steady crew transfer rate steadyspeedregulation Setting unit rated load, rated speed power conditions, load from no load to rated load or no-load from the rated load to uniform changes, The difference between a stable load speed n_i of the rated speed n_N Rated speed n_N percentage, according to the formula (1) calculations. $\Delta n = \frac{n_i - n_N}{n_N} \times 100$ (1)
Where. Δn

--- unit steady transfer rate,%;