VHP Series Four F3524GSI

With emPact Emission Control System

560 - 840 BHP (418 - 626 kWb)



Technical Data

VHP Series Four F3524GSI

Cylinders	Inline 6
Piston displacement	3,520 cu. in.(58 L)
Compression ratio	8:1
Bore & stroke	9.375" x 8.5" (238 x 216)
Jacket water system capacity	48.5 gal. (184 L)
Lube oil capacity	72 gal. (273 L)
Starting system	125 - 150 psi air/gas 24V electric

Engine Features

For almost 100 years, WPI has provided clients with products and services that **Deliver More Uptime**[™].

Waukesha* VHP* Series Four* rich-burn engines are the engines of choice for the harshest and most demanding gas compression, power generation, and mechanical drive applications. The Series Four engines can reliably produce more power on hot field gases, at high altitudes, and in remote locations, all while delivering low emissions when paired with a 3-way catalyst (NSCR).

ESM*2 is Waukesha's next-generation engine controller, adding functionality and benefits to the proven ESM platform. The ESM2 customer interface is a 12" full-color touchscreen display panel that allows users to see all engine parameters, and trend data, view manuals, and walk-through troubleshooting steps, eliminating the need for a laptop computer. ESM2 directly reads exhaust and main bearing temperature sensors. It adds crankcase pressure, boost pressure, and an oil pressure permissive for starting the engine to the sensors available with the previous version of ESM.

Enhanced misfire detection can capture a single misfire event, and an enhanced three-dimensional timing map allows for tighter engine control over the entire range of fuels.

Waukesha's emPact Emission Control System combines an engine, catalyst, and air/fuel ratio control, factory designed for optimal interaction and maximum performance. It comprises a factory-supplied catalyst, pre- and postcatalyst oxygen sensing, and differential temperature and pressure sensors. emPact's closed-loop control system measures the engine exhaust. It automatically adjusts the air/fuel ratio to keep the catalyst operating at maximum efficiency, even as speed, load, fuel, and ambient conditions change.



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