

## JCB ENERGY ELECTRIC POWER INDUSTRY











**IVECO** 

















231 / 400 V - 50 Hz & 277 / 480 V - 60 Hz





#### **GENERATOR GENERAL INFORMATION**

| GENERATOR | FREQUENCY | VOLTAGE | POWER<br>FACTOR | SPEED | DIESEL EI | NGINE         |        | ALTERN    | ATOR  |            | TYPE OF    | GENER | ATOR O | UTPUT |
|-----------|-----------|---------|-----------------|-------|-----------|---------------|--------|-----------|-------|------------|------------|-------|--------|-------|
| Model     | Hz        | V       | Cos Q           | Rpm   | Brand     | Model         | Series | Brand     | Model | Series     | Operation  | kVA   | kW     | А     |
|           |           |         |                 |       |           |               |        | Ĺ         |       |            | Standby    | 410,0 | 328,0  | 592,5 |
| JCD 410   | 50        | 231/400 | 0.8             | 1500  | Å         | TCD12.1G2 TCD |        |           |       | 315S       | Prime      | 373,0 | 298,4  | 539,0 |
|           |           |         |                 |       | А         |               | TCD    | TCD EN RO | ICD   |            | Continuous | 349,0 | 279,2  | 504,3 |
|           |           |         |                 |       | DEUTŽ     |               | ICD    |           | JCB   | 3158       | Standby    | 440,0 | 352,0  | 635,8 |
| JCD 440   | 60        | 277/480 | 0.8             | 1800  |           |               |        |           |       |            | Prime      | 400,0 | 320,0  | 578,0 |
|           |           |         |                 |       |           |               |        | `.        |       | Continuous | 360,7      | 288,6 | 521,3  |       |

- Diesel Engines with Advanced Technology and Quality
- Alternators with Advanced Technology and Quality
- Low Exhaust Emission
- Control Panel Suitable for Flexible Application
- Patented Compact Designed and Sound proof Canopy
- Low Operating Cost, Suitable for Heavy-Duty
- Durability , Low Noise Level

- Tropical 50 °C Radiator, First Class Product Support
- Fuel Filter with Water and Particle Separator
- Low Fuel Consumption, Low Oil Consumption
- Global Technical Service and Maintenance Support
- Wide Range of Affordable Spare Parts
- High Quality and Reliable Technology
- Half Century Experience in Generator Manufacturing

#### STAND BY POWER RATING - (ESP):

ESP is 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 Stand by Power rating. This rating should be applied where reliable utility power is available. A Stand By rated engine should be sized for a maximum of an 70% average load factor and 200 hours of operation per year. This includes less than 25 hours per year at the Stand by Power rating. Stand By 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 - (PRP):

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 (ULTP):**

PRP (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 (LTP):

LTP (Limited Time Prime Power) is available for a limited number of hours in a no 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

#### **CONTINUOUS POWER RATING (COP):**

COP is the power that the engine can continue to use under the prescribed speed and the specified environment condition in the normal maintenance period stipulated in the manufacturing plant. And Continuous Power is 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.



231 / 400 V - 50 Hz & 277 / 480 V - 60 Hz



# PAY ATTENTION TO THE POINTS BELOW IN PICKING AND USING THE GENERATOR

- \* Generators can work on Continuous Power at 70% of Prime power value if only all maintenances are done on time with original spare parts and high-quality oils that manufacturer advice.
- \* Generators should not operate below 50% of Prime Power value. In such a case, the engine will burn excessive oil and eventually have irreparable damage.
- \* If your need is 1000 kVA or above, you should prefer Synchronic Systems with 2-3 generators with failure back up and simultaneous aging.
- \* These points will provide advantage for you with purchasing and operating the generator.

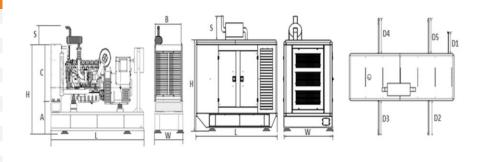
### **GENERATOR DIMENSIONS AND TECHNICAL DRAWINGS**





| VALUES             |    | OPEN TYPE GENERATOR | CANOPY TYPE GENERATOR |  |
|--------------------|----|---------------------|-----------------------|--|
| WIDTH              | mm | 1100                | 1179                  |  |
| LENGTH             | mm | 3254                | 3921                  |  |
| HEIGHT             | mm | 1782                | 2498                  |  |
| WEIGHT (NET)       | Kg | 2379                | 2970                  |  |
| FUEL TANK CAPACITY | L  | 475                 | 673                   |  |

| SYMBOL | OPEN | CANOPY |
|--------|------|--------|
| L      | 3254 | 3921   |
| W      | 1100 | 1179   |
| Н      | 1598 | 1955   |
| S      | 184  | 543    |
| Α      | 766  |        |
| В      | 810  |        |
| С      | 860  |        |
| D1     |      | 520    |
| D2     |      | 850    |
| D3     |      | 850    |
| D4     |      | 850    |
| D5     |      | 850    |



#### **FUEL CONSUMPTION**

| PERCENT OF PRIME POWER  | 1500 rpm | 1800 rpm |
|-------------------------|----------|----------|
| TERCEIT OF TRIBLE FOWER | I/hr     | l/hr     |
| 110 %                   | 82,47    | 88,19    |
| 100 %                   | 75,98    | 80,58    |
| 75 %                    | 57,27    | 60,74    |
| 50 %                    | 39,72    | 42,12    |



231 / 400 V – 50 Hz & 277 / 480 V – 60 Hz



### **DIESEL ENGINE MAIN TECHNICAL PARAMETERS**

| <b>50 Hz – 1500</b> min <sup>-1</sup>          |                   |                | <b>60 Hz – 1800</b> min <sup>-1</sup>       |                   |                |
|--|-------------------|----------------|---|-------------------|----------------|
| Туре   |                   | TCD12.1        | Туре  |                   | TCD12.1        |
| Speed  | min <sup>-1</sup> | 1500           | Speed                                       | min <sup>-1</sup> | 1800           |
| Net Frequency                                  | Hz                | 50             | Net Frequency                               | Hz                | 60             |
| Power Standard                                 |                   | LTP            | Power Standard                              |                   | LTP            |
| Power Level                                    |                   | G2             | Power Level                                 |                   | G2             |
| Exhaust Emission Standard                      |                   | Fuel Optimized | Exhaust Emission Standard                   |                   | Fuel Optimized |
| GENERAL  |                   | Turbo,CAC      | GENERAL<br>Aspiration                       |                   | Turbo,CAC      |
| Aspiration                                     |                   | •              | •   |                   | •              |
| Governing System                               |                   | Electronic     | Governing System                            |                   | Electronic     |
| Governor Brand                                 |                   | Bosch          | Governor Brand                              |                   | Bosch          |
| No of Cylinders                                |                   | 6              | No of Cylinders                             |                   | 6              |
| Configuration                                  |                   | in-line        | Configuration                               |                   | in-line        |
| Injection System                               |                   | Common Rail    | Injection System                            |                   | Common Rail    |
| Displacement                                   | L                 | 12,10          | Displacement                                | L                 | 12,10          |
| Bore   | mm                | 131            | Bore  | mm                | 131            |
| Stroke   | mm                | 150            | Stroke                                      | mm                | 150            |
| Compression Ratio                              |                   | 17:1           | Compression Ratio                           |                   | 17:1           |
| Mean Effective Pressure                        | Bar               | 28             | Mean Effective Pressure                     | Bar               | 25,5           |
| Piston Speed                                   | m/s               | 8              | Piston Speed                                | m/s               | 9,6            |
| Rotation (looking at flywheel)                 | 111,3             | ccw            | Rotation (looking at flywheel)              | 111,3             | ccw            |
| No of Teeth on Flywheel Ring Gear              |                   | 143            | No of Teeth on Flywheel Ring Gear           |                   | 143            |
| GOVERNOR PERFORMANCE                           |                   | 143            | GOVERNOR PERFORMANCE                        |                   | 143            |
| Speed droop (static) electr. gov.              | %                 | 0              | Speed droop (static) electr. gov.           | %                 | 0              |
| Governing standards                            | 70                | G3             | Governing standards                         | /0                |                |
| MOMENT OF INERTIA                              |                   | GS             | MOMENT OF INERTIA                           |                   | G3             |
| Flywheel (standard genset spec.)               | kg m²             | 2,16           | Flywheel (standard genset spec.)            | kg m²             | 2,16           |
| Max. step load acceptance, 1st step            | %                 | 2,10           | Max. step load acceptance, 1st step         | %                 | 2,10           |
| Sound power at full load, incl. cooling system |                   |                | Sound power at full load, incl. cooling     |                   |                |
| , , , ,  | dB(A)             | 111,10         | system                                      | dB(A)             | 114,10         |
| Sound press. (1m average, full load), incl.    | dD(A)             | 96,60          | Sound press. (1m average, full load), incl. | dD(A)             | 06.60          |
| cool. syst.                                    | dB(A)             | 90,00          | cool. syst.                                 | dB(A)             | 96,60          |
| ENGINE WEIGHT                                  |                   |                | ENGINE WEIGHT                               |                   |                |
| Engine Dry, w/o Cooling System                 | kg                | 1154           | Engine Dry, w/o Cooling System              | Kg                | 1154           |
| Engine with cooling system                     | kg                | 1249           | Engine with cooling system                  | kg                | 1249           |
| LUBRICATION SYSTEM                             |                   |                | YAĞLAMA SİSTEMİ                             |                   |                |
| Oil specification                              |                   | 15W40/CI-4/SL  | Oil specification                           |                   | 15W40/CI-4/SL  |
| Oil consumption (as % of fuel consumption)     | %                 | 0,10           | Oil consumption (as % of fuel consumption)  | %                 | 0,10           |
| Oil capacity (sump)                            | I                 | 30             | Oil capacity (sump)                         | I                 | 30             |
| Min. oil pressure (warning)                    | Bar               | 0,80           | Min. oil pressure (warning)                 | Bar               | 0,80           |
| Min. oil pressure (shut down)                  | Bar               | 0,60           | Min. oil pressure (shut down)               | Bar               | 0,60           |
| Max. permissible oil temperature (oil pan)     | °C                | 130            | Max. permissible oil temperature (oil pan)  | °C                | 130            |
| OUTPUT CONTROL OF COMPETATOR (OF PARTY         |                   |                | OUTPUT                                      |                   |                |
| Gross Output(LTP or StandBy Power)             | Kw                | 360            | Gross Output(LTP or StandBy Power)          | Kw                | 385            |
| Fan Reduction                                  | Kw                | 13             | Fan Reduction                               | Kw                | 17,50          |
| Net flywheel                                   | Kw                | 347            | Net flywheel                                |                   | 367,50         |
| Electrical Output (Stand By)                   | Kva               | 410            | Electrical Output (Stand By)                | Kva               | 440            |
| Gross Output(PRP or Prime Power)               | Kw                | 330            | Gross Output(PRP or Prime Power)            | Kw                | 353            |
| Gross Output(Continous Power)                  | kw                | 310            | Gross Output(Continous Power)               | kw                | 320            |
|  |                   |                |   |                   |                |



231 / 400 V – 50 Hz & 277 / 480 V – 60 Hz



### **DIESEL ENGINE MAIN TECHNICAL PARAMETERS**

| COCINIG SYSTEM, GENERAL ENGINE COCINCO DATA         COCINIG SYSTEM, GENERAL ENGINE COCINCO DATA         Amax. perm. Coolant Outlet Temperature         °C         99           Max. perm. Coolant Outlet Temperature         °C         99         Max. perm. Flow Resistance (cool. syst. and piping)         °C         105         Max. perm. Flow Resistance (cool. syst. and piping)         °C         105         Max. Temperature of Coolant (warning)         °C         105         Max. Temperature of Coolant (warning)         °C         105         Max. Temperature of Coolant (warning)         °C         108         Max. Temperature of Coolant (warning)         °C         108         Max. Temperature of Coolant (warning)         °C         108         Temperature at Which Thermostat Starts to open         °C         80         Temperature at Which Thermostat Starts to open         °C         80         Temperature at Which Thermostat Starts to open         °C         80         Temperature at Which Thermostat Starts to open         °C         80         Temperature at Which Thermostat Starts to open         °C         90         90         Min. Pressure Before Coolant Pump         °C         90         Min. Pressure at Which Thermostat Starts to open         °C         80         Min. Pressure Before Coolant Pump         °C         80         70         PEMBLE COURS START         Min. Pressure Before Coolant Pump         °C         So         Temperature at W  | <b>50 Hz – 1500</b> min <sup>-1</sup>               |      |       | <b>60 Hz – 1800</b> min <sup>-1</sup>  |      |       |
|--|---|------|-------|--|------|-------|
| Max perm. Flow Resistance (cool. syst. and piping)         Bar piping         0,30 piping         Max perm. Flow Resistance (cool. syst. and piping)         Bar piping         0,30 piping         Max Temperature of Coolant (warning)         °C         105         Max. Temperature of Coolant (warning)         °C         105         Max. Temperature of Coolant (warning)         °C         108         Max. Temperature of Coolant (warning)         °C         80         Temperature at Which Thermostat Starts to open "CC"         80         Temperature at Which Thermostat is Fully Open "CC"         90 <t< td=""><td>COOLING SYSTEM, GENERAL ENGINE COOLING DATA</td><td>A</td><td></td><td>COOLING SYSTEM, GENERAL ENGINE COOLING DATA</td><td>A</td><td></td></t<>   | COOLING SYSTEM, GENERAL ENGINE COOLING DATA         | A    |       | COOLING SYSTEM, GENERAL ENGINE COOLING DATA  | A    |       |
| piping    Piping  Piping    Piping    Piping    Piping    Piping    Piping    Piping    Piping    Piping    Piping    Piping    Piping    Piping  Piping    Piping    Piping    Piping    Piping    Piping    Piping    Piping    Piping    Piping    Piping    Piping    Piping     | Max. perm. Coolant Outlet Temperature               | °C   | 99    | Max. perm. Coolant Outlet Temperature  | °C   | 99    |
| Max. Temperature of Coolant (shutdown)         °C         108         Max. Temperature of Coolant (shutdown)         °C         108           Temperature at Which Thermostat Starts to open         °C         80         Temperature at Which Thermostat Starts to open         °C         90           Delivery of Coolant Pump         m³/h         28,80         Delivery of Coolant Pump         m³/h         34,60           Min. Pressure Before Coolant Pump         Bar         0,80         Min. Pressure Before Coolant Pump         Bar         0,80           Temperature at CAC outlet at standard conditions         °C         50         Temperature at CAC outlet at standard conditions         °C         50           ENGINE COOLING SYSTEM         ENGINE COOLING SYSTEM           Coolant Capacity (engine)         1         20         Coolant Capacity (incl. cooling unit)         1         20           Coolant Capacity (engine)         1         20         Coolant Capacity (incl. cooling unit)         1         20           Air to Soil (max. permissible cool. air temp. at fan)         °C         55         Air to Soil (max. permissible cool. air temp. at fan)         °C         55           Fan Power Consumption         kW         13         Fan Power Consumption         kW         175         40         175  |   | Bar  | 0,30  | The state of the s | Bar  | 0,30  |
| Temperature at Which Thermostat Starts to open °C 80 Temperature at Which Thermostat Starts to open °C 90 Temperature at Which Thermostat is Fully Open °C 90 Temperature at Which Thermostat is Fully Open °C 90 Delivery of Coolant Pump m³/h 28,80 Delivery of Coolant Pump m³/h 34,6 Min. Pressure Before Coolant Pump Bar 0,80 Min. Pressure Before Coolant Pump Bar 0,80 Min. Pressure Before Coolant Pump Bar 0,80 Min. Pressure Before Coolant Pump Bar 0,80 Temperature at CAC outlet at standard conditions °C 50 Temperature at CAC outlet at standard conditions °C 50 Temperature at CAC outlet at standard conditions °C 50 Temperature at CAC outlet at standard conditions °C 50 Temperature at CAC outlet at Standard conditions °C 50 Temperature at CAC outlet at Standard conditions °C 50 Temperature at CAC outlet at Standard conditions °C 50 Temperature at CAC outlet at Standard conditions °C 50 Temperature at CAC outlet at Standard conditions °C 50 Temperature at CAC outlet at Standard conditions °C 50 Temperature at CAC outlet at Standard conditions °C 50 Temperature at CAC outlet at Standard conditions °C 50 Temperature at CAC outlet at Standard conditions °C 50 Temperature at CAC outlet at Standard conditions °C 50 Temperature at CAC outlet at Standard conditions °C 50 Temperature at CAC outlet at Standard conditions °C 50 Temperature at CAC outlet at Standard conditions °C 50 Temperature at CAC outlet at Standard conditions °C 50 Temperature at CAC outlet at Standard conditions °C 50 Temperature at CAC outlet at Standard conditions °C 50 Temperature at CAC outlet at Standard conditions °C 50 Temperature at CAC outlet at Standard conditions °C 50 Temperature at CAC outlet at Standard conditions °C 50 Temperature at CAC 5 | Max. Temperature of Coolant (warning)               | °C   | 105   | Max. Temperature of Coolant (warning)  | °C   | 105   |
| Temperature at Which Thermostat is Fully Open         °C         90         Temperature at Which Thermostat is Fully Open         °C         90           Delivery of Coolant Pump         m³/h         28,80         Delivery of Coolant Pump         m³/h         34,66           Min. Pressure Before Coolant Pump         Bar         0,80         Min. Pressure Before Coolant Pump         Bar         0,80           Temperature at CAC outlet at standard conditions         °C         50         Temperature at CAC outlet at standard conditions         °C         50           ENGINE COOLING SYSTEM         ENGINE COOLING SYSTEM           Coolant Capacity (incl. cooling unit)         1         20         Coolant Capacity (incl. cooling unit)         1         20           Air to Boll (max. permissible cool. air temp. at fan)         °C         55         Air to Boll (max. permissible cool. air temp. at fan)         °C         55           Fan Power Consumption         kW         13         Fan Power Consumption         kW         17,5           Cooling air Flow         m³/h         38486         Cooling air Flow         m³/h         43298           Air Pressure Loss, external         mbar         1,64         Heat Balance           Heat Dissipation (engine radiator)         kW         13         Heat Balance </td <td>Max. Temperature of Coolant (shutdown)</td> <td>°C</td> <td>108</td> <td>Max. Temperature of Coolant (shutdown)</td> <td>°C</td> <td>108</td>  | Max. Temperature of Coolant (shutdown)              | °C   | 108   | Max. Temperature of Coolant (shutdown)   | °C   | 108   |
| Delivery of Coolant Pump         m³/h         28,80         Delivery of Coolant Pump         m³/h         34,6           Min. Pressure Before Coolant Pump         Bar         0,80         Min. Pressure Before Coolant Pump         Bar         0,80           Temperature at CAC outlet at standard conditions         °C         50         Temperature at CAC outlet at standard conditions         °C         50           ENGINE COOLING SYSTEM         ENGINE COOLING SYSTEM         ENGINE COOLING SYSTEM         Image: Cooling Cooling System         1         20           Coolant Capacity (incl. cooling unit)         1         35         Coolant Capacity (incl. cooling unit)         1         35           Air to Boil (max. permissible cool. air temp. at fan)         °C         55         Air to Boil (max. permissible cool. air temp. at fan)         °C         55           Fan Power Consumption         kW         13         Fan Power Consumption         kW         17,5           Cooling air Flow         m³/h         38486         Cooling air Flow         m³/h         43298           Air Pressure Loss, external         mbar         1,64         Heat Dissipation (engine radiator)         kW         75           Heat Dissipation (engine radiator)         kW         75         Heat Dissipation (engine radiator)   | Temperature at Which Thermostat Starts to open      | °C   | 80    | Temperature at Which Thermostat Starts to open   | °C   | 80    |
| Min. Pressure Before Coolant Pump         Bar         0,80         Min. Pressure Before Coolant Pump         Bar         0,80           Temperature at CAC outlet at standard conditions         *C         50         Temperature at CAC outlet at standard conditions         *C         50           ENGINE COOLING SYSTEM         ENGINE COOLING SYSTEM         ENGINE COOLING SYSTEM         ENGINE COOLING SYSTEM           Coolant Capacity (incl. cooling unit)         1         20         Coolant Capacity (incl. cooling unit)         1         20           Coolant Capacity (incl. cooling unit)         1         35         Coolant Capacity (incl. cooling unit)         1         35           Air to Boil (max. permissible cool. air temp. at fan)         *C         55         Air to Boil (max. permissible cool. air temp. at fan)         *C         55           Ean Power Consumption         kW         13         Fan Power Consumption         kW         17,5           Cooling air Flow         m³/h         38486         Cooling air Flow         m³/h         43298           Air Pressure Loss, external         mbar         1,64         Air Pressure Loss, external         mbar         1,64           Heat Dissipation (engine radiator)         kW         129         Heat Dissipation (CAC)         kW         70     <   | Temperature at Which Thermostat is Fully Open       | °C   | 90    | Temperature at Which Thermostat is Fully Open  | °C   | 90    |
| Temperature at CAC outlet at standard conditions   °C   50   Temperature at CAC outlet at standard conditions   °C   50     PNGINE COOLING SYSTEM   FORSINE COOLING SYSTE   | Delivery of Coolant Pump                            | m³/h | 28,80 | Delivery of Coolant Pump   | m³/h | 34,6  |
| ENGINE COOLING SYSTEM         ENGINE COOLING SYSTEM         1         20         Coolant Capacity (engine)         1         20         Coolant Capacity (engine)         1         20         Coolant Capacity (incl. cooling unit)         1         20         Coolant Capacity (incl. cooling unit)         1         35         Coolant Capacity (incl. cooling unit)         1         35         35         Air to Boil (max. permissible cool. air temp. at fan)         °C         55         55         Fan Power Consumption         kW         13         Fan Power Consumption         kW         17,5         Fan Power Consumption         kW         13         Fan Power Consumption         kW         17,5         Fan BALE MACE         Park Power Consumption         RW         18,49         Park Park Park Park Park Park Park Park  | Min. Pressure Before Coolant Pump                   | Bar  | 0,80  | Min. Pressure Before Coolant Pump  | Bar  | 0,80  |
| Coolant Capacity (engine)         I         20         Coolant Capacity (engine)         I         20           Coolant Capacity (incl. cooling unit)         I         35         Coolant Capacity (incl. cooling unit)         I         35           Air to Boil (max. permissible cool. air temp. at fan)         °C         55         Air to Boil (max. permissible cool. air temp. at fan)         °C         55           Fan Power Consumption         kW         13         Fan Power Consumption         kW         17,5           Cooling air Flow         m³/h         38486         Cooling air Flow         m³/h         43298           Air Pressure Loss, external         mbar         1,64         Air Pressure Loss, external         mbar         480           HEAT BALANCE         HEAT BALANCE           Heat Dissipation (engine radiator)         kW         129         Heat Dissipation (engine radiator)         kW         131           Heat Dissipation (CAC)         kW         75         Heat Dissipation (engine radiator)         kW         131           Max. Intake Depression (Switch Setting)         mbar         50         Max. Intake Depression (Switch Setting)         mbar         50           Combustion Air Volume         m³/h         1305         Combustion Air Volume         m³/h   | Temperature at CAC outlet at standard conditions    | °C   | 50    | Temperature at CAC outlet at standard conditions   | °C   | 50    |
| Coolant Capacity (incl. cooling unit)I35Coolant Capacity (incl. cooling unit)I35Air to Boil (max. permissible cool. air temp. at fan)°C55Air to Boil (max. permissible cool. air temp. at fan)°C55Fan Power ConsumptionkW13Fan Power ConsumptionkW17,5Cooling air Flowm³/h38486Cooling air Flowm³/h43298Air Pressure Loss, externalmbar1,64Air Pressure Loss, externalmbar1,64HEAT BALANCEHEAT BALANCEHeat Dissipation (engine radiator)kW129Heat Dissipation (CAC)kW70INLET / EXHAUST DATAINLET / EXHAUST DATAHILET / EXHAUST DATAMax. intake Depression (Switch setting)mbar50Max. intake Depression (Switch setting)mbar50Combustion Air Volumem³/h1305Combustion Air Volumem³/h159Max. Exhaust Back Pressurembar50Max. Exhaust Back Pressurembar50Max. Exhaust Gas Temperature°C523Max. Exhaust Gas Temperature°C517Exhaust Gas Flow (at above temp)m³/h3590Exhaust Gas Flow (at above temp)m³/h436Exhaust Flange / pipe diametermm120Exhaust Flange / pipe diametermm120ELECTRICAL SYSTEMELECTRICAL SYSTEMKW8,80StarterKW8,80Alternator OutputA80Alternator OutputA8 <td></td> <td></td> <td>20</td> <td></td> <td></td> <td>22</td>  |   |      | 20    |  |      | 22    |
| Air to Boil (max. permissible cool. air temp. at fan)  **C 55  |   | ·    |       |  | •    |       |
| fan) C S S S S S S S S S S S S S S S S S S   |   | I    | 35    |  |      | 35    |
| Cooling air Flow m³/h 38486 Cooling air Flow m³/h 43298 Air Pressure Loss, external mbar 1,64 Air Pressure Loss, external mbar 1,64 HEAT BALANCE Heat Dissipation (engine radiator) kW 129 Heat Dissipation (engine radiator) kW 131 Heat Dissipation (CAC) kW 75 Heat Dissipation (CAC) kW 70 INLET / EXHAUST DATA  Max. intake Depression (Switch setting) mbar 50 Max. intake Depression (Switch setting) mbar 50 Combustion Air Volume m³/h 1305 Combustion Air Volume m³/h 150 Max. Exhaust Back Pressure mbar 50 Max. Exhaust Back Pressure mbar 50 Max. Exhaust Gas Temperature °C 523 Max. Exhaust Gas Temperature °C 517 Exhaust Gas Flow (at above temp) m³/h 3590 Exhaust Gas Flow (at above temp) m³/h 4363 Exhaust Flange / pipe diameter mm 120 Exhaust Flange / pipe diameter mm 120 ELECTRICAL SYSTEM  Voltage V 24 Voltage V Voltage V S4 Starter KW 8,80 Alternator Output A 80 Alternator Output A 80   |   | °C   | 55    |  | °C   | 55    |
| Air Pressure Loss, external mbar 1,64 Air Pressure Loss, external mbar 1,64  HEAT BALANCE  Heat Dissipation (engine radiator) kW 129 Heat Dissipation (engine radiator) kW 131  Heat Dissipation (CAC) kW 75 Heat Dissipation (CAC) kW 70  INLET / EXHAUST DATA  Max. intake Depression (Switch setting) mbar 50 Max. intake Depression (Switch setting) mbar 50  Combustion Air Volume m³/h 1305 Combustion Air Volume m³/h 1594  Max. Exhaust Back Pressure mbar 50 Max. Exhaust Back Pressure mbar 50  Max. Exhaust Gas Temperature °C 523 Max. Exhaust Gas Temperature °C 517  Exhaust Gas Flow (at above temp) m³/h 3590 Exhaust Gas Flow (at above temp) m³/h 4363  Exhaust Flange / pipe diameter mm 120 Exhaust Flange / pipe diameter mm 120  ELECTRICAL SYSTEM  Voltage V 24 Voltage V 24  Starter KW 8,80 Starter KW 8,80 Alternator Output A 80  | Fan Power Consumption                               | kW   | 13    | Fan Power Consumption  | kW   | 17,5  |
| HEAT BALANCEHeat Dissipation (engine radiator)kW129Heat Dissipation (engine radiator)kW131Heat Dissipation (CAC)kW75Heat Dissipation (CAC)kW70INLET / EXHAUST DATAMax. intake Depression (Switch setting)mbar50Max. intake Depression (Switch setting)mbar50Combustion Air Volumem³/h1305Combustion Air Volumem³/h1594Max. Exhaust Back Pressurembar50Max. Exhaust Back Pressurembar50Max. Exhaust Gas Temperature°C523Max. Exhaust Gas Temperature°C517Exhaust Gas Flow (at above temp)m³/h3590Exhaust Gas Flow (at above temp)m³/h4363Exhaust Flange / pipe diametermm120Exhaust Flange / pipe diametermm120ELECTRICAL SYSTEMELECTRICAL SYSTEMELECTRICAL SYSTEMVoltageV24VoltageV24StarterKW8,80StarterKW8,80Alternator OutputA80Alternator OutputA80  | Cooling air Flow                                    | m³/h | 38486 | Cooling air Flow   | m³/h | 43298 |
| Heat Dissipation (engine radiator)kW129Heat Dissipation (engine radiator)kW131Heat Dissipation (CAC)kW75Heat Dissipation (CAC)kW70INLET / EXHAUST DATAMax. intake Depression (Switch setting)mbar50Max. intake Depression (Switch setting)mbar50Combustion Air Volumem³/h1305Combustion Air Volumem³/h1594Max. Exhaust Back Pressurembar50Max. Exhaust Back Pressurembar50Max. Exhaust Gas Temperature°C523Max. Exhaust Gas Temperature°C517Exhaust Gas Flow (at above temp)m³/h3590Exhaust Gas Flow (at above temp)m³/h4363Exhaust Flange / pipe diametermm120Exhaust Flange / pipe diametermm120ELECTRICAL SYSTEMVoltageV24VoltageV24StarterKW8,80StarterKW8,80Alternator OutputA80Alternator OutputA80  | Air Pressure Loss, external                         | mbar | 1,64  | Air Pressure Loss, external  | mbar | 1,64  |
| Heat Dissipation (CAC) kW 75 Heat Dissipation (CAC) kW 70  INLET / EXHAUST DATA  Max. intake Depression (Switch setting) mbar 50 Max. intake Depression (Switch setting) mbar 50  Combustion Air Volume m³/h 1305 Combustion Air Volume m³/h 1594  Max. Exhaust Back Pressure mbar 50 Max. Exhaust Back Pressure mbar 50  Max. Exhaust Gas Temperature °C 523 Max. Exhaust Gas Temperature °C 517  Exhaust Gas Flow (at above temp) m³/h 3590 Exhaust Gas Flow (at above temp) m³/h 4363  Exhaust Flange / pipe diameter mm 120 Exhaust Flange / pipe diameter mm 120  ELECTRICAL SYSTEM  Voltage V 24 Voltage V V 24 Starter  KW 8,80 Starter  KW 8,80 Alternator Output A 80 Alternator Output A 80  | HEAT BALANCE  |      |       | HEAT BALANCE   |      |       |
| INLET / EXHAUST DATA         Max. intake Depression (Switch setting)       mbar       50       Max. intake Depression (Switch setting)       mbar       50         Combustion Air Volume       m³/h       1305       Combustion Air Volume       m³/h       1594         Max. Exhaust Back Pressure       mbar       50       Max. Exhaust Back Pressure       mbar       50         Max. Exhaust Gas Temperature       °C       523       Max. Exhaust Gas Temperature       °C       517         Exhaust Gas Flow (at above temp)       m³/h       3590       Exhaust Gas Flow (at above temp)       m³/h       4363         Exhaust Flange / pipe diameter       mm       120       Exhaust Flange / pipe diameter       mm       120         ELECTRICAL SYSTEM       ELECTRICAL SYSTEM         Voltage       V       24       Voltage       V       24         Starter       KW       8,80       Starter       KW       8,80         Alternator Output       A       80       Alternator Output       A       80   | Heat Dissipation (engine radiator)                  | kW   | 129   | Heat Dissipation (engine radiator)   | kW   | 131   |
| Max. intake Depression (Switch setting)mbar50Max. intake Depression (Switch setting)mbar50Combustion Air Volumem³/h1305Combustion Air Volumem³/h1594Max. Exhaust Back Pressurembar50Max. Exhaust Back Pressurembar50Max. Exhaust Gas Temperature°C523Max. Exhaust Gas Temperature°C517Exhaust Gas Flow (at above temp)m³/h3590Exhaust Gas Flow (at above temp)m³/h4363Exhaust Flange / pipe diametermm120Exhaust Flange / pipe diametermm120ELECTRICAL SYSTEMELECTRICAL SYSTEMVoltageV24VoltageV24StarterKW8,80StarterKW8,80Alternator OutputA80Alternator OutputA80   | Heat Dissipation (CAC)                              | kW   | 75    | Heat Dissipation (CAC)   | kW   | 70    |
| Combustion Air Volume m³/h 1305 Combustion Air Volume m³/h 1594  Max. Exhaust Back Pressure mbar 50 Max. Exhaust Back Pressure mbar 50  Max. Exhaust Gas Temperature °C 523 Max. Exhaust Gas Temperature °C 517  Exhaust Gas Flow (at above temp) m³/h 3590 Exhaust Gas Flow (at above temp) m³/h 4363  Exhaust Flange / pipe diameter mm 120 Exhaust Flange / pipe diameter mm 120  ELECTRICAL SYSTEM  Voltage V 24 Voltage V 24  Starter KW 8,80 Starter KW 8,80  Alternator Output A 80   | INLET / EXHAUST DATA                                |      |       | INLET / EXHAUST DATA   |      |       |
| Max. Exhaust Back Pressure mbar 50 Max. Exhaust Back Pressure mbar 50 Max. Exhaust Gas Temperature °C 517 Exhaust Gas Flow (at above temp) m³/h 3590 Exhaust Gas Flow (at above temp) m³/h 4363 Exhaust Flange / pipe diameter mm 120 Exhaust Flange / pipe diameter | Max. intake Depression (Switch setting)             | mbar | 50    | Max. intake Depression (Switch setting)  | mbar | 50    |
| Max. Exhaust Gas Temperature°C523Max. Exhaust Gas Temperature°C517Exhaust Gas Flow (at above temp)m³/h3590Exhaust Gas Flow (at above temp)m³/h4363Exhaust Flange / pipe diametermm120Exhaust Flange / pipe diametermm120ELECTRICAL SYSTEMELECTRICAL SYSTEMVoltageV24VoltageV24StarterKW8,80StarterKW8,80Alternator OutputA80Alternator OutputA80   | Combustion Air Volume                               | m³/h | 1305  | Combustion Air Volume  | m³/h | 1594  |
| Exhaust Gas Flow (at above temp) m³/h 3590 Exhaust Gas Flow (at above temp) m³/h 4363  Exhaust Flange / pipe diameter mm 120 Exhaust Flange / pipe diameter mm 120  ELECTRICAL SYSTEM  Voltage V 24 Voltage V 024  Starter KW 8,80 Starter KW 8,80 Alternator Output A 80  | Max. Exhaust Back Pressure                          | mbar | 50    | Max. Exhaust Back Pressure   | mbar | 50    |
| Exhaust Flange / pipe diametermm120Exhaust Flange / pipe diametermm120ELECTRICAL SYSTEMVoltageV24VoltageV24StarterKW8,80StarterKW8,80Alternator OutputA80Alternator OutputA80  | Max. Exhaust Gas Temperature                        | °C   | 523   | Max. Exhaust Gas Temperature   | °C   | 517   |
| ELECTRICAL SYSTEMVoltageV24VoltageV24StarterKW8,80StarterKW8,80Alternator OutputA80Alternator OutputA80  | Exhaust Gas Flow (at above temp)                    | m³/h | 3590  | Exhaust Gas Flow (at above temp)   | m³/h | 4363  |
| Voltage         V         24         Voltage         V         24           Starter         KW         8,80         Starter         KW         8,80           Alternator Output         A         80         Alternator Output         A         80  | Exhaust Flange / pipe diameter                      | mm   | 120   | Exhaust Flange / pipe diameter   | mm   | 120   |
| StarterKW8,80StarterKW8,80Alternator OutputA80Alternator OutputA80   | ELECTRICAL SYSTEM                                   |      |       | ELECTRICAL SYSTEM  |      |       |
| Alternator Output A 80 Alternator Output A 80  | Voltage   | V    | 24    | Voltage  | V    | 24    |
|  | Starter   | KW   | 8,80  | Starter  | KW   | 8,80  |
| Batteries (minimum capacity, cold start limit -5°C) Ah 2*120 Batteries (minimum capacity, cold start limit -5°C) Ah 2*120  | Alternator Output                                   | Α    | 80    | Alternator Output  | Α    | 80    |
|  | Batteries (minimum capacity, cold start limit -5°C) | Ah   | 2*120 | Batteries (minimum capacity, cold start limit -5°C)  | Ah   | 2*120 |



231 / 400 V – 50 Hz & 277 / 480 V – 60 Hz



### **ALTERNATOR TECHNICAL PARAMETERS**



| ALTERNATOR TECHNIC   | CAL PARAMETERS   |          |              |                     |                   |         |          |           |             |
|----------------------|------------------|----------|--------------|---------------------|-------------------|---------|----------|-----------|-------------|
| Insulation Class     |                  |          | Н            | Field Control S     | System            |         |          | S         | elf-Excited |
| Winding Pitch        |                  |          | 2/3 - (N° 6) | A.V.R. Model        |                   |         | Standard |           | SX440       |
| Wires                |                  |          | 12           | Voltage Regul       | ation             |         | %        |           | ± 1         |
| Protection           |                  |          | IP 23        | Sustained Sho       | rt-Circuit Cu     | rrent   | 10 sec   | 3         | 00% (3 IN)  |
| Altitude             | m                |          | 1000         | <b>Total Harmon</b> | ic (*) TGH / 1    | тнс     | %        |           | < 4         |
| Overspeed            | rpm              |          | 2250         | Wave Form: N        | IEMA = TIF -      | (*)     |          |           | < 50        |
| Air Flow             | m³/sec.          |          | 0.8          | Wave Form: I        | .E.C. = THF -     | (*)     | %        |           | < 2         |
| <b>Bearing Drive</b> | N/A              |          | -            | Bearing Non-E       | Orive             |         | Bearing  |           | 6314-2RZ    |
| <b>Rotor Winding</b> | 100%             |          | Copper       | Stator Windin       | g                 |         | 100%     |           | Copper      |
| 50 HZ / 231-400V COS | Q 0,8 / 1500 RPM |          |              |                     |                   |         |          |           |             |
| STANDARD USING ALTI  | ERNATOR          |          |              | OPTIONAL U          | SING ALTERN       | NATOR   |          |           |             |
| BRAND/MODEL          | JCBENERGY        | JCB 315S |              | LEROY-SO            | OMER <sup>™</sup> | TAL046H | STAMFORD | S4L1D E   | HC4E        |
| DUTY                 |                  |          |              | Continuous          |                   |         | S        | Stand By  |             |
| AMBIENT              | C°               |          |              | 40°C                |                   |         |          | 27°C      |             |
| CLASS / TEMP. RISE   | C°               |          |              | H/ 125° K           |                   |         | H        | I/ 163° K |             |
| SERIES STAR          | V                | 380/220  | 400/231      | 415/240             | 1 Phase           | 380/220 | 400/231  | 415/240   | 1 Phase     |
| PARALLEL STAR        | V                | 190/110  | 200/115      | 208/120             | 220               | 190/110 | 200/115  | 208/120   | 220         |
| SERIES DELTA         | V                | 220      | 230          | 240                 | 230               | 220     | 230      | 240       | 230         |
| OUTPUT POWER         | kVA              | 373,0    | 373,0        | 387,0               | -                 | 410,0   | 410,0    | 426,0     | -           |
| OUTPUT POWER         | kW               | 298.4    | 298.4        | 309.6               | -                 | 328.0   | 328.0    | 340.8     | -           |

| 60 HZ / 277-480V COSQ 0,8 / 1800 RPM                |           |          |         |            |                   |         |         |            |         |
|---|-----------|----------|---------|------------|-------------------|---------|---------|------------|---------|
| STANDARD USING ALTERNATOR OPTIONAL USING ALTERNATOR |           |          |         |            |                   |         |         |            |         |
| BRAND/MODEL   | JCBENERGY | JCB 315S |         | LEROY-SOM  | ER <sup>®</sup> T | AL046G  | STAMF   | ORD HC4E   |         |
| DUTY  |           |          |         | Continuous |                   |         |         | Stand By   |         |
| AMBIENT   | C°        |          |         | 40°C       |                   |         |         | 27°C       |         |
| CLASS / TEMP. RISE                                  | C°        |          |         | H / 125° K |                   |         |         | H / 163° K |         |
| SERIES STAR   | V         | 416/240  | 440/254 | 480/277    | 1 Phase           | 416/240 | 440/254 | 480/277    | 1 Phase |
| PARALLEL STAR                                       | V         | 208/120  | 220/127 | 240/138    | -                 | 208/120 | 220/127 | 240/138    | -       |
| SERIES DELTA  | V         | 240      | 254     | 277        | 240               | 240     | 254     | 277        | 240     |
| OUTPUT POWER  | kVA       | 421,0    | 443,0   | 466,0      | -                 | 463,0   | 487,00  | 513,0      | -       |
| OUTPUT POWER  | kW        | 336,8    | 354,4   | 372,8      | -                 | 370,4   | 389,6   | 410,4      | -       |



231 / 400 V - 50 Hz & 277 / 480 V - 60 Hz



#### **CONTROL MODULE ALERTS**

Emergency Stop Malfunction
High Generator Frequency
Low Generator frequency, Low Load
Over Current, Unbalanced Current
Low Generator Voltage
High generator Frequency
Phase sequence error
Overload, Heat Sensor Broken
Low Water Level (Optional)
Low Oil Pressure, Reverse Power

Start Error, Stop Error
Magnetic Pickup Error
Charge Alternator Error
Unbalanced Load
Maintenance Time Alarm
Low Speed, High Speed
Broken Oil Sensor Cable
High Oil Temperature (Optional)
Low Fuel Level (Optional), High Battery Voltage
Low Battery Voltage, High Water Temperature
Electronic Can bus Errors (ECU)

#### **CONTROL PANEL SPECIFICATIONS**



**Low Water Temperature** 



- Powder Painted Steel Panel with Lockable Door
- ATS (Automatic Transfer Panel)-Ontional
- Control Module
- Battery Charger
- Emergency Stop Button

- Terminal Blocks
- Load Output Terminal
- System Protection MSBs
- Circuit Breaker-Optional
- o LCD Screen
- Control Relays
- Backlit, 128x64 Pixels

#### **CONTROL MODULE TECHNICAL PARAMETERS**

| Brand                                 | JCBENERGY         | Brand                             | Trans-MIDIAMF.232.GP                  |
|---------------------------------------|-------------------|-----------------------------------|---------------------------------------|
| Dimensions                            | 120mmx94mm.       | Protection Class                  | IP65 From the Front                   |
| Weight                                | 260 gr.           | <b>Environmental Conditions</b>   | 2000 meters above sea level           |
| Ambient Humidity                      | Max. %90.         | Ambient Temperature               | -20°C to +70°C                        |
| DC Battery Supply Voltage             | 8 - 32 V          | Battery Voltage Measurement       | 8 – 32 V                              |
| Network Frequency                     | 5 - 99,9 Hz       | Mains Voltage Measurement         | 3 - 300 V phase -Neutral, 5 - 99,9 Hz |
| Generator Voltage Measurement         | 3 - 300 V         | Generator Frequency               | 5 - 99,9 Hz                           |
| <b>Current Transformer Secondary</b>  | 5A                | Working Period                    | Continuous                            |
| Charge Alternator Voltage Measurement | 8 - 32 V          | Charge Alternator Excitation      | 210mA &12V, 105mA &24V Nominal 2.5W   |
| Communication Interface               | RS-232            | Analog Sender Measurement         | 0 - 1300ohm                           |
| Generator Contactor Relay Output      | 5A & 250V         | Mains Contactor Relay Output      | 5A & 250V                             |
| Solenoid Transistor Outputs           | 1A with DC Supply | Start Transistor Outputs          | 1A with DC Supply                     |
| Configurable-3 Transistor Outputs     | 1A with DC Supply | Configurable-4 Transistor Outputs | 1A with DC Supply                     |



231 / 400 V - 50 Hz & 277 / 480 V - 60 Hz



#### **CONTROL MODULE FUNCTION**

| Mains Voltage Level Control         | Generator Voltage Level Control                      | 3 Phase Generator<br>Protections        | 3 Phase AMF Function                   | Alarm Horn                                |
|-------------------------------------|--|---|--|---|
| Network Frequency Level<br>Control  | Generator Frequency level<br>Control                 | - High / Low Voltage                    | - High / Low Frequency                 | Heater Tube<br>Thermostat Control         |
| Engine Operating Option Control     | Generator Current Level Control                      | - High / Low Frequency                  | - High / Low Voltage                   | Modbus and SNMP                           |
| Engine Stop Option Control          | Generator Powder Level Control                       | - Current / Voltage<br>Asymmetry        | - High / Low Water<br>Temperature      | Working Hour                              |
| Engine Speed (RPM) Level<br>Control | Generator work Schedule and<br>Timing Control        | - Overcurrent / Overload                | - High / Low Load                      | Ground Leakage                            |
| Battery Voltage Options<br>Times    | Oil Pressure Controllers Control                     | Overheat Control                        | Mains., Generator ATS<br>Control       | Analog Modem                              |
| Check Engine Maintenance<br>Times   | Configurable Analog Inputs and Outputs               | 1 Phase or 3 Phase, Phase<br>Selection  | Network, Voltage,<br>Frequency Display | Ethernet, USB, RS232,<br>RS485            |
| Communication Interfaces GPRS, GSM  | Keeping Error Records of Past<br>Events              | Parameter Setting via<br>Control Module | Parameter Setting via<br>Computer      | Selectable Protection<br>Alarm / Shutdown |
| Engine Speed, Voltage,<br>Earning   | Configurable Programmable Digital Inputs and Outputs | Water Temperature Current and Frequency | Hours of Operation Phase sequence      | Battery Voltage<br>Oil Pressure           |

### SOUND PROOF CANOPY AND BASE FRAME (CHASIS) SPECIFICATIONS



- Special, Registered JCB Energy Design and Colour
- A1 Quality DKP / HRU / Galvanized Steel
- Sensitive Twist on Automatic Press Brake
- Delicate Cut on Automatic Punch and Laser Bench
- Sensitive Welding on Robotic Welding Bench
- Chemical Cleaning Nano Technology Before Painting
- Robotic Painting with Electrostatic Powder Paint
- o Drying and stabilizing on 200 ºC Ovens
- 1500 Hour Salt Test
- o Glass wool Isolation, A1 Class Material -50/+500 ºC
- Special Covering Over Glass Wool
- Best Sound Level (in Dba)
- Temperature Tests
- Rustproof Accessories

- Cable Exit Connectors and Glands
- Emergency Stop Button
- Fuel Level Gauge
- Fuel Drain Cap
- Fuel Inlet and Return Records
- I permeability Test for Fuel Tank
- Vacuumed Rubber Mounted
- High Quality weatherstrips
- High Quality Shock Absorbers
- Fuel Filling Cap (with ventilation)
- Lifting and Carrying Equipment
- Internal Exhaust Mufflers (Silencers)
- External Exhaust Mufflers (Silencers)
- Radiator water Filling Cap
- Daily Fuel Tank, External Fuel Tank

# Our Quality Certificates

