



GAS GENERATORS



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JNC SERIES JNC 315L

NATURAL GAS / BIOGAS / LPG
Continuous 252 kW Output Power – 7/24 non STOP



GENERATOR GENERAL INFORMATION

GENERATOR	FREQUENCY	VOLTAGE	POWER FACTOR	SPEED	DIESEL ENGINE		ALTERNATOR			TYPE OF	GENERATOR OUTPUT			
Model	Hz	V	Cos Q	Rpm	Brand	Series	Model	Brand	Series	Model	Operation	kVA	kW	A
JNC 315L	50	231/400	0.8	1500	MAN HND	CHG	130L6		LSA	46.3 L10	Continuous	315	252	455
JNC 315L	60	277/480	0.8	1800						44.3 S5	Continuous	315	252	455

- 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.



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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.

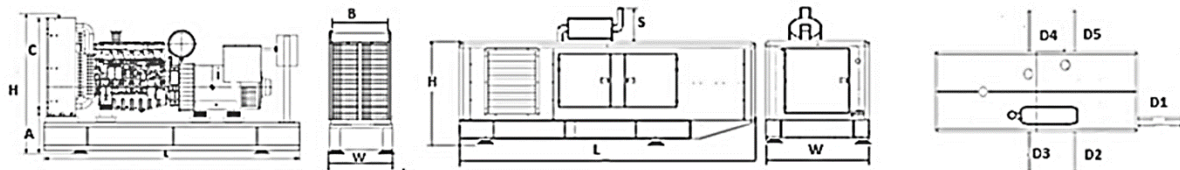
GENERATOR DIMENSIONS AND TECHNICAL DRAWINGS



VALUES		OPEN TYPE GENERATOR	CANOPY TYPE GENERATOR
WIDTH	mm	1400	1646
LENGTH	mm	3600	4632
HEIGHT	mm	2070	2641
WEIGHT (NET)	Kg	3500	4500

GENERATOR TECHNICAL DRAWINGS

SYMBOL	OPEN	CANOPY
L	3600	4632
W	1400	1646
H	2070	2000
S		641
A	775	
B	1250	
C	1100	
D1		1002
D2		800
D3		800
D4		800
D5		800





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ABOUT MAN-HND

HND Gas Engine on the basis of the licensed technology from MWM Company (Germany), started produced MWM 234 series diesel engines which type L6, V6, V8 and V12, MWM604BL6 series diesel engines and TBD620 series L6, V8, V12 and V16 diesel engines.

In 2007, HND obtained the license of manufacturing L16/24 and L21/31 engines from MAN B&W Co., and start mass production in 2008. At present, diesel engine power range from 110kW to 2336kW.

Such as engine block, crankshaft, piston, connecting rod, starting motor, bolt are all imported from Germany. Valve, turbocharger, charging alternator are all imported from U.S.A.

The engine design, component development, complete test validation came from AVL, AVL is a famous engine technology consulting company in the world, headquartered in Austria.

STANDARD EQUIPMENT

ENGINE AND BLOCK:

Nodular cast iron the tensile strength can reach 120 kgf/m², and it has good toughness.

Engine body and cylinder head are made by nodular cast iron. Strong ability to bear mechanical load. Globular gold has less cracking effect on the metal matrix, It can make cast iron strength reach 70 ~ 90% of the matrix structure strength, the tensile strength can reach 120kgf /m², and it has good toughness.

MOVING PARTS:

42CrMoA alloy steel. Enhance the life of moving parts reach 100,000 hours.

Crankshaft, camshaft and other moving parts are made of 42CrMoA alloy steel. It has a higher fatigue limit and resistance to multiple impacts after treatment, good impact toughness and outstanding wear resistance. Will adopt whole forging to retain the internal natural state of the metal, greatly improves the crankshaft strength, and enhances the crankshaft wear resistance used special heat treatment. This crankshaft will be increased more than 20% strength, enhance the life of moving parts reach 100,000 hours.

INLET & EXHAUST VALVES VALVE SEATS:

MAERKISCHES WERK GMBH
Made in Germany

HND gas Engine used original imported German inlet & exhaust valves and valve seats (MAERKISCHES WERK GMBH). The service life of inlet & exhaust valves and valve seats of HND gas engines are much longer than similar domestic products. The patented rotary air valve technology is used in fitting between the intake & exhaust valve with their valve seats. Valves and valve seat are continuously grinding during the operation of engines, let sealing surface between the two always fitted, it will double extend valves life time and rejecting "pre-ignition" and "post-ignition" of the gas engines.

GAS SYSTEM (NGL):

DUNGS – Made in Germany

Gas system (NGL) includes pressure reducing valves, solenoid shut-off valves, manual shut-off valves, filters and other equipment, which are installed according to different project. The main valves of the gas transmission system adopt original German DUNGS products, DUNGS has Vibration tested combination controls Multiblock and Gas Bloc according US Military Standard MIL-STD-810G/31. Worldwide support via DUNGS branches and subsidiaries in more than 50 countries.

TURBO-CHARGERS:

HND gas engine is equipped with two original imported ABB TPS series Turbo-chargers to provide strong power for the engine.

MONITORING SYSTEM:

Woodward PG+

IGNITION CONTROLLER:

Woodward PG

AIR-FUEL RATIO CONTROL SYSTEM:

Woodward

KNOCK CONTROL SYSTEM:

Woodward



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JCB ENERGY MAN-HND

RATINGS

Electrical Power (Continuous)	kW	250
Thermal Output (Continuous)	kW	271
Electrical Efficiency	%	38.4%
Thermal Efficiency	%	41.6%
Total Efficiency	%	80%

GENERAL ENGINE DATA

Engine Model		CHG130L6
Engine Type		6 cylinder, inline-type, water-cooled, four-stroke
Speed	rpm	1500
Bore X Stroke	mm	130 x 161
Number Of Valve Per Cylinder	pcs	4
Displacement	L	13
Compression Ratio		11.5:1
Rotation {Looking at Flywheel}		Counter clockwise (CCW)
Firing Order		1-5-3-6-2-4
Combustion Type		W
Controller System		Woodward PG+
Dimensions (LxWxh)	mm	1360 x 898 x 1138
Engine Dry Weight	Kg	1065
Rotational Inertia		2.9 kgm ²
Flywheel And Flywheel Housing		SAE 14 - SAE 1

-Standard reference conditions: ; Atmospheric pressure 100kPa, intake temperature 25°, relative humidity 50%. The deviation range of the data is +/-4%

INTAKE & EXHAUST SYSTEM

Max. Exhaust Back Pressure	kPA	10±1
Max. Exhaust Temperature (After Turbo)	°C	680
Exhaust Gas Flow	m ³ /h	1450
Intake Gas Flow	m ³ /h	1450
Max. Intake Air Flow	m ³ /h	1205
Max. Intake Resistance (Clean Filter)	kPA	3,5
Max. Intake Resistance (Dirty Filter)	kPA	6,5
Alarm Value of Intake Resistance	kPA	6,3



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COOLING SYSTEM

Coolant Main Content		50:50 (Ethylene Glycol, water)
Coolant Outlet Temperature	°C	95
Temperature Difference with Inlet & Outlet	°C	6 ±1
Max. Coolant Warning Temperature	°C	104
Radiator Heat Release	kW	138
Radiator Flow	L/min	440
Intake Air Type		Air to air intercooler
Intercooler Allowance Press Drop	kPA	11-13
Intercooler Heat Release	kW	57
Intercooler Allowance Intake Temperature	°C	195 ±5
Max. Intercooler Intake Air	kg/h	1450

LUBRICATION SYSTEM

Lube Oil Pressure @ Idle Speed	kPA	min 100 ±10
Lube Oil Pressure @ Rated Speed	kPA	550±10
Max. Permissible Oil Temperature	°C	≤120
Oil Capacity Lowest	L	30
Oil Capacity Highest	L	38
Oil Capacity	L	33.2-41.6
Oil Capacity Allowance Dip Angle	°C	30
Oil Capacity Allowance Dip Angle	g/kWh	≤0.35

ELECTRICAL SYSTEM

Charging Alternator Voltage	V	24
Unaided Cold Start Average Start Speed	r/min	130
Starting Aid		Block heater (Min. Temperature for Unaided)

EXHAUST

CH4	ppm	1069.5
O2	%	≤5
N2 (Standard values)	%	80-83
CO2	ppm	70654.63
NOx	ppm	208.4
SO2		From your natural gas
CO	ppm	705
Dust		From your local air

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
- Low Water Temperature

- 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



- Powder Painted Steel Panel with Lockable Door
- ATS (Automatic Transfer Panel)- Optional
- Control Module
- Battery Charger
- Emergency Stop Button
- Terminal Blocks
- Load Output Terminal
- System Protection MSBs
- Circuit Breaker-Optional
- LCD Screen
- Control Relays
- Backlit, 128x64 Pixels

CONTROL MODULE TECHNICAL PARAMETERS

Brand	JCB ENERGY/Fortrust JV	Model	6120 D Version
Dimensions	221mmx152mmx56.8mm	Protection Class	IP65 From the Front
Weight	800 gr.	Environmental Conditions	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
Current Transformer Secondary	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



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CONTROL MODULE FUNCTION

Mains Voltage Level Control	Generator Voltage Level Control	3 Phase Generator Protections	3 Phase AMF Function	Alarm Horn
Network Frequency Level Control	Generator Frequency level Control	- High / Low Voltage	- High / Low Frequency	Heater Tube 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 Asymmetry	- High / Low Water Temperature	Working Hour
Engine Speed (RPM) Level Control	Generator work Schedule and Timing Control	- Overcurrent / Overload	- High / Low Load	Ground Leakage
Battery Voltage Options Times	Oil Pressure Controllers Control	Overheat Control	Mains., Generator ATS Control	Analog Modem
Check Engine Maintenance Times	Configurable Analog Inputs and Outputs	1 Phase or 3 Phase, Phase Selection	Network, Voltage, Frequency Display	Ethernet, USB, RS232, RS485
Communication Interfaces GPRS, GSM	Keeping Error Records of Past Events	Parameter Setting via Control Module	Parameter Setting via Computer	Selectable Protection Alarm / Shutdown
Engine Speed, Voltage, Earning	Configurable Programmable Digital Inputs and Outputs	Water Temperature Current and Frequency	Hours of Operation Phase sequence	Battery Voltage 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
- Drying and stabilizing on 200 °C Ovens
- 1500 Hour Salt Test
- Glass wool Isolation, A1 Class Material -50/+500 °C
- 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



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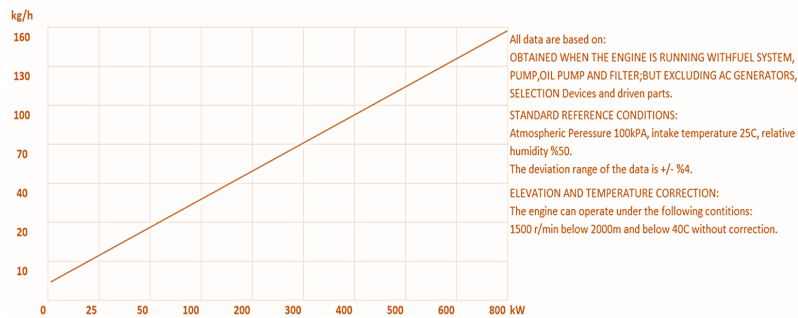
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SPECIAL PRODUCTS / NON - STANDARDIZED

Synchronised Systems	Generators - with Trailer	DC Generators
Scada Systems	Medium Voltage - MV	High Voltage - HV
Mobile Systems	IP44-IP54 Class Generators	Power Plants
Light Towers	Welding Machines	Trigeneration Systems
Ground Power Unit Generators	Natural Gas Generator	Biogas Generator
High Frequency Generators	Marine Generators	Super Silent Canopy
Variable Speed Generators	Dual Generators	Automatic Voltage Stabilizers
Cogeneration Systems	LPG Generator	Electrical and Diesel Forklift
HFO Generator		

GAS CONSUMPTION

ENGINE MODEL	CHG 120L6	
FUEL	Gas	
Fuel Consumption of Generator Set	Kg/h	
Load	110%	68
Load	100%	63
Load	90%	56
Load	80%	51
Load	70%	45
Load	60%	39
Load	50%	34
Load	40%	28
Load	30%	23
Load	20%	17



OIL RECOMMENDATION

- HDAX 5100 Ashless Gas Engine Oil - SAE 40
- HDAX 5200 Low Ash Gas Engine Oil - SAE 40
- HDAX 7200 Low Ash Gas Engine Oil - SAE 40

GAS DETAIL

- NATURAL GAS = METHANE (MARSH)
- BIOGAS = %50 METHANE (MARSH)
- LPG = PROPANE+ BUTANE



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