





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





GENERATOR GENERAL INFORMATION

GENERATOR	FREQUENCY	VOLTAGE	POWER FACTOR	SPEED	DIESEL E	ENGINE		ALTERN	ATOR		TYPE OF	GENER	RATOR C	OUTPUT
Model	Hz	V	Cos Q	Rpm	Brand	Model	Series	Brand	Model	Series	Operation	kVA	kW	А
								Ë			Standby	71,0	56,8	102,6
JCN 71	50	231/400	0.8	1500			2016 511	BENERGY.	JCB	225S2 B 225S2	Prime	64,5	51,6	93,3
					JCN	E88JC					Continuous	45,2	36,1	65,3
					JUN	E88JC	EII				Standby	85,0	68,0	122,8
JCN 85	60	277/480	0.8	1800							Prime	77,3	61,8	111,7
									,		Continuous	54,1	43,3	78,2

- 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



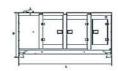


VALUES		OPEN TYPE GENERATOR	CANOPY TYPE GENERATOR
WIDTH	mm	700	1000
LENGTH	mm	1700	2700
HEIGHT	mm	1562	1190
WEIGHT (NET)	Kg	877	1010
FUEL TANK CAPACITY	L	134	100

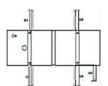
SYMBOL	OPEN	CANOPY
L	1700	2700
W	700	1000
Н	1212	1390
S	930	80
Α	870	
В	900	
С	515	
D1		100
D2		100
D3		400
D4		400
D5		483











FUEL CONSUMPTION

PERCENT OF PRIME POWER	1500 rpm	1800 rpm
TENGENT OF THIME TOWER	I/hr	I/hr
110 %	16,37	19,64
100 %	14,94	17,86
75 %	11,48	13,72
50 %	8,20	9,81



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DIESEL ENGINE MAIN TECHNICAL PARAMETERS

Relative HumidityRh (%)30Max. Operating Intake ResistanceKPa5Exhaust Backpressure LimitKPa38±2Fuel Temperature (Fuel Inlet Pump)°C38±2OVERALL DIMENSIONSLength*mm1015Widthmm700Heightmm985Dry Weightkg450*From front end of radiator to near end of air filterFANDiametermm450Drive Ratio1,3:1Number of Blades8	GENERAL		
Configuration Vertical, In Line Aspiration Turbocharged Combustion System Inject Injection Compression Ratio In .5.1 Bore mm 102 Stroke mm 115 Displacement L 3,76 Governing Type Governing Clas GC Governing Class GC Gunterclockwise Fring Order Intell Intell Emission Tier I Intell Moments of Rotation Inertia Kg - m² 0,16 Flywheel Kg - m² 0,16 Flywheel Kg - m² 0,2 Speed Droop % s3 Steady State Speed Band % s3 Flyther With Water Separator With Water Separator Ull Filter Dry Type, Replaceable Fuel Filter With Water Separator Ull Filter Pilter Separator With Water Separator Ull Filter Pilter Separator Pilter Separator Separator Pilter	Number of Cylinders		4
Aspiration Turbocharged Combustion System Direct Injection Compression Ratio In.5 Bore mm 102 Stroke mm 115 Displacement J.76 Mechanic Governing Type Mechanic Ge Governing Class G.2 Conterclockwise Firing Order 1-3-4-2 Ten II Emission Ter II Ten II Moments of Rotation Inertia Kg - m² 0,16 Flywheel Kg - m² 0,16 Flywheel Kg - m² 0,16 Flywheel Agolage Kg - m² 0,16 Steady State Speed Band Kg - m² 0,16 Flywheel Flywheel Kg - m² 0,16 Flytter With Water Separator Fly Illier Dry Type, Replaceable Fly Illier Pry Pype, Replaceable Flywheel Housing SAE (Iso) 3 Flywheel Housing SAE (Iso) 3 Flywheel Housing SAE (Iso) 3			
Compression Ratio Jr.5:1 Bore mm 102 Stroke mm 115 Displacement L 3.76 Governing Type Mechanic Governing Glass G Contaction Firing Order			
Compression Ratio 57.51 Bore mm 102 Stroke mm 115 Displacement L 3,76 Governing Type ————————————————————————————————————			
Bore mm 102 Stroke mm 115 Stroke mm 115 Stroke mm 115 Governing Type Mechanic Governing Class G2 Rotation Toernal Firing Order 13-4-2 Emission Titler III Moments of Rotation Inertia Kg - m² 0,16 Flywheel Kg - m² 1,2 Performance Rating Kg - m² 1,2 Speed Droop % ≤3 Steady State Speed Band % ≤3 Flitter Dry Type, Replaceable Full Filter Dry Type, Replaceable Fluid Filter With Water Separator Flywheel Housing SAE (1620) 3 Flex Coupling Disc Inch (") 11,5 Flex Coupling Disc Kpa 25 Armospheric Pressure Kpa 25 Ambient Temperature Kpa 5 Akmac, Operating Intake Resistance Kpa 5			
Stroke mm 115 Displacement L 3,76 Governing Type Mechanic Governing Class Counterclockwise Rotation 1-3-4-2 Firing Order 1-3-4-2 Emission Ter II Moments of Rotation Inertia Kg - m² 0,16 Flywheel Kg - m² 1,2 Performance Rating W 20 Steady State Speed Band % 40,5 Flytter With Water Spead Septed Sept		mm	
Displacement L 3,76 Governing Type Mechanic Governing Class Counterclockwise Rotation 1-3-4-2 Firing Order Tier II Emission Tier II Moments of Rotation Inertia Kg - m² 0,16 Flywheel Kg - m² 0,16 Flywheel Kg - m² 1,2 Performance Rating \$ 3 Steady State Speed Band % 3 Flywheel With Water Separator Full Filter Dry Type, Replaceable Full Filter With Water Separator Oil Filter Dussing Ann FLEX COUPLING With Water Separator Flywheel Housing Intercent Dussing Ann FLEX COUPLING Inch (") 1,5 Flex Coupling Disc Inch (") 1,5 Atmospheric Pressure Kpa 25 Atmospheric Pressure Kpa 5 Atmospheric Pressure Kpa 5 Exhaust Backpressure Limit Kpa 5 Evhaust Backpressure Limit Kpa 5 <td></td> <td></td> <td></td>			
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Flywheel Kg - m² 1,2 Performance Rating 3 3 Steady State Speed Band % 3 5 FILTERS FUTTIERS Dry Type, Replaceable Fluel Filter Dry Type, Replaceable 6 Fuel Filter With Water Separator 6 Fly Held Housing SAE (1620) 3 1 Flywheel Housing AND FLEX COUPLING SEE (2620) 3 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2			
Performance Rating Speed Droop %		_	
Speed Droop % ≤3 Steady State Speed Band % ≤0,5 FILTERS Filter Dry Type, Replaceable Fuel Filter Dry Type, Replaceable Fuel Filter With Water Separator Oil Filter Element Type, Particulate Trap FURYMEEL HOUSING AND FLEX COUPLING Flywheel Housing Boks SAE (I620) 3 Flywheel Housing Boks AB (I620) 3 3 FLYWHEEL HOUSING AND FLEX COUPLING Inch (") 15 Element Type, Particulate Trap 16 COUGHOW 15 Element Type, Particulate Trap 16 16 16 16 16 16 16 16 16 16 16 16 17 17 18 18 18 18 18 <td>•</td> <td>Kg - m²</td> <td>1,2</td>	•	Kg - m²	1,2
Steady State Speed Band % 50.5 FILTERS Air Filter Dry Type, Replaceable Fuel Filter With Water Separator Oil Filter Element Type, Particulate Trap FlyWhEEL HOUSING AND FLEX COUPLING SAE (J620) 3 Flex Coupling Disc Inch (") 11,5 TEST CONDITIONS Atmospheric Pressure KPa 5 Atmospheric Pressure KPa 100 Relative Humidity Rh (%) 30 Max. Operating Intake Resistance KPa 5 Exhaust Backpressure Limit KPa 5 Exhaust Backpressure Limit KPa 5 Eval Temperature (Fuel Inlet Pump) °C 38±2 OVERALL DIMENSIONS Length* mm 700 Height mm 700 Height mm 985 Dry Weight kg 450 *From front end of radiator to near end of air filter *** Filter Real State Resistance From front end of radiator to near end of air filter From front end of radiator to near end of air filter *** From front end of radiator to near end of air filter *** Filter Real States <	-		
FILTERS Air Filter Air Filter Fuel Filter Air Filter Fuel Filter Air Filter Air Filter Bilter Air Filter Air Filter Air Filter Bilter			
Air Filter Fuel Filter Fuel Filter Oil Filter Fuel Filter Oil Filter Fuel Filt		%	≤0,5
Fuel Filter Oil Filter FLYWHEEL HOUSING AND FLEX COUPLING FLYWHEEL HOUSING AND FLEX COUPLING Flywheel Housing Flox Coupling Disc Flox Coupling Dis			
Oli FilterFLYWHEEL HOUSING AND FLEX COUPLINGFlywheel HousingSAE (J620)3Flex Coupling DiscInch (")1,5TEST CONDITIONSAmbient Temperature%25Atmospheric PressureKPa100Relative HumidityRh (%)30Max. Operating Intake ResistanceKPa5Exhaust Backpressure LimitKPa5Fuel Temperature (Fuel Inlet Pump)°C38±2OVERALL DIMENSIONSWidth90Heightmm1015Widthmm90Heightmm985Dry Weightkg450*From front end of radiator to near end of air filterWidth450Drive Ratiomm450Prive Ratiomm450Drive Ratio1,3:11,3:1Number of Blades			
Flywheel Housing SAE (J620) 3 Flex Coupling Disc Inch (") 11,5 TEST CONDITIONS Ambient Temperature % 25 Atmospheric Pressure KPa 100 Relative Humidity Resistance KPa 5 Exhaust Backpressure Limit KPa 5 Fuel Temperature (Fuel Inlet Pump) °C 38±2 TURENT CONDITIONS Length* Mm 105 Width Mm 206 Height Mm 306 He			
Flywheel Housing SAE (J620) 3 Flex Coupling Disc Inch (") 11,5 TEST CONDITIONS Ambient Temperature % 25 Atmospheric Pressure KPa 100 Relative Humidity 100 Relative Humidity 100 Respective Humidity	Oil Filter		Element Type, Particulate Trap
Flex Coupling Disc Inch (") 11,5 TEST CONDITIONS Ambient Temperature % 25 Atmospheric Pressure KPa 100 Relative Humidity 8h (%) 30 Max. Operating Intake Resistance KPa 5 Exhaust Backpressure Limit KPa 5 Fuel Temperature (Fuel Inlet Pump) 6° 83±2 OVERALL DIMENSIONS Length* mm 1015 Width mm 700 Height mm 700 Height MPA 985 Dry Weight kg 450 *From front end of radiator to near end of air filter *FON Diameter Dirive Ratio MPA 985 Drive Ratio 10,3:1 Number of Blades	FLYWHEEL HOUSING AND FLEX COUPLING		
TEST CONDITIONSAmbient Temperature%25Atmospheric PressureKPa100Relative HumidityRh (%)30Max. Operating Intake ResistanceKPa5Exhaust Backpressure LimitKPa5Fuel Temperature (Fuel Inlet Pump)°C38±2OVERALL DIMENSIONSLength*mm1015Widthmm700Heightmm985Dry Weightkg450*From front end of radiator to near end of air filter***From front end of radiator to near end of air filterFANUnive Ratio450Drive Ratio1,3:1Number of Blades8	Flywheel Housing	SAE (J620)	3
Ambient Temperature % 25 Atmospheric Pressure KPa 100 Relative Humidity Rh (%) 30 Max. Operating Intake Resistance KPa 5 Exhaust Backpressure Limit KPa 5 Fuel Temperature (Fuel Inlet Pump) °C 38±2 OVERALL DIMENSIONS Length* mm 1015 Width mm 700 Height mm 700 Height Mpach Mp	Flex Coupling Disc	Inch (")	11,5
Atmospheric PressureKPa100Relative HumidityRh (%)30Max. Operating Intake ResistanceKPa5Exhaust Backpressure LimitKPa5Fuel Temperature (Fuel Inlet Pump)°C38±2OVERALL DIMENSIONSUength*mm1015Widthmm700Heightmm985Dry Weightkg450*From front end of radiator to near end of air filterFANDiametermm450Drive Ratio1,3:1Number of Blades8	TEST CONDITIONS		
Relative Humidity Rh (%) 30 Max. Operating Intake Resistance KPa 5 Exhaust Backpressure Limit KPa 5 Fuel Temperature (Fuel Inlet Pump) °C 38±2 OVERALL DIMENSIONS Length* mm 1015 Width mm 700 Height 700 Height 985 Dry Weight kg 450 *From front end of radiator to near end of air filter FAN Diameter mm 450 Drive Ratio Number of Blades	Ambient Temperature	%	25
Max. Operating Intake ResistanceKPa5Exhaust Backpressure LimitKPa5Fuel Temperature (Fuel Inlet Pump)°C38±2OVERALL DIMENSIONSLength*mm1015Widthmm700Heightmm985Dry Weightkg450*From front end of radiator to near end of air filterFANDiametermm450Drive Ratio1,3:1Number of Blades8	Atmospheric Pressure	КРа	100
Exhaust Backpressure LimitKPa5Fuel Temperature (Fuel Inlet Pump)°C38±2OVERALL DIMENSIONSLength*mm1015Widthmm700Heightmm985Dry Weightkg450*From front end of radiator to near end of air filterFANDiametermm450Drive Ratio1,3:1Number of Blades8	Relative Humidity	Rh (%)	30
Fuel Temperature (Fuel Inlet Pump) CVERALL DIMENSIONS Length* mm 1015 Width Mm 700 Height Dry Weight *From front end of radiator to near end of air filter FAN Diameter Diame	Max. Operating Intake Resistance	КРа	5
OVERALL DIMENSIONSLength*mm1015Widthmm700Heightmm985Dry Weightkg450*From front end of radiator to near end of air filterFANDiametermm450Drive Ratio1,3:1Number of Blades8	Exhaust Backpressure Limit	КРа	5
Length*mm1015Widthmm700Heightmm985Dry Weightkg450*From front end of radiator to near end of air filterFANDiametermm450Drive Ratio1,3:1Number of Blades8		°C	38±2
Width mm 700 Height mm 985 Dry Weight kg 450 *From front end of radiator to near end of air filter FAN Diameter mm 450 Drive Ratio 1,3:1 Number of Blades 8			
Heightmm985Dry Weightkg450*From front end of radiator to near end of air filterFANDiametermm450Drive Ratio1,3:1Number of Blades8			
Dry Weight *From front end of radiator to near end of air filter FAN Diameter Diam			
*From front end of radiator to near end of air filter FAN Diameter mm 450 Drive Ratio 1,3:1 Number of Blades 8			
FANDiametermm450Drive Ratio1,3:1Number of Blades8		··o	
Drive Ratio 1,3:1 Number of Blades 8	FAN		
Number of Blades 8		mm	
Material	Number of Blades Material		8 Plastic
	Туре		



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DIESEL ENGINE MAIN TECHNICAL PARAMETERS

COOLING SYSTEM		
Radiator Type	50ºC	Tropical
Total Coolant Capacity	L	18
Max. Perm. Coolant Outlet Temperature	ōC	103
Max. Perm. Flow Resist. (Cool. System And Piping)	bar	0,5
Max. Temperature of Coolant Warning	ōC	95
Max. Temperature of Coolant Shutdown	ōC	98
Thermostat Operation Temperature - Initial Open	ōC	72
Thermostat Operation Temperature - Full Open	ōС	75
Delivery of Coolant Pump	m^3/h	1,60
Min. Pressure Before Coolant Pump	bar	0,15
Radiator Face Area	m²	0,26
Rows	Row	2
Matrix Density	Per / Inch	15,5
Material		Aluminum
Nidth of Matrix	mm	538
Height of Matrix	mm	510
Pressure Cap Setting	kPa	90
Estimated Cooling Air Flow Reserve	kPa	0,125
Engine Pre Heater-Tube (with Circulation Pump)	W	1500
LUBRICATION SYSTEM		
Total System	L	12
Minimum Oil Level	L	11
Nominal Motor Operating Temperature	ōC	40
Lubricating Oil Pressure (Rated Speed)	bar	5
Relief Valve Opens	kPa	352
Oil / Fuel Consumption Ratio	%	≤0,3
Normal Oil Temperature	δC	110
ELECTRICAL SYSTEM		
Voltage	V	12
Starter	kW	3,8
Alternator Output Ampers	Α	25
Alternator Output Voltage	V	14
Batteries Capacity	Ah	55



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JCB ENERGY DIESEL ENGINE POWER RATINGS

ENGINE MODEL	E88JC		ENGINE FAMILY	NGINE FAMILY JC61		EII	
		TYPICAL GENERA	TOR OUTPUT (NET)	ENGINE POWER			
Speed (Rpm)	Type of Operation			Gro	oss	Net	
		kVA	kWe	KWm	Нр	kWm	Нр
1500	Stand By(Maximum)	72,1	57,7	69,0	92,6	65,0	87,2
	Prime	65,6	52,5	63,0	84,6	59,0	79,2
1800	Stand By(Maximum)	87,3	69,8	82,8	111,1	78,0	104,7
	Prime	79,1	63,3	75,3	101,1	70,7	94,9

DIESEL ENGINE MATCHING PARAMETERS - 50 HZ

50 HZ @ 1500 R/MIN		STAND BY	PRIME
Gross Engine Power	kW	69,0	63,0
Net Engine Power	kW	65,0	59,0
Fan Power Consumption (Belt Pulley Driven)	kW	3,0	3,0
Other Power Loss	kW	1,47	1,34
Mean Effective Pressure	MPa	1,54	1,54
Intake Air Flow	m³/min	3,54	3,54
Exhaust Temperature Limit	ōC	450	430
Exhaust Flow	m ³/ min	3,97	3,60
Boost Pressure Ratio		9,40	8,60
Mean Piston Speed	m / s	5,8	5,8
Cooling Fan Air Flow	m ³/ min	70,0	70,0
Typical Generator Output Power	kVA	72	66
HEAT REJECTION		STAND BY	PRIME
Energy in Fuel (Heat of Combustion)	kW	165,0	150,0
Gross Heat to Power	kW	69,0	63,0
Energy to Coolant and Lubricating Oil	kW	39,6	35,6
Heat Dissipation Capacity *	kW	-	-
Energy to Exhaust	kW	46,3	41,7
Heat to Radiation	kW	10,6	9,5

^{*}Intake Intercooled system



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DIESEL ENGINE MATCHING PARAMETERS - 60 HZ

60 HZ @ 1800 R/MIN		STAND BY	PRIME
Gross Engine Power	kW	82,8	75,3
Net Engine Power	kW	78,0	70,7
Fan Power Consumption (Belt Pulley Driven)	kW	3,6	3,0
Other Power Loss	kW	1,2	1,0
Mean Effective Pressure	MPa	1,47	1,34
Intake Air Flow	m³/min	4,25	4,25
Exhaust Temperature Limit	ōС	540	540
Exhaust Flow	m³/min	4,75	4,30
Boost Pressure Ratio		11,30	10,30
Mean Piston Speed	m / s	6,9	6,9
Cooling Fan Air Flow	m³/min	84,0	84,0
Typical Generator Output Power	kVA	87	79
HEAT REJECTION		STAND BY	PRIME
Energy in Fuel (Heat of Combustion)	kW	198,6	174,5
Gross Heat to Power	kW	82,8	70,7
Energy to Coolant and Lubricating Oil	kW	47,5	42,6
Heat Dissipation Capacity *	kW	-	-
Energy to Exhaust	kW	55,6	49,8
Heat to Radiation	kW	12,7	11,4

^{*}Intake Intercooled system

JCB ALTERNATOR TECHNICAL PARAMETERS AND SPECIFICATIONS



ALTERNATOR TECHNI	CAL PARAMETERS				
Insulation Class		Н	Field Control System		Self-Excited
Winding Pitch		2/3 - (N° 6)	A.V.R. Model	Standard	SX460
Wires		12	Voltage Regulation	%	± 1
Protection		IP 23	Sustained Short-Circuit Current	10 sec	300% (3 IN)
Altitude	m	1000	Total Harmonic (*) TGH / THC	%	< 5
Overspeed	rpm	2250	Wave Form: NEMA = TIF - (*)		< 50
Air Flow	m³/sec.	0.216	Wave Form: I.E.C. = THF - (*)	%	< 2
Bearing Drive	N/A	-	Bearing Non-Drive	Bearing	6309-2RZ
Rotor Winding	100%	Copper	Stator Winding	100%	Copper



JCN 71 & 85 231 / 400 V - 50 Hz & 277 / 480 V - 60 Hz



ALTERNATOR SPECIFICATIONS

50 HZ / 231-400V COS	Q 0,8 / 1500 RPM								
STANDARD USING ALTERNATOR				OPTIONAL USING ALTERNATOR					
BRAND/MODEL	JCBENERGY	JCB 225S2		LEROY-SO	OMER"	TAL044A	STAMFORD	S1L2-	Y1
DUTY				Continuous				Stand By	
AMBIENT	C°			40°C				27°C	
CLASS / TEMP. RISE	C°			H/ 125° K				H/ 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	65,0	65,0	67,0	-	71,0	71,0	74,0	-
OUTPUT POWER	kW	52,0	52,0	53,6	-	56,8	56,8	59,2	-

60 HZ / 277-480V COSQ	0,8 / 1800 RPM								
STANDARD USING ALTERNATOR OPTIONAL USING ALTERNATOR									
BRAND/MODEL	JCBENERGY	JCB 225S2		LEROY-S	OMER TA	\L042H	STAMF	ORD	S1L2-Y
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	77,0	81,0	85,0	-	85,0	89,0	93,0	-
OUTPUT POWER	kW	61,6	64,8	68,0	-	68,0	71,2	74,4	-



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.	Environmental Conditions	al 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	



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



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
- 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

