





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 O | UTPUT |
|-----------|-----------|---------|--------------|-------|----------|--------|--------|--------|-------|--------|------------|-------|---------|-------|
| Model     | Hz        | V       | Cos Q        | Rpm   | Brand    | Model  | Series | Brand  | Model | Series | Operation  | kVA   | kW      | Α     |
|           |           |         |              |       |          |        |        | Ë      |       |        | Standby    | 11,0  | 8,8     | 15,9  |
| JCN 11    | 50        | 231/400 | 0.8          | 1500  |          |        |        | H      |       |        | Prime      | 10,0  | 8,0     | 14,5  |
|           |           |         |              |       | ICNI     | F12C   | ru.    | ENERGY | ICD   | 1606   | Continuous | 7,0   | 5,6     | 10,1  |
|           |           |         |              |       | JCN      | E13C   | EII    | Я      | JCB   | 160S   | Standby    | 13,0  | 10,4    | 18,8  |
| JCN 13    | 60        | 277/480 | 0.8          | 1800  |          |        |        | Ĩ      |       |        | Prime      | 11,8  | 9,5     | 17,1  |
|           |           |         |              |       |          |        |        |        |       |        | Continuous | 8,3   | 6,6     | 12,0  |

- 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**



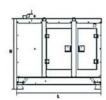


| VALUES             |    | OPEN TYPE GENERATOR | CANOPY TYPE GENERATOR |
|--------------------|----|---------------------|-----------------------|
| WIDTH              | mm | 597                 | 1000                  |
| LENGTH             | mm | 1400                | 2000                  |
| HEIGHT             | mm | 1309                | 1190                  |
| WEIGHT (NET)       | Kg | 522                 | 650                   |
| FUEL TANK CAPACITY | L  | 58                  | 100                   |

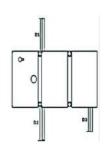
| SYMBOL | OPEN | CANOPY |  |
|--------|------|--------|--|
| L      | 1400 | 1916   |  |
| W      | 597  | 942    |  |
| Н      | 871  | 1272   |  |
| S      | 438  | 172    |  |
| Α      | 639  |        |  |
| В      | 438  |        |  |
| С      | 480  |        |  |
| D1     |      | 630    |  |
| D2     |      | 630    |  |
| D3     |      | 360    |  |
| D4     |      |        |  |
| D5     |      |        |  |











#### **FUEL CONSUMPTION**

| PERCENT OF PRIME POWER  | 1500 rpm | 1800 rpm |
|-------------------------|----------|----------|
| TERCENT OF FRANCE FOWER | l/hr     | I/hr     |
| 110 %                   | 3,08     | 3,70     |
| 100 %                   | 2,73     | 3,37     |
| 75 %                    | 2,10     | 2,59     |
| 50 %                    | 1,50     | 1,85     |



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

| GENERAL   |            |                                |
|---|------------|--------------------------------|
| Number of Cylinders   |            | 4                              |
| Configuration   |            | Vertical, In Line              |
|   |            | Naturally                      |
| Aspiration  |            |                                |
| Combustion System   |            | Direct Injection               |
| Compression Ratio   |            | 19.1:1                         |
| Bore  | mm         | 85                             |
| Stroke  | mm         | 100                            |
| Displacement  | L          | 2,27                           |
| Governing Type  |            | Mechanic                       |
| Governing Class   |            | G2                             |
| Rotation  |            | Counter clockwise              |
| Firing Order  |            | 1-3-4-2                        |
| Emission  |            | Tier II                        |
| Moments of Rotation Inertia                                   |            |                                |
| Engine  | Kg - m²    | 0,44                           |
| Flywheel  | Kg - m²    | 2,55                           |
| Performance Rating  | C          | ,                              |
| Speed Droop   | %          | ≤3                             |
| Steady State Speed Band                                       | %          | ≤0,5                           |
| FILTERS   | ,,         | _5,5                           |
| Air Filter  |            | Dry Type, Replaceable          |
| Fuel Filter   |            | With Water Separator           |
| Oil Filter  |            | Element Type, Particulate Trap |
| FLYWHEEL HOUSING AND FLEX COUPLING                            |            |                                |
| Flywheel Housing  | SAE (J620) | 4                              |
| Flex Coupling Disc  | Inch (")   | 7,5                            |
| TEST CONDITIONS   | e ( )      | .,,                            |
| Ambient Temperature   | %          | 25                             |
| Atmospheric Pressure  | KPa        | 100                            |
| Relative Humidity   | Rh (%)     | 30                             |
| Max. Operating Intake Resistance                              | KPa        | 5                              |
|   | КРа        | 5                              |
| Exhaust Backpressure Limit Fuel Temperature (Fuel Inlet Pump) | °C         | 38±2                           |
| OVERALL DIMENSIONS  |            | 3012                           |
| Length*   | mm         | 1087                           |
| Width   | mm         | 597                            |
| Height  | mm         | 749                            |
| Dry Weight  | kg         | 275                            |
| *From front end of radiator to near end of air filter  FAN    |            |                                |
|   |            |                                |
|   | mm         | 410                            |
| Diameter Drive Ratio  | mm         | 410<br>1,61:1                  |
| Diameter  | mm         | 1,61:1<br>7                    |
| Diameter<br>Drive Ratio                                       | mm         | 1,61:1                         |



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

| Total Coolant Capacity         L         13           Max. Perm. Coolant Outlet Temperature         °C         103           Max. Perm. Flow Resist. (Cool. System And Piping)         bar         0.5           Max. Temperature of Coolant Warning         °C         95           Max. Temperature of Coolant Shutdown         °C         68           Thermostat Operation Temperature - Full Open         °C         72           Delivery of Coolant Pump         m³ /h         1,60           Min. Pressure Before Coolant Pump         bar         0,15           Radiator Face Area         Row         2           Radiator Face Area         Row         2           Matrix Density         Per / Inch         15,5           Matrix Density         Per / Inch         15,5           Material         "mm         480           Material         "mm         480           Midth Matrix         mm         480           Pressure Cap Setting         kPa         0,125           Settinated Cooling Air Flow Reserve         kPa         0,125           Engine Pre Heater-Tube (with Circulation Pump)         W         1500           William Dil Level         L         7           Nominial Motor Operating Tem  | COOLING SYSTEM                                    |            |          |  |
|--|---|------------|----------|--|
| Max. Perm. Coolant Outlet Temperature         °C         103           Max. Perm. Flow Resist. (Cool. System And Piping)         bar         0,5           Max. Temperature of Coolant Warning         °C         95           Max. Temperature of Coolant Shutdown         °C         98           Ifhermostat Operation Temperature - Initial Open         °C         68           Ifhermostat Operation Temperature - Full Open         °C         72           Delivery of Coolant Pump         m³ h         1,60           Min. Pressure Before Coolant Pump         bar         0,15           Radiator Face Area         m²         0,21           Rows         2         0,21           Radiator Face Area         m²         0,21           Rows         2         0,21           Rational Matrix         mm         438           Heleight of Matrix         mm         438           Pressure Cap Setting         kPa         0,125           Estimated Cooling Air Flow Reserve         kPa         0,125           Engine Pre Heater-Tube (with Circulation Pump)         W         1500           UBBRICATION SYSTEM         L         7           Valuntinum Oil Level         kPa         352           Normal Oil   | Radiator Type                                     | 50ºC       | Tropical |  |
| Max. Perm. Flow Resist. (Cool. System And Piping)         bar         0,5           Max. Temperature of Coolant Warning         °C         95           Max. Temperature of Coolant Shutdown         °C         98           Thermostat Operation Temperature - Initial Open         °C         68           Thermostat Operation Temperature - Full Open         °C         72           Per Jona Delivery of Coolant Pump         bar         0,15           Min. Pressure Before Coolant Pump         bar         0,15           Rows         2         0,21           Rows         2         Matrix Density         Per / Inch         15,5           Motherial         Motherial         Mulminum           Width of Matrix         mm         480           Width of Matrix         mm         480           Persuare Cap Setting         kPa         90           Estimated Cooling Air Flow Reserve         kPa         0,125           Engine Pre Heater-Tube (with Circulation Pump)         W         150           UBUSICATION SYSTEM         L         8           Williamum Oil Level         C         40           Normial Motor Operating Temperature         °C         40           Relief Valve Opens         kPa         <  | Total Coolant Capacity                            | L          | 13       |  |
| Max. Temperature of Coolant Warning         °C         95           Max. Temperature of Coolant Shutdown         °C         98           Thermostat Operation Temperature - Initial Open         °C         72           Thermostat Operation Temperature - Full Open         °C         72           Delivery of Coolant Pump         bar         1,60           Min. Pressure Before Coolant Pump         bar         0,15           Radiator Face Area         Row         2           Rows         2         2           Matrix Density         Per / Inch         15,5           Matrix Density         Mm         438           Miderial         mm         480           Width of Matrix         mm         480           View Capture         kPa         90           Estimated Cooling Air Flow Reserve         kPa         0,125           Engine Pre Heater-Tube (with Circulation Pump)         W         30           Usual System         L         8           Minimum Oil Level         L         7           Nominal Motor Operating Temperature         9C         40           Usbricating Oil Pressure (Rated Speed)         bar         5           Relief Valve Opens         kPa   | Max. Perm. Coolant Outlet Temperature             | ōС         | 103      |  |
| Max. Temperature of Coolant Shutdown         © C         68           Intermostat Operation Temperature - Initial Open         © C         72           Delivery of Coolant Pump         m³ / h         1,60           Min. Pressure Before Coolant Pump         bar         0,15           Radiator Face Area         m²         0,21           Row         2         Matrix Density         15,5           Matrix Density         Per / Inch         15,5           Material         Min. Min.         438           Meleght of Matrix         mm         438           Helght of Matrix         mm         480           Pressure Cap Setting         kPa         0,125           Estimated Cooling Air Flow Reserve         kPa         0,125           Engine Pre Heater-Tube (with Circulation Pump)         W         1500           MISHINGATION SYSTEM         L         8           Motinimum Oil Level         L         7           Nominal Motor Operating Temperature         ©         40           Aubricating Oil Pressure (Rated Speed)         bar         5           Normal Oil Fuel Consumption Ratio         %         < 0,3  | Max. Perm. Flow Resist. (Cool. System And Piping) | bar        | 0,5      |  |
| Effermostat Operation Temperature - Initial Open         °C         72           Effermostat Operation Temperature - Full Open         °C         72           Delivery of Coolant Pump         m³ / h         1,60           Min. Pressure Before Coolant Pump         bar         0,15           Radiator Face Area         m²         0,21           Rows         2         Matrix           Matrix Density         Per / Inch         15,5           Material         Mm         438           Width of Matrix         mm         480           Pressure Cap Setting         kPa         0,125           Estimated Cooling Air Flow Reserve         kPa         0,125           Engine Pre Heater-Tube (with Circulation Pump)         W         1500           UBBICATION SYSTEM         L         8           Minimum Oil Level         L         7           Nominal Motor Operating Temperature         °C         40           Audiciacting Oil Pressure (Rated Speed)         bar         5           Relief Valve Opens         kPa         352           Normal Oil Temperature         °C         40           Voltage         y         10           Voltage         y         10  | Max.Temperature of Coolant Warning                | ōС         | 95       |  |
| Enermostat Operation Temperature - Full Open         °C         72           Delivery of Coolant Pump         m³/h         1,60           Min. Pressure Before Coolant Pump         bar         0,15           Radiator Face Area         m²         0,21           Rows         2         0,21           Matrix Density         Per / Inch         15,5           Material         Mulminum           Width of Matrix         mm         438           Height of Matrix         mm         480           Pressure Cap Setting         kPa         0,125           Engine Pre Heater-Tube (with Circulation Pump)         W         1500           UBBRICATION SYSTEM         L         8           Minimum Oil Level         L         7           Nominal Motor Operating Temperature         °C         40           Lubricating Oil Pressure (Rated Speed)         bar         5           Relief Valve Opens         kPa         352           Normal Oil Temperature         °C         40           Lubricating Oil Pressure (Rated Speed)         kPa         352           Normal Oil Temperature         °C         40           Volid Jumperature         °C         40           Vol   | Max. Temperature of Coolant Shutdown              | ōС         | 98       |  |
| Delivery of Coolant Pump         m³/h         1,60           Win. Pressure Before Coolant Pump         bar         0,15           Radiator Face Area         m²         0,21           Rows         2           Matrix Density         Per / Inch         15,5           Material         Aluminum           Width of Matrix         mm         480           Pressure Cap Setting         kPa         90           Estimated Cooling Air Flow Reserve         kPa         0,125           Engine Pre Heater-Tube (with Circulation Pump)         W         1500           UBRICATION SYSTEM         L         8           Uninimum Oil Level         L         7           Nominal Motor Operating Temperature         ©C         40           Unividating Oil Pressure (Rated Speed)         bar         5           Relief Valve Opens         kPa         352           Oil Fuel Consumption Ratio         %         <0,3           Normal Oil Temperature         V         12           Voltage         V         12           Starter         kW         3,2           Alternator Output Ampers         A         25  | Thermostat Operation Temperature - Initial Open   | ōС         | 68       |  |
| Win. Pressure Before Coolant Pump         bar         0,15           Radiator Face Area         m²         0,21           Rows         2           Matrix Density         Per / Inch         15,5           Material         - Winnium           Width of Matrix         mm         438           Height of Matrix         mm         480           Pressure Cap Setting         kPa         90           Estimated Cooling Air Flow Reserve         kPa         0,125           Engine Pre Heater-Tube (with Circulation Pump)         W         1500           UBRICATION SYSTEM         L         8           Minimum Oil Level         L         7           Nominal Motor Operating Temperature         °C         40           Unbricating Oil Pressure (Rated Speed)         bar         5           Relief Valve Opens         kPa         352           Oil Fuel Consumption Ratio         °C         10           Normal Oil Temperature         °C         100           Voltage         V         12           Stater         kW         3,2           Alternator Output Ampers         A         25   | Thermostat Operation Temperature - Full Open      | ōC         | 72       |  |
| Radiator Face Area         m²         0,21           Rows         2           Matrix Density         Per / Inch         15,5           Material         Imm         438           Width of Matrix         mm         480           Pressure Cap Setting         kPa         90           Estimated Cooling Air Flow Reserve         kPa         0,125           Engine Pre Heater-Tube (with Circulation Pump)         W         1500           LUBRICATION SYSTEM         L         8           Mominal Motor Operating Temperature         PC         40           Norminal Motor Operating Temperature         PC         40           Lubricating Oil Pressure (Rated Speed)         kPa         352           Relief Valve Opens         kPa         352           Dil / Fuel Consumption Ratio         %         ≤ 0,3           Normal Oil Temperature         PC         110           ELECTRICAL SYSTEM         V         12           Voltage         V         12           Starter         kW         3,2           Alternator Output Lyoltage         V         14  | Delivery of Coolant Pump                          | m³/h       | 1,60     |  |
| Rows         2           Matrix Density         Per / Inch         15,5           Material         Aluminum           Width of Matrix         mm         438           Height of Matrix         mm         480           Pressure Cap Setting         kPa         90           Estimated Cooling Air Flow Reserve         kPa         0,125           Estimated Solling Air Flow Reserve         kPa         0,00           Estimated System         L         8           Minimum Oil Level         L         7           Nominal Motor Operating Temperature         °C         40           Subscituding Oil Pressure (Rated Speed)         kPa         352           Valve Qoens         kPa         352           Normal Oil Temperature         °C         10           Vooral Oil Temperature         °C         10           ELECTRICAL SYSTEM         V         12           Voltage         V         12           Alternator Output Ampers         A         25           Alternator Output Voltage         V         14  | Min. Pressure Before Coolant Pump                 | bar        | 0,15     |  |
| Matrix Density         Per / Inch         15,5           Material         Aluminum           Width of Matrix         mm         438           Height of Matrix         mm         480           Pressure Cap Setting         kPa         90           Estimated Cooling Air Flow Reserve         kPa         0,125           Engine Pre Heater-Tube (with Circulation Pump)         W         1500           LUBRICATION SYSTEM         L         8           Minimum Oil Level         L         7           Nominal Motor Operating Temperature         °C         40           Aubricating Oil Pressure (Rated Speed)         bar         5           Relief Valve Opens         kPa         352           Normal Oil Temperature         °C         110           ELECTRICAL SYSTEM         V         12           Starter         kW         3,2           Alternator Output Ampers         A         25           Alternator Output Voltage         V         14   | Radiator Face Area                                | m²         | 0,21     |  |
| Material  Midth of Matrix  mm  438 Height of Matrix  mm  480 Pressure Cap Setting  kPa  90 Estimated Cooling Air Flow Reserve Engine Pre Heater-Tube (with Circulation Pump)  Width of Matrix  Total System  L  Minimum Oil Level  Mominal Motor Operating Temperature  Lubricating Oil Pressure (Rated Speed)  kPa  2011 / Fuel Consumption Ratio  Normal Oil Temperature  L  Motor Coperature  Woltage  Wolt  | Rows  | Row        | 2        |  |
| Width of Matrix mm 480 Height of Matrix mm 480 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 8 Minimum Oil Level LUbricating Temperature PC 40 Lubricating Oil Pressure (Rated Speed) bar 5 Relief Valve Opens kPa 352 Dil / Fuel Consumption Ratio PC 110 Normal Oil Temperature PC 120 Normal Oil Temperature PC 12 | Matrix Density                                    | Per / Inch | 15,5     |  |
| Height of Matrix  Pressure Cap Setting  Restimated Cooling Air Flow Reserve Engine Pre Heater-Tube (with Circulation Pump)  ROUBBICATION SYSTEM  Total System  L Nominal Motor Operating Temperature Lubricating Oil Pressure (Rated Speed) Relief Valve Opens  Relief Valve Opens  Normal Oil Temperature  PC  ROUBBICATION SYSTEM  Relief Valve Opens  Relief Valve Opens  Normal Oil Temperature  PC  ROUBBICATION SYSTEM  Relief Valve Opens  Rough System  Relief Valve Opens  Relief Valve Opens | Material  |            | Aluminum |  |
| Pressure Cap Setting Pressure Cap Setting Reserve Resimated Cooling Air Flow Reserve Reser | Width of Matrix                                   | mm         | 438      |  |
| kPa 0,125 Engine Pre Heater-Tube (with Circulation Pump) W 1500  LUBRICATION SYSTEM  Total System L 8 Minimum Oil Level LUbricating Temperature °C 40 Lubricating Oil Pressure (Rated Speed) bar 5 Relief Valve Opens kPa 352 Oil / Fuel Consumption Ratio °C 110  ELECTRICAL SYSTEM  Voltage V 12 Starter kW 3,2 Alternator Output Ampers A 25 Alternator Output Voltage V 14   | Height of Matrix                                  | mm         | 480      |  |
| Engine Pre Heater-Tube (with Circulation Pump)  W 1500  LUBRICATION SYSTEM  Total System L Nominal Motor Operating Temperature Lubricating Oil Pressure (Rated Speed) Relief Valve Opens Relief Valve Opens Normal Oil Temperature Voltage Voltage V V 12 Starter KW 3,2 Alternator Output Ampers Alternator Output Voltage V 14  1500  15 | Pressure Cap Setting                              | kPa        | 90       |  |
| LUBRICATION SYSTEM L 8   Cotal System L 7   Minimum Oil Level L 7   Nominal Motor Operating Temperature °C 40   Lubricating Oil Pressure (Rated Speed) bar 5   Relief Valve Opens kPa 352   Oil / Fuel Consumption Ratio % ≤ 0,3   Normal Oil Temperature °C 110   ELECTRICAL SYSTEM V 12   Starter kW 3,2   Alternator Output Ampers A 25   Alternator Output Voltage V 14  | Estimated Cooling Air Flow Reserve                | kPa        | 0,125    |  |
| Total System  Minimum Oil Level  Nominal Motor Operating Temperature Lubricating Oil Pressure (Rated Speed)  Relief Valve Opens  Relief Valve Opens  Normal Oil Temperature Voltage  Voltage  Voltage  Alternator Output Voltage  L  Voltage  L  L  Voltage  L  L  Voltage  V  V  V  V  V  V  V  V  V  V  V  V  V  | Engine Pre Heater-Tube (with Circulation Pump)    | W          | 1500     |  |
| Minimum Oil Level  Nominal Motor Operating Temperature  © C  40  Lubricating Oil Pressure (Rated Speed)  kPa  352  Oil / Fuel Consumption Ratio  Normal Oil Temperature  © C  110  LECCTRICAL SYSTEM  Voltage  V  Alternator Output Voltage  V  14   | LUBRICATION SYSTEM                                |            |          |  |
| Nominal Motor Operating Temperature  Lubricating Oil Pressure (Rated Speed)  Relief Valve Opens  Relief Valve Opens  Normal Oil Temperature  Voltage  V  Voltage  V  Alternator Output Voltage  V  40  40  40  40  40  40  40  40  40  | Total System                                      | L          | 8        |  |
| Lubricating Oil Pressure (Rated Speed)  Relief Valve Opens  Relie  | Minimum Oil Level                                 | L          | 7        |  |
| Relief Valve Opens kPa 352  Dil / Fuel Consumption Ratio % ≤ 0,3  Normal Oil Temperature ºC 110  ELECTRICAL SYSTEM  Voltage V 12  Starter kW 3,2  Alternator Output Ampers A 25  Alternator Output Voltage V 14  | Nominal Motor Operating Temperature               | ōC         | 40       |  |
| Oil / Fuel Consumption Ratio%≤ 0,3Normal Oil TemperatureºC110ELECTRICAL SYSTEMV12VoltageV3,2Alternator Output AmpersA25Alternator Output VoltageV14  | Lubricating Oil Pressure (Rated Speed)            | bar        | 5        |  |
| Normal Oil Temperature  PC  ELECTRICAL SYSTEM  Voltage  Voltage  KW  Alternator Output Ampers  Alternator Output Voltage  V  V  V  V  V  V  V  V  V  V  V  V  V  | Relief Valve Opens                                | kPa        | 352      |  |
| Voltage Voltage VV 12 Starter kW 3,2 Alternator Output Ampers A 25 Alternator Output Voltage VV 14   | Oil / Fuel Consumption Ratio                      | %          | ≤ 0,3    |  |
| Voltage Voltage V 12 Starter kW 3,2 Alternator Output Ampers A 25 Alternator Output Voltage V 14   | Normal Oil Temperature                            | ōC         | 110      |  |
| Starter kW 3,2 Alternator Output Ampers A 25 Alternator Output Voltage V 14  | ELECTRICAL SYSTEM                                 |            |          |  |
| Alternator Output Ampers A 25 Alternator Output Voltage V 14   | Voltage   | V          | 12       |  |
| Alternator Output Voltage V 14   | Starter   | kW         | 3,2      |  |
|  | Alternator Output Ampers                          | А          | 25       |  |
| Satteries Capacity Ah 55   | Alternator Output Voltage                         | V          | 14       |  |
|  | Batteries Capacity                                | Ah         | 55       |  |



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#### **JCB ENERGY DIESEL ENGINE POWER RATINGS**

| ENGINE MODEL | E13C              |                                | ENGINE FAMILY | JC11      |      | ENGINE SERIES | EII  |  |
|--------------|-------------------|--------------------------------|---------------|-----------|------|---------------|------|--|
|              |                   | TYPICAL GENERATOR OUTPUT (NET) |               | ENGINE PO | WER  |               |      |  |
| Speed (Rpm)  | Type of Operation |                                |               | Gross     |      |               | Net  |  |
|              |                   | kVA                            | kWe           | KWm       | Нр   | kWm           | Нр   |  |
| 1500         | Stand By(Maximum) | 11,7                           | 9,4           | 13,0      | 17,4 | 11,0          | 14,8 |  |
|              | Prime             | 10,6                           | 8,5           | 11,5      | 15,4 | 10,0          | 13,4 |  |
| 1000         | Stand By(Maximum) | 14,1                           | 11,3          | 15,6      | 20,9 | 13,3          | 17,9 |  |
| 1800         | Prime             | 12,8                           | 10,3          | 14,2      | 19,1 | 12,4          | 16,6 |  |

#### **DIESEL ENGINE MATCHING PARAMETERS - 50 HZ**

| 50 HZ @ 1500 R/MIN                         |          | STAND BY | PRIME |
|--|----------|----------|-------|
| Gross Engine Power                         | kW       | 13,0     | 11,5  |
| Net Engine Power                           | kW       | 11,0     | 10,0  |
| Fan Power Consumption (Belt Pulley Driven) | kW       | 1,5      | 1,5   |
| Other Power Loss                           | kW       | 0,5      | 0,5   |
| Mean Effective Pressure                    | MPa      | 0,46     | 0,41  |
| Intake Air Flow                            | m³/min   | 1,25     | 1,25  |
| Exhaust Temperature Limit                  | ōС       | 300      | 300   |
| Exhaust Flow                               | m ³/ min | 1,30     | 1,15  |
| Boost Pressure Ratio                       |          | 2,18     | 1,98  |
| Mean Piston Speed                          | m / s    | 5,0      | 5,0   |
| Cooling Fan Air Flow                       | m ³/ min | 46,6     | 46,6  |
| Typical Generator Output Power             | kVA      | 12       | 11    |
| HEAT REJECTION                             |          | STAND BY | PRIME |
| Energy in Fuel (Heat of Combustion)        | kW       | 36,9     | 33,2  |
| Gross Heat to Power                        | kW       | 13,0     | 11,5  |
| Energy to Coolant and Lubricating Oil      | kW       | 11,8     | 10,7  |
| Heat Dissipation Capacity *                | kW       | -        | -     |
| Energy to Exhaust                          | kW       | 9,7      | 8,8   |
| Heat to Radiation                          | kW       | 2,4      | 2,2   |
| *Intaka Intercooled cyctem                 |          |          |       |

<sup>\*</sup>Intake Intercooled system



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



#### **DIESEL ENGINE MATCHING PARAMETERS - 60 HZ**

| 60 HZ @ 1800 R/MIN                           |        | STAND BY | PRIME |
|--|--------|----------|-------|
| Gross Engine Power                           | kW     | 15,6     | 14,2  |
| Net Engine Power                             | kW     | 13,3     | 12,4  |
| Fan Power Consumption (Belt Pulley Driven)   | kW     | 1,8      | 1,8   |
| Other Power Loss                             | kW     | 0,5      | 0,5   |
| Mean Effective Pressure                      | MPa    | 0,46     | 0,42  |
| Intake Air Flow                              | m³/min | 1,50     | 1,50  |
| Exhaust Temperature Limit                    | ōC     | 360      | 360   |
| Exhaust Flow                                 | m³/min | 1,57     | 1,42  |
| Boost Pressure Ratio                         |        | 2,60     | 2,51  |
| Mean Piston Speed                            | m / s  | 6,0      | 6,0   |
| Cooling Fan Air Flow                         | m³/min | 55,9     | 55,9  |
| Typical Generator Output Power               | kVA    | 14       | 13    |
| HEAT REJECTION                               |        | STAND BY | PRIME |
| Energy in Fuel (Heat of Combustion)          | kW     | 44,0     | 38,9  |
| Gross Heat to Power                          | kW     | 15,6     | 12,4  |
| Energy to Coolant and Lubricating Oil        | kW     | 14,2     | 13,2  |
| Heat Dissipation Capacity *                  | kW     | -        | -     |
| Energy to Exhaust                            | kW     | 11,6     | 10,9  |
| Heat to Radiation *Intake Intercooled system | kW     | 2,6      | 2,5   |

#### **JCB ALTERNATOR TECHNICAL PARAMETERS AND SPECIFICATIONS**



| ALTERNATOR TECHNI    | ICAL 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        | <b>Sustained Short-Circuit Current</b> | 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.         | 0.071        | Wave Form: I.E.C. = THF - (*)          | %        | < 2          |
| <b>Bearing Drive</b> | N/A             | -            | Bearing Non-Drive                      | Bearing  | 6306-2RZ     |
| <b>Rotor Winding</b> | 100%            | Copper       | Stator Winding                         | 100%     | Copper       |



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



#### **ALTERNATOR SPECIFICATIONS**

| 50 HZ / 231-400V COS | Q 0,8 / 1500 RPM |          |         |            |             |         |          |           |         |
|----------------------|------------------|----------|---------|------------|-------------|---------|----------|-----------|---------|
| STANDARD USING ALTI  | ERNATOR          |          |         | OPTIONAL U | SING ALTERN | IATOR   |          |           |         |
| BRAND/MODEL          | JCBENERGY        | JCB 160S |         | LEROY-SO   | OMER"       | TAL040B | STAMFORD | SOL1H     |         |
| DUTY                 |                  |          |         | Continuous |             |         | :        | Stand By  |         |
| AMBIENT              | C°               |          |         | 40°C       |             |         |          | 27°C      |         |
| CLASS / TEMP. RISE   | C°               |          |         | H/ 125° K  |             |         | j        | 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              | 10,0     | 10,0    | 11,0       | 6,6         | 11,0    | 11,0     | 12,0      | 7,5     |
| OUTPUT POWER         | kW               | 8,0      | 8,0     | 8,8        | 5,3         | 8,8     | 8,8      | 9,6       | 6,0     |

| 60 HZ / 277-480V COSQ | 0,8 / 1800 RPM |          |         |            |             |         |         |            |                   |
|-----------------------|----------------|----------|---------|------------|-------------|---------|---------|------------|-------------------|
| STANDARD USING ALTER  | NATOR          |          |         | OPTIONAL U | JSING ALTER | NATOR   |         |            |                   |
| BRAND/MODEL           | JCBENERGY      | JCB 160S |         | LEROY-S    | OMER"       | TAL040B | STAM    | FORD       | PIO44E-<br>SOL1-H |
| DUTY                  |                |          |         | Continuou  | S           |         |         | 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            | 12,0     | 13,0    | 13,0       | 8,6         | 13,0    | 14,0    | 14,0       | 9,3               |
| OUTPUT POWER          | kW             | 9,6      | 10,4    | 10,4       | 6,9         | 10,4    | 11,2    | 11,2       | 7,4               |



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                             |  |
| Current Transformer Secondary         | 5A                | Working Period                     | Continuous                              |  |
| Charge Alternator Voltage Measurement | 8 - 32 V          | Charge Alternator Excitation       | ion 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<br>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 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 °C 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

