





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





GENERATOR GENERAL INFORMATION

GENERATOR	FREQUENCY	VOLTAGE	POWER FACTOR	SPEED	DIESEL E	NGINE		ALTERN	ATOR		TYPE OF	GENERAT	OR OUTPU	JT
Model	Hz	V	Cos Q	Rpm	Brand	Model	Series	Brand	Model	Series	Operation	kVA	kW	Α
									450L M Z Z Z Z Z Z Z Z Z Z Z Z Z		Standby	2.750,0	2.200,0	3.974,0
JCN 2750	50	231/400	0.8	1500						450L	Prime	2.500,0	2.000,0	3.612,7
					ICNI	V24001CI	VII	2			Continuous	1.750,0	1.400,0	2.528,9
					JCN	Y3400JCI	YII	TII			Standby	2.750,0	2.200,0	3.974,0
JCN 2750	60	277/480	0.8	1800				ğ		450M	Prime	2.500,0	2.000,0	3.612,7
								-			Continuous	1.750,0	1.400,0	2.528,9

- 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.

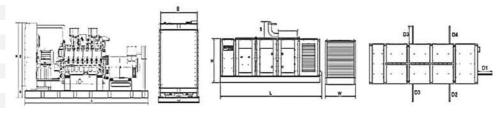
GENERATOR DIMENSIONS AND TECHNICAL DRAWINGS





VALUES		OPEN TYPE GENERATOR	CANOPY TYPE GENERATOR
WIDTH	mm	2400	2430
LENGTH	mm	7500	12000
HEIGHT	mm	3100	3300
WEIGHT (NET)	Kg	18000	24500
FUEL TANK CAPACITY	L	4000	4000

SYMBOL	OPEN	CANOPY	
L	7500	12000	
W	2400	2430	
Н	3100	2500	
S		800	
Α	300		
В	2260		
С	2400		
D1		1044	
D2		1044	
D3		1044	
D4		1044	
D5		1044	



FUEL CONSUMPTION

PERCENT OF PRIME POWER	1500 rpm	1800 rpm
TENSELLY STATEMENT STEEL	l/hr	I/hr
110 %	550,26	550,26
100 %	504,44	504,44
75 %	380,23	380,23
50 %	266,16	266,16



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DIESEL ENGINE MAIN TECHNICAL PARAMETERS

Configuration Veryoe Aspiration Urubcharged & Intercooled Combustion System Urubcharged & Intercooled Compression Ratio 13.5:1 Bore mm 200 Stroke mm 100,56 Governing Type ECU 105,56 Governing Type COUNT Clowise Go Governing Type COUNT Clowise Go Governing Class G GO Rotation Urus Clowise G Firing Order I HR1-16-Re-LR-18-Is-Re-13-			
Configuration Vrppe Aspiration Unrotherged 8 intercooled Combustion System Interclipetion Compression Ratio mm 200 Stroke mm 200 Governing Class Ecu 105,56 Governing Type Ecu Counterclowise Governing Class Counterclowise Cu Rotation In-RI-Lie-Ref-L2-R2-Ls-R5-La-R8-L3-R3-R3-L3-R3-L3-R3-L3-R3-L3-R3-L3-R3-L3-R3-R3-R3-R3-R3-R3-R3-R3-R3-R3-R3-R3-R3	GENERAL		
Configuration Vrype Aspiration Unutochanged 8 intercooled Combustion System Interclination Compression Ratio mm 200 Stroke mm 200 Stroke mm 200 Governing Type ECU 600 Governing Class COUNTION COUNTION Rotation In Fill Fill Fill Fill Fill Fill Fill Fil	Number of Cylinders		16
Composion Ratio JS.15.1 Bore mm 200 Stroke mm 200 Obsplacement L 105.56 Governing Type ECU CU Governing Tags - G2 Rotation - CHA-16-66-12-R2-L5-R5-L8-R8-L3-R3-L7-R3-L3-R			
Composion Ratio JS.15.1 Bore mm 200 Stroke mm 200 Obsplacement L 105.56 Governing Type ECU CU Governing Tags - G2 Rotation - CHA-16-66-12-R2-L5-R5-L8-R8-L3-R3-L7-R3-L3-R			
Compression Ratio mm 200 Stroke mm 200 Stroke mm 201 Obspacement Incompany 205,56 Governing Type CU 505,56 Governing Clas GO COUNT-Clock Was Rotation Incompany CU Firing Order Lit-Bi-16-76-12-72-15-R5-18-R8-13-R3-17-R7-14-R4 Count-Clock Was Emission Lit-Bi-16-76-12-72-15-R5-18-R8-13-R3-17-R7-14-R4 Count-Clock Was Emission For Type R7-14-R4 Emission Rotation Inertia From Type Type Type Type Type Type Type Type Type			
Bore mm 200 Stroke mm 210 Stroke mm 210 Stroke mm 210 Stroke mm 210 Stropped ECU Governing Type ECU Governing Class GC Rotation CCU Firing Order L1-R1-L6-R6-L2-R2-L5-R5-L8-R8-L3-R3-L7-R7-L4-R4 Brown Tell Tell Moments of Rotation Inertia Employ 44,42 Engine Kg - m² 44,42 Flywheel Kg - m² 44,42 Syeed Droop % 13 Steady State Speed Band % 1 Full Life Mith Water Separator Full Filter With Water Separator Full Filter With Water Separator Fly Meel Housing SAE (I620) 0 Flex Coupling Disc Imp 2 Almospheric Pressure RPa 10 Atmospheric Pressure RPa 10 A			
Stroke mm 210 Displacement L 00.56 Governing Type CU CU Governing Class G CU Rotation		mm	
Displacement L D05,56 Governing Type ECU CO Governing Class G3 Counterclockwise Rotation Counterclockwise Firing Order LR-R1-6-R6-12-R2-15-R5-18-R8-13-R3-17-R7-14-R8 Emission Tier II Moments of Rotation Inertia Kg - m² 44,42 Flywheel Kg - m² 29,36 Flywheel Yes pass pass pass pass pass pass pass pa			
Governing Type ECU Governing Class Ga Rotation Counter-lockwise Firing Order LR-11-6-R6-12-R2-15-R3-R3-R3-R3-R3-R3-R3-R3-R3-R3-R3-R3-R3-			
Governing Class G3 Rotation Counterclockwise Firing Order L1.R1-16-R6-L2-R2-L5-R5-L8-R8-L3-R3-L7-R2-L5-R5-L8-R8-L3-R3-L7-R2-L5-R5-L8-R8-L3-R3-L7-R2-L5-R5-L8-R8-L3-R3-L7-R2-L5-R5-L8-R8-L3-R3-L7-R2-L5-R5-L8-R8-L3-R3-L7-R2-L5-R5-L8-R8-L3-R3-L7-R2-L5-R5-L8-R8-L3-R3-L7-R2-L5-R5-L8-R8-L3-R3-L7-R2-L5-R5-L8-R8-L3-R3-L7-R2-L5-R5-L8-R8-L3-R3-L7-R2-L5-R5-L8-R8-L3-R3-L7-R2-L5-R5-L8-R8-L3-R3-L7-R2-L5-R5-L8-R8-L3-R3-L7-R2-L5-R2-L5-R2-L5-R5-L8-R8-L3-R3-L7-R2-L5-R2-L5-R3-L8-R3-L3-R3-L7-R2-L5-R2-L5-R3-L8-R3-L3-R3-R3-R3-R3-R3-R3-R3-R3-R3-R3-R3-R3-R3	•	L	
Counterclockwise Firing Order Li-Ri-Li-Red-Li-Re-Li			
Firing Order LR1-16-66-12-R2-15-R5-18-R8-18-R3-L7-R2-14-R4 Emission In Ir Moments of Rotation Inertia Image: Reprint of Reprint of Rotation Inertia Engine Kg - m² 4.42 Flywheel 9,36 29,36 Performance Rating V 20,5 Seady State Speed Band % 10,5 Filter Dry Type, Replaceable Full Filter Property Propertion of Replaceable Full Filter Propertion of Replaceable Filter Propertion of Replaceable <td></td> <td></td> <td></td>			
Emission	Rotation		
Moments of Rotation Inertia Kg - m² 44,42 Flywheel Kg - m² 44,42 Flywheel Kg - m² 29,36 Performance Rating W 5 Stead Droop % 5 Steady State Speed Band % 5 ITITER British Support State Speed Band Bry Type, Replaceable FUTHING FUTHING FUTHING State Speed Band Dry Type, Replaceable FUTHING STATE Speed Spead Sp	Firing Order		
Engine Kg - m² 44,42 Flywheel Kg - m² 29,36 Performance Rating V Speed Droop % 51 Steady State Speed Band % 50,5 FILTERS FURTHER Dry Type, Replaceable Fuel Filter Dry Type, Replaceable Fuel Filter Element Type, Particulate Trap Filter Element Type, Particulate Trap Fuel Filter With Water Separator Oil Filter Element Type, Particulate Trap Fuel Fuel Housing SAE (I620) 00 Flex Coupling Disc SAE (I620) 00 Flex Coupling Disc SAE (I620) 00 STATE COUPLING FUEST COUR COULTING Exit Coupling Disc KPa 100 Atmospheric Pressure KPa 25 Atmospheric Pressure KPa 100 Max. Operating Intake Resistance KPa 100 Exhaust Backpressure Limit KPa 10 Fuel Temperature (Fuel	Emission		Tier II
Flywheel Kg - m² 29,36 Performance Rating 3 1 Steady State Speed Band % 3,5 FILTERS Bill Filter Dry Type, Replaceable Fuel Filter Dry Type, Replaceable Bill Filter Dry Type, Replaceable Fuel Filter Dry Type, Particulate Trap Bill Filter Dry Type, Particulate Trap Bill Filter Dry Particulate Trape, Particulate Trape Flywheel Housing AND FLEX COUPLING Flywheel Housing AND FLEX COUPLING Beleant Type, Particulate Trape Flywheel Housing AND FLEX COUPLING Flywheel Housing All State Trape, Particulate Trape, Particu	Moments of Rotation Inertia		
Performance Rating Speed Droop % ≤1 Steady State Speed Band % ≤0.5 HITERS Air Filter Dry Type, Replaceable Fuel Filter With Water Separator Cil Filter With Water Separator Element Type, Particulate Trap FLYWHEEL HOUSING AND FLEX COUPLING Flywheel Housing SAE (J620) 0 Flywheel Housing Bive Coupling Disc Inch (") 2 EXECUTIONS Atmospheric Pressure %Pa 25 Atmospheric Pressure KPa 100 Relative Humidity KPa 5 Max. Operating Intake Resistance KPa 5 Exhaust Backpressure Limit KPa 10 Fuel Temperature (Fuel Inlet Pump) *C 38±2 OVERALL DIMENSIONS Ueingth mm 3834 Width mm 1913 Height mm 307 Dry Weight kg 13056 *From front end of radiator to near end of air filter From front end of air filter Bulker mm 900 Lycit 1<	Engine	Kg - m²	44,42
Speed Droop % ≤1 Steady State Speed Band % ≤0,5 FILTERS HITER Filter Dry Type, Replaceable Fusher With Water Separator Gil Filter Use the ment Type, Particulate Trap FLYWHEEL HOUSING AND FLEX COUPLING Flywheel Housing AND FLEX COUPLING Flywheel Housing AND FLEX COUPLING Learn Type, Particulate Trap	Flywheel	Kg - m²	29,36
Steady State Speed Band % s0,5 FILTERS 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) 00 Flex Coupling Disc Inch (") 2 TEST CONDITIONS Atmospheric Pressure KPa 100 Atmospheric Pressure KPa 100 Relative Humidity Rh (%) 30 Max. Operating Intake Resistance KPa <5	Performance Rating		
FILTERS Air Filter Fuel Filter Fuel Filter Oil Filter Oil Filter FLYWHEEL HOUSING AND FLEX COUPLING FLYWHEEL HOUSING AND FLEX COUPLING Flywheel Housing Flow housing Flex Coupling Disc Inch (") Ambient Temperature Mabient Temperature MRP Ambient Temperature MRP Ambient Pressure KPa Atmospheric Pressure KPa Ambient Temperature Fuel Temperature Fuel Temperature Fuel Inlet Pump) Fue Temperature Fuel Inlet Pump) Fue Temperature Fuel Inlet Pump Fuel Temperature Fuel Inlet Pump Fuel Temperature Fuel Inlet Pump Fuel Temperature Fuel Temperature Fuel Inlet Pump Fuel Temperature Fuel Temperature Fuel Temperature Fuel Inlet Pump Fuel Temperature Fuel Inlet Pump Fuel Temperature Fuel Tempera	Speed Droop	%	≤1
FILTERS Air Filter Fuel Filter Fuel Filter Oil Filter Oil Filter FLYWHEEL HOUSING AND FLEX COUPLING FLYWHEEL HOUSING AND FLEX COUPLING FLYWHEEL HOUSING SAND FLEX COUPLING FLYWHEEL HOUSING SAND FLEX COUPLING FLEX COUPLING SARE (1620) Oil Filter Oil With Water Separator Oil Generator Oil Filter Oil Filter Oil With Water Separator Oil Generator Oil Filter Oil With Water Separator Oil Cather Oil With Water Separator Oil Cather Oil With Water Separator Oil Cather Oil With W	Steady State Speed Band	%	≤0,5
Fuel Filter Oil Filter FLYWHEEL HOUSING AND FLEX COUPLING FLYWHEEL HOUSING AND FLEX COUPLING Flywheel Housing Flywheel Housing Flywheel Housing Flywheel Housing Flywheel Housing Flywheel Housing Flex Coupling Disc Flex Cou			
Fuel Filter Oil Filter FLYWHEEL HOUSING AND FLEX COUPLING FLYWHEEL HOUSING AND FLEX COUPLING Flywheel Housing Flywheel Housing Flywheel Housing Flywheel Housing Flywheel Housing Flex Coupling Disc Flex	Air Filter		Dry Type, Replaceable
Coll Filter Element Type, Particulate Trap FLYWHEEL HOUSING AND FLEX COUPLING Flywheel Housing SAE (J620) 00 Flex Coupling Disc Inch (") 21 TEST CONDITIONS Ambient Temperature % 25 Atmospheric Pressure KPa 100 Relative Humidity Rh (%) 30 Max. Operating Intake Resistance KPa <5 Exhaust Backpressure Limit KPa <10 Fuel Temperature (Fuel Inlet Pump) °C 38±2 OVERALL DIMENSIONS Length* mm 3834 Width mm 1913 Height mm 2367 Dry Weight kg 13056 *From front end of radiator to near end of air filter F FAN Diameter mm 1900 Drive Ratio mm 1900 Number of Blades In Q PAG	Fuel Filter		
Flywheel Housing SAE (J620) 00 Flex Coupling Disc Inch (") 21 TEST CONDITIONS Ambient Temperature % 25 Atmospheric Pressure KPa 100 Relative Humidity RN (%) 30 Max. Operating Intake Resistance KPa <5 Exhaust Backpressure Limit KPa <10 Exhaust Backpressure Limit KPa <10 Exhaust Backpressure Limit KPa <10 Exhaust Backpressure Limit MPa <10 Exhaust Backpressure Lim	Oil Filter		
Flex Coupling DiscInch (")21TEST CONDITIONSAmbient Temperature%25Atmospheric PressureKPa100Relative HumidityRh (%)30Max. Operating Intake ResistanceKPa<5	FLYWHEEL HOUSING AND FLEX COUPLING		
Flex Coupling DiscInch (")21TEST CONDITIONSAmbient Temperature%25Atmospheric PressureKPa100Relative HumidityRh (%)30Max. Operating Intake ResistanceKPa<5	Flywheel Housing	SAE (J620)	00
TEST CONDITIONSAmbient Temperature%25Atmospheric PressureKPa100Relative HumidityRh (%)30Max. Operating Intake ResistanceKPa<5			21
Atmospheric PressureKPa100Relative HumidityRh (%)30Max. Operating Intake ResistanceKPa<5			
Atmospheric PressureKPa100Relative HumidityRh (%)30Max. Operating Intake ResistanceKPa<5	Ambient Temperature	%	25
Relative HumidityRh (%)30Max. Operating Intake ResistanceKPa<5		КРа	100
Max. Operating Intake ResistanceKPa<5Exhaust Backpressure LimitKPa<10		Rh (%)	30
Exhaust Backpressure LimitKPa<10Fuel Temperature (Fuel Inlet Pump)°C38±2OVERALL DIMENSIONSLength*mm3834Widthmm1913Heightmm2367Dry Weightkg13056*From front end of radiator to near end of air filterFANDiametermm1900Drive Ratio1,26:1Number of Blades10MaterialPAG			
Fuel Temperature (Fuel Inlet Pump)°C38±2OVERALL DIMENSIONSLength*mm3834Widthmm1913Heightmm2367Dry Weightkg13056*From front end of radiator to near end of air filterFANDiametermm1900Drive Ratio1,26:1Number of Blades10MaterialPAG			<10
OVERALL DIMENSIONS Length* mm 3834 Width mm 1913 Height mm 2367 Dry Weight kg 13056 *From front end of radiator to near end of air filter FAN Diameter mm 1900 Drive Ratio 1,26:1 Number of Blades 10 Material PAG			
Width mm 1913 Height mm 2367 Dry Weight kg 13056 *From front end of radiator to near end of air filter FAN Diameter mm 1900 Drive Ratio 1,26:1 Number of Blades 10 Material PAG			
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Dry Weight kg 13056 *From front end of radiator to near end of air filter FAN Diameter mm 1900 Drive Ratio 1,26:1 Number of Blades 10 Material PAG			
*From front end of radiator to near end of air filter FAN Diameter mm 1900 Drive Ratio 1,26:1 Number of Blades 10 Material PAG			
Diameter mm 1900 Drive Ratio 1,26:1 Number of Blades 10 Material PAG		кв	13050
Diametermm1900Drive Ratio1,26:1Number of Blades10MaterialPAG			
Number of Blades 10 Material PAG		mm	1900
Material PAG			
Diamina -	Material		DAG
Type Blowing	-		



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



DIESEL ENGINE MAIN TECHNICAL PARAMETERS

COOLING SYSTEM			
Radiator Type	50ºC	Tropical	
Total Coolant Capacity	L	325	
Max. Perm. Coolant Outlet Temperature	ōС	105	
Max. Perm. Flow Resist. (Cool. System And Piping)	bar	0,5	
Max. Temperature of Coolant Warning	ōС	95	
Max. Temperature of Coolant Shutdown	ōC	98	
Thermostat Operation Temperature - Initial Open	ōС	75	
Thermostat Operation Temperature - Full Open	ōС	85	
Delivery of Coolant Pump	m³/ h	20,83	
Min. Pressure Before Coolant Pump	bar	0,5	
Radiator Face Area	m²	6,44	
Rows	Row	9	
Matrix Density	Per / Inch	12	
Material		Aluminum	
Width of Matrix	mm	2260	
Height of Matrix	mm	2850	
Pressure Cap Setting	kPa	50	
Estimated Cooling Air Flow Reserve	kPa	0,125	
Engine Pre Heater-Tube (with Circulation Pump)	W	2x7500	
LUBRICATION SYSTEM			
Total System	L	430	
Minimum Oil Level	L	370	
Nominal Motor Operating Temperature	ōС	40	
Lubricating Oil Pressure (Rated Speed)	bar	7	
Relief Valve Opens	kPa	200	
Oil / Fuel Consumption Ratio	%	≤0,25	
Normal Oil Temperature	ōC	110	
ELECTRICAL SYSTEM			
Voltage	V	24	
Starter	kW	2X11	
Alternator Output Ampers	А	60	
Alternator Output Voltage	V	28	
Batteries Capacity	Ah	4X200	



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



JCB ENERGY DIESEL ENGINE POWER RATINGS

ENGINE MODEL	Y3400JCI		ENGINE FAMILY	JC47	ENGINE SERIES	YII	
		TYPICAL GENER	ATOR OUTPUT (NET)	ENGINE POWE	२		
Speed (Rpm)	Type of Operation			Gr	OSS	N	let
		kVA	kWe	KWm	Нр	kWm	Нр
1500	Stand By(Maximum)	2.750,0	2.200,0	2.390,0	3.208,0	2.292,0	3.076,5
	Prime	2.498,0	1.999,0	2.180,0	2.926,2	2.082,0	2.794,6
4000	Stand By(Maximum)	2.750,0	2.200,0	2.390,0	3.208,0	2.292,0	3.076,5
1800	Prime	2.498,0	1.999,0	2.180,0	2.926,2	2.082,0	2.794,6

DIESEL ENGINE MATCHING PARAMETERS - 50 HZ

50 HZ @ 1500 R/MIN		STAND BY	PRIME
Gross Engine Power	kW	2390,0	2180,0
Net Engine Power	kW	2292,0	2082,0
Fan Power Consumption (Belt Pulley Driven)	kW	93,0	93,0
Other Power Loss	kW	5,0	5,0
Mean Effective Pressure	MPa	1,81	1,65
Intake Air Flow	m³/min	206,00	194,00
Exhaust Temperature Limit	ōС	570	550
Exhaust Flow	m ³ / min	457,00	426,00
Boost Pressure Ratio		3,30	3,50
Mean Piston Speed	m / s	10,5	10,5
Cooling Fan Air Flow	m ³/ min	3500,0	3500,0
Typical Generator Output Power	kVA	2750	2498
HEAT REJECTION		STAND BY	PRIME
Energy in Fuel (Heat of Combustion)	kW	5830,0	5273,0
Gross Heat to Power	kW	2390,0	2180,0
Energy to Coolant and Lubricating Oil	kW	800,0	720,0
Heat Dissipation Capacity *	kW	950,0	860,0
Energy to Exhaust	kW	1500,0	1338,0
Heat to Radiation	kW	190,0	175,0

^{*}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	2390,0	2180,0
Net Engine Power	kW	2292,0	2082,0
Fan Power Consumption (Belt Pulley Driven)	kW	93,0	93,0
Other Power Loss	kW	5,0	5,0
Mean Effective Pressure	MPa	1,81	1,65
Intake Air Flow	m³/min	206,00	194,00
Exhaust Temperature Limit	ōС	570	550
Exhaust Flow	m³/min	457,00	426,00
Boost Pressure Ratio		3,30	3,50
Mean Piston Speed	m / s	10,5	10,5
Cooling Fan Air Flow	m³/min	3500,0	3500,0
Typical Generator Output Power	kVA	2750	2498
HEAT REJECTION		STAND BY	PRIME
Energy in Fuel (Heat of Combustion)	kW	5830,0	5273,0
Gross Heat to Power	kW	2390,0	2180,0
Energy to Coolant and Lubricating Oil	kW	800,0	720,0
Heat Dissipation Capacity *	kW	950,0	860,0
Energy to Exhaust	kW	1500,0	1338,0
Heat to Radiation	kW	190,0	175,0
* 1.1.1			

^{*}Intake Intercooled system

JCB ALTERNATOR TECHNICAL PARAMETERS AND SPECIFICATIONS



ALTERNATOR TECHN	ICAL PARAMETERS				
Insulation Class		Н	Field Control System		Self-Excited
Winding Pitch		2/3 - (N° 6)	A.V.R. Model	Standard	MX321+PMG
Wires		6	Voltage Regulation	%	± 0.5
Protection		IP 23	Sustained Short-Circuit Current	10 sec	300% (3 IN)
Altitude	m	1000	Total Harmonic (*) TGH / THC	%	< 4
Overspeed	rpm	2250	Wave Form: NEMA = TIF - (*)		< 50
Air Flow	m³/sec.	2,69	Wave Form: I.E.C. = THF - (*)	%	< 1.5
Bearing Drive	N/A	-	Bearing Non-Drive	Bearing	6319-2RZ
Rotor Winding	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 ALTERNATOR				OPTIONAL U	SING ALTERN	IATOR			
BRAND/MODEL	JCBENERGY	JCB 450L		LEROY-SO	OMER"	LSA 52.3L12	STAMFORD	S7L10)-J4
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	2500,0	2500,0	2550,0	-	2750,0	2750,0	2805,0	-
OUTPUT POWER	kW	2000,0	2000,0	2040,0	-	2200,0	2200,0	2244,0	-

60 HZ / 277-480V COSQ	0,8 / 1800 RPM								
STANDARD USING ALTER	NATOR			OPTIONAL (JSING ALTER	RNATOR			
BRAND/MODEL	JCBENERGY	JCB 450M		LEROY-S	OMER LS	SA 52.3S6	STAMFO	RD	S7L1D-G4
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	2500,0	2500,0	2550,0	-	2750,0	2750,0	2805,0	-
OUTPUT POWER	kW	2000,0	2000,0	2040,0	-	2200,0	2200,0	2244,0	-



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 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	nent 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

