JCB ENERGY ELECTRIC POWER INDUSTRY

JUENERGY

CE -VERTA-106188 -VERTA-106189 **MADRID / SPAIN**



Carlos - ---

www.jcbenergy.com



231 / 400 V - 50 Hz





GENERATOR GENERAL INFORMATION

FREQUENCY	VOLTAGE	POWER FACTOR	SPEED	DIESEL EI	NGINE		ALTERN	IATOR		TYPE OF			
Hz	V	Cos Q	Rpm	Brand	Model	Series	Brand	Model	Series	Operation	kVA	kW	А
							PC			Standby	235,0	188,0	339,6
50	231/400	0.8	1500	Cummins	QSB7G5	QSB		JCB	270M1	Prime	213,6	170,9	308,7
	ୖଡ଼			Continuous	149,5	119,6	216,1						
 Diesel Engines with Advanced Technology and Quality Alternators with Advanced Technology and Quality Low Exhaust Emission Control Panel Suitable for Flexible Application 				• Fu • Lo • Gi	uel Filter ow Fuel C lobal Tec	with Wa Consump Innical Se	ter and P tion, Low rvice and	article Se Oil Cons I Mainter	parator umption nance Support				
	Hz 50 ines with Adva s with Advanc ist Emission nel Suitable fo	Hz V 50 231/400 ines with Advanced Technolosist Emission Technolosist Emission	FREQUENCY VOLTAGE FACTOR Hz V Cos Q 50 231/400 0.8 ines with Advanced Technology and Qualitytics in the second rechnology and Qualitytics in the	FREQUENCY VOLTAGE FACTOR SPEED Hz V Cos Q Rpm 50 231/400 0.8 1500	FREQUENCY VOLTAGE FACTOR SPEED DIESEL EF Hz V Cos Q Rpm Brand 50 231/400 0.8 1500 Cummins ines with Advanced Technology and Quality s with Advanced Technology and Quality ist Emission nel Suitable for Flexible Application SPEED DIESEL EF	FREQUENCY VOLTAGE FACTOR SPEED DIESEL ENGINE Hz V Cos Q Rpm Brand Model 50 231/400 0.8 1500 Cummins QSB7G5 innes with Advanced Technology and Quality s with Advanced Technology and Quality ust Emission nel Suitable for Flexible Application • Tr	FREQUENCY VOLTAGE FACTOR SPEED DIESEL ENGINE Hz V Cos Q Rpm Brand Model Series 50 231/400 0.8 1500 Cummins QSB7G5 QSB ines with Advanced Technology and Quality ist Emission nel Suitable for Flexible Application • Tropical 50 • Fuel Filter	FREQUENCY VOLTAGE FACTOR SPEED DIESEL ENGINE ALTERN Hz V Cos Q Rpm Brand Model Series Brand 50 231/400 0.8 1500 Cummins QSB7G5 QSB Image: Comparison of the comparison o	FREQUENCY VOLTAGE FACTOR SPEED DIESEL ENGINE ALTERNATOR Hz V Cos Q Rpm Brand Model Series Brand Model 50 231/400 0.8 1500 Cummins QSB7G5 QSB Image: Cost Cost Cost Cost Cost Cost Cost Cost	FREQUENCY VOLTAGE FACTOR SPEED DIESEL ENGINE ALTERNATOR Hz V Cos Q Rpm Brand Model Series Brand Model Series 50 231/400 0.8 1500 Cummins QSB7G5 QSB Image: Cos Q Image: Cos Q	FREQUENCY VOLTAGE FACTOR SPEED DIESEL ENGINE ALTERNATOR TYPE OF Hz V Cos Q Rpm Brand Model Series Brand Model Series Operation 50 231/400 0.8 1500 Cummins QSB7G5 QSB ICB 270M1 Frime continuous Interview Inter	FREQUENCY VOLTAGE FACTOR SPEED DIESEL ENGINE ALTERNATOR TYPE OF OUTPUT Hz V Cos Q Rpm Brand Model Series Brand Model Series Operation KVA 50 231/400 0.8 1500 Cummins QSB7G5 QSB JCB JCB 270M1 Prime 213,6 50 231/400 0.8 1500 Cummins QSB7G5 QSB JCB JCB 270M1 Prime 213,6 ines with Advanced Technology and Quality s with Advanced Technology and Quality ist Emission nel Suitable for Flexible Application + Tropical 50 °C Radiator, First Class Product Support + Fuel Filter with Water and Particle Separator + Low Fuel Consumption, Low Oil Consumption + Low Fuel Consumption, Low Oil Consumption + Global Technical Service and Maintenance Support	FREQUENCY VOLTAGE FACTOR SPEED DIESEL ENGINE ALTERNATOR TYPE OF OUTPUT Hz V Cos Q Rpm Brand Model Series Brand Model Series Operation kVA kW 50 231/400 0.8 1500 Cummins QSB7G5 QSB JCB JCB 270M1 Prime 213,6 170,9 ines with Advanced Technology and Quality s with Advanced Technology and Quality ist Emission nel Suitable for Flexible Application Uality • Tropical 50 °C Radiator, First Class Product Support • Fuel Consumption, Low Oil Consumption • Global Technical Service and Maintenace Support • Support

- Compact Designed and Sound proof Canopy
- Low Operating Cost, Suitable for Heavy-Duty High Quality and Reliable Technology Durability, Low Noise Level 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.



JCC 235 231 / 400 V – 50 Hz



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

* Generators can work on Continuous Power at 70% of Prime power value if only all maintenances are done on time with original spare parts and high-quality oils that manufacturer advice.

* Generators should not operate below 50% of Prime Power value. In such a case, the engine will burn excessive oil and eventually have irreparable damage.

* If your need is 1000 kVA or above, you should prefer Synchronic Systems with 2-3 generators with failure back up and simultaneous aging.

* These points will provide advantage for you with purchasing and operating the generator.

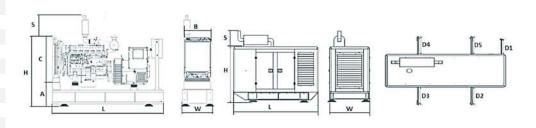
GENERATOR DIMENSIONS AND TECHNICAL DRAWINGS





VALUES		OPEN TYPE GENERATOR	CANOPY TYPE GENERATOR
WIDTH	mm	900	1153
LENGTH	mm	2400	2971
HEIGHT	mm	1549	2027
WEIGHT (NET)	Kg	1450	1810
FUEL TANK CAPACITY	L	256	376

SYMBOL	OPEN	CANOPY
L	2400	2971
W	900	1153
н	1002	1807
S	547	220
Α	696	
В	650	
С	680	
D1		520
D2		604
D3		604
D4		604
D5		604





231 / 400 V – 50 Hz



DIESEL ENGINE MAIN TECHNICAL PARAMETERS

GENERAL		
Number of Cylinders		6
Configuration		Vertical, in line
Aspiration		Turbo Charged & Aftercooled
Combustion System		Direct injection
Compression Ratio		16.8:1
Bore	mm	107
Stroke	mm	124
Displacement	L	6,69
Governing Type		Electronic
Governing Class		G3
Rotation		Counterclockwise
Firing Order		1-5-3-6-2-4
Emission		Tier 3
FILTERS		
Air Filter		Dry Type, Replaceable
Fuel Filter		With Water Separator
Oil Filter		Element Type, Particulate Trap
LUBRICATION SYSTEM		
Total System	L	18,9
Minimum Oil Level	L	15
Nominal Motor Operating Temperature	°C	50
Lubricating Oil Pressure (Rated Speed)	bar	5,2
Relief Valve Opens	kPa	300
Oil / Fuel Consumption Ratio	%	<0,1
Normal Oil Temperature	°C	120
FUEL CONSUMPTION		
Standby - Load 110%	L/h	52,51
Prime - Load 100%	. /	
	L/h	47,27
Prime - Load 100% Prime - Load 75%	L/h L/h	47,27 35,12
Prime - Load 75%	L/h	35,12
Prime - Load 75% Prime - Load %50	L/h	35,12
Prime - Load 75% Prime - Load %50 COOLING SYSTEM	L/h L/h	35,12 23,64
Prime - Load 75% Prime - Load %50 COOLING SYSTEM Radiator Type	L/h L/h 50ºC	35,12 23,64 Tropical
Prime - Load 75% Prime - Load %50 COOLING SYSTEM Radiator Type Total Coolant Capacity	L/h L/h 50ºC L	35,12 23,64 Tropical 26
Prime - Load 75% Prime - Load %50 COOLING SYSTEM Radiator Type Total Coolant Capacity Max. Perm. Coolant Outlet Temperature	L/h L/h 50ºC L ºC	35,12 23,64 Tropical 26 110
Prime - Load 75% Prime - Load %50 COOLING SYSTEM Radiator Type Total Coolant Capacity Max. Perm. Coolant Outlet Temperature Max. Perm. Flow Resist. (Cool. System And Piping)	L/h L/h 50ºC L ºC bar	35,12 23,64 Tropical 26 110 0,5
Prime - Load 75% Prime - Load %50 COOLING SYSTEM Radiator Type Total Coolant Capacity Max. Perm. Coolant Outlet Temperature Max. Perm. Flow Resist. (Cool. System And Piping) Max. Temperature of Coolant Warning	L/h L/h 50ºC L ºC bar ºC	35,12 23,64 Tropical 26 110 0,5 95
Prime - Load 75% Prime - Load %50 COOLING SYSTEM Radiator Type Total Coolant Capacity Max. Perm. Coolant Outlet Temperature Max. Perm. Flow Resist. (Cool. System And Piping) Max. Temperature of Coolant Warning Max. Temperature of Coolant Shutdown Thermostat Operation Temperature - Initial Open Thermostat Operation Temperature - Full Open	L/h L/h 50°C L °C bar °C °C	35,12 23,64 Tropical 26 110 0,5 95 98
Prime - Load 75% Prime - Load %50 COOLING SYSTEM Radiator Type Total Coolant Capacity Max. Perm. Coolant Outlet Temperature Max. Perm. Flow Resist. (Cool. System And Piping) Max. Temperature of Coolant Warning Max. Temperature of Coolant Shutdown Thermostat Operation Temperature - Initial Open	L/h L/h 50°C L °C bar °C 9C °C °C	35,12 23,64 Tropical 26 110 0,5 95 98 82
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Prime - Load 75% Prime - Load %50 COOLING SYSTEM Radiator Type Total Coolant Capacity Max. Perm. Coolant Outlet Temperature Max. Perm. Flow Resist. (Cool. System And Piping) Max. Temperature of Coolant Warning Max. Temperature of Coolant Shutdown Thermostat Operation Temperature - Initial Open Thermostat Operation Temperature - Full Open Delivery of Coolant Pump	L/h L/h 50°C L °C bar °C °C °C °C °C °C °C °C °C °C °C °C °C	35,12 23,64 Tropical 26 110 0,5 95 95 98 82 93 82 93 3,00 0,25 0,351
Prime - Load 75% Prime - Load %50 COOLING SYSTEM Radiator Type Total Coolant Capacity Max. Perm. Coolant Outlet Temperature Max. Perm. Flow Resist. (Cool. System And Piping) Max. Temperature of Coolant Warning Max. Temperature of Coolant Warning Max. Temperature of Coolant Shutdown Thermostat Operation Temperature - Initial Open Thermostat Operation Temperature - Full Open Delivery of Coolant Pump Min. Pressure Before Coolant Pump	L/h L/h 50°C L °C bar °C °C °C °C °C °C °C °C °C °C	35,12 23,64 Tropical 26 110 0,5 95 95 98 82 93 3,00 0,25
Prime - Load 75%Prime - Load %50COOLING SYSTEMRadiator TypeTotal Coolant CapacityMax. Perm. Coolant Outlet TemperatureMax. Perm. Flow Resist. (Cool. System And Piping)Max. Temperature of Coolant WarningMax. Temperature of Coolant ShutdownThermostat Operation Temperature - Initial OpenThermostat Operation Temperature - Full OpenDelivery of Coolant PumpMin. Pressure Before Coolant PumpRadiator Face Area	L/h L/h $50^{\circ}C$ L $^{\circ}C$ bar $^{\circ}C$ $^{\circ}$	35,12 23,64 Tropical 26 110 0,5 95 95 98 82 93 82 93 3,00 0,25 0,351
Prime - Load 75%Prime - Load %50COOLING SYSTEMRadiator TypeTotal Coolant CapacityMax. Perm. Coolant Outlet TemperatureMax. Perm. Flow Resist. (Cool. System And Piping)Max. Temperature of Coolant WarningMax. Temperature of Coolant ShutdownThermostat Operation Temperature - Initial OpenThermostat Operation Temperature - Full OpenDelivery of Coolant PumpMin. Pressure Before Coolant PumpRadiator Face AreaRows	L/h L/h $50^{\circ}C$ L $^{\circ}C$ bar $^{\circ}C$ $^{\circ}$	35,12 23,64 Tropical 26 110 0,5 95 95 98 82 98 82 93 3,00 0,25 0,351 3
Prime - Load 75% Prime - Load %50 COOLING SYSTEM Radiator Type Total Coolant Capacity Max. Perm. Coolant Outlet Temperature Max. Perm. Flow Resist. (Cool. System And Piping) Max. Temperature of Coolant Warning Max. Temperature of Coolant Warning Max. Temperature of Coolant Shutdown Thermostat Operation Temperature - Initial Open Thermostat Operation Temperature - Full Open Delivery of Coolant Pump Min. Pressure Before Coolant Pump Radiator Face Area Rows Matrix Density	L/h L/h $50^{\circ}C$ L $^{\circ}C$ bar $^{\circ}C$ $^{\circ}$	35,12 23,64 Tropical 26 110 0,5 95 95 98 82 93 3,00 0,25 0,351 3 3
Prime - Load 75%Prime - Load %50COOLING SYSTEMRadiator TypeTotal Coolant CapacityMax. Perm. Coolant Outlet TemperatureMax. Perm. Flow Resist. (Cool. System And Piping)Max. Temperature of Coolant WarningMax. Temperature of Coolant WarningMax. Temperature of Coolant ShutdownThermostat Operation Temperature - Initial OpenThermostat Operation Temperature - Full OpenDelivery of Coolant PumpMin. Pressure Before Coolant PumpRadiator Face AreaRowsMatrix DensityMaterial	L/h L/h 50°C L °C bar °C °C °C °C °C °C °C °C °C °C °C °C °C	35,12 23,64 Tropical 26 110 0,5 95 95 98 82 93 3,00 0,25 0,351 3 12 Aluminum
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Prime - Load 75%Prime - Load %50COOLING SYSTEMRadiator TypeTotal Coolant CapacityMax. Perm. Coolant Outlet TemperatureMax. Perm. Flow Resist. (Cool. System And Piping)Max. Temperature of Coolant WarningMax. Temperature of Coolant WarningMax. Temperature of Coolant ShutdownThermostat Operation Temperature - Initial OpenThermostat Operation Temperature - Full OpenDelivery of Coolant PumpMin. Pressure Before Coolant PumpRadiator Face AreaRowsMatrix DensityMaterialWidth of MatrixHeight of Matrix	L/h L/h 50°C L °C bar °C °C °C °C °C °C °C °C °C °C °C °C °C	35,12 23,64 Tropical 26 110 0,5 95 98 82 93 3,00 0,25 0,351 3 12 Aluminum 439 800







DIESEL ENGINE MAIN TECHNICAL PARAMETERS

Voltage	V	24	
Starter	kW	5,2	
Alternator Output Ampere	А	70	
Alternator Output Voltage	V	28	
Batteries Capacity	Ah	2X105	
FAN			
Diameter	mm	750	
Drive Ratio		1.18:1	
Number of Blades		8	
Material		Plastic	
Туре		Blowing	

DIESEL ENGINE MATCHING PARAMETERS - 50 HZ

50 HZ @ 1500 R/MIN		STAND BY	PRIME
Gross Engine Power	kW	213,0	193,6
Net Engine Power	kW	197,0	179,1
Fan Power Consumption (Belt Pulley Driven)	kW	6,9	7,0
Other Power Loss	kW	9,1	-
Mean Effective Pressure	MPa	2547,00	2547,00
Intake Air Flow	m ³ / min	15,00	15,00
Exhaust Temperature Limit	°C	548	548
Exhaust Flow	m ³/ min	39,30	39,30
Boost Pressure Ratio		22,00	22,00
Mean Piston Speed	m / s	6,2	6,2
Cooling Fan Air Flow	m ³/ min	316,0	316,0
Typical Generator Output Power	kVA	229	208
Alternator Efficiency	%	93,0	93,0
HEAT REJECTION		STAND BY	PRIME
Energy in Fuel (Heat of Combustion)	kW	489,0	489,0
Gross Heat to Power	kW	213,0	213,0
Energy to Coolant and Lubricating Oil	kW	92,0	92,0
Energy to Exhaust	kW	162,0	162,0
Heat to Radiation	kW	22,00	22,00



231 / 400 V – 50 Hz



ALTERNATOR SPECIFICATIONS



ALTERNATOR TECH	NICAL 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	%	< 4
Overspeed	rpm	2250	Wave Form: NEMA = TIF - (*)		< 50
Air Flow	m³/sec.	0.514	Wave Form: I.E.C. = THF - (*)	%	< 2
Bearing Drive	N/A	-	Bearing Non-Drive	Bearing	6310-2RZ
Rotor Winding	100%	Copper	Stator Winding	100%	Copper

50 HZ ,	/ 231-400V	COSQ 0,8 /	/ 1500 RPM
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STANDARD USING ALTERNATOR				OPTIONAL USING ALTERNATOR					
BRAND/MODEL		JCB 270M1		LEROY-SO	OMER	TAL046B	STAMFORD	UC274H	
DUTY				Continuous			St	and 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	214,0	214,0	222,0	-	235,0	235,0	244,0	-
OUTPUT POWER	kW	171,2	171,2	177,6	-	188,0	188	195	-





231 / 400 V – 50 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 Low Water Temperature

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

CONTROL PANEL SPECIFICATIONS





- Powder Painted Steel Panel wir Lockable Door
- ATS (Automatic Transfer Panel)
 Optional
- o Control Module
- o Battery Charger
- Emergency Stop Button

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

CONTROL MODULE TECHNICAL PARAMETERS

Brand	JUENERGY	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	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







CONTROL MODULE FUNCTION

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

SOUND PROOF CANOPY AND BASE FRAME (CHASIS) SPECIFICATIONS

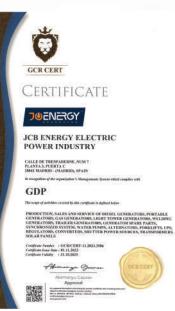


- Special, Registered JCB Energy Design and Colour
- A1 Quality DKP / HRU / Galvanized Steel
- Sensitive Twist on Automatic Press Brake
- Delicate Cut on Automatic Punch and Laser Bench
- Sensitive Welding on Robotic Welding Bench
- Chemical Cleaning Nano Technology Before Painting
- Robotic Painting with Electrostatic Powder Paint
- Drying and stabilizing on 200 °C Ovens
- 1500 Hour Salt Test
- Glass wool Isolation, A1 Class Material -50/+500 ⁰C
- Special Covering Over Glass Wool
- Best Sound Level (in Dba)
- Temperature Tests
- Rustproof Accessories

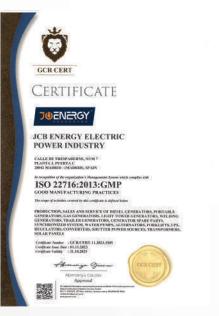
- Cable Exit Connectors and Glands
- Emergency Stop Button
- Fuel Level Gauge
- Fuel Drain Cap
- Fuel Inlet and Return Records
- Impermeability Test for Fuel Tank
- Vacuumed Rubber Mounted
- High Quality weatherstrips
- High Quality Shock Absorbers
- Fuel Filling Cap (with ventilation)
- Lifting and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

OUR CERTIFICATES











CERTIFICATE HEALTHY & SAFE WORKPLACE CERTIFICATE

JUENERGY JCB ENERGY ELECTRIC POWER INDUSTRY

CALLE, DE TRENPADERNE, NUM 7 PLANTA 2, PURITA C 20942 MADRID - (MADRID), NPAIN ETREMON CONTROL TO DRAME & ManBY, and Tafe Worksham

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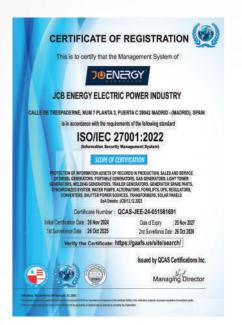
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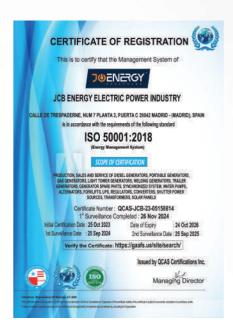
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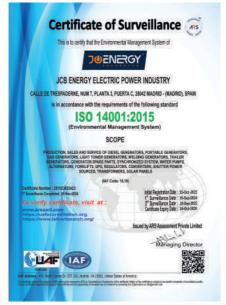


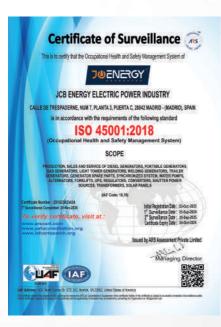
CE -VERTA-106188 -VERTA-106189











DNV

MANAGEMENT SYSTEM CERTIFICATE

Certificate no: Initial certification date: D012084 14 August 2007

The site contribute the management system of **HD Hyundai Infracore Co., Ltd. Head Office & Incheon Plant** 40 (hipping) - Drops, Inderko, 2202, Republic of Korea and the sites an mentioned in the appendix accompanying this cartificate has been toxed to conform to the Environmental Management System standard. 150 (1400):1201

Valid: 14 October 2023 - 13 October 2026

The certificate is walls for the following scope: Design, Development, Manufacture, Servicing of Internal Combustion Engine for use in Marine Industry, General Industry and Automotive Industry, and Earth Moving Equipment[Excavator, Wheel Loader, Dezer], Testing of Earth Moving Equipment[Excavator and Wheel Loader].





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CERTIFY. That, according to the background data on moord at this Chambar and others produced by the Company.

CB-BERGY RECEISE FOMBLINGOTINE SL, a Company with Tax ID. Namine H1997554, and to registress office a strengt impactements in 2000 Masking is registred on MMp 2004, and the heading of the 3D Service comparise, of the Economic Activities Tax Tarihi function 540 spectrum the future gradient of the Service comparison.

· Menufacture of electrical material for use and equipment

In whites whereast, for the appropriate purpose, i have issued and signed this Certificate, to which Latts the stamp of this Chamilee, in Madrial on 28 July 2004.





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BENE SANCHEZ ROMAN, DIRECTORA DEL DEIWOTMENTO DE ASESORIA IMPORTA Y CINSO DE LA CIMARIA OFICIAL DE COMERCIO, INDUSTINA Y SURVICIS DE MARIRO, CON OCIACIONI SOCIAL EN LA TILAZA DE LA INDEPENDENCIA Y IL IMPORTO-ENTRATA CERTIFICA Que de los antecedentes que obrin en ente Cuipenación y de coso entididos por la recordad, manta

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