JCB ENERGY ELECTRIC POWER INDUSTRY

JCBENERGY

Transford

MADRID / SPAIN





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	GENE	RATOR O	DUTPUT
Model	Hz	V	Cos Q	Rpm	Brand	Model	Series	Brand	Model	Series	Operation	kVA	kW	А
								Ľ			Standby	200,0	160,0	289,0
JCN 200	50	231/400	0.8	1500						270M	Prime	181,8	145,5	262,7
						G250JCI		ENERGY			Continuous	127,3	101,8	183,9
					JCN	G250JCI	GII	Д	JCB		Standby	200,0	160,0	289,0
JCN 200	60	277/480	0.8	1800				ធ្វី		270S2	Prime	181,8	145,5	262,7
											Continuous	127,3	101,8	183,9

 Diesel Engines with Advanced Technology and Quality 	 Tropical 50 °C Radiator, First Class Product Support 	
 Alternators with Advanced Technology and Quality 	 Fuel Filter with Water and Particle Separator 	
 Low Exhaust Emission 	 Low Fuel Consumption, Low Oil Consumption 	
 Control Panel Suitable for Flexible Application 	 Global Technical Service and Maintenance Support 	
 Patented Compact Designed and Sound proof Canopy 	 Wide Range of Affordable Spare Parts 	
 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.

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.

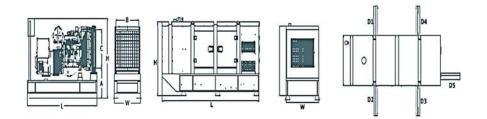
GENERATOR DIMENSIONS AND TECHNICAL DRAWINGS





VALUES		OPEN TYPE GENERATOR	CANOPY TYPE GENERATOR
WIDTH	mm	900	1140
LENGTH	mm	2400	3650
HEIGHT	mm	1549	1900
WEIGHT (NET)	Kg	1328	1690
FUEL TANK CAPACITY	L	256	678

SYMBOL	OPEN	CANOPY
L	2400	3650
W	900	1140
н	1612	2000
S	-	80
Α	535	
В	820	
С	826	
D1		850
D2		850
D3		850
D4		850
D5		850



FUEL CONSUMPTION

PERCENT OF PRIME POWER	1500 rpm	1800 rpm
	l/hr	l/hr
110 %	43,95	49,95
100 %	40,23	40,23
75 %	30,17	30,17
50 %	19,92	19,92



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DIESEL ENGINE MAIN TECHNICAL PARAMETERS

GENERAL		
Number of Cylinders		6
Configuration		Vertical, In Line
Aspiration		Turbocharged & Intercooled
Combustion System		Direct Injection
Compression Ratio		16:1
Bore	mm	105
Stroke		124
	mm	6,5
Displacement	L	
Governing Type		Electronic
Governing Class		G3
Rotation		Counterclockwise
Firing Order		1-5-3-6-2-4
Emission		Tier II
Moments of Rotation Inertia		
Engine	Kg - m²	2,01
Flywheel	Kg - m²	1,75
Performance Rating		
Speed Droop	%	≤0,5
Steady State Speed Band	%	≤0,5
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)	3
Flex Coupling Disc	Inch (")	11,5
TEST CONDITIONS		11,5
Ambient Temperature	%	25
-	КРа	
Atmospheric Pressure		100
Relative Humidity	Rh (%)	30
Max. Operating Intake Resistance	КРа	5
Exhaust Backpressure Limit	КРа	10
Fuel Temperature (Fuel Inlet Pump)	°C	38±2
OVERALL DIMENSIONS Length*	mm	1461
Width	mm	870
Height	mm	1026
Dry Weight	kg	600
*From front end of radiator to near end of air filter		
FAN		
Diameter	mm	660
Drive Ratio		1,6:1 10
		10
Number of Blades Material		Plastic



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DIESEL ENGINE MAIN TECHNICAL PARAMETERS

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Nax. Perm. Colunt Outlet Temperature©C103Max. Perm. Flow Resist. (Cool. System And Piping)bar0,5Max. Temperature of Coolant Shutdown©C95Max. Temperature of Coolant Shutdown©C98Thermost Operation Temperature - Initial Open°C80Delivery of Coolant Dump%C80Delivery of Coolant Pumpm1/h3,72Min. Pressure Before Coolant Pumpbar0,15Radiator Face Aream1/h0,44Row3,203,10Matrix Deration Temperature - Initial Open%O3,20Matrix Deration Temperaturem1/h1,51Row803,203,20Matrix Deration Temperaturem1/h60Row3,203,20Matrix Deration Temperaturem1/h3,20Matrix Deration Temperaturem1/h3,20Matrix Deration Temperaturem2/hAdvanceRowMax6,003,20Matrix Deration Temperaturem3/h6,00Pressure Cap SettingkPa0,102Engine Pre-Bueter-Tube (with Circulation Pump)kPa0,20Delatertor Operating TemperaturekPa0,20Lubrication Olive Riser Deration TemperaturekPa0,40Infinitum Oli LevelkPa1,63Coll Setting Capeeration TemperaturekPa1,63Deliver Capeeration TemperaturekPa1,63Coll Setting Capeeration TemperaturekPa1,63Deliver Capeeration Temp	Radiator Type	50ºC	Tropical
Nax. Perm. Flow Resist. (Cool. synthemid period)barbar0.Max. Temperature of Coolant WarningQ.9.Max. Temperature of Coolant ShutdownQ.9.Max. Temperature of Coolant ShutdownQ.9.Thermostat Operation Temperature - Initial OpenQ.9.Delivery of Coolant PumpM. ³ /h3.12Rollin. Pressure Before Coolant PumpM. ³ /h9.Rotator Face AreaM.0.44Rotator Face AreaNov3.Mithin Dessure Before Coolant PumpM.5.5Matrix DensityM.S.Mithin AffatrixM.S.Pressure Cap SettingKalantS.Engine Pre Heater-Tube (with Circulation Pump)W.3.Mominal IllevelL.S.Mominal IllevelL.S.Mominal IllevelS.S.Indiration Pressure (Rated Specie)S.S.Mominal Informer Patter-Tube (with Circulation Pump)S.S.Mominal IllevelL.S.S.Mominal IllevelS.S.S.Mominal Informer Rate Cap SettingS.S.S.Mominal IllevelS.S.S.S.Mominal IllevelS.S.S.S.Mominal Informer Rate Cap SettingS.S.S.Mominal Informer Rate Cap SettingS.S.S.Mominal Informer Rate Cap SettingS.S.S.Mominal Informer Rate Cap SettingS.S. <td>Total Coolant Capacity</td> <td>L</td> <td>32</td>	Total Coolant Capacity	L	32
Nax. Temperature of Coolant Warning°C95Max. Temperature of Coolant Shutdown°C98Thermostat Operation Temperature - Initial Open°C72Thermostat Operation Temperature - Full Open°C80Delivery of Coolant Pump°C80Badiator Sace Area°C72Rows°C31Matrix DensityPer / Inch5.5Material°C80Peight of Matrixrm60Height of Matrixrm60Persure Cap SettingRadacor Sace AreaRows8031Matrix Densityrm60Height of Matrixrm60Persure Cap SettingRadacor Sace AreaRowsRadacor Sace Area90Rows10.210.2Matrix Densityrm60Persure Cap SettingRadacor Sace AreaRoys Cap SettingRadacor Sace AreaMinimu Oil LevelL17Nominal Motor Operating TemperatureRadacor Sace AreaNominal Motor Operating TemperatureRadacor Sace AreaRelief Valve OpensRadacor Sace AreaRolled Sace AreaRadacor Sace AreaNormal Liberoting NationSace AreaRows Cap SettingSace AreaRelief Valve OpensRadacor Sace AreaRolled Sace AreaRadacor Sace AreaRows Cap Setting Cap Sace AreaRadacor Sace AreaRows Cap Setting Cap Sace AreaRadacor Sace AreaRotared Sace AreaRadacor Sace	Max. Perm. Coolant Outlet Temperature	₀C	103
Nax. Temperature of Coolant ShutdownPC98Thermostat Operation Temperature - Initial OpenPC80Thermostat Operation Temperature - Full OpenPC80Delivery of Coolant Pumpm²/n3.72Min. Pressure Before Coolant Pumpbara0.45Radiator Face Aream²0.44RowsBown5.5Matrix DensityPer /Inch15.5Metrialman650Height of Matrixmm600Persure Cap SettingRana9.0Etimated Cooling Air Flow ReserveRal0.125Etime Of Ling Cap SettingIncome1.25Minium Oil LevelL0.021Nominal Motor Operating TemperatureIncome9.0Infinium Oil LevelI1.2Nominal Motor Operating TemperatureI9.0Infinium Oil LevelI1.6Infinium Oil LevelI1.6Infinium Oil LevelI1.6Infinium Oil LevelI1.6Infinium Oil LevelI1.6Infinium Oil TemperatureI1.6Infinium Oil Te	Max. Perm. Flow Resist. (Cool. System And Piping)	bar	0,5
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Radiator Face Aream ^a 0.44RowsRow3Matria DensityPer / Inch15,5Materialmm50Vidth of Matrixmm60Height of Matrixmm0Persure Cap SettingRPa0Estimated Cooling Air Flow ReserveKPa0.125Engine Pre Heater-Tube (with Circulation Pump)V2000LUREICATION SYSTEML3Minimun Oil LevelL17Nominal Motor Operating TemperatureVa30-400Ibiricating Oil Pressure (Rated Speed)Na30-400Oil / Fuel Consumption Ratio%230-400Old JengeratureVa30-400Otarden CallSinden CallSinden CallOrding Oil Pressure (Rated Speed)%230-400Oil / Fuel Consumption Ratio%230-400Curreta CallVa30-400Curreta CallSinden CallCurreta Call%230-400Curreta Call	Delivery of Coolant Pump	m ³/ h	3,72
RowsRowRowSMatria DesignPer Jach15,5MateriaImanSWith of MatrixmanSHeght of MatrixMarcaSPersure OperatingNaSEstimate Cooling Air Flow ReserveNaSEngene Pretater-tube (with Circulation Pump)NaSMinimual Circulation Pump)NaSMatrixImage: SSMinimual Circulation Pump)NaSMatrixNaSMinimual Circulation Pump)NaSMinimual Circulat	Min. Pressure Before Coolant Pump	bar	0,15
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Width of Matrixmm60Height of Matrixmm60Height of Matrixmm60Pressure Cap SettingkPa0Dessure Cap SettingkPa0Etimated Cooling Air Flow ReservekPa0Etimated Cooling Air Flow ReservekPa0Etimated SettingkPa0Dessure Cap SettingkPa0Etimated Settingk0Minimu Oil LevelL1Nominal Motor Operating TemperaturekPa0Ide Index Setting Cap SettingkPa0Relief Valve OpenskPa0Normal Of TemperaturekPa0Otal Setting Cap SettingkPa0Setting Cap SettingkPa0Setting Cap SettingkPa0Setting Cap SettingkPa2Setting Cap SettingkPa2Attenator Output AmperaturekPa2Setting Cap SettingkPa2Setting Cap Setting Cap Se	Matrix Density	Per / Inch	15,5
Height of Matrixmm60Pressure Cap SettingkPa90Estimated Cooling Air Flow ReservekPa0.125Engine Pre Heater-Tube (with Circulation Pump)Wa0.000LURICATION SYSTEMKSTotal SystemLSMinimun Oil LevelLSMoninal Motor Operating TemperatureValue30Beifer Yale OpensNa30Relef Value OpensNa30Old TemperatureValue30Old TemperatureS30Dial State Consumption RatioNa30State Consumption	Material		Aluminum
Pressure Cap SettingkPa90Estimate Cooling Air Flow ReservekPa0.125Engine Pre Heater-Tube (with Circulation Pump)W2000LURRICATION SYSTEMI10Total SystemL13Minimu Oil LevelL17Nomial Motor Operating Temperaturev240Lubricating Oil Pressure (Rated Speed)bara5Relief Valve Opens%230.400Oil / Fuel Consumption Ratio%2120Normal Oil Temperaturev2120Lubricating Consumption Ratio%130.400StarterKalaan5,5Alternator Output Voltage%236.300Alternator Output Voltage%236.300Starter Output Voltage%2%2Starter Output V	Width of Matrix	mm	650
Extinated Cooling Air Flow ReservekPa0,125Engine Pre Heater-Tube (with Circulation Pump)W2000LURRICATION SYSTEMV2000Total SystemL8Minimum Oil LevelL8Mominal Motor Operating Temperaturev40Lubricating Oil Pressure (Rated Speed)bar5Relief Valve OpensNonalodi Consumption Ratio%a30-400Oil / Fuel Consumption Ratio%a100-400Dormal Oil Temperaturev120VoltageVa24Ketter KLASSTEMVa24Ketter KLASSTEM%a3.5Aiternator Output Voltage%a3.6Ketter KLASSTEM%a3.6	Height of Matrix	mm	680
Engine Pre Heater-Tube (with Circulation Pump)W2000LURRICATION SYSTEMTotal SystemLTotal System18Minimun Oil LevelLNominal Motor Operating Temperature°CVoltareting Oil Pressure (Rated Speed)barBarlet Valve OpensNo-400Oil / Fuel Consumption Ratio%Normal Oil Temperature°CVoltage120StorterVStorterSinAternator Output MappensNaAternator Output VoltageNaVoltageNaStorter Output VoltageNaNa28	Pressure Cap Setting	kPa	90
LUBRICATION SYSTEMTotal SystemL18Minimu Oil LevelL7Nominal Motor Operating Temperaturev20Lubricating Oil Pressure (Rated Speed)bara5Relief Valve OpensKPa300-400Oil / Fuel Consumption Ratio%31.63Normal Oil Temperaturev2120ELECTRICAL SYSTEMV30.40YoltageNa4.163StarterkWa5.5Alternator Output AmpersA4.2Maternator Output VoltageVa3.8	Estimated Cooling Air Flow Reserve	kPa	0,125
Total SystemL18Minimu Oil LevelL17Nominal Motor Operating Temperaturev40Lubricating Oil Pressure (Rated Speed)bar5Relief Valve OpensNPA30-40-0Oil / Fuel Consumption Ratio%31-63Normal Oil Temperaturev10ELECTRICAL SYSTEMV24-0YoltageNa5,5StarterNa5,5Alternator Output VoltageN28-0Maternation ContractionN28-0StarterN3,5Alternator Output VoltageN3,5	Engine Pre Heater-Tube (with Circulation Pump)	W	2000
Niminan Oil LevelL17Minimum Oil LevelL17Nominal Motor Operating TemperatureC40Lubricating Oil Pressure (Rated Speed)bar5Relief Valve OpensKPa300-400Oil / Fuel Consumption Ratio%300-400Normal Oil Temperature%120ELECTRICAL SYSTEMVVoltageV24StarterSolo5,5Aternator Output AmpersA0Marcen StarterSolo28Aternator Output NoltageNo28	LUBRICATION SYSTEM		
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Lubricating Oil Pressure (Rated Speed)bar5Relief Valve OpenskPa300-400Oil / Fuel Consumption Ratio%41.63Normal Oil Temperature°C120ELECTRICAL SYSTEMV24.4Voltage%5.5StarterAlternator Output AmpersAAlternator Output Voltage%28.2	Minimum Oil Level	L	17
Relief Valve OpenskPa300-400Ol / Fuel Consumption Ratio%4,63Normal Oil Temperature%100ELECTRICAL SYSTEMV24VoltagekW5,5Atternator Output AmpersA42Atternator Voltage%28	Nominal Motor Operating Temperature	°C	40
Oil / Fuel Consumption Ratio%Normal Oil Temperature©120ELECTRICAL SYSTEMVVoltage%24Starter%5,5Alternator Output Ampers%42Output Model%8,8Output Model%Output Model%O	Lubricating Oil Pressure (Rated Speed)	bar	5
Normal Oil Temperature©C120ELECTRICAL SYSTEMVoltageVVoltageV24StarterkW5,5Alternator Output AmpersA42Output VoltageV28	Relief Valve Opens	kPa	300-400
ELECTRICAL SYSTEMVoltageV24StarterkW5,5Alternator Output AmpersA42Alternator Output VoltageV28	Oil / Fuel Consumption Ratio	%	≤1,63
Voltage V 24 Starter kW 5,5 Alternator Output Ampers A 42 Output Voltage V 38	Normal Oil Temperature	Ωō	120
StarterkW5,5Alternator Output AmpersA42Alternator Output VoltageV28	ELECTRICAL SYSTEM		
Alternator Output AmpersA42Alternator Output VoltageV28	Voltage	V	24
Alternator Output Voltage V 28	Starter	kW	5,5
	Alternator Output Ampers	А	42
Batteries Capacity Ah 2X60	Alternator Output Voltage	V	28
	Batteries Capacity	Ah	2X60



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



JCB ENERGY DIESEL ENGINE POWER RATINGS

ENGINE MODEL	G250JCI		ENGINE FAMILY	JC38	ENGINE SERIES	GII	
			TYPICAL GENERATOR OUTPUT (NET)		R		
Speed (Rpm)	Type of Operation	TTPICAL GLINERA			OSS	Net	
		kVA	kWe	KWm	Нр	kWm	Нр
1500	Stand By(Maximum)	199,5	159,6	180,0	214,6	174,0	233,6
	Prime	181,7	145,4	164,0	220,1	158,0	212,1
	Stand By(Maximum)	199,5	159,6	180,0	214,6	174,0	233,6
1800	Prime	181,7	145,4	164,0	220,1	158,0	212,1

DIESEL ENGINE MATCHING PARAMETERS - 50 HZ

50 HZ @ 1500 R/MIN		STAND BY	PRIME
Gross Engine Power	kW	189,0	173,0
Net Engine Power	kW	183,0	166,0
Fan Power Consumption (Belt Pulley Driven)	kW	4,0	4,0
Other Power Loss	kW	2,5	2,0
Mean Effective Pressure	MPa	2,13	1,94
Intake Air Flow	m ³ / min	9,96	9,05
Exhaust Temperature Limit	₽C	560	510
Exhaust Flow	m ³/ min	30,18	27,43
Boost Pressure Ratio		3,10	3,00
Mean Piston Speed	m / s	6,5	6,5
Cooling Fan Air Flow	m ³/ min	180,0	180,0
Typical Generator Output Power	kVA	200	182
HEAT REJECTION		STAND BY	PRIME
Energy in Fuel (Heat of Combustion)	kW	458,0	414,0
Gross Heat to Power	kW	180,0	164,0
Energy to Coolant and Lubricating Oil	kW	88,0	76,0
Heat Dissipation Capacity *	kW	39,0	35,0
Energy to Exhaust	kW	135,0	124,0
Heat to Radiation	kW	16,0	15,0

*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	189,0	173,0
Net Engine Power	kW	183,0	166,0
Fan Power Consumption (Belt Pulley Driven)	kW	4,0	4,0
Other Power Loss	kW	2,5	2,0
Mean Effective Pressure	MPa	1,96	1,78
Intake Air Flow	m ³ / min	10,96	9,93
Exhaust Temperature Limit	°C	616	560
Exhaust Flow	m ³ / min	33,20	30,12
Boost Pressure Ratio		3,40	3,30
Mean Piston Speed	m / s	7,8	7,8
Cooling Fan Air Flow	m ³ / min	198,0	198,0
Typical Generator Output Power	kVA	200	182
HEAT REJECTION		STAND BY	PRIME
Energy in Fuel (Heat of Combustion)	kW	504,0	447,0
Gross Heat to Power	kW	198,0	173,0
Energy to Coolant and Lubricating Oil	kW	97,0	83,0
Heat Dissipation Capacity *	kW	43,0	38,0
Energy to Exhaust	kW	149,0	136,0
	1.1.47	10.0	17.0
Heat to Radiation	kW	18,0	17,0

JCB ALTERNATOR TECHNICAL PARAMETERS AND SPECIFICATIONS



ALTERNATOR TECHN	IICAL 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



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



ALTERNATOR SPECIFICATIONS

50 HZ / 231-400V COSQ 0,8 / 1500 RPM

STANDARD USING ALTERNATOR				OPTIONAL USING ALTERNATOR					
BRAND/MODEL		JCB 270M		LEROY-SOMER		TAL046A	STAMFORD	UC27	'4G
DUTY			Continuous Sta				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	182,0	182,0	189,0	-	200,0	200,0	208,0	-
OUTPUT POWER	kW	145,6	145,6	151,2	-	160,0	160,0	166,4	-

60 HZ / 277-480V COSQ 0,8 / 1800 RPM

STANDARD USING ALTERNATOR				OPTIONAL USING ALTERNATOR					
BRAND/MODEL	JEBENERGY	JCB 270S2		LEROY-S		L044K	STAMFO	ORD	UC274F
DUTY				Continuous				Stand By	
AMBIENT	C°			40°C				27°C	
CLASS / TEMP. RISE	C°			Н / 125° К				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	184,0	194,0	204,0	-	202,0	213,0	224,0	-
OUTPUT POWER	kW	147,2	155,2	163,2	-	161,6	170,4	179,2	-



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 Low Water Temperature

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

CONTROL PANEL SPECIFICATIONS



• Powder Painted Steel Panel with Lockable Door

- ATS (Automatic Transfer Panel)
 Optional
- o Control Module
- o 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	JEBENERGY	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



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
- Drying and stabilizing on 200 °C Ovens
- 1500 Hour Salt Test
- 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
- 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

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