

JCB ENERGY ELECTRIC POWER INDUSTRY

📍 MADRID / SPAIN





GENERATOR GENERAL INFORMATION

GENERATOR	FREQUENCY	VOLTAGE	POWER FACTOR	SPEED	DIESEL ENGINE	ALTERNATOR				TYPE OF	GENERATOR OUTPUT		
Model	Hz	V	Cos Q	Rpm	Brand	Model	Brand	Model	Series	Operation	kVA	kW	A
JCP 720	50	231/400	0.8	1500	PERKINS	2806A-E18TAG2	JO ENERGY	JCB	355M1	Standby	720,0	576,0	1.010,5
										Prime	654,5	523,6	945,9
										Continuous	458,2	366,5	662,1

- 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.

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

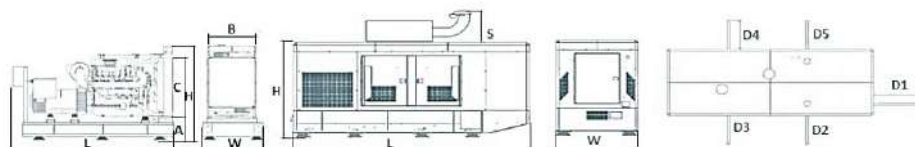
- * Generators can work on Continuous Power at 70% of Prime power value if only all maintenances are done on time with original spare parts and high-quality oils that manufacturer advice.
- * Generators should not operate below 50% of Prime Power value. In such a case, the engine will burn excessive 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	1600	1900
LENGTH	mm	3636	5000
HEIGHT	mm	2407	2300
WEIGHT (NET)	Kg	4219	5829
FUEL TANK CAPACITY	L	1350	530

SYMBOL	OPEN	CANOPY
L	3636	5000
W	1600	1900
H	2407	2300
S		650
A	530	
B	1390	
C	1260	
D1		1057
D2		961
D3		961
D4		961
D5		961



PERCENT OF PRIME POWER	FUEL CONSUMPTION
	l/hr
110 %	148,24
100 %	137,17
75 %	102,37
50 %	71,30

DIESEL ENGINE MAIN TECHNICAL PARAMETERS

GENERAL

Number of Cylinders		6
Configuration		Vertical, in line
Aspiration		Turbo Charged & Intercooled
Combustion System		Direct injection
Compression Ratio		14,5:1
Bore	mm	145
Stroke	mm	183
Displacement	L	18,13
Governing Type		Electronic
Governing Class		G3
Rotation		Counterclockwise
Firing Order		1-5-3-6-2-4
Emission		Fuel Optimised

FILTERS

Air Filter		Dry Type, Replaceable
Fuel Filter		Element Type, Replaceable
Oil Filter		Element Type, Particulate Trap

ELECTRICAL SYSTEM

Voltage	V	24
Starter	kW	9
Alternator Output Amperes	A	70
Alternator Output Voltage	V	28
Batteries Capacity	Ah	2X143

FAN

Diameter	mm	965
Drive Ratio		0.8:1
Number of Blades		9
Material		Plastic
Type		Blowing

COOLING SYSTEM

Radiator Type	50°C	Tropical
Total Coolant Capacity	L	61
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
Thermostat Operation Temperature - Initial Open	°C	88
Thermostat Operation Temperature - Full Open	°C	98
Delivery of Coolant Pump	m ³ /h	5,20
Min. Pressure Before Coolant Pump	bar	0,15
Radiator Face Area	m ²	1,75
Rows	Row	2
Matrix Density	Per / Inch	15
Material		Aluminum
Width of Matrix	mm	1390
Height of Matrix	mm	1260
Pressure Cap Setting	kPa	70
Estimated Cooling Air Flow Reserve	kPa	0,125
Engine Pre Heater-Tube (with Circulation Pump)	W	3000

DIESEL ENGINE MAIN TECHNICAL PARAMETERS

LUBRICATION SYSTEM		
Total System	L	62
Minimum Oil Level	L	53
Nominal Motor Operating Temperature	°C	40
Lubricating Oil Pressure (Rated Speed)	bar	4,2
Relief Valve Opens	kPa	620
Oil / Fuel Consumption Ratio	%	0,1
Normal Oil Temperature	°C	113

DIESEL ENGINE MATCHING PARAMETERS- 50 HZ

50 HZ @ 1500 R/MIN		STAND BY
Gross Engine Power	kW	628,0
Net Engine Power	kW	609,0
Fan Power Consumption (Belt Pulley Driven)	kW	9,0
Other Power Loss	kW	10,4
Mean Effective Pressure	MPa	2770,00
Intake Air Flow	m ³ / min	40,00
Exhaust Temperature Limit	°C	553
Exhaust Flow	m ³ / min	114,00
Boost Pressure Ratio		45,00
Mean Piston Speed	m / s	9,0
Cooling Fan Air Flow	m ³ / min	702,0
Typical Generator Output Power	kVA	720
HEAT REJECTION		STAND BY
Energy in Fuel (Heat of Combustion)	kW	1485,0
Gross Heat to Power	kW	628,0
Energy to Coolant and Lubricating Oil	kW	219,0
Energy to Exhaust	kW	484,0
Heat to Radiation	kW	45,0

ALTERNATOR SPECIFICATIONS



ALTERNATOR TECHNICAL PARAMETERS




Insulation Class	H	Field Control System	Self-Excited
Winding Pitch	2/3 - (N° 6)	A.V.R. Model	Standard
Wires	12	Voltage Regulation	%
Protection	IP 23	Sustained Short-Circuit Current	10 sec
Altitude	m	Total Harmonic (*) TGH / THC	%
Overspeed	rpm	Wave Form: NEMA = TIF - (*)	< 50
Air Flow	m³/sec.	Wave Form: I.E.C. = THF - (*)	%
Bearing Drive	N/A	Bearing non-drive	Bearing
Rotor Winding	100%	Stator Winding	100%

ALTERNATOR SPECIFICATIONS

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

STANDARD USING ALTERNATOR

OPTIONAL USING ALTERNATOR

BRAND/MODEL		JCB 355M1				TAL047F			HC5F
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	659,0	659,0	684,0	-	725,0	725,0	752,0	-
OUTPUT POWER	kW	527,0	527,0	547,0	-	580,0	580,0	602,0	-

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
- Control Module
- Battery Charger
- Emergency Stop Button
- Terminal Blocks
- Load Output Terminal
- System Protection MSBs
- Circuit Breaker-Optional
- LCD Screen
- Control Relays
- Backlit, 128x64 Pixels

CONTROL MODULE TECHNICAL PARAMETERS

Brand		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 °C
- 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 CERTIFICATES



