



# GAS GENERATORS



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# JNC SERIES JNC 630L

**NATURAL GAS / BIOGAS / LPG**  
Continuous 400 Kw Output Power – 7/24 non STOP



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

## GENERATOR GENERAL INFORMATION

| GENERATOR | FREQUENCY | VOLTAGE | POWER FACTOR | SPEED | DIESEL ENGINE |        | ALTERNATOR |   |        | TYPE OF  | GENERATOR OUTPUT |     |     |     |
|-----------|-----------|---------|--------------|-------|---------------|--------|------------|---|--------|----------|------------------|-----|-----|-----|
| Model     | Hz        | V       | Cos Q        | Rpm   | Brand         | Series | Model      | Brand   | Series | Model    | Operation        | kVA | kW  | A   |
| JNC 630L  | 50        | 231/400 | 0.8          | 1500  | MAN<br>HND    | CHG    | 300V16     |  | LSA    | 47.3 L10 | Continuous       | 630 | 504 | 910 |
| JNC 630L  | 60        | 277/480 | 0.8          | 1800  |               |        |            |   |        | 47.3 M7  | Continuous       | 630 | 504 | 910 |

- 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

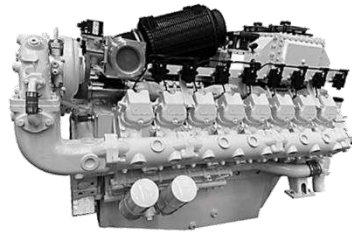
#### CONTINUOUS POWER RATING (COP):

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.

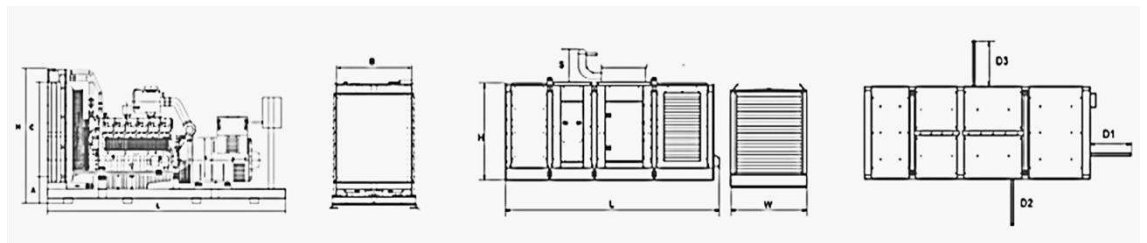
**GENERATOR DIMENSIONS AND TECHNICAL DRAWINGS**



| VALUES       |    | OPEN TYPE GENERATOR | CANOPY TYPE GENERATOR |
|--------------|----|---------------------|-----------------------|
| WIDTH        | mm | 1400                | 2348                  |
| LENGTH       | mm | 4000                | 5897                  |
| HEIGHT       | mm | 2188                | 2390                  |
| WEIGHT (NET) | Kg | 4850                | 7350                  |

**GENERATOR TECHNICAL DRAWINGS**

| SYMBOL | OPEN | CANOPY |
|--------|------|--------|
| L      | 4200 | 5916   |
| W      | 1800 | 2144   |
| H      | 2135 | 2430   |
| S      |      | 329    |
| A      | 300  |        |
| B      | 1510 |        |
| C      | 1700 |        |
| D1     |      | 1050   |
| D2     |      | 1044   |
| D3     |      | 1044   |
| D4     |      |        |
| D5     |      |        |





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## ABOUT MAN-HND

HND Gas Engine on the basis of the licensed technology from MWM Company (Germany) , started produced MWM 234 series diesel engines which type L6, V6, V8 and V12, MWM604BL6 series diesel engines and TBD620 series L6, V8, V12 and V16 diesel engines.

In 2007, HND obtained the license of manufacturing L16/24 and L21/31 engines from MAN B&W Co., and start mass production in 2008. At present, diesel engine power range from 110kW to 2336kW.

Such as engine block, crankshaft, piston, Connecting rod, starting motor, bolt are all imported from Germany. Valve, turbocharger, charging alternator are all imported from U.S.A.

The engine design, component development, complete test validation came from AVL, AVL is a famous engine technology consulting company in the world, headquartered in Austria.

### STANDARD EQUIPMENT

#### ENGINE AND BLOCK:

Nodular cast iron the tensile strength can reach 120 kgf/m<sup>2</sup> , and it has good toughness.

Engine body and cylinder head are made by nodular cast iron. Strong ability to bear mechanical load. Globular graphite has less cracking effect on the metal matrix, It can make cast iron strength reach 70 ~ 90% of the matrix structure strength, the tensile strength can reach 120kgf / m<sup>2</sup>, and it has good toughness.

#### MOVING PARTS:

42CrMoA alloy steel. Enhance the life of moving parts reach 100,000 hours.

Crankshaft, camshaft and other moving parts are made of 42CrMoA alloy steel. It has a higher fatigue limit and resistance to multiple impacts after treatment, good impact toughness and outstanding wear resistance. Will adopt whole forging to retain the internal natural state of the metal, greatly improves the crankshaft strength, and enhances the crankshaft wear resistance used special heat treatment. This crankshaft will be increased more than 20% strength, enhance the life of moving parts reach 100,000 hours.

#### INLET & EXHAUST VALVES VALVE SEATS:

MAERKISCHES WERK GMBH  
Made in Germany

HND gas Engine used original imported German inlet & exhaust valves and valve seats (MAERKISCHES WERK GMBH). The service life of inlet & exhaust valves and valve seats of HND gas engines are much longer than similar domestic products. The patented rotary air valve technology is used in fitting between the intake & exhaust valve with their valve seats. Valves and valve seat are continuously grinding during the operation of engines, let sealing surface between the two always fitted, it will double extend valves life time and rejecting "pre-ignition" and "post-ignition" of the gas engines.

#### GAS SYSTEM (NGL):

DUNGS – Made in Germany

Gas system (NGL) includes pressure reducing valves, solenoid shut-off valves, manual shut-off valves, filters and other equipment, which are installed according to different project. The main valves of the gas transmission system adopt original German DUNGS products, DUNGS has Vibration tested combination controls Multiblock and Gas Bloc according US Military Standard MIL-STD-810G/31. Worldwide support via DUNGS branches and subsidiaries in more than 50 countries.

#### TURBO-CHARGERS:

HND gas engine is equipped with two original imported ABB TPS series Turbo-chargers to provide strong power for the engine.

#### MONITORING SYSTEM:

Woodward PG+

#### IGNITION CONTROLLER:

Woodward PG

#### AIR-FUEL RATIO CONTROL SYSTEM:

Woodward

#### KNOCK CONTROL SYSTEM:

Woodward



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### JCB ENERGY MAN-HND

#### RATINGS

|                               |    |     |
|-------------------------------|----|-----|
| Electrical Power (Continuous) | kW | 500 |
| Thermal Output (Continuous)   | kW | 681 |
| Electrical Efficiency         | %  | 36% |
| Thermal Efficiency            | %  | 49% |
| Total Efficiency              | %  | 85% |

#### GENERAL ENGINE DATA

|                                |     |   |
|--------------------------------|-----|---|
| Engine Model                   |     | CHG300V16                                       |
| Engine Type                    |     | 16 cylinder, V-type, water-cooled, Four- stroke |
| Speed                          | rpm | 1500  |
| Bore X Stroke                  | mm  | 128 x 142                                       |
| Number Of Valve Per Cylinder   | pcs | 2   |
| Displacement                   | L   | 30  |
| Compression Ratio              |     | 12.5:1  |
| Rotation {Looking At Flywheel} |     | Counter clockwise (CCW)                         |
| Firing Order                   |     | 1-15-6-12-8-5-16-7-11-4-9-2-14-10-3-13          |
| Combustion Type                |     | W   |
| Controller System              |     | Woodward PG+                                    |
| Dimensions (Lxwxh)             | mm  | 1887 x 1120 x 1362                              |
| Engine Dry Weight              | Kg  | 2100  |
| Rotational Inertia             |     | 2.9 kgm <sup>2</sup>                            |
| Flywheel And Flywheel Housing  |     | SAE 14 - SAE 1                                  |

-Standard reference conditions: ; Atmospheric pressure 100kPa, intake temperature 25°, relative humidity 50%. The deviation range of the data is +/-4%

#### INTAKE & EXHAUST SYSTEM

|  |      |      |
|--|------|------|
| Max.Exhaust Back Pressure              | kPA  | 10±1 |
| Max.Exhaust Temperature (After Turbo)  | °C   | 660  |
| Exhaust Gas Flow                       | m3/h | 3045 |
| Intake Gas Flow                        | m3/h | 3045 |
| Max.Intake Air Flow                    | m3/h | 2543 |
| Max.Intake Resistance ( Clean Filter ) | kPA  | 5,0  |
| Max.Intake Resistance ( Dirty Filter ) | kPA  | 6,5  |
| Alarm Value Of Intake Resistance       | kPA  | 6,3  |



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### JCB ENERGY MAN-HND

#### COOLING SYSTEM

|  |       |                                    |
|--|-------|------------------------------------|
| Coolant Main Content                       |       | 50 : 50 ( Ethylene Glycol, water ) |
| Coolant Outlet Temperature                 | °C    | 95                                 |
| Temperature Difference With Inlet & Outlet | °C    | 9 ±1                               |
| Max.Coolant Warning Temperature            | °C    | 97                                 |
| Radiator Heat Release                      | kW    | 477                                |
| Radiator Flow                              | L/min | 1040                               |
| Intake Air Type                            |       | Air to air intercooler             |
| Intercooler Allowance Press Drop           | kPA   | 11-13                              |
| Intercooler Heat Release                   | kW    | 204                                |
| Intercooler Allowance Intake Temperature   | °C    | 195 ±5                             |
| Max.Intercooler Intake Air                 | kg/h  | 3280                               |

#### LUBRICATION SYSTEM

|                                  |       |             |
|----------------------------------|-------|-------------|
| Lube Oil Pressure @ Idle Speed   | kPA   | Min 160 ±10 |
| Lube Oil Pressure @ Rated Speed  | kPA   | 450±10      |
| Max.Permissible Oil Temperature  | °C    | ≤110        |
| Oil Capacity Lowest              | L     | 65          |
| Oil Capacity Highest             | L     | 78          |
| Oil Capacity                     | L     | 65-70       |
| Oil Capacity Allowance Dip Angle | °C    | 30          |
| Oil Capacity Allowance Dip Angle | g/kWh | ≤0.35       |

#### ELECTRICAL SYSTEM

|  |       |   |
|--|-------|---|
| Charging Alternator Voltage            | V     | 24  |
| Unaided Cold Start Average Start Speed | r/min | 130   |
| Starting Aid                           |       | Block heater ( Min. Temperature for Unaided ) |

#### EXHAUST

|                      |     |                       |
|----------------------|-----|-----------------------|
| CH4                  | ppm | 1069.5                |
| O2                   | %   | ≤5                    |
| N2 (Standard values) | %   | 80-83                 |
| CO2                  | ppm | 70654.63              |
| NOx                  | ppm | 208.4                 |
| SO2                  |     | From your natural gas |
| CO                   | ppm | 705                   |
| Dust                 |     | From your local air   |

### 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

|  |                        |  |                                       |
|--|------------------------|--|---------------------------------------|
| <b>Brand</b>                                 | JCB ENERGY/Fortrust JV | <b>Model</b>                             | 6120 D Version                        |
| <b>Dimensions</b>                            | 221mmx152mmx56.8mm     | <b>Protection Class</b>                  | IP65 From the Front                   |
| <b>Weight</b>                                | 800 gr.                | <b>Environmental Conditions</b>          | 2000 meters above sea level           |
| <b>Ambient Humidity</b>                      | Max. %90.              | <b>Ambient Temperature</b>               | -20°C to +70°C                        |
| <b>DC Battery Supply Voltage</b>             | 8 - 32 V               | <b>Battery Voltage Measurement</b>       | 8 – 32 V                              |
| <b>Network Frequency</b>                     | 5 - 99,9 Hz            | <b>Mains Voltage Measurement</b>         | 3 - 300 V phase -Neutral, 5 - 99,9 Hz |
| <b>Generator Voltage Measurement</b>         | 3 - 300 V              | <b>Generator Frequency</b>               | 5 - 99,9 Hz                           |
| <b>Current Transformer Secondary</b>         | 5A                     | <b>Working Period</b>                    | Continuous                            |
| <b>Charge Alternator Voltage Measurement</b> | 8 - 32 V               | <b>Charge Alternator Excitation</b>      | 210mA &12V, 105mA &24V Nominal 2.5W   |
| <b>Communication Interface</b>               | RS-232                 | <b>Analog Sender Measurement</b>         | 0 - 1300ohm                           |
| <b>Generator Contactor Relay Output</b>      | 5A & 250V              | <b>Mains Contactor Relay Output</b>      | 5A & 250V                             |
| <b>Solenoid Transistor Outputs</b>           | 1A with DC Supply      | <b>Start Transistor Outputs</b>          | 1A with DC Supply                     |
| <b>Configurable-3 Transistor Outputs</b>     | 1A with DC Supply      | <b>Configurable-4 Transistor Outputs</b> | 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





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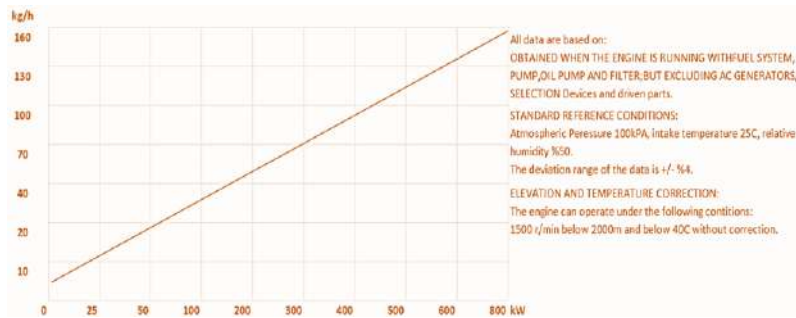
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## SPECIAL PRODUCTS / NON - STANDARDIZED

|                              |                            |                                |
|------------------------------|----------------------------|--------------------------------|
| Synchronised Systems         | Generators - with Trailer  | DC Generators                  |
| Scada Systems                | Medium Voltage - MV        | High Voltage - HV              |
| Mobile Systems               | IP44-IP54 Class Generators | Power Plants                   |
| Light Towers                 | Welding Machines           | Trigeneration Systems          |
| Ground Power Unit Generators | Natural Gas Generator      | Biogas Generator               |
| High Frequency Generators    | Marine Generators          | Super Silent Canopy            |
| Variable Speed Generators    | Dual Generators            | Automatic Voltage Stabilizers  |
| Cogeneration Systems         | LPG Generator              | Electrical and Diesel Forklift |
| HFO Generator                |                            |                                |

## GAS CONSUMPTION

| ENGINE MODEL                      |      | CHG 300V16 |
|-----------------------------------|------|------------|
| FUEL                              |      |            |
| Fuel Consumption Of Generator Set |      | Kg/h       |
| Load                              | 110% | 152        |
| Load                              | 100% | 141        |
| Load                              | 90%  | 134        |
| Load                              | 80%  | 126        |
| Load                              | 70%  | 105        |
| Load                              | 60%  | 95         |
| Load                              | 50%  | 80         |
| Load                              | 40%  | 69         |
| Load                              | 30%  | 54         |
| Load                              | 20%  | 44         |



### OIL RECOMMENDATION

- HDAX 5100 Ashless Gas Engine Oil - SAE 40
- HDAX 5200 Low Ash Gas Engine Oil - SAE 40
- HDAX 7200 Low Ash Gas Engine Oil - SAE 40

### GAS DETAIL

- NATURAL GAS = METHANE (MARSH)
- BIOGAS = %50 METHANE (MARSH)
- LPG = PROPANE+ BUTANE



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