



DIESEL GENERATING SET 440/254V - 60 Hz - 3PHASE

| POWER RATING | | PRIME | STANDBY |
|-----------------------|---------|-------------------------------------|---------|
| POWER | kVA | 65 | 72.5 |
| | kW | 52 | 58 |
| Rated Speed | r.p.m | 1800 | |
| Available Voltages | V | 480/277-440/254-220/127-208/120 etc | |
| Rated at power factor | Cos Phi | 0.8 | |

Standard Reference Conditions: 25°C (77°F) Air Inlet Temp, 100m(328 ft) A.S.L. 30% relative humidity.

Prime Power (PRP):

According to ISO 8528-1:2018, Prime power is the maximum power which a generating set is capable of delivering continuously whilst supplying a variable electrical load when operated for an unlimited number of hours per year under the agreed operating conditions with the maintenance intervals and procedures being carried out as prescribed by the manufacturer. The permissible average power output over 24 hours of operation shall not exceed 70 % of the PRP.

Emergency Standby Power (ESP):

According to ISO 8528-1:2018, Emergency standby power is the maximum power available during a variable electrical power sequence, under the stated operating conditions, for which a generating set is capable of delivering in the event of a utility power outage or under test conditions for up to 200 hours of operation per year with the maintenance intervals and procedures being carried out as prescribed by the manufacturers. The permissible average power output over 24 hours of operation shall not exceed 70 % of the ESP

| ENGINE | | PRIME | STANDBY |
|-------------------------------------|--------|-------------------------------------|---------|
| Rated Output | kW | 63 | 70 |
| Manufacturer | | Deutz | |
| Model | | BF4M2012 | |
| Number of Cylinders and arrangement | | 4 Cycle; In-line; 4 Cylinder Diesel | |
| Aspiration Type | | Turbo - Intercooler | |
| Bore and Stroke | mm | 101X126 | |
| Compression Ratio | | 19.0:1 | |
| Cooling System | | Water-cooled | |
| Engine Speed/Frequency | rpm/Hz | 1800/60HZ | |
| Coolant Capacity | L | 15.9 | |
| Starting System | | Electric 24 volt DC | |
| Displacement | L | 4.03 | |
| Lubricant system Capacity | L | 8.5 | |

| | | | | | |
|----------------------------|------|------------|------|-----|-----|
| Battery Volatge / Capacity | | 24 VDC | | | |
| Governor | Type | Mechanical | | | |
| Air Filter | Type | Dry | | | |
| Fuel Consumption | Load | 100% | 75% | 50% | 25% |
| | L/h | 16.2 | 12.2 | 8.4 | 4.9 |

ENGINE:Industrial 4 stroke cooled diesel engine complete with air,fuel and oil filters,electric starting and charging equipment,engine protection against low water level.

COOLING:Radiator and colling fan complete with protection guards,designed to cool engine at specified output in air temperatures upto 50 °C,radiators suitable for higher temperatures are available.Low water level protection fitted as standard.

ELECTRICAL SYSTEM:12/24V upto.Axial type starter motor,battery charging alternator,high capacity lead acid battery,and battery tray mounted on the generator base frame,and heavy duty interconnecting cable with terminations.

EXHAUST SYSTEM:Heavy duty industrial exhaust silencer with flexible piping.

| ALTERNATOR MANUFACTURER | STAMFORD | LEROY SOMER | PRIME POWER |
|---------------------------|----------------------------------|-------------|-------------|
| Model | UCI224E | TAL-A42-H | SMG224E |
| Excitation System | Self-excited, brushless | | |
| Number of Poles | 4 | | |
| Connection Type | Star-Series | | |
| Insulation Class | Class H | | |
| Voltage Regulator | A.V.R. (Electronic) | | |
| Bracker Type | Single bearing | | |
| Steady Voltage Precision | ± 1% | | |
| Couping System | Flexible disc | | |
| Coating Type | Standard (Vacuum impregnation) | | |
| Underspeed Protection | Standard | | |
| Ingress Protection Rating | IP23 | | |
| Wave Form NEMA=TIF | <50 | | |

CONTROL PANEL: COMAP AMF20 Or DSE7320

Auto Mains Failure Control Panel

Panel equipments:

- Δ Control with AMF module
- Δ Static battery charger
- Δ Emergency stop push button



a) Generating set control module features:

- Δ The module is used to monitor main supply and starts and stops of a standby generating set
- Δ Micro-processor based design
- Δ Automatic control of main and generator contactors
- Δ Monitors engine performance and AC power output LED alarm indication

c) Alarms:

- Δ Over and Under Speed
- Δ Low and High Battery Volt.
- Δ Start and Stop Failure
- Δ Charge fail

- Δ Front panel configuration of timers and alarm trip points
- Δ CAN and magnetic pick-up versions(specify on ordering)
- Δ Easy push button control
- Δ STOP/RESET - MANUAL - AUTO - TEST – START

- Δ Over Current
- Δ Under / Over Generator Voltage
- Δ Low Oil Pressure
- Δ Emergency stop
- Δ High engine temperature

b) Metering via LED display:

- Δ Generator Volts (L-L / L-N) Generator kVA
- Δ Engine oil pressure (PSI-Bar) Generator kW
- Δ Generator Ampere (L1,L2,L3) Generator Cos (σ)
- Δ Engine temperature (°C&°F)
- Δ Generator Frequency (Hz)
- Δ Engine run hours
- Δ Mains Volts (Ph-Ph/Ph-N)

d) LED indications

- Δ Mains available
- Δ Generator available
- Δ Mains on load
- Δ Generator on load

Voltage Regulation

- Δ Voltage regulation maintained within ±0.5% Δ From no load to full load
- Δ Between 0.8 and 1.0 lagging and unity Δ At speed droop variation upto 4.5%

Frequency Adjustable Ratio

Change load from 0-100%,within 1.0%(electric speed regulator),within 4.5%(mechanical speed regulator)

Frequency Undulation

- Δ Load from 0-100%,frequency undulation within 0.25% Δ Effect factor of Telecom
- Δ No load wire volts max undulation ration\ within 1.8% Δ TIF better than 50
- Δ Three Phrased balanced load in the order of 5% Δ THF to IEC60034 Part 40 better than 2%

Robust Corrosion Resistant Construction

- Δ Black finish stainless steel lock and hinges Δ Two large doors on each side
- Δ Body made from steel components treated with polyester powder coating
- Δ Lube oil and cooling water drains pipes to exterior of the enclosure

Security and Safety

- Δ Control panel viewing window in a lockable access door Δ Cooling fan and battery charging alternator fully guarded
- Δ Emergency stop button mounted on enclosure interior Δ Exhaust silencing system totally enclosed for operator safety



