

Model – Cummins - APS C300



Salient Features

Power:

- ✓ Prime Power @ 50Hz : 220kw/ 275kVA
- ✓ Stand By Power @ 50Hz : 240kw/ 300kVA

Features:

- ✓ Engine (Cummins NTA855G1A)
- ✓ Charge alternator 12V Governor: Mechanical
- ✓ Alternator (Stamford HCI4D)
- ✓ Single bearing alternator IP 23, insulation class H/H
- ✓ Radiator 50 C (122 F) max
- ✓ Skid and vibration isolators
- ✓ Dry type air filter
- ✓ Main line circuit breaker
- ✓ 12V battery, rack and cable
- ✓ Industrial silencer
- ✓ User manual

Engine Options:

Engine & Radiator:

- ✓ Heat shield protection
- ✓ Oil drain extension
- ✓ Heavy duty oil filter
- ✓ Lube oil drain pump
- ✓ Radiator core guard
- ✓ Battery charger
- ✓ Block header

Fuel:

- ✓ 24 hour day tank
- ✓ Bulk fuel tank connections
- ✓ Water separator fuel filter

Alternator:

- ✓ Anti-Condensation Heater
- ✓ Enforced impregnation
- ✓ Oversized alternator

Exhaust:

- ✓ Residential silencer
- ✓ Flexible exhaust connection

Enclosure:

- ✓ EM-1,5
- ✓ 83dba @ 1m silent canopy

Control Panel:

- ✓ Paralleling System
- ✓ Co-Map
- ✓ Remote annunciator
- ✓ Key start panel

Literature:

- ✓ Parts
- ✓ Maintenance

| Engine Data | | | |
|----------------------|-------------------|------------------------------------|-----------------|
| MANUFACTURER/MODEL | Cummins NTA855G1A | PISTON SPEED | 7.7 MS |
| CYLINDER ARRANGEMENT | 6 inline | Max. standby power at rated RPM | 242 KW |
| DISPLACEMENT | 14 L | Frequency regulation, steady state | +/- 2.5% |
| BORE AND STROKE | 140 x 152 mm | BMEP | 5.62bar (81psi) |
| COMPRESSION RATIO | 14.5 : 1 | Governor: type | Electronic |
| RATED RPM | 1500Rpm | | |

| Alternator Data | | | |
|------------------------|----------------|-------------------------------------|----------------|
| MANUFACTURER / TYPE | Stamford HCI4D | EXCITER TYPE | NO |
| NUMBER OF PHASE | 3 | INSULATION: CLASS, TEMPERATURE RISE | HH |
| POWER FACTOR COS PHI | 0.8 | VOLTAGE REGULATOR | + / - 0.5% |
| ALTITUDE | 1000 | BEARING NUMBER | 1 (AT NO LOAD) |
| OVER SPEED | RPM | COUPLING | DIRECT |
| POLE: NUMBER | 4 | RECOVERY TIME (20% VOLT DIP) MS | MS |

| Other Alternator Data | | | |
|--|--------------------------|--|-------|
| CONTINUOUS NOMINAL RATING @ 40° C | 275 KVA | DIRECT AXIS TRANSIENT REACTANCE ATURATED (X'd) | 18.5% |
| STANDBY RATING @ 27° C | 303 KVA | SHORT CIRCUIT TRANSIENT TIME CONSTANT (T'd) | 18ms |
| EFFICIENCIES @ 4/4 LOAD | 83.5% | DIRECT AXIS SUBTRANSIENT REACTANCE SATURATED (X'd) | 13.3% |
| AIR FLOW | 3.5 m3/S (7416.05cfm) | SUBTRANSIENT TIME CONSTANT (T'd) | 12ms |
| SHORT CIRCUIT RATIO: 50 (Kcc) | 0.78 | QUADRA AXIS SUBTRANSIENT REACTANCE SATURATED (X'q) | 72.7% |
| DIRECT AXIS SYNCHRO REACTANCE UNSATURATED (Xd) | 206% | ZERO SEQUENCE REACTACE UNSATURATED (Xo) | 6.4% |
| QUADRA AXIS SYNCHRO REACTANCE UNSATURATED (Xq) | 68% | NEGATIVE SEQUENCE REACTANCE SATURATED (X2) | 18.3% |
| OPEN CIRCUIT TIME CONSTANT: 50 (T'do) | 0.78ms | ARMATURE TIME CONSTANT (Ta) | 13ms |
| NO LOAD EXCITATION CURRENT (io) | A | TRANSIENT DIP (4/4 CHARGE) - PF : 1.8AR | % |
| FULL LOAD EXCITATION VOLTAGE (uc) | A | NO LOAD LOSSES | N/A |
| RECOVERY TIME (DELTA U = 20% TRANSITOIRE) | ms | HEAT REJECTION | kW |
| MOTOR START (DELTA = 20% PERM. OR 50% TRANS.) | kVA | | |

| Exhaust System | | | |
|-----------------------|---------|---------------------|--------|
| EXHAUST GAS FLOW | 23.60 L | EXHAUST TEMPERATURE | 490° C |

| Fuel System | | | |
|---------------------------|--------|---------------------------|--------|
| 110% (OF THE PRIME POWER) | 71 L/H | 100% (OF THE PRIME POWER) | 61 L/H |
| 75% (OF THE PRIME POWER) | 46 L/H | 50% (OF THE PRIME POWER) | 31 L/H |

| Oil System | | | |
|------------------------------|---------|---------------------------|----------------|
| Total oil capacity w/filters | 29dm3 | Oil consumption 100% load | <0.3g/kwh |
| Oil Pressure low idle | 0.7bar | Oil capacity carter | 3.6L (1.0 gal) |
| Oil Pressure rated RPM | 3-6 bar | | |

| Thermal Balance | | | |
|---------------------------|--------------------|---------------------------|-------------------|
| Heat rejection to exhaust | 7kW (398 Btu/ mn) | Heat rejection to coolant | 8kw (455 Btu/ mn) |
| Radiated heat to ambient | 0.5kW (28 Btu/ mn) | | |

| Air Intake | | | |
|-------------------------|--|-----------------|-------------------------------------|
| MAX. INTAKE RESTRICTION | COMBUSTION AIR FLOW: 310mm CE (12in.WG) | ENGINE AIR FLOW | COOLING AIR FLOW: 9.9L/s (21cfm) |

| Coolant System | | | |
|----------------------------|--------------|-----------------------------------|------------------|
| Radiator & engine capacity | 20dm3 | Fan air flow | 4.3m3/s (848cfm) |
| Max water temperature | 83-95°C | Available restriction on air flow | 22mm CE |
| Outlet water temperature | 93°C (199°F) | Type of coolant | Gen cool |

| | | | |
|-----------|-----|------------|-----------|
| Fan power | 5kW | Thermostat | 76.5-90°C |
|-----------|-----|------------|-----------|

| EMISSIONS | | | |
|------------------|------------|-----|------------|
| HC | 30 mg/Nm3 | Nox | 960 mg/Nm3 |
| CO | 250 mg/Nm3 | PM | 120 mg/Nm3 |

| Generator Ratings | | | | | | |
|--------------------------|-----------|--------------|-------------|---------------------|--------------------------------|-----------------------------|
| VOLTAGE | HZ | PHASE | P.F. | STANDBY AMPS | STAND BY RATINGS KW/KVA | PRIME RATINGS KW/KVA |
| 415/240 | 50 | 3 | 1 | 455 | 242/ 303 | 220/ 275 |
| 220/110 | 50 | 3 | 1 | 455 | 242/ 303 | 220/ 275 |

RRP: Prime Power is available for an unlimited number of annual operating hours in variable load applications, in accordance with ISO 8528-1. A 10% overload capability is available for a period of 1 hour within 12hour period of operation, in accordance with ISO 3046-1.

ESP: The standby power rating is applicable for supplying emergency power in variable load applications i accordance with ISO 8528-1. Overload is not allowed

Model – Cummins - APS C330 KVA



Salient Features

Power:

- ✓ Prime Power @ 50Hz : 264kw/ 330kVA
- ✓ Stand By Power @ 50Hz : 240kw/ 330kVA

Features:

- ✓ Engine (Cummins MTAA11G3)
- ✓ Charge alternator 12V Governor: Mechanical
- ✓ Alternator (Stamford HCI4D)
- ✓ Single bearing alternator IP 23, insulation class H/H
- ✓ Radiator 50 C (122 F) max
- ✓ Skid and vibration isolators
- ✓ Dry type air filter
- ✓ Main line circuit breaker
- ✓ 12V battery, rack and cable
- ✓ Industrial silencer
- ✓ User manual

Engine Options:

Engine & Radiator:

- ✓ Heat shield protection
- ✓ Oil drain extension
- ✓ Heavy duty oil filter
- ✓ Lube oil drain pump
- ✓ Radiator core guard
- ✓ Battery charger
- ✓ Block header

Fuel:

- ✓ 24 hour day tank
- ✓ Bulk fuel tank connections
- ✓ Water separator fuel filter

Alternator:

- ✓ Anti-Condensation Heater
- ✓ Enforced impregnation
- ✓ Oversized alternator

Exhaust:

- ✓ Residential silencer
- ✓ Flexible exhaust connection

Enclosure:

- ✓ EM-1,5
- ✓ 83dba @ 1m silent canopy

Control Panel:

- ✓ Paralleling System
- ✓ Co-Map
- ✓ Remote annunciator
- ✓ Key start panel

Literature:

- ✓ Parts
- ✓ Maintenance

| Engine Data | | | |
|----------------------|------------------|------------------------------------|-----------------|
| MANUFACTURER/MODEL | Cummins MTAA11G3 | PISTON SPEED | 7.7 MS |
| CYLINDER ARRANGEMENT | 6 inline | Max. standby power at rated RPM | 242 KW |
| DISPLACEMENT | 14 L | Frequency regulation, steady state | +/- 2.5% |
| BORE AND STROKE | 140 x 152 mm | BMEP | 5.62bar (81psi) |
| COMPRESSION RATIO | 14.5 : 1 | Governor: type | Electronic |
| RATED RPM | 1500Rpm | | |

| Alternator Data | | | |
|------------------------|----------------|-------------------------------------|----------------|
| MANUFACTURER / TYPE | Stamford HCI4D | EXCITER TYPE | NO |
| NUMBER OF PHASE | 3 | INSULATION: CLASS, TEMPERATURE RISE | HH |
| POWER FACTOR COS PHI | 0.8 | VOLTAGE REGULATOR | + / - 0.5% |
| ALTITUDE | 1000 | BEARING NUMBER | 1 (AT NO LOAD) |
| OVER SPEED | RPM | COUPLING | DIRECT |
| POLE: NUMBER | 4 | RECOVERY TIME (20% VOLT DIP) MS | MS |

| Other Alternator Data | | | |
|--|--------------------------|--|-------|
| CONTINUOUS NOMINAL RATING @ 40° C | 300 KVA | DIRECT AXIS TRANSIENT REACTANCE ATURATED (X'd) | 18.5% |
| STANDBY RATING @ 27° C | 330 KVA | SHORT CIRCUIT TRANSIENT TIME CONSTANT (T'd) | 18ms |
| EFFICIENCIES @ 4/4 LOAD | 83.5% | DIRECT AXIS SUBTRANSIENT REACTANCE SATURATED (X'd) | 13.3% |
| AIR FLOW | 3.5 m3/S (7416.05cfm) | SUBTRANSIENT TIME CONSTANT (T'd) | 12ms |
| SHORT CIRCUIT RATIO: 50 (Kcc) | 0.78 | QUADRA AXIS SUBTRANSIENT REACTANCE SATURATED (X'q) | 72.7% |
| DIRECT AXIS SYNCHRO REACTANCE UNSATURATED (Xd) | 206% | ZERO SEQUENCE REACTACE UNSATURATED (Xo) | 6.4% |
| QUADRA AXIS SYNCHRO REACTANCE UNSATURATED (Xq) | 68% | NEGATIVE SEQUENCE REACTANCE SATURATED (X2) | 18.3% |
| OPEN CIRCUIT TIME CONSTANT: 50 (T'do) | 0.78ms | ARMATURE TIME CONSTANT (Ta) | 13ms |
| NO LOAD EXCITATION CURRENT (io) | A | TRANSIENT DIP (4/4 CHARGE) - PF : 1.8AR | % |
| FULL LOAD EXCITATION VOLTAGE (uc) | A | NO LOAD LOSSES | N/A |
| RECOVERY TIME (DELTA U = 20% TRANSITOIRE) | ms | HEAT REJECTION | kW |
| MOTOR START (DELTA = 20% PERM. OR 50% TRANS.) | kVA | | |

| Exhaust System | | | |
|-----------------------|---------|---------------------|--------|
| EXHAUST GAS FLOW | 23.60 L | EXHAUST TEMPERATURE | 490° C |

| Fuel System | | | |
|---------------------------|--------|---------------------------|--------|
| 110% (OF THE PRIME POWER) | 71 L/H | 100% (OF THE PRIME POWER) | 61 L/H |
| 75% (OF THE PRIME POWER) | 46 L/H | 50% (OF THE PRIME POWER) | 31 L/H |

| Oil System | | | |
|------------------------------|---------|---------------------------|----------------|
| Total oil capacity w/filters | 29dm3 | Oil consumption 100% load | <0.3g/kwh |
| Oil Pressure low idle | 0.7bar | Oil capacity carter | 3.6L (1.0 gal) |
| Oil Pressure rated RPM | 3-6 bar | | |

| Thermal Balance | | | |
|---------------------------|--------------------|---------------------------|-------------------|
| Heat rejection to exhaust | 7kW (398 Btu/ mn) | Heat rejection to coolant | 8kw (455 Btu/ mn) |
| Radiated heat to ambient | 0.5kW (28 Btu/ mn) | | |

| Air Intake | | | |
|-------------------------|---|-----------------|-------------------------------------|
| MAX. INTAKE RESTRICTION | COMBUSTION AIR FLOW: 310mm CE (12in. WG) | ENGINE AIR FLOW | COOLING AIR FLOW: 9.9L/s (21cfm) |

| Coolant System | | | |
|----------------------------|--------------|-----------------------------------|------------------|
| Radiator & engine capacity | 20dm3 | Fan air flow | 4.3m3/s (848cfm) |
| Max water temperature | 83-95°C | Available restriction on air flow | 22mm CE |
| Outlet water temperature | 93°C (199°F) | Type of coolant | Gen cool |

| | | | |
|-----------|-----|------------|-----------|
| Fan power | 5kW | Thermostat | 76.5-90°C |
|-----------|-----|------------|-----------|

| EMISSIONS | | | |
|------------------|------------|-----|------------|
| HC | 30 mg/Nm3 | Nox | 960 mg/Nm3 |
| CO | 250 mg/Nm3 | PM | 120 mg/Nm3 |

| Generator Ratings | | | | | | |
|--------------------------|-----------|--------------|-------------|---------------------|--------------------------------|-----------------------------|
| VOLTAGE | HZ | PHASE | P.F. | STANDBY AMPS | STAND BY RATINGS KW/KVA | PRIME RATINGS KW/KVA |
| 415/240 | 50 | 3 | 1 | 495 | 264/ 330 | 240/ 300 |
| 220/110 | 50 | 3 | 1 | 495 | 264/ 330 | 240/ 300 |

RRP: Prime Power is available for an unlimited number of annual operating hours in variable load applications, in accordance with ISO 8528-1. A 10% overload capability is available for a period of 1 hour within 12hour period of operation, in accordance with ISO 3046-1.

ESP: The standby power rating is applicable for supplying emergency power in variable load applications in accordance with ISO 8528-1. Overload is not allowed

Model – Cummins - APS C350 KVA



Salient Features

Power:

- ✓ Prime Power @ 50Hz : 256kw/ 320kVA
- ✓ Stand By Power @ 50Hz : 282kw/ 350kVA

Features:

- ✓ Engine (Cummins NTA855G1B)
- ✓ Charge alternator 12V Governor: Mechanical
- ✓ Alternator (Stamford HCI4E)
- ✓ Single bearing alternator IP 23, insulation class H/H
- ✓ Radiator 50 C (122 F) max
- ✓ Skid and vibration isolators
- ✓ Dry type air filter
- ✓ Main line circuit breaker
- ✓ 12V battery, rack and cable
- ✓ Industrial silencer
- ✓ User manual

Engine Options:

Engine & Radiator:

- ✓ Heat shield protection
- ✓ Oil drain extension
- ✓ Heavy duty oil filter
- ✓ Lube oil drain pump
- ✓ Radiator core guard
- ✓ Battery charger
- ✓ Block header

Fuel:

- ✓ 24 hour day tank
- ✓ Bulk fuel tank connections
- ✓ Water separator fuel filter

Alternator:

- ✓ Anti-Condensation Heater
- ✓ Enforced impregnation
- ✓ Oversized alternator

Exhaust:

- ✓ Residential silencer
- ✓ Flexible exhaust connection

Enclosure:

- ✓ EM-1,5
- ✓ 83dba @ 1m silent canopy

Control Panel:

- ✓ Paralleling System
- ✓ Co-Map
- ✓ Remote annunciator
- ✓ Key start panel

Literature:

- ✓ Parts
- ✓ Maintenance

| Engine Data | | | |
|----------------------|-------------------|------------------------------------|-----------------|
| MANUFACTURER/MODEL | Cummins NTA855G1B | PISTON SPEED | 7.7 MS |
| CYLINDER ARRANGEMENT | 6 inline | Max. standby power at rated RPM | 282 KW |
| DISPLACEMENT | 14 L | Frequency regulation, steady state | +/- 2.5% |
| BORE AND STROKE | 140 x 152 mm | BMEP | 5.62bar (81psi) |
| COMPRESSION RATIO | 14 : 1 | Governor: type | Electronic |
| RATED RPM | 1500Rpm | | |

| Alternator Data | | | |
|------------------------|----------------|-------------------------------------|----------------|
| MANUFACTURER / TYPE | Stamford HCI4E | EXCITER TYPE | NO |
| NUMBER OF PHASE | 3 | INSULATION: CLASS, TEMPERATURE RISE | HH |
| POWER FACTOR COS PHI | 0.8 | VOLTAGE REGULATOR | SR7/2 |
| ALTITUDE | 1000 | BEARING NUMBER | 1 (AT NO LOAD) |
| OVER SPEED | RPM | COUPLING | DIRECT |
| POLE: NUMBER | 4 | RECOVERY TIME (20% VOLT DIP) MS | MS |

| Other Alternator Data | | | |
|--|--------------------------|--|-------|
| CONTINUOUS NOMINAL RATING @ 40° C | 320 KVA | DIRECT AXIS TRANSIENT REACTANCE ATURATED (X'd) | 18.5% |
| STANDBY RATING @ 27° C | 352 KVA | SHORT CIRCUIT TRANSIENT TIME CONSTANT (T'd) | 18ms |
| EFFICIENCIES @ 4/4 LOAD | 83.5% | DIRECT AXIS SUBTRANSIENT REACTANCE SATURATED (X'd) | 13.3% |
| AIR FLOW | 3.5 m3/S (7416.05cfm) | SUBTRANSIENT TIME CONSTANT (T'd) | 12ms |
| SHORT CIRCUIT RATIO: 50 (Kcc) | 0.78 | QUADRA AXIS SUBTRANSIENT REACTANCE SATURATED (X'q) | 72.7% |
| DIRECT AXIS SYNCHRO REACTANCE UNSATURATED (Xd) | 206% | ZERO SEQUENCE REACTACE UNSATURATED (Xo) | 6.4% |
| QUADRA AXIS SYNCHRO REACTANCE UNSATURATED (Xq) | 68% | NEGATIVE SEQUENCE REACTANCE SATURATED (X2) | 18.3% |
| OPEN CIRCUIT TIME CONSTANT: 50 (T'do) | 0.78ms | ARMATURE TIME CONSTANT (Ta) | 13ms |
| NO LOAD EXCITATION CURRENT (io) | A | TRANSIENT DIP (4/4 CHARGE) - PF : 1.8AR | % |
| FULL LOAD EXCITATION VOLTAGE (uc) | A | NO LOAD LOSSES | N/A |
| RECOVERY TIME (DELTA U = 20% TRANSITOIRE) | ms | HEAT REJECTION | kW |
| MOTOR START (DELTA = 20% PERM. OR 50% TRANS.) | kVA | | |

| Exhaust System | | | |
|-----------------------|---------|---------------------|--------|
| EXHAUST GAS FLOW | 23.60 L | EXHAUST TEMPERATURE | 490° C |

| Fuel System | | | |
|---------------------------|--------|---------------------------|--------|
| 110% (OF THE PRIME POWER) | 78 L/H | 100% (OF THE PRIME POWER) | 69 L/H |
| 75% (OF THE PRIME POWER) | 51 L/H | 50% (OF THE PRIME POWER) | 34 L/H |

| Oil System | | | |
|------------------------------|-------------------|---------------------------|----------------|
| Total oil capacity w/filters | 29dm ³ | Oil consumption 100% load | <0.3g/kwh |
| Oil Pressure low idle | 0.7bar | Oil capacity carter | 3.6L (1.0 gal) |
| Oil Pressure rated RPM | 3-6 bar | | |

| Thermal Balance | | | |
|---------------------------|--------------------|---------------------------|-------------------|
| Heat rejection to exhaust | 7kW (398 Btu/ mn) | Heat rejection to coolant | 8kw (455 Btu/ mn) |
| Radiated heat to ambient | 0.5kW (28 Btu/ mn) | | |

| Air Intake | | | |
|-------------------------|---|-----------------|-------------------------------------|
| MAX. INTAKE RESTRICTION | COMBUSTION AIR FLOW: 310mm CE (12in. WG) | ENGINE AIR FLOW | COOLING AIR FLOW: 9.9L/s (21cfm) |

| Coolant System | | | |
|----------------------------|-------------------|-----------------------------------|-------------------------------|
| Radiator & engine capacity | 20dm ³ | Fan air flow | 4.3m ³ /s (848cfm) |
| Max water temperature | 83-95°C | Available restriction on air flow | 22mm CE |
| Outlet water temperature | 93°C (199°F) | Type of coolant | Gen cool |

| | | | |
|-----------|-----|------------|-----------|
| Fan power | 5kW | Thermostat | 76.5-90°C |
|-----------|-----|------------|-----------|

| EMISSIONS | | | |
|------------------|------------|-----|------------|
| HC | 30 mg/Nm3 | Nox | 960 mg/Nm3 |
| CO | 250 mg/Nm3 | PM | 120 mg/Nm3 |

| Generator Ratings | | | | | | |
|--------------------------|-----------|--------------|-------------|---------------------|--------------------------------|-----------------------------|
| VOLTAGE | HZ | PHASE | P.F. | STANDBY AMPS | STAND BY RATINGS KW/KVA | PRIME RATINGS KW/KVA |
| 415/240 | 50 | 3 | 1 | 528 | 282/352 | 256/320 |
| 220/110 | 50 | 3 | 1 | 528 | 282/352 | 256/320 |

RRP: Prime Power is available for an unlimited number of annual operating hours in variable load applications, in accordance with ISO 8528-1. A 10% overload capability is available for a period of 1 hour within 12hour period of operation, in accordance with ISO 3046-1.

ESP: The standby power rating is applicable for supplying emergency power in variable load applications in accordance with ISO 8528-1. Overload is not allowed

Model – Cummins - APS C400



Salient Features

Power:

- ✓ Prime Power @ 50Hz : 288kw/ 360kVA
- ✓ Stand By Power @ 50Hz : 317kw/400kVA

Features:

- ✓ Engine (Cummins NTA855G1B)
- ✓ Charge alternator 12V Governor: Mechanical
- ✓ Alternator (Stamford HCI4F)
- ✓ Single bearing alternator IP 23, insulation class H/H
- ✓ Radiator 50 C (122 F) max
- ✓ Skid and vibration isolators
- ✓ Dry type air filter
- ✓ Main line circuit breaker
- ✓ 12V battery, rack and cable
- ✓ Industrial silencer
- ✓ User manual

Engine Options:

Engine & Radiator:

- ✓ Heat shield protection
- ✓ Oil drain extension
- ✓ Heavy duty oil filter
- ✓ Lube oil drain pump
- ✓ Radiator core guard
- ✓ Battery charger
- ✓ Block header

Fuel:

- ✓ 24 hour day tank
- ✓ Bulk fuel tank connections
- ✓ Water separator fuel filter

Alternator:

- ✓ Anti-Condensation Heater
- ✓ Enforced impregnation
- ✓ Oversized alternator

Exhaust:

- ✓ Residential silencer
- ✓ Flexible exhaust connection

Enclosure:

- ✓ EM-1,5
- ✓ 83dba @ 1m silent canopy

Control Panel:

- ✓ Paralleling System
- ✓ Co-Map
- ✓ Remote annunciator
- ✓ Key start panel

Literature:

- ✓ Parts
- ✓ Maintenance

| Engine Data | | | |
|----------------------|-------------------|------------------------------------|-----------------|
| MANUFACTURER/MODEL | Cummins NTA855G1B | PISTON SPEED | 7.7 MS |
| CYLINDER ARRANGEMENT | 6 inline | Max. standby power at rated RPM | 282 KW |
| DISPLACEMENT | 14 L | Frequency regulation, steady state | +/- 2.5% |
| BORE AND STROKE | 140 x 152 mm | BMEP | 5.62bar (81psi) |
| COMPRESSION RATIO | 14 : 1 | Governor: type | Electronic |
| RATED RPM | 1500Rpm | | |

| Alternator Data | | | |
|------------------------|----------------|-------------------------------------|----------------|
| MANUFACTURER / TYPE | Stamford HCI4F | EXCITER TYPE | NO |
| NUMBER OF PHASE | 3 | INSULATION: CLASS, TEMPERATURE RISE | HH |
| POWER FACTOR COS PHI | 0.8 | VOLTAGE REGULATOR | SR7/2 |
| ALTITUDE | 1000 | BEARING NUMBER | 1 (AT NO LOAD) |
| OVER SPEED | RPM | COUPLING | DIRECT |
| POLE: NUMBER | 4 | RECOVERY TIME (20% VOLT DIP) MS | MS |

| Other Alternator Data | | | |
|--|--------------------------|--|-------|
| CONTINUOUS NOMINAL RATING @ 40° C | 360 KVA | DIRECT AXIS TRANSIENT REACTANCE ATURATED (X'd) | 18.5% |
| STANDBY RATING @ 27° C | 396 KVA | SHORT CIRCUIT TRANSIENT TIME CONSTANT (T'd) | 18ms |
| EFFICIENCIES @ 4/4 LOAD | 83.5% | DIRECT AXIS SUBTRANSIENT REACTANCE SATURATED (X'd) | 13.3% |
| AIR FLOW | 3.5 m3/S (7416.05cfm) | SUBTRANSIENT TIME CONSTANT (T'd) | 12ms |
| SHORT CIRCUIT RATIO: 50 (Kcc) | 0.78 | QUADRA AXIS SUBTRANSIENT REACTANCE SATURATED (X'q) | 72.7% |
| DIRECT AXIS SYNCHRO REACTANCE UNSATURATED (Xd) | 206% | ZERO SEQUENCE REACTACE UNSATURATED (Xo) | 6.4% |
| QUADRA AXIS SYNCHRO REACTANCE UNSATURATED (Xq) | 68% | NEGATIVE SEQUENCE REACTANCE SATURATED (X2) | 18.3% |
| OPEN CIRCUIT TIME CONSTANT: 50 (T'do) | 0.78ms | ARMATURE TIME CONSTANT (Ta) | 13ms |
| NO LOAD EXCITATION CURRENT (io) | A | TRANSIENT DIP (4/4 CHARGE) - PF : 1.8AR | % |
| FULL LOAD EXCITATION VOLTAGE (uc) | A | NO LOAD LOSSES | N/A |
| RECOVERY TIME (DELTA U = 20% TRANSITOIRE) | ms | HEAT REJECTION | kW |
| MOTOR START (DELTA = 20% PERM. OR 50% TRANS.) | kVA | | |

| Exhaust System | | | |
|-----------------------|---------|---------------------|--------|
| EXHAUST GAS FLOW | 23.60 L | EXHAUST TEMPERATURE | 490° C |

| Fuel System | | | |
|---------------------------|--------|---------------------------|--------|
| 110% (OF THE PRIME POWER) | 78 L/H | 100% (OF THE PRIME POWER) | 69 L/H |
| 75% (OF THE PRIME POWER) | 51 L/H | 50% (OF THE PRIME POWER) | 34 L/H |

| Oil System | | | |
|------------------------------|-------------------|---------------------------|----------------|
| Total oil capacity w/filters | 29dm ³ | Oil consumption 100% load | <0.3g/kwh |
| Oil Pressure low idle | 0.7bar | Oil capacity carter | 3.6L (1.0 gal) |
| Oil Pressure rated RPM | 3-6 bar | | |

| Thermal Balance | | | |
|---------------------------|--------------------|---------------------------|-------------------|
| Heat rejection to exhaust | 7kW (398 Btu/ mn) | Heat rejection to coolant | 8kw (455 Btu/ mn) |
| Radiated heat to ambient | 0.5kW (28 Btu/ mn) | | |

| Air Intake | | | |
|-------------------------|---|-----------------|-------------------------------------|
| MAX. INTAKE RESTRICTION | COMBUSTION AIR FLOW: 310mm CE (12in. WG) | ENGINE AIR FLOW | COOLING AIR FLOW: 9.9L/s (21cfm) |

| Coolant System | | | |
|----------------------------|-------------------|-----------------------------------|-------------------------------|
| Radiator & engine capacity | 20dm ³ | Fan air flow | 4.3m ³ /s (848cfm) |
| Max water temperature | 83-95°C | Available restriction on air flow | 22mm CE |
| Outlet water temperature | 93°C (199°F) | Type of coolant | Gen cool |

| | | | |
|-----------|-----|------------|-----------|
| Fan power | 5kW | Thermostat | 76.5-90°C |
|-----------|-----|------------|-----------|

| EMISSIONS | | | |
|------------------|------------|-----|------------|
| HC | 30 mg/Nm3 | Nox | 960 mg/Nm3 |
| CO | 250 mg/Nm3 | PM | 120 mg/Nm3 |

| Generator Ratings | | | | | | |
|--------------------------|-----------|--------------|-------------|---------------------|--------------------------------|-----------------------------|
| VOLTAGE | HZ | PHASE | P.F. | STANDBY AMPS | STAND BY RATINGS KW/KVA | PRIME RATINGS KW/KVA |
| 415/240 | 50 | 3 | 1 | 594 | 317/396 | 288/360 |
| 220/110 | 50 | 3 | 1 | 594 | 317/396 | 288/360 |

RRP: Prime Power is available for an unlimited number of annual operating hours in variable load applications, in accordance with ISO 8528-1. A 10% overload capability is available for a period of 1 hour within 12hour period of operation, in accordance with ISO 3046-1.

ESP: The standby power rating is applicable for supplying emergency power in variable load applications in accordance with ISO 8528-1. Overload is not allowed

Model – Cummins - APS C440 KVA



Salient Features

Power:

- ✓ Prime Power @ 50Hz : 320kw/ 400kVA
- ✓ Stand By Power @ 50Hz : 352kw/440kVA

Features:

- ✓ Engine (Cummins NTAA855G7)
- ✓ Charge alternator 12V Governor: Mechanical
- ✓ Alternator (Stamford HC5C)
- ✓ Single bearing alternator IP 23, insulation class H/H
- ✓ Radiator 50 C (122 F) max
- ✓ Skid and vibration isolators
- ✓ Dry type air filter
- ✓ Main line circuit breaker
- ✓ 12V battery, rack and cable
- ✓ Industrial silencer
- ✓ User manual

Engine Options:

Engine & Radiator:

- ✓ Heat shield protection
- ✓ Oil drain extension
- ✓ Heavy duty oil filter
- ✓ Lube oil drain pump
- ✓ Radiator core guard
- ✓ Battery charger
- ✓ Block header

Fuel:

- ✓ 24 hour day tank
- ✓ Bulk fuel tank connections
- ✓ Water separator fuel filter

Alternator:

- ✓ Anti-Condensation Heater
- ✓ Enforced impregnation
- ✓ Oversized alternator

Exhaust:

- ✓ Residential silencer
- ✓ Flexible exhaust connection

Enclosure:

- ✓ EM-1,5
- ✓ 83dba @ 1m silent canopy

Control Panel:

- ✓ Paralleling System
- ✓ Co-Map
- ✓ Remote annunciator
- ✓ Key start panel

Literature:

- ✓ Parts
- ✓ Maintenance

| Engine Data | | | |
|----------------------|-------------------|------------------------------------|-----------------|
| MANUFACTURER/MODEL | Cummins NTAA855G7 | PISTON SPEED | 7.7 MS |
| CYLINDER ARRANGEMENT | 6 inline | Max. standby power at rated RPM | 352 KW |
| DISPLACEMENT | 14 L | Frequency regulation, steady state | +/- 2.5% |
| BORE AND STROKE | 140 x 152 mm | BMEP | 5.62bar (81psi) |
| COMPRESSION RATIO | 14 : 1 | Governor: type | Electronic |
| RATED RPM | 1500Rpm | | |

| Alternator Data | | | |
|------------------------|---------------|-------------------------------------|----------------|
| MANUFACTURER / TYPE | Stamford HC5C | EXCITER TYPE | NO |
| NUMBER OF PHASE | 3 | INSULATION: CLASS, TEMPERATURE RISE | HH |
| POWER FACTOR COS PHI | 0.8 | VOLTAGE REGULATOR | SR7/2 |
| ALTITUDE | 1000 | BEARING NUMBER | 1 (AT NO LOAD) |
| OVER SPEED | RPM | COUPLING | DIRECT |
| POLE: NUMBER | 4 | RECOVERY TIME (20% VOLT DIP) MS | MS |

| Other Alternator Data | | | |
|--|--------------------------|--|-------|
| CONTINUOUS NOMINAL RATING @ 40° C | 400 KVA | DIRECT AXIS TRANSIENT REACTANCE ATURATED (X'd) | 18.5% |
| STANDBY RATING @ 27° C | 440 KVA | SHORT CIRCUIT TRANSIENT TIME CONSTANT (T'd) | 18ms |
| EFFICIENCIES @ 4/4 LOAD | 83.5% | DIRECT AXIS SUBTRANSIENT REACTANCE SATURATED (X'd) | 13.3% |
| AIR FLOW | 3.5 m3/S (7416.05cfm) | SUBTRANSIENT TIME CONSTANT (T'd) | 12ms |
| SHORT CIRCUIT RATIO: 50 (Kcc) | 0.78 | QUADRA AXIS SUBTRANSIENT REACTANCE SATURATED (X'q) | 72.7% |
| DIRECT AXIS SYNCHRO REACTANCE UNSATURATED (Xd) | 206% | ZERO SEQUENCE REACTACE UNSATURATED (Xo) | 6.4% |
| QUADRA AXIS SYNCHRO REACTANCE UNSATURATED (Xq) | 68% | NEGATIVE SEQUENCE REACTANCE SATURATED (X2) | 18.3% |
| OPEN CIRCUIT TIME CONSTANT: 50 (T'do) | 0.78ms | ARMATURE TIME CONSTANT (Ta) | 13ms |
| NO LOAD EXCITATION CURRENT (io) | A | TRANSIENT DIP (4/4 CHARGE) - PF : 1.8AR | % |
| FULL LOAD EXCITATION VOLTAGE (uc) | A | NO LOAD LOSSES | N/A |
| RECOVERY TIME (DELTA U = 20% TRANSITOIRE) | ms | HEAT REJECTION | kW |
| MOTOR START (DELTA = 20% PERM. OR 50% TRANS.) | kVA | | |

| Exhaust System | | | |
|-----------------------|---------|---------------------|--------|
| EXHAUST GAS FLOW | 23.60 L | EXHAUST TEMPERATURE | 490° C |

| Fuel System | | | |
|---------------------------|--------|---------------------------|--------|
| 110% (OF THE PRIME POWER) | 96 L/H | 100% (OF THE PRIME POWER) | 86 L/H |
| 75% (OF THE PRIME POWER) | 65 L/H | 50% (OF THE PRIME POWER) | 43 L/H |

| Oil System | | | |
|------------------------------|---------|---------------------------|----------------|
| Total oil capacity w/filters | 29dm3 | Oil consumption 100% load | <0.3g/kwh |
| Oil Pressure low idle | 0.7bar | Oil capacity carter | 3.6L (1.0 gal) |
| Oil Pressure rated RPM | 3-6 bar | | |

| Thermal Balance | | | |
|---------------------------|--------------------|---------------------------|-------------------|
| Heat rejection to exhaust | 7kW (398 Btu/ mn) | Heat rejection to coolant | 8kw (455 Btu/ mn) |
| Radiated heat to ambient | 0.5kW (28 Btu/ mn) | | |

| Air Intake | | | |
|-------------------------|---|-----------------|-------------------------------------|
| MAX. INTAKE RESTRICTION | COMBUSTION AIR FLOW: 310mm CE (12in. WG) | ENGINE AIR FLOW | COOLING AIR FLOW: 9.9L/s (21cfm) |

| Coolant System | | | |
|----------------------------|--------------|-----------------------------------|------------------|
| Radiator & engine capacity | 20dm3 | Fan air flow | 4.3m3/s (848cfm) |
| Max water temperature | 83-95°C | Available restriction on air flow | 22mm CE |
| Outlet water temperature | 93°C (199°F) | Type of coolant | Gen cool |

| | | | |
|-----------|-----|------------|-----------|
| Fan power | 5kW | Thermostat | 76.5-90°C |
|-----------|-----|------------|-----------|

| EMISSIONS | | | |
|------------------|------------|-----|------------|
| HC | 30 mg/Nm3 | Nox | 960 mg/Nm3 |
| CO | 250 mg/Nm3 | PM | 120 mg/Nm3 |

| Generator Ratings | | | | | | |
|--------------------------|-----------|--------------|-------------|---------------------|--------------------------------|-----------------------------|
| VOLTAGE | HZ | PHASE | P.F. | STANDBY AMPS | STAND BY RATINGS KW/KVA | PRIME RATINGS KW/KVA |
| 415/240 | 50 | 3 | 1 | 660 | 352/440 | 320/400 |
| 220/110 | 50 | 3 | 1 | 660 | 352/440 | 320/400 |

RRP: Prime Power is available for an unlimited number of annual operating hours in variable load applications, in accordance with ISO 8528-1. A 10% overload capability is available for a period of 1 hour within 12hour period of operation, in accordance with ISO 3046-1.

ESP: The standby power rating is applicable for supplying emergency power in variable load applications in accordance with ISO 8528-1. Overload is not allowed

Model – Cummins - APS C500



Salient Features

Power:

- ✓ Prime Power @ 50Hz : 360kw/ 450kVA
- ✓ Stand By Power @ 50Hz : 396kw/495kVA

Features:

- ✓ Engine (Cummins KTA19G3)
- ✓ Charge alternator 12V Governor: Mechanical
- ✓ Alternator (Stamford HC5C)
- ✓ Single bearing alternator IP 23, insulation class H/H
- ✓ Radiator 50 C (122 F) max
- ✓ Skid and vibration isolators
- ✓ Dry type air filter
- ✓ Main line circuit breaker
- ✓ 12V battery, rack and cable
- ✓ Industrial silencer
- ✓ User manual

Engine Options:

Engine & Radiator:

- ✓ Heat shield protection
- ✓ Oil drain extension
- ✓ Heavy duty oil filter
- ✓ Lube oil drain pump
- ✓ Radiator core guard
- ✓ Battery charger
- ✓ Block header

Fuel:

- ✓ 24 hour day tank
- ✓ Bulk fuel tank connections
- ✓ Water separator fuel filter

Alternator:

- ✓ Anti-Condensation Heater
- ✓ Enforced impregnation
- ✓ Oversized alternator

Exhaust:

- ✓ Residential silencer
- ✓ Flexible exhaust connection

Enclosure:

- ✓ EM-1,5
- ✓ 83dba @ 1m silent canopy

Control Panel:

- ✓ Paralleling System
- ✓ Co-Map
- ✓ Remote annunciator
- ✓ Key start panel

Literature:

- ✓ Parts
- ✓ Maintenance

| Engine Data | | | |
|----------------------|-----------------|------------------------------------|-----------------|
| MANUFACTURER/MODEL | Cummins KTA19G3 | PISTON SPEED | 7.7 MS |
| CYLINDER ARRANGEMENT | 6 inline | Max. standby power at rated RPM | 396 KW |
| DISPLACEMENT | 18.9 L | Frequency regulation, steady state | +/- 2.5% |
| BORE AND STROKE | 159 x 159 mm | BMEP | 5.62bar (81psi) |
| COMPRESSION RATIO | 13.9 : 1 | Governor: type | Electronic |
| RATED RPM | 1500Rpm | | |

| Alternator Data | | | |
|------------------------|---------------|-------------------------------------|----------------|
| MANUFACTURER / TYPE | Stamford HC5C | EXCITER TYPE | NO |
| NUMBER OF PHASE | 3 | INSULATION: CLASS, TEMPERATURE RISE | HH |
| POWER FACTOR COS PHI | 0.8 | VOLTAGE REGULATOR | SR7/2 |
| ALTITUDE | 1000 | BEARING NUMBER | 1 (AT NO LOAD) |
| OVER SPEED | RPM | COUPLING | DIRECT |
| POLE: NUMBER | 4 | RECOVERY TIME (20% VOLT DIP) MS | MS |

| Other Alternator Data | | | |
|--|--------------------------|--|-------|
| CONTINUOUS NOMINAL RATING @ 40° C | 450 KVA | DIRECT AXIS TRANSIENT REACTANCE ATURATED (X'd) | 18.5% |
| STANDBY RATING @ 27° C | 495 KVA | SHORT CIRCUIT TRANSIENT TIME CONSTANT (T'd) | 18ms |
| EFFICIENCIES @ 4/4 LOAD | 83.5% | DIRECT AXIS SUBTRANSIENT REACTANCE SATURATED (X'd) | 13.3% |
| AIR FLOW | 3.5 m3/S (7416.05cfm) | SUBTRANSIENT TIME CONSTANT (T'd) | 12ms |
| SHORT CIRCUIT RATIO: 50 (Kcc) | 0.78 | QUADRA AXIS SUBTRANSIENT REACTANCE SATURATED (X'q) | 72.7% |
| DIRECT AXIS SYNCHRO REACTANCE UNSATURATED (Xd) | 206% | ZERO SEQUENCE REACTACE UNSATURATED (Xo) | 6.4% |
| QUADRA AXIS SYNCHRO REACTANCE UNSATURATED (Xq) | 68% | NEGATIVE SEQUENCE REACTANCE SATURATED (X2) | 18.3% |
| OPEN CIRCUIT TIME CONSTANT: 50 (T'do) | 0.78ms | ARMATURE TIME CONSTANT (Ta) | 13ms |
| NO LOAD EXCITATION CURRENT (io) | A | TRANSIENT DIP (4/4 CHARGE) - PF : 1.8AR | % |
| FULL LOAD EXCITATION VOLTAGE (uc) | A | NO LOAD LOSSES | N/A |
| RECOVERY TIME (DELTA U = 20% TRANSITOIRE) | ms | HEAT REJECTION | kW |
| MOTOR START (DELTA = 20% PERM. OR 50% TRANS.) | kVA | | |

| Exhaust System | | | |
|-----------------------|---------|---------------------|--------|
| EXHAUST GAS FLOW | 23.60 L | EXHAUST TEMPERATURE | 490° C |

| Fuel System | | | |
|---------------------------|---------|---------------------------|--------|
| 110% (OF THE PRIME POWER) | 107 L/H | 100% (OF THE PRIME POWER) | 97 L/H |
| 75% (OF THE PRIME POWER) | 73 L/H | 50% (OF THE PRIME POWER) | 49 L/H |

| Oil System | | | |
|------------------------------|---------|---------------------------|----------------|
| Total oil capacity w/filters | 29dm3 | Oil consumption 100% load | <0.3g/kwh |
| Oil Pressure low idle | 0.7bar | Oil capacity carter | 3.6L (1.0 gal) |
| Oil Pressure rated RPM | 3-6 bar | | |

| Thermal Balance | | | |
|---------------------------|--------------------|---------------------------|-------------------|
| Heat rejection to exhaust | 7kW (398 Btu/ mn) | Heat rejection to coolant | 8kw (455 Btu/ mn) |
| Radiated heat to ambient | 0.5kW (28 Btu/ mn) | | |

| Air Intake | | | |
|-------------------------|--|-----------------|-------------------------------------|
| MAX. INTAKE RESTRICTION | COMBUSTION AIR FLOW: 310mm CE (12in.WG) | ENGINE AIR FLOW | COOLING AIR FLOW: 9.9L/s (21cfm) |

| Coolant System | | | |
|----------------------------|--------------|-----------------------------------|------------------|
| Radiator & engine capacity | 20dm3 | Fan air flow | 4.3m3/s (848cfm) |
| Max water temperature | 83-95°C | Available restriction on air flow | 22mm CE |
| Outlet water temperature | 93°C (199°F) | Type of coolant | Gen cool |

| | | | |
|-----------|-----|------------|-----------|
| Fan power | 5kW | Thermostat | 76.5-90°C |
|-----------|-----|------------|-----------|

| EMISSIONS | | | |
|------------------|------------|-----|------------|
| HC | 30 mg/Nm3 | Nox | 960 mg/Nm3 |
| CO | 250 mg/Nm3 | PM | 120 mg/Nm3 |

| Generator Ratings | | | | | | |
|--------------------------|-----------|--------------|-------------|---------------------|--------------------------------|-----------------------------|
| VOLTAGE | HZ | PHASE | P.F. | STANDBY AMPS | STAND BY RATINGS KW/KVA | PRIME RATINGS KW/KVA |
| 415/240 | 50 | 3 | 1 | 743 | 396/495 | 360/450 |
| 220/110 | 50 | 3 | 1 | 743 | 396/495 | 360/450 |

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ESP: The standby power rating is applicable for supplying emergency power in variable load applications in accordance with ISO 8528-1. Overload is not allowed

Model – Cummins - APS C550



Salient Features

Power:

- ✓ Prime Power @ 50Hz : 400kw/ 500kVA
- ✓ Stand By Power @ 50Hz : 440kw/550kVA

Features:

- ✓ Engine (Cummins QSX15G8)
- ✓ Charge alternator 12V Governor: Mechanical
- ✓ Alternator (Stamford HC5D)
- ✓ Single bearing alternator IP 23, insulation class H/H
- ✓ Radiator 50 C (122 F) max
- ✓ Skid and vibration isolators
- ✓ Dry type air filter
- ✓ Main line circuit breaker
- ✓ 12V battery, rack and cable
- ✓ Industrial silencer
- ✓ User manual

Engine Options:

Engine & Radiator:

- ✓ Heat shield protection
- ✓ Oil drain extension
- ✓ Heavy duty oil filter
- ✓ Lube oil drain pump
- ✓ Radiator core guard
- ✓ Battery charger
- ✓ Block header

Fuel:

- ✓ 24 hour day tank
- ✓ Bulk fuel tank connections
- ✓ Water separator fuel filter

Alternator:

- ✓ Anti-Condensation Heater
- ✓ Enforced impregnation
- ✓ Oversized alternator

Exhaust:

- ✓ Residential silencer
- ✓ Flexible exhaust connection

Enclosure:

- ✓ EM-1,5
- ✓ 83dba @ 1m silent canopy

Control Panel:

- ✓ Paralleling System
- ✓ Co-Map
- ✓ Remote annunciator
- ✓ Key start panel

Literature:

- ✓ Parts
- ✓ Maintenance

| Engine Data | | | |
|----------------------|-----------------|------------------------------------|-----------------|
| MANUFACTURER/MODEL | Cummins QSX15G8 | PISTON SPEED | 7.7 MS |
| CYLINDER ARRANGEMENT | 6 inline | Max. standby power at rated RPM | 440 KW |
| DISPLACEMENT | 15 L | Frequency regulation, steady state | +/- 2.5% |
| BORE AND STROKE | 137 x 169 mm | BMEP | 5.62bar (81psi) |
| COMPRESSION RATIO | 17 : 1 | Governor: type | Electronic |
| RATED RPM | 1500Rpm | | |

| Alternator Data | | | |
|------------------------|---------------|-------------------------------------|----------------|
| MANUFACTURER / TYPE | Stamford HC5D | EXCITER TYPE | NO |
| NUMBER OF PHASE | 3 | INSULATION: CLASS, TEMPERATURE RISE | HH |
| POWER FACTOR COS PHI | 0.8 | VOLTAGE REGULATOR | SR7/2 |
| ALTITUDE | 1000 | BEARING NUMBER | 1 (AT NO LOAD) |
| OVER SPEED | RPM | COUPLING | DIRECT |
| POLE: NUMBER | 4 | RECOVERY TIME (20% VOLT DIP) MS | MS |

| Other Alternator Data | | | |
|--|--------------------------|--|-------|
| CONTINUOUS NOMINAL RATING @ 40° C | 500 KVA | DIRECT AXIS TRANSIENT REACTANCE ATURATED (X'd) | 18.5% |
| STANDBY RATING @ 27° C | 550 KVA | SHORT CIRCUIT TRANSIENT TIME CONSTANT (T'd) | 18ms |
| EFFICIENCIES @ 4/4 LOAD | 83.5% | DIRECT AXIS SUBTRANSIENT REACTANCE SATURATED (X'd) | 13.3% |
| AIR FLOW | 3.5 m3/S (7416.05cfm) | SUBTRANSIENT TIME CONSTANT (T'd) | 12ms |
| SHORT CIRCUIT RATIO: 50 (Kcc) | 0.78 | QUADRA AXIS SUBTRANSIENT REACTANCE SATURATED (X'q) | 72.7% |
| DIRECT AXIS SYNCHRO REACTANCE UNSATURATED (Xd) | 206% | ZERO SEQUENCE REACTACE UNSATURATED (Xo) | 6.4% |
| QUADRA AXIS SYNCHRO REACTANCE UNSATURATED (Xq) | 68% | NEGATIVE SEQUENCE REACTANCE SATURATED (X2) | 18.3% |
| OPEN CIRCUIT TIME CONSTANT: 50 (T'do) | 0.78ms | ARMATURE TIME CONSTANT (Ta) | 13ms |
| NO LOAD EXCITATION CURRENT (io) | A | TRANSIENT DIP (4/4 CHARGE) - PF : 1.8AR | % |
| FULL LOAD EXCITATION VOLTAGE (uc) | A | NO LOAD LOSSES | N/A |
| RECOVERY TIME (DELTA U = 20% TRANSITOIRE) | ms | HEAT REJECTION | kW |
| MOTOR START (DELTA = 20% PERM. OR 50% TRANS.) | kVA | | |

| Exhaust System | | | |
|-----------------------|---------|---------------------|--------|
| EXHAUST GAS FLOW | 23.60 L | EXHAUST TEMPERATURE | 490° C |

| Fuel System | | | |
|---------------------------|---------|---------------------------|---------|
| 110% (OF THE PRIME POWER) | 133 L/H | 100% (OF THE PRIME POWER) | 123 L/H |
| 75% (OF THE PRIME POWER) | 93 L/H | 50% (OF THE PRIME POWER) | 62 L/H |

| Oil System | | | |
|------------------------------|---------|---------------------------|----------------|
| Total oil capacity w/filters | 29dm3 | Oil consumption 100% load | <0.3g/kwh |
| Oil Pressure low idle | 0.7bar | Oil capacity carter | 3.6L (1.0 gal) |
| Oil Pressure rated RPM | 3-6 bar | | |

| Thermal Balance | | | |
|---------------------------|--------------------|---------------------------|-------------------|
| Heat rejection to exhaust | 7kW (398 Btu/ mn) | Heat rejection to coolant | 8kw (455 Btu/ mn) |
| Radiated heat to ambient | 0.5kW (28 Btu/ mn) | | |

| Air Intake | | | |
|-------------------------|--|-----------------|-------------------------------------|
| MAX. INTAKE RESTRICTION | COMBUSTION AIR FLOW: 310mm CE (12in.WG) | ENGINE AIR FLOW | COOLING AIR FLOW: 9.9L/s (21cfm) |

| Coolant System | | | |
|----------------------------|--------------|-----------------------------------|------------------|
| Radiator & engine capacity | 20dm3 | Fan air flow | 4.3m3/s (848cfm) |
| Max water temperature | 83-95°C | Available restriction on air flow | 22mm CE |
| Outlet water temperature | 93°C (199°F) | Type of coolant | Gen cool |

| | | | |
|-----------|-----|------------|-----------|
| Fan power | 5kW | Thermostat | 76.5-90°C |
|-----------|-----|------------|-----------|

| EMISSIONS | | | |
|------------------|------------|-----|------------|
| HC | 30 mg/Nm3 | Nox | 960 mg/Nm3 |
| CO | 250 mg/Nm3 | PM | 120 mg/Nm3 |

| Generator Ratings | | | | | | |
|--------------------------|-----------|--------------|-------------|---------------------|--------------------------------|-----------------------------|
| VOLTAGE | HZ | PHASE | P.F. | STANDBY AMPS | STAND BY RATINGS KW/KVA | PRIME RATINGS KW/KVA |
| 415/240 | 50 | 3 | 1 | 825 | 440/550 | 400/500 |
| 220/110 | 50 | 3 | 1 | 825 | 440/550 | 400/500 |

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ESP: The standby power rating is applicable for supplying emergency power in variable load applications in accordance with ISO 8528-1. Overload is not allowed