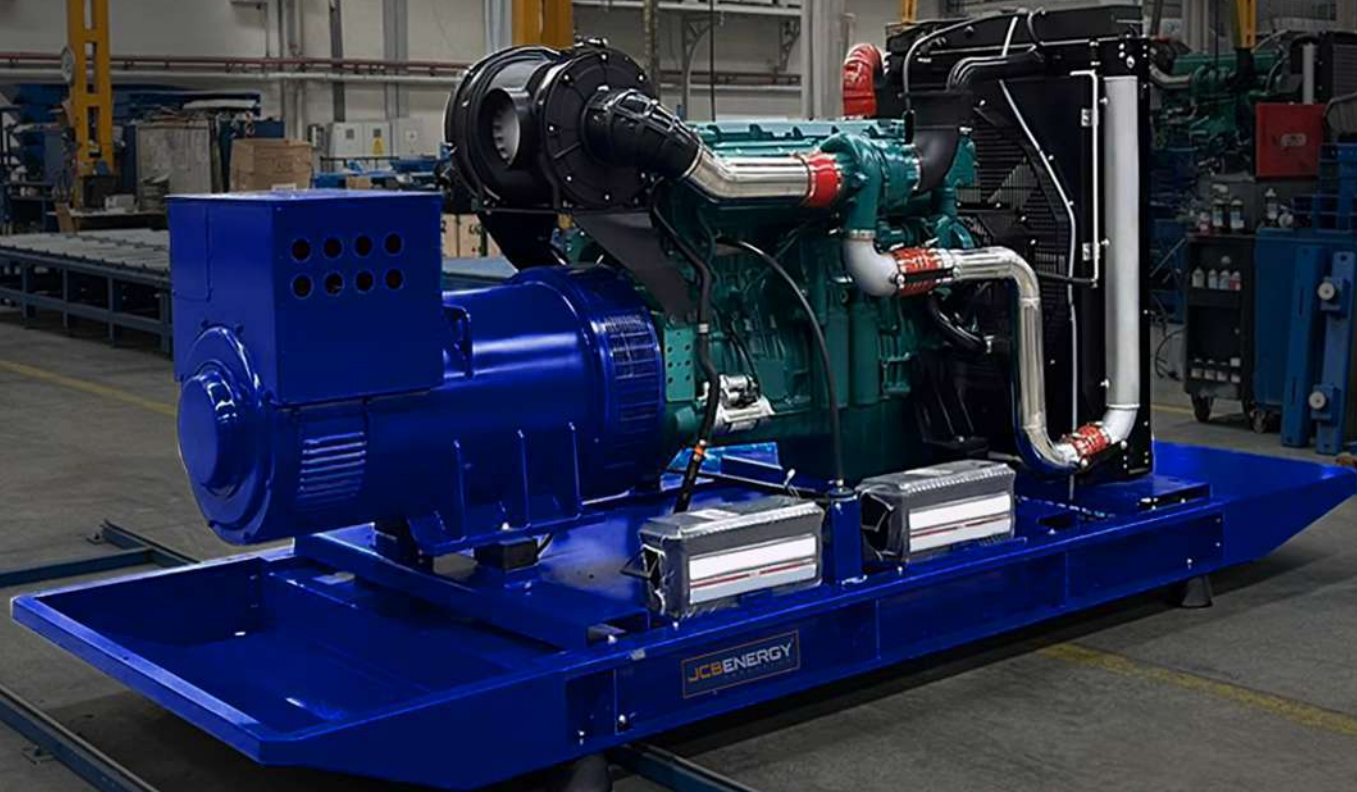




JCB ENERGY ELECTRIC POWER INDUSTRY

📍 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	Series	Brand	Model	Series	Operation	kVA	kW	A
JCD 85	50	231/400	0.8	1500		BF4M2012C G1	BF		JCB	225M1	Standby	85,0	68,0	122,8
JCD 95	60	277/480	0.8	1800							Prime	77,0	61,6	111,3
											Continuous	67,3	53,8	97,1
											Standby	95,0	76,0	137,3
											Prime	86,4	69,1	124,8
											Continuous	79,7	63,8	115,2

- 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

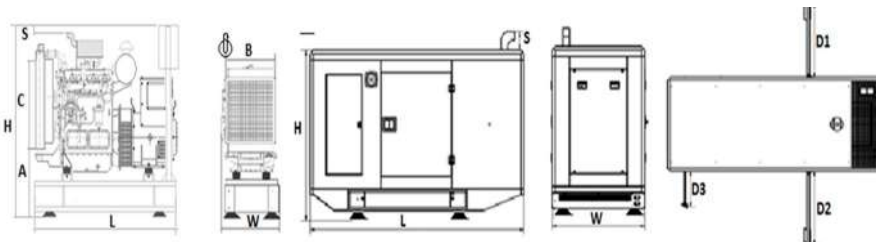
- * Generators can work on Continuous Power at 70% of Prime power value if only all maintenances are done on time with original spare parts and high-quality oils that manufacturer advice.
- * Generators should not operate below 50% of Prime Power value. In such a case, the engine will burn excessive 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	700	1042
LENGTH	mm	1900	2615
HEIGHT	mm	1562	1766
WEIGHT (NET)	Kg	1024	1200
FUEL TANK CAPACITY	L	161	205

SYMBOL	OPEN	CANOPY
L	1900	2615
W	700	1042
H	1562	1594
S	95	172
A	580	
B	530	
C	590	
D1		750
D2		750
D3		520
D4		
D5		



FUEL CONSUMPTION

PERCENT OF PRIME POWER	1500 rpm	1800 rpm
	l/hr	l/hr
110 %	18,92	22,20
100 %	17,92	20,19
75 %	13,19	14,89
50 %	8,83	9,95

DIESEL ENGINE MAIN TECHNICAL PARAMETERS

50 Hz – 1500 min ⁻¹			60 Hz – 1800 min ⁻¹		
Type		BF4M2012C	Type		BF4M2012C
Speed	min ⁻¹	1500	Speed	min ⁻¹	1800
Net Frequency	Hz	50	Net Frequency	Hz	60
Power Standard		LTP	Power Standard		LTP
Power Level		G1	Power Level		G1
Exhaust Emission Standard		COM II	Exhaust Emission Standard		COM II
GENERAL			GENERAL		
Aspiration		Turbo,CAC	Aspiration		Turbo,CAC
Governing System		Electronic	Governing System		Electronic
Governor Brand		Heinzmann/DDE	Governor Brand		Heinzmann/DDE
No of Cylinders		4	No of Cylinders		4
Configuration		in-line	Configuration		in-line
Injection System		single injection pumps	Injection System		single injection pumps
Displacement	L	4,04	Displacement	L	4,04
Bore	mm	101	Bore	mm	101
Stroke	mm	126	Stroke	mm	126
Compression Ratio		19:1	Compression Ratio		19:1
Mean Effective Pressure	Bar	14,80	Mean Effective Pressure	Bar	14,50
Piston Speed	m/s	6,30	Piston Speed	m/s	7,56
Rotation (looking at flywheel)		ccw	Rotation (looking at flywheel)		ccw
No of Teeth on Flywheel Ring Gear		129	No of Teeth on Flywheel Ring Gear		129
GOVERNOR PERFORMANCE			GOVERNOR PERFORMANCE		
Speed droop (static) mech. gov.	%	4-5	Speed droop (static) mech. gov.	%	4-5
Speed droop (static) electr. gov.	%	0-3	Speed droop (static) electr. gov.	%	0-3
Governing standards		G3	Governing standards		G3
MOMENT OF INERTIA			MOMENT OF INERTIA		
Engine without flywheel	kg m ²	0,16	Engine without flywheel	kg m ²	0,16
Flywheel (standard genset spec.)	kg m ²	1,20	Flywheel (standard genset spec.)	kg m ²	1,20
Max. step load acceptance, 1st step	%	-	Max. step load acceptance, 1st step	%	-
Sound power at full load, incl. cooling system	dB(A)	108,1	Sound power at full load, incl. cooling system	dB(A)	109
Sound press. (1m average, full load), incl. cool. syst.	dB(A)	94,5	Sound press. (1m average, full load), incl. cool. syst.	dB(A)	95,5
ENGINE WEIGHT			ENGINE WEIGHT		
Engine Dry, w/o Cooling System	kg	405	Engine Dry, w/o Cooling System	Kg	405
Engine with cooling system	kg	473	Engine with cooling system	kg	473
LUBRICATION SYSTEM			LUBRICATION SYSTEM		
Oil specification		15W40/CI-4/SL	Oil specification		15W40/CI-4/SL
Oil consumption (as % of fuel consumption)	%	0,15	Oil consumption (as % of fuel consumption)	%	0,15
Oil capacity (sump)	l	8,50	Oil capacity (sump)	l	8,50
Min. oil pressure (warning)	Bar	1,80	Min. oil pressure (warning)	Bar	1,80
Min. oil pressure (shut down)	Bar	1,50	Min. oil pressure (shut down)	Bar	1,50
Max. permissible oil temperature (oil pan)	°C	125	Max. permissible oil temperature (oil pan)	°C	125
OUTPUT			OUTPUT		
Gross Output(LTP or StandBy Power)	Kw	74,9	Gross Output(LTP or StandBy Power)	Kw	88
Fan Reduction	Kw	4,90	Fan Reduction	Kw	8,30
Net flywheel	Kw	70,0	Net flywheel	Kw	79,7
Electrical Output (Stand By)	Kva	85	Electrical Output (Stand By)	Kva	95
Gross Output(PRP or Prime Power)	Kw	71	Gross Output(PRP or Prime Power)	Kw	79
Gross Output(Continuous Power)	kw	64	Gross Output(Continuous Power)	kw	75

DIESEL ENGINE MAIN TECHNICAL PARAMETERS

50 Hz – 1500 min ⁻¹			60 Hz – 1800 min ⁻¹		
COOLING SYSTEM, GENERAL ENGINE COOLING DATA			COOLING SYSTEM, GENERAL ENGINE COOLING DATA		
Max. perm. Coolant Outlet Temperature	°C	105	Max. perm. Coolant Outlet Temperature	°C	105
Max. perm. Flow Resistance (cool. syst. and piping)	Bar	0,22	Max. perm. Flow Resistance (cool. syst. and piping)	Bar	0,22
Max. Temperature of Coolant (warning)	°C	108	Max. Temperature of Coolant (warning)	°C	108
Max. Temperature of Coolant (shutdown)	°C	110	Max. Temperature of Coolant (shutdown)	°C	110
Temperature at Which Thermostat Starts to open	°C	83	Temperature at Which Thermostat Starts to open	°C	83
Temperature at Which Thermostat is Fully Open	°C	98	Temperature at Which Thermostat is Fully Open	°C	98
Delivery of Coolant Pump	m ³ /h	7,20	Delivery of Coolant Pump	m ³ /h	8,60
Min. Pressure Before Coolant Pump	Bar	0,3	Min. Pressure Before Coolant Pump	Bar	0,3
Temperature at CAC outlet at standard conditions	°C	40	Temperature at CAC outlet at standard conditions	°C	40
ENGINE COOLING SYSTEM			ENGINE COOLING SYSTEM		
Coolant Capacity (engine)	l	6,00	Coolant Capacity (engine)	l	6,0
Coolant Capacity (incl. cooling unit)	l	15,90	Coolant Capacity (incl. cooling unit)	l	15,90
Air to Boil (max. permissible cool. air temp. at fan)	°C	55	Air to Boil (max. permissible cool. air temp. at fan)	°C	60
Fan Power Consumption	kW	4,90	Fan Power Consumption	kW	8,30
Cooling air Flow	m ³ /h	5400	Cooling air Flow	m ³ /h	6500
Air Pressure Loss, external	mbar	1,50	Air Pressure Loss, external	mbar	2,0
HEAT BALANCE			HEAT BALANCE		
Heat Dissipation (engine radiator)	kW	43,10	Heat Dissipation (engine radiator)	kW	42,30
Heat Dissipation (CAC)	kW	7,50	Heat Dissipation (CAC)	kW	13,00
Heat Dissipation (convection)	kW	7,50	Heat Dissipation (convection)	kW	9,00
INLET / EXHAUST DATA			INLET / EXHAUST DATA		
Max. intake Depression (Switch setting)	mbar	25	Max. intake Depression (Switch setting)	mbar	25
Combustion Air Volume	m ³ /h	267,4	Combustion Air Volume	m ³ /h	355,0
Max. Exhaust Back Pressure	mbar	30	Max. Exhaust Back Pressure	mbar	30
Max. Exhaust Gas Temperature	°C	600	Max. Exhaust Gas Temperature	°C	540
Exhaust Gas Flow (at above temp)	m ³ /h	829	Exhaust Gas Flow (at above temp)	m ³ /h	1071
Exhaust Flange / pipe diameter	mm	-	Exhaust Flange / pipe diameter	mm	-
ELECTRICAL SYSTEM			ELECTRICAL SYSTEM		
Voltage	V	12	Voltage	V	12
Starter	KW	6	Starter	KW	6
Alternator Output	A	35	Alternator Output	A	35
Batteries (minimum capacity, cold start limit -5°C)	Ah	1*85	Batteries (minimum capacity, cold start limit -5°C)	Ah	1*85

ALTERNATOR TECHNICAL PARAMETERS






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%

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

STANDARD USING ALTERNATOR




OPTIONAL USING ALTERNATOR

BRAND/MODEL				JCB 225M1				TAL044B				UC224G	
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	77,0	77,0	80,0	-	85,0	85,0	88,0	-			
OUTPUT POWER		kW	61,6	61,6	64,0	-	68,0	68,0	70,4	-			

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

STANDARD USING ALTERNATOR

OPTIONAL USING ALTERNATOR

BRAND/MODEL		JCB 225M1			TAL044A			UC224F	
DUTY		Continuous				Stand By			
AMBIENT	C°	40°C				27°C			
CLASS / TEMP. RISE	C°	H / 125° K				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	83,0	87,0	92,0	-	91,0	96,0	101,0	-
OUTPUT POWER	kW	66,4	69,6	73,6	-	72,8	76,8	80,8	-

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 Db)
- 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
- Daily Fuel Tank, External Fuel Tank

OUR CERTIFICATES

