

TECHNICAL SPECIFICATION

CUMMINS POWERED GENERATOR SETS: M-C138


Quality Standards


Our diesel generating sets meets the following standards:
GB/T2820, GB1105, YD/T502, ISO3046, ISO8525, ISO8525-3-5-6.

Factory Test

Each our generating sets must be got through 1 hour load test for running 0%, 25%, 50%,75%, 100% and 110% load before dispatch, All protective devices, control functions are simulated and it's system checked, proved and then passed for dispatch. A test certificate can be provided upon request.

MAIN SPECIFICATIONS OF GENERATOR SETS

<i>Diesel Generator Set</i>		
GENSET MODEL NOS.	M-C138	
Rated speed / frequency	1500 rpm / 50 Hz	
Continuous output (KW/KVA)	100/125	
Standby output (KW/KVA)	110/138	
Voltage, Phase and wire	400V/230V, 3 Phase and 4 Wires	
Rated power factor	0.8 (lagging)	
Maximum output current(A)	180	
Genset type	Open type	Silent type
Dimension(L*W*H) (mm)	2240*980*1520	2720*980*1620
Weight(kg)	1400	1700
Rating Definitions (Operation at Altitude \leq 1000m, Ambient temperature \leq 40°C)		
Continuous Power		
These ratings are applicable for supplying continuous electrical power (at variable load) in lieu of commercially purchased power. There is no limitation to the annual hours of operation and this model can supply 10% overload power for 1 hour in 12 hours.		
<i>Diesel Engine</i>		
DIESEL ENGINE MODEL	 6BTAA5.9G2 (Cummins)	
Engine Characters	Water-cooled, 6 cylinders in line, 4-cycle, direct injection	
The maximum output (kW)	140	
Aspiration	Turbocharged	
Bore(mm)× Stroke (mm)	102X120	
Fuel consumption(g/kw.h)	\leq 200	
Cubic Capacity (Liters)	5.88	
Exhaust air flow(m3/min)	160	
Compress air flow(m3/min)	7.6	
Exhaust gas flow(m3/min)	21	

Exhaust highest temperature	601°C
Lub-oil pan capacity(L)	16.4
Cooling water capacity(L)	28
Voltage for start(V)	24
Instrument for adjusting speed	Mechanical
Noise level(A)	≤96dBA(open), ≤72dBA(silent)
ALTERNATOR	
ALTERNATOR MODEL	 LSA44.2S7 (Leroy Somer)
Excitation	Brushless
Insulation class	H
Protection class	IP23
Efficiency	91.9%
Voltage Regulation	±1% with 4% engine governing
Waveform Distortion	No load<1.5% and non-distorting balanced linear load<5%
THF/TIF	<2%/50%



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