



➤ **Engine: Perkins 2206C-E13TAG2**

➤ **Alternator: Stamford/Leroy Somer**
/Hengsheng

➤ **Controller: DeepSea/SmartGen**
/DEIF/ComAp

Genset

Model	JHP5-280GF
Voltage	230/400V
Frequency&Speed	50HZ;1500RPM
Prime Power	280kW/350kVA
Standby Power	320kW/400kVA

The 2200 range has been developed using the latest engineering techniques and builds on the strengths of the already very successful 2000 Series family. Developed from a proven heavy-duty industrial base, these products offer the superior performance and reliability required to meet today's uncompromising demands within the power generation industry.

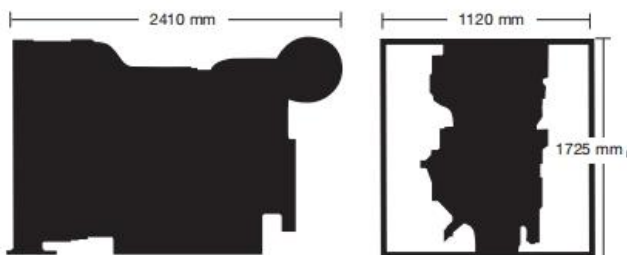
The 2206C-E13TAG is a 6 cylinder, turbocharged air-to-air charge cooled diesel engine. Its premium features provide exceptional power to weight ratio resulting in exceptional fuel consumption.

The overall performance and reliability characteristics make this the prime choice for today's power generation industry.



Specification

Number of cylinders	6 vertical in-line	
Bore and stroke	130 x 157 mm	5.1 x 6.1 in
Displacement	12.5 litres	763 in ³
Aspiration	Turbocharged and air-to-air chargecooled	
Cycle	4 stroke	
Combustion system	Direct injection	
Compression ratio	16.3:1	
Rotation	Anti-clockwise, viewed on flywheel	
Total lubricating capacity	40 litres	10.5 US gal
Cooling system	Water-cooled	
Total coolant capacity	51.4 litres	13.6 US gal



Engine package weights and dimensions

Length	2410 mm	95 in
Width	1120 mm	44 in
Height	1725 mm	68 in
Weight (dry)	1478 kg	3258 lb

Speed rpm	Type of operation	Typical generator output (Net)		Engine power			
				Gross		Net	
		kVA	kWe	kWm	hp	kWm	hp
1500	Prime power	350	280	324	434	305	409
	Standby power	400	320	368	493	349	469

The above ratings represent the engine performance capabilities to conditions specified in ISO 8528/1, ISO 3046/1:1986, BS 5514/1, DIN 6271. Derating may be required for conditions outside these; consult Perkins Engines Company Limited.

Generator powers are typical and are based on an average alternator efficiency and a power factor (cos. θ) of 0.8. Fuel specification: BS 2869: Part 2 1998 Class A2 or BSEN590 or ASTM D975 Class 1D and 2D. Lubricating oil: 15W40 to API CI4.

Rating definitions

Prime power: Variable load. Unlimited hours usage with an average load factor of 70% of the published prime power rating over each 24 hour period. A 10% overload is available for 1 hour in every 12 hours of operation. Standby power: Variable load. Limited to 500 hours annual usage up to 300 hours of which may be continuous running. No overload is permitted.

Percent of prime power	Fuel consumption at 1500 rpm g/kWh	Fuel consumption at 1500 rpm l/hr
Standby power	205	84
110%	208	82
100%	209	75
75%	213	58
50%	221	40

Fuel system

- Mechanically actuated electronically controlled unit fuel injectors with full authority electronic control
- Governing to ISO 8528-5 class G2 with isochronous capability
- Replaceable 'Ecoplus' fuel filter elements with primary filter/water separator
- Fuel cooler

Lubrication system

- Wet sump with filler and dipstick
- Full-flow replaceable 'Ecoplus' filter
- Oil cooler integral with filter header

Cooling system

- Gear-driven circulating pump
- Mounted belt-driven pusher fan
- Radiator incorporating air-to-air charge cooler, (supplied loose)
- System designed for ambients up to 50°C

Electrical equipment

- 24 volt starter motor and 24 volt 70 amp alternator with DC output
- ECM mounted on engine with wiring looms and sensors
- 3 level engine protection system

Flywheel and housing

- High inertia flywheel to SAE J620 size 14
- SAE 1 flywheel housing

Mountings

- Front engine mounting bracket

Literature

- User's Handbook and Parts Manual

Alternator

Pole No.	4-Pole
Exciter Type	Single bearing, Brushless, Self-excited
Power factor	0.8
Voltage adjust range	$\leq 5\%$
Insulation Grade	H
Protection Grade	IP23/22
Phase / wire	3 phase 4 wires

- ✧ NEMAMG1.JIANGHAO, and ANSI standards compliance for temperature rise and motor starting.
- ✧ Sustained short-circuit current of up to 300% of the rated current for up to 10 seconds.
- ✧ Sustained short-circuit current enabling down stream circuit breakers to trip without collapsing the generator field.
- ✧ Self-ventilated and drip-proof construction.
- ✧ Superior voltage waveform from two-thirds pitch windings and skewed stator.
- ✧ Digital solid-state volts-per-hertz voltage regulator with +1% no-load to full-load regulation.

Control Panel



The control module gives digital readouts of:

Generator voltage;
Output frequency;
Engine speed;
Battery voltage;
Engine hours run.

The **control panel** is an Digital Control Module suitable for a wide variety of single, diesel or gas, gen-set applications.

Monitoring an extensive number of engine parameters, the module will display warnings, shutdown and engine status information on the back-lit LCD screen and illuminated LEDs.

The control module has indicators for failure information:

Over speed/Low speed,
Emergency stop
Low oil pressure;
High water temperature
Failure to start
Battery charger failure



Dimension:3600*1100*2000mm
Weight:3200kg



Dimension:4700*2100*2400mm
Weight:6100kg
Fuel Tank Capacity:1000L

Automatic shutdown occurs under:

Low engine oil pressure;
High engine water temperature;
Over speed/Low speed;
Failure to start after three attempts.

Electrical system

- Maintenance-free and anti-explosion battery
- Standard breaker
- ABB breaker (optional)
- ATS (optional)
- Battery charger (optional)
- GMS monitoring (optional)

Packing

- Wrapping film packaging
- Tray packaging
- plywood box packaging

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