GRUPOS ELECTROGENOS INDUSTRIALES

INVERSIONES CHL LIMITADA
www.chl.cl
Av. Irarrazaval 2401, Of. 912, Ñuñoa, Santiago- Chile
Tel 56-2 3245 0110/ 2 3245 0244

Model: LC-TC165

Powered by Cummins

Output Rating

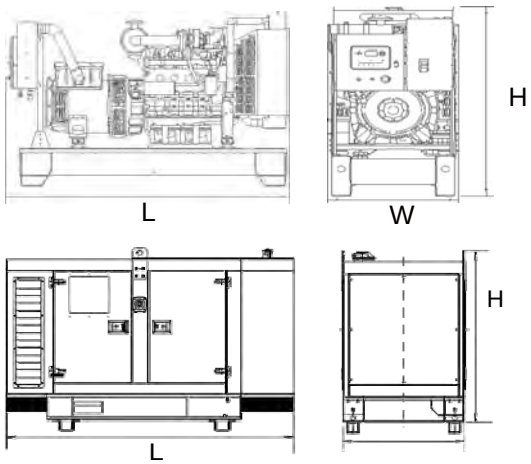
MODEL		Power rating		Voltage available
		PRIME(1)	STANDBY(2)	
C165D5	400V/50HZ	120KW	132KW	380/220V 400/230V 415/27V
	PF:0.8	150KVA	165KVA	

General Information

Model		C165D5
Engine		CUMMINS 6BTAA5.9G12
Speed control type		Electronical
Phase		3
Control System		Digital
System voltage		24V
Frequency		50HZ
Engine Speed(RPM)		1500
Fuel Consumption (L/hr)	Standby power(2)	38
	Prime Power(1)	34
	75% prime power	26
	50% prime power	17

Dimension and Weight

Dimension	Open	Silent
Length (L)	2389mm	3280mm
Width (W)	980mm	1080mm
Height (H)	1472mm	1765mm
Net Weight	1250KG	1780KG



* 2006/42/EC Machinery safety.
* 2006/95/EC Low voltage
* EN 60204-1: 2006+A1:2009, EN ISO 12100:2010, EN ISO 13849-1: 2008, EN 12601: 2010

(1)Prime Power(PRP):

According to ISO 8528-1:2005, 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 operation conditions with the maintenance intervals and procedures being carried out as prescribed by the manufacturer. The permissible average power output (Ppp) over 24h of operation shall not exceed 70% of the PRP.

(2) Standby Power (ESP):

According to ISO 8528-1:2005, standby power is the maximum power available during a variable electrical power sequence, under the stated operation 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 200h of operation per year with the maintenance intervals and procedures being caried out as prescribed by the manufacturers. The permissible average power output over 24h of operation shall not exceed 70% of the ESP.

▪Engine Specification

GENERAL DATA

Compression Ratio:	**17.3:1**	Aspiration:	**Turbocharged & Charge Air Cooled**
Bore:	**102 mm**	Displacement:	**5.9 L**
Storke:	**120 mm**	No. of Cylinders:	**6**
Emission Certification:		Fuel System:	**BYC P7100/Electronic Governor**
Governor Regulation:	**⩽5%**		

EXHAUST SYSTEM

Maximum Back Pressure	-kPa	10
Exhaust Pipe Size Normally Acceptable	-mm	75
	-N.m	13.5
Exhaust Manifold Insulation Acceptable	-Yes/No	No
Turbocharger Insulation Acceptable	-Yes/No	No

CHARGE AIR COOLING SYSTEM

Maximum allowable pressure drop across charge air cooler and OEM CAC piping(IMPD):	-kPa	13
Maximum Intake Manifold Temperature Differential (Ambient to IMT) (IMTD	-℃	25
Intake manifold temperature for Fan-ON	-℃	50
Intake manifold air temperature derate/	-℃	58

AIR INTAKE SYSTEM

Maximum Intake Air Restriction with Heavy Duty Air Cleaner		
— Clean Element	-kPa	3.7
— Dirty Element	-kPa	6.2
Minimum Dirt Holding Capacity with Heavy Duty Air Cleaner	-g/cfm	53
Maximum Temperature Rise from Ambient to the Inlet of the Turbocharger	-℃	17
Recommended intake piping size (inner diameter)	-mm	76

LUBRICATION SYSTEM

Normal Operating Oil Pressure Range		
— minimum low idle	-kPa	207
—maximum rated speed	-kPa	345
Maximum Oil Temperature	-℃	121
Oil Capacity with OP 9006 Oil Pan:High-Low	-litre	14.2-12.3
Minimum Required Lube System Capacity - Sump plus Filters	-litre	16.4
Angularity of Standard Oil Pan: (Values stated are for intermittent operation only):		
— Front Down	- º	40
— Front Up	- º	40
— Side to Side	- º	40

FUEL SYSTEM

Type Injection System		BYC P7100
Maximum Restriction at Lift Pump	-kPa	13.6
Maximum Restriction at the Supply Side of the injector	-kPa	67.7
Total Drain Flow(constant for all loads)	-litre/hr	30

Alternator

Alternator		
Poles	Num	4
Winding Connections (standard)		Star-serie
Insulation	Class	H class
Enclosure (according IEC-34-5)		IP23
Exciter System		Brushless
Voltage Regulator		A.V.R. (Electronic)
Bearing		Single bearing
Coupling		Flexible disc
Coating type		Standard (Vacuum impregnation)

Control Panel: AMF20

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