



Widely applied in Telecom, Industry, Rental, Outdoor Projects, Mining, Military, etc

LMP350-1 (2206C-E13TAG2)

Generating set Technical Data Sheet



EMPOWER U!

NO:LM2010101-117

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STANDARD SPECIFICATION

General features:

- Composed of Perkins diesel engine and Stamford alternator
- 24V DC start motor and storage battery
- Brushless, Self-excited, IP23, insulation class H alternator
- 40°C radiator as standard, 50°C is optional
- Key start panel control system as standard, digital auto-start panel is optional
- 8-hour operation base tank
- Optional open type or silent type
- All generator sets are gone through rigorous testing before being released to the market place, including 50% load, 75% load, 100% load, 110% load and all protection function (overspeed stop, high water temperature, low oil pressure, battery charging fail, emergency stop)



Genset Main Technical Data

3-PH, 50Hz@1500RPM, 400/230V (Also Can Be Made According To Customers' Special Requirements)

Genset Model	Genset Specification					Engine Specification				Alternator Model
	kVA		Cons. 100% (L/H)	dB(A) @7m	Tank (L)	Model	Cy l.	Gov.	Asp.	
	ES P	PRP								
LMP350–1	400	350	71.7	N/A	650	2206C-E13TAG2	6	E	TCA	HCI 444E
LMP350S–1	400	350	71.7	80	800	2206C-E13TAG2	6	E	TCA	HCI 444E

- 1) Available in various voltages
- 2) To show LMP Generating Sets Model
For example: LMP38-1, it is the open generation set.
LMP38S-1, it is the silent generating set.
- 3) ESP=Standby power standby duty, operation under variable load, without overload
PRP=Prime power continuous duty operation, under variable load, 10% overload permissible 1/12hr
- 4) E=Electronic speed governor;
M=Mechanical speed governor
- 5) Asp=Aspiration;
NA=Naturally Asp;
TC=Turbocharged;
TW=Turbocharged after water-cooled;
TCA= Turbocharged air-air after cooled
- 6) Technical data is subject to work test conditions

Reliable Performance

Voltage regulation

Voltage regulation maintained within $\pm 0.5\%$ as follow:

- Power factor Between 0.8~1.0 lag
- From no load to full load, any steady load
- Speed droop variation under 4.5%

Frequency/Speed undulation

- Change load from 0-100%, Frequency/Speed Droop Ratio within 5%.
- Load from 25-100%, any steady load Frequency/Speed undulation within 0.25%

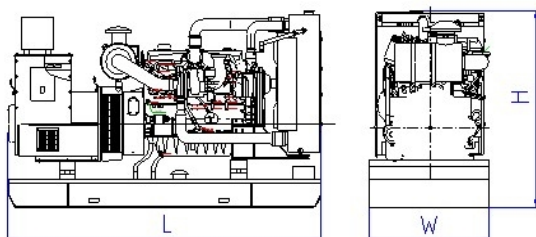
Effect factor of telecom

- TIF(MA MG1-22) better than 50
- THF(BS EN60034) better than 2%

Criterion

- ISO8528, GB/T2820
- EN12601:2001, EN60034-22:1997, EN60204-1:2006
- ISO9001:2000 Quality Control System

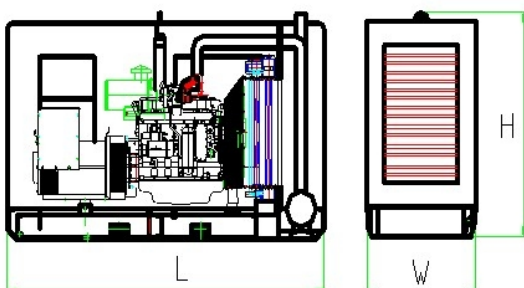
Dimension and Weight



Open Type

Overall size (L*W*H)
3500×1250×2060

Weight: 3000kg



Silent Type

Overall size (L*W*H)
4300x1430x2450

Weight: 4650kg

ENGINE SPECIFICATION

Perkins Diesel Engine

Technical Data

Engine Model	2206C-E13TAG2
Emissions statement	--
Number of Cylinders	6
Cylinder arrangement	Vertical in-line
Cycle	Four stroke
Aspiration	Turbocharged air-air cooled
Bore×Stroke (mm×mm)	130 x 157
Displacement (Liter)	12.5
Compression Ratio	16.3:1
Prime Power/Speed (kW/rpm)	305/1500
Standby Power/Speed (kW/rpm)	349/1500
Speed Governor	Electrical
Cooling System	Water-cooled
Speed Stability (%)	≤5%
Total lubrication system capacity (L)	40
Coolant capacity (inc. radiator) (L)	51.4
Fuel Consumption at 100% Load (g/kWh)	196(at 1500RPM)
Starter Motor	24 V
Alternator	24 V

Alternator SPECIFICATION

Stamford Alternator (Standard)

Leroy somer Alternator (Option)

Technical Data

Alternator Model	HCI 444E (Stamford) Please Refer To The “ Genset Main Technical Data”
Exciter type	Brushless, Self-excited
Power factor	0.8
Voltage Adjust range	≥5%
Voltage Regulation NL-FL	≤±0.5%
Insulation Grade	H
Protection Grade	IP23

Control System

Deepsea 3110



The DSE3110 can be utilised as a Manual or Auto Start Module for single gen-set applications and forms part of DSE's next generation of control modules. The module has been designed to work with electronic and non electronic engines providing advanced engine monitoring and protection features.

The DSE3110 includes a backlit LCD display which clearly shows the status of the engine at all times. The module monitors engine speed, frequency, voltage and run hours and also displays the warning and shutdown status of the engine.

The module includes six digital inputs and four outputs. Two of the outputs are configurable. The module can either be programmed using the front panel or by using the DSE Configuration Suite PC software.

The module is available in two variants: Magnetic Pick-up and Canbus.

CAN – For use with CAN engines only. Optional frequency (Hz) sensing from main AC alternator for gen-set applications.

MPU – For use with traditional (non-CAN) engines only. Optional frequency (Hz) sensing from main AC alternator for gen-set applications. Optional Magnetic Pickup speed sensing.

DSE7220



The DSE7220 is an Auto Mains (Utility) Failure Control Module.

The DSE7220 includes the additional capability of being able to monitor a mains (utility) supply. The module has been designed to start and stop diesel and gas generating sets that include electronic and non-electronic engines.