

ITSD-255

ITS Series Generators



Features and Benefits

- Many years of experience in generator construction
- Diesel Engines with Advanced Technology and Quality
- Alternators with Advanced Technology and Quality
- Control Panel Suitable for Flexible Application
- High Quality and Reliable Technology
- Patented Compact Designed and Soundproof Canopy
- Suitable for Heavy-Duty
- Durability
- Wide Range of Affordable Spare Parts
- Low Noise Level
- Low Exhaust Emission
- Low Operating Cost
- Low Fuel Consumption
- Low Oil Consumption
- Tropical 50°C Radiator
- Fuel Filter with Water and Particle Separator
- First Class Product Support
- Global Technical Service and Maintenance Support



Generator General Information

Generator	Frequency	Voltage	Power Factor	Speed	Diesel Engine		Alternator			Type of	Generator Output		
Model	Hz	V	CosQ	rpm	Brand	Model	Brand	Model	Series	Operation	kVA	kW	A
ITSD-255	50	231/400	0,8	1500	INTER	E325TDI	GNP	GNP	270MX	Stand By	255,0	204,0	368,5
										Prime	231,8	185,5	335,0
										Continuous	162,3	129,8	234,5

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INTER Diesel Engine Technical Parameters and Matching Parameters

Diesel Engine Main Technical Parameters

General

Number of Cylinders	6	
Configuration	Vertical, In Line	
Aspiration	Turbocharged & Intercooled	
Combustion System	Direct Injection	
Compression Ratio	17:1	
Bore	mm	126
Stroke	mm	130
Displacement	L	9,726
Governing Type	Electronic	
Governing Class	G3	
Rotation	Counterclockwise	
Firing Order	1-5-3-6-2-4	
Emission	Tier II	

Filters

Air Filter	Dry Type, Replaceable	
Fuel Filter	With Water Separator	
Oil Filter	Element Type, Particulate Trap	

Electrical System

Voltage	V	24
Starter	kW	8,5
Alternator Output Amperes	A	55
Alternator Output Voltage	V	28
Batteries Capacity	Ah	2X120

Fan

Diameter	mm	760
Drive Ratio	1,04:1	
Number of Blades	10	
Material	Plastic	
Type	Blowing	

Cooling System

Radiator Type	50°C	Tropical
Total Coolant Capacity	L	46
Max. Perm. Coolant Outlet Temperature	°C	103
Max. Perm. Flow Resis. (Cool. System And Piping)	bar	0,5
Max. Temperature of Coolant Warning	°C	95
Max. Temperature of Coolant Shutdown	°C	98
Thermostat Operation Temperature - Initial Open	°C	68
Thermostat Operation Temperature - Full Open	°C	71
Delivery of Coolant Pump	m ³ /h	5,60
Min. Pressure Before Coolant Pump	bar	0,5
Radiator Face Area	m ²	0,72
Rows	Row	5
Matrix Density	Per / Inch	15,5
Material	Aluminum	
Width of Matrix	mm	830
Height of Matrix	mm	870
Pressure Cap Setting k	Pa	90
Estimated Cooling Air Flow Reserve	kPa	0,125
Engine Pre Heater Tube (with Circulation Pump)	W	3000

Lubrication System

Total System	L	26
Minimum Oil Level	L	24
Nominal Motor Operating Temperature	°C	40
Lubricating Oil Pressure (Rated Speed)	bar	5
Relief Valve Opens	kPa	300-400
Oil / Fuel Consumption Ratio	%	≤0,36
Normal Oil Temperature	°C	105

Diesel Engine Matching Parameters

50 Hz @ 1500 r/min		Stand By	Prime
Gross Engine Power	kW	228,0	207,0
Net Engine Power	kW	220,0	199,0
Fan Power Consumption (Belt Pulley Driven)	kW	6,0	6,0
Other Power Loss	kW	2,5	2,0
Mean Effective Pressure	MPa	2,33	2,12
Intake Air Flow	m ³ / min	13,80	13,20
Exhaust Temperature Limit	°C	600	560
Exhaust Flow	m ³ / min	37,80	34,37
Boost Pressure Ratio		3,10	3,00
Mean Piston Speed	m / s	6,5	6,5
Cooling Fan Air Flow	m ³ / min	230,0	230,0
Typical Generator Output Power	kVA	255	231

Heat Rejection		Stand By	Prime
Energy In Fuel (Heat Of Combustion)	kW	572,0	530,0
Gross Heat To Power	kW	228,0	207,0
Energy To Coolant And Lubricating Oil	kW	110,0	102,0
Heat Dissipation Capacity*	kW	49,0	44,0
Energy To Exhaust	kW	167,0	160,0
Heat To Radiation	kW	18,0	17,0

*Intake Intercooled System

ITS POWER GENERATORS Alternator Technical Parameters and Specifications

Alternator Technical Parameters

Insulation Class		H
Winding Pitch		2/3 - (N° 6)
Wires		12
Protection		IP 23
Altitude	m	1000
Overspeed	rpm	2250
Air Flow	m ³ /sec	0.514
Bearing Drive	N/A	-
Rotor Winding	100%	Copper

Field Control System		Self excited
A.V.R. Model	Standard	SX460
Voltage Regulation	%	± 1
Sustained Short-Circuit Current	10 sec	300% (3 IN)
Total Harmonic (*) TGH / THC	%	< 4
Wave Form :NEMA = TIF - (*)		< 50
Wave Form :I.E.C. = THF - (*)	%	< 2
Bearing Non - Drive	Bearing	6310-2RZ
Stator Winding	100%	Copper

(*) Total harmonic content line to line, at no load or full rated linear and balanced load

ITS POWER GENERATORS synchron alternators are produced according to TSE 60034-1; IEC 60034-22; GB755; BS4999-5000; NEMA MG 1.22 standards

Alternator Specifications

50 Hz - 231/400V - Cos Q 0,8 - 1500 rpm

Standard Using Alternator				Optional Using Alternator					
Brand/Model	ITS POWER	270MX		Leroy Somer	TAL046C		Stamford	UC274J	
Duty		Continuous				Stand By			
Ambient	C°	40°C				27°C			
Class/Temp. Rise	C°	H / 125° K				H / 163° K			
Series Star (V)	V	380/220	400/231	415/240	1 Phase	380/220	400/231	415/240	1 Phase
Parallel Star (V)	V	190/110	200/115	208/120	220	190/110	200/115	208/120	220
Series Delta (V)	V	220	230	240	230	220	230	240	230
Output Power	kVA	232,0	232,0	241,0	-	255,0	255,0	265,0	-
Output Power	kW	185,6	185,6	192,8	-	204,0	204,0	212,0	-

Generator Dimensions

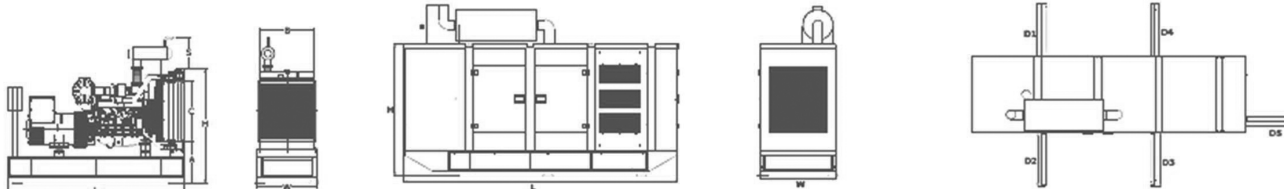
Values		Open Type Generator	Canopy Type Generator
Width	mm	900	1140
Length	mm	2400	4100
Height	mm	1840	1900
Weight (Net)	Kg	1554	1940
Fuel Tank Capacity	L	256	678



Control operator / Display panel

Generator Technical Drawings

SYMBOL	OPEN	CANOPY
L	3095	4100
W	1100	1140
H	1598	2000
S	184	600
A	766	
B	810	
C	860	
D1		860
D2		860
D3		860
D4		860
D5		860



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Diesel Engine and Genset Rating Classifications

The below ratings represent the engine performance capabilities to conditions specified in TS ISO 8528/1, 8528-4, 8528-5, 8528-8, BS5000, ISO 3046/1:1986, NEMA MG-1.22.1, BS 5514/1.

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 nonvariable 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 exceeding 750 hours per year at the Prime Power rating should use the Continuous Power rating.

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.

Fuel Consumption - Oil Recommendation and Oil Grades

Fuel Consumption	
Percent of Prime power	1500 rpm
	l/hr
110%	50,37
100%	45,73
75%	34,66
50%	23,95

Note: The density of diesel is 0,835 kg/L,
 Fuel specification: BS 2869: Part 2 1998
 Class A2 or (DIN EN 590) ASTM D975 D2 Diesel.
 The fuel must be clean and without water)

SAE GRADES																	
For Engine Oils Recommended in Relation with the Outside Temperature °C																	
-35	-30	-25	-20	-15	-10	-5	0	+5	+10	+15	+20	+25	+30	+35	+40	+45	+50
SAE 10W																	
						SAE 20W											
				SAE 30W													
		SAE 40W															
SAE 10W-30																	
SAE 10W-40																	
SAE 10W-60																	
						SAE 15W-40 Mineral Base											
						SAE 15W-40 Semisynthetic Base											
						SAE 20W-60 Semisynthetic Base											
				SAE 5W-30 Synthetic Base													
				SAE 0W-30 Synthetic Base													

ITS POWER GENERATORS Recommendation:
 SAE 15W40 to API C14 Viscosity Lubricating oil, mono-grade or multi-grade Diesel Engine oil



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ITS | **POWER**[®]
GENERATORS

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