




Image for demonstration purposes


Generating Set
Base Frame - Diesel

GE.BD.250/225.BF+011

1500 rpm - Trifase - 50Hz - 400V
Automatic panel without switching on board

.BF

Standard equipment

⚙ Exhaust

Exhaust manifold protection
Silenced muffler -15dB(A)

⚙ Fuel Supply

Single wall daily tank with bunded base
Automatic shutdown system for low fuel level
Fuel gauge

⚙ Handling

Loadable side by side for truck transportation

⚙ Base Frame

Anti-vibrating mounting pads
Anti pollution Bunded base

⚙ Engine

Engine pre-heater 230V

⚙ Alternator

AVR Automatic Voltage Regulator
Impregnation for marine environment
IP23

⚙ Panel & connection

Emergency Stop button
Non-Automatic circuit breaker on panel board
Cable output from the bottom
IP44 wiring
Start-up battery (pre-charged)
Grounding point

⚙ Documentation

CE conformity declaration
User and Maintenance manual
Wirings diagrams

⚙ Normatives

All Generating sets are compliant to CE Marking
2014/30/UE Electromagnetic compatibility
2000/14/CE Noise Emission for outdoor use
Factory-designed systems built according to ISO 9001:2015
CEI EN 60204-1:2018 - Electrical equipment of machines

Primary data

General Information

Speed	RPM	1500
Frequency	Hz	50
PRP	KVA	225
PRP - Prime power	KW	180
LTP - Standby power	KVA	250
LTP - Standby power	KW	200
Standard Voltage	V	400/230
Current	A	325.14
Voltage for current calculation	V	400
COSFI	0,8	0,8

General electrical protection

Rated current	A	400
Type	Non-Automatic circuit breaker on panel board	
Poles	N	4P
Optional/notes	Opening coil	

Fuel Consumption

TYPE	Diesel	
Standard Fuel Tank capacity	lt	250
Autonomy @ 75% load	h	7
Fuel consumption at 100% load	lt/h	50,9
Fuel consumption at 75% load	lt/h	38
Fuel consumption at 50% load	lt/h	25,8

General data

Rated capacity	Ah	2x120
Auxiliary Voltage	V	24
Exhaust gas temperature	°C	600
Exhaust gas flow	l/s	641,5
Combustion air flow	l/s	233,3
Cooling fan airflow	mc/s	6,9
Exhaust diameter	mm	80

Weight and Dimensions

Dimensions (L x W x H)	cm	285x118x185
Weight with liquids (excluding optionals and fuel)	Kg (+/-3%)	2216

⚙ Engine

Factory		Baudouin
Model		6M16G250/5
Emissions stage		Stage 0
Speed governor		Electronic
Radiator	°C	50
Cooling	Tipo	liquid (water + 50% Paraflu11)
Active net power	Kwm	205
Nominal net power	CV	278,5
Cycle	Tipo	4 strokes
Injection	Tipo	Direct
Aspiration	Tipo	Turbo
Numbers of cylinders	N	6
Cylinders arrangement		L
Bore	mm	126
Stroke	mm	130
Total displacement	lt	9,721
Engine oil features		15W40-API CI-4/CH-4 ACEA E5-E7
Engine oil consumption	%	<0.2
Total oil capacity	lt	30
Total coolant capacity	lt	44
ISO 8528-5 class		G2

⚙ Alternator

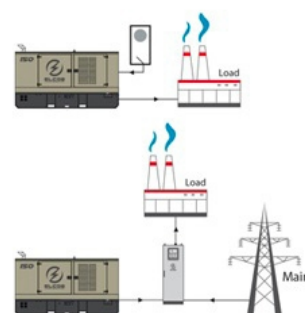
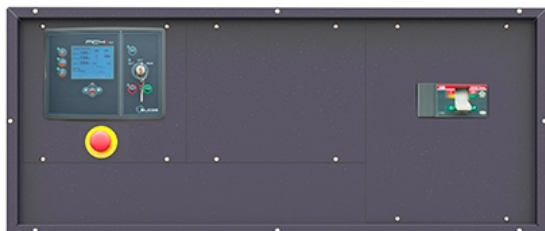
*** May vary based on stock availability. However, a primary brand will be used.**

Factory		Stamford
Model		UCDI274K
PRP continuous power	KVA	250
Voltage Regulator (voltage accuracy)	+/- %	1
Poles	N°	4
Phases	N°	3+N
Standard windings connection		Star Series
Stator/rotor impregnation		H (Outdoor Temp 40°C)
Efficiency	%	92,7
Engine coupling		Elastic disk
Short circuit current		>= 300% (3In)
Protection degree	IP	23
Cooling system		Self ventilating
Maxium overspeed	rpm	2250
Waveform distortion	%	<5
Exciter		Diode bridge

⚙ Standard operating environmental conditions

Ambient temperature	°C	25
Relative Humidity	%	30
Max altitude	mt	1000

Control Systems on board QPE-C-SC-3F-4P-400-O3



operating scheme - schema di funzionamento

QPE Automatic panel without switching on board

The QPE-C control panel represents the evolution of the panel for the control and management of the gen set. With its microprocessor logic it is able to meet any user requested features. The dual operation mode manual and automatic guarantees to every type of functionality protection, analysis and control of the generating set in order to make the management easy and efficient. Variant without transfer switch on board. ATS panel type QC as optional. The panel manages the QC panels directly or any other ATS panel.

Mechanical features

Protection degree	IP	55
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Battery charger

Model		ELCOS - CB1
Maximum output current	A	2,5
Output DC voltage (selectable)	Vdc	12-24
Input AC voltage (selectable)	Vac	220-260
Frequency	Hz	50-60

Data Communication

Data connection port	RS-485
Communication protocol	Mod-bus RTU-8N1

Remotable functions in terminal box

GS start	GS lock
Genset contactor close/open command (1)	Mains contactor close/open command (2)
Common Alarm - DC output	GS test without load
GS start with key in OFF position (Only in MRS mode)	Programmable output - Volt free output

(1) Ready to load function (MRS mode only)(2) AMF mode only

Control Module



Model	MC4
Operating mode	AMF - MRS

Specifics

Applications

Emergency to the Mains
Stand-alone
Construction site/Rental
Self-production

ENGINE MEASURES

Fuel tank level %
Engine oil pressure BAR (1)
Engine Coolant temperature °C (1)
Total run time
Partial run time
Hours to maintenance
Battery voltage
Battery charging voltage
Start-ups counter
Engine speed (2)
Engine Oil temperature (2)
Cooler temperature (2)
Engine oil level (2)
Engine coolant level (2)
Engine coolant pressure (2)
Turbo pressure (2)
Fuel Consumption (2)
Tank autonomy - hrs (5)
Fuel remaining quantity (5)
Fuel used quantity (5)

ALTERNATOR MEASURES

Generator Voltage L1, L2, L3
Generator Voltage L1-N, L2-N, L3-N
Generator frequency
Generator current L1, L2, L3
Generator Apparent Power kVA
Generator Active Power kW
Generator Reactive Power kVAR
Generator accumulated power kWh
Power factor Cosfi

MAINS MEASURES

Mains voltage L1, L2, L3
Mains voltage L1-N, L2-N, L3-N
Mains frequency

COMMUNICATION PORTS

Can-bus port
RS485 port with Mod-bus RTU communication
RS232 port for display connection
USB port for parameters saving and firmware update

EQUIPMENT

Microprocessor Logic
Back-lit display
Programmable from display
16 event log
Multiple display languages
STOP button
START button
TEST button
Reset alarm button
Alarm mute button
Fuel transfer pump activation button
Glow-plug activation button

PRE-ALARMS/ ALARMS

Common Alarm
Fuel reserve (pre-alarm)
Low fuel level (alarm)
Tank overflow
Charge alternator failed (dinamo)
Low oil pressure (pre-alarm) (1)
Low oil pressure (alarm)
Oil sensor failed (alarm)
High coolant temperature (pre-alarm) (1)
High coolant temperature (alarm)
Low coolant temperature (pre-alarm)
Low water level (1)
Water in fuel (1)
Battery undervoltage
Battery overvoltage
GS failure to start
GS failure to stop
Can-bus Failure
No Can-bus communication
Genset overload L1, L2, L3 phases
Genset short circuit
Genset overvoltage
Genset undervoltage
Genset high frequency
Genset low frequency
overspeed
Reverse power
Earth fault (pre-alarm)
Earth fault (alarm)
Block from password
CAN communication Failed
Maintenance request
Emergency button pressed
Remote emergency active
Forced stop
External battery failed
Fuel theft
Genset negative phase sequence
Mains negative phase sequence
Fuel theft protection

VISUALIZATIONS ON CONTROL MODULE/DISPLAY

Pre-alarms
Alarms
Engine measures
Alternator measures
Mains measures
Date and time
Operating mode
Genset status
Mains status
Mains contactor status
Genset contactor status
Digital Input and Output status
Grounding current mA (3)
Grounding current threshold mA (3)
Delay time of differential protection (3)
Glow plugs status

CONTROL MODULE FUNCTIONS

Automatic start and stop when the Mains Fails (7)
Remote Start and Stop
Remote Start and Stop with key in OFF position
Manual Start and stop
Emergency stop button on panel board
Remote emergency stop
Remote lock
Remote test without load
Remote test on load
Scheduled start-ups
MODBUS commands (Start, Stop, Reset, Test)

CONTROL MODULE SPECIAL FUNCTIONS (on demand)

Automatic charging of an external battery
Dummy load (4)
Load shedding (4)
Redundant starter motor management
Fuel monitoring
GS battery Load test
Idle mode
Service phone number indication
Variable speed Generator
Master / Slave mode

- (1) Present with the sensor installed on engine
(2) Present according to the engine equipment and to the ECU type (ECU - Canbus)
(3) Present only with the residual current device mounted on genset board
(4) Present with optional expansion modules
(5) Present with special function activated
(6) Only with the optional of the automatic fuel refilling system on board
(7) Only in AMF mode

OPTIONAL

Fuel Supply



O.G-ACO-AT-C3V-02

External fuel tank connections with 3-way valve for supply from internal or external tank (130/700 kVA)



O.G-ACO-AT-CI-02

External tank connections for supply only from external tank (g without tank) GE 130/700



O.G-ACO-BT-P3700-1000

1000 Lt Oversized Fuel Tank on board for BF/PRO (180/250 kVA) (Increased weight and size)



O.G-ACO-BT-P3700-600

600 Lt Oversized Fuel Tank on board for BF/PRO (180/250 kVA), (Increased weight and size)



O.G-ACO-ST-BG-ES1

"Easy" automatic fuel refilling system on board, controlled by QPE-C and QLE-B panels

O.G-ACO-ST-BG-HDT

"Heavy Duty" automatic fuel refilling system on board, controlled by QPE-C and QLE-B panels



O.G-ACO-ST-BG-STD

"Standard" automatic fuel refilling system on board, controlled by QPE-C and QLE-B panels

Electrical on board



O.Q-QLE-K-DIF-M3

Adjustable differential protection only for MC2-PLUS controller for Gen Sets 10/500 kVA (+011 variant)



O.Q-QPE-485.CONV-LAN

Converter 485/LAN for QPE-C, QLE-B panel



O.Q-QPE-485.CONV-USB

Converter 485/USB for QPE panel

O.Q-QPE-DIS-MS.01

MASTER/SLAVE device for QPE panel

O.Q-QPE-K-DIF

Differential protection adjustable for the MC4

O.Q-QPE-MD-QPE-C

GSM remote management modem for QPE panel



O.Q-QPE-PR-QPE-C

Remote panel for QPE-C, QLE-B - available only for variant +10/+11



O.Q-QPE-QBM-COM-AMF25

Option with QBM COMAP AMF25 controller on board instead of QPE



O.Q-QPE-QBM-DSE-7320

Option with QBM DSE7320 controller on board instead of QPE.



O.Q-QPE-RIL-16RELE

16-relay module for QPE panel


O.Q-QPE-RX8-QPE-C

Start-stop radio control with max. radius 500 mt indoors and 5 km outdoors (for QPE panel).


O.Q-QPE-SAS-02

Auto Start-Stop at load request (QPE, QLE panels)


O.Q-QPE-SCD-01

Anti-condensation heater inside the panel


O.Q-QPE-SEL-50-60

Switch selector 50Hz 400V / 60Hz 480V


O.Q-QPE-TG-EVO-GPS-2G

Remote management system via LAN/GSM 2G with WEB application and GPS location system


O.Q-QPE-TG-EVO-GPS-3G

Remote management system via LAN/GSM 3G with WEB application and GPS location system


O.Q-QPE-TG-QPE-C

Remote management software via LAN for QPE-C, QLE-B panel compatible with Windows XP and 7

Engine


O.G-MOT-K-40C-03

Engine liquids suitable for -40°C ambient temperature for Gen Sets 130/250 kVA


O.G-MOT-PO-02

Oil change pump for Gen Sets 130/700 kVA


O.G-MOT-SC-AC-EL-03

Super hot engine heater 230V with thermostat on board for Gen Sets 130/250 kVA


O.G-MOT-SE-LR-02

Radiator coolant level sensor from 130 to 700 kVA

ATS Panels


QC2.0400A

Separate ATS panel, ABB 400A motorized change-over (275 kVA 400V - 160 kVA 230V) Dim. 60 x 50 x 160 cm - 109 kg. (ex QC2.275)


QLTS.400A

Wall-mounted ATS switching panel 400A 4P (275 kVA 400V) Dim. 80 x 28 x 60 cm - 40 kg.

Exhaust


O.G-SCA-MR-05

Residential muffler -35 dBA (130/250 kVA)


O.G-SCA-PF-03

Spark arrestor for Gen Sets 130/250 kVA

PRP

Engines of this rating provide unlimited hours of usage in a variable load application. The average load factor should not exceed 70% of the engine's prime power rating with a maximum number of 500 operational hours at 100% prime power rating. An overload capability of 10% is available, however, is limited to a period of 1 in every 12 hours

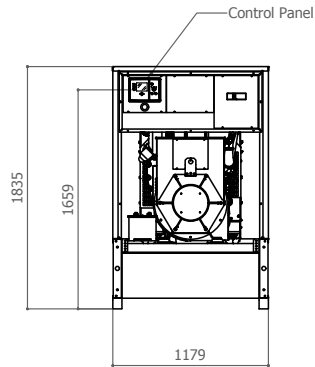
LTP

Limited-time running power is defined as the maximum power available, under the agreed operating conditions, for which the generating set is capable of delivering for up to 500h of operation per year with the maintenance intervals. The overload is not allowed.

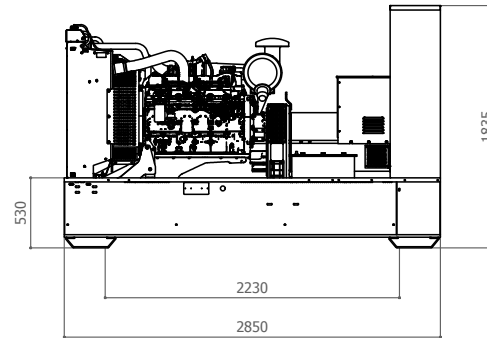
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OVERALL DIMENSIONS [mm]

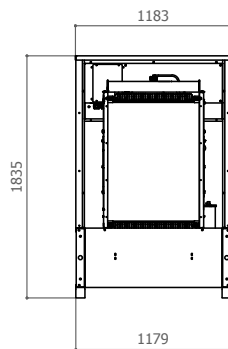
REAR VIEW



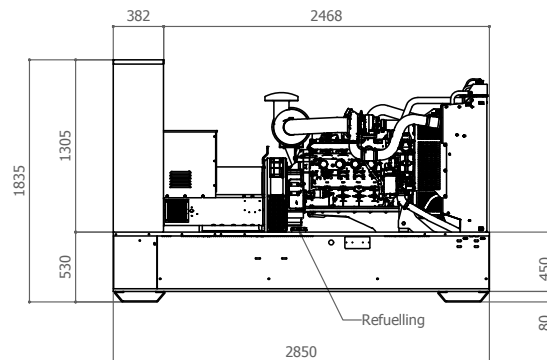
LEFT SIDE VIEW



FRONT VIEW



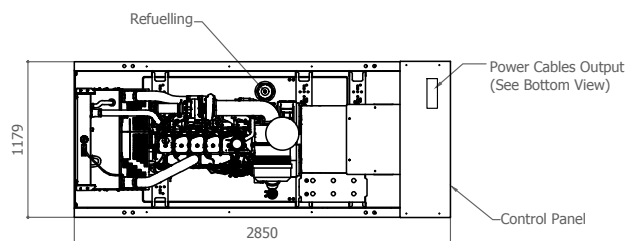
RIGHT SIDE VIEW



TOP VIEW

Right

Front



Rear

Left

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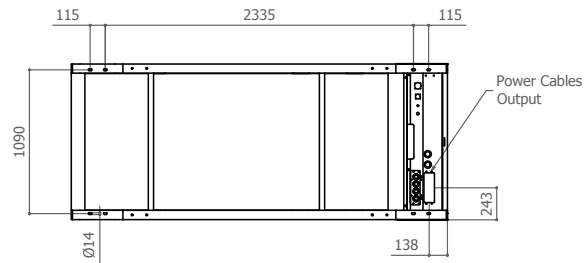
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BOTTOM VIEW

Left

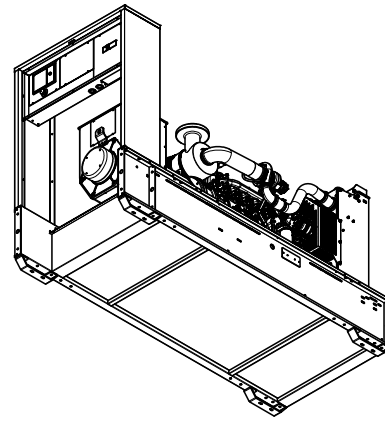
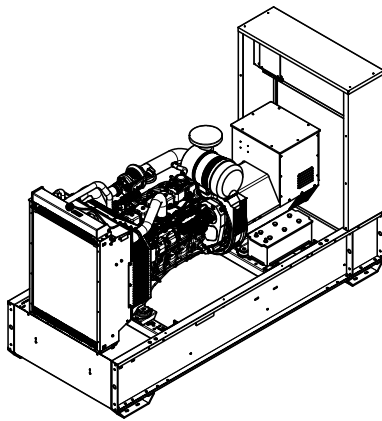
Front



Rear

Right

3D VIEW



VENTILATION OF THE ROOM

The windows area in the generating set room needs to be (recommended):

Aspiration: 1.08 m²

Expulsion: 0.86 m²

ATTENTION: for a correct ventilation the expulsion air and the exhaust gas needs to be conveyed in the open-air

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