



Image for demonstration purposes

## Generating Set SUPERSILENT - diesel

# GE.PK3A.110/100.SS+011

1500 rpm - Threephase - 50Hz - 400V  
Automatic Panel with AMF without ATS



## Standard equipment

### ⚙️ Canopy Soundproofing

Removable soundproof canopy  
Painting canopy (ral) in galvanized sheet steel  
Soundproofing with class 1 polyester material  
Handles with key lock and automatic closing  
Special baffles for air intake and air expulsion  
Inspection doors for controls and maintenance

### ⚙️ Exhaust

Exhaust rain cap  
Insulated exhaust pipes  
Internal residential muffler - 35dB(A)

### ⚙️ Fuel Supply

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

### ⚙️ Handling

Lifting hook integrated into the bearing structure  
Base frame with anti-overturning forklift pockets  
Forkliftable on the short side

### ⚙️ Base Frame

Bunded base at 110% of fuel tank capacity  
Anti-vibrating mounting pads  
Battery compartment externally accessible for easy service

### ⚙️ Engine

High coolant temperature and low oil pressure shutdown system  
External oil drain points  
Engine liquids (oil and antifreeze)  
Tropicalized radiator  
Rotating parts protection  
Electronic speed governor

### ⚙️ Alternator

Avr automatic voltage regulator  
Impregnation for marine environment  
Ip23

### ⚙️ Panel & connection

Emergency stop button  
Switch on panel board  
Rcd with adjustable current and excludible  
Tamperproof panel ip55  
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	100
Prp - prime power	KW	80,0
Ltp - standby power	KVA	110
Ltp - standby power	KW	88,0
Standard voltage	V	400/230
Current	A	144,5
Cosfi	0,8	0,8

### General electrical protection

Circuit-breaker rated current	A	160
Type	Switch disconnecter on panel board	
Circuit-breaker poles	N	4P
Optional/notes circuit-breaker	Opening coil	
Additional protection	Adjustable and excludable Differential protection	
Protection device	Control module	
Adjustments tripping set-point (id)	mA	30 - 5000
Adjustments tripping time (t)	sec.	0 - 30

### Noise level +/- 3dB(A)

LWA	dB(A)	92
Sound pressure level @ 7 mt	dB(A)	67
Sound pressure level @ 1 mt	dB(A)	76

### Fuel Consumption

Type	diesel	
Standard fuel tank capacity	lt	250
Autonomy @ 75% load	h	13
Fuel consumption at 100% load	lt/h	24,5
Fuel consumption at 75% load	lt/h	19,8
Fuel consumption at 50% load	lt/h	13,2

### General data

Rated capacity	Ah	1x120
Auxiliary voltage	V	12
Exhaust gas temperature	°C	480
Exhaust gas flow	l/s	266
Combustion air flow	l/s	106
Cooling fan airflow	mc/s	3,7
Exhaust diameter	mm	80

### Weight and Dimensions

Dimensions (l x w x h)	cm	260x110x168
Weight with liquids (excluding optionals and fuel)	Kg (+/-3%)	1561

## Engine

Factory		Perkins
Model		1104D-E44TAG2
Emissions stage		Stage 3A
Speed governor		Electronic
Radiator	°C	50
Cooling	Tipo	liquid (water + 50% Paraflu11)
Active net power	Kwm	88,6
Nominal net power	CV	120,4
Cycle	Tipo	4 strokes
Injection	Tipo	Direct
Aspiration	Tipo	Turbo
Numbers of cylinders	N	4
Cylinders arrangement		L
Bore	mm	105
Stroke	mm	127
Total displacement	lt	4,397
Engine oil features		15W40-API CI-4/CH-4 ACEA E5-E7
Engine oil consumption	%	<0,15% fuel consumption
Total oil capacity	lt	8
Total coolant capacity	lt	17
Iso 8528-5 class		G3

## Alternator

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

Factory		Stamford
Model		UCI274C
Prime power prp 3ph+n	KVA	100
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	%	90,3
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

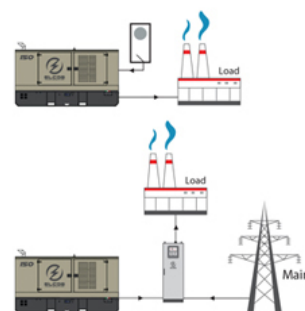
Ambient temperature	°C	25
Relative humidity	%	30

Max altitude

mt

**1000**

# Control Systems on board QPE-C-OSC-50-100



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	Mains contactor close/open command
Common alarm - dc output	Gs test without load
Gs start with key in off position (only in mrs mode)	Programmable output - volt free output
Management of the automatic fuel refilling system	

## Control Module



Brand	ELCOS
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 I1, I2, I3  
Generator voltage I1-n, I2-n, I3-n  
Generator frequency  
Generator current I1, I2, I3  
Generator apparent power kva  
Generator active power kw  
Generator reactive power kvar  
Generator accumulated power kwh  
Power factor cosfi

#### MAINS MEASURES

Mains voltage I1, I2, I3  
Mains voltage I1-n, I2-n, I3-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 I1, I2, I3 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

## OPTIONAL

### **Canopy Soundproofing**

Canopy customized painting (ral)  
Double soundproofing -2 dB(A) @ 7 mt  
Lift-off doors kit  
Ip 43 conveyors

### **Exhaust**

Exhaust pipe  
Exhaust manifold protection  
Exhaust flexible expansion joint  
Exhaust flexible pipe  
(fap) anti-particulate filter  
Exhaust catalyst (cat)

### **Fuel Supply**

Oversized tank  
Fuel connections  
Bulk tank connections with 3 way valve  
Automatic fuel refilling system on board  
Automatic fuel refilling system on trestle

### **Engine**

Engine pre-heater 230vsuper hot  
Engine pre-heater 230v  
Oil pressure and coolant temperature gauge (only with qpe or +14 variant)  
Oil change pump  
Engine liquids + 50°C, - 40°C (oil and antifreeze)  
Battery disconnecter  
Automatic refilling oil system  
1000 working hours spare parts kit  
Cyclone air filter  
Redundant start-up battery kit

### **Alternator**

Avr pre-arranged for parallel  
Stator windings thermistors - pt100 - in the alternator box (not managed)  
Bearing thermistor - pt100 - in the alternator box (not managed)  
Anti-condensation heater  
Double bearing  
Three-phase sensing avr  
Bi-phase sensing avr

### **Panel & connection**

Automatic transfer switch (qc)  
Utf energy meter with arcudi terminal  
5 sockets module with magnetothermal circuit breaker and general rcd

### **MC4 optional**

Telemonitoring with software  
Remote panel  
Rs485/usb converter  
Rs485/lan converter  
16 relais card (volt free output)  
Gms modem - sms remote management  
Radiocontrol  
Gsm remote control system with web application without sim card  
Gps tracking system

## 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

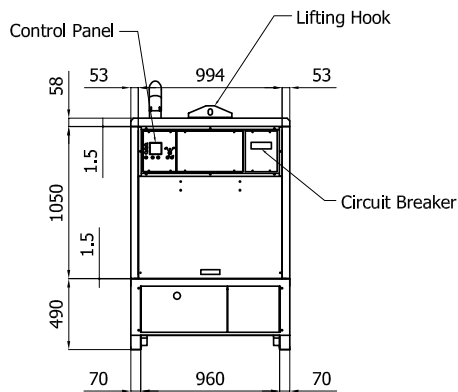
## LTP

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.

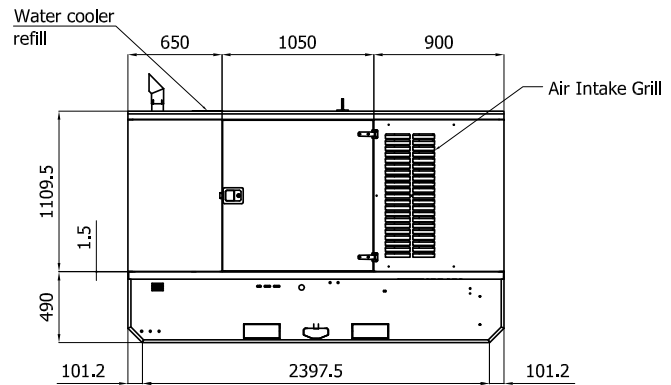
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## OVERALL DIMENSIONS [mm]

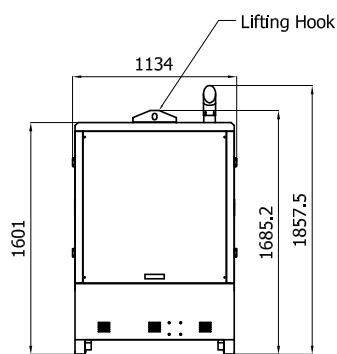
REAR VIEW



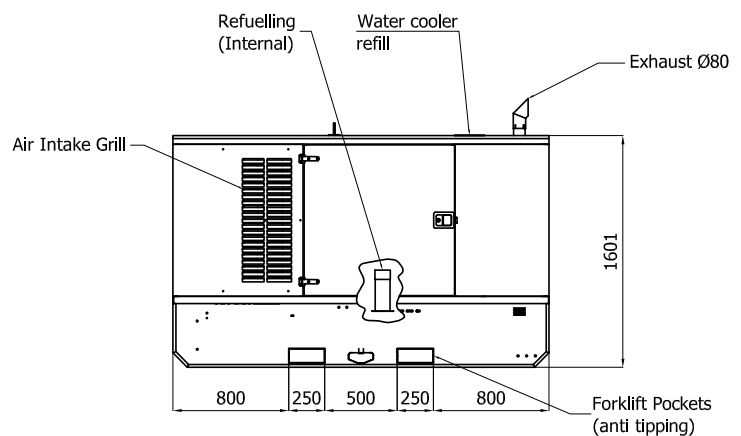
LEFT SIDE VIEW



FRONT VIEW



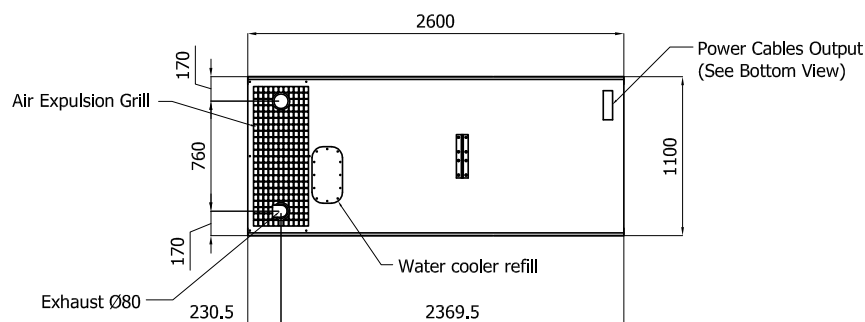
RIGHT SIDE VIEW



TOP VIEW

Right

Front



Rear

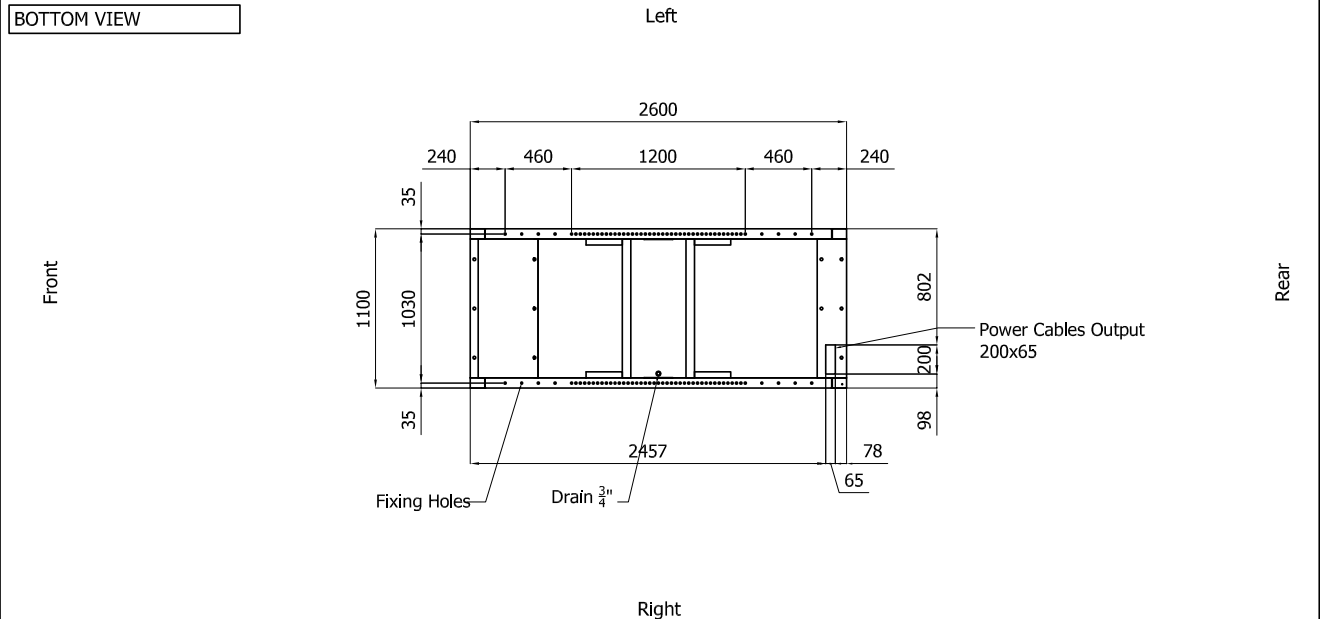
Left

### IMPORTANT:

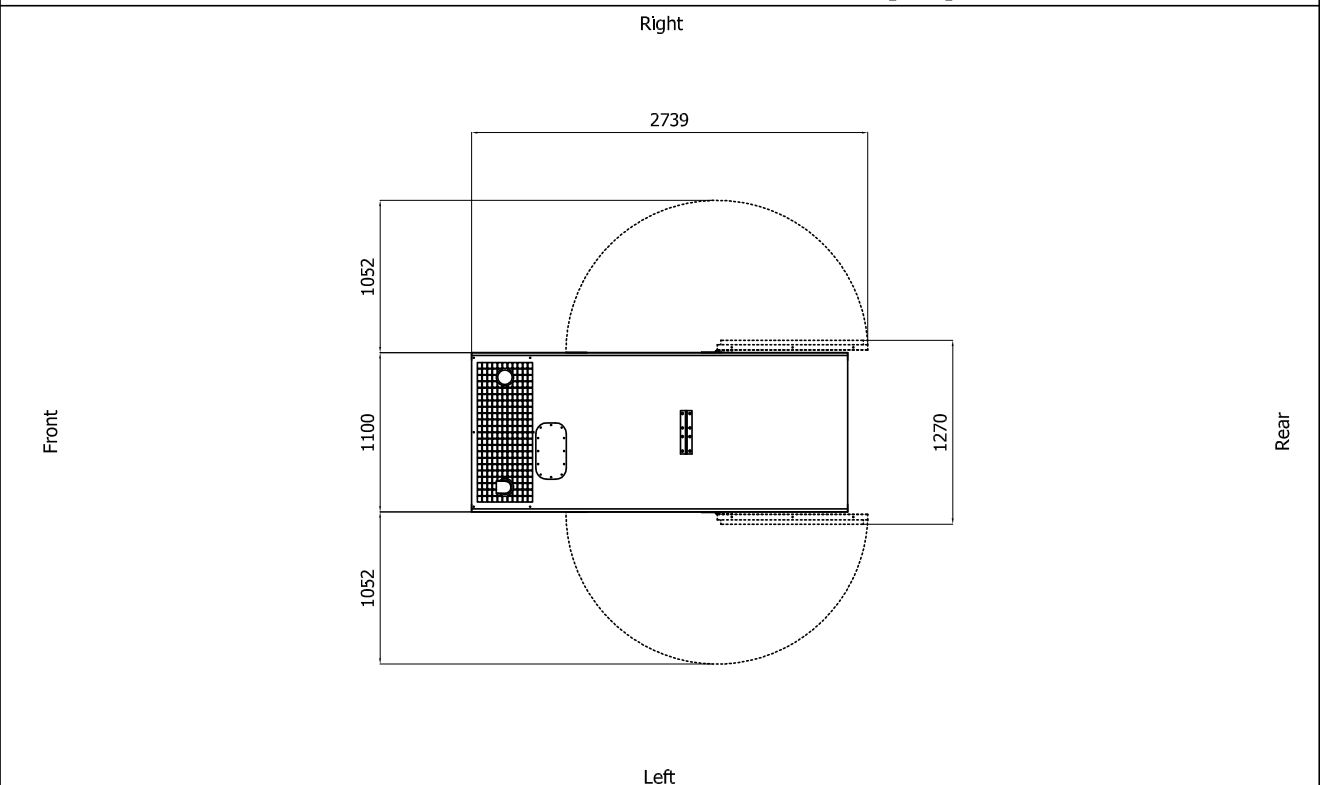
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### DIMENSIONS WITH OPEN DOORS [mm]



Note: With Lifting-Off Door Solution consider only canopy dimensions.  
(Models with "Control Panel" behind rear door will mount a special cover to protect it)

### VENTILATION OF THE ROOM

The windows area in the generating set room needs to be (recommended):  
Aspiration: 0.65 m<sup>2</sup>  
Expulsion: 0.45 m<sup>2</sup>  
ATTENTION: for a correct ventilation the expulsion air and the exhaust gas needs to be conveyed in the open-air

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