METCL C44GFS Generator Set

Prime 32kW (40kVA) 50Hz 3-P

Powered by Cummins

Image shown may not reflect actual configuration.

METCL GENSET DECIBELLEVES

Revolving field, self-ventilated weatherproof Normal conversation allows lower operating noise levels than competitive designs. METCL Genset good for home, construction sites, residential, hospital, etc.

90 db(A)--Subway / Truck Traffic

80 db(A)---Average city traffic

70 db(A)---Inside Car at 60 mph

➡ **METCL Genset at 7m**

60 db(A)---Air conditioner at 6m

50 db(A)--- Conversation

68 db(A)

Specification of C44GFS Generator

Frequency	Voltage	Prime kW (kVA)	Standby kW (kVA)	Speed rpm	Current Amps
50 Hz	380/220V	32 (40)	35.2 (44)	1500	60.7
	400/230V	32 (40)	35.2 (44)	1500	57.6
	415/240V	32 (40)	35.2 (44)	1500	55.6

Fuel Consumption	Prime kW (kVA)			
	32 (40)			
Rating	1/4	1/2	3/4	Full
US gph	0.9	1.4	1.93	2.45
L/hr	3.4	5.3	7.3	9.3

Fuel Tank	29.06 Gallons (110 Litres)
Continuous Running	8-12 Hrs
Fuel Tank Type	Integrated base

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ENGINE PERFORMANCE	
Engine Manufacturer	Cummins
Engine Model	4BT3.9-G1/2
Configuration	4 Cycle; In-line; 4 Cylinder Diesel
Aspiration	Turbocharger
Engine Standby Power	40 kW (54HP)
Bore × Stroke, mm	102 × 120
Rated Speed, rpm	1500
Compression ratio	18.0:1
Displacement L	3.9
Governor regulation %	≤5%
Starting voltage	24 Volts DC
EXHAUST SYSTEM	
Maximum Back Pressure kPa	10
AIR INTAKE SYSTEM	
Maximum Intake Air Restriction with Heavy Duty Air Cleaner	
-Dirty Element-kPa	6.2
-Clean Element-kPa	3.7
LUBRICATION SYSTEM	
Engine Oil Pressure for Engine Protection Devices	
-Idle Speed (Minimum)-kPa	207
-Governed Speed(Maximum)-kPa	345
Maximum Oil Temperature-℃	121
Minimum Required Lube System Capacity-Litre	10.9
FUEL SYSTEM	
Type Injection System	BYC A Direct Injection
Maximum Restriction at Lift Pump-kPa	13.6
Maximum Fuel Inlet Temperature-℃	70
Total Drain Flow(constant for all loads)-Litre/hr	30
COOLING SYSTEM	
Coolant Capacity- Engine Only- Litre	7.2
Maximum Coolant Friction Head External to Engine-1500rpm-kPa	35
Maximum Static Head of Coolant Above Engine Crank Centerline-m	14
Standard Thermostat(Modulating)Range-℃	82-95
Minimum Pressure Cap-kPa	69
Maximum Top Tank Temperature for Standby/Prime Power-℃	104/100
ELECTRICAL SYSTEM	
Cranking Motor(Heavy Duty,Positive Engagement)-Volt	12V / 24V Options
Battery Charging System, Negative Ground-Amps	63 / 40 Options

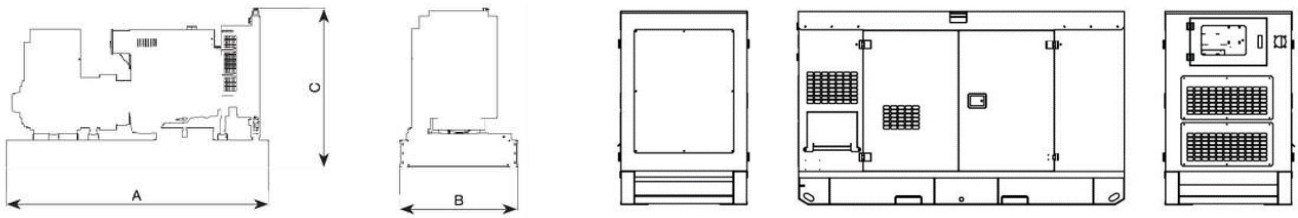
AC ALTERNATOR

Alternator Manufacturer	STAMFORD
Alternator Model	PI144J
Winding Pitch	2/3
Winding Leads	12
Excitation	Static regulated, brushless, self-excited
Number of bearings	Single bearing, close coupled
Insulation	Class H
Temperature rise ℃	125/40
Power Rating	
KVA	40
KW	32
Protection	IP23
Rated Power Factor	0.8
Voltage regulator	A.V.R
Maximum overspeed- RPM	2250
Voltage regulation	Less than ± 1.0%
Wave form deviation	10
Telephone Influence Factor (TIF) %	Less than 2%
Harmonic Distortion (THD) %	Less than 2%

WEIGHT	Open	Enclosed
Unit dry weight kgs	800	1300
Unit wet weight kgs	910	1410

DIMENSIONS	Length	Width	Height
Standard open set dimensions	1850	800	1160
Enclosed set standard dimensions	2250	1050	1250

GENSET OUTLINE



Rating Definitions and Conditions

Emergency Standby Power (ESP)- Applicable for supplying power to varying electrical load for the duration of power interruption of a reliable utility source. Emergency Standby Power (ESP) is in accordance with ISO 8528.

Prime Power (PRP)– Applicable for supplying continuous electrical power (at variable load) in lieu of commercially purchased power. There is no limitation on the annual hours of operating and the generator can supply 10% overload power.

Designed to Meet Specifications: ISO 8528, EN12601, EN 60204-1, ISO 3046, IEC 60034.

Ratings are based on SAE J1349 standard conditions. These ratings also apply at ISO3046 standard conditions.

Fuel rates are based on fuel oil of 35 API {16(60F)} gravity having an LHV of 42 780 kJ/kg (18,390 Btu/Ib) when use at 29 (85F) and weighing 838.9 g/liter (7.001 Ibs/U.S.gal)

Additional ratings may be available for specific customer requirements, contact your METCL representative for details.

Formulas for calculating fuel load currents.

Three phase output

$$\frac{\text{kWx1000}}{\text{Voltagex1. 73x0.8}}$$

Single phase output

$$\frac{\text{kWxSingleP haseFactor x1000}}{\text{Voltage}}$$

See your distributor for more information.

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