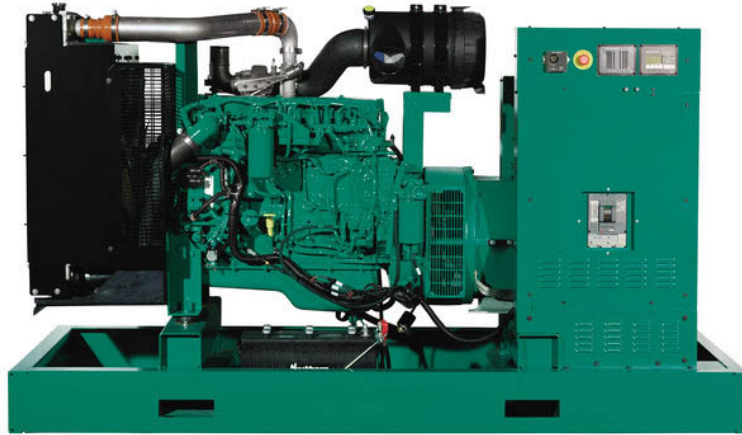


ژنراتور : Stamford

موتور دیزل : Cummins

| Standby | | Prime | | دیزل ژنراتور |
|---------|-----|-------|-----|--------------|
| KVA | KW | KVA | KW | |
| 200 | 176 | 200 | 160 | |



موتور دیزل

| | | |
|-------------------------------------|------------------|--------------------------|
| Manufacturer | Cummins | تولید کننده |
| Type | 6CTAA8.3G2 | تیپ |
| Number of cylinders | 6 | تعداد سیلندر ها |
| Cylinder arrangement | Vertical in-line | آرایش سیلندر ها |
| Displacement , Liters | 8.3 | جا به جایی |
| Bore × Stroke , mm | 114 X 135 | قطر سیلندر × کورس پیستون |
| Compression Ratio | 16.7 : 1 | نسبت تراکم |
| Aspiration | Turbocharged | سیستم تنفس |
| Gross engine power, kWb | 160 | قدرت ناخالص موتور |
| Combustion air flow, L/sec | 313 | جریان هوای احتراق |
| Exhaust gas temp.(after turbo) , °C | 595 | دمای گاز خروجی از اگزوز |
| Mean Piston Speed , m/s | 7.2 | میانگین سرعت پیستون |

ژنراتور

| | | |
|---|-------------------------|----------------------------|
| Manufacturer | Stamford | تولید کننده |
| Type | UCI274H | تیپ |
| Standby power at rated voltage ,KVA | 220 | توان standby در ولتاژ نامی |
| Efficiency, % | 93.3 | راندمان |
| Power factor | 0.8 | ضریب قدرت |
| Phase | 3 | فاز |
| Frequency, Hz | 50 | فرکانس |
| Speed, Rpm | 1500 | سرعت |
| Voltage, V | 380 | ولتاژ |
| Stator windings | Double layer concentric | سیم پیچ استاتور |
| Voltage Regulation, % | ± % 1.0 | تنظیم ولتاژ |
| Over speed, Rpm | 2250 | مداکثر سرعت مجاز |
| Short circuit ratio | 1/Xd | جریان اتصال کوتاه |
| Insulation class | H | کلاس عایق |
| Protection class | IP23 | کلاس حفاظتی |
| Cooling air volume,m ³ / sec | 0.514 | دبی هوای فنک کننده |



6CTAA8.3-G2 Advantage Data Sheet

Cummins Engine Company, Inc. Columbus, Indiana 47201

| | | |
|---|---|----------------------------------|
| Curve Number: FR-90767 | Engine Critical Parts List: CPL 2894 | Date: 30Oct03 |
| Displacement: 8.3 litre (505 in³) | Bore: 114 mm (4.49 in.) | Stroke: 135 mm (5.32 in.) |
| No. of Cylinders: 6 | Aspiration: Turbocharged and Charge Air Cooled | |

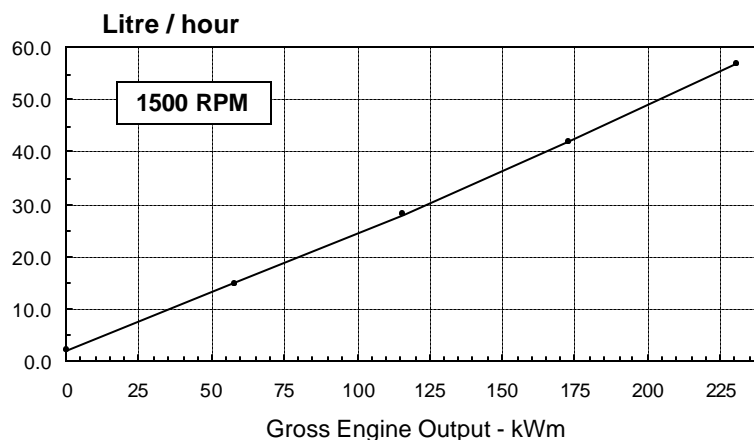
•• PRELIMINARY ••

Emergency Standby Ratings for application in Corporate Generator Sets Only

| Engine Speed RPM | Standby Power | |
|---------------------|---------------|-----|
| | kWm | BHP |
| 1500 | 231 | 310 |
| 1800 | 263 | 352 |

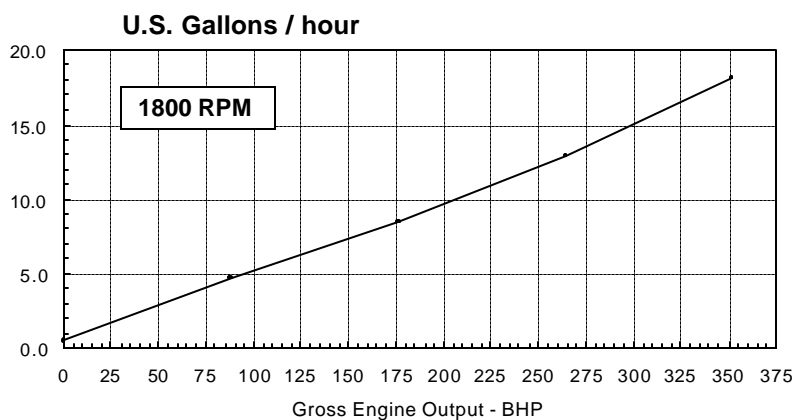
Engine Performance Data @ 1500 RPM

| OUTPUT POWER | | | FUEL CONSUMPTION | | | |
|----------------------|-----|-----|------------------|--------------|----------------|-------------------|
| % | kWm | BHP | kg/ kWm-h | lb/ BHP-h | litre/ hour | U.S. Gal/ hour |
| STANDBY POWER | | | | | | |
| 100 | 231 | 310 | 0.204 | 0.335 | 57 | 15 |
| 75 | 173 | 233 | 0.197 | 0.325 | 42 | 11 |
| 50 | 116 | 155 | 0.199 | 0.325 | 28 | 7.3 |
| 25 | 58 | 78 | 0.213 | 0.355 | 15 | 4 |



Engine Performance Data @ 1800 RPM

| OUTPUT POWER | | | FUEL CONSUMPTION | | | |
|----------------------|-----|-----|------------------|--------------|----------------|-------------------|
| % | kWm | BHP | kg/ kWm-h | lb/ BHP-h | litre/ hour | U.S. Gal/ hour |
| STANDBY POWER | | | | | | |
| 100 | 263 | 352 | 0.215 | 0.354 | 68 | 18.1 |
| 75 | 197 | 264 | 0.204 | 0.336 | 49 | 12.9 |
| 50 | 132 | 176 | 0.203 | 0.334 | 32 | 8.5 |
| 25 | 66 | 88 | 0.225 | 0.370 | 17 | 4.7 |



CONVERSIONS: (litres = U.S. Gal x 3.785) (kWm = BHP x 0.746) (U.S. Gal = litres x 0.2642) (BHP = kWm x 1.34)

Data shown above represent gross engine performance capabilities obtained and corrected in accordance with ISO-3046 conditions of 100 kPa (29.53 in Hg) barometric pressure [110 m (361 ft) altitude], 25 °C (77 °F) air inlet temperature, and relative humidity of 30% with No. 2 diesel or a fuel corresponding to ASTM D2. See reverse side for application rating guidelines.

The fuel consumption data is based on No. 2 diesel fuel weight at 0.85 kg/litre (7.1 lbs/U.S. gal).

Power output curves are based on the engine operating with fuel system, water pump and lubricating oil pump; not included are battery charging alternator, fan, optional equipment and driven components.



6CTAA8.3-G2 Advantage Data Sheet

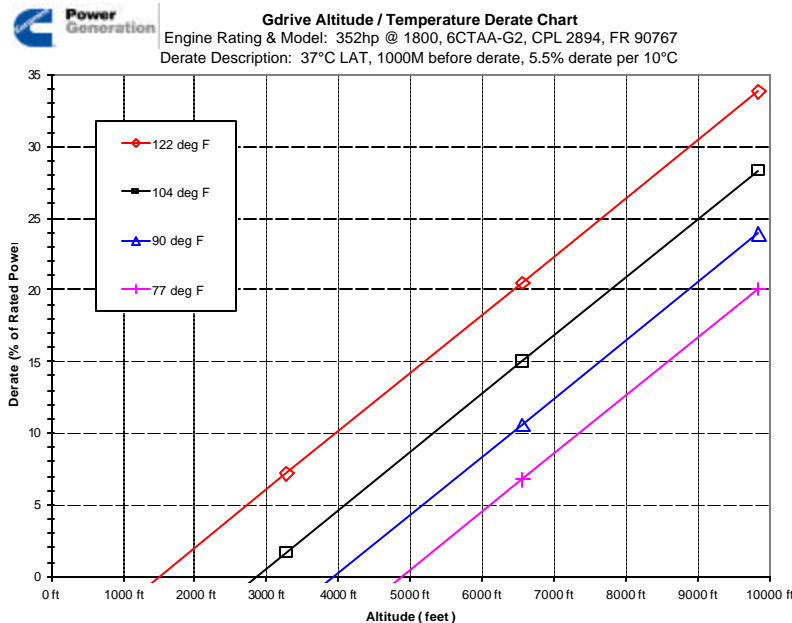
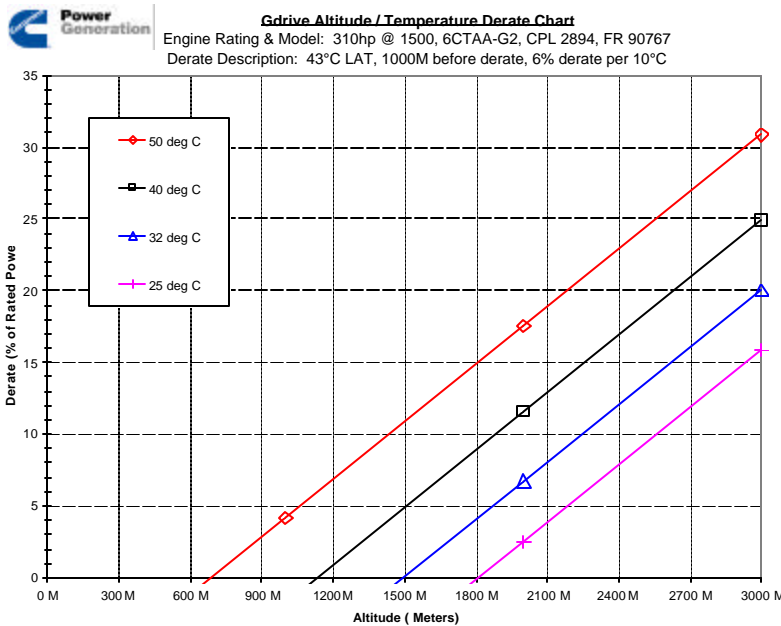
Cummins Engine Company, Inc. Columbus, Indiana 47201

••PRELIMINARY••

POWER RATING APPLICATION GUIDELINES FOR EMERGENCY STANDBY ENGINES FOR APPLICATION IN CORPORATE GENERATOR SETS ONLY

These guidelines have been formulated to ensure proper application of generator drive engines in Cummins corporate generator set installations. Generator drive engines are not designed for and shall not be used in variable speed D.C. generator set applications.

Applicable for supplying emergency power for the duration of the utility power outage. No overload capability is available for this standby rating. Under no condition is an engine allowed to operate in parallel with the public utility at the Emergency Standby Power rating. This rating should be applied where reliable utility power is available. An emergency standby rated engine should be sized for a maximum of an **70%** typical load factor and **200 hours** of operation per year. This includes a maximum of **1 hour** in a **12 hour** period at the Emergency Standby Power rating. Emergency Standby rating should never be applied except in true emergency power outages. Negotiated power outages contracted with a utility company are not considered an emergency.





6CTAA8.3-G2 Advantage Data Sheet

Cummins Engine Company, Inc. Columbus, Indiana 47201

GENERAL ENGINE DATA

| | | |
|--|--|-------------|
| Type..... | 4-Cycle; In-line; 6-Cylinder Diesel | |
| Aspiration..... | Turbocharged and Charge Air Cooled | |
| Bore x Stroke | 4.49 x 5.32 (114 x 135) | |
| Displacement | 505 (8.3) | |
| Compression Ratio..... | 16.7 : 1 | |
| | | |
| Dry Weight | | |
| Fan to Flywheel Engine | — lb (kg) | 1505 (684) |
| Wet Weight | | |
| Fan to Flywheel Engine | — lb (kg) | 1572 (715) |
| Moment of Inertia of Rotating Components | | |
| • with FW 9232 Flywheel | — lb _m • ft ² (kg • m ²) | 36.5 (1.54) |
| Center of Gravity from Rear Face of Flywheel Housing | — in (mm) | 21.3 (541) |
| Center of Gravity Above Crankshaft Centerline..... | — in (mm) | 6.4 (163) |
| Maximum Static Loading at Rear Main Bearing..... | — lb (kg) | N.A. |

ENGINE MOUNTING

| | | |
|---|-------------------|-------------|
| Maximum Bending Moment at Rear Face of Block..... | — lb • ft (N • m) | 1000 (1356) |
|---|-------------------|-------------|

EXHAUST SYSTEM

| | | |
|----------------------------|-----------------|--------|
| Maximum Back Pressure..... | — in Hg (mm Hg) | 3 (76) |
|----------------------------|-----------------|--------|

AIR INDUCTION SYSTEM

| | | |
|--|---|----------|
| Maximum Intake Air Restriction | | |
| • with Dirty Filter Element | — in H ₂ O (mm H ₂ O) | 25 (635) |
| • with Normal Duty Air Cleaner and Clean Filter Element..... | — in H ₂ O (mm H ₂ O) | 10 (254) |
| • with Heavy Duty Air Cleaner and Clean Filter Element | — in H ₂ O (mm H ₂ O) | 15 (381) |

COOLING SYSTEM

| | | |
|---|------------------|---------------------|
| Coolant Capacity — Engine Only | — US gal (liter) | 3.25 (12.3) |
| Maximum Coolant Friction Head External to Engine | | |
| — 1800 rpm..... | — psi (kPa) | 5 (35) |
| — 1500 rpm..... | — psi (kPa) | 4 (28) |
| Maximum Static Head of Coolant Above Engine Crank Centerline..... | — ft (m) | 60 (18.3) |
| Standard Thermostat (Modulating) Range | — °F (°C) | 180 - 203 (82 - 95) |
| Minimum Pressure Cap..... | — psi (kPa) | 10 (69) |
| Maximum Top Tank Temperature | — °F (°C) | 220 (104) |

LUBRICATION SYSTEM

| | | |
|---|------------------|---------------------|
| Oil Pressure @ Idle Speed | — psi (kPa) | 15 (103) |
| @ Governed Speed..... | — psi (kPa) | 40 - 60 (276 - 414) |
| Maximum Oil Temperature | — °F (°C) | 250 (121) |
| Oil Capacity with OP 9006 Oil Pan : High - Low..... | — US gal (liter) | 5 - 4 (18.9 - 15.1) |
| Total System Capacity (Including Full Flow Filter)..... | — US gal (liter) | 6.3 (23.8) |
| Angularity of OP 9006 Oil Pan | | |
| — Front Down..... | | 45° |
| — Front Up..... | | 45° |
| — Side to Side..... | | 45° |



6CTAA8.3-G2 Advantage Data Sheet

Cummins Engine Company, Inc. Columbus, Indiana 47201

FUEL SYSTEM

.... Type Injection System.....Bosch P7100 Direct Injection

ELECTRICAL SYSTEM

| | | | |
|---|------------|---------|-------|
| Cranking Motor (Heavy Duty, Positive Engagement)..... | — volt | 12 | 24 |
| Battery Charging System, Negative Ground..... | — ampere | 64 | 40 |
| Maximum Allowable Resistance of Cranking Circuit..... | — ohm | 0.00075 | 0.002 |
| Minimum Recommended Battery Capacity (Cold Soak @ 10° F (-12° C) and Above..... | — 0° F CCA | 950 | 475 |

COLD START CAPABILITY

| | | | |
|--|-----------|-----|-------|
| Minimum Ambient Temperature for Aided (with Coolant Heater) Cold Start within 10 seconds | — °F (°C) | TBD | (TBD) |
| Minimum Ambient Temperature for Unaided Cold Start..... | — °F (°C) | TBD | (TBD) |

PERFORMANCE DATA

- All data is based on:
- Engine operating with fuel system, water pump, lubricating oil pump, air cleaner and exhaust silencer; not included are battery charging alternator, fan, and optional driven components.
 - Engine operating with fuel corresponding to grade No. 2-D per ASTM D975.
 - ISO 3046, Part 1, Standard Reference Conditions of:

| | | | |
|---------------------|-------------------------|-------------------|-----------------|
| Barometric Pressure | : 100 kPa (29.53 in Hg) | Air Temperature | : 25 °C (77 °F) |
| Altitude | : 110 m (361 ft) | Relative Humidity | : 30% |

| | | |
|--|-----------------|------------|
| Steady State Stability Band at any Constant Load | — % | +/- 0.50 |
| Maximum Temperature Rise Between Engine Air Inlet and Intake Manifold..... | — °F (°C) | 45 (25) |
| Maximum Air Pressure Drop from Turbo Air Outlet to Intake Manifold - @ 1500 RPM..... | — in Hg (mm Hg) | 2.5 (63.5) |
| Maximum Air Pressure Drop from Turbo Air Outlet to Intake Manifold - @ 1800 RPM..... | — in Hg (mm Hg) | 4 (102) |

| | |
|---|--------------------------|
| Governed Engine Speed | — rpm |
| Engine Idle Speed..... | — rpm |
| Gross Engine Power Output..... | — BHP (kW _m) |
| Brake Mean Effective Pressure | — psi (kPa) |
| Piston Speed | — ft / min (m / s) |
| Friction Horsepower | — HP (kW _m) |
| Engine Water Flow at Stated Friction Head External to Engine: | |
| • 1 psi Friction Head..... | — US gpm (liter / s) |
| • Maximum Friction Head..... | — US gpm (liter / s) |

| STANDBY POWER | | |
|---------------|-------------|-------------|
| | 1800 | 1500 |
| | 950 - 1150 | 950 - 1150 |
| | 220 (164) | 195 (145) |
| | 307 (2119) | 323 (2230) |
| | 1416 (7.2) | 1180 (6.0) |
| | 22 (16.4) | 17 (12.7) |
| | 38 (2.4) | 32 (2.0) |
| | 30 (1.9) | 24 (1.5) |
| | 664 (313) | 540 (255) |
| | 1103 (595) | 1050 (565) |
| | 1846 (871) | 1443 (681) |
| | 22.7 : 1 | 22.2 : 1 |
| | 1365 (24) | 1378 (24) |
| | 5311 (93) | 4549 (80) |
| | 13139 (231) | 10223 (180) |
| | 2771 (49) | 2173 (38) |
| | 47 (21) | 38 (17) |
| | 62 (1575) | 58.1 (1475) |
| | 360 (182) | 347 (175) |

Engine Data with Dry Type Exhaust Manifold

| | |
|---|--------------------------------|
| Intake Air Flow | — cfm (liter / s) |
| Exhaust Gas Temperature | — °F (°C) |
| Exhaust Gas Flow | — cfm (liter / s) |
| Air to Fuel Ratio | — air : fuel |
| Radiated Heat to Ambient | — BTU / min (kW _m) |
| Heat Rejection to Coolant..... | — BTU / min (kW _m) |
| Heat Rejection to Exhaust | — BTU / min (kW _m) |
| Heat Rejection to Aftercooler..... | — BTU / min (kW _m) |
| Charge Air Flow | — cfm (liter / s) |
| Turbocharger Compressor Outlet Pressure | — psi (kPa) |
| Turbocharger Compressor Outlet Temperature..... | — °F (°C) |

ENGINE MODEL : 6CTAA8.3-G2
DATA SHEET : DS-90767
DATE : 30Oct03
CURVE NO. : FR-90767



6CTAA8.3-G2 Advantage Data Sheet

Cummins Engine Company, Inc. Columbus, Indiana 47201

Typical Exhaust Emissions @ 1500 RPM

| <u>Component</u> | Standby Power | | |
|--|---------------|-------------------|------|
| | g/BHP-h | mg/m ³ | PPM |
| HC (Total Unburned Hydrocarbons) | 0.13 | 60 | N.A. |
| NOx (Oxides of Nitrogen as NO ₂) | 6.0 | 2820 | N.A. |
| CO (Carbon Monoxide) | 0.6 | 260 | N.A. |
| PM (Particulate Matter) | 0.3 | 120 | N.A. |

Typical Exhaust Emissions @ 1800 RPM

| <u>Component</u> | Standby Power | | |
|--|---------------|-------------------|------|
| | g/BHP-h | mg/m ³ | PPM |
| HC (Total Unburned Hydrocarbons) | 0.15 | 60 | N.A. |
| NOx (Oxides of Nitrogen as NO ₂) | 4.5 | 2020 | N.A. |
| CO (Carbon Monoxide) | 0.6 | 270 | N.A. |
| PM (Particulate Matter) | 0.2 | 100 | N.A. |

NOTE mg/m³ and PPM numbers are corrected to 5% O₂ content.

Data was recorded during steady state rated engine speed (± 25 RPM) with full load (± 2%). Pressures, temperatures, and emission rates were stabilized.

Fuel Specification: ASTM D975 No. 2-D diesel fuel with 0.2% sulfur content (by weight) and 42-50 cetane number.
Fuel Temperature: 99° F ± 9° (at fuel pump inlet)
Intake Air Temperature: 77° F ± 9°
Barometric Pressure: 29.6 in. Hg ± 1 in. Hg
Humidity: NOx measurement corrected to 75 grains H₂O/lb dry air

The HC, NOx, and CO emissions data tabulated here were taken from a single engine under the test conditions shown above. Data for the other components are estimates. This data is subject to instrumentation, measurement, and engine-to-engine variability. Engine operation with excessive air intake or exhaust restriction beyond published maximum limits, or with improper maintenance, may result in elevated emission levels. Specifications May Change Without Notice.

UCI274H WINDING 311

| | | | | | | | | | |
|--------------------------------------|--|--|---|--------------------------|--------------------------|------------------------------------|---------|---------|---------|
| CONTROL SYSTEM | | SEPARATELY EXCITED BY P.M.G. | | | | | | | |
| A.V.R. | | MX321 | MX341 | | | | | | |
| VOLTAGE REGULATION | | ± 0.5 % | ± 1.0 % | With 4% ENGINE GOVERNING | | | | | |
| SUSTAINED SHORT CIRCUIT | | REFER TO SHORT CIRCUIT DECREMENT CURVES (page 7) | | | | | | | |
| CONTROL SYSTEM | | SELF EXCITED | | | | | | | |
| A.V.R. | | SX460 | SX440 | SX421 | | | | | |
| VOLTAGE REGULATION | | ± 1.5 % | ± 1.0 % | ± 0.5 % | With 4% ENGINE GOVERNING | | | | |
| SUSTAINED SHORT CIRCUIT | | SERIES 4 CONTROL DOES NOT SUSTAIN A SHORT CIRCUIT CURRENT | | | | | | | |
| INSULATION SYSTEM | | CLASS H | | | | | | | |
| PROTECTION | | IP23 | | | | | | | |
| RATED POWER FACTOR | | 0.8 | | | | | | | |
| STATOR WINDING | | DOUBLE LAYER CONCENTRIC | | | | | | | |
| WINDING PITCH | | TWO THIRDS | | | | | | | |
| WINDING LEADS | | 12 | | | | | | | |
| STATOR WDG. RESISTANCE | | 0.0155 Ohms PER PHASE AT 22°C SERIES STAR CONNECTED | | | | | | | |
| ROTOR WDG. RESISTANCE | | 1.82 Ohms at 22°C | | | | | | | |
| R.F.I. SUPPRESSION | | BS EN 61000-6-2 & BS EN 61000-6-4, VDE 0875G, VDE 0875N. refer to factory for others | | | | | | | |
| WAVEFORM DISTORTION | | NO LOAD < 1.5% NON-DISTORTING BALANCED LINEAR LOAD < 5.0% | | | | | | | |
| MAXIMUM OVERSPEED | | 2250 Rev/Min | | | | | | | |
| BEARING DRIVE END | | BALL. 6315-2RS (ISO) | | | | | | | |
| BEARING NON-DRIVE END | | BALL. 6310-2RS (ISO) | | | | | | | |
| | | 1 BEARING | | | | 2 BEARING | | | |
| WEIGHT COMP. GENERATOR | | 626 kg | | | | 641 kg | | | |
| WEIGHT WOUND STATOR | | 253 kg | | | | 253 kg | | | |
| WEIGHT WOUND ROTOR | | 227.53 kg | | | | 216.57 kg | | | |
| WR ² INERTIA | | 1.9349 kgm ² | | | | 1.8843 kgm ² | | | |
| SHIPPING WEIGHTS in a crate | | 659 kg | | | | 673 kg | | | |
| PACKING CRATE SIZE | | 123 x 67 x 103 (cm) | | | | 123 x 67 x 103 (cm) | | | |
| | | 50 Hz | | | | 60 Hz | | | |
| TELEPHONE INTERFERENCE | | THF<2% | | | | TIF<50 | | | |
| COOLING AIR | | 0.514 m ³ /sec 1090 cfm | | | | 0.617 m ³ /sec 1308 cfm | | | |
| VOLTAGE SERIES STAR | | 380/220 | 400/231 | 415/240 | 440/254 | 416/240 | 440/254 | 460/266 | 480/277 |
| VOLTAGE PARALLEL STAR | | 190/110 | 200/115 | 208/120 | 220/127 | 208/120 | 220/127 | 230/133 | 240/138 |
| VOLTAGE SERIES DELTA | | 220/110 | 230/115 | 240/120 | 254/127 | 240/120 | 254/127 | 266/133 | 277/138 |
| KVA BASE RATING FOR REACTANCE VALUES | | 200 | 200 | 200 | n/a | 237.5 | 245 | 245 | 255 |
| Xd DIR. AXIS SYNCHRONOUS | | 2.11 | 1.91 | 1.77 | - | 2.50 | 2.31 | 2.11 | 2.02 |
| X'd DIR. AXIS TRANSIENT | | 0.18 | 0.16 | 0.15 | - | 0.21 | 0.19 | 0.18 | 0.17 |
| X''d DIR. AXIS SUBTRANSIENT | | 0.12 | 0.11 | 0.10 | - | 0.14 | 0.13 | 0.12 | 0.11 |
| Xq QUAD. AXIS REACTANCE | | 1.28 | 1.15 | 1.07 | - | 1.53 | 1.41 | 1.29 | 1.23 |
| X''q QUAD. AXIS SUBTRANSIENT | | 0.17 | 0.15 | 0.14 | - | 0.20 | 0.18 | 0.17 | 0.16 |
| XL LEAKAGE REACTANCE | | 0.08 | 0.08 | 0.07 | - | 0.10 | 0.09 | 0.08 | 0.08 |
| X ₂ NEGATIVE SEQUENCE | | 0.13 | 0.12 | 0.11 | - | 0.16 | 0.15 | 0.13 | 0.13 |
| X ₀ ZERO SEQUENCE | | 0.08 | 0.08 | 0.07 | - | 0.10 | 0.09 | 0.08 | 0.08 |
| REACTANCES ARE SATURATED | | | VALUES ARE PER UNIT AT RATING AND VOLTAGE INDICATED | | | | | | |
| T'd TRANSIENT TIME CONST. | | 0.042 s | | | | | | | |
| T''d SUB-TRANSTIME CONST. | | 0.012 s | | | | | | | |
| T'do O.C. FIELD TIME CONST. | | 1.1 s | | | | | | | |
| T _a ARMATURE TIME CONST. | | 0.012 s | | | | | | | |
| SHORT CIRCUIT RATIO | | 1/Xd | | | | | | | |

UCI274H

Winding 311 / 0.8 Power Factor

RATINGS

| Class - Temp Rise | | Cont. F - 105/40°C | | | | Cont. H - 125/40°C | | | | Standby - 150/40°C | | | | Standby - 163/27°C | | | |
|-------------------|-------------------|--------------------|-------|-------|-----|--------------------|-------|-------|-----|--------------------|-------|-------|-----|--------------------|-------|-------|-----|
| 50 Hz | Series Star (V) | 380 | 400 | 415 | 440 | 380 | 400 | 415 | 440 | 380 | 400 | 415 | 440 | 380 | 400 | 415 | 440 |
| | Parallel Star (V) | 190 | 200 | 208 | 220 | 190 | 200 | 208 | 220 | 190 | 200 | 208 | 220 | 190 | 200 | 208 | 220 |
| | Series Delta (V) | 220 | 230 | 240 | 254 | 220 | 230 | 240 | 254 | 220 | 230 | 240 | 254 | 220 | 230 | 240 | 254 |
| | kVA | 182.0 | 182.0 | 182.0 | n/a | 200.0 | 200.0 | 200.0 | n/a | 212.0 | 212.0 | 212.0 | n/a | 220.0 | 220.0 | 220.0 | n/a |
| | kW | 145.6 | 145.6 | 145.6 | n/a | 160.0 | 160.0 | 160.0 | n/a | 169.6 | 169.6 | 169.6 | n/a | 176.0 | 176.0 | 176.0 | n/a |
| | Efficiency (%) | 93.3 | 93.5 | 93.6 | n/a | 93.0 | 93.3 | 93.4 | n/a | 92.8 | 93.1 | 93.3 | n/a | 92.7 | 93.0 | 93.2 | n/a |
| | kW Input | 156.1 | 155.7 | 155.6 | n/a | 172.0 | 171.5 | 171.3 | n/a | 182.8 | 182.2 | 181.8 | n/a | 189.9 | 189.2 | 188.8 | n/a |

| | | | | | | | | | | | | | | | | | |
|------------------|-------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| 60 Hz | Series Star (V) | 416 | 440 | 460 | 480 | 416 | 440 | 460 | 480 | 416 | 440 | 460 | 480 | 416 | 440 | 460 | 480 |
| | Parallel Star (V) | 208 | 220 | 230 | 240 | 208 | 220 | 230 | 240 | 208 | 220 | 230 | 240 | 208 | 220 | 230 | 240 |
| | Series Delta (V) | 240 | 254 | 266 | 277 | 240 | 254 | 266 | 277 | 240 | 254 | 266 | 277 | 240 | 254 | 266 | 277 |
| | kVA | 218.8 | 225.0 | 225.0 | 235.0 | 237.5 | 245.0 | 245.0 | 255.0 | 250.0 | 258.8 | 258.8 | 275.0 | 256.3 | 265.0 | 265.0 | 280.0 |
| | kW | 175.0 | 180.0 | 180.0 | 188.0 | 190.0 | 196.0 | 196.0 | 204.0 | 200.0 | 207.0 | 207.0 | 220.0 | 205.0 | 212.0 | 212.0 | 224.0 |
| | Efficiency (%) | 93.2 | 93.4 | 93.6 | 93.7 | 93.0 | 93.2 | 93.5 | 93.6 | 92.8 | 93.1 | 93.3 | 93.4 | 92.7 | 93.0 | 93.3 | 93.3 |
| | kW Input | 187.8 | 192.7 | 192.3 | 200.6 | 204.3 | 210.3 | 209.6 | 217.9 | 215.5 | 222.4 | 221.9 | 235.5 | 221.2 | 228.0 | 227.2 | 240.1 |

DIMENSIONS