



ATA

Makes Life Brighter

Generators & Switchgear Solutions

ATA C175, Cummins, 6BTAA5.9-G12 175 KVA

Engine Speed	Standby Power		Prime Power		Continuous Power	
RPM	Kw/KVA	HP	Kw/KVA	HP	kW	HP
1500	155/194	207	140/175	187		
1800	165/206	220	150/187.5	200		

Fuel Rating Option used for these Data: FR9266-03

	STANDBY POWER		PRIME POWER	
	1800	1500	1800	1500
Governed Engine Speed..... -rpm	750-850	750-850	750-850	750-850
Engine Idle Speed..... -rpm	165	155	150	140
Gross Engine Power Output..... -kW	7.2	6	7.2	6
Piston Speed..... -m/s	16.4	12.7	16.4	12.7
Friction Horsepower..... -kW	2.4	2.0	2.4	2
Engine Water Flow to Engine..... -litre/sec.	196	150	182	137
Intake Air Flow..... -litre/sec.	438	357	398	321
Exhaust Gas Flow..... -litre/sec.	458	507	445	495
Exhaust Gas Temperature -°C	21	19	19	17
Radiated Heat to Ambient..... -kW	62	58	58	57
Heat Rejection to Coolant..... -kW	140	125	125	113
Heat Rejection to Exhaust..... -kW				

Engine Performance Data @ 1800 RPM				
OUTPUT POWER			FUEL CONSUMPTION	
%	kW	HP	g/kW.h	L/h
STANDBY POWER				
100	165	220	211	42
PRIME POWER				
100	150	200	208	38
75	112.5	150	205	28
50	75	100	214	19
25	37.5	50	264	11

Engine Performance Data @ 1500 RPM				
OUTPUT POWER			FUEL CONSUMPTION	
%	kW	HP	g/kW.h	L/h
STANDBY POWER				
100	155	207	204	38
PRIME POWER				
100	140	187	203	34
75	105	140	202	26
50	70	93	207	17
25	35	47	231	10

Dimensions

Type	Length (mm)	Width (mm)	Height (mm)	Fuel Tank (L)	Weight (KG)
Open	2248	900	1560	400	1560
Closed	3562	1155	1832	400	2201

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Approximate Engine Weight (dry).....	-kg	413
Mass Moment of Inertia of Rotating Components (No Flywheel).....	-kg·m ²	0.25
Center of Gravity from Front Face of Block.....	-mm	391
Center of Gravity above Crankshaft Centerline.....	-mm	140

ENGINE MOUNTING

Maximum (Static) Bending Moment at Front Support Mounting Surface.....	-N.m	435
Maximum (Static) Bending Moment at Side Pad Mounting Surface.....	-N.m	TBD
Maximum (Static) Bending Moment at Rear Face of Block.....	-N.m	1356
Moment of Inertia of Complete Engine		
— Roll Axis.....	-kg·m ²	14.8
— Pitch Axis.....	-kg·m ²	36.9
— Yaw Axis.....	-kg·m ²	31.9

EXHAUST SYSTEM

Maximum Back Pressure.....	-kPa	10
Exhaust Pipe Size Normally Acceptable.....	-mm	75
Maximum Static Supported Weight at the Turbocharger Outlet Flange.....	-N.m	13.5
Exhaust Manifold Insulation Acceptable.....	-Yes/No	No
Turbocharger Insulation Acceptable.....	-Yes/No	No

CHARGE AIR COOLING SYSTEM

Maximum allowable pressure drop across charge air cooler and OEM CAC piping(IMPD):.....	-kPa	13
Maximum Intake Manifold Temperature Differential (Ambient to IMT) (IMTD - °C		25
Intake manifold temperature for Fan-ON.....	-°C	50
Intake manifold air temperature derate/alarm temperature.....	-°C	58

AIR INTAKE SYSTEM

Maximum Intake Air Restriction with Heavy Duty Air Cleaner		
— Clean Element.....	-kPa	3.7
— Dirty Element.....	-kPa	6.2
Minimum Dirt Holding Capacity with Heavy Duty Air Cleaner.....	-g/cfm	53
Maximum Temperature Rise from Ambient to the Inlet of the Turbocharger	-°C	17
Recommended intake piping size (inner diameter).....	-mm	76

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Normal Operating Oil Pressure Range

— minimum low idle.....	-kPa	207
—maximum rated speed.....	-kPa	345

Maximum Oil Temperature	-°C	121
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Oil Capacity with OP 9006 Oil Pan:High-Low.....	-litre	14.2-12.3
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Minimum Required Lube System Capacity - Sump plus Filters.....	-litre	16.4
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Angularity of Standard Oil Pan: (Values stated are for intermittent operation only):

— Front Down.....	- °	40
— Front Up.....	- °	40
— Side to Side.....	- °	40

FUEL SYSTEM

Type Injection System.....		BYC P7100
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Maximum Restriction at Lift Pump.....	-kPa	13.6
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Maximum Restriction at the Supply Side of the injector.....	-kPa	67.7
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Total Drain Flow(constant for all loads).....	-litre/hr	30
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COOLING SYSTEM

Coolant Capacity-Engine Only.....	-litre	10 Maximum
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Coolant Friction Head External to Engine

-1800rpm.....	-kPa	35
-1500rpm.....	-kPa	28 Maximum

Static Head of Coolant Above Engine Crank Centerline.....	-m	14
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Standard Thermostat (Modulating) Range.....	-°C	82-95 Minimum
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Pressure Cap.....	-kPa	69 Maximum Top
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Tank Temperature for Standby/Prime Power.....	-°C	104/100
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ELECTRICAL SYSTEM

Cranking Motor (Heavy Duty,Positive Engagement).....	-volt	24V Battery
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Charging System,Negative Ground.....	-ampere	40
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Maximum Allowable Resistance of Cranking Circuit.....	-ohm	0.002 Minimum
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Recommended Battery Capacity

-Cold Soal @ 10°F (-12°C) and Above.....	-0°F CCA	400
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ALTERNATOR SPECIFICATIONS

TAL 044 - Three-phase 70 to 200 kVA- 50 Hz / 88 to 250 kVA- 60 Hz

Insulation class	H	Excitation system 6-wire	SHUNT AREP+ / PMG
Winding pitch	2/3 (wind.6S - 6-wire / wind.6 - 12-wire)	AVR type	R120 R180
Number of wires	6 (12 option)	Excitation system 12-wire (option)	SHUNT AREP+ / PMG
Protection	IP 23	AVR type	R120 R180
Altitude	≤ 1000 m	Voltage regulation (*)	± 1 % ± 0.5 %
Overspeed	2250 R.P.M.	Total Harmonic Distortion THD (**) in no-load < 2 %	
Air flow 50 Hz	0.29 m³/s	Total Harmonic Distortion THD (**) in linear load < 5 %	
Air flow 60 Hz	0.34 m³/s	Waveform: NEMA = TIF (**) < 50	
AREP+/PMG Short-circuit current = 2.7 In : 5 second		Waveform: I.E.C. = FHT (**) < 2%	

Control Panel

DSE6110
Auto Start Control Module
The DSE6110 MKIII is an Auto Start Control Module suitable for a wide variety of single, diesel or gas, genset applications.
OVERALL SIZE
216 mm x 158 mm x 43 mm (8.5" x 6.2" x 1.5")
PANEL CUTOUT SIZE
184 mm x 137 mm (7.2" x 5.3")
MAXIMUM PANEL THICKNESS
8.0 mm (0.3")
WEIGHT
0.5kg
PRODUCT VARIANTS
6110-05 - 6110 MKIII Auto Start Control Module



Optional configurations:

Engine accessories:

- ☐ Heavy-duty air filter
- ☐ Coolant heater
- ☐ Lubricant oil heater
- ☐ Fuel and Water Separator
- ☐ Lube oil rotary pump

Alternator And Accessories:

- ☐ Leroy somer/stamford
- ☐ Anti condensation heater
- ☐ PMG + AVR ◇ Double bearing
- ☐ alternator High voltage _____ kV
- ☐ RTDs for Bearing and winding

Cooling System:

- ☐ 55 degree Radiator
- ☐ Remote Radiator

Control System:

- ☐ AMF
- ☐ Parallel
- ☐ Practical type in low temperature environment
- ☐ Control Screen Heater
- ☐ Remote Annunciators
- ☐ Other (ComP, DEIF)

Circuit Breaker:

- ☐ 3/4 poles
- ☐ Fixed/handcart type
- ☐ Electric mechanism

Automatic Transfer Switch (ATS):

- ☐ ATS cabinet
- ☐ Contractor type ATS
- ☐ Motorized changeover type ATS

Start Battery:

- ☐ Nickel-cadmium battery
- ☐ Maintenance-free battery
- ☐ Battery charger and selector switch
- ☐ Charging current meter

External Fuel Tank:

- ☐ Single /double wall fuel tank (500-5000 L)
- ☐ Fuel Transfer pump

Exhaust Muffler:

- ☐ Residential grade
- ☐ Critical grade
- ☐ Hospital grade

Available for voltages :

- ☐ 400/230V, 480/277V, 380/220V, 440/254V, 416/240V, 220/127V, 208/120V

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Prime Rating:

Unlimited hours usage, with an average load factor of 80% over each 24 hours period. 10% overload is available for 1 hour in every 12 hours operation. 0 overload is permitted on standby power.

Standby Rating:

Limited to 500 hours annual usage, with an average load factor of 80% of the published standby power rating over each 24 hours period. Up to 300 hours of annual usage may be run continuously. No over-load is permitted on standby power.

Engine:

Cummins, including air filters, fuel filters, oil filter, starting motor and charging alternator etc.

Warranty policy:

ATA products have a warranty for 12 months or 1000 hours whichever occurs first against any manufacturing defects

Wearing parts (filters), incorrect man-made operation, maintenance failures are excluded from the warranty policy

Radiator:

50°C, fan protective shroud

Fuel Tank:

Capacity of fuel tank is for 8– 10 hours running
Built in fuel tank up to 800 kVA

Circuit Breaker:

3 pole LS MCCB

Alternator Type:

brushless AC alternator

Control system alarms:

Over and Under Speed

Low and High Battery Volt. Start and Stop Failure Over Current Under / Over Generator Voltage

Low Oil Pressure
Emergency stop High engine temperature



STAMFORD
power generation

DSE



**LEROY
SOMER**

Manufacturer reserves the right to make changes in model, technical specifications, color, equipment and accessories without prior notice. All photos are representative and may not reflect exact mode.

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