



# ATA

Makes Life Brighter

## Generators & Switchgear Solutions

### ATA, Cummins, 6LTAA9.5-G3, 272 KVA

#### 1500 rpm (50 Hz Ratings)

Gross engine output			Net engine output			Typical generator set output					
Standby	Prime	Base	Standby	Prime	Base	Standby (ESP)		Prime (PRP)		Base (COP)	
kWm/BHP			kWm/BHP			kWe	kVA	kWe	kVA	kWe	kVA
280/375	250/335	200/268	262/351	235/315	185/248	240	300	217	272	171	214

#### 1800 rpm (60 Hz Ratings)

Gross engine output			Net engine output			Typical generator set output					
Standby	Prime	Base	Standby	Prime	Base	Standby (ESP)		Prime (PRP)		Base (COP)	
kWm/BHP			kWm/BHP			kWe	kVA	kWe	kVA	kWe	kVA
290/389	265/355	212/284	272/365	250/335	197/264	250	313	227	284	182	228

#### Fuel Consumption 1500 (50 Hz)

%	kWm	BHP	L/ph	g/kWh
Standby Power				
100	280	375	66	194
Prime Power				
100	250	335	58	193
75	188	251	44	193
50	125	168	30	195
25	63	84	16	206
Continuous Power				
100	200	268	47	192

#### Fuel Consumption 1800 (60 Hz)

%	kWm	BHP	L/ph	g/kWh
Standby Power				
100	290	389	72	206
Prime Power				
100	265	355	65	202
75	199	266	47	196
50	133	178	33	203
25	66	89	18	225
Continuous Power				
100	212	284	56	198

General engine data	
Type	4 cycle, in-line, Turbocharged, Air-cooled
Bore mm	116 mm (4.58 in.)
Stroke mm	148 mm (5.82 in.)
Displacement litre	9.5 litre (579 in. <sup>3</sup> )
Cylinder block	Cast iron, 6 cylinder
Battery charging alternator	70 amps
Starting voltage	24 volt, negative ground
Fuel system	Bosch direct injection
Fuel filter	Spin-on fuel filters with water separator
Lube oil filter type(s)	Spin-on full flow filter
Lube oil capacity (l)	28.1
Flywheel dimensions	SAE1

Coolpac performance data	
Cooling system design	Air-air charge cooled
Coolant ratio	50% ethylene glycol; 50% water
Coolant capacity (l)	55.5
Limiting ambient temp.** (°C)	50 (50 Hz); 55 (60 Hz)
Fan power (kWm)	13 (50 Hz); 15 (60 Hz)
Cooling system air flow (m <sup>3</sup> /s)**	7.9 (50 Hz); 10 (60 Hz)
Air cleaner type	Light duty dry replaceable element with restriction indicator

#### Dimensions

Type	Length (mm)	Width (mm)	Height (mm)	Fuel Tank (L)	Weight (KG)
Open	2850	1000	1800	510	2200
Closed	4100	1300	1960	510	3275

UAE, Sharjah Airport, Saif Zone Warehouse 2, Street 14

Mobile: +971502296962

E-mail: [Info@ataswg.com](mailto:Info@ataswg.com)

Website: [www.ataswg.com](http://www.ataswg.com)



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### Features

Fuel System - Bosch P7100 type mechanical fuel injection pump have high injection pressure - optimize engine performance and establish an unrivalled reputation for reliability.

Electronic Governor Control Unit - Strengthening electronic governor control unit can optimize engine speed stability and reliability.

Holset HE400 and HE500 Non Wastegate Turbocharger - Increased power, fuel economy, and lower smoke and noise levels.

Electronic Fuel Shot Off Valve - Increased safety for mechanical fuel system engine.

Integrated Block Design - Integrated fluid circuits replace hoses and eliminate potential leaks.

24-Valve Cylinder Head – Four valves per cylinder for increased power with faster response and fuel economy.

Coolpac Integrated Design - Products are supplied complete with cooling package and air cleaner kit for a complete power package. Each component has been specifically developed and rigorously tested for G-Drive products, ensuring high performance, durability and reliability.

Service and Support - G-Drive products are backed by an uncompromising level of technical support and after sales service, delivered through a world class service network.

### Ratings Definitions

**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. Fuel Stop power in accordance with ISO 3046, AS 2789, DIN 6271 and BS 5514.

**Limited-Time Running Power (LTP):** Applicable for supplying power to a constant electrical load for limited hours. Limited-Time Running Power (LTP) is in accordance with ISO 8528.

**Prime Power (PRP):**

Applicable for supplying power to varying electrical load for unlimited hours. Prime Power (PRP) is in accordance with ISO 8528. Ten percent overload capability is available in accordance with ISO 3046, AS 2789, DIN 6271 and BS 5514.

**Base Load (Continuous) Power (COP):** Applicable for supplying power continuously to a constant electrical load for unlimited hours. Continuous Power (COP) in accordance with ISO 8528, ISO 3046, AS 2789, DIN6271 and BS 5514.

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**ALTERNATOR SPECIFICATIONS**

**TAL046** - 230to 365 kVA- 50 Hz/288to 438 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	R150 R180
Number of wires	6 (12 option)	Excitation system 12-wire (option)	SHUNT AREP+ / PMG
Protection	IP 23	AVR type	R150 R180
Altitude	≤ 1000 m	Voltage regulation (**)	± 0.8 % ± 0.5 %
Overspeed	2250 R.P.M.	Total Harmonic Distortion THD (***) in no-load < 2.5 %	
Air flow 50 Hz	0.48 m³/s	Total Harmonic Distortion THD (***) in linear load < 5 %	
Air flow 60 Hz	0.58 m³/s	Waveform: NEMA = TIF (***)	< 50
AREP+/PMG Short-circuit current = 2.7 In: 5 seconds (*)		Waveform: I.E.C. = THF (***)	< 2%

**Control Panel**

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