

Model: T11HKM
Engine: MITSUBISHI, L3E-SDH
Alternator: MECC ALTE, ECO3-2L

Specifications

- Mechanical governor
- Mechanically welded chassis with anti-vibration suspension
- Power circuit breaker
- Radiator for wiring T° of 50°C [122°F] max. with mechanical fan
- Protective grille for fan and rotating parts
- 9dB(A) silencer supplied separately
- Charged DC starting battery with electrolyte
- 12 V charging alternator and starter
- Supplied with oil and coolant -30°C
- User manual and commissioning guide



Generator Ratings

Voltage	Power ESP kW/kVA	Power RRP kW/kVA	Standby Amps	Dimensions	Weight
240MONO	10.5/10.5	+/-	43.8	Length:1220 Width: 700 Height: 922	280kg Net 330kg Gross
230MONO	10.5/10.5	+/-	45.7		
230MONO	10.5/10.5	+/-	47.7		

RRP: Prime Power is available for an unlimited number of annual operating hours in variable load applications, in accordance with ISO 8528-1. A 10% overload capability is available for a period of 1 hour within 12hour period of operation, in accordance with ISO 3046-1.

ESP: The standby power rating is applicable for supplying emergency power in variable load applications in accordance with ISO 8528-1. Overload is not allowed.

Terms of Use: Standard reference conditions 25 ° C Air Inlet Temp, 100m A.S.L 60% relative humidity. All engine performance data based on the above mentioned continuous ratings.

Canopy Version

Type	dB(A)@7m	Dimensions	Weight	Tank
M125	69	Length: 1482 Width: 760 Height: 1030	400kg Net 450kg Gross	50L

All units supplied with canopy as standard except when requested.

Engine Data

Manufacturer/Model	MITSUBISHI L3E-SDH, 4-strokes, Athmo, [N/A] 3 x
Cylinder arrangement	L
Displacement	0.95L [58.0C.I.]
Bore and stroke	76mm [3.0in.] X 70mm [2.8in.]
Compression ratio	23:1
Rated RPM	3000RPM
Piston speed	7m/s [23.0ft/s]
Max. standby power at rated RPM	14.85kW [20BHP]
Frequency regulation, steady state	+/- 2.5%
BMEP	5.66bar [82psi]
Governor: type	MECA

Exhaust System

Exhaust temperature	590°C [1094°F]
Exhaust gas flow	54.3L/s [115cfm]
Max back pressure	800mm CE [31in. WG]

Fuel System

110% (Stand by power)	[N/A]
100% (of the Prime Power)	5.1L/h [1.3gal/hr]
75% (of the Prime Power)	4.2L/h [1.1gal/hr]
50% (of the Prime Power)	3.2L/h [0.8gal/hr]
Total fuel flow	18L/h [4.8gal/hr]

Oil System

Total oil capacity w/filters	4.1L [1.1gal]
Oil Pressure low idle	0.5bar [7.2psi]
Oil Pressure rated RPM	4bar [58psi]
Oil consumption 100% load	0.014L/h [0.004gal/hr]
Oil capacity carter	3.6L [1.0gal]

Thermal balance 100% load

Heat rejection to exhaust	15kW [853Btu/mn]
Radiated heat to ambient	2kW[114Btu/mn]
Heat rejection to coolant	18.6kW[1058Btu/mn]

Air intake

Max. intake restriction	310mm CE [12in. WG]
Engine air flow	19.7L/s [42cfm]

Coolant system

Radiator & engine capacity	3.7L [1.0gal]
Max water temperature	111°C [232°F]
Outlet water temperature	93°C [199°F]
Fan power	1.3 kW
Fan air flow w/o restriction	0.93m ³ /s [1097cfm]
Available restriction on air flow	10mm CE [0.4in. WG]
Type of coolant	Gencool
Thermostat	76.5-90°C

Emissions

PM	100mg/Nm ³
CO	250mg/Nm ³
Nox	790mg/Nm ³
HC	20mg/Nm ³

Alternator Specifications

Manufacturer/Type	MECA ALTE (ECO3-2L)
NUMBER OF PHASE	1
POWER FACTOR (Cos Phi)	1
ALTITUDE	1000
OVERSPEED	[N/A]
POLE: NUMBER	2
EXCITER TYPE	NO
INSULATION: CLASS, TEMPERATURE RISE	H/H
VOLTAGE REGULATOR	SR7/2
SUSTAINED SHORT CIRCUIT CURRENT	
TOTAL HARMONICS (TGH/THC)	[N/A]
WAVE FROM : NEMA = TIF- TGH/THC	[N/A]
WAVE FROM: CEI = FHT - TGH/THC	2
BEARING: NUMBER	1
COUPLING	Direct
VOLTAGE REGULATION 0 TO 100% LOAD	[N/A]
RECOVERY TIME (20% VOLT DIP) MS	[N/A]
SkVA WITH 90% OF NORMAL SUSTAINED VOLTAGE (AT 0.4PF)	[N/A]

Other Alternator Data

CONTINUOUS NOMINAL RATING @ 40° C	13 kVA
STANDBY RATING @ 27° C	14 kVA
EFFICIENCIES @ 4/4 LOAD	85%
AIR FLOW	0.05m ³ /s [105.94cfm]
SHORT CIRCUIT RATIO: 50 (Kcc)	0.63
DIRECT AXIS SYNCHRO REACTANCE UNSATURATED (Xd)	193%
QUADRA AXIS SYNCHRO REACTANCE UNSATURATED (Xq)	101%
OPEN CIRCUIT TIME CONSTANT: 50 (T'do)	0.7ms
DIRECT AXIS TRANSIENT REACTANCE SATURATED (X'd)	26.6%
SHORT CIRCUIT TRANSIENT TIME CONSTANT (T'd)	55ms

Other Alternator Data Continued

DIRECT AXIS SUBTRANSIENT REACTANCE SATURATED ($X'd$)	14.5%
SUBTRANSIENT TIME CONSTANT ($T'd$)	11ms
QUADRA AXIS SUBTRANSIENT REACTANCE SATURATED ($X'q$)	36.5%
ZERO SEQUENCE REACTANCE UNSATURATED (X_0)	5.5%
NEGATIVE SEQUENCE REACTANCE SATURATED (X_2)	17.8%
ARMATURE TIME CONSTANT (T_a)	10ms
NO LOAD EXCITATION CURRENT (i_o)	[N/A]
FULL LOAD EXCITATION VOLTAGE (u_c)	[N/A]
RECOVERY TIME (DELTA U = 20% TRANSITOIRE)	[N/A]
MOTOR START (DELTA = 20% PERM. OR 50% TRANS.)	[N/A]
TRANSIENT DIP (4/4 CHARGE) - PF : 1.8AR	[N/A]
NO LOAD LOSSES	[N/A]
HEAT REJECTION	[N/A]