Selected Model

Engine: 3306	**Generator Frame:** 446	**Genset Rating (kW):** 200.0	**Line Voltage:** 440
Fuel: Diesel	**Generator Arrangement:** 1093787	**Genset Rating (kVA):** 250.0	**Phase Voltage:** 254
Frequency: 60	**Excitation Type:** Permanent Magnet	**Pwr. Factor:** 0.8	**Rated Current:** 328.0
Duty: PRIME	**Connection:** SERIES STAR	**Application:** EPG	**Status:** Current

Version: 39094 /38912 /40602 /13829

Spec Information

Generator Specification

Frame: 446 **Type:** SR4	**No. of Bearings:** 1
Winding Type: RANDOM WOUND	**Flywheel:** 14.0
Connection: SERIES STAR	**Housing:** 1
Phases: 3	**No. of Leads:** 12
Poles: 4	**Wires per Lead:** 2
Sync Speed: 1800	**Generator Pitch:** 0.75

Generator Efficiency

Per Unit Load	kW	Efficiency %
0.25	50.0	90.5
0.5	100.0	93.3
0.75	150.0	93.5
1.0	200.0	92.8
1.1	220.0	92.2

Reactances	Per Unit	Ohms
SUBTRANSIENT - DIRECT AXIS X''_d	0.2116	0.1639
SUBTRANSIENT - QUADRATURE AXIS X''_q	0.2366	0.1832
TRANSIENT - SATURATED X'_d	0.3806	0.2947
SYNCHRONOUS - DIRECT AXIS X_d	4.0754	3.1560
SYNCHRONOUS - QUADRATURE AXIS X_q	2.4112	1.8672
NEGATIVE SEQUENCE X_2	0.2240	0.1735
ZERO SEQUENCE X_0	0.0610	0.0472

Time Constants	Seconds
OPEN CIRCUIT TRANSIENT - DIRECT AXIS T'_{d0}	1.7060
SHORT CIRCUIT TRANSIENT - DIRECT AXIS T'_d	0.1619
OPEN CIRCUIT SUBSTRANSIENT - DIRECT AXIS T''_{d0}	0.0043
SHORT CIRCUIT SUBSTRANSIENT - DIRECT AXIS T''_d	0.0035
OPEN CIRCUIT SUBSTRANSIENT - QUADRATURE AXIS T''_{q0}	0.0045
SHORT CIRCUIT SUBSTRANSIENT - QUADRATURE AXIS T''_q	0.0037
EXCITER TIME CONSTANT T_e	0.1144
ARMATURE SHORT CIRCUIT T_a	0.0204

Short Circuit Ratio: 0.45	Stator Resistance = 0.0358 Ohms Field Resistance = 0.961 Ohms

Voltage Regulation

Voltage level adjustment: +/-	5.0%
Voltage regulation, steady state: +/-	0.5%
Voltage regulation with 3% speed change: +/-	0.5%
Waveform deviation line - line, no load: less than	5.0%
Telephone influence factor: less than	50

Generator Excitation

	No Load	Full Load, (rated) pf	
		Series	Parallel
Excitation voltage:	8.17 Volts	28.94 Volts	Volts
Excitation current	1.81 Amps	5.28 Amps	Amps

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Generator Mechanical Information

Center of Gravity

Dimension X	-548.6 mm	-21.6 IN.
Dimension Y	0.0 mm	0.0 IN.
Dimension Z	0.0 mm	0.0 IN.

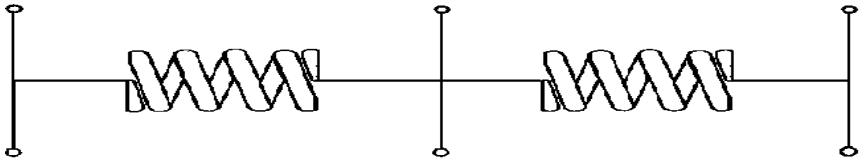
- "X" is measured from driven end of generator and parallel to rotor. Towards engine fan is positive. See General Information for details
- "Y" is measured vertically from rotor center line. Up is positive.
- "Z" is measured to left and right of rotor center line. To the right is positive.

Generator WT = 802 kg	* Rotor WT = 270 kg	* Stator WT = 532 kg
1,768 LB	595 LB	1,173 LB

Rotor Balance = 0.0508 mm deflection PTP

Overspeed Capacity = 150% of synchronous speed

Generator Torsional Data



J1 = Coupling and Fan | **J2 = Rotor** | **J3 = Exciter End**

TOTAL J = J1 + J2 + J3

K1 = Shaft Stiffness between J1 + J2 (Diameter 1)

K2 = Shaft Stiffness between J2 + J3 (Diameter 2)

J1	K1	Min Shaft Dia 1	J2	K2	Min Shaft Dia 2	J3
1.8 LB IN. s^2	37.6 MLB IN./rad	3.8 IN.	20.3 LB IN. s^2	15.0 MLB IN./rad	2.5 IN.	0.7 LB IN. s^2
0.206 N m s^2	4.25 MN m/rad	96.5 mm	2.292 N m s^2	1.7 MN m/rad	63.5 mm	0.081 N m s^2

Total J

22.8 LB IN. s^2

2.579 N m s^2

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Generator Cooling Requirements - Temperature - Insulation Data

Cooling Requirements:

Heat Dissipated: 15.5 kW

Air Flow: 64.2 m^3/min

Temperature Data: (Ambient 40 ^{0}C)

Stator Rise: 105.0 ^{0}C

Rotor Rise: 105.0 ^{0}C

Insulation Class: H

Insulation Reg. as shipped: 100.0 MΩ minimum at 40 ^{0}C

Thermal Limits of Generator

Frequency: 60 Hz

Line to Line Voltage: 440 Volts

B BR 80/40	212.0 kVA
F BR -105/40	256.0 kVA
H BR - 125/40	284.0 kVA
F PR - 130/40	284.0 kVA

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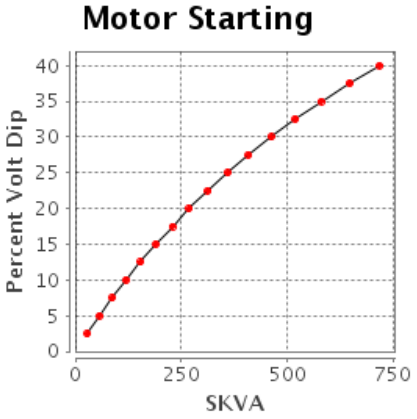
Starting Capability & Current Decrement

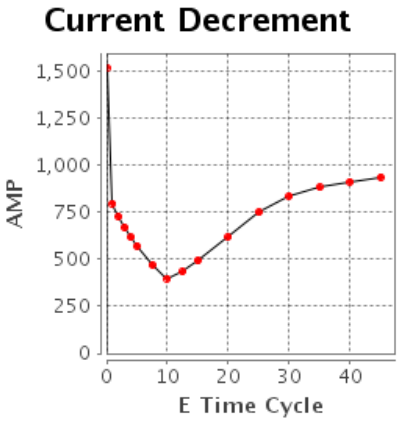
Motor Starting Capability (0.4 pf)

SKVA	Percent Volt Dip
28	2.5
57	5.0
87	7.5
120	10.0
154	12.5
190	15.0
229	17.5
269	20.0
313	22.5
359	25.0
409	27.5
462	30.0
519	32.5
580	35.0
647	37.5
718	40.0



Current Decrement Data

E Time Cycle	AMP
0.0	1,517
1.0	796
2.0	726
3.0	668
4.0	616
5.0	569
7.5	470
10.0	398
12.5	433
15.0	492
20.0	619
25.0	749
30.0	835
35.0	881
40.0	911
45.0	934



Instantaneous 3 Phase Fault Current: 1517 Amps **Instantaneous Line - Line Fault Current:** 1276 Amps

Instantaneous Line - Neutral Fault Current: 1940 Amps

Selected Model

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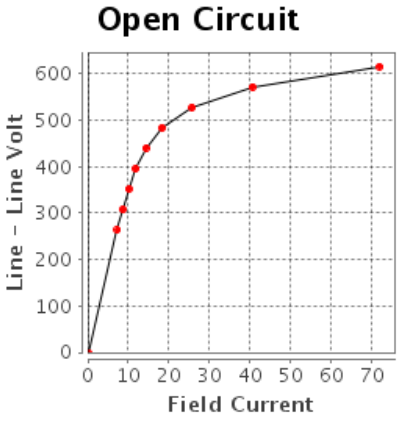
Duty: PRIME	**Connection:** SERIES STAR	**Application:** EPG	**Status:** Current

Version: 39094 /38912 /40602 /13829

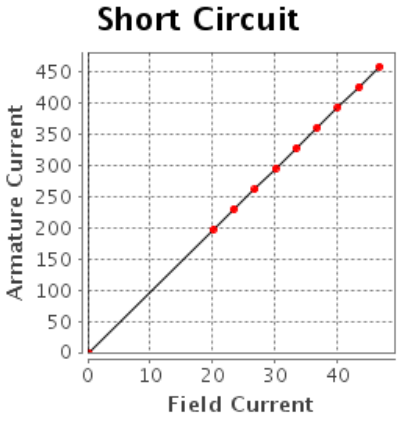
Generator Output Characteristic Curves
Open Circuit Curve

Field Current	Line - Line Volt
0.0	0
7.3	264
8.6	308
10.1	352
11.8	396
14.3	440
18.3	484
25.7	528
40.6	572
71.9	616



Short Circuit Curve

Field Current	Armature Current
0.0	0
20.1	197
23.4	230
26.8	262
30.1	295
33.4	328
36.8	361
40.1	394
43.5	426
46.8	459



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Frequency: 60	**Excitation Type:** Permanent Magnet	**Pwr. Factor:** 0.8	**Rated Current:** 328.0
Duty: PRIME	**Connection:** SERIES STAR	**Application:** EPG	**Status:** Current

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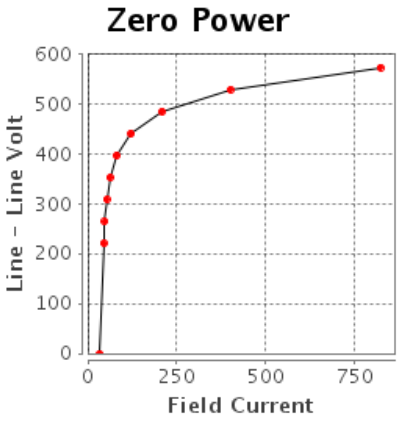
Generator Output Characteristic Curves

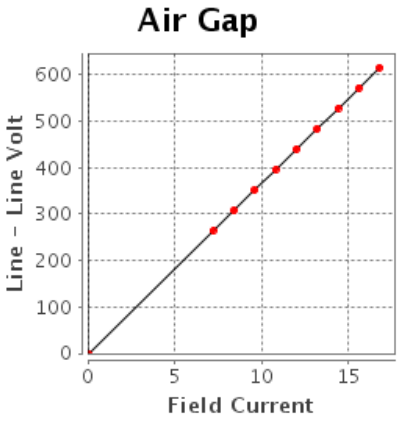
Zero Power Factor Curve

Field Current	Line - Line Volt
33.4	0
45.2	220
48.0	264
52.8	308
62.0	352
80.8	396
121.0	440
208.4	484
399.8	528
820.9	572



Air Gap Curve

Field Current	Line - Line Volt
0.0	0
7.2	264
8.4	308
9.6	352
10.8	396
12.0	440
13.2	484
14.4	528
15.6	572
16.8	616

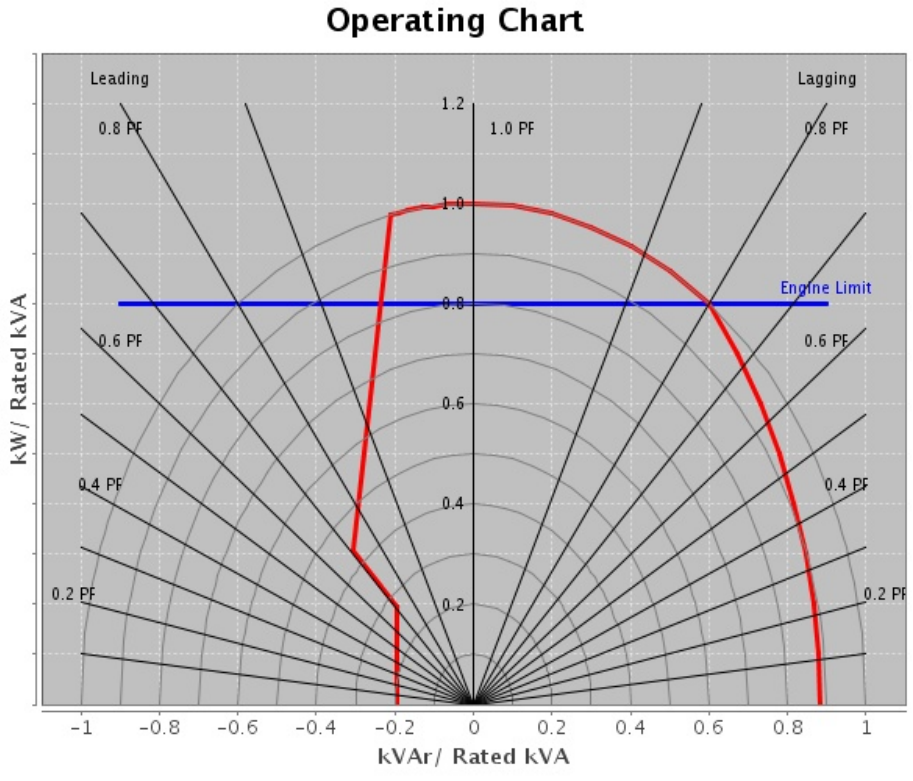


Selected Model

Engine: 3306
Fuel: Diesel
Frequency: 60
Duty: PRIME
Generator Frame: 446
Generator Arrangement: 1093787
Excitation Type: Permanent Magnet
Connection: SERIES STAR
Genset Rating (kW): 200.0
Genset Rating (kVA): 250.0
Pwr. Factor: 0.8
Application: EPG
Line Voltage: 440
Phase Voltage: 254
Rated Current: 328.0
Status: Current

Version: 39094 /38912 /40602 /13829

Reactive Capability Curve



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General Information

DM7802
GENERATOR GENERAL INFORMATION

I. GENERATOR MOTOR STARTING CAPABILITY CURVES
A. THE MOTOR STARTING CURVES ARE REPRESENTATIVE OF THE DATA OBTAINED BY THE FOLLOWING PROCEDURE:
1. THE CATERPILLAR GENERATOR IS DRIVEN BY A SYNCHRONOUS DRIVER.
2. VARIOUS SIZE THREE PHASE INDUCTION MOTORS (NEMA CODE F) ARE STARTED ACROSS THE LINE LEADS OF THE UNLOADED GENERATOR.
3. THE RESULTING VOLTAGE DIPS ARE RECORDED WITH AN OSCILLOSCOPE.
4. MOTOR HORSEPOWER HAS BEEN CONVERTED TO STARTING KILOVOLT AMPERES (SKVA).
5. RECORDED VOLTAGE DIPS HAVE BEEN EXPRESSED AS A OF GENERATOR RATED VOLTAGE.

II. USE OF THE MOTOR STARTING CAPABILITY CURVES.
A. CALCULATE THE SKVA REQUIRED BY THE MOTOR FOR FULL VOLTAGE STARTING ACROSS THE LINE IF THE VALUE IS NOT LISTED ON THE MOTOR DATA PLATE.
1. MOTORS CONFORMING TO NEMA STANDARDS
MULTIPLY THE MOTOR HORSEPOWER BY THE NEMA SKVA/HP FIGURE. FOR NEMA CODE F,USE 5.3 SKVA/HP; FOR NEMA CODE G, USE 6.0 SKVA/HP.
2. ALL OTHER MOTORS:
MULTIPLY THE RATED VOLTAGE BY THE LOCKED ROTOR AMPERE AND BY 0.001732. (IF THE LOCKED ROTOR AMPERES ARE NOT LISTED, MULTIPLY THE FULL LOAD (RUNNING) AMPERES BY
B. USE THE ABOVE SKVA WITH THE MOTOR STARTING TABLE.
1. ACROSS LINE STARTING:
READ ACROSS THE ROW OF "ACROSS THE LINE STARTING SKVA IF THE DESIRED VALUE OF SKVA IS NOT GIVEN, CALCULATE THE DIP BY FINDING THE PROPER SKVA INTERVAL AND INTERPOLATING AS FOLLOWS:
SKVA1 IS THE SKVA TABLE ENTRY JUST SMALLER THAN THE DESIRED SKVA, DIP1 IS THE DIP FOR SKVA2, AND SKVA2 IS THE SKVA TABLE ENTRY JUST GREATER THAN THE DESIRED SKVA. THE DIP (IN PERCENT) AT THE DESIRED SKVA IS:
DIP = DIP1 + (SKVA - SKVA1) * 2.5 /
(SKVA2 - SKVA1)
NOTE:VOLTAGE DIPS GREATER THAN 35% MAY CAUSE MAGNETIC CONTACTORS TO DROP OUT.

2. REDUCED VOLTAGE STARTING:
REFER TO THE FOLLOWING TABLE. MULTIPLY THE CALCULATE ACROSS LINE SKVA BY THE MULTIPLIER LISTED FOR THE SPECIFIC STARTING METHOD. APPLY THE RESULT TO THE STARTING TABLE AS IN II A, TO CALCULATE THE EXPECTED VOLTAGE DIP:

TYPE OF REDUCED VOLTAGE STARTING	MULTIPLY LINE SKVA BY
80% TAP	.80
65% TAP	.65
50% TAP	.50
45% TAP	.45
Wye start,delta run	.33
AUTOTRANSFORMER	
80% TAP	.68
65% TAP	.46
50% TAP	.29

NOTE: REDUCE VOLTAGE STARTING LOWERS THE MAXIMUM REQUIRED MOTOR skVA.
3. Part winding starting:
Most common is half-winding start, full-winding run. Multiply the full motor, accross line starting skVA by 0.6. Apply the result to the selected curve as in ii. A above. Read the expected voltage dip, for the required skVA.

III.DEFINITION:
A. GENERATOR TERMS
MODEL: Engine Sales model
ENG TYPE: DI = Direct Injection,
NA = Naturally aspirated, etc
HZ: Running frequency, hertz
RATING TYPE: PP, SB (prime power or standby)
KW: Base rating electrical kilowatts (ekW)
VOLTS: Rating terminal, line to line
GEN ARR: Cat generator arrangement part number
GEN FRAME: Generator frame size designation

CONN: Generator output connection
(star, wye, delta, ect.)
POLES: Number of pole pieces on rotor.
(eg. A 4 pole generator run at 1800)
RPM will produce 60 Hz alternating current. A 6 pole generator run at 1200 RPM will produce 60 Hz alternating current.)

B. GENERATOR TEMPERATURE RISE:
The indicated temperature rise indicated the NEMA limits for standby or prime power applications. These rises are used for calculating the losses and efficiencies and are not necessarily indicative of the actual temperature rise of a given machine.

C. CENTER OF GRAVITY
The specified center of gravity is for the generator only. For single bearing, and two bearing close coupled generators, the cent er of gravity is measured from the generator/engine flywheel housing i nterface and from the centerline of the rotor shaft.

For two bearing, standalone generators, the center of gravity is measu red from the end of the rotor shaft and from the centerline of the rot or shaft.

For two bearing, standalone generators, the center of gravity is measu red from the end of the rotor shaft and from the centerline of the rot or shaft.

D. GENERATOR DECREMENT CURRENT CURVES

The generator decrement current curve gives the symmetrical current supplied by the generator for a three phase bolted fault at the generator terminals. Generators equipped with the series boost attachment or generators with PM excitation system will supply 300% of rated current for at least 10 seconds.

E. GENERATOR EFFICIENCY CURVES
The efficiency curve is representative of the overall generator efficiency over the normal range of the electrical load and at the specified parameters. This is not the overall engine generator set efficiency curve.
