



## Introduction

Aksa is committed to providing the most effective solution to the Data Center industry with the power it takes from engineering, production, distribution, and customer-oriented experience and knowledge. We are constantly improving designs, products and infrastructure to offer the highest level of reliability for Emergency Power Systems. While serving the industry in hundreds of countries Globally, we design our products and systems in line with the needs of Data Center practitioners at the center of our focus. Aksa generator group provides continuity, reliability and ideal performance for Data Centers.

## Power

3 Phase, 60 Hz, PF 0.8

| Voltage (V) | STANDBY RATING (ESP) |      | DCC RATING (DCP) |      | DCC CURRENT (A) |
|-------------|----------------------|------|------------------|------|-----------------|
|             | kW                   | kVA  | kW               | kVA  |                 |
| 480 / 277   | 2000.0               | 2500 | 1800.00          | 2250 | 3007            |

Standby Rating (ESP) : Applicable for supplying power to varying electrical load for the duration of power interruption of a reliable utility source. ESP is in accordance with ISO 8528-1. Overload is not allowed.

Data Center Continuous (DCP) : Data centre power is defined as being the maximum power which a generating set is capable of delivering while supplying a variable or continuous electrical load and during unlimited run hours.

\*Data tolerance  $\pm 5\%$

## General Characteristics

|                           |                        |
|---------------------------|------------------------|
| Model Name                | AC 2500-6              |
| Frequency (Hz)            | 60                     |
| Fuel Type                 | Diesel                 |
| Engine Make and Model     | Cummins QSK60-G6 Non-C |
| Alternator Make and Model | Stamford PI734F - 60Hz |
| Control Panel Model       | InteliGen NT           |
| Canopy                    | OpenGenset             |

## Engine Specifications

### General Data

|              |                |
|--------------|----------------|
| Manufacturer | Cummins        |
| Engine Model | QSK60-G6 Non-C |



|                            |  |
|----------------------------|--|
| Number of Cylinders / Type | 16 cylinders - V type                        |
| Bore mm (in)               | 159  |
| Stroke mm (in)             | 190  |
| Displacement l (cu. In)    | 60.2   |
| Compression Ratio          | 14.5:1                                       |
| Engine Speed (rpm)         | 1800   |
| Standby Power (kW/hp)      | 2179/2922                                    |
| DCC Power (kW/hp)          | 1975/2647                                    |
| Block Heater (QTY)         | 2  |
| Block Heater Power (Watt)  | 3000   |
| Governor System            | CM2250                                       |
| Air Filter                 | Dry Type                                     |
| Aspiration                 | Turbocharged and Low Temperature Aftercooled |

#### Lubrication System

|                             |     |
|-----------------------------|-----|
| Oil Capacity l (gal)        | 261 |
| Max. Oil Temperature °C (F) | 121 |

#### Fuel System

|                   |                |
|-------------------|----------------|
| Fuel Type         | Diesel         |
| Injection Type    | Direct         |
| Type of Fuel Pump | Cummins HPI-PT |

#### Electrical System

|                               |        |
|-------------------------------|--------|
| Operating Voltage (Vdc)       | 24 Vdc |
| Battery and Capacity (Qty/Ah) | 4x143  |
| Charge Alternator (A)         | 55     |

#### Cooling System

|  |              |
|--|--------------|
| Cooling Method                         | Water Cooled |
| Coolant Capacity (engine only) l (gal) | 159/500      |

#### Exhaust System

|  |       |
|--|-------|
| Exhaust Gas Flow (m <sup>3</sup> /min) | 439.2 |
| Exhaust Back Pressure in-Hg (kPa)      | 6.8   |
| Exhaust Gas Temperature °C (F)         | 475   |
| Heat Rejection to Exhaust kW (BTU/min) | 1590  |

#### Radiator

|   |      |
|---|------|
| Cooling Fan Air Flow m <sup>3</sup> /min (ft <sup>3</sup> /min) | 3750 |
|---|------|



### Fuel Consumption

|                                      |     |
|--------------------------------------|-----|
| Fuel Cons. @100% DCC Load l/h (kg/h) | 466 |
| Fuel Cons. @75% DCC Load l/h (kg/h)  | 356 |
| Fuel Cons. @50% DCC Load l/h (kg/h)  | 247 |

### Alternator Characteristics

|                                   |               |
|-----------------------------------|---------------|
| Manufacturer                      | Stamford      |
| Alternator Model                  | PI734F - 60Hz |
| Frequency (Hz)                    | 60            |
| Power (kVA)                       | 2600          |
| Voltage (V)                       | 480           |
| Phase                             | 3             |
| A.V.R.                            | MX341         |
| Voltage Regulation                | 1             |
| Insulation Class                  | H             |
| Protection Class                  | IP23          |
| Rated Power Factor                | 0.8           |
| Weight Complete Generator (kg)    | 3840          |
| Temperature Rise Class            | H             |
| Cooling Air (m <sup>3</sup> /min) | 207           |

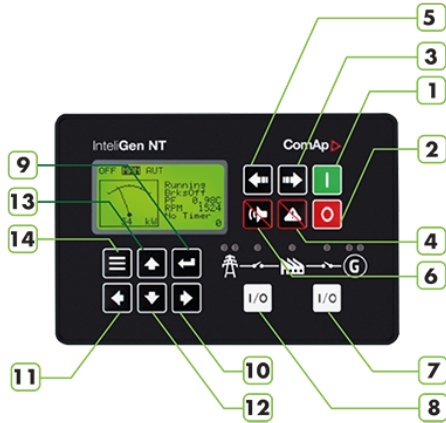
### Open Generator Set Dimensions

|                        |      |
|------------------------|------|
| Length mm              | 5900 |
| Width mm               | 2500 |
| Height mm              | 3100 |
| Full Tank Capacity (l) | 2000 |

### Control Panel

|                      |              |
|----------------------|--------------|
| Manufacturer         | Comap        |
| Control Module Model | InteliGen NT |
| Communication Ports  | MODBUS       |

1. Start
2. Stop
3. Mode > OFF > MAN > AUT > TEST
4. Fault Reset
5. Mode < OFF < MAN < AUT < TEST
6. Horn Reset



- 7. GCB control (Open/Close)
- 8. MCB control (Open/Close)
- 9. Enter
- 10. 5% Increase of edited setpoint's value.
- 11. 5% decrease of edited setpoint's value.
- 12. Decrease setpoint value.
- 13. Increase setpoint value.
- 14. Escape.

**Standard Devices**

InteliGen NT Auto Mains Failure control module.  
 Static battery charger.  
 Emergency stop push button and fuses for control circuits.

**Control Unit**

195Vac to 264Vac input voltage range  
 45Hz to 440Hz input supply frequency range  
 Capability to work direct from 240Vdc to 365Vdc supply voltage  
 27.6Vdc factory set DC out-put terminal voltage (option up to 29.4Vdc)  
 5.0A dc continuous output current into load  
 Capability to work continuously into short-circuit  
 Parallel connection for higher output current rating and redundant operation  
 Series connection capability for higher output voltage requirements  
 No cooling fans are used for high operational reliability  
 Aluminum alloy case for robust handling and easy mounting

**Construction and Finish**

Components installed in a sheet steel enclosure.  
 Phosphate chemical, pre-coating of steel provides corrosion resistant surface.  
 Polyester composite powder topcoat forms high gloss and an extremely durable finish.  
 Lockable hinged panel door provides for easy component access.

**Installation**

Control panel is mounted generating set baseframe on robust steel stand or power module. Located at the side of generating set with proper panel visibility.

**Options**

- High oil temperature - Shutdown

**Control Panel Compliance List**



- Low fuel level - Shutdown
- Low fuel level - Alarm
- High fuel level - Alarm
- Customizable load control in parallel with the network
- Wide range of ECU support
- Highly configurable
- Timers, Internal PLC, Force values and more are compatible with ComAp's IntelliVision displays
- Active e-mail messaging and SMS with communication module

EN 60068-2-6 ed.2:2008  
EN 60068-2-27 ed.2:2010  
EN 60068-2-30:2005  
25/55°C, RH 95%, 48hours  
EN 60068-2-64  
EN 61010-1:2003

## Static Battery Charger

EBC 2405M is designed and optimized for charging all types of Lead Acid batteries (including jell type sealed Lead Acid batteries), protecting the battery and extending its useful lifetime. EBC 2405M can deliver a continuous charging current of 5A into 24V battery system (voltage is set to 27.6Vdc, with an option of up to 29.4Vdc). These battery chargers are designed with performance in mind and special care is taken for protecting and extending the lifetime of the battery.

EBC 2405M is designed with "Switched Mode" technology, where the switching transistor has only two states, ON or OFF, which increases the overall efficiency, hence reducing the excess heat dissipation and in return, increasing the device lifetime and reliability.

The control system is also designed in such a way that; battery is charged in three stages:

Constant current mode (protecting battery cells)

Constant voltage mode (reducing the charge current)

Float charge (compensation of internal self-discharge)

Constant current mode makes sure that; when the battery is drained down below its rated capacity, the high charge current flow into the battery is limited in order to protect the cells and reduce damage to the plates.

As the battery capacity is recovered, each cell voltage reaches up to 2.30Vdc to 2.45Vdc level, which means that the required charging current starts to reduce.

When the required battery terminal voltage is fully reached, the charger keeps supplying just enough current in order to compensate for the internal self-discharge (float charge). This ensures that the battery can maintain its high charge state and deliver its rated output current whenever required.

## Standard Equipment

- Water cooled diesel engine
- Radiator and electrical motor driven fan
- Protective cage to prevent rotating and touching hot parts
- Output breaker



- Electric starter and charge alternator
- Battery (lead acid), cables and stand
- Automatic synchronization and power control system (multiple parallel generator)
- Circulation pump (for engine block heater)
- Engine block water heater
- Steel chassis and anti-vibration wedges
- Fuel tank separate from the group
- Flexible fuel connection hoses
- Alternator with single bearing and H insulation class
- Industrial capacity muffler and flexible steel compensator
- Electronic battery charger
- Operating and installation instructions

## Optional Equipment

### Engine

- Fuel-Water Separator Filter
- Oil heater

### Control Panel

- Automatic synchronising and power control system (Multi gen-set Parallel)
- Parallel system with mains
- Transition synchronization with mains
- Alarm output relays
- Earth fault, single set
- Parallel system with mains
- Remote relay output
- Remote communication with modem
- Charge Ammeter

### Auxiliary Equipment

- Main Fuel Tank
- Automatic or manual fuel filling system
- Electrical oil drain pump
- Low and high fuel level alarm
- Inlet and outlet motorized louvers
- Inlet and outlet acoustic baffles
- Tool kit for maintenance
- 1500/3000 hours maintenance kit
- Supplied with oil and coolant (-30°C)

### Canopy

- Galvanized Coating
- ISO Container
- Marine Grade Paint

### Alternator

- Anti-Condensation Heater
- Over sized alternator
- PMG excitation + AVR
- Main line circuit breaker

### Transfer Panel

- Three or four pole contactor
- Three or four pole motor operated circuit breaker

### Exhaust

- Residential Silencer
- Silencer Spark Arrester
- Critical Silencer
- Catalytic Converter

### Optional Alternator and Control Panel

Please contact to your reseller for additional Alternator, Control Panel and Breaker Switch options.

## Aksa Certificates

### Directive



- 2006/42/EC : Machinery Safety Directive
- 2014/30/EU : Electromagnetic Compatibility Directive
- 2014/35/EU : Low Voltage Directive

**Standarts**

- TS ISO 8528-5:2022 / TS EN ISO 8528-13:2018 : Reciprocating internal combustion engine-driven alternating current generating sets- Part:13: Safety

## Quality Management Systems

- ISO 9001:2015
- ISO 14001:2015
- ISO 45001:2018
- ISO 50001:2018
- ISO 27001:2013
- ISO 10002:2018