



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	2250.4	2813	2000.00	2500	3384

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	AUDC 2250-6
Frequency (Hz)	60
Fuel Type	Diesel
Engine Make and Model	Cummins QSK78-G11 - EPA Tier 2
Alternator Make and Model	Stamford PI734G 60 Hz
Control Panel Model	InteliGen NT
Canopy	OpenGenset

Engine Specifications

General Data

Manufacturer	Cummins
Engine Model	QSK78-G11 - EPA Tier 2



Number of Cylinders / Type	18 cylinders - V type
Bore mm (in)	170
Stroke mm (in)	190
Displacement l (cu. In)	77.6
Compression Ratio	15.5:1
Engine Speed (rpm)	1800
Standby Power (kW/hp)	2763/3705
DCC Power (kW/hp)	2502/3355
Block Heater (QTY)	2
Block Heater Power (Watt)	3000
Governor System	Electronic
Air Filter	Dry Type
Aspiration	Turbo Charged and After Cooled

Lubrication System

Oil Capacity l (gal)	465,6
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)	6x143/2200
Charge Alternator (A)	50

Cooling System

Cooling Method	Water Cooled
Coolant Capacity (engine only) l (gal)	166.6/700

Exhaust System

Exhaust Gas Flow (m ³ /min)	549
Exhaust Back Pressure in-Hg (kPa)	7
Exhaust Gas Temperature °C (F)	433
Heat Rejection to Exhaust kW (BTU/min)	1819

Radiator

Cooling Fan Air Flow m ³ /min (ft ³ /min)	2872,8
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Fuel Consumption

Fuel Cons. @100% DCC Load l/h (kg/h)	594
Fuel Cons. @75% DCC Load l/h (kg/h)	465
Fuel Cons. @50% DCC Load l/h (kg/h)	327

Alternator Characteristics

Manufacturer	Stamford
Alternator Model	PI734G 60 Hz
Frequency (Hz)	60
Power (kVA)	2750
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)	4054
Temperature Rise Class	H
Cooling Air (m ³ /min)	207

Open Generator Set Dimensions

Length mm	7400
Width mm	2360
Height mm	3730
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



- 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