SPECIFICATIONS

◆ STANDBY EMERGENCY GENERATOR

Type.....Synchronous
Rotor Insulation.....Class F
Stator Insulation.....Class F
Total Harmonic Distortion.....< 5%
Alternator Output Leads 3-phase.....4-wire
Bearings.....Sealed Ball
Coupling.....Flexible Disc
Load Capacity (Standby Rating).....25/30 kW*

* NOTE: Generator rating and performance in accordance with ISO8528-5, BS5514, SAE J1349, ISO3046 and DIN 6271 Standards. KW rating is based on LPG fuel and may derate with natural gas.

Excitation System.....Direct

Generator Output Voltage/kW - 60 Hz

	kW	Amp	CB Size
120/240V, 1-phase, 1.0 pf	25/30	104/125	125/150
120/208V, 3-phase, 0.8 pf	25/30	87/104	100/125
120/240V, 3-phase, 0.8 pf	25/30	75/90	90/100

Generator Locked Rotor KVA Available @ Voltage Dip of 35%

25kW	30kW
35 KVA	45 KVA

◆ ENGINE

Make.....Generac
Model.....In Line
Cylinders and Arrangement.....4
Displacement.....1.6 Liter
Bore.....3.15 in.
Stroke.....3.13 in.
Compression Ratio.....9.5-to-1
Air Intake System.....Naturally Aspirated
Valve Seats.....Replaceable
Lifter Type.....Hydraulic

Engine Parameters

Rated Synchronous RPM.....60 Hz, 3600

HP at rated:	25kW	30kW
	41 HP	41-48 HP

Exhaust System

Exhaust Flow at Rated Output 60 Hz:	25kW	30kW
	240 cfm	260 cfm
Exhaust Temp. at Rated Output:	975°F	1025°F

Combustion Air Requirements (Natural Gas)

Flow at rated power, 60 Hz:	25kW	30kW
	90 cfm	95 cfm

Governor

Type.....Electronic
Frequency Regulation.....Isochronous
Steady State Regulation.....± .25%
Adjustments:
Speed.....Selectable

Engine Lubrication System

Type of Oil Pump.....Gear
Oil Filter.....Full Flow, Cartridge
Crankcase Oil Capacity.....4 U.S. qts.

◆ COOLING SYSTEM

Type.....Closed
Water Pump.....Belt Driven
Fan Speed.....2600
Fan Diameter.....17.7 inches
Fan Mode.....Pusher
Air Flow (inlet air including alternator and combustion air).....2490 ft³/min.
Coolant Capacity.....2.0 U.S. gal.
Heat Rejection to Coolant (25/35kW) ....112,000/135,000 Btu/h
Maximum Operating Air Temp. on Radiator.....60° C (150° F)
Maximum Ambient Temperature.....50° C (140° F)

◆ FUEL SYSTEM

Type of Fuel.....Natural Gas, Propane Vapor
Carburetor.....Down Draft
Secondary Fuel Regulator.....Standard
Fuel Shut-off Solenoid.....Standard
Operating Fuel Pressure.....5 in. - 14 in. Water Column

Fuel Consumption - ft³/hr (Natural Gas/LPV)

	Exercise Cycle	*25% Load*	*50% Load*	*75% Load*	*100% Load*
25kW	60/24	120/48	220/87	310/123	390/155
30kW	60/24	145/58	260/103	370/147	470/187

◆ ELECTRICAL SYSTEM

Battery Charge Alternator.....12V, 15 Amp
Static Battery Charger.....2.0 or 2.5 Amp
Recommended Battery.....Group 26, 525CCA
System Voltage.....12 Volts

Voltage Regulator

Type.....Electronic
Sensing.....Single-phase
Regulation.....± 1%
Features.....V/F Adjustable, Adjustable Voltage and Gain LED Indicators

Power Adjustment for Ambient Conditions

Temperature Deration:		
3% for every 10° C above °C	25kW	30kW
	40	25
1.65% for every 10° above °F	104	77
Altitude Deration:		
1% for every 100 m above m	25kW	30kW
	915	182
3% for every 1000 ft. above ft.	2000	600

Controller.....R-200A

◆ COLD WEATHER KIT

For cold climates, optional cold weather kit (part number 0F6148) is recommended. The kit includes:

- Battery Warmer
- 4" Junction Box with hardware
- 6 qt. pack 5W-30 synthetic oil (engine)

◆ RECONFIGURING THE FUEL SYSTEM

NOTE:

All models are configured to run on natural gas from the factory.

To reconfigure the fuel system from NG to LP, follow these steps:

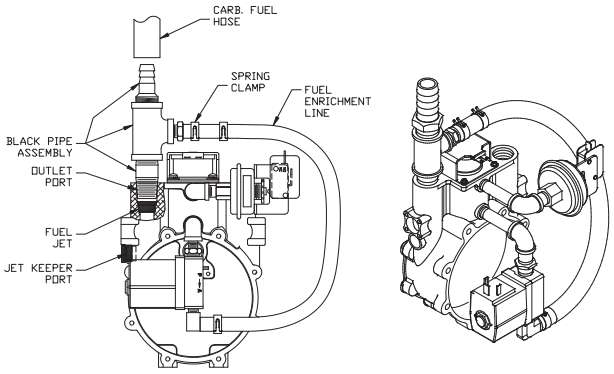
1. Turn the main gas supply off.
2. Remove the carburetor fuel hose from the outlet port of the demand regulator (see Figure 6.1).
3. Disconnect the power wires from the fuel solenoid located on top of the regulator assembly.
4. Loosen the spring clamp on the small fuel enrichment line and remove the hose from the hose barb.
5. Remove the black pipe assembly from the outlet port of the demand regulator.
6. Remove the NG fuel jet (loosen counter clockwise) from the outlet port.
7. Remove the LP fuel jet (loosen counter clockwise) from the jet keeper port on the side of the regulator housing. Install this jet into the outlet port in the regulator casting.

NOTE:

The jet sizes are stamped on the individual jets. The larger jet size is used for running on NG.

8. Install the previously removed NG jet into the jet keeper port on the side of the regulator housing.
9. Install the previously removed black pipe onto the outlet port of the demand regulator.
10. Reverse steps 1-4 in this procedure to reactivate the demand regulator.

Figure 6.1 — Reconfigure the Fuel System



⚠ DANGER ⚠

⚠ Serious injury or damage may occur if not configured properly. Please consult an Authorized Dealer with any questions.