# IS 2.6 — 2 kW 50 Hz

# IS 2.7 — 2.2 kW 60 Hz





## CBU control panel (Mod-Bus transmission Unit)

New design, latest technology, big display and soft touch buttons for quick menu navigation, start and stop procedure, IP54 protection grade. Very compact 86x124mm *(3.84x4.9 in)* with a shielded connecting cable 10mts *(32.8 ft)* long, CBU has many functions for an easy monitoring of the generator:

- ON\OFF/START/STOP/MENU controls.
- Digital hour-meter, Main voltage, Generator Battery voltage, external battery pack voltage, Frequency, Service time, Event list of last 10 alarms and time.
- 13 different alarms icons displayed.
- 485 Mod-Bus connector for monitoring generator by boat main control monitor.

## Engine

- Easy access in case of maintenance of feeding system, lubrication system, sea/water pump and air filter.
- Safety stop in case of low oil pressure.
- Safety stop in case high engine temperature or exhaust gas temperature.
- Double vibration dumping system.
- Oil filter and fuel filter easy to replace.
- Oil drain pump provided.

## Alternator

- Synchronous, 2 poles, self-regulated, brush less self-excited.
- Rotor and stator epoxy resin coated against external agents.
- Rotor dinamically bilanced.
- Insulation class H.
- Safety stop for high coilings temperature.

## Soundproof cabin

The structure is composed by an aluminum mainframe and painted panels of aluminum 5754 type, that has a very high resistance to external agents.
Thanks to this structure, soundproof cabin has a limited weight and an easy accessibility in case of maintenance services, also if installed in narrow places.

## The Intercooler System w/a

Assures the perfect functioning of the generator independently by the external ambient temperature, therefore the alternator and the engine will work at ideal temperature optimizing the performance and reliability of the gen-set.

| Engine | 50 Hz | 60Hz |
|---|---|---|
| Brand | Yanmar | |
| Model | L48N | L48V |
| Type | Diesel 4 stroke | |
| Cylinders (nr.) | 1 | |
| Bore (mm. - in.) | 70 | |
| Stroke (mm.- in.) | 57 | |
| Displacement (cc. - CID) | 219 | |
| Power (hp) | 4,2 | 4,7 |
| RPM | 3000 | 3600 |
| Injection system | Direct | |
| Speed governor | Centrifugal mechanical | |
| Lubrication system | Forced | |
| Oil sump capacity (L-gal) | 0,85 - 0,22 | |
| Engine stop system | Stop solenoid | |
| Fuel pump | Electric | |
| Fuel pump discharge (cm. - ft) | 70 - 2,3 | |
| Fuel consumption (L/h-gal/h ) | 0,7 - 0,185 | 0,8 - 0,211 |
| Air intake (L/min. - gal/min.) | 280 - 9,9 | 340 - 12 |
| Starting battery (Ah-V) | 45 - 12 | |
| Starter (kW-V) | 0,8 - 12 | |
| Max. inclination | 30° | |
| Water pump flow (L/min. - gl/min.) | 20 - 4.4 | |

| Alternator | 50 Hz | 60Hz |
|---|---|---|
| Type | Synchronous, 2-poles | |
| Cooling | Air/water (Intercooler W/A) | |
| Voltage (V) | 115 - 230 | 120 - 240 |
| Frequency (Hz) | 50 | 60 |
| Amps | 17,4 - 8,7 | 18,3 - 9,16 |
| Max. power (kW) | 2,0 | 2,2 |
| Continuous power (kW) | 1,7 | 1,9 |
| Battery charger output (A-V) | 10-12 | |
| Power factor ( cos ø ) | 1 | |
| Insulating class | H | |
| Voltage stability | ±10% | |
| Frequency stability | ±5% | |

## Cooling system

The cooling system of the engine is based on a intercooler system heat exchanger (sea water/air) with the main function of reducing the temperature of the air flow inside the soundproof cabin. The system provides an efficient cooling of the alternator and the optimal temperature for the best performance and reliability of the gensets; despite the on board allocation and the room temperature.

# IS 2.6 50 Hz . IS 2.7 60 Hz

| | 50 Hz | 60Hz | |
|---|---|---|---|
| Dimension (Lenght x Width x Height.) | 500 x 380 x 465 mm - 19,7x14,9x18,3 (in.) | | (with soundproof box) |
| Weight | 80 Kg. - 177 (lb) | | (with soundproof box) |
| Noise Level | 54 $dB_A$ at 7mt | 56 $dB_A$ at 7mt | |

