

| MODEL                | BF-M1250-60      |
|----------------------|------------------|
| Standby Power (60Hz) | 1160KW / 1450KVA |
| Prime Power (60Hz)   | 1070KW / 1338KVA |

### Standard Features

#### General Features:

Engine (MTU 18V2000G85)  
 Radiator 40°C max, fans are driven by belt, with safety guard  
 24V charge alternator  
 Alternator: single bearing alternator IP23, insulation class H/H  
 Absorber  
 Dry type air filter, fuel filter, oil filter  
 Permanent Magnet Generator (PMG)  
 Standard control panel  
 Two 12V batteries, rack and cable  
 Ripple flex exhaust pipe, exhaust siphon, flange, muffler  
 User manual



PHOTO FOR REFERENCE ONLY

### Generator Ratings

| Voltage | HZ | Phase | P.F (COS Ø) | Standby Amps | Standby Ratings (KW/KVA) | Prime Ratings (KW/KVA) |
|---------|----|-------|-------------|--------------|--------------------------|------------------------|
| 480/277 | 60 | 3     | 0.8         | 1744         | 1160/1450                | 1070/1338              |
| 460/266 | 60 | 3     | 0.8         | 1820         | 1160/1450                | 1070/1338              |
| 440/254 | 60 | 3     | 0.8         | 1903         | 1160/1450                | 1070/1338              |
| 416/240 | 60 | 3     | 0.8         | 2012         | 1160/1450                | 1070/1338              |

**Prime Power (PRP):** Prime power is available for an unlimited number of annual hours in variable load application, in accordance with GB/T2820-97 (eqv ISO8528); A 10% overload capability is available for a period of 1 hour within a 12-hour period of operation.

**Standby Power Rating (ESP):** The standby power rating is applicable for supplying emergency power for the duration of a utility power interruption. No overload, utility parallel or negotiated outage operation capability is available at this rating.

### Sales Promises

Baifa Power provides a full line of brand new and high quality products. Each and every unit is strictly factory tested.

Warranty is according to our standard conditions: a, 15 months, counted on the day BAIFA sold to the first buyer; b, One year after installation; c, 1000 running hours (accumulated); subject to the earlier one. Service and parts are available from Baifa Power or distributors in your location.

**ENGINE DATA**

|                                  |                                  |
|----------------------------------|----------------------------------|
| Manufacturer / Model:            | MTU/18V2000G85                   |
| Air Intake System:               | Turbo, Air/Air Cooling           |
| Fuel System:                     | Electronic Fuel Injection System |
| Cylinder Arrangement:            | 18 in "V"                        |
| Displacement:                    | 35.82L                           |
| Bore and Stroke:                 | 130*150 (mm)                     |
| Compression Ratio:               | 16.0                             |
| Rated RPM:                       | 1800rpm                          |
| Max. Standby Power at Rated RPM: | 1310KW (without fan)             |
| Governor Type:                   | ADEC                             |

**Exhaust System**

|                      |                        |
|----------------------|------------------------|
| Exhaust Gas Flow:    | 240m <sup>3</sup> /min |
| Exhaust Temperature: | 510°C                  |
| Max Back Pressure:   | 8.5kPa                 |

**Air Intake System**

|                         |                         |
|-------------------------|-------------------------|
| Max Intake Restriction: | 5kPa                    |
| Burning Capacity:       | 102m <sup>3</sup> /min  |
| Intake Flow:            | 1716m <sup>3</sup> /min |

**Fuel System**

|                         |           |
|-------------------------|-----------|
| 100%(Prime Power) Load: | 203 g/kwh |
| 75%(Prime Power) Load:  | 209 g/kwh |
| 50%(Prime Power) Load:  | 213 g/kwh |
| 100%(Prime Power) Load: | 279L/h    |

**Oil System**

|                            |                       |
|----------------------------|-----------------------|
| Total Oil Capacity:        | 130L                  |
| Oil Consumption:           | 0.5% Fuel Consumption |
| Engine Oil Tank Capacity:  | 87~110L               |
| Oil Pressure at Rated RPM: | 650-850kPa            |

**Cooling System**

|                         |       |
|-------------------------|-------|
| Total Coolant Capacity: | 222L  |
| Max Water Temperature:  | 102°C |

**ALTERNATOR SPECIFICATION****GENERAL DATA**

Compliance with GB755, BS5000, VDE0530, NEMAMG1-22, IED34-1, CSA22.2 and AS1359 standards.

**Alternator Data**

|                                     |  |
|-------------------------------------|--|
| Number of Phase:                    | 3  |
| Connecting Type:                    | 3 Phase and 4 Wires, "Y" type connecting |
| Number of Bearing:                  | 1  |
| Power Factor:                       | 0.8                                      |
| Protection Grade:                   | IP23                                     |
| Altitude:                           | ≤1000m                                   |
| Exciter Type:                       | Brushless, self-exciting                 |
| Insulation Class, Temperature Rise: | H/H                                      |
| Telephone Influence Factor (TIF):   | <50                                      |
| THF:                                | <2%                                      |
| Alternator Capacity:                | 1338KVA                                  |
| Alternator Efficiencies:            | 95.5%                                    |

**GENERATING SET DATA**

|   |                 |
|---|-----------------|
| Voltage Regulation:                           | ≥±5%            |
| Voltage Regulation, Stead State:              | ≤±1%            |
| Sudden Voltage Warp (100% Sudden Reduce):     | ≤+20%           |
| Sudden Voltage Warp (Sudden Increase):        | ≤-15%           |
| Voltage Stable Time (100% Sudden Reduce):     | ≤4S             |
| Voltage Stable Time (Sudden Increase)         | ≤4S             |
| Frequency Regulation, Stead State:            | 0-5% adjustable |
| Frequency Waving:                             | ≤0.5%           |
| Sudden Frequency Warp (100% Sudden Reduce):   | ≤+10%           |
| Sudden Frequency Warp (Sudden Increase):      | ≤-7%            |
| Frequency Recovery Time (100% Sudden Reduce): | ≤3S             |
| Frequency Recovery Time (Sudden Increase):    | ≤3S             |
| Noise Level:                                  | 117dB           |

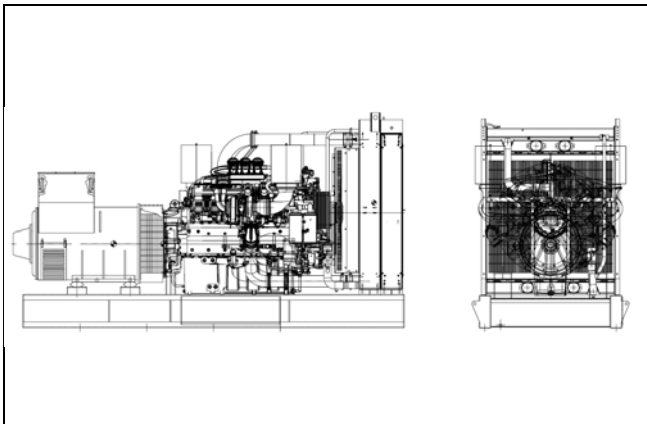
### Standard Features

- ◇ “COMAP” Standard Auto Control System
- ◇ Permanent Magnet Generator(PMG)
- ◇ Oil Drain Valve
- ◇ Documents
- ◇ Battery Charger
- ◇ Starting batteries ( Maintenance-Free & Watering-Free) with connective wires
- ◇ Exhaust System( including until muffler)
- ◇ Special Coolant
- ◇ Water Separator
- ◇ Engine Heater

### Options

- ◇ Base Fuel Tank
- ◇ Daily Fuel Tank
- ◇ Alternator Heater
- ◇ Spare Parts
- ◇ Rainproof Type
- ◇ Soundproof Type
- ◇ Trailer Type
- ◇ Switch box
- ◇ Remote Control Panel
- ◇ Paralleling System
- ◇ Automatic Transfer Switch

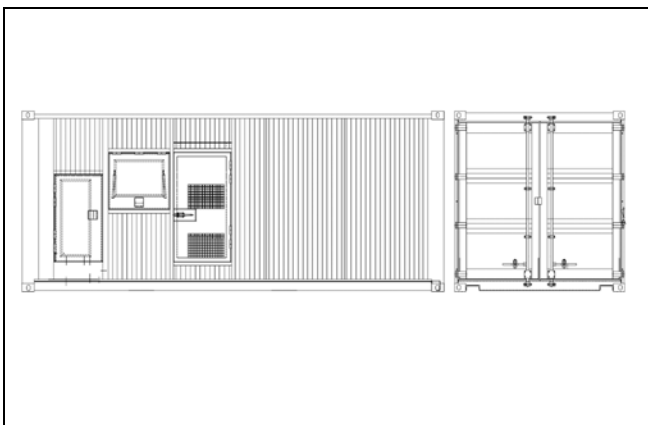
### Dimension & Weight



#### Standard Configuration (Open Type)

Overall Size:4750×2000×2380 ( mm )

Weight: 9000 kg



#### Soundproof Type ( 20'ft container )

Overall Size:6058×2438×2591 ( mm )

Weight: 13000kg

### Auto Module Control Panel



**Auto Module Control Panel** is the configuration for nobody on duty controlling generators. This kind of panel adopts auto module control system, with large LCD display to show the menu.

Features: MRS10-can receive remote output signal from ATS and realize auto start and stop of generators.

MRS16-can realize all functions of MRS10, add RS232 interface which can communicate with PC to realize remote operation.

AMF25-Auto Mains Failure controller, can realize all functions of MRS16, furthermore can detect ATS and control directly.

### Auto Parallel Control Panel



**Automatic Parallel Control Panel** This new automatic parallel system adopts intelligent modules, inserted and folded installed, no need the peripheral relay and logic circuit. The main switch adopts electronic breaker or frame breaker, combined together with the generator, which is very reliable. One generator, one panel. The panel can be used both for singly and parallel. It is only need to parallel generator with such panel when the capability needs to be enlarged in the future.