



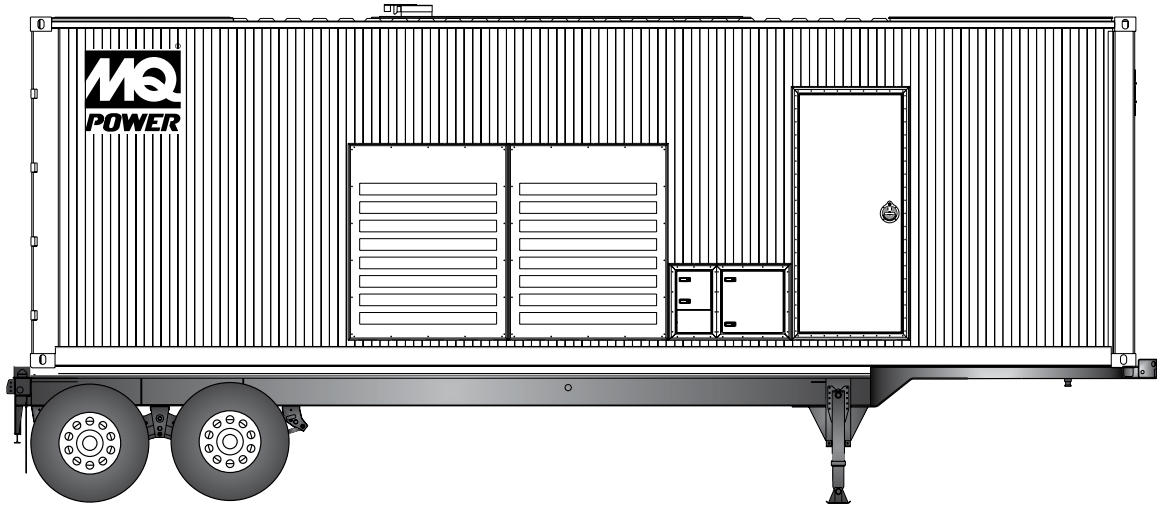
CG1000C2

MQ POWER Containerized Diesel Generator

Prime Rating — 900 kW (1125 kVA)

Standby Rating — 1000 kW (1250 kVA)

EPA Certified Tier 2, 60 Hertz



STANDARD FEATURES

Cummins Heavy Duty Diesel Engine

- 4-cycle design, turbocharged, aftercooled, direct injection
- Battery charger
- Engine coolant heater
- Fire extinguisher (ABC type)
- Meets EPA Tier 2 emissions standards

Fuel System

- 1000 gallon, double wall fuel tank
- Fuel priming system
- Manual fuel valves (for internal or external fuel supply)
- External fuel fill
- Fuel containment

Alternator

- Brushless, 4-pole, synchronous, WYE connection
- Class H insulation system conforms to NEMA MG1-1.65 and BS2757
- Drip-proof, self-venting, amortisseur windings

Electronic Voltage Regulator

- Electronic automatic voltage regulator provides precise regulation
- Separate three-phase PMG for fast recovery from block loads and motor starting

Full Load Acceptance

- Accepts 100% of standby nameplate rating in one step, in compliance with NFPA, para 5-13.2.6

Generator Control Panel

- Vibration-isolated controller
- Manual or remote engine start/stop
- Modbus communication support
- Safety shutdowns
- Externally mounted emergency stop switch
- Generator mainline circuit breaker, 100% rated, electronically operated, UL listed

Specially Designed Container

- 30 ft. ISO container, sound-attenuated, acoustical fiberglass for extremely quiet operation
- 4" full containment
- Integral vibration isolators
- Exterior polyurethane coating system provides long life in extreme operating conditions
- Interior DC lights and timer switches
- Critical grade silencer with insulation

Warranty

- Engine-generator sets are covered by an express written, one-year limited warranty



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SPECIFICATIONS

Alternator Specifications

| | |
|---|------------------------|
| Make | Stamford HCI634J1 |
| Type | 4-Pole, Rotating Field |
| Number of Leads | 12 |
| Generator Type | Brushless w/ PMG |
| Voltage Regulator | Solid State |
| Insulation | NEMA MG1-1.66 |
| Material | Class H |
| Temperature Rise | 105° C / 125° C |
| Bearing: Number, Type | Single, Sealed |
| Coupling | Flexible Disk |
| Amortisseur Windings | Full |
| Excitation | Separately-derived |
| Voltage Regulation (no load to full load) | 0.25% Steady State |
| Generator Efficiency at Full Load | 95% |
| Phase Sequence | ABC (L1, L2, L3) |
| L-L Harmonic Max Total | <5.0% |
| L-L Harmonic Max Single | <3.0% |

Engine Specifications

| | |
|---------------------------------------|---|
| Manufacturer/Model | Cummins / QST30-G5 NR2 |
| Engine Type | 4-cycle, Turbocharged, and Low Temperature After Cooled (Air-to -Air) |
| Cylinder Arrangement | V-12 |
| Displacement | 1860 in ³ (30.5 L) |
| Bore | 5.51 in. (140 mm) |
| Stroke | 6.5 in. (165 mm) |
| Compression Ratio | 14.7 : 1 |
| Piston Speed (60Hz) | 1950 ft./min (9.91 m/sec) |
| Bearing Main: Number | 7 |
| Bearing Main: Type | Replaceable, Precision |
| Cylinder Head Material | Cast iron |
| Crankshaft Material | Forged steel |
| Brake Mean Effective Pressure (BMEP) | 351 psi (2417 kPa) |
| Rated RPM (60 Hz) | 1800 RPM |
| Max. Power At Rated RPM (without fan) | 1490 hp (1112 kW) |
| Governor: Type | Electronic |
| Frequency Regulation: Steady State | Isochronous |
| Air Cleaner Type - All Models | Dry |

Amperage

| Voltage | Phase | Power Factor | Continuous Amperes | |
|----------|-------|--------------|--------------------|-------|
| | | | Standby | Prime |
| 480 Volt | 3 | 0.8 | 1504 | 1353 |

Engine Electrical System

| | |
|--|----------|
| Battery Charging Alternator Ground Type | Negative |
| Volts | 24 VDC |
| Alternator Ampere Rating | 35 A |
| Starter Motor Rated Voltage | 24 VDC |
| Minimum Recommended Battery for 0°C/ Cold Cranking Performance | 1425 Ah |

Derating

| Derating Factors (60 Hz) | Altitude | Ambient Temperature |
|--|---------------------------------------|---------------------|
| The engine may be operated up to 2385 ft. (727 m) altitude without derating at 1800 rpm. | >2385 ft. = 3.5% per 1000 ft. (305 m) | +7% per 10°C (18°F) |

Cooling System

| | |
|--|-----------------------------|
| Exhaust Manifold Type | Dry |
| Radiator Design | Parallel cores |
| Coolant Capacity - Engine | 53.2 gal. (201 L) |
| Water Pump Design/Type | Belt Driven, Centrifugal |
| Coolant Flow | 114 gal/min (432 L/min) |
| Total Heat Rejection from Cooling System | 41660 BTU/min (43.9 MJ/min) |
| Thermostat Range | 200 °F (93.3 °C) |

Fuel System

| Recommended Fuel | ASTM-D975-No.1 & No.2-D* | |
|----------------------------------|--------------------------|--------------|
| Filter Micron Size | 10 | |
| Total Fuel Flow | 150 gal./hr. (570 L/Hr.) | |
| Fuel Tank Capacity | 1000 gal (3,785 L) | |
| Fuel Consumption - gal/hr (L/hr) | Standby | Prime |
| At 1/4 load | 19.1 (72.3) | 17.3 (65.5) |
| At 1/2 load | 35.8 (135.5) | 32.1 (121.5) |
| At 3/4 load | 54.1 (204.8) | 47.5 (179.8) |
| At full load | 72.2 (273.3) | 63.9 (241.9) |

* - Use ultra-low sulfur diesel fuel.

Lubrication System

| | |
|---------------------------------------|-------------------------|
| Type | Full Pressure System |
| Oil Filters | 4 Spin-on, Full Flow |
| Oil Capacity with Filters | 35 gal. (132 L) |
| Oil Pressure at Rated Speed (minimum) | 45-56 psi (310-386 kPa) |

Exhaust System

| | |
|--|------------------------------------|
| Exhaust Temperature at Rated kW | 890° F (477° C) |
| Exhaust Flow at Rated kW | 7540 cfm (211 m ³ /min) |
| Silencer Type | Critical |
| Maximum Allowable Backpressure (standby) | 27 in/wc (6.8 kPa) |
| Exhaust Outlet Size at hook-up | 10 in. (254 mm) |



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The CG1000C2 Sound Attenuated Generator is configured for standard 60 Hz, 480V output. Special voltage outputs are available (special order).

ALTERNATOR FEATURES

- Generator protection for overload and short circuit.
- Generator is designed and built within NEMA, IEEE and ANSI standards for temperature rise.
- PMG for superior regulation and response.
- Three-phase sensing on regulator.

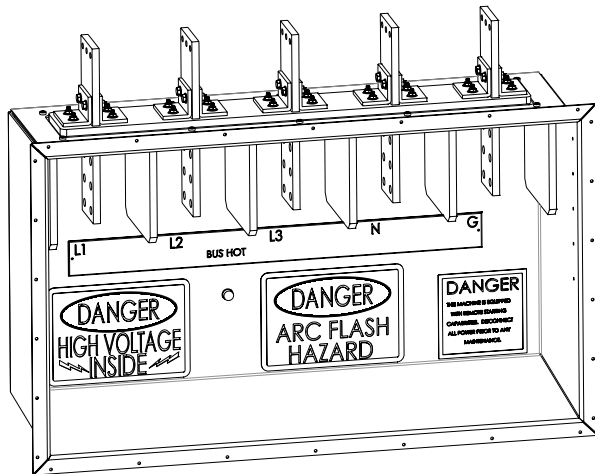
OPTIONAL FEATURES AND ACCESSORIES

Generator Set

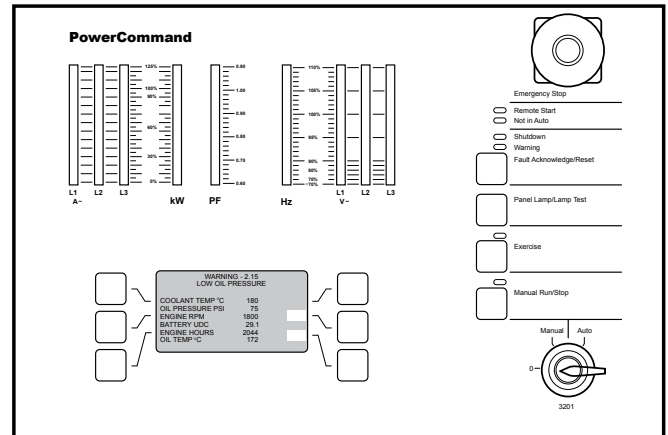
- Genset-to-Genset Paralleling Control System
- Remote Controller
- Custom Outlet Panels
- Oil Pan Heater
- Alternator Strip Heater

Container

- ISO Trailer Chassis (30 ft.)
- 9-Step Fueling Ladder with Hand Rail
- Personnel Ladder (Aluminum Construction)
- Custom Paint Colors (Arctic White is Standard)



Bus Panel



Power Command Digital Genset Control

DIGITAL CONTROLLER FEATURES

- Local and Remote Generator Control
- Automatic and Manual Starting and Stopping
- Engine and Generator Protection
- Digital Voltage Regulation
- ECU Communications via SAE J1939
- 4 Programmable Contact Inputs
- AC Output Metering
- Integrated RS485
- Auto Synchronizing
- Digital Alarm and Status Display

Monitoring

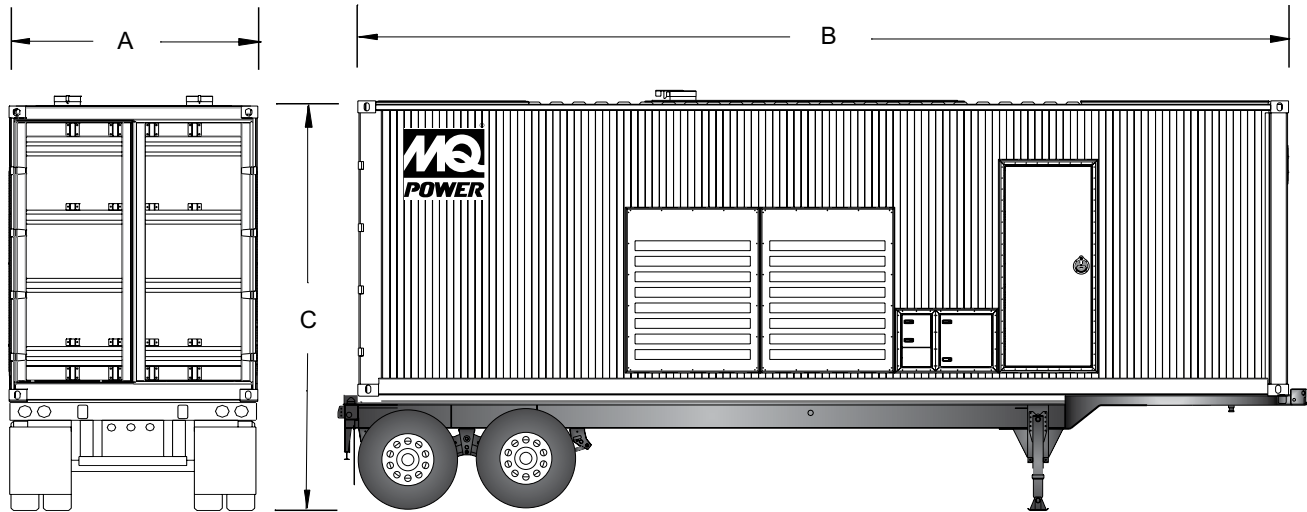
- Engine RPM
- Engine Run Time
- Generator Voltage
- Generator Current
- Generator Frequency
- Oil Pressure
- Battery Voltage
- Low Fuel Alarm
- Running Hour Meter
- Coolant Temperature
- Generator Under/Over Voltage Alarm/Shutdown
- Generator Under/Over Frequency Alarm/Shutdown
- Over Current Alarm/Shutdown



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DIMENSIONS



| Weight and Dimensions | | |
|------------------------------|-----------------------|------------------------|
| A | B | C |
| 96 in. (2,438 mm) | 360 in. (9,144 mm) | 163 in. (4,137 mm) |
| Weight (Wet)* | | 53,420 lbs (24,231 kg) |
| Weight (Wet with Trailer)* | | 59,420 lbs (26,952 kg) |

* - Weight is approximate. Wet weight does not include fuel.

Your Multiquip dealer is:

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