



G290WCU-3B-T3

Mobile Generators

Key Features

- Manufactured in Statesville, North Carolina, USA.
- Heavy duty generator system designed for prime power operation in rental, construction and special events applications.
- Generator is CSA certified for electrical equipment per C22.2, No. 14.

Skidbase and Enclosure

- Package foundation is a heavy duty, oilfield-ready skidbase designed with minimum 110% environmental containment to prevent any leakage of fuel, oil, or coolant.
- Optimized package design combines low noise levels with small footprint and full load performance capability in high ambient temperatures.
- The enclosure is coated with a 13 stage paint process including E-coat primer for superior corrosion resistance and a high gloss powder paint for long life.
- Wide opening side access doors are hinged, providing easy access and are equipped with recessed, pad-lockable handles.
- Package is equipped with a center-point lifting eye for safe, well-balanced hoisting, designed with a 5 x safety factor for the weight of a fully fueled unit with running gear.

Engine and Cooling System

- Dual frequency: Easily selectable between 50Hz and 60Hz.
- Industrial, heavy-duty diesel engine is emissions certified to current EPA and CARB requirements and provides optimum mix of performance and fuel economy.
- Electronically controlled engine provides isochronous frequency control and advanced diagnostic monitoring and protection.
- Oversized cooling system rated for high ambient temperature (minimum 40°C/104°F) operation without de-rating.



- The engine generator assembly is mounted on fail-safe vibration isolators.
- Coolant and oil drains are piped to bulkhead fittings mounted on the enclosure and all filters and maintenance points are easily accessed for safe and easy servicing.
- Engines are globally supported by the engine OEM and Doosan Portable Power.

Generator

- Leroy Somer alternators feature AREP brushless excitation providing industry leading motor starting kVA and 300% overload capability.
- Class H insulation with upgraded environmental coating for ultimate resistance to high temperature and humidity.
- Reconnection link board to easily configure the units for operation at most common voltages.

Control System

- Operator-preferred analog gauges provide at-a-glance monitoring of vital engine and generator parameters.

| Voltage / Frequency | P.F. | Armature Connection | Rating | Amps | kW | kVA |
|---------------------|------|-----------------------|---------|------|-----|-----|
| 480V-3Ø-60Hz | 0.8 | Series Wye | Prime | 349 | 232 | 290 |
| | | | Standby | 384 | 255 | 319 |
| 240V-3Ø-60Hz | 0.8 | Parallel Wye | Prime | 698 | 232 | 290 |
| | | | Standby | 768 | 255 | 319 |
| 208V-3Ø-60Hz | 0.8 | Parallel Wye | Prime | 805 | 232 | 290 |
| | | | Standby | 886 | 255 | 319 |
| 240V-1Ø-60Hz | 1.0 | Series Wye (4-wire) | Prime | 322 | 232 | 232 |
| | | | Standby | 354 | 255 | 255 |
| 120V-1Ø-60Hz | 1.0 | Parallel Wye (4-wire) | Prime | 644 | 232 | 232 |
| | | | Standby | 708 | 255 | 255 |
| 400V-3Ø-50Hz | 0.8 | Series Wye | Prime | 373 | 207 | 259 |
| | | | Standby | 411 | 228 | 285 |

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- Solid state engine control module provides convenient, microprocessor-controlled startup at the push of a button and protects the generator system from an array of faults while providing the operator with indication of any faults on the LED display.
- Engine fault codes are displayed on an LCD display, providing operators and technicians with a numeric and text explanation of the fault code, minimizing the need for expensive hand-held code scanners.
- Standard remote Auto Start / Stop capability via two wire, closed contact logic, allows for connection to automatic transfer switchgear and other remote starting devices.
- Battery disconnect switch is mounted inside the enclosure.

Power Connections

- All controls and connection points are grouped at the rear of the unit for safety and operator convenience.
- Power cables are connected at an oversized five lug (L1 L2 L3 N PE) terminal board capable of accepting bare end cable or terminated cables.
- Convenience receptacle panel includes individual branch circuit breakers.

Fuel System

- Single fuel tank sized for 24 hour runtime is mounted within the skid base, providing double wall protection.
- Fuel tank mounted low in frame and centered to ensure balanced lifting and low center of gravity.
- The fuel filler is located within the containment basin, minimizing possible spillage.
- Standard Racor-style fuel / water separator and fine micron secondary fuel filter keep contaminants out of the system

and increase reliability.

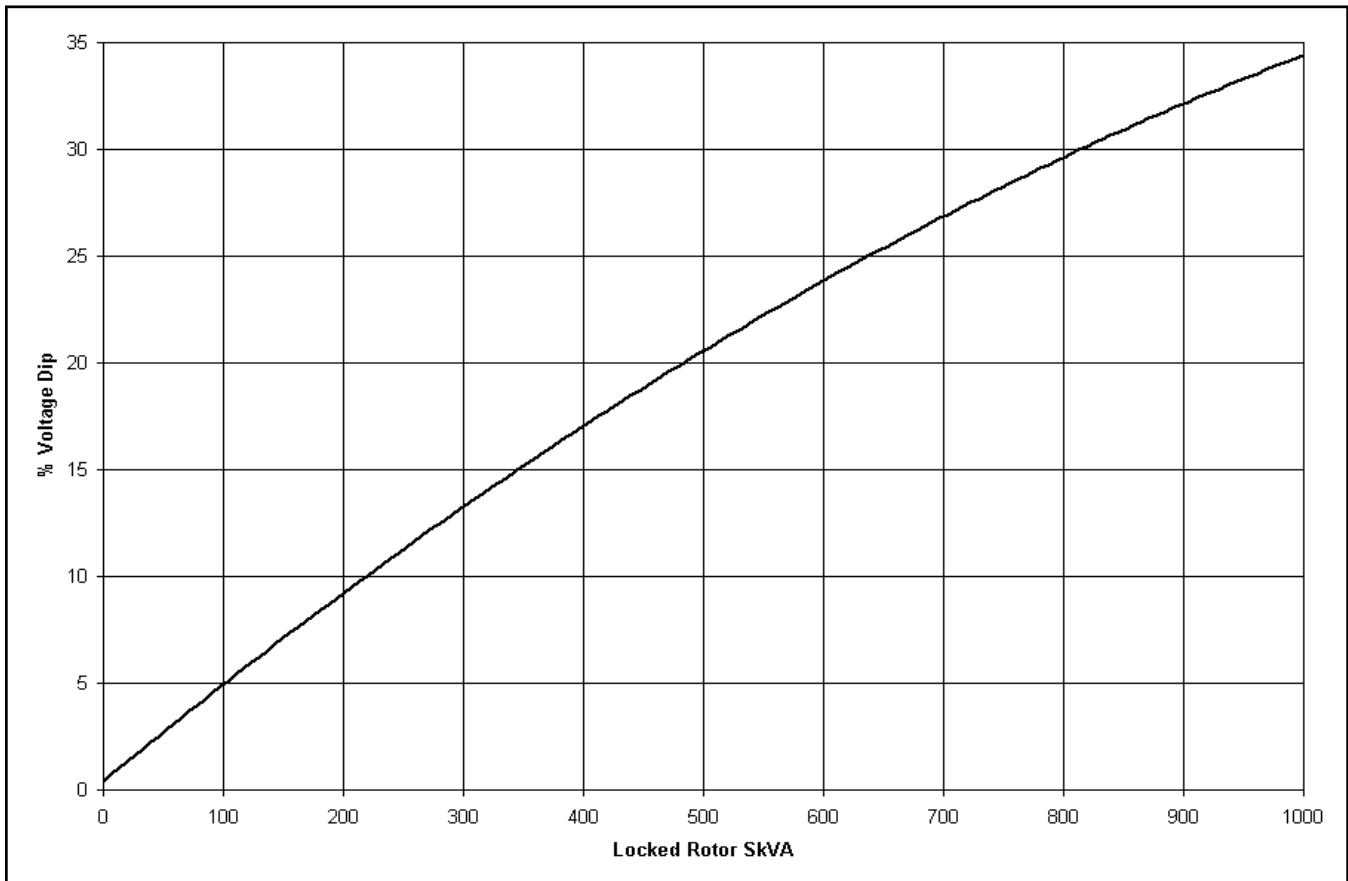
- The containment system features a three-inch drain plug for easy cleaning, and the fuel tank has a drain plug mounted behind the containment plug.
- Leak-proof fuel vents eliminate the potential for fuel purge during out-of-level conditions during transport and load / unload.
- Low fuel shutdown ensures the engines will not lose prime if they run out of fuel.

Running Gear

- Integrated running gear system mounts directly to generator skidbase providing an industry-best low center of gravity for safe, stable towing, on-road or off-road.
- Tandem axle torsion suspension with E-Z-Lube hub assemblies and electric brakes.
- All models feature high quality, grommet-mount lighting and meet Federal Motor Vehicle Safety Standards for lighting and conspicuity.
- Trailer-to-vehicle connector is a 6-pole round plug with a high quality, jacketed wiring harness.
- All units are equipped with a 3-inch pintle eye, wheel chocks and a high quality, heavy-duty jack stand.

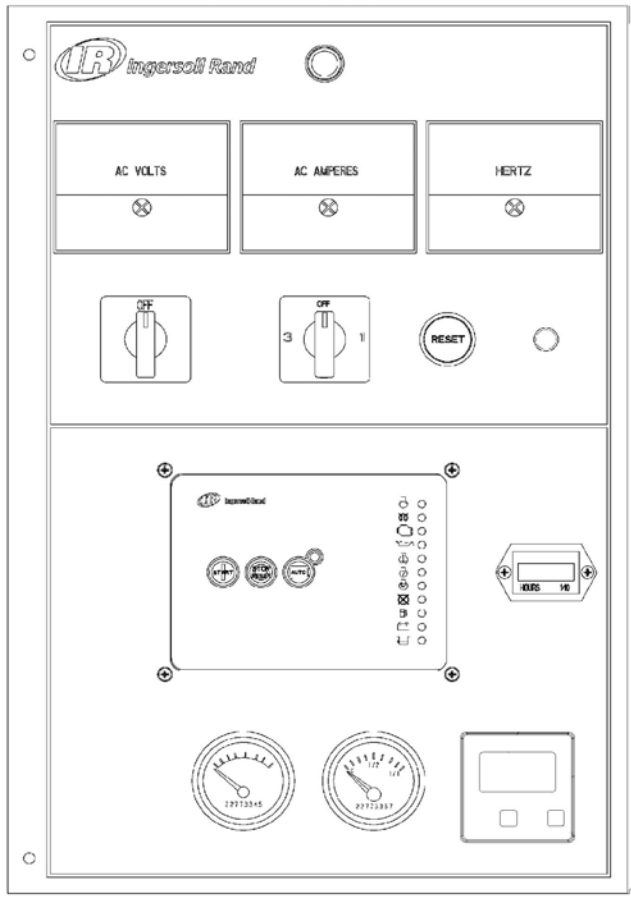
Warranty

- All models are covered by a comprehensive limited warranty:
- Package: 1 year / 2000 hours
- Cummins Engine: 1 year / unlimited hours
- Leroy Somer Alternator: 2 years / 4000 hours



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| Engine Data | | |
|------------------------------|----------------------------|--------------|
| Engine Manufacturer | Cummins | |
| Model Number | QSL9-G3 | |
| Prime Output @ Rated Speed | 352 HP | 262 kWm |
| Standby Output @ Rated Speed | 399 HP | 297 kWm |
| Engine Type | Inline 4-cycle | |
| Engine Control | ECU | |
| Emissions Certification | EPA Tier 3 | |
| Number of Cylinders | 6 | |
| Aspiration | Turbocharged / Intercooled | |
| Bore x Stroke | 4.5 x 5.7 in | 114 x 145 mm |
| Displacement | 543 in ³ | 8.8 L |
| Compression Ratio | 16.8 : 1 | |
| Governor Type | Electronic / Isochronous | |
| Speed Regulation Accuracy | + / - 0.25% Steady State | |
| Single Step Load Acceptance | 100% | |
| Cooling System | 50% Glycol / 50% Water | |
| Charging Alternator Output | 35 A | |
| DC System Voltage | 24 V | |
| Battery Output | 2 x 1000 CCA | |



| Fluid Capacities | | Gal | L |
|--|---------|---------------------------|-----------|
| Oil Sump Capacity | | 7.0 | 26.5 |
| Cooling System Capacity | | 9.0 | 34.1 |
| Usable Fuel Cell Capacity | | 386.0 | 1461.2 |
| Fuel Consumption | Gal / h | L / h | Runtime |
| @ 25% Load | 5.6 | 21.2 | 68.9 |
| @ 50% Load | 10.8 | 40.9 | 35.7 |
| @ 75% Load | 15.2 | 57.3 | 25.4 |
| @ 100% Load | 18.5 | 70.0 | 20.9 |
| Alternator Data | | | |
| Alternator Manufacturer | | Leroy Somer | |
| Alternator Model | | LSA 462 L9 | |
| Alternator Type | | Four Pole Revolving Field | |
| Number of Leads | | 12 | |
| Insulation Class | | H | |
| Frequency | | 50 / 60 Hz | |
| Available Voltages—3Ø | | 208 / 240 / 416 / 480 V | |
| Available Voltages—1Ø | | 120 / 139 / 240 / 277 V | |
| Voltage Connection Method | | Buss Bar Reconnectable | |
| Excitation Method | | Brushless with AREP | |
| Voltage Regulator Model | | R448 | |
| Voltage Regulation Accuracy | | + / - 0.5% Steady State | |
| Total Harmonic Distortion (THD) | | <5% @ No Load | |
| Telephone Influence Factor (TIF) | | <50 | |
| Power Connections | | Qty | |
| 20A—125V GFCI Duplex (NEMA 5-20R) | | | 2 |
| 50A—125/250V Temp Power (CS6369) | | | 3 |
| Terminal Board Maximum Cable Size (Bare Wire) | | 1000 MCM | |
| Terminal Board Maximum Cable Size (Lugged) | | 1000 MCM | |
| Reference Conditions | | | |
| Rated Ambient Temperature | | 10°-104°F | -12°-40°C |
| Minimum Starting Temperature (Standard) | | 10°F (-12°C) | |
| Minimum Starting Temperature (w/ Cold Start Opt) | | 0°F (-18°C) | |
| Rated Altitude | | | |
| Temperature De-rate Factor | | | |
| Altitude De-rate Factor | | | |

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|---|---|--------------------|
| Running Gear | To 49CFR571 requirements | |
| Configuration | Tandem axle | |
| Suspension | Torsion bar | |
| Standard Brake System Configuration | Electric | |
| Tires | 9.50-16.5 LT/E | |
| Wheels | 16.5" x 6.75" (419 mm x 171 mm), 8 lug on 6.5" (165 mm) bolt circle | |
| Lighting and Reflectors | Meets FMVSS 571.108 requirements | |
| Electrical Connection to Towing Vehicle | Six pole round plug | |
| Standard Coupling Connection | 3" (76 mm) Pintle eye | |
| Hitch Height | 22-26.5-31-35.5 in | 559-673-787-902 mm |
| Safety Chains | 2 x 3/8" (10 mm) Chains with slip hooks and safety latches | |
| Jack Stand Configuration | 10,000lb (4,536 kg) Capacity, top wind with sand shoe, fixed mount | |
| Weights & Dimensions (w/ Running Gear) | | |
| Length | 220.9 in | 5,611 mm |
| Width | 77.7 in | 1,974 mm |
| Height | 111.4 in | 2,830 mm |
| Weight (Shipping) | 8,998 lb | 4,081 kg |
| Weight (Ready to Run) | 11,957 lb | 5,424 kg |
| Weights & Dimensions (Less Running Gear) | | |
| Length | 159.4 in | 4,049 mm |
| Width | 56.1 in | 1,424 mm |
| Height | 93.9 in | 2,385 mm |
| Weight (Shipping) | 7,588 lb | 3,442 kg |
| Weight (Ready to Run) | 10,547 lb | 4,784 kg |
| Sound Level @ 23ft (7m), 100% Load | 70 dB(A) | |

