

# QAS 250-330 JD T4F

## Mobile Generator



### Standard Scope of Supply

The Atlas Copco **QAS 250 & QAS 330 JD T4F** generators are prime power, multi-voltage, sound attenuated, mobile generators. They are powered by a JD T4 Final liquid-cooled, six-cylinder diesel engine.

The units consist of an alternator, diesel engine, cooling system, electrical distribution and control systems - all enclosed within a sound attenuated enclosure fabricated from powder coated steel.

A broad range of undercarriage formats and options are available.

Special attention has been given to the overall product quality, user friendliness, ease of serviceability, and economical operation to ensure best in class total cost of ownership.

### Available Models

|            |                                |
|------------|--------------------------------|
| QAS 250 JD | 250kVA prime power – JD engine |
| QAS 330 JD | 330kVA prime power – JD engine |

### Standard Features

- Compact, sound attenuated, corrosion resistant, with single point lifting and 110% fluid containment
- Dual axle trailer as standard, available as a skid mounted unit with forklift pockets as an option
- Heavy Duty alternator with AREP excitation and marine grade protection
- Single side service with long run filters and 500-hour service intervals
- John Deere 6090HFG06 T4F engine
- Identical enclosures and maintenance points between models
- Emergency Stop
- Remote signal Start / Stop

### Benefits

- Extremely durable and environmentally sensitive, designed to be used for everything from the oil field to special event power
- Versatility, giving you the flexibility to match your machine to the correct application
- Start-up power for the most demanding sites with 300% over load starting capabilities
- Heavy duty oil, air and fuel filters extend the maintenance interval to 500 hours for reduced total cost of ownership
- Proven engine platform with high reliability and durability
- Reduces stock of service kits and inventory of parts with rental ROI kept in mind
- External, recessed emergency stop for increased safety
- Allows connection as a critical back-up unit via a 2-wire dry contact connection in the distribution panel

Technical Data<sup>1</sup>

| Generator  | Units       | QAS 250 JD                       | QAS 330 JD  |
|--|-------------|----------------------------------|-------------|
| Rated Prime Power 3∅ @ 480V 60Hz                                 | kW/kVA      | 200/250                          | 264/330     |
| Rated Standby Power 3∅   | kW/kVA      | 220/275                          | 290/363     |
| 3∅ Power Factor  |             | 0.8                              |             |
| 3∅ Voltage in 480V Switch Position (series star w/neutral)       | V           | 480Y/277                         |             |
| Amp Capacity @ 480V/60Hz   | A           | 301                              | 397         |
| 3∅ Voltage in 240-208V Switch Position (parallel star w/neutral) | V           | 240YY/139 - 208YY/120            |             |
| Amp Capacity @ 240V/60Hz   | A           | 600                              | 794         |
| Amp Capacity @ 208V/60Hz   | A           | 600                              | 800         |
| 3∅ Voltage in 400V Switch Position (series star w/neutral)       | V           | 240YY/139 - 208YY/120            |             |
| Rated Prime Power @ 400V/50Hz                                    | kW/kVA      | 160/200                          | 200/250     |
| Amp Capacity @ 400V/50Hz   | A           | 361                              | 404         |
| Rated Prime Power 1∅ @ 240V 60Hz                                 | kW/kVA      | 132/132                          | 198/198     |
| 1∅ Power Factor  |             | 1.0                              |             |
| 1∅ Voltage in 120-240V Switch Position (zig-zag)                 | V           | 120-240                          |             |
| Amp Capacity @ 240V  | A           | 600                              | 800         |
| Amp Capacity @ 120V  | A           | 2 X 600                          | 2 X 800     |
| Performance Class (acc. ISO 8528-5:1993)                         |             | G2                               | G2          |
| Single Step Load Acceptance (0-PRP) @60Hz                        | kW %        | 159-79%                          | 164-62%     |
| Alternator (4 pole, 12 wire)                                     | Leroy Somer | LSA 46.2 L6                      | LSA 46.2 L9 |
| Excitation   |             | AREP                             |             |
| Automatic Voltage Regulator (+/- 0.5%)                           | Leroy Somer | R450                             |             |
| Insulation   |             | Class H                          |             |
| Frequency  | Hz          | 50/60                            |             |
| Main Breaker – Shunt Trip  | A           | 800                              | 1000        |
| Power Distribution – Terminal Board                              |             | 5 Wire (L1,L2,L3,N,GND)          |             |
| Terminal Board Connectors  |             | Bare Wire Terminals              |             |
| Maximum Terminal Cable Size                                      |             | 350MCM                           |             |
| Convenience Receptacles <sup>2</sup>                             |             | 2x NEMA 5-20R<br>2x 125/250V 50A |             |

| Engine  | Units      | QAS 250 JD   | QAS 330 JD |
|---|------------|--------------|------------|
| Model   | John Deere | 6090HFG06    |            |
| US EPA Tier   |            | T4F          |            |
| Displacement  | L          | 9.0          |            |
| Cylinders   | #          | 6            |            |
| Continuous Engine Power Output (@ 1800 RPM)                       | HP (kW)    | 290 (216)    | 399 (298)  |
| Rated Speed   | RPM        | 1800         |            |
| Engine Control  |            | ECU          |            |
| Aspiration  |            | Turbocharged |            |
| Engine Oil Capacity <sup>3</sup>                                  | US Gal (L) | 10.6 (40)    |            |
| Engine Coolant Capacity   | US Gal (L) | 13.6 (51)    |            |
| Maximum Ambient Temperature (at Sea Level) <sup>4</sup>           | °F (°C)    | 122 (50)     |            |
| Minimum Starting Temperature (without Cold Weather Options)       | °F (°C)    | 14 (-10)     |            |
| Minimum Starting Temperature (with Cold Weather Kit) <sup>5</sup> | °F (°C)    | -4 (-20)     |            |
| Electrical System (negative ground)                               | V          | 24           |            |
| Engine Alternator Output  | A          | 60           |            |
| Battery Capacity (Cold Cranking Amps)                             | A          | 1100 X 2     |            |
| Sound Pressure Level @23' (7m) @75% load <sup>6</sup>             | dB(A)      | 73           |            |

| Fuel System                               | Units            | QAS 250 JD   | QAS 330 JD   |
|---|------------------|--------------|--------------|
| Fuel Consumption @ 0% Load                | US Gal/hr (L/hr) | 2.71 (10.2)  | 3.05 (11.5)  |
| Fuel Consumption @ 50% Load               | US Gal/hr (L/hr) | 7.11 (26.8)  | 9.48 (35.9)  |
| Fuel Consumption @ 75% Load               | US Gal/hr (L/hr) | 10.16 (38.4) | 13.55 (51.3) |
| Fuel Consumption @ 100% Load <sup>9</sup> | US Gal/hr (L/hr) | 14.23 (53.9) | 18.29 (69.2) |
| Fuel Type <sup>7</sup>                    |                  | Diesel       |              |
| Fuel Tank Capacity                        | US Gal (L)       | 385 (1457)   |              |
| Fuel Autonomy @ 75% Load <sup>8</sup>     | Hr               | 34.1         | 25.6         |
| DEF Tank Capacity                         | US Gal (L)       | 25 (94.6)    |              |

<sup>1</sup> All ratings are at a reference condition of 0' altitude and 20°C (68°F)

<sup>2</sup> Please see receptacle voltage configuration in Power Distribution section

<sup>3</sup> Engine oil to meet C.J.-4 (low ash oil)

<sup>4</sup> Please see "Performance @ Altitude and High Ambient Conditions" for altitude and temperature calculations

<sup>5</sup> Cold start option comes with 0W40 synthetic engine oil

<sup>6</sup> Measured in accordance with ISO 2151 under free field conditions @ 7m distance

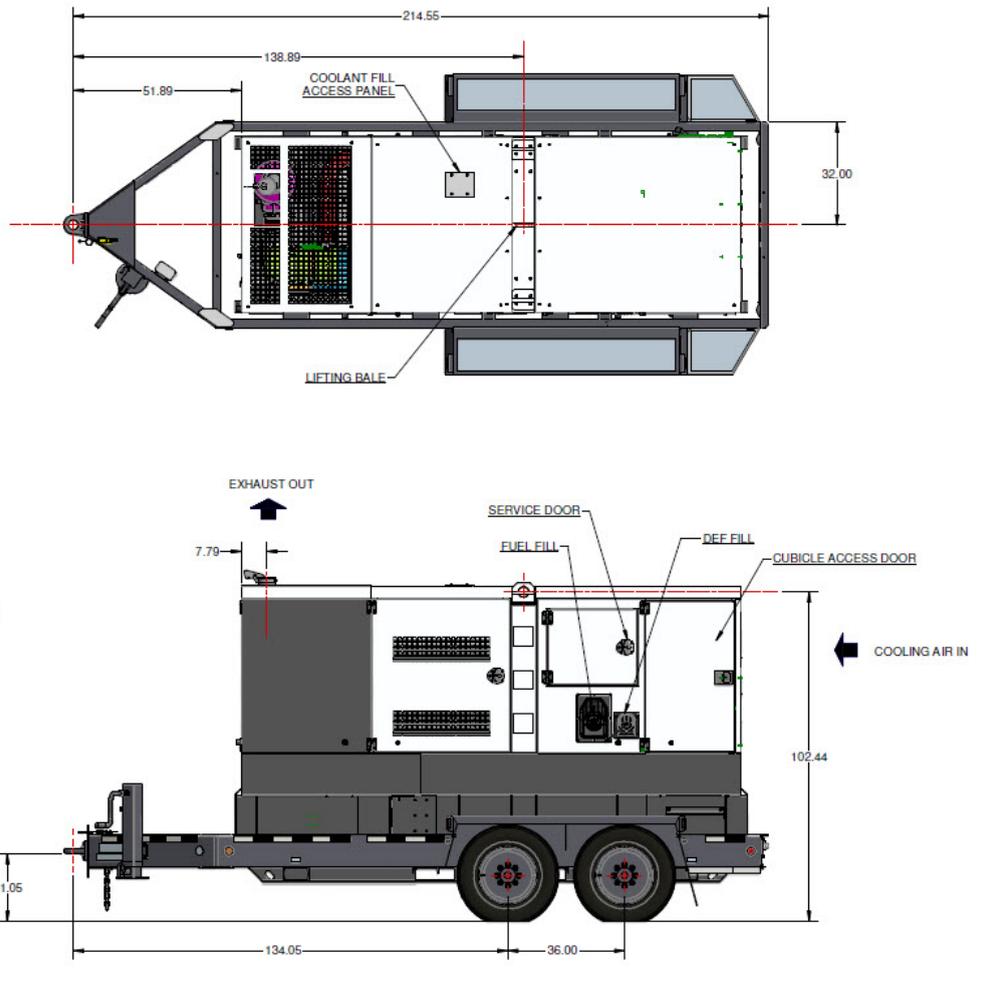
<sup>7</sup> Engine and emissions require the use of Ultra Low Sulfur Diesel in accordance to ASTM-D975 Grade No. 1-D S15 & No.2-D S15

<sup>8</sup> Based on 90% volume of fuel tank

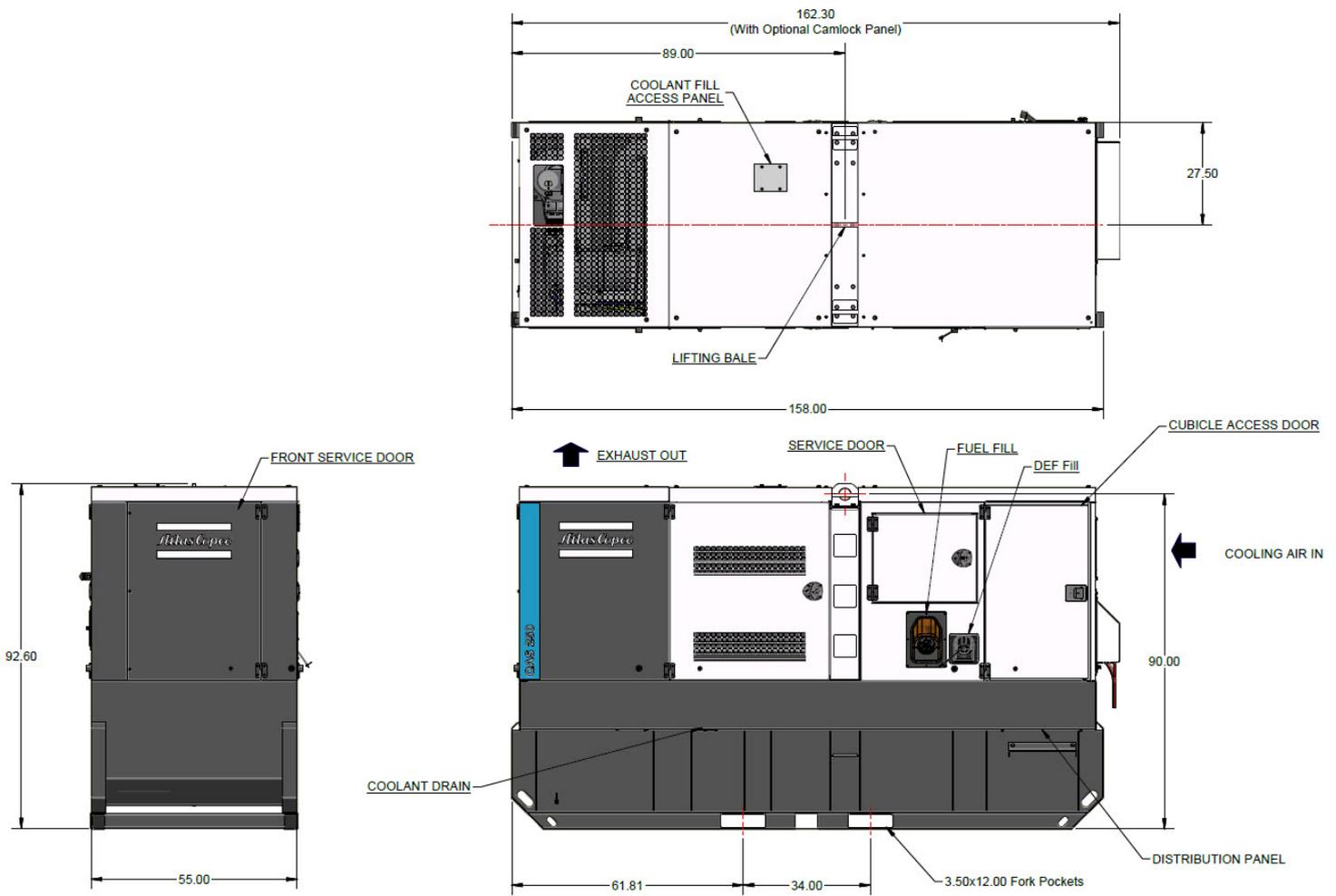
<sup>9</sup> Only at 60 Hz

## Dimensions

### Trailer Mounted



Skid Mounted



**Weight - Wet (ready to operate)**

Trailer Mounted  
Skid Mounted

**Units**

lbs (Kg)  
lbs (Kg)

**QAS250 JD**

14,175 (6,430)  
11,870 (5,384)

**QAS330 JD**

14,355 (6,511)  
12,050 (5,466)

**Dimensions**

Trailer Mounted (L x W x H)  
Skid Mounted (L x W x H)

Inches  
Inches

218 x 94 x 109  
158 x 55 x 93

Principle Data

Alternator

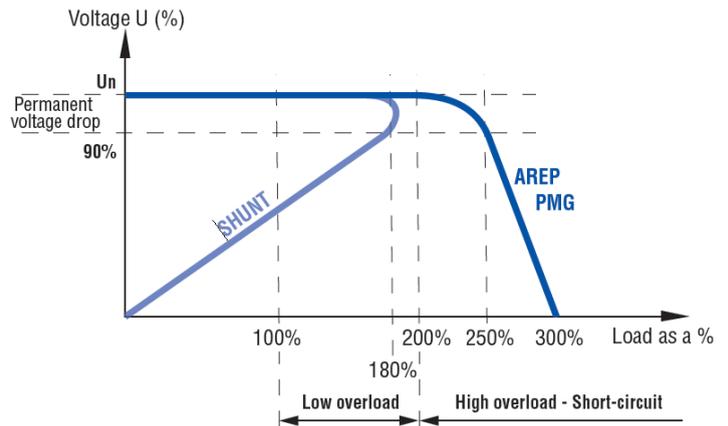
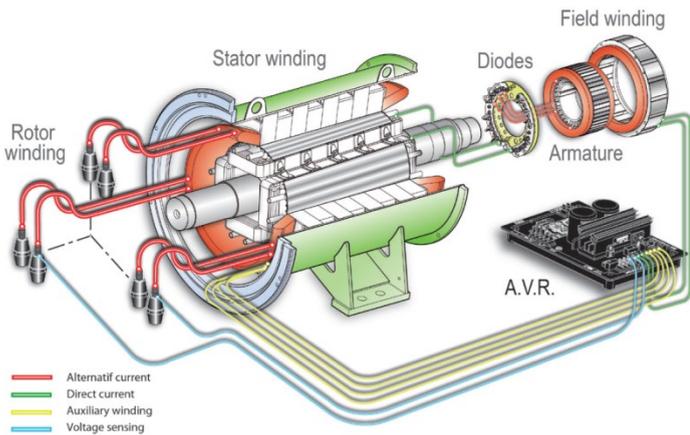
The Leroy Somer LSA alternators are designed for heavy duty continuous applications, with marine winding protection and Leroy Somer's AREP excitation system.

- AREP Excitation for superior motor starting capabilities
- Marine grade (relative humidity >95%) protection
- External multi-voltage selector switch (3 – position)
- 4 pole brushless design with single bearing, Class H insulation and IP23 rating
- Voltage regulation +/- 0.5%
- Full Load acceptance of prime power rating

The AREP system uses 2 independent auxiliary windings located in the main stator to send supply voltage to the AVR:

- The voltage delivered by the first auxiliary winding H1 is proportional to the alternator output voltage (shunt characteristic).
- The voltage delivered by the second auxiliary winding H3 is proportional to the current drawn by the alternator and is a function of the applied load (compound characteristic – booster effect).
- The resulting phase-to-phase voltage supplies power to the AVR.

This power supply to the AVR power circuit is independent of the voltage sensing measured on the alternator output terminals. Therefore, the excitation current delivered by the AVR to the alternator exciter is independent of any voltage distortions (harmonics) due to the load. The AREP system gives the alternator a high overload capacity (load impact or starting electric motors) and a short-circuit capability (300% - 10 s) in order to provide discriminating protection: the alternator with AREP excitation is shorter than the one with PMG excitation. It is particularly suitable for demanding applications.



Performance @ Altitude and High Ambient Conditions

When using at altitude and high ambient conditions the engine and alternator will de-rate as per chart below.

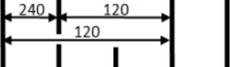
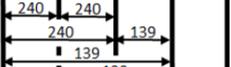
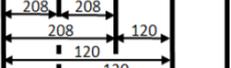
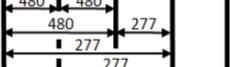
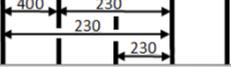
|               |              | Temperature °C (°F) |        |         |         |         |         |         |         |          |          |          |     |
|---------------|--------------|---------------------|--------|---------|---------|---------|---------|---------|---------|----------|----------|----------|-----|
|               |              | 0 (32)              | 5 (41) | 10 (50) | 15 (59) | 20 (68) | 25 (77) | 30 (86) | 35 (95) | 40 (104) | 45 (113) | 50 (122) |     |
| Height m (ft) | 0            | 100%                | 100%   | 100%    | 100%    | 100%    | 100%    | 100%    | 100%    | 100%     | 100%     | 95%      | 90% |
|               | 500 (1640)   | 100%                | 100%   | 100%    | 100%    | 100%    | 100%    | 100%    | 100%    | 100%     | 100%     | 95%      | 90% |
|               | 1000 (3280)  | 100%                | 100%   | 100%    | 100%    | 100%    | 100%    | 100%    | 100%    | 100%     | 100%     | 95%      | 90% |
|               | 1500 (4921)  | 100%                | 100%   | 100%    | 100%    | 100%    | 100%    | 95%     | 95%     | 95%      | 90%      | 90%      | 90% |
|               | 2000 (6561)  | 100%                | 100%   | 100%    | 100%    | 100%    | 100%    | 90%     | 90%     | 90%      | 85%      | 85%      | 85% |
|               | 2500 (8202)  | 95%                 | 95%    | 95%     | 95%     | 95%     | 95%     | 85%     | 85%     | 85%      | 80%      | 80%      | 75% |
|               | 3000 (9842)  | 95%                 | 95%    | 95%     | 95%     | 95%     | 95%     | 85%     | 85%     | 85%      | 80%      | 80%      | 75% |
|               | 3500 (11482) | 90%                 | 90%    | 90%     | 90%     | 90%     | 90%     | 75%     | 75%     | 75%      | 75%      | 75%      | 70% |
|               | 4000 (13123) | 90%                 | 90%    | 90%     | 90%     | 90%     | 90%     | 75%     | 75%     | 75%      | 75%      | 75%      | 70% |
|               | 4500 (14764) | 85%                 | 85%    | 85%     | 85%     | 85%     | 85%     | 70%     | 70%     | 70%      | 70%      | 65%      | 65% |
| 5000 (16404)  | 80%          | 80%                 | 80%    | 80%     | 80%     | 80%     | 70%     | 70%     | 70%     | 70%      | 65%      | 65%      |     |

**Power Distribution**

The main power is connected from the alternator through a 4-position voltage selector switch to the main power cubicle. The cubicle incorporates all power distribution, controls, sensing and protection devices.

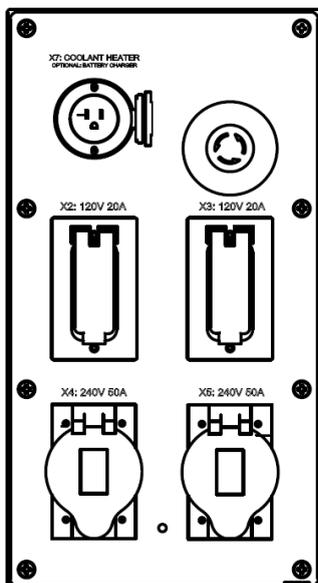
- ✓ 4 position Voltage Selector Switch (VSS)
- ✓ Current transformer x 3 (1 each leg)
- ✓ Single main breaker w/shunt trip
- ✓ Individual breakers for each receptacle
- ✓ Convenience receptacles located on outside of unit for easy access
- ✓ Terminal board for hard wiring
- ✓ Cam-Lock external quick connect (available as option)
- ✓ External emergency stop switch (recessed)
- ✓ Neutral bonded to Ground with a removable bonding link accessible in the control cubicle

Please refer to the chart below for power distribution and voltages. NOTE: All voltages below are subject to change, depending on set point of "Fine Voltage Adjustment" potentiometer and Voltage Selector Switch.

|   |  | 120V Receptacle<br>NEMA 20-5R   | 125/250V Receptacle<br>CS6364   | Terminal Board   |
|---|--|---|---|--|
| Fine Voltage Adjustment ↓   | Voltage Selector Switch Position ↓   |  |  |    |
|    | <br>240/120V 1Ø 60hz  | 120V  | 240/120V  |    |
|    | <br>240/208V 3Ø 60hz  | 139V  | 240/139V  |    |
|   | <br>240/208V 3Ø 60hz | 120V  | 208/120V  |   |
|  | <br>480V 3Ø 60hz    | 139V  | 240/139V  |  |
|  | <br>400V 3Ø 50hz    |   |   |  |

- All voltages are adjustable with the "Fine Voltage Adjustment" potentiometer located on the control panel. Therefore, voltage may be different then what is shown in the above table. All voltages should be verified before connection to the unit.

**Convenience Receptacles**



| Receptacle | Type              |
|------------|-------------------|
| X2, X3     | 120V - NEMA 5-20R |
| X4, X5     | 125/250V - CS6364 |
| X7         | 120V - NEMA 5-15P |

## Controller - Standard

The QAS 250 and QAS 330 come equipped with a DeepSea 7310 control module. This is a fully diagnostic ECU controller with large 3" display, that is intuitive and easy to operate with all functions conveniently at your fingertips. The controller also manages the engine ECU operating system, and a number of safety warnings and shut downs on various parameters (listed below).

The controller is powered by a main On/Off switch located next to unit.

### DeepSea 7310 Controller Functionality:

#### Home Page (displayed while running, scrolling every 3seconds)

- ✓ Generator voltage (ph-ph)

#### Status Page

- ✓ Generator voltage (ph-N)
- ✓ Generator voltage (ph-ph)
- ✓ Generator frequency
- ✓ Generator kw
- ✓ Generator power factor
- ✓ Generator amperage

#### Generator Page

- ✓ Generator current (A)
- ✓ Generator earth current
- ✓ Generator load (kw)
- ✓ Generator load (kVA)
- ✓ Generator power factor
- ✓ Generator load (kVAr)
- ✓ Generator load (kWh, kVAh, kVArh)
- ✓ Generator phase sequence
- ✓ Dual mutual status

#### Event Page

- ✓ Displays the last 15 events

#### Remote Start/Stop

- ✓ Automatic start/stop via 2 wire dry contact connection

#### Operational Buttons

- ✓ Start button
- ✓ Stop button
- ✓ Automatic mode (external remote start)
- ✓ Up/Down arrows

#### Info Page

- ✓ Model number
- ✓ USB identification number
- ✓ Configured engine type
- ✓ Module's date and time
- ✓ Scheduler setting

#### Engine Page

- ✓ Engine speed
- ✓ Oil pressure
- ✓ Coolant temperature
- ✓ Engine battery volts
- ✓ Run Time
- ✓ Oil Temperature
- ✓ Fuel Temperature
- ✓ Turbo Pressure
- ✓ Fuel Pressure
- ✓ Fuel Consumption
- ✓ Fuel Used
- ✓ Fuel Level
- ✓ Auxiliary Sensors
- ✓ Engine Maintenance Due
- ✓ Engine ECU Link

#### Engine DTC Page

- ✓ This page contains any active Diagnostic Trouble Codes that the engine ECU is currently generating. These alarms are conditions detected by the engine ECU and displayed on the DSE controller.



## Controller - Optional

The QAS 250 and QAS 330 are also available with a Qc 4003 controller with a capacitive touch screen. This is a fully diagnostic ECU controller with large 7" diagonal (800 x 480 pixel) touch screen display that is intuitive and easy to operate with all functions conveniently at your fingertips. The controller also manages the engine ECU operating system, and a number of safety warnings and shut downs on various parameters.

Additionally, our Power Management System (PMS) enables the optimization of fuel consumption and expands the generator lifetime. PMS manages the quantity of generators running in parallel with load demand, starting and stopping units in line with increases or decreases in load. This ensures the demand on each generator remains at a level which optimizes fuel consumption. This also eliminates the need for generators to run with low load levels, which can cause engine damage and shorten the life expectancy of the equipment.

### Qc 4003 Controller Benefits:

#### Modular Plant Capacity

- ✓ The Qc 4003 controller allows up to 32 generators to be coupled in parallel to fit the power requirement of any application.

#### Remote communication capability

- ✓ The Qc 4003 supports serial communication protocols including Modbus (RS-485, USB, and TCP/IP) and Profibus allowing you to supervise and control your genset/plant remotely.

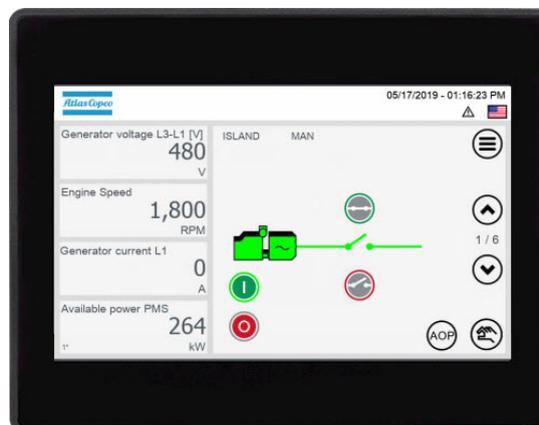
#### User friendly rental interface

- ✓ Rental companies will benefit from the standardized user interfaces. The controller has been designed with ease of operation in mind, and rental companies can easily set and lock parameters to ensure full protection of their equipment.

### Available Modes:

- ✓ **Island mode** - Power plant with synchronizing generators or a stand-alone generator. Also applicable in critical power plants.
- ✓ **Automatic Mains Failure** - Critical power/emergency standby plants, black start generator.
- ✓ **Fixed power** - Power plant with fixed kW set point (including building load).
- ✓ **Peak shaving** - Power plant where generator supplies peak load demand paralleled to the mains.
- ✓ **Load takeover** - Plant mode where the load is moved from mains to generator, for example peak demand periods or periods with risk of power outages.
- ✓ **Mains power export** - Power plant with fixed kW set point (excluding building load).
- ✓ **Remote maintenance** - Used when the generator must supply the load while a distribution transformer is disconnected for service.

\* All modes are configurable, and it is possible to change the plant mode on the fly both in single and in power management applications.



## Engine

### John Deere

JD Tier 4 Final, turbo charged, intercooled, six-cylinder, liquid-cooled diesel engine provides ample power to operate the generator continuously at full-load.

Meets all US EPA, CARB and Environment Canada exhaust legislations with Tier 4 Final compliance. The engine utilizes a Selective Catalytic Reduction (SCR) and Diesel Exhaust Fluid (DEF) to meet final Tier 4 emissions. All functionality of the engine is controlled automatically on the controller.

The engine has the capability to start the generator at 14°F (-10°C) with standard glow-plug aid. Cold start options are available for machine starting for down to -13°F (-25°C).

The 385 Gal (1457L) fuel tank is sufficiently sized to operate the unit at full-load condition for long run times (see the *Technical Data* table for specifications).

The engine operates on a 24V negative ground electrical system with a charging alternator and lockable battery cutoff switch.

The cooling system is suitably designed for continuous operation in ambient conditions up to 122°F (50°C), with canopy door closed.

### Fuel System

A large 385 US Gal (1457L) fuel tank provides safe diesel storage while eliminating tank corrosion contaminants from being introduced to your fuel system. With integrated fuel water separator and filter, the system is designed to help maintain clean and trouble-free diesel supply to the engine for reliable trouble-free operation.

- ✓ Pad-lockable diesel fill cap
- ✓ Fuel / Water separator
- ✓ Inline priming pump (w/ filter)
- ✓ Fuel pre-filter
- ✓ Fuel supply pump (w/ strainer)
- ✓ Fuel level sensor
- ✓ Low fuel shut down feature (programmable level)

### Scheduled maintenance

Standard equipped with filters sized and designed to allow 500-hour service intervals under normal operating conditions. Extended time between services reduces down time and total cost of ownership of the unit over its lifetime.

- |   |  |
|---|--|
| <ul style="list-style-type: none"> <li>• 500 Hour Service Interval:                     <ul style="list-style-type: none"> <li>✓ Oil filter</li> <li>✓ Fuel filter</li> <li>✓ Fuel / water separator</li> </ul> </li> </ul> | <ul style="list-style-type: none"> <li>• 1000 Hour Service Interval:                     <ul style="list-style-type: none"> <li>✓ Air filter</li> <li>✓ Oil filter</li> <li>✓ Fuel filter</li> <li>✓ Fuel / water separator</li> </ul> </li> </ul> |
|---|--|

NOTE: Site specific operating conditions such as; poor fuel quality and low load profile may require more frequent service intervals.

## Enclosure & Frame

The generator enclosure is designed for extreme applications to provide superior performance and reliability.

The enclosure is fabricated from coated steel which is powder coated for corrosion resistance. The enclosure and frame are fully sealed from the radiator to the back of the unit, providing a true 110% containment of all fluids.

- ✓ Zink rich primer, powder coated enclosure
- ✓ Heavy duty base frame
- ✓ 110% fluid containment
- ✓ Superior level of rain ingress protection and design features
- ✓ Pad-lockable doors and fuel cap
- ✓ Engine fluid plumbed to exterior of frame for ease of service
- ✓ Central lifting point
- ✓ Sound dampening material and design to allow quiet operation at 73 dB(A)

## Undercarriage

The QAS 250 and QAS 330 are available with two undercarriage alternatives, providing utmost flexibility in installation, site handling or towing. Both the skid frame and the trailer mount the same way and can be interchanged for versatility.

- Trailer mounted:
  - ✓ Tandem axle trailer
  - ✓ Available with hydraulic or electric brakes
  - ✓ DOT/Federal MVSS 49CFR571 approved light package and 6 pin plug
  - ✓ Adjustable height pintle hitch (3" lunette)
  - ✓ 16" Rims w/ ST235/80R16 Tires for trailer use
  - ✓ Heavy Duty torsion axles
  - ✓ Safety chains
  - ✓ Screw jack leveling, with pad foot
  - ✓ Single point lifting structure
  - ✓ Tie down points x4
- Skid mounted:
  - ✓ Sub-frame skid with integrated forklift pockets
  - ✓ Heavy duty design for use in extreme conditions
  - ✓ Built-in locations for straps or chains to secure the unit for transport
  - ✓ Single point lifting structure

## Factory Options Available

- Qc4003 paralleling controller with PMS( Power Management System)
- Skid mounted
- Cold Weather Kit
- Battery charger
- Spare tire
- Stabilizer jacks
- Toolbox
- External fuel connections w/ 3 way valve and quick disconnects
- CSA Kit

## Manufacturing & Environmental Standards

The **QAS 250 and QAS 330 JD T4F** are manufactured following stringent ISO 9001 regulations, and by a fully implemented Environmental Management System fulfilling ISO 14001 requirements.

Attention has been given to ensure minimum negative impact to the environment.

The **QAS 250 and QAS 330 JD T4F** meets all current US EPA, CARB and Environment Canada exhaust and noise emission directives.

## Supplied Documentation

The unit is delivered with documentation regarding:

- Hard copies of the Atlas Copco Operators Safety and Instruction Manual, Atlas Copco Parts Book, JD Engine Manual and Parts book, in English as well as electronic copies available on request.
- Warranty Registration card for engine and Atlas Copco Generators (Units must be registered upon receipt).

## Warranty Coverage

**Atlas Copco Generator:** Warrantied to be free from defects with regard to material and workmanship for the period of eighteen (18) months from date of shipment from the factory, or twelve (12) months from date of initial startup, whichever occurs first, without limitation of running hours.

**John Deere Engine:** John Deere Diesel engines are warrantied to be free from defects with regard to materials and workmanship for the period of twelve (12) months without limitations in running hours, or twenty-four (24) months prior to the accumulation of 2,000 hours from the date of invoicing from Atlas Copco.

**Leroy Somer Alternator:** Warrantied to be free from defects with regard to material and workmanship for the period of twenty-seven (27) months from date of shipment from the factory, or twenty four (24) months from date of initial startup or 10,000 hours, whichever occurs first.