

ΗΛΕΚΤΡΟΠΑΡΑΓΩΓΑ ΖΕΥΓΗ

KUBOTA-NSN

Οι ηλεκτρογεννήτριες με κινητήρα KUBOTA και γεννήτρια NSN είναι η πιο αξιόπιστη λύση που προσφέρουμε στους πελάτες μας.

Μπορούν να χρησιμοποιηθούν οπουδήποτε απαιτείται αξιόπιστη παραγωγή ενέργειας όπως τροφοδότηση εξοχικών κατοικιών, εργοτάξια, αγροτικές δραστηριότητες κλπ

ΤΕΧΝΙΚΑ ΧΑΡΑΚΤΗΡΙΣΤΙΚΑ ΗΛΕΚΤΡΟΓΕΝΝΗΤΡΙΩΝ

ΒΕΝΖΙΝΗΣ ΜΟΝΟΦΑΣΙΚΑ 220V / 50Hz

	ΤΥΠΟΣ ΓΕΝΝΗΤΡΙΑΣ	ΤΥΠΟΣ ΠΙΝΑΚΑ	ΙΣΧΥΣ (KVA)	AMP-ERE	ΤΥΠΟΣ ΚΙΝΗΤΗΡΑ	ΙΣΧΥΣ (HP)	ΒΑΡΟΣ (Kgr)	ΕΚΚΙΝΗΣΗ
K1	NSN SE100D	SW	3,5	15,2	KUBOTA GH170	5,5	35,0	ΧΕΙΠΟΜΙΖΑ
K2	NSN SE100E	SW	4,2	18,2	KUBOTA GH170	5,5	38,0	ΧΕΙΠΟΜΙΖΑ
K3	NSN SE100F	SV	5,0	21,7	KUBOTA GH280	9,0	52,0	ΧΕΙΠΟΜΙΖΑ
K4	NSN M100SG	GV	6,0	26,0	KUBOTA GH280	9,0	56,0	ΧΕΙΠΟΜΙΖΑ
K5	NSN M100LL	GV	8,0	34,7	KUBOTA GH400	13,0	76,0	ΜΙΖΑ

ΤΥΠΟΣ ΠΙΝΑΚΑ	ΠΕΡΙΓΡΑΦΗ
SW	2 ΠΡΙΖΕΣ SCHUKO 220(16A)+ΘΕΡΜΙΚΟ+ΒΟΛΤΟΜΕΤΡΟ
SV	2 ΠΡΙΖΕΣ SCHUKO 220(16A)+ΘΕΡΜΙΚΟ+ΒΟΛΤΟΜΕΤΡΟ+ΦΟΡΤΙΣΤΗΣ ΜΠΑΤΑΡ. 12 V
GV	1 ΠΡΙΖΑ CEE 220V(32A)+ΒΟΛΤΟΜΕΤΡΟ+ΘΕΡΜΙΚΟ+ΦΟΡΤΙΣΤΗΣ ΜΠΑΤΑΡ. 12 V

Οι παραπάνω ηλεκτρογεννήτριες παραδίδονται σε δύο μορφές οσον αφορά την βάση τους:



Σε μορφή πλαισίου



Σε μορφή "καροτσάκι" Η μορφή αυτή επιβαρύνεται με ένα μικρό επιπλέον κόστος..

ΤΕΧΝΙΚΑ ΧΑΡΑΚΤΗΡΙΣΤΙΚΑ ΒΕΝΖΙΝΟΚΙΝΗΤΗΡΩΝ KUBOTA



**KUBOTA GH SERIES
OHV CASOLINE ENGINE**

**KUBOTA CORPORATION
OSAKA JAPAN**

ΤΥΠΟΣ	GH170	GH280	GH400
ΚΥΒΙΣΜΟΣ (cm ³)	169	274	389
MAXIMUM OUTPUT (HP/rpm)	5,5/3600	9,0/3600	13,0/3600
CONTINUOUS OUTPUT (HP/rpm)	4,3/3600	6,6/3600	9,0/3600
ΜΕΓΙΣΤΗ ΡΟΠΗ (Nm/rpm)	10,8/2800	18,6/2800	25,5/2400
Ελαχιστη καταναλωση βενζινης (gr/HP.h)	230	230	230
Χωρητικοτητα δοχείου καυσιμου (λιτρα)	3,6	6,0	6,0
ΒΑΡΟΣ (Kgr) Χωρίς καυσιμα	15,0	25,0	38,0
ΧΑΡΑΚΤΗΡΙΣΤΙΚΑ ΚΙΝΗΤΗΡΑ	ΤΕΤΡΑΧΡΟΝΟΣ ΑΕΡΟΨΥΚΤΟΣ OHV	ΤΕΤΡΑΧΡΟΝΟΣ ΑΕΡΟΨΥΚΤΟΣ OHV	ΤΕΤΡΑΧΡΟΝΟΣ ΑΕΡΟΨΥΚΤΟΣ OHV

OHV (Overhead Valve System) = 25% λιγότερη κατανάλωση καυσίμου, 50% λιγότερη κατάλωση λιπαντικού, 30% περισσότερη ισχύ για τον ίδιο κυβισμό, 2-3 dB λιγότερο θόρυβο, 40% λιγότερη δύναμη για την εκκίνηση της μηχανής με χειρόμυζα σε σχέση με τις συμβατικές μηχανές με βαλβίδα στο πλάι.

Setting New Standards

GH130 and GH170-1 are setting new standards for future GH models to follow. Kubota engine technology's most advanced OHV combustion system, improved power output, lighter parts and simplified control have revised our engine standards.

Lower Noise and Vibration

A lightweight, offset piston is used to reduce the slapping sound and vibration.

Economical and Cleaner Emission

A three-piece oil ring successfully reduced the lubricating oil consumption by 30%. The dynamic compression carburetor controls the air-fuel ratio to insure a more complete combustion, which also leads to cleaner emission.

High Output and Lightweight

Equipped with a more advanced OHV combustion system, GH130's improved displacement rate resulted in a 5 per cent increase on its overall power output. Metallic parts such as the "tank-stay" and the fan are replaced by ones made of aluminum diecast and synthetic resin to reduce the overall weight by 5%.

Superb Maneuverability

Large-size accelerator simplified transmission control. Oil Watch can be easily maintained without removing gear case cover.

All GH Models

OHV system provides economical operation

The overhead valve system used in these engines provide higher thermal efficiency and more complete combustion than the conventional side valve system. This means it requires 25% less fuel and about 50% less lubricating oil than the side valve system.

Combustion chamber and moving valve mechanism

OHV

Side valve

Fuel consumption (in-house comparison)

Reduced by 25%

Output (in-house comparison)

Increased by 30%

Force required to pull the starter rope

Reduced by 40%

OHV system means less operating noise

The OHV system produces 2 to 3 dB (A) less operating noise than a side valve engine (in-house comparison).

Excellent durability and reliability

Kubota engines are designed for heavy-duty performance with an extremely rigid engine construction. As a result, even when operated continuously for extended lengths of time, there is no increase in oil consumption.

Lightweight and compact size

OHV system successfully reduced the weight of each GH series engine by 14% and the size by 23% compared to conventional side valve system.

Easier starting with decompression mechanism

A mechanical decompression mechanism is standard on all model. This mechanism reduces the amount of force required to pull the starter rope by 40%. For further convenience, electric starter is optionally available.

Automatic decompression mechanism

Opens the exhaust valve slightly.

Lifting

During starting

While running

Customize

GH Series lets you customize your engine. Available in two types: one allows direct connection of a power takeoff shaft and the other provides for camshaft speed reduction, this series lets you further select either a clockwise or counterclockwise engine revolution and from a wide variety of option parts.

Twin-Shaft Balancer Reduces Vibration

The twin-shaft balancer on GH400 and the single-shaft balancer on GH340, both standard equipment, substantially reduce the amount of vibration. A single-shaft balancer is also available as an option on GH250 and GH280.

Twin-shaft balancer (GH400)

Operating noise

During standard output: 1 m radius, 44 load