

SENTRY-PRO

WITH DIESEL FUEL

AUTO. START-STOP, DIESEL FUEL HOUSED STANDBY SETS SPECIFICATIONS.
NOTE: 1 PH. AND 3 PH. POWER SPECIFICATIONS, INDICATE TWO DIFFERENT GENERATOR SETS, ADD "-3" TO ALL MODELS FOR 3 PHASE GEN-SETS.

50 HERTZ

**1 PHASE, 110/220 VOLTS OR
3 PH., 220, 2380, 415, 400 VOLTS**

| GENERATOR MODEL | | SPLD-150-5 | SPJD-250-5 | SPJD-350-5 | SPJD-450-5 | SPJD-550-5 | SPJD-650-5 | SPJD-850-5 | SPJD-1050-5 | SPJD-1300-5 | SPJD-1650-5 |
|--|--|--|-------------|-------------|------------------|----------------------------|--|------------------|-------------|------------------|-------------|
| 1 PH. | MAXIMUM KW @ SINGLE PHASE | 12.0 | 20.0 | 28.0 | 36.0 | 42.0 | 50.0 | 68.0 | 58.0 | 100.0 | 132.0 |
| | STANDBY KW @ SINGLE PHASE | 11.0 | 17.0 | 25.0 | 34.0 | 40.0 | 47.0 | 62.0 | 81.0 | 95.0 | 124.0 |
| | STANDBY AMPS @ 110 VOLT, 1Ø | 100 | 154 | 226 | 310 | 364 | 428 | 564 | 736 | 864 | 1128 |
| | STANDBY AMPS @ 220 VOLT, 1Ø | 50 | 77 | 113 | 155 | 182 | 214 | 282 | 368 | 432 | 564 |
| 3 PHASE | MAXIMUM KVA @ 3 PHASE .8 P.F. | 15.0 | 23.0 | 32.5 | 45.0 | 57.5 | 65.0 | 87.5 | 106.0 | 135.0 | 165.0 |
| | STANDBY KVA @ 3 PHASE .8 P.F. | 13.8 | 21.0 | 27.5 | 42.0 | 50.0 | 62.5 | 81.0 | 101.0 | 127.5 | 165.0 |
| | STANDBY KW @ 3 PHASE .8 P.F. | 11.0 | 17.0 | 22.0 | 34.0 | 40.0 | 50.0 | 65.0 | 81.0 | 102.0 | 132.0 |
| | STANDBY AMPS @ 220 VOLT, 3Ø | 36 | 56 | 72 | 112 | 131 | 164 | 213 | 266 | 335 | 433 |
| | STANDBY AMPS @ 380 VOLT, 3Ø | 21 | 32 | 42 | 66 | 76 | 95 | 124 | 154 | 184 | 251 |
| | STANDBY AMPS @ 415 VOLT, 3Ø | 19 | 30 | 42 | 59 | 69 | 87 | 113 | 141 | 177 | 229 |
| | STANDBY AMPS @ 400 VOLT, 3Ø | 20 | 31 | 40 | 61 | 72 | 90 | 117 | 146 | 184 | 238 |
| ENGINE BRAND | LOMBARDINI | JOHN DEERE | | | | | | | | | |
| ENGINE MODEL NO. | LDW1603 | 4024TF | 4024TF | 5030TF | 5030TF | 5030H | 4045H | 4045H | 4045H | 4045H | 6068H |
| ENGINE HORSE POWER MAX RATING | 21 HP | 42 HP | 42 HP | 68 HP | 68 HP | 82 HP | 107 HP | 134 HP | 467 HP | 237 HP | |
| ENGINE CUBIC IN. DISPL. (LITERS) | 100 (1.65) | 149 (2.4) | 149 (2.4) | 186 (3.05) | 186 (3.05) | 186 (3.05) | 276 (4.5) | 276 (4.5) | 415 (6.8) | 415 (6.8) | |
| ENGINE CYLINDERS | 4 | 4 | 4 | 5 | 5 | 5 | 4 | 4 | 6 | 6 | |
| ENGINE INDUCTION SYSTEM | NATURALLY ASPIRATED | TURBO CHARGED INDUCTION SYSTEM ON ALL JOHN DEERE DIESEL ENGINES | | | | | | | | | |
| FUEL INJECTION SYSTEM & HEATERS | | DIRECT WITH "GLO" PLUGS | | | | | DIRECT INJECTION WITH AIR INTAKE HEATERS | | | | |
| ENGINE LUBRICATION | | ALL MODELS: FULL PRESSURE OIL LUBRICATION WITH ADDITIONAL SPIN-ON REPLACEMENT OIL FILTER | | | | | | | | | |
| MUFFLER GRADE | | OPEN & STANDARD HOUSINGS = RESIDENTIAL GRADE MUFFLER. | | | | | SUPER-SILENT HOUSINGS = CRITICAL GRADE | | | | |
| FUEL USE @ 100% LOAD GAL./HR (L/HR) | 1.3 (4.92) | 1.2 (4.5) | 1.5 (5.7) | 2.8 (10.6) | 3.3 (12.8) | 4.3 (16.3) | 4.59 (17.7) | 6.2 (23.5) | 7.9 (29.9) | 10.2 (38.6) | |
| FUEL USE @ 75% LOAD GAL./HR (L/HR) | .8 (3.03) | .9 (3.4) | 1.1 (4.2) | 2.2 (8.3) | 2.5 (9.5) | 3.1 (11.7) | 3.55 (13.6) | 5.0 (18.7) | 6.1 (23.1) | 8.0 (30.3) | |
| ENGINE ALTERNATOR OUTPUT | | ALL DIESEL ENGINES : 55 AMPS FOR CHARGING MAX. AMPERAGE AT 12 VOLTS DC | | | | | | | | | |
| dB(A) @ 7 M, OPEN NO / FULL LOAD | 72/75 | 73/76 | 74/75 | 76/77 | 78/79 | 80/82 | 82/84 | 85/87 | 87/89 | 89/91 | |
| dB(A) @ 7 M, STD. ENCL. NO/FULL LOAD | 69/71 | 70/72 | 71/73 | 71/74 | 73/76 | 77/80 | 80/82 | 82/84 | 83/85 | 86/88 | |
| dB(A) @ 7 M, S.S. ENCL. NO/FULL LOAD | 61/63 | 64/66 | 65/67 | 67/69 | 69/71 | 72/75 | 74/76 | 77/79 | 79/81 | 82/85 | |
| GENERATOR REGULATION | | ALL MODELS : PLUS-MINUS 1/2% VOLTAGE REGULATION USING SOLID STATE EXTERNAL VOLTAGE REGULATOR | | | | | | | | | |
| FREQUENCY (SPEED) REGULATION | ±2½% | PLUS-MINUS ½% FREQUENCY REGULATION WITH ELECTRONIC "ISOCHRONOUS" GOVERNOR | | | | | | | | | |
| ENGINE COOLING | | LIQUID COOLED WITH PUSHER FAN AND 125°F RADIATOR | | | | | LIQUID & AIR COOLED WITH PUSHER FAN AND 125°F RADIATOR/CAC | | | | |
| "SENTINEL-SCOUT" ENGINE AUTO START-STOP AND PROTECTION MODULE. | | THIS FLEXIBLE DIGITAL CONTROLLER ALLOWS PROGRAMMING TO BASIC ENGINE FUNCTIONS, IN THE FIELD. CONTROLLER HAS "STOP-MANUAL-AUTO" MODE AND EIGHT (8) BASIC ENGINE PROTECTORS AND FUNCTIONS, MONITORED BY LED INDICATORS : LOW OIL, HIGH TEMPERATURE, OVERSPEED, UNDERSPEED, FAIL TO START, BATTERY CHARGE FAIL AND (2) AUXILIARY LED OUTPUTS. THE CONTROLLER ALSO INCLUDES AN ENGINE HOUR METER WITH LCD DISPLAY. | | | | | | | | | |
| "KLEEN-POWER"® | | SAFE, CLEAN POWER WITH ONLY 3.5% THD, DISTORTION ON GENERATED SINE WAVE | | | | | | | | | |
| CODE G, MOTOR STARTING @ 35% VAC DIP * | 5 HP | 7½ HP | 10 HP | 15 HP | 20 HP | 24 HP | 30 HP | 35 HP | 48 HP | 56 HP | |
| RECOMMENDED BATTERY @ 0°F * | 12 VDC, 660 CCA, 55 AMP/HR | | | | | 12 VDC, 750 CCA, 70 AMP/HR | | | | | |
| WEATHER/SOUND ENCLOSURE | ALL STEEL HOUSING WITH RICH ZINC PRIMER PLUS "SUPER-DURABLE" POWDER COAT FINISH AND FULL FOAM SOUND INSULATION | | | | | | | | | | |
| APPRX. LG X WI X HI w/ SUPER-SILENT | 67" X 34" X 36" | 96" X 36" X 48" | | | 110" X 42" X 53" | | | 128" X 48" X 68" | | 138" X 48" X 68" | |
| APPRX. LG X WI X HI w/ STD. ENCL. | | 82" X 36" X 48" | | | 94" X 42" X 53" | | | 108" X 48" X 68" | | 118" X 48" X 68" | |
| APPRX. LG X WI X HI NO ENCL. (OPEN) | 50"X34"X30" | 68"X36"X40" | | | 78"X42"X49" | | | 88" X 48" X 50" | | 98"X48"X53" | |
| SUPER-SILENT (NET WT.) SHIP WT LBS | (1250) 1350 | (1555) 1655 | (1685) 1785 | (2132) 2232 | (2222) 2545 | (2400) 2545 | (2825) 2975 | (3000) 3150 | (3175) 3325 | (3750) 3950 | |
| STD. ENCL. (NET WT.) SHIP WT LBS | (1100) 1200 | (1455) 1555 | (1555) 1655 | (1942) 2042 | (2032) 2135 | (2320) 2455 | (2725) 2875 | (2900) 3050 | (3075) 3025 | (3575) 3775 | |
| OPEN SET (NET WT.) SHIP WT LBS | (800) 900 | (1055) 1155 | (1155) 1255 | (1642) 1742 | (1732) 1835 | (2005) 2140 | (2375) 2525 | (2550) 2700 | (2725) 2875 | (3125) 3325 | |

NOTES : STARTING BATTERY IS NOT FURNISHED WITH THESE SENTRY-PRO GENERATORS AT MIN. OF 0°F (17.8°C) AMBIENT TEMPERATURE. ELECTRIC MOTOR STARTING POWER IS BASED ON THE RATIO OF APPROXIMATELY 1/2 MOTOR HP PER 1 KW OF GENERATOR MAXIMUM POWER OUTPUT.

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