**Diesel Generator Set**

**MTU 16V2000 DS1250**

380V - 415V/50 Hz/prime power for stationary emergency/fuel consumption optimized/16V2000G36F/air charge air cooling

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**Product highlights**

**Benefits**
- Low fuel consumption
- Optimized system integration ability
- High reliability and availability of power
- Long maintenance intervals
- Optimized ratio between size and power
- Wide operating range without derating

**Support**
- Global product support offered

**Standards**
- Engine-generator set is designed and manufactured in facilities certified to standards ISO 2008:9001 and ISO 2004:14001
- Generator set complies to G3 according to ISO 8528
- Generator meets NEMA MG1, BS5000, ISO, DIN EN and IEC standards
- NFPA 110

**Power rating**
- System rating: 1135 kVA
- Accepts rated load in one step per NFPA 110
- Generator set complies to G3 according to ISO 8528-5
- Generator set exceeds load steps according to ISO 8528-5

**Performance assurance certification (PAC)**
- Engine-generator set tested to ISO 8528-5 for transient response
- 85% load factor for continuous power applications
- Verified product design, quality and performance integrity
- All engine systems are prototype and factory tested

**Complete range of accessories available**
- Control panel
- Power panel
- Fuel system
- Fuel connections with shut-off valve mounted to base frame
- Starting/charging system
- Exhaust system
- Mechanical radiator
- Oversized voltage alternators

**Emissions**
- Fuel consumption optimized
- TA-Luft, Tier 2 compliant and NEA (ORDE) optimization optionally available

**Certifications**
- CE certification option
- VDE4110 Certification

Optional equipment and finishing shown. Standard may vary.
### Application data 1)

<table>
<thead>
<tr>
<th>Engine</th>
<th>Fuel consumption</th>
<th>Emission opt. 2)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Manufacturer</td>
<td>MTU</td>
<td>MTU</td>
</tr>
<tr>
<td>Model</td>
<td>16V2000G36F</td>
<td>16V2000G36F</td>
</tr>
<tr>
<td>Type</td>
<td>4-cycle</td>
<td>4-cycle</td>
</tr>
<tr>
<td>Arrangement</td>
<td>16V</td>
<td>16V</td>
</tr>
<tr>
<td>Displacement: l</td>
<td>35.7</td>
<td>35.7</td>
</tr>
<tr>
<td>Bore: mm</td>
<td>135</td>
<td>135</td>
</tr>
<tr>
<td>Stroke: mm</td>
<td>156</td>
<td>156</td>
</tr>
<tr>
<td>Compression ratio</td>
<td>17.5</td>
<td>17.5</td>
</tr>
<tr>
<td>Rated speed: rpm</td>
<td>1500</td>
<td>1500</td>
</tr>
<tr>
<td>Engine governor</td>
<td>ADEC (ECU 9)</td>
<td>ADEC (ECU 9)</td>
</tr>
<tr>
<td>Speed regulation</td>
<td>± 0.25%</td>
<td>± 0.25%</td>
</tr>
<tr>
<td>Max power: kW</td>
<td>1000</td>
<td>1000</td>
</tr>
<tr>
<td>Mean effective pressure: bar</td>
<td>22.4</td>
<td>22.4</td>
</tr>
<tr>
<td>Air cleaner</td>
<td>dry</td>
<td>dry</td>
</tr>
</tbody>
</table>

#### Fuel system
- Maximum fuel lift: m | 5 | 5
- Total fuel flow: l/min | 30 | 30

#### Fuel consumption 3)
- At 100% of power rating: l/hr g/kWh | 231/192 | 242/201
- At 75% of power rating: l/hr g/kWh | 173/192 | 183/203
- At 50% of power rating: l/hr g/kWh | 120/199 | 127/210

#### Lube oil system
- Total oil system capacity: l | 102 | 102
- Max. lube oil temp. (alarm): °C | 103 | 103
- Max. lube oil temp. (shutdown): °C | 105 | 105
- Min. lube oil pressure (alarm): bar | 4.5 | 4.5
- Min. lube oil pressure (shutdown): bar | 4 | 4

#### Combustion air requirements
- Combustion air volume: m³/s | 1.17 | 1.24
- Max. air intake restriction: mbar | 40 | 40

### Cooling/radiator system

<table>
<thead>
<tr>
<th>Engine coolant capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>(without cooling equipment): l</td>
</tr>
<tr>
<td>Radiator coolant capacity (40°C): l</td>
</tr>
<tr>
<td>Radiator coolant capacity (50°C): l</td>
</tr>
<tr>
<td>Max. coolant temperature (warning): °C</td>
</tr>
<tr>
<td>Max. coolant temperature (shutdown): °C</td>
</tr>
</tbody>
</table>

#### Exhaust system
- Exhaust gas temp. (after turbocharger): °C | 530 | 520 |
- Exhaust gas volume: m³/s | 3.12 | 3.37 |
- Maximum allowable back pressure: mbar | 50 | 50 |
- Minimum allowable back pressure: mbar | 30 | 30 |

#### Generator
- Protection class | IP23 | IP23 |
- Insulation class | H | H |
- Voltage regulation (steady state) | ± 0.25% | ± 0.25% |
- Rado interference class | N | N |

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1) All data refers only to the engine and is based on ISO standard conditions (25°C and 100m above sea level).
2) Emission optimized data refer to TA-Luft optimized and NEA (ORDE) optimized/Tier 2 compliant engines.
3) Values referenced are in accordance with ISO 3046-1. Conversion calculated with fuel density of 0.83 g/ml. All fuel consumption values refer to rated engine power.
Standard and optional features

### System ratings (kW/kVA)

<table>
<thead>
<tr>
<th>Generator model</th>
<th>Voltage</th>
<th>with mechanical radiator**</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>kWel</td>
<td>kVA*</td>
</tr>
<tr>
<td>Leroy Somer LSA 50.2 M6</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(Low voltage Leroy Somer standard)</td>
<td>380 V</td>
<td>908</td>
</tr>
<tr>
<td></td>
<td>400 V</td>
<td>908</td>
</tr>
<tr>
<td></td>
<td>415 V</td>
<td>908</td>
</tr>
<tr>
<td>Leroy Somer LSA 50.2 L7</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(Low voltage Leroy Somer oversized)</td>
<td>380 V</td>
<td>908</td>
</tr>
<tr>
<td></td>
<td>400 V</td>
<td>908</td>
</tr>
<tr>
<td></td>
<td>415 V</td>
<td>908</td>
</tr>
<tr>
<td>Marathon 740RSL7183</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(Low voltage Marathon standard)</td>
<td>380 V</td>
<td>908</td>
</tr>
<tr>
<td></td>
<td>400 V</td>
<td>908</td>
</tr>
<tr>
<td></td>
<td>415 V</td>
<td>908</td>
</tr>
<tr>
<td>Marathon 742RSL7185</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(Low voltage Marathon oversized)</td>
<td>380 V</td>
<td>908</td>
</tr>
<tr>
<td></td>
<td>400 V</td>
<td>908</td>
</tr>
<tr>
<td></td>
<td>415 V</td>
<td>908</td>
</tr>
</tbody>
</table>

* cos φ = 0.8  
** BE, fuel optimized: max. power available up to: open power unit 40°C/400m; TAL, EPA Tier 2 compl., NEA: standard operating conditions/open power unit 25°C/100m

Electrical outputs may vary depending on generator voltage and ambient conditions. For power outputs consult your MTU dealer.

Intake air depression/mbar: 15mbar  
Exhaust back pressure/mbar: 30mbar

### Engine

- 4-Cycle
- Standard single stage air filter
- Oil drain extension & shut-off valve
- Full flow oil filters
- Closed crankcase ventilation
- Governor-electronic isochronous ADEC/ECU9
- Common rail fuel injection
- Dry exhaust manifold
- Electric starting motor (24V)
- Fuel consumption optimized engine
- TA-Luft optimized engine
- Tier 2 optimized engine
- NEA (ORDE) optimized engine

### Generator

- Leroy Somer low voltage generator
- Meets NEMA MG1, BS5000, IEC 60034-1, VDE 0530, DIN EN 12601, AS1359 and ISO 8528 requirements
- Superior voltage waveform
- Solid state, volts-per-Hertz regulator
- 4 pole three-phase synchronous generator
- Brushless, self-excited, self-regulating, self-ventilated
- Digital voltage regulator
- Anti condensation heater
- Stator winding Y-connected, accessible neutral (brought out)
- Protection IP 23
- less than 5% harmonic distorsion
- 2/3 pitch stator windings
- No load to full load regulation
- ≥ 0.25% voltage regulation no load to full load
- Insulation class H, utilization acc. to H
- Radio suppression EN55011, group 1, cl. B
- Short circuit capability 3xIn for 10sec
- Sustained short circuit current of up to 300% of the rated current for up to 10 seconds (Leroy Somer generator)
- Winding and bearing RTDs (without monitoring)
- Excitation by AREP + PMI
- Mounting of CT’s: 3x 2 core CT’s
- Voltage setpoint adjustment ±10V
- Sustained short circuit current of up to 250% of the rated current for up to 10 seconds (Marathon generator)
- Marathon low voltage generator
- Oversized generator

** Represents standard features  
☐ Represents optional features
Standard and optional features

Cooling system

- Jacket water pump
- Thermostat(s)
- Air charge air cooling
- Mechanical radiator
- Jacket water heater

Control Panel

- Pre-wired control cabinet for easy application of customized controller (V1+)
- Island operation (V2)
- Automatic mains failure operation with ATS (V3a)
- Automatic mains failure operation incl. control of generator and mains breaker (V3b)
- Island parallel operation of multiple gensets (V4)
- Automatic mains failure operation with short (< 10s) mains parallel overlap synchronization (V5)
- Mains parallel operation of a single genset (V6)
- Mains parallel operation of multiple gensets (V7)
- Basler controller
- Deif controller
- Complete system metering
- Digital metering
- Engine parameters
- Generator protection functions
- Engine protection
- SAE J1939 engine ECU communications
- Parametrization software
- Multilingual capability
- Multiple programmable contact inputs
- Multiple contact outputs
- Event recording
- IP 54 front panel rating with integrated gasket
- Different expansion modules
- Remote annunciator
- Daytank control
- Generator winding temperature monitoring
- Generator bearing temperature monitoring
- Differential protection with multi-function protection relay
- Modbus RTU-TCP gateway

Power Panel

- Available in 600x600
- Phase monitoring relay 230V/400V
- Supply for battery charger
- Supply for jacket water heater
- Plug socket cabinet for 230V compatible Euro

Fuel system

- Flexible fuel connectors mounted to base frame
- Fuel filter with water separator
- Switchable fuel filter with water separator
- Fuel cooler

Starting/charging system

- 24V starter
- Starter batteries, cables, rack, disconnect switch
- Battery charger
- Redundant starter 2x7.5KW

Mounting system

- Welded base frame
- Resilient engine and generator mounting
- Modular base frame design

Exhaust system

- Exhaust bellows with connection flange
- Exhaust silencer with 10 dB(A) sound attenuation
- Exhaust silencer with 30 dB(A) sound attenuation
- Exhaust silencer with 40 dB(A) sound attenuation
- Y-connection-pipe

- Represents standard features
- Represents optional features
Weights and dimensions

Drawing above for illustration purposes only, based on a standard open power 400 Volt engine-generator set. Lengths may vary with other voltages. Do not use for installation design. See website for unit specific template drawings.

<table>
<thead>
<tr>
<th>System</th>
<th>Dimensions (L x W x H)</th>
<th>Weight (dry/less tank)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Open power unit (OPU)</td>
<td>4440 x 1990 x 2200 mm</td>
<td>7100 kg</td>
</tr>
</tbody>
</table>

Weights and dimensions are based on open power units and are estimates only. Consult the factory for accurate weights and dimensions for your specific engine-generator set.

Sound data

— Consult your local MTU distributor for sound data.

Emissions data

— Consult your local MTU distributor for emissions data.

Rating definitions and conditions

— Prime Power for Stationary Emergency ratings apply to installations served by a reliable utility source. The standby rating is applicable to varying loads for the duration of a power outage. A 10% overload capacity is available for one hour in twelve. Ratings are in accordance with ISO 8528-1, ISO-3046-1, BS 5514 and AS 2789.

Average load factor: ≤ 85%. Operating hours/year: max. 500.

— Consult your local MTU distributor for derating information.