MTU 20V4000 DS3300

380V – 11 kV/50 Hz/prime power/NEA (ORDE) optimized
20V4000G84F/water charge air cooling

Product highlights

Benefits
- Low fuel consumption
- Optimized system integration ability
- High reliability
- High availability of power
- Long maintenance intervals

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 ISO 8528
- Generator meets NEMA MG1, BS5000, ISO, DIN EN and IEC standards
- NFPA 110

Power rating
- System ratings: 3040 kVA - 3060 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
- Verified product design, quality and performance integrity
- All engine systems are prototype and factory tested

Complete range of accessories available
- Control panel
- Power panel
- Circuit breaker/power distribution
- Fuel system
- Fuel connections with shut-off valve mounted to base frame
- Starting/charging system
- Exhaust system
- Mechanical and electrical driven radiators
- Medium and oversized voltage alternators

Emissions
- NEA (ORDE) optimized

Certifications
- CE certification option
- Unit certificate acc. to BDEW (German Grid-Code)
Application data

**Engine**
- Manufacturer: MTU
- Model: 20V4000G84F
- Type: 4-cycle
- Arrangement: 20V
- Displacement: 95.4 l
- Bore: 170 mm
- Stroke: 210 mm
- Compression ratio: 16.4
- Rated speed: 1500 rpm
- Engine governor: ECU 9
- Max power: 2850 kWm
- Air cleaner: Dry

**Fuel cleaner**
- Maximum fuel lift: 5 m
- Total fuel flow: 27 l/min

**Fuel consumption**
- At 100% of power rating: 683.3 l/hr, 199 g/kwh
- At 75% of power rating: 527.9 l/hr, 205 g/kwh
- At 50% of power rating: 365.7 l/hr, 213 g/kwh

**Liquid capacity (lubrication)**
- Total oil system capacity: 390 l
- Engine jacket water capacity: 205 l
- Intercooler coolant capacity: 50 l

** Combustion air requirements**
- Combustion air volume: 2.3 m³/s
- Max. air intake restriction: 50 mbar

**Cooling/radiator system**
- Coolant flow rate (HT circuit): 80 m³/hr
- Coolant flow rate (LT circuit): 32.5 m³/hr
- Heat rejection to coolant: 1090 kW
- Heat radiated to charge air cooling: 580 kW
- Heat radiated to ambient: 105 kW
- Fan power for electr. radiator (40°C): 70 kW

**Exhaust system**
- Exhaust gas temp. (after turbocharger): 580 °C
- Exhaust gas volume: 9.3 m³/s
- Maximum allowable back pressure: 85 mbar
- Minimum allowable back pressure: 30 mbar

**Standard and optional features**

**System ratings (kW/kVA)**

<table>
<thead>
<tr>
<th>Generator model</th>
<th>Voltage</th>
<th>NEA (ORDE) optimized without radiator</th>
<th>NEA (ORDE) optimized with mechanical radiator</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>kWel</td>
<td>kVA*</td>
</tr>
<tr>
<td><strong>Generator model</strong></td>
<td></td>
<td>kWel</td>
<td>kVA</td>
</tr>
<tr>
<td>Leroy Somer LSA53.2 M12 (Low voltage</td>
<td>380 V</td>
<td>2520</td>
<td>3150</td>
</tr>
<tr>
<td>Leroy Somer standard)</td>
<td>400 V</td>
<td>2520</td>
<td>3150</td>
</tr>
<tr>
<td></td>
<td>415 V</td>
<td>2520</td>
<td>3150</td>
</tr>
<tr>
<td>Marathon 1030FDL7094 (Low voltage</td>
<td>380 V</td>
<td>2520</td>
<td>3150</td>
</tr>
<tr>
<td>Marathon)</td>
<td>400 V</td>
<td>2520</td>
<td>3150</td>
</tr>
<tr>
<td></td>
<td>415 V</td>
<td>2520</td>
<td>3150</td>
</tr>
<tr>
<td>Marathon 1040FDH7102 (Medium volt.</td>
<td>11 kV</td>
<td>2528</td>
<td>3160</td>
</tr>
<tr>
<td>marathon)</td>
<td>11 kV</td>
<td>2536</td>
<td>3170</td>
</tr>
</tbody>
</table>

* cos phi = 0.8

1 All data refers only to the engine and is based on ISO standard conditions (25°C and 100m above sea level).
2 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

Engine

- 4-Cycle
- Standard single stage air filter
- Oil drain extension & shut-off valve
- Closed crankcase ventilation
- Governor-electronic isochronous
- Common rail fuel injection
- NEA (ORDE) optimized engine

Generator

- 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 IP23
- Insulation class H, utilization acc. to H
- Radio suppression EN55011, group 1, cl. B
- Short circuit capability 3xIn for 10sec
- Winding and bearing RTDs (without monitoring)
- Excitation by AREP
- Mounting of CT’s: 2 core CT’s
- Winding pitch: 2/3 winding
- Voltage setpoint adjustment ± 10%
- Meets NEMA MG-1, BS 5000, IEC 60034-1, VDE 0530, DIN EN 12601, AS1359 and ISO 8528 requirements
- Leroy Somer low voltage generator
- Marathon low voltage generator
- Oversized generator
- Medium voltage generator

Cooling system

- Jacket water pump
- Thermostat(s)
- Water charge air cooling
- Mechanical radiator
- Electrical driven front-end cooler
- 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
- Modbus TCP-IP

Power panel

- Available in 600x600 and 600x1000
- Phase monitoring relay 230V/400V
- Supply for battery charger
- Supply for jacket water heater
- Supply for anti condensation heating
- Plug socket cabinet for 230V compatible Euro/USA
- Supply for electrical driven radiator from 45kW – 75kW (PP 600x1000)

☑ Represents standard features
☐ Represents optional features
## Standard and optional features

### Circuit breaker/power distribution
- [ ] 3-pole circuit breaker
- [ ] 4-pole circuit breaker
- [ ] Manual-actuated circuit breaker
- [ ] Electrical-actuated circuit breaker
- [ ] Stand-alone solution in separate cabinet

### Fuel system
- ■ Flexible fuel connectors mounted to base frame
- [ ] Fuel filter with water separator
- [ ] Fuel filter with water separator heavy-duty
- [ ] Switchable fuel filter with water separator heavy-duty
- [ ] Switchable fuel filter with water separator
- [ ] Separate fuel cooler
- [ ] Fuel cooler integrated into cooling equipment

### Starting/charging system
- ■ 24V starter
- [ ] Starter batteries, cables, rack, disconnect switch
- [ ] Battery charger

### 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
- [ ] Exhaust silencer with 50 dB(A) sound attenuation
- [ ] Exhaust silencer with 60 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>5760 x 1887 x 2332 mm</td>
<td>15819 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

- Standby 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. No overload capability for this rating. 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.

Rolls-Royce Group

www.mtu-solutions.com/powergen