**Diesel Generator Set**

**mtu 18V2000 DS1400**

380V - 415V/50 Hz/grid stability power/fuel consumption optimized/
NOx emission optimized/18V2000G26F

Optional equipment and finishing shown. Standard may vary.

**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: 1250 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
- 100% 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
- Water Charge-Air-Cooler
- Oversized voltage alternators

**Cooling System**
- Air-to-Air Charge-Air Cooling (TD)
- Water-to-Air Charge-Air Cooling (TB)

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

**Certifications**
- CE certification option
- Unit certificate acc. to VDE-AR-N 4110
### Application data 1)

<table>
<thead>
<tr>
<th>Engine</th>
<th>Fuel consump. opt.</th>
<th>Emission opt. 2)</th>
<th>Cooling/radiator system TD/TB</th>
<th>Fuel consump. opt.</th>
<th>Emission opt. 2)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Manufacturer</td>
<td>mtu</td>
<td>mtu</td>
<td>Coolant flow rate (HT circuit): m³/hr</td>
<td>46.3</td>
<td>46.3</td>
</tr>
<tr>
<td>Model</td>
<td>18V2000G26F</td>
<td>18V2000G26F</td>
<td>Coolant flow rate (LT circuit for TB): m³/hr</td>
<td>17.5</td>
<td>17.5</td>
</tr>
<tr>
<td>Type</td>
<td>4-cycle</td>
<td>4-cycle</td>
<td>Heat radiated to charge air cooling (TB): kW (NOx)</td>
<td>215</td>
<td>280</td>
</tr>
<tr>
<td>Arrangement</td>
<td>18V</td>
<td>18V</td>
<td>Input pressure customer radiator (TB): bar (rel.)</td>
<td>1.4</td>
<td>1.4</td>
</tr>
<tr>
<td>Displacement: l</td>
<td>40.2</td>
<td>40.2</td>
<td>Max. pressure loss customer radiator (TB): bar</td>
<td>0.7</td>
<td>0.7</td>
</tr>
<tr>
<td>Bore: mm</td>
<td>135</td>
<td>135</td>
<td>Heat dissipated by engine coolant: kW (NOx)</td>
<td>430</td>
<td>425</td>
</tr>
<tr>
<td>Stroke: mm</td>
<td>156</td>
<td>156</td>
<td>Heat radiated to ambient: kW</td>
<td>45</td>
<td>45</td>
</tr>
<tr>
<td>Compression ratio</td>
<td>17.5</td>
<td>17.5</td>
<td>Engine coolant capacity (without cooling equipment): l</td>
<td>73</td>
<td>73</td>
</tr>
<tr>
<td>Rated speed: rpm</td>
<td>1500</td>
<td>1500</td>
<td>Radiator coolant capacity (40°C): l</td>
<td>83</td>
<td>83</td>
</tr>
<tr>
<td>Engine governor</td>
<td>ADEC (ECU 9)</td>
<td>ADEC (ECU 9)</td>
<td>Radiator coolant capacity (50°C): l</td>
<td>106</td>
<td>106</td>
</tr>
<tr>
<td>Speed regulation</td>
<td>± 0.25%</td>
<td>± 0.25%</td>
<td>Max. coolant temperature (warning): °C</td>
<td>102</td>
<td>102</td>
</tr>
<tr>
<td>Max power: kWm</td>
<td>1102</td>
<td>1102</td>
<td>Max. coolant temperature (shutdown): °C</td>
<td>105</td>
<td>105</td>
</tr>
<tr>
<td>Mean effective pressure: bar</td>
<td>21.9</td>
<td>21.9</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Air cleaner</td>
<td>dry</td>
<td>dry</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Fuel system

<table>
<thead>
<tr>
<th>Fuel consumption 3)</th>
<th>Exhaust system</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum fuel lift: m</td>
<td>Exhaust gas temp. (after turbocharger): °C</td>
</tr>
<tr>
<td>5</td>
<td>485</td>
</tr>
<tr>
<td>5</td>
<td>480</td>
</tr>
<tr>
<td>Total fuel flow: l/min</td>
<td>Exhaust gas volume: m³/s</td>
</tr>
<tr>
<td>30</td>
<td>3.44</td>
</tr>
<tr>
<td>30</td>
<td>3.8</td>
</tr>
</tbody>
</table>

### Lube oil system

<table>
<thead>
<tr>
<th>Lube oil system</th>
<th>Generator</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total oil system capacity: l</td>
<td>Protection class</td>
</tr>
<tr>
<td>110</td>
<td>IP23</td>
</tr>
<tr>
<td>Max. lube oil temp. (alarm): °C</td>
<td>Insulation class</td>
</tr>
<tr>
<td>103</td>
<td>H</td>
</tr>
<tr>
<td>Max. lube oil temp. (shutdown): °C</td>
<td>Voltage regulation (steady state) ± 0.25%</td>
</tr>
<tr>
<td>105</td>
<td>± 0.25%</td>
</tr>
<tr>
<td>Min. lube oil pressure (alarm): bar</td>
<td>Rado interference class</td>
</tr>
<tr>
<td>4.5</td>
<td>N</td>
</tr>
<tr>
<td>Min. lube oil pressure (shutdown): bar</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td></td>
</tr>
</tbody>
</table>

### Combustion air requirements

<table>
<thead>
<tr>
<th>Combustion air volume: m³/s</th>
<th>Maximum allowable back pressure: mbar</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.34</td>
<td>50</td>
</tr>
<tr>
<td>1.48</td>
<td>50</td>
</tr>
</tbody>
</table>

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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 NOx emission 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 (TD) or charge-air-cooler (TB)**</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>kWel</td>
</tr>
<tr>
<td>Leroy Somer LSA 50.2 L7 (Low voltage Leroy Somer standard)</td>
<td>380 V</td>
<td>1000</td>
</tr>
<tr>
<td></td>
<td></td>
<td>400 V</td>
</tr>
<tr>
<td></td>
<td></td>
<td>415 V</td>
</tr>
<tr>
<td>Leroy Somer LSA 50.2 L8 (Low voltage Leroy Somer oversized)</td>
<td>380 V</td>
<td>1000</td>
</tr>
<tr>
<td></td>
<td></td>
<td>400 V</td>
</tr>
<tr>
<td></td>
<td></td>
<td>415 V</td>
</tr>
<tr>
<td>Marathon 742RSL7185 (Low voltage Marathon standard)</td>
<td>380 V</td>
<td>1000</td>
</tr>
<tr>
<td></td>
<td></td>
<td>400 V</td>
</tr>
<tr>
<td></td>
<td></td>
<td>415 V</td>
</tr>
<tr>
<td>Marathon 743RSL7187 (Low voltage Marathon oversized)</td>
<td>380 V</td>
<td>1000</td>
</tr>
<tr>
<td></td>
<td></td>
<td>400 V</td>
</tr>
<tr>
<td></td>
<td></td>
<td>415 V</td>
</tr>
</tbody>
</table>

* cos phi = 0.8  
** BE, fuel optimized: max. power available up to: open power unit 40°C/400m; NOx emission optimized, EPA Tier 2 compl., NEA: standard operating conditions/open power unit 25°C/100m  
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
- NOx emission optimized engine
- Tier 2 optimized engine
- NEA (ORDE) optimized engine

Generator

- Leroy Somer low voltage generator
- Meets NEMA MG1, B55000, IEC 60034-1, VDE 0530, DIN EN 12601, AS1359 and ISO 8528-3 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 distortions
- 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 I, 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

Intake air depression/mbar: 15mbar
Exhaust back pressure/mbar: 30mbar
Standard and optional features

Cooling system
*Air-to-Air Charge-Air-Cooling TD*

- Mechanical radiator
- Jacket water pump
- Expansion tank
- Fan
- Thermostat(s)
- Jacket water heater

*Water-to-Air Charge-Air-Cooling TB*

- Coolant pump
- Manifold with thermostatic valves
- WCAC-base frame with safety covers
- HT-piping with flexible engine connection

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- and bearing bearing temperature monitoring
- Differential protection with multi-function protection relay
- Modbus TCP-IP

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 (for TD-only)

Starting/charging system

- 24V starter
- Starter batteries, cables, rack, disconnect switch
- Battery charger
- Redundant starter 2x 7.5KW

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

<table>
<thead>
<tr>
<th>System</th>
<th>Dimensions (LxWxH)</th>
<th>Weight (incl. engine-oil and coolant)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Open power unit (OPU)</td>
<td>4720 x 1990 x 2200 mm</td>
<td>7850 kg</td>
</tr>
<tr>
<td>Air-to-Air (TD)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Open power unit (OPU)</td>
<td>4711 x 1988 x 2046 mm</td>
<td>7500 kg</td>
</tr>
<tr>
<td>Water-to-Air (TB)</td>
<td></td>
<td></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

– Grid stability power ratings apply to installations serving electric utility programs. At constant or varying load, the number of generator set operating hours is limited to 1000 hours per year with no more than 500 hours per year at 100% load without interruption. 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: ≤ 100%.

– Consult your local mtu distributor for derating information.

Rolls-Royce Group
www.mtu-solutions.com/powergen