MTU 16V2000 DS1000

380V - 415V/50 Hz/prime power for stationary emergency/
fuel consumption optimized/16V2000G16F/air charge air cooling

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: 910 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
— NOX emission optimized, Tier 2 compliant and NEA (ORDE)
optimization optionally available

Certifications
— CE certification option
— VDE4110 certification
## Application data ¹)

### Engine

<table>
<thead>
<tr>
<th>Characteristic</th>
<th>Manufacturer</th>
<th>Model</th>
<th>Type</th>
<th>Arrangement</th>
<th>Displacement: l</th>
<th>Bore: mm</th>
<th>Stroke: mm</th>
<th>Compression ratio</th>
<th>Rated speed: rpm</th>
<th>Engine governor</th>
<th>Speed regulation</th>
<th>Max power: kWm</th>
<th>Mean effective pressure: bar</th>
<th>Air cleaner</th>
<th>Fuel system</th>
</tr>
</thead>
<tbody>
<tr>
<td>Manufacturing</td>
<td>MTU</td>
<td>MTU</td>
<td>4-cycle</td>
<td>16V</td>
<td>35.7</td>
<td>135</td>
<td>156</td>
<td>17.5</td>
<td>1500</td>
<td>ADEC (ECU 9)</td>
<td>± 0.25%</td>
<td>806</td>
<td>18.1</td>
<td>dry</td>
<td>Maximum fuel lift: m</td>
</tr>
<tr>
<td>Total fuel flow: l/min</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Total fuel flow: l/min</td>
</tr>
</tbody>
</table>

### Fuel consumption ³)

<table>
<thead>
<tr>
<th>Power rating</th>
<th>L/hr</th>
<th>g/kWh</th>
<th>L/hr</th>
<th>g/kWh</th>
<th>L/hr</th>
<th>g/kWh</th>
</tr>
</thead>
<tbody>
<tr>
<td>100%</td>
<td>186/192</td>
<td>196/202</td>
<td>142/195</td>
<td>150/206</td>
<td>99/204</td>
<td>104/214</td>
</tr>
</tbody>
</table>

### Lube oil system

<table>
<thead>
<tr>
<th>Characteristic</th>
<th>Capacity: l</th>
<th>Max. lube oil temp. (alarm): °C</th>
<th>Max. lube oil temp. (shutdown): °C</th>
<th>Min. lube oil pressure (alarm): bar</th>
<th>Min. lube oil pressure (shutdown): bar</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total oil system capacity: l</td>
<td>102</td>
<td>103</td>
<td>105</td>
<td>4.5</td>
<td>4</td>
</tr>
</tbody>
</table>

### Combustion air requirements

<table>
<thead>
<tr>
<th>Characteristic</th>
<th>Volume: m³/s</th>
<th>Max. air intake restriction: mbar</th>
</tr>
</thead>
<tbody>
<tr>
<td>Combustion air volume: m³/s</td>
<td>0.93</td>
<td>40</td>
</tr>
<tr>
<td>Max. air intake restriction: mbar</td>
<td>1.10</td>
<td>40</td>
</tr>
</tbody>
</table>

### Cooling/radiator system

<table>
<thead>
<tr>
<th>Characteristic</th>
<th>Capacity: m³/hr</th>
<th>kW</th>
<th>kW</th>
<th>kW</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coolant flow rate (HT circuit):</td>
<td>41.6</td>
<td>340</td>
<td>325</td>
<td></td>
</tr>
<tr>
<td>Heat rejection to coolant:</td>
<td></td>
<td>115</td>
<td>170</td>
<td>40</td>
</tr>
<tr>
<td>Heat radiated to charge air cooling:</td>
<td></td>
<td>4.4</td>
<td>4.4</td>
<td>4.4</td>
</tr>
<tr>
<td>Fan power for mech. radiator (40°C):</td>
<td></td>
<td>43.4</td>
<td>43.4</td>
<td>43.4</td>
</tr>
<tr>
<td>Fan power for mech. radiator (50°C):</td>
<td></td>
<td>43.4</td>
<td>43.4</td>
<td>43.4</td>
</tr>
<tr>
<td>Air flow required for mech. radiator (40°C):</td>
<td></td>
<td>1462</td>
<td>1462</td>
<td>1462</td>
</tr>
<tr>
<td>Air flow required for mech. radiator (50°C):</td>
<td></td>
<td>1462</td>
<td>1462</td>
<td>1462</td>
</tr>
</tbody>
</table>

### Exhaust system

<table>
<thead>
<tr>
<th>Characteristic</th>
<th>°C</th>
<th>m³/s</th>
<th>mbar</th>
<th>mbar</th>
</tr>
</thead>
<tbody>
<tr>
<td>Exhaust gas temp. (after turbocharger):</td>
<td>540</td>
<td>2.5</td>
<td>50</td>
<td>30</td>
</tr>
<tr>
<td>Exhaust gas volume: m³/s</td>
<td></td>
<td></td>
<td>2.85</td>
<td></td>
</tr>
<tr>
<td>Maximum allowable back pressure: mbar</td>
<td></td>
<td></td>
<td>50</td>
<td>30</td>
</tr>
<tr>
<td>Minimum allowable back pressure: mbar</td>
<td></td>
<td></td>
<td>30</td>
<td>30</td>
</tr>
</tbody>
</table>

### Generator

<table>
<thead>
<tr>
<th>Characteristic</th>
<th>Protection class</th>
<th>Insulation class</th>
<th>Voltage regulation (steady state)</th>
<th>Rado interference class</th>
</tr>
</thead>
<tbody>
<tr>
<td>Protection class</td>
<td>IP23</td>
<td>H</td>
<td>± 0.25%</td>
<td>N</td>
</tr>
<tr>
<td>Insulation class</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Voltage regulation (steady state)</td>
<td></td>
<td></td>
<td></td>
<td></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.
### 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 49.3 L10 (Low voltage Leroy Somer standard)</td>
<td>728</td>
<td>910</td>
</tr>
<tr>
<td></td>
<td>400 V</td>
<td>728</td>
</tr>
<tr>
<td></td>
<td>415 V</td>
<td>728</td>
</tr>
<tr>
<td>Leroy Somer LSA 50.2 M6 (Low voltage Leroy Somer oversized)</td>
<td>728</td>
<td>910</td>
</tr>
<tr>
<td></td>
<td>400 V</td>
<td>728</td>
</tr>
<tr>
<td></td>
<td>415 V</td>
<td>728</td>
</tr>
<tr>
<td>Marathon 740RSL7183 (Low voltage Marathon standard)</td>
<td>728</td>
<td>910</td>
</tr>
<tr>
<td></td>
<td>400 V</td>
<td>728</td>
</tr>
<tr>
<td></td>
<td>415 V</td>
<td>728</td>
</tr>
<tr>
<td>Marathon 742RSL7185 (Low voltage Marathon oversized)</td>
<td>728</td>
<td>910</td>
</tr>
<tr>
<td></td>
<td>400 V</td>
<td>728</td>
</tr>
<tr>
<td></td>
<td>415 V</td>
<td>728</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  
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

### 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)

- 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

- Winding and bearing RTDs (without monitoring)
- Excitation by AREP + PMI
- Mounting of CTs: 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

Represented as:
- ■ Represents standard features
- ○ Represents optional features
Standard and optional features

Cooling system
- Jacket water pump
- Jacket water heater
- Thermostat(s)
- Mechanical radiator
- 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
- 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 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

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

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>6550 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.

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

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