Diesel Generator Set

MTU 18V2000 DS1400

380V - 415V/50 Hz/data center continuous/fuel consumption optimized/18V2000G26F/air charge air cooling

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
- Oversized voltage alternators

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

Certifications
- CE certification option
- VDE4110 certification
### Application data

<table>
<thead>
<tr>
<th></th>
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<th></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>Type</td>
<td>4-cycle</td>
<td>4-cycle</td>
<td>Heat rejection to charge air: kW</td>
<td>215</td>
<td>280</td>
</tr>
<tr>
<td>Arrangement</td>
<td>18V</td>
<td>18V</td>
<td>Heat radiated to ambient: kW</td>
<td>45</td>
<td>45</td>
</tr>
<tr>
<td>Displacement: l</td>
<td>40.2</td>
<td>40.2</td>
<td>Fan power for mech. radiator (40°C): kW</td>
<td>43.4</td>
<td>43.4</td>
</tr>
<tr>
<td>Bore: mm</td>
<td>135</td>
<td>135</td>
<td>Fan power for mech. radiator (50°C): kW</td>
<td>55.6</td>
<td>55.6</td>
</tr>
<tr>
<td>Stroke: mm</td>
<td>156</td>
<td>156</td>
<td>Air flow required for mech. radiator (40°C): cooled unit: m³/min</td>
<td>1462</td>
<td>1462</td>
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<tr>
<td>Compression ratio</td>
<td>17.5</td>
<td>17.5</td>
<td>Air flow required for mech. radiator (50°C): cooled unit: m³/min</td>
<td>1776</td>
<td>1776</td>
</tr>
<tr>
<td>Rated speed: rpm</td>
<td>1500</td>
<td>1500</td>
<td>Engine coolant capacity (without cooling equipment): l</td>
<td>73</td>
<td>73</td>
</tr>
<tr>
<td>Engine governor</td>
<td>ADEC</td>
<td>ADEC</td>
<td>Radiator coolant capacity (40°C): l</td>
<td>83</td>
<td>83</td>
</tr>
<tr>
<td>Speed regulation</td>
<td>± 0.25%</td>
<td>± 0.25%</td>
<td>Radiator coolant capacity (50°C): l</td>
<td>106</td>
<td>106</td>
</tr>
<tr>
<td>Max. power: kWm</td>
<td>1102</td>
<td>1102</td>
<td>Max. coolant temperature (warning): °C</td>
<td>102</td>
<td>102</td>
</tr>
<tr>
<td>Mean effective pressure: bar</td>
<td>21.9</td>
<td>21.9</td>
<td>Max. coolant temperature (shutdown): °C</td>
<td>105</td>
<td>105</td>
</tr>
<tr>
<td>Air cleaner</td>
<td>dry</td>
<td>dry</td>
<td>Exhaust System</td>
<td>Exhaust gas temp. (after turbocharger): °C</td>
<td>485</td>
</tr>
<tr>
<td>Fuel consumption</td>
<td></td>
<td></td>
<td>Exhaust gas volume: m³/s</td>
<td>3.44</td>
<td>3.8</td>
</tr>
<tr>
<td>Maximum fuel lift: m</td>
<td>5</td>
<td>5</td>
<td>Maximum allowable back pressure: mbar</td>
<td>50</td>
<td>50</td>
</tr>
<tr>
<td>Total fuel flow: l/min</td>
<td>30</td>
<td>30</td>
<td>Minimum allowable back pressure: mbar</td>
<td>30</td>
<td>30</td>
</tr>
<tr>
<td>Lube oil system</td>
<td></td>
<td></td>
<td>Generator</td>
<td>Protection class</td>
<td>IP23</td>
</tr>
<tr>
<td>Total oil system capacity: l</td>
<td>110</td>
<td>110</td>
<td>Insulation class</td>
<td>H</td>
<td>H</td>
</tr>
<tr>
<td>Max. lube oil temp. (alarm): °C</td>
<td>103</td>
<td>103</td>
<td>Voltage regulation (steady state)</td>
<td>± 0.25%</td>
<td>± 0.25%</td>
</tr>
<tr>
<td>Max. lube oil temp. (shutdown): °C</td>
<td>105</td>
<td>105</td>
<td>Rado interference class</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Min. lube oil pressure (alarm): bar</td>
<td>4.5</td>
<td>4.5</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Min. lube oil pressure (shutdown): bar</td>
<td>4</td>
<td>4</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.
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 L7 (Low voltage Leroy Somer standard)</td>
<td>380 V 1000</td>
<td>1250 1899</td>
</tr>
<tr>
<td></td>
<td>400 V 1000</td>
<td>1250 1804</td>
</tr>
<tr>
<td></td>
<td>415 V 1000</td>
<td>1250 1739</td>
</tr>
<tr>
<td>Leroy Somer LSA 50.2 L8 (Low voltage Leroy Somer oversized)</td>
<td>380 V 1000</td>
<td>1250 1899</td>
</tr>
<tr>
<td></td>
<td>400 V 1000</td>
<td>1250 1804</td>
</tr>
<tr>
<td></td>
<td>415 V 1000</td>
<td>1250 1739</td>
</tr>
<tr>
<td>Marathon 742RSL7185 (Low voltage Marathon standard)</td>
<td>380 V 1000</td>
<td>1250 1899</td>
</tr>
<tr>
<td></td>
<td>400 V 1000</td>
<td>1250 1804</td>
</tr>
<tr>
<td></td>
<td>415 V 1000</td>
<td>1250 1739</td>
</tr>
<tr>
<td>Marathon 743RSL7187 (Low voltage Marathon oversized)</td>
<td>380 V 1000</td>
<td>1250 1899</td>
</tr>
<tr>
<td></td>
<td>400 V 1000</td>
<td>1250 1804</td>
</tr>
<tr>
<td></td>
<td>415 V 1000</td>
<td>1250 1739</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
- 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, BS5000, IEC 60034-1, VDE 0530, DIN EN 12601, ASI359 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 distortion
- 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- 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>4720 x 1990 x 2200 mm</td>
<td>7700 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

→ Data center continuous power ratings apply to data center installations where a reliable utility power is available and comply with Uptime Institute Tier III and IV requirements. At constant or varying load, the number of generator set operating hours is unlimited. 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

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