Diesel Generator Set

MTU 12V4000 DS2000

380V – 11 kV/50 Hz/prime power/NEA (ORDE) optimized
12V4000G24F/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: 1870 kVA - 1880 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
— 75% 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

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

#### System ratings (kW/kVA)

<table>
<thead>
<tr>
<th>Generator model</th>
<th>Voltage</th>
<th>NEA (ORDE) optimized</th>
<th>with mechanical radiator</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>without radiator</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>kWeI</td>
<td>kVA*</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Leroy Somer LSA52.3 S6</td>
<td>380 V</td>
<td>1504</td>
<td>1880</td>
</tr>
<tr>
<td>(Low voltage Leroy Somer standard)</td>
<td>400 V</td>
<td>1504</td>
<td>1880</td>
</tr>
<tr>
<td></td>
<td>415 V</td>
<td>1504</td>
<td>1880</td>
</tr>
<tr>
<td>Leroy Somer LSA52.3 S7</td>
<td>380 V</td>
<td>1504</td>
<td>1880</td>
</tr>
<tr>
<td>(Low voltage Leroy Somer oversized)</td>
<td>400 V</td>
<td>1504</td>
<td>1880</td>
</tr>
<tr>
<td></td>
<td>415 V</td>
<td>1504</td>
<td>1880</td>
</tr>
<tr>
<td>Marathon 743RSL7091</td>
<td>380 V</td>
<td>1496</td>
<td>1870</td>
</tr>
<tr>
<td>(Low voltage Marathon)</td>
<td>400 V</td>
<td>1504</td>
<td>1880</td>
</tr>
<tr>
<td></td>
<td>415 V</td>
<td>1496</td>
<td>1870</td>
</tr>
<tr>
<td>Marathon 744RSL7092</td>
<td>380 V</td>
<td>1496</td>
<td>1870</td>
</tr>
<tr>
<td>(Low voltage Marathon oversized)</td>
<td>400 V</td>
<td>1504</td>
<td>1280</td>
</tr>
<tr>
<td></td>
<td>415 V</td>
<td>1496</td>
<td>1870</td>
</tr>
<tr>
<td>Marathon 1020FDH7096</td>
<td>11 kV</td>
<td>1496</td>
<td>1870</td>
</tr>
<tr>
<td>(Medium volt. marathon)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Leroy Somer LSA53.2 VL7</td>
<td>11 kV</td>
<td>1504</td>
<td>1880</td>
</tr>
</tbody>
</table>

* cos phi = 0.8

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Liquid capacity (lubrication)
- Total oil system capacity: l 260
- Engine jacket water capacity: l 160
- Intercooler coolant capacity: l 40

Combustion air requirements
- Combustion air volume: m³/s 1.98
- Max. air intake restriction: mbar 50

Cooling/radiator system
- Coolant flow rate (HT circuit): m³/hr 56
- Coolant flow rate (LT circuit): m³/hr 30
- Heat rejection to coolant: kW 580
- Heat radiated to charge air cooling: kW 310
- Heat radiated to ambient: kW 75
- Fan power for electr. radiator (40°C): kW 55

Exhaust system
- Exhaust gas temp. (after turbocharger): °C 510
- Exhaust gas volume: m³/s 5.29
- Maximum allowable back pressure: mbar 85
- Minimum allowable back pressure: mbar 30

### Engine

<table>
<thead>
<tr>
<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>Max power: kWm</th>
<th>Air cleaner</th>
</tr>
</thead>
<tbody>
<tr>
<td>MTU</td>
<td>12V4000G24F</td>
<td>4-cycle</td>
<td>12V</td>
<td>57.2</td>
<td>170</td>
<td>210</td>
<td>16.4</td>
<td>1500</td>
<td>ECU 9</td>
<td>1575</td>
<td>dry</td>
</tr>
</tbody>
</table>

**Engine**

- Manufacturer: MTU
- Model: 12V4000G24F
- Type: 4-cycle
- Arrangement: 12V
- Displacement: 57.2 l
- Bore: 170 mm
- Stroke: 210 mm
- Compression ratio: 16.4
- Rated speed: 1500 rpm
- Engine governor: ECU 9
- Max power: 1575 kWm
- Air cleaner: dry

### Fuel system

<table>
<thead>
<tr>
<th>Maximum fuel lift: m</th>
<th>Total fuel flow: l/min</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>16</td>
</tr>
</tbody>
</table>

**Fuel system**

- Maximum fuel lift: 5 m
- Total fuel flow: 16 l/min

### Fuel consumption

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.

<table>
<thead>
<tr>
<th>Voltage</th>
<th>l/hr</th>
<th>g/kwh</th>
</tr>
</thead>
<tbody>
<tr>
<td>At 100% of power rating:</td>
<td>377.6</td>
<td>199</td>
</tr>
<tr>
<td>At 75% of power rating:</td>
<td>288.9</td>
<td>203</td>
</tr>
<tr>
<td>At 50% of power rating:</td>
<td>200.2</td>
<td>211</td>
</tr>
</tbody>
</table>

**Fuel consumption**

- At 100% of power rating: 377.6 l/hr, 199 g/kwh
- At 75% of power rating: 288.9 l/hr, 203 g/kwh
- At 50% of power rating: 200.2 l/hr, 211 g/kwh
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%
- NEA (ORDE) optimized engine
- 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
- Jacket water heater
- Mechanical radiator
- Electrical driven front-end cooler
- Electrical driven front-end cooler

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
- Switchable fuel filter with water separator heavy-duty
- 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
- Y-connection-pipe
- Exhaust silencer with 10 dB(A) sound attenuation
- Exhaust silencer with 40 dB(A) sound attenuation
- Y-connection-pipe
Weights and dimensions

System | Dimensions (L x W x H) | Weight (dry/less tank)
---|---|---
Open power unit (OPU) | 4059 x 1810 x 2330 mm | 10949 kg

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 ratings apply to installations where utility power is unavailable or unreliable. At 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: ≤ 75%.

— Consult your local MTU distributor for derating information.

Rolls-Royce Group

www.mtu-solutions.com/powergen