Diesel Generator Set

**MTU 12V4000 DS1750**

380V – 11 kV/50 Hz/standby power/fuel consumption optimized
12V4000G74F/water charge air cooling

Optional equipment and finishing shown. Standard may vary.

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: 1720 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
- 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**
- Fuel consumption optimized

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

Engine
Manufacturer: MTU
Model: 12V4000G74F
Type: 4-cycle
Arrangement: 12V
Displacement: 57.2 l
Bore: 170 mm
Stroke: 210 mm
Compression ratio: 16.4:1
Rated speed: 1500 rpm
Engine governor: ECU 9
Max power: 1575 kW
Air cleaner

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

Fuel consumption
At 100% of power rating: 358.6 l/hr, 189.6 g/kwh
At 75% of power rating: 276.1 l/hr, 194 g/kwh
At 50% of power rating: 189.8 l/hr, 200 g/kwh

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

Combustion air requirements
Combustion air volume: 1.8 m³/s
Max. air intake restriction: 50 mbar

Cooling/radiator system
Coolant flow rate (HT circuit): 56 m³/hr
Coolant flow rate (LT circuit): 30 m³/hr
Heat rejection to coolant: 580 kW
Heat radiated to charge air cooling: 260 kW
Heat radiated to ambient: 75 kW
Fan power for electr. radiator (40°C): 38 kW

Exhaust system
Exhaust gas temp. (after turbocharger): 440 °C
Exhaust gas volume: 4.5 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>kWel</th>
<th>kVA*</th>
<th>AMPS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Leroy Somer LSA52.3 S5</td>
<td>380 V</td>
<td>1504</td>
<td>1880</td>
<td>2856</td>
</tr>
<tr>
<td>(Low voltage Leroy Somer standard)</td>
<td>400 V</td>
<td>1504</td>
<td>1880</td>
<td>2714</td>
</tr>
<tr>
<td></td>
<td>415 V</td>
<td>1504</td>
<td>1880</td>
<td>2615</td>
</tr>
<tr>
<td>Leroy Somer LSA52.3 S6</td>
<td>380 V</td>
<td>1504</td>
<td>1880</td>
<td>2856</td>
</tr>
<tr>
<td>(Low voltage Leroy Somer oversized)</td>
<td>400 V</td>
<td>1504</td>
<td>1880</td>
<td>2714</td>
</tr>
<tr>
<td></td>
<td>415 V</td>
<td>1504</td>
<td>1880</td>
<td>2615</td>
</tr>
<tr>
<td>Marathon 743RSL7090</td>
<td>380 V</td>
<td>1448</td>
<td>1810</td>
<td>2750</td>
</tr>
<tr>
<td>(Low voltage Marathon)</td>
<td>400 V</td>
<td>1448</td>
<td>1810</td>
<td>2613</td>
</tr>
<tr>
<td></td>
<td>415 V</td>
<td>1376</td>
<td>1720</td>
<td>2393</td>
</tr>
<tr>
<td>Marathon 744RSL7091</td>
<td>380 V</td>
<td>1448</td>
<td>1810</td>
<td>2750</td>
</tr>
<tr>
<td>(Low voltage Marathon oversized)</td>
<td>400 V</td>
<td>1448</td>
<td>1810</td>
<td>2613</td>
</tr>
<tr>
<td></td>
<td>415 V</td>
<td>1376</td>
<td>1720</td>
<td>2393</td>
</tr>
<tr>
<td>Marathon 744RSL7091</td>
<td>380 V</td>
<td>1488</td>
<td>1860</td>
<td>2826</td>
</tr>
<tr>
<td>(Low voltage Marathon engine output optimized)</td>
<td>400 V</td>
<td>1496</td>
<td>1870</td>
<td>2699</td>
</tr>
<tr>
<td></td>
<td>415 V</td>
<td>1488</td>
<td>1860</td>
<td>2588</td>
</tr>
<tr>
<td>Marathon 1020FDH7095</td>
<td>11 kV</td>
<td>1496</td>
<td>1870</td>
<td>98</td>
</tr>
<tr>
<td>(Medium volt. marathon)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Leroy Somer LSA53.2 VL6</td>
<td>11 kV</td>
<td>1496</td>
<td>1870</td>
<td>98</td>
</tr>
<tr>
<td>(Medium volt. Leroy Somer)</td>
<td></td>
<td></td>
<td></td>
<td></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
- Fuel consumption 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 I, 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
- Engine output optimized 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
☐ 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

■ 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 \times W \times H)</th>
<th>Weight (dry/less tank)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Open power unit (OPU)</td>
<td>4059 x 1810 x 2330 mm</td>
<td>10654 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.