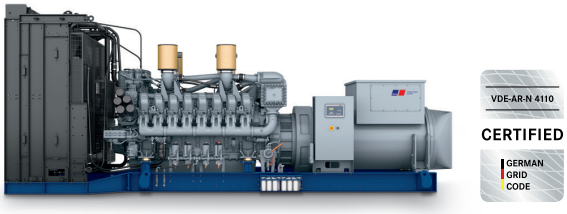
Diesel Generator Set

# mtu 16V4000 DS2750

## 380V – 11 kV/50 Hz/prime power/fuel consumption optimized
## 16V4000G34F/water charge air cooling




Optional equipment and finishing shown. Standard may vary.

## Product highlights

### Benefits
- Approved for renewable fuels (e.g. HVO)
- Low fuel consumption
- Optimized system integration ability
- High reliability
- High availability of power
- Long maintenance intervals
- up to 90% C02 reduction with HVO

### 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 EC 60034-1, ISO 8528-3; IEC 60044-1; Declaration of conformity; EN55011, group 1, cl. B
- NFPA 110*

### Power rating
- System ratings: 2470 kVA - 2600 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
- Fuel consumption optimized

### Certifications
- CE certification option
- Unit certificate acc. to VDE-AR-N 4110

* Changes to the standard parameter sets (alternator-regulator and genset-controller) are necessary

A Rolls-Royce solution

## Application data [1)]

### Engine

| | |
|---|---|
| Manufacturer | ***mtu*** |
| Model | 16V4000G34F |
| Type | 4-cycle |
| Arrangement | 16V |
| Displacement: l | 76.3 |
| Bore: mm | 170 |
| Stroke: mm | 210 |
| Compression ratio | 16.4 |
| Rated speed: rpm | 1500 |
| Engine governor | ADEC (ECU 9) |
| Max power: kWm | 2170 |
| Air cleaner | dry |

### Fuel system

| | |
|---|---|
| Fuel specification | EN 590, Grade No.1-D/2-D (ASTM D975-00), EN 15940 (e.g. HVO) |
| Maximum fuel lift: m | 5 |
| Total fuel flow: l/min | 27 |

### Fuel consumption [2)]

| | l/hr | g/kwh |
|---|---|---|
| At 100% of power rating: | 508 | 194 |
| At 75% of power rating: | 371 | 189 |
| At 50% of power rating: | 254 | 194 |

### Liquid capacity (lubrication)

| | |
|---|---|
| Total oil system capacity: l | 300 |
| Engine jacket water capacity: l | 175 |
| Intercooler coolant capacity: l | 50 |

### Combustion air requirements

| | |
|---|---|
| Combustion air volume: $m^3/s$ | 2.7 |
| Max. air intake restriction: mbar | 50 |

### Cooling/radiator system

| | |
|---|---|
| Coolant flow (HT-circuit) at 0,3 bar: $m^3/hr$ | 63 |
| Coolant flow (HT-circuit) at 0,7 bar: $m^3/hr$ | 53 |
| Coolant flow (NT-circuit) at 0,3 bar: $m^3/hr$ | 33 |
| Coolant flow (NT-circuit) at 0,7 bar: $m^3/hr$ | 25 |
| Heat rejection to coolant: kW | 785 |
| Heat radiated to charge air cooling: kW | 505 |
| Heat radiated to ambient: kW | 90 |

### Exhaust system

| | |
|---|---|
| Exhaust gas temp. (after engine): °C | 450 |
| Exhaust gas temp., max (after engine): °C | 550 |
| Exhaust gas temp. (before turbocharger): °C | 680 |
| Exhaust gas volume: $m^3/s$ | 6.8 |
| Maximum allowable back pressure: mbar | 50 |

## Standard and optional features

### System ratings (kW/kVA)

| Generator model | Voltage | fuel consumption optimized | | | | | |
|---|---|---|---|---|---|---|---|
| | | without radiator | | | with radiator | | |
| | | kWel | kVA* | AMPS | kWel | kVA* | AMPS |
| Leroy Somer LSA52.3 UL16 (Low voltage Leroy Somer standard) | 380 V | 2080 | 2600 | 3950 | 2008 | 2510 | 3814 |
| | 400 V | 2080 | 2600 | 3753 | 2008 | 2510 | 3623 |
| | 415 V | 2080 | 2600 | 3617 | 2008 | 2510 | 3492 |
| Leroy Somer LSA53.2 M9 (Low voltage Leroy Somer oversized) | 380 V | 2080 | 2600 | 3950 | 2016 | 2520 | 3829 |
| | 400 V | 2080 | 2600 | 3753 | 2016 | 2520 | 3637 |
| | 415 V | 2080 | 2600 | 3617 | 2016 | 2520 | 3506 |
| Leroy Somer LSA 53.2 XL11 (Medium volt. Leroy Somer) | 11 kV | 2080 | 2600 | 136 | 2008 | 2510 | 132 |

* 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
- □ Tier 2 optimized engine
- □ 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 EN 55011, group 1, cl. B
- ■ Short circuit capability 3xIn for 10sec
- ■ Winding and bearing RTDs (without monitoring)
- ■ Excitation by AREP + PMI
- ■ Mounting of CT´s: 3x 2 core CT´s
- ■ Winding pitch: 5/6 winding
- ■ Voltage setpoint adjustment ± 5%
- ■ Meets NEMA MG-1, BS 5000, IEC 60034-1, VDE 0530, DIN EN 12601, AS 1359 and ISO 8528-3 requirements
- ■ Leroy Somer low voltage generator
- □ Oversized generator
- □ Medium voltage generator
- □ Engine output optimized generator
- □ Excitation by PMG, subtransient reactance X”d: Saturated <12%

## Oil system

- □ Automatic oil refilling system
- □ Extended test run kit (including pre-lubrication pump)
- □ Oil dip stick for extended engine runtime

## Cooling system

- ■ Jacket water pump
- ■ Thermostat(s)
- ■ Water charge air cooling
- □ Mechanical radiator
- □ Electrical driven front-end cooler
- □ Jacket water heater
- □ Jacket water heater with plate heat exchanger
- □ Pulley for fan drive

## Control panel

- ■ Unit cabling with coded plugs for easy connection of customer-specific controls (V0)
- □ 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

■ Represents standard features
□ Represents optional features

# Standard and optional features

## Connectivity

The engine system automatically collects and transfers engine data to the manufacturer from time to time. The data is used by the manufacturer for the purposes of product development and improvement as well as service optimization.

Users can log in or register via https://mtu-go.com and also gain insight into the data.

## Power panel

- ☐ Supply electrical driven radiator from 45kW – 75kW

## Circuit breaker

- ☐ 3-pole circuit breaker
- ☐ 4-pole circuit breaker
- ☐ Electrical-actuated circuit breaker
- ☐ Base frame mounted GCB, pre-wired with generator, ready for commissioning

## 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
- ☐ Seperate fuel cooler
- ☐ Fuel cooler integrated into cooling equipment

## Starting/charging system

- ■ 24V starter
- ☐ Redundant starting system
- ☐ Starter batteries, cables, rack, disconnect switch (lockable)
- ☐ Battery charger
- ☐ Alternator

## Mounting system

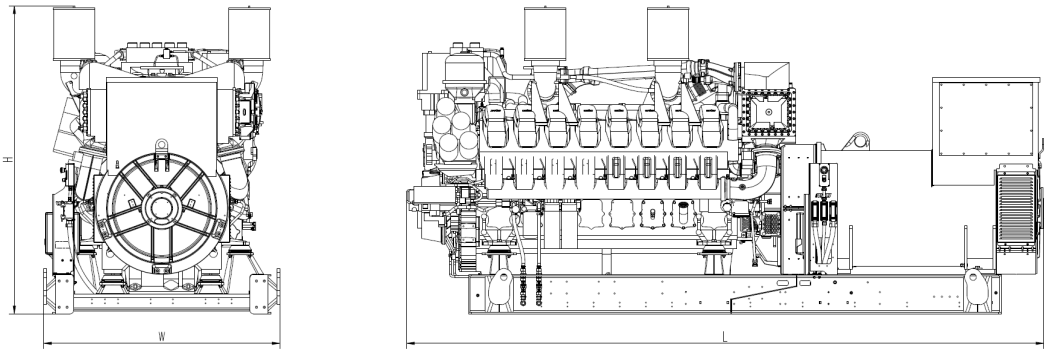
- ■ Welded base frame
- ■ Resilient engine and generator mounting
- ■ Modular base frame design
- ☐ Base frame mounting on foundation/base plate with using clamping brackets
- ☐ Spring mounts with 95% degree of isolation

## 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.

| System | Dimensions (LxWxH) | Weight (dry/less tank) |
|---|---|---|
| Open power unit (OPU) | 4880 x 1810 x 2350 mm | 14550 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.

Subject to change. | 16120968 | Edition 03/24 | BMC 2024-11.