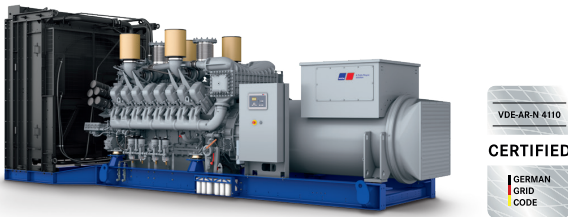




## Diesel Generator Set

# mtu 16V4000 DS2750

380V – 11 kV/50 Hz/standby power/fuel consumption optimized  
16V4000G94F/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

### 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: 2800 kVA - 2870 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 VDE-AR-N 4110

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



A Rolls-Royce  
solution

Application data <sup>1)</sup>

Engine			Liquid capacity (lubrication)		
Manufacturer	mtu		Total oil system capacity: l	300	
Model	16V4000G94F		Engine jacket water capacity: l	175	
Type	4-cycle		Intercooler coolant capacity: l	50	
Arrangement	16V		Combustion air requirements		
Displacement: l	76.3				
Bore: mm	170			Combustion air volume: m³/s	2.9
Stroke: mm	210			Max. air intake restriction: mbar	30
Compression ratio	16.4		Cooling/radiator system		
Rated speed: rpm	1500				
Engine governor	ADEC (ECU 9)			Coolant flow (HT-circuit) at 0,3 bar: m³/hr	63
Max power: kWm	2387			Coolant flow (HT-circuit) at 0,7 bar: m³/hr	53
Air cleaner	dry		Coolant flow (NT-circuit) at 0,3 bar: m³/hr	33	
			Coolant flow (NT-circuit) at 0,7 bar: m³/hr	25	
Fuel system			Heat rejection to coolant: kW	880	
Fuel specification	EN 590, Grade No.1-D/2-D (ASTM D975-00), EN 15940 (e.g. HVO)		Heat radiated to charge air cooling: kW	590	
			Heat radiated to ambient: kW	90	
Maximum fuel lift: m	5		Exhaust system		
Total fuel flow: l/min	27				
				Exhaust gas temp. (after engine, max.): °C	450
Fuel consumption <sup>2)</sup>	l/hr	g/kwh		Exhaust gas temp., max (after engine): °C	550
At 100% of power rating:	567	197	Exhaust gas temp. (before turbocharger): °C	680	
At 75% of power rating:	406	188	Exhaust gas volume: m3/s	7.4	
At 50% of power rating:	277	192	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	2240	2800	4254	2184	2730	4148
	400 V	2240	2800	4041	2184	2730	3940
	415 V	2240	2800	3895	2184	2730	3798
Leroy Somer LSA53.2 M9 (Low voltage Leroy Somer oversized)	380 V	2240	2800	4254	2216	2770	4209
	400 V	2240	2800	4041	2216	2770	3998
	415 V	2240	2800	3895	2216	2770	3854
Leroy Somer LSA53.2 M9 (Low voltage engine output oversized)	380 V	2296	2870	4361	2216	2770	4209
	400 V	2296	2870	4142	2216	2770	3998
	415 V	2296	2870	3993	2216	2770	3854
Leroy Somer LSA 53.2 XL11 (Med. volt. Leroy Somer)	11 kV	2280	2850	150	2208	2760	145
Leroy Somer LSA53.2 XL9 (Medium volt. Marathon)	11 kV	2280	2850	150	2208	2760	145

\* 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  $\pm 5\%$
- 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)

### 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 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

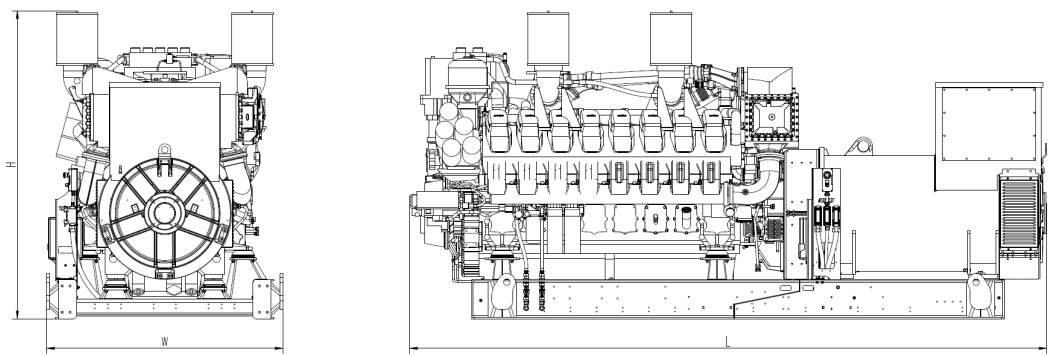
## Mounting system

- ☒ 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

## 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

- 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.