



Diesel Generator Set

MTU 18V2000 DS1400

380V - 415V/50 Hz/peak/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
- TA-Luft, Tier 2 compliant and NEA (ORDE) optimization optionally available

Certifications

- CE certification option
- VDE4110 Certification



A Rolls-Royce
solution

Application data ¹⁾

Engine	Fuel consump. opt.	Emission opt. ²⁾	Cooling/radiator system	Fuel consump. opt.	Emission opt. ²⁾
Manufacturer	MTU	MTU	Coolant flow rate (HT circuit): m ³ /hr	46.3	46.3
Model	18V2000G26F	18V2000G26F	Heat rejection to coolant: kW	430	425
Type	4-cycle	4-cycle	Heat radiated to charge air cooling: kW	215	280
Arrangement	18V	18V	Heat radiated to ambient: kW	45	45
Displacement: l	40.2	40.2	Fan power for mech. radiator (40°C):	43.4	43.4
Bore: mm	135	135	Fan power for mech. radiator (50°C):	55.6	55.6
Stroke: mm	156	156	Air flow required for mech. radiator (40°C)		
Compression ratio	17.5	17.5	cooled unit: m ³ /min	1462	1462
Rated speed: rpm	1500	1500	Air flow required for mech. radiator (50°C)		
Engine governor	ADEC (ECU 9)	ADEC (ECU 9)	cooled unit: m ³ /min	1776	1776
Speed regulation	± 0.25%	± 0.25%	Engine coolant capacity		
Max power: kWm	1102	1102	(without cooling equipment): l	73	73
Mean effective pressure: bar	21.9	21.9	Radiator coolant capacity (40°C): l	83	83
Air cleaner	dry	dry	Radiator coolant capacity (50°C): l	106	106
			Max. coolant temperature (warning): °C	102	102
			Max. coolant temperature (shutdown): °C	105	105
Fuel system			Exhaust system		
Maximum fuel lift: m	5	5	Exhaust gas temp. (after turbocharger): °C	485	480
Total fuel flow: l/min	30	30	Exhaust gas volume: m ³ /s	3.44	3.8
Fuel consumption ³⁾			Maximum allowable back pressure: mbar	50	50
At 100% of power rating: l/hr g/kWh	251/189	264/199	Minimum allowable back pressure: mbar	30	30
At 75% of power rating: l/hr g/kWh	188/189	197/198			
At 50% of power rating: l/hr g/kWh	130/196	135/204			
Lube oil system			Generator		
Total oil system capacity: l	110	110	Protection class	IP23	IP23
Max. lube oil temp. (alarm): °C	103	103	Insulation class	H	H
Max. lube oil temp. (shutdown): °C	105	105	Voltage regulation (steady state)	± 0.25%	± 0.25%
Min. lube oil pressure (alarm): bar	4.5	4.5	Rado interference class	N	N
Min. lube oil pressure (shutdown): bar	4	4			
Combustion air requirements					
Combustion air volume: m ³ /s	1.34	1.48			
Max. air intake restriction: mbar	40	40			

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 TA-Luft 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)

Generator model	Voltage	with mechanical radiator**		
		kWel	kVA*	AMPS
Leroy Somer LSA 50.2 L7 (Low voltage Leroy Somer standard)	380 V	1000	1250	1899
	400 V	1000	1250	1804
	415 V	1000	1250	1739
Leroy Somer LSA 50.2 L8 (Low voltage Leroy Somer oversized)	380 V	1000	1250	1899
	400 V	1000	1250	1804
	415 V	1000	1250	1739
Marathon 742RSL7185 (Low voltage Marathon standard)	380 V	1000	1250	1899
	400 V	1000	1250	1804
	415 V	1000	1250	1739
Marathon 743RSL7187 (Low voltage Marathon oversized)	380 V	1000	1250	1899
	400 V	1000	1250	1804
	415 V	1000	1250	1739

* cos phi = 0.8

** BE, fuel optimized: max. power available up to: open power unit 40°C/400m; TAL, 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
- ☐ TA-Luft 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, AS1359 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 temperature monitoring
- Generator bearing temperature monitoring
- Differential protection with multi-function protection relay
- Modbus RTU-TCP gateway

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 2x7.5KW

Mounting system

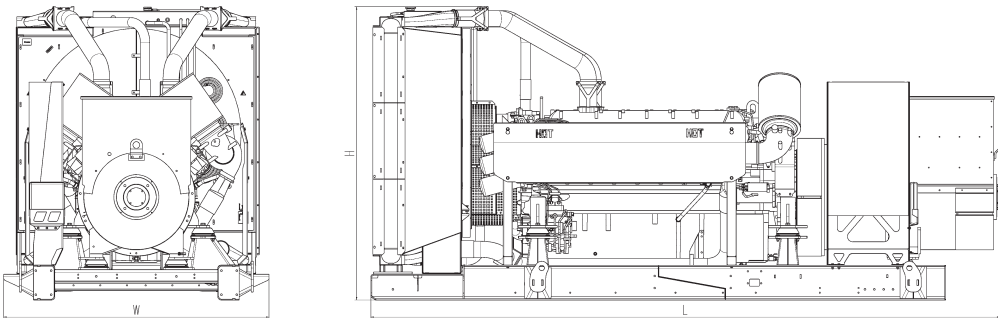
- Welded base frame
- Resilient engine and generator mounting
- Modular base frame design

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.

System	Dimensions (L x W x H)	Weight (dry/less tank)
Open power unit (OPU)	4720 x 1990 x 2200 mm	7700 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

- Peak Power ratings apply to installations serving electric utility programs. At constant or varying load, the number of generator set operating hours is limited to 1000 hours per year with no more than 500 hours per year at 100% load without interruption. 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: $\leq 100\%$.
- Consult your local MTU distributor for derating information.