

DIESEL ENGINE-GENERATOR SET

1750-XC6DT2

1750 kWe / 60 Hz / Standby
 1600 kWe / 60 Hz / Prime
 480 - 4160V



SYSTEM RATINGS

Standby

Voltage (L-L)	480V**	600V**	4160V
Phase	3	3	3
PF	0.8	0.8	0.8
Hz	60	60	60
kW	1750	1750	1750
kVA	2187.5	2187.5	2187.5
AMPS	2631	2105	304
skVA@30%			
Voltage Dip	4700	3600	4000
Generator Model*	743RSL4052	744RSS4292	743FSM4370
Temp Rise	130°C/27°C	125°C/40°C	130°C/27°C
Connection	4 BAR WYE	4 LEAD WYE	6 LEAD WYE


Prime

Voltage (L-L)	480V	600V	4160V
Phase	3	3	3
PF	0.8	0.8	0.8
Hz	60	60	60
kW	1600	1600	1600
kVA	2000	2000	2000
AMPS	2406	1925	278
skVA@30%			
Voltage Dip	4700	3600	4000
Generator Model*	743RSL4052	744RSS4292	743FSM4370
Temp Rise	105°C/40°C	105°C/40°C	105°C/40°C
Connection	4 BAR WYE	4 LEAD WYE	6 LEAD WYE

* The Generator Model Number identified in the table is for standard C Series Configuration. Consult the factory for alternate configuration.

** UL2200 Offered

STANDARD FEATURES

- // EPA Tier 2 Certified
- // Engine-Generator Set Tested to ISO 8528-5 for Transient Response
- // UL2200, CSA Listing Offered
- // Accepts Rated Load in One Step Per NFPA 110
- // All engine-generator sets are prototype and factory tested
- // MTU Onsite Energy is a single source supplier
- // Global Product Support
- // 2 Year Standard Warranty
- // 12V 4000 Diesel Engine
 - 57.2 Liter Displacement
 - Common Rail Fuel Injection
 - 4-Cycle
- // Complete Range of Accessories
- // Permanent Magnet Generator (PMG)
 - Brushless, Rotating Field
 - 300% Short Circuit Capability
 - 2/3 Pitch Windings
 - Standard for 570 frame and larger
 - Optional for 430 frame and smaller
- // Digital Control Panel(s)
 - UL Recognized, c  us, NFPA 110
 - Complete System Metering
 - LCD Display
- // Cooling System
 - Integral Set-Mounted
 - Engine Driven Fan

STANDARD EQUIPMENT

// Engine


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 Air Cleaners
 Oil Pump
 Full Flow Oil Filter
 Closed Crankcase Ventilation
 Jacket Water Pump
 Inter Cooler Water Pump
 Thermostats
 Exhaust Manifold - Dry
 Blower Fan & Fan Drive
 Radiator - Unit Mounted
 Electric Starting Motor - 24V
 Governor - Electronic Isochronous
 Base - Structural Steel
 SAE Flywheel & Bell Housing
 Charging Alternator - 24V
 Battery Box & Cables
 Flexible Fuel Connectors
 Flexible Exhaust Connection
 EPA Certified Engine

// Generator

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 NEMA MG1, IEEE and ANSI standards compliance for temperature rise and motor starting
 Sustained short circuit current of up to 300% of the rated current for up to 10 seconds
 Self-Ventilated and Drip-Proof
 Superior Voltage Waveform
 Digital, Solid State, Volts-per-Hertz Regulator

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 No Load to Full Load Regulation
 Brushless Alternator with Brushless Pilot Exciter
 4 Pole, Rotating Field
 130°C Standby Temperature Rise
 1 Bearing, Sealed
 Flexible Coupling
 Full Amortisseur Windings
 125% Rotor Balancing
 3-Phase Voltage Sensing
 ±0.25% Voltage Regulation
 100% of Rated Load - One Step
 3% Maximum Harmonic Content

// Digital Control Panel(s)

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 Digital Metering
 Engine Parameters
 Generator Protection Functions
 Engine Protection
 SAE J1939 Engine ECU Communications
 Windows-Based Software
 Multilingual Capability
 Remote Communications to our RDP-110 Remote Annunciator
 16 Programmable Contact Inputs
 7 Contact Outputs
 UL Recognized, c  us, CE Approved
 Event Recording
 IP 54 Front Panel Rating with Integrated Gasket
 NFPA110 Level Compatible

APPLICATION DATA

// Engine

Manufacturer	MTU
Model	12V 4000 G83 (T1238A36)
Type	4-Cycle
Arrangement	12-V
Displacement: L (in ³)	57.2 (3,491)
Bore: cm (in)	17 (6.69)
Stroke: cm (in)	21 (8.27)
Compression Ratio	16.5:1
Rated RPM	1,800
Engine Governor	Electronic Isochronous (ADEC)
Maximum Power: Standby: kWm (bhp)	1,910 (2,561)
Maximum Power: Prime: kWm (bhp)	1,736 (2,328)
Speed Regulation	±0.25%
Air Cleaner	Dry

// Liquid Capacity (Lubrication)

Total Oil System: L (gal)	260 (68.7)
Engine Jacket Water Capacity: L (gal)	160 (42.3)
After Cooler Water Capacity: L (gal)	40 (10.6)
System Coolant Capacity: L (gal)	583 (154)

// Electrical

Electric Volts DC	24
Cold Cranking Amps Under -17.8°C (0°F)	2,600

// Fuel System

Fuel Supply Connection Size	1" NPT
Fuel Return Connection Size	3/4" NPT
Maximum Fuel Lift: m (ft)	1 (3)
Recommended Fuel	Diesel #2
Total Fuel Flow: L/hr (gal/hr)	720 (190)

// Fuel Consumption

	STANDBY	PRIME
At 100% of Power Rating: L/hr (gal/hr)	466 (123)	420 (111)
At 75% of Power Rating: L/hr (gal/hr)	352 (93)	322 (85)
At 50% of Power Rating: L/hr (gal/hr)	246 (65)	227 (60)

// Cooling - Radiator System

	STANDBY	PRIME
Ambient Capacity of Radiator: °C (°F)	40 (104)	40 (104)
Maximum Restriction of Cooling Air, Intake, and Discharge Side of Rad.: kPa (in. H ₂ O)	0.12 (0.5)	0.12 (0.5)
Water Pump Capacity: L/min (gpm)	1,117 (295)	1,117 (295)
After Cooler Pump Capacity: L/min (gpm)	583 (154)	583 (154)
Heat Rejection to Coolant: kW (BTUM)	728 (41,401)	666 (37,875)
Heat Rejection to After Cooler: kW (BTUM)	550 (31,279)	484 (27,525)
Heat Radiated to Ambient: kW (BTUM)	157 (8,955)	145.1 (8,254)

// Air Requirements

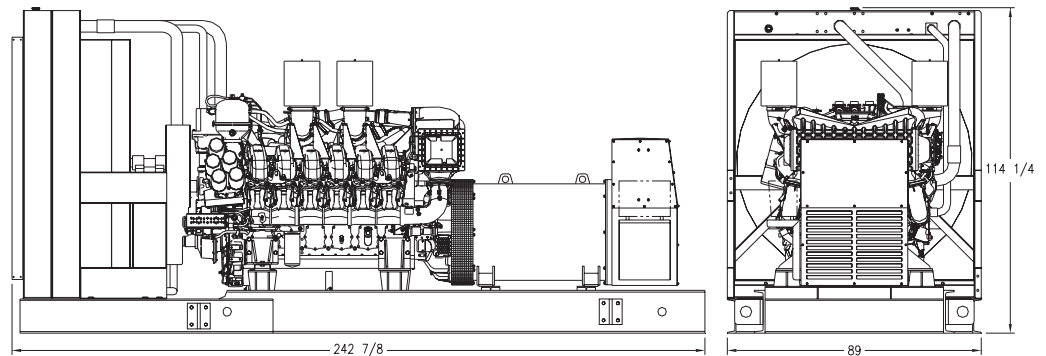
	STANDBY	PRIME
Aspirating: *m ³ /min (SCFM)	144 (5,085)	138 (4,873)
Air Flow Required for Rad. Cooled Unit: *m ³ /min (SCFM)	1,702 (60,120)	1,702 (60,120)
Air Flow Required for Heat Exchanger/Remote Rad. based on 25°F Rise: *m ³ /min (SCFM)	575 (20,196)	530 (18,616)

* Air density = 1.184 kg/m³ (0.0739 lbm/ft³)

// Exhaust System

	STANDBY	PRIME
Gas Temp. (Stack): °C (°F)	465 (869)	435 (815)
Gas Volume at Stack Temp: m ³ /min (CFM)	366 (12,925)	342 (12,078)
Maximum Allowable Back Pressure: kPa (in. H ₂ O)	8.5 (34.1)	8.5 (34.1)

WEIGHTS AND DIMENSIONS



Drawing above for illustration purposes only, based on standard open power 480 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 (less tank)
OPU	6,170 x 2,260 x 2,900 mm (242.88 x 89 x 114.25 in)	14,511 kg (31,992 lb)

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

Unit Type	Standby Full Load	Standby No Load	Prime Full Load	Prime No Load
OPU w/Critical Grade Muffler (dBA)	103.5	96	102	96

Sound data is provided at 7 m (23 ft).

EMISSIONS DATA

NO _x + NMHC	CO	PM
C/F	C/F	C/F

All units are in g/hp-hr and are EPA D2 cycle values.

Emission levels of the engine may vary as a function of ambient temperature, barometric pressure, humidity, fuel type and quality, installation parameters, measuring instrumentation, etc. The data provided are laboratory results from one engine representing this rating. The data was obtained under controlled environmental conditions with calibrated instrumentation traceable to the United States National Bureau of Standards and in compliance with US EPA regulations found within 40 CFR Part 89. The weighted cycle value from each engine is guaranteed to be below the US EPA Standards at the US EPA defined conditions.

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-3046/1, BS 5514, AS 2789, and DIN 6271.
- // 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, overload power in accordance with ISO-3046/1, BS 5514, AS 2789, and DIN 6271. For limited running time and base load ratings, consult the factory.
- // Deration Factor:
 - Altitude:** 2% per 500 m (1,640 ft) above 1,000 m (3,281 ft) at 25°C (77°F). Consult your local MTU Onsite Energy Power Generation Distributor for other altitudes.
 - Temperature:** 1% per 5°C (9°F) over 45°C (113°F) at 100 m (328 ft).

Materials and specifications subject to change without notice.

C/F = Consult Factory/MTU Onsite Energy Distributor