

# DIESEL GENERATOR SET

## AIR CHARGE-AIR COOLING

450 kVA / 50 Hz / Prime (Exhaust-Optimized)  
380 - 415V

(Reference DS500D5S-Fuel Optimized for Standby Rating Technical Data)

### BENEFITS

- // Low installment cost
- // Best fuel consumption values
- // Long maintenance intervals
- // High-efficiency components
- // Best-in-class reliability and availability



### SYSTEM RATINGS

Prime**	DP450D5S	DP450D5S	DP450D5S
Voltage (L-L)	380V	400V	415V
Phase	3	3	3
PF	0.8	0.8	0.8
Hz	50	50	50
kW	360	360	360
kVA	450	450	450
AMPS	684	650	626
skVA@30%			
Voltage Dip	860	970	1060
Generator Model	572RSL7725	572RSL7725	572RSL7725
Temp Rise	125 °C/40 °C	125 °C/40 °C	125 °C/40 °C
Connection	4 LEAD HI WYE	4 LEAD HI WYE	4 LEAD HI WYE

\* Power available up to 40°C / 400 m

\*\* Prime technical data is for an Exhaust-Optimized Prime unit.

### CERTIFICATIONS AND STANDARDS

// **Emissions** - TA-Luft Certified

// **Engine-generator set is designed and manufactured in facilities certified to standards ISO 9001:2008 and ISO 14001:2004**

// **Performance Assurance Certification (PAC)**

- Engine-Generator Set Tested to ISO 8528-5 for Transient Response
- Verified product design, quality and performance integrity
- All engine systems are prototype and factory tested

// **Power Rating**

- Permissible average power output during 24 hours of operation is approved up to 75%.

## STANDARD FEATURES\*

- // The generator set complies to G2
- // Engine-generator set tested to ISO 8528-5 for transient response
- // 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
- // 10V1600 Diesel Engine
  - 17.5 Liter Displacement
  - Common Rail Fuel Injection
  - 4-Cycle
- // Engine-generator resilient mounted
- // Complete Range of Accessories
- // Permanent Magnet Generator (PMG)
  - Brushless, Rotating Field Generator
  - 300% Short Circuit Capability
  - 2/3 Pitch Windings
- // Cooling System 50° C
  - Integral Set-Mounted
  - Engine Driven Fan
- // Terminal Box

## STANDARD EQUIPMENT\*

### // Engine

Air Cleaners  
 Oil Pump  
 Oil Drain Extension & S/O Valve  
 Full Flow Oil Filters  
 Closed Crankcase Ventilation  
 Jacket Water Pump  
 Thermostat  
 Exhaust Manifold - Dry  
 Blower Fan & Fan Drive  
 Radiator - Unit Mounted  
 Electric Starting Motor - 24V  
 Governor – Electronic Isochronous  
 Base - Formed Steel  
 SAE Flywheel & Bell Housing  
 Charging Alternator - 24V  
 Flexible Fuel Connectors  
 Fuel System: Common Rail  
 TA-Luft Compliant Engine

### // Customer Interface

Smart Connect

### // Generator

NEMA MG1, IEEE and ANSI standards compliance for temperature rise and motor starting  
 VDE 0530, IEC 34.1, BS5000, CSA C22.2-100, AS1359  
 Sustained short circuit current of up to 300% of the rated current for up to 10 seconds  
 Self-Ventilated  
 Superior Voltage Waveform  
 Digital, Solid State, Volts-per-Hertz Regulator  
 No Load to Full Load Regulation  
 Brushless Alternator with Brushless Pilot Exciter  
 4 Pole, Rotating Field  
 125 °C Prime 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  
 Insulation Class H  
 Protection Class IP20

\* Represents standard product only. Consult Factory/MTU Onsite Energy Distributor for additional configurations.

## APPLICATION DATA

### // Engine

Manufacturer	MTU
Model**	10V1600G10F
Type	4-Cycle
Arrangement	10-V
Displacement: L (Cu In)	17.5 (1,068)
Bore: cm (in)	12.2 (4.8)
Stroke: cm (in)	15 (5.91)
Compression Ratio	17.5:1
Rated RPM	1,500
Engine Governor	Electronic Isochronous)
Max Power: kWm (bhp)**	407 (546)
Speed Regulation	±0.25%
Air Cleaner	Dry

### // Liquid Capacity (Lubrication)

Total Oil System: L (gal)	61 (16)
---------------------------	---------

### // Electrical

Electric Volts DC	24
Cold Cranking Amps Under -17.8 °C (0 °F)	1,000

### // Fuel System

Fuel Supply Connection Size (in)	M 20x1.5 Male/#10 JIC Female
Fuel Return Connection Size (in)	M 14x1.5 Male/#6 JIC Female
Maximum Fuel Lift: m (ft)	5 (16)
Recommended Fuel	see MTU Fluids & Lubrication Spec.
Total Fuel Flow: L/hr (gal/hr)	340.7 (90)

### // Fuel Consumption

	**PRIME
At 100% of Power Rating: L/hr (gal/hr)	100.3 (26.5)
At 75% of Power Rating: L/hr (gal/hr)	76.84 (20.3)
At 50% of Power Rating: L/hr (gal/hr)	52.61 (13.9)

### // Cooling - Radiator System

	**PRIME
Ambient Capacity of Radiator: °C (°F)	50 (122)
Max. Restriction of Cooling Air, Intake, and Discharge Side of Rad.: kPa (in. H <sub>2</sub> O)	0.2 (0.8)
Water Pump Capacity: L/min (gpm)	390 (103)
Heat Rejection to Coolant: kW (BTUM)	206 (11,715)
Heat Rejection to After Cooler: kW (BTUM)	83 (4,720)
Heat Radiated to Ambient: kW (BTUM)	21 (1,194)
Engine Coolant Capacity: L (gal)	65 (17.2)
Radiator Coolant Capacity: L (gal)	39 (10.3)
Coolant to Cooler Temperature: °C (°F)	95 (203)

### // Air Requirements

	**PRIME
Aspirating: *m <sup>3</sup> /min (SCFM)	28 (975)
Air Flow Required for Rad.	
Cooled Unit: *m <sup>3</sup> /min (SCFM)	654 (23,096)

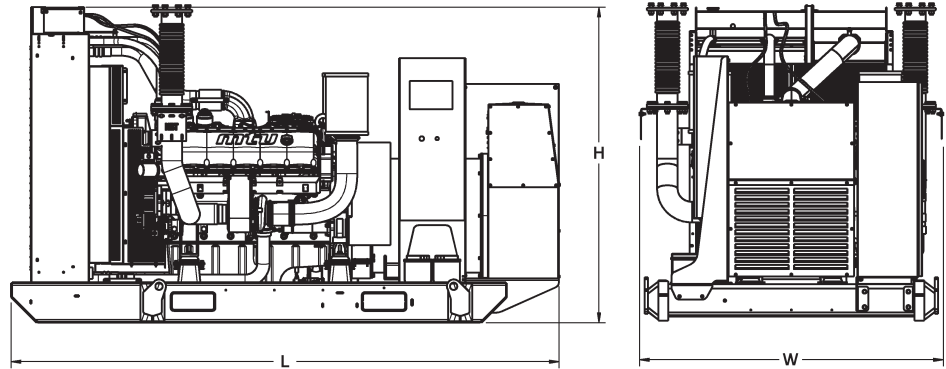
\* Air density = 1.184 kg/m<sup>3</sup> (0.0739 lbm/ft<sup>3</sup>)

### // Exhaust System

	**PRIME
Gas Temp. (Stack): °C (°F)	548 (1,018)
Gas Volume at Stack	
Temp: m <sup>3</sup> /min (CFM)	86 (3,051)
Maximum Allowable	
Back Pressure: kPa (in. H <sub>2</sub> O)	15 (60.2)

\*\* Prime technical data is for an Exhaust-Optimized Prime unit.

## WEIGHTS AND DIMENSIONS



Drawing above for illustration purposes only, based on 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)	3,842 x 1,858 x 1,969 mm (151.25 x 73.13 x 77.5 in)	4,047 kg (8,922 lbs)

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	Prime Full Load
Level 0: Open Power Unit (dBA)	88.2

Sound data is provided at 7 m (23 ft). Engine-generator set tested in accordance with ISO 8528-10 and with infinite exhaust.

## EMISSIONS DATA

NO <sub>x</sub> + NMHC	CO	PM
C/F	C/F	C/F

## 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, AS 2789, and DIN 6271.
- // Deration Factor:
  - Altitude:** Consult your local MTU Onsite Energy Distributor for altitude derations.
  - Temperature:** Consult your local MTU Onsite Energy Distributor for temperature derations.

Materials and specifications subject to change without notice.

**C/F** = Consult Factory/MTU Onsite Energy Distributor