

Cargo Equipment Solutions, Inc.

12301 SW 128 Court, Unit 104, Miami, Florida 33186
 Phone: 305-259.4537 / 305-259.4538 / Fax: 305-259.4539 / U.S. Toll Free: 877-813.0251
 Email: sales@cargoequipsolutions.com

Diesel Generating Set M2000

MODEL	M2000
Standby Power (60Hz)	1760KW / 2200KVA
Prime Power (60Hz)	1600KW / 2000KVA

Standard Features

General Features:

- Engine (MTU 12V4000G83)
- Radiator 40C max, fans are driven by belt, with safety guard
- 24V charge alternator
- Alternator: single bearing alternator IP23, insulation class H/H
- Absorber
- Dry type air filter, fuel filter, oil filter
- Permanent Magnet Generator (PMG)
- Standard control panel
- Four 12V batteries, rack and cable
- Ripple flex exhaust pipe, exhaust siphon, flange, muffler.
- User manual.



PHOTO FOR REFERENCE ONLY

Generator Ratings

Voltage	HZ	Phase	P.F (COS ϕ)	Standby Amps	Standby Ratings (KW/KVA)	Prime Ratings (KW/KVA)
480/277	60	3	0.8	2646	1760/2200	1600/2000
460/266	60	3	0.8	2761	1760/2200	1600/2000
440/254	60	3	0.8	2886	1760/2200	1600/2000
416/240	60	3	0.8	3053	1760/2200	1600/2000

Prime Power (PRP): Prime power is available for an unlimited number of annual hours in variable load application, in accordance with GB/T2820-97 (eqv ISO8528) ; A 10% overload capability is available for a period of 1 hour within a 12-hour period of operation.

Standby Power Rating (ESP): The standby power rating is applicable for supplying emergency power for the duration of a utility power interruption. No overload, utility parallel or negotiated outage operation capability is available at this rating.

Sales Promises

Cargo Equipment Solutions, Inc provides a full line of brand new and high quality products. Each and every unit is strictly factory tested.

Warranty on equipments are: One (01) year or 1000 Hours of standard working condition, what ever comes first. Service and parts are available from Cargo Equipment Solutions, Inc.

Specifications may change without notice.

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ENGINE DATA

Manufacturer / Model:	MTU/12V4000G83
Air Intake System:	Turbo, Water/Air Cooling
Fuel System:	Electronic Fuel Injection System
Cylinder Arrangement:	12 in "V"
Displacement:	57.2L
Bore and Stroke:	170*210 (mm)
Compression Ratio:	16.5
Rated RPM:	1800 rpm
Max. Standby Power at Rated RPM:	1910 KW
Governor Type:	ADEC

Exhaust System

Exhaust Gas Flow:	354m3/min
Exhaust Temperature:	470°C
Max Back Pressure:	8.5kPa

Air Intake System

Max Intake Restriction:	5kPa
Burning Capacity:	144m3/min
Intake Flow:	m3/min

Fuel System

100%(Prime Power) Load:	378.35 Lts / Hr
75%(Prime Power) Load:	374.59 Lts / Hr
50%(Prime Power) Load:	399.06 Lts / Hr

Oil System

Total Oil Capacity:	260 Lts
Oil Consumption:	0.3% Fuel Consumption
Engine Oil Tank Capacity:	200 Lts
Oil Pressure at Rated RPM:	500 - 700 kPa

Cooling System

Total Coolant Capacity:	200 Lts
Max Water Temperature:	79°C
Max Water Temperature:	104°C

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ALTERNATOR SPECIFICATION

General Data

Compliance with GB755, BS5000, VDE0530, NEMAMG1-22, IED34-1, CSA22.2 and AS1359 standards.

Alternator Data

Number of Phase:	3
Connecting Type:	3 Phase and 4 Wires, Δ Yj type connecting
Number of Bearing:	1
Power Factor:	0.8
Protection Grade:	IP23
Altitude:	$\leq 1000\text{m}$
Exciter Type:	Brushless, self-exciting
Insulation Class, Temperature Rise:	H/H
Telephone Influence Factor (TIF):	< 50
THF:	$< 2\%$
Voltage Regulation, Steady State:	$\leq \pm 1\%$
Alternator Capacity:	2210 KVA
Alternator Efficiencies:	96.30%
Air Cooling Flow:	3.45 m ³ /s

GENERATING SET DATA

Voltage Regulation:	$\geq \pm 5\%$
Voltage Regulation, Stead State:	$\leq \pm 1\%$
Sudden Voltage Warp (100% Sudden Reduce):	$\leq +20\%$
Sudden Voltage Warp (Sudden Increase):	$\leq -15\%$
Voltage Stable Time (100% Sudden Reduce):	$\leq 4\text{S}$
Voltage Stable Time (Sudden Increase):	$\leq 4\text{S}$
Frequency Regulation, Stead State:	0-5% adjustable
Frequency Waving:	$\leq 0.5\%$
Sudden Frequency Warp (100% Sudden Reduce):	$\leq +10\%$
Sudden Frequency Warp (Sudden Increase):	$\leq -7\%$
Frequency Recovery Time (100% Sudden Reduce):	$\leq 3\text{S}$
Frequency Recovery Time (Sudden Increase):	$\leq 3\text{S}$
Noise Level:	115 dB
Emission Level:	TA-Luft

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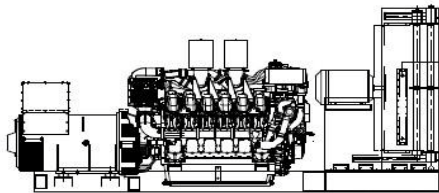
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Options

Engine	Fuel System	Control System
<input type="checkbox"/> Oil Drain Valve	<input type="checkbox"/> Daily Fuel Tank <input type="checkbox"/> Base Fuel Tank <input type="checkbox"/> Water Separator <input type="checkbox"/> Fuel Level Sensor	<input type="checkbox"/> Remote Control Panel <input type="checkbox"/> Main line circuit breaker <input type="checkbox"/> Paralleling System <input type="checkbox"/> Electricity Output Cabinet
Alternator	Others	Data
<input type="checkbox"/> Anti Condensation Heater <input type="checkbox"/> Drop CT (For Paralleling)	<input type="checkbox"/> Rainproof Type <input type="checkbox"/> Soundproof Type <input type="checkbox"/> Container Type	<input type="checkbox"/> Spare Parts

Dimensions & Weight

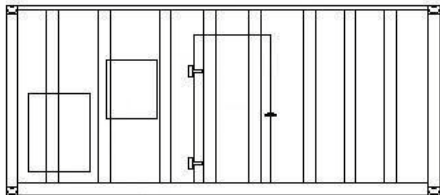


Standard Configuration (Without Radiator)

Overall Size: 4200 (mm) *1900 (mm) *2300 (mm)
 Weight: 12000 kg

Standard Configuration (With Radiator)

Overall Size: 6150 (mm) *2150 (mm) *2400 (mm)
 Weight: 14000 kg



Container Type

Overall Size: 40' HC Container
 12.192 (mm) *2.438 (mm) *2.896 (mm)
 Weight: 20,000 kg

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Auto Module Control Panel



Auto Module Control Panel is the configuration for nobody on duty controlling generators. This kind of panel adopts auto module control system, with large LCD display to show the menu.

Features: MRS10-can receive remote output signal from ATS and realize auto start and stop of generators.

MRS16-can realize all functions of MRS10, add RS232 interface which can communicate with PC to realize remote operation.

AMF25-Auto Mains Failure controller, can realize all functions of MRS16, furthermore can detect ATS and control directly.

Auto Parallel Control Panel



Automatic Parallel Control Panel, This new automatic parallel system adopts intelligent modules, inserted and folded installed, no need the peripheral relay and logic circuit. The main switch adopts electronic breaker or frame breaker, combined together with the generator, which is very reliable. One generator, one panel. The panel can be used both for singly and parallel. It is only need to parallel generator with such panel when the capability needs to be enlarged in the future.

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