



LM2500 GAS TURBINE GENERATOR PACKAGE HISTORY

Currently available and in storage in Houston, TX is a LM2500 Gas Turbine Generator package that was manufactured by Stewart & Stevenson in 1994. The unit was commissioned in 1995 in Japan as a peak loading unit. The package was officially removed from service in June of 2010, dismantled and packed for freight to Houston in July of 2010. At the time of removing the unit from service the complete package had experienced only 7,144 hours of service. .

The generator package is a unique design based on Japanese transportation requirements to move the unit into Japan. The normal S & S 80' LM2500 skid design was modified to three sub skids for easy loading and unloading. It is separated with bolt together flanges as a generator skid, LM2500 engine enclosure skid and the air intake housing skid. Due to weight & transportation restrictions in Japan the skids are 4' to 5' less in width.

CURRENT CONFIGURATION

Gas Turbine Engine:	7LM2500-PE
Engine number:	589-008
Power Output:	26, 249 KW , at Generator Terminal
Fuel Type:	Liquid Fuel – Diesel
Hours of Operation:	7,144
Generator:	Brush Electric Machines LTD. BADX 7-167ER 11.0KV, 50 HZ, 3 Phase, 3000 RPM, Air Cooled Type
Coupling:	Power Turbine to Generator
L. O. System:	GT L.O. Tank 600L, w/GT Driven Lube Pump Generator L.O. Tank 800L, w/Gen. Shaft dr. Pump
Fuel System:	Fuel Pump, Filter, Fuel Control Valve Fuel SO Valve Flow Meter
Water Wash:	Cleaning Tank, Nozzle Spray Manifold
Hyd. Start:	Hydraulic Lube Tank 150L, Charge Pump, Circulation Pump, Filter, Hydraulic Oil Cooler, Electric Motor
Control System:	Net Con 5000 Ver. 2.02-5
Vibration System:	Bentley Nevada

AS IS PRICE:

- The engine has been converted from a PH (Steam injected) to a standard PE model. The HPT and combustor was 0-timed.

Equipment required to complete the package:

- A. High Voltage Switch gear
- B. MCC



C. Exhaust adapter and stack

The unit is currently stored in the boxes, crates and skids it was shipped from Japan in. After the engine conversion from PH to PE the GG was re-installed in the engine enclosure. The package can be moved with the engine in place due to isolation springs that were installed in Japan for the shipment to Houston. All the engine test reports are available upon request. Only engine is zero houred rest of components are as-is.

