

LM2500 Mobile Generating Pair

Two three-module, trailer-mounted plants · ESN 481-426 and 481-427 · delivered anywhere in the lower 48, freight included

17.0 / 19.5 MW EACH · CONTINUOUS / PEAK	34.0 / 39.0 MW THE PAIR · CONTINUOUS / PEAK	US\$39M / \$60M ONE UNIT / BOTH	Delivery included AS-IS · ANYWHERE LOWER 48
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WHAT THEY ARE

Engine	General Electric LM2500 gas turbine assembly, rated 24,000 BHP at 59°F, sea level, zero inlet and exhaust loss. Year of manufacture 1979.
Serials	ESN 481-426 · ESN 481-427
Package	Penske Power Systems PPS/GE15B1, s/n 0068 — three modules on their own trailers, black-start capable. Drawings dated 1980.
Package rating	17.0 MW continuous · 19.5 MW peak at 59°F, sea level; 10.9 MW continuous at 120°F; 0.90 power factor. Pair: 34.0 MW continuous, 39.0 MW peak.
Generator	Electric Machinery brushless synchronous · 22,375 kVA · 13,800 V · 3600 rpm · 60 Hz · 3-phase
Hours	≈ 7,000 on distillate; not operated in approximately eight years
Fuel	Distillate, standard annular combustor. No gas train fitted.
Controls	GE/Emerson RX3i retrofit in progress — ≈70% on one plant, ≈10% on the other

THE HONEST VERSION

- A barn find. Bought about eight years ago by a turbine-service company, never put into service, sent to an OEM-authorized depot in San Diego only to be inspected, minimally repaired and fired.
- The 1979/80 vintage is real and is disclosed. So is the full ambient curve: at 120°F these make 10.9 MW, not 17.0.
- **Gas capability does not exist today** and no conversion kit has been bought. Dual-fuel, water-injection and DLE routes are under budgetary quotation with the OEM. Kit lead time is the largest schedule risk.
- The generator carries a 125°C temperature rise — Class H — so it is already at its own thermal ceiling. Any additional output has to come from the engine, not from rewinding the generator.
- **The generator is not the constraint.** At 22,375 kVA it can take about 20.1 MW at 0.90 power factor, while the 1979 engine beneath it is rated 24,000 BHP — 17.9 MW at the shaft. So there is headroom in the electrical machine, and it would not need replacing if the engine were uprated. We have asked GE what an uprate costs on this vintage, and whether it is offered at all. We will publish the answer either way.

COMMERCIAL

- **The price includes delivery** to any site in the lower 48. Nothing is added for freight, export, customs or duties — those are ours, not yours.
- Halyard holds an **exclusive right to sell** both units and transacts as **principal** — one counterparty, one contract.
- Funds settle through **attorney escrow**. No advance wires.
- The buyer contract passes through the terms on which Halyard acquires: fixed, and not negotiable except as to price.

Everything above is published, including what is wrong with them. The secondary market hides serial numbers, ratings and price behind broker chains. We publish those, because we hold the exclusive and have nothing to protect by concealment. Present location is released on execution of the non-circumvention agreement — not the purchase contract. The full data room — every photograph and video taken at the units on 31 August 2026, the original package drawings, and the plate-by-plate record — opens on a signed and countersigned non-circumvention agreement naming both serials. halyardpower.com/offers/tm2500-mobile-pair