MOTEURS Baudouin

12M55

PowerKit Gas Engine

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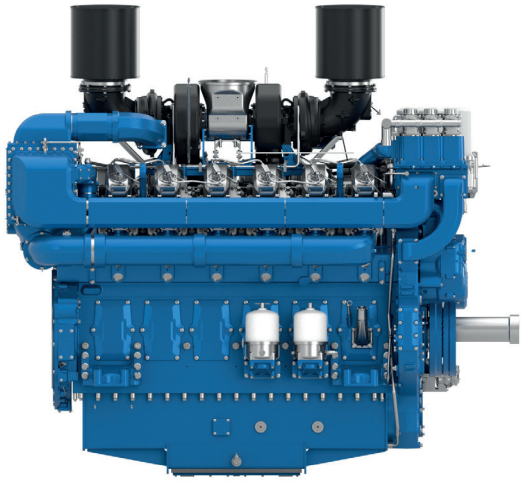


Bore x Stroke (mm)	180 x 215
Displacement (L)	65.6
N° of Cylinders	12
Cylinders Arrangement	At Vee
Fuel System	Open Chamber / Lean Burn
Governor (Gov.)	ECU
Aspiration (Asp.)	Turbocharged & air-to-water cooled

Customer benefits

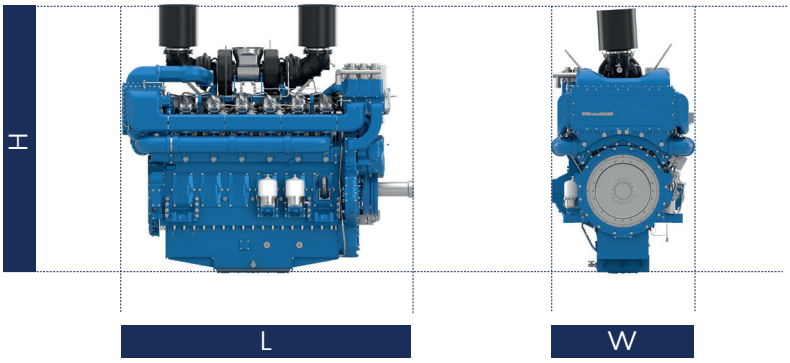
Low emission standard, lean burn technology resulting in lower NOx emissions
High transient and block load capabilities
Full duty cycle capability, from prime to continuous power
Electronically controlled high efficiency engines

Gas Engine		Gross Engine Output	Typical Generator Output		Asp.	Gov.
Model	Speed	COP Power	COP Power			
	RPM	kWm	kWe	kVA		
12M55G6N0/5	1500	1588	1400	1750	T/A-W	ECU

Standard Equipment

Engine and block	Cast iron cylinder block with inspection door per cylinder Cast iron cylinder liners, wet type and replaceable valves guides and seats Separate cast iron cylinder heads with 4 valves Hardened steel forged crankshaft with induction hardened journals, crankpins and radius Lube oil cooled light alloy pistons with high performance piston rings
Cooling System	Radiator and hoses supplied separately Two separate circuits High temperature circuit equipped with thermostatically-controlled system with two gear driven coolant pumps Low temperature circuit equipped with belt driven coolant pump
Lubrication system	Full flow screwable oil filters Lube oil purifier with replaceable cartridge Water cooled lube oil cooler
Fuel system	High pressure common rail system with one high pressure pump gear driven in the V angle of cylinder block Two rails mounted on the sides of the engine, double wall, under inlet manifold Duplex fine filter and water separation filter assembly with transparent cup for better efficiency Electric fuel priming pump integrated in the filters support
Air intake and exhaust system	The 2 compressors are feeding a single water-air intercooler, mounted over the exhaust system flywheel housing with vertical flow Special rear mounted air filter with restriction indicator Exhaust manifold and turbocharger shield for heat isolating
Electrical System	2 x 24V DC electric starter motors and n° 1 battery charging alternator Low oil pressure & high water temperature sensors
Flywheel and housing	SAE 0 flywheel housing and 18" flywheel

Dimensions and dry weight (mm/kg)



Gas Engine	Speed	Dimensions and dry weights excluding radiator			
		L	W	H	Weight
	RPM	mm	mm	mm	Kg
12M55G6N0/5	1500	3254	1794	2799	9600

Ratings definitions

Emergency Standby Power (ESP)

Emergency Standby Power is the maximum power available for a varying load for the duration of a main power network failure. The average load factor over 24 hours of operation should not exceed 70% of the engine's ESP power rating. Typical operational hours of the engine is 200 hours per year, with a maximum usage of 500 hours per year. This includes an annual maximum of 25 hours per year at the ESP power rating. No overload capability is allowed. The engine is not to be used for sustained utility paralleling applications.

Continuous Power (COP)

Continuous Power is the maximum power available for an unlimited period of use at a constant load factor. No overload capability is allowed.

Unlimited Prime Rated Power (PRP)

Prime Power is the maximum power available for unlimited hours of usage in a variable load application. The average load factor should not exceed 70% of the engine's PRP power rating during any 24 hour period. An overload capability of 10% is available, however, this is limited to 1 hour within every 12 hour period.

1) All ratings are based on operating conditions under ISO 8528-1, ISO 3046, DIN6271. Performance tolerance of ±5%.
2) Test conditions: 100 kPa, 25°C air inlet temperature, relative humidity of 30%, with fuel density 0.84 kg/L. Derating may be required for conditions outside these; please contact the factory for details.
3) Power output curves are based on the engine operating with fuel system, water pump and lubricating oil pump; not included are battery charging alternator, fan and optional equipment.