

**PowerKit**  
RATING CARD

50 Hz

Baudouin PowerKit  
**NATURAL GAS ENGINES**

50 Hz

GAS Engine Models	Gross Engine Output		Typical Generator Output				Dimensions	Dry Weight	Cyl.	Asp.	Gov.	Note
	COP kWm (Gross)	PRP	COP kWe	kVA	PRP kWe	kVA	mm	kg				
4M11G4N0/5	60	70	50	63	60	75	1375×745×1038	604	4-L	T/A-A	ECU	A
6M11G4N0/5	102	120	85	106	100	125	1712×808×1110	709	6-L	T/A-A	ECU	A
6M16G4N0/5	155	182	130	163	150	188	1983×1033×1264	977	6-L	T/A-A	ECU	A
6M21G4N0/5	245	288	204	255	240	300	2034×1105×1385	1000	6-L	T/A-A	ECU	A
6M33G6N0/5	380	450	320	400	380	475	2797×1680×1954	2610	6-L	T/A-A	ECU	A
12M33G10N0/5	765	900	680	850	800	1000	2164×1497×1710*	3390*	12-V	T/A-W	ECU	A
16M33G6N0/5	1280	/	1100	1375	/	/	2781×1564×1881*	5300*	16-V	T/A-W	ECU	A

**NOTES**

- PowerKit scope of supply includes engine, radiator, air cleaner, and electronic governor, unless specified.
- All ratings are based on operating conditions under ISO 8528-1, ISO 3046, DIN6271 and using typical fan sizes and drive ratios. Performance tolerance of ±5%. Please refer to the specific engine datasheet for more information.
- Electrical outputs are based on typical alternator efficiency and are for guidance only. kVA Figures are calculated using 0.8 Power Factor.

**REMARKS**

- \* Dimensions and weight without radiator.
- ^ Designed for ESP applications. The indicated PRP Power is for reference only.
- † Mechanical governor available as an option.
- A** Engine in development, contact your Baudouin representative for the latest information.

**NA** Naturally aspirated.

**T** Turbocharged.

**T/A-A** Turbocharged & air-to-air aftercooled.

**T/A-W** Turbocharged & air-to-water aftercooled.

**CNIII/EUIIIA/CPCB2** China non-road Stage 3, EU Stage IIIA, India CPCB2

**DEFINITIONS**

**COP**

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

**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.

**DCP**

Data Centre Power is defined as being the maximum power which a generating set is capable of delivering while supplying a variable or continuous electrical load and during unlimited run hours. Depending on the sites to supply and the availability of reliable utility, the generating set manufacturer is responsible to define what power level he is able to supply to fulfil that requirement including hardware or software or maintenance plan adaptation.

**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.

COP Rated Diesel Engine Models	Gross Engine Output		Typical Generator Output				Dimensions	Dry Weight	Cyl.	Asp.	Gov.	Note
	COP kWm (Gross)	PRP	COP		PRP		mm	kg				
6M11G2D0/5	117	138	100	125	120	150	1712×806×1110	710	6-L	T/A-A	Elec	A
6M16G2D0/5	204	240	160	200	200	250	1983×1033×1264	1020	6-L	T/A-A	Elec	A
6M16G4D0/5	238	275	200	250	240	300	2042×1100×1300	1070	6-L	T/A-A	ECU	A
6M21G2D0/5	303	368	260	325	320	400	2011×1096×1363	1150	6-L	T/A-A	Elec	A
6M26G2D0/5	370	448	320	400	400	500	2808×1500×1764	2300	6-L	T/A-A	Elec	A
6M33G2D0/5	460	575	400	500	520	650	2798×1680×1954	2620	6-L	T/A-A	ECU	A
12M26G2D0/5	720	889	652	815	816	1020	3162×1748×2150	3660	12-V	T/A-A	Elec	A
12M33G2D0/5	882	1100	780	975	1000	1250	3482×2192×2235	4405	12-V	T/A-A	ECU	A
16M33G2D0/5	1200	1530	1080	1350	1400	1750	3967×2237×2485	6470	16-V	T/A-W	ECU	A
12M55G2D0/5	1805	1985	1600	2000	1800	2250	4351×2430×2654	10780	12-V	T/A-W	ECU	A

**PRP/DCP/ESP RATED DIESEL ENGINES**

PRP/DCP/ESP Rated Diesel Engine Models	Gross Engine Output			Typical Generator Output						Dimensions	Dry Weight	Cyl.	Asp.	Gov.	Note
	PRP kWm (Gross)	DCP	ESP	PRP		DCP		ESP		mm	kg				
4M06G20/5	18	/	20	15	18	/	/	16	20	1055×574×756	277	4-L	NA	Elec	
4M06G25/5	23	/	25	18	23	/	/	20	25	1055×574×756	277	4-L	NA	Elec	
4M06G35/5	30	/	33	26	32	/	/	28	35	1104×597×802	280	4-L	T	Elec	
4M06G44/5	37	/	41	32	40	/	/	35	44	1104×597×802	280	4-L	T	Elec	
4M06G50/5	44	/	48	36	45	/	/	40	50	1175×681×797	285	4-L	T/A-A	Elec	
4M06G55/5	48	/	53	40	50	/	/	44	55	1185×687×802	285	4-L	T/A-A	ECU	
4M11G70/5	60	/	66	52	65	/	/	57	72	1389×800×1019	612	4-L	T	Elec'	
4M11G90/5	74	/	81	66	82	/	/	72	90	1389×800×1019	612	4-L	T	Elec'	
4M11G120/5	98	/	108	88	110	/	/	96	120	1389×800×1038	660	4-L	T/A-A	Elec	
6M11G150/5	128	/	140	108	135	/	/	120	150	1726×856×1146	710	6-L	T/A-A	Elec'	
6M11G165/5	138	/	152	120	150	/	/	132	165	1726×856×1146	710	6-L	T/A-A	Elec'	
6M16G220/5	187	/	204	160	200	/	/	176	220	2075×1041×1249	1050	6-L	T/A-A	Elec'	
6M16G250/5	216	/	238	184	230	/	/	200	250	2075×1041×1249	1050	6-L	T/A-A	Elec'	
6M16G275/5	240	/	264	200	250	/	/	220	275	2075×1041×1249	1050	6-L	T/A-A	Elec'	
6M16G300/5	255	/	280	220	275	/	/	240	300	2075×1041×1249	1050	6-L	T/A-A	Elec	
6M16G350/SCR	275	/	320	240	300	/	/	280	350	2042×1100×1300	1070	6-L	T/A-A	ECU	A
6M16G350/5^	291	/	320	256	320	/	/	280	350	2042×1100×1300	1070	6-L	T/A-A	Elec'	
6M21G385/5	350	350	385	280	350	280	350	308	385	2163×1136×1359	1190	6-L	T/A-A	Elec'	
6M21G440/5	368	368	405	320	400	320	400	352	440	2163×1136×1359	1190	6-L	T/A-A	Elec'	
6M21G500/5^	409	/	450	360	450	/	/	400	500	2163×1136×1359	1260	6-L	T/A-A	ECU	
6M26G500/5	407	407	447	360	450	360	450	400	500	2808×1500×1764	2300	6-L	T/A-A	Elec	
6M26G550/5	448	448	490	400	500	400	500	440	550	2808×1500×1764	2300	6-L	T/A-A	Elec	
8M21G500/5	410	410	450	360	450	360	450	400	500	1649×1155×1503*	1450	8-V	T/A-A	ECU	A
8M21G550/5	460	460	500	400	500	400	500	440	550	1649×1155×1503*	1450	8-V	T/A-A	ECU	A
8M21G660/5	530	530	580	480	600	480	600	528	660	1649×1155×1503*	1450	8-V	T/A-A	ECU	A
6M33G660/5	536	536	587	480	600	480	600	528	660	2798×1680×1954	2620	6-L	T/A-A	Elec	
6M33G715/5	575	575	633	520	650	520	650	572	715	2798×1680×1954	2620	6-L	T/A-A	Elec	
6M33G750/5^	610	/	670	544	680	/	/	600	750	2798×1680×1954	2620	6-L	T/A-A	Elec	
6M33G825/5^	659	/	725	600	750	/	/	660	825	2798×1680×1954	2620	6-L	T/A-A	ECU	
12M26G825/5	683	683	748	600	750	600	750	660	825	3162×1748×2150	3660	12-V	T/A-A	Elec	
12M26G900/5	725	725	793	652	815	652	815	720	900	3162×1748×2150	3660	12-V	T/A-A	Elec	
12M26G1000/5	820	820	902	720	900	720	900	800	1000	3162×1748×2150	3660	12-V	T/A-A	Elec	
12M26G1100/5	889	889	973	816	1020	816	1020	898	1120	3182×1992×2150	3660	12-V	T/A-A	Elec	
12M33G1250/5	1007	1007	1108	920	1150	920	1150	1000	1250	3482×2192×2235	4405	12-V	T/A-A	Elec	
12M33G1400/5	1100	1100	1210	1000	1250	1000	1250	1120	1400	3482×2192×2235	4405	12-V	T/A-A	Elec	
12M33G1500/5^	1200	/	1320	1100	1375	/	/	1200	1500	3482×2192×2235	4405	12-V	T/A-A	Elec	
12M33G1650/5^	1318	/	1450	1200	1500	/	/	1320	1650	3482×2192×2235	4395	12-V	T/A-A	ECU	
16M33G1700/5	1390	1390	1530	1200	1500	1200	1500	1360	1700	3967×2237×2485	6470	16-V	T/A-W	ECU	
16M33G1900/5	1530	1530	1680	1400	1750	1400	1750	1520	1900	3967×2237×2485	6470	16-V	T/A-W	ECU	
16M33G2000/5^	1620	/	1800	1464	1830	/	/	1600	2000	3967×2237×2485	6470	16-V	T/A-W	ECU	
12M55G2300/5	1850	1850	2020	1680	2100	1680	2100	1840	2300	4351×2430×2654	10780	12-V	T/A-W	ECU	
12M55G2550/5	1985	1985	2210	1824	2280	1824	2280	2040	2550	4351×2430×2654	10780	12-V	T/A-W	ECU	
12M55G2750/5^	2200	/	2450	2000	2500	/	/	2200	2750	4351×2430×2654	10780	12-V	T/A-W	ECU	

**50/60 HZ SWITCHABLE DIESEL ENGINES**

SWITCHABLE Diesel Engine Models	Gross Engine Output		Typical Generator Output				Dimensions	Dry Weight	Cyl.	Asp.	Gov.	Note
	PRP kWm (Gross)	ESP	PRP		ESP		mm	kg				
4M06G2D0/5	18	20	15	18	16	20	1055×574×756	277	4-L	NA	Elec	A
4M06G4D0/5	23	25	18	23	20	25	1055×574×756	277	4-L	NA	Elec	A
4M06G6D0/5	30	33	26	32	28	35	1104×597×802	280	4-L	T	Elec	A
4M06G8D0/5	37	41	32	40	35	44	1104×597×802	280	4-L	T	Elec	A
4M06G10D0/5	48	53	40	50	44	55	1185×687×802	285	4-L	T/A-A	ECU	A
4M11G2D0/5	60	66	52	65	57	72	1329×747×1008	612	4-L	T	Elec	A
4M11G4D0/5	74	81	66	82	72	90	1329×747×1008	612	4-L	T	Elec	A
4M11G6D0/5	90	100	80	100	88	110	1329×747×1008	660	4-L	T/A-A	Elec	A
6M11G2D0/5	120	132	104	130	116	145	1712×806×1110	710	6-L	T/A-A	Elec	A
6M11G4D0/5	138	152	120	150	132	165	1712×806×1110	710	6-L	T/A-A	Elec	A
6M16G2D0/5	187	204	160	200	176	220	1983×1033×1264	1020	6-L	T/A-A	Elec	A
6M16G4D0/5	216	238	184	230	200	250	1983×1033×1264	1020	6-L	T/A-A	Elec	A
6M16G6D0/5	240	264	200	250	220	275	1983×1033×1264	1020	6-L	T/A-A	Elec	A
6M21G2D0/5	350	385	304	380	336	420	2011×1096×1363	1150	6-L	T/A-A	Elec	A
12M26G2D0/5	880	968	800	1000	880	1100	3162×1748×2150	3660	12-V	T/A-A	Elec	A
12M33G2D0/5	1100	1210	1000	1250	1120	1400	3482×2192×2246	4405	12-V	T/A-A	Elec	A

**TELECOM DIESEL ENGINES**

TELECOM Diesel Engine Models	Gross Engine Output		Typical Generator Output				Dimensions	Dry Weight	Cyl.	Asp.	Gov.
	PRP kWm (Gross)	ESP	PRP		ESP		mm	kg			
4M06GT20/5	18	20	15	18	16	20	1055×580×855	290	4-L	NA	Elec
4M06GT25/5	23	25	18	23	20	25	1055×580×855	290	4-L	NA	Elec
4M06GT35/5	30	33	26	32	28	35	1111×610×899	300	4-L	T	Elec