



Baudouin PowerKit
NATURAL GAS ENGINES

50 HZ

Diesel Engine Models	Gross Engine Output	Typical Generator Output		Aspiration Cooling	Technical Route	Fuel
	PRP kWm(Gross)	PRP kWe	PRP kVA			
4M11G2N0/5	60	50	63	T/A-A	Lean Burn	CNG
4M11G4N0/5	70	60	75	T/A-A	Lean Burn	
6M11G2N0/5	90	75	94	T/A-A	Lean Burn	CNG
6M11G4N0/5	120	100	125	T/A-A	Lean Burn	
6M16G4N0/5	182	150	188	T/A-A	Lean Burn	CNG
6M21G4N0/5	288	250	313	T/A-A	Lean Burn	CNG
6M21G4L0/5	288	250	313	T/A-A	Lean Burn	LPG
6M33G2N0/5	380	320	400	T/A-A	Lean Burn	CNG
6M33G6N0/5	450	400	500	T/A-A	Lean Burn	
12M26G2N0/5A	550	500	625	T/A-W	Lean Burn	CNG
12M33G10N0/5	900	800	1000	T/A-W	Lean Burn	CNG
12M33G10B0/5A	900	800	1000	T/A-W	Lean Burn	Bio Gas
16M33G4N0/5	1050	1000	1250	T/A-W	Lean Burn	CNG
16M33G6N0/5	1280	1100	1375	T/A-W	Lean Burn	
12M55G6N0/5	1588	1400	1750	T/A-W	Lean Burn	CNG

- REMARKS**
- NA : Natural Aspirated, T=Turbocharged, T/A-A=Turbocharged & Air to Air aftercooled, T/A-W=Turbocharged & Air to Water aftercooled.
 - ^These engines are designed for emergency standby power(ESP) applications only,the indicated PRP power for reference only.
 - A : Available soon.
 - P : PRP available soon.
 - GT: design for Telecom application.
 - 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.

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.



Baudouin.com

Société Internationale
des Moteurs Baudouin,
Technoparc du Brégadan,
13260 Cassis, France.

Engine family	Baudouin Model	Data Center Engine Power		Data Center Genset Power		Speed rpm	Aspiration Cooling	Governor
		kWm(Gross)	kWe	kVA	kWe			
6M33	6M33G825/5	6/75		600		1500	T/A-A	ECU
	12M33G1250/5/CR	1007		900		1500		
	12M33G1400/5/CR	1130		1000		1500	T/A-A	ECU
12M33	12M33G1650/5	1350		1200		1500		
	16M33G1900/5	1530		1400		1500		
	16M33G2000/5	1680		1500		1500	T/A-W	ECU
16M33	16M33G2250/5	1800		1600		1500		
	20M33G2500/5	1850		1600		1500	T/A-W	ECU
	20M33G2500/5	2000		1800		1500		
12M55	12M55G2550/5	1985		1800		1500		
	12M55G2750/5	2200		2000		1500	T/A-W	ECU
	12M55G3000/5	2420		2200		1500		
16M55	16M55G3300/5	2646		2400		1500		
	16M55G3750/5	2900		2600		1500	T/A-W	ECU
	16M55G4000/5	3300		3000		1500		

REMARKS

- The ratings are solely for DRUPS application, applicable for supplying power continuously to a constant or varying electrical load;
- These ratings should not be applied outside of data center applications;
- For the grid is not reliable area, DCC power is relied on the genset manufacturer.
- T/A=A=turbocharged & Air to Air aftercooled, T/A-W=turbocharged & Air to Water aftercooled.

UNREGULATED DIESEL ENGINES

Diesel Engine Models	Gross Engine Output			Typical Generator Output					Aspiration Cooling	Governor
	PRP kWm(Gross)	ESP	kWe	PRP kVA	kWe	ESP kVA				
4M06G20/5 (4M06GT20/5)	18	20	15	18	16	20			NA	Elec
4M06G25/5 (4M06GT25/5)	23	25	18	23	23	20			NA	Elec
4M06G35/5 (4M06GT35/5)	30	33	26	32	32	28	35		T/A	Elec
4M06G44/5	37	41	32	40	40	35	44		T/A	Elec
4M06G50/5	44	48	36	45	45	40	50		T/A-A	Elec
4M06G55/5	48	53	40	50	50	44	55		T/A-A	ECU
4M10G70/5	60	66	50	63	63	56	70		T/A	Elec
4M10G88/5	72	80	64	80	80	70	88		T/A	Elec
4M10G110/5	90	100	80	100	100	88	110		T/A-A	Elec
4M11G70/5	60	66	50	63	63	55	69		T/A	Elec
4M11G90/5	74	81	66	82	82	72	90		T/A	Elec
4M11G120/5	98	108	88	110	110	96	120		T/A-A	Elec
6M11G150/5	128	140	108	135	135	120	150		T/A-A	Elec
6M11G165/5	138	152	120	150	150	132	165		T/A-A	Elec
6M11G188/5¹	152	167	136	170	170	150	188		T/A-A	Elec
6M16G220/5	187	204	160	200	200	176	220		T/A-A	Elec
6M16G250/5	216	238	184	230	230	200	250		T/A-A	Elec
6M16G275/5	240	264	200	250	250	220	275		T/A-A	Elec
6M16G300/5	255	280	220	275	240	300			T/A-A	Elec
6M16G350/5	291	320	256	320	320	280	350		T/A-A	Elec
6M21G400/5	350	385	300	375	320	400			T/A-A	Elec
6M21G440/5	368	405	320	400	400	350	438		T/A-A	Elec
6M21G500/5¹²	409	450	360	450	450	400	500		T/A-A	ECU
6M21G550/5¹	450	490	400	500	500	440	550		T/A-A	ECU
8M21G660/5	530	580	480	600	600	528	660		T/A-A	ECU
8M21G690/5	550	615	500	625	625	550	690		T/A-A	ECU
6M26G550/5	448	490	400	500	500	440	550		T/A-A	Elec
6M33G660/5	536	587	480	600	600	528	660		T/A-A	Elec
6M33G715/5	575	633	520	650	650	572	715		T/A-A	Elec
6M33G750/5	610	670	544	680	680	600	750		T/A-A	Elec
6M33G825/5	675	725	600	750	750	660	825		T/A-A	ECU
12M26G900/5	725	793	652	815	815	720	900		T/A-A	Elec
12M26G1000/5	820	902	720	900	900	800	1000		T/A-A	Elec
12M26G1100/5	889	973	816	1020	1020	898	1120		T/A-A	Elec
12M33G1250/5	1007	1108	900	1150	1150	1000	1250		T/A-A	Elec
12M33G1400/5	1100	1210	1000	1250	1250	1120	1400		T/A-A	Elec
12M33G1500/5	1200	1320	1100	1375	1200	1500			T/A-A	Elec
12M33G1650/5	1350	1450	1200	1500	1320	1650			T/A-A	ECU
16M33G1900/5	1530	1680	1400	1750	1520	1900			T/A-W	ECU
16M33G2000/5	1680	1800	1500	1875	1600	2000			T/A-W	ECU
16M33G2250/5¹	1800	1980	1600	2000	1800	2250			T/A-W	ECU
20M33G2250/5¹²	1850	2020	1600	2000	1800	2250			T/A-W	ECU
20M33G2550/5¹²	1985	2210	1800	2280	2040	2550			T/A-W	ECU
12M55G2550/5	2200	2450	2000	2500	2200	2750			T/A-W	ECU
12M55G2750/5	2420	2650	2200	2750	2400	3000			T/A-W	ECU
16M55G3000/5¹	2500	2750	2250	2813	2500	3125			T/A-W	ECU
16M55G3300/5¹	2646	2900	2400	3000	2650	3313			T/A-W	ECU
16M55G3750/5¹	2900	3300	2600	3250	3000	3750			T/A-W	ECU
16M55G4000/5¹	3300	3600	3000	3750	3300	4125			T/A-W	ECU

REMARKS

- NA : Natural Aspirated, T=Turbocharged, T/A=A=Turbocharged & Air to Air aftercooled, T/A-W=Turbocharged & Air to Water aftercooled.
- ¹These engines are designed for emergency standby power(ESP) applications only,the indicated PRP power for reference only.
- A : Available soon.
- P : PRP available soon.
- GT: design for Telecom application.

REGULATED DIESEL ENGINES

Diesel Engine Models	Gross Engine Output			Typical Generator Output					Aspiration Cooling	Governor	Emission
	PRP kWm(Gross)	ESP	kWe	PRP kVA	kWe	ESP kVA					
4M08G2D3/5¹	18	20	14	18	16	20			NA	ECU	Stage IIIA
4M08G4D3/5¹	25	27.5	16	20	18	23			NA	ECU	Stage IIIA
4M08G6D3/5¹	30	33	20	25	24	30			NA	ECU	Stage IIIA
4M08G8D3/5¹	33	36	24	30	30	38			NA	ECU	Stage IIIA
4M08G10D3/5¹	36.8	44	30	38	33	41			TA	ECU	Stage IIIA
4M06G2D3/5	60	66	50	63	55	69			T/A-A	ECU	Stage IIIA
4M07G2D3/5	75	82	60	75	70	88			T/A-A	ECU	Stage IIIA
4M07G6D3/3	120	132	100	125	120	150			T/A-A	ECU	Stage IIIA
4M12G0D3/5	100	110	80	100	88	110			T/A-A	ECU	Stage IIIA
4M12G2D3/5	125	148	100	125	132	165			T/A-A	ECU	Stage IIIA
6M11G4D3/5	138	152	120	150	132	165			T/A-A	ECU	Stage IIIA
6M13G2D3/5	168	185	150	188	160	200			T/A-A	ECU	Stage IIIA
6M13G4D3/5¹	196	216	160	200	180	225			T/A-A	ECU	Stage IIIA
6M13G6D3/5¹	216	240	180	225	200	250			T/A-A	ECU	Stage IIIA
6M13G8D3/5¹	240	264	200	250	220	275			T/A-A	ECU	Stage IIIA
6M16G6D3/5	240	264	200	250	220	275			T/A-A	ECU	Stage IIIA
6M16G8D3/5	275	320	250	313	280	350			T/A-A	ECU	Stage IIIA
6M21G2D3/5	350	385	300	375	320	400			T/A-A	ECU	Stage IIIA
6M21G6D3/5	392	450	350	438	400	500			T/A-A	ECU	Stage IIIA
6M21G8D3/5¹	450	490	400	500	440	550			T/A-A	ECU	Stage IIIA
8M21G2D3/5	410	450	360	450	400	500			T/A-A	ECU	Stage IIIA
8M21G6D3/5	550	615	500	625	550	688			T/A-A	ECU	Stage IIIA

REMARKS

- NA : Natural Aspirated, T=Turbocharged, T/A=A=Turbocharged & Air to Air aftercooled, T/A-W=Turbocharged & Air to Water aftercooled.
- ¹These engines are designed for emergency standby power(ESP) applications only,the indicated PRP power for reference only.
- A : Available soon.