MOTEURS Baudouin
A WEICHAI COMPANY

PowerKit
RATING CARD

DIESEL 60 Hz
March 2024

Baudouin PowerKit
60HZ REGULATED* ENGINES | from 18 - 3750 kVA

60 Hz

Engine Model	Gross Engine Output		Typical Generator Output				Asp.	Gov.	Emission
	PRP	ESP	PRP		ESP				
	kWm (Gross)		kWe	kVA	kWe	kVA			
4M08G2D3/6	21	23	14	18	16	20	NA	ECU	Stage IIIA
4M08G4D3/6	30	33	20	25	24	30	NA	ECU	Stage IIIA
4M08G6D3/6	36,9	41	30	38	33	41	NA	ECU	Stage IIIA
4M06G1D3/6	48	53	40	50	45	56	T/A-A	ECU	Stage IIIA
4M06G4D3/6	58	63	50	63	55	69	T/A-A	ECU	Stage IIIA
4M10G2D3/6	72	80	60	75	66	83	T	ECU	Stage IIIA
4M10G4D3/6	85	95	75	94	83	104	T	ECU	Stage IIIA
4M10G6D3/6	105	115	90	113	100	125	T/A-A	ECU	Stage IIIA
4M12G2D3/6	132	145	120	150	130	163	T/A-A	ECU	Stage IIIA
6M11G4D3/6	144	158	120	150	136	170	T/A-A	ECU	Stage IIIA
6M11G6D3/6	164	180	145	181	160	200	T/A-A	ECU	Stage IIIA
6M12G2D3/6	182	200	150	188	180	225	T/A-A	ECU	Stage IIIA
6M12G4D3/6	216	238	180	225	200	250	T/A-A	ECU	Stage IIIA
6M16G4D3/6	240	264	200	250	220	275	T/A-A	ECU	Stage IIIA
6M16G6D3/6	262	288	220	275	250	313	T/A-A	ECU	Stage IIIA
6M16G8D3/6	314	360	272	340	312	390	T/A-A	ECU	Stage IIIA
6M21G2D3/6	350	385	300	375	330	413	T/A-A	ECU	Stage IIIA
6M21G4D3/6	400	460	350	438	400	500	T/A-A	ECU	Stage IIIA
6M21G6D3/6	450	510	400	500	460	575	T/A-A	ECU	Stage IIIA
8M21G3D3/6	530	580	480	600	520	650	T/A-A	ECU	Stage IIIA
6M33G8D2/6^	610	670	550	688	600	750	T/A-A	ECU	EPA Tier2
6M33G10D2/6^	645	715	600	750	633	791	T/A-A	ECU	EPA Tier2
6M33G12D2/6^	670	726	600	750	644	805	T/A-A	ECU	EPA Tier2
8M33G4D2/6^	730	800	640	800	700	875	T/A-A	ECU	EPA Tier2
8M33G6D2/6^	815	946	720	900	840	1050	T/A-A	ECU	EPA Tier2
12M33G8D2/6^	1007	1120	900	1125	1000	1250	T/A-A	ECU	EPA Tier2
12M33G12D2/6^	1290	1420	1100	1375	1300	1625	T/A-A	ECU	EPA Tier2
16M33G2D2/6^	1530	1680	1400	1750	1500	1875	T/A-W	ECU	EPA Tier2
16M33G4D2/6^	1750	1893	1600	2000	1750	2188	T/A-W	ECU	EPA Tier2
20M33G2D2/6^	1800	2027	1600	2000	1800	2250	T/A-W	ECU	EPA Tier2
20M33G4D2/6^	2027	2230	1800	2250	2000	2500	T/A-W	ECU	EPA Tier2
12M55G4D2/6^	2200	2500	2000	2500	2300	2875	T/A-W	ECU	EPA Tier2
12M55G5D2/6^	2450	2700	2250	2813	2500	3125	T/A-W	ECU	EPA Tier2
16M55G2D2/6^	2710	2960	2400	3000	2640	3300	T/A-W	ECU	EPA Tier2
16M55G4D2/6^	2870	3150	2560	3200	2800	3500	T/A-W	ECU	EPA Tier2
16M55G6D2/6^	2930	3350	2640	3300	3000	3750	T/A-W	ECU	EPA Tier2

Above ratings are based on standardized available scope of supplies.
EPA T2/T3 - EU Stage IIIA Equivalent
^PRP ratings are for reference purpose only

60HZ UNREGULATED ENGINES ESP/PRP | from 23 - 575 kVA

Engine Model	Gross Engine Output		Typical Generator Output				Asp.	Gov.
	PRP	ESP	PRP		ESP			
	kWm		kWe	kVA	kWe	kVA		
4M06G2D0/S	23	25	18	23	20	25	NA	ELEC
4M06G4D0/S	27	30	23	29	25	32	NA	ELEC
4M06G6D0/S	37	41	30	38	33	42	T	ELEC
4M06G8D0/S	43	47	37	47	41	51	T	ELEC
4M06G50/6	53	58	45	56	50	63	T/A-A	ELEC
4M06G10D0/S	58	63	50	63	55	69	T/A-A	ECU
4M10G2D0/S	72	80	60	75	66	83	T	ELEC
4M10G4D0/S	85	95	75	94	83	104	T	ELEC
4M10G6D0/S	105	120	90	113	100	125	T/A-A	ELEC
6M11G110/6	120	132	100	125	110	138	T/A-A	ELEC
6M11G2D0/S	144	158	120	150	135	170	T/A-A	ELEC
6M11G4D0/S	164	180	145	181	160	200	T/A-A	ELEC
6M11G176/6^	182	200	160	200	176	220	T/A-A	ELEC
6M16G2D0/S	216	238	180	225	200	250	T/A-A	ELEC
6M16G4D0/S	240	264	200	250	220	275	T/A-A	ELEC
6M16G6D0/S	262	288	227	284	250	313	T/A-A	ELEC
6M16G308/6	327	360	280	350	308	385	T/A-A	ELEC
6M21G2D0/S	350	385	300	375	330	413	T/A-A	ELEC
6M21G390/6	407	448	350	438	390	488	T/A-A	ELEC
6M21G6D0/S	418	460	360	450	400	500	T/A-A	ECU
6M21G8D0/S	450	510	400	500	460	575	T/A-A	ECU

For the COP configurated models. The above values are for reference please contact the engineering team for the correct configuration

60HZ UNREGULATED ENGINES ESP/PRP/DCP | M SERIES from 600 - 4125 kVA

Engine Model	Gross Engine Output			Typical Generator Output						Asp.	Gov.
	PRP	ESP	DCP	PRP		ESP		DCP			
	kWm			kWe	kVA	kWe	kVA	kWe	kVA		
8M21G520/6	530	580	-	480	600	520	650	-	-	T/A-A	ECU
6M33G2D0/S	575	633	575	520	650	575	719	500	625	T/A-A	ELEC
6M33G600/6	610	670		550	688	600	750			T/A-A	ELEC
6M33G633/6	645	710		575	719	633	791			T/A-A	ELEC
6M33G6D0/S	670	740	670	600	750	660	825	600	750	T/A-A	ECU
8M33G800/6	826	909		720	900	800	1000			T/A-A	ELEC
8M33G900/6	910	1012	910	800	1000	900	1125	800	1000	T/A-A	ECU
12M26G800/6	820	902		720	900	800	1000			T/A-A	ELEC
12M26G900/6	920	1012		800	1000	900	1125			T/A-A	ELEC
12M26G1000/6^	1014	1115		910	1138	1000	1250			T/A-A	ELEC
12M33G1000/6	1007	1108		900	1125	1000	1250			T/A-A	ELEC
12M33G1105/6	1100	1210	1100	1005	1256	1105	1381	1105	1381	T/A-A	ECU
12M33G1200/6	1200	1320		1092	1365	1200	1500			T/A-A	ELEC
12M33G1240/6	1235	1360	1235	1100	1375	1240	1550	1100	1375	T/A-A	ECU
12M33G1300/6	1290	1420		1176	1470	1300	1625			T/A-A	ECU
12M33G1320/6	-	-	1350	-	-	-	-	1200	1500	T/A-A	ECU
16M33G1400/6	1440	1580		1275	1594	1400	1750			T/A-W	ECU
16M33G1500/6	1530	1680	1530	1365	1706	1500	1875	1400	1750	T/A-W	ECU
16M33G1650/6	1625	1785		1500	1875	1650	2063			T/A-W	ECU
16M33G1750/6^	1750	1920		1600	2000	1750	2188			T/A-W	ECU
16M33G8D0/6			1780					1600	2000	T/A-W	ECU
20M33G2000/6	2027	2230	2027	1800	2250	2000	2500	1800	2250	T/A-W	ECU
20M33G2200/6	2200	2460	2200	2000	2500	2200	2750	2000	2500	T/A-W	ECU
12M55G2250/6	2200	2500		2045	2557	2300	2875			T/A-W	ECU
12M55G2500/6^	2450	2700		2250	2813	2500	3125			T/A-W	ECU
12M55G8D0/6			2450					2250	2813	T/A-W	ECU
16M55G2640/6	2710	2960	2710	2400	3000	2640	3300	2400	3000	T/A-W	ECU
16M55G2800/6	2870	3150		2560	3200	2800	3500			T/A-W	ECU
16M55G3000/6	2930	3350	2930	2640	3300	3000	3750	2640	3300	T/A-W	ECU
16M55G3300/6^	3300	3600		3000	3750	3300	4125			T/A-W	ECU

For any Continuous operation(COP) ratings, please contact Baudouin Application Engineering team.
^PRP ratings are for reference purpose only

NOTES

- Above ratings are based on standardized available scope of supplies
- 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 & fan losses where applicable and are for guidance only. kVA figures are calculated using 0.8 Power Factor

REMARKS

^ Designed for ESP applications. The indicated PRP Power is for reference only
NA Naturally aspirated
T Turbocharged
T/A-A Turbocharged & air-to-air aftercooled
T/A-W Turbocharged & air-to-water aftercooled
/S Dual-speed operation available at 50Hz/60Hz

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.

LTP

Limited-Time Prime power is defined as the maximum power available, under the agreed operating conditions, for which the generating set is capable of delivering for up to 1000h of operation per year with the maintenance intervals and procedures being carried out as prescribed. The average load factor over 24 hours of operation should not exceed 70% of the engine's LTP power rating.

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