



**Baudouin PowerKit**  
**50HZ REGULATED\* ENGINES | from 18 - 4125 kVA**

50 Hz

Engine Model	Gross Engine Output		Typical Generator Output				Asp.	Gov.	Emission**
	PRP	ESP	PRP		ESP				
			kWm	kWe	kVA	kVA			
4M08G2D3/5	18	20	14	18	16	20	NA	ECU	III A
4M08G4D3/5	25	28	16	20	18	22.5	NA	ECU	III A
4M08G6D3/5	30	33	20	25	24	30	NA	ECU	III A
4M08G8D3/5	33	36	24	30	30	37.5	NA	ECU	III A
4M08G10D3/5	37	44	30	38	36	45	T	ECU	III A
4M10G2D3/5	60	66	50	63	55	69	T	ECU	III A
4M10G4D3/5	75	84	66	82	72	90	T	ECU	III A
4M10G6D3/5	96	105	80	100	88	110	T/A-A	ECU	III A
4M12G1D3/5	110	120	90	113	100	125	T/A-A	ECU	III A
4M12G2D3/5	125	138	100	125	120	150	T/A-A	ECU	III A
4M12G4D3/5	135	148	120	150	132	165	T/A-A	ECU	III A
6M12G2D3/5	168	185	150	187.5	160	200	T/A-A	ECU	III A
6M12G4D3/5	196	216	160	200	180	225	T/A-A	ECU	III A
6M12G6D3/5	218	240	180	225	200	250	T/A-A	ECU	III A
6M12G8D3/5	235	264	200	250	220	275	T/A-A	ECU	III A
6M16G8D3/5	275	320	250	313	280	350	T/A-A	ECU	III A
6M21G2D3/5	350	385	300	375	320	400	T/A-A	ECU	III A
6M21G4D3/5	368	405	320	400	352	440	T/A-A	ECU	III A
6M21G6D3/5	392	450	350	438	400	500	T/A-A	ECU	III A
6M21G8D3/5	450	490	400	500	440	550	T/A-A	ECU	III A
8M21G5D3/5	530	580	480	600	528	660	T/A-A	ECU	III A
6M33G6D2/5^	575	633	500	625	580	725	T/A-A	ECU	EPA2
6M33G8D2/5^	610	680	544	680	600	750	T/A-A	ECU	EPA2
8M33G2D2/5^	675	725	600	750	660	825	T/A-A	ECU	EPA2
8M33G4D2/5^	730	800	640	800	720	900	T/A-A	ECU	EPA2
8M33G6D2/5^	800	895	700	875	800	1000	T/A-A	ECU	EPA2
12M33G4D2/5^	1007	1108	920	1150	1000	1250	T/A-A	ECU	EPA2
12M33G6D2/5^	1130	1240	1024	1275	1120	1400	T/A-A	ECU	EPA2
12M33G8D2/5^	1200	1320	1100	1375	1200	1500	T/A-A	ECU	EPA2
16M33G4D2/5^	1390	1530	1250	1563	1400	1750	T/A-W	ECU	EPA2
16M33G6D2/5^	1530	1680	1400	1750	1520	1900	T/A-W	ECU	EPA2
16M33G8D2/5^	1680	1800	1500	1875	1650	2063	T/A-W	ECU	EPA2
20M33G2D2/5^	1850	2020	1600	2000	1800	2250	T/A-W	ECU	EPA2
20M33G4D2/5^	2000	2210	1800	2250	2000	2500	T/A-W	ECU	EPA2
12M55G8D2/5^	2200	2450	2000	2500	2200	2750	T/A-W	ECU	EPA2
12M55G10D2/5^	2420	2700	2200	2750	2400	3000	T/A-W	ECU	EPA2
16M55G2D2/5^	2500	2750	2250	2813	2500	3125	T/A-W	ECU	EPA2
16M55G4D2/5^	2646	2900	2400	3000	2650	3313	T/A-W	ECU	EPA2
16M55G6D2/5^	2900	3300	2600	3250	3000	3750	T/A-W	ECU	EPA2
16M55G8D2/5^	3300	3600	3000	3750	3300	4125	T/A-W	ECU	EPA2

\*PRP ratings are for reference purpose only.  
Emission refers to either emission-certified engines or to engines with emission output values equivalent to the relevant legislation.

**50HZ UNREGULATED ENGINES ESP/PRP | from 18 - 550 kVA**

Engine Model	Gross Engine Output		Typical Generator Output				Asp.	Gov.
	PRP	ESP	PRP		ESP			
			kWm	kWe	kVA	kVA		
4M06G2D0/5	18	20	15	18	16	20	NA	ELEC
4M06G120/5	18	20	15	18	16	20	NA	ELEC
4M06G4D0/5	23	25	18	23	20	25	NA	ELEC
4M06G125/5	23	25	18	23	20	25	NA	ELEC
4M06G6D0/5	30	33	26	32	28	35	T	ELEC
4M06G135/5	30	33	26	32	28	35	T	ELEC
4M06G8D0/5	36	40	32	40	35	44	T	ELEC
4M06G50/5	44	48	36	45	40	50	T/A-A	ELEC
4M06G10D0/5	48	53	40	50	44	55	T/A-A	ECU
4M10G2D0/5	60	66	52	65	57	72	T	ELEC
4M10G4D0/5	72	80	64	80	70	88	T	ELEC
4M10G6D0/5	96	106	80	100	88	110	T/A-A	ELEC
6M11G150/5	128	140	108	135	120	150	T/A-A	ELEC
6M11G4D0/5	138	152	120	150	132	165	T/A-A	ELEC
6M16G220/5	182	200	160	200	176	220	T/A-A	ELEC
6M16G4D0/5	216	238	184	230	200	250	T/A-A	ELEC
6M16G6D0/5	240	264	200	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	280	350	T/A-A	ELEC
6M21G2D0/5	350	385	300	375	320	400	T/A-A	ELEC
6M21G440/5	368	405	320	400	352	440	T/A-A	ELEC
6M21G6D0/5	409	450	360	450	400	500	T/A-A	ECU
6M21G8D0/5	450	490	400	500	440	550	T/A-A	ECU

S stands for Switchable

**50HZ 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			
				kWe	kVA	kWe	kVA	kWe	kVA		
8M21G660/5	530	580	-	480	600	528	660			T/A-A	ECU
6M33G2D0/5	575	633	575	520	650	572	715	520	650	T/A-A	Elec
6M33G750/5	610	670	-	544	680	600	750			T/A-A	Elec
6M33G6D0/5	675	725	675	600	750	660	825	600	750	T/A-A	ECU
8M33G900/5	730	800	-	640	800	720	900			T/A-A	Elec
8M33G1000/5	815	890	-	720	900	800	1000			T/A-A	Elec
8M33G1100/5	890	975	890	800	1000	880	1100	800	1000	T/A-A	ECU
12M26G900/5	720	793	-	652	815	720	900			T/A-A	Elec
12M26G1000/5	820	902	-	720	900	800	1000			T/A-A	Elec
12M26G2D0/5	880	968	-	816	1020	898	1120			T/A-A	Elec
12M33G1250/5	1007	1108	-	920	1150	1000	1250			T/A-A	Elec
12M33G1265/5	1007	1108	1018	920	1150	1012	1265	920	1150	T/A-A	ECU
12M33G1410/5	1130	1240	1130	1024	1280	1128	1410	1024	1280	T/A-A	ECU
12M33G1500/5	1200	1320	-	1100	1375	1200	1500			T/A-A	Elec
12M33G1650/5	1350	1450	1350	1200	1500	1320	1650	1200	1500	T/A-W	ECU
16M33G1900/5	1530	1680	1530	1400	1750	1520	1900	1400	1750	T/A-W	ECU
16M33G2000/5	1680	1800	1680	1500	1875	1650	2050	1500	1875	T/A-W	ECU
16M33G2250/5^	1800	1980	-	1650	2050	1800	2250			T/A-W	ECU
16M33G8D0/5	-	-	1800	-	-	-	1600	2000		T/A-W	ECU
20M33G2250/5	1850	2020	1850	1600	2000	1800	2250	1600	2000	T/A-W	ECU
20M33G2500/5	2010	2210	2010	1800	2250	2000	2500	1800	2250	T/A-W	ECU
12M55G2550/5	1985	2210	1985	1824	2280	2040	2550	1800	2250	T/A-W	ECU
12M55G2750/5	2200	2450	2200	2000	2500	2200	2750	2500	2500	T/A-W	ECU
12M55G8D0/5	-	-	2420	-	-	-	2200	2750		T/A-W	ECU
12M55G3000/5^	2420	2700	-	2200	2750	2400	3000			T/A-W	ECU
16M55G3000/5	2500	2750	-	2250	2813	2500	3125			T/A-W	ECU
16M55G3300/5	2646	2900	2646	2400	3000	2650	3313	2400	3000	T/A-W	ECU
16M55G3750/5	2900	3300	2900	2600	3250	3000	3750	2600	3250	T/A-W	ECU
16M55G4000/5^	3300	3600	3300	3000	3750	3300	4125	3000	3750	T/A-W	ECU

For any Continuous operation(COP) ratings, please contact Baudouin Application Engineering team

**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 use 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 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.