MOTEURS Baudouin

4M10

PowerKit ESP/PRP Diesel Engine

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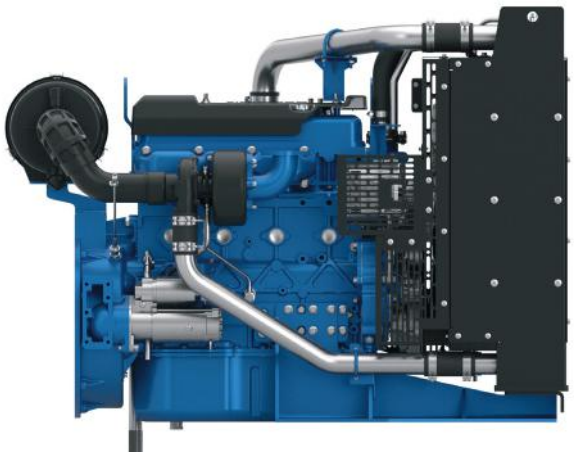


Bore & Stroke (mm)	105 x 118
Displacement (L)	4.1
N° of Cylinders	4
Cylinders Arrangement	In line
Fuel System	Mechanical Pump
Governor (Gov.)	Electronic
Aspiration (Asp.)	Turbocharged and Aftercooled

Customer benefits

Warranty terms – 2 yrs unlimited PRP, 4 yrs/800h ESP
50°C Cooling package standard with low derating
Low fuel consumption across the range
Extended MTBO

Diesel Engine	Speed	Gross Engine Output (kWm)		Typical Generator Output			
				PRP		ESP	
	RPM	PRP	ESP	kWe	kVA	kWe	kVA
4M10G70/5	1500	60	66	50	63	55	70
4M10G88/5	1500	72	80	64	80	70	88
4M10G110/5	1500	90	100	80	100	88	110
4M10G83/6	1800	85	95	75	94	83	103
4M10G100/6	1800	105	115	90	112	100	125

Standard equipment

Engine and block

Cast iron gantry type structure block
One-piece forged crankshaft
Separate cast iron cylinder heads and wet liners
Aluminum alloy pistons with oil cooling gallery

Cooling system

Radiator and hoses supplied directly mounted on the engine
Thermostatically-controlled system with belt driven coolant pump and pusher fan

Lubrication system

Flat bottom large capacity oil pan
Spin-on full-flow lube oil filter

Fuel system

P-type fuel injection pump and injector for higher injection pressure
Duplex fine filter for better efficiency

Air intake and exhaust system

Top-mounted turbocharger optimized for gen-set application
Special rear-mounted air filter with restriction indicator
Exhaust manifold shield for heat isolation

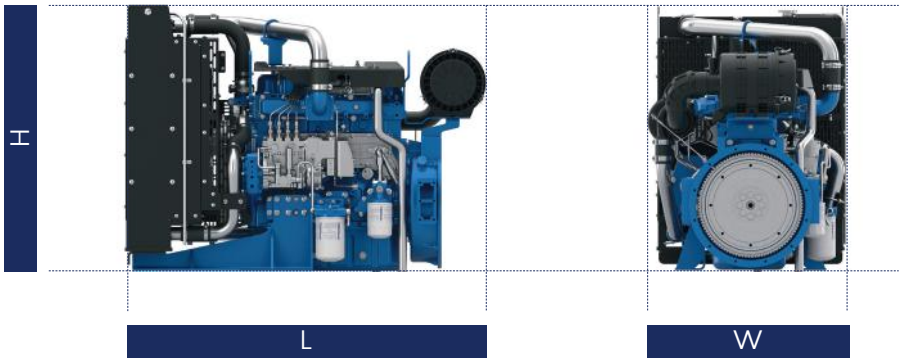
Electrical system

12V DC electric starter motor and battery charging alternator
Low oil pressure & high water temperature sensors

Flywheel and housing

SAE 3 flywheel housing and 11.5” flywheel

Dimensions and dry weight (mm/kg)



Diesel Engine	Speed	Dimensions and dry weights including radiator			
		L	W	H	Weight
	RPM	mm	mm	mm	Kg.
4M10G70/5	1500	1258	708	885	472
4M10G88/5	1500	1258	708	885	472
4M10G110/5	1500	1330	741	995	525
4M10G83/6	1800	1258	708	885	472
4M10G100/6	1800	1330	741	995	525

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.

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.*