MOTEURS Baudouin

PowerKit Engine

6M26 Series

General Specifications

Bore x Stroke	150 x 150 mm
Displacement	15.9 L
N° of Cylinders	6
Cylinders Arrangement	In line
Fuel System	Mechanical Pump
Governor (Gov.)	Electronic
Aspiration (Asp.)	T/A-A

Diesel Engine	Speed	Gross Engine Output		Typical Generator Output				Asp.	Gov.
		Prime Power PRP	Standby Power ESP	Prime Power PRP		Standby Power ESP			
	Rpm	kWm	kWm	kWe	kVA	kWe	kVA		
6M26G500/5	1500	407	447	360	450	400	500	T/A-A	Elec
6M26G550/5	1500	448	490	400	500	440	550	T/A-A	Elec
6M26G450/6	1800	460	506	400	500	450	563	T/A-A	Elec
6M26G500/6	1800	506	556	450	563	500	625	T/A-A	Elec

Aspiration : T/A-A = Turbocharged & Air-to-Air Aftercooled

Standard Equipment

Engine and block
- Cast iron cylinder block with inspection door per cylinder
- Cast iron cylinder liners, wet type and replaceable valves guides and seats
- Separate cast iron cylinder heads with 4 valves
- Hardened steel forged crankshaft with induction hardened journals, crankpins and radius
- Lube oil cooled light alloy pistons with high performance piston rings

Cooling system
- Radiator and hoses supplied separately
- Thermostatically-controlled system with belt driven coolant pump and pusher fan

Lubrication system
- Full flow screw able oil filters
- Lube oil purifier with replaceable cartridge
- Water cooled lube oil cooler

Fuel system
- In line fuel injection pump with flanged electronic governors
- Duplex fine filter and water separation filter assembly with transparent cup for better efficiency
- Electric fuel priming pump integrated in the filters support

Air intake and exhaust system
- Top mounted turbocharger optimized for gen-set application
- Special rear mounted air filter with restriction indicator
- Exhaust manifold and turbocharger shield for heat isolating

Electrical system
- 24 Vdc electric starter motor and battery charging alternator
- LOP + HWT sensors

Flywheel and housing
- SAE 1 flywheel housing and 14" flywheel

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)

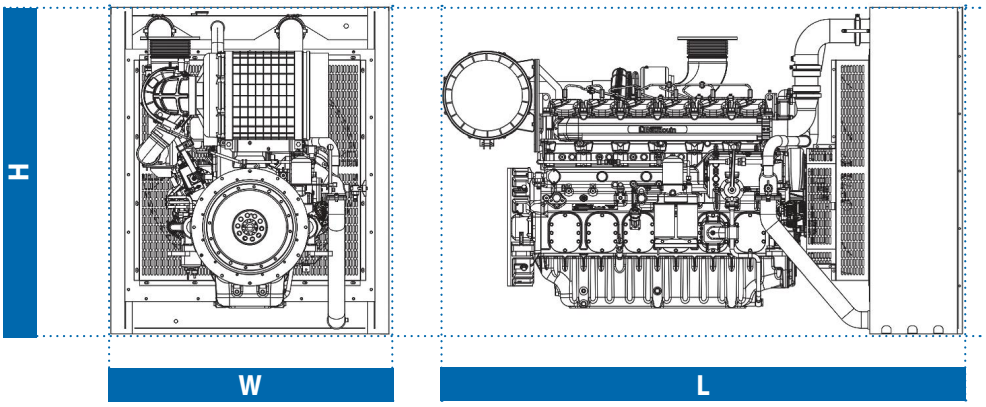
Prime Power is the maximum power available for unlimited hours of usage in a variable load application. The average load factor should not exceed 70% of the engine's PRP power rating during any 24 hour period. An overload capability of 10% is available, however, this is limited to 1 hour within every 12 hour period.

Continuous Power (COP)

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

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.

Dimensions and dry weight (mm / kg)



Diesel Engine	Speed	Dimensions and dry weights including radiator			
		L	W	H	Weight
	Rpm	mm	mm	mm	Kg.
6M26G500/5	1500	2808	1500	1764	2300
6M26G550/5	1500	2808	1500	1764	2300
6M26G400/6	1800	2808	1500	1764	2300
6M26G450/6	1800	2808	1500	1764	2300

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