	Model :	<b>6M26G500/5</b>	Date :	11/05/20
	<b>PowerKit Engine Datasheet - DCP</b>		Page :	1 / 4

## Ratings


RPM	Gross Engine Output		Net Engine Output	
	Data Centre Power (DCP)		Data Centre Power (DCP)	
	kWm	BHP	kWm	BHP
1500	407	545.8	376.9	505.4

1 kWm = 1,34102 BHP

## Basic data

Engine model	.....	6M26G500/5
N° of Cylinders / Valves	.....	6 / 24
Cylinders arrangement	.....	In line
Bore x Stroke (mm)	.....	150 x 150
Displacement (L)	.....	15.9
Thermodynamic Cycle	.....	Diesel 4 stroke
Cooling System	.....	Liquid (water + 50% antifreeze)
Injection System	.....	Direct
Fuel System	.....	Mechanical Pump
Aspiration	.....	Turbocharged and Aftercooled
Compression ratio	.....	15.7 : 1
Flywheel housing	.....	SAE 1
Flywheel	.....	14"
N° of teeth on flywheel ring gear	.....	178
Inertia of flywheel (kg·m <sup>2</sup> )	.....	4.64
Inertia of crankshaft (kg·m <sup>2</sup> )	.....	1.02
Emission standard	.....	N/A
Overall Dimensions with radiator (Length x Width x Height) (mm)	.....	2802 x 1340 x 1764
Engine dry weight without radiator and without radiator pipes (kg)	.....	1900
Engine dry weight with radiator and radiator pipes (kg)	.....	2300
Engine wet weight with radiator (includes oil, coolant) (kg)	.....	2470

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	Model :	<b>6M26G500/5</b>	Date :	11/05/20
	<b>PowerKit Engine Datasheet - DCP</b>		Page :	2 / 4

### Air intake system

Air intake temperature rise (°C) .....	≤ 5
Air intake restriction clean filter (mBar) .....	≤ 30
Air intake restriction dirty filter (mBar) .....	≤ 65
Recommended air flow (m <sup>3</sup> /min) .....	34.5
Min. diameter of intake pipe (mm) .....	140

### Aftercooling system

Aftercooler system type .....	Air to Air
Aftercooler heat dissipating capacity (kJ/s) .....	89.5
Max. intake temperature @ 25°C ambient temperature (°C) .....	55
Max. difference between intake temperature and ambient temperature (°C) .....	≤ 30
Max. intake pressure drop of aftercooler (mBar) .....	150

### Lubrication system


Oil capacity Low / High (L) .....	30 / 52
Oil pressure in normal condition idle speed (Bar) .....	≥ 2
Oil pressure in normal condition at 1500 Rpm (Bar) .....	4 - 6.5
Lowest oil pressure alarm (shutdown) (Bar) .....	2
Max. oil temperature (°C) .....	105
Oil flow (L/min) .....	≥ 176
Oil fuel consumption ratio based on engine fuel consumption data .....	≤ 0.3 %
Total system capacity (including filters) (L) .....	55

### Heat balance test data (with ambient temperature 28 °C)

Total heat dissipation (kJ/s) .....	700.3
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### Exhaust system

Max. exhaust back pressure (mBar) .....	75
Max. exhaust temperature before turbocharger (°C) .....	≤ 750
Max. exhaust temperature after turbocharger (°C) .....	≤ 550
Exhaust flow (m <sup>3</sup> /min) .....	104.5
Min. diameter of exhaust pipe (mm) .....	200
Max. bending moment of exhaust gas exit flange (Nm) .....	10

	Model :	<b>6M26G500/5</b>	Date :	11/05/20
	<b>PowerKit Engine Datasheet - DCP</b>		Page :	3 / 4

## Cooling system with standard radiator

System designed for ambient temperature up to (°C) <sup>1</sup> .....	50
Radiator type .....	Mechanical
Fan type .....	Belt driven pusher
Min. inside diameter of coolant outlet pipe (mm) .....	84
Coolant capacity of radiator and pipes (L) .....	72
Coolant alarm (shutdown) temperature (°C) .....	103
Thermostat opening temperature / full open temperature (°C) .....	77 / 87
Min. pressure in cooling system (Bar) .....	0.5
Coolant capacity of the engine (L) .....	38.7
Cooling fan airflow (m <sup>3</sup> /min) .....	783.3
Max additional restriction - Duct allowance (Pa) .....	100

## Fuel system


Governor .....	Electronic
Governor steady state speed stability at constant load (ISO 8528-5 Class G3) .....	≤ +/- 0.5 %
Max. restriction at fuel pump inlet (Bar) .....	0.5
Max. fuel return restriction (Bar) .....	0.5
Max. fuel inlet temperature (°C) .....	70
Fuel supply flow (L/hr) .....	200
Min. pressure of fuel pump (Bar) .....	1.3
Min. diameter of inlet pipe (mm) .....	14
Min. diameter of return pipe (mm) .....	12

## Electrical system

Electrical system voltage (negative to ground) (Vdc) .....	24
Starter power (kW) .....	8.5
Battery charger current (A) .....	55
Battery charger absorbed power (kW) .....	1.6
Max. electric resistance of starting circuit (Ω) .....	0.008
Min. sectional area of wire (mm <sup>2</sup> ) .....	70
Min. cold start temperature without auxiliary starting device (°C) <sup>2</sup> .....	0
Min. cold start temperature with auxiliary starting device (°C) <sup>2</sup> .....	- 10

<sup>1</sup> The indicated value is based on an AOT value of 50°C for an engine tested at 100% of the DCP power, in an open condition, without an enclosure or container, without any airflow obstruction in the front of the radiator, without air recirculation, with free exhaust gas exit and with the engine thermostatic valve in its full open condition, without a closing plate present.

<sup>2</sup> Engines used in emergency standby application or application that require immediate start under load, must be equipped with coolant heaters. Baudouin recommend heaters installation to be executed by providing constant coolant circulation across all the engine components. Two heaters are required for V-type engines, one per each side.

	Model : <b>6M26G500/5</b>	Date : 11/05/20
	<b>PowerKit Engine Datasheet - DCP</b>	Page : 4 / 4

### Performance data

Mean Piston Speed (m/s)	.....	7.5
BMEP (Bar)	.....	22.49
Fan absorbed power (kW)	.....	28.5

### Noise

Diesel engine noise (Acoustic power level) (dB(A))	.....	115.7
Noise - upper side (dB(A))	.....	103,6
Noise - right side (view from flywheel) (dB(A))	.....	101,6
Noise - left side (view from flywheel) (dB(A))	.....	103
Noise – front (radiator) side (dB(A))	.....	103,4
Noise – rear (flywheel) side (dB(A))	.....	102

#### Notes :

- Noise test made at 100% of the power, at 1 mt. distance, on engine without radiator, without cooling fan and without silencer.
- Noise test refers to GB/T 1859 norm : "Reciprocating internal combustion engines. Measurement of emitted airborne noise. Engineering method and survey method".

### Fuel consumption

Rating	gr/kWh	L/hr
100%	196.2	94,8
75%	196.5	71,2
50%	206	49,9
25%	227.5	27,5
Fuel consumption tolerance + 3 %		

### Ratings definitions

#### Data Centre Power (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.

Note : The engine driven alternating current generating set is a reliable source of power for the data centre and it can be also used to back up a reliable utility. Prolonged operation at load in parallel with a utility is not permitted.

- All ratings are based on operating conditions under ISO 8528-1, ISO 3046, DIN6271. Performance tolerance of  $\pm 5\%$ .
- 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.
- 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.