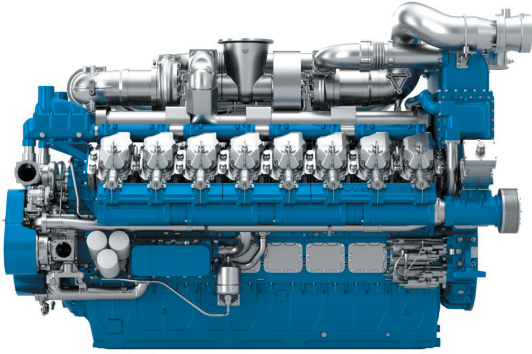


16M33

PowerKit Natural Gas Engine



Bore x Stroke (mm)	150 x 185
Displacement (L)	52.3
N° of Cylinders	16
Cylinders Arrangement	At Vee
Fuel System	Open Chamber / Lean Burn
Governor (Gov.)	ECU
Aspiration (Asp.)	T/A-W

Customer benefits

- Low emission standard, lean burn technology resulting in lower NOx emissions
- High transient and block load capabilities
- Full duty cycle capability, from prime to continuous power
- Low energy fuel capability (landfill & biogas)
- Electronically controlled high efficiency engines

Gas Engine		Gross Engine Output		Typical Generator Output				Asp	Gov
Model	Speed Rpm	COP Power kWm	PRP Power kWm	COP Power		PRP Power			
				kWe	kVA	kWe	kVA		
16M33G6N0/5	1500	1280	\	1100	1375	\	\	T/A-W	ECU
16M33G6N0/6	1800	1280	\	1120	1400	\	\	T/A-W	ECU

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

- Two separate two separate cooling systems
- High temperature circuit equipped with thermostatically-controlled system with two gear driven coolant pumps
- Low temperature circuit equipped with belt driven coolant pump.

Lubrication system

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

Fuel system

- Low Pressure gas supply – open chamber combustion
- Optimum performance and efficient use of fuel for COP, CHP and PRP applications

Air intake and exhaust system

- Top 2 compressors are feeding a single water-air intercooler, mounted over the flywheel housing, with vertical flow
- Special rear mounted air filter with restriction indicator
- Exhaust manifold and turbocharger shield for heat isolating

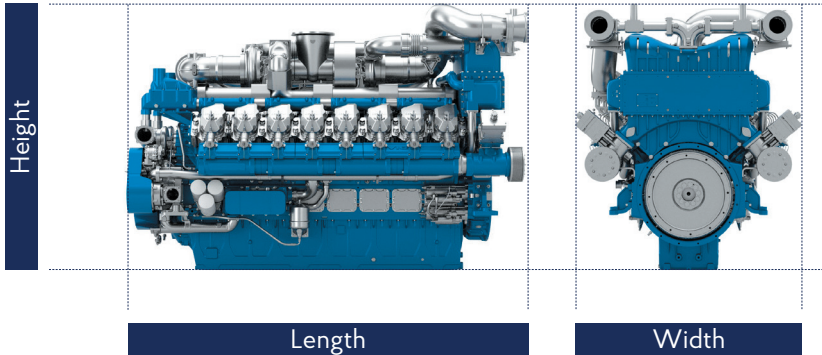
Electrical system

- 2 x 12V DC electric starter motors and n° 1 battery charging alternator
- Low oil pressure & high water temperature sensors

Flywheel and housing

- SAE 0 flywheel housing and 18" flywheel

Dimensions and dry weight (mm/kg)



Diesel Engine		Dimensions and dry weights including radiator			
Model	Model	L (mm)	W (mm)	H (mm)	Weight (Kg)
16M33G6N0/5	1500	2781	1564	1881	5300
16M33G6N0/6	1800	2781	1564	1881	5300

Ratings definitions

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.

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 $\pm 5\%$.
- 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.