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Ratings

RPM	Gross Engine Output				Net Engine Output			
	PRP kWm	PRP BHP	ESP kWm	ESP BHP	PRP kWm	PRP BHP	ESP kWm	ESP BHP
1500	675	905	725	972	650	872	700	939
1800	670	899	740	992	640	860	712	954

Basic data

Engine model	.....6M33G6D0/S
N° of Cylinders / Valves	..... 6/24
Cylinders arrangement	.....In line
Bore x Stroke (mm)	..... 150x185
Displacement (L)	..... 9.25
Thermodynamic Cycle	..... Diesel 4 stroke
Cooling System	..... Liquid (water + 50% antifreeze)
Injection System	..... Direct
Fuel System	..... High Pressure Common Rail
Aspiration	.....Turbocharged and Aftercooled
Compression ratio	..... 15:1
Flywheel housing	..... SAE 1
Flywheel	..... 14"
N° of teeth on flywheel ring gear	..... 178
Inertia of flywheel (kg•m ²)	..... 4.76
Inertia of crankshaft (kg•m ²)	..... 2.22
Emission standard	..... N/A
Overall Dimensions with radiator (Length x Width x Height) (mm)	.....2798x1680x1954
Engine dry weight without radiator and without radiator pipes (kg)	..... 2110
Engine dry weight with radiator and radiator pipes (kg)	..... 2472
Engine wet weight with radiator (includes oil, coolant) (kg)	..... 2689

DPK-TDS-EN-6M33-1002-22-03-26 Moteurs Baudouin reserve the right to modify these specifications, without notice. Document not contractual.

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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 @ PRP (m³/min) - Rpm 1500 / 1800	43.8 / 53
Recommended air flow @ ESP (m³/min) - Rpm 1500 / 1800	51.5 / 57.3
Min. diameter of intake pipe (mm)	140

Aftercooling system

Aftercooler system type	Air to Air
Aftercooler heat dissipating capacity @ PRP (kJ/s) - Rpm 1500 / 1800	199.0 / 199.0
Aftercooler heat dissipating capacity @ ESP (kJ/s) - Rpm 1500 / 1800	N/A / N/A
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)	36/61
Oil pressure in normal condition idle speed (Bar)	≥ 2
Oil pressure in normal condition @ PRP (Bar)	4 - 6.5
Lowest oil pressure alarm (shutdown) (Bar)	2
Max. oil temperature (°C)	105
Oil flow (L/min) - Rpm 1500 / 1800	≥263 / ≥316
Oil fuel consumption ratio based on engine fuel consumption data	≤ 0.3 %
Total system capacity (including filters) (L)	64

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

Total heat dissipation @ ESP (kJ/s) - Rpm 1500 / 1800	1065.4 / 1213.7
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Exhaust system

Max. exhaust back pressure (mBar)	75
Max. exhaust temperature before turbocharger (°C)	730
Max. exhaust temperature after turbocharger (°C)	550
Exhaust flow @ PRP (m³/min) - Rpm 1500 / 1800	148.2 / 167.9
Exhaust flow @ ESP (m³/min) - Rpm 1500 / 1800	163.1 / 184.7
Min. diameter of exhaust pipe (mm)	200
Max. bending moment of exhaust gas exit flange (Nm)	10

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Cooling system with standard radiator version 2020

System designed for ambient temperature up to (°C) ¹	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)	115
Coolant alarm (shutdown) temperature (°C)	103
Thermostat opening temperature / full open temperature (°C)	80/92
Min. pressure in cooling system (Bar)	0.46
Coolant capacity of the engine (L)	44
Cooling fan airflow (m ³ /min) - Rpm 1500 / 1800	783.3 / 1001
Max additional restriction - Duct allowance (Pa)	100

Fuel system


Governor	ECU
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)	50
Fuel supply flow (L/hr) - Rpm 1500 / 1800	900 / 950
Min. pressure of fuel pump (Bar)	0.35
Min. diameter of inlet pipe (mm)	14
Min. diameter of return pipe (mm)	14

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 ²)	70
Min. cold start temperature without auxiliary starting device (°C) ²	-5
Min. cold start temperature with auxiliary starting device (°C) ²	-10

¹ The indicated value is based on an AOT value of 50°C for an engine tested at 100% of the PRP 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.

² 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.

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Performance data

Mean Piston Speed (m/s) - Rpm 1500 / 1800	9.25 / 11.1
BMEP (Bar) - Rpm 1500 / 1800	29.59 / 25.17
Fan absorbed power (kW) - Rpm 1500 / 1800	23.1 / 26.8

Noise Rpm 1500 1800

Diesel engine noise (Acoustic power level) (dB(A))	121.1	122
Noise - upper side (dB(A))	104.3	105.2
Noise - right side (view from flywheel) (dB(A))	104.1	105.2
Noise - left side (view from flywheel) (dB(A))	106.7	107
Noise – front (radiator) side (dB(A))	102.7	104.8
Noise – rear (flywheel) side (dB(A))	104.3	105

Notes :

- Noise test made at 100% of the ESP 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	1500 Rpm		1800 Rpm	
	gr/kWh	L/hr	gr/kWh	L/hr
100% ESP	202.5	174.8	216.4	189.9
100% PRP	198.5	159.5	203.4	162.2
75% PRP	190.4	114.8	194	116.1
50% PRP	192.6	77.4	199.8	79.7
25% PRP	213	42.8	227.3	45.3
Fuel consumption tolerance + 5 %				

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.

Prime 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.

- 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.