Ratings

RPM	Gross Engine Output				Net Engine Output			
	PRP		ESP		PRP		ESP	
	kWm	BHP	kWm	BHP	kWm	BHP	kWm	BHP
1500	2500	3548.3	2750	3889	\	\	\	\

1 kWm = 1,34102 BHP

Basic data

Engine model 16M55G0D3/5
N° of Cylinders / Valves ..... 16 / 64
Cylinders arrangement ..... At Vee
Bore x Stroke (mm) ..... 180×215
Displacement (L) 87.5
Thermodynamic Cycle ..... Diesel 4 stroke
Mean Piston Speed (m/s) 10.75
BMEP @ ESP (Bar) 25.142857143
Cooling System ..... Liquid (water + 50% antifreeze)
Injection System ..... Direct
Fuel System ..... Electronically controlled high pressure common rail
Aspiration ..... Turbocharged and Aftercooled
Compression ratio ..... 16.5 : 1
Flywheel housing ..... SAE 00
Flywheel ..... 21"
N° of teeth on flywheel ring gear 202
Inertia of flywheel (kg•m²) 20.78
Inertia of crankshaft (kg•m²) 17.1
Emission standard ..... Non-road China III
Overall Dimensions without radiator (Length x Width x Height) (mm) ..... 3443×1545×2717
Engine dry weight without radiator and without radiator pipes (kg) 11500
Engine dry weight with radiator and radiator pipes (kg) ..... N/A
Engine wet weight with radiator (includes oil, coolant) (kg) ..... TBA

Air intake system

Air intake temperature rise (°C) ..... ≤ 5
Air intake restriction clean filter (mBar) ..... ≤ 30
Air intake restriction dirty filter (mBar) ..... /
Recommended air flow @ PRP (m³/min) 167.5
Recommended air flow @ ESP (m³/min) 183.9
Min. diameter of intake pipe (mm) 140

Aftercooling system

Aftercooler system type ..... Air to Water
Aftercooler heat dissipating capacity @ PRP (kJ/s) 384
Aftercooler heat dissipating capacity @ ESP (kJ/s) 494
Max. intake temperature @ 25°C ambient temperature (°C) 55
Max. difference between intake temperature and ambient temperature (°C) ..... TBA
Max. intake pressure drop of aftercooler (mBar) 60

Lubrication system

Oil capacity Low / High (L) 445/ 500
Oil pressure in normal condition idle speed (Bar) ..... ≥ 1.8
Oil pressure in normal condition at 1500 Rpm @ PRP (Bar) ..... 4 - 6.5
Lowest oil pressure alarm (shutdown) (Bar) 1.8
Max. oil temperature (°C) 105
Oil flow at 1500 Rpm (L/min) 1460
Oil fuel consumption ratio based on engine fuel consumption data ..... ≤0.2
Total system capacity (including filters) (L) 595

Heat balance test data (with ambient temperature 25 °C)

Total heat dissipation @ ESP (kJ/s) 4193
- Heat Rejection to Jacket Water @ ESP (kJ/s) ..... high temperature :842/low temperature:585
- Heat Rejection to AfterCooler @ ESP (kJ/s) 494
- Radiated Heat to Ambient @ ESP (kJ/s) 206
- Heat Rejected to Exhaust @ ESP (kJ/s) 2066

Exhaust system

Max. exhaust back pressure (mBar) ..... No Silencer50/ Silencer 150
Max. exhaust temperature before turbocharger (°C) 740
Max. exhaust temperature after turbocharger (°C) ..... TBA
Exhaust flow @ PRP (m³/min) 546.7
Exhaust flow @ ESP (m³/min) 605.7
Min. diameter of exhaust pipe (mm) 280
Max. bending moment of exhaust gas exit flange (Nm) ..... /

Cooling system without radiator

System designed for ambient temperature up to (°C) [1] .....\
Radiator type .....\
Fan type .....\
Min. inside diameter of coolant outlet pipe (mm) .....
76(Low temperature cycle)/ 96(High temperature cycle)
Coolant capacity of radiator and pipes (L) .....\
Coolant alarm (shutdown) temperature (°C) PRP:103/ESP:110
Thermostat opening temperature / full open temperature (°C) .....
40/52(Low temperature cycle) 82/92(High temperature cycle)
Max. additional restriction for external cooling circuit (Bar) .....TBA
Coolant capacity of the engine (L) .....89.2(Low temperature cycle)/ 261.3(High temperature cycle)
Cooling fan airflow (m³/min) .....\
Fan absorbed power (kW) .....TBA
Max additional restriction - Duct allowance (Pa) 150

Fuel system

Governor ..... ECU
Governor steady state speed stability at constant load (ISO 8528-5 Class G3) [2] .....≤ +/- 0.5 %
Max. restriction at fuel inlet (Bar) 0.1
Max. pressure at fuel inlet (Bar) 0.5
Max. fuel return restriction (Bar) 0.2
Max. fuel inlet temperature (°C) 70
Fuel supply flow (L/hr) .....\/
Min. internal diameter of inlet pipe (mm) 19
Min. internal diameter of return pipe (mm) 19

Electrical system

Electrical system voltage (negative to ground) (Vdc) 24
Starter power (kW) ..... 2 x 10
Battery charger current (A) 55
Battery charger absorbed power (kW) 1.54
Max. electric resistance of starting circuit (Ω) 0.008
Min. sectional area of wire (mm²) ..... 2 x 90
Min. cold start temperature without auxiliary starting device (°C) [3] .....-10
Min. cold start temperature with auxiliary starting device (°C) [3] .....-35

[1] The indicated value is based on the AOT value of 50°C for an engine tested at 100% of the ESP Power, reflecting temperature 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. The reference air restriction is equal to 50Pa. For the equivalent ATB (Air-to-Boil) performance in a customer or project basis, please consult Baudouin Application Engineering.

[2] This refers only to the frequency response of the engine and should not be confused with the performance class of the Generator Set, which is subject to additional contributing factors such as alternator selection and control settings.

[3] Engines used in emergency standby application or applications that require immediate start under load, they 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.

Noise

Diesel engine noise (Acoustic power level) (dB(A)) 122.2
Noise - upper side (dB(A)) 104.3
Noise - right side (view from flywheel) (dB(A)) 104.4
Noise - left side (view from flywheel) (dB(A)) 104.3
Noise – front (radiator) side (dB(A)) 101.8
Noise – rear (flywheel) side (dB(A)) 102.0

Notes :

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

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.

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.