6M21
PowerKit Natural Gas Engine
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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
- Electronically controlled high efficiency engines

<table>
<thead>
<tr>
<th>Gas Engine</th>
<th>Gross Engine Output</th>
<th>Typical Generator Output</th>
<th>Asp</th>
<th>Gov</th>
</tr>
</thead>
<tbody>
<tr>
<td>Model</td>
<td>Speed Rpm</td>
<td>COP Power kWm</td>
<td>PRP Power kWm</td>
<td>COP Power kW</td>
</tr>
<tr>
<td>6M21G4N0/5</td>
<td>1500</td>
<td>245</td>
<td>288</td>
<td>204</td>
</tr>
<tr>
<td>6M21G4N0/6</td>
<td>1800</td>
<td>245</td>
<td>288</td>
<td>190</td>
</tr>
</tbody>
</table>

Standard equipment

**Engine and block**
- Cast iron frame style body structure
- One-piece forged crankshaft
- Split-cap forged steel connecting rods
- Separate cast iron cylinder heads with 4 valves
- Replaceable dry cylinder liners
- Aluminum alloy pistons with oil cooling gallery

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

**Lubrication system**
- Flat bottom large capacity oil pan
- Spin-on full-flow lube oil filter

**Fuel system**
- Mid-position and below inlet turbocharger optimized for genset application
- Special rear mounted air filter with restriction indicator
- Exhaust manifold shield for heat isolating

**Air intake and exhaust system**
- Mid-position and below inlet turbocharger optimized for genset application
- Special rear mounted air filter with restriction indicator
- Exhaust manifold shield for heat isolating

**Electrical system**
- 24V DC electric starter motor and battery charging alternator for 1500 and 1800 RPM engines
- Low oil pressure & high water temperature sensors

**Flywheel and housing**
- SAE 1 flywheel housing and 14” flywheel
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Dimensions and dry weight (mm/kg)

<table>
<thead>
<tr>
<th>Gas Engine Dimensions and dry weights including radiator</th>
</tr>
</thead>
<tbody>
<tr>
<td>Model</td>
</tr>
<tr>
<td>-------</td>
</tr>
<tr>
<td>6M16G4N0/5</td>
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<tr>
<td>6M16G4N0/6</td>
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</tbody>
</table>

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 ±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.