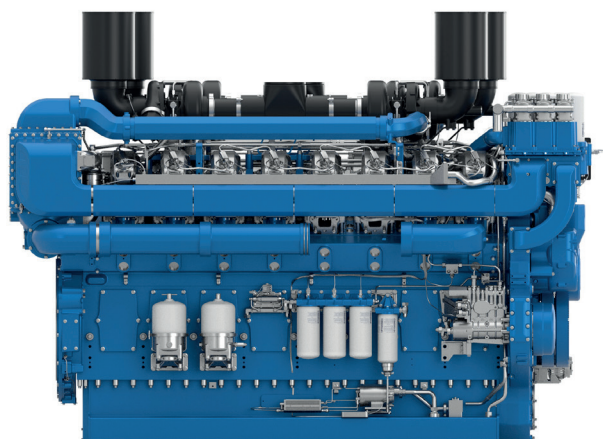




16M55

PowerKit ESP/PRP/DCP Diesel Engine



| | |
|-----------------------|------------------------------------|
| Bore & Stroke (mm) | 180 x 215 |
| Displacement (L) | 87.5 |
| N° of Cylinders | 16 |
| Cylinders Arrangement | At Vee |
| Fuel System | High Pressure Common Rail |
| Governor (Gov.) | ECU |
| Aspiration (Asp.) | Turbocharged & air-to-water cooled |

Customer benefits

Warranty terms – 2 yrs unlimited PRP, 4 yrs/800h ESP
 Low fuel consumption across the range
 Extended mean time between overhauls (MTBO)

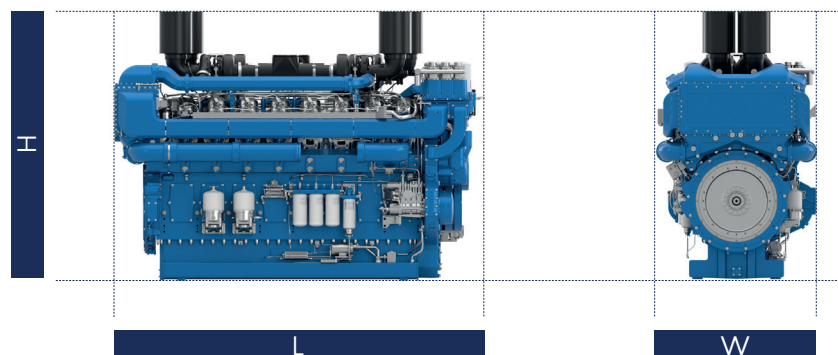
| ESP/PRP/DCP Diesel Engine Models | Hz | Gross Engine Output | | | Typical Generator Output | | | | | | RPM | Asp. | Gov. |
|--|----|---------------------|------|------|--------------------------|------|------|------|------|------|------|-------|------|
| | | ESP | PRP | DCP | ESP | | PRP | | DCP | | | | |
| | | kWm | | | kWe | kVA | kWe | kVA | kWe | kVA | | | |
| 16M55G3300/5 | 50 | 2900 | 2646 | 2646 | 2650 | 3313 | 2400 | 3000 | 2400 | 3000 | 1500 | T/A-W | ECU |
| 16M55G3750/5 | 50 | 3300 | 2900 | 2900 | 3000 | 3750 | 2600 | 3250 | 2600 | 3250 | 1500 | T/A-W | ECU |
| 16M55G3300/6^ | 60 | 3600 | 3300 | - | 3300 | 4125 | 3000 | 3750 | - | - | 1800 | T/A-W | ECU |

^ Primarily for ESP application

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 Hardened steel forged crankshaft with induction hardened journals, crank pins and radius Lube oil cooled light alloy pistons with high performance piston rings |
| Cooling System | Thermostatically-controlled system 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 mounted turbocharger optimized for gen-set application Special rear mounted air filter with restriction indicator Exhaust manifold and turbocharger shield for heat isolating |
| Electrical System | 24 V DC electric starter motor and 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 | Speed | Dimensions and Dry weight without radiator | | | |
|---------------|-------|--|------|------|--------|
| | | L | W | H | WEIGHT |
| | RPM | mm | mm | mm | Kg |
| 16M55G3300/5 | 1500 | 3455 | 1544 | 2718 | 11500 |
| 16M55G3750/5 | 1500 | 3455 | 1544 | 2718 | 11500 |
| 16M55G3300/6 | 1800 | 3455 | 1544 | 2718 | 11500 |

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.

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

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.

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.

