


Ratings

RPM	Gross Engine Output				Net Engine Output			
	PRP		ESP		PRP		ESP	
	kWm	BHP	kWm	BHP	kWm	BHP	kWm	BHP
1500	1985	2661.9	2210	2963.7	1873.4	2512.3	2098.4	2814

1 kWm = 1,34102 BHP

Basic data

Engine model	12M55G2550/5
N° of Cylinders / Valves	12 / 48
Cylinders arrangement	At Vee
Bore x Stroke (mm)	180 x 215
Displacement (L)	65.65
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	16.5 : 1
Flywheel housing	SAE 00
Flywheel	21"
N° of teeth on flywheel ring gear	202
Inertia of flywheel (kg·m ²)	20.78
Inertia of crankshaft (kg·m ²)	16.16
Emission standard	N/A
Overall Dimensions with radiator (Length x Width x Height) (mm)	4193 x 2241 x 2787
Engine dry weight without radiator and without radiator pipes (kg)	9550
Engine dry weight with radiator and radiator pipes (kg)	11500
Engine wet weight with radiator (includes oil, coolant) (kg)	12610

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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)	≤ 70
Recommended air flow @ PRP (m ³ /min)	132.7
Recommended air flow @ ESP (m ³ /min)	144.6
Min. diameter of intake pipe (mm)	250

Aftercooling system

Aftercooler system type	Air to Water
Aftercooler heat dissipating capacity @ PRP (kJ/s)	405.7
Aftercooler heat dissipating capacity @ ESP (kJ/s)	487.7
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).....	50

Lubrication system


Oil capacity Low / High (L)	380 / 480
Oil pressure in normal condition idle speed (Bar)	≥ 2
Oil pressure in normal condition at 1500 Rpm @ PRP (Bar)	4 - 5.5
Lowest oil pressure alarm (shutdown) (Bar)	2
Max. oil temperature (°C)	105
Oil flow (L/min)	1080
Oil fuel consumption ratio based on engine fuel consumption data	≤ 0.4g/kW·h
Total system capacity (including filters) (L)	560

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

Total heat dissipation @ ESP (kJ/s)	3307.1
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Exhaust system

Max. exhaust back pressure (mBar)	150
Max. exhaust temperature before turbocharger (°C)	≤ 740
Max. exhaust temperature after turbocharger (°C)	≤ 550
Exhaust flow @ PRP (m ³ /min)	449.1
Exhaust flow @ ESP (m ³ /min)	489.8
Min. diameter of exhaust pipe (mm)	280
Max. bending moment of exhaust gas exit flange (Nm)	10

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Cooling system with Made in EU radiator

System designed for ambient temperature up to (°C) ¹	50
Radiator type	Electrical
Fan type	Electric driven pusher - 4 x 30 kWe 400 Vac 1450 Rpm motors
Min. inside diameter of coolant outlet pipe (mm)	96
Coolant capacity of radiator and pipes (L)	270
Coolant alarm (shutdown) temperature (°C)	103
Thermostat opening temperature / full open temperature (°C)	78 / 90
Min. pressure in cooling system (Bar)	0.5
Coolant capacity of the engine (L)	306
Cooling fan airflow (m ³ /min)	2400
Max additional restriction - Duct allowance (Pa)	150

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)	0.1
Max. fuel return restriction (Bar)	0.2
Max. fuel inlet temperature (°C)	70
Fuel supply flow (L/hr)	2800
Min. pressure of fuel pump (Bar)	0.5
Min. diameter of inlet pipe (mm)	19
Min. diameter of return pipe (mm)	19

Electrical system

Electrical system voltage (negative to ground) (Vdc)	24
Starter power (kW)	2 x 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)	2 x 95
Min. cold start temperature without auxiliary starting device (°C) ²	-10
Min. cold start temperature with auxiliary starting device (°C) ²	-25

¹ The indicated value is based on an ATB value of 50°C for an engine tested at 100% of the ESP 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)	10.75
BMEP (Bar)	26.9
Fan absorbed power (kW)	110

Noise

Diesel engine noise (Acoustic power level) (dB(A))	.....	122.7
Noise - upper side (dB(A))	.....	105.9
Noise - right side (view from flywheel) (dB(A))	.....	104.2
Noise - left side (view from flywheel) (dB(A))	.....	105.7
Noise – front (radiator) side (dB(A))	.....	104.4
Noise – rear (flywheel) side (dB(A))	.....	104.9

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	gr/kWh	L/hr
100% ESP	196.2	516.7
100% PRP	196.1	464.0
75% PRP	195.6	366.2
50% PRP	206.2	231.6
25% PRP	232.3	130.5
Fuel consumption tolerance + 3 %		

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.