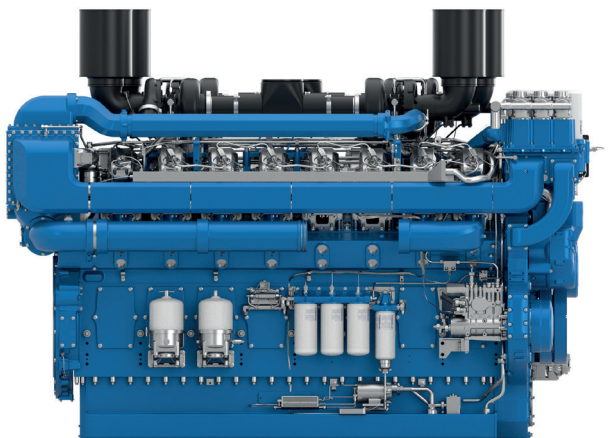




16M55

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)

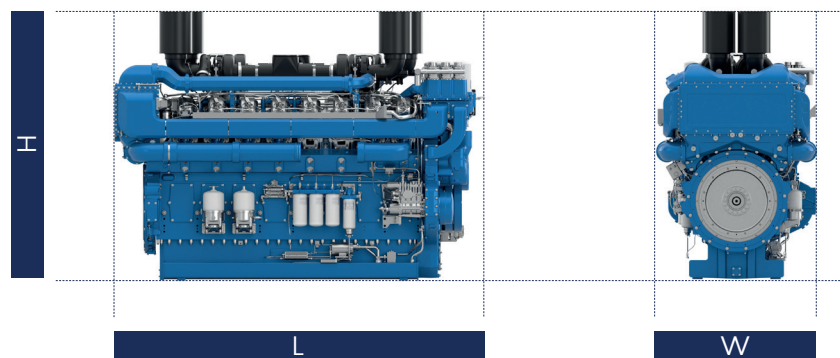
ESP/PRP/DCP Diesel Engine Models	Gross Engine Output			Typical Generator Output						RPM	Asp.	Gov.
	DCP	PRP	ESP	DCP		PRP		ESP				
	kWm			kWe	kVA	kWe	kVA	kWe	kVA			
16M55G3000/5	2500	2500	2750	2250	2813	2250	2813	2500	3125	1500	T/A-W	ECU
16M55G3300/5	2646	2646	2900	2400	3000	2400	3000	2650	3313	1500	T/A-W	ECU
16M55G3750/5	2900	2900	3300	2600	3250	2600	3250	3000	3750	1500	T/A-W	ECU
16M55G4000/5^		3300	3600			3000	3750	3300	4125	1500	T/A-W	ECU
16M55G2640/6	2710	2710	2960	2400	3000	2400	3000	2640	3300	1800	T/A-W	ECU
16M55G2800/6	2870	2870	3150	2560	3200	2560	3200	2800	3500	1800	T/A-W	ECU
16M55G3000/6	2930	2930	3350	2640	3300	2640	3300	3000	3750	1800	T/A-W	ECU
16M55G3300/6^		3300	3600			3000	3750	3300	4125	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 RPM	Dimensions and Dry weight without radiator			
		L mm	W mm	H mm	WEIGHT Kg
16M55G3000/5	1500	4161	1953	2468	11500
16M55G3300/5	1500	4161	1953	2468	11500
16M55G3750/5	1500	4161	1953	2468	11500
16M55G4000/5^	1500	4161	1953	2468	11500
16M55G2640/6	1800	4161	1953	2468	11500
16M55G2800/6	1800	4161	1953	2468	11500
16M55G3000/6	1800	4161	1953	2468	11500
16M55G3300/6^	1800	4161	1953	2468	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.

