MOTEURS Baudouin

a WEICHAI company

PowerKit Engines

For Power Generation

We are Baudouin

For 100 years, Baudouin has manufactured the highest quality engines for marine and power generation applications. In the hostile environment of a marine operator, reliability and durability are paramount, and Baudouin has been successfully serving this market since 1918. It's from this marine heritage that Baudouin has a reputation for quality, serviceability, adaptability and reliability.

Through the 1960's and 1970's Baudouin manufactured complete generator sets and engines for power generation applications for some of the **largest generator manufacturers in the world.**

In 2008, Baudouin was acquired by **Weichai, one of the largest automotive and industrial equipment manufacturing groups in the world.** Founded in 1946, Weichai's technical capabilities, global footprint, and a strong background in power generation has made this partnership a perfect match.

Today, Baudouin is proud to deliver **one of the most comprehensive lines of generator drive engines.** Our combined expertise in research and development, precision manufacturing, superior quality, and expansive sales and service support, make Baudouin the ideal partner in the power generation industry.

PowerKit by Baudouin

Heritage

100 Years experience in design, manufacturing, support and quality goes into every PowerKit. You can expect reliability, durability and excellent total cost of ownership. Over the life of every product, dependability is guaranteed by our strong European quality, heavy duty components and best-in-class warranties.

Power Range

Our full range of PowerKit products spans 18 to 3125 kVA, a range that few engine manufacturers can match. We are achieving excellence in fuel consumption, load acceptance and power density, making PowerKit a range of choice. And with nine R&D centres across the world, we are continually improving and tailoring our range based on local customer and regulatory requirements.

Design Optimised for Service

Marine is our DNA. Easy, fast and cost-effective maintenance and servicing are imperative in the marine industry - and our PowerKit engines are designed to meet those same requirements. PowerKit engines are economical to run, thanks to longer intervals between overhauls and quick to service, giving our customers a competitive edge.

Manufacturing Capability

Our partnership with Weichai means that we have huge capacity and flexibility available, so you can count on us to deliver to your requirements on time and to specification. Our state-of-the-art global facilities are ISO9001certified.

Durable. Robust. Built to Last.

Our PowerKit Range


12M55 2100 — 3125


16M33 1500 — 2188


12M33 1150 — 1625


12M26 750 — 1250


6M33 600 — 825


6M26 450 — 625


6M21 350 — 500


6M16 200 — 385


6M11 135 — 220


4M11 65 — 132


4M06 18 — 69

0 100 200 300 400 500 600 700 800 900 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2000 2100 2200 2300 2400 2500 2600 2700 2800 2900 3000 3100 3200

kVA

Baudouin engines are backed by best-in-class standard warranties:
PRP 2 Years / Unlimited Hours, ESP 4 Years / 800 Hours

50 Hz 1500 rpm

Diesel Engine	Gross Engine Output		Typical Parasitic Loss	Typical Generator Output				Dimensions LxWxH	Dry Weight	Cylinder Configuration	Aspiration	Governor
	Prime Power (PRP)	Standby Power (ESP)		Prime Power (PRP)		Standby Power (ESP)						
Engine Model	kWm (Gross)		kWm	kWe	kVA	kWe	kVA	mm	kg			
4M06G20/5	18	20	1,3	15	18	16	20	1064×627×786	277	4-inline	NA	Elec
4M06G25/5	23	25	1,3	18	23	20	25	1064×627×786	277	4-inline	NA	Elec
4M06G35/5	30	33	1,3	26	32	28	35	1120×627×786	280	4-inline	T	Elec
4M06G44/5	37	41	1,3	32	40	35	44	1120×627×786	280	4-inline	T	Elec
4M06G50/5	44	48	1,8	36	45	40	50	1184×646×786	285	4-inline	T/A-A	Elec
4M06G55/5	48	53	1,8	40	50	44	55	1184×646×786	285	4-inline	T/A-A	ECU
4M11G70/5	60	66	2,7	52	65	57	72	1389×800×1002	612	4-inline	T	Elec[1]
4M11G90/5	74	81	2,7	66	82	72	90	1389×800×1002	612	4-inline	T	Elec[1]
4M11G120/5	98	108	2,7	88	110	96	120	1389×800×1038	660	4-inline	T/A-A	Elec
6M11G150/5	128	140	6,2	108	135	120	150	1726×856×1146	710	6-inline	T/A-A	Elec[1]
6M11G165/5	138	152	6,2	120	150	132	165	1726×856×1146	710	6-inline	T/A-A	Elec[1]
6M16G220/5	187	204	12,6	160	200	176	220	2075×1041×1249	1050	6-inline	T/A-A	Elec[1]
6M16G250/5	216	238	12,6	184	230	200	250	2075×1041×1249	1050	6-inline	T/A-A	Elec[1]
6M16G275/5	240	264	12,6	200	250	220	275	2075×1041×1249	1050	6-inline	T/A-A	Elec[1]
6M16G350/5^	291	320	15,4	256	320	280	350	2068×1100×1300	1070	6-inline	T/A-A	Elec[1]
6M21G385/5	350	385	23	280	350	308	385	2163×1136×1359	1190	6-inline	T/A-A	Elec[1]
6M21G440/5	368	405	23	320	400	352	440	2163×1136×1359	1190	6-inline	T/A-A	Elec[1]
6M21G500/5^	409	450	23	360	450	400	500	2163×1136×1359	1260	6-inline	T/A-A	ECU
6M26G500/5	407	447	30,1	360	450	400	500	2808×1500×1764	2300	6-inline	T/A-A	Elec
6M26G550/5	448	490	30,1	400	500	440	550	2808×1500×1764	2300	6-inline	T/A-A	Elec
6M33G660/5	536	587	30,1	480	600	528	660	2798×1600×1900	2610	6-inline	T/A-A	Elec
6M33G715/5	575	633	30,1	520	650	572	715	2798×1600×1900	2610	6-inline	T/A-A	Elec
6M33G750/5^	610	670	30,1	544	680	600	750	2798×1680×1954	2620	6-inline	T/A-A	Elec
6M33G825/5^	659	725	30,1	600	750	660	825	2798×1680×1954	2620	6-inline	T/A-A	ECU
12M26G825/5	683	748	31,6	600	750	660	825	3182×1992×2150	3660	12-V	T/A-A	Elec
12M26G900/5	725	793	31,6	652	815	720	900	3182×1992×2150	3660	12-V	T/A-A	Elec
12M26G1000/5	820	902	31,6	720	900	800	1000	3182×1992×2150	3660	12-V	T/A-A	Elec
12M26G1100/5	889	973	31,6	816	1020	898	1120	3182×1992×2150	3660	12-V	T/A-A	Elec
12M33G1250/5	1007	1108	31,6	920	1150	1000	1250	3511×2192×2246	4395	12-V	T/A-A	Elec
12M33G1400/5	1100	1210	31,6	1000	1250	1120	1400	3511×2192×2246	4395	12-V	T/A-A	Elec
12M33G1500/5^	1200	1320	31,6	1100	1375	1200	1500	3511×2192×2246	4395	12-V	T/A-A	Elec
16M33G1700/5	1390	1530	71,6	1200	1500	1360	1700	2609×1542×1746*	5125*	16-V	T/A-W	ECU
16M33G1900/5	1530	1680	71,6	1400	1750	1520	1900	2609×1542×1746*	5125*	16-V	T/A-W	ECU
16M33G2000/5^	1620	1800	71,6	1464	1830	1600	2000	2609×1542×1746*	5125*	16-V	T/A-W	ECU
12M55G2300/5	1850	2020	91,6	1680	2100	1840	2300	2934×1544×2655*	9550*	12-V	T/A-W	ECU
12M55G2550/5	1985	2210	91,6	1824	2280	2040	2550	2934×1544×2655*	9550*	12-V	T/A-W	ECU
12M55G2750/5^	2200	2450	91,6	2000	2500	2200	2750	2934×1544×2655*	9550*	12-V	T/A-W	ECU

NA=Naturally Aspirated, T=Turbocharged, T/A-A=Turbocharged & Air-to-Air Aftercooled, T/A-W=Turbocharged & Air-to-Water Aftercooled
*Dimensions and weight without radiator. All other dimensions and weights without this mark include the radiator.
^ These engines are designed for emergency standby power (ESP) applications only. The indicated PRP Power is for reference only.
[1] : Mechanical governor available as option

60 Hz 1800 rpm

Diesel Engine	Gross Engine Output		Typical Parasitic Loss	Typical Generator Output				Dimensions LxWxH	Dry Weight	Cylinder Configuration	Aspiration	Governor
	Prime Power (PRP)	Standby Power (ESP)		Prime Power (PRP)		Standby Power (ESP)						
Engine Model	kWm (Gross)		kWm	kWe	kVA	kWe	kVA	mm	kg			
4M06G20/6	23	25	1,5	18	23	20	25	1064×627×786	277	4-inline	NA	Elec
4M06G25/6	27	30	1,5	23	29	25	32	1064×627×786	277	4-inline	NA	Elec
4M06G33/6	37	41	1,8	30	38	33	42	1120×627×786	280	4-inline	T	Elec
4M06G41/6	43	47	1,8	37	47	41	51	1120×627×786	280	4-inline	T	Elec
4M06G50/6	53	58	1,8	45	56	50	63	1184×646×786	285	4-inline	T/A-A	Elec
4M06G55/6	58	63	2,7	50	63	55	69	1184×646×786	285	4-inline	T/A-A	ECU
4M11G83/6	85	93	3,4	75	94	83	103	1389×800×1002	612	4-inline	T	Elec[1]
4M11G106/6	108	118	3,4	96	120	106	132	1389×800×1038	660	4-inline	T/A-A	Elec
6M11G110/6	120	132	8,8	100	125	110	138	1726×856×1146	710	6-inline	T/A-A	Elec[1]
6M11G135/6	144	158	8,8	120	150	135	170	1726×856×1146	710	6-inline	T/A-A	Elec[1]
6M11G160/6	164	180	8,8	145	181	160	200	1726×856×1146	710	6-inline	T/A-A	Elec
6M11G176/6^	182	200	8,8	160	200	176	220	1726×856×1146	710	6-inline	T/A-A	Elec[1]
6M16G200/6	216	238	17,9	180	225	200	250	2075×1041×1249	1050	6-inline	T/A-A	Elec[1]
6M16G220/6	240	264	17,9	200	250	220	275	2075×1041×1249	1050	6-inline	T/A-A	Elec[1]
6M16G250/6	262	288	17,9	227	284	250	313	2075×1041×1249	1050	6-inline	T/A-A	Elec[1]
6M16G308/6^	327	360	22	280	350	308	385	2068×1100×1300	1070	6-inline	T/A-A	Elec[1]
6M21G330/6	350	385	32	300	375	330	413	2163×1136×1359	1190	6-inline	T/A-A	Elec[1]
6M21G390/6	407	448	32	350	438	390	488	2163×1136×1359	1190	6-inline	T/A-A	Elec[1]
6M21G400/6^	418	460	31,6	360	455	400	500	2163×1136×1359	1260	6-inline	T/A-A	ECU
6M26G450/6	460	506	30,8	400	500	450	563	2808×1500×1764	2300	6-inline	T/A-A	Elec
6M26G500/6	506	556	30,8	450	563	500	625	2808×1500×1764	2300	6-inline	T/A-A	Elec
6M33G575/6	575	633	30,8	520	650	575	719	2798×1600×1900	2610	6-inline	T/A-A	Elec
6M33G600/6	610	670	30,8	550	688	600	750	2798×1600×1900	2610	6-inline	T/A-A	Elec
6M33G633/6^	645	710	30,8	575	719	633	791	2798×1680×1954	2620	6-inline	T/A-A	Elec
6M33G660/6^	670	740	30,8	600	750	660	825	2798×1680×1954	2620	6-inline	T/A-A	ECU
12M26G660/6	680	748	47,8	600	750	660	825	3182×1992×2150	3660	12-V	T/A-A	Elec
12M26G704/6	720	792	47,8	640	800	704	880	3182×1992×2150	3660	12-V	T/A-A	Elec
12M26G800/6	820	902	47,8	720	900	800	1000	3182×1992×2150	3660	12-V	T/A-A	Elec
12M26G900/6	920	1012	47,8	800	1000	900	1125	3182×1992×2150	3660	12-V	T/A-A	Elec
12M26G1000/6^	1014	1115	47,8	910	1138	1000	1250	3153×2026×2150	3700	12-V	T/A-A	Elec
12M33G1000/6	1007	1108	41,6	900	1125	1000	1250	3511×2192×2246	4395	12-V	T/A-A	Elec
12M33G1100/6	1150	1265	41,6	1000	1250	1100	1375	3511×2192×2246	4395	12-V	T/A-A	Elec
12M33G1200/6^	1200	1320	41,6	1092	1365	1200	1500	3511×2192×2246	4395	12-V	T/A-A	Elec
12M33G1300/6^	1290	1420	41,6	1176	1470	1300	1625	3511×2192×2246	4395	12-V	T/A-A	Elec
16M33G1400/6	1440	1580	71,6	1275	1594	1400	1750	2609×1542×1746*	5125*	16-V	T/A-W	ECU
16M33G1500/6	1530	1680	71,6	1365	1706	1500	1875	2609×1542×1746*	5125*	16-V	T/A-W	ECU
16M33G1650/6	1625	1785	71,6	1500	1875	1650	2063	2609×1542×1746*	5125*	16-V	T/A-W	ECU
16M33G1750/6^	1750	1920	71,6	1590	1988	1750	2188	2609×1542×1746*	5125*	16-V	T/A-W	ECU
12M55G2000/6	2050	2230	131,6	1852	2315	2000	2500	2934×1544×2715*	9550*	12-V	T/A-W	ECU
12M55G2250/6	2200	2420	131,6	2045	2557	2250	2813	2934×1544×2715*	9550*	12-V	T/A-W	ECU
12M55G2500/6^	2450	2700	131,6	2250	2813	2500	3125	2934×1544×2715*	9550*	12-V	T/A-W	ECU

NA=Naturally Aspirated, T=Turbocharged, T/A-A=Turbocharged & Air-to-Air Aftercooled, T/A-W=Turbocharged & Air-to-Water Aftercooled
*Dimensions and weight without radiator. All other dimensions and weights without this mark include the radiator.
^ These engines are designed for emergency standby power (ESP) applications only. The indicated PRP Power is for reference only.
[1] : Mechanical governor available as option

RATING 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 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.

Notes

- PowerKit Scope of Supply: engine, cooling system, air cleaner (unless otherwise noted).
- All ratings are rounded up and are for guidance only. Please refer to the specific engine technical datasheet for more information.
- All ratings are based on operating conditions under ISO 8528-1, ISO 3046, DIN6271. Performance tolerance of ±5%.
- Electrical outputs are based on typical alternator efficiency and are for guidance only.
- kVA Figures are calculated using 0.8 Power Factor.
- 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 of these; please contact the factory for details.
- Warranty Terms : PRP = 2 years / unlimited hours; ESP = 4 years / 800 hours.

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