

## Ratings

RPM	Gross Engine Output		
	COP kWm	PRP kWm	ESP kWm
1800	680	N/A	1115

## Basic Data

Engine model	12M26G910/6
N° of Cylinders / Valves	12/48
Bore x Stroke (mm)	150×150
Displacement (L)	31.8
Fuel System	Mechanical Pump
Aspiration	Turbocharged and Aftercooled
Compression ratio	15.7 :1
Flywheel housing	SAE 0
Flywheel	18"
N° Of teeth on flywheel ring gear	178
Inertia of flywheel (kg·m <sup>2</sup> )	6.97
Inertia of crankshaft (kg·m <sup>2</sup> )	2.58
Emission standard	N/A
Overall Dimensions with radiator (Length x Width x Height) (mm)	3233×1992×2150
Engine dry weight (kg)	3620
Engine wet weight (includes oil, coolant) (kg)	3920

### Air intake system

Air intake temperature rise (°C) .....	5
Air intake restriction Clean filter (Bar) .....	≤0.03
Air intake restriction Dirty filter (Bar) .....	≤0.065
Recommended air flow @ PRP (m <sup>3</sup> /sec). .....	N/A
Recommended air flow @ ESP (m <sup>3</sup> /sec) .....	1.55
Min. diameter of intake pipe (mm) .....	140

### Inter cooling system

Intercooler heat dissipating capacity @ PRP (kJ/s) .....	N/A
Intercooler heat dissipating capacity @ ESP (kJ/s) .....	298.4
Max. intake temperature @ 25°C ambient temperature (°C) .....	60
Max. difference between intake temperature and ambient temperature (°C) .....	≤21
Max. intake pressure drop of intercooler (kPa) .....	15

### Cooling system

Min. inside diameter of coolant outlet pipe (mm) .....	45
Coolant capacity of radiator (L) .....	108
Coolant alarm temperature (°C) .....	103
Thermostat opening temp./ full open temp (°C) .....	77/87
Min. pressure in cooling system (Bar) .....	0.5
Coolant capacity of the engine (L) .....	83

### Exhaust system

Max. exhaust back pressure (Bar) .....	0.075
Max. exhaust temperature Before turbocharger (°C) .....	750
Max. exhaust temperature After turbocharger (°C) .....	550
Exhaust flow @ PRP (m <sup>3</sup> /sec) .....	N/A
Exhaust flow @ ESP (m <sup>3</sup> /sec) .....	4.31
Min. diameter of exhaust pipe (mm) .....	300
Max. bending moment of turbocharged flange (N·m) .....	10

## Lubrication system

Oil Capacity Low-High (L)	78-109
Oil pressure in normal condition Idle speed (Bar)	$\geq 2$
Oil pressure in normal condition @ PRP (Bar)	4-6
Lowest oil pressure Alarm valve (Bar)	2
Max. oil temperature (°C)	105
Oil flow (L/min)	$\geq 360$
Oil fuel consumption ratio based on engine fuel consumption data	$\leq 0.3\%$
Total system capacity (including filter) (L)	109

## Noise

Diesel engine noise (Acoustic power level) (dB(A))	122
--	-----

## Fuel system

Governor	Electronical
Max. restriction at fuel pump inlet (clean/dirty filter) (Bar)	0.13
Max. fuel return restriction (Bar)	0.15
Max. fuel inlet temperature (°C)	45
Fuel supply flow @ PRP (m <sup>3</sup> /sec)	N/A
Fuel supply flow @ ESP (m <sup>3</sup> /sec)	$8.04 \times 10^{-5}$
Min. pressure of fuel pump (Bar)	0.35
Min. diameter of inlet pipe (mm)	12
Min. diameter of return pipe (mm)	12

## Electrical system

Electrical system voltage (V)	24
Starter power (kW)	9
Battery charger current (A)	55
Max. electric resistance of the starting circuit ( $\Omega$ )	0.002
Min. sectional area of wire (mm <sup>2</sup> )	90
Min. cold start temperature Without auxiliary starting device (°C)	0
Min. cold start temperature With auxiliary starting device (°C)	-10

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

Total heat dissipation @ ESP (kJ/s) .....2951

### Performance data

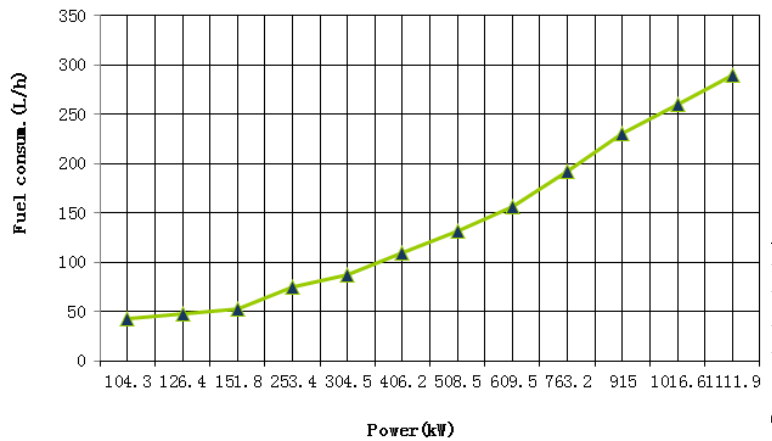
Mean Piston Speed (m/s) .....9

BMEP (Bar) .....23.38

Fan Absorbed Power (kW) .....51.2

Rating	Fuel Consumption(L/hr) @ 1800rpm
ESP	289.3
100% PRP	260.5
75% PRP	191.7
50% PRP	132.3
Fuel Consumption tolerance + 3%	

### Fuel consum.



### Ratings Definitions

#### Emergency Standby Power (ESP)

Engines of this rating provide power output with a varying load for the duration of a main power network failure. The average load factor should not exceed 70% of the engine's standby power rating. Typical operational hours of the engine is 200 hours, with a maximum expected usage of 500 hours. This includes an annual maximum of 25 hours per year at the standby power rating. No overload capability is allowed. The engine is not to be used for maintained utility paralleling applications.

#### Unlimited Prime Rated Power (PRP)

Engines of this rating provide unlimited hours of usage in a variable load application. The average load factor should not exceed 70% of the engine's prime power rating; with a maximum number of 500 operational hours at 100% prime power rating. An overload capability of 10% is available, however, is limited to a period of 1 in every 12 hours.

#### Continuous Power (COP)

Engines of this rating provide unlimited hours of usage per year at a constant 100% load factor. No overload capability is allowed.

- 1) The power ratings are in accordance with ISO 3046.
- 2) Test conditions: 100 kPa, 25 °C air inlet temperature, relative humidity of 30%, with fuel density 0.84 kg/L.
- 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.