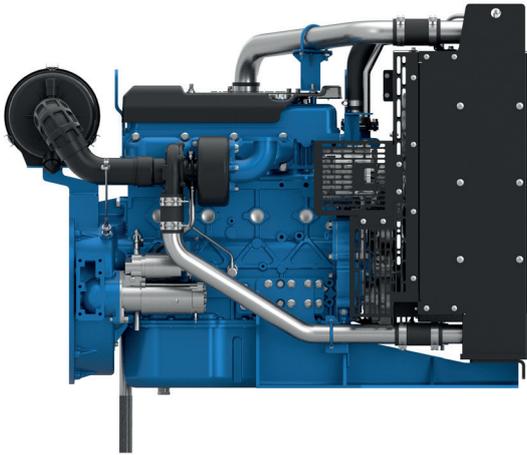




4M10

PowerKit ESP/PRP Diesel Engine



Bore & Stroke (mm)	105 x 118
Displacement (L)	4.1
N° of Cylinders	4
Cylinders Arrangement	In line
Fuel System	Mechanical
Governor (Gov.)	Electronic
Aspiration (Asp.)	T- T/A-A

Customer benefits

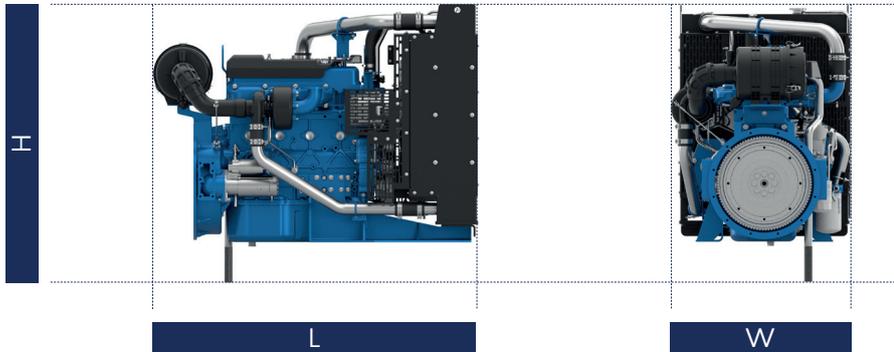
Warranty terms – 2 yrs unlimited PRP, 4 yrs/800h ESP
 50°C Cooling package standard with low derating
 Low fuel consumption across the range
 Extended MTBO

ESP/ PRP									
Diesel Engine Models	Gross Engine Output		Typical Generator Output				RPM	Asp.	Gov.
	ESP	PRP	ESP		PRP				
	kWm		kWe	kVA	kWe	kVA			
4M10G2D0/S	66	60	57	72	52	65	1500	T	ELEC
4M10G4D0/S	80	72	88	70	80	64	1500	T	ELEC
4M10G6D0/S	100	90	88	110	80	100	1500	T/A-A	ELEC
4M10G2D0/S	80	72	68	85	60	75	1800	T	ELEC
4M10G4D0/S	95	85	83	103	75	94	1800	T	ELEC
4M10G6D0/S	115	105	100	125	90	112	1800	T/A-A	ELEC

Standard Equipment

Engine and block	Cast iron gantry type structure block One-piece forged crankshaft Separate cast iron cylinder heads and wet liners Aluminum alloy pistons with oil cooling gallery
Cooling System	Radiator and hoses supplied directly mounted on the engine Thermostatically-controlled system with belt driven coolant pump and pusher fan
Lubrication system	Flat bottom large capacity oil pan Spin-on full-flow lube oil filter
Fuel system	P type fuel injection pump and injector for higher inject pressure. Duplex fine filter for better efficiency
Air intake and exhaust system	Top- mounted turbocharged optimized for gen-set application Special rear mounted air filter with restriction indicator Exhaust manifold shield for heat isolating
Electrical System	12V DC electric starter motor and battery charging alternator Low Oil pressure & high water temperature sensors
Flywheel and housing	SAE 3 flywheel housing and 11.5" flywheel

Dimensions and dry weight (mm/kg)



Diesel Engine	Speed RPM	Dimensions and dry weights including radiator			
		L mm	W mm	H mm	Weight Kg
4M10G2D0/S	1500/1800	1258	708	885	453
4M10G4D0/S	1500/1800	1258	708	885	453
4M10G6D0/S	1500/1800	1330	741	995	453

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.

Unlimited 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.
- 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.

