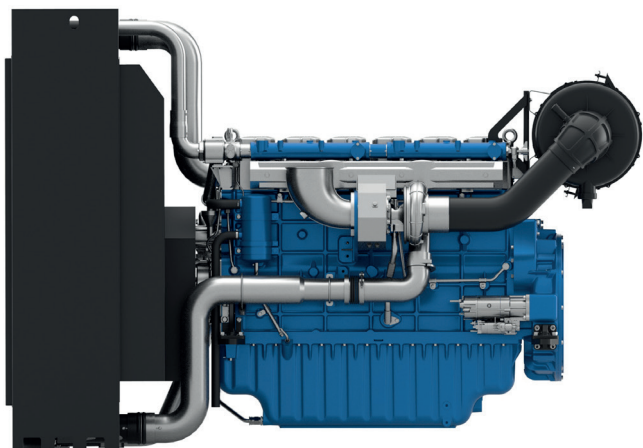




# 6M33

PowerKit ESP/PRP/DCP/COP Diesel Engine



Bore & Stroke (mm)	150 x 185
Displacement (L)	19.6
N° of Cylinders	6
Cylinders Arrangement	In line
Fuel System	High Pressure Common Rail/ Mechanical
Governor (Gov.)	ECU/ Electronic
Aspiration (Asp.)	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

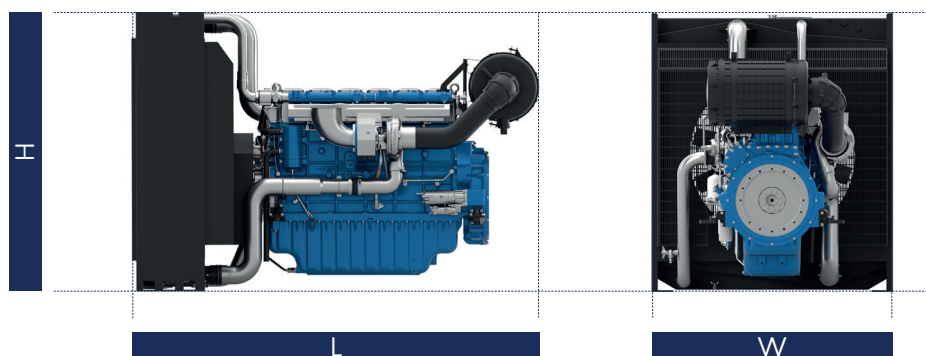
ESP/ PRP/ DCP												
Diesel Engine Models	Gross Engine Output			Typical Generator Output						RPM	Asp.	Gov.
	ESP	PRP	DCP	ESP		PRP		DCP				
	kWm			kWe	kVA	kWe	kVA	kWe	kVA			
6M33G2D0/S	633	575	-	572	715	520	650	-	-	1500	T/A-A	ECU
6M33G750/5	670	610	-	600	750	544	680	-	-	1500	T/A-A	ELEC
6M33G6D0/S	725	675	675	660	825	600	750	600	750	1500	T/A-A	ECU
6M33G2D0/S	633	575	-	575	719	520	650	-	-	1800	T/A-A	ECU
6M33G600/6	670	610	-	600	750	550	688	-	-	1800	T/A-A	ELEC
6M33G633/6	710	645	-	633	791	575	719	-	-	1800	T/A-A	ELEC
6M33G6D0/S	740	670	670	660	825	600	750	600	750	1800	T/A-A	ECU

\* Please note that models ending with S are switchable engines

COP									
COP Diesel Engine Models	Gross Engine Output		Typical Generator Output				RPM	Asp.	Gov.
	COP	PRP	COP		PRP				
	kWm		kWe	kVA	kWe	kVA			
6M33G2D0/5	460	575	400	500	520	650	1500	T/A-A	ECU
6M33G2D0/6	515	610	460	575	550.4	688	1800	T/A-A	ECU



### Dimensions and dry weight (mm/kg)



Diesel Engine	Speed RPM	Dimensions and dry weights			
		L	W	H	Weight
		mm	mm	mm	kg
6M33G2D0/S	1500/1800	2798	1680	1954	2452
6M33G750/5	1500	2798	1680	1954	2452
6M33G6D0/S	1500/1800	2798	1680	1954	2452
6M33G2D0/S	1500/1800	2798	1680	1954	2452
6M33G600/6	1800	2798	1680	1954	2452
6M33G633/6	1800	2798	1680	1954	2452
6M33G2D0/5	1500	2798	1680	1954	2620
6M33G2D0/6	1800	2808	1500	1764	2300

### 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 Separate cast iron cylinder heads with 4 valves 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	Radiator and hoses supplied separately Thermostatically-controlled system with belt driven coolant pump and pusher fan
Lubrication system	Full flow screw able oil filters Lube oil purifier with replaceable cartridge (not included for ECU engines) Water cooled lube oil cooler
Fuel system	In line fuel injection pump with flanged electronic governor, for engines with electronic governor High pressure Common Rail injection system, for engines with ECU Duplex fine filter and water separation filter assembly with transparent cup for better efficiency Electric fuel priming pump integrated in the filters support
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 Vdc electric starter motor and battery charging alternator LOP + HWT sensors
Flywheel and housing	SAE 1 flywheel housing and 14" flywheel

## 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.

### 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.

### 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.

