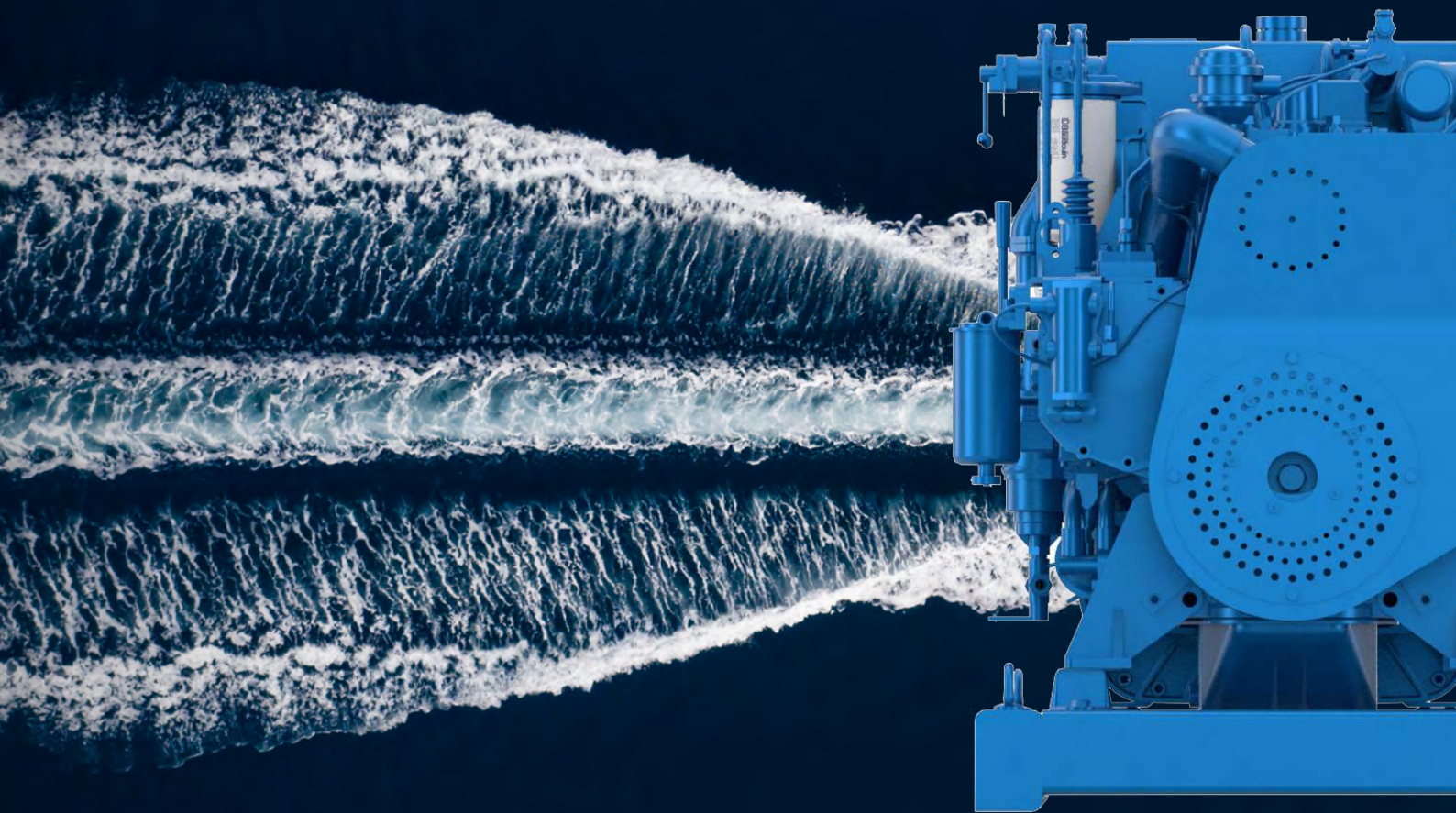
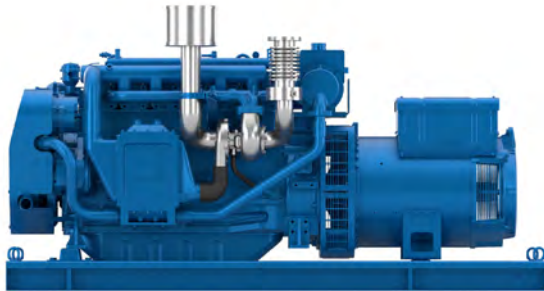




6W105S

Marine Generator Set



Number of cylinders	L6
Bore and stroke (mm)	105 X 130
Total displacement (L)	6.7
Engine rotation	Counterclockwise
Idle speed (rpm)	650
Flywheel	11.5"
Flywheel housing	SAE 3

Rating table

Ratings					Voltage	Fuel Consumption						Emissions
Rating	Hz	kVA	kWe	rpm		@ 100%		@ 75%		@ 50%		IMO
PRP	50	100	80	1500	380 ~ 415	178	18	195	15	215	11	N/A
PRP	50	125	100	1500	380 ~ 415	190	24	195	19	212	14	N/A
PRP	50	135	108	1500	380 ~ 415	194	27	196	20	209	15	N/A
PRP	50	150	120	1500	380 ~ 415	192	29	196	23	207	16	N/A
PRP	60	115	92	1800	440 ~ 480	170	20	179	16	197	12	N/A
PRP	60	135	108	1800	440 ~ 480	202	28	207	22	231	16	N/A
PRP	60	143	114	1800	440 ~ 480	197	29	209	23	231	17	N/A
PRP	60	155	124	1800	440 ~ 480	196	31	205	24	220	17	II
PRP	60	170	136	1800	440 ~ 480	196	34	205	27	215	19	II

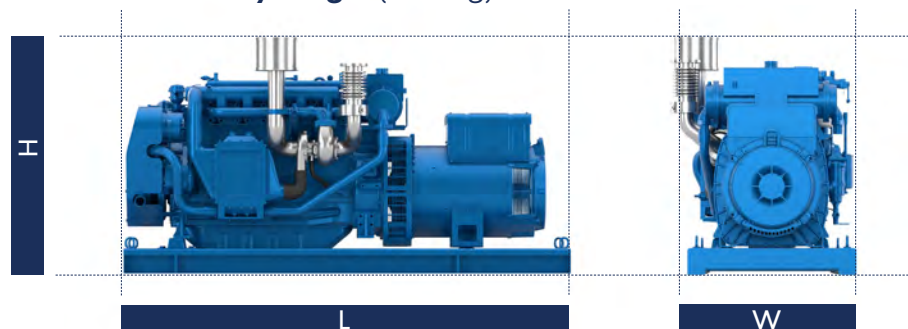
Generator Sets Engines

Power Class		Definition
PRP	Prime Running Power	Unrestricted running time Time at full load $\leq$ 500 hours per year Load variation $\leq$ 75% of the rated power Overload available 10%: 1 hour in a 12-hours period
ESP	Emergency Standby Power	Running time (max): 200 hours per year Load variation $\leq$ 110% of the prime power Average load factor should not exceed 70% of the engine's ESP power rating

Baudouin's Engine DNA: Genuine Marine Power, Efficiency & Reliability

Our genuine marine engine design is specifically engineered for marine applications, ensuring durability, performance, and seamless integration in the most demanding environments. Designed for easy maintenance, our engines feature individual cylinder heads, allowing for quick servicing and minimal downtime to ensure uninterrupted operations. Built with key components made from highly durable materials, our engines guarantee long-term reliability and endurance in every condition.

Dimensions and dry weight (mm/kg)



L (mm)	W (mm)	H (mm)	Weight* (Kg)
2140	1042 - 1142	1066	1216 - 1248

*Weight with 5% tolerance

Standard equipment

Cooling System

Two-stage cooling circuit with integrated HT thermostatic valve
 High efficiency heat exchanger (Tube Type) with integrated fresh water expansion tank
 Gear-driven self-priming raw water pump with rubber impeller
 Belt-driven centrifugal freshwater pump

Lubrication System

Simplex full-flow spin-on lube oil filters
 Freshwater-cooled lube oil cooler
 Mechanical oil drain pump

Fuel System

Mechanical fuel injection system
 Double-wall fuel injection pipe with leakage detection system
 Duplex fuel filters, replaceable while engine is running
 Simplex fuel prefilter with water separator
 Mechanical fuel priming pump

Intake Air and Exhaust System

Dry-type exhaust gas manifold
 High efficiency dry-type turbocharger with heat insulation
 Raw water cooled charge air cooler

Electrical System

24V DC system, Insulated
 Electrical Starter
 Battery Charger 55A

Optional Equipment

Keel Cooling configuration

Wet exhaust

Generator

50/60 Hz frequency, 4 poles
 Insulation / heating class H/H
 Electronic voltage regulation

Brushless excitation
 IP23 Protection, marine impregnation
 Single bearing

Power definition

(Standard ISO 3046-1:2002)

Reference conditions

Ambient temperature	25°C / 77°F
Barometric pressure	100 kPa
Relative humidity	30%R
Raw water temperature	25°C / 77°F

Fuel oil

Relative density	0,840 ± 0,005
Lower calorific power	42 700 kJ/kg
Consumption tolerances	± 5%
Inlet limit temperature	35°C / 95°F

Our ratings also comply with classification societies maximum temperature definition without power derating.

Ambient temperature	45°C / 113°F
Raw water temperature	32°C / 90°F

M.G.S.6W105S.07.26

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