



SDEC POWER



SHANGHAI NEW POWER AUTOMOTIVE TECHNOLOGY CO.,LTD.

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SNAT-DZ-25-05-A-CN
Photo of Engines Are Only for Reference

Diesel Engine Selection manual of SDEC Power

A Leading Quality Power Solutions Provider



VISION

Become world-renowned and trusted as a powertrain system supplier with superior core competence.

MISSION

Create value for customers with excellent quality;
Promote employee development through sterling moral character;
Drive social advancement by a centennial brand.

CORE VALUES

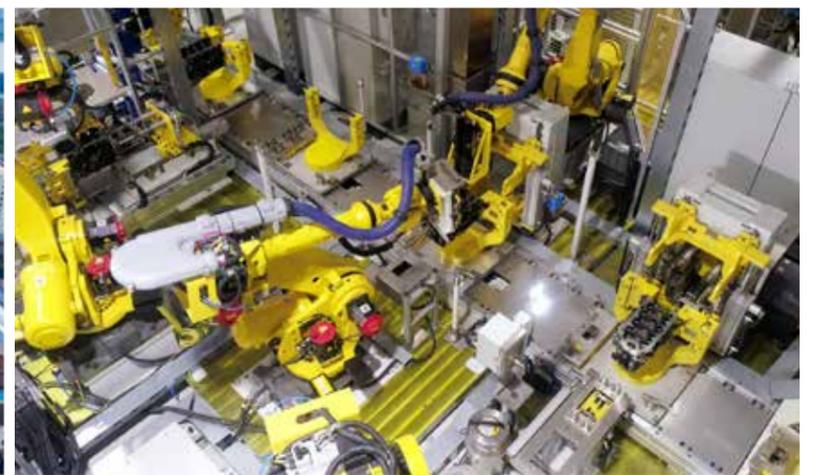
Honesty and Accountability,
Openness and Inclusiveness,
Innovation and Enterprise.

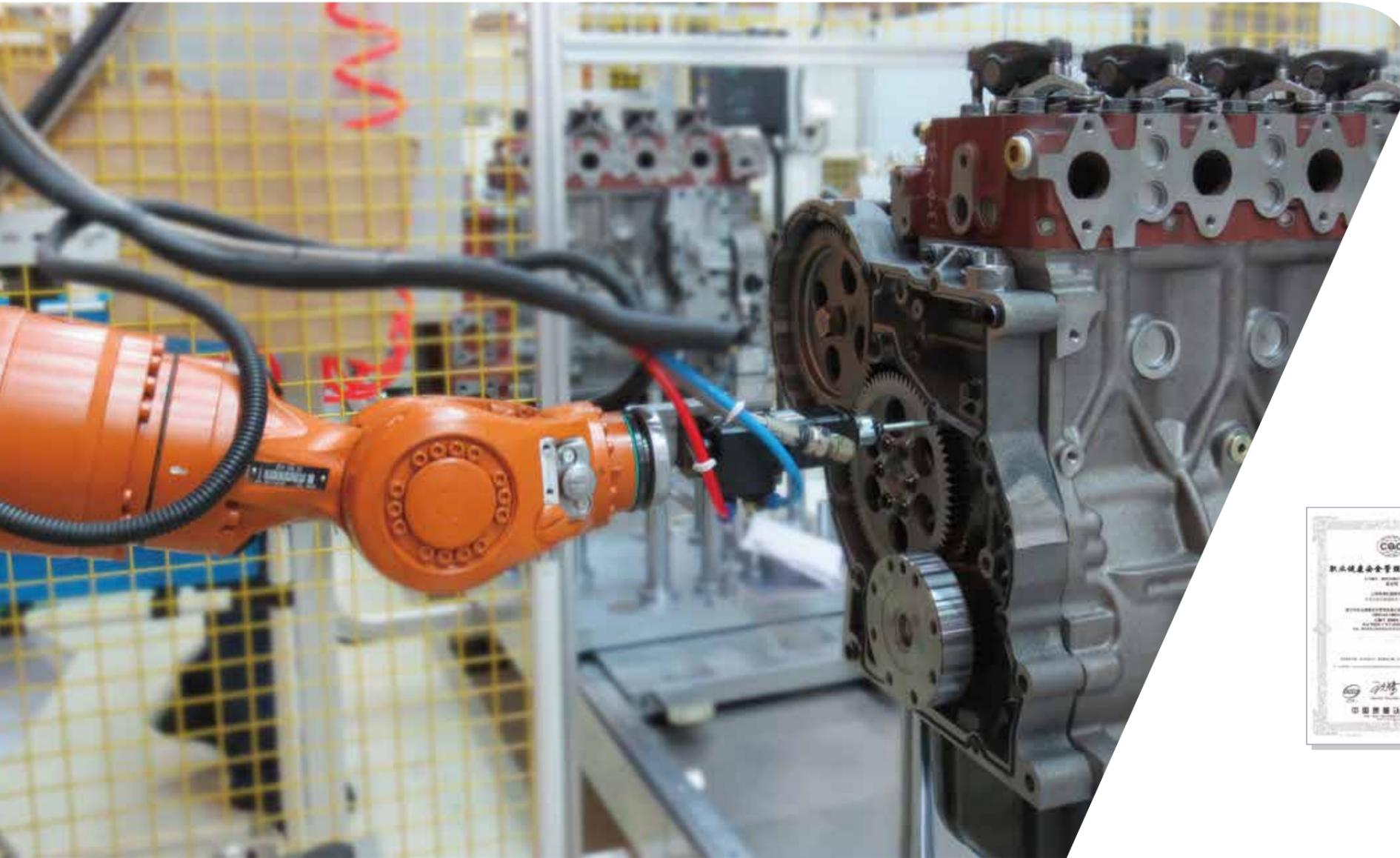
Shanghai New Power Automobile Technology Co., Ltd., formerly known as Shanghai Diesel Engine Co., Ltd., was founded in 1947 and is now affiliated to SAIC Motor Corporation. In 1993, it was restructured into a state-owned holding company that issues A and B shares at home and abroad. The company owns the industry's first national-level technology center and post-doctoral workstation, adopts SAIC passenger car standard quality management system and advanced automated production lines. In the course of 75 years of development, it has produced more than 2.35 million engines of various types, with products all over the world.

In 2021, the company will complete the asset reorganization and hold 100% equity of SAIC Hongyan Automobile Co., Ltd. and 40% equity of SAIC Fiat Hongyan Powertrain Co., Ltd., forming a coordinated development pattern of "complete vehicle + powertrain". In the powertrain segment, the company continued to increase investment in the traditional power business field, and developed new energy power to form a "traditional power + new energy power" and "dual track" coordinated development pattern.

The company has always been committed to providing high-quality power products, constantly creating value and wealth for customers, and always insisting and striving to become a leading quality diesel engine and new energy power solution provider in China.

The company's engine segment continues to use the "SDEC Power" product brand.





SDEC HAS BEEN CERTIFICATED



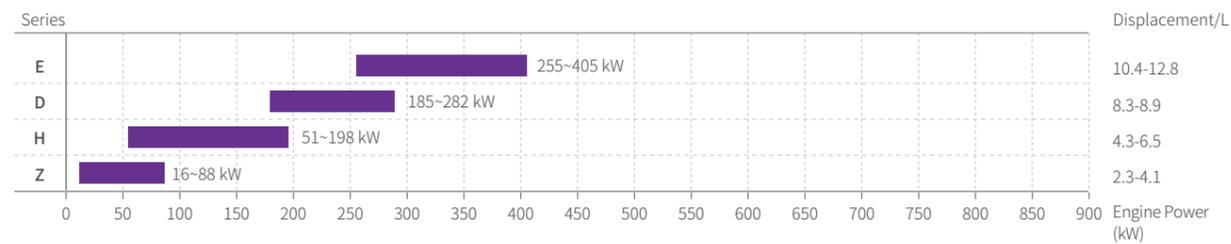
ISO 9001:2015 Quality Management System Certification
 ISO 45001:2018 Occupational Health and Safety Management System Certification
 ISO 14001:2015 Environmental Management System Certification
 LL-C Certificate

CONTENTS

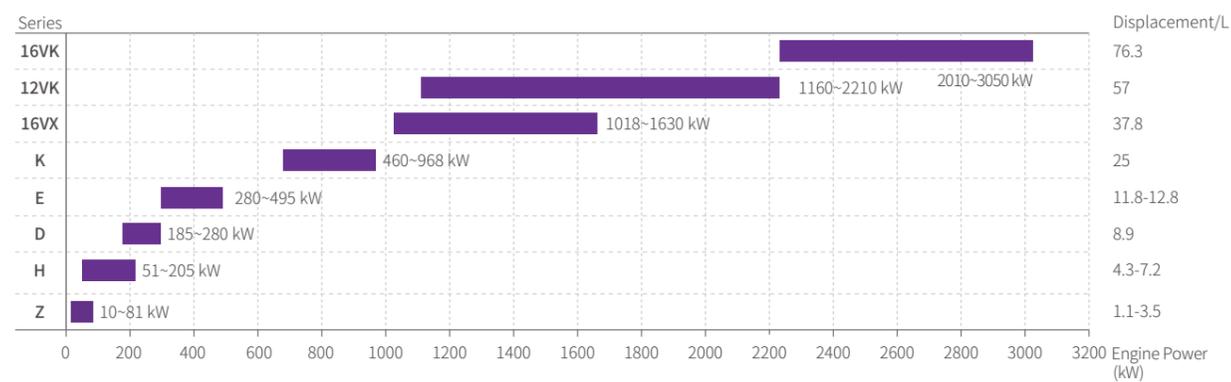


DIESEL MODEL SPECTRUM OF SDEC POWER STATION

STAGE II EMISSION



STAGE III EMISSION



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50HZ

Series	Generator Set		Engine Model	Basic Engine Information								
	Common Power (kW)	Standby Power (kW)		Commonly Used power (kW)	Reserve Power (kW)	Arrangement/ Number of Cylinders	Bore Size x Stroke (mm x mm)	Displacement (L)	Emission Standards	Speed Regulation Method	Air Intake Method	Flywheel/ Flywheel Housing
Z	8	8.8	3Z1.1-G42	10	11	Inline 3 Cylinder	78×78.4	1.1	National IV	Electronically Controlled High Voltage Common Rail	Naturally Aspirated	SAE5#6.5"
	13	14.3	3Z1.1-G41	16.8/3000	18.5/3000	Inline 3 Cylinder	78×78.4	1.1	National IV	Electronically Controlled High Voltage Common Rail	Naturally Aspirated	SAE5#6.5"
	10	11	3ZT1.1-G42	12.8	14.1	Inline 3 Cylinder	78×78.4	1.1	National IV	Electronically Controlled High Voltage Common Rail	Supercharge	SAE5#6.5"
	20	22	3ZT1.1-G41	25/3000	27/3000	Inline 3 Cylinder	78×78.4	1.1	National IV	Electronically Controlled High Voltage Common Rail	Supercharge	SAE5#6.5"
	12	13.2	4Z2.9-G43	16	18	Inline 4 Cylinder	93×105	2.9	National IV	Electronically Controlled High Voltage Common Rail	Naturally Aspirated	SAE4#7.5"
	16	18	4Z2.9-G42	22	24	Inline 4 Cylinder	93×105	2.9	National IV	Electronically Controlled High Voltage Common Rail	Naturally Aspirated	SAE4#7.5"
	20	22	4Z2.9-G41	27	30	Inline 4 Cylinder	93×105	2.9	National IV	Electronically Controlled High Voltage Common Rail	Naturally Aspirated	SAE4#7.5"
	12	13.2	4Z2.9-G430	16	18	Inline 4 Cylinder	93×105	2.9	National IV	Electronically Controlled VP Pump	Naturally Aspirated	SAE4#7.5"
	16	18	4Z2.9-G420	22	24	Inline 4 Cylinder	93×105	2.9	National IV	Electronically Controlled VP Pump	Naturally Aspirated	SAE4#7.5"
	20	22	4Z2.9-G410	27	30	Inline 4 Cylinder	93×105	2.9	National IV	Electronically Controlled VP Pump	Naturally Aspirated	SAE4#7.5"
	25	27.5	4Z3.2-G42	32	35	Inline 4 Cylinder	98×105	3.2	National IV	Electronically Controlled High Voltage Common Rail	Naturally Aspirated	SAE4#7.5"
	30	33	4Z3.2-G41	36	40	Inline 4 Cylinder	98×105	3.2	National IV	Electronically Controlled High Voltage Common Rail	Naturally Aspirated	SAE4#7.5"
	48	52.5	4ZTAA3.2-G34	58	63.5	Inline 4 Cylinder	98×105	3.2	National III	Electronically Controlled High Voltage Common Rail	Supercharged Intercooler	SAE3#11.5"
	32	35	4ZTAA3.2-G33	39	44	Inline 4 Cylinder	98×105	3.2	National III	Electronically Controlled High Voltage Common Rail	Supercharged Intercooler	SAE3#11.5"
	40	44	4ZTAA3.2-G32	49	54	Inline 4 Cylinder	98×105	3.2	National III	Electronically Controlled High Voltage Common Rail	Supercharged Intercooler	SAE3#11.5"
55	60	4ZTAA3.2-G31	64	70	Inline 4 Cylinder	98×105	3.2	National III	Electronically Controlled High Voltage Common Rail	Supercharged Intercooler	SAE3#11.5"	
60	66	4ZTAA3.5-G31	74	81	Inline 4 Cylinder	98×115	3.5	National III	Electronically Controlled High Voltage Common Rail	Supercharged Intercooler	SAE3#11.5"	
40	44	4HTAA4.3-G31	51	56	Inline 4 Cylinder	105×124	4.3	National III	Electronically Controlled High Voltage Common Rail	Supercharged Intercooler	SAE3#11.5"	
50	55	4HTAA4.3-G32	62	68	Inline 4 Cylinder	105×124	4.3	National III	Electronically Controlled High Voltage Common Rail	Supercharged Intercooler	SAE3#11.5"	
64	70	4HTAA4.3-G33	78	86	Inline 4 Cylinder	105×124	4.3	National III	Electronically Controlled High Voltage Common Rail	Supercharged Intercooler	SAE3#11.5"	
80	90	4HTAA4.3-G34	95	105	Inline 4 Cylinder	105×124	4.3	National III	Electronically Controlled High Voltage Common Rail	Supercharged Intercooler	SAE3#11.5"	
90	100	4HTAA4.3-G35	106	117	Inline 4 Cylinder	105×124	4.3	National III	Electronically Controlled High Voltage Common Rail	Supercharged Intercooler	SAE3#11.5"	
H	110	120	4HTAA4.3-G36	125	140	Inline 4 Cylinder	105×124	4.3	National III	Electronically Controlled High Voltage Common Rail	Supercharged Intercooler	SAE3#11.5"
110	120	6HTAA6.5-G31	128	141	Inline 6 Cylinder	105×124	6.5	National III	Electronically Controlled High Voltage Common Rail	Supercharged Intercooler	SAE3#11.5"	
120	132	6HTAA6.5-G32	140	155	Inline 6 Cylinder	105×124	6.5	National III	Electronically Controlled High Voltage Common Rail	Supercharged Intercooler	SAE3#11.5"	
135	150	6HTAA6.5-G35	155	170	Inline 6 Cylinder	105×124	6.5	National III	Electronically Controlled High Voltage Common Rail	Supercharged Intercooler	SAE3#11.5"	
150	165	6HTAA6.5-G33	168	185	Inline 6 Cylinder	105×124	6.5	National III	Electronically Controlled High Voltage Common Rail	Supercharged Intercooler	SAE3#11.5"	
160	180	6HTAA6.5-G34	186	205	Inline 6 Cylinder	105×124	6.5	National III	Electronically Controlled High Voltage Common Rail	Supercharged Intercooler	SAE3#11.5"	
160	180	6DTAA8.9-G31	185	204	Inline 6 Cylinder	114×144	8.9	National III	Electronically Controlled High Voltage Common Rail	Supercharged Intercooler	SAE2#11.5"	
180	200	6DTAA8.9-G32	195	228	Inline 6 Cylinder	114×144	8.9	National III	Electronically Controlled High Voltage Common Rail	Supercharged Intercooler	SAE2#11.5"	
200	220	6DTAA8.9-G33	230	253	Inline 6 Cylinder	114×144	8.9	National III	Electronically Controlled High Voltage Common Rail	Supercharged Intercooler	SAE2#11.5"	
220	250	6DTAA8.9-G34	255	280	Inline 6 Cylinder	114×144	8.9	National III	Electronically Controlled High Voltage Common Rail	Supercharged Intercooler	SAE2#11.5"	
250	280	6ETAA11.8-G32	280	308	Inline 6 Cylinder	128×153	11.8	National III	Electronically Controlled High Voltage Common Rail	Supercharged Intercooler	SAE1#14"	
280	300	6ETAA11.8-G33	307	338	Inline 6 Cylinder	128×153	11.8	National III	Electronically Controlled High Voltage Common Rail	Supercharged Intercooler	SAE1#14"	
300	330	6ETAA11.8-G31	340	380	Inline 6 Cylinder	128×153	11.8	National III	Electronically Controlled High Voltage Common Rail	Supercharged Intercooler	SAE1#14"	
320	360	6ETAA12.8-G32	360	400	Inline 6 Cylinder	130×161	12.8	National III	Electronically Controlled High Voltage Common Rail	Supercharged Intercooler	SAE1#14"	
360	400	6ETAA12.8-G31	401	441	Inline 6 Cylinder	130×161	12.8	National III	Electronically Controlled High Voltage Common Rail	Supercharged Intercooler	SAE1#14"	
400	440	6ETAA12.8-G310	450	495	Inline 6 Cylinder	130×161	12.8	National III	Electronically Controlled High Voltage Common Rail	Supercharged Intercooler	SAE1#14"	

Product Description

Diesel Engine Selection manual of SDEC Power

50HZ

Series	Generator Set		Engine Model	Basic Engine Information									
	Common Power (kW)	Standby Power (kW)		Commonly Used power (kW)	Reserve Power (kW)	Arrangement/ Number of Cylinders	Bore Size x Stroke (mm x mm)	Displacement (L)	Emission Standards	Speed Regulation Method	Air Intake Method	Flywheel/ Flywheel housing	
K	400	450	6KTA25-G311	460	506	Inline 6 Cylinder	170×185	25.2	National III	Electronically Controlled Unit Pump	Supercharged Intercooler	SAE0#18"	
	450	500	6KTA25-G310	520	572	Inline 6 Cylinder	170×185	25.2	National III	Electronically Controlled Unit Pump	Supercharged Intercooler	SAE0#18"	
	500	550	6KTA25-G39	572	629	Inline 6 Cylinder	170×185	25.2	National III	Electronically Controlled Unit Pump	Supercharged Intercooler	SAE0#18"	
	560	600	6KTA25-G38	622	684	Inline 6 Cylinder	170×185	25.2	National III	Electronically Controlled Unit Pump	Supercharged Intercooler	SAE0#18"	
	600	/	6KTA25-G37	672	/	Inline 6 Cylinder	170×185	25.2	National III	Electronically Controlled Unit Pump	Supercharged Intercooler	SAE0#18"	
	400	450	6KTA25-G36	460	506	Inline 6 Cylinder	170×185	25.2	National III	Electronically Controlled High Voltage Common Rail	Supercharged Intercooler	SAE0#18"	
	450	500	6KTA25-G35	520	572	Inline 6 Cylinder	170×185	25.2	National III	Electronically Controlled High Voltage Common Rail	Supercharged Intercooler	SAE0#18"	
	500	550	6KTA25-G34	572	629	Inline 6 Cylinder	170×185	25.2	National III	Electronically Controlled High Voltage Common Rail	Supercharged Intercooler	SAE0#18"	
	560	600	6KTA25-G33	622	684	Inline 6 Cylinder	170×185	25.2	National III	Electronically Controlled High Voltage Common Rail	Supercharged Intercooler	SAE0#18"	
	600	660	6KTA25-G32	685	754	Inline 6 Cylinder	170×185	25.2	National III	Electronically Controlled High Voltage Common Rail	Supercharged Intercooler	SAE0#18"	
	660	720	6KTA25-G31	728	800	Inline 6 Cylinder	170×185	25.2	National III	Electronically Controlled High Voltage Common Rail	Supercharged Intercooler	SAE0#18"	
	720	800	6KTA25-G320	820	902	Inline 6 Cylinder	170×185	25.2	National III	Electronically Controlled High Voltage Common Rail	Supercharged Intercooler	SAE0#18"	
	800	900	6KTA25-G321	880	968	Inline 6 Cylinder	170×185	25.2	National III	Electronically Controlled High Voltage Common Rail	Supercharged Intercooler	SAE0#18"	
	900	1000	16XTAA38-G34	1018	1120	V Type 16 Cylinder	135×165	37.8	National III	Electronically Controlled High Voltage Common Rail	Supercharged Intercooler	SAE0#18"	
	1000	1100	16XTAA38-G33	1130	1240	V Type 16 Cylinder	135×165	37.8	National III	Electronically Controlled High Voltage Common Rail	Supercharged Intercooler	SAE0#18"	
1100	1200	16XTAA38-G32	1225	1350	V Type 16 Cylinder	135×165	37.8	National III	Electronically Controlled High Voltage Common Rail	Supercharged Intercooler	SAE0#18"		
1200	1350	16XTAA38-G31	1350	1480	V Type 16 Cylinder	135×165	37.8	National III	Electronically Controlled High Voltage Common Rail	Supercharged Intercooler	SAE0#18"		
1250	1400	16XTAA38-G311	1390	1530	V Type 16 Cylinder	135×165	37.8	National III	Electronically Controlled High Voltage Common Rail	Supercharged Intercooler	SAE0#18"		
1400	1500	16XTAA38-G310	1530	1630	V Type 16 Cylinder	135×165	37.8	National III	Electronically Controlled High Voltage Common Rail	Supercharged Intercooler	SAE0#18"		
1000	1100	12KTA58-G37	1160	1280	V Type 12 Cylinder	170×210	57.2	National III	Electronically Controlled High Voltage Common Rail	Supercharged Intercooler	SAE00#21"		
1100	1200	12KTA58-G36	1280	1410	V Type 12 Cylinder	170×210	57.2	National III	Electronically Controlled High Voltage Common Rail	Supercharged Intercooler	SAE00#21"		
1250	1350	12KTA58-G35	1420	1560	V Type 12 Cylinder	170×210	57.2	National III	Electronically Controlled High Voltage Common Rail	Supercharged Intercooler	SAE00#21"		
1350	1500	12KTA58-G34	1560	1720	V Type 12 Cylinder	170×210	57.2	National III	Electronically Controlled High Voltage Common Rail	Supercharged Intercooler	SAE00#21"		
1500	1650	12KTA58-G33	1720	1890	V Type 12 Cylinder	170×210	57.2	National III	Electronically Controlled High Voltage Common Rail	Supercharged Intercooler	SAE00#21"		
1600	1800	12KTA58-G32	1850	2035	V Type 12 Cylinder	170×210	57.2	National III	Electronically Controlled High Voltage Common Rail	Supercharged Intercooler	SAE00#21"		
1800	2000	12KTA58-G31	2010	2210	V Type 12 Cylinder	170×210	57.2	National III	Electronically Controlled High Voltage Common Rail	Supercharged Intercooler	SAE00#21"		
1800	2000	16KTA76-G34	2010	2210	V Type 16 Cylinder	170×210	76.3	National III	Electronically Controlled High Voltage Common Rail	Supercharged Intercooler	SAE00#21"		
2000	2200	16KTA76-G33	2250	2500	V Type 16 Cylinder	170×210	76.3	National III	Electronically Controlled High Voltage Common Rail	Supercharged Intercooler	SAE00#21"		
2200	2400	16KTA76-G32	2510	2780	V Type 16 Cylinder	170×210	76.3	National III	Electronically Controlled High Voltage Common Rail	Supercharged Intercooler	SAE00#21"		
2400	2600	16KTA76-G31	2680	2950	V Type 16 Cylinder	170×210	76.3	National III	Electronically Controlled High Voltage Common Rail	Supercharged Intercooler	SAE00#21"		
2500	2800	16KTA76-G310	2773	3050	V Type 16 Cylinder	170×210	76.3	National III	Electronically Controlled High Voltage Common Rail	Supercharged Intercooler	SAE00#21"		

Product Description

Diesel Engine Selection manual of SDEC Power

Series	Generator Set		Engine Model	Basic Basic Engine Information Information								
	Common Power (kW)	Standby Power (kW)		Common Power (kW)	Reserve Power (kW)	Arrangement/ Number of Cylinders	Bore Size x Stroke (mm x mm)	Displacement (L)	Emission Standards	Speed Regulation Method	Air Intake Method	Flywheel/ Flywheel Housing
Z	12	13.2	4Z2.3-G11	16	18	Inline 4 Cylinder	85x100	2.3	National II	Mechanical Speed Regulation	Self-Priming	SAE4#7.5 ²
	12	13.2	4Z2.3-G21	16	18	Inline 4 Cylinder	85x100	2.3	National II	Electronic Speed Regulation	Self-Priming	SAE4#7.5 ²
	16	18	4Z2.7-G11	22	24	Inline 4 Cylinder	90x105	2.7	National II	Mechanical Speed Regulation	Self-Priming	SAE4#7.5 ²
	16	18	4Z2.7-G21	22	24	Inline 4 Cylinder	90x105	2.7	National II	Electronic Speed Regulation	Self-Priming	SAE4#7.5 ²
	20	22	4Z3.0-G11	27	30	Inline 4 Cylinder	95x105	3.0	National II	Mechanical Speed Regulation	Self-Priming	SAE4#7.5 ²
	20	22	4Z3.0-G21	27	30	Inline 4 Cylinder	95x105	3.0	National II	Electronic Speed Regulation	Self-Priming	SAE4#7.5 ²
	25	27.5	4Z3.2-G11	32	35	Inline 4 Cylinder	98x105	3.2	National II	Mechanical Speed Regulation	Self-Priming	SAE4#7.5 ²
	25	27.5	4Z3.2-G21	32	35	Inline 4 Cylinder	98x105	3.2	National II	Electronic Speed Regulation	Self-Priming	SAE4#7.5 ²
	32	35	4ZT3.2-G11	39	44	Inline 4 Cylinder	98x105	3.2	National II	Mechanical Speed Regulation	Supercharge	SAE4#7.5 ²
	32	35	4ZT3.2-G21	39	44	Inline 4 Cylinder	98x105	3.2	National II	Electronic Speed Regulation	Supercharge	SAE4#7.5 ²
	40	44	4ZT3.5-G21	49	54	Inline 4 Cylinder	98x115	3.5	National II	Electronic Speed Regulation	Supercharge	SAE3#11.5 ²
	50	55	4ZT4.1-G21	60	66	Inline 4 Cylinder	105x118	4.1	National II	Electronic Speed Regulation	Supercharge	SAE3#11.5 ²
	55	60	4ZTAA4.1-G21	64	70	Inline 4 Cylinder	105x118	4.1	National II	Electronic Speed Regulation	Supercharge Intercooler	SAE3#11.5 ²
	64	70	4ZTAA4.1-G22	74	81	Inline 4 Cylinder	105x118	4.1	National II	Electronic Speed Regulation	Supercharge Intercooler	SAE3#11.5 ²

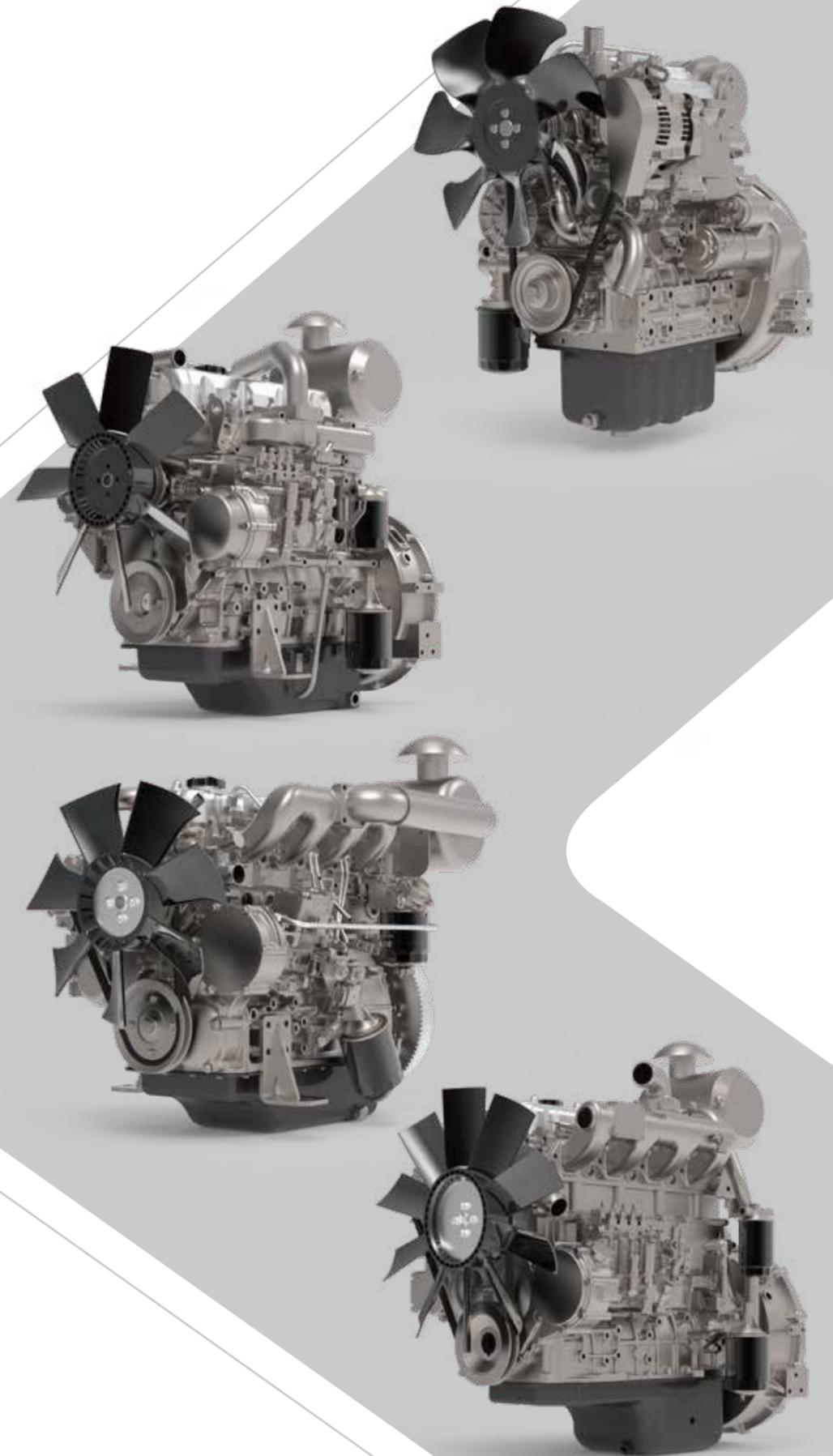
Z

Power Output: 10~88kW

The displacement of Z series engine ranges from 1.1L to 4.1L, and the power ranges from 10kW to 88kW. It is an ideal supporting power for small power generator sets.

Product Features

- Adopt direct injection technology, with excellent starting performance;
- Bosch non road dedicated high pressure common rail system is adopted, with excellent performance, emission and reliability;
- Compact structure, low vibration noise;
- The professional team guarantees to provide necessary technical support for customers at any time;
- High quality after-sales service and adequate supply of accessories can solve the worries of users.



TECHNICAL PARAMETERS

STAGE III EMISSION

Model		4ZTAA3.5-G31	4ZTAA3.2-G31	4ZTAA3.2-G32	4ZTAA3.2-G33	4ZTAA3.2-G34	4Z3.2-G41	4Z3.2-G42	
Air Intake Method		Supercharged Intercooler					Naturally Aspirated		
No. Cylinders x Cylinder Bore x Stroke	mm	4x98x115					4x98x105		
Cylinder Liner Type		Wet Type							
Compression Ratio		17.5							
Displacement	L	3.5	3.17						
Fuel System		High Voltage Common Rail							
Speed Regulating Type		Electronic Control							
Rate Regulation	[%]	5							
Rated Power	kW	74/74	64/70	49/60	39/49	58/64	36/36.8	32/36	
Rated Speed	rpm	1500/1800	1500/1800	1500/1800	1500/1800	1500/1800	1500/1800	1500/1800	
Standby Power	kW	81/81	70/77	54/66	44/54	63.5/70.5	40/41	35/40	
Fuel Consumption	g/kW.h	215					220		
Exhaust Smoke	FSN	≤2.5							
Lubricating Oil Capacity	L	6.5							
Cooling System Capacity	L	5.75							
Engine oil Consumption Rate	g/kWh	0.4/0.5					0.6		
Noise	dB(A)	≤108	≤106	≤104	≤106	≤98			
Emission		National III					National IV		
Overall Machine Weight	kg	285	280					270	
Dimensions (LxWxH)	mm	898x634x780	909x646x759					913x549x718	
Flywheel/Flywheel Housing		SAE3#11.5 ²					SAE4#7.5 ²		

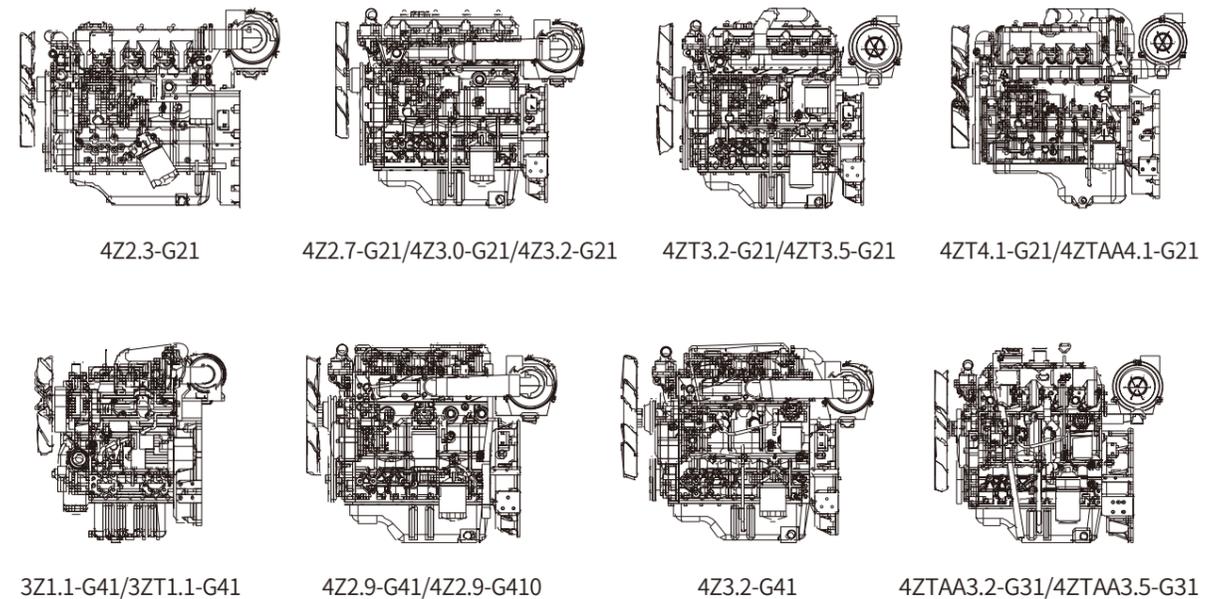
STAGE III EMISSION

Model		4Z2.9-G41/G410	4Z2.9-G42/G420	4Z2.9-G43-G430	3ZT1.1-G41	3ZT1.1-G42	3Z1.1-G41	3Z1.1-G42
Air Intake Method		Naturally Aspirated			Supercharge		Naturally Aspirated	
No. Cylinders x Cylinder Bore x Stroke	mm	4x93x105			3x78x78.4			
Cylinder Liner Type		Wet Type			No cylinder Liner			
Compression Rate		17.5			18			
Displacement	L	2.85			1.12			
Fuel System		High-pressure Common Rail/VP pump			High Voltage Common Rail			
Speed Regulating Type		Electronic Control						
Rate Regulation	[%]	5						
Rated Power	kW	27/30	22/26	16/21	25	12.8/15.5	16.8	10/12
Rated Speed	rpm	1500/1800	1500/1800	1500/1800	3000	1500/1800	3000	1500/1800
Standby Power	kW	30/33	24/29	18/23	27	14.1/17	18.5	11/13.2
Fuel Consumption	g/kW.h	230			255			
Exhaust Smoke	FSN	≤2.5						
Lubricating Oil Capacity	L	6.5			4			
Cooling System Capacity	L	5.75			1.7			
Engine Oil Consumption Rate	g/kWh	0.6			0.4			
Noise	dB(A)	≤96			≤102	≤94	≤100	≤92
Emission		National IV						
Overall Machine Weight	kg	255			114		110	
Dimensions (LxWxH)	mm	883x506x698			640x441x653			
Flywheel/Flywheel Housing		SAE4#7.5 ²			SAE5#6.5 ²			

STAGE II EMISSION

Model	ESC Dual Frequency	4ZTAA4.1-G22	4ZTAA4.1-G21	4ZT4.1-G21	4ZT3.5-G21	4ZT3.2-G21	4Z3.2-G21	4Z3.0-G21	4Z2.7-G21	4Z2.3-G21					
Model	Mechanical Single Frequency	/				4ZT3.2-G11	4ZT3.2-G12	4Z3.2-G11	4Z3.2-G12	4Z3.0-G11	4Z3.0-G12	4Z2.7-G11	4Z2.7-G12	4Z2.3-G11	4Z2.3-G12
Air Intake Method		Supercharged Intercooler			Supercharge			Naturally Aspirated		Naturally Aspirated		Naturally Aspirated		Naturally Aspirated	
No. Cylinders x Cylinder Bore x Stroke	mm	4x105x118			4x98x115	4x98x105			4x95x105		4x90x105		4x85x100		
Cylinder Liner Type		Wet Type			Dry							Wet Type			
Compression Ratio		18.5													
Displacement	L	4.1			3.5	3.2			3	2.7		2.27			
Fuel System		BQ Inline Pump													
Speed Regulation Type 1		Mechanical Adjustment/Electronic Adjustment													
Rate regulation	[%]	5													
Speed Regulation Type 2		/				Mechanical Speed Regulation									
Rate Regulation	[%]	/				8									
Rated Power	kW	74/80	64/76	60/70	49/60	39/42	32/38	27/30	22/26	16/21					
Rated Speed	rpm	1500/1800	1500/1800	1500/1800	1500/1800	1500/1800	1500/1800	1500/1800	1500/1800	1500/1800					
Maximum Power/Speed	kW	81/88	70/83	66/77	54/66	44/46	35/42	30/33	24/29	18/23					
Fuel Consumption	g/kW.h	215			225			235	230		245				
Exhaust Smoke	FSN	≤2.5													
Lubricating Oil Capacity	L	6.5											5.5		
Cooling System Capacity	L	8.54			6	5.75			5.3		4.65				
Engine Oil Consumption Rate	g/kWh	≤0.5			≤0.6										
Noise	dB(A)	≤114			≤112	≤110	≤104	≤102	≤98		≤95				
Emission		National II													
Total Weight	kg	370		360	285	275		265		260		220			
Dimensions (LxWxH)	mm	960x626x814		966x624x819	900x624x761	912x622x743		905x546x670		885x541x696		890x509x677			
Flywheel/Flywheel Housing		SAE3#11.5 ²					SAE4#7.5 ²								

DIMENSIONS



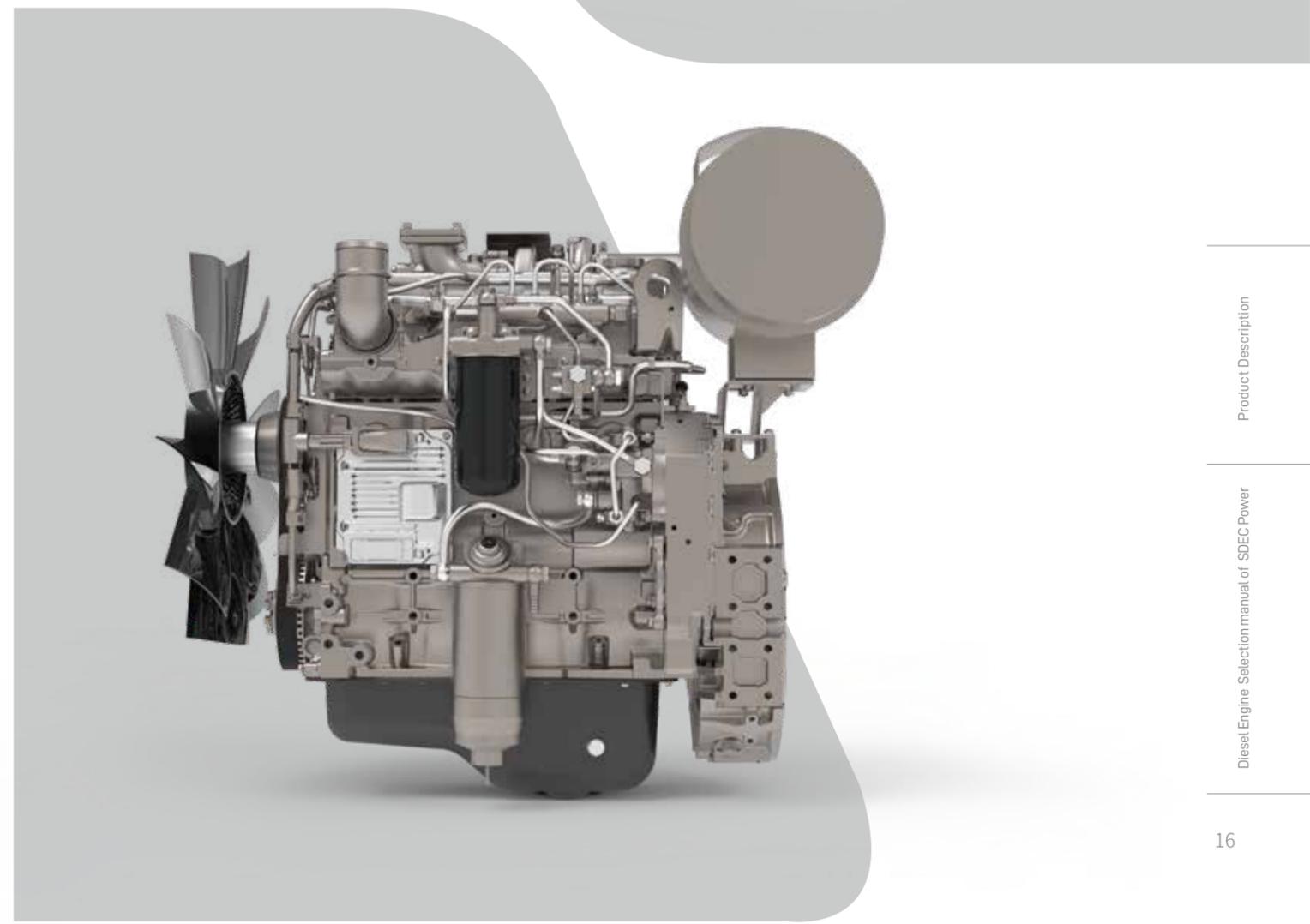
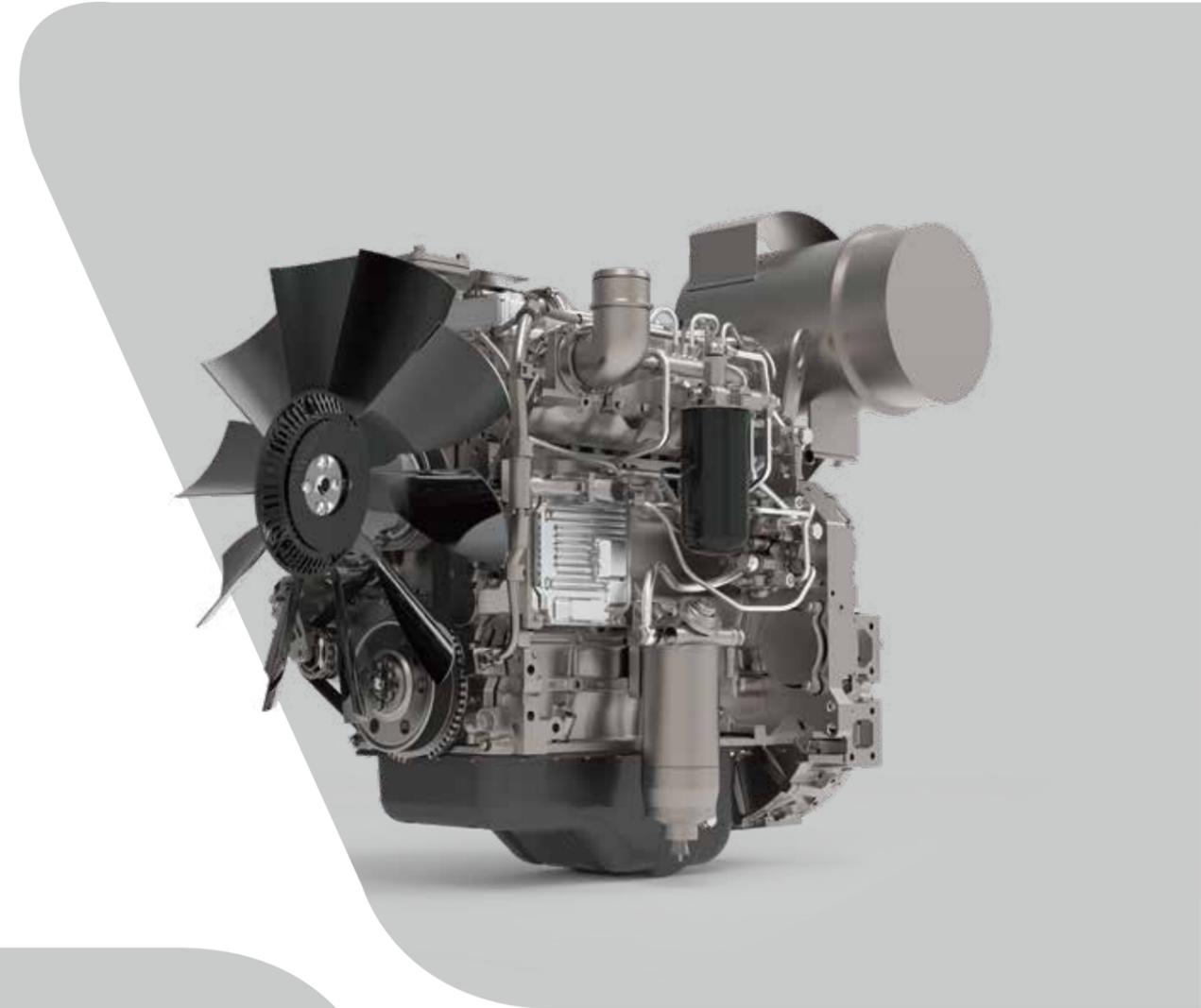
H SERIES

Power Output: 51~205kW

The H-series engine is a power platform jointly designed with RICARDO of the United Kingdom according to the characteristics of the Chinese market demand, using GPDP development process and SAIC MOTOR manufacturing standards. This series of products has the advantages of compact structure, wide power range, high reliability, low fuel consumption, low vibration noise, etc.

Product Features

- The optimized design of valve structure, swirl ratio of air passage and combustion chamber can achieve higher intake efficiency; The application of new fuel atomization mixing technology has saved fuel consumption by 8-10%.
- The service life of body B10 exceeds 15000 working hours, which is safe and reliable.
- Integral cylinder head, rear gear chamber, elastic connection, modular design, small size, light weight, low vibration noise.
- Without air inlet heating auxiliary device, the cold start temperature is - 15 °C, and the environment adaptability is strong.



TECHNICAL PARAMETERS

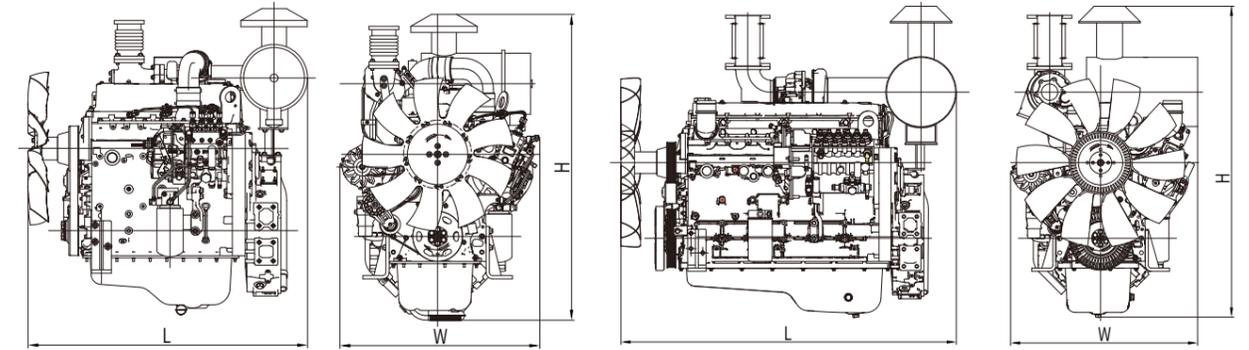
STAGE II EMISSION

		4HT4.3-G22	4HT4.3-G23	4HTAA4.3-G21	4HTAA4.3-G22	4HTAA4.3-G23	6HTAA6.5-G22	6HTAA6.5-G23
Type		Inline, Water-Cooled, Four-Stroke, Direct Injection, Four-Valve						
Air Intake Method		Supercharged						
No. Cylinders x Cylinder Bore x Stroke	mm	4×105×124					6×105×124	
Cylinder Liner Type		Dry						
Compression Ratio		16:1						
Total Displacement	L	4.3					6.5	
Rate Regulation	%	5						
Rated Power	kW	62/67	78/86	95/105	120/120	120/120	140/150	168/180
Rated Speed	rpm	1500/1800	1500/1800	1500/1800	1500/1800	1500/1800	1500/1800	1500/1800
Standby Power	kW	68/74	86/95	105/116	132/132	132/132	155/165	185/198
Minimum Fuel Consumption	g/kW·h	205						
Exhaust Smoke	FSN	2.0						
Lubricating Oil Capacity	L	11~13					15~17.5	
Cooling System Capacity	L	6.8						
Oil Consumption Rate	g/kW·h	≤0.3						
Emission Standards		National II						
Noise	DB(A)	96						
Net Weight	KG	400						
Diesel Engine External Dimensions (L×W×H)	mm	1037×728×1024						
Flywheel/Flywheel Housing		SAE3#11.5 ²						

STAGE III EMISSION

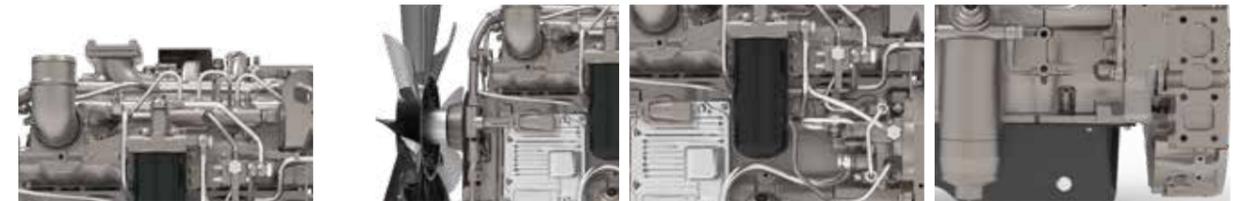
		6HTAA 6.5-G31	6HTAA 6.5-G32	6HTAA 6.5-G35	6HTAA 6.5-G33	6HTAA 6.5-G34
Type		Inline, Water-Cooled, Four-Stroke, Direct Injection, Four-Valve				
Air Intake Method		Supercharged Intercooler				
No. Cylinders x Cylinder Bore x Stroke	mm	6×105×124				
Cylinder Line		Dry				
Compression Ratio		16:1				
Total Displacement	L	6.5				
Speed Adjustment	%	Electronic Control				
Rated Power	kW	128/136	140/150	155/170	168/180	186/205
Rated Speed	rpm	1500/1800	1500/1800	1500/1800	1500/1800	1500/1800
Standby Power	kW	141/150	155/165	170/187	185/198	205/226
Minimum Fuel Consumption Rate	g/kW·h	192				
Exhaust Smoke	FSN	1.0				
Lubricating Oil Capacity	L	15~17.5				
Cooling System Capacity	L	9.6				
Oil Consumption Rate	g/kW·h	≤0.3				
Emission Standards		National III				
噪声	DB(A)	96				
Net Weight	KG	550				
Diesel Engine External Dimensions (L×W×H)	mm	1330×789×1033				
Flywheel/Flywheel Housing		SAE3#11.5 ²				

DIMENSIONS



SC4H L: 1053mm W: 728mm H: 1158mm
4HTAA4.3-G3 L: 1037mm W: 728mm H: 1024mm

SC7H L: 1330mm W: 789mm H: 1024mm
6HTAA6.5-G3 L: 1330mm W: 789mm H: 1033mm



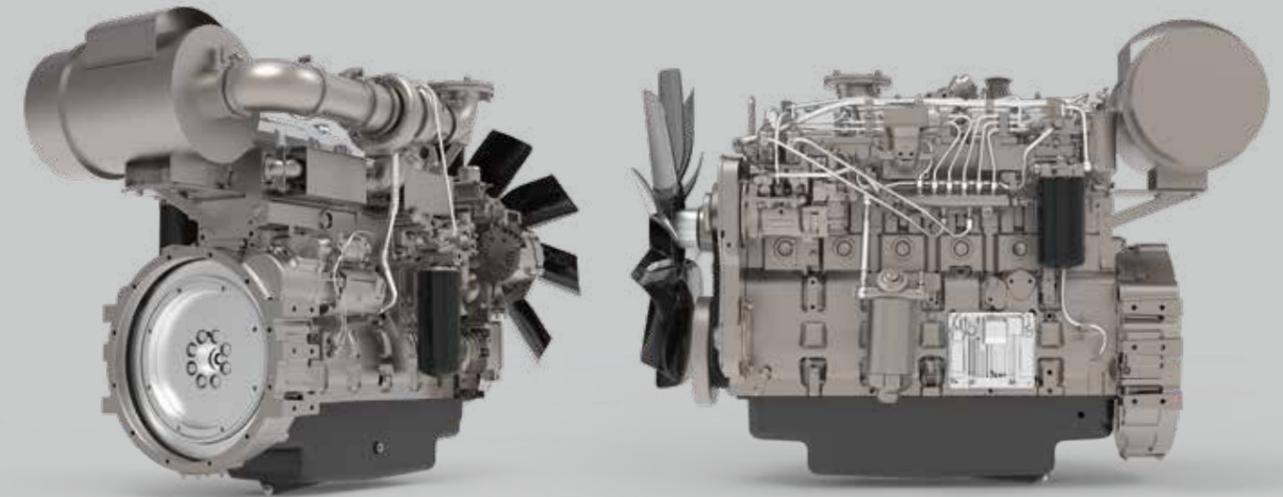
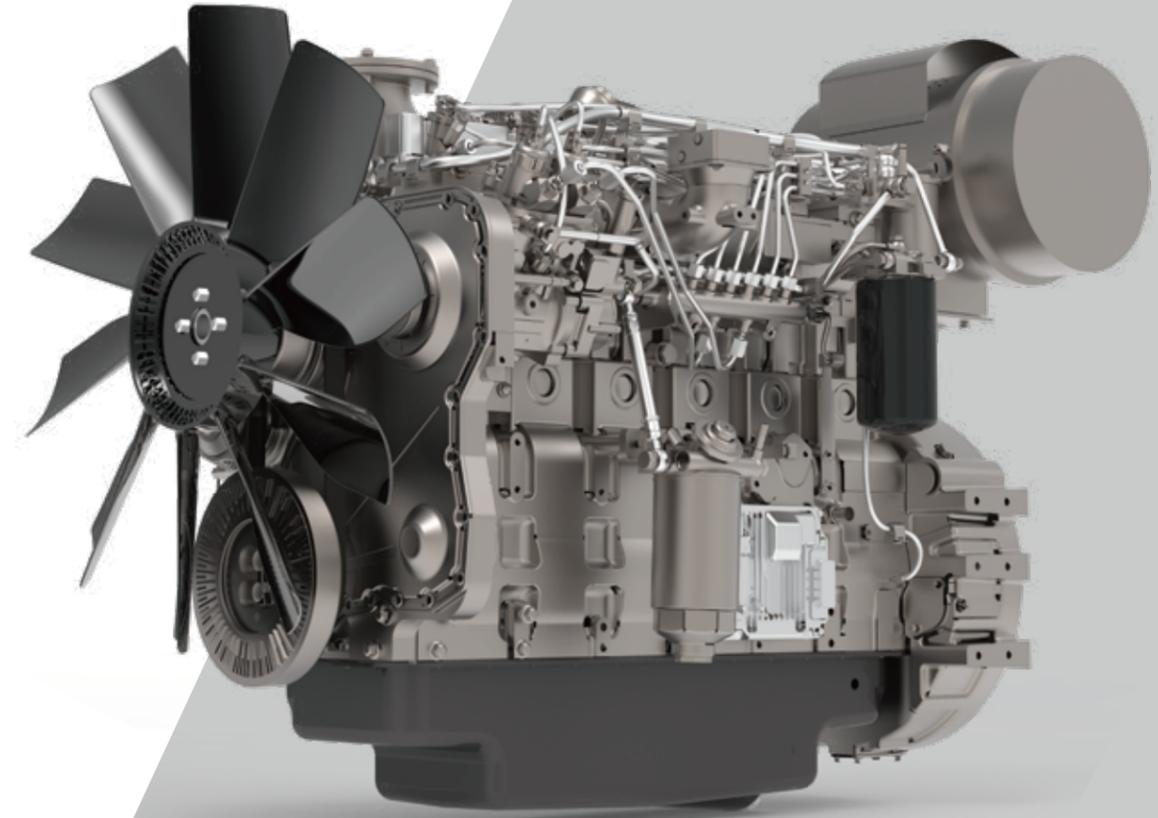
D SERIES

Power Output: 185~280kW

D series products have successively cooperated with AVL of Austria and SWRI of the United States to improve the strength of the engine body and upgrade the four valve layout structure. This series of engines has the characteristics of high reliability and good fuel economy.

Product Features

- High strength engine block and integral cylinder head are designed, and the key components are international brands, with high reliability and good economy.
- According to SAIC MOTOR manufacturing standards, the product has high quality and good consistency.
- The overall structure adopts integrated design of parts, which is simple in structure and convenient in maintenance.
- Without air inlet heating auxiliary device, the cold start temperature is - 15 °C, and the start temperature with auxiliary device is - 30 °C, which has strong environmental adaptability.

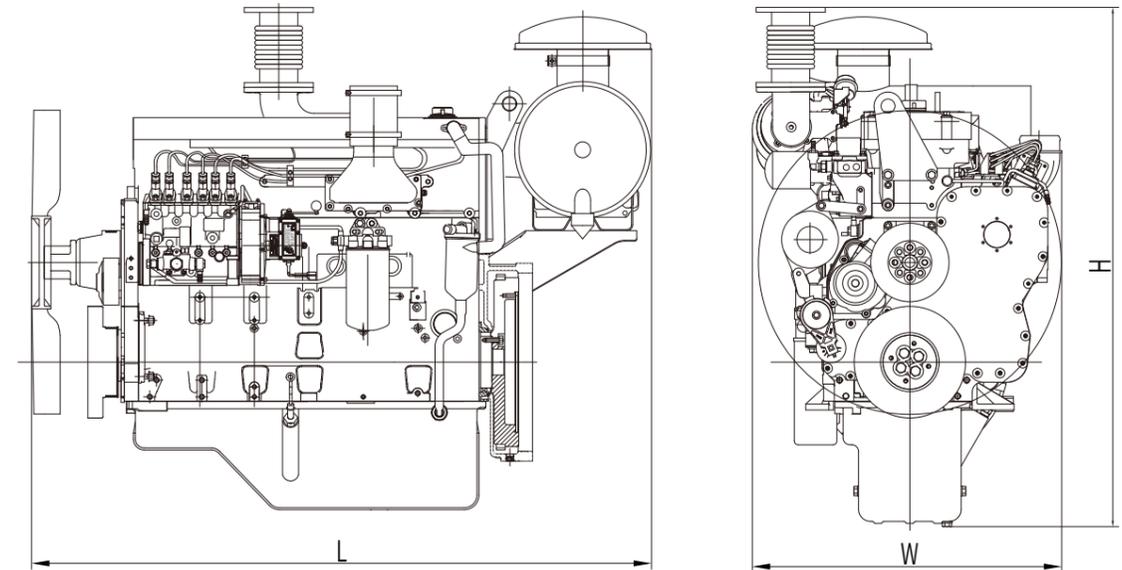


TECHNICAL PARAMETERS

STAGE II EMISSION

		6DTAA8.9-G21	6DTAA8.9-G23
Type		Inline, Water-Cooled, Four-Stroke, Direct Injection, Four-Valve	
Air Intake Method		Supercharged Intercooler	
No. Cylinders x Cylinder Bore x Stroke	mm	6×114×144	
Cylinder Liner Type		Wet Type	
Compression Ratio		18:1	16.5:1
Total Displacement	L	8.9	
Rate Regulation	%	≤5	
Rated Power	kW	185/205	230/255
Rated Speed	rpm	1500/1800	1500/1800
Standby Power	kW	204/226	253/282
Minimum Fuel Consumption Rate	g/kW·h	200	201
Exhaust Smoke	FSN	2.5	
Lubricating Oil Capacity	L	15~19	22~25
Cooling System Capacity	L	12	
Oil Consumption Rate	g/kW·h	≤0.3	
Emission Standards		National II	
Noise	DB(A)	105	
Net Weight	KG	740	900
Diesel Engine External Dimensions (L×W×H)	mm	1422×762×1186	1529×762×1309
Flywheel/Flywheel Housing		SAE2#11.5 ^f	

DIMENSIONS



SC8D/SC9D(Two Valve)
L : 1472mm
W : 762mm
H : 1240mm

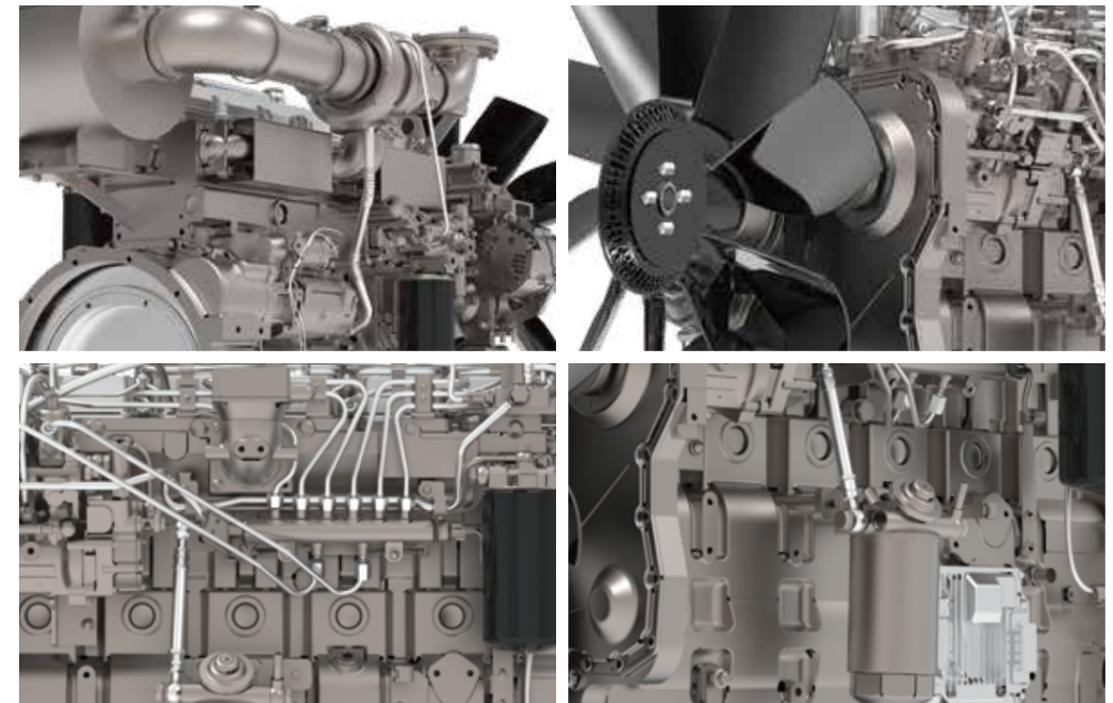
6DTAA8.9-G3(Two Valve)
L : 1408mm
W : 762mm
H : 1186mm

SC9D(Four Valve)
L : 1529mm
W : 762mm
H : 1309mm

6DTAA8.9-G3(Four Valve)
L : 1493mm
W : 762mm
H : 1260mm

STAGE III EMISSION

		6DTAA8.9-G31	6DTAA8.9-G32	6DTAA8.9-G33	6DTAA8.9-G34
Type		Inline, Water-Cooled, Four-Stroke, Direct Injection, Two-Valve		Inline, Water-Cooled, Four-Stroke, Direct Injection, Four-Valve	
Air Intake Method		Supercharged Intercooler			
No. Cylinders x Cylinder Bore x Stroke	mm	6×114×144			
Cylinder Liner Type		Wet Type			
Compression Ratio		18:1		16.5:1	
Total Displacement	L	8.9			
Rate Regulation	%	Electronic Control			
Rated Power	kW	185/205	195/235	230/255	255/255
Rated Speed	rpm	1500/1800	1500/1800	1500/1800	1500/1800
Standby Power	kW	204/226	228/259	253/280	280/280
Minimum Fuel Consumption Rate	g/kW·h	192			
Exhaust Smoke	FSN	1.0			
Lubricating Oil Capacity	L	15~19		22~25	
Cooling System Capacity	L	12			
Oil Consumption Rate	g/kW·h	≤0.3			
Emission Standards		国三			
Noise	DB(A)	105			
Net Weight	KG	740		900	
Diesel Engine External Dimensions (L×W×H)	mm	1408×762×1186		1493×762×1260	
Flywheel/Flywheel Housing		SAE2#11.5 ^f			



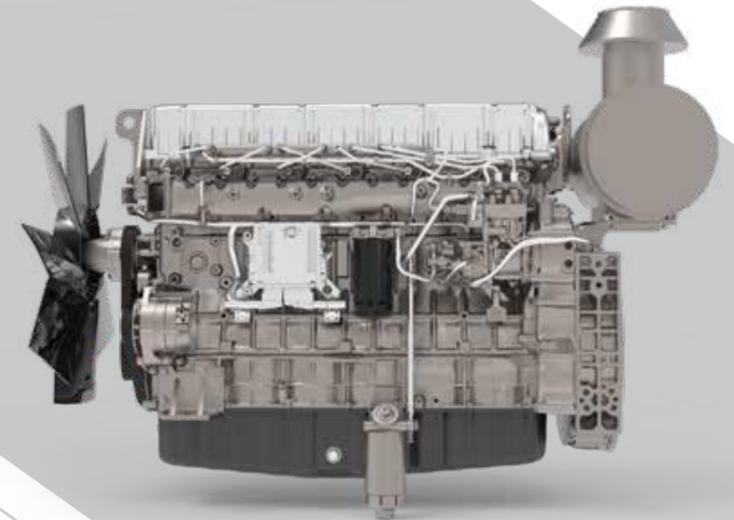
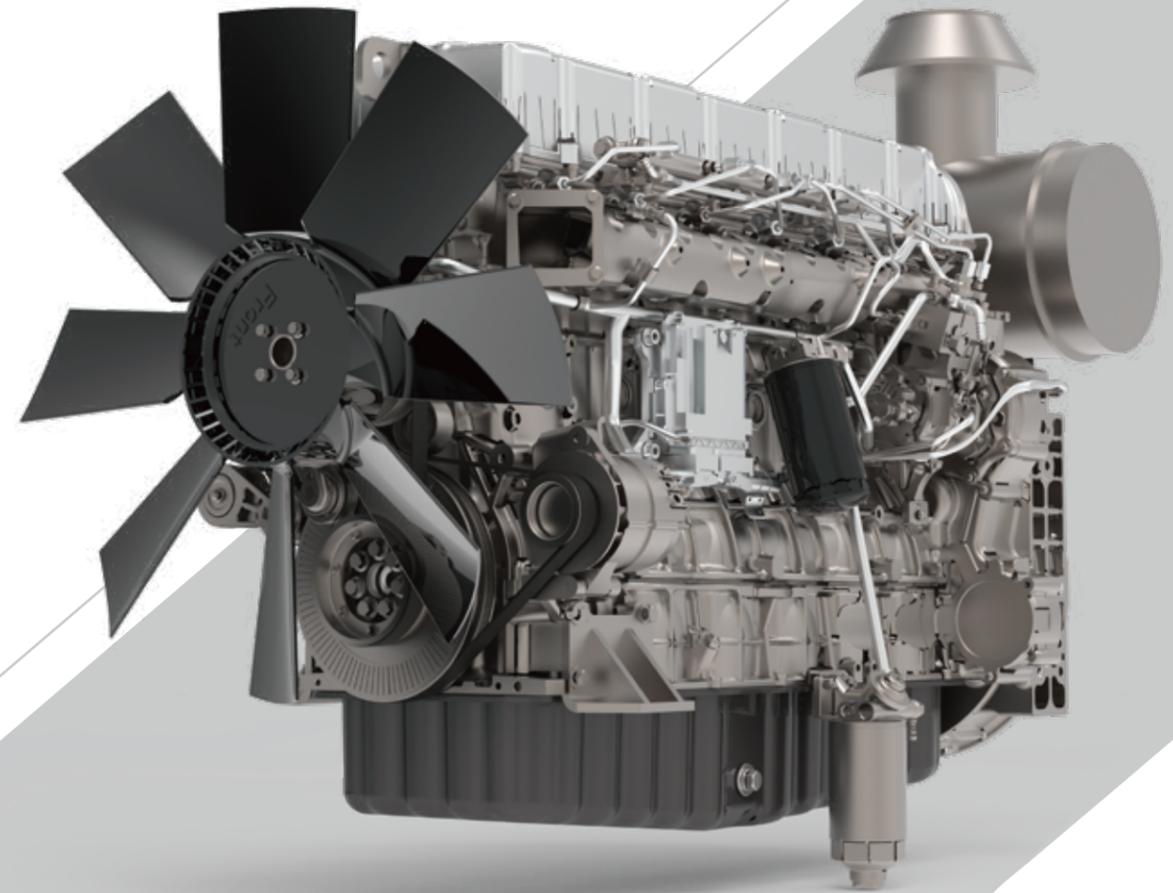
E SERIES

Power Output: 255~495kW

E series engine is a new engine platform jointly designed with AVL of Austria and built according to SAIC MOTOR manufacturing standards. The electronically controlled high-pressure common rail and electronic speed regulating mechanical pump fuel system are optional. This series of products has the advantages of safety, reliability, strong power and good economy.

Product Features

- Four valves per cylinder, overhead camshaft, high strength and rigidity engine block, and structural strength meet the working requirements of 190bar explosive pressure.
- The automatic production line and MES system of MAG and other international brands are used for control, and the product quality is high and the consistency is good.
- When the service life of the body B10 exceeds 20000 hours, the bench reliability and durability test for more than 20000 hours accumulatively and the user assessment and verification for more than 15000 hours show high reliability.
- The single overhead camshaft is combined with the roller rocker arm, the valve clearance adjustment cycle is twice as long, the tight cylinder clearance design, the expansion type connecting rod, multiple oil filtering, and simple maintenance.
- Without air inlet heating auxiliary device, the cold start temperature is - 15 °C, with strong environmental adaptability.

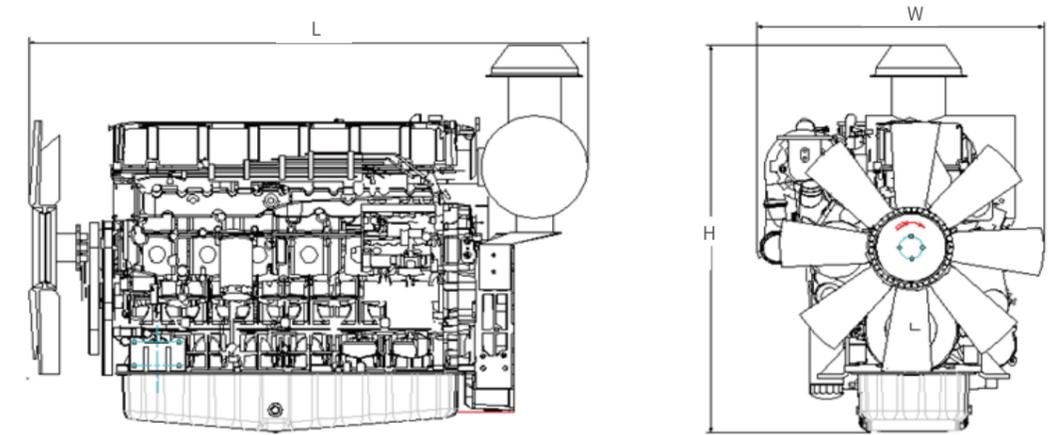


TECHNICAL PARAMETERS

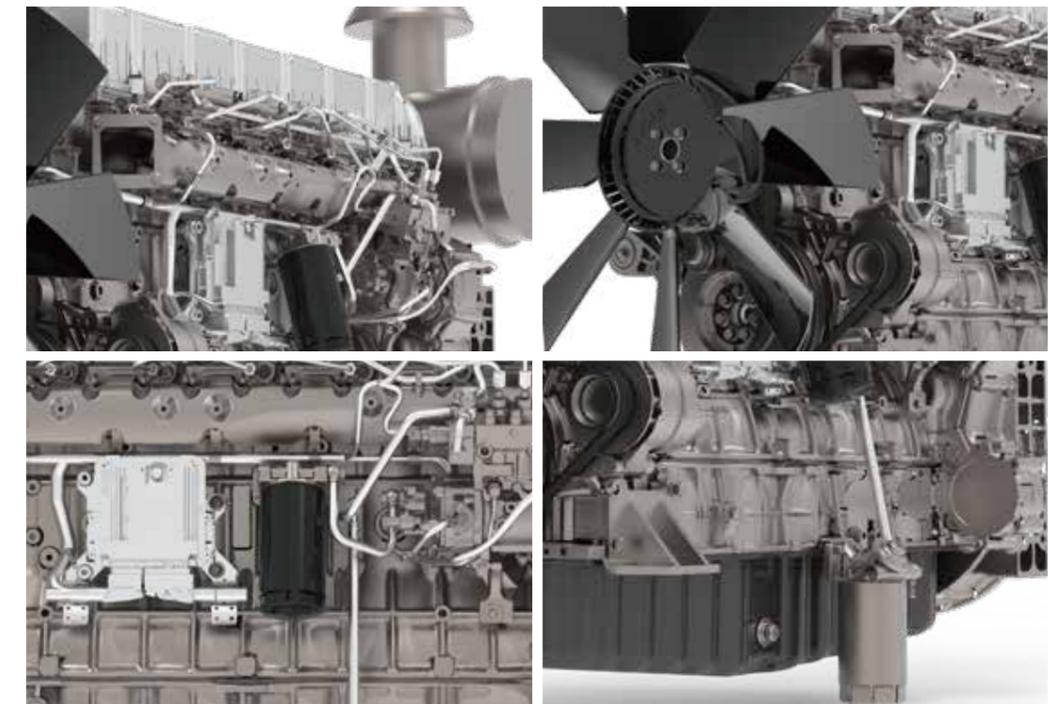
STAGE II & III EMISSION

		6ETAA11.8-G22	6ETAA11.8-G21	6ETAA12.8-G21	6ETAA12.8-G31	6ETAA12.8-G310
Type		Inline, water-Cooled, Four-Stroke, Direct Injection, Four-Valve				
Air Intake Method		Supercharged Intercooler				
No. Cylinder x Cylinder Bore x Stroke	mm	6×128×153			6×130×161	
Cylinder Liner Type		Dry Liner				
Compression Ratio		17:1				16:1
Total Displacement	L	11.8			12.8	
Rate Regulation	%	Electronic Control				
Rated Power	kW	280/307	307/307	368/368	401	450
Rated Speed	rpm	1500/1800				1500
Standby Power	kW	308/338	338/338	368/405	441	495
Minimum Fuel Consumption Rate	g/kW·h	201				
Exhaust Smoke	FSN	2.5				
Lubricating Oil Capacity	L	33-41	33-41	33-41	33-41	33-41
Cooling System Capacity	L	23	23	23	23	23
Oil Consumption Rate	g/kW·h	≤0.3				
Emission Standards		National II & III				
Noise	DB(A)	105				
Net Weight	KG	1164	1164	1164	1164	1164
Diesel Engine Dimensions (L×W×H)	mm	1787x918x1304	1787x918x1304	1856x1000x1354	1856x1000x1354	1787x1000x1287
Flywheel/Flywheel Housing		SAE1#14'				

DIMENSIONS



L : 1856mm
W : 919/1052 mm
H : 1213mm



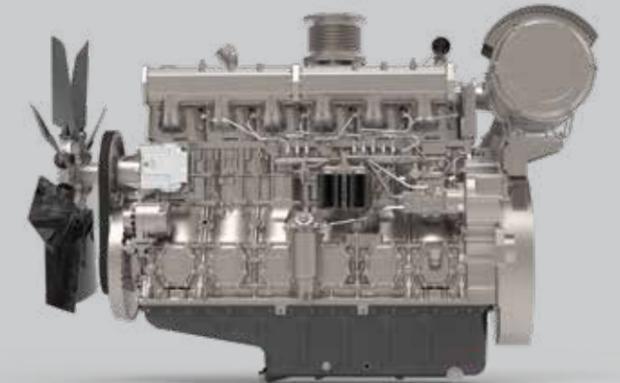
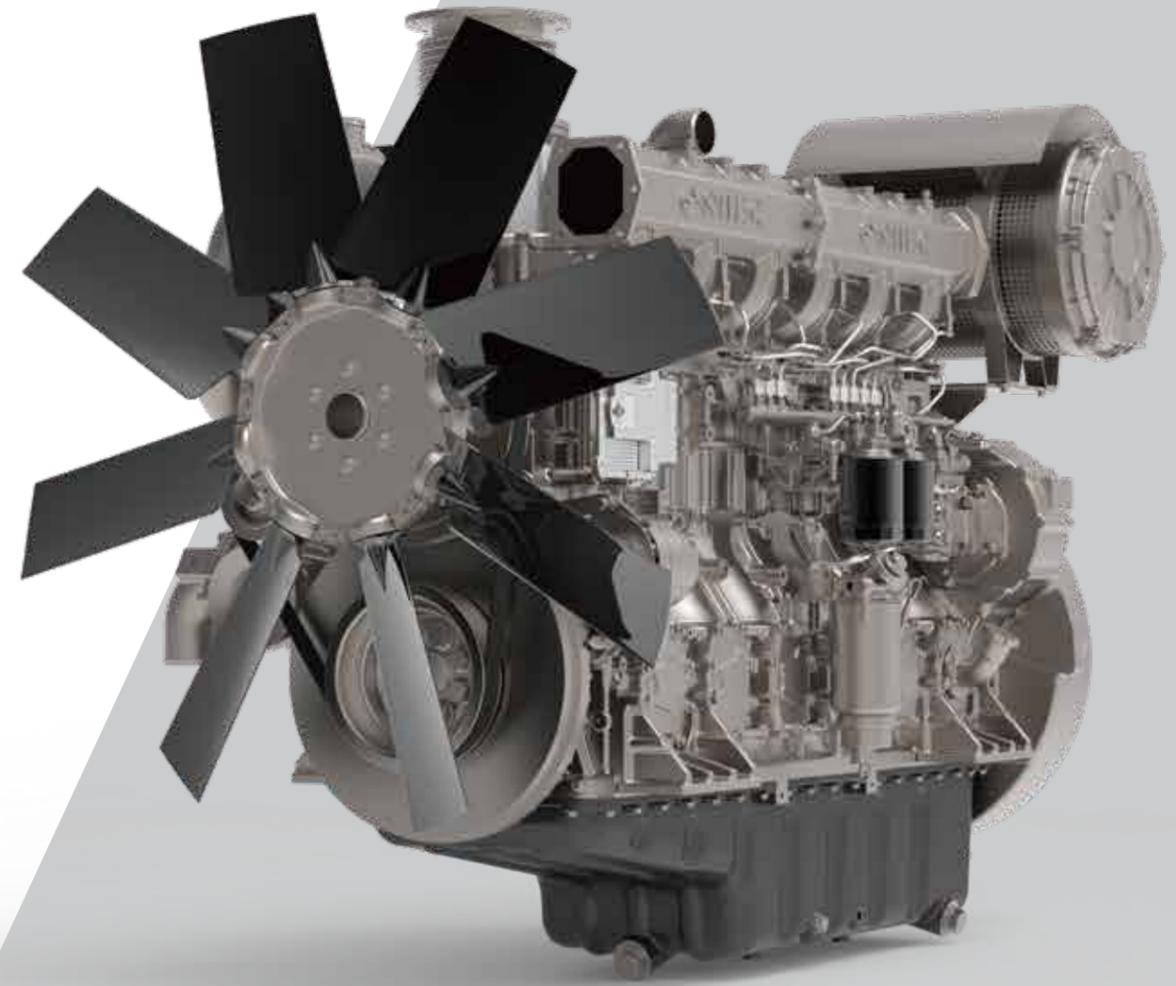
K SERIES

Power Output: 460~968kW

K series engine is a new generation of power plant product developed and designed strictly in accordance with SAIC GPDP development process to meet the requirements of high-power and emission upgrading in the power plant supporting market.

Product Features

- Gantry body, rear gear chamber structure, good rigidity, low vibration and low noise.
- Four valve structure, one cylinder and one cover, convenient for use and maintenance.
- The integrally forged high-strength crankshaft and tooth shaped high-strength connecting rod have higher strength and reliability.
- The double supercharger intake system makes the intake more efficient and full, and has a compact structure and beautiful appearance.
- The unique dual electric control system, with high power, adopts an electronically controlled high-pressure common rail, which can achieve multiple injections, effectively reduce noise and vibration, and with low power, uses an electronically controlled unit pump technology to achieve the perfect combination of high power and high cost performance.

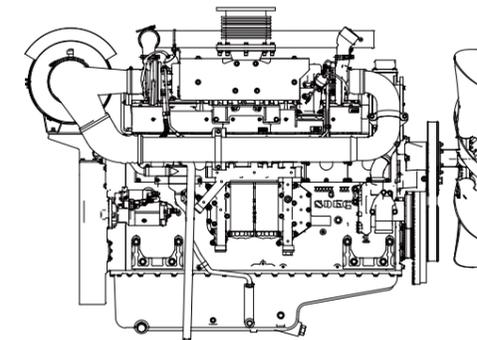
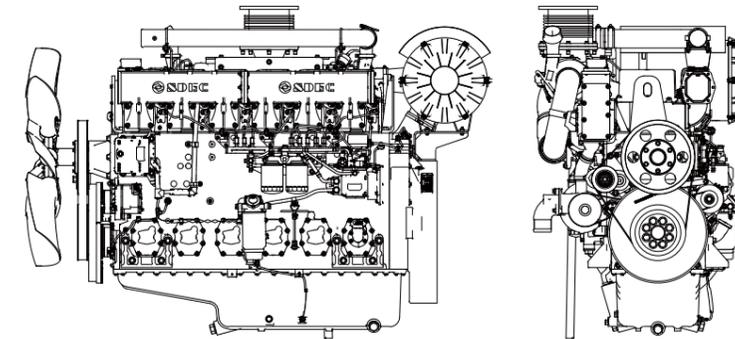


TECHNICAL PARAMETERS

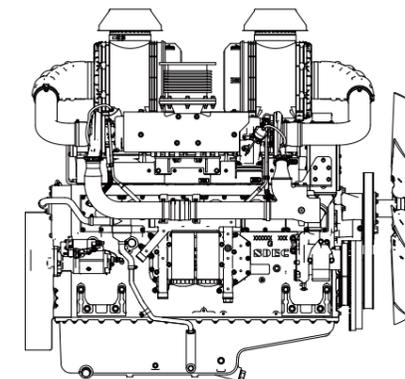
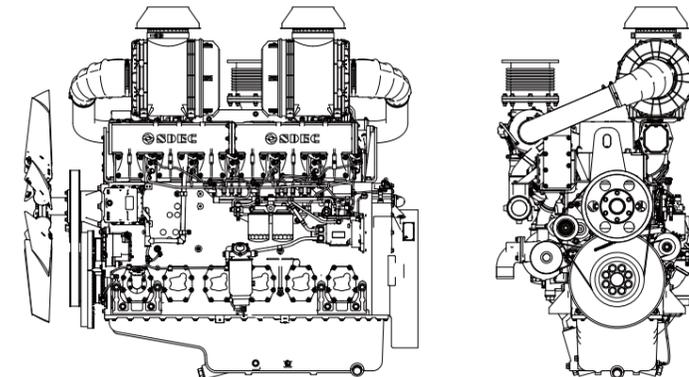
STAGE III EMISSION

		6KTAA25-G36/G311	6KTAA25-G35/G310	6KTAA25-G34/G39	6KTAA25-G33/G38	6KTAA25-G37	6KTAA25-G32	6KTAA25-G31	6KTAA25-G320	6KTAA25-G321	
Model		Inline, Water-Cooled, Four-Stroke, Direct Injection, Four-Valve									
Air Intake Method		Supercharged Intercooler									
No. Cylinders x Cylinder Bore x Stroke	mm	6×170×185									
Cylinder Liner Type		Wet Type									
Compression Ratio		Unit Pump 16:1/High-Pressure Common Rail 14.5:1									
Total Displacement	L	25.18									
Rate Regulation	%	High-Pressure Common Rail/Unit Pump					High Voltage Common Rail				
Rated Power	kW	460	520	572	622	674	685	728	820	880	
Rated Speed	rpm	1500/1800									
Standby Power	kW	506	572	629	684	/	754	800	902	968	
Minimum Fuel Consumption Rate	g/kW·h	192									
Exhaust Smoke	FSN	0.5									
Lubricating oil Capacity	L	45~75									
Cooling System Capacity	L	55									
Oil Consumption Rate	g/kW·h	≤0.3									
Emission Standards		National III									
Noise	DB(A)	112									
Net Weight	KG	2700									
Diesel Engine External Dimensions (L×W×H)	mm	2055x1235x1936(Dual Air Filter Structure) 2352x1181x1659(Single Air Filter Structure)					2055x1235x1936 (Dual Air Filter Structure) 2332x1235x1659 (Single Air Filter Structure)		2302x1544x1598 (Single Air Filter Structure)		
Flywheel/Flywheel Housing		SAE0#18 [†]									

DIMENSIONS



6KTAA25-G31-G311-G320
(Single Air Filter Structure)
L:2332/2352/2302mm
W:1235/1181/1544mm
H:1659/1659/1598mm



6KTAA25-G31-G311 (Double
Air Filter Structure)
L: 2055mm W: 1235mm
H: 1936mm

16VX

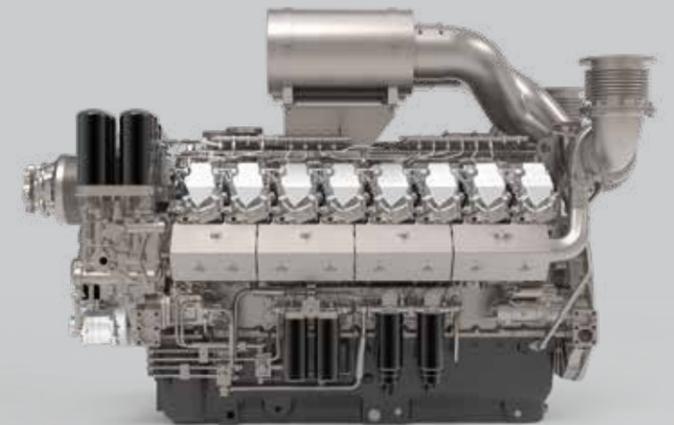
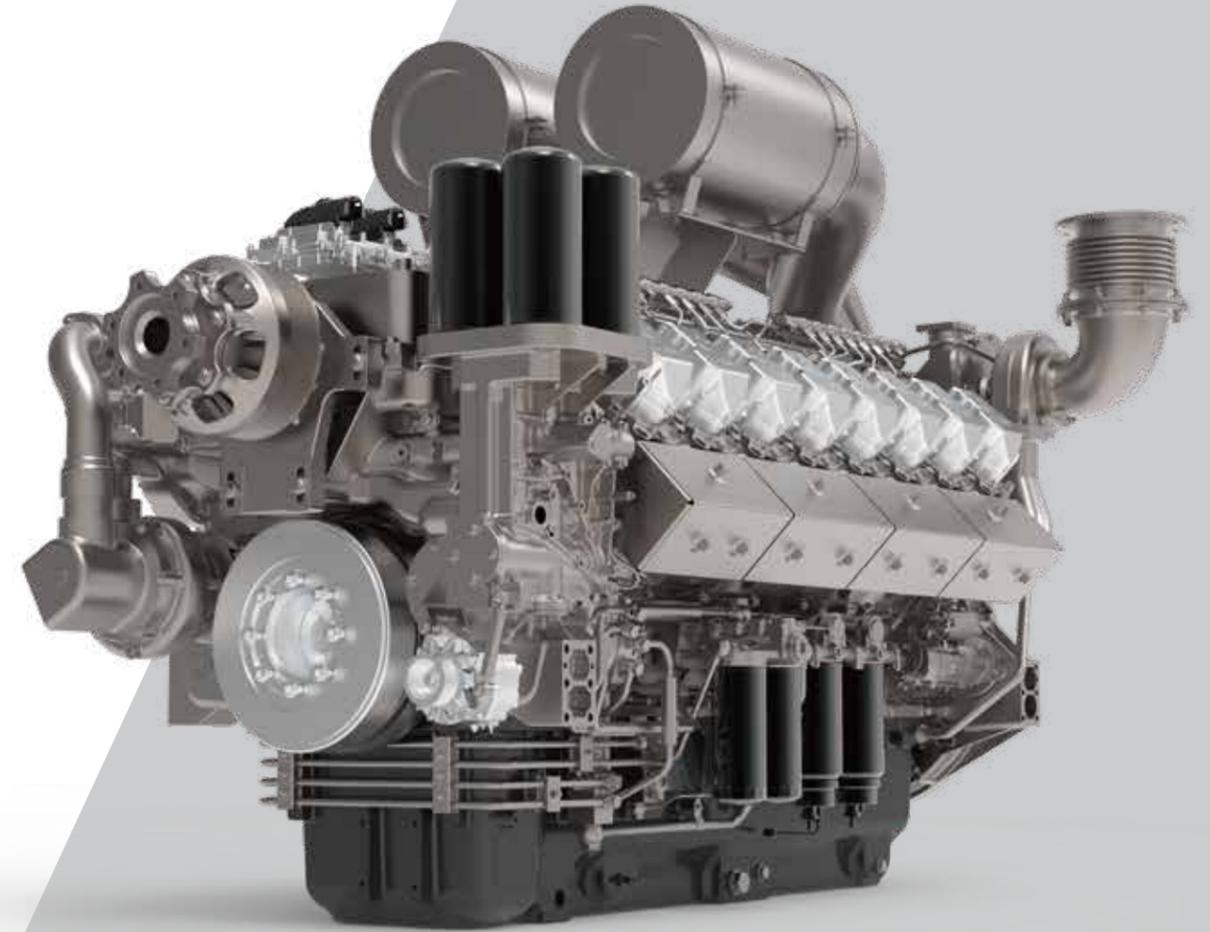
SERIES

Power Output: 1018-1630kW

16VX is a new generation of power platform jointly developed by New Power Technology and AVL, based on the latest leading technology standards, integrating practical application requirements in working conditions, with "high reliability, strong power, and high economic efficiency" as the core indicators. It is systematically developed from multiple dimensions such as high reliability main structure, high-efficiency intake and exhaust system, modular design, etc.

Product Features

- Adopting high-strength ductile iron body, steel piston, DLC ring group, high-quality bearing shell and other components, with long-term durability assessment and high reliability
- Adopting Bosch fuel system, high compression ratio, fast combustion, good atomization, low smoke and fuel consumption
- High pressure to high efficiency turbocharger with electric pump and fuel filter, fast power response and strong output, meeting G3 standards
- V-shaped structure design, NVH parameter optimization noise reduction design, high-precision gears, low noise
- Adopting a modular and compact design, the overall width and height are reduced, and a single-sided filter layout is adopted. The front end is highly integrated with machine cooling, machine filtering, and water/oil channels, making it convenient for overall layout

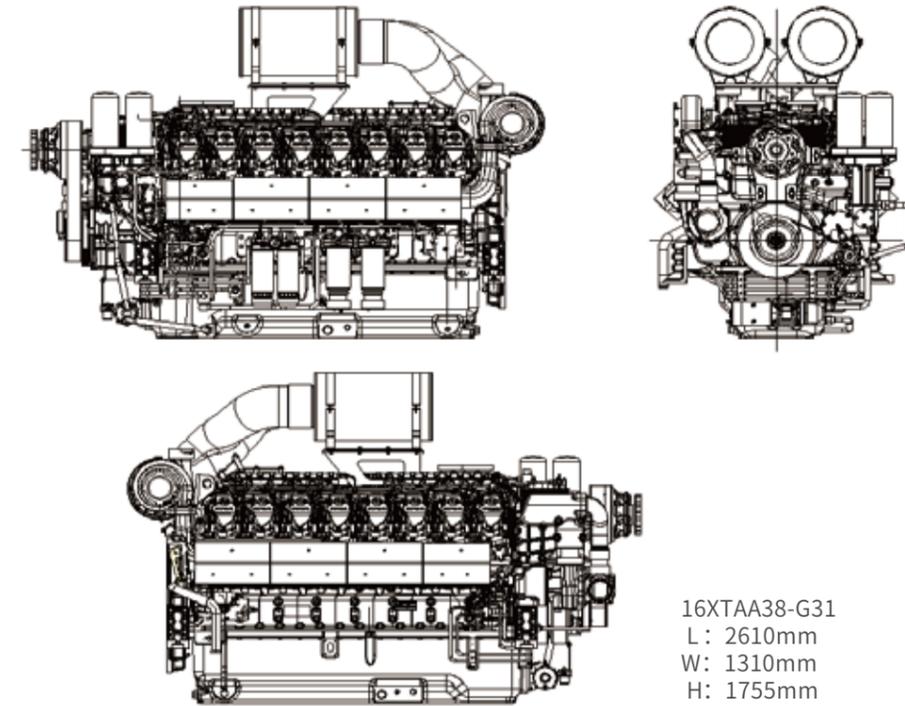


TECHNICAL PARAMETERS

DIMENSIONS

STAGE III EMISSION

		16XTAA38-G310	16XTAA38-G311	16XTAA38-G31	16XTAA38-G32	16XTAA38-G33	16XTAA38-G34
Type		V-Shaped 90°, Four-Stroke, Twin-Turbocharged, Air-To-Air Intercooled					
Air Intake Method		Supercharged Intercooler					
No. Cylinders x Cylinder Bore x Stroke	mm	16x135x165					
Cylinder Liner Type		Wet Type					
Compression Ratio		18: 1					
Total Displacement	L	37.8					
Fuel System		Electronically Controlled High-Pressure Common Rail Injection System					
Rated Power	kW	1530	1390	1350	1225	1130	1018
Rated Speed	rpm	1500					
Standby Power	kW	1630	1530	1480	1350	1240	1120
Minimum Fuel Consumption Rate	g/kW·h	189					
Lubricating Oil Capacity	L	150±20					
Cooling System Capacity	L	90					
Oil Consumption Rate	g/kW·h	0.2					
Emission Standards		National III					
Noise	DB(A)	<122					
Net Weight	KG	3600					
Diesel Engine External Dimensions (L×W×H)	mm	2610×1310×1755					
Flywheel/Flywheel Housing		SAE0#18"					



12VK / 16VK

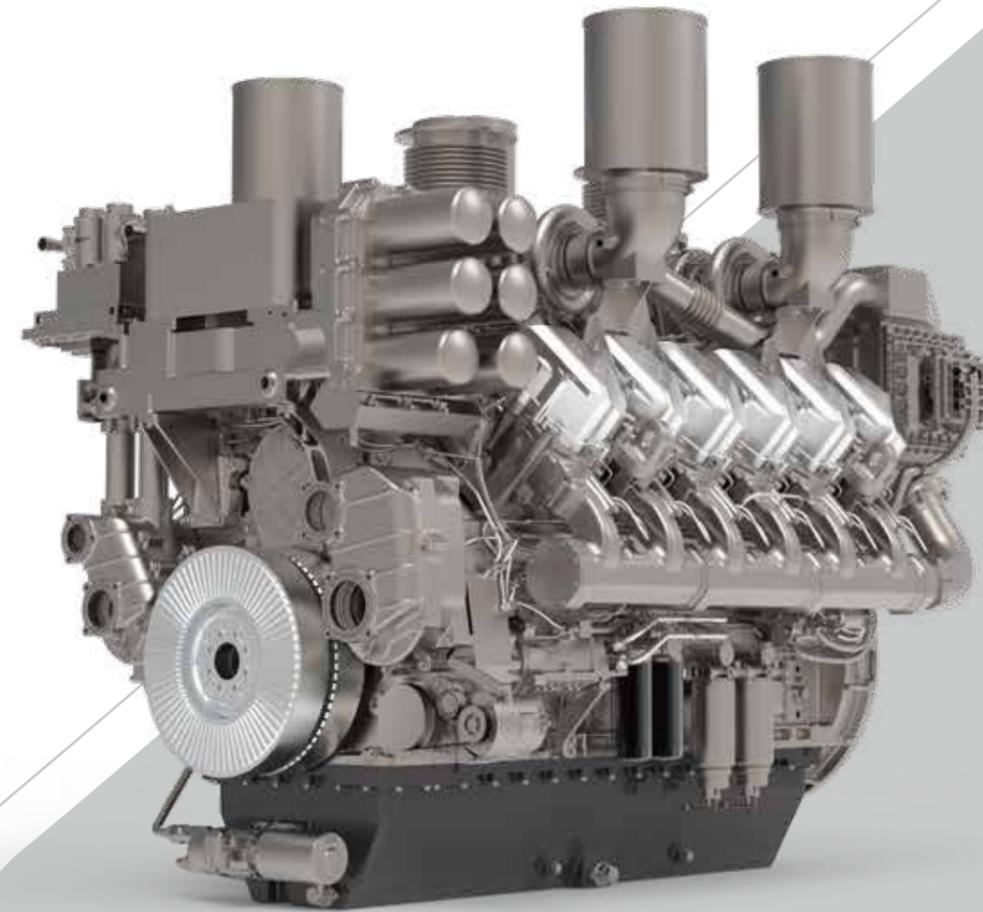
SERIES

Power Output: 1160~3050kW

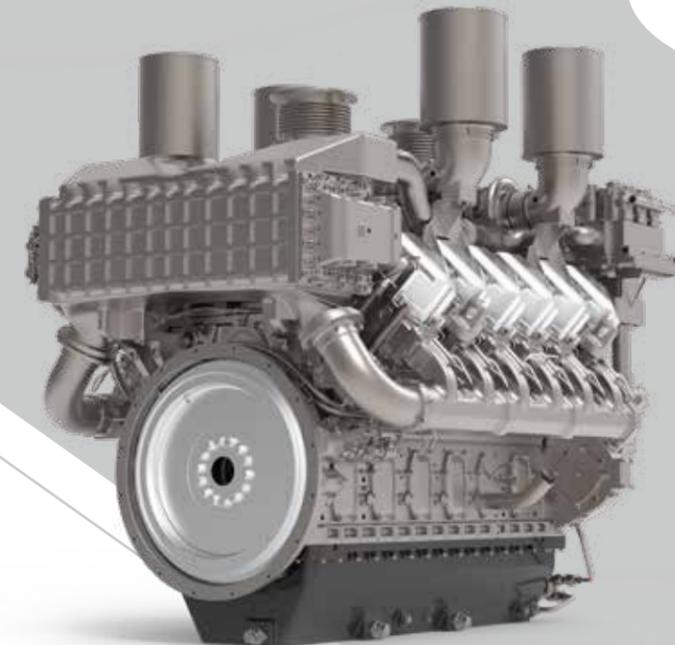
12VK/16VK is characterized by high detonation pressure, high power rise and high reliability.

Product Features

- Gantry body, good rigidity, small vibration and low noise.
- One cylinder and one cover. There is a maintenance window on the side of the engine body, which is more convenient for use and maintenance.
- The high-strength crankshaft and tooth shaped high-strength connecting rod are integrally forged, which have higher strength.
- The four valve structure and electronically controlled high-pressure common rail system can realize multiple injections, effectively reduce noise, vibration, with excellent performance emission and reliability



12VK

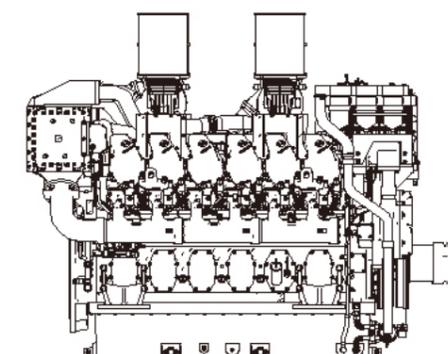
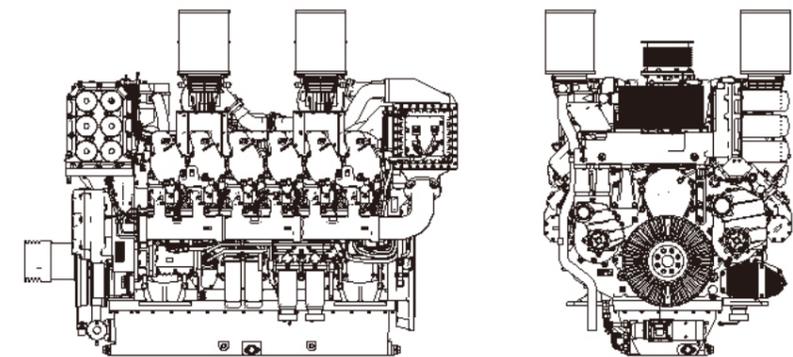


TECHNICAL PARAMETERS

STAGE III EMISSION

		12KTA58-G31	12KTA58-G32	12KTA58-G33	12KTA58-G34	12KTA58-G35	12KTA58-G36	12KTA58-G37
Type		V-Type, Four-Stroke, Direct Injection, Exhaust Gas Turbocharging, Water-To-Air Cooling						
Air Intake Method		Supercharged Intercooler						
No. Cylinders x Cylinder Bore x Stroke	mm	12×170×210						
Cylinder Liner Type		Wet Type						
Compression Ratio		18:1						
Total Displacement	L	57.2						
Fuel System		High Voltage Common Rail						
Rated Power	kW	2010	1850	1720	1560	1420	1280	1160
Rated Speed	rpm	1500						
Standby Power	kW	2210	2035	1890	1720	1560	1410	1280
Minium Fuel Consumption Rate	g/kW·h	188						
Lubricating Oil Capacity	L	222~313						
Cooling System Capacity	L	142.7/56						
Oil Consumption Rate	g/kW·h	≤0.3						
Emission Standards		National III						
Noise	DB(A)	102						
Net Weight	KG	7610						
Diesel Engine External Dimensions (L×W×H)	mm	2762×1582×2193						
Flywheel/Flywheel Housing		SAE00#21 ¹						

DIMENSIONS

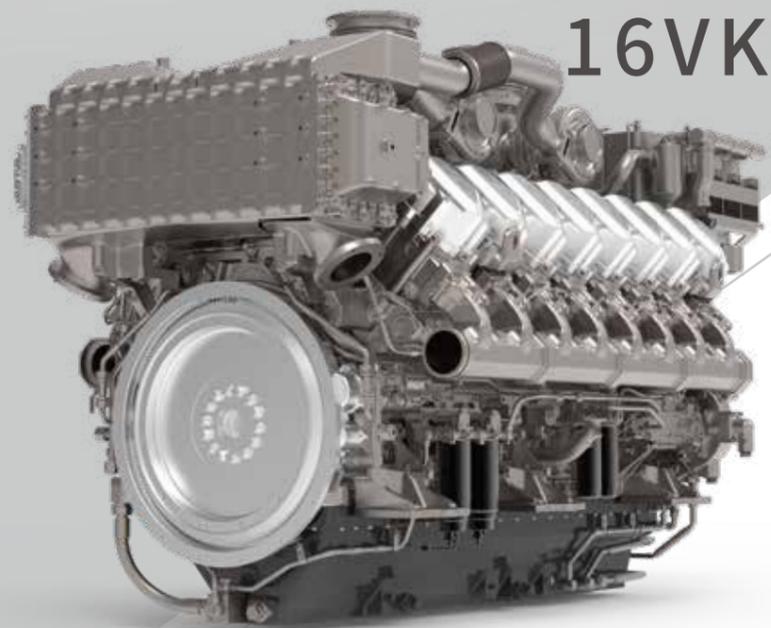
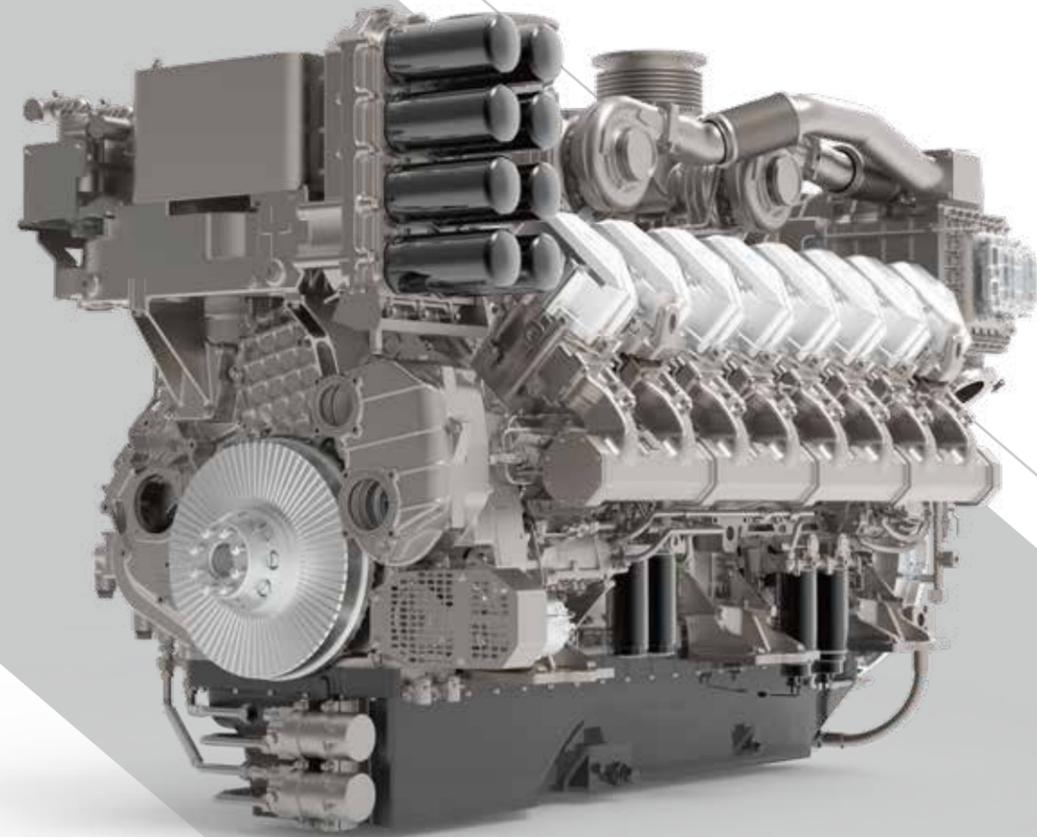


12KTA58-G31-G37
L: 2762mm
W: 1582mm
H: 2193mm

TECHNICAL PARAMETERS

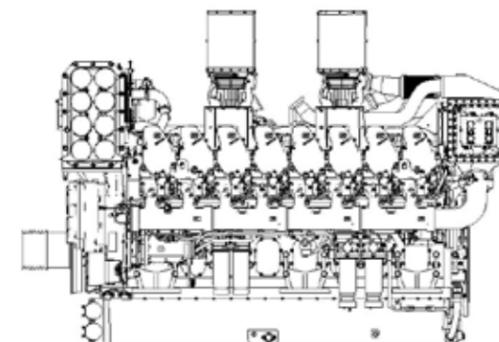
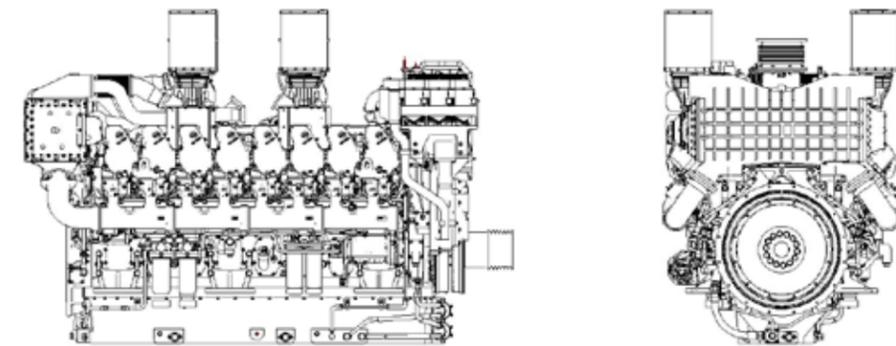
STAGE III EMISSION

		16KTA76-G310	16KTA76-G31	16KTA76-G32	16KTA76-G33	16KTA76-G34
Type		V-Type Four-Stroke Direct Injection Turbocharged Water-Air-Cooled				
Air Intake Method		Supercharged Intercooler				
No. Cylinders x Cylinder Bore x Stroke	mm	16x170x210				
Cylinder Liner Type		Wet Type				
Compression Ratio		18:1				
Total Displacement	L	76.3				
Fuel System		High Voltage Common Rail				
Rated Power	kW	2773	2680	2510	2250	2010
Rated Speed	rpm	1500				
Standby Power	kW	3050	2950	2780	2500	2210
Minimum Fuel Consumption Rate	g/kW·h	≤190				
Lubricating Oil Capacity	L	250-350				
Cooling System Capacity	L	164/64				
Oil Consumption Rate	g/kW·h	≤0.3				
Emission Standards		National III				
Noise	DB(A)	107				
Net Weight	KG	9500				
Diesel Engine External Dimensions (L×W×H)	mm	3266×1582×2216				
Flywheel/Flywheel Housing		SAE00#21*				



16VK

DIMENSIONS



16KTA76-G31-G34
L : 3266mm
W : 1582mm
H : 2216mm



SERVICE INTRODUCTION

SERVICE INTRODUCTION

Power Station Diesel Engine Warranty Policy

24 months or **3000** hours of operation. (Whichever comes first)

Rapid Professional Service

Since its establishment in 1947, SDEC has not only always provided high-quality engines, but also always focused on customers, relying on the "five vertical and seven horizontal" highway network, and continuously invested various resources. It has built a service network consisting of 15 central offices, several regional parts distribution centers, more than 1100 core service stations and more than 3000 sales service providers.

SDEC uses a real-time and efficient CRM system to manage after-sales engine enterprises, and greatly improves the efficiency in obtaining information on unexpected problems, tracking and solving problems.

There are more than 4800 registered service engineers around the country who can provide fast, professional and efficient support in techniques, service parts and service at any time.



For More Information

To know more about the SDEC products and services, please visit our website www.snat.com or make phone call 400 820 5656.