

 Member of SDHI Group	机型 Model : 12M33D1450E310	日期 Date : 01/01/25
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功率 Ratings

转速 RPM	发动机总功率 Gross Engine Output			
	数据中心功率 DCP		备用功率 ESP	
	kWm	BHP	kWm	BHP
1500	1350	1810	1450	1944

基础数据 Basic data

机型 Engine model	12M33D1450E310
缸数/气门数 N° of Cylinders / Valves	12/48
气缸分布型式 Cylinders arrangement	At VeeV 型
缸径 x 行程 Bore x Stroke (mm)	150x195
排量 Displacement (L)	39.2
型式 Thermodynamic Cycle	Diesel 4 stroke 四冲程
发火次序 Firing Order	A1-B2-A5-B4-A3-B1-A6-B5-A2-B3-A4-B6
增压器数量 Number of turbochargers	2
平均活塞速度 Mean Piston Speed (m/s)	9.75
平均有效压力 BMEP @ ESP (Bar)	29.59
冷却系统 Cooling System	Liquid (water + 50% antifreeze)冷却液（水 + 50% 防冻液）
喷油系统 Injection System	Direct 缸内直喷
燃油系统型式 Fuel System	High Pressure Common Rail 高压共轨
进气形式 Aspiration	Turbocharged and Aftercooled 增压中冷
压缩比 Compression ratio	15 : 1
飞轮壳 Flywheel housing	SAE 0
飞轮 Flywheel	18"
面向飞轮端发动机旋转方向 Rotation Viewed from Flywheel	Counter Clockwise 逆时针
飞轮壳允许的弯矩 Allowed static bending moment of the flywheel housing (Nm)	TBD
飞轮齿数 N° of teeth on flywheel ring gear	194
飞轮转动惯量 Inertia of flywheel (kg•m²)	7.18
曲轴转动惯量 Inertia of crankshaft (kg•m²)	4.52
排放标准 Emission standard	中国非道路 China Non-road III
整机外形尺寸 Overall Dimensions without radiator (Length x Width x Height)(mm)	2917×1605×2223
不带散热器及管路干重 Engine dry weight without radiator and without radiator pipes (kg)	3527
带散热器及管路干重 Engine dry weight with radiator and radiator pipes (kg)	N/A

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带散热器（包括冷却液及机油）湿重 Engine wet weight with radiator (includes oil, coolant)(kg)..... N/A

进气系统 Air intake system

清洁滤芯进气阻力 Air intake restriction clean filter (mBar)	≤ 30
脏滤芯进气阻力 Air intake restriction dirty filter (mBar)	≤ 62
数据中心功率进气流量 Combustion air flow @ DCP (m³/min)	83.1
备用功率进气流量 Combustion air flow @ ESP (m³/min)	90.4
进气管最小直径 Min. diameter of intake pipe (mm)	160

中冷系统 Aftercooling system

中冷系统型式 Aftercooler system type	Air to Air 空空
最大进气歧管温度 Max. intake manifold temperature(°C)	80
进气歧管温度与环境温度之间的最大差值	
Max. difference between intake manifold temperature and ambient temperature (°C)	30
允许的中冷器最大压降 Max. intake pressure drop of aftercooler (mBar)	120

润滑系统 Lubrication system

油底壳机油最小/最大容量 Oil capacity Low / High (L)	120/146
怠速时机油压力 Oil pressure in normal condition at idle speed (Bar)	≥ 2
额定转速下机油压力 Oil pressure in normal condition at rated speed (Bar)	4 - 6.5
机油压力低报警（停机）值 Lowest oil pressure alarm (shutdown) (Bar)	2
机油压力高报警值 High Oil Pressure Warning (Bar)	10
最高机油温度 Max. oil temperature (°C)	105
额定转速下机油流量 Oil flow at 1500 rpm (L/min)	392
机油燃油消耗比 Oil consumption ratio based on engine fuel consumption data (%)	≤ 0.3
发动机机油总容量 Total system capacity (including filters) (L)	155

排气系统 Exhaust system

允许最大排气背压 Max. exhaust back pressure (mBar)	75
最大排气温度（涡轮前） Max. Exhaust gas temperature before turbocharger (°C)	750
最大排气温度（涡轮后） Max. Exhaust gas temperature after turbocharger (°C)	580
数据中心功率排气流量 Exhaust flow @ DCP (m³/min)	287
备用功率排气流量 Exhaust flow @ ESP (m³/min)	318.6
排气管最小直径 Min. diameter at exhaust pipe (mm)	220
涡轮增压器法兰允许最大弯矩 Max. bending moment of exhaust gas exit flange (Nm)	10

噪声 Noise

发动机噪声（声压级） Diesel engine noise (Sound pressure level) (dB(A))	101.1
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冷却系统 Cooling system (NonRad)

系统允许使用最高环境温度 System designed for ambient temperature up to (°C) ¹	N/A
散热器形式 Radiator type	N/A
风扇形式 Fan type	N/A 无
允许的外部出水管内径 Min. inside diameter of coolant outlet pipe (mm)	60
发动机高温冷却液容量 Coolant capacity of engine HT (L)	76
发动机低温冷却液容量 Coolant capacity of engine LT (L)	N/A
散热器及管路高温冷却液容量 Coolant capacity of radiator and pipes HT (L)	133
散热器及管路低温冷却液容量 Coolant capacity of radiator and pipes LT (L)	N/A
发动机报警（停机）温度 Coolant alarm (shutdown) temperature (°C)	103
节温器初开/全开温度 Thermostat opening temperature / full open temperature (°C)	80/92
冷却循环允许外部阻力高/低温	
Max. additional restriction for external cooling circuit HT/LT(Bar)	0.5/N/A
风扇风量 Cooling fan air flow assumes the presence of the standard radiator provided (m³/min)	N/A
风扇功耗 Fan absorbed power (kW)	N/A

燃油系统 Fuel system

调速器 Governor	ECU 电控调速
稳态转速波动率 Steady state speed stability at constant load (%) ²	±0.25%
进油口最大阻力 Max. restriction at fuel inlet (Bar)	0.5
进油口最大压力 Max. pressure at fuel inlet (Bar)	0.2
最大回油阻力 Max. fuel return restriction (Bar)	0.10
最大进油温度 Max. fuel inlet temperature (°C)	70
发动机供油流量 Fuel supply flow of engine inlet(L/hr)	590
进油管最小内径 Min. internal diameter of inlet pipe (mm)	19
回油管最小内径 Min. internal diameter of return pipe (mm)	19

电器系统 Electrical system

电器系统电压 Electrical system voltage (negative to ground) (Vdc)	24
起动机数量×功率 Starter motor quantity× power (kW)	2×8.5
推荐最低电池容量-冷启动电流 @-18°C	
Minimum recommended battery capacity CCA @-18°C (A)	750-1200
充电电流/充电电压 Battery charging alternator output (A) / (Vdc)	55/28
充电发电机功率 Battery charging alternator output power (kW)	1.5
启动回路最大电阻 Max. electric resistance of starting circuit (Ω)	0.008
启动回路线路最小截面积 Min. cross-sectional area of wire (mm²)	70
不带辅助设备最低启动温度 Min. cold start temperature without auxiliary starting device (°C) ³	-5
带辅助设备最低启动温度 Min. cold start temperature with auxiliary starting device (°C) ³	-10

¹ 基于发动机在100% ESP功率下测试的 N/A°C 为最高风扇进风温度（AOT），开放环境下的温度条件，即无遮挡或集装箱，散热器前无任何气流阻碍，无空气再循环，废气自由排出且发动机节温器处于全开状态。额外空气阻力为50Pa。至于在某客户或某项目上的

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等效极限使用环境温度（ATB），请咨询应用工程部门。
The indicated value is based on the AOT value of N/A°C for an engine tested at 100% of the ESP Power, reflecting temperature in an open condition, without an enclosure or container, without any airflow obstruction in the front of the radiator, without air recirculation, with free exhaust gas exit and with the engine thermostatic valve in its full open condition, without a closing plate present. The reference air restriction is equal to 50Pa. For the equivalent ATB (Air-to-Boil) performance on a customer or project basis, please consult Weichai Application Engineering.

² 仅针对发动机的频率响应特性 This refers only to the frequency response of the engine.

³ 对于应急备用用途或者要求发动机快速启动并加载的用途，必须安装冷却液加热器，安装指导详见发动机随机《使用保养说明书》，推荐安装加热器时，应确保冷却液在所有发动机部件间持续循环，对于V型发动机，需要确保两侧均可被加热。
Engines used in emergency standby application or applications that require immediate start, they must be equipped with coolant heaters and pre-lubricated system, details guidance reference the <Operation and Maintenance Manual for Diesel Engine> which documents attached to engine. Weichai recommend heaters installation to be executed by providing constant coolant circulation across all the related components. For V-type engines, it is necessary to ensure that both sides are heated simultaneously.

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热平衡测试数据 Heat balance test data (环境温度with ambient temperature 31.0 ℃)

名称 Designation	数据中心功率 DCP		备用功率 ESP	
	HT	LT	HT	LT
冷却液进出压力 Coolant inlet / output pressure (kPa)	L:-4.0/105.4 R:-4.1/104.8	N/A	L:-4.0/104.5 R:-4.4/104.8	N/A
冷却液进出温度 Coolant inlet / output temperature (°C)	L:85.8/92.8 R:86.2/93.2	N/A	L:86.1/93.7 R:86.5/94.1	N/A
冷却液流量 Coolant flow (m³/h)	L:39.5 R:39.4	N/A	L:39.3 R:39.4	N/A
中冷器进出温度 Intercooler inlet / output temperature (°C)	L:197.7/56.5 R:197.3/54.5		L:216.0/55.4 R:216.1/55.1	
中冷器进出压力 Intercooler inlet / output pressure (kPa)	L:244.4/233.3 R:245.2/234.7		L:275.3/264.2 R:286.6/265.0	
发动机总散热量 Engine total dissipation heat (kJ/s)	1903		2134.8	
高温循环散热量 The heat taken by the HT circuit (kJ/s)	593.9		643.2	
中冷散热量 The heat taken by the CAC 中冷器 (kJ/s)	229.5		282.6	
排气散热量 The heat taken by the exhaust (kJ/s)	999.2		1118.2	
发动机辐射散热量 Radiation heat of the engine surface (kJ/s)	80.4		90.8	
涡轮增压后温度 Exhaust gas temperature after turbo. (°C)	571		588	

注意Note: HT: 高温回路Jacket Water Circuit; LT: 低温回路Low Temperature Circuit

燃油消耗 Fuel consumption gross

功率 Rating	数据中心功率 DCP		备用功率 ESP	
	gr/kWh	L/hr	gr/kWh	L/hr
100%	206.8	332.4	206.8	357
75%	191.5	230.8	192.8	249.6
50%	193.9	155.8	192.9	166.5
25%	204.9	82.3	203.9	88

注意Note: 以柴油密度0.84kg/L计算 The reference testing diesel density is 0.84 kg/L.

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功率定义 Ratings definitions

数据中心功率 Data Centre Power (DCP)

在无限制运行时间的条件下，发电机组能为可变或连续电力负载提供的最大功率。Data Centre Power (DCP) is the maximum power that can be delivered while supplying a variable or continuous electrical load. A DCP-rated engine may operate for an unlimited number of hours per year.

* 注意 Note: 发动机驱动的交流发电机组是数据中心的可靠备用电源，不应在持续加载时与市电并网。The engine driven alternating current generating set is a reliable source of power for data centers and it can also be used to back up a reliable utility. Prolonged operation at load in parallel with a utility is not permitted.

备用功率 Emergency Standby Power (ESP)

在商定的运行条件下并按制造商规定的维修间隔和方法实施维护保养，当公共电网出现故障或在试验条件下，发电机组每年运行达200小时的某一可变功率系列中的最大功率，在24小时的运行周期内允许的平均输出功率应不大于ESP的70%。Emergency Standby Power (ESP) is the maximum power that can be delivered in the event of a utility power outage while supplying a variable electrical load. An ESP-rated engine may operate for up to 200 hours per year. The permissible average power output over 24 hours of operation shall not exceed 70% of the ESP. No overload capability is allowed. The engine is not to be used for sustained utility paralleling applications.

- 1) 所有功率符合ISO 8528-1, ISO 3046和DIN 6271标准中规定的使用环境条件。 All ratings are determined in accordance with operating conditions specified in ISO 8528-1, ISO 3046, and DIN 6271 standards.
- 2) 此发动机数据单包含了标准配置的发动机信息，仅供参考。如性能参数需求超出该数据单包含内容，请联系应用工程部门获取信息。This Engine datasheet contains information applicable to standard engine configurations and is intended for reference only. For performance specifications beyond the parameters indicated, please submit technical inquiries to the Applications Engineering Department.