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**GAS & COP/DCP  
GENSET ENGINES  
SELECTION CHART**

**2025**

# COP & DCP DIESEL ENGINE SELECTION TABLE

## DIESEL ENGINES 50Hz STAGE-II & STAGE-III REGULATED COP

Engine Model	Gross Engine Output 50Hz		Typical Generator Output 50Hz		Engine displ. and layout		Flywheel		Governor type	Aspiration
	ESP kWm	COP kWm	COP kWe	COP kVA	Displ.	Cylind.	Housing	Flywheel		
D165R2-MP-ETA-669	152	127	100	125	6.9L	L6	SAE 2/3	11.5"	Electronic	TA
D275R2-MP-ETA-610	258	206	160	200	10L	L6	SAE 1	14"	Electronic	TA
D350R2-MP-ETA-610	309	221	205	250	10L	L6	SAE 1	14"	Electronic	TA
D400R2-MP-ETA-612	369	326	257	300	11.7L	L6	SAE 1	14"	Electronic	TA
D750R3-EP-TA-620	666	476	400	500	20L	L6	SAE 1	14"	ECU	EP-TA
D1125R3-EP-TA-628	968	706	652	815	28L	L6	SAE 0	18"	ECU	EP-TA
D1375V3-CR-TA-1240	1232	899	780	975	40L	V12	SAE 0	18"	ECU	CR-TA
D1900V3-CR-TA-1652	1672	1318	1080	1350	52L	V16	SAE 0	18"	ECU	CR-TA

## DIESEL ENGINES 50Hz STAGE-III REGULATED DCP

Engine Model	Gross Engine Output 50Hz		Typical Generator Output 50Hz		Engine displ. and layout		Flywheel		Governor type	Aspiration
	ESP kWm	DCP kWm	DCP kWe	DCP kVA	Displ.	Cylind.	Housing	Flywheel		
D688R3-EP-TA-620	617	561	500	625	20L	L6	SAE 1	14"	ECU	EP-TA
D825R3-CR-TA-620	735	668	600	750	20L	L6	SAE 1	14"	ECU	CR-TA
D1125R3-EP-TA-628	968	880	800	1000	28L	L6	SAE 0	18"	ECU	EP-TA
D1250V3-CR-TA-1240	1100	1000	900	1125	40L	V12	SAE 0	18"	ECU	CR-TA
D1375V3-CR-TA-1240	1232	1120	1000	1250	40L	V12	SAE 0	18"	ECU	CR-TA
D1650V3-CR-TA-1240	1413	1285	1200	1500	40L	V12	SAE 0	18"	ECU	CR-TA
D1900V3-CR-TA-1652	1672	1520	1400	1750	52L	V16	SAE 0	18"	ECU	CR-TA
D2250V3-CR-TA-1652	1985	1805	1600	2000	52L	V16	SAE 0	18"	ECU	CR-TA

# GAS GNESET ENGINE SELECTION TABLE

## 50Hz GENSET GAS ENGINES

Engine Model	NATURAL GAS (NG, CNG)							LIQUID GAS (LPG)			ENGINE CONFIGURATION			
	Gross Engine Output 50Hz			Typical Generator Output 50Hz				Gross Engine Output 50Hz		Typical Generator Output 50Hz	Engine displ. and layout		Flywheel	
	ESP kWm	PRP kWm	COP kWm	ESP kVe	ESP kVA	PRP kWe	PRP kVA	PRP kWm	PRP kWe	PRP kVA	Displ.	Cylind.	Housing	Flywheel
G40N-R442	44	40	35	33	40	30	38	/	/	/	4.2L	L4	SAE 3	11.5"
G69N-R442	66	60	50	55	69	50	63	30	25	31	4.2L	L4	SAE 3	11.5"
G83N-R452	90	80	70	66	83	60	75	40	32	40	5.2L	L4	SAE 2	11.5"
G138N-R678	140	120	100	110	138	100	125	70	60	75	7.8L	L6	SAE 2	11.5"
G220N-R6103	210	200	160	176	220	160	200	150	120	150	10.3 L	L6	SAE 1	14"
G338N-R6129	300	280	230	270	338	240	300	200	160	200	12.9 L	L6	SAE 1	14"
G375N-R6164	330	300	250	300	375	280	350	240	200	250	16.4L	L6	SAE 1	14"
G440N-R6196	425	400	350	350	440	320	400	320	250	313	19.6L	L6	SAE 1	14"
G688N-R6396	625	600	500	550	688	500	625	/	/	/	39.6L	L6	SAE 0	18"

### POWER DEFINITIONS:

#### DCP = Data Centre Power rating

It corresponds to the data center power (DCP) of ISO 8528, and refers to the maximum power that the engine can provide for variable or continuous electrical loads under conditions of unlimited operating time, with the maintenance intervals and procedures being carried out as prescribed by YUCHAI. The generator unit is only applicable to the backup power supply of the datacenter.

#### COP = Continuous Operation Power rating

Defined as COP by ISO 8528-1 for unlimited number of hours per year (less service. Applicable for supplying utility power at a constant 100% load. No overload capability is available for this rating. This rating is typically used when a consistent and reliable power supply is needed with minimal fluctuations.

### NOTES:

Electrical output is based on assumed alternator efficiency for guidance only kVA figures are calculated using 0.8 Power Factor

All ratings data are based on operation under ISO-8528-1 and ISO3046

Emission classes are certified according to EU NRMM, CH T3, ECE R96 directives

### REMARKS:

Performance tolerance is +/-5% based on typical fan size and ratio. Please refer to the specific engine data sheet for more information.

The standard scope of YUCHAI Genset engine includes engine, standard radiator with pusher fan, air cleaner and electronic governor or ECU.

All information contained with this document was correct at the time of printing and may be subject to change.

### ABBREVIATIONS:

- N** - natural aspirated
- T** - turbocharged engine
- TA** - turbocharged and aftercooled engine