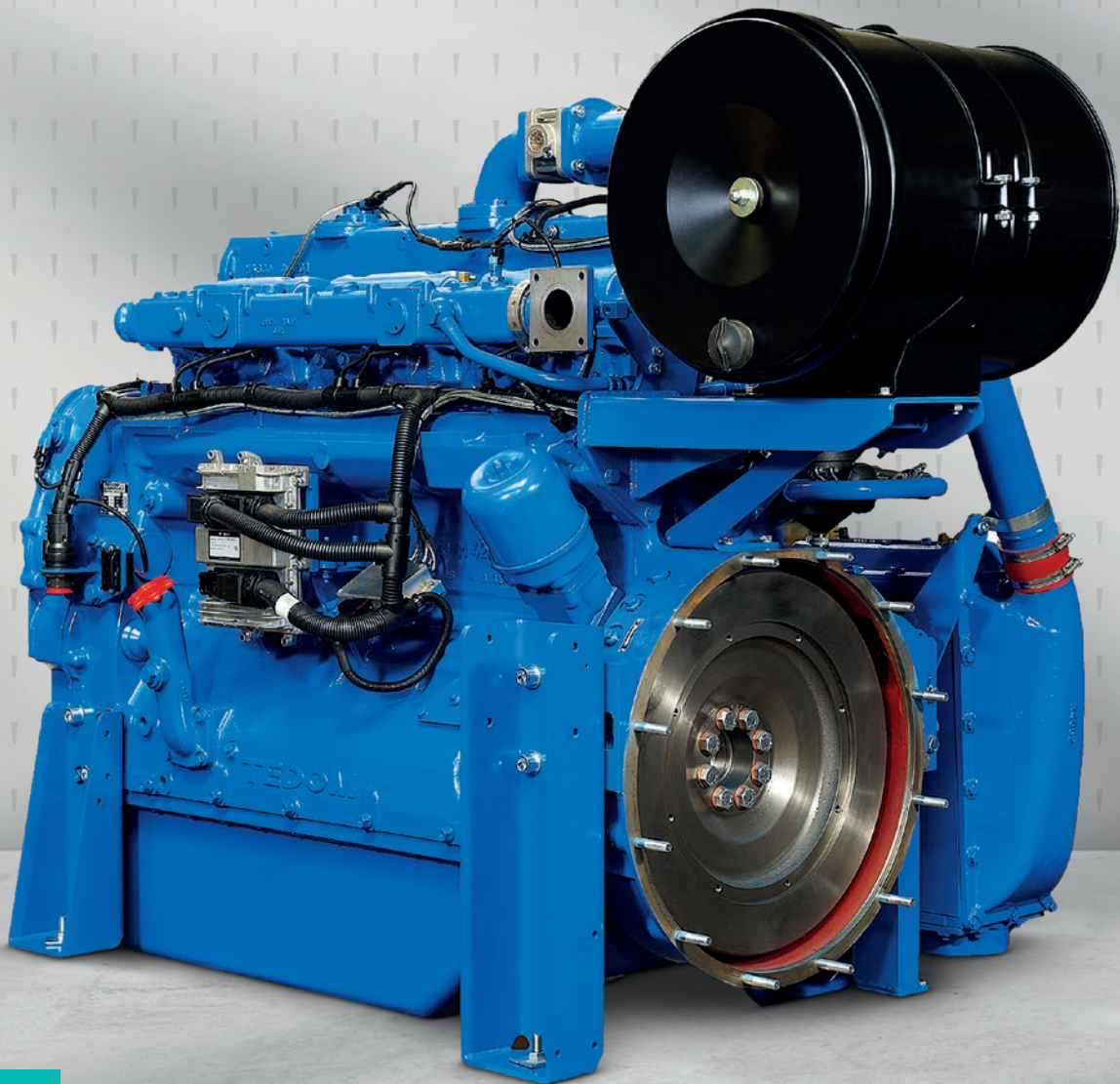




Gas Engines



Gas Engines

Designed for continuous duty

Current product portfolio covers the range from 35 kW up to 365 kW. Engine design reflects knowhow collected during 30 years of gas engine development, production and operation. All engines are designed for continuous duty and well proven in TEDOM's CHP applications.

Key advantages

- ▤ Well proven design
- ▤ Long durability
- ▤ Long service intervals
- ▤ Low operating costs

30+

years of experience

35–365 kW

performance range

K 30—35

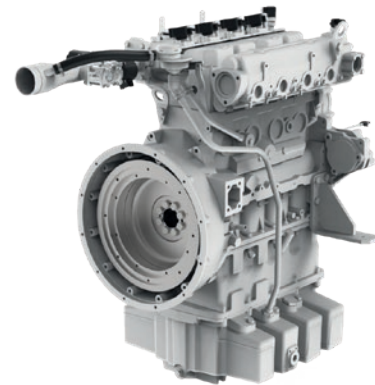
Displacement	3,8 L
Design	L4
Configuration	NA
Combustion	Stoich
Fuel	NG; LPG; BIO



Model	Fuel	Configuration	Combustion	Power [kW]	Remark
KG 35 G5V NX 88	Natural Gas	NA	Stoichiometric	35	
KB 30 G5V NX 88	Bio Gas	NA	Stoichiometric	32	
KP 30 G5V NX 88	Propane	NA	Stoichiometric	32	

M 50

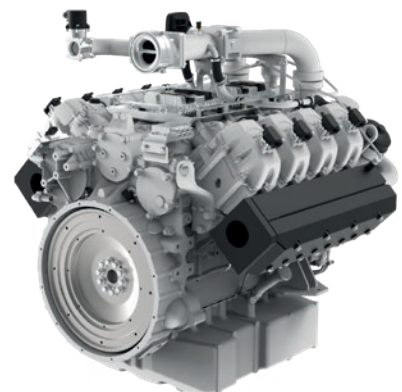
Displacement	4,6 L
Design	L4
Configuration	NA
Combustion	Stoich
Fuel	LPG; BIO



Model	Fuel	Configuration	Combustion	Power [kW]	Remark
MB 50 G5V NX 88	Bio Gas	NA	Stoichiometric	48	
MP 50 G5V NX 88	Propane	NA	Stoichiometric	52	

M 185

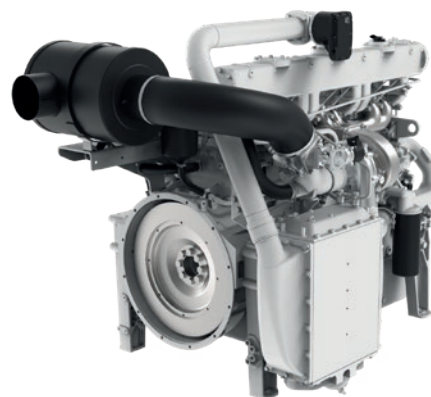
Displacement	17,2 L
Design	V8
Configuration	NA
Combustion	Stoich
Fuel	NG



Model	Fuel	Configuration	Combustion	Power [kW]	Remark
MG 185 G5V NX 88	Natural Gas	NA	Stoichiometric	183	

T 80—210

Displacement	11,9 L
Design	L6
Configuration	NA; TC; TC+IC
Combustion	Lean; Stoich
Fuel	NG; LPG; BIO; SYNGAS



Model	Fuel	Configuration	Combustion	Power [kW]	Remark
TG 85 G5V NX 86	Natural Gas	NA	Lean burn	86	
TB 90 G5V NX 86	Bio Gas	NA	Lean burn	88	
TP 90 G5V NX 86	Propane	NA	Lean burn	89	
TW 80 G5V NX 86	Wood gas	NA	Lean burn	80	4
TG 110 G5V TX 86	Natural Gas	TC	Lean burn	110	
TB 110 G5V TX 86	Bio Gas	TC	Lean burn	112	
TW 110 G5V TX 86	Wood gas	TC	Lean burn	111	4
TG 130 G5V TX 86	Natural Gas	TC	Lean burn	132	
TB 130 G5V TX 86	Bio Gas	TC	Lean burn	130	
TP 120 G5V TX 86	Propane	TC	Lean burn	144	
TW 150 G5V TW 86	Wood gas	TC+IC	Lean burn	150	4
TP 160 G5V TW 86	Propane	TC+IC	Lean burn	159	
TG 170 G5V TW 86	Natural Gas	TC+IC	Lean burn	173	1
TB 170 G5V TW 86	Bio Gas	TC+IC	Lean burn	176	1
TG 190 G5V TW 86	Natural Gas	TC+IC	Lean burn	193	1
TB 190 G5V TW 86	Bio Gas	TC+IC	Lean burn	191	1
TG 210 G5V TW 86	Natural Gas	TC+IC	Lean burn	213	1
TB 210 G5V TW 86	Bio Gas	TC+IC	Lean burn	213	1
TG 80 G5V NX 88	Natural Gas	NA	Stoichiometric	80	
TG 100 G5V NX 88	Natural Gas	NA	Stoichiometric	100	
TG 110 G5V NX 88	Natural Gas	NA	Stoichiometric	110	
TG 120 G5V NX 88	Natural Gas	NA	Stoichiometric	120	
TG 130 G5V NX 88	Natural Gas	NA	Stoichiometric	130	

S 160

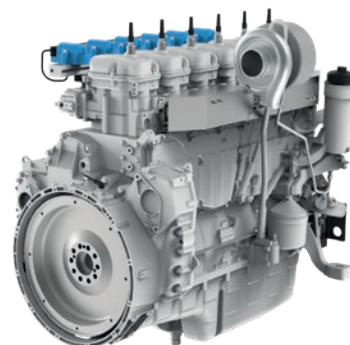
Displacement	9,3 L
Design	L4
Configuration	TC+IC
Combustion	Lean
Fuel	BIO; (NG)



Model	Fuel	Configuration	Combustion	Power [kW]	Remark
SG 160 G5V TW 86/87	Natural Gas	TC+IC	Prechamber	157	PROGRAM START ^{1,2,5}
SB 160 G5V TW 86	Bio Gas	TC+IC	Prechamber	157	^{1,2,3}

S 145—275

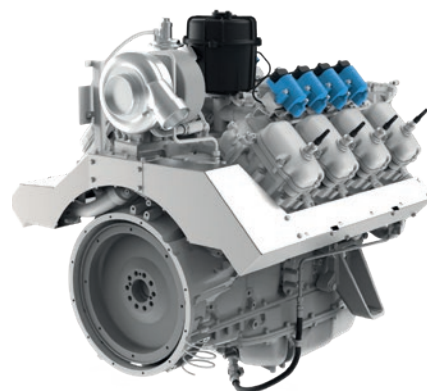
Displacement	12,7 L
Design	L6
Configuration	NA; TC+IC
Combustion	Lean; Stoich
Fuel	BIO; NG



Model	Fuel	Configuration	Combustion	Power [kW]	Remark
SG 230 G5V TW 86/87	Natural Gas	TC+IC	Prechamber	230	PROGRAM START ^{1,2,5}
SB 265 G5V TW 86	Bio Gas	TC+IC	Lean burn	265	^{1,2,5}
SB 275 G5V TW 86	Bio Gas	TC+IC	Prechamber	275	^{1,2,3}
SG 145 G5V NX 88	Natural Gas	NA	Stoichiometric	146	PROGRAM START

S 365

Displacement	16,4 L
Design	V8
Configuration	TC+IC
Combustion	Lean
Fuel	BIO



Model	Fuel	Configuration	Combustion	Power [kW]	Remark
SB 320 G5V TW 86	Bio Gas	TC+IC	Lean burn	320	PROGRAM START ^{1,5}
SB 365 G5V TW 86	Bio Gas	TC+IC	Prechamber	365	^{1,2,3}

List of available options

Model	Water intercooler	Sparkplugs	Bosch EMS	HMI	Ignition	Throttle valve	Mixer with actuator	Sensor kit (tbd)	Air filter kit	Oxidation catalyst (free part)	3W catalyst (free part)	Cooling fan	Engine driven water pump	Thermostatic chamber	Charging alternator	Exh.heat exchanger	Catalyst for heat exh.
KG 35 G5V NX 88	-	✓	-	-	✓	✓	✓	✓	✓	-	-	✓	✓	✓	✓	✓ ⁶	✓ ⁶
KB 30 G5V NX 88	-	✓	-	-	✓	✓	✓	✓	✓	-	-	✓	✓	✓	✓	✓ ⁶	✓ ⁶
KP 30 G5V NX 88	-	✓	-	-	✓	✓	✓	✓	✓	-	-	✓	✓	✓	✓	✓ ⁶	✓ ⁶
MB 50 G5V NX 88	-	✓	-	-	✓	✓	✓	✓	✓ ⁶	-	-	-	-	-	-	✓ ⁶	✓ ⁶
MP 50 G5V NX 88	-	✓	-	-	✓	✓	✓	✓	✓ ⁶	-	-	-	-	-	-	✓ ⁶	✓ ⁶
TG 85 G5V NX 86	-	✓	✓	✓	✓	✓	✓	✓	✓	✓ ⁶	-	✓	✓	✓	✓	✓ ⁶	✓ ⁶
TB 90 G5V NX 86	-	✓	✓	✓	✓	✓	✓	✓	✓	-	-	✓	✓	✓	✓	✓ ⁶	✓ ⁶
TP 90 G5V NX 86	-	✓	✓	✓	✓	✓	✓	✓	✓	-	-	✓	✓	✓	✓	✓ ⁶	✓ ⁶
TW 80 G5V NX 86	-	✓	✓	✓	✓	✓	✓	✓	✓	-	-	✓	✓	✓	✓	-	-
TG 110 G5V TX 86	-	✓	✓	✓	✓	✓	✓	✓	✓	✓ ⁶	-	✓	✓	✓	✓	✓ ⁶	✓ ⁶
TB 110 G5V TX 86	-	✓	✓	✓	✓	✓	✓	✓	✓	-	-	✓	✓	✓	✓	✓ ⁶	✓ ⁶
TW 110 G5V TX 86	-	✓	✓	✓	✓	✓	✓	✓	✓	-	-	✓	✓	✓	✓	-	-
TG 130 G5V TX 86	-	✓	✓	✓	✓	✓	✓	✓	✓	✓ ⁶	-	✓	✓	✓	✓	✓ ⁶	✓ ⁶
TB 130 G5V TX 86	-	✓	✓	✓	✓	✓	✓	✓	✓	-	-	✓	✓	✓	✓	✓ ⁶	✓ ⁶
TP 120 G5V TX 86	-	✓	✓	✓	✓	✓	✓	✓	✓	-	-	✓	✓	✓	✓	✓ ⁶	✓ ⁶
TW 150 G5V TW 86	✓	✓	✓	✓	✓	✓	✓	✓	✓	-	-	✓	✓	✓	✓	-	-
TP 160 G5V TW 86	✓	✓	✓	✓	✓	✓	✓	✓	✓	-	-	✓	✓	✓	✓	✓ ⁶	✓ ⁶
TG 170 G5V TW 86 ¹	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓ ⁶	-	✓	✓	✓	✓	✓ ⁶	✓ ⁶
TB 170 G5V TW 86 ¹	✓	✓	✓	✓	✓	✓	✓	✓	✓	-	-	✓	✓	✓	✓	✓ ⁶	✓ ⁶
TG 190 G5V TW 86 ¹	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓ ⁶	-	✓	✓	✓	✓	✓ ⁶	✓ ⁶
TB 190 G5V TW 86 ¹	✓	✓	✓	✓	✓	✓	✓	✓	✓	-	-	✓	✓	✓	✓	✓ ⁶	✓ ⁶
TG 210 G5V TW 86 ¹	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓ ⁶	-	✓	✓	✓	✓	✓ ⁶	✓ ⁶
TB 210 G5V TW 86 ¹	✓	✓	✓	✓	✓	✓	✓	✓	✓	-	-	✓	✓	✓	✓	✓ ⁶	✓ ⁶
SG 160 G5V TW 86/87 ¹	✓ ⁶	✓	-	-	✓	✓	✓	✓ ⁶	-	-	-	-	-	-	-	-	-
SB 160 G5V TW 86 ¹	✓ ⁶	✓	-	-	✓	✓	✓	✓ ⁶	-	-	-	-	-	-	-	-	-
SG 230 G5V TW 86/87 ¹	✓ ⁶	✓	-	-	✓	✓	✓	✓ ⁶	-	-	-	-	-	-	-	-	-
SB 265 G5V TW 86 ¹	✓ ⁶	✓	-	-	✓	✓	✓	✓ ⁶	-	-	-	-	-	-	-	-	-
SB 275 G5V TW 86 ¹	✓ ⁶	✓	-	-	✓	✓	✓	✓ ⁶	-	-	-	-	-	-	-	-	-
SB 320 G5V TW 86 ¹	✓ ⁶	✓	-	-	✓	✓	✓	✓ ⁶	-	-	-	-	-	-	-	-	-
SB 365 G5V TW 86 ¹	✓ ⁶	✓	-	-	✓	✓	✓	✓ ⁶	-	-	-	-	-	-	-	-	-
TG 80 G5V NX 88	-	✓	✓	✓	-	✓	✓	✓	✓	-	✓ ⁶	✓	✓	✓	✓	✓ ⁶	✓ ⁶
TG 100 G5V NX 88	-	✓	✓	✓	-	✓	✓	✓	✓	-	✓ ⁶	✓	✓	✓	✓	✓ ⁶	✓ ⁶
TG 110 G5V NX 88	-	✓	✓	✓	-	✓	✓	✓	✓	-	✓ ⁶	✓	✓	✓	✓	✓ ⁶	✓ ⁶
TG 120 G5V NX 88	-	✓	✓	✓	-	✓	✓	✓	✓	-	✓ ⁶	✓	✓	✓	✓	✓ ⁶	✓ ⁶
TG 130 G5V NX 88	-	✓	✓	✓	-	✓	✓	✓	✓	-	✓ ⁶	✓	✓	✓	✓	✓ ⁶	✓ ⁶
SG 145 G5V NX 88	-	✓	✓	✓	-	✓	✓	✓	✓ ⁶	-	✓ ⁶	-	-	-	-	-	-
MG 185 G5V NX 88	-	✓	✓	✓	-	✓	✓	✓	✓ ⁶	-	-	-	-	-	-	✓ ⁶	-

1. For CHP applications water intercooler recommended.
2. Prechamber technology - advanced engine control required.
3. Only for new installation, use for repowering shall be consulted.
4. Data presented in technical specification is not guaranteed. The data only for purposes of engine installation.
5. Prototype for extended filed validation.
6. Part is delivered loose, not mounted on the engine.