



Waukesha

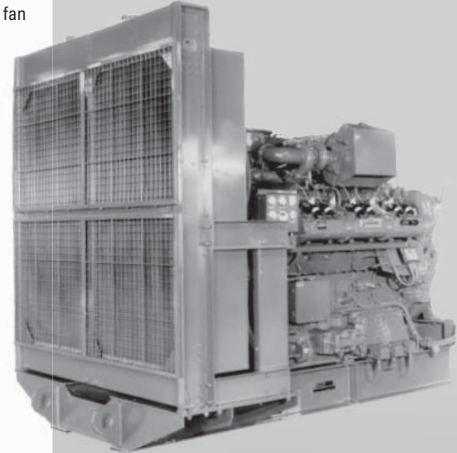
L36GLU/GLDU/GSIDU

STANDARD EQUIPMENT

- AIR CLEANER** – Two stage, dry panel type with rain shield and service indicator. Engine mounted.
- BARRING DEVICE** – Manual.
- BASE** – Engine and radiator cooling components are mounted on a heavy, structural steel base suitable for lifting.
- BREATHER** – Crankcase, closed type (mounted).
- CARBURETOR** – Two natural gas. Deltec on GLDU/GSIDU.
- CONNECTING RODS** – Drop forged alloy steel, angle split, serrated joint, oil jet piston pin lubrication.
- CONTROLS** – Local shutdown switch, engine mounted.
- COOLING SYSTEM** – Thermostatically controlled. Mounted radiator with core guard, duct adapter and belt driven suction fan sized for 110° F (43° C) ambient air and 50% ethylene glycol coolant solution.
- CRANKCASE** – Alloy cast iron, fully ribbed, integral with cylinder frame.
- CRANKSHAFT** – Drop forged alloy steel with thru hardened journals, dynamically balanced and fully counterweighted. Viscous vibration dampener.
- CYLINDER HEADS** – Twelve interchangeable, valve-in-head type, with two hard faced intake and two hard faced exhaust valves per cylinder. Replaceable intake and exhaust valve seats. Mechanical valve lifters with pivoted roller followers.
- CYLINDERS** – Removable wet type liners of centrifugally cast alloy iron.
- EXHAUST SYSTEM** – Water cooled, exhaust manifolds. Single outlet flange for ANSI 10" 125# flange.
- FLYWHEEL** – With 165 tooth ring gear (for Delco electric and air/gas starters). Flywheel machined to accept SAE 620D-21. 21 (533 mm) diameter clutch, or SAE 927B-1210 flywheel converter, or SAE J162A-522 single bearing generator.
- FLYWHEEL HOUSING** – SAE #00, nodular iron housing. Provision for two magnetic pickups.
- GOVERNOR** – Woodward PSG hydraulic type.
- IGNITION** – Waukesha Custom Engine Control electronic ignition system with coils, cables and spark plugs. Non-shielded. 24V DC power required.
- INTERCOOLER** – Two pass, fin and tube, air-to-water.
- LUBRICATION SYSTEM** – Gear type pump, replaceable spin on oil filters and base type oil pan. Engine mounted shell and tube oil cooler, thermostatic valve for oil temperature control, and prelube pump. Motor frame size must conform to frame size 56C and "M" drive configuration.
- PAINT** – Oilfield Orange.
- PISTONS** – Aluminum alloy, three ring, with combustion bowl. Oil jet cooled with full floating piston pin. 11:1 compression ratio. (8.6:1 on GSIDU.)
- TURBOCHARGER** – Two exhaust driven, dry type with wastegate, standard for 1400 – 1800 rpm.
- WAUKESHA CEC DSM** – Includes engine mounted detonation sensors, Detonation Sensing Module (DSM) filter and wiring. Operation of DSM requires Waukesha CEC Ignition Module (IM), which is standard equipment. 24V DC power supply is required for IM and DSM. DSM meets CSA Class I, Division 2, Group D, hazardous location requirements.

VGF® Series Gas Power Unit

520-837 BHP (388-624 kWb)



Power Unit shown with options.

Model L36GL

Turbocharged and Intercooled, Lean Combustion Twelve Cylinder, Four Cycle Gas Fueled Engine

SPECIFICATIONS

Cylinders	Lube Oil Capacity
V12	86 gal. (326 L)
Piston	Fuel Pressure Range
Displacement	GLU -
2193 cu. in. (36 L)	25 - 50 psig
Bore & Stroke	(1.72 - 3.45 bar)
5.98" x 6.5"	GLDU, GSIDU -
(152 x 165 mm)	8" - 20" W.C.
Compression Ratio	(2 - 5 kPa)
11:1 (8.6:1 on GSIDU)	Dry Weight
Jacket Water	17,000 lb.
System Capacity	(7700 kg)
100 gal. (379 L)	



POWER RATINGS: L36GLU/GLDU/GSIDU POWER UNITS

Model	C.R.	Bore & Stroke in. (mm)	Displ. cu. in. (litres)	Brake Horsepower (kWb Output) 130°F (54°C) I.C. Water Temperature									
				1200 rpm ¹		1400 rpm ¹		1500 rpm		1600 rpm		1800 rpm	
				I	C	I	C	I	C	I	C		
L36GLU/GLDU	11:1	5.98 x 6.5 (152 x 165)	2193 (36)	573	520 (427) (388)	664	602 (495) (449)	709	643 (529) (480)	752	681 (561) (508)	837	757 (624) (565)
L36GSIDU	8.6:1	5.98 x 6.5 (152 x 165)	2193 (36)	—	—	664	602 (495) (449)	709	643 (529) (480)	752	681 (561) (508)	837	757 (624) (565)

Net available power unit ratings - includes derate for radiator fan. See Ratings Adjustment chart (S8154 latest revision) for adjustment for altitude and temperature.

¹Low speed turbocharger (Code 7000) required for operation at 1200 - 1400 rpm and GLU/GLDU only.

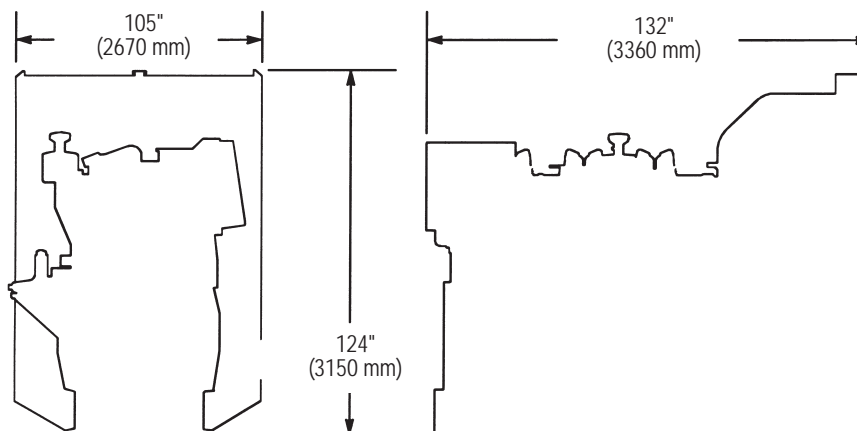
Rating Standard: All models - Ratings are based on ISO 3046/1-1986 with mechanical efficiency of 90% and Tcra (clause 10.1) as specified above limited to ± 10° F (5° C).

Ratings are also valid for SAE J1349, BS5514, DIN6271 and AP17B-11C standard atmospheric conditions.

I = Intermittent Service Rating: The highest load and speed that can be applied in variable speed mechanical system application only. Operation at this rating is limited to a maximum of 3500 hours per year.

C = ISO Standard Power/Continuous Power Rating: The highest load and speed which can be applied 24 hours per day, seven days per week, 365 days per year except for normal maintenance. It is permissible to operate the engine at up to 10% overload, or a maximum load indicated by the intermittent rating, whichever is lower, for two hours in every 24 hour period.

All natural gas engine ratings are based on a fuel of 900 Btu/ft³ (35.3 MJ/nm³) SLHV, with a 91 WKI®. For conditions or fuels other than standard, consult the Dresser Waukesha Application Engineering Department.



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