**I2 M26.3**

4 Stroke diesel engine, direct injection, common rail

- **Bore and stroke**: 150 x 150 mm
- **Number of cylinders**: 12 V @ 90°
- **Total displacement**: 31.80 litres
- **Compression ratio**: 15/1
- **Engine rotation (ISO 1204 standard)**: counterclockwise
- **Idle speed**: 650 rpm
- **Flywheel housing**: SAE 0
- **Flywheel**: SAE 18”

**Customer benefits**

- **Genuine marine design** with simple solutions, routine maintenance front area, engine block inspection hatches
- **Continuous compact power** with reference performances in its category
- **Global environment care** with low exhaust emissions, noise reduction and controlled fuel consumption at any running cycle
- **Latest safe technology** including electronic injection dynamic redundancy, high efficient ball bearing turbocharger, integrated circuits with 0 flexible hoses, and more…
- **Life cycle cost efficiency** with extended MTBO, modular concept reducing number of components and interfaces

**Rated power - Fuel consumption**

<table>
<thead>
<tr>
<th>Duty</th>
<th>kW</th>
<th>hp</th>
<th>rpm</th>
<th>Fuel consumption g/kWh</th>
<th>I/h</th>
<th>IMO*</th>
<th>EPA*</th>
<th>CCNR</th>
<th>CE97/68</th>
</tr>
</thead>
<tbody>
<tr>
<td>P1</td>
<td>883</td>
<td>1200</td>
<td>1800</td>
<td>197</td>
<td>207</td>
<td>II / III</td>
<td>IV</td>
<td>II</td>
<td>IIIA</td>
</tr>
<tr>
<td>P2</td>
<td>970</td>
<td>1320</td>
<td>1800</td>
<td>201</td>
<td>232</td>
<td>II</td>
<td>-</td>
<td>II</td>
<td>IIIA</td>
</tr>
<tr>
<td>P2</td>
<td>1030</td>
<td>1400</td>
<td>2100</td>
<td>204</td>
<td>250</td>
<td>II / III</td>
<td>III</td>
<td>II</td>
<td>IIIA</td>
</tr>
<tr>
<td>P2</td>
<td>1104</td>
<td>1500</td>
<td>2200</td>
<td>209</td>
<td>275</td>
<td>II / III</td>
<td>IV</td>
<td>II</td>
<td>IIIA</td>
</tr>
<tr>
<td>P3</td>
<td>1214</td>
<td>1650</td>
<td>2300</td>
<td>215</td>
<td>311</td>
<td>II / III</td>
<td>IV</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Application</th>
<th>unrestricted continuous</th>
<th>continuous</th>
<th>intermittent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engine load variations</td>
<td>very little or none</td>
<td>numerous</td>
<td>important</td>
</tr>
<tr>
<td>Average engine load factor</td>
<td>80 to 100 %</td>
<td>30 to 80 %</td>
<td>50 %</td>
</tr>
<tr>
<td>Annual working time</td>
<td>more than 5000 h</td>
<td>3000 to 5000 h</td>
<td>1000 to 3000 h</td>
</tr>
<tr>
<td>Time at full load</td>
<td>unlimited</td>
<td>8 h each 12 h</td>
<td>2 h each 12 h</td>
</tr>
</tbody>
</table>

**Power definition**

(Standard ISO 3046/1 - 1995 (F))

**Reference conditions**

- **Ambient temperature**: 25 °C / 77 °F
- **Barometric pressure**: 100 kPa
- **Relative humidity**: 30%R
- **Raw water temperature**: 25 °C / 77 °F

**Fuel oil**

- **Relative density**: 0.840 ± 0.005
- **Lower calorific power**: 42 700 kJ/kg
- **Consumption tolerances**: 0 ± 5%
- **Inlet limit temperature**: 35 °C / 95 °F

**Our ratings also comply with classification societies maximum temperature definition without power derating.**

- **Ambient temperature**: 45 °C / 113 °F
- **Raw water temperature**: 32 °C / 90 °F

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**Standard equipment**

**Cooling system**
- Two stages cooling circuit with built-in HT thermostatic valves
- Integrated fresh water expansion tank with port/starboard filling provision
- High efficiency tubular heat exchanger module
- Gear driven centrifugal fresh water pump
- Self priming raw water pump with bronze impeller

**Lubrication system**
- Full flow lube oil filters duplex type - Centrifugal lube oil purifier
- Fresh water cooled lube oil heat exchanger module
- Port or starboard lube oil filling cap and dipstick
- Manual priming and draining pump

**Fuel system**
- Common-rail injection with «Take Me Home» electronic redundancy
- Two high pressure pumps (one per bench) with shielded high pressure injection rails and pipes
- Fuel oil filter duplex type
- Water separator

**Intake air and exhaust system**
- Double flow raw water cooled intake air heat exchanger module
- Fresh water cooled exhaust gas manifolds
- High efficiency dry turbochargers with ball bearing technology

**Electrical system**
- Voltage: 24V DC insulated
- Electrical starter
- 190A battery charger

**Optional equipment**
- Cooling circuit configuration for box/keel cooling
- Application injection map (Eco mode - Comfort - High performance)
- 4000 Nm high torque free end PTO
- High efficiency air filter with blow-by recycler
- Equipment and factory trial according to Classification societies

**Dimensions and dry weight (mm / kg)**

<table>
<thead>
<tr>
<th>Dimensions and dry weight (mm / kg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1350</td>
</tr>
<tr>
<td>2333</td>
</tr>
<tr>
<td>3300</td>
</tr>
</tbody>
</table>

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Performance

P1 - 883 kW - 1200 hp @1800 rpm

P2 - 970 kW - 1320 hp @1800 rpm

P2 - 1030 kW - 1500 hp @2100 rpm

P2 - 1104 kW - 1500 hp @2200 rpm

P3 - 1214 kW - 1650 hp @2300 rpm

Moteurs Baudouin reserve the right to modify these specifications without notice. Document not contractual.