



Marine Engines

6 W126M

4 Stroke diesel engine, direct injection

Bore and stroke	126 x 155 mm
Number of cylinders	6 in line
Total displacement	11,60 litres
Compression ratio	18/1
Engine rotation (ISO 1204 standard)	counterclockwise
Idle speed	600 rpm
Flywheel housing	SAE 1
Flywheel	SAE 14"



Customer benefits

Continuous compact power with reference performances in its category

Global environment care with low exhaust emissions and controlled fuel consumption at any running cycle

Simple technology with mechanical injection

Life cycle cost efficiency with extended mean time between overhauls (MBTO)

Rated power - Fuel consumption

Duty	kW	hp	rpm	Fuel consumption g/kWh	l/h	IMO	CCNR	CE97/68
P1	294	400	1800	200	70	II	II	IIIA
P2	331	450	2100	210	83	II	II	IIIA

	P1 duty	P2 duty
Application	unrestricted continuous	continuous
Engine load variations	very little or none	numerous
Average engine load factor	80 to 100 %	30 to 80 %
Annual working time	more than 5000 h	3000 to 5000 h
Time at full load	unlimited	8 h each 12 h

P1 typical applications

Deep sea trawlers, shrimps trawlers, sea going tug boats, river tug boats, push boats, freighters, dredges, LCT, ferries

P2 typical applications

Passengers vessels, harbour tug boats, motorbarges, coastal freighters, tuna boats, seiners, netters, potting boats, longliners, buoyers, supply vessels, oceanographic research vessels, commercial pleasure crafts

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



Standard equipment

Engine and block

Cast iron cylinder block, with replaceable cylinder liners
Separate cast iron cylinder heads equipped with 4 valves
Replaceable valves guides and seats
Steel forged crankshaft with 7 bearings
Lube oil cooled light alloy piston with 3 high performance piston rings

Cooling system

Fresh / raw water heat exchanger with integrated thermostatic valves and expansion tank
Cast iron centrifugal fresh water pump, mechanically driven
Bronze self-priming raw water pump, mechanically driven

Lubrication system

Full flow duplex type oil filters
Fresh water cooled lube oil cooler

Fuel system

In line injection pump with flanged mechanical governor
Double wall injection bundle
Duplex fuel filters replaceable engine running
Water separator

Intake air and exhaust system

Insulated exhaust gas manifold
Turbo blower with insulated turbine housing
Low water temperature cooled intake air cooler

Electrical system

Voltage: 24Vcc
Electrical starter on flywheel crown
35A battery charger

Optional equipment

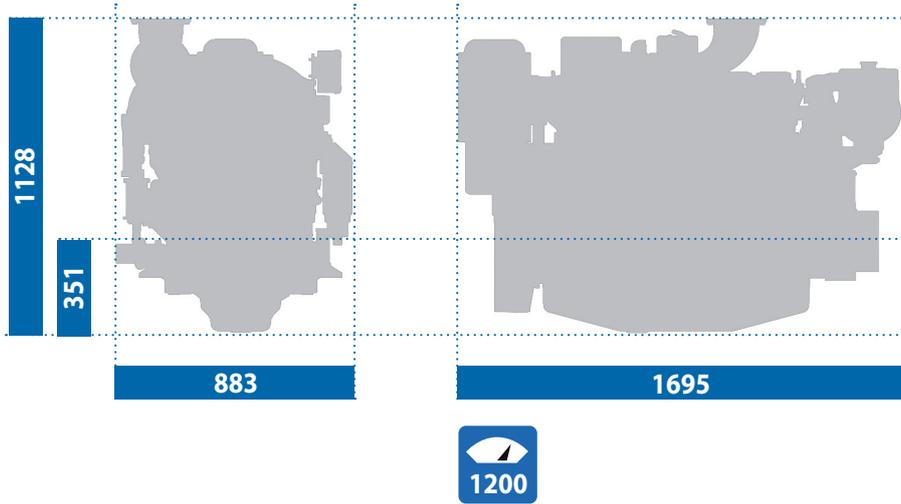
Cooling system adapted for box / keel cooling
Connection for emergency raw water circuit
Bilge pump
Air starter

Free end PTO
Resilient mounts under engine
Exhaust water injection after turbocharger

* contact us for further information regarding our options.

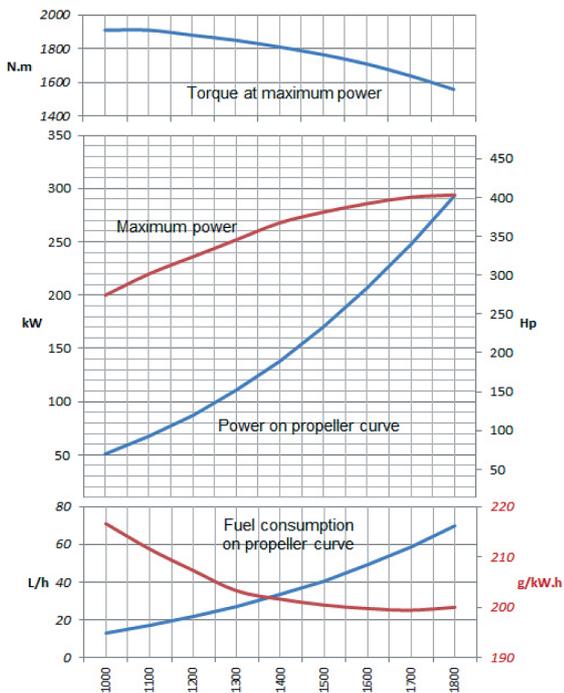


Dimensions and dry weight (mm / kg)



Performance

P1 - 294 kW - 400 hp @1800 rpm



P2 - 331 kW - 450 hp @2100 rpm

