6 M26.2

4 Stroke diesel engine, direct injection

Bore and stroke 150 x 150 mm
Number of cylinders 6 in line
Total displacement 15,90 litres
Compression ratio 15/1
Engine rotation (ISO 1204 standard) counterclockwise
Idle speed 700 rpm
Flywheel housing SAE 1
Flywheel SAE 14"

Customer benefits
Genuine marine design with simple solutions, easy routine maintenance, engine block inspection hatches
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

<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>CCNR</th>
<th>CE97/68</th>
</tr>
</thead>
<tbody>
<tr>
<td>P1</td>
<td>331</td>
<td>450</td>
<td>1800</td>
<td>198</td>
<td>78</td>
<td>II</td>
<td>II</td>
<td>IIIA</td>
</tr>
<tr>
<td>P1</td>
<td>368</td>
<td>500</td>
<td>1800</td>
<td>205</td>
<td>90</td>
<td>II</td>
<td>II</td>
<td>IIIA</td>
</tr>
<tr>
<td>P2</td>
<td>404</td>
<td>550</td>
<td>1900</td>
<td>209</td>
<td>101</td>
<td>II</td>
<td>II</td>
<td>IIIA</td>
</tr>
<tr>
<td>P2</td>
<td>442</td>
<td>600</td>
<td>1950</td>
<td>211</td>
<td>111</td>
<td>II</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

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

P2 duty
Continuous
Very little or none
30 to 80 %
3000 to 5000 h
8 h each 12 h

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

Engine and block
- Cast iron cylinder block
- One inspection door per cylinder for access to conrod cap
- Cast iron cylinder liners, wet type
- Separate cast iron cylinder heads equipped with 4 valves
- Replaceable valves guides and seats
- 8 cylinders head tightening bolts
- Hardened steel forged crankshaft with induction hardened journals, crankpins and radius
- Camshaft with polynomial cams profile
- Distribution with tempered, hardened and ground helicoidal gears
- Chromium-Molibdenum steel conrods
- Lube oil cooled light alloy pistons with high performance piston rings

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

Lubrication system
- Full flow screwable oil filters
- Lube oil purifier with replaceable cartridge
- Fresh water cooled lube oil cooler

Fuel system
- In line injection pump with flanged mechanical governor
- Double wall injection bundle with leakage collector
- Duplex fuel filters replaceable engine running

Intake air and exhaust system
- Fresh water cooled turbo blower
- Double flow raw water cooled intake air cooler

Electrical system
- Voltage: 24Vcc
- Electrical starter on flywheel crown
- 175A battery charger

Optional equipment
- Cooling system adapted for box / keel cooling
- Connection for emergency raw water and lube oil circuits
- Bilge pump
- Air starter with storage bottles and compressor
- Free end PTO
- Resilient mounts under engine
- Equipment and factory trial according to Major Classification Societies rules
- Cabin heating

* Contact us for further information regarding our options.

Dimensions and dry weight (mm / kg)

<table>
<thead>
<tr>
<th>Dimensions</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>1348</td>
<td>497</td>
</tr>
<tr>
<td>1144</td>
<td>1880</td>
</tr>
</tbody>
</table>
Performance

P1 - 331 kW - 450 hp @1800 rpm

P1 - 368 kW - 500 hp @1800 rpm

P2 - 404 kW - 550 hp @1900 rpm

P2 - 442 kW - 600 hp @1950 rpm

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