### 6 M26.3

**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**: 650 rpm
- **Flywheel housing**: SAE 1
- **Flywheel**: SAE 14"

### Customer benefits

- **Genuine marine design** with simple solutions, routine maintenance front area, engine block inspection hatches
- **Continuous compact power** with reference performance 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>441</td>
<td>600</td>
<td>1800</td>
<td>197</td>
<td>103</td>
<td>II / III</td>
<td>III</td>
<td>II</td>
<td>IIIA</td>
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<tr>
<td>P2</td>
<td>485</td>
<td>660</td>
<td>1800</td>
<td>207</td>
<td>119</td>
<td>II</td>
<td>-</td>
<td>II</td>
<td>IIIA</td>
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<tr>
<td>P2</td>
<td>515</td>
<td>700</td>
<td>2000</td>
<td>203</td>
<td>124</td>
<td>II / III</td>
<td>III</td>
<td>II</td>
<td>IIIA</td>
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<tr>
<td>P2</td>
<td>551</td>
<td>750</td>
<td>2100</td>
<td>209</td>
<td>137</td>
<td>II / III</td>
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<td>IIIA</td>
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<tr>
<td>P3</td>
<td>599</td>
<td>815</td>
<td>2100</td>
<td>216</td>
<td>154</td>
<td>II / III</td>
<td>III</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

*IMO III & EPA IV with SCR System.

### Application

- **P1**: unrestricted continuous
- **P2**: continuous intermittent
- **P3**: intermittent

### Engine load variations

- **P1**: very little or none
- **P2**: continuous
- **P3**: important

### Average engine load factor

- **P1**: 80 to 100 %
- **P2**: 30 to 80 %
- **P3**: 50 %

### Annual working time

- **P1**: more than 5000 h
- **P2**: 3000 to 5000 h
- **P3**: 1000 to 3000 h

### Time at full load

- **P1**: unlimited
- **P2**: 8 h each 12 h
- **P3**: 2 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 %
- **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**

**Cooling system**
- Two-stage cooling circuit with built-in HT thermostatic valve
- Integrated fresh water expansion tank
- High efficiency tubular heat exchanger
- 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
- Manual priming and draining pump

**Fuel system**
- Common-rail electronic injection
- High pressure pump with shielded high pressure injection rail 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 manifold
- High efficiency dry turbocharger 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)
- Integral electronic injection ECU dynamic redundancy
- High efficiency air filter with blow-by recycler
- Equipment and factory trial according to Classification Societies

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

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
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</thead>
<tbody>
<tr>
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</tbody>
</table>
Société Internationale des Moteurs Baudouin
Technoparc du Brégadan - 13260 Cassis - France - Tel. +33 488 688 500 - Baudouin.com

Performance

P1 - 441 kW - 600 hp @1800 rpm

P2 - 485 kW - 660 hp @1800 rpm

P2 - 515 kW - 700 hp @2000 rpm

P2 - 551 kW - 750 hp @2100 rpm

P3 - 599 kW - 815 hp @2100 rpm

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