MOTEURS Baudouin

6F21

Propulsion Diesel Engine

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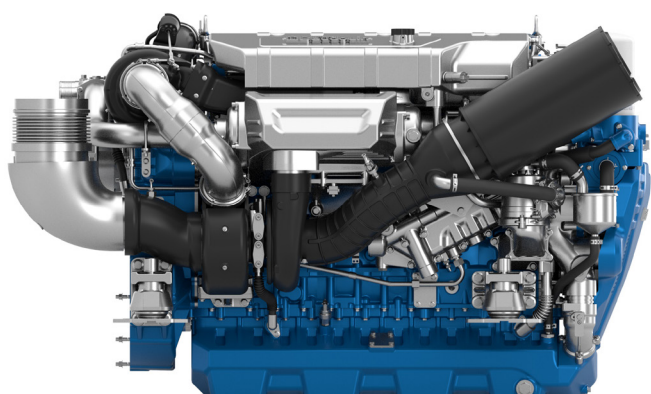
Number of cylinders	6
Bore and stroke (mm)	127 X 165
Total displacement (L)	6
Engine rotation	counter clockwise
Idle speed	700
Flywheel	SAE 1
Flywheel housing	SAE 14"

Customer benefits

Most advanced Common Rail technology and high-end injection system (2200 bar), key to achieve strict emissions regulations and competitive performances.

Highly efficient turbochargers optimized to operate with high performance keeping fuel consumption under control.

Individual cylinder heads allowing easy maintenance.

Key components made of highly reliable materials.

Rated power - Fuel consumption

Duty	kW	HP	RPM	Fuel consumption			IMO	EPA
				Optimum value	Rated power			
				g/kWh	g/kWh	l/h		
P3	599	815	2300	202	220	155	II	-
P4	662	900	2300	201	223	174	II	-
P5	735	1000	2300	186	228	194	II	-

	P3	P4	P5
Application	Intermittent	Light	High performance
Engine load variations	Important	Very important	Important
Average Engine load factor	60%	60%	60%
Annual working time	1000-3000h	less than 1500h	500h
Time at full load	2h each 12h	1h each 12h	1h each 12h

P1 Continuous Duty

- Deep sea trawlers
- Shrimps trawlers
- Sea going tug boats
- River tug boats
- Push boats
- Freighters
- Dredges
- LCT
- Ferries

P2 Heavy Duty

- Deep sea trawlers
- Shrimps trawlers
- Sea going tug boats
- River tug boats
- Push boats
- Freighters
- Dredges
- LCT
- Ferries

P3 Intermittent Duty

- Seasonal passenger vessels
- Fishing boats
- Pilot boats
- Commercial pleasure boats
- Pump boats
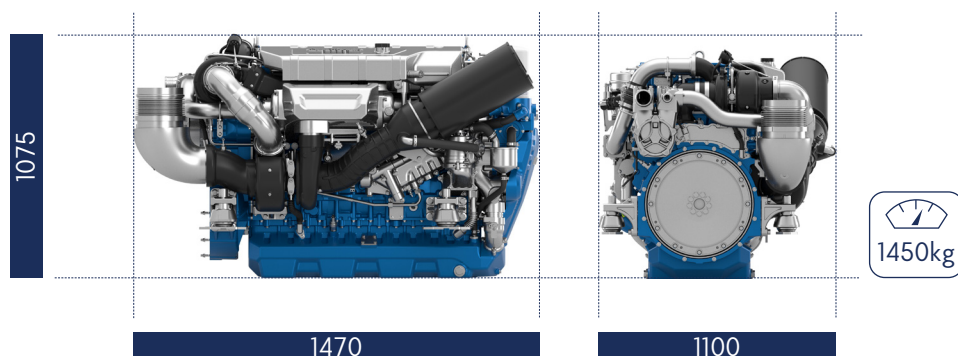- Displacement sailboats
- Trawlers
- Bow thrusters

P4 Light Duty

- Private pleasure boats
- Multi-hull pleasure boats
- Survey or rescue fast vessels
- Military fast vessels.

P5 High performance Duty

- Private pleasure boats
- Multi-hull pleasure boats

Dimensions and dry weight (mm/kg)

1075

1470

1100

1450kg

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
Fresh water cooled lube oil heat exchanger

Fuel System

Common-rail electronic injection
High pressure pump with shielded high pressure injection rail and pipes
Fuel oil filter duplex type
External fuel pre-filter with water separator

Intake Air and Exhaust System

Double flow raw water cooled intake air heat exchanger module
High efficiency dry turbocharger with ball bearing technology
Two Stage Turbocharging system

Electrical System

Voltage: 24V DC insulated
Electrical starter
190A battery alternator
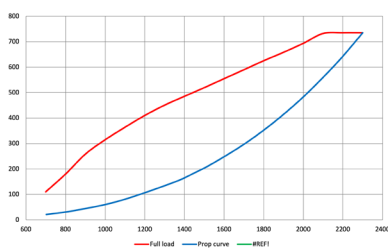
Optional Equipment

Wet exhaust
PTO elastic coupling
Additional pulley
Electric drain system
Standard PTO for hydraulic pump
Different alternators possible - inlcuding 12V
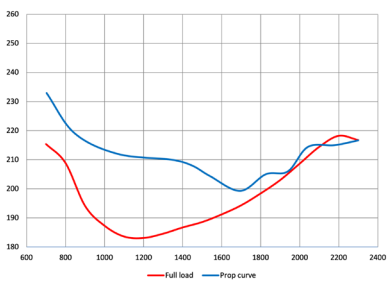Electrical rotary actuator
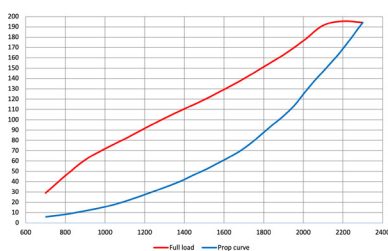
Performance - P5

6F21 P5 735@2300 - Torque
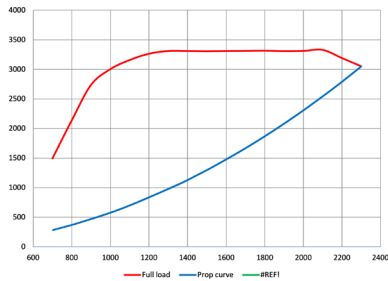
6F21 P5 735@2300 - Power

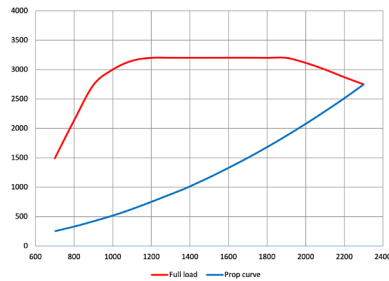### 6F21 P5 735@2300 - BSFC (g/kWh)
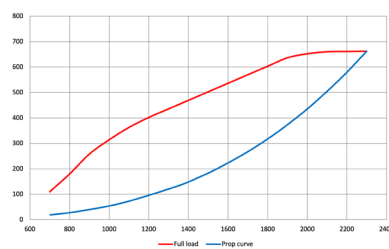

6F21 P5 735@2300 - BSFC (L/H)
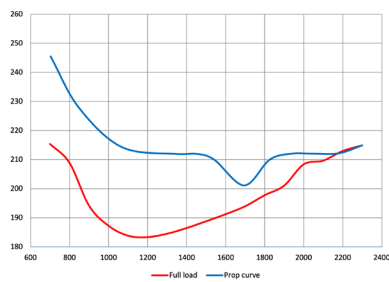

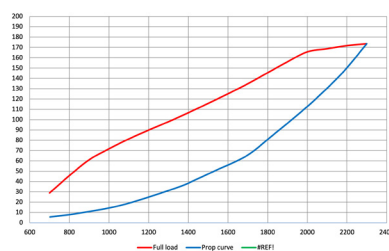## Performance - P4

6F21 P4 662@2300 - Torque

6F21 P4 662@2300 - Power

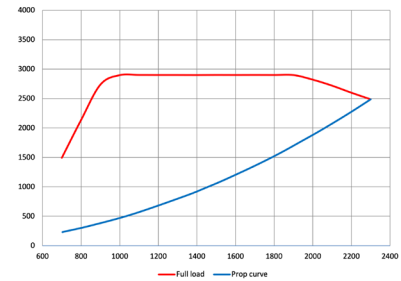### 6F21 P4 662@2300 - BSFC (g/kWh)

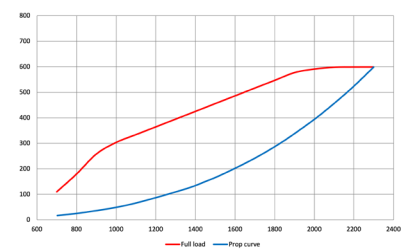### 6F21 P4 662@2300 - BSFC (L/H)
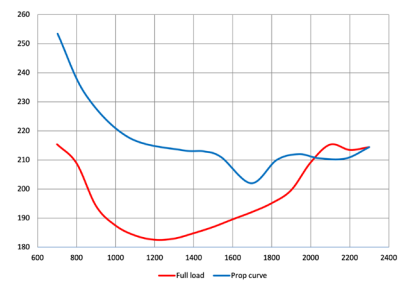

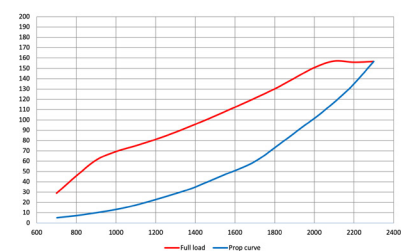## Performance - P3

6F21 P3 588@2300 - Torque

6F21 P3 588@2300 - Power

6F21 P3 588@2300 - BSFC (g/kWh)

6F21 P3 588@2300 - BSFC (L/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	+ 5%
	(DIN ISO 3046-1)
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