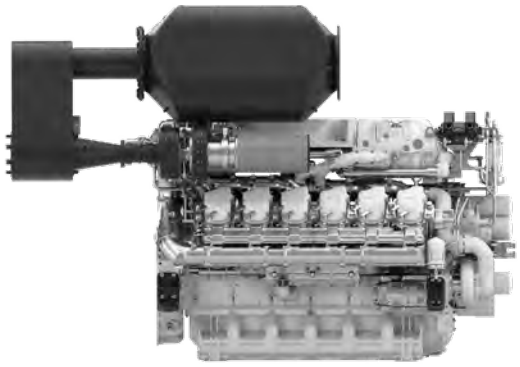
Moteurs Baudouin

# 12M26.3
# IMO III EPA4 YACHTING
## Marine propulsion engine

# 12M26.3 IMO III

marine propulsion engine



| | |
|---|---|
| Number of cylinders | 12 |
| Bore and stroke (mm) | 150 X 150 |
| Total displacement (L) | 31.8 |
| Cylinders | V12 |
| Engine rotation | counter clockwise |
| Idle speed | 650 |
| Flywheel housing | SAE 0 |
| Flywheel | 18" |

## Rated power - Fuel consumption

| Duty | kW | HP | RPM | Fuel consumption | | | IMO | EPA | EU |
|---|---|---|---|---|---|---|---|---|---|
| | | | | Optimum value | Rated power | | | | |
| | | | | g/kWh | g/kWh | l/h | | | |
| P3 | 1214 | 1651 | 2300 | 205/217 | 209/230 | 301/333 | III | 4 (COM) | Stage V |

IMO II / EPA 3 versions are available without ATS

| | P1 | P2 | P3 |
|---|---|---|---|
| Application | Unrestricted Continuous | Continuous | Intermittent |
| Engine load variations | Very Little To None | Continuous | Important |
| Average Engine load factor | 80-100% | 30-80% | 60% |
| Annual working time | More Than 5000 H | 3000 -5000 H | 1000 - 3000 H |
| Time at full load | Unlimited | 8h Each 12h | 2h 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

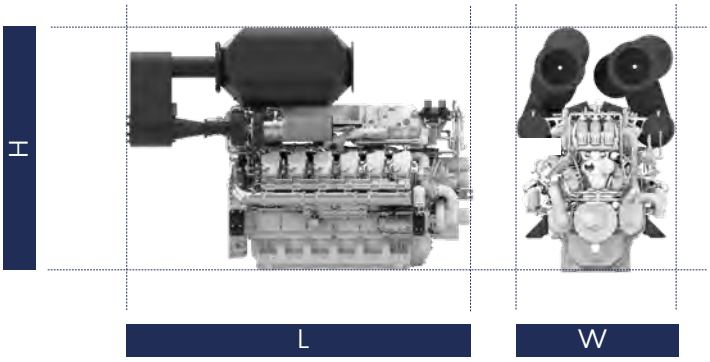
## Baudouin's Engine DNA: Genuine Marine Power, Efficiency & Reliability

Our genuine marine engine design is specifically engineered for marine applications, ensuring durability, performance, and seamless integration in the most demanding environments. Designed for easy maintenance, our engines feature individual cylinder heads, allowing for quick servicing and minimal downtime to ensure uninterrupted operations. Built with key components made from highly durable materials, our engines guarantee long-term reliability and endurance in every condition.

# 12M26.3 IMO III

Common rail injection

## Dimensions and dry weight (mm/kg)




| Model | L (mm) | W (mm) | H (mm) | Weight (Kg) |
|---|---|---|---|---|
| ENGINE ALONE | 2501 | 1367 | 1487 | 3350 |
| WITH SCR | 3056/3056 | 1782/1556 | 2120/2085 | +2x193 |
| WITH STAGE V | 4164/7538/4015 | 1615/1476/1475 | 3195/2202/3771 | +580 |

### Adaptable Configurations

Over-gearbox installation (typical)

Over-engine installation (typical)

Stand-alone installation

## 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 raw 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

**Intake Air and Exhaust System**
Double flow raw water cooled intake air heat exchanger module
High efficiency dry turbocharger with ball bearing technology

**Electrical System**
Voltage: 24V DC insulated
Electrical starter
190A battery alternator

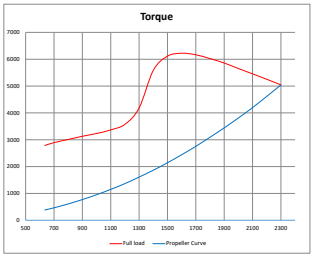
**Optional Equipment**
External fuel pre-filter with water separator
Keel cooling
Additional pulley
Electric drain system
Front PTO
Circuit breaker
Live PTO
Elastic pads
Close cranckase ventilation
Air starter

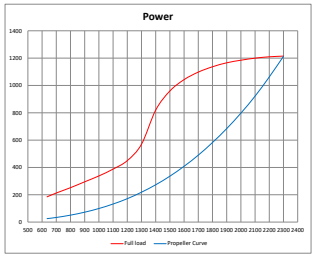


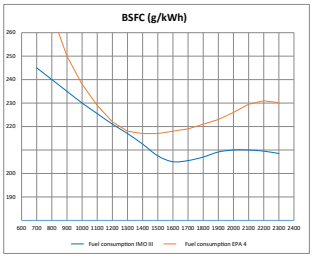
Contact us for further information regarding our options.

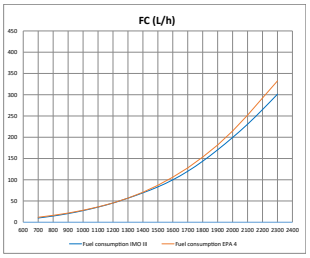
## Performance

P3 1214kW - 2300rpm




## Power definition

(Standard ISO 3046-1:2002)

### 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% |
| 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 |