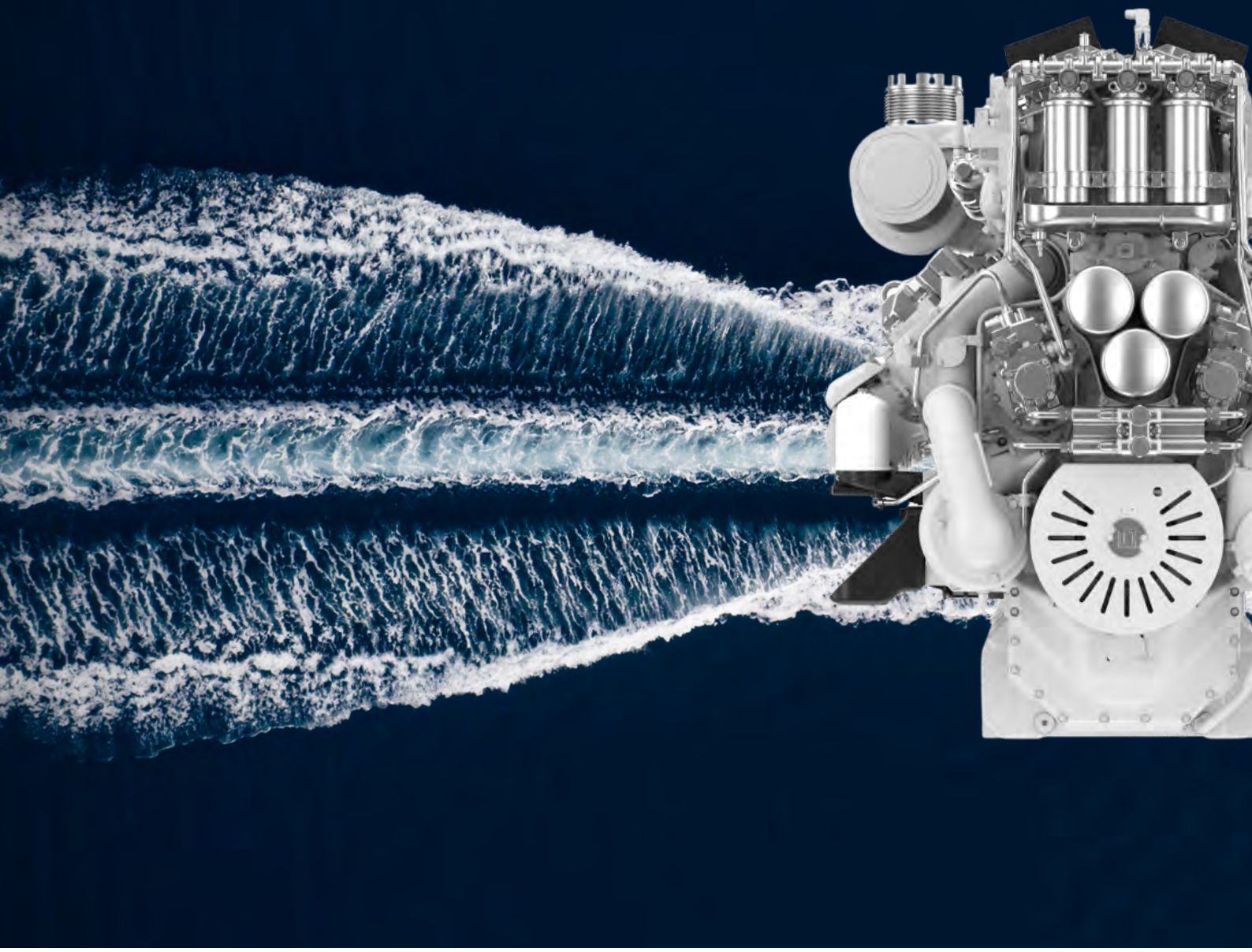
MOTEURS Baudouin

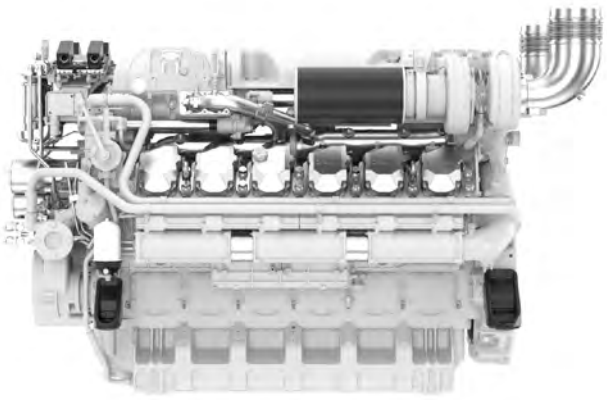


12M26.3
IMO II EPA3 YACHTING

Common rail injection

12M26.3 IMO II

Common rail injection



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)			IMO	EPA	EU
				Optimum value	Rated power				
				g/kWh	g/kWh	l/h			
P3	1215	1652	2300	203/217	209/230	301/332	II	3 (REC)	RCD2

NB: IMO III / EPA 4 / Stage V versions are also available with 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

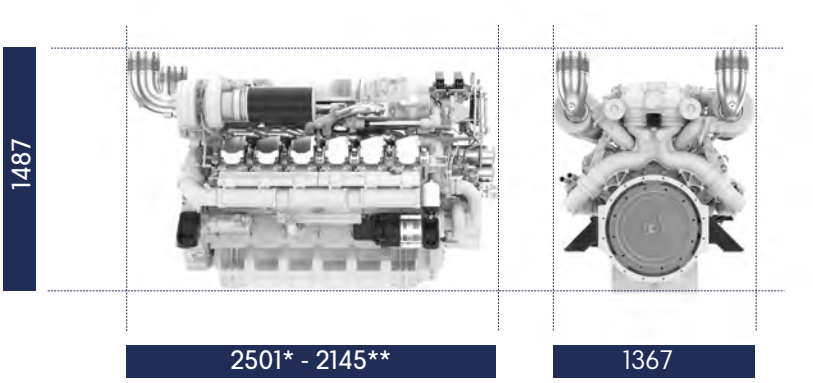
Baudouin's Engine DNA: Genuine Marine Power, Efficiency & Reliability

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 II

Common rail injection

Dimensions and dry weight (mm/kg)



3350kg

*total
**from flywheel

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
Additionnal pulley
Electric drain system
Front PTO
Circuit breaker
Live PTO
Elastic pads
Close cranckase ventilation
Exhaust system 2 in 1
Air starter

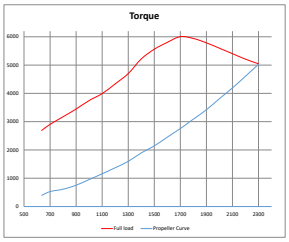
Contact us for further information regarding our options.

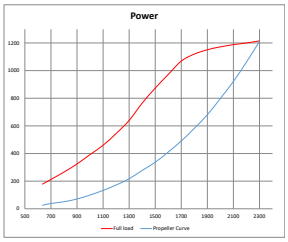
12M26.3 IMO II

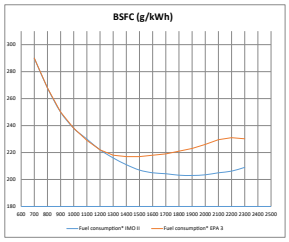
Common rail injection

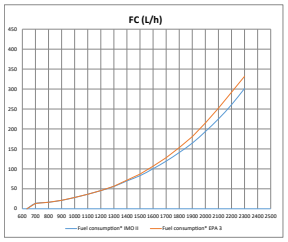
Performance

P3 1215kW - 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