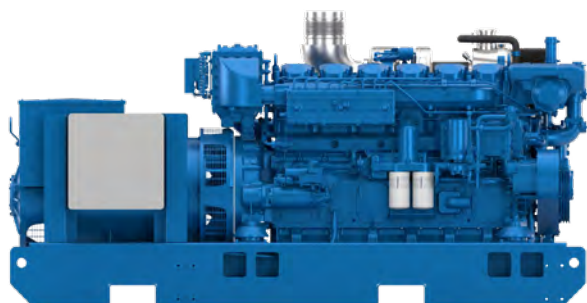


# 6M26.3 IMO II

Marine Generator Set



Number of cylinders	6
Bore and stroke (mm)	150 x 150
Total displacement (L)	15.9
Cylinders	L6
Engine rotation	counter clockwise
Idle speed	650
Flywheel	14"
Flywheel housing	SAE 1

## Rating table

Ratings					Fuel Consumption						Emissions
					@ 100%		@ 75%		@ 50%		IMO-EPA
Rating	Hz	kVA	kWe	RPM	g/kWh	l/h	g/kWh	l/h	g/kWh	l/h	
PRP	50	520	416	1500	195	102	217	85	220	58	II-N/A
PRP	60	590	472	1800	204	120	204	91	215	64	II-3(COM)

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

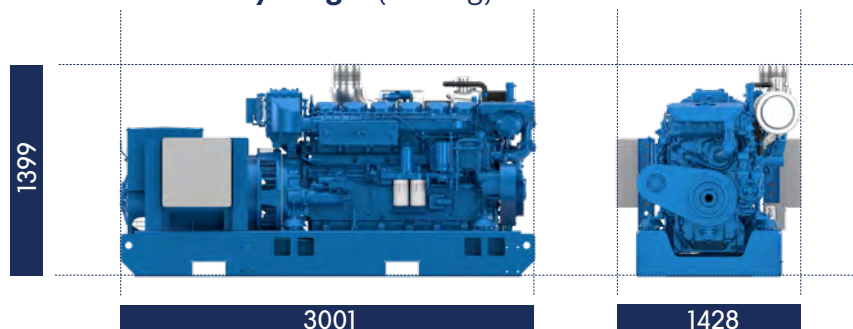
## Generator Sets & Auxiliary Engines

Power Class		Definition
PRP	Prime Power	Unrestricted running time Time at full load $\leq$ 500hrs/year Load variation $\leq$ 75% of rated power 10% overload 1hr/12hrs
ESP	Emergency Standby Power	Running time 200hrs/year max Load variation 110% of Prime power Average Load factor should not exceed 70% of the engine's ESP rating

## 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.

## Dimensions and dry weight (mm/kg)



## 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 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  
175A battery alternator

### Optional Equipment

External fuel pre-filter with water separator  
Keel cooling  
Wet exhaust  
Additional pulley  
Electric drain system  
Front PTO  
Circuit breaker  
Live PTO  
Close crankcase ventilation  
Air starter

### Generator

50/60 Hz frequency, 4 poles  
Insulation / heating class H/H  
Electronic voltage regulation  
Brushless excitation  
IP23 Protection, marine impregnation  
Single bearing

### 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