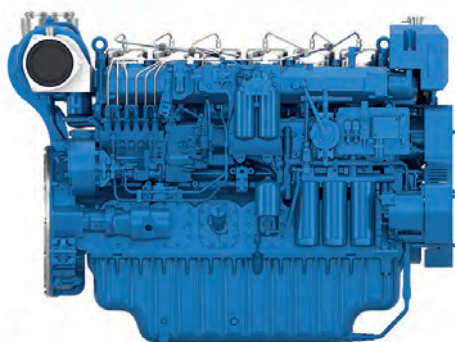


6M33.2

Mechanical injection diesel engine



Number of cylinders	6
Bore & Stroke (mm)	150 x 185
Displacement (L)	19.6
Cylinders	L6
Engine rotation	Counterclockwise
Idle speed	700
Fly wheel	14"
Fly wheel housing	SAE 1

Rated power

Duty	kW	HP	RPM	Fuel consumption			IMO
				Optimum value	Rated power		
				g/kWh	g/kWh	l/h	
P1	478	650	1800	204	211	120	II
P2	515	700	1800	201	210	129	II
P2	552	751	1800	202	215	141	II

	P1	P2	P3
Application	Unrestricted Continuous	Heavy	Intermittent
Engine load variations	Very Little To None	Continuous	Important
Average Engine load factor	80-100%	30-80%	50%
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.

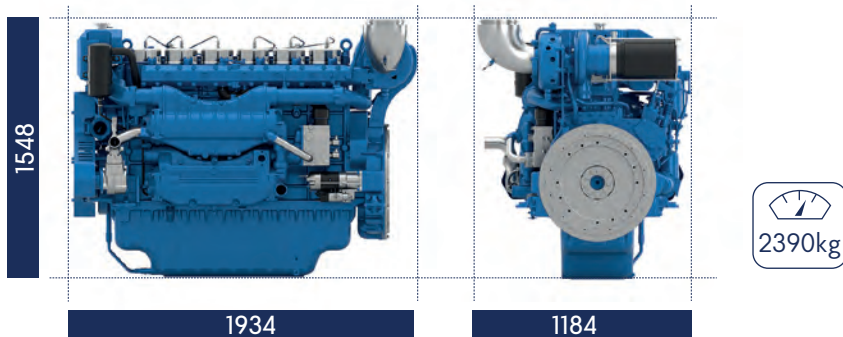
P5 High performance Duty

- 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.

Dimensions and dry weight (mm/kg)



Standard equipment

Cooling System

Fresh / raw water heat exchanger and expansion tank
Cast iron centrifugal fresh water pump, belt driven
Bronze impeller, self-priming raw water pump, belt driven

Lubrication System

Full flow screwable oil filters duplex type
Fresh water cooled lube oil cooler

Fuel System

In-line injection pump with flanged mechanical governor
Double wall injection bundle with leakage collector
Duplex fuel filters replaceable while engine running

Intake Air and Exhaust System

Fresh water cooled turbo blower
Fresh water cooled exhaust gas manifold

Electrical System

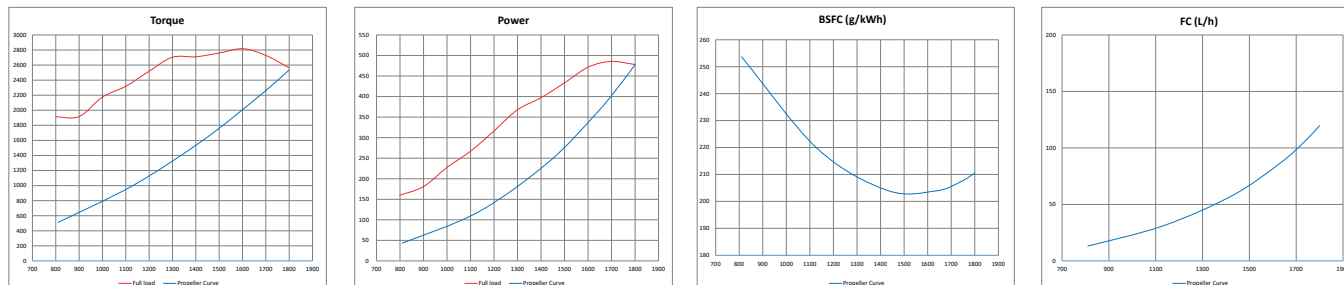
Voltage 24Vdc
Electrical starter on flywheel crown
175A battery charger
Engine room and bridge panels

Optional Equipment

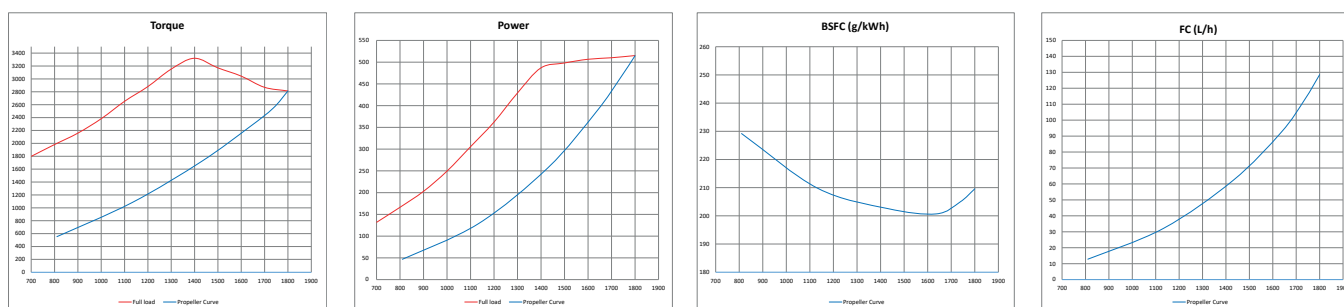
Keel Cooling configuration
Front PTO
Electric drain pump
Elastic Pads

Performance

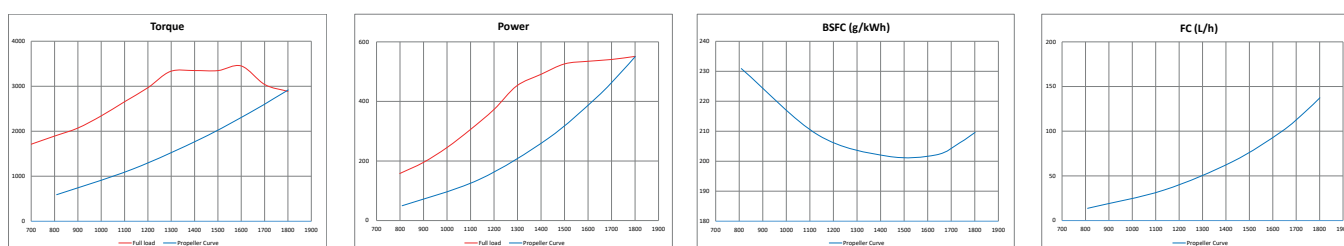
P1 - 478kW - 1800rpm



P1 - 515kW - 1800rpm



P2 - 552kW - 1800rpm



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