MOTEURS Baudouin

12M26.2

Propulsion Diesel Engine

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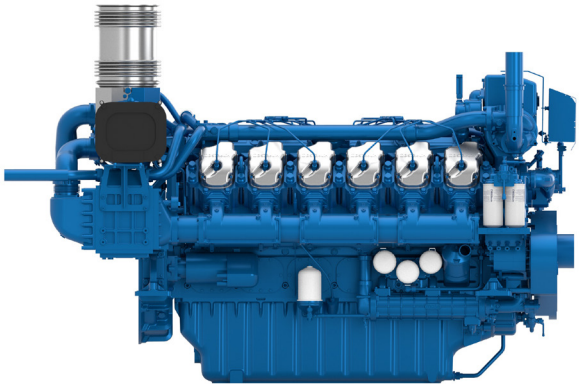


Number of cylinders	12V @ 90
Bore and stroke (mm)	150 X 150
Total displacement (L)	31.8
Compression ratio	15/1
Engine rotation	counter clockwise
Idle speed	700
Flywheel	SAE 0
Flywheel housing	SAE 18"

Customer benefits

Compact size with one of the best in class power outputs

Controlled fuel consumption with low exahust emissions at any running cycles

Life cycle cost efficiency with extended mean time between overhauls

Easy maintenance as the engine is equipped with somple mechanical injection

Rated power - Fuel consumption

Duty	kW	HP	RPM	Fuel consumption			IMO	CCNR	CE97/68
				Optimum value	Rated power				
				g/kWh	g/kWh	l/h			
P1	662	900	1800	207	198	156	II	II	III A
P1	736	1000	1800	209	197	173	II	II	III A
P2	808	1100	1900	208	200	192	II	II	III A
P2	883	1200	1950	205	201	211	II	-	-

	P1	P2
Application	Unrestricted Continuous	Heavy
Engine load variations	Very Little To None	Continuous
Average Engine load factor	80-100%	30-80%
Annual working time	More Than 5000 H	3000 -5000 H
Time at full load	Unlimited	8h 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

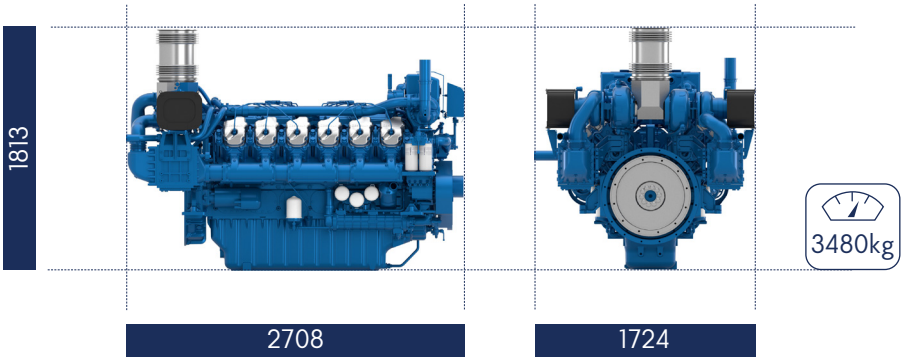
P4 Light Duty

- 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)



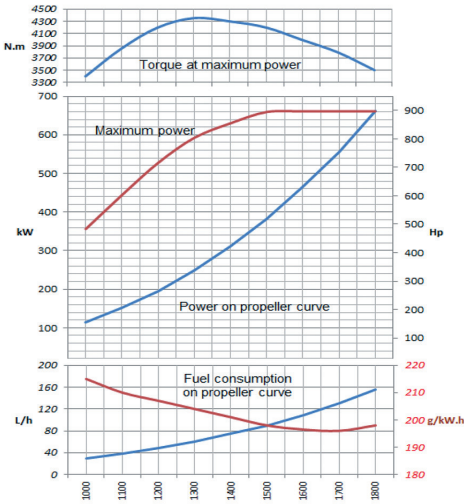
Standard equipment

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

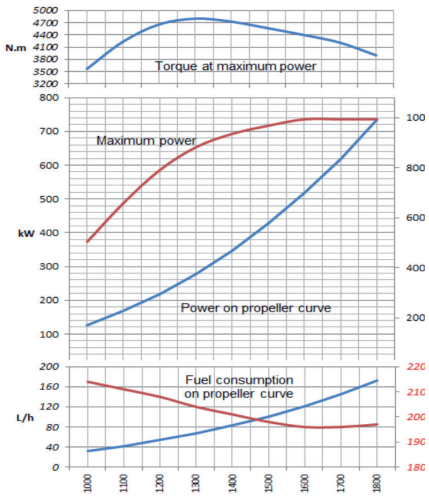
*Power curves available on request

Performance

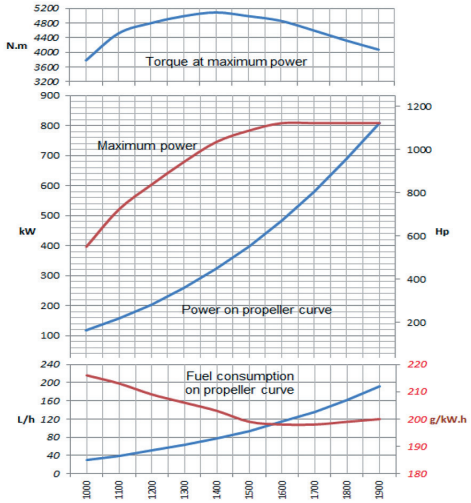
P1 - 662 kW - 900 hp @1800rpm



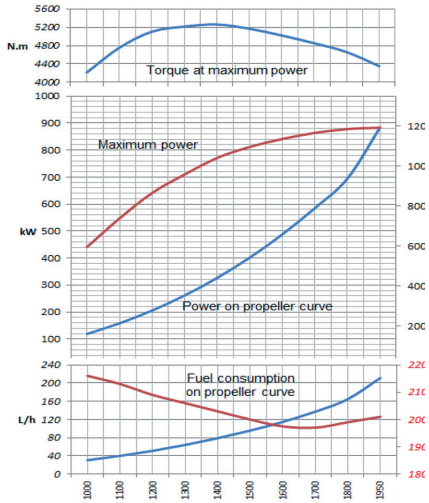
P1 - 736 kW - 1000 hp @2100rpm



P2 - 808 kW - 1100 hp @1900rpm



P2 - 883 kW - 1200 hp @1950rpm



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