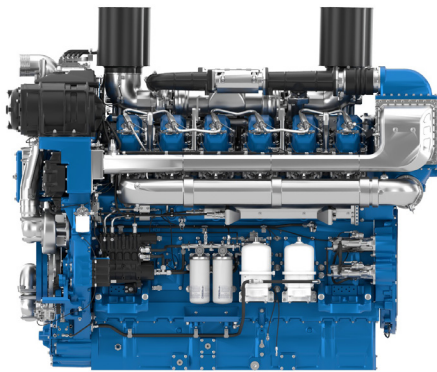




# 12M55

Common rail diesel engine



Number of cylinders	12
Bore and stroke (mm)	180 x 215
Total displacement (L)	65.6
Cylinders	12V
Engine rotation	counter clockwise
Idle speed	600
Flywheel	21"
Flywheel housing	SAE 00

## Customer benefits

**Genuine marine design**, our engine is designed specifically for Marine applications with Marine components, such as individual cylinder heads and inspection doors that make maintenance easy even in the smallest of engine rooms

**Global environment care** with low exhaust emissions at any running cycle

**Continuous compact power** with reference performances in its category

**Latest safe technology** including electronic injection dynamic redundancy, high efficient ball bearing turbocharger, integrated circuits with 0 flexible hoses, and more

**Life cycle cost efficiency** with extended MTBO, modular concept reducing number of components and interfaces

## Rated power - Fuel consumption

Duty	kW	HP	RPM	Fuel consumption			IMO
				Optimum value	Rated power		
				g/kWh	g/kWh	l/h	
P1	1800	2450	1600	188	189	409	II
	1912	2600	1800	192	193	462	II
P2	1985	2700	1600	187	188	434	II
	2205	3000	1800	189	194	515	II
P3	2536	3450	1800	187	200	612	II

### P1 Continuous Duty Typical applications:

- Deep sea trawlers
- Shrimps trawlers
- Sea going tug boats
- River tug boats
- Push boats
- Freighters
- Dredges
- LCT
- Ferries

### P2 Heavy Duty Typical applications:

- Deep sea trawlers
- Shrimps trawlers
- Sea going tug boats
- River tug boats
- Push boats
- Freighters
- Dredges
- LCT
- Ferries

### P3 Intermittent Duty Typical applications:

- Seasonal passenger vessels
- Fishing boats
- Pilot boats
- Commercial pleasure boats
- Pump boats
- Displacement sailboats
- Trawlers
- Bow thrusters

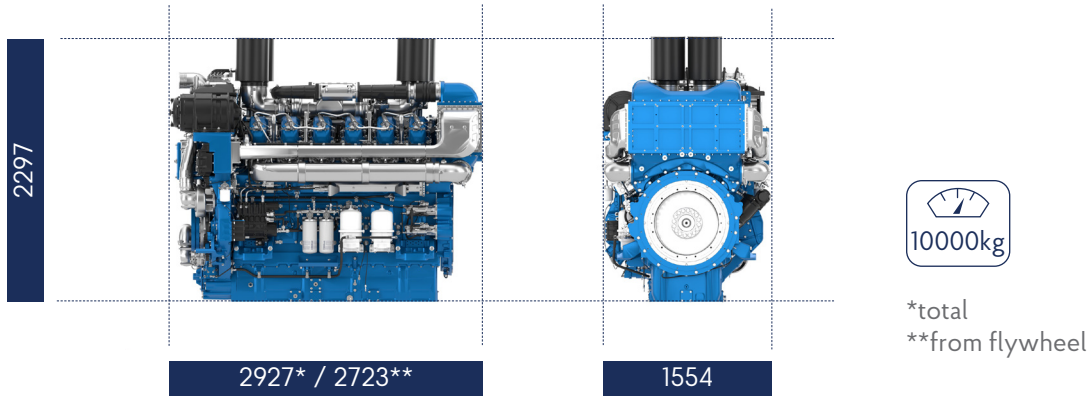
### P4 Light Duty Typical applications:

- Private pleasure boats
- Multi-hull pleasure boats
- Survey or rescue fast vessels
- Military fast vessels.

### P5 High performance Duty Typical applications:

- Private pleasure boats
- Multi-hull pleasure boats

## Dimensions and dry weight (mm/kg)



## Standard equipment

### Cooling System

Three stage cooling circuit with built in HT thermostatic valve  
 Integrated fresh water expansion tank  
 High efficiency plate 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  
 Electrical draining and pre-lub pump

### 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

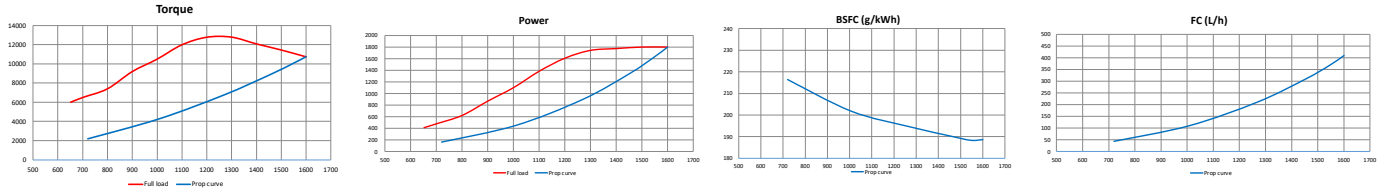
Fresh water cooled charge air cooler module  
 High efficiency dry turbocharger with ball bearing technology  
 4 TC Turbocharging system

### Electrical System

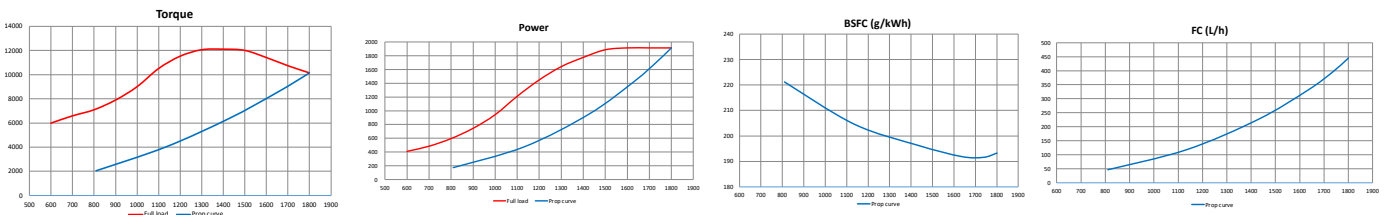
Voltage: 24V DC insulated  
 Electrical starter  
 55A battery alternator  
 ECO BMS with IV5 display

## Performance

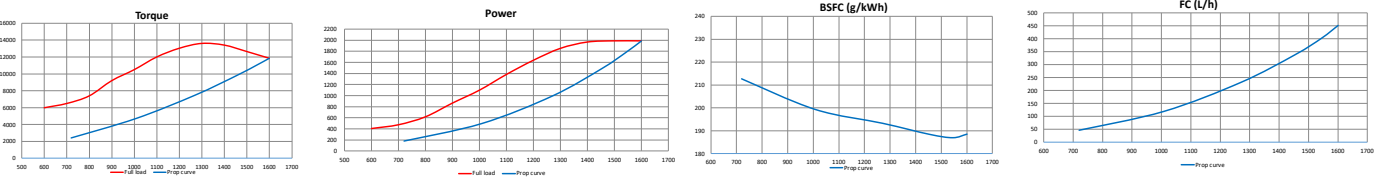
### P1 - 1800 kW - 1600 rpm



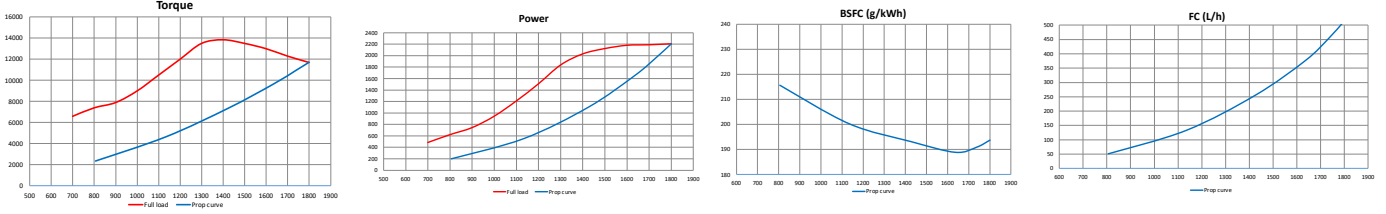
### P1 - 1912 kW - 1800 rpm



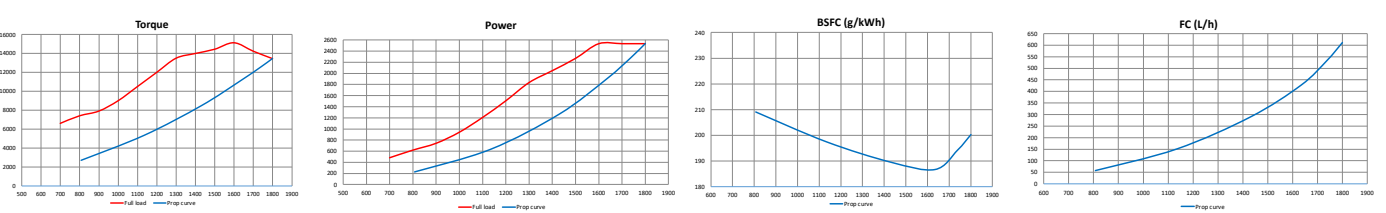
### P2 - 1985 kW - 1600 rpm



### P2 - 2205 kW - 1800 rpm



### P3 - 2536 kW - 1800 rpm



## 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