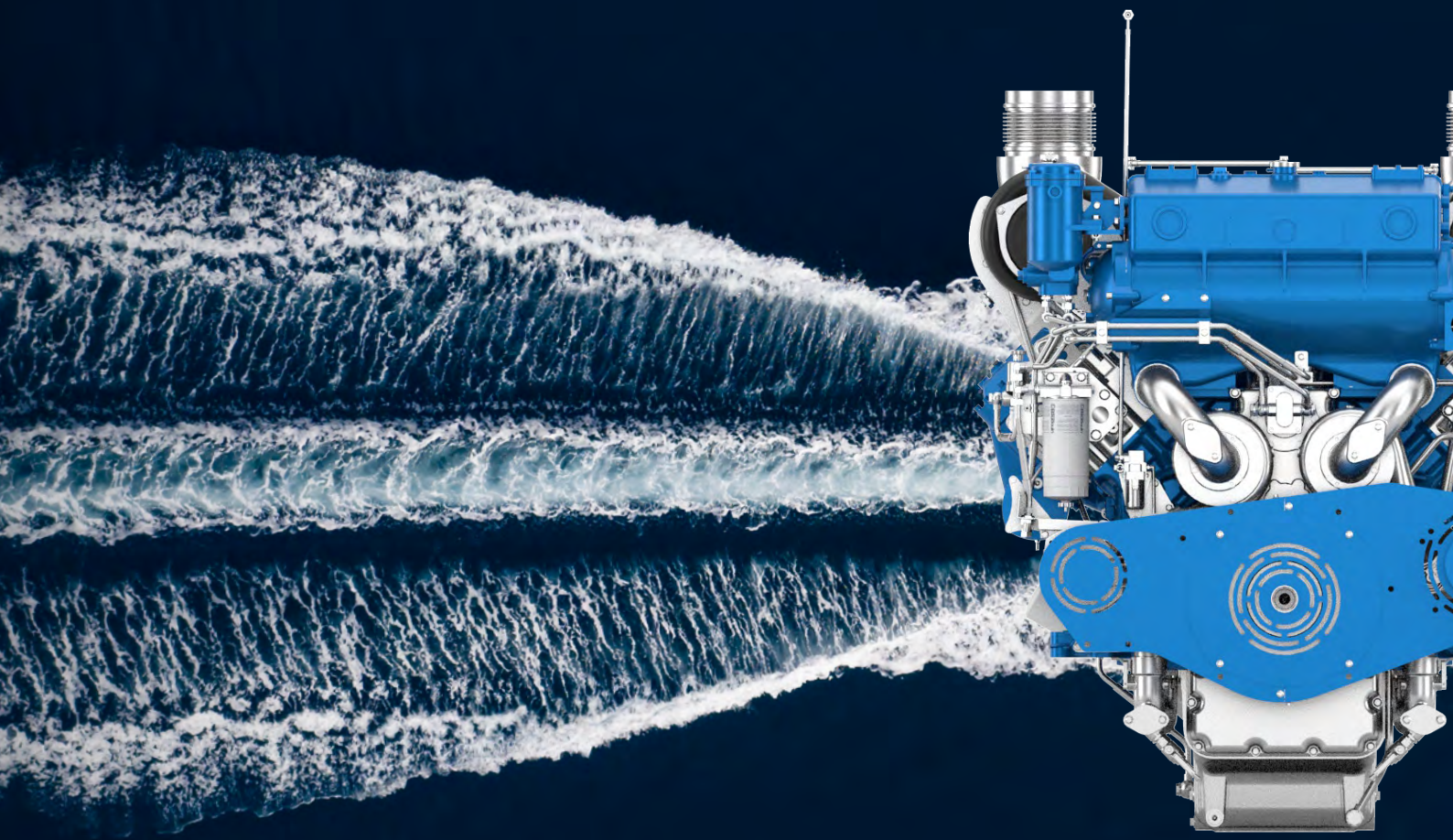
MOTEURS Baudouin

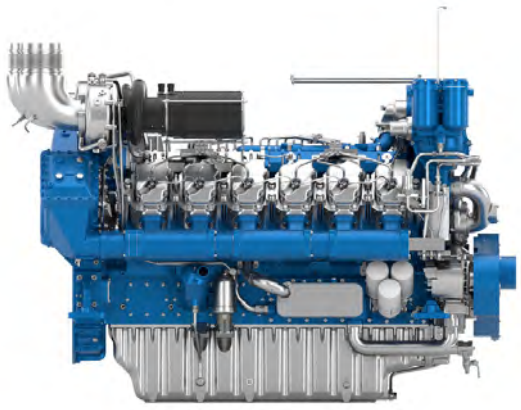


12M33.2

Mechanical injection diesel engine

12M33.2

Mechanical injection diesel engine



Number of cylinders	12
Bore and stroke (mm)	150 X 185
Total displacement (L)	39.2
Cylinders	V12
Engine rotation	Counter clockwise
Idle speed	650
Flywheel	18"
Flywheel housing	SAE 0

Rated power

Duty	kW	HP	RPM	Fuel consumption			IMO
				Optimum value	Rated power		
				g/kWh	g/kWh	l/h	
P1	956	1300	1800	213	226	257	II
P2	1029	1399	1800	203	210	257	II
P2	1104	1501	1800	204	209	275	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

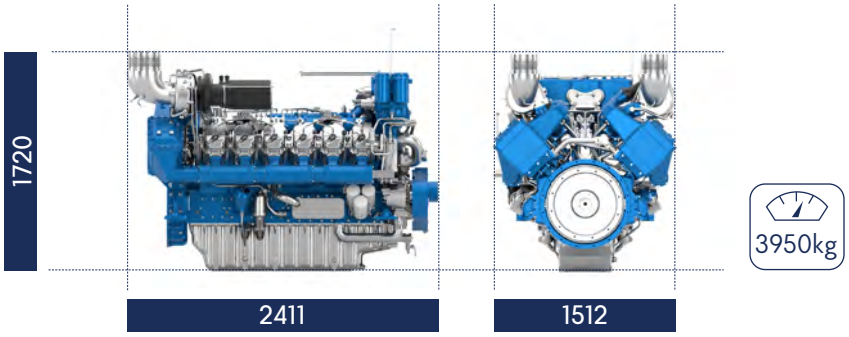
Baudouin's Engine DNA: Genuine Marine Power, Efficiency & Reliability

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.

12M33.2

Mechanical injection diesel engine

Dimensions and dry weight (mm/kg)



Standard equipment

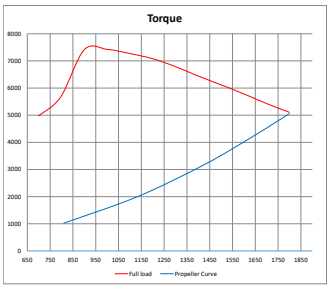
Cooling System	Fresh / raw water heat exchanger and expansion tank Cast iron centrifugal fresh water pump, belt driven Bronze self-priming raw water pump, belt driven High efficiency tubular heat exchanger
Lubrication System	Full flow screwable oil filter Fresh water cooled lube oil cooler
Fuel System	In-line injection pump with flanged mechanical governor Double wall injection bundle with leakage collector Duplex fuel filters replaceable engine running External fuel pre-filter with water separator
Intake Air and Exhaust System	Fresh water cooled turbo blower Fresh water cooled exhaust gas manifold
Electrical System	Voltage: 24V DC Electrical starter on flywheel crown Engine room and bridge panels 175A battery charger
Optional Equipment	Keel Cooling configuration Elastic pads Front PTO Electric oil prelubricating pump

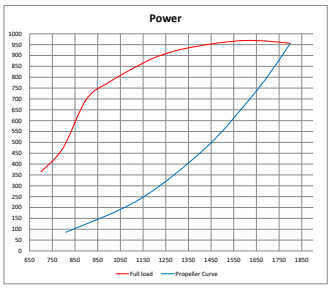
12M33.2

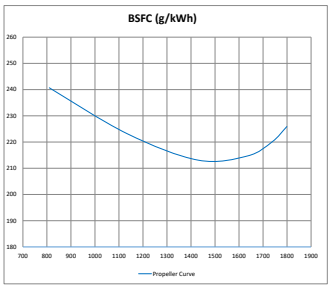
Mechanical injection diesel engine

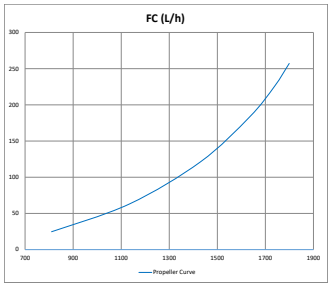
Performance

P1 956kW - 1800rpm

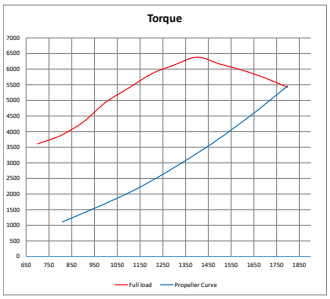


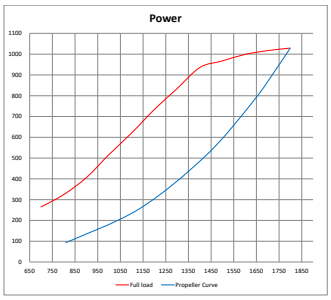


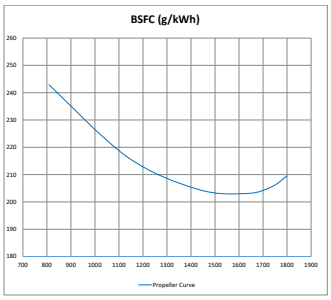


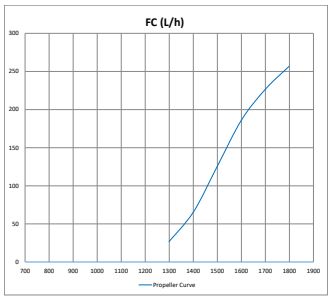


P2 1029kW - 1800rpm

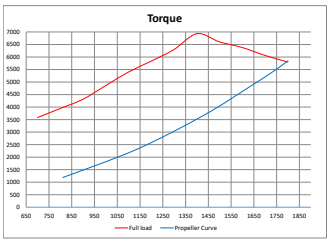


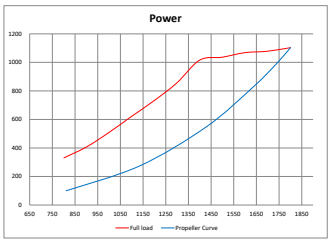


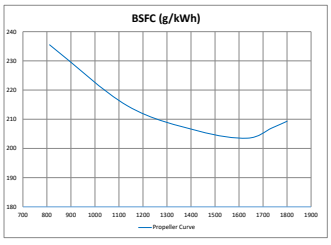


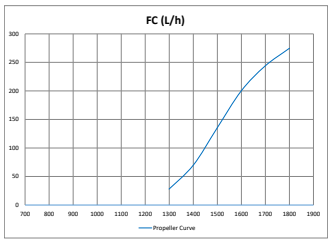


P2 1104kW - 1800rpm









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% (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

Contact us for further information regarding our options.