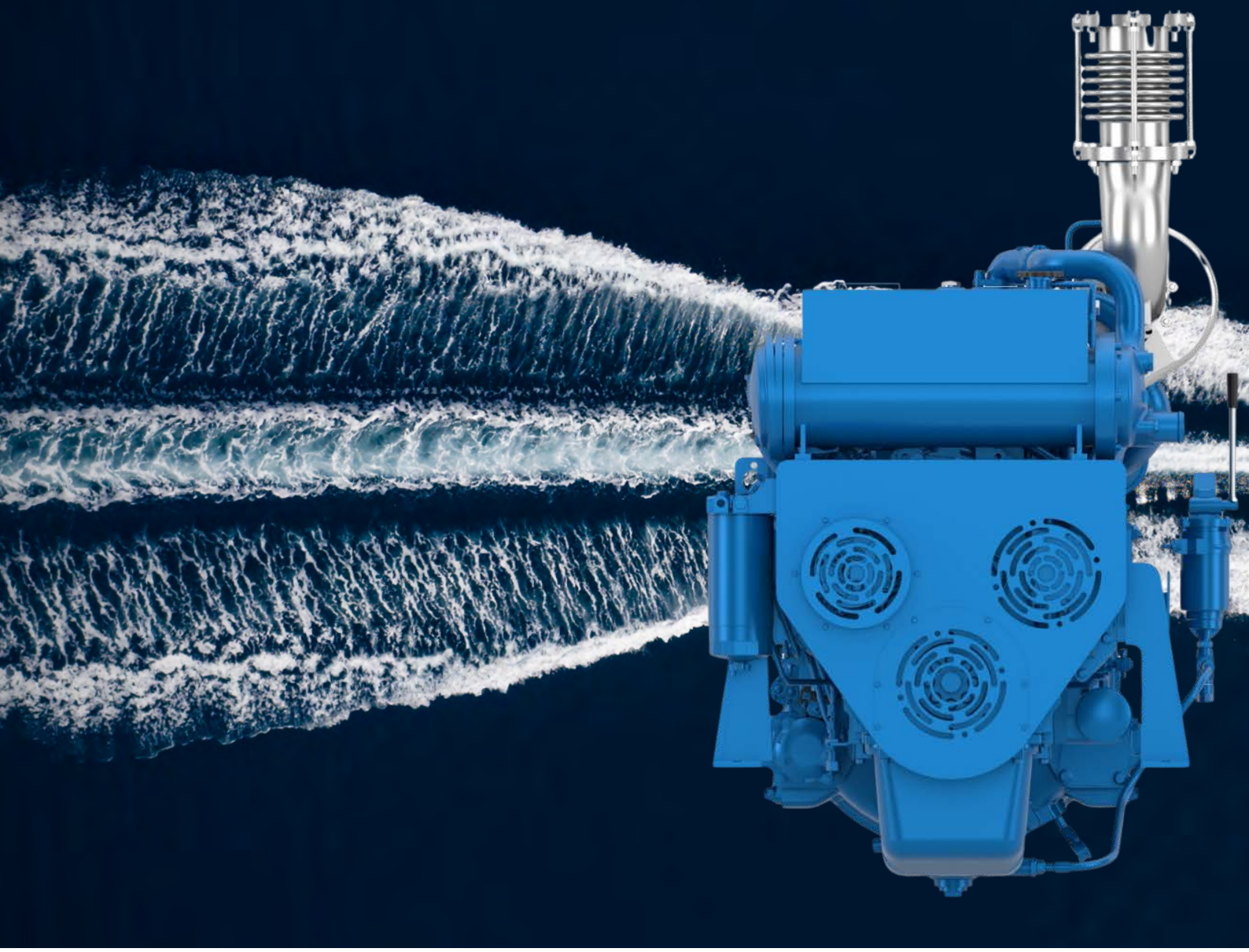
MOTEURS Baudouin

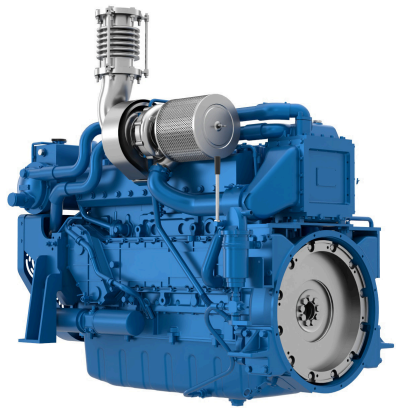


6M16

Mechanical injection diesel engine

6M16

Mechanical injection diesel engine



Number of cylinders	6
Bore and stroke (mm)	126 x 130
Total displacement (L)	9.7
Cylinders	L6
Engine rotation	counter clockwise
Idle speed	650
Flywheel	SAE1
Flywheel housing	14"

Rated power

Duty	kW	HP	RPM	Fuel consumption			IMO
				Optimum value	Rated power		
				g/kWh	g/kWh	l/h	
P1	240	326	2100	200	218	62	II
P2	264	359	2100	203	225	70	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.

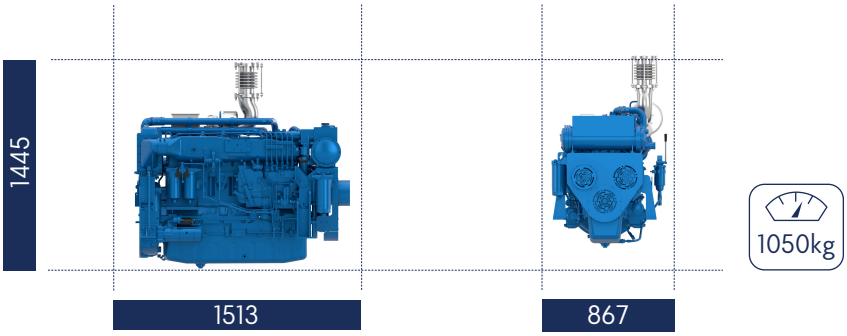
P5 High performance Duty

- 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)

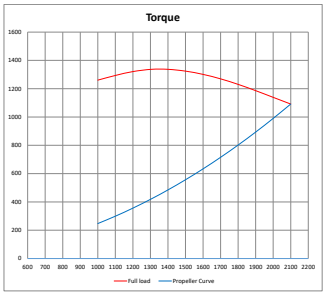


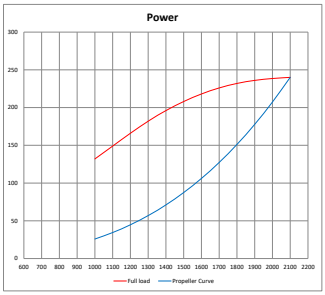
Standard equipment

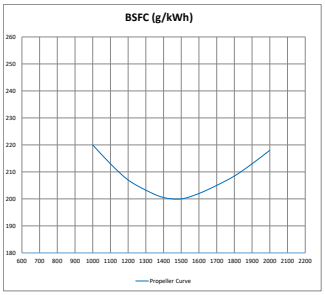
Cooling System	Fresh / raw water heat exchanger with integrated thermostatic valves and expansion tank Cast iron centrifugal fresh water pump, belt driven Self-priming raw water pump, mechanically driven
Lubrication System	Full flow screwable oil filter Fresh water cooled lube oil cooler
Fuel System	Duplex fuel filters replaceable engine running Water separator Double wall injection bundle
Intake Air and Exhaust System	Exhaust gas manifold cooled by the engine fresh water Turbo blower with insulated turbine housing Low water temperature cooled intake air cooler
Electrical System	Voltage 24Vdc Electrical starter on flywheel crown 55A battery charger
Optional Equipment	Keel Cooling configuration Front PTO Wet exhaust Elastic pads

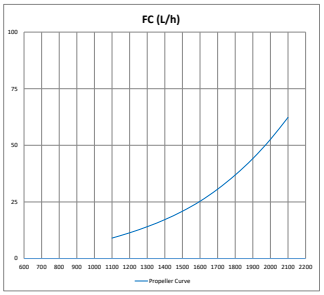
Performance

P1 - 240kW - 2100rpm

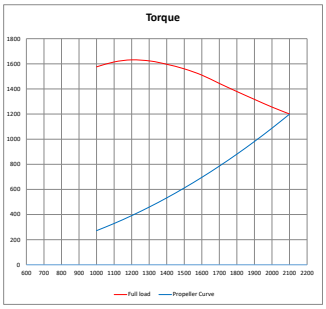


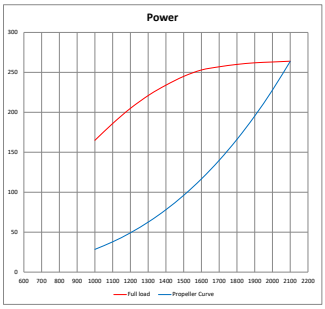


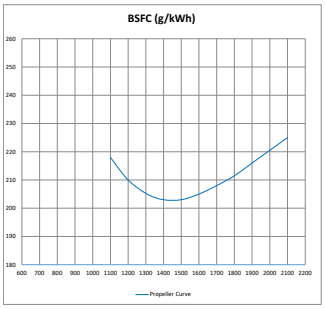


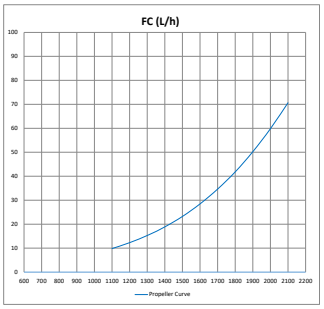


P2 - 264kW - 2100rpm









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