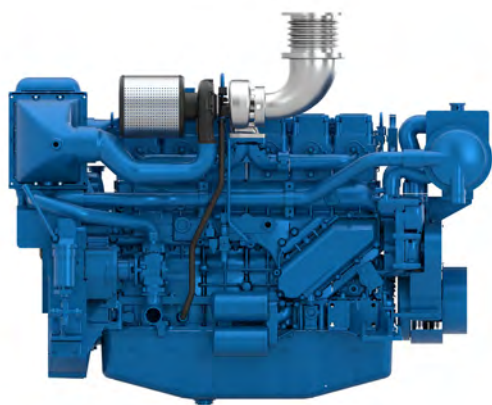




6W126M

Mechanical injection diesel engine



Number of cylinders	6 in line
Bore and stroke (mm)	126 X 155
Total displacement (L)	11.6
Cylinders	L6
Engine rotation	Counter clockwise
Idle speed	650
Flywheel	SAE 1
Flywheel housing	14"

Rated power

Duty	kWm	HP	RPM	Fuel consumption			IMO
				Optimum value	Rated power		
				g/kWh	g/kWh	l/h	
P1	294	400	1800	/	211	74	II
P2	331	450	2100	/	224	88	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.

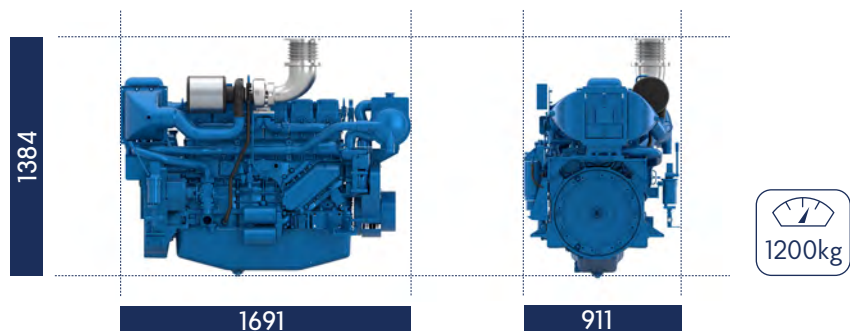
P5 High performance Duty

- 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

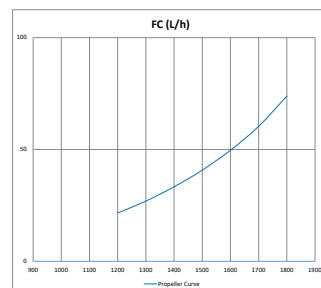
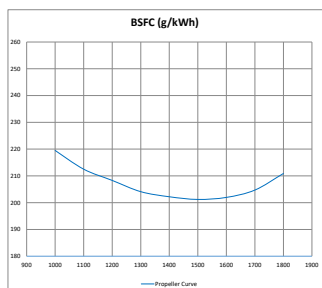
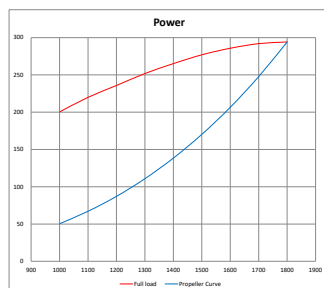
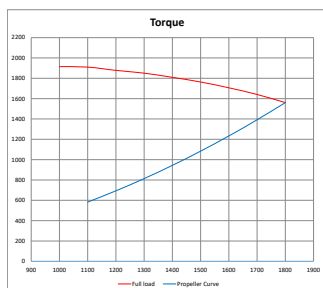
Voltage 24Vdc
Electrical starter on flywheel crown
55A battery charger

Optional Equipment

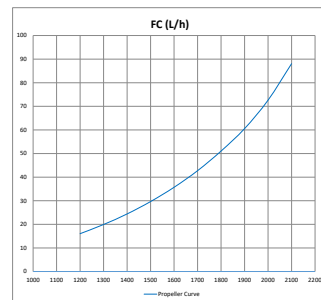
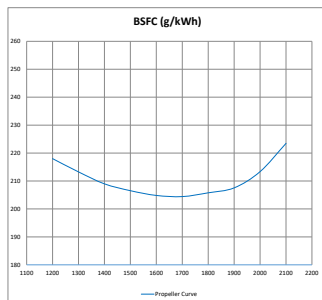
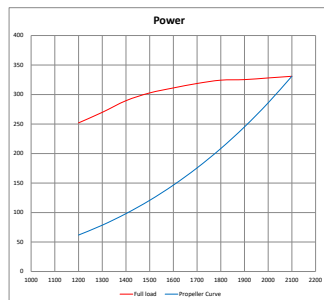
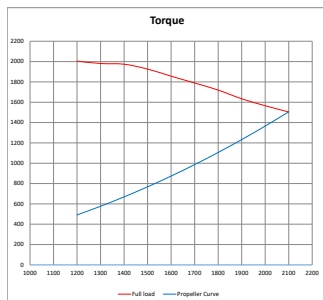
Keel Cooling configuration
Front PTO
Wet exhaust
Elastic pads

Performance

P1 - 294kW - 1800rpm



P2 - 331kW - 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