

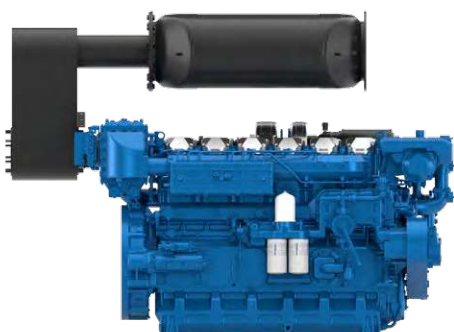


6M26.3

IMO III EPA4 Stage V

Auxiliary Diesel Engine





Number of cylinders	L6
Bore and stroke (mm)	150 X 150
Displacement (L)	15.9
Engine rotation	Counterclockwise
Idle speed (rpm)	650
Flywheel	14"
Flywheel housing	SAE 1

6M26.3				Fuel Consumption		Emissions	
Ratings	HP	rpm	kW	g/kWh	l/h	IMO	EPA
PRP	441	1500	600	204	107	III (D2)	N/A
PRP	501	1800	681	202	120	III (D2)	IV (COM)

IMO II / EPA 3 versions are available without ATS

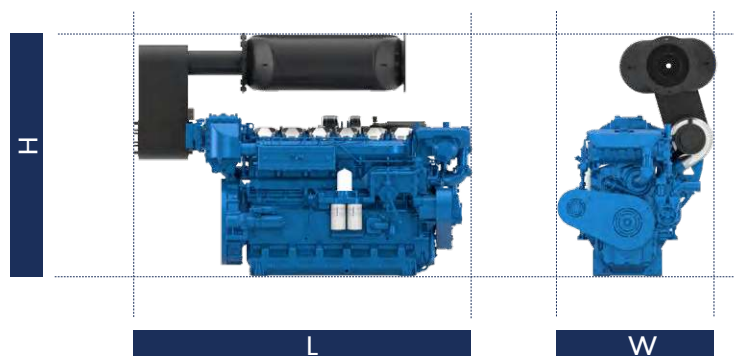
Generator Sets Engines

Power Class		Definition
PRP	Prime Power	Unrestricted running time Time at full load $\leq$ 500hrs/year Load variation $\leq$ 75% of rated power 10% overload 1hr/12hrs
ESP	Emergency Standby Power	Running time 200hrs/year max Load variation 110% of Prime power Average Load factor should not exceed 70% of the engine's ESP rating

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)



Model	L (mm)	W (mm)	H (mm)	Weight (Kg)*
ENGINE ALONE	2102	1127	1229	2024
WITH SCR	2501	1282/1364	1826/1903	+195
WITH Stage V	3397/5460/2835	1201/1220/1618	2734/1973/2689	+422

Adaptable Configurations



Over-gearbox installation (typical)



Over-engine installation (typical)



Stand-alone installation

*Weight with 5% tolerance

Standard equipment

Cooling System

Two-stage cooling circuit with integrated HT thermostatic valve
High efficiency heat exchanger (Tube Type) with integrated fresh water expansion tank
Gear-driven self-priming raw water pump with bronze impeller
Gear-driven centrifugal freshwater pump

Lubrication System

Duplex full-flow spin-on lube oil filters
Freshwater-cooled lube oil cooler
Mechanical oil drain pump

Fuel System

Electronically controlled common-rail fuel injection system
Double-wall fuel injection pipe with leakage detection system
Duplex fuel filters, replaceable while engine is running
Electric fuel priming pump

Intake Air and Exhaust System

Fresh water cooled exhaust gas manifold
High efficiency dry-type turbocharger with heat insulation
Raw water cooled charge air cooler

Electrical System

24V DC system, Insulated
Electrical starter
Battery Charger 190A

Optional Equipment

External fuel pre-filter with water separator	
Keep cooling	Circuit breaker
Wet exhaust	Live PTO
Additional pulley	Elastic pads
Electric drain system	Close crankcase ventilation
Standard PTO	Air starter

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