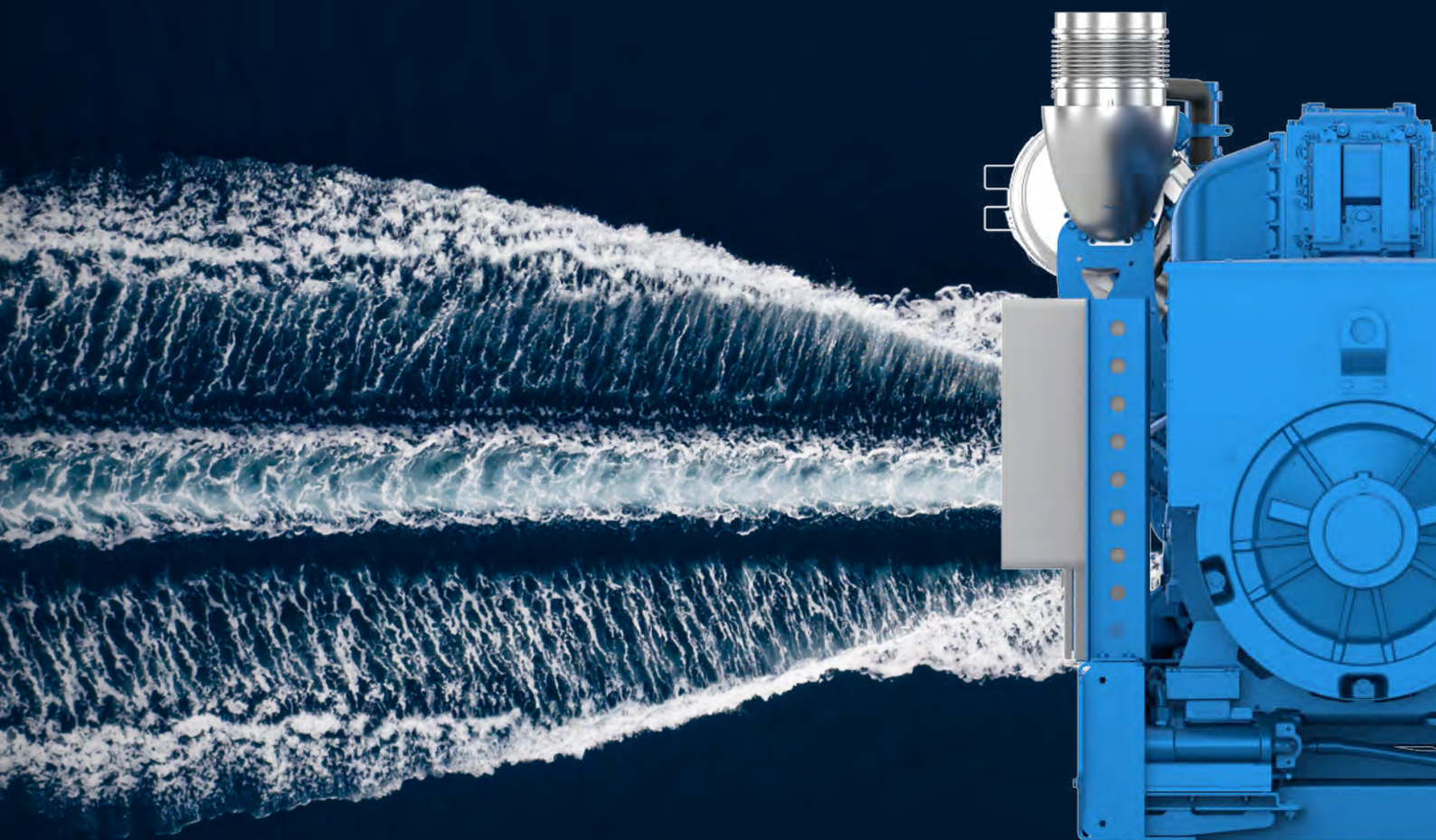
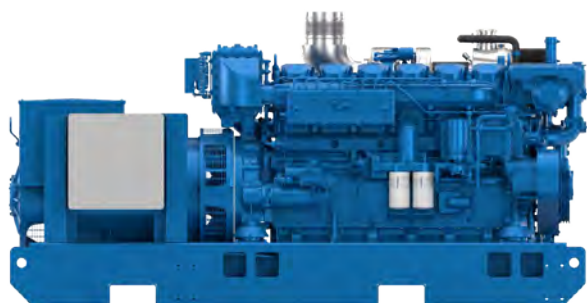




6M26.3 IMO II

Marine Generator Set



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

Rating table

Ratings					Voltage	Fuel Consumption						Emissions
Rating	Hz	kVA	kWe	rpm		@ 100%		@ 75%		@ 50%		IMO
PRP	50	520	416	1500	380 ~ 415	g/kWh	l/h	g/kWh	l/h	g/kWh	l/h	II
PRP	60	590	472	1800	440 ~ 480	204	120	204	91	215	64	II

NB: IMO III / EPA 4 / Stage V versions are also available with ATS

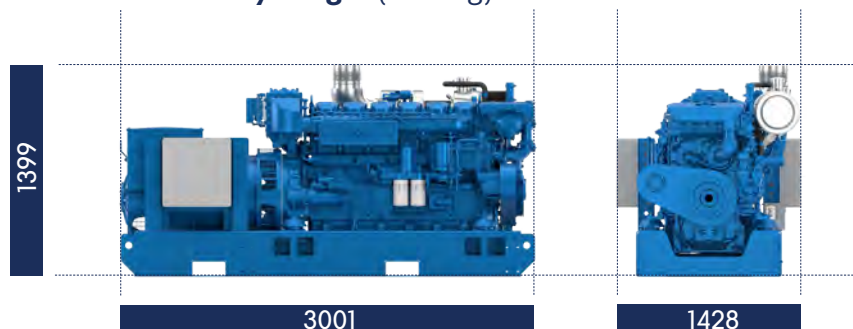
Generator Sets Engines

Power Class		
PRP	Prime Running Power	Unrestricted running time Time at full load $\leq$ 500 hours per year Load variation $\leq$ 75% of the rated power Overload available 10%: 1 hour in a 12-hours period
ESP	Emergency Standby Power	Running time (max): 200 hours per year Load variation $\leq$ 110% of the prime power Average load factor should not exceed 70% of the engine's ESP power 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)



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

Cabin heating connections	Circuit breaker
Keel cooling	Close crankcase ventilation
Wet exhaust	Air starter
Electric drain system	

Generator

50/60 Hz frequency, 4 poles	Brushless excitation
Insulation / heating class H/H	IP23 Protection, marine impregnation
Electronic voltage regulation	Single bearing

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