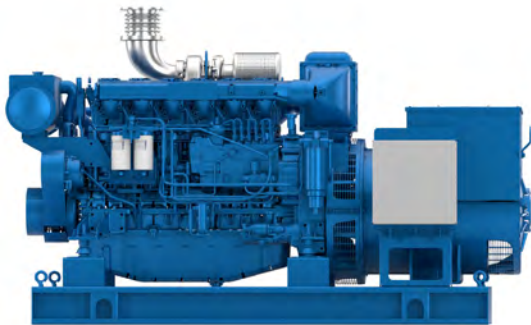




6W126

Marine Generator Set



Number of cylinders	L6
Bore and stroke (mm)	126 X 155
Displacement (L)	11.6
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
					V	g/kWh	l/h	g/kWh	l/h	g/kWh	l/h	
PRP	50	230	184	1500	380 ~ 415	191	45	189	33	198	23	II
PRP	50	260	208	1500	380 ~ 415	193	51	198	39	211	28	II
PRP	50	300	240	1500	380 ~ 415	192	58	196	45	208	32	II
PRP	50	330	264	1500	380 ~ 415	195	65	198	50	205	34	II
PRP	60	275	220	1800	440 ~ 480	175	49	172	36	189	27	II
PRP	60	324	259	1800	440 ~ 480	192	63	197	49	212	35	II
PRP	60	350	280	1800	440 ~ 480	203	72	203	54	210	37	II

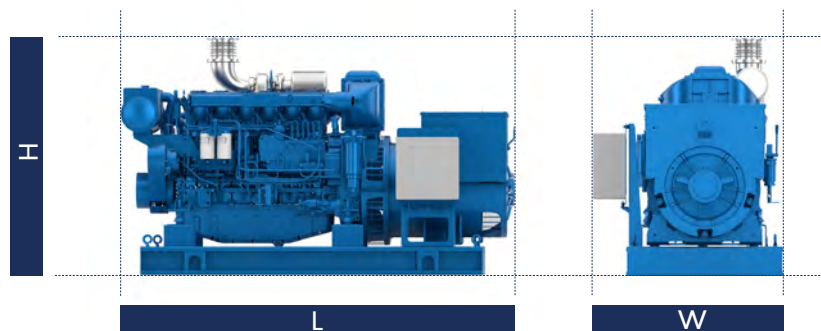
Generator Sets Engines

Power Class		Definition
PRP	Prime Running Power	Unrestricted running time Time at full load ≤ 500 hours per year Load variation ≤ 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 ≤ 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)



L (mm)	W (mm)	H (mm)	Weight (Kg)*
2447 - 2587	1219 - 1479	1498	2030 - 2236

*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 rubber impeller
Belt-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

Mechanical fuel injection system
Double-wall fuel injection pipe with leakage detection system
Duplex fuel filters, replaceable while engine is running
Simplex fuel prefilter with water separator
Mechanical fuel priming pump

Intake Air and Exhaust System

Dry-type 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 55A

Optional Equipment

Keel Cooling configuration
Front PTO
Wet exhaust

Generator

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

M.G.S. 6W126.07.26
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