

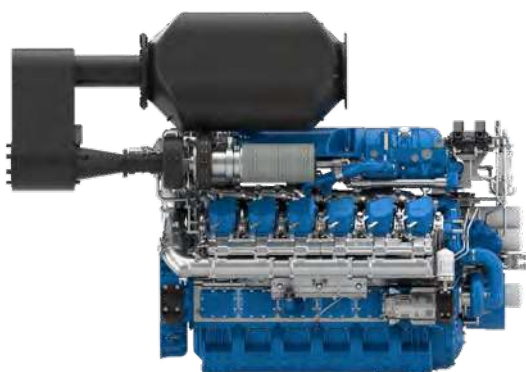


12M26.3

IMO III EPA4

Marine propulsion engine





Number of cylinders	V12
Bore and stroke (mm)	150 X 150
Displacement (L)	31.8
Engine rotation	Counterclockwise
Idle speed (rpm)	650
Flywheel housing	18"
Flywheel	SAE 0

Rated power - Fuel consumption

Rating	kW	rpm	HP	Fuel consumption			IMO	EPA	EU
				Optimum value	Rated power				
				g/kWh	g/kWh	l/h			
P1	883	1800	1201	200/214	200/217	210/228	III	IV(COM)	Stage V
P2	1030	2100	1400	199/200	205/223	251/273	III	IV(COM)	Stage V
P2	1103	2200	1500	200/200	210/229	275/300	III	IV(COM)	Stage V
P3	1214	2300	1651	205/217	209/230	301/333	III	IV(COM)	Stage V

IMO II / EPA 3 versions are available without ATS

P1 - CONTINUOUS DUTY - Severe continuous application with little or no engine speed / load variations.

Displacement hull:

- Engine mean load factor: 100%.
- Annual duration of use: Unrestricted.
- Use under full load: unlimited (100%).

Application examples: Deep Sea vessels and shrimp trawlers, high sea or river tugboats, towboats, cargos, cargo boats, dredgers, ferries.

P2 - HEAVY DUTY - Continuous application with frequent variations in engine speed and load.

Displacement or semi-displacement hull:

- Engine mean load factor: 80%.
- Annual duration of use: 5,000 hours.
- Use under full load: 8 hours in a 12-hours period (66%).

Application examples: Annual passenger vessels, harbour tugs, self-propellers, coasters, fast fishing boats such as tuna boats, seiners, pot vessels or liners, buoying vessels, oceanographic research vessels.

P3 - INTERMITTENT DUTY - Intermittent application with significant variations in engine speed and load.

Planning or semi-planning hull:

- Engine mean load factor: 70%.
- Annual duration of use: 3,000 hours.
- Use under full load: 2 hours in a 12-hours period (16%).
- Cruising speed is less than 90% of nominal engine speed.

Application examples: Seasonal passenger vessels, fishing launches, pilot boats, pump boats, displacement sailboats, trawlers, bow thrusters.

P4 - LIGHT DUTY - Light application with significant variations in engine speed and load.

Planning hull:

- Engine mean load factor: 90%.
- Annual duration of use: less than 1,500 hours.
- Use under full load: 1 hour in a 12-hours period (8%).
- Cruising speed is less than 80% of nominal engine speed.

Application examples: Survey or rescue fast vessels, military fast vessels, patrol boats, commercial pleasure craft.

P5 - HIGH PERFORMANCE DUTY - High performance application with significant variations in engine speed and load:

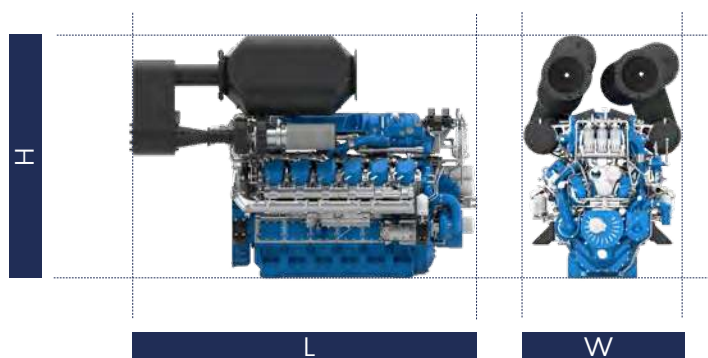
- Engine mean load factor : 60%.
- Annual duration for use: 500 hours.
- Use under full load: 1 hour in a 12-hours period (8%).

Application examples: Private pleasure boats, multi-hull pleasure boats.

WARRANTY DISCLAIMER

Warranty does not apply whenever the engine operation conditions differ from the initial duty class - P1, P2, P3, P4 and P5 - operational conditions. The operator must therefore modify the duty class accordingly, to benefit from SIMB warranty coverage.

Dimensions and dry weight (mm/kg)



Model	L (mm)	W (mm)	H (mm)	Weight (Kg)*
ENGINE ALONE	2501	1367	1487	3350
WITH SCR	3056/3056	1782/1556	2120/2085	+2x193
WITH Stage V	4164/7538/4015	1615/1476/1475	3195/2202/3771	+580

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

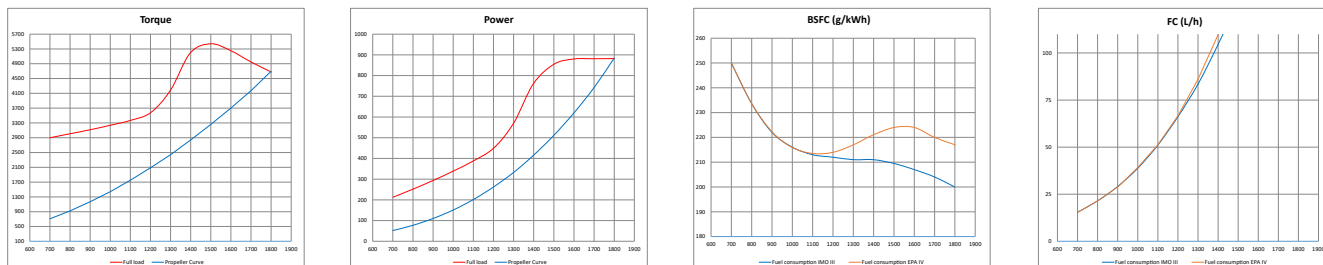
Optional Equipment

50/60Hz frequency, 4 poles
 Insulation/heating class H/H
 Electronic voltage regulation

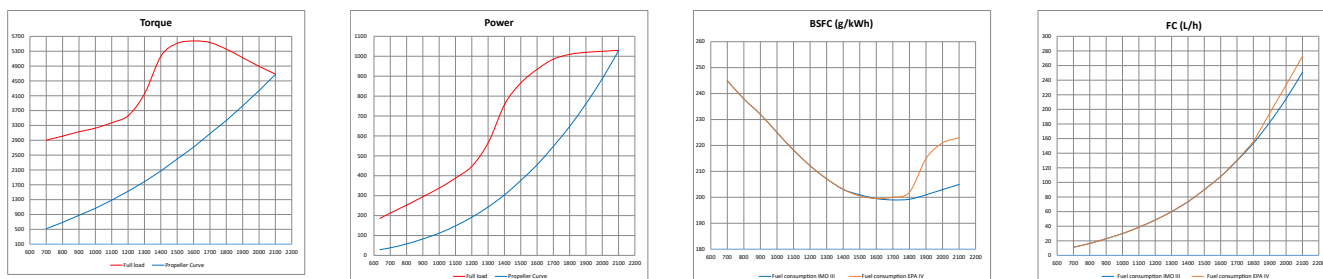
Brushless excitation
 IP23 protection, marine impregnation
 Double bearing

Performance

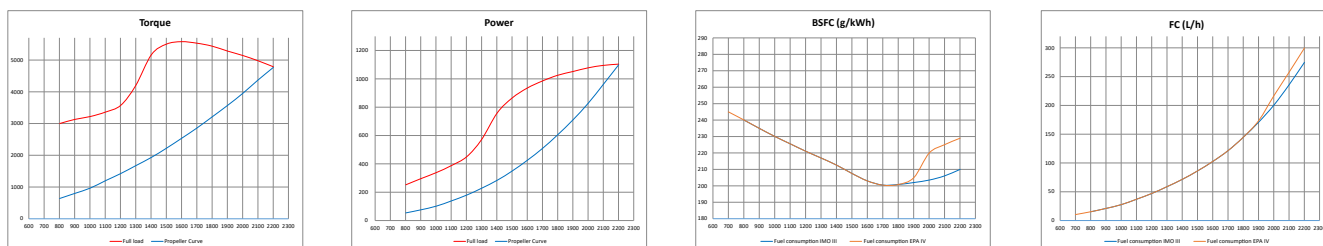
P1 - 883 kW - 1800 rpm



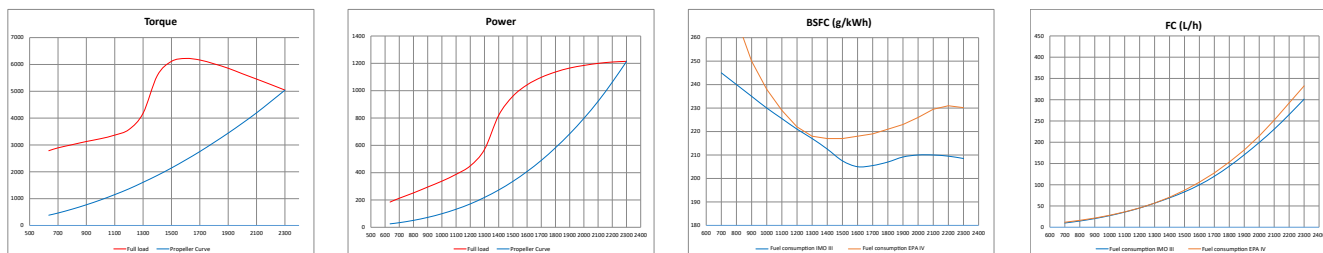
P2 - 1030 kW - 2100 rpm



P2 - 1103 kW - 2200 rpm



P3 - 1214 kW - 2300 rpm



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