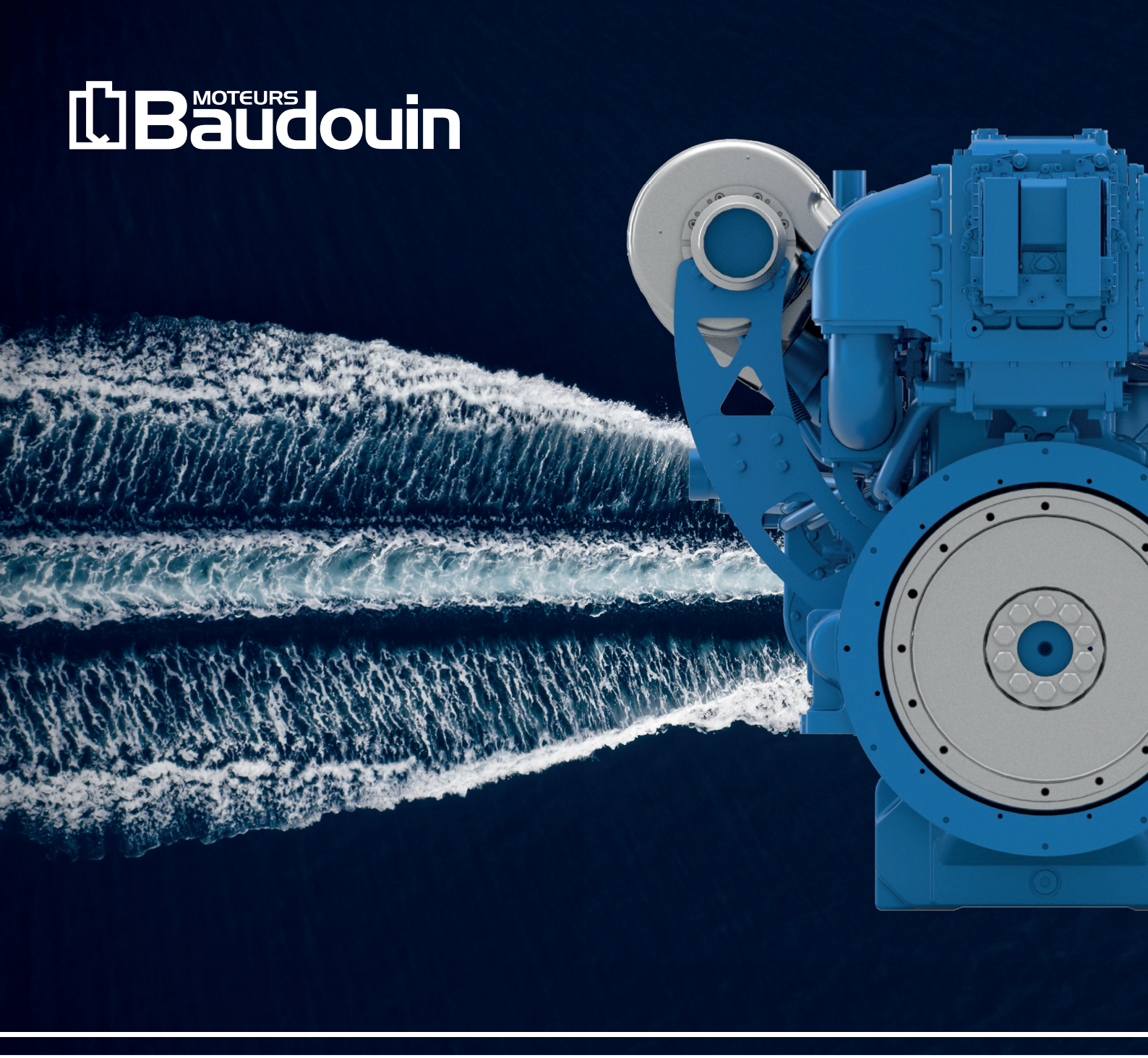
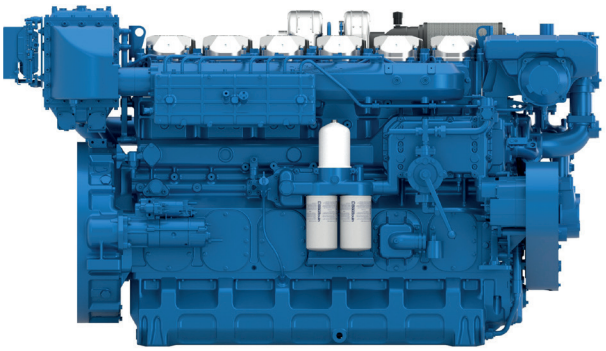


6M26.3

Propulsion Diesel Engine

6M26.3

Propulsion Diesel Engine



Number of cylinders	6 in line
Bore and stroke (mm)	150 X 150
Total displacement (L)	15.9
Compression ratio	15/1
Engine rotation	counter clockwise
Idle speed	650
Flywheel	SAE 1
Flywheel housing	SAE 14"

Customer benefits

Adheres to strict emission regulations and competitive performance as it is equipped with Most advanced common rail technology and high end injection system (2200 bar)

Efficieient fuel consumption, thanks to the highly efficient turbochargers

Easy maintenance due to individual cylinder heads

Highly reliable key components ensuring longevity

Life cycle cost efficiency with extended mean time between overhauls

Rated power - Fuel consumption

Duty	kW	HP	RPM	Fuel consumption			IMO	EPA	CCNR	CE97/68
				Optimum value	Rated power					
				g/kWh	g/kWh	l/h				
P1	441	600	1800	195	197	103	II/III	3/4	II	III A
P2	485	660	1800	198	200	114	II	-	II	III A
P2	515	700	2000	198	206	124	II/III	3/4	II	III A
P2	552	750	2100	198	212	137	II/III	3/4	II	III A
P3	599	815	2100	197	219	154	II/III	3/4	-	-

* Other power ratings are available on request

	P1	P2	P3
Application	Unrestricted Continuous	Continuous	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.

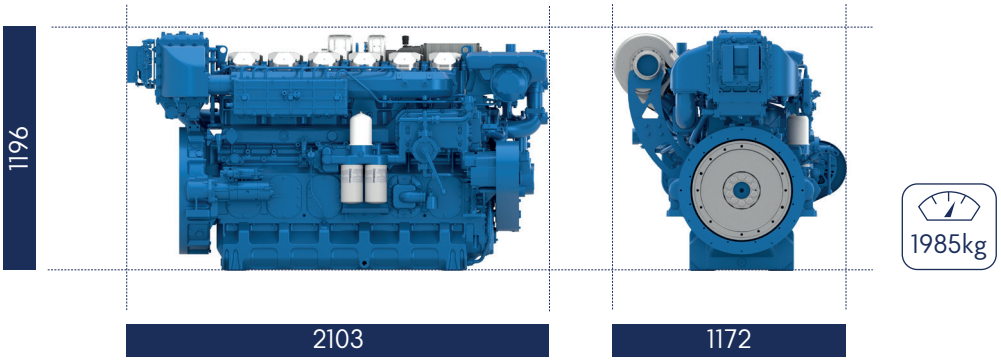
P5 High performance Duty

- Private pleasure boats
- Multi-hull pleasure boats

6M26.3

Propulsion Diesel Engine

Dimensions and dry weight (mm/kg)



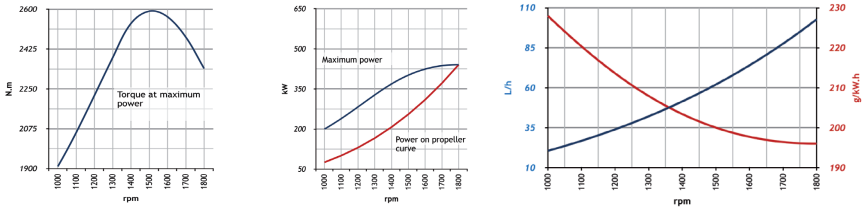
Standard equipment

Cooling System	Two - stage cooling circuit with built - in HT thermostatic valve Integrated fresh water expansion tank High efficiency tubular heat exchanger Belt driven centrifugal fresh water pump Self priming raw water pump with bronze impeller
Lubrication System	Full flow lube oil filters duplex type Fresh water cooled lube oil heat exchanger
Fuel System	Common-rail injection High pressure pump with shielded high pressure injection rail and pipes Fuel oil filter duplex type External fuel pre-filter with water separator
Intake Air and Exhaust System	Double flow raw water cooled intake air heat exchanger module High efficiency dry turbocharger with ball bearing technology Two Stage Turbocharging system
Electrical System	Voltage: 24V DC insulated Electrical starter 200A battery alternator
Optional Equipment	Wet exhaust PTO elastic coupling Additional pulley Electric drain system Standard PTO for hydraulic pump Different alternators possible - inlcuding 12V Electrical rotary actuator

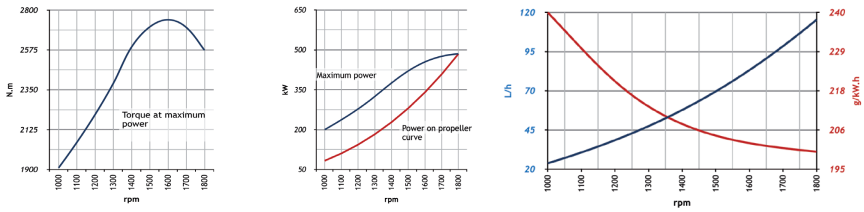
Contact us for further information regarding our options.

Performance

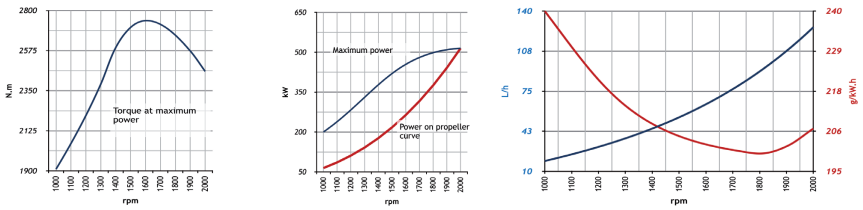
P1 - 441 kW - 600 hp @1800rpm



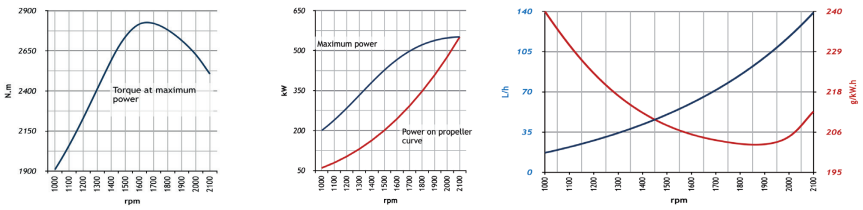
P2 - 485 kW - 600 hp @1800rpm



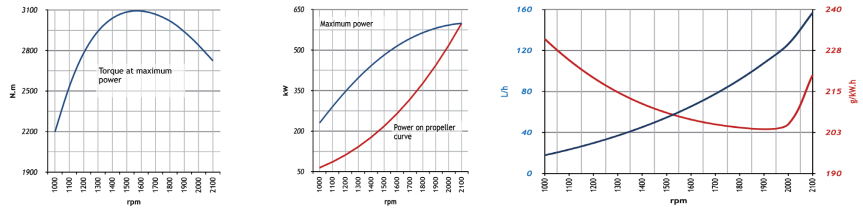
P2 - 515 kW - 700 hp @2000rpm



P2 - 551 kW - 750 hp @2100rpm



P3 - 599 kW - 815 hp @2100rpm



Power definition

(Standard ISO 3046/1 - 1995 (F))

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