MOTEURS Baudouin
A WEICHAI COMPANY

MARINE PRODUCT GUIDE

Baudouin.com

We Are Baudouin

For nearly 100 years, Société Internationale des Moteurs Baudouin has manufactured the highest quality engines for marine and power generation applications. In the hostile environment of a marine operator, reliability and durability are paramount, and Baudouin has been successfully serving this market since 1918.

It's from this Marine Heritage that Baudouin has a reputation for quality, adaptability, and reliability. Baudouin offers a comprehensive range of propulsion solutions, generator sets, and auxiliary engines. Baudouin products are distinguished by their genuine marine design, high level of reliability, easy maintenance, and operational economy.

Certified Quality Management ISO 9001: 2015

Certified Environmental Management ISO 14001: 2015

Certified Occupational Health & Safety OHSAS 18001: 2007

Certified By Major Classification Societies

Moteurs Baudouin designs and builds marine products in compliance with the strictest safety standards. We have type approvals from major marine classification societies worldwide including:

ISO 9001 BUREAU VERITAS Certification

Certificat n° : FR035285-1
Affaire n° : 7005201

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Baudouin Headquarters in Cassis, France.

Emission Regulations

International Maritime Organization (IMO) Emission Regulations

The *MARPOL 73/78 Annex VI: Prevention of air pollution from ships* (and subsequent amendments) serves to regulate NOx emission levels on marine diesel engines. The increasing regulations, 'Tiers', affect engines mounted in vessels built on or after January 1 of the year of release of the Tier. The NOx limits allowed are engine speed-dependent.

Tier	Date	NOx limit (g/kW.h)		
		n*< 130	130 ≤ n ≤ 2000	n ≥ 2000
Tier I	2000	17	45 x n -02	9.8
Tier II	2011	14.4	44 x n -023	7.7
Tier III	2016	3.4	9 x n -02	2.0

n* : rpm

Commercial Craft Directive 97/68/EC (EU Stage V)

The directive regulates exhaust emissions from various mobile machinery in the European Community (EC) area. The Stage V standards became effective from 2019 for engines below 56 kW and above 130 kW, and from 2020 for engines of 56-130 kW.

Stage V Emission Standards For Inland Waterways Vessels

Category	Net Power kW	Date	CO	HC + Nox g/kWh	PM
NRE-v/c-1	P < 8	2019	8.0	7.5	0.40
NRE-v/c-2	8 ≤ P < 19	2019	6.6	7.5	0.40
NRE-v/c-3	19 ≤ P < 37	2019	5.0	4.7	0.02
NRE-v/c-4	37 ≤ P < 56	2019	5.0	4.7	0.02
NRE-v/c-5	56 ≤ P < 130	2020	5.0	0.59	0.02
NRE-v/c-6	130 ≤ P ≤ 560	2019	3.5	0.59	0.02
NRE-v/c-7	P > 560	2019	3.5	3.69	0.05

CCNR regulation - CCNR Central Commission for the Navigation of the Rhine implemented its stage II emissions regulation for diesel engines in July 2007. This regulation is only effective for engines with a rated power at or above 37 kW. In an amendment to the CCNR regulation, according to the EU directives, EC type certification is considered equal to the CCNR's stage II certification. Therefore engines certified to the non-road mobile machinery directive (97/68/EC) will be accepted without direct certification to the CCNR regulation.

EPA Rating Information

The Environmental Protection Agency (EPA) is an independent executive agency, of the United States federal government for environmental protection and has the responsibility of maintaining and enforcing national standards under a variety of environmental laws.

Category	Date	Characteristic
III	2009	Engines below 600 kW
IV	2017	Engines above 600 kW

Rating Guidelines

Power definition (Standard ISO 3046/1 – Units are metric)

Reference conditions

Ambient temperature	25 °C
Barometric pressure	100 kPa
Relative humidity	30 %
Raw water temperature	25 °C
Ambient temperature	45 °C
Raw water temperature	32 °C

Fuel oil

Relative density	0,840 ± 0,005
Lower calorific power	42 700 kJ/kg
Consumption tolerances	0 ± 5 %
Inlet limit temperature	35 °C

- Ratings comply with classification societies maximum temperature definition without power derating.
- Fuel consumption declared conditions IMO II.

Generator sets and auxiliary engines

Power Class		Definition
PRP	Prime Power	· Unrestricted running time · Time at full load ≤ 500 hrs/year · Load variation ≤ 75% of rated power · 10% overload 1 hr/12 hrs
LTP	Limited Power	· Running time 500 hrs/year max · Load variation ≤ 85% of rated power · Time at 100% load 1 hr/12 hrs
ESP	Emergency standby power	· Running time 200 hrs / year max · Load variation 110% of Prime power · Average load factor should not exceed 70% of the engine's ESP power rating

Propulsion engines

Power Class		Definition
P1	Continuous duty	· Unrestricted continuous with full load · 80 to 100% load factor · Operating time from 5000 to 7000 hrs/year Applications: Deep sea and shrimp trawlers, sea going and inland tug and push boats, freighters, dredges, and ferries.
P2	Heavy duty	· Continuous with load variation · 30 to 80% load factor · Operating time from 3000 to 5000 hrs/year Applications: Annual passenger vessels, harbour tug and push boats, coasters, and fishing boats.
P3	Intermittent duty	· Intermittent with important load variation · 50% load factor · Operating time from 1000 to 3000 hrs/year Applications: Seasonal passenger vessels, fishing launches, pilot boats, firefighting boats, and research vessels.
P4	Light duty	· High performance with very important load variation · 30% load factor · Operating time less than 1000 hrs/year Applications: Survey or fast rescue vessels, fast military vessels, patrol boats, and commercial pleasure crafts.
P5	High Performance duty	· Load Factor: 60% · Typical running hours per year: 500 h · Full load use: 0.5 h / 5 years Applications: Pleasure boats

Sea Express II, Virgin Islands, 2 x 12M26.3+SCR

Product Listing

Marine Propulsion Engines

kW	HP	RPM	Engine Model	Rating	Page
95	129	2100	4W105M	P2	14
136	185	2100	6W105M	P2	15
168	228	2425	6W105M	P3	15
240	326	2100	6M16	P1	16
264	359	2100	6M16	P2	16
294	400	1800	6W126M	P1	17
331	450	1800	6M19.3	P1	18
331	450	1800	6M26.2	P1	20
331	450	2100	6W126M	P2	17
368	500	1800	6M26.2	P1	20
368	500	2100	6M19.3	P2	18
404	550	1900	6M26.2	P2	20
404	550	2100	6M19.3	P3	18
425	578	2200	6M19.3	P4	18
441	600	1800	6M26.3	P1	25
441	600	1800	8M26.2	P1	21
441	600	1950	6M26.2	P2	20
478	650	1800	6M33.2	P1	23
485	660	1800	6M26.3	P2	25
491	668	1800	8M26.2	P1	21
515	700	1800	6M33.2	P2	23
515	700	2000	6M26.3	P2	25
539	733	1900	8M26.2	P2	21
552	750	1800	6M33.2	P2	23
599	815	2100	6M26.3	P3	25
552	750	2100	6M26.3	P2	25
588	800	1950	8M26.2	P2	21
599	815	2300	6F21	P3	19
662	900	1800	12M26.2	P1	22
662	900	2300	6F21	P4	19
735	1000	2300	6F21	P5	19
736	1000	1800	12M26.2	P1	22
809	1100	1900	12M26.2	P2	22
882	1200	1800	12M26.3	P1	26
883	1200	1950	12M26.2	P2	22

Marine Propulsion Engines Continued

kW	HP	RPM	Engine Model	Rating	Page
956	1300	1800	12M33.2	P1	24
972	1320	1800	12M26.3	P2	26
1029	1400	1800	12M33.2	P2	24
1032	1400	2100	12M26.3	P2	26
1104	1500	1800	12M33.2	P2	24
1104	1500	2200	12M26.3	P2	26
1215	1650	2300	12M26.3	P3	26

Marine Generator Sets

kWe	RPM	Genset Model	Application	Page
84	1500	4W105ES	PRP/LTP	32
92	1500	4W105ES	ESP	32
84	1500	4W105S	PRP	32
96	1800	4W105ES	PRP/LTP	32
106	1800	4W105ES	ESP	32
96	1800	4W105S	PRP	32
120	1500	6W105S	PRP	33
120	1500	6W105ES	PRP/LTP	33
132	1500	6W105ES	ESP	33
136	1800	6W105ES	PRP/LTP	33
150	1800	6W105ES	ESP	33
136	1800	6W105S	PRP	33
192	1500	6M16	PRP	34
208	1800	6M16	PRP	34
272	1500	6W126S	PRP	35
280	1800	6W126S	PRP	35
320	1500	6M19.3	PRP	36
416	1500	6M26.3	PRP	40
416	1500	6M26.3 + SCR	PRP	41
416	1500	6M26.2	PRP	37
436	1800	6M26.2	PRP	37
472	1500	6M33.2	PRP	39
472	1800	6M26.3	PRP	40
472	1800	6M26.3 + SCR	PRP	41

Product Listing

Marine Generator Sets Continued

kWe	RPM	Genset Model	Application	Page
520	1800	6M33.2	PRP	39
840	1500	12M26.2	PRP	38
1050	1500	12M26.3	PRP	42
1050	1500	12M26.3 + SCR	PRP	43
1195	1800	12M26.3	PRP	42
1195	1800	12M26.3 + SCR	PRP	43

Auxiliary Marine Engines PRP Ratings

kW	RPM	Engine Model	Page
75	1500	4W105S	46
92	1800	4W105S	46
129	1500	6W105S	47
145	1800	6W105S	47
205	1500	6M16	48
223	1800	6M16	48
290	1500	6W126S	49
295	1800	6W126S	49
315	1800	6M19.3	50
330	1500	6M19.3	50
355	1500	6M26.2	51
368	1800	6M26.2	51
380	1800	6M19.3	50
440	1500	6M26.2	51
441	1800	6M26.3	54
460	1800	6M26.2	51
473	1500	8M26.2	52
485	1800	6M26.3	54
491	1800	8M26.2	52
710	1500	12M26.2	53
736	1800	12M26.2	53
880	1500	12M26.2	53
882	1800	12M26.3	55
920	1800	12M26.2	53
970	1800	12M26.3	55

Product Nomenclature

W Series			
#Cylinders	Engine Spec	Bore	(M) Marine (S) Generator Set/Auxiliry
4	W	105	M

M Series			
#Cylinders	Engine Spec	Unit Displacement	≤.2 Mechanical .3 Electronic
6	M	19	.3

Common Conversions

Power

1 kW = 1.36 metric HP
1 kW = 1.341 BHP
1 BHP = 1.014 metric HP

Length

1 cm = 0.3937 in
1 m = 3.28 ft
1 naut. mile = 1.853 km
1 mile = 1.609 km

Mass

1 g = 0.035 oz
1 kg = 2.2 lb
1 metric ton = 1.1 short ton

Temperature

1°C = (1°F-32)/1.8

Specific fuel oil consumption (SFOC)

SFOC (g/kWh) = L/hr * 840/kW

Torque

1 Nm = 0.102 mkg
1 Nm = 0.74 lb ft
Nm = kW*9549/rpm

Energy

1 cal = 4.187 J

Pressure

1 mm Hg = 1.333 mbar
1mm H2O = 0.981 mbar
1 mbar = 100 Pa
1 bar = 14.50 psi

Volume

1L = 0.26 gallon (US)
1L = 0.21 gallon (UK)
1L = 61.02 in3

MARINE PROPULSION ENGINES

Baudouin marine propulsion engines are recognized worldwide for their quality, durability, and reliability. Baudouin's products comply with the latest marine and inland shipping environmental standards. Baudouin engines are designed specifically for marine applications, and optimized for easy and cost effective maintenance.

- Best in Class fuel consumption and mean time between overhaul
- Design optimized for maintenance simplicity
- Reliability in the most extreme conditions
- Genuine Marine Design

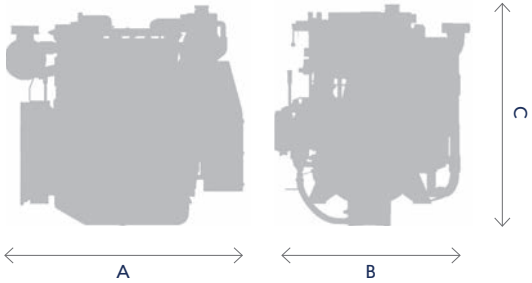
4W105M

Number of cylinders	4 in line
Bore and stroke	105 x 130 mm
Total displacement	4.5 L
Engine rotation	counterclockwise
Idle speed	700 rpm
Flywheel housing	SAE 3
Flywheel	SAE 11.5"

Rating	kW	Hp	rpm	g/kWh	l/h
P2	95	129	2100	214	24

Main dimensions and weight (mm/kg)

A	B	C	Weight
985	821	973	650



W105 Series Advantages

Best in Class fuel consumption
Unparalleled propulsion torque at low RPM
Easy maintenance with simple mechanical injection and unit cylinder heads

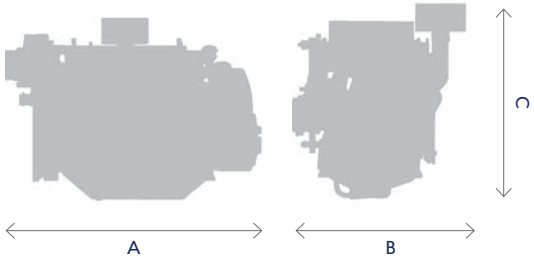
6W105M

Number of cylinders	6 in line
Bore and stroke	105 x 130 mm
Total displacement	6.75 L
Engine rotation	counterclockwise
Idle speed	700 rpm
Flywheel housing	SAE 3
Flywheel	SAE 11.5"

Rating	kW	Hp	rpm	g/kWh	l/h	IMO
P2	136	185	2100	211	34	II
P3	168	228	2425	216	43	II

Main dimensions and weight (mm/kg)

A	B	C	Weight
1417	885	1076	780



W105 Series Advantages

Best in Class fuel consumption
Unparalleled propulsion torque at low RPM
Easy maintenance with simple mechanical injection and unit cylinder heads

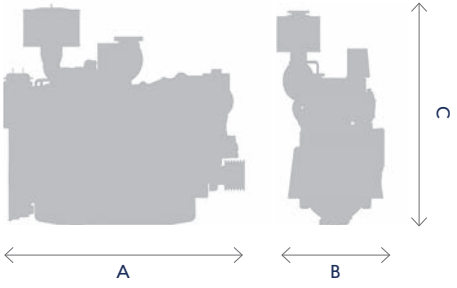
6M16

Number of cylinders	6 in line
Bore and stroke	126 x 130 mm
Total displacement	9.70 L
Engine rotation	counterclockwise
Idle speed	600 rpm
Flywheel housing	SAE 1
Flywheel	SAE 14"

Rating	kW	Hp	rpm	g/kWh	l/h	IMO
P1	240	326	2100	218	61	II
P2	264	359	2100	225	69	II

Main dimensions and weight (mm/kg)

A	B	C	Weight
1514	878	1381	1056



M16 Advantages

Best in Class fuel oil consumption
Unparalleled propulsion torque at low RPM
Easy maintenance with simple mechanical injection and unit cylinder heads

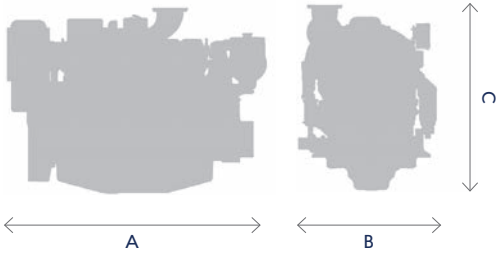
6W126M

Number of cylinders	6 in line
Bore and stroke	126 x 150 mm
Total displacement	11.60 L
Engine rotation	counterclockwise
Idle speed	700 rpm
Flywheel housing	SAE 1
Flywheel	SAE 14"

Rating	kW	Hp	rpm	g/kWh	l/h	IMO	CCNR	CE97/68
P1	294	400	1800	200	70	II	II	IIIA
P2	331	450	2100	210	83	II	II	IIIA

Main dimensions and weight (mm/kg)

A	B	C	Weight
1695	883	1128	1200

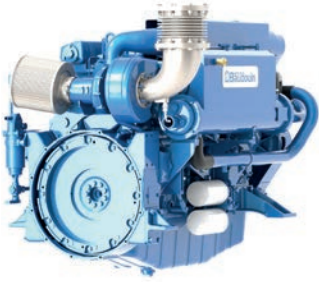


W126 Advantages

Best in class fuel oil consumption
A reference for towing / pushing applications
Easy maintenance with simple mechanical injection and unit cylinder heads

6M19.3

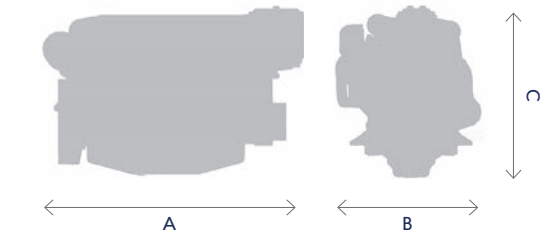
Number of cylinders	6 in line
Bore and stroke	126 x 155 mm
Total displacement	11.60 L
Engine rotation	counterclockwise
Idle speed	700 rpm
Flywheel housing	SAE 1
Flywheel	SAE 14"
Common-rail injection	



Rating	kW	Hp	rpm	g/kWh	l/h	IMO	CCNR	CE97/68
P1	331	450	1800	199	78	II	II	IIIA
P2	368	500	2100	205	90	II	II	IIIA
P3	404	550	2100	209	101	II	II	IIIA
P4	425	578	2200	218	110	II	II	-

Main dimensions and weight (mm/kg)

A	B	C	Weight
1665	1021	1091	1200

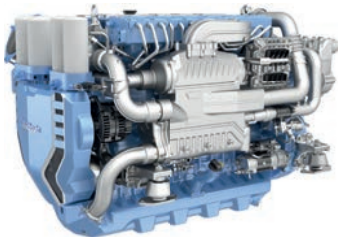


M19 Advantages

Common rail injection
Best in class fuel oil consumption
Compact genset design for easy integration
Unique propulsion peak torque at 1400 rpm

6F21 Available in 2021

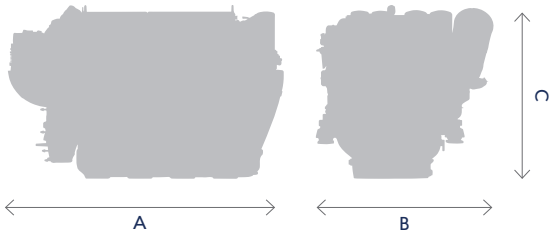
Number of cylinders	6
Bore and stroke	127 x 165 mm
Total displacement	12.5 L
Engine rotation	counterclockwise
Idle speed	700 rpm
Flywheel housing	SAE 1
Flywheel	SAE 14"
Common-rail injection	



Rating	kW	Hp	rpm	g/kWh	l/h	IMO	EPA
P3	599	815	2300	220	155	II	3
P4	662	900	2300	223	174	II	3
P5	735	1000	2300	228	197	II	3

Main dimensions and weight (mm/kg)

A	B	C	Weight
1470	1100	1075	1450



6F21 Advantages

Extreme durability
Best in class 13L engine
Compact & light with very high power density
Optimized maintenance for low total cost of ownership

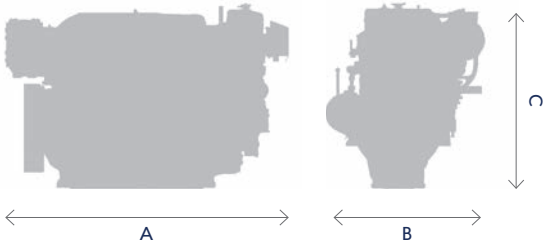
6M26.2

Number of cylinders	6 in line
Bore and stroke	150 x 150 mm
Total displacement	15.90 L
Engine rotation	counterclockwise
Idle speed	700 rpm
Flywheel housing	SAE 1
Flywheel	SAE 14"

Rating	kW	Hp	rpm	g/kWh	l/h	IMO	CCNR	CE97/68
P1	331	450	1800	198	78	II	II	IIIA
P1	368	500	1800	205	90	II	II	IIIA
P2	404	550	1900	209	101	II	II	IIIA
P2	441	600	1950	211	111	II	-	-

Main dimensions and weight (mm/kg)

A	B	C	Weight
1880	1144	1348	2010



M26.2 Series Advantages

Best in classs power density

Best in class fuel consumption

M26.2 series can serve most project requirements worldwide

8M26.2

Number of cylinders	8 V @ 90°
Bore and stroke	150 x 150 mm
Total displacement	21.20 L
Engine rotation	counterclockwise
Idle speed	700 rpm
Flywheel housing	SAE 0
Flywheel	SAE 14"

Rating	kW	Hp	rpm	g/kWh	l/h	IMO	CCNR	CE97/68
P1	441	600	1800	203	107	II	II	IIIA
P1	491	668	1800	209	122	II	II	IIIA
P2	539	733	1900	220	141	II	II	IIIA
P2	588	800	1950	233	163	II	II	-

Main dimensions and weight (mm/kg)

A	B	C	Weight
1871	1392	1454	2740

M26.2 Series Advantages

Best in classs power density

Best in class fuel consumption

M26.2 series can serve most project requirements worldwide

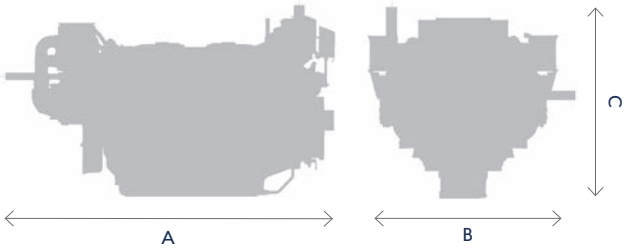
12M26.2

Number of cylinders	12 V @ 90°
Bore and stroke	150 x 150 mm
Total displacement	31.80 L
Engine rotation	counterclockwise
Idle speed	700 rpm
Flywheel housing	SAE 0
Flywheel	SAE 18"

Rating	kW	Hp	rpm	g/kWh	l/h	IMO	CCNR	CE97/68
P1	662	900	1800	198	156	II	II	IIIA
P1	736	1000	1800	197	173	II	II	IIIA
P2	809	1100	1900	200	192	II	II	IIIA
P2	883	1200	1950	201	211	II	-	-

Main dimensions and weight (mm/kg)

A	B	C	Weight
2446	1355	1419	3415



M26.2 Series Advantages

Best in classs power density
Best in class fuel consumption
M26.2 series can serve most project requirements worldwide

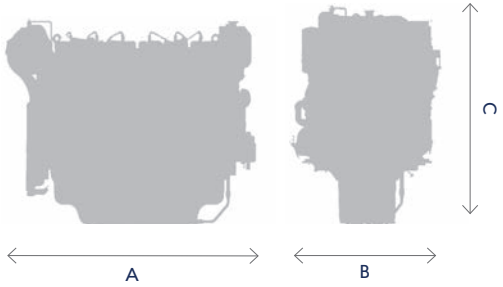
6M33.2

Number of cylinders	6 in line
Bore and stroke	150 x 185 mm
Total displacement	19.6 L
Engine rotation	counterclockwise
Idle speed	650 rpm
Flywheel housing	SAE 1
Flywheel	SAE 14"

Rating	kW	Hp	rpm	g/kWh	l/h	IMO
P1	478	650	1800	211	120	II
P2	515	700	1800	209	128	II
P2	552	750	1800	214	141	II

Main dimensions and weight (mm/kg)

A	B	C	Weight
1870	1138	1417	2390



M33.2 Series Advantages

Simple mechanical injection
Best in class fuel consumption
Best in class low speed torque

12M33.2

Number of cylinders	12 V @ 90°
Bore and stroke	150 x 185 mm
Total displacement	39.2 L
Engine rotation	counterclockwise
Idle speed	650 rpm
Flywheel housing	SAE 0
Flywheel	SAE 18"

Rating	kW	Hp	rpm	g/kWh	l/h	IMO
P1	956	1300	1800	215	244	II
P2	1029	1400	1800	218	266	II
P2	1104	1500	1800	219	288	II

Main dimensions and weight (mm/kg)

A	B	C	Weight
2210	1467	1568	3900

M33.2 Series Advantages

Simple mechanical injection
Best in class fuel consumption
Best in class low speed torque

6M26.3

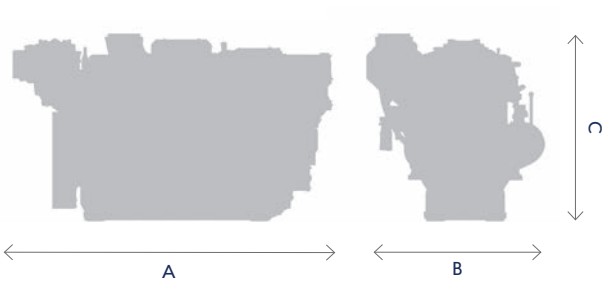
Number of cylinders	6 in line
Bore and stroke	150 x 150 mm
Total displacement	15.90 L
Engine rotation	counterclockwise
Idle speed	650 rpm
Flywheel housing	SAE 1
Flywheel	SAE 14"
Common-rail injection	

Rating	kW	Hp	rpm	g/kWh	l/h	IMO*	EPA*	CCNR	CE97/68
P1	441	600	1800	197	103	II/III	3/4	II	IIIA
P2	485	660	1800	207	119	II	-	II	IIIA
P2	515	700	2000	203	124	II/III	3/4	II	IIIA
P2	552	750	2100	209	137	II/III	3/4	II	IIIA
P3	599	815	2100	216	154	II/III	3/4	-	-

*IMO III & EPA 4 with SCR System.

Main dimensions and weight (mm/kg)

A	B	C	Weight
2103	1172	1196	1985



M26.3 Series Advantages

Excellent fuel consumption
IMO III / EPA 4 and all major certifications
Unparalleled performance in heavy duty applications

12M26.3

Number of cylinders	12 V @ 90°
Bore and stroke	150 x 150 mm
Total displacement	31.80 L
Engine rotation	counterclockwise
Idle speed	650 rpm
Flywheel housing	SAE 0
Flywheel	SAE 18"
Common-rail injection	

Rating	kW	Hp	rpm	g/kWh	l/h	IMO*	EPA*	CCNR	CE97/68
P1	882	1200	1800	197	207	II/III	3/4	II	IIIA
P2	972	1320	1800	201	232	II	-	II	IIIA
P2	1032	1400	2100	204	250	II/III	3/4	II	IIIA
P2	1104	1500	2200	209	275	II/III	3/4	II	IIIA
P3	1215	1650	2300	215	311	II/III	3/4	-	-

*IMO III & EPA 4 with SCR System.

Main dimensions and weight (mm/kg)

A	B	C	Weight
2333	1350	1494	3315

M26.3 Series Advantages

Excellent fuel consumption
IMO III / EPA 4 and all major certifications
Unparalleled performance in heavy duty applications

BAUDOUIN ADVANCED EMISSIONS TECHNOLOGY

IMO III and EPA Tier 4 Certified

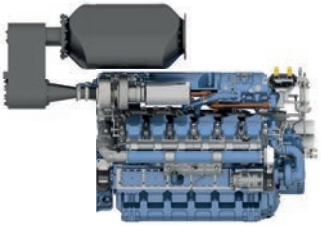
Our advanced engines deliver superior fuel economy without compromising engine power. In addition, the Baudouin SCR system is smaller, lighter and more flexible than other solutions, reducing costs and space requirements for our customers while maximizing product reliability.

Our Advanced Engines Deliver

- A cleaner engine with the same power
- Up to 5% reduction in average fuel consumption
- Optimized maintenance schedule in line with the engine
- An extremely compact, modular design
- Superior installation flexibility
- Up to 25 dB noise reduction

6M26.3

12M26.3



A Compact, Flexible System

Designed with our customers' individual needs in mind, the compact Baudouin SCR system can be easily integrated into the propulsion line, with a variety of configurations to suit every vessel design. There is no need for the whole system to be mounted in the engine room. We can help customers create a bespoke solution for their individual vessel's layout.

Adaptable Configurations

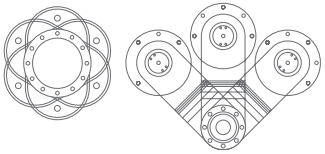
Over-gearbox installation (typical)

Stand-alone installation

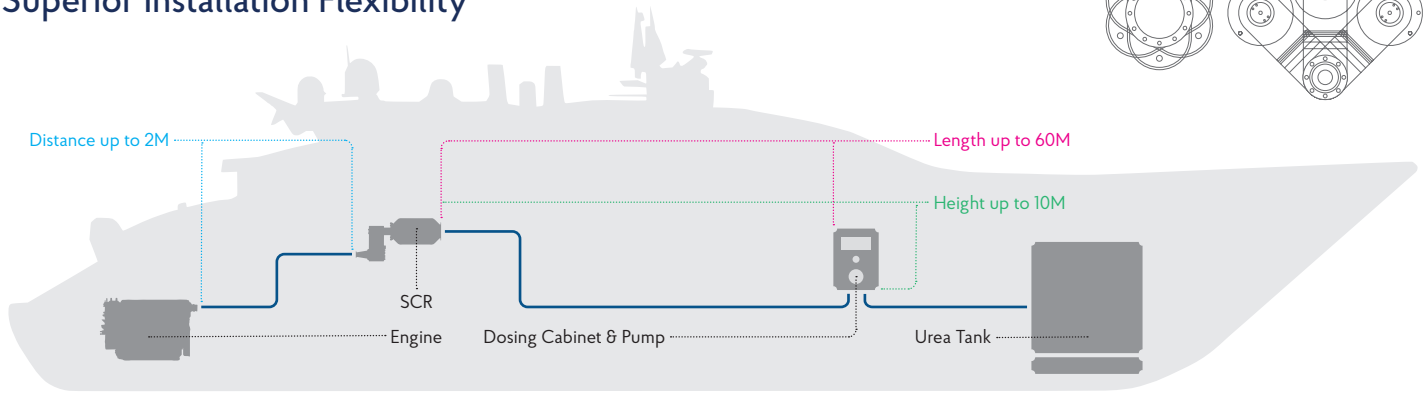
Over-engine installation (typical)

A Dynamic Catalyst

The Baudouin SCR catalyst adapts to any vessel layout. The system can rotate 360° on its axis to allow maximum mounting flexibility. In addition, the catalyst is 1m³ in volume, one of the smallest available on the market.



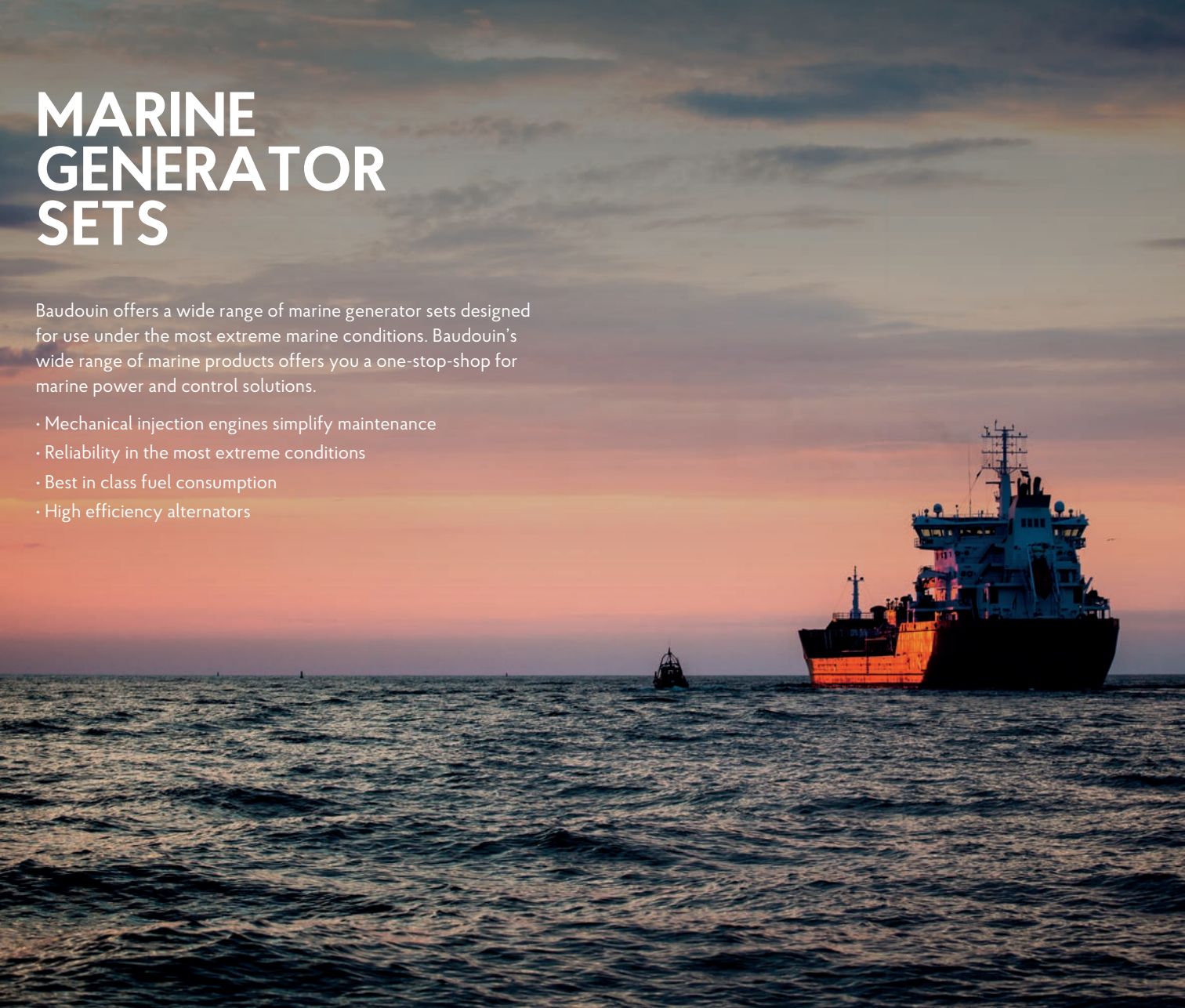
Superior Installation Flexibility



MARINE GENERATOR SETS

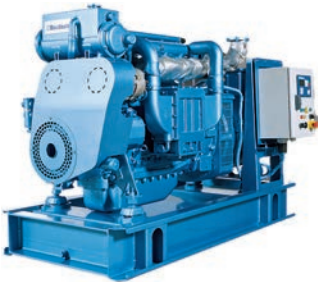
Baudouin offers a wide range of marine generator sets designed for use under the most extreme marine conditions. Baudouin's wide range of marine products offers you a one-stop-shop for marine power and control solutions.

- Mechanical injection engines simplify maintenance
- Reliability in the most extreme conditions
- Best in class fuel consumption
- High efficiency alternators



4W105

Number of cylinders	4 in line
Bore and stroke	105 x 130 mm
Total displacement	4.50 L
Engine rotation	counterclockwise
Idle speed	650 rpm



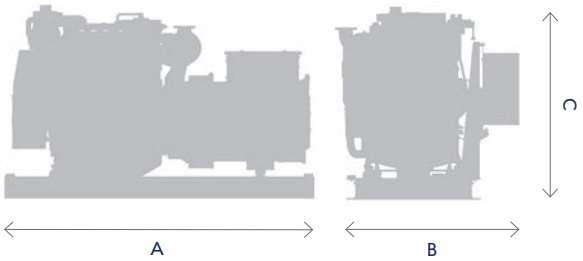
Engine	Rating	Hz	kVA	kWe	rpm	g/kWh	l/h	IMO	Cooling
4W105S	PRP	50	105	84	1500	205	22	NA*	-
4W105S	PRP	60	120	96	1800	210	26	NA*	-
4W105ES	PRP/LTP	50	105	84	1500	205	22	NA*	Radiator
4W105ES	ESP	50	115	92	1500	205	24	NA*	Radiator
4W105ES	PRP/LTP	60	120	96	1800	210	26	NA*	Radiator
4W105ES	ESP	60	133	106	1800	210	29	NA*	Radiator

* Not applicable

Main dimensions and weight (mm/kg)

	A	B	C	Weight
PRP - 80 KVA 50 Hz	1705	995	1012	907
PRP - Up to 100 KVA 50 Hz 125 KVA - 60 Hz	1705	995	1012	944
PRP - 105 KVA - 60 Hz	1774	995	1012	980
LTP**	2039	999	1260	1310

** Radiator cooled



6W105

Number of cylinders	6 in line
Bore and stroke	105 x 130 mm
Total displacement	6.75 L
Engine rotation	counterclockwise
Idle speed	650 rpm

Engine	Rating	Hz	kVA	kWe	rpm	g/kWh	l/h	IMO	Cooling
6W105S	PRP	50	150	120	1500	205	31	II	-
6W105S	PRP	60	170	136	1800	210	36	II	-
6W105ES	PRP/LTP	50	150	120	1500	205	31	NA*	Radiator
6W105ES	ESP	50	165	132	1500	205	34	NA*	Radiator
6W105ES	PRP/LTP	60	170	136	1800	210	36	NA*	Radiator
6W105ES	ESP	60	188	150	1800	210	40	NA*	Radiator

* Not applicable

Main dimensions and weight (mm/kg)

	A	B	C	Weight
PRP - 125 - 135 KVA	1997	1044	1120	1231
PRP - 150 - 170 KVA	2031	1044	1120	1266
LTP**	2450	1059	1313	1390

** Radiator cooled

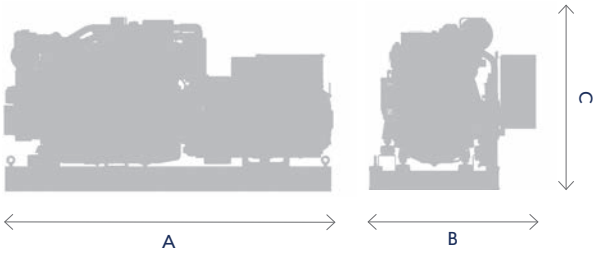
6M16

Number of cylinders	6 in line
Bore and stroke	126 x 130 mm
Total displacement	9.70 L
Engine rotation	counterclockwise
Idle speed	600 rpm

Rating	Hz	kVA	kWe	rpm	g/kWh	l/h	IMO
PRP	50	240	192	1500	200	49	II
PRP	60	260	208	1800	211	56	II

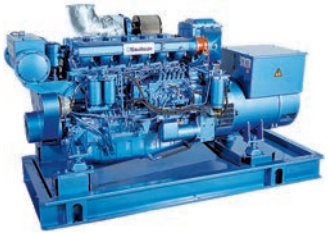
Main dimensions and weight (mm/kg)

A	B	C	Weight
2408	1224	1275	1803 (1958 for 240 KVA - 50Hz)



6W126S

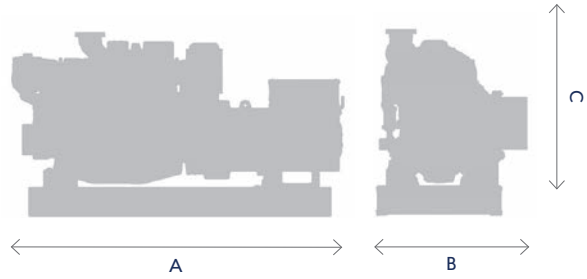
Number of cylinders	6 in line
Bore and stroke	126 x 155 mm
Total displacement	11.60 L
Engine rotation	counterclockwise
Idle speed	600 rpm



Rating	Hz	kVA	kWe	rpm	g/kWh	l/h	IMO	CCNR
PRP	50	340	272	1500	198	68	II	II
PRP	60	350	280	1800	205	73	II	II

Main dimensions and weight (mm/kg)

	A	B	C	Weight
340 KVA @ 50 Hz 350 KVA @ 60 Hz	2607	1156	1390	2402



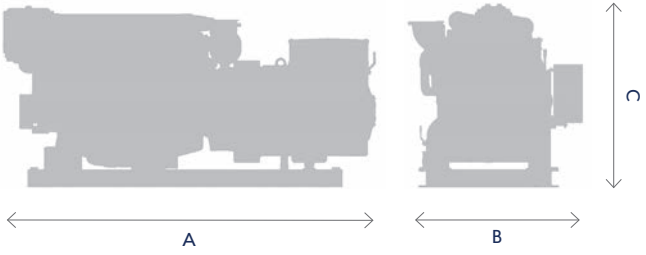
6M19.3

Number of cylinders	6 in line
Bore and stroke	126 x 155 mm
Total displacement	11.56 L
Engine rotation	counterclockwise
Idle speed	600 rpm
Common-rail injection	

Rating	Hz	kVA	kWe	rpm	g/kWh	l/h	IMO
PRP	50	400	320	1500	199	80	II

Main dimensions and weight (mm/kg)

A	B	C	Weight
2608	1042	1320	2470



6M26.2

Number of cylinders	6 in line
Bore and stroke	150 x 150 mm
Total displacement	15.90 L
Engine rotation	counterclockwise
Idle speed	900 rpm

Rating	Hz	kVA	kWe	rpm	g/kWh	l/h	IMO
PRP	50	520	416	1500	194	80	II
PRP	60	545	436	1800	198	87	II

Main dimensions and weight (mm/kg)

A	B	C	Weight
3070	1370	1450	3300

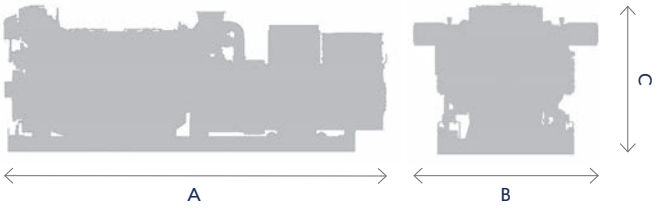
12M26.2

Number of cylinders	12 V @ 90°
Bore and stroke	150 x 150 mm
Total displacement	31.80 L
Engine rotation	counterclockwise
Idle speed	700 rpm

Rating	Hz	kVA	kWe	rpm	g/kWh	l/h	IMO
PRP	50	1050	840	1500	209	218	II

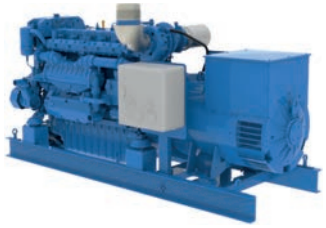
Main dimensions and weight (mm/kg)

	A	B	C	Weight
1050 KVA 50 Hz	3933	1550	1495	6500



6M33.2

Number of Cylinders	6 in line
Bore & Stroke	150 x 185 mm
Total displacement	19.6 L
Engine rotation	counterclockwise
Idle speed	650 rpm



Rating	Hz	kVA	kWe	rpm	g/kWh	l/h	IMO
PRP	50	590	472	1500	198	118	II
PRP	60	650	520	1800	221	145	II

Main dimensions and weight (mm/kg)

	A	B	C	Weight
590 KVA @ 50 Hz	3156.5	1279	1629	4186
650 KVA @ 60 Hz	3076	1279	1629	4082

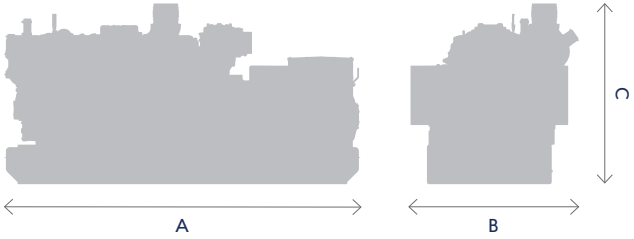
6M26.3

Number of cylinders	6 in line
Bore and stroke	150 x 185 mm
Total displacement	19.6 L
Engine rotation	counterclockwise
Idle speed	650 rpm
Common-rail injection	

Rating	Hz	kVA	kWe	rpm	g/kWh	l/h	IMO
PRP	50	520	416	1500	195	103	II
PRP	60	590	472	1800	198	119	II

Main dimensions and weight (mm/kg)

	A	B	C	Weight
520 KVA @ 50 Hz	3003	1428	1534	3769
590 KVA @ 60 Hz	3003	1428	1534	3637



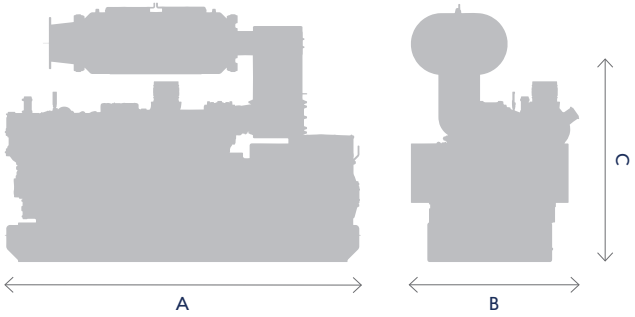
6M26.3 with SCR

Number of cylinders	6 in line
Bore and stroke	150 x 185 mm
Total displacement	19.6 L
Engine rotation	counterclockwise
Idle speed	650 rpm
Common-rail injection	

Rating	Hz	kVA	kWe	rpm	g/kWh	l/h	IMO	EPA
PRP	50	520	416	1500	204	107	III	4
PRP	60	590	472	1800	202	121	III	4

Main dimensions and weight (mm/kg)

	A	B	C	Weight
520 KVA @ 50 Hz	3003	1428	1992	3960
590 KVA @ 60 Hz	3003	1428	1992	3828



12M26.3

Number of cylinders	12V @ 90°
Bore and stroke	150 x 150 mm
Total displacement	31.8 L
Engine rotation	counterclockwise
Idle speed	650 rpm
Common-rail injection	

Rating	Hz	kVA	kWe	rpm	g/kWh	l/h	IMO
PRP	50	1050	840	1500	210	221	II
PRP	60	1195	954	1800	204	243	II

Main dimensions and weight (mm/kg)

A	B	C	Weight
3991	1478	1662	6400

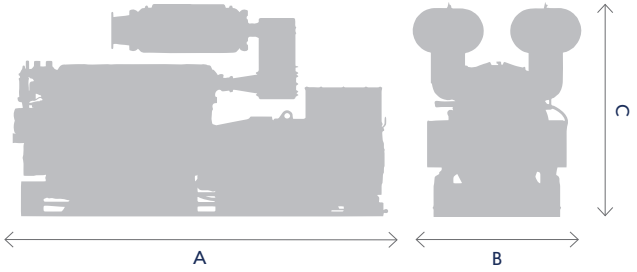
12M26.3 with SCR

Number of cylinders	12V @ 90°
Bore and stroke	150 x 150 mm
Total displacement	31.8 L
Engine rotation	counterclockwise
Idle speed	650 rpm
Common-rail injection	

Rating	Hz	kVA	kWe	rpm	g/kWh	l/h	IMO
PRP	50	1050	840	1500	210	221	II
PRP	60	1195	954	1800	204	243	II

Main dimensions and weight (mm/kg)

A	B	C	Weight
3991	1782	2300	6790

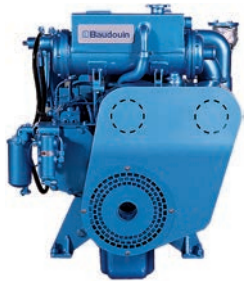


MARINE AUXILIARY ENGINES

- Best in Class fuel consumption and mean time between overhaul
- Design optimized for maintenance simplicity
- Reliability in the most extreme conditions
- Genuine Marine Design

4W105S

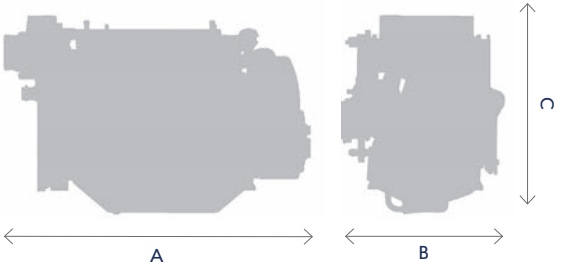
Number of cylinders	4 in line
Bore and stroke	105 x 130 mm
Total displacement	4.50 L
Engine rotation	counterclockwise
Idle speed	650 rpm
Flywheel housing	SAE 3
Flywheel	SAE 11.5"



kW (PRP)	Hp	rpm	g/kWh	l/h	IMO
90	102	1500	194	17	NA
104	125	1800	198	22	NA

Main dimensions and weight (mm/kg)

A	B	C	Weight
985	821	990	650



NA: Not applicable C1: Variable speed D2: Fixed speed

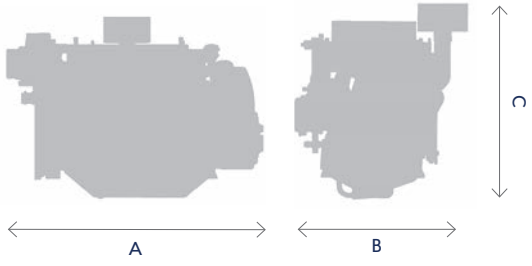
6W105S

Number of cylinders	6 in line
Bore and stroke	105 x 130 mm
Total displacement	6.75 L
Engine rotation	counterclockwise
Idle speed	650 rpm
Flywheel housing	SAE 3
Flywheel	SAE 11.5"

kW (PRP)	Hp	rpm	g/kWh	l/h	IMO
129	175	1500	193	30	NA
145	197	1800	204	35	II (C1-D2)

Main dimensions and weight (mm/kg)

A	B	C	Weight
1417	885	1-76	810



NA: Not applicable C1: Variable speed D2: Fixed speed

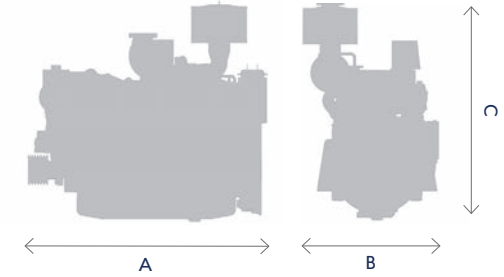
6M16

Number of cylinders	6 in line
Bore and stroke	126 x 130 mm
Total displacement	9.70 L
Engine rotation	counterclockwise
Idle speed	600 rpm
Flywheel housing	SAE 1
Flywheel	SAE 14"

kW (PRP)	Hp	rpm	g/kWh	l/h	IMO
205	279	1500	200	49	II
223	303	1800	211	56	II

Main dimensions and weight (mm/kg)

A	B	C	Weight
1514	878	1381	1056



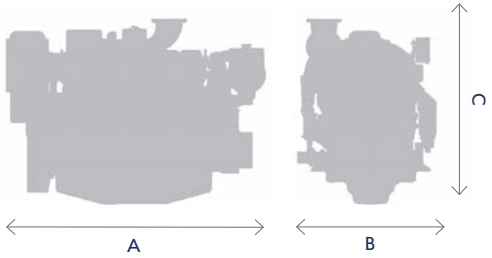
6W126S

Number of cylinders	6 in line
Bore and stroke	126 x 155 mm
Total displacement	11.60 L
Engine rotation	counterclockwise
Idle speed	600 rpm
Flywheel housing	SAE 1
Flywheel	SAE 14"

kW (PRP)	Hp	rpm	g/kWh	l/h	IMO	CCNR
290	394	1500	198	68	II (C1-D2)	II (D2)
300	408	1800	199	70	II (C1-D2)	II (C1)

Main dimensions and weight (mm/kg)

A	B	C	Weight
1695	883	1128	1285



NA: Not applicable C1: Variable speed D2: Fixed speed

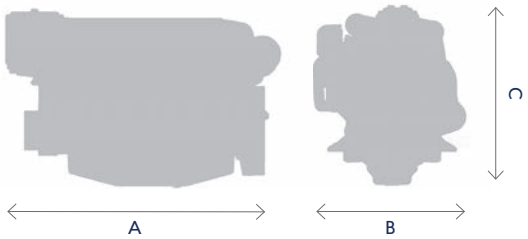
6M19.3

Number of cylinders	6 in line
Bore and stroke	126 x 155 mm
Total displacement	11.56 L
Engine rotation	counterclockwise
Idle speed	600 rpm
Flywheel housing	SAE 1
Flywheel	SAE 14"
Common-rail injection	

kW (PRP)	Hp	rpm	g/kWh	l/h	IMO	CCNR
315	428	1800	200	75	II (C1-D2)	II (C1-D2)
330	449	1500	199	80	II (C1-D2)	II (D2)
380	517	1800	202	91	II (C1-D2)	-

Main dimensions and weight (mm/kg)

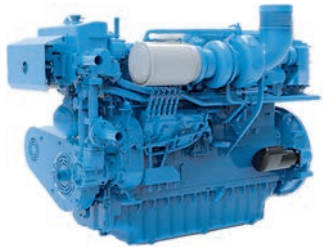
A	B	C	Weight
1665	1021	1091	1200



NA: Not applicable C1: Variable speed D2: Fixed speed

6M26.2

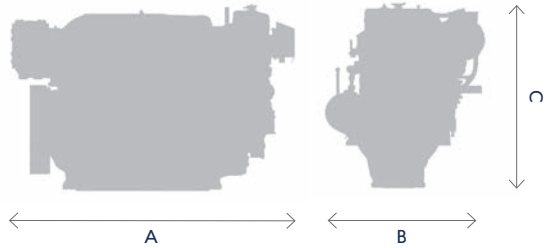
Number of cylinders	6 in line
Bore and stroke	150 x 150 mm
Total displacement	15.90 L
Engine rotation	counterclockwise
Idle speed	900 rpm
Flywheel housing	SAE 1
Flywheel	SAE 14"



kW (PRP)	Hp	rpm	g/kWh	l/h	IMO
355	483	1500	194	82	II (C1)
368	500	1800	198	87	II (C1)
440	598	1500	200	104	II (D2)
460	626	1800	205	112	II (D2)

Main dimensions and weight (mm/kg)

A	B	C	Weight
1880	1144	1348	1985



NA: Not applicable C1: Variable speed D2: Fixed speed

8M26.2

Number of cylinders	8 V @ 90°
Bore and stroke	150 x 150 mm
Total displacement	21.20 L
Engine rotation	counterclockwise
Idle speed	700 rpm
Flywheel housing	SAE 0
Flywheel	SAE 14"

kW (PRP)	Hp	rpm	g/kWh	l/h	IMO
473	643	1500	210	118	II (C1)
491	668	1800	217	127	II (C1)

Main dimensions and weight (mm/kg)

A	B	C	Weight
1871	1392	1454	2475

NA: Not applicable C1: Variable speed D2: Fixed speed

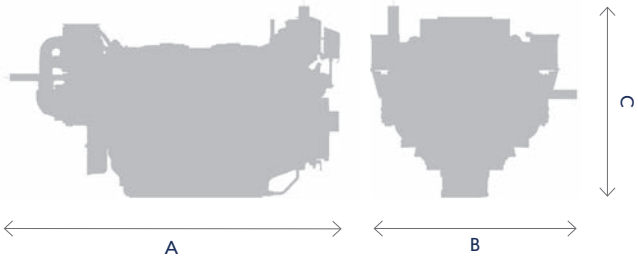
12M26.2

Number of cylinders	12 V @ 90°
Bore and stroke	150 x 150 mm
Total displacement	31.80 L
Engine rotation	counterclockwise
Idle speed	700 rpm
Flywheel housing	SAE 0
Flywheel	SAE 18"

kW (PRP)	Hp	rpm	g/kWh	l/h	IMO
710	965	1500	196	165	II (C1)
736	1000	1800	199	174	II (C1)
880	1197	1500	209	281	II (D2)
920	1251	1800	212	232	II (D2)

Main dimensions and weight (mm/kg)

A	B	C	Weight
2446	1355	1419	3400



NA: Not applicable C1: Variable speed D2: Fixed speed

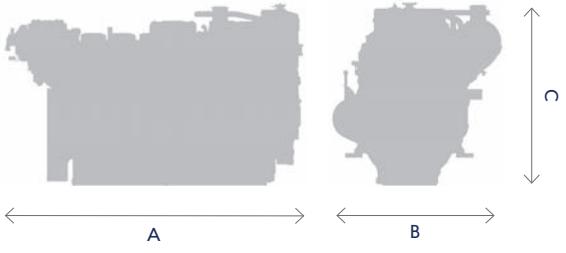
6M26.3

Number of cylinders	6 in line
Bore and stroke	150 x 150 mm
Total displacement	15.9 L
Engine rotation	counterclockwise
Idle speed	650 rpm
Flywheel housing	SAE 1
Flywheel	SAE 14"
Common-rail injection	

kW (PRP)	Hp	rpm	g/kWh	l/h	IMO	EPA
441	600	1800	197	103	II (C1)	III (C1)
485	660	1800	207	119	II (C1)	-

Main dimensions and weight (mm/kg)

A	B	C	Weight
2103	1172	1196	1985



NA: Not applicable C1: Variable speed D2: Fixed speed

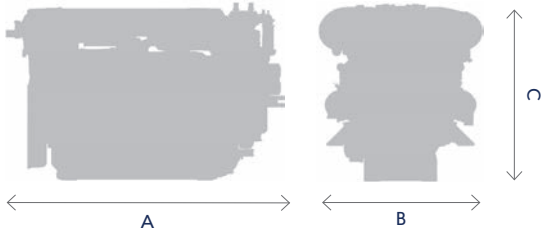
12M26.3

Number of cylinders	12 V @ 90°
Bore and stroke	150 x 150 mm
Total displacement	31.8 L
Engine rotation	counterclockwise
Idle speed	650 rpm
Flywheel housing	SAE 0
Flywheel	SAE 18"
Common-rail injection	

kW (PRP)	Hp	rpm	g/kWh	l/h	IMO	EPA
882	1200	1800	197	207	II (C1)	III (C1)
970	1320	1800	201	232	II (C1)	III (C1)

Main dimensions and weight (mm/kg)

A	B	C	Weight
2333	1350	1494	3300



NA: Not applicable C1: Variable speed D2: Fixed speed

MARINE CONTROL & MONITORING SOLUTIONS

Moteurs Baudouin develops specific and dedicated control and monitoring solutions in a wide and flexible system configurations. From the most economical and simple display to complex and interfaced solution each product level is supplemented with modular customization features.

Mini

The MINI control system is a simple controller that provides safety management as well as engine and gearbox parameter information. MINI is particularly adapted to smaller vessels and simple installations.

Main features

- 3 lines digital parameters display
- Engine start /stop
- Emergency stop
- Buzzer
- Override
- Dimmer

Eco

The ECO control system is the non-classified application highly flexible solution. Including up to two control stations ECO can also communicate with various ship management systems via its canbus protocol (j1939).

Main features

- 5.7" bridge color display
- Engine start /stop
- Emergency stop
- Buzzer
- Override
- Light on/off
- Engine room panel with monochrome display
- Up to 80 m wiring with bridge station
- Up to 17 alarms

Options

- 1 Bridge slave station
- Engine electrical prelube pump
- Electronic speed & clutch control lever
- Communication canbus interface
- Check option availability with your Distributor

Master

The MASTER control system is the ultimate control and monitoring solution. With up to five possible stations, canbus communication interface within a comprehensive option list, MASTER is typically designed for high project customization level or more complex installations.

Main features

- 5.7" bridge color display (propulsion)
- Engine start /stop
- Emergency stop
- Buzzer
- Override
- Light on/off
- Engine room cabinet with monochrome display
- Local/remote control switch
- Up to 80 m wiring with bridge station
- Up to 27 alarms

Options

- Up to 5 bridge slave stations
- Remote alarm panel
- Engine electrical prelube pump
- Fresh water preheater
- Electronic speed & clutch control lever
- Communication canbus interface
- Check option availability with your Distributor

	Propulsion			Generator Set		Auxiliary		
	Mini	Eco	Master	Maxi*	Master	Mini	Eco	Master
4 W105	■	■		■	■	■	■	■
6 W105	■	■	■	■	■	■	■	■
6 W126	■	■	■	■	■	■	■	■
6 M16	■	■		■	■	■	■	■
6 M19.3		■	■	■	■		■	■
M26.2		■	■		■		■	■
M26.3		■	■				■	■
M33.2		■	■					

** MAXI control system is the standard version of Master type approved solution*

Throttle Controls

A full range of solutions

Features

- Mono lever / bilever controls
- Mechanical / Electronic engine compatibility
- Classified applications
- Multiple Stations
- Gear box control

Electronic

Electronic

Mechanical

Mechanical

Notes

Our Global Network

With over 300 service points, our distributors are experts in finding you the right solution based on your location, application and emissions requirements. The technicians in our network are factory-trained and ready to support you.

To find your local distributor, please visit our website **Baudouin.com**

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