

# MARINE PRODUCT GUIDE



# 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 (IWP & IWA)

Category	Net Power kW	Date	CO	HC <sup>a</sup>	NOx	PM	PN
			g/kWh				1/kWh
IWP/WA-v/c-1	19 ≤ P < 75	2019	5.00	4.70 <sup>b</sup>	0.30	-	
IWP/WA-v/c-2	75 ≤ P < 130	2019	5.00	5.40 <sup>b</sup>	0.14	-	
IWP/WA-v/c-3	130 ≤ P < 300	2019	3.50	1.00	2.10	0.10	
IWP/WA-v/c-4	P ≥ 300	2020	3.50	0.19	1.80	0.0215	1x10 <sup>12</sup>

<sup>a</sup>A = 600 for gas engines    <sup>b</sup>HC + NOx

**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.

# EPA Rating Information

## Tier 2\* Marine Emission Standards

Category	Displacement (D) dm <sup>3</sup> per cylinder	CO g/kWh	NO <sub>x</sub> +THC g/kWh	PM g/kWh	Date
1	Power ≥ 37 kW D < 0.9	5.0	7.5	0.40	2005
	0.9 ≤ D < 1.2	5.0	7.2	0.30	2004
	1.2 ≤ D < 2.5	5.0	7.2	0.20	2004
	2.5 ≤ D < 5.0	5.0	7.2	0.20	2007 <sup>a</sup>
2	5.0 ≤ D < 15	5.0	7.8	0.27	2007 <sup>a</sup>
	15 ≤ D < 20 Power < 3300 kW	5.0	8.7	0.50	2007 <sup>a</sup>
	15 ≤ D < 20 Power ≥ 3300 kW	5.0	9.8	0.50	2007 <sup>a</sup>
	20 ≤ D < 25	5.0	9.8	0.50	2007 <sup>a</sup>
	25 ≤ D < 30	5.0	11.0	0.50	2007 <sup>a</sup>

\* - Tier 1 standards are equivalent to the MARPOL Annex VI Tier I NO<sub>x</sub> limits  
 a - Tier 1 certification requirement starts in 2004

## Tier 3 Standards for Marine Diesel Category 1 Commercial Standard Power Density (≤ 35 kW/dm<sup>3</sup>) Engines

Power (P) kW	Displacement (D) dm <sup>3</sup> per cylinder	NO <sub>x</sub> +THC g/kWh	PM g/kWh	Date
P < 19	D < 0.9	7.5	0.40	2009
19 ≤ P < 75	D < 0.9 <sup>a</sup>	7.2	0.30	2009
		4.7 <sup>b</sup>	0.30 <sup>b</sup>	2014
75 ≤ P < 3700	D < 0.9	5.4	0.14	2012
	0.9 ≤ D < 1.2	5.4	0.12	2013
	1.2 ≤ D < 2.5	5.6	0.11 <sup>c</sup>	2014
	2.5 ≤ D < 3.5	5.6	0.11 <sup>c</sup>	2013
	3.5 ≤ D < 7	5.8	0.11 <sup>c</sup>	2012

† Tier 3 NO<sub>x</sub>+HC standards do not apply to 2000-3700 kW engines.  
 a - < 75 kW engines ≥ 0.9 dm<sup>3</sup>/cylinder are subject to the corresponding 75-3700 kW standards.  
 b - Option: 0.20 g/kWh PM & 5.8 g/kWh NO<sub>x</sub>+HC in 2014.  
 c - This standard level drops to 0.10 g/kWh in 2018 for < 600 kW engines.

## Tier 3 Standards for Marine Diesel Category 1 Commercial High Power Density (> 35 kW/dm<sup>3</sup>) Engines And All Diesel Recreational Engines

Power (P) kW	Displacement (D) dm <sup>3</sup> per cylinder	NO <sub>x</sub> +THC g/kWh	PM g/kWh	Date
P < 19	D < 0.9	7.5	0.40	2009
19 ≤ P < 75	D < 0.9 <sup>a</sup>	7.5	0.30	2009
		4.7 <sup>b</sup>	0.30 <sup>b</sup>	2014
75 ≤ P < 3700	D < 0.9	5.8	0.15	2012
	0.9 ≤ D < 1.2	5.8	0.14	2013
	1.2 ≤ D < 2.5	5.8	0.12	2014
	2.5 ≤ D < 3.5	5.8	0.12	2013
	3.5 ≤ D < 7	5.8	0.11	2012

a - < 75 kW engines ≥ 0.9 dm<sup>3</sup>/cylinder are subject to the corresponding 75-3700 kW standards.  
 b - Option: 0.20 g/kWh PM & 5.8 g/kWh NO<sub>x</sub>+HC in 2014.

## Tier 3 Standards for Marine Diesel Category 2 Engines†

Power (P) kW	Displacement (D) dm <sup>3</sup> per cylinder	NO <sub>x</sub> +THC g/kWh	PM g/kWh	Date
P < 3700	7 ≤ D < 15	6.2	0.14	2013
	15 ≤ D < 20	7.0	0.27 <sup>a</sup>	2014
	20 ≤ D < 25	9.8	0.27	2014
	25 ≤ D < 30	11.0	0.27	2014

† Option: Tier 3 PM/NO<sub>x</sub>+HC at 0.14/7.8 g/kWh in 2012, and Tier 4 in 2015.  
 † Tier 3 NO<sub>x</sub>+HC standards do not apply to 2000-3700 kW engines.  
 a - 0.34 g/kWh for engines below 3300 kW.

## Tier 4 Standards for Marine Diesel Category 1/2 Engines

Power (P) kW	NO <sub>x</sub> g/kWh	HC g/kWh	PM g/kWh	Date
P ≥ 3700	1.8	0.19	0.12 <sup>a</sup>	2014 <sup>c</sup>
	1.8	0.19	0.06	2016 <sup>b,c</sup>
2000 ≤ P < 3700	1.8	0.19	0.04	2014 <sup>c,d</sup>
1400 ≤ P < 2000	1.8	0.19	0.04	2016 <sup>c</sup>
600 ≤ P < 1400	1.8	0.19	0.04	2017 <sup>d</sup>

a - 0.25 g/kWh for engines with 15-30 dm<sup>3</sup>/cylinder displacement.  
 b - Optional compliance start dates can be used within these model years.  
 c - Option for Cat. 2: Tier 3 PM/NO<sub>x</sub>+HC at 0.14/7.8 g/kWh in 2012, and Tier 4 in 2015.  
 d - The Tier 3 PM standards continue to apply for these engines in model years 2014 and 2015 only.

# Rating Guidelines

## Propulsion Engines

Power Class		Definition
P1	Continuous Duty	<p><b>Continuous application with little or no engine speed/load variations.</b>  <b>Displacement hull.</b>            Engine mean load factor: 100% • Annual duration of use: Unrestricted • Use under full load: 100%  <b>Application examples:</b> Deep sea and shrimp trawlers, high sea or river tug boats, towboats, cargos, cargo boats, dredgers, and ferries, sea going and inland tug and push boats, freighters, dredges, and ferries.</p>
P2	Heavy Duty	<p><b>Continuous application with frequent variations in engine speed and load. Displacement or semi-displacement hull.</b>            Engine mean load factor: 80% • Annual duration of use: &lt;5,000 hours • Use under full load: 8 hours in a 12-hour period (67%)  <b>Application examples:</b> 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.</p>
P3	Intermittent Duty	<p><b>Intermittent application with significant variations in engine speed and load.</b>  <b>Planing or semi-planing hull.</b>            Engine mean load factor: 60% • Annual duration of use: &lt;3,000 hours • Use under full load: 2 hours in a 12-hour period (17%)  <b>Application examples:</b> Seasonal passenger vessels, fishing launches, pilot boats, commercial pleasure boats, pump boats, displacement sailboats, trawlers, bow thrusters.</p>

## Propulsion Engines Continued

Power Class		Definition
P4	Light Duty	<p><b>Light application with significant variations in engine speed and load. Planning hull.</b>            Engine mean load factor: 60% • Annual duration of use: &lt;1,500 hours • Use under full load: 1 hour in a 12-hour period (8%)  <b>Application examples:</b> Private pleasure boats, multi-hull pleasure boats, survey or rescue fast vessels, military fast vessels.</p>
P5	High Performance Duty	<p><b>High performance application with significant variations in engine speed and load.</b>            Engine mean load factor: 60% • Annual duration for use: &lt;500 hours • Use under full load: 1 hour in a 12-hour period (8%)  <b>Application examples:</b> Private pleasure boats, multi-hull pleasure boats.</p>

## Generator Sets & Auxiliary Engines

Power Class		Definition
COP	Continuous Power	<ul style="list-style-type: none"> <li>• Constant Load</li> <li>• Load and time unrestricted</li> <li>• 10% overload available and limited at 1 h / 6 h</li> </ul>
PRP	Prime Power	<ul style="list-style-type: none"> <li>• Unrestricted running time</li> <li>• Time at full load ≤ 500 hrs/year</li> <li>• Load variation ≤ 75% of rated power</li> <li>• 10% overload 1 hr/12 hrs</li> </ul>
ESP	Emergency standby power	<ul style="list-style-type: none"> <li>• Running time 200 hrs / year max</li> <li>• Load variation 110% of Prime power</li> <li>• Average load factor should not exceed 70% of the engine's ESP power rating</li> </ul>

**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 S.I. Baudouin warranty coverage.

# Product Listing

## Marine Propulsion Engines

kW	HP	RPM	Engine Model	Rating	Page
95	130	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	2100	6W126M	P2	17
331	450	1800	6M19.3	P1	18
331	450	1800	6M26.2	P1	20
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	22
442	600	1950	6M26.2	P2	20
478	650	1800	6M33.2	P1	24
485	660	1800	6M26.3	P2	22
515	700	1800	6M33.2	P2	24
515	700	2000	6M26.3	P2	22
552	750	1800	6M33.2	P2	24
552	750	2100	6M26.3	P2	22
599	815	2100	6M26.3	P3	22
599	815	2300	6F21	P3	19
662	900	1800	12M26.2	P1	21
662	900	2300	6F21	P4	19
735	1000	2300	6F21	P5	19
736	1000	1800	12M26.2	P1	21
809	1100	1900	12M26.2	P2	21
882	1200	1800	12M26.3	P1	23
883	1200	1950	12M26.2	P2	21
956	1300	1800	12M33.2	P1	25

Other power ratings are available on request.

# Product Listing

## Marine Propulsion Engines Continued

kW	HP	RPM	Engine Model	Rating	Page
972	1320	1800	12M26.3	P2	23
1029	1400	1800	12M33.2	P2	25
1030	1400	2100	12M26.3	P2	23
1103	1500	2200	12M26.3	P2	23
1103	1500	1800	12M33.2	P2	25
1214	1650	2300	12M26.3	P3	23

Other power ratings are available on request.

## Weichai Marine Propulsion Engines (Europe Region Only)

kW	HP	RPM	Engine Model	Rating	Page
197	268	1800	WP7	P1	33
204	278	2100	WP7	P1	33
221	300	2250	WP7	P2	33
300	408	1000	6170	P1	35
331	450	1800	WP13	P1	34
331	450	1000	6170	P1	35
331	450	1200	6170	P1	35
353	480	1200	6170	P1	35
368	500	1800	WP13	P2	34
382	520	1200	6170	P1	35
397	540	1200	6170	P1	35
427	580	1350	6170	P1	35
441	600	1000	8170	P1	36
456	620	1200	6170	P1	35
530	720	1200	8170	P1	36
602	818	1500	6170	P1	35
602	818	1350	8170	P1	36
662	900	1350	8170	P1	36
736	1000	1500	8170	P1	36

Other power ratings are available on request.

# Product Listing

## Marine Generator Sets

kWe	RPM	Genset Model	Application	Page
84	1500	4W105ES	PRP	38
92	1500	4W105ES	ESP	38
84	1500	4W105S	PRP	38
96	1800	4W105ES	PRP	38
96	1800	4W105S	PRP	38
106	1800	4W105ES	ESP	38
120	1500	6W105S	PRP	39
120	1500	6W105ES	PRP	39
132	1500	6W105ES	ESP	39
136	1800	6W105ES	PRP	39
150	1800	6W105ES	ESP	39
136	1800	6W105S	PRP	39
192	1500	6M16	PRP	40
208	1800	6M16	PRP	40
272	1500	6W126S	PRP	41
280	1800	6W126S	PRP	41
320	1500	6M19.3	PRP	42
416	1500	6M26.3	PRP	47
416	1500	6M26.3 + SCR	PRP	48
416	1500	6M26.2	PRP	43
436	1800	6M26.2	PRP	43
472	1500	6M33.2	PRP	45
472	1800	6M26.3	PRP	47
472	1800	6M26.3 + SCR	PRP	48
520	1800	6M33.2	PRP	45
840	1500	12M26.2	PRP	44
840	1500	12M26.3	PRP	49
840	1800	12M26.3 + SCR	PRP	50
880	1800	12M26.2	PRP	44
956	1800	12M26.3	PRP	49
956	1800	12M26.3 + SCR	PRP	50
952	1500	12M33.2	PRP	46
1056	1800	12M33.2	PRP	46

Other power ratings are available on request.

## Auxiliary Marine Engines PRP Ratings

kW	RPM	Engine Model	Page
90	1500	4W105S	52
104	1800	4W105S	52
129	1500	6W105S	53
145	1800	6W105S	53
205	1500	6M16	54
223	1800	6M16	54
290	1500	6W126S	55
300	1800	6W126S	55
315	1800	6M19.3	56
330	1500	6M19.3	56
355	1500	6M26.2	57
368	1800	6M26.2	57
380	1800	6M19.3	61
440	1500	6M26.2	57
441	1800	6M26.3	61
460	1800	6M26.2	57
485	1800	6M26.3	61
500	1500	6M33.2	59
552	1800	6M33.2	59
710	1500	12M26.2	58
736	1800	12M26.2	58
880	1500	12M26.2	58
882	1800	12M26.3	62
920	1800	12M26.2	58
970	1800	12M26.3	62
1000	1500	12M33.2	60
1104	1800	12M33.2	60

Other power ratings are available on request.

# Product Nomenclature

W Series			
#Cylinders	Engine Spec	Bore	(M) Marine (S) Generator Set/Auxiliary
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

### Temperature

1°C = (1°F-32)/1.8

### Mass

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

### 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 H<sub>2</sub>O = 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 in<sup>3</sup>

### Specific fuel oil consumption (SFOC)

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



# 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

## Marine Propulsion Engines

### 4W105M

Number of cylinders	4 in line
Bore and stroke	105 x 130 mm
Total displacement	4.50 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 (mm) and dry weight (kg)

A	B	C	Weight
1058	856	1083	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"

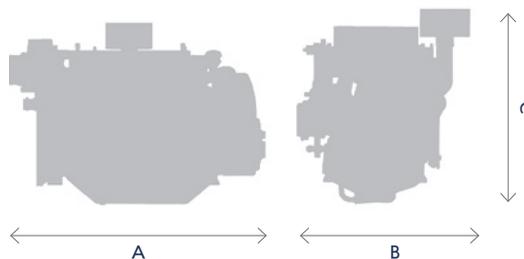


Rating	kW	Hp	rpm	g/kWh	l/h	IMO
P2	136	185	2100	211	34	II
P3	168	228	2425	216	43	II

Other power ratings are available on request.

#### Main dimensions (mm) and dry weight (kg)

A	B	C	Weight
1360	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

## Marine Propulsion Engines

### 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"

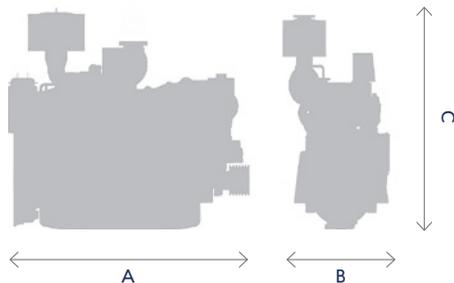


Rating	kW	Hp	rpm	g/kWh	l/h	IMO
P1	240	326	2100	218	61	II
P2	264	359	2100	225	69	II

Other power ratings are available on request.

#### Main dimensions (mm) and dry weight (kg)

A	B	C	Weight
1514	878	1446	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

Other power ratings are available on request.

#### Main dimensions (mm) and dry weight (kg)

A	B	C	Weight
1695	921	1384	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

## Marine Propulsion Engines

### 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	600 rpm
Flywheel housing	SAE 1
Flywheel	SAE 14"
Common-rail injection	

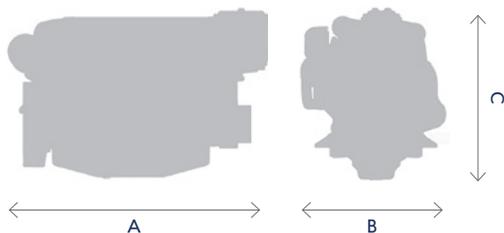


Rating	kW	Hp	rpm	g/kWh	l/h	IMO	CCNR	CE97/68
P1	331	450	1800	199	78	II	II	IIIA
P2	368	500	2100	209	91	II	II	IIIA
P3	404	550	2100	213	101	II	II	IIIA
P4	425	578	2200	223	223	II	II	-

Other power ratings are available on request.

#### Main dimensions (mm) and dry weight (kg)

A	B	C	Weight
1690	1009	1144	1200



#### 6M19 Advantages

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

### 6F21 NEW

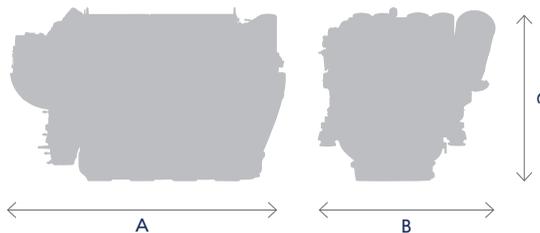
Number of cylinders	6 in line
Bore and stroke	127 x 165 mm
Total displacement	12.50 L
Engine rotation	counterclockwise
Idle speed	700 rpm
Flywheel housing	SAE 1
Flywheel	SAE 14"
Common-rail injection	



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 (mm) and dry weight (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

## Marine Propulsion Engines

### 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"

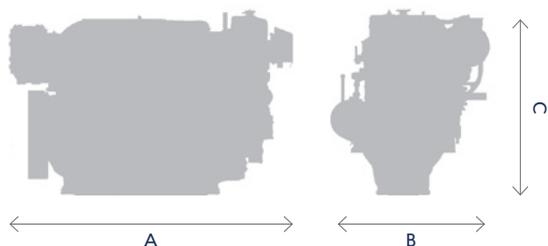


Rating	kW	Hp	rpm	g/kWh	l/h	IMO	CCNR	CE97/68
P1	331	450	1800	198	78	II	II	IIIA
P1	368	500	1800	205	90	II	II	IIIA
P2	404	550	1900	209	101	II	II	IIIA
P2	441	600	1950	211	111	II	-	-

Other power ratings are available on request.

#### Main dimensions (mm) and dry weight (kg)

A	B	C	Weight
2040	1144	1402	2010



### 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"

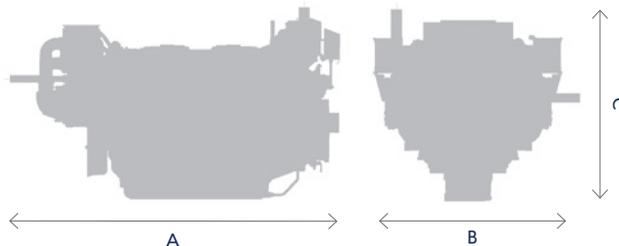


Rating	kW	Hp	rpm	g/kWh	l/h	IMO	CCNR	CE97/68
P1	662	900	1800	198	156	II	II	IIIA
P1	736	1000	1800	197	173	II	II	IIIA
P2	809	1100	1900	200	192	II	II	IIIA
P2	883	1200	1950	201	211	II	-	-

Other power ratings are available on request.

#### Main dimensions (mm) and dry weight (kg)

A	B	C	Weight
2708	1724	1813	3480



#### M26.2 Series Advantages

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

#### M26.2 Series Advantages

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

## Marine Propulsion Engines

### 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	



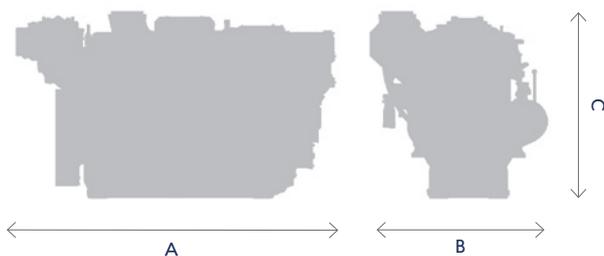
SCR available. See pages 32 & 33 for more information.

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.  
Other power ratings are available on request.

#### Main dimensions (mm) and dry weight (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	



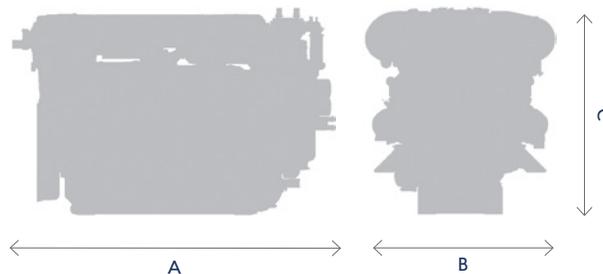
SCR available. See pages 32 & 33 for more information.

Rating	kW	Hp	rpm	g/kWh	l/h	IMO*	EPA*	CCNR	CE97/68
P1	883	1200	1800	197	207	II/III	3/4	II	IIIA
P2	972	1320	1800	201	232	II	-	II	IIIA
P2	1030	1400	2100	204	250	II/III	3/4	II	IIIA
P2	1103	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 (mm) and dry weight (kg)

A	B	C	Weight
2501	13670	1582	3300



#### M26.3 Series Advantages

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

## Marine Propulsion Engines

### 6M33.2

Number of cylinders	6 in line
Bore and stroke	150 x 185 mm
Total displacement	19.60 L
Engine rotation	counterclockwise
Idle speed	650 rpm
Flywheel housing	SAE 1
Flywheel	SAE 14"

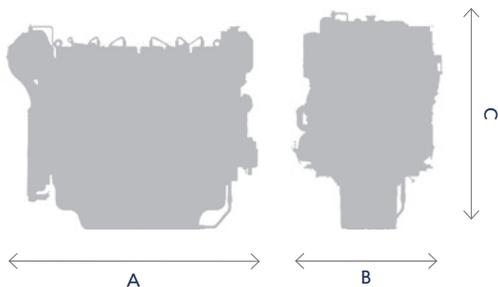


Rating	kW	Hp	rpm	g/kWh	l/h	IMO
P1	478	650	1800	211	120	II
P2	515	700	1800	209	128	II
P2	552	750	1800	214	141	II

Other power ratings are available on request.

#### Main dimensions (mm) and dry weight (kg)

A	B	C	Weight
1925	1170	1548	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	39.20 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 (mm) and dry weight (kg)

A	B	C	Weight
2411	1512	1720	3950



#### M33.2 Series Advantages

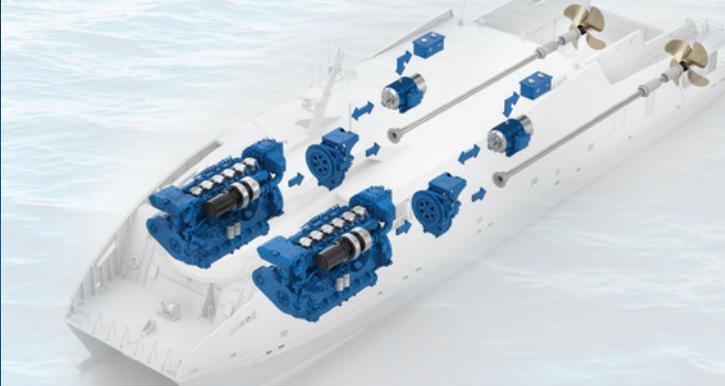
- Simple mechanical injection
- Best in class fuel consumption
- Best in class low speed torque



## A COMPLETE HYBRID SYSTEM SUPPLIER

Marine has been in our DNA for over a century. Our hybrid solutions are designed for marine needs, and we are committed to supporting our partners' challenges for a greener world. From the idea to the realization, our R&D team is dedicated to partnering with you in your marine hybrid projects.

- Flexibility in power and fuel management
- Optimization of the maintenance cost
- Engine downsizing
- Across all applications: passenger, military, fishing, crew, yacht, etc.



### Parallel Hybrid Configuration

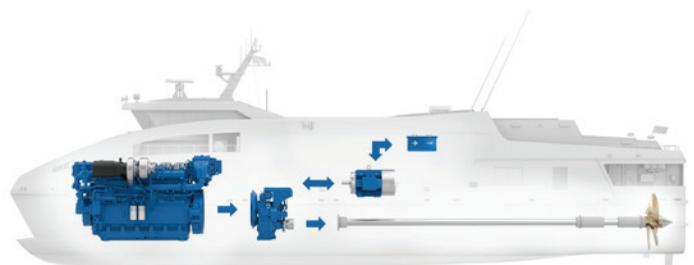
A diesel engine is connected via a clutch and gearbox to the propeller in a standard propulsion system. Also connected in parallel to the gearbox is an electric motor and battery pack, enabling the system to switch between an electric drive or a standard diesel motor.

During operation the engine can be used to recharge the batteries which are then discharged to improve overall system efficiency, reducing fuel consumption and allowing for zero-emissions running.

### Series Hybrid Configuration

Utilizing onboard electrical generation systems, batteries can be charged and then discharged through onboard electrical motors to allow for low noise and zero-emissions operation.

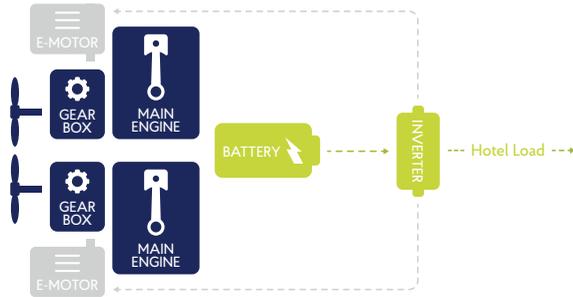
Efficiency improvements through optimal loading of the generators can improve fuel consumption, service costs, and exhaust emissions allowing reduced running hours and full electric operation.



# Hybrid Modes

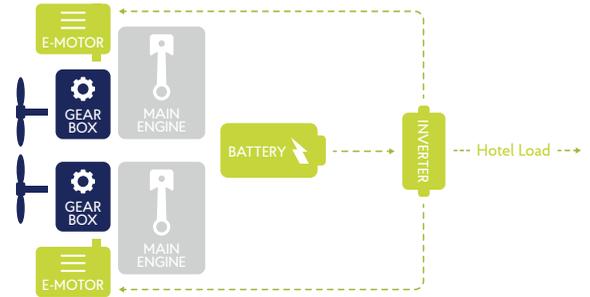
## Diesel Drive Mode

- E-Motor off
- Propulsion by main engine (Diesel)
- Hotel load by main generator or battery



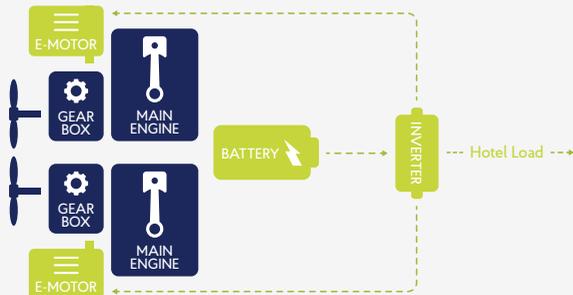
## Electric Drive Mode

- Main engine (Diesel) off
- Propulsion by E-motor
- Powered by main generator or battery
- Hotel load by main generator or battery



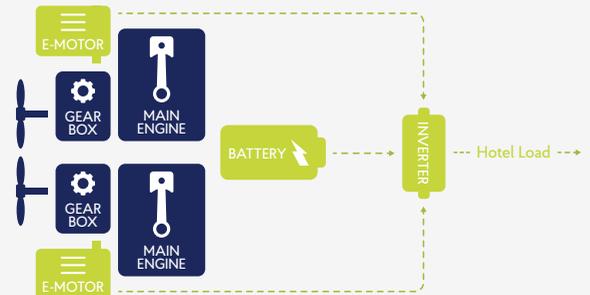
## Boost Mode

- Main engine (Diesel) on
- Main generator on
- Propulsion by E-motor and main engine (Diesel)
- Powered by main generator or battery
- Hotel load by main generator or battery



## Generator Mode

- Main engine (Diesel) on
- Propulsion by main engine (Diesel)
- E-motor as generator driven by main engine
- Main generator only switch on if additional load of battery or hotel load is required



An additional generator can support the load of the battery.

An additional generator can support the load of the battery.

# BAUDOUIIN 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.

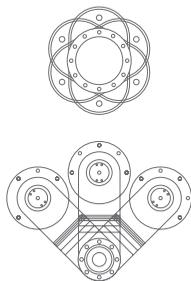
## Our Advanced Engines Deliver

- 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

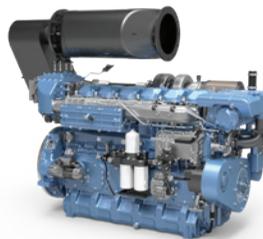
## Superior Installation Flexibility

### A Dynamic Catalyst

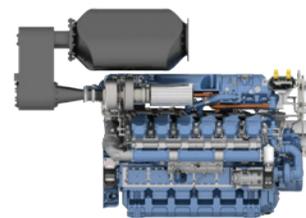
The Baudouin SCR catalyst adapts to any vessel layout. The system can rotate 360° on its axis to allow maximum mounting flexibility. In addition, the catalyst is 1m<sup>3</sup> in volume, one of the smallest available on the market.



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)



Over-engine installation (typical)



Stand-alone installation

Distance up to 2M

Length up to 60M

Height up to 10M

SCR

Engine

Dosing Cabinet & Pump

Urea Tank



## PROPULSION ENGINES

Weichai propulsion engines are now available from trusted Baudouin partners in Europe. These engines are of excellent value for heavy-duty applications and offer you easy and cost-effective maintenance.

### WP7

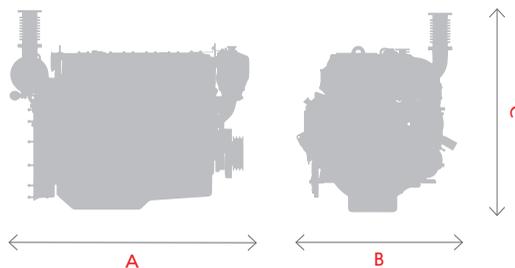
Number of cylinders	6 in line
Bore and stroke	108 x 136 mm
Total displacement	7.4 L
Engine rotation	counterclockwise
Idle speed	650 rpm
Flywheel housing	SAE 1"
Flywheel	SAE 14"



Rating	kW	Hp	rpm	Min. g/ kWh	IMO
P1	197	268	1800	195	II
P1	204	278	2100	195	II
P2	221	300	2250	195	II

#### Main dimensions (mm) and dry weight (kg)

A	B	C	Weight
1407	915	1168	900



## Weichai Marine Propulsion Engines

### WP13

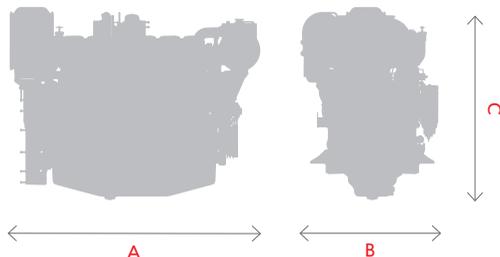
Number of cylinders	6 in line
Bore and stroke	127 x 165 mm
Total displacement	12.5 L
Engine rotation	counterclockwise
Idle speed	650 rpm
Flywheel housing	SAE 1"
Flywheel	SAE 14"



Rating	kW	Hp	rpm	Min. g/ kWh	IMO
P1	331	450	1800	195	II
P2	368	500	1800	195	II

#### Main dimensions (mm) and dry weight (kg)

A	B	C	Weight
1587	924	1388	1200



Europe Region Only

### 6170

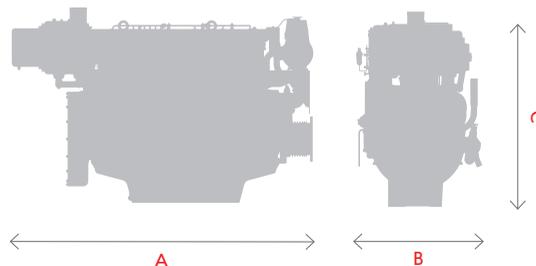
Number of cylinders	6 in line
Bore and stroke	170 x 200 mm
Total displacement	27.2 L
Engine rotation	counterclockwise
Idle speed	550 rpm
Flywheel housing	SAE 0"
Flywheel	SAE 16"



Rating	kW	Hp	rpm	Min. g/ kWh	IMO
P1	300	408	1000	195	II
P1	331	450	1000	195	II
P1	331	450	1200	195	II
P1	353	480	1200	195	II
P1	382	520	1200	195	II
P1	397	540	1200	195	II
P1	427	580	1350	195	II
P1	456	620	1200	195	II
P1	602	818	1500	195	II

#### Main dimensions (mm) and dry weight (kg)

A	B	C	Weight
2463	1200	1938	3100



Europe Region Only

## Weichai Marine Propulsion Engines

# 8170

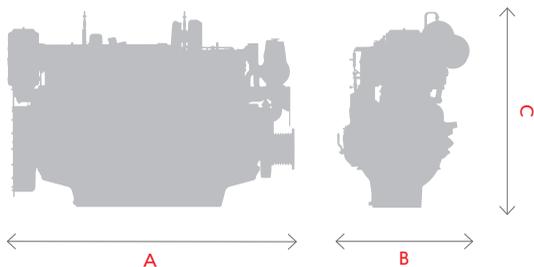
Number of cylinders	8 in line
Bore and stroke	170 x 200 mm
Total displacement	36.3 L
Engine rotation	counterclockwise
Idle speed	550 rpm
Flywheel housing	SAE 0°
Flywheel	SAE 16°



Rating	kW	Hp	rpm	Min. g/ kWh	IMO
P1	441	600	1000	195	II
P1	530	720	1200	195	II
P1	602	818	1350	195	II
P1	662	900	1350	195	II
P1	736	1000	1500	195	II

### Main dimensions (mm) and dry weight (kg)

A	B	C	Weight
2650	1044	2078	3800



## 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

## Marine Generator Sets

### 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

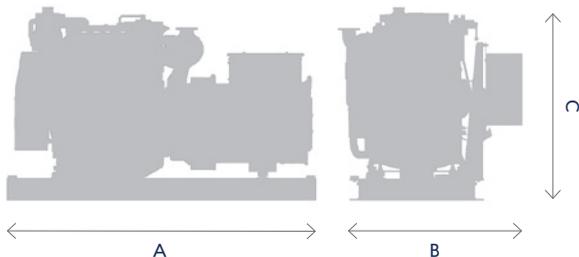


Engine	Rating	Hz	kVA	kWe	rpm	g/kWh	l/h	IMO	Cooling
4W105S	PRP	50	105	84	1500	205	22	NA*	-
4W105S	PRP	60	120	96	1800	210	26	NA*	-
4W105ES	PRP	50	105	84	1500	205	22	NA*	Radiator
4W105ES	ESP	50	115	92	1500	205	24	NA*	Radiator
4W105ES	PRP	60	120	96	1800	210	26	NA*	Radiator
4W105ES	ESP	60	133	106	1800	210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

\* Not applicable

#### Main dimensions (mm) and dry weight (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



### 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



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	50	150	120	1500	205	31	NA*	Radiator
6W105ES	ESP	50	165	132	1500	205	34	NA*	Radiator
6W105ES	PRP	60	170	136	1800	210	36	NA*	Radiator
6W105ES	ESP	60	188	150	1800	210	40	NA*	Radiator

\* Not applicable

#### Main dimensions (mm) and dry weight (kg)

	A	B	C	Weight
PRP - 125 - 135 KVA	1997	1044	1120	1231
PRP - 150 - 170 KVA	2031	1044	1120	1266



## Marine Generator Sets

### 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

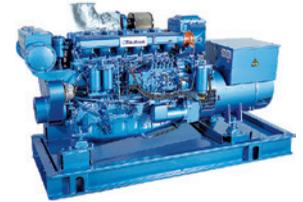
#### Main dimensions (mm) and dry weight (kg)

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



### 6W126S

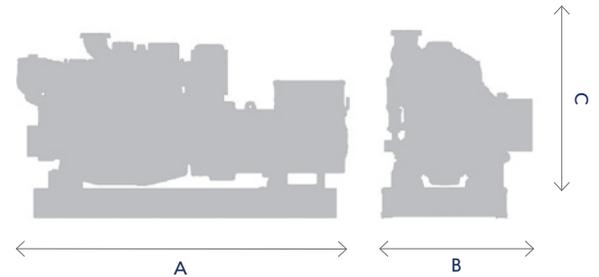
Number of cylinders	6 in line
Bore and stroke	126 x 155 mm
Total displacement	11.60 L
Engine rotation	counterclockwise
Idle speed	600 rpm



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 (mm) and dry weight (kg)

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



## Marine Generator Sets

### 6M19.3

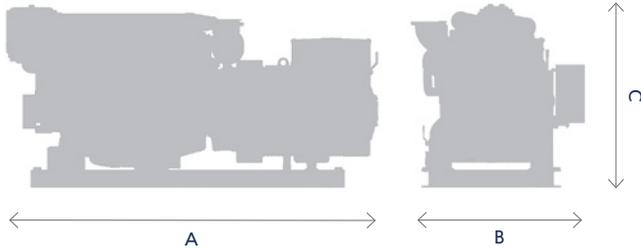
Number of cylinders 6 in line  
 Bore and stroke 126 x 155 mm  
 Total displacement 11.60 L  
 Engine rotation counterclockwise  
 Idle speed 600 rpm  
 Common-rail injection



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

#### Main dimensions (mm) and dry weight (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 (mm) and dry weight (kg)

A	B	C	Weight
3070	1370	1450	3300



## Marine Generator Sets

### 12M26.2

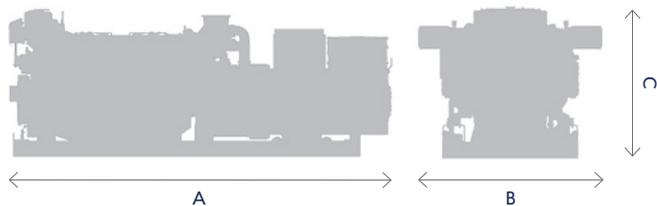
Number of cylinders 12V @ 90°  
 Bore and stroke 150 x 150 mm  
 Total displacement 31.80 L  
 Engine rotation counterclockwise  
 Idle speed 700 rpm



Rating	Hz	kVA	kWe	rpm	g/kWh	l/h	IMO
PRP	50	1050	840	1500	209	218	II
PRP	60	1100	880	1800	211	232	II

#### Main dimensions (mm) and dry weight (kg)

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



### 6M33.2

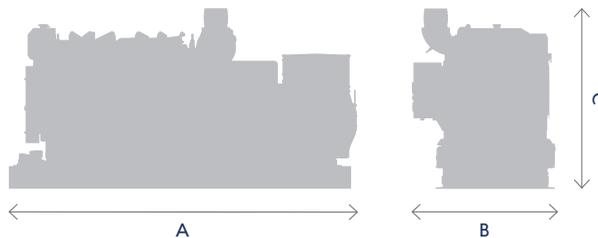
Number of Cylinders 6 in line  
 Bore and Stroke 150 x 185 mm  
 Total displacement 19.60 L  
 Engine rotation counterclockwise  
 Idle speed 650 rpm



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 (mm) and dry weight (kg)

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



## Marine Generator Sets

### 12M33.2

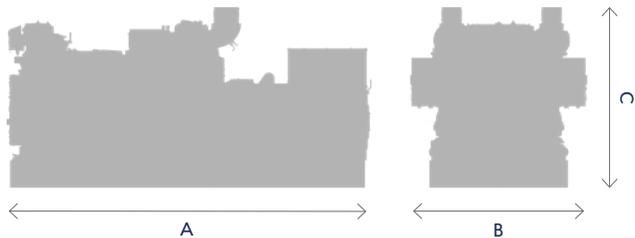
Number of cylinders	12V @ 90°
Bore and stroke	150 x 185 mm
Total displacement	39.2 L
Engine rotation	counterclockwise
Idle speed	650 rpm



Rating	Hz	kVA	kWe	rpm	g/kWh	l/h	IMO
PRP	50	1190	952	1500	206	245	II
PRP	60	1320	1056	1800	210	275	II

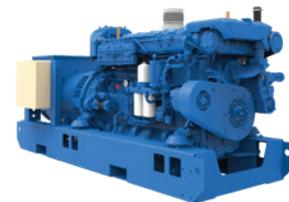
#### Main dimensions (mm) and dry weight (kg)

	A	B	C	Weight
1190 KVA @ 50 Hz	3670	1820	1855	7300
1320 KVA @ 60 Hz	3670	1820	1855	7300



### 6M26.3

Number of cylinders	6 in line
Bore and stroke	150 x 185 mm
Total displacement	15.90 L
Engine rotation	counterclockwise
Idle speed	650 rpm
Common-rail injection	

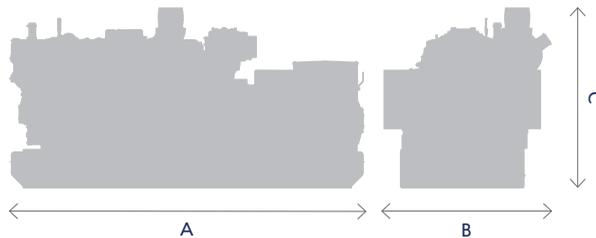


SCR available. See page 50 for more information.

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 (mm) and dry weight (kg)

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



## Marine Generator Sets

### 6M26.3 with SCR

Number of cylinders 6 in line  
 Bore and stroke 150 x 185 mm  
 Total displacement 15.90 L  
 Engine rotation counterclockwise  
 Idle speed 650 rpm  
 Common-rail injection

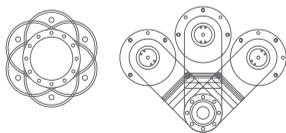


Adaptable configuration available:  
 Over Gearbox, Over Engine & Stand Alone.

360 degrees rotatable axis to allow maximum flexibility.

SCR is also available as a standalone product.

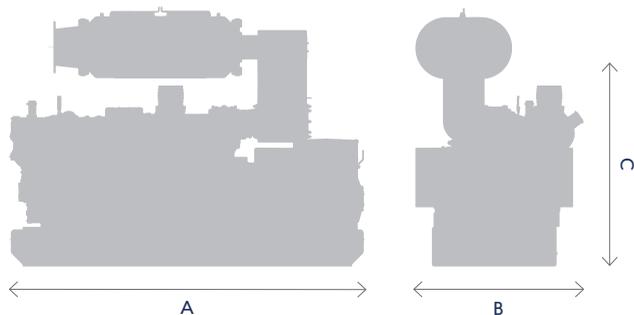
See pages 32 & 33 for more information.



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 (mm) and dry weight (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 31.80 L  
 Engine rotation counterclockwise  
 Idle speed 650 rpm  
 Common-rail injection

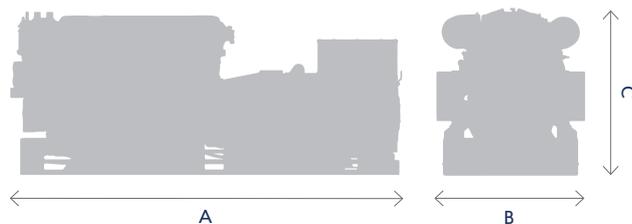


SCR available. See page 52 for more information.

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 (mm) and dry weight (kg)

A	B	C	Weight
3991	1478	1662	6400



## Marine Generator Sets

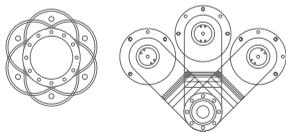
# 12M26.3 with SCR

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



Adaptable configuration available:  
 Over Gearbox, Over Engine & Stand Alone.

360 degrees rotatable axis to allow maximum flexibility.



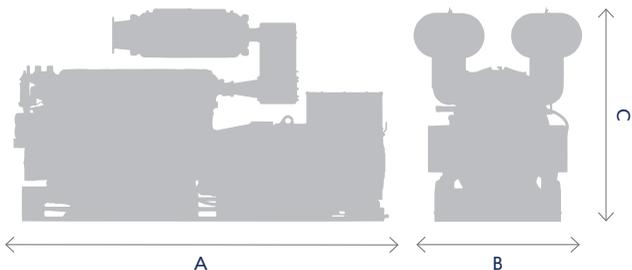
SCR is also available as a standalone product.

See pages 32 & 33 for more information.

Rating	Hz	kVA	kWe	rpm	g/kWh	l/h	IMO	EPA
PRP	50	1050	840	1500	210	221	III	4
PRP	60	1195	954	1800	204	243	III	4

### Main dimensions (mm) and dry weight (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

## Marine Auxiliary Engines

### 4W105S

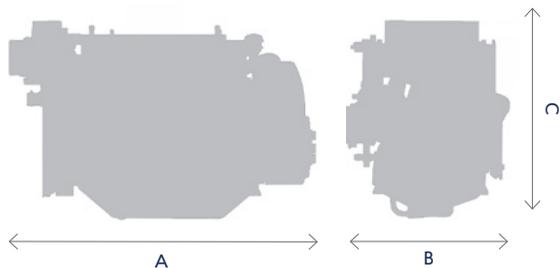
Number of cylinders	4 in line
Bore and stroke	105 x 130 mm
Total displacement	4.50 L
Engine rotation	counterclockwise
Idle speed	650 rpm
Flywheel housing	SAE 3
Flywheel	SAE 11.5"



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

#### Main dimensions (mm) and dry weight (kg)

A	B	C	Weight
985	821	990	650



### 6W105S

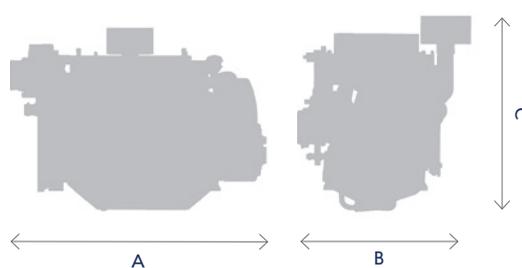
Number of cylinders	6 in line
Bore and stroke	105 x 130 mm
Total displacement	6.75 L
Engine rotation	counterclockwise
Idle speed	650 rpm
Flywheel housing	SAE 3
Flywheel	SAE 11.5"



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 (mm) and dry weight (kg)

A	B	C	Weight
1417	885	1-76	810



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

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

## Marine Auxiliary Engines

### 6M16

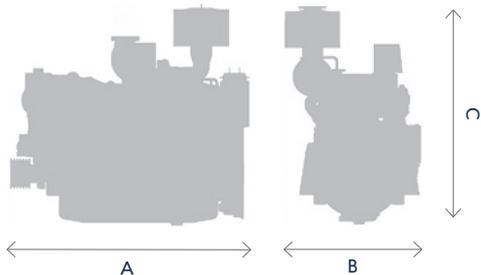
Number of cylinders	6 in line
Bore and stroke	126 x 130 mm
Total displacement	9.70 L
Engine rotation	counterclockwise
Idle speed	600 rpm
Flywheel housing	SAE 1
Flywheel	SAE 14"



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

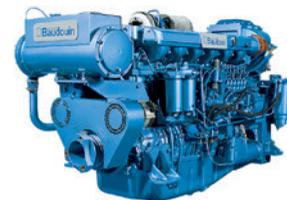
#### Main dimensions (mm) and dry weight (kg)

A	B	C	Weight
1514	878	1381	1056



### 6W126S

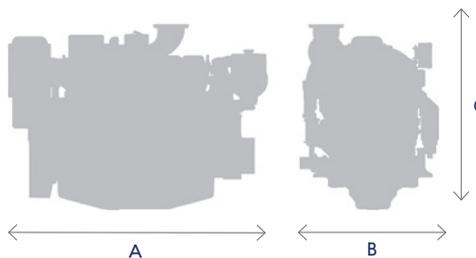
Number of cylinders	6 in line
Bore and stroke	126 x 155 mm
Total displacement	11.60 L
Engine rotation	counterclockwise
Idle speed	600 rpm
Flywheel housing	SAE 1
Flywheel	SAE 14"



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 (mm) and dry weight (kg)

A	B	C	Weight
1695	883	1128	1285



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

## Marine Auxiliary Engines

### 6M19.3

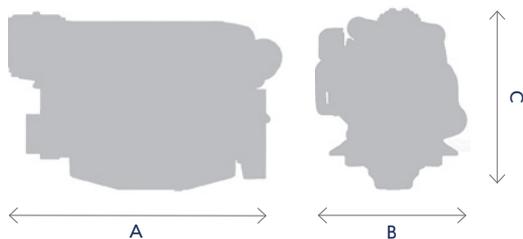
Number of cylinders 6 in line  
 Bore and stroke 126 x 155 mm  
 Total displacement 11.60 L  
 Engine rotation counterclockwise  
 Idle speed 600 rpm  
 Flywheel housing SAE 1  
 Flywheel SAE 14"  
 Common-rail injection



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 (mm) and dry weight (kg)

A	B	C	Weight
1665	1021	1091	1200



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

### 6M26.2

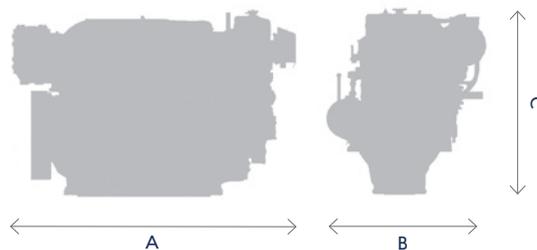
Number of cylinders 6 in line  
 Bore and stroke 150 x 150 mm  
 Total displacement 15.90 L  
 Engine rotation counterclockwise  
 Idle speed 900 rpm  
 Flywheel housing SAE 1  
 Flywheel SAE 14"



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 (mm) and dry weight (kg)

A	B	C	Weight
1880	1144	1348	1985



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

## Marine Auxiliary Engines

### 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 (mm) and dry weight (kg)

A	B	C	Weight
2446	1355	1419	3400



### 6M33.2

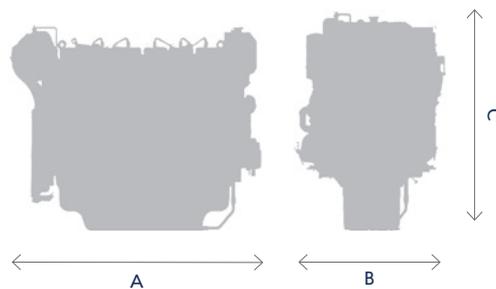
Number of cylinders	6
Bore and stroke	150 x 185 mm
Total displacement	19.6 L
Engine rotation	counterclockwise
Idle speed	650 rpm
Flywheel housing	SAE 1
Flywheel	SAE 14"



kW (PRP)	Hp	rpm	g/kWh	l/h	IMO
500	691	1500	198	118	II
552	760	1800	221	145	II

#### Main dimensions (mm) and dry weight (kg)

A	B	C	Weight
1870	1138	1417	2390



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

## Marine Auxiliary Engines

### 12M33.2

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	



kW (PRP)	Hp	rpm	g/kWh	l/h	IMO
1000	1360	1500	206	245	II (C1)
1104	1500	1800	210	275	II (C1)

#### Main dimensions (mm) and dry weight (kg)

A	B	C	Weight
2210	1467	1568	3900



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

### 6M26.3

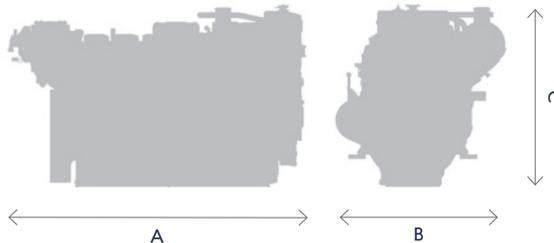
Number of cylinders	6 in line
Bore and stroke	150 x 150 mm
Total displacement	15.90 L
Engine rotation	counterclockwise
Idle speed	650 rpm
Flywheel housing	SAE 1
Flywheel	SAE 14"
Common-rail injection	



kW (PRP)	Hp	rpm	g/kWh	l/h	IMO	EPA
441	600	1500	197	103	II (C1)	III (C1)
485	660	1800	207	119	II (C1)	-

#### Main dimensions (mm) and dry weight (kg)

A	B	C	Weight
2103	1172	1196	1985



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

## Marine Auxiliary Engines

### 12M26.3

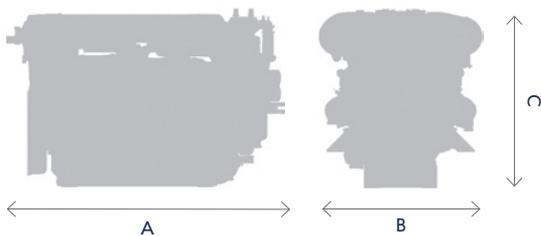
Number of cylinders	12 V @ 90°
Bore and stroke	150 x 150 mm
Total displacement	31.80 L
Engine rotation	counterclockwise
Idle speed	650 rpm
Flywheel housing	SAE 0
Flywheel	SAE 18"
Common-rail injection	



kW (PRP)	Hp	rpm	g/kWh	l/h	IMO	EPA
882	1200	1500	197	207	II (C1)	III (C1)
970	1320	1800	201	232	II (C1)	III (C1)

#### Main dimensions (mm) and dry weight (kg)

A	B	C	Weight
2333	1350	1494	3300



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



## MARINE ACCESSORIES: GEARBOXES

Baudouin now offers a complete range of marine gearboxes which are perfectly matched to enable top performance from your Baudouin engine.

## Gearboxes

### X17

#### Gearbox for 6M16 & 6W126

kW/RPM (hp /RPM): 0,172 (0,231)

Max rated input kW (hp): 430 (578)

Ratio: \*1.830/\*2.090/\*2.510  
/3.080/3.430

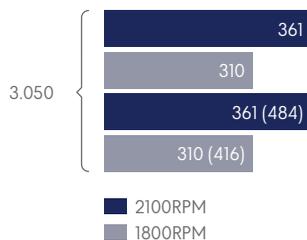
Max input RPM: 2500

SAE Bell: #1

Type: Vertical off set

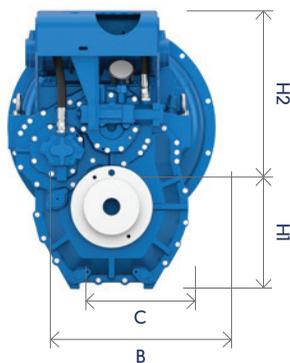
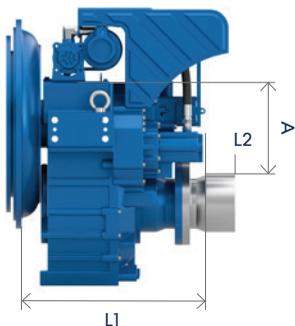
Kinematics: Reversible  
(Engine wise and counter Engine wise)

#### Sample Powers (kw/hp)



#### Main dimensions (mm) and dry weight (kg)

A	B	C
431	1116	550
B2	C	H1
492	742	0
H2	H3	H4
855	90	1020
Dry Weight kg(lb)		287 (633)



### X31

#### Gearbox for 6M33.2

kW/RPM (hp /RPM): 0,316 (0,429)

Max rated input kW (hp): 727 (974)

Ratio: \*4,034/4,444  
/\*5,074/5,560/6,000

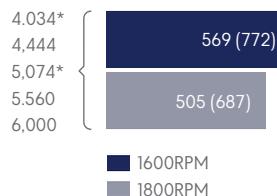
Max input RPM: 2300

SAE Bell: #1

Type: Vertical off set

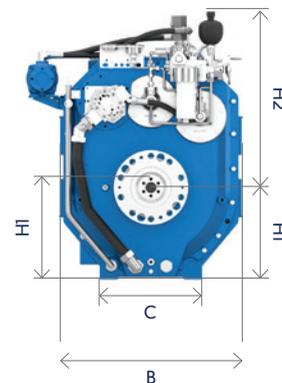
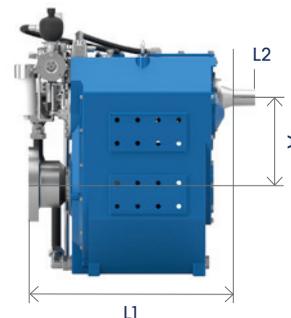
Kinematics: Reversible  
(Engine wise and counter Engine wise)

#### Sample Powers (kw/hp)



#### Main dimensions (mm) and dry weight (kg)

A	B	C
370	880	440
H1	H2	H3
395 (495)	754 (654)	0
L1	L2	L3
885	90	970
Dry Weight kg(lb)		1000 (2200)



# X37

## Gearbox for 6M33.3

kW/RPM (hp /RPM): 0.388 (0.520)

Max rated input kW (hp): 854 (1145)

Ratio: \*4,077/\*4583/4,913  
/\*5,476/5,850

Max input RPM: 2200

SAE Bell: #1

Type: Vertical off set

Kinematics: Reversible  
(Engine wise and counter Engine wise)

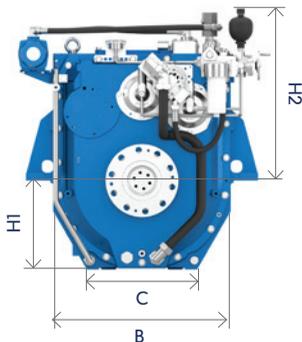
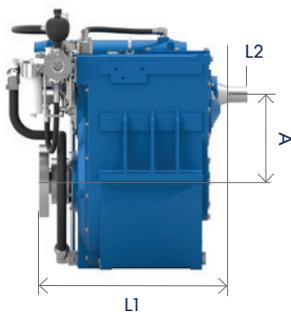
### Sample Powers (kw/hp)

4.077	<div style="display: flex; align-items: center; gap: 10px;"> <div style="width: 10px; height: 10px; background-color: #003366; border: 1px solid #000;"></div> 737 (988)  <div style="width: 10px; height: 10px; background-color: #666666; border: 1px solid #000;"></div> 698 (936)  <div style="width: 10px; height: 10px; background-color: #999999; border: 1px solid #000;"></div> 620 (831)                 </div>
4.583	
4.913	
5.476	
5.850	

- 1900RPM
- 1800RPM
- 1600RPM

### Main dimensions (mm) and dry weight (kg)

A	B	C
379	806	484
H1	H2	H3
390	746	864
L1	L2	L3
90	933	970
Dry Weight kg(lb)		1260 (2780)



# X44

## Gearbox for 12M26.2

kW/RPM (hp /RPM): 0.540 (0.724)

Max rated input kW (hp): 1134 (1521)

Ratio: \*3,026/\*3,486/\*4,032  
/\*4,3448/5,077/\*5,542/5,913

Max input RPM: 2100

SAE Bell: #0

Type: Vertical off set

Kinematics: Reversible  
(Engine wise and counter Engine wise)

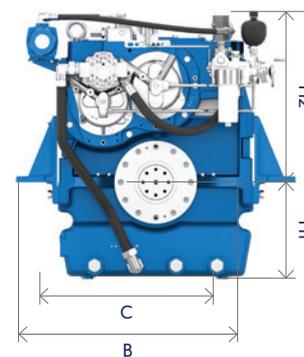
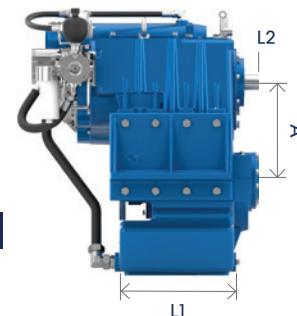
### Sample Powers (kw/hp)

3.026*	<div style="display: flex; align-items: center; gap: 10px;"> <div style="width: 10px; height: 10px; background-color: #003366; border: 1px solid #000;"></div> 1053 (1412)  <div style="width: 10px; height: 10px; background-color: #666666; border: 1px solid #000;"></div> 1026 (1376)  <div style="width: 10px; height: 10px; background-color: #999999; border: 1px solid #000;"></div> 972 (1303)                 </div>
3.486*	
4.032*	
4.448*	
5.077	
5.542*	
5.913	

- 1950RPM
- 1900RPM
- 1800RPM

### Main dimensions (mm) and dry weight (kg)

A	B	C
400	908	800
H1	H2	H3
400	705	0
L1	L2	L3
524	77	637
Dry Weight kg(lb)		1270 (2800)



## Gearboxes

# X52

## Gearbox for 12M33.2

kW/RPM (hp /RPM): 0.611 (0.819)

Max rated input kW (hp): 1283 (1721)

Ratio: \*3,964/\*4,345/4,962  
/\*5,458/5,955

Max input RPM: 2100

SAE Bell: #0

Type: Vertical off set

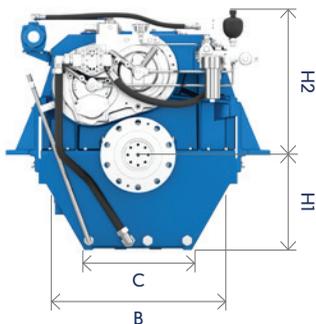
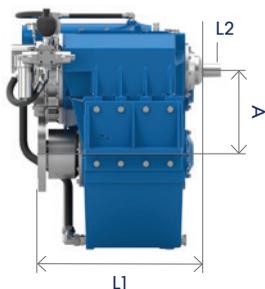
Kinematics: Reversible  
(Engine wise and counter Engine wise)

### Sample Powers (kw/hp)

3.964*	} 1100 (1475)
4.345*	
4.962	
5.458*	
5.955	
	■ 1800RPM

### Main dimensions (mm) and dry weight (kg)

A	B	C
431	1116	550
H1	H2	H3
492	742	0
L1	L2	L3
855	90	1020
Dry Weight kg(lb)		2000 (4410)



## MARINE ACCESSORIES: MARINE CONTROL & MONITORING SOLUTIONS

Moteurs Baudouin provides the full spectrum of marine accessories by developing a wide range of integrated control and monitoring solutions in flexible configurations to meet the needs of every application. From the most economical and simple system, to complex and interfaced solutions, each product 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 modbus.

### 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 interface
- Check option availability with your Distributor

\* Options depend on the engine platform

## Master



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

### 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 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.

## Throttle Controls

A full range of solutions

### Features

- Mono lever / bilever controls
- Mechanical / Electronic engine compatibility
- Mechanical / Electronic gear box compatibility
- Classified applications
- Multiple Stations, up to 4
- Gear box control



**Electronic**  
Non-certified



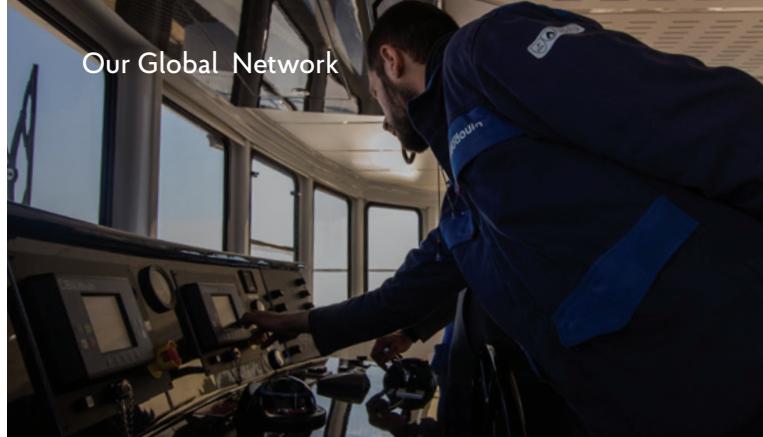
**Mechanical**



**Electronic**  
Certified



**Mechanical**



## Our Global Network

### Products



Propulsion Engines



Marine Gensets



Gearboxes



Throttles



Controls

### Service



300+ Global  
Service Partners



Factory Trained Technicians



Best-In-Class  
Warranty Terms

### Warranty Terms

12 Months (extendable to 18 months)

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](http://Baudouin.com)

### Genuine Spare Parts



Genuine Spare Parts For  
Guaranteed Performance



50,000 References  
Held In Stock



Shipped In 24 Hours



Best-In-Class Spare Parts  
Warranty Terms



**Scan to view this product guide online.**

Other power ratings are available on request.



Société Internationale des Moteurs Baudouin

Technoparc du Brégadan 13260 Cassis

**Baudouin.com**

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