MOTEURS Baudouin

Marine Engines

8 M26.2

4 Stroke diesel engine, direct injection

Bore and stroke	150 x 150 mm
Number of cylinders	8 V @ 90°
Total displacement	21,20 litres
Compression ratio	18/1
Engine rotation (ISO 1204 standard)	counterclockwise
Idle speed	700 rpm
Flywheel housing	SAE 0
Flywheel	SAE 14"

Customer benefits

Genuine marine design with simple solutions, easy routine maintenance, engine block inspection hatches

Global environment care with low exhaust emissions and controlled fuel consumption at any running cycle

Simple technology with mechanical injection

Life cycle cost efficiency with extended mean time between overhauls (MBTO)

Rated power - Fuel consumption

Duty	kW	hp	rpm	Fuel consumption g/kWh	l/h	IMO	CCNR	CE97/68
P1	442	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	-	-

	P1 duty	P2 duty
Application	Unrestricted continuous	Continuous
Engine load variations	Very little / none	Numerous
Average engine load factor	80 - 100%	30 - 80%
Annual working time	more than 5000 h	3000 to 5000 h
Time at full load	Unlimited	8 hr every 12 hr

Power definition

(Standard ISO 3046/1 - 1995 (F)

Reference conditions

Ambient temperature	25 °C / 77 °F
Barometric pressure	100 kPa
Relative humidity	30%R
Raw water temperature	25 °C / 77 °F

Fuel oil

Relative density	0,840 ± 0,005
Lower calorific power	42 700 kJ/kg
Consumption tolerances	0 ± 5%
Inlet limit temperature	35 °C / 95 °F

Our ratings also comply with classification societies maximum temperature definition without power derating.

Ambient temperature	45 °C / 113 °F
Raw water temperature	32 °C / 90 °F

Standard equipment

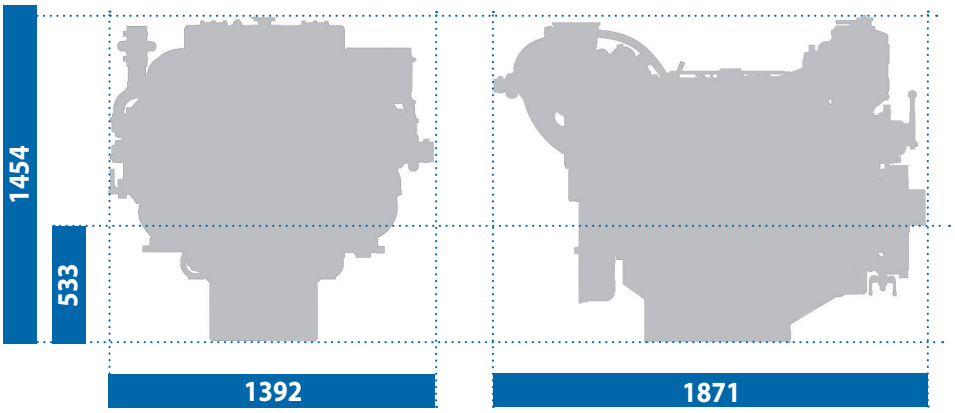
Engine and block	Cast iron cylinder block One inspection door per cylinder for access to conrod cap Cast iron cylinder liners, wet type Separate cast iron cylinder heads equipped with 4 valves Replaceable valves guides and seats 8 cylinders head tightening bolts Hardened steel forged crankshaft with induction hardened journals, crankpins and radius Camshaft with polynomial cams profile Distribution with tempered, hardened and grinded helicoidal gears Chromium-Molibdenum steel conrods Lube oil cooled light alloy pistons with high performance piston rings
Cooling system	Fresh / raw water heat exchanger with integrated thermostatic valves and expansion tank Cast iron centrifugal fresh water pump, mechanically driven Bronze self-priming raw water pump, mechanically driven
Lubrication system	Full flow screwable oil filters Lube oil purifier with replaceable cartridge Fresh water cooled lube oil cooler
Fuel system	In line injection pump with flanged mechanical governor Double wall injection bundle with leakage collector Duplex fuel filters replaceable engine running
Intake air and exhaust system	Fresh water cooled turbo blower Double flow raw water cooled intake air cooler
Electrical system	Voltage: 24Vcc Electrical starter on flywheel crown 175A battery charger

Optional equipment

Cooling system adapted for box / keel cooling
Connection for emergency raw water and lube oil circuits
Bilge pump
Air starter with storage bottles and compressor
Free end PTO
Resilient mounts under engine
Equipment and factory trial according to Major Classification Societies rules

* contact us for further information regarding our options.

Dimensions and dry weight (mm / kg)



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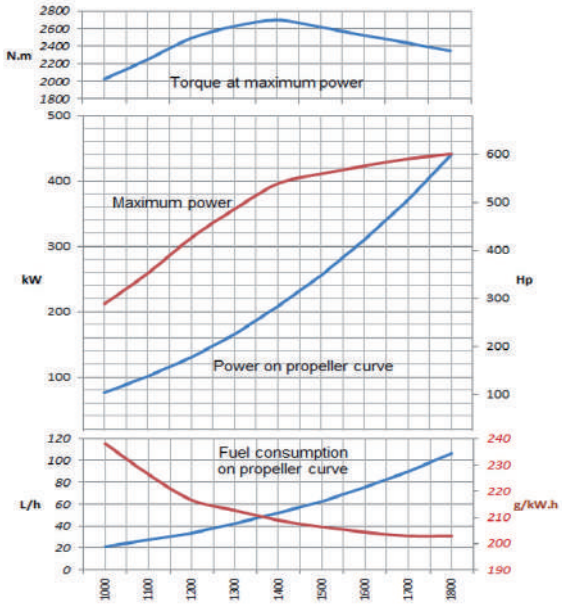
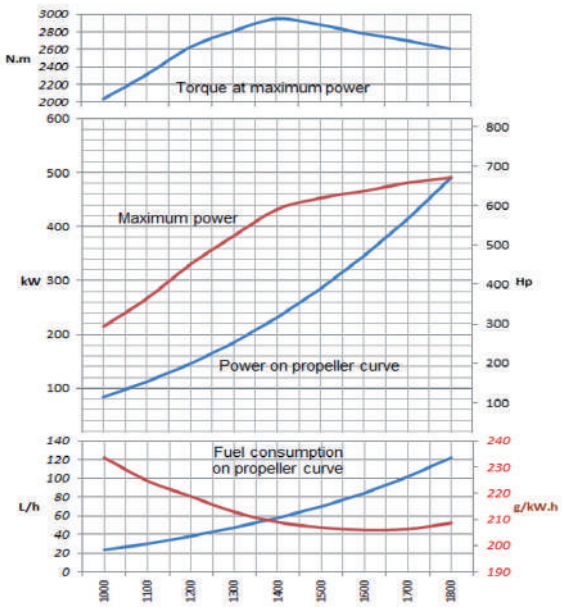
Performance

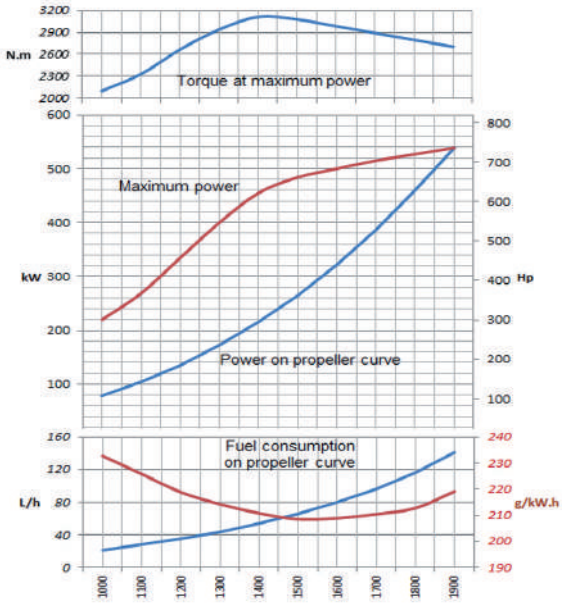
P1 - 442 kW - 600 hp @1800 rpm



P1 - 491 kW - 668 hp @1800 rpm



P2 - 539 kW - 733 hp @1900 rpm



P2 - 588 kW - 800 hp @1950 rpm