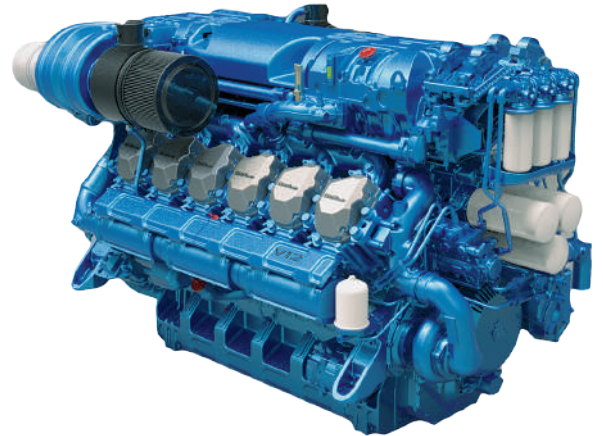


## Marine Engines

# 12 M26.3

**4 Stroke diesel engine, direct injection, common rail**

|                                     |                  |
|-------------------------------------|------------------|
| Bore and stroke                     | 150 x 150 mm     |
| Number of cylinders                 | 12 V @ 90°       |
| Total displacement                  | 31,80 litres     |
| Compression ratio                   | 15/1             |
| Engine rotation (ISO 1204 standard) | counterclockwise |
| Idle speed                          | 650 rpm          |
| Flywheel housing                    | SAE 0            |
| Flywheel                            | SAE 18"          |



### Customer benefits

**Genuine marine design** with simple solutions, routine maintenance front area, engine block inspection hatches

**Continuous compact power** with reference performances in its category

**Global environment care** with low exhaust emissions, noise reduction and controlled fuel consumption at any running cycle

**Latest safe technology** including electronic injection dynamic redundancy, high efficient ball bearing turbocharger, integrated circuits with 0 flexible hoses, and more...

**Life cycle cost efficiency** with extended MTBO, modular concept reducing number of components and interfaces

### Rated power - Fuel consumption

| Duty | kW   | hp   | rpm  | Fuel consumption<br>g/kWh | l/h | IMO*     | EPA* | CCNR | CE97/68 |
|------|------|------|------|---------------------------|-----|----------|------|------|---------|
| P1   | 883  | 1200 | 1800 | 197                       | 207 | II / III | IV   | II   | IIIA    |
| P2   | 970  | 1320 | 1800 | 201                       | 232 | II       | -    | II   | IIIA    |
| P2   | 1030 | 1400 | 2100 | 204                       | 250 | II / III | III  | II   | IIIA    |
| P2   | 1104 | 1500 | 2200 | 209                       | 275 | II / III | IV   | II   | IIIA    |
| P3   | 1214 | 1650 | 2300 | 215                       | 311 | II / III | IV   | -    | -       |

\*IMO III & EPA IV with SCR System.

|                            | P1 duty                 | P2 duty        | P3 duty        |
|----------------------------|-------------------------|----------------|----------------|
| Application                | unrestricted continuous | continuous     | intermittent   |
| Engine load variations     | very little or none     | numerous       | important      |
| Average engine load factor | 80 to 100 %             | 30 to 80 %     | 50 %           |
| Annual working time        | more than 5000 h        | 3000 to 5000 h | 1000 to 3000 h |
| Time at full load          | unlimited               | 8 h each 12 h  | 2 h each 12 h  |

### 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

### Cooling system

Two stages cooling circuit with built-in HT thermostatic valves  
 Integrated fresh water expansion tank with port/starboard filling provision  
 High efficiency tubular heat exchanger module  
 Gear driven centrifugal fresh water pump  
 Self priming raw water pump with bronze impeller

### Lubrication system

Full flow lube oil filters duplex type - Centrifugal lube oil purifier  
 Fresh water cooled lube oil heat exchanger module  
 Port or starboard lube oil filling cap and dipstick  
 Manual priming and draining pump

### Fuel system

Common-rail injection with «Take Me Home» electronic redundancy  
 Two high pressure pumps (one per bench) with shielded high pressure injection rails and pipes  
 Fuel oil filter duplex type  
 Water separator

### Intake air and exhaust system

Double flow raw water cooled intake air heat exchanger module  
 Fresh water cooled exhaust gas manifolds  
 High efficiency dry turbochargers with ball bearing technology

### Electrical system

Voltage: 24V DC insulated  
 Electrical starter  
 190A battery charger

## Optional equipment

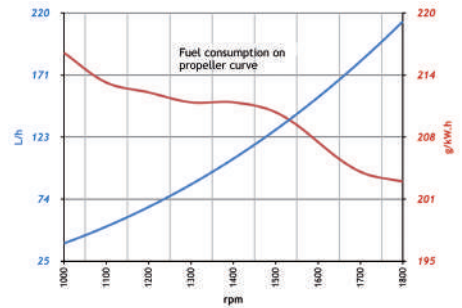
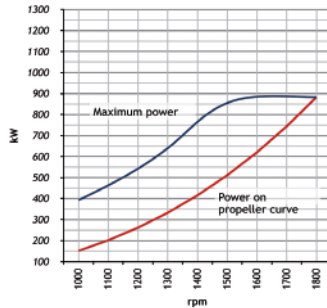
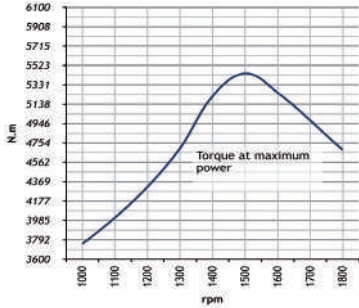
Cooling circuit configuration for box/keel cooling  
 Application injection map (Eco mode - Comfort - High performance)  
 4000 Nm high torque free end PTO  
 High efficiency air filter with blow-by recycler  
 Equipment and factory trial according to Classification societies

## Dimensions and dry weight (mm / kg)

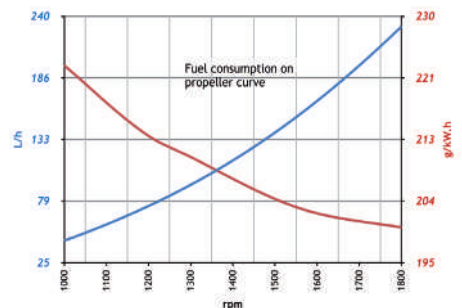
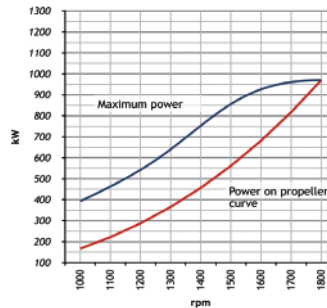
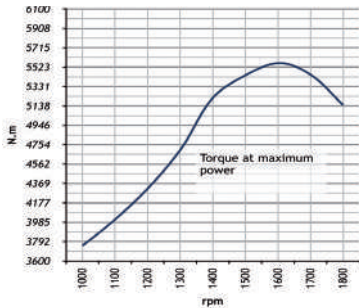


## Performance

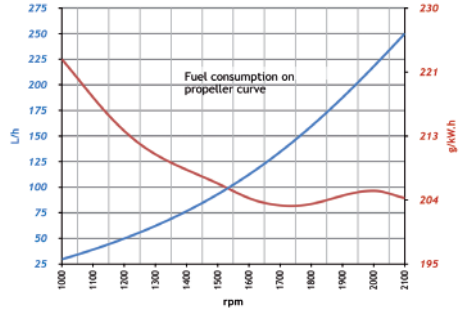
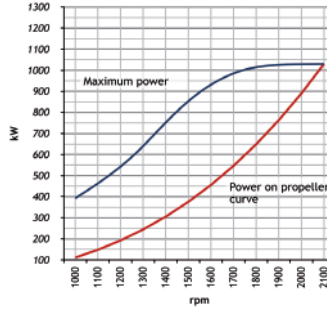
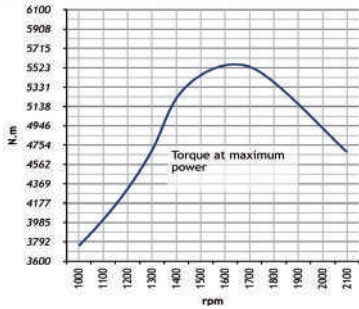
**P1 - 883 kW - 1200 hp @1800 rpm**



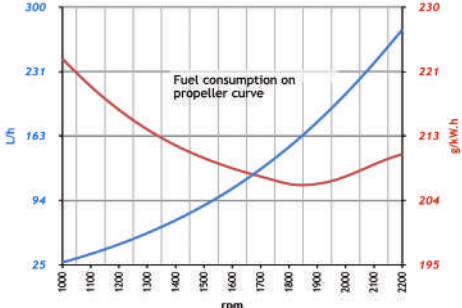
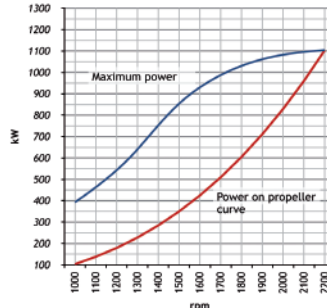
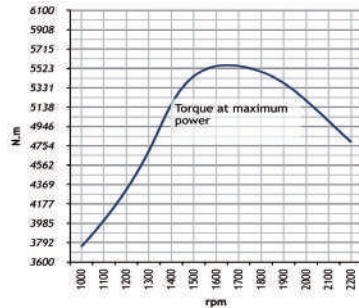
**P2 - 970 kW - 1320 hp @1800 rpm**



**P2 - 1030 kW - 1500 hp @2100 rpm**



**P2 - 1104 kW - 1500 hp @2200 rpm**



**P3 - 1214 kW - 1650 hp @2300 rpm**

