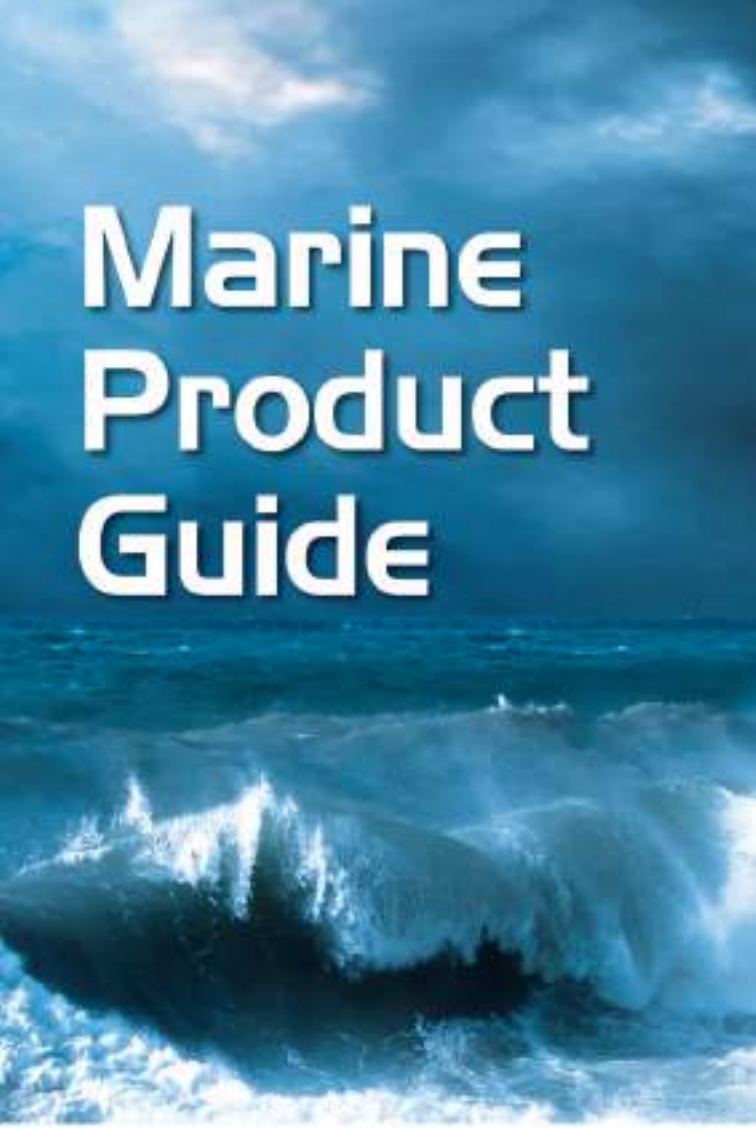
Marine Product Guide



MOTEURS Baudouin

We Are Baudouin

For nearly 100 years, Société 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 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:

- American Bureau of Shipping (ABS)
- Bureau Veritas (BV)
- China Classification Society (CCS)
- Croatian Register of Shipping (CRS)
- Det Norske Veritas (DNV)
- Germanischer Lloyd (GL)
- Indian Register of Shipping (IRS)
- Korean Register of Shipping (KRS)
- Lloyd's Register (LR)
- Register Italiano Navale (RINA)
- Russian River Register (RRR)
- Turkish Lloyd (TL)
- Russian Maritime Register of Shipping (RMRS)

TABLE OF CONTENTS

ISO 9001

BUREAU VERITAS
Certification

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

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	$45 \times n^{-02}$	9.8
Tier II	2011	14.4	$44 \times n^{-023}$	7.7
Tier III	2016	3.4	$9 \times n^{-02}$	2.0

n* : rpm

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

The directive regulates exhaust emissions from various mobile machinery in the European Community (EC) area. After January 1, 2007, this directive covered all propulsion and auxiliary engines used aboard inland waterway vessels. The directive contains a phased implementation based upon per cylinder displacement and application of the subject engine.

Stage III A standard for inland waterway vessels

Category	Displacement (D) dm^3 per cylinder	Date	CO	NOx + HC g/kWh	PM
V1:1	D ≤ 0.9, P > 37 kW	2007.01	5	7.5	0.4
V1:2	0.9 < D ≤ 1.2		5	7.2	0.3
V1:3	1.2 < D ≤ 2.5		5	7.2	0.2
V1:4	2.5 < D ≤ 5		5	7.2	0.2
V2:1	5 < D ≤ 15	2009.01	5	7.8	0.27
V2:2	15<D ≤ 20, P ≤ 3300 kW		5	8.7	0.5
V2:3	15<D ≤ 20, P > 3300 kW		5	9.8	0.5
V2:4	20 < D ≤ 25		5	9.8	0.5
V2:5	25 < D ≤ 30		5	11	0.5

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.

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

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

Ambient temperature	45 °C
Raw water temperature	32 °C

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

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
P2	Heavy duty	Continuous with load variation 30 to 80% load factor Operating time from 3000 to 5000 hrs/year
P3	Intermittent duty	Intermittent with important load variation 50% load factor Operating time from 1000 to 3000 hrs/year
P4	Light duty	High performance with very important load variation 30% load factor Operating time less than 1000 hrs/year

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

PRODUCTS LISTING

Marine propulsion engines

kW	HP	RPM	Engine model	Rating	Page
95	130	2100	4 W105M	P2	10
136	185	2100	6 W105M	P2	11
168	228	2425	6 W105M	P3	11
264	360	2100	6 M16	P2	12
294	400	1800	6 W126M	P1	13
331	450	1800	6 M19.3	P1	14
331	450	1800	6 M26.2	P1	15
331	450	2100	6 W126M	P2	13
368	500	1800	6 M26.2	P1	15
368	500	2100	6 M19.3	P2	14
404	550	1900	6 M26.2	P2	15
404	550	2100	6 M19.3	P3	14
425	578	2200	6 M19.3	P4	14
441	600	1800	6 M26.3	P1	20
442	600	1800	8 M26.2	P1	16
442	600	1950	6 M26.2	P2	15
478	650	1600	6 M33.2	P1	18
478	650	1800	6 M33.2	P1	18
485	660	1800	6 M26.3	P2	20
491	668	1800	8 M26.2	P1	16
515	700	1800	6 M33.2	P1	18
515	700	2000	6 M26.3	P2	20
539	733	1900	8 M26.2	P2	16
551	750	1800	6 M33.2	P2	18
551	750	2100	6 M26.3	P2	20
588	800	1950	8 M26.2	P2	16
599	815	2100	6 M26.3	P3	20
662	900	1800	12 M26.2	P1	17
736	1000	1800	12 M26.2	P1	17
808	1100	1900	12 M26.2	P2	17
883	1200	1800	12 M26.3	P1	21
883	1200	1950	12 M26.2	P2	17
956	1300	1600	12 M33.2	P1	19
956	1300	1800	12 M33.2	P1	19
970	1320	1800	12 M26.3	P2	21
1029	1400	1800	12 M33.2	P1	19
1030	1400	2100	12 M26.3	P2	21
1103	1500	1800	12 M33.2	P2	19
1104	1500	2200	12 M26.3	P2	21
1214	1650	2300	12 M26.3	P3	21

Marine generator sets

kWe	RPM	Genset model	Page
76	1500	4 W105ES	24
84	1500	4 W105S	24
92	1800	4 W105ES	24
100	1800	4 W105S	24
120	1500	6 W105S	25
132	1500	6 W105ES	25
135	1800	6 W105ES	25
136	1800	6 W105S	25
192	1500	6 M16	26
208	1800	6 M16	26
272	1500	6 W126S	27
280	1800	6 W126S	27
320	1500	6 M19.3	28
360	1800	6 M19.3	28
416	1500	6 M26.2	29
436	1800	6 M26.2	29
764	1800	12 M26.2	30
780	1500	12 M26.2	30
840	1500	12 M26.2	30
880	1800	12 M26.2	30

Auxiliary marine engines PRP ratings

kW	RPM	Engine model	Page
75	1500	4 W105S	32
92	1800	4 W105S	32
129	1500	6 W105S	33
145	1800	6 W105S	33
205	1500	6 M16	34
223	1800	6 M16	34
290	1500	6 W126S	35
295	1800	6 W126S	35
315	1800	6 M19.3	36
330	1500	6 M19.3	36
355	1500	6 M26.2	37
368	1800	6 M26.2	37
380	1800	6 M19.3	36
440	1500	6 M26.2	37
441	1800	6 M26.3	40
460	1800	6 M26.2	37
473	1500	8 M26.2	38
485	1800	6 M26.3	40
491	1800	8 M26.2	38
710	1500	12 M26.2	39
736	1800	12 M26.2	39
880	1500	12 M26.2	39
882	1800	12 M26.3	41
920	1800	12 M26.2	39
970	1800	12 M26.3	41

PRODUCT DESIGNATION

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

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

Common conversions

Power

1 kW = 1.36 metric HP

1 kW = 1.341 BHP

1 BHP = 1.014 metric HP

Specific fuel oil consumption (SFOC)

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

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

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

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

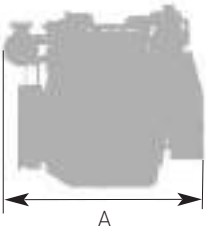
4 W105M

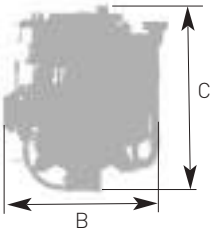
Number of cylinders	4 in line
Bore and stroke	105 x 130 mm
Total displacement	4.5 L
Engine rotation	counterclockwise
Idle speed	650 rpm
Flywheel housing	SAE 3
Flywheel	SAE 11.5"

Rating	kW	Hp	rpm	g/kWh	l/h
P2	95	130	2100	214	24

Main dimensions and weight (mm/kg)

A	B	C	Weight
985	821	973	650





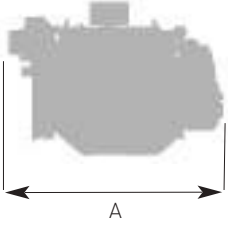
6 W105M

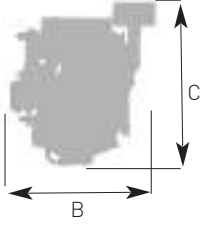
Number of cylinders	6 in line
Bore and stroke	105 x 130 mm
Total displacement	6.75 L
Engine rotation	counterclockwise
Idle speed	650 rpm
Flywheel housing	SAE 3
Flywheel	SAE 11.5"

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	810





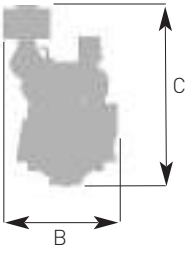
6 M16

Number of cylinders	6 in line
Bore and stroke	126 x 130 mm
Total displacement	9.70 L
Engine rotation	counterclockwise
Idle speed	650 rpm
Flywheel housing	SAE 1
Flywheel	SAE 14"

Rating	kW	Hp	rpm	g/kWh	l/h	IMO
P2	264	360	2100	210	66	II

Main dimensions and weight (mm/kg)

A	B	C	Weight
1514	878	1381	1056



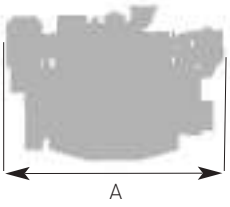
6 W126M

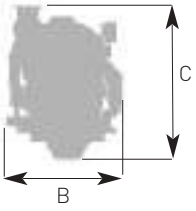
Number of cylinders	6 in line
Bore and stroke	126 x 155 mm
Total displacement	11.60 L
Engine rotation	counterclockwise
Idle speed	600 rpm
Flywheel housing	SAE 1
Flywheel	SAE 14"

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





6 M19.3

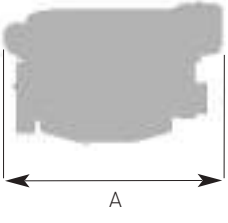
Number of cylinders	6 in line
Bore and stroke	126 x 155 mm
Total displacement	11.60 L
Engine rotation	counterclockwise
Idle speed	600 rpm
Flywheel housing	SAE 1
Flywheel	SAE 14"

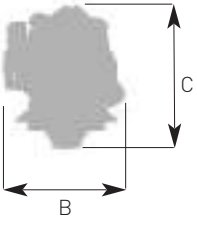
Common-rail injection

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	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





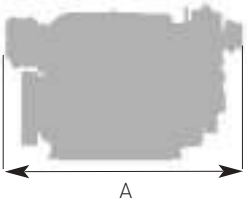
6 M26.2

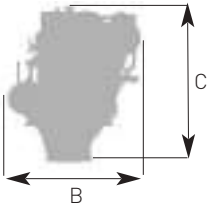
Number of cylinders	6 in line
Bore and stroke	150 x 150 mm
Total displacement	15.90 L
Engine rotation	counterclockwise
Idle speed	700 rpm
Flywheel housing	SAE 1
Flywheel	SAE 14"

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	442	600	1950	211	111	II	-	-

Main dimensions and weight (mm/kg)

A	B	C	Weight
1880	1144	1348	1985





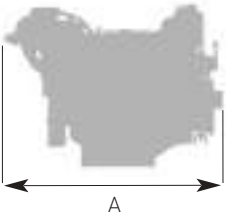
8 M26.2

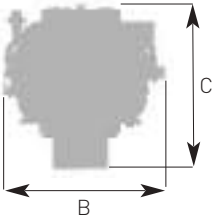
Number of cylinders	8 V @ 90°
Bore and stroke	150 x 150 mm
Total displacement	21.20 L
Engine rotation	counterclockwise
Idle speed	700 rpm
Flywheel housing	SAE 0
Flywheel	SAE 14"

Rating	kW	Hp	rpm	g/kWh	l/h	IMO	CCNR	CE97/68
P1	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	-	-

Main dimensions and weight (mm/kg)

A	B	C	Weight
1871	1392	1454	2475





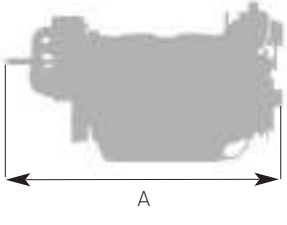
12 M26.2

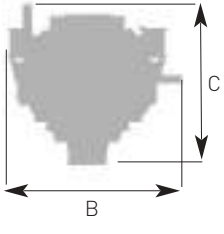
Number of cylinders	12 V @ 90°
Bore and stroke	150 x 150 mm
Total displacement	31.80 L
Engine rotation	counterclockwise
Idle speed	700 rpm
Flywheel housing	SAE 0
Flywheel	SAE 18"

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	808	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	3400





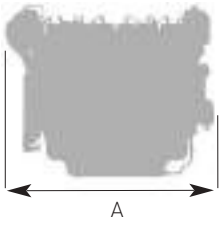
6 M33.2

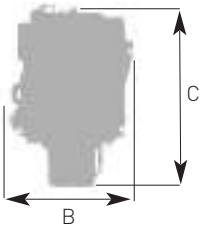
Number of cylinders	6 in line
Bore and stroke	150 x 185 mm
Total displacement	19.6 L
Engine rotation	counterclockwise
Idle speed	650 rpm
Flywheel housing	SAE 1
Flywheel	SAE 14"

Rating	kW	Hp	rpm	g/kWh	l/h	IMO
P1	478	650	1600	204	116	II
P1	478	650	1800	211	120	II
P1	515	700	1800	209	128	II
P2	551	750	1800	214	141	II

Main dimensions and weight (mm/kg)

A	B	C	Weight
1870	1138	1417	2390





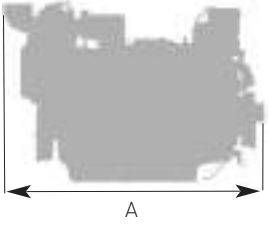
12 M33.2

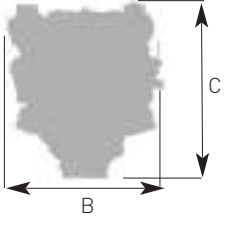
Number of cylinders	12 V @ 90°
Bore and stroke	150 x 185 mm
Total displacement	39.2 L
Engine rotation	counterclockwise
Idle speed	650 rpm
Flywheel housing	SAE 0
Flywheel	SAE 18"

Rating	kW	Hp	rpm	g/kWh	l/h	IMO
P1	956	1300	1600	210	245	II
P1	956	1300	1800	215	244	II
P1	1029	1400	1800	218	266	II
P2	1103	1500	1800	219	288	II

Main dimensions and weight (mm/kg)

A	B	C	Weight
2210	1467	1568	3900





6 M26.3

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"

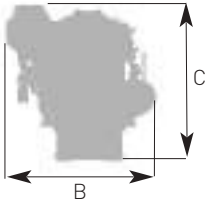
Common-rail injection

Rating	kW	Hp	rpm	g/kWh	l/h	IMO*	EPA*	CCNR	CE97/68
P1	441	600	1800	197	103	II / III	III	II	IIIA
P2	485	660	1800	207	119	II	-	II	IIIA
P2	515	700	2000	203	124	II / III	III	II	IIIA
P2	551	750	2100	209	137	II / III	III	II	IIIA
P3	599	815	2100	216	154	II / III	III	-	-

*IMO III & EPA IV with SCR System.

Main dimensions and weight (mm/kg)

A	B	C	Weight
2103	1172	1196	1985



12 M26.3

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"

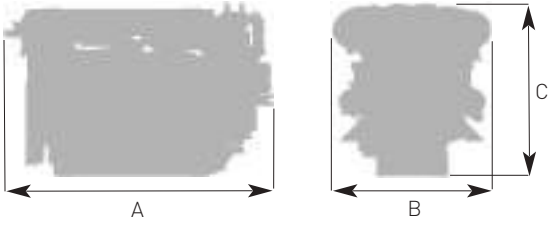
Common-rail injection

Rating	kW	Hp	rpm	g/kWh	l/h	IMO*	EPA*	CCNR	CE97/68
P1	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	IV	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.

Main dimensions and weight (mm/kg)

A	B	C	Weight
2333	1350	1494	3300



IMO III / EPA IV

Avanced Emissions Technology

6M26.3

12M26.3

Our Advanced M26.3 Engines with SCR Deliver:

- A cleaner engine with the same power
- Up to 2% reduction in average fuel consumption
- A high degree of installation flexibility with stand alone, over gearbox and over engine configurations
- Up to 25% noise reduction
- A compact, modular design
- An optimized maintenance schedule in line with the engine
- Approval by most IACS Members

Superior Installation Flexibility

One of the biggest advantages of the Baudouin SCR System is the high degree of installation flexibility. You have the freedom to place the tank and cabinet up to 60m away from the catalyst and the system can be installed over the gearbox, over the engine, or in a stand-alone configuration. These configurations offer complete flexibility in both new builds and repowering projects.

MARINE GENERATOR SETS

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

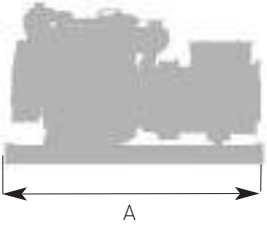
4 W105S

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

Rating	Hz	kVA	kWe	rpm	g/kWh	l/h	IMO
PRP	50	105	84	1500	198	21	NA*
PRP	60	125	100	1800	199	25	NA*
LTP**	50	95	76	1500	194	19	NA*
LTP**	60	115	92	1800	198	23	NA*

*Not applicable
** Radiator cooled

	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	1037
PRP - 105 KVA - 60 Hz	1774	995	1012	1073
LTP**	1039	999	1260	1310



6 W105S

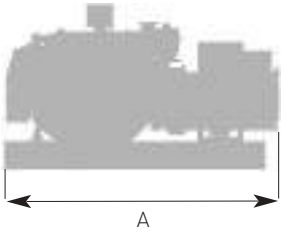
Number of cylinders	6 in line
Bore and stroke	105 x 130 mm
Total displacement	6.75 L
Engine rotation	counterclockwise
Idle speed	650 rpm

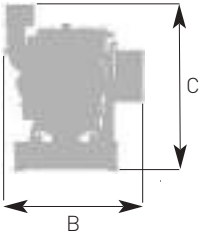
Rating	Hz	kVA	kWe	rpm	g/kWh	l/h	IMO
PRP	50	150	120	1500	193	30	II
PRP	60	170	136	1800	204	35	II
LTP**	50	165	132	1500	195	30	NA*
LTP**	60	170	135	1800	204	35	NA*

*Not applicable
** Radiator cooled

Main dimensions and weight (mm/kg)

Rating	A	B	C	Weight
PRP 125 - 135 KVA	1991	1044	1130	1231
PRP 150 - 170 KVA	2031	1044	1130	1266
LTP**	2450	1059	1313	1390





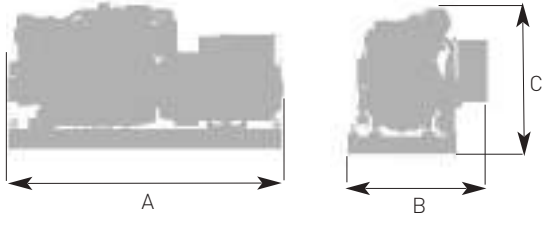
6 MI6

Number of cylinders	6 in line
Bore and stroke	126 x 130 mm
Total displacement	9.70 L
Engine rotation	counterclockwise
Idle speed	650 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)



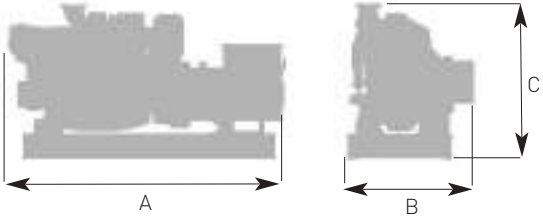
6 W126S

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
260 KVA @ 50 Hz 205 to 300 KVA @ 60Hzc	2512	1156	1390	2145
300 to 340 KVA @ 50 Hz 350 KVA @ 60 Hz	2607	1156	1390	2402



6 M19.3

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

Rating	Hz	kVA	kWe	rpm	g/kWh	l/h	IMO
PRP	50	400	320	1500	199	80	II
PRP	60	450	360	1800	202	91	II

Main dimensions and weight (mm/kg)

A	B	C	Weight
2608	1042	1320	2470

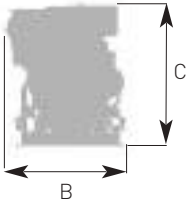
6 M26.2

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

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



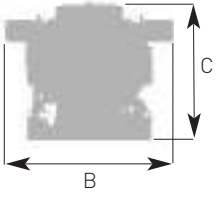
12 M26.2

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	975	780	1500	206	201	II
PRP	50	1050	840	1500	209	218	II
PRP	60	955	764	1800	209	199	II
PRP	60	1100	880	1800	211	232	II

Main dimensions and weight (mm/kg)

	A	B	C	Weight
975 KVA 50 Hz 955 KVA 60 Hz	3706	1550	1495	5700
1050 KVA 50 Hz 1100 KVA 60 hz	3933	1550	1495	6500



MARINE AUXILIARY ENGINES

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

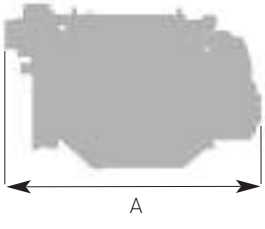
4 W105S

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
75	102	1500	194	17	NA
92	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

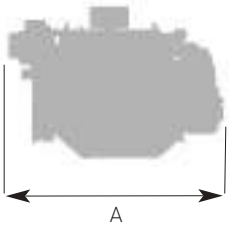
6 W105S

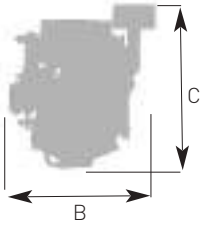
Number of cylinders	6 in line
Bore and stroke	105 x 130 mm
Total displacement	6.75 L
Engine rotation	counterclockwise
Idle speed	650 rpm
Flywheel housing	SAE 3
Flywheel	SAE 11.5"

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	1076	810





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

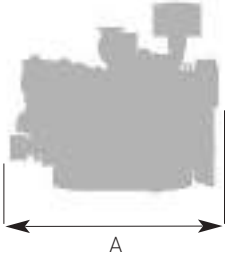
6 MI6

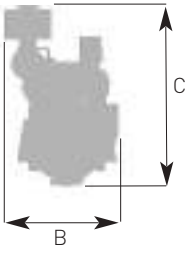
Number of cylinders	6 in line
Bore and stroke	126 x 130 mm
Total displacement	9.70 L
Engine rotation	counterclockwise
Idle speed	650 rpm
Flywheel housing	SAE 1
Flywheel	SAE 14”

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





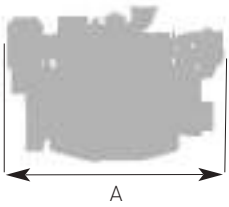
6 W126S

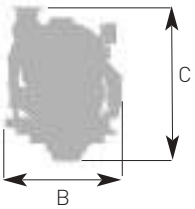
Number of cylinders	6 in line
Bore and stroke	126 x 155 mm
Total displacement	11.60 L
Engine rotation	counterclockwise
Idle speed	600 rpm
Flywheel housing	SAE 1
Flywheel	SAE 14"

kW (PRP)	Hp	rpm	g/kWh	l/h	IMO	CCNR
290	394	1500	198	68	II (C1-D2)	II (D2)
295	400	1800	199	70	II (C1-D2)	II (C1)

Main dimensions and weight (mm/Kg)

A	B	C	Weight
1695	883	1128	1200





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

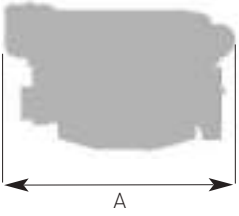
6 M19.3

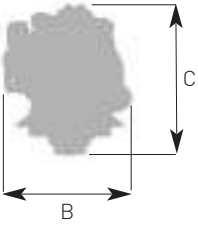
Number of cylinders	6 in line
Bore and stroke	126 x 155 mm
Total displacement	11.56 L
Engine rotation	counterclockwise
Idle speed	600 rpm
Flywheel housing	SAE 1
Flywheel	SAE 14"

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

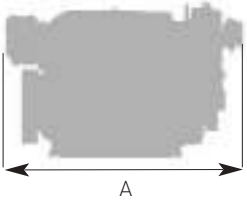
6 M26.2

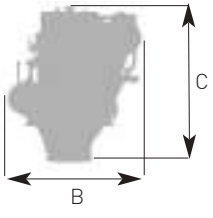
Number of cylinders	6 in line
Bore and stroke	150 x 150 mm
Total displacement	15.90 L
Engine rotation	counterclockwise
Idle speed	700 rpm
Flywheel housing	SAE 1
Flywheel	SAE 14"

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

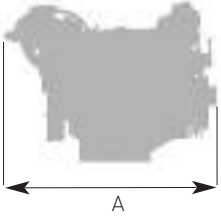
8 M26.2

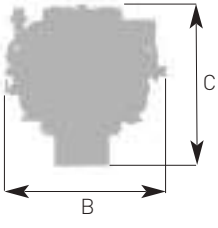
Number of cylinders	8 V @ 90°
Bore and stroke	150 x 150 mm
Total displacement	21.20 L
Engine rotation	counterclockwise
Idle speed	700 rpm
Flywheel housing	SAE 0
Flywheel	SAE 14"

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

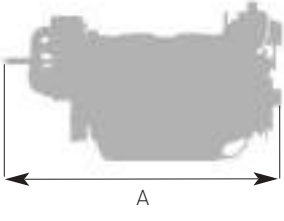
12 M26.2

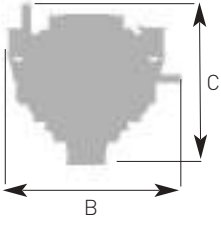
Number of cylinders	12 V @ 90°
Bore and stroke	150 x 150 mm
Total displacement	31.80 L
Engine rotation	counterclockwise
Idle speed	700 rpm
Flywheel housing	SAE 0
Flywheel	SAE 18"

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

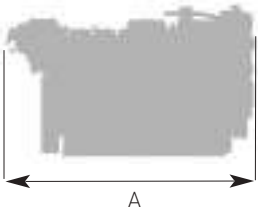
6 M26.3

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"

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

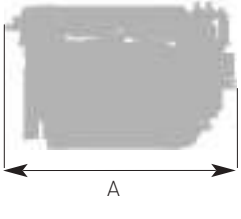
12 M26.3

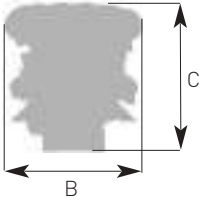
Number of cylinders	12 V @ 90°
Bore and stroke	150 x 150 mm
Total displacement	31.8 L
Engine rotation	counterclockwise
Idle speed	650 rpm
Flywheel housing	SAE 0
Flywheel	SAE 18"

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

Main dimensions and weight (mm/Kg)

A	B	C	Weight
2333	1350	1494	3215





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 the simple controller providing engine and gearboxes necessary parameters information and safeties management. 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, can bus communication interface within a comprehensive option list, MASTER is typically designed for high project customization level or more complex installations.

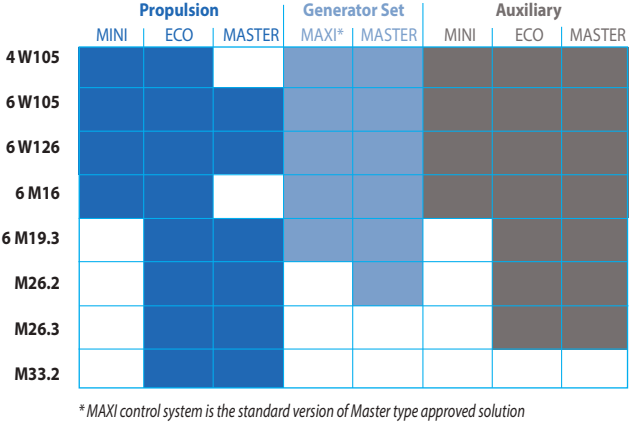
Classification Societies Approved

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



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

THROTTLE CONTROLS

A full range of solutions

Mechanical

Mechanical

Electronic

Electronic

Features

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

Our Global

Our Distributors are experts in finding you the right solution based on your location, application and emissions requirements.

Network

130 service points

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

Société Internationale des Moteurs Baudouin
Technoparc du Brégadan
13260 Cassis
Baudouin.com

Moteurs Baudouin