

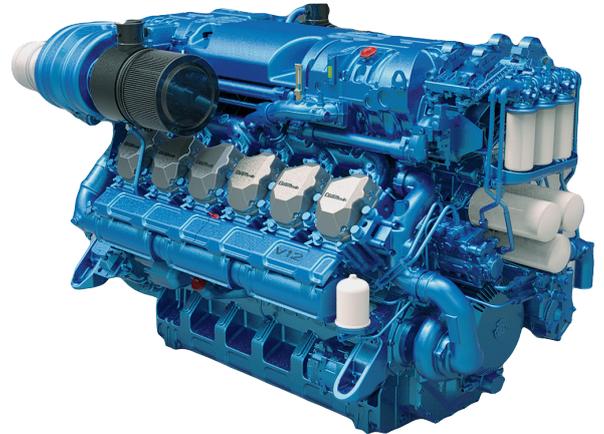


Marine Engines

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 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

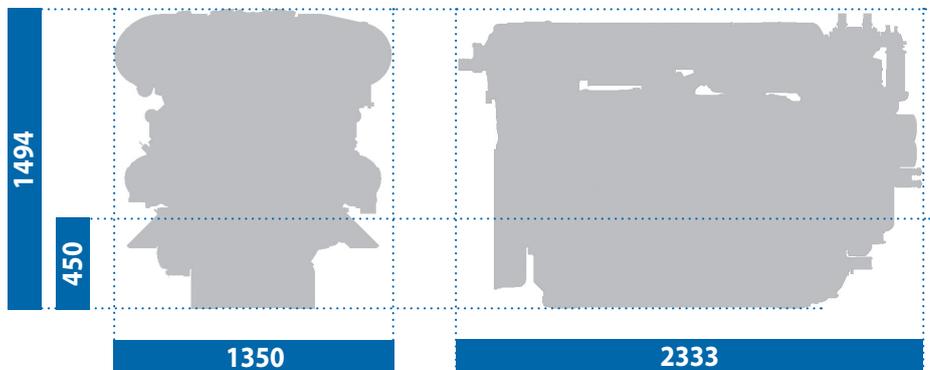
Electrical system

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

Optional equipment

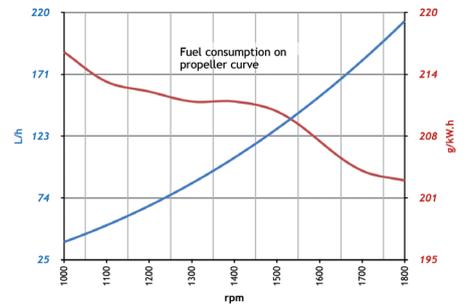
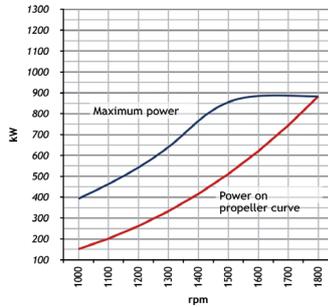
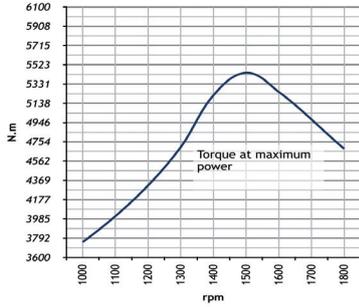
Cooling circuit configuration for box/keel cooling
 Application injection map (Eco mode - Comfort - High performance)
 4000 Nm high torque free end PTO
 High efficiency air filter with blow-by recycler
 Equipment and factory trial according to Classification societies

Dimensions and dry weight (mm / kg)

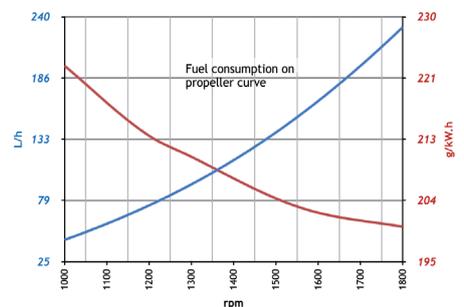
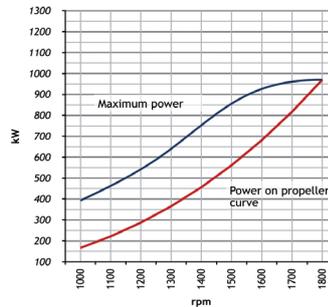
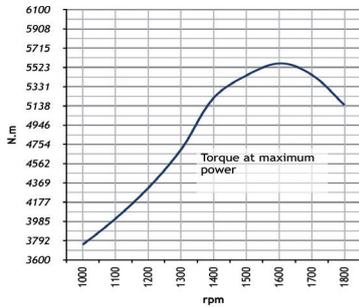


Performance

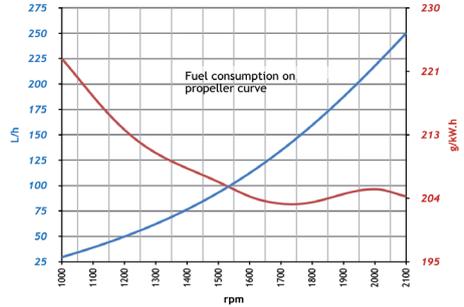
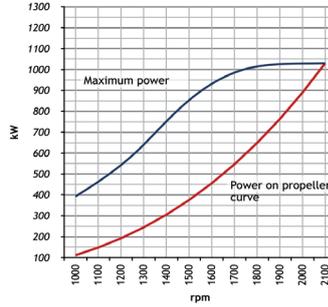
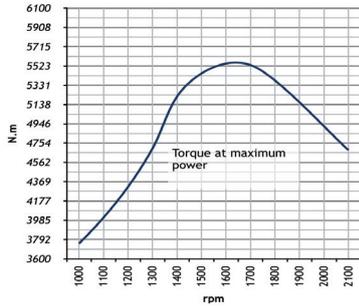
P1 - 883 kW - 1200 hp @1800 rpm



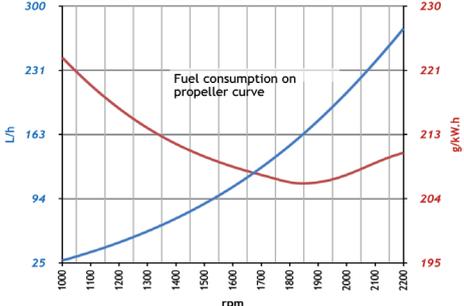
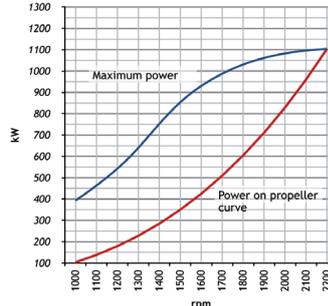
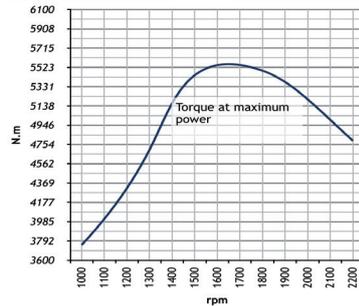
P2 - 970 kW - 1320 hp @1800 rpm



P2 - 1030 kW - 1500 hp @2100 rpm



P2 - 1104 kW - 1500 hp @2200 rpm



P3 - 1214 kW - 1650 hp @2300 rpm

