

Not contractual picture

# 6 M26.2

## 4 stroke diesel engine, direct injection

Bore and stroke  
Number of cylinders  
Total displacement  
Compression ratio  
Engine rotation (ISO 1204 standard)  
Idle speed  
Weight (without water & oil)  
Flywheel housing  
Flywheel

150 x 150 mm  
6 in line  
15.9 litres  
15/1  
CCW \*  
700 rpm  
1785 kg  
SAE 1  
SAE 14"

\* counter-clockwise

### RATED POWER: E3 cycle (FPP propeller)

Please contact us for information regarding the E2 cycle (CPP propeller).

Duty	rpm	kW	hp	Peak torque / speed (N.m / rpm)	Full load fuel consumption (g / kW.h)	IMO	CE 97 / 68	CCNR
P1	1800	331	450	2189 / 1300	198	II	IIIA	II
P1	1800	368	500	2460 / 1300	205	II	IIIA	II
P2	1900	404	550	2515 / 1400	209	II	IIIA	II
P2	1950	442	600	2690 / 1400	211	II	-	-

**Power definition** (Standard ISO 3046/1 - 1995 (F))

#### Reference conditions

Ambiant temperature 25 °C / 77 °F  
Barometric pressure 100 kPa  
Relative humidity 30 %  
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

	P1 duty	P2 duty
Application	unrestricted continuous	continuous
Engine load variations	very little or none	numerous
Mean engine load factor	80 to 100 %	30 to 80 %
Annual working time	more than 5000 h	3000 to 5000 h
Time at full load	unlimited	8 h each 12 h

### STANDARD EQUIPMENTS

#### 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

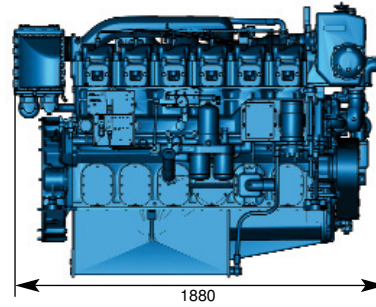
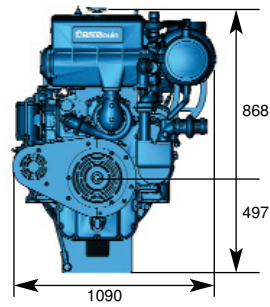
### OPTIONAL EQUIPMENTS (extract) \*

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

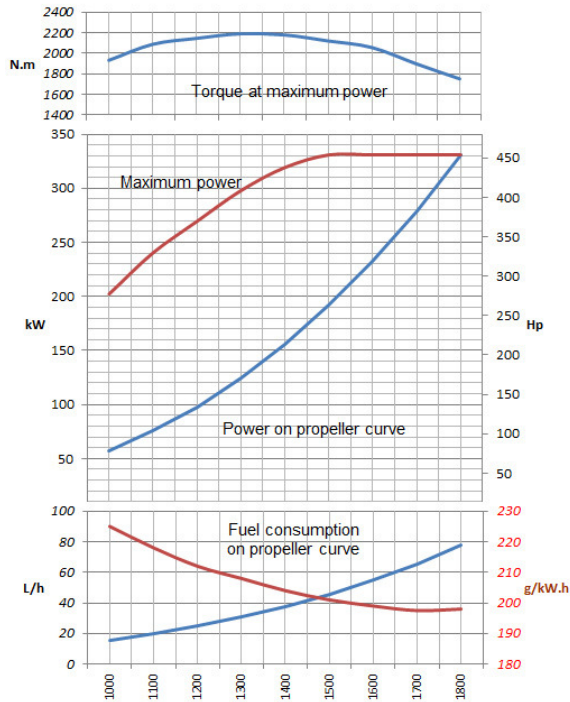
\* contact us for further information regarding our options.

## DIMENSIONS

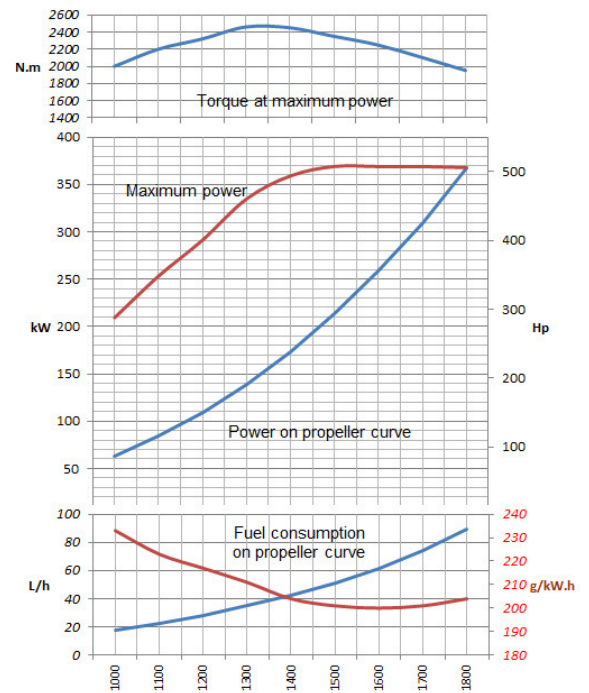


## PERFORMANCES

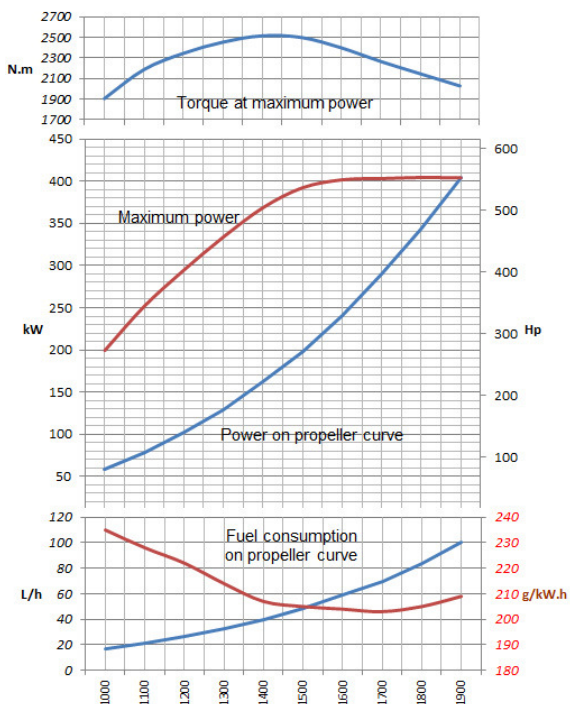
P1 rating - 331 kW / 450 hp @ 1800 rpm



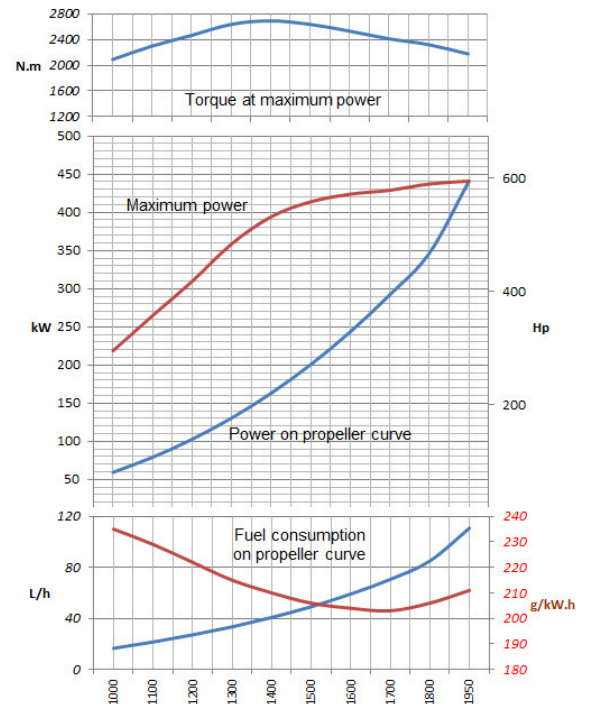
P1 rating - 368 kW / 500 hp @ 1800 rpm



P2 rating - 404 kW / 550 hp @ 1900 rpm



P2 rating - 442 kW / 600 hp @ 1950 rpm



Speed: rpm