Not contractual picture

12 M26.2

4 stroke diesel engine, direct injection

Bore and stroke	**150 x 150 mm**
Number of cylinders	**12 in V**
Total displacement	**31.8 litres**
Compression ratio	**15/1**
Engine rotation (ISO 1204 standard)	**CCW ***
Idle speed	**700 rpm**
Weight (without water & oil)	**3400 kg**
Flywheel housing	**SAE 0**
Flywheel	**SAE 18"**

* 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	662	900	4353 / 1300	198	II	IIIA	II
P1	1800	736	1000	4798 / 1300	197	II	IIIA	II
P2	1900	808	1100	5087 / 1400	200	II	IIIA	II
P2	1950	883	1200	5260 / 1400	201	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 helicoïdal 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

Lubrification 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

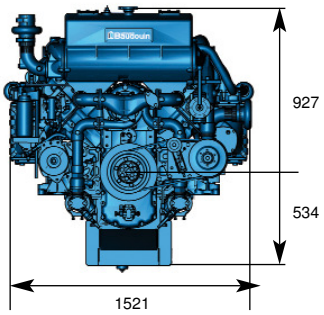
Voltage: 24Vcc
Electrical starter on flywheel crown
175A battery charger

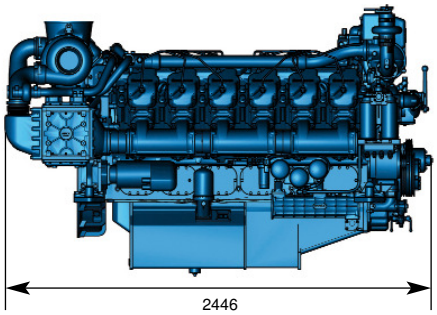
OPTIONAL EQUIPMENTS (extract) *

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.

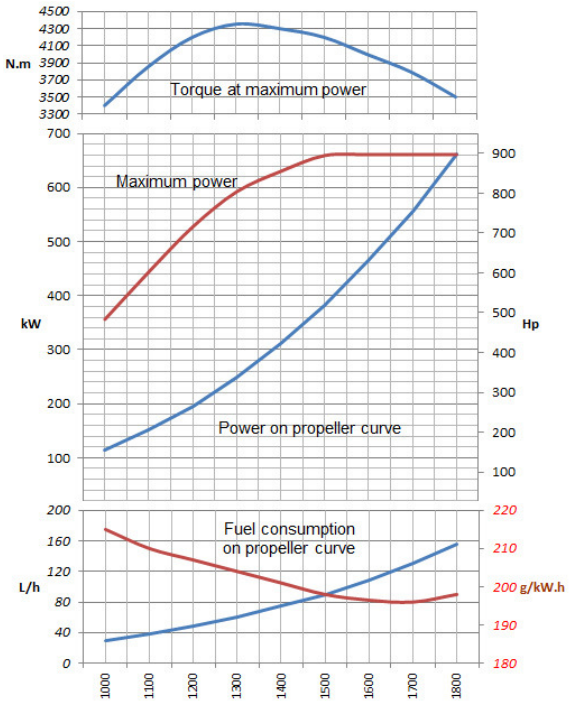
DIMENSIONS



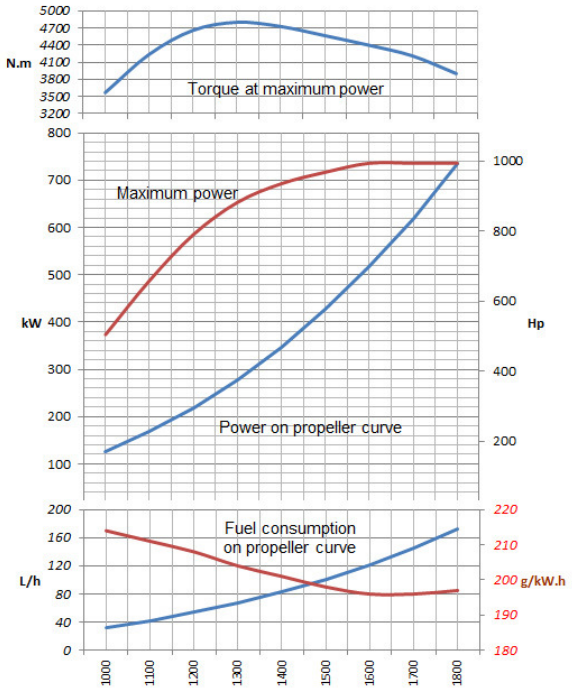


PERFORMANCES

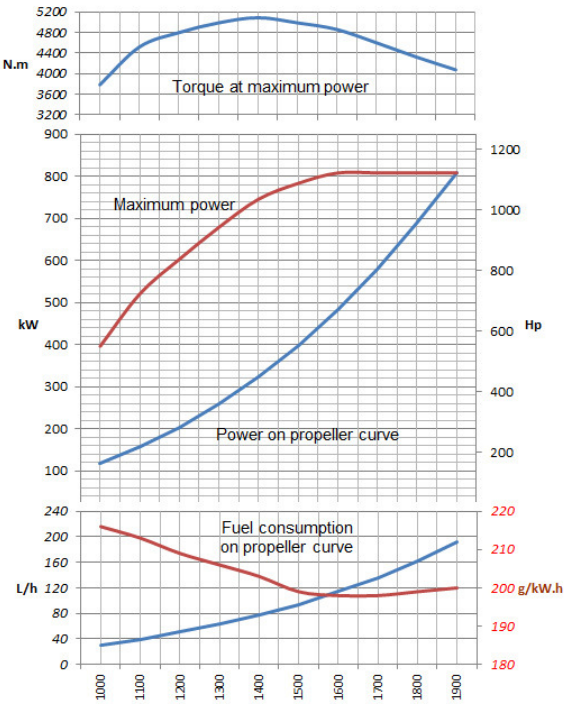
P1 rating - 662 kW / 900 hp @ 1800 rpm



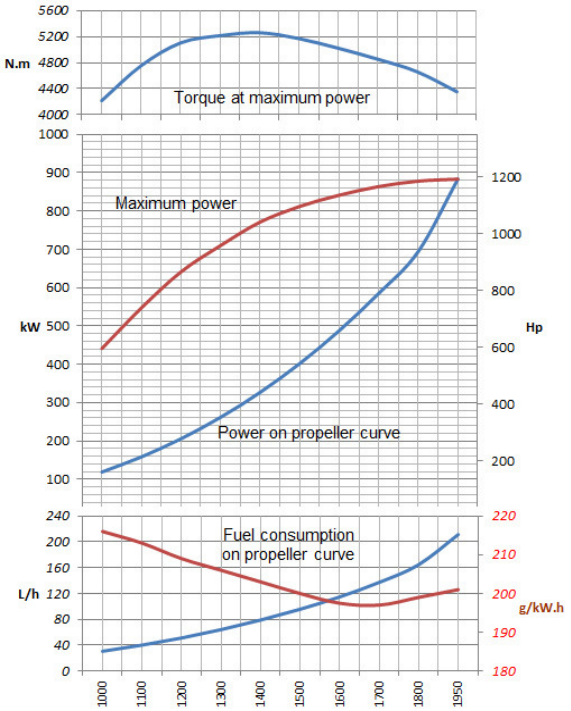
P1 rating - 736 kW / 1000 hp @ 1800 rpm



P2 rating - 808 kW / 1100 hp @ 1900 rpm



P2 rating - 883 kW / 1200 hp @ 1950 rpm



Speed: rpm