

# 6 M26.2

#### 4 Stroke diesel engine, direct injection

**Bore and stroke** 150 x 150 mm **Number of cylinders** 6 in line **Total displacement** 15,90 litres **Compression ratio** 15/1 **Engine rotation (ISO 1204 standard)** counterclockwise Idle speed 700 rpm Flywheel housing SAE 1 **Flywheel** 



#### **Customer benefits**

**Genuine marine design** with simple solutions, easy routine maintenance, engine block inspection hatches Global environment care with low exhaust emissions and controlled fuel consumption at any running cycle

**SAE 14"** 

Simple technology with mechanical injection

**Life cycle cost efficiency** with extended mean time between overhauls (MBTO)

## **Rated power - Fuel consumption**

Duty	kW	hp	rpm	Fuel consumption g/kWh	I/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	-	-

	P1 duty	P2 duty		
Application	unrestricted continuous	continuous		
Engine load variations	very little or none	continuous		
Average 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		

#### **Power definition**

(Standard ISO 3046/1 - 1995 (F)

#### **Reference conditions**

Ambient temperature 25 °C / 77 °F 100 kPa Barometric pressure Relative humidity 30%R Raw water temperature 25 °C / 77 °F

#### **Fuel oil**

Relative density  $0.840 \pm 0.005$ Lower calorific power 42 700 kJ/kg Consumption tolerances  $0 \pm 5\%$ 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



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 valvesand 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 equipment**

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

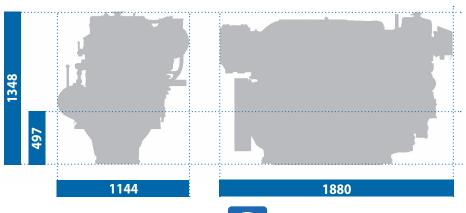
Resilient mounts under engine

Equipment and factory trial according to Major Classification Societies rules

Cabin heating

\* contact us for further information regarding our options.

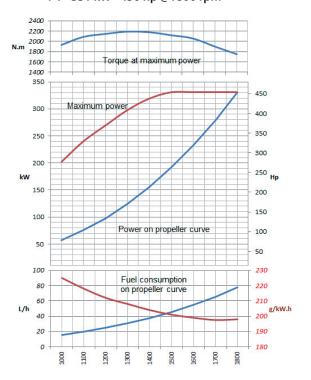
# **Dimensions and dry weight** (mm / kg)



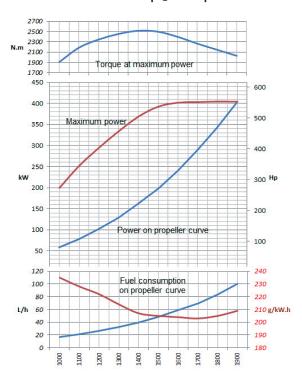


#### **Performance**

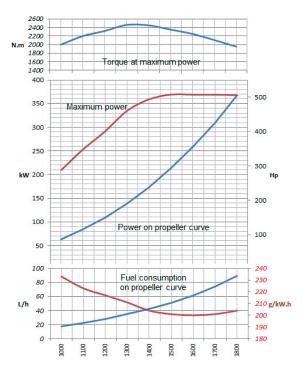
P1 - 331 kW - 450 hp @1800 rpm



P2 - 404 kW - 550 hp @1900 rpm



P1 - 368 kW - 500 hp @1800 rpm



P2 - 442 kW - 600 hp @1950 rpm

