

12 M26.3 + SCR

4 Stroke diesel engine, common rail injection

Number of cylinders	12V @ 90
Bore and stroke (mm)	150 X 150
Total displacement (L)	31.8
Compression ratio	15/1
Engine rotation	counter clockwise
Idle speed	650
Flywheel	SAE 0
Flywheel housing	SAE 18"

Customer benefits

Adheres to strict emission regulations and competitive performance as it is equipped with Most advanced common rail technology and high end injection system (2200 bar)

Efficient fuel consumption, thanks to the highly efficient turbochargers

Easy maintenance due to individual cylinder heads

Highly reliable key components ensuring longevity

Life cycle cost efficiency with extended mean time between overhauls



Rated power - Fuel consumption

Duty	kW	HP	RPM	Fuel consumption			IMO	EPA	CCNR	CE97/68
				Optimum value	Rated power					
				g/kWh	g/kWh	l/h				
P1	883	1200	1800	200	200	207	II/III	3/4	II	III A
P2	1030	1400	2100	199	206	250	II/III	3/4	II	III A
P2	1103	1500	2200	200	211	275	II/III	3/4	II	
P3	1214	1650	2300	205	215	311	II/III	3/4	-	-

	P1	P2	P3
Application	Unrestricted Continuous	Heavy	Intermittent
Engine load variations	Very Little To None	Continuous	Important
Average Engine load factor	80-100%	30-80%	50%
Annual working time	More Than 5000 H	3000 -5000 H	1000 - 3000 H
Time at full load	Unlimited	8h Each 12h	2h Each 12h

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

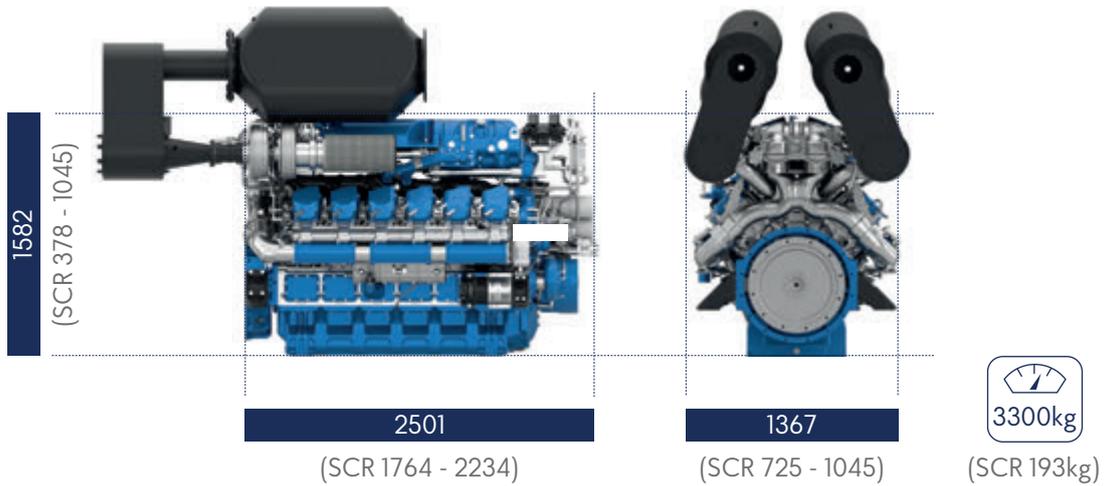
Relative density	0,840 ± 0,005
Lower calorific power	42 700 kJ/kg
Consumption tolerances	+ 5%
	(DIN ISO 3046-1)
Inlet limit temperature	35°C / 95°F

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

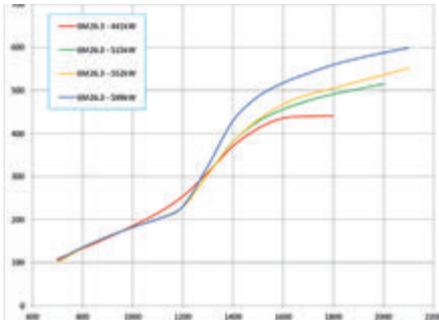
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Dimensions and dry weight (mm/kg)

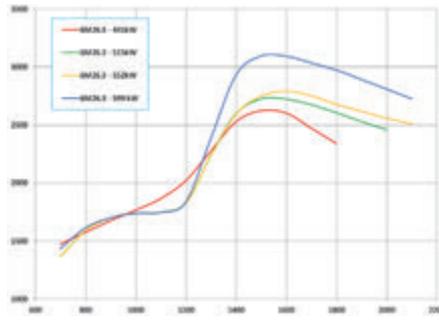


Performance

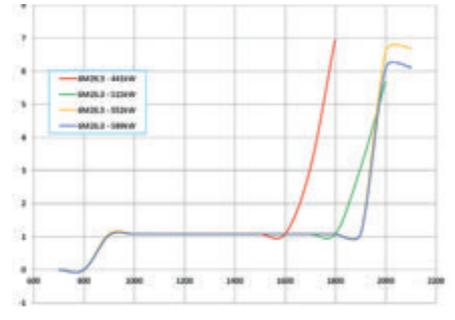
Power Curves



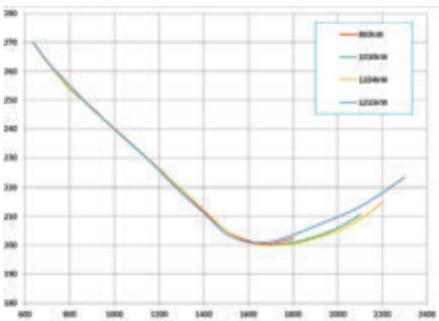
Torque Curves



Cons. Urea - Full Curve



Full Load



Prop Curves

