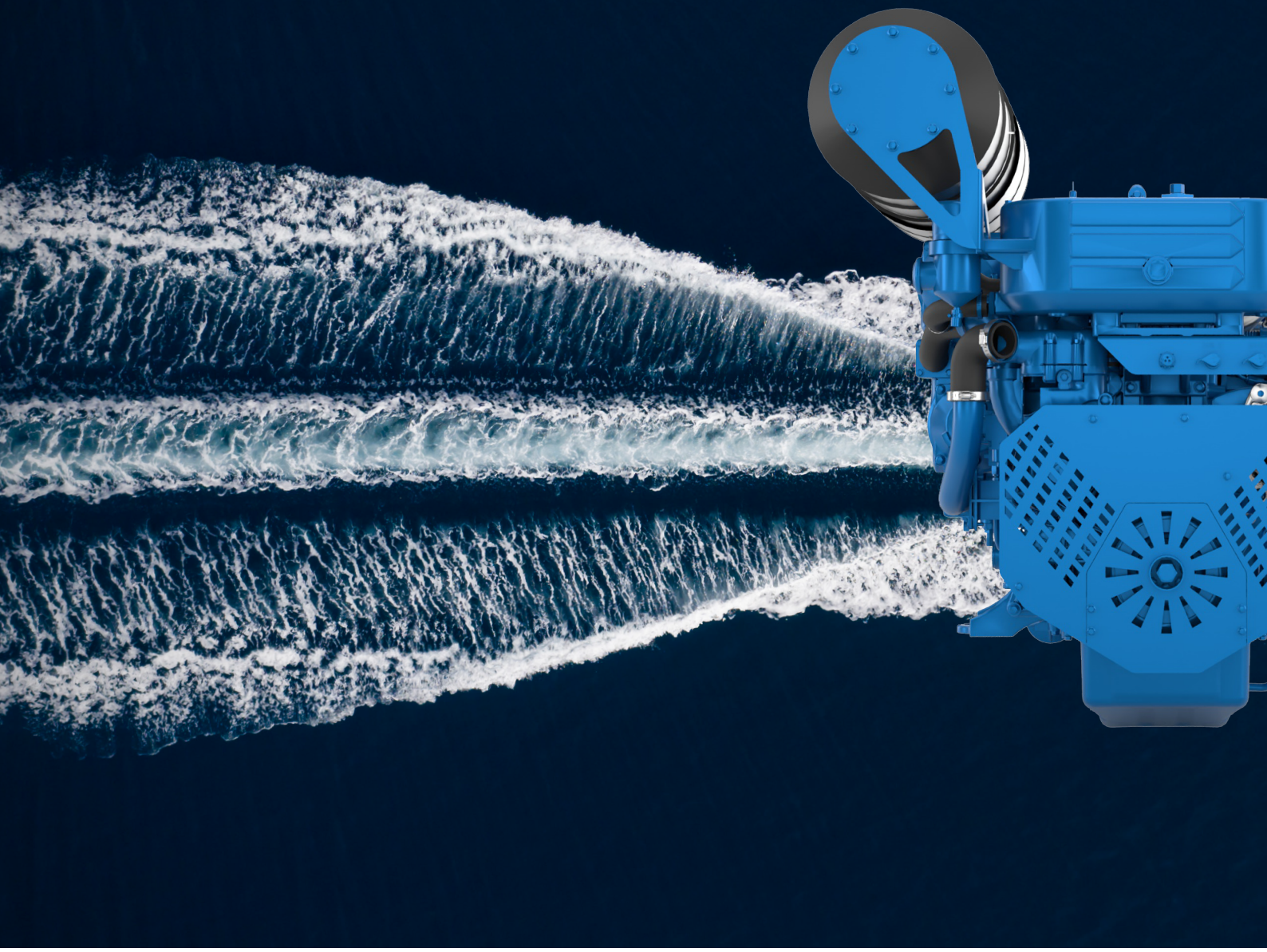
MOTEURS Baudouin



6M21.3
IMO III

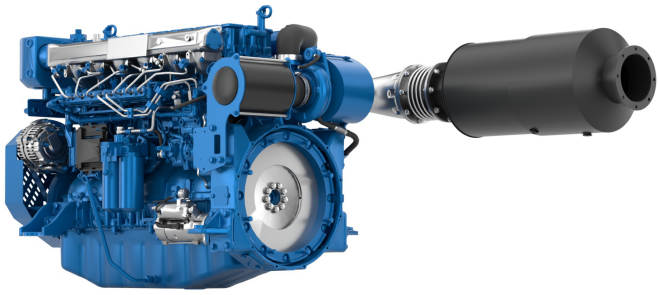
Common rail injection

AUS 40

HVO

6M21.3 IMO III

Common rail injection



Number of cylinders	6 in line
Bore and stroke (mm)	127 X 165
Total displacement (L)	12.54
Cylinders	L6
Engine rotation	Counter clockwise
Idle speed	650
Flywheel	14"
Flywheel housing	SAE 1
SCR	Adaptable configurations

Rated power - Fuel consumption

Duty	kW	HP	RPM	Fuel consumption (IMO)			IMO	EPA
				Optimum value	Rated power			
				g/kWh	g/kWh	l/h		
P1	368	500	1800	189	194	85	III	N/A
P2	405	550	1800	189	196	94.5	III	N/A
P3	441	600	2100	192	205	107.6	III	N/A

	P1	P2	P3
Application	Unrestricted Continuous	Continuous	Intermittent
Engine load variations	Very Little To None	Continuous	Important
Average Engine load factor	80-100%	30-80%	60%
Annual working time	More Than 5000 H	3000 -5000 H	1000 - 3000 H
Time at full load	Unlimited	8h Each 12h	2h Each 12h

P1 Continuous Duty

- Deep sea trawlers
- Shrimps trawlers
- Sea going tug boats
- River tug boats
- Push boats
- Freighters
- Dredges
- LCT
- Ferries

P2 Heavy Duty

- Deep sea trawlers
- Shrimps trawlers
- Sea going tug boats
- River tug boats
- Push boats
- Freighters
- Dredges
- LCT
- Ferries

P3 Intermittent Duty

- Seasonal passenger vessels
- Fishing boats
- Pilot boats
- Commercial pleasure boats
- Pump boats
- Displacement sailboats
- Trawlers
- Bow thrusters

P4 Light Duty

- Private pleasure boats
- Multi-hull pleasure boats
- Survey or rescue fast vessels
- Military fast vessels.

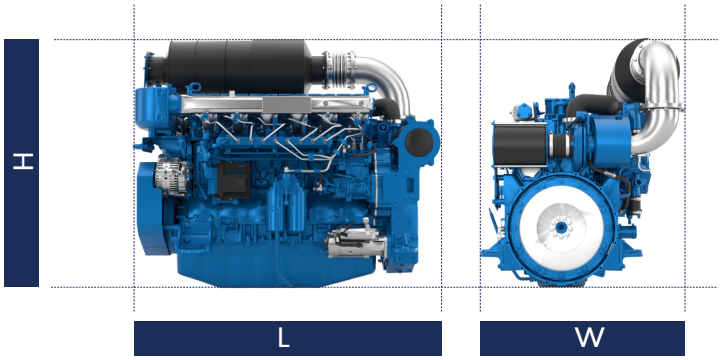
P5 High performance Duty

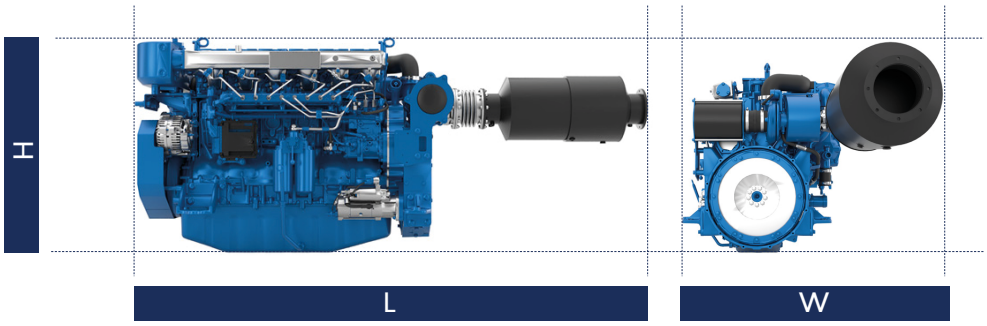
- Private pleasure boats
- Multi-hull pleasure boats

Baudouin's Engine DNA: Genuine Marine Power, Efficiency & Reliability

Our genuine marine engine design is specifically engineered for marine applications, ensuring durability, performance, and seamless integration in the most demanding environments. Designed for easy maintenance, our engines feature individual cylinder heads, allowing for quick servicing and minimal downtime to ensure uninterrupted operations. Built with key components made from highly durable materials, our engines guarantee long-term reliability and endurance in every condition.

Dimensions and dry weight (mm/kg)





Model	L (mm)	W (mm)	H (mm)	Weight (Kg)
Engine alone	1422* - 1552**	1000	1100	1200
SCR alone	1040	367	367	43
+SCR over-engine	1555	660	1480	+43
+SCR over-gearbox	1810	660	1100	+43

*total **from flywheel

Standard equipment

Cooling System	Two - stage cooling circuit with built - in HT thermostatic valve Integrated fresh water expansion tank High efficiency tubular heat exchanger Belt driven centrifugal fresh water pump Self priming raw water pump with rubber impeller
Lubrication System	Full flow lube oil filters duplex type Fresh water cooled lube oil heat exchanger
Fuel System	Common-rail injection High pressure pump with shielded high pressure injection rail and pipes Fuel oil filter duplex type External fuel pre-filter with water separator
Intake Air and Exhaust System	Double flow raw water cooled charge air cooler module High efficiency dry turbocharger Water cooled exhaust manifold
Electrical System	Voltage: 24V DC insulated Electrical starter 120A battery alternator
Optional Equipment	Keel Coooling configuration Elastic mounting Air starter Fresh water pre-heater 550N.m front PTO with elastic coupling Cabin heating connections Additional displays

Power definition

(Standard ISO 3046-1:2002)

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