MOTEURS Baudouin

6F21

Common rail diesel engine, 2-stage turbocharging

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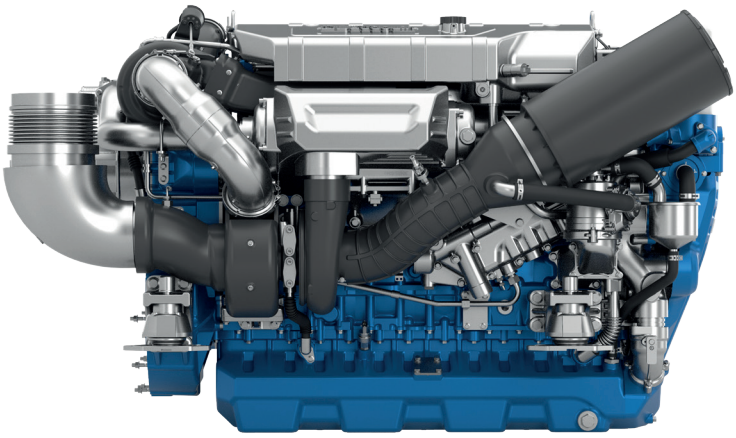

Number of cylinders	6
Bore and stroke	127 x 165 mm
Total displacement	12.5 L
Engine rotation	Counterclockwise
Idle speed	700rpm
Flywheel housing	SAE 1
Flywheel	SAE 14"

Customer benefits

Genuine marine design - our engine is designed specifically for marine applications with marine components, such as individual cylinder heads that make maintenance easy even in the smallest of engine rooms

Continuous compact power - best in class for power output at P3 & P4 and co-leader at P5 rating and best in class for power density throughout all 3 duty ratings

Global environment care - low exhaust emissions at any running cycle

Latest safe technology - including as a standard, double wall HP pipes and a protected rail, with fuel leak sensor, and also marine approved components and monitoring systems

Rated power - Fuel consumption

Duty	Kw	Hp	rpm	Fuel consumption g/kWh	l/h	IMO
P3	599	815	2300	220	155	II
P4	662	900	2300	223	174	II
P5	735	1000	2300	228	197	II

[EPA 3 is in progress]

	P3	P4	P5
Application	intermittent	light	high performance
Engine load variations	important	very important	important
Average engine load factor	60%	60%	60%
Annual working time	1000 to 3000h	less than 1500h	500h
Time at full load	2h each 12h	1h each 12h	1h 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	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

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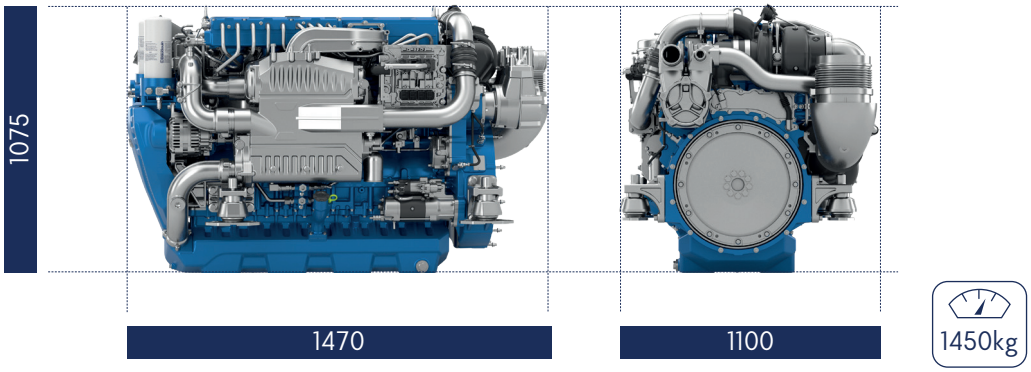
Dimensions and dry weight (mm/kg)



Standard equipment

Cooling system	Two - stage cooling circuit with built - in HT thermostatic valve Integrated fresh water expansion tank High efficiency tubular heat exchanger Gear driven centrifugal raw water pump Self priming raw water pump with bronze impeller
Lubrication system	Full flow lube oil filters duplex type Fresh water cooled lube oil heat exchanger
Fuel system	Common-rail electronic 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 intake air heat exchanger module High efficiency dry turbocharger with ball bearing technology Two Stage Turbocharging system
Electrical system	Voltage: 24V DC insulated Electrical starter 190A battery alternator
Optional equipment	Rigid mounting Water injection exhaust Closed circuit venting SAE A Live PTO Front PTO 1000N.m Cabin heating connections Fresh water pre-heater 120V & 240V Gearbox oil draining GOC adj. raw water connection

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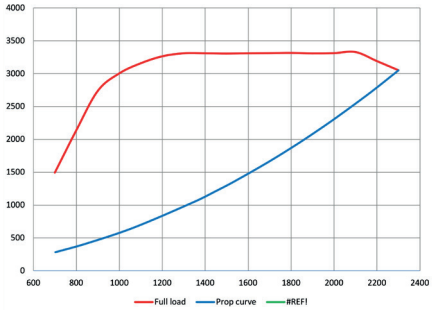
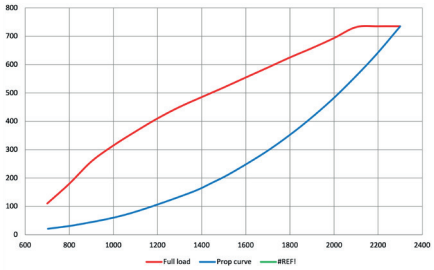
Performance - P5

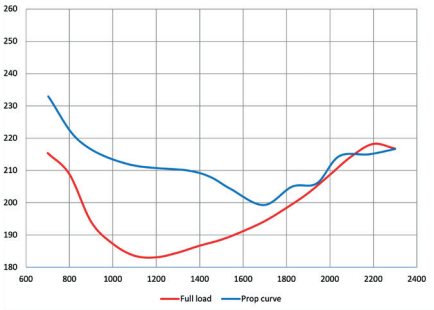
6F21 P5 735@2300 - Torque



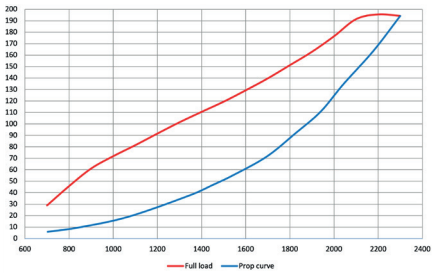
6F21 P5 735@2300 - Power



6F21 P5 735@2300 - BSFC (g/kWh)

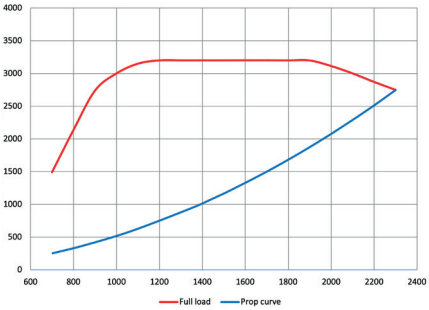


6F21 P5 735@2300 - BSFC (L/H)

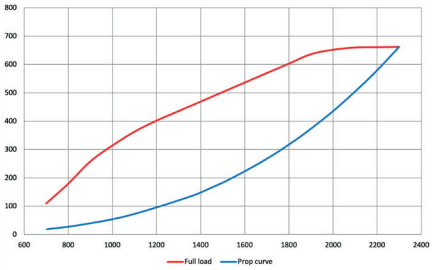


Performance - P4

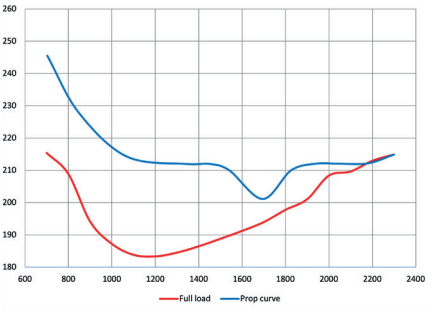
6F21 P4 662@2300 - Torque



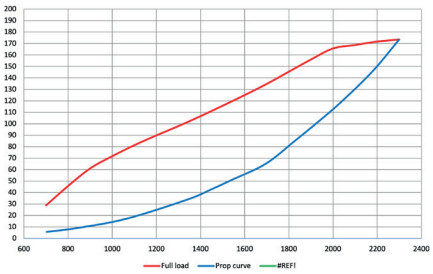
6F21 P4 662@2300 - Power



6F21 P4 662@2300 - BSFC (g/kWh)

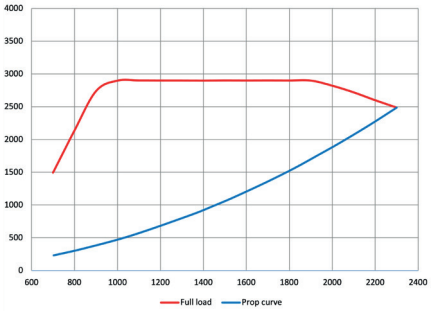


6F21 P4 662@2300 - BSFC (L/H)

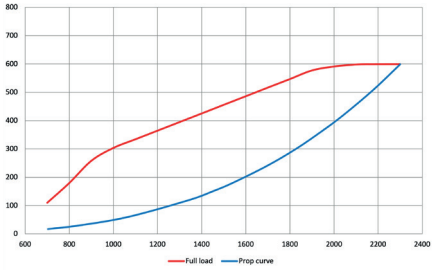


Performance - P3

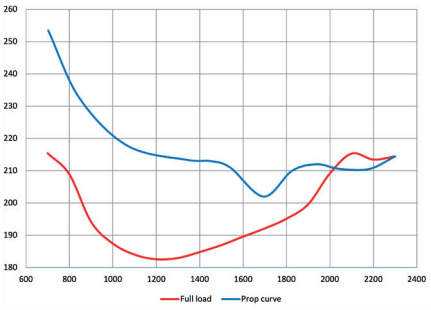
6F21 P3 588@2300 - Torque



6F21 P3 588@2300 - Power



6F21 P3 588@2300 - BSFC (g/kWh)



6F21 P3 588@2300 - BSFC (L/H)