

An aerial photograph of a boat with a white hull and blue stripes, moving through clear turquoise water. The water's clarity reveals the seabed and the lush green forest along the shoreline. The boat is positioned in the lower-left quadrant of the frame.

 **MOTEURS**
Baudouin

MARINE PRODUCT GUIDE

[Baudouin.com](https://www.baudouin.com)

We Are Baudouin

For over 100 years, Société Internationale des Moteurs Baudouin has manufactured the highest quality engines for marine and power generation applications. In the hostile environment of a marine operator, reliability and durability are paramount, and Baudouin has been successfully serving this market since 1918.

It's from this Marine Heritage that Baudouin has a reputation for quality, adaptability, and reliability. Baudouin offers a comprehensive range of propulsion solutions, generator sets, and auxiliary engines. Baudouin products are distinguished by their genuine marine design, high level of reliability, easy maintenance, and operational economy.



Certified By Major Classification Societies

Moteurs Baudouin designs and builds marine products in compliance with the strictest safety standards. We have type approvals from major marine classification societies worldwide including:



Certificat n° : FR035285-1
Affaire n° : 7005201

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Baudouin Headquarters in Cassis, France.

Emission Regulations

International Maritime Organization (IMO) Emission Regulations

The *MARPOL 73/78 Annex VI: Prevention of air pollution from ships* (and subsequent amendments) serves to regulate NOx emission levels on marine diesel engines. The increasing regulations, 'Tiers', affect engines mounted in vessels built on or after January 1 of the year of release of the Tier. The NOx limits allowed are engine speed-dependent.

| Tier | Date | NOx limit (g/kW.h) | | |
|----------|------|--------------------|----------------|----------|
| | | n* < 130 | 130 ≤ n ≤ 2000 | n ≥ 2000 |
| Tier I | 2000 | 17 | 45 x n -02 | 9.8 |
| Tier II | 2011 | 14.4 | 44 x n -023 | 7.7 |
| Tier III | 2016 | 3.4 | 9 x n -02 | 2.0 |

n* : rpm

Commercial Craft Directive 97/68/EC (EU Stage V)

The directive regulates exhaust emissions from various mobile machinery in the European Community (EC) area. The Stage V standards became effective from 2019 for engines below 56 kW and above 130 kW, and from 2020 for engines of 56-130 kW.

Stage V Emission Standards for Inland Waterways Vessels (IWP & IWA)

| Category | Net Power kW | Date | CO | HC ^a | NO _x | PM | PN |
|--------------|---------------|------|-------|-------------------|-----------------|--------|--------------------|
| | | | g/kWh | | | | 1/kWh |
| IWP/WA-v/c-1 | 19 ≤ P < 75 | 2019 | 5.00 | 4.70 ^b | 0.30 | - | |
| IWP/WA-v/c-2 | 75 ≤ P < 130 | 2019 | 5.00 | 5.40 ^b | 0.14 | - | |
| IWP/WA-v/c-3 | 130 ≤ P < 300 | 2019 | 3.50 | 1.00 | 2.10 | 0.10 | |
| IWP/WA-v/c-4 | P ≥ 300 | 2020 | 3.50 | 0.19 | 1.80 | 0.0215 | 1x10 ¹² |

^a A = 600 for gas engines ^b HC + NO_x

CCNR Regulation - CCNR Central Commission for the Navigation of the Rhine implemented its stage II emissions regulation for diesel engines in July 2007. This regulation is only effective for engines with a rated power at or above 37 kW. In an amendment to the CCNR regulation, according to the EU directives, EC type certification is considered equal to the CCNR's stage II certification. Therefore engines certified to the non-road mobile machinery directive (97/68/EC) will be accepted without direct certification to the CCNR regulation.

EPA Rating Information

The Environmental Protection Agency (EPA) is an independent executive agency, of the United States federal government for environmental protection and has the responsibility of maintaining and enforcing national standards under a variety of environmental laws.

| Category | Date | Characteristic |
|----------|------|----------------------|
| III | 2009 | Engines below 600 kW |
| IV | 2017 | Engines above 600 kW |

Rating Guidelines

Power Definition (Standard ISO 3046/1 – Units are metric)

Reference conditions

| | |
|-----------------------|---------|
| Ambient temperature | 25 °C |
| Barometric pressure | 100 kPa |
| Relative humidity | 30 % |
| Raw water temperature | 25 °C |
| Ambient temperature | 45 °C |
| Raw water temperature | 32 °C |

Fuel oil

| | |
|-------------------------|---------------|
| Relative density | 0,840 ± 0,005 |
| Lower calorific power | 42 700 kJ/kg |
| Consumption tolerances | 0 ± 5 % |
| Inlet limit temperature | 35 °C |

- Ratings comply with classification societies maximum temperature definition without power derating.
- Fuel consumption declared conditions IMO II.

Rating Guidelines

Propulsion Engines

| Power Class | | Definition |
|-------------|-------------------|--|
| P1 | Continuous Duty | <p>Continuous application with little or no engine speed/load variations. Displacement hull. Engine mean load factor: 100% • Annual duration of use: Unrestricted • Use under full load: 100% Application examples: Deep sea and shrimp trawlers, high sea or river tug boats, towboats, cargos, cargo boats, dredgers, and ferries, sea going and inland tug and push boats, freighters, dredges, and ferries.</p> |
| P2 | Heavy Duty | <p>Continuous application with frequent variations in engine speed and load. Displacement or semi-displacement hull. Engine mean load factor: 80% • Annual duration of use: <5,000 hours • Use under full load: 8 hours in a 12-hour period (67%) Application examples: Annual passenger vessels, harbour tugs, self-propellers, coasters, fast fishing boats such as tuna boats, seiners, pot vessels or liners buoying vessels, oceanographic research vessels.</p> |
| P3 | Intermittent Duty | <p>Intermittent application with significant variations in engine speed and load. Planing or semi-planing hull. Engine mean load factor: 60% • Annual duration of use: <3,000 hours • Use under full load: 2 hours in a 12-hour period (17%) Application examples: Seasonal passenger vessels, fishing launches, pilot boats, commercial pleasure boats, pump boats, displacement sailboats, trawlers, bow thrusters.</p> |

Propulsion Engines Continued

| Power Class | | Definition |
|-------------|-----------------------|--|
| P4 | Light Duty | <p>Light application with significant variations in engine speed and load. Planning hull. Engine mean load factor: 60% • Annual duration of use: <1,500 hours • Use under full load: 1 hour in a 12-hour period (8%) Application examples: Private pleasure boats, multi-hull pleasure boats, survey or rescue fast vessels, military fast vessels.</p> |
| P5 | High Performance Duty | <p>High performance application with significant variations in engine speed and load. Engine mean load factor: 60% • Annual duration for use: <500 hours • Use under full load: 1 hour in a 12-hour period (8%) Application examples: Private pleasure boats, multi-hull pleasure boats.</p> |

Generator Sets & Auxiliary Engines

| Power Class | | Definition |
|-------------|-------------------------|---|
| COP | Continuous Power | <ul style="list-style-type: none"> • Constant Load • Load and time unrestricted • 10% overload available and limited at 1 h / 6 h |
| PRP | Prime Power | <ul style="list-style-type: none"> • Unrestricted running time • Time at full load ≤ 500 hrs/year • Load variation ≤ 75% of rated power • 10% overload 1 hr/12 hrs |
| ESP | Emergency standby power | <ul style="list-style-type: none"> • Running time 200 hrs / year max • Load variation 110% of Prime power • Average load factor should not exceed 70% of the engine's ESP power rating |

Warranty Disclaimer: Warranty does not apply whenever the engine operation conditions differ from the initial duty class - P1, P2, P3, P4, and P5 - operational conditions. The operator must therefore modify the duty class accordingly, to benefit from S.I. Baudouin warranty coverage.

Product Listing

Marine Propulsion Engines

| kW | HP | RPM | Engine Model | Rating | Page |
|-----|------|------|--------------|--------|------|
| 95 | 130 | 2100 | 4W105M | P2 | 14 |
| 136 | 185 | 2100 | 6W105M | P2 | 15 |
| 168 | 228 | 2425 | 6W105M | P3 | 15 |
| 240 | 326 | 2100 | 6M16 | P1 | 16 |
| 264 | 359 | 2100 | 6M16 | P2 | 16 |
| 294 | 400 | 1800 | 6W126M | P1 | 17 |
| 331 | 450 | 2100 | 6W126M | P2 | 17 |
| 331 | 450 | 1800 | 6M19.3 | P1 | 18 |
| 331 | 450 | 1800 | 6M26.2 | P1 | 20 |
| 368 | 500 | 1800 | 6M26.2 | P1 | 20 |
| 368 | 500 | 2100 | 6M19.3 | P2 | 18 |
| 404 | 550 | 1900 | 6M26.2 | P2 | 20 |
| 404 | 550 | 2100 | 6M19.3 | P3 | 18 |
| 425 | 578 | 2200 | 6M19.3 | P4 | 18 |
| 441 | 600 | 1800 | 6M26.3 | P1 | 22 |
| 442 | 600 | 1950 | 6M26.2 | P2 | 20 |
| 478 | 650 | 1800 | 6M33.2 | P1 | 24 |
| 485 | 660 | 1800 | 6M26.3 | P2 | 22 |
| 515 | 700 | 1800 | 6M33.2 | P2 | 24 |
| 515 | 700 | 2000 | 6M26.3 | P2 | 22 |
| 552 | 750 | 1800 | 6M33.2 | P2 | 24 |
| 552 | 750 | 2100 | 6M26.3 | P2 | 22 |
| 599 | 815 | 2100 | 6M26.3 | P3 | 22 |
| 599 | 815 | 2300 | 6F21 | P3 | 19 |
| 662 | 900 | 1800 | 12M26.2 | P1 | 21 |
| 662 | 900 | 2300 | 6F21 | P4 | 19 |
| 735 | 1000 | 2300 | 6F21 | P5 | 19 |
| 736 | 1000 | 1800 | 12M26.2 | P1 | 21 |
| 809 | 1100 | 1900 | 12M26.2 | P2 | 21 |
| 882 | 1200 | 1800 | 12M26.3 | P1 | 23 |
| 883 | 1200 | 1950 | 12M26.2 | P2 | 21 |
| 956 | 1300 | 1800 | 12M33.2 | P1 | 25 |

Other power ratings are available on request.

Product Listing

Marine Propulsion Engines Continued

| kW | HP | RPM | Engine Model | Rating | Page |
|------|------|------|--------------|--------|------|
| 972 | 1320 | 1800 | 12M26.3 | P2 | 23 |
| 1029 | 1400 | 1800 | 12M33.2 | P2 | 25 |
| 1030 | 1400 | 2100 | 12M26.3 | P2 | 23 |
| 1103 | 1500 | 2200 | 12M26.3 | P2 | 23 |
| 1103 | 1500 | 1800 | 12M33.2 | P2 | 25 |
| 1214 | 1650 | 2300 | 12M26.3 | P3 | 23 |

Other power ratings are available on request.

Weichai Marine Propulsion Engines (Europe Region Only)

| kW | HP | RPM | Engine Model | Rating | Page |
|-----|------|------|--------------|--------|------|
| 197 | 268 | 1800 | WP7 | P1 | 33 |
| 204 | 278 | 2100 | WP7 | P1 | 33 |
| 221 | 300 | 2250 | WP7 | P2 | 33 |
| 300 | 408 | 1000 | 6170 | P1 | 35 |
| 331 | 450 | 1800 | WP13 | P1 | 34 |
| 331 | 450 | 1000 | 6170 | P1 | 35 |
| 331 | 450 | 1200 | 6170 | P1 | 35 |
| 353 | 480 | 1200 | 6170 | P1 | 35 |
| 368 | 500 | 1800 | WP13 | P2 | 34 |
| 382 | 520 | 1200 | 6170 | P1 | 35 |
| 397 | 540 | 1200 | 6170 | P1 | 35 |
| 427 | 580 | 1350 | 6170 | P1 | 35 |
| 441 | 600 | 1000 | 8170 | P1 | 36 |
| 456 | 620 | 1200 | 6170 | P1 | 35 |
| 530 | 720 | 1200 | 8170 | P1 | 36 |
| 602 | 818 | 1500 | 6170 | P1 | 35 |
| 602 | 818 | 1350 | 8170 | P1 | 36 |
| 662 | 900 | 1350 | 8170 | P1 | 36 |
| 736 | 1000 | 1500 | 8170 | P1 | 36 |

Other power ratings are available on request.

Product Listing

Marine Generator Sets

| kWe | RPM | Genset Model | Application | Page |
|------|------|---------------|-------------|------|
| 84 | 1500 | 4W105ES | PRP | 38 |
| 92 | 1500 | 4W105ES | ESP | 38 |
| 84 | 1500 | 4W105S | PRP | 38 |
| 96 | 1800 | 4W105ES | PRP | 38 |
| 96 | 1800 | 4W105S | PRP | 38 |
| 106 | 1800 | 4W105ES | ESP | 38 |
| 120 | 1500 | 6W105S | PRP | 39 |
| 120 | 1500 | 6W105ES | PRP | 39 |
| 132 | 1500 | 6W105ES | ESP | 39 |
| 136 | 1800 | 6W105ES | PRP | 39 |
| 150 | 1800 | 6W105ES | ESP | 39 |
| 136 | 1800 | 6W105S | PRP | 39 |
| 192 | 1500 | 6M16 | PRP | 40 |
| 208 | 1800 | 6M16 | PRP | 40 |
| 272 | 1500 | 6W126S | PRP | 41 |
| 280 | 1800 | 6W126S | PRP | 41 |
| 320 | 1500 | 6M19.3 | PRP | 42 |
| 416 | 1500 | 6M26.3 | PRP | 47 |
| 416 | 1500 | 6M26.3 + SCR | PRP | 48 |
| 416 | 1500 | 6M26.2 | PRP | 43 |
| 436 | 1800 | 6M26.2 | PRP | 43 |
| 472 | 1500 | 6M33.2 | PRP | 45 |
| 472 | 1800 | 6M26.3 | PRP | 47 |
| 472 | 1800 | 6M26.3 + SCR | PRP | 48 |
| 520 | 1800 | 6M33.2 | PRP | 45 |
| 840 | 1500 | 12M26.2 | PRP | 44 |
| 840 | 1500 | 12M26.3 | PRP | 49 |
| 840 | 1800 | 12M26.3 + SCR | PRP | 50 |
| 880 | 1800 | 12M26.2 | PRP | 44 |
| 956 | 1800 | 12M26.3 | PRP | 49 |
| 956 | 1800 | 12M26.3 + SCR | PRP | 50 |
| 952 | 1500 | 12M33.2 | PRP | 46 |
| 1056 | 1800 | 12M33.2 | PRP | 46 |

Other power ratings are available on request.

Auxiliary Marine Engines PRP Ratings

| kW | RPM | Engine Model | Page |
|------|------|--------------|------|
| 90 | 1500 | 4W105S | 52 |
| 104 | 1800 | 4W105S | 52 |
| 129 | 1500 | 6W105S | 53 |
| 145 | 1800 | 6W105S | 53 |
| 205 | 1500 | 6M16 | 54 |
| 223 | 1800 | 6M16 | 54 |
| 290 | 1500 | 6W126S | 55 |
| 300 | 1800 | 6W126S | 55 |
| 315 | 1800 | 6M19.3 | 56 |
| 330 | 1500 | 6M19.3 | 56 |
| 355 | 1500 | 6M26.2 | 57 |
| 368 | 1800 | 6M26.2 | 57 |
| 380 | 1800 | 6M19.3 | 61 |
| 440 | 1500 | 6M26.2 | 57 |
| 441 | 1800 | 6M26.3 | 61 |
| 460 | 1800 | 6M26.2 | 57 |
| 485 | 1800 | 6M26.3 | 61 |
| 500 | 1500 | 6M33.2 | 59 |
| 552 | 1800 | 6M33.2 | 59 |
| 710 | 1500 | 12M26.2 | 58 |
| 736 | 1800 | 12M26.2 | 58 |
| 880 | 1500 | 12M26.2 | 58 |
| 882 | 1800 | 12M26.3 | 62 |
| 920 | 1800 | 12M26.2 | 58 |
| 970 | 1800 | 12M26.3 | 62 |
| 1000 | 1500 | 12M33.2 | 60 |
| 1104 | 1800 | 12M33.2 | 60 |

Other power ratings are available on request.

Product Nomenclature

| W Series | | | |
|------------|-------------|------|---|
| #Cylinders | Engine Spec | Bore | (M) Marine (S) Generator Set/Auxiliary |
| 4 | W | 105 | M |

| M Series | | | |
|------------|-------------|-------------------|------------------------------|
| #Cylinders | Engine Spec | Unit Displacement | ≤.2 Mechanical .3 Electronic |
| 6 | M | 19 | .3 |

Common Conversions

Power

1 kW = 1.36 metric HP
 1 kW = 1.341 BHP
 1 BHP = 1.014 metric HP

Length

1 cm = 0.3937 in
 1 m = 3.28 ft
 1 naut. mile = 1.853 km
 1 mile = 1.609 km

Temperature

1°C = (1°F-32)/1.8

Mass

1 g = 0.035 oz
 1 kg = 2.2 lb
 1 metric ton = 1.1 short ton

Torque

1 Nm = 0.102 mkg
 1 Nm = 0.74 lb ft
 Nm = kW*9549/rpm

Energy

1 cal = 4.187 J

Pressure

1 mm Hg = 1.333 mbar
 1mm H₂O = 0.981 mbar
 1 mbar = 100 Pa
 1 bar = 14.50 psi

Volume

1L = 0.26 gallon (US)
 1L = 0.21 gallon (UK)
 1L = 61.02 in³

Specific fuel oil consumption (SFOC)

SFOC (g/kWh) = L/hr * 840/kWh



MARINE PROPULSION ENGINES

Baudouin marine propulsion engines are recognized worldwide for their quality, durability, and reliability. Baudouin's products comply with the latest marine and inland shipping environmental standards. Baudouin engines are designed specifically for marine applications, and optimized for easy and cost effective maintenance.

- Best in Class fuel consumption and mean time between overhaul
- Design optimized for maintenance simplicity
- Reliability in the most extreme conditions
- Genuine Marine Design

Marine Propulsion Engines

4W105M

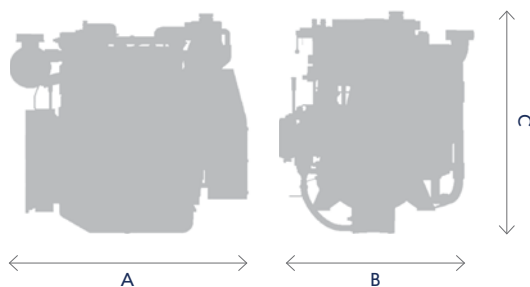
| | |
|---------------------|------------------|
| Number of cylinders | 4 in line |
| Bore and stroke | 105 x 130 mm |
| Total displacement | 4.50 L |
| Engine rotation | counterclockwise |
| Idle speed | 700 rpm |
| Flywheel housing | SAE 3 |
| Flywheel | SAE 11.5" |



| Rating | kW | Hp | rpm | g/kWh | l/h |
|--------|----|-----|------|-------|-----|
| P2 | 95 | 129 | 2100 | 214 | 24 |

Main dimensions (mm) and dry weight (kg)

| A | B | C | Weight |
|------|-----|------|--------|
| 1058 | 856 | 1083 | 650 |



W105 Series Advantages

- Best in Class fuel consumption
- Unparalleled propulsion torque at low RPM
- Easy maintenance with simple mechanical injection and unit cylinder heads

6W105M

| | |
|---------------------|------------------|
| Number of cylinders | 6 in line |
| Bore and stroke | 105 x 130 mm |
| Total displacement | 6.75 L |
| Engine rotation | counterclockwise |
| Idle speed | 700 rpm |
| Flywheel housing | SAE 3 |
| Flywheel | SAE 11.5" |

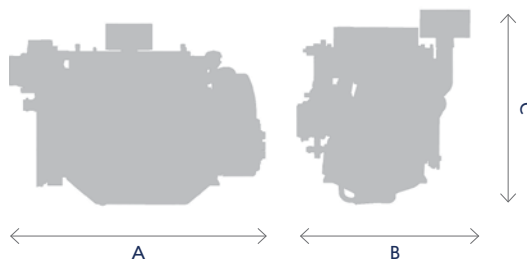


| Rating | kW | Hp | rpm | g/kWh | l/h | IMO |
|--------|-----|-----|------|-------|-----|-----|
| P2 | 136 | 185 | 2100 | 211 | 34 | II |
| P3 | 168 | 228 | 2425 | 216 | 43 | II |

Other power ratings are available on request.

Main dimensions (mm) and dry weight (kg)

| A | B | C | Weight |
|------|-----|------|--------|
| 1360 | 885 | 1076 | 780 |



W105 Series Advantages

- Best in Class fuel consumption
- Unparalleled propulsion torque at low RPM
- Easy maintenance with simple mechanical injection and unit cylinder heads

Marine Propulsion Engines

6M16

| | |
|---------------------|------------------|
| Number of cylinders | 6 in line |
| Bore and stroke | 126 x 130 mm |
| Total displacement | 9.70 L |
| Engine rotation | counterclockwise |
| Idle speed | 600 rpm |
| Flywheel housing | SAE 1 |
| Flywheel | SAE 14" |



| Rating | kW | Hp | rpm | g/kWh | l/h | IMO |
|--------|-----|-----|------|-------|-----|-----|
| P1 | 240 | 326 | 2100 | 218 | 61 | II |
| P2 | 264 | 359 | 2100 | 225 | 69 | II |

Other power ratings are available on request.

Main dimensions (mm) and dry weight (kg)

| A | B | C | Weight |
|------|-----|------|--------|
| 1514 | 878 | 1446 | 1056 |



M16 Advantages

- Best in Class fuel oil consumption
- Unparalleled propulsion torque at low RPM
- Easy maintenance with simple mechanical injection and unit cylinder heads

6W126M

| | |
|---------------------|------------------|
| Number of cylinders | 6 in line |
| Bore and stroke | 126 x 150 mm |
| Total displacement | 11.60 L |
| Engine rotation | counterclockwise |
| Idle speed | 700 rpm |
| Flywheel housing | SAE 1 |
| Flywheel | SAE 14" |

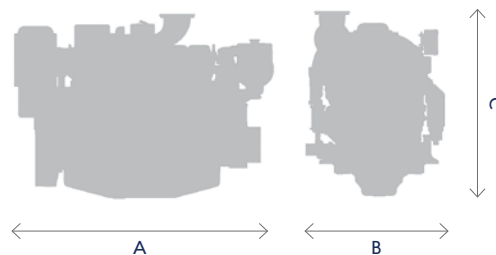


| Rating | kW | Hp | rpm | g/kWh | l/h | IMO | CCNR | CE97/68 |
|--------|-----|-----|------|-------|-----|-----|------|---------|
| P1 | 294 | 400 | 1800 | 200 | 70 | II | II | IIIA |
| P2 | 331 | 450 | 2100 | 210 | 83 | II | II | IIIA |

Other power ratings are available on request.

Main dimensions (mm) and dry weight (kg)

| A | B | C | Weight |
|------|-----|------|--------|
| 1695 | 921 | 1384 | 1200 |



W126 Advantages

- Best in Class fuel oil consumption
- A reference for towing / pushing applications
- Easy maintenance with simple mechanical injection and unit cylinder heads

Marine Propulsion Engines

6M19.3

| | |
|-----------------------|------------------|
| Number of cylinders | 6 in line |
| Bore and stroke | 126 x 155 mm |
| Total displacement | 11.60 L |
| Engine rotation | counterclockwise |
| Idle speed | 600 rpm |
| Flywheel housing | SAE 1 |
| Flywheel | SAE 14" |
| Common-rail injection | |

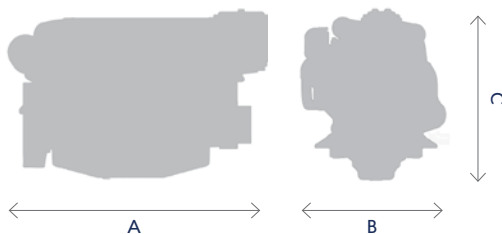


| Rating | kW | Hp | rpm | g/kWh | l/h | IMO | CCNR | CE97/68 |
|--------|-----|-----|------|-------|-----|-----|------|---------|
| P1 | 331 | 450 | 1800 | 199 | 78 | II | II | IIIA |
| P2 | 368 | 500 | 2100 | 209 | 91 | II | II | IIIA |
| P3 | 404 | 550 | 2100 | 213 | 101 | II | II | IIIA |
| P4 | 425 | 578 | 2200 | 223 | 223 | II | II | - |

Other power ratings are available on request.

Main dimensions (mm) and dry weight (kg)

| A | B | C | Weight |
|------|------|------|--------|
| 1690 | 1009 | 1144 | 1200 |



M19 Advantages

- Common rail injection
- Best in Class fuel oil consumption
- Compact genset design for easy integration
- Unique propulsion peak torque at 1400 rpm

6F21 NEW

| | |
|-----------------------|------------------|
| Number of cylinders | 6 in line |
| Bore and stroke | 127 x 165 mm |
| Total displacement | 12.50 L |
| Engine rotation | counterclockwise |
| Idle speed | 700 rpm |
| Flywheel housing | SAE 1 |
| Flywheel | SAE 14" |
| Common-rail injection | |



| Rating | kW | Hp | rpm | g/kWh | l/h | IMO | EPA |
|--------|-----|------|------|-------|-----|-----|-----|
| P3 | 599 | 815 | 2300 | 220 | 155 | II | 3 |
| P4 | 662 | 900 | 2300 | 223 | 174 | II | 3 |
| P5 | 735 | 1000 | 2300 | 228 | 197 | II | 3 |

Main dimensions (mm) and dry weight (kg)

| A | B | C | Weight |
|------|------|------|--------|
| 1470 | 1100 | 1075 | 1450 |



6F21 Advantages

- Extreme durability
- Best in Class 13L engine
- Compact & light with very high power density
- Optimized maintenance for low total cost of ownership

Marine Propulsion Engines

6M26.2

| | |
|---------------------|------------------|
| Number of cylinders | 6 in line |
| Bore and stroke | 150 x 150 mm |
| Total displacement | 15.90 L |
| Engine rotation | counterclockwise |
| Idle speed | 700 rpm |
| Flywheel housing | SAE 1 |
| Flywheel | SAE 14" |

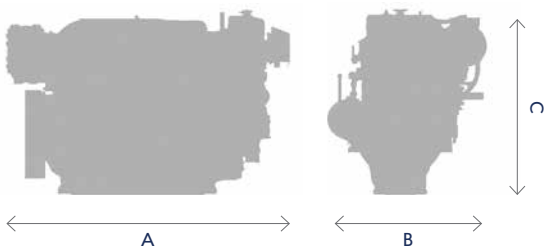


| Rating | kW | Hp | rpm | g/kWh | l/h | IMO | CCNR | CE97/68 |
|--------|-----|-----|------|-------|-----|-----|------|---------|
| P1 | 331 | 450 | 1800 | 198 | 78 | II | II | IIIA |
| P1 | 368 | 500 | 1800 | 205 | 90 | II | II | IIIA |
| P2 | 404 | 550 | 1900 | 209 | 101 | II | II | IIIA |
| P2 | 441 | 600 | 1950 | 211 | 111 | II | - | - |

Other power ratings are available on request.

Main dimensions (mm) and dry weight (kg)

| A | B | C | Weight |
|------|------|------|--------|
| 2040 | 1144 | 1402 | 2010 |



12M26.2

| | |
|---------------------|------------------|
| Number of cylinders | 12 V @ 90° |
| Bore and stroke | 150 x 150 mm |
| Total displacement | 31.80 L |
| Engine rotation | counterclockwise |
| Idle speed | 700 rpm |
| Flywheel housing | SAE 0 |
| Flywheel | SAE 18" |



| Rating | kW | Hp | rpm | g/kWh | l/h | IMO | CCNR | CE97/68 |
|--------|-----|------|------|-------|-----|-----|------|---------|
| P1 | 662 | 900 | 1800 | 198 | 156 | II | II | IIIA |
| P1 | 736 | 1000 | 1800 | 197 | 173 | II | II | IIIA |
| P2 | 809 | 1100 | 1900 | 200 | 192 | II | II | IIIA |
| P2 | 883 | 1200 | 1950 | 201 | 211 | II | - | - |

Other power ratings are available on request.

Main dimensions (mm) and dry weight (kg)

| A | B | C | Weight |
|------|------|------|--------|
| 2708 | 1724 | 1813 | 3480 |



M26.2 Series Advantages

- Best in Class power density
- Best in Class fuel consumption
- M26.2 series can serve most project requirements worldwide

M26.2 Series Advantages

- Best in Class power density
- Best in Class fuel consumption
- M26.2 series can serve most project requirements worldwide

Marine Propulsion Engines

6M26.3

| | |
|-----------------------|------------------|
| Number of cylinders | 6 in line |
| Bore and stroke | 150 x 150 mm |
| Total displacement | 15.90 L |
| Engine rotation | counterclockwise |
| Idle speed | 650 rpm |
| Flywheel housing | SAE 1 |
| Flywheel | SAE 14" |
| Common-rail injection | |

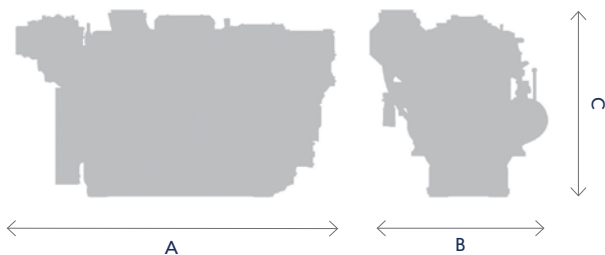


| Rating | kW | Hp | rpm | g/kWh | l/h | IMO* | EPA* | CCNR | CE97/68 |
|--------|-----|-----|------|-------|-----|--------|------|------|---------|
| P1 | 441 | 600 | 1800 | 197 | 103 | II/III | 3/4 | II | IIIA |
| P2 | 485 | 660 | 1800 | 207 | 119 | II | - | II | IIIA |
| P2 | 515 | 700 | 2000 | 203 | 124 | II/III | 3/4 | II | IIIA |
| P2 | 552 | 750 | 2100 | 209 | 137 | II/III | 3/4 | II | IIIA |
| P3 | 599 | 815 | 2100 | 216 | 154 | II/III | 3/4 | - | - |

*IMO III & EPA 4 with SCR System.
Other power ratings are available on request.

Main dimensions (mm) and dry weight (kg)

| A | B | C | Weight |
|------|------|------|--------|
| 2103 | 1172 | 1196 | 1985 |



M26.3 Series Advantages

Excellent fuel consumption
IMO III / EPA 4 and all major certifications
Unparalleled performance in heavy duty applications

12M26.3

| | |
|-----------------------|------------------|
| Number of cylinders | 12 V @ 90° |
| Bore and stroke | 150 x 150 mm |
| Total displacement | 31.80 L |
| Engine rotation | counterclockwise |
| Idle speed | 650 rpm |
| Flywheel housing | SAE 0 |
| Flywheel | SAE 18" |
| Common-rail injection | |

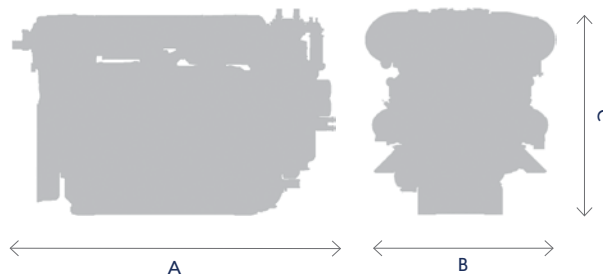


| Rating | kW | Hp | rpm | g/kWh | l/h | IMO* | EPA* | CCNR | CE97/68 |
|--------|------|------|------|-------|-----|--------|------|------|---------|
| P1 | 883 | 1200 | 1800 | 197 | 207 | II/III | 3/4 | II | IIIA |
| P2 | 972 | 1320 | 1800 | 201 | 232 | II | - | II | IIIA |
| P2 | 1030 | 1400 | 2100 | 204 | 250 | II/III | 3/4 | II | IIIA |
| P2 | 1103 | 1500 | 2200 | 209 | 275 | II/III | 3/4 | II | IIIA |
| P3 | 1215 | 1650 | 2300 | 215 | 311 | II/III | 3/4 | - | - |

*IMO III & EPA 4 with SCR System.

Main dimensions (mm) and dry weight (kg)

| A | B | C | Weight |
|------|-------|------|--------|
| 2501 | 13670 | 1582 | 3300 |



M26.3 Series Advantages

Excellent fuel consumption
IMO III / EPA 4 and all major certifications
Unparalleled performance in heavy duty applications

Marine Propulsion Engines

6M33.2

| | |
|---------------------|------------------|
| Number of cylinders | 6 in line |
| Bore and stroke | 150 x 185 mm |
| Total displacement | 19.60 L |
| Engine rotation | counterclockwise |
| Idle speed | 650 rpm |
| Flywheel housing | SAE 1 |
| Flywheel | SAE 14" |

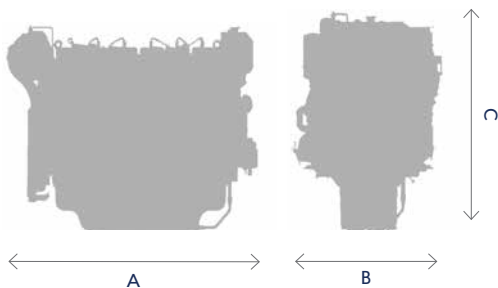


| Rating | kW | Hp | rpm | g/kWh | l/h | IMO |
|--------|-----|-----|------|-------|-----|-----|
| P1 | 478 | 650 | 1800 | 211 | 120 | II |
| P2 | 515 | 700 | 1800 | 209 | 128 | II |
| P2 | 552 | 750 | 1800 | 214 | 141 | II |

Other power ratings are available on request.

Main dimensions (mm) and dry weight (kg)

| A | B | C | Weight |
|------|------|------|--------|
| 1925 | 1170 | 1548 | 2390 |



M33.2 Series Advantages

- Simple mechanical injection
- Best in class fuel consumption
- Best in class low speed torque

12M33.2

| | |
|---------------------|------------------|
| Number of cylinders | 12 V @ 90° |
| Bore and stroke | 150 x 185 mm |
| Total displacement | 39.20 L |
| Engine rotation | counterclockwise |
| Idle speed | 650 rpm |
| Flywheel housing | SAE 0 |
| Flywheel | SAE 18" |



| Rating | kW | Hp | rpm | g/kWh | l/h | IMO |
|--------|------|------|------|-------|-----|-----|
| P1 | 956 | 1300 | 1800 | 215 | 244 | II |
| P2 | 1029 | 1400 | 1800 | 218 | 266 | II |
| P2 | 1104 | 1500 | 1800 | 219 | 288 | II |

Main dimensions (mm) and dry weight (kg)

| A | B | C | Weight |
|------|------|------|--------|
| 2411 | 1512 | 1720 | 3950 |



M33.2 Series Advantages

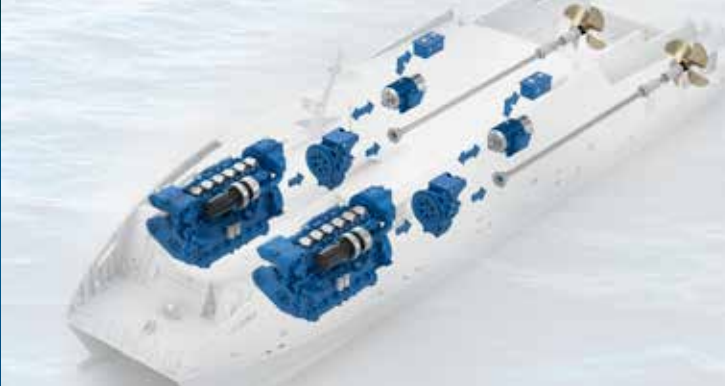
- Simple mechanical injection
- Best in class fuel consumption
- Best in class low speed torque



A COMPLETE HYBRID SYSTEM SUPPLIER

Marine has been in our DNA for over a century. Our hybrid solutions are designed for marine needs, and we are committed to supporting our partners' challenges for a greener world. From the idea to the realization, our R&D team is dedicated to partnering with you in your marine hybrid projects.

- Flexibility in power and fuel management
- Optimization of the maintenance cost
- Engine downsizing
- Across all applications: passenger, military, fishing, crew, yacht, etc.



Parallel Hybrid Configuration

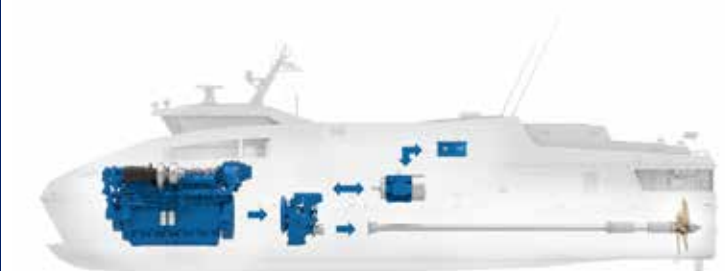
A diesel engine is connected via a clutch and gearbox to the propeller in a standard propulsion system. Also connected in parallel to the gearbox is an electric motor and battery pack, enabling the system to switch between an electric drive or a standard diesel motor.

During operation the engine can be used to recharge the batteries which are then discharged to improve overall system efficiency, reducing fuel consumption and allowing for zero-emissions running.

Series Hybrid Configuration

Utilizing onboard electrical generation systems, batteries can be charged and then discharged through onboard electrical motors to allow for low noise and zero-emissions operation.

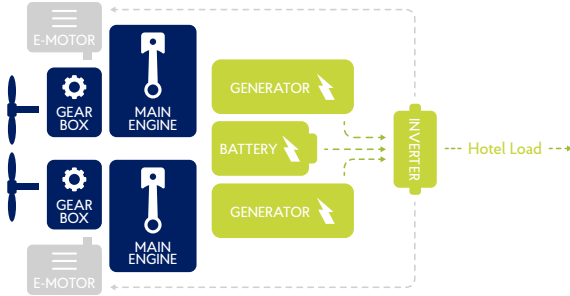
Efficiency improvements through optimal loading of the generators can improve fuel consumption, service costs, and exhaust emissions allowing reduced running hours and full electric operation.



Hybrid Modes

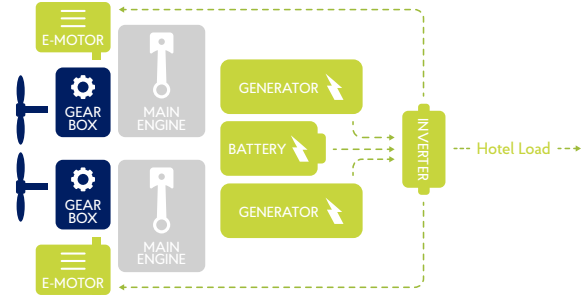
Diesel Drive Mode

- E-Motor off
- Propulsion by main engine (Diesel)
- Hotel load by main generator or battery



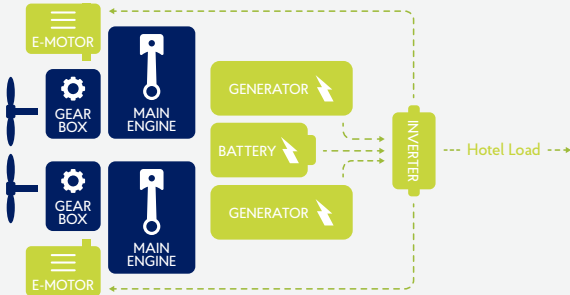
Electric Drive Mode

- Main engine (Diesel) off
- Propulsion by E-motor
- Powered by main generator or battery
- Hotel load by main generator or battery



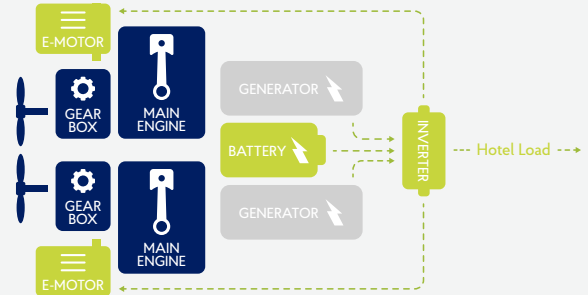
Boost Mode

- Main engine (Diesel) on
- Main generator on
- Propulsion by E-motor and main engine (Diesel)
- Powered by main generator or battery
- Hotel load by main generator or battery



Generator Mode

- Main engine (Diesel) on
- Propulsion by main engine (Diesel)
- E-motor as generator driven by main engine
- Main generator only switch on if additional load of battery or hotel load is required



BAUDOUIIN ADVANCED EMISSIONS TECHNOLOGY

IMO III and EPA Tier 4 Certified

Our advanced engines deliver superior fuel economy without compromising engine power. In addition, the Baudouin SCR system is smaller, lighter and more flexible than other solutions, reducing costs and space requirements for our customers while maximizing product reliability.

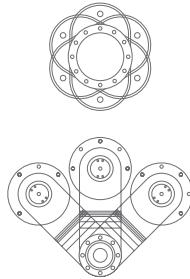
Our Advanced Engines Deliver

- A cleaner engine with the same power
- Up to 5% reduction in average fuel consumption
- Optimized maintenance schedule in line with the engine
- An extremely compact, modular design
- Superior installation flexibility
- Up to 25 dB noise reduction

Superior Installation Flexibility

A Dynamic Catalyst

The Baudouin SCR catalyst adapts to any vessel layout. The system can rotate 360° on its axis to allow maximum mounting flexibility. In addition, the catalyst is 1m³ in volume, one of the smallest available on the market.



6M26.3



12M26.3



A Compact, Flexible System

Designed with our customers' individual needs in mind, the compact Baudouin SCR system can be easily integrated into the propulsion line, with a variety of configurations to suit every vessel design. There is no need for the whole system to be mounted in the engine room. We can help customers create a bespoke solution for their individual vessel's layout.

Adaptable Configurations



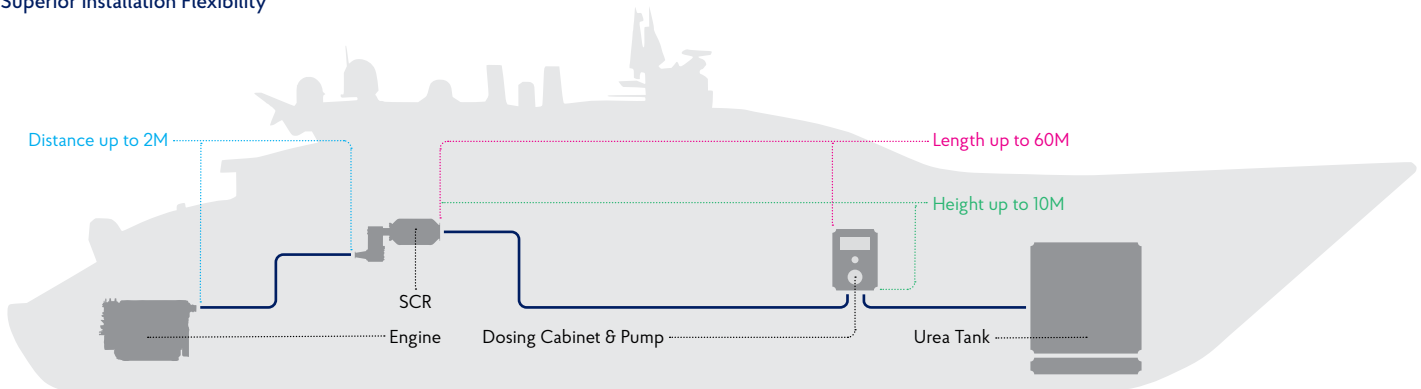
Over-gearbox installation (typical)



Over-engine installation (typical)



Stand-alone installation





PROPULSION ENGINES

Weichai propulsion engines are now available from trusted Baudouin partners in Europe. These engines are of excellent value for heavy-duty applications and offer you easy and cost-effective maintenance.

WP7

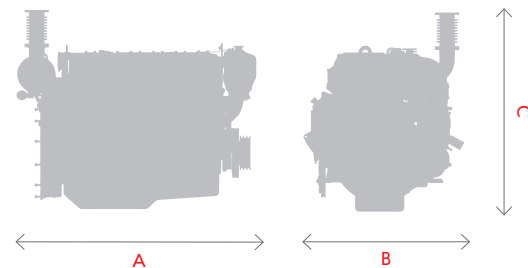
| | |
|---------------------|------------------|
| Number of cylinders | 6 in line |
| Bore and stroke | 108 x 136 mm |
| Total displacement | 7.4 L |
| Engine rotation | counterclockwise |
| Idle speed | 650 rpm |
| Flywheel housing | SAE 1" |
| Flywheel | SAE 14" |



| Rating | kW | Hp | rpm | Min. g/ kWh | IMO |
|--------|-----|-----|------|----------------|-----|
| P1 | 197 | 268 | 1800 | 195 | II |
| P1 | 204 | 278 | 2100 | 195 | II |
| P2 | 221 | 300 | 2250 | 195 | II |

Main dimensions (mm) and dry weight (kg)

| A | B | C | Weight |
|------|-----|------|--------|
| 1407 | 915 | 1168 | 900 |



Weichai Marine Propulsion Engines

WP13

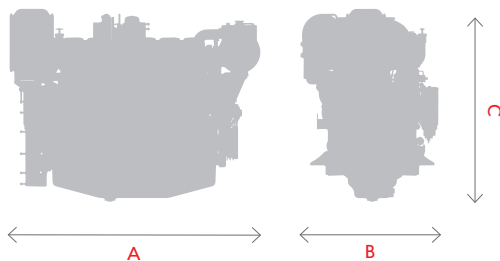
| | |
|---------------------|------------------|
| Number of cylinders | 6 in line |
| Bore and stroke | 127 x 165 mm |
| Total displacement | 12.5 L |
| Engine rotation | counterclockwise |
| Idle speed | 650 rpm |
| Flywheel housing | SAE 1" |
| Flywheel | SAE 14" |



| Rating | kW | Hp | rpm | Min. g/kWh | IMO |
|--------|-----|-----|------|------------|-----|
| P1 | 331 | 450 | 1800 | 195 | II |
| P2 | 368 | 500 | 1800 | 195 | II |

Main dimensions (mm) and dry weight (kg)

| A | B | C | Weight |
|------|-----|------|--------|
| 1587 | 924 | 1388 | 1200 |



6170

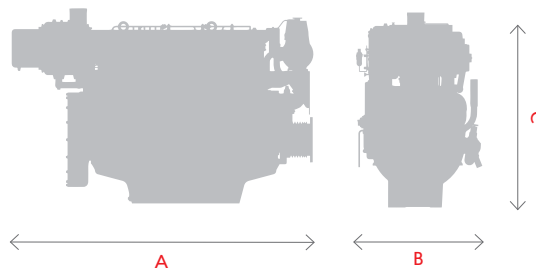
| | |
|---------------------|------------------|
| Number of cylinders | 6 in line |
| Bore and stroke | 170 x 200 mm |
| Total displacement | 27.2 L |
| Engine rotation | counterclockwise |
| Idle speed | 550 rpm |
| Flywheel housing | SAE 0" |
| Flywheel | SAE 16" |



| Rating | kW | Hp | rpm | Min. g/kWh | IMO |
|--------|-----|-----|------|------------|-----|
| P1 | 300 | 408 | 1000 | 195 | II |
| P1 | 331 | 450 | 1000 | 195 | II |
| P1 | 331 | 450 | 1200 | 195 | II |
| P1 | 353 | 480 | 1200 | 195 | II |
| P1 | 382 | 520 | 1200 | 195 | II |
| P1 | 397 | 540 | 1200 | 195 | II |
| P1 | 427 | 580 | 1350 | 195 | II |
| P1 | 456 | 620 | 1200 | 195 | II |
| P1 | 602 | 818 | 1500 | 195 | II |

Main dimensions (mm) and dry weight (kg)

| A | B | C | Weight |
|------|------|------|--------|
| 2463 | 1200 | 1938 | 3100 |



Weichai Marine Propulsion Engines

8170

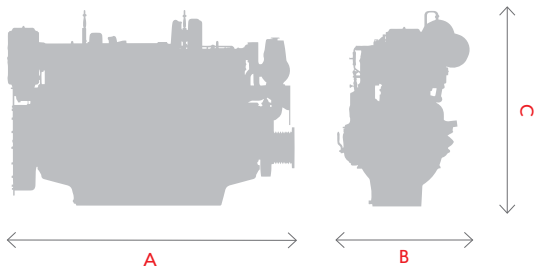
| | |
|---------------------|------------------|
| Number of cylinders | 8 in line |
| Bore and stroke | 170 x 200 mm |
| Total displacement | 36.3 L |
| Engine rotation | counterclockwise |
| Idle speed | 550 rpm |
| Flywheel housing | SAE 0° |
| Flywheel | SAE 16° |



| Rating | kW | Hp | rpm | Min. g/ kWh | IMO |
|--------|-----|------|------|----------------|-----|
| P1 | 441 | 600 | 1000 | 195 | II |
| P1 | 530 | 720 | 1200 | 195 | II |
| P1 | 602 | 818 | 1350 | 195 | II |
| P1 | 662 | 900 | 1350 | 195 | II |
| P1 | 736 | 1000 | 1500 | 195 | II |

Main dimensions (mm) and dry weight (kg)

| A | B | C | Weight |
|------|------|------|--------|
| 2650 | 1044 | 2078 | 3800 |



Europe Region Only



MARINE GENERATOR SETS

Baudouin offers a wide range of marine generator sets designed for use under the most extreme marine conditions. Baudouin's wide range of marine products offers you a one-stop-shop for marine power and control solutions.

- Mechanical injection engines simplify maintenance
- Reliability in the most extreme conditions
- Best in class fuel consumption
- High efficiency alternators

Marine Generator Sets

4W105S

Number of cylinders 4 in line
 Bore and stroke 105 x 130 mm
 Total displacement 4.50 L
 Engine rotation counterclockwise
 Idle speed 650 rpm

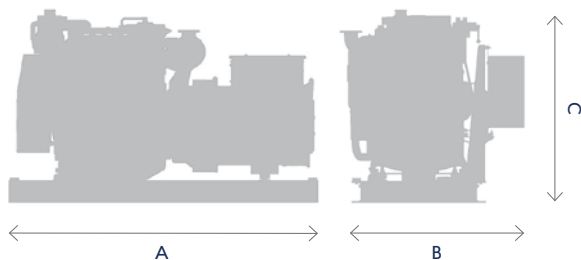


| Engine | Rating | Hz | kVA | kWe | rpm | g/kWh | l/h | IMO | Cooling |
|---------|--------|----|-----|-----|------|-------|-----|-----|----------|
| 4W105S | PRP | 50 | 105 | 84 | 1500 | 205 | 22 | NA* | - |
| 4W105S | PRP | 60 | 120 | 96 | 1800 | 210 | 26 | NA* | - |
| 4W105ES | PRP | 50 | 105 | 84 | 1500 | 205 | 22 | NA* | Radiator |
| 4W105ES | ESP | 50 | 115 | 92 | 1500 | 205 | 24 | NA* | Radiator |
| 4W105ES | PRP | 60 | 120 | 96 | 1800 | 210 | 26 | NA* | Radiator |
| 4W105ES | ESP | 60 | 133 | 106 | 1800 | 210 | 29 | NA* | Radiator |

* Not applicable

Main dimensions (mm) and dry weight (kg)

| | A | B | C | Weight |
|--|------|-----|------|--------|
| PRP - 80 KVA 50 Hz | 1705 | 995 | 1012 | 907 |
| PRP - Up to 100 KVA 50 Hz 125 KVA - 60 Hz | 1705 | 995 | 1012 | 944 |
| PRP - 105 KVA - 60 Hz | 1774 | 995 | 1012 | 980 |



6W105S

Number of cylinders 6 in line
 Bore and stroke 105 x 130 mm
 Total displacement 6.75 L
 Engine rotation counterclockwise
 Idle speed 650 rpm



| Engine | Rating | Hz | kVA | kWe | rpm | g/kWh | l/h | IMO | Cooling |
|---------|--------|----|-----|-----|------|-------|-----|-----|----------|
| 6W105S | PRP | 50 | 150 | 120 | 1500 | 205 | 31 | II | - |
| 6W105S | PRP | 60 | 170 | 136 | 1800 | 210 | 36 | II | - |
| 6W105ES | PRP | 50 | 150 | 120 | 1500 | 205 | 31 | NA* | Radiator |
| 6W105ES | ESP | 50 | 165 | 132 | 1500 | 205 | 34 | NA* | Radiator |
| 6W105ES | PRP | 60 | 170 | 136 | 1800 | 210 | 36 | NA* | Radiator |
| 6W105ES | ESP | 60 | 188 | 150 | 1800 | 210 | 40 | NA* | Radiator |

* Not applicable

Main dimensions (mm) and dry weight (kg)

| | A | B | C | Weight |
|---------------------|------|------|------|--------|
| PRP - 125 - 135 KVA | 1997 | 1044 | 1120 | 1231 |
| PRP - 150 - 170 KVA | 2031 | 1044 | 1120 | 1266 |



Marine Generator Sets

6M16

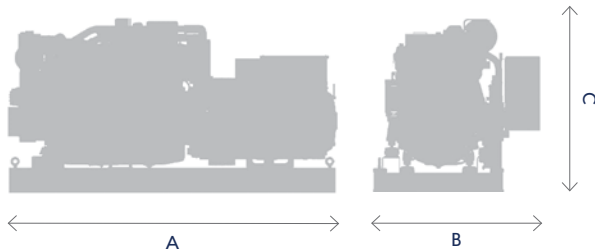
| | |
|---------------------|------------------|
| Number of cylinders | 6 in line |
| Bore and stroke | 126 x 130 mm |
| Total displacement | 9.70 L |
| Engine rotation | counterclockwise |
| Idle speed | 600 rpm |



| Rating | Hz | kVA | kWe | rpm | g/kWh | l/h | IMO |
|--------|----|-----|-----|------|-------|-----|-----|
| PRP | 50 | 240 | 192 | 1500 | 200 | 49 | II |
| PRP | 60 | 260 | 208 | 1800 | 211 | 56 | II |

Main dimensions (mm) and dry weight (kg)

| A | B | C | Weight |
|------|------|------|--------------------------------|
| 2408 | 1224 | 1275 | 1803 (1958 for 240 KVA - 50Hz) |



6W126S

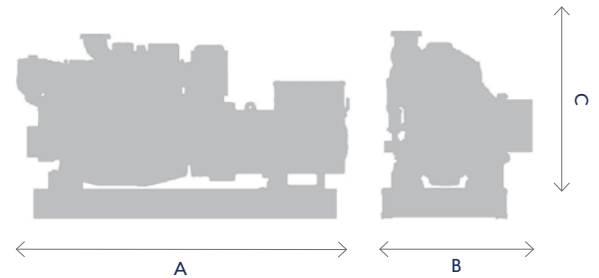
| | |
|---------------------|------------------|
| Number of cylinders | 6 in line |
| Bore and stroke | 126 x 155 mm |
| Total displacement | 11.60 L |
| Engine rotation | counterclockwise |
| Idle speed | 600 rpm |



| Rating | Hz | kVA | kWe | rpm | g/kWh | l/h | IMO | CCNR |
|--------|----|-----|-----|------|-------|-----|-----|------|
| PRP | 50 | 340 | 272 | 1500 | 198 | 68 | II | II |
| PRP | 60 | 350 | 280 | 1800 | 205 | 73 | II | II |

Main dimensions (mm) and dry weight (kg)

| | A | B | C | Weight |
|-----------------|------|------|------|--------|
| 340 KVA @ 50 Hz | 2607 | 1156 | 1390 | 2402 |
| 350 KVA @ 60 Hz | | | | |



Marine Generator Sets

6M19.3

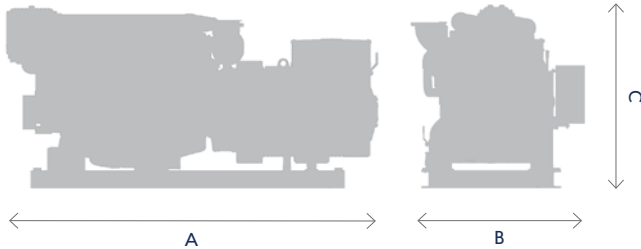
Number of cylinders 6 in line
 Bore and stroke 126 x 155 mm
 Total displacement 11.60 L
 Engine rotation counterclockwise
 Idle speed 600 rpm
 Common-rail injection



| Rating | Hz | kVA | kWe | rpm | g/kWh | l/h | IMO |
|--------|----|-----|-----|------|-------|-----|-----|
| PRP | 50 | 400 | 320 | 1500 | 199 | 80 | II |

Main dimensions (mm) and dry weight (kg)

| A | B | C | Weight |
|------|------|------|--------|
| 2608 | 1042 | 1320 | 2470 |



6M26.2

Number of cylinders 6 in line
 Bore and stroke 150 x 150 mm
 Total displacement 15.90 L
 Engine rotation counterclockwise
 Idle speed 900 rpm



| Rating | Hz | kVA | kWe | rpm | g/kWh | l/h | IMO |
|--------|----|-----|-----|------|-------|-----|-----|
| PRP | 50 | 520 | 416 | 1500 | 194 | 80 | II |
| PRP | 60 | 545 | 436 | 1800 | 198 | 87 | II |

Main dimensions (mm) and dry weight (kg)

| A | B | C | Weight |
|------|------|------|--------|
| 3070 | 1370 | 1450 | 3300 |



Marine Generator Sets

12M26.2

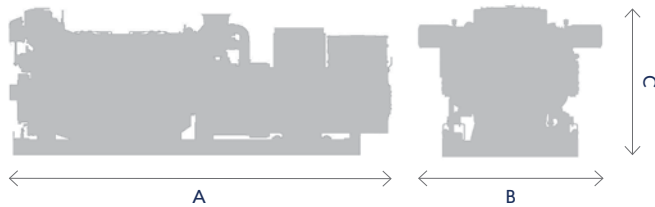
Number of cylinders 12V @ 90°
 Bore and stroke 150 x 150 mm
 Total displacement 31.80 L
 Engine rotation counterclockwise
 Idle speed 700 rpm



| Rating | Hz | kVA | kWe | rpm | g/kWh | l/h | IMO |
|--------|----|------|-----|------|-------|-----|-----|
| PRP | 50 | 1050 | 840 | 1500 | 209 | 218 | II |
| PRP | 60 | 1100 | 880 | 1800 | 211 | 232 | II |

Main dimensions (mm) and dry weight (kg)

| | A | B | C | Weight |
|----------------|------|------|------|--------|
| 1050 KVA 50 Hz | 3933 | 1550 | 1495 | 6500 |



6M33.2

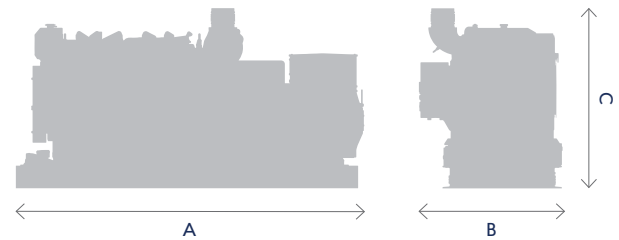
Number of Cylinders 6 in line
 Bore and Stroke 150 x 185 mm
 Total displacement 19.60 L
 Engine rotation counterclockwise
 Idle speed 650 rpm



| Rating | Hz | kVA | kWe | rpm | g/kWh | l/h | IMO |
|--------|----|-----|-----|------|-------|-----|-----|
| PRP | 50 | 590 | 472 | 1500 | 198 | 118 | II |
| PRP | 60 | 650 | 520 | 1800 | 221 | 145 | II |

Main dimensions (mm) and dry weight (kg)

| | A | B | C | Weight |
|-----------------|--------|------|------|--------|
| 590 KVA @ 50 Hz | 3156.5 | 1279 | 1629 | 4186 |
| 650 KVA @ 60 Hz | 3076 | 1279 | 1629 | 4082 |



Marine Generator Sets

12M33.2

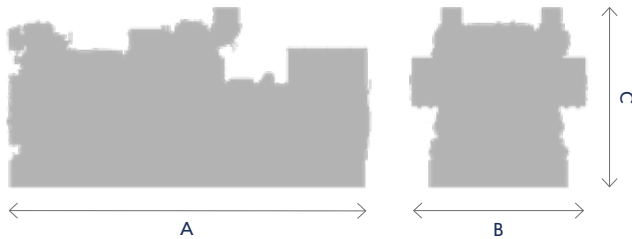
Number of cylinders 12V @ 90°
 Bore and stroke 150 x 185 mm
 Total displacement 39.2 L
 Engine rotation counterclockwise
 Idle speed 650 rpm



| Rating | Hz | kVA | kWe | rpm | g/kWh | l/h | IMO |
|--------|----|------|------|------|-------|-----|-----|
| PRP | 50 | 1190 | 952 | 1500 | 206 | 245 | II |
| PRP | 60 | 1320 | 1056 | 1800 | 210 | 275 | II |

Main dimensions (mm) and dry weight (kg)

| | A | B | C | Weight |
|------------------|------|------|------|--------|
| 1190 KVA @ 50 Hz | 3670 | 1820 | 1855 | 7300 |
| 1320 KVA @ 60 Hz | 3670 | 1820 | 1855 | 7300 |



6M26.3

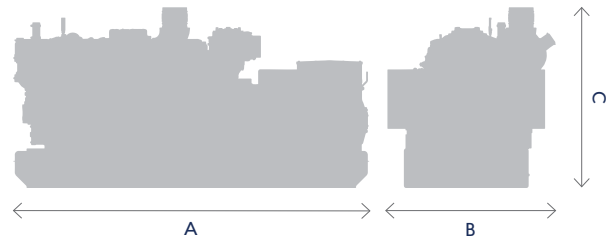
Number of cylinders 6 in line
 Bore and stroke 150 x 185 mm
 Total displacement 15.90 L
 Engine rotation counterclockwise
 Idle speed 650 rpm
 Common-rail injection



| Rating | Hz | kVA | kWe | rpm | g/kWh | l/h | IMO |
|--------|----|-----|-----|------|-------|-----|-----|
| PRP | 50 | 520 | 416 | 1500 | 195 | 103 | II |
| PRP | 60 | 590 | 472 | 1800 | 198 | 119 | II |

Main dimensions (mm) and dry weight (kg)

| | A | B | C | Weight |
|-----------------|------|------|------|--------|
| 520 KVA @ 50 Hz | 3003 | 1428 | 1534 | 3769 |
| 590 KVA @ 60 Hz | 3003 | 1428 | 1534 | 3637 |



Marine Generator Sets

6M26.3 with SCR

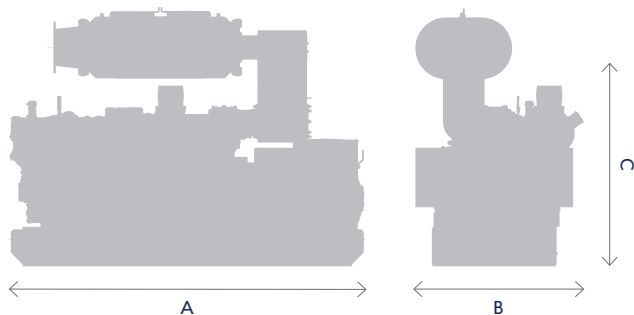
Number of cylinders 6 in line
 Bore and stroke 150 x 185 mm
 Total displacement 15.90 L
 Engine rotation counterclockwise
 Idle speed 650 rpm
 Common-rail injection



| Rating | Hz | kVA | kWe | rpm | g/kWh | l/h | IMO | EPA |
|--------|----|-----|-----|------|-------|-----|-----|-----|
| PRP | 50 | 520 | 416 | 1500 | 204 | 107 | III | 4 |
| PRP | 60 | 590 | 472 | 1800 | 202 | 121 | III | 4 |

Main dimensions (mm) and dry weight (kg)

| | A | B | C | Weight |
|-----------------|------|------|------|--------|
| 520 KVA @ 50 Hz | 3003 | 1428 | 1992 | 3960 |
| 590 KVA @ 60 Hz | 3003 | 1428 | 1992 | 3828 |



12M26.3

Number of cylinders 12V @ 90°
 Bore and stroke 150 x 150 mm
 Total displacement 31.80 L
 Engine rotation counterclockwise
 Idle speed 650 rpm
 Common-rail injection



| Rating | Hz | kVA | kWe | rpm | g/kWh | l/h | IMO |
|--------|----|------|-----|------|-------|-----|-----|
| PRP | 50 | 1050 | 840 | 1500 | 210 | 221 | II |
| PRP | 60 | 1195 | 954 | 1800 | 204 | 243 | II |

Main dimensions (mm) and dry weight (kg)

| A | B | C | Weight |
|------|------|------|--------|
| 3991 | 1478 | 1662 | 6400 |



Marine Generator Sets

12M26.3 with SCR

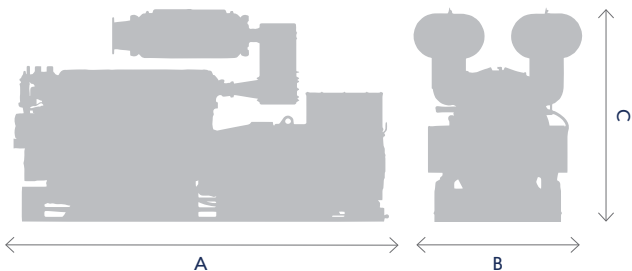
Number of cylinders 12V @ 90°
 Bore and stroke 150 x 150 mm
 Total displacement 31.80 L
 Engine rotation counterclockwise
 Idle speed 650 rpm
 Common-rail injection



| Rating | Hz | kVA | kWe | rpm | g/kWh | l/h | IMO | EPA |
|--------|----|------|-----|------|-------|-----|-----|-----|
| PRP | 50 | 1050 | 840 | 1500 | 210 | 221 | III | 4 |
| PRP | 60 | 1195 | 954 | 1800 | 204 | 243 | III | 4 |

Main dimensions (mm) and dry weight (kg)

| A | B | C | Weight |
|------|------|------|--------|
| 3991 | 1782 | 2300 | 6790 |



MARINE AUXILIARY ENGINES

- Best in Class fuel consumption and mean time between overhaul
- Design optimized for maintenance simplicity
- Reliability in the most extreme conditions
- Genuine Marine Design

Marine Auxiliary Engines

4W105S

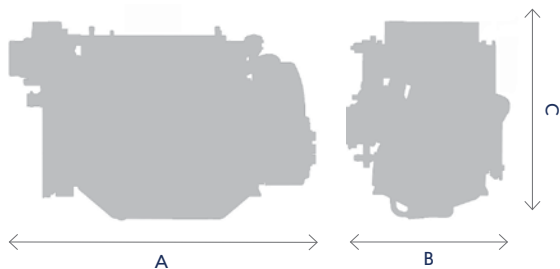
| | |
|---------------------|------------------|
| Number of cylinders | 4 in line |
| Bore and stroke | 105 x 130 mm |
| Total displacement | 4.50 L |
| Engine rotation | counterclockwise |
| Idle speed | 650 rpm |
| Flywheel housing | SAE 3 |
| Flywheel | SAE 11.5" |



| kW (PRP) | Hp | rpm | g/kWh | l/h | IMO |
|----------|-----|------|-------|-----|-----|
| 90 | 102 | 1500 | 194 | 17 | NA |
| 104 | 125 | 1800 | 198 | 22 | NA |

Main dimensions (mm) and dry weight (kg)

| A | B | C | Weight |
|-----|-----|-----|--------|
| 985 | 821 | 990 | 650 |



NA: Not applicable C1: Variable speed D2: Fixed speed

6W105S

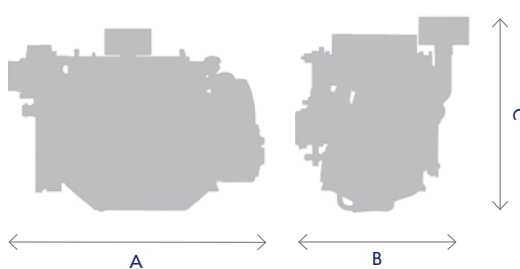
| | |
|---------------------|------------------|
| Number of cylinders | 6 in line |
| Bore and stroke | 105 x 130 mm |
| Total displacement | 6.75 L |
| Engine rotation | counterclockwise |
| Idle speed | 650 rpm |
| Flywheel housing | SAE 3 |
| Flywheel | SAE 11.5" |



| kW (PRP) | Hp | rpm | g/kWh | l/h | IMO |
|----------|-----|------|-------|-----|------------|
| 129 | 175 | 1500 | 193 | 30 | NA |
| 145 | 197 | 1800 | 204 | 35 | II (C1-D2) |

Main dimensions (mm) and dry weight (kg)

| A | B | C | Weight |
|------|-----|------|--------|
| 1417 | 885 | 1-76 | 810 |



NA: Not applicable C1: Variable speed D2: Fixed speed

Marine Auxiliary Engines

6M16

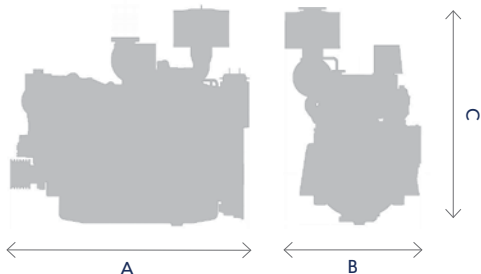
| | |
|---------------------|------------------|
| Number of cylinders | 6 in line |
| Bore and stroke | 126 x 130 mm |
| Total displacement | 9.70 L |
| Engine rotation | counterclockwise |
| Idle speed | 600 rpm |
| Flywheel housing | SAE 1 |
| Flywheel | SAE 14" |



| kW (PRP) | Hp | rpm | g/kWh | l/h | IMO |
|----------|-----|------|-------|-----|-----|
| 205 | 279 | 1500 | 200 | 49 | II |
| 223 | 303 | 1800 | 211 | 56 | II |

Main dimensions (mm) and dry weight (kg)

| A | B | C | Weight |
|------|-----|------|--------|
| 1514 | 878 | 1381 | 1056 |



6W126S

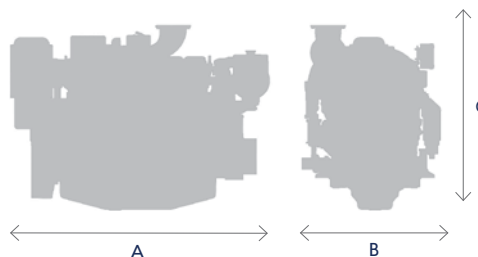
| | |
|---------------------|------------------|
| Number of cylinders | 6 in line |
| Bore and stroke | 126 x 155 mm |
| Total displacement | 11.60 L |
| Engine rotation | counterclockwise |
| Idle speed | 600 rpm |
| Flywheel housing | SAE 1 |
| Flywheel | SAE 14" |



| kW (PRP) | Hp | rpm | g/kWh | l/h | IMO | CCNR |
|----------|-----|------|-------|-----|------------|---------|
| 290 | 394 | 1500 | 198 | 68 | II (C1-D2) | II (D2) |
| 300 | 408 | 1800 | 199 | 70 | II (C1-D2) | II (C1) |

Main dimensions (mm) and dry weight (kg)

| A | B | C | Weight |
|------|-----|------|--------|
| 1695 | 883 | 1128 | 1285 |



NA: Not applicable C1: Variable speed D2: Fixed speed

Marine Auxiliary Engines

6M19.3

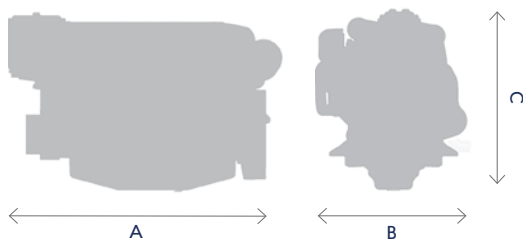
Number of cylinders 6 in line
 Bore and stroke 126 x 155 mm
 Total displacement 11.60 L
 Engine rotation counterclockwise
 Idle speed 600 rpm
 Flywheel housing SAE 1
 Flywheel SAE 14"
 Common-rail injection



| kW (PRP) | Hp | rpm | g/kWh | l/h | IMO | CCNR |
|----------|-----|------|-------|-----|------------|------------|
| 315 | 428 | 1800 | 200 | 75 | II (C1-D2) | II (C1-D2) |
| 330 | 449 | 1500 | 199 | 80 | II (C1-D2) | II (D2) |
| 380 | 517 | 1800 | 202 | 91 | II (C1-D2) | - |

Main dimensions (mm) and dry weight (kg)

| A | B | C | Weight |
|------|------|------|--------|
| 1665 | 1021 | 1091 | 1200 |



NA: Not applicable C1: Variable speed D2: Fixed speed

6M26.2

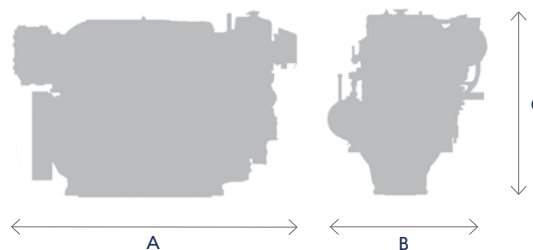
Number of cylinders 6 in line
 Bore and stroke 150 x 150 mm
 Total displacement 15.90 L
 Engine rotation counterclockwise
 Idle speed 900 rpm
 Flywheel housing SAE 1
 Flywheel SAE 14"



| kW (PRP) | Hp | rpm | g/kWh | l/h | IMO |
|----------|-----|------|-------|-----|---------|
| 355 | 483 | 1500 | 194 | 82 | II (C1) |
| 368 | 500 | 1800 | 198 | 87 | II (C1) |
| 440 | 598 | 1500 | 200 | 104 | II (D2) |
| 460 | 626 | 1800 | 205 | 112 | II (D2) |

Main dimensions (mm) and dry weight (kg)

| A | B | C | Weight |
|------|------|------|--------|
| 1880 | 1144 | 1348 | 1985 |



NA: Not applicable C1: Variable speed D2: Fixed speed

Marine Auxiliary Engines

12M26.2

| | |
|---------------------|------------------|
| Number of cylinders | 12 V @ 90° |
| Bore and stroke | 150 x 150 mm |
| Total displacement | 31.80 L |
| Engine rotation | counterclockwise |
| Idle speed | 700 rpm |
| Flywheel housing | SAE 0 |
| Flywheel | SAE 18" |



| kW (PRP) | Hp | rpm | g/kWh | l/h | IMO |
|----------|------|------|-------|-----|---------|
| 710 | 965 | 1500 | 196 | 165 | II (C1) |
| 736 | 1000 | 1800 | 199 | 174 | II (C1) |
| 880 | 1197 | 1500 | 209 | 281 | II (D2) |
| 920 | 1251 | 1800 | 212 | 232 | II (D2) |

Main dimensions (mm) and dry weight (kg)

| A | B | C | Weight |
|------|------|------|--------|
| 2446 | 1355 | 1419 | 3400 |



6M33.2

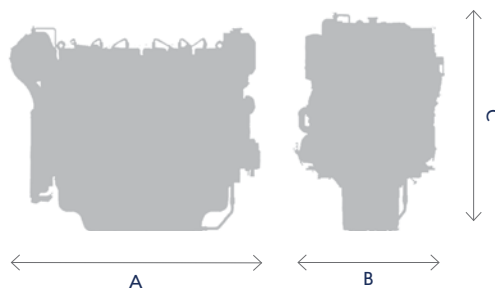
| | |
|---------------------|------------------|
| Number of cylinders | 6 |
| Bore and stroke | 150 x 185 mm |
| Total displacement | 19.6 L |
| Engine rotation | counterclockwise |
| Idle speed | 650 rpm |
| Flywheel housing | SAE 1 |
| Flywheel | SAE 14" |



| kW (PRP) | Hp | rpm | g/kWh | l/h | IMO |
|----------|-----|------|-------|-----|-----|
| 500 | 691 | 1500 | 198 | 118 | II |
| 552 | 760 | 1800 | 221 | 145 | II |

Main dimensions (mm) and dry weight (kg)

| A | B | C | Weight |
|------|------|------|--------|
| 1870 | 1138 | 1417 | 2390 |



NA: Not applicable C1: Variable speed D2: Fixed speed

Marine Auxiliary Engines

12M33.2

| | |
|-----------------------|------------------|
| Number of cylinders | 12 V @ 90° |
| Bore and stroke | 150 x 150 mm |
| Total displacement | 31.80 L |
| Engine rotation | counterclockwise |
| Idle speed | 650 rpm |
| Flywheel housing | SAE 0 |
| Flywheel | SAE 18" |
| Common-rail injection | |



| kW (PRP) | Hp | rpm | g/kWh | l/h | IMO |
|----------|------|------|-------|-----|---------|
| 1000 | 1360 | 1500 | 206 | 245 | II (C1) |
| 1104 | 1500 | 1800 | 210 | 275 | II (C1) |

Main dimensions (mm) and dry weight (kg)

| A | B | C | Weight |
|------|------|------|--------|
| 2210 | 1467 | 1568 | 3900 |



NA: Not applicable C1: Variable speed D2: Fixed speed

6M26.3

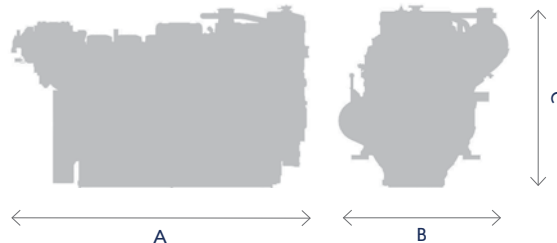
| | |
|-----------------------|------------------|
| Number of cylinders | 6 in line |
| Bore and stroke | 150 x 150 mm |
| Total displacement | 15.90 L |
| Engine rotation | counterclockwise |
| Idle speed | 650 rpm |
| Flywheel housing | SAE 1 |
| Flywheel | SAE 14" |
| Common-rail injection | |



| kW (PRP) | Hp | rpm | g/kWh | l/h | IMO | EPA |
|----------|-----|------|-------|-----|---------|----------|
| 441 | 600 | 1500 | 197 | 103 | II (C1) | III (C1) |
| 485 | 660 | 1800 | 207 | 119 | II (C1) | - |

Main dimensions (mm) and dry weight (kg)

| A | B | C | Weight |
|------|------|------|--------|
| 2103 | 1172 | 1196 | 1985 |



NA: Not applicable C1: Variable speed D2: Fixed speed

Marine Auxiliary Engines

12M26.3

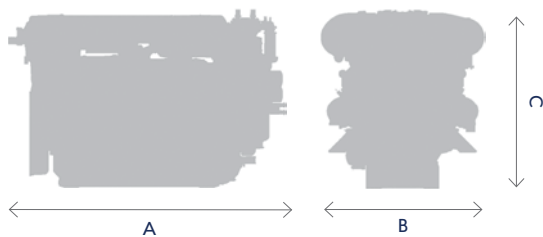
Number of cylinders 12 V @ 90°
 Bore and stroke 150 x 150 mm
 Total displacement 31.80 L
 Engine rotation counterclockwise
 Idle speed 650 rpm
 Flywheel housing SAE 0
 Flywheel SAE 18"
 Common-rail injection



| kW (PRP) | Hp | rpm | g/kWh | l/h | IMO | EPA |
|----------|------|------|-------|-----|---------|----------|
| 882 | 1200 | 1500 | 197 | 207 | II (C1) | III (C1) |
| 970 | 1320 | 1800 | 201 | 232 | II (C1) | III (C1) |

Main dimensions (mm) and dry weight (kg)

| A | B | C | Weight |
|------|------|------|--------|
| 2333 | 1350 | 1494 | 3300 |



NA: Not applicable C1: Variable speed D2: Fixed speed



MARINE GEARBOXES

Baudouin now offers a complete range of marine gearboxes which are perfectly matched to enable top performance from your Baudouin engine.

X31

Gearbox for 6M33.2

kW/RPM (hp /RPM): 0.316 (0.429)

Max rated input kW (hp): 727 (974)

Ratio : *4,034/4,444
/*5,074/5,560/6,000

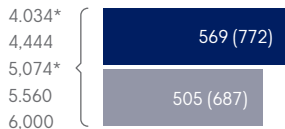
Max input RPM: 2300

SAE Bell: #1

Type: Vertical off set

Kinematics: Reversible
(Engine wise and counter Engine wise)

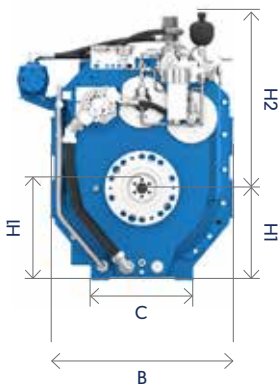
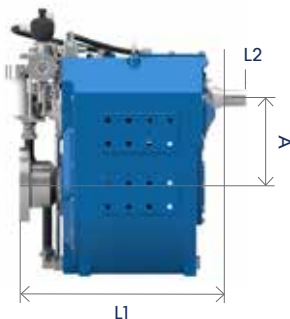
Sample Powers (kw/hp)



■ 1600RPM
■ 1800RPM

Main dimensions (mm) and dry weight (kg)

| A | B | C |
|-------------------|-------------|-----|
| 370 | 880 | 440 |
| H1 | H2 | H3 |
| 395 (495) | 754 (654) | 0 |
| L1 | L2 | L3 |
| 885 | 90 | 970 |
| Dry Weight kg(lb) | 1000 (2200) | |



X37

Gearbox for 6M33.3

kW/RPM (hp /RPM): 0.388 (0.520)

Max rated input kW (hp): 854 (1145)

Ratio : *4,077/*4583/4,913
/*5,476/5,850

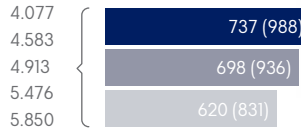
Max input RPM: 2200

SAE Bell: #1

Type: Vertical off set

Kinematics: Reversible
(Engine wise and counter Engine wise)

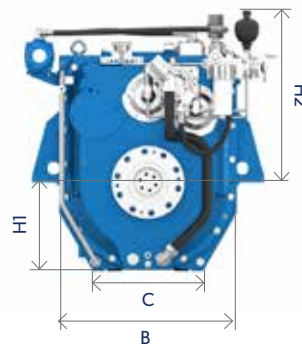
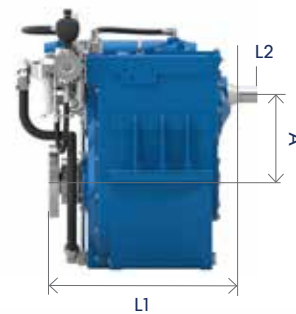
Sample Powers (kw/hp)



■ 1900RPM
■ 1800RPM
■ 1600RPM

Main dimensions (mm) and dry weight (kg)

| A | B | C |
|-------------------|-------------|-----|
| 379 | 806 | 484 |
| H1 | H2 | H3 |
| 390 | 746 | 864 |
| L1 | L2 | L3 |
| 90 | 933 | 970 |
| Dry Weight kg(lb) | 1260 (2780) | |



X44

Gearbox for 12M26.2

kW/RPM (hp /RPM): 0.540 (0.724)

Max rated input kW (hp): 1134 (1521)

Ratio: *3,026/*3,486/*4,032
/*4,3448/5,077/*5,542/5,913

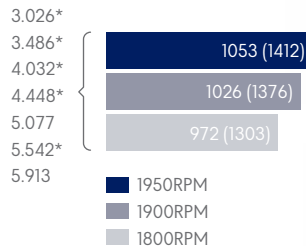
Max input RPM: 2100

SAE Bell: #0

Type: Vertical off set

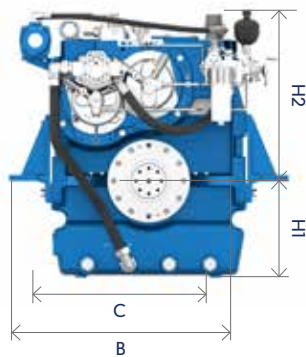
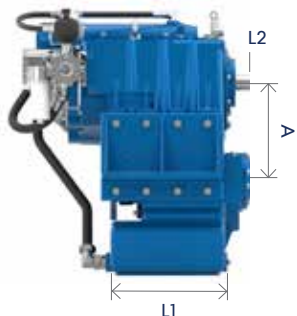
Kinematics: Reversible
(Engine wise and counter Engine wise)

Sample Powers (kw/hp)



Main dimensions (mm) and dry weight (kg)

| | | |
|-------------------|-------------|-----|
| A | B | C |
| 400 | 908 | 800 |
| H1 | H2 | H3 |
| 400 | 705 | 0 |
| L1 | L2 | L3 |
| 524 | 77 | 637 |
| Dry Weight kg(lb) | 1270 (2800) | |



X52

Gearbox for 12M33.2

kW/RPM (hp /RPM): 0.611 (0.819)

Max rated input kW (hp): 1283 (1721)

Ratio: *3,964/*4,345/4,962
/*5,458/5,955

Max input RPM: 2100

SAE Bell: #0

Type: Vertical off set

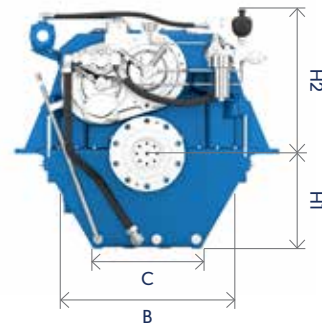
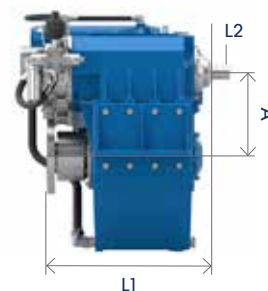
Kinematics: Reversible
(Engine wise and counter Engine wise)

Sample Powers (kw/hp)



Main dimensions (mm) and dry weight (kg)

| | | |
|-------------------|-------------|------|
| A | B | C |
| 431 | 1116 | 550 |
| H1 | H2 | H3 |
| 492 | 742 | 0 |
| L1 | L2 | L3 |
| 855 | 90 | 1020 |
| Dry Weight kg(lb) | 2000 (4410) | |



Gearboxes

X17

Gearbox for 6M16 & 6W126

kW/RPM (hp /RPM): 0,172 (0,231)

Max rated input kW (hp): 430 (578)

Ratio: *1.830/*2.090/*2.510
/3.080/3.430

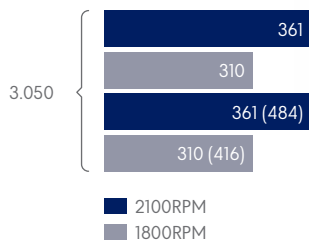
Max input RPM: 2500

SAE Bell: #1

Type: Vertical off set

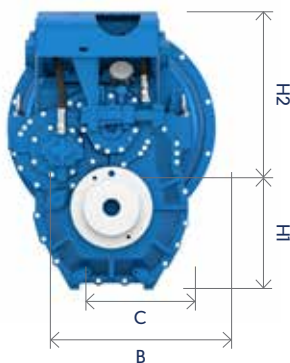
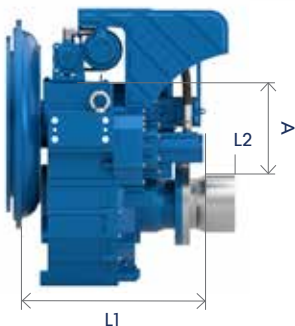
Kinematics: Reversible
(Engine wise and counter Engine wise)

Sample Powers (kw/hp)



Main dimensions (mm) and dry weight (kg)

| A | B | C |
|-------------------|------|-----------|
| 431 | 1116 | 550 |
| B2 | C | H1 |
| 492 | 742 | 0 |
| H2 | H3 | H4 |
| 855 | 90 | 1020 |
| Dry Weight kg(lb) | | 287 (633) |



MARINE CONTROL & MONITORING SOLUTIONS

Moteurs Baudouin provides the full spectrum of marine accessories by developing a wide range of integrated control and monitoring solutions in flexible configurations to meet the needs of every application. From the most economical and simple system, to complex and interfaced solutions, each product is supplemented with modular customization features.

Mini



The MINI control system is a simple controller that provides safety management as well as engine and gearbox parameter information. MINI is particularly adapted to smaller vessels and simple installations.

Main features

- 3 lines digital parameters display
- Engine start /stop
- Emergency stop
- Buzzer
- Override
- Dimmer

Eco



The ECO control system is the non-classified application highly flexible solution. Including up to two control stations ECO can also communicate with various ship management systems via modbus.

Main features

- 5.7" bridge color display
- Engine start /stop
- Emergency stop
- Buzzer
- Override
- Light on/off
- Engine room panel with monochrome display
- Up to 80 m wiring with bridge station
- Up to 17 alarms

Options

- 1 Bridge slave station
- Engine electrical prelube pump*
- Electronic speed & clutch control lever
- Communication interface
- Check option availability with your Distributor

* Options depend on the engine platform

Master



The MASTER control system is the ultimate control and monitoring solution. With up to five possible stations, modbus communication interface within a comprehensive option list, MASTER is typically designed for high project customization level or more complex installations. TAC available.

Main features

- 5.7" bridge color display (propulsion)
- Engine start /stop
- Emergency stop
- Buzzer
- Override
- Light on/off
- Engine room cabinet with monochrome display
- Local/remote control switch
- Up to 80 m wiring with bridge station
- Up to 27 alarms

Options

- Up to 5 bridge slave stations
- Remote alarm panel
- Engine electrical prelube pump
- Fresh water preheater
- Electronic speed & clutch control lever
- Communication interface
- Check option availability with your Distributor

| | Propulsion | | | Generator Set | | Auxiliary | | |
|---------|------------|-----|--------|---------------|--------|-----------|-----|--------|
| | Mini | Eco | Master | Maxi* | Master | Mini | Eco | Master |
| 4 W105 | ■ | ■ | | ■ | ■ | ■ | ■ | ■ |
| 6 W105 | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ |
| 6 W126 | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ |
| 6 M16 | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ |
| 6 M19.3 | | ■ | ■ | ■ | ■ | | ■ | ■ |
| M26.2 | | ■ | ■ | ■ | ■ | | ■ | ■ |
| M26.3 | | ■ | ■ | ■ | ■ | | ■ | ■ |
| M33.2 | | ■ | ■ | ■ | ■ | | ■ | ■ |

* MAXI control system is the standard version.

Throttle Controls

A full range of solutions

Features

- Mono lever / bilever controls
- Mechanical / Electronic engine compatibility
- Mechanical / Electronic gear box compatibility
- Classified applications
- Multiple Stations, up to 4
- Gear box control



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Non-certified



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Electronic
Certified



Mechanical



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Service



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Factory Trained Technicians



Best-In-Class Warranty Terms

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