

Marine Engines

12 M26.2

4 Stroke diesel engine, direct injection

Bore and stroke	150 x 150 mm
Number of cylinders	12 V @ 90
Total displacement	31.80 litres
Compression ratio	15/1
Engine rotation (ISO 1204 standard)	counterclockwise
Idle speed	700 rpm
Flywheel housing	SAE 0
Flywheel	SAE 18"



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

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	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	808	1100	1900	200	192	II	II	IIIA
P2	883	1200	1950	201	211	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
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



Standard equipment

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 helicoidal 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 valves and 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

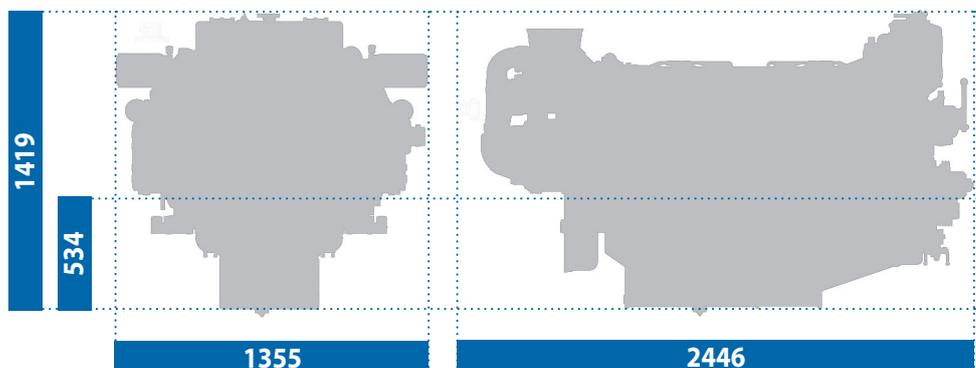
Voltage: 24Vcc
 Electrical starter on flywheel crown
 175A battery charger

Optional equipment

Cooling system adapted for box / keel cooling
 Connection for emergency raw water and lube oil circuits
 Bilge pump

Free end PTO
 Resilient mounts under engine
 Equipment and factory trial according to Major Classification Societies rules

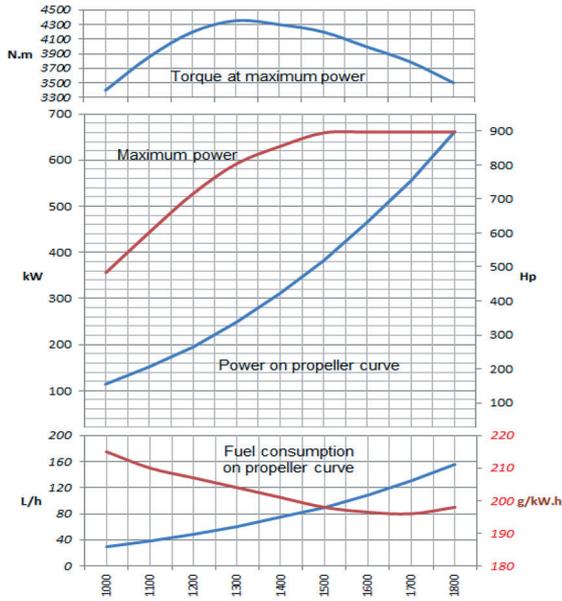
Dimensions and dry weight (mm / kg)



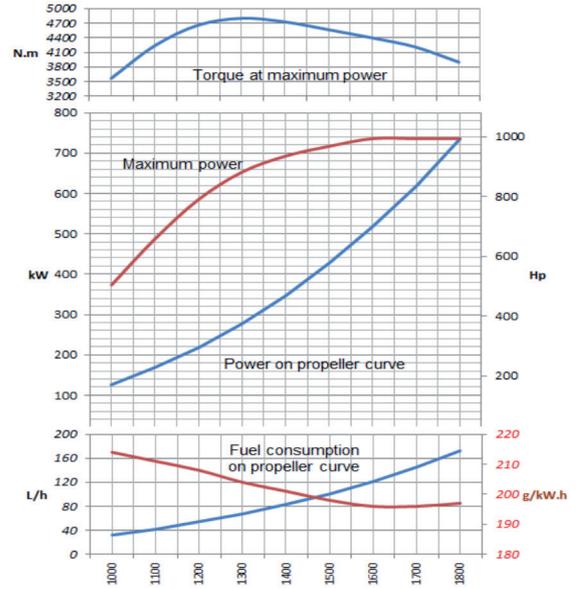


Performance

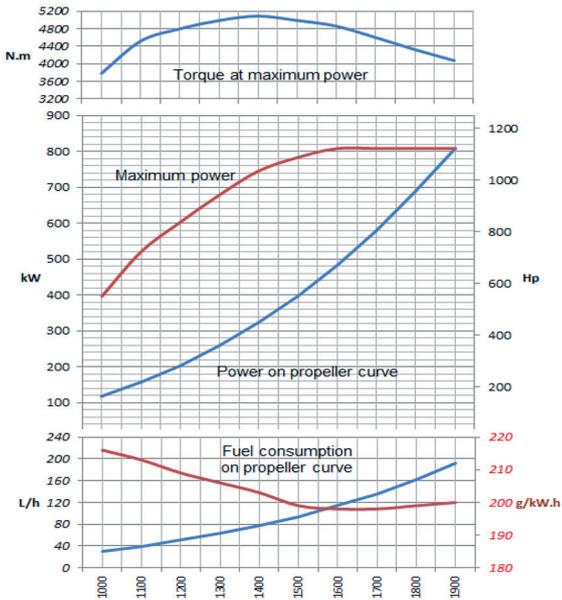
P1 - 662 kW - 900 hp @1800 rpm



P1 - 736 kW - 1000 hp @1800 rpm



P2 - 808 kW - 1100 hp @1900 rpm



P2 - 883 kW - 1200 hp @1950 rpm

