

# 12 M26.3

## The Pure Marine Power Preview



### 4 stroke diesel engine, direct injection, common-rail

Bore and stroke	150 x 150 mm
Number of cylinders	12 in V @ 90°
Total displacement	31.8 litres
Compression ratio	15/1
Engine rotation (ISO 1204 standard)	counterclockwise
Idle speed	600 rpm
Flywheel housing	SAE 0
Flywheel	SAE 18"

### Customer benefits

**Genuine marine design** with full service accessibility, centralized regular maintenance front area

**Durable power** suitable for professional use in the most severe conditions

**Global environment care** with low exhaust emissions, noise reduction and controlled fuel consumption at any running cycle

**Latest safe technology** including reliable high power density design, electronic injection redundancy, high efficient ball bearing turbocharger, integrated circuits with 0 lube oil - water flexible hoses, and more

**Life cycle cost efficiency** with extended maintenance schedule, modular concept reducing number of components and interfaces

### Intermittent and high performance power for Yachts

Duty	kW	hp	rpm	IMO	CCNR	CE 97/68	EPA
P3	1103	1500	2200	II	-	-	III
P4	1214	1650	2300	II	-	-	III

The 12 M26.3 is IMO Tier III and EPA Tier 4 ready

	P3	P4
Application	intermittent	high performance
Engine load variations	important	very important
Mean engine load factor	50%	30%
Annual working time	1000 to 3000 h	less than 1000 h
Time at full load	2 h each 12 h	1 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%
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

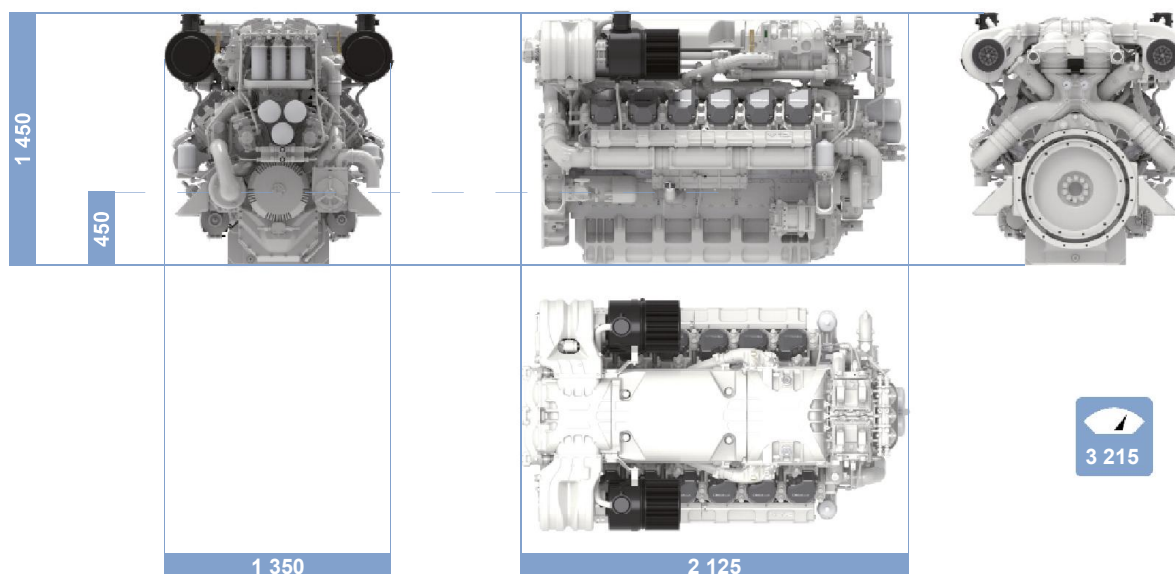
## Standard equipment overview

Cooling system	Two stages cooling circuit with built in HT thermostatic valves Integrated fresh water expansion tank with port/starboard filling and level check arrangement High efficiency tubular heat exchangers module Gear driven centrifugal fresh water pump Self priming raw water pump with bronze impeller
Lubrication system	Full flow lube oil filters duplex type - Centrifugal lube oil purifier Fresh water cooled lube oil heat exchanger module Port or starboard lube oil filling cap and dipstick
Fuel system	Common-rail injection with «Take Me Home» electronic redundancy Two high pressure pumps (one per bench) with shielded high pressure injection rail and pipes Fuel oil filter duplex type Water separator
Intake air and exhaust system	Double flow raw water cooled intake air heat exchanger module Fresh water cooled exhaust gas manifolds High efficiency dry turbochargers with ball bearing technology
Electrical system	Voltage: 24VDC insulated Electrical starter 175A battery charger

## Optional solutions (extract)

Cooling circuit configuration for box/keel cooling  
Application injection map (Eco mode - Comfort - High performance)  
Fresh water preheater  
Second battery charger  
Electrical prelube oil pump  
Equipment and factory trial according to Classification societies

## Dimensions and dry weight (mm / kg)



## Connections

Raw water inlet	Raw water outlet	Fuel inlet	Fuel outlet	Exhaust
Ø 76.1 mm	Ø 2 x 60 mm	Ø 22 mm	Ø 22 mm	Ø 2 x 116 mm