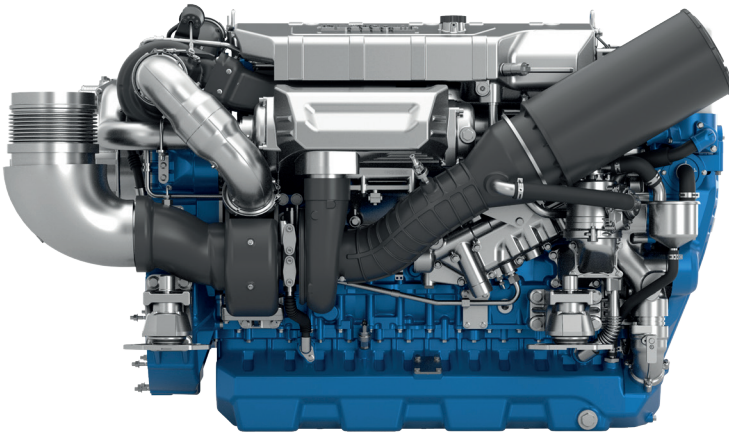




# 6F21

Common rail diesel engine, 2-stage turbocharging



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	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

	P3	P4	P5
Application	intermittent	light	high performance
Engine load variations	important	very important	important
Average engine load factor	50%	30%	60%
Annual working time	1000 to 3000h	less than 1000h	500h
Time at full load	2h each 12h	1h each 12h	0.5h 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

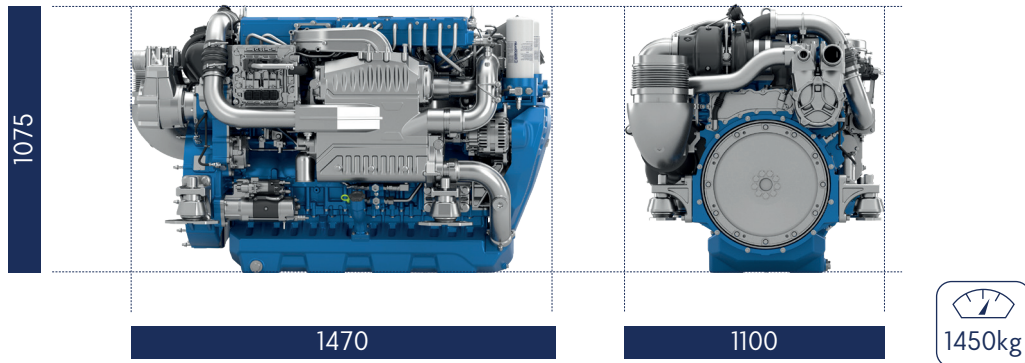
#### Fuel oil

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

## 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

Wet exhaust  
PTO elastic coupling  
Additional pulley  
Electric drain system  
Standard PTO for hydraulic pump  
Different alternators possible - including 12V  
Electrical rotary actuator

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