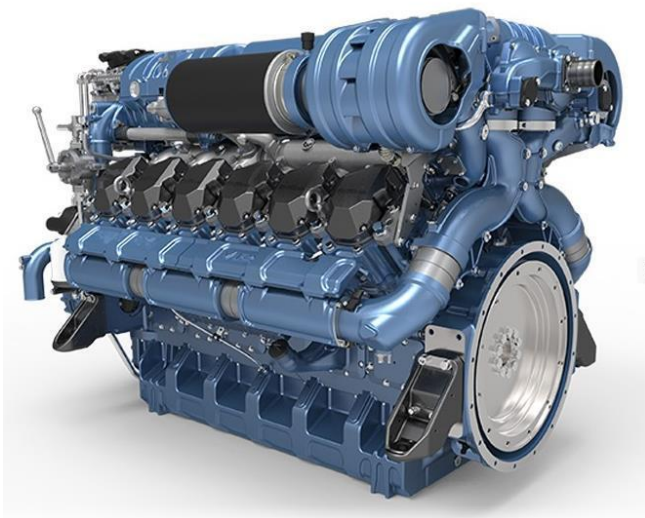


Marine Diesel Propulsion units of "PM" series are designed to drive the main propulsion system as well as auxiliary thrusters of all types of vessels. The propulsion units are equally applicable on the sea as well as river-based vessels. The production of the RD units implies usage of up-to-date gearboxes of worldwide known brands, such as TWIN DISC, ZF and others, as well as application of such couplings as VULKAN, CENTA and STROMAG. The propulsion units are equipped with monitoring and management systems, developed in-house by the technical department of RIGAS DIZELIS plant, in accordance with target customer needs and requirements of the classification societies.



Description & Key Scope

- Keel or heat exchanger cooling system
- Engine heater
- 24V starter, engine-driven charging alternator
- Flexible compensator and silencer
- Gearbox (ZF, TwinDisc, etc.) with different ratio available
- Flexible coupling between engine and gearbox
- Local and remote control panels
- Vibration isolators
- Drawing & Manual package
- Factory Test Report
- Certificates from major IACS members are available
- EIAPP certificate with Technical File
- Torsional Vibration Calculation

Engine type	Gross power, full load*, kW	Gross power, full load*, HP	Engine speed (rpm)	Power rating**	Preliminary dimensions in mm LxWxH / weight in kg	Emission***
6M19.3	331-425	450-578	1800-2200	P1, P2, P3, P4	1665x1021x1091 / 1200	IMO Tier II
6M26.3	441-599	600-815	1800-2100	P1, P2, P3	2103x1172x1196 / 1985	IMO Tier II, III
12M26.3	883-1214	1200-1650	1800-2300	P1, P2, P3	2333x1350x1494 / 3300	IMO Tier II, III

Description & Key Scope

* Power rated in accordance with ISO 3046-1 at ambient temperature of 45°C and sea water temperature 32°C.

** Power rating:

- P1: Severe continuous application with little or no engine speed/load variations. Average engine load factor: 80 to 100%. Annual duration of use: more than 5,000 hours. Use under full load: unlimited.
- P2: Continuous application with frequent variations in engine speed and load. Average engine load factor: 30 to 80%. Annual duration of use: from 3,000 to 5,000 hours. Use under full load: 8 hours in a 12-hour period.
- P3: Intermittent application with significant variations in engine speed and load. Average engine load factor: 50%. Cruising speed less than 90% of nominal engine speed. Annual duration of use: from 1,000 to 3,000 hours. Use under full load: 2 hours in a 12-hour period.
- P4: Light application with significant variations in engine speed and load. Average engine load factor: 30%. Cruising speed less than 80% of nominal engine speed. Annual duration of use: less than 1,000 hours. Use under full load: 1 hour in a 12-hour period.

***IMO Tier III available with SCR system only.

Engine General Data*

Maker	BAUDOUIIN		
Model	6M19.3	6M26.3	12M26.3
No of cylinders	6 in-line	6 in-line	V-12
Working principle	4-stroke		
Displacement, L	11.56	15.9	31.8
Bore x stroke, mm	126 x 155	150 x 150	150 x 150
Compression ratio	17.0:1	15.0:1	15.0:1
Aspiration	Turbocharged, Inter Cooler		
Rotation	Counter clockwise (seen from flywheel end)		
Flywheel	SAE 14"	SAE 14"	SAE 18"
Injection	Electronic common rail injection		
Oil capacity, L	30	54	120
Starter type	2-pole, 24V, DC		

* Other engine parameters are available on request.

Available Key Options (other options are available on request)

Engine

- Radiator cooling system
- Manual or electric lub oil drain pump
- Starting batteries
- Static battery charger
- Air, spring or hydraulic starter
- Duplex oil and fuel filters

Other

- Special tools and spare parts
- Commissioning and start-up
- Extended warranty
- Propulsion lines (shafts, propellers, nozzles, thrusters, etc.)
- Deck mounted systems with Z-type azimuth thrusters

Gearbox

- Nonstandard ratios
- Trolling valves
- Power take off (PTO)
- Power take in (PTI)
- etc.



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