

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
4W105M	95	130	2100	P2	985x821x973 / 650	
6W105M	136-168	185-228	2100-2425	P2, P3	1417x885x1076 / 810	IMO Tier II
6M16	264	360	2100	P2	1514x878x1381 / 1056	IMO Tier II
6W126M	294-331	400-450	1800-2100	P1, P2	1695x883x1128 / 1200	IMO Tier II

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.

Engine General Data*

Maker	BAUDOQUIN			
Model	4W105M	6W105M	6M16	6W126M
No of cylinders	4 in-line	6 in-line	6 in-line	6 in-line
Working principle	4-stroke			
Displacement, L	4.5	6,75	9.7	11.6
Bore x stroke, mm	105 x 130	105 x 130	126 x 130	126 x 155
Compression ratio	18.0:1	18.0:1	17.0:1	18.0:1
Aspiration	Turbocharged, Inter Cooler			
Rotation	Counter clockwise (seen from flywheel end)			
Flywheel	SAE 11.5"	SAE 11.5"	SAE 14"	SAE 14"
Injection pump	In line injection pump			
Governor type	Mechanical			
Oil capacity, L	13	20	20	36
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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