

# 8 M26.2



Not contractual picture

## 4 stroke diesel engine, direct injection

Bore and stroke	150 x 150 mm
Number of cylinders	8 in V
Total displacement	21.2 litres
Compression ratio	14/1
Engine rotation (ISO 1204 standard)	CCW *
Idle speed	700 rpm
Weight (without water & oil)	2475 kg
Flywheel housing	SAE 0
Flywheel	SAE 14"

\* counter-clockwise

### RATED POWER: E3 cycle (FPP propeller)

Please contact us for information regarding the E2 cycle (CPP propeller).

Duty	rpm	kW	hp	Peak torque / speed (N.m / rpm)	Full load fuel consumption (g / kW.h)	IMO	CE 97 / 68	CCNR
P1	1800	442	600	2696 / 1400	203	II	IIIA	II
P1	1800	491	668	2948 / 1400	209	II	IIIA	II
P2	1900	539	733	3110 / 1400	220	II	IIIA	II
P2	1950	588	800	3393 / 1400	233	II	-	-

### Power definition (Standard ISO 3046/1 - 1995 (F))

#### Reference conditions

Ambiant 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

	P1 duty	P2 duty
Application	unrestricted continuous	continuous
Engine load variations	very little or none	numerous
Mean 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

## STANDARD EQUIPMENTS

### 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 helicoïdal 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

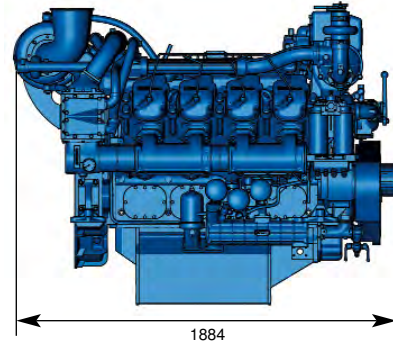
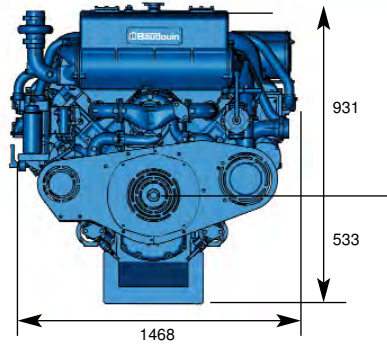
## OPTIONAL EQUIPMENTS (extract) \*

- Cooling system adapted for box / keel cooling
- Connection for emergency raw water and lube oil circuits
- Bilge pump
- Air starter with storage bottles and compressor

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

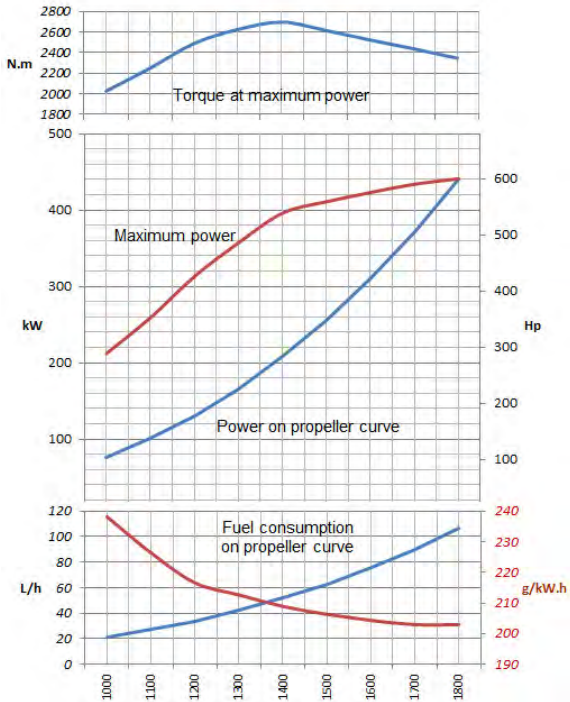
\* contact us for further information regarding our options.

**DIMENSIONS**

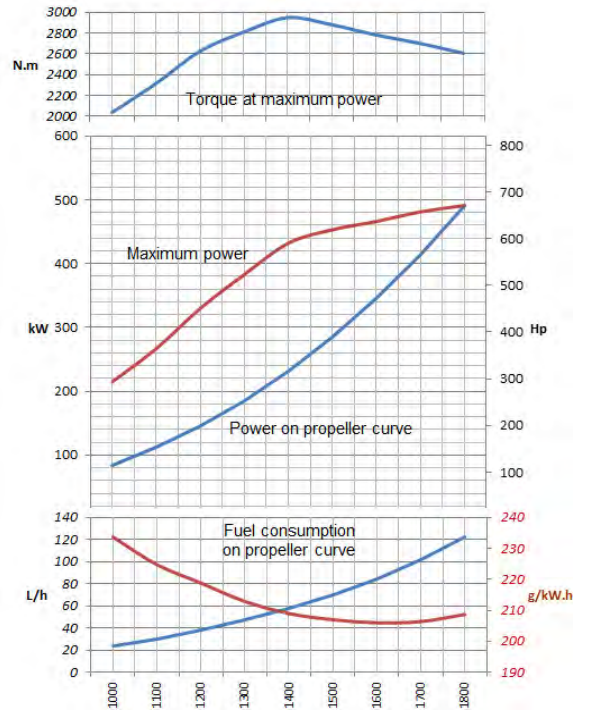


**PERFORMANCES**

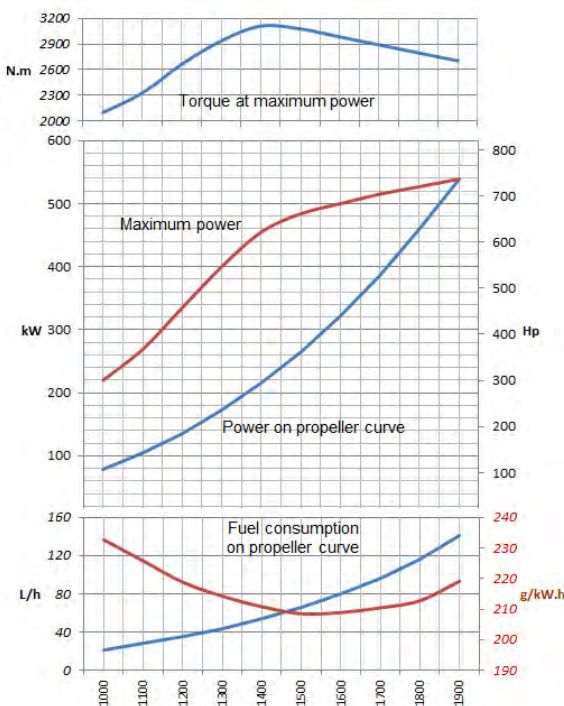
P1 rating - 442 kW / 600 hp @ 1800 rpm



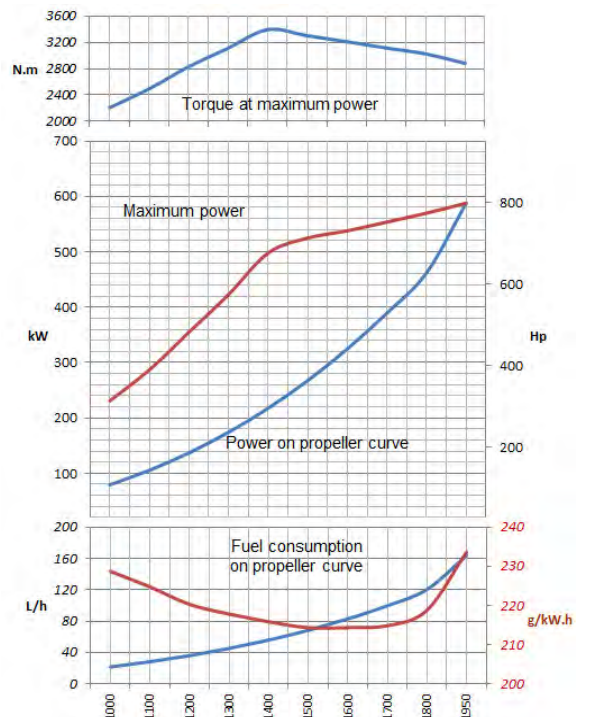
P1 rating - 491 kW / 668 hp @ 1800 rpm



P2 rating - 539 kW / 733 hp @ 1900 rpm



P2 rating - 588 kW / 800 hp @ 1950 rpm



Speed: rpm

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