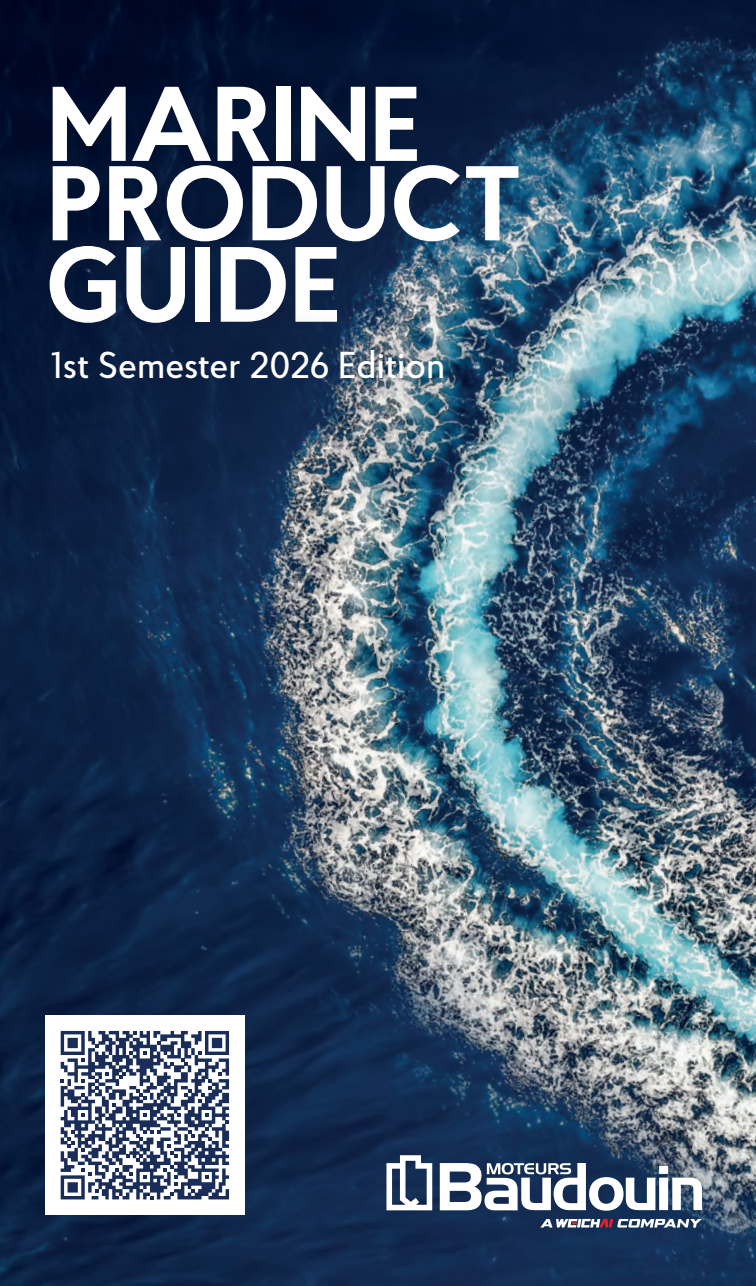
MARINE PRODUCT GUIDE

1st Semester 2026 Edition



MOTEURS Baudouin
A WEICHAI COMPANY

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Table of Contents

We are Baudouin	4
Certifications	5
Compliance	6
Emission Regulations	7
EPA Rating Information	8 - 9
Rating Guidelines	10 - 11
Product Listing	12 - 13
Product Nomenclature & Common Conversions	14
Marine Propulsion Engines	15 - 33
Baudouin Hybrid Systems	34 - 39
Marine Generator Sets	40 - 57
Marine Auxiliary Engines	58 - 69
Marine Control & Monitoring Solutions	70 - 73
Certified Experts	74
Genuine spare parts	75
Reliable by design. Protected by warranty.	76

Baudouin: from France to Global Power

Since 1918, Baudouin has been designing marine and land power solutions for the most demanding demanding environments and applications. Founded in Cassis, France, the company built its reputation on marine-grade durability, where reliability and mechanical endurance are essential.

Baudouin offers a comprehensive range of propulsion solutions, generator sets, and auxiliary engines.

Baudouin products are distinguished by their genuine marine design, high level of reliability, easy maintenance, and operational economy.

As part of the Weichai Group, one of the world's largest engine and powertrain manufacturers, Baudouin benefits from advanced R&D resources, large-scale testing capabilities and a robust global supply chain.

With a global presence in over 100 countries and a network of more than 300 service points, Baudouin ensures expert support, including specification, commissioning, maintenance, and genuine spare parts. Designed for efficiency and durability, Baudouin engines power marine, industrial, and backup energy applications worldwide.

Today, Baudouin power solutions are developed and validated in France and manufactured across three strategic production sites in France, China and India, ensuring industrial flexibility, controlled quality and competitive lead times for marine industry leaders.

- FR French Heritage since 1918
- Global strength as part of Weichai Group
- 100+ years of engineering expertise
- 1M+ engines produced per year
- Fastest lead times available on the market

Certified By Major Classification Societies

Moteurs Baudouin designs and builds marine products in compliance with the strictest safety standards. We have type approvals from major marine classification societies worldwide including:

ISO 9001:2015 CERTIFIED QUALITY MANAGEMENT

ISO 14001:2015 CERTIFIED ENVIRONMENTAL MANAGEMENT

OHSAS 18001:2007 CERTIFIED OCCUPATIONAL HEALTH & SAFETY

Compliance

HVO for Cleaner Diesel Engines

Hydrotreated Vegetable Oil (HVO) is at the heart of our commitment to sustainable energy. HVO, a renewable diesel substitute, significantly reduces greenhouse gas emissions and air pollution.

By leveraging the potential of organic materials, we are not only promoting cleaner energy but also lowering our dependency on traditional fossil fuels.

Part of our propulsion engines, auxiliary engines, and marine genset models are designed to be HVO-compliant, enabling our customers to embrace this sustainable fuel alternative, further solidifying our commitment to sustainability.

AUS 40

From 2026, Baudouin introduces AUS 40 compliance across its new engine platforms, marking a key milestone in our product development.

AUS 40 refers to a 40% aqueous urea solution used for SCR systems in marine applications, enabling effective NOx reduction under demanding operating conditions.

This compliance reflects the maturity of our new engine architectures and aftertreatment integration.

Emission Regulations

International Maritime Organization (IMO) Emission Regulations

The *MARPOL 73/78 Annex VI: Prevention of air pollution from ships* (and subsequent amendments) serves to regulate NOx emission levels on marine diesel engines. The increasing regulations, 'Tiers', affect engines mounted in vessels built on or after January 1st of the year of release of the Tier. The NOx limits allowed are engine speed-dependent.

Tier	Date	NOx limit (g/kW.h)		
		n*< 130	130 ≤ n ≤ 2000	n ≥ 2000
Tier III	2016	3.4	9 x n -02	2.0

n* : rpm

Commercial Craft Directive 2016/1628/CE (EU Stage V)

The directive regulates exhaust emissions from various mobile machinery in the European Community (EC) area. The Stage V standards became effective from 2019 for engines below 56 kW and above 130 kW, and from 2020 for engines of 56-130 kW.

Stage V Emission Standards for Inland Waterways Vessels (IWP & IWA)

Category	Net Power kW	Date	CO	HC[a]	NOx	PM	PN 1/kWh
			g/kWh				
IWP/WA-v/c-1	19 ≤ P < 75	2019	5.00	4.70[b]		0.30	-
IWP/WA-v/c-2	75 ≤ P < 130	2019	5.00	5.40[b]		0.14	-
IWP/WA-v/c-3	130 ≤ P < 300	2019	3.50	1.00	2.10	0.10	-
IWP/WA-v/c-4	P ≥ 300	2020	3.50	0.19	1.80	0.0215	$1x10^{12}$

[a] A = 600 for gas engines [b] HC + NOx

CCNR Regulation - CCNR Central Commission for the Navigation of the Rhine implemented its stage II emissions regulation for diesel engines in July 2007. This regulation is only effective for engines with a rated power at or above 37 kW. In an amendment to the CCNR regulation, according to the EU directives, EC type certification is considered equal to the CCNR's stage II certification. Therefore engines certified to the non-road mobile machinery directive (97/68/EC) will be accepted without direct certification to the CCNR regulation.

EPA Rating Information

The Environmental Protection Agency (EPA) is an independent executive agency, of the United States federal government for environmental protection and has the responsibility of maintaining and enforcing national standards under a variety of environmental laws.

Category	Date	Characteristic
III	2009	Engines below 600 kW
IV	2017	Engines above 600 kW

Rating Guidelines

Power Definition (Standard ISO 3046/1 – Units are metric)

Reference conditions

Ambient temperature	25 °C
Barometric pressure	100 kPa
Relative humidity	30 %
Raw water temperature	25 °C
Ambient temperature	45 °C
Raw water temperature	32 °C

Fuel oil

Relative density	0,840 ± 0,005
Lower calorific power	42 700 kJ/kg
Consumption tolerances	0 ± 5 % (DIN ISO 3046-1)
Inlet limit temperature	35 °C

- Ratings comply with classification societies maximum temperature definition without power derating.
- Fuel consumption declared conditions IMO II.

Tier 3 Standards for Marine Diesel Category 1 Commercial Standard Power Density (≤ 35 kW/dm3) Engines

Power (P) *kW*	Displacement (D) *dm3 per cylinder*	NOx+THC *g/kWh*	PM *g/kWh*	Date
P < 19	D < 0.9	7.5	0.40	2009
19 ≤ P < 75	D < 0.9[a]	7.2	0.30	2009
		4.7[b]	0.30[b]	2014
75 ≤ P < 3700	D < 0.9	5.4	0.14	2012
	0.9 ≤ D < 1.2	5.4	0.12	2013
	1.2 ≤ D < 2.5	5.6	0.11[c]	2014
	2.5 ≤ D < 3.5	5.6	0.11[c]	2013
	3.5 ≤ D < 7	5.8	0.11[c]	2012

† Tier 3 NOx+HC standards do not apply to 2000-3700 kW engines.
a - < 75 kW engines ≥ 0.9 dm3/cylinder are subject to the corresponding 75-3700 kW standards.
b - Option: 0.20 g/kWh PM & 5.8 g/kWh NOx+HC in 2014.
c - This standard level drops to 0.10 g/kWh in 2018 for < 600 kW engines.

EPA Rating Information

Tier 3 Standards for Marine Diesel Category 1 Commercial High Power Density (> 35 kW/dm3) Engines And All Diesel Recreational Engines

Power (P) *kW*	Displacement (D) *dm3 per cylinder*	NOx+THC *g/kWh*	PM *g/kWh*	Date
P < 19	D < 0.9	7.5	0.40	2009
19 ≤ P < 75	D < 0.9[a]	7.5	0.30	2009
		4.7[b]	0.30[b]	2014
75 ≤ P < 3700	D < 0.9	5.8	0.15	2012
	0.9 ≤ D < 1.2	5.8	0.14	2013
	1.2 ≤ D < 2.5	5.8	0.12	2014
	2.5 ≤ D < 3.5	5.8	0.12	2013
	3.5 ≤ D < 7	5.8	0.11	2012

a - < 75 kW engines ≥ 0.9 dm3/cylinder are subject to the corresponding 75-3700 kW standards.
b - Option: 0.20 g/kWh PM & 5.8 g/kWh NOx+HC in 2014.

Tier 4 Standards for Marine Diesel Category 1/2 Engines

Power (P) *kW*	NOx *g/kWh*	HC *g/kWh*	PM *g/kWh*	Date
P ≥ 3700	1.8	0.19	0.12[a]	2014[c]
	1.8	0.19	0.06	2016[b,c]
2000 ≤ P < 3700	1.8	0.19	0.04	2014[c,d]
1400 ≤ P < 2000	1.8	0.19	0.04	2016[c]
600 ≤ P < 1400	1.8	0.19	0.04	2017[d]

a - 0.25 g/kWh for engines with 15-30 dm3/cylinder displacement.
b - Optional compliance start dates can be used within these model years.
c - Option for Cat. 2: Tier 3 PM/NOx+HC at 0.14/7.8 g/kWh in 2012, and Tier 4 in 2015.
d - The Tier 3 PM standards continue to apply for these engines in model years 2014 and 2015 only.

Rating Guidelines

Propulsion Engines

Power Class		Definition
P1	Continuous Duty	**Continuous application with little or no engine speed/load variations.** **Displacement hull.** Engine mean load factor: 100% • Annual duration of use: Unrestricted • Use under full load: 100% **Application examples:** Deep sea and shrimp trawlers, high sea or river tug boats, towboats, cargos, cargo boats, dredgers, and ferries, sea going and inland tug and push boats, freighters, dredges, and ferries.
P2	Heavy Duty	**Continuous application with frequent variations in engine speed and load. Displacement or semi-displacement hull.** Engine mean load factor: 80% • Annual duration of use: <5,000 hours • Use under full load: 8 hours in a 12-hour period (67%) **Application examples:** Annual passenger vessels, harbour tugs, self-propellers, coasters, fast fishing boats such as tuna boats, seiners, pot vessels or liners buoying vessels, oceanographic research vessels.
P3	Intermittent Duty	**Intermittent application with significant variations in engine speed and load.** **Planing or semi-planing hull.** Engine mean load factor: 60% • Annual duration of use: <3,000 hours • Use under full load: 2 hours in a 12-hour period (17%) **Application examples:** Seasonal passenger vessels, fishing launches, pilot boats, commercial pleasure boats, pump boats, displacement sailboats, trawlers, bow thrusters.

Rating Guidelines

Propulsion Engines Continued

Power Class		Definition
P4	Light Duty	**Light application with significant variations in engine speed and load. Planning hull.** Engine mean load factor: 60% • Annual duration of use: <1,500 hours • Use under full load: 1 hour in a 12-hour period (8%) **Application examples:** Private pleasure boats, multi-hull pleasure boats, survey or rescue fast vessels, military fast vessels.
P5	High Performance Duty	**High performance application with significant variations in engine speed and load.** Engine mean load factor: 60% • Annual duration for use: <500 hours • Use under full load: 1 hour in a 12-hour period (8%) **Application examples:** Private pleasure boats, multi-hull pleasure boats.

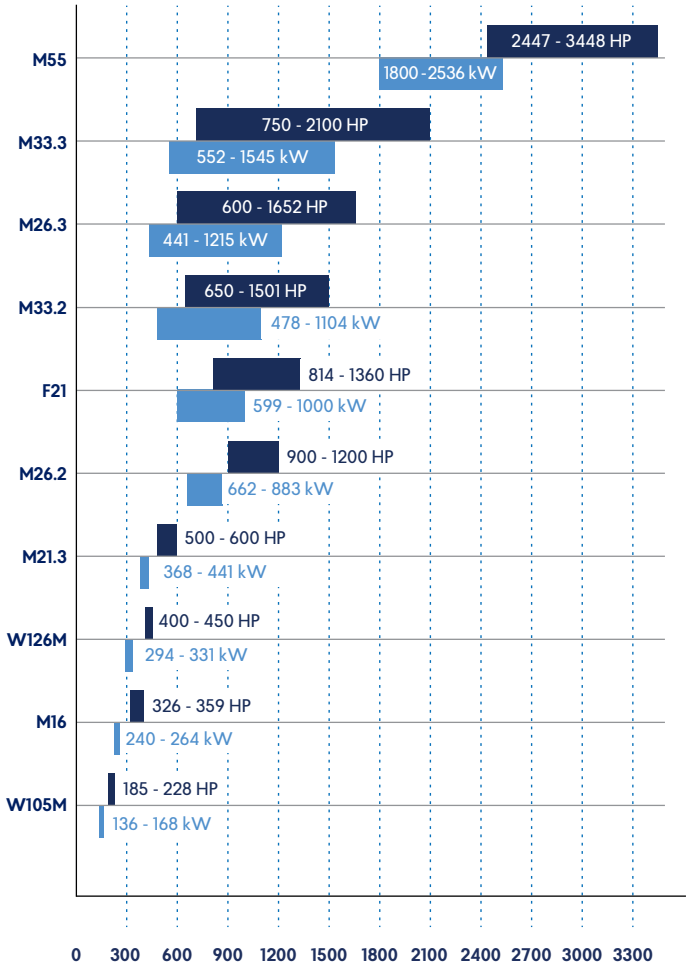
Generator Sets & Auxiliary Engines

Power Class		Definition
COP	Continuous Power	· Constant Load · Load and time unrestricted · 10% overload available and limited at 1 h / 6 h
PRP	Prime Power	· Unrestricted running time · Time at full load ≤ 500 hrs/year · Load variation ≤ 75% of rated power · 10% overload 1 hr/12 hrs
ESP	Emergency standby power	· Running time 200 hrs / year max · Load variation 110% of Prime power · Average load factor should not exceed 70% of the engine's ESP power rating

Warranty Disclaimer: Warranty does not apply whenever the engine operation conditions differ from the initial duty class - P1, P2, P3, P4, and P5 - operational conditions. The operator must therefore modify the duty class accordingly, to benefit from S.I. Baudouin warranty coverage.

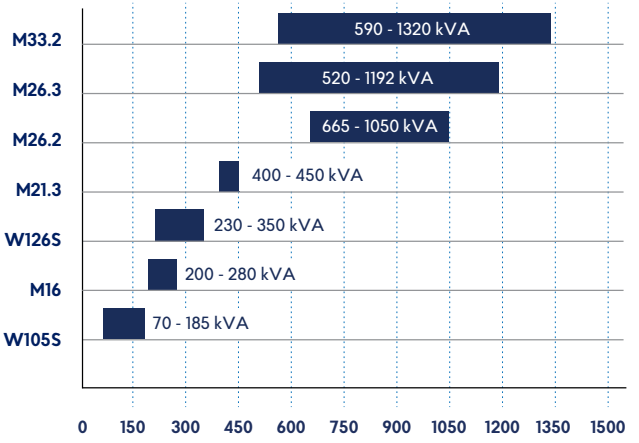
Marine Propulsion engines

OUR RANGE HP kW



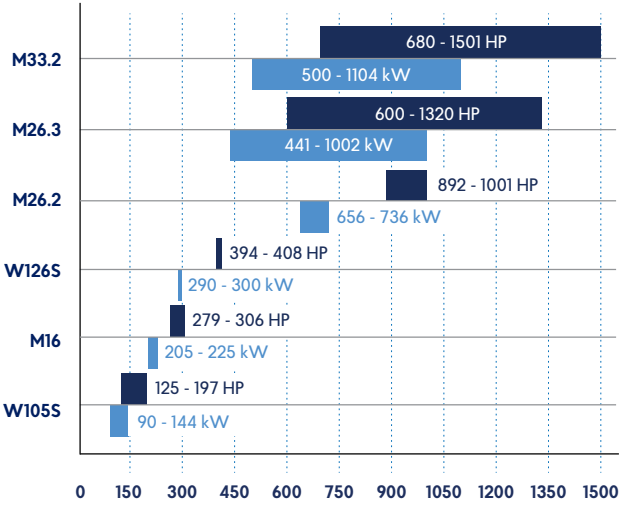
Marine Generator Sets

OUR RANGE KVA



Marine Auxiliary Engines

OUR RANGE HP kW



Product Nomenclature

W Series			
#Cylinders	Engine Spec	Bore	(M) Marine (S) Generator Set/Auxiliry
6	W	105	M

M Series			
#Cylinders	Engine Spec	Unit Displacement	≤.2 Mechanical .3 Electronic
6	M	26	.3

Common Conversions

Power
1 kW = 1.36 metric HP
1 kW = 1.341 BHP
1 BHP = 1.014 metric HP

Length
1 cm = 0.3937 in
1 m = 3.28 ft
1 naut. mile = 1.853 km
1 mile = 1.609 km

Temperature
1°C = (1°F-32)/1.8

Mass
1 g = 0.035 oz
1 kg = 2.2 lb
1 metric ton = 1.1 short ton

Torque
1 Nm = 0.102 mkg
1 Nm = 0.74 lb ft
Nm = kW*9549/rpm

Energy
1 cal = 4.187 J

Pressure
1 mm Hg = 1.333 mbar
1 mm H2O = 0.981 mbar
1 mbar = 100 Pa
1 bar = 14.50 psi

Volume
1L = 0.26 gallon (US)
1L = 0.21 gallon (UK)
1L = 61.02 in3

Specific fuel oil consumption (SFOC)
SFOC (g/kWh) = L/hr * 840/kW

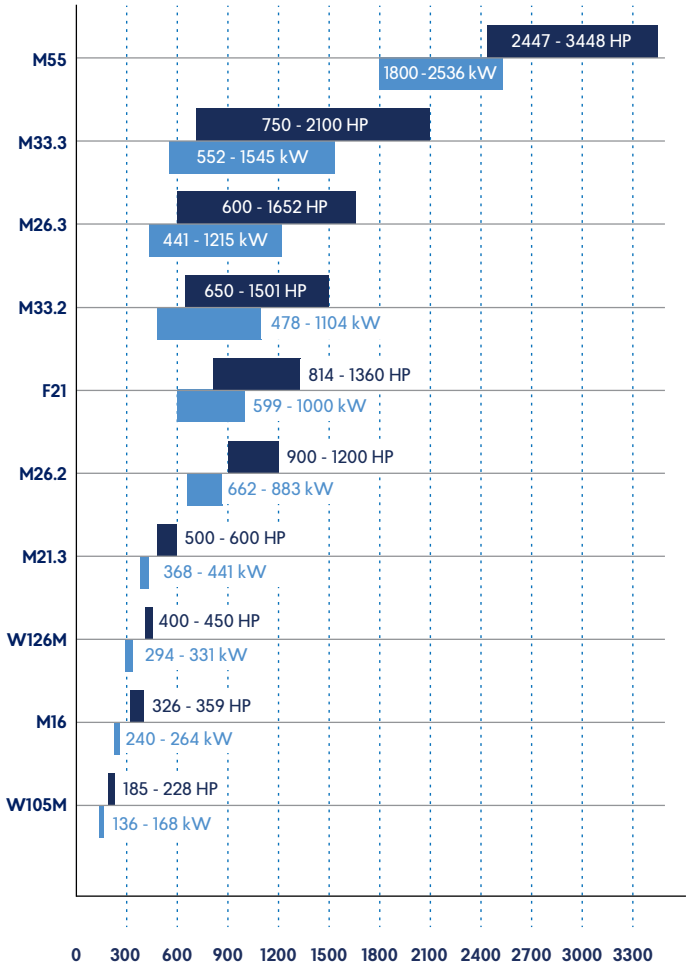
MARINE PROPULSION ENGINES

Baudouin marine propulsion engines are recognized worldwide for their quality, durability, and reliability. Baudouin's products comply with the latest marine and inland shipping environmental standards. Baudouin engines are designed specifically for marine applications, and optimized for easy and cost-effective maintenance.

- Genuine Marine Design
- Best-in-class mean time between overhaul
- Design optimized for maintenance simplicity
- Reliability in the most extreme conditions

Marine Propulsion engines

OUR RANGE HP kW



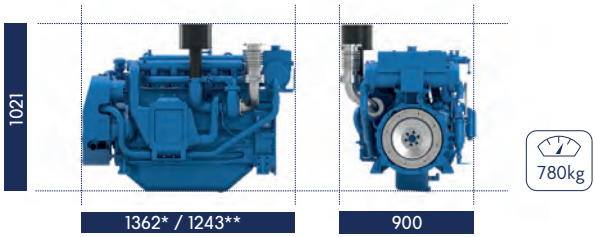
6W105M

Number of cylinders	6
Bore and stroke (mm)	105 X 130
Total displacement (L)	6.7
Cylinders	L6
Engine rotation	Counter clockwise
Idle speed	650 rpm
Flywheel	11.5"
Flywheel housing	SAE 3

Rating	kW	HP	rpm	g/kWh	l/h	IMO
P2	136	185	2100	211	35	II
P3	168	228	2425	213	44	II

Other power ratings are available on request.

Main dimensions (mm) and dry weight (kg)



*total **from flywheel

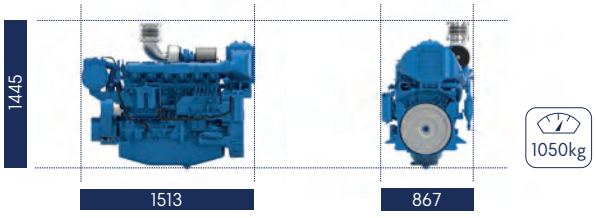
6M16

Number of cylinders	6 in line
Bore and stroke	126 x 130 mm
Total displacement	9.7L
Cylinders	L6
Engine rotation	counterclockwise
Idle speed	650 rpm
Flywheel	14"
Flywheel housing	SAE 1

Rating	kW	HP	rpm	g/kWh	l/h	IMO
P1	240	326	2100	218	62	II
P2	264	359	2100	225	70	II

Other power ratings are available on request.

Main dimensions (mm) and dry weight (kg)



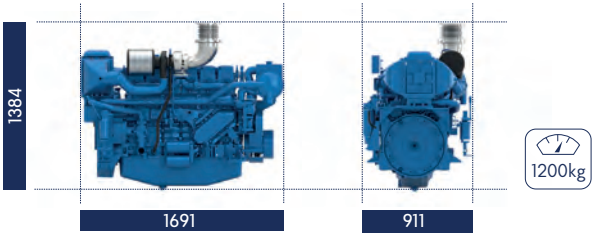
6W126M

Number of cylinders	6 in line
Bore and stroke	126 x 155 mm
Total displacement	11.6L
Cylinders	L6
Engine rotation	counterclockwise
Idle speed	650 rpm
Flywheel	14"
Flywheel housing	SAE 1

Rating	kW	HP	rpm	g/kWh	l/h	IMO
P1	294	400	1800	211	74	II
P2	331	450	2100	224	88	II

Other power ratings are available on request.

Main dimensions (mm) and dry weight (kg)

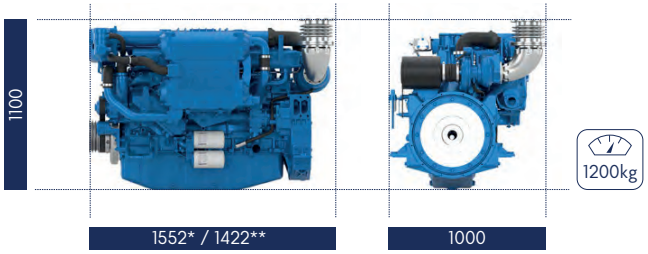


6M21.3

Number of cylinders	6 in line
Bore and stroke	127 x 165 mm
Total displacement	12.54L
Cylinders	L6
Engine rotation	counterclockwise
Idle speed	650 rpm
Flywheel	14"
Flywheel housing	SAE 1

Rating	kW	HP	rpm	g/kWh	l/h	IMO
P1	368	500	1800	203	89	II
P2	405	550	1800	205	99	II
P3	441	600	2100	215	113	II

Main dimensions (mm) and dry weight (kg)



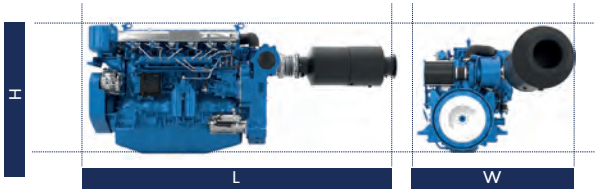
*total **from flywheel

6M21.3 IMO III NEW

Number of cylinders	6 in line
Bore and stroke	127 x 165 mm
Total displacement	12.54L
Cylinders	L6
Engine rotation	counterclockwise
Idle speed	650 rpm
Flywheel	14"
Flywheel housing	SAE 1
SCR	Adaptable configurations

Rating	kW	HP	rpm	g/kWh	l/h	IMO
P1	368	500	1800	194	85	III
P2	405	550	1800	196	94	III
P3	441	600	2100	205	108	III

Main dimensions (mm) and dry weight (kg)



Model	L (mm)	W (mm)	H (mm)	Weight (Kg)
Engine alone	1422* - 1552**	1000	1100	1200
SCR alone	1040	367	367	43
+SCR over-engine	1555	1000	1480	+43
+SCR over-gearbox	1810	1000	1100	+43

*total **from flywheel

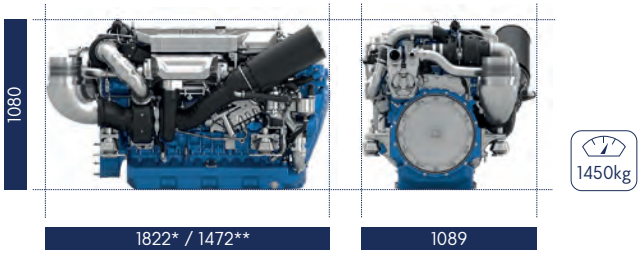
6F21

Number of cylinders	6 in line
Bore and stroke	127 x 165 mm
Total displacement	12.5L
Cylinders	L6
Engine rotation	counterclockwise
Idle speed	700 rpm
Flywheel	14"
Flywheel housing	SAE 1

HVO

Rating	kW	HP	rpm	g/kWh	l/h	IMO	EPA
P3	599	815	2300	214	153	II	3-REC
P4	662	900	2300	215	169	II	3-REC
P5	735	1000	2300	217	190	II	3-REC

Main dimensions (mm) and dry weight (kg)



*total **from flywheel

6M26.3

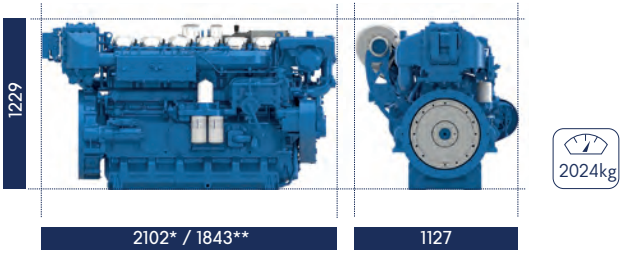
Number of cylinders	6 in line
Bore and stroke	150 x 150 mm
Total displacement	15.9L
Cylinders	L6
Engine rotation	counterclockwise
Idle speed	650 rpm
Flywheel	14"
Flywheel housing	SAE 1

HVO

Rating	kW	HP	rpm	g/kWh	l/h	IMO	EPA
P1	442	601	1800	197/208	103/109	II	3
P2	485	659	1800	200	115	II	-
P2	515	700	2000	207/214	127/131	II	3
P2	552	751	2100	213/221	139/145	II	3
P3	599	814	2100	219/230	156/164	II	3

Other power ratings are available on request.

Main dimensions (mm) and dry weight (kg)



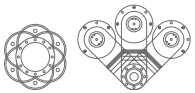
*total **from flywheel

6M26.3 IMO III | EPA 4 / Stage V

Number of cylinders	6 in line
Bore and stroke	150 x 150 mm
Total displacement	15.9L
Cylinders	L6
Engine rotation	counterclockwise
Idle speed	650 rpm
Flywheel	14"
Flywheel housing	SAE 1

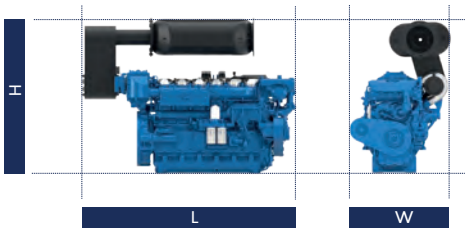
Adaptable configuration available:

360 degrees rotatable axis to allow maximum flexibility.
SCR is also available as a standalone product.

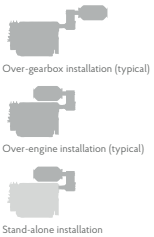


Rating	kW	HP	rpm	g/kWh	l/h	IMO	EPA	Stage V
P1	442	600	1800	201/208	106/109	III	4	✓
P2	515	700	2000	215/214	127/131	III	4	✓
P2	552	750	2100	217/221	143/145	III	4	✓
P3	599	814	2100	225/230	160/164	III	4	-

Main dimensions (mm) and dry weight (kg)



Adaptable Configurations



Model	L (mm)	W (mm)	H (mm)	Weight (Kg)
Engine alone	2102	1127	1229	2024
With SCR	2501	1282/1364	1826/1903	+195
With Stage V	3397/5460/2835	1201/1220/1618	2734/1973/2689	+422

6M33.2

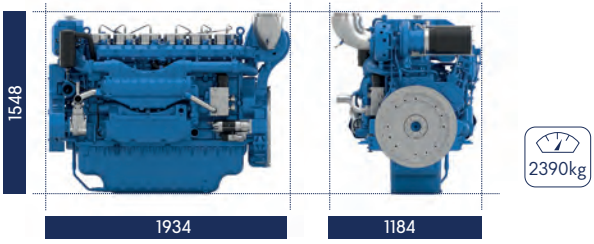
Number of Cylinders	6 in line
Bore and Stroke	150 x 185 mm
Total displacement	19.6L
Cylinders	L6
Engine rotation	counterclockwise
Idle speed	700 rpm
Flywheel	14"
Flywheel housing	SAE 1

BEST-IN-CLASS
LOW SPEED TORQUE

Rating	kW	HP	rpm	g/kWh	l/h	IMO
P1	478	650	1800	211	120	II
P2	515	700	1800	210	129	II
P2	552	751	1800	215	141	II

Other power ratings are available on request.

Main dimensions (mm) and dry weight (kg)

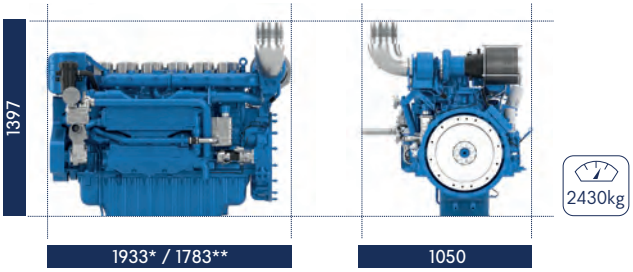


6M33.3

Number of cylinders	6 in line
Bore and stroke	150 x 185 mm
Total displacement	19.8L
Cylinders	L6
Engine rotation	counterclockwise
Idle speed	650 rpm
Flywheel	18"
Flywheel housing	SAE 0

Rating	kW	HP	rpm	g/kWh	l/h	IMO
P1	552	750	1600	203	137	II
P1	552	750	1800	211	142	II
P2	574	780	1600	202	142	II
P2	574	780	1800	210	147	II
P3	670	911	1900	215	176	II
P4	750	1020	2000	224	205	II

Main dimensions (mm) and dry weight (kg)



*total **from flywheel

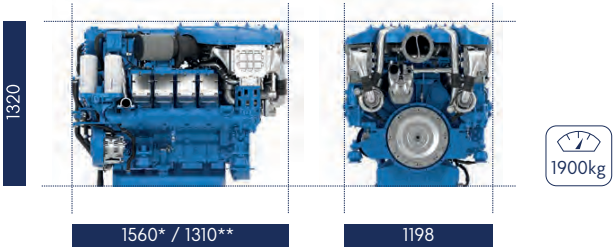
8F21

Number of cylinders	8
Bore and stroke	127 x 165 mm
Total displacement	16.7L
Engine rotation	counterclockwise
Idle speed	650 rpm
Flywheel	14"
Flywheel housing	SAE 1

Rating	kW	HP	rpm	g/kWh	l/h	IMO
P3	809	1100	2300	211	212	II
P4	919	1250	2300	207	250	II
P5	1000	1360	2300	204	274	II

Other power ratings are available on request.

Main dimensions (mm) and dry weight (kg)



*total **from flywheel

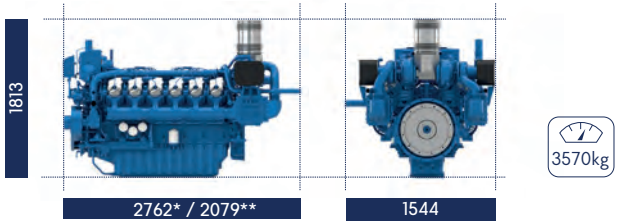
12M26.2

Number of cylinders	12
Bore and stroke (mm)	150 X 150
Total displacement (L)	31.8
Cylinders	V12
Engine rotation	Counter clockwise
Idle speed	650
Flywheel	18"
Flywheel housing	SAE 0

Rating	kW	HP	rpm	g/kWh	l/h	IMO
P1	662	900	1800	211	166	II
P1	736	1000	1800	209	183	II
P2	808	1099	1900	210	202	II
P2	883	1201	1950	215	226	II

Other power ratings are available on request.

Main dimensions (mm) and dry weight (kg)



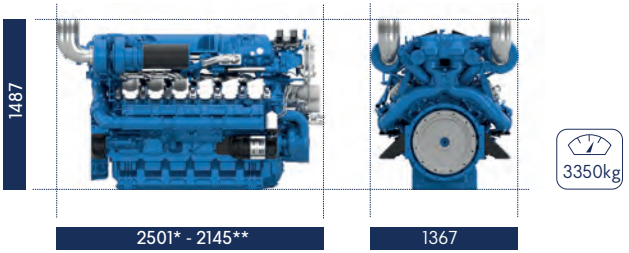
*total **from flywheel

12M26.3

Number of cylinders	12
Bore and stroke (mm)	150 X 150
Total displacement (L)	31.8
Cylinders	V12
Engine rotation	Counter clockwise
Idle speed	650 rpm
Flywheel	18"
Flywheel housing	SAE 0

Rating	kW	HP	rpm	g/kWh	l/h	IMO	EPA
P1	883	1201	1800	200/217	210/228	II	3
P2	972	1322	1800	200	231	II	-
P2	1030	1400	2100	205/223	251/273	II	3
P2	1103	1500	2200	210/229	274/299	II	3
P3	1215	1652	2300	209/230	301/332	II	3

Main dimensions (mm) and dry weight (kg)



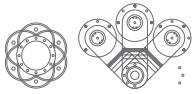
*total **from flywheel

12M26.3 IMO III EPA 4 / Stage V

Number of cylinders	12
Bore and stroke (mm)	150 X 150
Total displacement (L)	31.8
Cylinders	V12
Engine rotation	Counter clockwise
Idle speed	650 rpm
Flywheel	18"
Flywheel housing	SAE 0

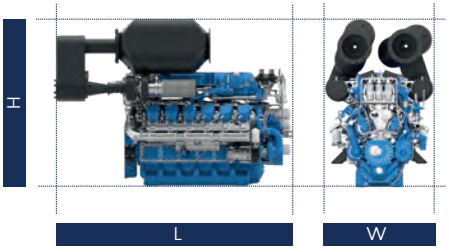
Adaptable configuration available:

360 degrees rotatable axis to allow maximum flexibility.
SCR is also available as a standalone product.



Rating	kW	HP	rpm	g/kWh	l/h	IMO	EPA	Stage V
P1	883	1200	1800	200/217	210/228	III	4	✓
P2	1030	1400	2100	205/223	251/273	III	4	✓
P2	1103	1500	2200	210/229	275/300	III	4	✓
P3	1214	1650	2300	209/230	301/333	III	4	✓

Main dimensions (mm) and dry weight (kg)



Adaptable Configurations

Over-gearbox installation (typical)

Over-engine installation (typical)

Stand-alone installation

Model	L (mm)	W (mm)	H (mm)	Weight (Kg)
Engine alone	2501	1367	1489	3350
With SCR	3056/3056	1782/1556	2120/2085	+2x193
With Stage V	4164/7538/4015	1615/1476/1475	3195/2202/3771	+422

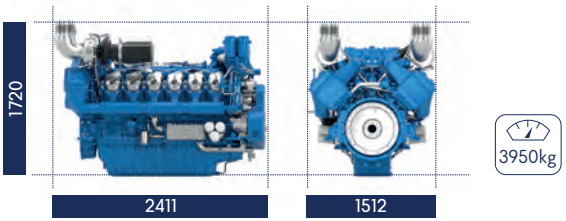
12M33.2

Number of cylinders	12
Bore and stroke (mm)	150 X 185
Total displacement (L)	39.2
Cylinders	V12
Engine rotation	Counter clockwise
Idle speed	650 rpm
Flywheel	18"
Flywheel housing	SAE 0

BEST-IN-CLASS
LOW SPEED TORQUE

Rating	kW	HP	rpm	g/kWh	l/h	IMO
P1	956	1300	1800	226	257	II
P2	1029	1400	1800	210	257	II
P2	1104	1500	1800	209	275	II

Main dimensions (mm) and dry weight (kg)

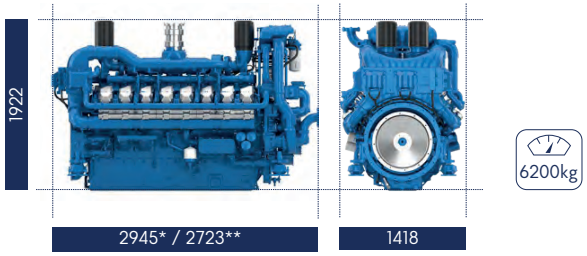


16M33.3

Number of cylinders	16 V
Bore and stroke	150 x 185 mm
Total displacement	52.3L
Engine rotation	counterclockwise
Idle speed	650 rpm
Flywheel	21"
Flywheel housing	SAE 00

Rating	kW	HP	rpm	g/kWh	l/h	IMO
P1	1287	1750	1600	218	334	II
P1	1434	1950	1800	216	370	II
P2	1361	1850	1600	218	354	II
P2	1545	2100	1800	217	402	II

Main dimensions (mm) and dry weight (kg)



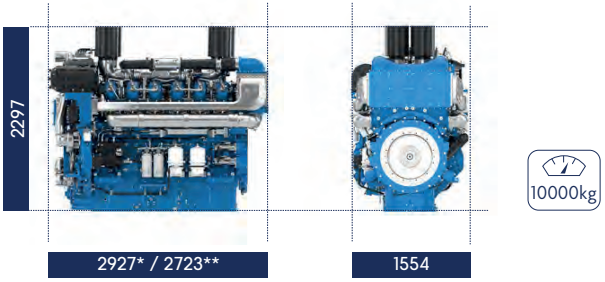
*total **from flywheel

12M55

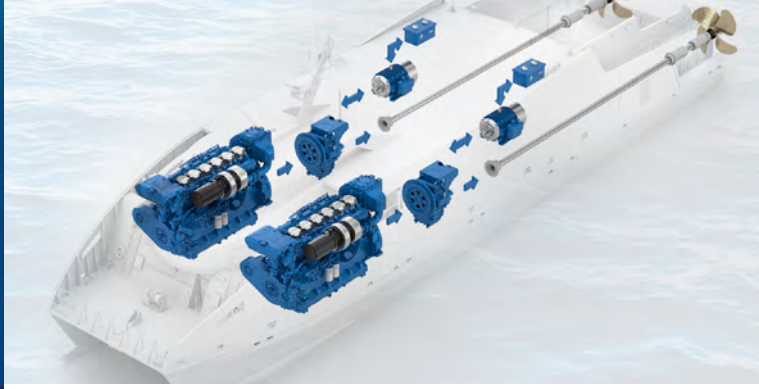
Number of cylinders	12
Bore and stroke	180×215 mm
Total displacement	65.6L
Engine rotation	counterclockwise
Idle speed	600 rpm
Flywheel	21"
Flywheel housing	SAE 00

Rating	kW	HP	rpm	g/kWh	l/h	IMO
P1	1800	2450	1600	188	409	II
P1	1912	2600	1800	193	462	II
P2	1985	2700	1600	188	434	II
P2	2205	3000	1800	194	515	II
P3	2536	3450	1800	200	612	II

Main dimensions (mm) and dry weight (kg)



*total **from flywheel



A COMPLETE HYBRID SYSTEM SUPPLIER

Marine has been in our DNA for over a century. Our hybrid solutions are designed for marine needs, and we are committed to supporting our partners' challenges for a greener world. From the idea to the realization, our R&D team is dedicated to partnering with you in your marine hybrid projects.

- Flexibility in power and fuel management
- Optimization of the maintenance cost
- Engine downsizing
- Across all applications: passenger, military, fishing, crew, yacht, etc.

Parallel Hybrid Configuration

A diesel engine is connected via a clutch and gearbox to the propeller in a standard propulsion system. Also connected in parallel to the gearbox is an electric motor and battery pack, enabling the system to switch between an electric drive or a standard diesel motor.

During operation the engine can be used to recharge the batteries which are then discharged to improve overall system efficiency, reducing fuel consumption and allowing for zero-emissions running.

Series Hybrid Configuration

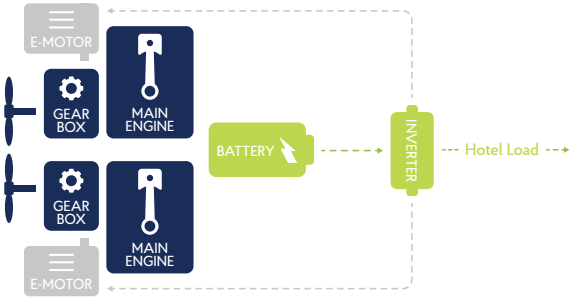
Utilizing onboard electrical generation systems, batteries can be charged and then discharged through the onboard electrical motors to allow for low noise and zero-emissions operation.

Efficienc y improvements through optimal loading of the generators can improve fuel consumption, service costs, and exhaust emissions allowing reduced running hours and full electric operation.

Hybrid Modes

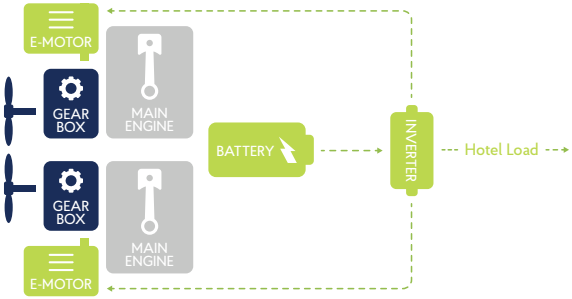
Diesel Drive Mode

- E-Motor off
- Propulsion by main engine (Diesel)
- Hotel load by main generator or battery



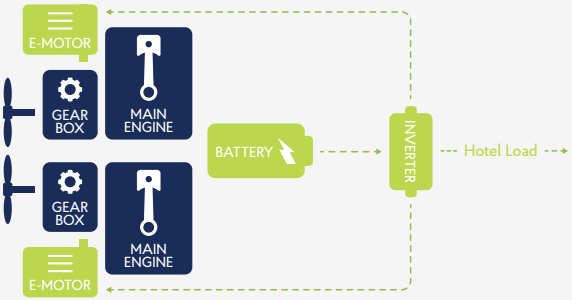
Electric Drive Mode

- Main engine (Diesel) off
- Propulsion by E-motor
- Powered by main generator or battery
- Hotel load by main generator or battery



Boost Mode

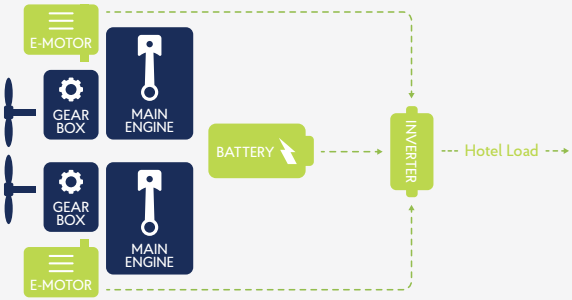
- Main engine (Diesel) on
- Main generator on
- Propulsion by E-motor and main engine (Diesel)
- Powered by main generator or battery
- Hotel load by main generator or battery



An additional generator can support the load of the battery.

Generator Mode

- Main engine (Diesel) on
- Propulsion by main engine (Diesel)
- E-motor as generator driven by main engine
- Main generator only switch on if additional load of battery or hotel load is required



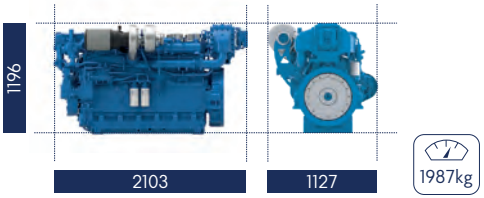
An additional generator can support the load of the battery.

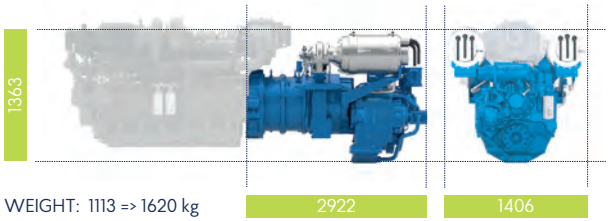
6M26.3

Number of cylinders	6 in line
Bore and stroke (mm)	150 X 150
Total displacement (L)	15.9
Compression ratio	15/1
Engine rotation	Counter clockwise
Idle speed	650 rpm
Flywheel	14"
Flywheel housing	SAE 1

Rating	kW	HP	rpm	g/kWh	l/h	IMO
P1	441	600	1800	195	103	II/III
P2	485	660	1800	198	114	II
P2	515	700	2000	198	124	II/III
P2	552	750	2100	198	137	II/III
P3	599	815	2100	197	154	II/III

Main dimensions (mm) and dry weight (kg)





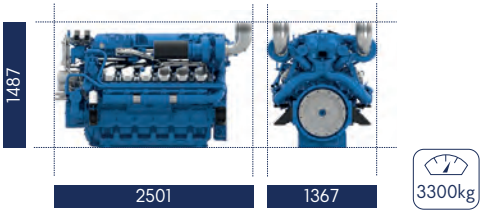
WEIGHT: 1113 => 1620 kg

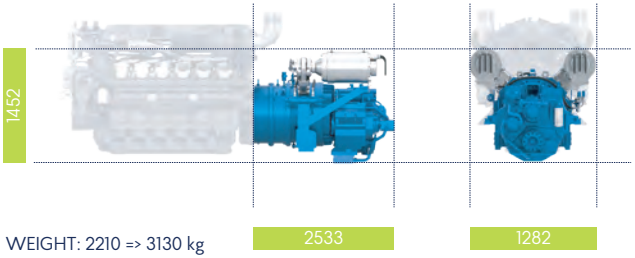
12M26.3

Number of cylinders	12V @ 90
Bore and stroke (mm)	150 X 150
Total displacement (L)	31.8 L
Compression ratio	15/1
Engine rotation	Counter clockwise
Idle speed	650 rpm
Flywheel	18"
Flywheel housing	SAE 0

Rating	kW	HP	rpm	g/kWh	l/h	IMO
P1	883	1200	1800	200	207	II/II
P2	972	1320	1800	199	232	II
P2	1030	1400	2100	199	250	II/III
P2	1103	1500	2200	200	275	II/III
P3	1214	1650	2300	205	311	II/III

Main dimensions (mm) and dry weight (kg)





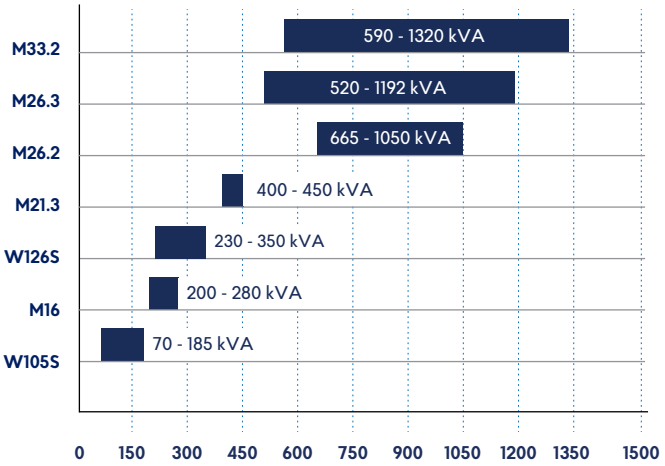
WEIGHT: 2210 => 3130 kg

MARINE GENERATOR SETS

Baudouin offers a wide range of marine generator sets designed for use in the most extreme marine conditions. This extensive range of marine products offers a one-stop shop for marine power and control solutions.

- Mechanical injection engines simplify maintenance
- Reliability in the most extreme conditions
- Best-in-class fuel consumption
- High-efficiency alternators

OUR RANGE KVA



4W105S

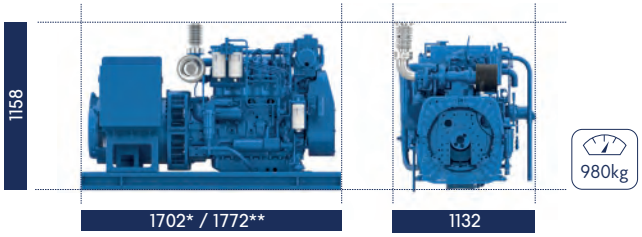
Number of cylinders	4
Bore & Stroke (mm)	105 x 130
Displacement (L)	4.5
Cylinders	L4
Engine rotation	Counter clockwise
Idle speed	700 rpm
Fly wheel	11.5"
Fly wheel housing	SAE 3

HVO

Rating	Hz	kVA	kWe	rpm	g/kWh	l/h	IMO
PRP	50	100	80	1500	201	21	-
PRP	60	125	100	1800	209	27	-

Other power ratings are available on request.

Main dimensions (mm) and dry weight (kg)



*total **from flywheel

4W105ES

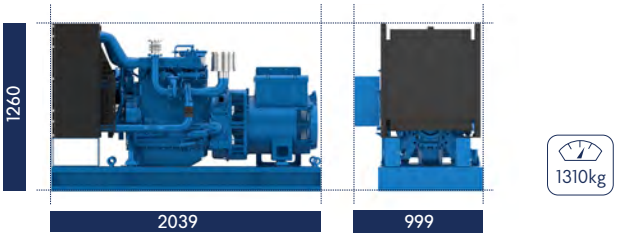
Number of cylinders	4
Bore and stroke (mm)	105 X 130
Total displacement (L)	4.5
Cylinders	L4
Engine rotation	Counter clockwise
Idle speed	700 rpm
Flywheel	11.5"
Flywheel housing	SAE 3

HVO

Rating	Hz	kVA	kWe	rpm	g/kWh	l/h	IMO
ESP	50	100	80	1500	132	21	-
ESP	60	125	100	1800	132	21	-

Other power ratings are available on request.

Main dimensions (mm) and dry weight (kg)



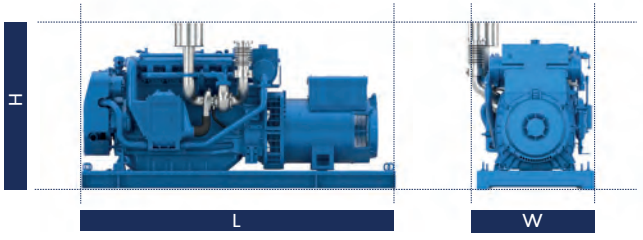
6W105S

Number of cylinders	6
Bore and stroke (mm)	105 X 130
Total displacement (L)	6.7
Cylinders	L6
Engine rotation	Counter clockwise
Idle speed	650 rpm
Flywheel	11.5"
Flywheel housing	SAE 3

Rating	Hz	kVA	kWe	rpm	g/kWh	l/h	IMO
PRP	50	100	80	1500	178	18	-
PRP	60	115	92	1800	170	20	-

Other power ratings are available on request.

Main dimensions (mm) and dry weight (kg)



L (mm)	W (mm)	H (mm)	Weight (Kg)
2140	1042 - 1142	1066	1216 - 1248

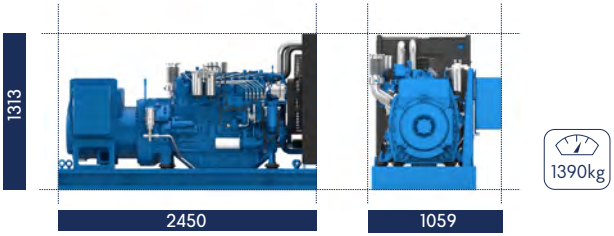
6W105ES

Number of cylinders	6
Bore and stroke (mm)	105 X 130
Total displacement (L)	6.7
Cylinders	L6
Engine rotation	Counter clockwise
Idle speed	650 rpm
Flywheel	11.5"
Flywheel housing	SAE 3

Rating	Hz	kVA	kWe	rpm	g/kWh	l/h	IMO
ESP	50	165	132	1500	206	32	-
ESP	60	170	136	1800	194	31	-

Other power ratings are available on request.

Main dimensions (mm) and dry weight (kg)



6W126S

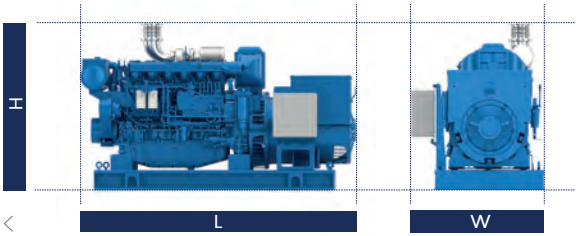
Number of cylinders	6 in line
Bore and stroke	126 x 155 mm
Total displacement	11.6L
Cylinders	L6
Engine rotation	counterclockwise
Idle speed	650 rpm
Flywheel	14"
Flywheel housing	SAE 1

HVO

Rating	Hz	kVA	kWe	rpm	g/kWh	l/h	IMO
PRP	50	330	264	1500	195	65	II
PRP	60	350	280	1800	203	72	II

Other power ratings are available on request.

Main dimensions (mm) and dry weight (kg)



L (mm)	W (mm)	H (mm)	Weight (Kg)
2447 - 2587	1219 - 1479	1498	2030 - 2236

6M16

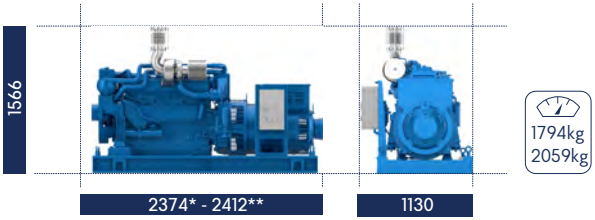
Number of cylinders	6 in line
Bore and stroke	126 x 130 mm
Total displacement	9.7L
Cylinders	L6
Engine rotation	counterclockwise
Idle speed	650 rpm
Flywheel	14"
Flywheel housing	SAE 1

HVO

Rating	Hz	kVA	kWe	rpm	g/kWh	l/h	IMO
PRP	50	240	192	1500	190	46	II
PRP	60	260	208	1800	201	53	II

Other power ratings are available on request.

Main dimensions (mm) and dry weight (kg)



*total **from flywheel

6M21.3 NEW

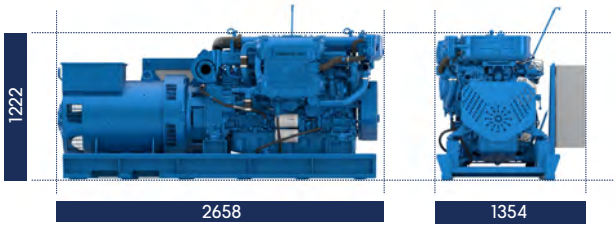
Number of cylinders	6 in line
Bore and stroke	127 x 165 mm
Total displacement	12.54L
Cylinders	L6
Engine rotation	counterclockwise
Idle speed	650 rpm
Flywheel	14"
Flywheel housing	SAE 1

HVO

Rating	Hz	kVA	kWe	rpm	g/kWh	l/h	IMO
PRP	50	400	320	1500	189	81	II
PRP	60	450	360	1800	205	87.9	II

Main dimensions (mm) and dry weight (kg)

2625 kg



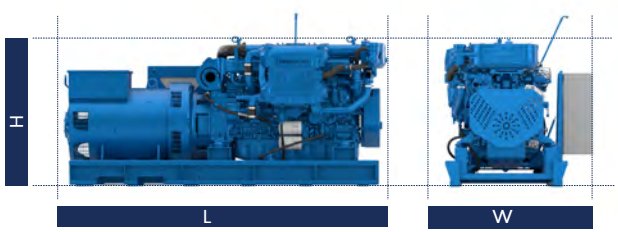
6M21.3 IMO III NEW

Number of cylinders	6 in line
Bore and stroke	127 x 165 mm
Total displacement	12.54L
Cylinders	L6
Engine rotation	counterclockwise
Idle speed	650 rpm
Flywheel	14"
Flywheel housing	SAE 1

HVO

Rating	Hz	kVA	kWe	rpm	g/kWh	l/h	IMO
PRP	50	400	320	1500	189	81	III
PRP	60	450	360	1800	196	84	III

Main dimensions (mm) and dry weight (kg)



Model	L (mm)	W (mm)	H (mm)	Weight (Kg)
Engine alone	2658	1354	1222	2625
+SCR	2818	1426	1222	+43

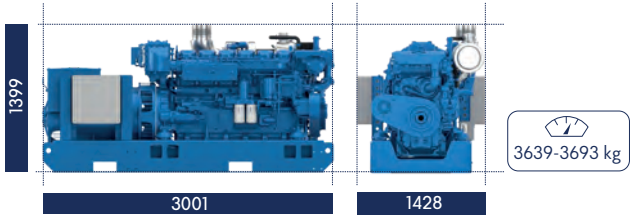
6M26.3

Number of cylinders	6 in line
Bore and stroke	150 x 150 mm
Total displacement	15.9L
Cylinders	L6
Engine rotation	counterclockwise
Idle speed	650 rpm
Flywheel	14"
Flywheel housing	SAE 1

Rating	Hz	kVA	kWe	rpm	g/kWh	l/h	IMO	EPA
PRP	50	520	416	1500	195	102	II	N/A
PRP	60	590	472	1800	204	120	II	3

Other power ratings are available on request.

Main dimensions (mm) and dry weight (kg)

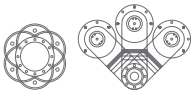


6M26.3 IMO III | EPA 4 / Stage V

Number of cylinders	6 in line
Bore and stroke	150 x 150 mm
Total displacement	15.9L
Cylinders	L6
Engine rotation	counterclockwise
Idle speed	650 rpm
Flywheel	14"
Flywheel housing	SAE 1

Adaptable configuration available:

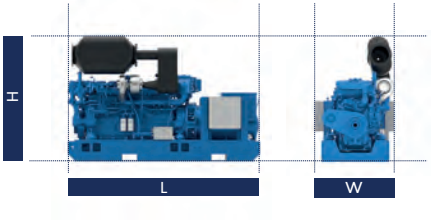
Engine & Stand Alone.
360 degrees rotatable axis to allow maximum flexibility.
SCR is also available as a standalone product.



Rating	Hz	kVA	kWe	rpm	g/kWh	l/h	IMO	EPA	Stage V
PRP	50	520	416	1500	204	107	III	N/A	N/A
PRP	60	590	472	1800	202	120	III	4	N/A

Other power ratings are available on request.

Main dimensions (mm) and dry weight (kg)



Model	L (mm)	W (mm)	H (mm)	Weight (Kg)
Engine alone	3001	1428	1399	3639/3693
With SCR	3001	1369/1287	2073/2000	+195
With Stage V	3397/5460/3747	1445/1456/1618	2904/2143/2859	+422

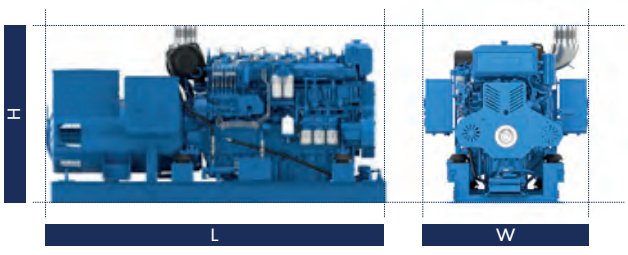
6M33.2

Number of Cylinders	6 in line
Bore and Stroke	150 x 185 mm
Total displacement	19.6L
Cylinders	L6
Engine rotation	counterclockwise
Idle speed	700 rpm
Flywheel	14"
Flywheel housing	SAE 1

Rating	Hz	kVA	kWe	rpm	g/kWh	l/h	IMO
PRP	50	590	472	1500	198	117	II
PRP	60	650	524	1800	215	141	II

Other power ratings are available on request.

Main dimensions (mm) and dry weight (kg)



L (mm)	W (mm)	H (mm)	Weight (Kg)
3056 - 3076	1279 - 1405	1629	3920 - 4104

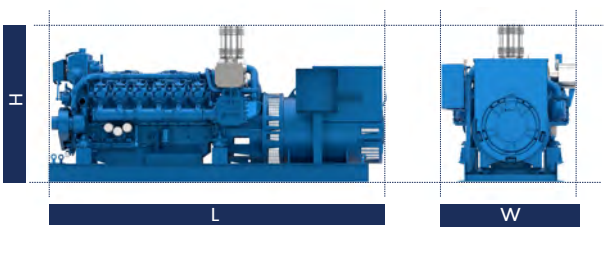
12M26.2

Number of cylinders	12
Bore and stroke (mm)	150 X 150
Total displacement (L)	31.8
Cylinders	V12
Engine rotation	Counter clockwise
Idle speed	650 rpm
Flywheel	18"
Flywheel housing	SAE 0

Rating	Hz	kVA	kWe	rpm	g/kWh	l/h	IMO
PRP	50	1050	840	1500	201	210	II

Other power ratings are available on request.

Main dimensions (mm) and dry weight (kg)



L (mm)	W (mm)	H (mm)	Weight (Kg)
3717-3961	1578-1581	1839-1889	5398-6400

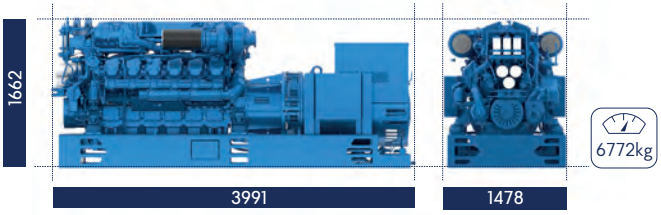
12M26.3

Number of cylinders	12
Bore and stroke (mm)	150 X 150
Total displacement (L)	31.8
Cylinders	V12
Engine rotation	Counter clockwise
Idle speed	650 rpm
Flywheel	18"
Flywheel housing	SAE 0

Rating	Hz	kVA	kWe	rpm	g/kWh	l/h	IMO
PRP	50	1050	840	1500	197	207	II
PRP	60	1192	984	1500	199	237	II

Other power ratings are available on request.

Main dimensions (mm) and dry weight (kg)

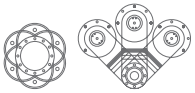


12M26.3 IMO III | EPA 4

Number of cylinders	12
Bore and stroke (mm)	150 X 150
Total displacement (L)	31.8
Cylinders	V12
Engine rotation	Counter clockwise
Idle speed	650 rpm
Flywheel	18"
Flywheel housing	SAE 0

Adaptable configuration available:

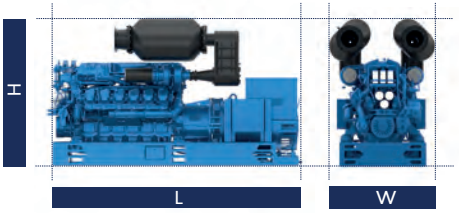
Over Engine & Stand Alone.
360 degrees rotatable axis to allow maximum flexibility.
SCR is also available as a standalone product.



Rating	Hz	kVA	kWe	rpm	g/kWh	l/h	IMO	EPA
PRP	50	1050	840	1500	211	222	III	N/A
PRP	60	1195	954	1800	203	242	III	4

Other power ratings are available on request.

Main dimensions (mm) and dry weight (kg)



Model	L (mm)	W (mm)	H (mm)	Weight (Kg)
Genset alone	3991	1478	1662	6772
With SCR	3991 - 3991	1782 - 1556	2300 - 2260	+ 2 x 193

12M33.2

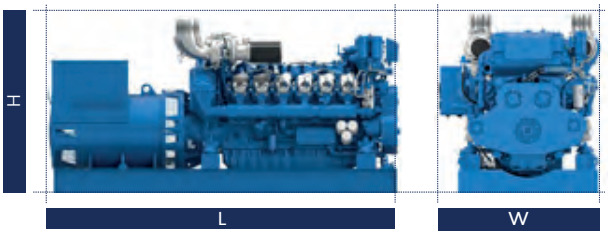
Number of cylinders	12
Bore and stroke (mm)	150 X 185
Total displacement (L)	39.2
Cylinders	V12
Engine rotation	Counter clockwise
Idle speed	650 rpm
Flywheel	18"
Flywheel housing	SAE 0

HVO

Rating	Hz	kVA	kWe	rpm	g/kWh	l/h	IMO
PRP	50	1190	952	1500	206	245	II
PRP	60	1320	1056	1800	208	275	II

Other power ratings are available on request.

Main dimensions (mm) and dry weight (kg)



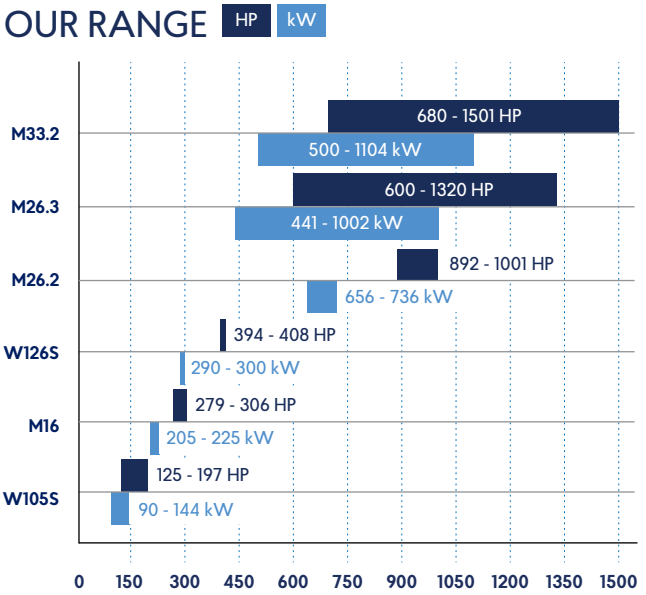
L (mm)	W (mm)	H (mm)	Weight (Kg)
3612.5 - 3731.5	1578 - 1581	1855	6599 - 7245

MARINE AUXILIARY ENGINES

- Best in Class fuel consumption and mean time between overhaul
- Design optimized for maintenance simplicity
- Reliability in the most extreme conditions
- Genuine Marine Design

Marine Auxiliary Engines

OUR RANGE



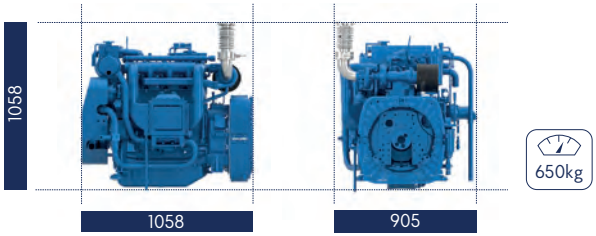
4W105

Number of cylinders	4
Bore & Stroke (mm)	105 x 130
Displacement (L)	4.5
Cylinders	L4
Engine rotation	Counter clockwise
Idle speed	700 rpm
Fly wheel	11"5
Fly wheel housing	SAE 3

kW (PRP)	HP	rpm	g/kWh	l/h	IMO
90	122	1500	194	21	N/A
104	141	1800	198	25	N/A

N/A: Not applicable

Main dimensions (mm) and dry weight (kg)

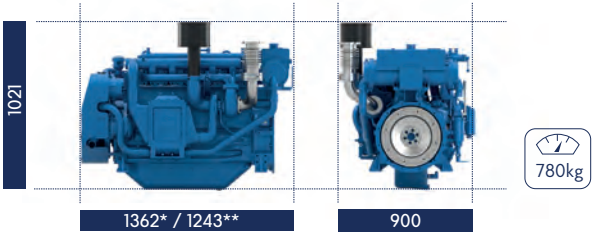


6W105

Number of cylinders	6
Bore and stroke (mm)	105 X 130
Total displacement (L)	6.7
Cylinders	L6
Engine rotation	Counter clockwise
Idle speed	650 rpm
Flywheel	11"5
Flywheel housing	SAE 3

kW (PRP)	HP	rpm	g/kWh	l/h	IMO
125	170	1500	197	29	II
144	196	1800	196	33	II

Main dimensions (mm) and dry weight (kg)



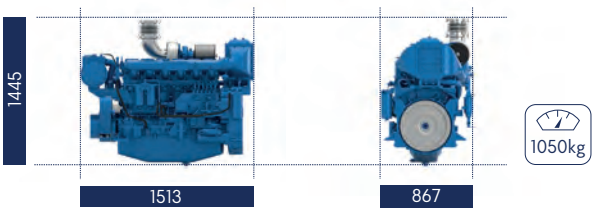
*total **from flywheel

6M16

Number of cylinders	6 in line
Bore and stroke	126 x 130 mm
Total displacement	9.7L
Cylinders	L6
Engine rotation	counterclockwise
Idle speed	650 rpm
Flywheel	14"
Flywheel housing	SAE 1

kW (PRP)	HP	rpm	g/kWh	l/h	IMO
204	277	1500	190	46	II
240	326	1800	198	57	II

Main dimensions (mm) and dry weight (kg)

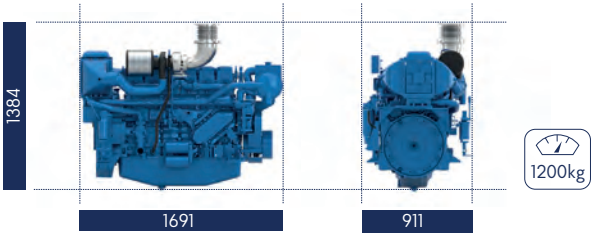


6W126

Number of cylinders	6 in line
Bore and stroke	126 x 155 mm
Total displacement	11.6L
Cylinders	L6
Engine rotation	counterclockwise
Idle speed	650 rpm
Flywheel housing	14"
Flywheel	SAE 1

kW (PRP)	HP	rpm	g/kWh	l/h	IMO
290	394	1500	198	68	II
300	408	1800	199	71	II

Main dimensions (mm) and dry weight (kg)



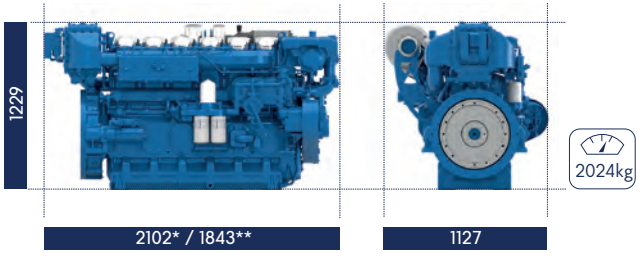
6M26.3

Number of cylinders	6 in line
Bore and stroke	150 x 150 mm
Total displacement	15.9L
Cylinders	L6
Engine rotation	counterclockwise
Idle speed	650 rpm
Flywheel	14"
Flywheel housing	SAE 1

HVO

kW (PRP)	HP	rpm	g/kWh	l/h	IMO	EPA
441	600	1500	195	102	II	N/A
501	681	1800	198 / 218	118 / 129	II	III (COM)

Main dimensions (mm) and dry weight (kg)



*total **from flywheel

6M26.3 IMO III | EPA 4

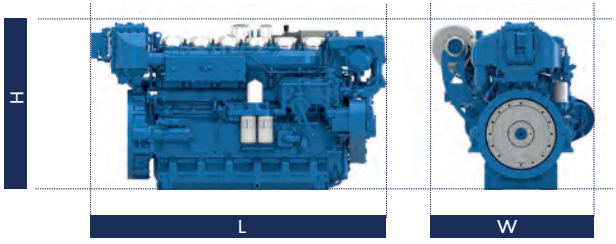
Number of cylinders	6 in line
Bore and stroke	150 x 150 mm
Total displacement	15.9L
Cylinders	L6
Engine rotation	counterclockwise
Idle speed	650 rpm
Flywheel	14"
Flywheel housing	SAE 1

HVO

kW (PRP)	HP	rpm	g/kWh	l/h	IMO	EPA
441	600	1500	204	107	III (D2)	N/A
501	681	1800	202	120	III (D2)	IV (COM)

N/A: Not applicable - D2: Fixed speed

Main dimensions (mm) and dry weight (kg)



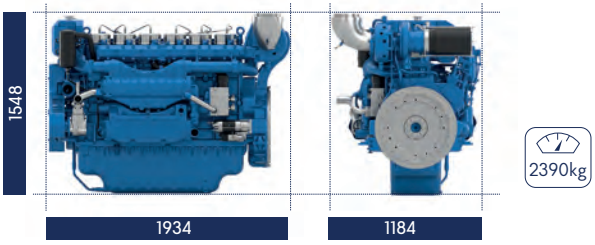
Model	L (mm)	W (mm)	H (mm)	Weight (Kg)
Engine alone	2102	1127	1229	2024
With SCR	2501	1282/1364	1826/1903	+195

6M33.2

Number of cylinders	6
Bore and stroke	150 x 185 mm
Total displacement	19.6L
Cylinders	L6
Engine rotation	counterclockwise
Idle speed	700 rpm
Flywheel housing	14"
Flywheel	SAE 1

kW (PRP)	HP	rpm	g/kWh	l/h	IMO
500	680	1500	198	118	II
552	751	1800	215	141	II

Main dimensions (mm) and dry weight (kg)

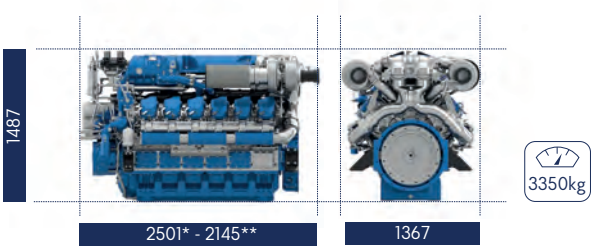


12M26.3

Number of cylinders	12
Bore and stroke (mm)	150 X 150
Total displacement (L)	31.8
Cylinders	V12
Engine rotation	Counter clockwise
Idle speed	650 rpm
Flywheel	18"
Flywheel housing	SAE 0

kW (PRP)	HP	rpm	g/kWh	l/h	IMO	EPA
882	1199	1500	197	207	II	-
1002	1362	1800	199	237	II	-

Main dimensions (mm) and dry weight (kg)



*total **from flywheel

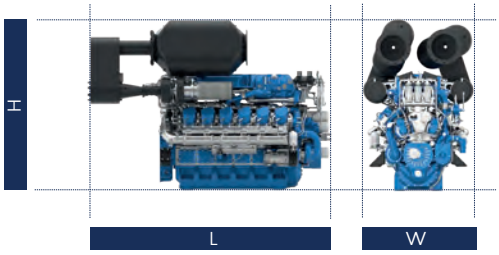
12M26.3 IMO III | EPA 4 / Stage V

Number of cylinders	12
Bore and stroke (mm)	150 X 150
Total displacement (L)	31.8
Cylinders	V12
Engine rotation	Counter clockwise
Idle speed	650 rpm
Flywheel	18"
Flywheel housing	SAE 0

kW (PRP)	HP	rpm	g/kWh	l/h	IMO	EPA
882	1199	1500	211	211	III (D2)	N/A
1002	1632	1800	203	203	III (D2)	4 (COM)

N/A: Not applicable - D2: Fixed speed

Main dimensions (mm) and dry weight (kg)



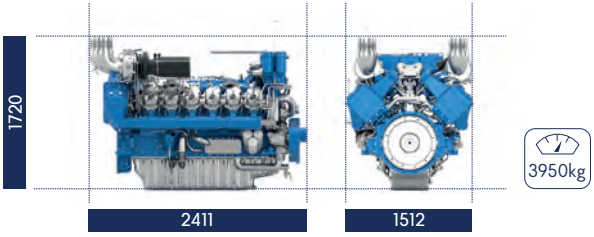
Model	L (mm)	W (mm)	H (mm)	Weight (Kg)
Engine alone	2501	1367	1487	3350
With SCR	3056/3056	1782/1556	2120/2085	+2x193 kg
With Stage V	4164/7538/4015	1615/1476/1475	3195/2202/3771	+580

12M33.2

Number of cylinders	12
Bore and stroke (mm)	150 X 185
Total displacement (L)	39.2
Cylinders	V12
Engine rotation	Counter clockwise
Idle speed	650 rpm
Flywheel	18"
Flywheel housing	SAE 0

kW (PRP)	HP	rpm	g/kWh	l/h	IMO
1000	1360	1500	206	245	II
1104	1501	1800	209	275	II

Main dimensions (mm) and dry weight (kg)



MARINE ACCESSORIES:
MARINE CONTROL & MONITORING SOLUTIONS

Moteurs Baudouin provides the full spectrum of marine accessories by developing a wide range of integrated control and monitoring solutions in flexible configurations to meet the needs of every application. From the most economical and simple system, to complex and interfaced solutions, each product is supplemented with modular customization features.

Mini

The MINI control system is a simple controller that provides safety management as well as engine and gearbox parameter information. MINI is particularly adapted to smaller vessels and simple installations.

Main features

- 3 lines digital parameters display
- Engine start /stop
- Emergency stop
- Buzzer
- Override
- Dimmer

Eco

The ECO control system is the non-classified application highly flexible solution. Including up to two control stations ECO can also communicate with various ship management systems via modbus.

Main features

- 12 inch touch screen
- Engine start /stop
- Emergency stop
- Buzzer
- Override
- Light on/off
- Engine room panel with monochrome display
- Up to 80 m wiring with bridge station
- Up to 17 alarms

Options

- Upto 2 Bridge slave station
- Engine electrical prelube pump*
- Electronic speed & clutch control lever
- Communication interface
- Check option availability with your Distributor

* Options depend on the engine platform

Master

The MASTER control system is the ultimate control and monitoring solution. With up to five possible stations, modbus communication interface within a comprehensive option list, MASTER is typically designed for high project customization level or more complex installations. TAC available.

Options

- Up to 4 bridge slave stations
- Remote alarm panel
- Engine electrical prelube pump
- Fresh water preheater
- Electronic speed & clutch control lever
- Communication interface
- Check option availability with your Distributor

Main features

- 12 inch bridge color display (propulsion)
- Engine start /stop
- Emergency stop
- Buzzer
- Override
- Light on/off
- Engine room cabinet with monochrome display
- Local/remote control switch
- Up to 80 m wiring with bridge station
- Up to 27 alarms

	Propulsion			Generator Set		Auxiliary		
	Mini	Eco	Master	Maxi*	Master	Mini	Eco	Master
4W105				■	■	■	■	■
6W105	■		–	■	■	■	■	■
6W126	■	■	–	■	■	■	■	■
6M16	■	■	–	■	■	■	■	■
M26.2		■	■	■	■		■	■
M26.3		■	■	■	■		■	■
M33.2		■	■	■	■		■	■

** MAXI control system is the standard version.*

Throttle Controls

A full range of solutions

Features

- Mono lever / bilever controls
- Mechanical / Electronic engine compatibility
- Mechanical / Electronic gear box compatibility
- Classified applications
- Multiple Stations, up to 4
- Gear box control

Electronic
Non-certified

Mechanical

Electronic
Certified

Mechanical

Certified Experts in pre-sales, service, spare parts, commissioning and maintenance

Wherever you are in the world, you will always find a Baudouin expert to support you. With a presence in more than 100 countries, the backbone of our network is our certified experts ready to support your service and project studies.

Pre-Sales & Commissioning

Baudouin supports projects from the earliest pre-sales phase through commissioning. Our teams ensure the right engine configuration, compliant installation, and optimized start-up, delivering reliable performance from day one.

Training

Baudouin provides structured training programs to ensure operators and partners fully master engine operation, maintenance, and diagnostics. Delivered by Baudouin experts, our trainings combine theory and hands-on practice to improve autonomy, reduce downtime, and secure long-term performance.

After-Sales Service

Baudouin offers a global after-sales service focused on reliability, responsiveness, and lifecycle support. Through an extensive worldwide network of 100+ service points, qualified technicians, original spare parts, and technical expertise, we help customers minimize downtime and optimize total cost of ownership.

Genuine spare parts

At Baudouin, we understand the critical role of genuine spare parts to keep your power generation systems or equipment running smoothly.

Our commitment to excellence, reflected in every component we produce, extends beyond the engine itself, offering a comprehensive range of genuine spare parts.

From oil filters to electronic sensors, we provide a comprehensive range of genuine spare parts designed to optimise the performance and longevity of your Baudouin engine. These parts are built to meet the demanding needs of your equipment.

Each Baudouin spare part undergoes rigorous testing and quality assurance processes and is engineered to meet Baudouin's exacting specifications. This ensures a perfect fit and optimal performance for your engine, maximising uptime and productivity.

Quality Assurance

Each part undergoes rigorous testing to meet Baudouin's high standards, ensuring a perfect fit and optimal performance.

Extended Engine Life

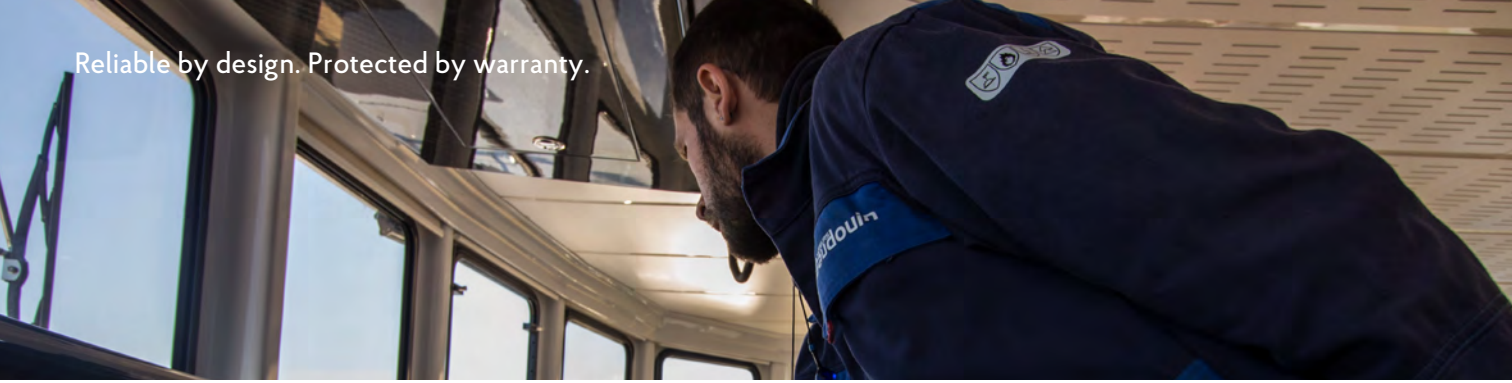
Designed for seamless integration, our parts promote optimal lubrication and cooling, extending your engine's lifespan.

Reduced Risk

Genuine parts minimize unexpected failures, unlike aftermarket options, which may lead to increased wear and tear and costly downtime.

Lower TCO

While aftermarket parts may appear cheaper initially, they often lead to higher maintenance costs and reduced reliability, increasing your overall expenses.



Reliable by design. Protected by warranty.

Baudouin marine engines are backed by a robust warranty designed to deliver confidence from the first start-up.

Each engine benefits from a 12-month warranty covering parts and labour from commissioning, or up to 24 months from invoice, ensuring protection throughout the critical early operational phase.

For projects with extended timelines, long-storage options allow the warranty to be deferred, while key engine components are protected by an extended 36-month parts warranty. This comprehensive coverage reflects Baudouin's commitment to reliability, durability, and long-term performance in demanding marine applications.

Products

- Propulsion Engines
- Marine Gensets
- Gearboxes
- Throttles
- Control systems

Service

- 300+ Global Service Partners
- Factory Trained Technicians
- Best-In-Class Warranty Terms

Our network

With over 300 service points, our distributors are experts in finding you the right solution based on your location, application and emissions requirements.

The technicians in our network are factory-trained and ready to support you. To find your local distributor, please visit our website Baudouin.com

Scan to view this product guide online.
Other power ratings are available on request.

Société Internationale des Moteurs Baudouin
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13260 Cassis | FRANCE
Tél. +33 488 688 500

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