Applications
• Tug
• Ferry
• Coasters
• Inland Cargo Vessels
• Offshore Supply Vessels
• LNG carriers and many more

Features
• Higher thermal efficiency
• Highly efficient turbocharger
• Lower exhaust gas emissions
• Ultra lean burn gas - to - air ratio

Specifications
• Gas electric propulsion / auxiliary use
• Equipped with high-performance proprietary turbochargers
We offer high performance Natural Gas marine engines which are available in 6, 12 and 16 cylinders and an output range from 300 kW to 1500 kW. We have been able to accomplish this by applying the Miller Cycle to the engine coupled with high efficiency turbochargers and efficient marine gas engine control technology.

Complete Solutions
We offer complete marine gas sets by Mitsubishi. Our engines can be delivered with various classifications e.g. Bureau Veritas, DNV-GL and Lloyd's Register. Our solutions are proven, evidenced by our references.

Proximity and Ease
All new engine models are equipped with high performance turbochargers. Our turbochargers are manufactured at the same plant in which the engines are produced. This close proximity of design and production results in the ideal turbocharger match for each engine, maximizing overall performance.

References
Mitsubishi marine gas engines power the world's first LNG-fuelled RoRo passenger ferry, Norway's 94m Glutra, operating in Møre and Romsdal since 2000. Built at the former Langstein Aker Yards, the ferry features four Mitsubishi lean burn LNG marine engines, each generating 675 kW.

Other deliveries include the Moldafjord (built by Poland's Remontowa) and the Tidekongen (built by STX France Lorient). We offer marine gas engine solutions from 300 kW to 1500 kW.

Introducing new built-to-last, dependable Marine Gas Engine Solutions

Mitsubishi Turbocharger and Engine Europe B.V.
Headquarters Engine, Genset & Powerplant Division Europe, Middle East and Africa

Technical Information

<table>
<thead>
<tr>
<th>Type</th>
<th>GS6R-MPTK</th>
<th>GS6R2-MPTK</th>
<th>GS12R-MPTK</th>
<th>GS16R-MPTK</th>
<th>GS16R2-MPTK</th>
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<tbody>
<tr>
<td>Type</td>
<td>4-cycle, intercooled, Natural Gas engine</td>
<td>4-cycle, intercooled, Natural Gas engine</td>
<td>4-cycle, intercooled, Natural Gas engine</td>
<td>4-cycle, intercooled, Natural Gas engine</td>
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<tr>
<td>Aspiration</td>
<td>Turbocharged</td>
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<tr>
<td>Number of cylinders</td>
<td>6</td>
<td>6</td>
<td>12</td>
<td>16</td>
<td>16</td>
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<tr>
<td>Bore x stroke mm</td>
<td>170x180</td>
<td>170x220</td>
<td>170x180</td>
<td>170x180</td>
<td>170x220</td>
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<tr>
<td>Displacement Ltr</td>
<td>24,51</td>
<td>29,96</td>
<td>49,03</td>
<td>65,37</td>
<td>79,9</td>
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<tr>
<td>Combustion system</td>
<td>Prechamber, Spark Ignited</td>
<td>Prechamber, Spark Ignited</td>
<td>Prechamber, Spark Ignited</td>
<td>Prechamber, Spark Ignited</td>
<td>Prechamber, Spark Ignited</td>
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<tr>
<td>Fuel</td>
<td>Natural Gas</td>
<td>Natural Gas</td>
<td>Natural Gas</td>
<td>Natural Gas</td>
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<tr>
<td>Dry weight (engine only) 50Hz / 60Hz kg</td>
<td>2400</td>
<td>2650</td>
<td>5375</td>
<td>6770</td>
<td>8105</td>
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<tr>
<td>Maximum output kWm 50Hz 1500rpm</td>
<td>368</td>
<td>On request</td>
<td>722</td>
<td>959</td>
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<tr>
<td>Maximum output kWm 60Hz 1200rpm</td>
<td>315</td>
<td>394</td>
<td>632</td>
<td>845</td>
<td>1250</td>
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<td>Emission compliance</td>
<td>—</td>
<td>—</td>
<td>—</td>
<td>—</td>
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<tr>
<td>Dimensions (engine only) mm L x H x W</td>
<td>1797 x 1638 x 1088</td>
<td>1864 x 1718 x 1063</td>
<td>2371 x 2137 x 1820</td>
<td>2841 x 2137 x 1820</td>
<td>3423 x 2122 x 2164</td>
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</tbody>
</table>

Mitsubishi Marine Gas Set

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Headquarters Engine, Genset & Powerplant Division Europe, Middle East and Africa

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