



High speed propulsion Mitsubishi engines - 378 kW to 1885 kW IMO Tier II compliant

SB-series

SA-series

SR-series

- Powerful performance
- Ideal for tug, work and fishing boats
- Compact, as well as easy to install & maintain
- Highly reliable mechanical and proven Mitsubishi diesel engines
- Complete package including heat exchanger, sea water pump and panels



technical information

		S6B3-T2MPTK2	S6A3-T2MPTK3	S6R-T2MPTK	S6R2-T2MPTK	S6R2-T2MPTK3
Type		← 4-stroke cycle, watercooled, diesel engine with engine mounted heat exchanger and seawaterpump (rubber impellor type) →				
Aspiration		← Turbocharged /intercooled (direct seawater) →				
Number of cylinders		6	6	6	6	6
Bore and Stroke	mm	135x170	150x175	170x180	170x220	170x220
Displacement	Litres	14,6	18,56	24,51	29,96	29,96
Combustion system		← Direct injection →				
Output (MD rating) at flywheel	kW/min-1	448/2001	558/1900	605/1800	610/1500	759/1406
Output (HD rating) at flywheel	kW/min-1	378/2001	502/1900	520/1650	530/1400	691/1406
Output (UCD rating) at flywheel	kW/min-1	n.a.	n.a.	470/1600	480/1350	n.a.
Fuel injection pump		Bosch type	← Mitsubishi PS type →			
Fuel		← Diesel fuel oil (ISO 8217 DMX) →				
Governor type		Mechanical	← Hydraulic →			
Starting system	V-kW	24 - (6x1)	24 - (6x1)	24 - (7.5x1)	24 - (7.5x1)	24 - (7.5x1)
Recommended battery size	Ah	200	200	200	200	200
Lub.oil capacity (Oil Pan high level)	l	70	90	140	150	150
Fresh water capacity (engine)	l	58	60	120	120	120
Flywheel		SAE 14	SAE 14	SAE 18	SAE 18	SAE 18
Flywheel Housing		SAE 1	SAE 1	SAE 0	SAE 0	SAE 0
Emission compliance		← IMO Tier II →				
Dimensions (LxHxW)	mm	1967 x 984 x 1330	2189 x 1127 x 1421	2212 x 1202 x 1615	2111 x 1183 x 1685	2105 x 1183 x 1695
Dry Weight	kg	1400	2100	2950	3100	3130



S12R-T2MPTK

Mitsubishi Propulsion Package, ideal for a wide range of applications

To date MHI has supplied more than 120,000 marine diesel engines for both main propulsion and auxiliary applications in vessels such as tug, work and fishing boats. The company's impressive record of engine deliveries is proof of MHI's close and unbroken relationship with marine industries.

Complete and Proven

We offer a complete package including built-up heat exchanger, sea water pump and panels for easy installation and maintenance. The engines are designed to be excellent in their performance and reliable, thereby meeting the most demanding IMO Tier II emission control regulations and requirements of major classification societies.

technical information

		S12A2-T2MPTK	S12R-T2MPTK	S16R-T2MPTK	S16R2-T2MPTK
Type		← 4-stroke cycle, watercooled, diesel engine with engine mounted heat exchanger and seawaterpump (rubber impellor type) →			
Aspiration		← Turbocharged /intercooled (direct seawater) →			
Number of cylinders		12	12	16	16
Bore and Stroke	mm	150x160	170x180	170x180	170x220
Displacement	Litres	33,93	49,03	65,37	79,9
Combustion system		← Direct injection →			
Output (MD rating) at flywheel	kWm/min-1	858/1920	1210/1800	1610/1800	1885/1500
Output (HD rating) at flywheel	kWm/min-1	776/1860	1040/1650	1380/1650	1600/1400
Output (UCD rating) at flywheel	kWm/min-1	701/1800	940/1600	1250/1600	1450/1350
Fuel injection pump		Bosch type		← Mitsubishi PS type →	
Fuel		← Diesel fuel oil (ISO 8217 DMX) →			
Governor type		← Hydraulic →			
Starting system	V-kW	24 - (7.5x2)	24 - (7.5x2)	24 - (7.5x2)	24 - (7.5x2)
Recommended battery size	Ah	400	400	400	400
Lub.oil capacity (Oil Pan high level)	l	160	230	290	290
Fresh water capacity (engine)	l	152	227	280	280
Flywheel		SAE 18	SAE 21	SAE 21	SAE 21
Flywheel Housing		SAE 0	SAE 00	SAE 00	SAE 00
Emission compliance		← IMO Tier II →			
Dimensions (LxHxW)	mm	2439 x 1482 x 1596	2557 x 1622 x 1728	3086 x 1622 x 1960	2946 x 1525 x 2029
Dry Weight	kg	3720	5500	7000	7750

- Compliant with IMO Tier II emission regulations
- Equipped with complete built-up heat exchanger panels and sea water pump
- Equipped with high-performance proprietary Mitsubishi turbochargers
- Also optional: including marine gear and panels



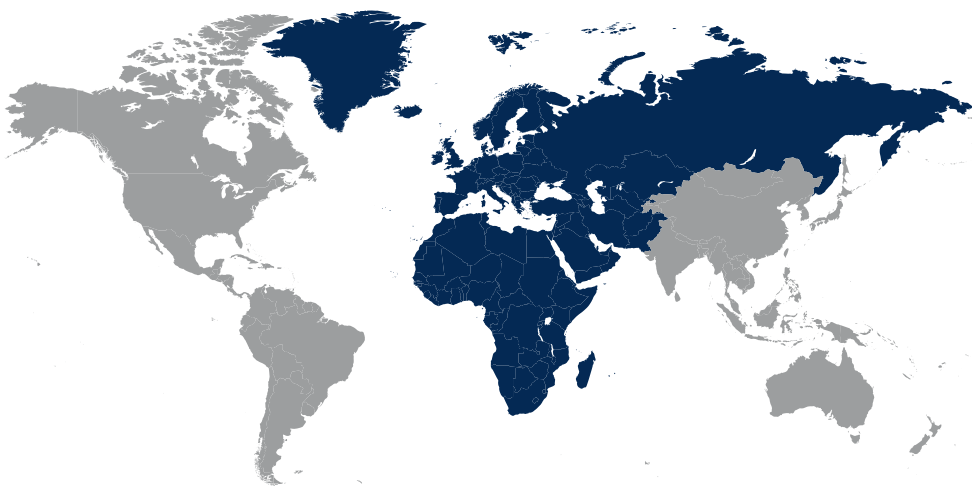
Sea water pump



Heat exchanger

Your loyal, reliable partner since 1917

In 1917, Mitsubishi Heavy Industries (MHI) became the first Japanese company to develop and build a diesel engine, and since then has steadfastly pioneered technologies for the reciprocating engine. MHI offers a broad line-up, ranging from construction machinery and marine engines to engines for power generation. In recent years, the company has been involved in the general development of advanced gas turbines, rocket engines, and other types of internal combustion engines, even as it continues to look at the true significance and its decades-long quest to further refine the reciprocating engine.



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