

S12A2

Output marine auxiliary from 545-828 kW
Output marine propulsion from 634-858 kW



MARINE PROPULSION AND AUXILIARY ENGINES

Check the many excellent reasons for buying a Mitsubishi S12A2 marine diesel engine.

Economic operation

All Mitsubishi engines are designed and built to deliver performance as well as fuel efficiency. From the combustion chamber design to the direct fuel injection technology, from the turbocharger to the advanced cooling system - everything has been perfectly balanced to provide a highly economic operation and optimum fuel consumption across the entire power curve.

Easy maintenance

With Mitsubishi's S12A2 marine engines, maintenance is very easy. Each cylinder has its own cylinder head and the engine has large inspection covers in the crankcase and oil-pan. Oil and fuel filters are easily accessible too. No auxiliary component requires separate lubrication, whether it's the fuel injection pumps, the governor, the waterpump or the turbochargers.

Approved by all major classification societies

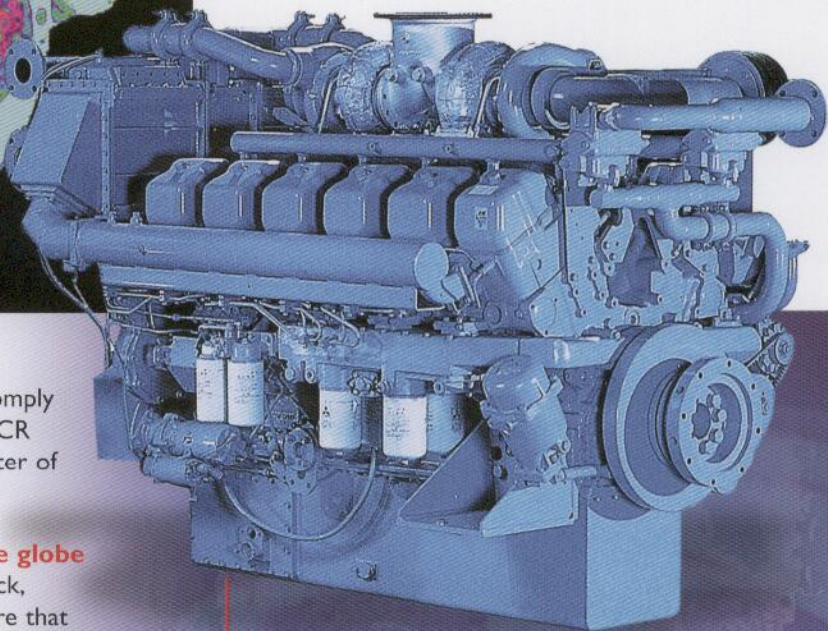
At our ISO certified manufacturing facilities, every Mitsubishi S12A2 diesel engine is built to meet the highest quality standards. All major marine classification societies, as well as the national shipping authorities, recognise the precision of Mitsubishi's manufacturing procedures.

Environmental compatibility

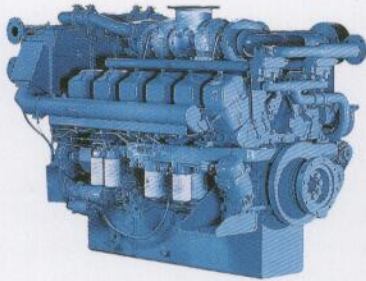
Mitsubishi offers a full line-up of engines that comply with environmental regulations and IMO and CCR emission standards, as certified by Lloyd's Register of Shipping and Germanischer Lloyd.

24 hour service - local support around the globe

A team of specialists is available around the clock, throughout the year, all over the world to ensure that service and maintenance are performed without delay.

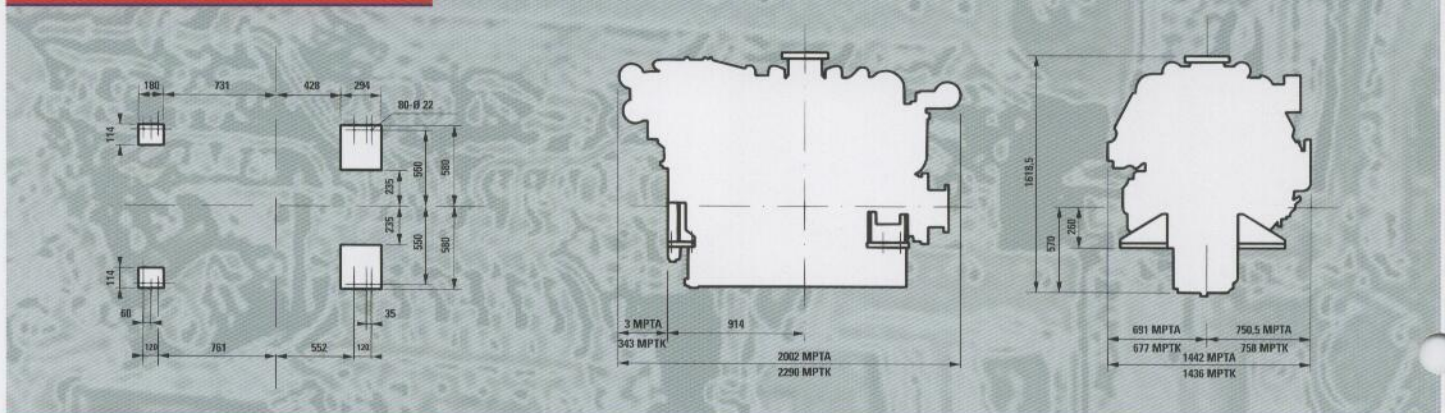


Mitsubishi Marine Engines. **You got the power!**



Model	S12A2-MPTA	S12A2-MPTK	
Type	4-cycle, watercooled, turbocharged diesel engine MPTA with aftercooler, cooled by engine jacket water MPTK with intercooler, cooled by (sea)water of max. 32°C		
Combustion system	direct injection		
Cylinder arrangement	12-60° V.		
Bore x stroke	150 x 160 mm.		
Total displacement	33,9 Ltr.		
Compression ratio	14,5 : 1		
Rotation	SAE standard (Counter-clockwise viewed from flywheel end)		
Starting system	Electric motor, 24 Volt - 6 kW (2x) or air		
Flywheel	SAE 18		
Flywheelhousing	SAE 0		
Fuel oil	ISO8217, DMX-class		
Lubricating oil	API service grade "CD" or "CF" class		
Dry weight, kg.	3370	3520	
Output marine auxiliary	545 kW @ 1200 rpm	552 kW @ 1200 rpm	
	679 kW @ 1500 rpm	709 kW @ 1500 rpm	
	761 kW @ 1800 rpm	828 kW @ 1800 rpm	
Output marine propulsion			
	heavy duty	634 kW @ 1940 rpm	701 kW @ 1940 rpm
	medium duty	701 kW @ 2000 rpm	776 kW @ 2000 rpm
	light duty	776 kW @ 2100 rpm	858 kW @ 2100 rpm

Outside dimensions



Standard Engine Equipment

Fuel system

flexible fuel supply and return hoses, fuel feed pumps, change over type fuel filters, fuel injection pumps, shielded fuel injection lines, fuel injectors, overflow valve

Lubricating oil system

wet type oil pan with inspection covers, oil pressure pump (gear driven), full-flow lubricating oil filters (change over type), by-pass filter (change over

type), oilcooler with thermostat, piston cooling through oil injectors

Cooling system

fresh waterpump, thermostats with by-pass

24 Volts electric system, earth floated

startermotor, alternator 30 Amps., stop solenoid (ETS)

Inlet- and exhaust system

Mitsubishi turbochargers with vertical

exhaust outlet, air inlet silencers with pre-cleaner, inlet air aftercoolers or intercoolers, inlet manifolds, exhaust manifolds

General

hydraulic governor with oil supply system, mounting brackets, flywheel and housing SAE standard, torsional vibration damper, parts catalogue and instruction manual

Subject to change without
prior notice!

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