

S6R2

Output marine auxiliary from 480-640 kW
Output marine propulsion from 445-610 kW



MARINE PROPULSION AND AUXILIARY ENGINES

Check the many excellent reasons for buying a Mitsubishi S6R2 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 S6R2 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 pump, the governor, the waterpump or the turbocharger.

Approved by all major classification societies

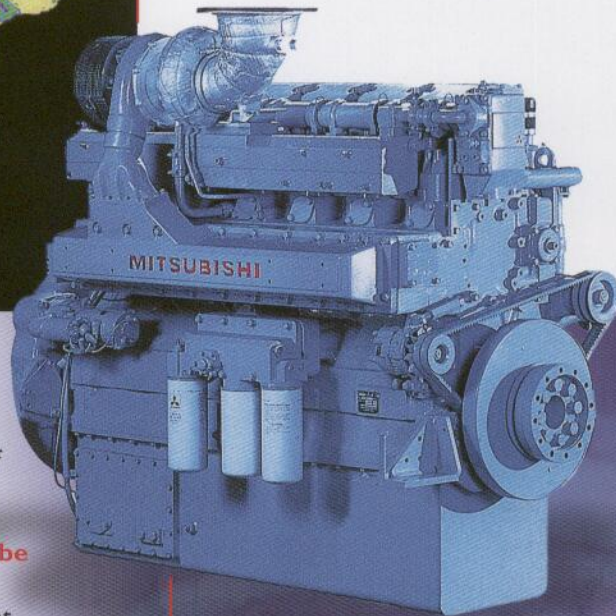
At our ISO certified manufacturing facilities, every Mitsubishi S6R2 diesel engine is built to meet the highest quality standards. All major marine classification societies, as well as the national shipping authorities, recognise the precision of Mitsubishi's manufacturing procedures.

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.

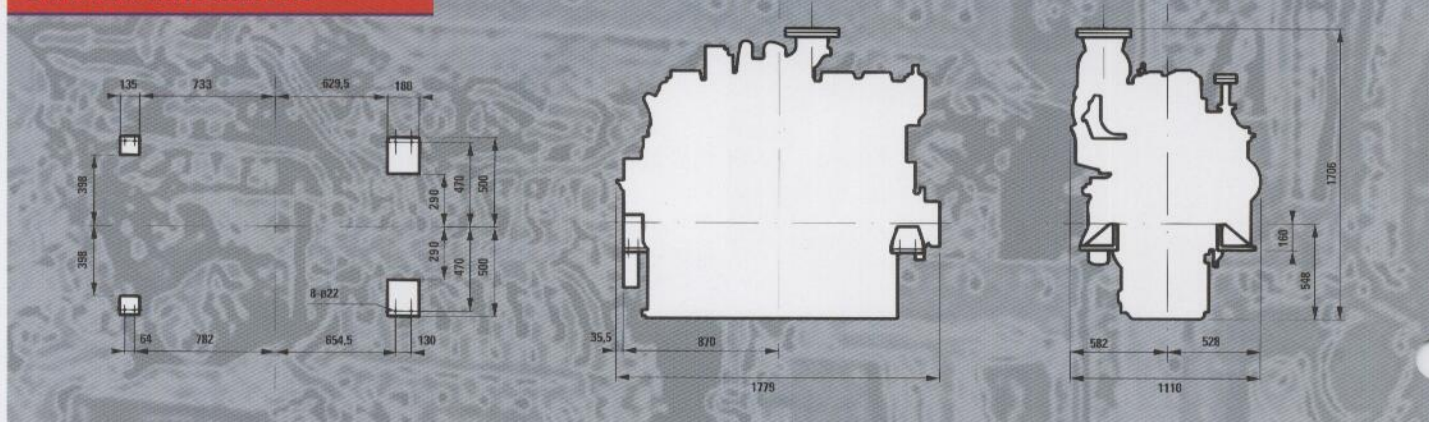


Mitsubishi Marine Engines. **You got the power!**



| Model | S6R2-MPTA | S6R2-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 | in-line, 6-cylinders | |
| Bore x stroke | 170 x 220 mm. | |
| Total displacement | 30 Ltr. | |
| Compression ratio | 14 : 1 | |
| Rotation | SAE standard (Counter-clockwise viewed from flywheel end) | |
| Starting system | Electric motor, 24 Volt - 7,5 kW 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. | 2860 | 2890 |
| Output marine auxiliary | 480 kW @ 1200 rpm 595 kW @ 1500 rpm | 500 kW @ 1200 rpm 640 kW @ 1500 rpm |
| Output marine propulsion | | |
| heavy duty | 445 kW @ 1350 rpm | 480 kW @ 1350 rpm |
| medium duty | 490 kW @ 1400 rpm | 530 kW @ 1400 rpm |
| light duty | 565 kW @ 1500 rpm | 610 kW @ 1500 rpm |

Outside dimensions



Standard Engine Equipment

Fuel system

flexible fuel supply and return hoses, fuel feed pump, change over type fuel filters, fuel injection pump, 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 turbocharger with vertical

exhaust outlet, air inlet silencer with pre-cleaner, inlet air aftercooler or intercooler, inlet ducts, exhaust manifold (watercooled)

General

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



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