

# S6B

Output marine auxiliary from 149-298 kW  
Output marine propulsion from 231-321 kW



## MARINE PROPULSION AND AUXILIARY ENGINES

Check the many excellent reasons for buying a Mitsubishi S6B 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 S6B 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

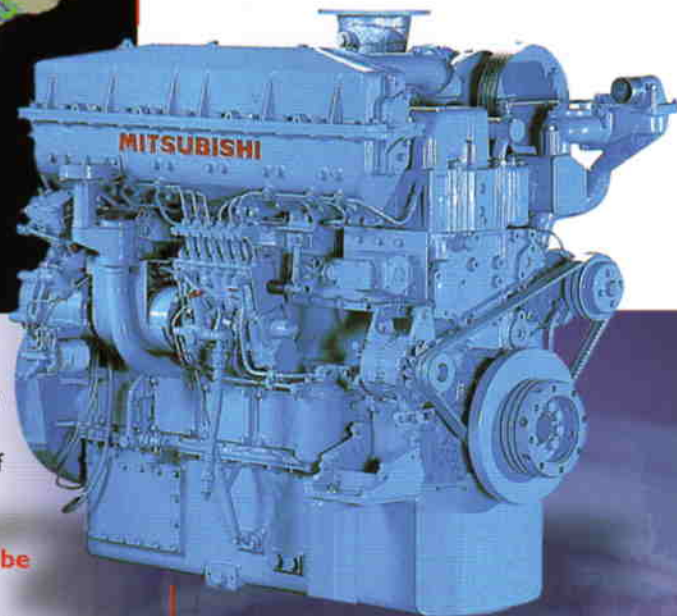
At our ISO certified manufacturing facilities, every Mitsubishi S6B diesel engine is built to meet the highest quality standards. All major marine classification societies, as well as the national shipping authorities, recognise the precision of Mitsubishi's manufacturing procedures.

### 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.

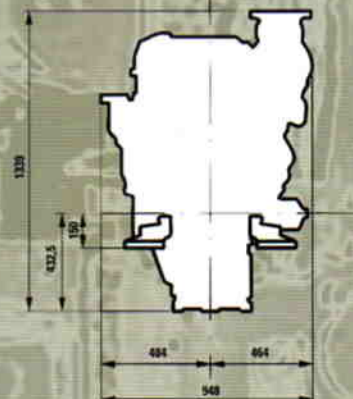
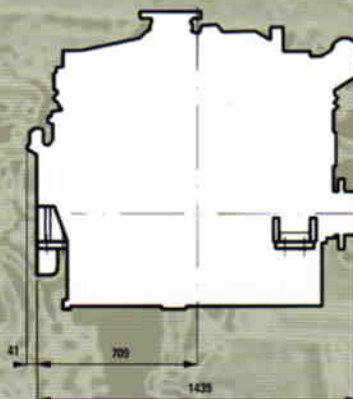
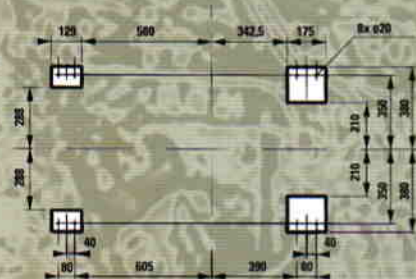


Mitsubishi Marine Engines. **You got the power!**



Model	S6B-MPTA	S6B-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	135 x 150 mm.	
Total displacement	12,9 Ltr.	
Compression ratio	15 : 1	
Rotation	SAE standard (Counter-clockwise viewed from flywheel end)	
Starting system	Electric motor, 24 Volt - 6 kW or air	
Flywheel	SAE I4	
Flywheelhousing	SAE I	
Fuel oil	ISO8217, DMX-class	
Lubricating oil	API service grade "CD" or "CF" class	
Dry weight, kg.	1340	1350
Output marine auxiliary	149 kW @ 1200 rpm 235 kW @ 1500 rpm 276 kW @ 1800 rpm	190 kW @ 1200 rpm 257 kW @ 1500 rpm 298 kW @ 1800 rpm
Output marine propulsion		
heavy duty	231 kW @ 2000 rpm	269 kW @ 2000 rpm
medium duty	254 kW @ 2100 rpm	298 kW @ 2100 rpm
light duty	283 kW @ 2200 rpm	321 kW @ 2200 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 manifold, 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