

S6B3

Output marine auxiliary from 240-410 kW
Output marine propulsion from 320-415 kW



MARINE PROPULSION AND AUXILIARY ENGINES

Check the many excellent reasons for buying a Mitsubishi S6B3 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 S6B3 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

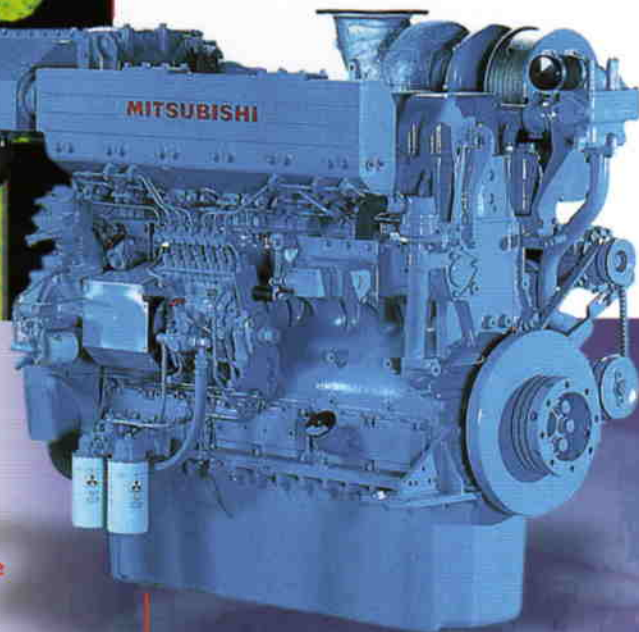
At our ISO certified manufacturing facilities, every Mitsubishi S6B3 diesel engine is built to meet the highest quality standards. All major marine classification societies, as well as the national shipping authorities, recognise the precision of Mitsubishi's manufacturing procedures.

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.

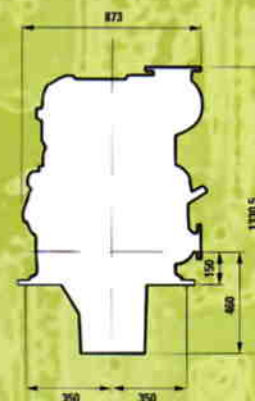
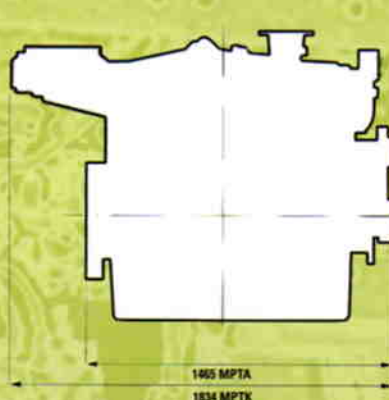
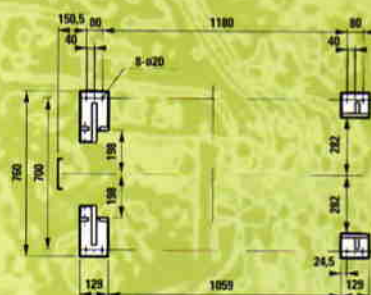


Mitsubishi Marine Engines. **You got the power!**



Model	S6B3-MPTA	S6B3-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 170 mm.	
Total displacement	14,6 Ltr.	
Compression ratio	14,2 : 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.	1470	1530
Output marine auxiliary	240 kW @ 1200 rpm 335 kW @ 1500 rpm 375 kW @ 1800 rpm	270 kW @ 1200 rpm 355 kW @ 1500 rpm 410 kW @ 1800 rpm
Output marine propulsion		
heavy duty	320 kW @ 1940 rpm	345 kW @ 1940 rpm
medium duty	350 kW @ 2000 rpm	380 kW @ 2000 rpm
light duty	385 kW @ 2065 rpm	415 kW @ 2065 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



MHI EQUIPMENT EUROPE B.V.

Damsluisweg 2, NL 1332 EC Almere
P.O. Box 30101, NL 1303 AC Almere
Tel.: +31 (0)36 538 83 11
Fax: +31 (0)36 538 83 42
www.mitsubishi-engines.nl

Subject to change without
prior notice!

Distributed by: