



## **MARINE PRODUCT GUIDE**

MARINE PROPULSION POWER RANGE [ 374~4500kW ]

MARINE AUXILIARY GENERATOR CAPACITY [ 180~4600kWe ]



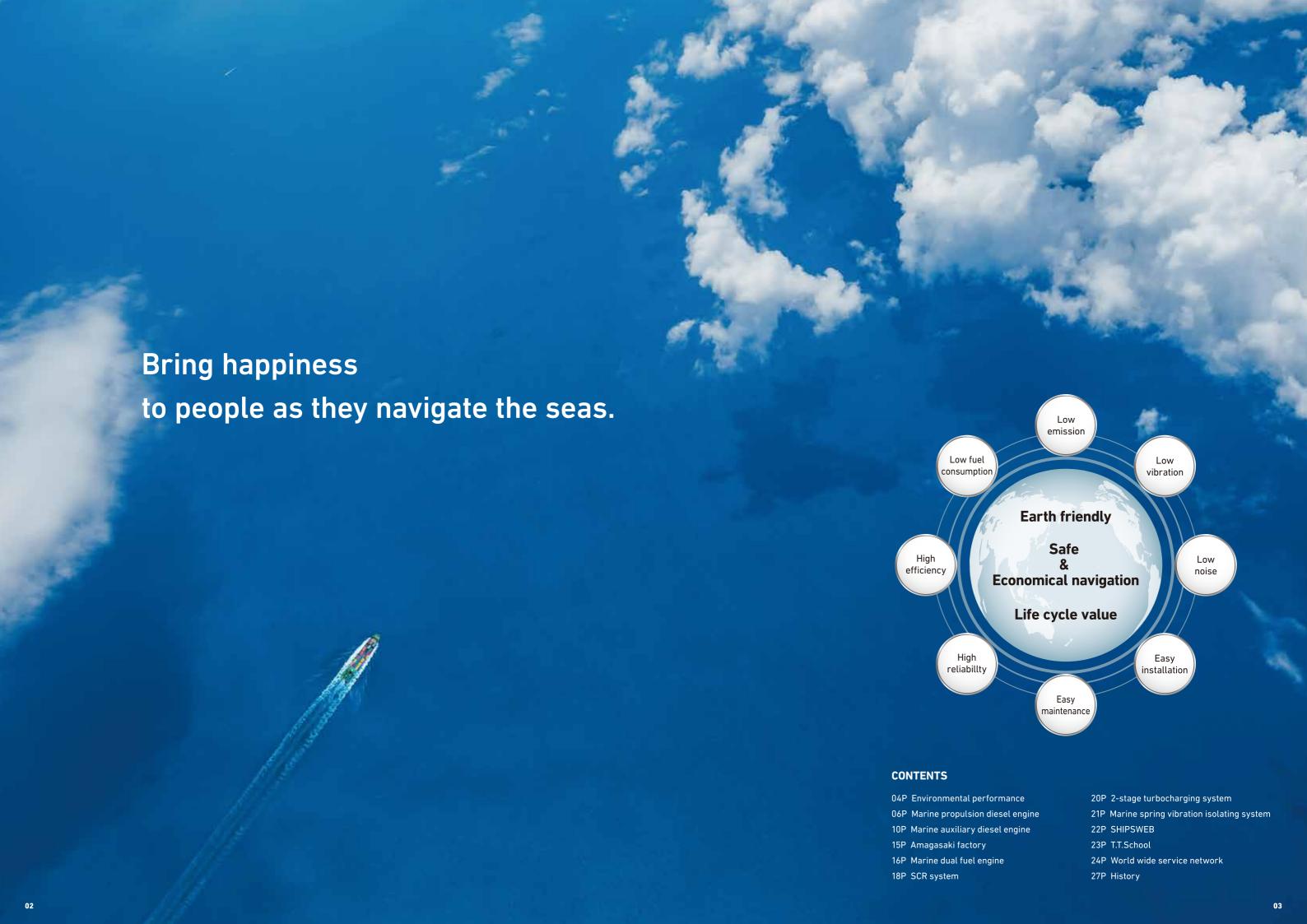


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yanmar.com/global/







## Clean and Reliable Technology

IMO Tier III\* requires ships built from 2016 onwards

we also improve "Life Cycle Value" of our products.

in designated emission control areas (ECAs) to have an 80% Nox reduction from Tier I levels.

By 2020, sulfur content of less than 0.5% will be required for all ships as well.

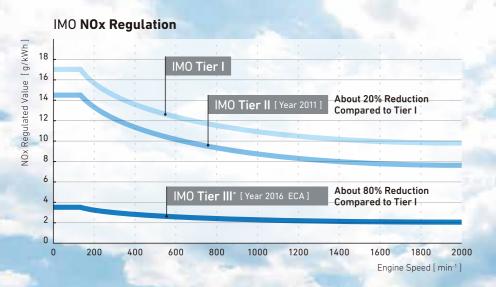
Time and time again, YANMAR technology has proven itself to be reliable in a wide range of commercial marine engines. In addition to this, to stay a head of the game

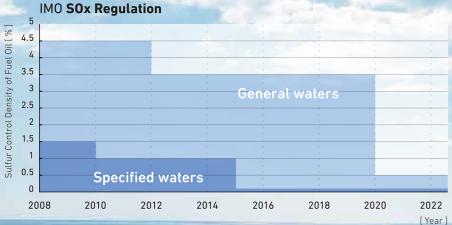
we are continually making new technology that meets tightening emissions regulations.

In addition to providing our customers with the products they need,

With a focus on harmony with nature,

YANMAR delivers optimized solutions that support longer ship life.





\* Tier III is applied in general waters

ECA = Emission Control Area IMO = International Maritime Organization

NOx = Nitrogen Oxides SOx = Sulfur Oxides

## Innovative and reliable technologies using Hydrogen as a fuel

Recently, Grobal warming has been getting worse, and Hydrogen gets more attention as an alternative clean energy to fossil fuels according to the current strong global trend towards Decarbonized society without GHG emission.

YANMAR have been pioneering the next generation powertrains for ships, such as Fuel cell systems which generate electrical power with Hydrogen as a fuel.

## **NEW TECHNOLOGY YANMAR SOLUTION** Maritime Hydrogen Fuel Cell System



Make your ships Zero Emission, No odor exhaust, Low Noise & Vibration

## GH300FC

■ Peak efficiency: 54%

■ Power output: 300kW [Customizable] ■ Voltage output: 450-700Vdc **■ Current output**: 462-667A

**■ Dimensions** [W×D×H]: 3.4×1.1×1.7m

Weight: 3000kg ■ Fuel: Hydrogen [ISO 14687]

**■ Exhaust**: Zero Emission No GHG,NOx,SOx

Yanmar has engaged in multiple initiatives, including navigational tests of demonstration ships equipped with hydrogen fuel cells and conducting high-pressure hydrogen refueling tests for ships. Leveraging their expertise and experience in the marine engine business, Yanmar aims to provide total solutions for decarbonization and digitalization of ships with comprehensive designs covering the entire powertrain of fuel cell ships, encompassing power storage, power management, propulsion, hydrogen storage systems and more. This comprehensive system will support the decarbonization and digitalization of the entire ship.

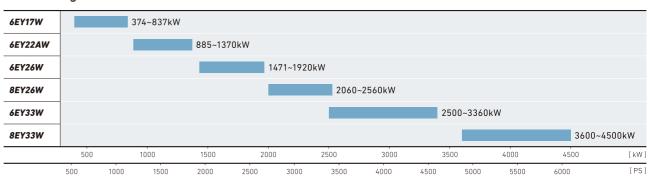




YANMAR received Japan's First Approval in Principle for Maritime Hydrogen Fuel Cell Syster



#### Power Range



Series	Models	Outp	out [kW	11				Gear	Dime [ mm	ensions ]	-		A A1		c	В	G	
		Engi	ne Spe	ed [mi	n-1] * 8	350min-1				Е	F]	A3	A:	2	D		_ <del>!</del> mum Hei Removing	
		750	800	850	900	1350	1450   1500		A	A1	A2	A3	В	_   c	Ь	E	   F	G
				000	,,,,	374	1100 1000	YXH-500	2908	711		615			_	682	349	
/ F1/4 F14/	(F)(4F)(4					480 590		YXH-500L	3091	0/10	015/	794	1005	1813	,,,,	862	429	1000
6EY17W	6EY17W					749	837	YXH-500	2908	2410	2154	615	1305	1882	620	682	349	1300
						747	037	YXH-500L	3091			794		1002		862	429	
								YX-1000	4574			1488				885	435	
				88				YX-1000C	4687			1601				450	-	-
6EY22AW	6EY22AW			103	30			YX-1000	4603	3647	2965	1517	1618	2416	666	885	435	1922
					1180			YX-1000C	4636	-		1550				450	-	-
					1330			YXH-2000	4810	-		1807				1145	590	-
					1370			YXH-2000C YXH-2000M	4960 5702			1957 1882				555 1145	590	
								YXH-2000MC	5880	-		2322				555	370	-
		1471						YXH-2000	5483	-		1882				1145	590	1
								YXH-2000C	5601	-		2070				555	-	1
6EY26W	6EY26W							YXH-2500M	5710	4271	3563	1890	1804	3112	842	1145	590	1900
		1620						YXH-2500MC	5880	1		2320				555	-	1
		1920						YXH-2500	5491			1890				1145	590	1
								YXH-2500C	5601			2070				555	-	
		00/0												3257	842			
		2060												3542	1127			
														2845	430			4000
8EY26W	8EY26W							_	-	5090	5022	-	2085	3257	842	-	-	1900
		2360																
		2560												3542 2845	1127 430			
		2500												2043	430			
		2750																
6EY33W	6EY33W	3100						-	-	5700	4520	-	2335	3695	1025	-	-	2372
		3360																
		3600																
8EY33W	8EY33W	4000						-	-	7125	5585	-	2555	4040	1025	-	-	2372
		4500																
	6N21A-DW		662					YX-1000	4053	-		1199				885	435	-
									4086	-		1232				450	- /25	-
6N21AW	6N21A-UW		736					YX-1000 YX-1000C	4053	2776	2733	1199 1232	1420	2081	601	885	435	1802
	(NOTA CV)		000*					YX-1000C YX-1000	4059	-		1205				450 885	435	-
	6N21A-SW 6N21A-EW		883* 956*					YX-1000 YX-1000C	4092	1		1238				450		1
	1 =•							. A 10000	70/2			1230				750		

## **6EY17W** Power: 374~837kW



Engine Model				6EY17W						
No. of Cylinders				6						
Cylinder Bore×Strok	ke [mm]			170×230						
Rated Output [kW(P	'S)]	374 (508)	74 (508) 480 (653) 590 (802) 749 (1018) 833							
Engine Speed [min-	1]		1350							
Dry Weight [kg]			3880							
Propeller Type			for F.P.P.							
Marine Gear Model	Offset -	YXH-500								
Marine Gear Model	Uliset	YXH-500L								
Reduction Gear	Offset -			2.53, 3.04, 3.48	3					
Ratio ( Ahead )	Uliset		3.5	57, 4.07, 4.48, 4	.96					
Marine Gear	044			700						
Dry Weight [kg] 1667										
Total Dry Weight	Offset -	4580								
with Marine Gear [kg]	Uirset			5547						

## **8EY26W** Power: 2060~2560kW



Engine Model		8EY26W								
No. of Cylinders		8								
Cylinder Bore×Stroke [mm]		260×385								
Rated Output [kW(PS)]	2060 (2801)	2210 (3005)	2360 (3209)	2560 (3481)						
Engine Speed [min-1]		75	50							
Dry Weight [kg]		24500								

## 6EY22AW Power: 885~1370kW



Engine Model					6EY	22AW				
No. of Cylinders						6				
Cylinder Bore×Stro	ke [mm]				220	×320				
Rated Output [kW(l	PS)]	885 (	1203)	103	30 (1400)	1180 (1604)	1330 (1808)	1370 (1863)		
Engine Speed [min	-1]	850	900	850	900		900			
Dry Weight [kg]					10	0000				
Propeller Type		for F			F.P.P.					
Manina Cara Madal	Offset	YX-1000					YXH-2000			
Marine Gear Model	Co-Axial	YX-1000C				YXH-2000C				
Reduction Gear	Offset	2	2.03, 2.36,	2.78, 3	3.32	2.23	3, 2.58, 2.79,	3.03		
Ratio ( Ahead )	Co-Axial	2	2.03, 2.36,	2.78, 3	3.32	2.23	3, 2.58, 2.79,	3.03		
Marine Gear	Offset		24	00						
Dry Weight [kg]	Co-Axial		25	65		5050				
Total Dry Weight Offset		12505			12556	14861				
with Marine Gear [kg]	Co-Axial		12670		12721	21 15161				

## 6/8EY33W Power: 2500~3360kW [6EY33W] 3600~4500kW [8EY33W]



Engine Model		6EY33W								
No. of Cylinders		6								
Cylinder Bore×Stroke [mm]		330>	440							
Rated Output [kW(PS)]	2500 (3399)	2750 (3739)	3100 (4215)	3360 (4568)						
Engine Speed [min-1]		750								
Dry Weight [kg]		391	100							

Engine Model		8EY33W							
No. of Cylinders		8							
Cylinder Bore×Stroke [mm]		330×440							
Rated Output [kW(PS)]	3600 (4895)	4000 (5438)	4500 (6118)						
Engine Speed [min-1]		750							
Dry Weight [kg]		50900							

This Photograph Shows Model 6EY33

## 6EY26W Power: 1471~1920kW



Engine Model				6EY	26W				
No. of Cylinders				(	5				
Cylinder Bore×Stro	ke [mm]			260>	<b>&lt;</b> 385				
Rated Output [kW(	PS)]	1471	1471 (2000) 1620 (2203)						
Engine Speed [min	-1]	750							
Dry Weight [kg]				185	500				
Propeller Type	peller Type for C.P.P. for F.P.P. for C.P.P. for F.P.P. for C.P.P. f						for F.P.P.		
Marine Gear Model	Offset	YXH-2000M	YXH-2000	YXH-2500M	YXH-2500	YXH-2500M	YXH-2500		
Marine Gear Model	Co-Axial	YXH-2000MC	YXH-2000C	YXH-2500MC	YXH-2500C	YXH-2500MC	YXH-2500C		
Reduction Gear	Offset			2.23, 2.58,	2.79, 3.03				
Ratio ( Ahead )	Co-Axial			2.23, 2.58,	2.79, 3.03				
Marine Gear	Offset	3900	4750	3950	4800	3950	4800		
Dry Weight [kg]	Co-Axial	4300	5050	4400	5150	4400	5150		
Total Dry Weight	Offset	22549	23349	22640	23490	22640	23490		
with Marine Gear [kg]	Co-Axial	22949	23649	23090	23840	23090	23840		

This Photograph Shows Model 6EY26 [ IMO Tier I ]

## **6N21AW**Power: 662~956kW

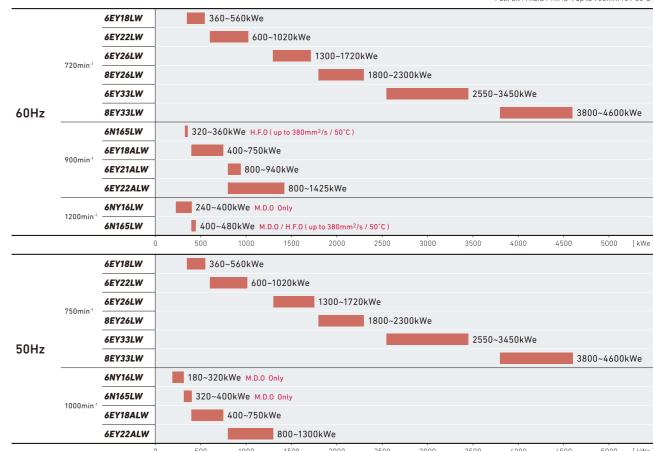


Engine Model		6N21A-DW	6N21A-UW	6N21A-SW	6N21A-EW				
No. of Cylinders				6					
Cylinder Bore×Stro	ke [mm]		210	×290					
Rated Output [kW(	PS)]	662 (900)	736 (1000)	883 (1200)	956 (1300)				
Engine Speed [min	-1]	800 850							
Dry Weight [kg]		8000							
Propeller Type		for F.P.P.							
	Offset	YX-1000							
Marine Gear Model	Co-Axial	YX-1000C							
Reduction Gear	Offset		2.03, 2.36	, 2.78, 3.32					
Ratio ( Ahead )	Co-Axial		2.03, 2.36	, 2.78, 3.32					
Marine Gear	Offset		24	00					
Dry Weight [kg]	Co-Axial		25	i65					
Total Dry Weight	Offset	104	478	10494					
with Marine Gear [kg]	Co-Axial	106	643	108	559				



#### **Generator Capacity**

Fuel Oil: M.D.O / H.F.O (up to 700mm²/s / 50°C)



Series	Models	Output	Output [kW]				Dimensions B A A2							
		Engine	Engine Speed [min-1]				G: Minimum Height F D							
		720	750	900	1000	1200	Α	A2	В	С	D	Е	F	G
	6NY16L-HW				200	265	3097							
	6NY16L-DW				245	310	3097							
6NY16LW	6NY16L-UW				270	355	3117	1972	1265	1813	2530	940	800	1983
	6NY16L-SW				310	400	3112							
	6NY16L-EW				353	441	3172							
	6N165L-UW				353	441	3182	1982	1341		2700			
	/M//EL 6M/			353					1557					
6N165LW	6N165L-SW				397	485	3332	2012	1341	1999	2000	990	800	2105
	(N4/F1 FW)			397			3332	2012	1557		2800			
	6N165L-EW				441	530			1341					
6EY18LW	6EY18LW	400~	-615				4441	2751	1493	2255	3620	1070	915	2564
6EY18ALW	6EY18ALW			455	~615		4391	2751	1489	2255	3620	1070	915	2564
DETTOALW	BETTOALW			660	~800		4680	2/31	1407	2233	3720	1070	713	2304
6EY21ALW	6EY21ALW			880~1020			4845	2730	1618	2602	3860	1180	950	2752
6EY22LW	6EY22LW	660~	1080				5452	3337	1678	2630	4120	1180	985	2907
6EY22ALW	6EY22ALW			880-	-1500		5647	3337	1782	2675	4310	1180	985	2907
6EY26LW	6EY26LW	1400~	-1620				6474	3974	1847	3520	5270	1420	1250	3150
	02720277	1730~	1840				6774	3774	1047	3320	3270	1420	1230	3130
		1900~	-2130				8258				6720			
8EY26LW	8EY26LW	22	45				8358	5290	2030	3665	6800	1420	1250	3150
		24	50				8418				6840			
6EY33LW	6EY33LW	2750~	3600				8950	5280	2355	3895	7130	1780	1370	3742
8EY33LW	8EY33LW	4000~	4800				10640	6655	2555	4470	7950	1780	1620	3992

 $The \ dimensions \ for \ the \ diesel \ engine \ generator \ sets \ are \ simply \ reference \ values. \ The \ values \ may \ differ \ for \ different \ generator \ manufacturers.$ 

## 6NY16LW Generator Capacity: 180~400kWe



Engine Model	6NY16	L-HW	6NY16	L-DW	6NY16	L-UW	6NY16	SL-SW	6NY16	SL-EW	
No. of Cylinders		6									
Cylinder Bore×Stroke [mm]		160×200									
Rated Output [kW(PS)]	200 (272)	265 (360)	245 (333)	310 (421)	270 (367)	355 (483)	310 (421)	400 (544)	353 (480)	441 (600)	
Generator Capacity [kWe]	180	240	220	280	240	320	280	360	320	400	
Engine Speed [min-1]	1000	1200	1000	1200	1000	1200	1000	1200	1000	1200	
Dry Weight [kg]	2880										
Total Weight (Gen. Set) [kg]		5870									

## 6EY21ALW Generator Capacity: 800~940kWe



Engine Model		6EY21ALW	
No. of Cylinders		6	
Cylinder Bore×Stroke [mm]		210×290	
Rated Output [kW(PS)]	880 (1197)	970 (1319)	1020 (1387)
Generator Capacity [kWe]	800	900	940
Engine Speed [min-1]		900	
Dry Weight [kg]		8800	
Total Weight (Gen. Set) [kg]		16000	

## **6N165LW**Generator Capacity: 320~480kWe



Engine Model	6N165	L-UW	61	N165L-S	W	6	N165L-E	w		
No. of Cylinders		6								
Cylinder Bore×Stroke [mm]				165>	<232					
Rated Output [kW(PS)]	353 (480)	441 (600)	353 (480)	397 (540)	485 (660)	397 (540)	441 (600)	530 (720)		
Generator Capacity [kWe]	320	400	320	360	450	360	400	480		
Engine Speed [min-1]	1000	1200	900	1000	1200	900	1000	1200		
Ory Weight [kg] 4100										
Total Weight (Gen. Set) [kg]	Total Weight (Gen. Set) [kg] 6410 7160									

<sup>• 1000</sup>min<sup>-1</sup> : for MDO Application Only. • 900min<sup>-1</sup> : for HFO Application Only. This Photograph Shows Model 6N165L [IMO Tier1]

## 6EY22[A]LW Generator Capacity: 600~1425kWe



Engine Model			6EY2	?2LW	,				•	SEY2.	2ALV	/		
No. of Cylinders							ć	6						
Cylinder Bore×Stroke [mm]							220:	×320						
Rated Output [kW(PS)]	660 (897)	745 (1013)				1080 (1468)							1370 (1863)	
Generator Capacity [kWe]	600	680	740	800	900	1020	800	900	950	1000	1100	1200	1300	1425
Engine Speed [min-1]			720	/ 750			900 / 1000							
Dry Weight [kg]	11200 10500													
Total Weight (Gen. Set) [kg]			18	500						18	100			

## 6EY18[A]LW Generator Capacity: 360~750kWe



Engine Model		6E	Y18L	w					6EY1	BALW	,		
No. of Cylinders							6						
Cylinder Bore×Stroke [mm]						1	80×28	0					
Rated Output [kW(PS)]	400 (544)	450 (612)	500 (680)	550 (748)	615 (836)	455 (619)	500 (680)	550 (748)	615 (836)	660 (897)	680 (925)	745 (1013)	800 (1088)
Generator Capacity [kWe]	360	400	440	500	560	400	450	500	560	600	620	680	750
Engine Speed [min-1]		7:	20 / 7	/ 750 90				900 /	/ 1000				
Dry Weight [kg]							6600						
Total Weight (Gen. Set) [kg]		11200 12100											

## 6EY26LW Generator Capacity: 1300~1720kWe



Engine Model		6EY2	26LW					
No. of Cylinders			6					
Cylinder Bore×Stroke [mm]		260:	×385					
Rated Output [kW(PS)]	1400 (1903)	1620 1730 18 (2203) (2352) (25						
Generator Capacity [kWe]	1300	1500	1600	1720				
Engine Speed [min-1]	720 / 750							
Dry Weight [kg]	18500							
Total Weight (Gen. Set) [kg]	298	29800 30600						

## **8EY26LW**Generator Capacity: 1800~2300kWe



Engine Model	8EY26LW								
No. of Cylinders			8						
Cylinder Bore×Stroke [mm]			260×385						
Rated Output [kW(PS)]	1900 (2583)			2130 2245 (2896) (3052)					
Generator Capacity [kWe]	1800	1900	2000	2100	2300				
Engine Speed [min-1]			720 / 750						
Dry Weight [kg]			24500						
Total Weight (Gen. Set) [kg]		40000 40200 45000							

## **6EY33LW**Generator Capacity: 2550~3450kWe



Engine Model		6EY33LW										
No. of Cylinders		•	6									
Cylinder Bore×Stroke [mm]		330×440										
Rated Output [kW(PS)]	2750 (3739)	3000 3360 (4079) (4568)		3600 (4895)								
Generator Capacity [kWe]	2550	2800	3200	3450								
Engine Speed [min-1]		720 / 750										
Dry Weight [kg]	38500											
Total Weight (Gen. Set) [kg]		63000										

## **8EY33LW**Generator Capacity: 3800~4600kWe



Engine Model		8EY33LW				
No. of Cylinders		8				
Cylinder Bore×Stroke [mm]		330×440				
Rated Output [kW(PS)]	4000 (5438)	4500 (6118)	4800 (6526)			
Generator Capacity [kWe]	3800	4300	4600			
Engine Speed [min-1]		720 / 750				
Dry Weight [kg]	50900					
Total Weight (Gen. Set) [kg]		90200				

### POWER SOLUTION BUSINESS AMAGASAKI FACTORY

Amagasaki factory started in 1936 as world's first factory to produce small sized diesel engines.

Today, the factory mass produces large-sized diesel engines for marine and generator use, and also produces diesel and gas engines for land use and general power source.

From 1983, the factory also produces gas turbines, and continues to produce high quality products ever since.



## Certified by various ship classification societies

The Amagasaki factory has been certified by the world's 9 major ship classification societies. Its voluntary inspection program was certified by the 9 ship classification societies for the first time in the world.



Certifications of 9 major shipping classification societies.

NK : Nippon Kaiji Kyokai

ABS : American Bureau of Shipping

LR: Lloyd's Register of Shipping
DNV: Det Norske Veritas

RINA : Registro Italiano Navale

**BV** : Bureau Veritas

**KR** : Korean Register of Shipping

CCS : China Classification Society

IRS : Indian Register of Shipping

## Internationally certified quality control and environmental response

In July 1992, Power Solution Business was certified under ISO 9001 by a certification authority in England, Lloyd's Register Quality Assurance Limited (LRQA). Responding swiftly to environmental issues, in June 1996 Amagasaki factory became one of the first land-use and marine diesel engine manufacturing facilities to be ISO 14001 certified. Furthermore, YANMAR instantaneously attained the International Maritime Organization (IMO) Tier II and III certification for the regulation of NOx emission levels. YANMAR maintains an internationally acclaimed reputation for leading edge technology that has environmental conservation at its forefront.

## Marine dual fuel engine

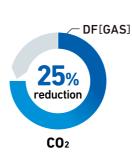


# Comply with environmental regulations by using both diesel and gas fuels.

The use of natural gas is now attracting attention within the marine engine sector, both as a means of addressing fluctuating fuel costs, and as a way of reducing the burden on the environment. Basing on our reliable engines that will improve life cycle value for our customers, YANMAR have developed a dual fuel engine that can use both diesel and gas, which complies with IMO NOx Tier III regulations as well as SOx Emission Control Area.



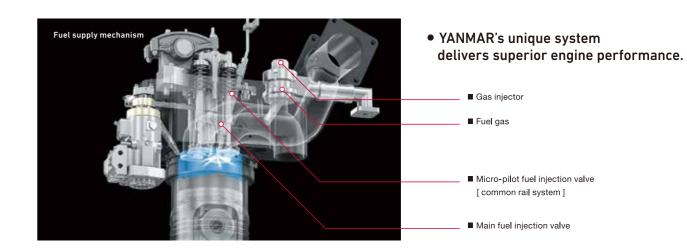




#### ■ Propulsion & Auxiliary Engines

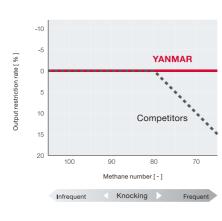
Engine Model	6EY22DF	6EY26DF	8EY26DF	6EY35DF	8EY35DF	
Method of ignition		Mi	cro-pilot fuel compressi	on		
No. of cylinders	6	6	8	6	8	
Cylinder bore × stroke [mm]	220×320	260:	×385	350×440		
Displacement [L]	73.0	122.6	163.5	254.0	338.7	
Engine speed [min-1]	900		720	/ 750		
Output [ Shaft ] [kw]	1100	1533	1960	3060	4080	
Mean effective pressure [Mpa]	2.01	2.00	1.92 / 2.00	2.	01	

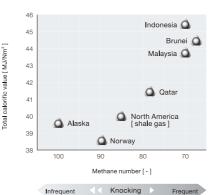
 $^{\star}$  Specifications are subject to change without prior notification.



#### • Can operate with natural gas from any region

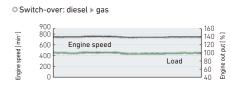
Through real-time analysis of cylinder internal pressure together with high-speed control, this system avoids abnormal combustion (knocking) even when running on natural gases with a low methane number. Offering superior combustion stability, this engine can operate with natural gas from any region and with no output restrictions.

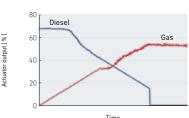




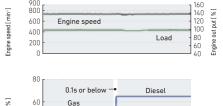
#### Switch fuels even at 100% output

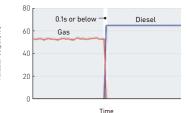
Freely select which fuel to use. The system makes it possible to switch from diesel mode to gas mode during navigation, with no output restrictions. Furthermore, during emergencies the system can shift safely and instantaneously from gas mode back to diesel mode.



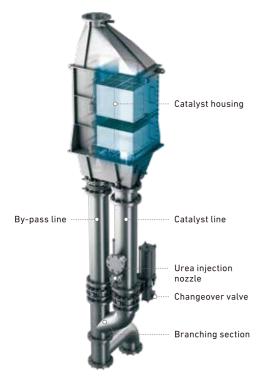


 $\bigcirc$  Emergency switch-over: gas  $\triangleright$  diesel





## **SCR** system



## SCR system developed in-house by YANMAR to meet to IMO Tier III NOx regulations.

YANMAR has developed SCR system that meets to IMO Tier III regulations, which require an 80%, i.e. big reduction in NOx compared with Tier I. Making use of our original technology and wealth of experience, we have created a system whose design and functionality are optimized for marine vessels, and which is perfectly matched for use with diesel engines, both in ECA and non-ECA waters. In addition, repeated verification tests have been conducted on ocean-going vessels ( equipped with SCR system for 3 auxiliary engines ) to further improve the system.





CR system installation on test benc

On hoard

#### Maintaining highly NOx reduction performance whilst ensuring safety.

The by-pass branching section and catalytic reactor have been integrated into a single unit, achieving high-performance NOx reduction. Engines equipped with our SCR system is obtained NOx certification ( Scheme A ), whilst maintaining performance onboard. Additionally, a urea injection nozzle is installed downstream from the branching section, preventing ammonia from leaking into the by-pass line.

#### • Long lifetime of catalyst.

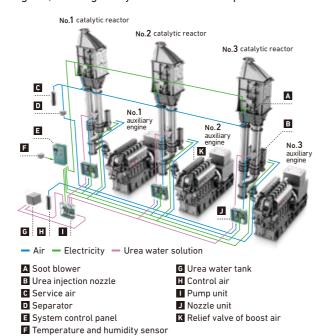
Catalyst degradation occurs due to the flow of small amounts of exhaust gas into the catalyst line when the by-pass is in operation. Specification not to flow the exhaust gas realizes longer lifetime of catalyst.

	Standard spec.	Optional spec. 1	Optional spec. 2
Changeocver valve installed to catalystic reactor outet	_	<b>()</b> *1	_
Purge air	Req'd	Not req'd	Not req'd
Blower fan unit	_	_	O *2

<sup>\*1</sup> Overall height of catalystic reactor outlet becomes higher than standard.

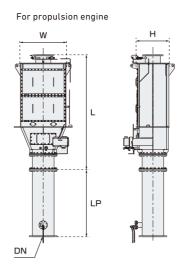
#### • Automatic control for multiple engines.

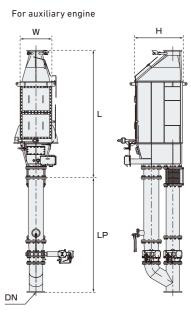
Control unit integrates all devices including catalytic reactors mounted to each individual engine. A single pump unit and control panel can manage system for multiple engines, allowing the system to remain compact.



Note: Specifications may differ according to vessel classification.

#### ■ Outline of Catalytic reactor





#### ■ Dimension's for propulsion engine

SCR model	Catalytic	reactor dimer	nsion (mm)	Exhaust p	pipe dimension	ı (mm)	Engine model	Power (kW)
	Н	W	L	DN-in DN-out LP				
Y22SCR-AM	782	1100	2702	500A	350A	1577	6EY22AWS	885~1370
Y26SCR-6M	1115	1524	2940	650A	450A	1237	6EY26WS	1330~1920
Y26SCR-8M	1425	1425	3123	700A	500A	1677	8EY26WS	2060~2560
Y33SCR-6M	1444	1749	3147	850A	600A	1567	6EY33WS	2500~3360

#### ■ Dimension's for auxiliary engine

	*Feel	free t	to	contact	for	detailed	informations	on dimensions, e	tc.
--	-------	--------	----	---------	-----	----------	--------------	------------------	-----

SCR model	Catalytic	reactor dime	nsion (mm)	Exhaust p	ipe dimension	(mm)	Engine model	Power (kW)
	Н	W	L	DN-in	DN-out	LP		
Y155SCR-L	1148	747	2698	250A	300A	2042	6AYL-WST	438,491
Y16SCR-L	1078	747	2624	250A	250A	1850	6NY16LWS	353~441
Y165SCR-L	1148	747	2698	300A	300A	2092	- 6N165LWS	485
11035CK-L	1148	747	2848	300A	300A	2092	- 6N103LW3	530
V10CCD (A)I	1148	747	2848	300A	300A	2692	6EY18(A)LWS	400~615
Y18SCR-(A)L	1148	747	2998	300A	300A	2692		660~800
Y21SCR-AL	1325	1100	3116	350A	400A	2966	6EY21ALWS	880~1020
V22CCD (A)I	1325	1100	3116	400A	400A	3256	/FV22/A)/ WC	660~1100
Y22SCR-(A)L	1485	1100	3116	400A	400A	3257	6EY22(A)LWS	1180~1370
Y22SCR-AL	1485	1100	3116	400A	500A	3258	6EY22ALWS	1500
Y26SCR-6L	1685	1425	3900	500A	500A	3883	6EY26LWS	1400~1840
Y26SCR-8L	1924	1425	3971	550A	600A	3967	8EY26LWS	1900~2425
Y33SCR-6L	2135	1750	4198	650A	650A	4526	6EY33LWS	2750~3600

\*Feel free to contact for detailed informations on dimensions, etc.

<sup>\*2</sup> To be installed on hull side : 2019-

## 2-stage turbocharging system

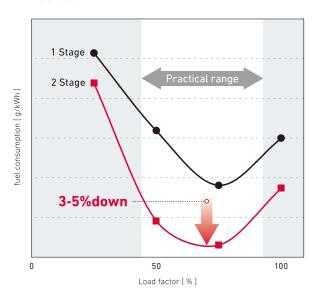


# Ultra low fuel consumption of 4-stroke medium speed diesel engine.

YANMAR has always pursued low fuel consumption as its corporate creed "Fuel reward to Nation" since foundation. This time, we developed the "2-stage turbocharging system" compliant with IMO secondary regulation, further evolving the engine, achieving fuel economy far superior to the conventional engine.

#### • Evolution of high pressure Miller cycle system

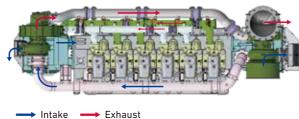
We aquired the air by using the "2 stage turbocharging system" in spite of advanced closing timing of suction valve to compare with "1 stage turbocharging system". As a result, we could achieve the low fuel consumption in wide load.



#### Simple system

It is easy to maintain the system, because it is simple system that two turbochargers and two air coolers are only connected by suction air pipes and exhaust pipe.

○ Top view

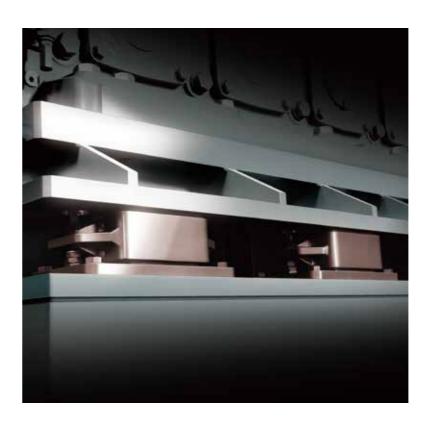


#### Unchanged mountability and Good acceleration

We arranged turbocharger & air-cooler unit on both sides of the engine. By this structure, we could achieve the equivalent mountability as the base engine by keeping the height of engine. This engine has good acceleration at low load by adapting dynamic pressure type exhaust manifold.

#### **NEW TECHNOLOGY YANMAR SOLUTION**

## Marine spring vibration isolating system



# Latest system to help comfort and reduce maintenance

In YANMAR, utilizing the technology accumulated over many years in vibration isolating rubber for marine engines and metal spring vibration isolating system for land engines, we have developed a marine metal spring isolation system with support of Japan Railway Construction, Transport and Technology Agency.

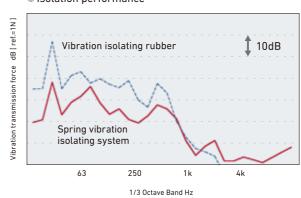
It realizes more excellent vibration proofing effect and maintenance-free than rubber. And it helps comfortable shipboard environment and low cost.

Ministry of Land, Infrastrure, Trnsport and Tourism approval Acquisition of certificate by Nippon Kaiji Kyokai Association

#### • Reduce vibration noise inside ship

The vibration noise mainly in the low frequency band was difficult to reduce until now. However, we can drastically reduce it by the metal spring with high quality vibration damping performance. We will contribute to further improvement of the shipboard environment.

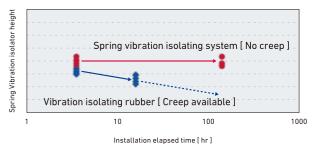
Isolation performance



#### • Maintenance-free

There is no creep phenomenon in the metallic spring vibration isolating system, so it is almost unnecessary to replace and maintenance, and contributes to cost reduction.

© Creep characteristics



## YANMAR SHIPSWEB Stay Connected , Any Time , Any Where



## Achieving efficient and advanced engine maintenance management

YANMAR SHIPSWEB achieves preventive maintenance by appropriately supporting our customers in various engine usage scenarios with inherent risks.

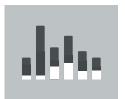


#### • Approach to the Basis of Safe Navigation

With many devices being electrically controlled, a stable power supply is a ship's lifeline. Once a trouble occurred, it may cause cri tical damage to your management. The stable operation of the generator engine is basis for safe navigation.

#### • Engine Analysis

It is equipped with various functions that support user recognition, judgment, and operation, and contribute to reducing accident risk and cost.



#### **Engine Analysis**

You can refer to the engine operation data registered by the crew as the engine analysis report. This helps you understanding engine condition and planning proper maintenance.



#### Yanmar Recommended Parts List

You can view the list of parts necessary for maintenance replacement criteria, reasons for replacement, and prices. This will help you select the correct parts easily, allowing for ecient maintenance.



#### 3D Guide, Maintenance Manuals

You can easily check operations of engines or parts arrangement from various angles. It reduces the risk of problems at the time of regular crew rotation or during maintenance.

### **TECHNICAL TRAINING SCHOOL**







#### What is T.T.SCHOOL?

The mission of Technical Training School (TTS) is helping customers use Yanmar's products safely and efficiently. For this purpose, we have developed an environmentn to accept trainees from beginners to experienced engineers, and those in various types of occupations from countries around the world.

As a result, we are operating five schools in Japan and overseas-the Amagasaki Plant, the Tsukaguchi Plant, Dalian in China, Clark in the Philippines and Mumbai in India. The total number of trainees for the five schools has been around 800 per year. We will continue to broaden the curriculum at TTS so as to respond to customer needs.





1 Japan [Amagasaki] School





2 Philippines [Clark] School





3 China [Dalian] School





Training engine: 6N18L

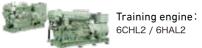
India [Mumbai] School



Training engine:

5 Japan [Tsukaguchi] School





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Dubysos str. 27A LT-91181, Klaipeda, Lithuania E-MAIL: service@garant.eu WEB: www.garant.eu

#### RUSSIA COUNTRY CODE . 7.

#### ■ ELITE INTERCONTINENTAL SHIPPING

1 Gapsalskaya 709 ,Area Code 198035, St.Petersburg, Russia TEL: 911-916-9495(24/7)/812-680-1713 FAX: 812-680-1702 E-MAIL: yanmar@elti-engine.ru WEB: www.elit-engine.ru

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#### POWER MARINE & ACCESSORIES

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#### ● CHONG LEE LEONG SENG CO.,

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### YANMAR INDONESIA SERVICE CENTER (SAMADINDA)

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Teluk Tering Batam Kota, Kota Batam Kepulauan Riau 29461

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## HAI PHONG TRADING AND ENGINEERING SERVICES COMPANY LIMITED ( HATESCO )

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#### ■ TAN KY SHIP REPAIR COMPANY LIMITED

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#### ■ NHA BE SHIP BUILDING AND REPAIR JSC

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## (5) YANMAR ASIA (SINGAPORE) CORPORATION PTE LTD PHILIPPINES BRANCH

Bldg.3, Berthaphil II South, Bayanihan St. Clark Freeport Zone, 2023 Pampanga Philippines TEL:+63-45-4991541/42

## SEAPOWERS TRADING& INDUSTRIAL SERVICES

316-A Mamatid Cabuyao, Laguna, Philippines TEL: 917-500-3017 FAX: 49-502-0765 E-MAIL: seapowers@pldtdsl.net

#### POLESTAR TECHNICAL SERVICES INC.

1st FIr. 2-C, 101 General Aviation Road, Basak, Lapu-Lapu City, Cebu, 6015 Philippines E-MAIL: pts@polestarmarine.sg

#### CHINA COUNTRY CODE " 86 -

#### **(G)** YANMAR ENGINE (SHANGHAI) CO., LTD.

1101-1106, Gopher Center Building, No.757 Meng Zi Road, Shanghai, China 200023 TEL: 21-2312-0688 FAX: 21-6880-8090 / 21-6880-8682 WEB: yanmar.com/cn/

#### DALIAN WANFANG MARINE TECHNOLOGY CO., LTD

No.40 Aixian Street, Qixianling, Dalian High-Tech Industrial Zone, China TEL: 411-84799000 FAX: 411-84795678 E-MAIL: wf@china-wf.com

#### HONG KONG COUNTRY CODE - 852 "

#### **@** YANMAR ENGINEERING ( HK ) CO., LTD.

RoomJ, 23/F, King Palace Plaza 55 King Yip Street Kwun Tong Kow loon Hong Kong TEL: 2833-9032 FAX: 2904-7783

#### TAIWAN COUNTRY CODE - 886 -

## **1** YANMAR ENGINEERING CO., LTD. TAIWAN BRANCH

IAIWAN BRANCH
IF., No.3, Yugang N. 2nd Rd., Cianjhen Dist.,
Kaohsiung City 80672, Taiwan
TEL: 7-815-3156 FAX: 7-815-3280
E-MAIL: ye\_taiwan@yanmar.com

## YANMAR ENGINEERING CO., LTD. TAIWAN BRANCH TAIPEI SATELLITE OFFICE

R/M8, 9F, No.142, Sec3, Minquan E. Rd., Songshan Dist. Taipei City 104, Taiwan R.O.C. TEL: 2-8712-3150/3151 FAX: 2-8712-3107 E-MAIL: ye taiwan@yanmar.com

#### YEE FOO MARINE INDUSTRIAL CO., LTD.

6F-3, No.369 Fusing North Road, Taipei, Taiwan R.O.C. 105 TEL: 2-8712-0848 FAX: 2-8712-0797 E-MAIL: yeefoo.tpe@msa.hinet.net

#### SEIKOH CO., LTD.

1F., No.3, Yugang N. 2nd Rd., Cianjhen Dist., Kaohsiung City 80672, Taiwan TEL: 7-815-3156 FAX: 7-815-3280 E-MAIL: seikoh.yanmar@msa.hinet.net

#### KOREA COUNTRY CODE " 82 "

#### HWA ILL TRADING CO., LTD. #93. 2-GA. Namhang Dong.

Young Do-Ku, Busan, Korea TEL: 51-412-6385 FAX: 51-414-8752 E-MAIL: hwaill@hwaill.co.kr

#### ● PLUS ENGINEERING CO., LTD.

Room 3806, Centum Leaders Mark B/D, 17 APEC-ro, Haeundae-gu, Busan, 48060, Korea TEL: 51-745-8201 FAX: 51-745-8203 E-MAIL: plusbusan@gmail.com

#### CHIBA MARINE KOREA CO., LTD.

21-1, Gupyeong-Ro (Gupyeong-Dong), Saha-Gu, Busan, 49454, Korea TEL: 51-418-8998 FAX: 51-418-5880 E-MAIL: cmk@chibamarine.kr

#### **OCEANIA**

#### AUSTRALIA COUNTRY CODE - 61 "

#### JAPAN MARINE ENGINEERING CO.,LTD

475 Warrigal Road Moorabbin Victoria Australia 3189 TEL: 3-9555-5277 FAX: 3-9555-5344 E-MAIL: sales@imeaust.com.au

#### POWER EQUIPMENT PTY LTD- HEAD OFFICE

10-12 Commercial Drive Lynbrook, VIC, 3975 TEL: 3-9709-8500 E-MAIL: infopowerequipment.com.au WEB: www.powerequipment.com.au/

#### NEW ZEALAND COUNTRY CODE - 64

### POWER EQUIPMENT PTY LTD 10A Vega Place, Rosedale, Auckland, 0632

TEL: 9-358-7478 sales@powerequipment.co.nz parts@powerequipment.co.nz service@powerequipment.co.nz WEB: www.powerequipment.co.nz/

#### NORTH AMERICA

U.S.A. COUNTRY CODE "1"

#### (1) YANMAR AMERICA CORP.

101 International Parkway, Adairsville, GA 30103, U.S.A. TEL: 770-877-9894 FAX: 770-877-9009 WEB: yanmar.com/global/

#### YANMAR AMERICA CORP Houston BRANCH

#### 9252 Park S View Houston, TX 77051

GOLTENS MIAMI CO. INC. 2323 N.E.Miami Court · Miami, Florida 33137 U.S.A. TEL: 305-576-4410 FAX: 305-576-3827

### TRANSMARINE PROPULSION SYSTEM, INC

5434 West Crenshaw Tampa, Florida, 33634 U.S.A. TEL: 813-830-9180 FAX: 813-830-9181

#### UNITED WORLD ENTERPRISE, INC

6310 Winfree Houston, Texas 77087 U.S.A. TEL: 713-641-1915 FAX: 713-641-2717

#### ■ GOLTENS HOUSTON INC

7214 Clinton Drive, Houston TX 77020 USA TEL: 713-487-4900 FAX: 713-487-4904

#### CHIBA MARINE USA INC.

8920 Lawndale Street Suite D, Houston, Texas, 77012 USA TEL: 346-802-4799 WEB: www.chibausa.com/

#### ■ MOTOR-SERVICES HUGO STAMP, INC.

3190 SW 4th Avenue, Fort Lauderdale, Florida, 33315 USA TEL: 954-763-3660 WEB: www.mshsgroup.com/index.html

#### CANADA COUNTRY CODE "1"

#### DIESEL-BEC, INC.

1805 Lionel-Bertrand, Boisbriand, QC, Canada TEL: 450-434-3401 WEB: www.diesel-bec.com/

#### **SOUTH AMERICA**

#### EQUADOR COUNTRY CODE - 593 -

#### PRONAVAL

CIUIDADELA VILLAMARINA MANZANA G1, LOTES 4 Y 5. MANTA, ECUADOR Tel: 97 9297831 WEB: https://pronaval.es/

#### PARAGUAY COUNTRY CODE : 595

#### ADRIASOL S.A.

Ruta km 19,5, Transchaco, Asunción, Paraguay TEL: 21-756099 WEB: www.adriasolsa.com/

#### SONAR SA

Oficina 10 - Puerto FENIX - Carlos A.
Lopez casi Paseo de Fatima, Paraguay
TEL: 984 301535
Email: altoubes@sonar.com.pv

#### PERU COUNTRY CODE : 51 :

#### EQUIMAP

Av. La Encalada 1257 - Oficina 404, Santiago de Surco, Lima, Peru TEL: 1 6802820 WEB: https://equimap.com.pe/

#### CHILE COUNTRY CODE: 56

#### TURBODAL S.A.

Brasil 2076, Valparaíso, Chile TEL: 32 259 4521 WEB: http://turbodal.cl

#### ARGENTINE COUNTRY CODE : 54

#### ■ VN PROPULSION S.R.L

Mar de Plata 7600 Buenos Aires - Argentina TEL: 011-4553-4026 WEB: vnpropulsion.com/en

#### BRAZIL COUNTRY CODE : 55 .

#### **1** YANMAR SOUTH AMERICA LTDA

Cond E Indaituba 4509 Mod 01/02 Indaiatuba Rod SP73 13347-390 TEL: 19-3801-9200 FAX: 19-3834-4454 WEB: www.vanmar.com.br

## ( YANMAR SOUTH AMERICA MANAUS BRANCH

Rua Jonatas Pedrosa Numero 50 Bairro Centro Manaus 69020-110 TEL: 92-3347-9205

#### ■ METALOCK BRASIL LTDA

Rua Visconde do Rio Branco 20/26, 11013-030, Santos, SP, Brazil TEL: 13-3226-4686 E-MAIL: santos@metalock.com.br WEB: www.metalock.com.br

#### MANUTENÇÃO E REPAROS

DE MOTORES DIESEL (ROMAGA) Rua Pedro Alves, 18 / 20 / 22 / 22 fds 01 e 02 Santo Cristo Rio de Janeiro - RJ 20220-281 TEL: 21-2263-3115 WEB: www.romaga.com.br

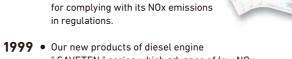
### **HISTORY**

#### 1912 • Founded as Yamaoka Hatsudoki Kosakusho.

- 1936 Founded as Yamaoka Nainenki
  ( internal combustion engine ) Company Ltd.
  with 3 million yen on a 40,000m² site
  in Nagasu Oda-mura, Kawabe-gun, Hyogo Pref.
  Manufactured diesel engines together
  with Yamaoka Hatsudohki Kosakusho ( engine mfq.) Co., Ltd.
- 1952 Name changed to Yanmar Diesel Engine Co., Ltd.
- 1968 Awarded Deming Prize for pursuing distinguished quality control.



- 1978 Plant certified by ABS ( American Bureau of Shipping ) and LR ( Lloyd's Register of Shipping ), becoming the first plant in Japan to be so honored by the major ship classification organizations of Japan, U.K. and U.S.A., the major marine transportation countries of the world.
- 1984 Plant certified by NV ( Det Norske Veritas ).
- 1991 Production level of large-sized engines reached 100.000 units.
  - Plant certified by RINA ( Registro Italiano Navale ).
- 1992 Certified by LRQA ( Lloyd's Register Quality Assurance ) for ISO9001 Quality Assurance System.
- 1997 Certified under IS014001 (International Standard for Environmental Management System ) by LRQA in June, first among Japanese engine manufacturers.
- 1998 Three series of
  Yanmar marine engines
  certified first in Japan by IMO
  (International Maritime Organization)
  for complying with its NOx emissions
  in regulations.



- " SAVETEN " series which advance of low NOx and low fuel oil consumption are on the commercial.
- 2002 The Name of the company changed to YANMAR Co., Ltd.
- **2005** Received supervision for approved factories by BV (Bureau Veritas).
- **2006** The Large Power Products Operations Business celebrated its 70th anniversary.
- 2007 Completion of the Amagasaki Plant Development
  Laboratory, aimed at strengthening
  emissions standards and systems
  for developing new products as well as strengthening
  systems for producing large-sized products.
- 2008 Received supervision for approved factories by KR ( Korean Register of Shipping ).

- **2009** Received supervision for approved factories by CCS (China Classification Society).
  - The 6EY18 engine model received a certificate from IMO (International Maritime Organization) for NOx Tier II standards that will be applicable from 2011, making Yanmar the first domestic ship engine manufacturer to receive the certificate.



 Received a designation for approved factories by GL ( Germanischer Lloyd ).

**2010** • Released Model 6EY22.



- **2012** YANMAR celebrated the 100th anniversary of its founding.
  - Received a designation for approved factories by IRS ( Indian Register of Shipping ).
  - Released Model 6EY17.



- 2013 Received a designation for approved factories by RS ( Russian Maritime Register of Shipping ).
- 2014 Released Model 6EYG26L.
- 2015 Released Model 6EY33.
  - Released SCR for Model 6EY26.





- 2016 Released Model 6EY26DF
  - Released
     Marine spring vibration isolating system
- 2022 Released Model 6EY22DF



2023 • Released Model GH300FC
Maritime Hydrogen Fuel Cell System

