



YANMAR

MARINE PRODUCT GUIDE

MARINE PROPULSION POWER RANGE [374~4500kW]
MARINE AUXILIARY GENERATOR CAPACITY [180~4600kWe]



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Bring happiness
to people as they navigate the seas.

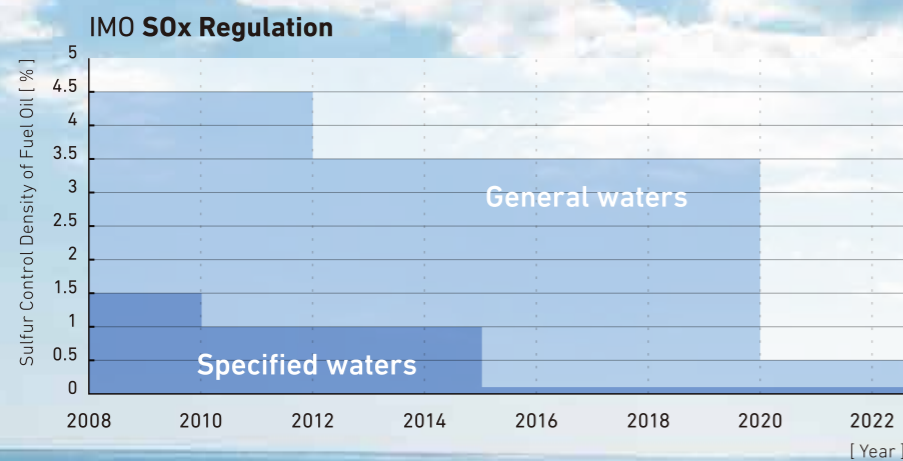
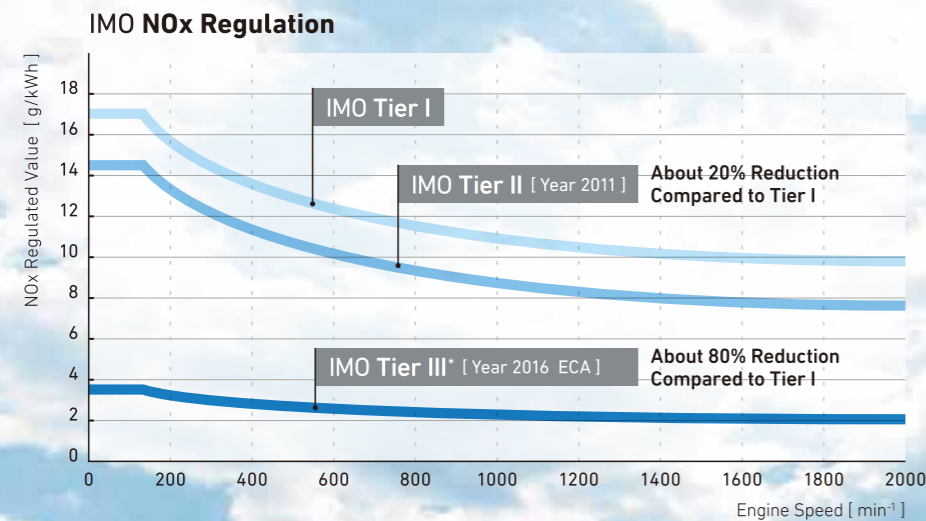


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Clean and Reliable Technology

IMO Tier III* requires ships built from 2016 onwards 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, we also improve "Life Cycle Value" of our products. 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, Global 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

- Power output : 300kW [Customizable]
- Voltage output : 450-700Vdc
- Current output : 462-667A
- Peak efficiency : 54%
- 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.



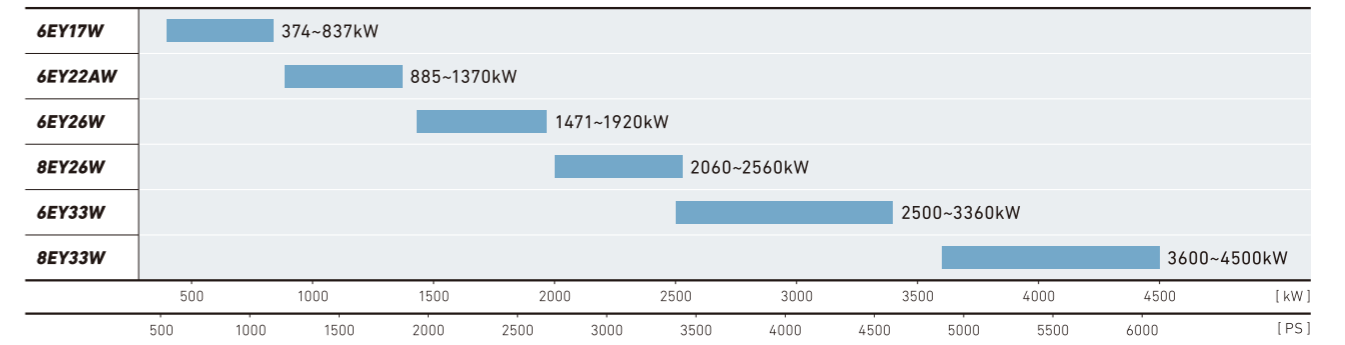
YANMAR received Japan's First Approval in Principle for Maritime Hydrogen Fuel Cell System from ClassNK

MARINE PROPULSION

DIESEL ENGINE LINE-UP



Power Range



Series	Models	Output [kW]							Gear	Dimensions [mm]														
		750	800	850	900	1350	1450	1500		A	A1	A2	A3	B	C	D	E	F	G					
6EY17W	6EY17W					374			YXH-500	2908	2410	2154	615	1305	1813	620	682	349	1300					
				480			YXH-500L	3091		794			862				429							
				590			YXH-500	2908		615			682				349							
					749	837	YXH-500L	3091		794			862				429							
6EY22AW	6EY22AW								YX-1000	4574	3647	2965	1488	1618	2416	666	885	435	1922					
							YX-1000C	4687		1601			450				-							
				885			YX-1000	4603		1517			885				435							
				1030			YX-1000C	4636		1550			450				-							
						1180	YXH-2000	4810		1807			1145				590							
						1330	YXH-2000C	4960		1957			555				-							
6EY26W	6EY26W								YXH-2000M	5702	4271	3563	1882	1804	3112	842	1145	590	1900					
							YXH-2000MC	5880		2322			555				-							
							YXH-2000	5483		1882			1145				590							
							YXH-2000C	5601		2070			555				-							
							YXH-2500M	5710		1890			1145				590							
							YXH-2500MC	5880		2320			555				-							
							YXH-2500	5491		1890			1145				590							
							YXH-2500C	5601		2070			555				-							
8EY26W	8EY26W								-	-	5090	5022	-	2085	3257	842	-	-	1900					
																3542				1127				
																2845				430				
																3257				842				
6EY33W	6EY33W								-	-	5700	4520	-	2335	3695	1025	-	-	2372					
8EY33W	8EY33W								-	-	7125	5585	-	2555	4040	1025	-	-	2372					
6N21AW	6N21A-DW					662			YX-1000	4053	2776	2733	1199	1420	2081	601	885	435	1802					
							YX-1000C	4086		1232			450				-							
	6N21A-UW						736		YX-1000	4053								1199					885	435
								YX-1000C		4086			1232				450	-						
	6N21A-SW						883*		YX-1000	4059								1205					885	435
							956*			YX-1000C			4092							1238				450

6EY17W

Power : 374~837kW



Engine Model	6EY17W					
No. of Cylinders	6					
Cylinder Bore×Stroke [mm]	170×230					
Rated Output [kW(PS)]	374 (508)	480 (653)	590 (802)	749 (1018)	837 (1138)	
Engine Speed [min ⁻¹]	1350				1450	
Dry Weight [kg]	3880					
Propeller Type	for F.P.P.					
Marine Gear Model	Offset	YXH-500				
	Co-Axial	YXH-500L				
Reduction Gear Ratio (Ahead)	Offset	2.53, 3.04, 3.48				
	Co-Axial	3.57, 4.07, 4.48, 4.96				
Marine Gear Dry Weight [kg]	Offset	700				
	Co-Axial	1667				
Total Dry Weight with Marine Gear [kg]	Offset	4580				5547
	Co-Axial	5547				

8EY26W

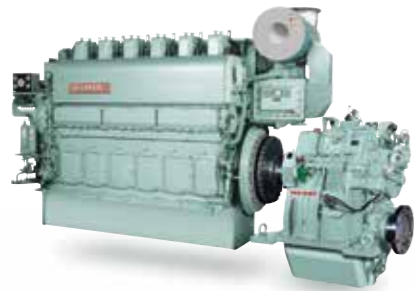
Power : 2060~2560kW



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]	750			
Dry Weight [kg]	24500			

6EY22AW

Power : 885~1370kW



Engine Model	6EY22AW					
No. of Cylinders	6					
Cylinder Bore×Stroke [mm]	220×320					
Rated Output [kW(PS)]	885 (1203)		1030 (1400)		1180 (1604)	1330 (1808) 1370 (1863)
Engine Speed [min ⁻¹]	850	900	850	900	900	
Dry Weight [kg]	10000					
Propeller Type	for F.P.P.					
Marine Gear Model	Offset	YX-1000			YXH-2000	
	Co-Axial	YX-1000C			YXH-2000C	
Reduction Gear Ratio (Ahead)	Offset	2.03, 2.36, 2.78, 3.32			2.23, 2.58, 2.79, 3.03	
	Co-Axial	2.03, 2.36, 2.78, 3.32			2.23, 2.58, 2.79, 3.03	
Marine Gear Dry Weight [kg]	Offset	2400			4750	
	Co-Axial	2565			5050	
Total Dry Weight with Marine Gear [kg]	Offset	12505	12556	14861		
	Co-Axial	12670	12721	15161		

6/8EY33W

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



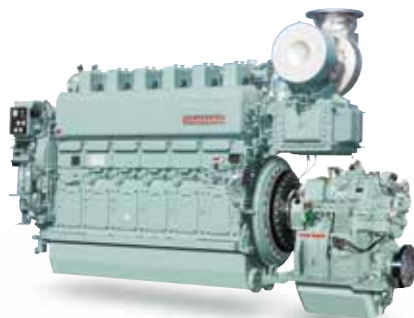
Engine Model	6EY33W			
No. of Cylinders	6			
Cylinder Bore×Stroke [mm]	330×440			
Rated Output [kW(PS)]	2500 (3399)	2750 (3739)	3100 (4215)	3360 (4568)
Engine Speed [min ⁻¹]	750			
Dry Weight [kg]	39100			

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	6EY26W					
No. of Cylinders	6					
Cylinder Bore×Stroke [mm]	260×385					
Rated Output [kW(PS)]	1471 (2000)		1620 (2203)		1920 (2610)	
Engine Speed [min ⁻¹]	750					
Dry Weight [kg]	18500					
Propeller Type	for C.P.P.	for F.P.P.	for C.P.P.	for F.P.P.	for C.P.P.	for F.P.P.
Marine Gear Model	Offset	YXH-2000M	YXH-2000	YXH-2500M	YXH-2500	YXH-2500M YXH-2500
	Co-Axial	YXH-2000MC	YXH-2000C	YXH-2500MC	YXH-2500C	YXH-2500MC YXH-2500C
Reduction Gear Ratio (Ahead)	Offset	2.23, 2.58, 2.79, 3.03				
	Co-Axial	2.23, 2.58, 2.79, 3.03				
Marine Gear Dry Weight [kg]	Offset	3900	4750	3950	4800	3950 4800
	Co-Axial	4300	5050	4400	5150	4400 5150
Total Dry Weight with Marine Gear [kg]	Offset	22549	23349	22640	23490	22640 23490
	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×Stroke [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.			
Marine Gear Model	Offset	YX-1000		
	Co-Axial	YX-1000C		
Reduction Gear Ratio (Ahead)	Offset	2.03, 2.36, 2.78, 3.32		
	Co-Axial	2.03, 2.36, 2.78, 3.32		
Marine Gear Dry Weight [kg]	Offset	2400		
	Co-Axial	2565		
Total Dry Weight with Marine Gear [kg]	Offset	10478	10494	
	Co-Axial	10643	10659	

The engine dry weight and outline may differ depending upon the specifications and attached accessories.

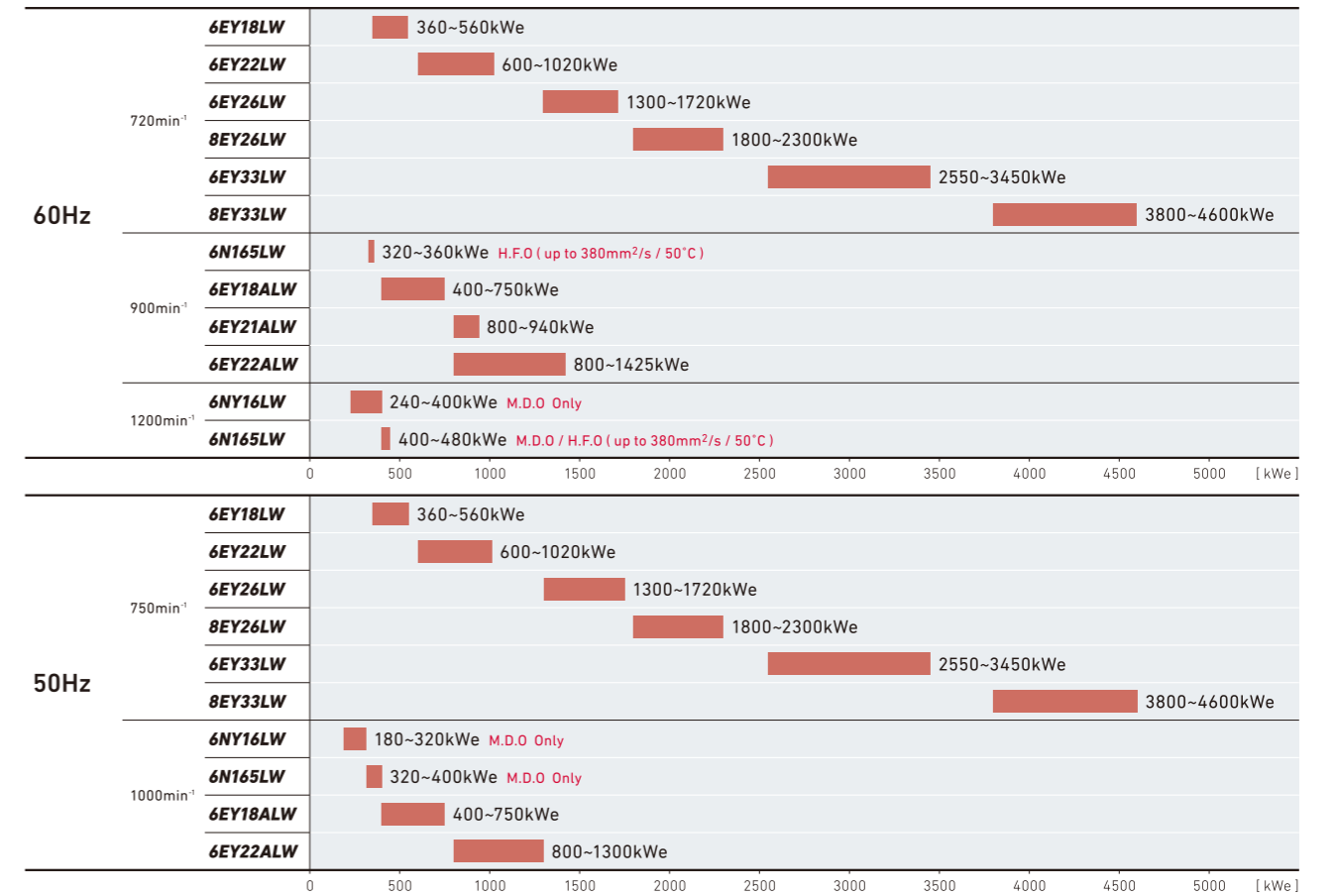
MARINE AUXILIARY

DIESEL ENGINE LINE-UP



Generator Capacity

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

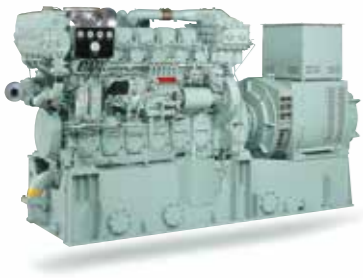


Series	Models	Output [kW]					Dimensions [mm]							
		Engine Speed [min ⁻¹]												
		720	750	900	1000	1200	A	A2	B	C	D	E	F	G
6NY16LW	6NY16L-HW				200	265	3097	1972	1265	1813	2530	940	800	1983
	6NY16L-DW				245	310	3097							
	6NY16L-UW				270	355	3117							
	6NY16L-SW				310	400	3112							
	6NY16L-EW				353	441	3172							
6N165LW	6N165L-UW				353	441	3182	1982	1341	1999	2700	990	800	2105
	6N165L-SW						3332	2012	1557					
	6N165L-EW				397	485			1341					
	6N165L-UW				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
		660-800					4680				3720			
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
		1730-1840					6774							
		1900-2130					8258							
8EY26LW	8EY26LW	2245					8358	5290	2030	3665	6720	1420	1250	3150
		2450					8418				6800			
											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	6NY16L-HW		6NY16L-DW		6NY16L-UW		6NY16L-SW		6NY16L-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

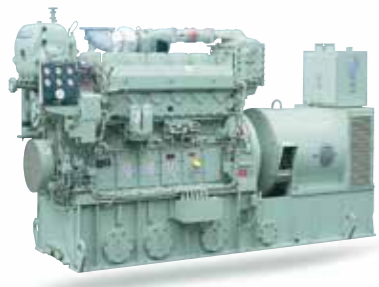
Generator Capacity : 800~940kWe



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	6N165L-UW		6N165L-SW		6N165L-EW			
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
Dry Weight [kg]	4100							
Total Weight (Gen. Set) [kg]	6410		7160					

• 1000min⁻¹ : for MDO Application Only. • 900min⁻¹ : for HFO Application Only. This Photograph Shows Model 6N165L [IMO Tier I]

6EY22[A]LW

Generator Capacity : 600~1425kWe



Engine Model	6EY22LW						6EY22ALW							
No. of Cylinders	6													
Cylinder Bore×Stroke [mm]	220×320													
Rated Output [kW(PS)]	660 (897)	745 (1013)	800 (1088)	880 (1197)	970 (1319)	1080 (1468)	880 (1197)	970 (1319)	1020 (1387)	1100 (1496)	1180 (1604)	1300 (1768)	1370 (1863)	1500 (2039)
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]	18500						18100							

6EY18[A]LW

Generator Capacity : 360~750kWe



Engine Model	6EY18LW						6EY18ALW							
No. of Cylinders	6													
Cylinder Bore×Stroke [mm]	180×280													
Rated Output [kW(PS)]	400 (544)	450 (612)	500 (680)	550 (748)	615 (836)	655 (897)	500 (680)	550 (748)	615 (836)	660 (897)	680 (925)	745 (1013)	800 (1088)	
Generator Capacity [kWe]	360	400	440	500	560	600	400	450	500	560	600	620	680	750
Engine Speed [min ⁻¹]	720 / 750						900 / 1000							
Dry Weight [kg]	6600													
Total Weight (Gen. Set) [kg]	11200						12100							

6EY26LW

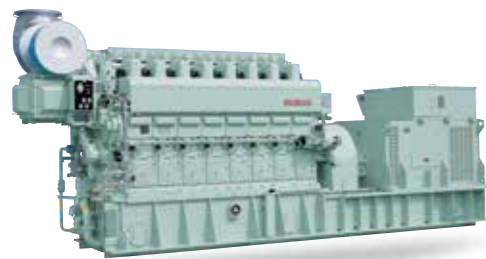
Generator Capacity : 1300~1720kWe



Engine Model	6EY26LW			
No. of Cylinders	6			
Cylinder Bore×Stroke [mm]	260×385			
Rated Output [kW(PS)]	1400 (1903)	1620 (2203)	1730 (2352)	1840 (2502)
Generator Capacity [kWe]	1300	1500	1600	1720
Engine Speed [min ⁻¹]	720 / 750			
Dry Weight [kg]	18500			
Total Weight (Gen. Set) [kg]	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)	2030 (2760)	2130 (2896)	2245 (3052)	2450 (3331)
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 (4079)	3360 (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

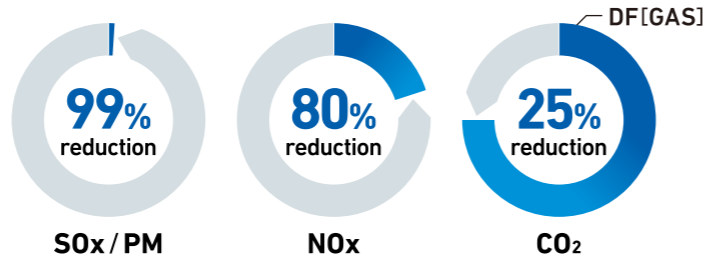
In July 1992, Power Solution Business was certified under ISO 9001 by a certification authority in England, Lloyd's Register Quality Assurance Limited (LRQA). Responding swiftly to environmental issues, in June 1996 Amagasaki factory became one of the first land-use and marine diesel engine manufacturing 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.

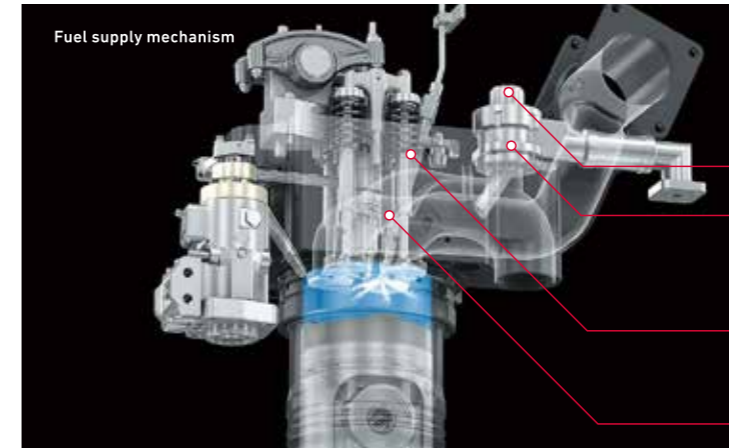


* Where diesel is 100

■ Propulsion & Auxiliary Engines

Engine Model	6EY22DF	6EY26DF	8EY26DF	6EY35DF	8EY35DF
Method of ignition	Micro-pilot fuel compression				
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	

* Specifications are subject to change without prior notification.

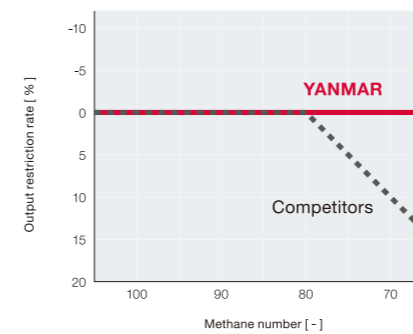


● YANMAR's unique system delivers superior engine performance.

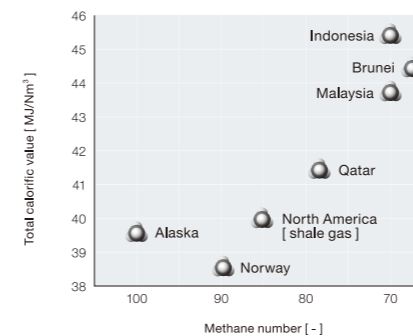
- Gas injector
- Fuel gas
- Micro-pilot fuel injection valve [common rail system]
- Main fuel injection valve

● 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.



Infrequent ← Knocking → Frequent

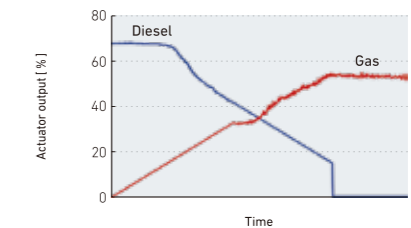
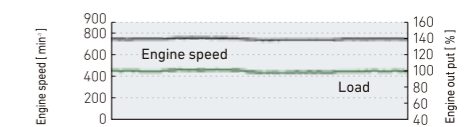


Infrequent ← Knocking → Frequent

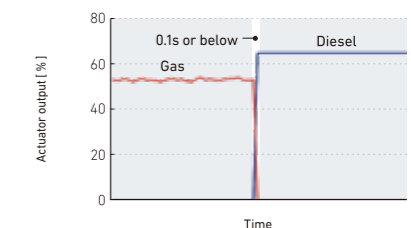
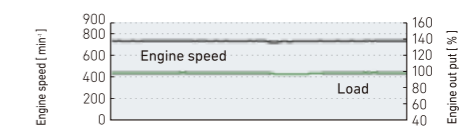
● Switch fuels even at 100% output

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.

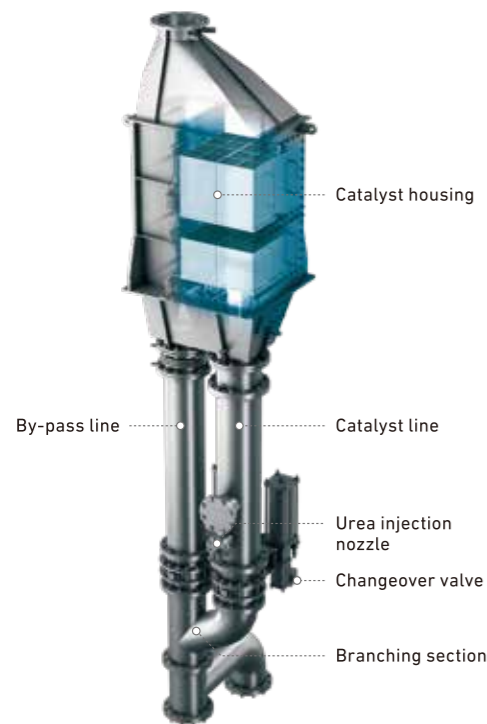
○ Switch-over: diesel → gas



○ Emergency switch-over: gas → 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.



SCR system installation on test bench On board

• 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.

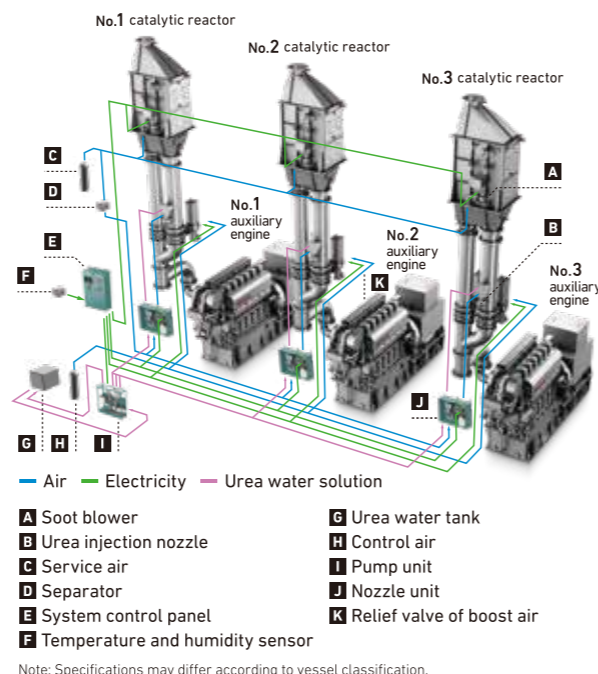
Catalyst degradation occurs due to the flow of small amounts of exhaust gas into the catalyst line when the by-pass is in operation. Specification not to flow the exhaust gas realizes longer lifetime of catalyst.

	Standard spec.	Optional spec. 1	Optional spec. 2
Changeover valve installed to catalytic reactor outlet	—	○ *1	—
Purge air	Req'd	Not req'd	Not req'd
Blower fan unit	—	—	○ *2

*1 Overall height of catalytic reactor outlet becomes higher than standard.
*2 To be installed on hull side : 2019-

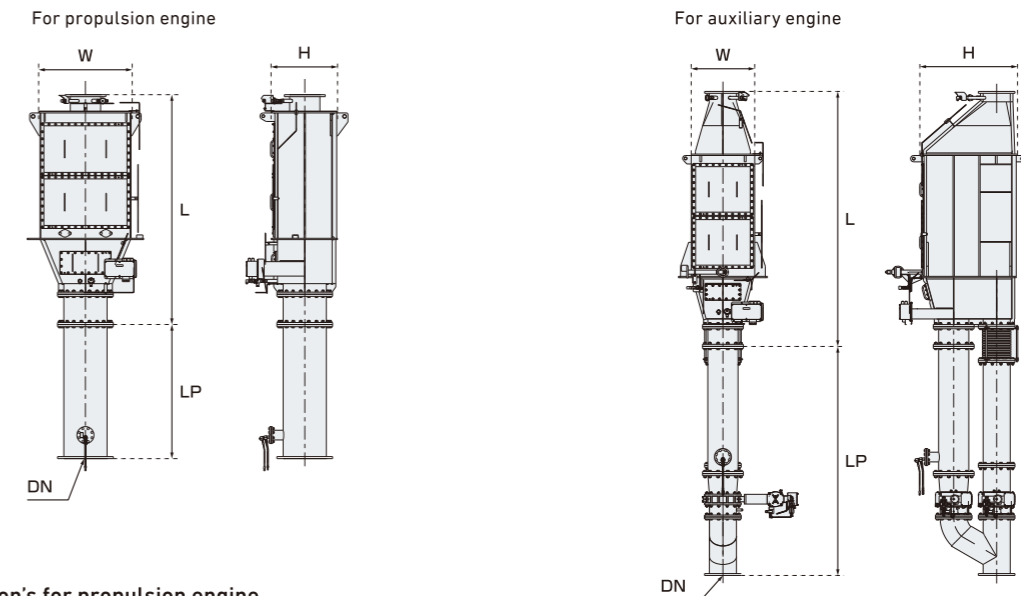
• Automatic control for multiple engines.

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 dimension (mm)			Exhaust pipe dimension (mm)			Engine model	Power (kW)
	H	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

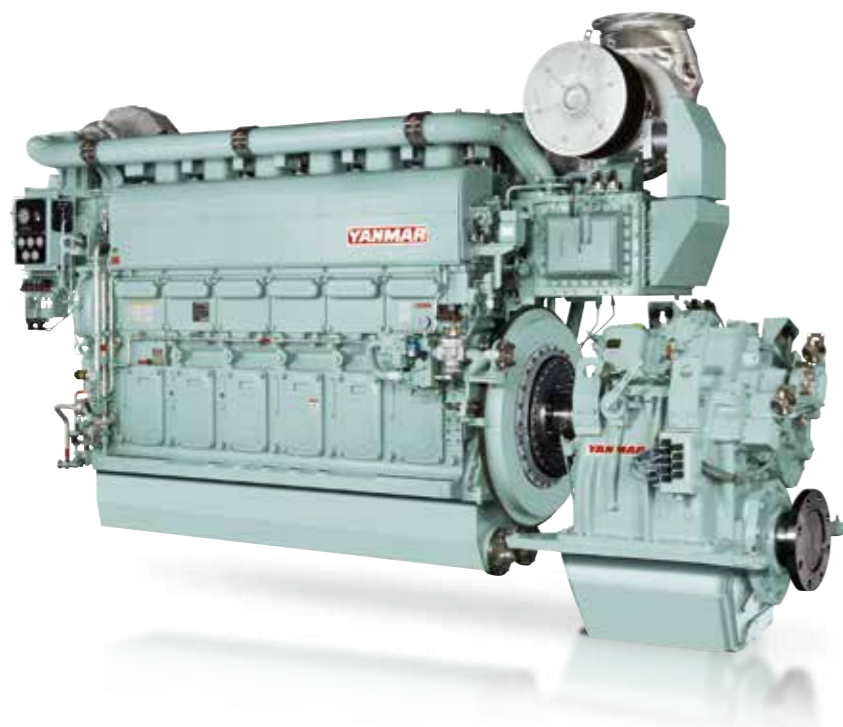
*Feel free to contact for detailed informations on dimensions, etc.

■ Dimension's for auxiliary engine

SCR model	Catalytic reactor dimension (mm)			Exhaust pipe dimension (mm)			Engine model	Power (kW)
	H	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
	1148	747	2848	300A	300A	2092		530
Y18SCR-(A)L	1148	747	2848	300A	300A	2692	6EY18(A)LWS	400~615
	1148	747	2998	300A	300A	2692		660~800
Y21SCR-AL	1325	1100	3116	350A	400A	2966	6EY21ALWS	880~1020
	1325	1100	3116	400A	400A	3256		660~1100
Y22SCR-(A)L	1485	1100	3116	400A	400A	3257	6EY22(A)LWS	1180~1370
	1485	1100	3116	400A	500A	3258		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.

2-stage turbocharging system

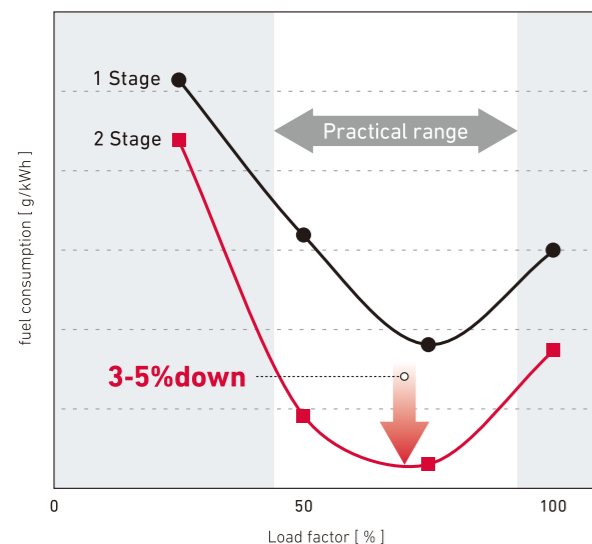


Ultra low fuel consumption of 4-stroke medium speed diesel engine.

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

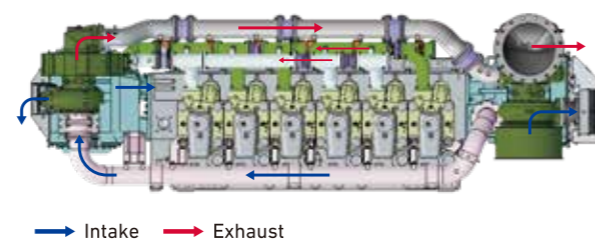
We acquired the air by using the "2 stage turbocharging system" in spite of advanced closing timing of suction valve to compare with "1 stage turbocharging system". As a result, we could achieve the low fuel consumption in wide load.



• 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.

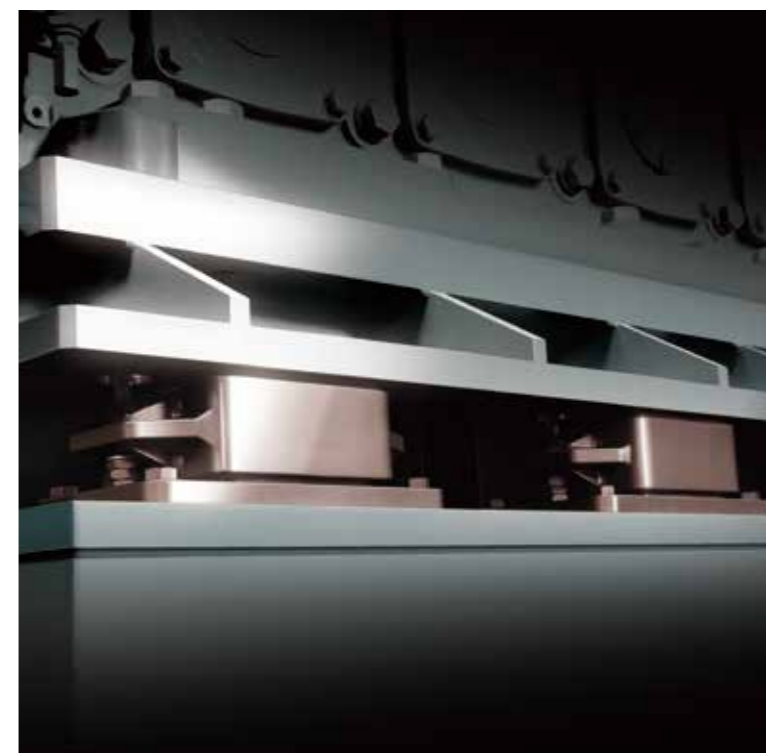
○ Top view



• 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.

Marine spring vibration isolating system



Latest system to help comfort and reduce maintenance

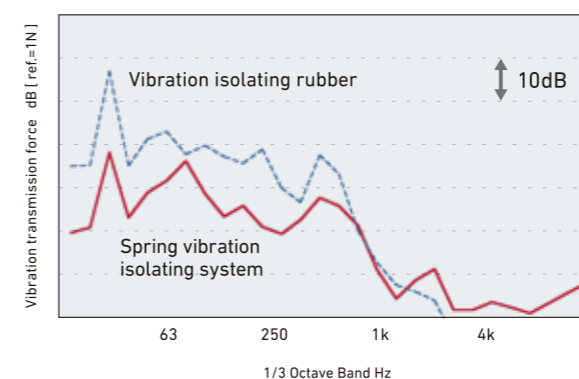
In YANMAR, utilizing the technology accumulated over many years in vibration isolating rubber for marine engines and metal spring vibration isolating system for land engines, we have developed a marine metal spring isolation system with support of Japan Railway Construction, Transport and Technology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

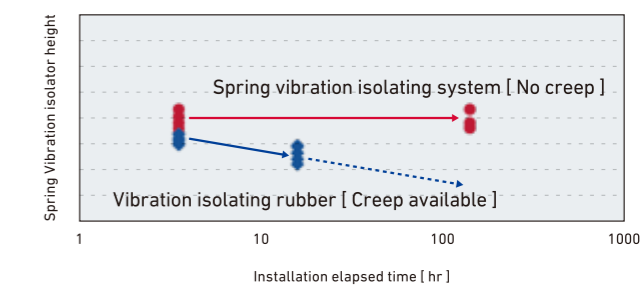
○ Isolation performance



• 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





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 critical 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.



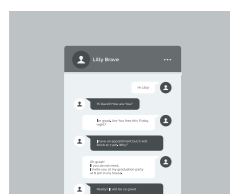
Engine Analysis

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 efficient 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



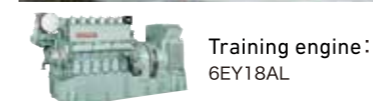
What is T.T.SCHOOL ?

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

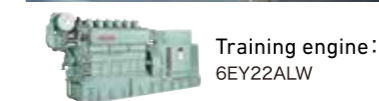
As a result, we are operating five schools in Japan and overseas-the Amagasaki Plant, the Tsukaguchi Plant, Dalian in China, Clark in the Philippines and Mumbai in India. The total number of trainees for the five schools has been around 800 per year. We will continue to broaden the curriculum at TTS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



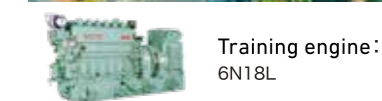
1 Japan [Amagasaki] School



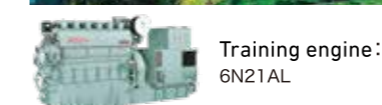
2 Philippines [Clark] School



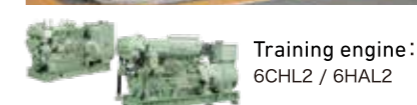
3 China [Dalian] School



4 India [Mumbai] School



5 Japan [Tsukaguchi] School



PHILIPPINES COUNTRY CODE " 63 "

F **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@piddsl.net

● **POLESTAR TECHNICAL SERVICES INC.**
1st Flr. 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 "

G **YANMAR ENGINEERING (HK) CO., LTD.**
Room J, 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 "

G **YANMAR ENGINEERING CO., LTD. TAIWAN BRANCH**
1F., 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

G **YANMAR ENGINEERING CO., LTD. TAIWAN BRANCH TAIPEI SATELLITE OFFICE**
R/M8, 9F, No.142, Sec3, Minquan E. Rd.,
Songsshan 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@jmeaust.com.au

● **POWER EQUIPMENT PTY LTD- HEAD OFFICE**
10-12 Commercial Drive Lynbrook, VIC, 3975
TEL: 3-9709-8500
E-MAIL: info@powerequipment.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 "

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

I **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

ECUADOR COUNTRY CODE " 593 "

● **PRONAVAL**
CIUDADELA 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, Tranchacho, Asunción, Paraguay
TEL: 21-7560999
WEB: www.adriasolsa.com/

● **SONAR SA**
Oficina 10 - Puerto FENIX - Carlos A.
Lopez casi Paseo de Fatima, Paraguay
TEL: 984 301535
Email: gltoubes@sonar.com.py

PERU COUNTRY CODE " 51 "

● **EQUIMAP**
Av. La Encalada 1257 - Oficina 404,
Santiago de Surco, Lima, Peru
TEL: 1 6802820
WEB: https://equipmap.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 "

J **YANMAR SOUTH AMERICA LTDA**
Cond E Indaituba 4509 Mod 01/02
Indaituba Rod SP73 13347-390
TEL: 19-3801-9200 FAX: 19-3834-4454
WEB: www.yanmar.com.br

K **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 mfg.) 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 ISO14001 (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.



1999 • Our new products of diesel engine " 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.

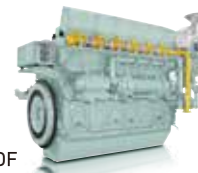
• Released SCR for Model 6EY26.



2016 • Released Model 6EY26DF

• Released Marine spring vibration isolating system

2022 • Released Model 6EY22DF



2023 • Released Model GH300FC Maritime Hydrogen Fuel Cell System

