





OUTBOARD DIESEL



INBOARD DIESEL



INDUSTRIAL ENGINES

THE HYUNDAI ENGINE FAMILY

By adding Hyundai SeasAll's marine expertise to Hyundai automobile's cutting-edge engineering know-how, the result is clear: The world's most advanced, reliable and fuel efficient marine diesels which are as much a pleasure to operate as Hyundai automobiles are a pleasure to drive. Hyundai SeasAll engines are as at home on the world's seas as our cars are on land.

10 Reasons Why You Should Choose a Hyundai SeasAll Diesel Engine

01 Reasons Engineered for Reliability and Long-lasting Performance

02 Reasons More Affordable

03 Reasons Power and Acceleration Second to None

04 Reasons More Economical

05 Reasons Cutting Edge Technology

06 Reasons Environmentally Responsible

07 Reasons Information at a glance

08 Reasons Superb Power-to-Weight Ratio

09 Reasons Easy to Maintain

10 Reasons Better Resale Value



※major part only

COMMERCIAL USE
EXTENDED
WARRANTY
YEARS

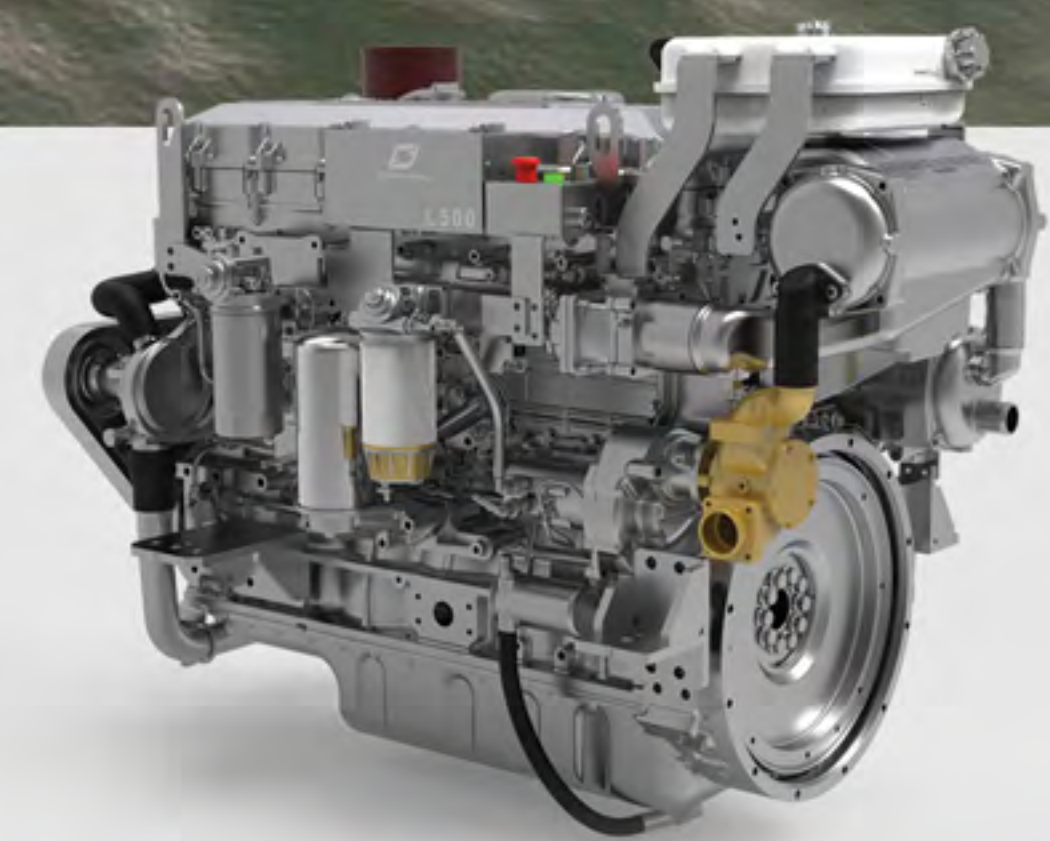
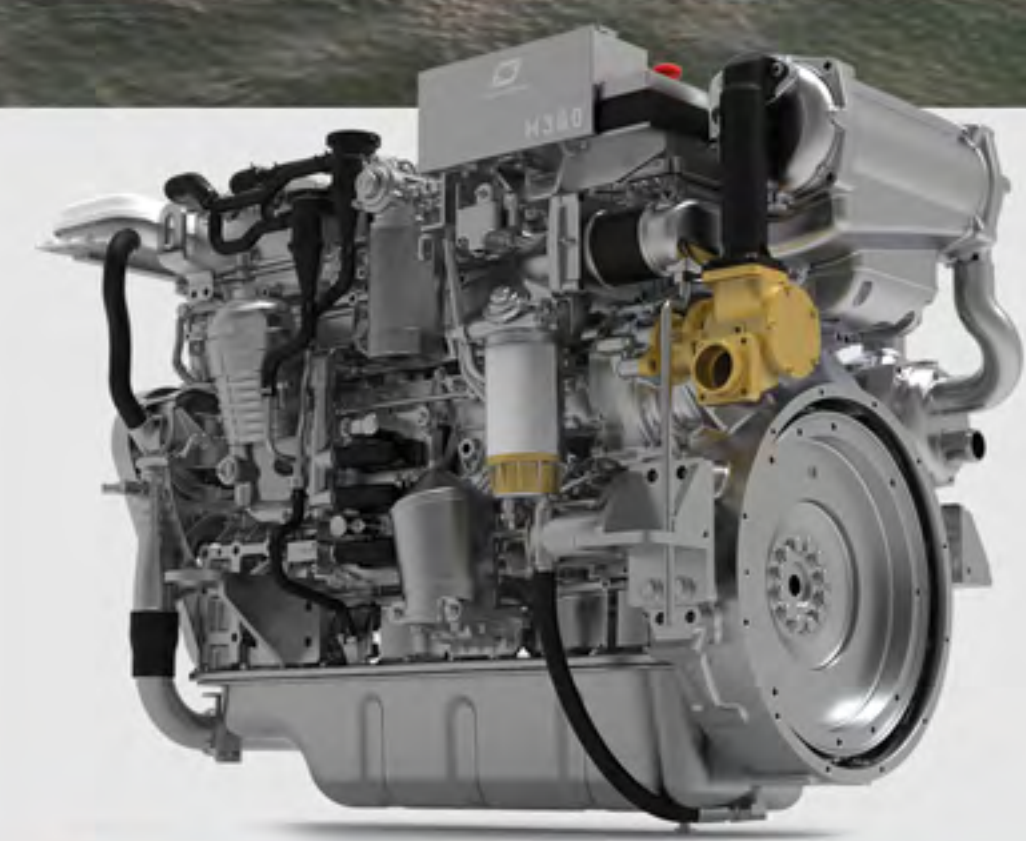
4

※major part only





MARINE ENGINES



NEW

S30-OB

270PS (199 kW)

A world first: A groundbreaking development in outboard diesel technology. A high-power, low profile unit giving all the advantages of a traditional gasoline outboard engine combined with the economy of diesel power. The S30-OB features the simplicity and reliability of shaft-drive systems but with a trim function for optimum boat performance. Skippers will appreciate the innovative rope and debris avoidance feature so important to commercial operators, and engineers will appreciate the easy access for maintenance. The unit can also be fitted with an optional hydraulic pump to power shipboard accessories such as winches or deck cranes.

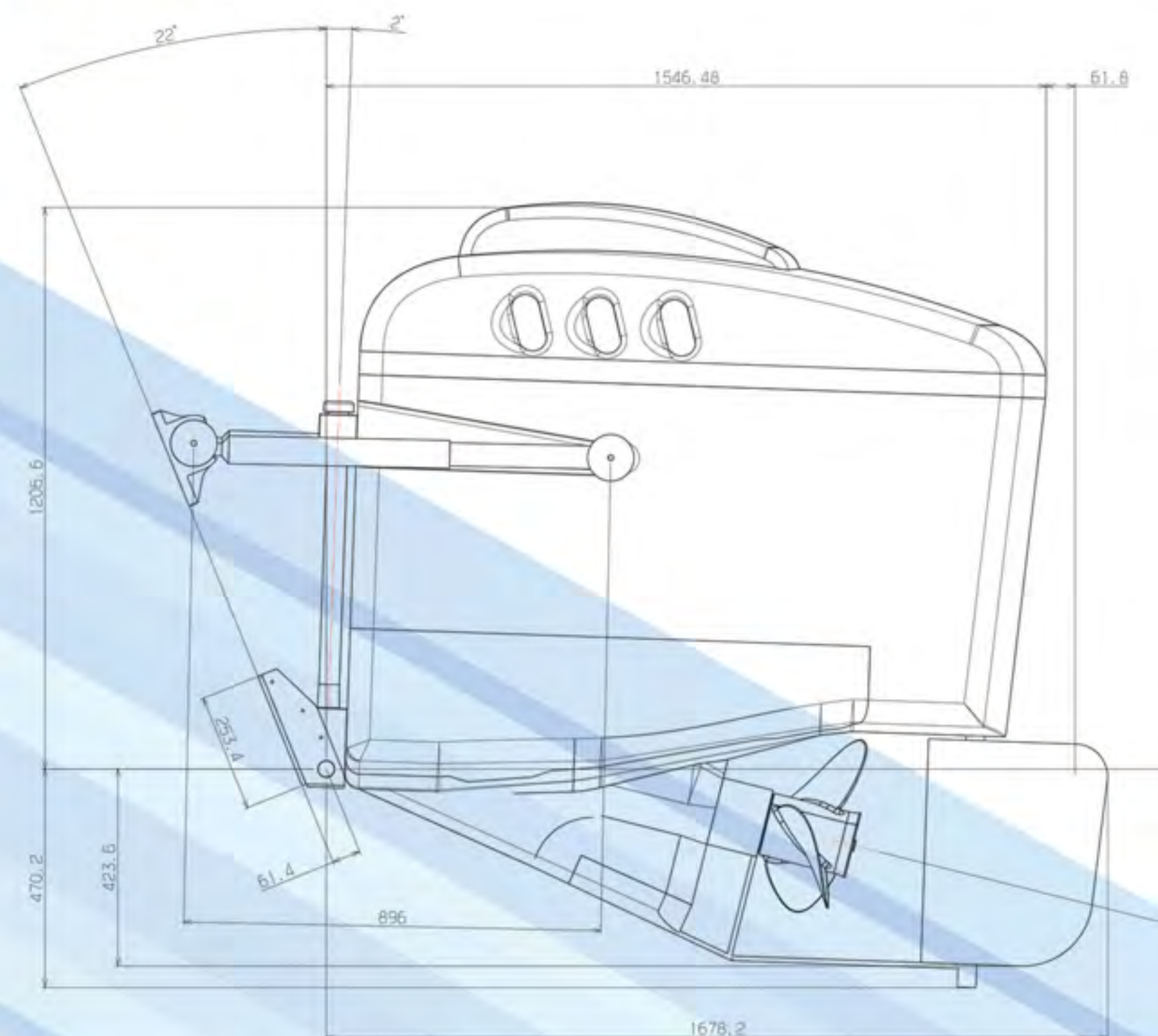


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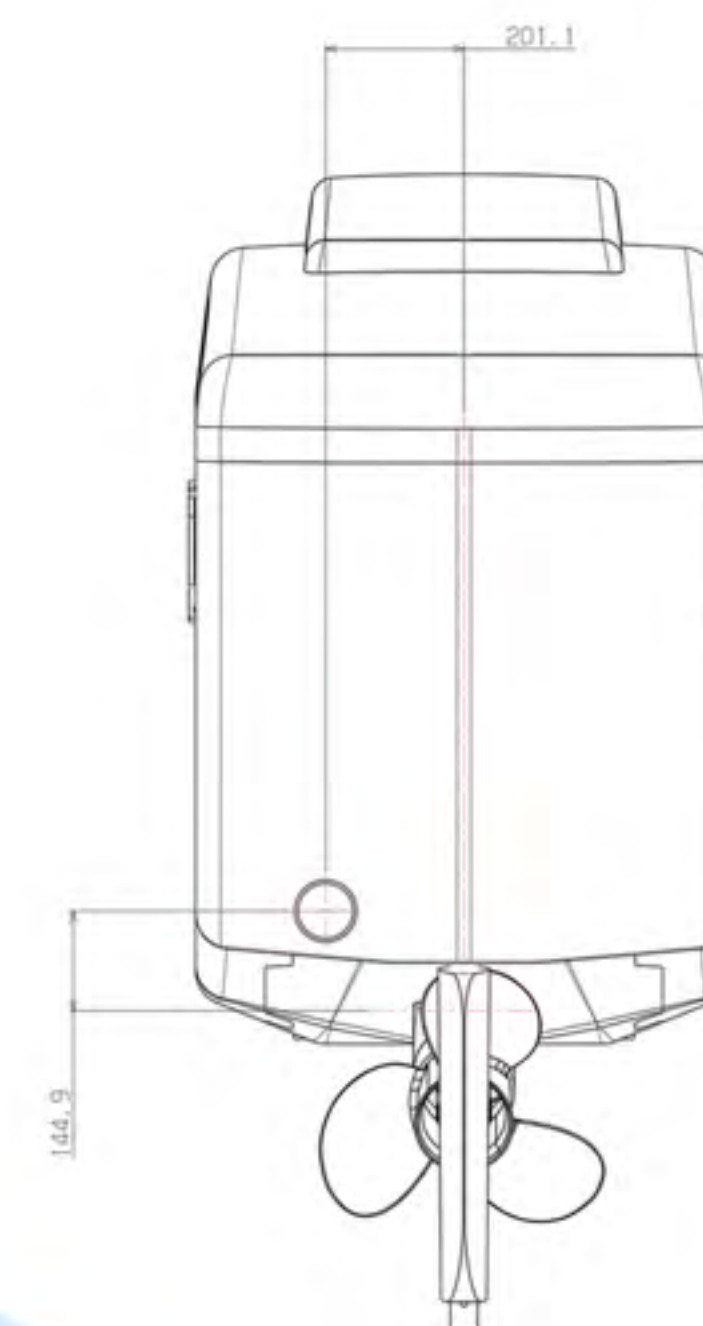
Engine type	S30-OB
Engine Duty Rating	S5, S4
Configuration	4-Stroke, 24-Valve DOHC, E-VGT with Intercooler, Fresh Water Cooling
Output [PS (kW)]	270 (199)
Rated RPM	3,800
Cylinders	V6
Displacement [cc]	2,959
Bore X Stroke [mm]	84 X 89
Max. Torque @ rpm	57.6 kg·m @ 2,000~2,600
Injection System	Common Rail Direct injection (CRDi) - Piezo Injector
Alternator	12V-150A
Engine Diagnostics	YES
Fuel Consump.[L/h]	53.8
Dry Weight [kg]	625.3
Gear ratio	1.5:1, 1.8:1, 2.0:1

▪ S30-OB

(mm)



Side view



Rear view

The world's first new concept diesel outboard engine

Innovative propulsion system that brings new advantages and eliminates other drive systems' shortcomings.



01 High durability and low maintenance cost

Diesel engine life is higher than gasoline engine and maintenance cost is less than existing engines

02 High performance ZF speed reducer application

Performance and durability are exceptionally high thanks to the integration of world-famous ZF gearbox in the drive system.

03 Excellent fire stability

Much lower risk of fire onboard. Diesel fuel is much safer to use than gasoline.

		Shaft driven		Stern drive		Gasoline outboard		S30-OB (diesel outboard)	
		PROS	CONS	PROS	CONS	PROS	CONS	PROS	CONS
Engine Performance	Fuel efficiency		✓	✓			✓	✓	
	Torque	✓		✓			✓	✓	
	Top speed		✓	✓		✓			✓
	Engine durability	✓		✓			✓	✓	
	Inertia		✓	✓		✓			✓
Maintain-ability	Maintainability		✓		✓	✓		✓	
	Maintenance	✓			✓	✓		✓	
User convenience	Trim Function		✓	✓		✓		✓	
	PTO function	✓		✓			✓	✓	
	Rope jam prevention function	✓			✓		✓	✓	
Assessment	Total	5	5	7	3	5	5	8	2

NEW

S30-OB
User
convenience

New Concept Diesel Outboard User convenience

01

User
convenience

Electronic control system

By applying electronic control system users can perform smooth shifting and acceleration / deceleration.

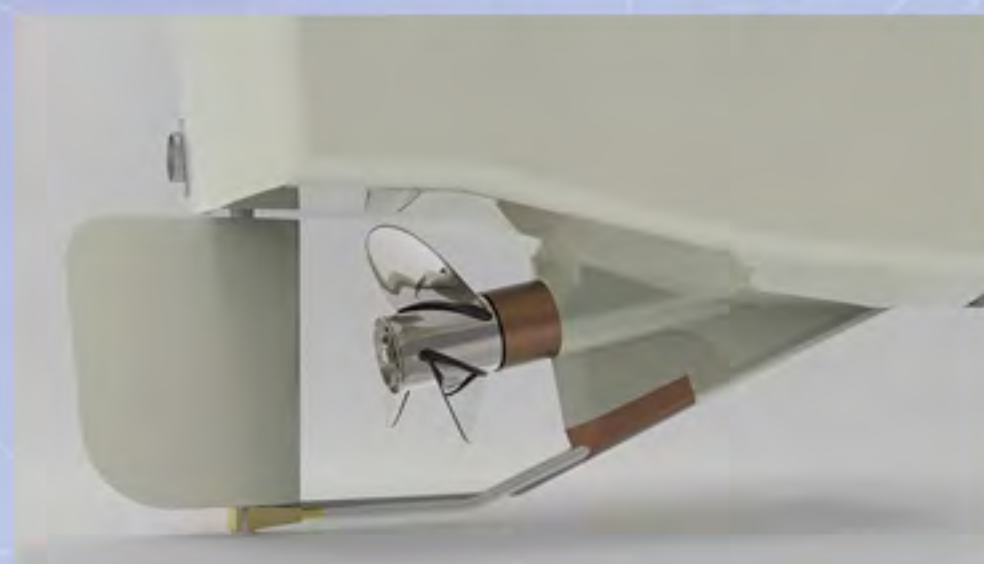


02

User
convenience

Rope prevention function

A debris guard helps to protect the propeller and prevent the rope jams to provide more security for the vessel.



03

User
convenience

Built-in Hydraulic Pump - Optional

No need for an auxiliary engine with the optional hydraulic pump. It can power winches, net rollers and other deck equipment. An electromagnetic clutch engages the pump only when needed.

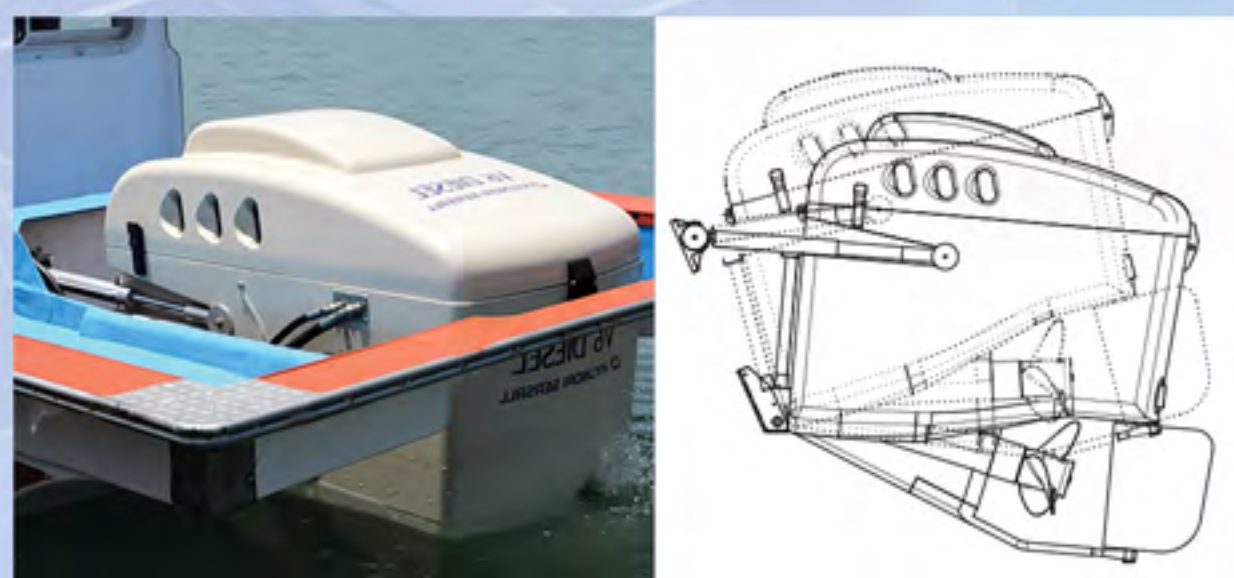


04

User
convenience

Trim speed adjustment function

Trim speed can be adjusted according to the user's preference.



05

User
convenience

Selectable Transmission Gear Ratio

It is possible to select the optimum gear ratio for the vessel – unlike with traditional gasoline outboards where the gear ratio is fixed. Ratios available are 1.5:1, 1.8:1 and 2:1



06

User
convenience

Side Thruster - Optional

A 5-horsepower side thruster with standard wireless remote control is available for increased maneuverability and user convenience.



R series

200PS (147 kW)

Solenoid controlled common rail injection system delivers 200PS and 44kg · m torque from the 2.2 liter In-line 4 CRDI engine. The common rail multiple injection features make the In-line 4 A-series more environmentally friendly by minimizing the emissions of particulates and NOx. The designs optimize fuel injection and intake porting to improve combustion performance, particularly low-temperature combustion stability through lean air-fuel rationing. This ensures that we satisfy the world's strictest exhaust emission standards while providing the smooth, quiet and efficient power for which Hyundai SeasAll is becoming known. The R200 comes standard with Hyundai Seasall's unique SeasLink system which provides real-time navigation information, engine performance data and more - directly to your smartphone.

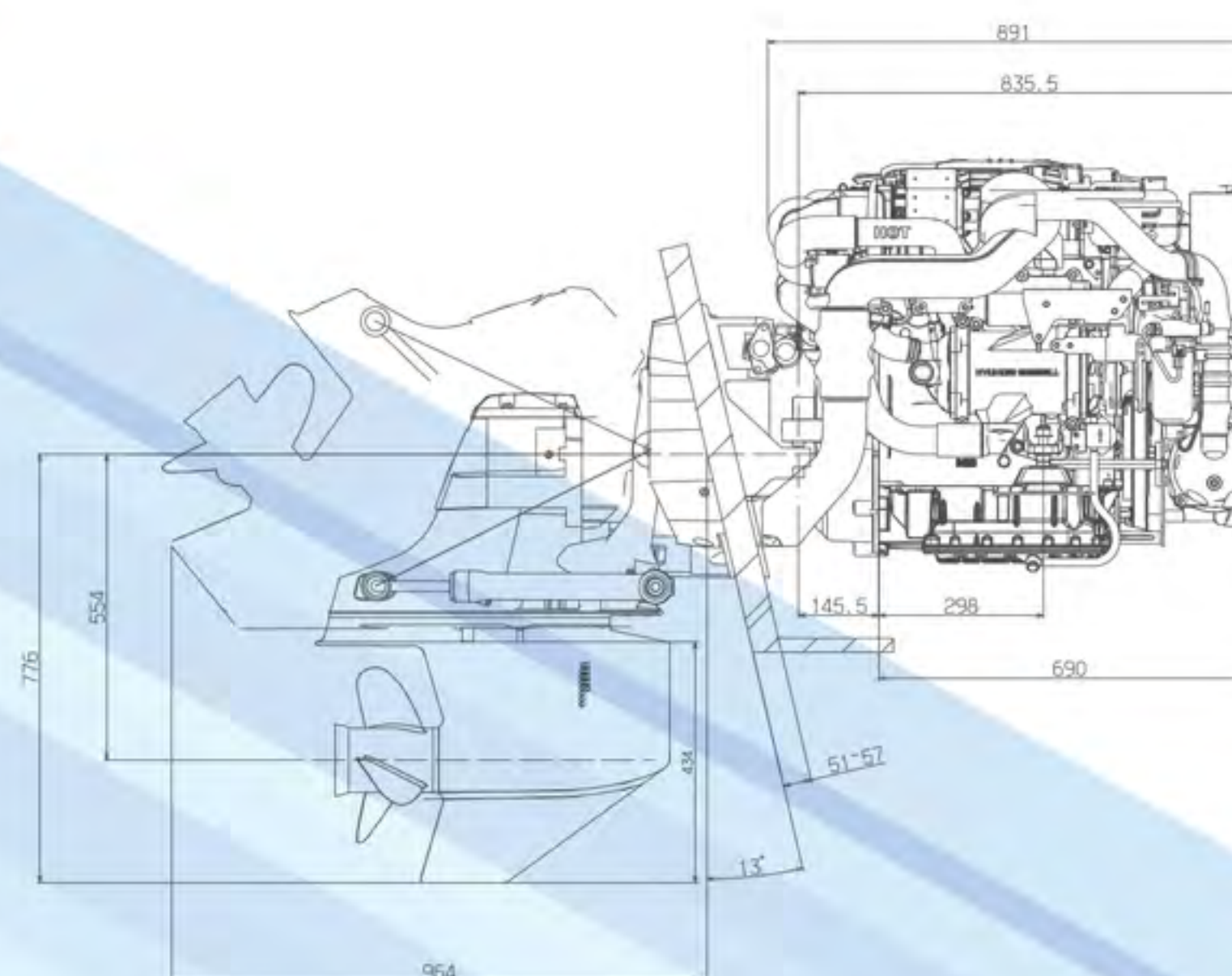


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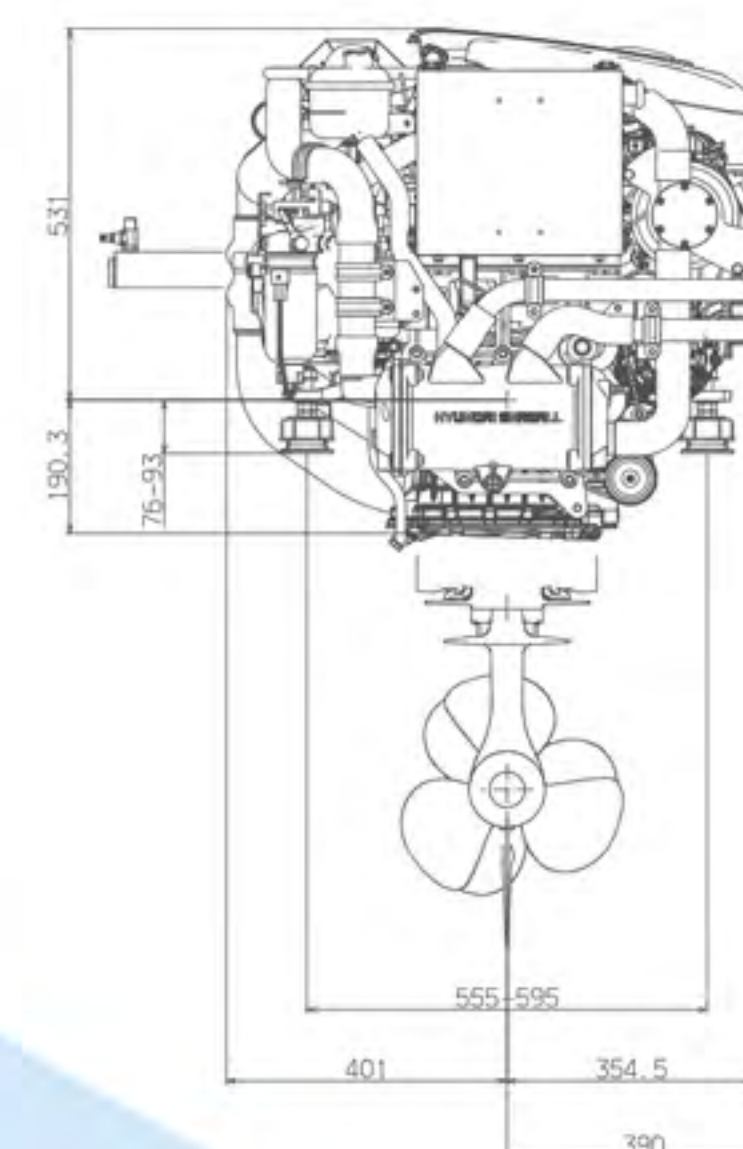
Engine Type	R200S	R200P	R200J
Propulsion System	Sterndrive	Shaftdrive	Waterjet
Engine Duty Rating	Pleasure Duty (S5)		
Configuration	4-Stroke, 16-Valve DOHC, E-VGT with Intercooler, Fresh Water Cooling		
Output [PS (kW)]	200 (147)		
Rated RPM	3,800		
Cylinders	In-line 4		
Displacement [cc]	2,199		
Bore X Stroke [mm]	85.4 X 96		
Max. Torque @ rpm	44 kg·m @ 2,000~2,600		38 kg·m @ 3,600
Injection System	Common Rail Direct injection (CRDi) - Solenoid Injector		
Alternator	12V-150A		
Engine Diagnostics	YES		
Fuel Consump.[L/h]	Max. 39.9		
Dry Weight [kg]	Approx. 280		
Flywheel	Hyundai Unique		
Flywheel Housing	Borgwarner Flange		

▪ R 200S Bravo 1X Diesel

(mm)



Side view



Front view

Technical Description

Engine

- Cast Iron engine cylinder block
- Aluminum head
- Nine balance weight crankshaft
- Oil cooled pistons
- In-line 4, 16-valve DOHC
- Hydraulic lash adjusters
- Balance shaft
- Integrated water jacket
- Hydraulic timing chain tensioner
- Single serpentine belt system
- Drive belt auto-tensioner

Engine Mounting

- Adjustable engine mounts

Lubrication System

- Easily exchangeable oil filter cartridge
- Electric oil extraction pump
- Seawater cooled transmission oil cooler

Emissions

- US EPA Tier-III, IMO NOx Tier-II,
- EU RCD Stage-II compliant

Fuel System

- Common rail direct injection (CRDI)
- Solenoid injectors with 2,000 bar
- Fuel filter with sensor detecting water in fuel
- Electric low pressure pump
- Dual pressure control valve
- Low and high pressure fuel pumps

Electrical System

- 12 volt system and 150A alternator
- Auxiliary engine stop button
- Glow plugs for a trouble-free cold start
- NMEA 2000 Converter (Optional)
- Electronic control system (Optional)

Cooling System

- Seawater pump driven from ribbed V-belt for low noise level
- Seawater cooled intercooler and heat exchanger
- Auxiliary connection for cabin heating
- Corrosion resistant material for seawater circuit

Steering System

- Hydraulic helm pump and cylinder

Engine Operating Indicator (EOI)

- Engine self-protection and diagnosis
- Displays CAN information
- Displays engine diagnostic error codes
- Audible alarm and control lamps

Air Inlet system

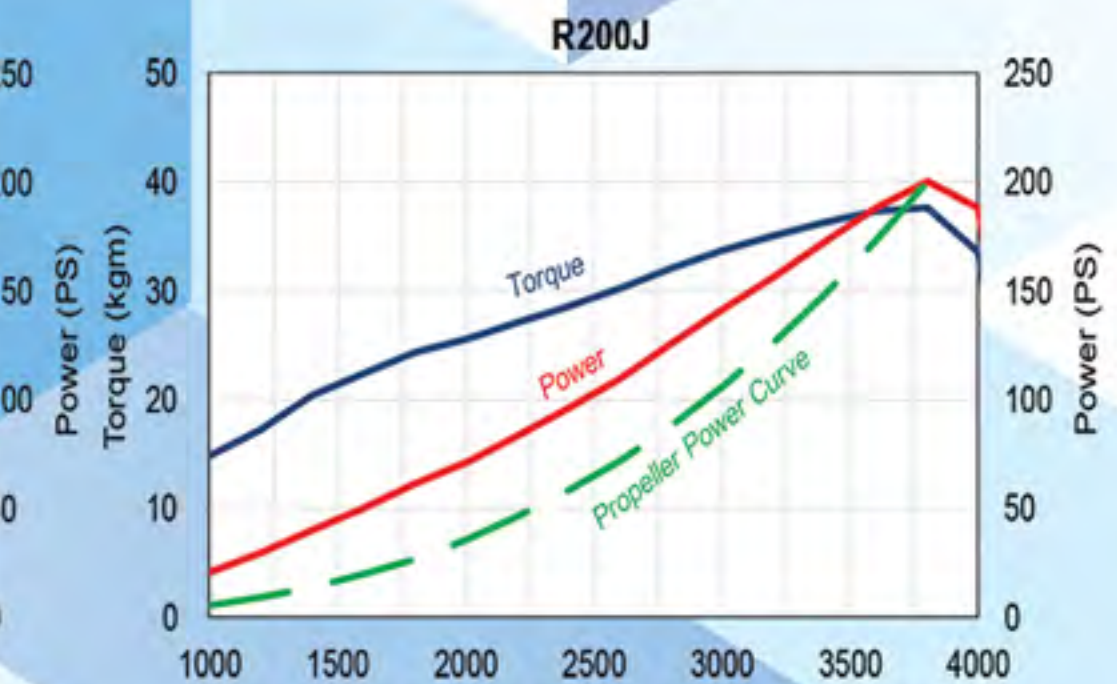
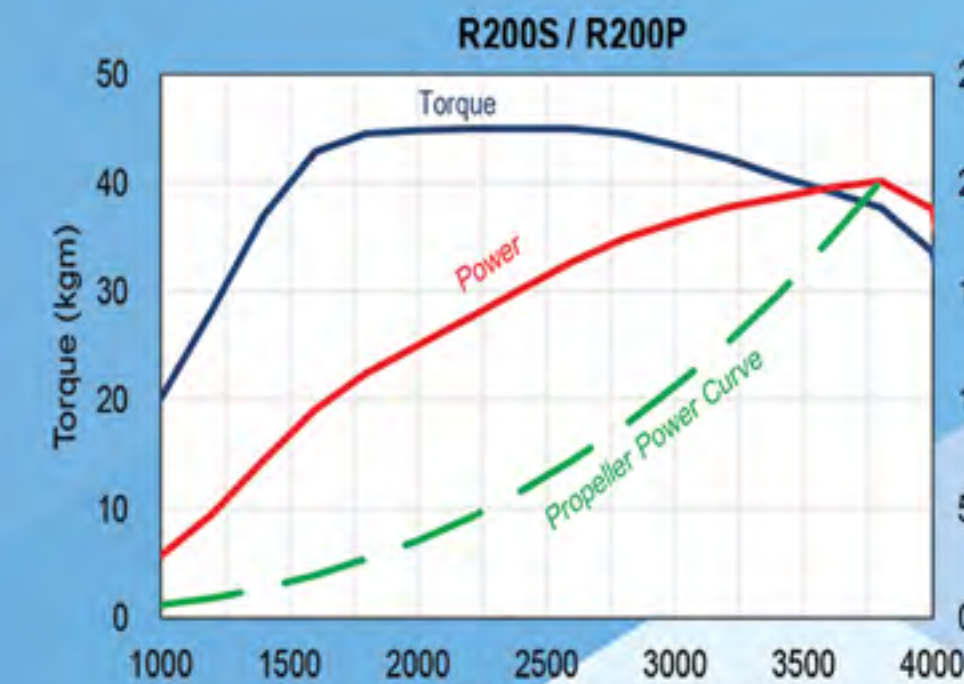
- Oil wetted and reusable air filter
- Crankcase gas vented into the air inlet

Exhaust System

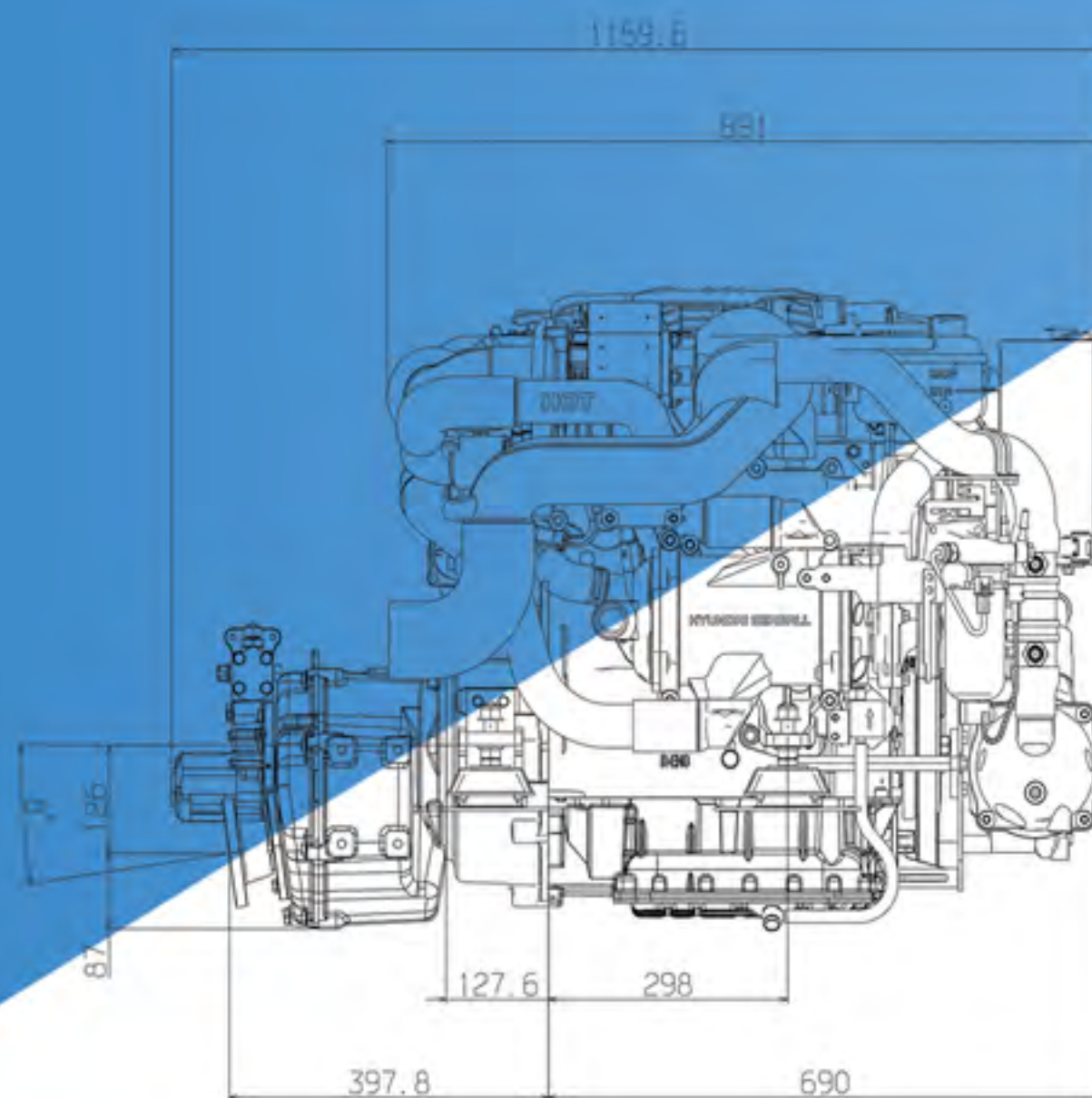
- Engine coolant cooled exhaust manifold
- Seawater cooled exhaust elbow

Turbocharger

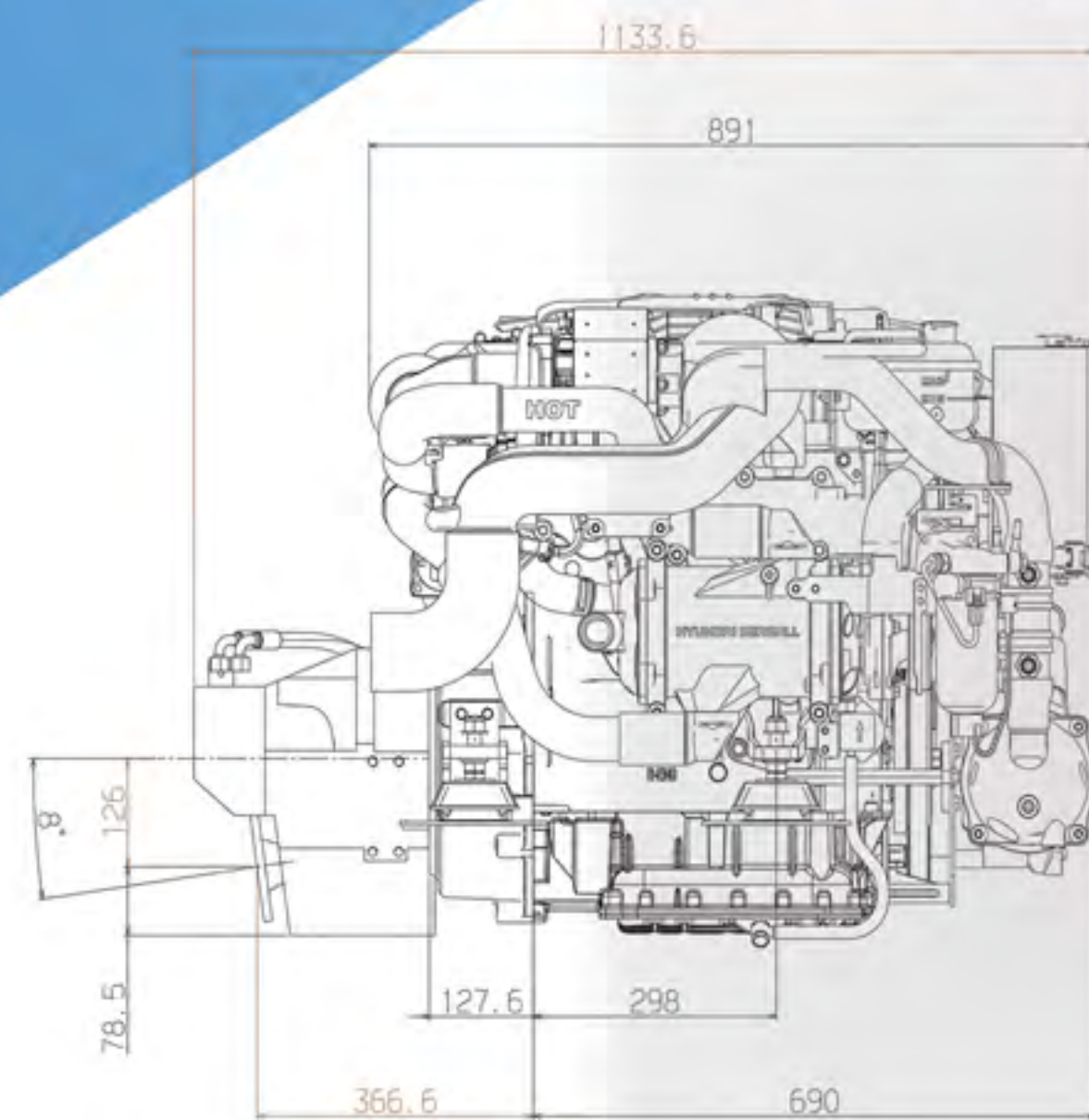
- E-VGT, Electronic Variable Geometry Turbo



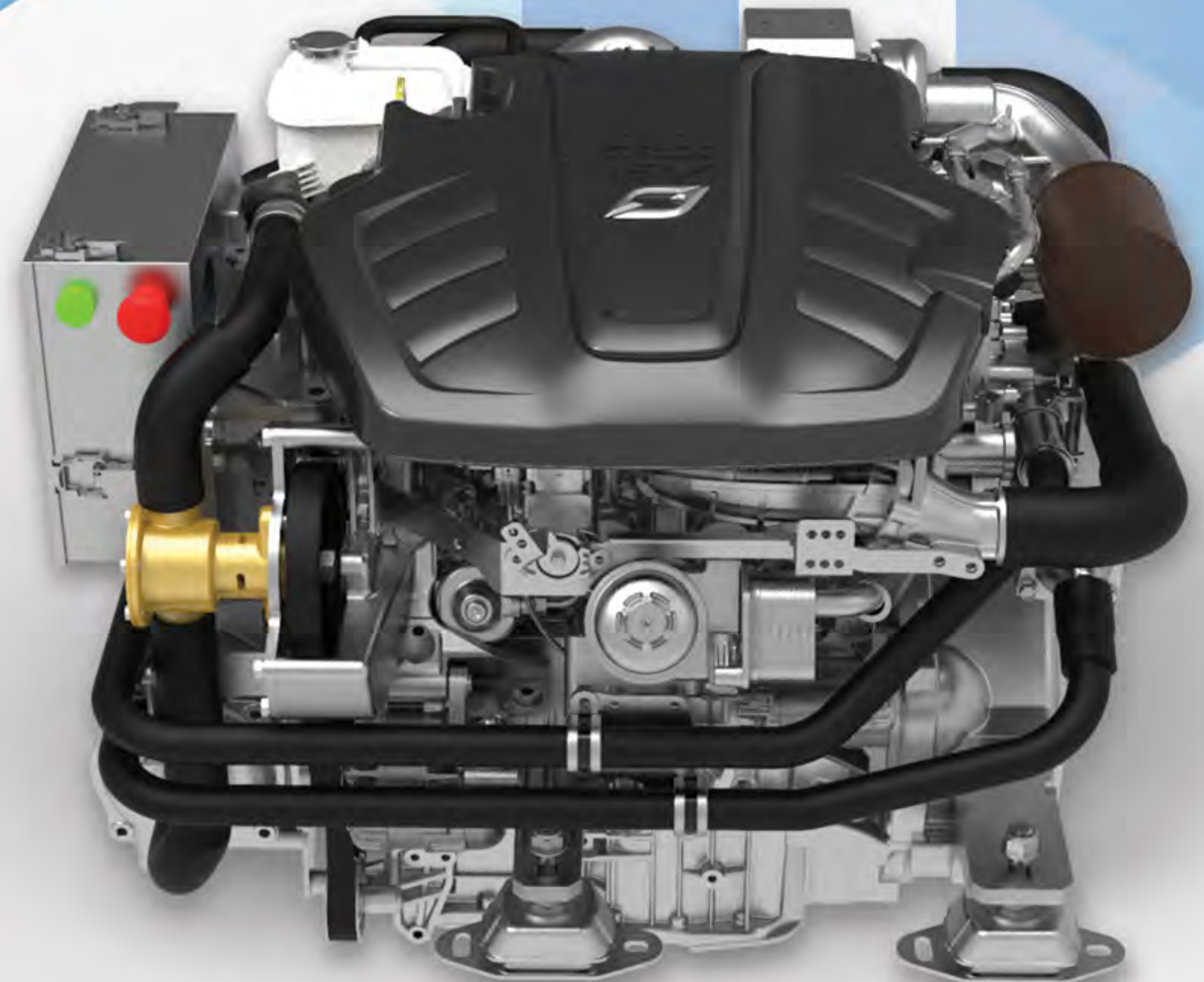
▪ R200P TM485A(=MG5025A)



▪ R200P ZF 45A



Side view



V6 S series

270PS (199 kW)

Our Piezo controlled common rail injection system delivers 270 PS and 57.6kg · m torque from the 3.0 liter V6 CRDI engine. The advanced design also makes it ultralight, quiet and fuel-efficient with extremely compact dimensions.

Durability and Reliability

The use of Compacted Graphite Iron (CGI) for the cylinder block gives Hyundai SeasAll engines several advantages. The CGI block is lighter and quieter than conventional grey cast iron and demonstrates at least 85 percent higher tensile strength, 45 percent higher stiffness and approximately double the fatigue strength of iron and aluminum. It lasts longer than even we ever expected. This technology is a prime example of the innovation and improvement we bring to the marine engine industry. With Hyundai SeasAll, you are on the cutting edge.

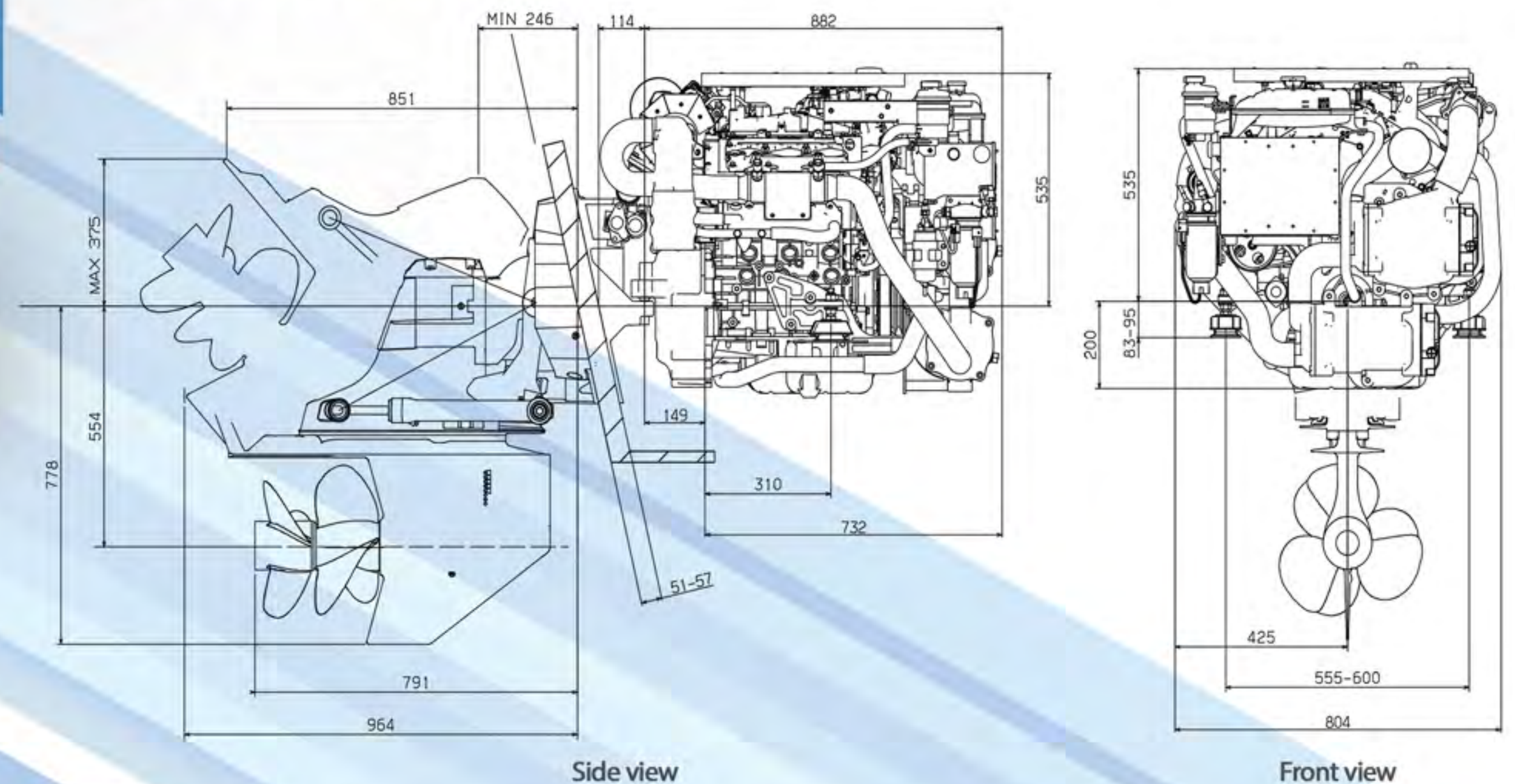


※Tolerance: ±5%

Engine Type	S270S	S270P	S270J
Propulsion System	Sterndrive	Shaftdrive	Waterjet
Engine Duty Rating	Special Pleasure Duty, Special Light Commercial (S4)/Pleasure Duty (S5)		
Configuration	4-Stroke, 24-Valve DOHC, E-VGT with Intercooler, Fresh Water Cooling		
Output [PS (kW)]	270 (199)		
Rated RPM	3,800		
Cylinders	V6		
Displacement [cc]	2,959		
Bore X Stroke [mm]	84 X 89		
Compression Ratio	17.5 : 1		
Max. Torque @ rpm	57.6 kg·m @ 2,000~2,600		51 kg·m @ 3,800
Injection System	Common Rail Direct injection (CRDi) - Piezo Injector		
Alternator	12V-150A		
Engine Diagnostics	YES		
Fuel Consump.[L/h]	53.8		
Dry Weight [kg]	Approx. 334		
Flywheel	Hyundai Unique		
Flywheel Housing	Borgwarner Flange		

▪ S270S Bravo Three X Diesel

(mm)



Technical Description

Engine

- Compacted Graphite Iron (CGI) cylinder block
- Aluminum head
- Nine balance weight crankshaft
- Oil cooled pistons
- V6, 24-valve DOHC
- Hydraulic lash adjusters
- Integrated water jacket
- Low noise duplex timing chain
- Hydraulic timing chain tensioner
- Single serpentine belt system
- Drive belt auto-tensioner

Engine Mounting

- Adjustable engine mounts

Lubrication System

- Easily exchangeable oil filter cartridge
- Electric oil extraction pump
- Seawater cooled oil cooler
- Chain drive engine oil pump

Emissions & Certificates

- US EPA Tier-III, IMO NOx Tier-II, IMO NOx Tier-II compliant

Fuel System

- Common rail direct injection (CRDI)
- New generation 1,800 bar piezo injectors
- Fuel filter with sensor detecting water in fuel
- Electric low pressure pump
- Dual pressure control valve
- Low and high pressure fuel pumps

Electrical System

- 12 volt system and 150A alternator
- Auxiliary engine stop button
- Glow plugs for a trouble-free cold start
- NMEA 2000 Converter (Optional)
- 2 Pole system (Optional)
- Electronic control system (Optional)

Cooling System

- Seawater pump driven directly from the camshaft
- Seawater cooled intercooler and heat exchanger
- Auxiliary connection for cabin heating
- Corrosion resistant material for seawater circuit

Engine Operating Indicator (EOI)

- Engine self-protection and diagnosis
- Displays CAN information
- Displays engine diagnostic error codes
- Audible alarm and control lamps

Air Inlet system

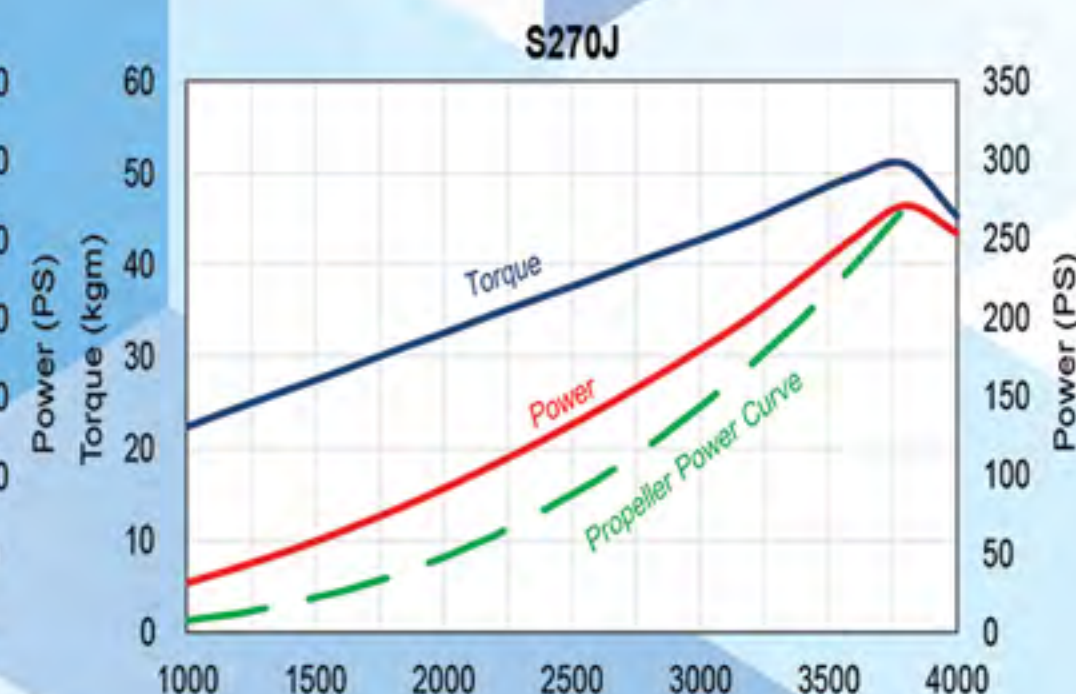
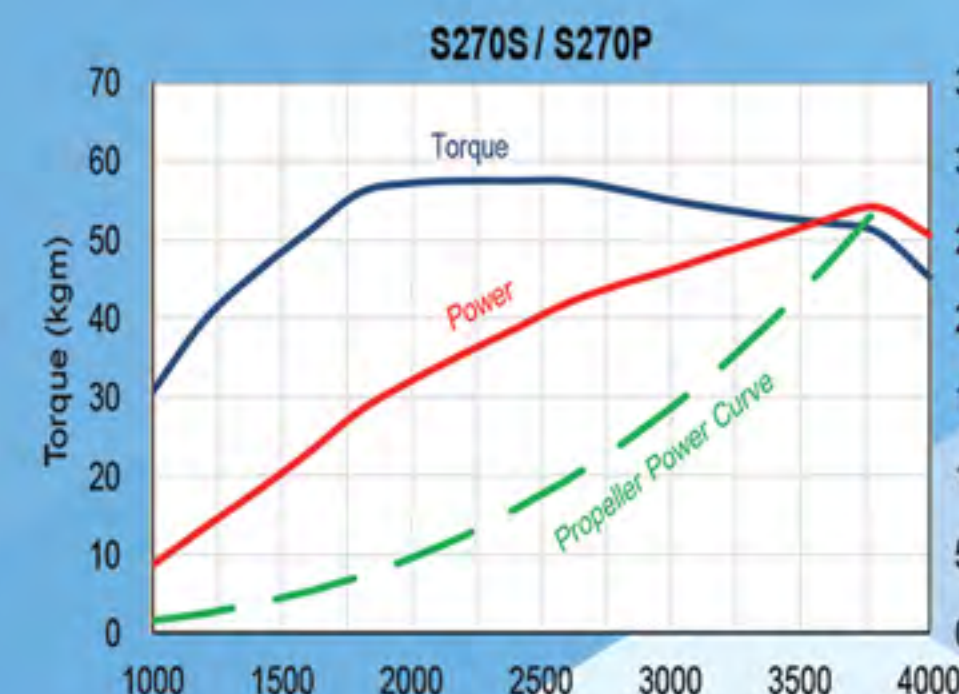
- Oil wetted and reusable air filter
- Intake silencer (Optional)

Exhaust System

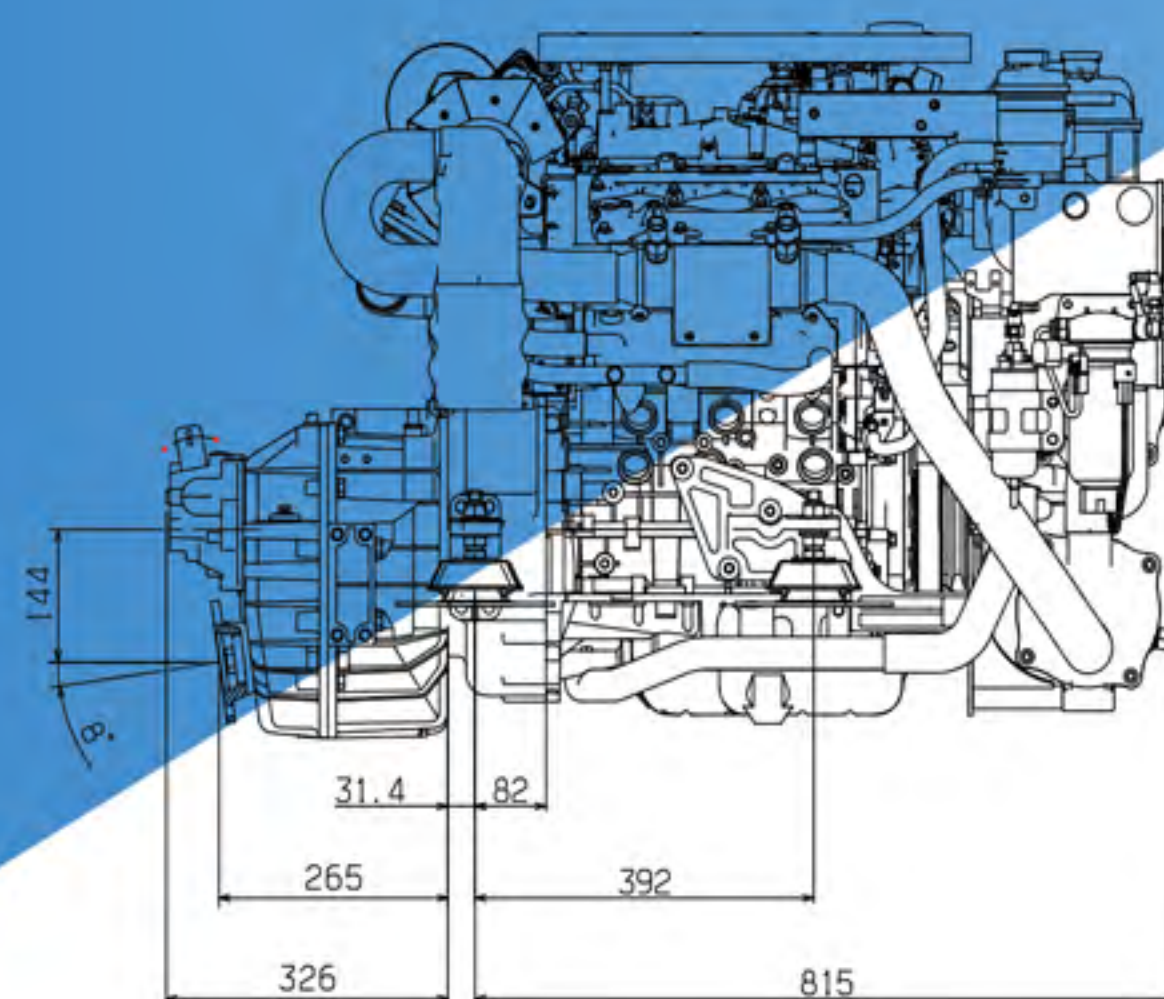
- Engine coolant cooled exhaust manifold
- Seawater cooled exhaust elbow
- Seawater cooled Hi-Riser (Optional)

Turbocharger

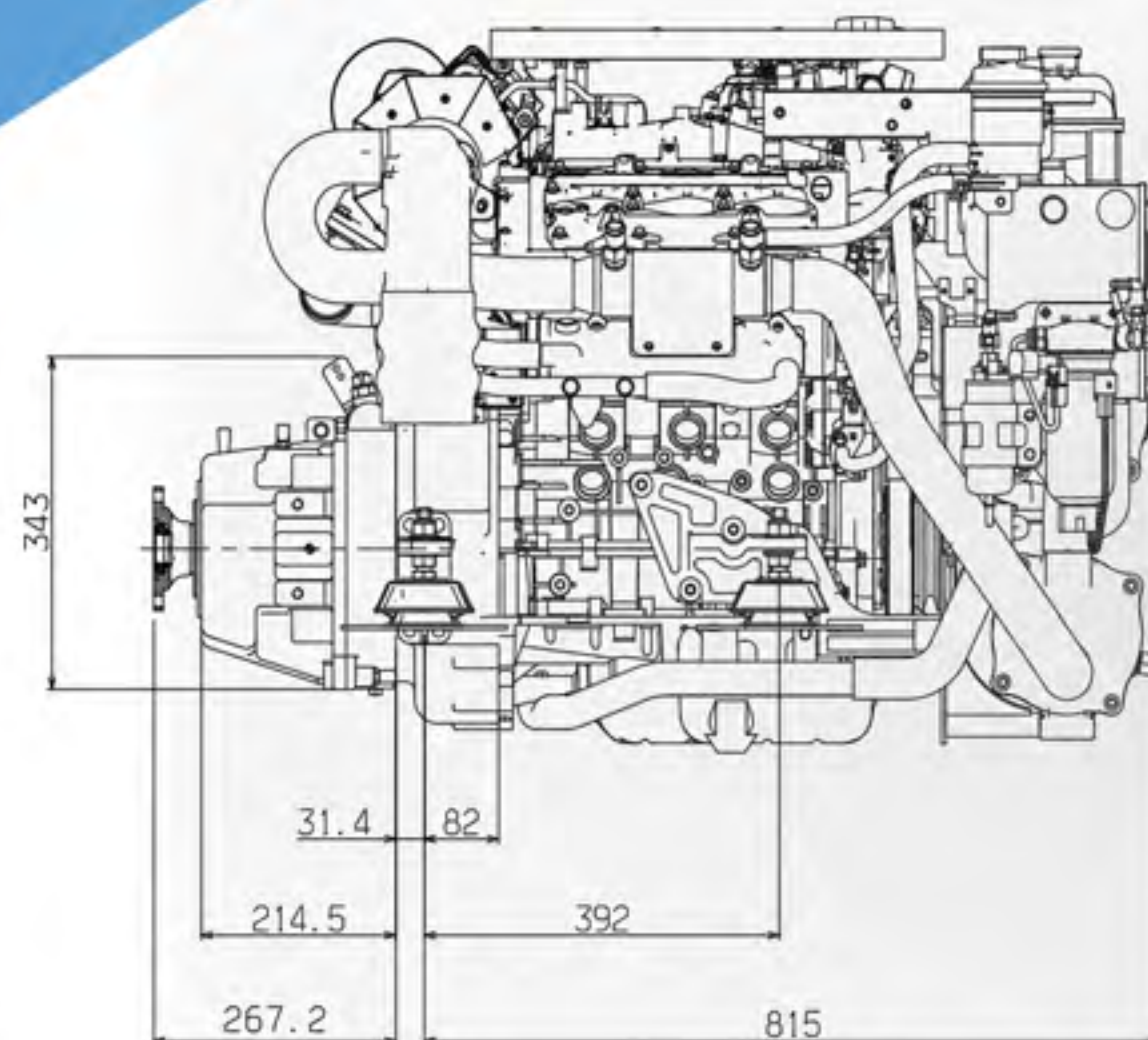
- E-VGT, Electronic Variable Geometry Turbo



▪ S270P ZF 68A



▪ S270J ZF 63C



Side view



H10 series

When it is time for Heavy Duty Commercial

Two versions of this modern, electronically controlled design deliver 380 PS and 170 kg·m of torque and 410 PS and 174 kg·m of torque from the 10 liter in-line 6 cylinder engine. The H engine is rated for Heavy Duty and takes Hyundai Seasall into a new dimension with the ability to serve the professional and commercial markets. The broad flat torque curve proves Hyundai Seasall's diesel development capabilities are world-class and beats the performance of competition's comparable models. Economy is assured by the state-of-the-art fuel management system featuring Electronic Unit Injectors (EUI). The electronic engine control system makes the engine lighter, quieter and more fuel efficient with excellent compact dimensions. The unique one-piece CGI (Compacted Graphite Iron) cylinder head makes the engine lighter and quieter than conventional engines for more comfort onboard. Plus, longevity is assured with close to double the fatigue life of aluminum.

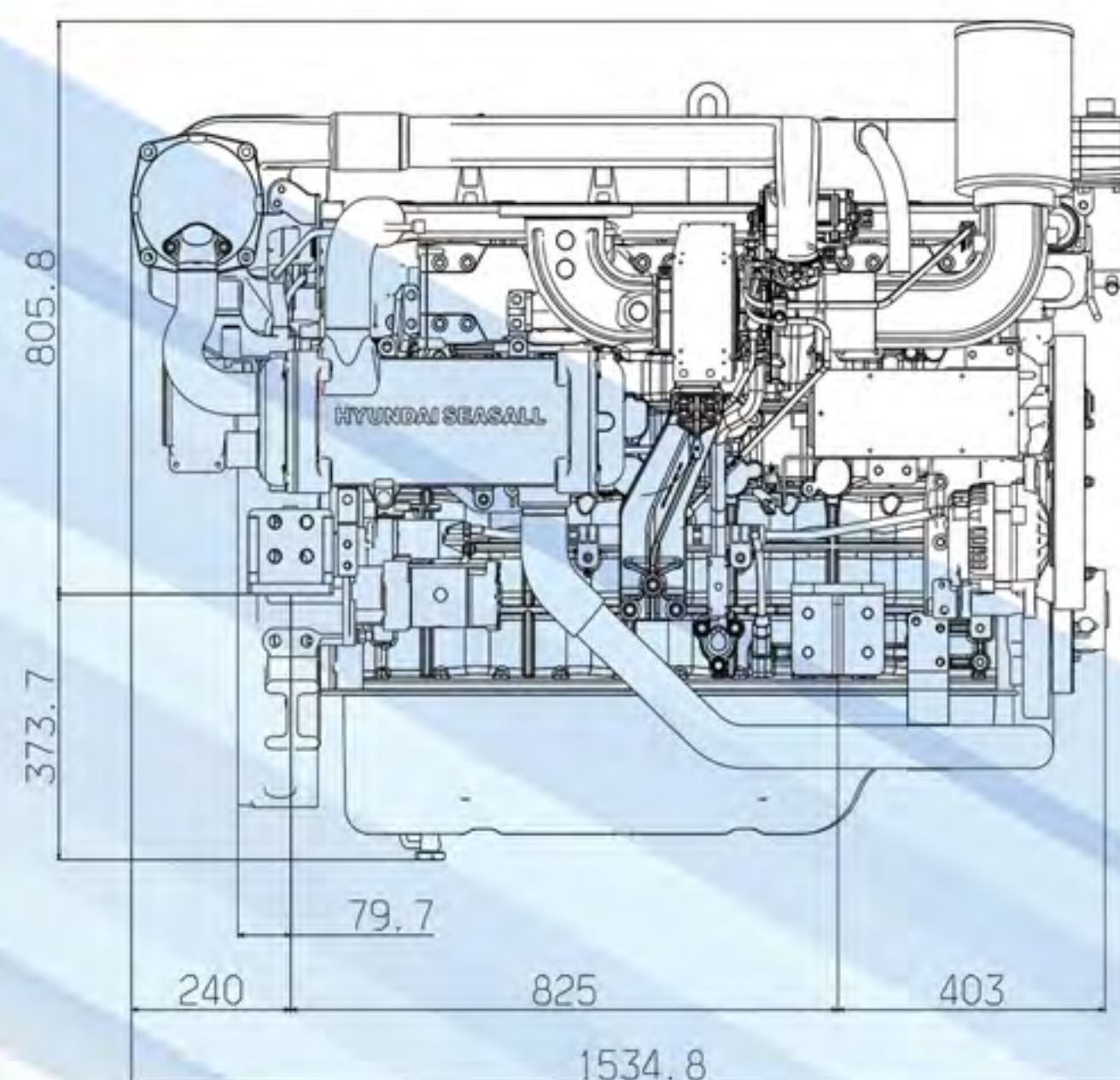


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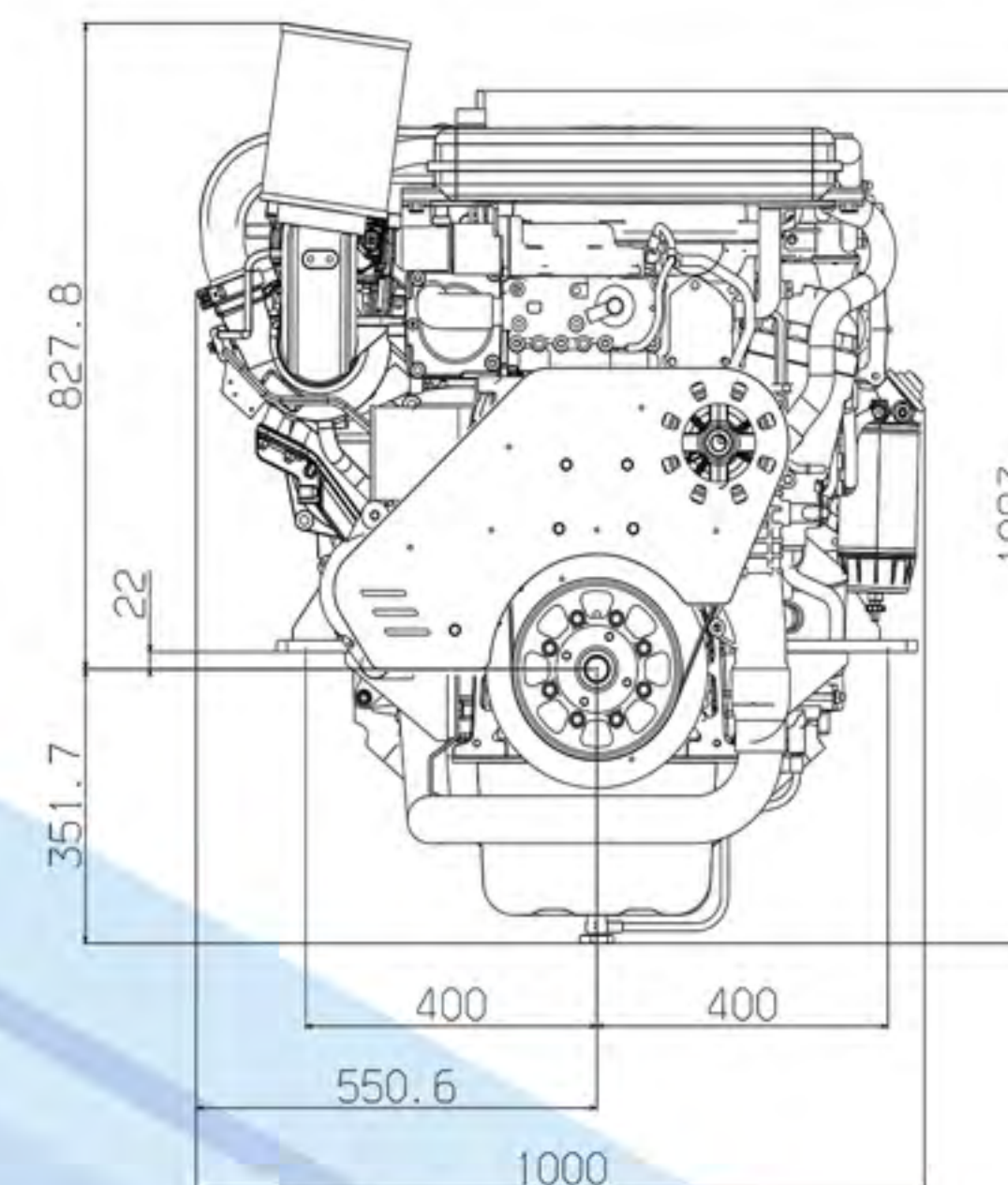
Engine type	H380	H410	H10G			
Propulsion System	Shaftdrive		For Generator			
Engine Duty Rating	Heavy Duty (S1)		Stand-by Power		Prime Power	
Configuration	4 - Stroke, 24 - valve OHC E - VGT with Intercooler, Fresh Water Cooling					
Output [PS (kW)]	380 (280)	410 (302)	350 (257)	380 (280)	315 (232)	340 (250)
Rated RPM (Hz)	1,800	2,000	1,500 (50)	1,800 (60)	1,500 (50)	1,800 (60)
Cylinders	In-line 6					
Displacement [cc]	9,960					
Bore X Stroke [mm]	122 X 142					
Compression Ratio	16 : 1					
Max.Torque @ rpm	170kg·m @ 1,100 rpm	174kg·m @ 1,100 rpm	-			
Injection System	Electronic Unit Injector (EUI)					
Alternator	24V - 70A					
Engine Diagnostics	Yes					
Fuel Consump.[L/h]	70.0	81.8	63.1	70.0	56.8	64.0
Dry Weight [kg]	1,120					
Flywheel	SAE 14					
Flywheel Housing	SAE 1					

• H10

(mm)



Side view



Front view

Technical Description

Engine

- 6 cylinder in-line, 24 valve OHC
- One-piece Compacted Graphite Iron (CGI) cylinder head
- Cast iron cylinder block
- Gallery oil-cooled long lasting mono steel pistons
- integrated water jacket
- Single serpentine belt system
- Drive belt auto tensioner

Engine Mounting

- Adjustable engine mounts (Optional)

Lubrication System

- Easily exchangeable oil filter cartridge
- Integrated oil-cooler in cylinder block
- Closed system with forced feeding
- Eco type oil filter
- Electric oil extraction pump
- Gear-driven engine oil pump

Emissions

- US EPA Tier-III
- IMO NOx Tier-II (EIAPP)
- CCNR Tier-II

Fuel System

- Electronic Unit Injector (EUI)
- Gear-driven fuel pump
- Electronically controlled injection timing
- Fine fuel filter and water separator

Electrical System

- 24 volt system and 70A alternator
- Auxiliary engine stop button
- Air heating system for a trouble-free cold start
- NMEA 2000 Converter (Optional)
- 2 Pole system (Optional)

Cooling System

- Gear-driven seawater pump
- Seawater-cooled intercooler, heat exchanger
- Auxiliary connection for cabin heating
- Corrosion resistant material for seawater circuit
- Easily accessible rear mounted sea-water pump

Exhaust System

- Engine coolant cooled exhaust manifold
- Seawater cooled exhaust elbow

Air Inlet system

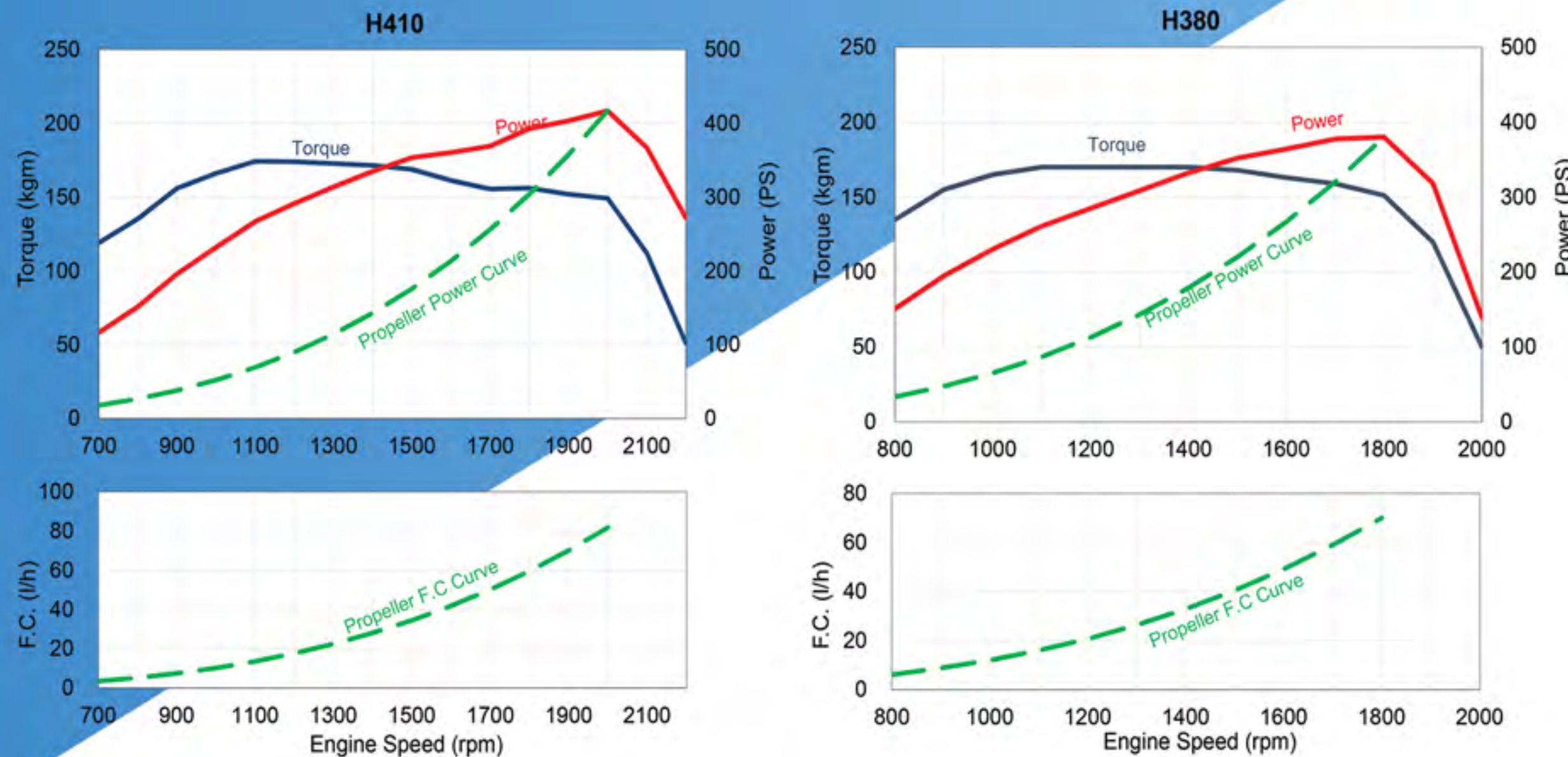
- Reusable air filter
- Intake extension kit (optional)

Type Approval

- RINA Classification Society

Instrument Box Assembly

- Engine self-protection and diagnosis
- Displays CAN information
- Displays engine diagnostic error codes
- Audible alarm and control lamps
- Idle & PTO rpm adjustable switch



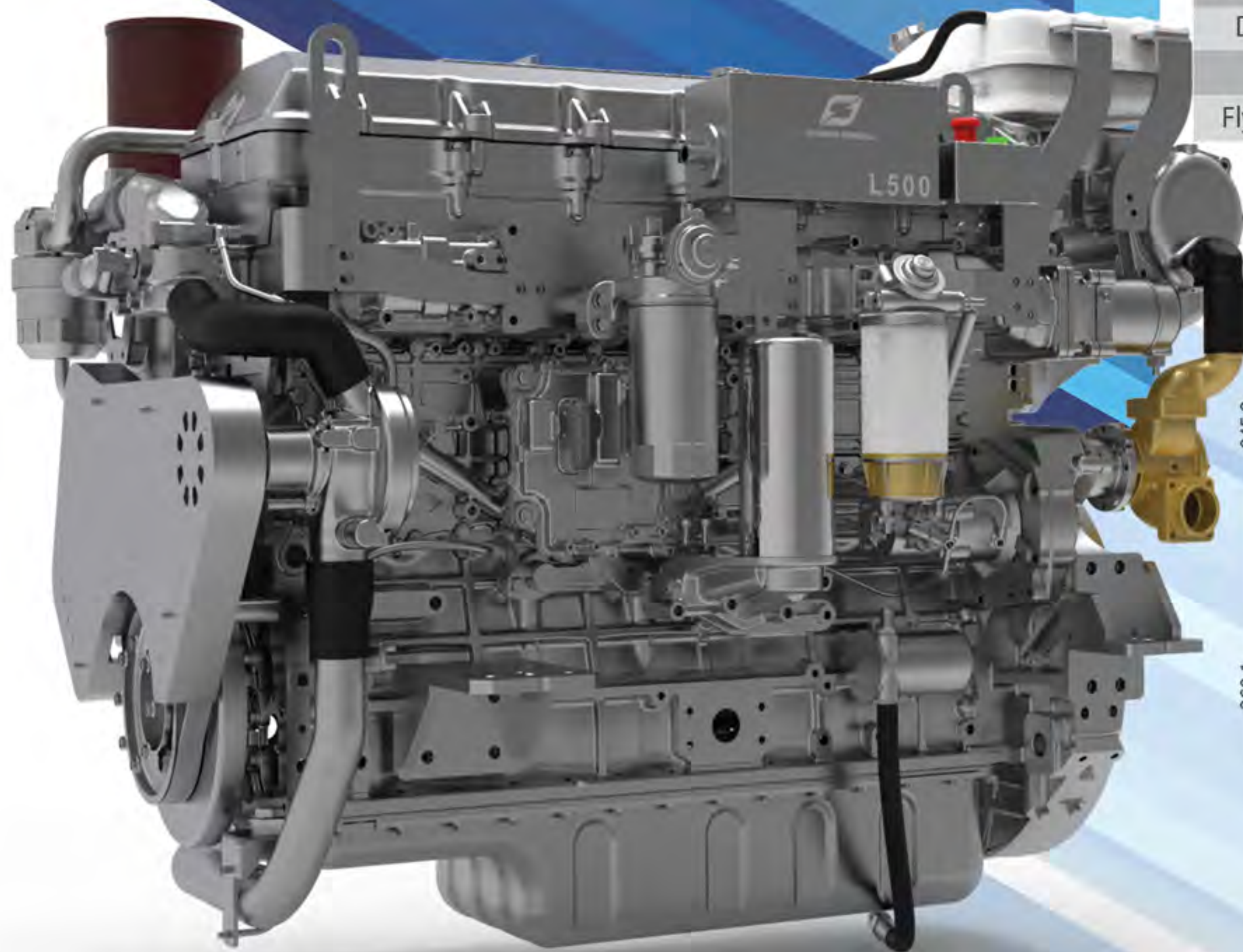
L13 series

12.7 Liter Commercial Engine

The Electronic Unit Injection system (EUI) delivers 500 - 700 PS and 232kg · m of torque from the 12.7 liter in-line 6 cylinder engine. The robustly-designed unit was specifically conceived as an engine with the ability to serve the professional and commercial markets. It has stable performance at high load and responds well to sudden load changes. Excellent power and torque in a wide rpm range proves Hyundai Seasall's diesel development capabilities are world-class and beats the performance of competition's comparable models. Economy is assured by the state-of-the-art fuel management system featuring electronic unit injectors (EUI). The electronic engine control system makes it lighter, quieter and more fuel efficient in a surprisingly compact package. The L13 provides excellent value - both at the time of purchase and during operation. It is economical and clean running - both attributes which appeal to the professional mariner.

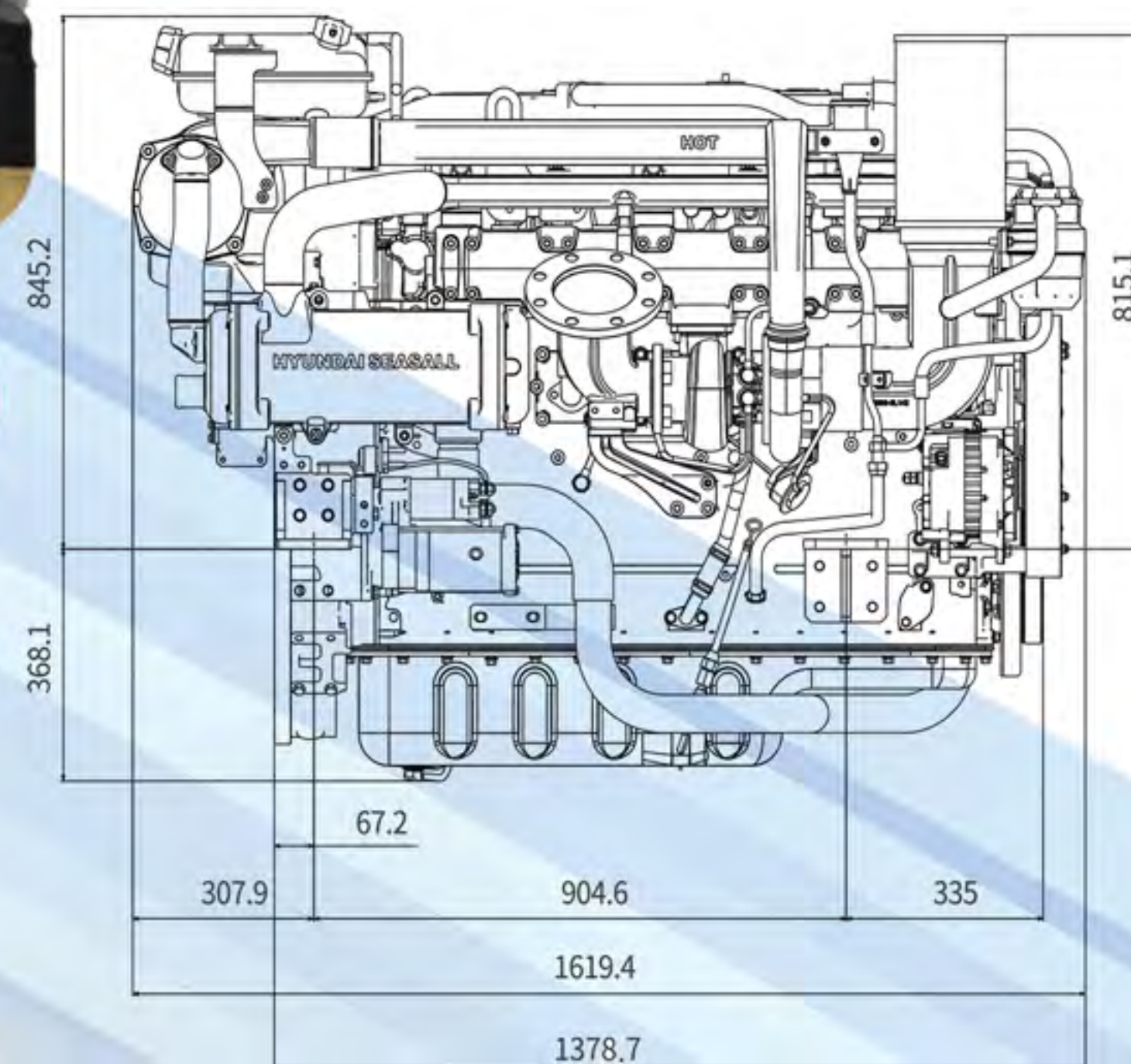
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Engine Type	L500	L600	L700	L13G			
Propulsion System	Shaftdrive / Jet			For Generator			
Engine Duty Rating	Heavy Duty(S1)	Medium Duty(S2)	Light Duty(S3)	Stand-by Power		Prime Power	
Configuration	4-Stroke, 24-Value OHC, WGT with Intercooler, Fresh Water Cooling						
Output [PS (kW)]	500 (368)	600 (441)	700 (515)	460 (338)	500 (368)	415 (305)	450 (331)
Rated RPM (Hz)	1,800	2,000	2,300	1,500 (50)	1,800 (60)	1,500 (50)	1,800 (60)
Cylinders	In-line 6						
Displacement [cc]	12,736						
Bore X Stroke [mm]	130 X 160						
Compression Ratio	16 : 1						
Max.Torque @ rpm	232kg·m @ 1,300 rpm		247.5kg·m @ 1,200 rpm	-			
Injection System	Electronic Unit Injector (EUI)						
Alternator	24V-90A						
Engine Diagnostics	YES						
Fuel Consump.[L/h]	89.2	116.4	143.4	76.6	88.9	68.9	82.5
Dry Weight [kg]	1,310		1,320	1,310			
Flywheel	SAE 14						
Flywheel Housing	SAE 1						

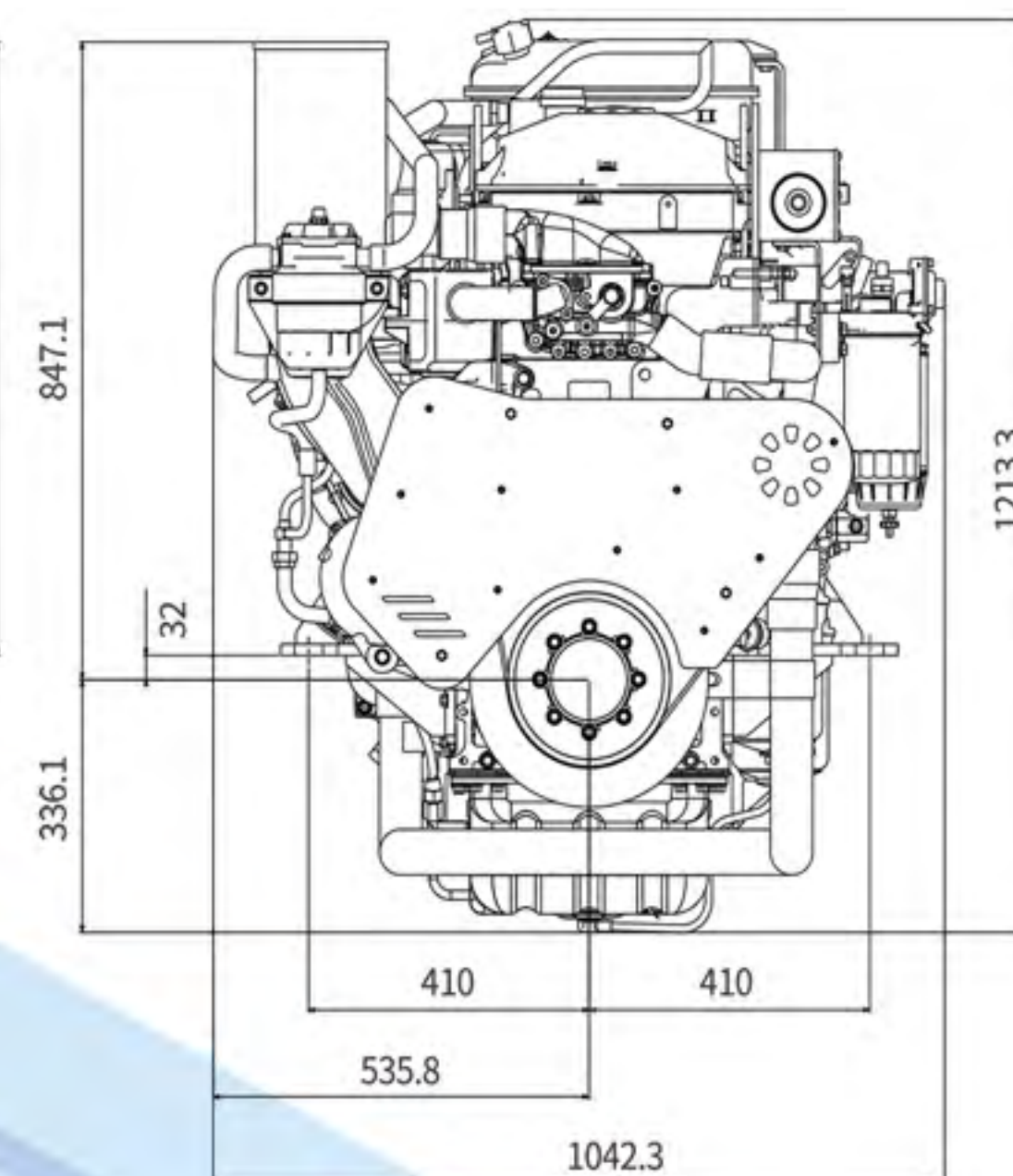


• L13

(mm)



Side view



Front view

Technical Description

Engine

- 6 cylinder in-line, 24-valve OHC
- Cast iron cylinder block and cylinder head
- Gallery oil-cooled long lasting mono steel pistons
- Integrated water jacket
- Single serpentine belt system
- Drive belt auto-tensioner

Engine Mounting

- Adjustable engine mounts (Optional)

Lubrication System

- Gear-driven engine oil pump
- Closed system with forced feeding
- Integrated oil-cooler in cylinder block
- Easily exchangeable oil filter cartridge
- Eco type oil filter
- Washable auxiliary cyclone oil filter
- Electric oil extraction pump

Emissions

- US EPA Tier-III (L500,L600)
- US EPA Tier-III (L700, Scheduled for June 2019)
- IMO NOx Tier-II (EIAPP) (L500, L600,L700)
- CCNR II (L500, L600)

Fuel System

- Electronic Unit Injector (EUI)
- Gear-driven fuel pump
- Electronically controlled injection timing
- Fine fuel filter and water separator
- High pressure six-hole injector nozzles

Electrical System

- 24 volt - 90A alternator
- Auxiliary engine stop button
- Air heating system for a trouble-free cold start
- NMEA2000 Converter (Optional)
- 2 Pole system (Optional)

Cooling System

- Gear-driven seawater pump
- Seawater cooled intercooler and heat exchanger
- Auxiliary connection for cabin heating
- Corrosion resistant material for seawater circuit
- Easily accessible rear mounted sea-water pump

Exhaust System

- Coolant cooled exhaust manifold
- Cast iron exhaust pipe
- WGT (Waste Gate Turbocharger)

Air Inlet system

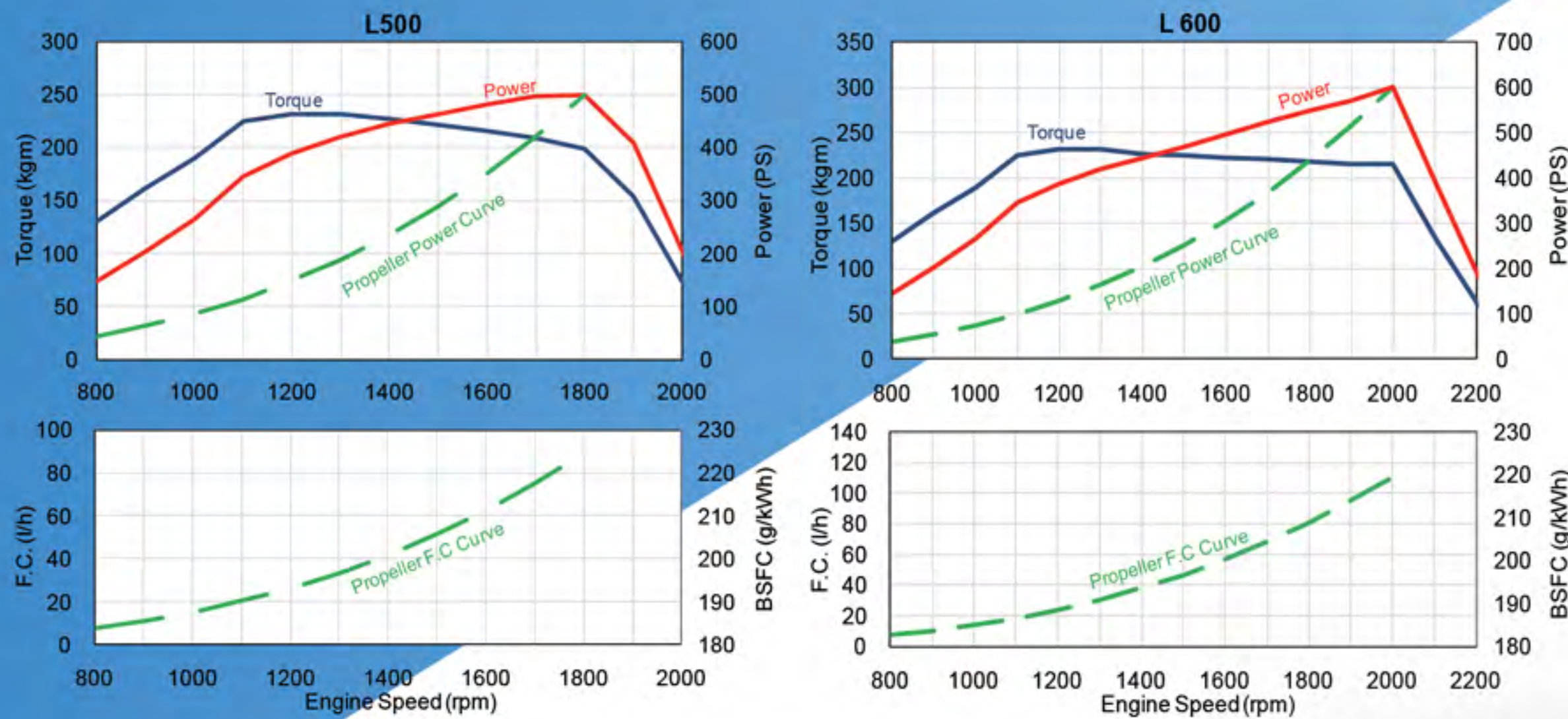
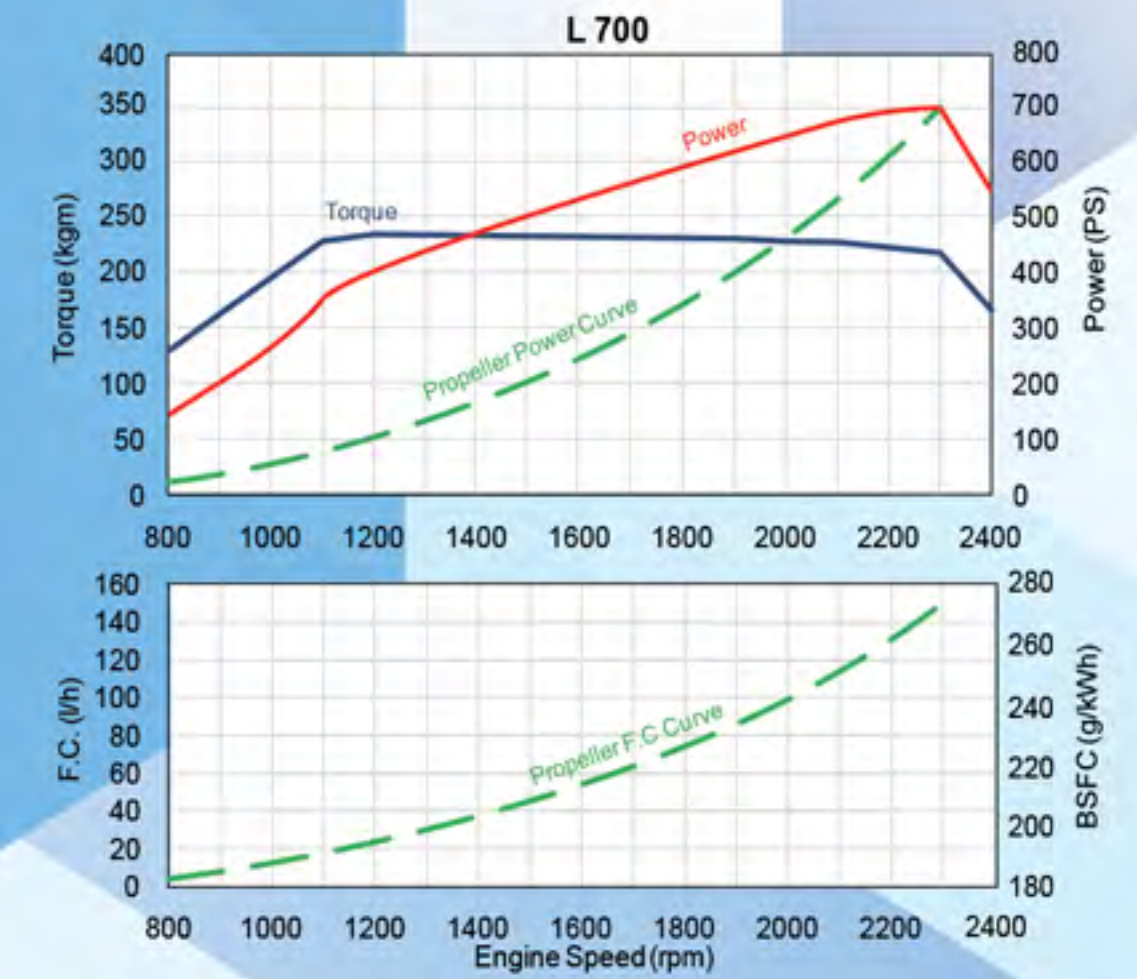
- Reusable air filter
- Intake extension kit (optional)

Type Approval

- RINA Classification Society (L500, L600,L700)

Instrument Box Assembly

- Engine self-protection and diagnosis
- Displays CAN information
- Displays engine diagnostic error codes
- Audible alarm and control lamps
- Idle & PTO rpm adjustable switch



DIESEL OUTBOARD

	RATINGS ¹	OM	EOI	SeasLink***	GAUGES****	COUPLER	EOEP	SWP*	PSP*	BHA*	EE	EP	E HI-RISER*	TWO-POLE*	IS	IP	NMEA 2000 C	ELEC. CS	SW	M. CL	M. CC	SSS	HELM±90° B+C	AP	SSP	HSS
S30-OB	S5, S4	●	●	○	●	●	●	●	-	-	●	-	-	-	-	○	○	●	●	-	-	-	-	●	○	●

1. RATINGS

S1	HEAVY DUTY COMMERCIAL	S4	SPECIAL PLEASURE DUTY SPECIAL LIGHT DUTY COMMERCIAL
S2	MEDIUM DUTY COMMERCIAL		
S3	LIGHT DUTY COMMERCIAL	S5	PLEASURE DUTY

※ THIS SECTION APPLIES TO ALL ENGINE TYPES – NOT JUST HEAVY DUTY COMMERCIAL

2. INSTRUMENT BOX ASSEMBLY INCLUDES EOI BOX, RPM GAUGE AND WIRING HARNESS

● : Standard ○ : Option - : N/A
S = Sterndrive P = Propeller Shaft J = Water Jet
G = For Generator Pr = Prime Power Sb = Stand-by

	RATINGS ¹	OM	IBA ²	SeaLink***	BC**	DEP	SWP	TWO-POLE*	IEK**	NMEA 2000 C	SSS
H380	S1	●	●	○	●	●	●	○	○	○	○
H410	S1	●	●	○	●	●	●	○	○	○	○
H10G	Pr/E	●	●	○	●	●	●	○	○	○	○
L500	S1	●	●	○	●	●	●	○	○	○	○
L600	S2	●	●	○	●	●	●	○	○	○	○
L700	S3	●	●	○	●	●	●	○	○	○	○
L13G	Pr/E	●	●	○	●	●	●	○	○	○	○

OM=OPERATION MANUAL IBA=INSTRUMENT BOX ASSEMBLY (WITH EOI) BC=BELT COVER DEP=DRY EXHAUSTED PIPE SWP=SEA WATER PUMP
IEK=INTAKE EXTENSION KIT** C=CONVERTER SSS=SAFETY STOP SWITCH

HIGH SPEED DIESEL SERIES

		RATINGS ¹	OM	EOI	SeasLink***	GAUGES****	COUPLER	EOEP	SWP*	PSP*	BHA*	EE	EP	E HI-RISER*	TWO-POLE*	IS	IP	NMEA 2000	ELEC. CS	SW	M. CL	M. CC	SSS	HELM±90° B+C	AP	SSP	HSS
Sterndrive	S270S	S5, S4	●	●	○	●	●	●	●	●	-	●	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○
	R200S	S5, S4	●	●	○	●	●	●	●	-	-	●	●	-	-	○	○	○	○	○	○	○	○	○	○	○	●
	S270S-BRAVO 1X, 2X, 3X	S5, S4	●	●	○	●	●	●	●	●	-	●	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○
	R200S-BRAVO 1X, 2X, 3X	S5, S4	●	●	○	●	●	●	●	-	-	●	●	-	-	○	○	○	○	○	○	○	○	○	○	○	●
Waterjet	S270J	S5, S4	●	●	○	●	●	●	○	○	○	●	-	○	○	○	○	○	○	○	○	○	○	○	-	-	-
	R200J	S5, S4	●	●	○	●	●	●	○	-	○	●	-	-	-	-	○	○	○	○	○	○	○	○	-	-	-
	S270J-ZF 63C	S5, S4	●	●	○	●	●	●	-	-	●	-	○	○	○	○	○	○	○	○	○	○	○	○	-	-	-
	R200J-ZF 45C	S5, S4	●	●	○	●	●	●	-	-	●	-	-	-	-	○	○	○	○	○	○	○	○	○	-	-	-
Shaftdrive	S270P	S5, S4	●	●	○	●	●	●	○	-	●	-	○	○	○	○	○	○	○	○	○	○	○	-	-	-	-
	R200P	S5, S4	●	●	○	●	●	●	-	-	●	-	-	-	-	-	○	○	○	○	○	○	○	-	-	-	-
	S270P-ZF 68A	S5, S4	●	●	○	●	●	●	-	-	●	-	○	○	○	○	○	○	○	○	○	○	○	-	-	-	-
	R200P-ZF 45A/TM485A-MG5025A	S5, S4	●	●	○	●	●	●	-	-	●	-	-	-	-	-	○	○	○	○	○	○	○	-	-	-	-

OM=OPERATION MANUAL EOEP=ENGINE OIL EXTRACTION PUMP SWP=SEA WATER PUMP * PSP=POWER STEERING PUMP * BHA=BEARING HOUSING ASSEMBLY * EE=EXHAUST ELBOW (WATER COOLED) EP=EXHAUST PIPE (FOR STERNDRIVE) E=EXHAUST IS=INTAKE SILENCER
IP=INSTRUMENT PANEL CS=CONTROL SYSTEM SW=STEERING WHEEL M.CL=MECH. CONTROL LEVER M.CC=MECH. CONTROL CABLE SSS=SAFETY STOP SWITCH B+C=BEZEL+CABLE AP=ALU PROP SSP=SS PROP HSS=HYDRAULIC STEERING SYSTEM

* Factory-installed option, ** Standard or optional depending on market, ***Supply schedule may differ,
**** Key switch assembly, tachometer (rudder angle indicator for S30-OB, Trim gauge for Sterndrive)
To find out more about configurations and accessories available, please contact your nearest Hyundai SeasAll dealer or distributor.

INDUSTRIAL ENGINES

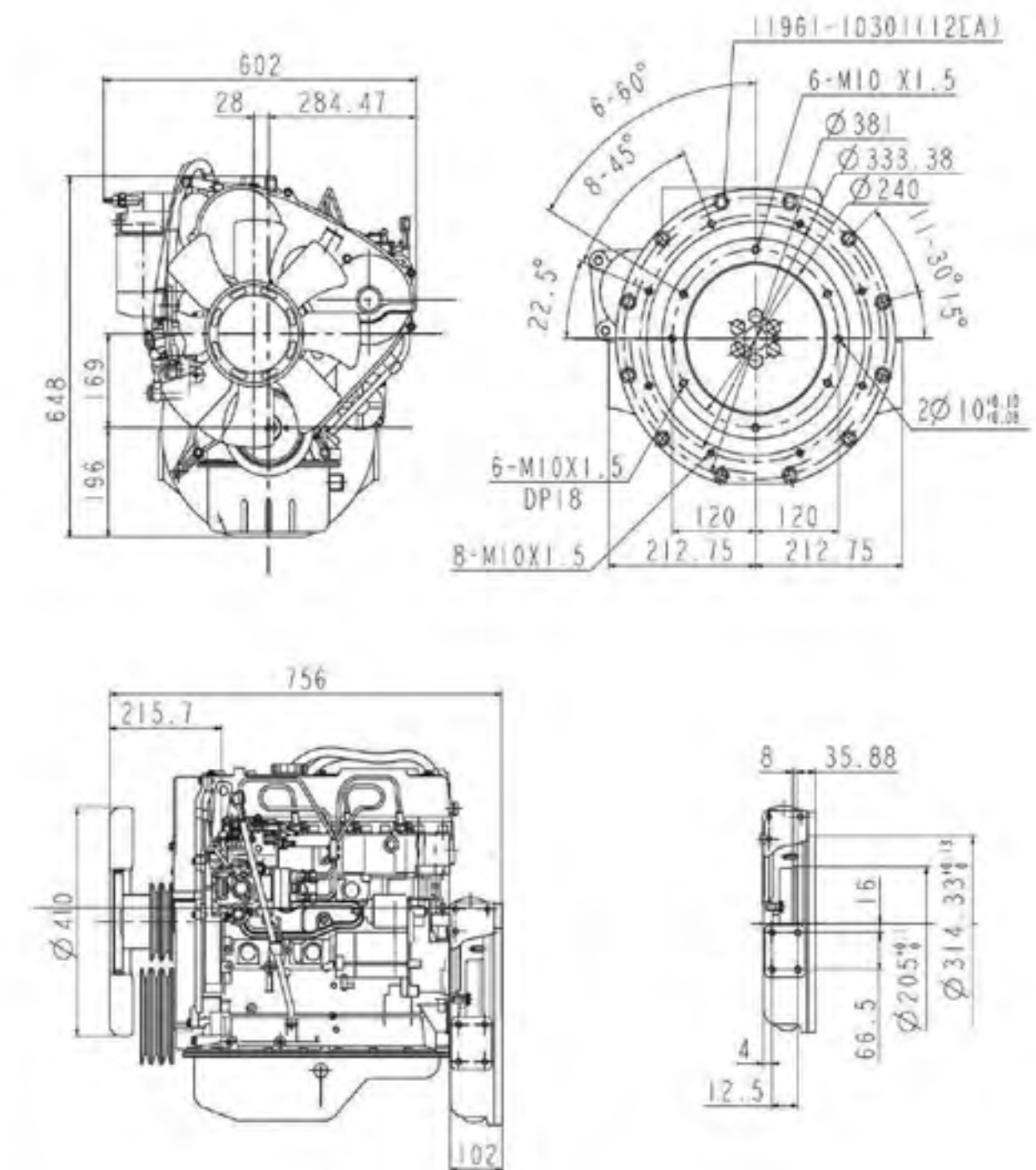


A detailed view of a marine diesel engine, showing the cylinder head, intake manifold, and a large white propeller. The engine is complex, with various pipes, hoses, and mechanical components visible. The background is a blue and white geometric pattern.

D4BB-P1



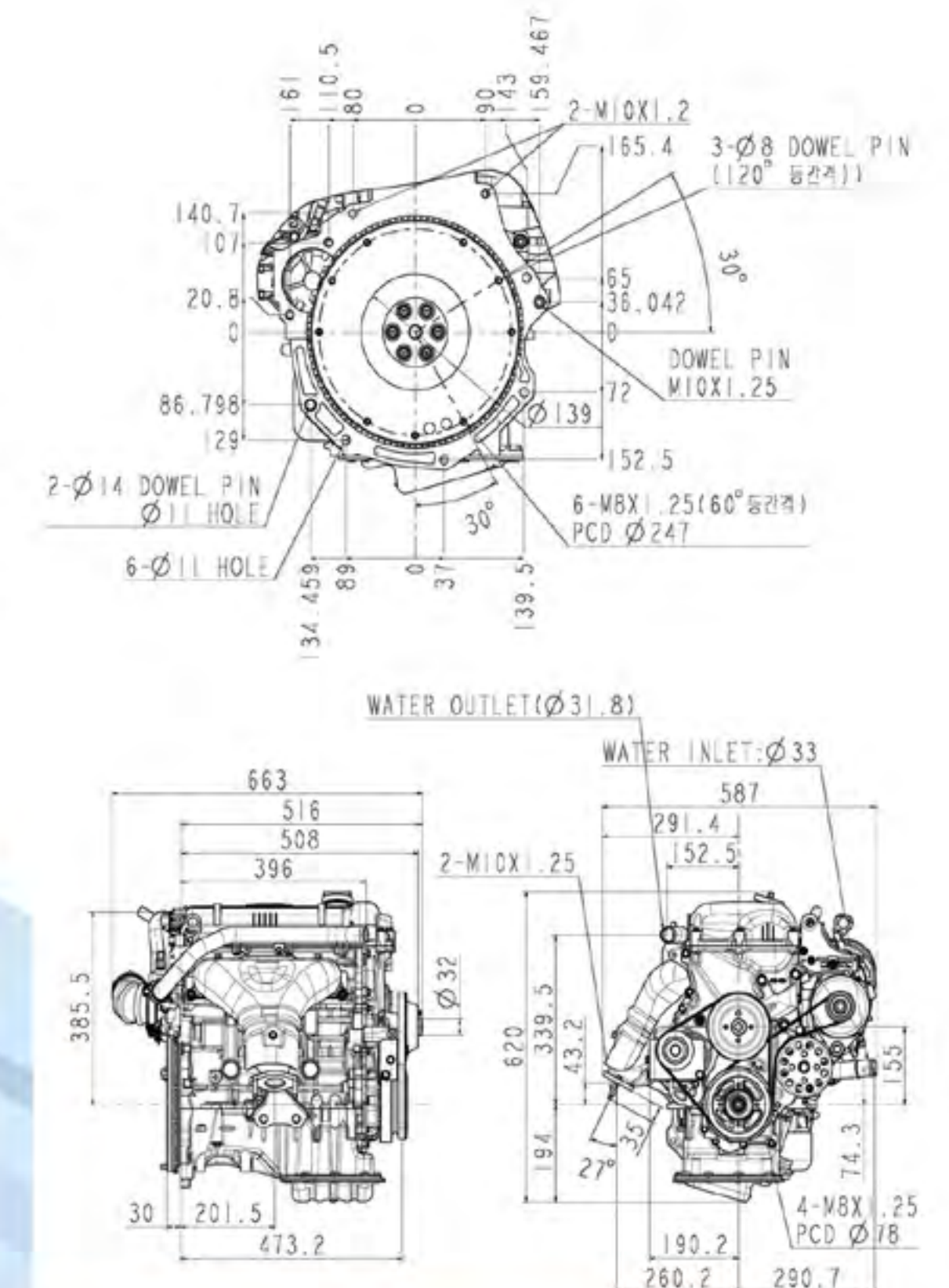
Engine model	D4BB-P1(AG32)	
Engine type	4 Cycle, water cooled	
Injection type	Indirect injection	
No. of cyl. And configuration	4-in line	
Aspiration	N.A	
Displacement (cc)	2,607	
Bore X Stroke (mm)	91.1 X 100	
Compression ratio	22 : 1	
Dry weight (kg)	200	
Dimension	Length (mm)	756
	Width (mm)	602
	Height (mm)	648
Max power	PS/rpm	40/2,000
Max torque	kg.m/rpm	15/1,500
Governor	-	
Alternator	-	
Starting motor	24V - 5.0kW	
Certification	-	
Application	Bus cooler	



G4FC-F1



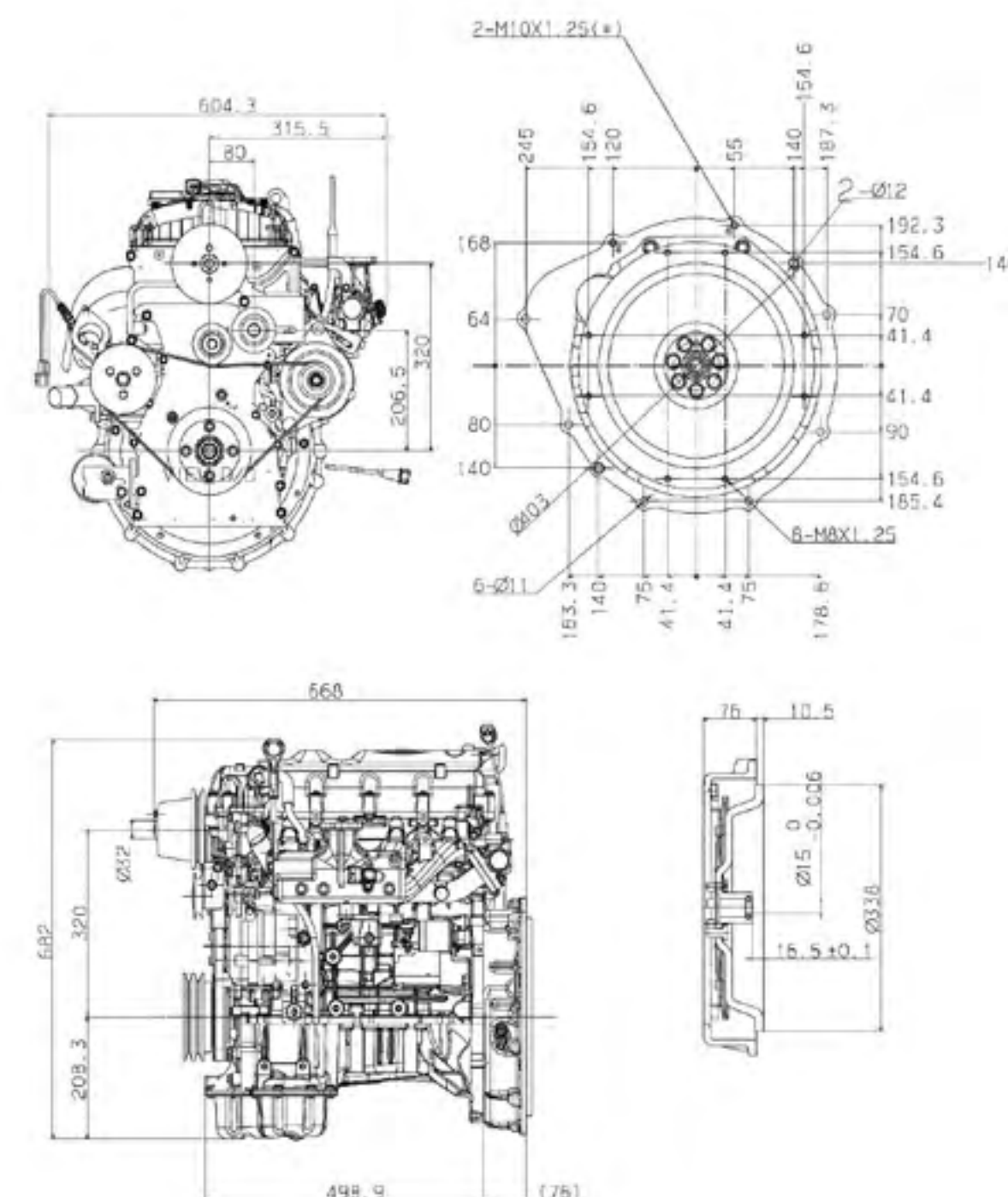
Engine model	G4FC-F1(NG97)	
Engine type	4 Cycle, water cooled	
Injection type	MPI	
No. of cyl. And configuration	4-in line	
Aspiration	N.A	
Displacement (cc)	1,591	
Bore X Stroke (mm)	77.0 X 85.44	
Compression ratio	10.5 : 1	
Dry weight (kg)	95	
Dimension	Length (mm)	663
	Width (mm)	587
	Height (mm)	620
Max power	PS/rpm	55/2,800
Max torque	kg.m/rpm	13.9/2,800
Governor	-	
Alternator	13.5V - 90A	
Starting motor	12V - 0.9kW	
Certification	-	
Application	Speed sprayer	



L4KB-C1



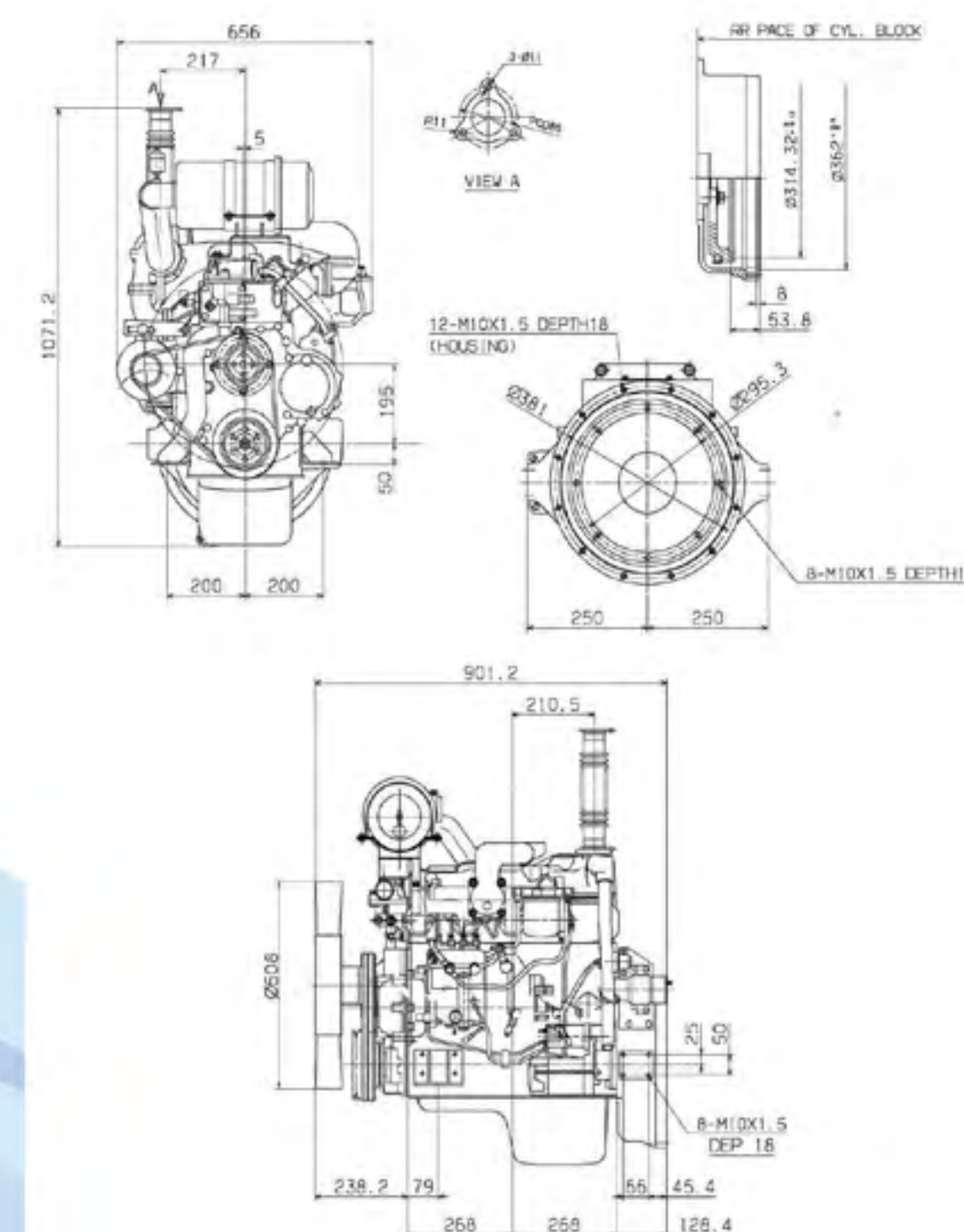
Engine model		L4KB-C1(CF11)
Engine type		4 Cycle, water cooled
Injection type		—
No. of cyl. And configuration		4-in line
Aspiration		N.A
Displacement (cc)		2,359
Bore × Stroke (mm)		88,0 × 97,0
Compression ratio		10,5 : 1
Dry weight (kg)		153
Dimension	Length (mm)	668
	Width (mm)	604
	Height (mm)	682
Max power	PS/rpm	65/2,500
Max torque	kg.m/rpm	18.5/1,600
Governor		—
Alternator		13,5V – 90A
Starting motor		12V – 1,4kW
Certification		EPA Tier-4
Application		Forklift truck



D4AK-P



Engine model		D4AK-P(EM2B)
Engine type		4 Cycle, water cooled
Injection type		Direct injection
No. of cyl. And configuration		4-in line
Aspiration		T.C
Displacement (cc)		3,298
Bore × Stroke (mm)		100 × 105
Compression ratio		16 : 1
Dry weight (kg)		334
Dimension	Length (mm)	901
	Width (mm)	656
	Height (mm)	1,071
Max power	PS/rpm	85/2,400
Max torque	kg.m/rpm	25.5/1,800
Governor		Bosch RSV type
Alternator		24V – 50A
Starting motor		24V – 5.0kW
Certification		—
Application		Pump, General power use



A detailed view of a Kubota engine, showing the cylinder head, intake manifold, and various components like the alternator and fuel system. The engine is shown from a front-three-quarter perspective, highlighting its complex mechanical parts and the large black air filter housing on the left. The background is a solid blue color.

Technical drawings of the 4-200 engine, showing dimensions in millimeters (mm).

Front View:

- Overall width: 672.5
- Overall height: 1081.8
- Distance from top to main block: 217
- Distance from main block to base: 185
- Base width: 200 (split into two 100 mm sections)

Side View:

- Overall height: 897.2
- Distance from top to main block: 236.5
- Distance from main block to base: 128.4
- Base width: 260.5 (split into two 130.25 mm sections)

Detail Views:

- VIEW A:** Top view of the main block, showing a circular flange with 8 mounting holes (8-M10x1.5 DEPT=18) and a central hole (Ø31.6).
- RR FACE OF CYL. BLOCK:** Rear view of the cylinder block, showing a circular flange with 8 mounting holes (8-M10x1.5 DEPT=18) and a central hole (Ø31.6).
- Ø31.6:** Diameter of the central hole in the main block and cylinder block.
- 8-M10x1.5 DEPT=18:** Specification for the 8 mounting holes in the main block and cylinder block.

[illegible]

SPECIFICATION

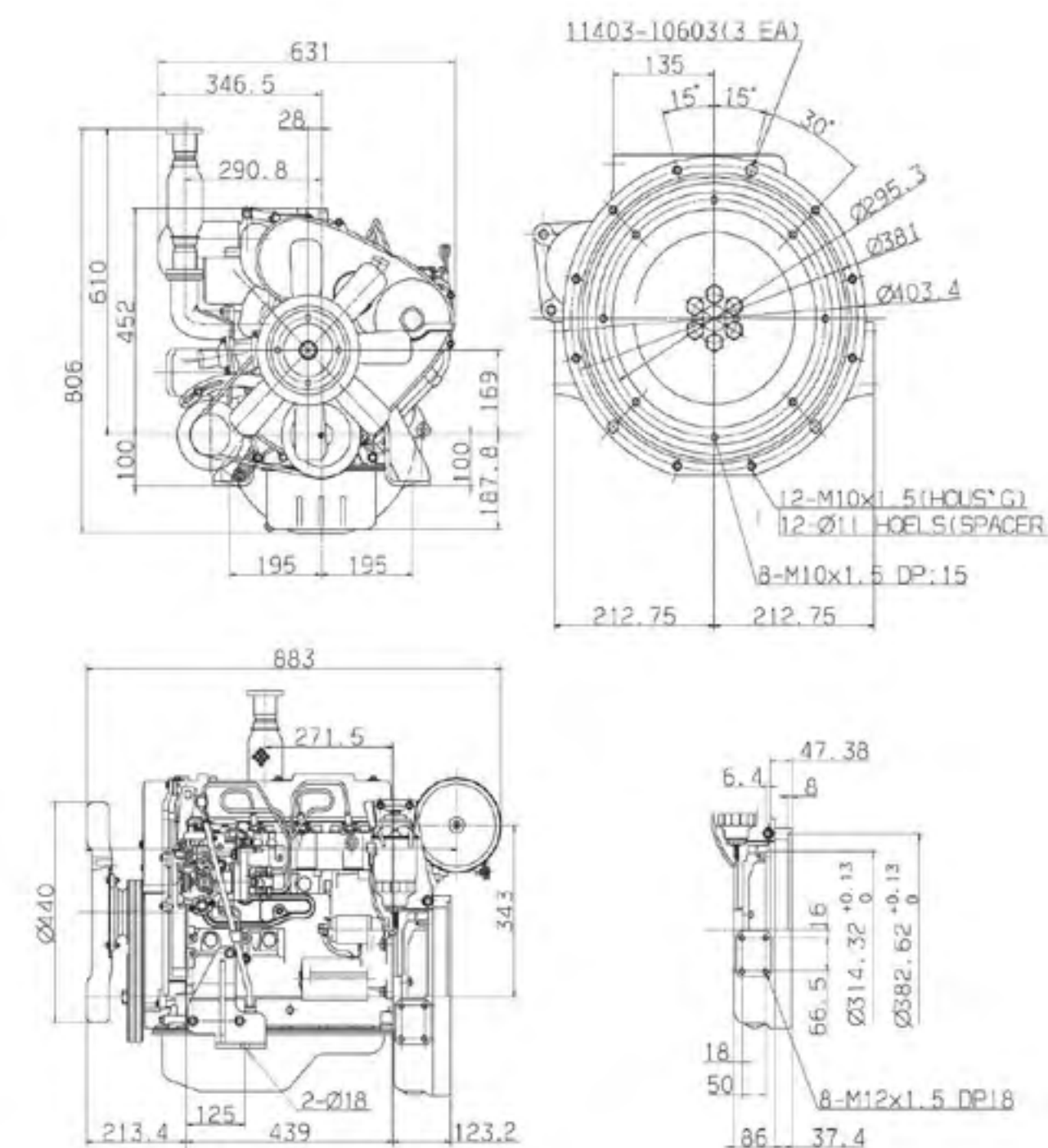
INDUSTRIAL ENGINES

Engine model	D4BB-C1	D4BB-C2	D4BB-C4	D4BB-C8	D4BB-C5	D4BB-C7	D4BB-M	D4BB-P3	D4BB-P1	D4BB-G6	D4BB-P9	D6AZ-P	D6AC-C	D6CC-P	D4DD-C6	D4DA-P	D4AK-P	D4DD-C	G4FC-F1	L4KB-C1	
Engine code	AG90	AG89	AG35	AG50	AG43	AG45	AG36	AG34	AG32	AH23	AH24	EH3P	EH3N	EH5G	EM1G	EM1P	EM2B	EM2G	NG97	CF11	
Fuel	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel	Gasoline	LPG
Injection type	Indirect injection											Direct injection								MPI	-
No. of cyl. and configuration	4-in line	4-in line	4-in line	4-in line	4-in line	4-in line	4-in line	4-in line	4-in line	4-in line	4-in line	6-in line	6-in line	6-in line	4-in line	4-in line	4-in line	4-in line	4-in line	4-in line	
Aspiration	N.A	N.A	N.A	T.C	N.A	N.A	N.A	N.A	N.A	T.C(N.A)	T.C	T.C	T.C.I	T.C.I	T.C.I	T.C	T.C	T.C.I	N.A	N.A	
Displacement (cc)	2,607	2,607	2,607	2,607	2,607	2,607	2,607	2,607	2,607	2,607	2,607	11,149	11,149	12,344	3,907	3,907	3,298	3,907	1,591	2,359	
Dry weight (kg)	200	200	200	215	200	200	190	200	200	200	207	1,010	1,050	1,148	368	350	334	345	95	153	
Dimensions (mm)	L	669	756	883	902	683	655	615	756	756	780	738	1,588	1,415	1,600	864	897	901	834	663	668
	W	602	602	631	620	611	602	597	537	602	604	604	938	926	897	663	673	656	663	587	604
	H	648	648	806	779	659	660	633	648	648	844	844	1,613	1,226	1,105	812	1,082	1,071	800	620	682
Max power (PS/rpm)	53/2,500	47/2,400	53/2,500	64/2,500	53/2,500	53/2,500	80/4,000	40/2,000	40/2,000	64/2,500	38.6/1,600	280/2,100	280/1,900	440/2,000	95/2,300	100/2,000	85/2,400	100/2,300	55/2,800	65/2,500	
Max torque (kg.m/rpm)	16.8/1,600	14.3/2,300	16.8/1,600	19.9/2,000	16.8/1,600	16.8/1,600	17/2,200	147/1,500	15/1,500	19.9/2,000	17.3/1,600	115/1,400	120/1,400	216/1,200	35/1,600	37/1,700	25.5/1,800	38/1,600	13.9/2,800	18.5/1,600	
Cooling water capacity (ℓ)	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	22.0	22.0	42.0	3.8	8.3	8.3	8.3	3.0	2.2	
Oil capacity (ℓ)	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	24.0	27.3	28.0	8.5	8.5	8.5	8.5	3.3	5.1	
Alternator	12V-65A	12V-65A	12V-65A	12V-65A	13.5V-70A	12V-65A	-	-	-	12V-65A	-	24V-70A	24V-70A	24V-80A	24V-50A	24V-40A	24V-50A	24V-40A	13.5V-90A	13.5V-90A	
Starting motor	12V-2.2kW	12V-2.2kW	12V-2.2kW	12V-2.2kW	12V-2.2kW	12V-2.2kW	12V-2.0kW	24V-50kW	24V-5.0kW	12V-2.2kW	12V-2.2kW	24V-5.5kW	24V-5.5kW	24V-6.0kW	24V-5.0kW	24V-5.0kW	24V-5.0kW	24V-5.0kW	12V-0.9kW	12V-1.4kW	
Fuel consumption (g/ps.h)	182.0	177.0	182.0	180.0	182.0	182.0	220.0	177.1	177.1	180.0	187.9	162.0	143.0	158.0	140.2	157.0	171.0	139.2	207.4	-	
Certification	EC Stage-3A	-	EC Stage-3A	-	EC Stage-3A	EC Stage-3A	-	-	-	-	-	-	-	-	-	-	-	EC Stage-3A	-	EPA Tier-4	
	China Tier-2	-	China Tier-2	-	China Tier-2	China Tier-2	-	-	-	-	-	-	-	-	EPA Tier-3	-	-	EPA Tier-3	-	-	
Typical Application	Speed sprayer	Construction equipment Agricultural machinery			Forklift truck	Forklift truck	Marine	Bus Cooler	Bus cooler	General Power	Fire pump	Pump	Excavator	Transporter	Forklift truck	Pump, General power use		Forklift truck	Speed sprayer	Forklift truck	

D4BB-G1,G2



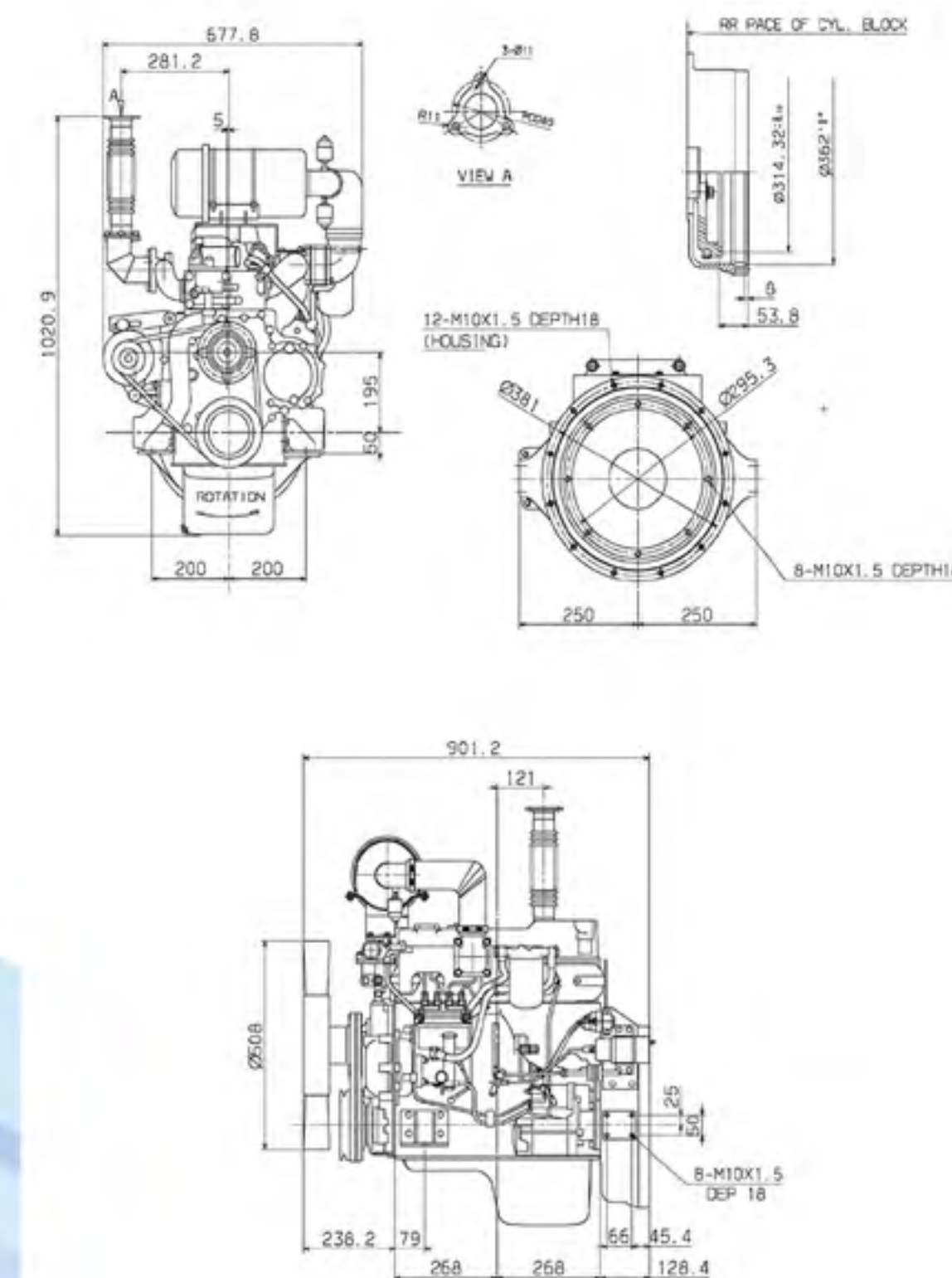
Engine model		D4BB-G1(AG31)	D4BB-G2(AG39)
Engine type		4 Cycle, water cooled	
Injection type		Indirect injection	
No. of cyl. And configuration		4-in line	
Aspiration		N.A	
Displacement (cc)		2,607	
Bore × stroke (mm)		91.1 × 100	
Compression ratio		22 : 1	
Dry weight (kg)		210	
Dimension	Length (mm)	883	
	Width (mm)	631	
	Height (mm)	806	
rpm		1,800	1,800
Stand-by power	PS	28	45
	kW	21	33
Prime power	PS	25	41
	kW	19	30
Governor		-	
Flywheel		SAE #10	
Flywheel housing		SAE #4	
Alternator		12V – 65A	
Starting motor		12V – 2.2kW	



D4AF-G



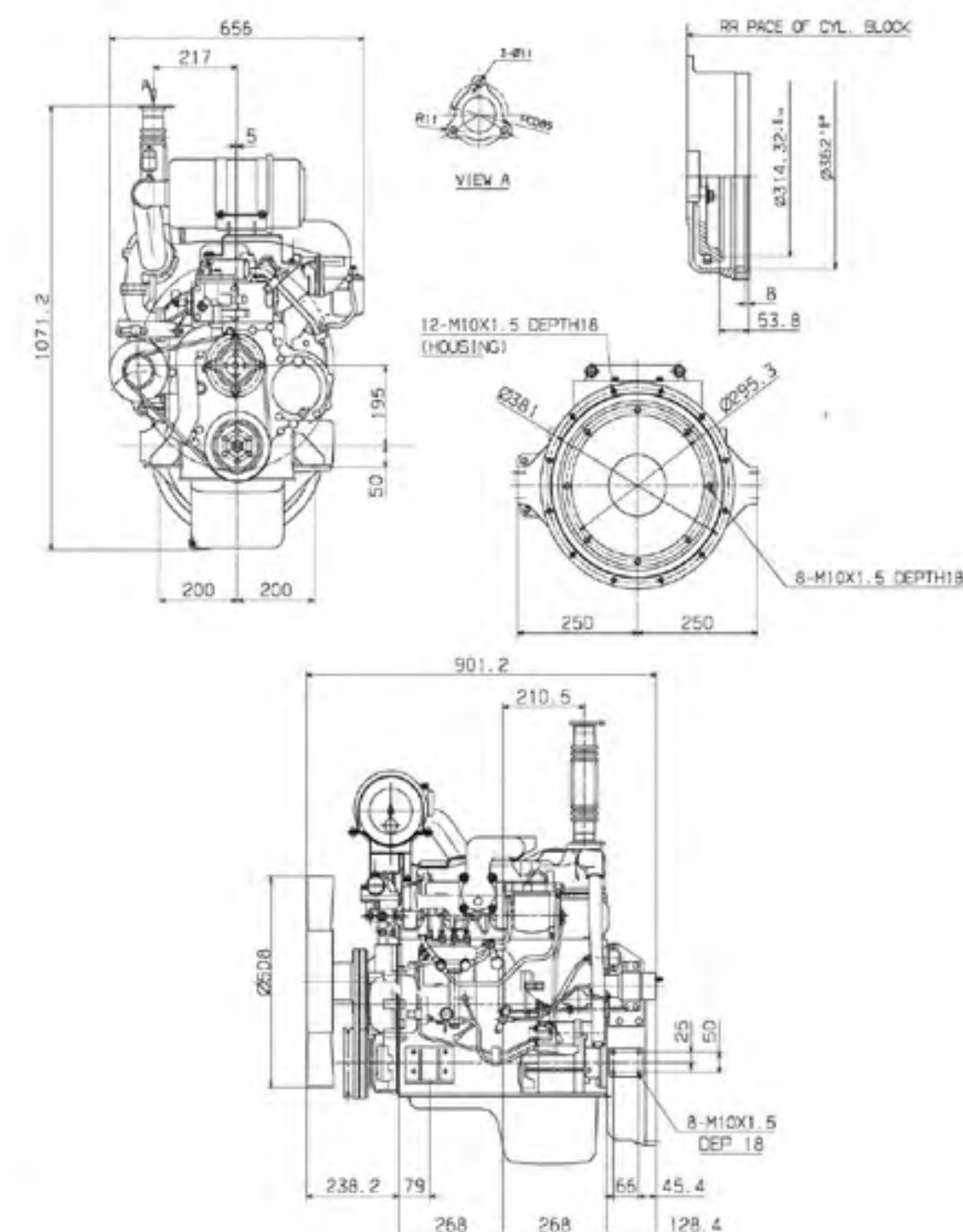
Engine model		D4AF-G(EM68)	
Engine type		4 Cycle, water cooled	
Injection type		Direct injection	
No. of cyl. And configuration		4-in line	
Aspiration		N.A	
Displacement (cc)		3,568	
Bore × stroke (mm)		104 × 105	
Compression ratio		17.5 : 1	
Dry weight (kg)		324	
Dimension	Length (mm)	901	
	Width (mm)	678	
	Height (mm)	1,021	
rpm		1,500	1,800
Stand-by power	PS	50	60
	kW	37	44
Prime power	PS	45	54
	kW	33	40
Governor		Bosch RSV type	
Flywheel		SAE #10	
Flywheel housing		SAE #4	
Alternator		24V – 50A	
Starting motor		24V – 5.0kW	



D4AK-G



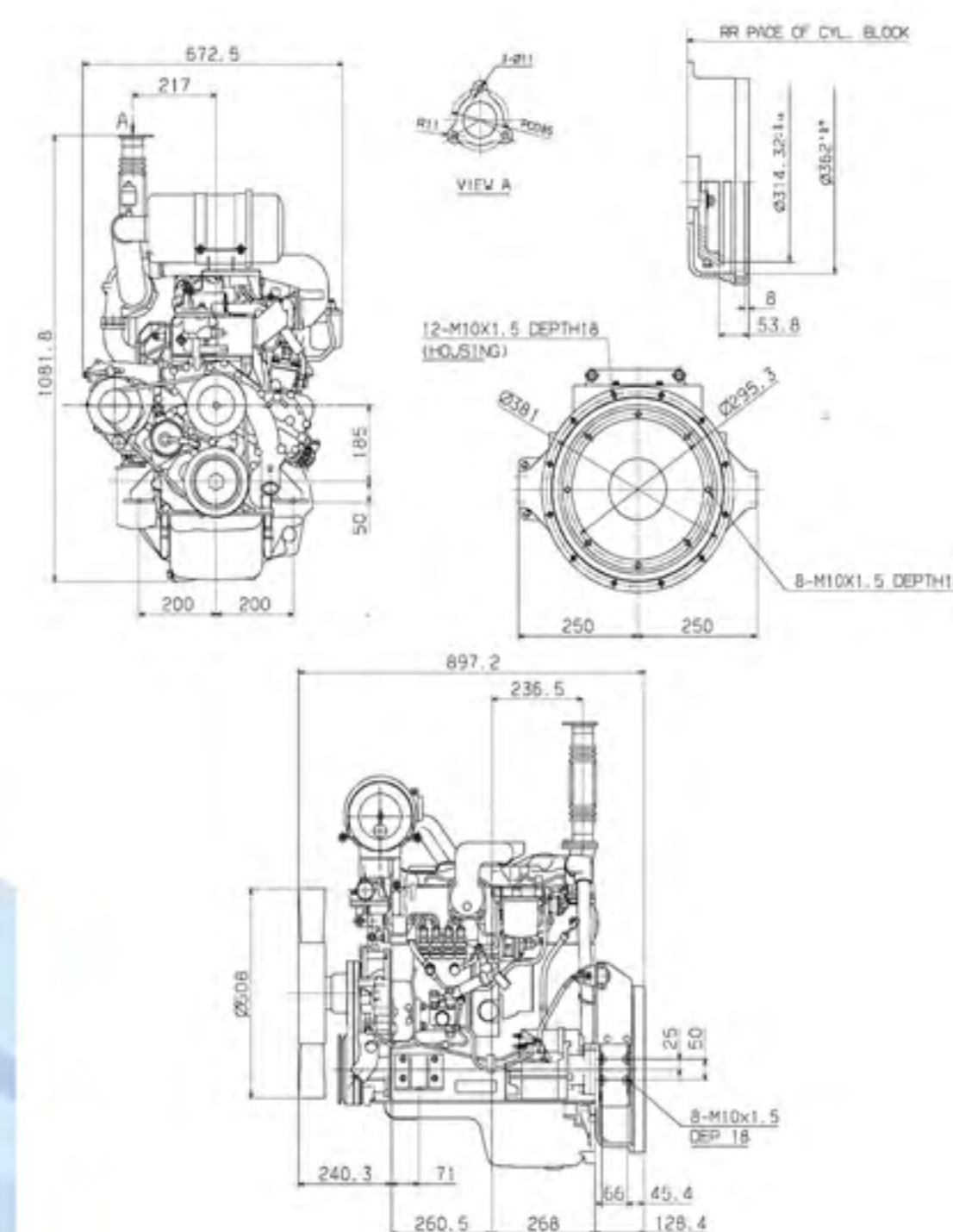
Engine model	D4AK-G(EM69)	
Engine type	4 Cycle, water cooled	
Injection type	Direct injection	
No. of cyl. And configuration	4-in line	
Aspiration	T.C	
Displacement (cc)	3,298	
Bore X stroke (mm)	100 X 105	
Compression ratio	16 : 1	
Dry weight (kg)	334	
Dimension	Length (mm)	901
	Width (mm)	656
	Height (mm)	1,071
rpm	1,500	1,800
Stand-by power	PS	60
	kW	44
Prime power	PS	54
	kW	40
Governor	Bosch RSV type	
Flywheel	SAE #10	
Flywheel housing	SAE #4	
Alternator	24V - 50A	
Starting motor	24V - 5.0kW	



D4DA-G



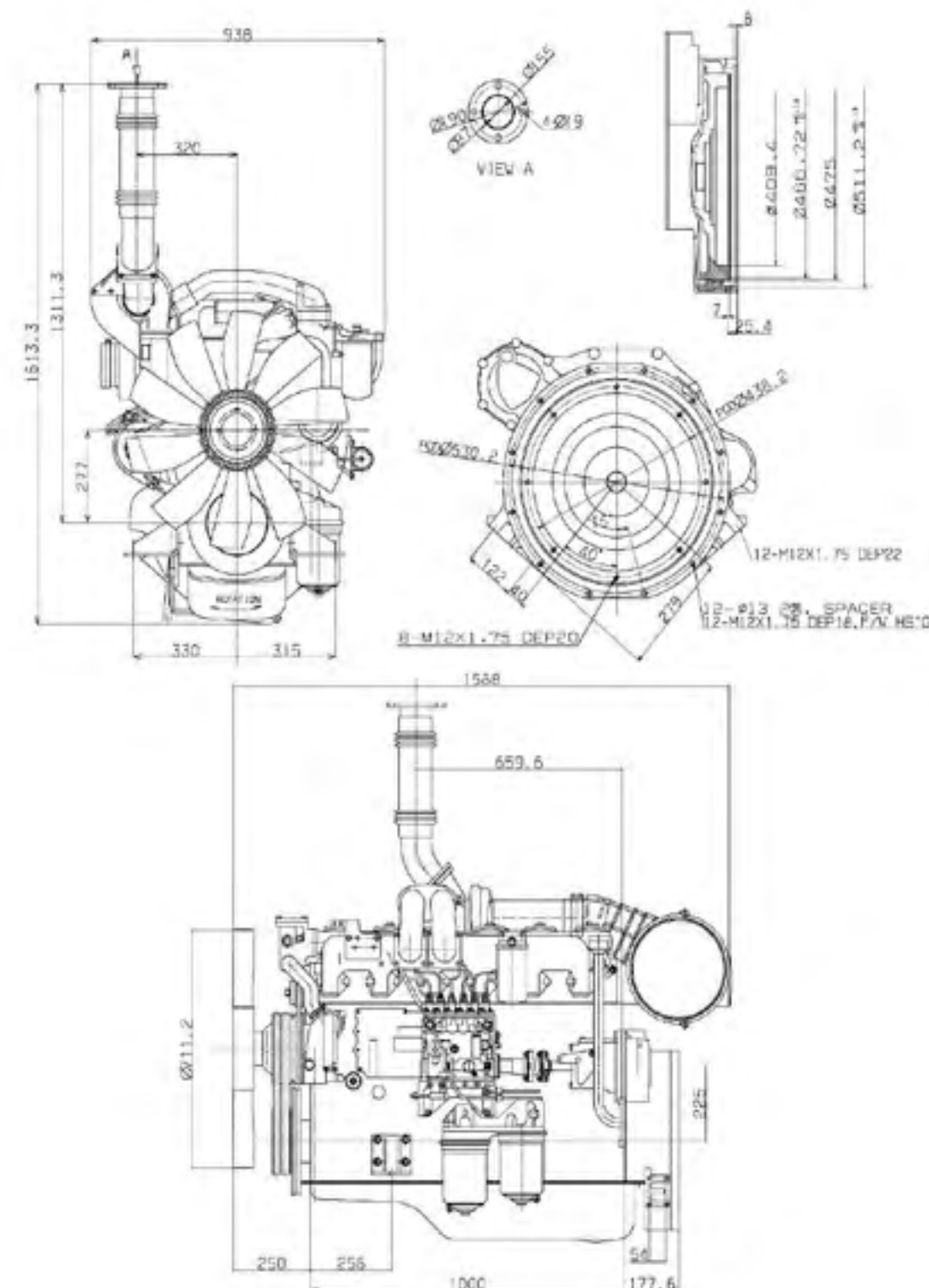
Engine model	D4DA-G(EM2D)	
Engine type	4 Cycle, water cooled	
Injection type	Direct injection	
No. of cyl. And configuration	4-in line	
Aspiration	T.C	
Displacement (cc)	3,907	
Bore X stroke (mm)	104 X 115	
Compression ratio	16.5 : 1	
Dry weight (kg)	360	
Dimension	Length (mm)	897
	Width (mm)	673
	Height (mm)	1,082
rpm	1,500	1,800
Stand-by power	PS	85
	kW	62
Prime power	PS	75
	kW	55
Governor	Electric	
Flywheel	SAE #10	
Flywheel housing	SAE #4	
Alternator	24V - 40A	
Starting motor	24V - 5.0kW	



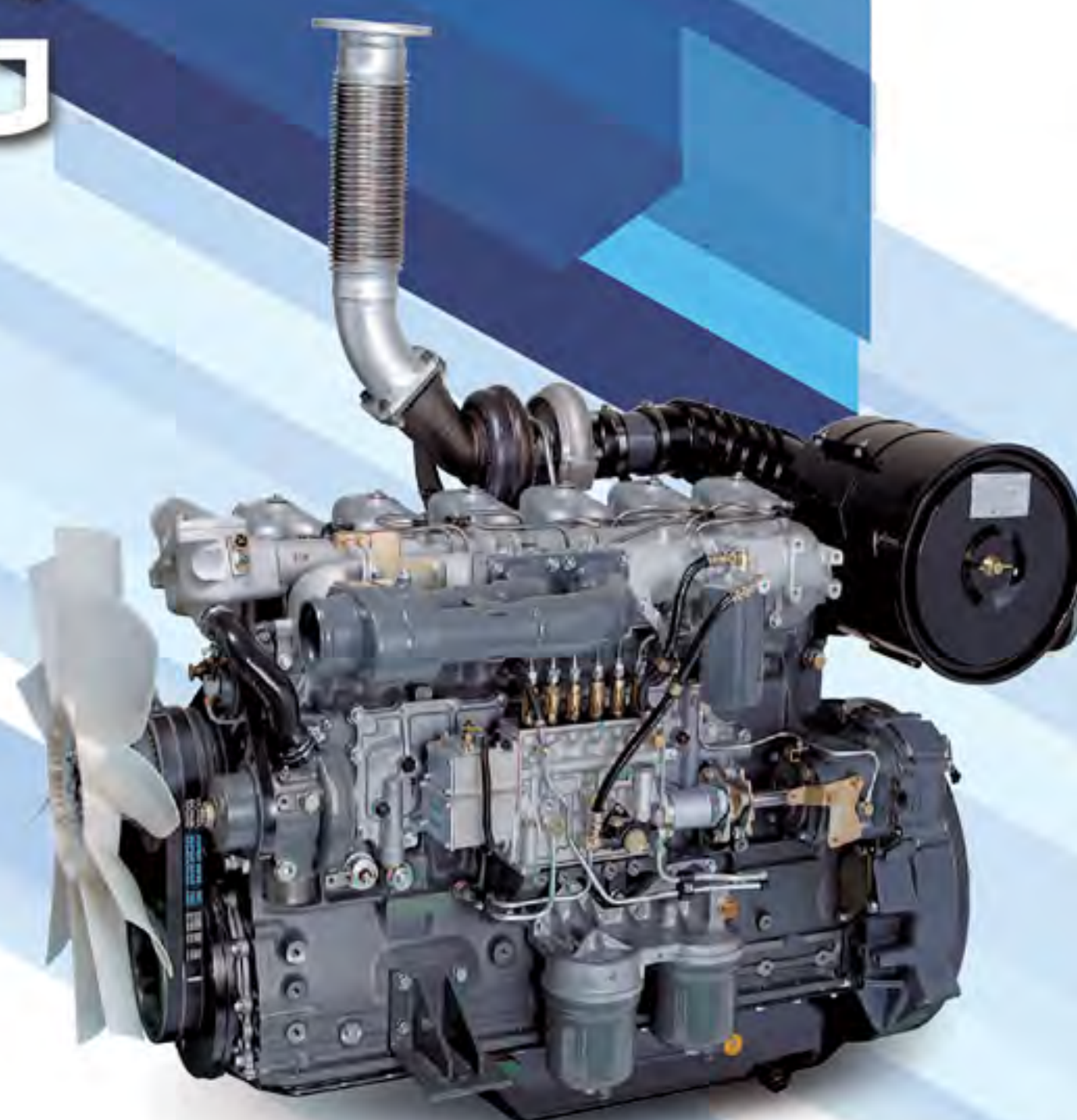
D6AZ-G1, G2



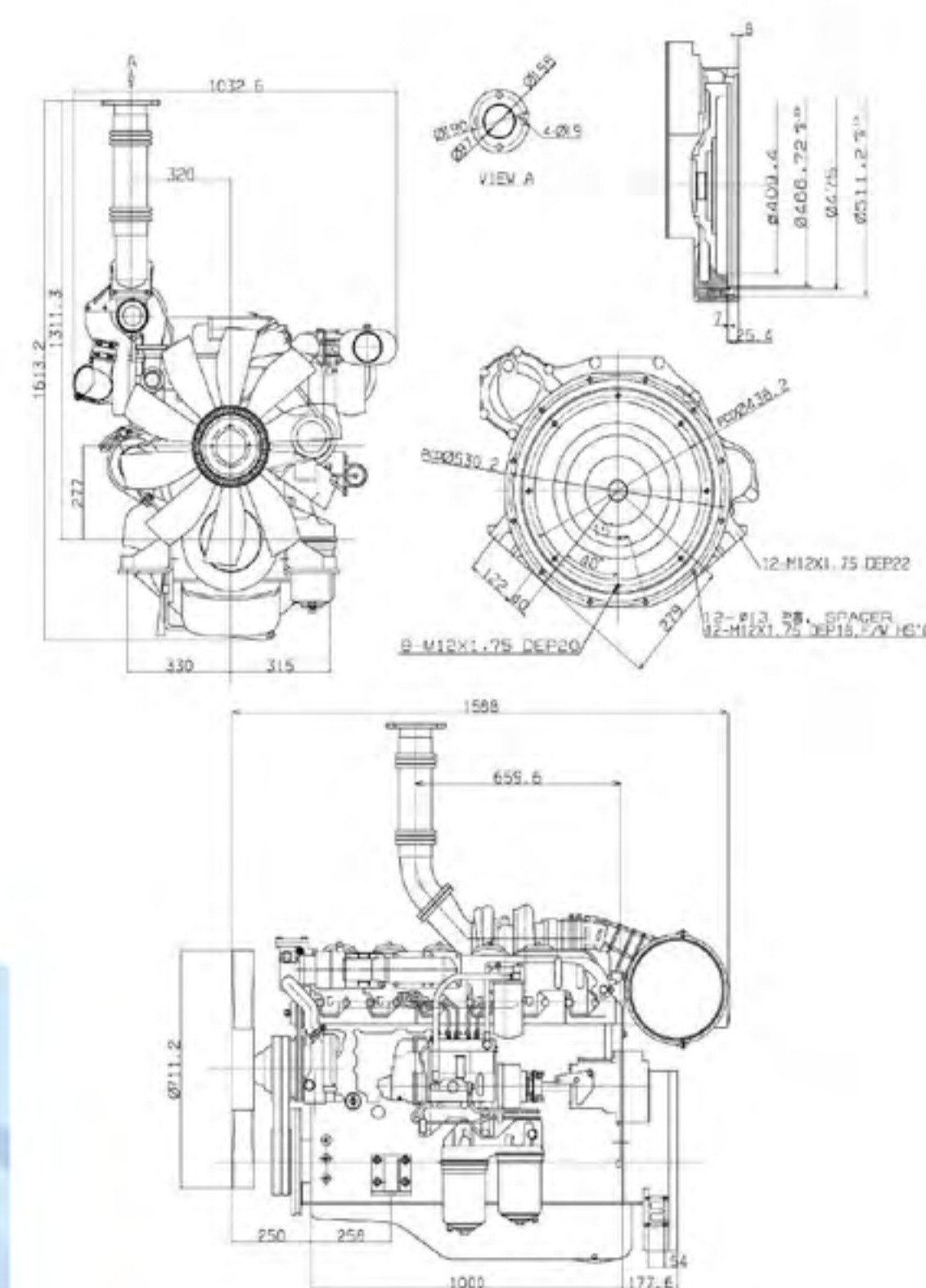
Engine model	D6AZ-G1(EH1X) D6AZ-G2(EH2X)			
Engine type	4 Cycle, water cooled			
Injection type	Direct injection			
No. of cyl. And configuration	6-in line			
Aspiration	T.C			
Displacement (cc)	11,149			
Bore X stroke (mm)	130 X 140			
Compression ratio	16.5 : 1			
Dry weight (kg)	1,010			
Dimension	Length (mm)	1,588		
	Width (mm)	938		
	Height (mm)	1,613		
rpm		1,500	1,800	1,500 1,800
Stand-by power	PS	270	309	235 260
	kW	199	227	173 191
Prime power	PS	243	278	212 234
	kW	179	204	156 172
Governor	Electric Bosch RSV type			
Flywheel	SAE #14			
Flywheel housing	SAE #1			
Alternator	24V - 70A			
Starting motor	24V - 5.5Kw			



D6AC-G



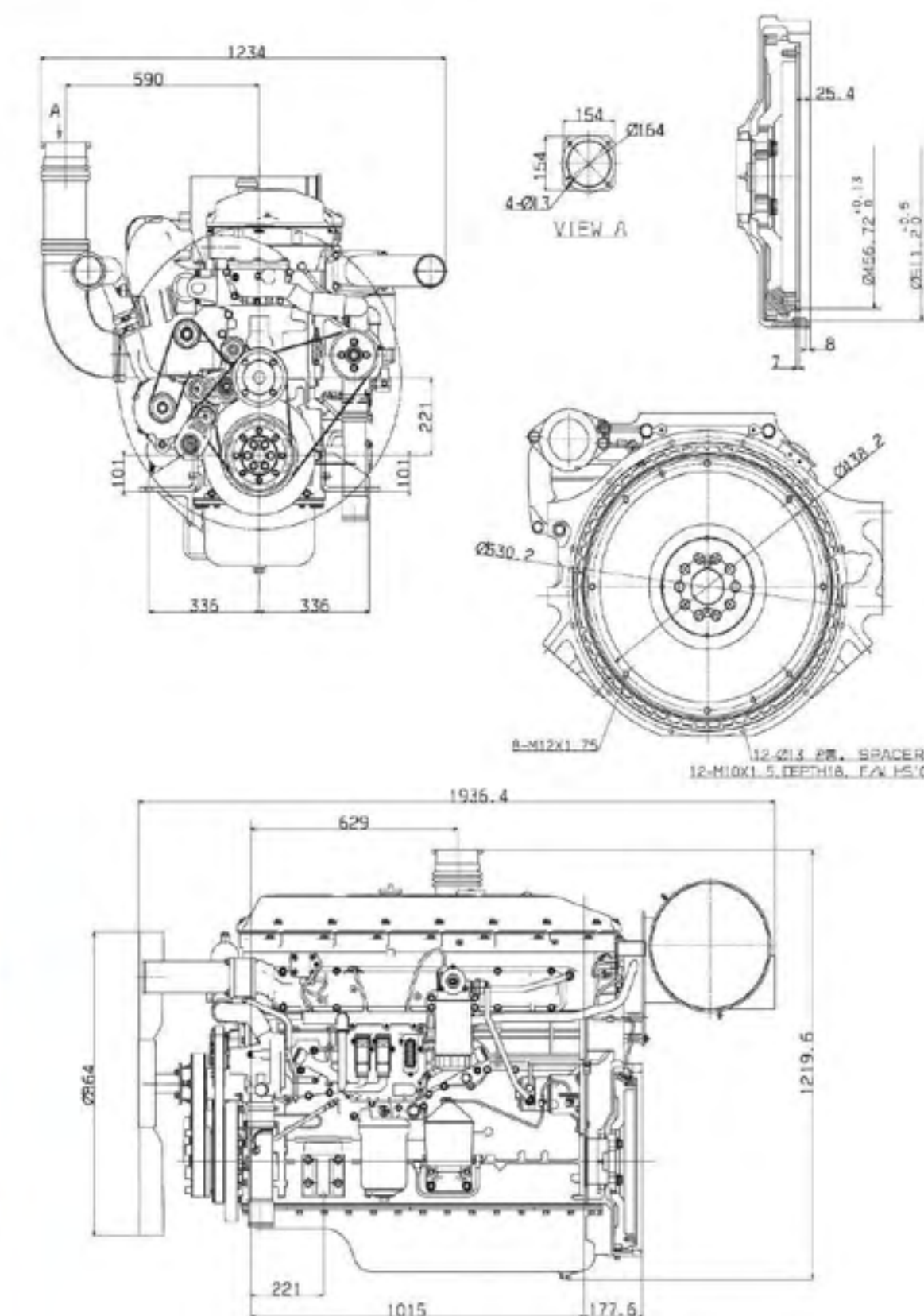
Engine model	D6AC-G(BB17)	
Engine type	4 Cycle, water cooled	
Injection type	Direct injection	
No. of cyl. And configuration	6-in line	
Aspiration	T.C.I	
Displacement (cc)	11,149	
Bore X stroke (mm)	130 X 140	
Compression ratio	16.5 : 1	
Dry weight (kg)	1,050	
Dimension	Length (mm)	1,588
	Width (mm)	1,033
	Height (mm)	1,613
rpm	1,500	1,800
Stand-by power	PS	320 350
	kW	235 257
Prime power	PS	288 315
	kW	219 232
Governor	Electric	
Flywheel	SAE #14	
Flywheel housing	SAE #1	
Alternator	24V - 70A	
Starting motor	24V - 5.5kW	



D6CC-G1,G2



Engine model		D6CC-G1(EH9G)		D6CC-G2(EH7G)	
Engine type		4 Cycle, water cooled			
Injection type		Direct injection			
No. of cyl. And configuration		6-in line			
Aspiration		T.C.I			
Displacement (cc)		12,344			
Bore × stroke (mm)		130 × 155			
Compression ratio		17,2 : 1			
Dry weight (kg)		1,210			
Dimension	Length (mm)	1,936			
	Width (mm)	1,234			
	Height (mm)	1,219			
rpm		1,500	1,800	1,500	1,800
Stand-by power	PS	450	530	400	460
	kW	331	390	294	338
Prime power	PS	405	477	360	414
	kW	298	351	265	305
Governor		ECU			
Flywheel		SAE #14			
Flywheel housing		SAE #1			
Alternator		24V – 80A			
Starting motor		24V – 6.0kW			

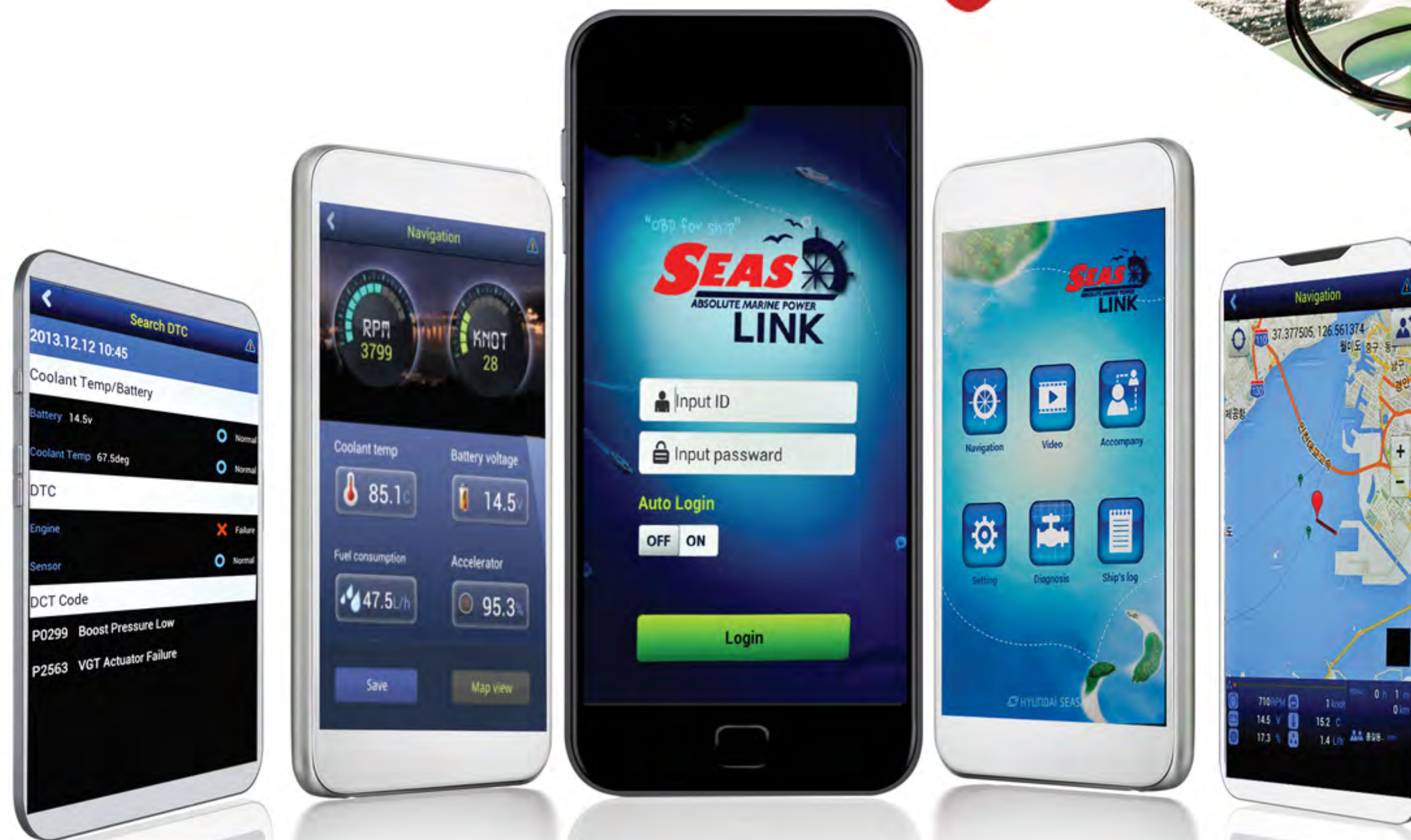




		Engine model	D4BB-G1	D4BB-G2	D4BB-G4	D4BB-G5	D4AF-G		D4AK-G		D4DA-G		D6AZ-G1		D6AZ-G2		D6AC-G		D6CC-G1		D6CC-G2	
General	Engine code		AG31	AG39	AG41	AG49	EM68		EM69		EM2D		EH1X		EH2X		BB17		EH9G		EH7G	
	No. of cyl. and configuration		4-in line	4-in line	4-in line	4-in line	4-in line		4-in line		4-in line		6-in line		6-in line		6-in line		6-in line		6-in line	
	Aspiration		N.A	N.A	N.A	T.C	N.A		T.C		T.C		T.C		T.C		T.C.I		T.C.I		T.C.I	
	Displacement (cc)		2,607	2,607	2,607	2,607	3,568		3,298		3,907		11,149		11,149		11,149		12,344		12,344	
	Dry weight (kg)		210	210	210	215	324		334		360		1,010		1,010		1,050		1,210		1,210	
	Dimensions (mm)	Length	883	883	883	800	901		901		897		1,588		1,588		1,588		1,936		1,936	
		Width	631	631	631	604	678		656		673		938		938		1,033		1,234		1,234	
Height		806	806	806	844	1,021		1,071		1,082		1,613		1,613		1,613		1,219		1,219		
Performance	rpm		1,800	1,800	1,500	1,800	1,500 1,800		1,500 1,800		1,500 1,800		1,500 1,800		1,500 1,800		1,500 1,800		1,500 1,800		1,500 1,800	
	Stand-by power	PS	28	45	26	53	50	60	60	82	85	107	270	309	235	260	320	350	450	530	400	460
		kW	21	33	19	39	37	44	44	60	62	79	199	227	173	191	235	257	331	390	294	338
	Prime power	PS	26	41	23	48	45	54	54	74	75	95	243	278	212	234	288	315	405	477	360	414
		kW	19	30	17	35	33	40	40	54	55	70	179	204	156	172	219	232	298	351	265	305
Standard equipment	Flywheel		SAE #10	SAE #10	SAE #10	SAE #10	SAE #10		SAE #10		SAE #10		SAE #14		SAE #14		SAE #14		SAE #14		SAE #14	
	Flywheel housing		SAE #4	SAE #4	SAE #4	SAE #4	SAE #4		SAE #4		SAE #4		SAE #1		SAE #1		SAE #1		SAE #1		SAE #1	
Technical data	Heat rejection (kcal/h)		13,598	22,450	11,903	24,012	23,700		30,400		49,700		99,000		90,000		120,000		240,000		210,000	
	Intake air flow rate (m³/min)		1.9	1.9	1.6	3.5	2.9		3.6		5.0		14.0		14.0		17.2		29.5		24.2	
	Exhaust gas flow rate (m³/min)		5.4	5.4	4.5	5.4	8.5		10.5		16.0		41.5		38.4		50.4		62.5		52.1	
	Cooling water capacity (ℓ)		3.9	3.9	3.9	3.9	8.3		8.3		8.3		24.0		24.0		24.0		42.0		42.0	

SEASLINK

Diagnose and manage marine engine anytime and anywhere with your smartphone.
Easier and safer driving through the SeasLink application



Engine and Sailing Conditions

Transfer of information about engine and sailing conditions to Hyundai-Seasall and to the distributor.



Engine Information

RPM, coolant temperature, battery voltage, throttle percentage.



Diagnosis

Checks for fault code alarms in real time from engine sensor data. Provides appropriate maintenance guide.



Sharing Information

Shares fault code information with Hyundai-Seasall in real time.



Sailing History

Fuel consumption, boat track, speed, position and engine condition.



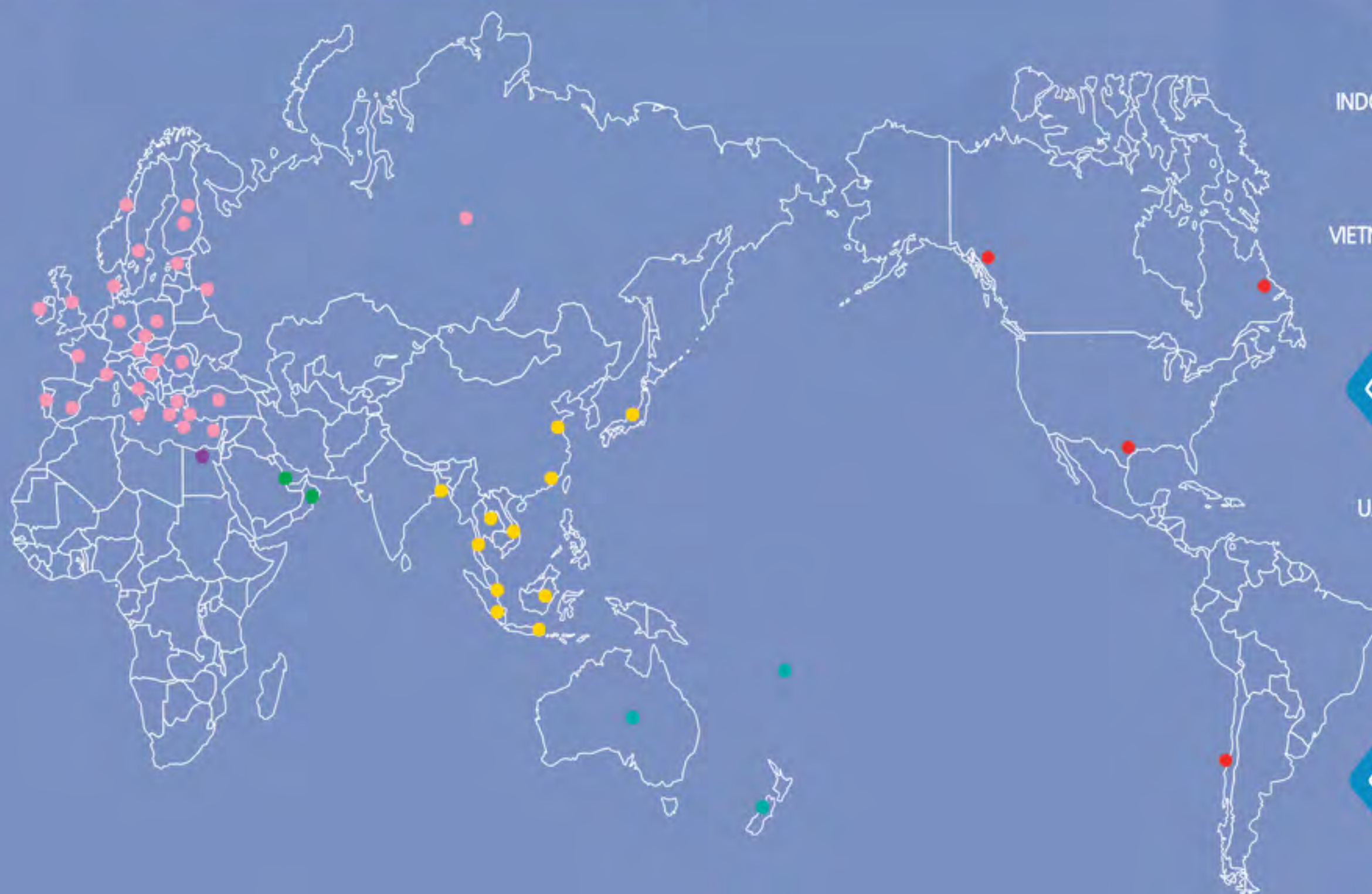
Location Information

Displays boat track on Google map with the GPS function. Shares location with friends for group boating.



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TRADING CO.,LTD

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