MITSUBISHI HEAVY INDUSTRIES

HVO

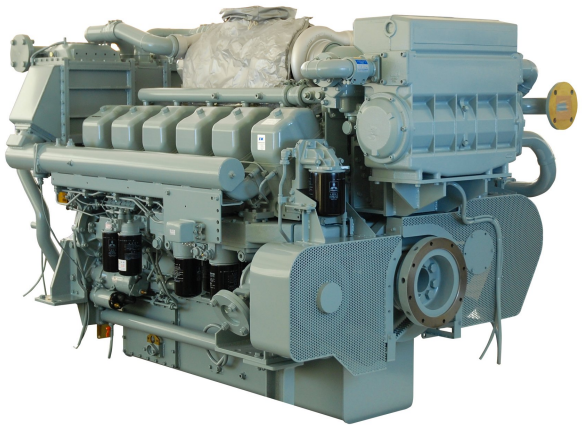
MITSUBISHI MARINE ENGINE

# S12A2-T2MPTK (Package)

701–858 kW | Marine Propulsion

IMO-T2

**Reliable mechanical engine**



| ENGINE DATA | | | |
|---|---|---|---|
| **Engine model** | S12A2-T2MPTK (Package) | **Method of operation** | 12-cylinder, 4-stroke, water-cooled diesel engine, with direct-injection, turbocharger, air-cooler, built-up heat exchanger and sea water pump |
| **Cylinder configuration** | 12/60°V | | |
| **Bore × stroke (mm)** | 150 x 160 | | |
| **Total displacement (l)** | 33.9 | | |
| **Compression ratio** | 14.5:1 | **Cooling method** | separate high and low temperature cooling circuit; charge air cooler directly cooled by sea water (intercooler) |
| **Flywheel and housing** | SAE 18 / SAE 00 | | |
| **Dry weight (kg)** | 3820 | | |
| **Aspiration** | Turbocharged and after-cooled | | |

| RATING [1,2] | | | |
|---|---|---|---|
| **Duty Class** | UCD | HD | MD |
| **Output (kW)** | 701 | 776 | 858 |
| **Output (bhp)** | 940 | 1040 | 1150 |
| **Engine speed (rpm)** | 1800 | 1860 | 1920 |
| **Average fuel consumption (l/h)[3]** | 121.9 | 134.4 | — |
| **Running Hours** | 7000 - unlimited | 5000-7000 | 3000 - 5000 |
| **Propulsion System** | FPP | FPP | FPP |
| **Emissions** | IMO-T2 | | |

1 For rating definitions, please see our website.

2 Atmospheric condition: barometric pressure: 100 kPa, ambient temperature: 298 K, relative humidity: 30%.

3 Fuel consumption is based on ISO3046/1 with +5% tolerance at rated power, weighing 836 g/liter and a LHV of 42,780 kJ/kg, excluding pump. Average fuel consumption recommended by ISO8178 (E3 standard test cycle for propulsion application FPP).

© Mitsubishi Turbocharger and Engine Europe B.V.
This specification may be revised without prior notice.
All pictures shown are for illustration purpose only.
Version: 04-11-2026

## STANDARD EQUIPMENT

**GOVERNOR**
- Hydraulic governor, woodward type PSG

**FUEL SYSTEM**
- Flexible fuel supply - and return hoses
- Fuel feed pump
- Fuel fine filters, change-over type
- Fuel injection pump
- Dual walled high-pressure fuel lines
- Fuel injectors
- Fuel oil / water separator (filter)

**LUBRICATING OIL SYSTEM**
- Wet type oil pan with inspection covers
- Oil pressure pump, gear driven
- Lubricating oil filters, change-over type
- By-pass filter
- Oil cooler with thermostat
- Lubricating oil drain pump (wing pump)
- Piston cooling through oil injectors
- Oil drain connection

**STARTING AND ELECTRICAL SYSTEM**
- Electric starter (Earth floated 24V)
- Alternator, 30 Amps.
- Stop solenoid (ETS)
- Battery switch

**COOLING SYSTEM**
- Sea water filter
- Flexible pipe sets for seawater
- Heat exchanger / header tank, mounted on engine, including piping and level switch and seawater pump (TK)

**AIR INLET SYSTEM**
- Mitsubishi turbocharger
- Air inlet silencer with pre-cleaner
- Inlet air aftercooler or intercooler
- Inlet manifolds or ducts

**EXHAUST SYSTEM**
- Flexible expansion joint

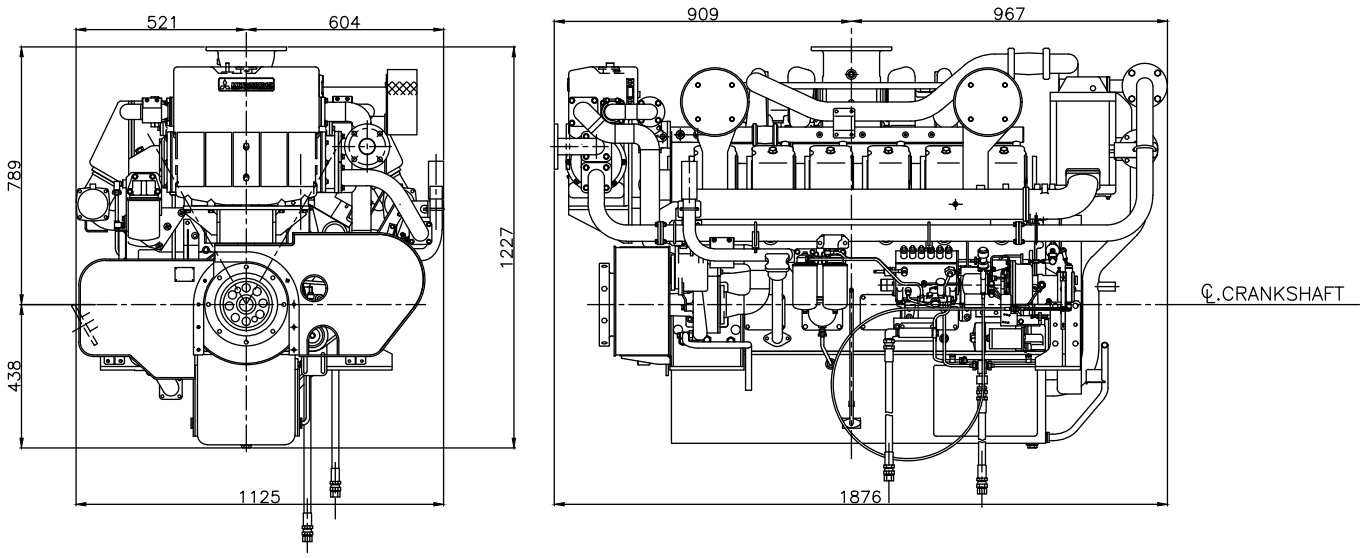
**OTHER**
- Mounting brackets for rigid mounting
- Flywheel and housing, SAE standard
- Torsional vibration damper

## OPTIONAL EQUIPMENT

**CERTIFICATION / CLASSIFICATION**
- Available in cooperation with major classification societies.

**MONITORING SYSTEM**
- Monitoring system (incl. sensors on engine, wiring to junction box, 1 x engine room panel, 1 wheel house panel)

## DIMENSIONS




### More information

Contact your local dealer for more information regarding Mitsubishi Marine Engines and optional equipment or, visit **engine-genset.mhi.com**

© Mitsubishi Turbocharger and Engine Europe B.V.
This specification may be revised without prior notice.
All pictures shown are for illustration purpose only.
Version: 04-11-2026

MOVE THE WORLD FORWARD