MITSUBISHI HEAVY INDUSTRIES

HVO

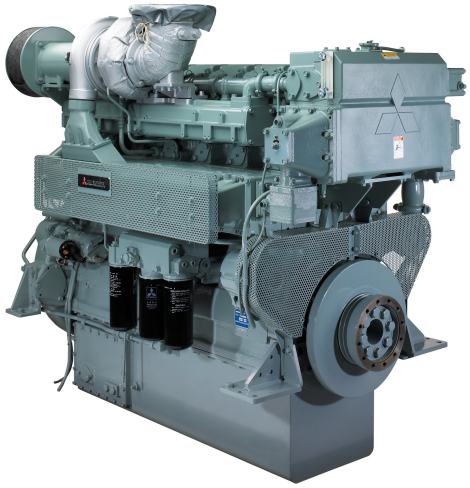
MITSUBISHI MARINE ENGINE

S6R2-T2MPTK (Package)

480–610 kW | Marine Propulsion

IMO-T2

Reliable mechanical engine



ENGINE DATA			
Engine model	S6R2-T2MPTK (Package)	**Method of operation**	6-cylinder, 4-stroke, water-cooled diesel engine, with direct-injection, turbocharger, air-cooler, built-up heat exchanger and sea water pump
Cylinder configuration	6 in-line		
Bore × stroke (mm)	170 x 220		
Total displacement (l)	29.96		
Compression ratio	14.0:1	**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)	3000		
Aspiration	Turbocharged and after-cooled		

RATING [1,2]			
Duty Class	UCD	HD	MD
Output (kW)	480	530	610
Output (bhp)	643	710	818
Engine speed (rpm)	1350	1400	1500
Average fuel consumption (l/h)[3]	79.9	88.7	101.5
Running Hours	7000 - unlimited	5000-7000	3000 - 5000
Propulsion System	CPP/FPP	CPP/FPP	CPP/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

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

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

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

COOLING SYSTEM
- Fresh water pump including piping and thermostat (HT)
- Front pulley PTO standard
- 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
- Stainless steel insulation (SOLAS)
- 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.

GOVERNOR (MANDATORY)
- Hydraulic governor
- Electronic governor (not available for single engine propulsion)

FUEL SYSTEM
- Drip tray fuel filters

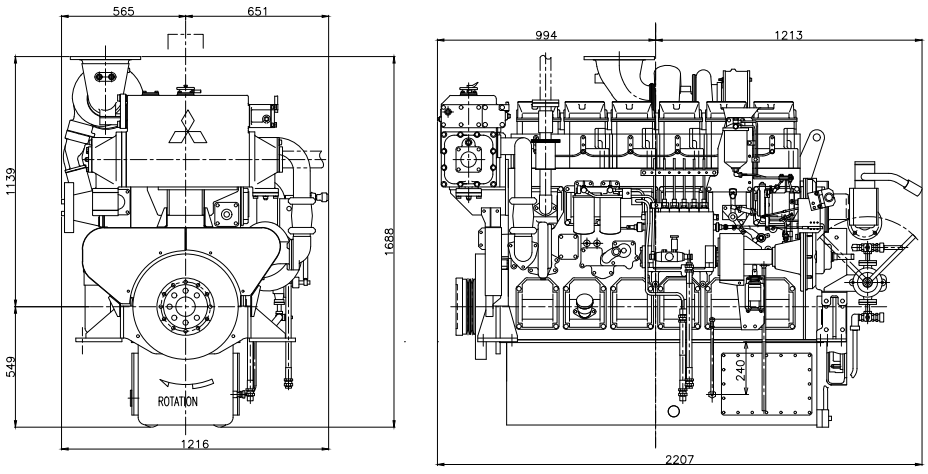
LUBRICATING OIL SYSTEM
- Drip tray oil filters
- Lubricating oil drain pump
- Pre-lubrication oil system

MONITORING SYSTEM
- Complete digital monitoring system
- Sensor package; sensors mounted on engine with terminal box
- Monitoring system (incl. sensors on engine, wiring to junction box, 1 x engine room panel, 1 wheel house panel)

COOLING SYSTEM
- Cooling system with fresh water pump, V-belt including piping and thermostat (LT)
- Cooling water heater with circulation pump
- Heat exchanger and seawater pump

EXHAUST SYSTEM
- Flexible expansion joint

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 MITSUBISHI HEAVY INDUSTRIES GROUP