MITSUBISHI HEAVY INDUSTRIES

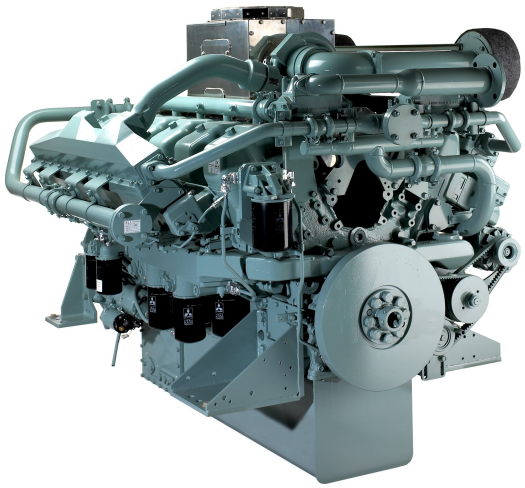
MITSUBISHI MARINE ENGINE

S12A2-MPTAW

Propulsion engine · 701–776 kW

IMO-T2, IMO-T3 (SCR option)* and EU-5

Reliable mechanical engine



ENGINE DATA

Engine model	S12A2-MPTAW
Cylinder configuration	12/60°V
Bore × stroke (mm)	150 x 160
Flywheel and housing	SAE 18 / SAE 00
Compression ratio	15.3:1
Total displacement (l)	33.93
Dry weight (kg)	3,380
Aspiration	Turbocharged and after-cooled

Method of operation	12-cylinder, 4-stroke, water-cooled diesel engine, with direct-injection, turbocharger and air-cooler
Cooling method	separate high and low temperature cooling circuit; charge air cooler by closed freshwater system controlled by thermostat (intercooler)

RATING[1,2]

Rating	UCD	HD
Output (kW)	701	776
Output (bhp)	939.55	1,040.07
Engine speed (rpm)	1,940	2,000
Gross torque (Nm)	3451	3705
Fuel cons. 100% load (g/kWh)	217	222
Fuel cons. 75% load (g/kWh)	208	212
Fuel cons. 50% load (g/kWh)	206	207
Running Hours	7000 - unlimited	5000-7000
Propulsion System	CPP/FPP	CPP/FPP
Emissions	IMO-T2, IMO-T3 (SCR option)* and EU-5	

* SCR after-treatment option, see page 3.

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 based on ISO3046-1.

Version: 27-07-2026

STANDARD AND OPTIONAL EQUIPMENT

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

LUBRICATING OIL SYSTEM
- (Optional) Drip tray oil filters
- (Optional) Pre-lubrication oil system
- By-pass filter
- Lubricating oil filters, change-over type
- Oil cooler with thermostat
- Oil pressure pump, gear driven
- Wet type oil pan with inspection covers

CLASSIFICATION
- (Optional) We are cooperating with many of the major classification societies.

FUEL SYSTEM
- (Optional) Drip tray fuel filters
- Dual walled high-pressure fuel lines
- Flexible fuel supply - and return hoses
- Fuel feed pump
- Fuel fine filters, change-over type
- Fuel injection pump
- Fuel injectors

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

MONITORING SYSTEM
- (Optional) Complete digital monitoring system
- (Optional) Sensor package; sensors mounted on engine with terminal box

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

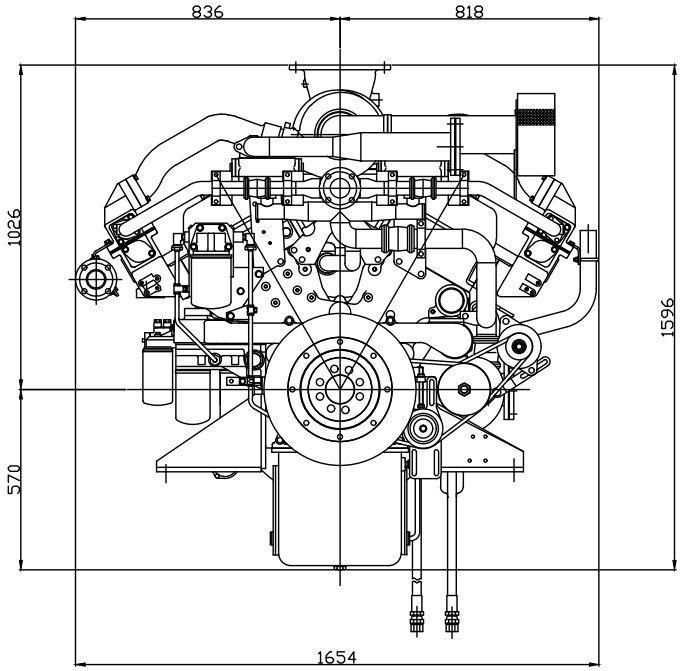
COOLING SYSTEM
- (Optional) Cooling system with fresh water pump, V-belt including piping and thermostat (LT)
- (Optional) Cooling water heater with circulation pump
- Cooling water pipe on thermostat housing (HT)
- Fresh water pump including piping and thermostat (HT)
- Front pulley PTO standard

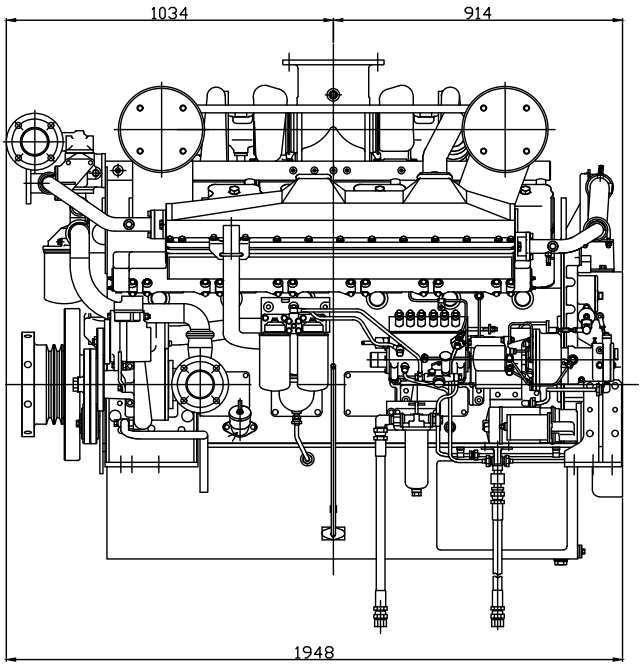
EXHAUST SYSTEM
- (Optional) Flexible expansion joint
- Stainless steel insulation (SOLAS)

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

OPTIONAL EQUIPMENT
IMO Tier III compliance — SCR after-treatment system available, see page 3.

DIMENSIONS





More information
Contact your local dealer for more information regarding Mitsubishi Marine Engines and optional equipment or, visit **www.mtee.eu**

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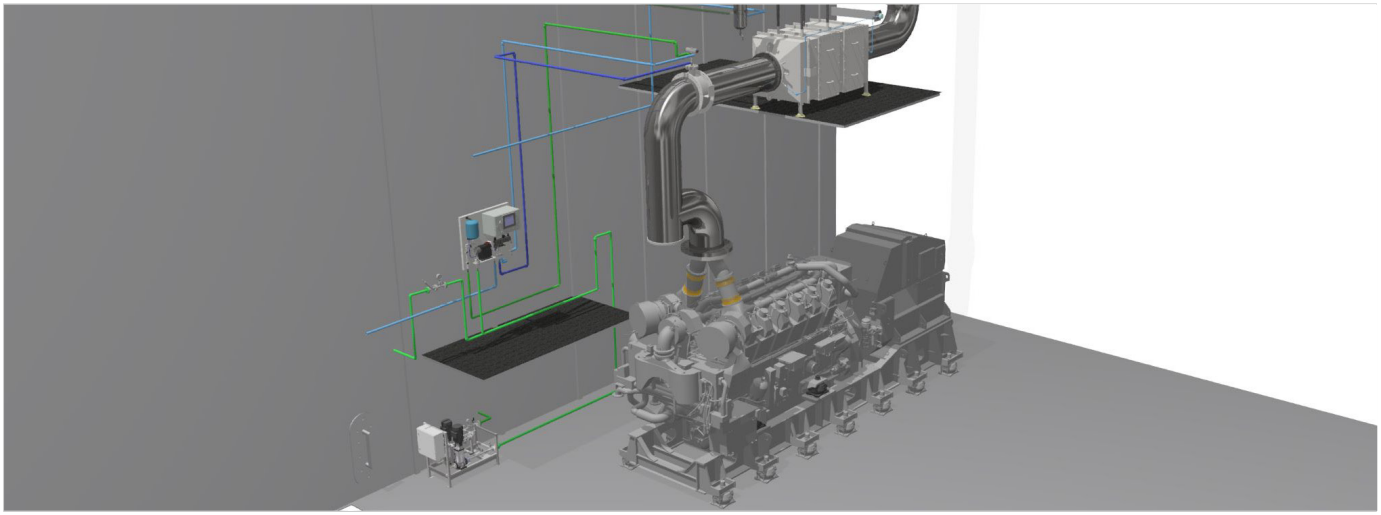
OPTIONAL EQUIPMENT

Optional: IMO TIII equipment

SCR AFTER-TREATMENT SYSTEM
- Control system
- Dosing unit
- Injection unit
- SCR reactor
- Shoot blower system

SCR AFTER-TREATMENT SYSTEM
- Urea pump unit

DIMENSIONS



Dimensions

Engine L x W x H (mm)	1948 x 1654 x 1596
SCR unit (SCR25) size (excl. insulation) L x W x H (mm)	893 x 882 x 2349
Mixing pipe requirements diameter (DN)*	400
Mixing pipe length (mm)*	2500

* Insulation of the SCR system is not included in the scope of supply, to be supplied and installed by the shipyard.

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Version: 27-07-2026