



POWERED BY  
**HYUNDAI SEASALL**



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

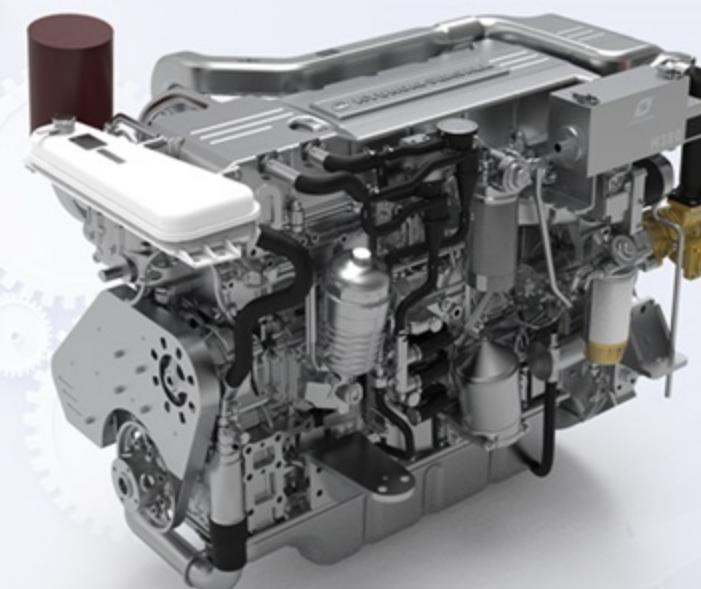
More Affordable

03  
Reasons

Power and Acceleration  
Second to None

04  
Reasons

More Economical



10  
Reasons

Better Resale Value

09  
Reasons

Easy to Maintain

08  
Reasons

Superb Power-to-  
Weight Ratio

07  
Reasons

Information at a glance

06  
Reasons

Environmentally Responsible

05  
Reasons

Cutting Edge Technology

※major part only

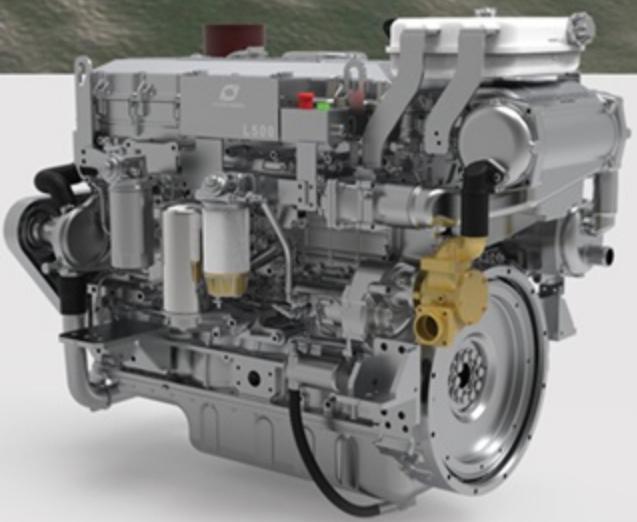
COMMERCIAL USE  
EXTENDED  
WARRANTY  
YEARS  
**4**

※major part only

RECREATIONAL USE  
**5YEAR**  
EXTENDED WARRANTY



# MARINE ENGINES



**NEW**

# S30-OB

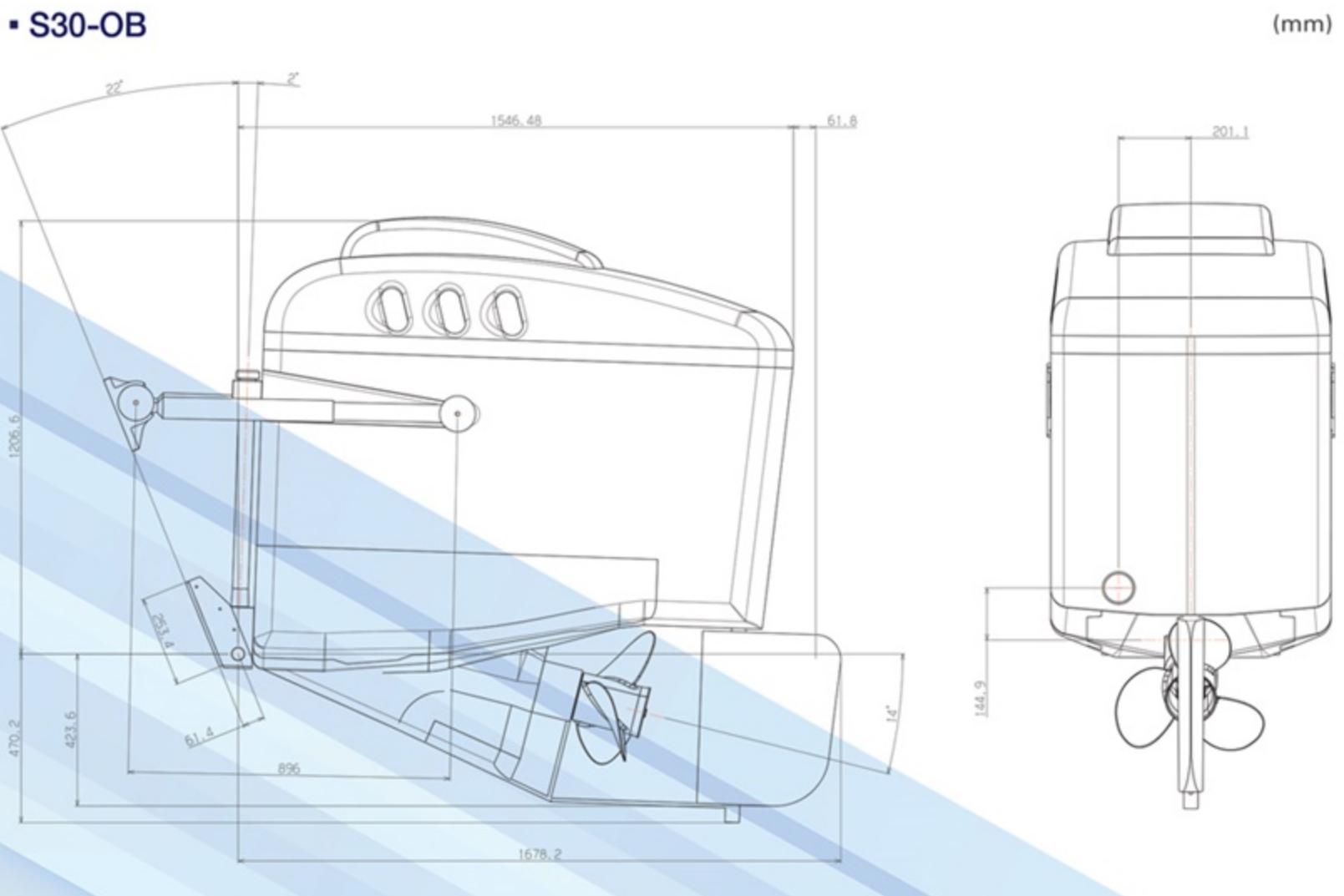
## 270PS (199 kW)

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.



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

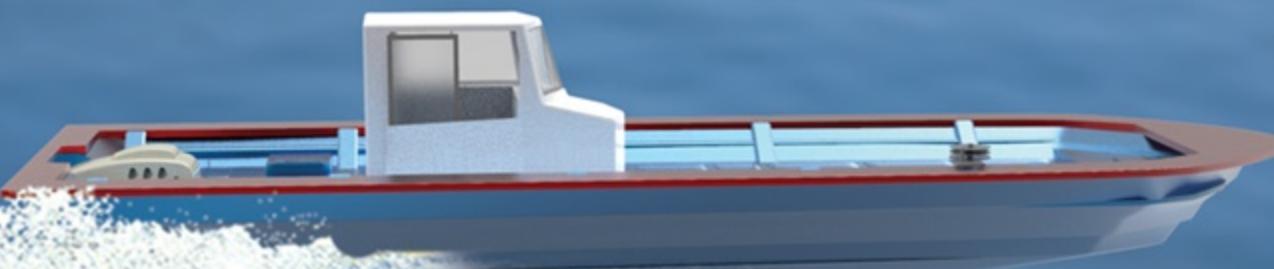
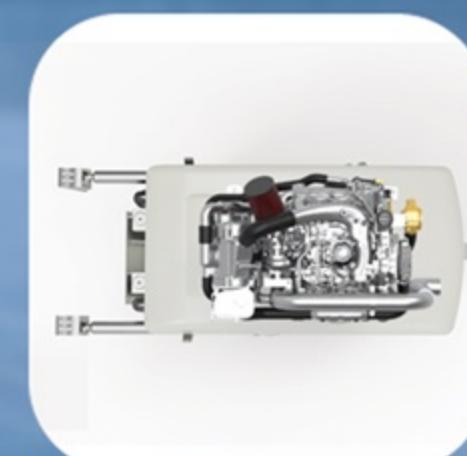
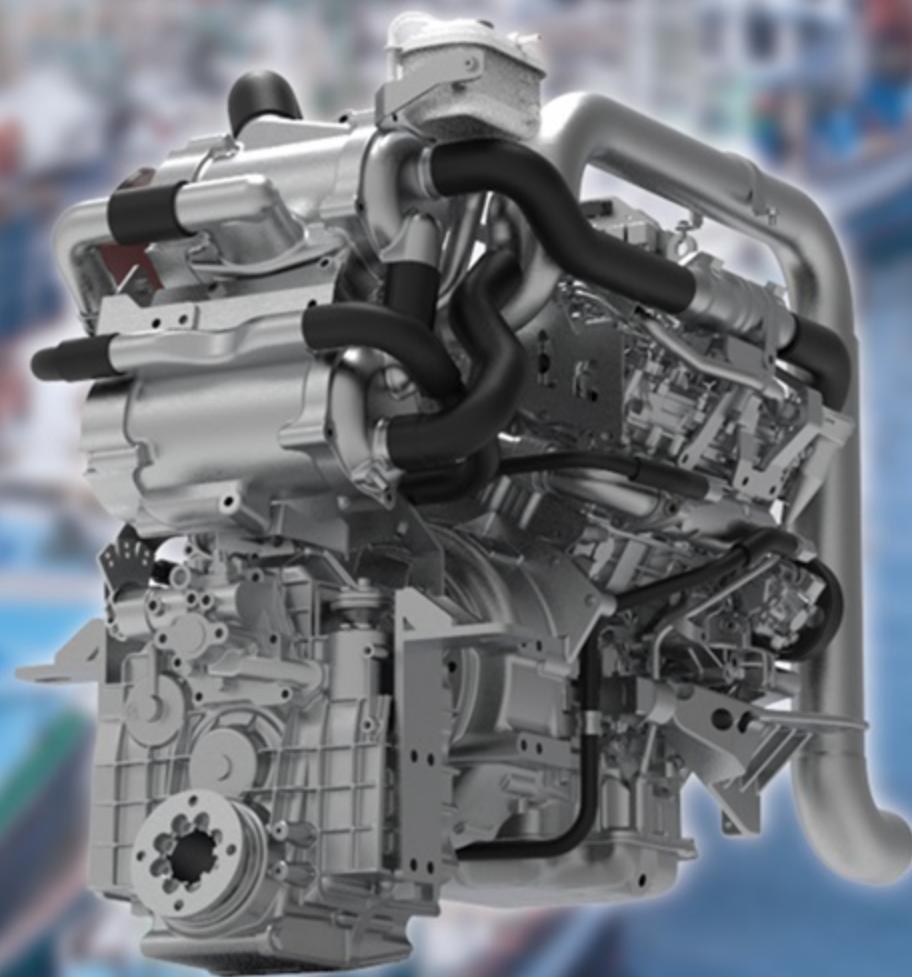


Side view

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	✓		✓		✓			✓
Maintainability	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**

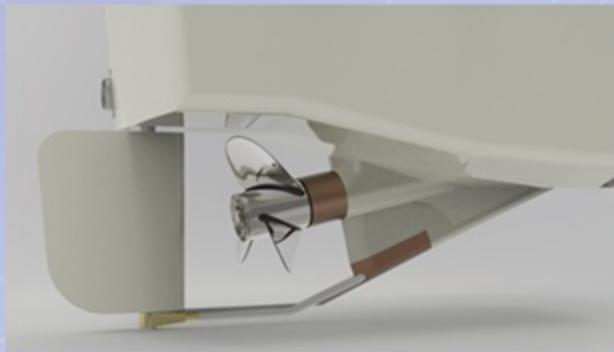
### Electronic control system

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

**02**

### Rope prevention function

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

**03**

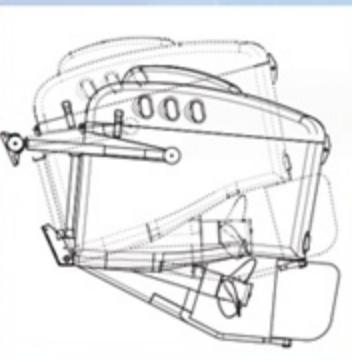
### Built-in Hydraulic Pump - Optional

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**

### Trim speed adjustment function

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

**05**

### 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**

### Side Thruster - Optional

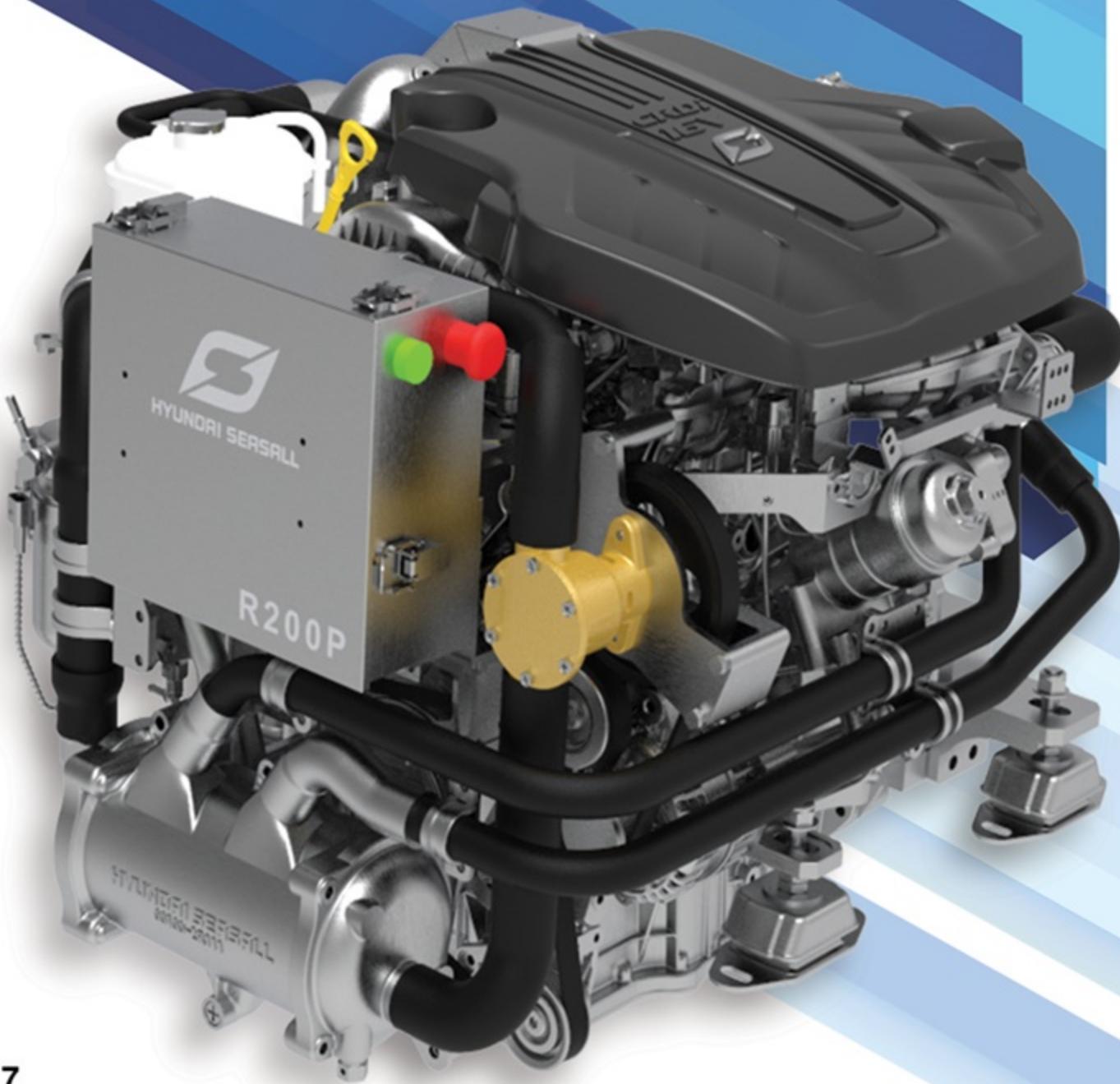
A 5-horsepower side thruster with standard wireless remote control is available for increased maneuverability and user convenience.



# R series

## 200PS (147 kW)

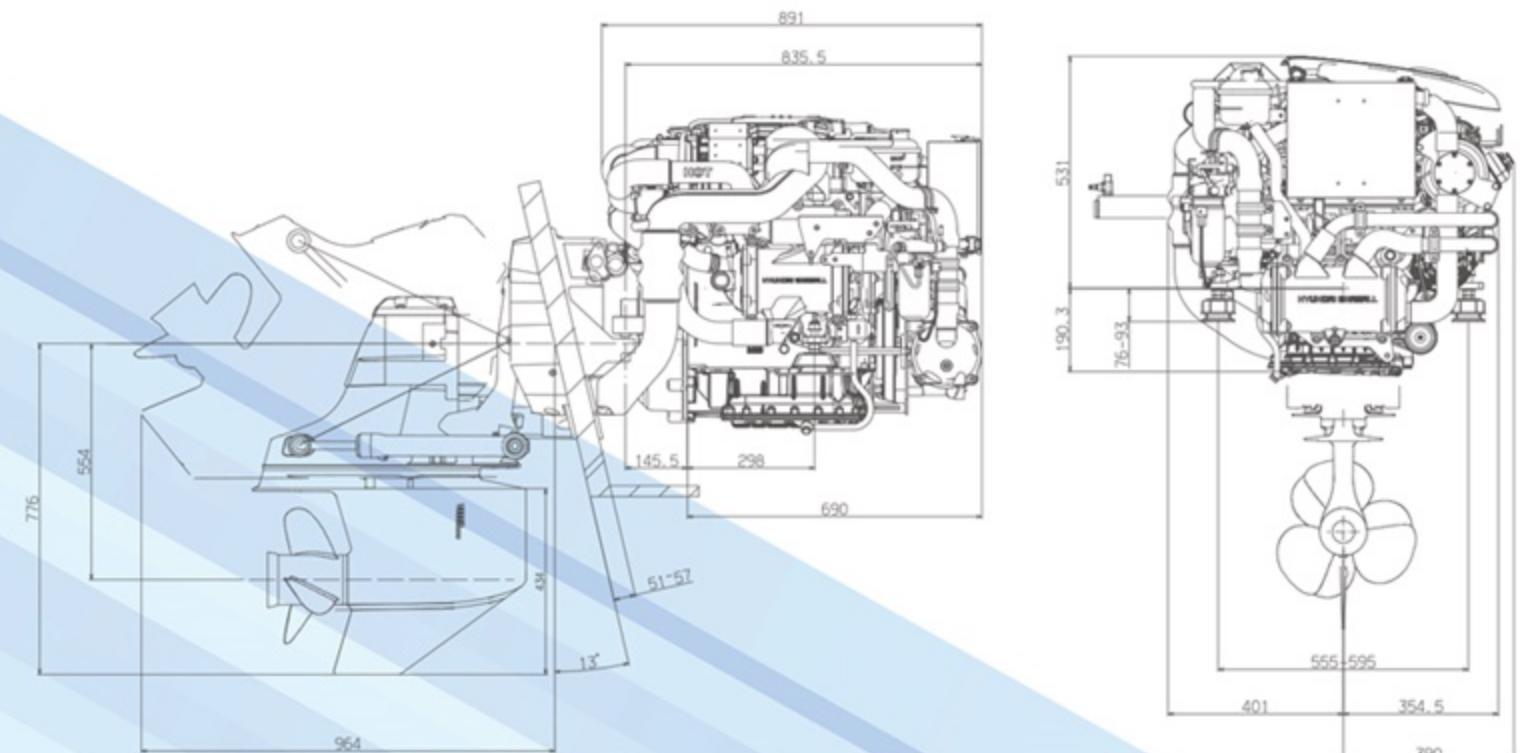
Solenoid controlled common rail injection system delivers 200PS and 44kg · m torque from the 2.2 liter In-line 4 CRDI engine. The common rail multiple injection features make the In-line 4 A-series more environmentally friendly by minimizing the emissions of particulates and NOx. The designs optimize 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.



\*Tolerance: ±5%

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



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

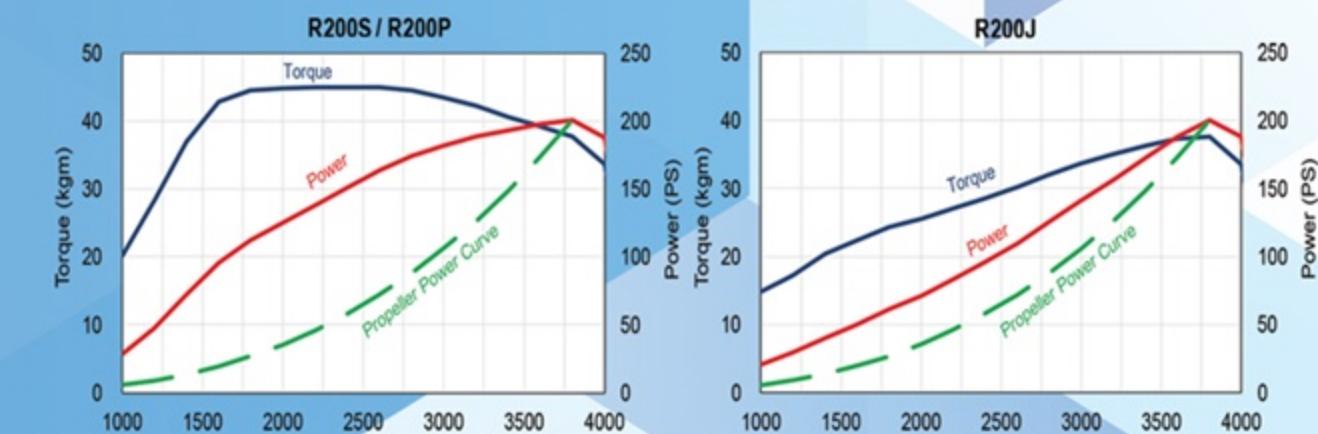
- Oil wetted and reusable air filter
- Crankcase gas vented into the air inlet

## Exhaust System

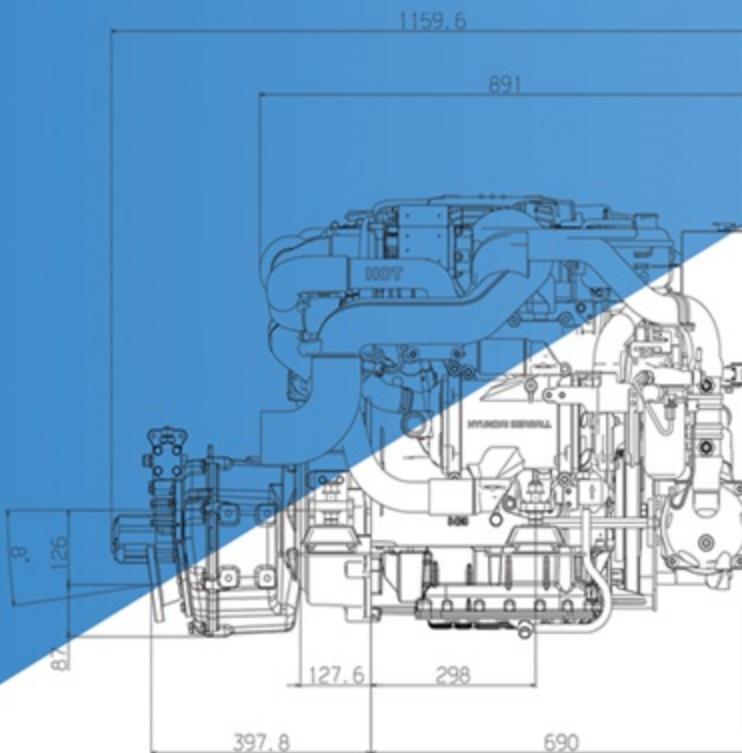
- Engine coolant cooled exhaust manifold
- Seawater cooled exhaust elbow

## Turbocharger

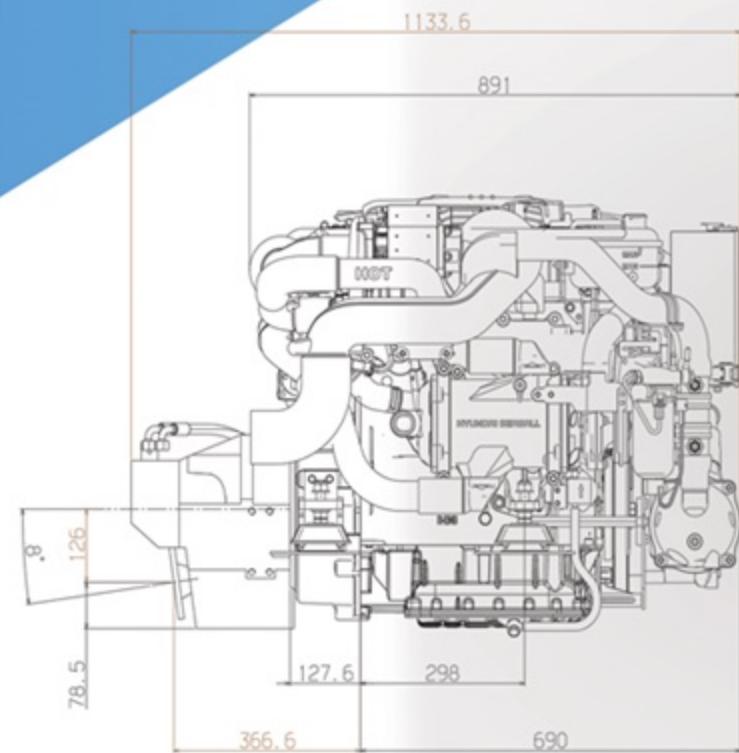
- E-VGT, Electronic Variable Geometry Turbo



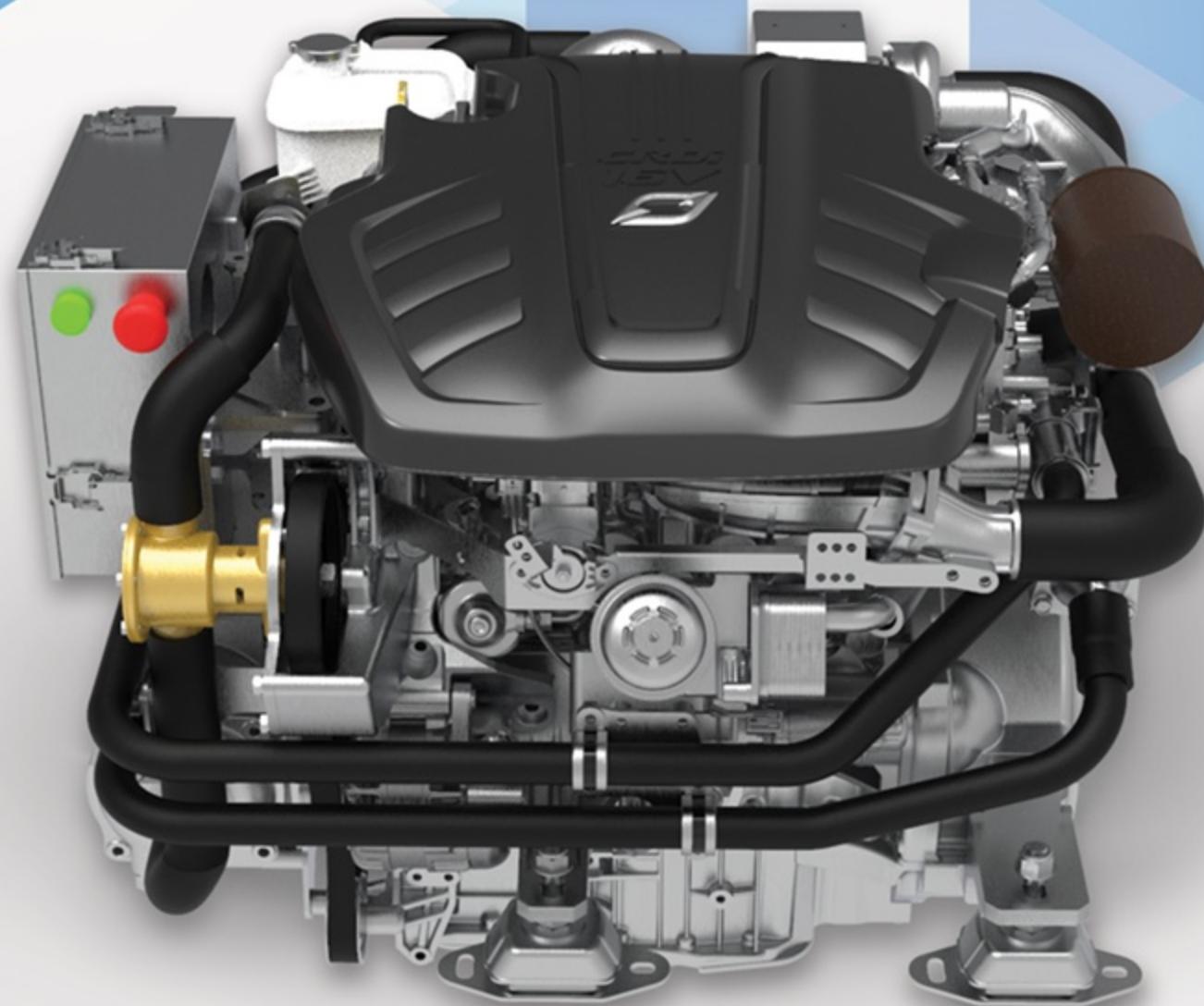
▪ R200P TM485A(=MG5025A)



▪ R200P ZF 45A



Side view



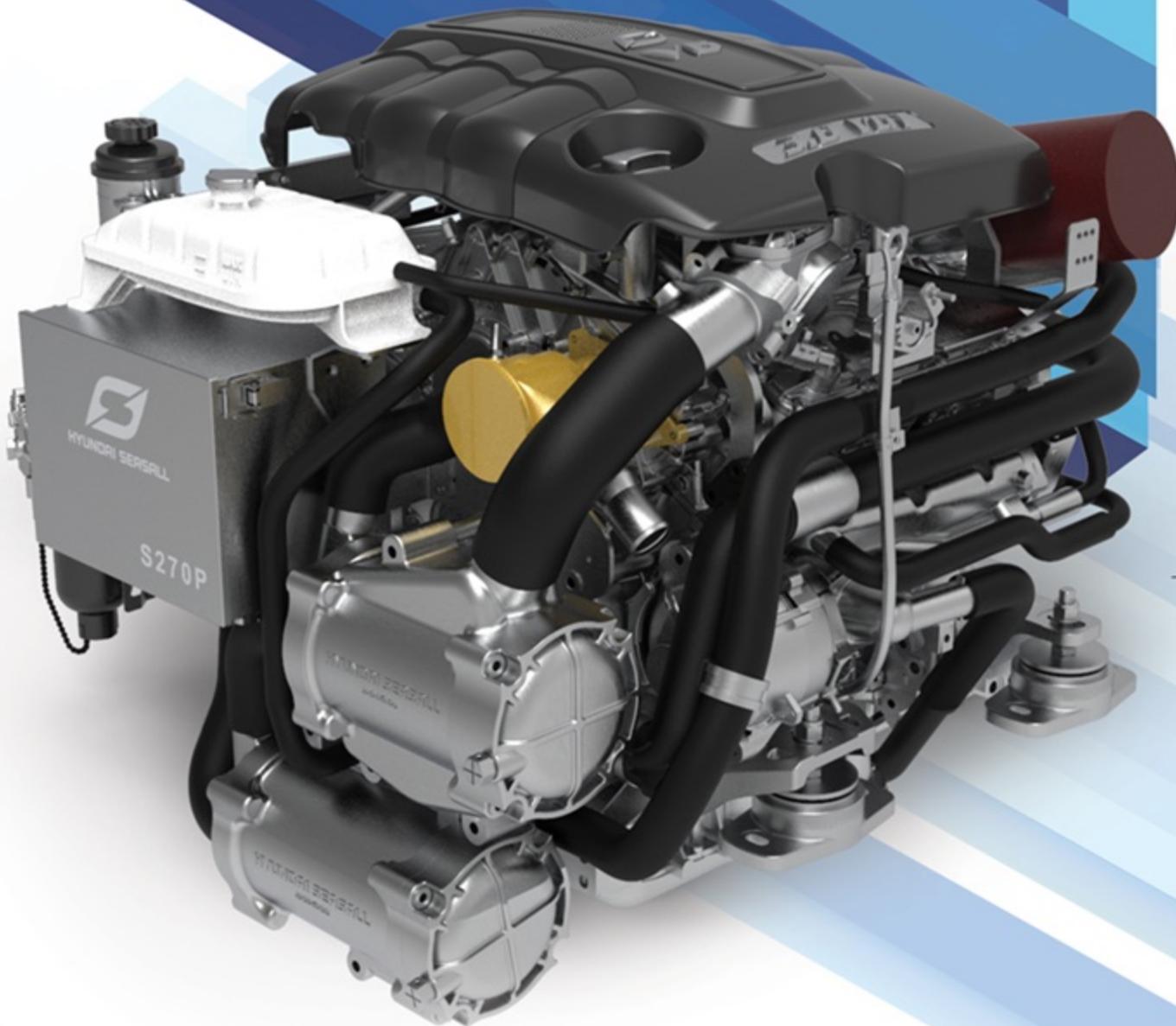
\*Tolerance: ±5%

# 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.

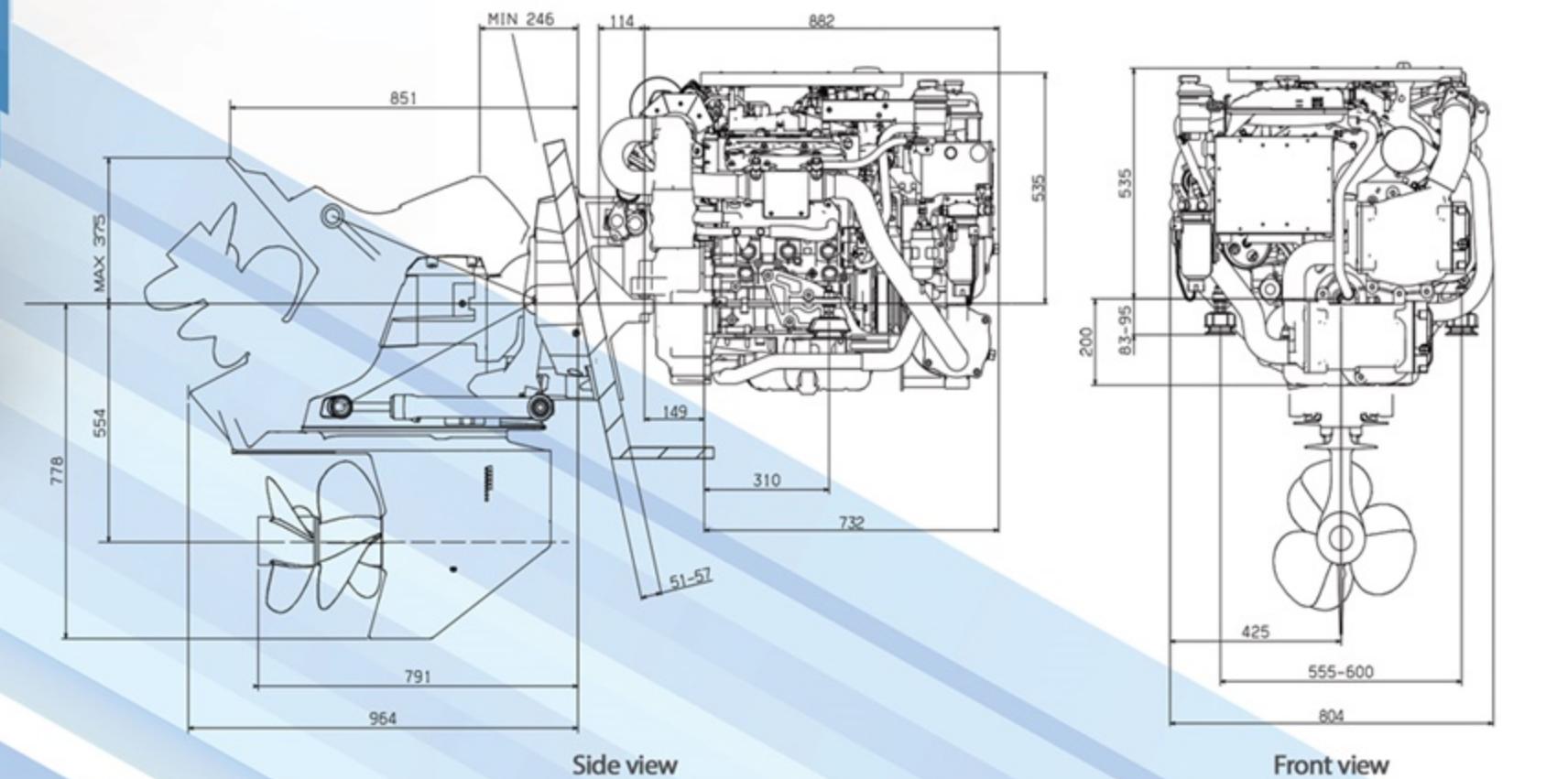
## Durability and Reliability

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.



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



# 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

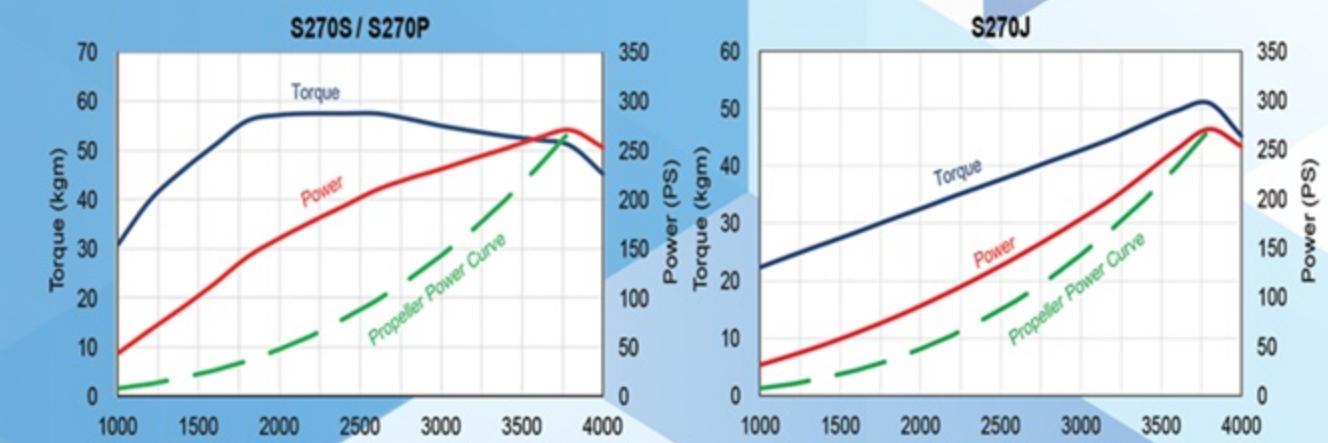
- Oil wetted and reusable air filter
- Intake silencer (Optional)

## Exhaust System

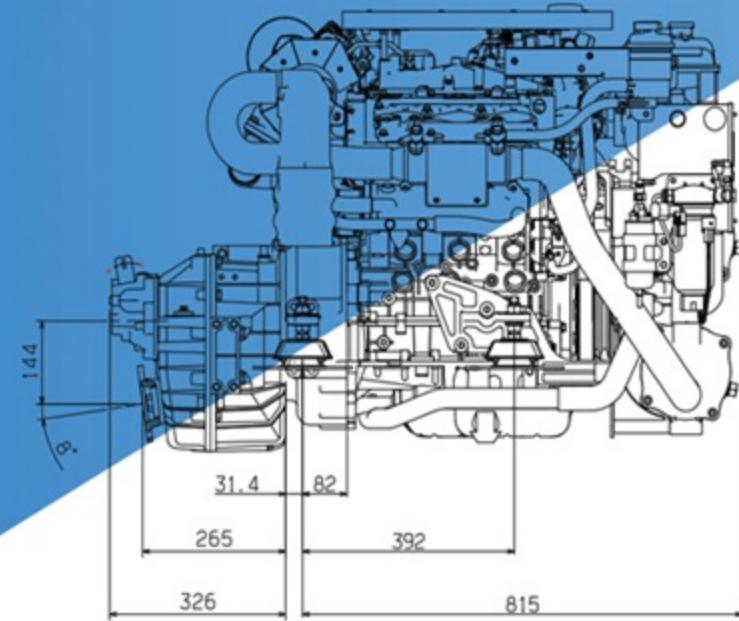
- Engine coolant cooled exhaust manifold
- Seawater cooled exhaust elbow
- Seawater cooled Hi-Riser (Optional)

## Turbocharger

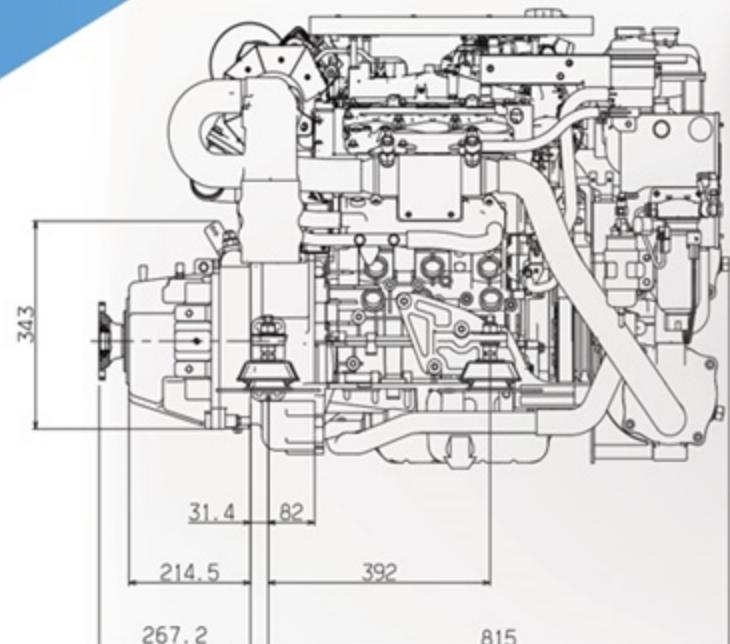
- E-VGT, Electronic Variable Geometry Turbo



▪ S270P ZF 68A



▪ S270J ZF 63C



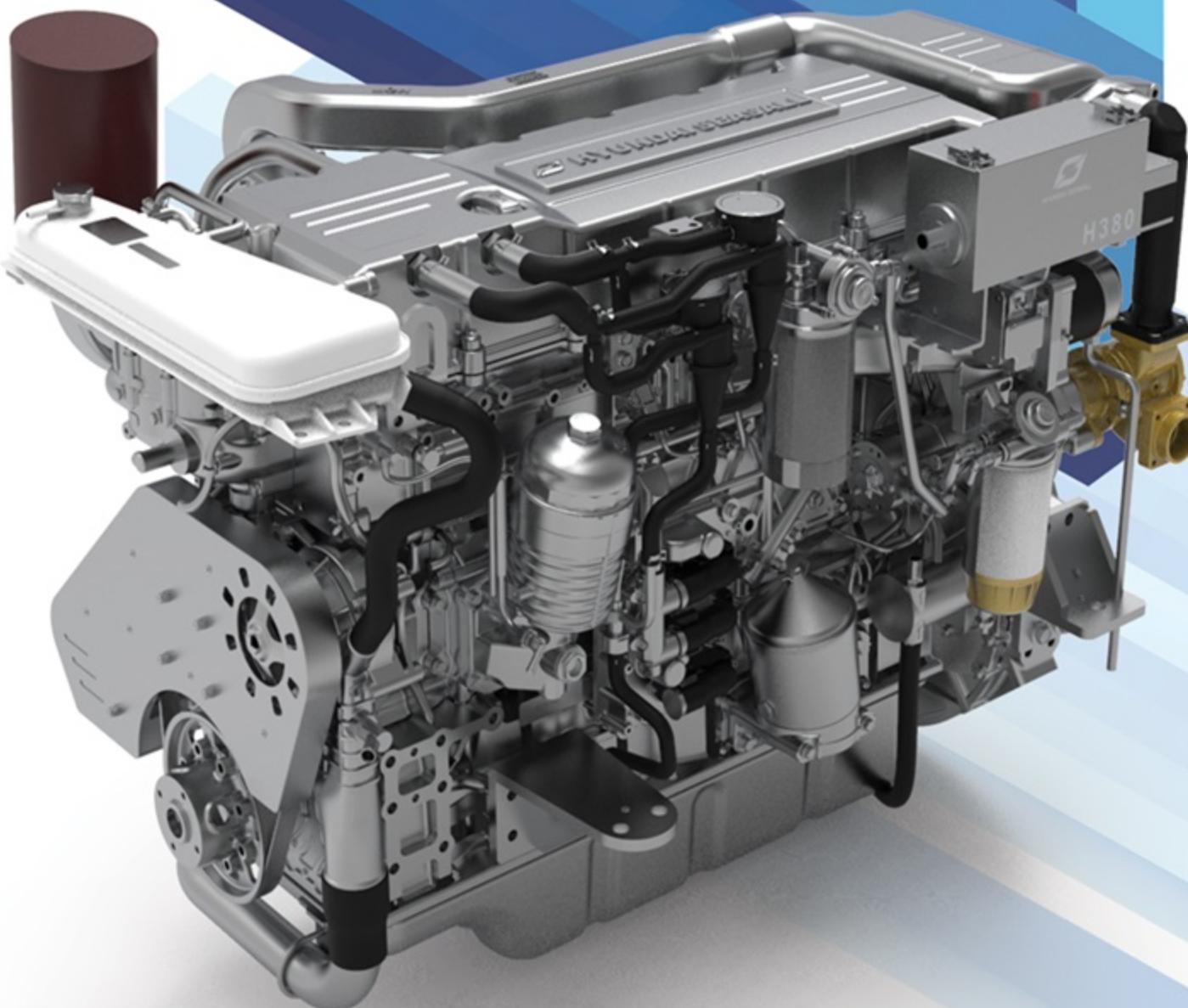
Side view



# H10 series

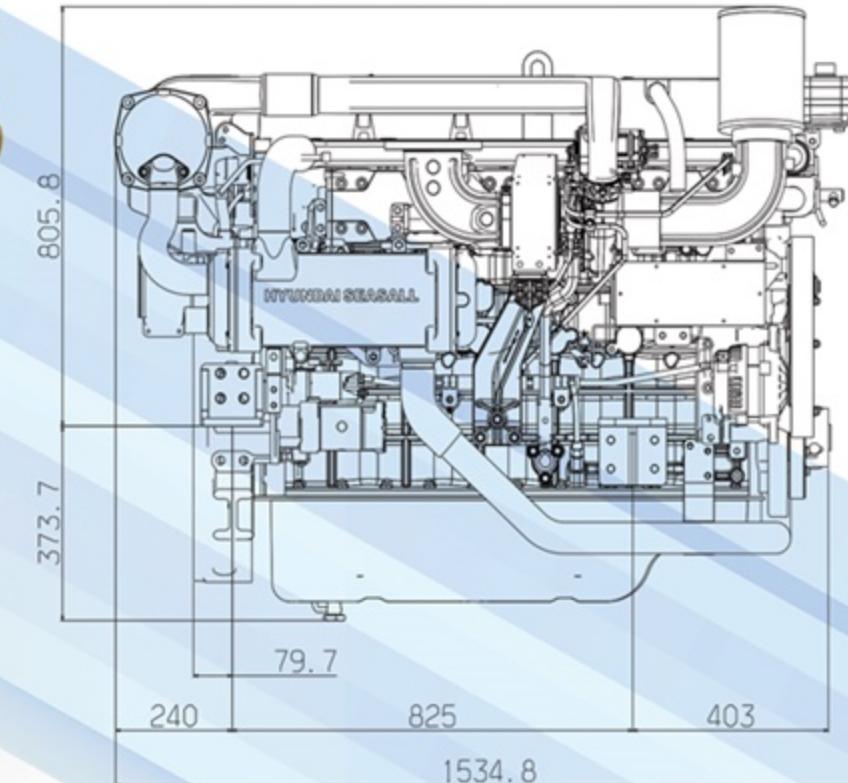
## When it is time for Heavy Duty Commercial

Two versions of this modern, electronically controlled design deliverS 380 PS and 170 kg/m of torque and 410 PS and 174 kg/m of torque from the 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.

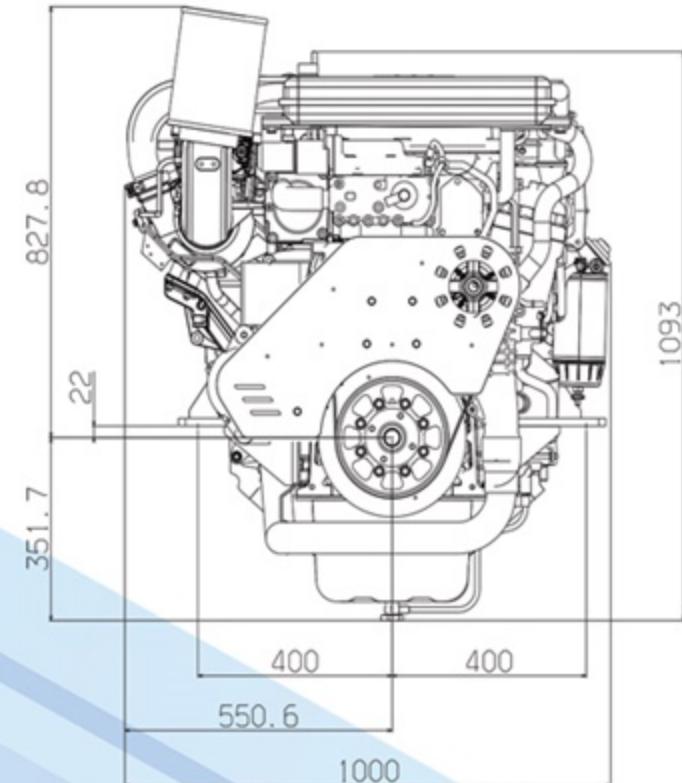


Engine type	H380	H410	H10G							
Propulsion System	Shaftdrive		For Generator							
Engine Duty Rating	Heavy Duty (S1)		Stand-by Power		Prime Power					
Configuration	4 - Stroke, 24 - valve OHC E - VGT with Intercooler, Fresh Water Cooling									
Output [PS (kW)]	380 (280)	410 (302)	350 (257)	380 (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



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

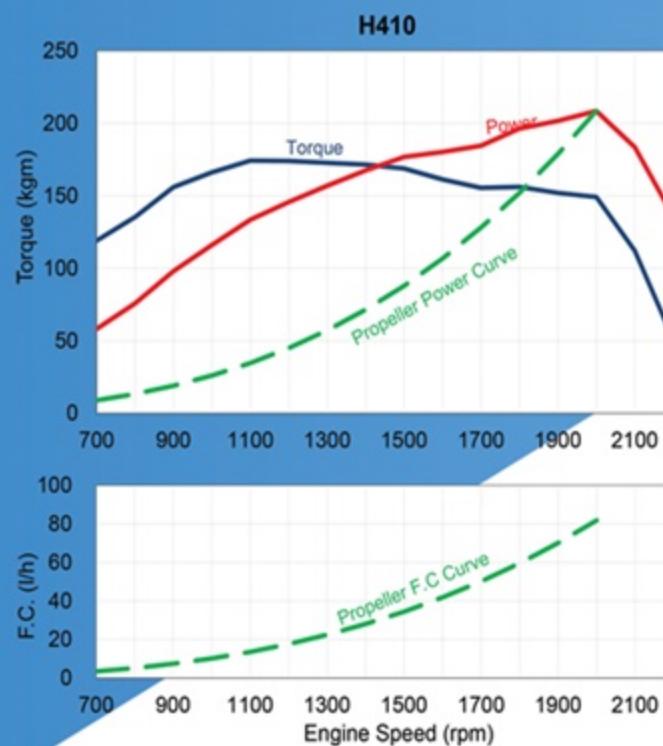
- Adjustable engine mounts (Optional)

## 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 (EIAAPP)
- 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

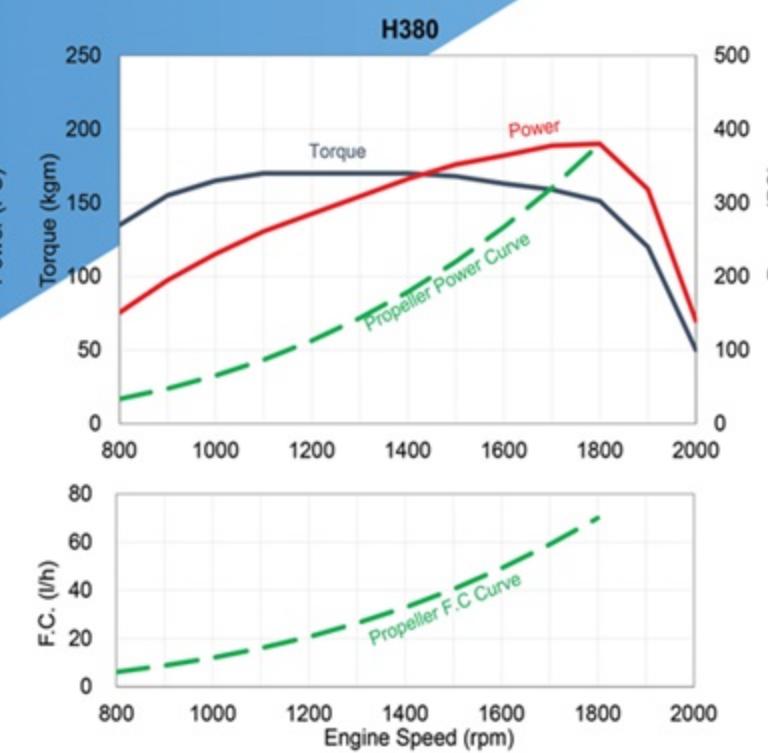
- Reusable air filter
- Intake extension kit (optional)

## Type Approval

- RNA Classification Society

## Instrument Box Assembly

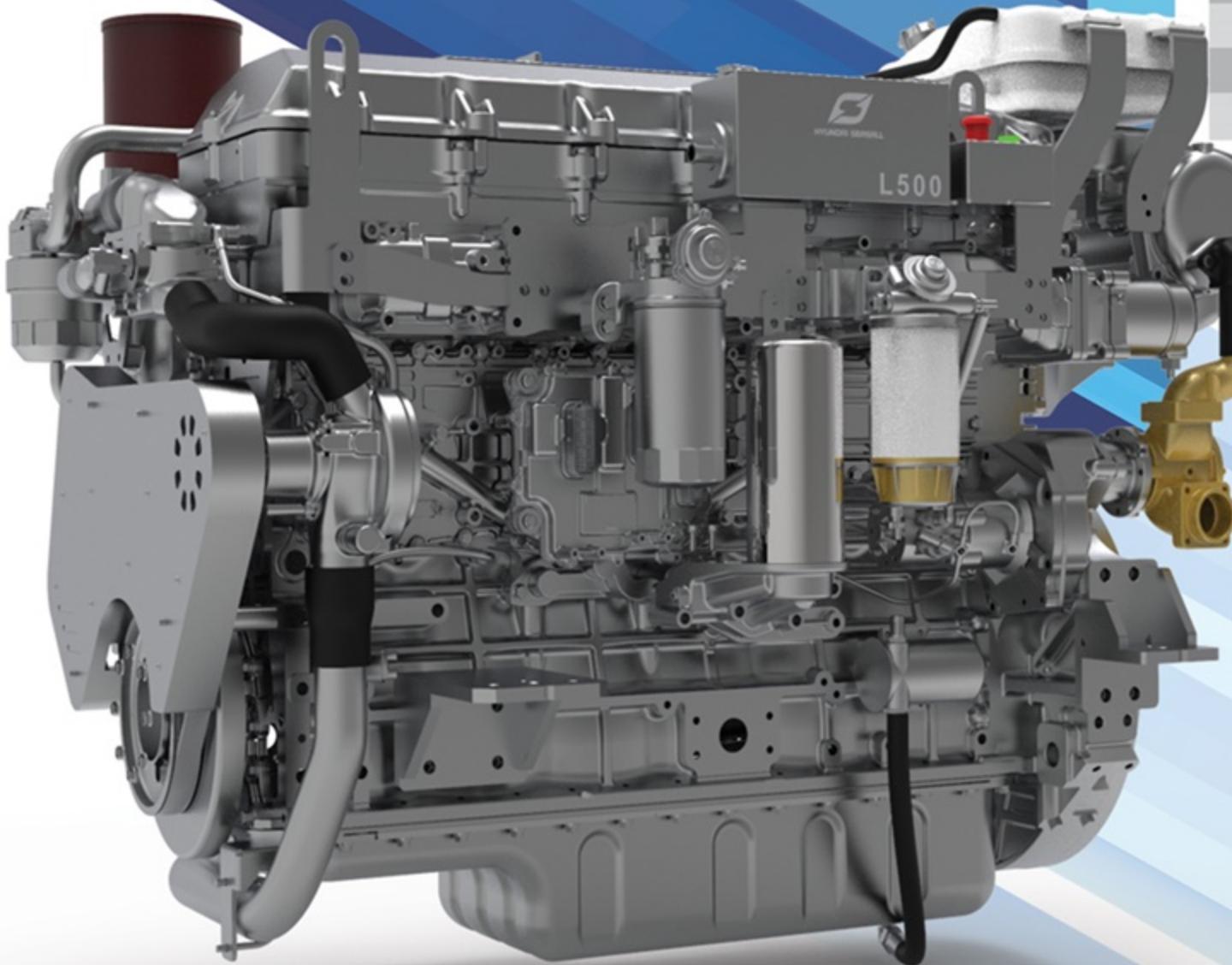
- Engine self-protection and diagnosis
- Displays CAN information
- Displays engine diagnostic error codes
- Audible alarm and control lamps
- Idle & PTO rpm adjustable switch



# L13 series

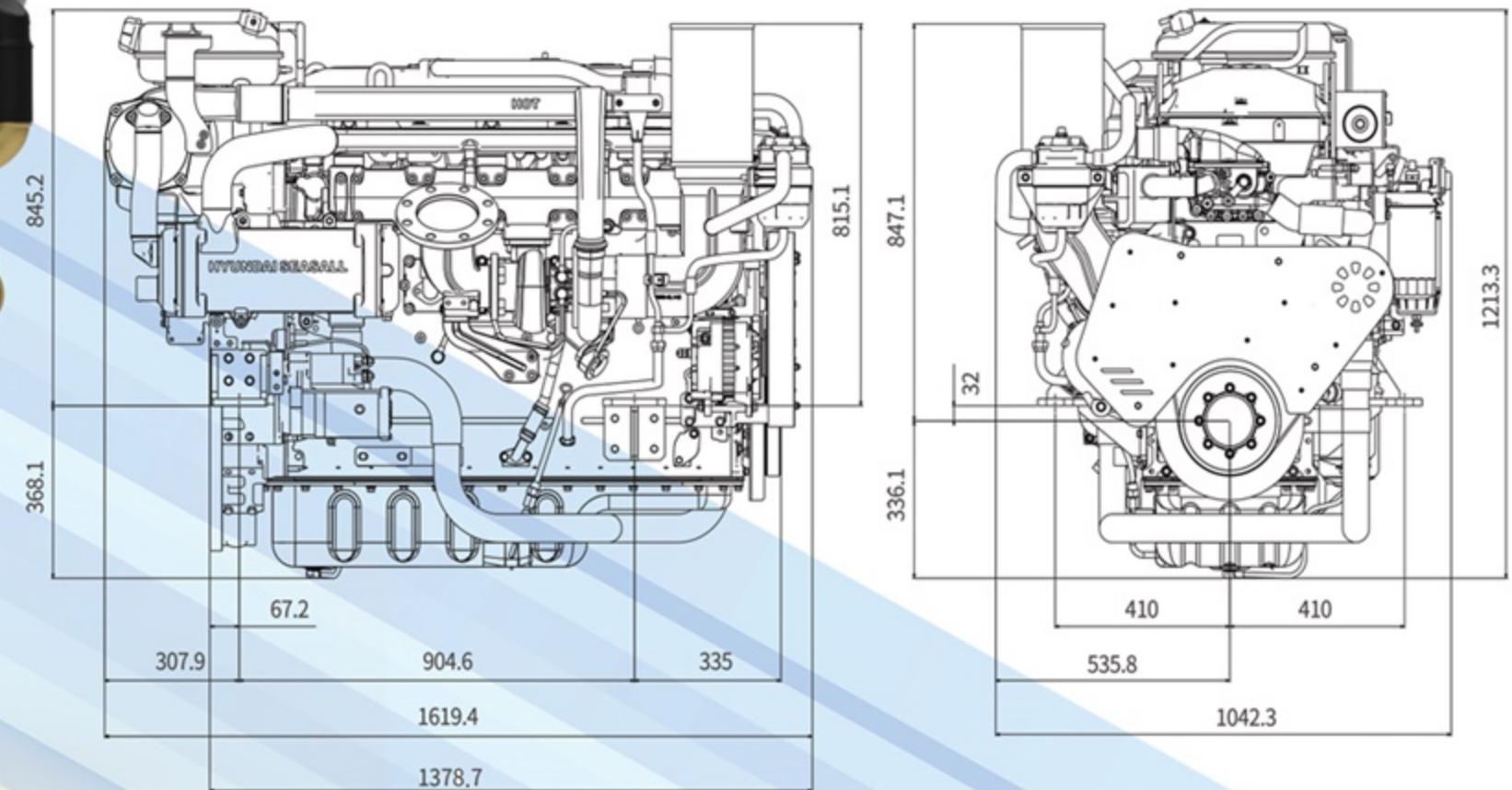
## 12.7 Liter Commercial Engine

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.



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-Valve OHC, WGT with Intercooler, Fresh Water Cooling									
Output [PS (kW)]	500 (368)	600 (441)	700 (515)	460 (338)	500 (368)	415 (305)				
Rated RPM (Hz)	1,800	2,000	2,300	1,500 (50)	1,800 (60)	1,500 (50)				
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				
Dry Weight [kg]	1,310									
Flywheel	SAE 14									
Flywheel Housing	SAE 1									

• L13



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 (E1APP) (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

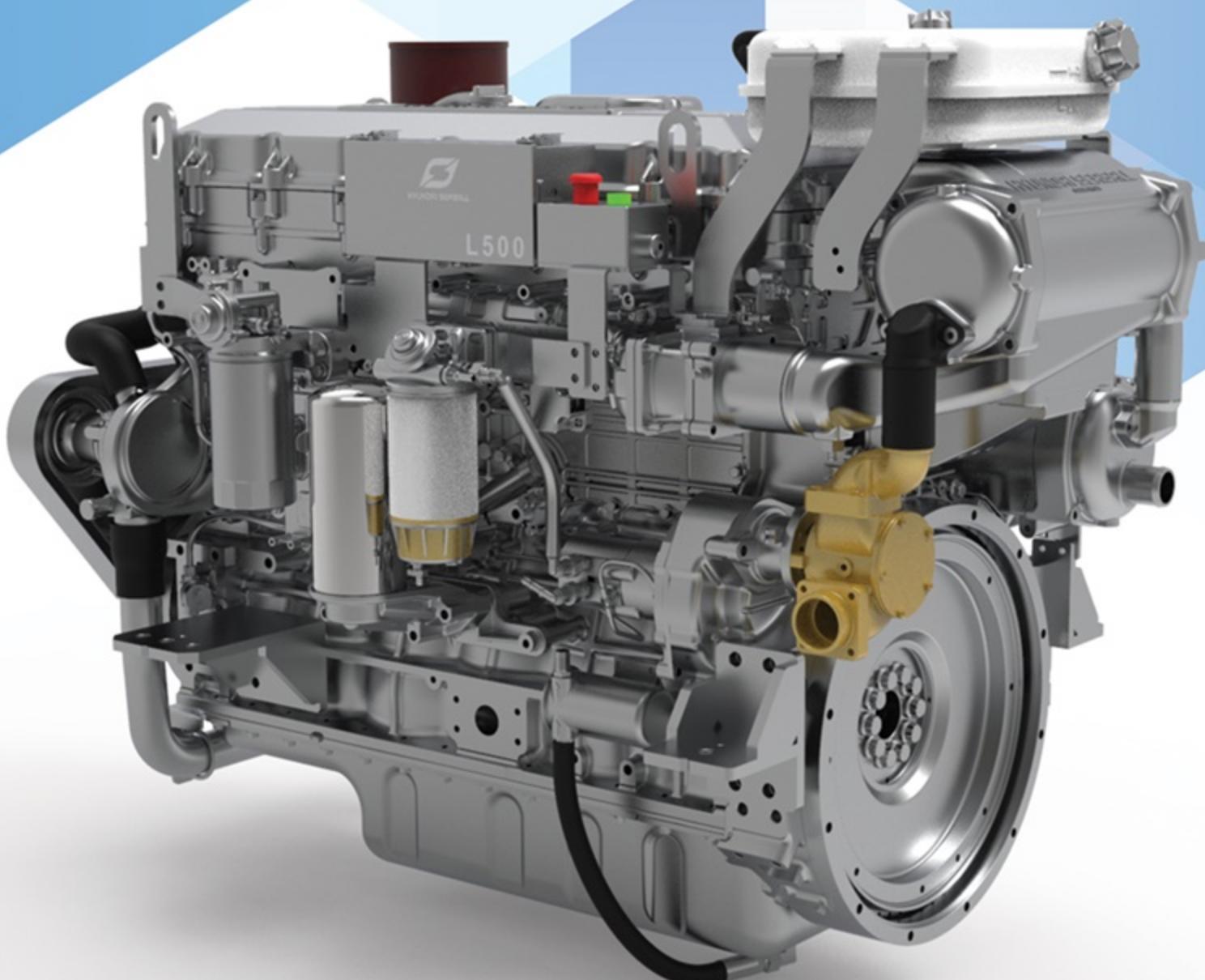
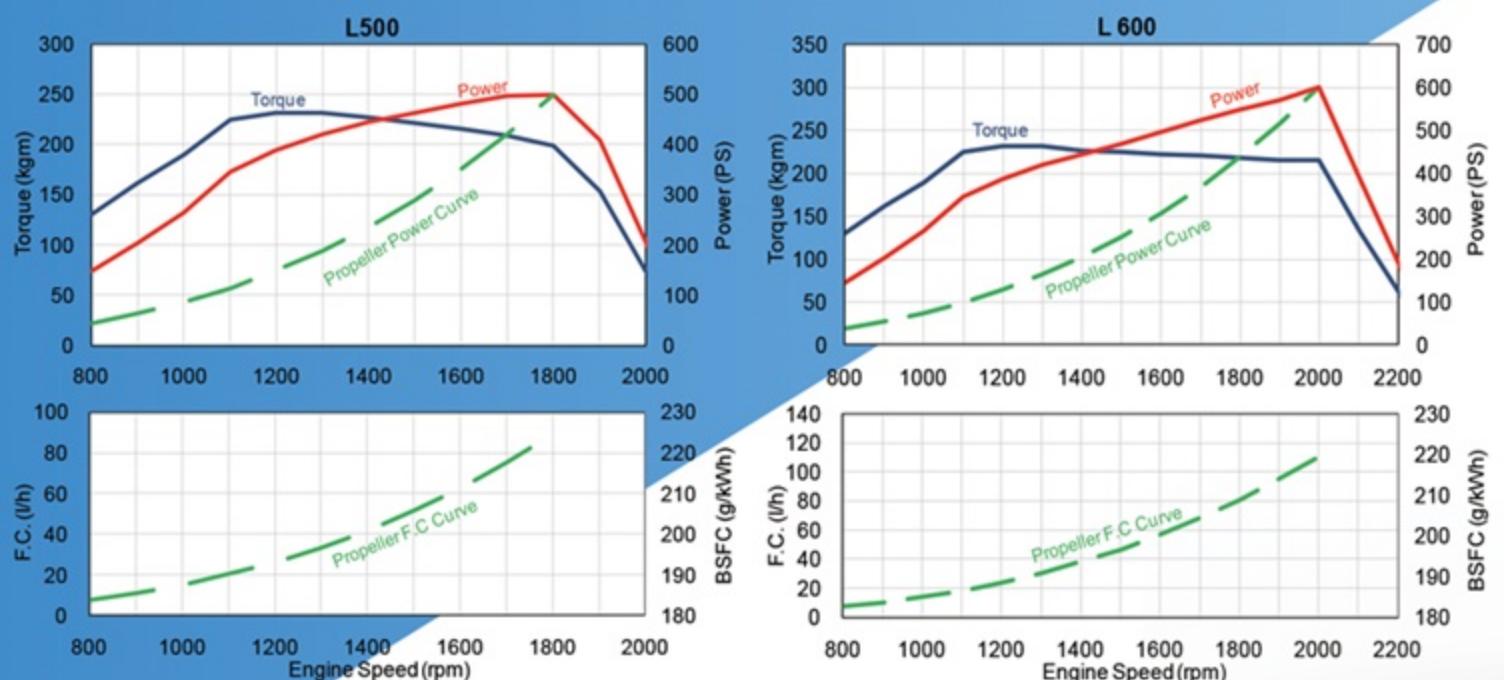
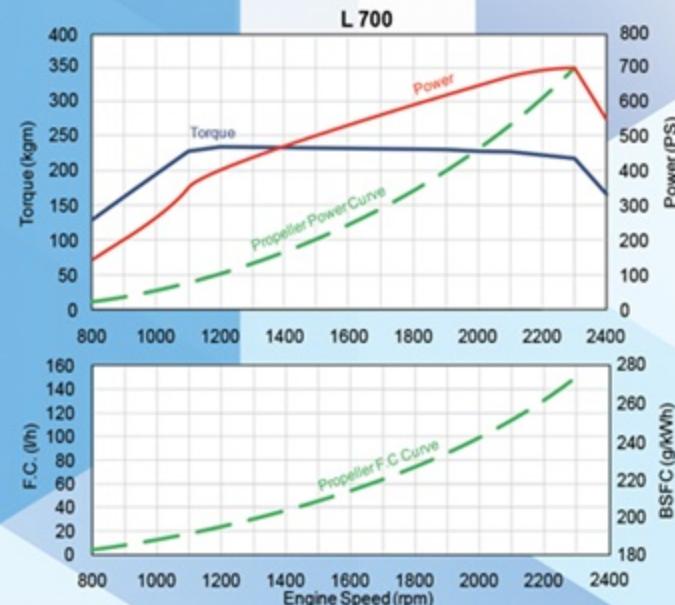
- Reusable air filter
- Intake extension kit (optional)

## 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



## HEAVY DUTY COMMERCIAL SERIES

## DIESEL OUTBOARD

	RATINGS <sup>1</sup>	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
S2	MEDIUM DUTY COMMERCIAL		SPECIAL LIGHT 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 <sup>1</sup>	OM	IBA <sup>2</sup>	SeasLink***	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 <sup>1</sup>	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)  
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

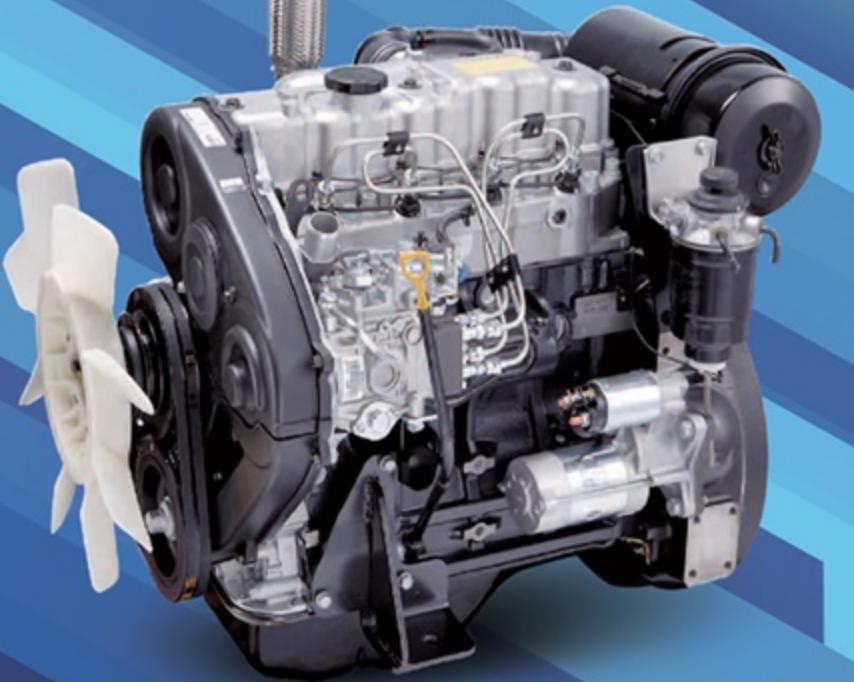
\* Factory-installed option, \*\* Standard or optional depending on market, \*\*\*Supply schedule may differ,  
\*\*\*\* Key switch assembly, tachometer ( rudder angle indicator for S30-OB )

To find out more about configurations and accessories available, please contact your nearest Hyundai SeasAll dealer or distributor.

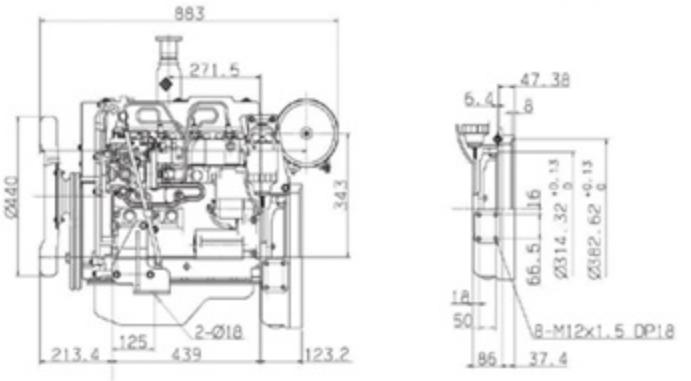
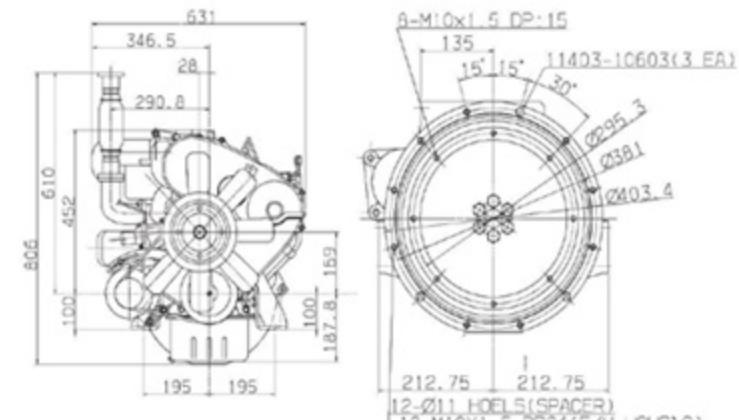
# INDUSTRIAL ENGINES



# D4BB-C4



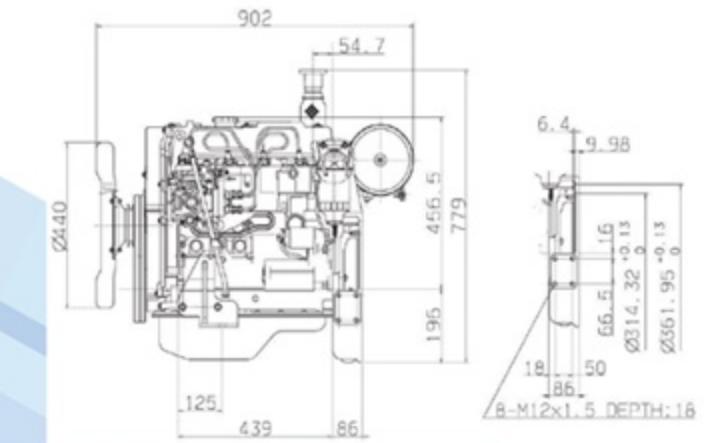
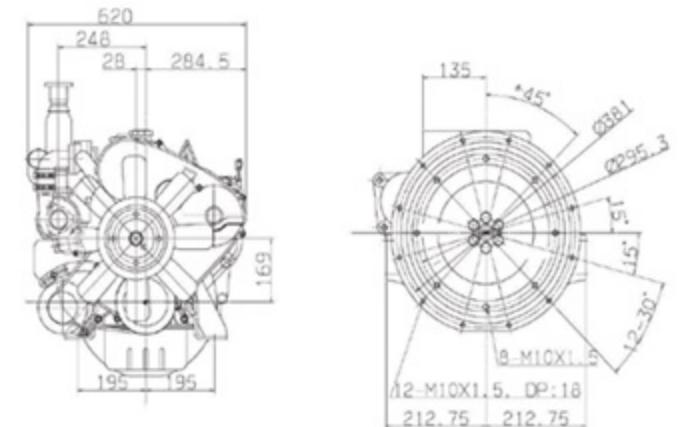
Engine model	D4BB-C4(AG35)	
Engine type	4 Cycle, water cooled	
Injection type	Indirect injection	
No. of cyl. And configuration	4-in line	
Aspiration	N.A	
Displacement (cc)	2,607	
Bore × Stroke (mm)	91.1 × 100	
Compression ratio	22 : 1	
Dry weight (kg)	200	
Dimension		
Length (mm)	883	
Width (mm)	631	
Height (mm)	806	
Max power	PS/rpm	53/2,500
Max torque	kg.m/rpm	16.8/1,600
Governor		-
Alternator		12V - 65A
Starting motor		12V - 2.2kW
Certification		EC Stage-3A / China Tier-2
Application		Construction equipment Agricultural machinery



# D4BB-C8



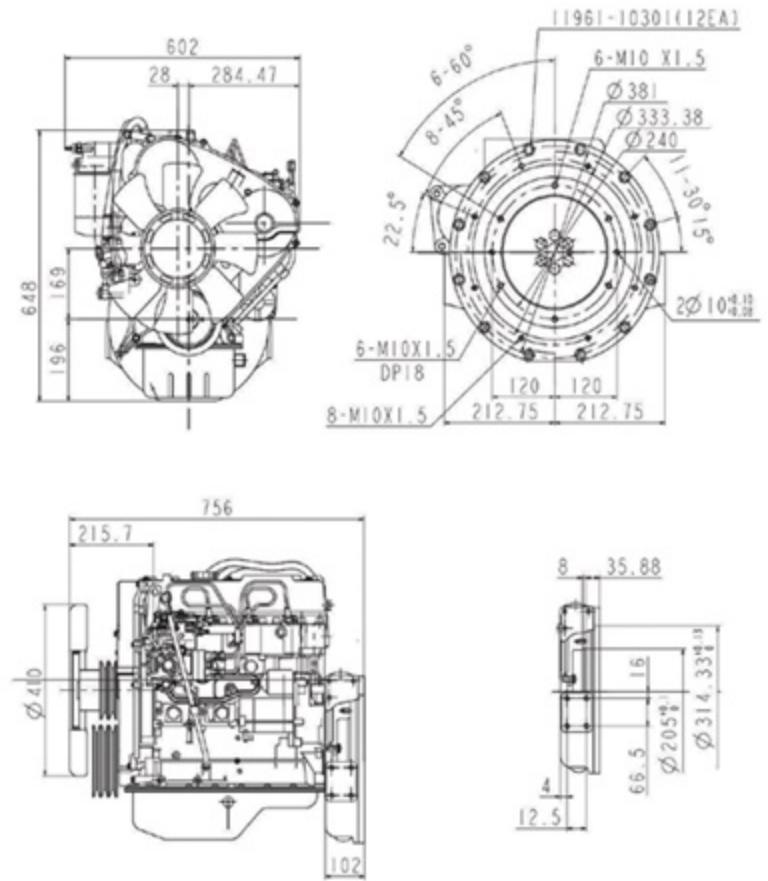
Engine model	D4BB-C8(AG50)	
Engine type	4 Cycle, water cooled	
Injection type	Indirect injection	
No. of cyl. And configuration	4-in line	
Aspiration	T.C	
Displacement (cc)	2,607	
Bore × Stroke (mm)	91.1 × 100	
Compression ratio	22 : 1	
Dry weight (kg)	215	
Dimension		
Length (mm)	902	
Width (mm)	620	
Height (mm)	779	
Max power	PS/rpm	64/2,500
Max torque	kg.m/rpm	19.9/2,000
Governor		-
Alternator		12V - 65A
Starting motor		12V - 2.2kW
Certification		-
Application		Construction equipment Agricultural machinery



# D4BB-P1



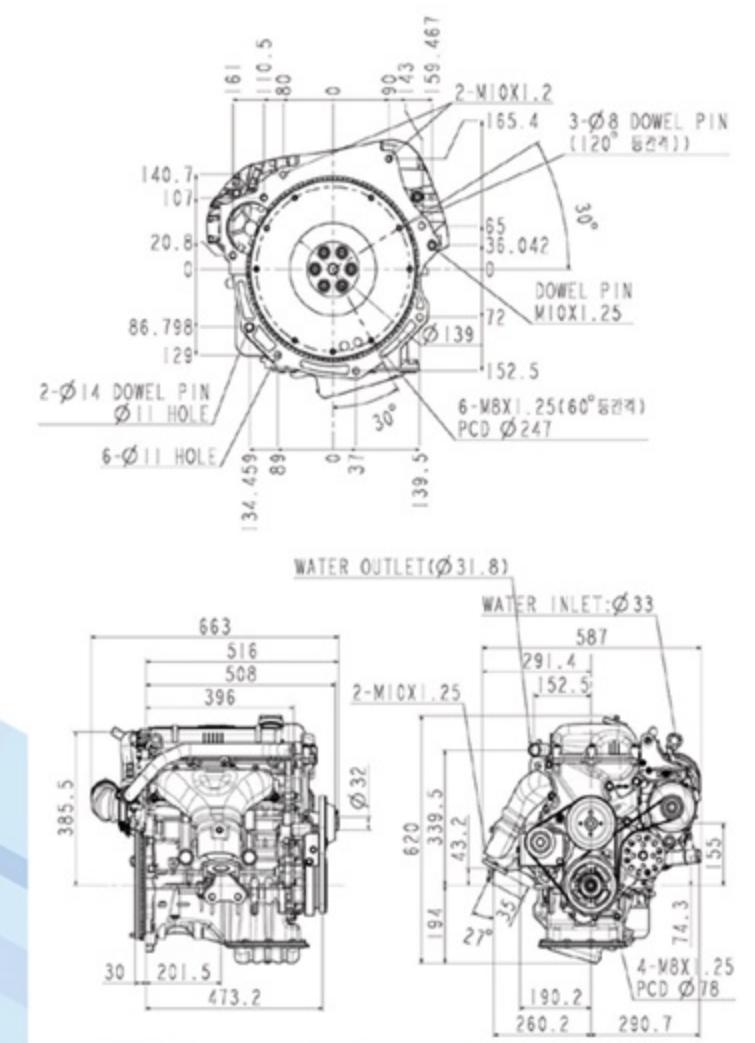
Engine model	D4BB-P1(AG32)						
Engine type	4 Cycle, water cooled						
Injection type	Indirect injection						
No. of cyl. And configuration	4-in line						
Aspiration	N.A						
Displacement (cc)	2,607						
Bore × Stroke (mm)	91.1 × 100						
Compression ratio	22 : 1						
Dry weight (kg)	200						
Dimension	<table border="1"> <tr> <td>Length (mm)</td> <td>756</td> </tr> <tr> <td>Width (mm)</td> <td>602</td> </tr> <tr> <td>Height (mm)</td> <td>648</td> </tr> </table>	Length (mm)	756	Width (mm)	602	Height (mm)	648
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



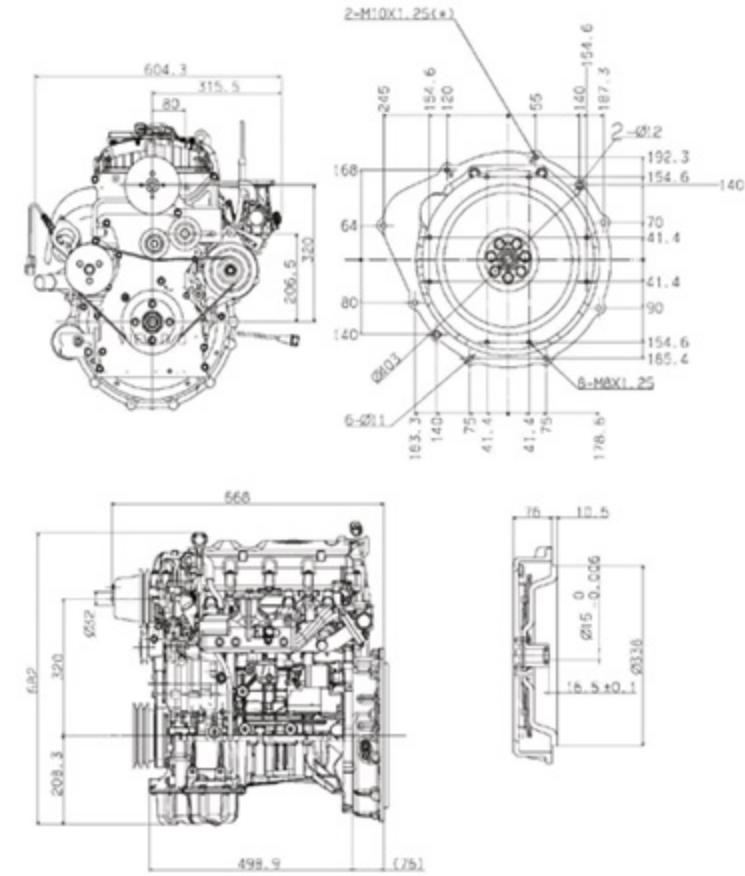
Engine model	G4FC-F1(NG97)						
Engine type	4 Cycle, water cooled						
Injection type	MPI						
No. of cyl. And configuration	4-in line						
Aspiration	N.A						
Displacement (cc)	1,591						
Bore × Stroke (mm)	77.0 × 85.44						
Compression ratio	10.5 : 1						
Dry weight (kg)	95						
Dimension	<table border="1"> <tr> <td>Length (mm)</td> <td>663</td> </tr> <tr> <td>Width (mm)</td> <td>587</td> </tr> <tr> <td>Height (mm)</td> <td>620</td> </tr> </table>	Length (mm)	663	Width (mm)	587	Height (mm)	620
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					



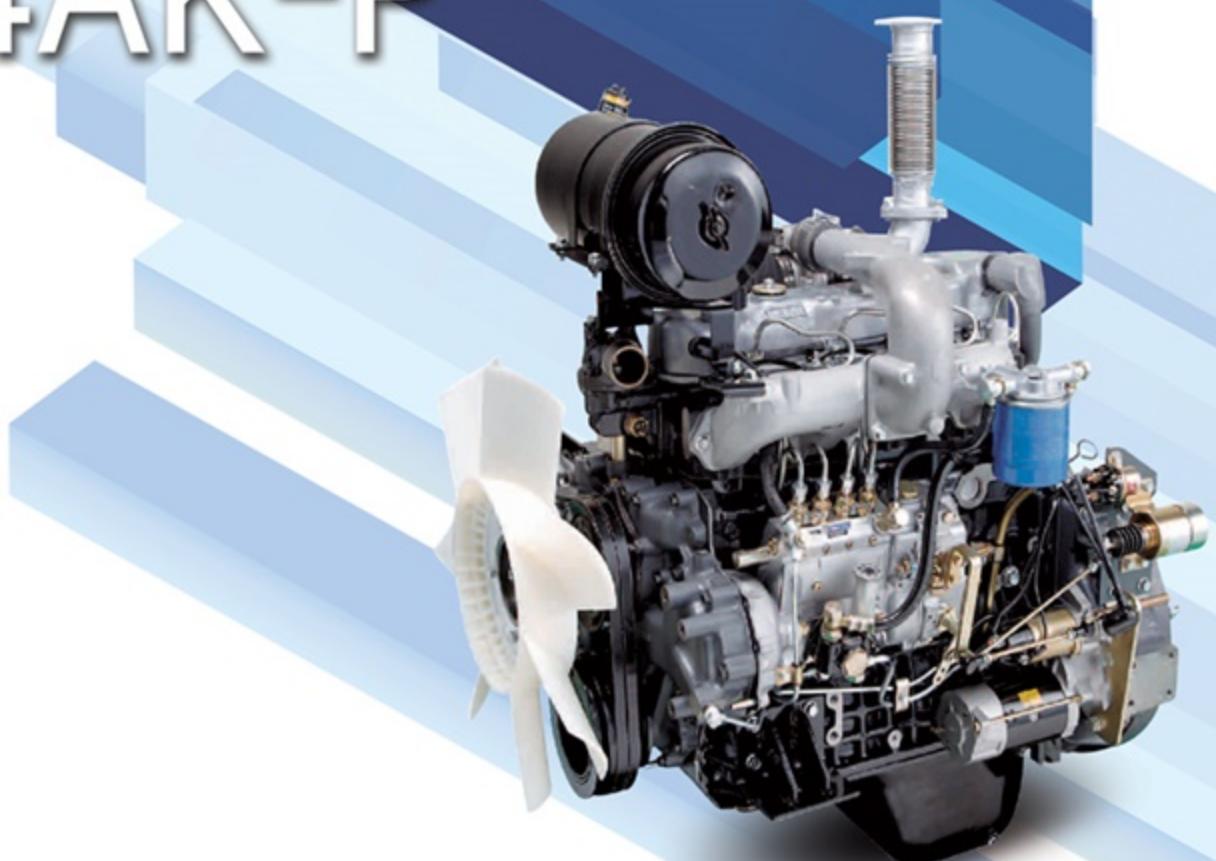
# L4KB-C1



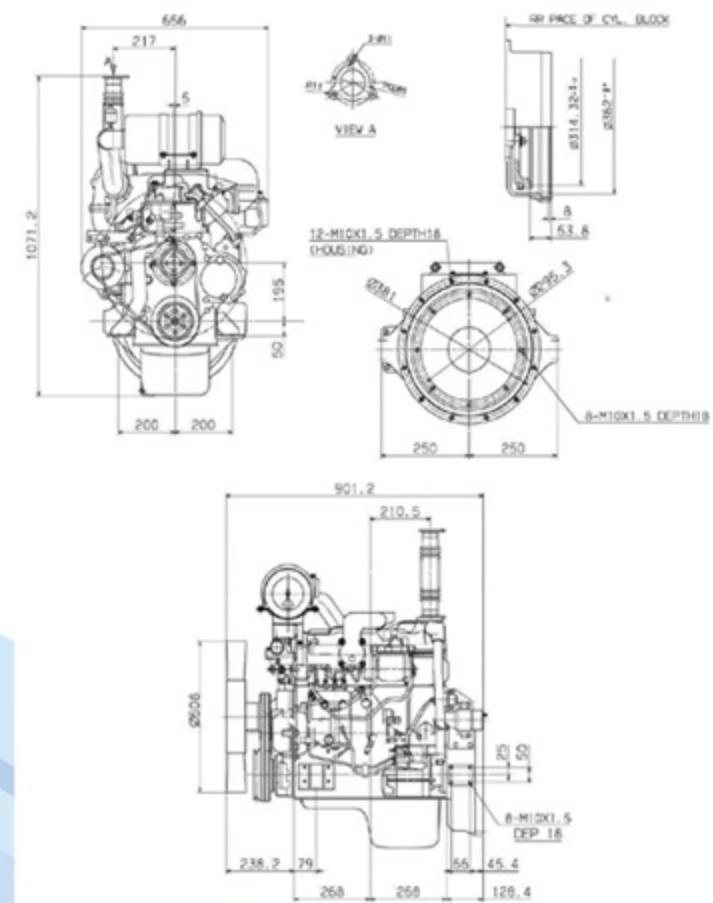
Engine model	L4KB-C1(CF11)						
Engine type	4 Cycle, water cooled						
Injection type	—						
No. of cyl. And configuration	4-in line						
Aspiration	N.A						
Displacement (cc)	2,359						
Bore × Stroke (mm)	88.0 × 97.0						
Compression ratio	10.5 : 1						
Dry weight (kg)	153						
Dimension	<table border="1"> <tr> <td>Length (mm)</td> <td>668</td> </tr> <tr> <td>Width (mm)</td> <td>604</td> </tr> <tr> <td>Height (mm)</td> <td>682</td> </tr> </table>	Length (mm)	668	Width (mm)	604	Height (mm)	682
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						



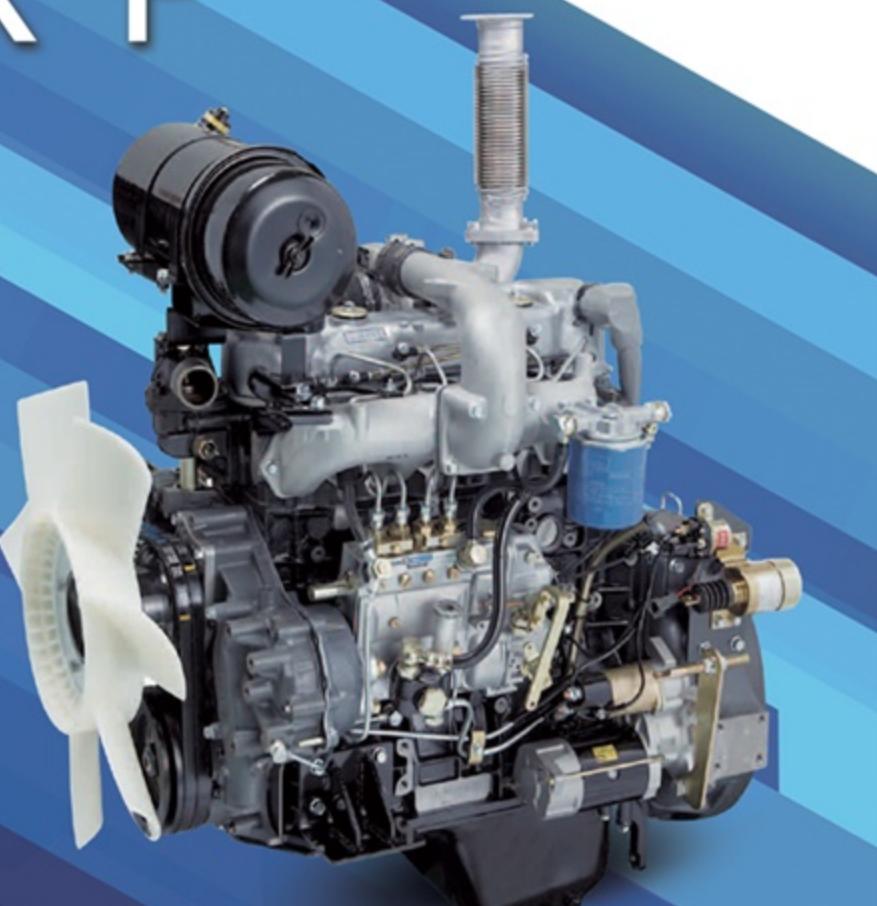
# D4AK-P



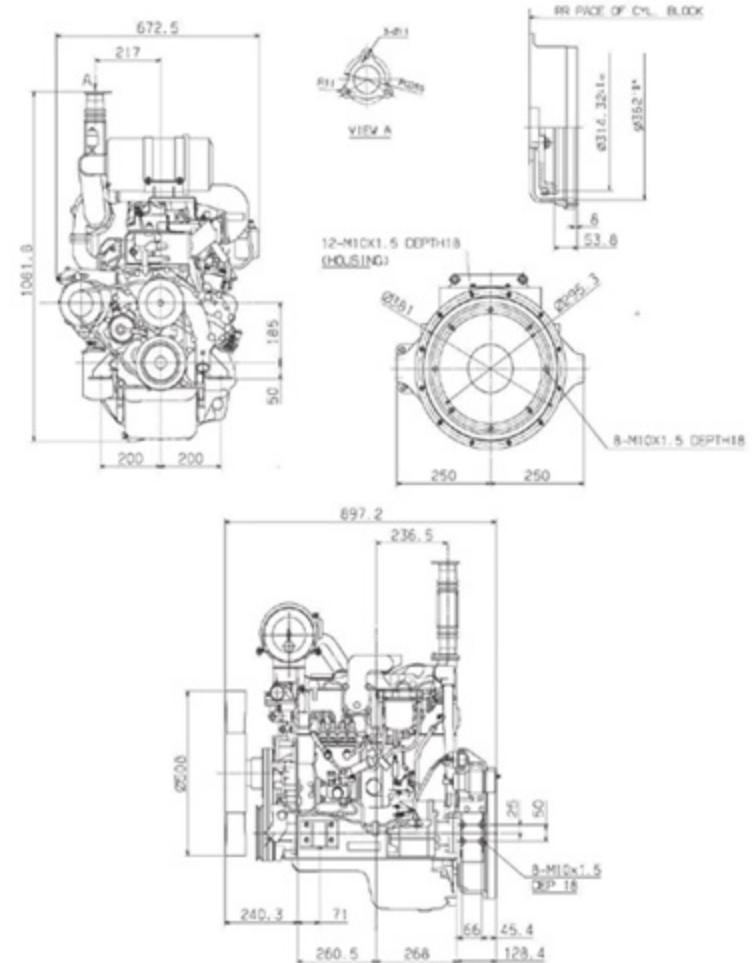
Engine model	D4AK-P(EM2B)						
Engine type	4 Cycle, water cooled						
Injection type	Direct injection						
No. of cyl. And configuration	4-in line						
Aspiration	T.C						
Displacement (cc)	3,298						
Bore × Stroke (mm)	100 × 105						
Compression ratio	16 : 1						
Dry weight (kg)	334						
Dimension	<table border="1"> <tr> <td>Length (mm)</td> <td>901</td> </tr> <tr> <td>Width (mm)</td> <td>656</td> </tr> <tr> <td>Height (mm)</td> <td>1,071</td> </tr> </table>	Length (mm)	901	Width (mm)	656	Height (mm)	1,071
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						



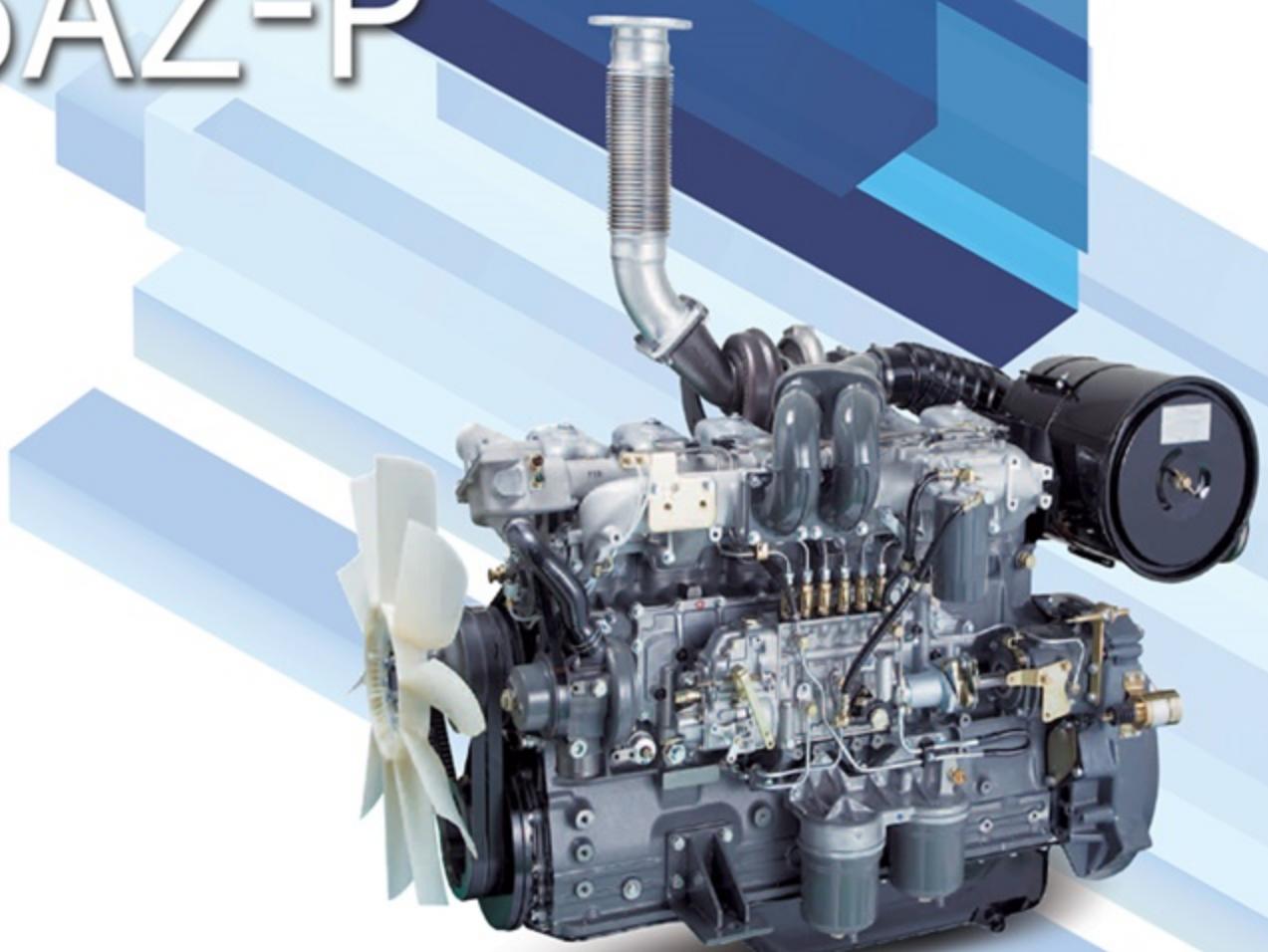
# D4AK-P



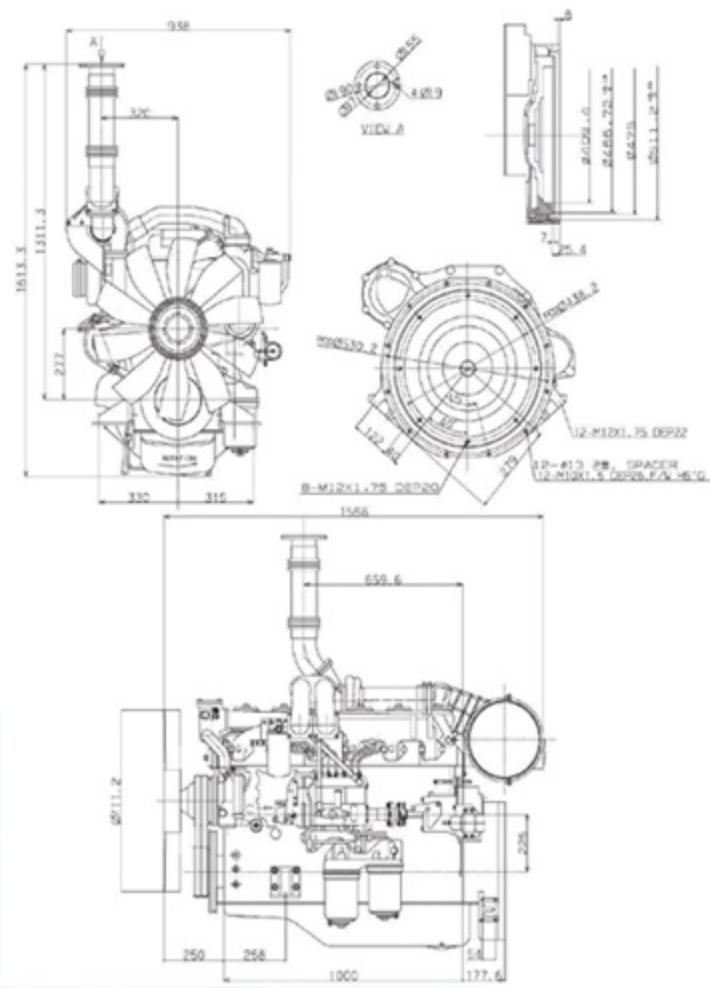
Engine model	D4DA-P(EM1P)						
Engine type	4 Cycle, water cooled						
Injection type	Direct injection						
No. of cyl. And configuration	4-in line						
Aspiration	T.C						
Displacement (cc)	3,907						
Bore × Stroke (mm)	104 × 115						
Compression ratio	16.5 : 1						
Dry weight (kg)	350						
Dimension	<table border="1"> <tr> <td>Length (mm)</td> <td>897</td> </tr> <tr> <td>Width (mm)</td> <td>673</td> </tr> <tr> <td>Height (mm)</td> <td>1,082</td> </tr> </table>	Length (mm)	897	Width (mm)	673	Height (mm)	1,082
Length (mm)	897						
Width (mm)	673						
Height (mm)	1,082						
Max power	PS/rpm	100/2,000					
Max torque	kg.m/rpm	37/1,700					
Governor	Bosch RSV type						
Alternator	24V – 40A						
Starting motor	24V – 5.0kW						
Certification	–						
Application	Pump, General power use						



# D6AZ-P



Engine model	D6AZ-P(EH3P)						
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 × Stroke (mm)	130 × 140						
Compression ratio	16.5 : 1						
Dry weight (kg)	1,010						
Dimension	<table border="1"> <tr> <td>Length (mm)</td> <td>1,588</td> </tr> <tr> <td>Width (mm)</td> <td>938</td> </tr> <tr> <td>Height (mm)</td> <td>1,613</td> </tr> </table>	Length (mm)	1,588	Width (mm)	938	Height (mm)	1,613
Length (mm)	1,588						
Width (mm)	938						
Height (mm)	1,613						
Max power	PS/rpm	280/2,100					
Max torque	kg.m/rpm	115/1,400					
Governor	Bosch RSV type						
Alternator	24V – 70A						
Starting motor	24V – 5.5kW						
Certification	–						
Application	Pump, General power use						



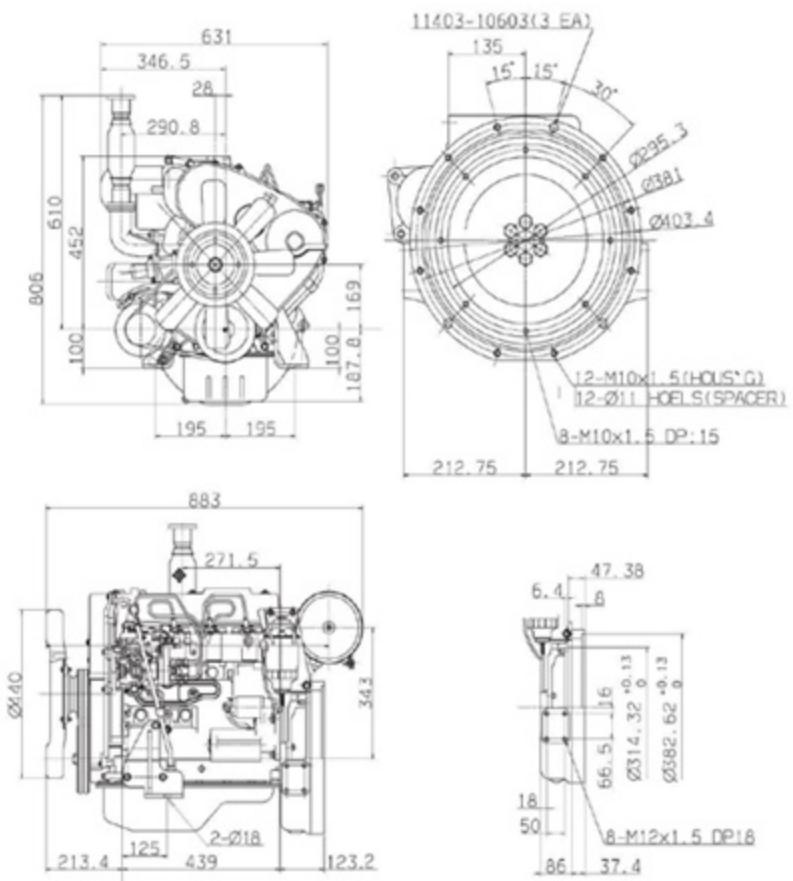


Engine model	D4BB-C1	D4BB-C2	D4BB-C4	D4BB-C8	D4BB-C5	D4BB-C7	D4BB-M	D4BB-P3	D4BB-P1	D4BB-G6	D4BB-P9	D6AZ-P	D6AC-C	D6CC-P	D4DD-C6	D4DA-P	D4AK-P	D4DD-C	G4FC-F1	L4KB-C1	
Engine code	AG90	AG89	AG35	AG50	AG43	AG45	AG36	AG34	AG32	AH23	AH24	EH3P	EH3N	EH5G	EM1G	EM1P	EM2B	EM2G	NG97	CF11	
Fuel	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel	Gasoline	LPG		
Injection type	Indirect injection										Direct injection										
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	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.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	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	207	1,010	1,050	1,148	368	350	334	345	95	153		
Dimensions (mm)	L	669	756	883	902	683	655	615	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	938	926	897	663	673	656	663	587	604	
	H	6486	756	648	806	779	659	660	633	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	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-2,0kW	24V-50kW	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



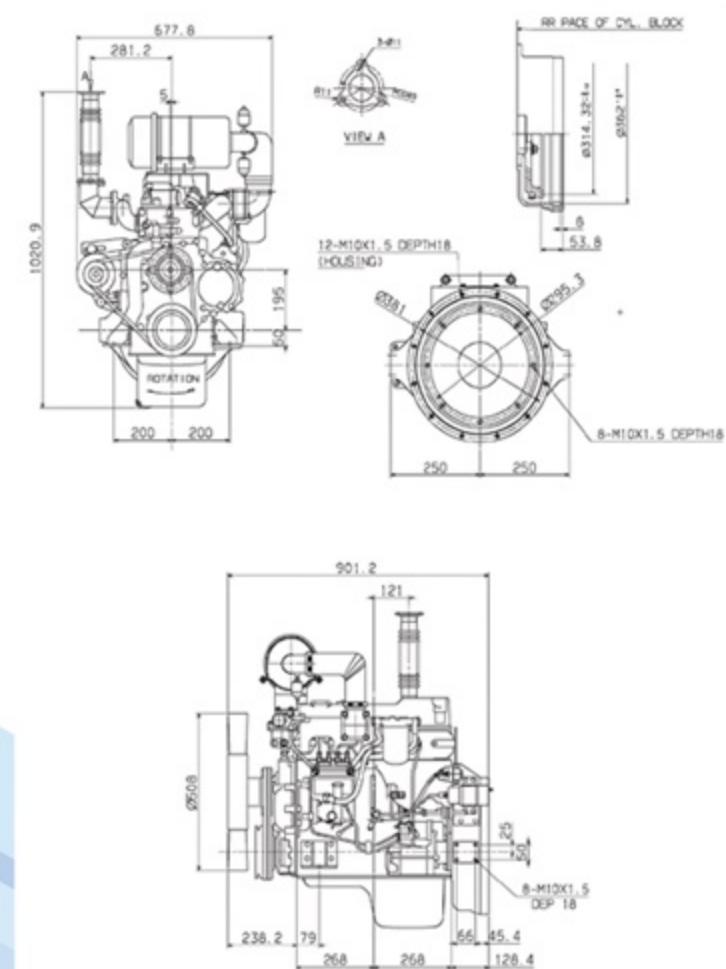
Engine model	D4BB-G1(AG31)	D4BB-G2(AG39)
Engine type	4 Cycle, water cooled	
Injection type	Indirect injection	
No. of cyl. And configuration	4-in line	
Aspiration	N.A	
Displacement (cc)	2,607	
Bore × stroke (mm)	91.1 × 100	
Compression ratio	22 : 1	
Dry weight (kg)	210	
Length (mm)	883	
Dimension	Width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



# D4AF-G



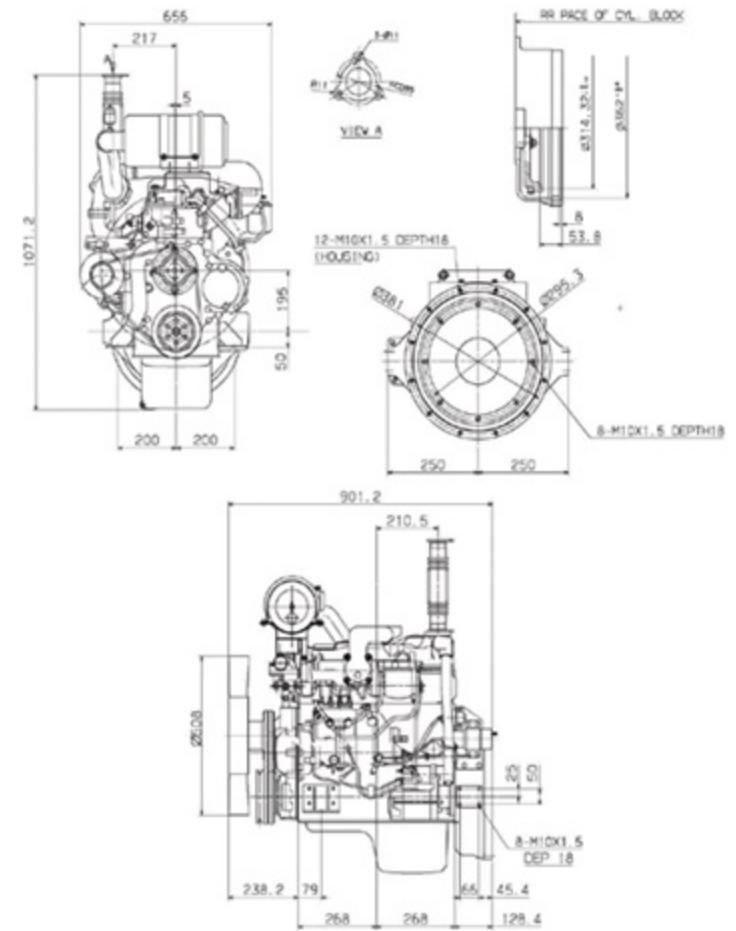
Engine model	D4AF-G(EM68)	
Engine type	4 Cycle, water cooled	
Injection type	Direct injection	
No. of cyl. And configuration	4-in line	
Aspiration	N.A	
Displacement (cc)	3,568	
Bore × stroke (mm)	104 × 105	
Compression ratio	17.5 : 1	
Dry weight (kg)	324	
Length (mm)	901	
Dimension	Width (mm)	678
	Height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



# D4AK-G



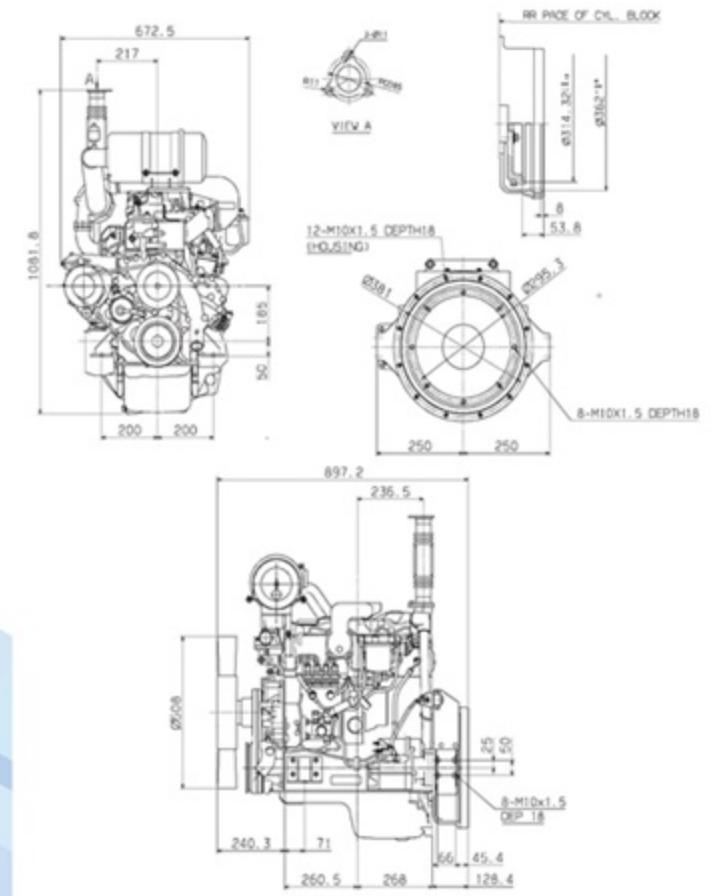
Engine model	D4AK-G(EM69)	
Engine type	4 Cycle, water cooled	
Injection type	Direct injection	
No. of cyl. And configuration	4-in line	
Aspiration	T.C	
Displacement (cc)	3,298	
Bore × stroke (mm)	100 × 105	
Compression ratio	16 : 1	
Dry weight (kg)	334	
Length (mm)	901	
Dimension	Width (mm)	656
	Height (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



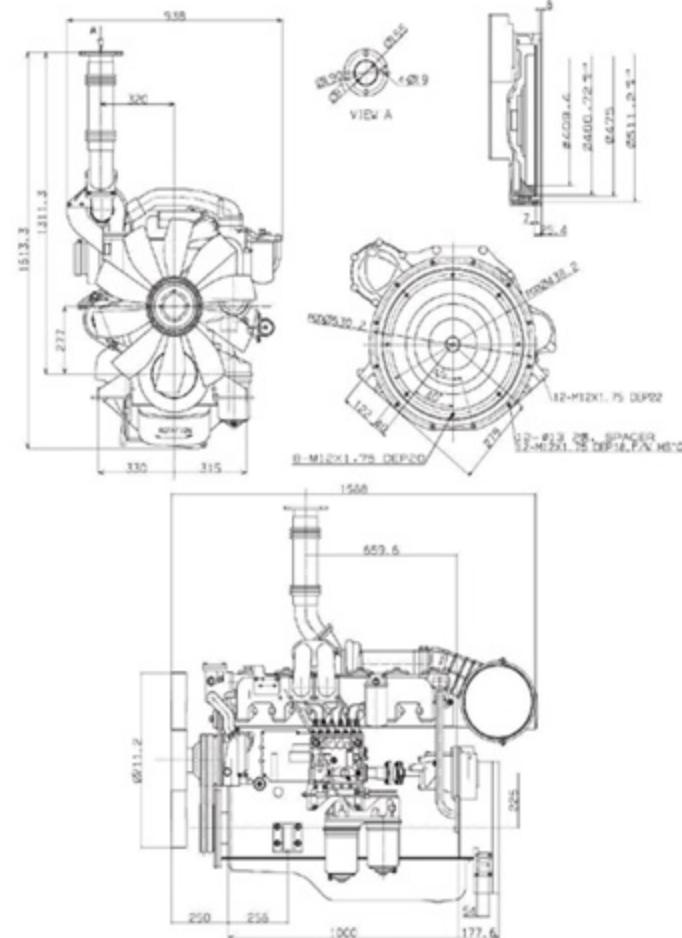
Engine model	D4DA-G(EM2D)	
Engine type	4 Cycle, water cooled	
Injection type	Direct injection	
No. of cyl. And configuration	4-in line	
Aspiration	T.C	
Displacement (cc)	3,907	
Bore × stroke (mm)	104 × 115	
Compression ratio	16.5 : 1	
Dry weight (kg)	360	
Length (mm)	897	
Dimension	Width (mm)	673
	Height (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	



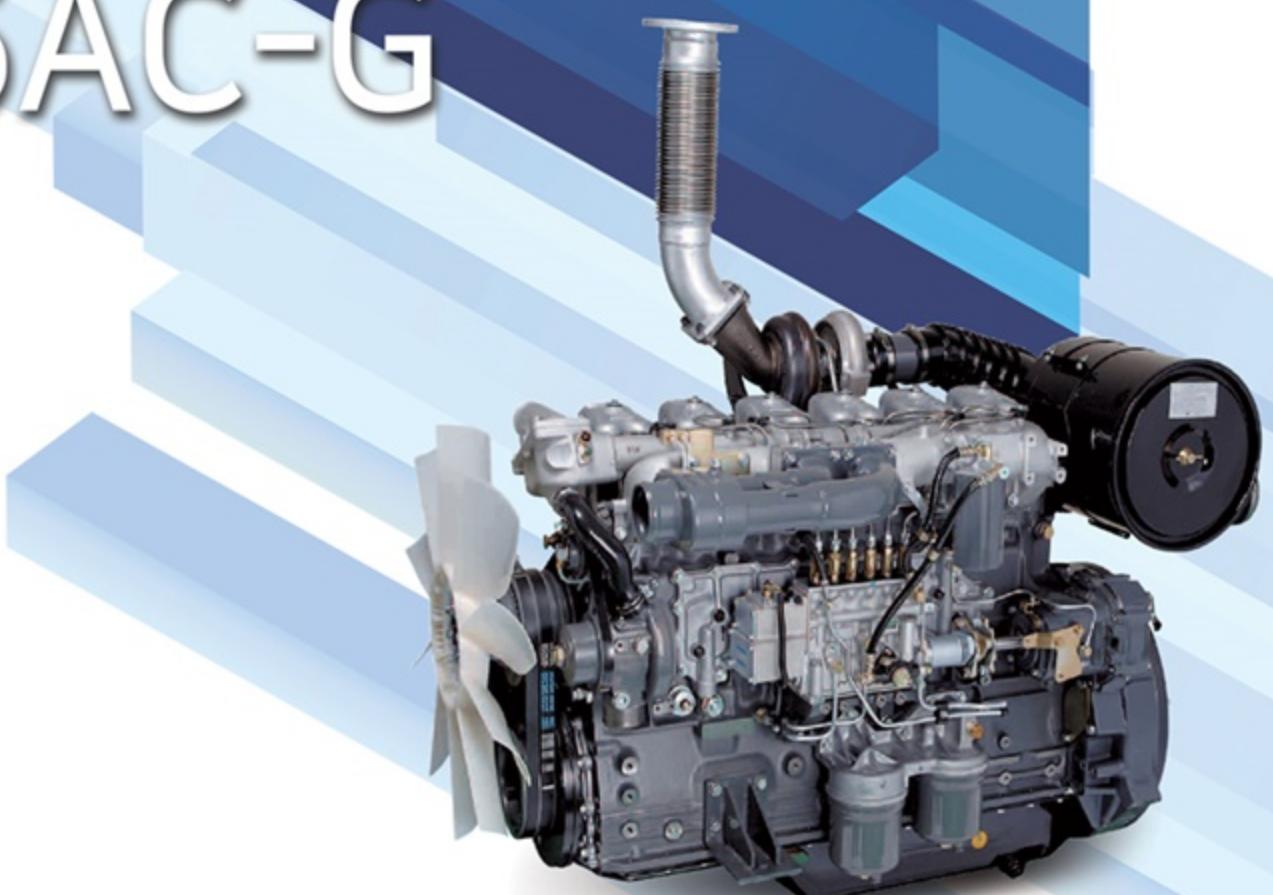
# D6AZ-G1 G2



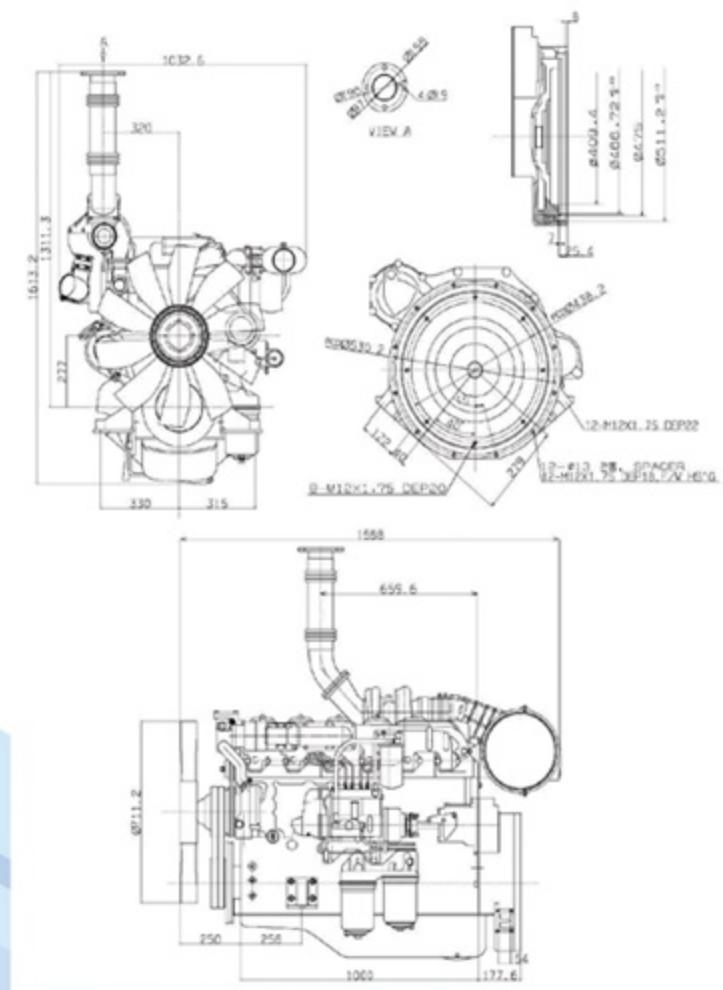
Engine model	D6AZ-G1(EH1X)	D6AZ-G2(EH2X)			
Engine type	4 Cycle, water cooled				
Injection type	Direct injection				
No. of cyl. And configuration	6-in line				
Aspiration	T.C				
Displacement (cc)	11,149				
Bore x stroke (mm)	130 x 140				
Compression ratio	16.5 : 1				
Dry weight (kg)	1,010				
Length (mm)	1,588				
Dimension	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			



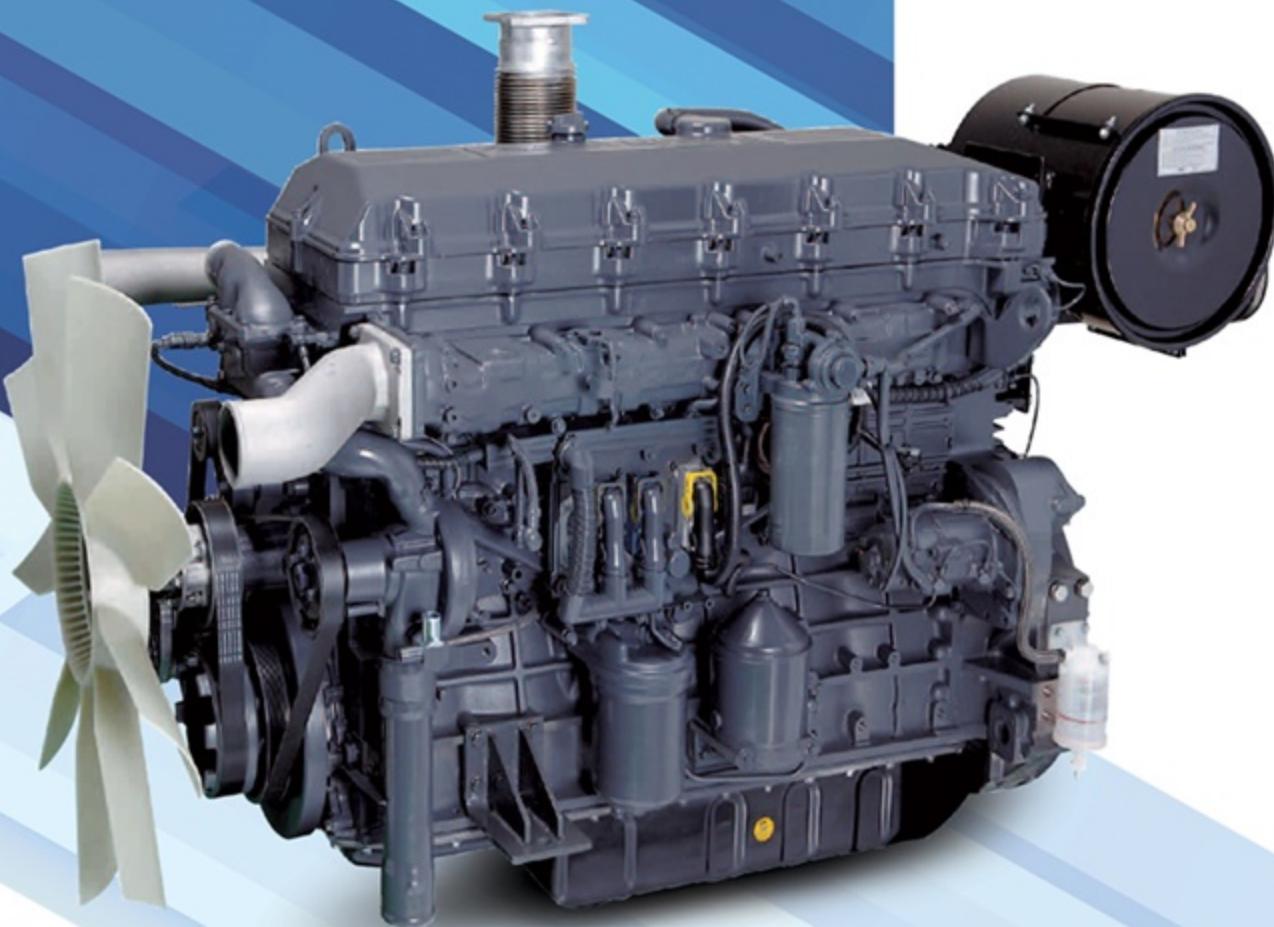
# D6AC-G



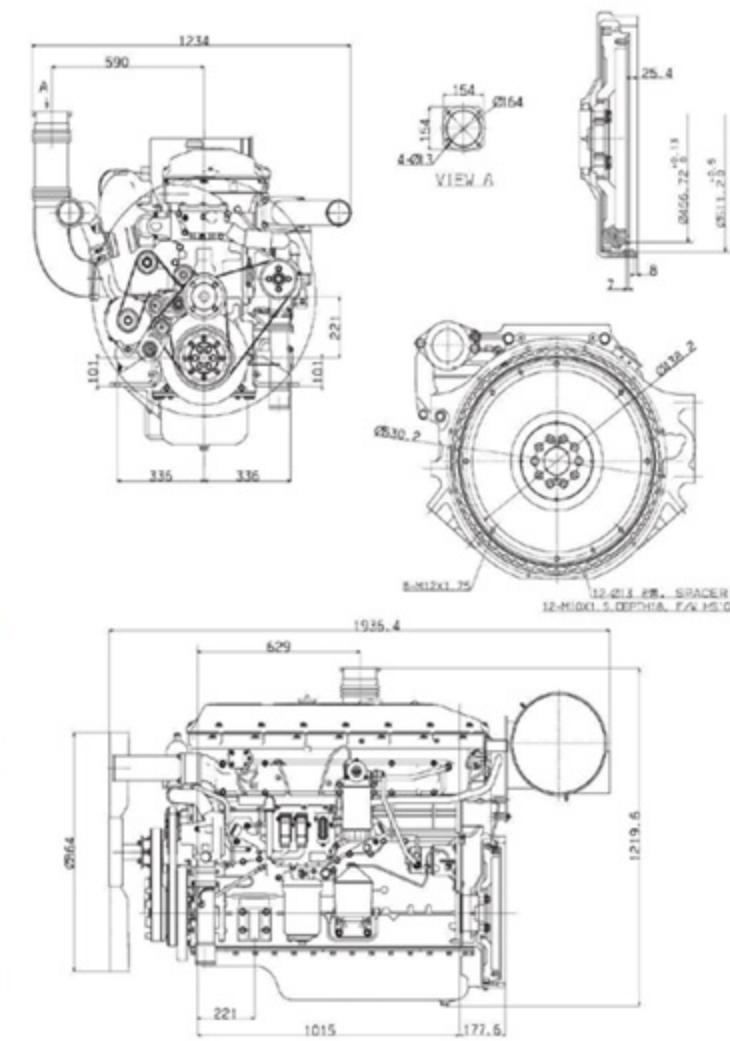
Engine model	D6AC-G(BB17)		
Engine type	4 Cycle, water cooled		
Injection type	Direct injection		
No. of cyl. And configuration	6-in line		
Aspiration	T.C.I		
Displacement (cc)	11,149		
Bore x stroke (mm)	130 x 140		
Compression ratio	16.5 : 1		
Dry weight (kg)	1,050		
Length (mm)	1,588		
Dimension	Width (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				
Length (mm)	1,936				
Dimension	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			





# GENERATOR ENGINES

	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	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 #14								
	Flywheel housing	SAE #4	SAE #4	SAE #4	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	42.0	42.0	42.0

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

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

**Engine Information**  
RPM, coolant temperature, battery voltage, throttle percentage.

**Sailing History**  
Fuel consumption, boat track, speed, position and engine condition.

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

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

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