

MITSUBISHI MARINE DIESEL ENGINE

SF-M SERIES

POWER



The Sprinter at Sea.

1

Compact and lightweight

Highly efficient design obviating a dry-lair system and short stroke has produced the smallest, lightest marine diesel engine built into the intake manifold and a heat exchanger integrated with an exhaust manifold also contribute to its compactness.



2

High-output and low fuel consumption

Outstanding power provided by a high performance turbocharger. Mitsubishi unique direct injection system with high combustion efficiency also enabled the realization of the highly economical engine which has been approved by customers around the world.



High output and low fuel consumption

3

Large capacity, high-reliability marine gear

A large capacity, highly reliable marine gear provides high output and reduces heavy-duty work.

Runs quietly with stable performance under any severe condition.



Marine gear

Accessory options (such as alternator, etc.)



4

A number of options

A number of optional equipment such as the instrument panel, dry exhaust, air heater, and LED monitoring fluoroscope (available when requested by customers).



Instrument panel



Dry exhaust
or air heater



LED monitoring fluoroscope



LED monitor

SPECIFICATIONS

Model	ESP-M	ESP-M	ESP-MTC	ESP-MTC	ESP-MTC
Engine type	4 Stroke cycle, water-cooled, direct injection, turbo-charged engine				
Distribution type	Overhead Valve type				
Injection type	Indirect injection		Indirect injection with electronic		
Control arrangement	0.000 L	0.000 L	0.000 L	0.000 L	0.000 L
Max. 1 speed	90 x 90 (90 x 90) (L&R)				
Transmission type	1.00 (100%)	1.00 (100%)	1.00 (100%)	1.00 (100%)	1.00 (100%)
Order in stock	0 (0) (0)				
Standard rating (kW/kVA)	0.000	0.000	0.000	0.000	0.000
Standard rating (kW/kVA)	0.000	0.000	0.000	0.000	0.000
Standard rating (kW/kVA)	0.000	0.000	0.000	0.000	0.000
Low speed rating	0 (0)				
Factor	0.000 (0.000) or 0.000 (0.000) or 0.000 (0.000)				
Type of compressor unit	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)
Labeling of system	Based according to cooling type				
Labeling of	All water-cooled (0.000) (0.000) (0.000)				
Refrigerant system	Refrigerant: all open/closed type				
Working system	Two working type, based according to working type				
Starting system	Electric starting system				
Motor gear system	Hydraulic gear, multi-throw gear, gear with normal compression ratio				
Model	0.000	0.000	0.000	0.000	0.000
Refrigerant gear ratio	0.000 (0.000)	0.000 (0.000)	0.000 (0.000)	0.000 (0.000)	0.000 (0.000)
Refrigerant ratio	0.000 (0.000) (0.000)				
Weight	0.000 (0.000)	0.000 (0.000)	0.000 (0.000)	0.000 (0.000)	0.000 (0.000)
Dimensions	0.000 (0.000)	0.000 (0.000)	0.000 (0.000)	0.000 (0.000)	0.000 (0.000)
Height	0.000 (0.000)	0.000 (0.000)	0.000 (0.000)	0.000 (0.000)	0.000 (0.000)
0.000 (0.000) Motor gear system	0.000	0.000	0.000	0.000	0.000

PERFORMANCE CURVES

0.000 (0.000) (0.000)

ESP-MTC



ESP-MTC



ESP-MTC



DIMENSIONS



Standard Accessories

Accessories engine

- Water pump with air cooling
- Oil separator
- Automatic oil level valve
- Pre-heating system
- Oil cooler
- Oil separator with automatic drain
- Water pump
- Water separator
- Water separator with automatic drain
- Water separator with automatic drain
- Water pump with automatic drain

Other supply

- Oil separator
- Oil separator
- Oil separator
- Oil separator
- Oil separator
- Oil separator



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