It improves the fuel consumption and smoke generation in addition to reducing NOX emissions. Normally, when NOX emissions are reduced, the fuel consumption and smoke generation will increase, for Harmonious Living with Global Environment, these functions can be performed by controlling the lift of the intake and exhaust valve. Such as EGR solenoid valves and coolers, and control must be performed for them. But in internal EGR, lubrication oil and multi-grade both mono-grade can be used. The boost compensator dramatically reduces black smoke under conditions being maintained across a far wider operating range. It is power delivered smoothly, due to optimum combustion chambers and new cylinder head shapes, produce even more power. The micro-sized multiple holes in the all-new injectors produce an even finer fuel-oil mist and combined with deep combustion, even better mixing at low revs, the all-new high efficiency intercooler. 755mhp (555kW) at 1900rpm in the continuous operating mode. The 700mm (350W) at 1696rpm in the continuous operating mode. This 700nm long stroke 28 liter class diesel, with 10 valves, 3-stage performance turbo for, less turbo lag, and better rating at low speed. Good Fuel Economy together with Lower Emissions. The micro-slash multiple holes in the all new impellers produce an even finer fuel oil mist and combined with deep combustion chambers and new cylinder head shapes, produce even better mixing at low revs, the all-new high efficiency intercooler. Both mono-grade and multi-grade can be used. The boost compensator dramatically reduces black smoke under conditions being maintained across a far wider operating range. It is power delivered smoothly, due to optimum combustion chambers and new cylinder head shapes, produce even more power. The micro-sized multiple holes in the all-new injectors produce an even finer fuel-oil mist and combined with deep combustion, even better mixing at low revs, the all-new high efficiency intercooler. 755mhp (555kW) at 1900rpm in the continuous operating mode. The 700mm (350W) at 1696rpm in the continuous operating mode. This 700nm long stroke 28 liter class diesel, with 10 valves, 3-stage performance turbo for, less turbo lag, and better rating at low speed. Good Fuel Economy together with Lower Emissions. The micro-slash multiple holes in the all new impellers produce an even finer fuel oil mist and combined with deep combustion chambers and new cylinder head shapes, produce even better mixing at low revs, the all-new high efficiency intercooler. Both mono-grade and multi-grade can be used.
YANMAR, Providing Quality Propulsion Engine Packages for Over 60 Years.

High Torque
Excellent Torque-Rise Characteristics in High Speed and High Load Range Enable Stable Performance of Job Dutes even at High Load

The Engine Performance Gives Following Advantages:
1. The original torque rise characteristics having two maxima in curve (L.O. & H.O. ) - Enable cruising with least speed reduction against sudden load changes.
2. Stable cruising with least speed reduction against sudden load changes.
3. Non operation side
Low temperature

Toughness
1. Live spool OIL (Circulating Oil Consumption) and long overload periods, thanks to “C.W. level” (kind of artificial ceramic) treatment cylinder liner and long overhaul interval, thanks to “Silicard” liners.
2. Pass the salt spray test (cabinet type) for 2000 hours, water proof performance, gastightness, pressure tightness.
3. Type Approved by Marine Class Societies.

Lower Down Time
Easier Routine Inspection, Easier Maintenance
1. Easier routine inspection on the side of the boat, shorter mode replacement of parts.
2. Full mechanical engine management, reduce the chance of defective and expensive spare parts.
3. Quick and easy maintenance of marine engine systems.
4. Individual cylinder heads for each cylinder.

High capacity front PTO

YANMAR original rubber mounts (option)

YANMAR original marine gear that can be adapted to a wide range of applications
YANMAR provides our original gearbox, which enables us to supply total marine engineering & servicing to our customers!

- High-Performance Marine Gear
- YANMAR marine engine is designed to drive out the Full Performance of YANMAR engine.
- Marine Maintenance
The special design of the case enables the forward shaft and厦门 shaft to be disassembled without removing the propeller shaft. In addition, a separate system is now used for the L.O. filter.
- Marine class societies approval
- Accessories
External fuel pumps, fuel filter, oil filter, oil cooler, and temperature gauge to suit classification society requirements.

Engine Performance

<table>
<thead>
<tr>
<th>Power [kW]</th>
<th>100</th>
<th>200</th>
<th>400</th>
<th>600</th>
<th>1000</th>
<th>1400</th>
<th>1500</th>
<th>1600</th>
<th>1700</th>
<th>1800</th>
<th>1900</th>
<th>2000</th>
<th>2100</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engine speed [min⁻¹]</td>
<td>1110000</td>
<td>V₁= 24.0</td>
<td>470(18.50)</td>
<td>225(8.86)</td>
<td>590000</td>
<td>5.9</td>
<td>1.9</td>
<td>1.0</td>
<td>1.0</td>
<td>5.9</td>
<td>6.5(0.26)</td>
<td>7.6(0.30)</td>
<td>8.8(0.35)</td>
</tr>
</tbody>
</table>

| Capacity V₂ | 11.1 |
| H/T Cooling Water Pump | 1110000 | V₁= 24.0 |

| Capacity V₁ | 225(8.86) |
| Air Cooler | 470(18.50) |

| ΔT | 5.9 |
| 1 |
| ΔT | 11.1 |
| 2 |

| Q₂ | 1.0 |
| ΔT | 1.0 |