For Harmonious Living with Global Environment

Techniques for Complying with IMO Tier II Emission Standards:

- **Exhaust Gas Recirculation (EGR)**: In the 6ST engine, the external EGR system is used. This design does not require any external control devices.
- **Staggered Layout Injection System**: When the intake and exhaust valve lift can be controlled, the valve lift change is effective. The lift of the intake and exhaust valve should be adjusted to 0.
- **External EGR System**: The line of the engine and supercharger must be equipped with devices to control EGR and intake air temperature. These functions can be performed by controlling the lift of the intake and exhaust valve.

Performance:
- **620hp (452kW) at 1900rpm in the C operating mode / 755hp (555kW) at 1840rpm in the M operating mode**
- **829hp (610kW) at 1900rpm in the C operating mode / 200liters/Drum×75**
- **Lubricating system: Forced lubrication with gear pump**
- **Lubricating oil grade: SAE #0 and 18**

Mechanical Engine Control:
- **Eco Diesel**: These functions can be performed by controlling the lift of the intake and exhaust valve. In external EGR, the line of the engine and supercharger must be equipped with devices to control EGR and intake air temperature. These functions can be performed by controlling the lift of the intake and exhaust valve.
- **Intake stroke**: The boost compensator dramatically reduces black smoke under hard acceleration.
- **Exhaust stroke**: This reduces noise and black smoke and helps achieve lower exhaust emissions and operating conditions across a wider operating range.
- **Performance**: 6AYM-WST (C rating) 6AYM-WET (C rating) 6AYM-WET (M rating)
- **Torque (Nm)**: 150 200 257 305 360
- **Output (kW)**: 200 257 385 485 560
- **Fuel consumption (L/h)**: 10 15 20

Engine Specifications:
- **Type**: 4-cycle, Vertical, Turbo-charged with sea water-cooled intercooler diesel engine
- **Cylinder**: 20 litres, 24 valves, 755hp (555kW) at 1840 rpm in the C operating mode
- **Displacement**: 20 litres
- **Rated output**: 200hp (143 kW) / 250hp (186 kW) / 270hp (200 kW)
- **Fuel consumption**: 2.55L (11 g/kWh) / 2.08L (9 g/kWh) / 1.95L (9 g/kWh)
- **Temperature**: 82°C / 85°C / 90°C
- **Lubricating oil grade**: SAE 40 or SAE 15W-40
- **Hydraulic multi-disc clutch**
- **Flywheel housing size**: 266mm x 266mm x 21mm
- **Weight**: 2365kg
- **Dimensions (Unit: mm)**: 177 / 175 / 302 / 1609 / 396 / 1305

YANMAR POWER TECHNOLOGY CO., LTD.
Large Power Products Business
1-1 Tsuchiura-cho, Nishi-ku, Osaka, Japan
Tel: +81-6489-8069 Fax: +81-6489-1082
yanmar.com
Printed in Japan 08/06/2018 12:29
YANMAR, Providing Quality Propulsion Engine Packages for Over 60 Years.

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

Toughness
1. Lower specific O/C (Lubricating Oil Consumption) and long overhaul interval. Thanks to advanced (kind of artificial ceramic) treatment cylinder liner and kind of artificial ceramic (CGM5507) treatment piston top. In addition, a ceramic plate (for centering work) is to be supplied by ship builder.
2. Parallel hull mount engine with long stroke, minimum friction, weight, and special treatment injection nozzle. A Leak-free engine.
3. Type Approved by Marine Class Societies.

Lower Down Time
1. 500 hours service interval.
2. Purpose built marine engine with long stroke, replacement concept in YANMAR overhaul program.
3. 6AYM-WET: 610kW / 1900min-1

High capacity front PTO

The Engine Performance Gives Following Advantages:
1. Free engine operation time automatically bringing results in various (Line A). -Enable cruising with best speed reduction against sudden load changes.
2. Take Off Method of low speed valve and governor pressure by manipulating the trolling change-over lever by the balance between the value instructed and governor valve that detects the output rotation speed can be decided. The clutch hydraulic oil pressure is decided and governor valve that detects the output rotation speed can be decided. The clutch hydraulic oil pressure is decided.
3. BX Trolling
4. Type Trolling operation principle
5. A wide range propeller matching, from the passenger ship (light/medium duty) to tug boat (heavy duty), is possible.
6. Stable cruising with least speed reduction against sudden load changes.

YANMAR’S original marine gear
- Designed to be internal combustion type of various engines
- Easy Maintenance
- The T-shape design of the case enables the forward gear and reverse shift to be disassembled and reassembled the forward shaft and reverse shaft of the case enables to be disassembled and reassembled.
- In addition, a case assembly to be used for the L.O. filter.
- Marine class societies approval
- Accessories
- Speed Trolling Device (AJ Type trolling)
- Crankshaft Trolling

Type Trolling operation principle
The trolling device consists of the two step valve and governor valve that detects the output rotation speed can be decided. The clutch hydraulic oil pressure is decided by the balance between the value instructed by manipulating the trolling change-over lever of the case and governor valve that detects the output rotation speed can be decided.