

S6A3-PTA

INDUSTRIAL ENGINE | CONSTANT SPEED

MAX OUTPUT 510 kWm

MITSUBISHI DIESEL ENGINE

POWERFUL AND RELIABLE

ENGINE DATA			
Engine model	S6A3-PTA	Cooling system	water-cooled with common jacket water and charge-air cooling circuits
Engine type	4-stroke, diesel	Combustion system	direct injection
Cylinder configuration	6 in-line	Fuel injection system	pump-line-nozzle (2x in-line pump)
Bore x stroke (mm)	150 x 175	Electrical system (V)	24
Total displacement (l)	18.56	Rotation (ISO 1204)	counter clockwise
Dry weight (kg)	1800	Flywheel and housing	SAE 18" / SAE #00
Aspiration	turbocharged		

RATING ^{1,2}	Standby				LTP / PRP / DCCP			
	50		60		50		60	
Frequency (Hz)	without fan	with fan	without fan	with fan	without fan	with fan	without fan	with fan
Output (kWm)	440	430	510	490	400	390	460	440
Output (bhp)	590	576	684	657	536	522	617	590
Output (kWe) ³	418	409	485	466	380	371	437	418
Output (kVA) ⁴	523	511	606	582	475	463	546	523
Engine speed (rpm)	1500		1800		1500		1800	
Fuel consumption 100% load (g/kWh) ⁵	209	210	211	218	205	208	208	214
Fuel consumption 75% load (g/kWh) ⁵	203	208	209	216	203	209	210	218
Fuel consumption 50% load (g/kWh) ⁵	210	218	215	229	212	222	218	234
Emission	not regulated							

¹ For rating definitions, please see our website.

² All data represents net performance with standard accessories under the condition of 100 kPa barometric pressure, 298 K ambient temperature and 30% relative humidity.

³ kWe ratings based on 95% alternator efficiency.

⁴ kVA ratings based on a power factor of 0.8.

⁵ Fuel consumption is based on ISO3046/1 with +5% tolerance at 100% rated power, +10% tolerance at 75% and 50% rated power.

BENEFITS

The Mitsubishi Diesel Engine range is designed to provide premium levels of performance, durability and reliability with ease of maintenance. Every Mitsubishi Diesel Engine benefits from the following features and advantages:

- Compact configuration to minimize installation footprint.
- Cast iron crankcase with access door per cylinder for easy inspection and maintenance.
- Quenched and tempered steel crankshaft with induction-hardened journals and pins to ensure maximum strength and low bearing wear. The crankshaft can be reground, if required, during a major overhaul.
- Wet-liner cylinder construction to ensure the bore geometry accuracy required to achieve low oil consumption. This type of construction allows easy replacement, if required, during a major overhaul.
- High performance AC8A aluminium-alloy pistons with Ni-Resist iron top ring groove insert ensure low long-term oil consumption with reduced carbon deposits.
- Individual cylinder head assemblies for easy and cost effective servicing.
- Basic consumable parts, such as fuel and oil filters, are positioned to allow easy access during routine maintenance.
- A low number of specialised tools is required to carry out maintenance activities.
- High level of commonality of parts across the Mitsubishi Diesel Engine ranges ensures ease of procurement and simplifies spare part stock control.
- Wide range of engine configurations allows choice of engine to be optimised for the requirements of each individual application.

Air intake and exhaust systems

The proprietary MHIET* -designed and -manufactured turbochargers are specifically matched to the characteristics of the engine to provide maximum power output with minimum fuel consumption. Noise-reducing air inlet silencers fitted to turbochargers as standard. Exhaust manifold heat-shield plates available on various models.

Option kits available

- Heavy-duty air inlet filter
- Flexible expansion joint (including counter flange)

Fuel system

Mechanical pump-line-nozzle fuel system offers reliable operation with simplified diagnostics and servicing. Engine-mounted fuel-feed pump allows direct coupling to day-tank system. Standardized spin-on cartridge-type fuel filters allow simplified spare parts management.

Governing system

Toho Seisakusho SG-4017-BR/XS-400B-03 control system provides 'isochronous' or 'droop' governing with fast load-step response characteristics that can be easily adjusted to the design of each genset installation.

Option kits available

- Digital setting unit for load-sharing

Cooling system

Combined jacket water and intercooler coolant circuit, driven by the engine-mounted pump, enables the simplest radiator/heat-exchanger designs to be utilized.

Option kits available

- Various radiator designs for different ambient conditions

- Pre-heater and pump system

Lubrication system

Gear-driven oil pump and engine-integrated oil cooler ensures optimum performance of the lubrication system and minimum rate of wear in the engine. Easy-access filter bracket includes a bypass filter for added safety. Standardized spin-on cartridge-type oil filters allows simplified spare parts management.

Option kits available

- Pre-lubrication pump system
- Manual oil drain pump

Starter system

24V starter motor system and battery-charging alternator installed as standard. System sized to ensure reliable, fast starting under conditions as low as -10°C. (The use of pre-heating and pre-lubrication starting aids may be necessary under certain conditions).

Option kits available

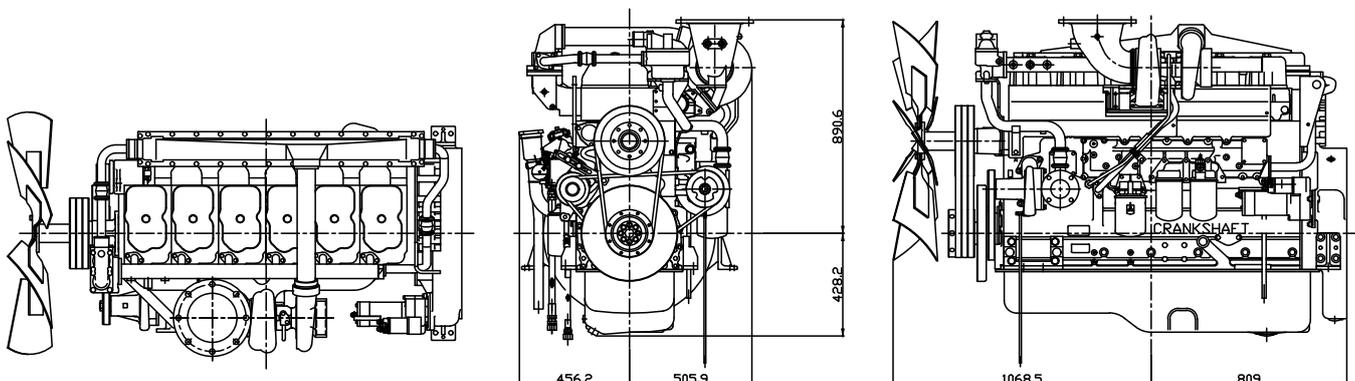
- Air starter
- Redundant starter

Monitoring system

High coolant temperature, low oil pressure and oil filter status alarm switches fitted as standard.

**MHIET: Mitsubishi Heavy Industries Engine & Turbocharger, Ltd. Headquarter for Engine & Energy Division.*

DIMENSIONS



More information

Contact your local dealer for more information regarding Mitsubishi Diesel Engines and optional equipment or, visit engine-genset.mhi.com

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