





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

05
Reasons

Cutting Edge Technology

06
Reasons

Environmentally Responsible

07
Reasons

Information at a glance

08
Reasons

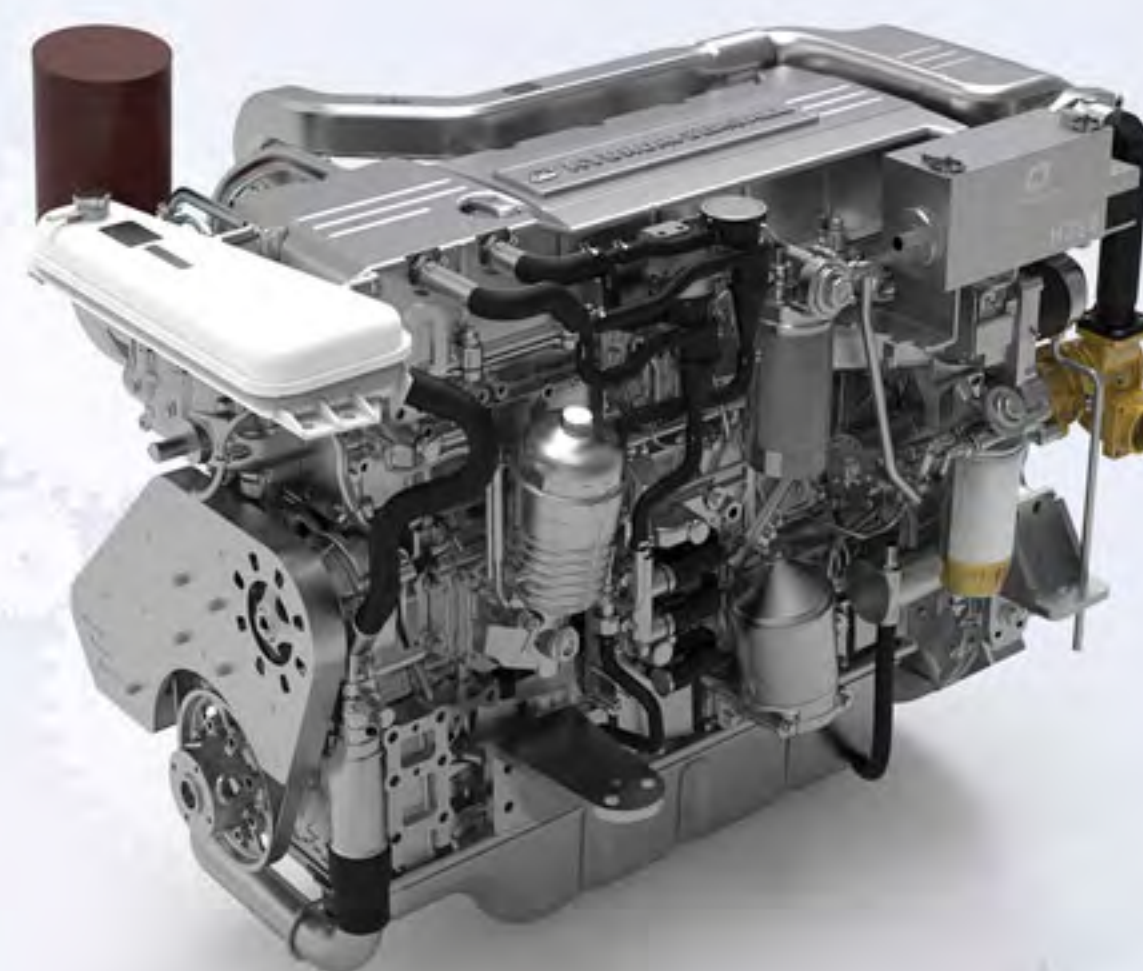
Superb Power-to-
-Weight Ratio

09
Reasons

Easy to Maintain

10
Reasons

Better Resale Value



※major part only

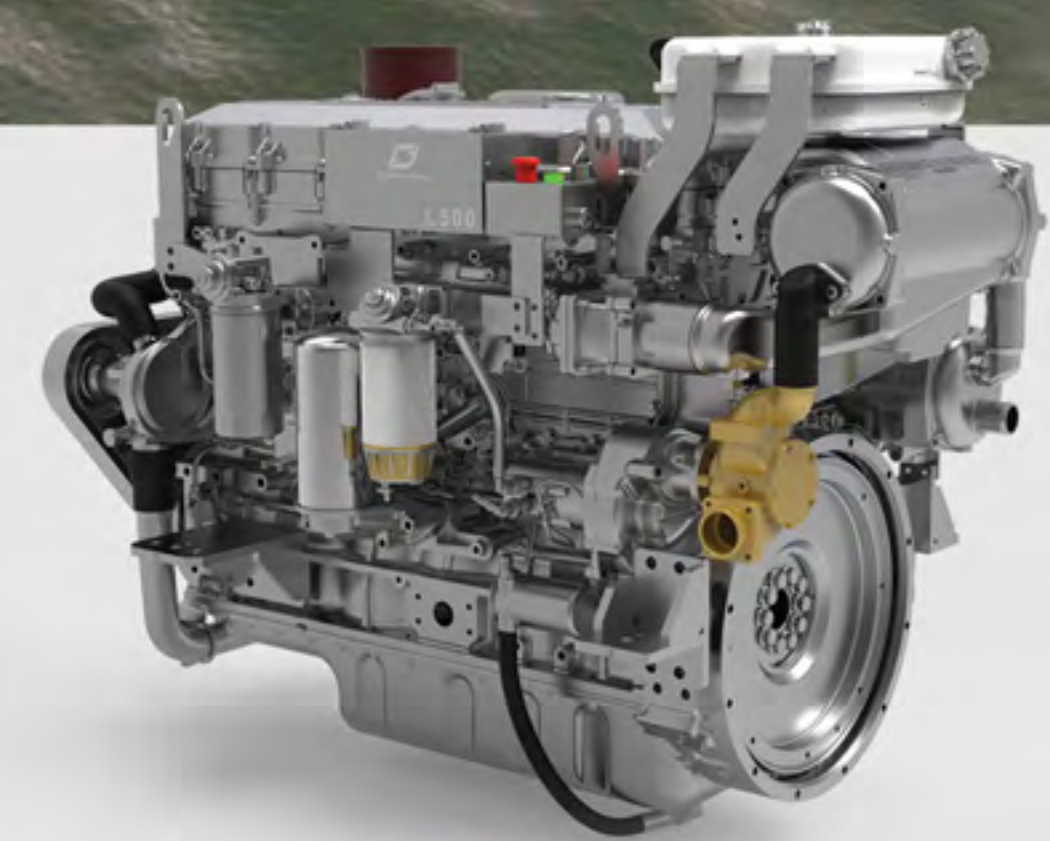
COMMERCIAL USE
3
EXTENDED
WARRANTY
YEARS

※major part only

RECREATIONAL USE
4YEAR
EXTENDED WARRANTY



MARINE ENGINES



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 R200 satisfies 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.

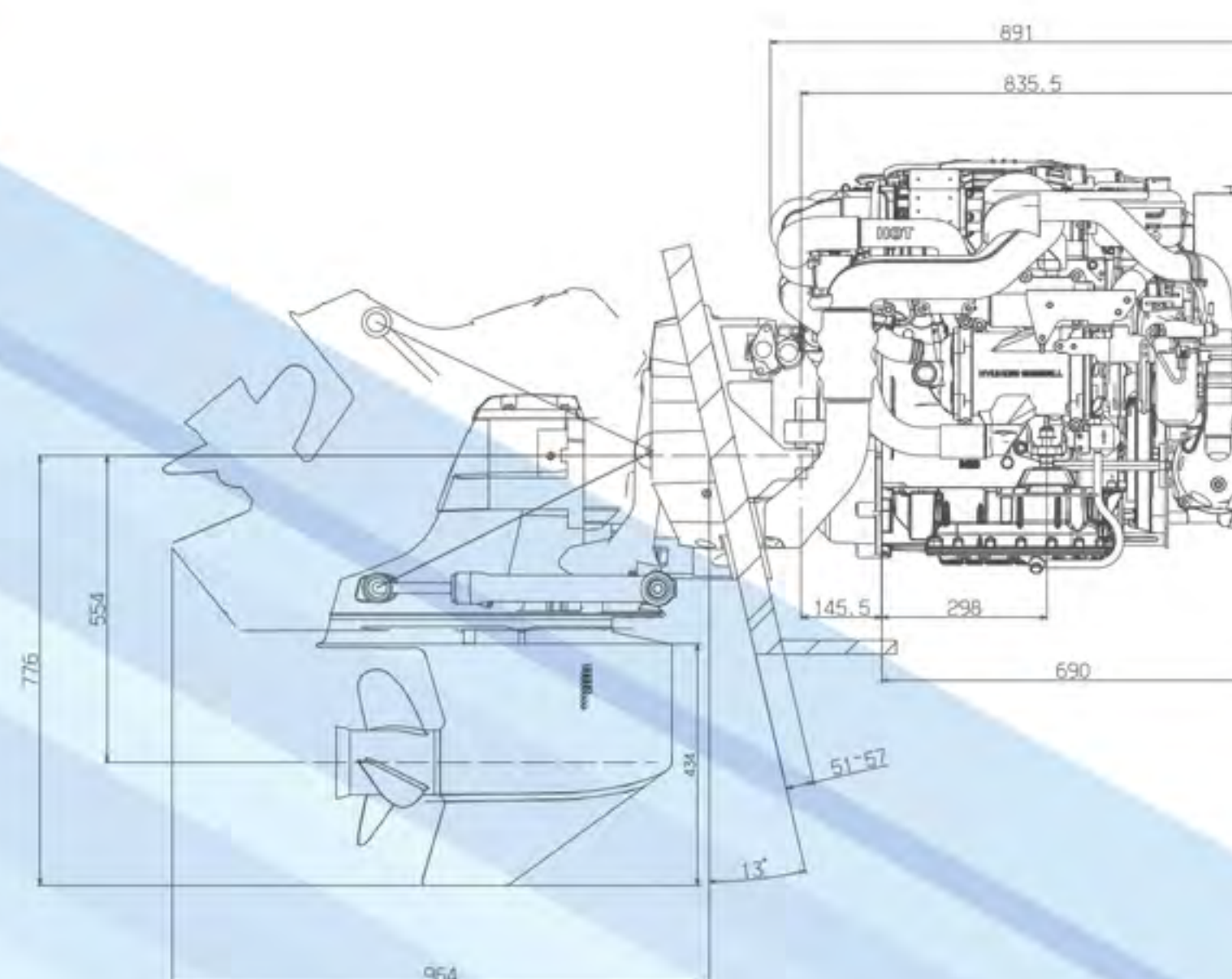


※Tolerance: ±5%

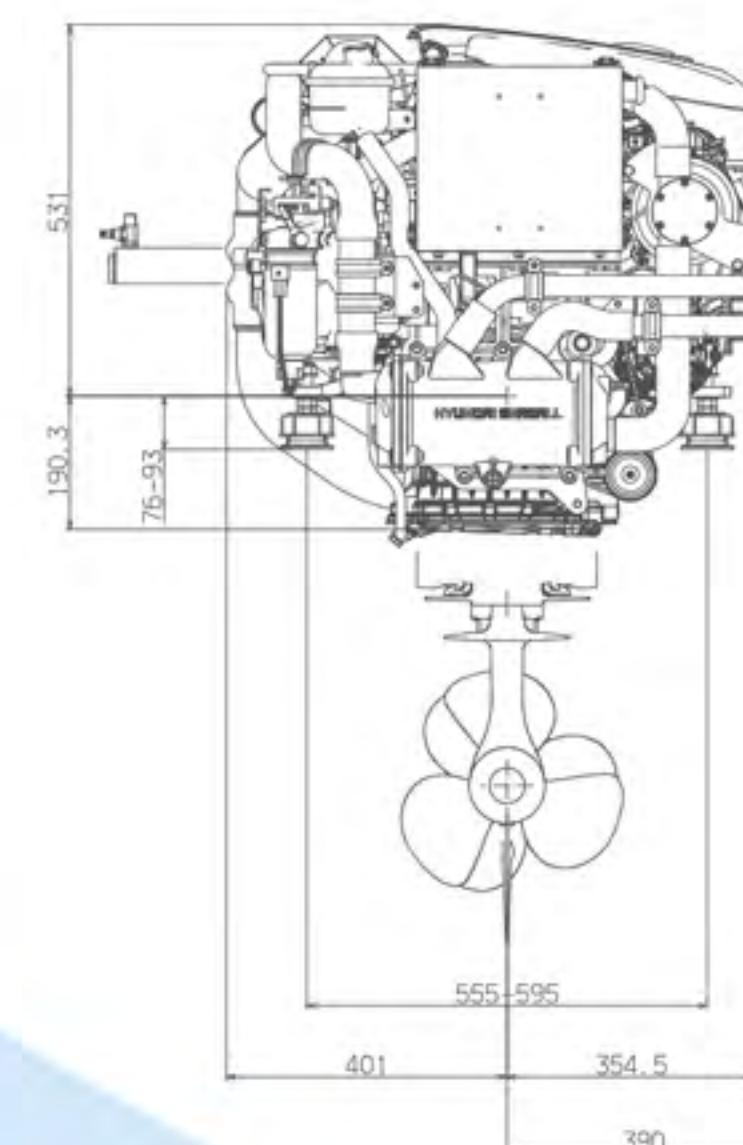
Engine Type	R200S	R200P	R200J
Propulsion System	Sterndrive	Shaftdrive	Waterjet
Engine Duty Rating	Special Light Commercial (S4)/Pleasure Duty (S5)		
Configuration	4-Stroke, 16-Valve DOHC, E-VGT with Intercooler, Fresh Water Cooling		
Output [PS (kW)]	200 (147)		
Rated RPM	3,800		
Cylinders	In-line 4		
Displacement [cc]	2,199		
Bore X Stroke [mm]	85.4 X 96		
Max. Torque	44.0 kg·m @ 2,000 rpm		38.0 kg·m @ 3,600 rpm
Injection System	Common Rail Direct injection (CRDi) - Solenoid Injector		
Alternator	12V-150A		
Engine Diagnosis	YES		
Max Fuel Consump.[l/h]	39.9		
Dry Weight [kg]	280		
Flywheel	Hyundai Unique		
Flywheel Housing	BorgWarner Flange		

▪ R200S Bravo 1X Diesel

(mm)



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

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 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

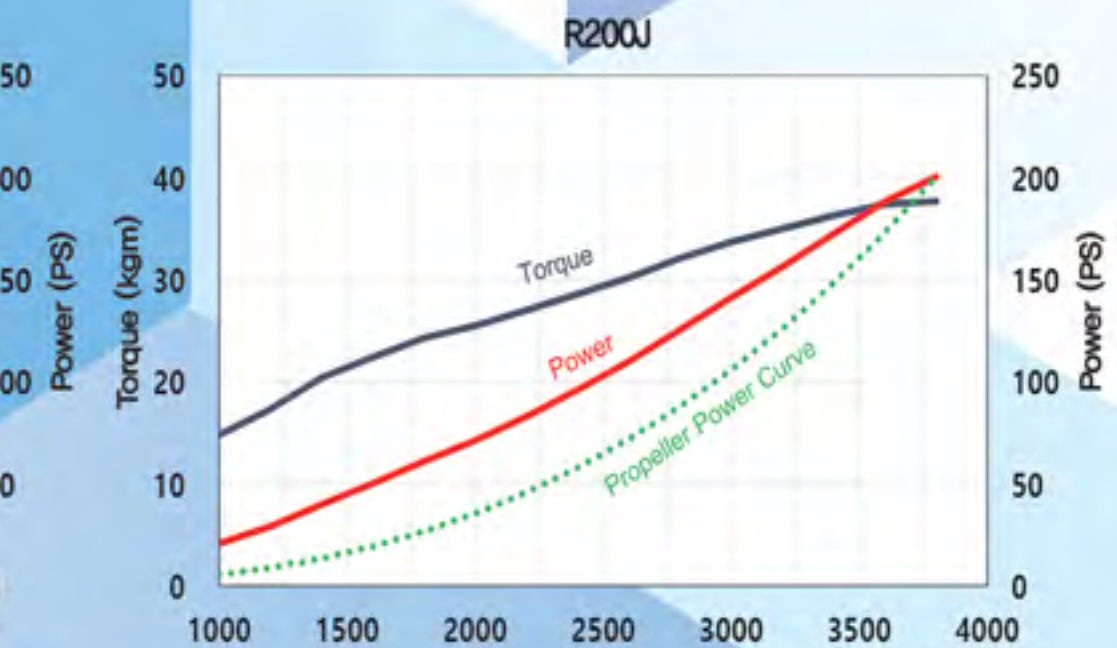
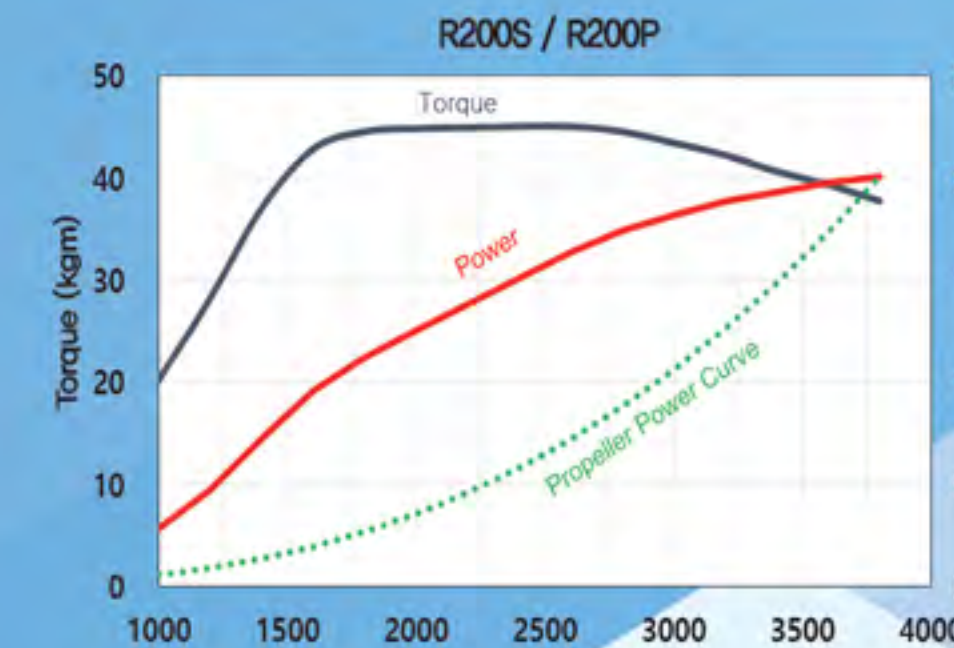
- Oil wetted and reusable air filter
- Crankcase gas vented into the air inlet

Exhaust System

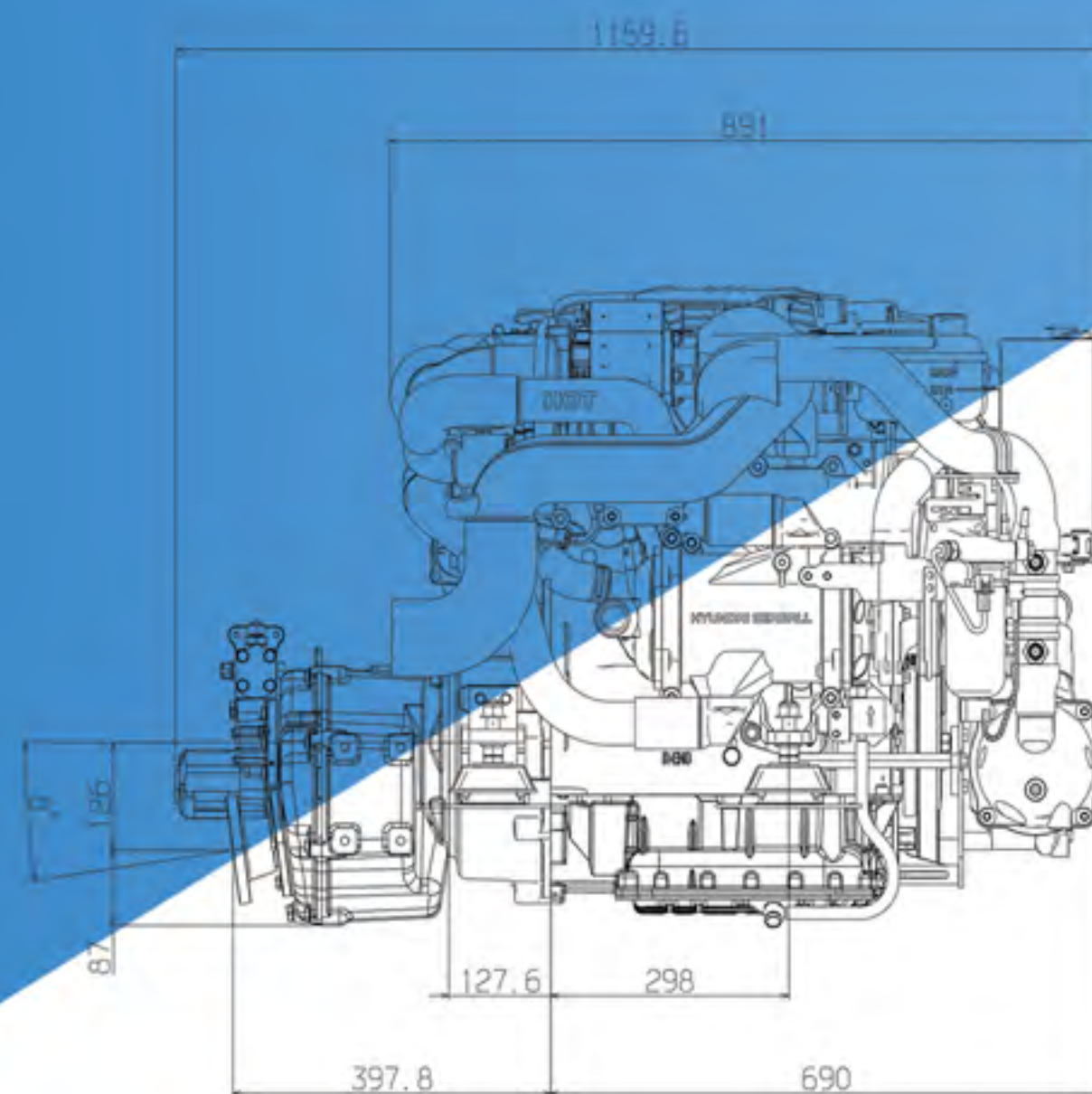
- Engine coolant cooled exhaust manifold
- Seawater cooled exhaust elbow

Turbocharger

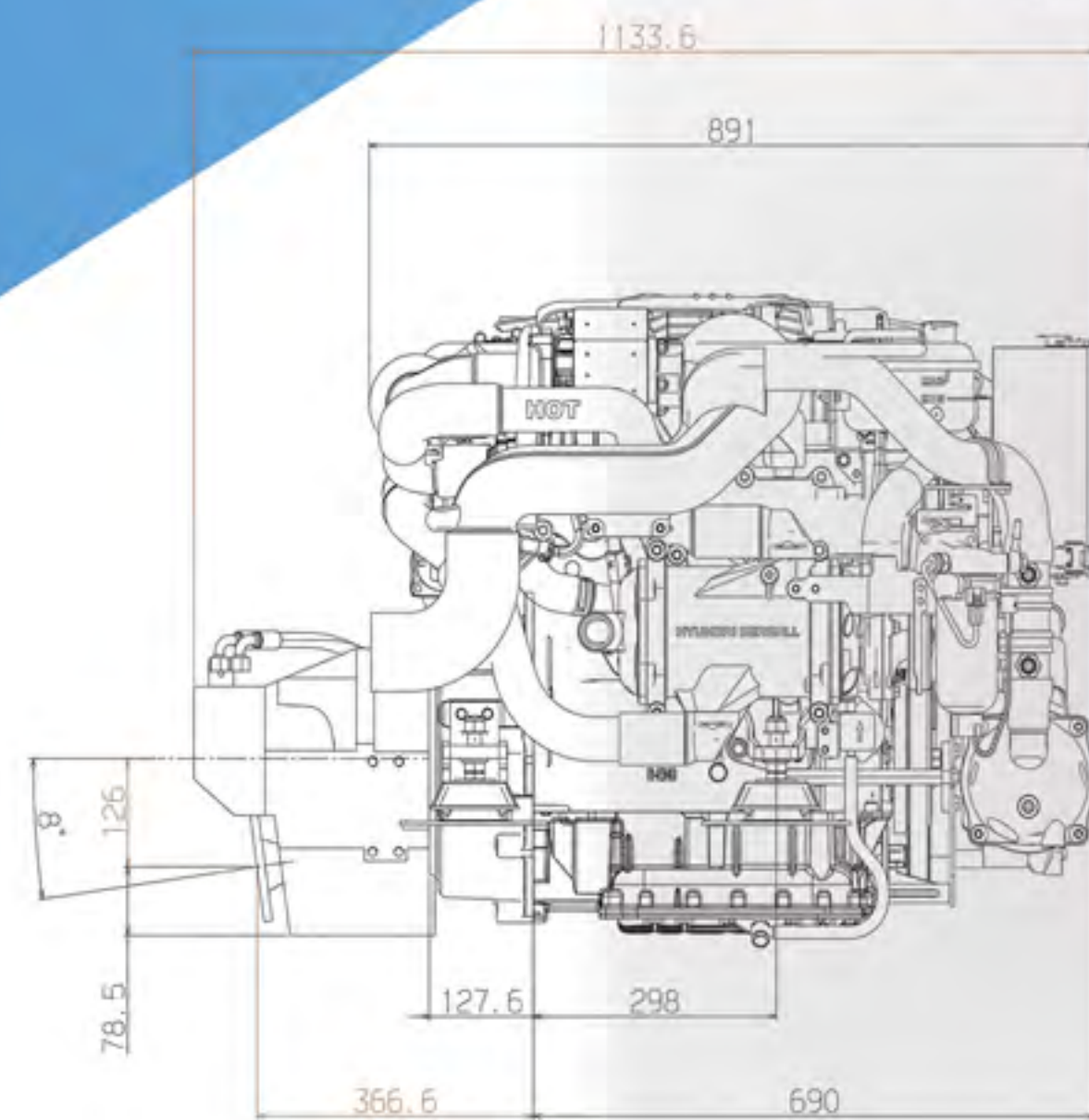
- E-VGT, Electronic Variable Geometry Turbo



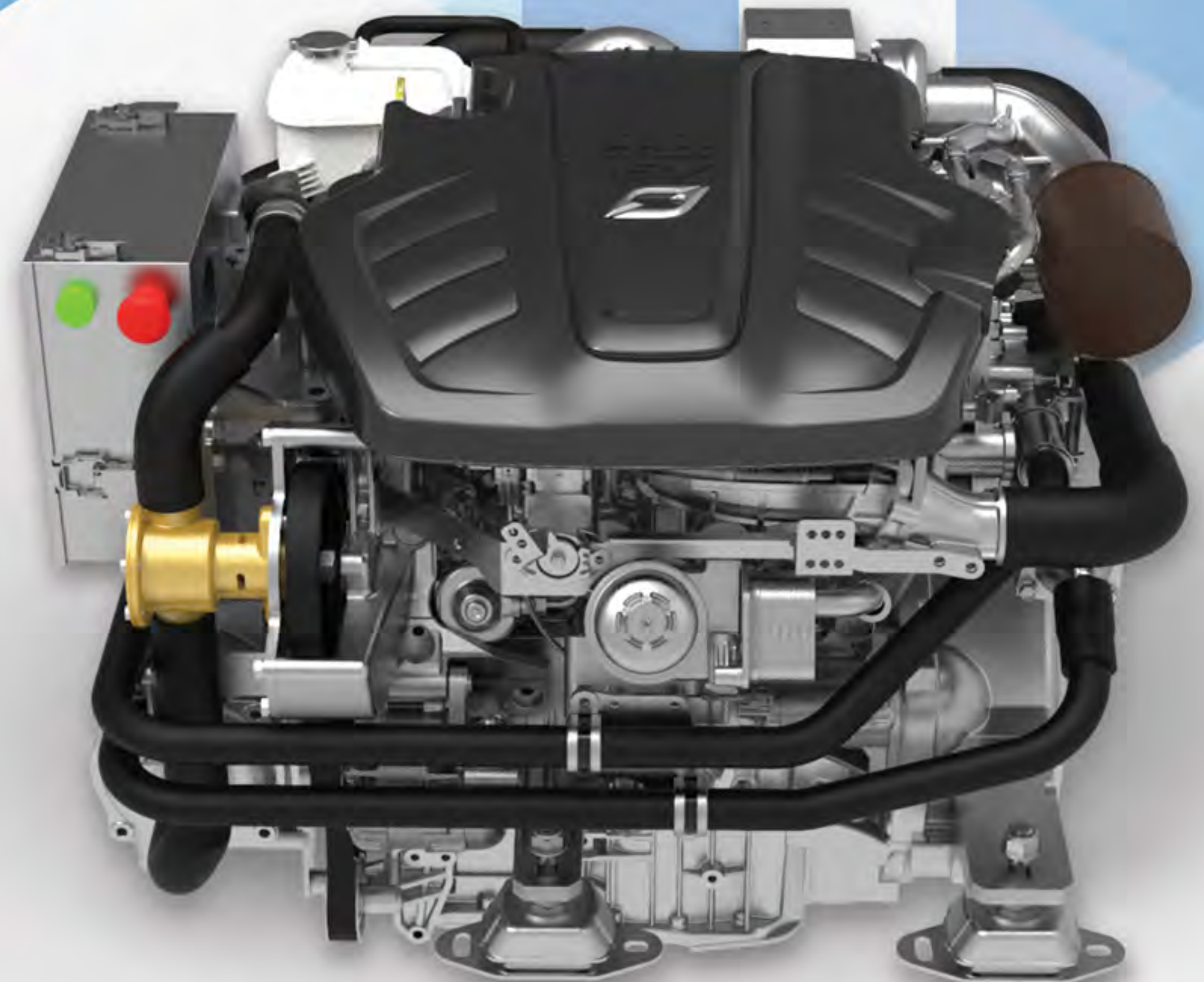
▪ R200P TM485A(=MG5025A)



▪ R200P ZF 45A



Side view



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

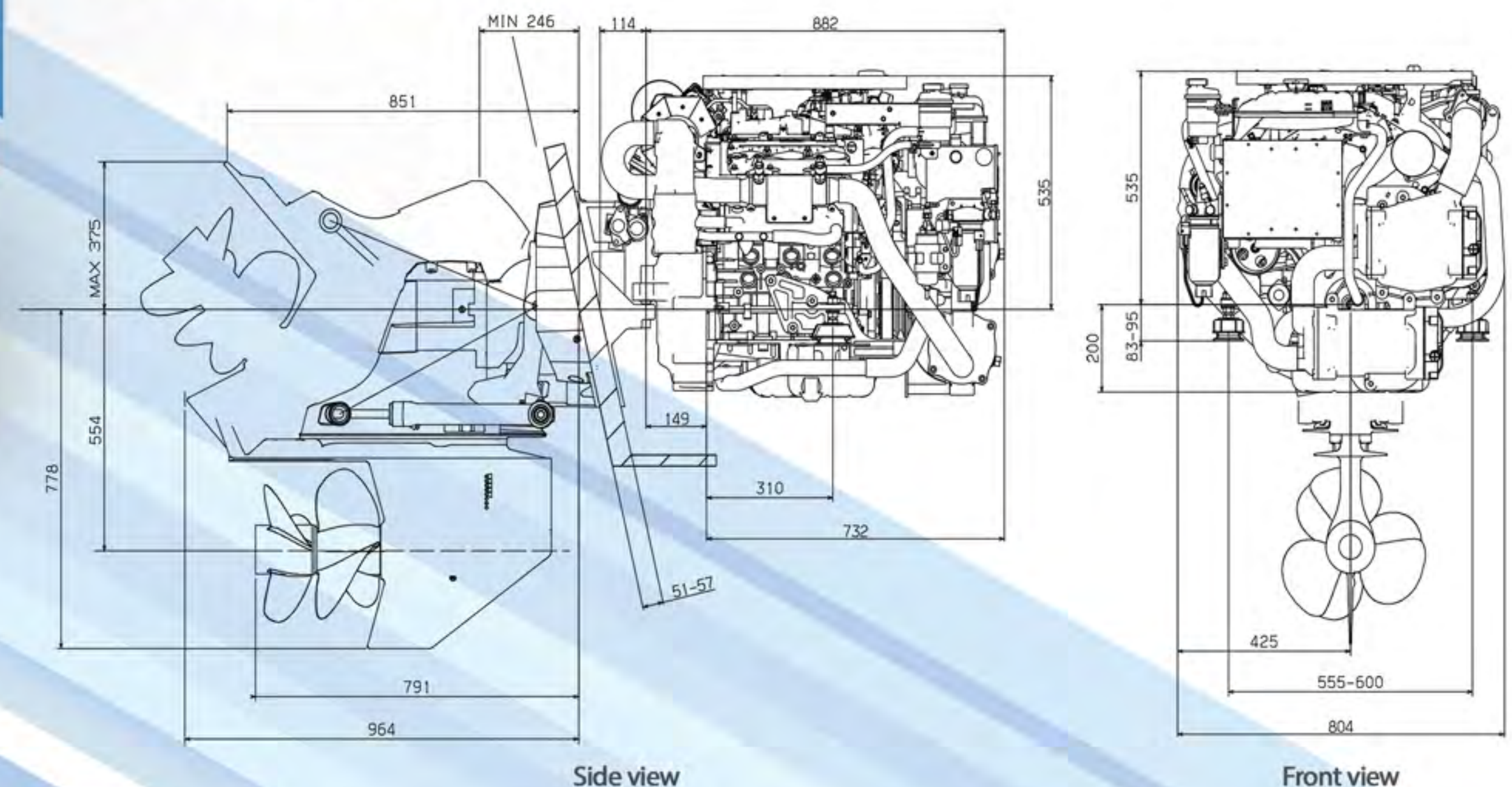
The use of Compacted Graphite Iron (CGI) for the cylinder block gives Hyundai SeasAll engines several advantages. The CGI block is lighter and quieter than conventional grey cast iron and demonstrates at least 85 percent higher tensile strength, 45 percent higher stiffness and approximately double the 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.



※Tolerance: ±5%

Engine Type	S270S	S270P	S270J
Propulsion System	Sterndrive	Shaftdrive	Waterjet
Engine Duty Rating	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	16.0		
Max. Torque	57.6 kg·m @ 2,000 rpm		51.0 kg·m @ 3,800 rpm
Injection System	Common Rail Direct injection (CRDi) - Piezo Injector		
Alternator	12V-150A		
Engine Diagnosis	YES		
Max Fuel Consump.[l/h]	53.8		
Dry Weight [kg]	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 transmission oil cooler
- Chain drive engine oil pump

Emissions & Certificates

- US EPA Tier-III,
- IMO 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
- 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

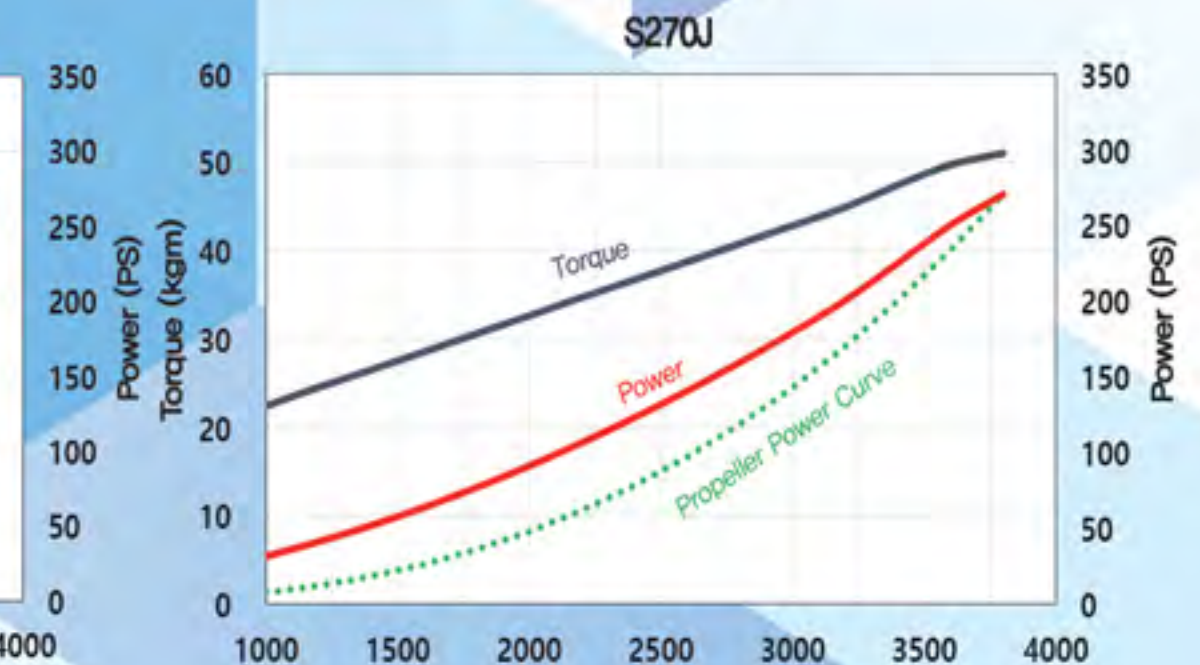
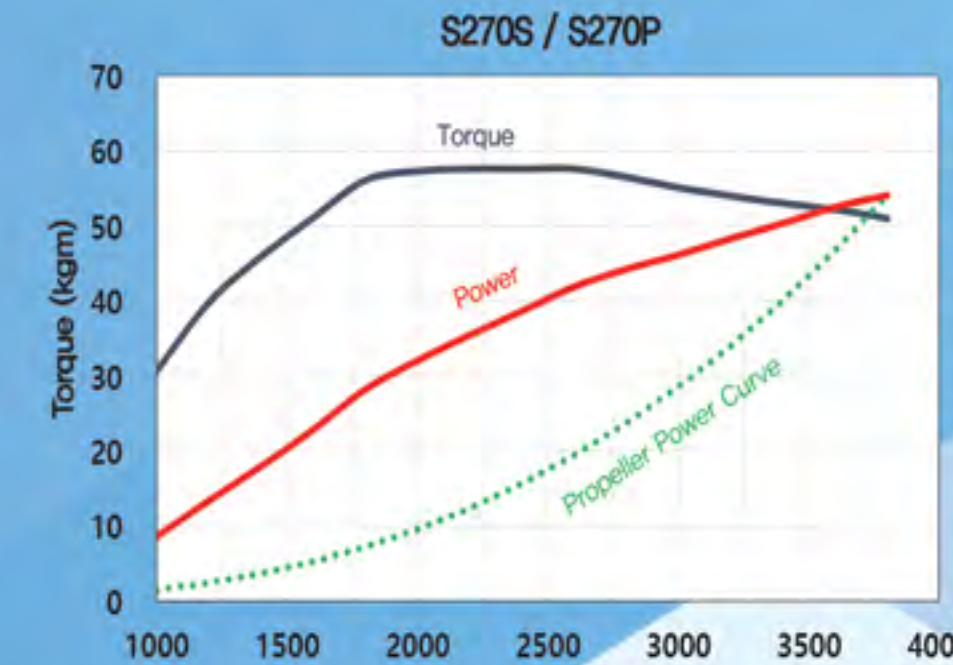
- Oil wetted and reusable air filter
- Intake silencer (Optional)

Exhaust System

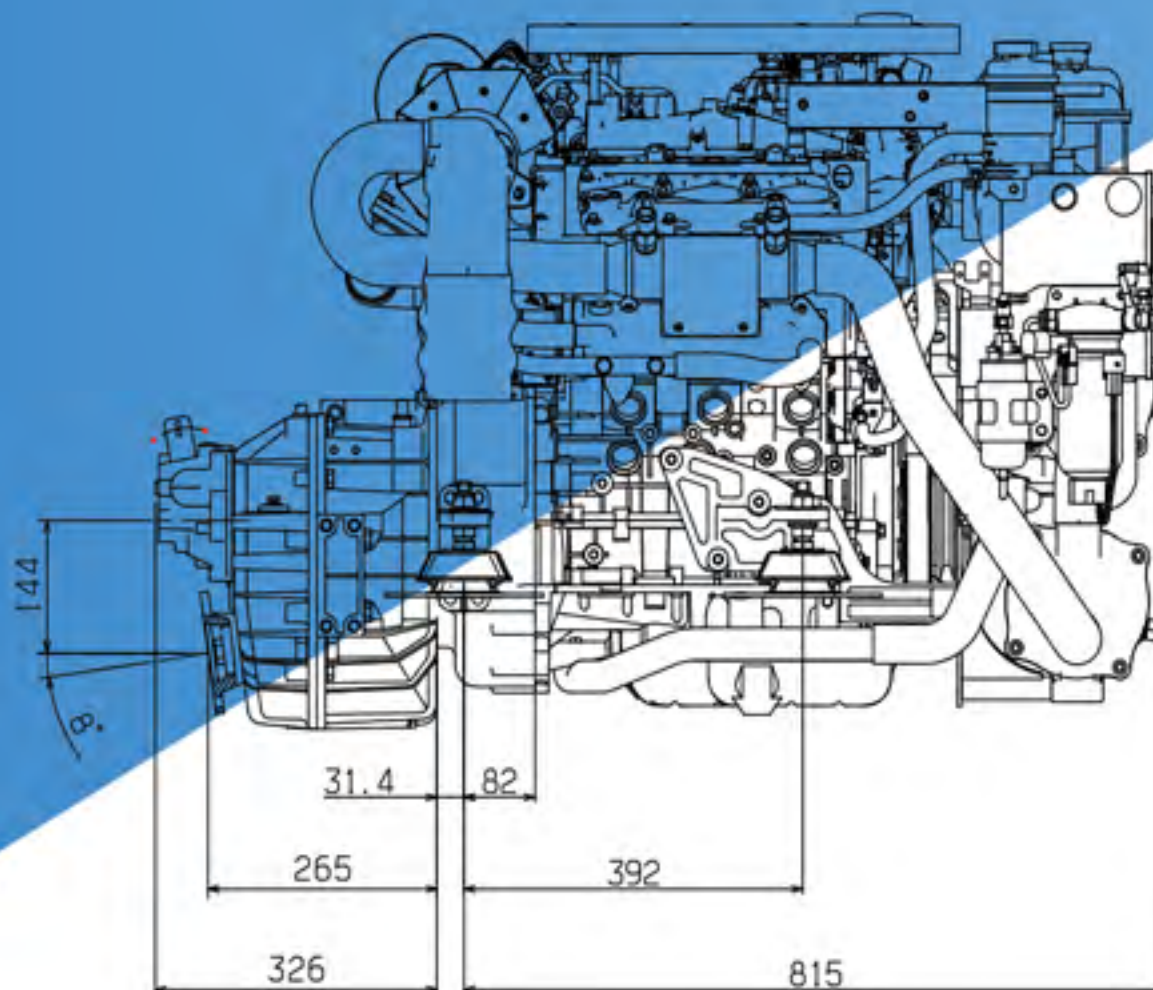
- Engine coolant cooled exhaust manifold
- Seawater cooled exhaust elbow
- Seawater cooled Hi-Riser (Optional)

Turbocharger

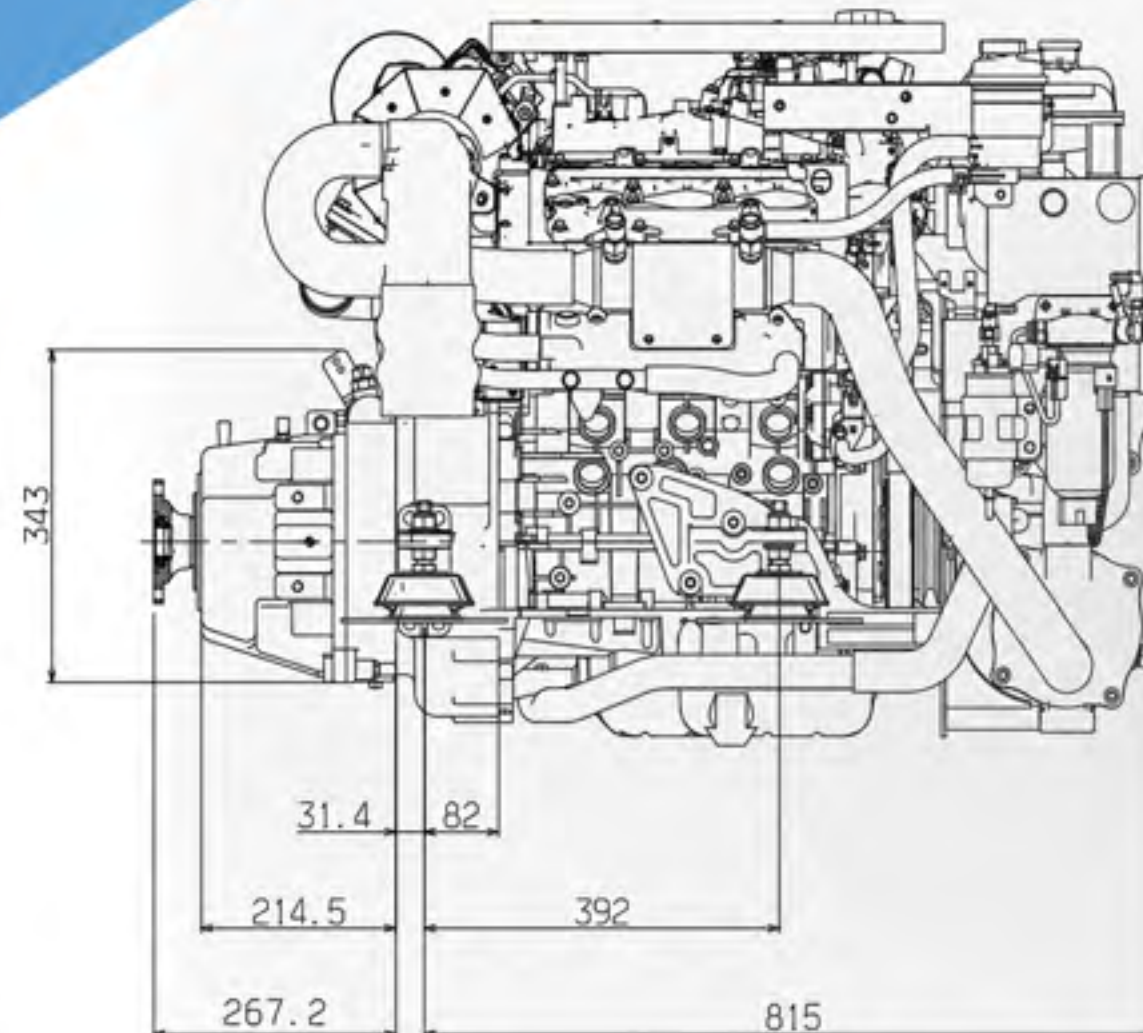
- E-VGT, Electronic Variable Geometry Turbo



▪ S270P ZF 68A



▪ S270J ZF 63C



Side view



NEW

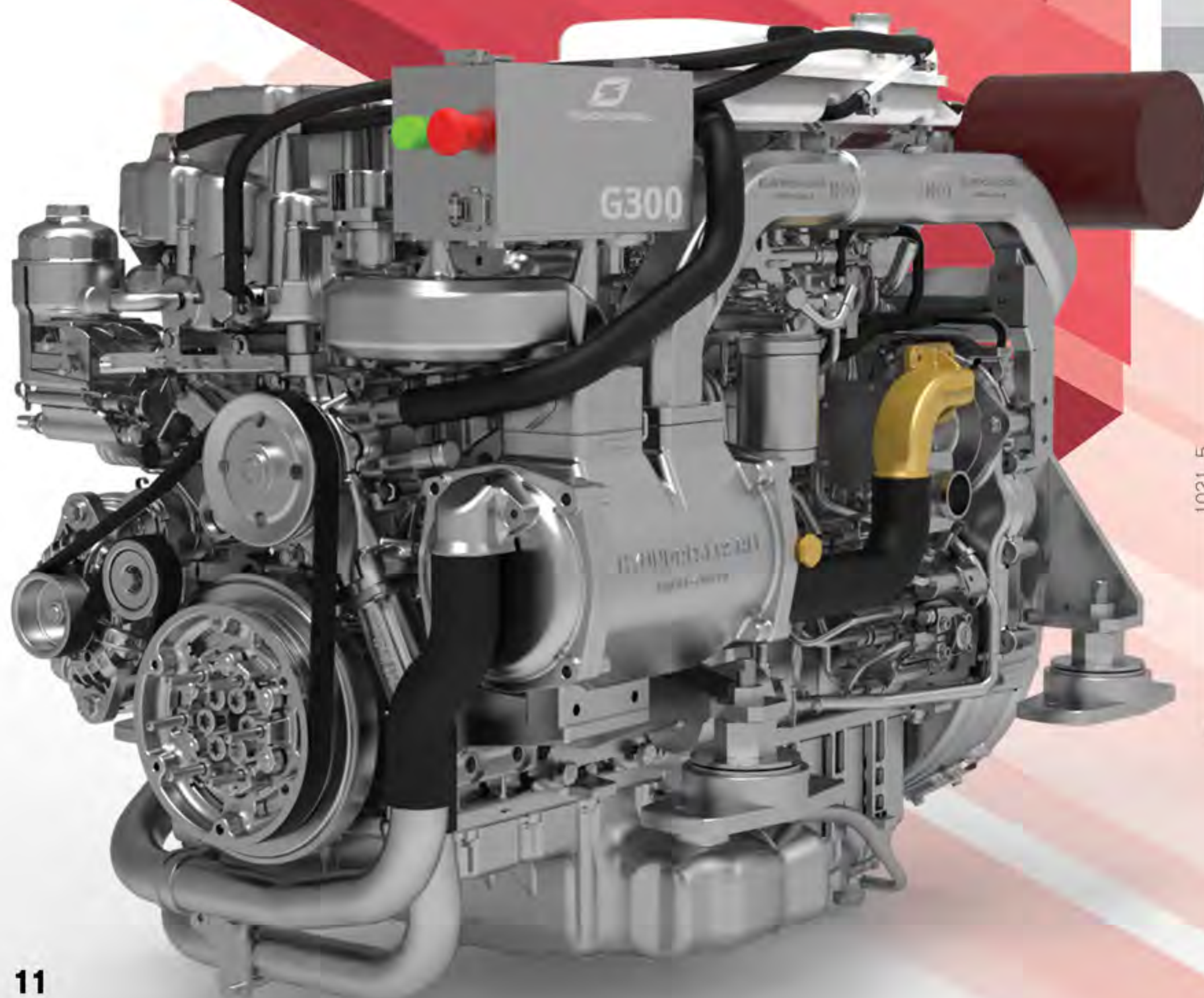
G7 series

6.8 Liter High Performance Engine

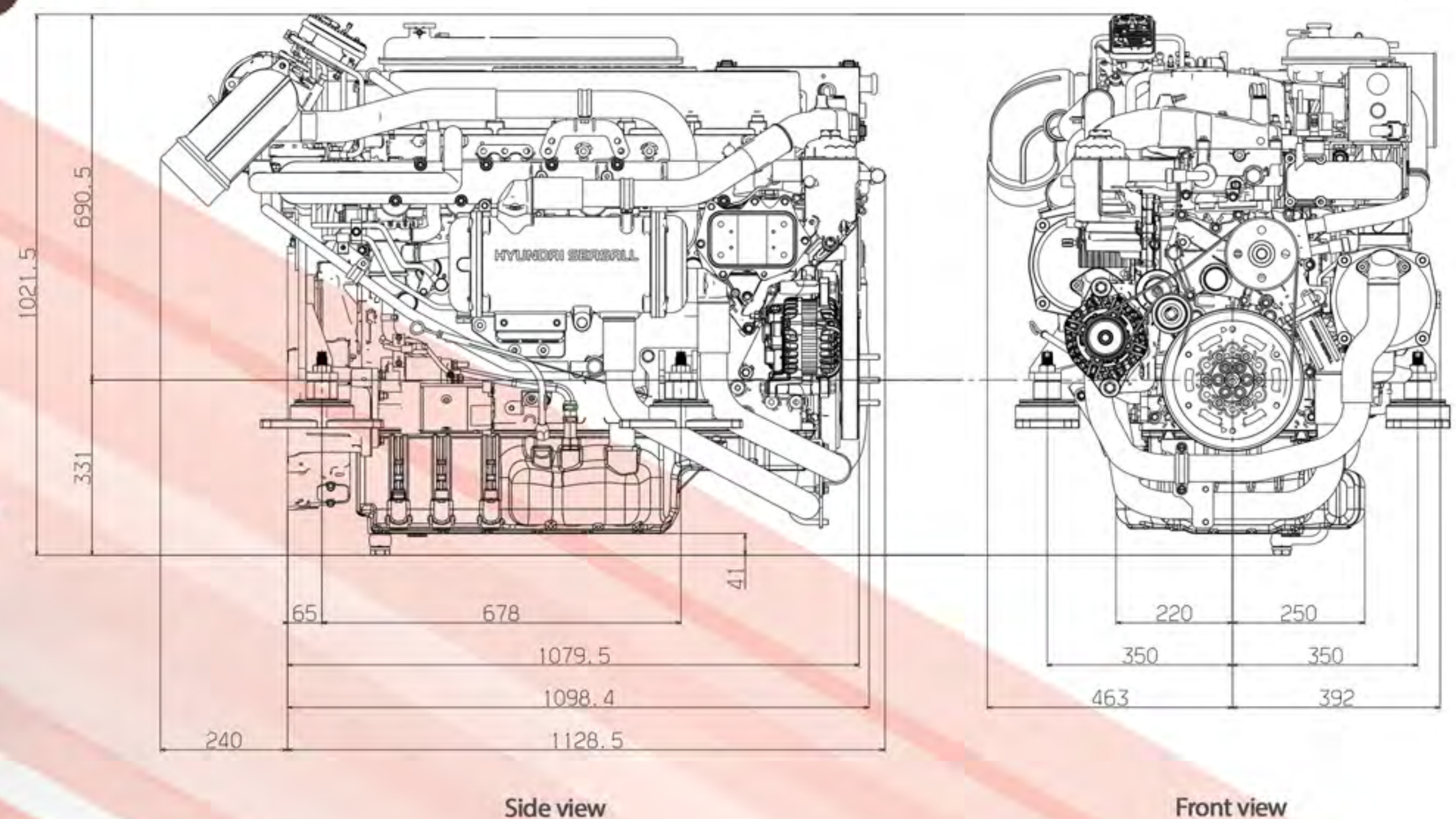
Solenoid controlled common rail injection system delivers 350PS / 300PS and 120.3 kg · m of torque from the 6.8 liter in-line 6 cylinder engine. The broad flat torque curve proves Hyundai SeasAll's diesel development capabilities are world-class and beats performance of competition's comparable models. Economy is assured by the state-of-the-art fuel management system featuring Common Rail Direct Injection (CRDI). The electronic engine control system makes the engine lighter, quieter and more fuel efficient with excellent compact dimensions.

※Tolerance: ±5%

Engine Type	G350	G300	G300A
Propulsion System	Shaftdrive, Waterjet, Surface drive		AUX
Engine Duty Rating	Light Duty (S3)	Heavy Duty (S1)	AUX
Configuration	4-Stroke, 24-Valve OHC, E-WGT with intercooler, Fresh Water Cooling		
Output [PS (kW)]	350 (257)	300 (221)	
Rated RPM	2,800	2,500	
Cylinders	In-line 6		
Displacement [cc]	6,798		
Bore X Stroke [mm]	107 X 126		
Compression Ratio	17.5 : 1		
Max. Torque	120.3kg·m @ 1,600 rpm		
Injection System	Common Rail Direction Injection (CRDi)-Solenoid Injector		
Alternator	24V-90A		
Engine Diagnosis	YES		
Max Fuel Consump.[l/h]	77.6	69.2	
Dry Weight [kg]	686		
Flywheel	SAE11-1/2		
Flywheel Housing	SAE 2		



• G7



Technical Description

Engine

- 6 cylinder in-line, 24 valve OHC
- Cast iron cylinder block & 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

- 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 drive engine oil pump

Emissions

- IMO Tier II
- RCD II

Fuel System

- Common Rail Direct Injection (CRDI)
- 2,000 bar solenoid injectors
- Gear-driven fuel pump
- Electronically controlled injection timing
- Fine fuel filter and water separator

Electrical System

- 24 volt - 90A alternator
- Auxiliary engine stop button
- Air heating system for a trouble-free cold start

Cooling System

- Gear-driven seawater pump
- Seawater-cooled intercooler and heat exchanger
- Auxiliary connector for cabin heating
- Corrosion resistant material for seawater circuit
- Easily accessible seawater impeller pump

Exhaust System

- Coolant cooled exhaust pipe
- E-WGT
- (Electric Waste Gate Turbocharger)

Air Inlet system

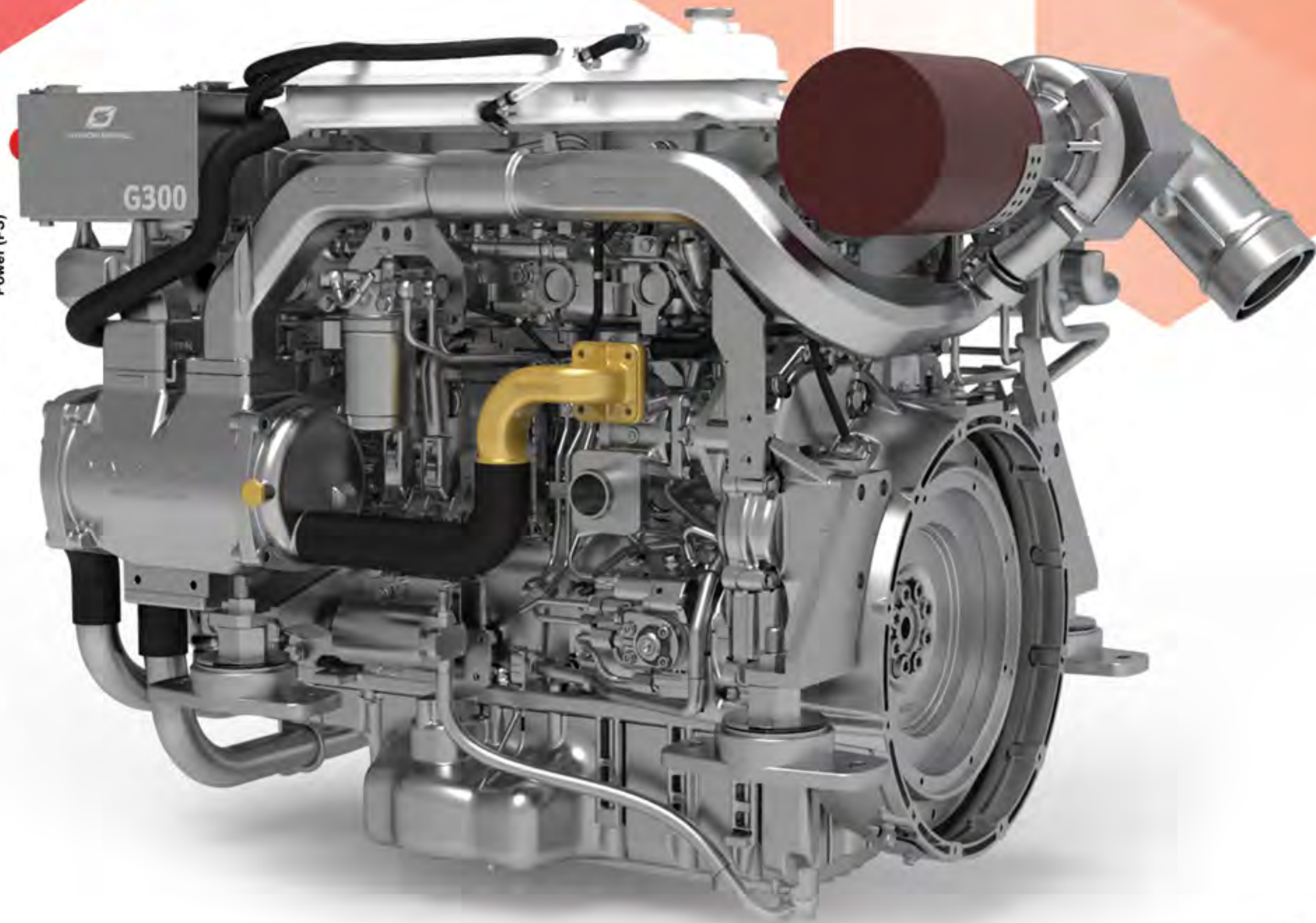
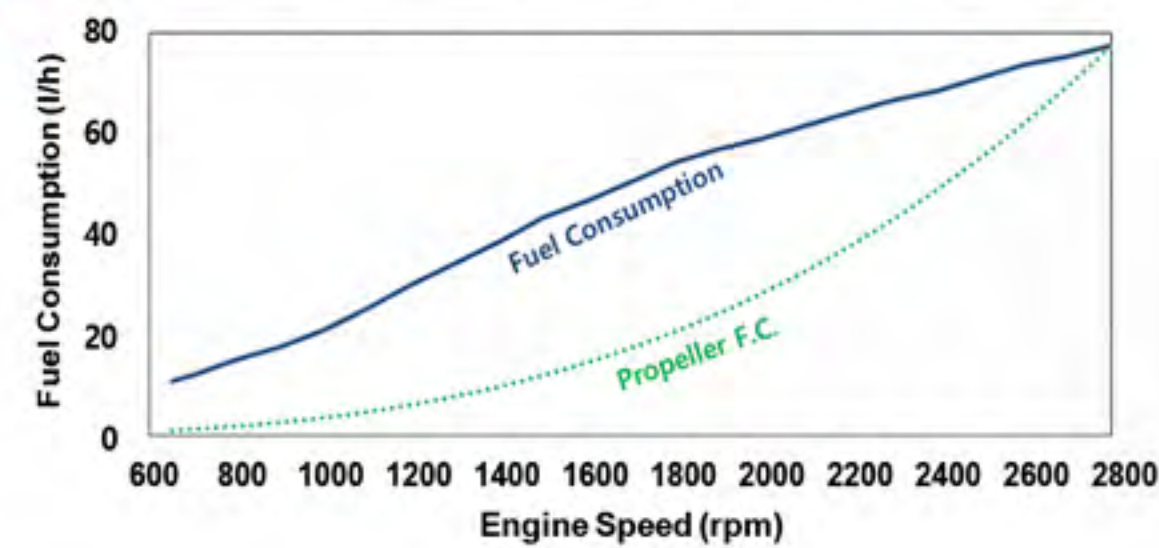
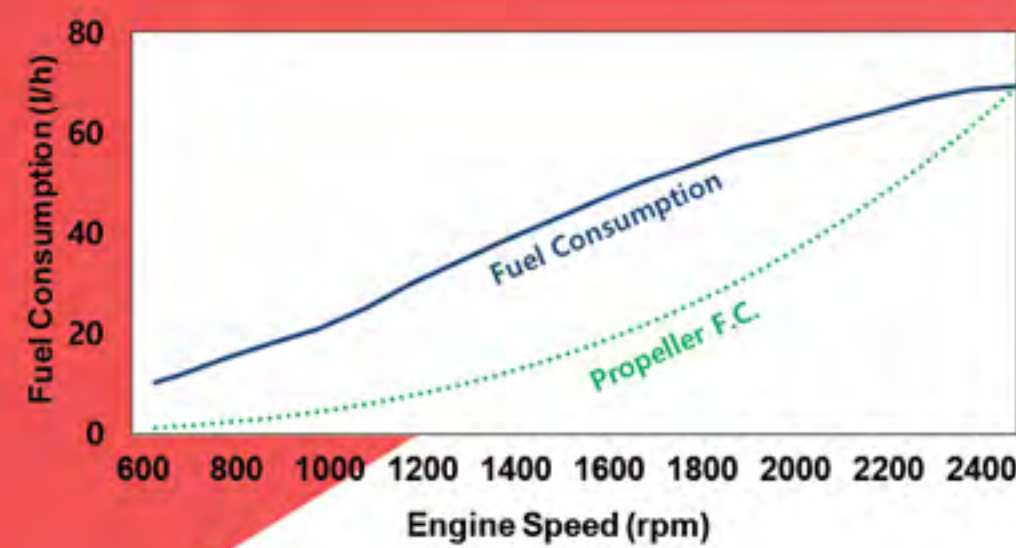
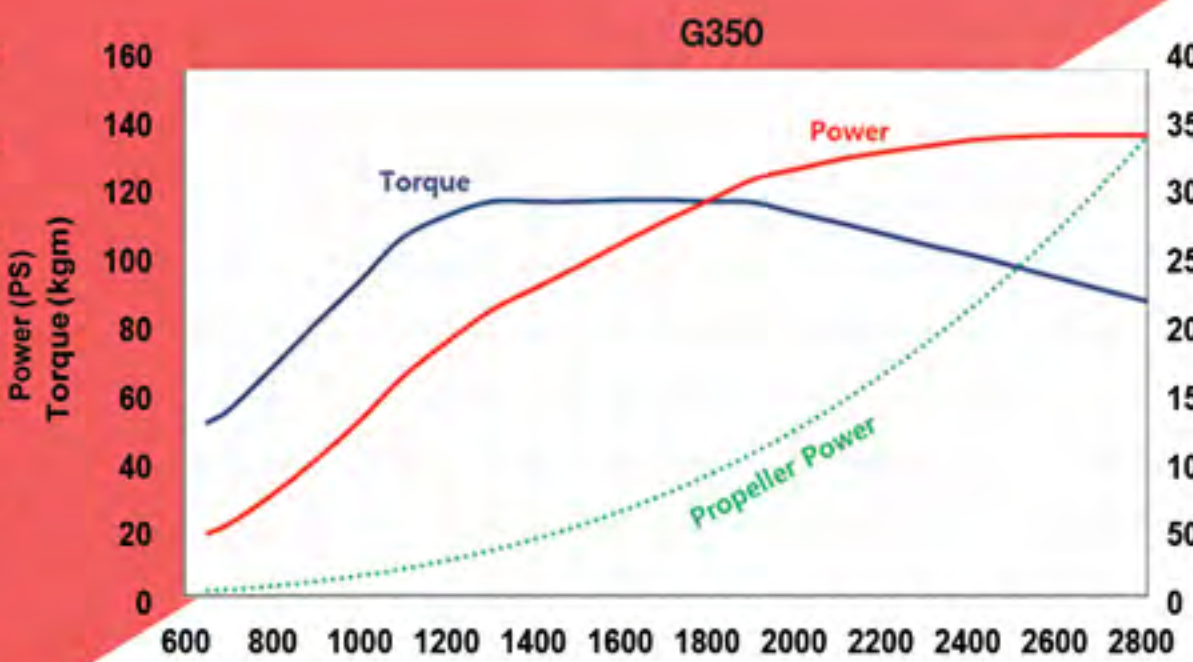
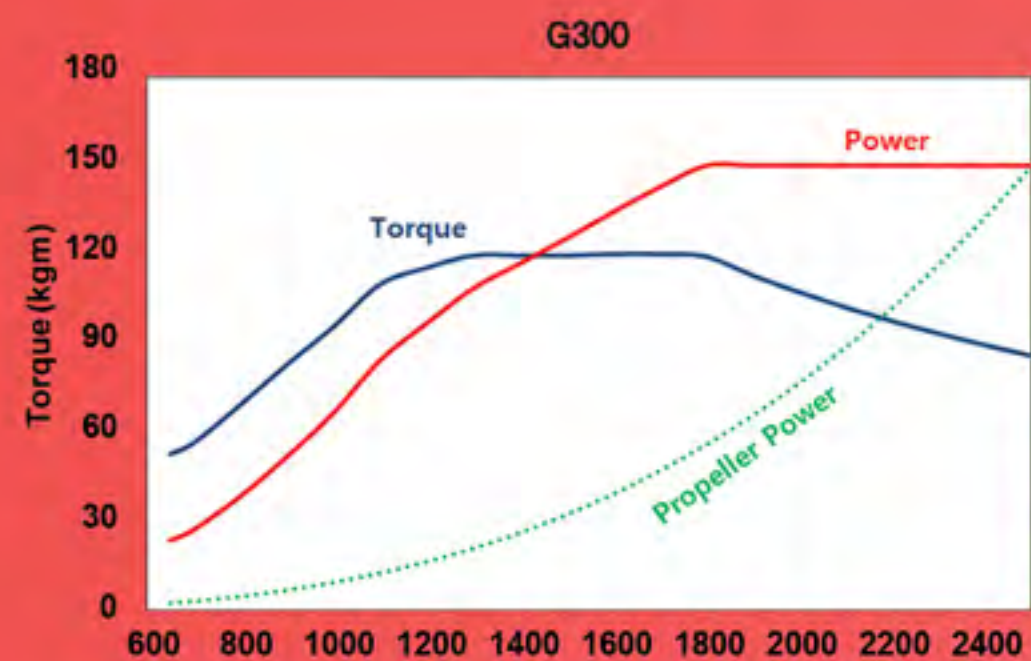
- Reusable air filter

Type Approval

- RINA Classification Society (TBD)

Engine Operating Indicator (EOI)

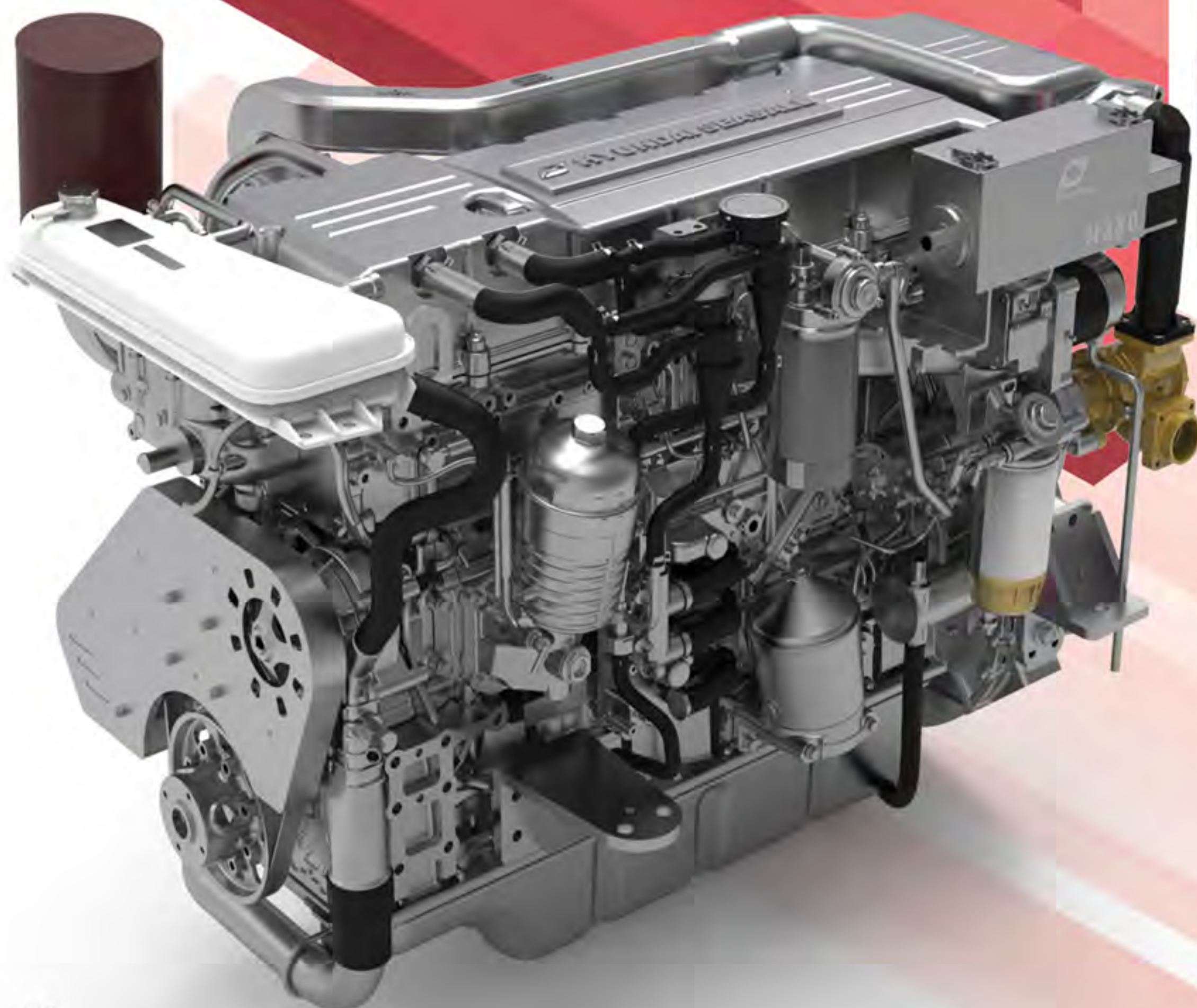
- Engine self-protection and diagnosis
- Displays CAN information
- Displays engine diagnostic error codes
- Audible alarm and control lamps
- Idle & PTO rpm adjustable switch



H10 series

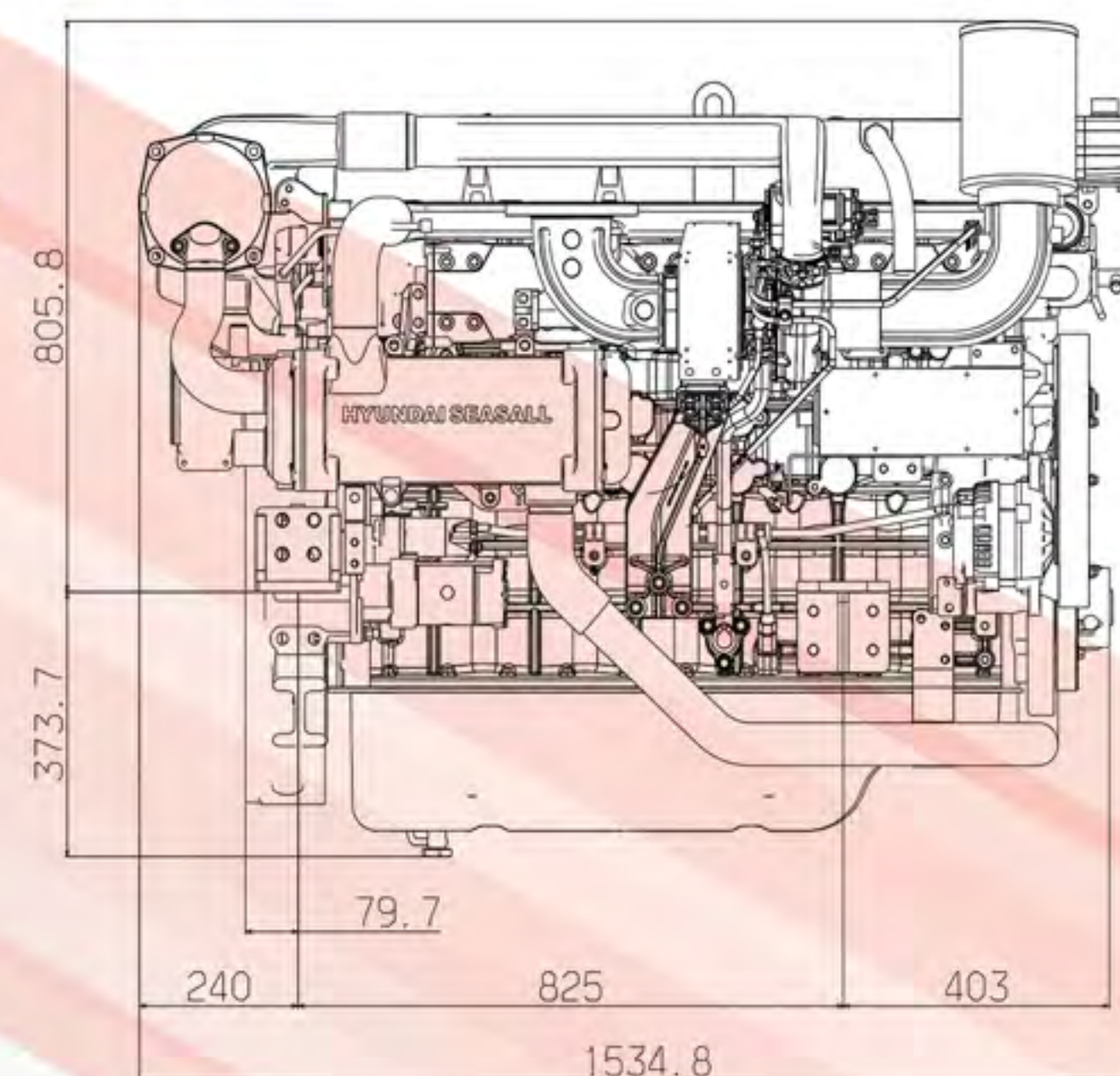
When it is time for Heavy Duty Commercial

Two versions of this modern, electronically controlled design deliver 380 PS and 170 kg·m of torque and 410 PS and 174 kg·m of torque 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 grey iron and aluminum.

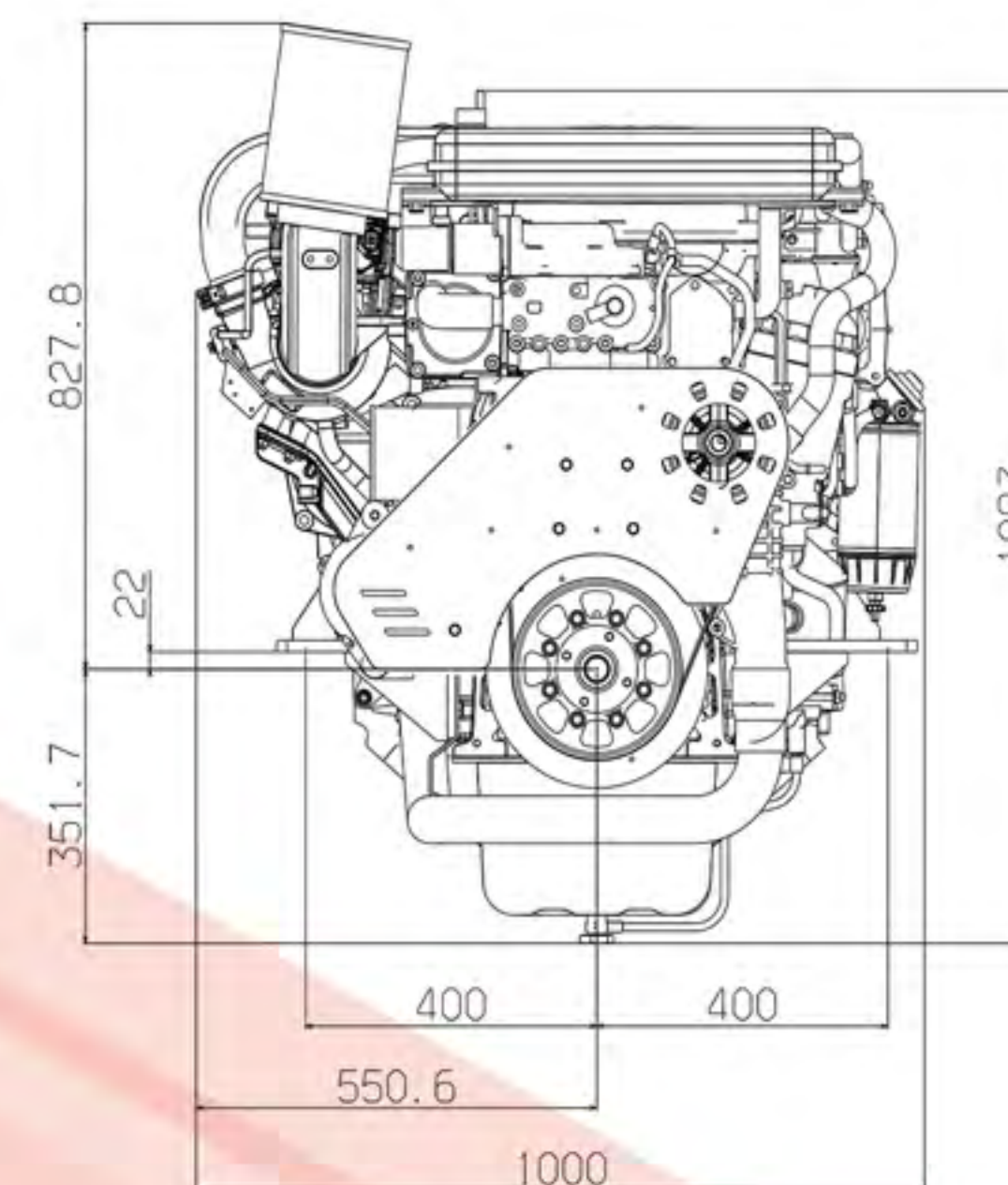


Engine type	H380	H410	H350G5		H380G6	
Propulsion System	Shaftdrive		For Generator			
Engine Duty Rating	Heavy Duty (S1)		Stand-by	Prime	Stand-by	Prime
Configuration	4 - Stroke, 24 - valve OHC E - VGT with Intercooler, Fresh Water Cooling					
Output [PS (kW)]	380 (280)	410 (302)	350 (257)	315 (232)	380 (280)	340 (250)
Rated RPM (Hz)	1,800	2,000	1,500 (50)	1,500 (50)	1,800 (60)	1,800 (60)
Cylinders	In-line 6					
Displacement [cc]	9,960					
Bore X Stroke [mm]	122 X 142					
Compression Ratio	16 : 1					
Max. Torque	170.0kg·m @ 1,100 rpm	174.0kg·m @ 1,100 rpm	-			
Injection System	Electronic Unit Injector (EUI)					
Alternator	24V - 70A					
Engine Diagnosis	Yes					
Max Fuel Consump.[l/h]	70.0	81.8	63.1	56.8	70.0	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
- Washable auxiliary cyclone oil filter

Emissions

- US EPA Tier-III
- IMO Tier-II (EIAPP)

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
- Cast iron exhaust elbow
- E-VGT
- (Electric Variable Geometry Turbocharger)

Air Inlet system

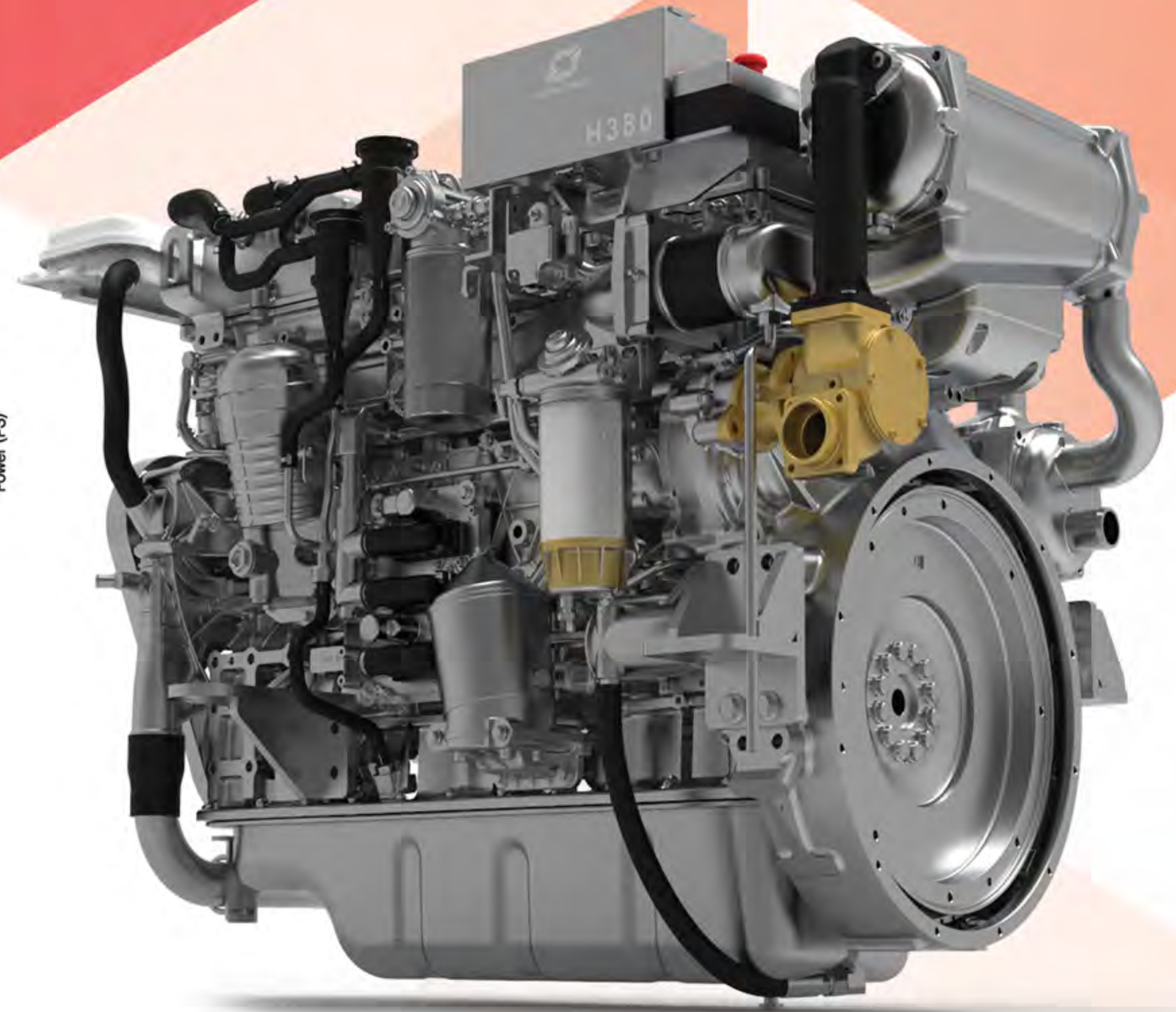
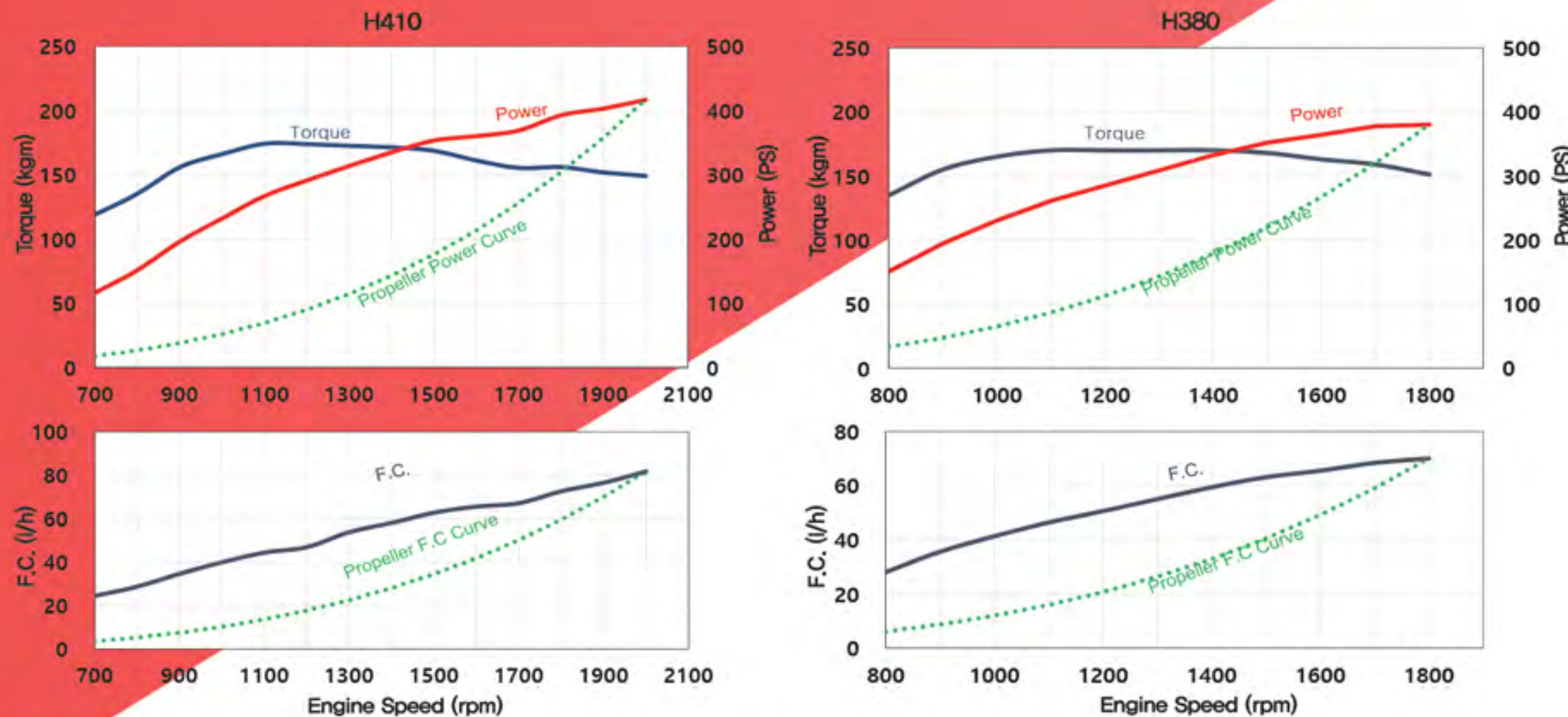
- Reusable air filter
- Intake extension kit (optional)

Type Approval

- RINA 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



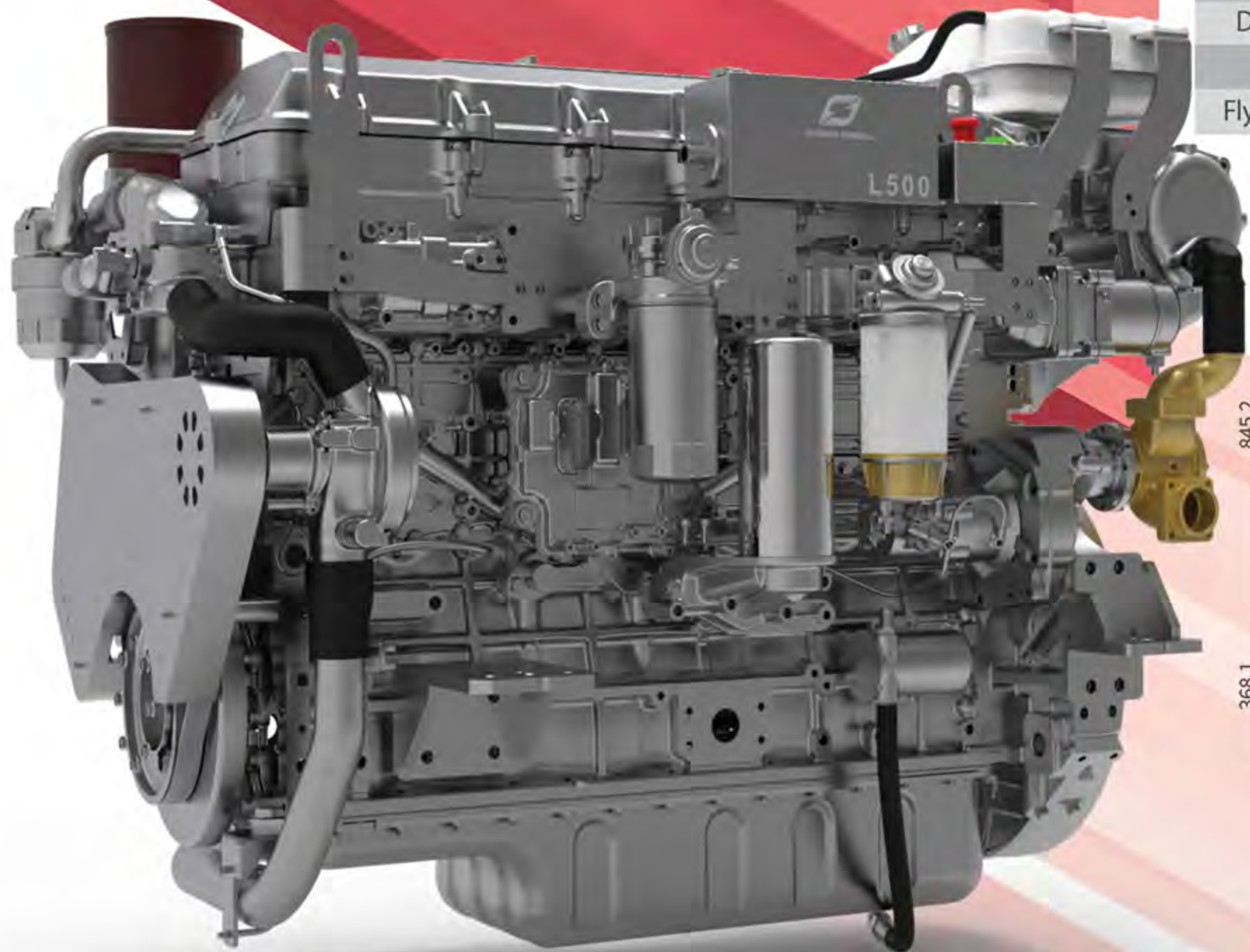
L13 series

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.

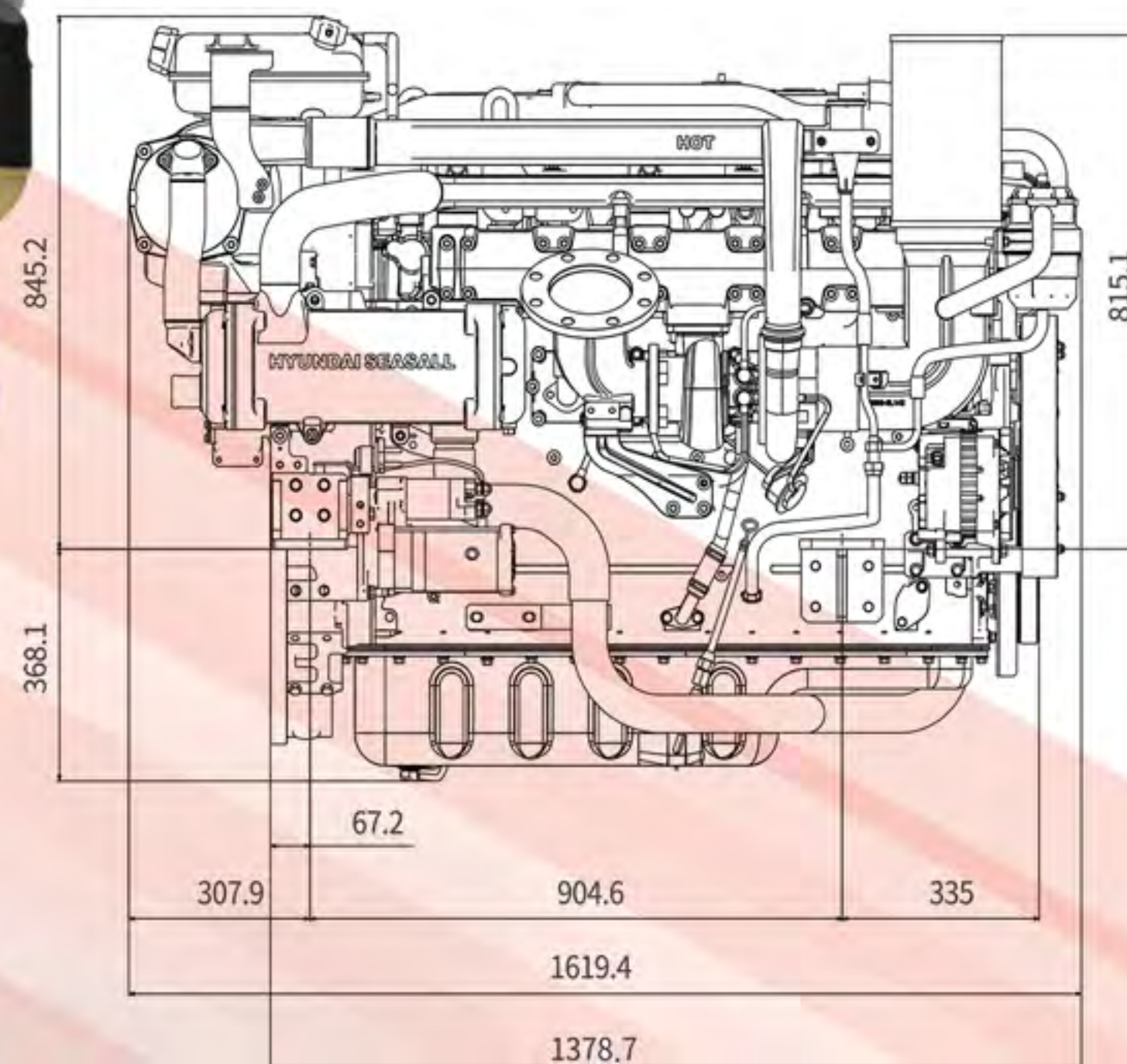
※Tolerance: ±5%

Engine Type	L500	L600	L700	L460G5		L500G6	
Propulsion System	Shaftdrive / Waterjet			For Generator			
Engine Duty Rating	Heavy Duty(S1)	Medium Duty(S2)	Light Duty(S3)	Stand-by	Prime	Stand-by	Prime
Configuration	4-Stroke, 24-Value OHC, WGT with Intercooler, Fresh Water Cooling						
Output [PS (kW)]	500 (368)	600 (441)	700 (515)	460 (338)	415 (305)	500 (368)	450 (331)
Rated RPM	1,800	2,000	2,300	1,500	1,500	1,800	1,800
Cylinders	In-line 6						
Displacement [cc]	12,736						
Bore X Stroke [mm]	130 X 160						
Compression Ratio	16 : 1						
Max. Torque	232.0kg·m @ 1,200 rpm		247.5kg·m @ 1,200 rpm	-			
Injection System	Electronic Unit Injector (EUI)						
Alternator	24V-90A						
Engine Diagnosis	YES						
Max Fuel Consump.[l/h]	89.2	116.4	143.4	76.6	68.9	88.9	82.5
Dry Weight [kg]	1,310		1,320	1,310			
Flywheel	SAE 14						
Flywheel Housing	SAE 1						

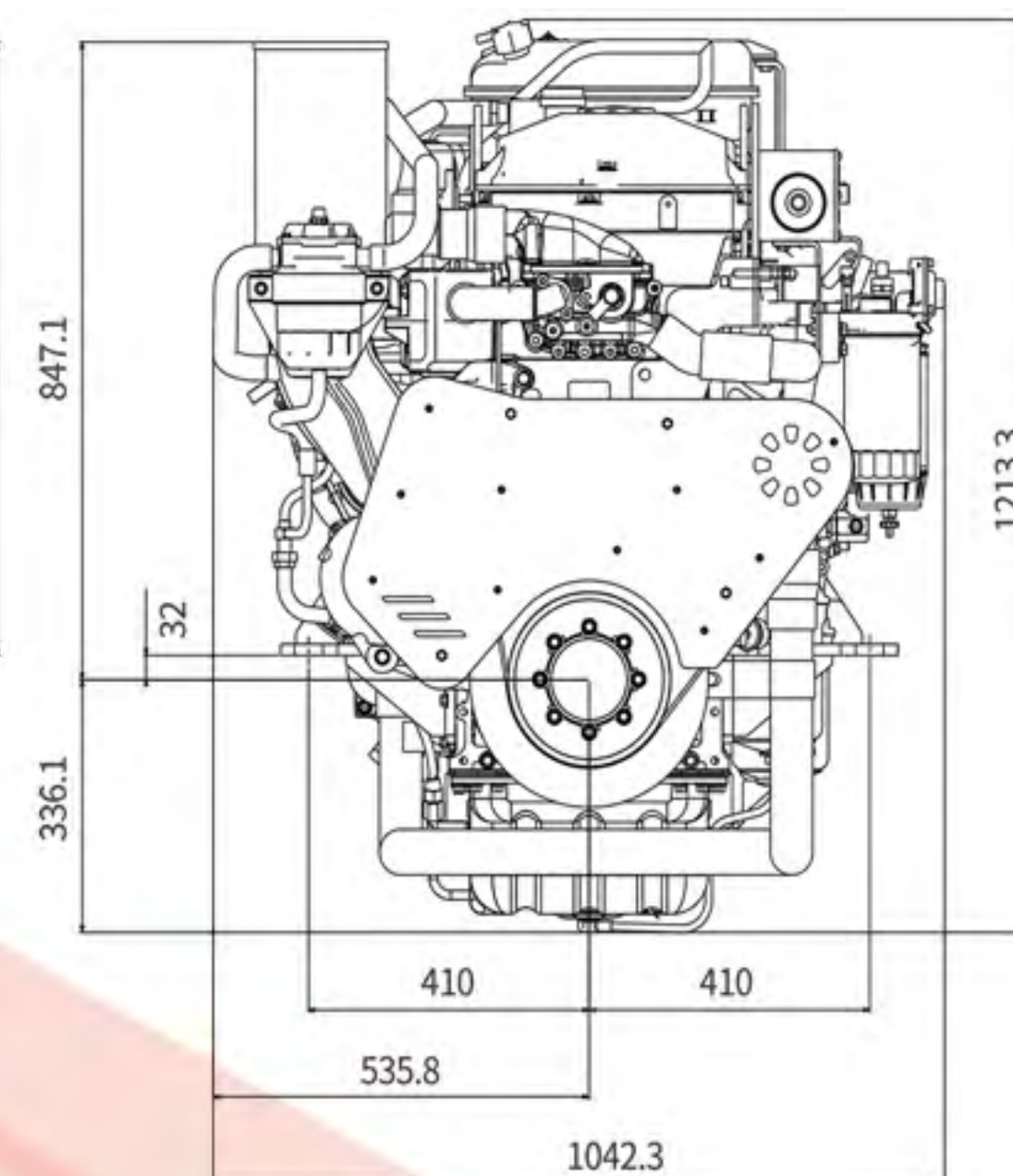


•L13

(mm)



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
- Electric oil extraction pump

Emissions

- US EPA Tier-III (L500,L600)
- US EPA Tier-III (L700, Scheduled for 2020)
- IMO Tier-II (EIAPP) (L500, L600,L700)

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

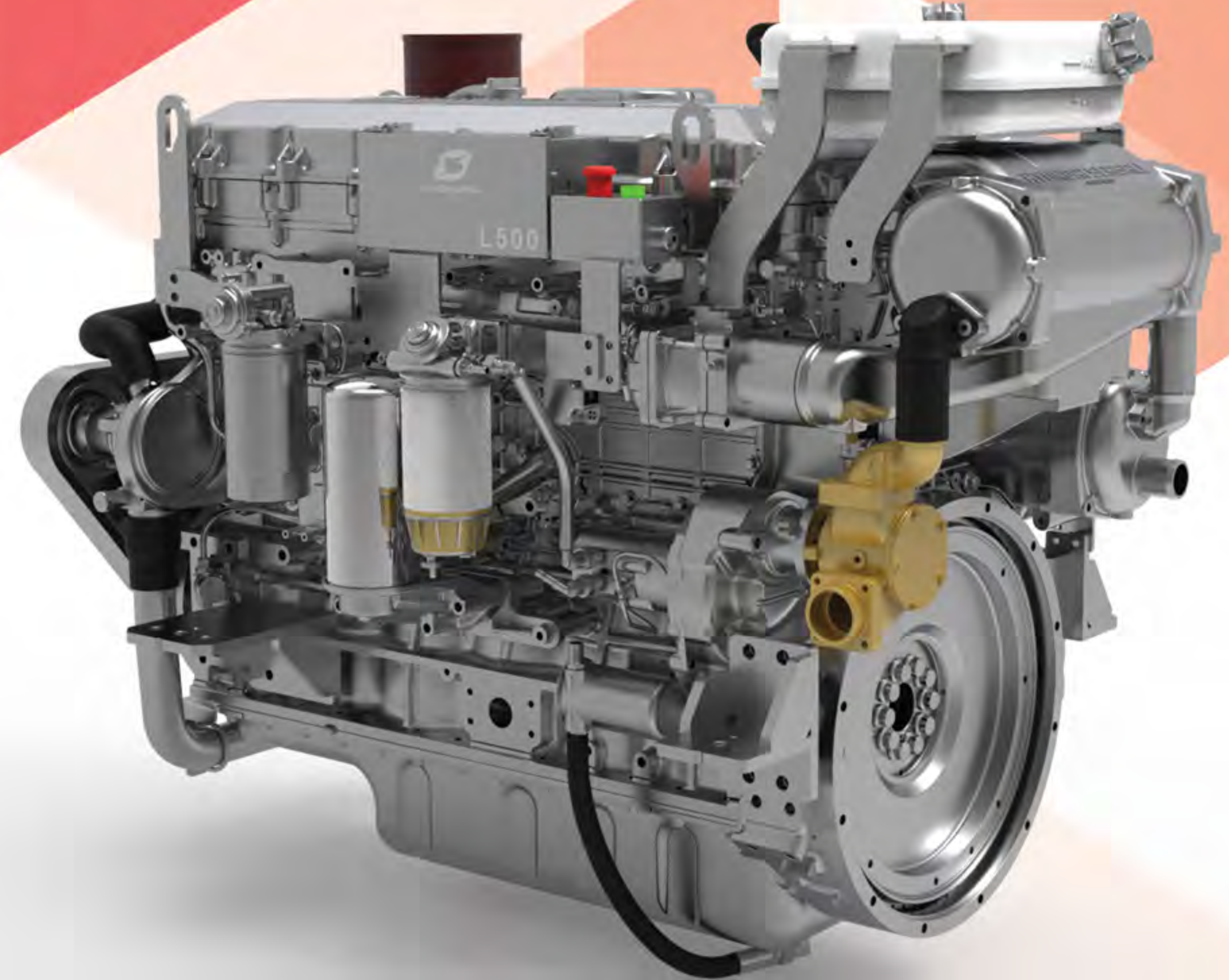
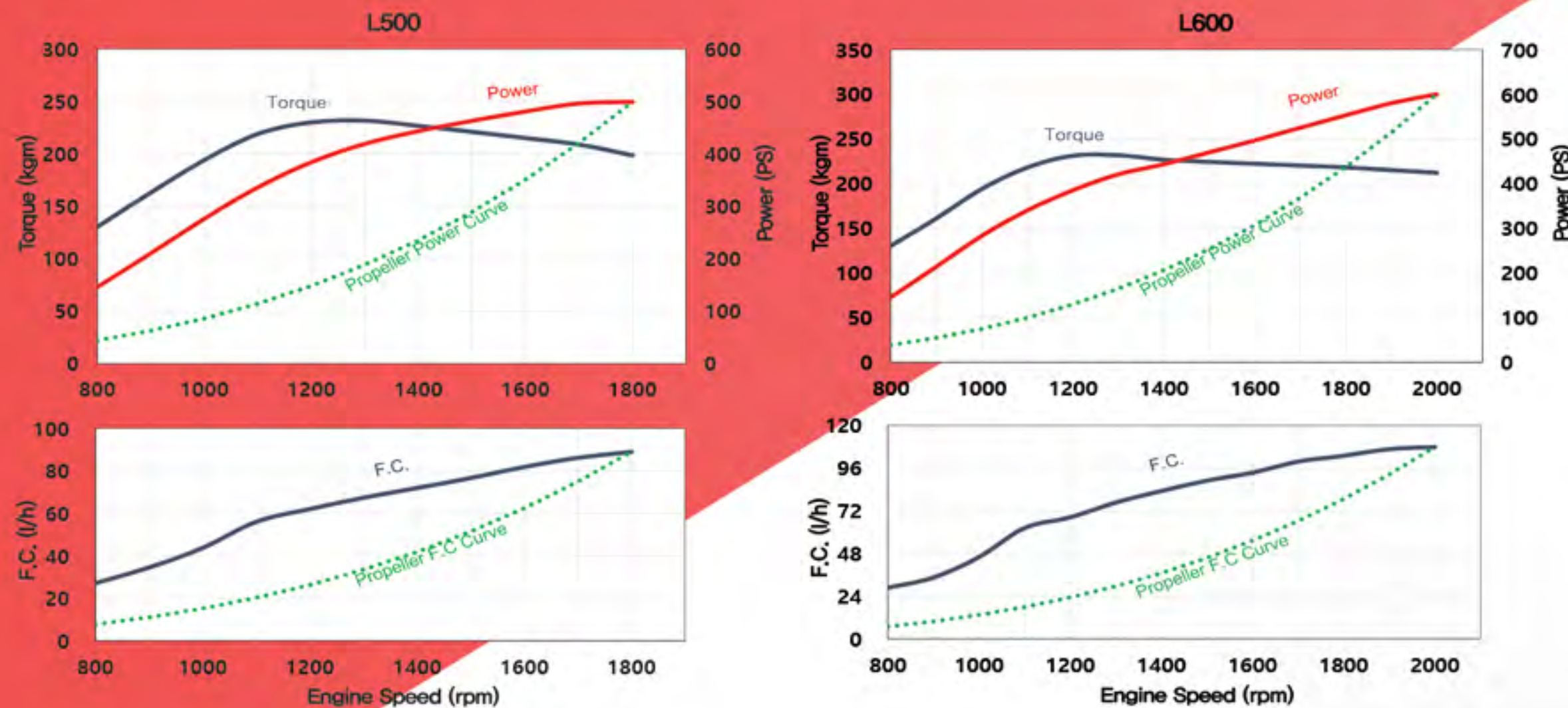
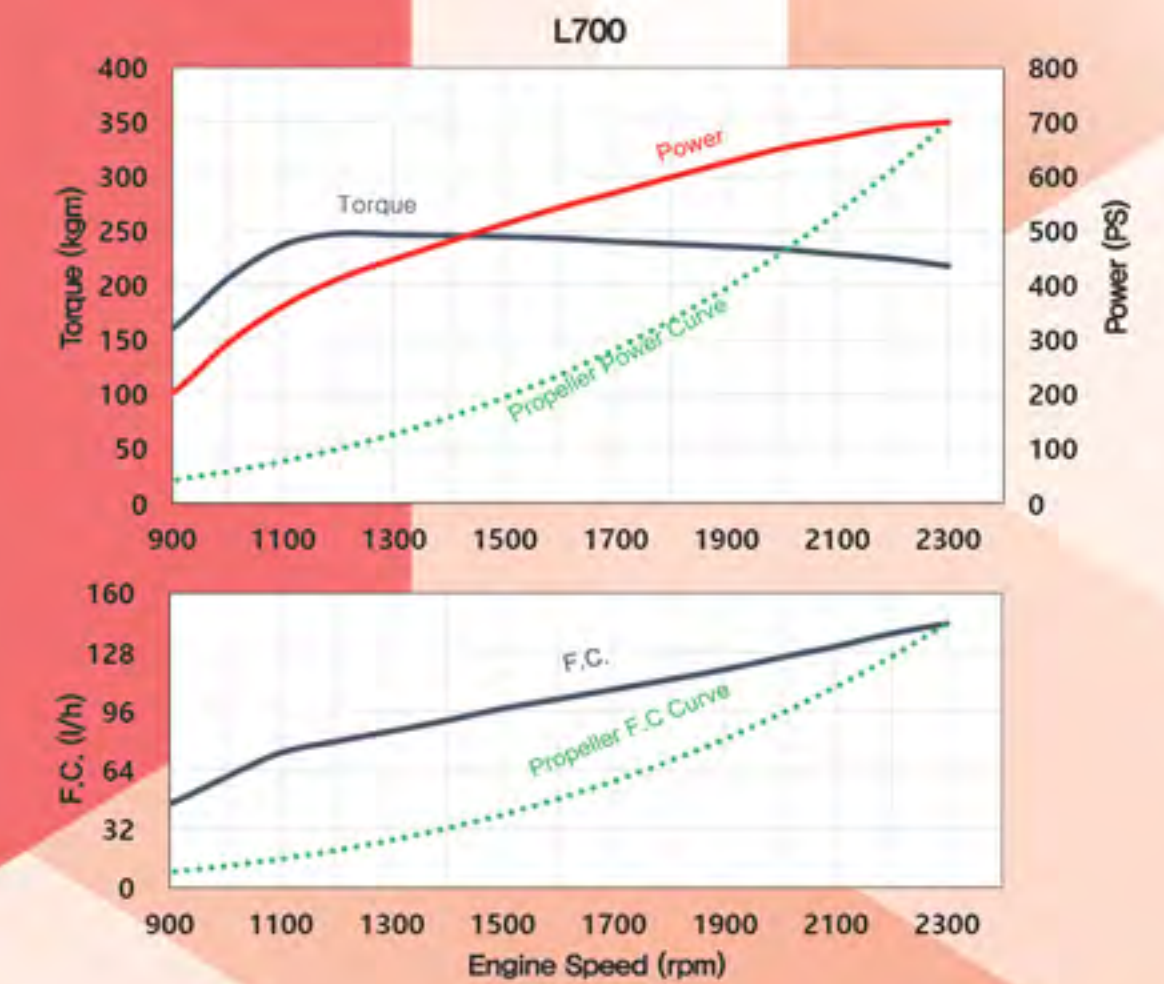
- Reusable air filter
- Intake extension kit (optional)

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



DIESEL OUTBOARD

	RATINGS ¹	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	●	●	○	●	●	●	●	-	-	●	-	-	-	-	○	○	●	●	-	-	-	-	●	○	●

HEAVY DUTY COMMERCIAL SERIES

1. RATINGS

S1	HEAVY DUTY COMMERCIAL	S4	SPECIAL PLEASURE DUTY SPECIAL LIGHT DUTY COMMERCIAL
S2	MEDIUM DUTY COMMERCIAL		
S3	LIGHT DUTY COMMERCIAL	S5	PLEASURE DUTY

※ THIS SECTION APPLIES TO ALL ENGINE TYPES INCLUDING HEAVY DUTY COMMERCIAL, HIGH SPEED AND OUTBOARD.

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
 E = Emergency AUX = For Auxiliary

	RATINGS ¹	OM	IBA ²	SeasLink***	BC**	DEP	SWP	TWO-POLE*	IEK**	NMEA 2000 C	SSS
G300	S1	●	●	-	○	○	●	○	-	-	○
G350	S3	●	●	-	○	○	●	○	-	-	○
G300A	AUX	●	●	-	○	○	●	○	-	-	○
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

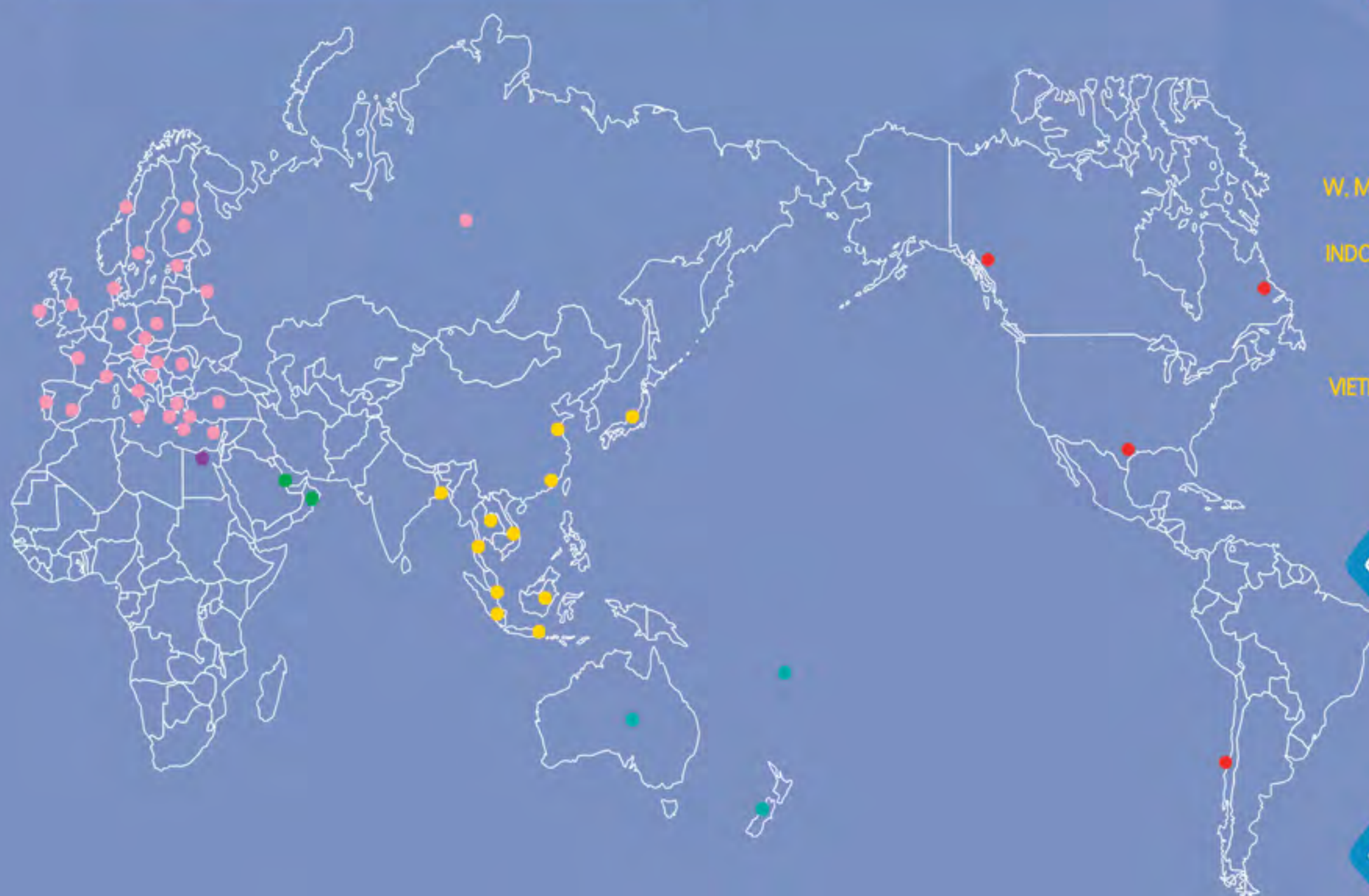
		RATINGS ¹	OM	EOI	SeasLink***	GAUGES****	COUPLER	EOEP	SWP*	PSP*	BHA*	EE	EP	E HI-RISER*	TWO-POLE*	IS	IP	NMEA 2000	ELEC. CS	SW	M. CL	M. CC	SSS	HELM±90° B+C	AP	SSP	HSS
Sterndrive	S270S	S5, S4	●	●	○	●	●	●	●	●	-	●	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○
	R200S	S5, S4	●	●	○	●	●	●	●	-	-	●	●	-	-	○	○	○	○	○	○	○	○	○	○	○	●
	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) EP=EXHAUST PIPE (FOR STERNDRIVE) E=EXHAUST IS=INTAKE SILENCER
 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, Trim gauge for Sterndrive)
 To find out more about configurations and accessories available, please contact your nearest Hyundai SeasAll dealer or distributor.

Distributors around the World

GLOBAL NETWORK



SOLAS

DENMARK - BUKH A/S
CHINA - JIANGYIN BUKH

ASIA

CHINA - JKELOWCRAFT
HONGKONG - WAKE POWER MARINE
MALAYSIA - SK MACHINERY
W. MALAYSIA & SARAWAK, CHINA & SINGAPORE - TRITEX HOLDINGS
INDONESIA - BINATIRTA WAHANA KENCANA P.T.
TAWAN - DECAMARINE
JAPAN - MIZUNO MARINE
THAILAND - MOTOR FIELD CO., LTD
VIETNAM - TRANS-UNDAI SEASALL VINA CO., LTD
MACAU - POSEIDON YACHT LIMITED

MIDEAST

UAE - TURBOMOT MARINE ENGINEERING LLC
BAHRAIN - SUPREMA MARINE

AFRICA

EGYPT - NAUTIX LTD

EUROPE

CROATIA, SERBIA, BOSNIA, HERZEGOVINA, MONTENEGRO, KOSOVO - HONDA CROATIA
CYPRUS - PGM SPORT MARINE LTD.
DENMARK, GREENLAND, FAROE ISLAND - WEST DIESEL ENGINEERING A/S
FINLAND - TEKNO-MARINE OY, KF MARINE
ESTONIA - TEKNO-MARINE OY
GERMANY, SWITZERLAND, AUSTRIA, CZECH, SLOVAKIA, HUNGARY, BENELUX - ALLPA B.V.
GREECE, MACEDONIA, ALBANIA - ZOIS EFSTATHIOU S.A.
UK, IRELAND - ENGINES PLUS LTD
ITALY, FRANCE, MALTA, SLOVENIA - SOCOGES S.R.L.
NORWAY - TELEMAR TRADE AS
RUSSIA - MARINE PRO METAL BOATS (TOP MARINE GROUP)
SPAIN - SOLE, S.A.
SWEDEN - DIESEL POWER SWEDEN AB
TURKEY - BTM CO.
POLAND - MAZURIA
PORTUGAL - SOLÉ DIESEL.

AMERICA

CANADA - MARINE PARTS SUPPLY OF CANADA
- MADSEN POWER SYSTEMS
USA - PERFORMANCE DIESEL INC.
CHILE - MACHINSA S.A.

OCEANIA

NEW ZEALAND, NEW CALEDONIA, SAMOA, TONGA, VANUATU, FIJI - HYUNDAI MOTORS NEW ZEALAND LTD
AUSTRALIA - HYUNDAI MARINE AUSTRALIA
FRENCH POLYNESIA - OCEAN 2000 MARINE SUPPLIES





HYUNDAI SEASALL

124 Jeongoksandan-ro, Seosin-myeon, Hwaseong-si, Gyeonggi-do 18554, Korea
Tel : +82-70-8620-8033 Mail : seasall.info@hyundai-seasall.com

www.barcos.com.uy
Nautica Alejandro Bologna
URUGUAY
+59899524273