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# **MARINE DIESEL ENGINES**

# 3YM30AE Series

Maximum output at crankshaft  * 21.3 kW@3200 rpm  [29.1 mhp@3200 rpm]  Displacement  1.266 L  [77 cu in]  Bore x stroke  80 mm x 84 mm  [3.1 in x 3.3 in]  Cylinders  In-line  Combustion system  Indirect injection  Aspiration  Starting system  Electric starting 12V - 1.4 kW  Alternator  12V - 125A  Cooling system  Enclosed, forced lubricating system  Direction of rotation [crankshaft]  Counterclockwise viewed from stern  Dry weight without gear  Emission compliance  EU: RCD 2  BSO II  EMC	Configuration	4-stroke, vertical, water-cooled diesel engine		
Bore x stroke 80 mm x 84 mm [3.1 in x 3.3 in]  Cylinders In-line  Combustion system Indirect injection  Aspiration Natural aspiration  Starting system Electric starting 12V - 1.4 kW  Alternator 12V - 125A  Cooling system Fresh water cooling with heat exchanger  Lubrication system Enclosed, forced lubricating system  Direction of rotation [crankshaft] Counterclockwise viewed from stern  Dry weight without gear 127 kg [280 lbs]	Maximum output at crankshaft	* 21.3 kW@3200 rpm	[29.1 mhp@3200 rpm]	
Cylinders  In-line  Combustion system  Indirect injection  Aspiration  Natural aspiration  Starting system  Electric starting 12V - 1.4 kW  Alternator  12V - 125A  Cooling system  Fresh water cooling with heat exchanger  Lubrication system  Enclosed, forced lubricating system  Direction of rotation [crankshaft]  Counterclockwise viewed from stern  Dry weight without gear  127 kg  [280 lbs]	Displacement	1.266 L	66 L [77 cu in]	
Combustion system  Aspiration  Natural aspiration  Starting system  Electric starting 12V - 1.4 kW  Alternator  Cooling system  Fresh water cooling with heat exchanger  Lubrication system  Enclosed, forced lubricating system  Direction of rotation [crankshaft]  Counterclockwise viewed from stern  Dry weight without gear  127 kg  [280 lbs]	Bore x stroke	80 mm x 84 mm	[3.1 in x 3.3 in]	
Aspiration  Starting system  Electric starting 12V - 1.4 kW  Alternator  Cooling system  Fresh water cooling with heat exchanger  Lubrication system  Enclosed, forced lubricating system  Direction of rotation [crankshaft]  Counterclockwise viewed from stern  Dry weight without gear  127 kg  [280 lbs]	Cylinders	In-line		
Starting system  Electric starting 12V - 1.4 kW  Alternator  12V - 125A  Cooling system  Fresh water cooling with heat exchanger  Lubrication system  Enclosed, forced lubricating system  Direction of rotation [crankshaft]  Counterclockwise viewed from stern  Dry weight without gear  127 kg  [280 lbs]	Combustion system	Indirect injection		
Alternator 12V - 125A  Cooling system Fresh water cooling with heat exchanger  Lubrication system Enclosed, forced lubricating system  Direction of rotation [crankshaft] Counterclockwise viewed from stern  Dry weight without gear 127 kg [280 lbs]	Aspiration	Natural aspiration		
Cooling system  Fresh water cooling with heat exchanger  Lubrication system  Enclosed, forced lubricating system  Direction of rotation [crankshaft]  Counterclockwise viewed from stern  Dry weight without gear  127 kg  [280 lbs]	Starting system	Electric starting 12V - 1.4 kW		
Lubrication system       Enclosed, forced lubricating system         Direction of rotation [crankshaft]       Counterclockwise viewed from stern         Dry weight without gear       127 kg       [280 lbs]	Alternator	12V - 125A		
Direction of rotation [crankshaft]  Counterclockwise viewed from stern  Dry weight without gear  127 kg [280 lbs]	Cooling system	Fresh water cooling with heat exchanger		
Dry weight without gear 127 kg [280 lbs]	Lubrication system	Enclosed, forced lubricating system		
	Direction of rotation [crankshaft]	Counterclockwise viewed from stern		
Emission compliance EU: RCD 2 BSO II EMC	Dry weight without gear	127 kg	[280 lbs]	
	Emission compliance	EU: RCD 2	BSO II	EMC
US: EPA Tier 3		US: EPA Tier 3		
Engine mounting Rubber type flexible mounting	Engine mounting	Rubber type flexible mounting		

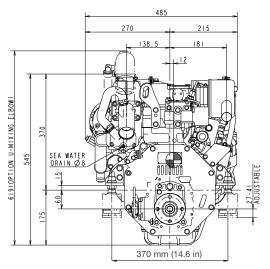
# NOTE:

Fuel condition: Density at  $15^{\circ}\text{C} = 0.84 \text{ g/cm}^3$ ; 1 kW = 1.3596 mhp = 1.3410 HP

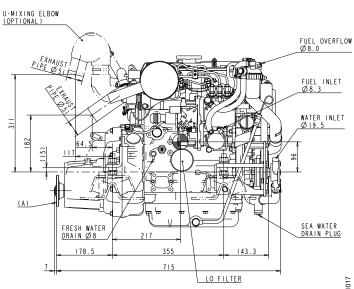
Technical data is according to ISO 8665: 2006

# DIMENSIONS

#### Rear view



#### Right side view



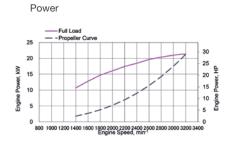
3YM30AE with KM2P-1 marine gear

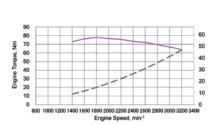
 $<sup>^{\</sup>star}$  Fuel temperature 40°C at the inlet of the fuel injection pump [ISO 8665:2006]



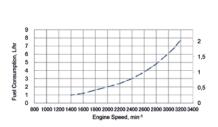


#### PERFORMANCE CURVES





Torque



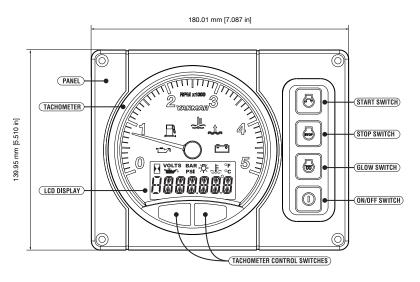
**Fuel Consumption** 

#### MARINE GEARS / DRIVE\*

Model	KM2P-1 (parallel)		Saildrive [SD25]	
Туре	Mechanical cone clutch		Constant mesh gear with dog clutch	
Dry weight	9.8 kg [22 lbs]		30 kg [66 lbs]	
Reduction Ratio [fwd/rev]	2.21/3.06	2.62/3.06	2.64/2.64	
Propeller speed [fwd/rev]	1629/1176	1374/1176	1212/1212	
Direction of rotation	Clockwise		Occupational collection	
(viewed from stern)			Counterclockwise	
Dry weight - engine & gear	137 kg [302 lbs]		157 kg [346 lbs]	
Length engine and gear/drive	715 mm [28 in]		899 mm [35 in]	

<sup>\*</sup> Other marine gearboxes and configurations available upon request. Contact your local supplier for more information

#### **INSTRUMENT PANELS**



B20-panel

### **ACCESSORIES**

# Standard engine package

- Set of flexible mounts
- Exhaust mixing elbow [L-type]
- Belt safety cover
- Expansion tank for fresh water cooling system
- Alternator 12V 125A
- Electric stop solenoid
- Operation manual
- Sensor for instrument panel
- B20-panel

NOTE: All data subject to change without notice. Text and illustrations are not binding.

#### **Optional accessories**

- Extension wire harness [4m, 6m, 10m]
- High riser mixing elbow [instead of L-elbow]
- Hot water kit with cocks
- Dual Harness (For 2nd Station)
- Propeller cone nut kit SD25