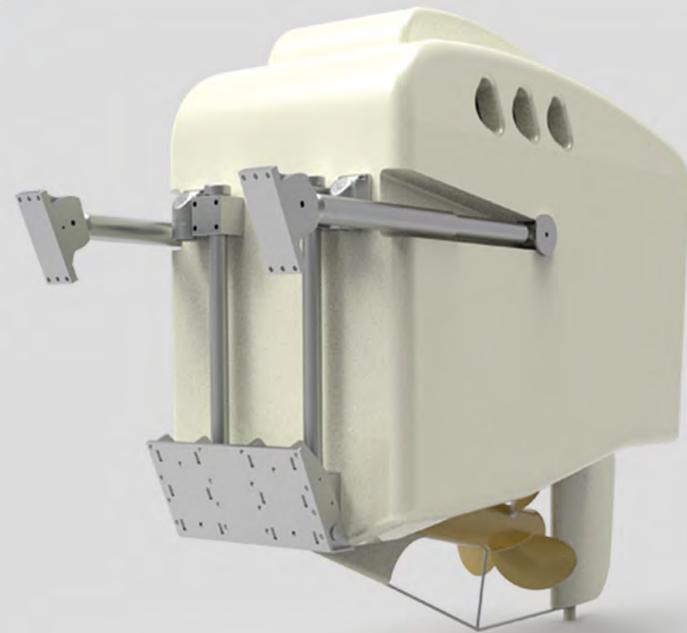




POWERED BY  
 **HYUNDAI SEASALL**



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

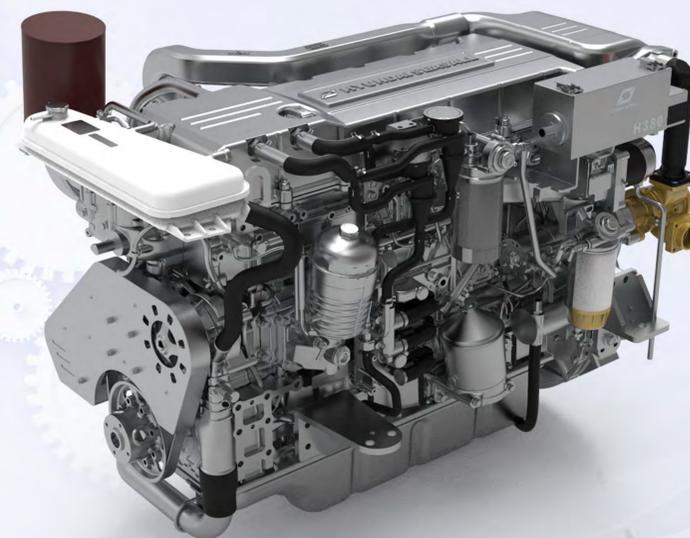
Superb Power-to-Weight Ratio

09  
Reasons

Easy to Maintain

10  
Reasons

Better Resale Value



※major part only

COMMERCIAL USE

4  
EXTENDED  
WARRANTY  
YEARS

※major part only

RECREATIONAL USE

5YEAR  
EXTENDED WARRANTY



# MARINE ENGINES

# 01 High durability and low maintenance cost

Diesel engine life is higher than gasoline engine and maintenance cost is less than existing engines

# 02 Compared to gasoline, breakthrough fuel economy

Compared to 4 cycle gasoline outboard, fuel cost is 50%  
Fuel economy is remarkable, (25% compared to 2 cycle gasoline outboard)

# 03 High performance ZF speed reducer application

Performance and durability are exceptionally high thanks to the integration of world-famous ZF gearbox in the drive system.

# 04 Excellent fire stability

Much lower risk of fire onboard.  
Diesel fuel is much safer to use than gasoline.

# 05 Ease of fuel supply

It's easier to find diesel fuel in commercial ports than gasoline.

# The world's first new concept diesel outboard engine

*Innovative propulsion system that brings new advantages and eliminates other drive systems' shortcomings.*



		Shaft driven		Stern drive		Gasoline outboard		S30-OB (diesel outboard)	
		PROS	CONS	PROS	CONS	PROS	CONS	PROS	CONS
Engine Performance	Fuel efficiency		✓	✓			✓	✓	
	Torque	✓		✓			✓	✓	
	Top speed		✓	✓		✓			✓
	Engine durability	✓		✓			✓	✓	
	Inertia		✓	✓		✓			✓
Maintain-ability	Maintainability		✓		✓	✓		✓	
	Maintenance	✓			✓	✓		✓	
User convenience	Trim Function		✓	✓		✓		✓	
	PTO function	✓		✓			✓	✓	
	Rope jam prevention function	✓			✓		✓	✓	
Assessment	Total	5	5	7	3	5	5	8	2

NEW

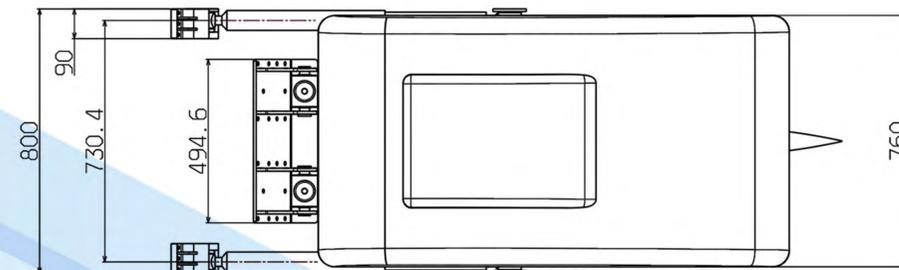
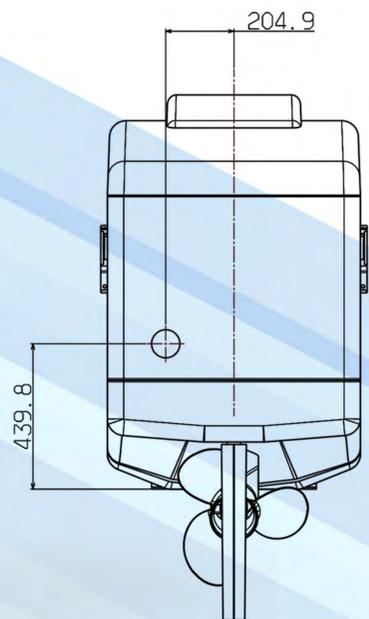
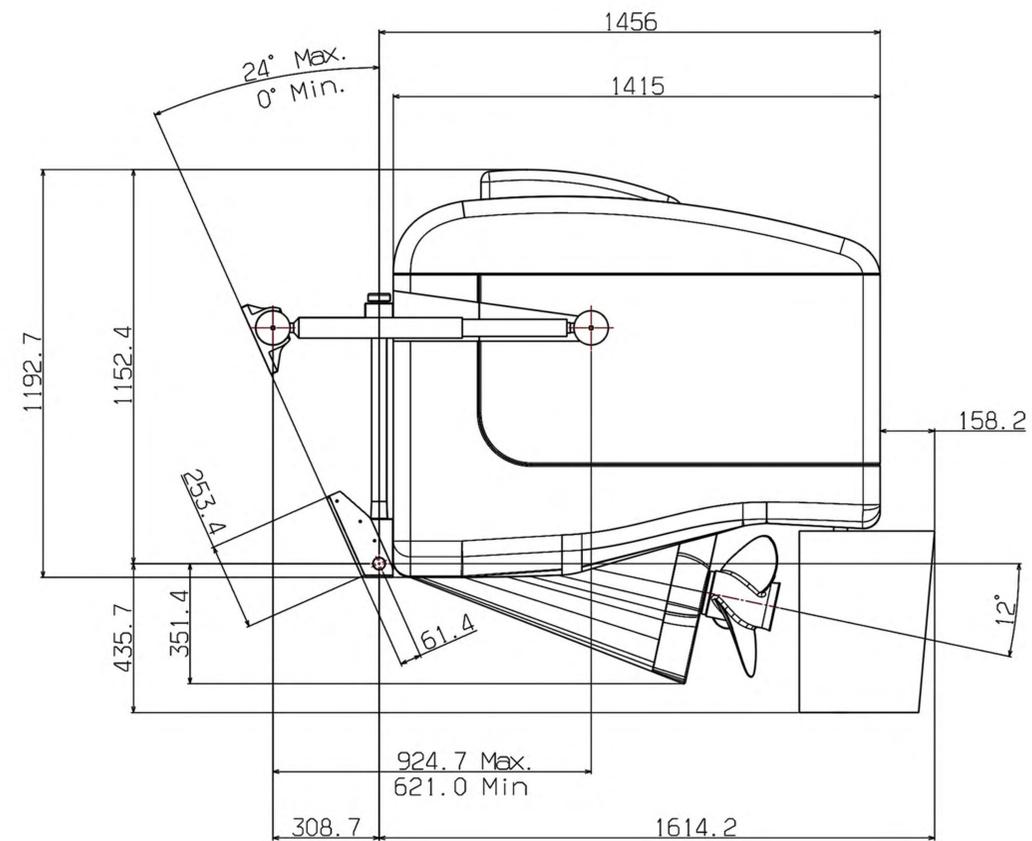
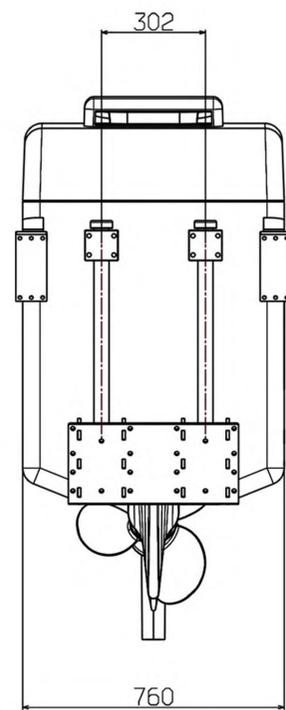
# S30-OB

## 270PS (199 kW)

A world first: A groundbreaking development in outboard diesel technology. A high-power, low profile unit giving all the advantages of a traditional gasoline outboard engine combined with the economy of diesel power. The S30-OB features the simplicity and reliability of shaft-drive systems but with a trim function for optimum boat performance. Skippers will appreciate the innovative rope and debris avoidance feature so important to commercial operators, and engineers will appreciate the easy access for maintenance. The unit can also be fitted with an optional hydraulic pump to power shipboard accessories such as winches or deck cranes.



(mm)



**NEW**

S30-OB  
User  
convenience

# New Concept Diesel Outboard User convenience

**01**

User  
convenience

## Electronic control system

By applying electronic control system users can perform smooth shifting and acceleration / deceleration.



**02**

User  
convenience

## Rope prevention function

A debris guard helps to protect the propeller and prevent the rope jams to provide more security for the vessel.



**03**

User  
convenience

## Built-in Hydraulic Pump - Optional

No need for an auxiliary engine with the optional hydraulic pump. It can power winches, net rollers and other deck equipment. An electromagnetic clutch engages the pump only when needed.



**04**

User  
convenience

## Trim speed adjustment function

Trim speed can be adjusted according to the user's preference.



**05**

User  
convenience

## Selectable Transmission Gear Ratio

It is possible to select the optimum gear ratio for the vessel – unlike with traditional gasoline outboards where the gear ratio is fixed. Ratios available are 1.5:1, 1.8:1 and 2:1

**06**

User  
convenience

## Side Thruster - Optional

A 5-horsepower side thruster with standard wireless remote control is available for increased maneuverability and user convenience.



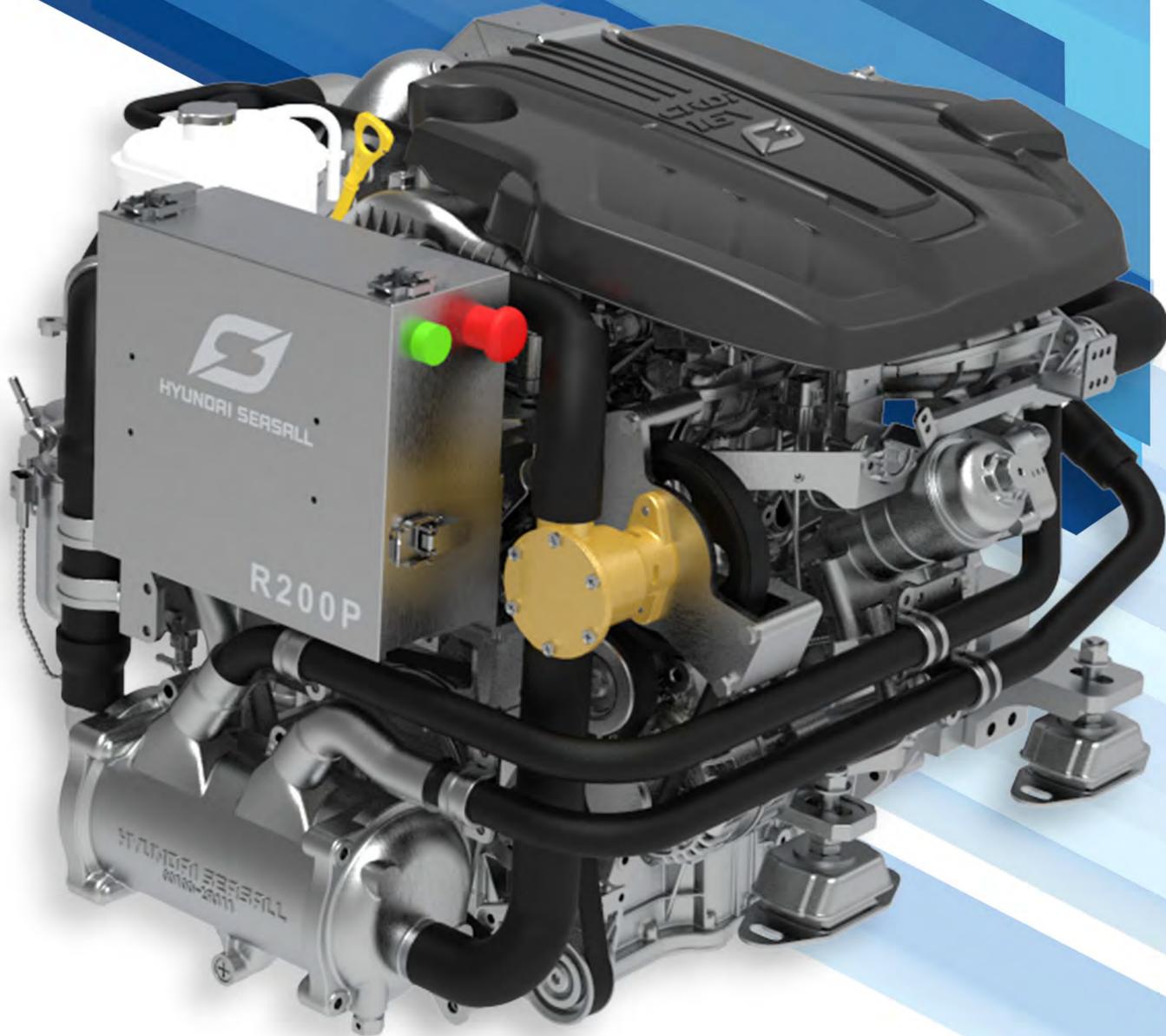
※Tolerance: ±5%

# R series

## 200PS (147 kW)

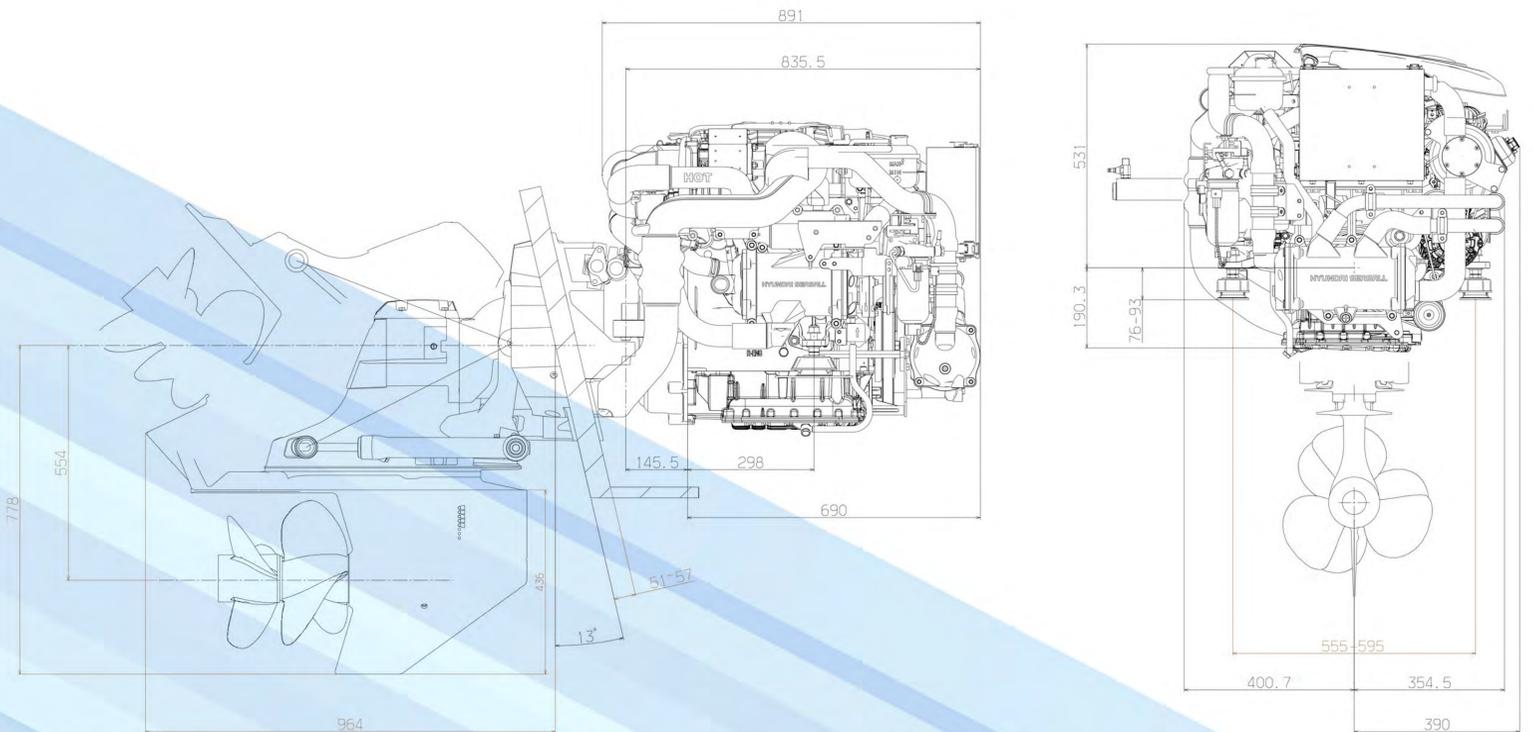
Solenoid controlled common rail injection system delivers 200PS and 44kg · m torque from the 2.2 liter In-line 4 CRDI engine. The common rail multiple injection features make the In-line 4 A-series more environmentally friendly by minimizing the emissions of particulates and NOx. The designs optimize fuel injection and intake porting to improve combustion performance, particularly low-temperature combustion stability through lean air-fuel rationing. This ensures that we satisfy 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.

Engine type	R200S	R200P	R200J
Propulsion system	Sterndrive	Shaftdrive	Waterjet
Engine Duty Rating	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 @ rpm	44 kg·m @ 2,000~2,600		38 kg·m @ 3,600
Injection System	Common Rail Direct injection (CRDI) - Solenoid Injector		
Alternator	12V-150A		
Engine Diagnostics	YES		
Fuel Consumption.[L/h]	Max. 39.9		
Dry Weight [kg]	Approx 280		
Flywheel	Hyundai Unique		
Flywheel Housing (P/J type)	Borg Warner Flange		



### ▪ R200S Bravo 3X 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
- 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

## Emissions

- US EPA Tier-III, IMO NOx 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

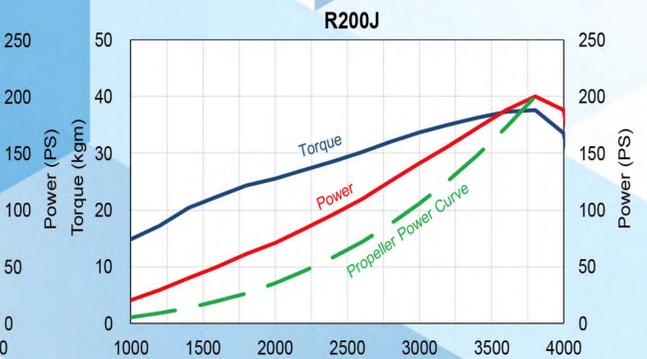
- Oil wetted and reusable air filter
- Crankcase gas vented into the air inlet

## Exhaust System

- Engine coolant cooled exhaust manifold
- Seawater cooled exhaust elbow

## Turbocharger

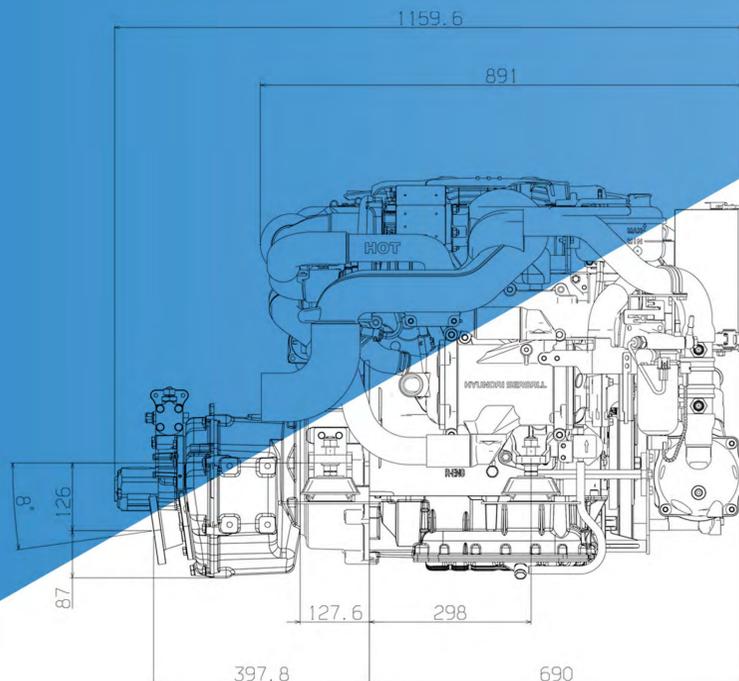
- E-VGT, Electronic Variable Geometry Turbo



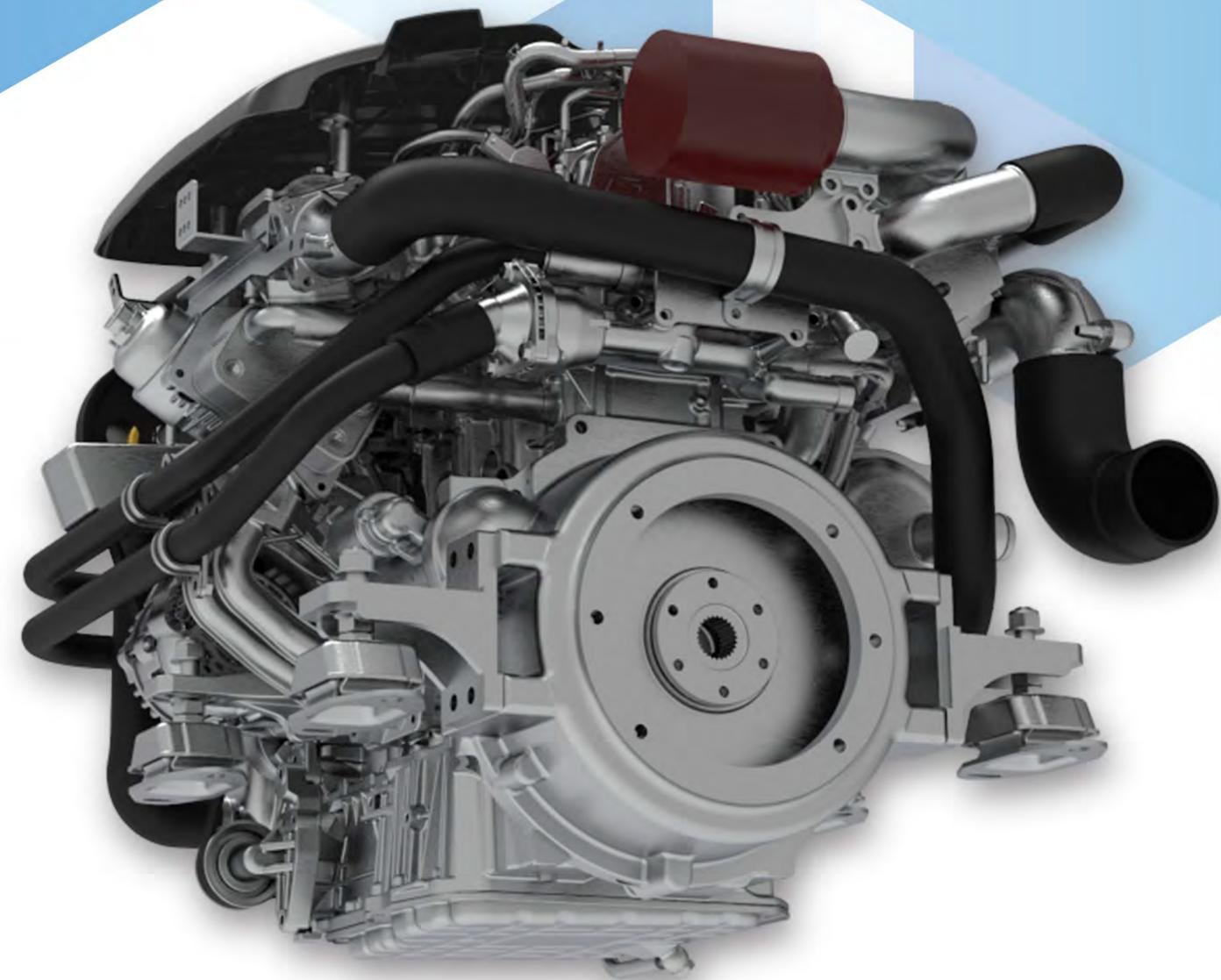
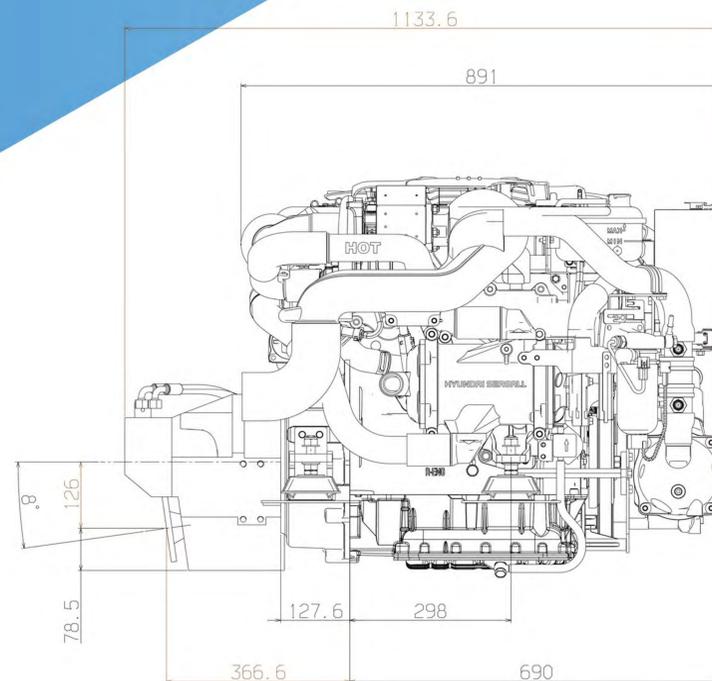
▪ R200P TM485A(=MG5025A)

▪ R200P ZF 45A

(mm)



Side view



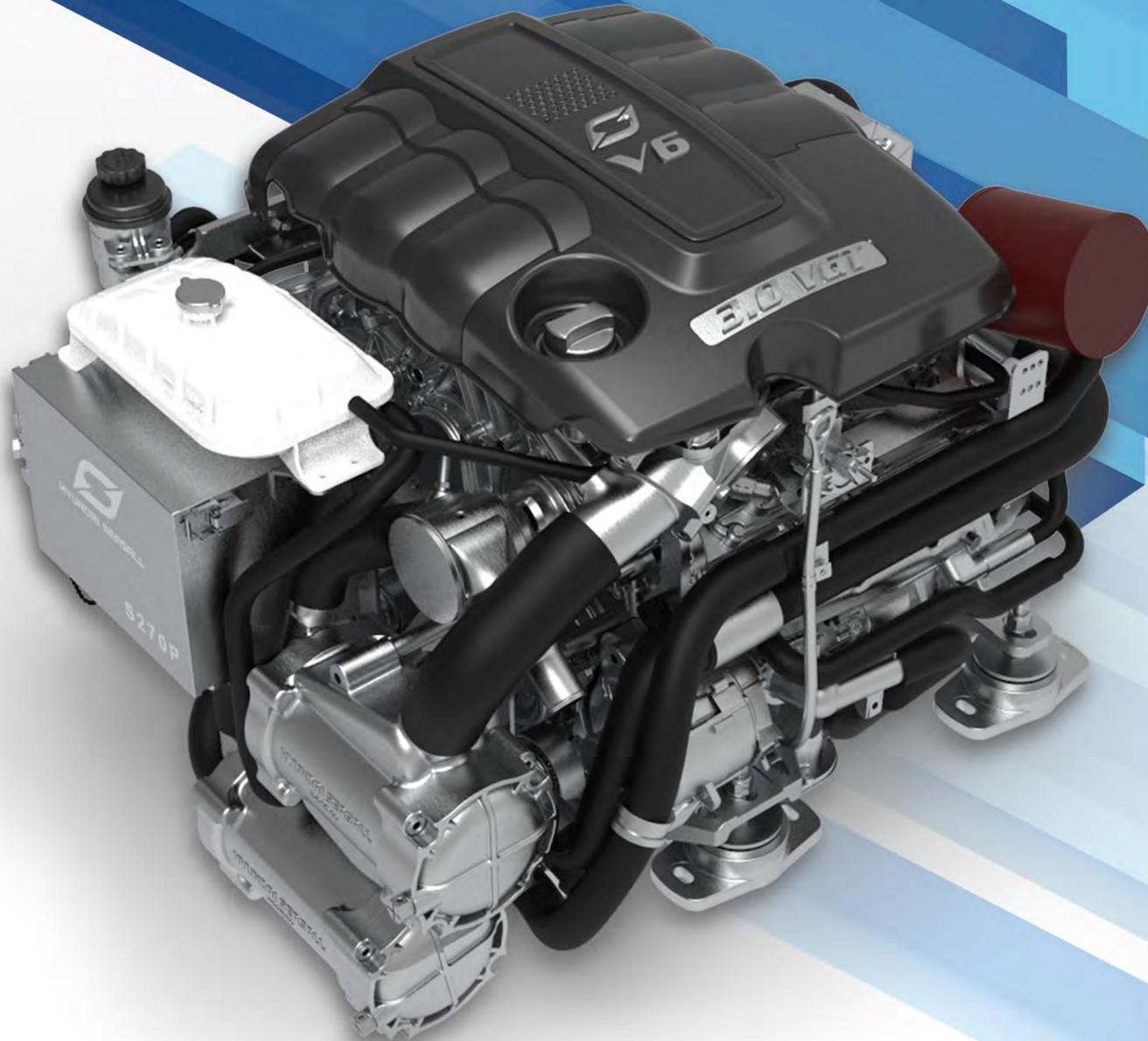
# V6 S series

## 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.

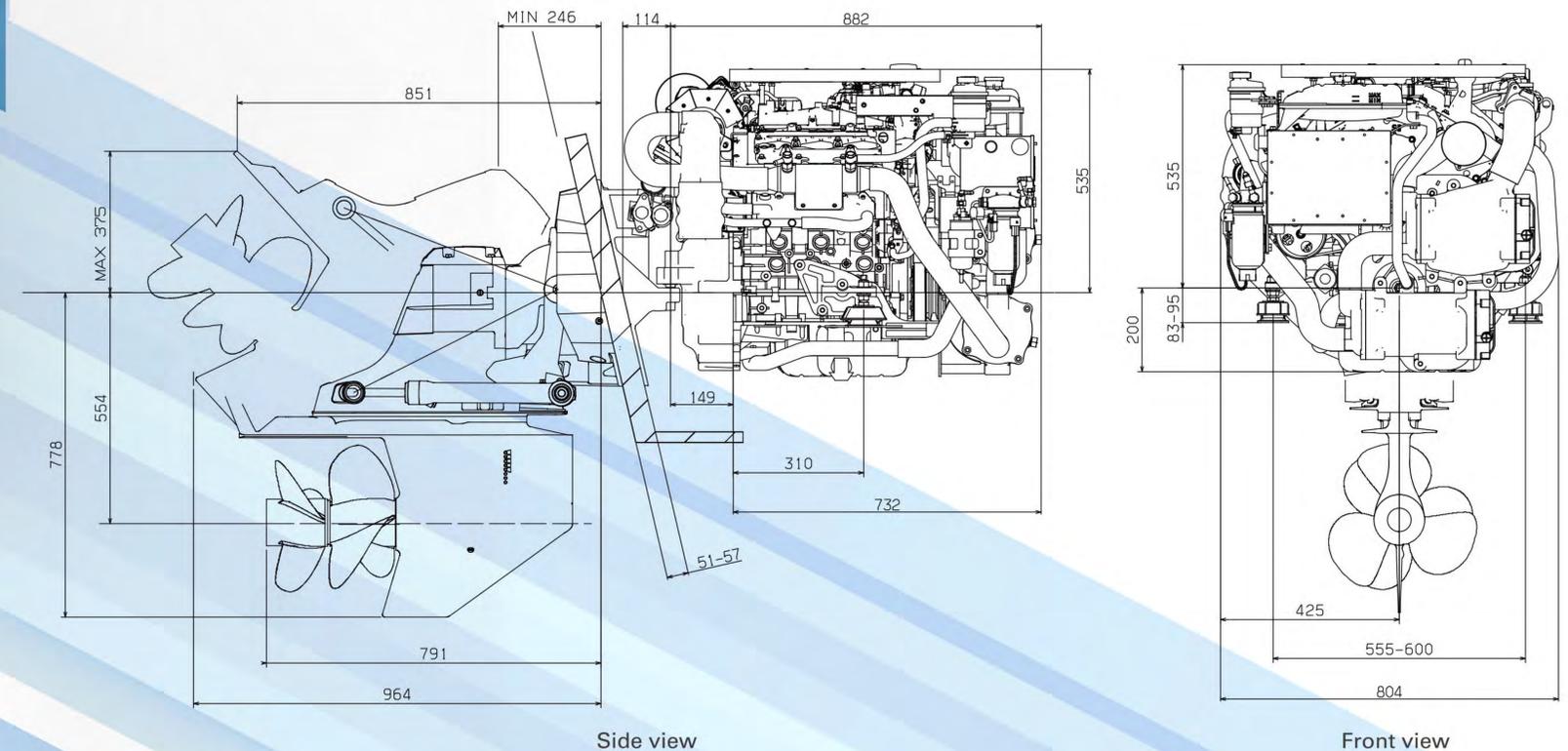


※Tolerance: ±5%

Engine type	S270S	S270P	S270J
Propulsion System	Sterndrive	Shaftdrive	Waterjet
Engine Duty Rating	Special Pleasure Duty, Special Light Duty 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	17.5 : 1		
Max. Torque @ rpm	57.6 kg·m / @ 2,000~2,600		51 kg·m / @ 3,800
Injection System	Common Rail Direct injection (CRDI) - Piezo Injector		
Alternator	12V-150A		
Engine Diagnostics	YES		
Fuel Consump.[L/h]	53.8		
Dry Weight [kg]	Approx. 334		
Flywheel	Hyundai Unique		
Flywheel Housing (P/J type)	Borgwarner Flange		

### ▪ S270S Bravo Three X Diesel

(mm)



Side view

Front view

# 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 oil cooler
- Chain drive engine oil pump

## Emissions & Certificates

- US EPA Tier-III, IMO NOx Tier-II, IMO NOx 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
- 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)
- 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

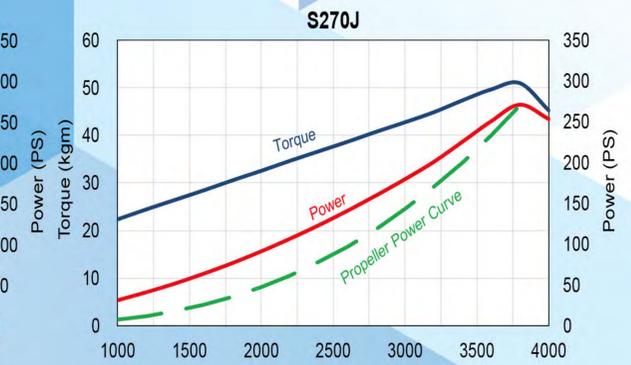
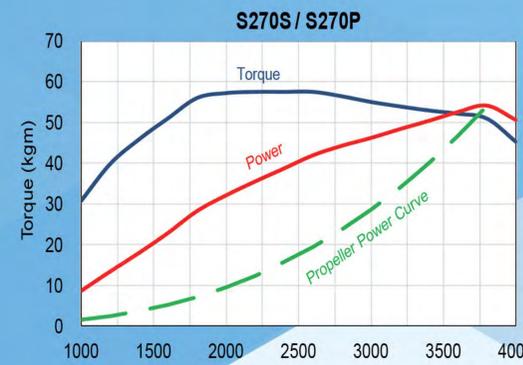
- Oil wetted and reusable air filter
- Intake silencer (Optional)

## Exhaust System

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

## Turbocharger

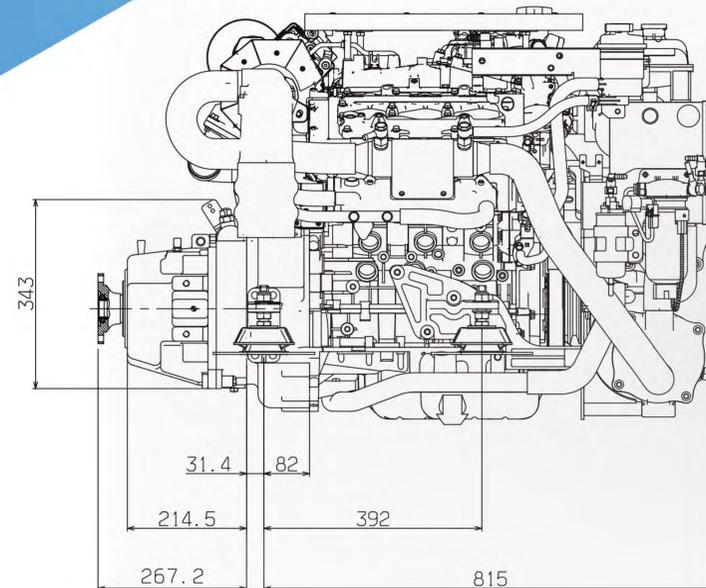
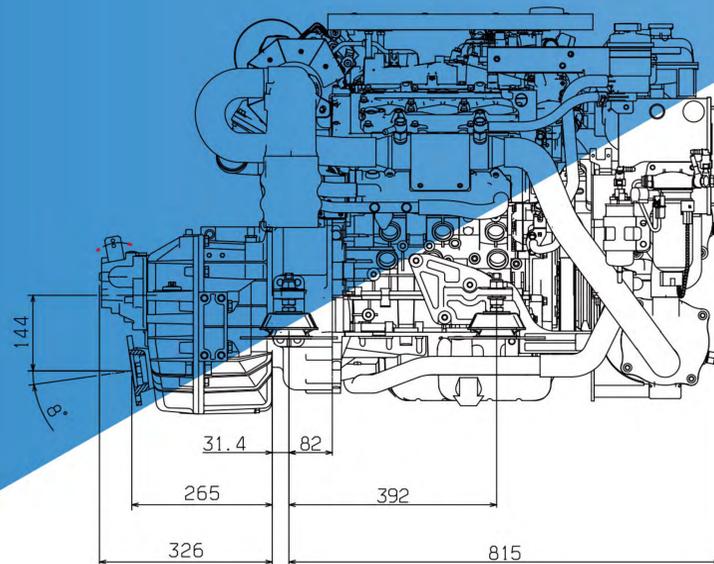
- E-VGT, Electronic Variable Geometry Turbo



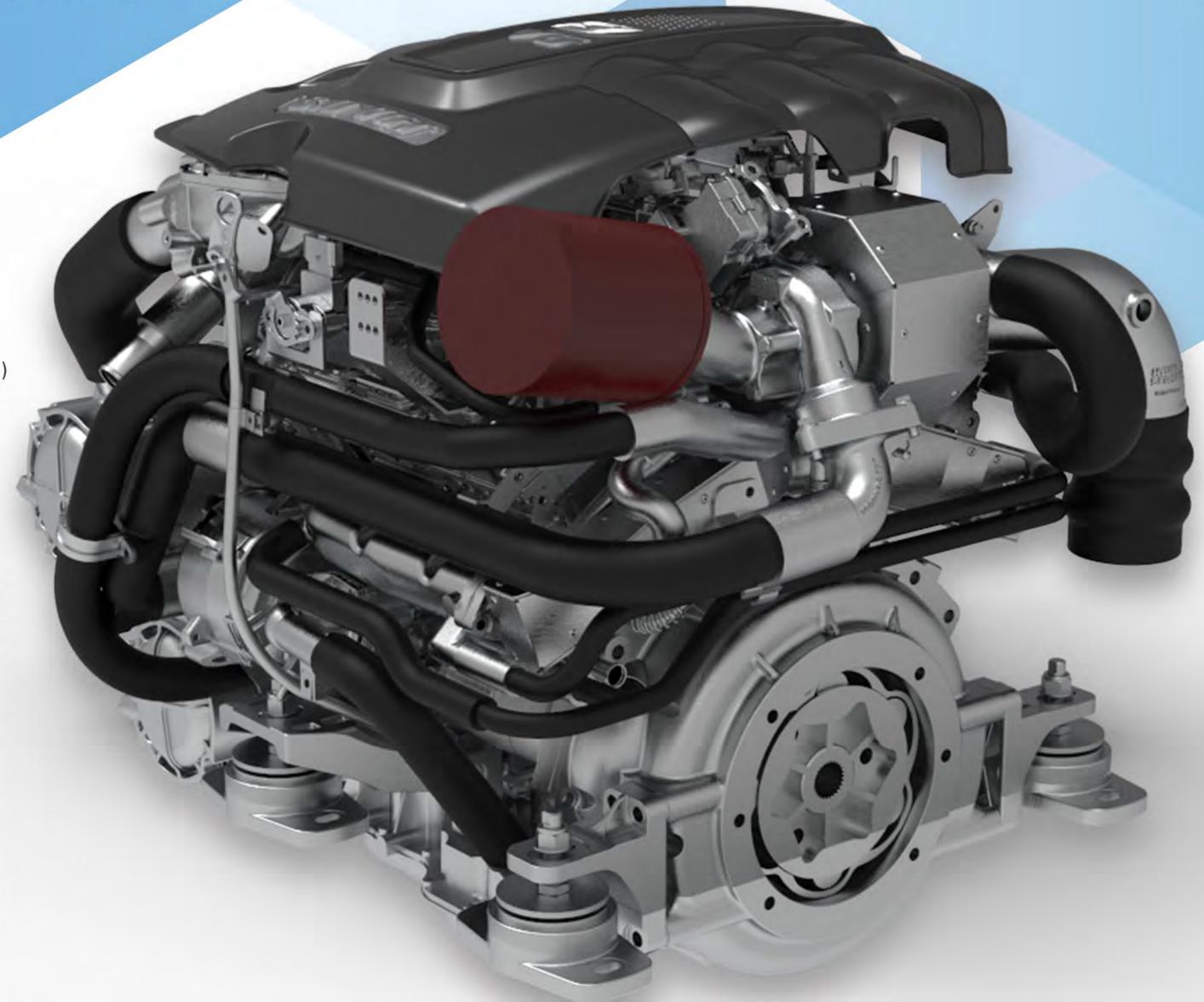
▪ S270P ZF 68A

▪ S270J ZF 63C

(mm)



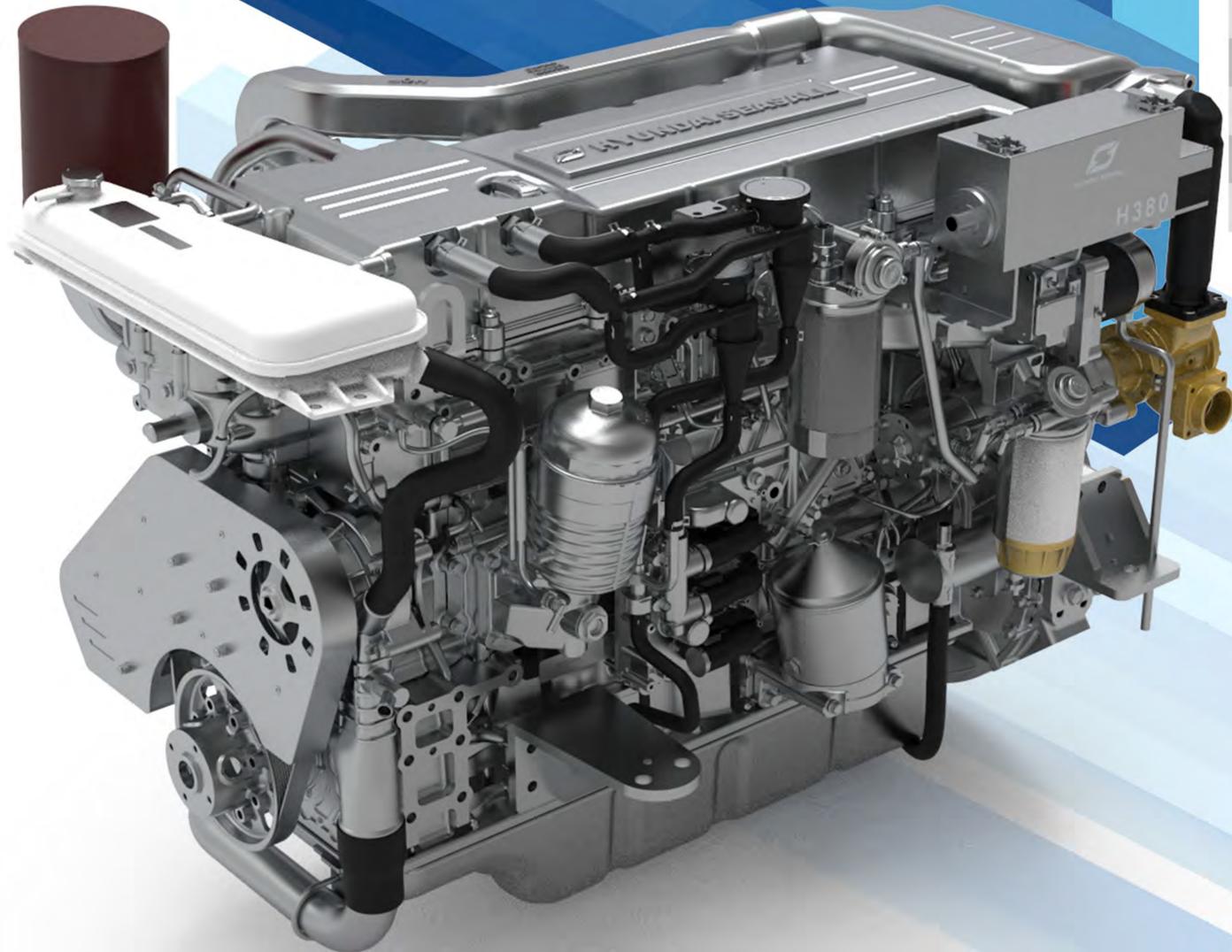
Side view



# H10 series

## When it is time for Heavy Duty Commercial

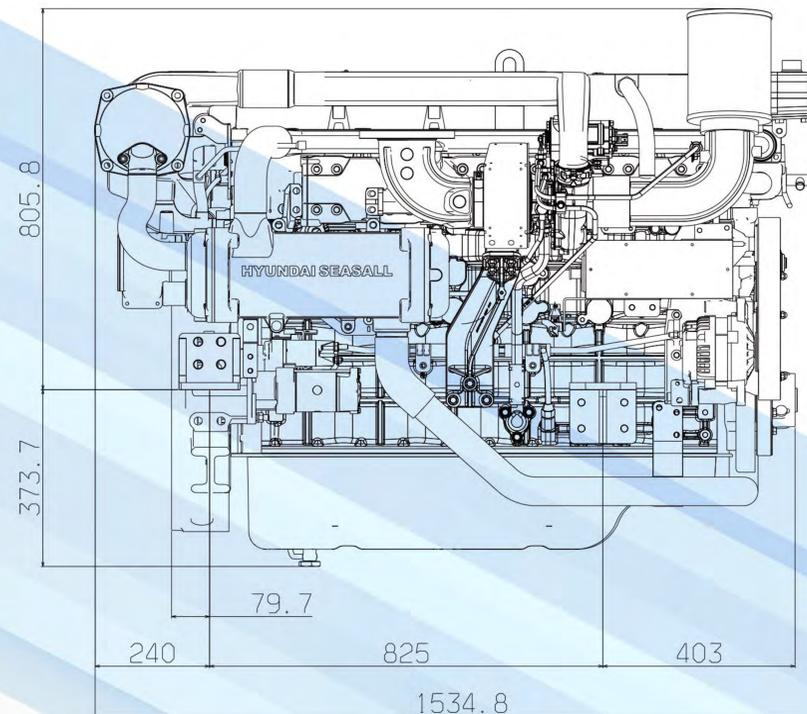
Two versions of this modern, electronically controlled design deliver 380 PS and 170 kg·m of torque and 410 PS and 174 kg·m of torque from the 10 liter in-line 6 cylinder engine. The H engine is rated for Heavy Duty and takes Hyundai Seasall into a new dimension with the ability to serve the professional 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 aluminum.



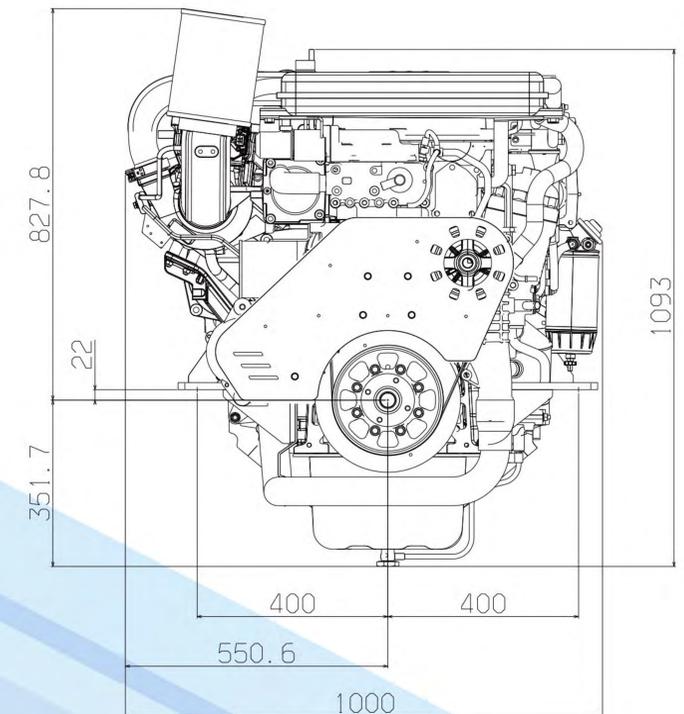
Engine type	H380	H410	H10G			
Propulsion System	Shaftdrive		For Generator			
Engine Duty Rating	Heavy Duty (S1)		Stand-by Power		Prime Power	
Configuration	4 - Stroke, 24 - valve OHC E - VGT with Intercooler, Fresh Water Cooling					
Output [PS (kW)]	380 (280)	410 (302)	350 (257)	380 (280)	315 (232)	340 (250)
Rated RPM (Hz)	1,800	2,000	1,500 (50)	1,800 (60)	1,500 (50)	1,800 (60)
Cylinders	In-line 6					
Displacement [cc]	9,960					
Bore X Stroke [mm]	122 X 142					
Compression Ratio	16 : 1					
Max. Torque @ rpm	170kg·m @ 1,100 rpm	174kg·m @ 1,100 rpm	-			
Injection System	Electronic Unit Injector (EUI)					
Alternator	24V - 70A					
Engine Diagnostics	Yes					
Fuel Consump.[L/h]	70.0	81.8	63.1	70.0	56.8	64.0
Dry Weight [kg]	1,120					
Flywheel	SAE 14					
Flywheel Housing	SAE 1					

### • H10

(mm)



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

## Emissions

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

## 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
- Seawater cooled exhaust elbow

## Air Inlet system

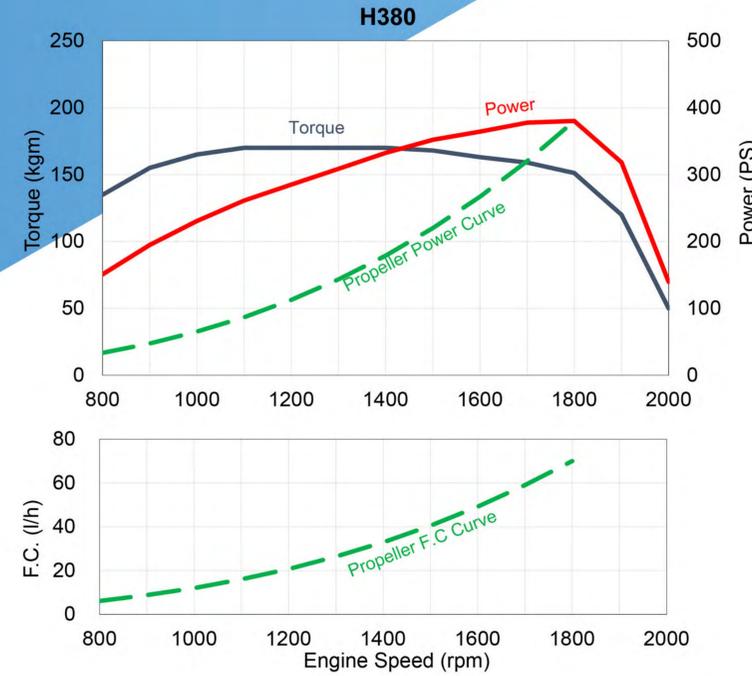
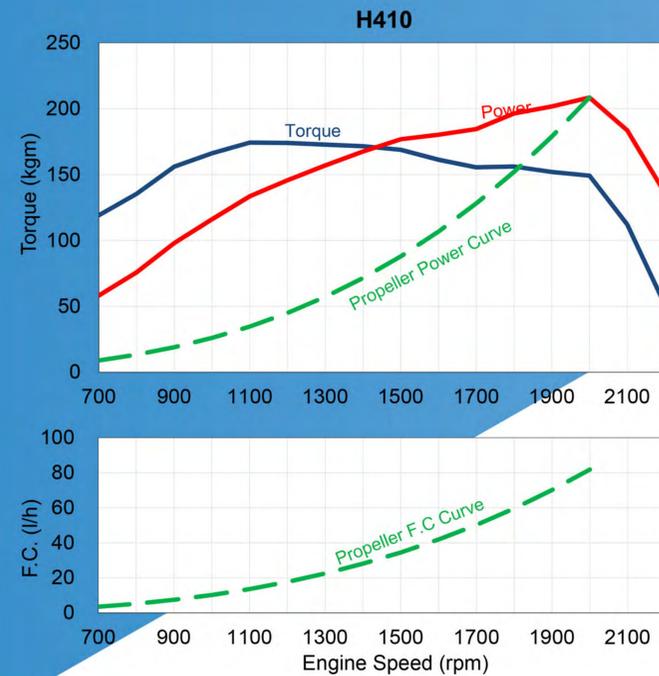
- Reusable air filter
- Intake extension kit (optional)

## 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

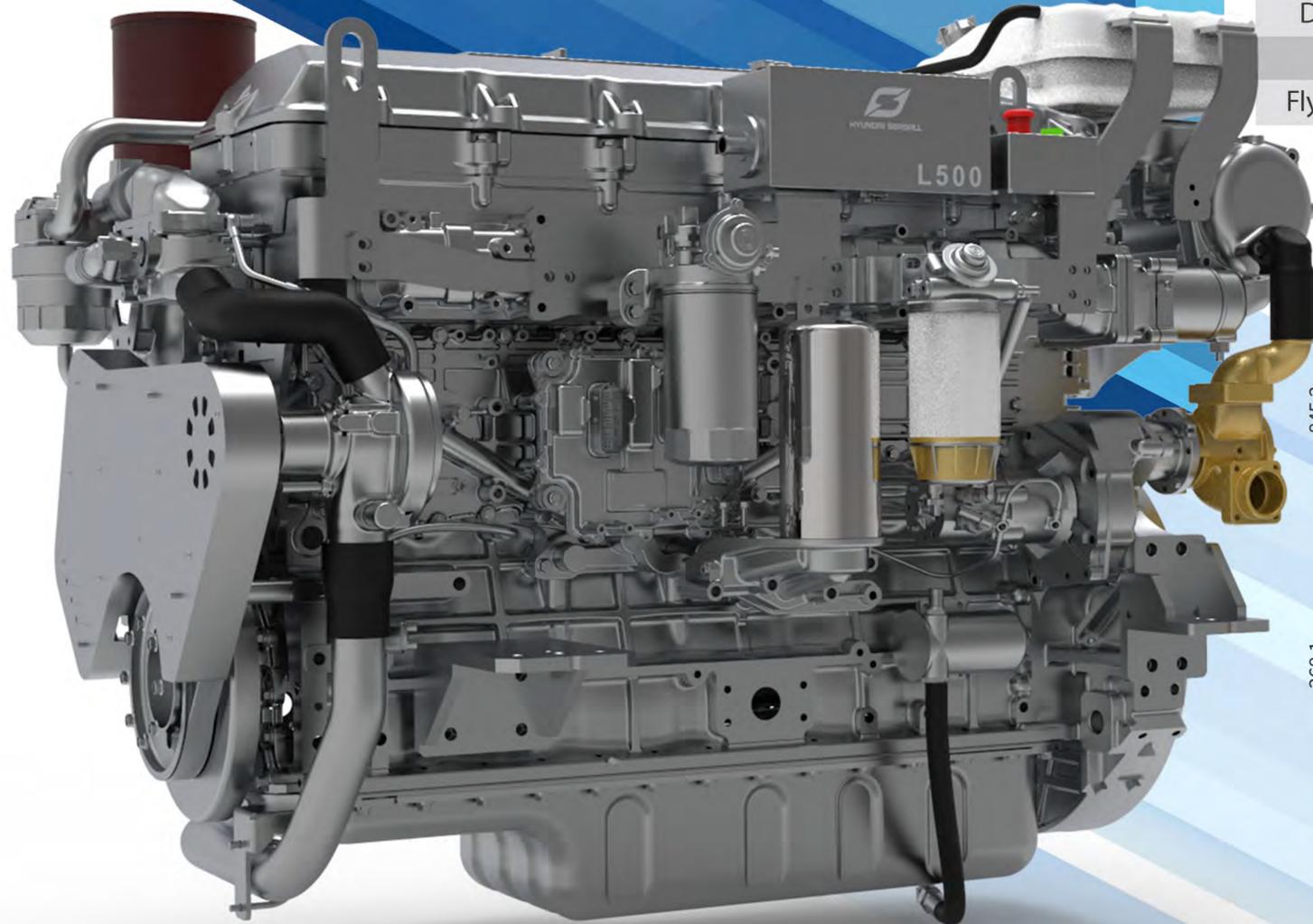


# L13 series

## 12.7 Liter Commercial Engine

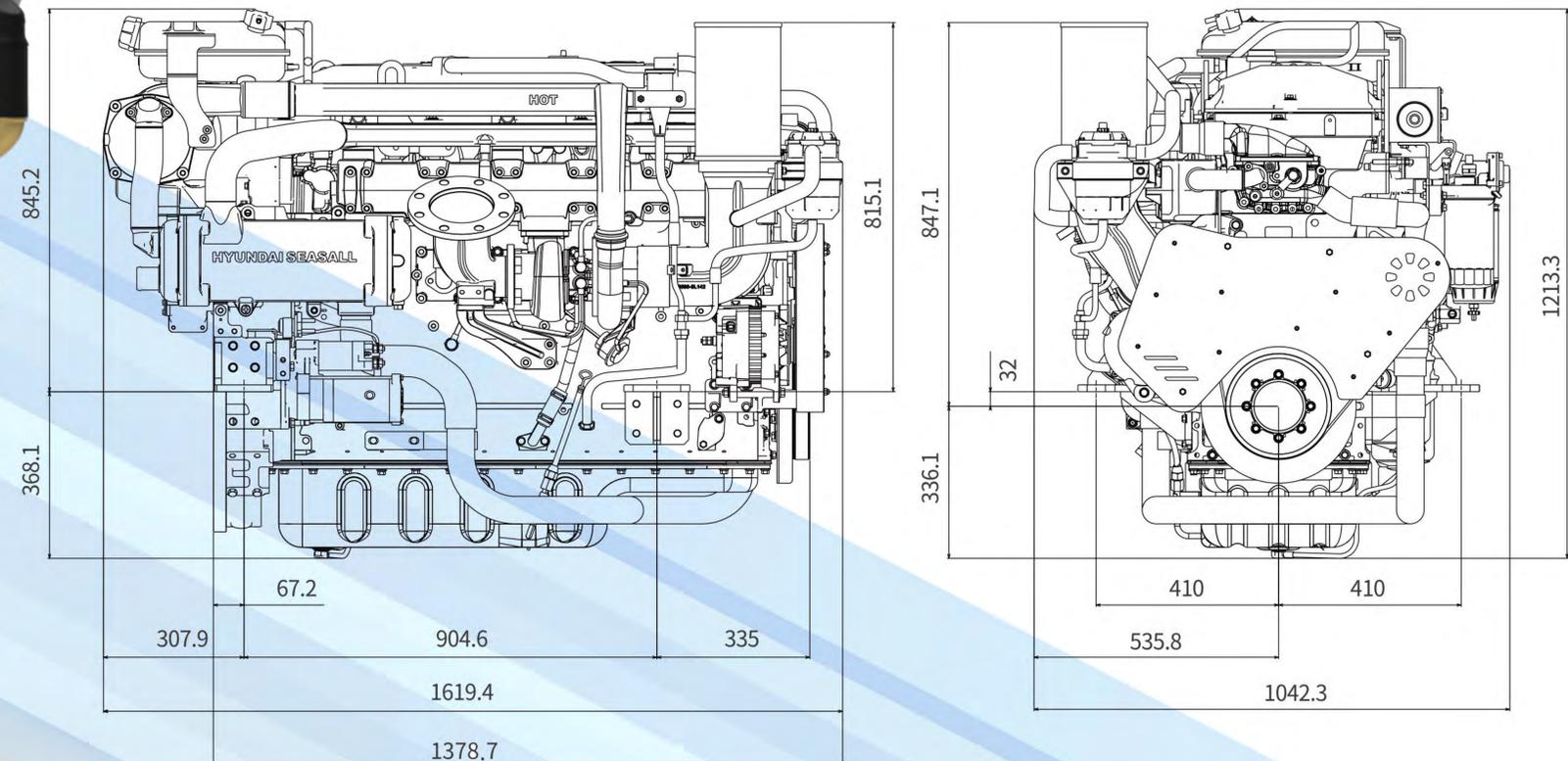
The Electronic Unit Injection system (EUI) delivers 500 - 700 PS and 232kg · m of torque from the 12.7 liter in-line 6 cylinder engine. The robustly-designed unit was specifically conceived as an engine with the ability to serve the professional and commercial markets. It has stable performance at high 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.

Engine Type	L500	L600	L700	L13G			
Propulsion System	Shaftdrive / Jet			For Generator			
Engine Duty Rating	Heavy Duty(S1)	Medium Duty(S2)	Light Duty(S3)	Stand-by Power	Prime Power		
Configuration	4-Stroke, 24-Value OHC, WGT with Intercooler, Fresh Water Cooling						
Output [PS (kW)]	500 (368)	600 (441)	700 (515)	460 (338)	500 (368)	415 (305)	450 (331)
Rated RPM (Hz)	1,800	2,000	2,300	1,500 (50)	1,800 (60)	1,500 (50)	1,800 (60)
Cylinders	In-line 6						
Displacement [cc]	12,736						
Bore X Stroke [mm]	130 X 160						
Compression Ratio	16 : 1						
Max.Torque @ rpm	232kg·m @ 1,300 rpm		247.5kg·m @ 1,200 rpm	-			
Injection System	Electronic Unit Injector (EUI)						
Alternator	24V-90A						
Engine Diagnostics	YES						
Fuel Consump.[L/h]	89.2	116.4	143.4	76.6	88.9	68.9	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
- Washable auxiliary cyclone oil filter
- Electric oil extraction pump

## Emissions

- US EPA Tier-III (L500,L600)
- US EPA Tier-III (L700, Scheduled for June 2019)
- IMO NOx Tier-II (EIAPP) (L500, L600,L700)
- CCNR II (L500, L600)

## 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

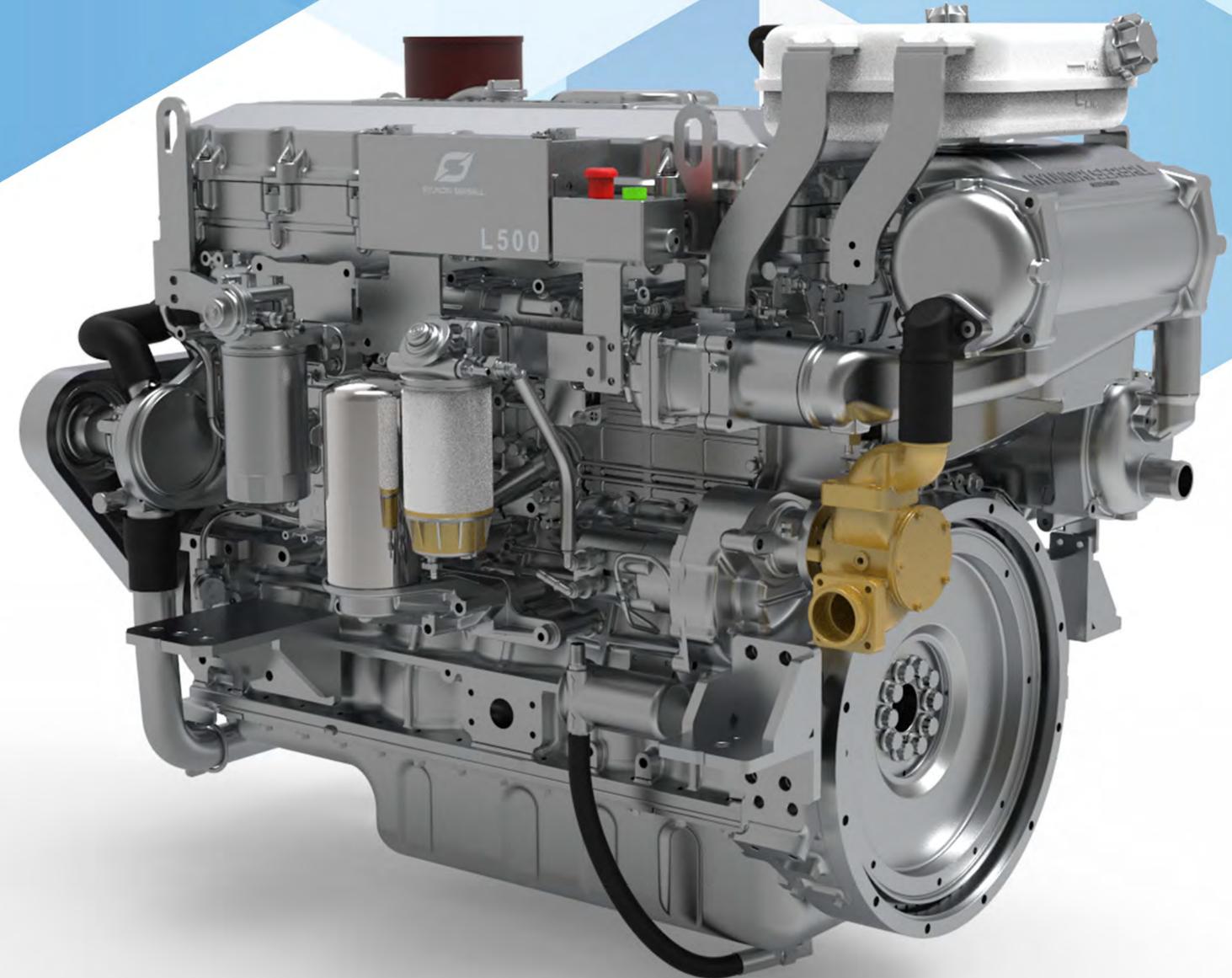
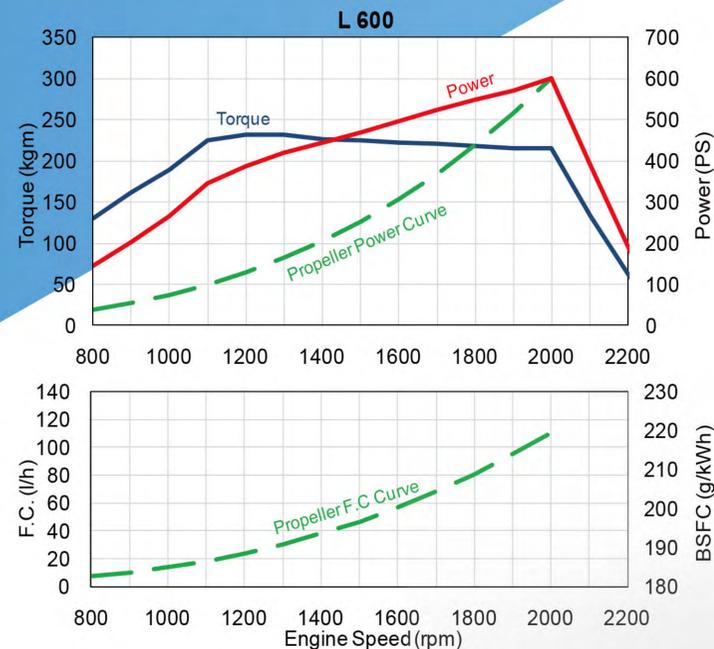
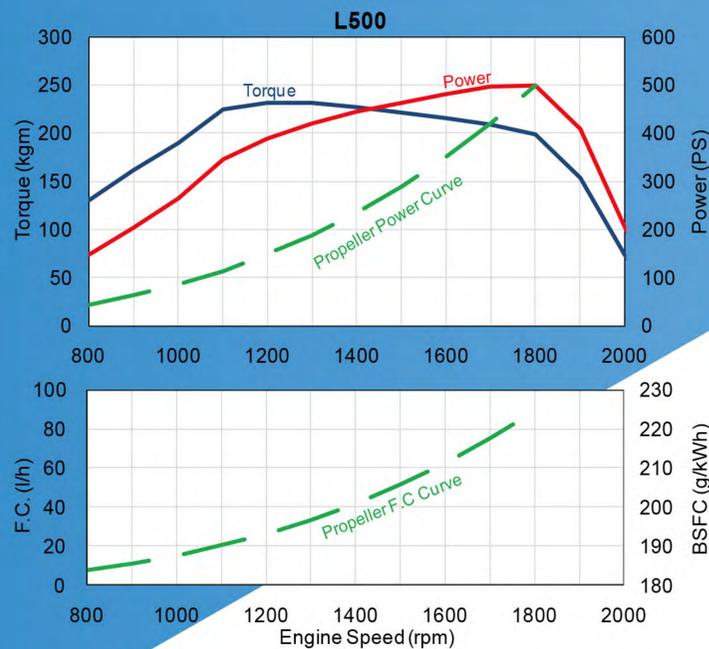
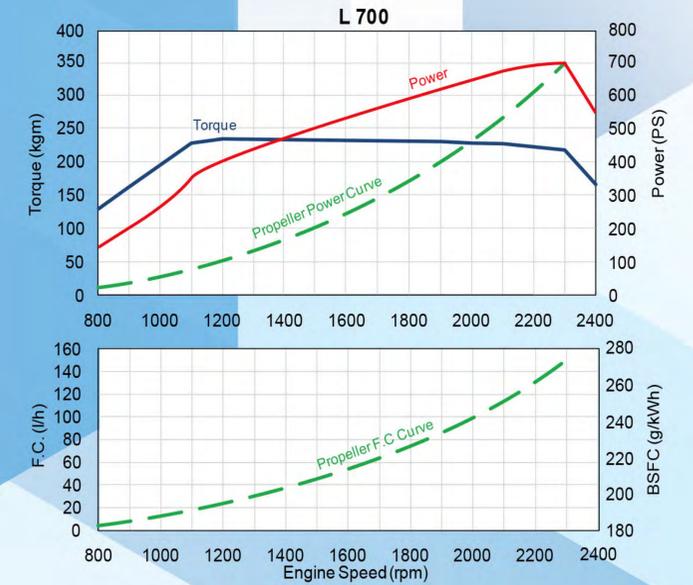
- Reusable air filter
- Intake extension kit (optional)

## Type Approval

- RINA Classification Society (L500, L600,L700)
- CCNR (L500, L600)

## 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

ENGINE MODEL	OPTION DESCRIPTION	ENGINE MODEL	OPTION DESCRIPTION
S30-OB	Basic specifications of 270PS diesel outboard	S30-OB-SIDE	SIDE option: 5PS side thrust option included
S30-OB-PTO	PTO option: Hydraulic pump and electromagnetic clutch option included	S30-OB-PTO-SIDE	Includes both PTO and SIDE options

## HEAVY DUTY COMMERCIAL SERIES

### 1. RATINGS

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

※ THIS SECTION APPLIES TO ALL ENGINE TYPES – NOT JUST HEAVY DUTY COMMERCIAL.

### 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

	RATINGS <sup>1</sup>	OM	IBA <sup>2</sup>	SeaLink***	BC**	DEP	SWP	TWO-POLE*	IEK**	NMEA 2000 C	SSS
H345	S1	●	●	○	●	●	●	○	○	○	○
H380	S1	●	●	○	●	●	●	○	○	○	○
H410	S1	●	●	○	●	●	●	○	○	○	○
L500	S1	●	●	○	●	●	●	○	○	○	○
L600	S2	●	●	○	●	●	●	○	○	○	○
L700	S3	●	●	○	●	●	●	○	○	○	○
L13G	Pr/Sb	●	●	○	●	●	●	○	○	○	○

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 <sup>1</sup>	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	
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    C=CONVERTER    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, coolant temperature, voltmeter and trim gauge for sterndrive  
 To find out more about configurations and accessories available, please contact your nearest Hyundai SeasAll dealer or distributor.

# SEASLINK

Diagnose and manage marine engine anytime and anywhere with your smartphone.  
Easier and safer driving through the SeasLink application



 **Engine and Sailing Conditions**  
Transfer of information about engine and sailing conditions to Hyundai-Seasall and to the distributor.

 **Engine Information**  
RPM, coolant temperature, battery voltage, throttle percentage.

 **Diagnosis**  
Checks for fault code alarms in real time from engine sensor data. Provides appropriate maintenance guide.

 **Sharing Information**  
Shares fault code information with Hyundai-Seasall in real time.

 **Sailing History**  
Fuel consumption, boat track, speed, position and engine condition.

 **Location Information**  
Displays boat track on Google map with the GPS function. Shares location with friends for group boating.

## Distributors around the World

# GLOBAL NETWORK



## ASIA

CHINA - JIANGYIN BUKH INTERNATIONAL TRADING CO.,LTD  
- ZHUHAI TRITEX-TRIPOWER TRADING PTE LTD

HONGKONG - WAKEPOWER MARINE  
MACAU - POSEIDON YATCH LIMITED  
MALAYSIA - SK MACHINERY  
W.MALAYSIA&SARAWAK - MIDAS MARINE SDN.BHD.  
INDONESIA - PT. TRAYAGANTHA PINASTHIKA  
TAIWAN - DECAMARINE  
JAPAN - MIZUNO MARINE  
THAILAND - MF MOTORRAD  
VIETNAM - TRANS-UNDAI SEASALL VINA CO.,LTD

## MIDEAST

UAE - TURBOMOT MARINE ENGINEERING LLC  
BAHRAIN - SEAWORLD COMPANY WLL

## AFRICA

EGYPT - BEST MARINE EGYPT

## EUROPE

CROATIA, SERBIA, BOSNIA, HERZEGOVINA, MONTENEGRO, KOSOVO - HONDA CROATIA  
CYPRUS - PGM SPORT MARINE LTD.  
DENMARK, GREENLAND, FAROE ISLAND - WEST DIESEL ENGINEERING A/S  
FINLAND - KF MARINE, TEKNO-MARINE OY  
ESTONIA - TEKNO-MARINE OY  
GERMANY, SWITZERLAND, AUSTRIA, CZECH, SLOVAKIA, HUNGARY, BELGIUM, NETHERLAND, LUXEMBOURG - 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, SOLOMON ON ISLAND  
- HYUNDAI MOTORS NEW ZEALAND LTD  
AUSTRALIA - HYUNDAI MARINE AUSTRALIA  
TAHITI - OCEAN 2000 MARINE SUPPLIES





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