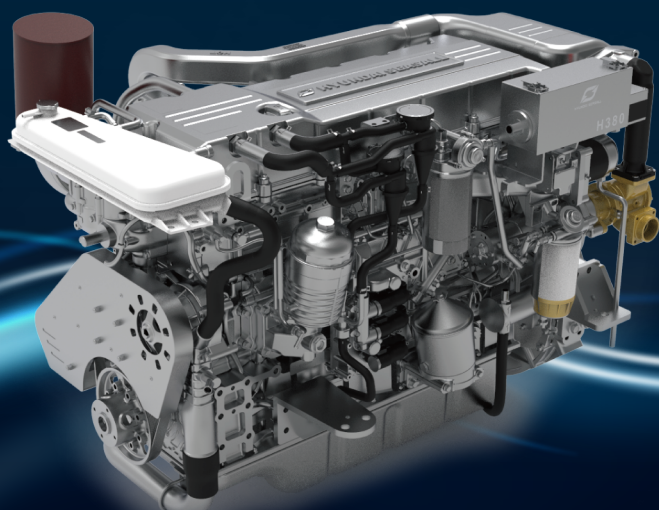


H10-SERIES

[Auxiliary Engine]



This modern, electronically controlled design delivers up to 380ps from the 10 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 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 engines with conventional heads for more comfort onboard. Plus, longevity is assured with close to double the fatigue life of aluminum.

Technical Descriptions

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

Air Inlet system

- Reusable air filter
- Intake Extension Kit (Optional)

Fuel System

- Electronic Unit Injector (EUI)
- Gear-driven fuel pump
- Electronically controlled injection timing
- Fine fuel filter and water separator

Engine Mounting

- Adjustable engine mounts (Optional)

Electrical System

- 24 volt – 70A 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, heat exchanger
- Auxiliary connector for cabin heating
- Corrosion resistant material for seawater circuit
- Easily accessible seawater impeller pump

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

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

Exhaust System

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

Emissions

- IMO Tier II (In progress)
- EPA Tier III (In progress)

Type Approval

- RINA Classification Society (In progress)

Scope of Supply

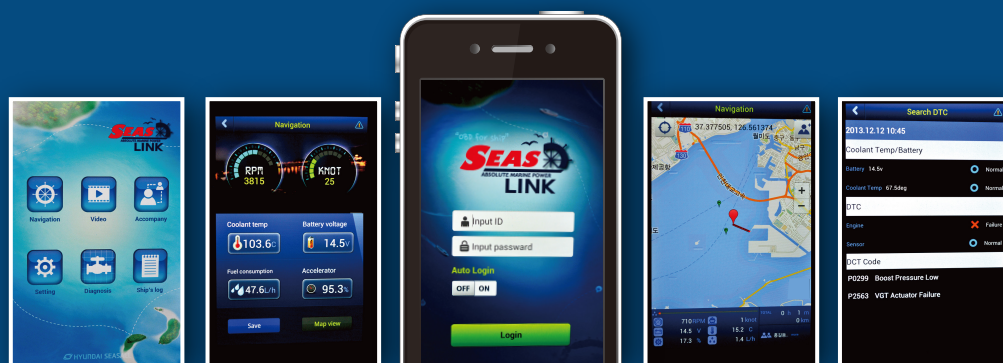
	RATINGS ¹	OM	IBA ²	SeasLink***	BC**	DEP	SWP	TWO-POLE*	IEK**	NMEA 2000 C	SSS
H10G	Pr/Sb	●	●	○	●	●	●	○	○	○	○
OM=OPERATION MANUAL IBA=INSTRUMENT BOX ASSEMBLY (WITH EOI) BC=BELT COVER DEP=DRY EXHAUSTED PIPE SWP=SEA WATER PUMP IEK=INTAKE EXTENSION KIT** C=CONVERTER SSS=SAFETY STOP SWITCH											

1. RATINGS

Pr	PRIME POWER	E	EMERGENCY
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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



SEAS LINK
ABSOLUTE MARINE POWER

ON THE SMARTER PHONE

- Displays Engine Information
- Displays Boat Track on the Map
- Monthly User's Log Information
- Engine Diagnostic Functions
- Audible Warning Alarm and Visual Pop-up Screen



Specifications

Engine Type	H350G5		H380G6	
Propulsion system	For Generator			
Engine Duty Rating	Stand-by	Prime Power	Stand-by	Prime Power
Configuration	4-Stroke, 24-Valve OHC WGT with Intercooler, Fresh Water Cooling			
Output [PS (kW)]	350 (257)	315 (232)	380 (280)	340 (250)
Rated rpm	1,500	1,500	1,800	1,800
Cylinders	In-line 6			
Displacement [cc]	9,960			
Bore X Stroke [mm]	122 X 142			
Compression Ratio	16 : 1			
Max. Torque @ rpm	—			
Injection System	Electronic Unit Injector (EUI)			
Alternator	24V-70A			
Engine Diagnostics	YES			
Max Fuel Consump.[l/h]	63.1	56.8	70.0	64.0
Dry Weight [kg]	1,120			
Flywheel	SAE 14			
Flywheel Housing	SAE 1			

Dimensions (mm)

