



powering **marine** safety

S250

BUKH SEASALL SOLAS MARINE ENGINE

250ps [184kW] ace. to ISO 8665



Foto: Unice Schat-Harding Equipment AS

Piezo controlled common rail injection system delivers 250ps and 50kg · m torque from the 3.0 liter V6 Common Rail Direct Injection (CRDI) engine. Advanced design also makes it ultra light, quiet and fuel efficient with its dimensions extremely compact.

Durability and Reliability

Advantageous is the use of Compacted Graphite Iron (CGI) for the cylinder block. The CGI block is lighter and quieter than conventional grey cast iron and demonstrates at least 80 percent higher tensile strength, 45 percent higher stiffness and approximately double the fatigue strength of iron and aluminium. It lasts longer than anyone of us ever expected. It is the source of innovation and improvement in the marine engine industry.

Technical Description:

Material

- Compacted Graphite Iron (CGI) cylinder block
- Aluminium head
- Nine balance weight crank shaft
- Oil cooled piston
- V6 4 valve DOHC
- Hydraulic lash adjusters
- Integrated water jacket
- Low noise duplex timing chain
- Hydraulic timing chain tensioner
- One-serpentine belt system
- Drive belt auto tensioner

Engine Mounting

- Adjustable engine mount

Lubrication System

- Easily exchangeable oil filter cartridge
- Electric oil extraction pump
- Seawater cooled oil cooler
- Chain drive engine oil pump

Fuel System

- Common rail direct injection (Piezo injector)
- Fuel filter with sensor detecting water in fuel
- Electric low pressure pump
- Dual pressure control valve
- High pressure fuel pump

Electrical System

- 12 volt system and 150A alternator
- Auxiliary engine stop button
- Glow plugs for a trouble-free cold start



Cooling System

- Camshaft directly connected to seawater pump
- Seawater cooled intercooler, heat exchanger
- Auxiliary connector for cabin heater
- Anti-corrosion materials for seawater path

Engine Operating Indicator

- Engine self protection and diagnosis
- Display CAN information
- Display engine diagnostic error code
- Audible alarm and control lamps



Air inlet System

- Reusable airfilter

Exhaust System

- Engine coolant cooled exhaust manifold
- Thermal insulated exhaust system
- Seawater cooled exhaust elbow

Turbocharger

- Electric Variable Geometry Turbine (E-VGT)

Engine Coupler

- Life-long and rattle free rubber roller coupler for sterndrive
- Torsion spring type for gearbox

Emissions

- EPA Tier 2, IMO and RCD compliant

Pass-by Noise Level

- 69,3dB (RCD Standard 75dB)

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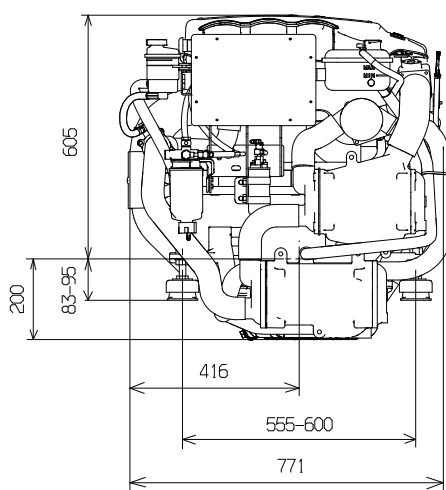
S250 Specifications

Engine type	S250J
Engine duty rating	Pleasure & Light Commercial 4-Stroke, 4-Valve E-VGT with intercooler, fresh water cooling
Output [ps(kW)] acc. to ISO 8665	250 (184)
rpm@full load	3800
Cylinders	v6
Displacement [cc]	2959
Bore [mm]	84
Stroke [mm]	89
Compression ratio	17.5:1
Max. torque [kgm]	48
At speed [rpm]	3500
Injection system	Common Rail Direct Injection (Piezo injector)
Alternator [A]	150
Electronic engine diagnostic	YES
Max. Fuel consumption [L/h]	50.1
Weight [kg]	334
Propulsion system	Shaftdrive / Waterjet

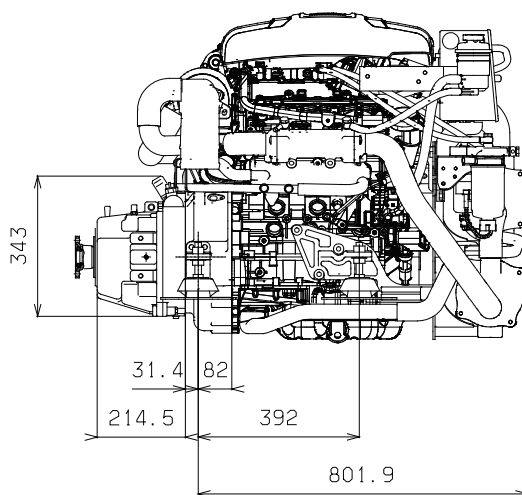
As BUKH is always endeavouring to improve the engines, specifications mentioned are subject to alterations without previous notice.

S250J Dimensions

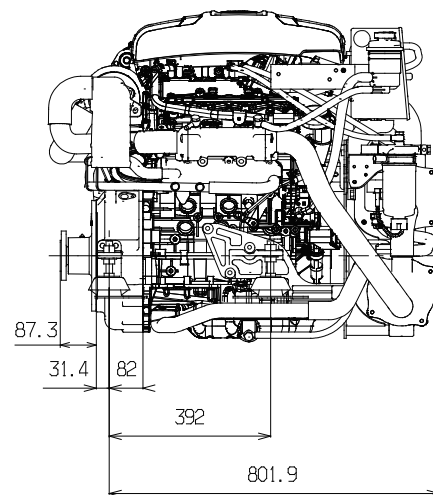
ZF 45 C + Jet Adapter (without transmission)



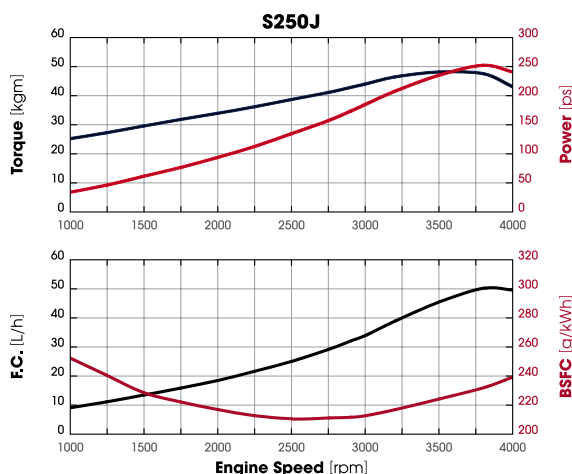
Front view



Side view



Side view (Jet Adapter)



Marine Gear

Model ZF 45 C for S250J:

Gear Ratio: 1 : 1
Weight [kg]: 31



SOLAS approved by Det Norske Veritas
Notified Body: No. 0575