Certificate No.: 2505191540241247

TÜRK LOYDU

TYPE APPROVAL CERTIFICATE

This is to certify that the

INTERNAL COMBUSTION ENGINES

TL Project No	**24-3747**
Manufacturer	**MITSUBISHI HEAVY INDUSTRIES ENGINE & TURBOCHARGER LTD., MHI EQUIPMENT ALSACE SAS, MITSUBISHI TURBOCHARGER AND ENGINE EUROPE B.V.**
Address	**Mitsubishi Heavy Industries Engine&Turbocharger Ltd., Sagamihara, Japan& MHI Equipment Alsace S.A.S., Mulhouse, France& Mitsubishi Turbocharger and Engine Europe B.V., Almere, Netherlands.**
Product Type	**S6A3-MPTA/-MPTK/-T2MPTAW**
Reference Rule	**TL Rules, Part B, Chapter 4, Machinery, 01.07.2022** **TL Rules, Part B, Chapter 5, Electric, 01.07.2022** **TL Rules, Part A, Chapter 2, Material, 01.01.2023**
Expire Date of Previous Certificate	**05.04.2023**
Place and Date	**ISTANBUL / 02.06.2025**

This certificate supersedes 2503131416381247 numbered certificate.

Subject to the conditions referred to in the following pages, this certificate is valid until 05.04.2028.

Emrah SÖĞÜTÇÜ

New Building Division Manager

135348

This certificate is subject to terms and conditions described below:

- Any significant change in design or construction may render this Certificate invalid. Type Approval Certificate is not valid for equipment, the design or manufacture of which has been varied or modified from the specimen tested. This certificate is not valid for products without marking above mentioned. The manufacturer should notify TÜRK LOYDU of any modifications or changes to equipment in order to obtain valid certificate. This certificate shows that tested specimens as representative of the product complies of the TÜRK LOYDU rules, and revelant international instruments that apply to it.

Product	: INTERNAL COMBUSTION ENGINES
Type of Product	: S6A3-MPTA/-MPTK/-T2MPTAW
Product Description	: Four stroke, in-line engine, non-reversible, trunk-piston, with supercharging, with charge air cooling, direct injection, injection operation by cams, valve operation by cams, liquid fuel
Approval No / Date	: PAE-EPAS/017358/23-2068/GUT, 10.11.2023, PAE-EPAS/018023/23-2068/VA, 13.02.2024.
Application	: Propulsion, multi engine plant / auxiliary / emergency.
Number of Cylinders	: 6
Stroke	: 175 mm
Bore	: 150 mm
Method of Operation	: Four Stroke
Kind of Starting Device	: Battery
Kind of Cooling	: Water
Fuel Type	: Diesel Oil
Last Inspection Date	: 11.02.2025
Performed Tests	: - Quality& Production Quality Assurance Audit - Controls according to Approved Drawings - Subcomponent Controls (crankshaft, pistons, connecting rod etc.) - Turbocharger checks - Review of calibration certificates of measuremet and test tools - Review of endurance type test report were found satisfactory.
Test Place	: Sagamihara, Kanagawa,252-5293, Japan& Mulhouse Cedex 01 FRANCE

	Model Number	Rated Power	Rated RPM	Mean Effective Pressure	Max Firing Pressure
1	S6A3-M(P)TA, S6A3-(T2)M(P)TK, S6A3-(T2)MPTAW ; Propulsion	405 (kW)	1840	14.23 (bar)	112.0 (bar)
2	S6A3-M(P)TA, S6A3-(T2)M(P)TK ; Propulsion	470 (kW)	1900	15.99 (bar)	133.3 (bar)
3	S6A3-M(P)TA, S6A3-(T2)M(P)TK ; Propulsion	490 (kW)	1960	16.16 (bar)	136.3 (bar)
4	S6A3-T2MPTK3L ; Propulsion	558 (kW)	1900	18.99 (bar)	144.0 (bar)
5	S6A3-M(P)TA, S6A3-(T2)M(P)TK ; Auxiliary/ Emergency.	320 (kW)	1200	17.24 (bar)	135.3 (bar)
6	S6A3-M(P)TA, S6A3-(T2)M(P)TK ; Auxiliary/ Emergency.	430 (kW)	1500	18.53 (bar)	132.4 (bar)
7	S6A3-M(P)TA, S6A3-(T2)M(P)TK ; Auxiliary / Emergency.	475 (kW)	1800	17.06 (bar)	136.3 (bar)

Surveyor Name : Sezer Mahir TUĞCU

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8	S6A3-(T2)MPTAW ; Propulsion	221 (kW)	1530	9.33 (bar)	<136.3 (bar)
9	S6A3-(T2)M(P)TK, S6A3-(T2)MPTAW ; Propulsion	360 (kW)	1840	12.64 (bar)	112.0 (bar)
10	S6A3-(T2)M(P)TK, S6A3-(T2)MPTAW ; Propulsion	385 (kW)	1800	13.82 (bar)	<136.3 (bar)
11	S6A3-(T2)M(P)TK, S6A3-(T2)MPTAW ; Auxiliary / Emergency.	450 (kW)	1500	19.39 (bar)	138.0 (bar)
12	S6A3-(T2)M(P)TK, S6A3-(T2)MPTAW ; Auxiliary / Emergency.	490 (kW)	1800	17.60 (bar)	135.0 (bar)

Approval Conditions : Application/Limitation:

1-Diesel engines intended for propulsion, incl. DEP, auxiliary and emergency application

2-Limitation

2.1-In order for these engines to be used on ships with single-engine propulsion applications, the control of the engine (in case of failure of the regulator or actuator) must be done with another independent control system. In other words, two separate engine control systems should be arranged. The main engines must be fitted with stand-by cooling pumps that operate independently. If this equipment is not on the engine, the ships should be equipped with more than one main engine.

2.2--Other Conditions;

2.2.1-Flexible hoses with couplings are to be type approved.

2.2.2-Engine safety, control and monitoring systems, including sensors and actuators are not covered by this type approval certificate. Documentation for engine safety, control including speed governing and monitoring systems shall be submitted for approval according to the TL Part B- Chapter 4-1-Section 2 (January 2022). (It is only required for Türk Loydu product certificate.)

2.2.3-Electric cables and cabling are not covered by this approval and must be verified to comply to the TL Part B- Chapter 5-Section 12 (July 2022). (It is only required for Türk Loydu product certificate.)

2.2.4-MITSUBISHI HEAVY INDUSTRIES ENGINE & TURBOCHARGER, LTD. is responsibility to inform the shipbuilders and/or their subcontractors about the installation, use, general maintenance of the approved equipment and the conditions of this approval.

2.3-Service Restriction:

2.3.1-Unit Certification (Türk Loydu product certification) is required for this product to be used on TL classed ships.

2.3.2-Equipment must be provided for enabling -turning gear engaged- signal.

3--Comments

3.1-Torsion vibration analysis is required for each propulsion installation unit.

3.2-The electrical and electronic equipment located within areas protected by local Fixed Pressure Water-spraying or water-mist Fire Extinguishing system and those

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with in adjacent areas exposed to direct spray are to have a degree of protection not less than IP 44.

3.3-The Manufacturer has provided a declaration about the control of, or the lack of Asbestos in this product.

3.4-Non-overload engines can be used for special ships and special applications, only subject to class approval. Diesel engines to drive electric generators must be able to be overloaded.

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