

THE BEST MARINE DIESEL ENGINE

HIGH SPEED DIESEL SERIES



U-SERIES : 125 PS / 4,000rpm



R-SERIES : 200 PS / 3,800rpm



S-SERIES : 270 PS / 3,800rpm

NEW

HEAVY DUTY COMMERCIAL SERIES



H-SERIES : 380 PS / 1,800rpm



L-SERIES : 500 PS / 1,800rpm





SEAS LINK ON THE SMARTER PHONE



Download APP : seaslink

- Android (Play Store)
- iPhone (App Store)

Website

- seaslink.hyundai-seasall.com



Engine and Sailing Conditions

Transfer of information about engine and sailing conditions to Hyundai-Seasall and to the distributor.



Sharing Information

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



Diagnosis

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



Engine Information

RPM, coolant temperature, battery voltage, throttle percentage.



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.

“They have shared hearts, even if they look different.”



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



1 Engineered for Reliability and Long-lasting Performance

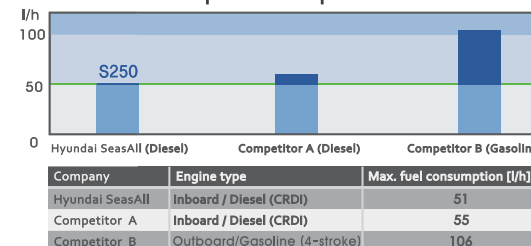
With the world's 4th largest automobile producer behind us, we have access to one of the best engineering teams on the planet. Hyundai-Kia Motors, our parent company, employs over 16,000 engineers. We benefit from their expertise and our base engines are a result of their work. There's power in numbers....

2 More Economical

Speaking of numbers... Thinking about petrol sterndrives or petrol 4-stroke outboards?



Fuel Consumption Comparisons



Think again if you want to save money on fuel.

Sure, those can be less expensive when you purchase them initially, but if you consider the far, far better fuel economy of a diesel engine and what your fuel costs, you'll quickly see that you'll make a much better long-term investment by choosing a Hyundai SeasAll diesel engine.

3 Power and Acceleration Second to None

When you want to go, not sit in the hole. Thanks to Hyundai SeasAll's Variable Geometry Turbocharger (VGT), the torque curve rises extremely quickly - meaning

that you get full power very fast instead of mushing along until the boat gets on plane. Waterskiers love this type of performance—and most other powerboaters do as well.

4 More Affordable

We're the new kids on the block. We have a great product that's equal or superior to our competitors', but new brands almost always have to pay a "tax" to get into the market. This means pricing the product under the competition. And we do. Compare and you'll see that you can make significant savings by choosing our engine.

5 Cutting Edge Technology



CGI Block

The most advanced technology from one of the world's leading car companies goes straight into our engines. Stiffer engines for longer life with components*

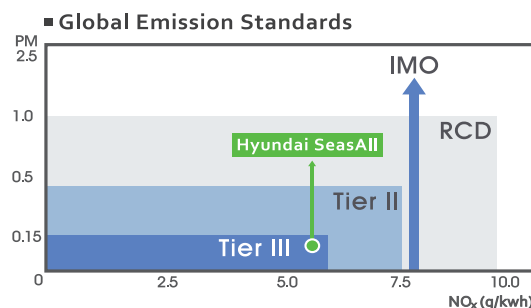
such as blocks and cylinder heads made of Compacted Graphite Iron (CGI). Better fuel economy with Common Rail Direct Injection (CRDi) on our high speed engines and Electronic Unit Injectors (EUI) on our medium speed engines.

Four valves per cylinder on all of our models for optimal engine breathing—leading to better performance, lower fuel consumption and lower emissions.

* Depending engine model

6 Environmentally Responsible

Hyundai SeasAll engines meet or exceed all current environmental regulatory standards. We understand that for our business to be viable long term, we need to protect the seas today. All our engines are electronically controlled to reduce emissions for clean-running operation.



7 Information at a glance

All our models come standard with both an electronic Engine Operation Indicator (EOI) and a tachometer



with an additional digital data panel.

The EOI and the additional panel can be configured to give the skipper a plethora of information:

Engine RPM, Temperature, Throttle Position, Fuel Consumption, Engine Warning and Error Codes and more. The icing on the cake is that Hyundai SeasAll provide an Smart Phone Application, SeasLink. SeasLink makes driving smarter, safer and more fun. Enjoy SeasLink!

And also NMEA 2000 adapter provides full-

electronic integration between the engine and the rest of your vessel.

8 Superb Power-to-Weight Ratio

Our powerful but lightweight engines give better performance. Since they don't have to push useless deadweight, they can push your boat more efficiently.



9 Easy to Maintain

Our engineers put the oil filters and seawater pumps in easy-to-access locations, even in a crowded engine compartment. And our engines all come standard with an electric oil-drain pump which makes changing the oil a simple and clean operation.

10 Better Resale Value

Your boat will almost certainly have a better resale value if it's equipped with a diesel engine Vs a petrol engine. A boat carrying the well known Hyundai name in its engine compartment could make the difference between getting the price you want or not—or even of selling the boat.

U - SERIES 125 PS (93 kW)

1.6 Liter Compact High Speed Diesel

The U-engine family brings to boating the additional benefits of diesel power which, in the past, were limited to use gasoline engines.

It features a compact package which combines sophisticated common rail electronic fuel injection (CRDI) with the latest generation computer controlled engine management system.

A variable geometry turbocharger (VGT) coupled with the intercooler provides superb acceleration as well as optimal boost at cruise - all while keeping fuel consumption under tight control. Available for inboard, sterndrive and jet applications, whether the need is for new builds or for repower, the U125 is ready to serve.

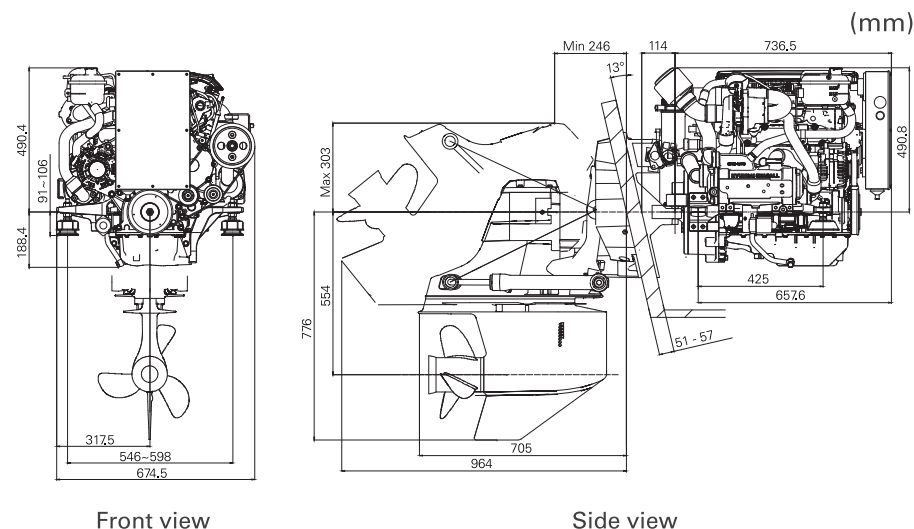


Specifications

Engine type	U125S	U125P	U125J
Propulsion system	Sterndrive	Shaftdrive	Waterjet
Engine Duty Rating	Pleasure Duty (S5) Special Pleasure Duty, Special Light Duty Commercial (S4)		
Configuration	4-Stroke, 16-Valve DOHC, VGT with Intercooler, Fresh Water Cooling		
Output [PS (kW)]	125 (93)		
Rated rpm	4,000		
Cylinders	In-line 4		
Displacement [cc]	1,582		
Bore X Stroke [mm]	77.2 X 84.5		
Compression Ratio	17.3 : 1		
Max.Torque @ rpm	26.3kg·m @2,000rpm		23.5kg·m @3,700rpm
Injection System	Common Rail Direct injection (CRDI) - Solenoid Injector		
Alternator	12V-130A		
Engine Diagnostics	YES		
Fuel Consump.[L/h]	27		
Dry Weight [kg]	220		
Flywheel	SAE6.5		
Flywheel Housing (P/J type)	Borgwarner Flange		

Dimensions

▪ U125S Bravo One X Diesel



Technical Descriptions

Engine

- Cast iron engine cylinder block
- Aluminum head
- Oil cooled pistons
- In-line 4, 16-valve DOHC
- Hydraulic lash adjusters
- Integrated water jacket
- Hydraulic timing chain auto 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

Turbocharger

- VGT, Variable Geometry Turbocharger

Fuel System

- Common Rail Direct Injection (CRDI-Solenoid injector)
- Fuel filter with sensor detecting water in fuel
- Dual pressure control valve

Electrical System

- 12 volt system and 130A alternator
- Auxiliary engine stop button
- Ceramic glow plugs for a trouble-free cold start
- NMEA2000 Converter (Optional)
- Electronic control system (Optional)

Cooling System

- V-ribbed belt driven seawater pump
- Seawater cooled intercooler, heat exchanger
- Corrosion resistant material for the seawater circuit
- Easily exchangeable rubber impeller

Noise Level

- 67.0dB (RCD Standard 75dB)

Engine Operation Indicator (EOI)

- Engine self protection and diagnosis
- Displays CAN information
- Displays engine diagnostic error codes
- Audible alarm and control lamps

Air Inlet system

- Reusable air filter
- Crankcase gases vented into the air inlet
- Intake silencer (Optional)

Exhaust System

- Engine coolant cooled exhaust manifold
- Seawater cooled exhaust elbow

Engine Coupler

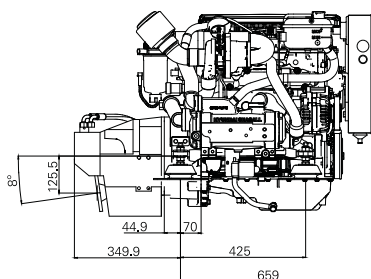
- Life-long and rattle free rubber roller coupler

Emissions & Certificates

- US EPA Tier-III, IMO Tier-II, BSO and EU RCD compliant

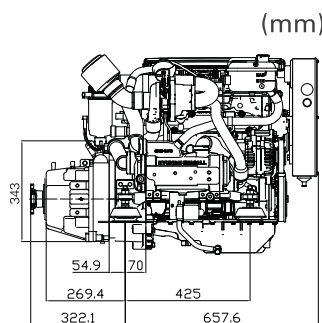


• U125P ZF 45A



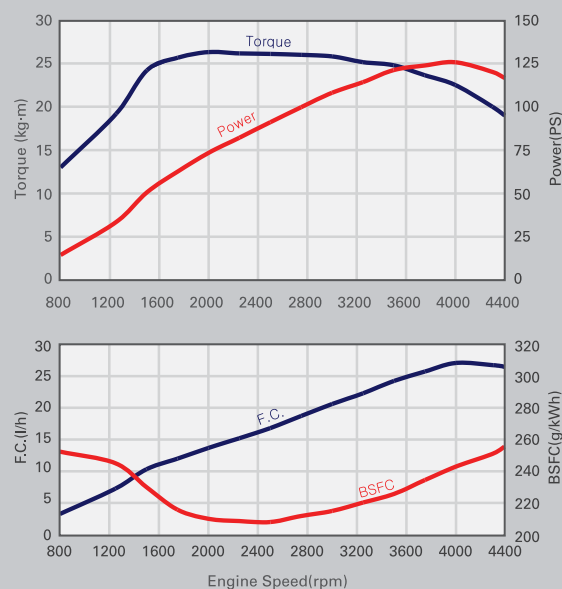
Side view

• U125J ZF 45C

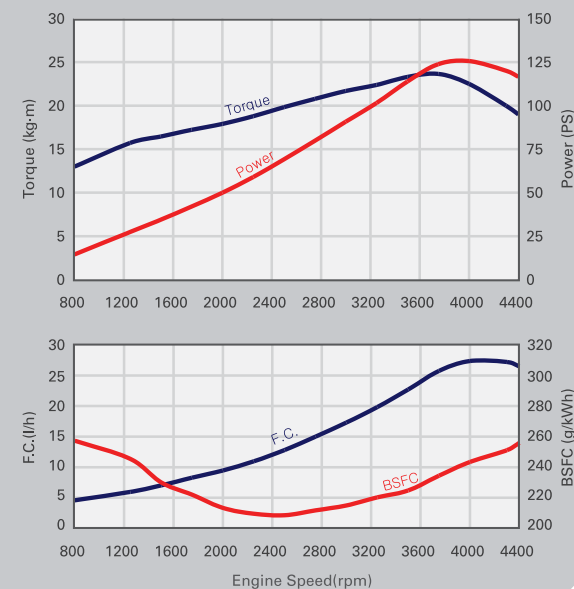


Side view

■ U125S I U125P Performance Curves



■ U125J Performance Curves



R - SERIES 200 PS (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 R-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 can be equipped with Hyundai SeasAll's unique SeasLink system which provides real-time navigation information, engine performance data and more directly to your smartphone.

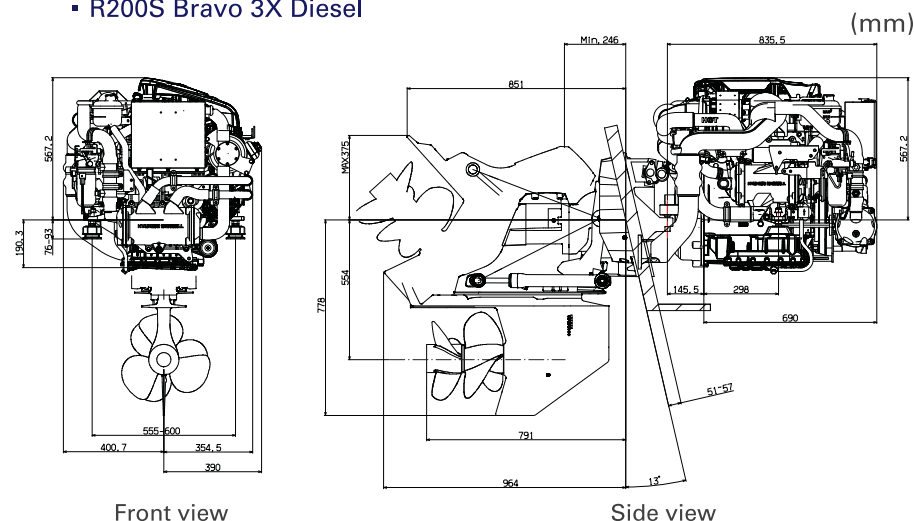


Specifications

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		
Injection System	Common Rail Direct injection (CRDI) - Solenoid Injector		
Alternator	12V-150A		
Engine Diagnostics	YES		
Fuel Consumption.[L/h]	Max. 40		
Dry Weight [kg]	Approx 280		
Flywheel	Hyundai Unique		
Flywheel Housing (P/J type)	Borg Warner Flange		

Dimensions

▪ R200S Bravo 3X Diesel



Technical Descriptions

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

Fuel System

- Common rail direct injection(CRDI)- New 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 V-ribbed belt
- Seawater cooled intercooler, heat exchanger
- Auxiliary connector 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
- 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

Noise Level

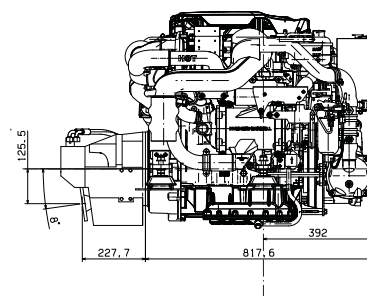
- EU RCD compliant

Emissions

- IMO NOx Tier 2 and EU RCD compliant



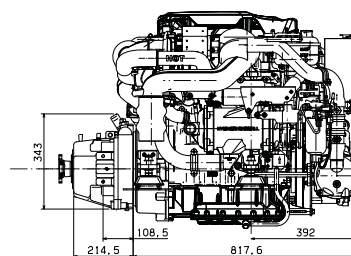
▪ R200P ZF45A



Side view

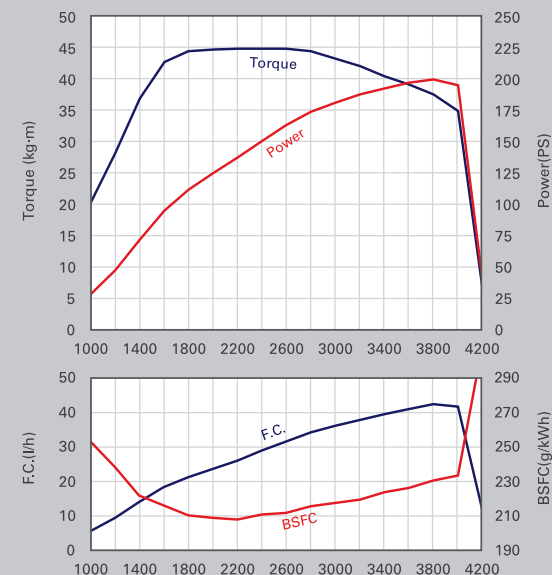
▪ R200J ZF45C

(mm)



Side view

■ R200 Performance Curves



V6 S - SERIES 270 PS (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.

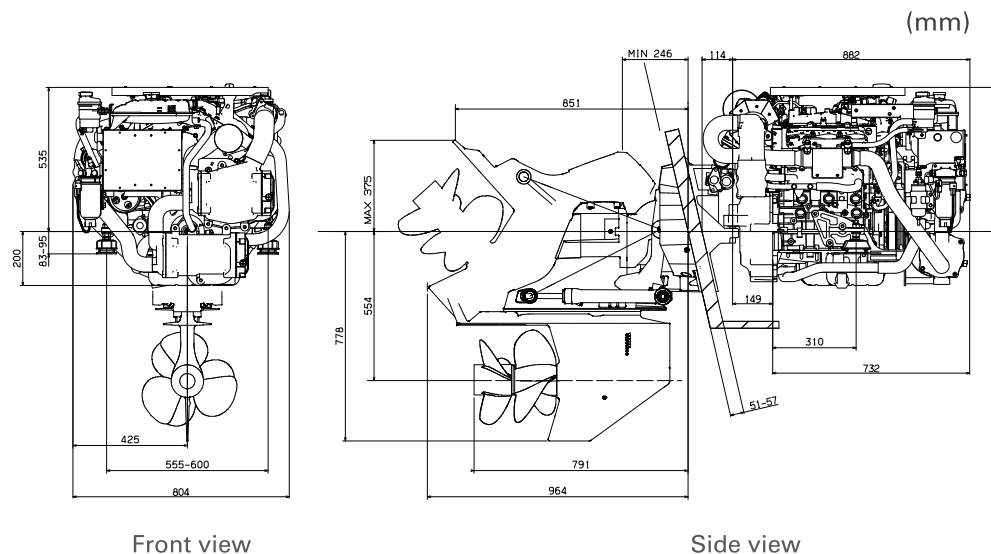


Specifications

Engine type	S270S	S270P	S270J
Propulsion System	Sterndrive	Shaftdrive	Waterjet
Engine Duty Rating	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		

Dimensions

▪ S270S Bravo Three X Diesel



Technical Descriptions

Engine

- Compact 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

Fuel System

- Common rail direct injection (CRDI)
- 1,800 bar new generation 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
- NMEA2000 Converter (Optional)
- 2 Pole system (Optional)
- Electronic control system (Optional)

Cooling System

- Seawater pump driven directly from the camshaft
- Seawater cooled intercooler, heat exchanger
- Auxiliary connector 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

Emissions & Certificates

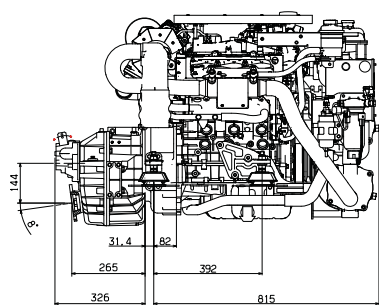
- US EPA Tier-III, IMO Tier 2 and EU RCD
- KOREA KST compliant

Noise Level

- 69.9dB (RCD Standard 75dB)

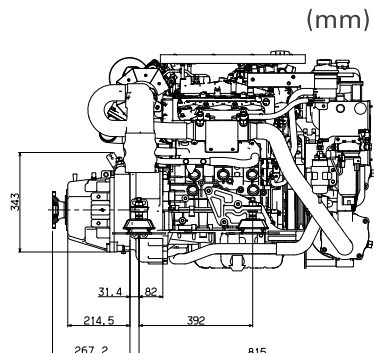


■ S270P ZF 63A



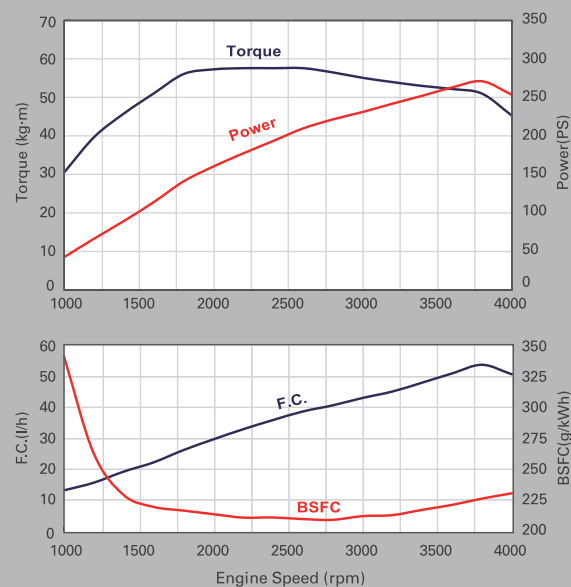
Side view

■ S270J ZF 63C

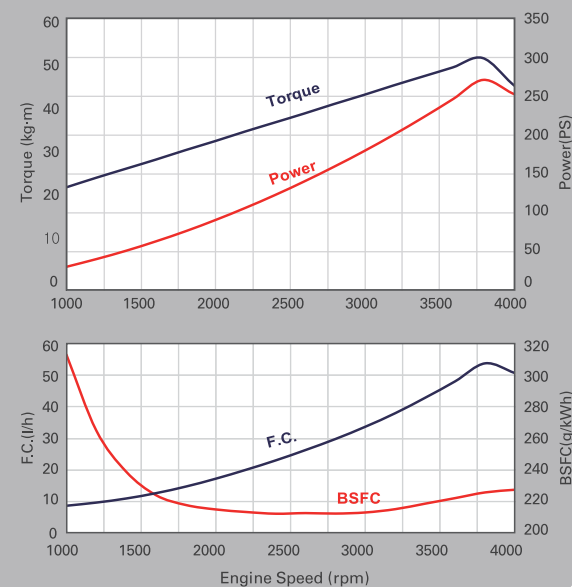


Side view

■ S270S I S270P Performance Curves



■ S270J Performance Curves



H - SERIES 380 PS (280 kW)

When it is time for Heavy Duty Commercial

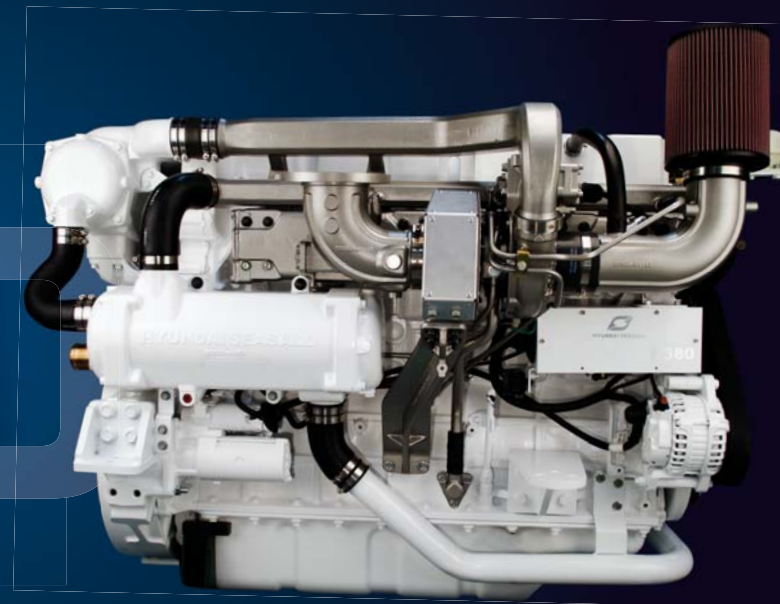
This modern, electronically controlled design delivers 380 PS and 170kg·m of torque from the 10 liter in-line 6 cylinder-engine.

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 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 heads for more comfort onboard. Plus, longevity is assured with close to double the fatigue life of aluminum.

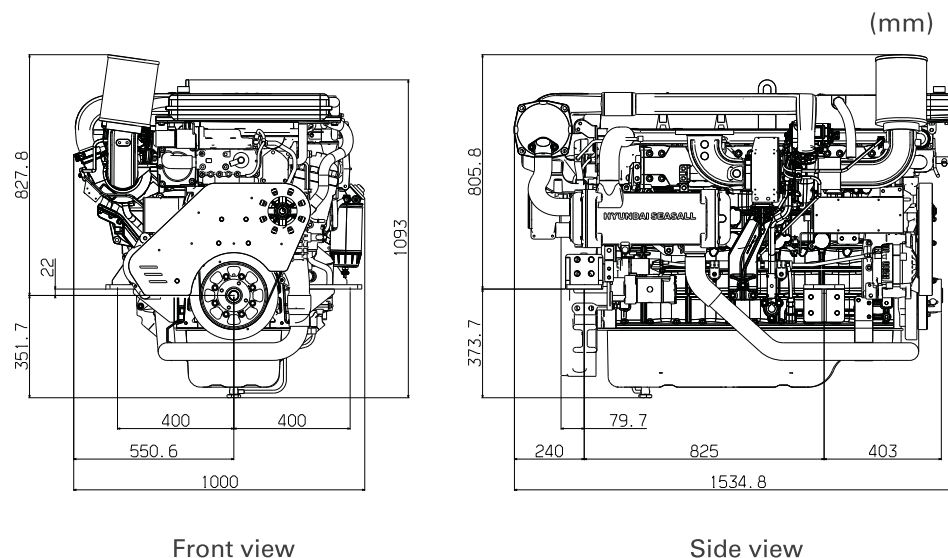


Specifications

Engine type	H380P	H350G
Propulsion system	Shaftdrive	For Generator
Engine Duty Rating	Heavy Duty(S1)	Prime Power
Configuration	4-Stroke, 24-Valve OHC E-VGT with Intercooler, Fresh Water Cooling	
Output [PS (kW)]	380 (280)	350 (257)
Rated rpm	1,800	
Cylinders	In-line 6	
Displacement [cc]	9,960	
Bore X Stroke [mm]	122 X 142	
Compression Ratio	16 : 1	
Max.Torque @ rpm	170kg·m @ 1,100rpm	-
Injection System	Electronic Unit Injector (EUI)	
Alternator	24V-70A	
Engine Diagnostics	YES	
Fuel Consump.[L/h]	71.0	64.8
Dry Weight [kg]	1,120	
Flywheel	SAE 14	
Flywheel Housing	SAE 1	

Dimensions

■ H380



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

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 drive engine oil pump

Fuel System

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

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

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

Air Inlet system

- Reusable air filter
- Intake Extension Kit(Optional)

Exhaust System

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

Emissions

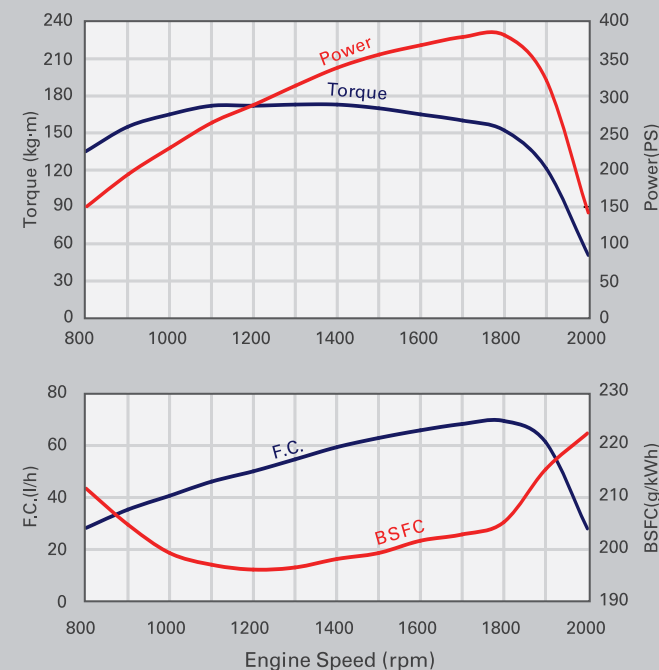
- US EPA Tier-III
- IMO NOx Tier-II (EIAPP)
- CCNR Tier-II

Type Approval

- RINA Classification Society



H380 Performance Curves



L-SERIES 500 PS (368 kW)

12.7 Liter Heavy Duty Commercial Engine

The Electronic Unit Injection system delivers 500 PS and 232kg·m of torque from the 12.7 liter in-line 6 cylinder engine.

The robustly-designed unit was specifically conceived as a heavy duty 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 L500 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.

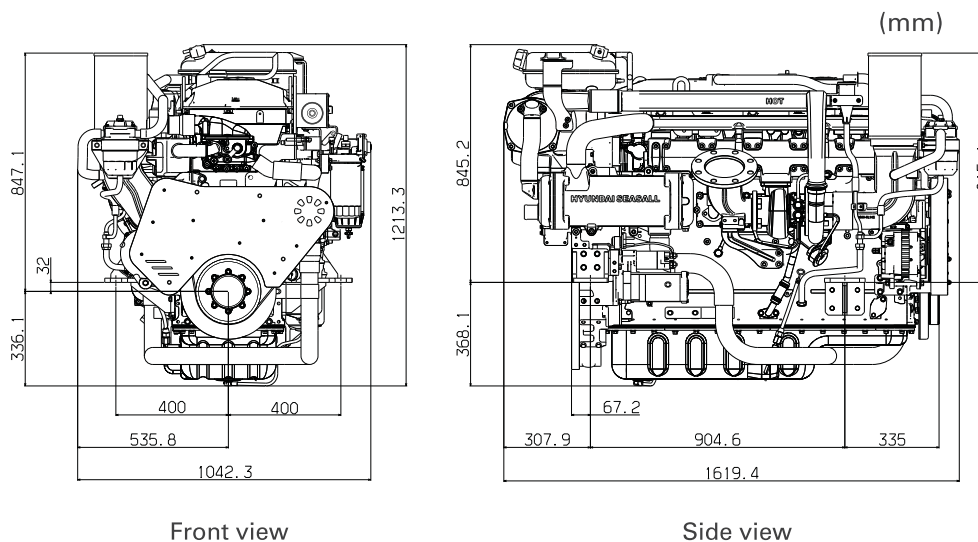


Specifications

Engine type	L500P	L500G	L460G
Propulsion system	Shaftdrive	For Generator	
Engine Duty Rating	Heavy Duty(S1)	Emergency	Prime Power
Configuration	4-Stroke, 24-Valve OHC WGT with Intercooler, Fresh Water Cooling		
Output [PS (kW)]	500 (368)	500 (368)	460 (338)
Rated rpm	1,800		
Cylinders	In-line 6		
Displacement [cc]	12,736		
Bore X Stroke [mm]	130 X 160		
Compression Ratio	16 : 1		
Max.Torque @ rpm	232kg·m @1,200rpm	-	
Injection System	Electronic Unit Injector (EUI)		
Alternator	24V-90A		
Engine Diagnostics	YES		
Fuel Consump.[L/h]	88.3	88.3	80.6
Dry Weight [kg]	1,310		
Flywheel	SAE 14		
Flywheel Housing	SAE 1		

Dimensions

■ L500



Technical Descriptions

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

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, heat exchanger
- Auxiliary connector for cabin heating
- Corrosion resistant material for seawater circuit
- Easily accessible rear mounted sea-water 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

Air Inlet system

- Reusable air filter
- Intake Extension Kit(Optional)

Exhaust System

- Coolant cooled exhaust manifold
- Cast iron exhaust pipe
- WGT (Waste Gate Turbocharger)

Emissions

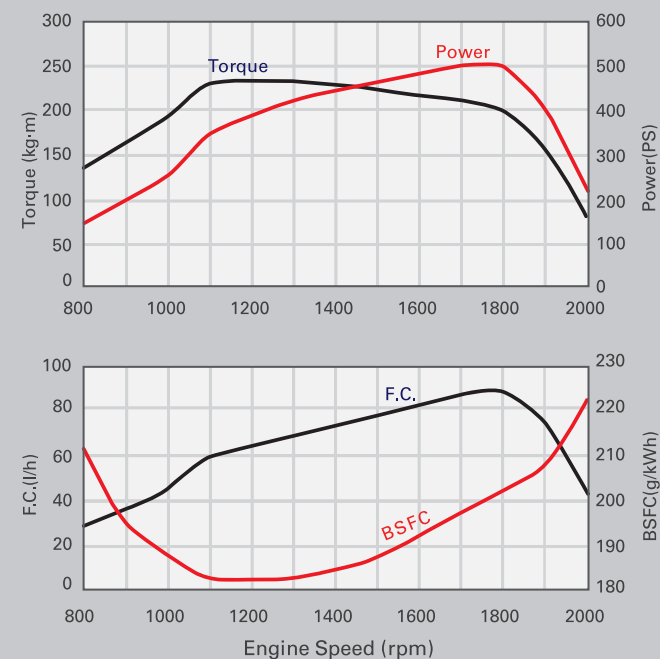
- US EPA Tier-III
- IMO NOx Tier-II (EIAPP)

Type Approval

- RINA Classification Society



L500 Performance Curves



Marine Leisure Applications



Marine Commercial Applications



Marine Government Applications



Marine Military Applications



HIGH SPEED DIESEL SERIES

U125
R200
S270

		RATINGS 1	OPERATION MANUAL	EOI (Engine Operation Indicator)	SeasLink ***	GAUGES 2	COUPLER	ENGINE OIL EXTRACTION PUMP	SEA WATER PUMP *	POWER STEERING PUMP *	BEARING HOUSING PUMP *	EXHAUST PIPE (FOR STERNDRIVE)	EXHAUST HI-RISE *	TWO-POLE (INSULATED SYSTEM) *	NMEA2000 SILENCER	ELEC. CONTROL CONVERTER	MECH. CONTROL SYSTEM	STEERING WHEEL	SAFETY STOP SWITCH	MECH. CONTROL CABLE	HYDR. STEERING SYSTEM	MECH. STEERING SYSTEM	ALU PROP	S5 PROP
U125S	S5,S4	●	●	●	●	●	●	—	—	●	—	—	○	○	○	○	○	○	○	○	○	○	○	○
U125S-BRAVO 1X	S5,S4	●	●	●	●	●	●	—	—	●	—	—	○	○	○	○	○	○	○	○	○	○	○	○
U125P	S5,S4	●	●	●	●	●	●	—	—	—	—	—	○	○	○	○	○	○	—	—	—	—	—	—
U125P-ZF45A	S5,S4	●	●	●	●	●	●	—	—	—	—	—	○	○	○	○	○	○	—	—	—	—	—	—
U125J	S5,S4	●	●	●	●	●	○	—	○	—	—	—	○	○	○	○	○	○	○	○	○	—	—	—
U125J-ZF45C	S5,S4	●	●	●	●	●	●	—	—	—	—	—	○	○	○	○	○	○	○	○	○	—	—	—
R200S	S5,S4	●	●	●	●	●	●	—	—	●	—	—	—	○	○	○	○	○	○	●	○	○	○	○
R200S-BRAVO 1X, 2X, 3X	S5,S4	●	●	●	●	●	●	—	—	●	—	—	—	○	○	○	○	○	○	○	○	○	○	○
R200P	S5,S4	●	●	●	●	●	●	—	—	—	—	—	—	○	○	○	○	○	—	—	—	—	—	—
R200P-ZF45A	S5,S4	●	●	●	●	●	●	—	—	—	—	—	—	○	○	○	○	○	—	—	—	—	—	—
R200J	S5,S4	●	●	●	●	●	○	—	○	—	—	—	—	○	○	○	○	○	○	○	○	—	—	—
R200J-ZF45C	S5,S4	●	●	●	●	●	●	—	—	—	—	—	—	○	○	○	○	○	○	○	○	—	—	—
S270S	S5,S4	●	●	●	●	●	●	●	—	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○
S270S-BRAVO 1X, 2X, 3X	S5,S4	●	●	●	●	●	●	●	—	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○
S270P	S5,S4	●	●	●	●	●	●	○	—	—	○	○	○	○	○	○	○	○	—	—	—	—	—	—
S270P-ZF63A	S5,S4	●	●	●	●	●	●	—	—	—	○	○	○	○	○	○	○	○	—	—	—	—	—	—
S270J	S5,S4	●	●	●	●	●	○	○	○	—	○	—	○	○	○	○	○	○	○	○	○	—	—	—
S270J-ZF63C	S5,S4	●	●	●	●	●	●	—	—	—	○	—	○	○	○	○	○	○	○	○	○	—	—	—

* Factory-installed option, ** Standard or optional depending on market.

*** Supply schedule may differ.

To find out more about configurations and accessories available, please contact your nearest Hyundai SeasAll network.

HEAVY DUTY COMMERCIAL SERIES

H380 / H350
L 500 / L460

		RATINGS 1	OPERATION MANUAL	INSTRUMENT BOX ASSEMBLY 3	SeasLink ***	BELT COVER **	EXHAUST PIPE	SEA WATER PUMP	TWO-POLE (INSULATED SYSTEM) *	INTAKE EXTENSION KIT **	NMEA2000 CONVERTER	SAFETY STOP SWITCH
H380P	S1	●	●	●	●	●	○	○	○	○	○	○
H350G	S1	●	●	●	●	●	○	○	○	○	○	○
L500P	S1	●	●	●	●	●	○	○	○	○	○	○
L500G	S1	●	●	●	●	●	○	○	○	○	○	○
L460G	S1	●	●	●	●	●	○	○	○	○	○	○

● : Standard ○ : Option - : N/A

S = Sterndrive P = Propeller Shaft J = Water Jet

G = For Generator

1. RATINGS

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

2. GAUGES

KEY SWITCH ASSEMBLY, TACHOMETER, COOLANT TEMPERATURE, VOLTMETER and TRIM GAUGE for STERNDRIVE

3. INSTRUMENT BOX ASSEMBLY includes

EOI BOX, RPM GAUGE and WIRING HARNESS