



DIESEL 3.0L

150 / 230 / 270



# REDEFINING THE STANDARD

The Mercury® Diesel 3.0L common-rail high-speed engine delivers exceptional performance and offers substantial improvements in acceleration and top speed – all made possible via a water-cooled variable geometry turbocharger design (VGT). This matched system, plus an advanced engine-control system, provides reduced time to plane and outstanding overall performance.

This powerful, compact package can fit in virtually any installation while low fuel consumption results in affordable operating costs and extended travel range.

The Mercury Diesel 3.0L highspeed engine was designed to be durable, with features and materials specific to marine applications, and it has proved itself by meeting rigorous test standards. The engine is assembled in a highly technical manufacturing facility that employs the latest in quality practices and controls, further underscoring confidence in reliability.

The 3.0L engine is compatible with all Mercury controls and SmartCraft® digital technologies, and it's serviceable through the Mercury global service network. SmartCraft compatibility offers boaters a choice between conventional mechanical throttle and shift or Mercury Digital Throttle & Shift (DTS) controls. The DTS system includes optional Joystick Piloting for Inboards (JPI) and Joystick Piloting for Sterndrives (JPS).



General Specifications	
Configuration	6-cylinder (V6), 4-stroke diesel
Bore and stroke mm (inch)	83 x 92 (3.27 x 6.62)
Displacement L (in3)	3.0 (183)
Air handling	Turbocharged and aftercooled
Fuel system	High-pressure common rail
Rotation	Counterclockwise facing flywheel

Boltail Dimensions and Weight	
Overall length mm (inch)	931 (36.6)
Overall width mm (inch)	851 (33.5)
Overall height mm (inch)	784 (30.9)
Dry weight SD/IB	358kg (789lbs) / 348kg (767lbs)

*\*Weight includes engine mount supports, alternator and engine cover*

Propulsion System	Model	3.0L 150hp	3.0L 230hp	3.0L 270hp	Weight (kg/lb)
Sterndrive*	Bravo One X®	1.36:1 / 1.50:1 / 1.65:1	1.36:1 / 1.50:1 / 1.65:1	1.36:1 / 1.50:1 / 1.65:1	100 / 220
	Bravo Two X®	1.50:1 / 1.65:1 / 1.81:1 / 2.00:1 / 2.20:1	1.50:1 / 1.65:1 / 1.81:1 / 2.00:1 / 2.20:1	1.50:1 / 1.65:1 / 1.81:1 / 2.00:1 / 2.20:1	105 / 231
	Bravo Three X®	1.36:1 / 1.50:1 / 1.65:1 / 1.81:1 / 2.00:1 / 2.20:1	1.36:1 / 1.50:1 / 1.65:1 / 1.81:1 / 2.00:1 / 2.20:1	1.36:1 / 1.50:1 / 1.65:1 / 1.81:1 / 2.00:1 / 2.20:1	109 / 240
	Bravo One XR	1.36:1 / 1.50:1	1.36:1 / 1.50:1	1.36:1 / 1.50:1	100 / 220
	Bravo Two XR	1.65:1	1.65:1	1.65:1	105 / 231
	Bravo Three XR	1.65:1 / 1.81:1 / 2.00:1	1.65:1 / 1.81:1 / 2.00:1	1.65:1 / 1.81:1 / 2.00:1	109 / 240
Inboard	ZF 45C	-	1.00:1	1.00:1	31 / 69
	ZF 68	-	1.25:1 / 1.75:1 / 2.78:1	1.25:1 / 1.75:1 / 2.78:1	46 / 103
	ZF 68A	-	1.21:1 / 1.56:1 / 2.03:1 / 2.52:1 / 2.68:1	1.21:1 / 1.56:1 / 2.03:1 / 2.52:1 / 2.68:1	44 / 97
	ZF 68IV	-	1.29:1 / 1.56:1 / 1.99:1	1.29:1 / 1.56:1 / 1.99:1	62 / 136

*\*Weights reflect sterndrive & transom*



PACK A PUNCH

# DIESEL

Mercury Diesel engines offer an exhilarating yet refined experience. Advanced turbocharging and injection technologies produce a power band that's precisely calibrated for marine performance and outstanding economy. Lightweight designs further boost performance, while clean and quiet operation enhance your day on the water.



# 3.0L



150 / 230 / 270  
STERNDRIVE

# 3.0L



230 / 270  
INBOARD

## Engine

- Aluminum cylinder heads
- Compacted Graphite Iron cylinder block, light weight, high strength with max heat transfer for optimal cooling
- 60-degree V6 block
- Fracture-split connecting rods
- Front chain-driven timing system
- Glow plug system standard

## Fuel System

- Bosch® CP4.2 w/ integrated gear-driven lift pump
- Bosch CRS 2.2 solenoid fuel injectors
- Engine-mounted 4 micron filter protecting the system

## Electrical System

- 12V
- High-output alternator: 12V 110 Amp

## Air Intake

- Air filter/silencer included for noise reduction

## Engine Controls

- Bosch EDC17 Controller
- Rubber-isolated controller mounting to ensure durability

## Turbocharger

- Single turbo
- Electrically actuated VGT
- Oil- and glycol-cooled center section
- Glycol-cooled turbine housing

## Exhaust System

- Closed-cooled manifold
- Closed-cooled turbocharger
- Seawater-cooled riser

## Cooling System

- Thermostatically controlled
- Closed-cooled engine for corrosion protection
- Seawater-cooled charge air cooler
- Standard cabin heater connections
- On-engine sea strainer
- Seawater-cooled fuel cooler

## Emissions

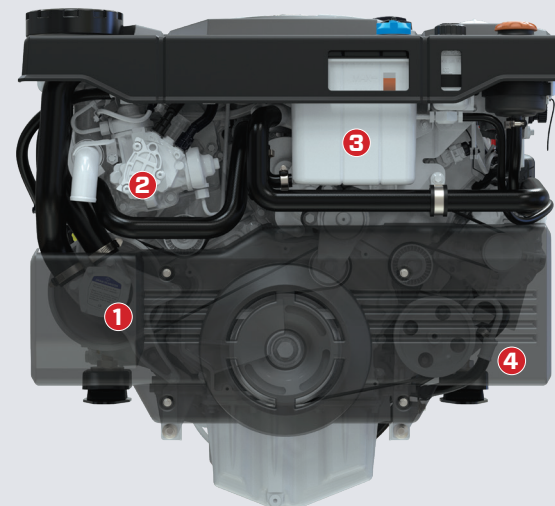
- EPA Tier 3
- RCD 2
- IMO Tier 2
- BSO 2

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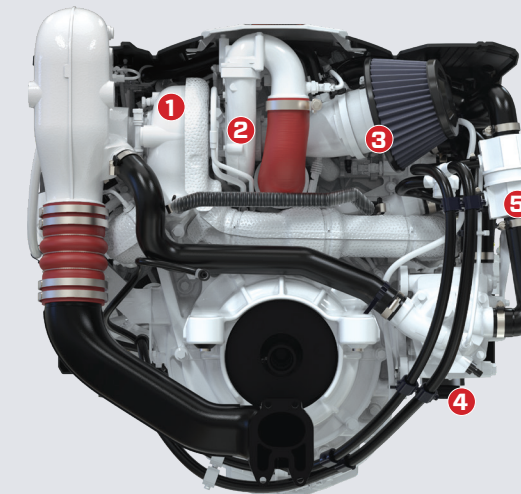
## FRONT VIEW FEATURES

1. Raw-Water Pump
2. High Pressure Fuel Pump
3. Coolant Reservoir
4. Optional Belt Cover



## REAR VIEW FEATURES

1. Water-Cooled VGT Turbocharger
2. Turbo Compressor
3. Air Filter & Silencer
4. Engine mount
5. Power Steering Cooler



## TOP VIEW FEATURES

1. Fuse Box
2. MerCathode® LED

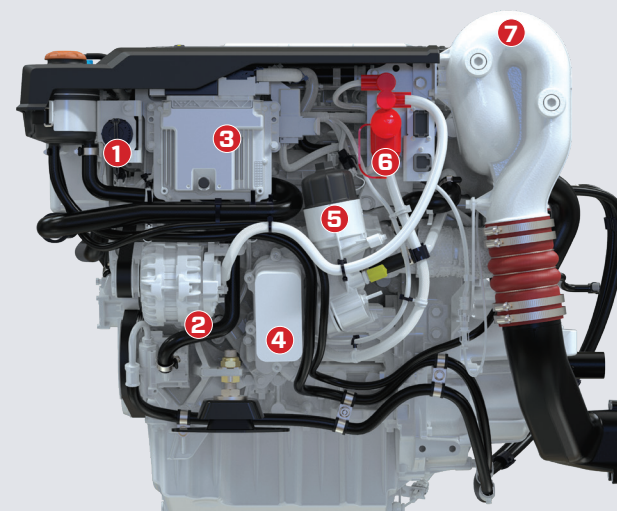


## TOP VIEW FEATURES

1. Maintenance Label Decal
2. Oil-Fill Cap
3. Coolant Fill
4. Drive Lube (Sterndrive Only)
5. Power Steering (Sterndrive Only)

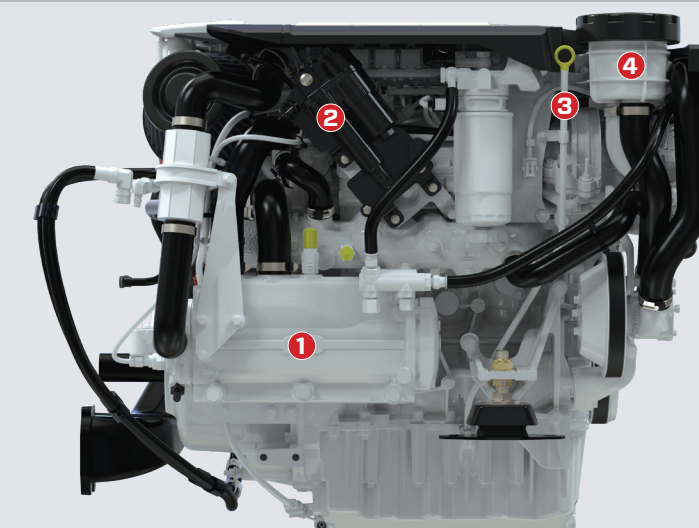
## PORT SIDE VIEW FEATURES

1. Diagnostic Port
2. Alternator
3. ECU
4. Engine Oil Cooler
5. Oil Filter
6. Hot Stud
7. Riser



## STARBOARD SIDE VIEW FEATURES

1. Heat Exchanger
2. Shift Plate
3. Dipstick
4. On-Engine Seawater Strainer

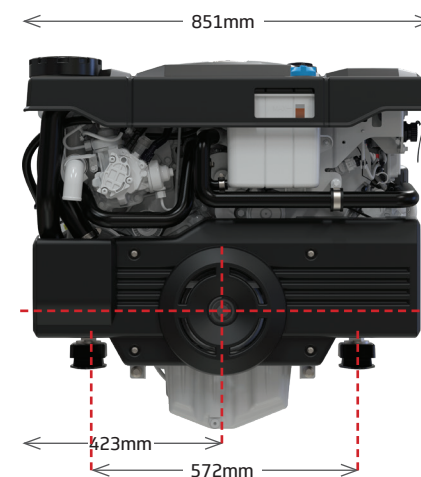
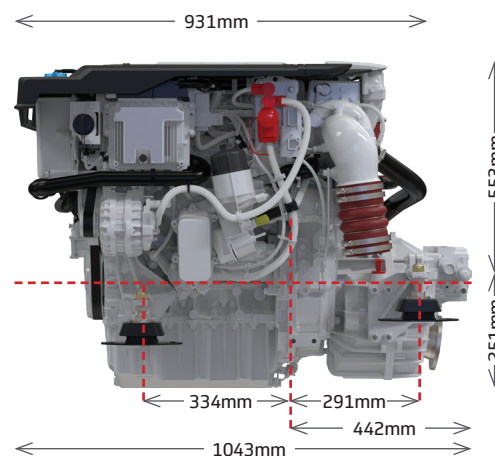




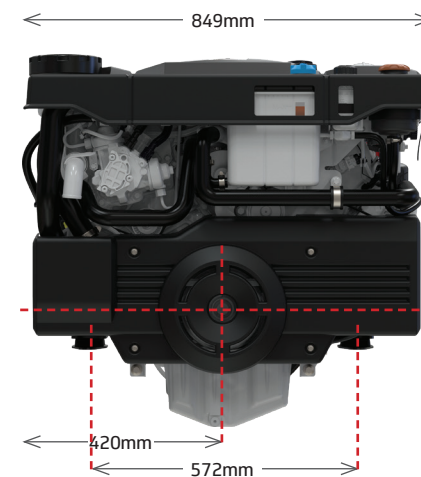
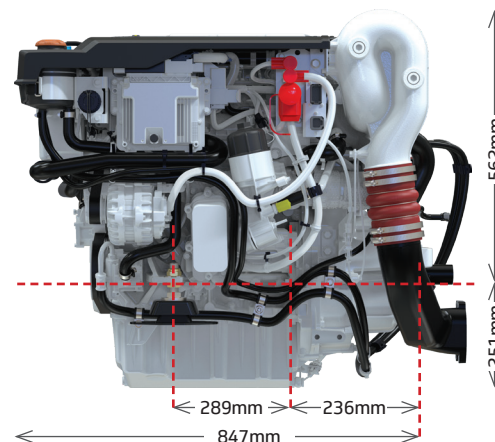
Specifications	150 mHP	230 mHP	270 mHP
Compression ratio	16.5:1		
Fuel pre-filtration requirement	Not required but feasible		
Fuel lift pump	On engine		
High-pressure fuel pump	Bosch CP 4.2 w/ integrated gear lift pump		
Valves per cylinder	4		
Pistons	Oil jet cooled		
Fuel injectors	Bosch CRS 2.20 (Solenoid)		
Air inlet (port rear)	Filtered and silenced		
Turbocharger	Honeywell VGT		
Engine and turbocharger cooling	Closed cooled		
Coolers; CAC, oil, fuel and engine	Tube and shell		
Seawater pump/inlet mm (in)	38 (1.5)		
Peak torque at rpm Nm	493 Nm @ 2000 rpm	503 Nm @ 2200 rpm	594 Nm @ 2200 rpm
Oil sump volume	8.5L		
Dipstick range	1.0L		
Oil maintenance interval hr	200		
Flywheel size mm (in)	290 (11.42)		
Flywheel housing	SAE 8		
Electrical system	12V 110A		
Engine stop	ECU Controlled		
Engine Control Unit (ECU)	Bosch EDC17		
Throttle and shift	Mercury DTS or mechanical cable		
Helm and gauge compatibility	Mercury SmartCraft		
Mercury Joystick Piloting - Inboard & Sterndrive	Compatible		
Engine and ECU covers	Texture-coated aluminum; protects engine and provides step-capable platform		
Inboard: ZF 68A	1.21, 1.56, 2.03, 2.52, 2.68		
Inboard: ZF 68	1.25, 1.75, 2.78		
Inboard: ZF 68IV	1.29, 1.56, 1.99		
Inboard: ZF 45C	1.00		
Sensors	Crank & cam position, intake manifold pressure/temp, compressor outlet temp, exhaust gas temp, fuel temp, rail pressure, water in fuel (WIF), oil pressure/temp, coolant temp, seawater pressure/temp, atmospheric pressure		

Model	Driveline Options	Output Power		Fuel Use At Rated Speed L/hr (gal/hr)	Rated Use	Idle Speed (RPM)	Max Rated Engine Speed (RPM)	Emissions Ratings (no after treatment)		
		mHP	kW					EPA	EU	IMO
150	Bobtail Inboard	150	110	31.5 (8.3)	REC	650	3000	Tier 3	RCD 2	Tier 2
230	Bobtail Inboard	230	169	49 (12.9)	REC		4200	Tier 3		
270	Bobtail Inboard	270	199	55 (14.3)						

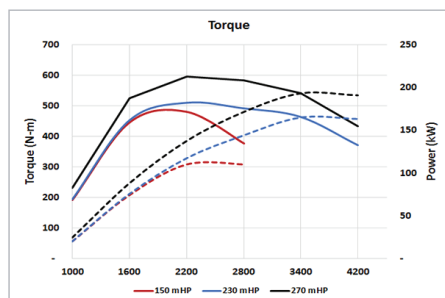
## ENGINE DIMENSIONS - INBOARD



## ENGINE DIMENSIONS - STERNDRIVE



## TORQUE & POWER [full load at crankshaft]



## BOAT LOAD FUEL CONSUMPTION

