

# 175D



Packing the latest technology into a minimum volume, the 175D is characterized by a clear-cut design: easy to commission, easy to operate, and easy to service. Its modular design allows it to meet all the challenges of many different applications.

**Benefits at a glance**

- Low fuel oil consumption
- Low operating costs
- Low life cycle costs
- Long service life

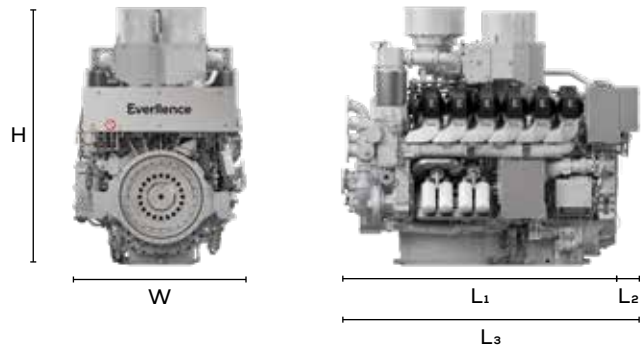
# 175D

## Propulsion

### Dimensions

Cyl. No.	12V
L <sub>1</sub> (mm)	2,734
L <sub>2</sub> (mm)	167
L <sub>3</sub> (mm)	2,901
H (mm)	2,295
W (mm)	1,661
Dry mass (t)	8.80

Configuration shown: 12V175D-MM  
without seawater cooler



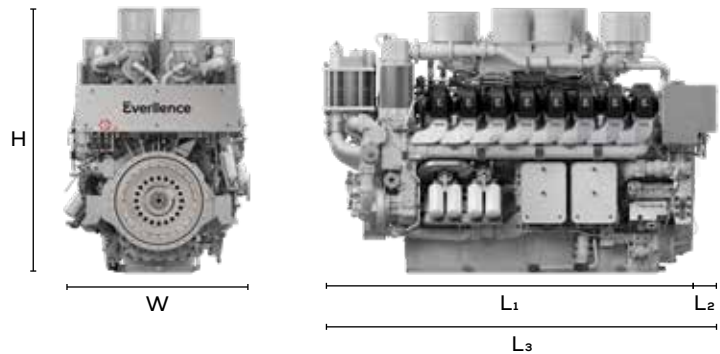
### Output

Engine Model	12V175D-MH	12V175D-MM				12V175D-ML			
Rating Definitions	Heavy Duty	Medium Duty				Light Duty			
MCR (kW)	1,740	1,860	1,920	2,040	2,220*	2,220	2,400*	2,400	2,580
Speed (rpm)	1,800	1,800	1,800	1,800	1,800	1,900	1,800	2,000	2,000
Average load (%)	85.0	80.0	80.0	70.0	40.0	65.0	40.0	60.0	60.0
SFOC [g/kWh] at 100% MCR, Tier II	192.5	191.0	193.0	191.0	191.5	195.0	193.0	197.5	202.0
SFOC [g/kWh] at 100% MCR, Tier III	193.0	192.0	194.0	191.5	193.0	196.0	193.0	198.0	-

### Dimensions

Cyl. No.	16V
L <sub>1</sub> (mm)	3,254
L <sub>2</sub> (mm)	167
L <sub>3</sub> (mm)	3,421
H (mm)	2,316
W (mm)	1,661
Dry mass (t)	10.85

Configuration shown: 16V175D-MM  
without seawater cooler



### Output

Engine Model	16V175D-MM				16V175D-ML	
Rating Definitions	Medium Duty				Light Duty	
MCR (kW)	2,560	2,720	2,960*	2,960	3,200	
Speed (rpm)	1,800	1,800	1,800	1,900	2,000	
Average load (%)	80.0	70.0	40.0	65.0	60.0	
SFOC [g/kWh] at 100% MCR, Tier II	193.0	191.0	192.5	196.0	197.5	
SFOC [g/kWh] at 100% MCR, Tier III	194.0	192.5	194.0	197.0	198.0	

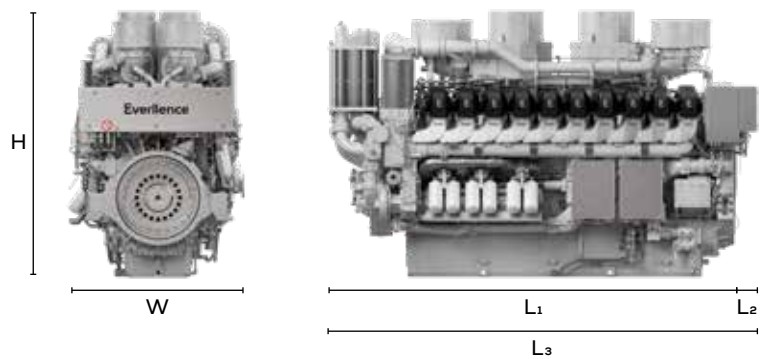
# 175D

## Propulsion

### Dimensions

Cyl. No.	20V
L <sub>1</sub> (mm)	3,774
L <sub>2</sub> (mm)	167
L <sub>3</sub> (mm)	3,941
H (mm)	2,297
W (mm)	1,647
Dry mass (t)	13.10

Configuration shown: 20V175D-MM  
without seawater cooler



### Output

Engine Model	20V175D-MM			20V175D-ML	
Rating Definitions	Medium Duty			Light Duty	
MCR (kW)	3,400	3,700*	3,700	4,000	4,400
Speed (rpm)	1,800	1,800	1,900	2,000	2,000
Average load (%)	70.0	40.0	65.0	60.0	60.0
SFOC [g/kWh] at 100% MCR, Tier II	191.0	191.5	194.0	197.5	199.0
SFOC [g/kWh] at 100% MCR, Tier III	191.5	193.0	195.0	198.0	-

For multi-engine arrangement only. Rated power output according to ISO 3046-1: ICFN. The power produced at the flywheel will be within the tolerance of 3% - according to ISO 15550:2002 (E) - up to 45°C (113°F) combustion air temperature measured at the engine air inlet and up to 38°C (100°F) sea or raw water temperature measured at the seawater pump suction inlet, unless other values mentioned explicitly.

Specific fuel oil consumption acc. to ISO 3046-1:2002 based on a lower calorific value of fuel 42,700 kJ/kg with attached lube oil, HT and LT cooling water pumps fulfilling IMO Tier II/Tier III emission limits with 5% tolerance. Everlence diesel engines are specified according to vibration class 5 of DIN ISO 10816-6 (vibration limit evaluation zone A/B: 28.2 mm/s, rms, 2-1,000 Hz, stationary conditions at nominal operating point)

\* for tug application only Last updated: May 2025

### General

- Modular common rail fuel injection system
- Integrated lubrication system
- HT and LT split cooling circuits with integrated pumps and thermostats
- High-efficiency turbochargers
- SaCoS 5000 safety and control system
- Compliant to SOLAS requirements for admissible surface temperature without additional insulation
- Classed by all major Classification societies

### Starting method

- Electric / pneumatic

### Compliance with emission regulations

- IMO Tier II
- IMO Tier III (with SCR)

### Optional equipment

- Integrated seawater cooler and engine-driven seawater pump
- Lube oil centrifuge
- 100 % PTO on counter coupling side (12V engine only)
- PTO on counter coupling side (16V and 20V engines)
- Alternator for battery charging
- Horizontal exhaust gas outlet (12V engine only)
- Redundant starter
- Redundant lube oil supply
- Additional auxiliary PTO on engine sides at counter coupling end

MCR = Maximum Continuous Rating  
SCR = Selective Catalytic Reduction  
SFOC = Specific Fuel Oil Consumption

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Propulsion

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