# V28/33D STC

The V28/33D STC engine offers an optimum combination of high power and rapid engine response, as well as long endurance and economical, low signature operation during extended cruising and patrolling missions.

### Benefits at a glance

- High reliability
- Best in class efficiency at low and high power
- Low acoustic and thermal signature characteristics
- Extended operation at low loads without white smoke or maintenance impact

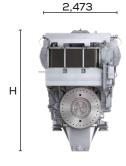
# **Everllence**

## **V28/33D STC**

### **Propulsion**

### **Dimensions**

Cyl. No.	12	16	20
L (mm)	6,207	7,127	8,047
H* (mm)	3,417	3,417	3,417
H** (mm)	3,682	3,682	3,682
Dry mass*** (t)	35.6	43.0	50.6



### Output

	Load profile "Navy"
1,000	1,032
26.9	28.6
5,460	6,000
7,280	8,000
9,100	10,000
	26.9 5,460 7,280

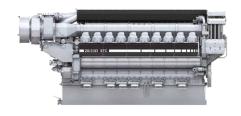
For multi-engine arrangement only

Weight and performance parameters refer to engine with flywheel, TC silencer, attached pumps, oil filters, and lube oil cooler

- \* With low oil sump
- \*\* With deep oil sump
- \*\*\* Tolerance: 5 %

V28/33D STC as marine main engine to be applied for multi-engine plants only in class-approved vessels

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### General

- Engine cycle: four-stroke
- No. of cylinders: 12, 16, 20
- Bore: 280 mm Stroke: 330 mm
- Swept volume per cyl: 20.3 dm³

### Fuel consumption at 85 % MCR

• SFOC: 183.5 g/kWh

### Cylinder output (MCR)

- At 750 rpm: 530 kW
- Power-to-weight ratio: 11.8 - 13.6 kg/kW

### Compliance with emission regulations

- At 1000 rpm: 455 kW
- At 1032 rpm: 500 kW
- Power-to-weight ratio: 5.1 6.6 kg/kW

### Compliance with emission regulations

- IMO Tier II
- IMO Tier III (with SCR)
- EPA Tier 2

### Everllence

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### Main features

### **Turbocharging system**

 Sequential turbocharging system based on high efficiency TCA turbochargers for optimized full and part load operation

### Engine automation and control

 Everllence in-house developed engine attached safety and control system SaCoS 5000

### Fuel system

- Reliable electronic fuel injection system
- Attached fuel oil pump with black start capability

### Lube oil system

 Attached lube oil pump, lube oil cooler and lube oil duplex filter

### Cooling system

 2-string high and low temperature cooling water systems with attached fresh and seawater pumps

### Starting system

• Pressurized air starter (turbine type)

### Engine mounting

- · Resilient or shock mounting
- Inclination
- Designed for up to max. 45° rolling **Engine design**
- No power reduction required up to: Air temp. 45 °C, Seawater temp. 32 °C
   Continuous low load operation down to 5 % MCR

### **Applications**

CPP and FPP/waterjet

### **Optional equipment**

 Additional power take-off at engine free end available

MCR = Maximum continuous rating/ max. 455 kW cylinder output SCR = Selective catalytic reduction SFOC = Specific fuel oil consumption

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