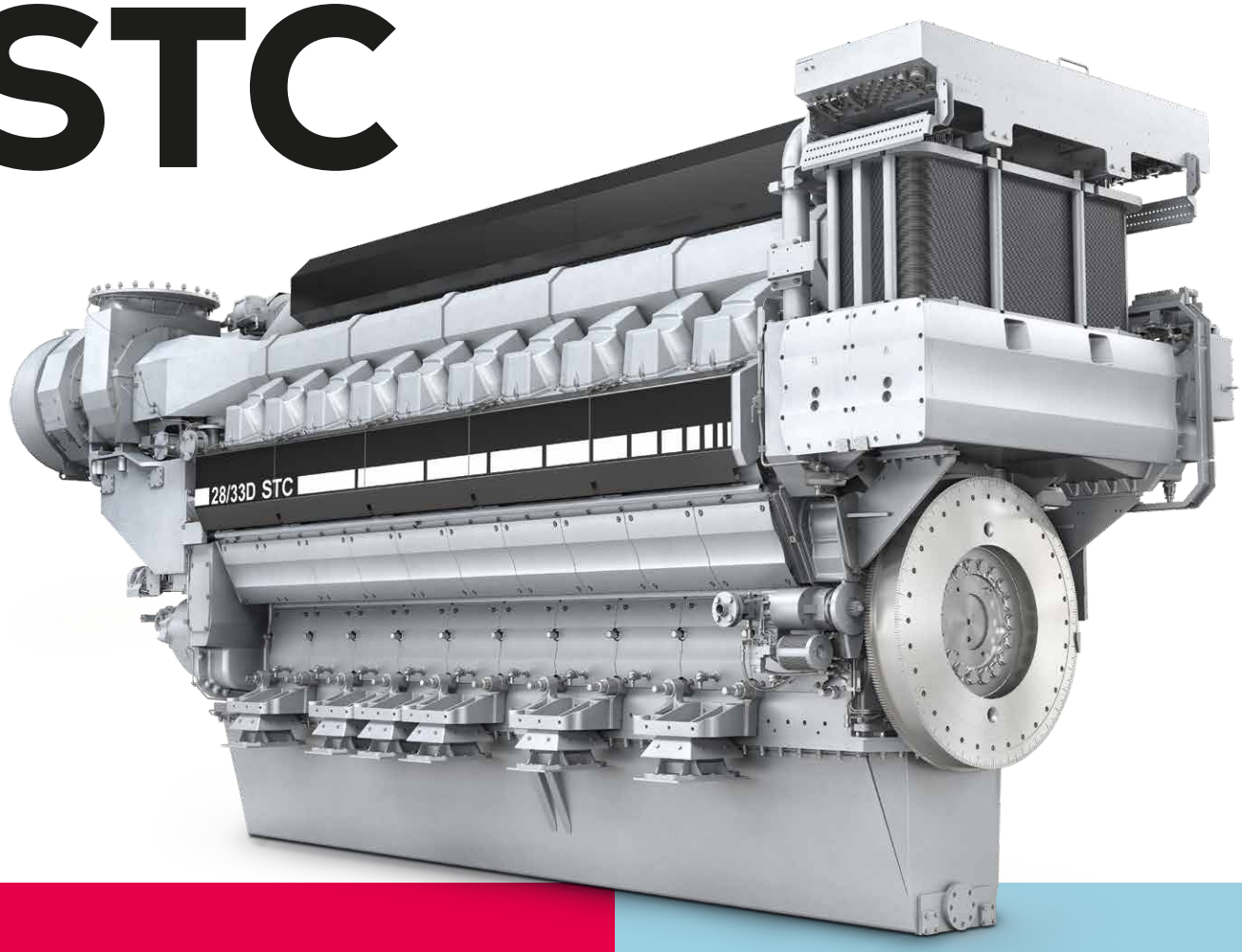
V28/33D STC



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

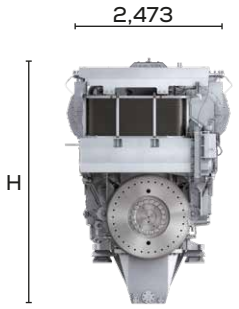
Everllence

V28/33D STC

Propulsion

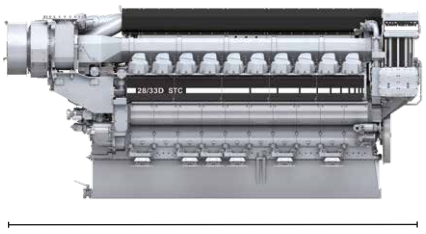
Dimensions

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“
Speed (rpm)	1,000	1,032
mep (bar)	26.9	28.6
12V28/33D STC (kW)	5,460	6,000
16V28/33D STC (kW)	7,280	8,000
20V28/33D STC (kW)	9,100	10,000



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

Last updated May 2025

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

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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