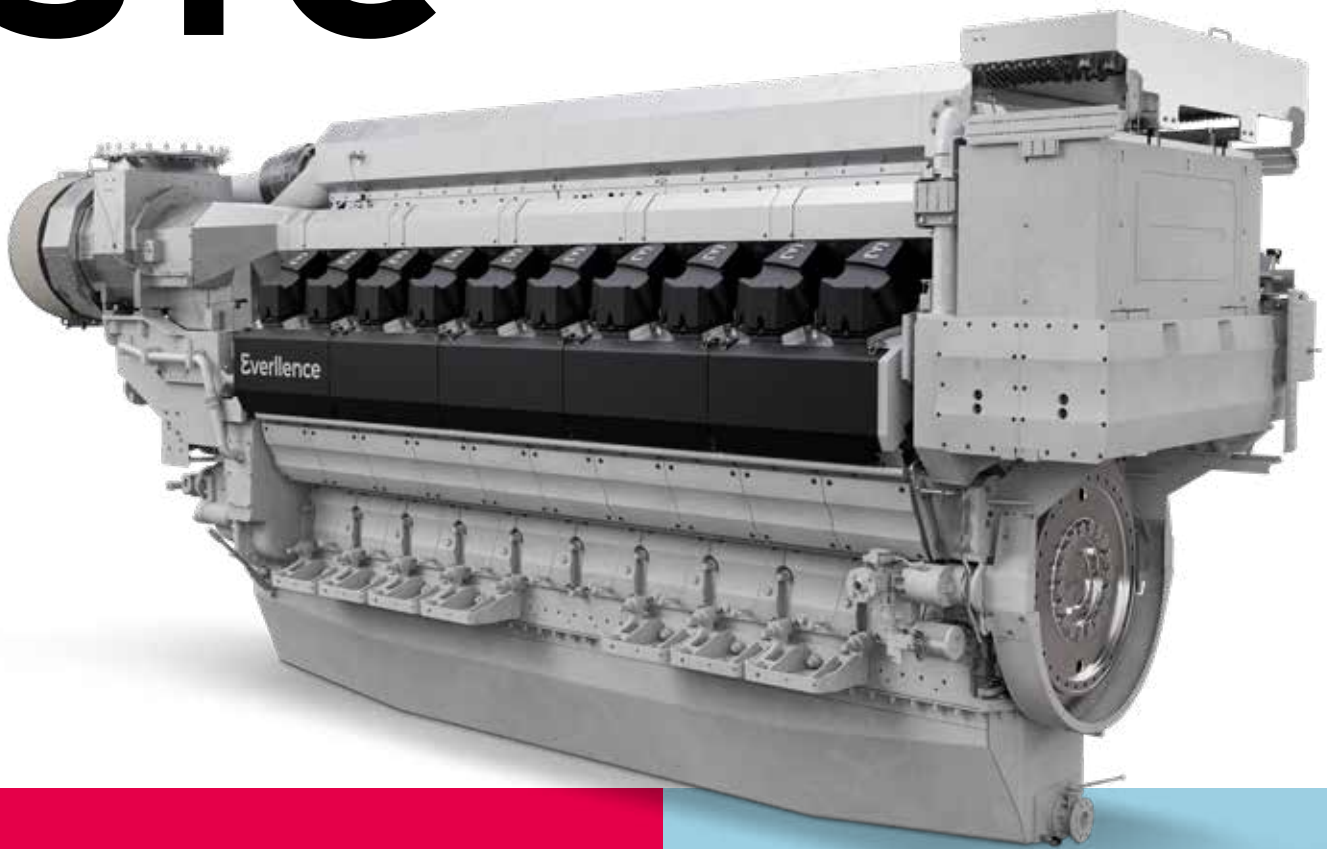


# V28/33D STC



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**

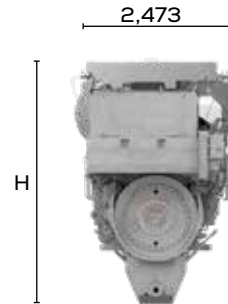
- High reliability
- Best in class efficiency at low and high power
- Low acoustic and thermal signature characteristics
- Extended operation at low loads without white smoke or maintenance impact

# V28/33D STC

Propulsion

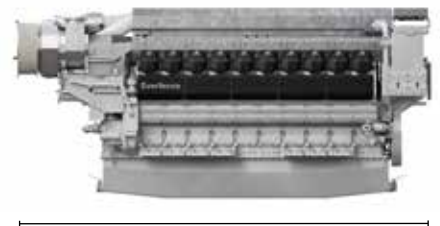
## Dimensions

| 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 dm<sup>3</sup>

## 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

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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