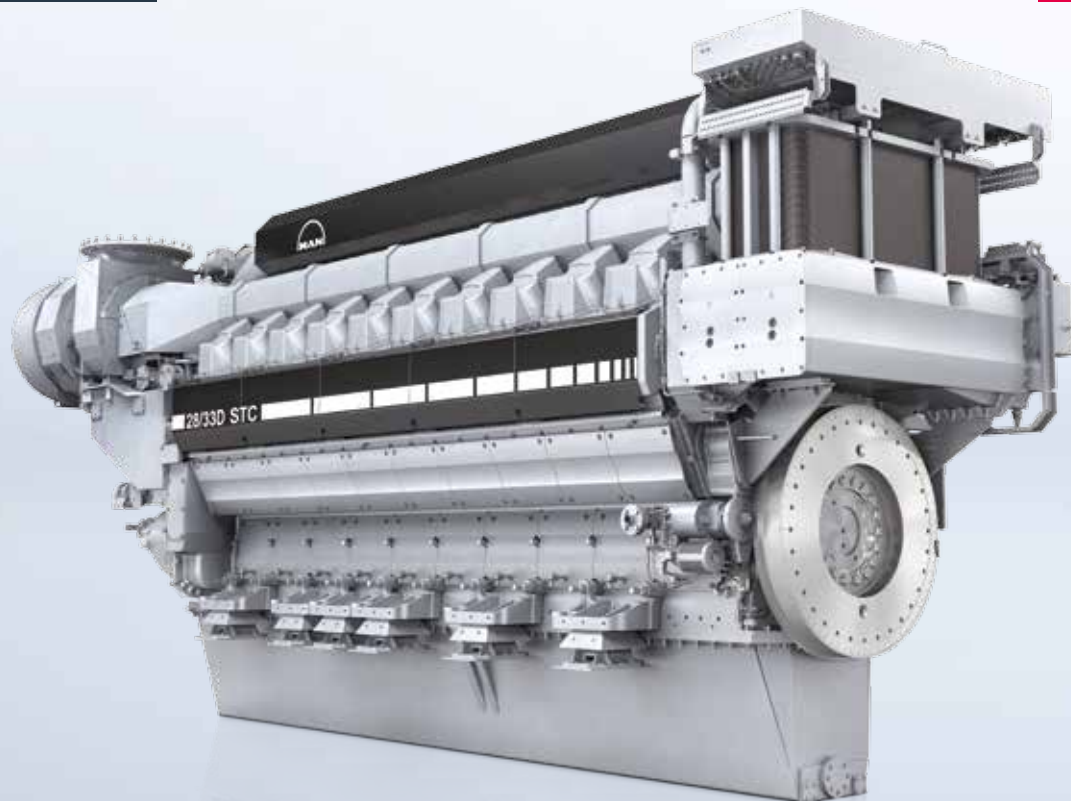


MAN V28/33D STC

PROPULSION



The MAN 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. It has the highest power density in its engine speed class.

Benefits at a glance

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

MAN V28/33D STC

PROPULSION



Dimensions

Cyl. No.	12	16	20	
L	6,207	7,127	8,047	mm
Dry mass*	37.8	45.8	52.9	t

Output

	Load profile 'Navy'		
	1000	1032	
Speed			rpm
mep	26.9	28.6	bar
Rated power output	- ICFN	- ICFN	
MAN 12V28/33D STC	5,460	6,000	kW
MAN 16V28/33D STC	7,280	8,000	kW
MAN 20V28/33D STC	9,100	10,000	kW

For multi engine arrangement only
 Weight and performance parameters refer to engine with flywheel, TC silencer, attached pumps, oil filters, and lube oil cooler
 *Tolerance: 5%
 V28/33D STC as marine main engine to be applied for multi engine plants only
 Last updated October 2017

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: 183.0 g/kWh

Cylinder output (MCR)

- At 1000 rpm: 455 kW
- At 1032 rpm: 500 kW
- Power-to-weight ratio: 5.8 – 6.9 kg/kW

Compliance with emission regulations

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

Main features

- **Turbocharging system**
 Sequential Turbocharging system based on high efficiency MAN TCA Turbochargers for optimized full and part load operation
- **Engine automation and control**
 MAN in-house developed engine attached Safety and Control System **SaCoS_{One}**

MCR = Maximum Continuous Rating / max. 455 kW cylinder output
 SCR = Selective Catalytic Reduction | SFOC = Specific Fuel Oil Consumption

- **Fuel system**
 Reliable electronic fuel injection system
 Attached fuel oil pump with black start capability
 - **Lube oil system**
 Attached Lube oil pump and lube oil cooler
 - **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 45° rolling
 - **Engine design**
 No power reduction required up to:
 Air temp. 45 °C, Sea water temp. 32 °C
 Continuous low load operation down to 5 % MCR
- ## Optional equipment
- Power Take-Off at engine free end available

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