

Marine Propulsion System

Tier II, Tier III (with SCR)

H25/33P

I Bore: 250 mm, Stroke: 330 mm

Main Data

Speed	900 rpm
Cylinder output kW/cyl.	290
	Eng.kW
6H25/33P	1,740
7H25/33P	2,030
8H25/33P	2,320
9H25/33P	2,610


Power adjusting between -5% derating is generally accepted, other power adjusting must be consulted to engine builder.

Heat Rate & SFOC (100% Load)

	900 rpm
Heat rate @ Gas mode	7,729 kJ/kWh
SFOC @ Diesel mode	181 g/kWh

Specific Lubricating Oil Consumption

Lub. Oil: 0.6 g/kWh


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Controllable Pitch Propeller

Permit high skew angles to minimize noise and vibration.

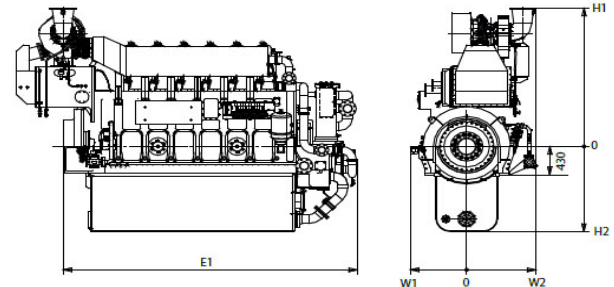
Fixed Pitch Propeller

Guarantee optimum thrust, minimal noise and vibration level.

Dimensions

900 rpm	cyl.	Rated Output at Engine (kW)#	Engine dimension (mm) & dry weight (ton)					Dry Weight
			E1	H1	H2	W1	W2	
	6	1,740	4,238	2,209	1,360	812	998	23.0
	7	2,030	4,618	2,209	1,360	812	998	25.0
	8	2,320	4,998	2,331	1,360	812	1,068	26.9
	9	2,610	5,378	2,331	1,360	812	1,068	29.3

E1 : Dimension between eng. flywheel to eng. free end.
 In case of dry sump, the weight and height will be reduced.



*) Note :

- 1) Reference condition based on ISO 3046/1
- 2) Fuel oil based on LCV(Lower Calorific Value) 42,700kJ/kg
- 3) Tolerance +5% and without engine driven pumps
- 4) NOx Emission limitation : IMO Tier II

#) Based on the CPP Constant speed operation (For FPP : Please contact us)