

# Marine Propulsion System

Tier II, Tier III (with SCR)

## H17/21VP

**I Bore: 170 mm, Stroke: 210 mm**

### Main Data

Speed	1800 rpm
BMEP bar	22.4
Cylinder output kW/cyl.	160
	Eng.kW
12H17/21VP	1,920
16H17/21VP	2,560
18H17/21VP	2,880
20H17/21VP	3,200

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

### Specific Fuel Oil Consumption

	1800 rpm
SFOC at 100% MCR	199 g/kWh
SFOC at 85% MCR	199 g/kWh

### Specific Lubricating Oil Consumption

Lub. Oil: 0.6 g/kWh

### Controllable Pitch Propeller

Permit high skew angles to minimize noise and vibration.

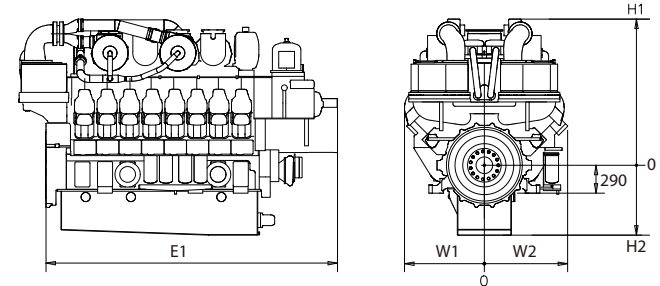
### Fixed Pitch Propeller

Guarantee optimum thrust, minimal noise and vibration level.

### Dimensions

1800 rpm	cyl.	Rated Output at Engine (kW)#	Engine dimension (mm) & dry weight (ton)					
			E1	H1	H2	W1	W2	Dry Weight
	12	1,920	2,559	1,373	726	830	865	8.7
	16	2,560	3,029	1,373	726	830	865	10.5
	18	2,880	3,264	1,373	726	830	865	11.4
	20	3,200	3,499	1,373	726	830	865	12.2

E1 : Dimension between eng. flywheel to eng. free end.



\*) 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
- 5) Only applicable on MGO operation

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



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