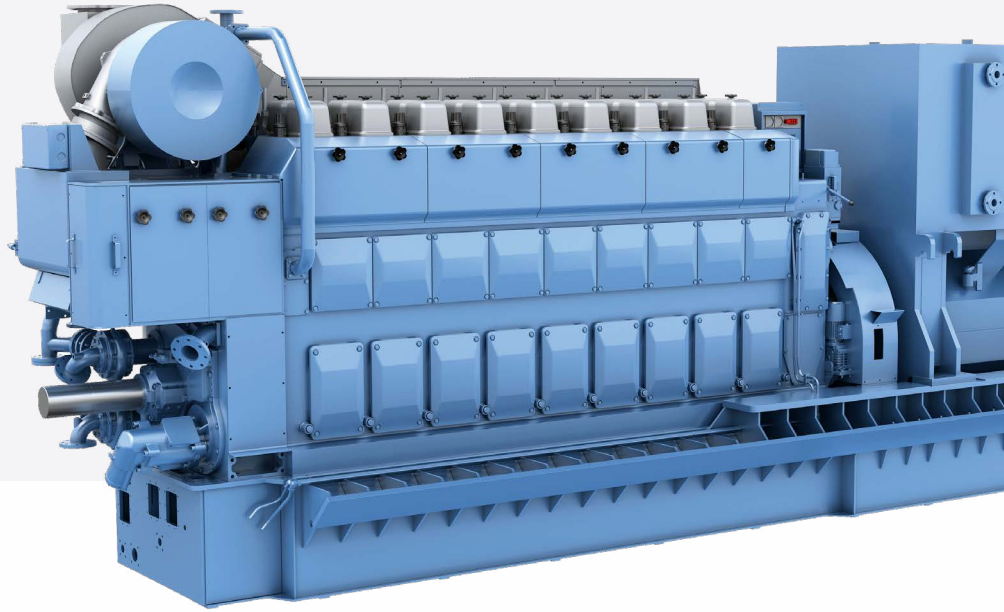


C25:33L

Generator Set
Liquid Fuel
1,920 - 3,000 kW



Power and Reliability

Bergen's C25:33L Generator Set

The C25:33L is a time-tested powerhouse renowned for its unmatched reliability and performance. With a legacy spanning decades, this engine boasts a modularized design, featuring Bergen Engines' signature Power Pack unit. This innovative construction, comprising a cylinder head, liner, piston, and three-piece connecting rod, streamlines the maintenance process, making it both easy and cost-effective. What's more, the engine's Variable Valve Timing ensures optimal efficiency and exceptional transient performance, even during part-load operation. With low emissions and proven cost-effectiveness, the Bergen C25:33L stands as a testament to cutting-edge engineering and unwavering reliability.

Compact yet robust, the Bergen C25:33L engine offers a trifecta of power, reliability, and efficiency. Experience world-leading fast load response and stable frequency, coupled with silent resilient mounting for enhanced operational comfort. Its competitive fuel and lubricating oil consumption ensure economical operation without compromising performance. Plus, with features like no fuel leakage to the lubricating oil system and the option for a single-bearing alternator, this engine sets a new standard for power-to-weight ratio in its class.

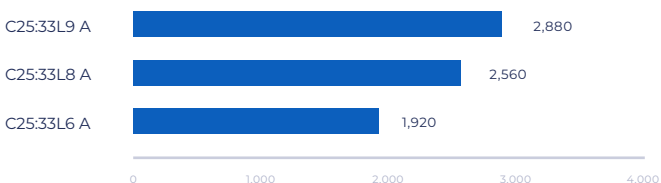
Key Benefits for Shipyards

- World-Leading Fast Load Response
- Extremely Stable Frequency
- Silent Resilient Mounting
- Possibility for Single Bearing Alternator
- Low Lifecycle Cost
- Service-Friendly Design

Product Range

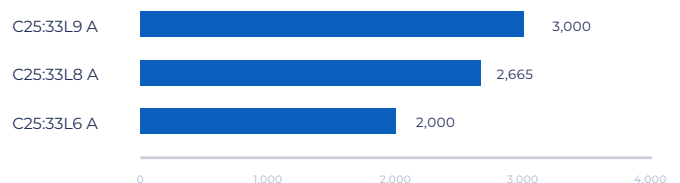
C25:33L Genset (900 r/min)

Max Cont Rating (kW)



C25:33L Genset (1000 r/min)

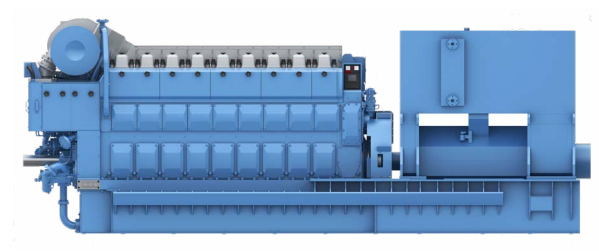
Max Cont Rating (kW)





Weight & Dimensions

	Weight (kg, dry)	Length of Engine (mm)	Width (mm)	Height (mm)
C25:33L6 A	24,700	4,360	1,945	3,120
C25:33L8 A	32,300	5,180	1,945	3,250
C25:33L9 A	38,400	5,560	1,945	3,250



Technical Data

900 r/min

	C25:33L6 A	C25:33L8 A	C25:33L9 A
Number of Cylinders	6	8	9
Engine Speed (r/min)	900	900	900
Mean Piston Speed (m/s)	10	10	10
Max. Cont Rating (MCR, kW)	1,920	2,560	2,880
Max. Cont Rating altern, h=0.97 (kWel)	1,860	2,485	2,795
Max. Cont Rating altern, Cosf=0.8 (kVa)	2,325	3,105	3,495
Mean Effective Pressure (BMEP, bar)	26.34	26.34	26.34
Specific Lub Oil Consumption (g/kWh)	0.7	0.7	0.7
Specific Fuel Consumption (g/kWh)	182	182	182
Cooling Water Temp. Engine Outlet (°C)	90	90	90

1000 r/min

	C25:33L6 A	C25:33L8 A	C25:33L9 A
Number of Cylinders	6	8	9
Engine Speed (r/min)	1,000	1,000	1,000
Mean Piston Speed (m/s)	11	11	11
Max. Cont Rating (MCR, kW)	2,000	2,665	3,000
Max. Cont Rating altern, h=0.97 (kWel)	1,940	2,585	2,910
Max. Cont Rating altern, Cosf=0.8 (kVa)	2,425	3,230	3,640
Mean Effective Pressure (BMEP, bar)	24.7	24.7	24.7
Specific Lub Oil Consumption (g/kWh)	0.7	0.7	0.7
Specific Fuel Consumption (g/kWh)	185	185	185
Cooling Water Temp. Engine Outlet (°C)	90	90	90

Stroke Ratio

	C25:33L
Cylinder Diameter (mm)	250
Piston Stroke (mm)	330
Ratio	0.76

GENERAL CONDITIONS

- All technical data is valid for 100% load.
- Engine power definition is according to ISO 3046-1
- Specific fuel consumption is measured on testbed according to iso 3046-1, using diesel-oil with a net heating value of 42.7 MJ/kg and no engine driven pumps.
- Specific lub. Oil consumption is for guidance only.

DISCLAIMER

- Due to continuous development, some data may change. The information does not carry any contractual value.

Sustainability

Future Fuels

Our customers are making long-term investments when planning their next project, yet uncertainties loom regarding future fuel availability, costs, and regulatory landscapes, including potential CO2 taxes. That's why Bergen Engines' modular design prioritizes fuel flexibility, enabling customers to navigate these uncertainties with confidence.

This flexibility ensures reliability and top efficiency ratings for our engines, regardless of the fuel type you choose to operate with today, providing peace of mind and longevity to your investments.

Learn more about our ongoing research with Hydrogen, Methanol, Biofuels and Ammonia.

