MAN Energy Solutions
Future in the making

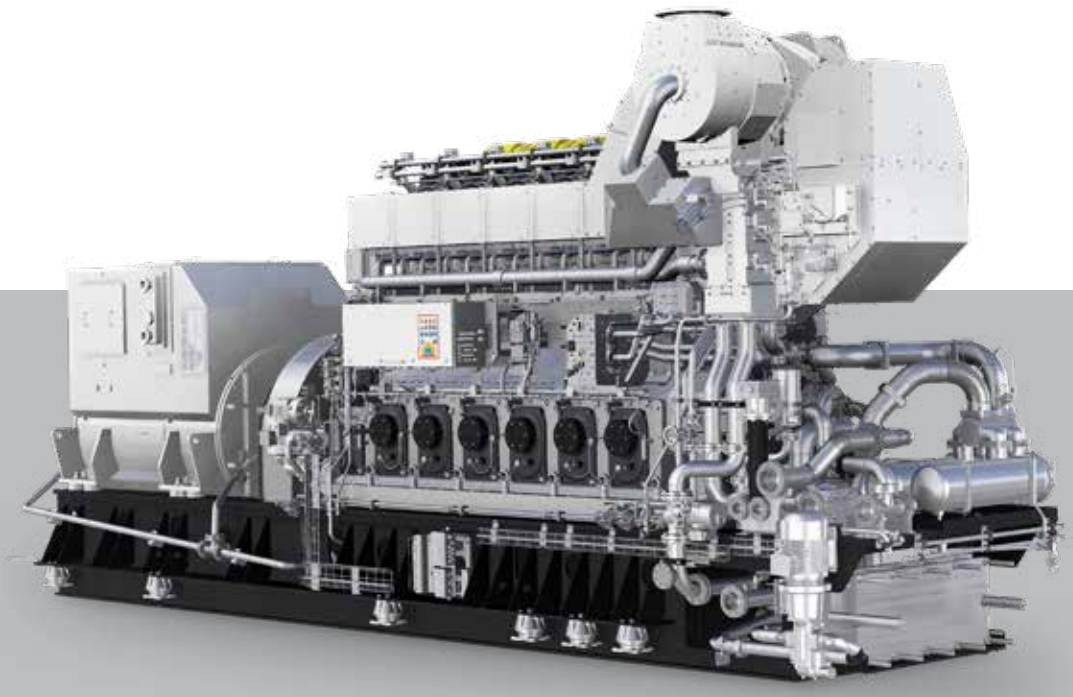
MAN L35/44DF CD

GenSet

The MAN 35/44DF CD is named CD for its continuous development philosophy. This model builds on proven performance, integrating the latest technology to answer the needs of an evolving market. Our main aims are to optimize CAPEX and OPEX while preparing for future demands such as Fit for 55, defossilization, and CO_2 reduction.

Benefits at a glance

- High power density (fewer gensets needed)
- Genset-optimized plant equipment
- Highest power output in the auxiliary genset market
- Fully matured components
- Latest cyber security
- Full digitalization and connectivity



Four-stroke marine systems

MAN L35/44DF CD

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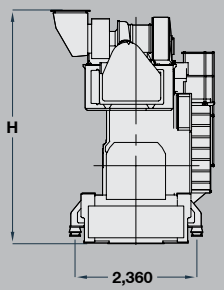
Dimensions

Cyl. No.		6	7	8	9
A	mm	6,270	6,900	7,480	8,110
B[1]	mm	3,900	4,100	4,400	4,600
C[1]	mm	10,170	11,000	11,880	12,710
W	mm	2,958	3,108	3,108	3,108
H	mm	4,631	4,867	4,867	4,867
Engine weight[1]	t	76	84	91	96

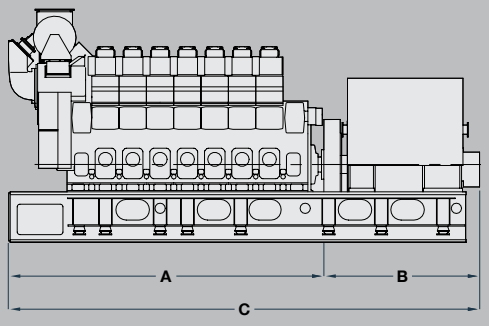
[1] Depending on alternator used
Dimensions and weight specifications apply to genset and are for guidance only
(weight given is dry weight without oil, coolant or fuel)



Output

Speed	rpm	720
Frequency	Hz	60
MAN 6L35/44DF CD	kW	3,242
MAN 7L35/44DF CD	kW	3,783
MAN 8L35/44DF CD	kW	4,323
MAN 9L35/44DF CD	kW	4,864

Based on nominal generator efficencies of 96.5 %
LHV of fuel gas ≥ 28,000 kJ/Nm³
(Nm³ corresponds to one cubic meter of gas at 0 °C and 1.013 bar)
Speed of 720 rpm for generator drive only



Last updated April 2024

General

- Engine cycle: four-stroke
- No. of cylinders: 6L, 7L, 8L, 9L
- Bore: 350 mm – Stroke: 440 mm
- Power output:
  560 kW/cyl @ 720 rpm
- Main gas fuels: natural gas, bio gas
- Main liquid fuels: HFO, MGO,
  MDO, biofuel
- Pilot fuel: MGO, synthetic diesel

Compliance with emission regulations

- IMO Tier III (gas mode)
- IMO Tier III (diesel mode
  with MAN SCR)
- IMO Tier II and IMO Tier III
  with LP-SCR

Main features

- Tailor-made for auxiliary
  genset applications
- Adaptive combustion control,
  cylinder skip-firing in gas operation,
  and cylinder pressure monitoring
- Latest MAN SaCoS engine control
  system (from 2025)
- Low methane slip
- Design based on proven
  MAN 32/44CR and MAN 35/44DF
- Optimized CAPEX and OPEX

SCR = Selective catalytic reduction

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