MAN Energy Solutions
Future in the making

MAN L35/44DF

GenSet

The MAN 35/44DF embodies all the benefits of dual fuel flexibility. In gas mode, it complies fully with IMO Tier III standards. Based on the proven MAN 32/44CR, its reliable technology reduces daily maintenance and maximizes TBOs while ensuring safe operation in all fuel modes.

Benefits at a glance

- High efficiency
- High specific power output
- IMO Tier III compliant in gas mode
- Full fuel flexibility
- High reliability and long maintenance intervals

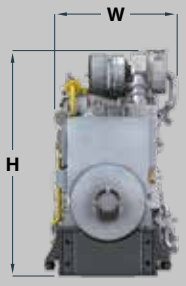
Four-stroke marine systems

MAN L35/44DF

GenSet

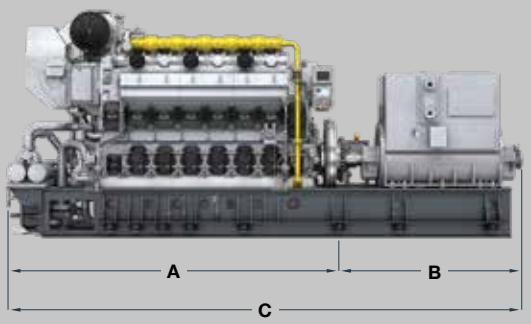
Dimensions*

Cyl. No.		6	7	8	9	10
A	mm	6,270	6,900	7,480	8,110	8,690
B**	mm	3,900	4,100	4,400	4,600	4,800
C**	mm	10,170	11,000	11,880	12,710	13,490
W	mm	2,958	3,108	3,108	3,108	3,108
H	mm	4,631	4,867	4,867	4,867	4,867
Dry mass**	t	85	94	103	110	118



Output

Speed	rpm	750	750	720	720
Frequency	Hz	50	50	60	60
		Eng.	Gen.***	Eng.	Gen.***
MAN 6L35/44DF	kW	3,180	3,069	3,060	2,953
MAN 7L35/44DF	kW	3,710	3,580	3,570	3,445
MAN 8L35/44DF	kW	4,240	4,092	4,080	3,937
MAN 9L35/44DF	kW	4,770	4,603	4,590	4,429
MAN 10L35/44DF	kW	5,300	5,115	5,100	4,922



*Dimensions are not final
**Depending on alternator used
***Based on nominal generator efficiencies of 96.5 %

Last updated July 2022

General

- Engine cycle: four-stroke
- No. of cylinders: 6, 7, 8, 9, 10
- Bore: 350 mm – Stroke: 440 mm
- Swept volume per cyl: 42.3 dm³

Fuel consumption at 85 % MCR*

- SFOC: 175.5 g/kWh (liquid fuel operation)
- SFC: 7,440 kJ/kWh (gas operation)

Cylinder output (MCR)

- At 750 rpm: 530 kW
- At 720 rpm: 510 kW

Compliance with emission regulations

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

Main features

Turbocharging system
- High efficiency constant pressure MAN TCR series exhaust turbo-charging system

Engine automation and control
- MAN in-house developed engine attached safety and control system MAN $SaCoS_{one}$

Fuel system
- Common rail pilot fuel injection system
- Advanced electronic common rail main injection system

Gas system
- Cylinder individual low pressure gas admission system, 5 bar(g) at inlet of gas valve unit

Cooling system
- 1- or 2-string high and low temperature cooling water systems

Starting system
- Pressurized air starter (turbine type)

Engine mounting
- Common base frame for engine and alternator with integrated lube oil service tank and resilient mounting

Front end concept
- Auxiliary components attached on the base frame: lube oil cooler, lube oil filter, prelubricating pump, temperature control valves

MCR = Maximum continuous rating
SCR = Selective catalytic reduction
SFOC = Specific fuel oil consumption
*According to IMO E2 test cycle

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