

# MAN

# L35/44DF

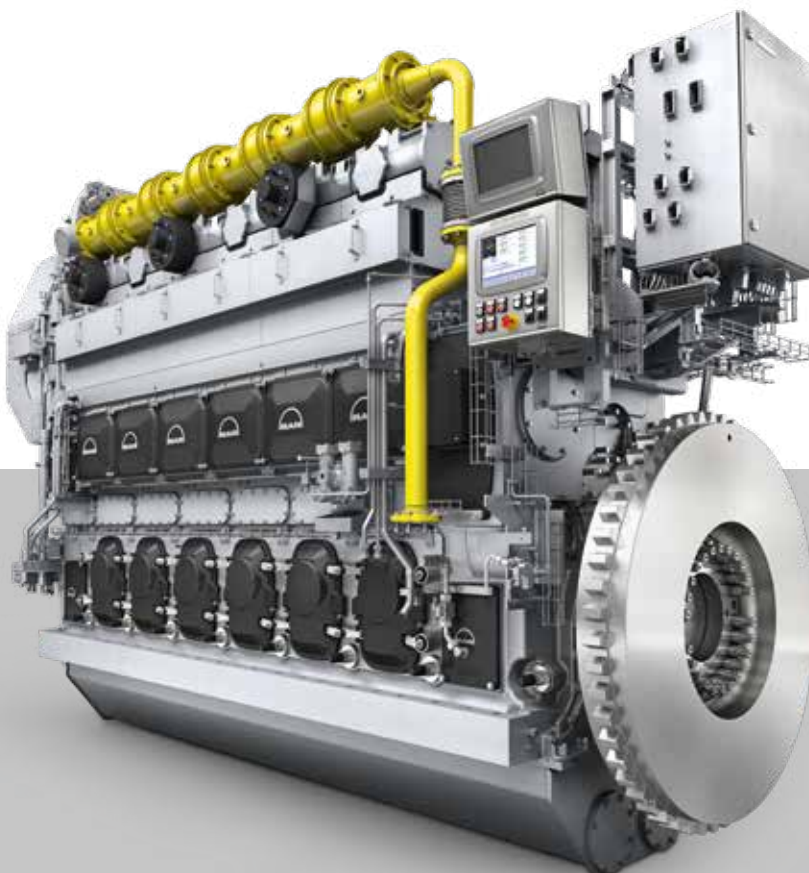
## Propulsion

The MAN 35/44DF embodies all the benefits of dual fuel flexibility: Depending on fuel availability, current fuel prices, etc, operators can opt to either run on gas or on diesel. Using MAN own technology, such MAN's adaptive combustion control (ACC)

electronics, best performance is assured, not only in diesel but also in gas mode.

### Benefits at a glance

- High efficiency and wide CPP operating map for increased vessel efficiency
- Highly dynamic operation also in gas mode
- MAN own combustion control electronics for automatic optimization of combustion
- Reliable technology based on sea-proven 32/44CR engine
- Inline engine for ease of maintenance and narrow engine rooms

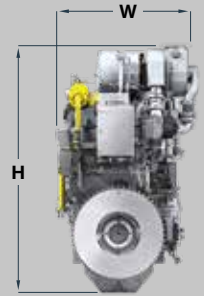


# MAN L35/44DF

## Propulsion

### Dimensions

Cyl. No.		6	7	8	9	10
L	mm	6,485	7,015	7,545	8,075	8,605
L <sub>1</sub>	mm	5,265	5,877	6,407	6,937	7,556
W	mm	2,539	2,678	2,678	2,678	2,678
H	mm	4,163	4,369	4,369	4,369	4,369
Dry mass*	t	43.1	48.2	53.3	57.6	62.3



### Output

Speed	rpm	750	720
mep	bar	20.0	20.1
MAN 6L35/44DF	kW	3,180	3,060
MAN 7L35/44DF	kW	3,710	3,570
MAN 8L35/44DF	kW	4,240	4,080
MAN 9L35/44DF	kW	4,770	4,590
MAN 10L35/44DF	kW	5,300	5,100

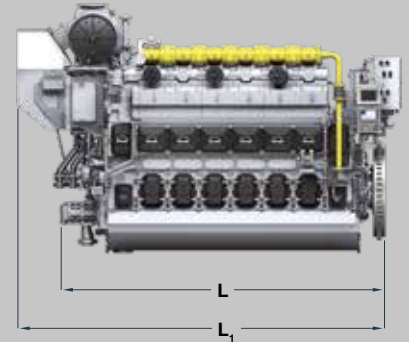
LHV of fuel gas  $\geq 28,000$  kJ/Nm<sup>3</sup> (Nm<sup>3</sup> corresponds to one cubic meter of gas at 0 °C and 1.013 bar).

Minimum centerline distance for twin engine installation: 2,500 mm

\*Including built-on lube oil automatic filter, fuel oil filter and electronic equipment

Speed of 720 rpm for generator drive only

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 dm<sup>3</sup>

## 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
- Power-to-weight ratio: 11.8 – 13.6 kg/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 turbocharging system

### Engine automation and control

- MAN in-house developed engine attached safety and control system MAN SaCoS<sub>one</sub>
- MAN in-house developed adaptive combustion control (ACC) system

### Fuel system

- Common rail pilot fuel injection system
- Advanced electronic common rail main injection system of MAN design and make

### Gas system

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

### Cooling system

- 2-string high and low temperature cooling water systems

### Starting system

- Pressurized air starter (turbine type)

## Engine mounting

- Resilient or rigid mounting

## Optional equipment

- Additional power take-off at engine free end available

MCR = Maximum continuous rating  
SCR = Selective catalytic reduction  
SFOC = Specific fuel oil consumption  
SFC = Specific fuel consumption including pilot fuel oil

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