

MAN

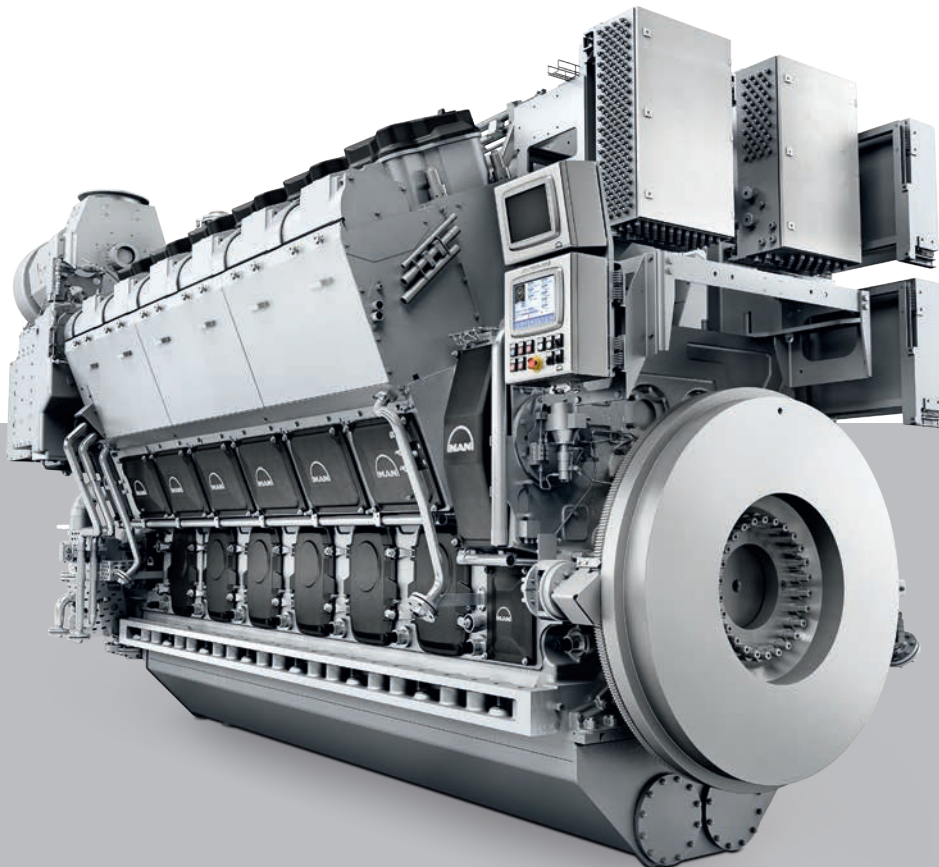
V32/44CR

Propulsion

The MAN 32/44CR engine represents the latest technologies in the area of medium speed marine diesel engines. By using electronic injection, high efficiency turbochargers, electronic hardware, and variable valve timing the MAN 32/44CR is a synthesis of the most advanced large engine technologies available.

Benefits at a glance

- High efficiency
- High specific power output
- Low emissions
- Low operating and life cycle costs
- Long maintenance intervals and service life
- High reliability



MAN V32/44CR

Propulsion

Dimensions

Cyl. No.		12	14	16	18	20
L	mm	7,195	7,970	8,600	9,230	9,860
L1	mm	5,795	6,425	7,055	7,685	8,315
W	mm	3,100	3,100	3,100	3,100	3,100
H	mm	4,039	4,262	4,262	4,262	4,262
Dry mass*	t	70	79	87	96	104

Output

Speed	rpm	750	720
mep	bar	27.1	28.3
MAN 12V32/44CR	kW	7,200	7,200
MAN 14V32/44CR**	kW	8,120	8,120
MAN 16V32/44CR	kW	9,600	9,600
MAN 18V32/44CR***	kW	10,800	10,800
MAN 20V32/44CR	kW	12,000	12,000

Minimum centerline distance for twin engine installation: 4,000 mm

Speed of 720 rpm for generator drive/constant speed operation only

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

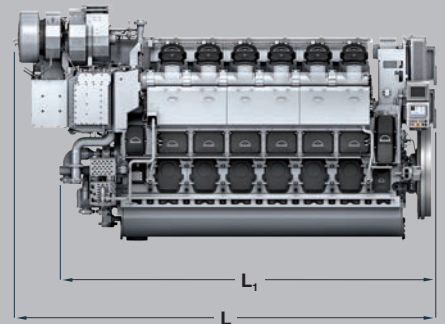
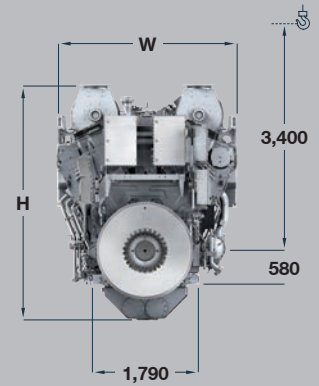
**580 kW/cyl

***MAN 18V32/44CR available rigidly mounted only

Fixed pitch propeller: 550 kW/cyl, 750 rpm

Wet oil sump available upon request.

Last updated July 2018



General

- Engine cycle: four-stroke
- No. of cylinders: 12, 14, 16, 18, 20
- Bore: 320 mm - Stroke: 440 mm
- Swept volume per cyl: 35.4 dm³

Fuel consumption at 85 % MCR*

- SFOC: 172 g/kWh
- SFOC: 173 g/kWh, 580 kW (14 cyl.)

Cylinder output (MCR)

- At 750/720 rpm: 600 kW
- At 750/720 rpm: 580 kW (14 cyl.)
- Power-to-weight ratio:
8.7 - 9.7 kg/kW

Compliance with emission regulations*

- IMO Tier II
- IMO Tier III (with MAN SCR)
- EPA Tier 2

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_{one}

Fuel system

- Advanced electronic common rail injection system

Lube oil system

- Attached lube oil automatic filter

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

- MAN ECOMAP concept - using different IMO Tier II compliant injection maps to improve fuel economy
- Additional power take-off at engine free end available

MCR = Maximum continuous rating

SCR = Selective catalytic reduction

SFOC = Specific fuel oil consumption

*According to IMO E2 test cycle

MAN Energy Solutions

86224 Augsburg, Germany

P + 49 821 322-0

F + 49 821 322-3382

info@man-es.com

www.man-es.com