The new dual fuel MAN L23/30DF (IMO Tier III) is based on the well known and highly reliable MAN L23/30H diesel GenSet.

Benefits at a glance

- Simplified and cost-effective fuel injection system
- Low maintenance costs – TBO up to 36,000 hrs.
- Fast and easy installation with unique base frame design
- Flexible installation with gas pressure control valve on engine
MAN L23/30DF

Marine GenSet

Dimensions

<table>
<thead>
<tr>
<th>Cyl. No.</th>
<th>5</th>
<th>6</th>
<th>6</th>
<th>7</th>
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</thead>
<tbody>
<tr>
<td><strong>A</strong></td>
<td>720/750</td>
<td>720/750</td>
<td>900</td>
<td>720/750</td>
<td>900</td>
<td>720/750</td>
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<td><strong>B</strong></td>
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<td>4,209</td>
<td>4,276</td>
<td>4,579</td>
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<td>2,302</td>
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<td>2,352</td>
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<td><strong>H</strong></td>
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Output

| Speed | 750 | 750 | 720 | 720 | 900 | 900 |
| Frequency | 50 | 50 | 60 | 60 | 60 | 60 |
| **Eng. kW** | 625 | 750 | 750 | 875 | 1,000 | 1,000 |
| **Gen. kW** | 590 | 710 | 710 | 830 | 950 | 1,140 |

*Based on nominal generator efficiencies of 95%. Gas/fuel ratio at 20-100% load: 99/1 (Tier III). Gas methane number ≥ 80.

**General**
- Engine cycle: four-stroke
- No. of cylinders: 5-8
- Bore: 225 mm
- Stroke: 300 mm

**Power range and power output (MCR)**
- Power range: 625 – 1,200 kW
- 720/750 rpm: 125 kW per cylinder
- 900 rpm: 150 kW per cylinder
- Gas mode: 110% MCR
- Fuel mode: 110% MCR

**Reliability**
The L23/30H conventional fuel oil engine has a strong global reputation for operational stability and reliability.

Based on the same basic design, the L23/30DF dual-fuel version has passed its type approval test (TAT) and achieved a certificate of IMO Tier III compliance when operating in gas mode without any after treatment equipment.

**Compliance with emission regulations**

**720/750 rpm**
- Gas mode: IMO Tier III
- Fuel mode: IMO Tier II

**900 rpm**
- Gas mode: IMO Tier II
- Fuel mode: IMO Tier II

**Cost-effective**
The simplified fuel injection system is designed for high reliability and cost-efficiency. The main injection valve is also used for injection of pilot oil. This means that separate injectors, piping and pumps for main oil and pilot oil or a common rail system are not needed.

**Flexible engine room layout**
The engine and gas valve units (GVU) offer flexible installation as the distance between the two can be up to 100 m.

**Installation costs**
The new base frame design is a cost-down initiative that simplifies installation, given that levelling is not necessary and steel work can be reduced.

**Low maintenance costs**
The simplified fuel injection design also cuts maintenance costs as fewer parts need to be replaced and thanks to the extremely long time between overhaul (TBO) of 36,000 hours.

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