The MAN 32/44CR engine represents the newest 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 L32/44CR

Propulsion

Dimensions

<table>
<thead>
<tr>
<th>Cyl. No.</th>
<th>L (mm)</th>
<th>L1 (mm)</th>
<th>W (mm)</th>
<th>H (mm)</th>
<th>Dry mass* (t)</th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td>6,312</td>
<td>5,265</td>
<td>2,174</td>
<td>4,163</td>
<td>39.5</td>
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<tr>
<td>7</td>
<td>6,924</td>
<td>5,877</td>
<td>2,359</td>
<td>4,369</td>
<td>44.5</td>
</tr>
<tr>
<td>8</td>
<td>7,454</td>
<td>6,407</td>
<td>2,359</td>
<td>4,369</td>
<td>49.5</td>
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<tr>
<td>9</td>
<td>7,984</td>
<td>6,937</td>
<td>2,359</td>
<td>4,369</td>
<td>53.5</td>
</tr>
<tr>
<td>10</td>
<td>8,603</td>
<td>7,556</td>
<td>2,359</td>
<td>4,369</td>
<td>58.0</td>
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</tbody>
</table>

Output

<table>
<thead>
<tr>
<th>Speed</th>
<th>rpm</th>
<th>mep</th>
<th>bar</th>
<th>MAN 6L32/44CR kW</th>
<th>3,600</th>
<th>3,600</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>750</td>
<td></td>
<td>MAN 7L32/44CR** kW</td>
<td>4,060</td>
<td>4,060</td>
</tr>
<tr>
<td></td>
<td>720</td>
<td></td>
<td></td>
<td>MAN 8L32/44CR kW</td>
<td>4,800</td>
<td>4,800</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>MAN 9L32/44CR kW</td>
<td>5,400</td>
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<td></td>
<td></td>
<td>MAN 10L32/44CR kW</td>
<td>6,000</td>
<td>6,000</td>
</tr>
</tbody>
</table>

General

- Engine cycle: four-stroke
- No. of cylinders: 6, 7, 8, 9, 10
- 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 (7 cyl.)

Cylinder output (MCR)

- At 750/720 rpm: 600 kW
- At 750/720 rpm: 580 kW (7 cyl.)
- Power-to-weight ratio: 9.7 – 11.0 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 turbo-charging 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

Minimum centerline distance for twin engine installation: 2,500 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
Fixed pitch propeller: 550 kW/cyl, 750 rpm
Wet oil sump available upon request

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