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
MAN L35/44DF

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>
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</thead>
<tbody>
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<td>10</td>
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<td>7,556</td>
<td>2,678</td>
<td>4,369</td>
<td>62.3</td>
</tr>
</tbody>
</table>

Fuel consumption at 85% MCR

- SFOC: 175.5 g/kWh (liquid fuel operation)
- SFGC: 7,515 kJ/kWh (gas operation)

Cylinder output (MCR)

- At 750 rpm: 3,180 kW
- At 720 rpm: 3,060 kW

Compliance with emission regulations

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

All data provided in this document is non-binding. This data serves informational purposes only and is not guaranteed in any way. Depending on the subsequent specific individual projects, the relevant data may be subject to changes and will be assessed and determined individually for each project. This will depend on the particular characteristics of each individual project, especially specific site and operational conditions. Copyright © MAN Energy Solutions. GGKM-AUG-18072

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

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 SaCoSone

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
- 2-string high and low temperature cooling water systems

Starting system
- Pressurized air starter (turbine type)

Optional equipment

- Additional power take-off at engine free end available

LHV of fuel gas ≥ 28,000 kJ/Nm³ (Nm³ corresponds to one cubic meter of gas at 0°C and 1.013 bar).
Minimum centerline distance for twin engine installation: 2,500 mm
V-engine type under preparation
*Including built-on lube oil automatic filter, fuel oil filter and electronic equipment
Speed of 720 rpm for generator drive only

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