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

<table>
<thead>
<tr>
<th>Cyl. No.</th>
<th>12</th>
<th>14</th>
<th>16</th>
<th>18</th>
<th>20</th>
</tr>
</thead>
<tbody>
<tr>
<td>L (mm)</td>
<td>7,195</td>
<td>7,970</td>
<td>8,600</td>
<td>9,230</td>
<td>9,860</td>
</tr>
<tr>
<td>L1 (mm)</td>
<td>5,795</td>
<td>6,425</td>
<td>7,055</td>
<td>7,685</td>
<td>8,315</td>
</tr>
<tr>
<td>W (mm)</td>
<td>3,100</td>
<td>3,100</td>
<td>3,100</td>
<td>3,100</td>
<td>3,100</td>
</tr>
<tr>
<td>H (mm)</td>
<td>4,039</td>
<td>4,262</td>
<td>4,262</td>
<td>4,262</td>
<td>4,262</td>
</tr>
<tr>
<td>Dry mass* (t)</td>
<td>70</td>
<td>79</td>
<td>87</td>
<td>96</td>
<td>104</td>
</tr>
</tbody>
</table>

#### Output

<table>
<thead>
<tr>
<th>Speed (rpm)</th>
<th>750</th>
<th>720</th>
</tr>
</thead>
<tbody>
<tr>
<td>MEP (bar)</td>
<td>27.1</td>
<td>28.3</td>
</tr>
<tr>
<td>MAN 12V32/44CR (kW)</td>
<td>7,200</td>
<td>7,200</td>
</tr>
<tr>
<td>MAN 14V32/44CR** (kW)</td>
<td>8,120</td>
<td>8,120</td>
</tr>
<tr>
<td>MAN 16V32/44CR (kW)</td>
<td>9,600</td>
<td>9,600</td>
</tr>
<tr>
<td>MAN 18V32/44CR*** (kW)</td>
<td>10,800</td>
<td>10,800</td>
</tr>
<tr>
<td>MAN 20V32/44CR (kW)</td>
<td>12,000</td>
<td>12,000</td>
</tr>
</tbody>
</table>

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 turbo-charging system

#### Engine automation and control

- MAN in-house developed engine attached safety and control system MAN SaCoS

#### 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

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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. D2366561 Printed in Germany GGKM A UG 18072

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