



MUN2016-11-15

MAN B&W Two-Stroke S35ME-S and S35ME-GI-S for Stationary Application

Recently, we have seen projects develop where the S35 engine type for stationary application is being considered by customers who wish to exploit the benefits of the latest technical development within the two-stroke diesel technology.

The S35 engine will be available in two versions:

- S35ME-S designed for liquid fuel operation, ranging from HFO, MDO to crude biofuel.
- S35ME-GI-S designed for dual fuel operation on pilot oil and either natural gas from a pipeline or LNG. The pilot oil can be fuel types such as HFO, MDO or crude biofuel.

Both engine versions are available in 7, 8, 9 and 10 cylinder configuration and can operate in NO_x emission control mode to ensure compliance with 1,850 mg/Nm³ at 15% dry O₂.

Engine specifications

S35ME-S and S35ME-GI-S

At 50 Hz, corresponding to 166.7 rpm, the output is 870 kW/cylinder in L1 mode and 695 kw/cylinder in L2 mode.

Frequency	50 Hz	
Speed	166.7 r/min	
Mode	L1	L2
MEP	21 bar	16.8 bar
Output per cylinder	870 kW	695 kW
Heat rate at MCR	7,560 kJ/kWh _m	7,390 kJ/kWh _m

At 60 Hz, corresponding to 163.6 rpm, the output is 855 kW/cylinder in L1 mode and 685 kw/cylinder in L2 mode.

Frequency	60 Hz	
Speed	163.6 r/min	
Mode	L1	L2
MEP	21 bar	16.8 bar
Output per cylinder	855 kW	685 kW
Heat rate at MCR	7,560 kJ/kWh _m	7,390 kJ/kWh _m

These engine versions are designed with electronic control of fuel and gas injection valves, whereas the exhaust gas valve will continue to be mechanically controlled via a camshaft.

Site Rating

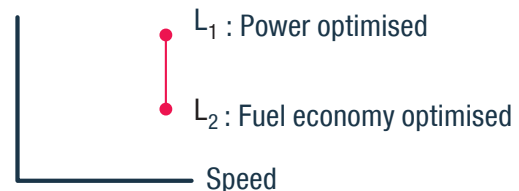


Fig. 1: The difference between L₁ and L₂

For drawing delivery schedules, please contact our small bore design department via the following e-mail address:

les@mandieselturbo.com.

For more details:

MAN Diesel & Turbo

Tegholmegade 41

2450 Copenhagen SV, Denmark

Phone +45 33 85 11 00

Iss@mandieselturbo.com