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

GenSet

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>A (mm)</td>
<td>5,382</td>
<td>6,012</td>
<td>6,642</td>
<td>7,272</td>
<td>7,902</td>
</tr>
<tr>
<td>B (mm)</td>
<td>4,201</td>
<td>4,201</td>
<td>4,201</td>
<td>4,201</td>
<td>4,201</td>
</tr>
<tr>
<td>C (mm)</td>
<td>11,338</td>
<td>11,968</td>
<td>12,598</td>
<td>13,228</td>
<td>13,858</td>
</tr>
<tr>
<td>H (mm)</td>
<td>5,014</td>
<td>5,014</td>
<td>5,014</td>
<td>5,014</td>
<td>5,014</td>
</tr>
<tr>
<td>Dry mass (t)</td>
<td>117</td>
<td>131</td>
<td>144</td>
<td>159</td>
<td>172</td>
</tr>
</tbody>
</table>

Output

<table>
<thead>
<tr>
<th>Speed</th>
<th>Frequency</th>
<th>750</th>
<th>750</th>
<th>720</th>
<th>720</th>
</tr>
</thead>
<tbody>
<tr>
<td>MAN 12V32/44CR</td>
<td>kW</td>
<td>7,200</td>
<td>6,984</td>
<td>7,200</td>
<td>6,984</td>
</tr>
<tr>
<td>MAN 14V32/44CR**</td>
<td>kW</td>
<td>8,120</td>
<td>7,876</td>
<td>8,120</td>
<td>7,876</td>
</tr>
<tr>
<td>MAN 16V32/44CR***</td>
<td>kW</td>
<td>9,600</td>
<td>9,312</td>
<td>9,600</td>
<td>9,312</td>
</tr>
<tr>
<td>MAN 18V32/44CR</td>
<td>kW</td>
<td>10,800</td>
<td>10,476</td>
<td>10,800</td>
<td>10,476</td>
</tr>
<tr>
<td>MAN 20V32/44CR</td>
<td>kW</td>
<td>12,000</td>
<td>11,640</td>
<td>12,000</td>
<td>11,640</td>
</tr>
</tbody>
</table>

*Based on nominal generator efficiencies of 97 %
**580 kW/cyl
***MAN 18V32/44CR available rigidly mounted only

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: 14.3 – 16.3 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 turbocharging system

**Engine automation and control**
- MAN in-house developed engine attached safety and control system MAN SaCoSone

**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**
- Direct resilient mounting of the engine on the foundation frame (cone elements)

Optional equipment

- MAN ECOMAP concept – using different IMO Tier II compliant injection maps to improve fuel economy
- Frame auxiliary box (FAB) attached at engine free end

Compliance with emission regulations*

- IMO Tier II
- IMO Tier III (with MAN SCR)
- EPA Tier 2

Last updated July 2018

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. D2366591 - Printed in Germany GGKM AU G 18072

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