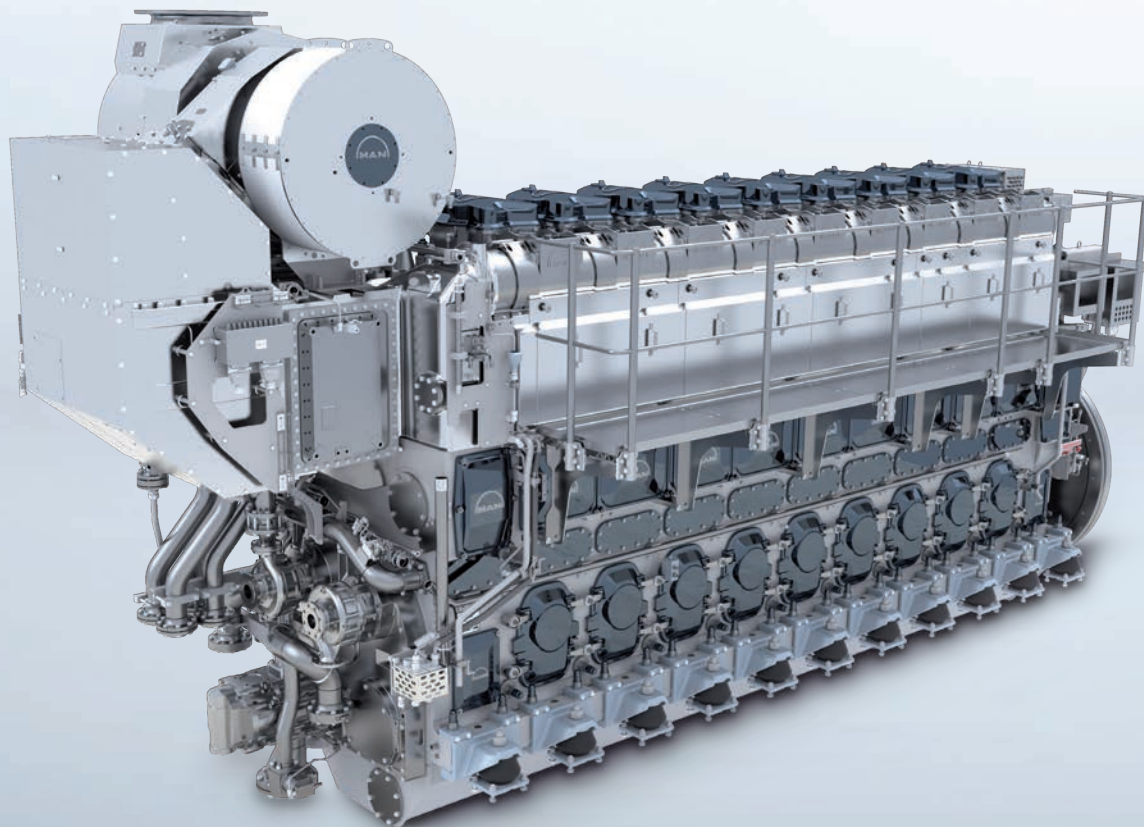


MAN L32/44CR

PROPULSION



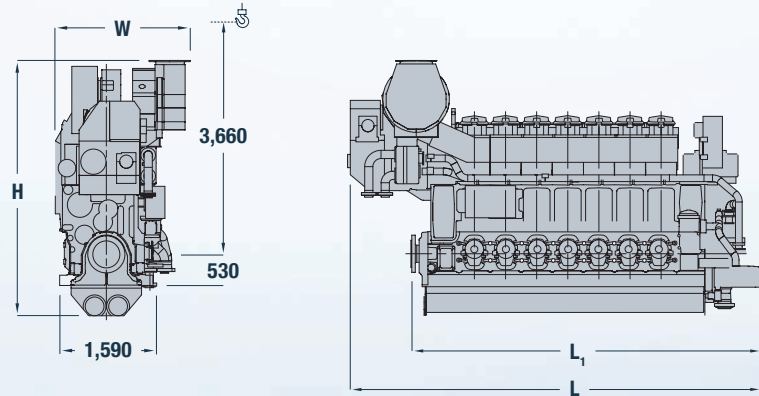
The MAN 32/44CR engine represents the newest technologies in the area of medium speed marine diesel engines. By the use of electronic injection, high efficiency turbochargers, electronic hardware, and variable valve timing the MAN 32/44CR is a synthesis of the most advanced large engine technologies 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

Cyl. No.	6	7	8	9	10	
L	6,312	6,924	7,454	7,984	8,603	mm
L ₁	5,265	5,877	6,407	6,937	7,556	mm
W	2,174	2,359	2,359	2,359	2,359	mm
H	4,163	4,369	4,369	4,369	4,369	mm
Dry mass*	39.5	44.5	49.5	53.5	58.0	t

Output

Speed		750	720	rpm
mep		27.1	28.3	bar
MAN 6L32/44CR		3,600	3,600	kW
MAN 7L32/44CR*		4,060	4,060	kW
MAN 8L32/44CR		4,800	4,800	kW
MAN 9L32/44CR		5,400	5,400	kW
MAN 10L32/44CR		6,000	6,000	kW

Minimum centreline distance for twin engine installation: 2,500 mm | Speed 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

Last updated December 2017

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 (7 cyl.): 173 g/kWh, 580 kW

Cylinder output (MCR)

- At 750/720 rpm: 600 kW
- At 750/720 rpm: 580 kW (7 cyl.)
- Power-to-weight ratio: 9.7 – 11.4 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 **SaCoS_{one}**
 - Fuel system**
Advanced MAN 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
- ECOMAP concept – using of 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

MAN Diesel & Turbo, 86224 Augsburg, Germany

Phone +49 821 322 0, Fax +49 821 322 3382

info@mandieselturbo.com, www.marine.mandieselturbo.com