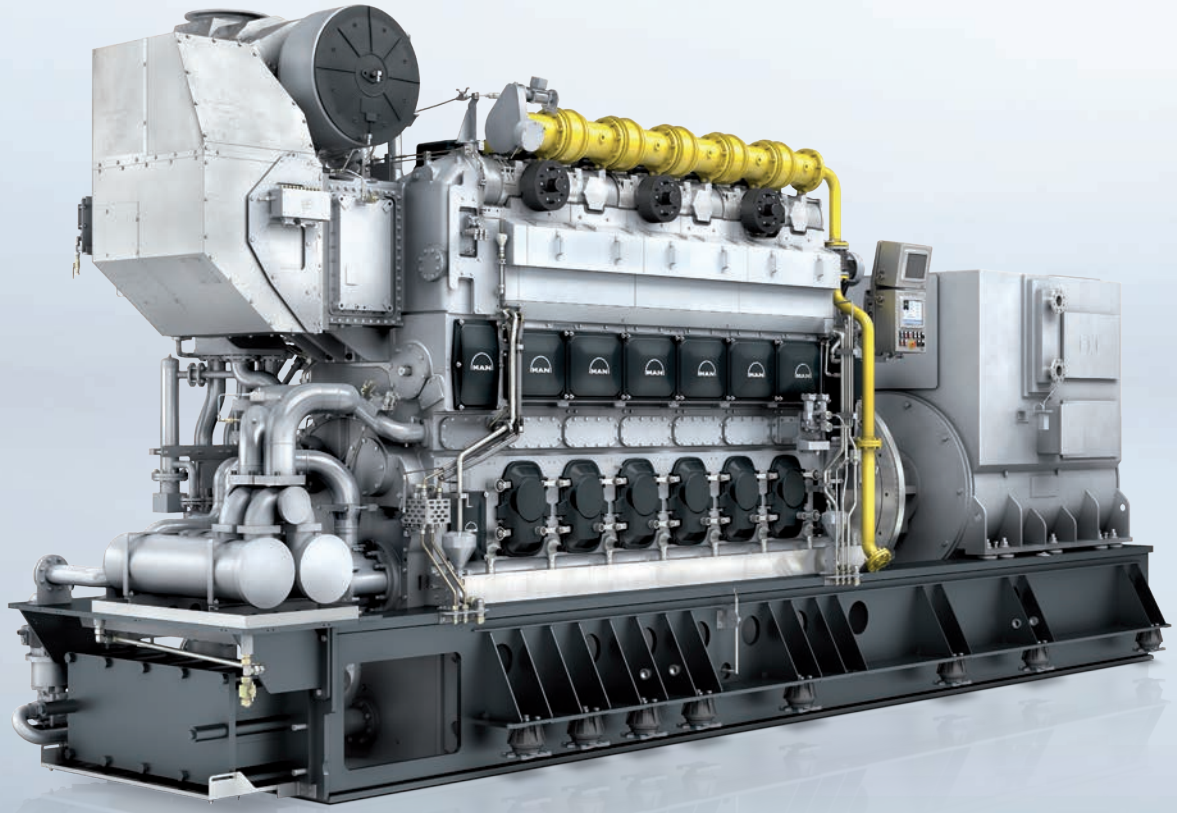
FOUR
STROKE
MARINE
ENGINES

MAN L35/44DF

GENSET



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

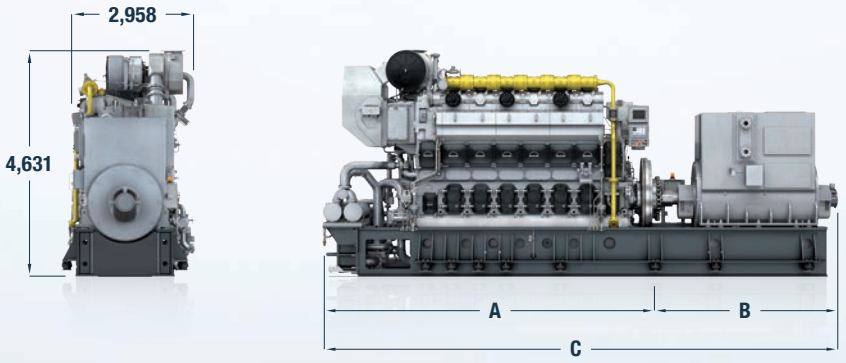
- High efficiency
- High specific power output
- IMO Tier III-compliant in gas mode
- Full fuel flexibility
- High reliability and long maintenance intervals

Engineering the Future – since 1758.

MAN Diesel & Turbo

MAN L35/44DF

GENSET



Dimensions*

Cyl. No.	6	7	8	9	10	
A	6,270	6,900	7,480	8,110	8,690	mm
B**	3,900	4,100	4,400	4,600	4,800	mm
C**	10,170	11,000	11,880	12,710	13,490	mm
W	2,958	3,108	3,108	3,108	3,108	mm
H	4,631	4,867	4,867	4,867	4,867	mm
Dry mass**	85	94	103	110	118	t

Output

Speed	750	750	720	720	rpm
Frequency	50	50	60	60	Hz
	Eng.	Gen.***	Eng.	Gen.***	
MAN 6L35/44DF	3,180	3,069	3,060	2,953	kW
MAN 7L35/44DF	3,710	3,580	3,570	3,445	kW
MAN 8L35/44DF	4,240	4,092	4,080	3,937	kW
MAN 9L35/44DF	4,770	4,603	4,590	4,429	kW
MAN 10L35/44DF	5,300	5,115	5,100	4,922	kW

* Dimensions are not finally fixed
** Depending on alternator applied
*** Based on nominal generator efficiencies of 96.5 %. Last updated August 2016

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

Fuel consumption at 85 % MCR

- SFOC: 175.5 g/kWh (liquid fuel operation)
- SFGC: 7515 kJ/kWh (gas operation)

Cylinder output (MCR)

- At 750 rpm: 530 kW
- At 720 rpm: 510 kW

Compliance with emission regulations

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

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**
  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**
  1- or 2-string high and low temperature cooling water systems
- **Starting system**
  Pressurized air starter (turbine type)
- **Engine mounting**
  Common base frame for engine and alternator with integrated lube oil service tank and resilient mounting
- **Front end concept**
  Auxiliary components attached on the base frame: lube oil cooler, lube oil filter, prelubricating pump, temperature control valves

MCR = Maximum Continuous Rating | SCR = Selective Catalytic Reduction
SFOC = Specific Fuel Oil Consumption | SFGC = Specific Fuel Gas Consumption

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