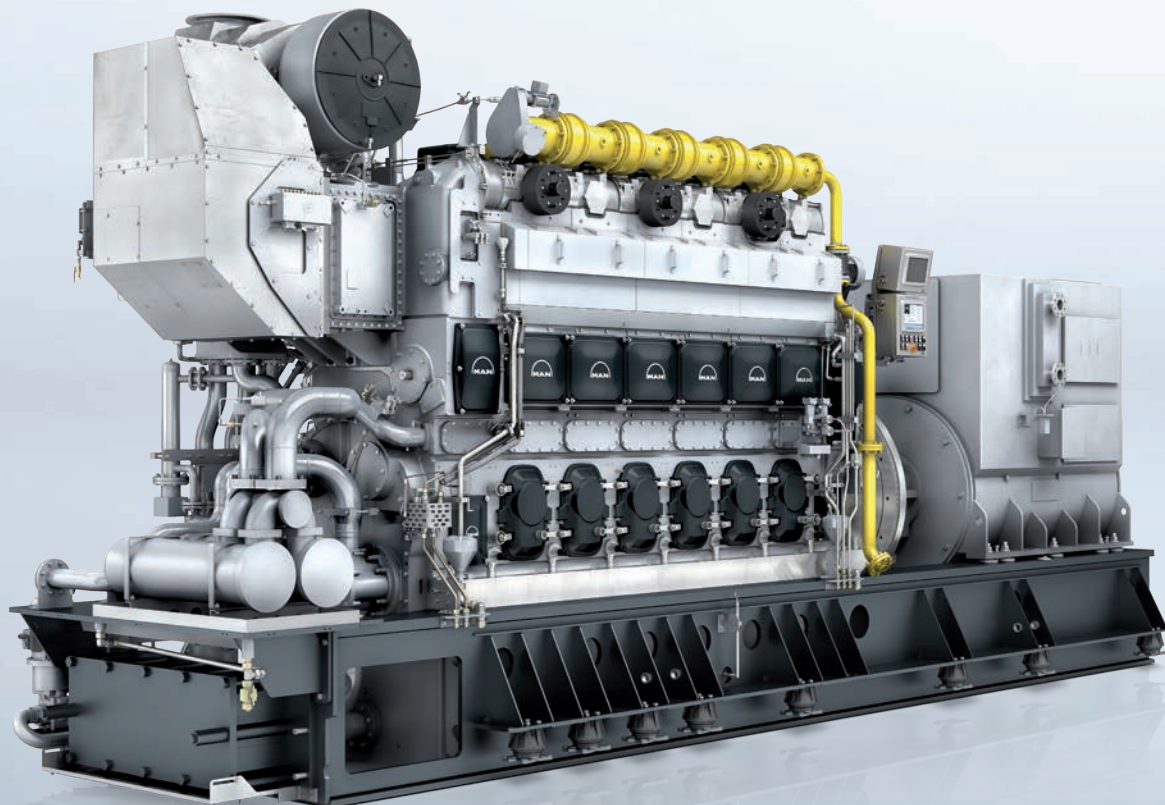


**FOUR
STROKE
MARINE
ENGINES**

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

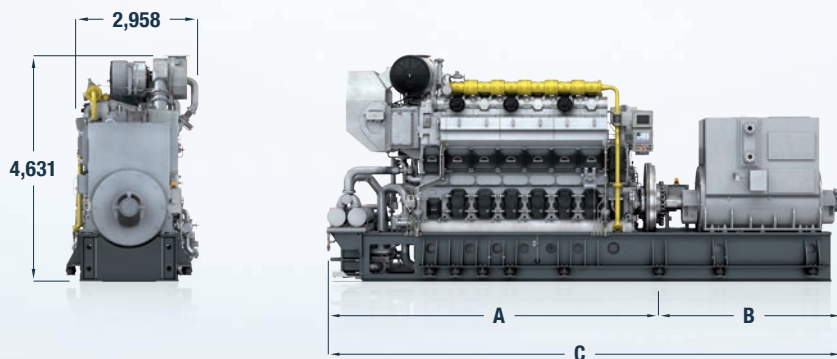
Engineering the Future – since 1758.

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}**

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

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

MAN Diesel & Turbo, 86224 Augsburg, Germany

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

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