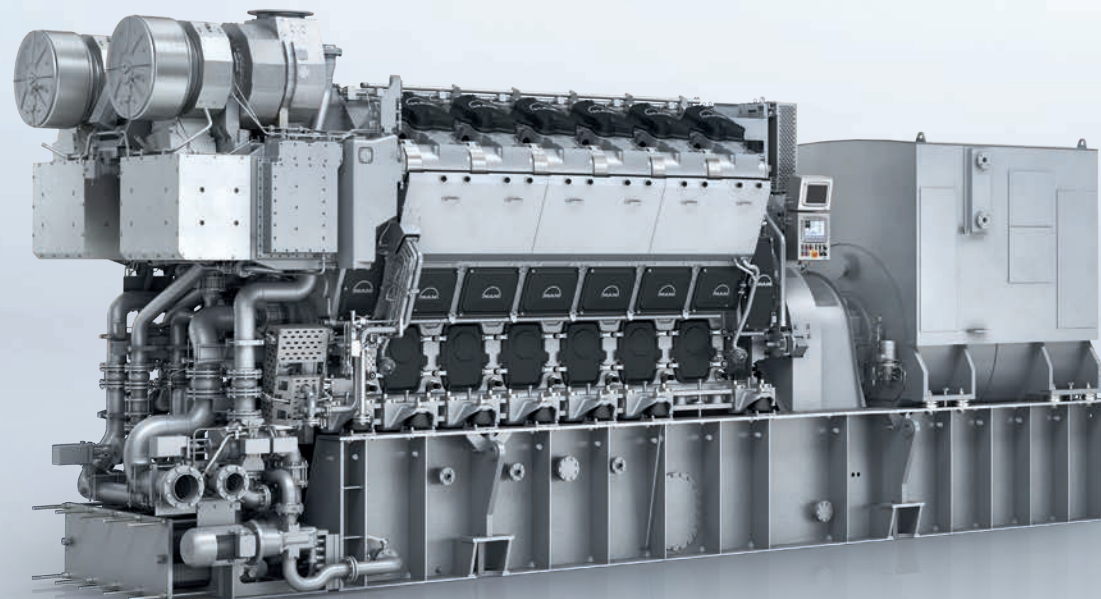


MAN V32/44CR

GENSET



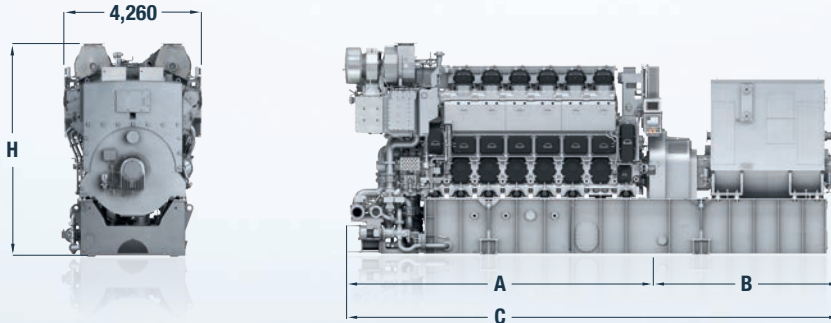
The MAN 32/44CR engine represents the newest technologies in the area of medium speed marine diesel engines. By the use of electronic injection, high efficiency turbochargers, electronic hardware, and variable valve timing the MAN 32/44CR is a synthesis of the most advanced large engine technologies 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 V32/44CR

GENSET



Dimensions

Cyl. No.	12	14	16	18	20	
A	5,382	6,012	6,642	7,272	7,902	mm
B	4,201	4,201	4,201	4,201	4,201	mm
C	11,338	11,968	12,598	13,228	13,858	mm
H	5,014	5,014	5,014	5,014	5,014	mm
Dry mass	117	131	144	159	172	t

Output

Speed	750	750	720	720	r/min
Frequency	50	50	60	60	Hz
	Eng.	Gen.*	Eng.	Gen.*	
MAN 12V32/44CR	7,200	6,984	7,200	6,984	kW
MAN 14V32/44CR**	8,120	7,876	8,120	7,876	kW
MAN 16V32/44CR	9,600	9,312	9,600	9,312	kW
MAN 18V32/44CR	10,800	10,476	10,800	10,476	kW
MAN 20V32/44CR	12,000	11,640	12,000	11,640	kW

*Based on nominal generator efficiencies of 97 %

**580 kW/cyl

Last updated December 2017

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

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

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

*According to IMO E2 test cycle

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

Optional equipment

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

MAN Diesel & Turbo, 86224 Augsburg, Germany

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

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