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
**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: 8.7 – 10.1 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
- 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

---

**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>L</td>
<td>7,195</td>
<td>7,970</td>
<td>8,600</td>
<td>9,230</td>
<td>9,860</td>
</tr>
<tr>
<td>L₁</td>
<td>5,795</td>
<td>6,425</td>
<td>7,055</td>
<td>7,685</td>
<td>8,315</td>
</tr>
<tr>
<td>W</td>
<td>3,100</td>
<td>3,100</td>
<td>3,100</td>
<td>3,100</td>
<td>3,100</td>
</tr>
<tr>
<td>H</td>
<td>4,039</td>
<td>4,262</td>
<td>4,262</td>
<td>4,262</td>
<td>4,262</td>
</tr>
<tr>
<td>Dry mass*</td>
<td>70</td>
<td>79</td>
<td>87</td>
<td>96</td>
<td>104</td>
</tr>
</tbody>
</table>

**Output**

<table>
<thead>
<tr>
<th>Speed</th>
<th>750</th>
<th>720 rpm</th>
</tr>
</thead>
<tbody>
<tr>
<td>mep</td>
<td>27.1</td>
<td>28.3 bar</td>
</tr>
<tr>
<td>MAN 12V32/44CR</td>
<td>7,200</td>
<td>7,200 kW</td>
</tr>
<tr>
<td>MAN 14V32/44CR**</td>
<td>8,120</td>
<td>8,120 kW</td>
</tr>
<tr>
<td>MAN 16V32/44CR</td>
<td>9,600</td>
<td>9,600 kW</td>
</tr>
<tr>
<td>MAN 18V32/44CR***</td>
<td>10,800</td>
<td>10,800 kW</td>
</tr>
<tr>
<td>MAN 20V32/44CR</td>
<td>12,000</td>
<td>12,000 kW</td>
</tr>
</tbody>
</table>

*Minimum centreline distance for twin engine installation: 4,000 mm | Speed 720 rpm for generator drive/constant speed operation only
*Including built-in lube oil automatic filter, fuel oil filter and electronic equipment
**986 kW/cyl
***850 kW/cyl
****550 kW/cyl, 750 rpm

**Contact**

MAN Diesel & Turbo, 86224 Augsburg, Germany
Phone +49 821 322 0, Fax +49 821 322 3382
info@mandieselturbo.com, www.marine.mandieselturbo.com