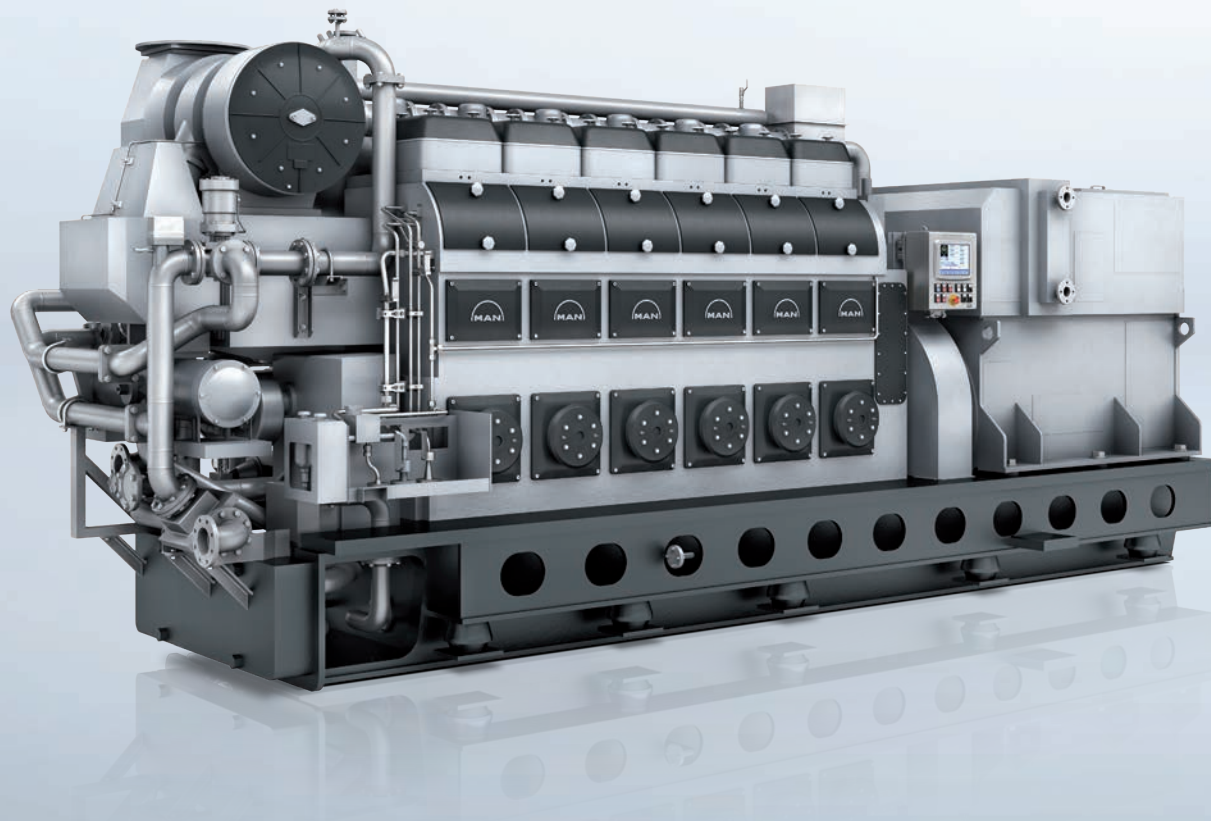


**FOUR  
STROKE  
MARINE  
ENGINES**

# MAN L28/32DF

**GENSET**



The MAN L28/32DF engine is based on the proven MAN 28/32H workhorse, recognized worldwide as an ultra-reliable and robust GenSet with long TBOs. Its ability to run on gas offers economical and environmental advantages, especially as part of a complete power package.

## **Benefits at a glance**

- IMO Tier III-compliant in gas mode
- High efficiency in Gas and Diesel mode
- Easy operation, easy maintenance and proven reliability
- Long time between overhauls with low life cycle costs

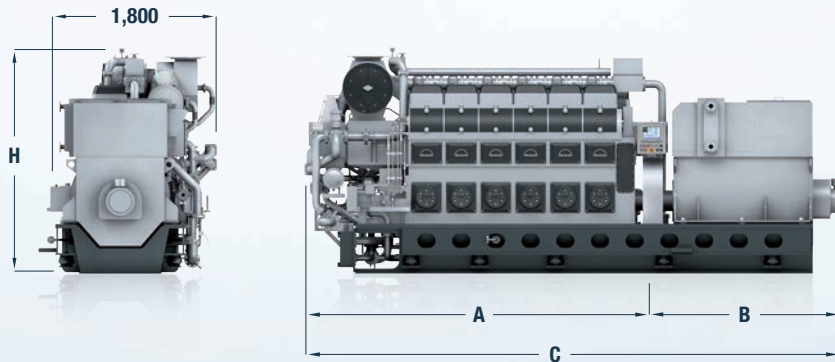
Engineering the Future – since 1758.

**MAN Diesel & Turbo**



# MAN L28/32DF

GENSET



## Dimensions

Cyl. No.	5	6	7	8	9	
A	4,321	4,801	5,281	5,761	6,241	mm
B	2,400	2,510	2,680	2,770	2,690	mm
C	6,721	7,311	7,961	8,531	8,931	mm
H	2,835	3,009	3,009	3,009	3,009	mm
Dry mass	32.6	36.3	39.4	40.7	47.1	t

## Output

Speed	720	720	750	750	rpm
Frequency	60	60	50	50	Hz
	Eng.	Gen.*	Eng.	Gen.*	
MAN 5L28/32DF	1,000	950	1,000	950	kW
MAN 6L28/32DF	1,200	1,140	1,200	1,140	kW
MAN 7L28/32DF	1,400	1,330	1,400	1,330	kW
MAN 8L28/32DF	1,600	1,520	1,600	1,520	kW
MAN 9L28/32DF	1,800	1,710	1,800	1,710	kW

\*Based on nominal generator efficiencies of 95%  
 Gas/fuel ratio at load: 20-100% 93/7 (Tier II) | at load: 20-100% 99/1 (Tier III)  
 Gas methane number ≥ 80. Last updated August 2016

## General

- Engine cycle: Four-Stroke
- No. of cylinders: 5, 6, 7, 8, 9
- Bore: 280 mm – Stroke: 320 mm
- Swept volume per cyl: 19.7 dm<sup>3</sup>

## Cylinder output (MCR)

- At 720/750 rpm: 200 kWm
- Power-to-weight ratio:  
26.17 – 32.60 kg/kW

## Compliance with emission regulations

- IMO Tier II
- IMO Tier III (Gas mode)

## 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<sub>One</sub>**
- Air management**  
Waste Gate controlled air-fuel ratio in gas mode with jet assist for improved load response and start up time

MCR = Maximum Continuous Rating

## Fuel system

Combined fuel injection system for main liquid fuel and pilot fuel injection based on the well proven and reliable conventional MAN 28/32H engine

## Gas system

Cylinder individual low pressure gas admission system

## Cooling system

2-string high and low temperature cooling water systems

## Starting system

Pressurized air starter (turbine type)

## Engine mounting

Resilient GenSet mounting on improved base frame design with reduced overall GenSet weight and stiff construction for reduced level of vibration and simply installation into the engine room.

MAN Diesel & Turbo, 86224 Augsburg, Germany

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

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