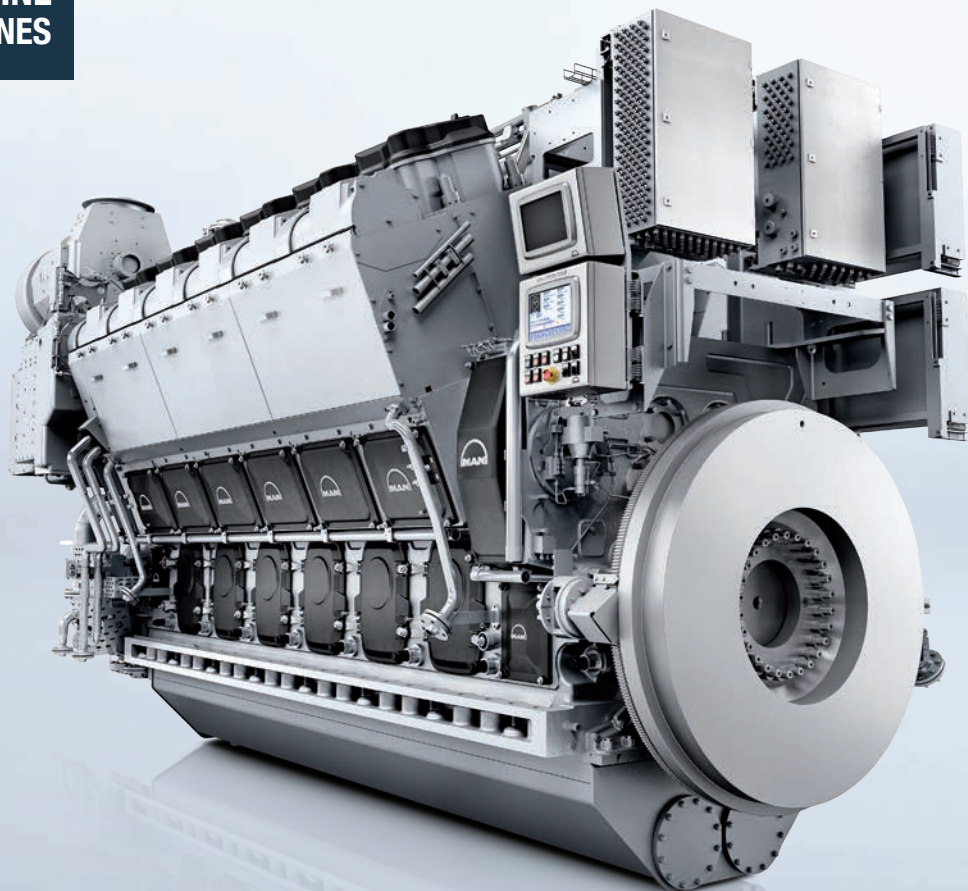


**FOUR
STROKE
MARINE
ENGINES**



MAN V32/44CR

PROPULSION

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

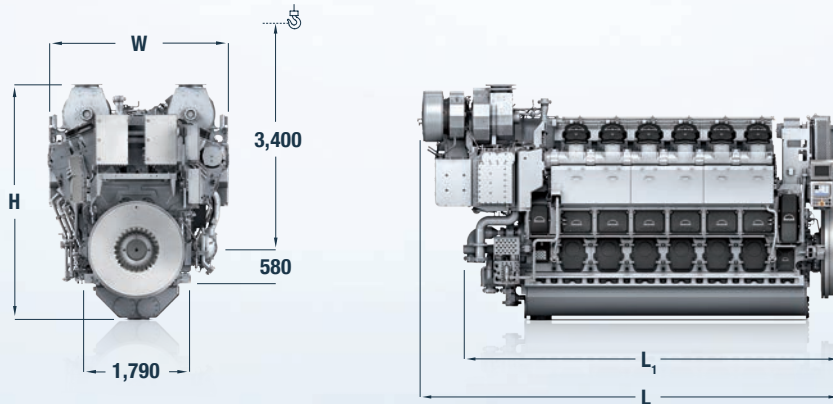
Engineering the Future – since 1758.

MAN Diesel & Turbo



MAN V32/44CR

PROPULSION



Dimensions

Cyl. No.	12	14	16	18	20	
L	7,195	7,970	8,600	9,230	9,860	mm
L ₁	5,795	6,425	7,055	7,685	8,315	mm
W	3,100	3,100	3,100	3,100	3,100	mm
H	4,039	4,262	4,262	4,262	4,262	mm
Dry mass ¹⁾	70	79	87	96	104	t

Output

Speed	750	720	rpm
mep	27.1	28.3	bar
MAN 12V32/44CR	7,200	7,200	kW
MAN 14V32/44CR ²⁾	7,840	7,840	kW
MAN 16V32/44CR	9,600	9,600	kW
MAN 18V32/44CR ³⁾	10,800	10,800	kW
MAN 20V32/44CR	12,000	12,000	kW

Minimum centreline distance for twin engine installation: 4,000 mm | Speed 720 rpm for generator drive/constant speed operation only

¹⁾ Including built-on lube oil automatic filter, fuel oil filter and electronic equipment

²⁾ 560 kW/cyl

³⁾ 18V 32/44CR available rigidly mounted only

Fixed pitch propeller: 510 kW/cyl, 750 rpm. Last updated August 2016

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.): 175 g/kWh

Cylinder output (MCR)

- At 750/720 rpm: 600 kW
- At 750/720 rpm: 560 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

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

- **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**
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

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