MAN Energy Solutions
Future in the making

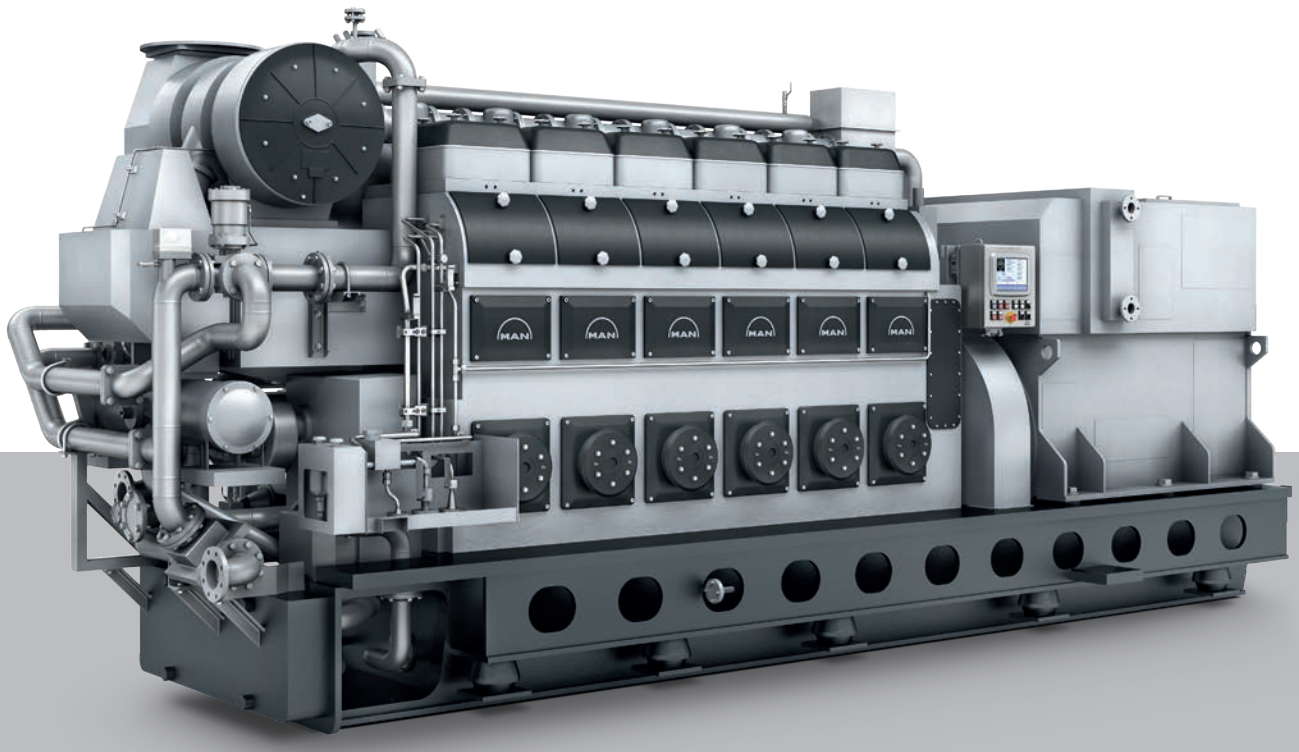
MAN L28/32DF

GenSet

The MAN L28/32DF engine is based on the proven MAN 28/32H, 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

- High efficiency in gas and diesel mode
- Easy operation, easy maintenance and proven reliability
- Long time between overhauls with low life cycle costs



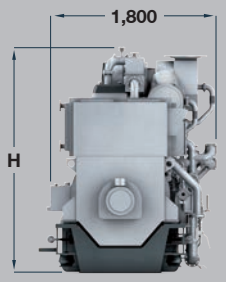
Four-stroke marine systems

MAN L28/32DF

GenSet

Dimensions

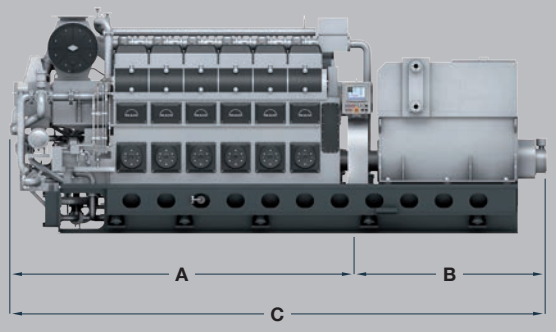
Cyl. No.		5	6	7	8	9
A	mm	4,321	4,801	5,281	5,761	6,241
B	mm	2,400	2,510	2,680	2,770	2,690
C	mm	6,721	7,311	7,961	8,531	8,931
H	mm	2,835	3,009	3,009	3,009	3,009
Dry mass	t	32.6	36.3	39.4	40.7	47.1



Output

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

*Based on nominal generator efficiencies of 95 %
Gas/fuel ratio at load: 20 – 100 % 93/7 (Tier II)
Gas methane number ≥ 80.



Last updated July 2018

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 dm³

Cylinder output (MCR)

- At 720/750 rpm: 200 kWm
- Power-to-weight ratio: 26.2 – 32.6 kg/kW

Compliance with emission regulations

- IMO Tier II

Main features

Turbocharging system
- High efficiency constant pressure MAN TCR series exhaust turbo-charging system

Engine automation and control
- MAN in-house developed engine attached safety and control system MAN SaCoS$_{one}$

Air management
- Waste gate controlled air-fuel ratio in gas mode with jet assist for improved load response and start up time

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 simple installation into the engine room.

MCR = Maximum continuous rating

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