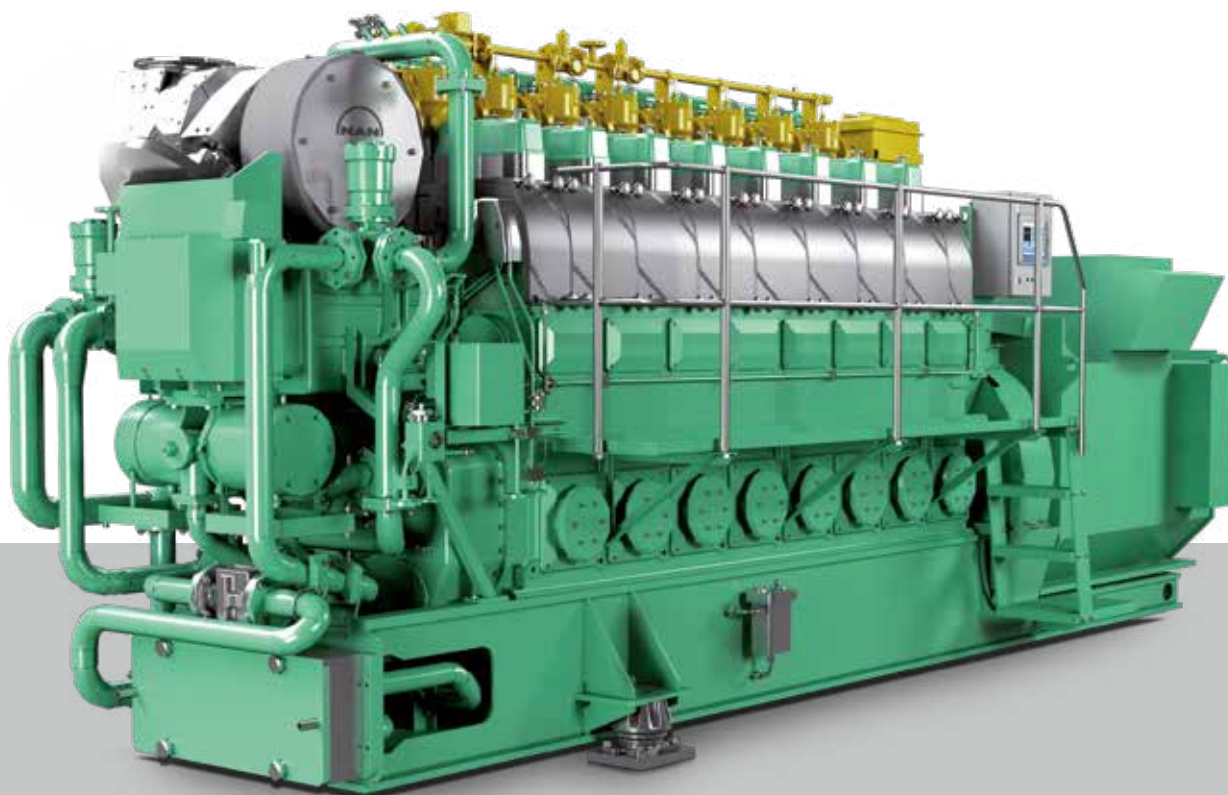


MAN L23/30DF Marine GenSet

The new dual fuel MAN L23/30DF (IMO Tier III) is based on the well known and highly reliable MAN L23/30H diesel GenSet.

Benefits at a glance

- Simplified and cost-effective fuel injection system
- Low maintenance costs - TBO up to 36,000 hrs.
- Fast and easy installation with unique base frame design
- Flexible installation with gas pressure control valve on engine

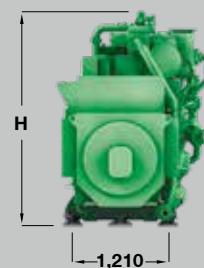


MAN L23/30DF

Marine GenSet

Dimensions

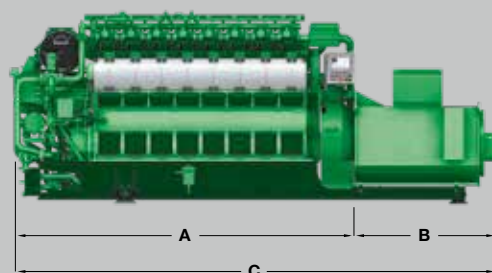
Cyl. No.	5	6	6	7	7	8	8	
	720/750	720/750	900	720/750	900	720/750	900	r/min
A	3,469	3,839	3,839	4,209	4,276	4,579	4,896	mm
B	2,202	2,252	2,252	2,302	2,302	2,352	2,352	mm
C	5,671	6,091	6,091	6,511	6,578	6,931	7,241	mm
H	2,749	2,749	2,749	2,749	2,749	2,749	2,749	mm
Dry mass	17.3	19.0	19.2	21.4	21.4	23.3	23.4	t



Output

Speed	750	750	720	720	900	900	r/min
Frequency	50	50	60	60	60	60	Hz
	Eng. kW	Gen. kW*	Eng. kW	Gen. kW*	Eng. kW	Gen. kW*	
MAN 5L23/30DF	625	590	625	590	-	-	kW
MAN 6L23/30DF	750	710	750	710	990	940	kW
MAN 7L23/30DF	875	830	875	830	1,155	1,100	kW
MAN 8L23/30DF	1,000	950	1,000	950	1,320	1,255	kW

*Based on nominal generator efficiencies of 95 %. Gas/fuel ratio at 20-100 % load: 2-7% (Tier III). Gas methane number \geq 80.



General

- Engine cycle: four-stroke
- No. of cylinders: 5-8
- Bore: 225 mm
- Stroke: 300 mm

Power range and power output (MCR)

- Power range: 625 – 1,320 kW
- 720/750 rpm: 125 kW per cylinder
- 900 rpm: 165 kW per cylinder
- Gas mode: 100% MCR
- Fuel mode: 110% MCR

Compliance with emission regulations

720/750 rpm

- Gas mode: IMO Tier III
- Fuel mode: IMO Tier II

900 rpm

- Gas mode: IMO Tier II
- Fuel mode: IMO Tier II

Reliability

The L23/30H conventional fuel oil engine has a strong global reputation for operational stability and reliability.

Based on the same basic design, the L23/30DF dual-fuel version has passed its type approval test (TAT) and achieved a certificate of IMO Tier III compliance when operating in gas mode without any after treatment equipment.

Cost-effective

The simplified fuel injection system is designed for high reliability and cost-efficiency. The main injection valve is also used for injection of pilot oil. This means that separate injectors, piping and pumps for main oil and pilot oil or a common rail system are not needed.

Low maintenance costs

The simplified fuel injection design

also cuts maintenance costs as fewer parts need to be replaced and thanks to the extremely long time between overhaul (TBO) of 36,000 hours.

Flexible engine room layout

The engine and gas valve units (GVU) offer flexible installation as the distance between the two can be up to 100 m.

Installation costs

The new base frame design is a cost-down initiative that simplifies installation, given that levelling is not necessary and steel work can be reduced.

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