

MAN

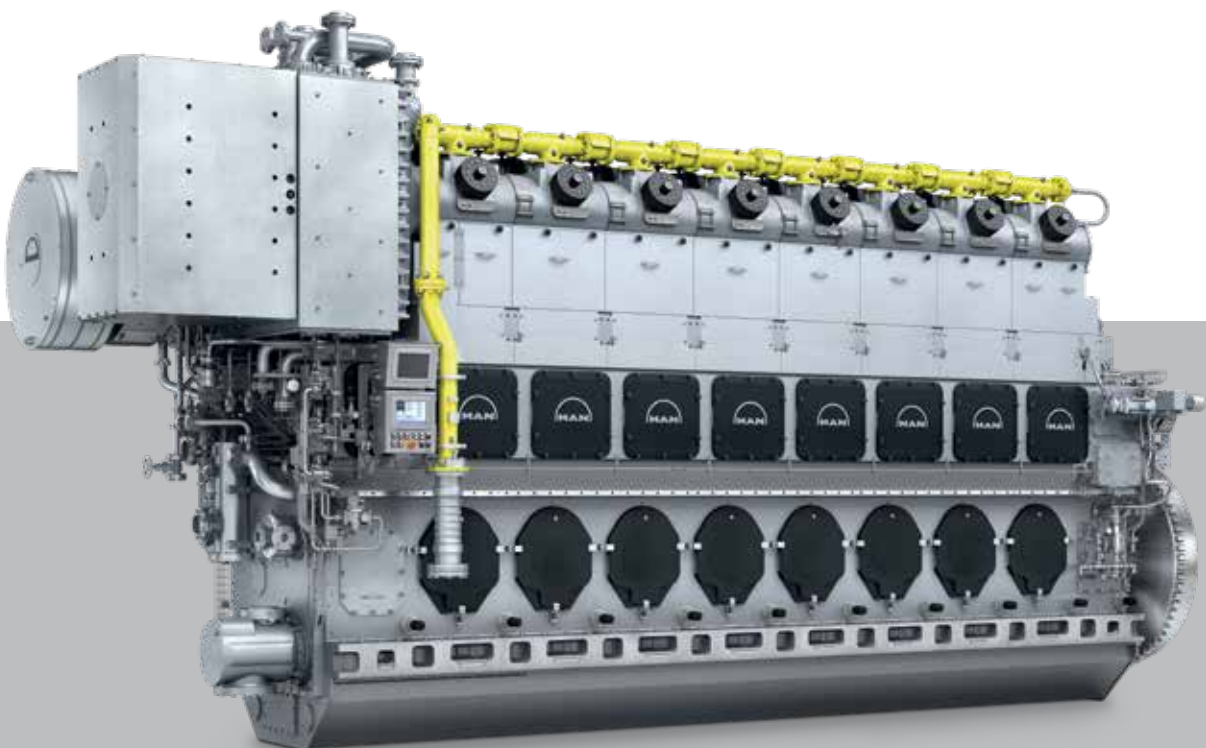
L51/60DF

Propulsion – High power variant

Let your fuel take you further. By combining diesel and gas technologies in one engine, the MAN 51/60DF gives you absolute fuel flexibility. There's no better way to keep your engine running effectively and economically. Full steam ahead.

Benefits at a glance

- Highest power output in its class
- Low fuel consumption over entire engine load
- Best load acceptance behaviour
- Self-learning combustion control
- High reliability and long TBOs
- Gas start capability
- Full power output down to MN70

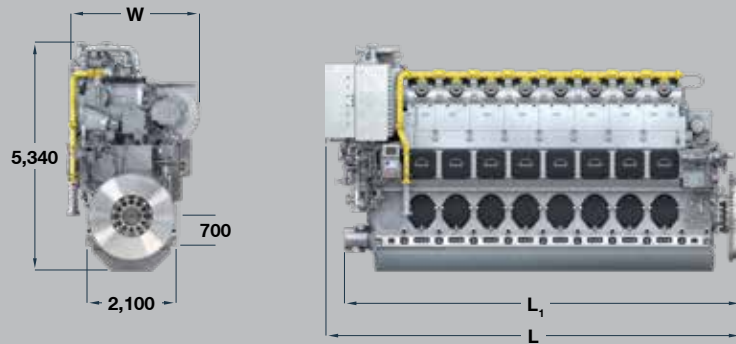


MAN L51/60DF

Propulsion – High power variant

Dimensions

Cyl. No.		6	7	8	9
L	mm	8,494	9,314	10,134	11,160
L ₁	mm	7,455	8,275	9,095	9,915
W	mm	3,165	3,165	3,165	3,283
Dry mass	t	110	124	137	155



Output

Speed	rpm	514	500
mep	bar	21.9	22.5
MAN 6L51/60DF	kW	6,900	6,900
MAN 7L51/60DF	kW	8,050	8,050
MAN 8L51/60DF	kW	9,200	9,200
MAN 9L51/60DF	kW	10,350	10,350

LHV of fuel gas $\geq 28,000 \text{ kJ/Nm}^3$
(Nm³ corresponds to one cubic meter of gas at 0°C and 1.013 bar)

Minimum centerline distance for twin engine installation: 3,200 mm

Last updated April 2024

General

- Engine cycle: four-stroke
- No. of cylinders: 6, 7, 8, 9
- Bore: 510 mm – Stroke: 600 mm
- Swept volume per cyl: 122.6 dm³

Fuel consumption at 85 % MCR

- Liquid fuel mode: 182.5 g/kWh
- Gas mode: 7,350 kJ/kWh

Cylinder output (MCR)

- At 500/514 rpm: 1,150 kW
- Power-to-weight ratio:
16.2 – 17.5 kg/kW

Compliance with emission regulations

- IMO Tier II
- IMO Tier III (gas mode)
- IMO Tier III (diesel mode with MAN SCR-LP)

Main features

Turbocharging system

- High efficiency constant pressure MAN TCA series exhaust turbocharging system

Engine automation and control

- MAN in-house developed engine attached safety and control system MAN SaCoS_{one}

Air management

- Variable turbine area allowing improved adaption for diesel and gas mode operation while maintaining highest turbocharger efficiency over entire engine load

Fuel system

- Common rail pilot fuel injection system
- Conventional main injection system
- Variable injection timing for lowest fuel consumption while meeting IMO Tier II emission limits in diesel mode

Gas system

- Cylinder individual low pressure gas admission system, 5.7 bar(g) at inlet of gas valve unit

Cooling system

- 2-string high and low temperature cooling water systems

Starting system

- Starting air valves within cylinder heads

Engine mounting

- Resilient or rigid mounting

Optional equipment

- Gas start capability
- 100 % power take-off at engine free end available

MCR = Maximum continuous rating
SCR-LP = Selective catalytic reduction (low pressure)

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