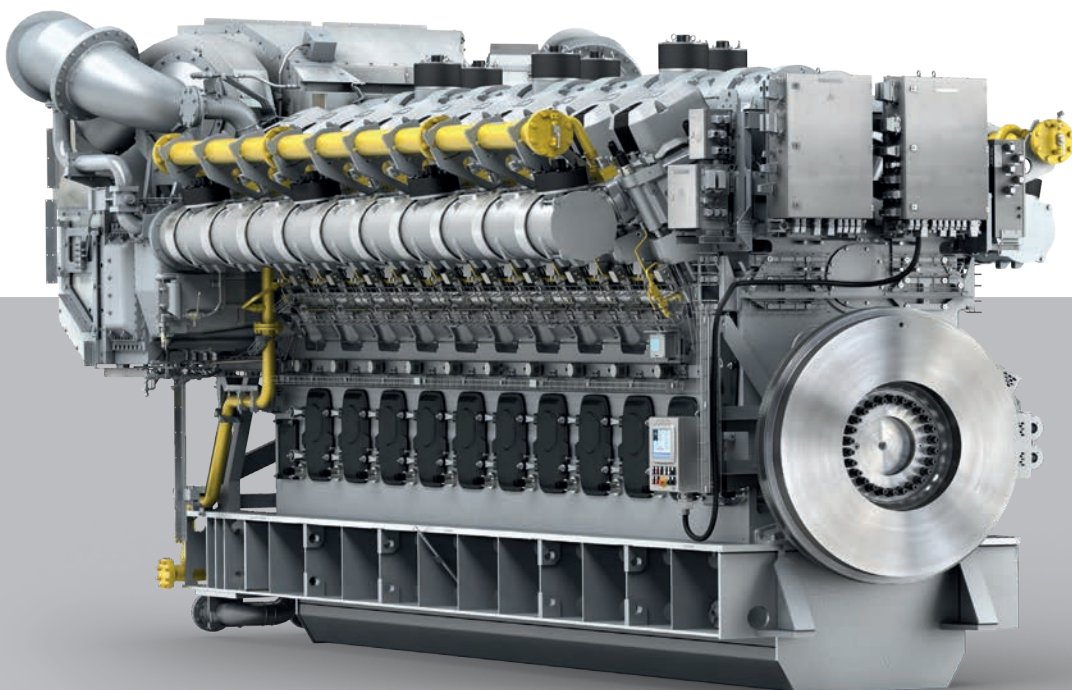


MAN V35/44G

The dynamic and powerful MAN 35/44G gas engine sets new standards in energy density (up to 640 kW per cylinder) and can deliver 100 % load in less than 2 minutes. In its two-stage turbocharging system version, the MAN 35/44G reaches an efficiency of over 50 % in a compact design. Both models are optimized for climate extremes and are suitable for single cycle, combined cycle or cogeneration (CHP).

Benefits at a glance

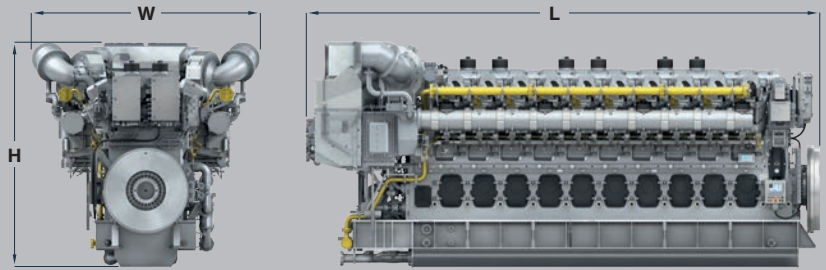
- Fast start-up
- Highest efficiency
- Optimized for different climatic zones
- Standardized CHP design
- Compact engine design



MAN V35/44G

Dimensions

Cyl. No.		20
L	mm	9,564
H	mm	4,592
W	mm	4,448
Engine weight	t	113.5



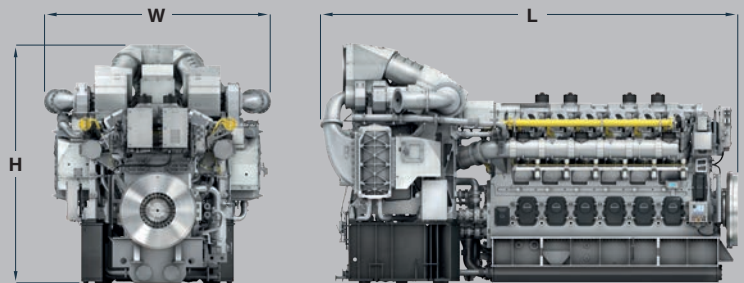
Output

Cyl. No.		20
Output mech. (kW)		10,200/10,600
Speed (rpm)		720/750
Frequency (Hz)		60/50

With two-stage turbocharging

Dimensions

Cyl. No.		12	20
L	mm	9,028	11,549
H	mm	5,200	5,200
W	mm	4,925	4,925
Engine weight	t	106.2	146.0



Output

Cyl. No.		12	20
Output mech. (kW)		7,368/7,680	12,280/12,800
Speed (rpm)		720/750	720/750
Frequency (Hz)		60/50	60/50

Values according to ISO 3046-1:2002; ISO 15550:2002. Last updated August 2019

Engine features

General data

- Engine cycle: four-stroke
- No. of cylinders: 12V, 20V
- Bore: 350 mm - Stroke: 440 mm

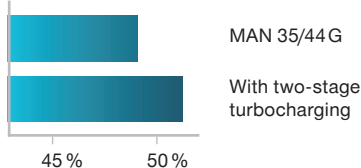
Engine automation and control

- MAN SaCoS_{one} safety and control system on engine, developed in-house at MAN

Starting system

- Pressurized air starter (turbine type)

Fuel efficiency comparison



Turbocharging system

- MAN V35/44G with high efficiency constant pressure
- MAN TCR and TCX series exhaust turbocharging system
- Individual engine/turbocharger optimization matching

Applications

- Various gaseous fuels, like natural gas, hydrogen-enriched natural gas
- LNG, biogas
- CHP plants
- Base load and peaking plants
- Hybrid power plants

Fuel & gas system

- Individual cylinder low pressure gas admission system (5 bar(g) at inlet of gas valve unit)

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