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

<table>
<thead>
<tr>
<th>Cyl. No.</th>
<th>L (mm)</th>
<th>H (mm)</th>
<th>W (mm)</th>
<th>Engine weight (t)</th>
</tr>
</thead>
<tbody>
<tr>
<td>20</td>
<td>9,564</td>
<td>4,592</td>
<td>4,448</td>
<td>113.5</td>
</tr>
</tbody>
</table>

Output

<table>
<thead>
<tr>
<th>Cyl. No.</th>
<th>Output mech. (kW)</th>
<th>Speed (rpm)</th>
<th>Frequency (Hz)</th>
</tr>
</thead>
<tbody>
<tr>
<td>20</td>
<td>10,200/10,600</td>
<td>720/750</td>
<td>60/50</td>
</tr>
</tbody>
</table>

With two-stage turbocharging

Dimensions

<table>
<thead>
<tr>
<th>Cyl. No.</th>
<th>L (mm)</th>
<th>H (mm)</th>
<th>W (mm)</th>
<th>Engine weight (t)</th>
</tr>
</thead>
<tbody>
<tr>
<td>12</td>
<td>9,028</td>
<td>5,200</td>
<td>4,925</td>
<td>106.2</td>
</tr>
<tr>
<td>20</td>
<td>11,549</td>
<td>5,200</td>
<td>4,925</td>
<td>146.0</td>
</tr>
</tbody>
</table>

Output

<table>
<thead>
<tr>
<th>Cyl. No.</th>
<th>Output mech. (kW)</th>
<th>Speed (rpm)</th>
<th>Frequency (Hz)</th>
</tr>
</thead>
<tbody>
<tr>
<td>12</td>
<td>7,368/7,680</td>
<td>720/750</td>
<td>60/50</td>
</tr>
<tr>
<td>20</td>
<td>12,280/12,800</td>
<td>720/750</td>
<td>60/50</td>
</tr>
</tbody>
</table>


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® safety and control system on engine, developed in-house at MAN

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

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

Starting system
- Pressurized air starter (turbine type)

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

All data provided in this document is non-binding. This data serves informational purposes only and is not guaranteed in any way. Depending on the subsequent specific individual projects, the relevant data may be subject to changes and will be assessed and determined individually for each project. This will depend on the particular characteristics of each individual project, especially specific site and operational conditions. Copyright © MAN Energy Solutions. D2366634 Printed in Germany GGKM-AUG-19082