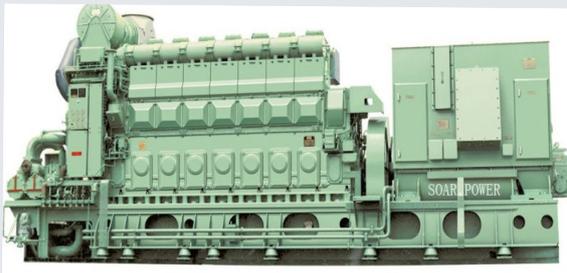


MAN L32/40 GenSet

2,895-4,345 kW



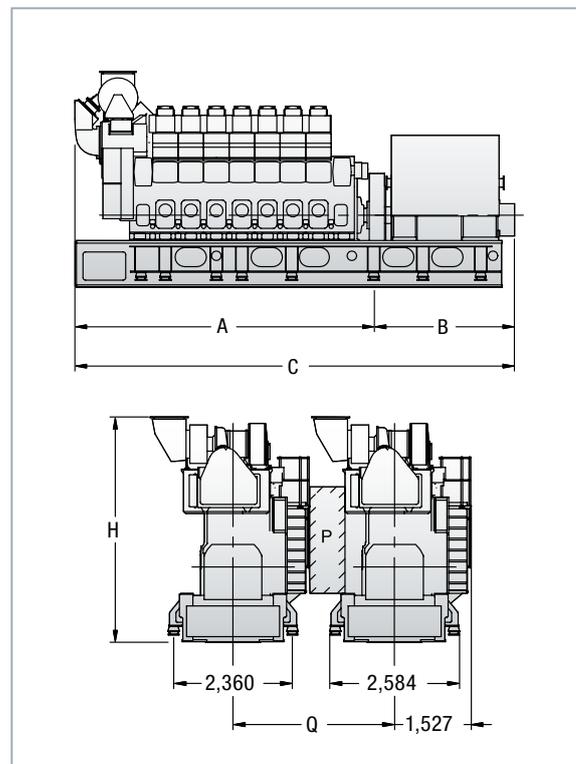
Powered by 4 x L32/40 GenSets

The L32/40 GenSet engine with an output of 500 kW per cylinder has an optimal combination of capital cost, performance and reliability.

Benefits

The L32/40 range run on inexpensive HFO from stand-by to full load. Twin camshafts provide unsurpassed flexibility – permitting a wide range of choices between optimal output/fuel ratio and minimised emissions. One camshaft drives the fuel injection pumps and operates the starting air pilot valves; the other operates the inlet and exhaust valves.

Supplied as an in-line engine with 6-9 cylinders, it is a perfectly balanced GenSet, designed to provide trouble-free operation for a quarter of a century or more in the largest vessels in the world fleet. Engines in the L32/40 family are in operation with some of the world's leading shipping lines.



P: Free passage between the engines, width 600 mm and height 2,000 mm

Q: ~Min. distance between centre of engines: 2,835 mm (without gallery) ~3,220 mm (with gallery)



Main Data L32/40 – Bore: 320 mm, Stroke: 400 mm

Speed (r/min)	720	750
Frequency (Hz)	60	50

	Eng. kW	Gen. kW*	Eng. kW	Gen. kW*
6 L32/40	3,000	2,895	3,000	2,895
7 L32/40	3,500	3,380	3,500	3,380
8 L32/40	4,000	3,860	4,000	3,860
9 L32/40	4,500	4,345	4,500	4,345

Cyl. No.	6	7	8	9
r/min	720/750	720/750	720/750	720/750
A (mm)	6,340	6,870	7,400	7,930
B (mm)	3,415	3,415	3,635	3,635
C (mm)	9,755	10,285	11,035	11,565
H (mm)	4,622	4,622	4,840	4,840
Dry Mass (t)	75.0	79.0	87.0	91.0

* Based on nominal generator efficiencies of 96.5%
Weight and dimensions based on a standard alternator

Facts and figures

- exhaust valves with rotators clean the valve seats for long TBOs and long lifetimes
- quick-acting connections at exhaust gas manifold
- highly efficient constant pressure turbocharging
- adjustable valve timing
- split connecting rod for easy maintenance
- dynamically balanced crankshaft with two counterweights per crank web
- stepped piston combined with a fire ring prevents bore polishing
- separate jacket for each cylinder ensures optimal piston running conditions
- no cooling water in the lower liner area and frame ensures an even temperature and eliminates the risk of cooling water contaminating the lube oil.



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