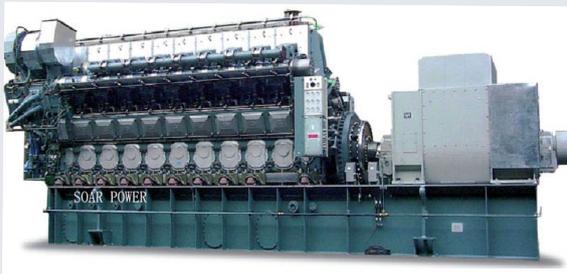


# MAN V32/40 GenSet

## 5,820-8,730 kW



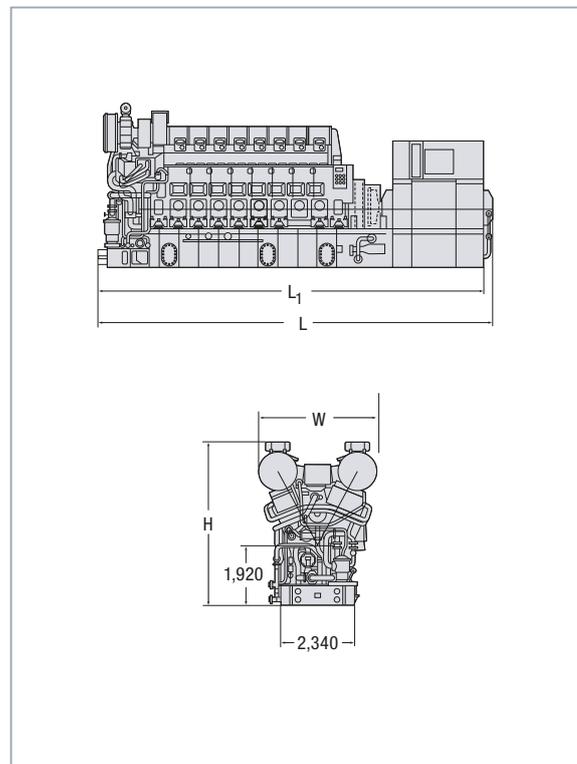
Powered by 32/40 GenSets

The V32/40 GenSet engine with an output of 500 kW per cylinder has an optimal combination of capital cost, performance and reliability.

### Benefits

The V32/40 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-V engine with 12-18 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 V32/40 family are in operation with some of the world's leading shipping lines.



Note: 1. The above dimension: only reference.

2. Min. distance between centre of engines: 4,000 mm  
(without gallery) ~4,450 mm (with gallery)



### Main Data V32/40 – Bore: 320 mm, Stroke: 400 mm

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

	Eng. kW	Gen. kW*	Eng. kW	Gen. kW*
12 L32/40	6,000	5,820	6,000	5,820
14 L32/40	7,000	6,790	7,000	6,790
16 L32/40	8,000	7,760	8,000	7,760
18 L32/40	9,000	8,730	9,000	8,730

Cyl. No.	12	14	16	18
r/min	720/750	720/750	720/750	720/750
L (mm)	11,045	11,710	12,555	13,185
L1 (mm)	10,450	11,115	11,950	12,580
W (mm)	3,365	3,365	3,730	3,730
H (mm)	4,850	4,850	5,245	5,245
Dry Mass (t)	101	113	126	138

\* Based on nominal generator efficiencies of 97%.  
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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