All data provided in this document is non-binding. This data serves informational purposes only and is especially 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.

If this document is delivered in another language than English and doubts arise concerning the translation, the English text shall prevail.
<table>
<thead>
<tr>
<th>Section</th>
<th>Pages</th>
</tr>
</thead>
<tbody>
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</tr>
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Let us take another green step together

In a world with constant focus on reducing CO$_2$ emissions, MAN Diesel & Turbo offers the well-proven engines from the market-leading marine engine programme, but adapted to stationary power production. The robust and innovative engine design is equally important irrespective of the application.

Whether fuel oil or dual fuel operation is needed, the high efficiency of two-stroke diesel engines is a key factor in lowering CO$_2$ emissions. With our G and S engine versions, a step into the fully electronically controlled world is taken.

The engines in this programme comply with the NO$_x$ emission limits set out in the World Bank 2008 guidelines. For lower emission limits, MAN Diesel & Turbo offers selective catalytic reduction (SCR) solutions or exhaust gas recirculation (EGR) solutions on request.

With electronic control, it is possible, within reasonable limits, to compensate for variations in fuel oil and fuel gas qualities, thereby securing power to the grid at the optimum efficiency.

For customers preparing for a digitised world with online monitoring possibilities, the electronic control can provide such solutions from the beginning of each project.

Our core design focus continues being:

- High efficiency
- High reliability
- Fuel flexibility
- Low maintenance costs

MAN B&W engines are sold and built by our licensees (engine builders) placed worldwide.
MAN B&W Two-Stroke Engines

Engineering the Future – since 1758.
MAN Diesel & Turbo
MAN B&W Two-Stroke Engines

<table>
<thead>
<tr>
<th>Speed r/min</th>
<th>Engine type</th>
</tr>
</thead>
<tbody>
<tr>
<td>83.3-83.7</td>
<td>G90ME-S/G90ME-GI-S</td>
</tr>
<tr>
<td>76.9-78.3</td>
<td>S80ME-S/S80ME-GI-S</td>
</tr>
<tr>
<td>90.9-90.0</td>
<td>S70ME-S/S70ME-GI-S</td>
</tr>
<tr>
<td>103.4-102.9</td>
<td>S60ME-S/S60ME-GI-S</td>
</tr>
</tbody>
</table>

Engine power MW

<table>
<thead>
<tr>
<th>Type</th>
<th>Power range</th>
<th>Speed 50 Hz</th>
<th>Speed 60 Hz</th>
</tr>
</thead>
<tbody>
<tr>
<td>G90ME-S/G90ME-GI-S</td>
<td>34,300 – 67,680</td>
<td>83.3</td>
<td>83.7</td>
</tr>
<tr>
<td>S80ME-S/S80ME-GI-S</td>
<td>26,460 – 38,700</td>
<td>76.9</td>
<td>78.3</td>
</tr>
<tr>
<td>S70ME-S/S70ME-GI-S</td>
<td>19,250 – 26,160</td>
<td>90.9</td>
<td>90.0</td>
</tr>
<tr>
<td>S60ME-S/S60ME-GI-S</td>
<td>13,860 – 18,720</td>
<td>103.4</td>
<td>102.9</td>
</tr>
</tbody>
</table>

Technical data
For technical engine data for a specific project, please contact MAN Diesel & Turbo in Copenhagen, or the engine builder, listing the following input data:
- Name of site
- GPS coordinates
- Required total output, kWm or kWe
- Ambient temperature, min./max., °C
- Altitude above sea level, m
- Scavenge air coolant temperature min./max., °C
- Type of cooling water system, i.e. radiator cooling, central cooling or cooling tower
- Copy of fuel and fuel gas specifications
- Emission limits at site
MAN B&W Two-Stroke Engines

Definitions
MAN B&W two-stroke low speed engines are designed to provide optimum fuel flexibility and are an ideal source of power, whether operating on gas, liquid fuel or liquid biofuel.

Liquid fuels: HFO and diesel according to ISO 8217, crude biofuel, and crude oil.
Gaseous fuels: Natural gas, LNG, and ethane.
Liquid gas fuels: Methanol, LPG, DME, and ethanol.

Engine and GenSet power
Engine and generator power figures are stated in kW. Ratings are given according to ISO 3046-1:2002. The electrical power has been calculated based on a standard generator with a nominal efficiency of 97.5% and according to IEC 60034 in the corresponding power range and at a power factor of 0.9. This is for guidance only as it is to be confirmed by the selected generator maker.

Nominal rating
The engine ratings quoted are valid up to tropical conditions:
- Blower inlet temperature 45°C
- Blower inlet pressure 1,000 mbar
- Charge air coolant temperature 32°C

If the engine will operate under more demanding ambient conditions, please contact MAN Diesel & Turbo, Copenhagen or the engine builder.

Engine application
The engine ratings and speeds shown are based on generator drive application. For other drives, such as mechanical drive of mills, pumps, compressors, etc., please contact MAN Diesel & Turbo, Copenhagen, or the engine builder. The diesel generating set ratings and heat rates shown depend on the actual generator maker and are for guidance only.

Site specified rating
L ≥ site specified rating ≥ L
The engine may be operated without restriction at any load up to site specified rating. Operating at overload rating, i.e. 110% of the site specified rating, is permissible for one hour every 12 consecutive hours.
**MAN B&W Two-Stroke Engines**

**Engine heat rate and fuel oil consumption guarantee**
The figures specified in the tables are subject to a tolerance of ±5% and are given at 100% MCR while meeting the World Bank 2008 emission limits and according to ISO 3046/1-2002 ambient conditions:
- Blower inlet temperature 25°C
- Blower inlet pressure 1,000 mbar
- Charge air coolant temperature 25°C

If the engine is operated under other ambient conditions or if the engine is equipped with emission control systems, TCS and/or BCST, please contact MAN Diesel & Turbo, Copenhagen, or the engine builder.

All engine design criteria, for example heat load, bearing load and mechanical stress on the construction, are defined at 100% load, independent of the selected guarantee point. This means that turbocharger matching, engine adjustment and engine load calibration must also be performed at 100% load, independent of the guarantee point.

When choosing a specific fuel oil consumption (SFOC) guarantee at or below 100%, the tolerances, adjustment and calibration at 100% will affect engine running at the lower SFOC guarantee load point. This includes tolerances on measurement equipment, engine process control and turbocharger performance.

Consequently, SFOC guarantee tolerances are as follows:
- 5% tolerance for 100-85% engine load
- 6% tolerance for <85-65% engine load
- 7% tolerance for <65-50% engine load

Please note that the SFOC guarantee can only be given in one load point for stationary two-stroke engines.

Conversion between heat rate and SFOC can be found by applying the following formula:

\[
\text{SFOC [g/kWh]} = \frac{\text{Heat Rate [kJ/kWh]} \times 1000}{\text{LCV [kJ/kg]}}
\]

**Lubricating oil consumption**
The system oil consumption varies for the different engine sizes and operational patterns. Typical consumptions are in the range from negligible to 0.1 g/kWh.
MAN B&W Two-Stroke Engines

Cylinder oil consumption
Alpha ACC (Adaptive Cylinder-oil Control) is the lubrication mode for MAN B&W two-stroke engines that involves lube oil dosing proportional to the engine load and to the sulphur content in the fuel oil being burned. The specific minimum dosage for low-sulphur fuels is set to 0.6 g/kWh. The typical ACC dosage for a BN 100 cylinder oil is 0.3 g/kWh × S%.


Turbocharger selection
Two-stroke low speed engines can be delivered with MAN Diesel & Turbo, ABB Turbo Systems Ltd. or Mitsubishi Heavy Industries, Ltd. turbochargers as standard.

Engine design
ME-S design
Two-stroke diesel engines designed with electronic control of the combustion process (i.e. fuel injection timing, exhaust valve actuation) and the starting air valves and cylinder lubrication. These engines operate on liquid fuels only.

ME-GI-S design
Dual fuel engines operating on high-flashpoint gaseous fuel oil and pilot oil. These engines operate on any high-calorific gas that can be compressed to 300 bar or 400 bar at 45ºC and be injected into the combustion chamber in a single phase.

ME-LGI-S design
Dual fuel engines operate on low-flashpoint liquid gas fuels and pilot oil. For methanol the inlet pressure is 8 bar and for LPG the inlet pressure is 50 bar. Please contact MAN Diesel & Turbo or the engine builder for evaluations regarding ethane, LPG, methanol, biofuel or other fuels.

Guiding fuel specification
The engine data stated are valid using marine diesel oil or heavy fuel oil according to the guiding specification (maximum values at inlet to centrifuging plant):

Designation: ISO 8217 RMK700, with a sulphur content up to 3.5%

For operation on other fuel qualities, please contact MAN Diesel & Turbo, Copenhagen, or the engine builder.
**MAN B&W Two-Stroke Engines**

**Guiding biofuel specification (ref. 5755829-2)**

The values stated below are valid at the inlet to the centrifuge plant. Limit values may change if required by the engine conditions.

<table>
<thead>
<tr>
<th>Designation</th>
<th>Unit</th>
<th>Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Density at 15°C</td>
<td>kg/m³</td>
<td>Max. 1,010</td>
</tr>
<tr>
<td>Kinematic viscosity at 50°C</td>
<td>cSt</td>
<td>Max. 55</td>
</tr>
<tr>
<td>Flash point</td>
<td>°C</td>
<td>Min. 60</td>
</tr>
<tr>
<td>Carbon residue</td>
<td>% (m/m)</td>
<td>Max. 20</td>
</tr>
<tr>
<td>Ash</td>
<td>% (m/m)</td>
<td>Max. 0.15</td>
</tr>
<tr>
<td>Water</td>
<td>% (m/m)</td>
<td>Max. 1.0</td>
</tr>
<tr>
<td>Sulphur</td>
<td>% (m/m)</td>
<td>5.0</td>
</tr>
<tr>
<td>Phosphor</td>
<td>ppm (m/m)</td>
<td>Max. 15</td>
</tr>
<tr>
<td>Vanadium</td>
<td>ppm (m/m)</td>
<td>Max. 450</td>
</tr>
<tr>
<td>Aluminium/silicon</td>
<td>mg/kg</td>
<td>Max. 60</td>
</tr>
<tr>
<td>Sodium plus potassium</td>
<td>ppm (m/m)</td>
<td>Max. 200</td>
</tr>
<tr>
<td>Calcium</td>
<td>ppm (m/m)</td>
<td>Max. 200</td>
</tr>
<tr>
<td>Lead</td>
<td>ppm (m/m)</td>
<td>Max. 10</td>
</tr>
<tr>
<td>TAN (total acid number)</td>
<td>mg KOH/g</td>
<td>Max. 25</td>
</tr>
<tr>
<td>SAN (strong acid number)</td>
<td>mg KOH/g</td>
<td>Max. 0</td>
</tr>
</tbody>
</table>

*Iodine, phosphorus and sulphur content according to agreement with the manufacturer of the emission control system.*

You can ask MAN Diesel & Turbo or the engine builder for a copy of the specification No 5755829-2 at any time.

For other biofuel qualities, please contact MAN Diesel & Turbo.
## Designation

<table>
<thead>
<tr>
<th>Description</th>
<th>Minimum/Maximum</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lower calorific value (LCV)</td>
<td>MJ/kg</td>
<td>Min. 38</td>
</tr>
<tr>
<td>Gas methane number</td>
<td>No limit</td>
<td></td>
</tr>
<tr>
<td>Methane content (C\textsubscript{2}H\textsubscript{8})</td>
<td>% (mol)</td>
<td>Max. 82</td>
</tr>
<tr>
<td>Ethane (C\textsubscript{2}H\textsubscript{8})</td>
<td>% (mol)</td>
<td>Max. 15</td>
</tr>
<tr>
<td>Propane + butane (C\textsubscript{3}H\textsubscript{8}+C\textsubscript{4}H\textsubscript{10})</td>
<td>% (mol) (total)</td>
<td>Max. 5</td>
</tr>
<tr>
<td>Higher order hydrocarbons (C\textsubscript{5}H\textsubscript{12} and higher)</td>
<td>% (mol) (total)</td>
<td>Max. 1</td>
</tr>
<tr>
<td>Hydrogen sulphide (H\textsubscript{2}S) + carbonyl sulphide (COS)</td>
<td>mg/Nm\textsuperscript{3}</td>
<td>5 Max.</td>
</tr>
<tr>
<td>Water and hydrocarbon condensates</td>
<td>% volume</td>
<td>Max. 0</td>
</tr>
<tr>
<td>Gas inlet temperature</td>
<td>(°C)</td>
<td>45 ± 10</td>
</tr>
<tr>
<td>Gas pressure</td>
<td></td>
<td>According to MAN Diesel &amp; Turbo specification</td>
</tr>
</tbody>
</table>

If operation on maximum gas fuel is to be obtained. Below 38 a higher pilot fuel oil amount might be required.

You can ask MAN Diesel & Turbo or the engine builder for a copy of the specification No 5739463-6 at any time.

For other gas qualities, please contact MAN Diesel & Turbo, Copenhagen, or the engine builder.
**MAN B&W Two-Stroke Engines**

**Guiding methanol specification (ref. 5741809-8)**
The engine data stated are valid using liquid gas according to the guiding specification.

**Designation**

<table>
<thead>
<tr>
<th>Designation</th>
<th>Unit</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lower calorific value (LCV)</td>
<td>MJ/kg</td>
<td>Min. 19</td>
</tr>
<tr>
<td>Methanol (CH₃OH)</td>
<td>% volume</td>
<td>Min. 95</td>
</tr>
<tr>
<td>Water and hydrocarbon condensates</td>
<td>% volume</td>
<td>Max. 5</td>
</tr>
<tr>
<td>Acetone (CH₃COCH₃)</td>
<td>mg/Nm³</td>
<td>Max. 30</td>
</tr>
<tr>
<td>Chloride as Cl--</td>
<td>mg/Nm³</td>
<td>Max. 0.5</td>
</tr>
<tr>
<td>Sulphur (S)</td>
<td>mg/Nm³</td>
<td>Max. 0.5</td>
</tr>
<tr>
<td>Particles or solid size</td>
<td>μm</td>
<td>Max. 5</td>
</tr>
<tr>
<td>Gas pressure</td>
<td></td>
<td>According to MAN Diesel &amp; Turbo specification</td>
</tr>
</tbody>
</table>

You can ask MAN Diesel & Turbo or the engine builder for a copy of the specification No 5741809-8 at any time.

For other qualities, please contact MAN Diesel & Turbo, Copenhagen, or the engine builder.
MAN B&W Two-Stroke Engines

Guiding LPG specification (ref. 5741441-7))
The engine data stated are valid using liquid gas according to the guiding specification.

<table>
<thead>
<tr>
<th>Designation</th>
<th>Unit</th>
<th>Min.</th>
<th>Max.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lower calorific value (LCV)</td>
<td>MJ/kg</td>
<td></td>
<td>46</td>
</tr>
<tr>
<td>Methane</td>
<td>% (mol)</td>
<td></td>
<td>0.1</td>
</tr>
<tr>
<td>Ethane</td>
<td>% (mol)</td>
<td></td>
<td>12</td>
</tr>
<tr>
<td>Propane and butane</td>
<td>% (mol)</td>
<td></td>
<td>88</td>
</tr>
<tr>
<td>Higher-order hydrocarbons</td>
<td>% (mol)</td>
<td></td>
<td>3</td>
</tr>
<tr>
<td>1.3-Butadiene (C₄H₈)</td>
<td>% (mol)</td>
<td></td>
<td>0.1</td>
</tr>
<tr>
<td>Unsaturated hydrocarbons</td>
<td>% (mol)</td>
<td></td>
<td>11</td>
</tr>
<tr>
<td>Total evaporation residue</td>
<td>mg/kg</td>
<td></td>
<td>20</td>
</tr>
<tr>
<td>Free water at 15°C</td>
<td>–</td>
<td></td>
<td>Negative</td>
</tr>
<tr>
<td>Hydrogen sulphide (H₂S) + carbonyl sulphide (COS)</td>
<td>mg/Nm³</td>
<td></td>
<td>5</td>
</tr>
<tr>
<td>Gas pressure</td>
<td></td>
<td></td>
<td>According to MAN Diesel &amp; Turbo specification</td>
</tr>
</tbody>
</table>

You can ask MAN Diesel & Turbo or the engine builder for a copy of the specification No 5741441-7 at any time.

For other qualities, please contact MAN Diesel & Turbo, Copenhagen, or the engine builder.
**MAN B&W Two-Stroke Engines**

**Guiding ethane specification (ref. 5770829-7)**
The engine data stated are valid using gaseous gas according to the guiding specification.

<table>
<thead>
<tr>
<th>Designation</th>
<th>Unit</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lower calorific value (LCV)</td>
<td>MJ/kg</td>
<td>Min. 39</td>
</tr>
<tr>
<td>Methane</td>
<td>(% mol)</td>
<td>Max. 15</td>
</tr>
<tr>
<td>Ethane</td>
<td>(% mol)</td>
<td>Max. 85</td>
</tr>
<tr>
<td>Higher-order hydrocarbons</td>
<td>(% mol)</td>
<td>Max. 15</td>
</tr>
<tr>
<td>Nitrogen</td>
<td>(% mol)</td>
<td>Max. 15</td>
</tr>
<tr>
<td>Hydrogen sulphide (H₂S) + carbonyl sulphide (COS)</td>
<td>mg/Nm³</td>
<td>Max. 5</td>
</tr>
<tr>
<td>Gas pressure</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

You can ask MAN Diesel & Turbo or the engine builder for a copy of the specification No 5770829-7 at any time.

For other qualities, please contact MAN Diesel & Turbo, Copenhagen, or the engine builder.
MAN B&W Two-Stroke Engines

Two-stroke low speed engine of MAN B&W design in combined cycle
MAN B&W Two-Stroke Engines

Engine emissions
The data are valid for engines with emission control according to World Bank 2008. For guidance on how to meet lower emission levels, please contact MAN Diesel & Turbo, Copenhagen, or the engine builder.

Turbo compound system (TCS)
The turbo compound system, subject to the use of high-efficiency turbochargers, can be applied on both the G90 and S60 engine types. The use of a TCS system allows a reduction of up to 3% of the combined heat rate, depending on the site ambient conditions.

For detailed information, please contact MAN Diesel & Turbo, Copenhagen, or the engine builder.

Utilisation of the energy sources of the diesel engine
MAN B&W two-stroke low speed stationary diesel engines can be optimised to the following fields of energy production:

- District heating/cooling
- Freshwater

The diesel engine can provide energy for district heating/cooling or freshwater production utilising:

- Heat from scavenge air cooling
- Heat from jacket cooling
- Heat from lube oil cooling

For further technical information about this topic, please contact MAN Diesel & Turbo, Copenhagen, or the engine builder.

Extent of delivery
The final and binding extent of delivery of MAN B&W two-stroke diesel engines is to be supplied by our licensees, the engine builders, who are to be contacted in order to plan the execution of the actual project.

In order to facilitate negotiations between the end-user, contractor and engine maker, a guiding Extent of Delivery’ (EoD), is available. This specifies the recommendations for MAN Diesel & Turbo’s basic and optional executions for the engine proper, and it is subject to modification without notice in the interest of the technical progress.

Please note that the licensees may select a different extent of delivery as their standard.
MAN B&W Two-Stroke Engines

Engine type designation

7 G 90 M E -GI -S

- Design: S Stationary
- Fuel injection concept:
  - (blank) Fuel oil only
  - GI Gas injection high flash point gas fuel
  - LGI Gas injection for low flash point gas fuel
  - GIE Ethane gas injection
  - LGIM Liquid gas injection methanol
  - LGIP Liquid gas injection LPG
- Engine concept: ME Electronically controlled
- Diameter of piston in cm
- Stroke/bore ratio:
  - G ‘Green’ ultra long stroke
  - S Super long stroke
- Number of cylinders
**MAN B&W G90ME-S**

**Bore 900 mm, Stroke 3,260 mm**

Site Rating

- L₁: Power optimised
- L₂: Fuel economy optimised

### Fuel Oil

**Power and Heat Rate**

<table>
<thead>
<tr>
<th>Speed r/min</th>
<th>L₁</th>
<th>L₂</th>
</tr>
</thead>
<tbody>
<tr>
<td>83.3</td>
<td>kWₘ</td>
<td>kWₑ</td>
</tr>
<tr>
<td>83.7</td>
<td>kWₘ</td>
<td>kWₑ</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Frequency Hz</th>
<th>L₁</th>
<th>L₂</th>
</tr>
</thead>
<tbody>
<tr>
<td>50</td>
<td>kWₘ</td>
<td>kWₑ</td>
</tr>
<tr>
<td>60</td>
<td>kWₘ</td>
<td>kWₑ</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Layout points</th>
<th>L₁</th>
<th>L₂</th>
<th>L₁</th>
<th>L₂</th>
</tr>
</thead>
<tbody>
<tr>
<td>7 G90ME-S</td>
<td>39,340</td>
<td>38,357</td>
<td>34,300</td>
<td>33,443</td>
</tr>
<tr>
<td>8 G90ME-S</td>
<td>44,960</td>
<td>43,836</td>
<td>39,200</td>
<td>38,220</td>
</tr>
<tr>
<td>9 G90ME-S</td>
<td>50,580</td>
<td>49,316</td>
<td>44,100</td>
<td>42,998</td>
</tr>
<tr>
<td>10 G90ME-S</td>
<td>56,200</td>
<td>54,795</td>
<td>49,000</td>
<td>47,775</td>
</tr>
<tr>
<td>11 G90ME-S</td>
<td>61,820</td>
<td>60,275</td>
<td>53,900</td>
<td>52,553</td>
</tr>
<tr>
<td>12 G90ME-S</td>
<td>67,440</td>
<td>65,754</td>
<td>58,800</td>
<td>57,330</td>
</tr>
</tbody>
</table>

### Heat Rate at MCR

<table>
<thead>
<tr>
<th>kWₘ</th>
<th>kWₑ</th>
</tr>
</thead>
<tbody>
<tr>
<td>7,100</td>
<td>6,980</td>
</tr>
<tr>
<td>7,280</td>
<td>7,160</td>
</tr>
</tbody>
</table>

***Heat Rate at MCR***

<table>
<thead>
<tr>
<th>kWₘ</th>
<th>kWₑ</th>
</tr>
</thead>
<tbody>
<tr>
<td>6,980</td>
<td>7,100</td>
</tr>
</tbody>
</table>

---

According to WB 2008 emission limits

With TCS

Up to 3% heat rate reduction is obtainable depending on actual site ambient conditions.
## Specifications

### Dimensions:

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B₁</th>
<th>B₂</th>
<th>C</th>
<th>H₁</th>
<th>H₄</th>
</tr>
</thead>
<tbody>
<tr>
<td>mm</td>
<td>1,490</td>
<td>5,110</td>
<td>5,034</td>
<td>1,885</td>
<td>14,425</td>
<td>13,975</td>
</tr>
</tbody>
</table>

### Cylinders:

<table>
<thead>
<tr>
<th>Cylinders</th>
<th>Lₘᵡᵣ</th>
<th>mm</th>
</tr>
</thead>
<tbody>
<tr>
<td>7</td>
<td></td>
<td>12,855</td>
</tr>
<tr>
<td>8</td>
<td></td>
<td>14,345*</td>
</tr>
<tr>
<td>9</td>
<td></td>
<td>15,835*</td>
</tr>
<tr>
<td>10</td>
<td></td>
<td>18,040</td>
</tr>
<tr>
<td>11</td>
<td></td>
<td>19,530</td>
</tr>
<tr>
<td>12</td>
<td></td>
<td>21,020</td>
</tr>
</tbody>
</table>

### Dry mass

<table>
<thead>
<tr>
<th>G90ME-S</th>
<th>t</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1,162</td>
</tr>
</tbody>
</table>

*8-9-cylinder engines can be ordered with either divided or undivided crankshaft.

Data is given for undivided crankshaft.
**MAN B&W G90ME-GI-S**

**Bore 900 mm, Stroke 3,260 mm**

Site Rating

- **L₁**: Power optimised
- **L₂**: Fuel economy optimised

### Equivalent Gas + Pilot Fuel

**L₁ MEP**: 19.5 bar

<table>
<thead>
<tr>
<th>Layout points</th>
<th>Speed r/min</th>
<th>L₁ kWₘ</th>
<th>L₁ kWₑ</th>
<th>L₂ kWₘ</th>
<th>L₂ kWₑ</th>
</tr>
</thead>
<tbody>
<tr>
<td>7 G90ME-GI-S</td>
<td>83.3</td>
<td>39,340</td>
<td>38,357</td>
<td>34,300</td>
<td>33,443</td>
</tr>
<tr>
<td>8 G90ME-GI-S</td>
<td>83.7</td>
<td>44,960</td>
<td>43,836</td>
<td>39,200</td>
<td>38,220</td>
</tr>
<tr>
<td>9 G90ME-GI-S</td>
<td></td>
<td>50,580</td>
<td>49,316</td>
<td>44,100</td>
<td>42,998</td>
</tr>
<tr>
<td>10 G90ME-GI-S</td>
<td></td>
<td>56,200</td>
<td>54,795</td>
<td>49,000</td>
<td>47,775</td>
</tr>
<tr>
<td>11 G90ME-GI-S</td>
<td></td>
<td>61,820</td>
<td>60,275</td>
<td>53,900</td>
<td>52,553</td>
</tr>
<tr>
<td>12 G90ME-GI-S</td>
<td></td>
<td>67,440</td>
<td>65,754</td>
<td>58,800</td>
<td>57,330</td>
</tr>
</tbody>
</table>

### Heat Rate at MCR

<table>
<thead>
<tr>
<th>Heat Rate</th>
<th>kWₘ</th>
<th>kWₑ</th>
</tr>
</thead>
<tbody>
<tr>
<td>L₁</td>
<td>7,060</td>
<td>6,940</td>
</tr>
<tr>
<td>L₂</td>
<td>7,240</td>
<td>7,120</td>
</tr>
</tbody>
</table>

According to WB 2008 emission limits

**With TCS**

Up to 3% heat rate reduction is obtainable depending on actual site ambient conditions.
**Engine Dimensions**

**Specifications**

<table>
<thead>
<tr>
<th>Dimensions:</th>
<th>A</th>
<th>B₁</th>
<th>B₂</th>
<th>C</th>
<th>H₁</th>
<th>H₄</th>
</tr>
</thead>
<tbody>
<tr>
<td>mm</td>
<td>1,490</td>
<td>5,110</td>
<td>5,034</td>
<td>1,885</td>
<td>14,425</td>
<td>13,975</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Cylinders:</th>
<th>7</th>
<th>8</th>
<th>9</th>
<th>10</th>
<th>11</th>
<th>12</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lₘᵟᵢₙ mm</td>
<td>12,855</td>
<td>14,345*</td>
<td>15,835*</td>
<td>18,040</td>
<td>19,530</td>
<td>21,020</td>
</tr>
</tbody>
</table>

**Dry mass**

<table>
<thead>
<tr>
<th></th>
<th>G90ME-GI-S</th>
<th>t</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1,171</td>
<td>1,326</td>
</tr>
</tbody>
</table>

*8-9-cylinder engines can be ordered with either divided or undivided crankshaft. Data is given for undivided crankshaft.*
MAN B&W S80ME-S
Bore 800 mm, Stroke 3,450 mm

Site Rating

L₁ : Power optimised
L₂ : Fuel economy optimised

Fuel Oil

L1 MEP: 19.0 bar

Power and Heat Rate

<table>
<thead>
<tr>
<th>Speed r/min</th>
<th>76.9</th>
<th>78.3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frequency Hz</td>
<td>50</td>
<td>60</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Layout points</th>
<th>L₁</th>
<th>L₂</th>
<th>L₁</th>
<th>L₂</th>
</tr>
</thead>
<tbody>
<tr>
<td>kWₘ</td>
<td>kWₑ</td>
<td>kWₘ</td>
<td>kWₑ</td>
<td>kWₘ</td>
</tr>
<tr>
<td>7 S80ME-S</td>
<td>29,540</td>
<td>28,802</td>
<td>26,460</td>
<td>25,799</td>
</tr>
<tr>
<td>8 S80ME-S</td>
<td>33,760</td>
<td>32,916</td>
<td>30,240</td>
<td>29,484</td>
</tr>
<tr>
<td>9 S80ME-S</td>
<td>37,980</td>
<td>37,031</td>
<td>34,020</td>
<td>33,170</td>
</tr>
</tbody>
</table>

Heat Rate at MCR

| kJ/kWhₘ | 7,200 | 7,100 | 7,200 | 7,100 |
| kJ/kWhₑ | 7,380 | 7,280 | 7,380 | 7,280 |

According to WB 2008 emission limits

With TCS

Up to 3% heat rate reduction is obtainable depending on actual site ambient conditions.
MAN B&W S80ME-S

Engine Dimensions

Specifications

Dimensions:

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B₁</th>
<th>B₂</th>
<th>C</th>
<th>H₁</th>
<th>H₂</th>
<th>H₃</th>
</tr>
</thead>
<tbody>
<tr>
<td>mm</td>
<td>1,334</td>
<td>5,180</td>
<td>5,374</td>
<td>1,890</td>
<td>15,175</td>
<td>13,925</td>
<td>13,800</td>
</tr>
</tbody>
</table>

Cylinders:

<table>
<thead>
<tr>
<th></th>
<th>Lₘᵟᵟₙ</th>
<th>C</th>
</tr>
</thead>
<tbody>
<tr>
<td>mm</td>
<td>11,434</td>
<td>12,768</td>
</tr>
</tbody>
</table>

Dry mass

<table>
<thead>
<tr>
<th></th>
<th>S80ME-S</th>
</tr>
</thead>
<tbody>
<tr>
<td>t</td>
<td>933</td>
</tr>
</tbody>
</table>
MAN B&W S80ME-GI-S

Bore 800 mm, Stroke 3,450 mm

Site Rating

\[ L_1 : \text{Power optimised} \]

\[ L_2 : \text{Fuel economy optimised} \]

Equivalent Gas + Pilot Fuel

Power and Heat Rate

\[
\begin{array}{cccccccc}
\text{Layout points} & \text{Speed r/min} & 76.9 & 78.3 \\
& \text{Frequency Hz} & 50 & 60 \\
& \text{kW_m} & \text{kW_e} & \text{kW_m} & \text{kW_e} & \text{kW_m} & \text{kW_e} & \text{kW_m} & \text{kW_e} \\
7 \text{ S80ME-GI-S} & 29,540 & 28,802 & 26,460 & 25,799 & 30,100 & 29,348 & 26,950 & 26,276 \\
8 \text{ S80ME-GI-S} & 33,760 & 32,916 & 30,240 & 29,484 & 34,400 & 33,540 & 30,800 & 30,030 \\
9 \text{ S80ME-GI-S} & 37,980 & 37,031 & 34,020 & 33,170 & 38,700 & 37,733 & 34,650 & 33,784 \\
\end{array}
\]

Heat Rate at MCR

\[
\begin{array}{cccc}
\text{kJ/kWh_m} & 7,160 & 7,060 & 7,160 & 7,060 \\
\text{kJ/kWh_e} & 7,340 & 7,240 & 7,340 & 7,240 \\
\end{array}
\]

According to WB 2008 emission limits

With TCS

Up to 3% heat rate reduction is obtainable depending on actual site ambient conditions.
Specifications

Dimensions:

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B₁</th>
<th>B₂</th>
<th>C</th>
<th>H₁</th>
<th>H₂</th>
<th>H₃</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>mm</td>
<td>1,334</td>
<td>5,180</td>
<td>5,374</td>
<td>1,890</td>
<td>15,175</td>
<td>13,925</td>
</tr>
</tbody>
</table>

Cylinders:

<table>
<thead>
<tr>
<th>Cylinders</th>
<th>Lₘᵟᵢₙ</th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>7</td>
<td>11,434</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>12,768</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>14,102</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Dry mass

<table>
<thead>
<tr>
<th></th>
<th>S80ME-GI-S</th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>t</td>
<td>941</td>
<td>1,052</td>
<td>1,163</td>
<td></td>
</tr>
</tbody>
</table>
MAN B&W S70ME-S

Bore 700 mm, Stroke 2,800 mm

Site Rating

L₁: Power optimised
L₂: Fuel economy optimised

Fuel Oil

Power and Heat Rate

<table>
<thead>
<tr>
<th>Speed r/min</th>
<th>90.9</th>
<th>90.0</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frequency Hz</td>
<td>50</td>
<td>60</td>
</tr>
<tr>
<td>Layout points</td>
<td>L₁</td>
<td>L₂</td>
</tr>
<tr>
<td></td>
<td>kWₘ</td>
<td>kWₑ</td>
</tr>
<tr>
<td>7 S70ME-S</td>
<td>22,890</td>
<td>22,318</td>
</tr>
<tr>
<td>8 S70ME-S</td>
<td>26,160</td>
<td>25,506</td>
</tr>
</tbody>
</table>

Heat Rate at MCR

<table>
<thead>
<tr>
<th>kJ/kWhₘ</th>
<th>7,200</th>
<th>7,040</th>
<th>7,200</th>
<th>7,040</th>
</tr>
</thead>
<tbody>
<tr>
<td>kJ/kWhₑ</td>
<td>7,380</td>
<td>7,220</td>
<td>7,380</td>
<td>7,220</td>
</tr>
</tbody>
</table>

According to WB 2008 emission limits

With TCS

Up to 3% heat rate reduction is obtainable depending on actual site ambient conditions.
### Engine Dimensions

**Specifications**

<table>
<thead>
<tr>
<th>Dimensions:</th>
<th>A</th>
<th>B₁</th>
<th>B₂</th>
<th>C</th>
<th>H₁</th>
<th>H₄</th>
</tr>
</thead>
<tbody>
<tr>
<td>mm</td>
<td>1,098</td>
<td>4,012</td>
<td>4,140</td>
<td>1,520</td>
<td>12,500</td>
<td>11,750</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Cylinders:</th>
<th>7</th>
<th>8</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lₘᵟᵣ₅</td>
<td>9,641</td>
<td>10,739</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Dry mass</th>
<th>S70ME-S</th>
<th>t</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>563</td>
<td>634</td>
</tr>
</tbody>
</table>
### MAN B&W S70ME-GI-S

**Bore 700 mm, Stroke 2,800 mm**

Site Rating:
- L₁: Power optimised
- L₂: Fuel economy optimised

### Equivalant Gas + Pilot Fuel

**L₁ MEP:** 20.0 bar

#### Power and Heat Rate

<table>
<thead>
<tr>
<th>Speed r/min</th>
<th>90.9</th>
<th>90.0</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frequency Hz</td>
<td>50</td>
<td>60</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Layout points</th>
<th>L₁</th>
<th>L₂</th>
<th>L₁</th>
<th>L₂</th>
</tr>
</thead>
<tbody>
<tr>
<td>kW₀m</td>
<td>kW₀e</td>
<td>kW₀m</td>
<td>kW₀e</td>
<td>kW₀m</td>
</tr>
<tr>
<td>7 S70ME-GI-S</td>
<td>22,890</td>
<td>22,318</td>
<td>19,460</td>
<td>18,974</td>
</tr>
<tr>
<td>8 S70ME-GI-S</td>
<td>26,160</td>
<td>25,506</td>
<td>22,240</td>
<td>21,684</td>
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</table>

#### Heat Rate at MCR

<table>
<thead>
<tr>
<th>kJ/kWh₀m</th>
<th>7,160</th>
<th>7,000</th>
<th>7,160</th>
<th>7,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>kJ/kWh₀e</td>
<td>7,340</td>
<td>7,180</td>
<td>7,340</td>
<td>7,180</td>
</tr>
</tbody>
</table>

*According to WB 2008 emission limits*

#### With TCS

Up to 3% heat rate reduction is obtainable depending on actual site ambient conditions.
**Engine Dimensions**

**MAN B&W S70ME-GI-S**

<table>
<thead>
<tr>
<th>Specifications</th>
<th>Dimensions:</th>
<th>A</th>
<th>B₁</th>
<th>B₂</th>
<th>C</th>
<th>H₁</th>
<th>H₄</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>mm</td>
<td>1,098</td>
<td>4,012</td>
<td>4,140</td>
<td>1,520</td>
<td>12,500</td>
<td>11,750</td>
</tr>
</tbody>
</table>

| Cylinders:     | 7           | 8   |
|                | mm          | 9,641 | 10,739 |

| Dry mass       | S70ME-GI-S  | t  |     |
|                |             | 570 | 641 |

**WB 2008**
MAN B&W S60ME-S

Bore 600 mm, Stroke 2,400 mm

Site Rating

L₁: Power optimised
L₂: Fuel economy optimised

Fuel Oil

L₁ MEP: 20.0 bar

Power and Heat Rate

<table>
<thead>
<tr>
<th>Speed r/min</th>
<th>103.4</th>
<th>102.9</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frequency Hz</td>
<td>50</td>
<td>60</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Layout points</th>
<th>L₁</th>
<th>L₂</th>
<th>L₁</th>
<th>L₂</th>
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<tbody>
<tr>
<td></td>
<td>kWₘ</td>
<td>kWₑ</td>
<td>kWₘ</td>
<td>kWₑ</td>
</tr>
<tr>
<td>7 S60ME-S</td>
<td>16,380</td>
<td>15,971</td>
<td>13,930</td>
<td>13,582</td>
</tr>
<tr>
<td>8 S60ME-S</td>
<td>18,720</td>
<td>18,252</td>
<td>15,920</td>
<td>15,522</td>
</tr>
</tbody>
</table>

Heat Rate at MCR

| kJ/kWhₘ | 7,200 | 7,040 | 7,200 | 7,040 |
| kJ/kWhₑ | 7,380 | 7,220 | 7,380 | 7,220 |

According to WB 2008 emission limits

With TCS

Up to 3% heat rate reduction is obtainable depending on actual site ambient conditions.
MAN B&W S60ME-S

Engine Dimensions

Specifications

<table>
<thead>
<tr>
<th>Dimensions:</th>
<th>A</th>
<th>B_1</th>
<th>B_2</th>
<th>C</th>
<th>H_1</th>
<th>H_2</th>
<th>H_3</th>
</tr>
</thead>
<tbody>
<tr>
<td>mm</td>
<td>940</td>
<td>3,440</td>
<td>3,520</td>
<td>1,300</td>
<td>10,500</td>
<td>10,000</td>
<td>9,775</td>
</tr>
</tbody>
</table>

Cylinders: 7 8

L_{min} mm

8,320 9,260

Dry mass

S60ME-S t

369 425
MAN B&W S60ME-GI-S
Bore 600 mm, Stroke 2,400 mm

Site Rating

$L_1$ : Power optimised

$L_2$ : Fuel economy optimised

Equivalent Gas + Pilot Fuel

L1 MEP: 20.0 bar

Power and Heat Rate

<table>
<thead>
<tr>
<th>Speed r/min</th>
<th>103.4</th>
<th>102.9</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frequency Hz</td>
<td>50</td>
<td>60</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Layout points</th>
<th>$L_1$</th>
<th>$L_2$</th>
<th>$L_1$</th>
<th>$L_2$</th>
</tr>
</thead>
<tbody>
<tr>
<td>kW$_m$</td>
<td>16,380</td>
<td>15,971</td>
<td>13,930</td>
<td>13,582</td>
</tr>
<tr>
<td>kW$_e$</td>
<td>16,310</td>
<td>15,902</td>
<td>13,860</td>
<td>13,514</td>
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</table>

<table>
<thead>
<tr>
<th>Heat Rate at MCR</th>
</tr>
</thead>
<tbody>
<tr>
<td>kJ/kWh$_m$</td>
</tr>
<tr>
<td>kJ/kWh$_e$</td>
</tr>
</tbody>
</table>

According to WB 2008 emission limits

With TCS

Up to 3% heat rate reduction is obtainable depending on actual site ambient conditions.
# Engine Dimensions

## Specifications

<table>
<thead>
<tr>
<th>Dimensions:</th>
<th>A (mm)</th>
<th>B₁ (mm)</th>
<th>B₂ (mm)</th>
<th>C (mm)</th>
<th>H₁ (mm)</th>
<th>H₂ (mm)</th>
<th>H₃ (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>940</td>
<td>3,440</td>
<td>3,520</td>
<td>1,300</td>
<td>10,500</td>
<td>10,000</td>
<td>9,775</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Cylinders:</th>
<th>Lₘᵢₙ (mm)</th>
<th>7</th>
<th>8</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>8,320</td>
<td>9,260</td>
<td></td>
</tr>
</tbody>
</table>

| Dry mass    | S60ME-GI-S | t | 375 | 432 |
GET THE APP
DOWNLOAD THE ENGINE PROGRAMME APP
ON THE APP STORE OR GOOGLE PLAY
### MAN Four-Stroke Small Bore GenSets

<table>
<thead>
<tr>
<th>Speed rpm</th>
<th>Engine type</th>
<th>Electric power range</th>
<th>Speed range</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>720-750</td>
<td>V28/32S</td>
<td>3,517 – 4,133</td>
<td>720 – 750</td>
<td>40</td>
</tr>
<tr>
<td>720-750</td>
<td>L28/32S</td>
<td>1,008 – 1,921</td>
<td>720 – 750</td>
<td>41</td>
</tr>
<tr>
<td>720-750</td>
<td>L28/32S-DF</td>
<td>950 – 1,710</td>
<td>720 – 750</td>
<td>42</td>
</tr>
<tr>
<td>720-750</td>
<td>L27/38S</td>
<td>1,455 – 2,881</td>
<td>720 – 750</td>
<td>43</td>
</tr>
<tr>
<td>720-750-900</td>
<td>L23/30S</td>
<td>682 – 1,344</td>
<td>720 – 750 – 900</td>
<td>44</td>
</tr>
<tr>
<td>720-750-900</td>
<td>L23/30S-DF</td>
<td>600 – 1,152</td>
<td>720 – 750 – 900</td>
<td>45</td>
</tr>
<tr>
<td>900-1,000</td>
<td>L21/31S</td>
<td>960 – 1,921</td>
<td>900 – 1,000</td>
<td>46</td>
</tr>
</tbody>
</table>

#### Engine type designation

**9L28/32S-DF**

- Dual fuel
- Type of application
- Stroke in cm
- Bore in cm
- L or V version
- Number of cylinders
MAN Four-Stroke Small Bore GenSets

Engine programme
These well-established engine types are used in various applications all around the world. Based on long-term experience, the engines are subject to continuous development to improve power, emissions, fuel consumption and reliability, making them the ‘work horse’ in your power house.

Full fuel flexibility
MAN four-stroke small bore diesel engines are designed to offer the optimum in fuel flexibility. The engines are the ideal source of power whether you want to build a ‘green power plant’ burning liquid bio fuels or you need power from crude oil. Please contact MAN Diesel & Turbo for further information.

Liquid fuels: diesel, HFO, liquid bio fuel and crude oil.

GenSet power
The GenSet power is stated in kW on alternator. Ratings are given according to ISO 3046-1:2002.

The electrical power quoted is based on a normal alternator efficiency in the corresponding power range and a power factor of 1.0. The maximum output varies according to the site conditions.

Emission control
All small bore engines in this booklet comply with the World Bank 1998 & 2007/2008 guidelines for power plants < 300 MWth thermal fuel input. All small bore four-stroke engines comply with the latest World Bank guidelines. Engines with even lower NOx values are available on request. MAN Diesel & Turbo is prepared to deliver NOx as well as SOx and particle reduction systems.
MAN Four-Stroke Small Bore GenSets

Heat rate
The figures are given for 100% load and without engine driven pumps. Attached pumps will result in an increased fuel consumption. The tolerance for guarantee is +5%. Please note that the increase in fuel consumption must be considered before the tolerance for guarantee is taken into account. Basis for reference conditions, see section: ‘Ambient conditions according to ISO 3046-1:2002’

Conversion between heat rate and specific fuel oil consumption (SFOC) is found by applying the following formular:

\[
SFOC \,[g/kWh] = \frac{\text{Heat Rate} \,[kJ/Kwh] \times 1000}{LCV \,[kJ/kg]}
\]

The SFOC figures for engines in diesel operation are based on a lower calorific value (LCV) of the fuel of 42,700 kJ/kg.

Ambient conditions according to ISO 3046-1:2002
The stated consumption figures refer to the following reference conditions according to ISO 3046-1:

- Ambient air pressure 100 kPa (1,000 mbar)
- Ambient air temperature 298 K (25°C)
- Charge air temperature According to engine type, corresponding to 25°C cooling water temperature before charge air cooler.

Masses and dimensions
The masses stated correspond to the complete unit (including alternator). The total weight varies depending on the alternator make. All masses given are without lube oil and cooling water. Dimensions and weights are given for guidance only and are subject to change without notice. The length of the GenSet unit depends on the alternator make.
MAN Four-Stroke Small Bore GenSets

Small power plant development – partner concept
MAN Diesel & Turbo has more than 20 years of experience in building small power plants with our worldwide partners. A small power plant usually means a plant with single or multiple units of approximately 1-4 MW/unit. The basic idea of the concept is to keep overall costs as low as possible by working with a high degree of standardisation and using as much local equipment and manpower as possible.

‘Low costs for us – low costs for you’

The partner concept is basically a concept where we work with local or international partners, who then build power plants based on our GenSets and our basic documentation and engineering. The remaining plant equipment and civil works are then delivered either by the partner or the customer, as the case may be.

MAN Diesel & Turbo has a great interest in maintaining the relevant standard and quality of all plants equipped with our GenSets.

For this reason, we provide partners and customers with our standard documentation, enabling the builder to complete the plant and the user to operate the plant successfully.
**MAN V28/32S**

<table>
<thead>
<tr>
<th>Spec</th>
<th>WB 2007</th>
<th>WB 2008</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Bore 280 mm, Stroke 320 mm</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Engine speed</td>
<td>750</td>
<td>720</td>
</tr>
<tr>
<td>Frequency</td>
<td>50</td>
<td>60</td>
</tr>
<tr>
<td>Electr. GenSet power</td>
<td>3,674</td>
<td>3,517</td>
</tr>
<tr>
<td><strong>16V</strong></td>
<td></td>
<td></td>
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<tr>
<td><strong>18V</strong></td>
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</tr>
<tr>
<td><strong>Engine speed</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Frequency</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Electr. GenSet power</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Liquid fuel (WB2007/2008)</strong></td>
<td>8,142</td>
<td>8,134</td>
</tr>
<tr>
<td><strong>Lube Oil Consumption</strong></td>
<td>1.5-3.0</td>
<td>1.6-3.4</td>
</tr>
<tr>
<td><strong>Nominal generator efficiency</strong></td>
<td>97.7%</td>
<td></td>
</tr>
<tr>
<td><strong>GenSet Dimensions</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>6,116</td>
<td>6,626</td>
</tr>
<tr>
<td>B</td>
<td>3,822</td>
<td>4,081</td>
</tr>
<tr>
<td>C</td>
<td>9,938</td>
<td>10,707</td>
</tr>
<tr>
<td>W</td>
<td>2,470</td>
<td>2,470</td>
</tr>
<tr>
<td>H</td>
<td>3,574</td>
<td>3,574</td>
</tr>
<tr>
<td>Dry mass</td>
<td>62.2</td>
<td>70.8</td>
</tr>
</tbody>
</table>

Weights and dimensions are subject to final application.
**Man L28/32S**

**Bore 280 mm, Stroke 320 mm**

<table>
<thead>
<tr>
<th></th>
<th>5L</th>
<th>6L</th>
<th>7L</th>
<th>8L</th>
<th>9L</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engine speed</td>
<td>rpm</td>
<td>750</td>
<td>720</td>
<td>750</td>
<td>720</td>
</tr>
<tr>
<td>Frequency</td>
<td>Hz</td>
<td>50</td>
<td>60</td>
<td>50</td>
<td>60</td>
</tr>
<tr>
<td>Electr. GenSet power</td>
<td>kW</td>
<td>1,056</td>
<td>1,008</td>
<td>1,267</td>
<td>1,210</td>
</tr>
</tbody>
</table>

**Electr. GenSet Heat Rate at 100% Load**

Liquid fuel (WB2007/2008) kJ/kWh

<table>
<thead>
<tr>
<th></th>
<th>5L</th>
<th>6L</th>
<th>7L</th>
<th>8L</th>
<th>9L</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Lube Oil Consumption** kg/h

<table>
<thead>
<tr>
<th></th>
<th>5L</th>
<th>6L</th>
<th>7L</th>
<th>8L</th>
<th>9L</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>0.7-1.1</td>
<td>0.8-1.3</td>
<td>0.9-1.5</td>
<td>1.0-1.8</td>
<td>1.2-2.0</td>
</tr>
</tbody>
</table>

*Nominal generator efficiency is 96% for 5L, 6L, 7L and 97% for 8L, 9L*

**GenSet Dimensions**

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>W</th>
<th>H</th>
<th>Dry mass</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>mm</td>
<td>mm</td>
<td>mm</td>
<td>mm</td>
<td>mm</td>
<td>t</td>
</tr>
<tr>
<td>Engine speed</td>
<td>4,279</td>
<td>2,400</td>
<td>6,679</td>
<td>2,370</td>
<td>2,684</td>
<td>32.6</td>
</tr>
<tr>
<td>Frequency</td>
<td>4,759</td>
<td>2,510</td>
<td>7,269</td>
<td>2,370</td>
<td>2,684</td>
<td>36.3</td>
</tr>
<tr>
<td>Electr. GenSet power</td>
<td>5,499</td>
<td>2,680</td>
<td>8,179</td>
<td>2,390</td>
<td>2,874</td>
<td>39.4</td>
</tr>
<tr>
<td></td>
<td>5,979</td>
<td>2,770</td>
<td>8,749</td>
<td>2,419</td>
<td>2,874</td>
<td>40.7</td>
</tr>
<tr>
<td></td>
<td>6,199</td>
<td>2,690</td>
<td>8,889</td>
<td>2,489</td>
<td>3,034</td>
<td>47.1</td>
</tr>
</tbody>
</table>

*Weights and dimensions are subject to final application*
MAN L28/32S-DF

Bore 280 mm, Stroke 320 mm

<table>
<thead>
<tr>
<th>Engine speed (rpm)</th>
<th>5L</th>
<th>6L</th>
<th>7L</th>
<th>8L</th>
<th>9L</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>750</td>
<td>720</td>
<td>750</td>
<td>720</td>
<td>750</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Frequency (Hz)</th>
<th>50</th>
<th>60</th>
<th>50</th>
<th>60</th>
<th>50</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>50</td>
<td>60</td>
<td>50</td>
<td>60</td>
<td>50</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Electr. GenSet power (kW)</th>
<th>5L</th>
<th>6L</th>
<th>7L</th>
<th>8L</th>
<th>9L</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>960</td>
<td>960</td>
<td>1,152</td>
<td>1,152</td>
<td>1,344</td>
</tr>
</tbody>
</table>

Electr. GenSet Heat Rate at 100% Load

<table>
<thead>
<tr>
<th>Gas fuel (WB1998)</th>
<th>kW</th>
<th>kW</th>
<th>kW</th>
<th>kW</th>
<th>kW</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>9,168</td>
<td>9,168</td>
<td>9,168</td>
<td>9,168</td>
<td>9,168</td>
</tr>
</tbody>
</table>

Tolerance +10%. Please note that the additions to fuel consumption must be considered before the tolerance is taken into account.

WB2007/2008 on request.

Lube Oil Consumption (kg/h)

<table>
<thead>
<tr>
<th></th>
<th>0.6-1.0</th>
<th>0.7-1.2</th>
<th>0.8-1.4</th>
<th>1.0-1.6</th>
<th>1.0-1.8</th>
</tr>
</thead>
</table>
| Nominal generator efficiency is 96% for 5L,6L,7L and 97% for 8L,9L

GenSet Dimensions

| A | mm | 4,321 | 4,801 | 5,281 | 5,761 | 6,241 |
| B | mm | 2,400 | 2,510 | 2,680 | 2,770 | 2,690 |
| C | mm | 6,721 | 7,311 | 7,961 | 8,531 | 8,931 |
| W | mm | 2,463 | 2,463 | 2,463 | 2,463 | 2,463 |
| H | mm | 2,835 | 3,009 | 3,009 | 3,009 | 3,009 |
| Dry mass | t | 32.6 | 36.3 | 39.4 | 40.7 | 47.1 |

Weights and dimensions are subject to final application.
# MAN L27/38S

**WB 2007** **WB 2008**

<table>
<thead>
<tr>
<th>Bore 270 mm, Stroke 380 mm</th>
<th>5L</th>
<th>6L</th>
<th>7L</th>
<th>8L</th>
<th>9L</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engine speed (rpm)</td>
<td>750</td>
<td>720</td>
<td>750</td>
<td>720</td>
<td>750</td>
</tr>
<tr>
<td>Frequency (Hz)</td>
<td>50</td>
<td>60</td>
<td>50</td>
<td>60</td>
<td>50</td>
</tr>
<tr>
<td>Electr. GenSet power (kW)</td>
<td>1,552</td>
<td>1,455</td>
<td>1,921</td>
<td>1,921</td>
<td>2,241</td>
</tr>
</tbody>
</table>

**Electr. GenSet Heat Rate at 100% Load**

<table>
<thead>
<tr>
<th>Liquid fuel (WB2007/2008)</th>
<th>kW</th>
<th>kW</th>
<th>kW</th>
<th>kW</th>
<th>kW</th>
<th>kW</th>
<th>kW</th>
<th>kW</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>8,056</td>
<td>8,012</td>
<td>8,056</td>
<td>8,012</td>
<td>8,056</td>
<td>8,012</td>
<td>8,056</td>
<td>8,012</td>
</tr>
</tbody>
</table>

**Lube Oil Consumption (kg/h)**

<table>
<thead>
<tr>
<th>Range</th>
<th>0.7-1.3</th>
<th>0.8-1.6</th>
<th>0.9-1.8</th>
<th>1.1-2.1</th>
<th>1.2-2.4</th>
</tr>
</thead>
</table>

**Nominal generator efficiency 97%**

**GenSet Dimensions**

<table>
<thead>
<tr>
<th>Dimension</th>
<th>Value (mm)</th>
<th>Value (mm)</th>
<th>Value (mm)</th>
<th>Value (mm)</th>
<th>Value (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>4,346</td>
<td>4,791</td>
<td>5,236</td>
<td>5,681</td>
<td>6,126</td>
</tr>
<tr>
<td>B</td>
<td>2,486</td>
<td>2,766</td>
<td>2,766</td>
<td>2,986</td>
<td>2,986</td>
</tr>
<tr>
<td>C</td>
<td>6,832</td>
<td>7,557</td>
<td>8,002</td>
<td>8,667</td>
<td>9,112</td>
</tr>
<tr>
<td>W</td>
<td>2,293</td>
<td>2,293</td>
<td>2,420</td>
<td>2,420</td>
<td>2,420</td>
</tr>
<tr>
<td>H</td>
<td>3,712</td>
<td>3,712</td>
<td>3,899</td>
<td>3,899</td>
<td>3,899</td>
</tr>
<tr>
<td>Dry mass</td>
<td>40.0</td>
<td>44.5</td>
<td>50.4</td>
<td>58.2</td>
<td>64.7</td>
</tr>
</tbody>
</table>

Weights and dimensions are subject to final application.
MAN L23/30S

<table>
<thead>
<tr>
<th>Bore 225 mm, Stroke 300 mm</th>
<th>5L</th>
<th>6L</th>
<th>7L</th>
<th>8L</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engine speed (rpm)</td>
<td>750</td>
<td>720</td>
<td>750</td>
<td>900</td>
</tr>
<tr>
<td>Frequency (Hz)</td>
<td>50</td>
<td>60</td>
<td>50</td>
<td>60</td>
</tr>
<tr>
<td>Electr. GenSet power (kW)</td>
<td>710</td>
<td>682</td>
<td>852</td>
<td>1,008</td>
</tr>
</tbody>
</table>

Electr. GenSet Heat Rate at 100% load

Liquid fuel (WB2007/2008) kJ/kWh

<table>
<thead>
<tr>
<th>Bore 225 mm, Stroke 300 mm</th>
<th>5L</th>
<th>6L</th>
<th>7L</th>
<th>8L</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engine speed (rpm)</td>
<td>-</td>
<td>-</td>
<td>900</td>
<td>900</td>
</tr>
<tr>
<td>Frequency (Hz)</td>
<td>-</td>
<td>-</td>
<td>60</td>
<td>60</td>
</tr>
<tr>
<td>Electr. GenSet power (kW)</td>
<td>-</td>
<td>-</td>
<td>1,008</td>
<td>1,176</td>
</tr>
</tbody>
</table>

Electr. GenSet Heat Rate at 100% load

Liquid fuel (WB2007/2008) kJ/kWh

<table>
<thead>
<tr>
<th>Lube Oil Consumption (kg/h)</th>
<th>0.4-0.7</th>
<th>0.5-1.0</th>
<th>0.6-1.2</th>
<th>0.7-1.4</th>
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</table>

Nominal generator efficiency 96%

GenSet Dimensions

<table>
<thead>
<tr>
<th>Cyl. No.</th>
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<th>6</th>
<th>6</th>
<th>7</th>
<th>7</th>
<th>8</th>
<th>8</th>
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<tbody>
<tr>
<td>r/min</td>
<td>720/750</td>
<td>720/750</td>
<td>900</td>
<td>720/750</td>
<td>900</td>
<td>720/750</td>
<td>900</td>
</tr>
<tr>
<td>A</td>
<td>3,369</td>
<td>3,738</td>
<td>3,738</td>
<td>4,109</td>
<td>4,109</td>
<td>4,475</td>
<td>4,475</td>
</tr>
<tr>
<td>B</td>
<td>2,155</td>
<td>2,265</td>
<td>2,265</td>
<td>2,395</td>
<td>2,395</td>
<td>2,480</td>
<td>2,340</td>
</tr>
<tr>
<td>C</td>
<td>5,524</td>
<td>6,004</td>
<td>6,004</td>
<td>6,504</td>
<td>6,504</td>
<td>6,959</td>
<td>6,815</td>
</tr>
<tr>
<td>W</td>
<td>1,690</td>
<td>1,690</td>
<td>1,768</td>
<td>1,715</td>
<td>1,888</td>
<td>1,715</td>
<td>1,888</td>
</tr>
<tr>
<td>H</td>
<td>2,402</td>
<td>2,402</td>
<td>2,466</td>
<td>2,466</td>
<td>2,466</td>
<td>2,466</td>
<td>2,466</td>
</tr>
<tr>
<td>Dry mass (t)</td>
<td>18.5</td>
<td>19.7</td>
<td>19.7</td>
<td>23.0</td>
<td>23.0</td>
<td>25.5</td>
<td>25.5</td>
</tr>
</tbody>
</table>

Weights and dimensions are subject to final application
**MAN L23/30S-DF**

<table>
<thead>
<tr>
<th>Bore 225 mm, Stroke 300 mm</th>
<th>5L</th>
<th>6L</th>
<th>7L</th>
<th>8L</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engine speed (rpm)</td>
<td>750</td>
<td>720</td>
<td>900</td>
<td>750</td>
</tr>
<tr>
<td>Frequency (Hz)</td>
<td>50</td>
<td>60</td>
<td>60</td>
<td>50</td>
</tr>
<tr>
<td>Electr. GenSet power (kW)</td>
<td>600</td>
<td>600</td>
<td>720</td>
<td>720</td>
</tr>
</tbody>
</table>

**Electr. GenSet Heat Rate at 100% load**

Gas fuel (WB1998) kJ/kWh: 9,284, 9,284, 9,284, 9,284, 9,284, 9,284, 9,284, 9,284, 9,284

Tolerance +10%. Please note that the additions to fuel consumption must be considered before the tolerance is taken into account.

WB2007/2008 on request.

<table>
<thead>
<tr>
<th>Bore 225 mm, Stroke 300 mm</th>
<th>5L</th>
<th>6L</th>
<th>7L</th>
<th>8L</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engine speed (rpm)</td>
<td>-</td>
<td>900</td>
<td>900</td>
<td>900</td>
</tr>
<tr>
<td>Frequency (Hz)</td>
<td>-</td>
<td>60</td>
<td>60</td>
<td>60</td>
</tr>
<tr>
<td>Electr. GenSet power (kW)</td>
<td>-</td>
<td>1,008</td>
<td>1,176</td>
<td>1,344</td>
</tr>
</tbody>
</table>

**Electr. GenSet Heat Rate at 100% load**

Gas fuel (WB1998) kJ/kWh: - 9,284, 9,284, 9,284

Tolerance +10%. Please note that the additions to fuel consumption must be considered before the tolerance is taken into account.

WB2007/2008 on request.

**Lube Oil Consumption** kg/h: 0.4-0.7, 0.5-1.0, 0.6-1.2, 0.7-1.4

**Nominal generator efficiency 96%**

**GenSet Dimensions**

<table>
<thead>
<tr>
<th>Cyl. No.</th>
<th>5</th>
<th>6</th>
<th>6</th>
<th>7</th>
<th>7</th>
<th>8</th>
<th>8</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>r/min</td>
<td>720/750</td>
<td>720/750</td>
<td>900</td>
<td>720/750</td>
<td>900</td>
<td>720/750</td>
</tr>
<tr>
<td>A</td>
<td>mm</td>
<td>3,469</td>
<td>3,839</td>
<td>3,639</td>
<td>4,209</td>
<td>4,276</td>
<td>4,579</td>
</tr>
<tr>
<td>B</td>
<td>mm</td>
<td>2,202</td>
<td>2,252</td>
<td>2,252</td>
<td>2,302</td>
<td>2,302</td>
<td>2,352</td>
</tr>
<tr>
<td>C</td>
<td>mm</td>
<td>5,671</td>
<td>6,091</td>
<td>6,091</td>
<td>6,511</td>
<td>6,578</td>
<td>6,931</td>
</tr>
<tr>
<td>W</td>
<td>mm</td>
<td>2,088</td>
<td>2,088</td>
<td>2,088</td>
<td>2,088</td>
<td>2,088</td>
<td>2,088</td>
</tr>
<tr>
<td>H</td>
<td>mm</td>
<td>2,749</td>
<td>2,749</td>
<td>2,749</td>
<td>2,749</td>
<td>2,749</td>
<td>2,749</td>
</tr>
<tr>
<td>Dry mass</td>
<td>t</td>
<td>17.3</td>
<td>19.0</td>
<td>19.2</td>
<td>21.4</td>
<td>21.4</td>
<td>23.3</td>
</tr>
</tbody>
</table>

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

Minimum distance between centre of engines: ~2,250 mm (without gallery) ~2,600 mm (with gallery)
**MAN L21/31S**

<table>
<thead>
<tr>
<th>Bore 210 mm, Stroke 310 mm</th>
<th>5L</th>
<th>6L</th>
<th>7L</th>
<th>8L</th>
<th>9L</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engine speed (rpm)</td>
<td>1,000</td>
<td>900</td>
<td>1,000</td>
<td>900</td>
<td>1,000</td>
</tr>
<tr>
<td>Frequency (Hz)</td>
<td>50</td>
<td>60</td>
<td>50</td>
<td>60</td>
<td>50</td>
</tr>
<tr>
<td>Electr. GenSet power (kW)</td>
<td>960</td>
<td>960</td>
<td>1,267</td>
<td>1,267</td>
<td>1,478</td>
</tr>
</tbody>
</table>

**Electr. GenSet Heat Rate at 100% Load**

<table>
<thead>
<tr>
<th></th>
<th>5L</th>
<th>6L</th>
<th>7L</th>
<th>8L</th>
<th>9L</th>
</tr>
</thead>
<tbody>
<tr>
<td>Liquid fuel (WB1998) (kJ/kWh)</td>
<td>8,140</td>
<td>8,140</td>
<td>8,140</td>
<td>8,140</td>
<td>8,056</td>
</tr>
<tr>
<td>Liquid fuel (WB2007/2008) (kJ/kWh)</td>
<td>8,362</td>
<td>8,362</td>
<td>8,362</td>
<td>8,362</td>
<td>8,276</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Lube Oil Consumption (kg/h)</th>
<th>0.4-0.9</th>
<th>0.5-1.1</th>
<th>0.6-1.2</th>
<th>0.7-1.4</th>
<th>0.8-1.6</th>
</tr>
</thead>
</table>

Nominal generator efficiency is 96% for 5L, 6L, 7L and 97% for 8L, 9L.

**GenSet Dimensions**

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>W</th>
<th>H</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length (mm)</td>
<td>3,959</td>
<td>4,314</td>
<td>4,669</td>
<td>5,572</td>
<td>5,927</td>
</tr>
<tr>
<td>Width (mm)</td>
<td>1,870</td>
<td>2,000</td>
<td>1,970</td>
<td>2,110</td>
<td>2,135</td>
</tr>
<tr>
<td>Height (mm)</td>
<td>5,829</td>
<td>6,314</td>
<td>6,639</td>
<td>7,662</td>
<td>8,062</td>
</tr>
<tr>
<td>Length (mm)</td>
<td>2,110</td>
<td>2,110</td>
<td>2,110</td>
<td>2,180</td>
<td>2,180</td>
</tr>
<tr>
<td>Height (mm)</td>
<td>3,183</td>
<td>3,183</td>
<td>3,289</td>
<td>3,289</td>
<td>3,289</td>
</tr>
<tr>
<td>Dry mass (t)</td>
<td>22.5</td>
<td>26.0</td>
<td>29.5</td>
<td>33.0</td>
<td>36.5</td>
</tr>
</tbody>
</table>

Weights and dimensions are subject to final application.
Contacts

Two-Stroke Engines
MAN Diesel & Turbo,
Branch of MAN Diesel & Turbo SE
Tegholmsgade 41
DK-2450 Copenhagen SV
Denmark
Tel.: +45 33 85 11 00
Fax: +45 33 85 10 30
lss@mandieselturbo.com
www.mandieselturbo.com

Small Bore GenSets
MAN Diesel & Turbo SE,
Small Power Business,
Branch Office Holeby, Denmark
H.Christoffersensvej 6
DK-4960 Holeby
Denmark
Tel.: +45 5469-3100
Fax: +45 5469-3038
powerplant-hol@mandieselturbo.com
www.mandieselturbo.com
Argentina
MAN Diesel & Turbo Argentina S.A.
Mariano Moreno 4476
CP B1605BOH - Munro,
Prov. Buenos Aires,
Tel.: +54 11 5236 6006/07
Fax: +54 11 5353 0279
guillermo.lemo@ar.man.eu

Australia
MAN Diesel & Turbo Australia Pty., Ltd.
Building 2,
202 Fairfield Road Yennora NSW 2161
Sydney
Tel.: +61 2 8874 0700
Fax: +61 2 9889 5337
jeffrey.moloney@au.man.eu

Bangladesh
MAN Diesel & Turbo Bangladesh Ltd.
Crystal Palace, 9th Floor
SE (D) 22, Road 140
Gulshan South Avenue, Gulshan-1
Dhaka-1212
Tel.: +880 96 12112211
atif.siddique@bd.man.eu

Belgium
MAN Diesel & Turbo Benelux N.V.
Noorderlaan 181
2030 Antwerpen
Tel.: +32 3 543 8500
Fax: +32 3 541 7508
dirk.willems@man.eu

Brazil
MAN Diesel & Turbo Brasil Ltda.
General José Cristino, 31
São Cristóvão
BR-20921-400 Rio de Janeiro, RJ
Tel.: +55 21 3506 2151
Fax: +55 21 3506 2150
gerson.sonego@br.man.eu

Bulgaria
MAN Diesel & Turbo Bulgaria EOOD
7 Al. Dyakovich, Floor 5, Office 1
9000 Varna
Tel.: +359 52 33 59 60
valentin.yankov@man.eu

Canada
MAN Diesel & Turbo Canada Ltd.
708-1111 West Hastings Street
Vancouver, British Columbia Y6E 3T5
Tel.: +1 905 842 2020
Fax: +1 604 684 1132
christian.h.mueller@ca.man.eu

Chile
MAN Diesel & Turbo Chile Ltda.
Parcela 291 - sector Placilla de Peñuelas
Ruta 68 - Km. 98
Valparaiso
Tel.: +56 32 235 1500
gabriel.guevara@cl.man.eu

China
MAN Diesel & Turbo Shanghai Logistics Co.; Ltd.
Zhangjiang Hi-Tech Park, East Area,
No 279 Ren Qing Road
Heqing - Pudong
201201 Shanghai
Tel.: +86 21 3891 9600
Fax: +86 21 5897 6552
jeffrey.ang@cn.man.eu

China
MAN Diesel & Turbo Shanghai Co. Ltd.
Branch Office Dalian
Rm1806
Pearl River International Building
No.99 Xinkai Rd
Dalian 116011
Tel.: +86 411 3967 6780
Fax: +86 411 3967 6700
yan.guiwang@cn.man.eu
Worldwide Offices

**China**

MAN Diesel & Turbo Shanghai Co. Ltd.
Branch Office Zhejiang
Liuheng Putuo, Zhoushan, Zhejiang 316131
Tel: +86 0580 6189 520
Fax: +86 0580 6189 520
peter.zhang@cn.man.eu

**China**

MAN Diesel & Turbo Shanghai Co. Ltd.
Branch Office Guangzhou
No. 828 Mao Gang Road, Huangpu District
Guangzhou 510700
Tel.: +86 20 3238 7997
Fax: +86 20 3238 7997
jane.tan@hk.man.eu

**Colombia**

MAN Diesel & Turbo Colombia
Branch Office of Chile
Av. Cra. 7 No. 127-48, Oficina 1009
Centro Empresarial 128
Bogotá D.C.
Tel.: +57 312 432 5521
gabriel.guevara@co.man.eu

**Cyprus**

MAN Diesel & Turbo Cyprus
Office 403, Taitou Court
2M Koutsofa Str.
3031 Limassol
Tel.: +357 25 342 379/746/082
Fax: +357 25 746 083
hans.odgaard@man.eu

**Ecuador**

MAN Diesel & Turbo Ecuador
Branch office of Chile
Edificio Ambar, Piso 10 Oficina 1002
Av. Portugal E10-77 y República del Salvador
Quito
Tel.: +593 233 31344
carlos.solano@ec.man.eu

**France**

MAN Diesel & Turbo France SAS
Bâtiment Luminis
91, rue Jean Jaurès
92800 Puteaux
olivier.condemine@man.eu

**Germany**

MAN Diesel & Turbo SE
Representative Office
Roßweg 6
20457 Hamburg
Tel.: +49 40 7409 360
Fax: +49 40 7409 366
ruediger.schmidt@man.eu

**Greece**

MAN Diesel & Turbo Hellas Ltd.
Akti Miaouli 89
185 38 Piraeus
Tel.: +30 210 45 87 900
Fax: +30 210 45 87 928/29
dionissis.christodoulopoulos@man.eu

**Guatemala**

MAN Diesel & Turbo Guatemala Ltda.
6a. avenida 1-36 Zona 14
Edificio Plaza Los Arcos Of. 4B
Guatemala City, C.A.
Tel.: +502 2368 2744
Fax: +502 2366 2836
abner.aguilar@gt.man.eu

**Hong Kong**

MAN Diesel & Turbo Hong Kong Ltd.
5/F, No. 1-7, Sai Tso Wan Road
Tsing Yi Island, N.T.
Hong Kong SAR
Tel.: +852 2527 1368
Fax: +852 2861 2594
jeffrey.ang@cn.man.eu
India
MAN Diesel & Tubo India
Private Ltd.
402, 4th Floor, Building No. 2
Star Hub, Sahar Road
Andheri (E), Mumbai - 400159
Tel.: +91 265 3016 400
umesh.upadhye@in.man.eu

India
MAN Diesel & Tubo India
Private Ltd.
Branch Office Aurangabad
E-73, MIDC Waluj 431 136
Aurangabad
Maharashtra
Tel.: +91 240 2566 700
Fax: +91 240 2554 621
umesh.upadhye@in.man.eu

India
MAN Diesel & Tubo India
Private Ltd.
Branch Office New Delhi
407. DLF Tower-B
 Jasola
New Delhi-110025
Tel.: +91 95604 32555
sandeep.chowdhury@in.man.eu

Italy
MAN Diesel & Turbo s.r.l.
Via dei Pescatori - Porto Antico
16129 Genova (GE)
Tel.: +39 010 209 1637
Fax: +39 010 251 6588
marco.colombo@man.eu

Japan
MAN Diesel & Turbo Japan Ltd.
PMO Nihonbashi-Odemmma Bldg. 5F
6-8 Nihonbashi-Odemmma-cho,
Chuo-ku
Tokyo 103-0011
Tel.: +81 3 6667 2461
kimihiko.sugiura@jp.man.eu

Malaysia
MAN Diesel & Turbo
Malaysia Sdn Bhd
Branch office of Singapore
Suite 3.01, 3rd Floor Kenanga
International
Jalan Sultan Ismail
50250 Kuala Lumpur, Malaysia
Tel.: +603 2162 0410
Fax: +603 2162 0411
ernst.geyer@my.man.eu

Mexico
MAN Diesel & Turbo Mexico
Sierra Candela #111
Floor 4 int. 414-415
Col Lomas de Chapultepec
CP. 11000 Mexico, D.F.
Tel.: +52 1 55 1333 1906
jaime.zubillaga@mx.man.eu

Netherlands
MAN Diesel & Turbo Benelux B.V.
Schiekade 36
3125 KJ Schiedam (Port of Rotterdam)
Tel.: +31 10 272 4500
Fax: +31 10 437 6115
dirk.willems@man.eu

New Zealand
MAN Diesel & Turbo
New Zealand Ltd.
Naval Dockyard PO Box 32-061
Queens Parade, Devonport
Auckland 0744
Tel.: +61 2 8874 0701
Fax: +61 2 9889 5337
jeffrey.moloney@au.man.eu

Norway
MAN Diesel & Turbo Norge A/S
Haakon VII’s gate 1
0161 Oslo
Tel.: +47 2201 7190
Fax: +47 2283 2416
merete.hallien@man.eu
Worldwide Offices

Pakistan
MAN Diesel & Turbo Operations Pakistan, Private Limited
6-Km Raiwind Road
Lahore-55150
Tel.: +92 42 3533 0091 3
Fax: +92 42 3533 0094
imran.ghani@mandiesel.com.pk

Panama
MAN Diesel & Turbo Panama Enterprises Inc
Calle Arturo del Valle, Final Local 0-02
Urb. La Loceria
Tel.: +507 236 1594
Fax: +507 236 8229
oscar.martinez@man.eu

Peru
MAN Diesel & Turbo Peru S.A.C.
Centro Empresarial Burgos
Av. Enrique Palacios 335, oficina 604
Miraflores, Lima 18
Tel.: +51 1 6284756
carlos.constant@pe.man.eu

Philippines
MAN Diesel & Turbo Philippines Inc.
Km. 17, West Service Road
Cervantes Compound Brgy. Marcelo Green
South Superhighway
Paranaque City, 1700
Tel.: +63 2 776 3369/3347
Fax: +63 2 776 3384
sebastien.marchand@man.eu

Poland
MAN Diesel & Turbo Poland Sp. z o.o.
ul. Lubowidzka 43
80-174 Gdansk
Tel.: +48 58 325 33 90
Mob: +48 502 536 800
andrzej.krupa@man.eu

Portugal
MAN Diesel & Turbo Portugal, Unipessoal, Lda.
Avenida do Rio Tejo, lote 3
Parque Industrial Sapec Bay 2910-440 Setúbal
Tel.: +351 265 799 500
Fax: +351 265 751 460
antonio.penaforte@man.eu

Qatar
MAN Diesel & Turbo Qatar LLC
P.O Box 153
23rd floor, Al Jazeera Tower, West Bay State of Doha, Qatar
Tel.: +974 4015 9150
oleb.nielsen.a@man.eu

Russia
MAN Diesel & Turbo Russia Ltd.
Preobrazhenskaya square 8, block A, 13 floor
107061 Moskow
Tel.: +7 495 258 36 70
Fax: +7 495 258 36 71
enrico.enghardt@man.eu

Saudi Arabia
MAN Diesel & Turbo Saudi Arabia LLC
Madina Road, Al Thinayyan Building
P.O.Box: 55990
Jeddah 21544
Tel.: +966 2 639 4346
Fax: +966 2 639 5482
abdullah.kuzkaya@man.eu
Worldwide Offices

Senegal
MAN Diesel & Turbo
Senegal SARL
Bd de la République, 2ème étage
Cabinet Géni & Kébé
Dakar-47
Tel.: +221 33 867 79 77
abdou.fofana@man.eu

Singapore
MAN Diesel & Turbo
Singapore Pte. Ltd.
29 Tuas Avenue 2
Singapore 639460
Tel.: +65 6349 1600
Fax: +65 6862 1409
olaf.gunia@sg.man.eu

South Africa
MAN Diesel & Turbo
South Africa (Pty) Ltd.
14 North Reef Road,
Elandsfontein, 1406
PostNet Suite 233, Private Bag X19
Gardenview, 2047
Tel.: +27 11 842 0700
Fax: +27 86 506 8878
robin.watson@za-man.co.za

South Africa
MAN Diesel & Turbo
South Africa (Pty) Ltd.
Branch Office Durban
14 Hopson Avenue
Glenwood 3630
Durban
Tel.: +27 31 301 2999
Fax: +27 31 201 0854
derick.swanepoel@za.man.eu

South Africa
MAN Diesel & Turbo
South Africa (Pty) Ltd.
Branch Office Cape Town
1 Table Bay Industrial Park, Milner St.
Paarden Eiland 7405
Cape Town
Tel.: +27 21 514 3360
Fax: +27 21 510 0174
norman.hall@za.man.eu

South Korea
MAN Diesel & Turbo Korea Ltd.
54, Noksansandan 261-ro 74beon-gil,
GangSeo-Gu,
Busan 46754
Tel.: +82 51 635 6644
Fax: +82 51 635 4004
tommyr.rasmussen@man.eu

Spain
MAN Diesel & Turbo
Espana, S.A.U.
Calle Pedro Teixeira 8, 10th floor
28020 Madrid
Tel.: +34 91 411 1413
Fax: +34 91 411 7276
pablo.montes@man.eu

Spain
MAN Diesel & Turbo Canarias, S.L.
Branch Office Gran Canaria
Muelle Reina Sofia s/n
Puerto de Las Palmas
Las Palmas de Gran Canaria
35008
Tel.: +34928 935 959
Fax: +34928 494 199
pablo.montes@man.eu

Sri Lanka
MAN Diesel & Turbo
Lanka (Pvt) Ltd.
No. 57/8, Sir Ernest De Silva Mawatha
Colombo 00700
Tel.: +94 11 2678930
Fax: +94 11 2678810
karthik.nithiyanandam@man.eu
Worldwide Offices

**Sweden**
MAN Diesel & Turbo
Sverige AB
Importgatan 15F
422 46 Hising Backa
Tel.: +46 31 176 295
Fax: +46 31 131 564
roger.goethberg@man.eu

**Taiwan**
MAN Diesel & Turbo
Singapore Pte. Ltd.
Branch Office Taipei
8F-1, No. 15, Sec. 2, Tiding Blvd.
Nei-Hu District, Taipei 11493
Tel.: +886 2 8752 4043
Fax: +886 2 8752 4053
lance.phang@tw.man.eu

**Turkey**
MAN Diesel ve Turbo
Satis Servis Limited Sirketi
(Hizmetleri Limited Sirketi)
Orhanli Deri Org. Yan San Sitesi YB-25
34956 Tuzla – Istanbul
Tel.: +90 216 591 0854
Fax: +90 216 591 0854
timur.iyi@man.eu

**United Arab Emirates**
MAN Diesel & Turbo
Middle East LLC
Jumeira Beach road
at Dry docks World Dubai
P.O. BOX 57091
Dubai, U.A.E
Tel.: +971 4 345 40 45
Fax: +971 4 345 40 48
patrice.mauger@ae.man.eu

**United Kingdom**
MAN Diesel & Turbo UK Ltd.
Hythe Hill
Colchester
Essex, CO1 2HW
Tel.: +44 1206 795 151
Fax: +44 1206 794 325
adam.green@man.eu

**United Kingdom**
MAN Diesel & Turbo
UK Ltd.
Branch Office Redhill
Betchworth House
57-65 Station Road
Redhill
Surrey, RH 1 1 DL
Tel.: +44 1737 779 429
Fax: +44 1737 781 299
richard.guest@man.eu

**USA**
MAN Diesel & Turbo
North America Inc.
Branch Office Ft. Lauderdale
551 S.W. 13th Terrace
Pompano Beach, FL 33069
Tel.: +1 954 960 6700
Fax: +1 954 782 5426
angel.colon-perez@us.man.eu
USA
MAN Diesel & Turbo
North America Inc.
Branch Office Houston
1600A Brittmoore Road
Houston, TX 77043
Tel.: +1 832 209 3400
Fax: +1 713 939 0105
anthony.ruegger@us.man.eu

Vietnam
MAN Diesel & Turbo
Singapore Pte. Ltd.
Branch Office Hanoi
Unit 9, Second Floor,
International Central
17 Ngo Quyen, Hoan Kiem
Hanoi
Tel.: +84 4 3936 9728
Fax: +84 4 3936 9727
hoanghai.tran@man.eu
List of Licensees

Symbols used:
T: MAN Diesel & Turbo Two-stroke licence
F: MAN Diesel & Turbo Four-stroke licence
FS: MAN Diesel & Turbo Four-stroke SEMT Pielstick licence
TC: MAN Diesel & Turbo Turbocharger licence

China, The People’s Republic of
China Shipbuilding Industry Corporation Diesel Engine Co., Ltd.
Tel: +86 532 86708080 6908
Fax: +86 532 86708080 788

CNPC Jichai Power Equipment Company (F)
Tel.: +86 (531) 8742 2692
Fax: +86 (531) 8742 3189
xuchuanguo@cnpc.com.cn

CSSC Marine Power Co., Ltd. (T, F)
Tel.: +86 (511) 845 11 273
Fax: +86 (511) 845 10 033
cssc-cmp@cssc-cmp.cn

CSSC-MES Diesel Co., Ltd. (T)
Tel.: +86 (21) 6118 6666
Fax: +86 (21) 6118 8088
+86 (21) 6118 6655
market@shcmd.com.cn

Dalian Marine Diesel Co. Ltd. (T)
Tel.: +86 (411) 8441 7273
Fax: +86 (411) 8441 7499
dmd@online.in.cn

Hefei Rong An Power Machinery Co., Ltd. (T, F)
Tel.: +86 (551) 87 88888-9977
Fax: +86 (551) 87 88888-1001

Henan Diesel Engine Industry Co., Ltd. (F)
Tel.: +86 (379) 6407 6724
Fax: +86 (379) 6422 5395
cys@hnd.com.cn

Hudong Heavy Machinery Co., Ltd. (T, F, FS)
Tel.: +86 (21) 51 31 00 00
+86 (21) 58 71 30 07
Fax: +86 (21) 58 46 20 23
hhm@hhm.com.cn
List of Licensees

China, The People’s Republic of
JingJiang Dingkun Machinery Co. Ltd. (T)
Tel: + 86 523 82355998
Fax: + 86 523 82355955

Qingdaohaixi Marine Diesel Co., Ltd. (T)
Tel.: +86 (532) 8670 8080
Fax: +86 (532) 8670 8080-788
sales@qdmdltd.com.cn

Shaanxi Diesel Engine Heavy Industry Co., Ltd. (F, FS)
Tel.: +86 (29) 3831 3596
     +86 (29) 3831 4380
Fax: +86 (29) 3831 4626
sxd408@sxdinfo.com.cn

Shanghai Qiyao Engine Co., Ltd. (SQE) (F, TC)
Tel.: +86 (21) 3131 0648
Fax: +86 (21) 3131 0150
sqe-tech@csic711.com

Weichai Heavy Machinery Co., Ltd. (F)
Tel.: +86 (536) 209 8105
Fax: +86 (536) 209 8138
julidj@weichai.com

Yichang Marine Diesel Engine Co., Ltd. (T)
Tel.: +86 (717) 646 86 89
Fax: +86 (717) 646 91 52
market@ymd.com.cn

Yuchai Marine Power Co. Ltd. (T)
Tel: + 86 756 5888600
Fax: + 86 756 5888985
sales@ycmp.com.cn

Croatia
Brodosplit – Diesel Engine Factory d.o.o. (T, F)
Tel.: +385 (21) 382 863
Fax: +385 (21) 382 323
strobrod@brodost.tel.hr

Uljani Strojogradnja d.d. (T)
Tel.: +385 (52) 373 309
Fax: +385 (52) 373 821
diesel@uljanik.hr
List of Licensees

**Czech Republic**
PBS Turbo s.r.o. (TC)
Tel.: +420 (566) 822 201
Fax: +420 (566) 822 272

**India**
MAN Diesel & Turbo India Ltd. (F)
Tel.: +91 (240) 2566 700
Fax: +91 (240) 2554 621

**Japan**
Hitachi Zosen Corporation (T)
Tel: +81 (3) 6404 0141
def-info@hitachizosen.co.jp

JFE Engineering Corporation (FS)
Tel: +81 (45) 505 7914
hoshino-minoru@jfe-eng.co.jp

Kawasaki Heavy Industries Ltd. (T, F, TC, FS)
Tel: +81 (3) 3435 2313
hashimoto_h@khi.co.jp / takano_hi@khi.co.jp

*Kawasaki Sub-licensee:*
The Hanshin Diesel Works Ltd. (T)
Tel: +81 (78) 332 2081
overseas-section@hanshin-dw.co.jp

Mitsubishi Heavy Industries, Ltd. (F)
Tel: +81 (42) 763 1594
gmmp383621b10g04@mhiet.mhi.co.jp

Mitsui Engineering & Shipbuilding Co., Ltd. (T, TC)
Tel: +81 (3) 3544 3475
meseba99@mu.mes.co.jp

*Mitsui Sub-Licensee:*
Makita Corporation (T)
Tel: +81 (87) 821 5501
webmaster@makita-corp.com

*Mitsui Sub-Licensee:*
Diesel United, Ltd. (T)
Tel: +81 (3) 3257 8222
info@du.ihi.co.jp / saburo_aiso@du.ihi.co.jp
List of Licensees

**Japan**

Niigata Power Systems Co., Ltd. (FS)
Tel: +81 (3) 4366 1200 / +81 (3) 4366 1203
webmaster1@niigata-power.com / naofumi_murakami@niigata-power.com

Diesel United, Ltd. (FS)
Tel: +81(3)3257-8222
info@du.ihi.co.jp / saburo_aiso@du.ihi.co.jp

**Poland**

H. Cegielski - Poznan S.A. (T)
Tel.: +48 (61) 831 1958
Fax: +48 (61) 831 1391

H. Cegielski - Fabryka Silników (F)
Agregatowych i Trakcyjnych Sp z o.o.
Tel.: +48 (61) 831 1941
Fax: +48 (61) 831 1757

**South Korea**

Doosan Engine Co., Ltd. (T, F, FS)
Tel.: +82 (55) 260 6154
Fax: +82 (55) 260 6381
sangsoo1.lee@doosan.com

Hyundai Heavy Industries Co., Ltd. (T)
Engine & Machinery Division
Tel.: +82 (52) 202 7281
Fax: +82 (52) 202 7300
enginesales@hh.co.kr

STX Engine Co., Ltd. (F, T)
Tel.: +82 (55) 280 0568
Fax: +82 (55) 280 0539
sowy@onestx.com

STX Heavy Industries Co., Ltd. (T)
Tel.: +82 (55) 280 0609
Fax: +82 (55) 278 9500
sangeui.kim@onestx.com

STX Heavy Industries Co., Ltd. (TC)
Tel.: +82 (55) 280 0715
Fax: +82 (55) 282 1938
hsk@onestx.com
List of Licensees

Spain
Navantia S.A. (F)
Fábrica De Motores Cartagena
Tel.: +34 (968) 128 200
Fax: +34 (968) 500 902
navantia@navantia.es

USA
Fairbanks Morse Engine (F, FS)
Tel.: +1 (608) 364 8119
Fax: +1 (608) 364 8444
patrick.bussie@fairbanksmorse.com
Agents

**Israel**
Radion Engineering Company LTD.
11, Ha’sivim St., P.O.B. 7111
Petah-Tikvah 49250
Tel.: +972 3 9226688
Fax: +972 3 9226655
rotem@radion.co.il

**Italy**
SIRN
Via G. Casaregis 22/1
16129 Genova
Tel.: +39 010 856771
Fax: +39 010 542678
genova@sirn.it
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