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Man B W S35mc C9 - antigo.proepi.org.br the new MAN B&W S35ME-B and a 7-cylinder of the existing S35MC has resulted in 40 kW more power, 0.42 m shorter engine length, 3 ton lower engine mass and 2 g/kWh lower SFOC, Table 4. A comparison between a 6S40ME-B and the existing 6S42MC shows that the 6S40ME-B can supply 5% more power and is 0.42 m shorter.

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MAN B&W S35MC-C9 MAN B&W S35/40MC-C9 engines tailor-made for unique segment MAN Diesel has developed two new engine variants targeted at the Chinese coast and river segment that represents some of the world's busiest shipping lanes. Page 1/5

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The new, state-of-the-art S35MC-C9 and S40MC-C9 variants are based on the experience gathered from MAN Diesel's existing range of well-proven, mechanically operated, two-stroke, low-speed engines. The optimal ship size for this Chinese segment ranges from 10-20,000 dwt with a propulsion plant that generates between 5-8,000 kW at an approximate engine speed of 140 rpm.

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MAN B&W 5.14 Page 1 of 1 Mechanical Top Bracing This section is available on request MAN Diesel MAN B&W K98MC6/7, K98MC-C6/7, S35MC-C9, L35MC6, S26MC6, 198 47 64 8.3 ME/ME-B/ME C/ME GI engines... Page 133: Hydraulic Top Bracing Arrangement

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unit of the HITACHI-MAN B&W 6S35MC-C9.2 engine in Japan. Although the HITACHI-MAN B&W 6S35MC-C9.2 model is mechanically controlled, its major parts are compatible with those of electronically operated ME-B type engines, boosting customer reliability and ensuring stable supply of the model. Compared with the S35MC model

[2_Diesel engines and main parts](#)

L35MC / S35MC Camshaft Controlled MAN B&W Engines: 101136 L35MC6 S35MC7 MAN diesel & turbo L35MC6 / S35MC7 Tier II main tech data - Power in Layout points, Specific Fuel Oil Consumption (SFOC), Lubricating and Cylinder Oil Consumption, Main Dimensions and Masses. Free download.

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MAN estimate that, with a stern section suitably designed for the larger propeller, fuel consumption and CO2 savings of 4 to 7 per cent may be achieved. MAN Diesel & Turbo has consequently decided to widen the G-type to cover other engine sizes, The new MAN B&W series announced this week are the G70ME-C9, G60ME-C9 and G50ME-B9.

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[MAN B&W S50ME-B9](#)

The largest and most powerful engine from MAN Diesel & Turbo's portfolio ever designed and built has entered service. Built by Doosan Engine in Korea and rated at 75,570 kW (103,000 horsepower), the engine is an MAN B&W 11G95ME-C9.5 two-stroke type that acts as prime mover aboard the 'MSC Jade'.

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[MAN B&W S80ME-C9](#)

Launched in Feb of this year, the MV Shin Koho is a 180,000 dwt bulk carrier of LOA 958 ft (292 m), beam 148 ft (45 m) and draft 80.3 ft (24.5 m). She is the world's first carrier to be equipped with a hybrid turbocharger. Powered by a single MAN B&W 7S65ME-C diesel engine of 22,225 hp (16,580 kW) at 90 rpm the top speed is 17 kn.

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Introduction of the. MAN B&W S35ME-C9.7 engine. MAN Energy Solutions is introducing the S35ME-C9.7 engine. tailored to the current demands in the maritime business to. two-stroke propulsion engines. The engine will be available for diesel (DI), gas (GI) and.

[MAN Energy Solutions MUN2019-11-12 Maret Update Note](#)

MAN estimate that, with a stern section suitably designed for the larger propeller, fuel consumption and CO2 savings of 4 to 7 per cent may be achieved. MAN Diesel & Turbo has consequently decided to widen the G-type to cover other engine sizes, The new MAN B&W series announced this week are the G70ME-C9, G60ME-C9 and G50ME-B9.

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