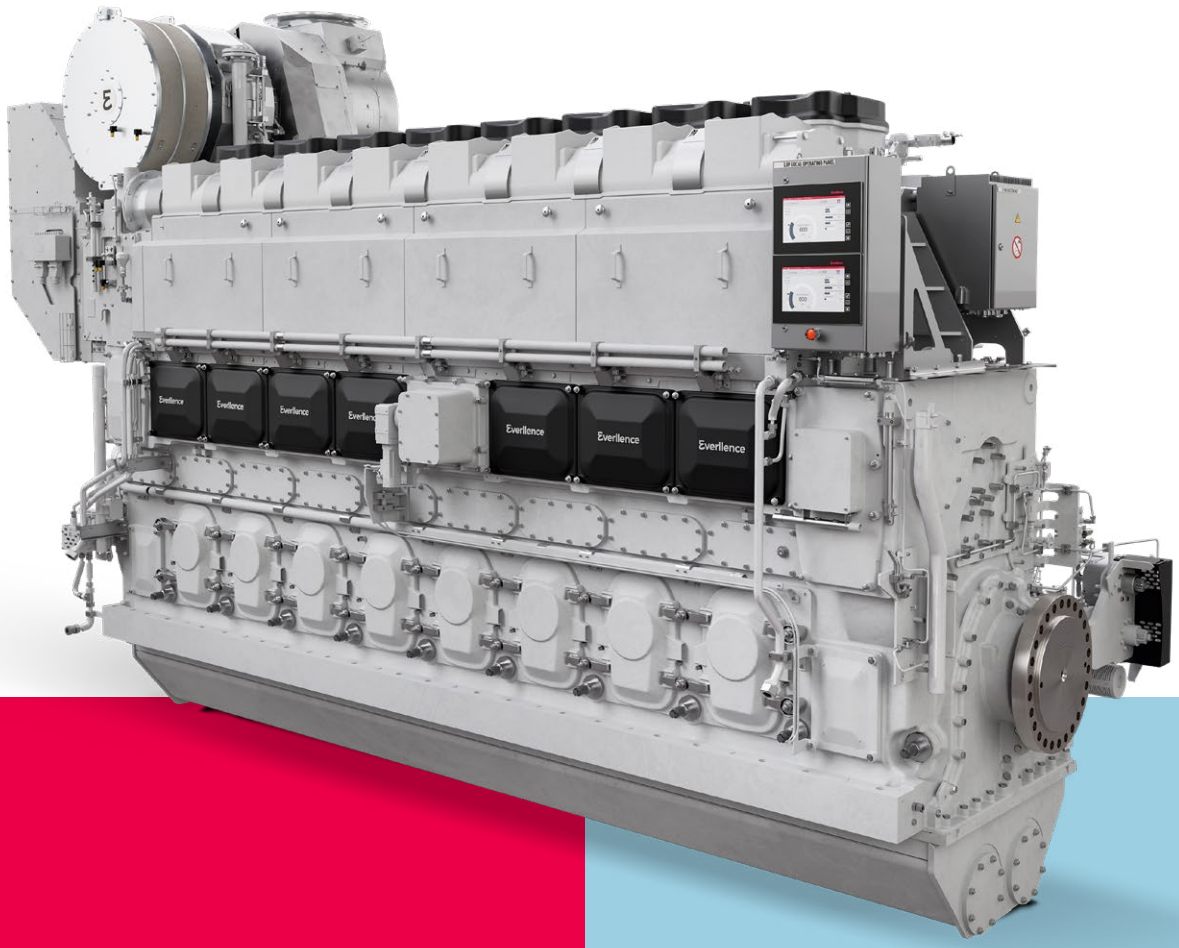
L32/44CR



The 32/44CR engine brings together the most advanced technologies in medium-speed marine diesel engines, enabled by its high-efficiency components.
The latest generation builds on the proven 32/44CR platform and introduces key upgrades that increase efficiency, digital capability, and fuel flexibility. These include the next generation common rail CR 2.2 injection system, a highly efficient single stage turbocharging concept, and a new engine control system.

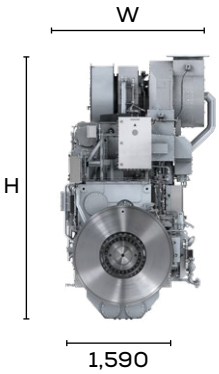
Everllence

L32/44CR

Propulsion

Dimensions

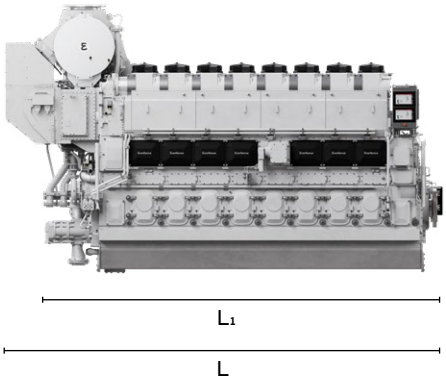
Cyl. No.	6	7	8	9	10
L (mm)	6,312	6,924	7,454	7,984	8,603
L_1 (mm)	5,265	5,877	6,407	6,937	7,556
W (mm)	2,400	2,400	2,550	2,550	2,550
H (mm)	4,237	4,237	4,370	4,370	4,370
Dry mass* (t)	43.3	49.3	54.5	60.0	65.0



Output

Speed (rpm)	750	720
mep (bar)	29,4	29,9
6L32/44CR (kW)	3,900	3,810
7L32/44CR (kW)	4,550	4,445
8L32/44CR (kW)	5,200	5,080
9L32/44CR (kW)	5,850	5,715
10L32/44CR (kW)	6,500	6,350

Minimum centerline distance for twin engine installation: 2,500 mm
Speed of 720 rpm for generator drive / constant speed operation only
* Including built-on lube oil automatic filter, fuel oil filter and electronic equipment
Wet oil sump available upon request
Last updated April 2026



General
- Engine cycle: four-stroke
- No. of cylinders: 6, 7, 8, 9, 10
- Bore: 320 mm – Stroke: 440 mm
- Swept volume per cyl: 35.4 dm^3

Fuel consumption*
- Diesel electric (const. speed): SFOC at 85% MCR*: 172.5 g/kWh
- Diesel propulsion (var. speed): SFOC at 75% MCR*: 170.5 g/kWh

Cylinder output (MCR)
- MGO/MDO:
  At 750rpm: 650kW
  At 720rpm: 635kW
- HFO:
  At 750/720rpm: 600kW
- Power-to-weight ratio:
  9.7 – 11.0 kg/kW

Compliance with emission regulations*
- IMO Tier II
- IMO Tier III (with SCR)
- EPA Tier 2

Everllence
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Main features
Fuel injection system
- Next-generation high-pressure Common Rail 2.2 injection system boosting efficiency.

Turbocharging system
- Milestone in efficiency enabled by the new TCP20/22 single-stage turbocharging concept.

Engine automation and control
- Everllence's in-house SaCoS 5000 control system, part of a fully integrated platform where engine, injection, turbocharger, and controls are developed in-house and aligned for maximum efficiency.

Future-fuel capability
- Platform designed for future fuels including methanol-readiness and retro-fit capability.

Proven platform
- Built on a long-standing 32/44CR platform with approx. 10 million operating hours worldwide, recognized for reliability, durability, and performance.

Compact design
- Maintains an optimized, compact design while avoiding the complexity of two-stage turbocharging.

System synergies
- Part of a unified Everllence propulsion ecosystem (injection, turbocharger, SCR, controls, digital services), delivering maximum system synergies and higher overall efficiency.

Cooling system
- Two-string high- and low-temperature cooling water systems.

Lube oil system
- Attached lube-oil automatic filter.

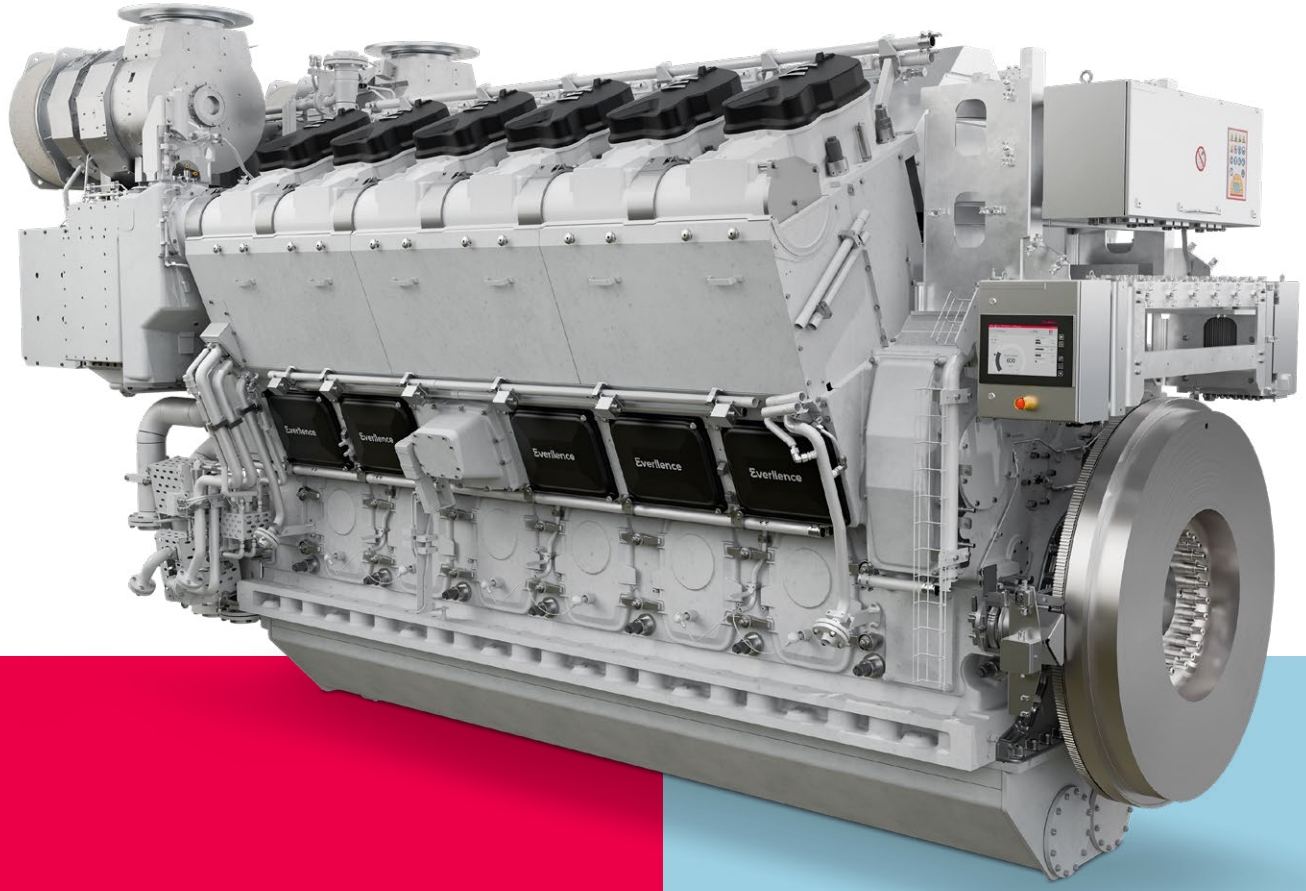
Starting system
- Pressurized air starter (turbine type).

Engine mounting
- Resilient or rigid mounting options.

Optional equipment
- ECOMAP concept – using different IMO Tier II compliant injection maps to improve fuel economy
- Additional power take-off at engine free end available

MCR = Maximum continuous rating
SCR = Selective catalytic reduction
SFOC = Specific fuel oil consumption
* According to IMO E2/D2 test cycle

V32/44CR



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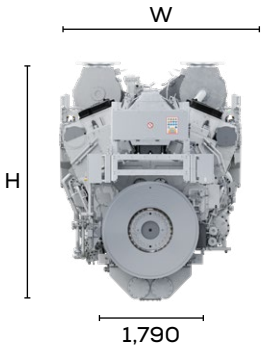
Everllence

V32/44CR

Propulsion

Dimensions

Cyl. No.	12	14	16	20
L (mm)	7,195	7,970	8,600	9,860
L_1 (mm)	5,795	6,425	7,055	8,315
W (mm)	3,100	3,100	3,100	3,100
H (mm)	4,100	4,100	4,290	4,290
Dry mass* (t)	73	84	91	108.5



Output

Speed (rpm)	750	720
mep (bar)	29,4	29,9
12V32/44CR (kW)	7,800	7,620
14V32/44CR (kW)	9,100	8,890
16V32/44CR (kW)	10,400	10,160
20V32/44CR (kW)	13,000	12,700

Minimum centerline distance for twin engine installation: 4,000 mm
Speed of 720 rpm for generator drive / constant speed operation only
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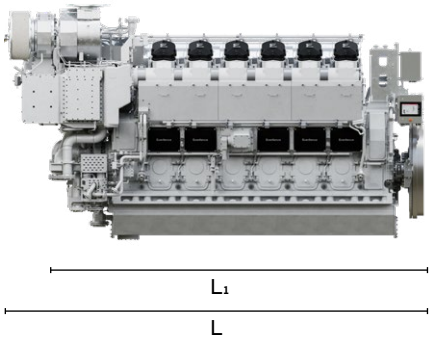

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