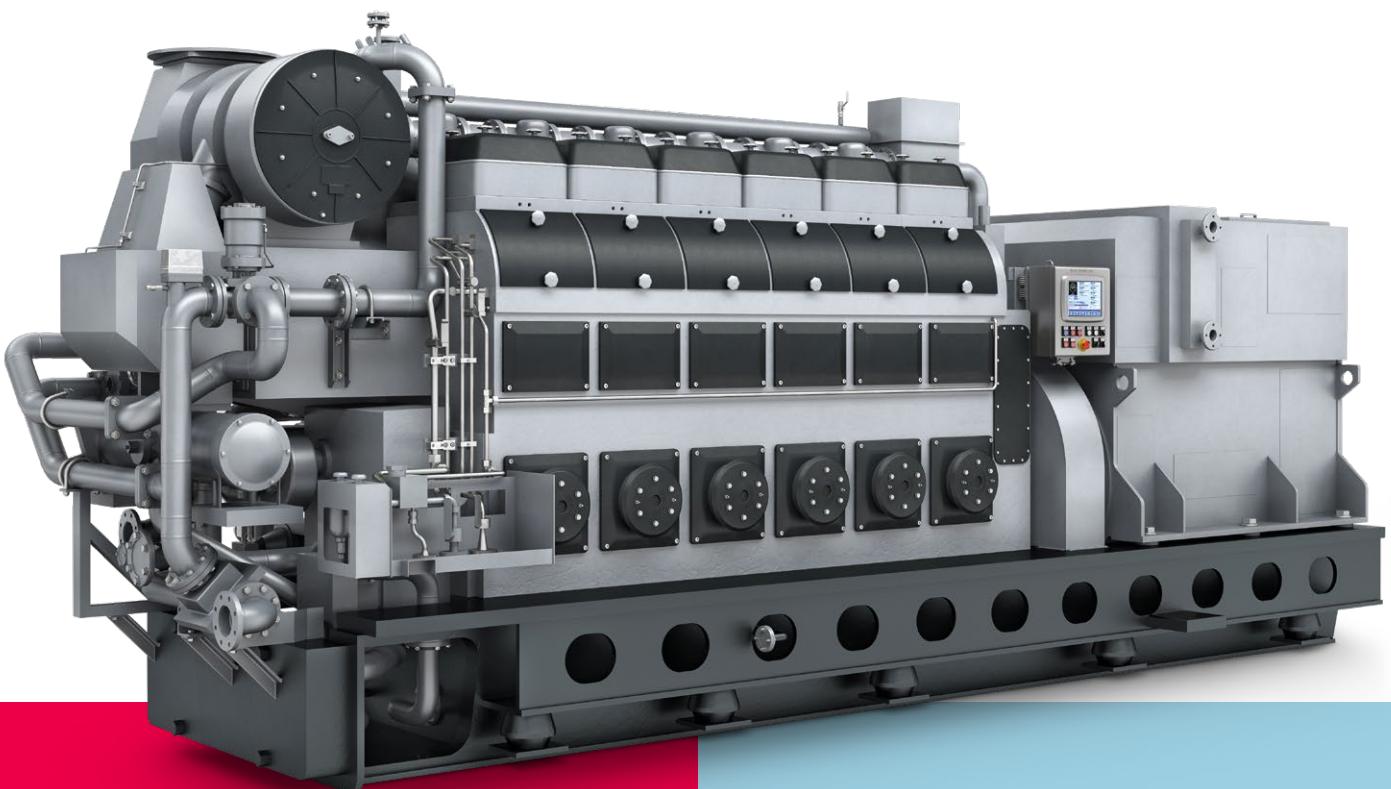


# L28/32DF



The L28/32DF engine is based on the proven 28/32H, recognized worldwide as an ultra-reliable and robust GenSet with long TBOs. Its ability to run on gas offers economical and environmental advantages, especially as part of a complete power package.

#### Benefits at a glance

- High efficiency in gas and diesel mode
- Easy operation, easy maintenance and proven reliability
- Long time between overhauls with low life cycle costs

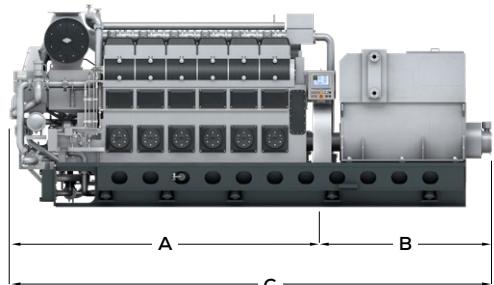
# Everllence

# L28/32DF

GenSet

## Dimensions

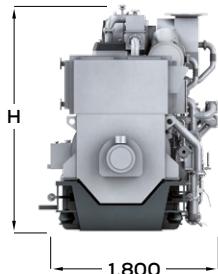
| Cyl. No. |    | 5     | 6     | 7     | 8     | 9     |
|----------|----|-------|-------|-------|-------|-------|
| A        | mm | 4,321 | 4,801 | 5,281 | 5,761 | 6,241 |
| B        | mm | 2,400 | 2,510 | 2,680 | 2,770 | 2,690 |
| C        | mm | 6,721 | 7,311 | 7,961 | 8,531 | 8,931 |
| H        | mm | 2,835 | 3,009 | 3,009 | 3,009 | 3,009 |
| Dry mass | t  | 32.6  | 36.3  | 39.4  | 40.7  | 47.1  |



## Output

| Speed     | rpm | 750   | 750   | 720   | 720   |
|-----------|-----|-------|-------|-------|-------|
| Frequency | Hz  | 50    | 50    | 60    | 60    |
|           |     | Eng.  | Gen.* | Eng.  | Gen.* |
| 5L28/32DF | kW  | 1,050 | 1,000 | 1,050 | 1,000 |
| 6L28/32DF | kW  | 1,260 | 1,200 | 1,260 | 1,200 |
| 7L28/32DF | kW  | 1,470 | 1,400 | 1,470 | 1,400 |
| 8L28/32DF | kW  | 1,680 | 1,600 | 1,680 | 1,600 |
| 9L28/32DF | kW  | 1,890 | 1,800 | 1,890 | 1,800 |

\* Based on nominal generator efficiencies of 95%  
Gas/fuel ratio at load: 20 – 100 % 93/7 (Tier III)  
Gas methane number ≥ 80.



Last updated October 2025

### General

- Engine cycle: four-stroke
- No. of cylinders: 5, 6, 7, 8, 9
- Bore: 280 mm – Stroke: 320 mm
- Swept volume per cyl: 19.7 dm<sup>3</sup>

### Cylinder output (MCR)

- At 720/750 rpm: 210 kWm/cyl
- Power-to-weight ratio: 24.2 – 31.0 kg/kW

### Compliance with emission regulations

- IMO Tier II
- IMO Tier III (in gas mode)

### Main features

- **Turbocharging system**  
High efficiency constant pressure TCR series exhaust turbocharging system
- **Engine automation and control**  
In-house developed engine attached safety and control system SaCoS<sub>one</sub>
- **Air management**  
Waste gate controlled air-fuel ratio in gas mode with jet assist for improved load response and start up time
- **Fuel system**  
Combined fuel injection system for main liquid fuel and pilot fuel injection based on the well proven and reliable conventional 28/32H engine
- **Gas system**  
Cylinder individual low pressure gas admission system

### • Cooling system

2-string high and low temperature cooling water systems

### • Starting system

Pressurized air starter (turbine type)

### • Engine mounting

Resilient GenSet mounting on improved base frame design with reduced overall GenSet weight and stiff construction for reduced level of vibration and simple installation into the engine room

MCR = Maximum continuous rating

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