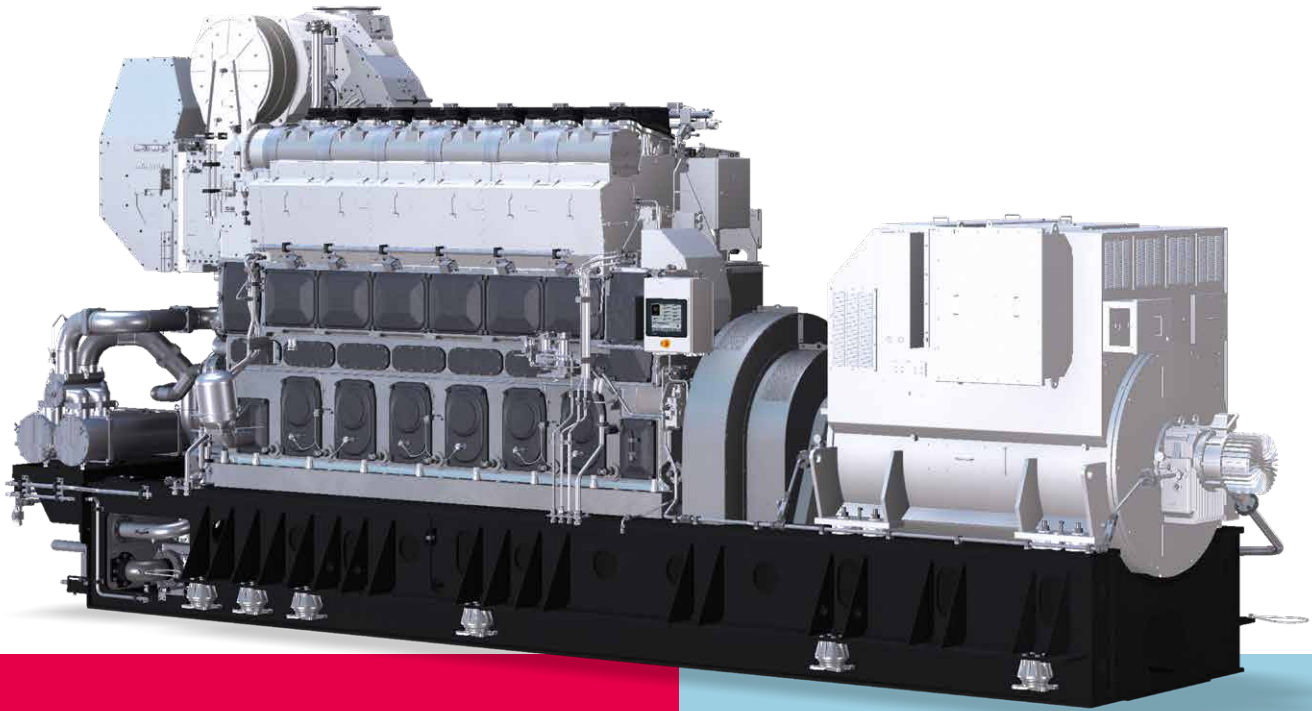


L35/44 CD



The 35/44 CD engine takes its name from its core philosophy: Continuous Development. This model builds on a legacy of proven performance, seamlessly integrating cutting-edge technology to meet the demands of a rapidly evolving market. Our primary objectives are to optimize both CAPEX and OPEX, while ensuring readiness for future regulatory and environmental challenges such as Fit for 55, defossilization, and CO₂ reduction. The 35/44 CD is fully future-fuel ready, with all interfaces designed to support future retrofitting—such as conversion to methanol—ensuring long-term adaptability and sustainability.

Key benefits at a glance

- High power density (fewer gensets required)
- Genset-optimized plant equipment
- Fully matured and reliable components
- Advanced cybersecurity features
- Full digitalization and connectivity
- Simplified installation of dual-fuel systems (gas or methanol)
- Methanol-ready design

L35/44 CD

GenSet

Dimensions

Cyl. No.	6	7	8	9
A (mm)	6,270	6,900	7,480	8,110
B ¹ (mm)	3,900	4,100	4,400	4,600
C ¹ (mm)	10,170	11,000	11,880	12,710
W (mm)	2,958	3,108	3,108	3,108
H (mm)	4,631	4,867	4,867	4,867
Dry mass (t)	76	84	91	96

¹ Depending on alternator used

Dimensions and weight specifications apply to genset and are for guidance only (weight given is dry weight without oil, coolant or fuel)

Output

Speed (rpm)	720/750
Frequency (Hz)	60/50
6L35/44DF CD (kW)	3,242
7L35/44DF CD (kW)	3,783
8L35/44DF CD (kW)	4,323
9L35/44DF CD (kW)	4,864

Based on nominal generator efficiencies of 96.5%

Last updated May 2025

General

- Engine cycle: Four-stroke
- No. of cylinders: 6L, 7L, 8L, 9L
- Bore: 350 mm – Stroke: 440 mm
- Power output: 560 kW/cyl @ 720 & 750 rpm
- Main liquid fuels: Residual fuel oil (HFO), marine gasoil (DMA), marine diesel oil (DMB), biofuel
- Pilot fuel: DMA, synthetic diesel

Compliance with emission regulations

- IMO Tier II and IMO Tier III with low-pressure selective catalytic reduction (LP-SCR)

Main features

- Tailor-made for auxiliary genset and electric propulsion applications
- Cylinder pressure monitoring
- Latest SaCoS engine control system (from 2025)
- Design based on proven 32/44CR and 35/44DF
- Optimized CAPEX and OPEX load

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