



## 00.00 Bergen generating set – B32:40L6ACD

00.01	Number of Generating sets.....	2
	Engine type;4-stroke, turbocharged, intercooled.....	B32:40L6ACD
	Maximum Continuous Engine Rating (MCR).....	2880 kW
	Maximum Continuous Alternator Rating.....	2765 kW
	Alternator efficiency.....	96 %
	Rated output , electric (with cos phi=0,80).....	3455 kVA
	Engine speed at MCR.....	720 rpm
	Number of cylinders.....	6
	Cylinder bore.....	320 mm
	Piston stroke.....	400mm
	Break mean effective pressure at MCR.....	24,9 bar
	Specific fuel-oil consumption at MCR.....	183 g/kWh+5%
	Specific lub-oil consumption at MCR.....	0,8 g/kWh

Direction of rotation : Clockwise seen towards flywheel.

Classification Society : Det Norske Veritas + E0, Ship shaped Drilling Unit, DRILL (N), HELDK-SH (refueling facilities included), DYNPOS AUTRO, DK+, HL (2.8), LFL\*, COMF-V(3) C(3), CLEAN DESIGN, WINTERIZED BASIC, DAT (-20 °C), NAUT OSV(A), BIS

Ratings are according to ISO 3046/1. The following operating conditions will however apply without any derating (ISO ratings in brackets).

Barometric pressure.....	1000 mbar
Turbocharger air suction temperature.....	max. + 45 °C (25°C)
Turbocharger air suction with blow-off.....	min. -20 °C
Charge air cooling water inlet temp.....	max. + 37 °C (25°C)
Relative humidity.....	60 % (30 %)

Note: If 70% humidity and 45°C temperature at the sametime, the engine need to be derated.

Specific Fuel-Oil Consumption measured at our test bed is given at 100% load, running on fuel-oil according to ISO 8217, Class DMX

DMA, DMB or DMC with a lower heat value of 42.7 MJ/kg, and no Engine-driven pumps.

When Engine-driven water - and/or main lubricating oil pump, 0.5% in fuel-oil consumption, must be added for each pump.

Specific lubricating oil consumption is for guidance only.

The Marine Diesel Engine comply with the requirements of the Technical Code on Control of Emission of Nitrogen Oxides from Marine Diesel Engines referred to Tier 2 of Annex VI of MARPOL 73/78.