

## B35:40V

V-Configuration

Natural Gas

9.4 MW



## Unlock Peak Efficiency

The Bergen B35:40V engine is engineered for high and reliable power, combining industry-leading electrical and heat recovery efficiency with robust performance under any conditions. Its large, low-RPM components, optimized combustion, and advanced turbocharging deliver maximum energy output while keeping operation smooth and consistent.

Renowned for its reliability and proven technology, the **Bergen B35:40** has been a best-seller for years, trusted in environments ranging from the icy Arctic to extreme desert heat. Its sturdy construction and maintenance-friendly design ensure long service life and minimal downtime, giving you confidence in every operation.

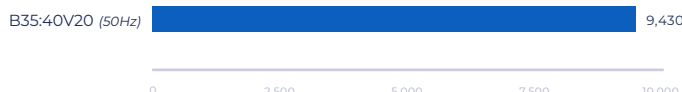
Designed for flexibility across applications, the **Bergen B35:40** excels in remote power supply, cogeneration, and industrial heat recovery. With high efficiency, low service costs, and adaptable performance, it provides a dependable solution wherever robust power is needed.

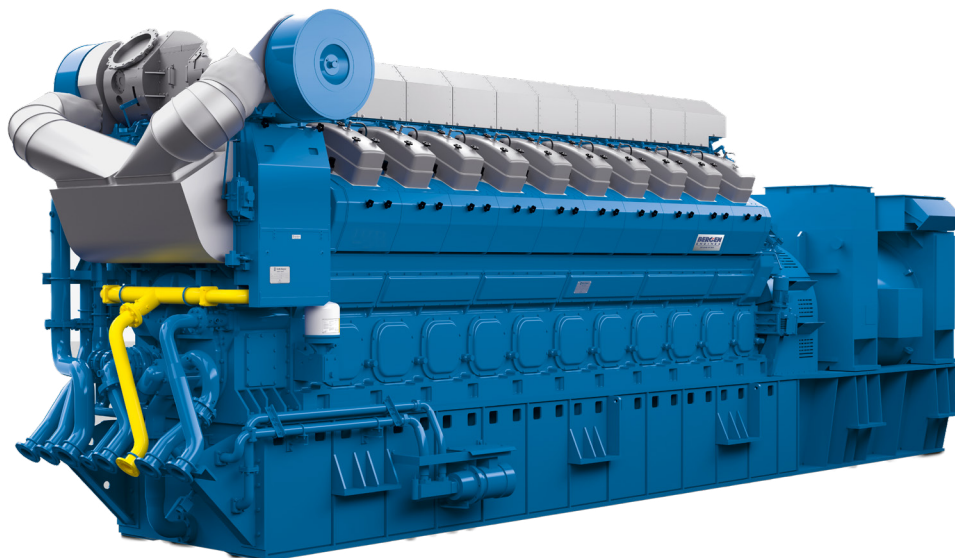
### Benefits of Bergen

- Fast Delivery**  
Average lead times of just 10 months for first batch, accelerating your project and reducing time to revenue.
- Proven Reliability & World-Class Service**  
Guaranteed performance, backed by global service teams for both scheduled and unscheduled maintenance.
- Modular, Scalable Design**  
Flexibility to expand as your project grows, ensuring long-term adaptability and value.
- Exceptional Fuel Efficiency**  
Advanced combustion delivers market-leading efficiency and lower operational fuel costs.
- Low Life-Cycle Cost**  
Engineered for durability and ease of maintenance, reducing total cost of ownership.

Product Range

#### Bergen's B35:40V Engine Electrical Output (kW)





## WEIGHT & DIMENSIONS

|                      | Engine Length<br>(mm) | Engine Width<br>(mm) | Engine Height<br>(mm) | Engine Weight<br>(dry, kg) |
|----------------------|-----------------------|----------------------|-----------------------|----------------------------|
| <b>B35:40V20 AG2</b> | 13,260                | 3,176                | 4,990                 | 139,960                    |

## TECHNICAL DATA

|                                         | <b>B35:40V20 AG2</b> |     |
|-----------------------------------------|----------------------|-----|
| Number of Cylinders                     | 20                   |     |
| Cylinder Diameter (mm)                  | 350                  |     |
| Piston Stroke (mm)                      | 400                  |     |
| Hz                                      | 50                   | 60  |
| Engine Speed (r/min)                    | 720                  | 750 |
| Electrical Output (kW, 100% MCR PF 1.0) | 9,430                |     |
| Charge Air Cooler HT (kW)               | 1,665                |     |
| Charge Air Cooler LT (kW)               | 630                  |     |
| Lube Oil Cooler (kW)                    | 955                  |     |
| Jacket Water Cooler (kW)                | 1,210                |     |
| Exhaust Mass (kg/h)                     | 50,600               |     |
| Exhaust Gas Temp (*C)                   | 385                  |     |
| Nom. El. Efficiency (% , MCR PF 1.0)    | 48.1                 |     |

### GENERAL CONDITIONS

- All technical data is valid for 100% load, including two engine driven pumps.
- Engine power definition and fuel consumption are according to ISO 3046 and ISO 8528.
- Generator rating and performance in accordance with IEC 60034, power factor 1.
- NOx Emissions 500 mg/Nm3 @ 5% O2.
- Reference fuel is Natural Gas with lower heating value of 36 MJ/nm3, methane number 80.
- Data for heat dissipation and exhaust gas are based on a tolerance of  $\pm 5\%$ , turbocharger air suction temp 25°C.
- Fast start time to be evaluated on a project specific basis. Engine must be specified accordingly and maintained in hot standby mode.
- For low load levels specified the engine can be operate continuous. For lower loads, certain recommendations apply.

### DISCLAIMER

- Due to continuous development, data may change. Please contact Bergen Engines for the latest data.