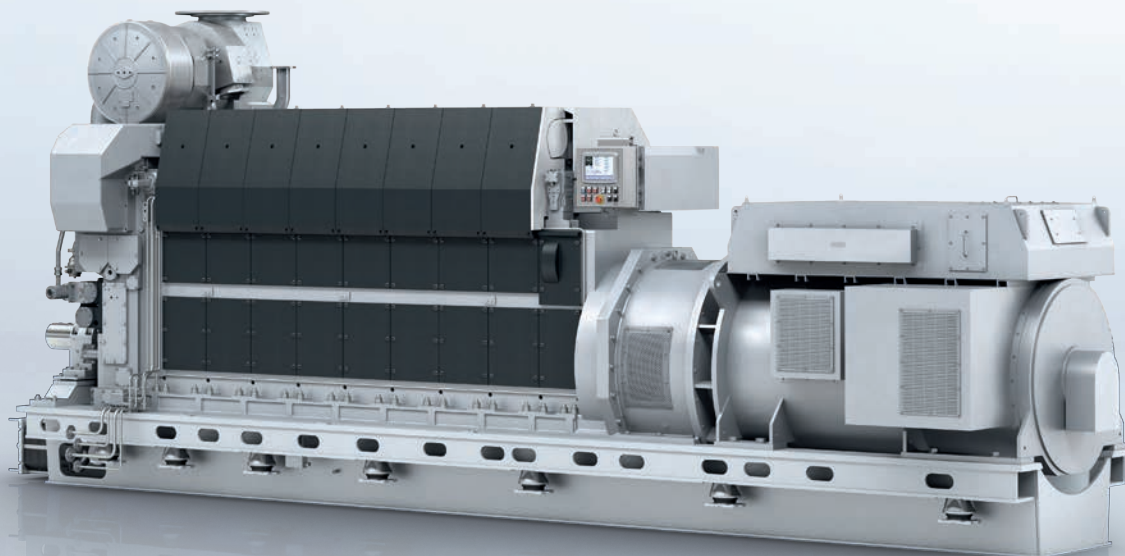


**FOUR  
STROKE  
MARINE  
SOLUTIONS**

# MAN L27/38

**GENSET**



The solid and reliable MAN L27/38 delivers good performance over the entire load range with quick acceleration and immediate load response. Its proven reliability ensures long time between overhauls (TBO) and no unscheduled maintenance or repair work.

## **Benefits at a glance**

- Reliable and easy operation
- Long time between overhauls
- Easy maintenance

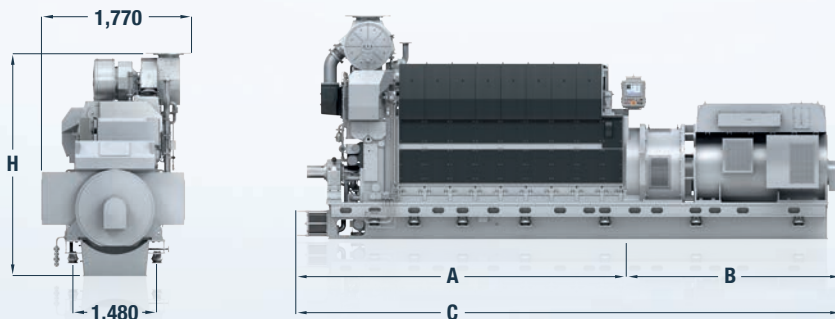
Engineering the Future – since 1758.

**MAN Diesel & Turbo**



# MAN L27/38

GENSET



## Dimensions

Cyl. No.	5	6	7	8	9	
A	4,346	4,791	5,236	5,681	6,126	mm
B	2,486	2,766	2,766	2,986	2,986	mm
C	6,832	7,557	8,002	8,667	9,112	mm
H	3,712	3,712	3,899	3,899	3,899	mm
Dry mass	40.0	44.5	50.4	58.2	64.7	t

## Output

Speed	750/720		750/720		rpm
	Eng.	Gen.*	Eng.	Gen.*	
Frequency	50/60		50/60		Hz
MAN 5L27/38	1,600/1,500	1,536/1,440			kW
MAN 6L27/38	1,980	1,900	2,100	2,016	kW
MAN 7L27/38	2,310	2,218	2,450	2,352	kW
MAN 8L27/38	2,640	2,534	2,800	2,688	kW
MAN 9L27/38	2,970	2,851	3,150	3,024	kW

\*Based on nominal generator efficiencies of 96%

\*\*MDO viscosity must not exceed 6 mm<sup>2</sup>/s = cSt at 40 °C

Last updated December 2017

## General

- Engine cycle: Four-Stroke
- No. of cylinders: 5, 6, 7, 8, 9
- Bore: 270 mm – Stroke: 380 mm
- Swept volume per cyl: 21.76 dm<sup>3</sup>

## Fuel consumption at 85 % MCR

- At 720 rpm: 181 g/kWh
- At 750 rpm: 182 g/kWh

## Cylinder output (MCR)

- At 720 rpm: 317 kW
- Power-to-weight ratio: 21.5 – 26.7 kg/kW

## Compliance with emission regulations

- IMO Tier II
- IMO Tier III (with MAN SCR)

## Main features

- Turbocharging system**  
High efficiency constant pressure MAN TCR series exhaust turbocharging system
- Engine automation and control**  
MAN in-house developed engine attached Safety and Control System **SaCoS<sub>One</sub>**

MCR = Maximum Continuous Rating | SCR = Selective Catalytic Reduction | SFOC = Specific Fuel Oil Consumption

- Fuel system**  
Conventional main injection system
- Injection system for lowest fuel consumption** while meeting IMO Tier II emission limits
- Cooling system**  
1-string high and low temperature cooling water systems
- Starting system**  
Pressurized air starter (turbine type)
- Engine mounting**  
Resilient GenSet mounting
- Engine design**  
Compact engine design with integrated cooling water/lube oil pumps, thermostatic valves and filters in the front end box
- Jet Assist** for improved load response and start-up time, plus prevention of black smoke

## Optional equipment

- 100 % PTO on front-end with build-in bearing enable Fire-Fighting equipment
- Preparation for Arctic conditions
- 2-string high and low temperature cooling water systems

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