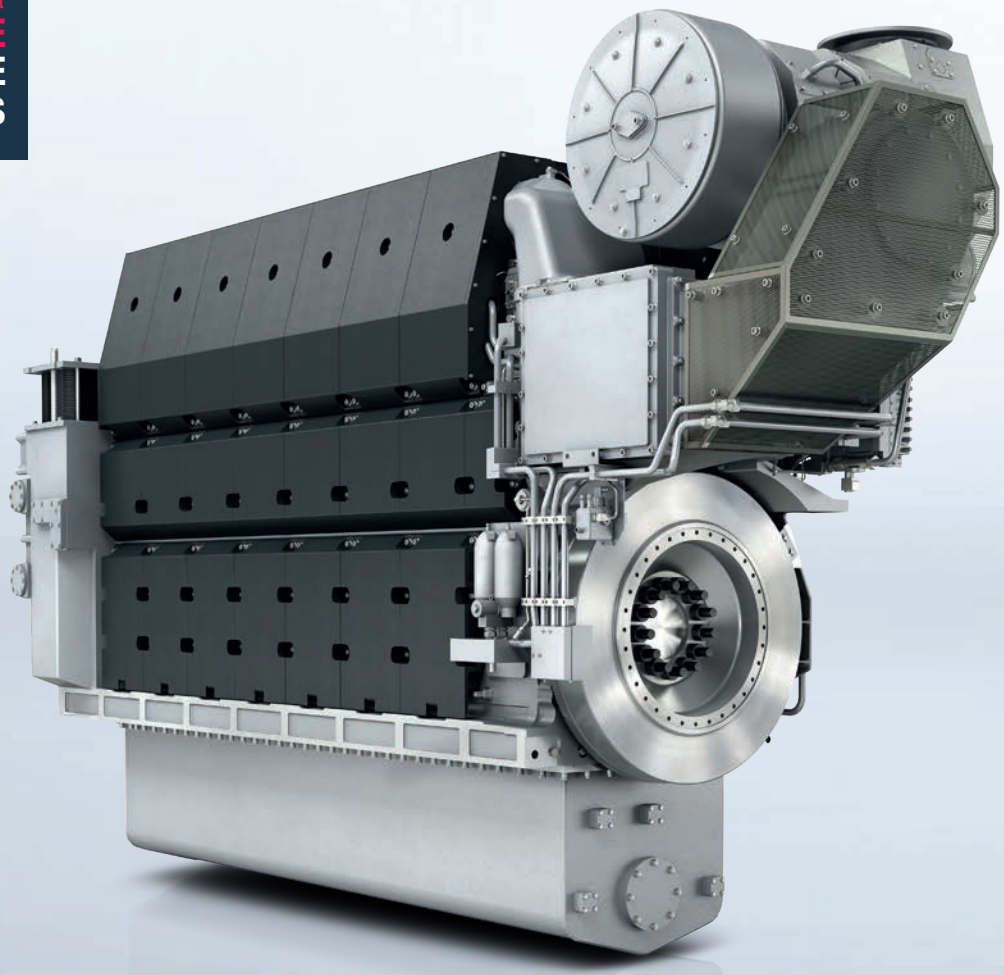
FOUR
STROKE
MARINE
ENGINES



MAN L27/38

PROPULSION

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

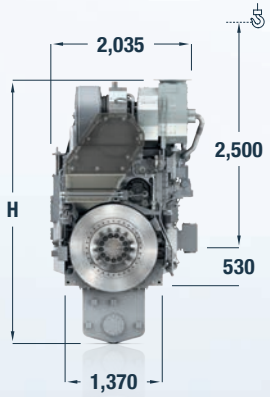
- Reliable and easy operation
- Long time between overhauls
- Easy maintenance

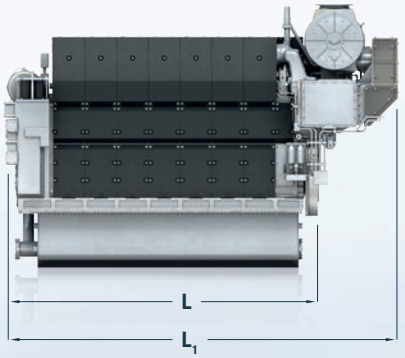
Engineering the Future – since 1758.

MAN Diesel & Turbo

MAN L27/38

PROPULSION





Dimensions

Cyl. No.	6	7	8	9	
L	5,070	5,515	5,960	6,405	mm
L_1	3,962	4,407	4,852	5,263	mm
H	3,555	3,687	3,687	3,687	mm
Dry mass	29.0	32.5	36.0	39.5	t

Output

Speed	800	800 (MDO*/MGO)	rpm
mep	23.5	25.2	bar
MAN 6L27/38	2,040	2,190	kW
MAN 7L27/38	2,380	2,555	kW
MAN 8L27/38	2,720	2,920	kW
MAN 9L27/38	3,060	3,285	kW

Minimum centreline distance for twin engine installation: 2,500 mm
*MDO viscosity must not exceed 6 mm / 2 s = cSt at 40 °C.
Last updated August 2016

General

- Engine cycle: Four-Stroke
- No. of cylinders: 6, 7, 8, 9
- Bore: 270 mm – Stroke: 380 mm
- Swept volume per cyl: 21.76 dm³

Fuel consumption at 85 % MCR

- SFOC: 186 g/kWh

Cylinder output (MCR)

- At 800 rpm: 365 kW
- Power-to-weight ratio: 12.0 – 13.24 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**$_{one}$
- **Fuel system**
  Conventional main injection system
  Variable injection system for lowest fuel consumption while meeting IMO Tier II emission limits
- **Cooling system**
  2-string high and low temperature cooling water systems
- **Starting system**
  Pressurized air starter (turbine type)
- **Engine mounting**
  Resilient or rigid mounting
- **Engine design**
  “Pipeless engine” design. Cooling water / lube oil pumps, thermostatic valves integrated in the front end box

Optional equipment

- 100 % PTO on front-end with build on bearing enable Fi-Fi equipment
- Jet Assist for improved load response and start up time

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

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