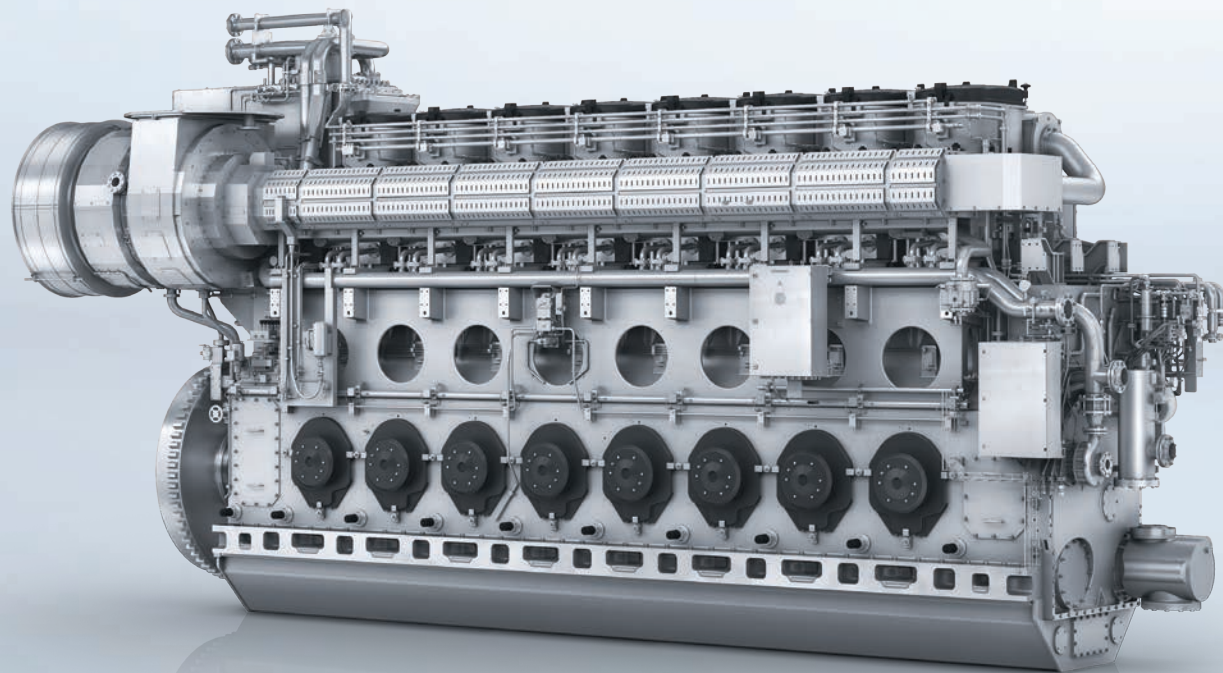


**FOUR
STROKE
MARINE
SOLUTIONS**

MAN L48/60CR

PROPULSION



The MAN 48/60CR is a striking combination of top performance, operational flexibility and reliability. High power output as well as low fuel consumption and exhaust emissions fit the market requirements of today and underscore the strong commitment of the MAN 48/60CR to the future.

Benefits at a glance

- High efficiency
- High specific power output
- Low emissions
- Low operating and life cycle costs
- Long maintenance intervals and service life
- High reliability

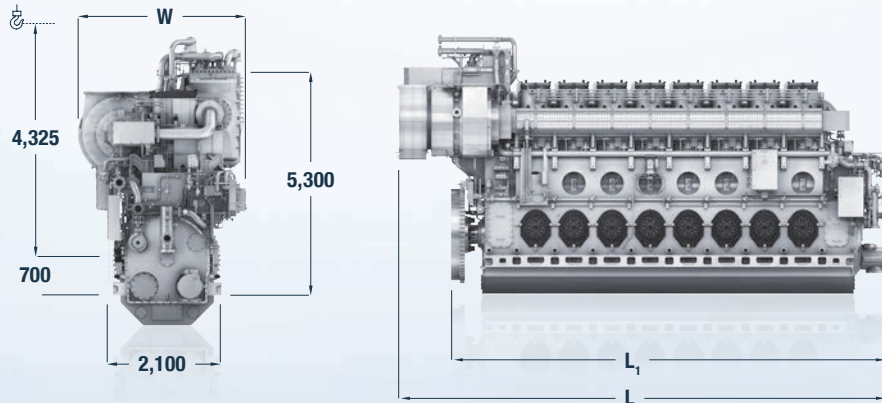
Engineering the Future – since 1758.

MAN Diesel & Turbo



MAN L48/60CR

PROPULSION



Dimensions

Cyl. No.	6	7	8	9	
L	8,760	9,580	10,540	11,360	mm
L ₁	7,455	8,275	9,095	9,915	mm
W	3,165	3,165	3,280	3,280	mm
Dry mass	106	119	135	148	t

Output

Speed	514	500	rpm
mep	25.8	26.5	bar
MAN 6L48/60CR	7,200	7,200	kW
MAN 7L48/60CR	8,400	8,400	kW
MAN 8L48/60CR	9,600	9,600	kW
MAN 9L48/60CR	10,800	10,800	kW

Minimum centreline distance for twin engine installation: 3,200 mm
Last updated December 2017

General

- Engine cycle: Four-Stroke
- No. of cylinders: 6, 7, 8, 9
- Bore: 480 mm – Stroke: 600 mm
- Swept volume per cyl: 108.6 dm³

Fuel consumption at 85 % MCR

- SFOC: 175 g/kWh

Cylinder output (MCR)

- At 514/500 rpm: 1200 kW
- Power-to-weight ratio: 13.7 – 14.7 kg/kW

Compliance with emission regulations

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

Main features

- **Turbocharging system**
High efficiency constant pressure MAN TCA series exhaust turbocharging system

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

- **Engine automation and control**
MAN in-house developed engine attached Safety and Control System **SaCoS_{One}**

- **Fuel system**
Advanced MAN electronic Common Rail injection system

- **Cooling system**
2-string high and low temperature cooling water systems

- **Starting system**
Starting air valves within cylinder heads

- **Engine mounting**
Resilient or rigid mounting

Optional equipment

- ECOMAP concept – using of different IMO Tier II-compliant injection maps to improve fuel economy
- Additional Power Take-Off at engine free end available

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