

# MAN

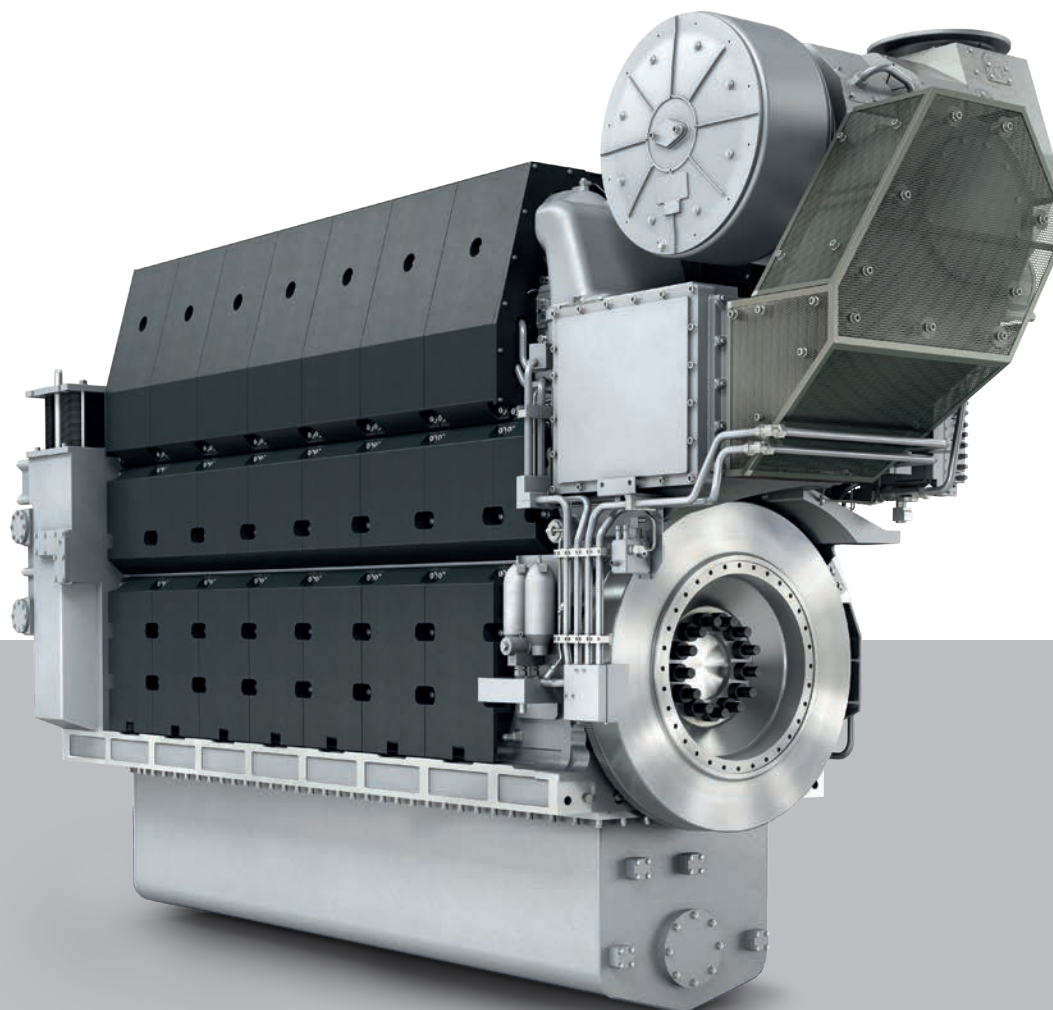
# L27/38

## 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



# MAN L27/38

## Propulsion

### Dimensions

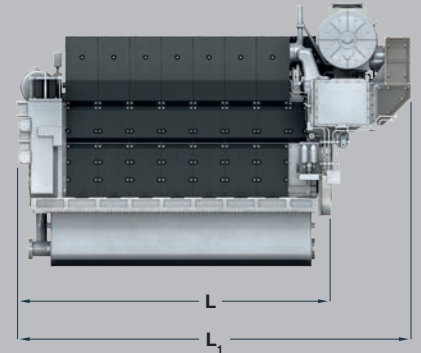
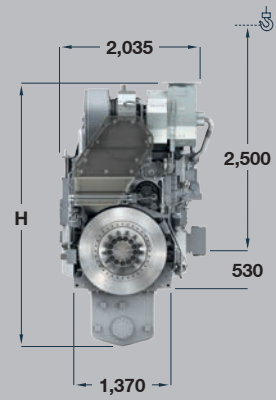
Cyl. No.		6	7	8	9
L	mm	5,070	5,515	5,960	6,405
L <sub>1</sub>	mm	3,962	4,407	4,852	5,263
H	mm	3,555	3,687	3,687	3,687
Dry mass	t	29.0	32.5	36.0	39.5

### Output

Speed	rpm	800	800
mep	bar	23.50	25.20
MAN 6L27/38	kW	2,040	2,190
MAN 7L27/38	kW	2,380	2,555
MAN 8L27/38	kW	2,720	2,920
MAN 9L27/38	kW	3,060	3,285

Minimum centerline distance for twin engine installation: 2,500mm  
 \*MDO viscosity must not exceed 6 mm<sup>2</sup>/s = cSt at 40 °C

Last updated July 2018



### General

- Engine cycle: four-stroke
- No. of cylinders: 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

- 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 MAN SaCoS<sub>one</sub>

#### 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-in bearing enable fire-fighting equipment (Fi-Fi)
- 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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