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

<table>
<thead>
<tr>
<th>Cyl. No.</th>
<th>L (mm)</th>
<th>L1 (mm)</th>
<th>H (mm)</th>
<th>Dry mass (t)</th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td>5,070</td>
<td>3,952</td>
<td>3,555</td>
<td>29.0</td>
</tr>
<tr>
<td>7</td>
<td>5,515</td>
<td>4,407</td>
<td>3,687</td>
<td>32.5</td>
</tr>
<tr>
<td>8</td>
<td>5,960</td>
<td>4,852</td>
<td>3,687</td>
<td>36.0</td>
</tr>
<tr>
<td>9</td>
<td>6,405</td>
<td>5,263</td>
<td>3,687</td>
<td>39.5</td>
</tr>
</tbody>
</table>

Output

<table>
<thead>
<tr>
<th>Speed (rpm)</th>
<th>MAN 6L27/38 kW</th>
<th>MAN 7L27/38 kW</th>
<th>MAN 8L27/38 kW</th>
<th>MAN 9L27/38 kW</th>
</tr>
</thead>
<tbody>
<tr>
<td>800</td>
<td>2,040</td>
<td>2,380</td>
<td>2,720</td>
<td>3,060</td>
</tr>
<tr>
<td>MCR</td>
<td>2,035</td>
<td>2,500</td>
<td>3,060</td>
<td></td>
</tr>
</tbody>
</table>

Minimum centerline distance for twin engine installation: 2,500 mm
*MDO viscosity must not exceed 6 mm²/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 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 turbo-charging system

Engine automation and control
- MAN in-house developed engine attached safety and control system MAN 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-in bearing enable fire-fighting equipment (Fi-Fi)
- Jet assist for improved load response and start up time

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