

MAN

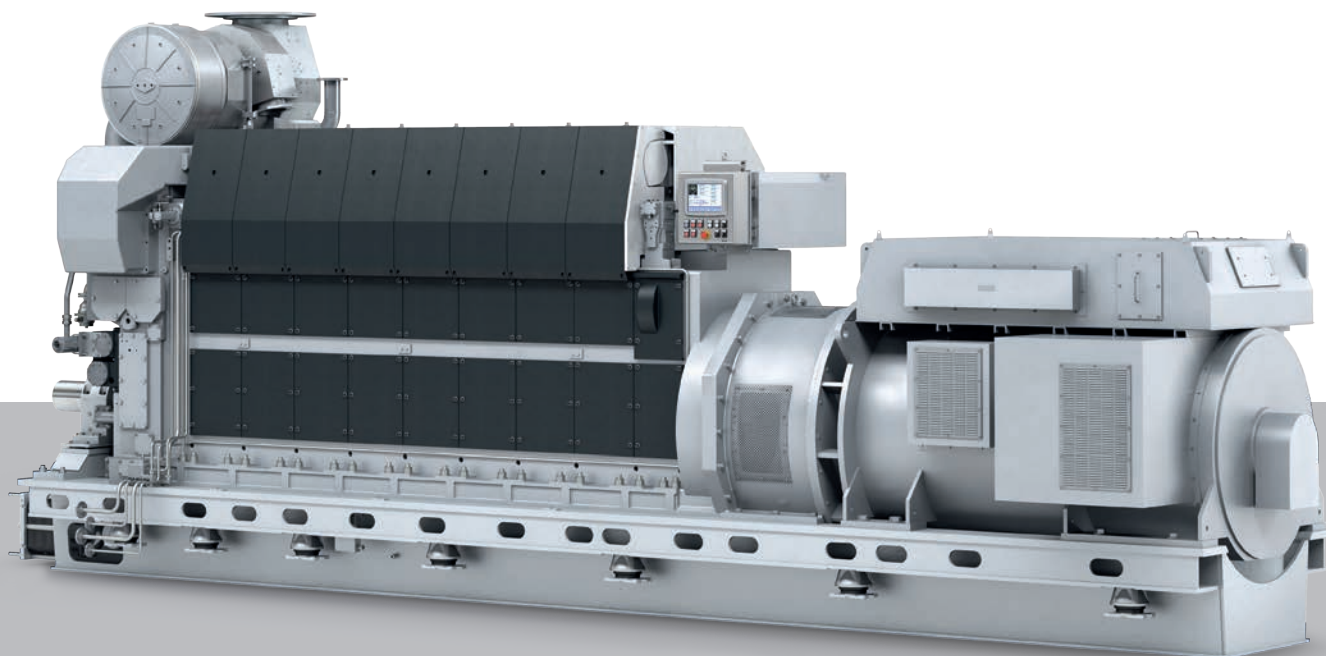
L27/38

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

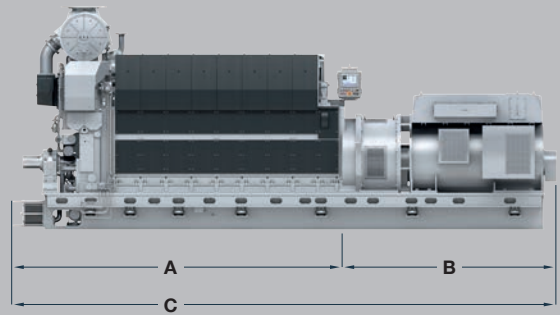


MAN L27/38

GenSet

Dimensions

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



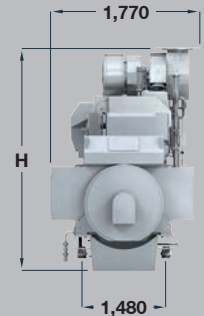
Output

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

*Based on nominal generator efficiencies of 96 %

**MDO viscosity must not exceed 6 mm²/s = cSt at 40 °C

Last updated July 2018



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 dm³

Fuel consumption at 85 % MCR

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

Cylinder output (MCR)

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

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_{one}

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 (Fi-Fi)
- Preparation for Arctic conditions
- 2-string high and low temperature cooling water systems

MCR = Maximum continuous rating
SCR = Selective catalytic reduction
SFOC = Specific fuel oil consumption

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