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
## MAN L48/60CR

### Propulsion

#### Dimensions

<table>
<thead>
<tr>
<th>Cyl. No.</th>
<th>L (mm)</th>
<th>L₁ (mm)</th>
<th>W (mm)</th>
<th>Dry mass (t)</th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td>8,760</td>
<td>7,455</td>
<td>3,165</td>
<td>106</td>
</tr>
<tr>
<td>7</td>
<td>9,580</td>
<td>8,275</td>
<td>3,165</td>
<td>119</td>
</tr>
<tr>
<td>8</td>
<td>10,540</td>
<td>9,095</td>
<td>3,165</td>
<td>135</td>
</tr>
<tr>
<td>9</td>
<td>11,360</td>
<td>9,915</td>
<td>3,280</td>
<td>148</td>
</tr>
</tbody>
</table>

#### Output

<table>
<thead>
<tr>
<th>Speed (rpm)</th>
<th>mep (bar)</th>
<th>MAN 6L48/60CR (kW)</th>
<th>MAN 7L48/60CR (kW)</th>
<th>MAN 8L48/60CR (kW)</th>
<th>MAN 9L48/60CR (kW)</th>
</tr>
</thead>
<tbody>
<tr>
<td>514</td>
<td>25.8</td>
<td>7,200</td>
<td>8,400</td>
<td>9,600</td>
<td>10,800</td>
</tr>
<tr>
<td>500</td>
<td>26.5</td>
<td>7,200</td>
<td>8,400</td>
<td>9,600</td>
<td>10,800</td>
</tr>
</tbody>
</table>

Minimum centerline distance for twin engine installation: 3,200 mm

Last updated July 2018

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### 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: 175.5 g/kWh

### Cylinder output (MCR)

- At 514/500 rpm: 1,200 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 turbo-charging system
- **Engine automation and control**
  - MAN in-house developed engine attached safety and control system MAN SaCoS
- **Fuel system**
  - Advanced 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

- MAN ECOMAP concept – using different IMO Tier II compliant injection maps to improve fuel economy
- Additional power take-off at engine free end available

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

* According to IMO E2 test cycle

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