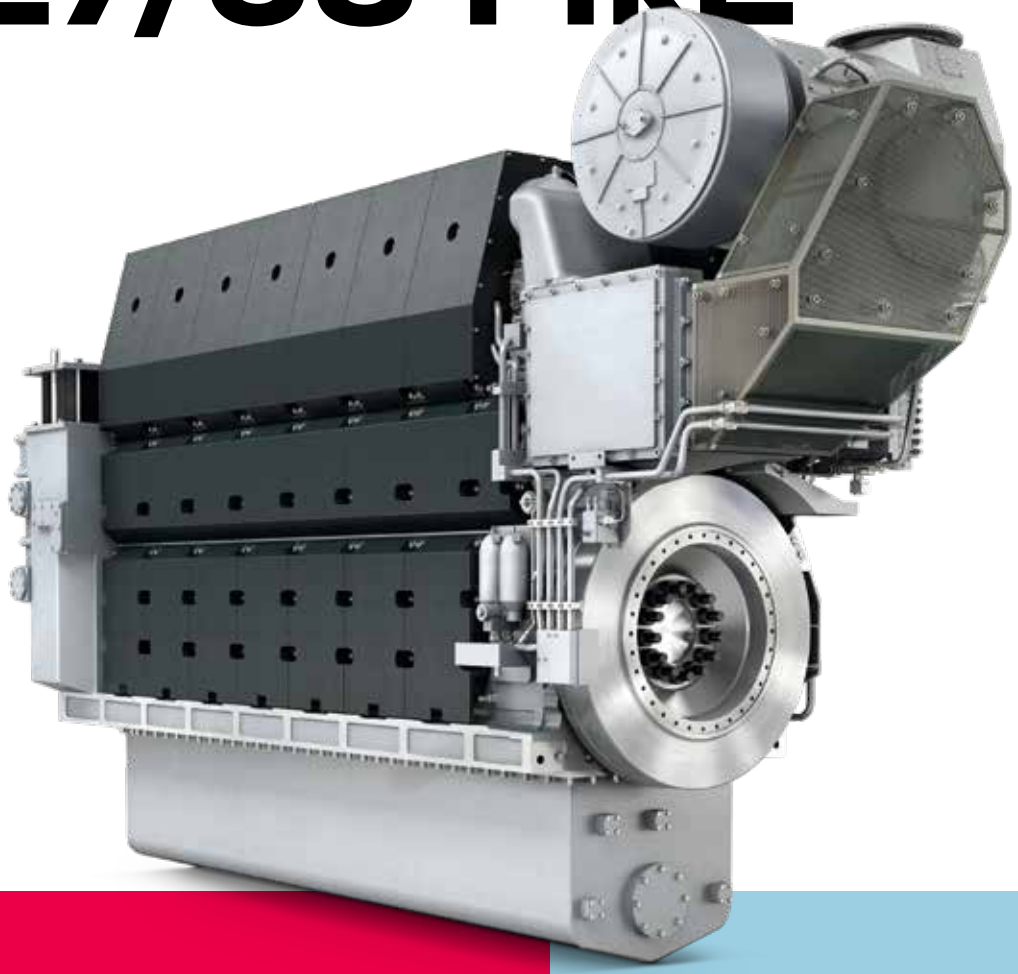
L27/38 Mk2



The L27/38 Mk2 is an updated engine variant based on the trusted and reliable Mk1 version. It delivers good performance over the entire load range with quick acceleration and immediate load response. Long time between overhauls (TBO) are also valid for the L27/38 Mk2 version and no unscheduled maintenance or repair work are expected.

Benefits at a glance

- Reliable and easy operation
- Long time between overhauls
- Easy maintenance
- Updated to newest family design
- Upgraded to 410 kW/cyl @ 900 rpm
- More than 30 years operation experience with biofuel oil (power plant)
- Approved for ISO2817:2024

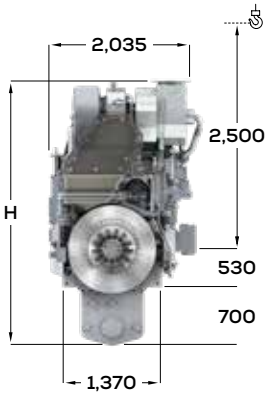
Everllence

L27/38 Mk2

Propulsion

Dimensions

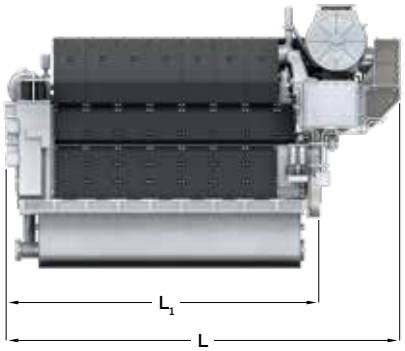
Cyl. No.		6	7	8	9
L	mm	5,174	5,619	6,064	6,509
L1	mm	4,091	4,536	4,981	5,426
H	mm	3,455	3,587	3,587	3,587
Dry mass	t	29.0	32.5	36.0	39.5



Output

Speed	rpm	750	900
mep	bar	25.7	23.5
6L27/38	kW	2,100	2,460
7L27/38	kW	2,450	2,870
8L27/38	kW	2,800	3,280
9L27/38	kW	3,150	3,690

Minimum centerline distance for twin engine installation: 2,500 mm



Last updated July 2024

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^3

Fuel consumption at 85% MCR
- At 750 rpm 184 g/kWh
- At 900 rpm 186 g/kWh

Cylinder output (MCR)
- At 750 rpm: 350 kW/cyl
- At 900 rpm: 410 kW/cyl
- Power-to-weight ratio: 10,7-13,8 kg/kW

Compliance with emission regulations
- IMO Tier II
- IMO Tier III (with SCR)

Main features
- **Turbocharging system**
  High efficiency constant pressure Everllence TCR series exhaust turbocharging system
- **Engine automation and control**
  In-house developed engine attached safety and control system $SaCoS_{one}$
- **Fuel system**
  - Conventional main injection system
  - 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)
- Alternator, and other auxiliary equipment
- Jet assist for improved load response and start up time

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

Everllence
2450 Copenhagen SV, Denmark
P + 45 33 85 11 00
F + 45 33 85 10 49
info-cph@everllence.com
www.everllence.com