

# Marine Propulsion System

## H27DFP

Tier II, Tier III

**Bore: 270 mm, Stroke: 330 mm**

Controllable Pitch Propeller

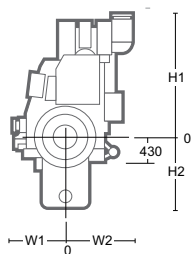
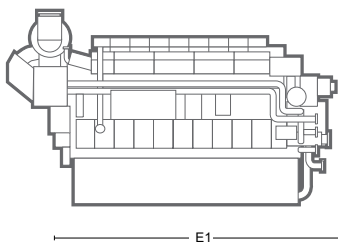
Permit high skew angles to minimize noise and vibration.

### Dimensions

1000 rpm	cyl.	Rated Output at Engine (kW)	Engine dimension (mm) & dry weight (ton)					Dry Weight
			E1	H1	H2	W1	W2	
	6	1,860	4,060	2,199	1,360	1,030	1,214	26.5
	7	2,170	4,440	2,199	1,360	1,030	1,214	28.1
	8	2,480	4,820	2,199	1,360	1,030	1,214	30.0
	9	2,790	5,200	2,329	1,360	1,030	1,312	32.0

E1 : Dimension between eng. flywheel to eng. free end.

In case of dry sump, the weight and height will be reduced.



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### Heat Rate & SFOC (100% Load)

Load	100%	85%
Heat Rate@Gas mode	7,728 kJ/kWh	
SFOC@Diesel mode	186 g/kWh	187.2 g/kWh

\*) Note :

- 1) Reference condition based on ISO 3046/1
- 2) Main fuel oil based on marine diesel oil, LCV(Lower Calorific Value) 42,700kJ/kg
- 3) Fuel gas based on natural gas, Lower Heating Value 36MJ/Nm<sup>3</sup>, methane number Min. 80
- 4) Tolerance +5% and without engine driven pumps
- 5) NOx Emission limitation : IMO Tier II on Diesel mode, IMO Tier III on Gas mode

#) Based on the CPP Constant speed operation  
(For FPP : Please contact HHI EMD)

### Specific Lubricating Oil Consumption

Lub. Oil: 0.6 g/kWh

### Application

- Controllable pitch propulsion
- Fixed pitch propulsion
- Azimuth thruster propulsion
- Pump drive



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