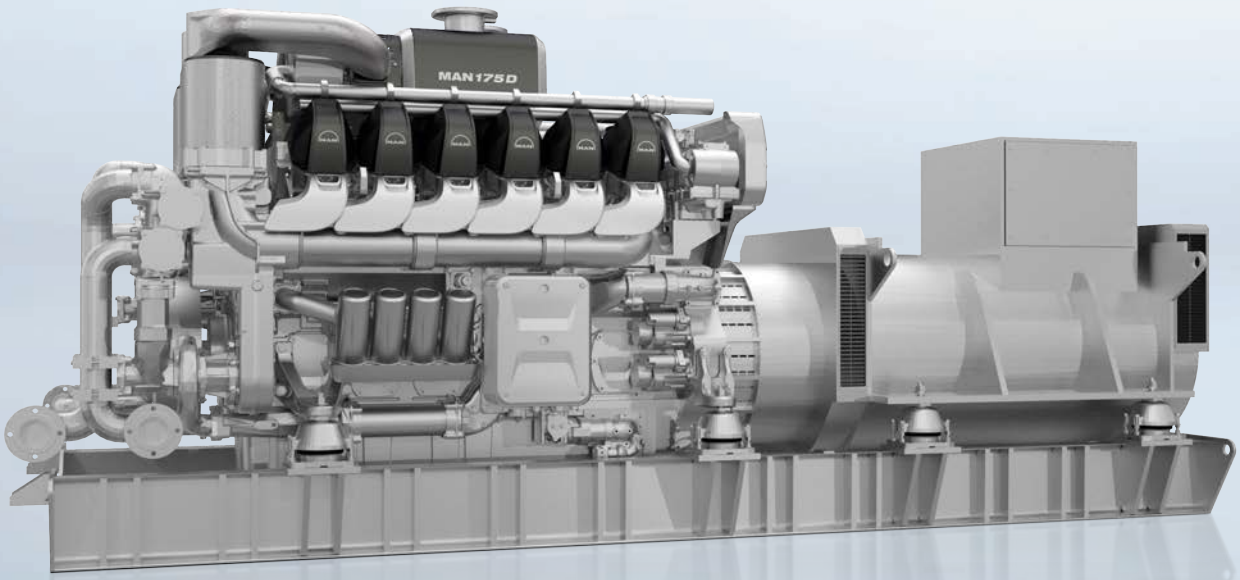
FOUR
STROKE
MARINE
ENGINES

MAN 175D

GENSET



Packing the latest technology into a minimum space, the MAN 175D genset is characterized by a clear-cut design, flexible ship integration, simple operation, and straightforward maintenance. Its modular design allows it to meet all the challenges of todays different applications.

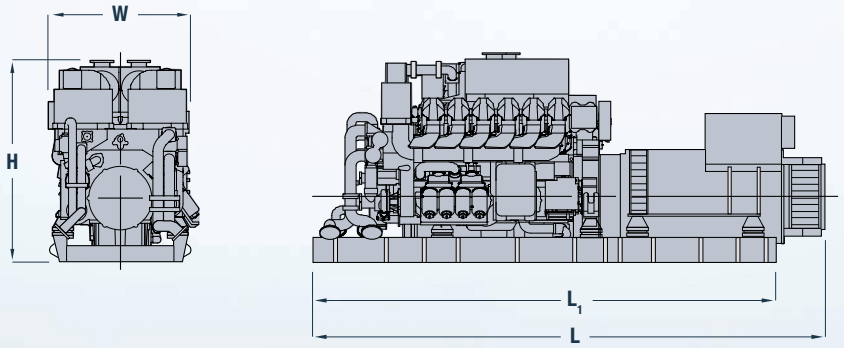
Benefits at a glance

- Clear & Compact
- Advanced & Robust
- Powerful & Reliable
- Efficient & Clean

Engineering the Future – since 1758.

MAN Diesel & Turbo

MAN 175D
GENSET



Dimensions

L	5,530	mm
L_1	5,350	mm
W	1,641	mm
H	2,365	mm
Dry mass	15.9	t

Output

Engine Model	MAN 12V175D-MEM		MAN 12V175D-MEL		MAN 12V175D-MA	
Rating Definitions	Diesel-Electric Medium Duty		Diesel-Electric Light Duty		Auxiliary Duty	
kWm	1,440	1,800	1,620	1,920	1,620	1,920
kWe*	1,376	1,720	1,548	1,832	1,548	1,832
rpm	1,500	1,800	1,500	1,800	1,500	1,800
Frequency	50 Hz	60 Hz	50 Hz	60 Hz	50 Hz	60 Hz
SFOC at 100 % MCR	192	196	191	195	191	195
SFOC at 75 % MCR	197	204	194	201	194	201

GenSet dimensions and weight shown are for guidance only. Details may vary due to different configurations.
*3-phase, 0.8 p.f., assumes alternator efficiency of 95.5 %
Rated power output according to ISO 3046-1, ICXN for diesel-electric drives or onboard power generation. Specific fuel oil consumption related to mechanical output acc. to ISO 3046-1:2002 based on a lower calorific value of fuel 42,700 kJ/kg with attached lube oil, HT and LT-cooling-water pumps fulfilling IMO Tier II emission limitations with 5 % tolerance. Status August 2016

General

- Standard base frame layout to suit all applications
- Resilient mounts between engine / alternator and base frame
- Conveniently located media connections
- Modular Common Rail fuel injection system
- High efficiency MAN turbochargers
- Fully integrated genset control panel
- Engine driven fuel feed pump
- HT and LT split cooling circuits with integrated pumps and thermostats

Starting method

- Electric or compressed air

Optional equipment

- Air or water cooled alternator
- Base frame mounted sea water cooler with engine driven sea water pump
- Double elastic base frame mounting
- Lube oil centrifuge for extended lube oil exchange intervals
- Base frame mounted coolant expansion tanks

Compliance with emission regulations

- IMO Tier II
- IMO Tier III (with MAN SCR)

Rating definitions:

- **Marine Diesel-Electric Medium Duty**
  For continuous power generation with variable load aboard vessels for diesel-electric drives
  Typical applications include, but are not limited to navy, offshore vessels and ferries
  Average load: up to 75 %
- **Marine Diesel-Electric Light Duty**
  For continuous power generation with variable load aboard vessels for diesel-electric drives
  Typical applications include, but are not limited to navy, offshore vessels and yachts
  Average load: up to 50 %
- **Marine Auxiliary**
  For continuous power generation with variable load aboard vessels for auxiliary use
  Average load: up to 50 %

MCR = Maximum Continuous Rating | SCR = Selective Catalytic Reduction | SFOC = Specific Fuel Oil Consumption

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