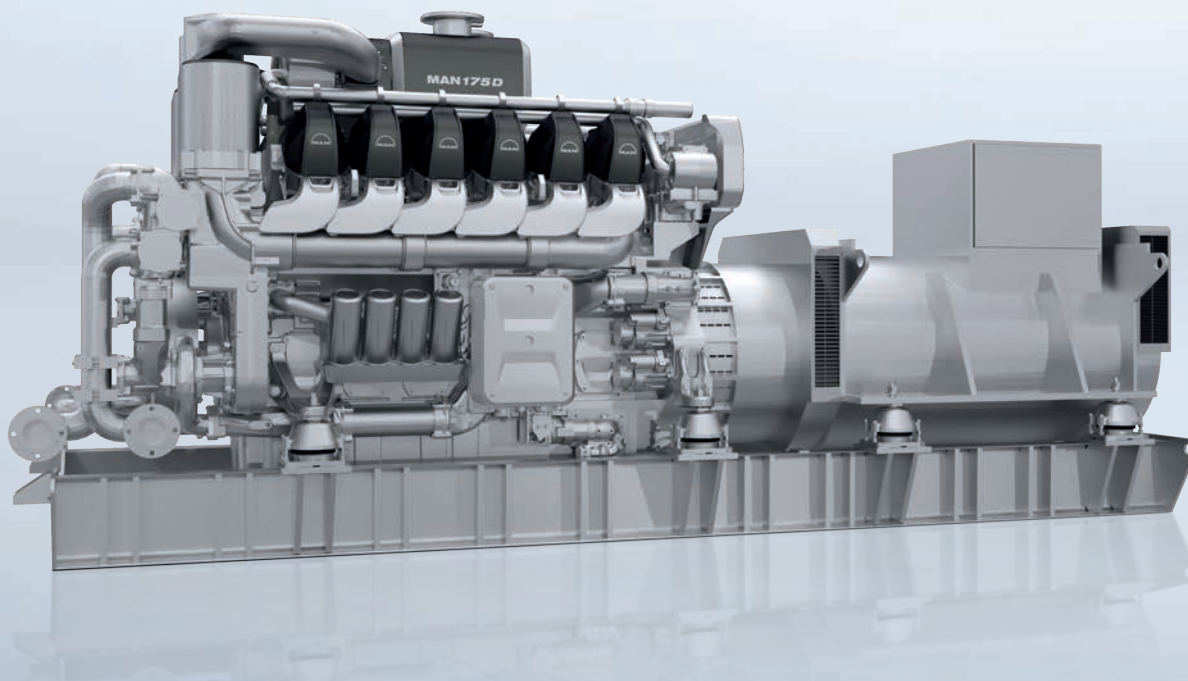


**FOUR  
STROKE  
MARINE  
ENGINES**

# 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 today's different applications.

### **Benefits at a glance**

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

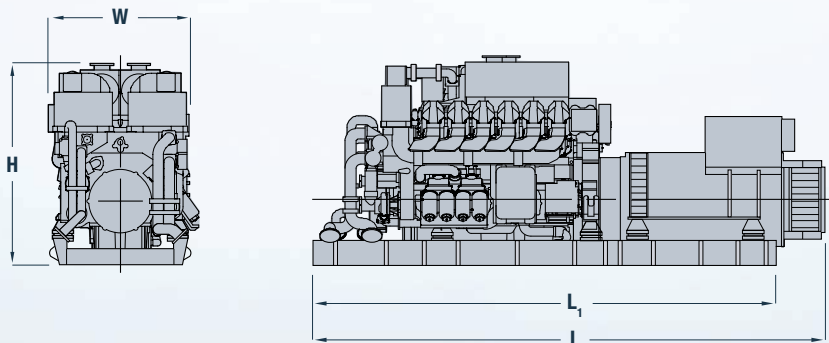
Engineering the Future – since 1758.

**MAN Diesel & Turbo**



# MAN 175D

GENSET



## Dimensions

L	5,530	mm
L <sub>1</sub>	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 weights 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. Last updated 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

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

## 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 %

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