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
**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

**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%

**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

**Output**

<table>
<thead>
<tr>
<th>Engine Model</th>
<th>MAN 12V175D-MEM</th>
<th>MAN 12V175D-MEL</th>
<th>MAN 12V175D-MA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rating Definitions</td>
<td>Diesel-Electric Medium Duty</td>
<td>Diesel-Electric Light Duty</td>
<td>Auxiliary Duty</td>
</tr>
<tr>
<td>kWm</td>
<td>1,440</td>
<td>1,800</td>
<td>1,620</td>
</tr>
<tr>
<td>kWe*</td>
<td>1,376</td>
<td>1,720</td>
<td>1,548</td>
</tr>
<tr>
<td>rpm</td>
<td>1,500</td>
<td>1,800</td>
<td>1,500</td>
</tr>
<tr>
<td>Frequency</td>
<td>50 Hz</td>
<td>60 Hz</td>
<td>50 Hz</td>
</tr>
<tr>
<td>SFOC at 100 % MCR</td>
<td>192</td>
<td>196</td>
<td>191</td>
</tr>
<tr>
<td>SFOC at 75 % MCR</td>
<td>197</td>
<td>204</td>
<td>194</td>
</tr>
</tbody>
</table>

**Dimensions**

- L: 5,530 mm
- L1: 5,350 mm
- W: 1,641 mm
- H: 2,365 mm
- Dry mass: 15.9 t

**Dimensions and weights shown are for guidance only. Details may vary due to different configurations.**

**Output**

- Rated power output according to ISO 3046-1. ICN 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