Packing the latest technology into a minimum volume, the MAN 175D is characterized by a clear-cut design: easy to commission, easy to operate, and easy to service. Its modular design allows it to meet all the challenges of many different applications.

Benefits at a glance

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

- Cyl. No.: 12
- \( L_1 \): 2,678 mm
- \( L_2 \): 334 mm
- \( L_3 \): 3,012 mm
- \( H \): 2,115 mm
- \( W \): 1,633 mm
- Dry mass: 8.5 t

**Output**

<table>
<thead>
<tr>
<th>Engine Model</th>
<th>MAN 12V175D-MH</th>
<th>MAN 12V175D-MM</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rating Definitions</td>
<td>Heavy Duty</td>
<td>Medium Duty</td>
</tr>
<tr>
<td>kW</td>
<td>1,740</td>
<td>2,220</td>
</tr>
<tr>
<td>(bhp*)</td>
<td>(2,333)</td>
<td>(2,977)</td>
</tr>
<tr>
<td>(mhp**)</td>
<td>(2,366)</td>
<td>(3,018)</td>
</tr>
<tr>
<td>rpm</td>
<td>1,800</td>
<td>1,900</td>
</tr>
<tr>
<td>SFOC [g/kWh] at 100 % MCR, Tier II/Tier III</td>
<td>-</td>
<td>199/202</td>
</tr>
<tr>
<td>SFOC [g/kWh] at 75 % MCR, Tier II/Tier III</td>
<td>-</td>
<td>203/201</td>
</tr>
</tbody>
</table>

For multi-engine arrangement only. Rated power output according to ISO 3046-1: ICFN. Specific fuel oil consumption 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.

*brake horse power  **metric horse power

Last updated December 2017

**General**

- Modular Common Rail fuel injection system
- Integrated lubrication system
- HT and LT split cooling circuits with integrated pumps and thermostats
- High efficiency MAN turbochargers
- Engine mounted control devices and operating panel

**Power-to-weight ratio (MCR)**

- 3.8 – 4.9 kg/kW

**Starting method**

- Electric or Compressed Air

**Optional equipment**

- Integrated seawater cooler and engine-driven seawater pump
- Lube oil centrifuge for longer lube oil exchange intervals
- 100 % PTO on counter coupling side
- Alternator for battery charging
- Up to four auxiliary PTO connections

**Compliance with emission regulations**

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

**Rating definitions:**

- **Marine Heavy Duty**
  - Recommended for vessels with typical annual operating time of up to 5,000 hours
  - Typical applications include, but are not limited to working boats, offshore vessels and ferries
  - Average load: up to 85 %

- **Marine Medium Duty**
  - Recommended for vessels with typical annual operating time of up to 3,000 hours
  - Typical applications include, but are not limited to working boats, offshore vessels, patrol boats, and yachts
  - Average load: up to 65 %

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

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