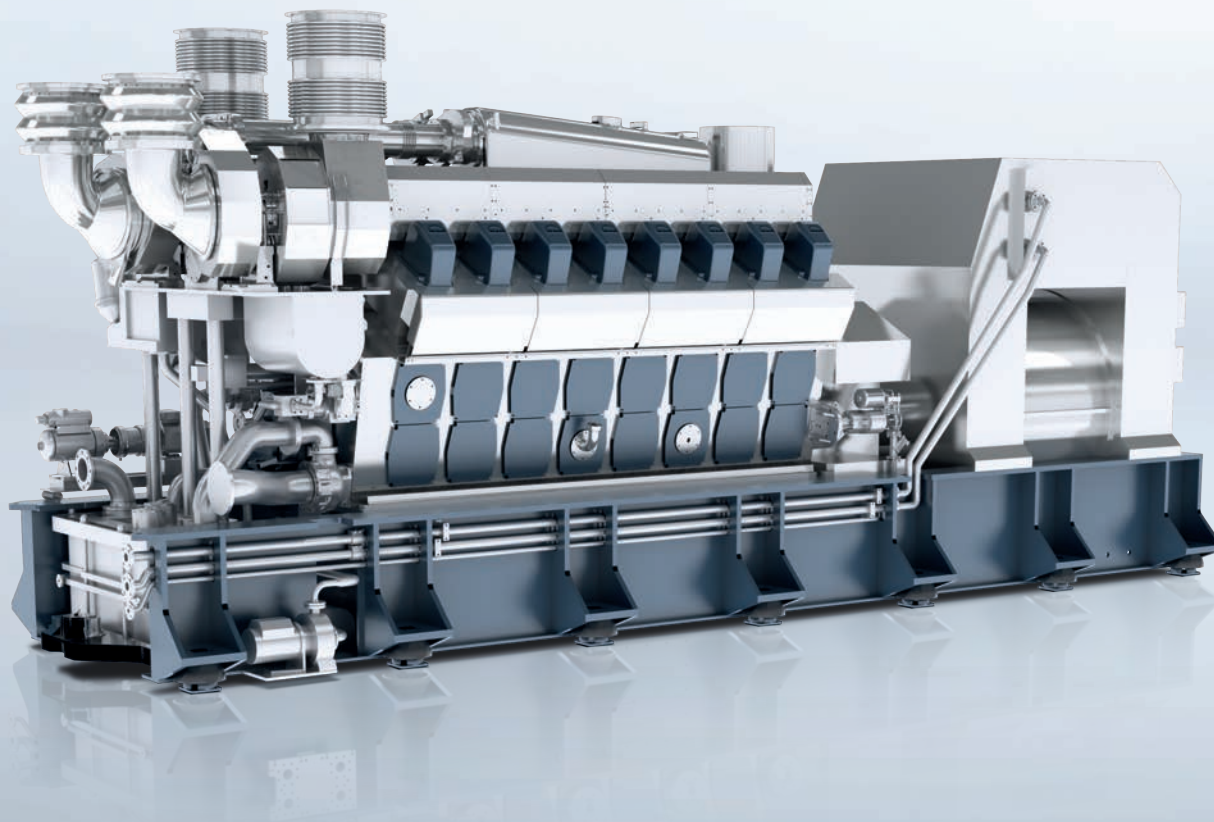


**FOUR
STROKE
MARINE
ENGINES**

MAN PA6B 0G

GENSET



The MAN PA6B is a compact, lightweight, and durable GenSet. The engine is highly resistant to shock and can deal with tilts of up to 25°. It also copes well with load increases and long-term, low-load operation. The basic engine design has proven itself over uncountable running hours.

Benefits at a glance

- High reliability
- Ready for installation at the shipyard
- Great power-to-weight ratio
- Black start capability

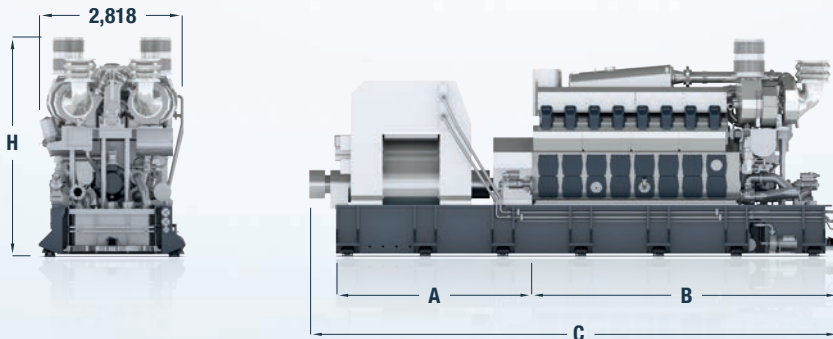
Engineering the Future – since 1758.

MAN Diesel & Turbo



MAN PA6B OG

GENSET



Dimensions*

Cyl. No.	12	16	18	20	
A	4,070	4,427	4,432	4,470	mm
B	4,600	5,637	6,097	6,557	mm
C	8,987	10,283	10,748	11,247	mm
H	3,695	3,695	3,695	3,679	mm
E	2,670	2,670	2,670	2,740	mm
Dry mass**	60	72	80	85	t

Output

Speed	1,000	1,000	900	900	rpm
Frequency	50	50	60	60	Hz
	Eng.	Gen.***	Eng.	Gen.***	
MAN 12PA6 B	4,440	4,307	4,200	4,074	kW
MAN 16PA6 B	5,920	5,742	5,600	5,432	kW
MAN 18PA6 B	6,660	6,460	6,300	6,111	kW
MAN 20PA6 B	7,400	7,178	7,000	6,790	kW

*Dimensions are based on operation under inclination up to 25 degrees in any direction

** Incl.5% tolerance, weight might be vary upon configuration

*** Nominal generator efficiencies: 97%. Last updated August 2016

General

- Engine cycle: Four-Stroke
- No. of cylinders: 12, 16, 18, 20
- Bore: 280 mm – Stroke: 330 mm
- Swept volume per cyl: 20.32 dm³

Fuel consumption at 85 % MCR

- SFOC: 195.9 g/kWh

Cylinder output (MCR)

- At 1000 rpm: 370 kW
- At 900 rpm: 350 kW
- Power-to-weight ratio: 11.4 – 14.2 kg/kW

Compliance with emission regulations

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

Main features

- Turbocharging system**
High efficiency constant pressure MAN TCA series exhaust turbocharging system
Jet Assist for improved load response and start up time
- Engine automation and control**
MAN in-house developed engine attached Safety and Control System **SaCoS_{One}**

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

Fuel system

Conventional main injection system
Attached fuel oil pump for black start capability
Attached fuel oil automatic filter

Lube oil system

Attached lube oil preheating module and automatic filter

Cooling system

Fully integrated cooling system for fresh water, lube oil and fuel oil

Starting system

Pressurized air starter (turbine type)

Engine mounting

Resilient mounting

Inclination

Designed for 25° inclination in any direction

Optional equipment

- Redundant start system via flywheel turbine or starting air valves within cylinder heads
- Lube oil centrifugal filter to avoid lube oil separator

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