The MAN VP185 is a compact, high speed diesel engine which offers proven class-beating performance and reliability. The water-cooled exhaust system helps to maintain a low engine room temperature whilst the two-stage turbocharging arrangement provides a wide torque curve.

Benefits at a glance

- High reliability
- High operating efficiency across the full power range
- Low acoustic and thermal signatures
- High power-to-weight/power density ratios
General

- Engine cycle: Four-Stroke
- No. of cylinders: 12, 18
- Bore: 185 mm – Stroke: 196 mm
- Swept volume per cyl: 5.269 dm³

Fuel consumption at 85% MCR

- SFOC: 211 g/kWh

Cylinder output (MCR)

- At 1950 rpm: 226.6 kW
- Power-to-weight ratio: 2.69 – 2.88 kg/kW

Compliance with emission regulations

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

Main features

- Turbocharging system
  High efficiency two stage turbocharging system, uses multiple low inertia automotive style turbochargers enclosed within a water cooled housing.

- Engine automation and control
  Engine Control & Safety, system monitors the propulsion system status within pre-defined parameters. True black ship, start & run capability.

- Engine mounting
  Four point resilient mounting system

- Charger air
  Intercooled and after cooled passive regulation of air temperature from cooler configuration.

- Fuel system
  Low pressure fuel system feeds unit pump injectors eliminating high pressure fuel galleries.

- Exhaust Gas system
  Water cooled jackets surround the exhaust manifolds and turbochargers to provide a low engine surface temperature.

- Cooling system
  Closed circuit primary water system with gear driven engine mounted water pump. Secondary water system with bronze gear driven engine mounted self-priming sea water pump.

- Starting system
  Pressurized air starter (turbine type) and/or 2x 9 kW DC electric starter motors and/or hydraulic starter motor.

Optional equipment

- Additional PTO at free end of engine. Electronically Fuel Injected engine.

Dimensions

<table>
<thead>
<tr>
<th>Cyl. No.</th>
<th>12</th>
<th>18</th>
</tr>
</thead>
<tbody>
<tr>
<td>L</td>
<td>3,200</td>
<td>4,039</td>
</tr>
<tr>
<td>H</td>
<td>2,312</td>
<td>2,447</td>
</tr>
<tr>
<td>W</td>
<td>1,962</td>
<td>1,962</td>
</tr>
<tr>
<td>Dry mass</td>
<td>7,836</td>
<td>11,119</td>
</tr>
</tbody>
</table>

Output

<table>
<thead>
<tr>
<th></th>
<th>Unrestricted Marine</th>
<th>Restricted Marine</th>
<th>Limited Time</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Power kWb rpm</td>
<td>Power kWb rpm</td>
<td>Power kWb rpm</td>
</tr>
<tr>
<td>MAN 12VP185TM</td>
<td>2,000 (2,682)</td>
<td>2,300 (3,084)</td>
<td>2,720 (3,647)</td>
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<tr>
<td>MAN 18VP185TM</td>
<td>3,000 (4,023)</td>
<td>3,500 (4,893)</td>
<td>4,000 (5,362)</td>
</tr>
</tbody>
</table>

Quoted weight includes: air filters, flexible coupling, flexible engine mounts and air starter motor
Last updated August 2016