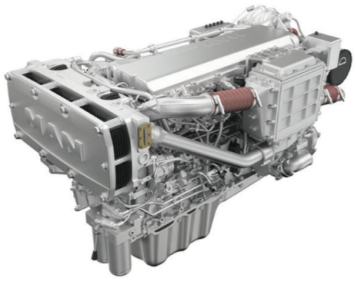
ACE Marine Diesel, Inc.



TECHNICAL DATA SHEETS

MAN

Directory:

FOR MORE INFORMATION, CALL OR EMAIL US DIRECTLY USING THE INFORMATION BELOW:

PHONE- 772-564-7070

EMAIL- INFO@ACEMARINEDIESEL.COM

Technical data sheet

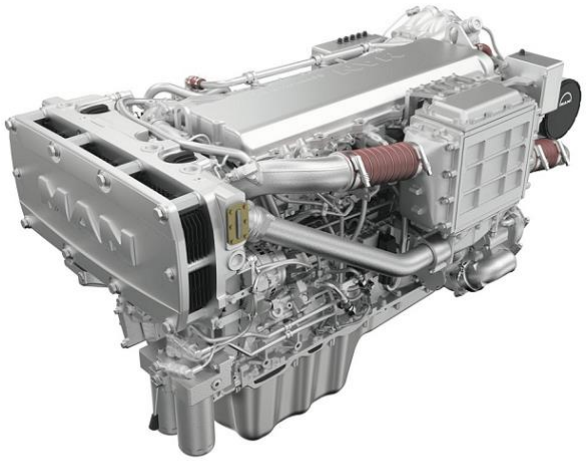
Marine diesel engine

D2676LE461

13.02.2019
(Version 2)

Performance data [1]

Rated power	147	kW
Rated power	200	PS
Speed	1800	rpm
Bore/Stroke	126/166	mm
Displacement	12,42	liter
Rated torque	780	Nm
Maximum torque	900	Nm
at speed	700-1600	rpm
Compression ratio [ε]	17,0	:1
Mean effective pressure	7,89	bar
Mean piston speed	9,96	m/s



The engine illustrated may not entirely be identical to production standard engine

Consumption data [2]

Specific fuel consumption [1]	219	g/kWh
Absolute fuel consumption [1]	38	l/h
Lowest fuel consumption [3]	218	g/kWh

Engine description

Application	Main propulsion diesel for ships with fixed pitch propeller
Operation profile	Unlimited operating hours per year at a maximum of 100 % of time at full load
Construction	Four-stroke marine diesel engine, direct injection, SAE 1 flywheel housing
Cylinders	6 cylinders in line, wet replaceable cylinder liners
Air system	Single-stage turbocharger with charge air intercooler
Cooling system	Seawater cooled charge air cooler and plate heat exchanger by rubber impeller pump
Oil system	Force-feed lubrication by gear pump, lubricating oil cooler in cooling water circuit of the engine
Fuel system	Common Rail injection system with high pressure pump and EDC control, fuel to DIN EN 590
Auxiliary PTO	PTO for hydraulic pump 16 cm²
Alternator	Three-phase generator with rectifier and transistorized governor, 28 V, 110 A
Starting system	Solenoid-operated electric starter, 24 V, 5.5 kW
Service	Oil change interval 600 operating hours, average TBO 18.000 operating hours*
Classification	Engine according to classification requirements available => see MAN Marine Configurator

Exhaust status	**IMO Tier II**

[1] Values at rated power

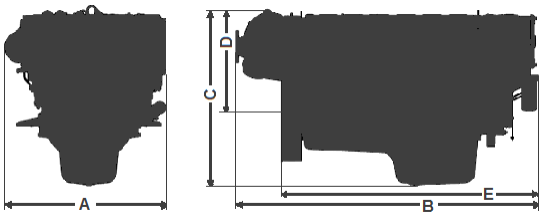
[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

[3] Values on propeller curve

*TBO 18.000 operating hours for non or low particulate matters (PM) regulated jurisdictions (IMO, Canada, EU Stage IIIA)

D2676LE461

A - overall width.....	986	mm
B - overall length.....	1795	mm
C - overall height.....	1096	mm
D - above crank shaft....	674	mm
E - length to flywheel....	1527	mm
Engine weight (dry).....	1215	kg



Combustion parameters [1]

Intake air temperature (max.)	45	°C
Intake air vacuum (min/max)	30/60	mbar
Intake air volume flow	990	m³/h
Exhaust gas temperature	310	°C
Exhaust gas volume flow	1920	m³/h
Exhaust gas mass flow	1130	kg/h
Exhaust back pressure (min/max)	20/80	mbar

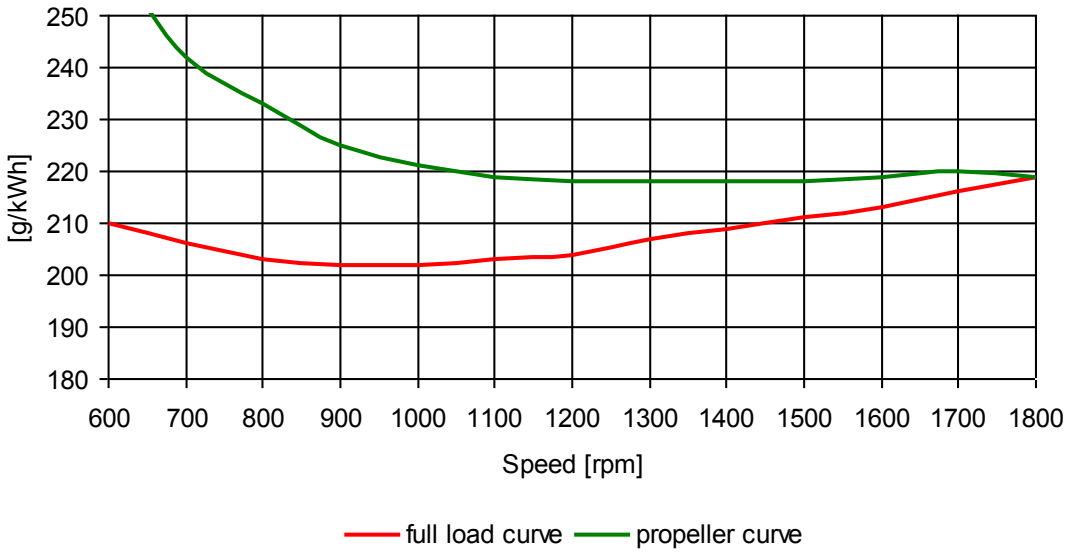
Heat balance [1]

Exhaust gas heat	100	kW
Cooling water heat	90	kW
Intercooler heat	25	kW
Radiation heat	26	kW

Noise emission (sound power) [1]

Engine surface noise (Lwa)		dB(A)
Free exhaust noise (Lwa)		dB(A)

Specific fuel consumption[2]



< The rated power is based on reference conditions according to ISO 3046-1 (2002) >

< Intake air temperature, max. 45°C | sea water temperature, max. 32°C >

< Barometric pressure 1000 mbar | air humidity 60% >

< Exponent for propeller curve 3 >

< Engine specifications are subjected to change without prior notice >

[1] Values at rated power

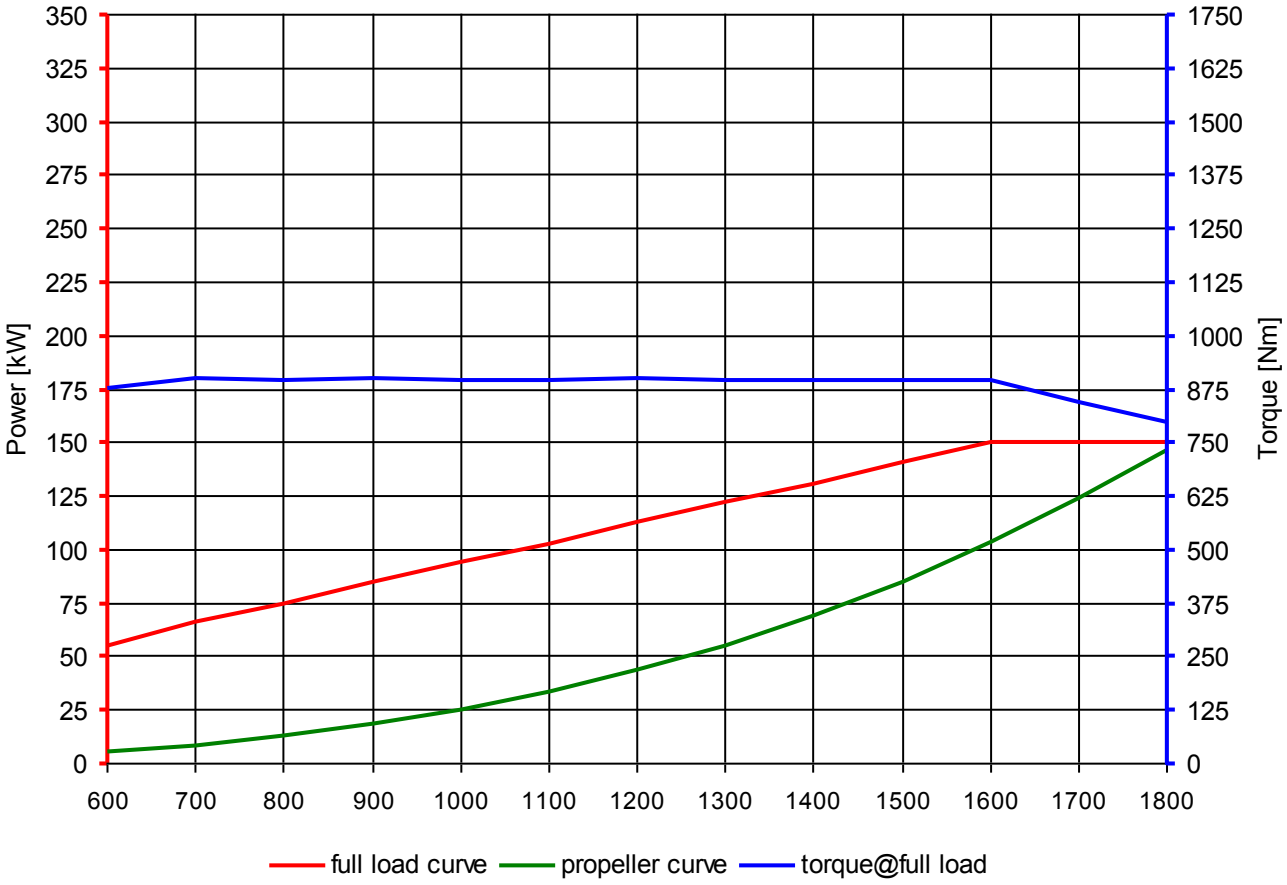
[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

[3] Values on propeller curve

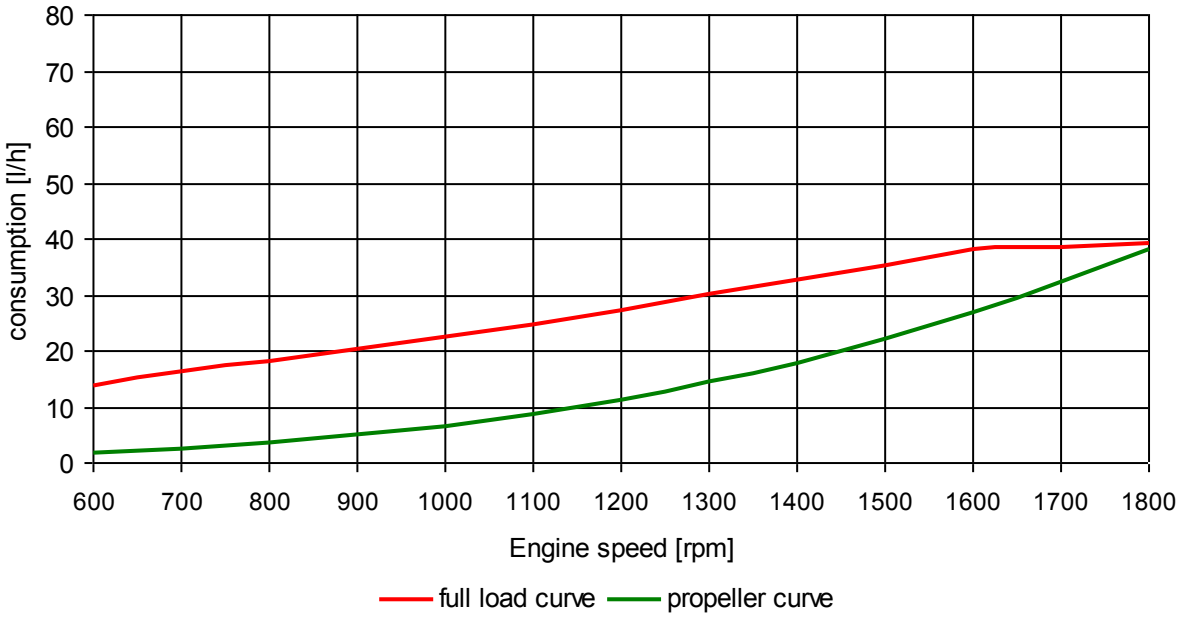
*TBO 18.000 operating hours for non or low particulate matters (PM) regulated jurisdictions (IMO, Canada, EU Stage IIIA)

D2676LE461

Power/torque curves



Absolute fuel consumption[1]



< The rated power is based on reference conditions according to DIN ISO 3046-1 (2002) >

< Exponent for propeller curve 3 >

< Engine specifications are subjected to change without notice >

[1] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

Technical data sheet

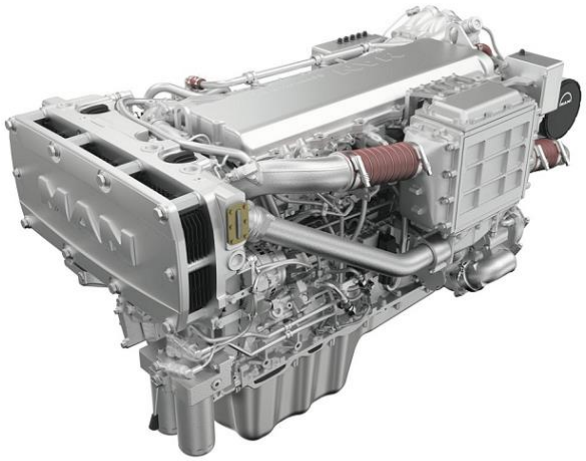
Marine diesel engine

D2676LE451

17.12.2018
(Version 2)

Performance data [1]

Rated power	210	kW
Rated power	286	PS
Speed	1800	rpm
Bore/Stroke	126/166	mm
Displacement	12,42	liter
Rated torque	1114	Nm
Maximum torque	1260	Nm
at speed	1000-1600	rpm
Compression ratio [ε]	17,0	:1
Mean effective pressure	11,27	bar
Mean piston speed	9,96	m/s



The engine illustrated may not entirely be identical to production standard engine

Consumption data [2]

Specific fuel consumption [1]	213	g/kWh
Absolute fuel consumption [1]	53	l/h
Lowest fuel consumption [3]	209	g/kWh

Engine description

Application	Main propulsion diesel for ships with fixed pitch propeller
Operation profile	Unlimited operating hours per year at a maximum of 100 % of time at full load
Construction	Four-stroke marine diesel engine, direct injection, SAE 1 flywheel housing
Cylinders	6 cylinders in line, wet replaceable cylinder liners
Air system	Single-stage turbocharger with charge air intercooler
Cooling system	Seawater cooled charge air cooler and plate heat exchanger by rubber impeller pump
Oil system	Force-feed lubrication by gear pump, lubricating oil cooler in cooling water circuit of the engine
Fuel system	Common Rail injection system with high pressure pump and EDC control, fuel to DIN EN 590
Auxiliary PTO	PTO for hydraulic pump 16 cm²
Alternator	Three-phase generator with rectifier and transistorized governor, 28 V, 110 A
Starting system	Solenoid-operated electric starter, 24 V, 5.5 kW
Service	Oil change interval 600 operating hours, average TBO 18.000 operating hours*
Classification	Engine according to classification requirements available => see MAN Marine Configurator

Exhaust status	**IMO Tier II**

[1] Values at rated power

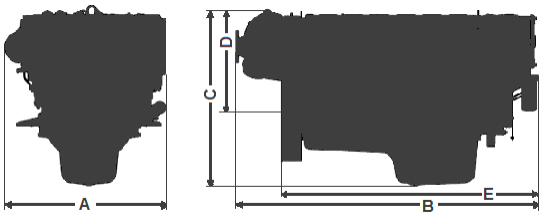
[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

[3] Values on propeller curve

*TBO 18.000 operating hours for non or low particulate matters (PM) regulated jurisdictions (IMO, Canada, EU Stage IIIA)

D2676LE451

A - overall width.....	986	mm
B - overall length.....	1795	mm
C - overall height.....	1096	mm
D - above crank shaft....	674	mm
E - length to flywheel....	1527	mm
Engine weight (dry).....	1215	kg



Combustion parameters [1]

Intake air temperature (max.)	45	°C
Intake air vacuum (min/max)	30/60	mbar
Intake air volume flow	1210	m³/h
Exhaust gas temperature	345	°C
Exhaust gas volume flow	2500	m³/h
Exhaust gas mass flow	1390	kg/h
Exhaust back pressure (min/max)	20/80	mbar

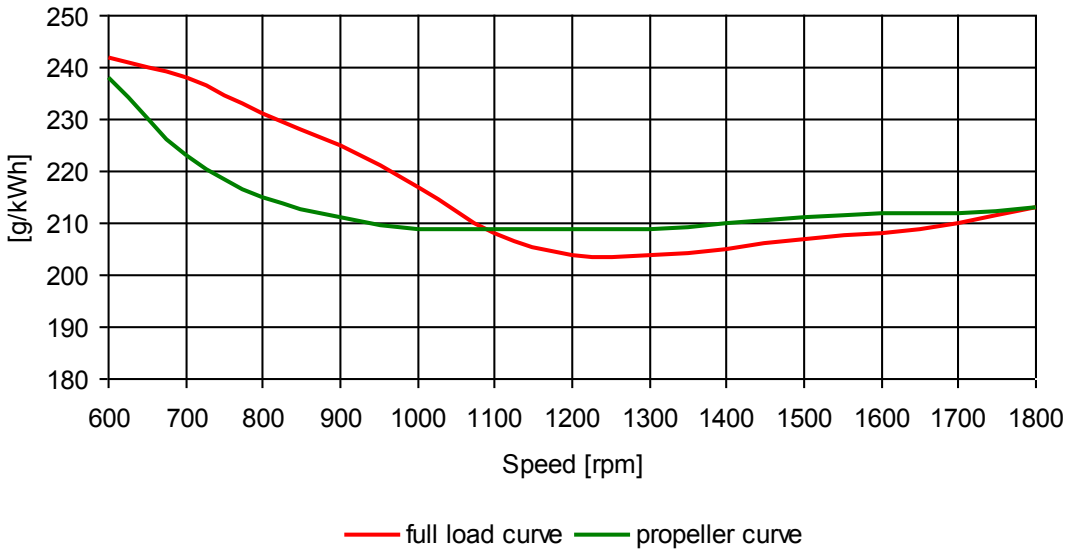
Heat balance [1]

Exhaust gas heat	135	kW
Cooling water heat	130	kW
Intercooler heat	35	kW
Radiation heat	26	kW

Noise emission (sound power) [1]

Engine surface noise (Lwa)		dB(A)
Free exhaust noise (Lwa)		dB(A)

Specific fuel consumption[2]



< The rated power is based on reference conditions according to ISO 3046-1 (2002) >

< Intake air temperature, max. 45°C | sea water temperature, max. 32°C >

< Barometric pressure 1000 mbar | air humidity 60% >

< Exponent for propeller curve 3 >

< Engine specifications are subjected to change without prior notice >

[1] Values at rated power

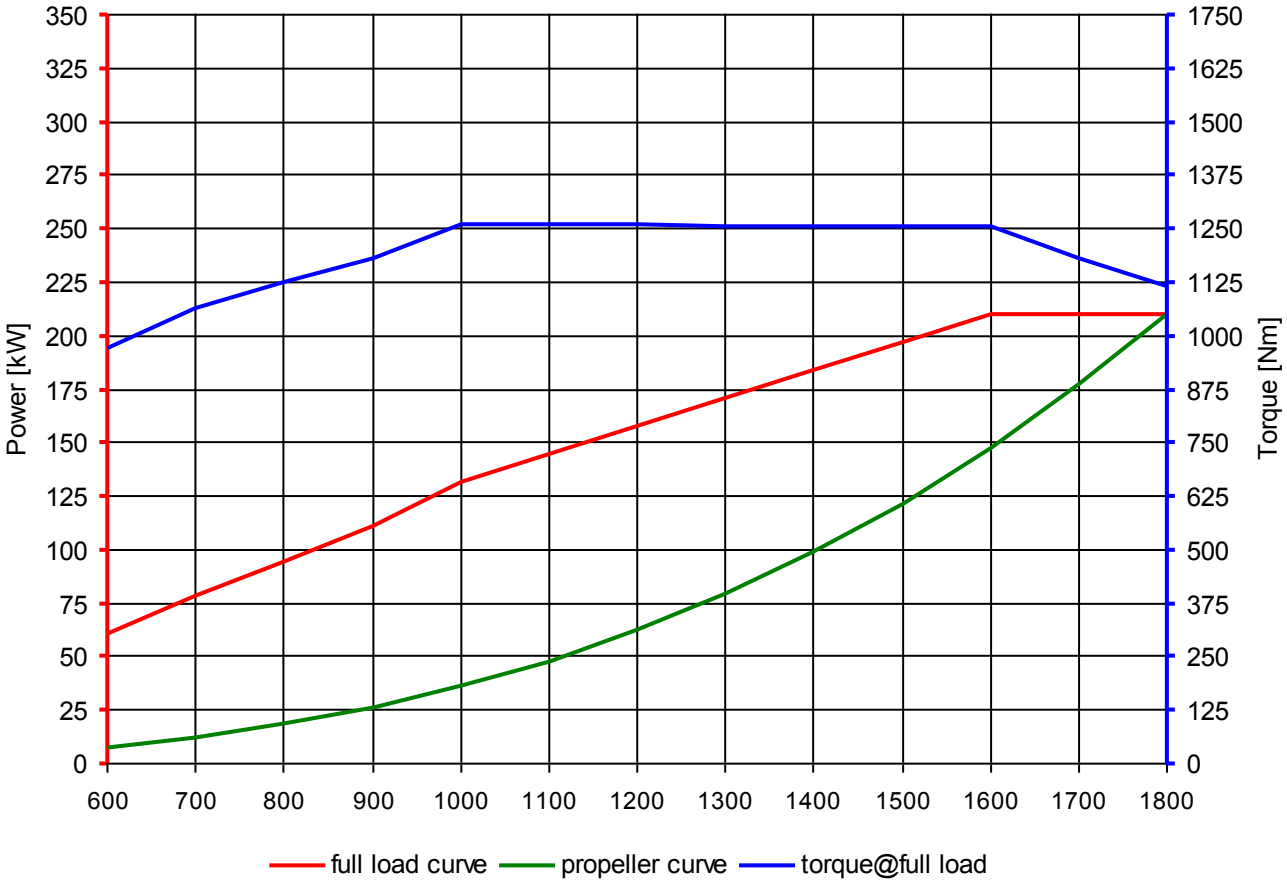
[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

[3] Values on propeller curve

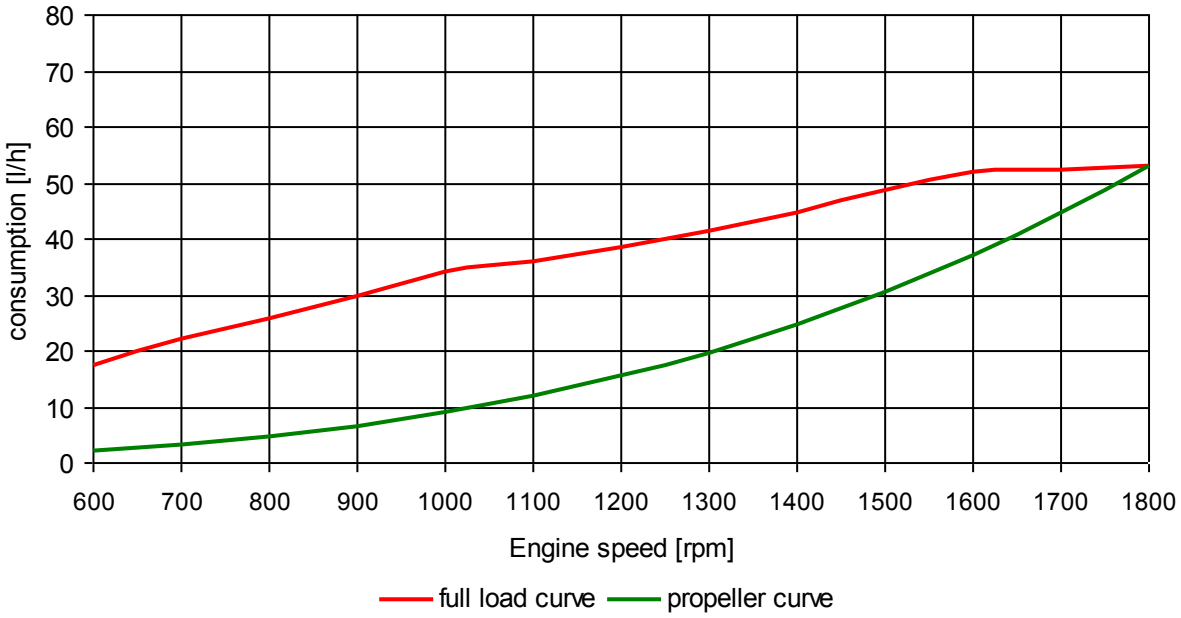
*TBO 18.000 operating hours for non or low particulate matters (PM) regulated jurisdictions (IMO, Canada, EU Stage IIIA)

D2676LE451

Power/torque curves



Absolute fuel consumption[1]



< The rated power is based on reference conditions according to DIN ISO 3046-1 (2002) >

< Exponent for propeller curve 3 >

< Engine specifications are subjected to change without notice >

[1] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

Technical data sheet

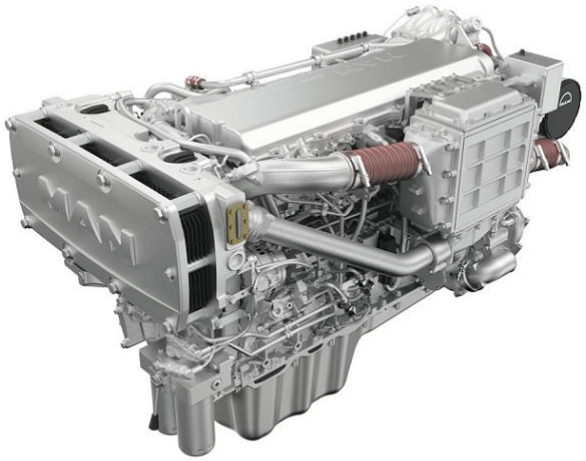
Marine diesel engine

D2676LE441

13.02.2019
(Version 2)

Performance data [1]

Rated power	270	kW
Rated power	367	PS
Speed	1800	rpm
Bore/Stroke	126/166	mm
Displacement	12,42	liter
Rated torque	1432	Nm
Maximum torque	1616	Nm
at speed	1000-1600	rpm
Compression ratio [ε]	17,0	:1
Mean effective pressure	14,49	bar
Mean piston speed	9,96	m/s



The engine illustrated may not entirely be identical to production standard engine

Consumption data [2]

Specific fuel consumption [1]	209	g/kWh
Absolute fuel consumption [1]	67	l/h
Lowest fuel consumption [3]	204	g/kWh

Engine description

Application	Main propulsion diesel for ships with fixed pitch propeller
Operation profile	Unlimited operating hours per year at a maximum of 100 % of time at full load
Construction	Four-stroke marine diesel engine, direct injection, SAE 1 flywheel housing
Cylinders	6 cylinders in line, wet replaceable cylinder liners
Air system	Single-stage turbocharger with charge air intercooler
Cooling system	Seawater cooled charge air cooler and plate heat exchanger by rubber impeller pump
Oil system	Force-feed lubrication by gear pump, lubricating oil cooler in cooling water circuit of the engine
Fuel system	Common Rail injection system with high pressure pump and EDC control, fuel to DIN EN 590
Auxiliary PTO	PTO for hydraulic pump 16 cm²
Alternator	Three-phase generator with rectifier and transistorized governor, 28 V, 110 A
Starting system	Solenoid-operated electric starter, 24 V, 5.5 kW
Service	Oil change interval 600 operating hours, average TBO 18.000 operating hours*
Classification	Engine according to classification requirements available => see MAN Marine Configurator

Exhaust status	**IMO Tier II**

[1] Values at rated power

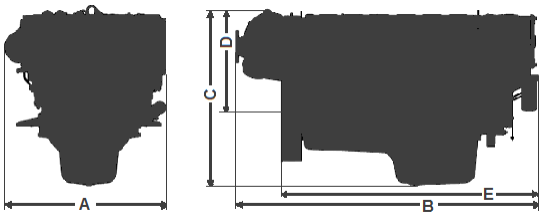
[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

[3] Values on propeller curve

*TBO 18.000 operating hours for non or low particulate matters (PM) regulated jurisdictions (IMO, Canada, EU Stage IIIA)

D2676LE441

A - overall width.....	986	mm
B - overall length.....	1795	mm
C - overall height.....	1096	mm
D - above crank shaft....	674	mm
E - length to flywheel....	1527	mm
Engine weight (dry).....	1215	kg



Combustion parameters ¹

Intake air temperature (max.)	45	°C
Intake air vacuum (min/max)	30/60	mbar
Intake air volume flow	1620	m³/h
Exhaust gas temperature	365	°C
Exhaust gas volume flow	3450	m³/h
Exhaust gas mass flow	1840	kg/h
Exhaust back pressure (min/max)	20/80	mbar

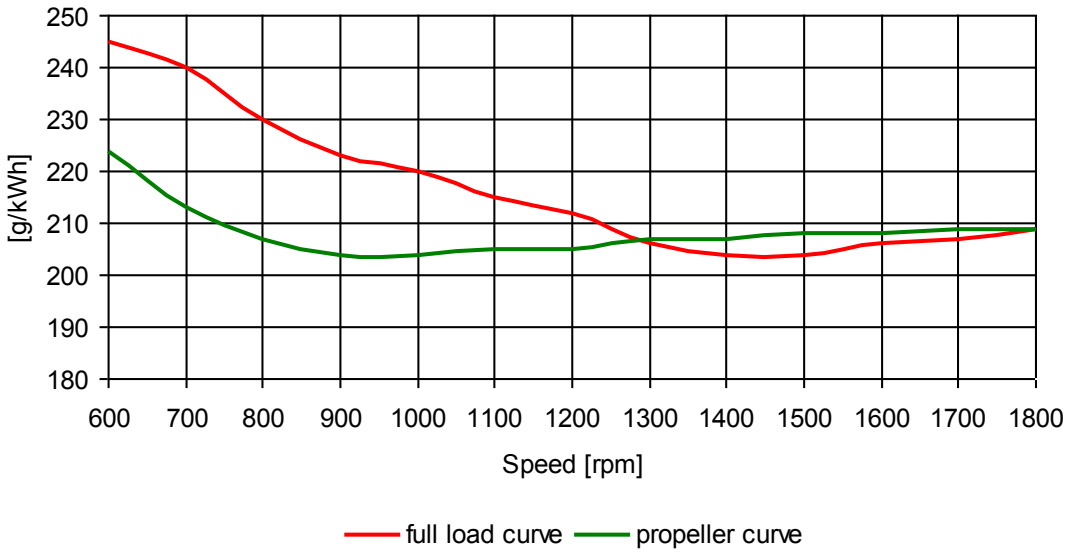
Heat balance ¹

Exhaust gas heat	185	kW
Cooling water heat	140	kW
Intercooler heat	55	kW
Radiation heat	26	kW

Noise emission (sound power) ¹

Engine surface noise (Lwa)		dB(A)
Free exhaust noise (Lwa)		dB(A)

Specific fuel consumption²



< The rated power is based on reference conditions according to ISO 3046-1 (2002) >

< Intake air temperature, max. 45°C | sea water temperature, max. 32°C >

< Barometric pressure 1000 mbar | air humidity 60% >

< Exponent for propeller curve 3 >

< Engine specifications are subjected to change without prior notice >

¹ Values at rated power

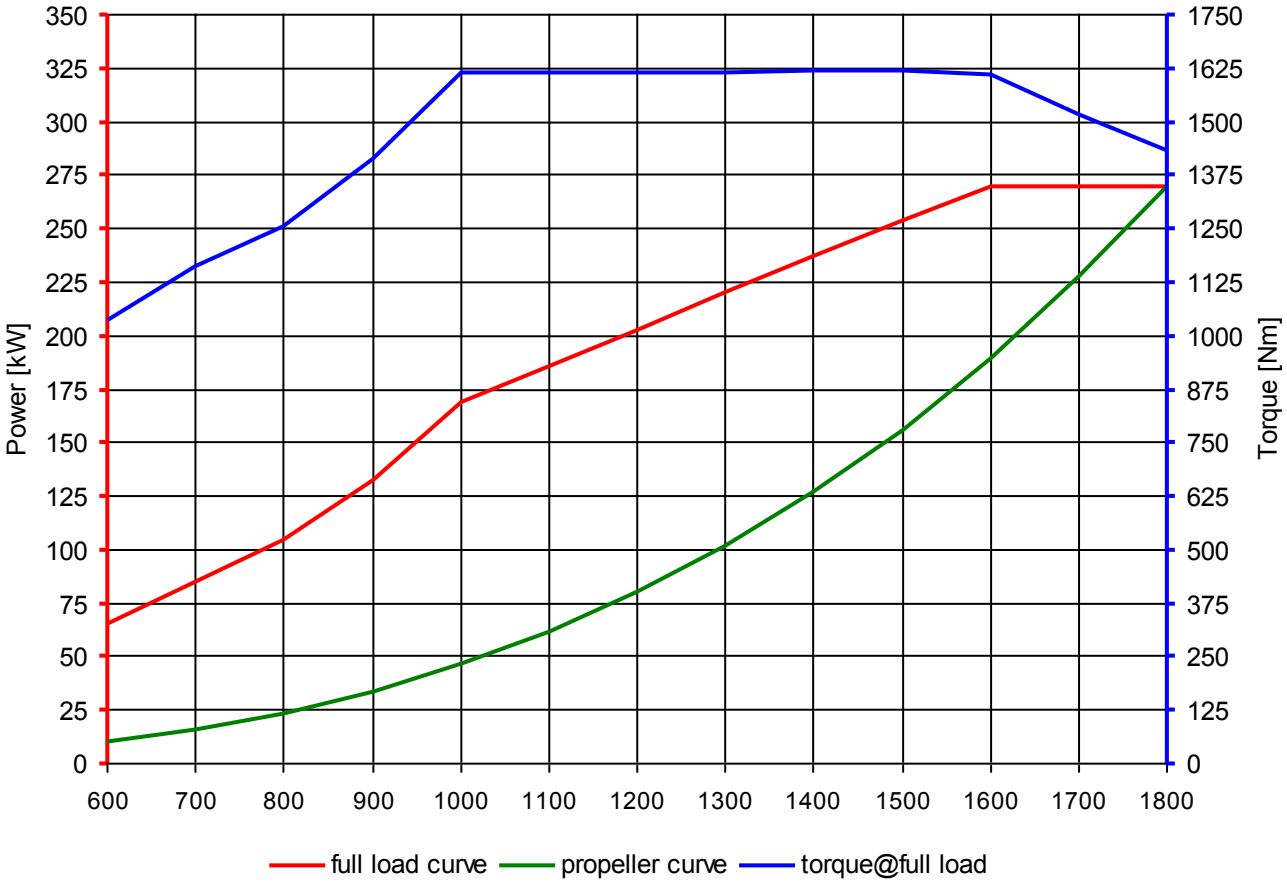
² Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

³ Values on propeller curve

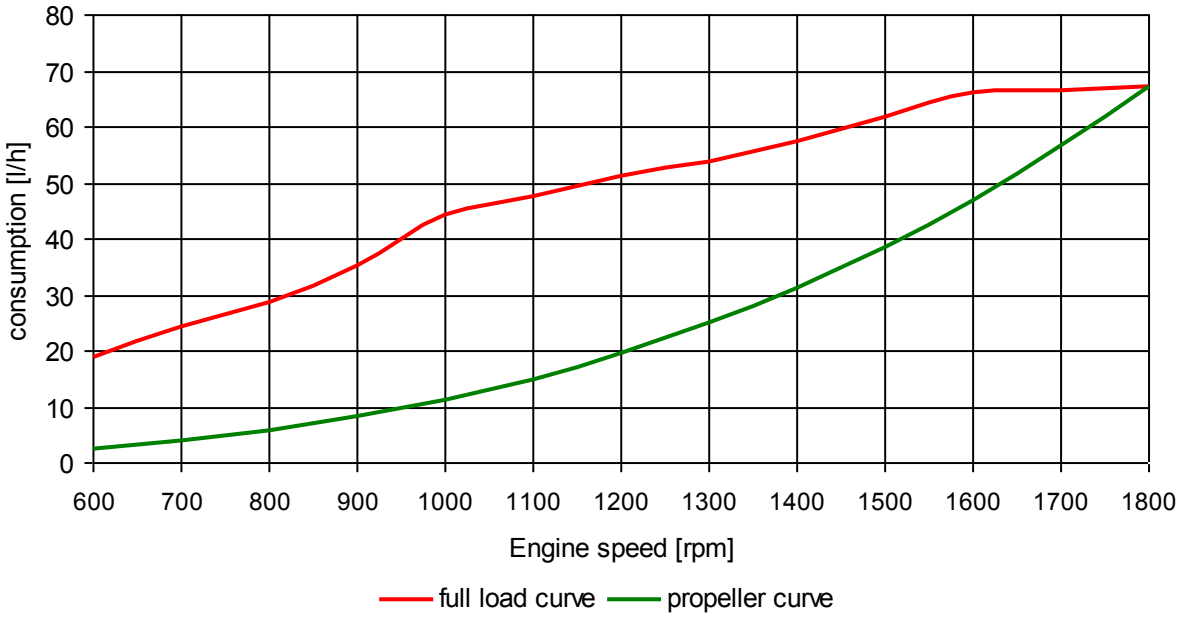
*TBO 18.000 operating hours for non or low particulate matters (PM) regulated jurisdictions (IMO, Canada, EU Stage IIIA)

D2676LE441

Power/torque curves



Absolute fuel consumption[1]



< The rated power is based on reference conditions according to DIN ISO 3046-1 (2002) >

< Exponent for propeller curve 3 >

< Engine specifications are subjected to change without notice >

[1] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

Technical data sheet

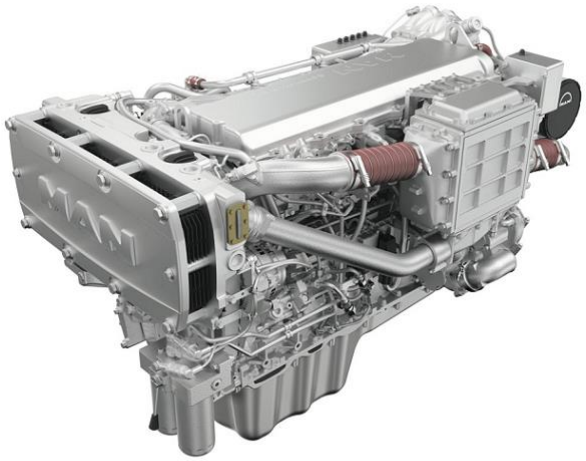
Marine diesel engine

D2676LE431

13.02.2019
(Version 2)

Performance data [1]

Rated power	324	kW
Rated power	441	PS
Speed	1800	rpm
Bore/Stroke	126/166	mm
Displacement	12,42	liter
Rated torque	1719	Nm
Maximum torque	1925	Nm
at speed	1100-1600	rpm
Compression ratio [ε]	17,0	:1
Mean effective pressure	17,39	bar
Mean piston speed	9,96	m/s



The engine illustrated may not entirely be identical to production standard engine

Consumption data [2]

Specific fuel consumption [1]	203	g/kWh
Absolute fuel consumption [1]	78	l/h
Lowest fuel consumption [3]	198	g/kWh

Engine description

Application	Main propulsion diesel for ships with fixed pitch propeller or variable pitch propeller
Operation profile	Unlimited operating hours per year at a maximum of 100 % of time at full load
Construction	Four-stroke marine diesel engine, direct injection, SAE 1 flywheel housing
Cylinders	6 cylinders in line, wet replaceable cylinder liners
Air system	Single-stage turbocharger with charge air intercooler and wastegate
Cooling system	Seawater cooled charge air cooler and plate heat exchanger by rubber impeller pump
Oil system	Force-feed lubrication by gear pump, lubricating oil cooler in cooling water circuit of the engine
Fuel system	Common Rail injection system with high pressure pump and EDC control, fuel to DIN EN 590
Auxiliary PTO	PTO for hydraulic pump 16 cm²
Alternator	Three-phase generator with rectifier and transistorized governor, 28 V, 110 A
Starting system	Solenoid-operated electric starter, 24 V, 5.5 kW
Service	Oil change interval 600 operating hours, average TBO 18.000 operating hours*
Classification	Engine according to classification requirements available => see MAN Marine Configurator

Exhaust status	**IMO Tier II, EU Stage IIIA**

[1] Values at rated power

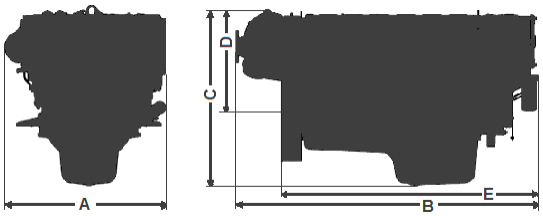
[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

[3] Values on propeller curve

*TBO 18.000 operating hours for non or low particulate matters (PM) regulated jurisdictions (IMO, Canada, EU Stage IIIA)

D2676LE431

A - overall width.....	986	mm
B - overall length.....	1795	mm
C - overall height.....	1096	mm
D - above crank shaft....	674	mm
E - length to flywheel....	1527	mm
Engine weight (dry).....	1215	kg



Combustion parameters [1]

Intake air temperature (max.)	45	°C
Intake air vacuum (min/max)	30/60	mbar
Intake air volume flow	1720	m³/h
Exhaust gas temperature	390	°C
Exhaust gas volume flow	3810	m³/h
Exhaust gas mass flow	1970	kg/h
Exhaust back pressure (min/max)	20/80	mbar

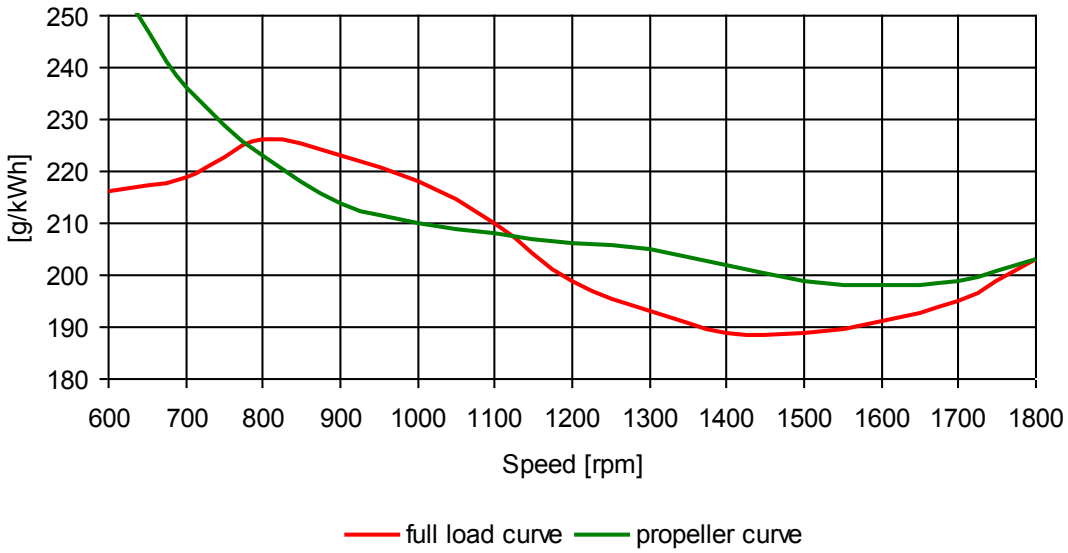
Heat balance [1]

Exhaust gas heat	215	kW
Cooling water heat	145	kW
Intercooler heat	75	kW
Radiation heat	26	kW

Noise emission (sound power) [1]

Engine surface noise (Lwa)		dB(A)
Free exhaust noise (Lwa)		dB(A)

Specific fuel consumption[2]



< The rated power is based on reference conditions according to ISO 3046-1 (2002) >

< Intake air temperature, max. 45°C | sea water temperature, max. 32°C >

< Barometric pressure 1000 mbar | air humidity 60% >

< Exponent for propeller curve 3 >

< Engine specifications are subjected to change without prior notice >

[1] Values at rated power

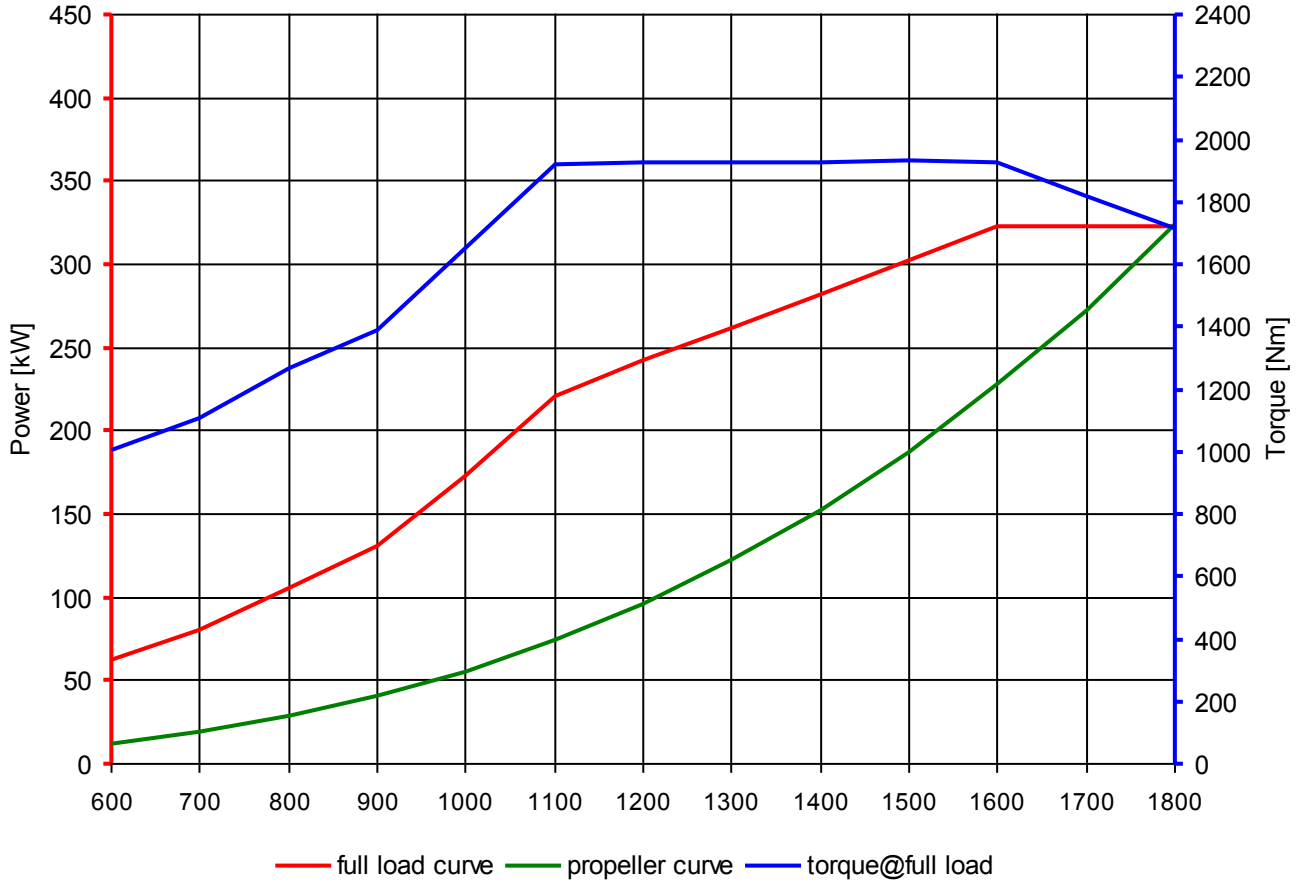
[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

[3] Values on propeller curve

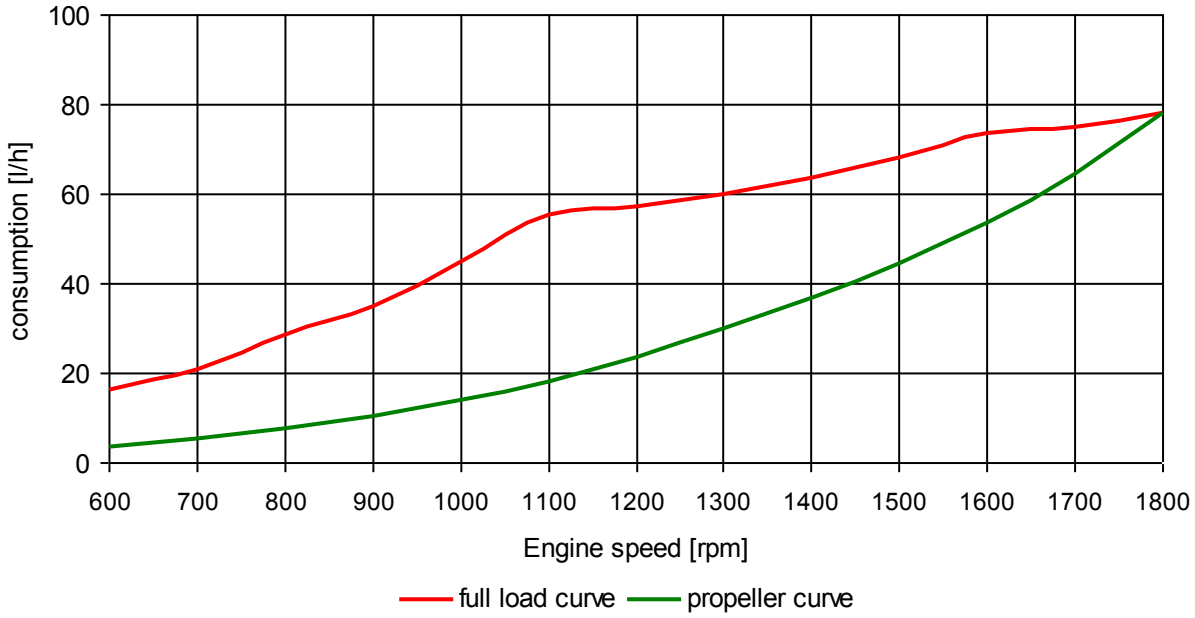
*TBO 18.000 operating hours for non or low particulate matters (PM) regulated jurisdictions (IMO, Canada, EU Stage IIIA)

D2676LE431

Power/torque curves



Absolute fuel consumption[1]



< The rated power is based on reference conditions according to DIN ISO 3046-1 (2002) >

< Exponent for propeller curve 3 >

< Engine specifications are subjected to change without notice >

[1] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

Technical data sheet

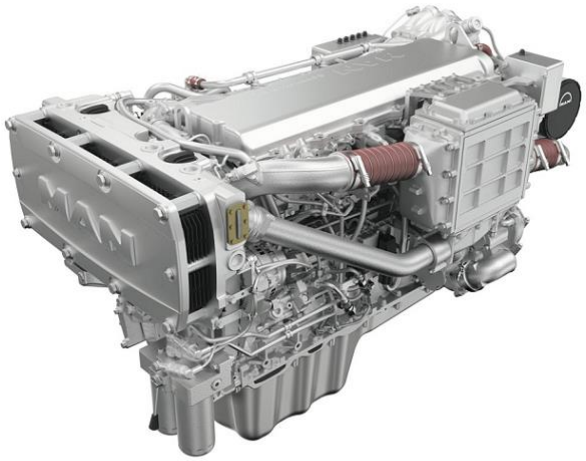
Marine diesel engine

D2676LE434

13.02.2019
(Version 2)

Performance data [1]

Rated power	324	kW
Rated power	441	PS
Speed	1800	rpm
Bore/Stroke	126/166	mm
Displacement	12,42	liter
Rated torque	1719	Nm
Maximum torque	1925	Nm
at speed	1100-1600	rpm
Compression ratio [ε]	17,0	:1
Mean effective pressure	17,39	bar
Mean piston speed	9,96	m/s



The engine illustrated may not entirely be identical to production standard engine

Consumption data [2]

Specific fuel consumption [1]	209	g/kWh
Absolute fuel consumption [1]	81	l/h
Lowest fuel consumption [3]	204	g/kWh

Engine description

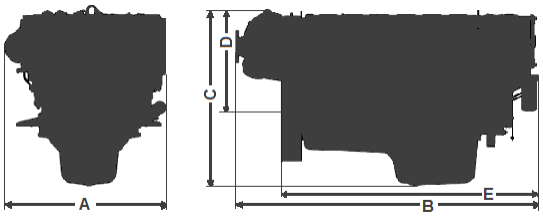
Application	Main propulsion diesel for ships with fixed pitch propeller or variable pitch propeller (only IMO)
Operation profile	Unlimited operating hours per year at a maximum of 100 % of time at full load
Construction	Four-stroke marine diesel engine, direct injection, SAE 1 flywheel housing
Cylinders	6 cylinders in line, wet replaceable cylinder liners
Air system	Single-stage turbocharger with charge air intercooler and wastegate
Cooling system	Seawater cooled charge air cooler and plate heat exchanger by rubber impeller pump
Oil system	Force-feed lubrication by gear pump, lubricating oil cooler in cooling water circuit of the engine
Fuel system	Common Rail injection system with high pressure pump and EDC control, fuel to DIN EN 590
Auxiliary PTO	PTO for hydraulic pump 16 cm²
Alternator	Three-phase generator with rectifier and transistorized governor, 28 V, 110 A
Starting system	Solenoid-operated electric starter, 24 V, 5.5 kW
Service	Oil change interval 600 operating hours
Classification	Engine according to classification requirements available => see MAN Marine Configurator

Exhaust status	**IMO Tier II, EPA Tier 3 commercial, EU Stage IIIA**

[1] Values at rated power
[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)
[3] Values on propeller curve

D2676LE434

A - overall width.....	986	mm
B - overall length.....	1795	mm
C - overall height.....	1096	mm
D - above crank shaft....	674	mm
E - length to flywheel....	1527	mm
Engine weight (dry).....	1215	kg



Combustion parameters [1]

Intake air temperature (max.)	45	°C
Intake air vacuum (min/max)	30/60	mbar
Intake air volume flow	1760	m³/h
Exhaust gas temperature	395	°C
Exhaust gas volume flow	3940	m³/h
Exhaust gas mass flow	2020	kg/h
Exhaust back pressure (min/max)	20/80	mbar

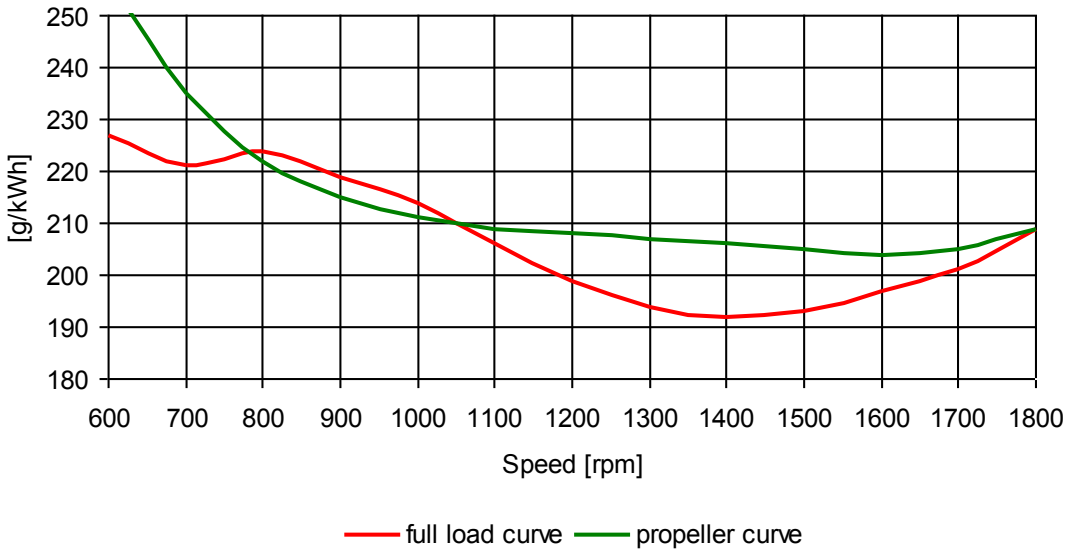
Heat balance [1]

Exhaust gas heat	230	kW
Cooling water heat	150	kW
Intercooler heat	80	kW
Radiation heat	26	kW

Noise emission (sound power) [1]

Engine surface noise (Lwa)		dB(A)
Free exhaust noise (Lwa)		dB(A)

Specific fuel consumption[2]



< The rated power is based on reference conditions according to ISO 3046-1 (2002) >

< Intake air temperature, max. 45°C | sea water temperature, max. 32°C >

< Barometric pressure 1000 mbar | air humidity 60% >

< Exponent for propeller curve 3 >

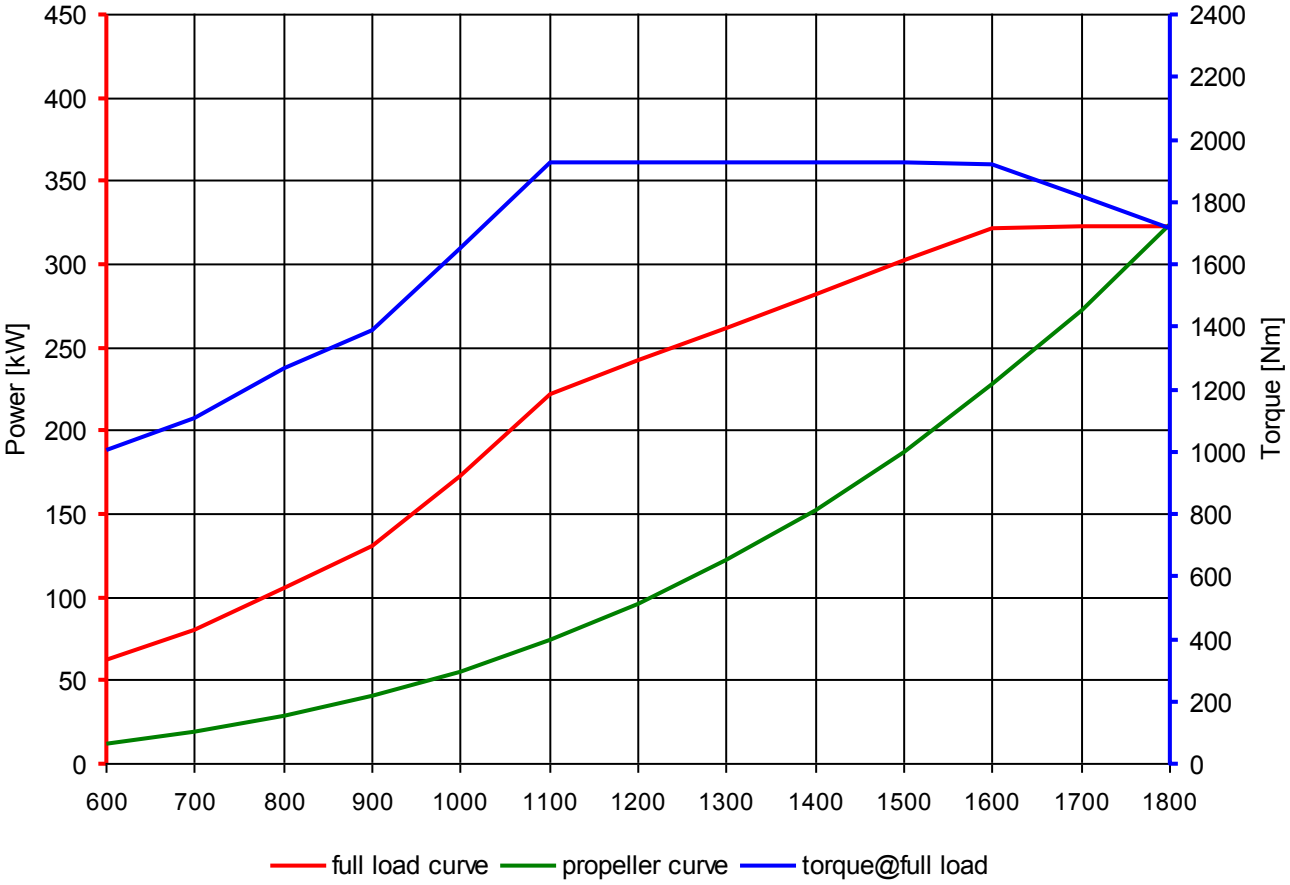
< Engine specifications are subjected to change without prior notice >

[1] Values at rated power

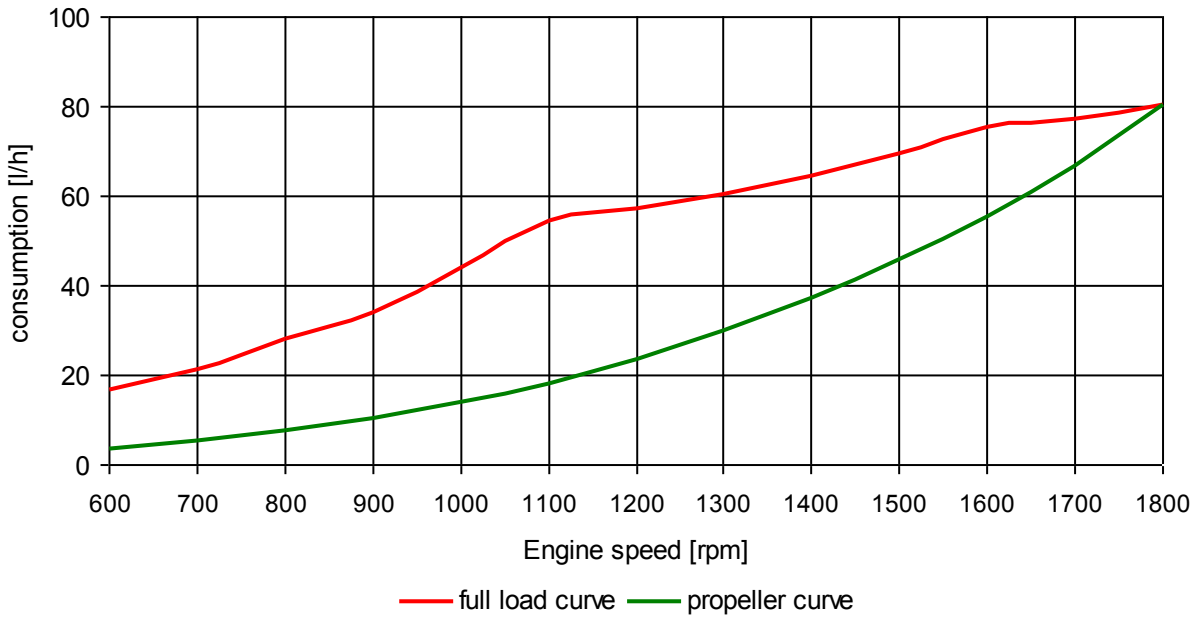
[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

[3] Values on propeller curve

Power/torque curves



Absolute fuel consumption[1]



< The rated power is based on reference conditions according to DIN ISO 3046-1 (2002) >

< Exponent for propeller curve 3 >

< Engine specifications are subjected to change without notice >

[1] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

Technical data sheet

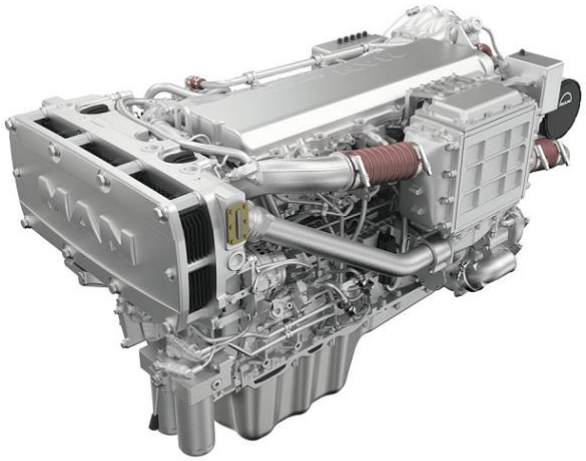
Marine diesel engine

D2676LE421

13.02.2019
(Version 2)

Performance data [1]

Rated power	382	kW
Rated power	520	PS
Speed	1800	rpm
Bore/Stroke	126/166	mm
Displacement	12,42	liter
Rated torque	2027	Nm
Maximum torque	2275	Nm
at speed	1200-1600	rpm
Compression ratio [ε]	17,0	:1
Mean effective pressure	20,51	bar
Mean piston speed	9,96	m/s



The engine illustrated may not entirely be identical to production standard engine

Consumption data [2]

Specific fuel consumption [1]	204	g/kWh
Absolute fuel consumption [1]	93	l/h
Lowest fuel consumption [3]	197	g/kWh

Engine description

Application	Main propulsion diesel for ships with fixed pitch propeller
Operation profile	Unlimited operating hours per year at a maximum of 100 % of time at full load
Construction	Four-stroke marine diesel engine, direct injection, SAE 1 flywheel housing
Cylinders	6 cylinders in line, wet replaceable cylinder liners
Air system	Single-stage turbocharger with charge air intercooler and wastegate
Cooling system	Seawater cooled charge air cooler and plate heat exchanger by rubber impeller pump
Oil system	Force-feed lubrication by gear pump, lubricating oil cooler in cooling water circuit of the engine
Fuel system	Common Rail injection system with high pressure pump and EDC control, fuel to DIN EN 590
Auxiliary PTO	PTO for hydraulic pump 16 cm²
Alternator	Three-phase generator with rectifier and transistorized governor, 28 V, 110 A
Starting system	Solenoid-operated electric starter, 24 V, 5.5 kW
Service	Oil change interval 600 operating hours, average TBO 18.000 operating hours*
Classification	Engine according to classification requirements available => see MAN Marine Configurator

Exhaust status	**IMO Tier II, EU Stage IIIA**

[1] Values at rated power

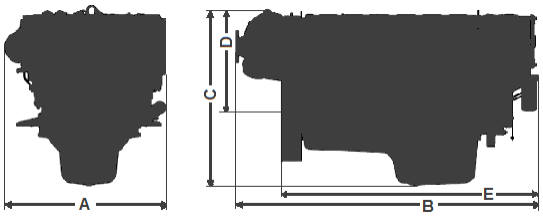
[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

[3] Values on propeller curve

*TBO 18.000 operating hours for non or low particulate matters (PM) regulated jurisdictions (IMO, Canada, EU Stage IIIA)

D2676LE421

A - overall width.....	986	mm
B - overall length.....	1795	mm
C - overall height.....	1096	mm
D - above crank shaft....	674	mm
E - length to flywheel....	1527	mm
Engine weight (dry).....	1215	kg



Combustion parameters [1]

Intake air temperature (max.)	45	°C
Intake air vacuum (min/max)	30/60	mbar
Intake air volume flow	1800	m³/h
Exhaust gas temperature	438	°C
Exhaust gas volume flow	4320	m³/h
Exhaust gas mass flow	2110	kg/h
Exhaust back pressure (min/max)	20/80	mbar

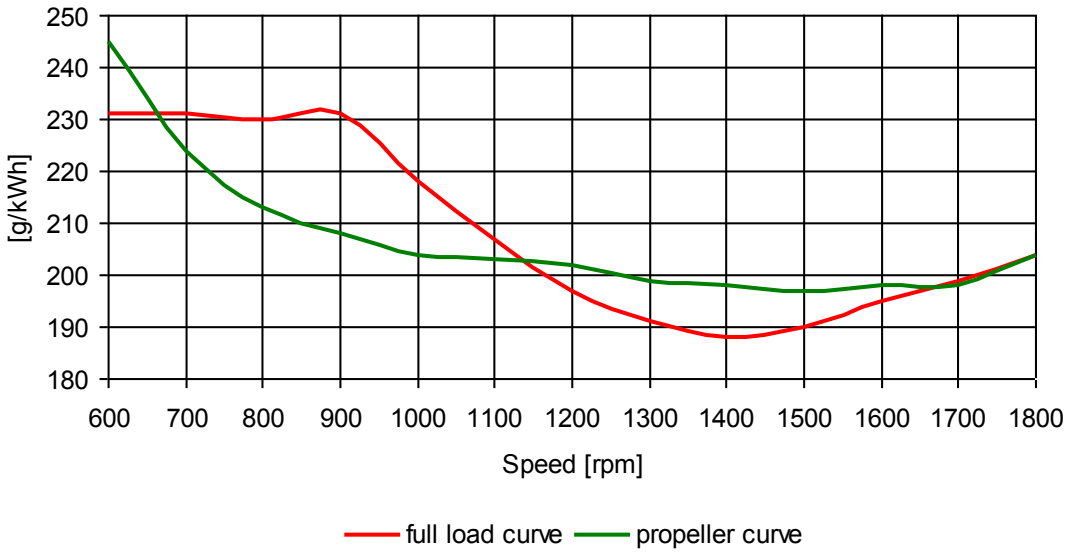
Heat balance [1]

Exhaust gas heat	270	kW
Cooling water heat	160	kW
Intercooler heat	90	kW
Radiation heat	26	kW

Noise emission (sound power) [1]

Engine surface noise (Lwa)		dB(A)
Free exhaust noise (Lwa)		dB(A)

Specific fuel consumption[2]



< The rated power is based on reference conditions according to ISO 3046-1 (2002) >

< Intake air temperature, max. 45°C | sea water temperature, max. 32°C >

< Barometric pressure 1000 mbar | air humidity 60% >

< Exponent for propeller curve 3 >

< Engine specifications are subjected to change without prior notice >

[1] Values at rated power

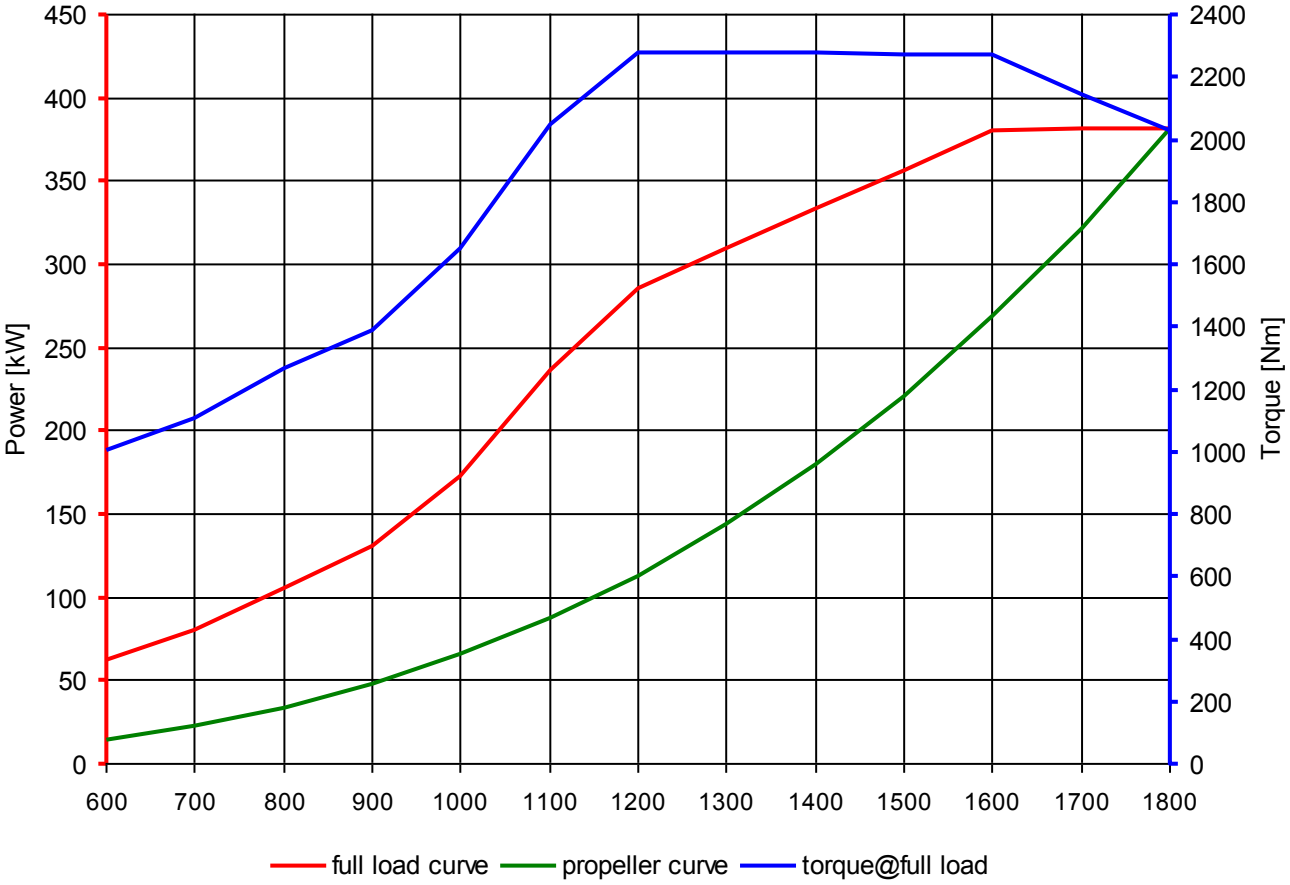
[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

[3] Values on propeller curve

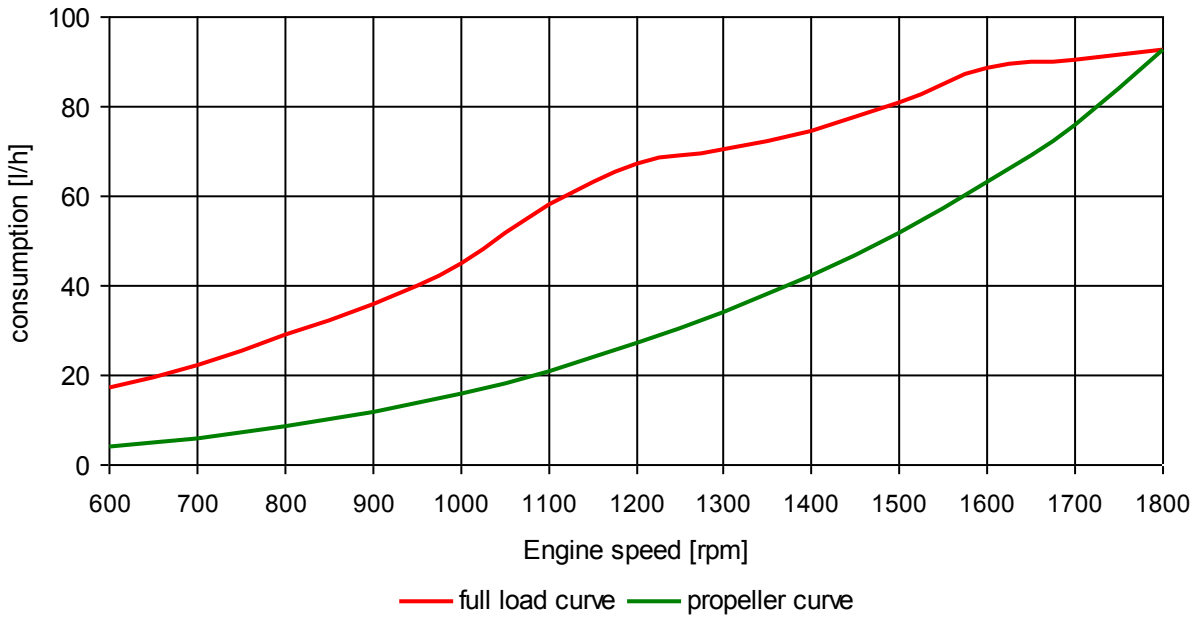
*TBO 18.000 operating hours for non or low particulate matters (PM) regulated jurisdictions (IMO, Canada, EU Stage IIIA)

D2676LE421

Power/torque curves



Absolute fuel consumption[1]



< The rated power is based on reference conditions according to DIN ISO 3046-1 (2002) >

< Exponent for propeller curve 3 >

< Engine specifications are subjected to change without notice >

[1] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

Technical data sheet

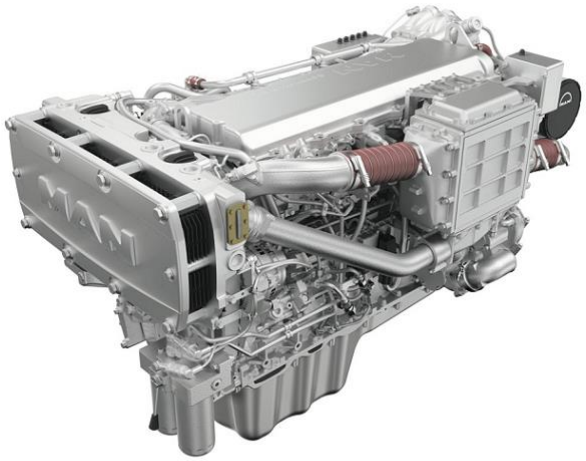
Marine diesel engine

D2676LE424

13.02.2019
(Version 2)

Performance data [1]

Rated power	382	kW
Rated power	520	PS
Speed	1800	rpm
Bore/Stroke	126/166	mm
Displacement	12,42	liter
Rated torque	2027	Nm
Maximum torque	2270	Nm
at speed	1200-1600	rpm
Compression ratio [ε]	17,0	:1
Mean effective pressure	20,51	bar
Mean piston speed	9,96	m/s



The engine illustrated may not entirely be identical to production standard engine

Consumption data [2]

Specific fuel consumption [1]	212	g/kWh
Absolute fuel consumption [1]	96	l/h
Lowest fuel consumption [3]	204	g/kWh

Engine description

Application	Main propulsion diesel for ships with fixed pitch propeller or variable pitch propeller (only IMO)
Operation profile	Unlimited operating hours per year at a maximum of 100 % of time at full load
Construction	Four-stroke marine diesel engine, direct injection, SAE 1 flywheel housing
Cylinders	6 cylinders in line, wet replaceable cylinder liners
Air system	Single-stage turbocharger with charge air intercooler and wastegate
Cooling system	Seawater cooled charge air cooler and plate heat exchanger by rubber impeller pump
Oil system	Force-feed lubrication by gear pump, lubricating oil cooler in cooling water circuit of the engine
Fuel system	Common Rail injection system with high pressure pump and EDC control, fuel to DIN EN 590
Auxiliary PTO	PTO for hydraulic pump 16 cm²
Alternator	Three-phase generator with rectifier and transistorized governor, 28 V, 110 A
Starting system	Solenoid-operated electric starter, 24 V, 5.5 kW
Service	Oil change interval 600 operating hours
Classification	Engine according to classification requirements available => see MAN Marine Configurator

Exhaust status	**IMO Tier II, RCD 2013/53/EC, EPA Tier 3 commercial, EU Stage IIIA**

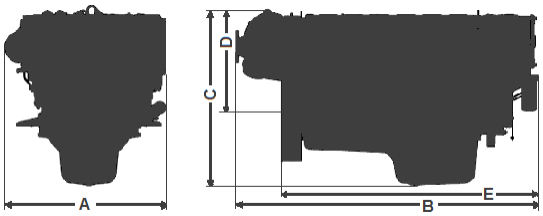
[1] Values at rated power

[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

[3] Values on propeller curve

D2676LE424

A - overall width.....	986	mm
B - overall length.....	1795	mm
C - overall height.....	1096	mm
D - above crank shaft....	674	mm
E - length to flywheel....	1527	mm
Engine weight (dry).....	1215	kg



Combustion parameters [1]

Intake air temperature (max.)	45	°C
Intake air vacuum (min/max)	30/60	mbar
Intake air volume flow	1860	m³/h
Exhaust gas temperature	493	°C
Exhaust gas volume flow	4850	m³/h
Exhaust gas mass flow	2180	kg/h
Exhaust back pressure (min/max)	20/80	mbar

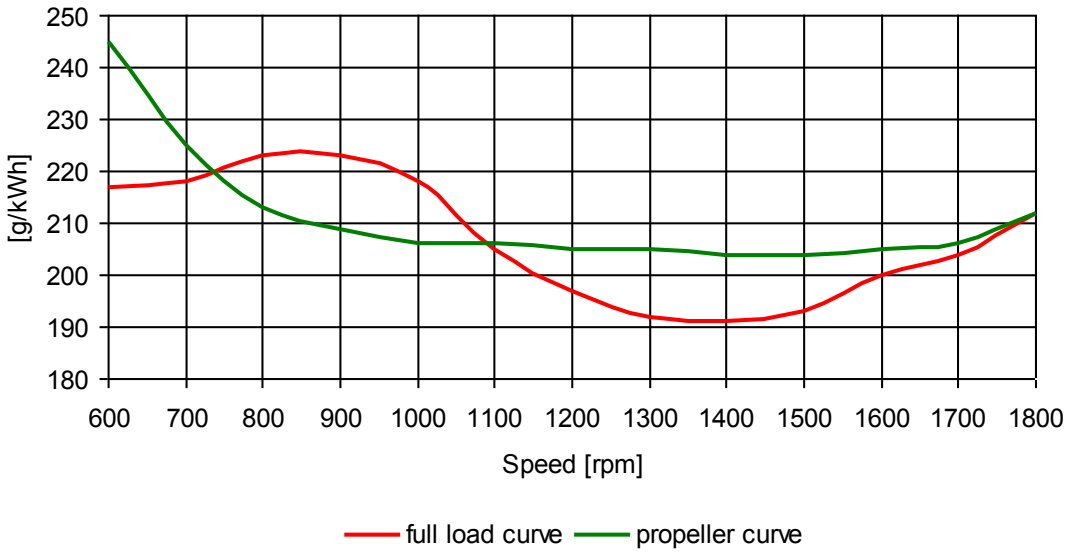
Heat balance [1]

Exhaust gas heat	300	kW
Cooling water heat	165	kW
Intercooler heat	95	kW
Radiation heat	26	kW

Noise emission (sound power) [1]

Engine surface noise (Lwa)		dB(A)
Free exhaust noise (Lwa)		dB(A)

Specific fuel consumption[2]



< The rated power is based on reference conditions according to ISO 3046-1 (2002) >

< Intake air temperature, max. 45°C | sea water temperature, max. 32°C >

< Barometric pressure 1000 mbar | air humidity 60% >

< Exponent for propeller curve 3 >

< Engine specifications are subjected to change without prior notice >

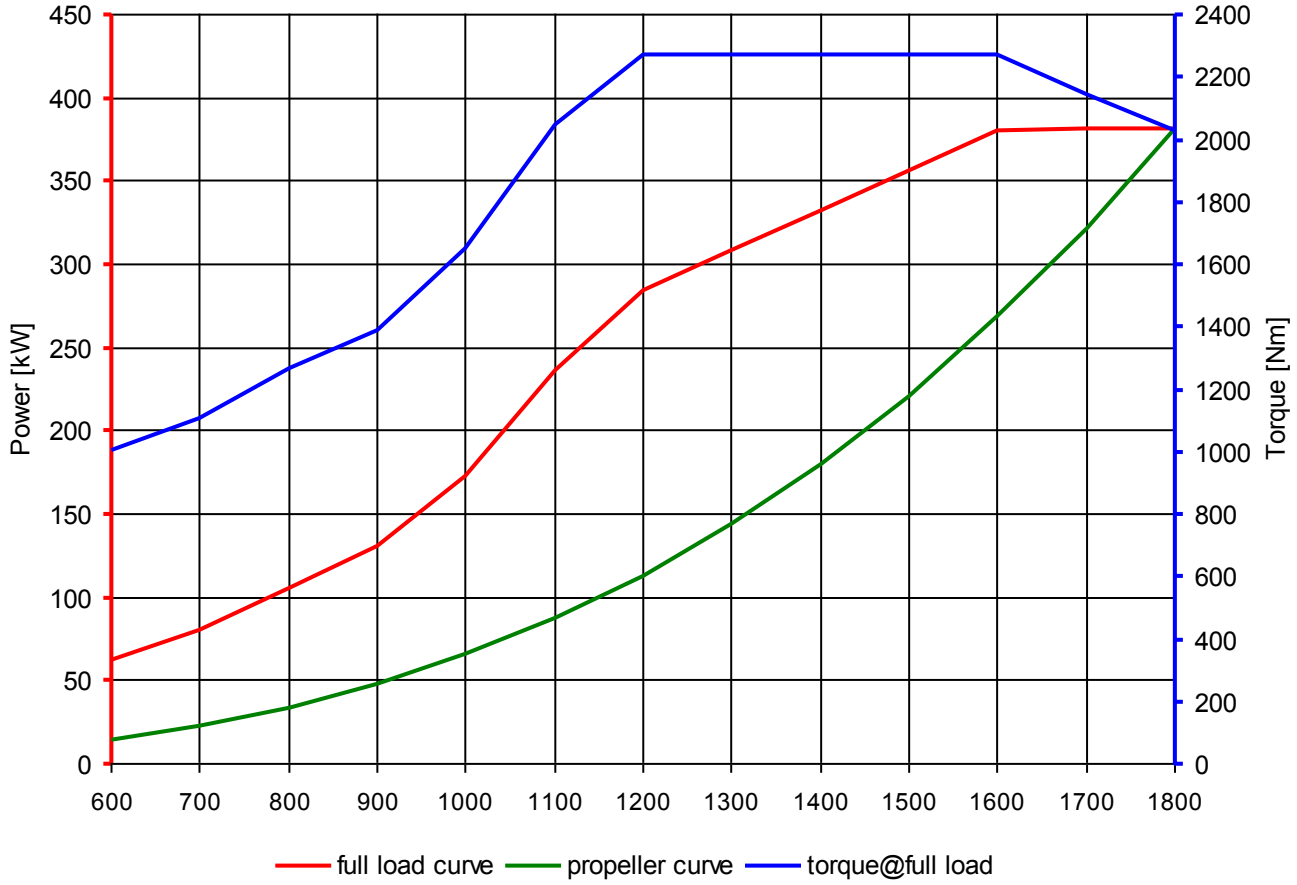
[1] Values at rated power

[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

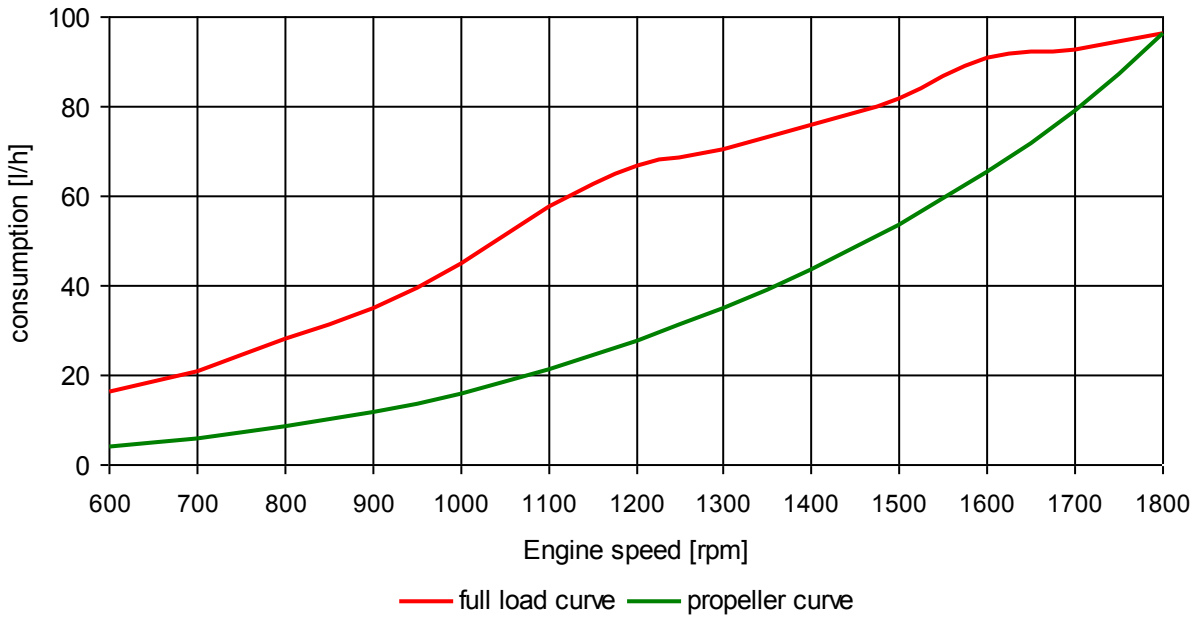
[3] Values on propeller curve

D2676LE424

Power/torque curves



Absolute fuel consumption[1]



< The rated power is based on reference conditions according to DIN ISO 3046-1 (2002) >

< Exponent for propeller curve 3 >

< Engine specifications are subjected to change without notice >

[1] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

Technical data sheet

Marine diesel engine

D2868LE421

17.12.2018
(Version 2)

Performance data [1]

Rated power	441	kW
Rated power	600	PS
Speed	1800	rpm
Bore/Stroke	128/157	mm
Displacement	16,16	liter
Rated torque	2340	Nm
Maximum torque	2630	Nm
at speed	1100-1600	rpm
Compression ratio [ε]	19,0	:1
Mean effective pressure	18,19	bar
Mean piston speed	9,42	m/s

The engine illustrated may not entirely be identical to production standard engine

Consumption data [2]

Specific fuel consumption [1]	206	g/kWh
Absolute fuel consumption [1]	108	l/h
Lowest fuel consumption [3]	197	g/kWh

Engine description

Application	Main propulsion diesel for ships with fixed pitch propeller or variable pitch propeller (only IMO)
Operation profile	Unlimited operating hours per year at a maximum of 100 % of time at full load
Construction	Four-stroke marine diesel engine, direct injection, SAE 1 flywheel housing
Cylinders	8 cylinders in V-arrangement, single cylinder heads with wet replaceable cylinder liners
Air system	Single-stage turbocharger with charge air intercooler
Cooling system	Seawater cooled by rubber impeller pump or two-circuit-cooling system for hull cooling
Oil system	Force-feed lubrication by gear pump, lubricating oil cooler in cooling water circuit of the engine
Fuel system	Common Rail injection system with high pressure pump and EDC control, fuel to DIN EN 590
Auxiliary PTO	PTO for hydraulic pump 16 cm³ (180Nm), front-PTO by crank shaft extension
Alternator	Three-phase generator with rectifier and transistorized governor, 28 V, 120 A
Starting system	Solenoid-operated electric starter, 24 V, 7.0 kW
Service	Oil change interval 600 operating hours, average TBO 18.000 operating hours*
Classification	Engine according to classification requirements available => see MAN Marine Configurator

Exhaust status	**IMO Tier II, EU Stage IIIA**

[1] Values at rated power

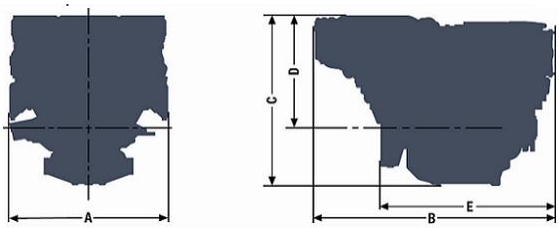
[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

[3] Values on propeller curve

*TBO 18.000 operating hours for non or low particulate matters (PM) regulated jurisdictions (IMO, Canada, EU Stage IIIA)

D2868LE421

A - overall width.....	1153	mm
B - overall length.....	1745	mm
C - overall height.....	1177	mm
D - above crank shaft....	765	mm
E - length to flywheel....	1243	mm
Engine weight (dry).....	1780	kg



Combustion parameters [1]

Intake air temperature (max.)	45	°C
Intake air vacuum (min/max)	30/60	mbar
Intake air volume flow	2100	m³/h
Exhaust gas temperature	380	°C
Exhaust gas volume flow	4930	m³/h
Exhaust gas mass flow	2450	kg/h
Exhaust back pressure (min/max)	20/80	mbar

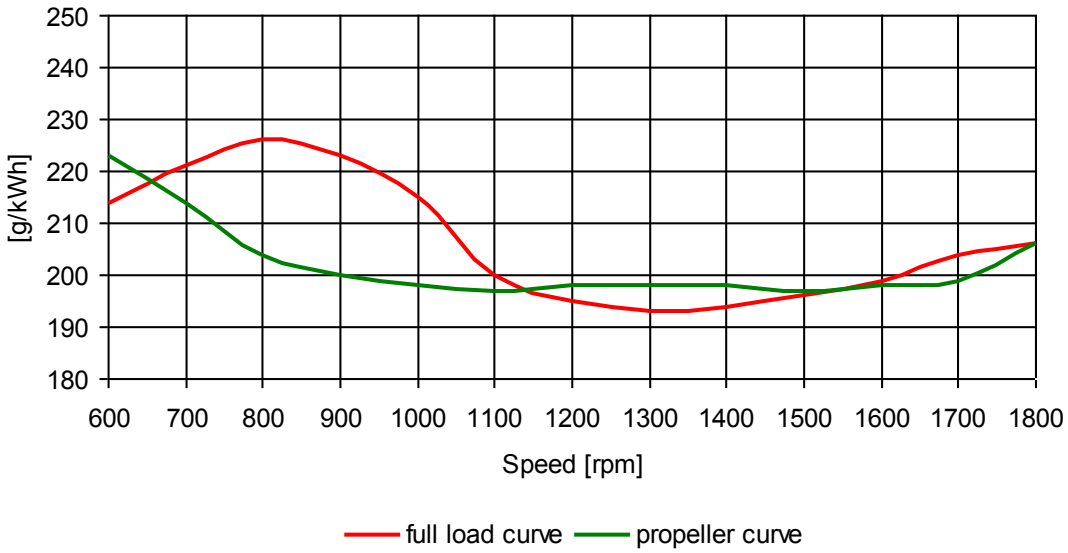
Heat balance [1]

Exhaust gas heat	240	kW
Cooling water heat	300	kW
Intercooler heat	90	kW
Radiation heat	29	kW

Noise emission (sound power) [1]

Engine surface noise (Lwa)	98,4	dB(A)
Free exhaust noise (Lwa)	107,0	dB(A)

Specific fuel consumption[2]



< The rated power is based on reference conditions according to ISO 3046-1 (2002) >

< Intake air temperature, max. 45°C | sea water temperature, max. 32°C >

< Barometric pressure 1000 mbar | air humidity 60% >

< Exponent for propeller curve 3 >

< Engine specifications are subjected to change without prior notice >

[1] Values at rated power

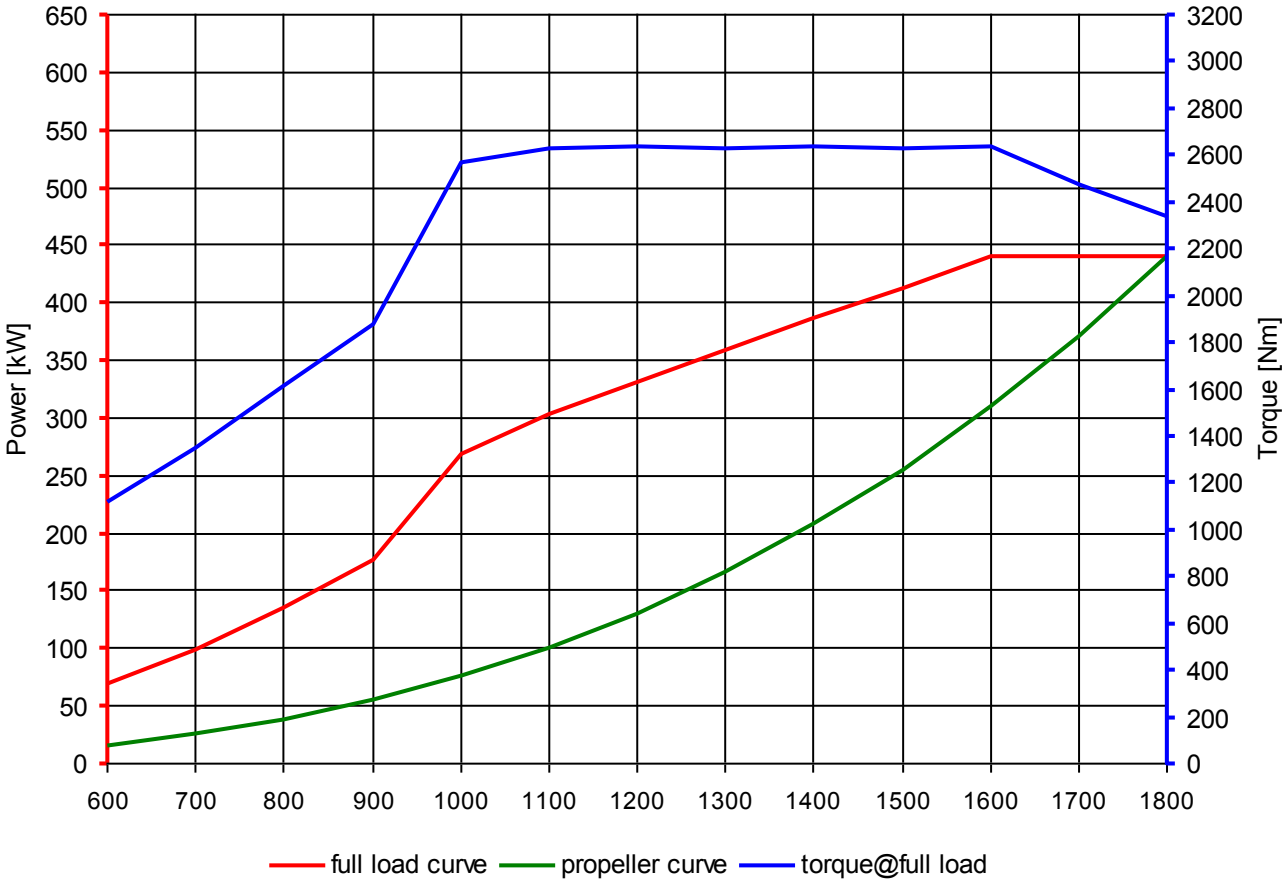
[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

[3] Values on propeller curve

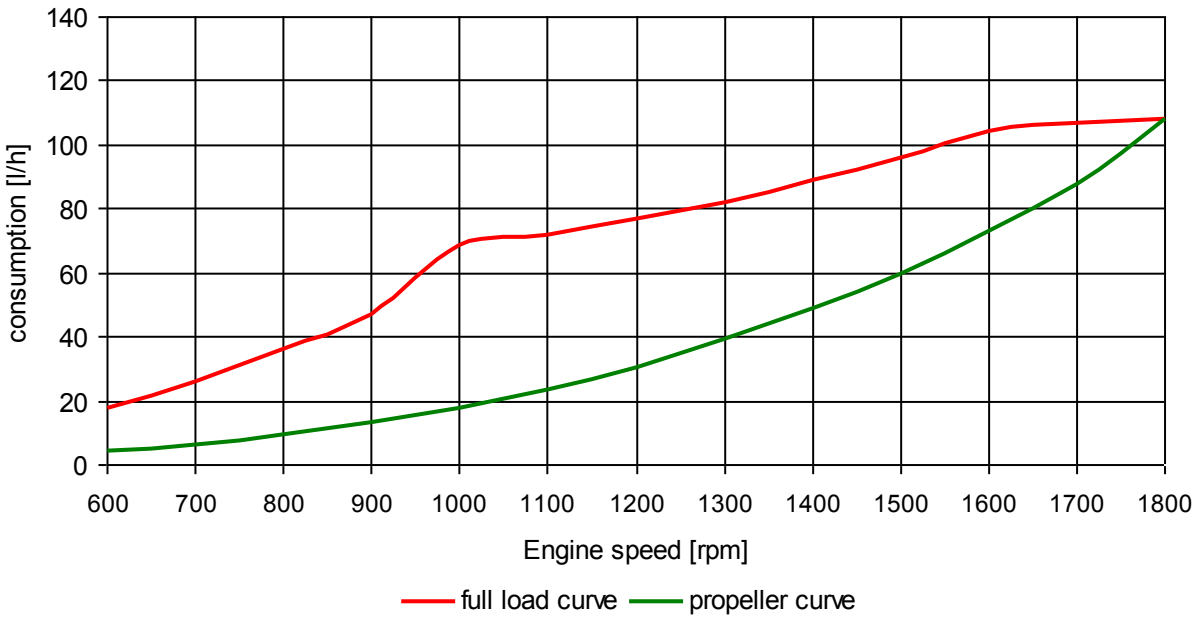
*TBO 18.000 operating hours for non or low particulate matters (PM) regulated jurisdictions (IMO, Canada, EU Stage IIIA)

D2868LE421

Power/torque curves



Absolute fuel consumption[1]



< The rated power is based on reference conditions according to DIN ISO 3046-1 (2002) >

< Exponent for propeller curve 3 >

< Engine specifications are subjected to change without notice >

[1] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

Technical data sheet

Marine diesel engine

D2868LE424

17.12.2018
(Version 2)

Performance data [1]

Rated power	441	kW
Rated power	600	PS
Speed	1800	rpm
Bore/Stroke	128/157	mm
Displacement	16,16	liter
Rated torque	2340	Nm
Maximum torque	2630	Nm
at speed	1100-1600	rpm
Compression ratio [ε]	19,0	:1
Mean effective pressure	18,19	bar
Mean piston speed	9,42	m/s

The engine illustrated may not entirely be identical to production standard engine

Consumption data [2]

Specific fuel consumption [1]	220	g/kWh
Absolute fuel consumption [1]	116	l/h
Lowest fuel consumption [3]	206	g/kWh

Engine description

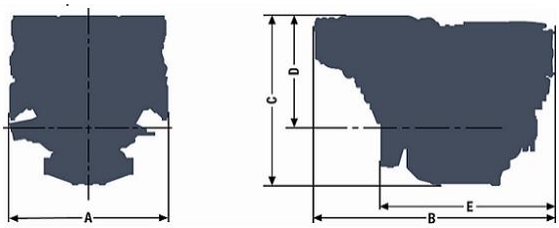
Application	Main propulsion diesel for ships with fixed pitch propeller or variable pitch propeller (only IMO)
Operation profile	Unlimited operating hours per year at a maximum of 100 % of time at full load
Construction	Four-stroke marine diesel engine, direct injection, SAE 1 flywheel housing
Cylinders	8 cylinders in V-arrangement, single cylinder heads with wet replaceable cylinder liners
Air system	Single-stage turbocharger with charge air intercooler
Cooling system	Seawater cooled by rubber impeller pump or two-circuit-cooling system for hull cooling
Oil system	Force-feed lubrication by gear pump, lubricating oil cooler in cooling water circuit of the engine
Fuel system	Common Rail injection system with high pressure pump and EDC control, fuel to DIN EN 590
Auxiliary PTO	PTO for hydraulic pump 16 cm³ (180Nm), front-PTO by crank shaft extension
Alternator	Three-phase generator with rectifier and transistorized governor, 28 V, 120 A
Starting system	Solenoid-operated electric starter, 24 V, 7.0 kW
Service	Oil change interval 600 operating hours
Classification	Engine according to classification requirements available => see MAN Marine Configurator

Exhaust status	**IMO Tier II, RCD 2013/53/EC, EPA Tier 3 commercial, EU Stage IIIA**

[1] Values at rated power
[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)
[3] Values on propeller curve

D2868LE424

A - overall width.....	1153	mm
B - overall length.....	1745	mm
C - overall height.....	1177	mm
D - above crank shaft....	765	mm
E - length to flywheel....	1243	mm
Engine weight (dry).....	1780	kg



Combustion parameters [1]

Intake air temperature (max.)	45	°C
Intake air vacuum (min/max)	30/60	mbar
Intake air volume flow	2145	m³/h
Exhaust gas temperature	385	°C
Exhaust gas volume flow	4960	m³/h
Exhaust gas mass flow	2450	kg/h
Exhaust back pressure (min/max)	20/80	mbar

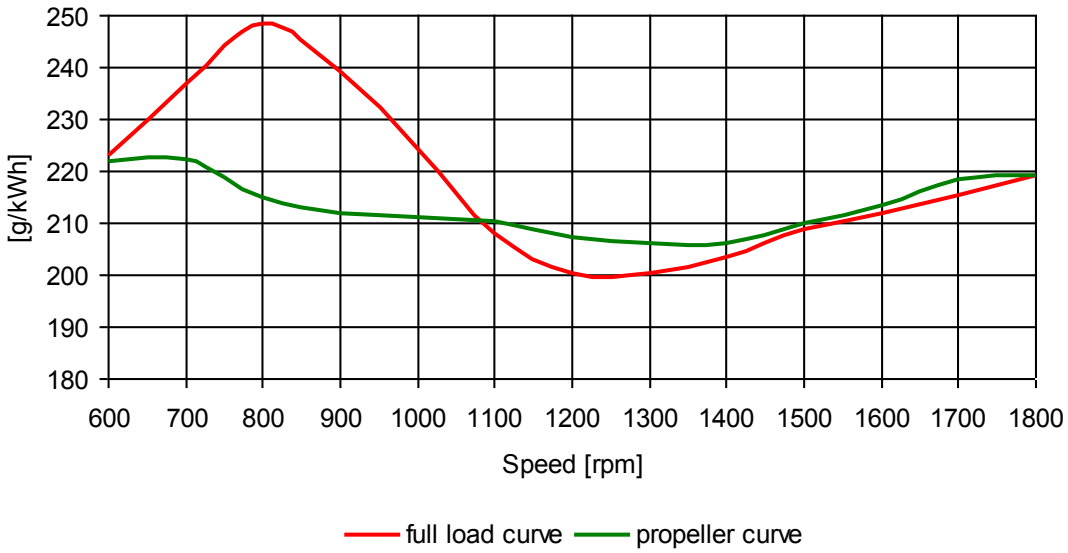
Heat balance [1]

Exhaust gas heat	279	kW
Cooling water heat	315	kW
Intercooler heat	95	kW
Radiation heat	29	kW

Noise emission (sound power) [1]

Engine surface noise (Lwa)	98,4	dB(A)
Free exhaust noise (Lwa)	107,0	dB(A)

Specific fuel consumption[2]



< The rated power is based on reference conditions according to ISO 3046-1 (2002) >

< Intake air temperature, max. 45°C | sea water temperature, max. 32°C >

< Barometric pressure 1000 mbar | air humidity 60% >

< Exponent for propeller curve 3 >

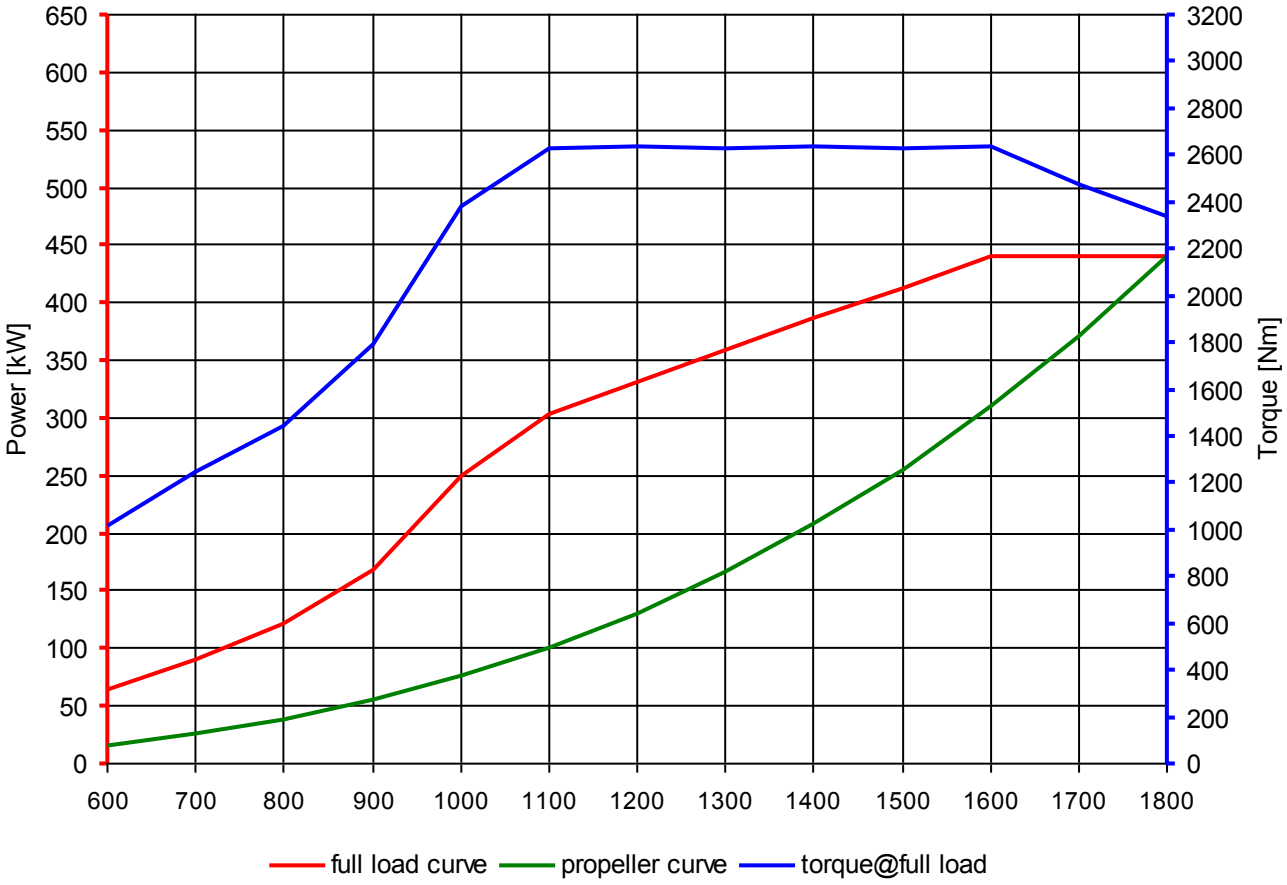
< Engine specifications are subjected to change without prior notice >

[1] Values at rated power

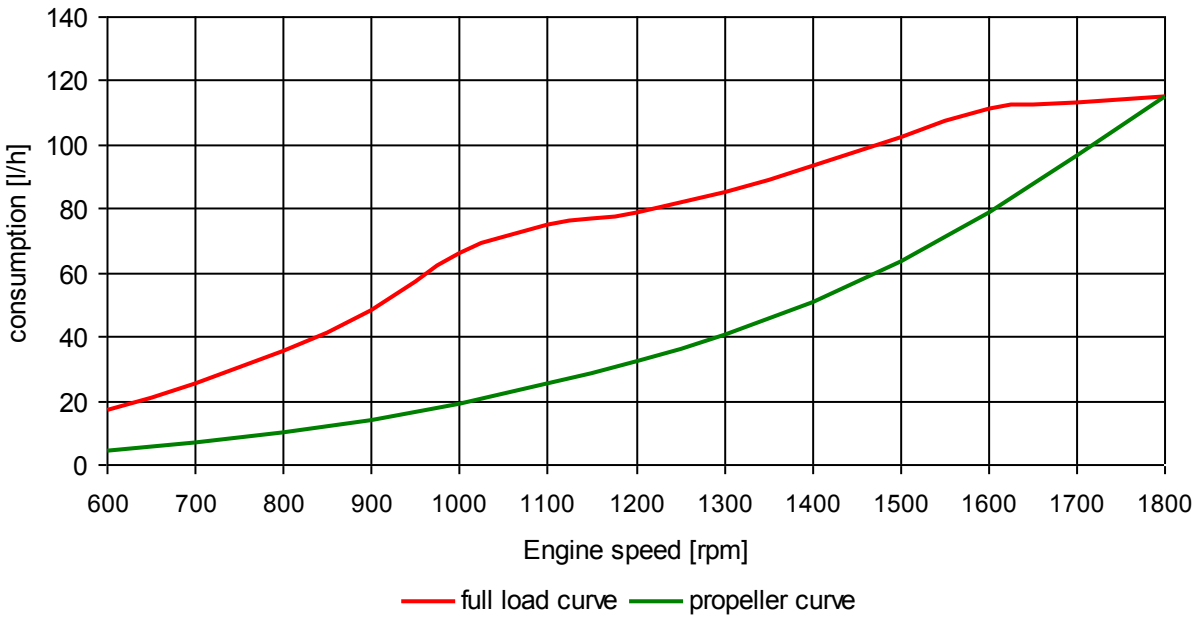
[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

[3] Values on propeller curve

Power/torque curves



Absolute fuel consumption[1]



< The rated power is based on reference conditions according to DIN ISO 3046-1 (2002) >

< Exponent for propeller curve 3 >

< Engine specifications are subjected to change without notice >

[1] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

Technical data sheet

Marine diesel engine

D2868LE431

17.12.2018
(Version 2)

Performance data [1]

Rated power	500	kW
Rated power	680	PS
Speed	1800	rpm
Bore/Stroke	128/157	mm
Displacement	16,16	liter
Rated torque	2653	Nm
Maximum torque	2985	Nm
at speed	1100-1600	rpm
Compression ratio [ε]	19,0	:1
Mean effective pressure	20,63	bar
Mean piston speed	9,42	m/s

The engine illustrated may not entirely be identical to production standard engine

Consumption data [2]

Specific fuel consumption [1]	206	g/kWh
Absolute fuel consumption [1]	123	l/h
Lowest fuel consumption [3]	199	g/kWh

Engine description

Application	Main propulsion diesel for ships with fixed pitch propeller or variable pitch propeller (only IMO)
Operation profile	Unlimited operating hours per year at a maximum of 100 % of time at full load
Construction	Four-stroke marine diesel engine, direct injection, SAE 1 flywheel housing
Cylinders	8 cylinders in V-arrangement, single cylinder heads with wet replaceable cylinder liners
Air system	Single-stage turbocharger with charge air intercooler and wastegate
Cooling system	Seawater cooled by rubber impeller pump or two-circuit-cooling system for hull cooling
Oil system	Force-feed lubrication by gear pump, lubricating oil cooler in cooling water circuit of the engine
Fuel system	Common Rail injection system with high pressure pump and EDC control, fuel to DIN EN 590
Auxiliary PTO	PTO for hydraulic pump 16 cm³ (180Nm), front-PTO by crank shaft extension
Alternator	Three-phase generator with rectifier and transistorized governor, 28 V, 120 A
Starting system	Solenoid-operated electric starter, 24 V, 7.0 kW
Service	Oil change interval 600 operating hours, average TBO 18.000 operating hours*
Classification	Engine according to classification requirements available => see MAN Marine Configurator

Exhaust status	**IMO Tier II, EU Stage IIIA**

[1] Values at rated power

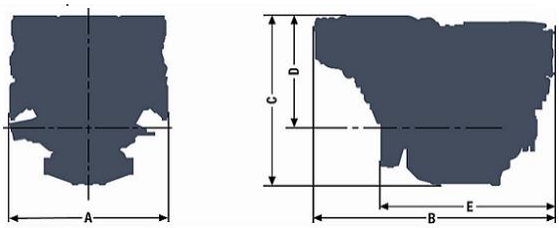
[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

[3] Values on propeller curve

*TBO 18.000 operating hours for non or low particulate matters (PM) regulated jurisdictions (IMO, Canada, EU Stage IIIA)

D2868LE431

A - overall width.....	1153	mm
B - overall length.....	1745	mm
C - overall height.....	1177	mm
D - above crank shaft....	765	mm
E - length to flywheel....	1243	mm
Engine weight (dry).....	1780	kg



Combustion parameters [1]

Intake air temperature (max.)	45	°C
Intake air vacuum (min/max)	30/60	mbar
Intake air volume flow	2070	m³/h
Exhaust gas temperature	395	°C
Exhaust gas volume flow	4630	m³/h
Exhaust gas mass flow	2365	kg/h
Exhaust back pressure (min/max)	20/80	mbar

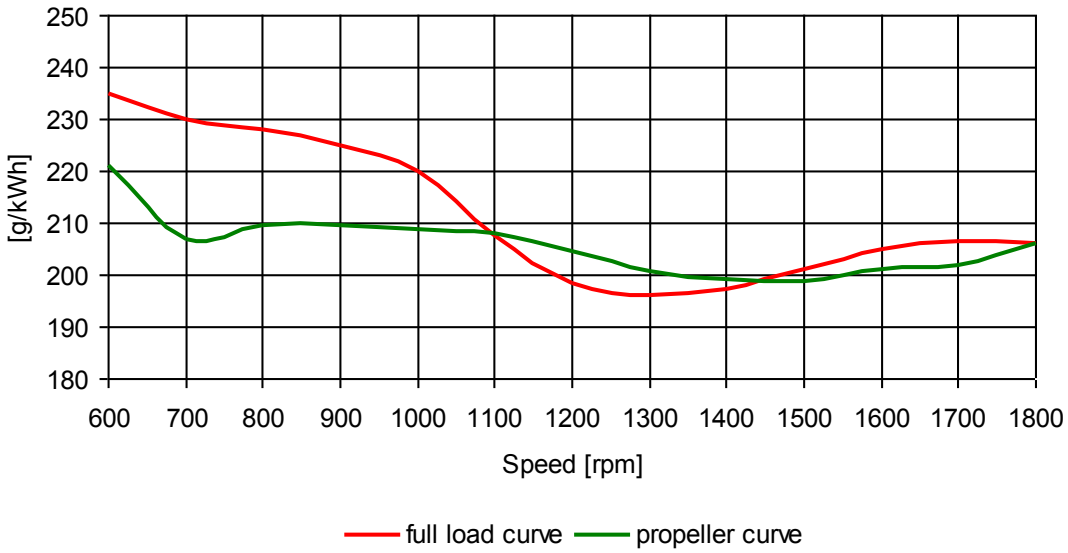
Heat balance [1]

Exhaust gas heat	252	kW
Cooling water heat	350	kW
Intercooler heat	100	kW
Radiation heat	29	kW

Noise emission (sound power) [1]

Engine surface noise (Lwa)	100,3	dB(A)
Free exhaust noise (Lwa)	108,6	dB(A)

Specific fuel consumption[2]



< The rated power is based on reference conditions according to ISO 3046-1 (2002) >

< Intake air temperature, max. 45°C | sea water temperature, max. 32°C >

< Barometric pressure 1000 mbar | air humidity 60% >

< Exponent for propeller curve 3 >

< Engine specifications are subjected to change without prior notice >

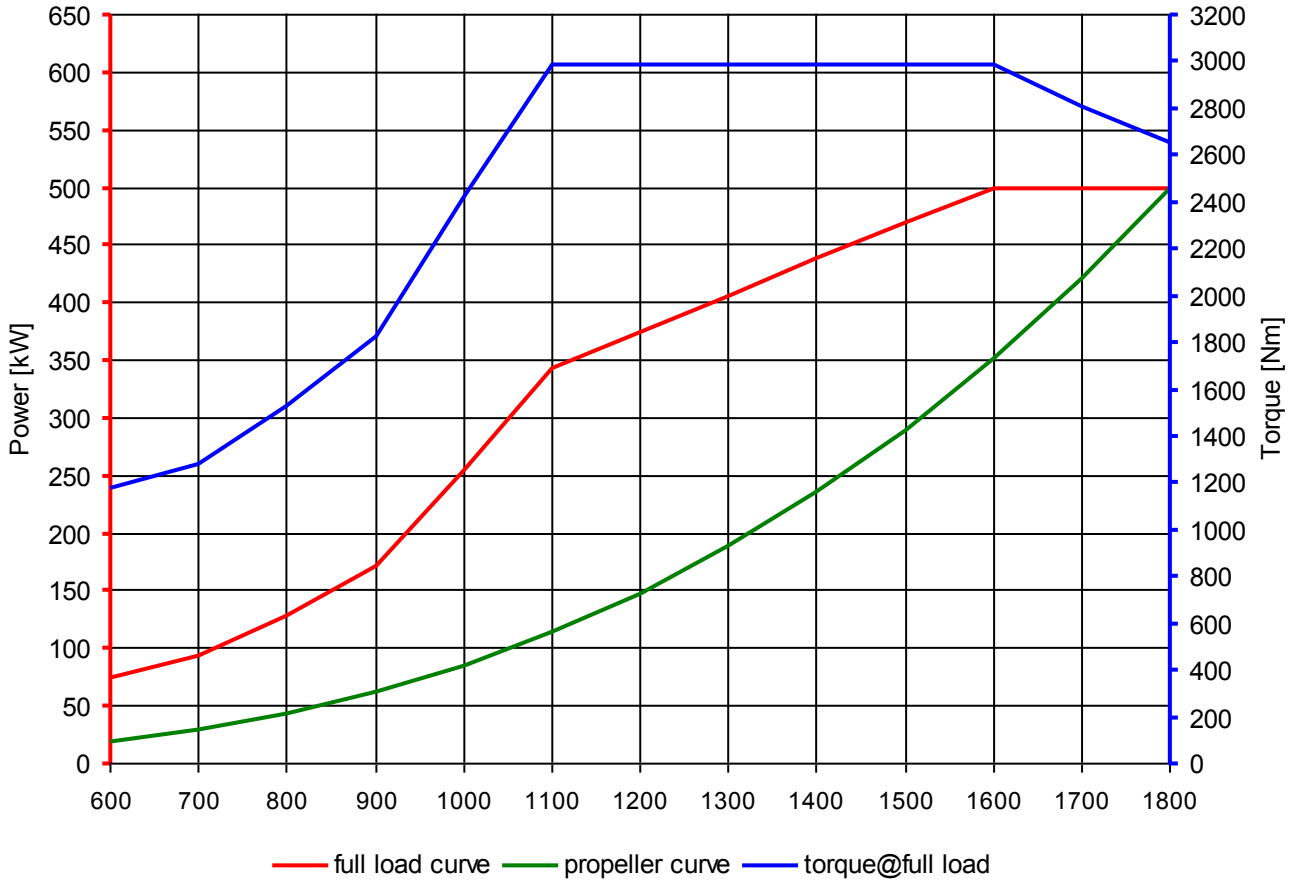
[1] Values at rated power

[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

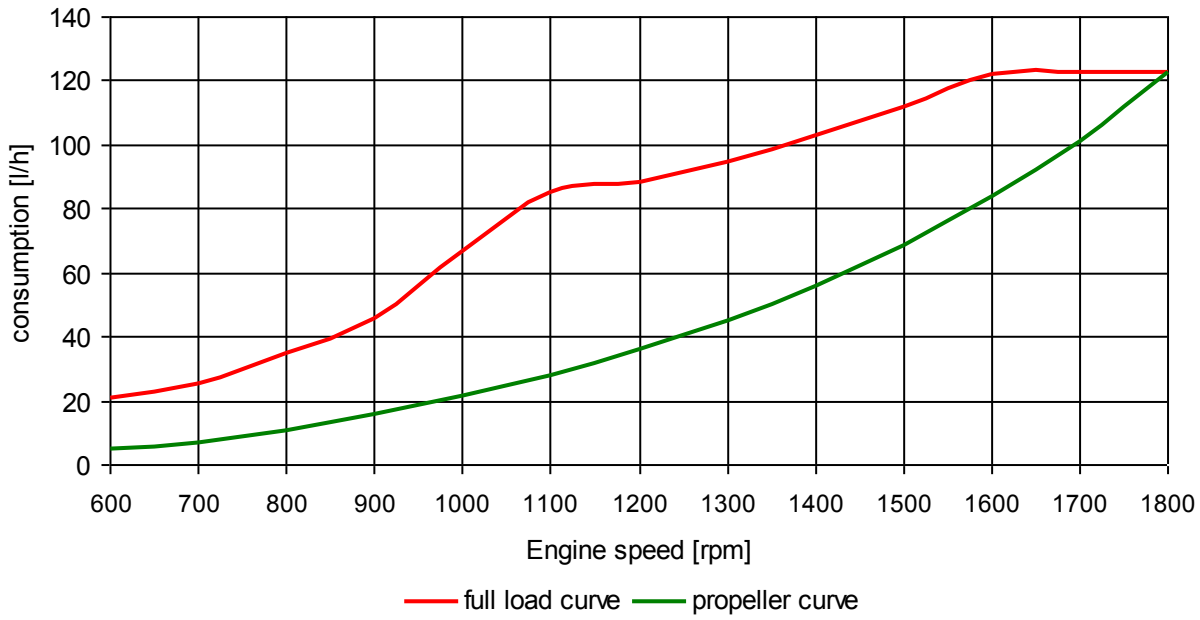
[3] Values on propeller curve

*TBO 18.000 operating hours for non or low particulate matters (PM) regulated jurisdictions (IMO, Canada, EU Stage IIIA)

Power/torque curves



Absolute fuel consumption[1]



< The rated power is based on reference conditions according to DIN ISO 3046-1 (2002) >

< Exponent for propeller curve 3 >

< Engine specifications are subjected to change without notice >

[1] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

Technical data sheet

Marine diesel engine

D2862LE431

17.12.2018
(Version 3)

Performance data [1]

Rated power	551	kW
Rated power	749	PS
Speed	1800	rpm
Bore/Stroke	128/157	mm
Displacement	24,24	liter
Rated torque	2923	Nm
Maximum torque	3305	Nm
at speed	1000-1600	rpm
Compression ratio [ε]	19,0	:1
Mean effective pressure	15,15	bar
Mean piston speed	9,42	m/s

The engine illustrated may not entirely be identical to production standard engine

Consumption data [2]

Specific fuel consumption [1]	198	g/kWh
Absolute fuel consumption [1]	130	l/h
Lowest fuel consumption [3]	198	g/kWh

Engine description

Application	Main propulsion diesel for ships with fixed pitch propeller or variable pitch propeller (only IMO)
Operation profile	Unlimited operating hours per year at a maximum of 100 % of time at full load
Construction	Four-stroke marine diesel engine, direct injection, SAE 1 flywheel housing
Cylinders	12 cylinders in V-arrangement, single cylinder heads with wet replaceable cylinder liners
Air system	Single-stage turbocharger with charge air intercooler
Cooling system	Seawater cooled by rubber impeller pump or two-circuit-cooling system for hull cooling
Oil system	Force-feed lubrication by gear pump, lubricating oil cooler in cooling water circuit of the engine
Fuel system	Common Rail injection system with high pressure pump and EDC control, fuel to DIN EN 590
Auxiliary PTO	PTO for hydraulic pump 16 cm³ (180Nm), front-PTO by crank shaft extension
Alternator	Three-phase generator with rectifier and transistorized governor, 28 V, 120 A
Starting system	Solenoid-operated electric starter, 24 V, 7.0 kW
Service	Oil change interval 600 operating hours, average TBO 18.000 operating hours*
Classification	Engine according to classification requirements available => see MAN Marine Configurator

Exhaust status	**IMO Tier II, EU Stage IIIA**

[1] Values at rated power

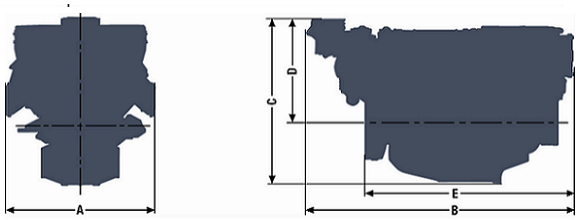
[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

[3] Values on propeller curve

*TBO 18.000 operating hours for non or low particulate matters (PM) regulated jurisdictions (IMO, Canada, EU Stage IIIA)

D2862LE431

A - overall width.....	1153	mm
B - overall length.....	2130	mm
C - overall height.....	1230	mm
D - above crank shaft....	765	mm
E - length to flywheel....	1630	mm
Engine weight (dry).....	2270	kg



Combustion parameters [1]

Intake air temperature (max.)	45	°C
Intake air vacuum (min/max)	30/60	mbar
Intake air volume flow	2600	m³/h
Exhaust gas temperature	330	°C
Exhaust gas volume flow	5800	m³/h
Exhaust gas mass flow	3070	kg/h
Exhaust back pressure (min/max)	20/80	mbar

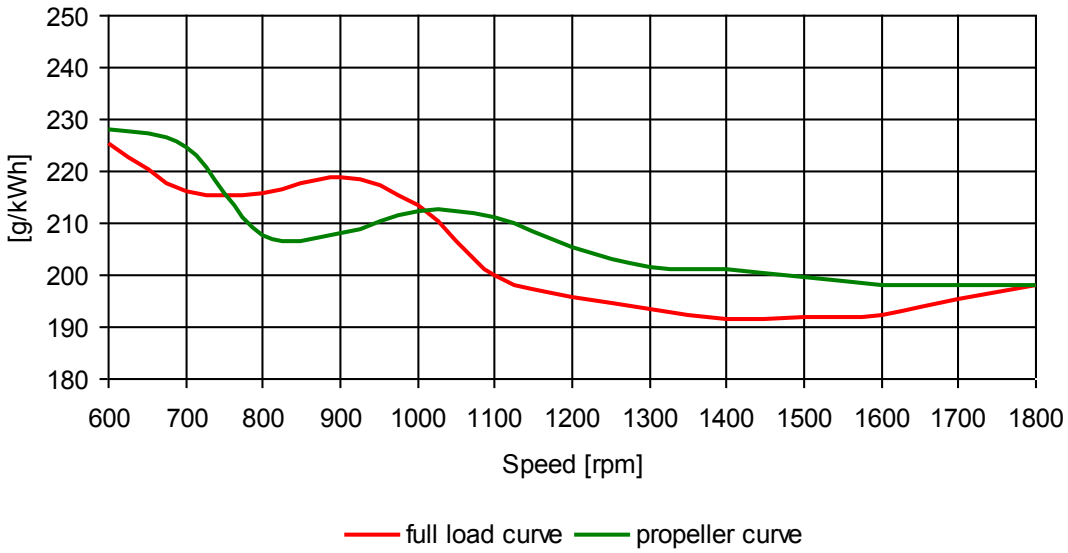
Heat balance [1]

Exhaust gas heat	250	kW
Cooling water heat	350	kW
Intercooler heat	135	kW
Radiation heat	35	kW

Noise emission (sound power) [1]

Engine surface noise (Lwa)	100,5	dB(A)
Free exhaust noise (Lwa)	108,0	dB(A)

Specific fuel consumption[2]



< The rated power is based on reference conditions according to ISO 3046-1 (2002) >

< Intake air temperature, max. 45°C | sea water temperature, max. 32°C >

< Barometric pressure 1000 mbar | air humidity 60% >

< Exponent for propeller curve 3 >

< Engine specifications are subjected to change without prior notice >

[1] Values at rated power

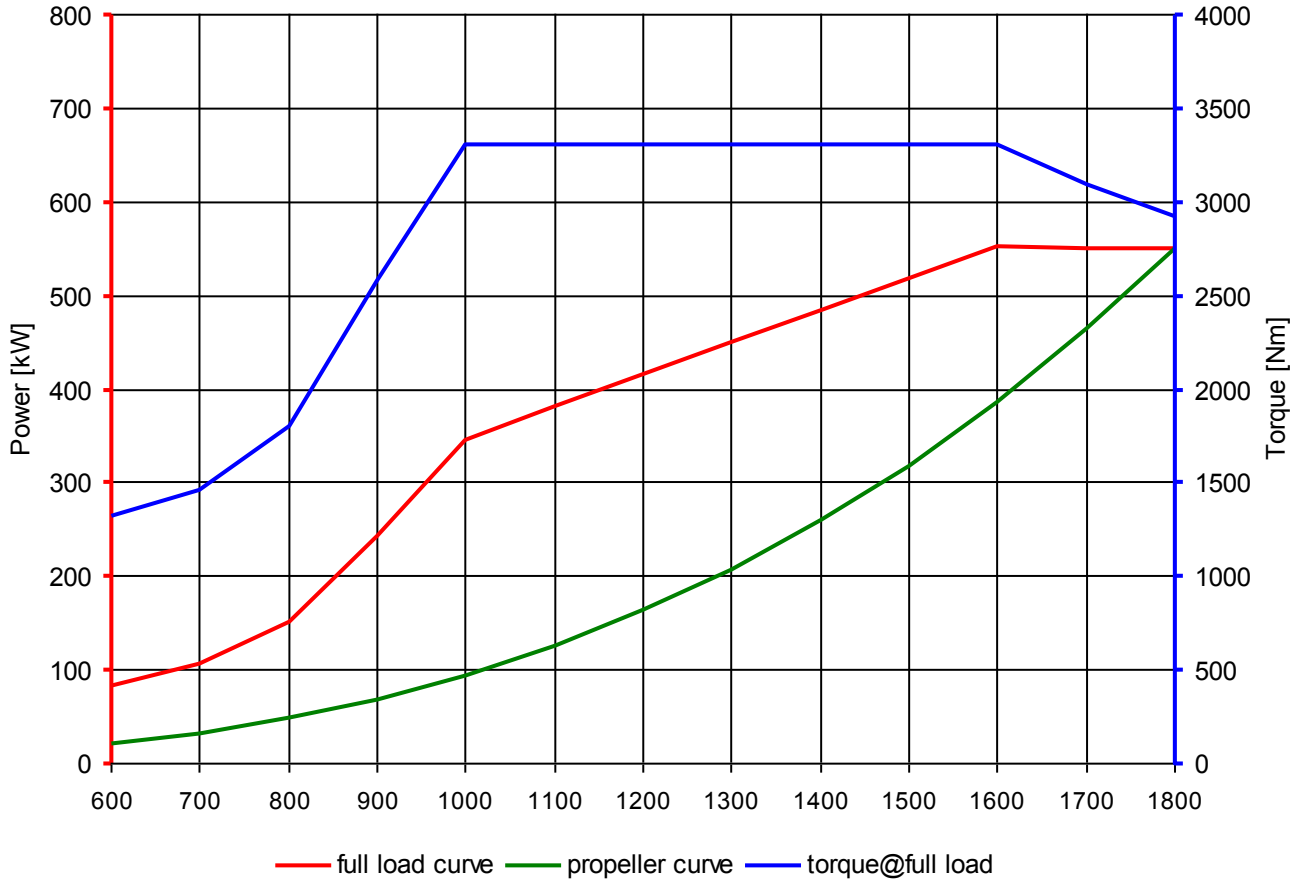
[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

[3] Values on propeller curve

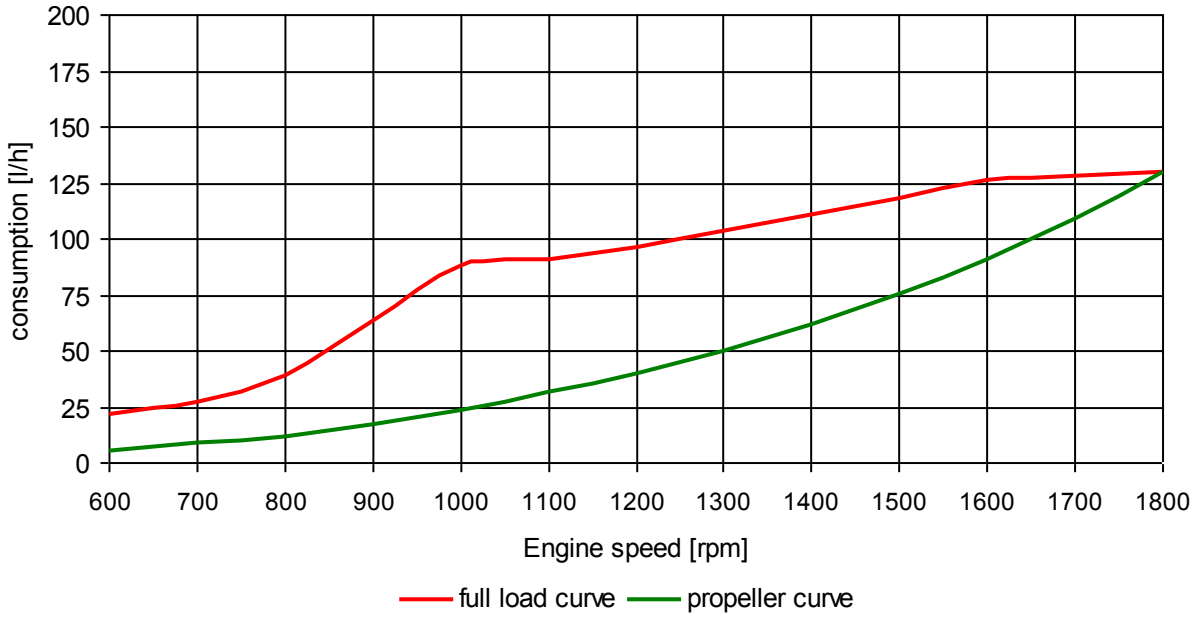
*TBO 18.000 operating hours for non or low particulate matters (PM) regulated jurisdictions (IMO, Canada, EU Stage IIIA)

D2862LE431

Power/torque curves



Absolute fuel consumption[1]



< The rated power is based on reference conditions according to DIN ISO 3046-1 (2002) >

< Exponent for propeller curve 3 >

< Engine specifications are subjected to change without notice >

[1] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

Technical data sheet

Marine diesel engine

D2862LE434

17.12.2018
(Version 2)

Performance data [1]

Rated power	551	kW
Rated power	749	PS
Speed	1800	rpm
Bore/Stroke	128/157	mm
Displacement	24,24	liter
Rated torque	2923	Nm
Maximum torque	3305	Nm
at speed	1000-1600	rpm
Compression ratio [ε]	19,0	:1
Mean effective pressure	15,15	bar
Mean piston speed	9,42	m/s

The engine illustrated may not entirely be identical to production standard engine

Consumption data [2]

Specific fuel consumption [1]	204	g/kWh
Absolute fuel consumption [1]	134	l/h
Lowest fuel consumption [3]	202	g/kWh

Engine description

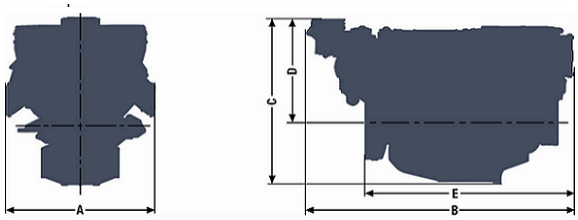
Application	Main propulsion diesel for ships with fixed pitch propeller or variable pitch propeller (only IMO)
Operation profile	Unlimited operating hours per year at a maximum of 100 % of time at full load
Construction	Four-stroke marine diesel engine, direct injection, SAE 1 flywheel housing
Cylinders	12 cylinders in V-arrangement, single cylinder heads with wet replaceable cylinder liners
Air system	Single-stage turbocharger with charge air intercooler
Cooling system	Seawater cooled by rubber impeller pump or two-circuit-cooling system for hull cooling
Oil system	Force-feed lubrication by gear pump, lubricating oil cooler in cooling water circuit of the engine
Fuel system	Common Rail injection system with high pressure pump and EDC control, fuel to DIN EN 590
Auxiliary PTO	PTO for hydraulic pump 16 cm³ (180Nm), front-PTO by crank shaft extension
Alternator	Three-phase generator with rectifier and transistorized governor, 28 V, 120 A
Starting system	Solenoid-operated electric starter, 24 V, 7.0 kW
Service	Oil change interval 600 operating hours
Classification	Engine according to classification requirements available => see MAN Marine Configurator

Exhaust status	**IMO Tier II, RCD 2013/53/EC, EPA Tier 3 commercial, EU Stage IIIA**

[1] Values at rated power
[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)
[3] Values on propeller curve

D2862LE434

A - overall width.....	1153	mm
B - overall length.....	2130	mm
C - overall height.....	1230	mm
D - above crank shaft....	765	mm
E - length to flywheel....	1630	mm
Engine weight (dry).....	2270	kg



Combustion parameters [1]

Intake air temperature (max.)	45	°C
Intake air vacuum (min/max)	30/60	mbar
Intake air volume flow	2700	m³/h
Exhaust gas temperature	335	°C
Exhaust gas volume flow	5480	m³/h
Exhaust gas mass flow	3100	kg/h
Exhaust back pressure (min/max)	20/80	mbar

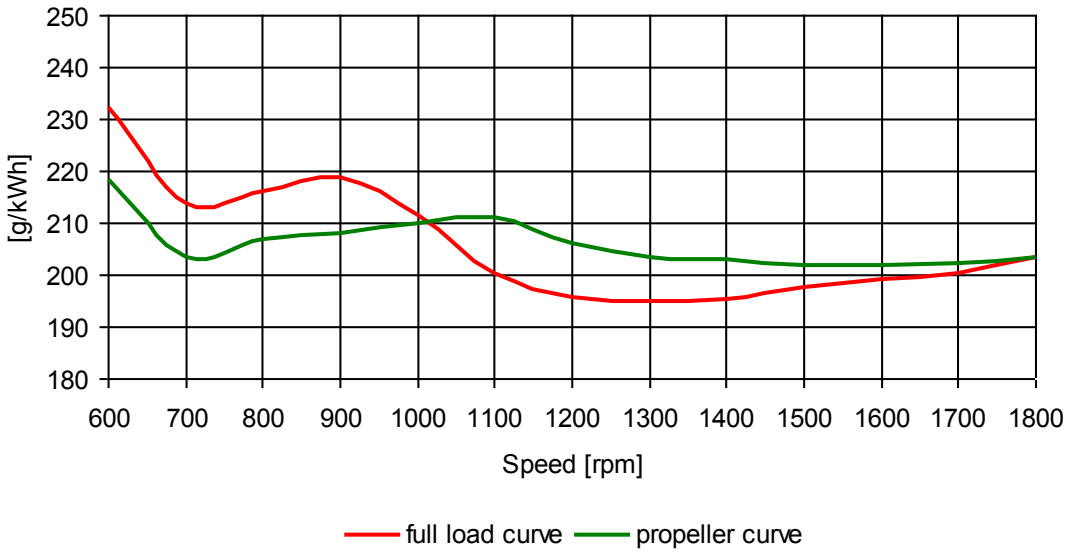
Heat balance [1]

Exhaust gas heat	262	kW
Cooling water heat	360	kW
Intercooler heat	135	kW
Radiation heat	35	kW

Noise emission (sound power) [1]

Engine surface noise (Lwa)	100,5	dB(A)
Free exhaust noise (Lwa)	108,0	dB(A)

Specific fuel consumption[2]



< The rated power is based on reference conditions according to ISO 3046-1 (2002) >

< Intake air temperature, max. 45°C | sea water temperature, max. 32°C >

< Barometric pressure 1000 mbar | air humidity 60% >

< Exponent for propeller curve 3 >

< Engine specifications are subjected to change without prior notice >

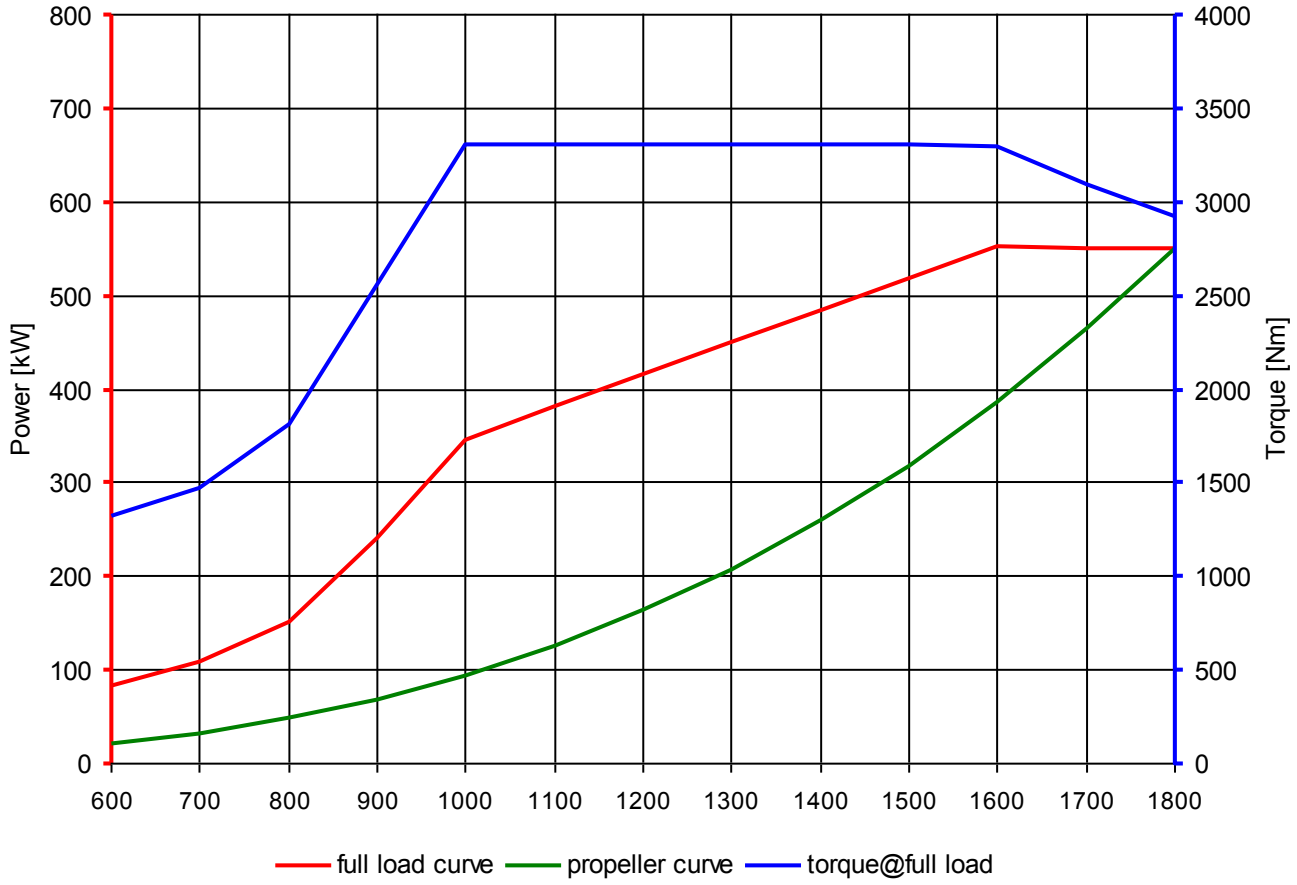
[1] Values at rated power

[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

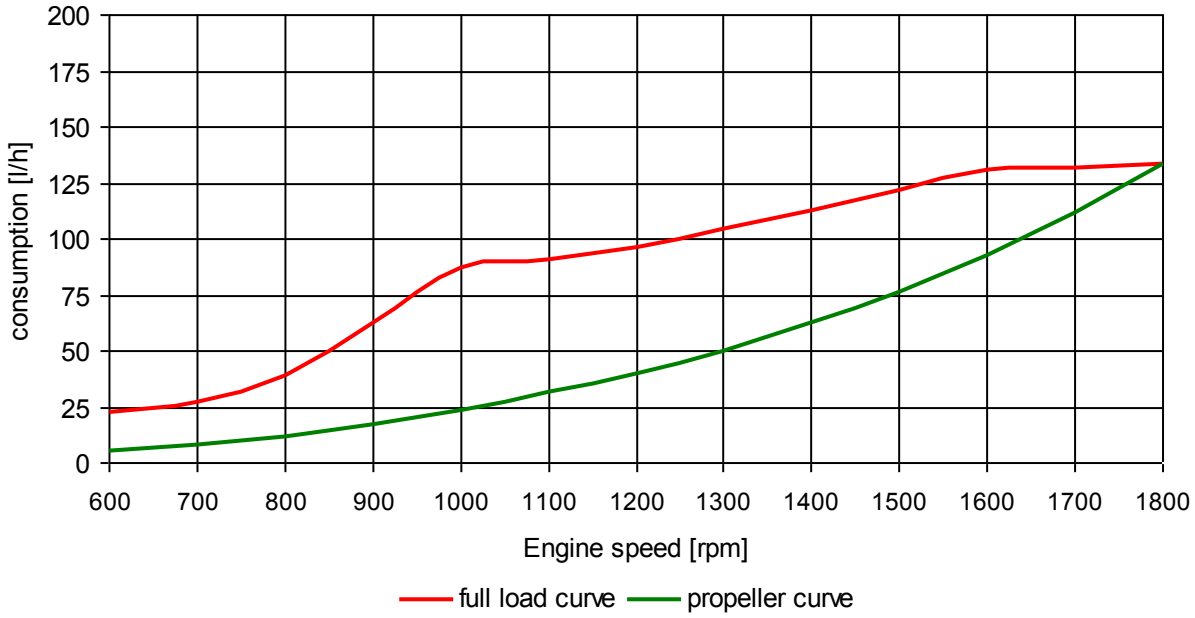
[3] Values on propeller curve

D2862LE434

Power/torque curves



Absolute fuel consumption[1]



< The rated power is based on reference conditions according to DIN ISO 3046-1 (2002) >

< Exponent for propeller curve 3 >

< Engine specifications are subjected to change without notice >

[1] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

Technical data sheet

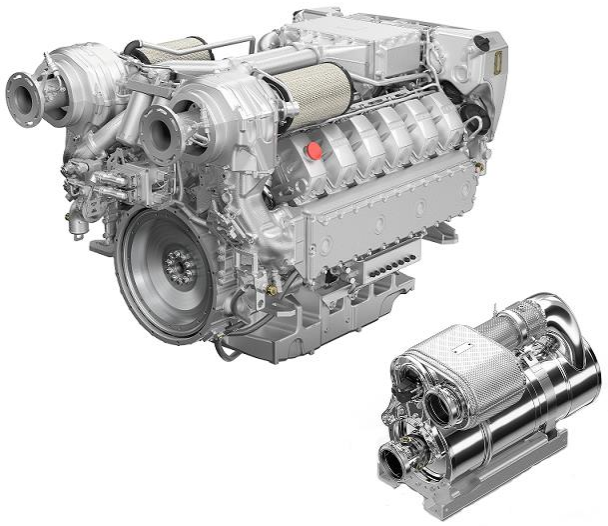
Marine diesel engine

D2862LE437

25.07.2019
(Version 1)

Performance data

Rated power	551	kW
Rated power	749	PS
Speed	1800	rpm
Bore/Stroke	128/157	mm
Displacement	24,24	liter
Rated torque	2923	Nm
Maximum torque	3300	Nm
at speed	1000-1600	rpm
Compression ratio [ε]	19,0	:1
Mean effective pressure	15,15	bar
Mean piston speed	9,42	m/s



The engine illustrated may not entirely be identical to production standard engine

Consumption data ²

Specific fuel consumption ¹	196	g/kWh
Absolute fuel consumption ¹	129	l/h
Lowest fuel consumption ³	196	g/kWh
Absolute urea consumption ¹	8	l/h

Engine description

Application	Main propulsion diesel for ships with fixed pitch propeller or variable pitch propeller
Operation profile	Unlimited operating hours per year at a maximum of 100 % of time at full load
Construction	Four-stroke diesel, direct injection, exhaust after-treatment system, SAE 1 flywheel housing
Cylinders	12 cylinders in V-arrangement, single cylinder heads with wet replaceable cylinder liners
Air system	Single-stage turbocharger with charge air intercooler
Cooling system	Seawater cooled by rubber impeller pump or two-circuit-cooling system for hull cooling
Oil system	Force-feed lubrication by gear pump, lubricating oil cooler in cooling water circuit of the engine
Fuel system	Common Rail injection system with high pressure pump and EDC control, fuel to DIN EN 590
Auxiliary PTO	PTO for hydraulic pump 16 cm³ (180Nm), front-PTO by crank shaft extension
Alternator	Three-phase generator with rectifier and transistorized governor, 28 V, 120 A
Starting system	Solenoid-operated electric starter, 24 V, 7.0 kW
Service	Oil change interval 600 operating hours, average TBO 18.000 operating hours*
Classification	Engine according to classification requirements available => see MAN Marine Configurator

Exhaust status	**IMO Tier III**

¹ Values at rated power

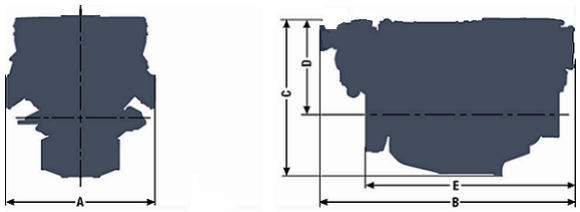
² Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046), urea solution 32,5% according to ISO 22241 (tolerance +3%)

³ Values on propeller curve

*TBO 18.000 operating hours for non or low particulate matters (PM) regulated jurisdictions (IMO, Canada, EU Stage IIIA)

D2862LE437

A - overall width.....	1157	mm
B - overall length.....	1939	mm
C - overall height.....	1293	mm
D - above crank shaft.....	827	mm
E - length to flywheel.....	1608	mm
Engine weight, dry..... (depending on the scope of supply)	2270	kg



Combustion parameters [1]

Intake air temperature (max)	45	°C
Intake air vacuum (min/max)	30/60	mbar
Intake air volume flow	2370	m³/h
Exhaust gas temperature	365	°C
Exhaust gas volume flow	5160	m³/h
Exhaust gas mass flow	2810	kg/h
Exhaust back pressure (min/max) downstream of SCR catalyst	20/80	mbar

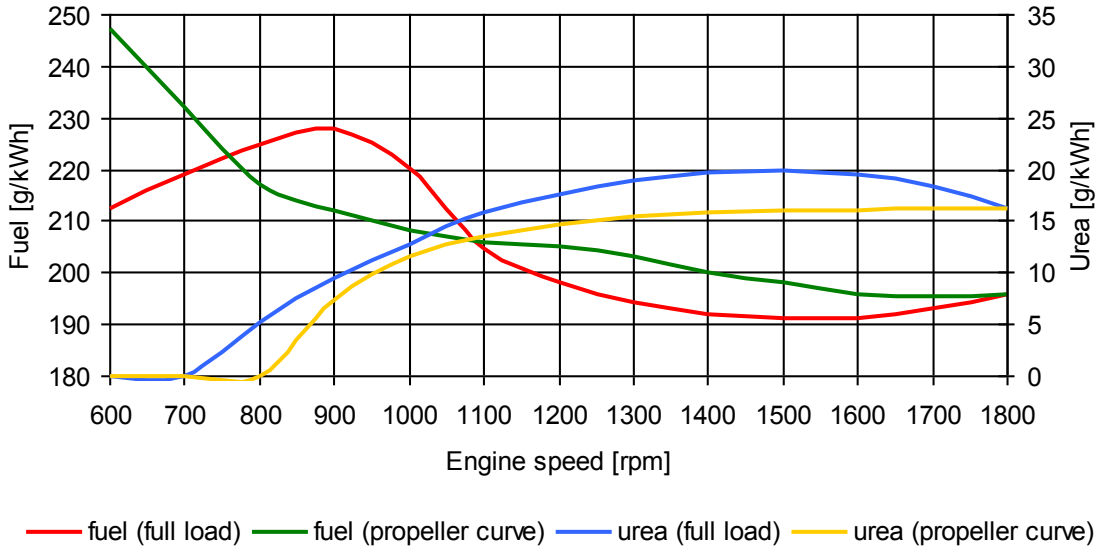
Heat balance [1]

Exhaust gas heat	250	kW
Cooling water heat	320	kW
Intercooler heat	135	kW
Radiation heat	35	kW

Noise emission (sound power) [1]

Engine surface noise (Lwa)	100,5	dB(A)
Free exhaust noise (Lwa)	98,0	dB(A)

Specific consumption[2]



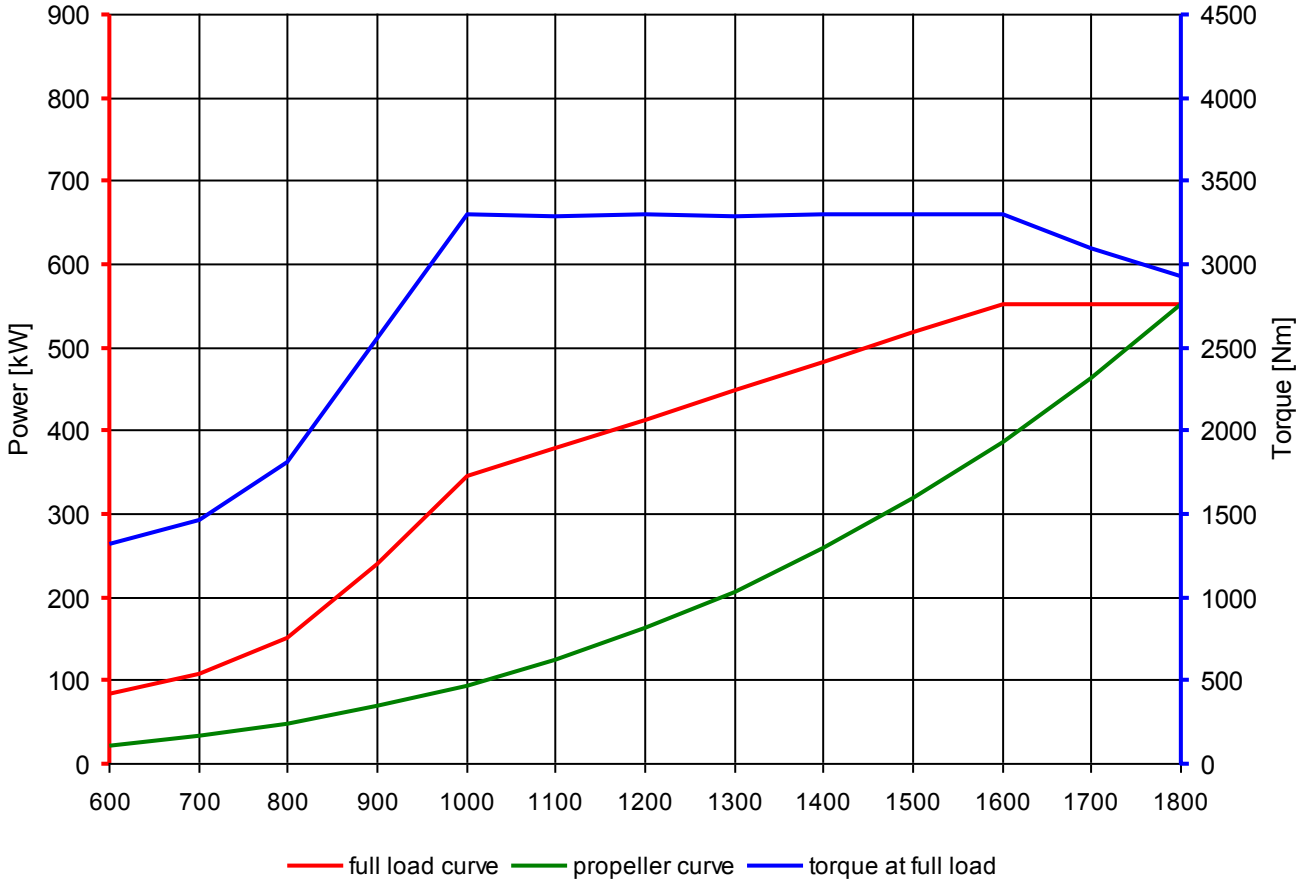
< The rated power is based on reference conditions according to ISO 3046-1 (2002) >
< Intake air temperature, max. 45°C | sea water temperature, max. 32°C >
< Barometric pressure 1000 mbar | air humidity 60% >
< Exponent for propeller curve 3 >

< Engine specifications are subjected to change without prior notice >

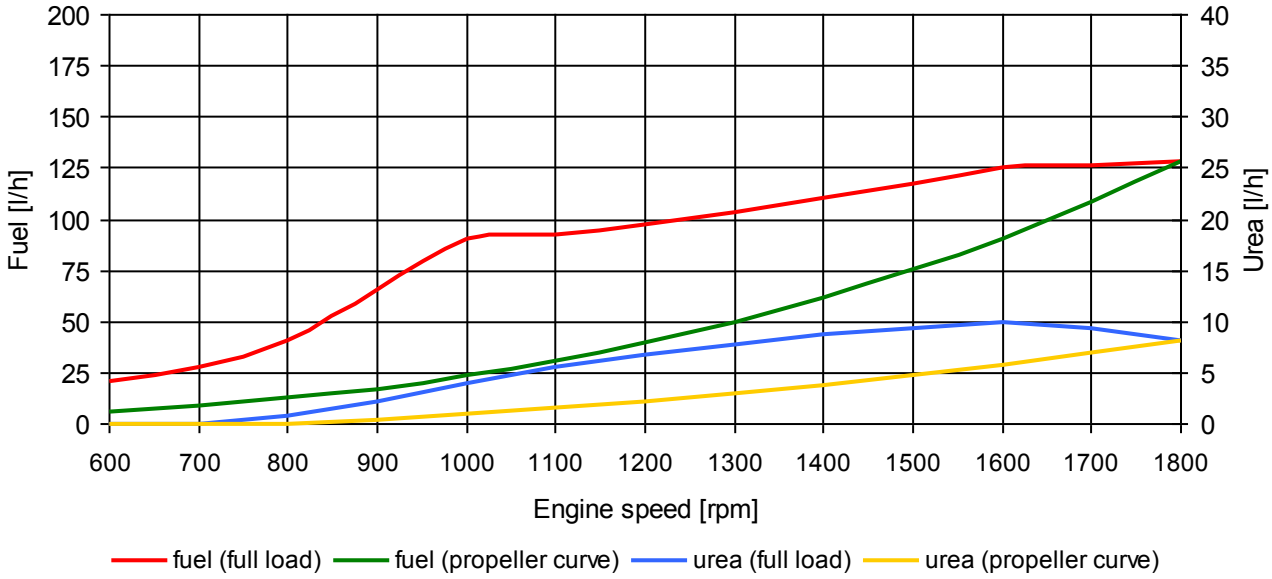
[1] Values at rated power
[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046), urea solution 32,5% according to ISO 22241 (tolerance +3%)
[3] Values on propeller curve
*TBO 18.000 operating hours for non or low particulate matters (PM) regulated jurisdictions (IMO, Canada, EU Stage IIIA)

D2862LE437

Power/torque curves



Absolute consumption [1]



< The rated power is based on reference conditions according to DIN ISO 3046-1 (2002) >

< Exponent for propeller curve 3 >

< Engine specifications are subjected to change without notice >

[1] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046), urea solution 32,5% according to ISO 22241 (tolerance +3%)

Technical data sheet

Marine diesel engine

D2862LE454

25.07.2019
(Version 1)

Performance data [1]

Rated power	588	kW
Rated power	800	PS
Speed	1800	rpm
Bore/Stroke	128/157	mm
Displacement	24,24	liter
Rated torque	3120	Nm
Maximum torque	3510	Nm
at speed	1000-1600	rpm
Compression ratio [ε]	19,0	:1
Mean effective pressure	16,17	bar
Mean piston speed	9,42	m/s

The engine illustrated may not entirely be identical to production standard engine

Consumption data [2]

Specific fuel consumption [1]	203	g/kWh
Absolute fuel consumption [1]	142	l/h
Lowest fuel consumption [3]	201	g/kWh

Engine description

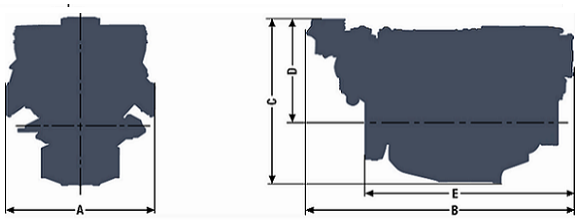
Application	Main propulsion diesel for ships with fixed pitch propeller or variable pitch propeller (only IMO)
Operation profile	Unlimited operating hours per year at a maximum of 100 % of time at full load
Construction	Four-stroke marine diesel engine, direct injection, SAE 1 flywheel housing
Cylinders	12 cylinders in V-arrangement, single cylinder heads with wet replaceable cylinder liners
Air system	Single-stage turbocharger with charge air intercooler
Cooling system	Seawater cooled by rubber impeller pump or two-circuit-cooling system for hull cooling
Oil system	Force-feed lubrication by gear pump, lubricating oil cooler in cooling water circuit of the engine
Fuel system	Common Rail injection system with high pressure pump and EDC control, fuel to DIN EN 590
Auxiliary PTO	PTO for hydraulic pump 16 cm³ (180Nm), front-PTO by crank shaft extension
Alternator	Three-phase generator with rectifier and transistorized governor, 28 V, 120 A
Starting system	Solenoid-operated electric starter, 24 V, 7.0 kW
Service	Oil change interval 600 operating hours
Classification	---

Exhaust status	**IMO Tier II, RCD 2013/53/EC, EPA Tier 3 commercial, EU Stage IIIA**

[1] Values at rated power
[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)
[3] Values on propeller curve

D2862LE454

A - overall width.....	1153	mm
B - overall length.....	2130	mm
C - overall height.....	1230	mm
D - above crank shaft....	765	mm
E - length to flywheel....	1630	mm
Engine weight (dry).....	2270	kg



Combustion parameters [1]

Intake air temperature (max.)	45	°C
Intake air vacuum (min/max)	30/60	mbar
Intake air volume flow	2660	m³/h
Exhaust gas temperature	349	°C
Exhaust gas volume flow	5640	m³/h
Exhaust gas mass flow	3120	kg/h
Exhaust back pressure (min/max)	20/80	mbar

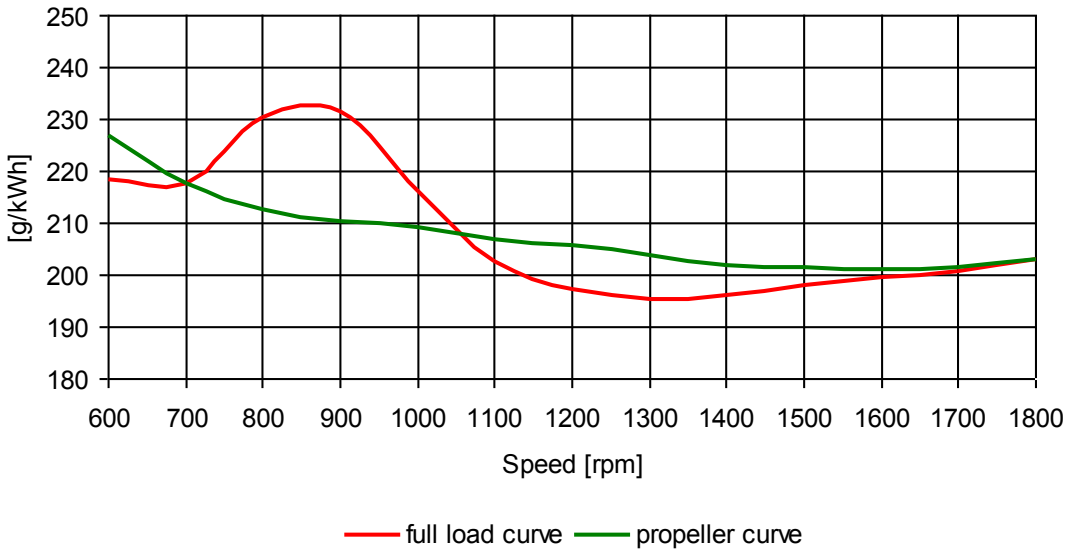
Heat balance [1]

Exhaust gas heat	300	kW
Cooling water heat	360	kW
Intercooler heat	145	kW
Radiation heat	35	kW

Noise emission (sound power) [1]

Engine surface noise (Lwa)	101,2	dB(A)
Free exhaust noise (Lwa)	108,5	dB(A)

Specific fuel consumption[2]



< The rated power is based on reference conditions according to ISO 3046-1 (2002) >

< Intake air temperature, max. 45°C | sea water temperature, max. 32°C >

< Barometric pressure 1000 mbar | air humidity 60% >

< Exponent for propeller curve 3 >

< Engine specifications are subjected to change without prior notice >

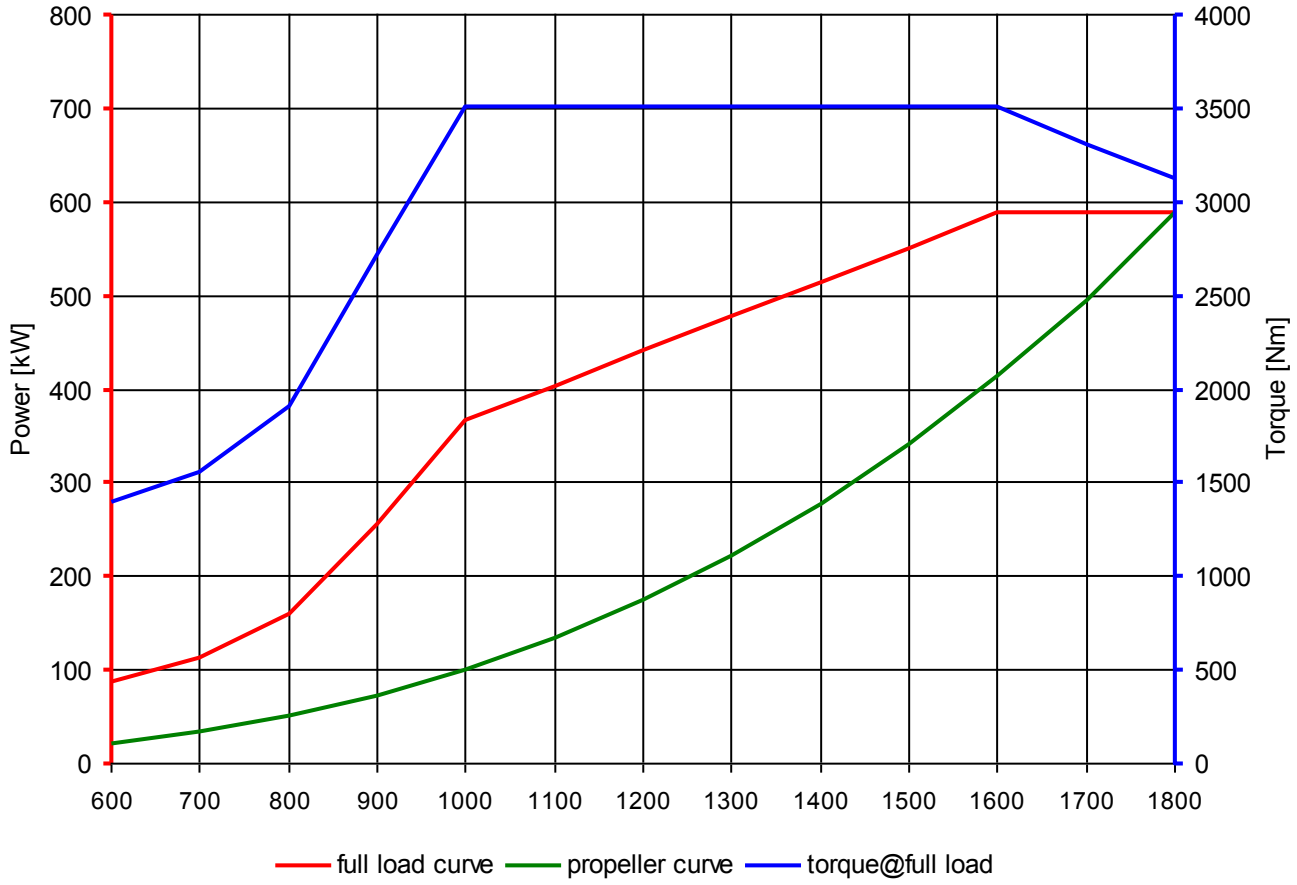
[1] Values at rated power

[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

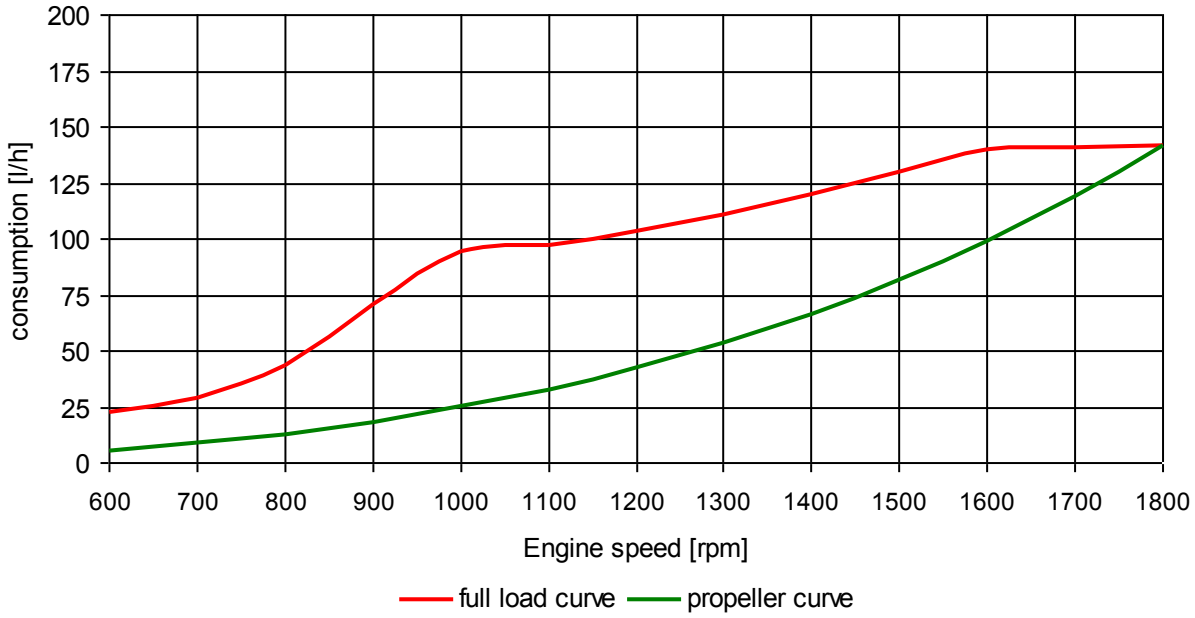
[3] Values on propeller curve

D2862LE454

Power/torque curves



Absolute fuel consumption[1]



< The rated power is based on reference conditions according to DIN ISO 3046-1 (2002) >

< Exponent for propeller curve 3 >

< Engine specifications are subjected to change without notice >

[1] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

Technical data sheet

Marine diesel engine

D2862LE421

17.12.2018
(Version 3)

Performance data [1]

Rated power	662	kW
Rated power	900	PS
Speed	1800	rpm
Bore/Stroke	128/157	mm
Displacement	24,24	liter
Rated torque	3512	Nm
Maximum torque	3955	Nm
at speed	1100-1600	rpm
Compression ratio [ε]	19,0	:1
Mean effective pressure	18,21	bar
Mean piston speed	9,42	m/s

The engine illustrated may not entirely be identical to production standard engine

Consumption data [2]

Specific fuel consumption [1]	198	g/kWh
Absolute fuel consumption [1]	156	l/h
Lowest fuel consumption [3]	195	g/kWh

Engine description

Application	Main propulsion diesel for ships with fixed pitch propeller or variable pitch propeller (only IMO)
Operation profile	Unlimited operating hours per year at a maximum of 100 % of time at full load
Construction	Four-stroke marine diesel engine, direct injection, SAE 1 flywheel housing
Cylinders	12 cylinders in V-arrangement, single cylinder heads with wet replaceable cylinder liners
Air system	Single-stage turbocharger with charge air intercooler
Cooling system	Seawater cooled by rubber impeller pump or two-circuit-cooling system for hull cooling
Oil system	Force-feed lubrication by gear pump, lubricating oil cooler in cooling water circuit of the engine
Fuel system	Common Rail injection system with high pressure pump and EDC control, fuel to DIN EN 590
Auxiliary PTO	PTO for hydraulic pump 16 cm³ (180Nm), front-PTO by crank shaft extension
Alternator	Three-phase generator with rectifier and transistorized governor, 28 V, 120 A
Starting system	Solenoid-operated electric starter, 24 V, 7.0 kW
Service	Oil change interval 600 operating hours, average TBO 18.000 operating hours*
Classification	Engine according to classification requirements available => see MAN Marine Configurator

Exhaust status	**IMO Tier II, EU Stage IIIA**

[1] Values at rated power

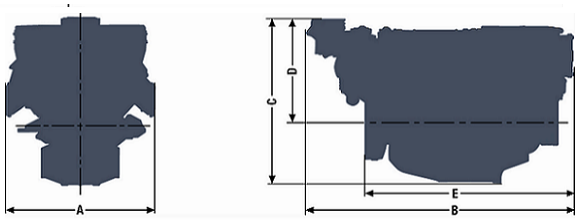
[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

[3] Values on propeller curve

*TBO 18.000 operating hours for non or low particulate matters (PM) regulated jurisdictions (IMO, Canada, EU Stage IIIA)

D2862LE421

A - overall width.....	1153	mm
B - overall length.....	2130	mm
C - overall height.....	1230	mm
D - above crank shaft....	765	mm
E - length to flywheel....	1630	mm
Engine weight (dry).....	2270	kg



Combustion parameters [1]

Intake air temperature (max.)	45	°C
Intake air vacuum (min/max)	30/60	mbar
Intake air volume flow	2825	m³/h
Exhaust gas temperature	355	°C
Exhaust gas volume flow	6100	m³/h
Exhaust gas mass flow	3320	kg/h
Exhaust back pressure (min/max)	20/80	mbar

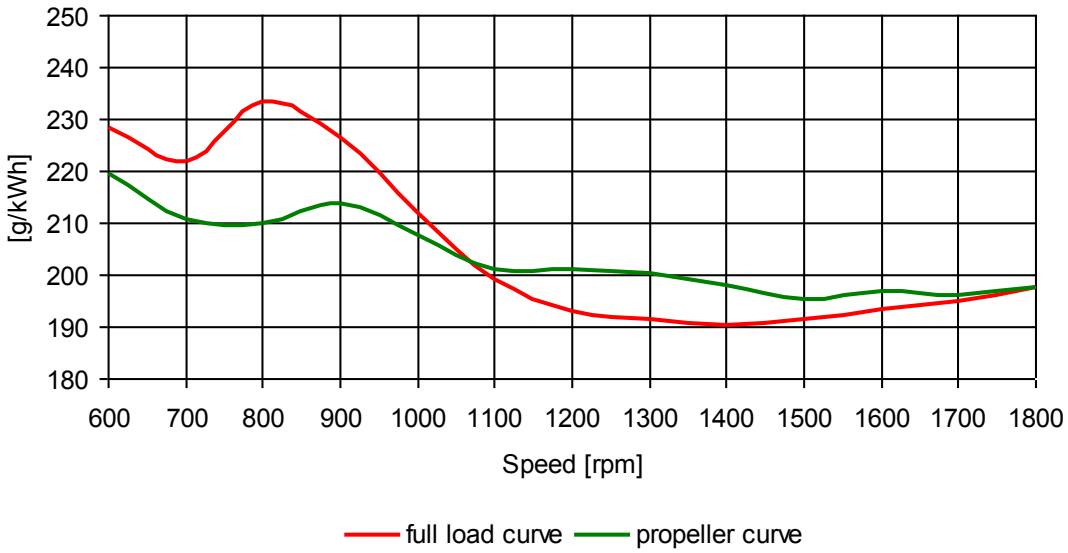
Heat balance [1]

Exhaust gas heat	310	kW
Cooling water heat	410	kW
Intercooler heat	165	kW
Radiation heat	35	kW

Noise emission (sound power) [1]

Engine surface noise (Lwa)	101,0	dB(A)
Free exhaust noise (Lwa)	108,5	dB(A)

Specific fuel consumption[2]



< The rated power is based on reference conditions according to ISO 3046-1 (2002) >

< Intake air temperature, max. 45°C | sea water temperature, max. 32°C >

< Barometric pressure 1000 mbar | air humidity 60% >

< Exponent for propeller curve 3 >

< Engine specifications are subjected to change without prior notice >

[1] Values at rated power

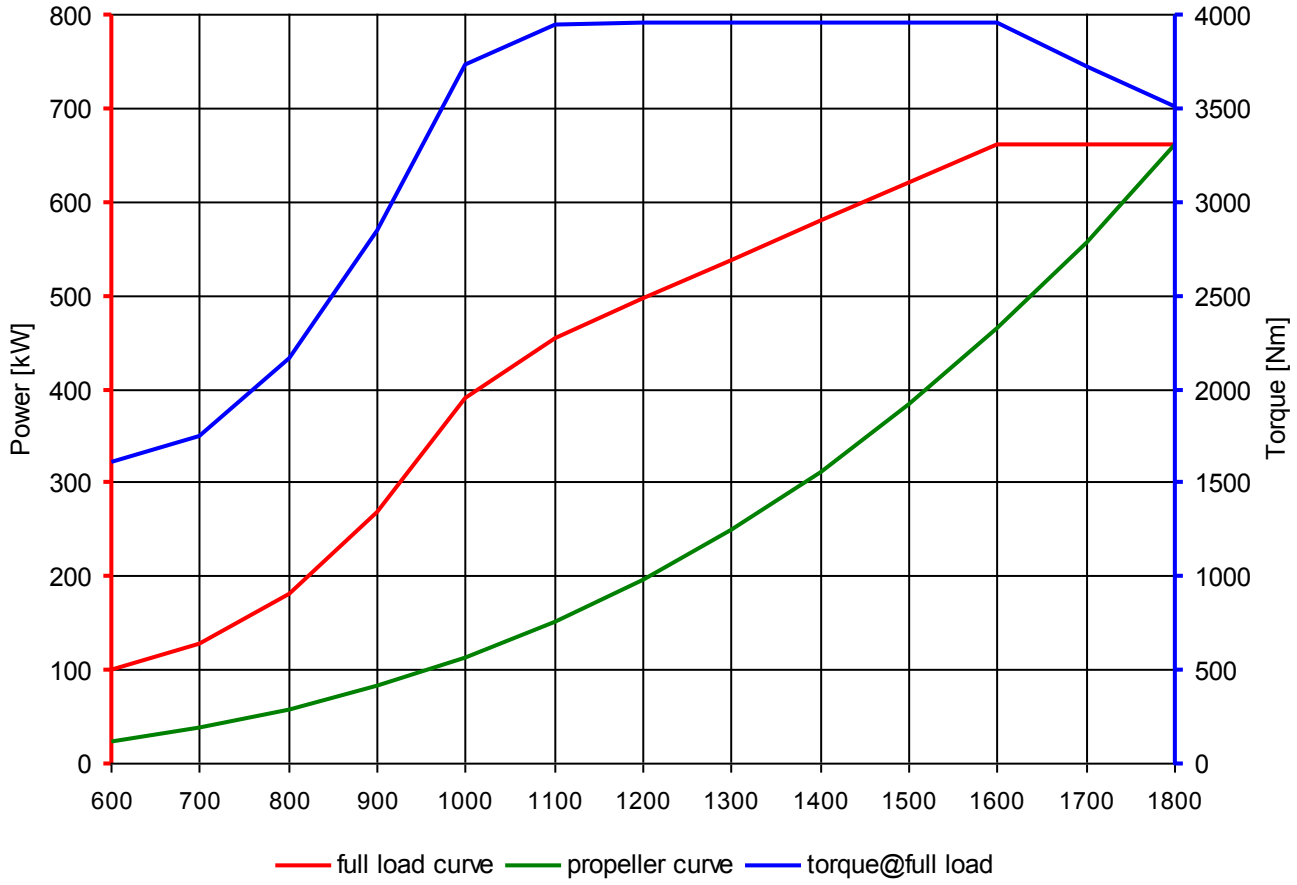
[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

[3] Values on propeller curve

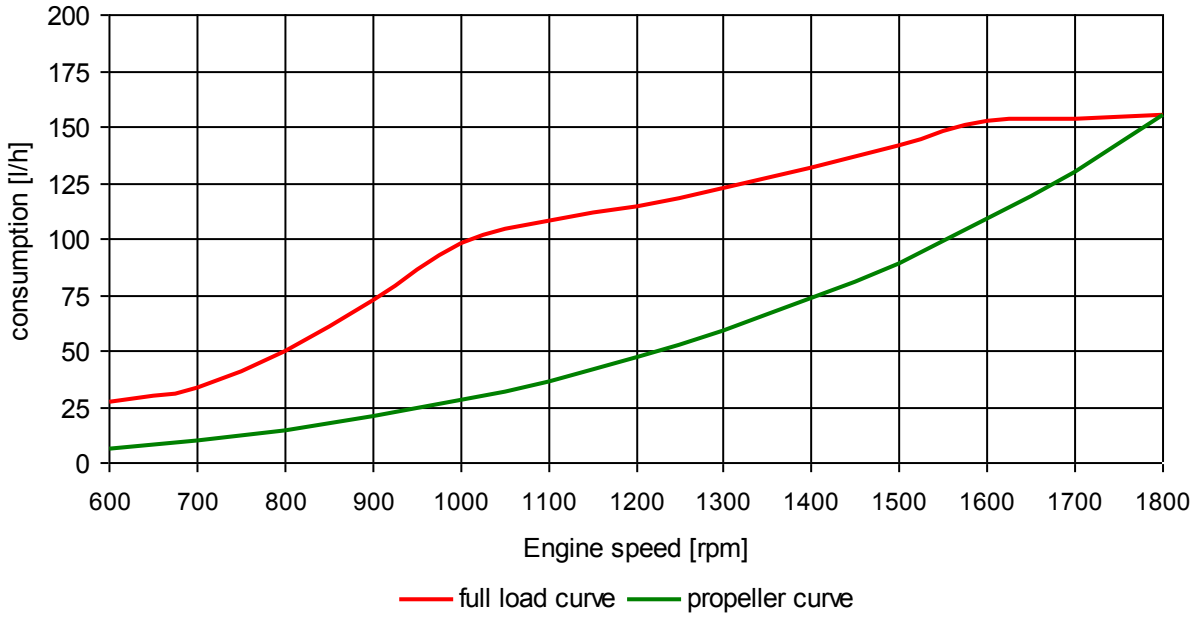
*TBO 18.000 operating hours for non or low particulate matters (PM) regulated jurisdictions (IMO, Canada, EU Stage IIIA)

D2862LE421

Power/torque curves



Absolute fuel consumption[1]



< The rated power is based on reference conditions according to DIN ISO 3046-1 (2002) >

< Exponent for propeller curve 3 >

< Engine specifications are subjected to change without notice >

[1] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

Technical data sheet

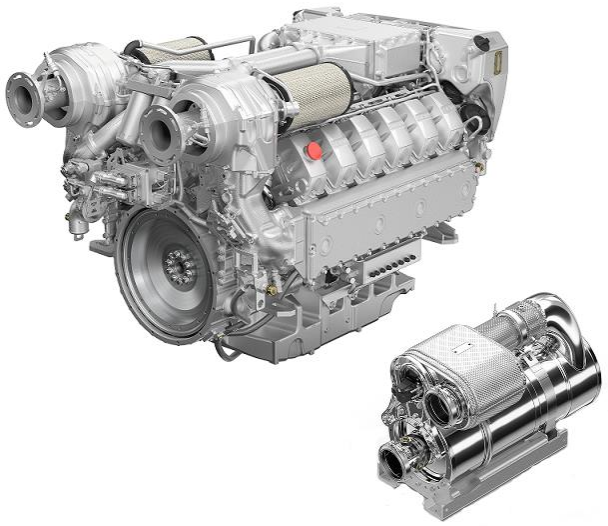
Marine diesel engine

D2862LE427

25.07.2019
(Version 1)

Performance data

Rated power	662	kW
Rated power	900	PS
Speed	1800	rpm
Bore/Stroke	128/157	mm
Displacement	24,24	liter
Rated torque	3512	Nm
Maximum torque	3910	Nm
at speed	1100-1600	rpm
Compression ratio [ε]	19,0	:1
Mean effective pressure	18,21	bar
Mean piston speed	9,42	m/s



The engine illustrated may not entirely be identical to production standard engine

Consumption data ²

Specific fuel consumption ¹	196	g/kWh
Absolute fuel consumption ¹	154	l/h
Lowest fuel consumption ³	193	g/kWh
Absolute urea consumption ¹	10	l/h

Engine description

Application	Main propulsion diesel for ships with fixed pitch propeller or variable pitch propeller (only IMO)
Operation profile	Unlimited operating hours per year at a maximum of 100 % of time at full load
Construction	Four-stroke diesel, direct injection, exhaust after-treatment system, SAE 1 flywheel housing
Cylinders	12 cylinders in V-arrangement, single cylinder heads with wet replaceable cylinder liners
Air system	Single-stage turbocharger with charge air intercooler
Cooling system	Seawater cooled by rubber impeller pump or two-circuit-cooling system for hull cooling
Oil system	Force-feed lubrication by gear pump, lubricating oil cooler in cooling water circuit of the engine
Fuel system	Common Rail injection system with high pressure pump and EDC control, fuel to DIN EN 590
Auxiliary PTO	PTO for hydraulic pump 16 cm³ (180Nm), front-PTO by crank shaft extension
Alternator	Three-phase generator with rectifier and transistorized governor, 28 V, 120 A
Starting system	Solenoid-operated electric starter, 24 V, 7.0 kW
Service	Oil change interval 600 operating hours
Classification	Engine according to classification requirements available => see MAN Marine Configurator

Exhaust status	**IMO Tier III, EPA Tier 4**

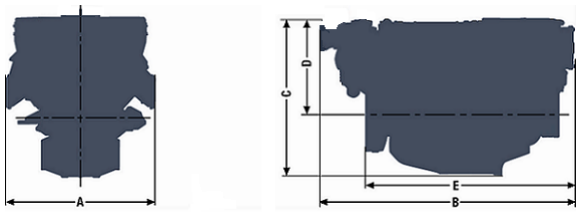
¹ Values at rated power

² Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046), urea solution 32,5% according to ISO 22241 (tolerance +3%)

³ Values on propeller curve

D2862LE427

A - overall width.....	1157	mm
B - overall length.....	1939	mm
C - overall height.....	1293	mm
D - above crank shaft.....	827	mm
E - length to flywheel.....	1608	mm
Engine weight, dry..... (depending on the scope of supply)	2270	kg



Combustion parameters [1]

Intake air temperature (max)	45	°C
Intake air vacuum (min/max)	30/60	mbar
Intake air volume flow	2660	m³/h
Exhaust gas temperature	410	°C
Exhaust gas volume flow	6180	m³/h
Exhaust gas mass flow	3100	kg/h
Exhaust back pressure (min/max) downstream of SCR catalyst	20/80	mbar

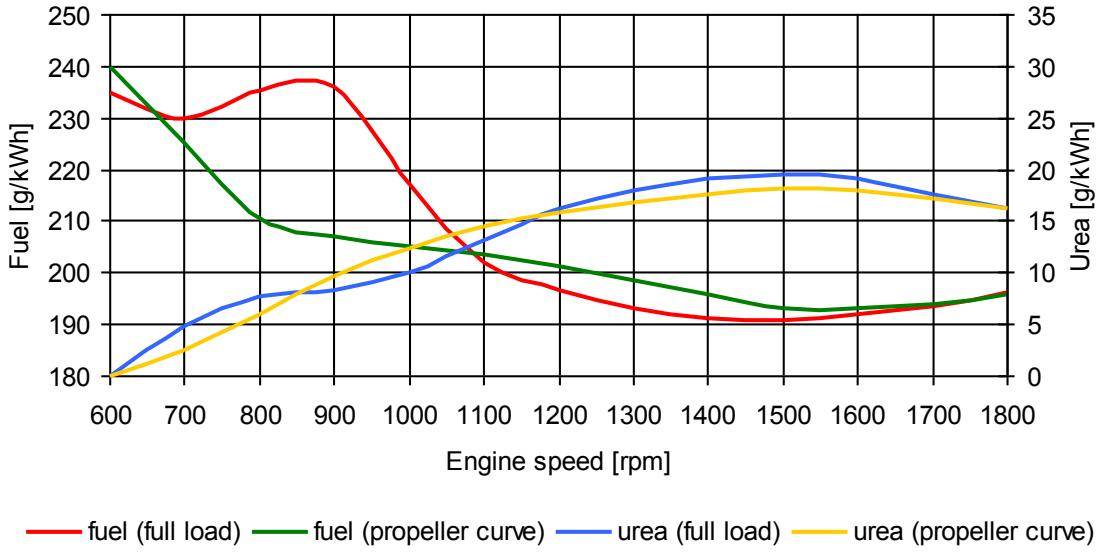
Heat balance [1]

Exhaust gas heat	300	kW
Cooling water heat	390	kW
Intercooler heat	165	kW
Radiation heat	35	kW

Noise emission (sound power) [1]

Engine surface noise (Lwa)	101,0	dB(A)
Free exhaust noise (Lwa)	98,5	dB(A)

Specific consumption[2]



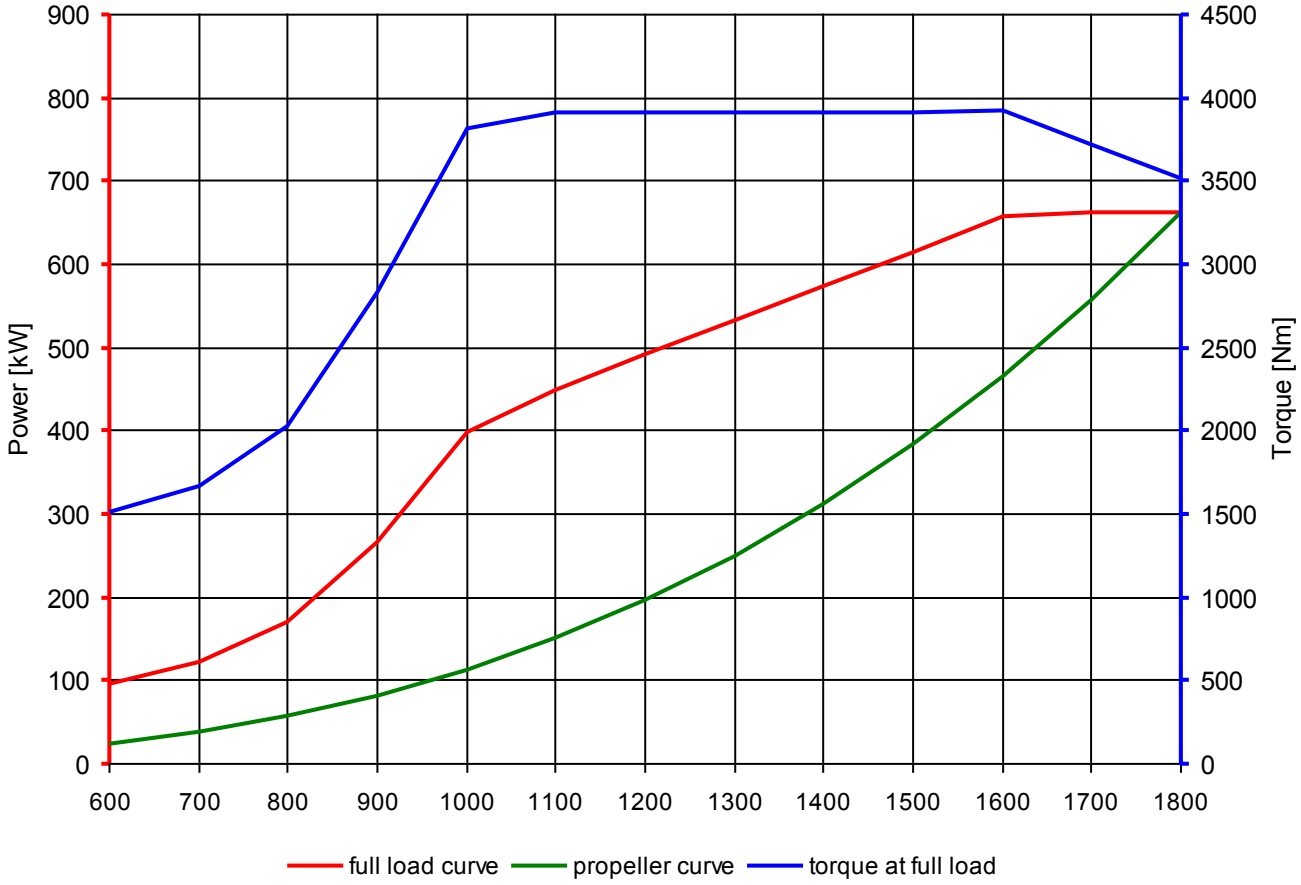
< The rated power is based on reference conditions according to ISO 3046-1 (2002) >
< Intake air temperature, max. 45°C | sea water temperature, max. 32°C >
< Barometric pressure 1000 mbar | air humidity 60% >
< Exponent for propeller curve 3 >

< Engine specifications are subjected to change without prior notice >

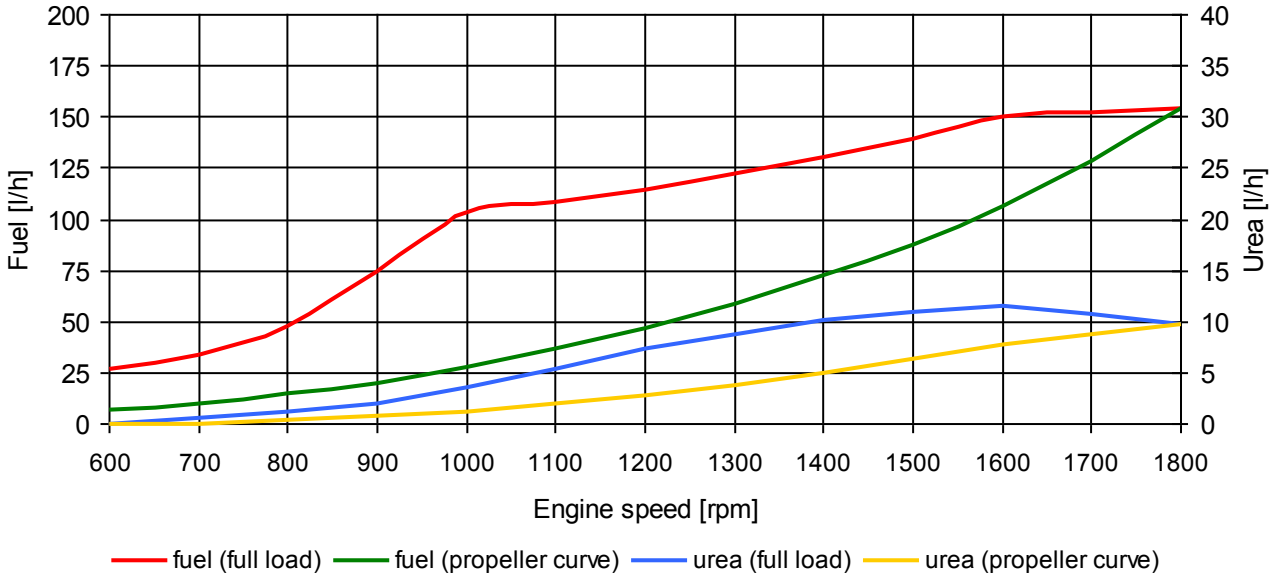
[1] Values at rated power
[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046), urea solution 32,5% according to ISO 22241 (tolerance +3%)
[3] Values on propeller curve

D2862LE427

Power/torque curves



Absolute consumption [1]



< The rated power is based on reference conditions according to DIN ISO 3046-1 (2002) >

< Exponent for propeller curve 3 >

< Engine specifications are subjected to change without notice >

[1] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046), urea solution 32,5% according to ISO 22241 (tolerance +3%)

Technical data sheet

Marine diesel engine

D2862LE441

17.12.2018
(Version 2)

Performance data [1]

Rated power	735	kW
Rated power	1000	PS
Speed	1800	rpm
Bore/Stroke	128/157	mm
Displacement	24,24	liter
Rated torque	3900	Nm
Maximum torque	4380	Nm
at speed	1100-1600	rpm
Compression ratio [ε]	19,0	:1
Mean effective pressure	20,21	bar
Mean piston speed	9,42	m/s

The engine illustrated may not entirely be identical to production standard engine

Consumption data [2]

Specific fuel consumption [1]	200	g/kWh
Absolute fuel consumption [1]	175	l/h
Lowest fuel consumption [3]	193	g/kWh

Engine description

Application	Main propulsion diesel for ships with fixed pitch propeller or variable pitch propeller (only IMO)
Operation profile	Unlimited operating hours per year at a maximum of 100 % of time at full load
Construction	Four-stroke marine diesel engine, direct injection, SAE 1 flywheel housing
Cylinders	12 cylinders in V-arrangement, single cylinder heads with wet replaceable cylinder liners
Air system	Single-stage turbocharger with charge air intercooler and wastegate
Cooling system	Seawater cooled by rubber impeller pump or two-circuit-cooling system for hull cooling
Oil system	Force-feed lubrication by gear pump, lubricating oil cooler in cooling water circuit of the engine
Fuel system	Common Rail injection system with high pressure pump and EDC control, fuel to DIN EN 590
Auxiliary PTO	PTO for hydraulic pump 16 cm³ (180Nm), front-PTO by crank shaft extension
Alternator	Three-phase generator with rectifier and transistorized governor, 28 V, 120 A
Starting system	Solenoid-operated electric starter, 24 V, 7.0 kW
Service	Oil change interval 600 operating hours, average TBO 18.000 operating hours*
Classification	Engine according to classification requirements available => see MAN Marine Configurator

Exhaust status	**IMO Tier II**

[1] Values at rated power

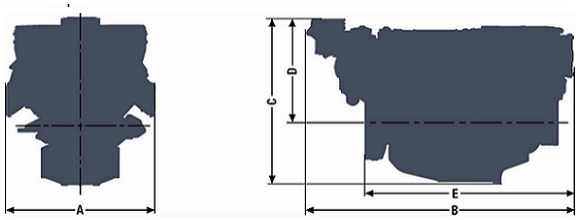
[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

[3] Values on propeller curve

*TBO 18.000 operating hours for non or low particulate matters (PM) regulated jurisdictions (IMO, Canada, EU Stage IIIA)

D2862LE441

A - overall width.....	1153	mm
B - overall length.....	2130	mm
C - overall height.....	1230	mm
D - above crank shaft....	765	mm
E - length to flywheel....	1630	mm
Engine weight (dry).....	2270	kg



Combustion parameters [1]

Intake air temperature (max.)	45	°C
Intake air vacuum (min/max)	30/60	mbar
Intake air volume flow	2900	m³/h
Exhaust gas temperature	402	°C
Exhaust gas volume flow	6580	m³/h
Exhaust gas mass flow	3330	kg/h
Exhaust back pressure (min/max)	20/80	mbar

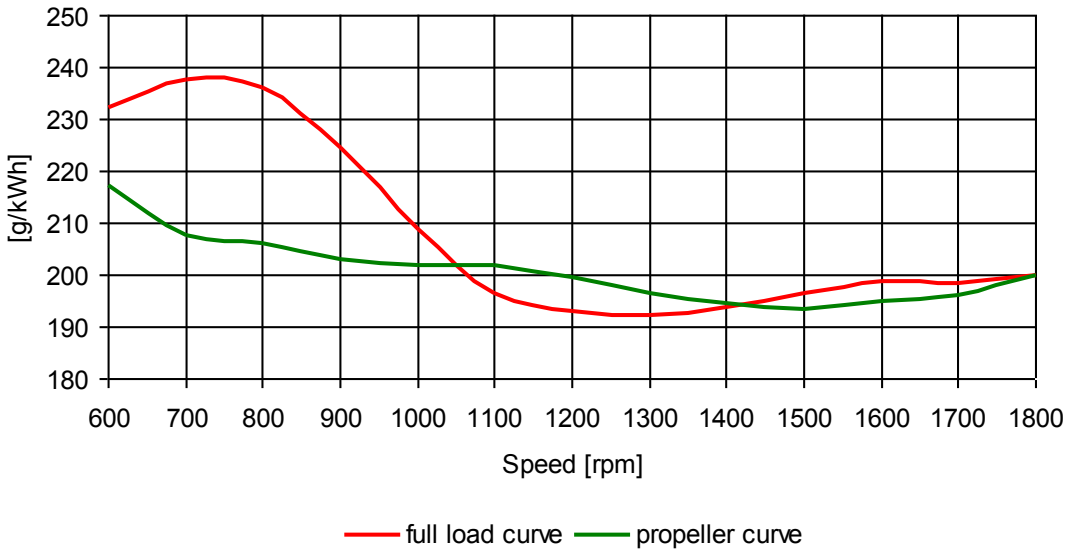
Heat balance [1]

Exhaust gas heat	360	kW
Cooling water heat	480	kW
Intercooler heat	150	kW
Radiation heat	35	kW

Noise emission (sound power) [1]

Engine surface noise (Lwa)	102,0	dB(A)
Free exhaust noise (Lwa)	109,0	dB(A)

Specific fuel consumption[2]



< The rated power is based on reference conditions according to ISO 3046-1 (2002) >

< Intake air temperature, max. 45°C | sea water temperature, max. 32°C >

< Barometric pressure 1000 mbar | air humidity 60% >

< Exponent for propeller curve 3 >

< Engine specifications are subjected to change without prior notice >

[1] Values at rated power

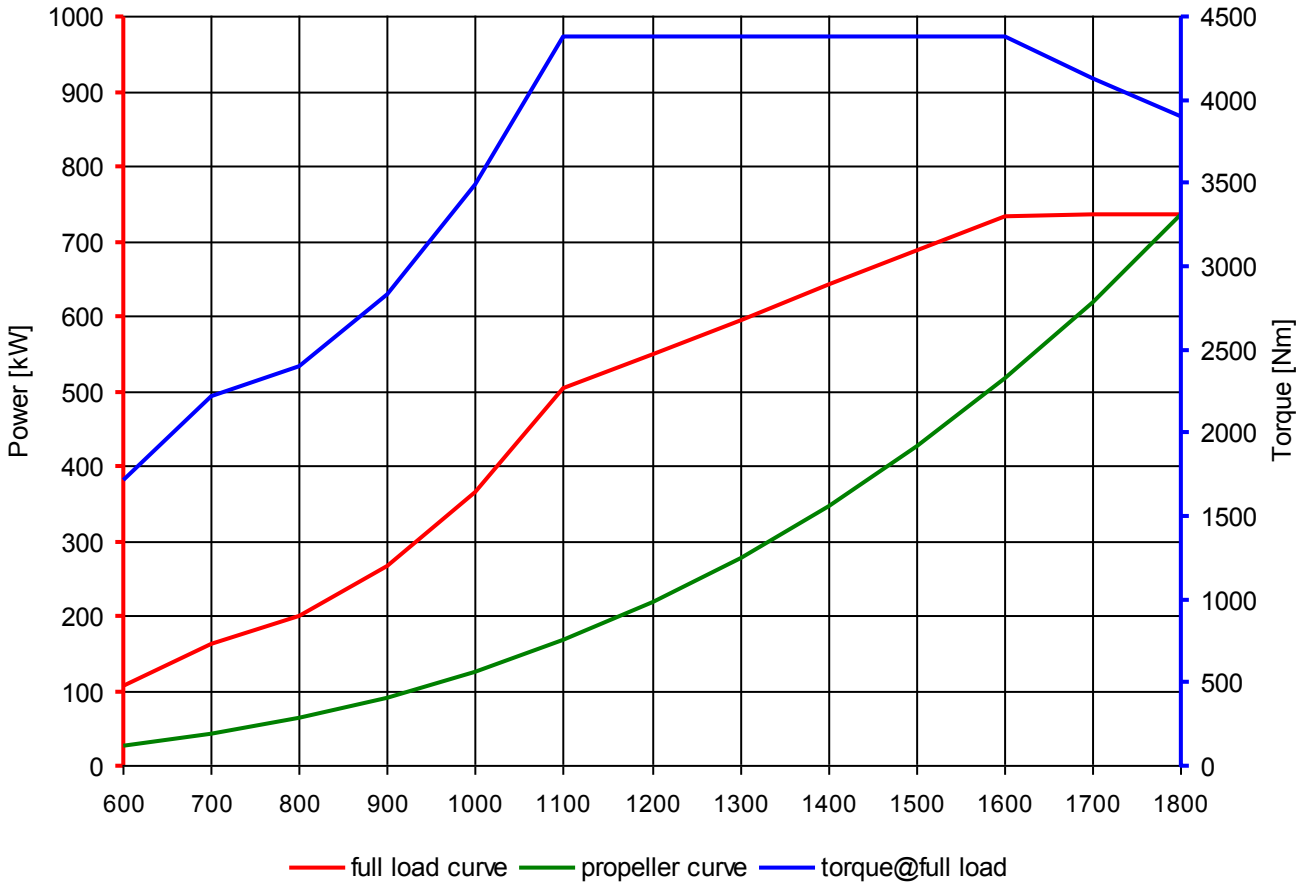
[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

[3] Values on propeller curve

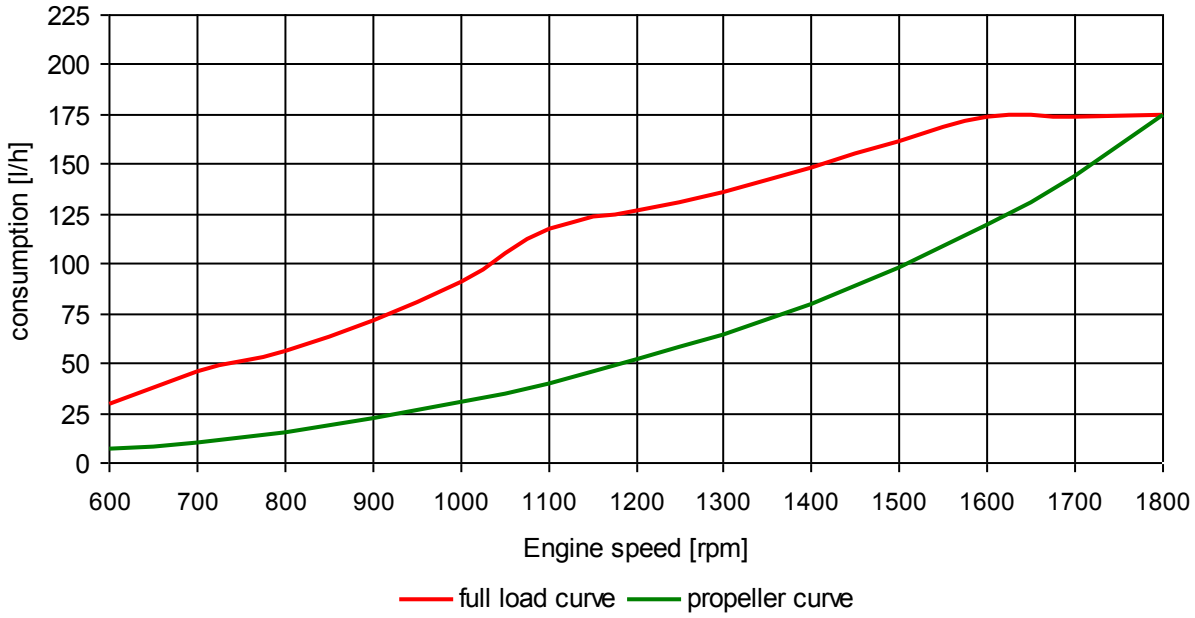
*TBO 18.000 operating hours for non or low particulate matters (PM) regulated jurisdictions (IMO, Canada, EU Stage IIIA)

D2862LE441

Power/torque curves



Absolute fuel consumption[1]



< The rated power is based on reference conditions according to DIN ISO 3046-1 (2002) >

< Exponent for propeller curve 3 >

< Engine specifications are subjected to change without notice >

[1] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

Technical data sheet

Marine diesel engine

D2862LE444

17.12.2018
(Version 2)

Performance data [1]

Rated power	735	kW
Rated power	1000	PS
Speed	1800	rpm
Bore/Stroke	128/157	mm
Displacement	24,24	liter
Rated torque	3900	Nm
Maximum torque	4380	Nm
at speed	1100-1600	rpm
Compression ratio [ε]	19,0	:1
Mean effective pressure	20,21	bar
Mean piston speed	9,42	m/s

The engine illustrated may not entirely be identical to production standard engine

Consumption data [2]

Specific fuel consumption [1]	212	g/kWh
Absolute fuel consumption [1]	186	l/h
Lowest fuel consumption [3]	197	g/kWh

Engine description

Application	Main propulsion diesel for ships with fixed pitch propeller or variable pitch propeller (only IMO)
Operation profile	Unlimited operating hours per year at a maximum of 100 % of time at full load
Construction	Four-stroke marine diesel engine, direct injection, SAE 1 flywheel housing
Cylinders	12 cylinders in V-arrangement, single cylinder heads with wet replaceable cylinder liners
Air system	Single-stage turbocharger with charge air intercooler and wastegate
Cooling system	Seawater cooled by rubber impeller pump or two-circuit-cooling system for hull cooling
Oil system	Force-feed lubrication by gear pump, lubricating oil cooler in cooling water circuit of the engine
Fuel system	Common Rail injection system with high pressure pump and EDC control, fuel to DIN EN 590
Auxiliary PTO	PTO for hydraulic pump 16 cm³ (180Nm), front-PTO by crank shaft extension
Alternator	Three-phase generator with rectifier and transistorized governor, 28 V, 120 A
Starting system	Solenoid-operated electric starter, 24 V, 7.0 kW
Service	Oil change interval 600 operating hours, average TBO 18.000 operating hours*
Classification	Engine according to classification requirements available => see MAN Marine Configurator

Exhaust status	**IMO Tier II, RCD 2013/53/EC, EU Stage IIIA**

[1] Values at rated power

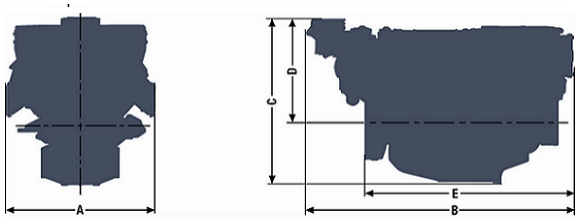
[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

[3] Values on propeller curve

*TBO 18.000 operating hours for non or low particulate matters (PM) regulated jurisdictions (IMO, Canada, EU Stage IIIA)

D2862LE444

A - overall width.....	1153	mm
B - overall length.....	2130	mm
C - overall height.....	1230	mm
D - above crank shaft....	765	mm
E - length to flywheel....	1630	mm
Engine weight (dry).....	2270	kg



Combustion parameters [1]

Intake air temperature (max.)	45	°C
Intake air vacuum (min/max)	30/60	mbar
Intake air volume flow	2960	m³/h
Exhaust gas temperature	440	°C
Exhaust gas volume flow	7120	m³/h
Exhaust gas mass flow	3410	kg/h
Exhaust back pressure (min/max)	20/80	mbar

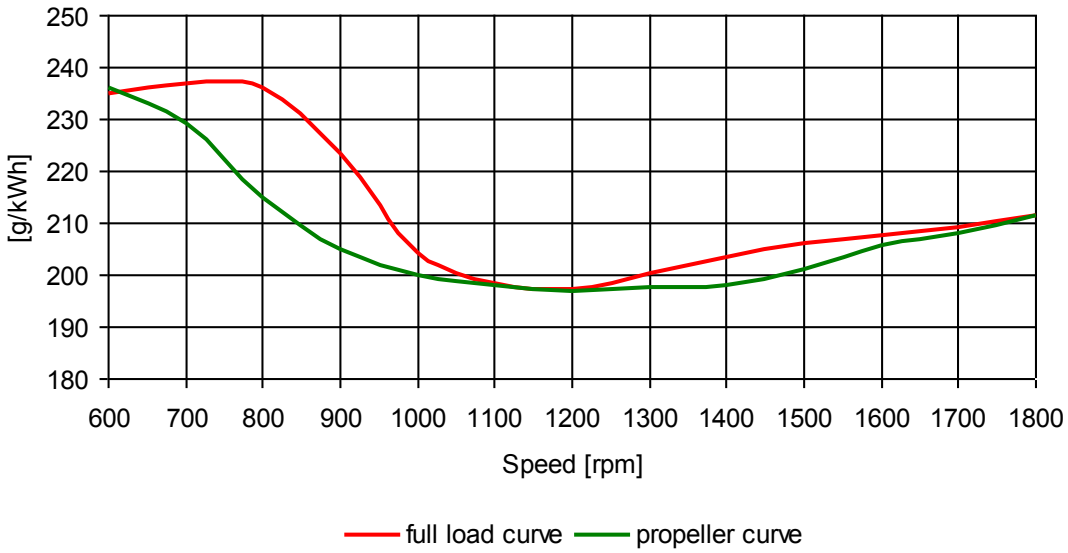
Heat balance [1]

Exhaust gas heat	437	kW
Cooling water heat	500	kW
Intercooler heat	155	kW
Radiation heat	35	kW

Noise emission (sound power) [1]

Engine surface noise (Lwa)	102,0	dB(A)
Free exhaust noise (Lwa)	109,0	dB(A)

Specific fuel consumption[2]



< The rated power is based on reference conditions according to ISO 3046-1 (2002) >

< Intake air temperature, max. 45°C | sea water temperature, max. 32°C >

< Barometric pressure 1000 mbar | air humidity 60% >

< Exponent for propeller curve 3 >

< Engine specifications are subjected to change without prior notice >

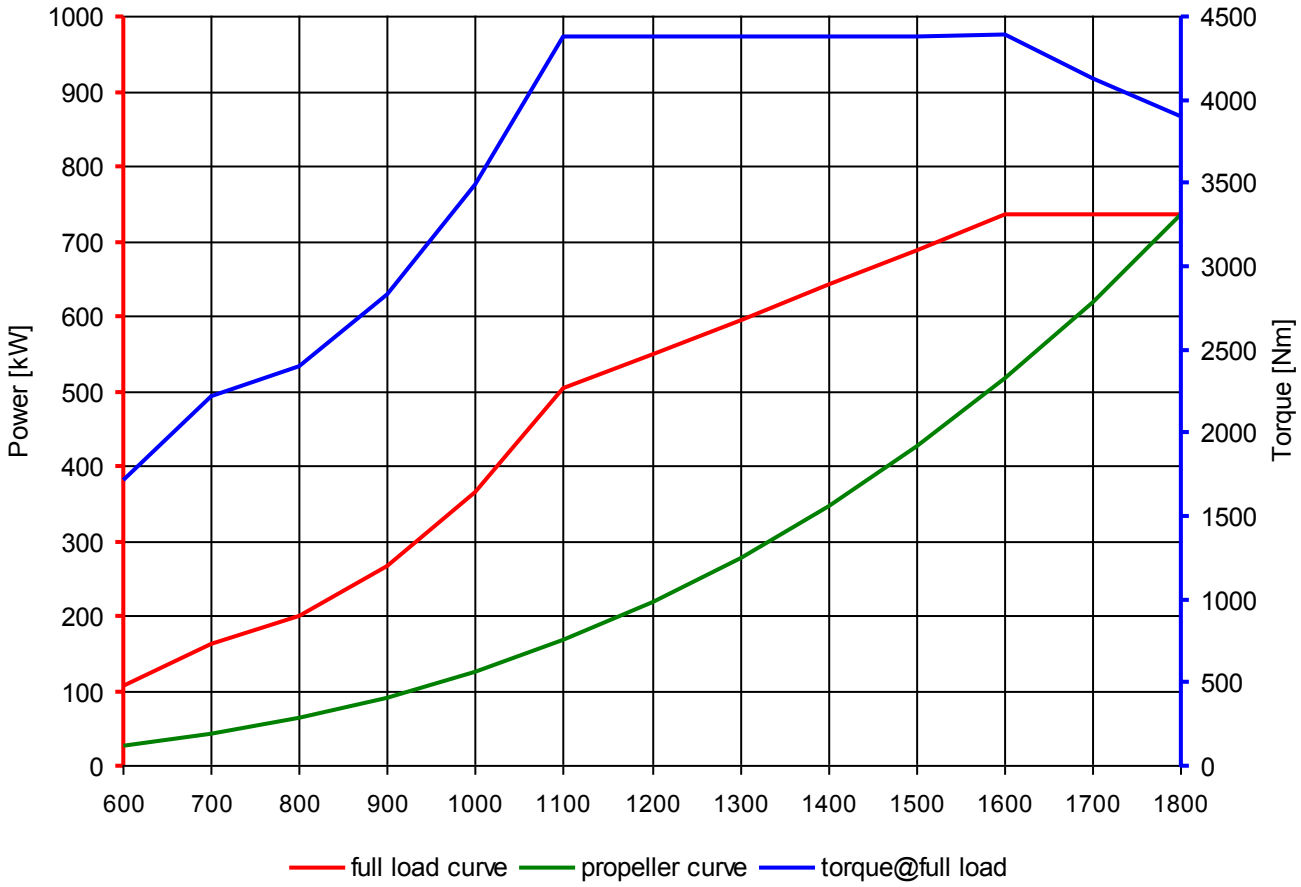
[1] Values at rated power

[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

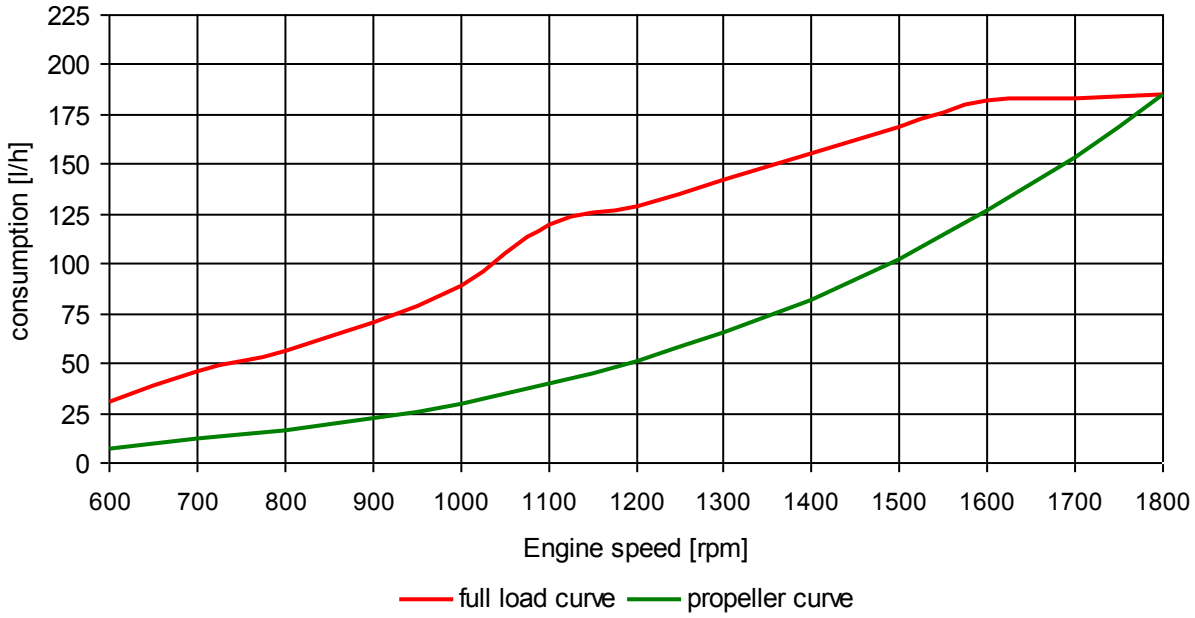
[3] Values on propeller curve

*TBO 18.000 operating hours for non or low particulate matters (PM) regulated jurisdictions (IMO, Canada, EU Stage IIIA)

Power/torque curves



Absolute fuel consumption[1]



< The rated power is based on reference conditions according to DIN ISO 3046-1 (2002) >

< Exponent for propeller curve 3 >

< Engine specifications are subjected to change without notice >

[1] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

Technical data sheet

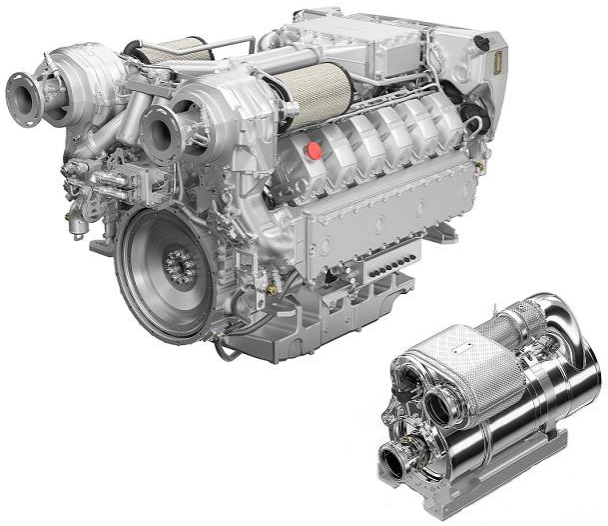
Marine diesel engine

D2862LE447

25.07.2019
(Version 1)

Performance data

Rated power	735	kW
Rated power	1000	PS
Speed	1800	rpm
Bore/Stroke	128/157	mm
Displacement	24,24	liter
Rated torque	3900	Nm
Maximum torque	4340	Nm
at speed	1100-1600	rpm
Compression ratio [ε]	19,0	:1
Mean effective pressure	20,21	bar
Mean piston speed	9,42	m/s



The engine illustrated may not entirely be identical to production standard engine

Consumption data ²

Specific fuel consumption ¹	201	g/kWh
Absolute fuel consumption ¹	176	l/h
Lowest fuel consumption ³	193	g/kWh
Absolute urea consumption ¹	8	l/h

Engine description

Application	Main propulsion diesel for ships with fixed pitch propeller or variable pitch propeller (only IMO)
Operation profile	Unlimited operating hours per year at a maximum of 100 % of time at full load
Construction	Four-stroke diesel, direct injection, exhaust after-treatment system, SAE 1 flywheel housing
Cylinders	12 cylinders in V-arrangement, single cylinder heads with wet replaceable cylinder liners
Air system	Single-stage turbocharger with charge air intercooler and wastegate
Cooling system	Seawater cooled by rubber impeller pump or two-circuit-cooling system for hull cooling
Oil system	Force-feed lubrication by gear pump, lubricating oil cooler in cooling water circuit of the engine
Fuel system	Common Rail injection system with high pressure pump and EDC control, fuel to DIN EN 590
Auxiliary PTO	PTO for hydraulic pump 16 cm³ (180Nm), front-PTO by crank shaft extension
Alternator	Three-phase generator with rectifier and transistorized governor, 28 V, 120 A
Starting system	Solenoid-operated electric starter, 24 V, 7.0 kW
Service	Oil change interval 600 operating hours
Classification	Engine according to classification requirements available => see MAN Marine Configurator

Exhaust status	**IMO Tier III, EPA Tier 4**

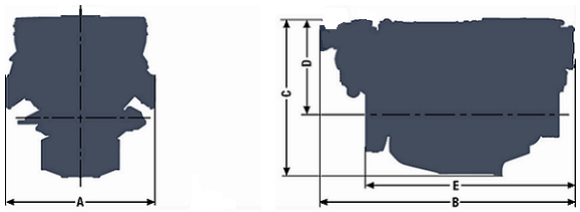
¹ Values at rated power

² Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046), urea solution 32,5% according to ISO 22241 (tolerance +3%)

³ Values on propeller curve

D2862LE447

A - overall width.....	1157	mm
B - overall length.....	1939	mm
C - overall height.....	1293	mm
D - above crank shaft.....	827	mm
E - length to flywheel.....	1608	mm
Engine weight, dry..... (depending on the scope of supply)	2270	kg



Combustion parameters [1]

Intake air temperature (max)	45	°C
Intake air vacuum (min/max)	30/60	mbar
Intake air volume flow	2860	m³/h
Exhaust gas temperature	468	°C
Exhaust gas volume flow	7250	m³/h
Exhaust gas mass flow	3390	kg/h
Exhaust back pressure (min/max) downstream of SCR catalyst	20/80	mbar

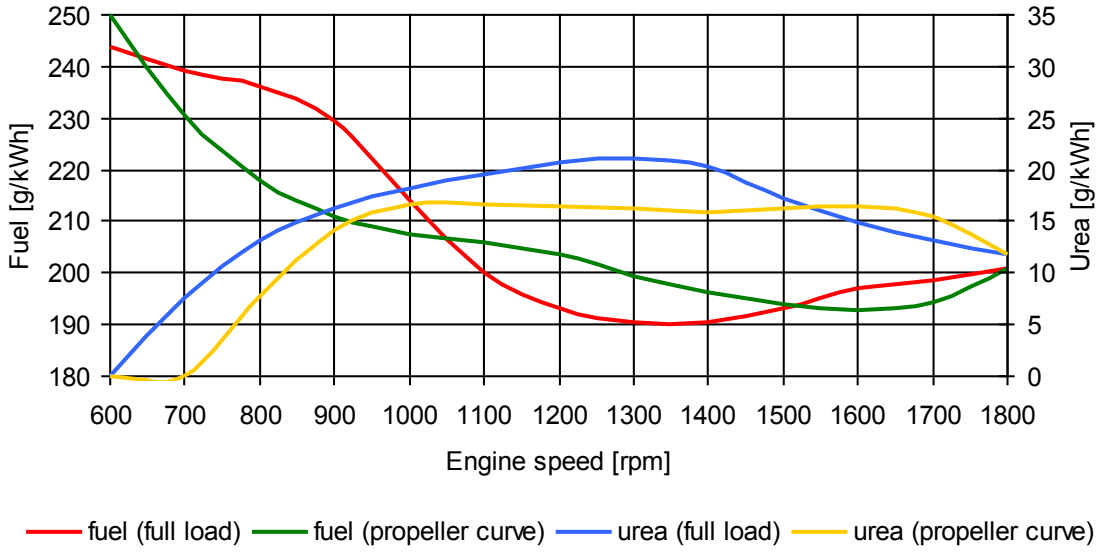
Heat balance [1]

Exhaust gas heat	360	kW
Cooling water heat	480	kW
Intercooler heat	150	kW
Radiation heat	35	kW

Noise emission (sound power) [1]

Engine surface noise (Lwa)	102,0	dB(A)
Free exhaust noise (Lwa)	99,0	dB(A)

Specific consumption[2]



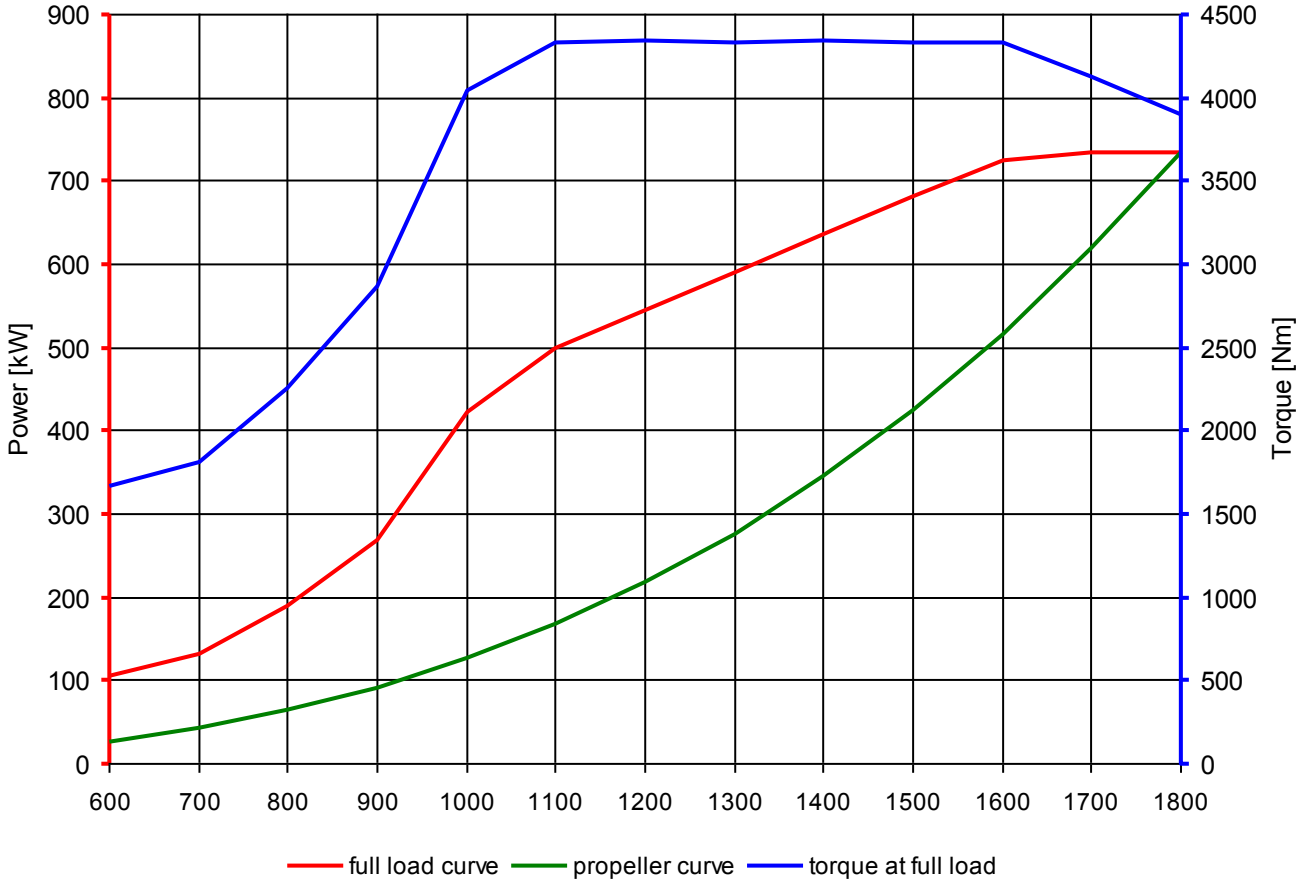
< The rated power is based on reference conditions according to ISO 3046-1 (2002) >
< Intake air temperature, max. 45°C | sea water temperature, max. 32°C >
< Barometric pressure 1000 mbar | air humidity 60% >
< Exponent for propeller curve 3 >

< Engine specifications are subjected to change without prior notice >

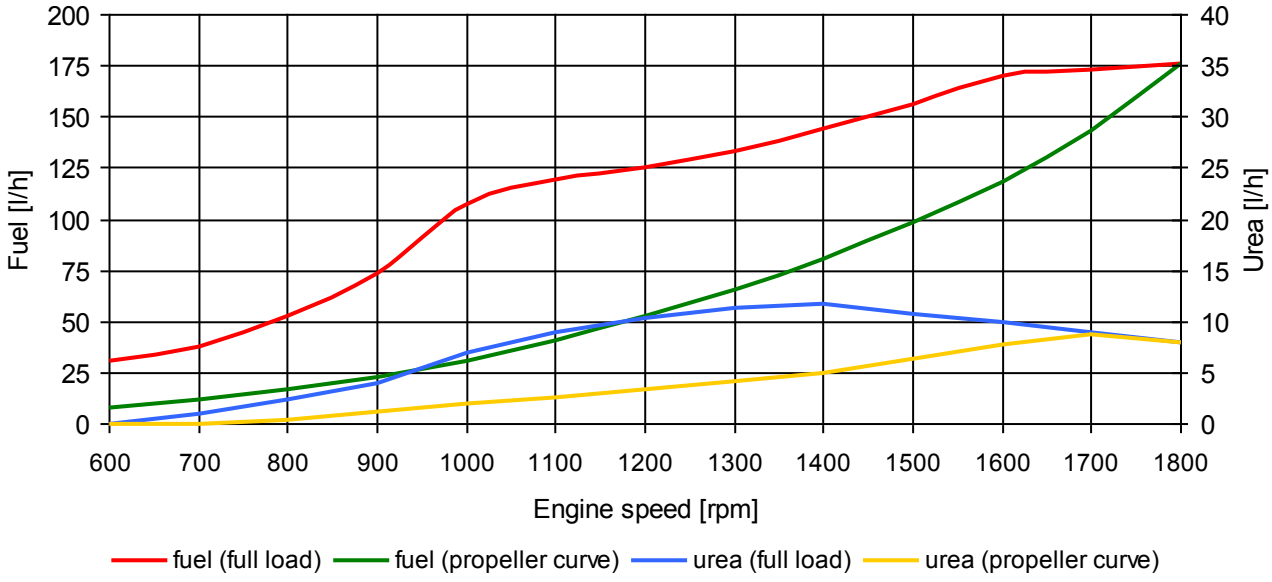
[1] Values at rated power
[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046), urea solution 32,5% according to ISO 22241 (tolerance +3%)
[3] Values on propeller curve

D2862LE447

Power/torque curves



Absolute consumption [1]



< The rated power is based on reference conditions according to DIN ISO 3046-1 (2002) >

< Exponent for propeller curve 3 >

< Engine specifications are subjected to change without notice >

[1] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046), urea solution 32,5% according to ISO 22241 (tolerance +3%)

Technical data sheet

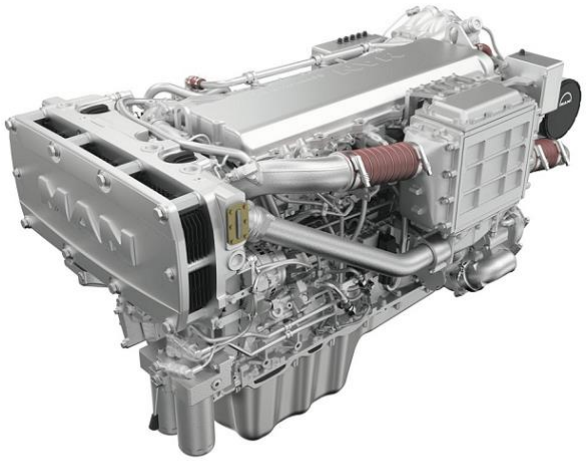
Marine diesel engine

D2676LE435

13.02.2019
(Version 2)

Performance data [1]

Rated power	412	kW
Rated power	560	PS
Speed	2100	rpm
Bore/Stroke	126/166	mm
Displacement	12,42	liter
Rated torque	1869	Nm
Maximum torque	2065	Nm
at speed	1200-1900	rpm
Compression ratio [ε]	17,0	:1
Mean effective pressure	18,96	bar
Mean piston speed	11,62	m/s



The engine illustrated may not entirely be identical to production standard engine

Consumption data [2]

Specific fuel consumption [1]	211	g/kWh
Absolute fuel consumption [1]	103	l/h
Lowest fuel consumption [3]	204	g/kWh

Engine description

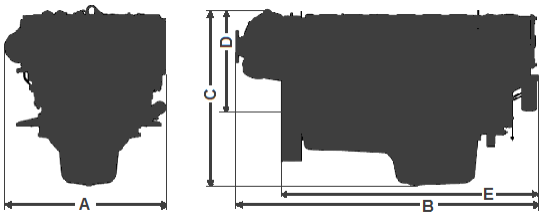
Application	Main propulsion diesel for ships with fixed pitch propeller or variable pitch propeller (only IMO)
Operation profile	Up to 3000 hours per year at a maximum of 50 % of time at full load | average load < 70 %
Construction	Four-stroke marine diesel engine, direct injection, SAE 1 flywheel housing
Cylinders	6 cylinders in line, wet replaceable cylinder liners
Air system	Single-stage turbocharger with charge air intercooler and wastegate
Cooling system	Seawater cooled charge air cooler and plate heat exchanger by rubber impeller pump
Oil system	Force-feed lubrication by gear pump, lubricating oil cooler in cooling water circuit of the engine
Fuel system	Common Rail injection system with high pressure pump and EDC control, fuel to DIN EN 590
Auxiliary PTO	PTO for hydraulic pump 16 cm²
Alternator	Three-phase generator with rectifier and transistorized governor, 28 V, 110 A
Starting system	Solenoid-operated electric starter, 24 V, 5.5 kW
Service	Oil change interval 500 operating hours
Classification	Engine according to classification requirements available => see MAN Marine Configurator

Exhaust status	**IMO Tier II, RCD 2013/53/EC, EPA Tier 3 commercial, EU Stage IIIA**

[1] Values at rated power
[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)
[3] Values on propeller curve

D2676LE435

A - overall width.....	986	mm
B - overall length.....	1795	mm
C - overall height.....	1096	mm
D - above crank shaft....	674	mm
E - length to flywheel....	1527	mm
Engine weight (dry).....	1215	kg



Combustion parameters [1]

Intake air temperature (max.)	45	°C
Intake air vacuum (min/max)	30/60	mbar
Intake air volume flow	1800	m³/h
Exhaust gas temperature	500	°C
Exhaust gas volume flow	4700	m³/h
Exhaust gas mass flow	2130	kg/h
Exhaust back pressure (min/max)	20/80	mbar

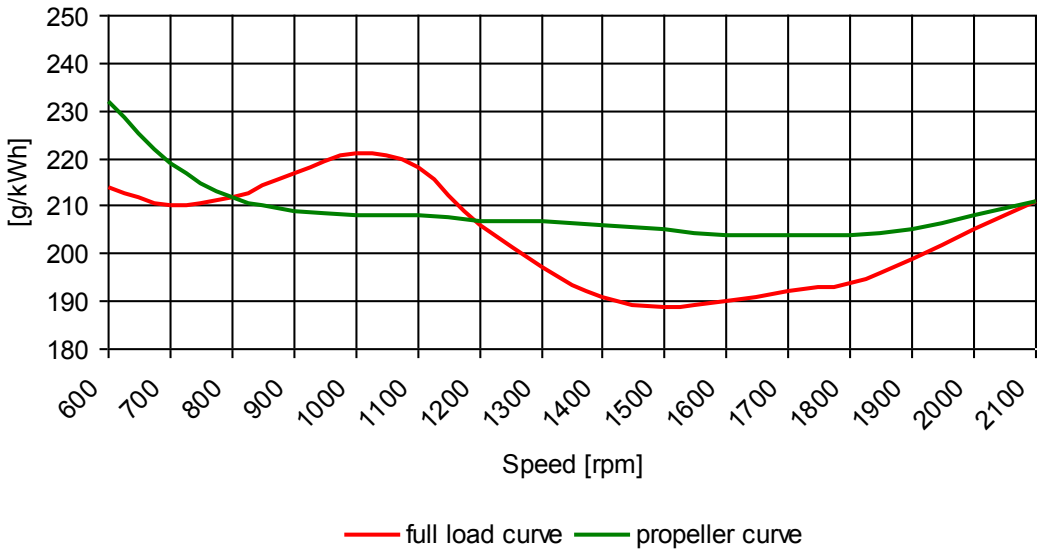
Heat balance [1]

Exhaust gas heat	310	kW
Cooling water heat	190	kW
Intercooler heat	100	kW
Radiation heat	27	kW

Noise emission (sound power) [1]

Engine surface noise (Lwa)		dB(A)
Free exhaust noise (Lwa)		dB(A)

Specific fuel consumption[2]



< The rated power is based on reference conditions according to ISO 3046-1 (2002) >

< Intake air temperature, max. 45°C | sea water temperature, max. 32°C >

< Barometric pressure 1000 mbar | air humidity 60% >

< Exponent for propeller curve 2,7 >

< Engine specifications are subjected to change without prior notice >

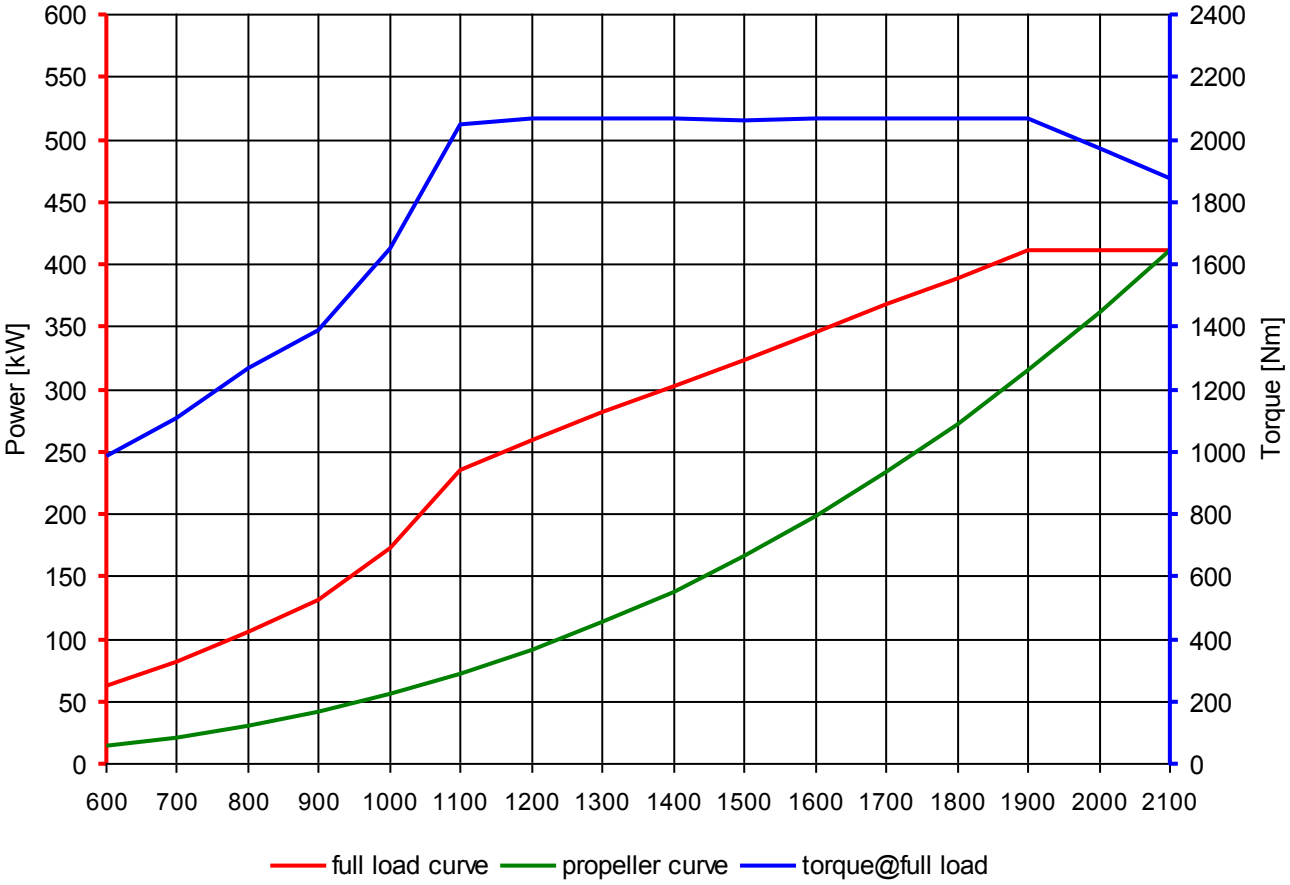
[1] Values at rated power

[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

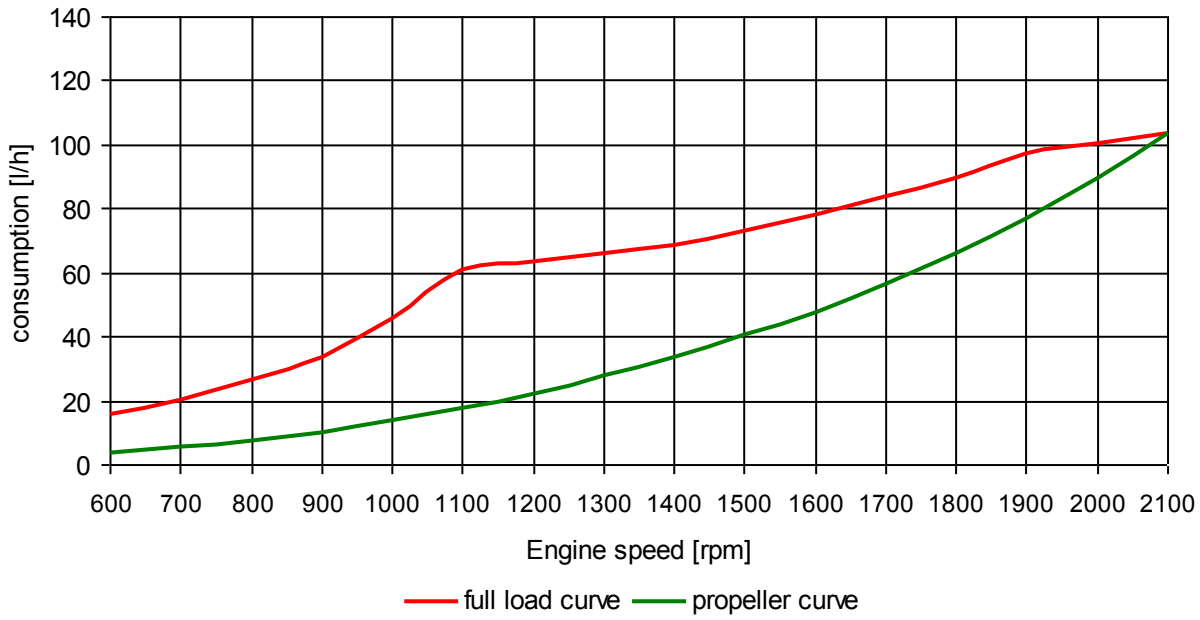
[3] Values on propeller curve

D2676LE435

Power/torque curves



Absolute fuel consumption[1]



< The rated power is based on reference conditions according to DIN ISO 3046-1 (2002) >

< Exponent for propeller curve 2,7 >

< Engine specifications are subjected to change without notice >

[1] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

Technical data sheet

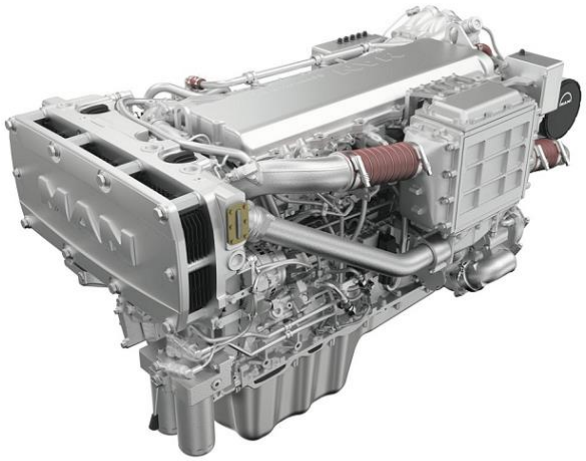
Marine diesel engine

D2676LE432

13.02.2019
(Version 2)

Performance data [1]

Rated power	412	kW
Rated power	560	PS
Speed	2100	rpm
Bore/Stroke	126/166	mm
Displacement	12,42	liter
Rated torque	1869	Nm
Maximum torque	2065	Nm
at speed	1100-1900	rpm
Compression ratio [ε]	17,0	:1
Mean effective pressure	18,96	bar
Mean piston speed	11,62	m/s



The engine illustrated may not entirely be identical to production standard engine

Consumption data [2]

Specific fuel consumption [1]	207	g/kWh
Absolute fuel consumption [1]	102	l/h
Lowest fuel consumption [3]	196	g/kWh

Engine description

Application	Main propulsion diesel for ships with fixed pitch propeller or variable pitch propeller (only IMO)
Operation profile	Up to 3000 hours per year at a maximum of 50 % of time at full load | average load < 70 %
Construction	Four-stroke marine diesel engine, direct injection, SAE 1 flywheel housing
Cylinders	6 cylinders in line, wet replaceable cylinder liners
Air system	Single-stage turbocharger with charge air intercooler and wastegate
Cooling system	Seawater cooled charge air cooler and plate heat exchanger by rubber impeller pump
Oil system	Force-feed lubrication by gear pump, lubricating oil cooler in cooling water circuit of the engine
Fuel system	Common Rail injection system with high pressure pump and EDC control, fuel to DIN EN 590
Auxiliary PTO	PTO for hydraulic pump 16 cm²
Alternator	Three-phase generator with rectifier and transistorized governor, 28 V, 110 A
Starting system	Solenoid-operated electric starter, 24 V, 5.5 kW
Service	Oil change interval 500 operating hours, average TBO 12.000 operating hours*
Classification	Engine according to classification requirements available => see MAN Marine Configurator

Exhaust status	**IMO Tier II, EU Stage IIIA**

[1] Values at rated power

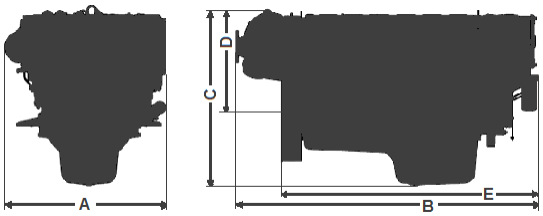
[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

[3] Values on propeller curve

*TBO 12.000 operating hours for non or low particulate matters (PM) regulated jurisdictions (IMO, Canada, EU Stage IIIA)

D2676LE432

A - overall width.....	986	mm
B - overall length.....	1795	mm
C - overall height.....	1096	mm
D - above crank shaft....	674	mm
E - length to flywheel....	1527	mm
Engine weight (dry).....	1215	kg



Combustion parameters [1]

Intake air temperature (max.)	45	°C
Intake air vacuum (min/max)	30/60	mbar
Intake air volume flow	1800	m³/h
Exhaust gas temperature	476	°C
Exhaust gas volume flow	4520	m³/h
Exhaust gas mass flow	2090	kg/h
Exhaust back pressure (min/max)	20/80	mbar

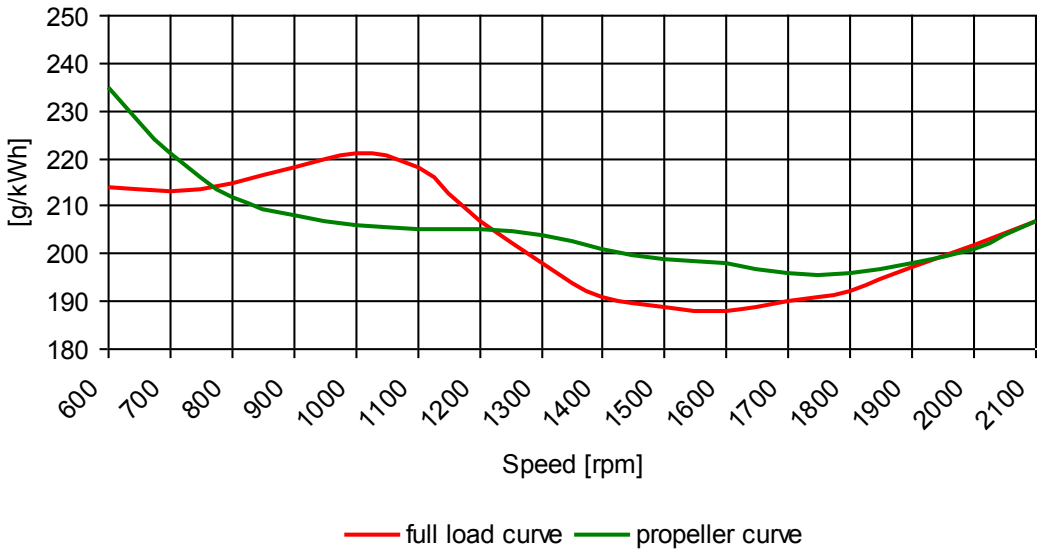
Heat balance [1]

Exhaust gas heat	300	kW
Cooling water heat	180	kW
Intercooler heat	95	kW
Radiation heat	27	kW

Noise emission (sound power) [1]

Engine surface noise (Lwa)		dB(A)
Free exhaust noise (Lwa)		dB(A)

Specific fuel consumption[2]



< The rated power is based on reference conditions according to ISO 3046-1 (2002) >

< Intake air temperature, max. 45°C | sea water temperature, max. 32°C >

< Barometric pressure 1000 mbar | air humidity 60% >

< Exponent for propeller curve 2,7 >

< Engine specifications are subjected to change without prior notice >

[1] Values at rated power

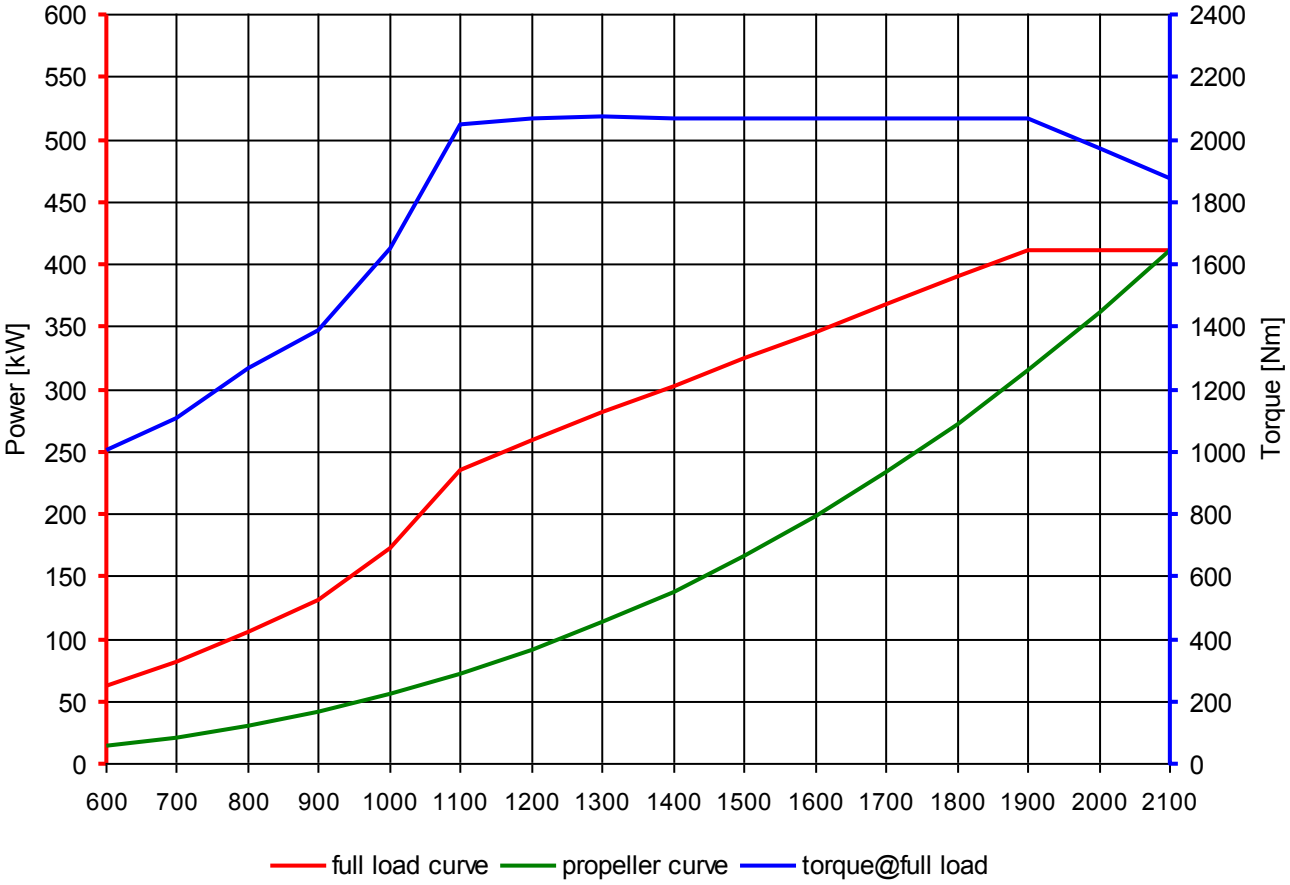
[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

[3] Values on propeller curve

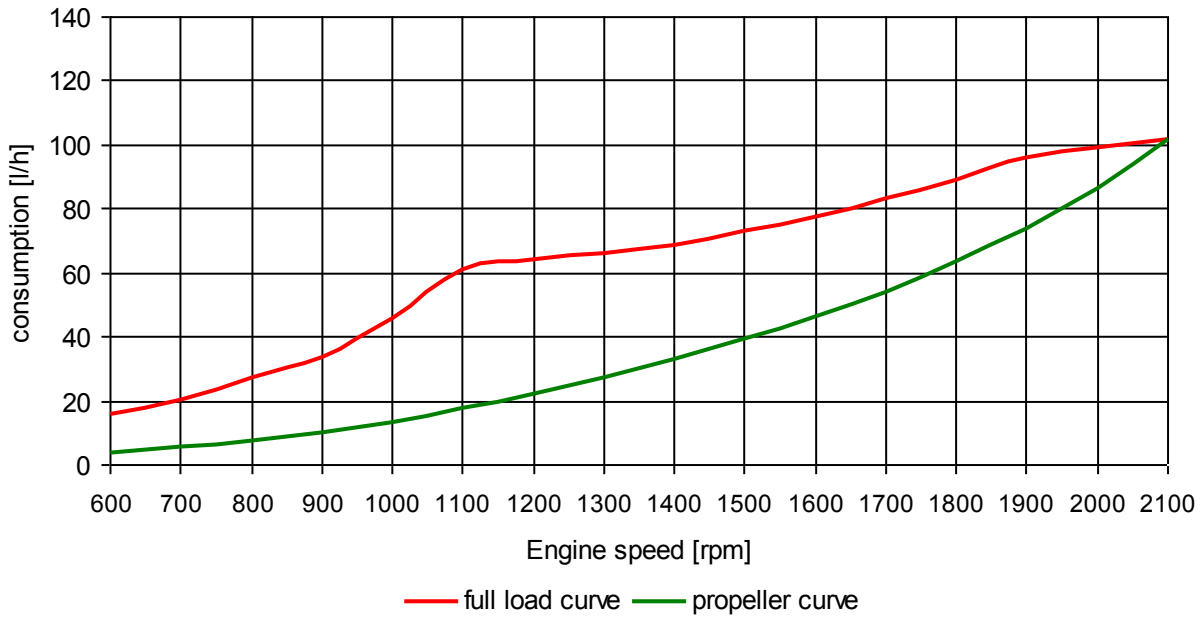
*TBO 12.000 operating hours for non or low particulate matters (PM) regulated jurisdictions (IMO, Canada, EU Stage IIIA)

D2676LE432

Power/torque curves



Absolute fuel consumption[1]



< The rated power is based on reference conditions according to DIN ISO 3046-1 (2002) >

< Exponent for propeller curve 2,7 >

< Engine specifications are subjected to change without notice >

[1] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

Technical data sheet

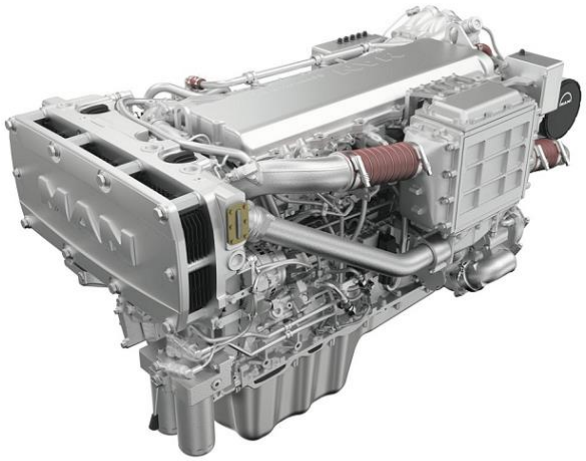
Marine diesel engine

D2676LE425

13.02.2019
(Version 2)

Performance data [1]

Rated power	478	kW
Rated power	650	PS
Speed	2100	rpm
Bore/Stroke	126/166	mm
Displacement	12,42	liter
Rated torque	2174	Nm
Maximum torque	2402	Nm
at speed	1200-1900	rpm
Compression ratio [ε]	16,5	:1
Mean effective pressure	21,99	bar
Mean piston speed	11,62	m/s



The engine illustrated may not entirely be identical to production standard engine

Consumption data [2]

Specific fuel consumption [1]	223	g/kWh
Absolute fuel consumption [1]	127	l/h
Lowest fuel consumption [3]	205	g/kWh

Engine description

Application	Main propulsion diesel for ships with fixed pitch propeller
Operation profile	Up to 3000 hours per year at a maximum of 50 % of time at full load | average load < 70 %
Construction	Four-stroke marine diesel engine, direct injection, SAE 1 flywheel housing
Cylinders	6 cylinders in line, wet replaceable cylinder liners
Air system	Single-stage turbocharger with charge air intercooler and wastegate
Cooling system	Seawater cooled charge air cooler and plate heat exchanger by rubber impeller pump
Oil system	Force-feed lubrication by gear pump, lubricating oil cooler in cooling water circuit of the engine
Fuel system	Common Rail injection system with high pressure pump and EDC control, fuel to DIN EN 590
Auxiliary PTO	PTO for hydraulic pump 16 cm²
Alternator	Three-phase generator with rectifier and transistorized governor, 28 V, 110 A
Starting system	Solenoid-operated electric starter, 24 V, 5.5 kW
Service	Oil change interval 500 operating hours
Classification	Engine according to classification requirements available => see MAN Marine Configurator

Exhaust status	**IMO Tier II, RCD 2013/53/EC, EPA Tier 3 commercial, EU Stage IIIA**

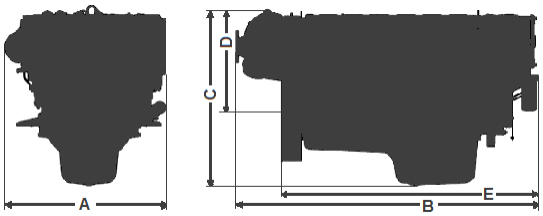
[1] Values at rated power

[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

[3] Values on propeller curve

D2676LE425

A - overall width.....	986	mm
B - overall length.....	1795	mm
C - overall height.....	1096	mm
D - above crank shaft....	674	mm
E - length to flywheel....	1527	mm
Engine weight (dry).....	1215	kg



Combustion parameters [1]

Intake air temperature (max.)	45	°C
Intake air vacuum (min/max)	30/60	mbar
Intake air volume flow	2190	m³/h
Exhaust gas temperature	585	°C
Exhaust gas volume flow	6350	m³/h
Exhaust gas mass flow	2540	kg/h
Exhaust back pressure (min/max)	20/80	mbar

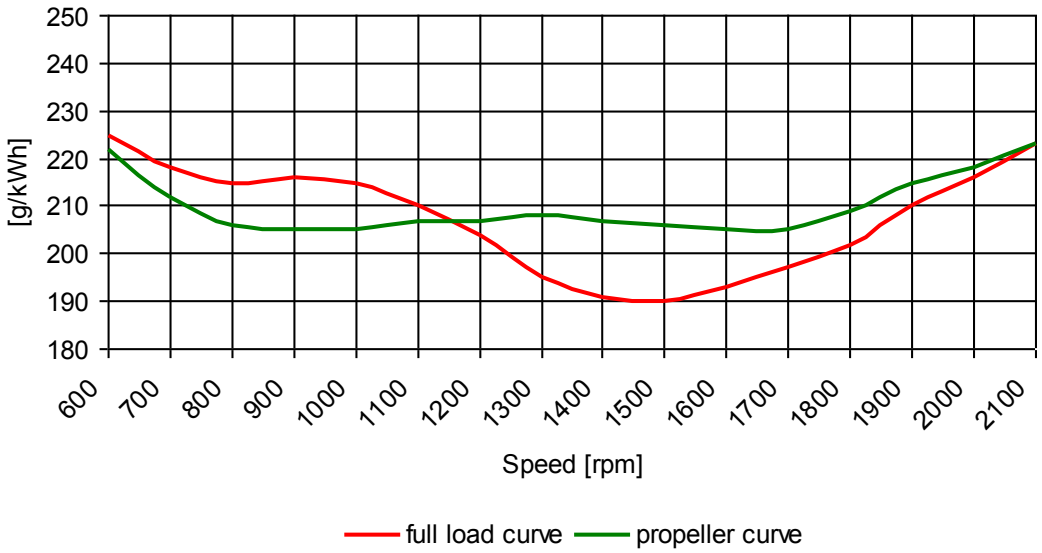
Heat balance [1]

Exhaust gas heat	450	kW
Cooling water heat	210	kW
Intercooler heat	110	kW
Radiation heat	27	kW

Noise emission (sound power) [1]

Engine surface noise (Lwa)		dB(A)
Free exhaust noise (Lwa)		dB(A)

Specific fuel consumption[2]



< The rated power is based on reference conditions according to ISO 3046-1 (2002) >

< Intake air temperature, max. 45°C | sea water temperature, max. 32°C >

< Barometric pressure 1000 mbar | air humidity 60% >

< Exponent for propeller curve 2,7 >

< Engine specifications are subjected to change without prior notice >

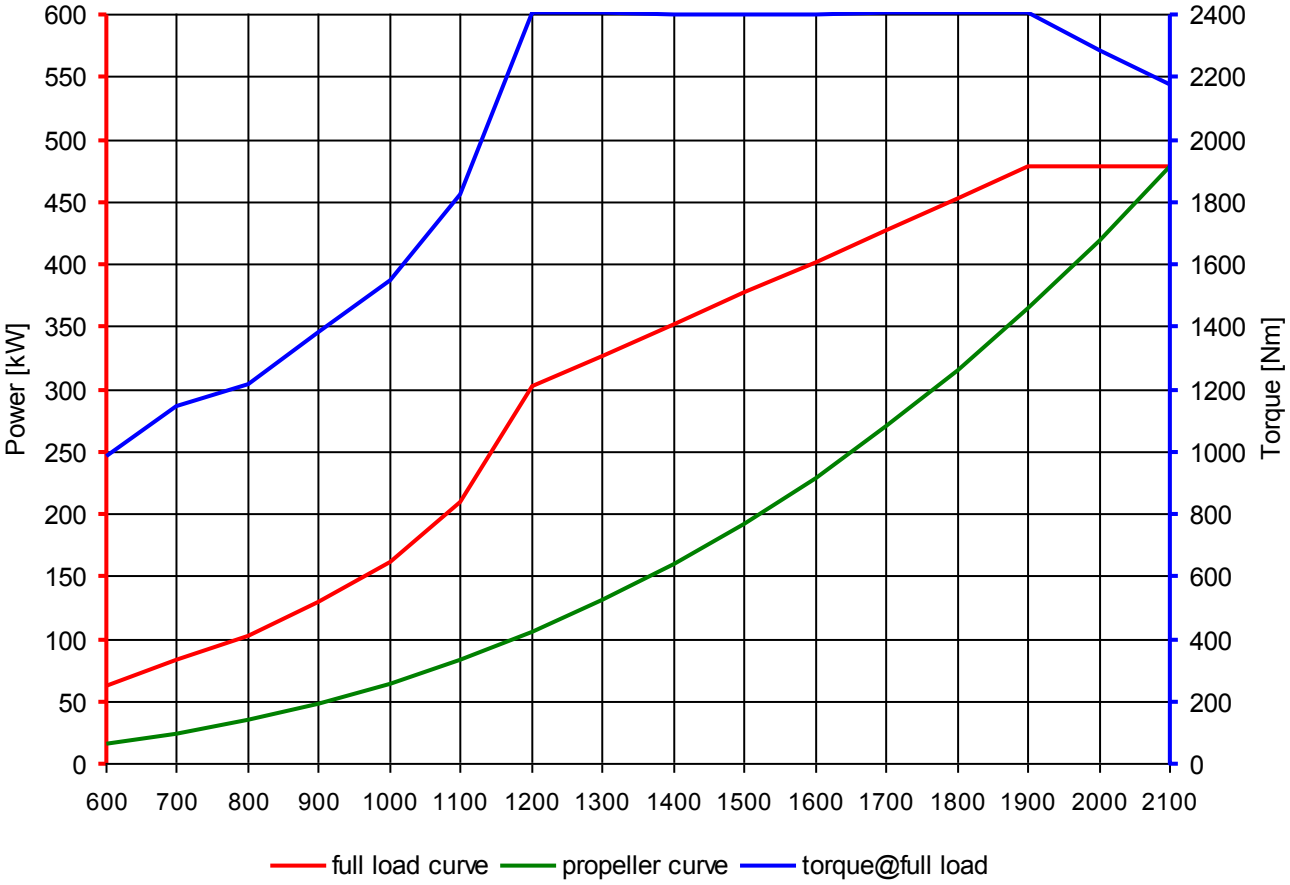
[1] Values at rated power

[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

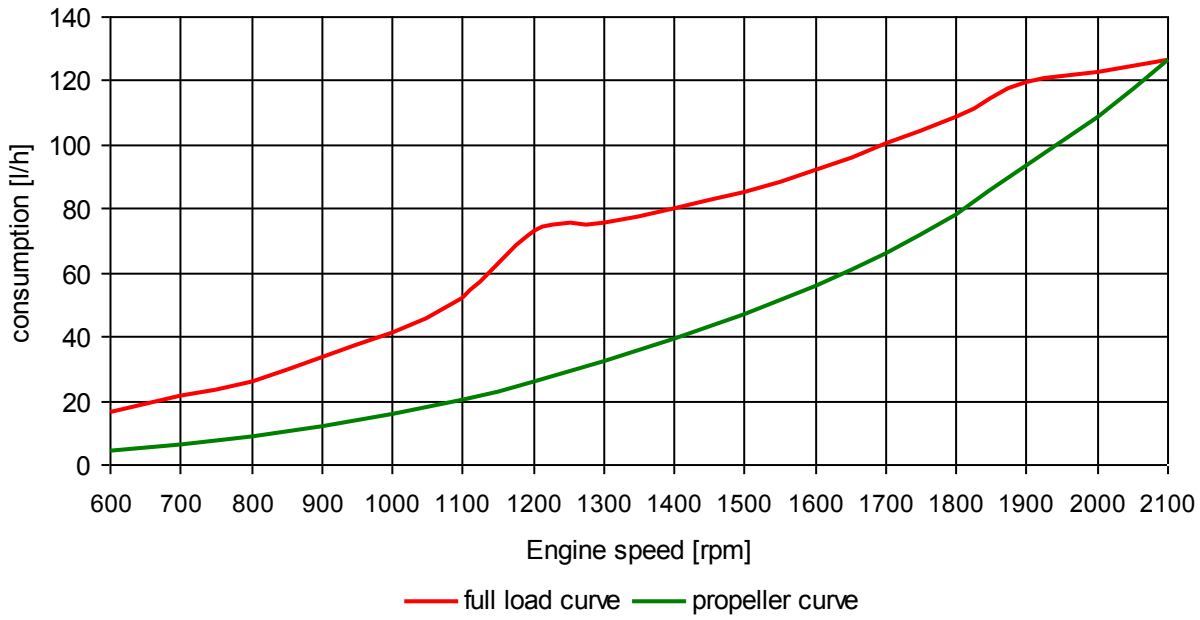
[3] Values on propeller curve

D2676LE425

Power/torque curves



Absolute fuel consumption[1]



< The rated power is based on reference conditions according to DIN ISO 3046-1 (2002) >

< Exponent for propeller curve 2,7 >

< Engine specifications are subjected to change without notice >

[1] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

Technical data sheet

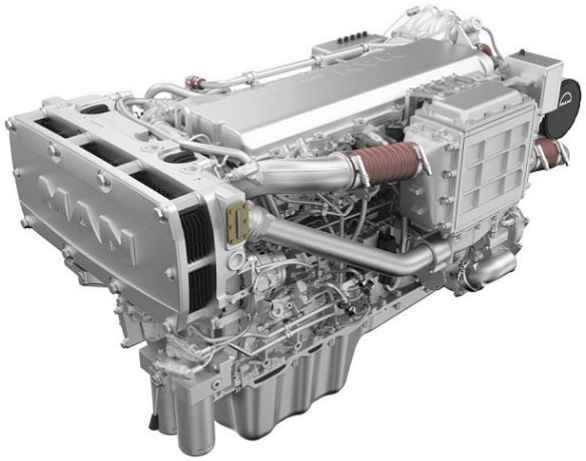
Marine diesel engine

D2676LE422

13.02.2019
(Version 2)

Performance data [1]

Rated power	478	kW
Rated power	650	PS
Speed	2100	rpm
Bore/Stroke	126/166	mm
Displacement	12,42	liter
Rated torque	2174	Nm
Maximum torque	2402	Nm
at speed	1200-1900	rpm
Compression ratio [ε]	16,5	:1
Mean effective pressure	21,99	bar
Mean piston speed	11,62	m/s



The engine illustrated may not entirely be identical to production standard engine

Consumption data [2]

Specific fuel consumption [1]	213	g/kWh
Absolute fuel consumption [1]	121	l/h
Lowest fuel consumption [3]	197	g/kWh

Engine description

Application	Main propulsion diesel for ships with fixed pitch propeller or variable pitch propeller (only IMO)
Operation profile	Up to 3000 hours per year at a maximum of 50 % of time at full load | average load < 70 %
Construction	Four-stroke marine diesel engine, direct injection, SAE 1 flywheel housing
Cylinders	6 cylinders in line, wet replaceable cylinder liners
Air system	Single-stage turbocharger with charge air intercooler and wastegate
Cooling system	Seawater cooled charge air cooler and plate heat exchanger by rubber impeller pump
Oil system	Force-feed lubrication by gear pump, lubricating oil cooler in cooling water circuit of the engine
Fuel system	Common Rail injection system with high pressure pump and EDC control, fuel to DIN EN 590
Auxiliary PTO	PTO for hydraulic pump 16 cm²
Alternator	Three-phase generator with rectifier and transistorized governor, 28 V, 110 A
Starting system	Solenoid-operated electric starter, 24 V, 5.5 kW
Service	Oil change interval 500 operating hours, average TBO 12.000 operating hours*
Classification	Engine according to classification requirements available => see MAN Marine Configurator

Exhaust status	**IMO Tier II, EU Stage IIIA**

[1] Values at rated power

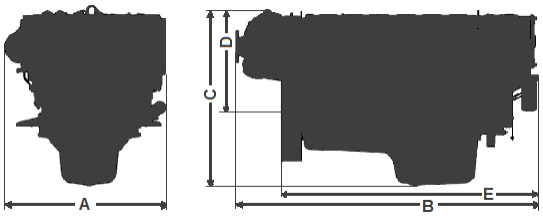
[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

[3] Values on propeller curve

*TBO 12.000 operating hours for non or low particulate matters (PM) regulated jurisdictions (IMO, Canada, EU Stage IIIA)

D2676LE422

A - overall width.....	986	mm
B - overall length.....	1795	mm
C - overall height.....	1096	mm
D - above crank shaft....	674	mm
E - length to flywheel....	1527	mm
Engine weight (dry).....	1215	kg



Combustion parameters [1]

Intake air temperature (max.)	45	°C
Intake air vacuum (min/max)	30/60	mbar
Intake air volume flow	2140	m³/h
Exhaust gas temperature	545	°C
Exhaust gas volume flow	5930	m³/h
Exhaust gas mass flow	2490	kg/h
Exhaust back pressure (min/max)	20/80	mbar

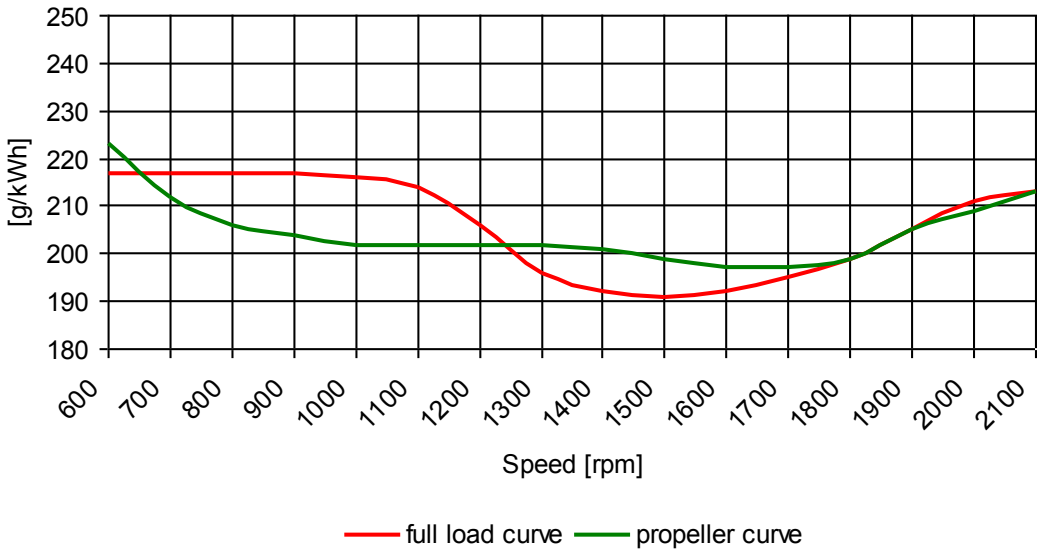
Heat balance [1]

Exhaust gas heat	410	kW
Cooling water heat	200	kW
Intercooler heat	105	kW
Radiation heat	27	kW

Noise emission (sound power) [1]

Engine surface noise (Lwa)		dB(A)
Free exhaust noise (Lwa)		dB(A)

Specific fuel consumption[2]



< The rated power is based on reference conditions according to ISO 3046-1 (2002) >

< Intake air temperature, max. 45°C | sea water temperature, max. 32°C >

< Barometric pressure 1000 mbar | air humidity 60% >

< Exponent for propeller curve 2,7 >

< Engine specifications are subjected to change without prior notice >

[1] Values at rated power

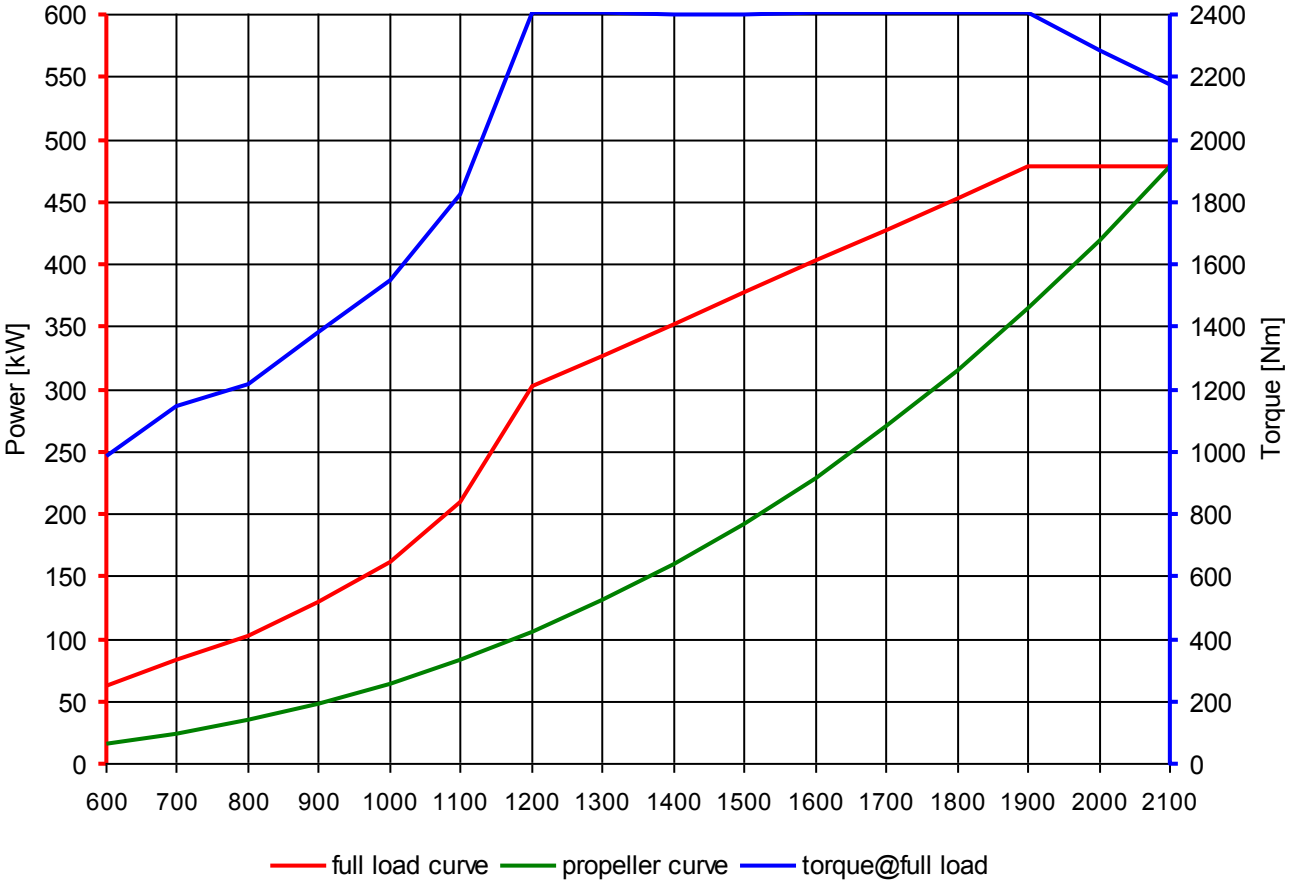
[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

[3] Values on propeller curve

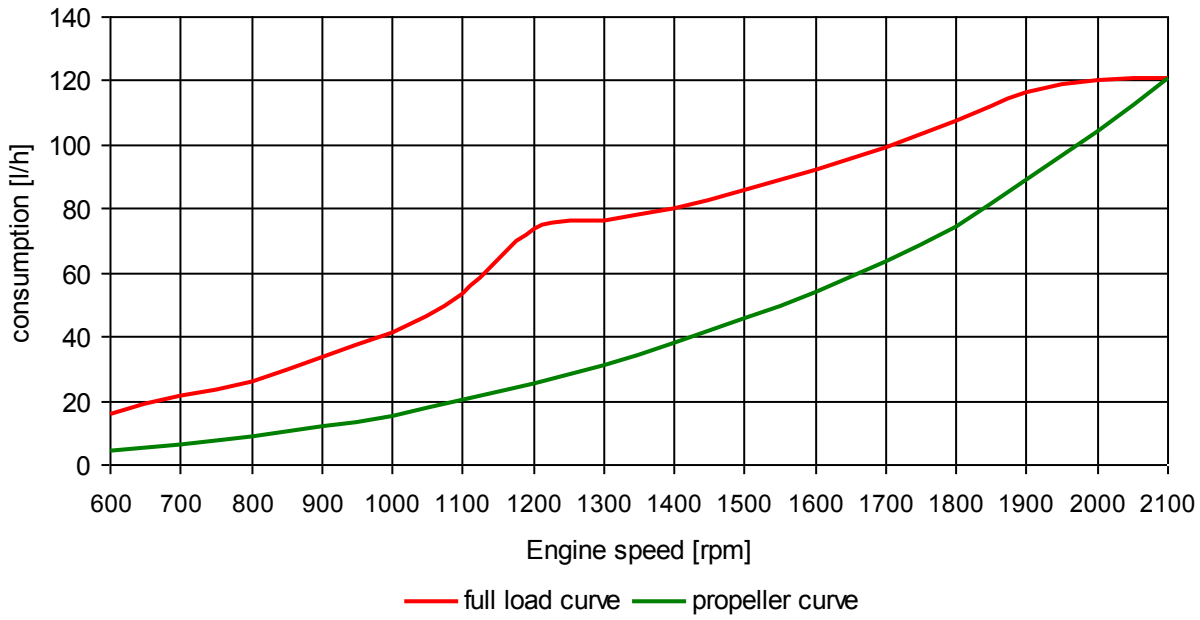
*TBO 12.000 operating hours for non or low particulate matters (PM) regulated jurisdictions (IMO, Canada, EU Stage IIIA)

D2676LE422

Power/torque curves



Absolute fuel consumption[1]



< The rated power is based on reference conditions according to DIN ISO 3046-1 (2002) >

< Exponent for propeller curve 2,7 >

< Engine specifications are subjected to change without notice >

[1] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

Technical data sheet

Marine diesel engine

D2868LE422

14.02.2019
(Version 2)

Performance data [1]

Rated power	588	kW
Rated power	800	PS
Speed	2100	rpm
Bore/Stroke	128/157	mm
Displacement	16,16	liter
Rated torque	2674	Nm
Maximum torque	2950	Nm
at speed	1300-1900	rpm
Compression ratio [ε]	19,0	:1
Mean effective pressure	20,79	bar
Mean piston speed	10,99	m/s

The engine illustrated may not entirely be identical to production standard engine

Consumption data [2]

Specific fuel consumption [1]	212	g/kWh
Absolute fuel consumption [1]	148	l/h
Lowest fuel consumption [3]	198	g/kWh

Engine description

Application	Main propulsion diesel for ships with fixed pitch propeller or variable pitch propeller (only IMO)
Operation profile	Up to 4000 operating hours per year | average load < 60 %
Construction	Four-stroke marine diesel engine, direct injection, SAE 1 flywheel housing
Cylinders	8 cylinders in V-arrangement, single cylinder heads with wet replaceable cylinder liners
Air system	Single-stage turbocharger with charge air intercooler and wastegate
Cooling system	Seawater cooled by rubber impeller pump or two-circuit-cooling system for hull cooling
Oil system	Force-feed lubrication by gear pump, lubricating oil cooler in cooling water circuit of the engine
Fuel system	Common Rail injection system with high pressure pump and EDC control, fuel to DIN EN 590
Auxiliary PTO	PTO for hydraulic pump 16 cm³ (180Nm), front-PTO by crank shaft extension
Alternator	Three-phase generator with rectifier and transistorized governor, 28 V, 120 A
Starting system	Solenoid-operated electric starter, 24 V, 7.0 kW
Service	Oil change interval 500 operating hours, average TBO 12.000 operating hours*
Classification	Engine according to classification requirements available => see MAN Marine Configurator

Exhaust status	**IMO Tier II, EU Stage IIIA**

[1] Values at rated power

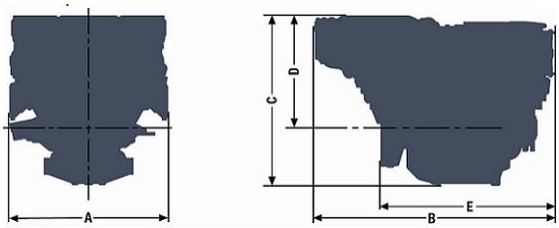
[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

[3] Values on propeller curve

*TBO 12.000 operating hours for non or low particulate matters (PM) regulated jurisdictions (IMO, Canada, EU Stage IIIA)

D2868LE422

A - overall width.....	1153	mm
B - overall length.....	1745	mm
C - overall height.....	1177	mm
D - above crank shaft....	765	mm
E - length to flywheel....	1243	mm
Engine weight (dry).....	1780	kg



Combustion parameters [1]

Intake air temperature (max.)	45	°C
Intake air vacuum (min/max)	30/60	mbar
Intake air volume flow	2460	m³/h
Exhaust gas temperature	425	°C
Exhaust gas volume flow	5920	m³/h
Exhaust gas mass flow	2920	kg/h
Exhaust back pressure (min/max)	20/80	mbar

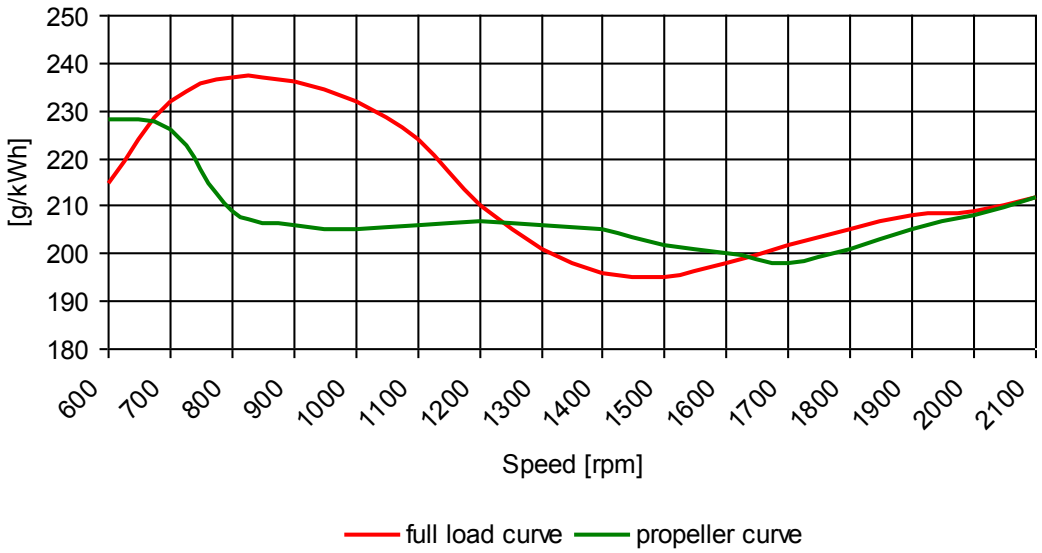
Heat balance [1]

Exhaust gas heat	342	kW
Cooling water heat	410	kW
Intercooler heat	120	kW
Radiation heat	30	kW

Noise emission (sound power) [1]

Engine surface noise (Lwa)	102,1	dB(A)
Free exhaust noise (Lwa)	110,0	dB(A)

Specific fuel consumption[2]



< The rated power is based on reference conditions according to ISO 3046-1 (2002) >

< Intake air temperature, max. 45°C | sea water temperature, max. 32°C >

< Barometric pressure 1000 mbar | air humidity 60% >

< Exponent for propeller curve 2,7 >

< Engine specifications are subjected to change without prior notice >

[1] Values at rated power

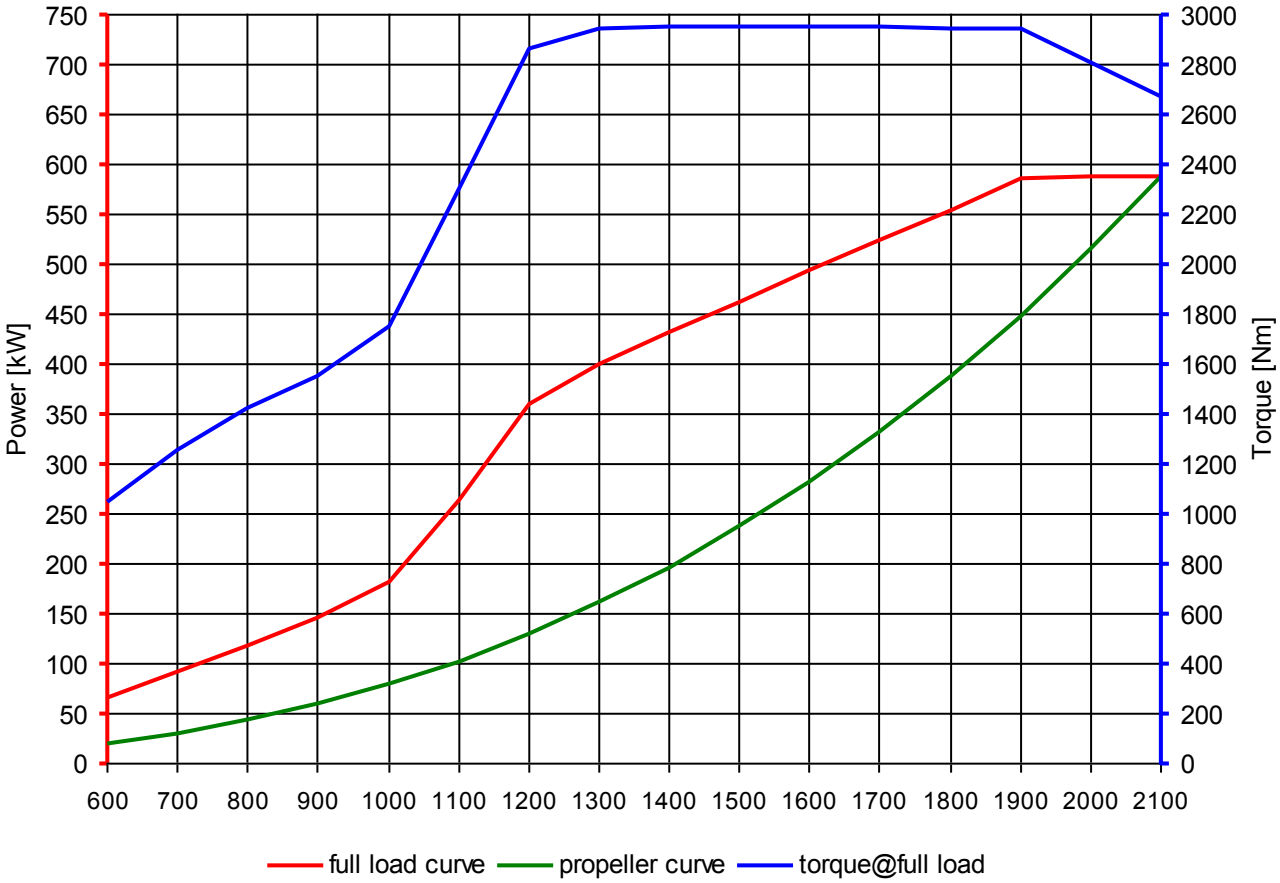
[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

[3] Values on propeller curve

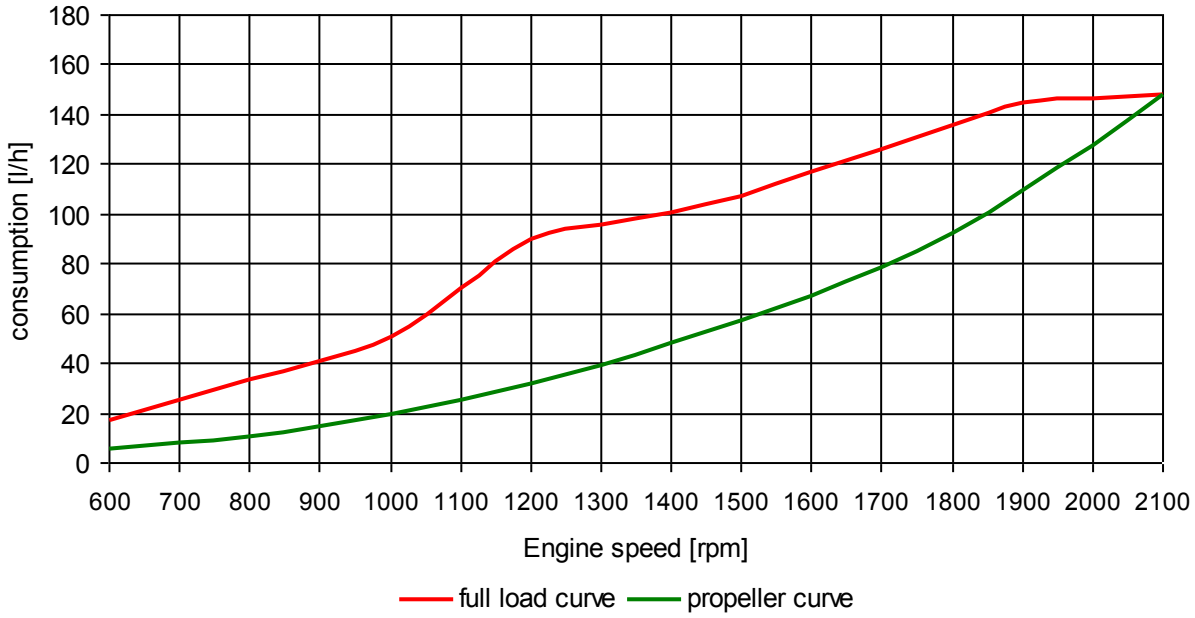
*TBO 12.000 operating hours for non or low particulate matters (PM) regulated jurisdictions (IMO, Canada, EU Stage IIIA)

D2868LE422

Power/torque curves



Absolute fuel consumption[1]



< The rated power is based on reference conditions according to DIN ISO 3046-1 (2002) >

< Exponent for propeller curve 2,7 >

< Engine specifications are subjected to change without notice >

[1] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

Technical data sheet

Marine diesel engine

D2868LE425

14.02.2019
(Version 2)

Performance data [1]

Rated power	588	kW
Rated power	800	PS
Speed	2100	rpm
Bore/Stroke	128/157	mm
Displacement	16,16	liter
Rated torque	2674	Nm
Maximum torque	2980	Nm
at speed	1400-1900	rpm
Compression ratio [ε]	17,0	:1
Mean effective pressure	20,79	bar
Mean piston speed	10,99	m/s

The engine illustrated may not entirely be identical to production standard engine

Consumption data [2]

Specific fuel consumption [1]	223	g/kWh
Absolute fuel consumption [1]	156	l/h
Lowest fuel consumption [3]	209	g/kWh

Engine description

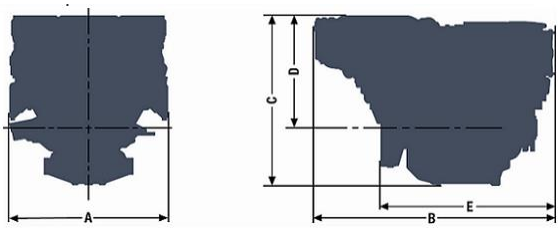
Application	Main propulsion diesel for ships with fixed pitch propeller or variable pitch propeller (only IMO)
Operation profile	Up to 4000 operating hours per year | average load < 60 %
Construction	Four-stroke marine diesel engine, direct injection, SAE 1 flywheel housing
Cylinders	8 cylinders in V-arrangement, single cylinder heads with wet replaceable cylinder liners
Air system	Single-stage turbocharger with charge air intercooler and wastegate
Cooling system	Seawater cooled by rubber impeller pump or two-circuit-cooling system for hull cooling
Oil system	Force-feed lubrication by gear pump, lubricating oil cooler in cooling water circuit of the engine
Fuel system	Common Rail injection system with high pressure pump and EDC control, fuel to DIN EN 590
Auxiliary PTO	PTO for hydraulic pump 16 cm³ (180Nm), front-PTO by crank shaft extension
Alternator	Three-phase generator with rectifier and transistorized governor, 28 V, 120 A
Starting system	Solenoid-operated electric starter, 24 V, 7.0 kW
Service	Oil change interval 500 operating hours
Classification	Engine according to classification requirements available => see MAN Marine Configurator

Exhaust status	**IMO Tier II, RCD 2013/53/EC, EPA Tier 3 commercial, EU Stage IIIA**

[1] Values at rated power
[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)
[3] Values on propeller curve

D2868LE425

A - overall width.....	1153	mm
B - overall length.....	1745	mm
C - overall height.....	1177	mm
D - above crank shaft....	765	mm
E - length to flywheel....	1243	mm
Engine weight (dry).....	1780	kg



Combustion parameters [1]

Intake air temperature (max.)	45	°C
Intake air vacuum (min/max)	30/60	mbar
Intake air volume flow	2490	m³/h
Exhaust gas temperature	470	°C
Exhaust gas volume flow	6310	m³/h
Exhaust gas mass flow	2910	kg/h
Exhaust back pressure (min/max)	20/80	mbar

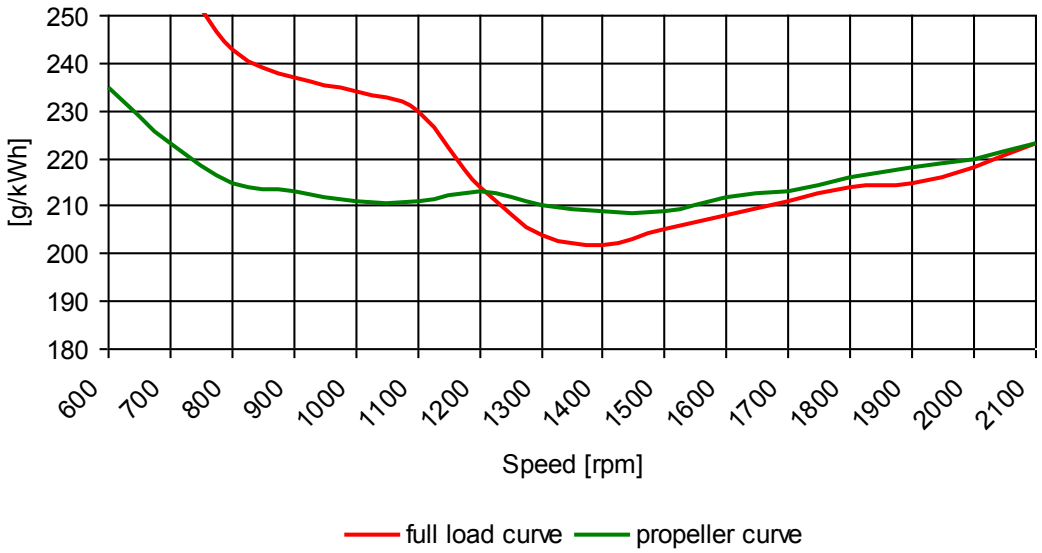
Heat balance [1]

Exhaust gas heat	400	kW
Cooling water heat	425	kW
Intercooler heat	125	kW
Radiation heat	30	kW

Noise emission (sound power) [1]

Engine surface noise (Lwa)	102,1	dB(A)
Free exhaust noise (Lwa)	110,0	dB(A)

Specific fuel consumption[2]



< The rated power is based on reference conditions according to ISO 3046-1 (2002) >

< Intake air temperature, max. 45°C | sea water temperature, max. 32°C >

< Barometric pressure 1000 mbar | air humidity 60% >

< Exponent for propeller curve 2,7 >

< Engine specifications are subjected to change without prior notice >

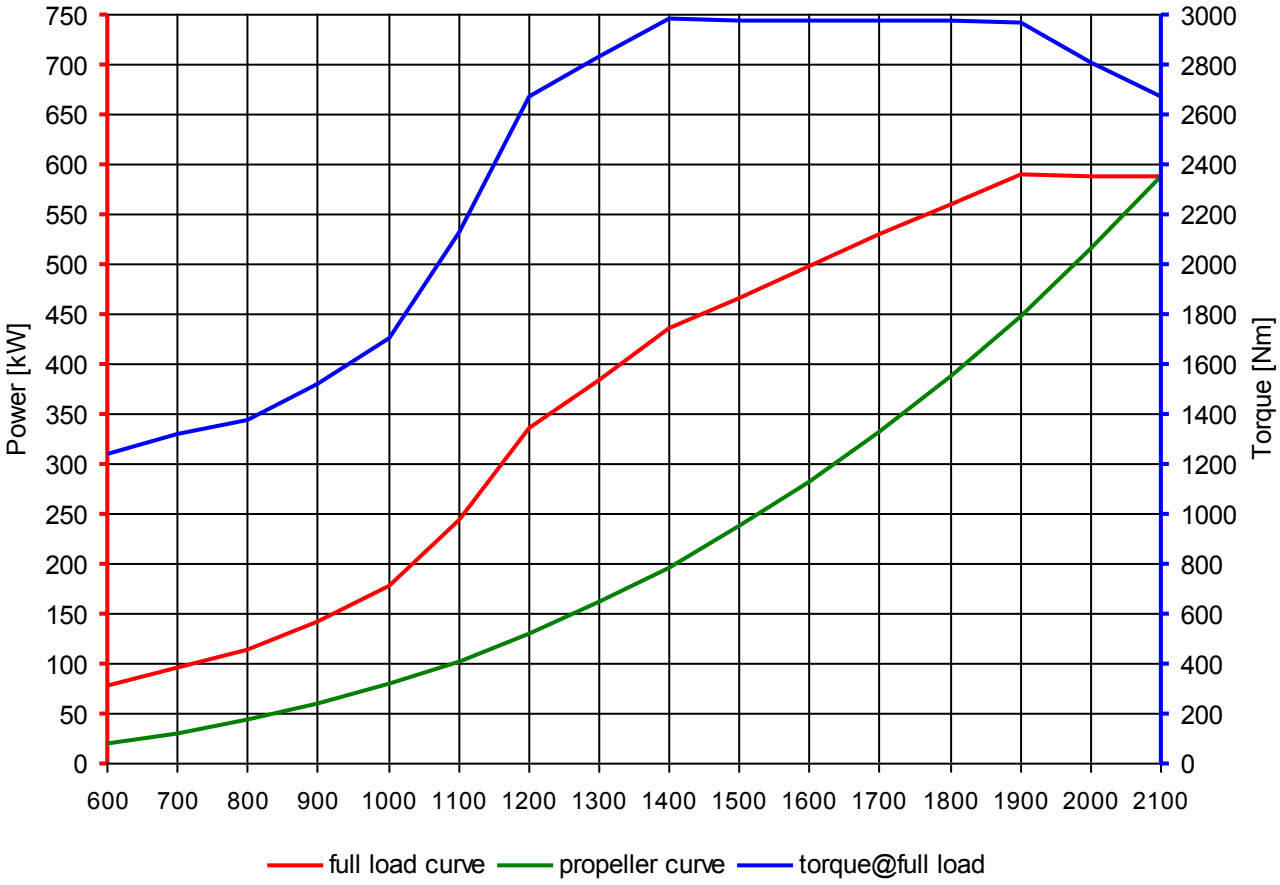
[1] Values at rated power

[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

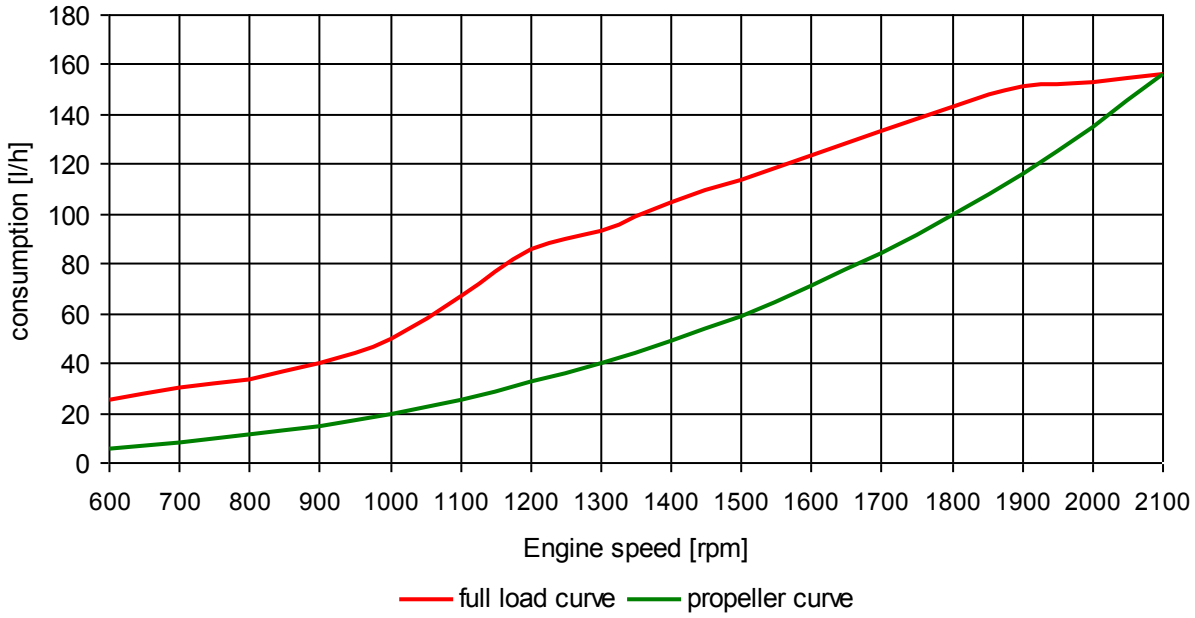
[3] Values on propeller curve

D2868LE425

Power/torque curves



Absolute fuel consumption[1]



< The rated power is based on reference conditions according to DIN ISO 3046-1 (2002) >

< Exponent for propeller curve 2,7 >

< Engine specifications are subjected to change without notice >

[1] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

Technical data sheet

Marine diesel engine

D2868LE443

14.02.2019
(Version 1)

Performance data [1]

Rated power	662	kW
Rated power	900	PS
Speed	2100	rpm
Bore/Stroke	128/157	mm
Displacement	16,16	liter
Rated torque	3010	Nm
Maximum torque	3325	Nm
at speed	1400-1900	rpm
Compression ratio [ε]	17,0	:1
Mean effective pressure	23,41	bar
Mean piston speed	10,99	m/s

The engine illustrated may not entirely be identical to production standard engine

Consumption data [2]

Specific fuel consumption [1]	215	g/kWh
Absolute fuel consumption [1]	169	l/h
Lowest fuel consumption [3]	201	g/kWh

Engine description

Application	Main propulsion diesel for ships with fixed pitch propeller or variable pitch propeller (only IMO)
Operation profile	Up to 3000 hours per year at a maximum of 20 % of time at full load | average load < 50 %
Construction	Four-stroke marine diesel engine, direct injection, SAE 1 flywheel housing
Cylinders	8 cylinders in V-arrangement, single cylinder heads with wet replaceable cylinder liners
Air system	Single-stage turbocharger with charge air intercooler and wastegate
Cooling system	Seawater cooled by rubber impeller pump or two-circuit-cooling system for hull cooling
Oil system	Force-feed lubrication by gear pump, lubricating oil cooler in cooling water circuit of the engine
Fuel system	Common Rail injection system with high pressure pump and EDC control, fuel to DIN EN 590
Auxiliary PTO	PTO for hydraulic pump 16 cm³ (180Nm), front-PTO by crank shaft extension
Alternator	Three-phase generator with rectifier and transistorized governor, 28 V, 120 A
Starting system	Solenoid-operated electric starter, 24 V, 7.0 kW
Service	Oil change interval 500 operating hours, average TBO 12.000 operating hours*
Classification	Engine according to classification requirements available => see MAN Marine Configurator

Exhaust status	**IMO Tier II, EU Stage IIIA**

[1] Values at rated power

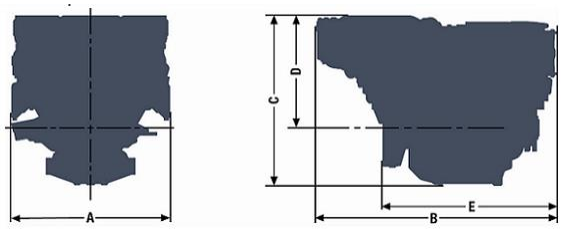
[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

[3] Values on propeller curve

*TBO 12.000 operating hours for non or low particulate matters (PM) regulated jurisdictions (IMO, Canada, EU Stage IIIA)

D2868LE443

A - overall width.....	1153	mm
B - overall length.....	1745	mm
C - overall height.....	1177	mm
D - above crank shaft....	765	mm
E - length to flywheel....	1243	mm
Engine weight (dry).....	1780	kg



Combustion parameters [1]

Intake air temperature (max.)	45	°C
Intake air vacuum (min/max)	30/60	mbar
Intake air volume flow	2640	m³/h
Exhaust gas temperature	481	°C
Exhaust gas volume flow	6820	m³/h
Exhaust gas mass flow	3120	kg/h
Exhaust back pressure (min/max)	20/80	mbar

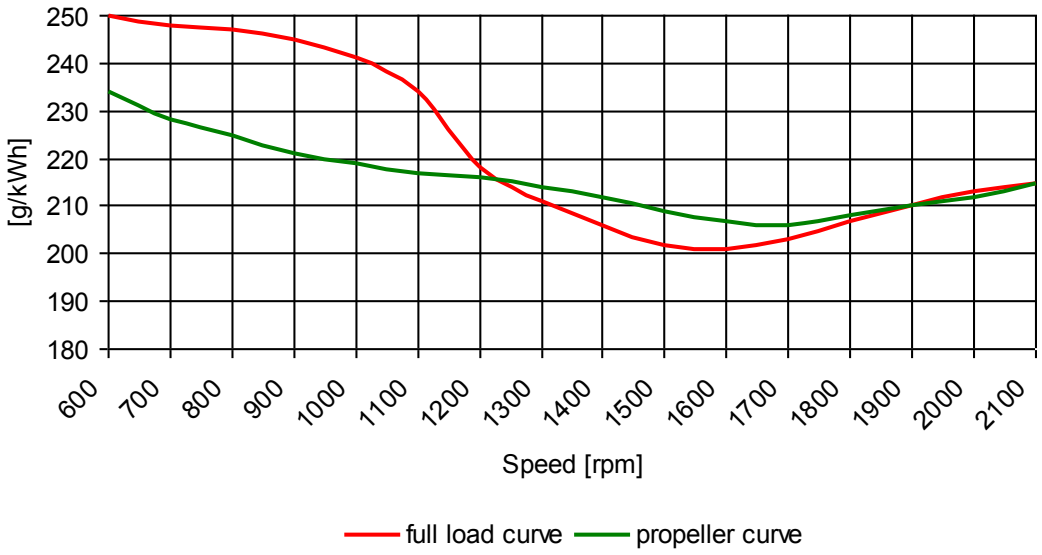
Heat balance [1]

Exhaust gas heat	425	kW
Cooling water heat	450	kW
Intercooler heat	135	kW
Radiation heat	30	kW

Noise emission (sound power) [1]

Engine surface noise (Lwa)	102,5	dB(A)
Free exhaust noise (Lwa)	111,2	dB(A)

Specific fuel consumption[2]



< The rated power is based on reference conditions according to ISO 3046-1 (2002) >

< Intake air temperature, max. 45°C | sea water temperature, max. 32°C >

< Barometric pressure 1000 mbar | air humidity 60% >

< Exponent for propeller curve 2,7 >

< Engine specifications are subjected to change without prior notice >

[1] Values at rated power

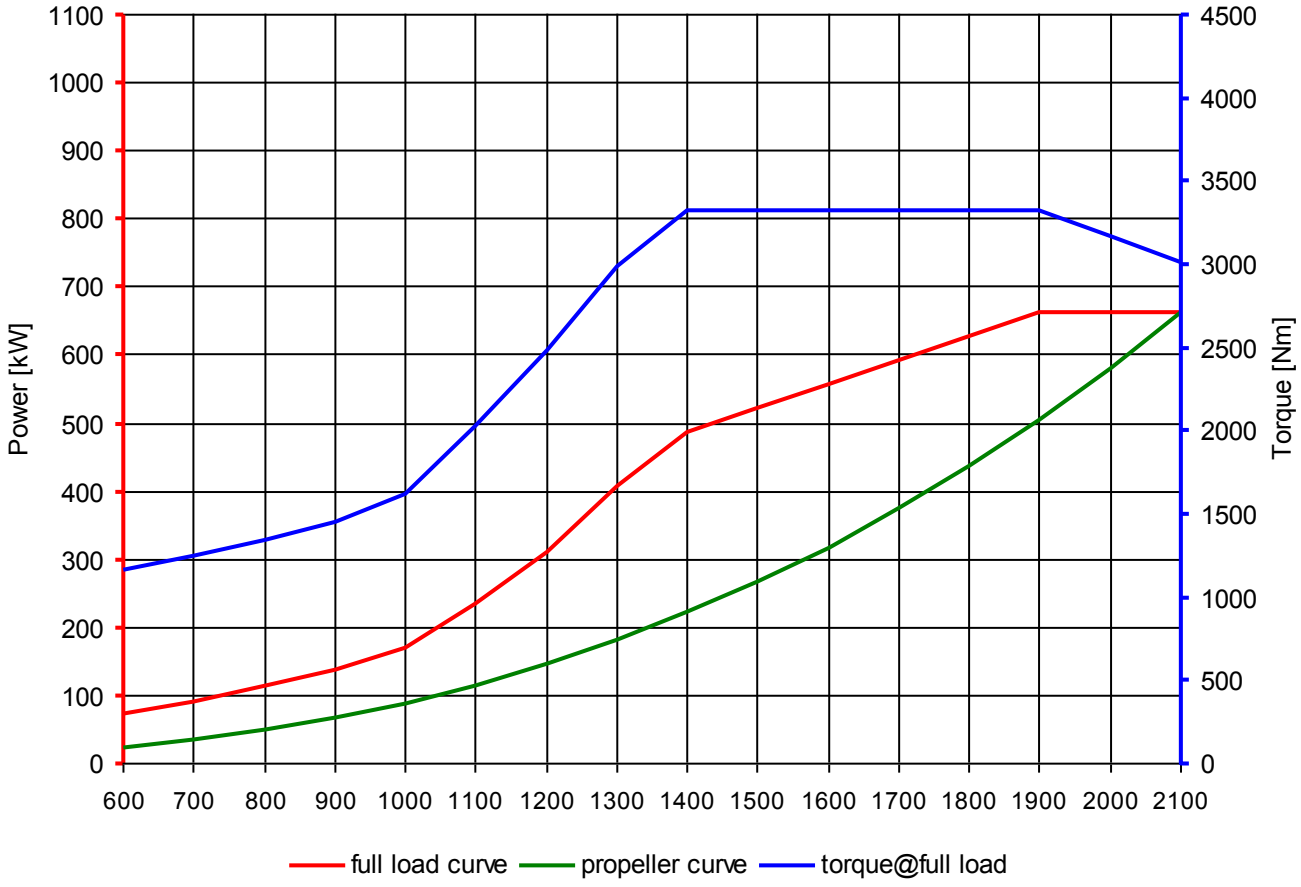
[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

[3] Values on propeller curve

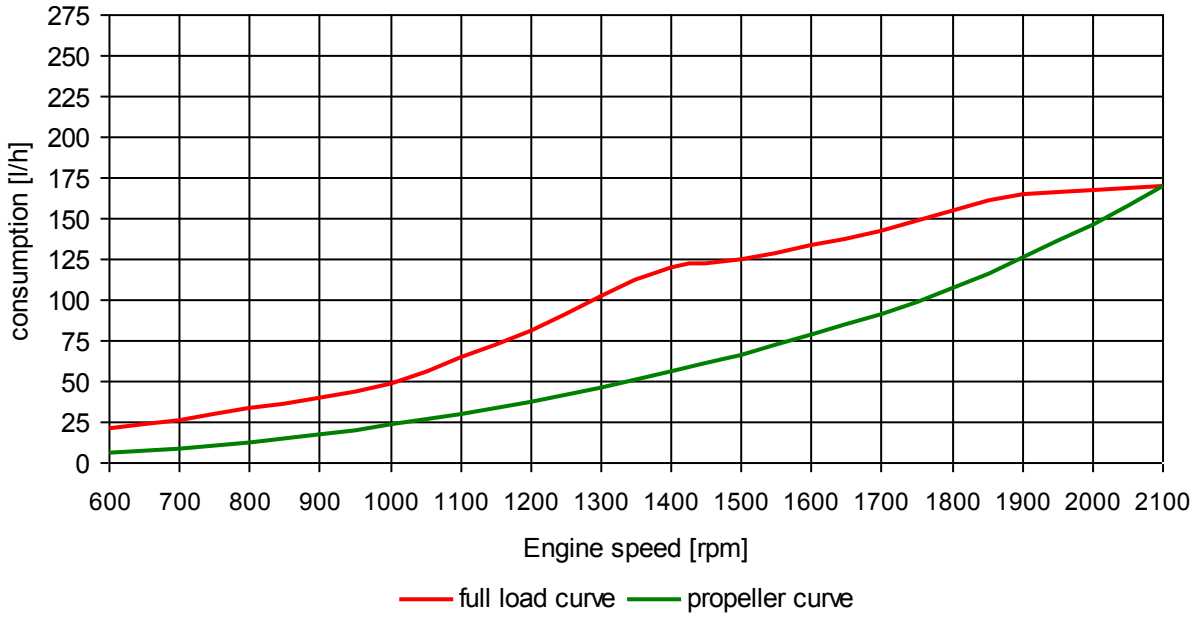
*TBO 12.000 operating hours for non or low particulate matters (PM) regulated jurisdictions (IMO, Canada, EU Stage IIIA)

D2868LE443

Power/torque curves



Absolute fuel consumption[1]



< The rated power is based on reference conditions according to DIN ISO 3046-1 (2002) >

< Exponent for propeller curve 2,7 >

< Engine specifications are subjected to change without notice >

[1] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

Technical data sheet

Marine diesel engine

D2862LE422

14.02.2019
(Version 2)

Performance data [1]

Rated power	749	kW
Rated power	1019	PS
Speed	2100	rpm
Bore/Stroke	128/157	mm
Displacement	24,24	liter
Rated torque	3406	Nm
Maximum torque	3780	Nm
at speed	1300-1900	rpm
Compression ratio [ε]	19,0	:1
Mean effective pressure	17,66	bar
Mean piston speed	10,99	m/s

The engine illustrated may not entirely be identical to production standard engine

Consumption data [2]

Specific fuel consumption [1]	207	g/kWh
Absolute fuel consumption [1]	185	l/h
Lowest fuel consumption [3]	199	g/kWh

Engine description

Application	Main propulsion diesel for ships with fixed pitch propeller or variable pitch propeller (only IMO)
Operation profile	Up to 4000 operating hours per year | average load < 60 %
Construction	Four-stroke marine diesel engine, direct injection, SAE 1 flywheel housing
Cylinders	12 cylinders in V-arrangement, single cylinder heads with wet replaceable cylinder liners
Air system	Single-stage turbocharger with charge air intercooler and wastegate
Cooling system	Seawater cooled by rubber impeller pump or two-circuit-cooling system for hull cooling
Oil system	Force-feed lubrication by gear pump, lubricating oil cooler in cooling water circuit of the engine
Fuel system	Common Rail injection system with high pressure pump and EDC control, fuel to DIN EN 590
Auxiliary PTO	PTO for hydraulic pump 16 cm³ (180Nm), front-PTO by crank shaft extension
Alternator	Three-phase generator with rectifier and transistorized governor, 28 V, 120 A
Starting system	Solenoid-operated electric starter, 24 V, 7.0 kW
Service	Oil change interval 500 operating hours, average TBO 12.000 operating hours*
Classification	Engine according to classification requirements available => see MAN Marine Configurator

Exhaust status	**IMO Tier II, EU Stage IIIA**

[1] Values at rated power

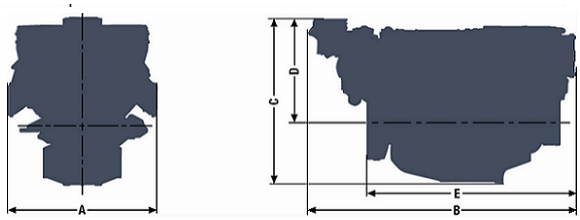
[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

[3] Values on propeller curve

*TBO 12.000 operating hours for non or low particulate matters (PM) regulated jurisdictions (IMO, Canada, EU Stage IIIA)

D2862LE422

A - overall width.....	1153	mm
B - overall length.....	2130	mm
C - overall height.....	1230	mm
D - above crank shaft....	765	mm
E - length to flywheel....	1630	mm
Engine weight (dry).....	2270	kg



Combustion parameters [1]

Intake air temperature (max.)	45	°C
Intake air vacuum (min/max)	30/60	mbar
Intake air volume flow	3840	m³/h
Exhaust gas temperature	375	°C
Exhaust gas volume flow	8450	m³/h
Exhaust gas mass flow	4450	kg/h
Exhaust back pressure (min/max)	20/80	mbar

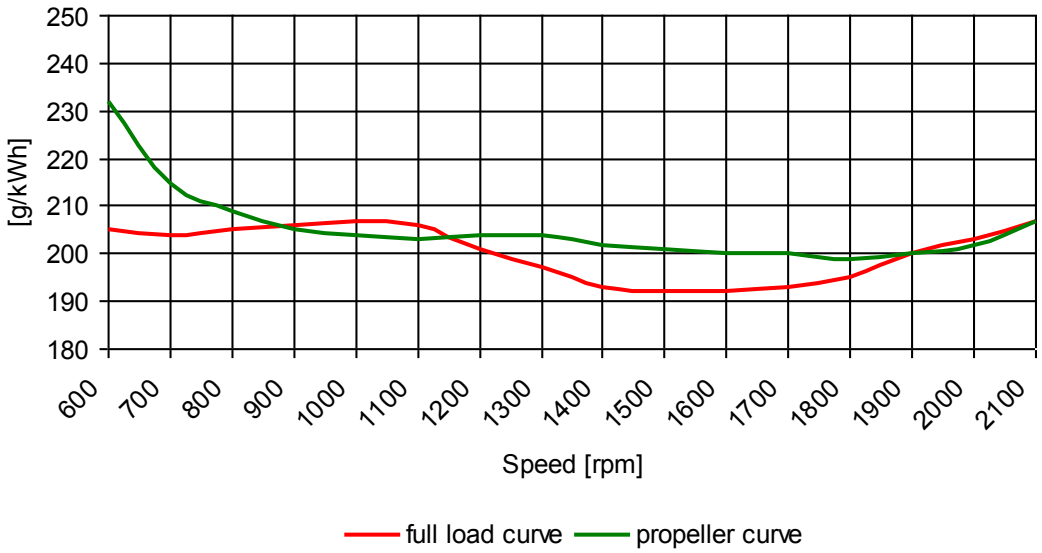
Heat balance [1]

Exhaust gas heat	413	kW
Cooling water heat	500	kW
Intercooler heat	155	kW
Radiation heat	36	kW

Noise emission (sound power) [1]

Engine surface noise (Lwa)	101,5	dB(A)
Free exhaust noise (Lwa)	110,0	dB(A)

Specific fuel consumption[2]



< The rated power is based on reference conditions according to ISO 3046-1 (2002) >

< Intake air temperature, max. 45°C | sea water temperature, max. 32°C >

< Barometric pressure 1000 mbar | air humidity 60% >

< Exponent for propeller curve 2,7 >

< Engine specifications are subjected to change without prior notice >

[1] Values at rated power

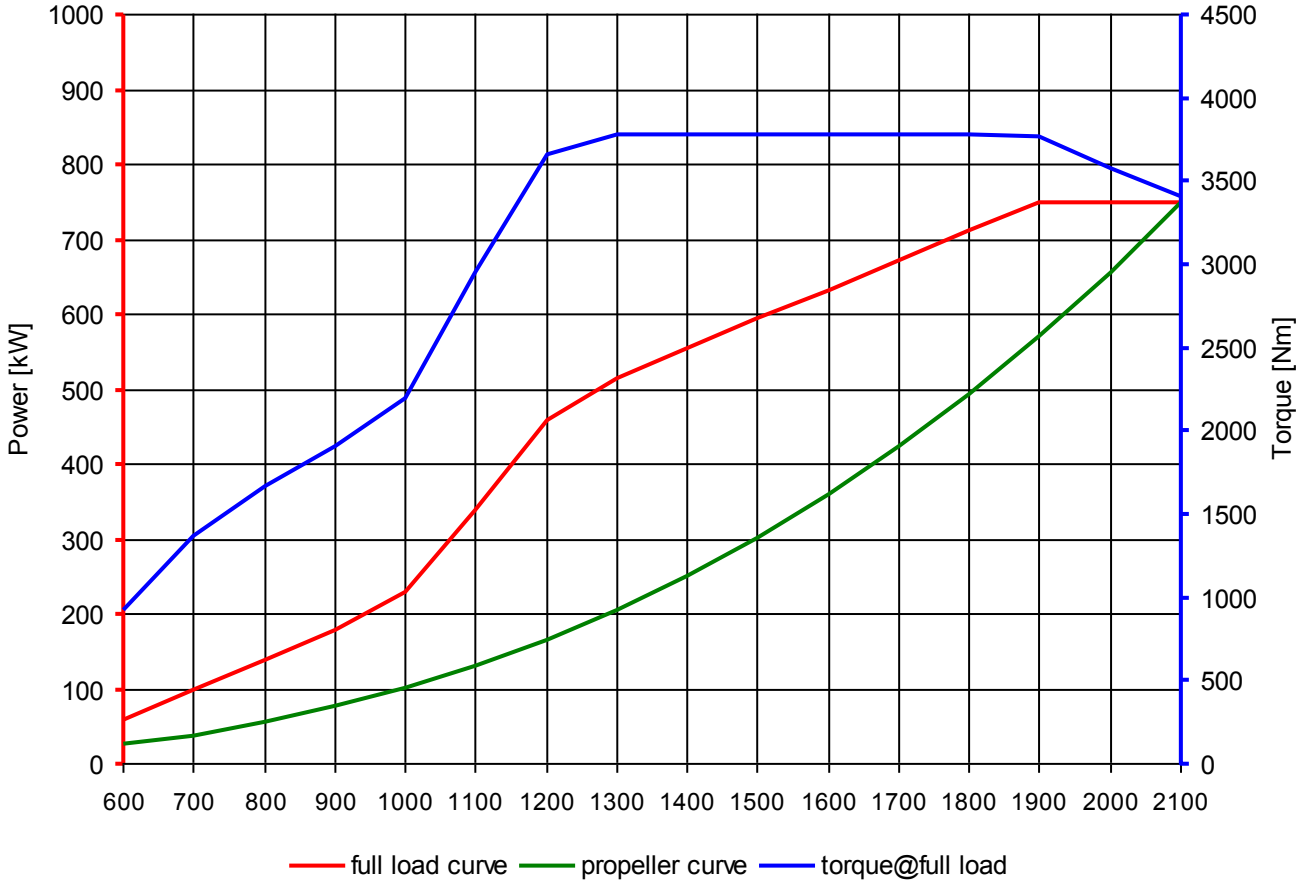
[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

[3] Values on propeller curve

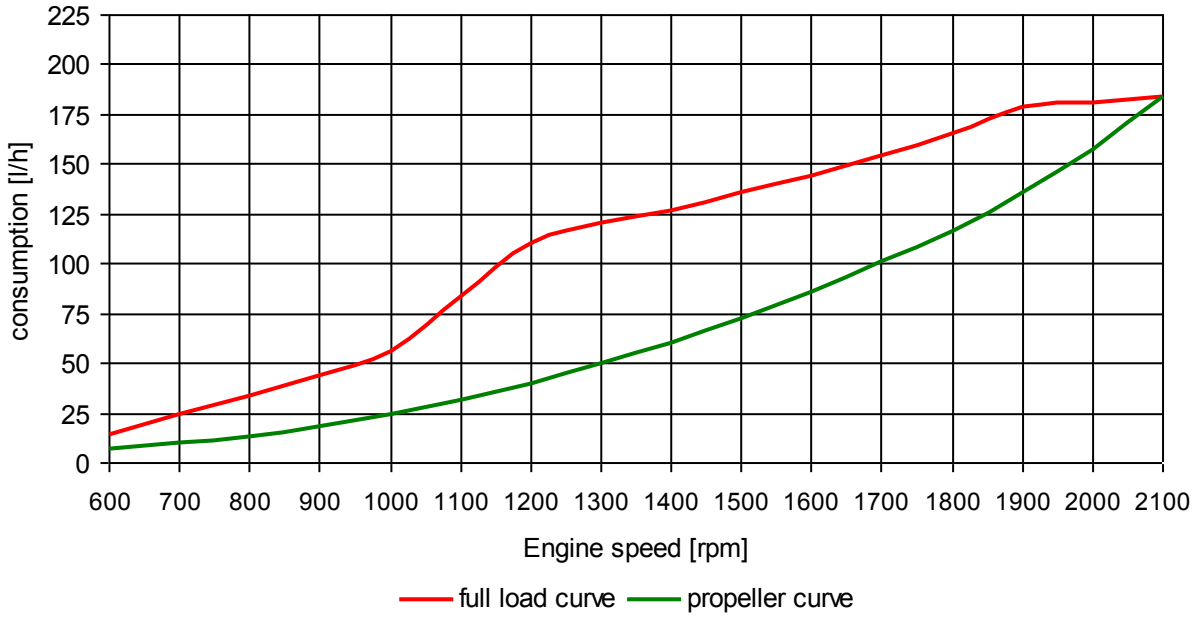
*TBO 12.000 operating hours for non or low particulate matters (PM) regulated jurisdictions (IMO, Canada, EU Stage IIIA)

D2862LE422

Power/torque curves



Absolute fuel consumption[1]



< The rated power is based on reference conditions according to DIN ISO 3046-1 (2002) >

< Exponent for propeller curve 2,7 >

< Engine specifications are subjected to change without notice >

[1] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

Technical data sheet

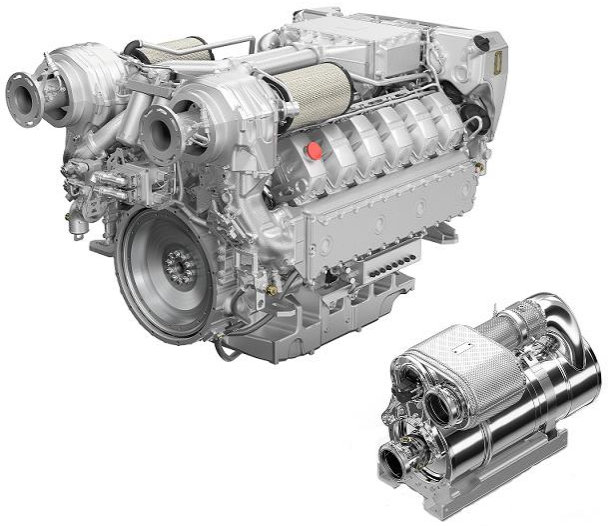
Marine diesel engine

D2862LE428

25.07.2019
(Version 1)

Performance data

Rated power	749	kW
Rated power	1019	PS
Speed	2100	rpm
Bore/Stroke	128/157	mm
Displacement	24,24	liter
Rated torque	3406	Nm
Maximum torque	3750	Nm
at speed	1300-1900	rpm
Compression ratio [ε]	19,0	:1
Mean effective pressure	17,66	bar
Mean piston speed	10,99	m/s



The engine illustrated may not entirely be identical to production standard engine

Consumption data ²

Specific fuel consumption ¹	208	g/kWh
Absolute fuel consumption ¹	185	l/h
Lowest fuel consumption ³	199	g/kWh
Absolute urea consumption ¹	8	l/h

Engine description

Application	Main propulsion diesel for ships with fixed pitch propeller or variable pitch propeller (only IMO)
Operation profile	Up to 4000 operating hours per year | average load < 60 %
Construction	Four-stroke diesel, direct injection, exhaust after-treatment system, SAE 1 flywheel housing
Cylinders	12 cylinders in V-arrangement, single cylinder heads with wet replaceable cylinder liners
Air system	Single-stage turbocharger with charge air intercooler and wastegate
Cooling system	Seawater cooled by rubber impeller pump or two-circuit-cooling system for hull cooling
Oil system	Force-feed lubrication by gear pump, lubricating oil cooler in cooling water circuit of the engine
Fuel system	Common Rail injection system with high pressure pump and EDC control, fuel to DIN EN 590
Auxiliary PTO	PTO for hydraulic pump 16 cm³ (180Nm), front-PTO by crank shaft extension
Alternator	Three-phase generator with rectifier and transistorized governor, 28 V, 120 A
Starting system	Solenoid-operated electric starter, 24 V, 7.0 kW
Service	Oil change interval 500 operating hours
Classification	Engine according to classification requirements available => see MAN Marine Configurator

Exhaust status	**IMO Tier III, EPA Tier 4**

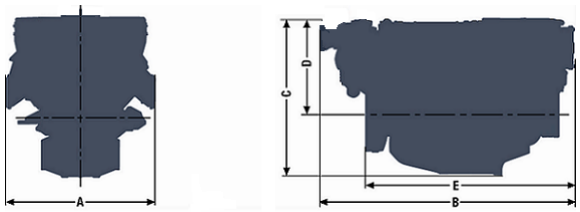
¹ Values at rated power

² Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046), urea solution 32,5% according to ISO 22241 (tolerance +3%)

³ Values on propeller curve

D2862LE428

A - overall width.....	1157	mm
B - overall length.....	1939	mm
C - overall height.....	1293	mm
D - above crank shaft.....	827	mm
E - length to flywheel.....	1608	mm
Engine weight, dry..... (depending on the scope of supply)	2270	kg



Combustion parameters [1]

Intake air temperature (max)	45	°C
Intake air vacuum (min/max)	30/60	mbar
Intake air volume flow	3730	m³/h
Exhaust gas temperature	438	°C
Exhaust gas volume flow	8820	m³/h
Exhaust gas mass flow	4240	kg/h
Exhaust back pressure (min/max) downstream of SCR catalyst	20/80	mbar

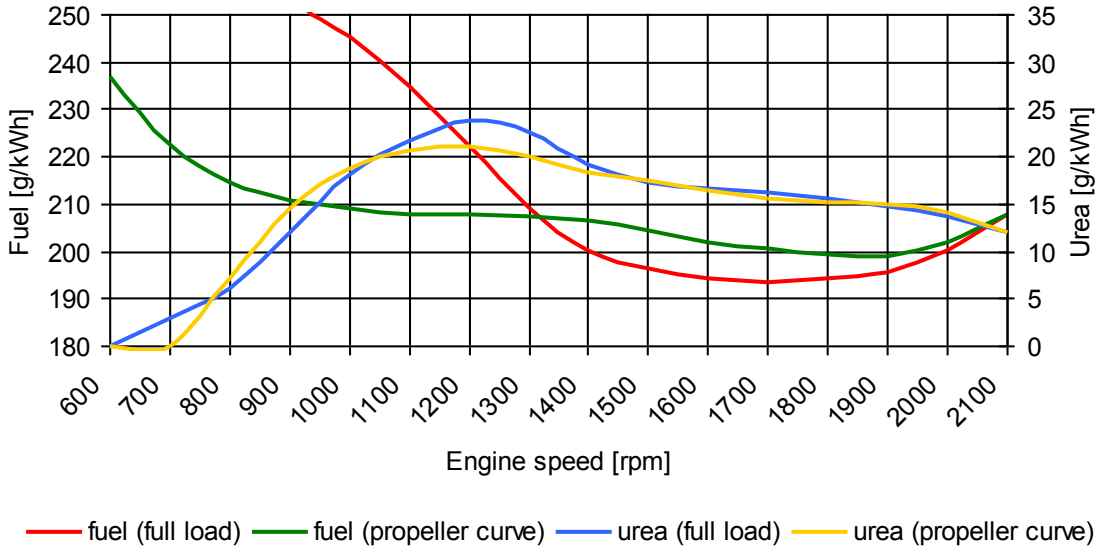
Heat balance [1]

Exhaust gas heat	420	kW
Cooling water heat	500	kW
Intercooler heat	155	kW
Radiation heat	36	kW

Noise emission (sound power) [1]

Engine surface noise (Lwa)	101,5	dB(A)
Free exhaust noise (Lwa)	102,0	dB(A)

Specific consumption[2]



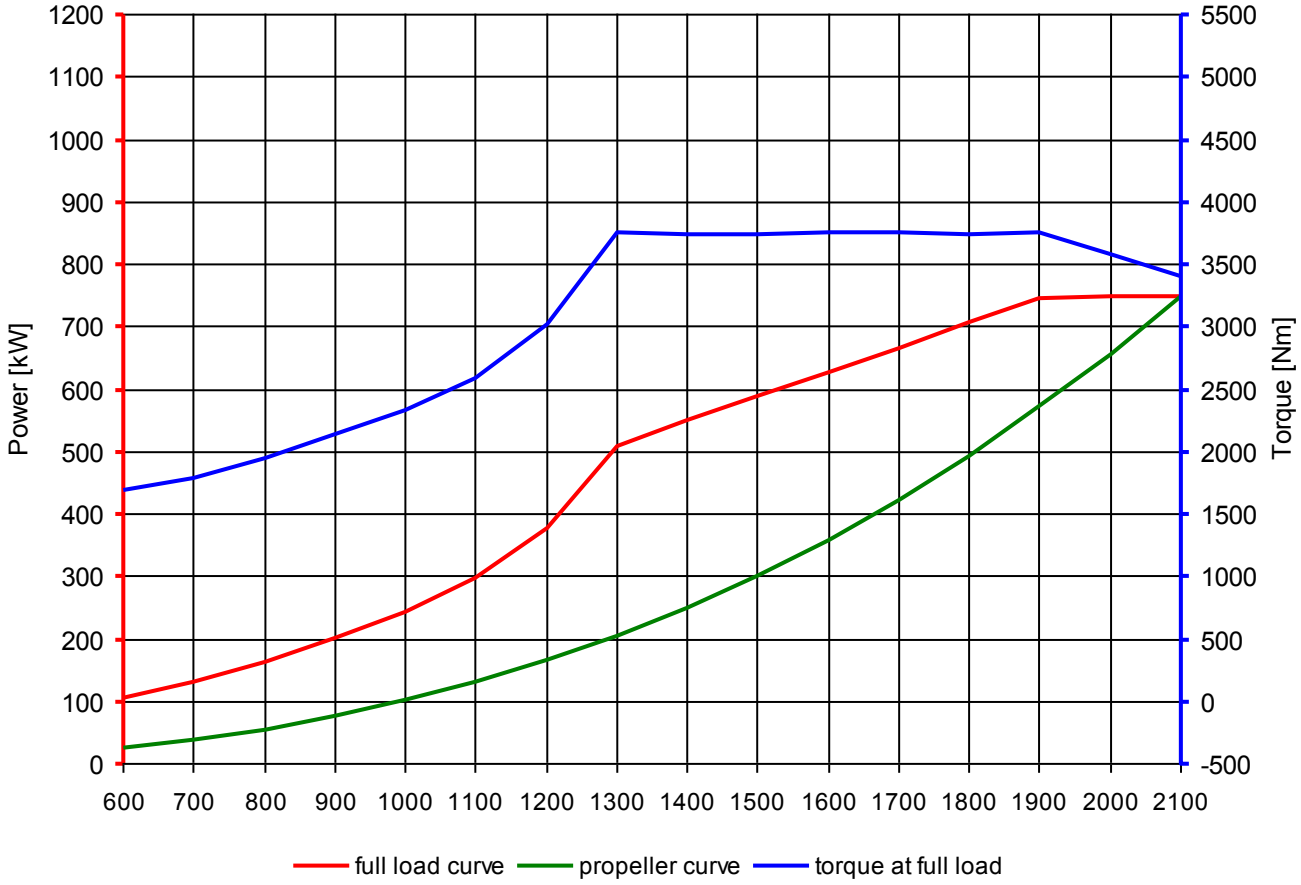
< The rated power is based on reference conditions according to ISO 3046-1 (2002) >
< Intake air temperature, max. 45°C | sea water temperature, max. 32°C >
< Barometric pressure 1000 mbar | air humidity 60% >
< Exponent for propeller curve 2,7 >

< Engine specifications are subjected to change without prior notice >

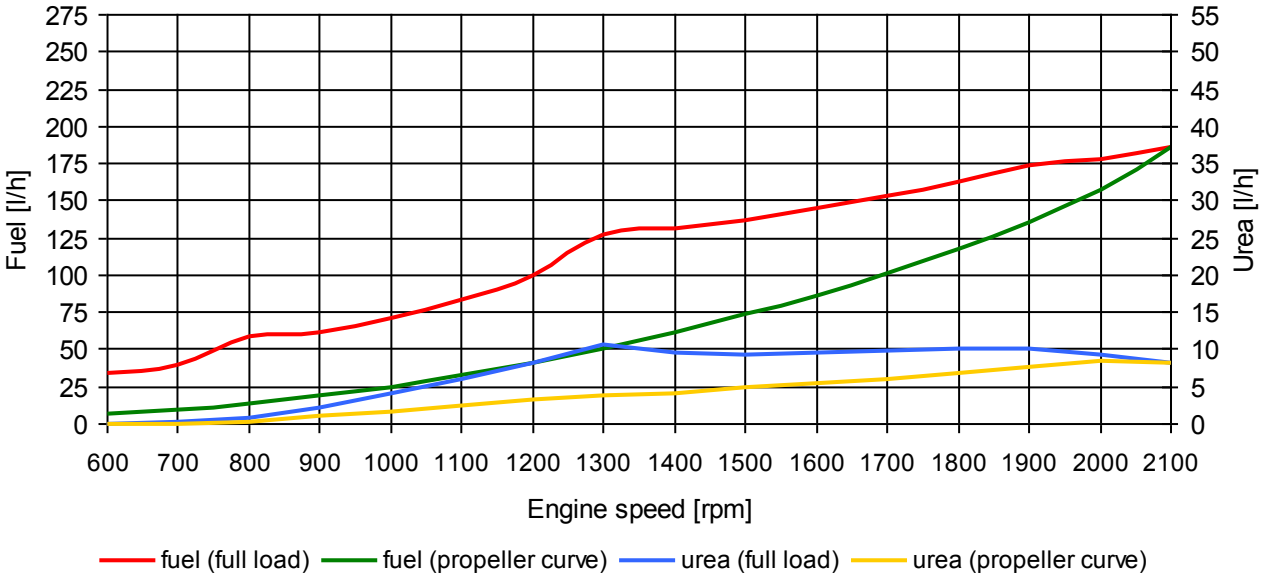
[1] Values at rated power
[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046), urea solution 32,5% according to ISO 22241 (tolerance +3%)
[3] Values on propeller curve

D2862LE428

Power/torque curves



Absolute consumption [1]



< The rated power is based on reference conditions according to DIN ISO 3046-1 (2002) >

< Exponent for propeller curve 2,7 >

< Engine specifications are subjected to change without notice >

[1] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046), urea solution 32,5% according to ISO 22241 (tolerance +3%)

Technical data sheet

Marine diesel engine

D2862LE432

14.02.2019
(Version 2)

Performance data [1]

Rated power	882	kW
Rated power	1200	PS
Speed	2100	rpm
Bore/Stroke	128/157	mm
Displacement	24,24	liter
Rated torque	4010	Nm
Maximum torque	4450	Nm
at speed	1300-1900	rpm
Compression ratio [ε]	19,0	:1
Mean effective pressure	20,79	bar
Mean piston speed	10,99	m/s

The engine illustrated may not entirely be identical to production standard engine

Consumption data [2]

Specific fuel consumption [1]	211	g/kWh
Absolute fuel consumption [1]	222	l/h
Lowest fuel consumption [3]	198	g/kWh

Engine description

Application	Main propulsion diesel for ships with fixed pitch propeller or variable pitch propeller (only IMO)
Operation profile	Up to 4000 operating hours per year | average load < 60 %
Construction	Four-stroke marine diesel engine, direct injection, SAE 1 flywheel housing
Cylinders	12 cylinders in V-arrangement, single cylinder heads with wet replaceable cylinder liners
Air system	Single-stage turbocharger with charge air intercooler and wastegate
Cooling system	Seawater cooled by rubber impeller pump or two-circuit-cooling system for hull cooling
Oil system	Force-feed lubrication by gear pump, lubricating oil cooler in cooling water circuit of the engine
Fuel system	Common Rail injection system with high pressure pump and EDC control, fuel to DIN EN 590
Auxiliary PTO	PTO for hydraulic pump 16 cm³ (180Nm), front-PTO by crank shaft extension
Alternator	Three-phase generator with rectifier and transistorized governor, 28 V, 120 A
Starting system	Solenoid-operated electric starter, 24 V, 7.0 kW
Service	Oil change interval 500 operating hours, average TBO 12.000 operating hours*
Classification	Engine according to classification requirements available => see MAN Marine Configurator

Exhaust status	**IMO Tier II, EU Stage IIIA**

[1] Values at rated power

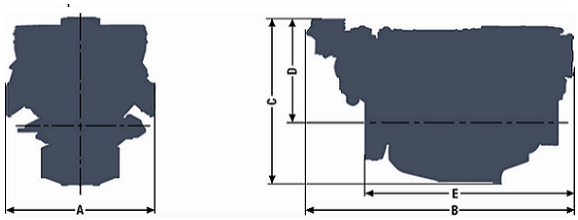
[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

[3] Values on propeller curve

*TBO 12.000 operating hours for non or low particulate matters (PM) regulated jurisdictions (IMO, Canada, EU Stage IIIA)

D2862LE432

A - overall width.....	1153	mm
B - overall length.....	2130	mm
C - overall height.....	1230	mm
D - above crank shaft....	765	mm
E - length to flywheel....	1630	mm
Engine weight (dry).....	2270	kg



Combustion parameters [1]

Intake air temperature (max.)	45	°C
Intake air vacuum (min/max)	30/60	mbar
Intake air volume flow	3950	m³/h
Exhaust gas temperature	435	°C
Exhaust gas volume flow	9560	m³/h
Exhaust gas mass flow	4600	kg/h
Exhaust back pressure (min/max)	20/80	mbar

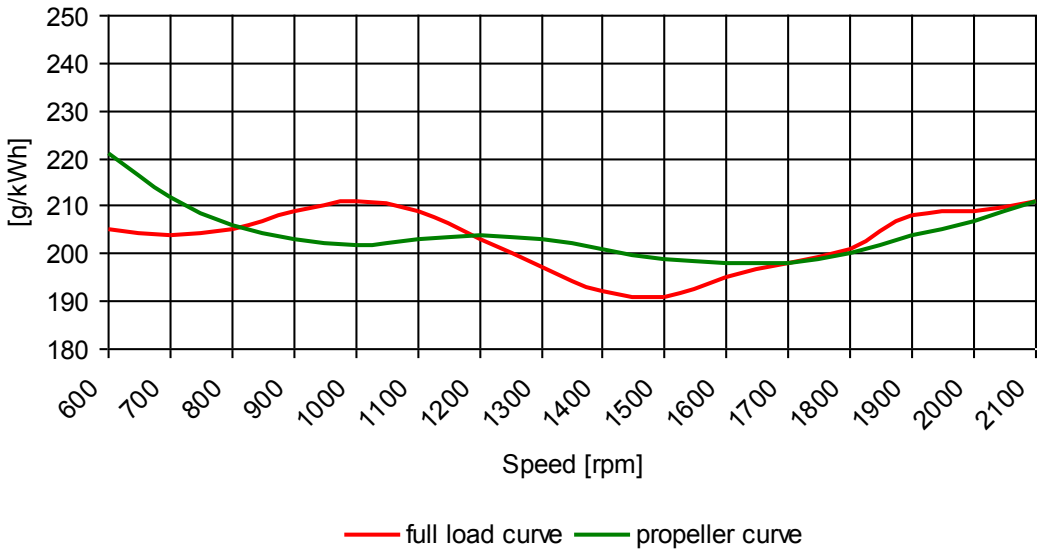
Heat balance [1]

Exhaust gas heat	556	kW
Cooling water heat	580	kW
Intercooler heat	170	kW
Radiation heat	36	kW

Noise emission (sound power) [1]

Engine surface noise (Lwa)	101,0	dB(A)
Free exhaust noise (Lwa)	111,0	dB(A)

Specific fuel consumption[2]



< The rated power is based on reference conditions according to ISO 3046-1 (2002) >

< Intake air temperature, max. 45°C | sea water temperature, max. 32°C >

< Barometric pressure 1000 mbar | air humidity 60% >

< Exponent for propeller curve 2,7 >

< Engine specifications are subjected to change without prior notice >

[1] Values at rated power

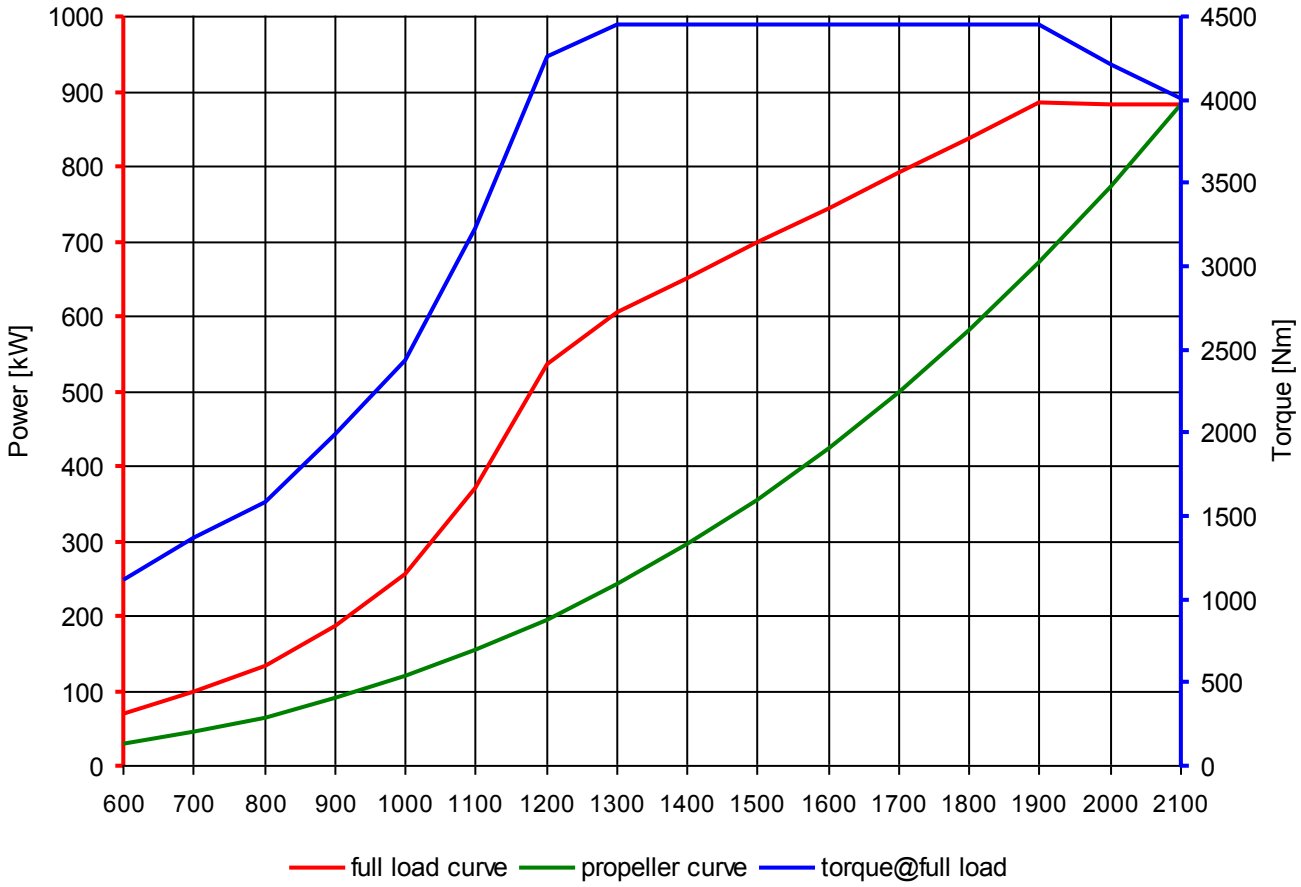
[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

[3] Values on propeller curve

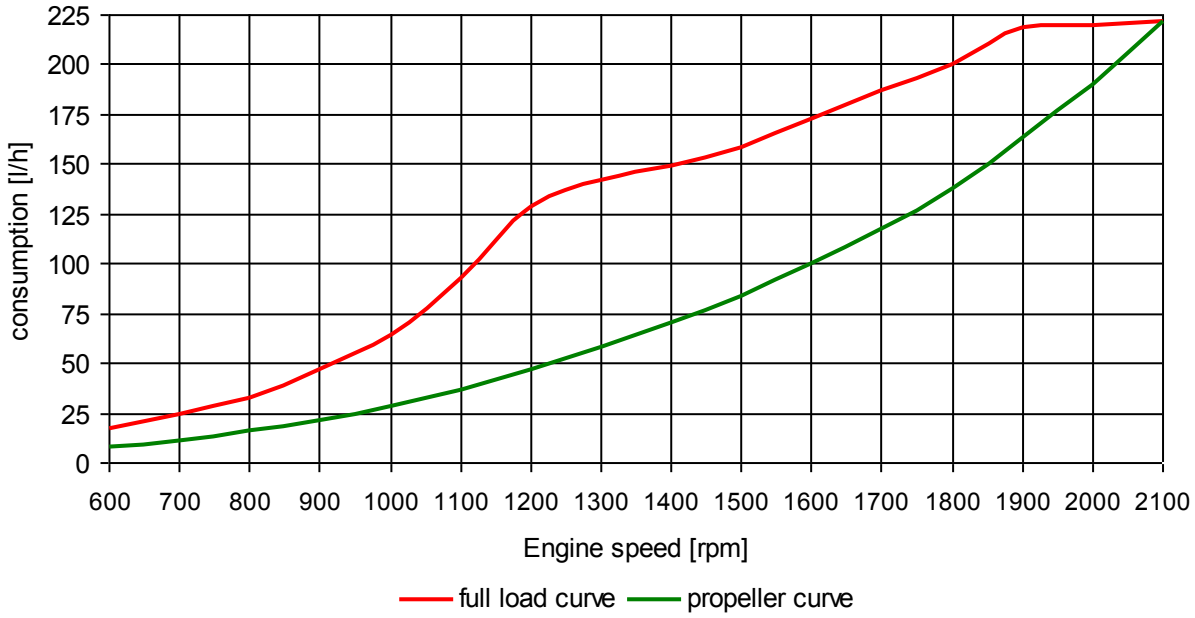
*TBO 12.000 operating hours for non or low particulate matters (PM) regulated jurisdictions (IMO, Canada, EU Stage IIIA)

D2862LE432

Power/torque curves



Absolute fuel consumption[1]



< The rated power is based on reference conditions according to DIN ISO 3046-1 (2002) >

< Exponent for propeller curve 2,7 >

< Engine specifications are subjected to change without notice >

[1] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

Technical data sheet

Marine diesel engine

D2862LE435

14.02.2019
(Version 2)

Performance data [1]

Rated power	882	kW
Rated power	1200	PS
Speed	2100	rpm
Bore/Stroke	128/157	mm
Displacement	24,24	liter
Rated torque	4010	Nm
Maximum torque	4450	Nm
at speed	1400-1900	rpm
Compression ratio [ε]	19,0	:1
Mean effective pressure	20,79	bar
Mean piston speed	10,99	m/s

The engine illustrated may not entirely be identical to production standard engine

Consumption data [2]

Specific fuel consumption [1]	208	g/kWh
Absolute fuel consumption [1]	218	l/h
Lowest fuel consumption [3]	203	g/kWh

Engine description

Application	Main propulsion diesel for ships with fixed pitch propeller or variable pitch propeller (only IMO)
Operation profile	Up to 4000 operating hours per year | average load < 60 %
Construction	Four-stroke marine diesel engine, direct injection, SAE 1 flywheel housing
Cylinders	12 cylinders in V-arrangement, single cylinder heads with wet replaceable cylinder liners
Air system	Single-stage turbocharger with charge air intercooler and wastegate
Cooling system	Seawater cooled by rubber impeller pump or two-circuit-cooling system for hull cooling
Oil system	Force-feed lubrication by gear pump, lubricating oil cooler in cooling water circuit of the engine
Fuel system	Common Rail injection system with high pressure pump and EDC control, fuel to DIN EN 590
Auxiliary PTO	PTO for hydraulic pump 16 cm³ (180Nm), front-PTO by crank shaft extension
Alternator	Three-phase generator with rectifier and transistorized governor, 28 V, 120 A
Starting system	Solenoid-operated electric starter, 24 V, 7.0 kW
Service	Oil change interval 500 operating hours, average TBO 12.000 operating hours*
Classification	Engine according to classification requirements available => see MAN Marine Configurator

Exhaust status	**IMO Tier II, RCD 2013/53/EC, EU Stage IIIA**

[1] Values at rated power

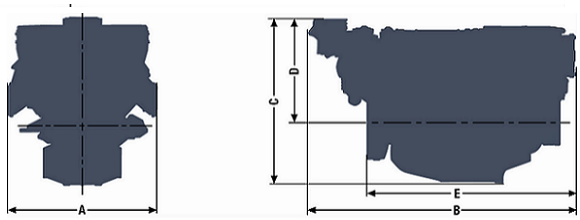
[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

[3] Values on propeller curve

*TBO 12.000 operating hours for non or low particulate matters (PM) regulated jurisdictions (IMO, Canada, EU Stage IIIA)

D2862LE435

A - overall width.....	1153	mm
B - overall length.....	2130	mm
C - overall height.....	1230	mm
D - above crank shaft....	765	mm
E - length to flywheel....	1630	mm
Engine weight (dry).....	2270	kg



Combustion parameters [1]

Intake air temperature (max.)	45	°C
Intake air vacuum (min/max)	30/60	mbar
Intake air volume flow	3440	m³/h
Exhaust gas temperature	475	°C
Exhaust gas volume flow	8650	m³/h
Exhaust gas mass flow	3950	kg/h
Exhaust back pressure (min/max)	20/80	mbar

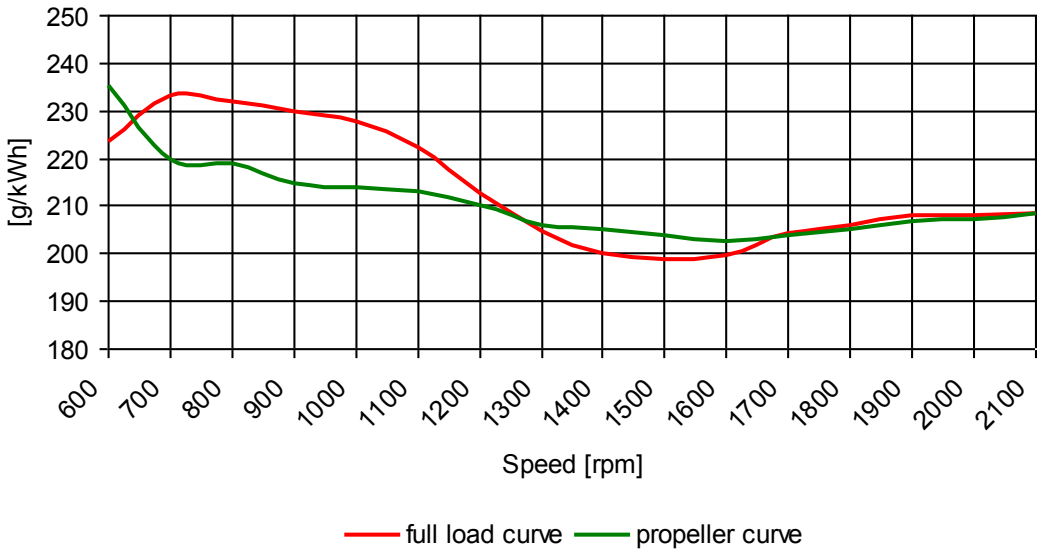
Heat balance [1]

Exhaust gas heat	539	kW
Cooling water heat	570	kW
Intercooler heat	165	kW
Radiation heat	36	kW

Noise emission (sound power) [1]

Engine surface noise (Lwa)	101,0	dB(A)
Free exhaust noise (Lwa)	111,0	dB(A)

Specific fuel consumption[2]



< The rated power is based on reference conditions according to ISO 3046-1 (2002) >

< Intake air temperature, max. 45°C | sea water temperature, max. 32°C >

< Barometric pressure 1000 mbar | air humidity 60% >

< Exponent for propeller curve 2,7 >

< Engine specifications are subjected to change without prior notice >

[1] Values at rated power

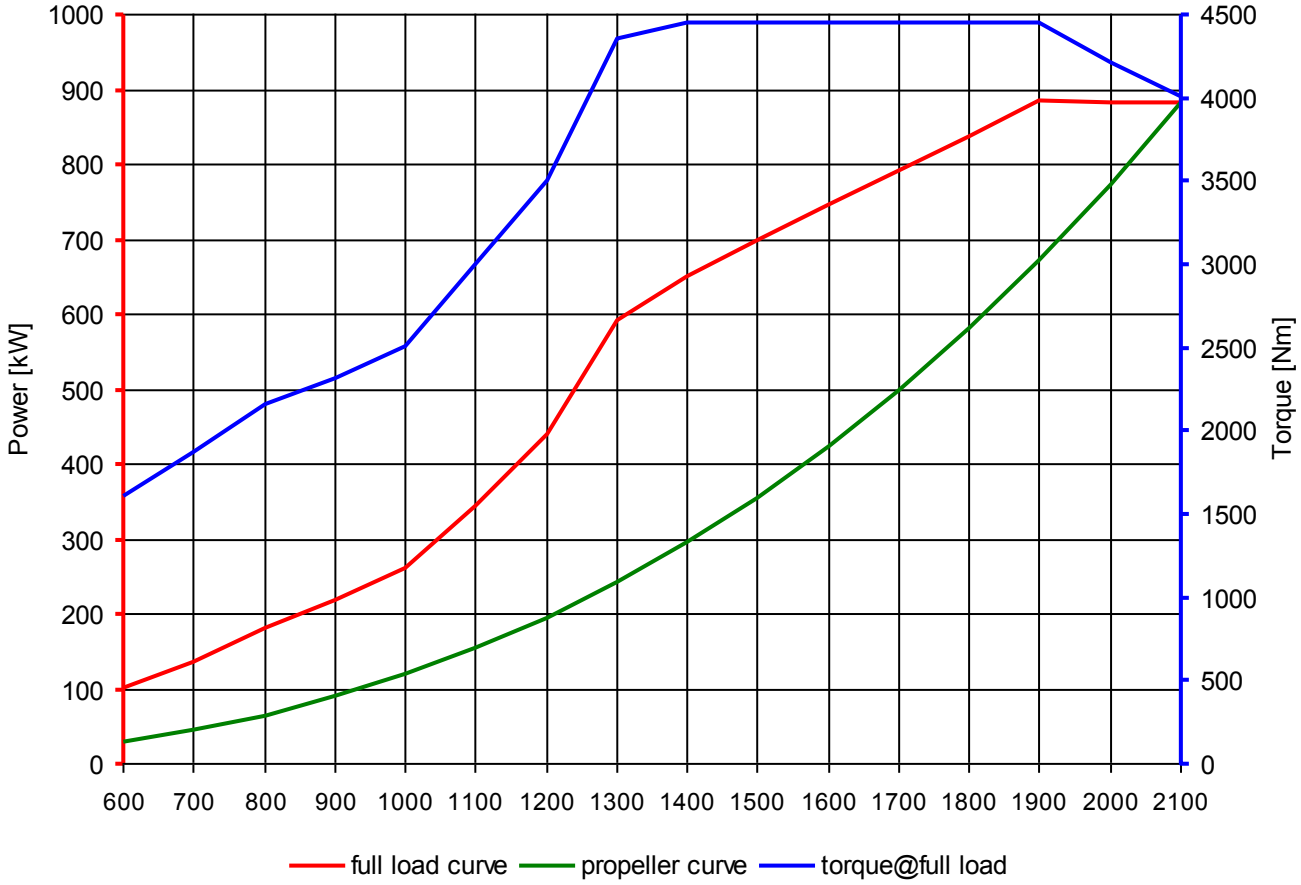
[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

[3] Values on propeller curve

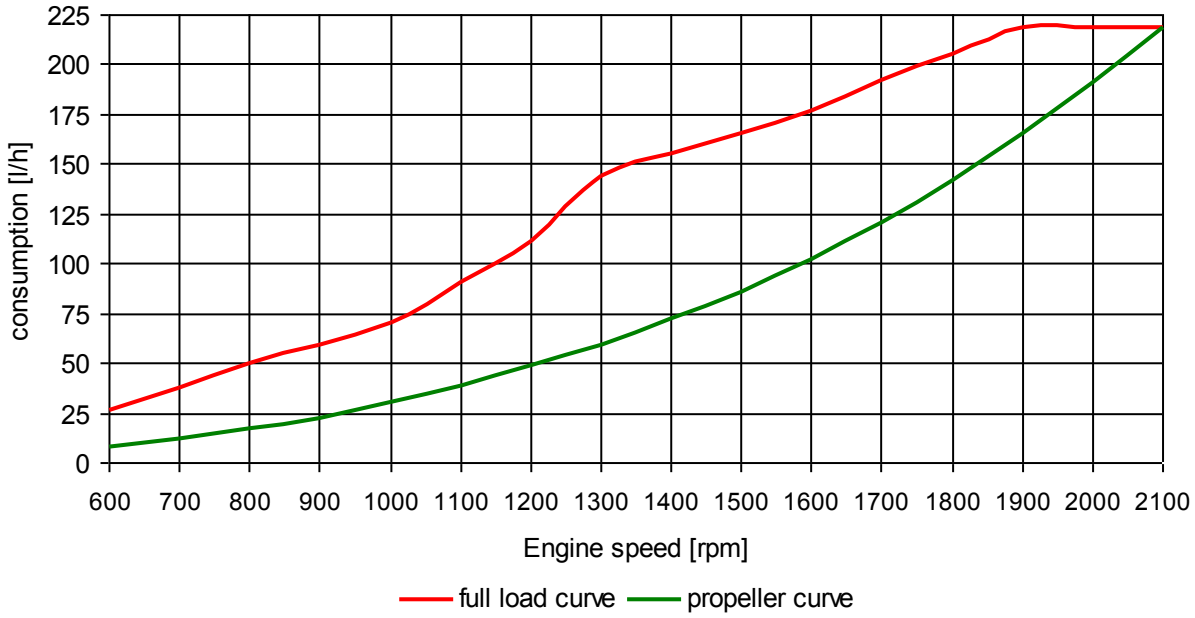
*TBO 12.000 operating hours for non or low particulate matters (PM) regulated jurisdictions (IMO, Canada, EU Stage IIIA)

D2862LE435

Power/torque curves



Absolute fuel consumption[1]



< The rated power is based on reference conditions according to DIN ISO 3046-1 (2002) >

< Exponent for propeller curve 2,7 >

< Engine specifications are subjected to change without notice >

[1] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

Technical data sheet

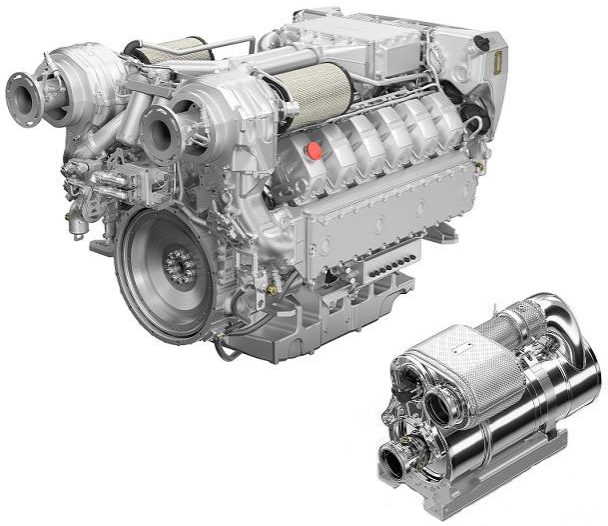
Marine diesel engine

D2862LE438

25.07.2019
(Version 1)

Performance data

Rated power	882	kW
Rated power	1200	PS
Speed	2100	rpm
Bore/Stroke	128/157	mm
Displacement	24,24	liter
Rated torque	4010	Nm
Maximum torque	4440	Nm
at speed	1400-1900	rpm
Compression ratio [ε]	19,0	:1
Mean effective pressure	20,79	bar
Mean piston speed	10,99	m/s



The engine illustrated may not entirely be identical to production standard engine

Consumption data ²

Specific fuel consumption ¹	207	g/kWh
Absolute fuel consumption ¹	217	l/h
Lowest fuel consumption ³	197	g/kWh
Absolute urea consumption ¹	8	l/h

Engine description

Application	Main propulsion diesel for ships with fixed pitch propeller or variable pitch propeller (only IMO)
Operation profile	Up to 4000 operating hours per year | average load < 60 %
Construction	Four-stroke diesel, direct injection, exhaust after-treatment system, SAE 1 flywheel housing
Cylinders	12 cylinders in V-arrangement, single cylinder heads with wet replaceable cylinder liners
Air system	Single-stage turbocharger with charge air intercooler and wastegate
Cooling system	Seawater cooled by rubber impeller pump or two-circuit-cooling system for hull cooling
Oil system	Force-feed lubrication by gear pump, lubricating oil cooler in cooling water circuit of the engine
Fuel system	Common Rail injection system with high pressure pump and EDC control, fuel to DIN EN 590
Auxiliary PTO	PTO for hydraulic pump 16 cm³ (180Nm), front-PTO by crank shaft extension
Alternator	Three-phase generator with rectifier and transistorized governor, 28 V, 120 A
Starting system	Solenoid-operated electric starter, 24 V, 7.0 kW
Service	Oil change interval 500 operating hours
Classification	Engine according to classification requirements available => see MAN Marine Configurator

Exhaust status	**IMO Tier III, EPA Tier 4**

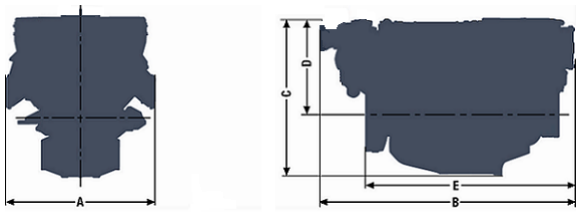
¹ Values at rated power

² Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046), urea solution 32,5% according to ISO 22241 (tolerance +3%)

³ Values on propeller curve

D2862LE438

A - overall width.....	1157	mm
B - overall length.....	1939	mm
C - overall height.....	1293	mm
D - above crank shaft.....	827	mm
E - length to flywheel.....	1608	mm
Engine weight, dry..... (depending on the scope of supply)	2270	kg



Combustion parameters [1]

Intake air temperature (max)	45	°C
Intake air vacuum (min/max)	30/60	mbar
Intake air volume flow	3990	m³/h
Exhaust gas temperature	472	°C
Exhaust gas volume flow	9960	m³/h
Exhaust gas mass flow	4570	kg/h
Exhaust back pressure (min/max) downstream of SCR catalyst	20/80	mbar

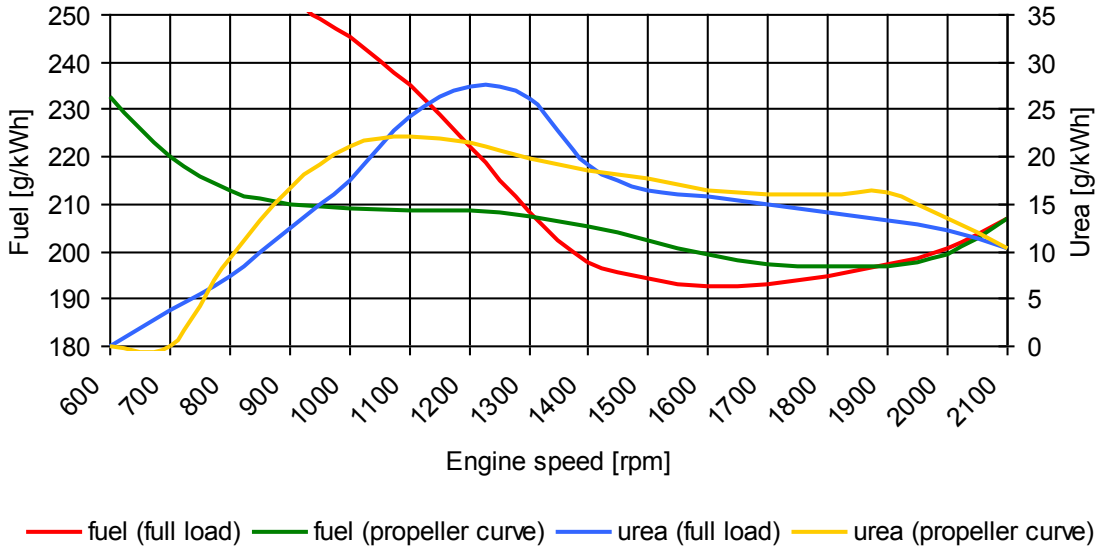
Heat balance [1]

Exhaust gas heat	530	kW
Cooling water heat	570	kW
Intercooler heat	165	kW
Radiation heat	36	kW

Noise emission (sound power) [1]

Engine surface noise (Lwa)	101,0	dB(A)
Free exhaust noise (Lwa)	103,0	dB(A)

Specific consumption[2]



< The rated power is based on reference conditions according to ISO 3046-1 (2002) >

< Intake air temperature, max. 45°C | sea water temperature, max. 32°C >

< Barometric pressure 1000 mbar | air humidity 60% >

< Exponent for propeller curve 2,7 >

< Engine specifications are subjected to change without prior notice >

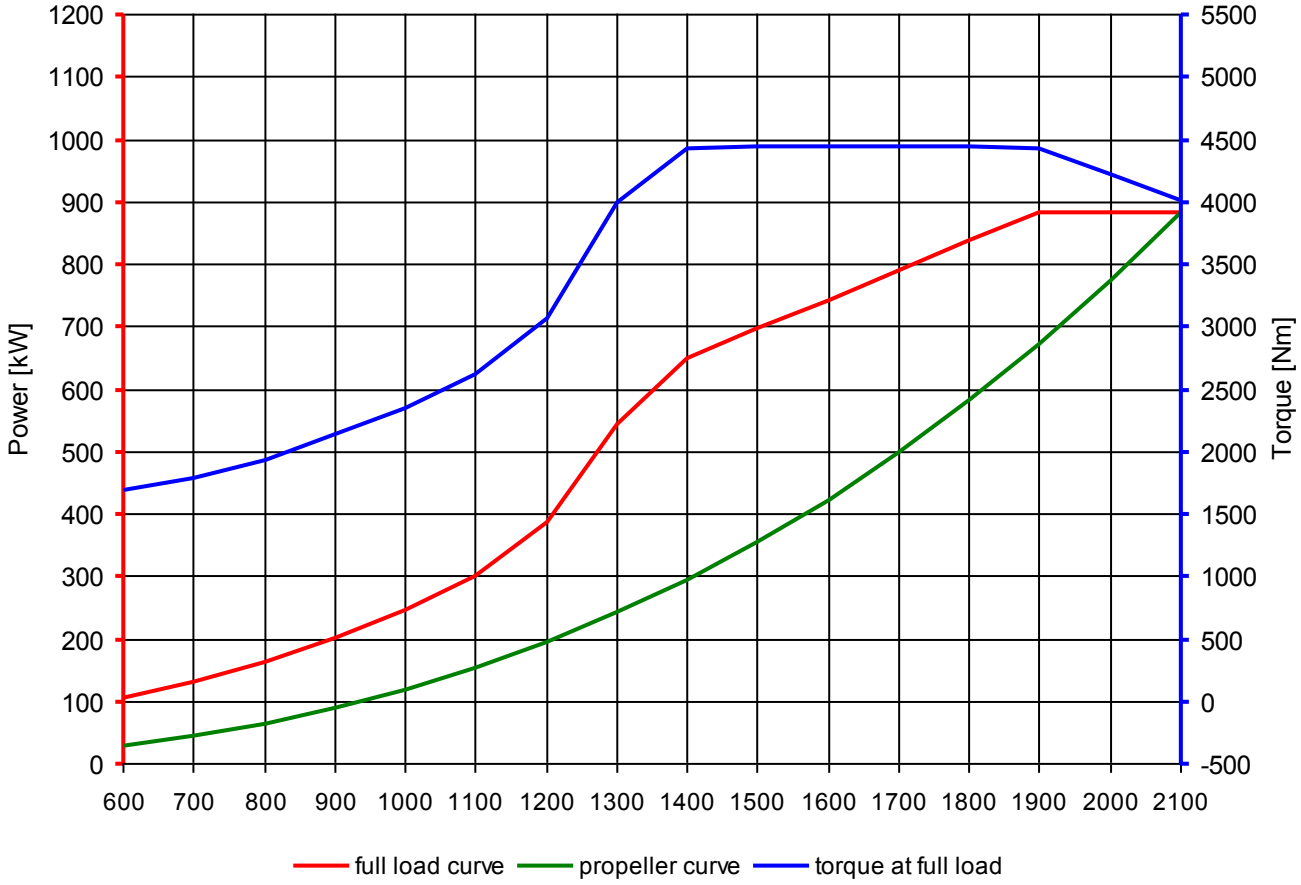
[1] Values at rated power

[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046), urea solution 32,5% according to ISO 22241 (tolerance +3%)

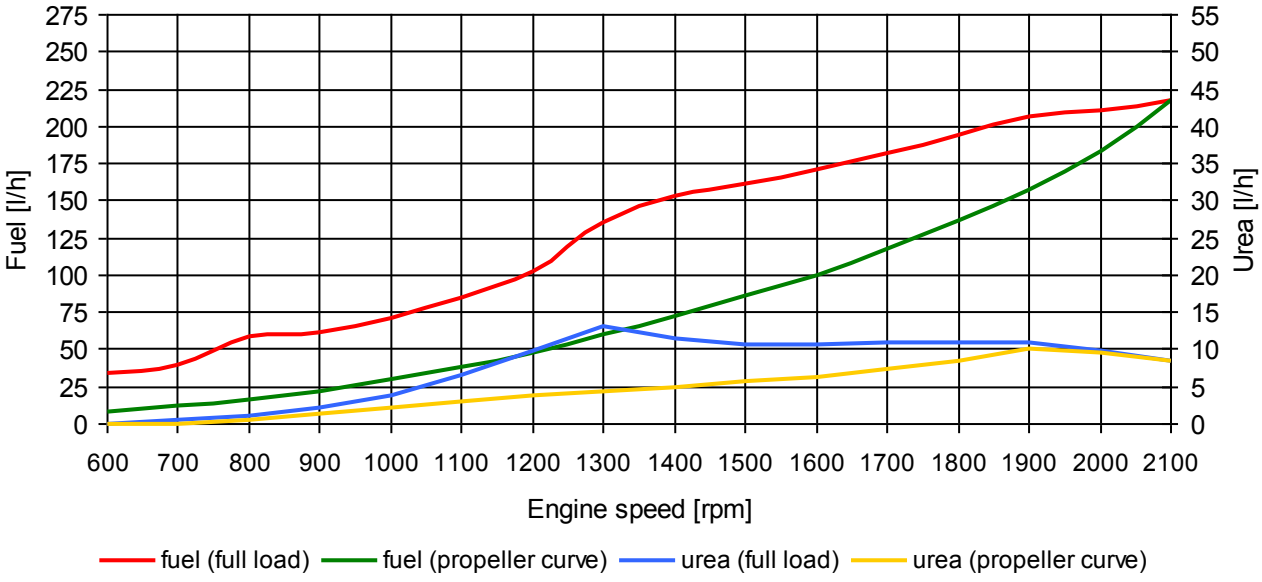
[3] Values on propeller curve

D2862LE438

Power/torque curves



Absolute consumption [1]



< The rated power is based on reference conditions according to DIN ISO 3046-1 (2002) >

< Exponent for propeller curve 2,7 >

< Engine specifications are subjected to change without notice >

[1] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046), urea solution 32,5% according to ISO 22241 (tolerance +3%)

Technical data sheet

Marine diesel engine

D2862LE463

14.02.2019
(Version 2)

Performance data [1]

Rated power	1029	kW
Rated power	1400	PS
Speed	2100	rpm
Bore/Stroke	128/157	mm
Displacement	24,24	liter
Rated torque	4680	Nm
Maximum torque	5120	Nm
at speed	1300-1900	rpm
Compression ratio [ε]	17,0	:1
Mean effective pressure	24,26	bar
Mean piston speed	10,99	m/s

The engine illustrated may not entirely be identical to production standard engine

Consumption data [2]

Specific fuel consumption [1]	210	g/kWh
Absolute fuel consumption [1]	257	l/h
Lowest fuel consumption [3]	200	g/kWh

Engine description

Application	Main propulsion diesel for ships with fixed pitch propeller or variable pitch propeller (only IMO)
Operation profile	Up to 3000 hours per year at a maximum of 20 % of time at full load | average load < 50 %
Construction	Four-stroke marine diesel engine, direct injection, SAE 1 flywheel housing
Cylinders	12 cylinders in V-arrangement, single cylinder heads with wet replaceable cylinder liners
Air system	Single-stage turbocharger with charge air intercooler and wastegate
Cooling system	Seawater cooled by rubber impeller pump or two-circuit-cooling system for hull cooling
Oil system	Force-feed lubrication by gear pump, lubricating oil cooler in cooling water circuit of the engine
Fuel system	Common Rail injection system with high pressure pump and EDC control, fuel to DIN EN 590
Auxiliary PTO	PTO for hydraulic pump 16 cm³ (180Nm), front-PTO by crank shaft extension
Alternator	Three-phase generator with rectifier and transistorized governor, 28 V, 120 A
Starting system	Solenoid-operated electric starter, 24 V, 7.0 kW
Service	Oil change interval 500 operating hours, average TBO 12.000 operating hours*
Classification	Engine according to classification requirements available => see MAN Marine Configurator

Exhaust status	**IMO Tier II, EU Stage IIIA**

[1] Values at rated power

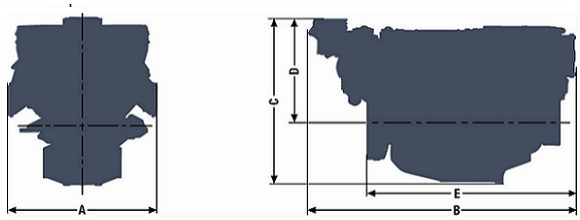
[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

[3] Values on propeller curve

*TBO 12.000 operating hours for non or low particulate matters (PM) regulated jurisdictions (IMO, Canada, EU Stage IIIA)

D2862LE463

A - overall width.....	1153	mm
B - overall length.....	2130	mm
C - overall height.....	1230	mm
D - above crank shaft....	765	mm
E - length to flywheel....	1630	mm
Engine weight (dry).....	2270	kg



Combustion parameters [1]

Intake air temperature (max.)	45	°C
Intake air vacuum (min/max)	30/60	mbar
Intake air volume flow	4110	m³/h
Exhaust gas temperature	510	°C
Exhaust gas volume flow	10700	m³/h
Exhaust gas mass flow	4580	kg/h
Exhaust back pressure (min/max)	20/80	mbar

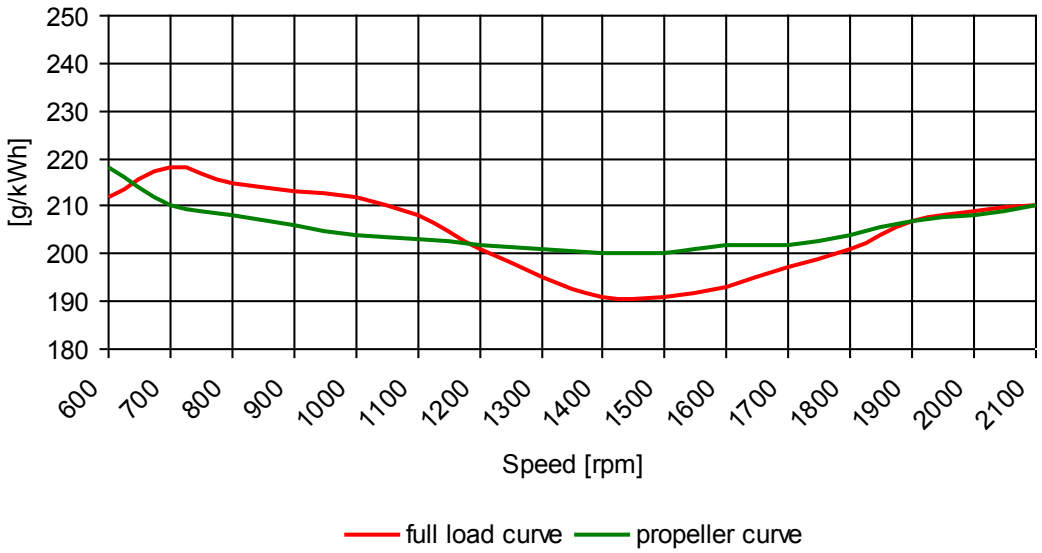
Heat balance [1]

Exhaust gas heat	652	kW
Cooling water heat	680	kW
Intercooler heat	185	kW
Radiation heat	36	kW

Noise emission (sound power) [1]

Engine surface noise (Lwa)	103,8	dB(A)
Free exhaust noise (Lwa)	111,7	dB(A)

Specific fuel consumption[2]



< The rated power is based on reference conditions according to ISO 3046-1 (2002) >

< Intake air temperature, max. 45°C | sea water temperature, max. 32°C >

< Barometric pressure 1000 mbar | air humidity 60% >

< Exponent for propeller curve 2,7 >

< Engine specifications are subjected to change without prior notice >

[1] Values at rated power

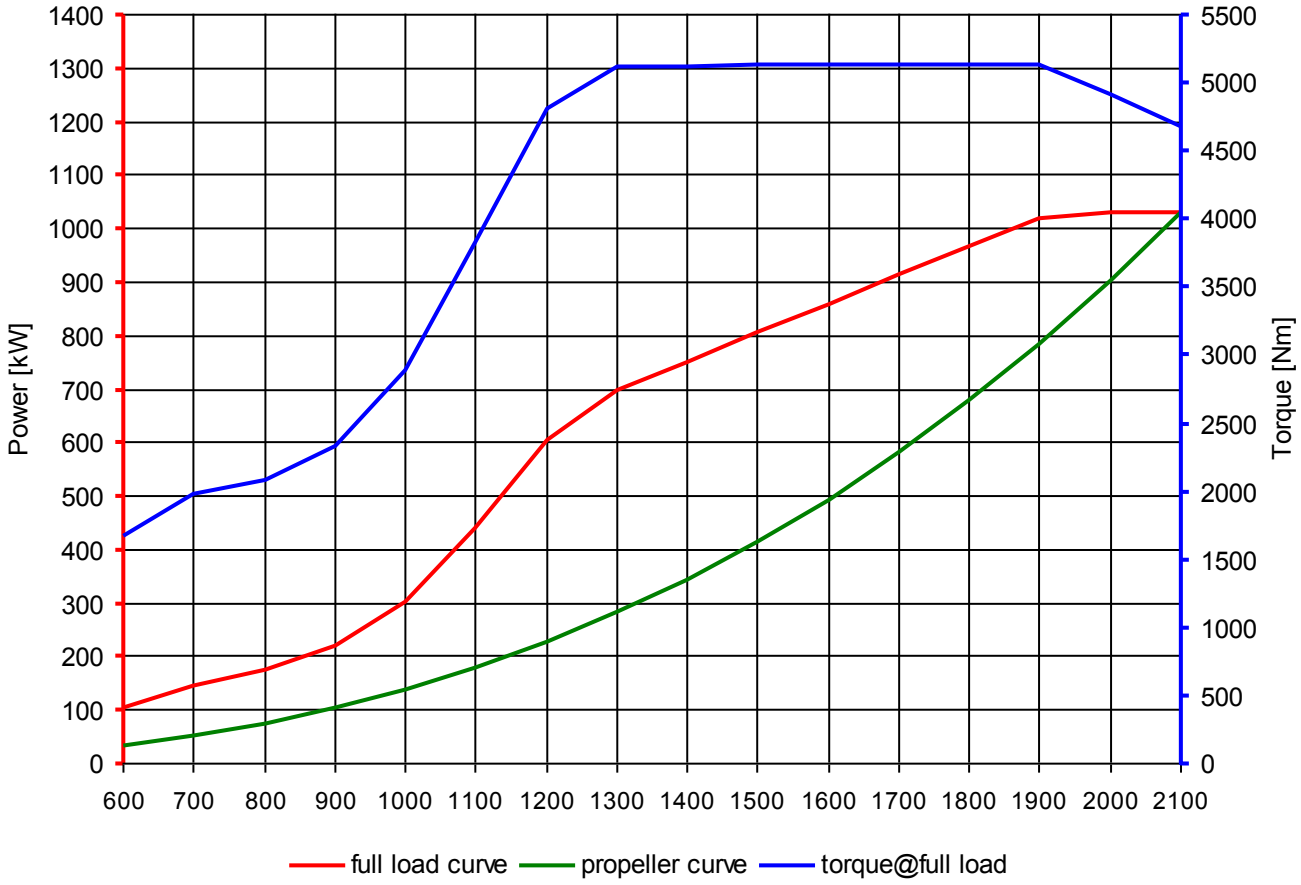
[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

[3] Values on propeller curve

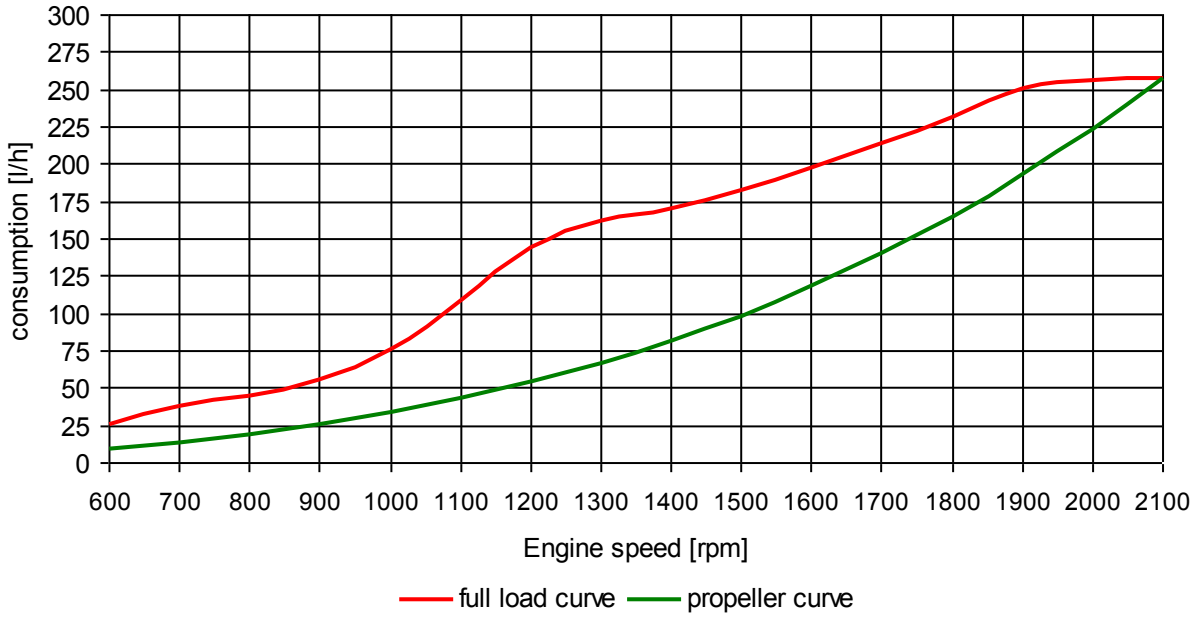
*TBO 12.000 operating hours for non or low particulate matters (PM) regulated jurisdictions (IMO, Canada, EU Stage IIIA)

D2862LE463

Power/torque curves



Absolute fuel consumption[1]



< The rated power is based on reference conditions according to DIN ISO 3046-1 (2002) >

< Exponent for propeller curve 2,7 >

< Engine specifications are subjected to change without notice >

[1] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

Technical data sheet

Marine diesel engine

D2862LE466

14.02.2019
(Version 2)

Performance data [1]

Rated power	1029	kW
Rated power	1400	PS
Speed	2100	rpm
Bore/Stroke	128/157	mm
Displacement	24,24	liter
Rated torque	4680	Nm
Maximum torque	5180	Nm
at speed	1300-1900	rpm
Compression ratio [ε]	17,0	:1
Mean effective pressure	24,26	bar
Mean piston speed	10,99	m/s

The engine illustrated may not entirely be identical to production standard engine

Consumption data [2]

Specific fuel consumption [1]	209	g/kWh
Absolute fuel consumption [1]	256	l/h
Lowest fuel consumption [3]	203	g/kWh

Engine description

Application	Main propulsion diesel for ships with fixed pitch propeller or variable pitch propeller (only IMO)
Operation profile	Up to 3000 hours per year at a maximum of 20 % of time at full load | average load < 50 %
Construction	Four-stroke marine diesel engine, direct injection, SAE 1 flywheel housing
Cylinders	12 cylinders in V-arrangement, single cylinder heads with wet replaceable cylinder liners
Air system	Single-stage turbocharger with charge air intercooler and wastegate
Cooling system	Seawater cooled by rubber impeller pump or two-circuit-cooling system for hull cooling
Oil system	Force-feed lubrication by gear pump, lubricating oil cooler in cooling water circuit of the engine
Fuel system	Common Rail injection system with high pressure pump and EDC control, fuel to DIN EN 590
Auxiliary PTO	PTO for hydraulic pump 16 cm³ (180Nm), front-PTO by crank shaft extension
Alternator	Three-phase generator with rectifier and transistorized governor, 28 V, 120 A
Starting system	Solenoid-operated electric starter, 24 V, 7.0 kW
Service	Oil change interval 500 operating hours, average TBO 12.000 operating hours*
Classification	Engine according to classification requirements available => see MAN Marine Configurator

Exhaust status	**IMO Tier II, EU Stage IIIA**

[1] Values at rated power

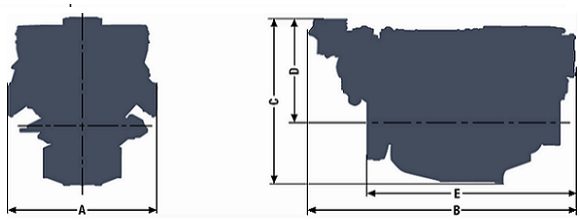
[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

[3] Values on propeller curve

*TBO 12.000 operating hours for non or low particulate matters (PM) regulated jurisdictions (IMO, Canada, EU Stage IIIA)

D2862LE466

A - overall width.....	1153	mm
B - overall length.....	2130	mm
C - overall height.....	1230	mm
D - above crank shaft....	765	mm
E - length to flywheel....	1630	mm
Engine weight (dry).....	2270	kg



Combustion parameters [1]

Intake air temperature (max.)	45	°C
Intake air vacuum (min/max)	30/60	mbar
Intake air volume flow	3910	m³/h
Exhaust gas temperature	485	°C
Exhaust gas volume flow	10000	m³/h
Exhaust gas mass flow	4480	kg/h
Exhaust back pressure (min/max)	20/80	mbar

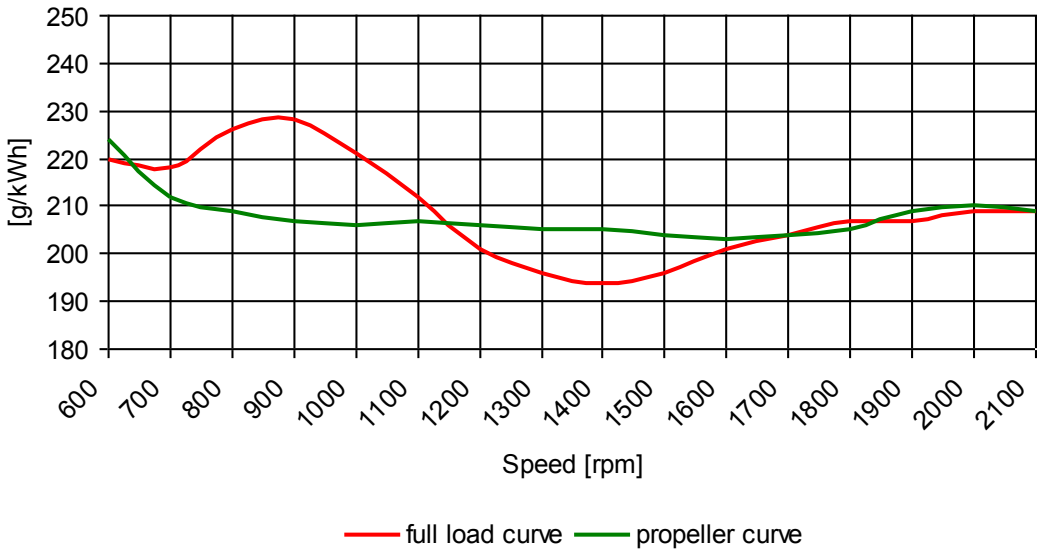
Heat balance [1]

Exhaust gas heat	635	kW
Cooling water heat	680	kW
Intercooler heat	190	kW
Radiation heat	36	kW

Noise emission (sound power) [1]

Engine surface noise (Lwa)	103,8	dB(A)
Free exhaust noise (Lwa)	111,7	dB(A)

Specific fuel consumption[2]



< The rated power is based on reference conditions according to ISO 3046-1 (2002) >

< Intake air temperature, max. 45°C | sea water temperature, max. 32°C >

< Barometric pressure 1000 mbar | air humidity 60% >

< Exponent for propeller curve 2,7 >

< Engine specifications are subjected to change without prior notice >

[1] Values at rated power

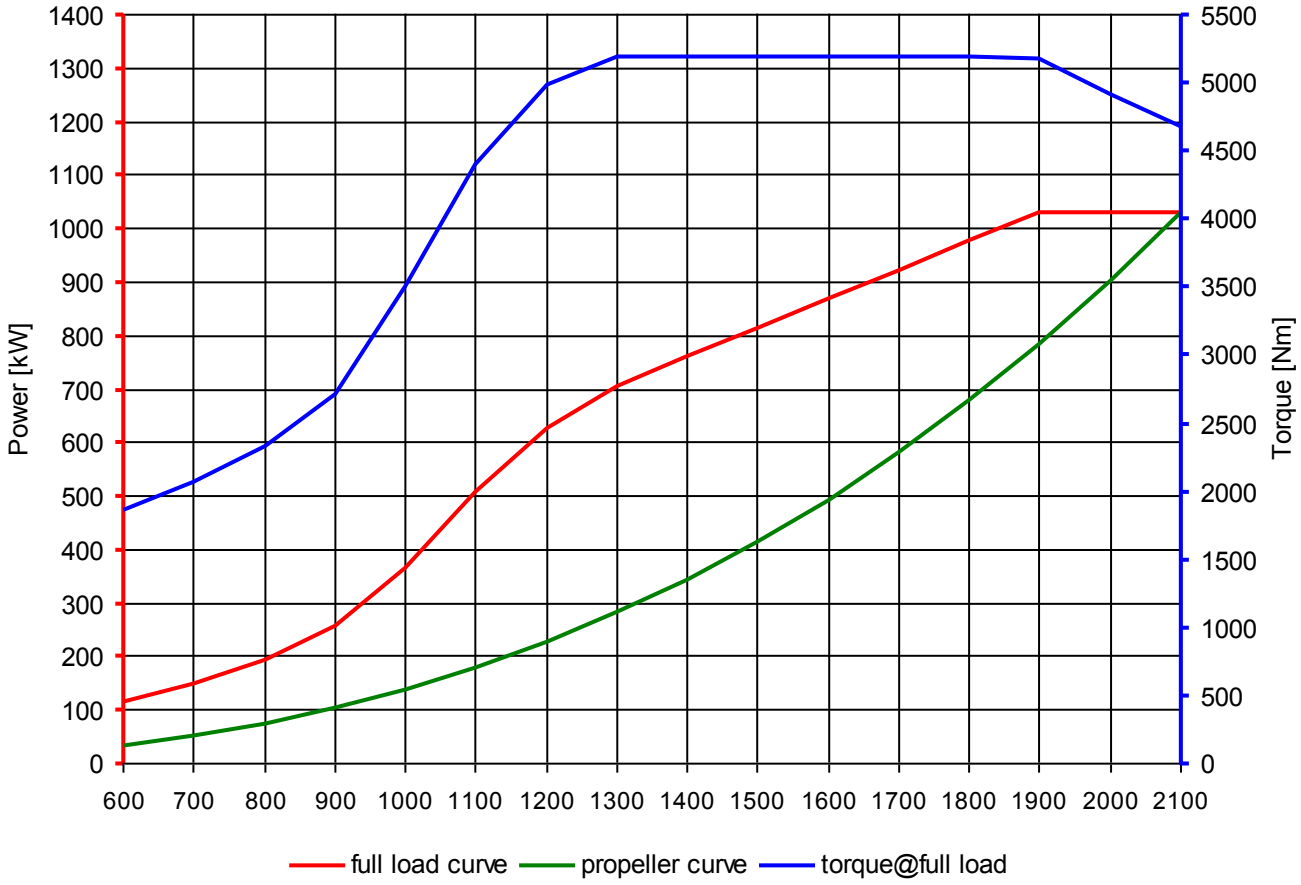
[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

[3] Values on propeller curve

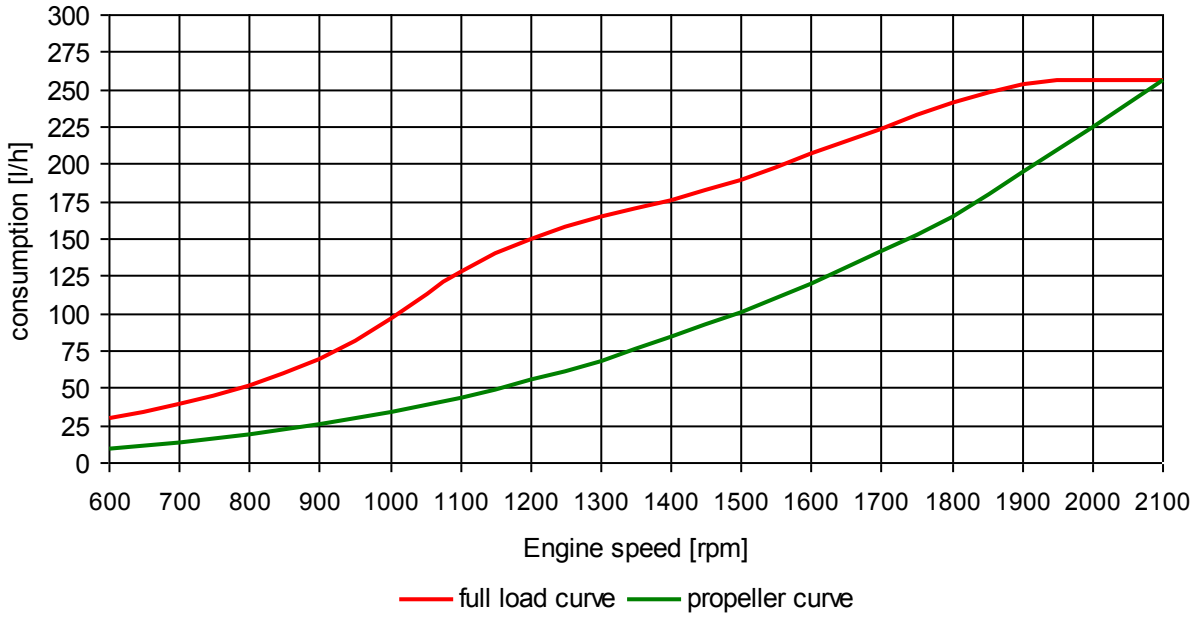
*TBO 12.000 operating hours for non or low particulate matters (PM) regulated jurisdictions (IMO, Canada, EU Stage IIIA)

D2862LE466

Power/torque curves



Absolute fuel consumption[1]



< The rated power is based on reference conditions according to DIN ISO 3046-1 (2002) >

< Exponent for propeller curve 2,7 >

< Engine specifications are subjected to change without notice >

[1] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

Technical data sheet

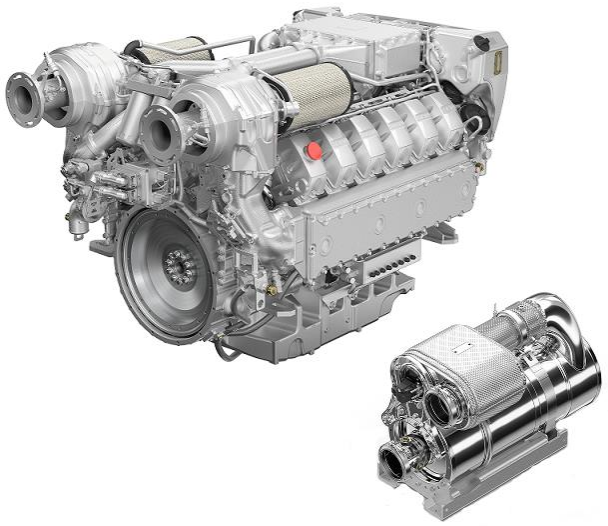
Marine diesel engine

D2862LE469

24.07.2019
(Version 1)

Performance data

Rated power	974	kW
Rated power	1325	PS
Speed	2100	rpm
Bore/Stroke	128/157	mm
Displacement	24,24	liter
Rated torque	4430	Nm
Maximum torque	4895	Nm
at speed	1500-1900	rpm
Compression ratio [ε]	19,0	:1
Mean effective pressure	22,96	bar
Mean piston speed	10,99	m/s



The engine illustrated may not entirely be identical to production standard engine

Consumption data ²

Specific fuel consumption ¹	212	g/kWh
Absolute fuel consumption ¹	246	l/h
Lowest fuel consumption ³	203	g/kWh
Absolute urea consumption ¹	13	l/h

Engine description

Application	Main propulsion diesel for ships with fixed pitch propeller or variable pitch propeller
Operation profile	Up to 3000 hours per year at a maximum of 20 % of time at full load | average load < 50 %
Construction	Four-stroke diesel, direct injection, exhaust after-treatment system, SAE 1 flywheel housing
Cylinders	12 cylinders in V-arrangement, single cylinder heads with wet replaceable cylinder liners
Air system	Single-stage turbocharger with charge air intercooler and wastegate
Cooling system	Seawater cooled by rubber impeller pump or two-circuit-cooling system for hull cooling
Oil system	Force-feed lubrication by gear pump, lubricating oil cooler in cooling water circuit of the engine
Fuel system	Common Rail injection system with high pressure pump and EDC control, fuel to DIN EN 590
Auxiliary PTO	PTO for hydraulic pump 16 cm³ (180Nm), front-PTO by crank shaft extension
Alternator	Three-phase generator with rectifier and transistorized governor, 28 V, 120 A
Starting system	Solenoid-operated electric starter, 24 V, 7.0 kW
Service	Oil change interval 500 operating hours
Classification	Engine according to classification requirements available => see MAN Marine Configurator

Exhaust status	**IMO Tier III, EPA Tier 4**

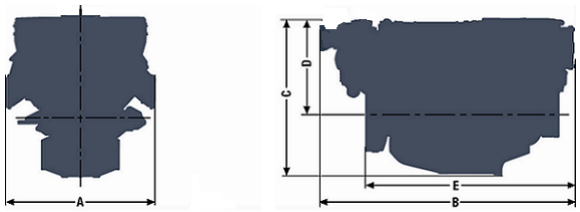
¹ Values at rated power

² Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046), urea solution 32,5% according to ISO 22241 (tolerance +3%)

³ Values on propeller curve

D2862LE469

A - overall width.....	1157	mm
B - overall length.....	1939	mm
C - overall height.....	1293	mm
D - above crank shaft.....	827	mm
E - length to flywheel.....	1608	mm
Engine weight, dry..... (depending on the scope of supply)	2270	kg



Combustion parameters [1]

Intake air temperature (max)	45	°C
Intake air vacuum (min/max)	30/60	mbar
Intake air volume flow	3930	m³/h
Exhaust gas temperature	542	°C
Exhaust gas volume flow	10840	m³/h
Exhaust gas mass flow	4560	kg/h
Exhaust back pressure (min/max) downstream of SCR catalyst	20/80	mbar

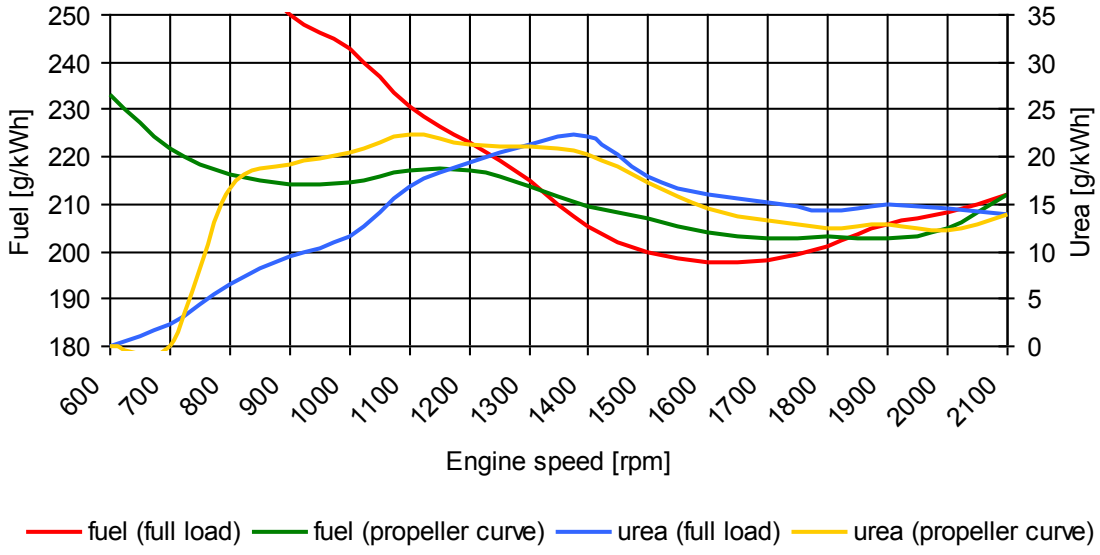
Heat balance [1]

Exhaust gas heat	620	kW
Cooling water heat	650	kW
Intercooler heat	185	kW
Radiation heat	36	kW

Noise emission (sound power) [1]

Engine surface noise (Lwa)	103,8	dB(A)
Free exhaust noise (Lwa)	103,7	dB(A)

Specific consumption[2]



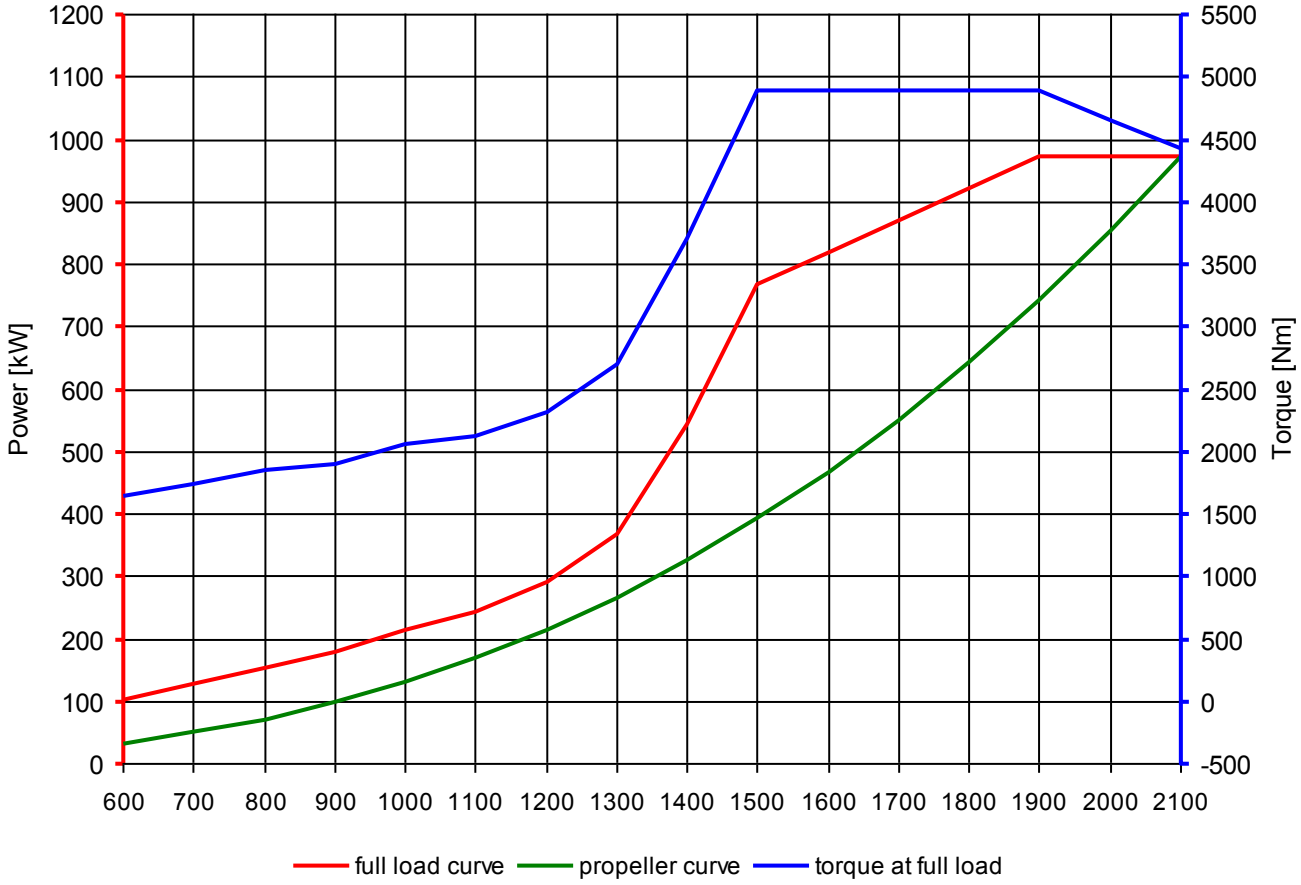
< The rated power is based on reference conditions according to ISO 3046-1 (2002) >
< Intake air temperature, max. 45°C | sea water temperature, max. 32°C >
< Barometric pressure 1000 mbar | air humidity 60% >
< Exponent for propeller curve 2,7 >

< Engine specifications are subjected to change without prior notice >

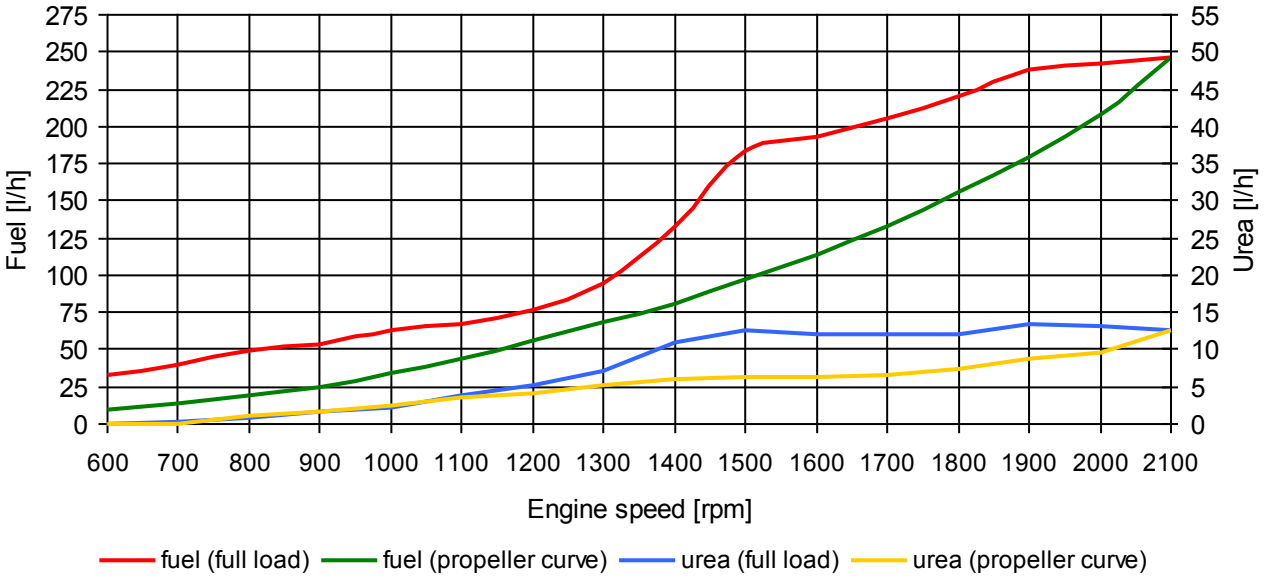
[1] Values at rated power
[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046), urea solution 32,5% according to ISO 22241 (tolerance +3%)
[3] Values on propeller curve

D2862LE469

Power/torque curves



Absolute consumption [1]



< The rated power is based on reference conditions according to DIN ISO 3046-1 (2002) >

< Exponent for propeller curve 2,7 >

< Engine specifications are subjected to change without notice >

[1] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046), urea solution 32,5% according to ISO 22241 (tolerance +3%)

Technical data sheet

Marine diesel engine

D2862LE483

25.07.2019
(Version 1)

Performance data [1]

Rated power	1066	kW
Rated power	1450	PS
Speed	2100	rpm
Bore/Stroke	128/157	mm
Displacement	24,24	liter
Rated torque	4847	Nm
Maximum torque	5355	Nm
at speed	1100-1900	rpm
Compression ratio [ε]	17,0	:1
Mean effective pressure	25,13	bar
Mean piston speed	10,99	m/s

The engine illustrated may not entirely be identical to production standard engine

Consumption data [2]

Specific fuel consumption [1]	206	g/kWh
Absolute fuel consumption [1]	261	l/h
Lowest fuel consumption [3]	197	g/kWh

Engine description

Application	Main propulsion diesel for ships with fixed pitch propeller or variable pitch propeller (only IMO)
Operation profile	up to 3000 hours per year at a maximum of 20 % of time at full load | average load < 50 %
Construction	four-stroke marine diesel engine, direct injection, SAE 1 flywheel housing
Cylinders	12 cylinders in V-arrangement, single cylinder heads with wet replaceable cylinder liners
Air system	two-stage turbocharger with charge air intercooler and wastegate
Cooling system	seawater cooled charge air cooler and plate heat exchanger by impeller pump
Oil system	force-feed lubrication by gear pump, lubricating oil cooler in cooling water circuit of the engine
Fuel system	Common Rail injection system with high pressure pump and EDC control, fuel to DIN EN 590
Auxiliary PTO	PTO for hydraulic pump 16 cm³ (180 Nm), front-PTO by crank shaft extension
Alternator	three phase generator with rectifier and transistorized governor, 28 V, 120 A
Starting system	solenoid operated electric starter, 24 V, 7.0 kW
Service	oil change interval 500 operating hours, average TBO 12.000 operating hours*
Classification	engine according to classification requirements available => see MAN Marine Configurator

Exhaust status	**IMO Tier II, EU Stage IIIA**

[1] Values at rated power

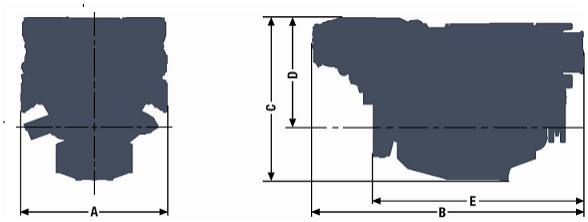
[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

[3] Values on propeller curve

*TBO 12.000 operating hours for non or low particulate matters (PM) regulated jurisdictions (IMO, Canada, EU Stage IIIA)

D2862LE483

A - overall width.....	1153	mm
B - overall length.....	2139	mm
C - overall height.....	1272	mm
D - above crank shaft....	808	mm
E - length to flywheel....	1658	mm
Engine weight (dry).....	2420	kg



Combustion parameters [1]

Intake air temperature (max.)	45	°C
Intake air vacuum (min/max)	30/60	mbar
Intake air volume flow	4650	m³/h
Exhaust gas temperature	420	°C
Exhaust gas volume flow	10900	m³/h
Exhaust gas mass flow	5370	kg/h
Exhaust back pressure (min/max)	20/80	mbar

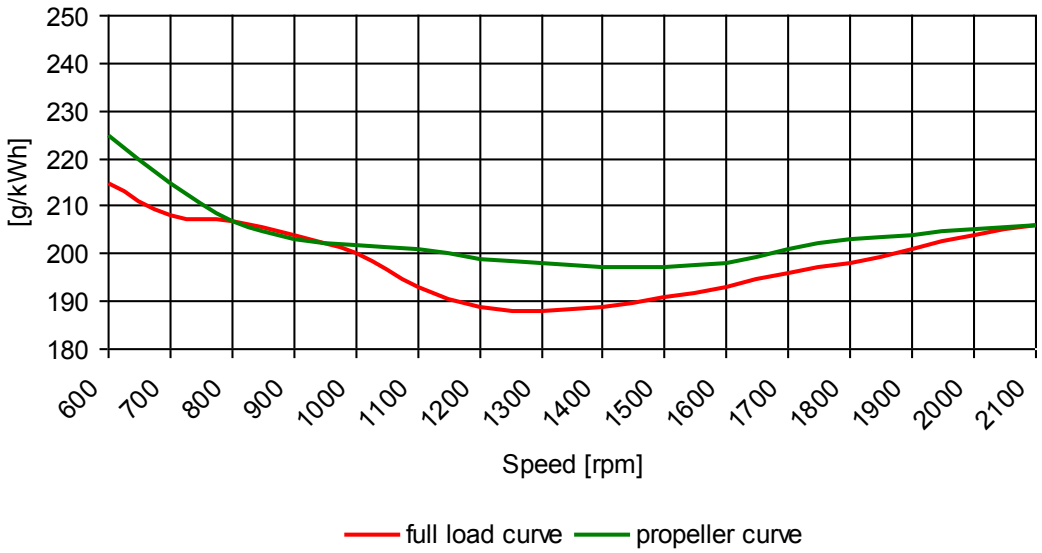
Heat balance [1]

Exhaust gas heat	630	kW
Cooling water heat	690	kW
Intercooler heat	200	kW
Radiation heat	39	kW

Noise emission (sound power) [1]

Engine surface noise (Lwa)	107,3	dB(A)
Free exhaust noise (Lwa)	111,8	dB(A)

Specific fuel consumption[2]



< The rated power is based on reference conditions according to ISO 3046-1 (2002) >

< Intake air temperature, max. 45°C | sea water temperature, max. 32°C >

< Barometric pressure 1000 mbar | air humidity 60% >

< Exponent for propeller curve 2,7 >

< Engine specifications are subjected to change without prior notice >

[1] Values at rated power

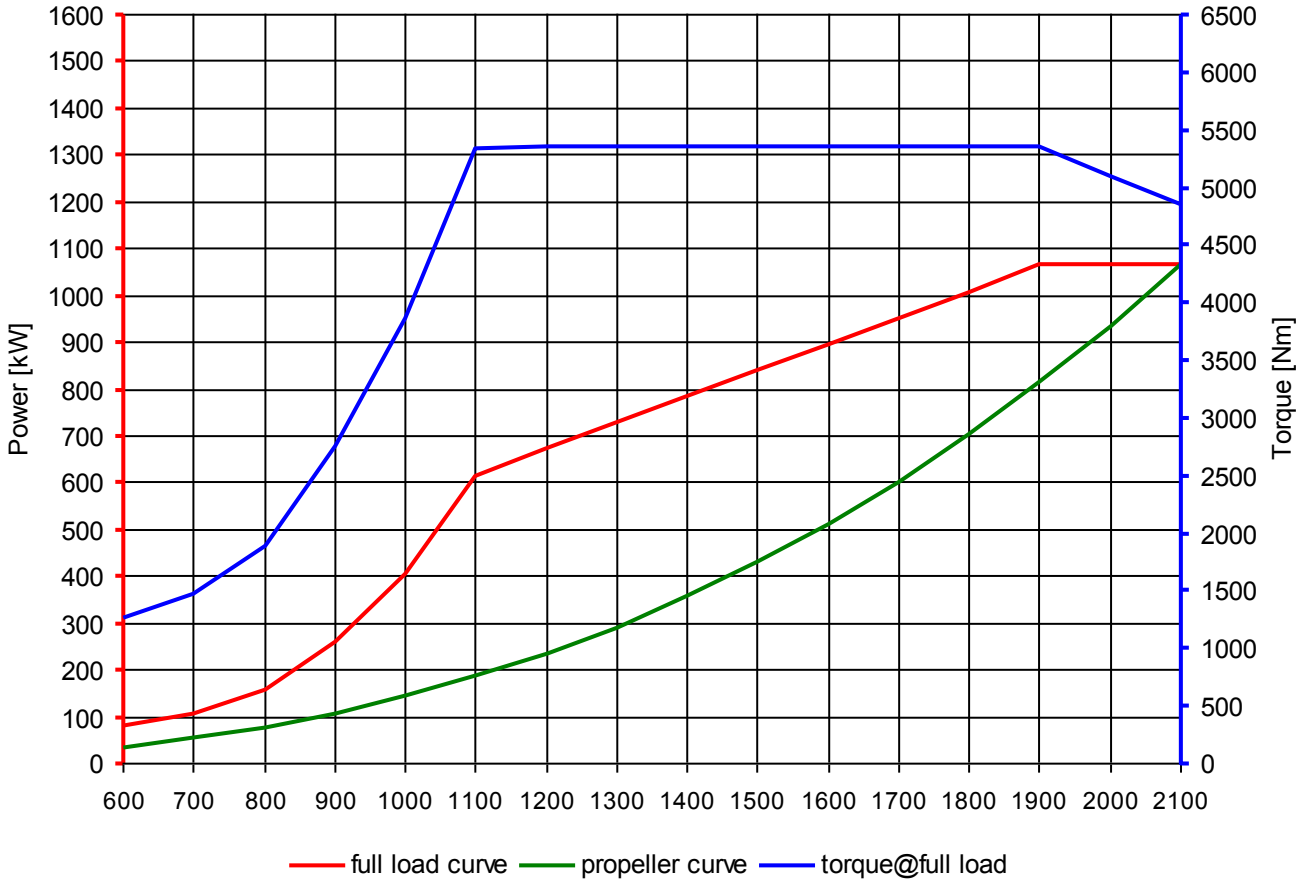
[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

[3] Values on propeller curve

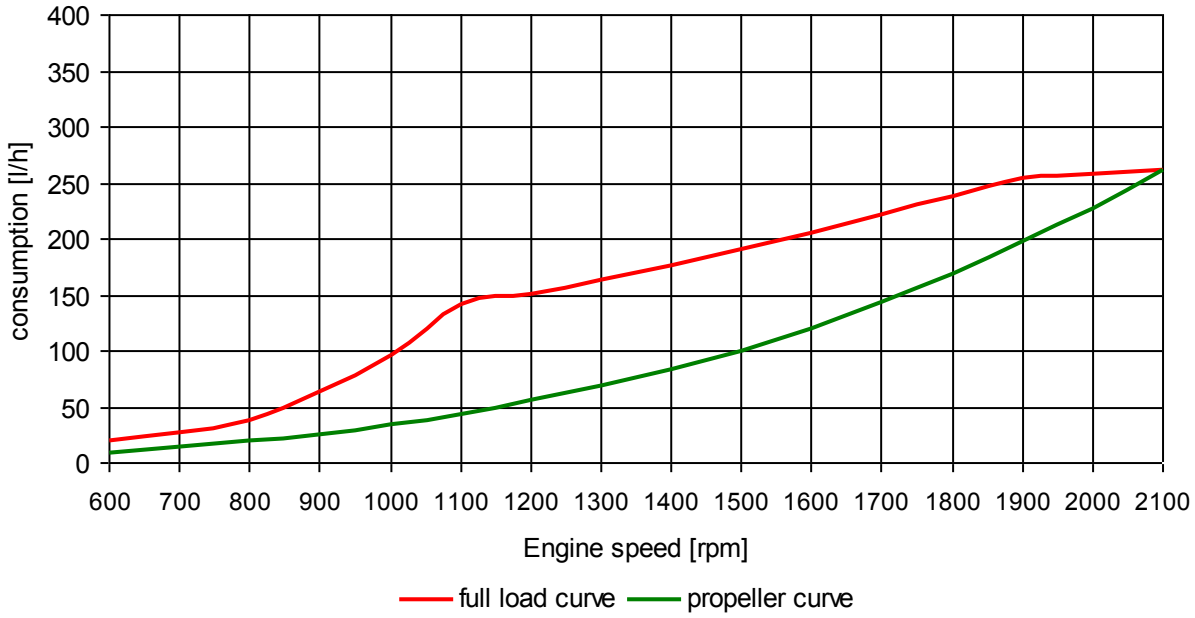
*TBO 12.000 operating hours for non or low particulate matters (PM) regulated jurisdictions (IMO, Canada, EU Stage IIIA)

D2862LE483

Power/torque curves



Absolute fuel consumption[1]



< The rated power is based on reference conditions according to DIN ISO 3046-1 (2002) >

< Exponent for propeller curve 2,7 >

< Engine specifications are subjected to change without notice >

[1] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

Technical data sheet

Marine diesel engine

D2862LE489

25.07.2019
(Version 1)

Performance data

Rated power	1066	kW
Rated power	1450	PS
Speed	2100	rpm
Bore/Stroke	128/157	mm
Displacement	24,24	liter
Rated torque	4847	Nm
Maximum torque	5345	Nm
at speed	1200-1900	rpm
Compression ratio [ε]	17,0	:1
Mean effective pressure	25,13	bar
Mean piston speed	10,99	m/s

The engine illustrated may not entirely be identical to production standard engine

Consumption data ²

Specific fuel consumption ¹	207	g/kWh
Absolute fuel consumption ¹	263	l/h
Lowest fuel consumption ³	196	g/kWh
Absolute urea consumption ¹	14	l/h

Engine description

Application	Main propulsion diesel for ships with fixed pitch propeller or variable pitch propeller (only IMO)
Operation profile	Up to 3000 hours per year at a maximum of 20 % of time at full load | average load < 50 %
Construction	Four-stroke diesel, direct injection, exhaust after-treatment system, SAE 1 flywheel housing
Cylinders	12 cylinders in V-arrangement, single cylinder heads with wet replaceable cylinder liners
Air system	Two-stage turbocharger with charge air intercooler and wastegate
Cooling system	Seawater cooled charge air cooler and plate heat exchanger by impeller pump
Oil system	Force-feed lubrication by gear pump, lubricating oil cooler in cooling water circuit of the engine
Fuel system	Common Rail injection system with high pressure pump and EDC control, fuel to DIN EN 590
Auxiliary PTO	PTO for hydraulic pump 16 cm³ (180 Nm), front-PTO by crank shaft extension
Alternator	Three-phase generator with rectifier and transistorized governor, 28 V, 120 A
Starting system	Solenoid-operated electric starter, 24 V, 7.0 kW
Service	Oil change interval 500 operating hours
Classification	Engine according to classification requirements available => see MAN Marine Configurator

Exhaust status	**IMO Tier III, EPA Tier 4**

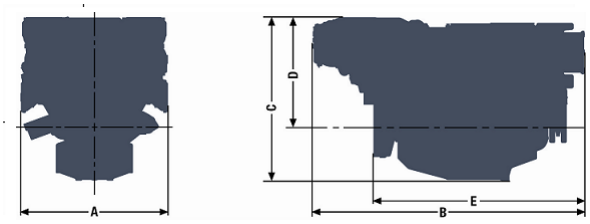
¹ Values at rated power

² Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046), urea solution 32,5% according to ISO 22241 (tolerance +3%)

³ Values on propeller curve

D2862LE489

A - overall width.....	1153	mm
B - overall length.....	2139	mm
C - overall height.....	1272	mm
D - above crank shaft.....	808	mm
E - length to flywheel.....	1658	mm
Engine weight, dry..... (depending on the scope of supply)	2420	kg



Combustion parameters [1]

Intake air temperature (max)	45	°C
Intake air vacuum (min/max)	30/60	mbar
Intake air volume flow	4530	m³/h
Exhaust gas temperature	432	°C
Exhaust gas volume flow	10730	m³/h
Exhaust gas mass flow	5200	kg/h
Exhaust back pressure (min/max) downstream of SCR catalyst	20/80	mbar

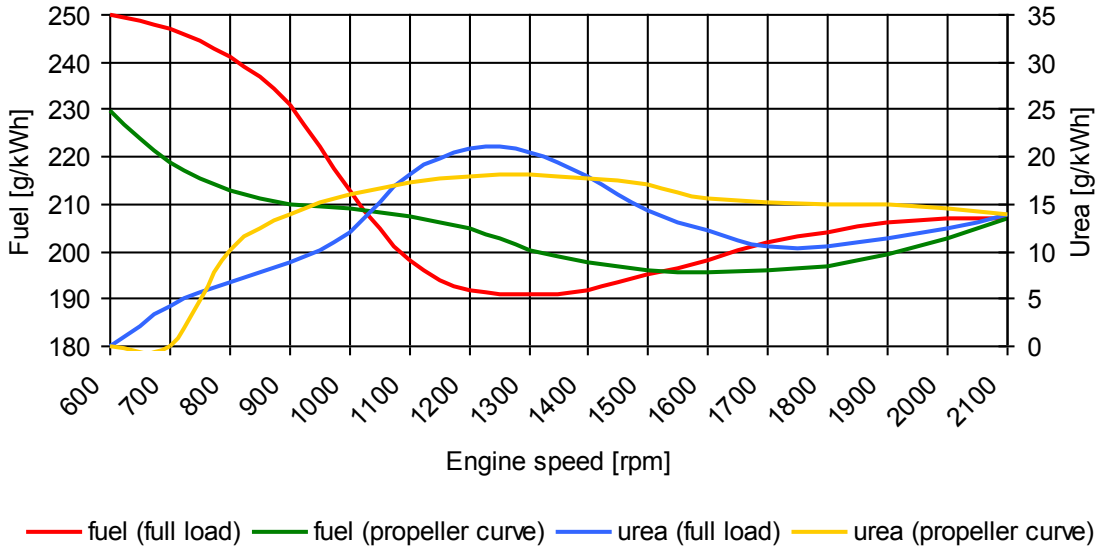
Heat balance [1]

Exhaust gas heat	640	kW
Cooling water heat	690	kW
Intercooler heat	200	kW
Radiation heat	39	kW

Noise emission (sound power) [1]

Engine surface noise (Lwa)	107,3	dB(A)
Free exhaust noise (Lwa)	103,8	dB(A)

Specific consumption[2]



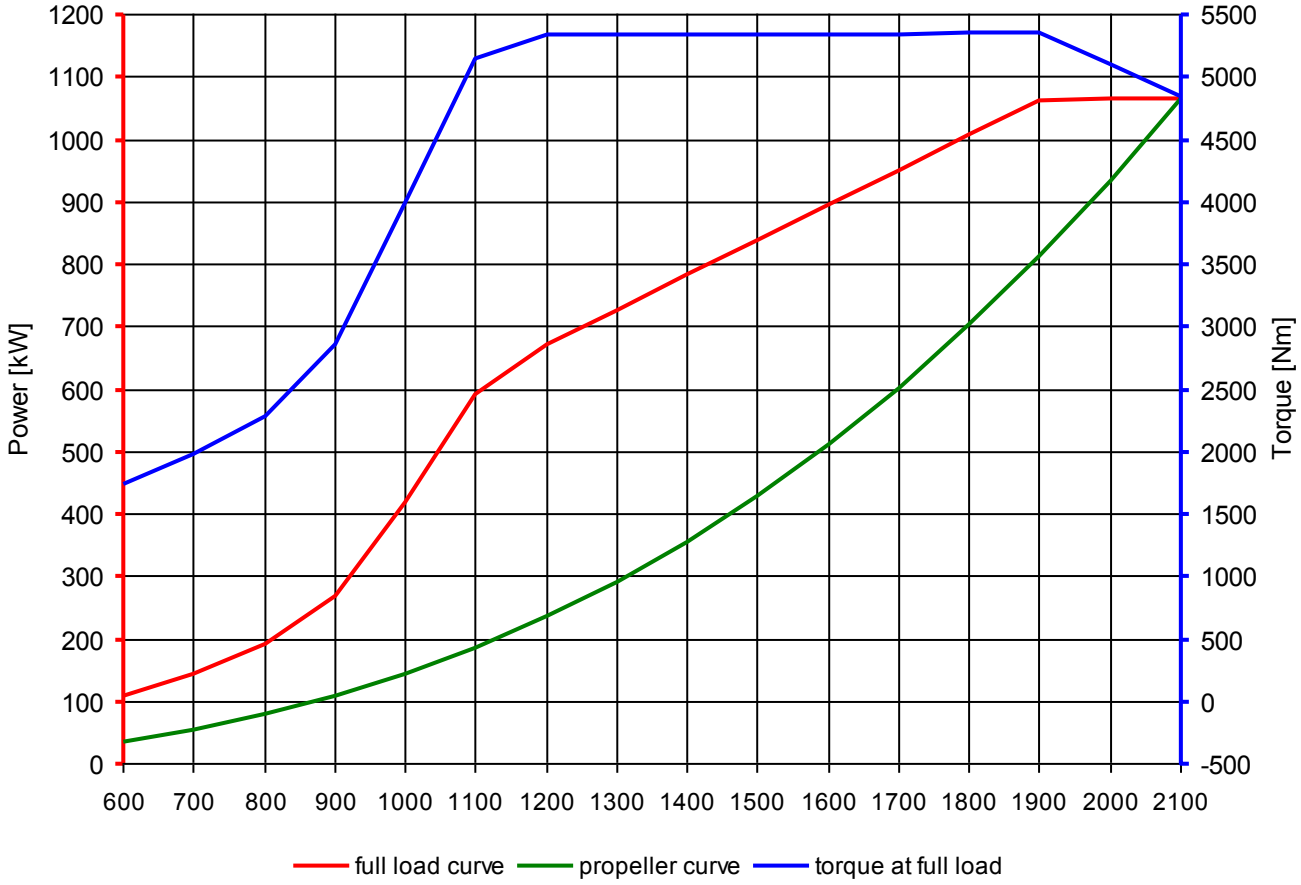
< The rated power is based on reference conditions according to ISO 3046-1 (2002) >
< Intake air temperature, max. 45°C | sea water temperature, max. 32°C >
< Barometric pressure 1000 mbar | air humidity 60% >
< Exponent for propeller curve 2,7 >

< Engine specifications are subjected to change without prior notice >

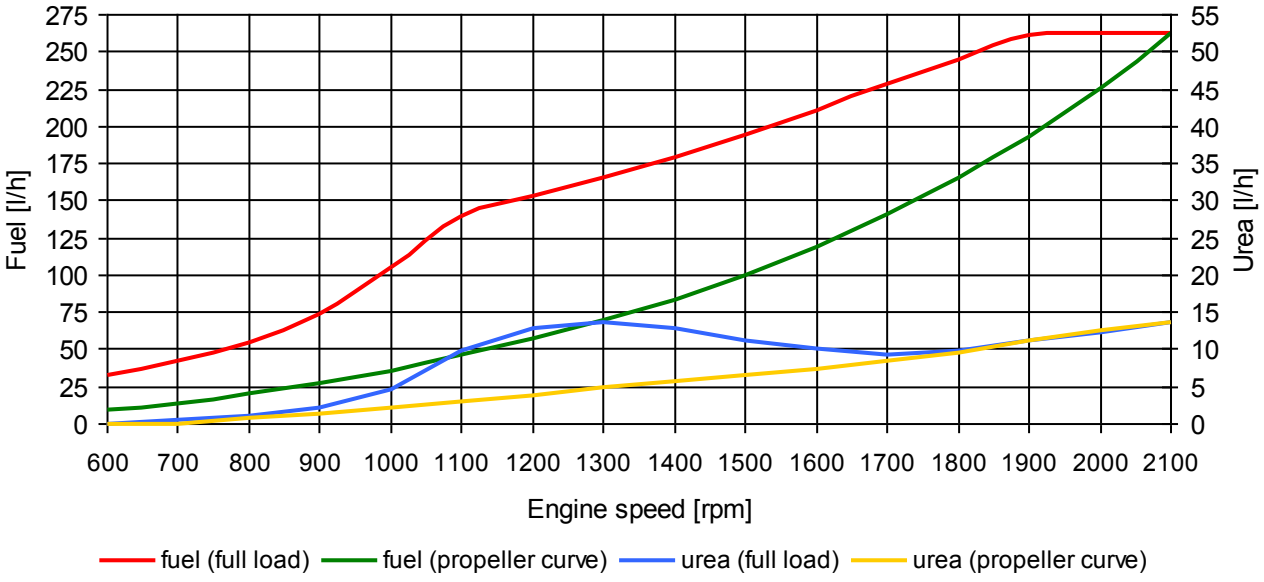
[1] Values at rated power
[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046), urea solution 32,5% according to ISO 22241 (tolerance +3%)
[3] Values on propeller curve

D2862LE489

Power/torque curves



Absolute consumption [1]



< The rated power is based on reference conditions according to DIN ISO 3046-1 (2002) >

< Exponent for propeller curve 2,7 >

< Engine specifications are subjected to change without notice >

[1] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046), urea solution 32,5% according to ISO 22241 (tolerance +3%)

Technical data sheet

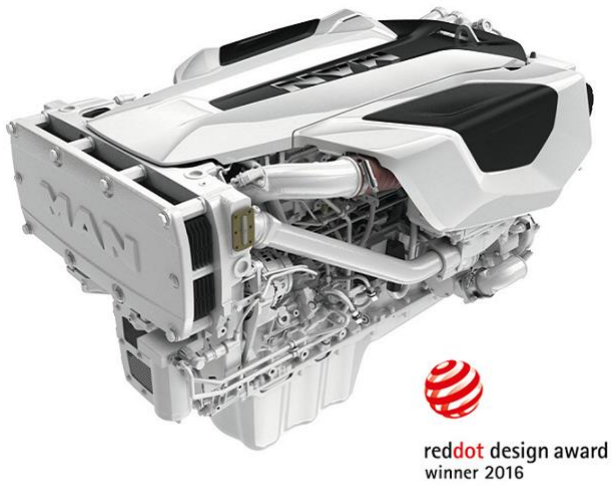
Marine diesel engine

D2676LE453 (i6-850)

19.02.2019
(Version 1)

Performance data [1]

Rated power	625	kW
Rated power	850	PS
Speed	2300	rpm
Bore/Stroke	126/166	mm
Displacement	12,42	liter
Rated torque	2595	Nm
Maximum torque	2845	Nm
at speed	1400-2100	rpm
Compression ratio [ε]	16,5	:1
Mean effective pressure	26,26	bar
Mean piston speed	12,73	m/s



The engine illustrated may not entirely be identical to production standard engine

Consumption data [2]

Specific fuel consumption [1]	218	g/kWh
Absolute fuel consumption [1]	162	l/h
Lowest fuel consumption [3]	196	g/kWh

Engine description

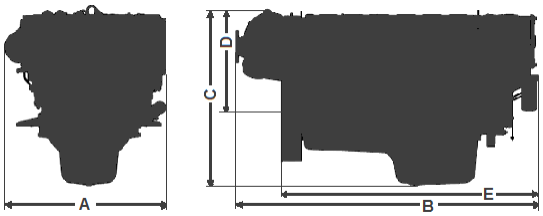
Application	Main propulsion diesel for ships with fixed pitch propeller
Operation profile	Up to 1000 hours per year at a maximum of 20 % of time at full load | average load < 50 %
Construction	Four-stroke marine diesel engine, direct injection, SAE 1 flywheel housing
Cylinders	6 cylinders in line, wet replaceable cylinder liners
Air system	Single-stage turbocharger with charge air intercooler and wastegate
Cooling system	Seawater cooled charge air cooler and plate heat exchanger by rubber impeller pump
Oil system	Force-feed lubrication by gear pump, lubricating oil cooler in cooling water circuit of the engine
Fuel system	Common Rail injection system with high pressure pump and EDC control, fuel to DIN EN 590
Auxiliary PTO	PTO for hydraulic pump 16 cm²
Alternator	Three-phase generator with rectifier and transistorized governor, 28 V, 110 A
Starting system	Solenoid-operated electric starter, 24 V, 5.5 kW
Service	Oil change interval 400 operating hours, average TBO 5.000 operating hours*
Classification	-----

Exhaust status	**IMO Tier II, EU Stage IIIA**

[1] Values at rated power
[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)
[3] Values on propeller curve
*TBO 5.000 operating hours for non or low particulate matters (PM) regulated jurisdictions (IMO, Canada, EU Stage IIIA)

D2676LE453 (i6-850)

A - overall width.....	986	mm
B - overall length.....	1795	mm
C - overall height.....	1096	mm
D - above crank shaft....	674	mm
E - length to flywheel....	1527	mm
Engine weight (dry).....	1215	kg



Combustion parameters [1]

Intake air temperature (max.)	45	°C
Intake air vacuum (min/max)	30/60	mbar
Intake air volume flow	2300	m³/h
Exhaust gas temperature	625	°C
Exhaust gas volume flow	7130	m³/h
Exhaust gas mass flow	2730	kg/h
Exhaust back pressure (min/max)	20/80	mbar

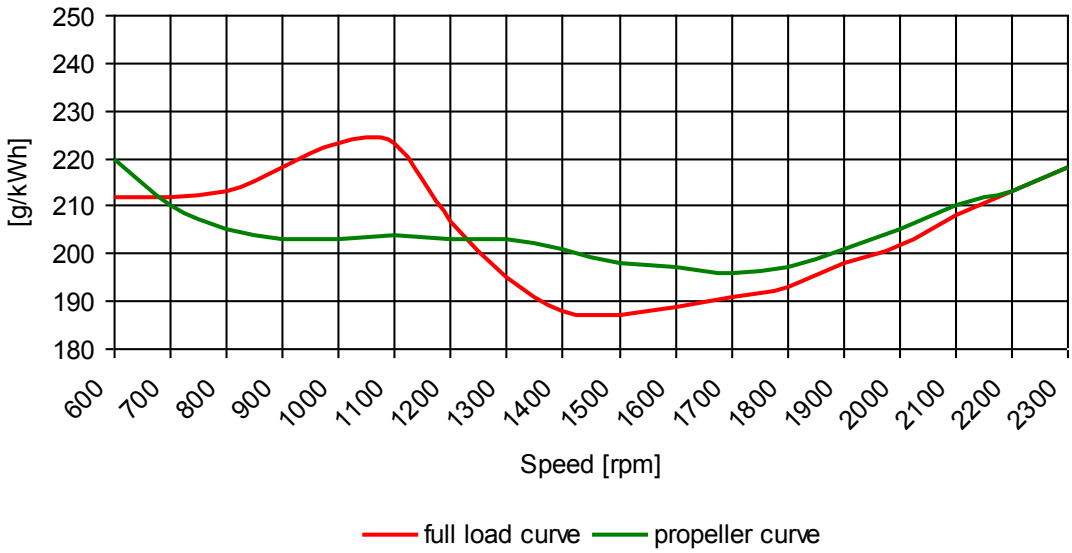
Heat balance [1]

Exhaust gas heat	570	kW
Cooling water heat	280	kW
Intercooler heat	130	kW
Radiation heat	28	kW

Noise emission (sound power) [1]

Engine surface noise (Lwa)	115,5	dB(A)
Free exhaust noise (Lwa)	129,7	dB(A)

Specific fuel consumption[2]



< The rated power is based on reference conditions according to ISO 3046-1 (2002) >

< Intake air temperature, max. 45°C | sea water temperature, max. 32°C >

< Barometric pressure 1000 mbar | air humidity 60% >

< Exponent for propeller curve 2,5 >

< Engine specifications are subjected to change without prior notice >

[1] Values at rated power

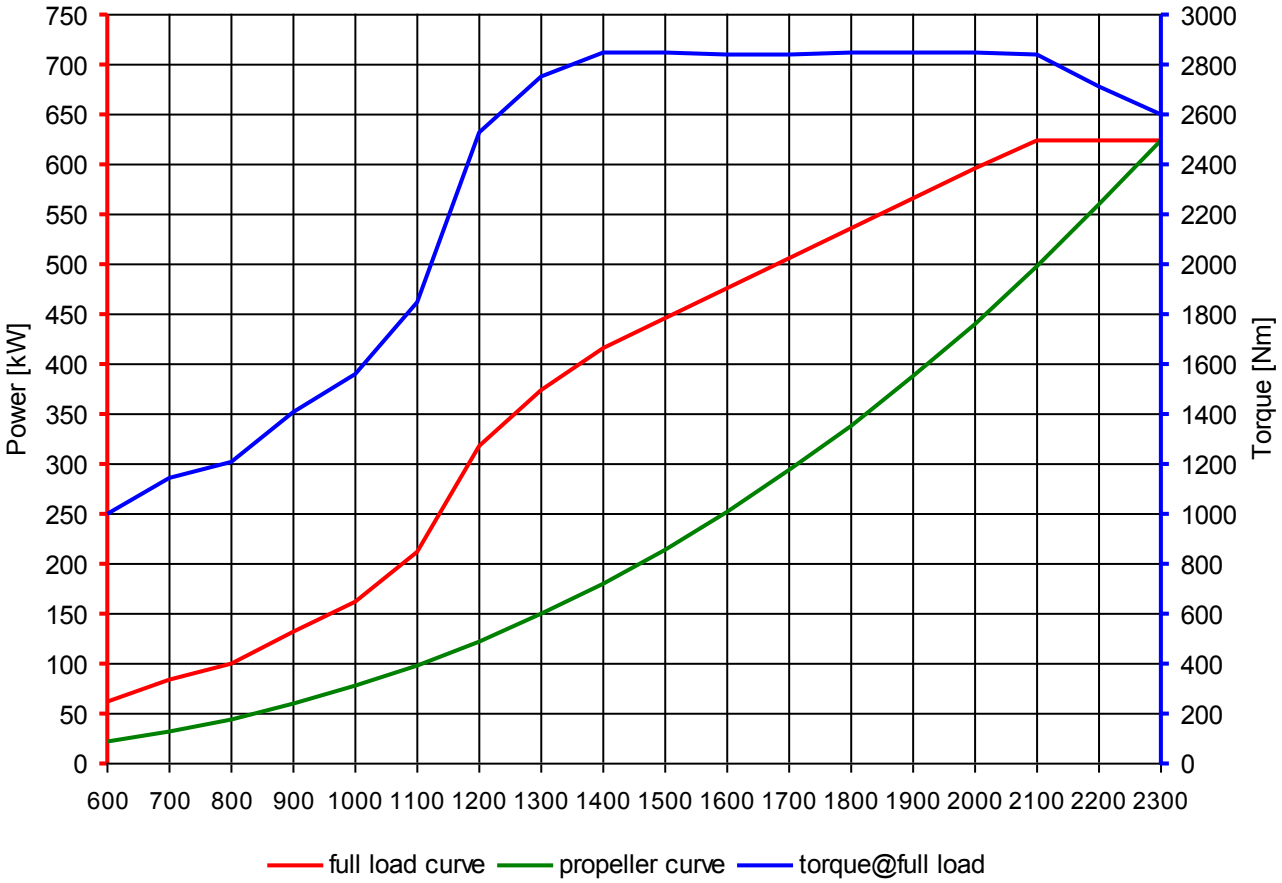
[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

[3] Values on propeller curve

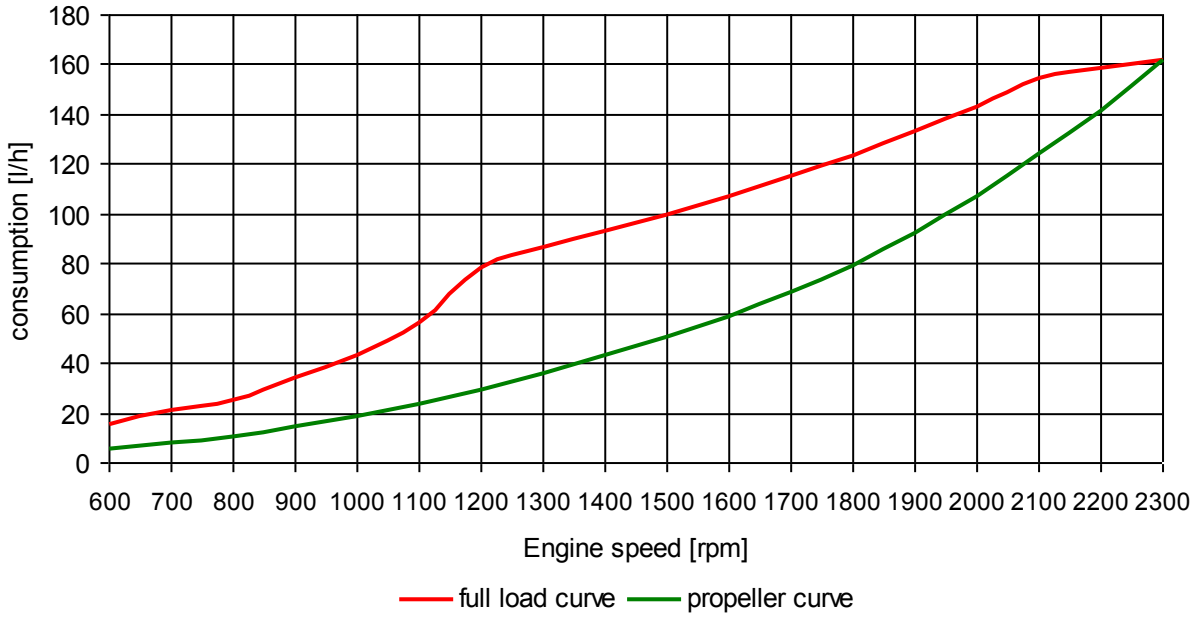
*TBO 5.000 operating hours for non or low particulate matters (PM) regulated jurisdictions (IMO, Canada, EU Stage IIIA)

D2676LE453 (i6-850)

Power/torque curves



Absolute fuel consumption[1]



< The rated power is based on reference conditions according to DIN ISO 3046-1 (2002) >

< Exponent for propeller curve 2,5 >

< Engine specifications are subjected to change without notice >

[1] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

Technical data sheet

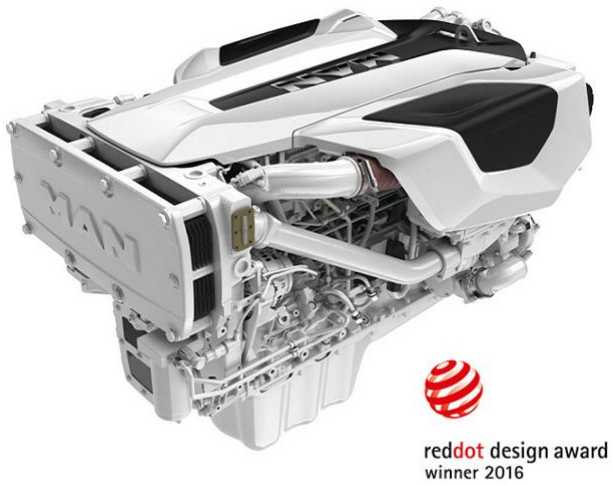
Marine diesel engine

D2676LE423 (i6-800)

13.02.2019
(Version 2)

Performance data [1]

Rated power	588	kW
Rated power	800	PS
Speed	2300	rpm
Bore/Stroke	126/166	mm
Displacement	12,42	liter
Rated torque	2441	Nm
Maximum torque	2674	Nm
at speed	1400-2000	rpm
Compression ratio [ε]	16,5	:1
Mean effective pressure	24,70	bar
Mean piston speed	12,73	m/s



The engine illustrated may not entirely be identical to production standard engine

Consumption data [2]

Specific fuel consumption [1]	224	g/kWh
Absolute fuel consumption [1]	157	l/h
Lowest fuel consumption [3]	213	g/kWh

Engine description

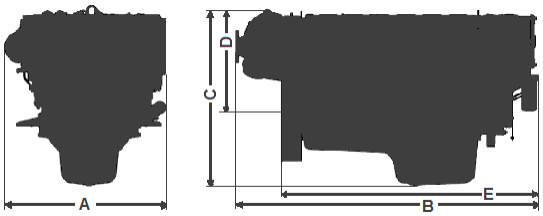
Application	Main propulsion diesel for ships with fixed pitch propeller
Operation profile	Up to 1000 hours per year at a maximum of 20 % of time at full load | average load < 50 %
Construction	Four-stroke marine diesel engine, direct injection, SAE 1 flywheel housing
Cylinders	6 cylinders in line, wet replaceable cylinder liners
Air system	Single-stage turbocharger with charge air intercooler and wastegate
Cooling system	Seawater cooled charge air cooler and plate heat exchanger by rubber impeller pump
Oil system	Force-feed lubrication by gear pump, lubricating oil cooler in cooling water circuit of the engine
Fuel system	Common Rail injection system with high pressure pump and EDC control, fuel to DIN EN 590
Auxiliary PTO	PTO for hydraulic pump 16 cm²
Alternator	Three-phase generator with rectifier and transistorized governor, 28 V, 110 A
Starting system	Solenoid-operated electric starter, 24 V, 5.5 kW
Service	Oil change interval 400 operating hours
Classification	-----

Exhaust status	**IMO Tier II, RCD 2013/53/EC, EPA Tier 3 recreational, EU Stage IIIA**

[1] Values at rated power
[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)
[3] Values on propeller curve

D2676LE423 (i6-800)

A - overall width.....	986	mm
B - overall length.....	1795	mm
C - overall height.....	1096	mm
D - above crank shaft....	674	mm
E - length to flywheel....	1527	mm
Engine weight (dry).....	1215	kg



Combustion parameters [1]

Intake air temperature (max.)	45	°C
Intake air vacuum (min/max)	30/60	mbar
Intake air volume flow	2330	m³/h
Exhaust gas temperature	645	°C
Exhaust gas volume flow	7290	m³/h
Exhaust gas mass flow	2730	kg/h
Exhaust back pressure (min/max)	20/80	mbar

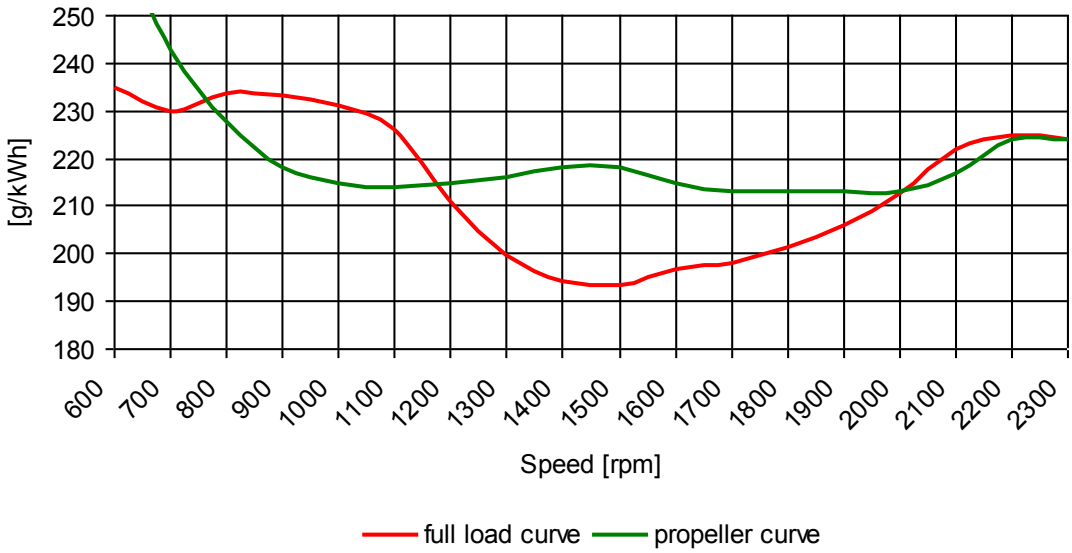
Heat balance [1]

Exhaust gas heat	570	kW
Cooling water heat	260	kW
Intercooler heat	120	kW
Radiation heat	28	kW

Noise emission (sound power) [1]

Engine surface noise (Lwa)	115,0	dB(A)
Free exhaust noise (Lwa)	129,2	dB(A)

Specific fuel consumption[2]



< The rated power is based on reference conditions according to ISO 3046-1 (2002) >

< Intake air temperature, max. 45°C | sea water temperature, max. 32°C >

< Barometric pressure 1000 mbar | air humidity 60% >

< Exponent for propeller curve 2,5 >

< Engine specifications are subjected to change without prior notice >

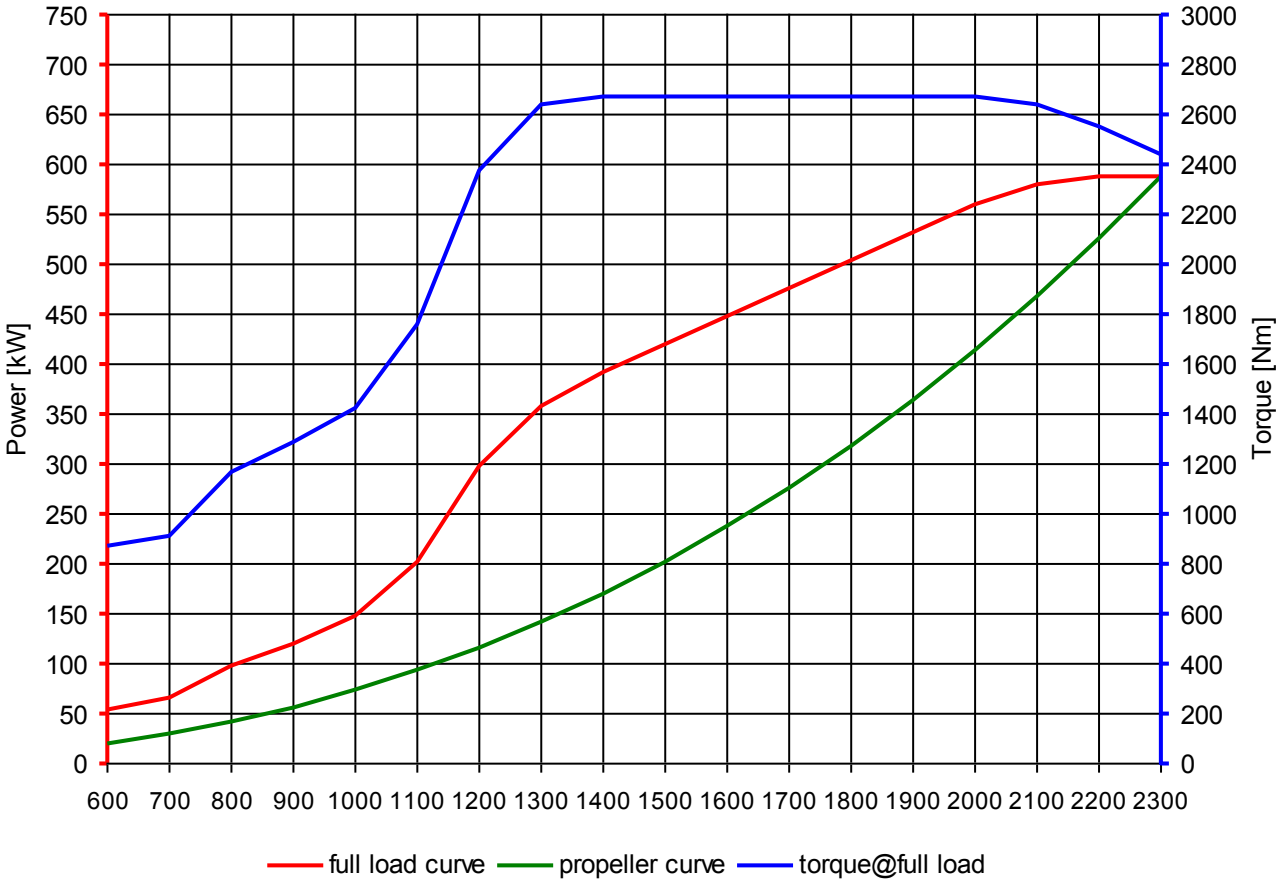
[1] Values at rated power

[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

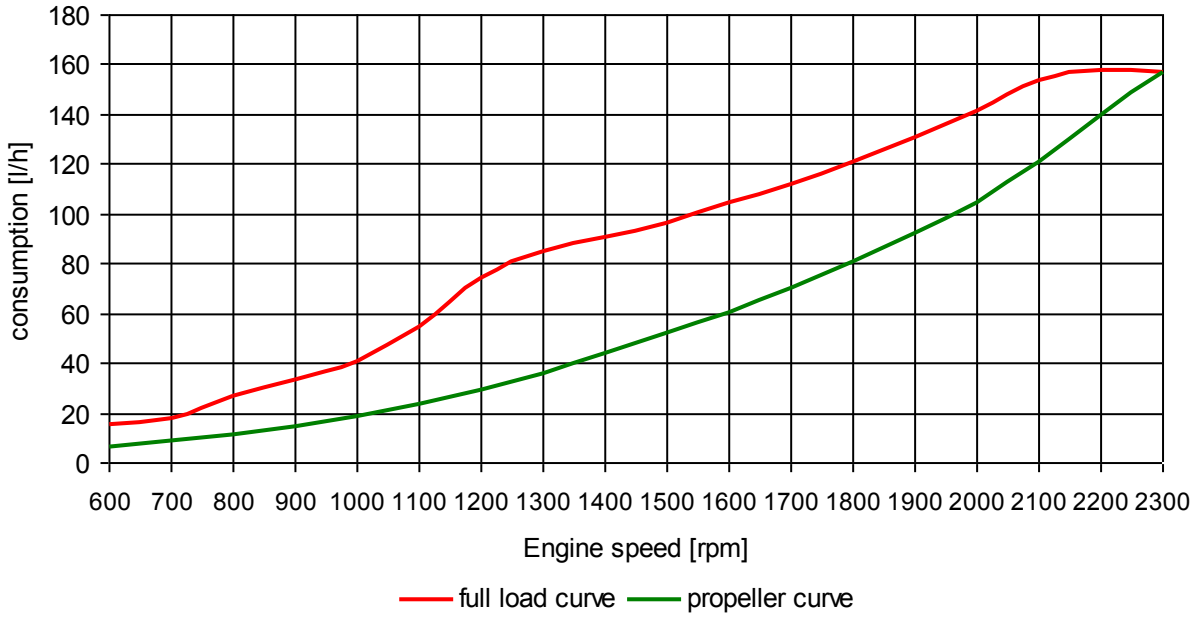
[3] Values on propeller curve

D2676LE423 (i6-800)

Power/torque curves



Absolute fuel consumption[1]



< The rated power is based on reference conditions according to DIN ISO 3046-1 (2002) >

< Exponent for propeller curve 2,5 >

< Engine specifications are subjected to change without notice >

[1] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

Technical data sheet

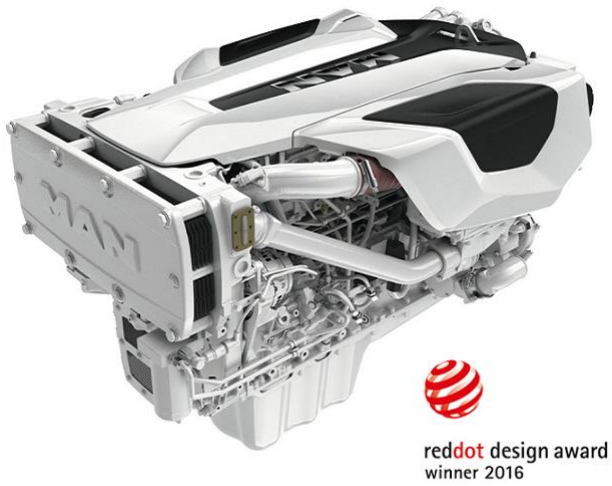
Marine diesel engine

D2676LE443 (i6-730)

13.02.2019
(Version 2)

Performance data [1]

Rated power	537	kW
Rated power	730	PS
Speed	2300	rpm
Bore/Stroke	126/166	mm
Displacement	12,42	liter
Rated torque	2230	Nm
Maximum torque	2450	Nm
at speed	1300-2100	rpm
Compression ratio [ε]	16,5	:1
Mean effective pressure	22,56	bar
Mean piston speed	12,73	m/s



The engine illustrated may not entirely be identical to production standard engine

Consumption data [2]

Specific fuel consumption [1]	222	g/kWh
Absolute fuel consumption [1]	142	l/h
Lowest fuel consumption [3]	199	g/kWh

Engine description

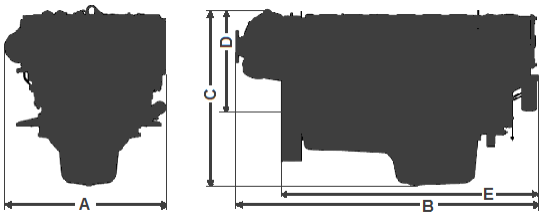
Application	Main propulsion diesel for ships with fixed pitch propeller
Operation profile	Up to 1000 hours per year at a maximum of 20 % of time at full load | average load < 50 %
Construction	Four-stroke marine diesel engine, direct injection, SAE 1 flywheel housing
Cylinders	6 cylinders in line, wet replaceable cylinder liners
Air system	Single-stage turbocharger with charge air intercooler and wastegate
Cooling system	Seawater cooled charge air cooler and plate heat exchanger by rubber impeller pump
Oil system	Force-feed lubrication by gear pump, lubricating oil cooler in cooling water circuit of the engine
Fuel system	Common Rail injection system with high pressure pump and EDC control, fuel to DIN EN 590
Auxiliary PTO	PTO for hydraulic pump 16 cm²
Alternator	Three-phase generator with rectifier and transistorized governor, 28 V, 110 A
Starting system	Solenoid-operated electric starter, 24 V, 5.5 kW
Service	Oil change interval 400 operating hours
Classification	Engine according to classification requirements available => see MAN Marine Configurator

Exhaust status	**IMO Tier II, RCD 2013/53/EC, EPA Tier 3 commercial, EU Stage IIIA**

[1] Values at rated power
[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)
[3] Values on propeller curve

D2676LE443 (i6-730)

A - overall width.....	986	mm
B - overall length.....	1795	mm
C - overall height.....	1096	mm
D - above crank shaft....	674	mm
E - length to flywheel....	1527	mm
Engine weight (dry).....	1215	kg



Combustion parameters [1]

Intake air temperature (max.)	45	°C
Intake air vacuum (min/max)	30/60	mbar
Intake air volume flow	2330	m³/h
Exhaust gas temperature	625	°C
Exhaust gas volume flow	7200	m³/h
Exhaust gas mass flow	2740	kg/h
Exhaust back pressure (min/max)	20/80	mbar

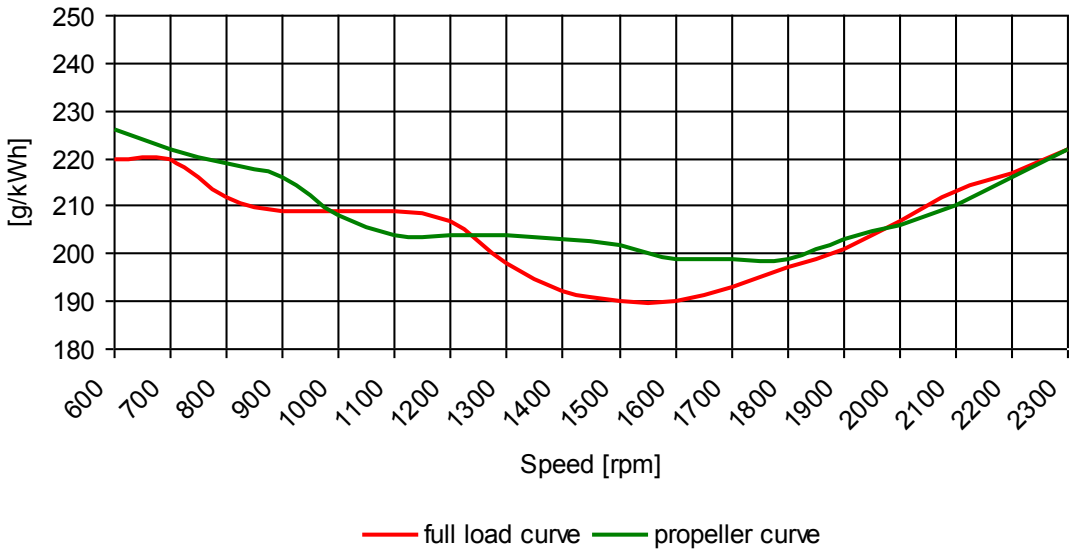
Heat balance [1]

Exhaust gas heat	510	kW
Cooling water heat	230	kW
Intercooler heat	115	kW
Radiation heat	28	kW

Noise emission (sound power) [1]

Engine surface noise (Lwa)	113,7	dB(A)
Free exhaust noise (Lwa)	128,1	dB(A)

Specific fuel consumption[2]



< The rated power is based on reference conditions according to ISO 3046-1 (2002) >

< Intake air temperature, max. 45°C | sea water temperature, max. 32°C >

< Barometric pressure 1000 mbar | air humidity 60% >

< Exponent for propeller curve 2,5 >

< Engine specifications are subjected to change without prior notice >

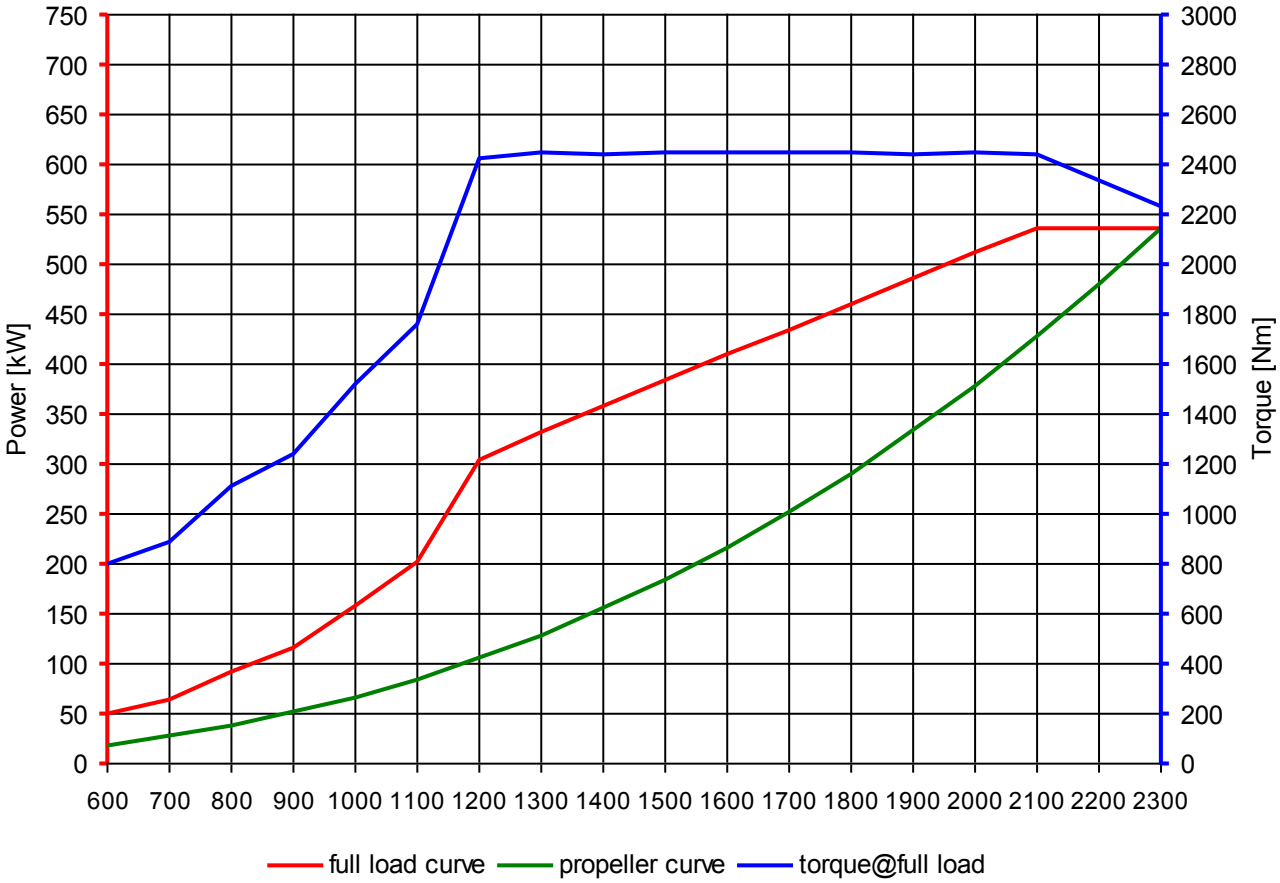
[1] Values at rated power

[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

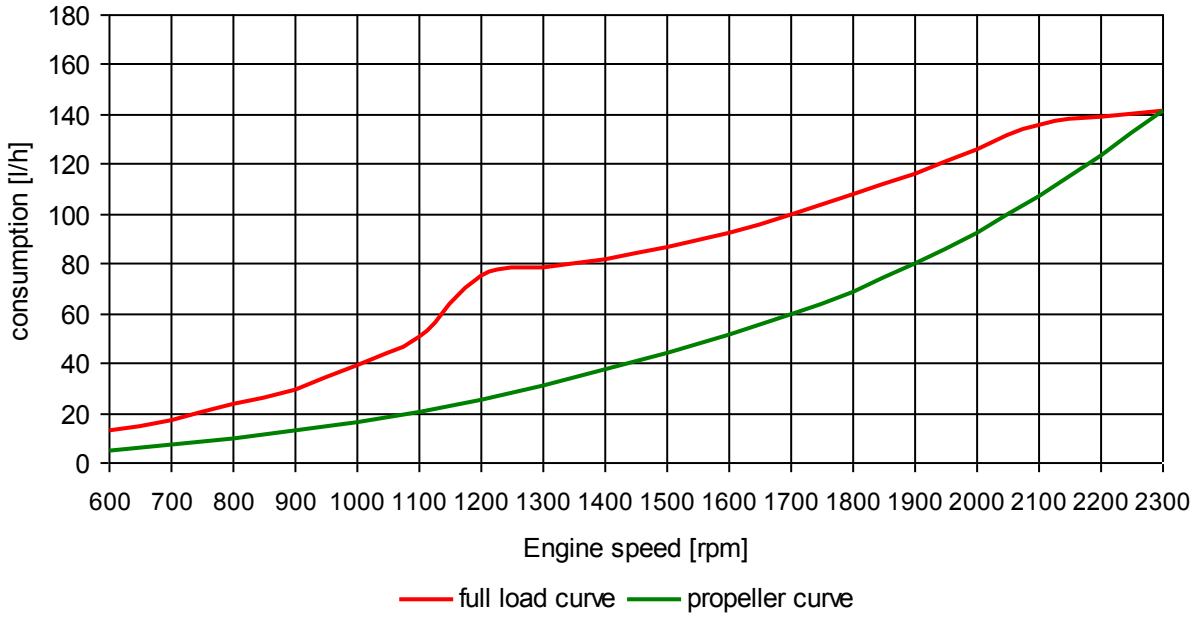
[3] Values on propeller curve

D2676LE443 (i6-730)

Power/torque curves



Absolute fuel consumption[1]



< The rated power is based on reference conditions according to DIN ISO 3046-1 (2002) >

< Exponent for propeller curve 2,5 >

< Engine specifications are subjected to change without notice >

[1] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

Technical data sheet

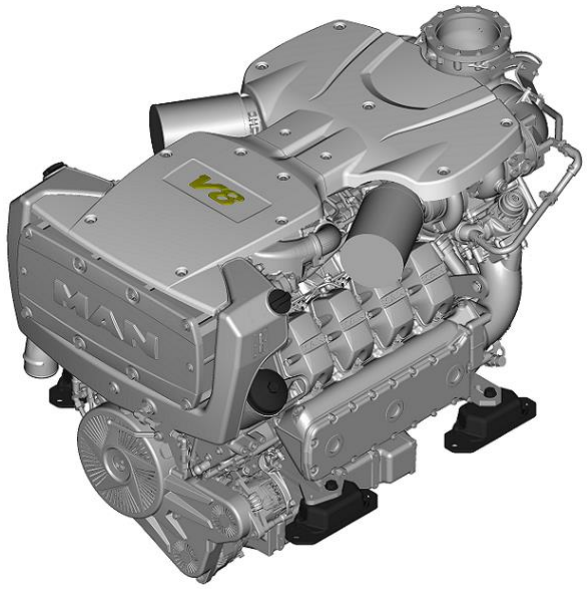
Marine diesel engine

D2868LE426 (V8-1000)

19.02.2019
(Version 2)

Performance data [1]

Rated power	735	kW
Rated power	1000	PS
Speed	2300	rpm
Bore/Stroke	128/157	mm
Displacement	16,16	liter
Rated torque	3052	Nm
Maximum torque	3340	Nm
at speed	1300-2100	rpm
Compression ratio [ε]	17,0	:1
Mean effective pressure	23,73	bar
Mean piston speed	12,04	m/s



The engine illustrated may not entirely be identical to production standard engine

Consumption data [2]

Specific fuel consumption [1]	227	g/kWh
Absolute fuel consumption [1]	199	l/h
Lowest fuel consumption [3]	209	g/kWh

Engine description

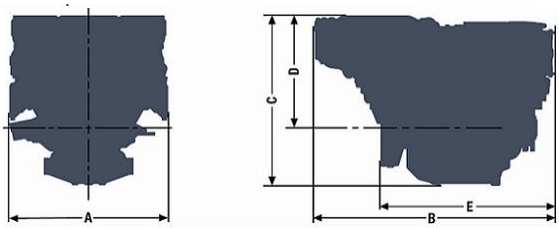
Application	Main propulsion diesel for ships with fixed pitch propeller
Operation profile	Up to 1000 hours per year at a maximum of 20 % of time at full load | average load < 50 %
Construction	Four-stroke marine diesel engine, direct injection, SAE 1 flywheel housing
Cylinders	8 cylinders in V-arrangement, single cylinder heads with wet replaceable cylinder liners
Air system	Single-stage turbocharger with charge air intercooler and wastegate
Cooling system	Seawater cooled charge air cooler and plate heat exchanger by rubber impeller pump
Oil system	Force-feed lubrication by gear pump, lubricating oil cooler in cooling water circuit of the engine
Fuel system	Common Rail injection system with high pressure pump and EDC control, fuel to DIN EN 590
Auxiliary PTO	PTO for hydraulic pump 16 cm³ (180Nm)
Alternator	Three-phase generator with rectifier and transistorized governor, 28 V, 110 A
Starting system	Solenoid-operated electric starter, 24 V, 7.0 kW
Service	Oil change interval 400 operating hours
Classification	-----

Exhaust status	**IMO Tier II, RCD 2013/53/EC, EPA Tier 3 recreational, EU Stage IIIA**

[1] Values at rated power
[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)
[3] Values on propeller curve

D2868LE426 (V8-1000)

A - overall width.....	1153	mm
B - overall length.....	1745	mm
C - overall height.....	1177	mm
D - above crank shaft....	765	mm
E - length to flywheel....	1243	mm
Engine weight (dry).....	1780	kg



Combustion parameters [1]

Intake air temperature (max.)	45	°C
Intake air vacuum (min/max)	30/60	mbar
Intake air volume flow	2910	m³/h
Exhaust gas temperature	535	°C
Exhaust gas volume flow	7960	m³/h
Exhaust gas mass flow	3365	kg/h
Exhaust back pressure (min/max)	20/80	mbar

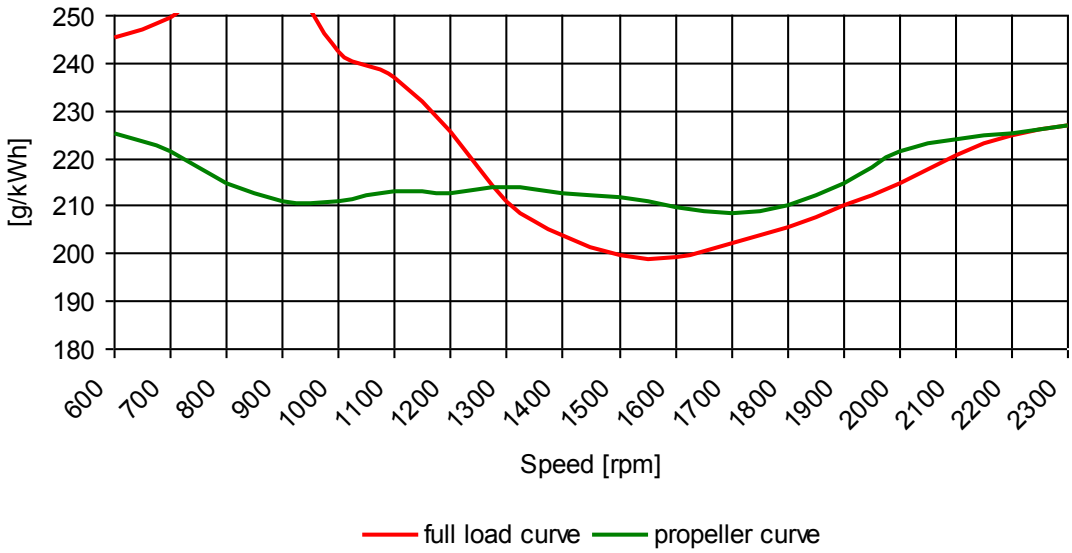
Heat balance [1]

Exhaust gas heat	583	kW
Cooling water heat	500	kW
Intercooler heat	145	kW
Radiation heat	31	kW

Noise emission (sound power) [1]

Engine surface noise (Lwa)	101,5	dB(A)
Free exhaust noise (Lwa)	112,0	dB(A)

Specific fuel consumption[2]



< The rated power is based on reference conditions according to ISO 3046-1 (2002) >

< Intake air temperature, max. 45°C | sea water temperature, max. 32°C >

< Barometric pressure 1000 mbar | air humidity 60% >

< Exponent for propeller curve 2,5 >

< Engine specifications are subjected to change without prior notice >

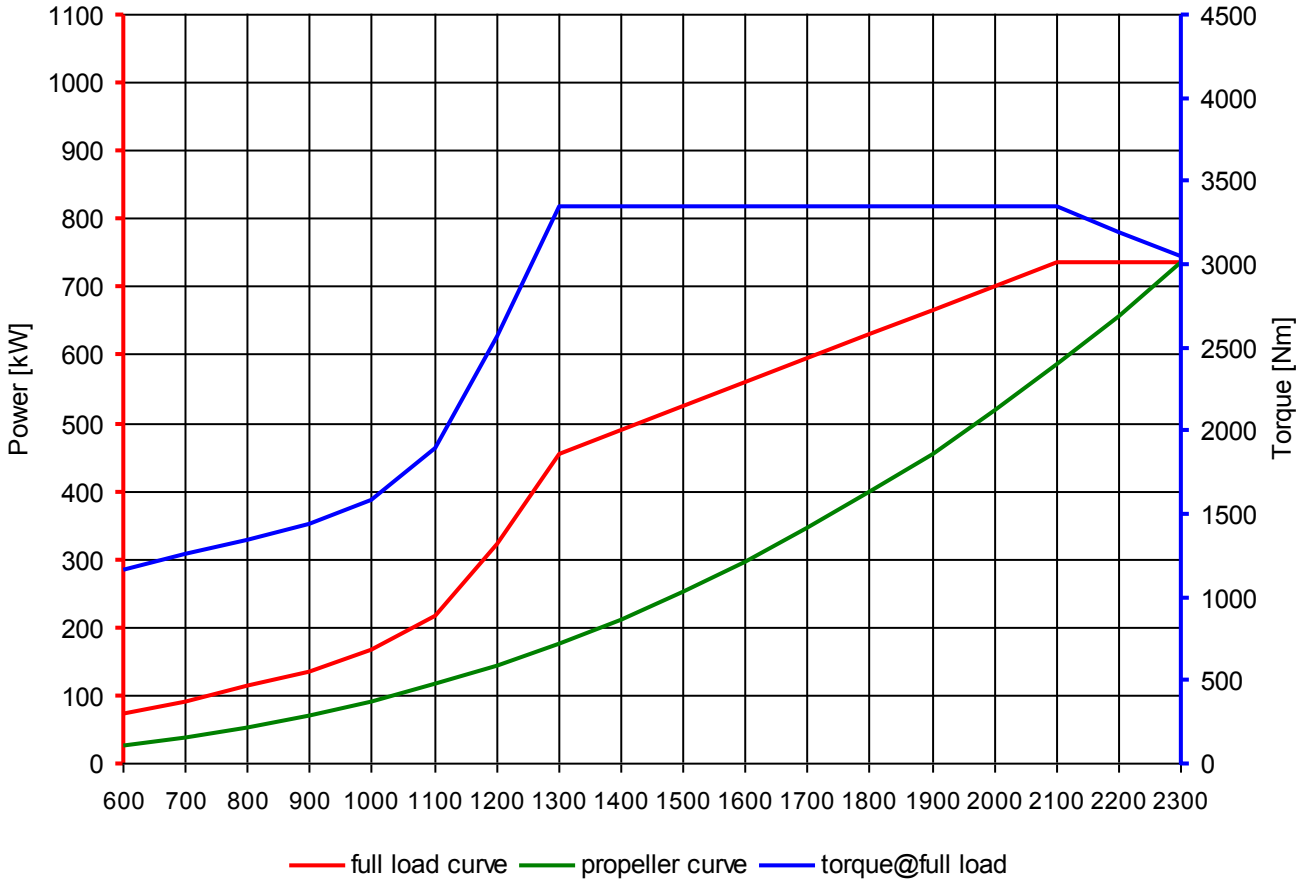
[1] Values at rated power

[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

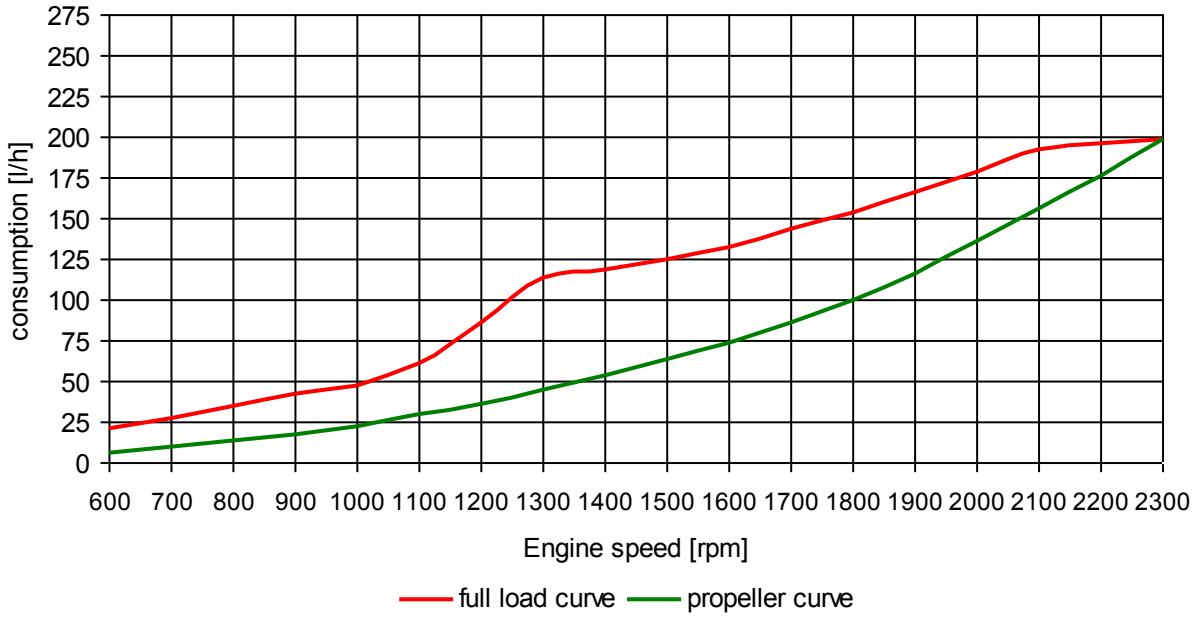
[3] Values on propeller curve

D2868LE426 (V8-1000)

Power/torque curves



Absolute fuel consumption[1]



< The rated power is based on reference conditions according to DIN ISO 3046-1 (2002) >

< Exponent for propeller curve 2,5 >

< Engine specifications are subjected to change without notice >

[1] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

Technical data sheet

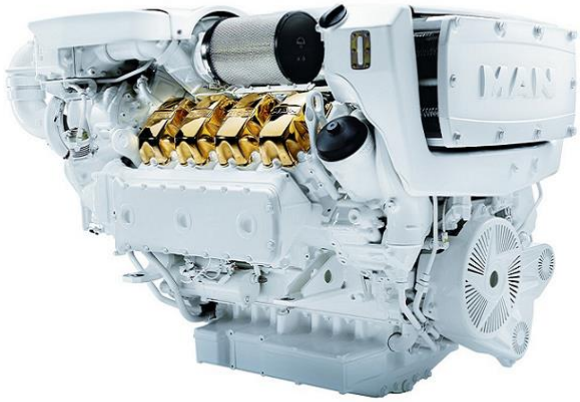
Marine diesel engine

D2868LE453 (V8-1120)

25.07.2019
(Version 1)

Performance data [1]

Rated power	824	kW
Rated power	1121	PS
Speed	2300	rpm
Bore/Stroke	128/157	mm
Displacement	16,16	liter
Rated torque	3421	Nm
Maximum torque	3745	Nm
at speed	1200-2100	rpm
Compression ratio [ε]	17,0	:1
Mean effective pressure	26,60	bar
Mean piston speed	12,04	m/s



The engine illustrated may not entirely be identical to production standard engine

Consumption data [2]

Specific fuel consumption [1]	221	g/kWh
Absolute fuel consumption [1]	217	l/h
Lowest fuel consumption [3]	206	g/kWh

Engine description

Application	Main propulsion diesel for ships with fixed pitch propeller
Operation profile	Up to 1000 hours per year at a maximum of 20 % of time at full load | average load < 50 %
Construction	Four-stroke marine diesel engine, direct injection, SAE 1 flywheel housing
Cylinders	8 cylinders in V-arrangement, single cylinder heads with wet replaceable cylinder liners
Air system	Two-stage turbocharger with charge air intercooler and wastegate
Cooling system	Seawater cooled charge air cooler and plate heat exchanger by rubber impeller pump
Oil system	Force-feed lubrication by gear pump, lubricating oil cooler in cooling water circuit of the engine
Fuel system	Common Rail injection system with high pressure pump and EDC control, fuel to DIN EN 590
Auxiliary PTO	PTO for hydraulic pump 16 cm³ (180Nm)
Alternator	Three-phase generator with rectifier and transistorized governor, 28 V, 110 A
Starting system	Solenoid-operated electric starter, 24 V, 7.0 kW
Service	Oil change interval 400 operating hours, average TBO 5.000 operating hours*
Classification	Engine according to classification requirements available => see MAN Marine Configurator

Exhaust status	**IMO Tier II, EU Stage IIIA**

[1] Values at rated power

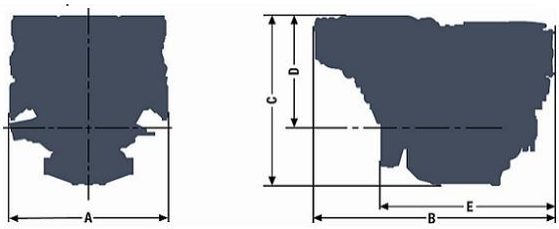
[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

[3] Values on propeller curve

*TBO 5.000 operating hours for non or low particulate matters (PM) regulated jurisdictions (IMO, Canada, EU Stage IIIA)

D2868LE453

A - overall width.....	1153	mm
B - overall length.....	1745	mm
C - overall height.....	1222	mm
D - above crank shaft....	811	mm
E - length to flywheel....	1262	mm
Engine weight (dry).....	1941	kg



Combustion parameters [1]

Intake air temperature (max.)	45	°C
Intake air vacuum (min/max)	30/60	mbar
Intake air volume flow	3550	m³/h
Exhaust gas temperature	460	°C
Exhaust gas volume flow	8840	m³/h
Exhaust gas mass flow	4120	kg/h
Exhaust back pressure (min/max)	20/80	mbar

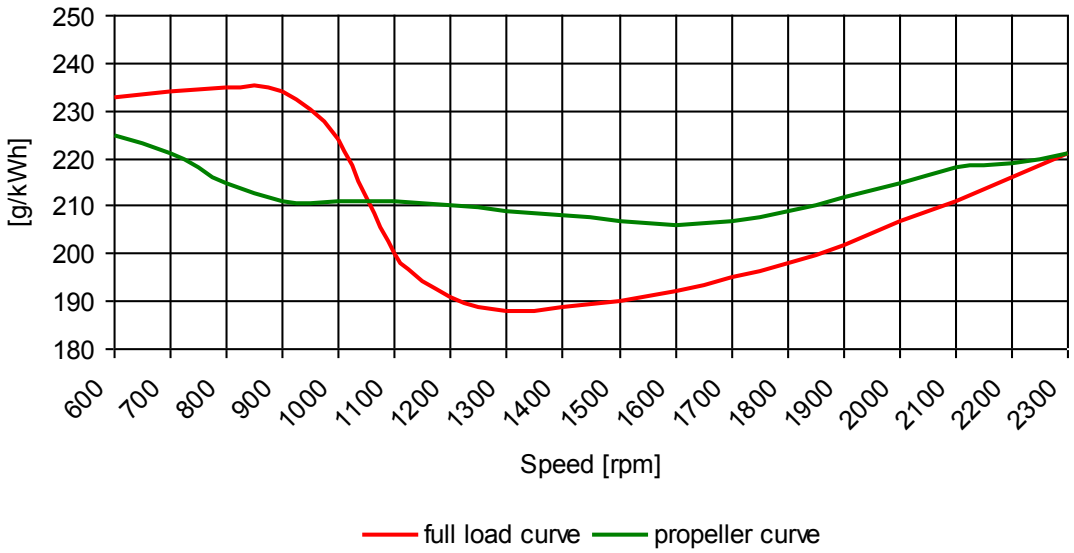
Heat balance [1]

Exhaust gas heat	560	kW
Cooling water heat	570	kW
Intercooler heat	190	kW
Radiation heat	33	kW

Noise emission (sound power) [1]

Engine surface noise (Lwa)	103,5	dB(A)
Free exhaust noise (Lwa)	112,0	dB(A)

Specific fuel consumption[2]



< The rated power is based on reference conditions according to ISO 3046-1 (2002) >

< Intake air temperature, max. 45°C | sea water temperature, max. 32°C >

< Barometric pressure 1000 mbar | air humidity 60% >

< Exponent for propeller curve 2,5 >

< Engine specifications are subjected to change without prior notice >

[1] Values at rated power

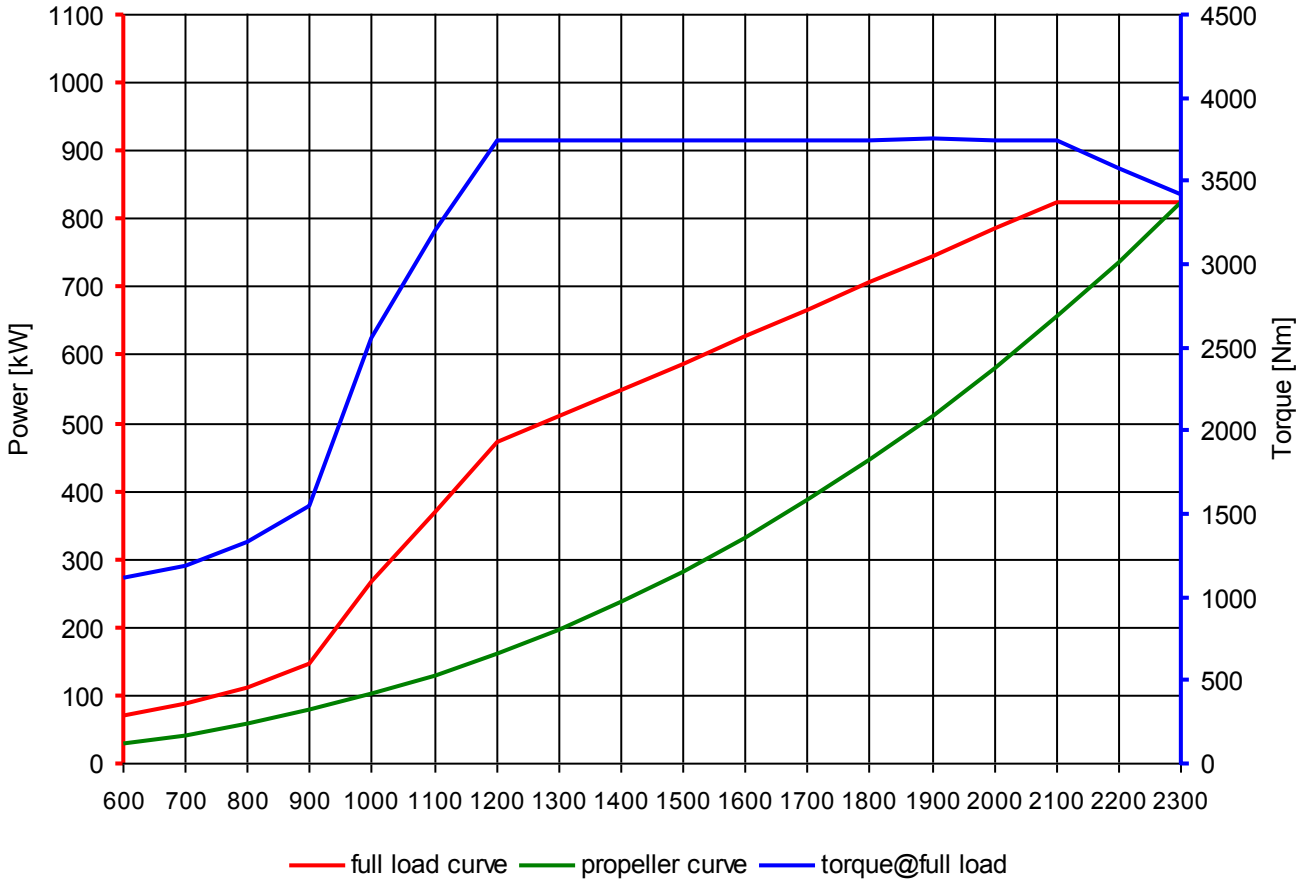
[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

[3] Values on propeller curve

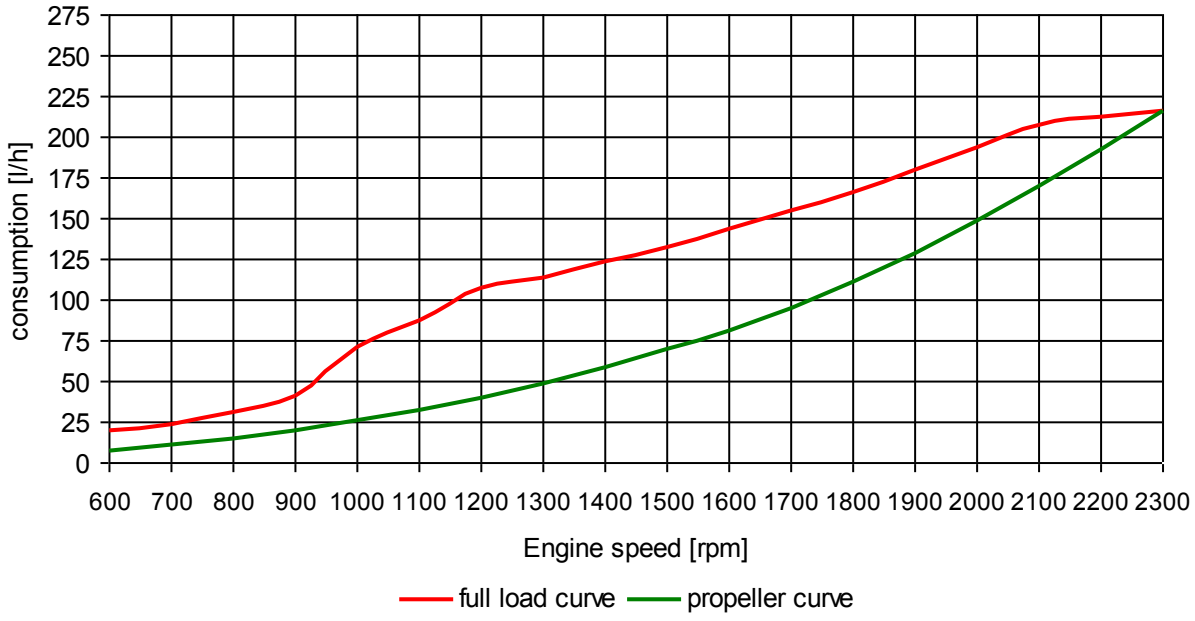
*TBO 5.000 operating hours for non or low particulate matters (PM) regulated jurisdictions (IMO, Canada, EU Stage IIIA)

D2868LE453

Power/torque curves



Absolute fuel consumption[1]



< The rated power is based on reference conditions according to DIN ISO 3046-1 (2002) >

< Exponent for propeller curve 2,5 >

< Engine specifications are subjected to change without notice >

[1] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

Technical data sheet

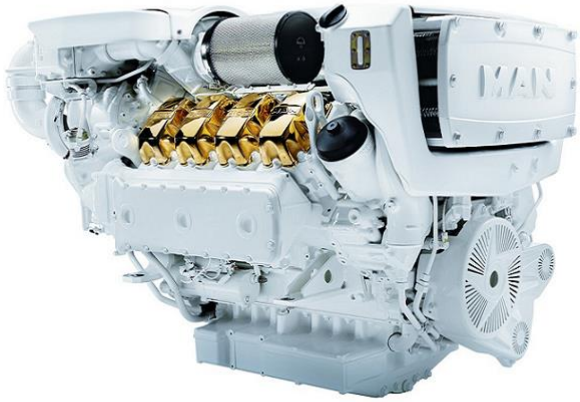
Marine diesel engine

D2868LE436 (V8-1200)

25.07.2019
(Version 2)

Performance data [1]

Rated power	882	kW
Rated power	1200	PS
Speed	2300	rpm
Bore/Stroke	128/157	mm
Displacement	16,16	liter
Rated torque	3662	Nm
Maximum torque	4010	Nm
at speed	1200-2100	rpm
Compression ratio [ε]	17,0	:1
Mean effective pressure	28,48	bar
Mean piston speed	12,04	m/s



The engine illustrated may not entirely be identical to production standard engine

Consumption data [2]

Specific fuel consumption [1]	229	g/kWh
Absolute fuel consumption [1]	240	l/h
Lowest fuel consumption [3]	205	g/kWh

Engine description

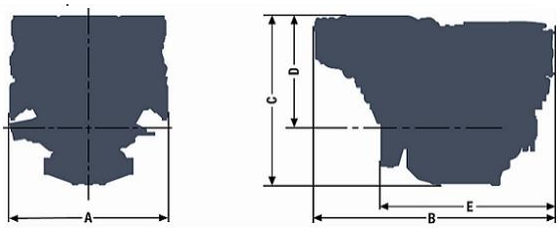
Application	Main propulsion diesel for ships with fixed pitch propeller
Operation profile	Up to 1000 hours per year at a maximum of 20 % of time at full load | average load < 50 %
Construction	Four-stroke marine diesel engine, direct injection, SAE 1 flywheel housing
Cylinders	8 cylinders in V-arrangement, single cylinder heads with wet replaceable cylinder liners
Air system	Two-stage turbocharger with charge air intercooler and wastegate
Cooling system	Seawater cooled charge air cooler and plate heat exchanger by rubber impeller pump
Oil system	Force-feed lubrication by gear pump, lubricating oil cooler in cooling water circuit of the engine
Fuel system	Common Rail injection system with high pressure pump and EDC control, fuel to DIN EN 590
Auxiliary PTO	PTO for hydraulic pump 16 cm³ (180Nm)
Alternator	Three-phase generator with rectifier and transistorized governor, 28 V, 110 A
Starting system	Solenoid-operated electric starter, 24 V, 7.0 kW
Service	Oil change interval 400 operating hours
Classification	-----

Exhaust status	**IMO Tier II, RCD 2013/53/EC, EPA Tier 3 recreational, EU Stage IIIA**

[1] Values at rated power
[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)
[3] Values on propeller curve

D2868LE436 (V8-1200)

A - overall width.....	1153	mm
B - overall length.....	1736	mm
C - overall height.....	1222	mm
D - above crank shaft....	811	mm
E - length to flywheel....	1262	mm
Engine weight (dry).....	1941	kg



Combustion parameters [1]

Intake air temperature (max.)	45	°C
Intake air vacuum (min/max)	30/60	mbar
Intake air volume flow	3820	m³/h
Exhaust gas temperature	475	°C
Exhaust gas volume flow	9600	m³/h
Exhaust gas mass flow	4380	kg/h
Exhaust back pressure (min/max)	20/80	mbar

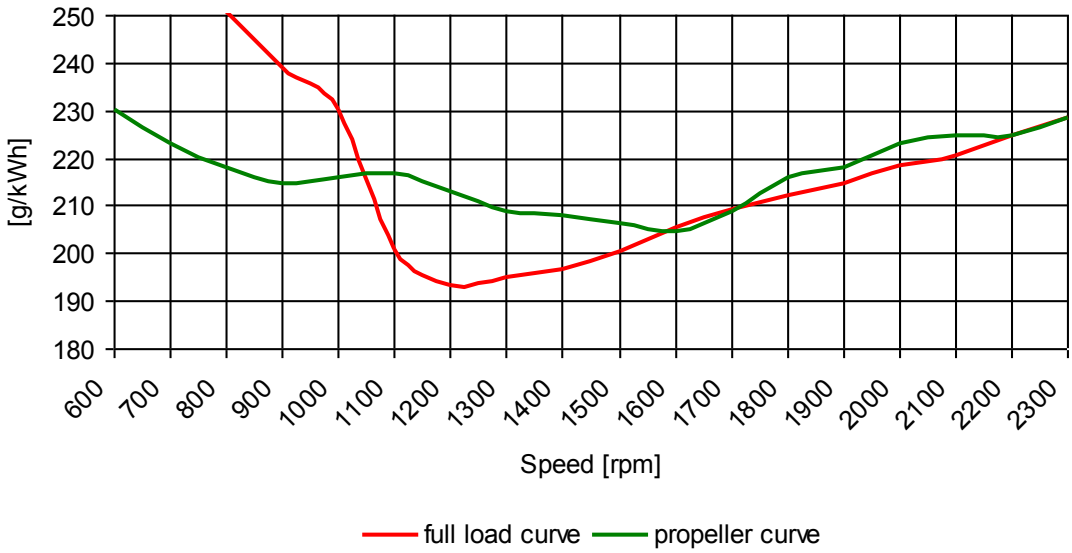
Heat balance [1]

Exhaust gas heat	620	kW
Cooling water heat	660	kW
Intercooler heat	220	kW
Radiation heat	33	kW

Noise emission (sound power) [1]

Engine surface noise (Lwa)	103,8	dB(A)
Free exhaust noise (Lwa)	112,0	dB(A)

Specific fuel consumption[2]



< The rated power is based on reference conditions according to ISO 3046-1 (2002) >

< Intake air temperature, max. 45°C | sea water temperature, max. 32°C >

< Barometric pressure 1000 mbar | air humidity 60% >

< Exponent for propeller curve 2,5 >

< Engine specifications are subjected to change without prior notice >

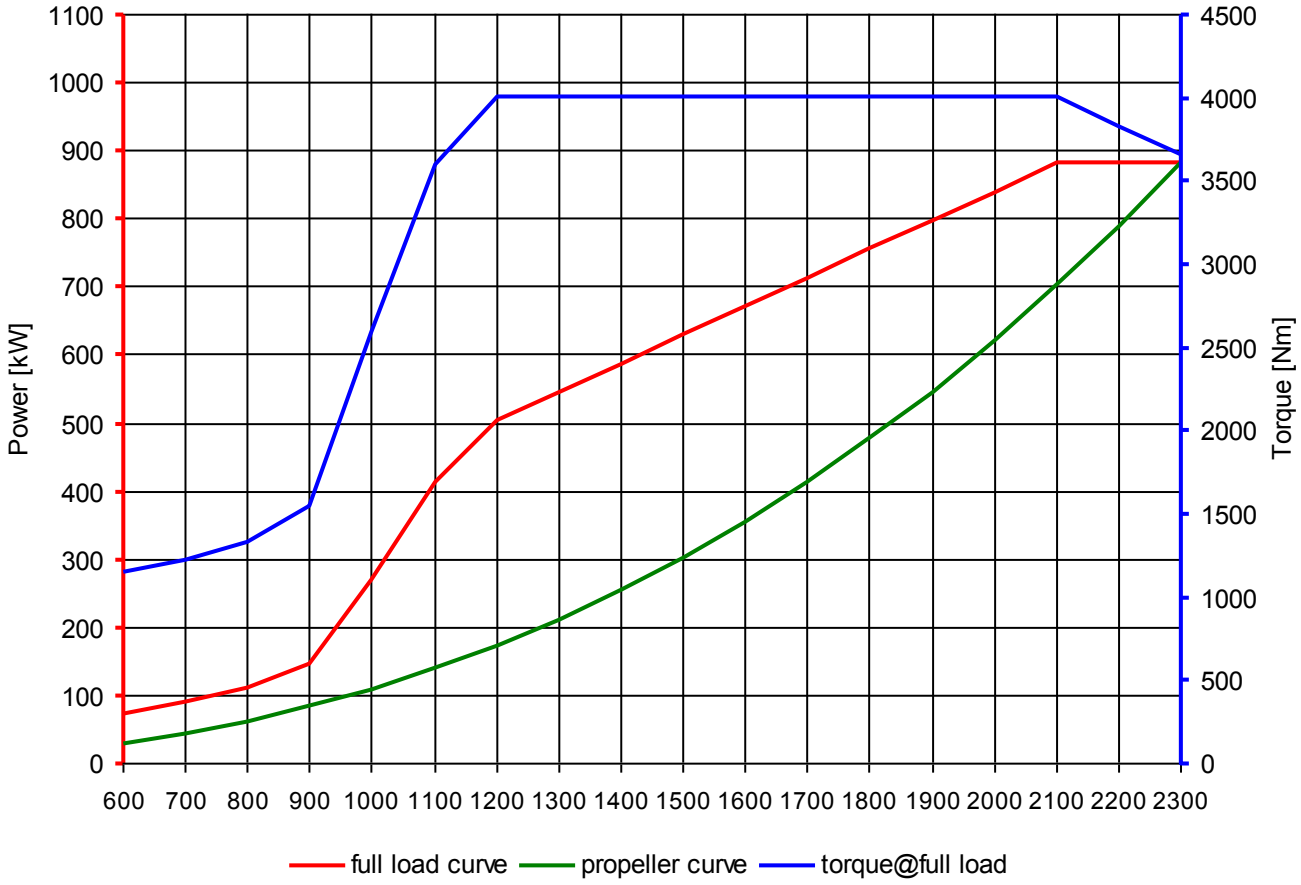
[1] Values at rated power

[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

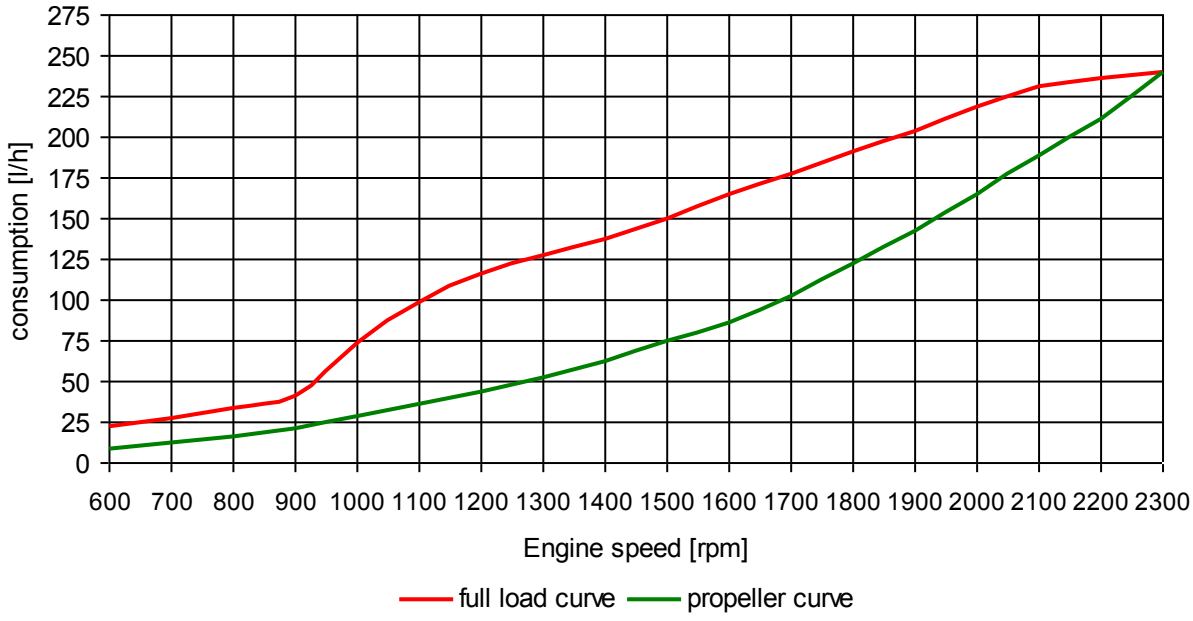
[3] Values on propeller curve

D2868LE436 (V8-1200)

Power/torque curves



Absolute fuel consumption[1]



< The rated power is based on reference conditions according to DIN ISO 3046-1 (2002) >

< Exponent for propeller curve 2,5 >

< Engine specifications are subjected to change without notice >

[1] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

Technical data sheet

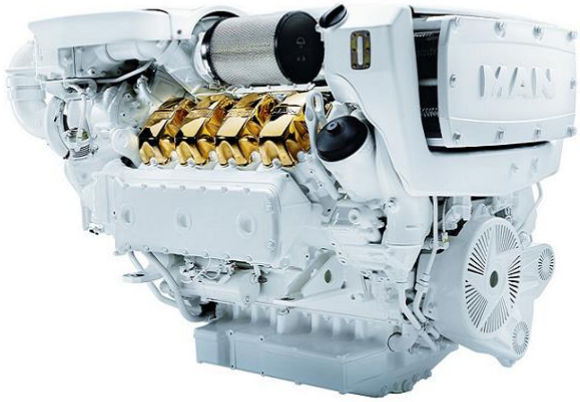
Marine diesel engine

D2868LE466 (V8-1300)

25.07.2019
(Version 1)

Performance data [1]

Rated power	956	kW
Rated power	1300	PS
Speed	2300	rpm
Bore/Stroke	128/157	mm
Displacement	16,16	liter
Rated torque	3970	Nm
Maximum torque	4350	Nm
at speed	1300-2100	rpm
Compression ratio [ε]	17,0	:1
Mean effective pressure	30,87	bar
Mean piston speed	12,04	m/s



The engine illustrated may not entirely be identical to production standard engine

Consumption data [2]

Specific fuel consumption [1]	226	g/kWh
Absolute fuel consumption [1]	257	l/h
Lowest fuel consumption [3]	199	g/kWh

Engine description

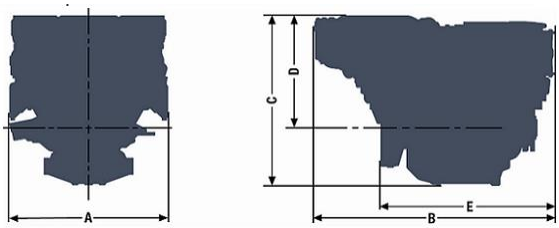
Application	Main propulsion diesel for ships with fixed pitch propeller
Operation profile	Up to 500 hours per year at a maximum of 5 % of time at full load
Construction	Four-stroke marine diesel engine, direct injection, SAE 1 flywheel housing
Cylinders	8 cylinders in V-arrangement, single cylinder heads with wet replaceable cylinder liners
Air system	Two-stage turbocharger with charge air intercooler and wastegate
Cooling system	Seawater cooled charge air cooler and plate heat exchanger by rubber impeller pump
Oil system	Force-feed lubrication by gear pump, lubricating oil cooler in cooling water circuit of the engine
Fuel system	Common Rail injection system with high pressure pump and EDC control, fuel to DIN EN 590
Auxiliary PTO	PTO for hydraulic pump 16 cm³ (180Nm)
Alternator	Three-phase generator with rectifier and transistorized governor, 28 V, 110 A
Starting system	Solenoid-operated electric starter, 24 V, 7.0 kW
Service	Oil change interval 400 operating hours
Classification	-----

Exhaust status	**IMO Tier II, RCD 2013/53/EC, EPA Tier 3 recreational, EU Stage IIIA**

[1] Values at rated power
[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)
[3] Values on propeller curve

D2868LE466 (V8-1300)

A - overall width.....	1153	mm
B - overall length.....	1736	mm
C - overall height.....	1222	mm
D - above crank shaft....	811	mm
E - length to flywheel....	1262	mm
Engine weight (dry).....	1941	kg



Combustion parameters [1]

Intake air temperature (max.)	45	°C
Intake air vacuum (min/max)	30/60	mbar
Intake air volume flow	3980	m³/h
Exhaust gas temperature	475	°C
Exhaust gas volume flow	9600	m³/h
Exhaust gas mass flow	4730	kg/h
Exhaust back pressure (min/max)	20/80	mbar

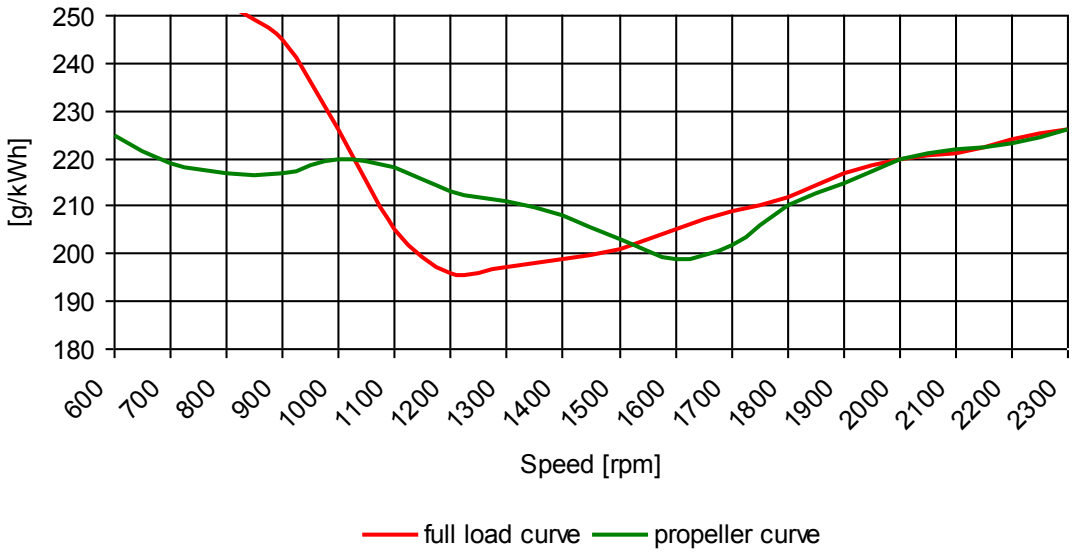
Heat balance [1]

Exhaust gas heat	660	kW
Cooling water heat	685	kW
Intercooler heat	245	kW
Radiation heat	33	kW

Noise emission (sound power) [1]

Engine surface noise (Lwa)	105,2	dB(A)
Free exhaust noise (Lwa)	113,6	dB(A)

Specific fuel consumption[2]



< The rated power is based on reference conditions according to ISO 3046-1 (2002) >

< Intake air temperature, max. 45°C | sea water temperature, max. 32°C >

< Barometric pressure 1000 mbar | air humidity 60% >

< Exponent for propeller curve 2,5 >

< Engine specifications are subjected to change without prior notice >

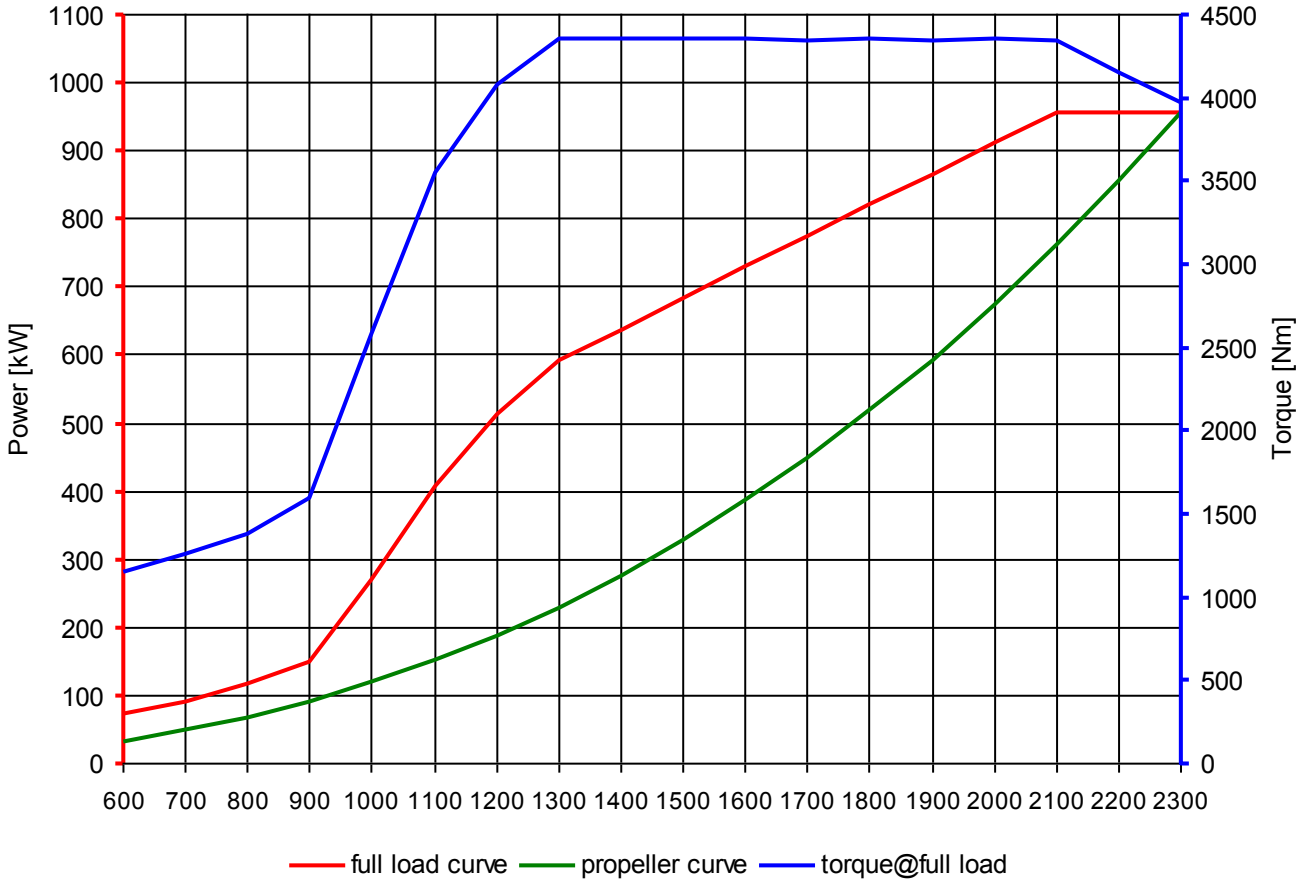
[1] Values at rated power

[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

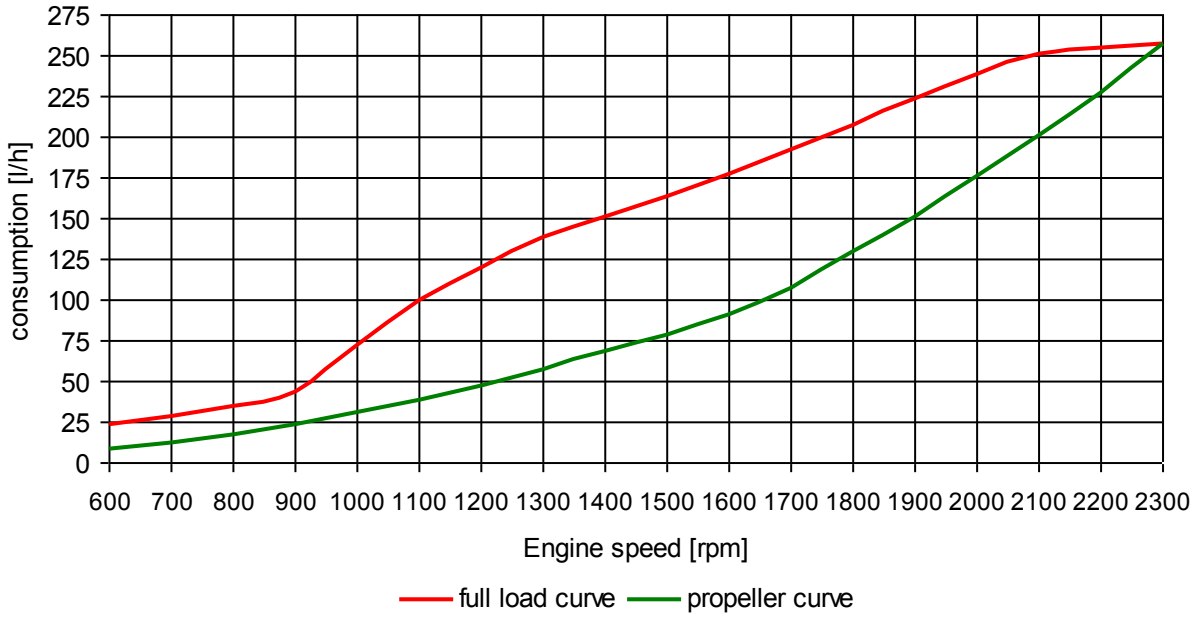
[3] Values on propeller curve

D2868LE466 (V8-1300)

Power/torque curves



Absolute fuel consumption[1]



< The rated power is based on reference conditions according to DIN ISO 3046-1 (2002) >

< Exponent for propeller curve 2,5 >

< Engine specifications are subjected to change without notice >

[1] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

Technical data sheet

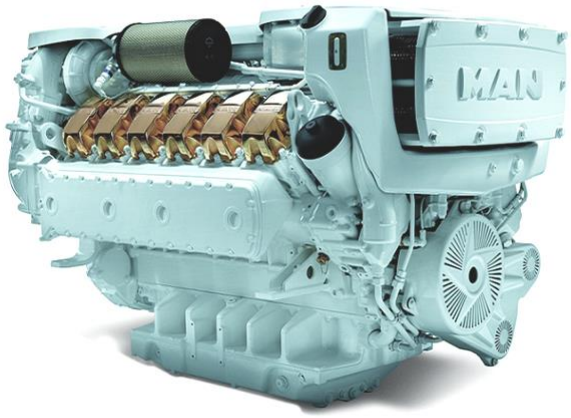
Marine diesel engine

D2862LE446 (V12-1400)

19.02.2019
(Version 2)

Performance data [1]

Rated power	1029	kW
Rated power	1400	PS
Speed	2300	rpm
Bore/Stroke	128/157	mm
Displacement	24,24	liter
Rated torque	4272	Nm
Maximum torque	4680	Nm
at speed	1200-2100	rpm
Compression ratio [ε]	17,0	:1
Mean effective pressure	22,15	bar
Mean piston speed	12,04	m/s



The engine illustrated may not entirely be identical to production standard engine

Consumption data [2]

Specific fuel consumption [1]	218	g/kWh
Absolute fuel consumption [1]	267	l/h
Lowest fuel consumption [3]	203	g/kWh

Engine description

Application	Main propulsion diesel for ships with fixed pitch propeller
Operation profile	Up to 1000 hours per year at a maximum of 20 % of time at full load | average load < 50 %
Construction	Four-stroke marine diesel engine, direct injection, SAE 1 flywheel housing
Cylinders	12 cylinders in V-arrangement, single cylinder heads with wet replaceable cylinder liners
Air system	Single-stage turbocharger with charge air intercooler and wastegate
Cooling system	Seawater cooled charge air cooler and plate heat exchanger by rubber impeller pump
Oil system	Force-feed lubrication by gear pump, lubricating oil cooler in cooling water circuit of the engine
Fuel system	Common Rail injection system with high pressure pump and EDC control, fuel to DIN EN 590
Auxiliary PTO	PTO for hydraulic pump 16 cm³ (180Nm)
Alternator	Three-phase generator with rectifier and transistorized governor, 28 V, 110 A
Starting system	Solenoid-operated electric starter, 24 V, 7.0 kW
Service	Oil change interval 400 operating hours
Classification	Engine according to classification requirements available => see MAN Marine Configurator

Exhaust status	**IMO Tier II, RCD 2013/53/EC, EPA Tier 3 recreational, EU Stage IIIA**

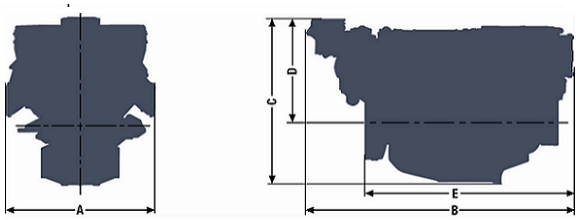
[1] Values at rated power

[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

[3] Values on propeller curve

D2862LE446 (V12-1400)

A - overall width.....	1153	mm
B - overall length.....	2130	mm
C - overall height.....	1230	mm
D - above crank shaft....	765	mm
E - length to flywheel....	1630	mm
Engine weight (dry).....	2270	kg



Combustion parameters [1]

Intake air temperature (max.)	45	°C
Intake air vacuum (min/max)	30/60	mbar
Intake air volume flow	4255	m³/h
Exhaust gas temperature	500	°C
Exhaust gas volume flow	11020	m³/h
Exhaust gas mass flow	4850	kg/h
Exhaust back pressure (min/max)	20/80	mbar

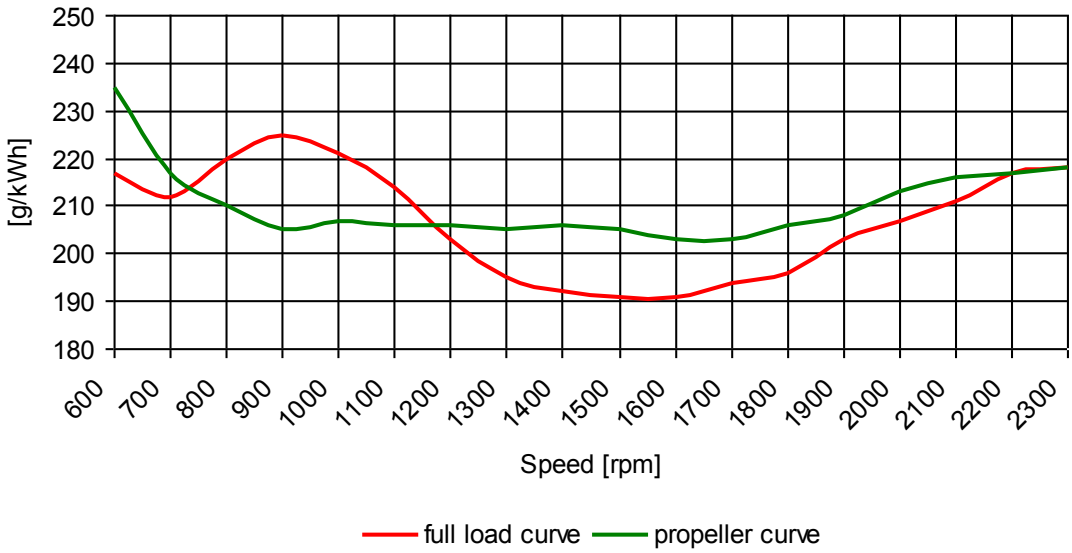
Heat balance [1]

Exhaust gas heat	710	kW
Cooling water heat	685	kW
Intercooler heat	220	kW
Radiation heat	37	kW

Noise emission (sound power) [1]

Engine surface noise (Lwa)	103,4	dB(A)
Free exhaust noise (Lwa)	114,1	dB(A)

Specific fuel consumption[2]



< The rated power is based on reference conditions according to ISO 3046-1 (2002) >

< Intake air temperature, max. 45°C | sea water temperature, max. 32°C >

< Barometric pressure 1000 mbar | air humidity 60% >

< Exponent for propeller curve 2,5 >

< Engine specifications are subjected to change without prior notice >

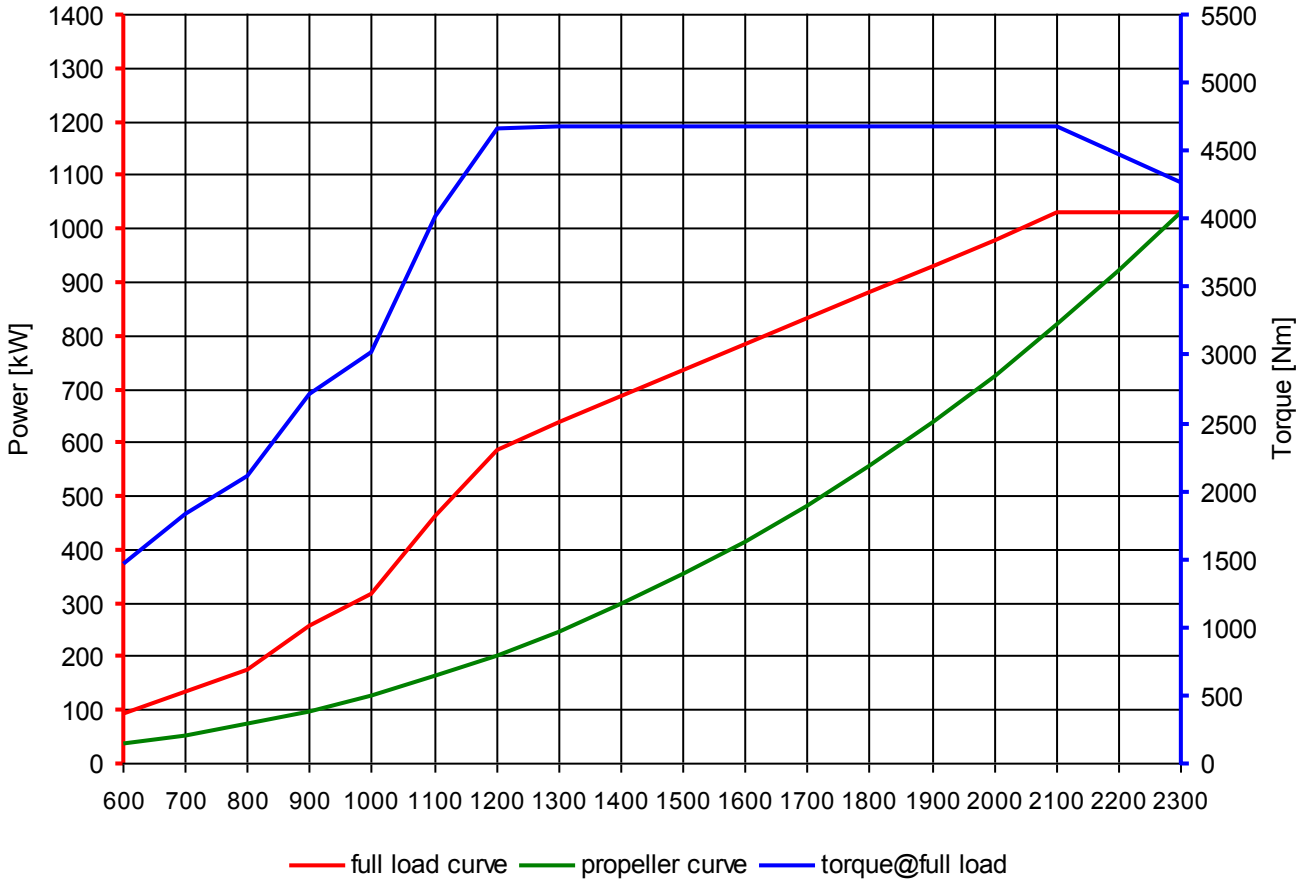
[1] Values at rated power

[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

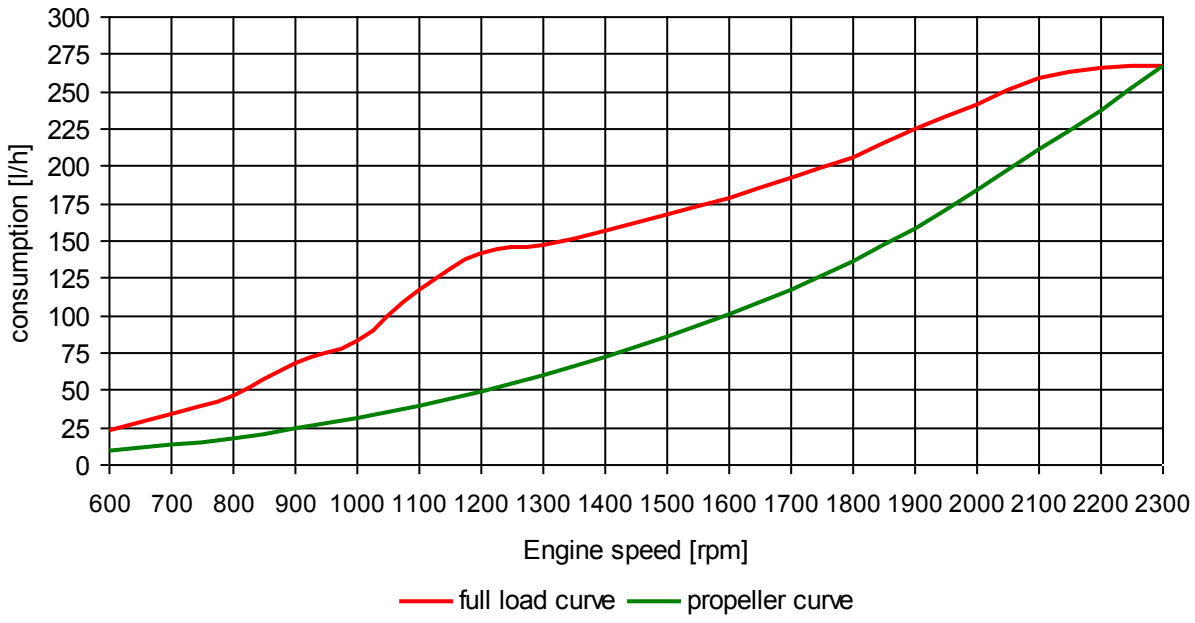
[3] Values on propeller curve

D2862LE446 (V12-1400)

Power/torque curves



Absolute fuel consumption[1]



< The rated power is based on reference conditions according to DIN ISO 3046-1 (2002) >

< Exponent for propeller curve 2,5 >

< Engine specifications are subjected to change without notice >

[1] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

Technical data sheet

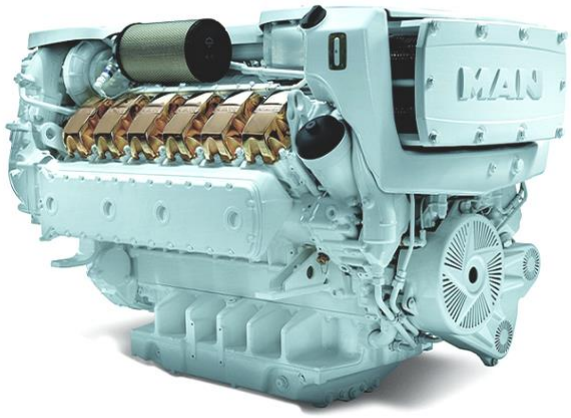
Marine diesel engine

D2862LE426 (V12-1550)

19.02.2019
(Version 2)

Performance data [1]

Rated power	1140	kW
Rated power	1550	PS
Speed	2300	rpm
Bore/Stroke	128/157	mm
Displacement	24,24	liter
Rated torque	4740	Nm
Maximum torque	5180	Nm
at speed	1200-2100	rpm
Compression ratio [ε]	17,0	:1
Mean effective pressure	24,54	bar
Mean piston speed	12,04	m/s



The engine illustrated may not entirely be identical to production standard engine

Consumption data [2]

Specific fuel consumption [1]	220	g/kWh
Absolute fuel consumption [1]	299	l/h
Lowest fuel consumption [3]	203	g/kWh

Engine description

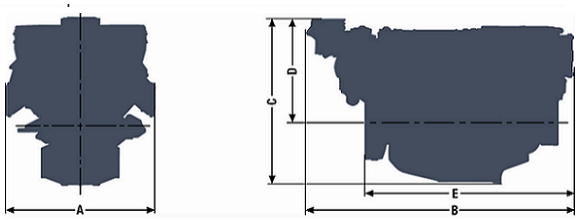
Application	Main propulsion diesel for ships with fixed pitch propeller
Operation profile	Up to 1000 hours per year at a maximum of 20 % of time at full load | average load < 50 %
Construction	Four-stroke marine diesel engine, direct injection, SAE 1 flywheel housing
Cylinders	12 cylinders in V-arrangement, single cylinder heads with wet replaceable cylinder liners
Air system	Single-stage turbocharger with charge air intercooler and wastegate
Cooling system	Seawater cooled charge air cooler and plate heat exchanger by rubber impeller pump
Oil system	Force-feed lubrication by gear pump, lubricating oil cooler in cooling water circuit of the engine
Fuel system	Common Rail injection system with high pressure pump and EDC control, fuel to DIN EN 590
Auxiliary PTO	PTO for hydraulic pump 16 cm³ (180Nm)
Alternator	Three-phase generator with rectifier and transistorized governor, 28 V, 110 A
Starting system	Solenoid-operated electric starter, 24 V, 7.0 kW
Service	Oil change interval 400 operating hours
Classification	-----

Exhaust status	**IMO Tier II, RCD 2013/53/EC, EPA Tier 3 recreational, EU Stage IIIA**

[1] Values at rated power
[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)
[3] Values on propeller curve

D2862LE426 (V12-1550)

A - overall width.....	1153	mm
B - overall length.....	2130	mm
C - overall height.....	1230	mm
D - above crank shaft....	765	mm
E - length to flywheel....	1630	mm
Engine weight (dry).....	2270	kg



Combustion parameters [1]

Intake air temperature (max.)	45	°C
Intake air vacuum (min/max)	30/60	mbar
Intake air volume flow	4340	m³/h
Exhaust gas temperature	550	°C
Exhaust gas volume flow	12400	m³/h
Exhaust gas mass flow	5200	kg/h
Exhaust back pressure (min/max)	20/80	mbar

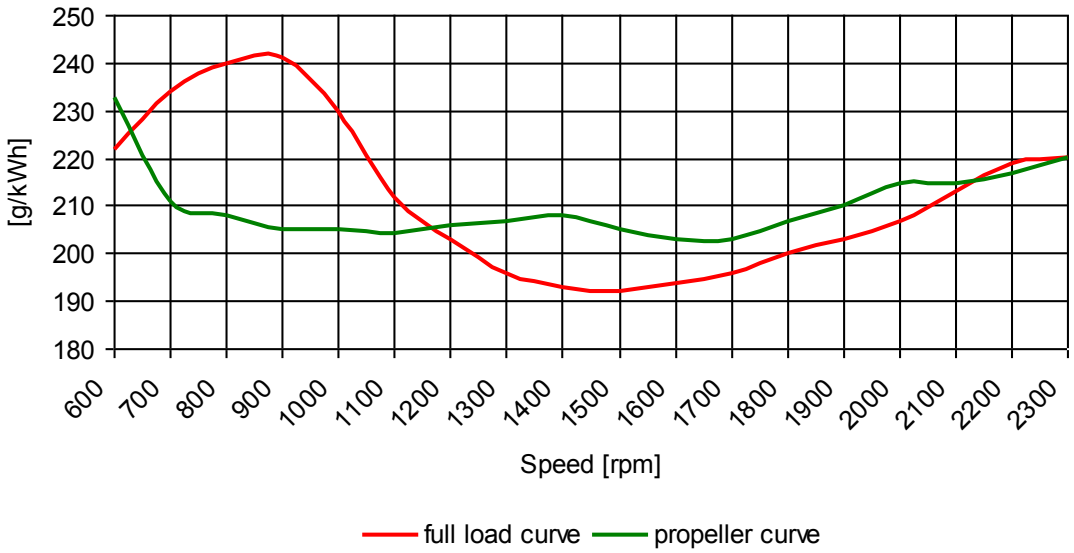
Heat balance [1]

Exhaust gas heat	835	kW
Cooling water heat	755	kW
Intercooler heat	230	kW
Radiation heat	37	kW

Noise emission (sound power) [1]

Engine surface noise (Lwa)	101,8	dB(A)
Free exhaust noise (Lwa)	114,5	dB(A)

Specific fuel consumption[2]



< The rated power is based on reference conditions according to ISO 3046-1 (2002) >

< Intake air temperature, max. 45°C | sea water temperature, max. 32°C >

< Barometric pressure 1000 mbar | air humidity 60% >

< Exponent for propeller curve 2,5 >

< Engine specifications are subjected to change without prior notice >

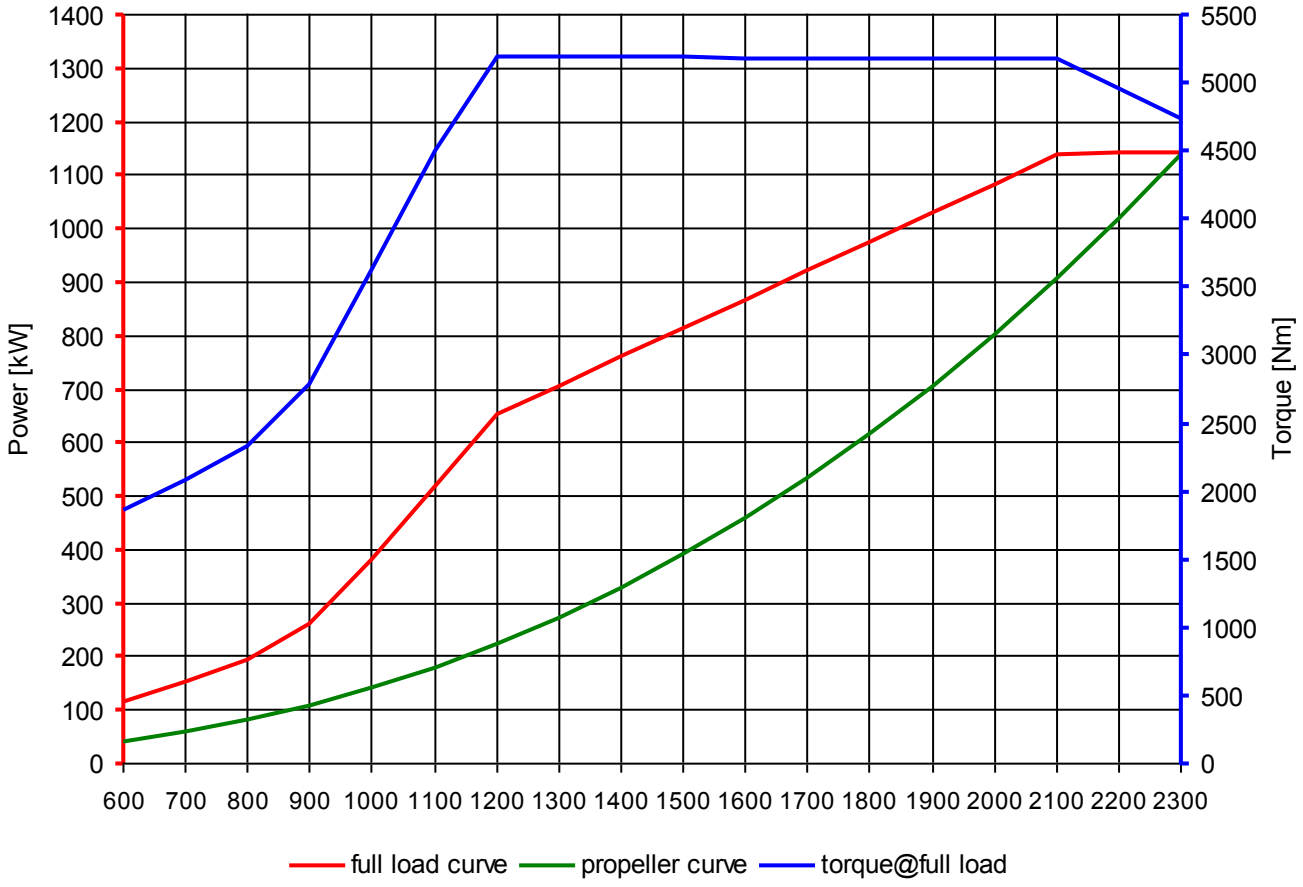
[1] Values at rated power

[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

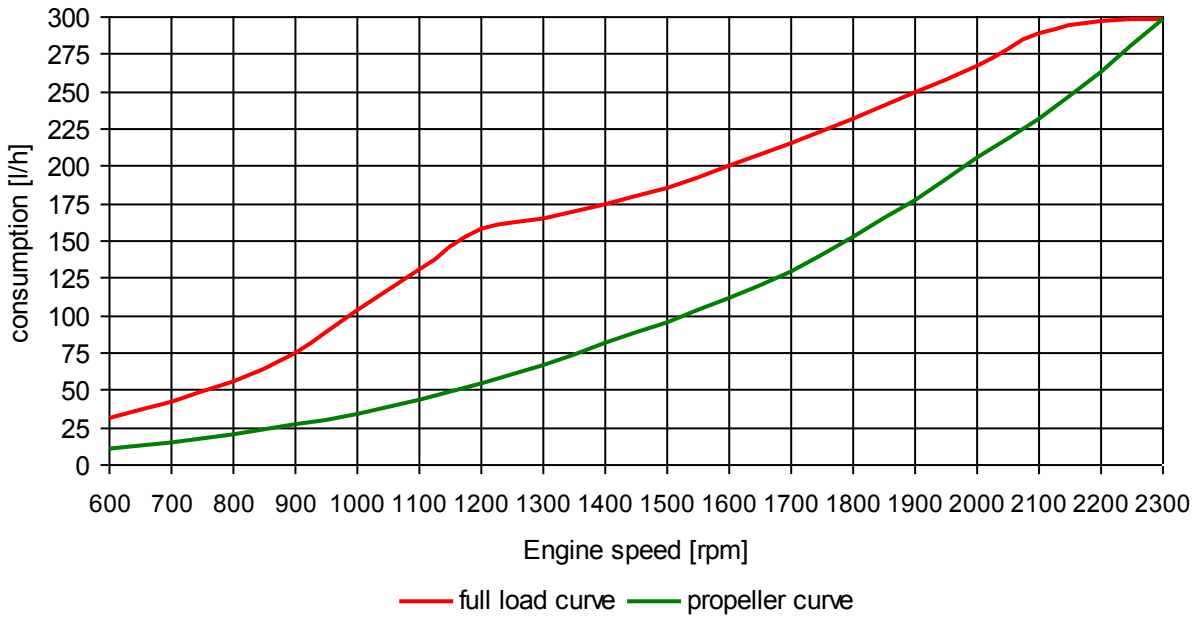
[3] Values on propeller curve

D2862LE426 (V12-1550)

Power/torque curves



Absolute fuel consumption[1]



< The rated power is based on reference conditions according to DIN ISO 3046-1 (2002) >

< Exponent for propeller curve 2,5 >

< Engine specifications are subjected to change without notice >

[1] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

Technical data sheet

Marine diesel engine

D2862LE456 (V12-1650)

25.07.2019
(Version 2)

Performance data [1]

Rated power	1213	kW
Rated power	1650	PS
Speed	2300	rpm
Bore/Stroke	128/157	mm
Displacement	24,24	liter
Rated torque	5036	Nm
Maximum torque	5510	Nm
at speed	1200-2100	rpm
Compression ratio [ε]	17,0	:1
Mean effective pressure	26,11	bar
Mean piston speed	12,04	m/s

The engine illustrated may not entirely be identical to production standard engine

Consumption data [2]

Specific fuel consumption [1]	223	g/kWh
Absolute fuel consumption [1]	323	l/h
Lowest fuel consumption [3]	195	g/kWh

Engine description

Application	Main propulsion diesel for ships with fixed pitch propeller
Operation profile	Up to 1000 hours per year at a maximum of 20 % of time at full load | average load < 50 %
Construction	Four-stroke marine diesel engine, direct injection, SAE 1 flywheel housing
Cylinders	12 cylinders in V-arrangement, single cylinder heads with wet replaceable cylinder liners
Air system	Two-stage turbocharger with charge air intercooler and wastegate
Cooling system	Seawater cooled charge air cooler and plate heat exchanger by rubber impeller pump
Oil system	Force-feed lubrication by gear pump, lubricating oil cooler in cooling water circuit of the engine
Fuel system	Common Rail injection system with high pressure pump and EDC control, fuel to DIN EN 590
Auxiliary PTO	PTO for hydraulic pump 16 cm³ (180Nm)
Alternator	Three-phase generator with rectifier and transistorized governor, 28 V, 110 A
Starting system	Solenoid-operated electric starter, 24 V, 7.0 kW
Service	Oil change interval 400 operating hours
Classification	Engine according to classification requirements available => see MAN Marine Configurator

Exhaust status	**IMO Tier II, RCD 2013/53/EC, EPA Tier 3 recreational, EU Stage IIIA**

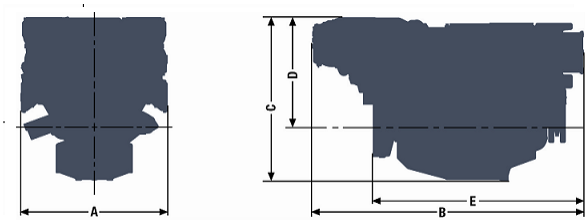
[1] Values at rated power

[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

[3] Values on propeller curve

D2862LE456 (V12-1650)

A - overall width.....	1153	mm
B - overall length.....	2139	mm
C - overall height.....	1272	mm
D - above crank shaft....	808	mm
E - length to flywheel....	1658	mm
Engine weight (dry).....	2420	kg



Combustion parameters [1]

Intake air temperature (max.)	45	°C
Intake air vacuum (min/max)	30/60	mbar
Intake air volume flow	5210	m³/h
Exhaust gas temperature	470	°C
Exhaust gas volume flow	12900	m³/h
Exhaust gas mass flow	5970	kg/h
Exhaust back pressure (min/max)	20/80	mbar

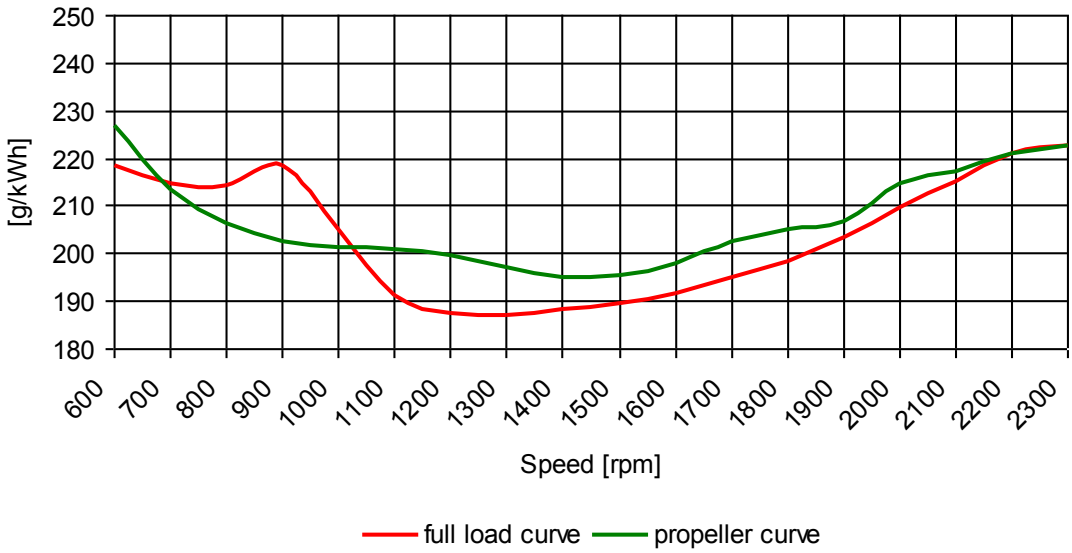
Heat balance [1]

Exhaust gas heat	825	kW
Cooling water heat	845	kW
Intercooler heat	310	kW
Radiation heat	39	kW

Noise emission (sound power) [1]

Engine surface noise (Lwa)	108,5	dB(A)
Free exhaust noise (Lwa)	113,0	dB(A)

Specific fuel consumption[2]



< The rated power is based on reference conditions according to ISO 3046-1 (2002) >

< Intake air temperature, max. 45°C | sea water temperature, max. 32°C >

< Barometric pressure 1000 mbar | air humidity 60% >

< Exponent for propeller curve 2,5 >

< Engine specifications are subjected to change without prior notice >

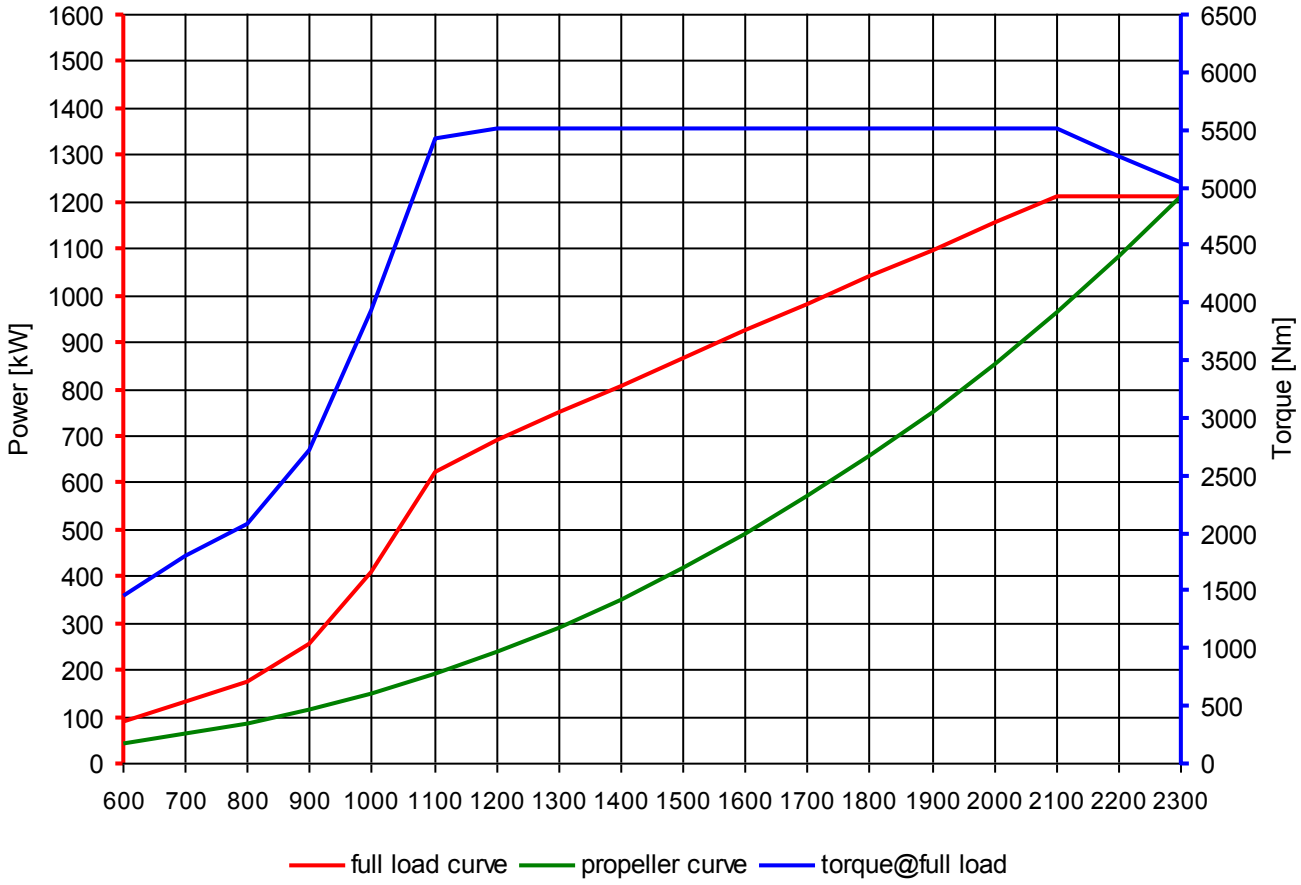
[1] Values at rated power

[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

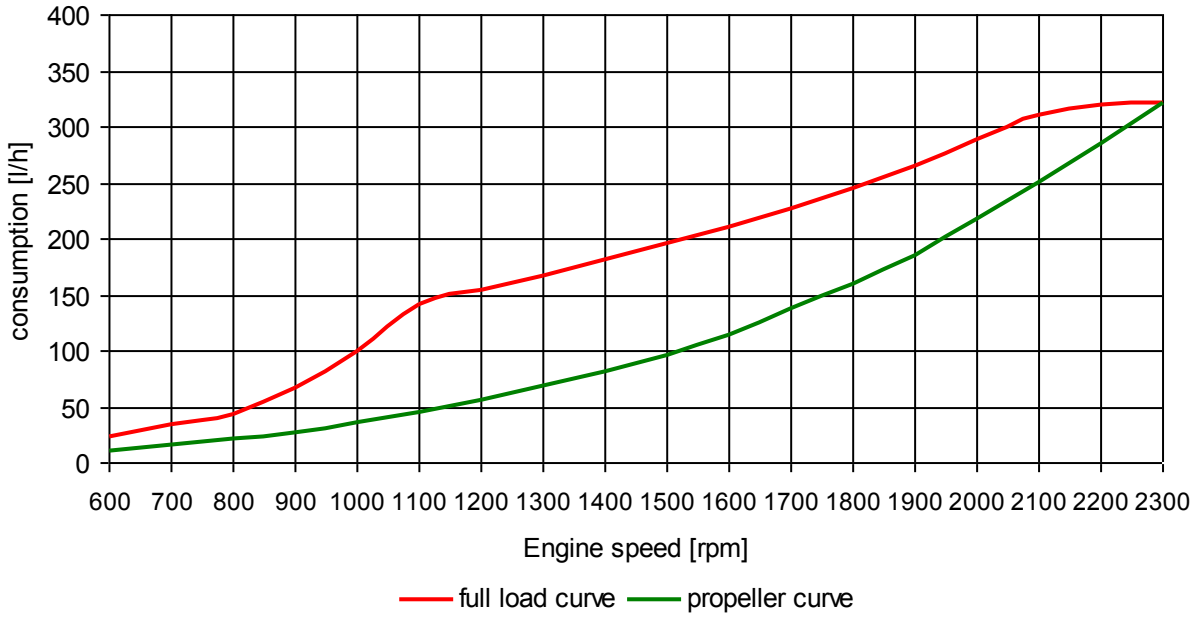
[3] Values on propeller curve

D2862LE456 (V12-1650)

Power/torque curves



Absolute fuel consumption[1]



< The rated power is based on reference conditions according to DIN ISO 3046-1 (2002) >

< Exponent for propeller curve 2,5 >

< Engine specifications are subjected to change without notice >

[1] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

Technical data sheet

Marine diesel engine

D2862LE459 (V12-1650)

25.07.2019
(Version 1)

Performance data

Rated power	1213	kW
Rated power	1650	PS
Speed	2300	rpm
Bore/Stroke	128/157	mm
Displacement	24,24	liter
Rated torque	5036	Nm
Maximum torque	5510	Nm
at speed	1200-2100	rpm
Compression ratio [ε]	17,0	:1
Mean effective pressure	26,11	bar
Mean piston speed	12,04	m/s

The engine illustrated may not entirely be identical to production standard engine

Consumption data ²

Specific fuel consumption ¹	215	g/kWh
Absolute fuel consumption ¹	310	l/h
Lowest fuel consumption ³	196	g/kWh
Absolute urea consumption ¹	18	l/h

Engine description

Application	Main propulsion diesel for ships with fixed pitch propeller
Operation profile	Up to 1000 hours per year at a maximum of 20 % of time at full load | average load < 50 %
Construction	Four-stroke diesel, direct injection, exhaust after-treatment system, SAE 1 flywheel housing
Cylinders	12 cylinders in V-arrangement, single cylinder heads with wet replaceable cylinder liners
Air system	Two-stage turbocharger with charge air intercooler and wastegate
Cooling system	Seawater cooled charge air cooler and plate heat exchanger by rubber impeller pump
Oil system	Force-feed lubrication by gear pump, lubricating oil cooler in cooling water circuit of the engine
Fuel system	Common Rail injection system with high pressure pump and EDC control, fuel to DIN EN 590
Auxiliary PTO	PTO for hydraulic pump 16 cm³ (180Nm)
Alternator	Three-phase generator with rectifier and transistorized governor, 28 V, 120 A
Starting system	Solenoid-operated electric starter, 24 V, 7.0 kW
Service	Oil change interval 400 operating hours, average TBO 5.000 operating hours*
Classification	Engine according to classification requirements available => see MAN Marine Configurator

Exhaust status	**IMO Tier III**

¹ Values at rated power

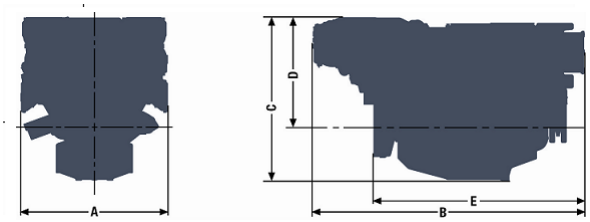
² Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046), urea solution 32,5% according to ISO 22241 (tolerance +3%)

³ Values on propeller curve

*TBO 5.000 operating hours for non or low particulate matters (PM) regulated jurisdictions (IMO, Canada, EU Stage IIIA)

D2862LE459 (V12-1650)

A - overall width.....	1153	mm
B - overall length.....	2139	mm
C - overall height.....	1272	mm
D - above crank shaft.....	808	mm
E - length to flywheel.....	1658	mm
Engine weight, dry..... (depending on the scope of supply)	2420	kg



Combustion parameters [1]

Intake air temperature (max)	45	°C
Intake air vacuum (min/max)	30/60	mbar
Intake air volume flow	5000	m³/h
Exhaust gas temperature	485	°C
Exhaust gas volume flow	12600	m³/h
Exhaust gas mass flow	5650	kg/h
Exhaust back pressure (min/max) downstream of SCR catalyst	20/80	mbar

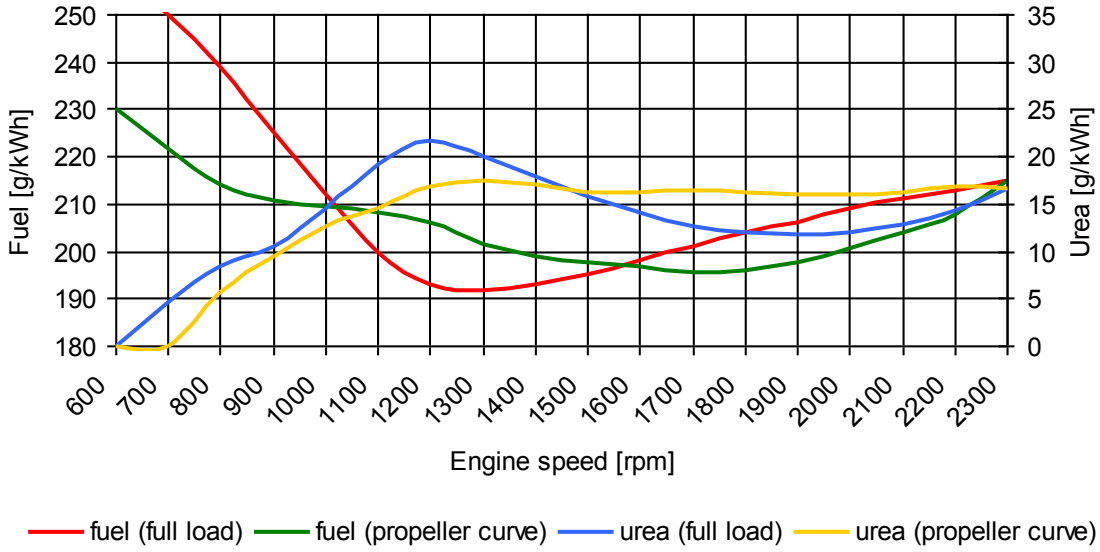
Heat balance [1]

Exhaust gas heat	750	kW
Cooling water heat	815	kW
Intercooler heat	300	kW
Radiation heat	39	kW

Noise emission (sound power) [1]

Engine surface noise (Lwa)	108,5	dB(A)
Free exhaust noise (Lwa)	107,0	dB(A)

Specific consumption[2]



< The rated power is based on reference conditions according to ISO 3046-1 (2002) >

< Intake air temperature, max. 45°C | sea water temperature, max. 32°C >

< Barometric pressure 1000 mbar | air humidity 60% >

< Exponent for propeller curve 2,5 >

< Engine specifications are subjected to change without prior notice >

[1] Values at rated power

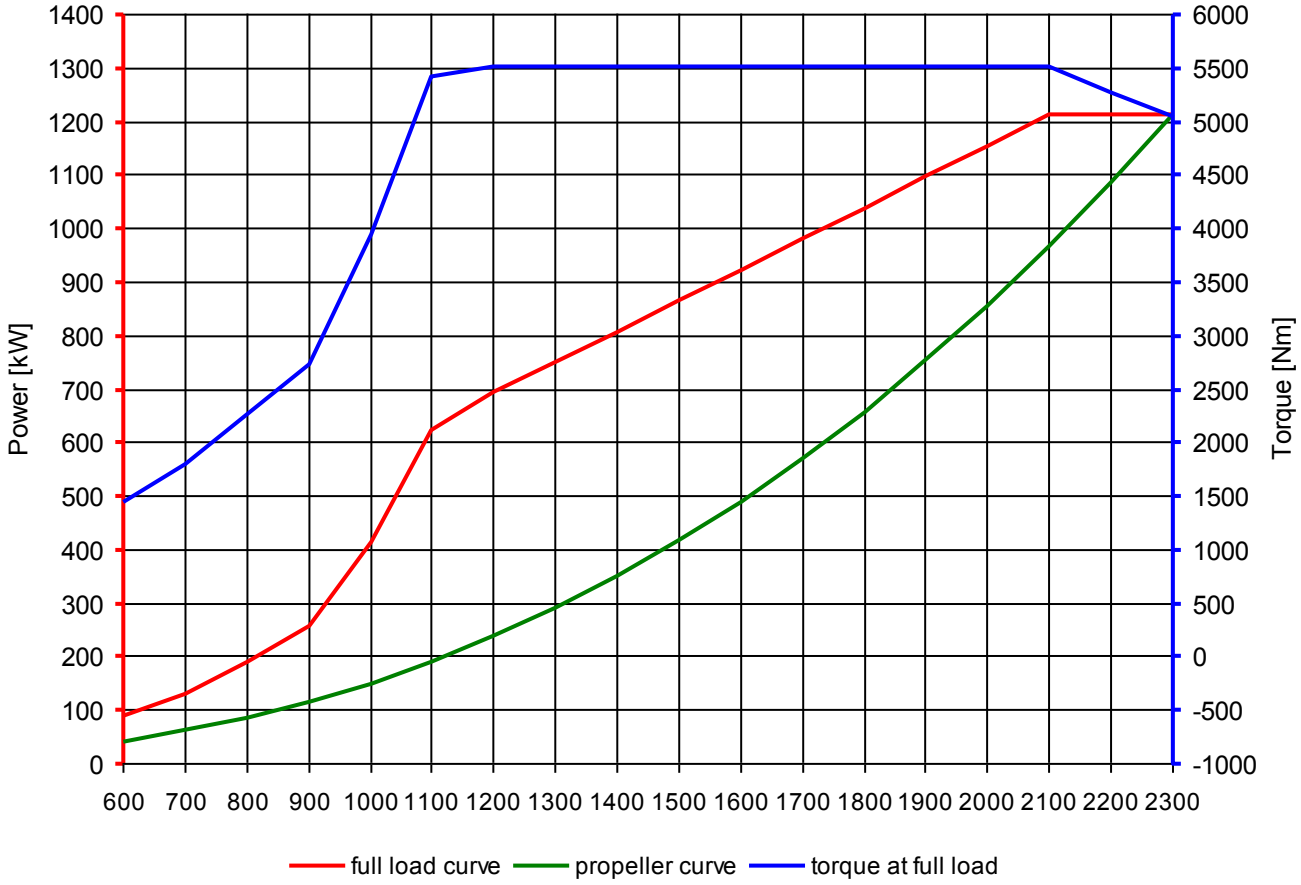
[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046), urea solution 32,5% according to ISO 22241 (tolerance +3%)

[3] Values on propeller curve

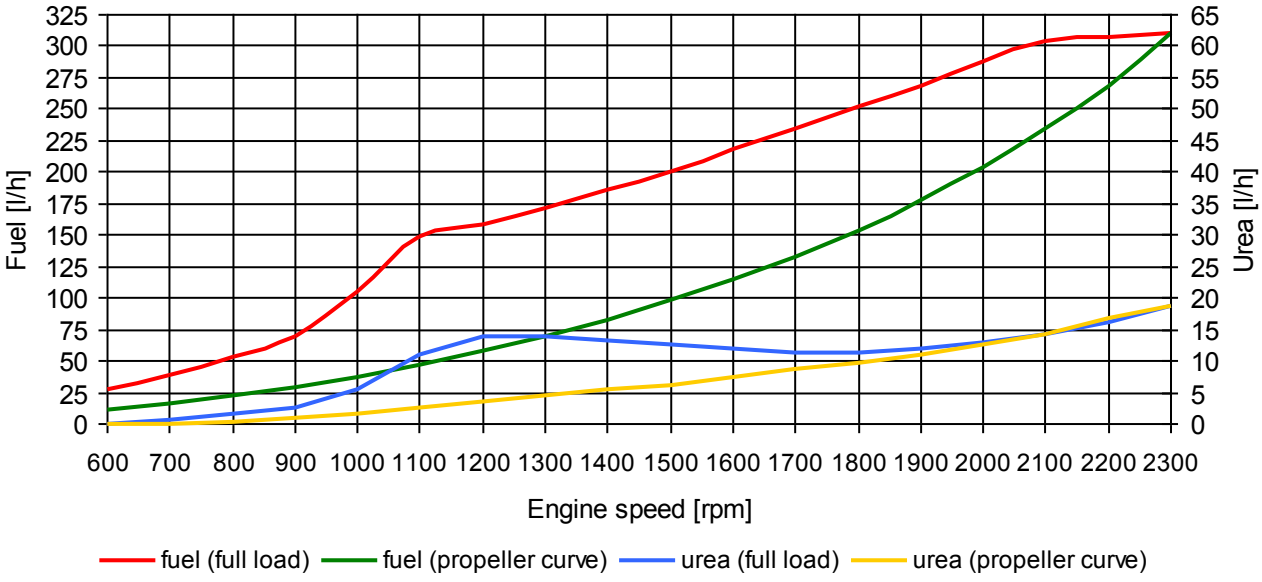
*TBO 5.000 operating hours for non or low particulate matters (PM) regulated jurisdictions (IMO, Canada, EU Stage IIIA)

D2862LE459 (V12-1650)

Power/torque curves



Absolute consumption ¹



< The rated power is based on reference conditions according to DIN ISO 3046-1 (2002) >

< Exponent for propeller curve 2,5 >

< Engine specifications are subjected to change without notice >

¹ Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046), urea solution 32,5% according to ISO 22241 (tolerance +3%)

Technical data sheet

Marine diesel engine

D2862LE436 (V12-1800)

25.07.2019
(Version 2)

Performance data [1]

Rated power	1324	kW
Rated power	1800	PS
Speed	2300	rpm
Bore/Stroke	128/157	mm
Displacement	24,24	liter
Rated torque	5497	Nm
Maximum torque	6010	Nm
at speed	1200-2100	rpm
Compression ratio [ε]	17,0	:1
Mean effective pressure	28,50	bar
Mean piston speed	12,04	m/s

The engine illustrated may not entirely be identical to production standard engine

Consumption data [2]

Specific fuel consumption [1]	223	g/kWh
Absolute fuel consumption [1]	351	l/h
Lowest fuel consumption [3]	200	g/kWh

Engine description

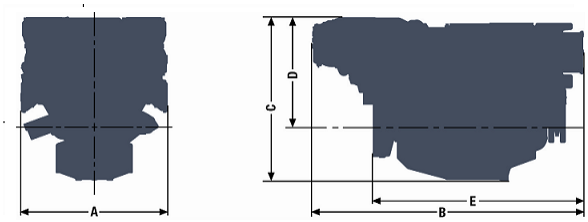
Application	Main propulsion diesel for ships with fixed pitch propeller
Operation profile	Up to 1000 hours per year at a maximum of 20 % of time at full load | average load < 50 %
Construction	Four-stroke marine diesel engine, direct injection, SAE 1 flywheel housing
Cylinders	12 cylinders in V-arrangement, single cylinder heads with wet replaceable cylinder liners
Air system	Two-stage turbocharger with charge air intercooler and wastegate
Cooling system	Seawater cooled charge air cooler and plate heat exchanger by rubber impeller pump
Oil system	Force-feed lubrication by gear pump, lubricating oil cooler in cooling water circuit of the engine
Fuel system	Common Rail injection system with high pressure pump and EDC control, fuel to DIN EN 590
Auxiliary PTO	PTO for hydraulic pump 16 cm³ (180Nm)
Alternator	Three-phase generator with rectifier and transistorized governor, 28 V, 110 A
Starting system	Solenoid-operated electric starter, 24 V, 7.0 kW
Service	Oil change interval 400 operating hours
Classification	-----

Exhaust status	**IMO Tier II, RCD 2013/53/EC, EPA Tier 3 recreational, EU Stage IIIA**

[1] Values at rated power
[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)
[3] Values on propeller curve

D2862LE436 (V12-1800)

A - overall width.....	1153	mm
B - overall length.....	2139	mm
C - overall height.....	1272	mm
D - above crank shaft....	808	mm
E - length to flywheel....	1658	mm
Engine weight (dry).....	2420	kg



Combustion parameters [1]

Intake air temperature (max.)	45	°C
Intake air vacuum (min/max)	30/60	mbar
Intake air volume flow	5360	m³/h
Exhaust gas temperature	490	°C
Exhaust gas volume flow	13600	m³/h
Exhaust gas mass flow	6120	kg/h
Exhaust back pressure (min/max)	20/80	mbar

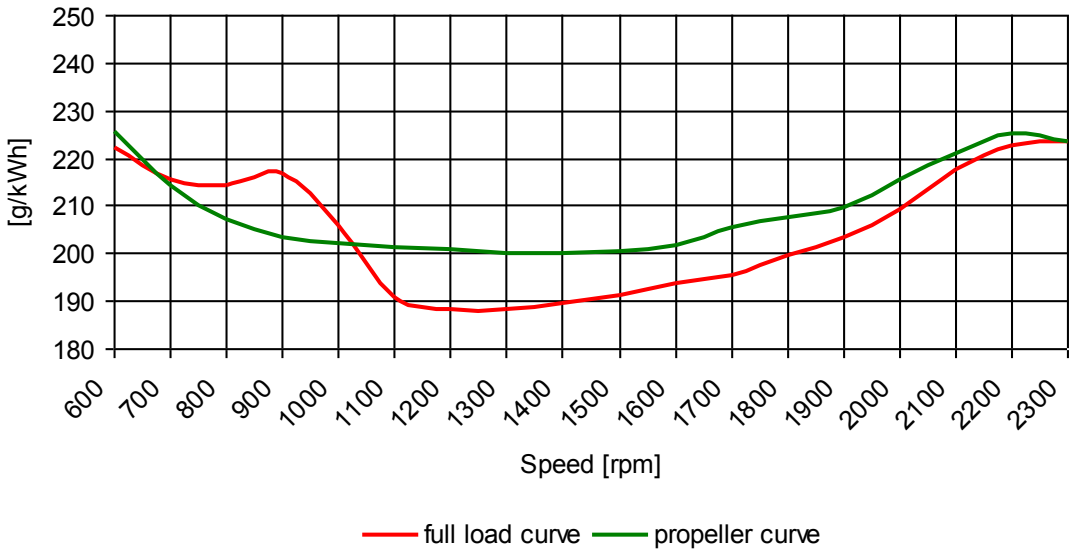
Heat balance [1]

Exhaust gas heat	924	kW
Cooling water heat	910	kW
Intercooler heat	330	kW
Radiation heat	40	kW

Noise emission (sound power) [1]

Engine surface noise (Lwa)	104,9	dB(A)
Free exhaust noise (Lwa)	115,6	dB(A)

Specific fuel consumption[2]



< The rated power is based on reference conditions according to ISO 3046-1 (2002) >

< Intake air temperature, max. 45°C | sea water temperature, max. 32°C >

< Barometric pressure 1000 mbar | air humidity 60% >

< Exponent for propeller curve 2,5 >

< Engine specifications are subjected to change without prior notice >

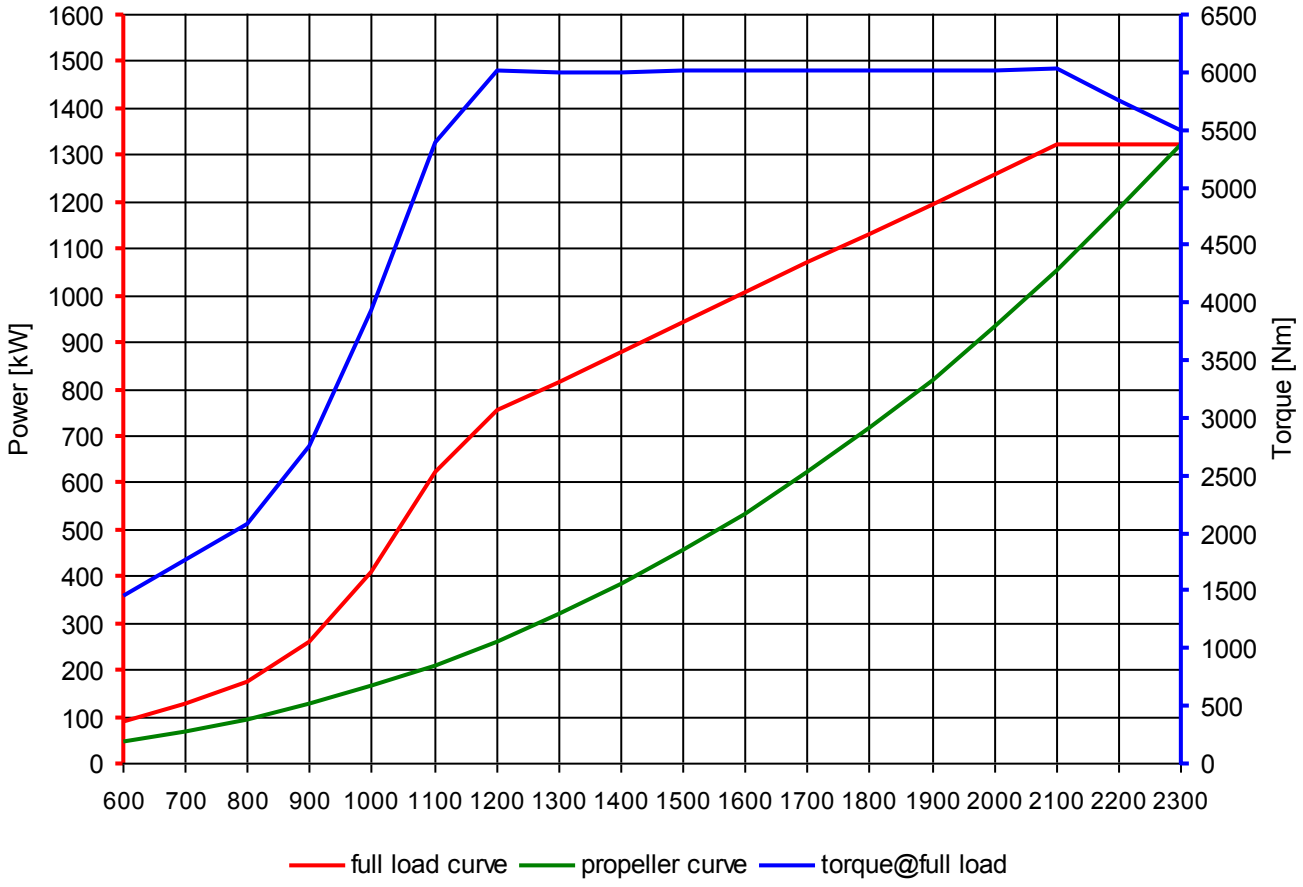
[1] Values at rated power

[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

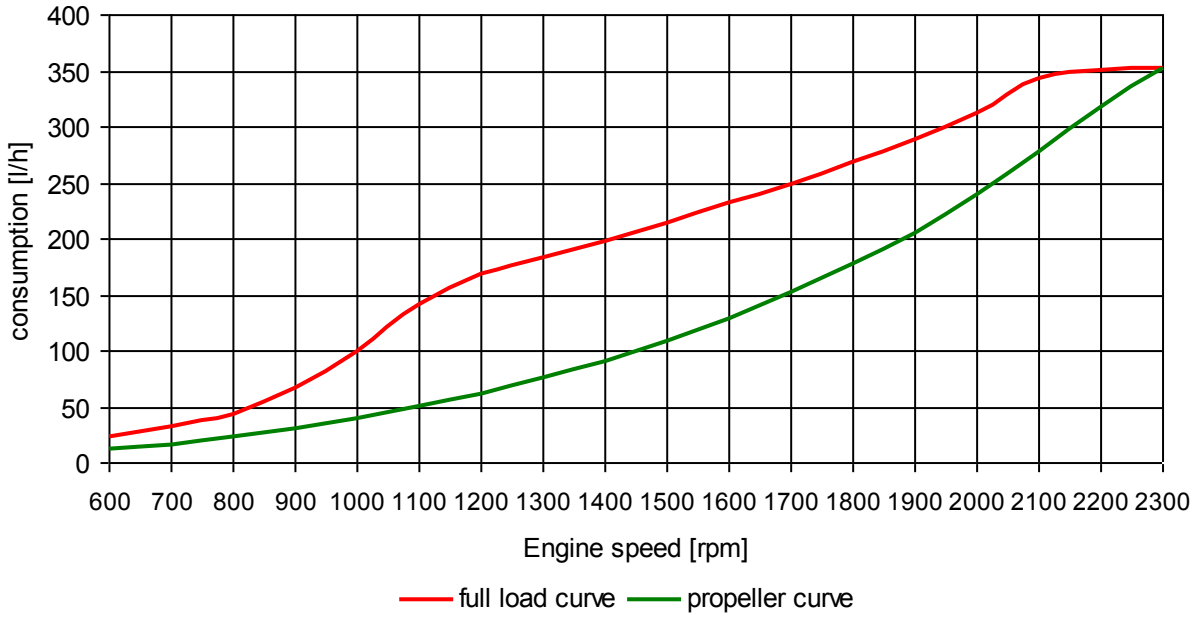
[3] Values on propeller curve

D2862LE436 (V12-1800)

Power/torque curves



Absolute fuel consumption[1]



< The rated power is based on reference conditions according to DIN ISO 3046-1 (2002) >

< Exponent for propeller curve 2,5 >

< Engine specifications are subjected to change without notice >

[1] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

Technical data sheet

Marine diesel engine

D2862LE476 (V12-1900)

25.07.2019
(Version 2)

Performance data [1]

Rated power	1397	kW
Rated power	1900	PS
Speed	2300	rpm
Bore/Stroke	128/157	mm
Displacement	24,24	liter
Rated torque	5800	Nm
Maximum torque	6220	Nm
at speed	1200-2100	rpm
Compression ratio [ε]	17,0	:1
Mean effective pressure	30,07	bar
Mean piston speed	12,04	m/s

The engine illustrated may not entirely be identical to production standard engine

Consumption data [2]

Specific fuel consumption [1]	224	g/kWh
Absolute fuel consumption [1]	373	l/h
Lowest fuel consumption [3]	200	g/kWh

Engine description

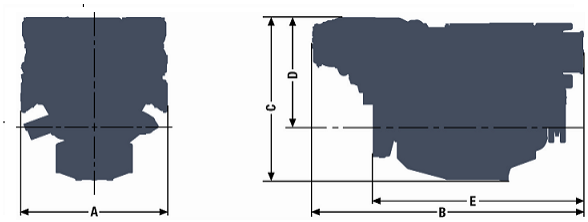
Application	Main propulsion diesel for ships with fixed pitch propeller
Operation profile	Up to 500 hours per year at a maximum of 5 % of time at full load
Construction	Four-stroke marine diesel engine, direct injection, SAE 1 flywheel housing
Cylinders	12 cylinders in V-arrangement, single cylinder heads with wet replaceable cylinder liners
Air system	Two-stage turbocharger with charge air intercooler and wastegate
Cooling system	Seawater cooled charge air cooler and plate heat exchanger by rubber impeller pump
Oil system	Force-feed lubrication by gear pump, lubricating oil cooler in cooling water circuit of the engine
Fuel system	Common Rail injection system with high pressure pump and EDC control, fuel to DIN EN 590
Auxiliary PTO	PTO for hydraulic pump 16 cm³ (180Nm)
Alternator	Three-phase generator with rectifier and transistorized governor, 28 V, 110 A
Starting system	Solenoid-operated electric starter, 24 V, 7.0 kW
Service	Oil change interval 400 operating hours
Classification	-----

Exhaust status	**IMO Tier II, RCD 2013/53/EC, EPA Tier 3 recreational, EU Stage IIIA**

[1] Values at rated power
[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)
[3] Values on propeller curve

D2862LE476 (V12-1900)

A - overall width.....	1153	mm
B - overall length.....	2139	mm
C - overall height.....	1272	mm
D - above crank shaft....	808	mm
E - length to flywheel....	1658	mm
Engine weight (dry).....	2420	kg



Combustion parameters [1]

Intake air temperature (max.)	45	°C
Intake air vacuum (min/max)	30/60	mbar
Intake air volume flow	5470	m³/h
Exhaust gas temperature	590	°C
Exhaust gas volume flow	15850	m³/h
Exhaust gas mass flow	6280	kg/h
Exhaust back pressure (min/max)	20/80	mbar

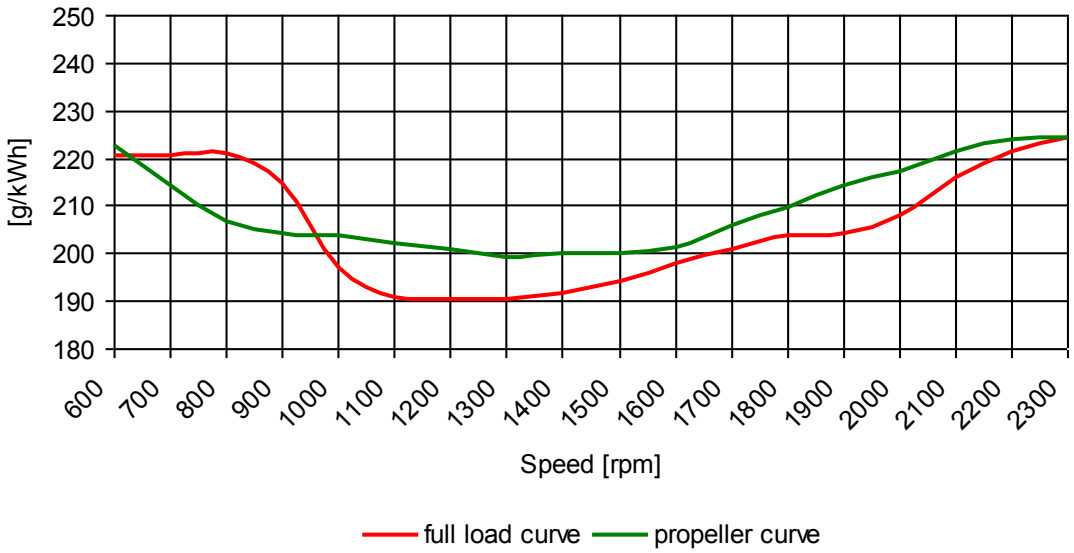
Heat balance [1]

Exhaust gas heat	992	kW
Cooling water heat	960	kW
Intercooler heat	350	kW
Radiation heat	41	kW

Noise emission (sound power) [1]

Engine surface noise (Lwa)	105,3	dB(A)
Free exhaust noise (Lwa)	116,2	dB(A)

Specific fuel consumption[2]



< The rated power is based on reference conditions according to ISO 3046-1 (2002) >

< Intake air temperature, max. 45°C | sea water temperature, max. 32°C >

< Barometric pressure 1000 mbar | air humidity 60% >

< Exponent for propeller curve 2,5 >

< Engine specifications are subjected to change without prior notice >

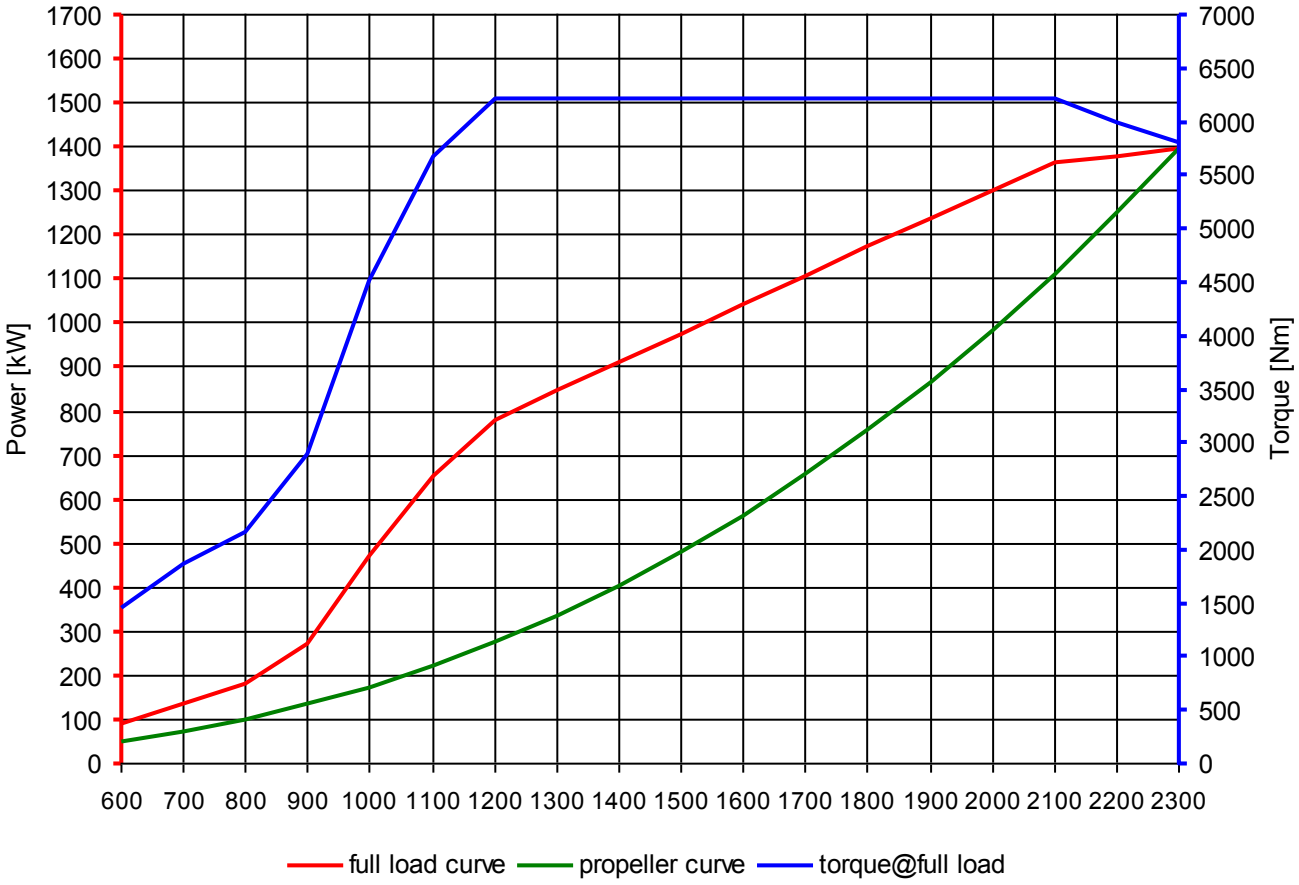
[1] Values at rated power

[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

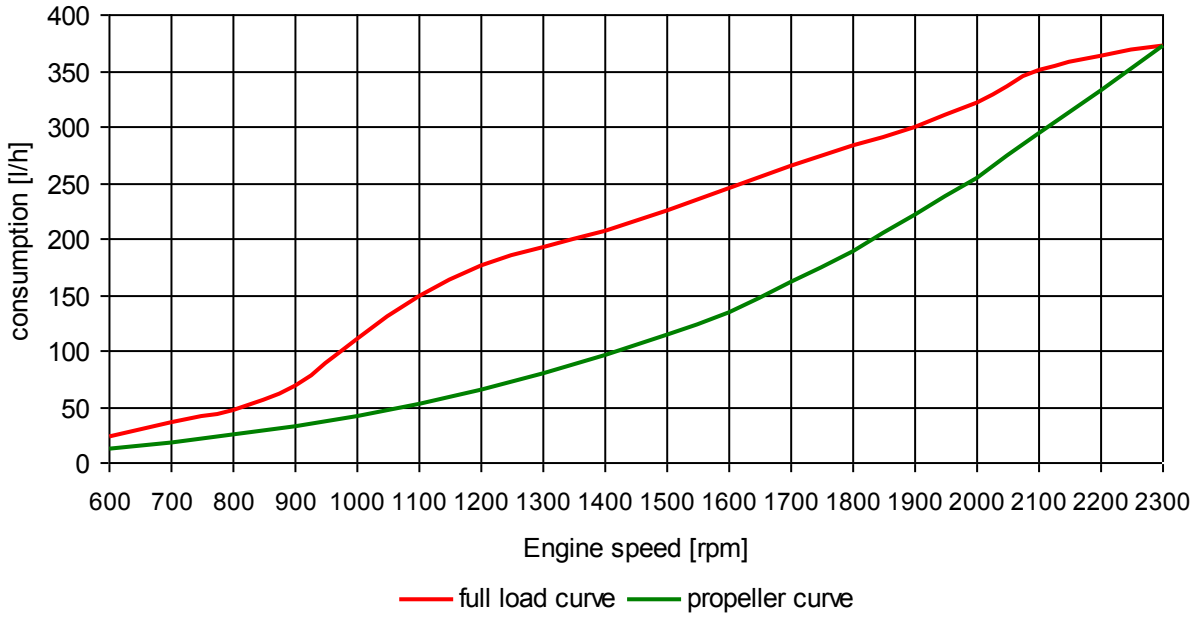
[3] Values on propeller curve

D2862LE476 (V12-1900)

Power/torque curves



Absolute fuel consumption[1]



< The rated power is based on reference conditions according to DIN ISO 3046-1 (2002) >

< Exponent for propeller curve 2,5 >

< Engine specifications are subjected to change without notice >

[1] Tolerance +5% according ISO 3046, diesel fuel to DIN EN 590

Technical data sheet

Marine diesel engine

D2862LE496 (V12-2000)

25.07.2019
(Version 1)

Performance data [1]

Rated power	1471	kW
Rated power	2000	PS
Speed	2300	rpm
Bore/Stroke	128/157	mm
Displacement	24,24	liter
Rated torque	6107	Nm
Maximum torque	6520	Nm
at speed	1200-2100	rpm
Compression ratio [ε]	17,0	:1
Mean effective pressure	31,66	bar
Mean piston speed	12,04	m/s

The engine illustrated may not entirely be identical to production standard engine

Consumption data [2]

Specific fuel consumption [1]	229	g/kWh
Absolute fuel consumption [1]	401	l/h
Lowest fuel consumption [3]	199	g/kWh

Engine description

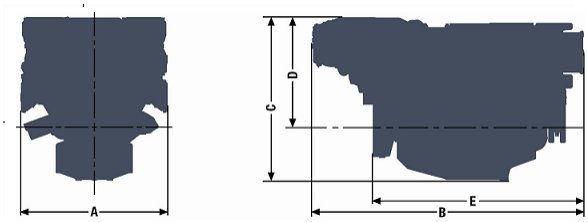
Application	Main propulsion diesel for ships with fixed pitch propeller
Operation profile	Up to 500 hours per year at a maximum of 5 % of time at full load
Construction	Four-stroke marine diesel engine, direct injection, SAE 1 flywheel housing
Cylinders	12 cylinders in V-arrangement, single cylinder heads with wet replaceable cylinder liners
Air system	Two-stage turbocharger with charge air intercooler and wastegate
Cooling system	Seawater cooled charge air cooler and plate heat exchanger by rubber impeller pump
Oil system	Force-feed lubrication by gear pump, lubricating oil cooler in cooling water circuit of the engine
Fuel system	Common Rail injection system with high pressure pump and EDC control, fuel to DIN EN 590
Auxiliary PTO	PTO for hydraulic pump 16 cm³ (180Nm)
Alternator	Three-phase generator with rectifier and transistorized governor, 28 V, 110 A
Starting system	Solenoid-operated electric starter, 24 V, 7.0 kW
Service	Oil change interval 400 operating hours
Classification	-----

Exhaust status	**IMO Tier II, RCD 2013/53/EC, EPA Tier 3 recreational, EU Stage IIIA**

[1] Values at rated power
[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)
[3] Values on propeller curve

D2862LE496 (V12-2000)

A - overall width.....	1153	mm
B - overall length.....	2139	mm
C - overall height.....	1272	mm
D - above crank shaft....	808	mm
E - length to flywheel....	1658	mm
Engine weight (dry).....	2420	kg



Combustion parameters [1]

Intake air temperature (max.)	45	°C
Intake air vacuum (min/max)	30/60	mbar
Intake air volume flow	6275	m³/h
Exhaust gas temperature	533	°C
Exhaust gas volume flow	17100	m³/h
Exhaust gas mass flow	7270	kg/h
Exhaust back pressure (min/max)	20/80	mbar

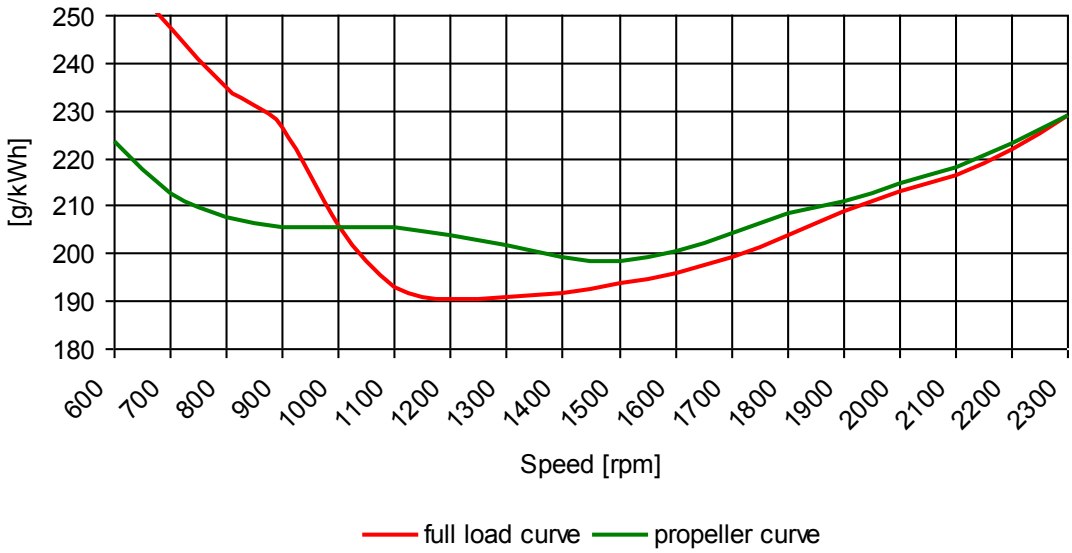
Heat balance [1]

Exhaust gas heat	1120	kW
Cooling water heat	1010	kW
Intercooler heat	370	kW
Radiation heat	42	kW

Noise emission (sound power) [1]

Engine surface noise (Lwa)	105,8	dB(A)
Free exhaust noise (Lwa)	116,7	dB(A)

Specific fuel consumption[2]



< The rated power is based on reference conditions according to ISO 3046-1 (2002) >

< Intake air temperature, max. 45°C | sea water temperature, max. 32°C >

< Barometric pressure 1000 mbar | air humidity 60% >

< Exponent for propeller curve 2,5 >

< Engine specifications are subjected to change without prior notice >

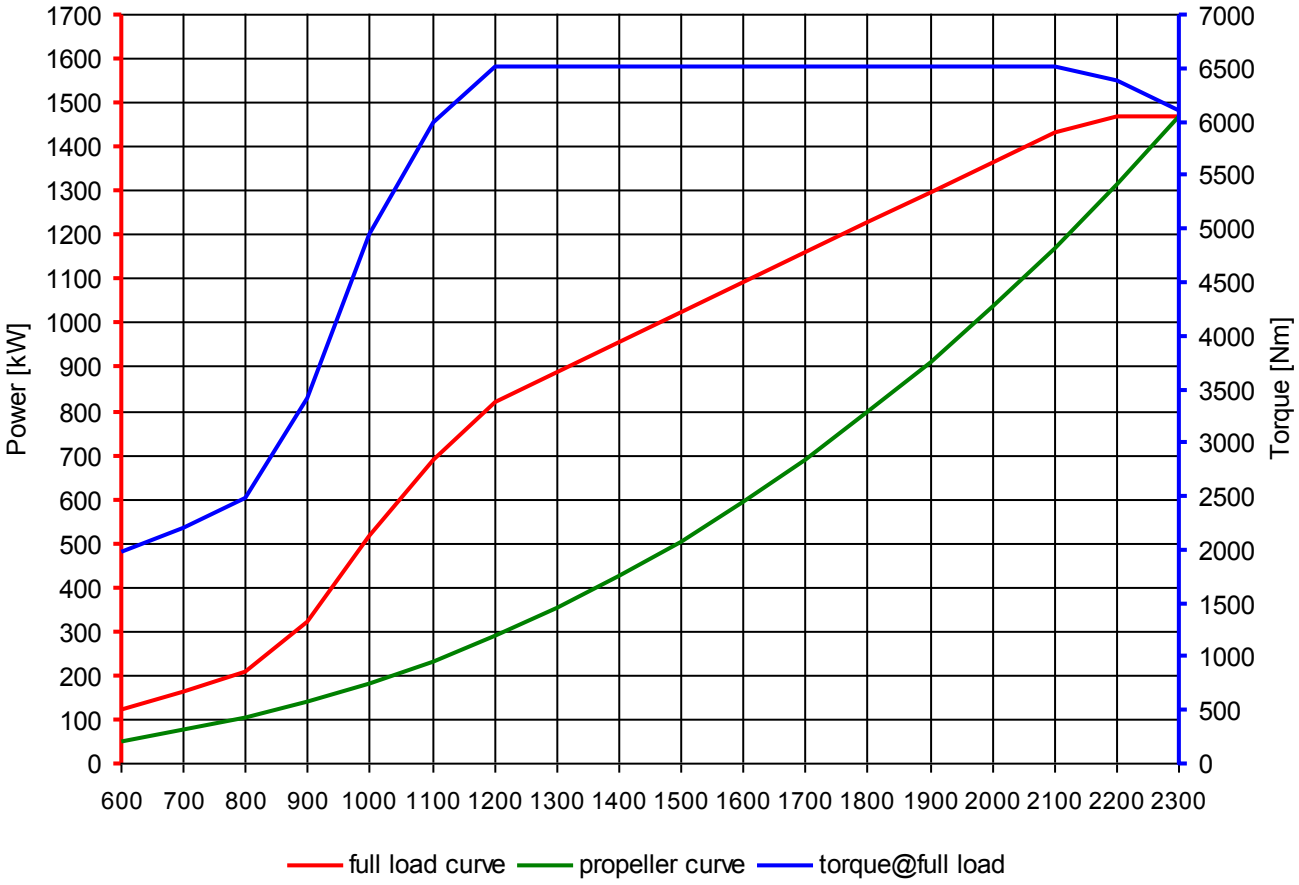
[1] Values at rated power

[2] Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046)

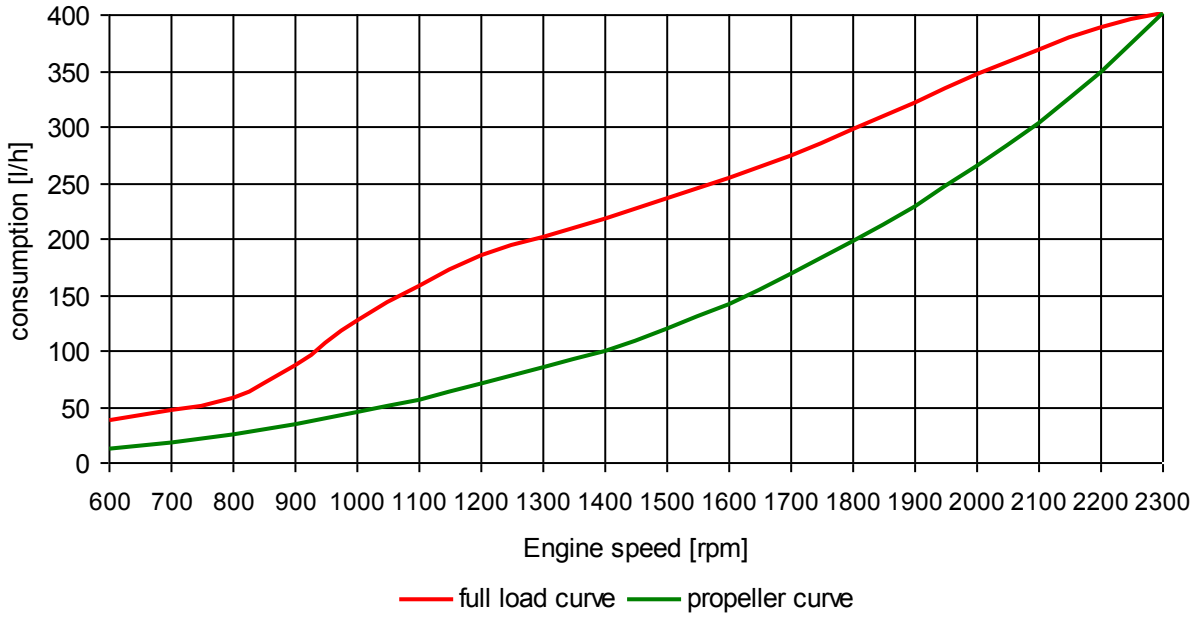
[3] Values on propeller curve

D2862LE496 (V12-2000)

Power/torque curves



Absolute fuel consumption[1]



< The rated power is based on reference conditions according to DIN ISO 3046-1 (2002) >

< Exponent for propeller curve 2,5 >

< Engine specifications are subjected to change without notice >

[1] Tolerance +5% according ISO 3046, diesel fuel to DIN EN 590