Packing the latest technology into minimal space, the MAN 175D GenSet is characterized by a clear-cut design, flexible ship integration, simple operation, and straightforward maintenance. Its modular design allows it to meet all the challenges of today’s different applications.

Benefits at a glance

- Clear and compact
- Advanced and robust
- Powerful and reliable
- Efficient and clean
### MAN 175D

**GenSet**

#### Dimensions

<table>
<thead>
<tr>
<th>Cyl. No.</th>
<th>L (mm)</th>
<th>H (mm)</th>
<th>W (mm)</th>
<th>Dry mass (t)</th>
</tr>
</thead>
<tbody>
<tr>
<td>16</td>
<td>5,332</td>
<td>2,670</td>
<td>1,770</td>
<td>19.90</td>
</tr>
</tbody>
</table>

#### Output

<table>
<thead>
<tr>
<th>Engine model</th>
<th>MAN 16V175D-MA</th>
<th>MAN 16V175D-MEM</th>
<th>MAN 16V175D-MEL</th>
<th>MAN 16V175D-MEV</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Rating definitions</strong></td>
<td>Electric propulsion medium duty</td>
<td>Electric propulsion light duty</td>
<td>Electric propulsion variable speed medium duty</td>
<td>Electric propulsion variable speed light duty</td>
</tr>
<tr>
<td>MCR (kW)</td>
<td>1,440</td>
<td>1,800</td>
<td>1,620</td>
<td>1,920</td>
</tr>
<tr>
<td>Rated electrical output (kW)*</td>
<td>1,382</td>
<td>1,728</td>
<td>1,555</td>
<td>1,843</td>
</tr>
<tr>
<td>Speed (rpm)</td>
<td>1,500</td>
<td>1,800</td>
<td>1,500</td>
<td>1,800</td>
</tr>
<tr>
<td>Average load (%)</td>
<td>75.0</td>
<td>75.0</td>
<td>50.0</td>
<td>50.0</td>
</tr>
<tr>
<td>Frequency (Hz)</td>
<td>50.0</td>
<td>60.0</td>
<td>50.0</td>
<td>60.0</td>
</tr>
<tr>
<td>SFOC at 100% MCR, Tier II (g/kWh)</td>
<td>188.0</td>
<td>195.0</td>
<td>188.0</td>
<td>195.0</td>
</tr>
<tr>
<td>SFOC at 100% MCR, Tier III (g/kWh)</td>
<td>191.0</td>
<td>198.0</td>
<td>191.0</td>
<td>198.0</td>
</tr>
</tbody>
</table>

#### Dimensions

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<tr>
<th>Cyl. No.</th>
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</tr>
</thead>
<tbody>
<tr>
<td>20</td>
<td>6,000</td>
<td>2,900</td>
<td>1,800</td>
<td>27.00</td>
</tr>
</tbody>
</table>

Weight and dimensions are preliminary. Please request installation drawing for planning purposes.

### General

- Standard layout with engine and alternator connected via bellhousing and resiliently seated on the base frame
- Modular common rail fuel injection system
- Integrated lubrication system with electrical prelubrication and extraction pump
- High-efficiency MAN turbochargers
- HT and LT split cooling circuits with integrated pumps and thermostats
- Integrated preheating module
- MAN SaCoSs safety and control system with genset-mounted local operating panel

### Starting method

- Electric/pneumatic

### Compliance with emission regulations

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

### Optional equipment

- Air- or freshwater-cooled alternator
- Integrated seawater cooler, engine-driven seawater pump and expansion tank
- Lube oil centrifuge
- Horizontal exhaust gas outlet (12V engine only)
- Double resilient seating

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* SFOC = Specific fuel oil consumption
SCR = Selective catalytic reduction
MCR = Maximum continuous rating
SFOMC = Specific fuel oil consumption

Weight and dimensions are preliminary. Please request installation drawing for planning purposes.

GenSet dimensions and weights shown are for guidance only and do not apply for MEV. Details may vary due to different configurations. Rated power output according to ISO 3046-1, ICXN for diesel-electric drives or onboard power generation. Specific fuel oil consumption related to mechanical output acc. to ISO 3046-1:2002 based on a lower calorific value of fuel 42,700 kJ/kg with attached lube oil, HT and LT-cooling water pumps limitations with 5% tolerance.

*3-phase, 0.8 p.f., assumes alternator efficiency of 96.0%, class F temperature rise, class H insulation. Depending on chosen classification society, a de-rating might be required.

Last updated July 2019
All data provided in this document is non-binding. This data serves informational purposes only and is not guaranteed in any way. Depending on the subsequent specific individual projects, the relevant data may be subject to changes and will be assessed and determined individually for each project. This will depend on the particular characteristics of each individual project, especially specific site and operational conditions.

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