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

Benefits at a glance

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

### Propulsion

**Dimensions**

- **Cyl. No.:** 12
- **L1 (mm):** 2,733
- **L2 (mm):** 167
- **L3 (mm):** 3,900
- **H (mm):** 2,295
- **W (mm):** 1,632
- **Dry mass:** 9.00

Configuration shown: MAN 12V175D-MM without seawater cooler

**Output**

<table>
<thead>
<tr>
<th>Engine model</th>
<th>MAN 12V175D-MH</th>
<th>MAN 12V175D-MM</th>
<th>MAN 12V175D-ML</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rating definitions</td>
<td>Heavy duty</td>
<td>Medium duty</td>
<td>Light duty</td>
</tr>
<tr>
<td>kW</td>
<td>1,499</td>
<td>1,499</td>
<td>1,745</td>
</tr>
<tr>
<td>rpm</td>
<td>1,600</td>
<td>1,800</td>
<td>1,800</td>
</tr>
<tr>
<td>Average load (%)</td>
<td>100.0</td>
<td>100.0</td>
<td>85.0</td>
</tr>
<tr>
<td>SFOC at 100% MCR (Tier II)</td>
<td>195.0</td>
<td>204.0</td>
<td>198.0</td>
</tr>
<tr>
<td>SFOC at 100% MCR (Tier III)</td>
<td>197.0</td>
<td>206.0</td>
<td>201.0</td>
</tr>
</tbody>
</table>

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

Specific fuel oil consumption acc. to ISO 3046-1:2002 based on a lower calorific value of fuel 42,700 kJ/kg with attached lube oil, HT and LT cooling water pumps fulfilling IMO Tier II/Tier III emission limits with 5 % tolerance.

**General**

- Modular common rail fuel injection system
- Integrated lubrication system
- HT and LT split cooling circuits with integrated pumps and thermostats
- High-efficiency MAN turbochargers
- MAN SaCoS® safety and control system

**Starting method**

- Electric/pneumatic

**Compliance with emission regulations**

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

**Optional equipment**

- Integrated seawater cooler and engine-driven seawater pump
- Lube oil centrifuge
- 100 % PTO on counter coupling side (12V engine only)
- PTO on counter coupling side (16V and 20V engines)
- Alternator for battery charging
- Horizontal exhaust gas outlet (12V engine only)

**Dimensions**

- **Cyl. No.:** 20
- **L1 (mm):** 3,773
- **L2 (mm):** 171
- **L3 (mm):** 3,944
- **H (mm):** 2,515
- **W (mm):** 1,991
- **Dry mass:** 13.30

Configuration shown: MAN 20V175D-MM without seawater cooler

**Output**

<table>
<thead>
<tr>
<th>Engine model</th>
<th>MAN 20V175D-MH</th>
<th>MAN 20V175D-MM</th>
<th>MAN 20V175D-ML</th>
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<tr>
<td>kW</td>
<td>2,500</td>
<td>2,500</td>
<td>3,200</td>
</tr>
<tr>
<td>rpm</td>
<td>1,600</td>
<td>1,800</td>
<td>1,800</td>
</tr>
<tr>
<td>Average load (%)</td>
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Specific fuel oil consumption acc. to ISO 3046-1:2002 based on a lower calorific value of fuel 42,700 kJ/kg with attached lube oil, HT and LT cooling water pumps fulfilling IMO Tier II/Tier III emission limits with 5 % tolerance.

Last updated April 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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