

# MARINE.

High speed engines for pleasure boats.



MAN Engines





# PURE PLEASURE.

Performance gives power its beauty:  
With powers ranging from 730 to  
2,200 hp, MAN yacht engines are  
Europe's number one. MAN engines  
impress with their extraordinary  
dynamics, their extreme running  
smoothness, economy and their trend-  
setting environmental friendliness.  
The finest from modern common rail.

[www.man-engines.com](http://www.man-engines.com)





# CONTENTS

Pure power . . . . .	4
MAN Service . . . . .	4
Exhaust aftertreatment . . . . .	6
Extended warranty . . . . .	8
MAN Genuine Parts . . . . .	9
24/7 Hotline . . . . .	10
MAN Engines Academy . . . . .	11
iSea engine electronic . . . . .	12
MAN Smart Hybrid Experience . . . . .	14
Light duty operation . . . . .	16

## **Description of engines**

i6-730, i6-800 and i6-850 . . . . .	18
V8-1000, V8-1200 and V8-1300 . . . . .	22
V12-1400 and V12-1550 . . . . .	26
V12-1650 and V12-1800 . . . . .	30
V12-1900 and V12-2000 . . . . .	36
V12X-2000 and V12X-2200 . . . . .	42
Engine Range . . . . .	46

# PURE POWER.



## Benefits


- High tractive power even at low speeds
- Powerful acceleration and rapid reaction to commands
- High performance combined with low weight
- Compact, space-saving design
- High efficiency with low fuel consumption
- Low running costs and long service life
- Low emission values
- World-wide service network with rapid supply of spare parts
- Continuous 24/7 hotline support around the clock, 365 days a year











# MAN SERVICE.


 **Worldwide service network**  
most certainly represented in your area


 **Spare parts availability**  
worldwide available within 24 hours


 **Extended warranty**  
up to 5 years Gold Standard Premium

 **MAN Customer Service**  
as back-up from the headquarters

 **MAN 24/7 Hotline**  
available 24 hours a day, 365 days a year

 **Servicing and maintenance plans**  
individually for you

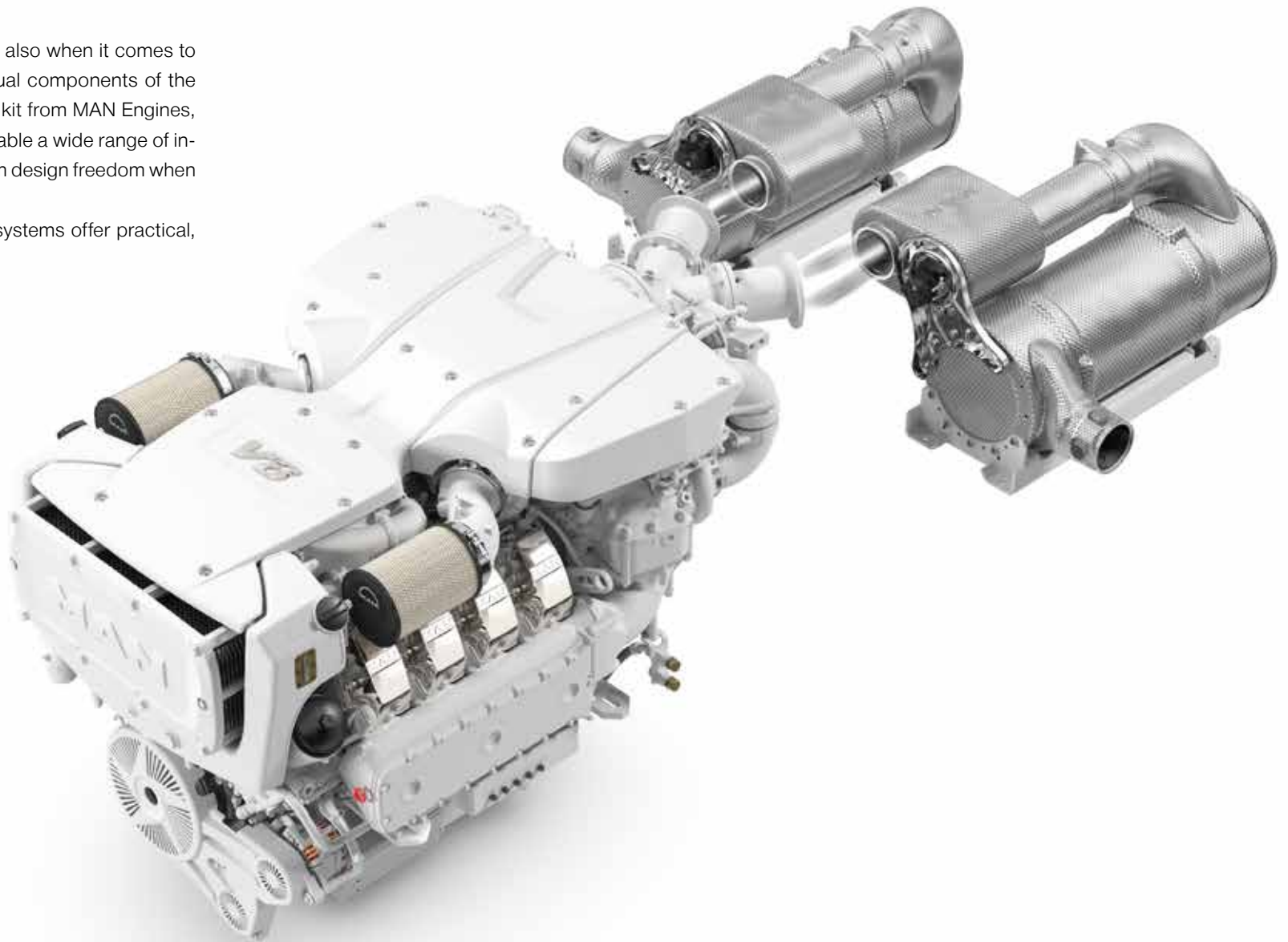
 **MAN Genuine Oil**  
customised for MAN engines

 **MAN Engine Academy**  
for a deeper understanding of engines

# EXHAUST AFTERTREATMENT.

Flexibility makes use of free space – also when it comes to exhaust gas aftertreatment: Individual components of the modular exhaust gas aftertreatment kit from MAN Engines, which can be positioned variably, enable a wide range of installation variants as well as maximum design freedom when installed in machinery and vehicles.

Alternatively, pre-defined complete systems offer practical, space-saving solutions.

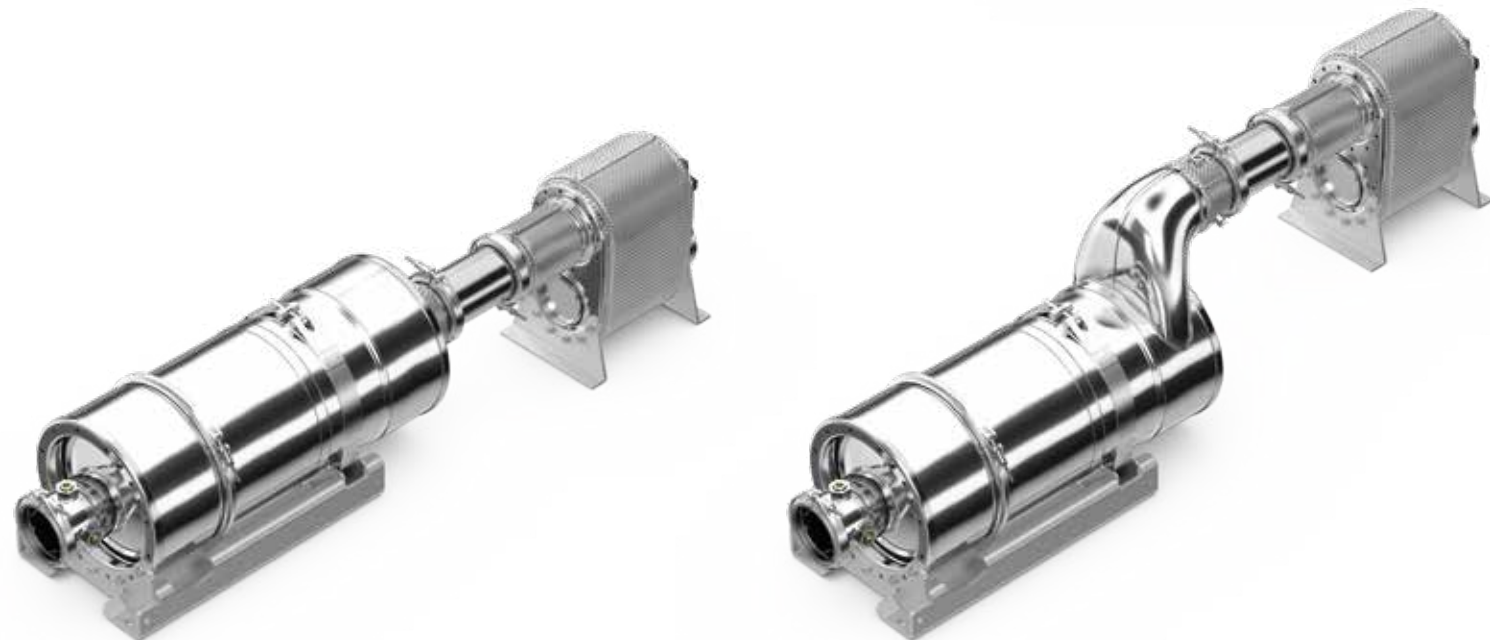
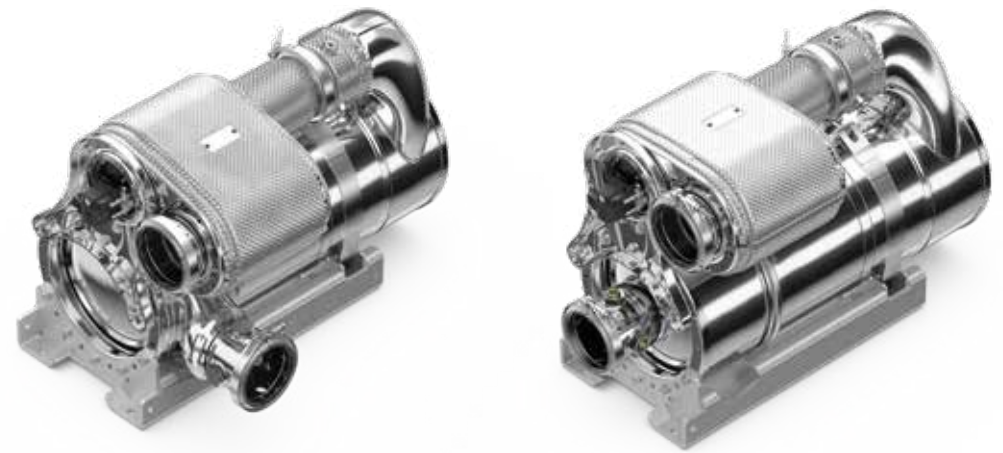




## Dimensions

Type		DEF Mixer Unit	SCR Catalytic Converter
Length	mm	561-741	878-1,207
Width	mm	277	414-617
Height	mm	442	416-622
Average weight	kg	20,0-20,5	85-109


For detailed examinations of installation dimensions, please order drawings from our factory.



# EXTENDED WARRANTY.



You have nothing to worry about with the MAN Gold Standard Premium (GSP). The extended warranty protects you against unexpected repair costs of all your MAN branded engine room components, including cost-intensive components such as electronics and turbochargers. And because MAN's GSP is transferable, you're safe in the knowledge that you're not only protecting your investment but maximizing its resale value at the same time. In addition to the warranty ex works (two years) you have the option of taking out additional coverage for yourself and your investment: Gold Standard Premium gives you the option of extending the original warranty for three more years, meaning a total warranty period of five years. For the additional three years, the warranty can be concluded for another 2,500 or 4,000 operating hours. All engine components are completely covered.

 For more information, please contact your local dealer.

## Benefits

- Coverage of all MAN components in your engine room
- Transferability to subsequent owners increases the resale value
- Peace of mind beyond the standard warranty
- Protects your investment against unplanned repairs
- Remaining flexible because you can opt for the warranty extension within the first two years
- Adaptable to your needs and lifestyle (2,500 or 4,000 hours)
- All maintenance performed by authorized MAN service partners
- Only MAN Genuine Parts are used



# MAN GENUINE PARTS.

Of course, the premium quality of your MAN engine is also reflected in high-quality MAN Genuine Parts. And because 'first class' doesn't only apply to our products here at MAN Engines, we ensure that our MAN Genuine Parts are available to you within 24 hours on working days.

This is made possible by our global service network, external warehouses across all continents, and the logistics network of our MAN utility vehicles. This round-the-clock availability for MAN Genuine Parts applies to working days, and is for all spare parts for maintenance work on MAN engines for commercial shipping, such as filters, turbochargers, seawater pumps, seals and many more.

Our genuine engines deserve MAN Genuine Parts with two-year warranty and world-wide around-the-clock availability.



## Benefits

- High utilization of your ship and flexibility when organising your journeys
- Quick alternative in original manufacturer quality
- Standard two-year warranty on all MAN Genuine Parts and MAN Genuines Parts ecoline
- Delivery to 2,000 shipping addresses in 95 countries



# 24/7 HOTLINE.



With its 24/7 service hotline for marine engines, MAN Engines now provides even easier access to its extensive global service network. Trained employees ensure that an expert service workshop close to you will deal with your concern and will remain in close contact with you.

If your MAN marine engine has a service case, you can receive support by phone right away at the 24/7 hotline with the following telephone numbers. Please have your engine number ready. You can find this on every engine model plate, in your maintenance record and in the registration papers.

North and Latin America:	+1 754 238 6313
The rest of the world:	+49 911 420 420

Please note that you may incur costs when ringing the American or German landline number.

## Benefits

- Available round the clock, 365 days a year
- Free referral to a MAN service outlet
- Access to almost 500 service stations
- Continuous support until the service case is concluded



# MAN ENGINE ACADEMY.

## Customised Service Concept

Regular maintenance intervals for marine engines are essential for perfect functioning and a long service life. The MAN Engine Academy offers theoretical and practical training in operation, diagnostic strategies and maintenance. Technically experienced experts train certified service centers as well as the service personnel of sales partners and end customers at the MAN Engine Academy. Course participants have the opportunity to familiarize themselves with the engine in the Academy's modern training environment. The training courses can also be held online and individually adapted to the respective requirements of the participant.



# iSEA ENGINE ELECTRONIC.



**iSea** Intelligent monitoring of engines, gearboxes and exhaust gas aftertreatment on pleasure crafts and sportfishing boats – that's iSea (intelligent safeguards of engines and auxiliaries) from MAN Engines. iSea provides state of the art technology but still looks good – with the optional iSea bridge display. With its numerous connection options and interfaces it is the ideal solution for use on the world's limitless oceans. All the MAN Engines components are perfectly coordinated and intuitively designed. iSea is the future that gives you the best view of the present.

## Throttle lever

A modern classic, the MAN throttle lever for single or multiple engine systems is used in various drive concepts, as well as in hybrid drives. Different modes can be selected at the push of a button. The MAN throttle lever makes sailing and docking more efficient than ever before.

- A perfectly coordinated system offering excellent fuel savings and system reliability
- Better running properties and increased convenience thanks to ergonomic, high quality operator controls
- Less space required thanks to integration of the controller into the iSea box



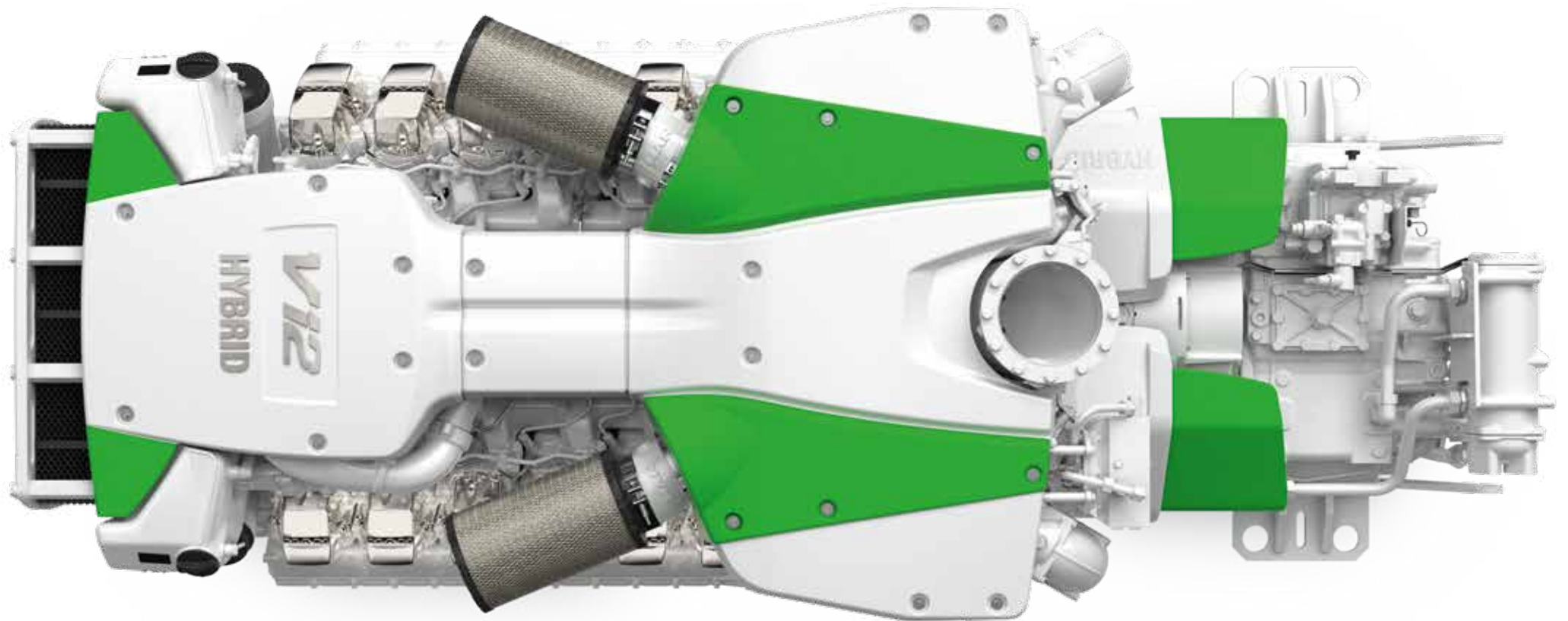




## Benefits

- Modern multifunction touch screen display (5" or 7")
- Maximum space savings thanks to visualisation of 7 peripherals on a single display: instrumentation, alarm handling, start/stop panel, emergency drive, CAN converter, video screen, digital I/O
- Reduction in number of cables thanks to proven CAN bus wiring

# MAN SMART HYBRID EXPERIENCE.




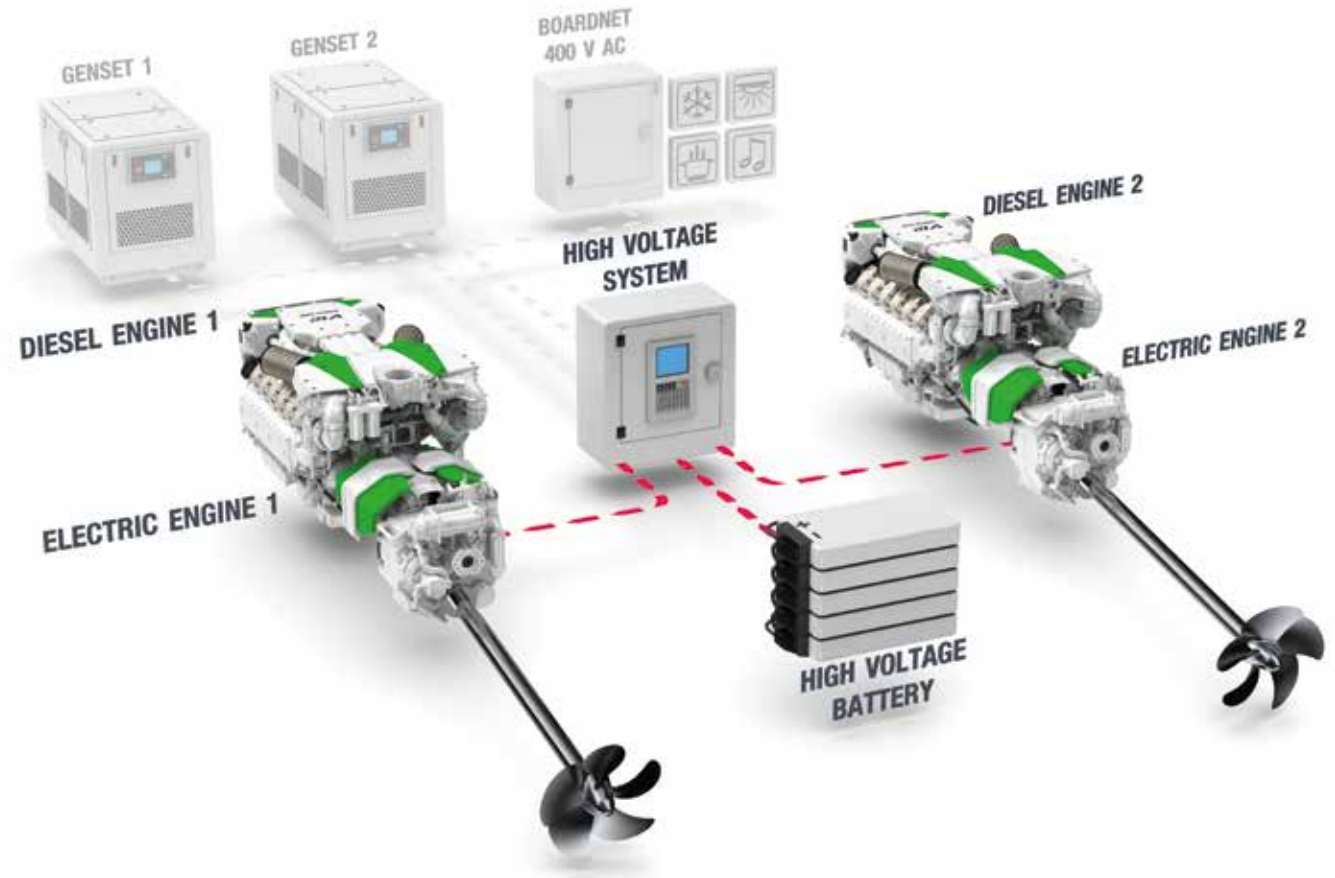


### Change of Mobility on the Water

MAN Engines is ushering in a new era of zero-emission mobility, maximum performance based on intelligent solutions, and comfortable cruising for marine engines. The modular MAN Smart Hybrid Experience is tailored to your individual needs and wishes and is specifically configured with this in mind. The ability to flexibly combine conventional marine engines and electric motors with batteries and on-board units opens up countless opportunities for incorporating different degrees of hybrid power in leisure craft as well as commercial applications. Based on the desired operating modes, the MAN hybrid system can focus the driving profiles on performance, comfort or efficiency.

MAN Engines offers you a tailored solution for your specific hybrid needs.

 Please get in touch with our numerous operating modes!





# LIGHT DUTY OPERATION.

## Characteristics

- Annual operating hours:  $\leq 1,000$
- Percentage of time at full load:  $\leq 20\%$
- Average load application:  $\leq 50\%$

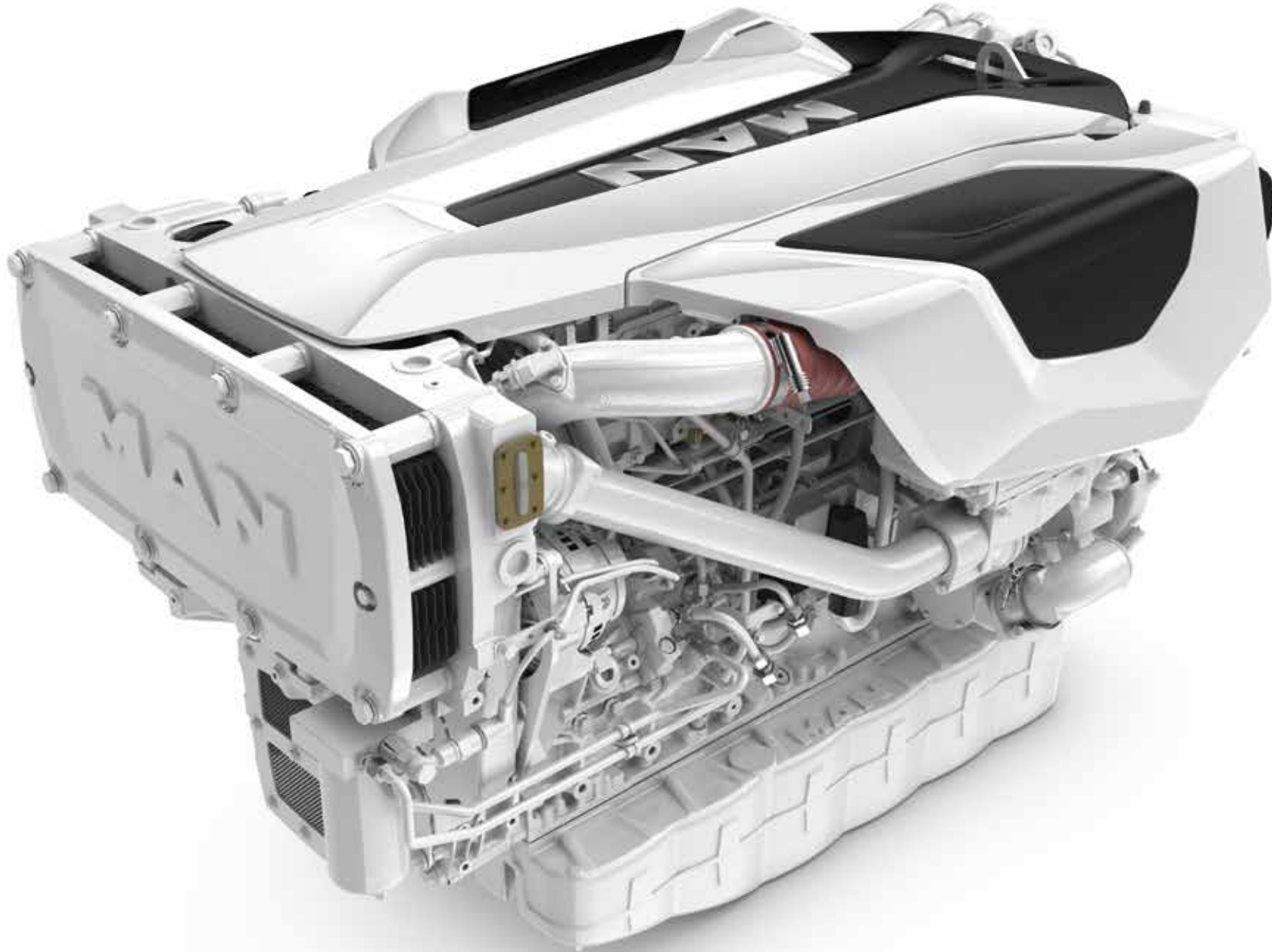
## Typical applications

- Pleasure crafts (left)
- Displacement yachts (bottom right)
- Sportfishing boats (top right)





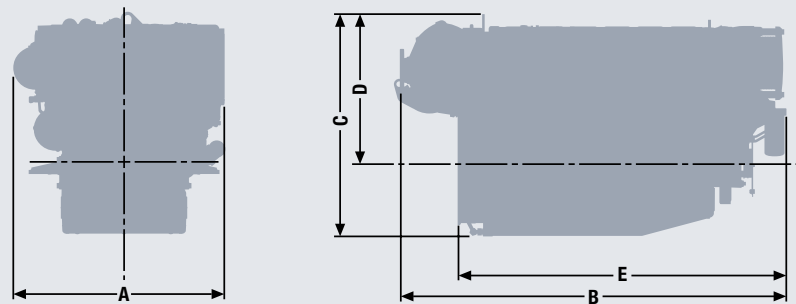
# **i6-730, i6-800 AND i6-850**





## Characteristics

- Cylinders and arrangement: 6 cylinders in-line
- Operation mode: 4-stroke diesel engine, watercooled
- Turbocharging: Turbocharger with charge air intercooler and waste gate
- Number of valves: 4 valves per cylinder
- Fuel system: Common Rail direct fuel injection with electronic control
- Engine lubrication: Closed system with forced feeding, oil cooling and filtering
- Type of cooling: Heat exchanger with engine and seawater circuit
- Engine control: Electronic injection control (EDC), Electronic engine monitoring including diagnostic unit
- Fuel: DIN EN 590



## Dimensions

Type designation	i6-730/i6-800/i6-850	
A-Overall width	mm	986
B-Overall length	mm	1,795
C-Overall height – flat oil pan	mm	1,036
D-Top of engine to crankshaft centre	mm	674
E-Length of engine from front end to edge of flywheel housing	mm	1,527
Average weight of engine ready for installation (dry)	kg	1,251

For detailed examinations of installation dimensions, please order drawings from our factory.

## Technical features

Type designation		i6-730	i6-800	i6-850
Displacement	l	12.42	12.42	12.42
Maximum output to DIN ISO 3046-1	kW (hp)	537 (730)	588 (800)	625 (850)
Rated speed	rpm	2,300	2,300	2,300
Maximum torque	Nm	2,450	2,685	2,740
at speed	rpm	1,300–2,100	1,300–2,100	1,400–2,100
Absolute fuel consumption at rated power <sup>1)</sup>	l/h	146	156	163
Classifiable		✓	–	–
Exhaust gas status		IMO Tier II, EPA Tier 3, China 2 <sup>2)</sup> , RCD 2013/53/EC	IMO Tier II, EPA Tier 3, China 2 <sup>2)</sup> , RCD 2013/53/EC	IMO Tier II, EPA Tier 3 <sup>2)</sup> , China 2 <sup>2)</sup> , RCD 2013/53/EC

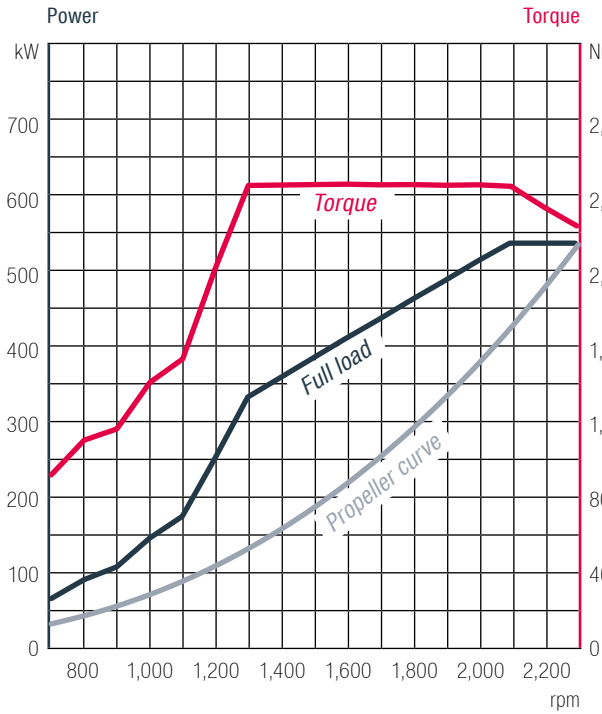
1) Tolerance +5% according to DIN ISO 3046-1

2) for private use only

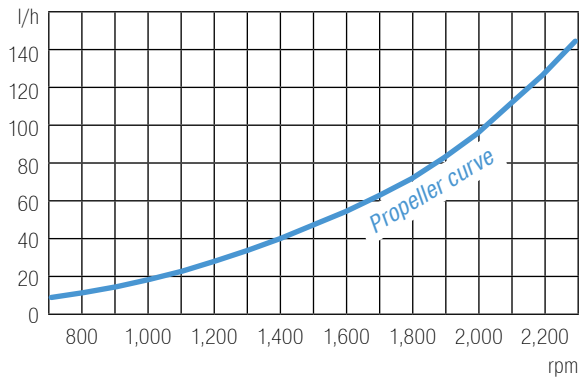




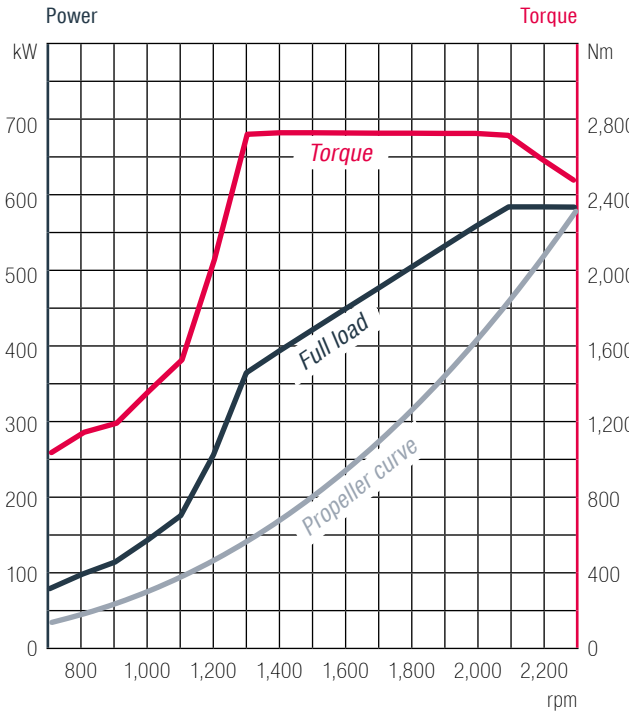
# i6-730



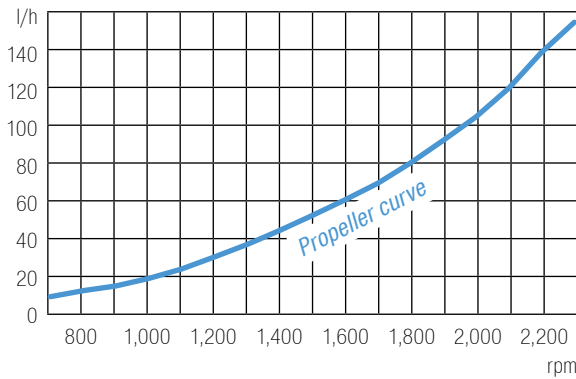
Absolute fuel consumption



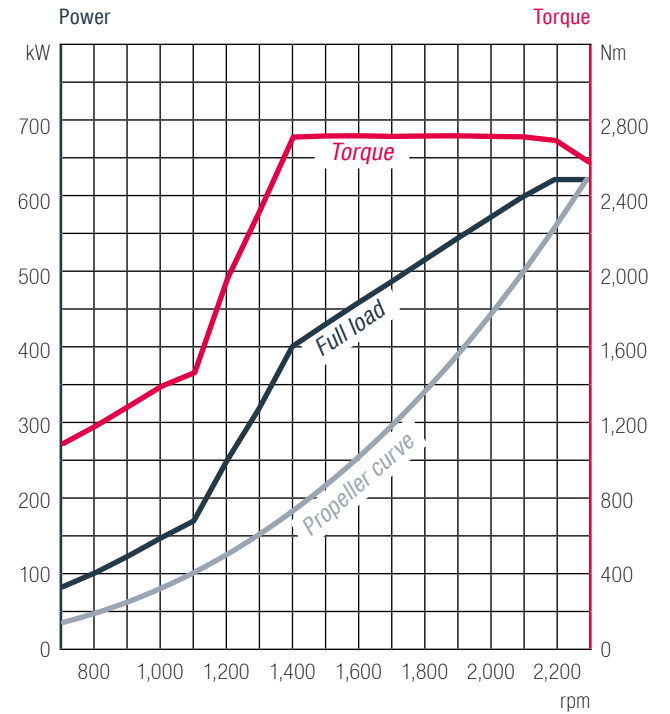
# i6-800



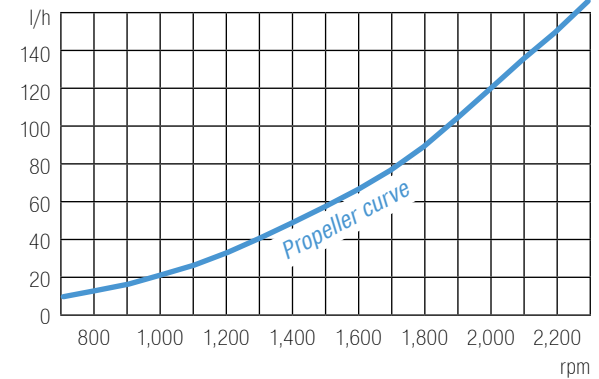
Absolute fuel consumption



# i6-850



Absolute fuel consumption

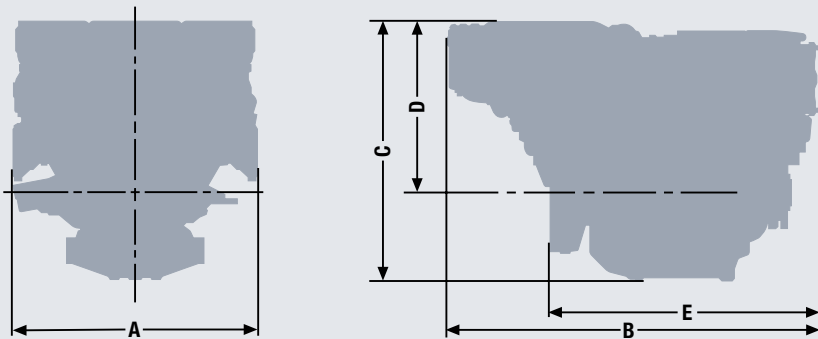


# V8-1000, V8-1200 AND V8-1300



## Characteristics

- Cylinders and arrangement: 8 cylinders in 90° V arrangement
- Operation mode: 4-stroke diesel engine, watercooled
- Turbocharging: Turbocharger with charge air intercooler and waste gate  
(1-stage: V8-1000, 2-stage: V8-1120, V8-1200 and V8-1300)
- Number of valves: 4 valves per cylinder
- Fuel system: Common Rail direct fuel injection with electronic control
- Engine lubrication: Closed system with forced feeding, oil cooling and filtering
- Type of cooling: Plate heat exchanger, seawater cooled
- Engine control: Electronic injection control (EDC)  
Electronic engine monitoring including diagnostic unit
- Fuel: DIN EN 590



## Dimensions

Type designation		V8-1000	V8-1200/V8-1300
A-Overall width	mm	1,153	1,153
B-Overall length	mm	1,745	1,736
C-Overall height – flat oil pan	mm	1,177	1,222
D-Top of engine to crankshaft centre	mm	765	811
E-Length of engine from front end to edge of flywheel housing	mm	1,243	1,262
Average weight of engine ready for installation (dry)	kg	1,780	1,941

For detailed examinations of installation dimensions, please order drawings from our factory.



## Technical features

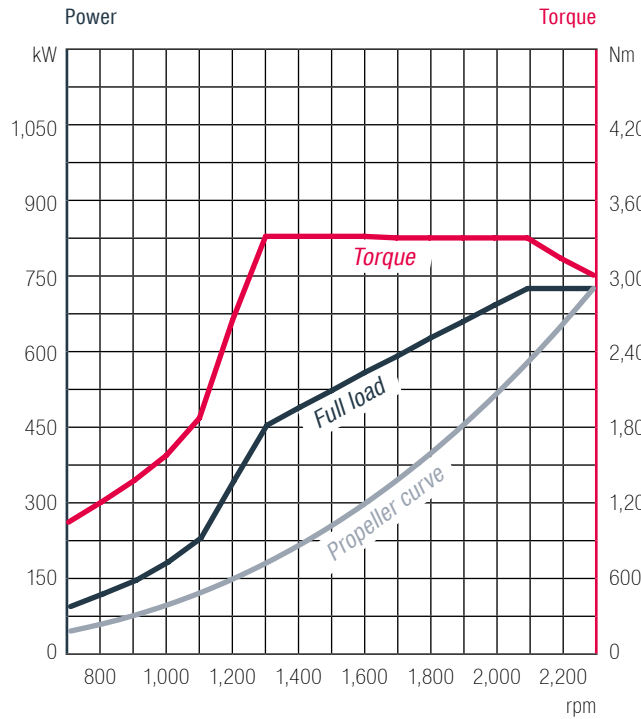
Type designation		V8-1000	V8-1200	V8-1300
Displacement	l	16.16	16.16	16.16
Maximum output to DIN ISO 3046-1	kW (hp)	735 (1,000)	882 (1,200)	956 (1,300)
Rated speed	rpm	2,300	2,300	2,300
Maximum torque	Nm	3,345	4,010	4,350
at speed	rpm	1,400–2,100	1,200–2,100	1,300–2,100
Absolute fuel consumption at rated power <sup>1)</sup>	l/h	205	242	256
Classifiable		-	-	-
Exhaust gas status		IMO Tier II, China 2 <sup>2)</sup> , RCD 2013/53/EC	IMO Tier II, EPA Tier 3 <sup>2)</sup> , China 2 <sup>2)</sup> , RCD 2013/53/EC	IMO Tier II, EPA Tier 3 <sup>2)</sup> , China 2 <sup>2)</sup> , RCD 2013/53/EC

1) Tolerance +5% according to DIN ISO 3046-1

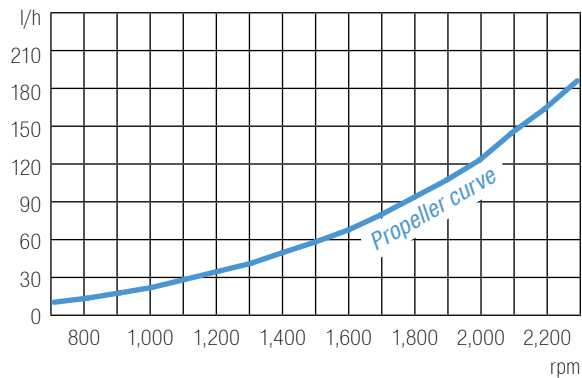
2) for private use only



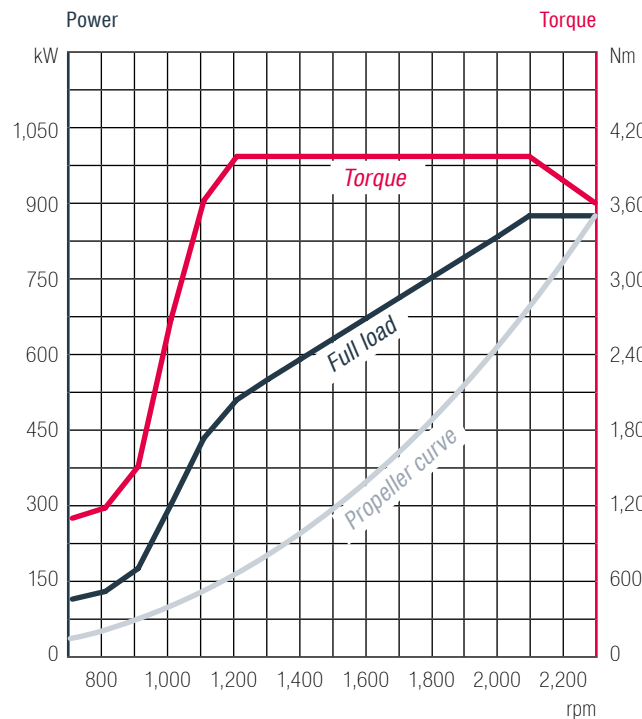
# V8-1000



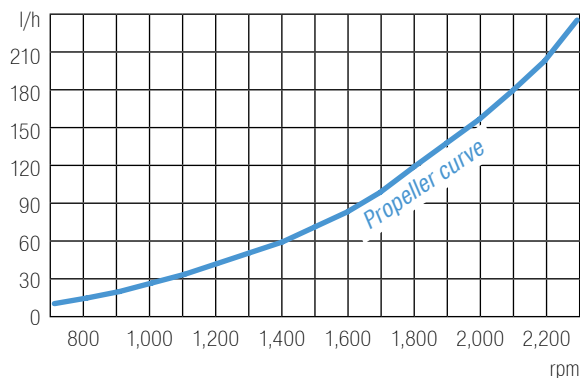
Absolute fuel consumption



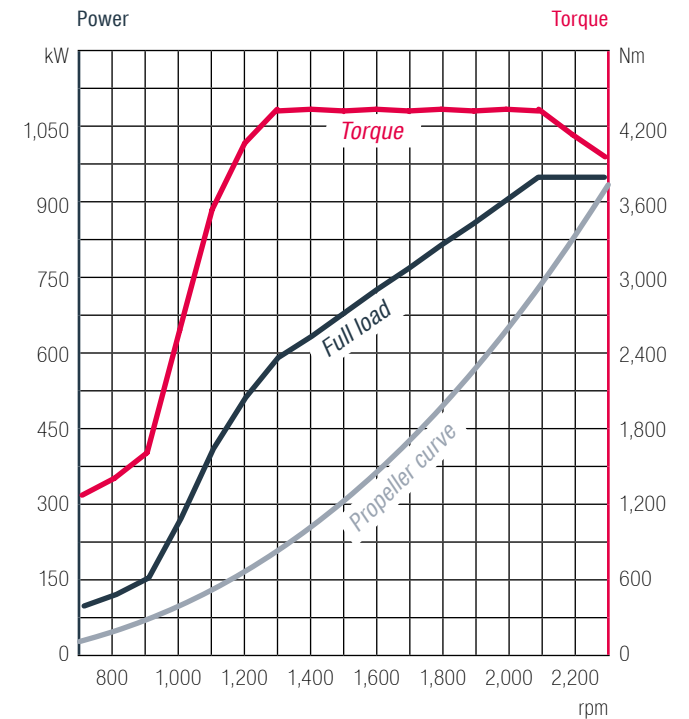
# V8-1200



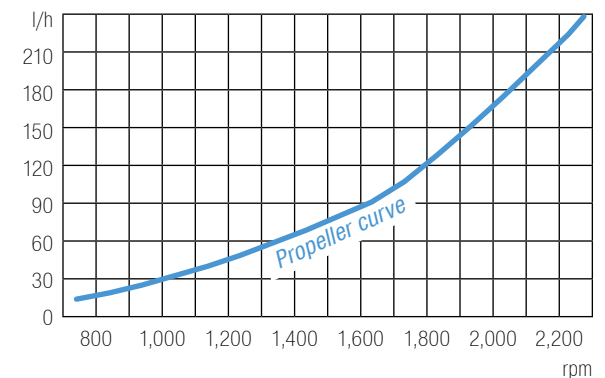
Absolute fuel consumption



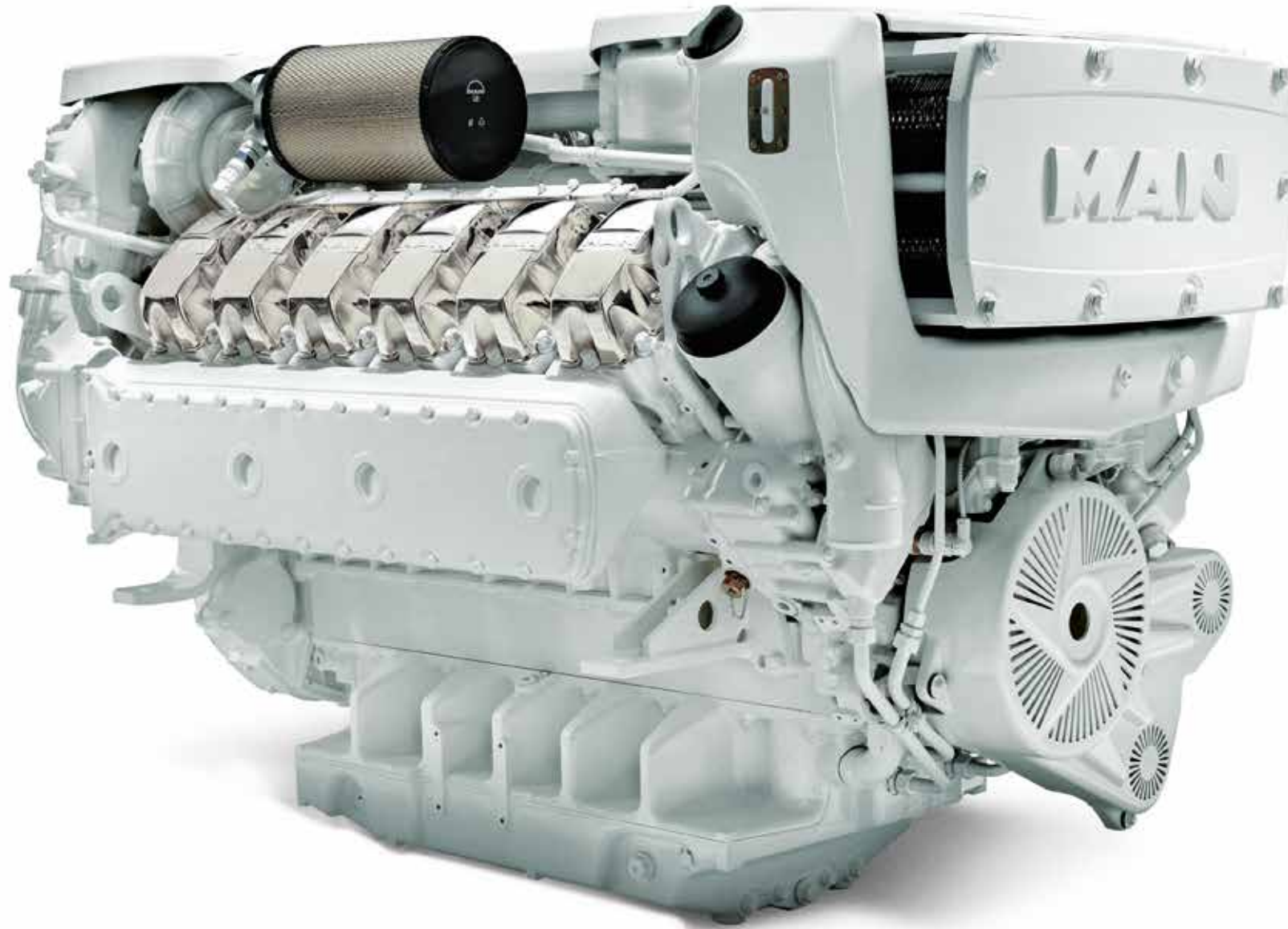
# V8-1300



Absolute fuel consumption



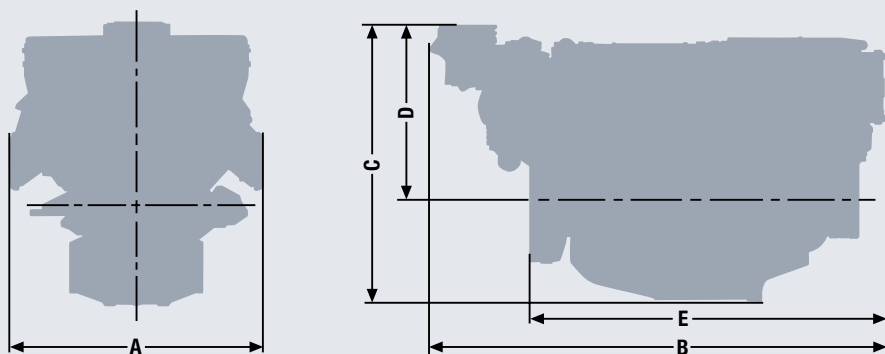
# V12-1400 AND V12-1550





## Characteristics

- Cylinders and arrangement: 12 cylinders in 90° V arrangement
- Operation mode: 4-stroke diesel engine, watercooled
- Turbocharging: Turbocharger with charge air intercooler and waste gate (1-stage: V12-1400 and V12-1550, 2-stage: V12-1550 with SCR)
- Number of valves: 4 valves per cylinder
- Fuel system: Common Rail direct fuel injection with electronic control
- Engine lubrication: Closed system with forced feeding, oil cooling and filtering
- Type of cooling: Plate heat exchanger, seawater cooled
- Engine control: Electronic injection control (EDC)  
Electronic engine monitoring including diagnostic unit
- Fuel: DIN EN 590



## Dimensions

Type designation		V12-1400 V12-1550	V12-1550 with SCR
A-Overall width	mm	1,153	1,153
B-Overall length	mm	2,130	2,139
C-Overall height – flat oil pan	mm	1,230	1,272
D-Top of engine to crankshaft centre	mm	765	808
E-Length of engine from front end to edge of flywheel housing	mm	1,630	1,658
Average weight of engine ready for installation (dry)	kg	2,270	2,420

For detailed examinations of installation dimensions, please order drawings from our factory.

## Technical features

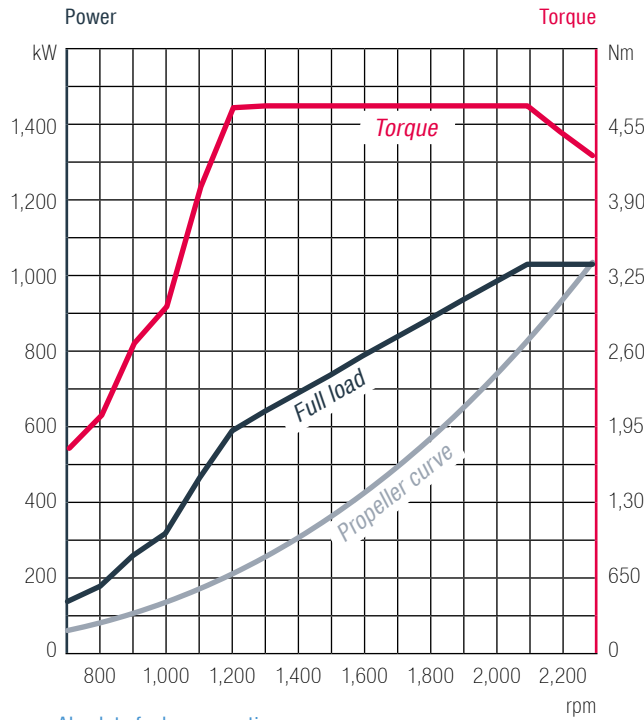
Type designation		V12-1400	V12-1550	V12-1550 SCR
Displacement	l	24.24	24.24	24.24
Maximum output to DIN ISO 3046-1	kW (hp)	1,029 (1,400)	1,140 (1,550)	1,140 (1,550)
Rated speed	rpm	2,300	2,300	2,300
Maximum torque	Nm	4,680	5,185	5,180
at speed	rpm	1,200–2,100	1,200–2,100	1,200–2,100
Absolute fuel consumption at rated power <sup>1)</sup>	l/h	270	301	307
Classifiable		✓	-	-
Exhaust gas aftertreatment		-	-	✓
Exhaust gas status		IMO Tier II, EPA Tier 3 <sup>2)</sup> , China 2 <sup>2)</sup> , RCD 2013/53/EC	IMO Tier II, EPA Tier 3 <sup>2)</sup> , China 2 <sup>2)</sup> , RCD 2013/53/EC	IMO Tier III, EPA Tier 3 <sup>2)</sup>

1) Tolerance +5% according to DIN ISO 3046-1

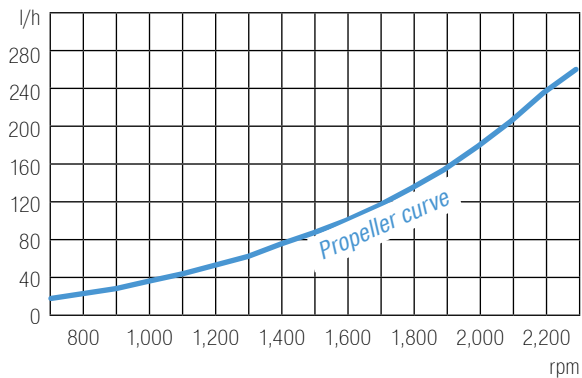
2) for private use only



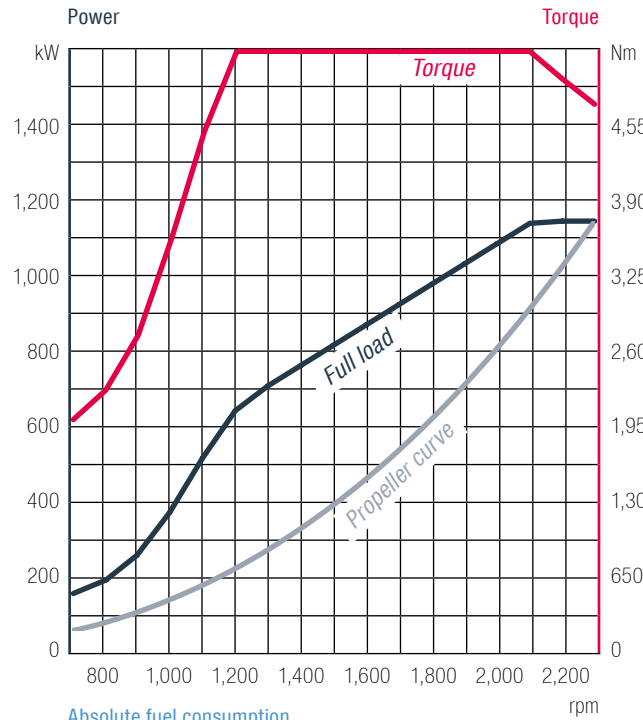
# V12-1400



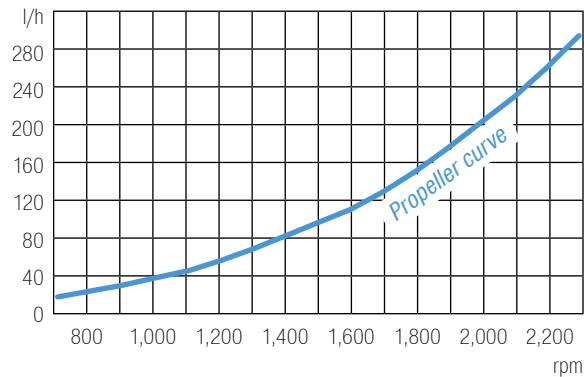
Absolute fuel consumption



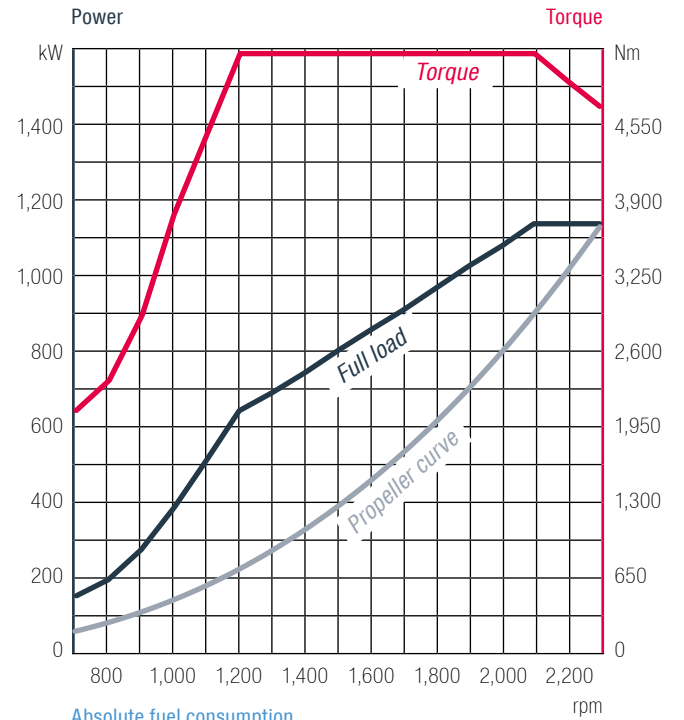
# V12-1550



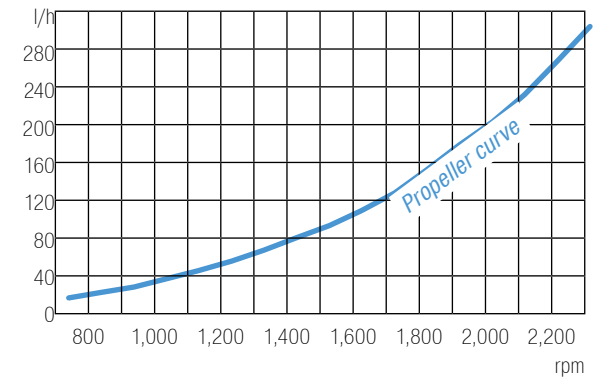
Absolute fuel consumption



# V12-1550 SCR

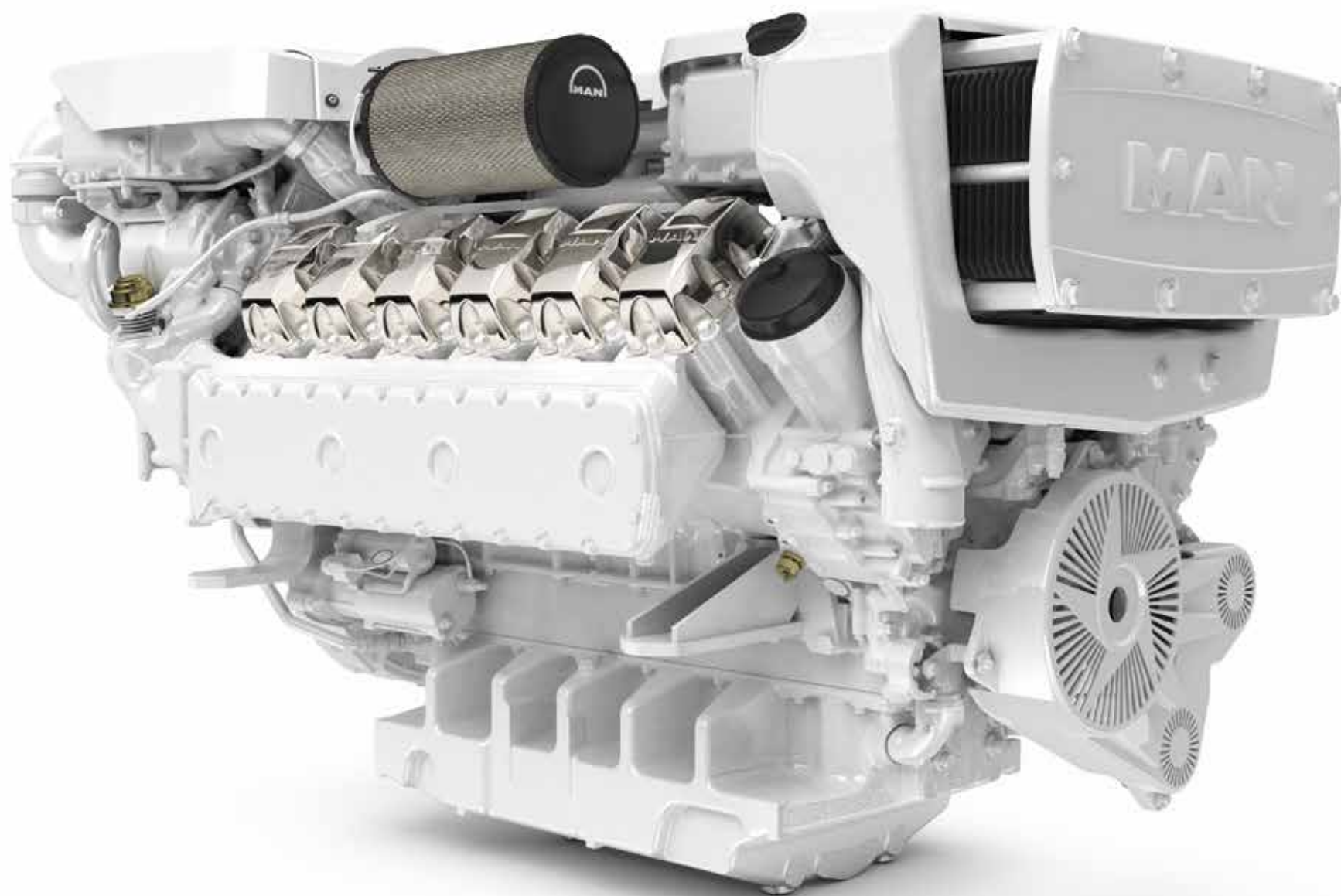


Absolute fuel consumption



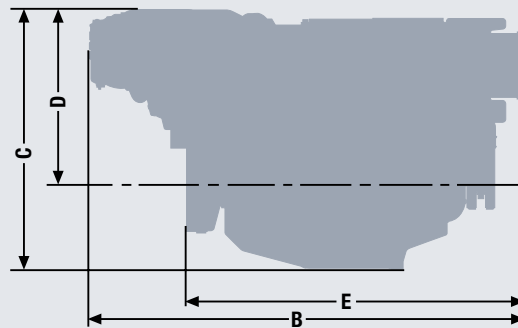
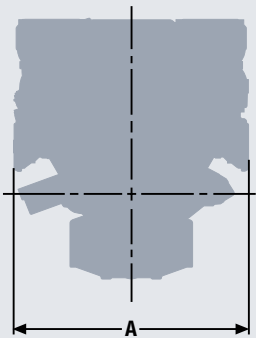


# V12-1650 AND V12-1800



## Characteristics

- Cylinders and arrangement: 12 cylinders in 90° V arrangement
- Operation mode: 4-stroke diesel engine, watercooled
- Turbocharging: 2-stage turbocharger with charge air intercooler and waste gate
- Number of valves: 4 valves per cylinder
- Fuel system: Common Rail direct fuel injection with electronic control
- Engine lubrication: Closed system with forced feeding, oil cooling and filtering
- Type of cooling: Plate heat exchanger, seawater cooled
- Engine control: Electronic injection control (EDC)
- Fuel: Electronic engine monitoring including diagnostic unit  
DIN EN 590



## Dimensions

Type designation		V12-1650/V12-1800
A-Overall width	mm	1,153
B-Overall length	mm	2,139
C-Overall height – flat oil pan	mm	1,272
D-Top of engine to crankshaft centre	mm	808
E-Length of engine from front end to edge of flywheel housing	mm	1,658
Average weight of engine ready for installation (dry)	kg	2,420

For detailed examinations of installation dimensions, please order drawings from our factory.

## Technical features

Type designation		V12-1650	V12-1650 SCR	V12-1800	V12-1800 SCR
Displacement	l	24.24	24.24	24.24	24.24
Maximum output to DIN ISO 3046-1	kW (hp)	1,213 (1,650)	1,213 (1,650)	1,324 (1,800)	1,324 (1,800)
Rated speed	rpm	2,300	2,300	2,300	2,300
Maximum torque	Nm	5,510	5,518	6,010	6,010
at speed	rpm	1,200–2,100	1,200–2,100	1,200–2,100	1,200–2,100
Absolute fuel consumption at rated power <sup>1)</sup>	l/h	319	325	355	351
Classifiable		✓	✓	-	-
Exhaust gas aftertreatment		-	✓	-	✓
Exhaust gas status		IMO Tier II, EPA Tier 3 <sup>2)</sup> , China 2, RCD 2013/53/EC	IMO Tier III, EPA Tier 3 <sup>2)</sup>	IMO Tier II, EPA Tier 3 <sup>2)</sup> , China 2 <sup>2)</sup> , RCD 2013/53/EC	IMO Tier III, EPA Tier 3 <sup>2)</sup>

1) Tolerance +5% according to DIN ISO 3046-1

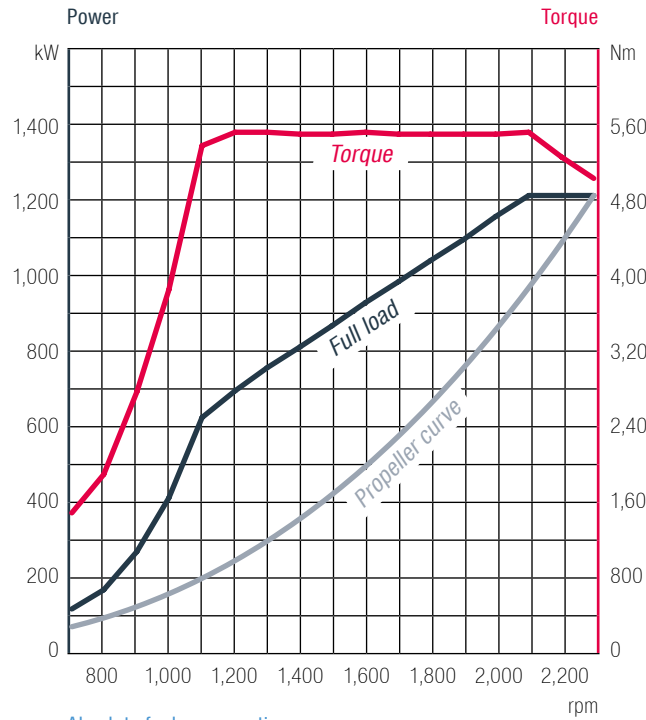
2) for private use only



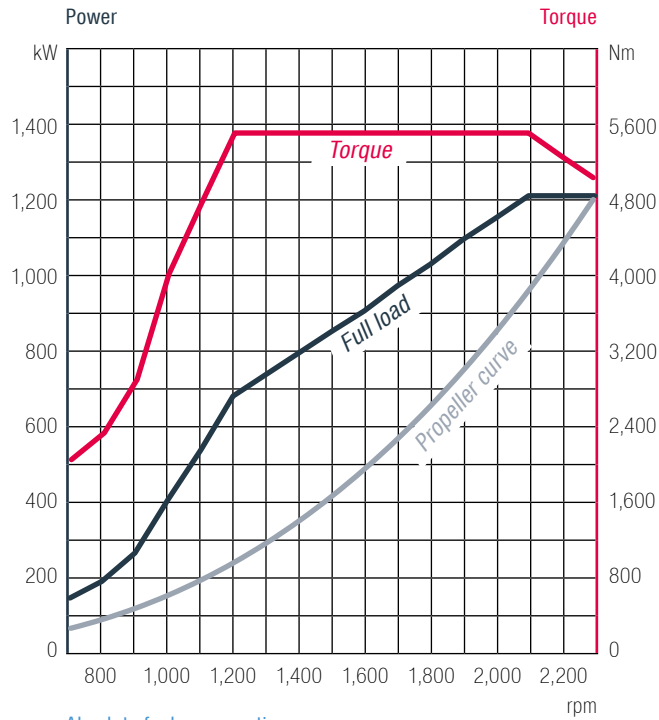
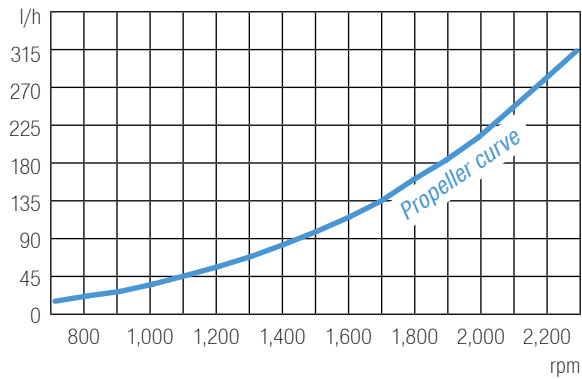


# V12-1650

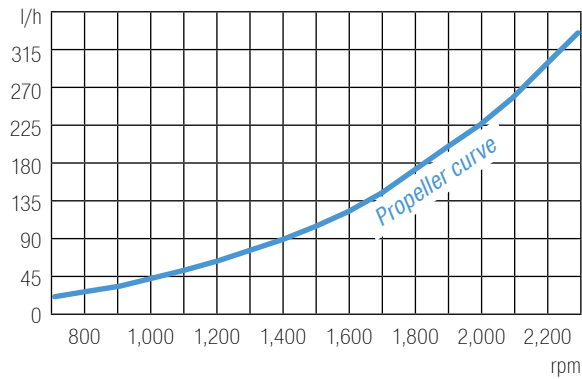
# V12-1650 SCR



Absolute fuel consumption

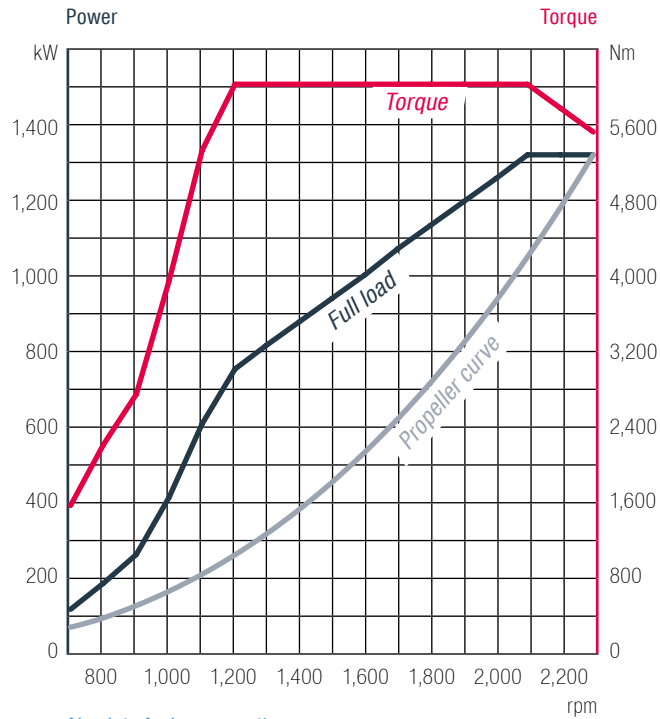


Absolute fuel consumption

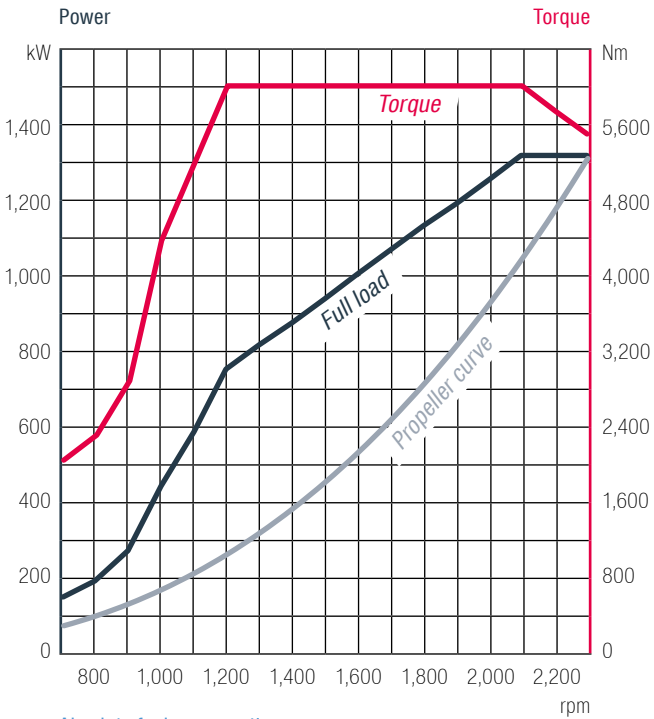
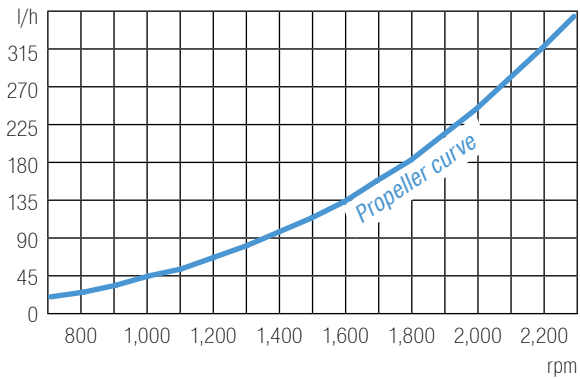


# V12-1800

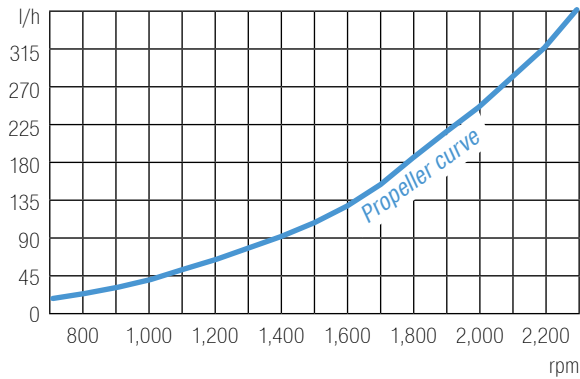
# V12-1800 SCR



Absolute fuel consumption



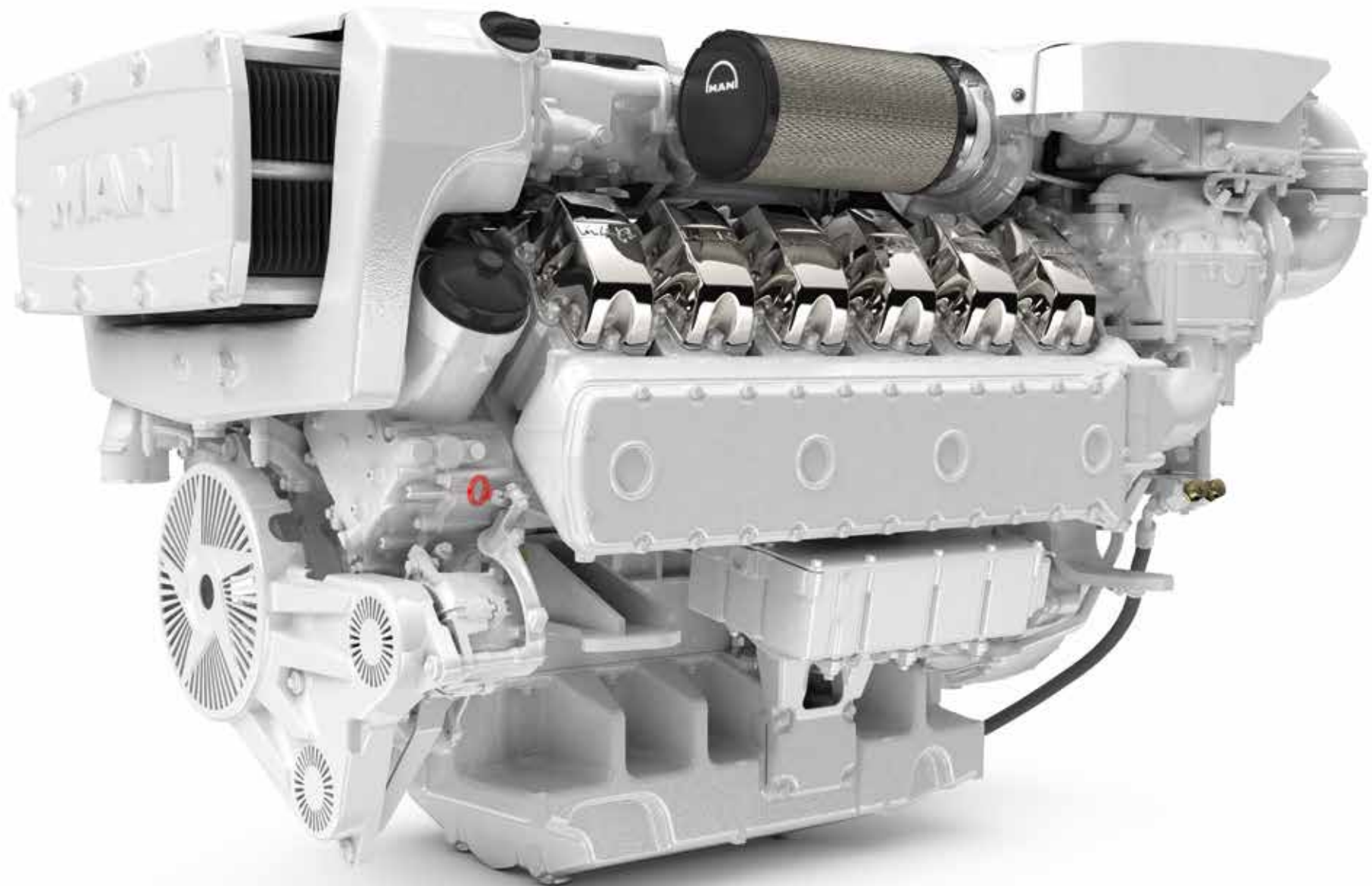
Absolute fuel consumption







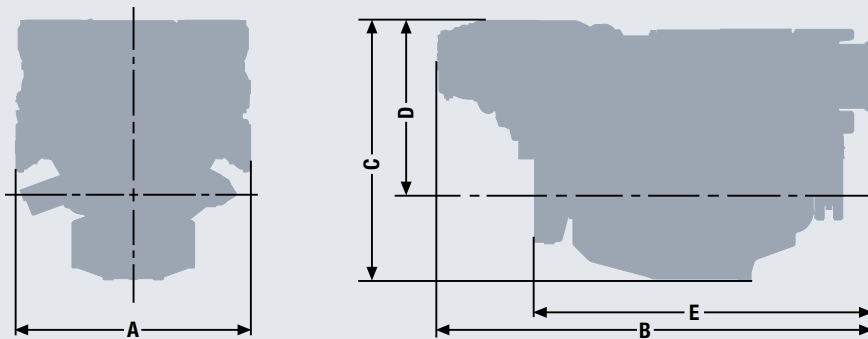
# V12-1900 AND V12-2000





## Characteristics

- Cylinders and arrangement: 12 cylinders in 90° V arrangement
- Operation mode: 4-stroke diesel engine, watercooled
- Turbocharging: Turbocharger with charge air intercooler and waste gate
- Number of valves: 4 valves per cylinder
- Fuel system: Common Rail direct fuel injection with electronic control
- Engine lubrication: Closed system with forced feeding, oil cooling and filtering
- Type of cooling: Plate heat exchanger, seawater cooled
- Engine control: Electronic injection control (EDC)
- Fuel: Electronic engine monitoring including diagnostic unit  
DIN EN 590



## Dimensions

Type designation	V12-1900/V12-2000	
A-Overall width	mm	1,153
B-Overall length	mm	2,139
C-Overall height – flat oil pan	mm	1,272
D-Top of engine to crankshaft centre	mm	808
E-Length of engine from front end to edge of flywheel housing	mm	1,658
Average weight of engine ready for installation (dry)	kg	2,420

For detailed examinations of installation dimensions, please order drawings from our factory.

## Technical features

Type designation		V12-1900	V12-1900 SCR	V12-2000	V12-2000 SCR
Displacement	l	24.24	24.24	24.24	24.24
Maximum output to DIN ISO 3046-1	kW (hp)	1,397 (1,900)	1,397 (1,900)	1,471 (2,000)	1,471 (2,000)
Rated speed	rpm	2,300	2,300	2,300	2,300
Maximum torque	Nm	6,130	6,185	6,460	6,508
at speed	rpm	1,200–2,100	1,200–2,100	1,200–2,100	1,200–2,100
Absolute fuel consumption at rated power <sup>1)</sup>	l/h	373	374	399	396
Classifiable		-	-	-	-
Exhaust gas aftertreatment		-	✓	-	✓
Exhaust gas status		IMO Tier II, EPA Tier 3 <sup>2)</sup> , China 2 <sup>2)</sup> , RCD 2013/53/EC	IMO Tier III, EPA Tier 3 <sup>2)</sup>	IMO Tier II, EPA Tier 3 <sup>2)</sup> , China 2 <sup>2)</sup> , RCD 2013/53/EC	IMO Tier III, EPA Tier 3 <sup>2)</sup>

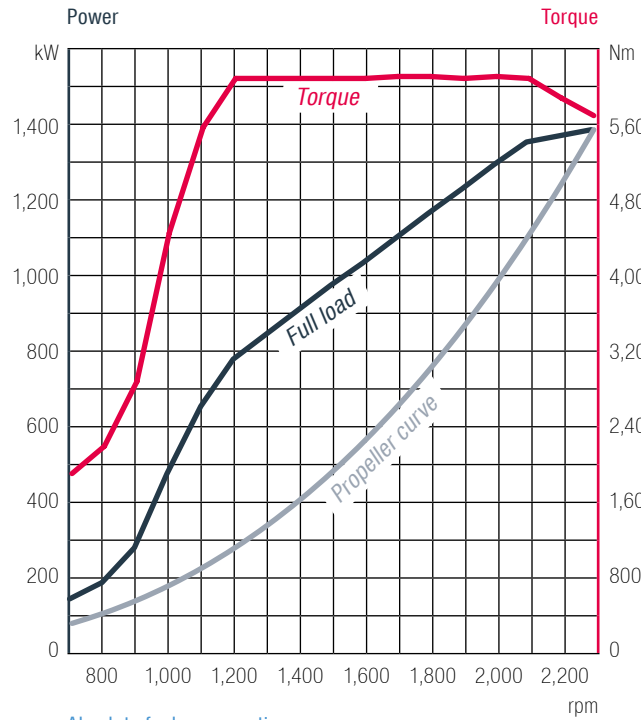
1) Tolerance +5% according to DIN ISO 3046-1

2) for private use only

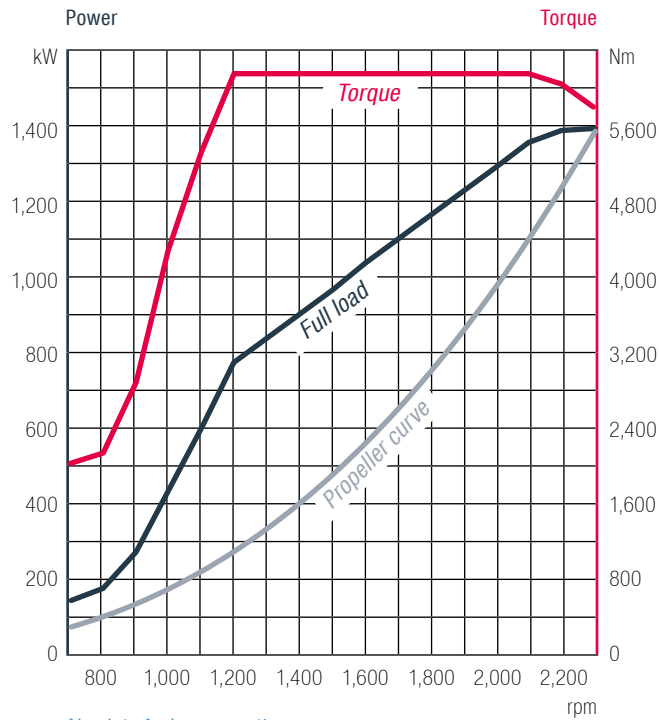
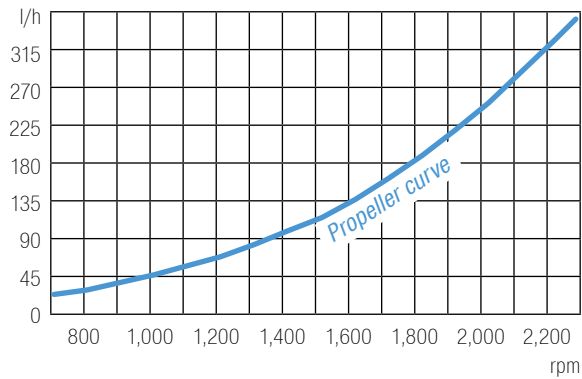


# V12-1900

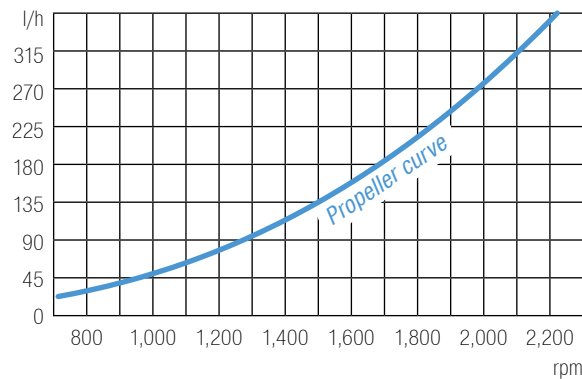
# V12-1900 SCR



Absolute fuel consumption

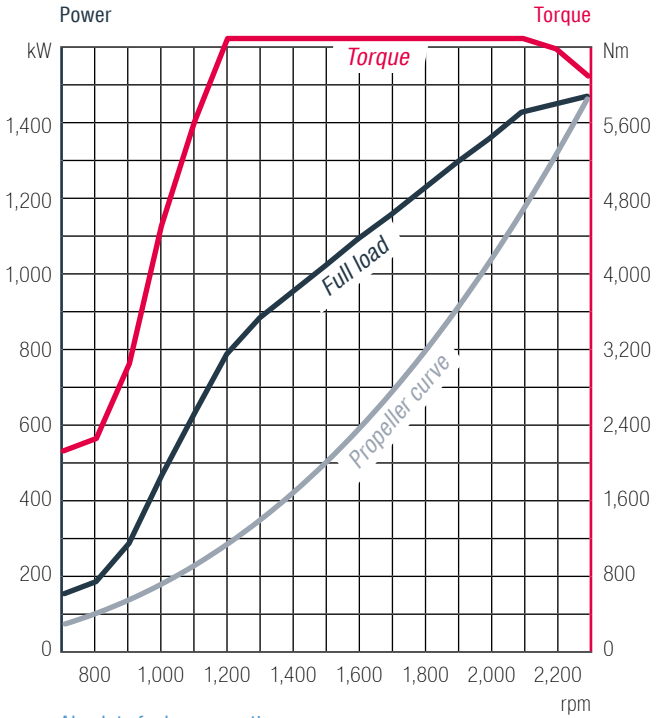
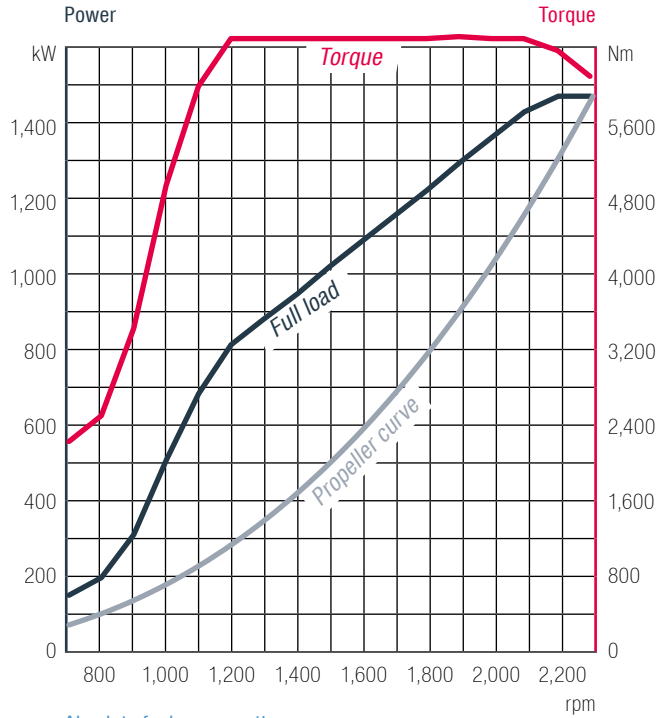


Absolute fuel consumption



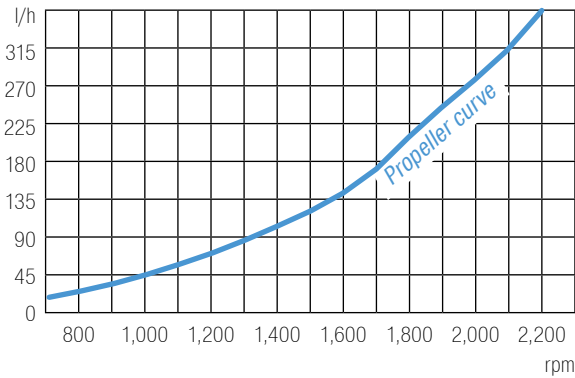
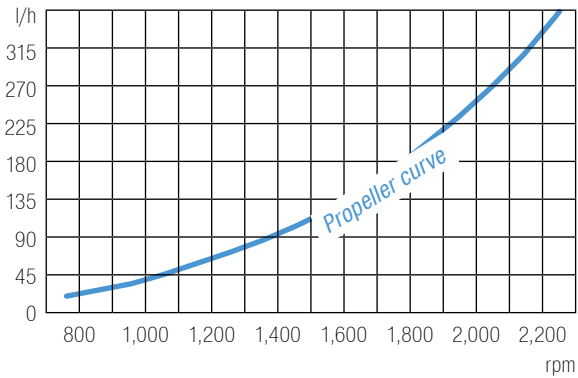
# V12-2000

# V12-2000 SCR



Absolute fuel consumption

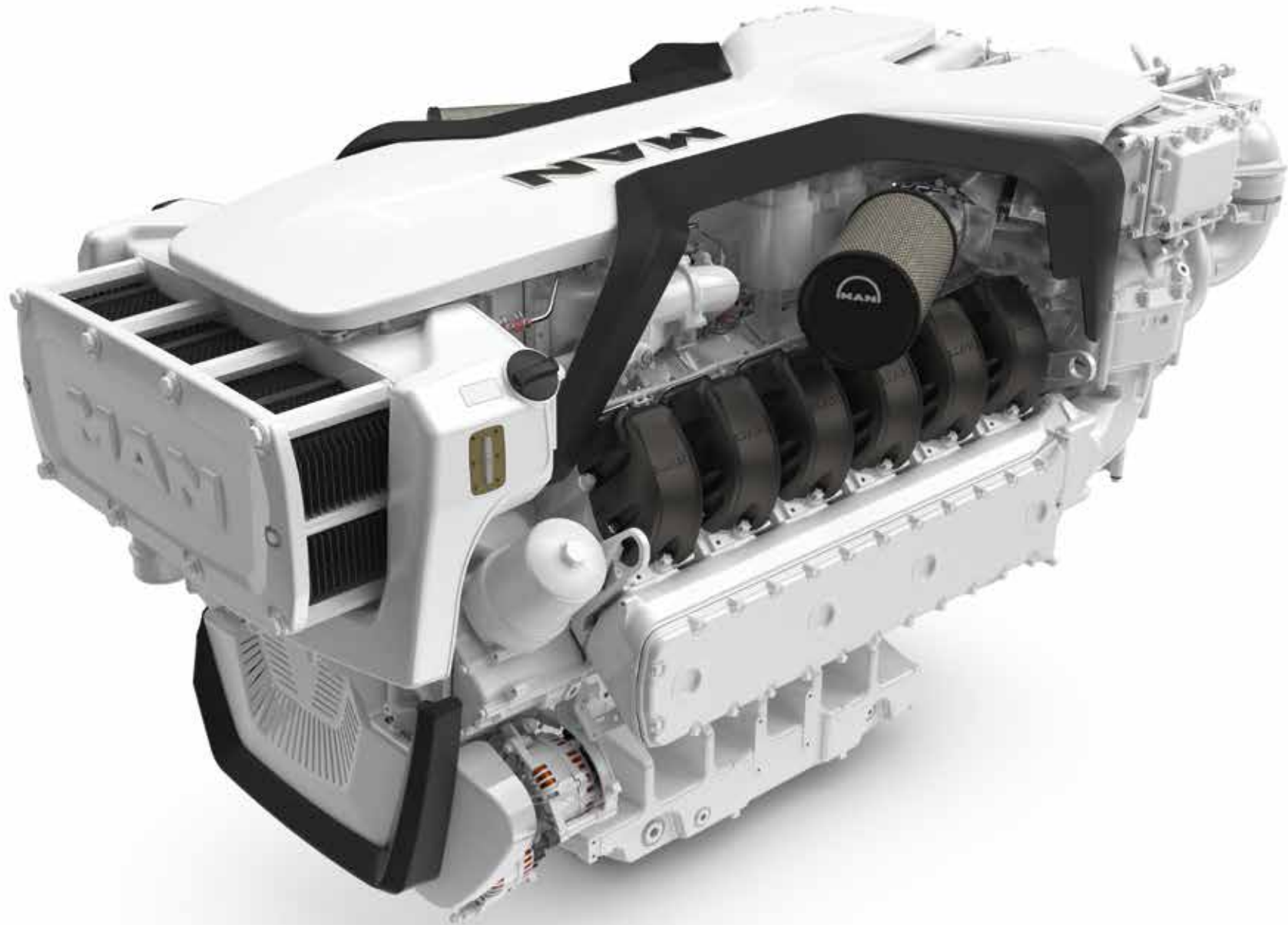
Absolute fuel consumption





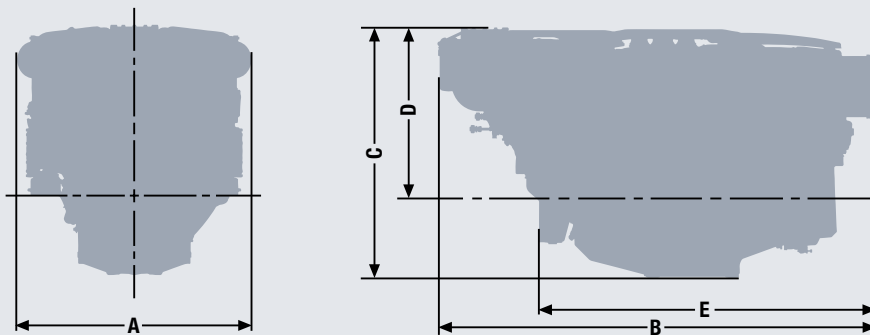


# V12X-2000 AND V12X-2200



## Characteristics

- Cylinders and arrangement: 12 cylinders in 90° V arrangement
- Operation mode: 4-stroke diesel engine, watercooled
- Turbocharging: Turbocharger with charge air intercooler and waste gate
- Number of valves: 4 valves per cylinder
- Fuel system: Common Rail direct fuel injection with electronic control
- Engine lubrication: Closed system with forced feeding, oil cooling and filtering
- Type of cooling: Plate heat exchanger, seawater cooled
- Engine control: Electronic injection control (EDC)
- Fuel: Electronic engine monitoring including diagnostic unit  
DIN EN 590



## Dimensions

Type designation	V12X-2000/V12X-2200	
A-Overall width	mm	1,157
B-Overall length	mm	2,374
C-Overall height – flat oil pan	mm	1,328
D-Top of engine to crankshaft centre	mm	863
E-Length of engine from front end to edge of flywheel housing	mm	1,792
Average weight of engine ready for installation (dry)	kg	2,700

For detailed examinations of installation dimensions, please order drawings from our factory.

## Technical features

Type designation		V12X-2000	V12X-2200
Displacement	l	29.62	29.62
Maximum output to DIN ISO 3046-1	kW (hp)	1,471 (2,000)	1,618 (2,200)
Rated speed	rpm	2,300	2,300
Maximum torque	Nm	6,589	7,358
at speed	rpm	1,200–2,100	1,200–2,100
Absolute fuel consumption at rated power <sup>1)</sup>	l/h	370	412
Classifiable		✓	-
Exhaust gas aftertreatment		-	-
Exhaust gas status		IMO Tier II, EPA Tier 3 <sup>2)</sup> , RCD 2013/53/EC	IMO Tier II, EPA Tier 3 <sup>2)</sup> , RCD 2013/53/EC

1) Tolerance +5% according to DIN ISO 3046-1

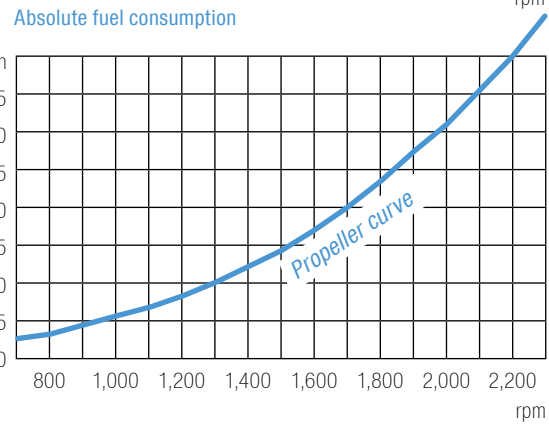
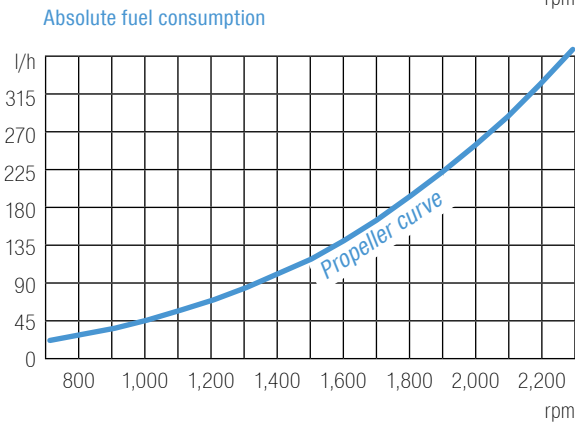
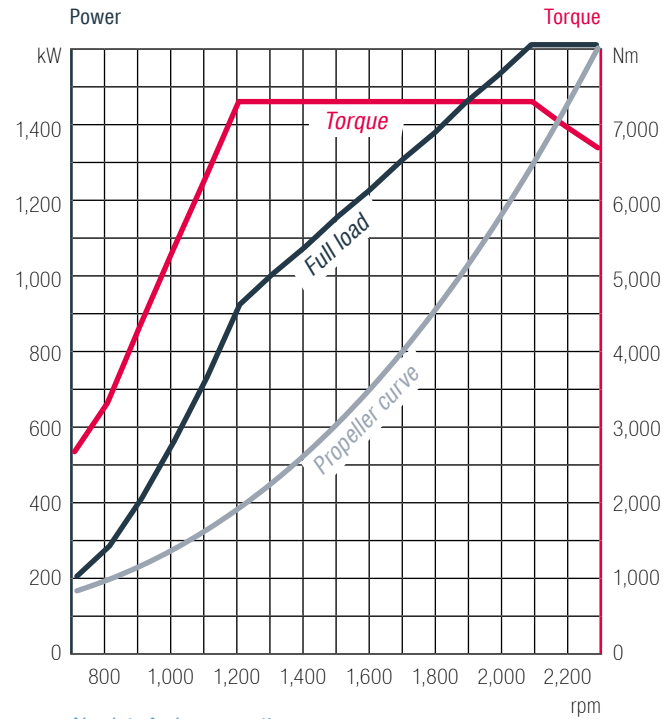
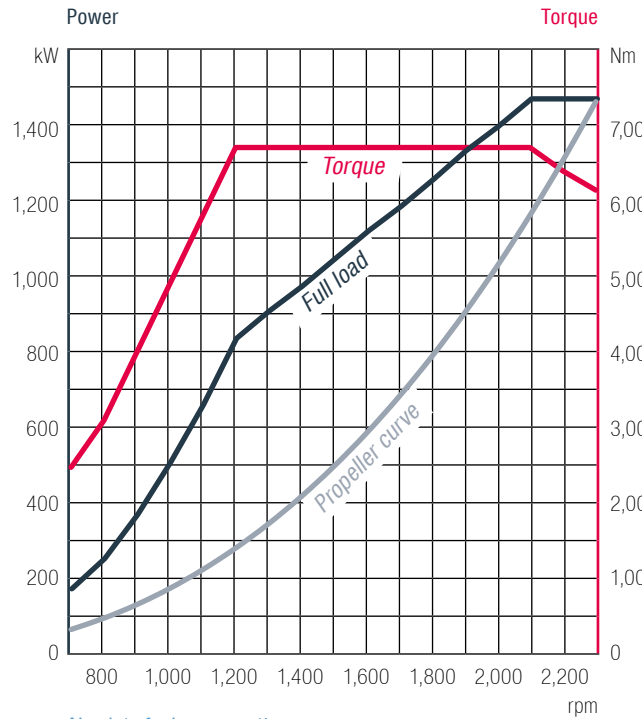
2) for private use only





# V12X-2000

# V12X-2200



# ENGINE RANGE.

## 6 inline, V8 and V12 engines

Characteristics	Unit	i6			V8			V12			
		730	800	850	1000	1200	1300	1400	1550	1550 SCR	1650
Type designation		730	800	850	1000	1200	1300	1400	1550	1550 SCR	1650
Arrangement and number of cylinders		R6	R6	R6	V8	V8	V8	V12	V12	V12	V12
Nominal rating	hp	730	800	850	1,000	1,200	1,300	1,400	1,550	1,550	1,650
Maximum torque	Nm	2,450	2,674	2,845	3,340	4,010	4,350	4,680	5,180	5,180	5,510
Engine classifiable		✓	-	-	-	-	-	✓	-	-	✓
Rated speed	rpm	2,300	2,300	2,300	2,300	2,300	2,300	2,300	2,300	2,300	2,300
Fuel consumption	l/h	146	156	163	205	242	256	270	301	307	319
Bore/Stroke	mm	126/166	126/166	126/166	128/157	128/157	128/157	128/157	128/157	128/157	128/157
Displacement	l	12.42	12.42	12.42	16.16	16.16	16.16	24.24	24.24	24.24	24.24
Length of engine from front end to edge of flywheel housing	mm	1,527	1,527	1,527	1,243	1,262	1,262	1,630	1,630	1,630	1,658
Width	mm	986	986	986	1,153	1,153	1,153	1,153	1,153	1,153	1,153
Height	mm	1,036	1,036	1,036	1,177	1,222	1,222	1,230	1,230	1,230	1,272
Dry weight	kg	1,251	1,251	1,251	1,780	1,941	1,941	2,270	2,270	2,270	2,420
Exhaust gas aftertreatment		-	-	-	-	-	-	-	-	✓	-
Exhaust gas status		A	A	A	C	B	B	B	B	E	B

- A IMO Tier II, EPA Tier 3, China 2 for private use only, RCD 2013/53/EC
- B IMO Tier II, EPA Tier 3 for private use only, China 2 for private use only, RCD 2013/53/EC
- C IMO Tier II, China 2 for private use only, RCD 2013/53/EC
- D IMO Tier II
- E IMO Tier III, EPA Tier 3
- F IMO Tier II, EPA Tier 3 for private use only, RCD 2013/53/EC

# COPYRIGHT

- Front cover and page 16 bottom: Images of X95 Vista courtesy of Princess Yachts Limited
- Pages 2 and 3, page 17: Images of Bolide 80 courtesy of Victory Marine and Ranieri Tonissi
- Page 4: Image of Manhattan 68 courtesy of Sunseeker International
- Page 13: Images of MCY 70 Skylounge courtesy of Monte Carlo Yachts
- Page 16 top: Image of Viking 54 courtesy of C&C Yachts Limited
- Page 35: Image of Oasis courtesy of Benetti Yachts
- Page 41: Image courtesy of AB Yachts

V12							V12X	
1650 SCR	1800	1800 SCR	1900	1900 SCR	2000	2000 SCR	2000	2200
V12	V12	V12	V12	V12	V12	V12	V12	V12
1,650	1,800	1,800	1,900	1,900	2,000	2,000	2,000	2,200
5,518	6,010	6,010	6,130	6,185	6,460	6,508	6,589	7,358
✓	-	-	-	-	-	-	✓	-
2,300	2,300	2,300	2,300	2,300	2,300	2,300	2,300	2,300
325	355	351	373	374	399	396	370	412
128/157	128/157	128/157	128/157	128/157	128/157	128/157	138/165	138/165
24.24	24.24	24.24	24.24	24.24	24.24	24.24	29.62	29.62
1,658	1,658	1,658	1,658	1,658	1,658	1,658	1,792	1,792
1,153	1,153	1,153	1,153	1,153	1,153	1,153	1,157	1,157
1,272	1,272	1,272	1,272	1,272	1,272	1,272	1,328	1,328
2,420	2,420	2,420	2,420	2,420	2,420	2,420	2,700	2,700
✓	-	✓	-	✓	-	✓	-	-
E	B	E	B	E	B	E	F	F



**MAN Truck & Bus SE**

Vogelweiherstrasse 33

90441 Nuremberg, Germany

[www.man-engines.com](http://www.man-engines.com)