MARINE

High speed engines for pleasure boats

MAN Engines

PURE PLEASURE

Performance gives power its beauty:
With powers ranging from 730 to 2,000 hp, MAN yacht engines are Europe's number one. MAN engines impress with their extra-ordinary dynamics, their extreme running smoothness, economy and their trend-setting environmental friendliness.
The finest from modern common rail.

www.man-engines.com

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PURE POWER

Customer 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 owing to low fuel consumption
- Low running costs and long service life
- Low emission values
- World-wide service network with rapid supply of spare parts

MAN SERVICE FOR PLEASURE

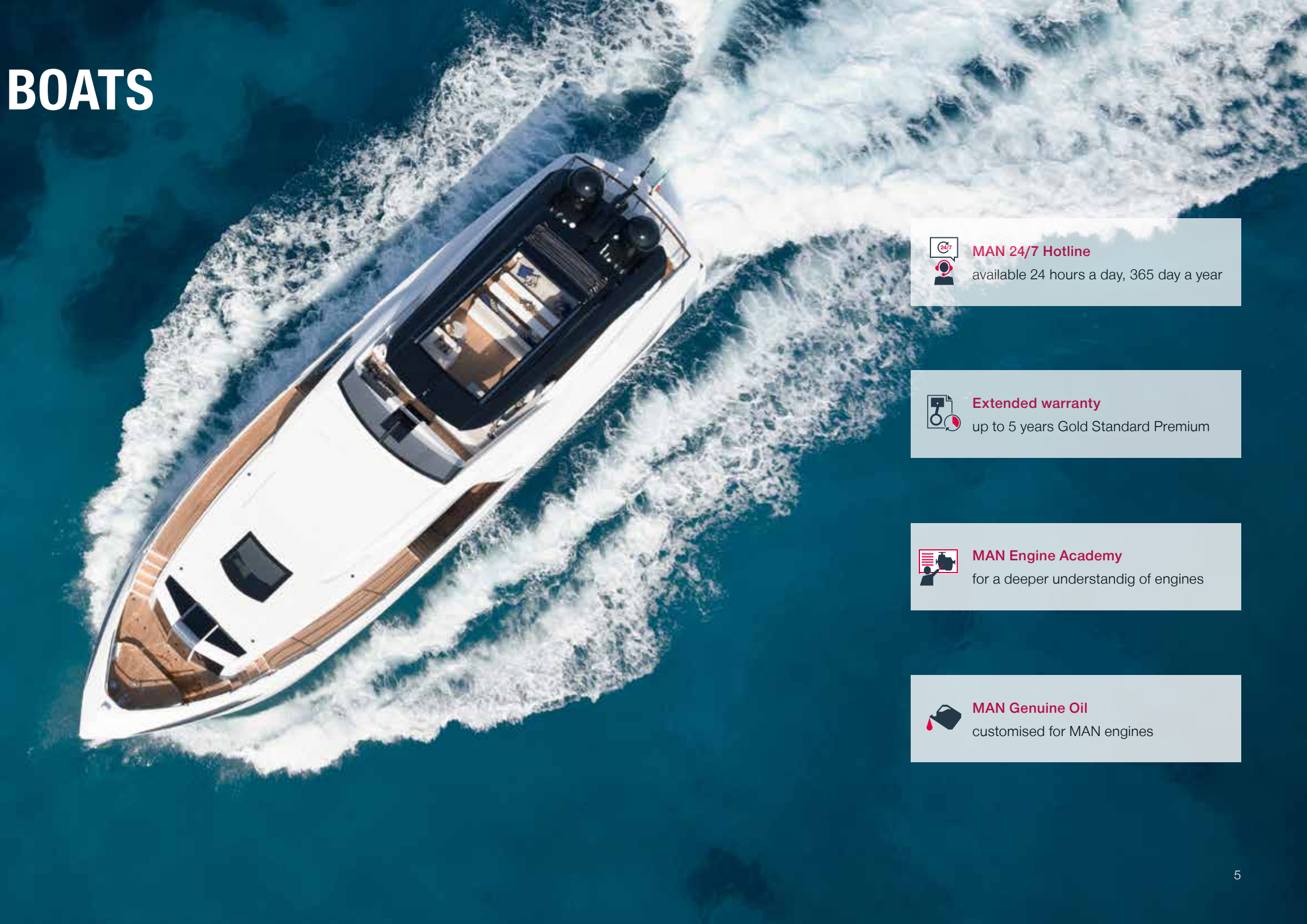
Worldwide service network
most certainly represented in your area

MAN Customer Service
as back-up from the headquarters

Servicing and maintenance plans
individually for you

Spare parts availability
worldwide available within 24 hours

BOATS



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

Extended warranty
up to 5 years Gold Standard Premium

MAN Engine Academy
for a deeper understandig of engines

MAN Genuine Oil
customised for MAN engines

EXTENDED WARRANTY
MORE COMFORT FOR YOUR YACHT

Gold Standard Premium (GSP)

In addition to the warranty ex works (two years) and the warranty extension (Gold Standard), 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. Your additional advantage compared with the Gold Standard extension: All engine components are completely covered.

For more information, please contact your local dealer.

Customer Benefits

- Coverage of all MAN components in your engine room (including electronics and turbo chargers)
- The transferability to subsequent owners increases the resale value of your yacht
- 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 / 4,000 hours)
- All maintenance is performed by an authorized MAN service partner
- Only MAN Genuine Parts are used

MAN GENUINE PARTS AVAILABLE 24/7 AROUND THE WORLD

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.

Customer 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

This is made possible by our global service network, external warehouses across all the 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 worldwide around-the-clock availability.

24/7 HOTLINE
ALL NIGHT LONG. AND ALL DAY.

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.

Customer Benefits

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

THE NEW iSEA ENGINE ELECTRONIC

Everything Important at a Glance

Intelligent monitoring of engines, gearboxes and exhaust gas aftertreatment on pleasure crafts and sportfishing boats – that's iSea (intelligent surveillance 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

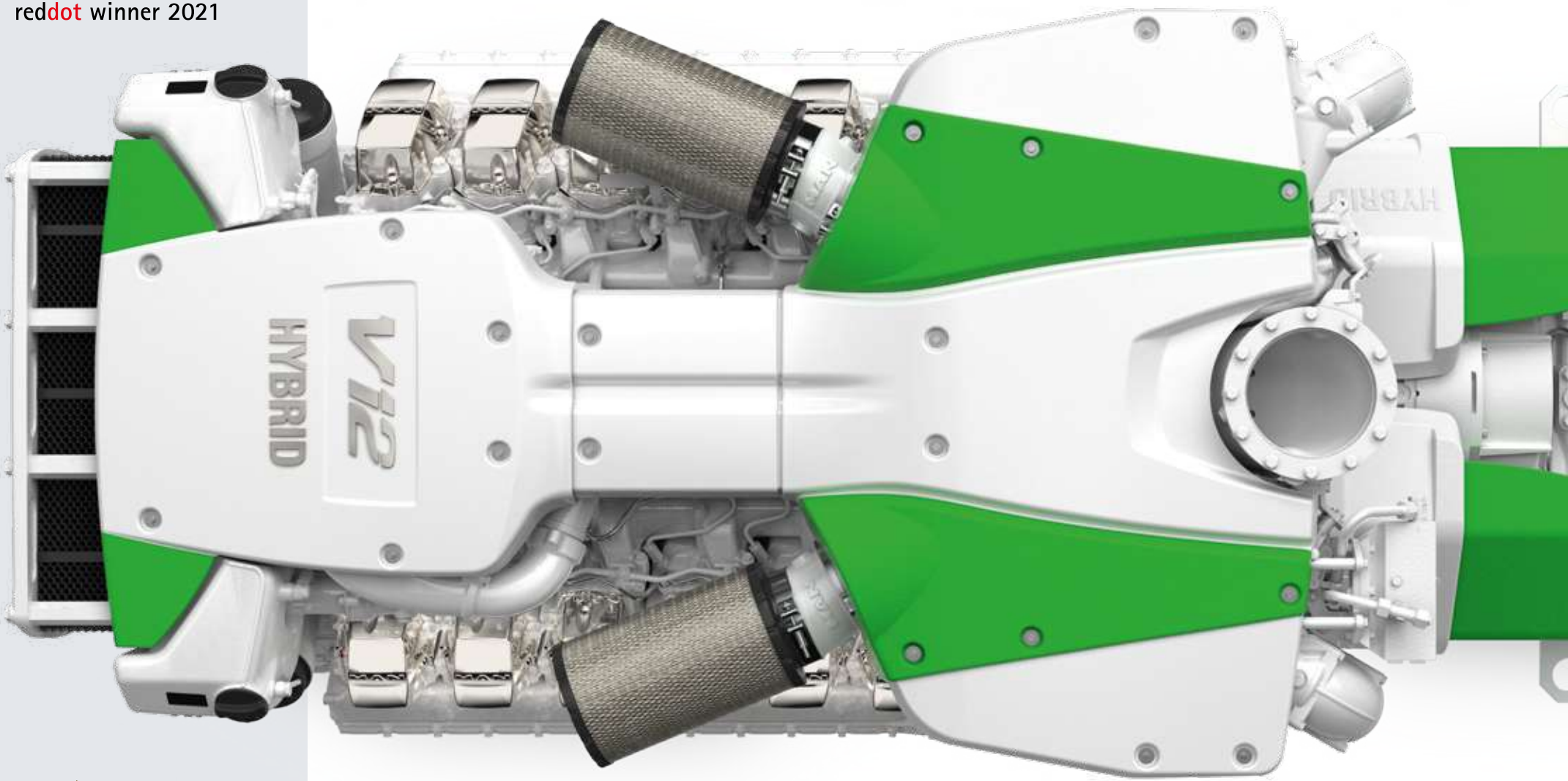
A modern classic, the MAN throttle lever for single or multiple engine systems is used in various drive concepts, as well as in hybrid drives. Different modes can be selected at the push of a button. The MAN throttle lever makes sailing and docking more efficient than ever before.

- 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

Customer 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

reddot winner 2021



GERMAN INNOVATION AWARD '21 WINNER

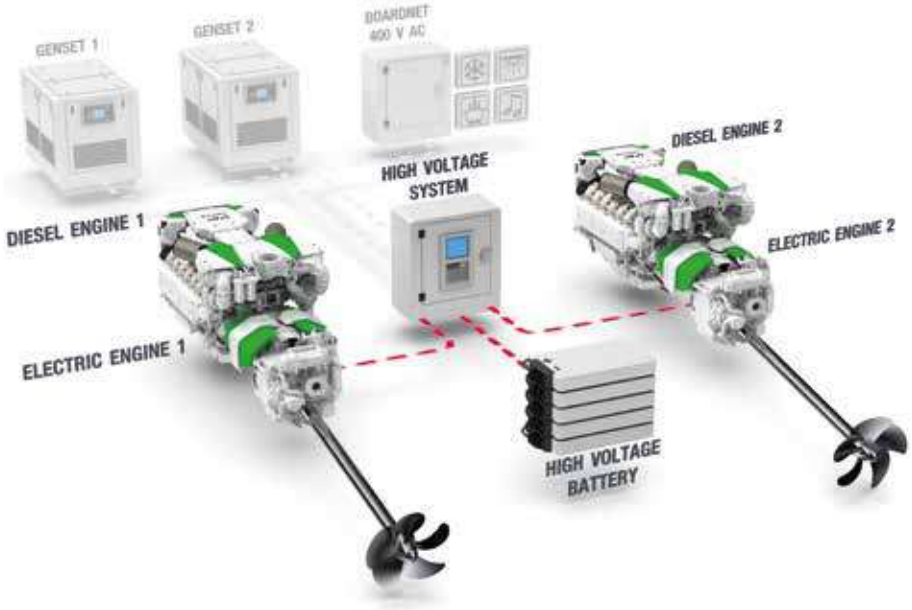
MAN SMART HYBRID EXPERIENCE

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: ≤ 1,000
- Percentage of time at full load: ≤ 20 %
- Average load application: ≤ 50 %

Typical Applications

- Pleasure crafts
- Displacement yachts
- Sportfishing boats

DISPLACEMENT YACHTS

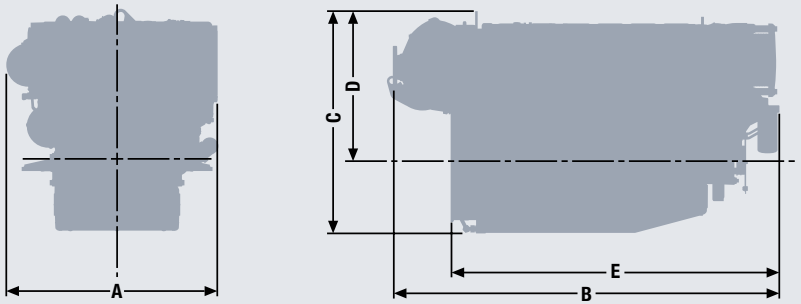
SPORTFISHING BOATS

PLEASURE CRAFTS

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

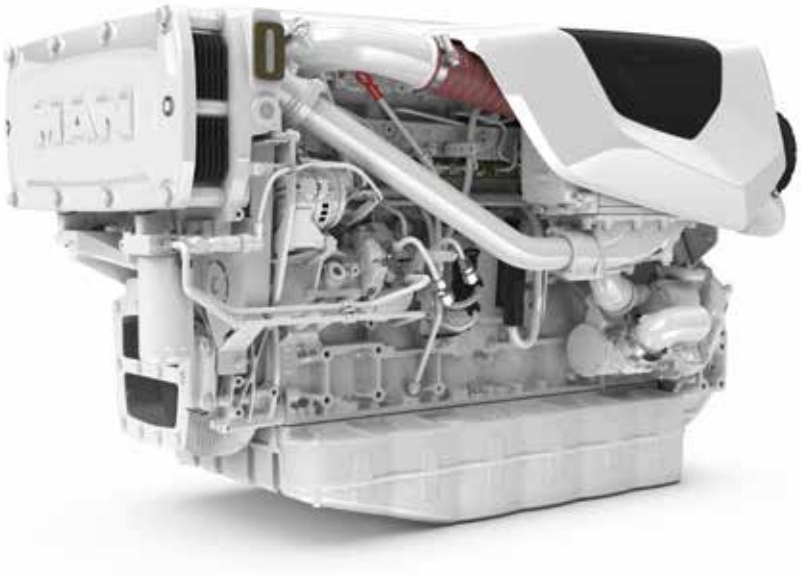
Type designation		i6-730/i6-800/i6-850
A-Overall width	mm	986
B-Overall length	mm	1,795
C-Overall height – flat oil pan	mm	1,036
D-Top of engine to crankshaft centre	mm	674
E-Length of engine from front end to edge of flywheel housing	mm	1,527
Average weight of engine ready for installation (dry)	kg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

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

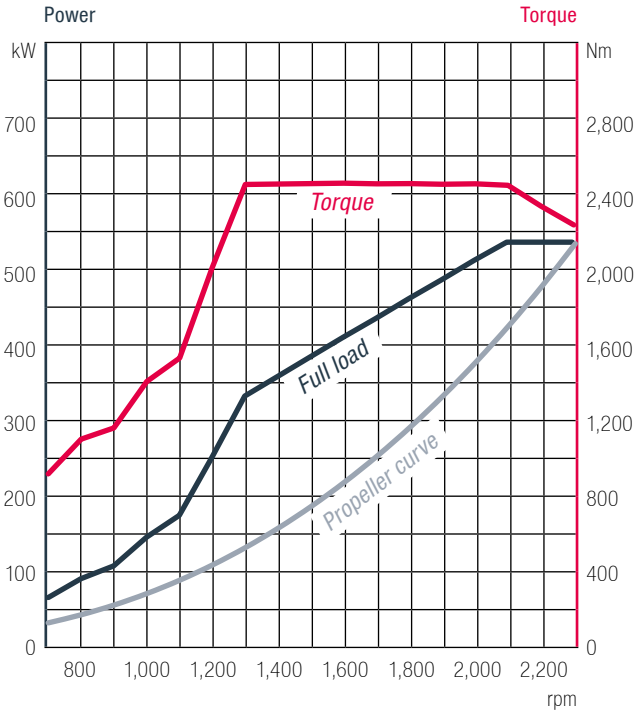
Technical features

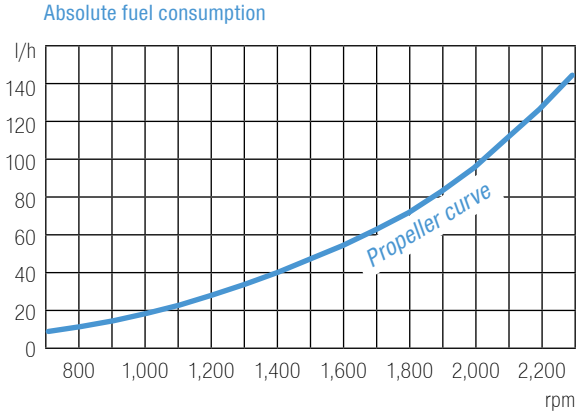
Type designation		i6-730	i6-800	i6-850
Displacement	l	12.42	12.42	12.42
Maximum output to DIN ISO 3046-1	kW (hp)	537 (730)	588 (800)	625 (850)
Rated speed	rpm	2,300	2,300	2,300
Maximum torque	Nm	2,450	2,685	2,740
at speed	rpm	1,300–2,100	1,300–2,100	1,400–2,100
Absolute fuel consumption at rated power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

1) Tolerance +5% according to DIN ISO 3046-1
2) for private use only

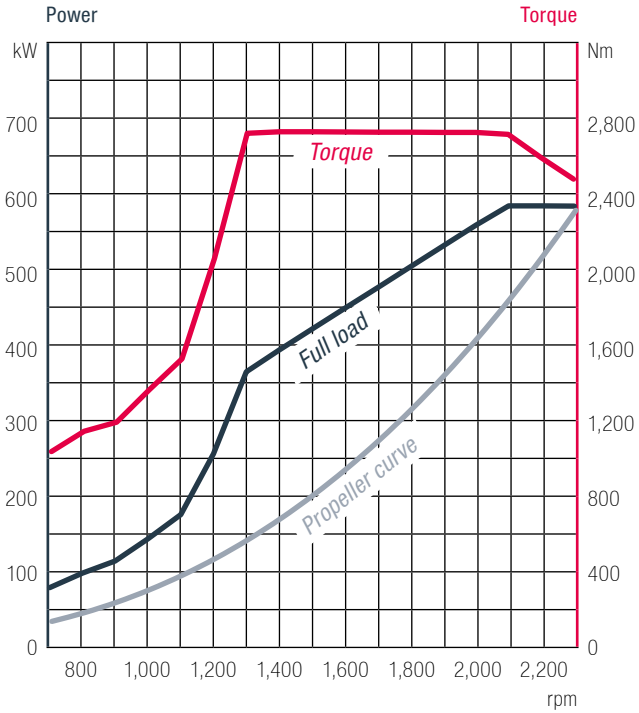


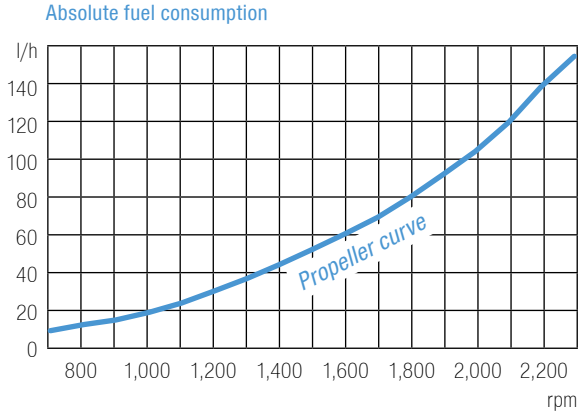
i6-730



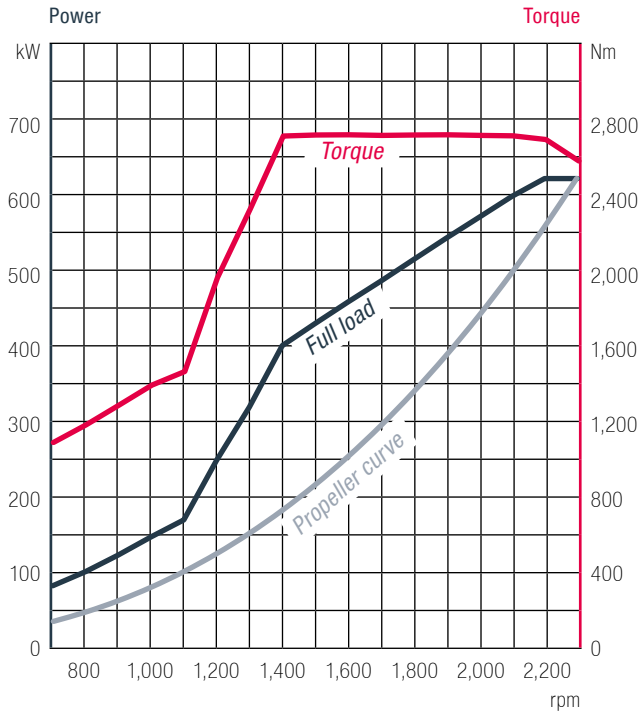


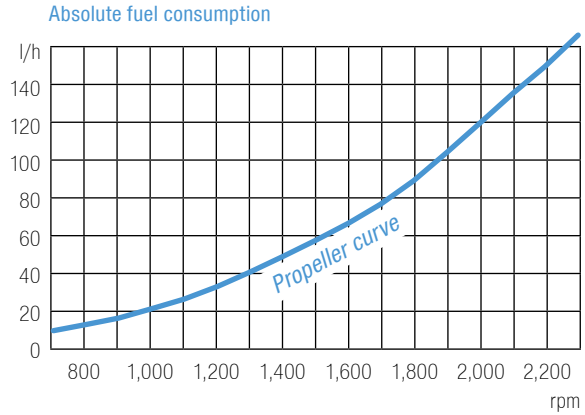
i6-800



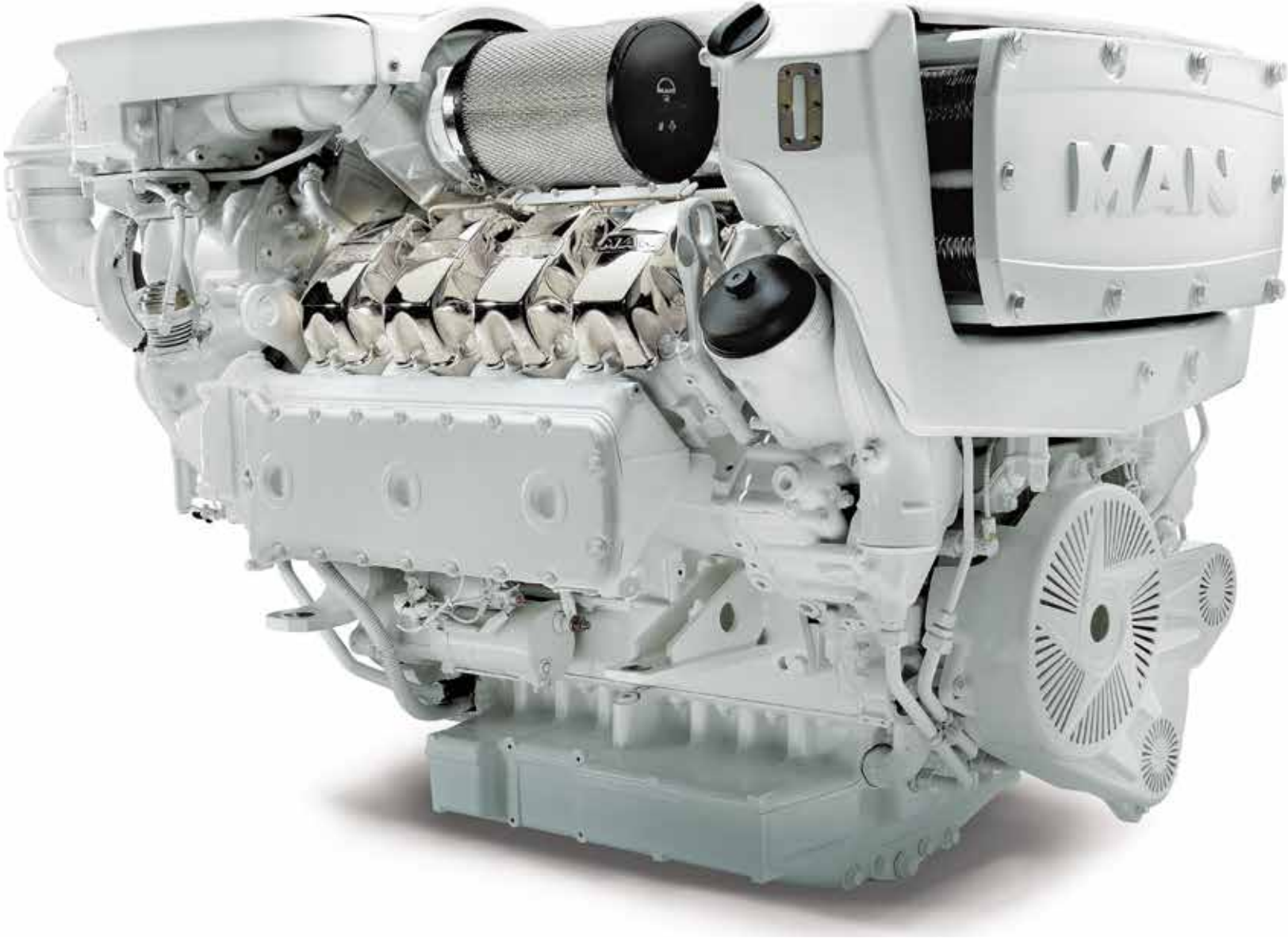


i6-850



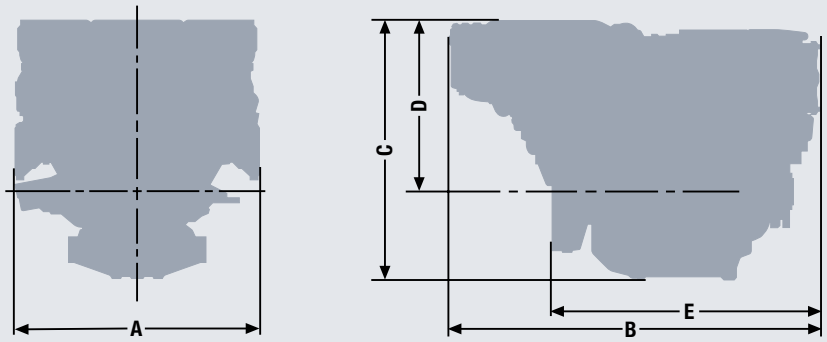


V8-1000, V8-1120, V8-1200 AND V8-1300



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	V8-1120	V8-1200/ V8-1300
A-Overall width	mm	1,153	1,153	1,153
B-Overall length	mm	1,745	1,745	1,736
C-Overall height – flat oil pan	mm	1,177	1,222	1,222
D-Top of engine to crankshaft centre	mm	765	811	811
E-Length of engine from front end to edge of flywheel housing	mm	1,243	1,262	1,262
Average weight of engine ready for installation (dry)	kg	1,780	1,941	1,941

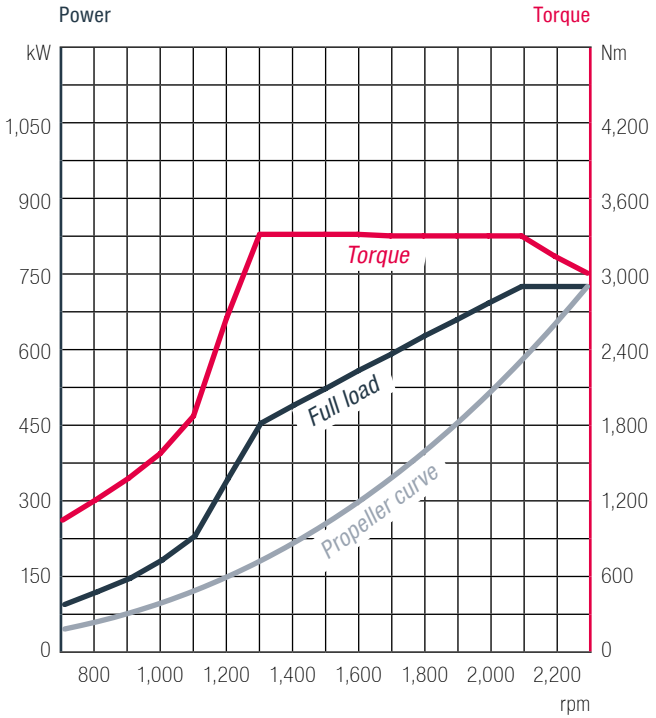
For detailed examinations of installation dimensions, please order drawings from our factory.

Technical features

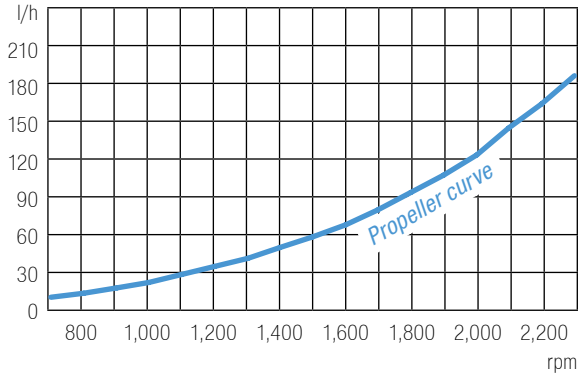
Type designation		V8-1000	V8-1120	V8-1200	V8-1300
Displacement	l	16.16	16.16	16.16	16.16
Maximum output to DIN ISO 3046-1	kW (hp)	735 (1,000)	824 (1,120)	882 (1,200)	956 (1,300)
Rated speed	rpm	2,300	2,300	2,300	2,300
Maximum torque	Nm	3,345	3,745	4,010	4,350
at speed	rpm	1,400–2,100	1,200–2,100	1,200–2,100	1,300–2,100
Absolute fuel consumption at rated power [1]	l/h	205	215	242	256
Classifiable		–	✓	–	–
Exhaust gas status		IMO Tier II, China 2 [2], RCD 2013/53/EC	IMO Tier II	IMO Tier II, EPA Tier 3 [2], China 2 [2], RCD 2013/53/EC	IMO Tier II, EPA Tier 3 [2], China 2 [2], RCD 2013/53/EC

1) Tolerance +5% according to DIN ISO 3046-1
2) for private use only

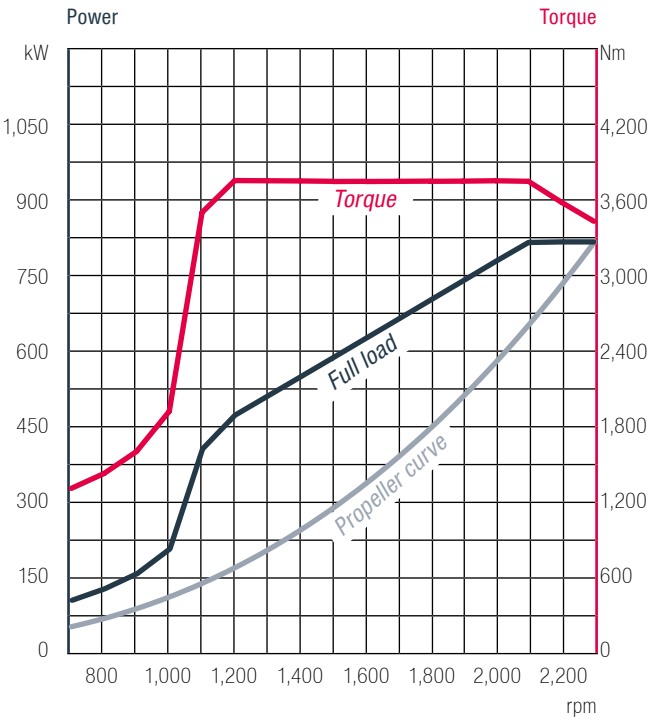
V8-1000



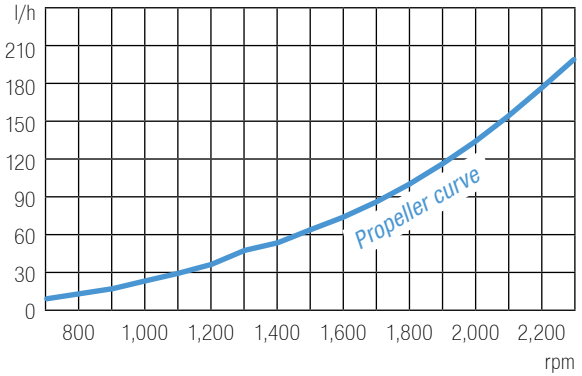
Absolute fuel consumption



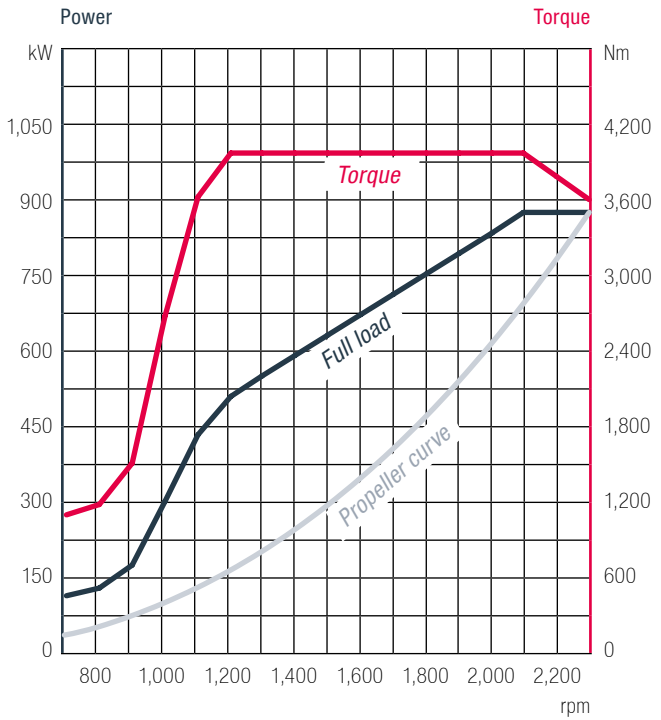
V8-1120



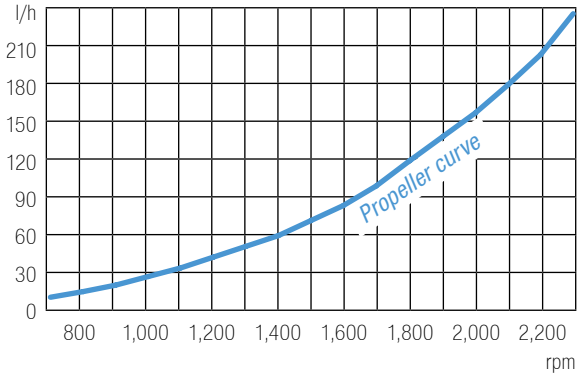
Absolute fuel consumption



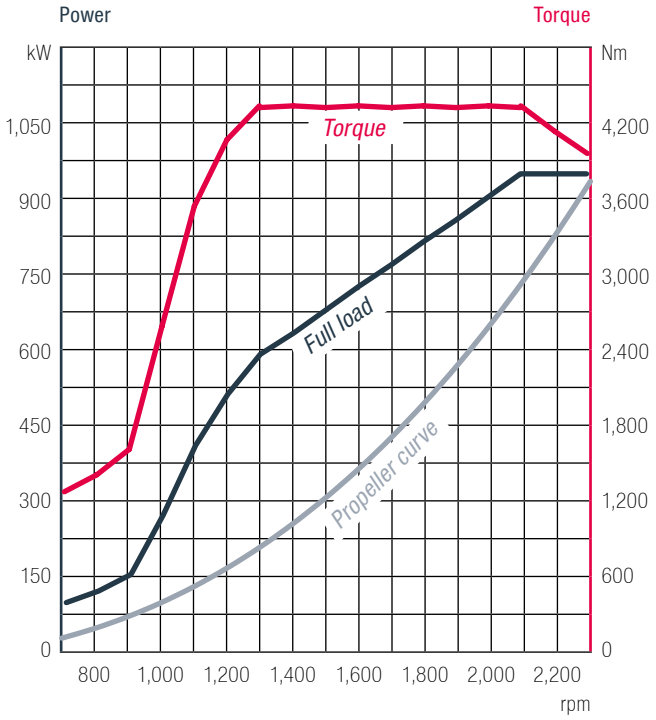
V8-1200



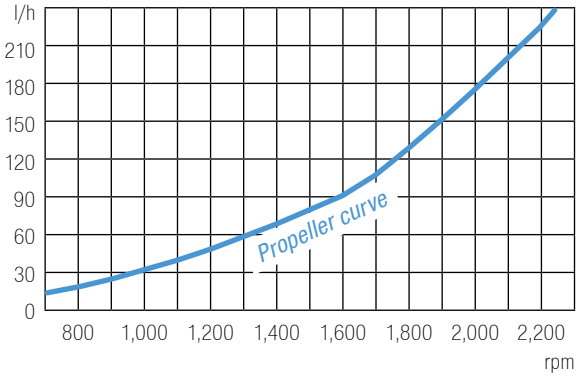
Absolute fuel consumption



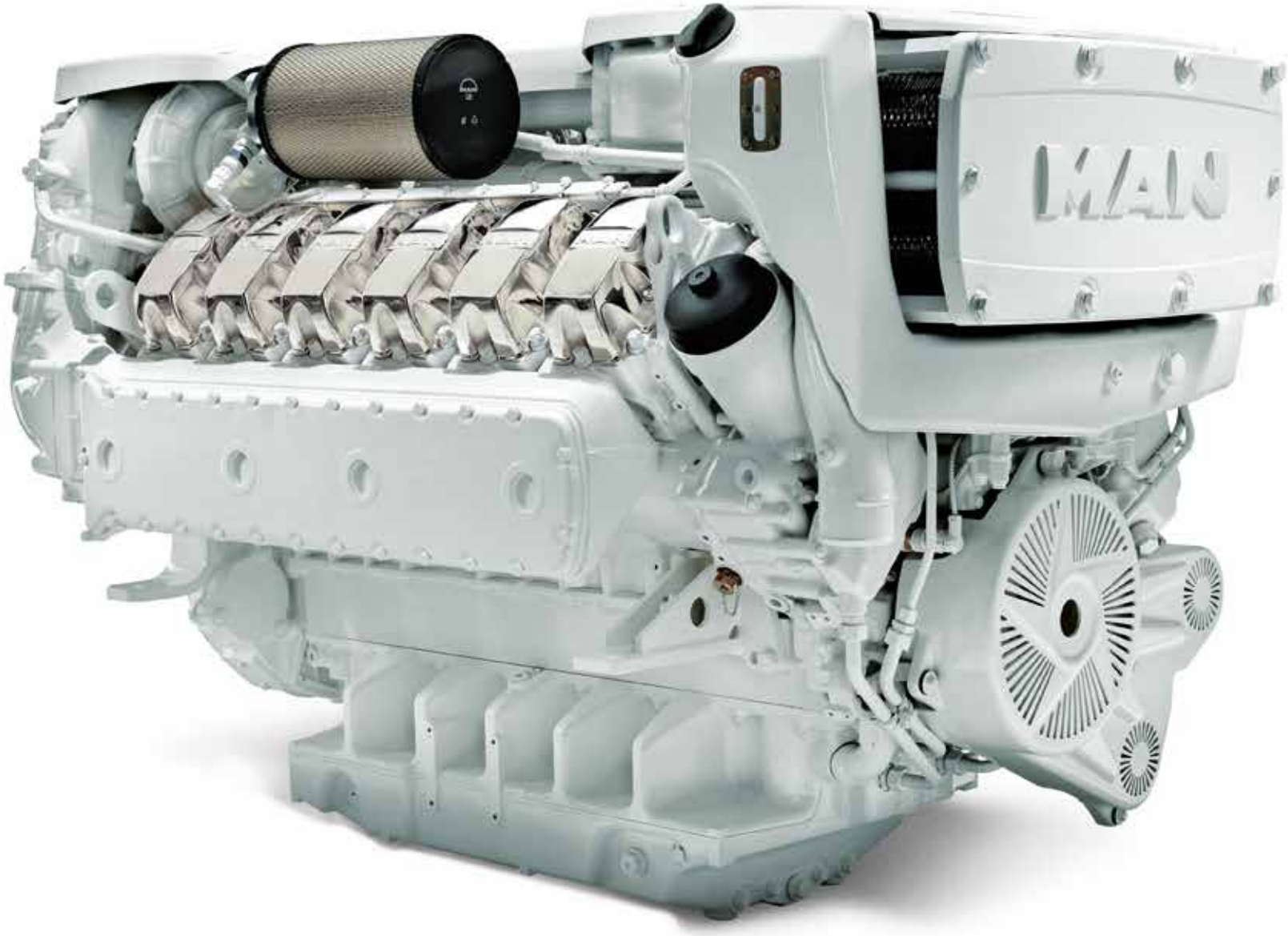
V8-1300



Absolute fuel consumption

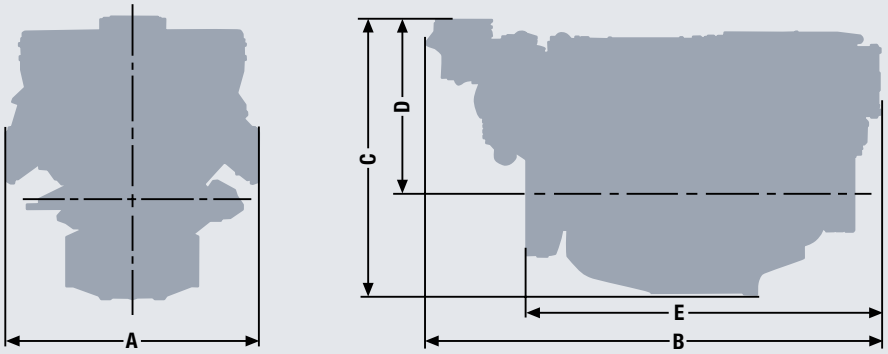


V12-1400 AND V12-1550



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
- 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
A-Overall width	mm	1,153
B-Overall length	mm	2,130
C-Overall height – flat oil pan	mm	1,230
D-Top of engine to crankshaft centre	mm	765
E-Length of engine from front end to edge of flywheel housing	mm	1,630
Average weight of engine ready for installation (dry)	kg	2,270

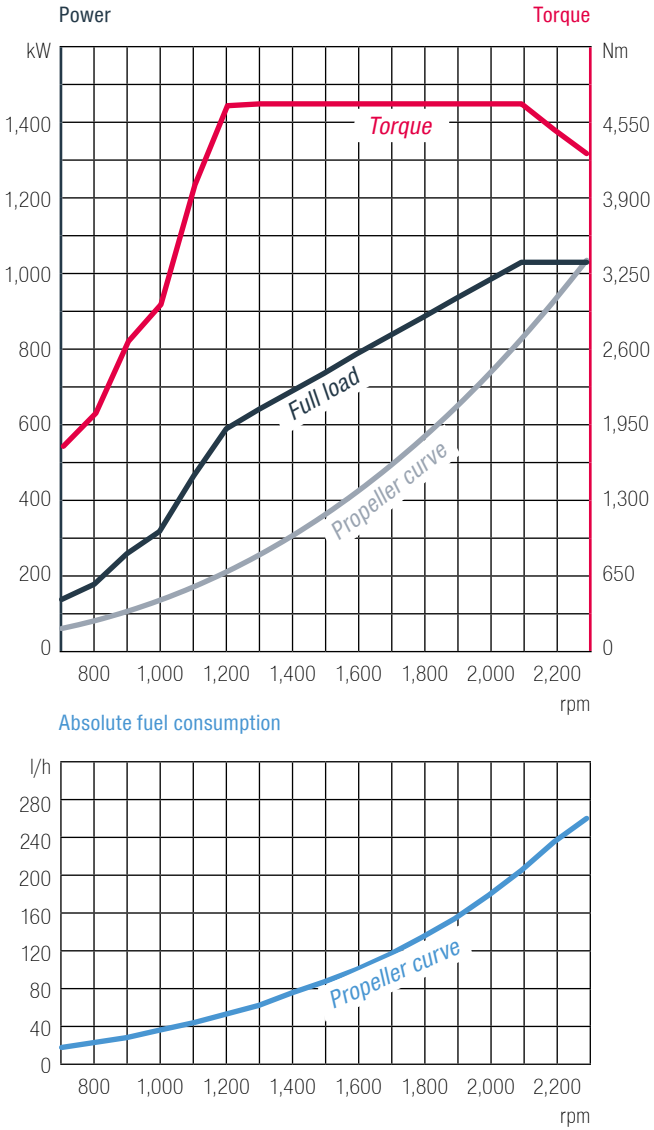
For detailed examinations of installation dimensions, please order drawings from our factory.

Technical features

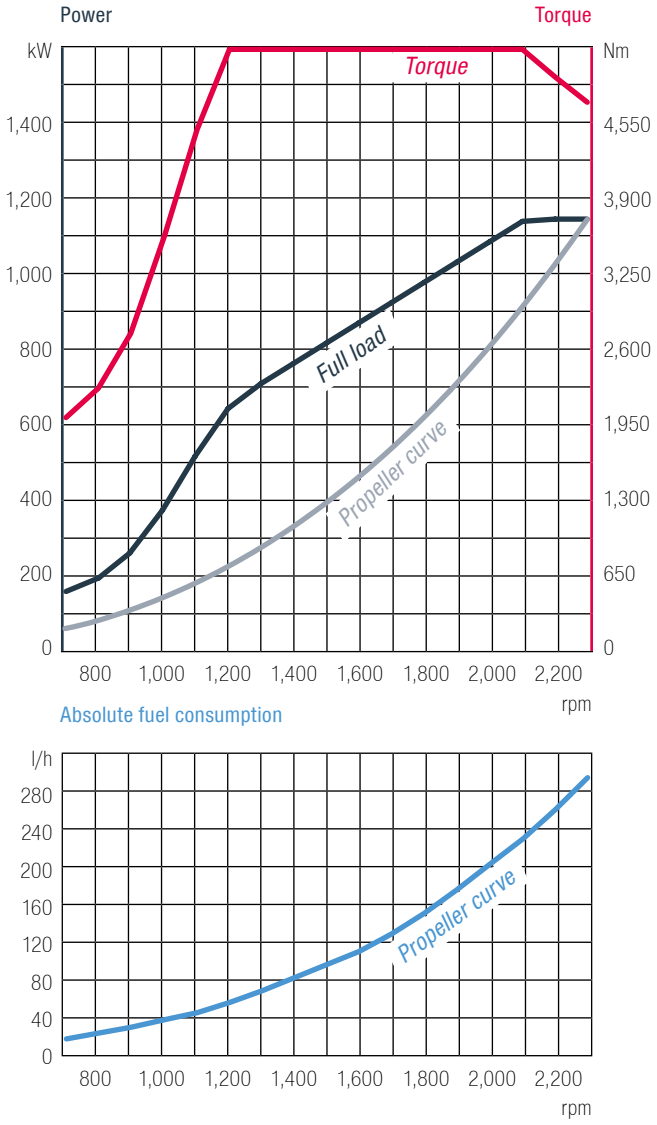
Type designation		V12-1400	V12-1550
Displacement	l	24.24	24.24
Maximum output to DIN ISO 3046-1	kW (hp)	1,029 (1,400)	1,140 (1,550)
Rated speed	rpm	2,300	2,300
Maximum torque	Nm	4,680	5,185
at speed	rpm	1,200–2,100	1,200–2,100
Absolute fuel consumption at rated power [1)]	l/h	270	301
Classifiable		–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

1) Tolerance +5% according to DIN ISO 3046-1
2) for private use only

V12-1400



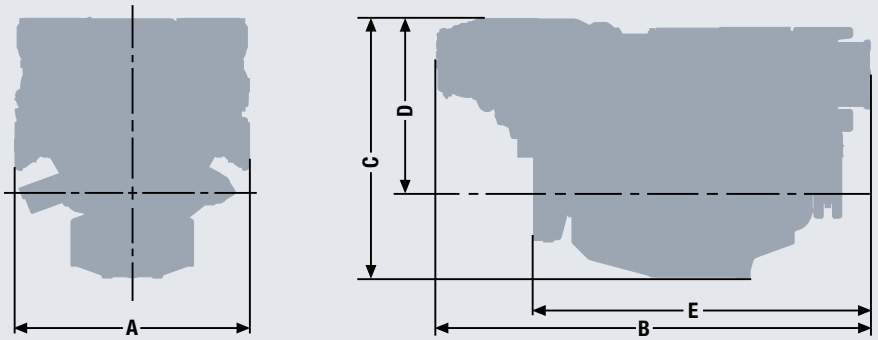
V12-1550



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)
  Electronic engine monitoring including diagnostic unit
- Fuel: 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	1,275
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

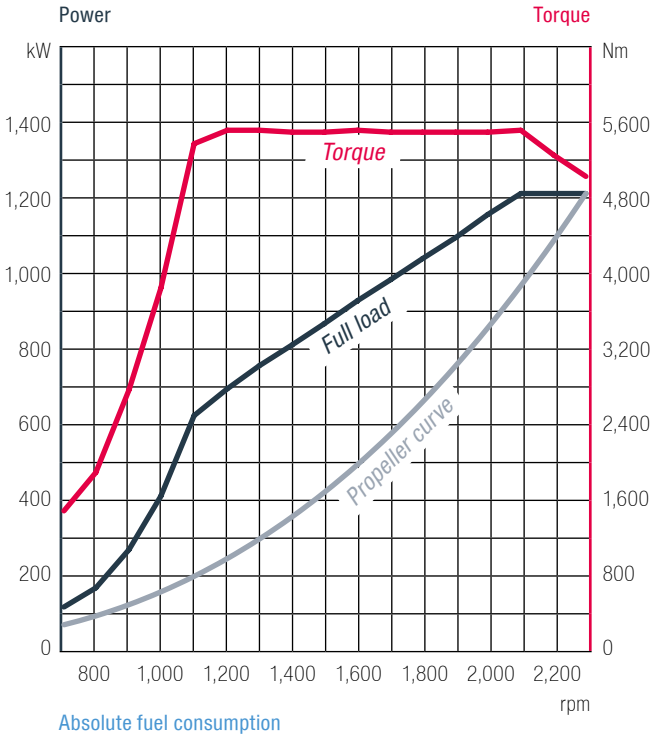
For detailed examinations of installation dimensions, please order drawings from our factory.

Technical features

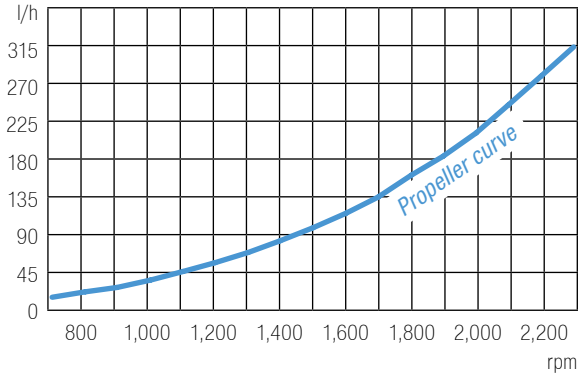
Type designation		V12-1650	V12-1650	V12-1800
Displacement	l	24.24	24.24	24.24
Maximum output to DIN ISO 3046-1	kW (hp)	1,213 (1,650)	1,213 (1,650)	1,324 (1,800)
Rated speed	rpm	2,300	2,300	2,300
Maximum torque	Nm	5,510	5,510	6,010
at speed	rpm	1,200–2,100	1,200–2,100	1,200–2,100
Absolute fuel consumption at rated power [1]	l/h	310	319	355
Classifiable		✓	✓	–
Exhaust gas status		IMO Tier III	IMO Tier II, EPA Tier 3 [2], China 2 [2], RCD 2013/53/EC	IMO Tier II, EPA Tier 3 [2], China 2 [2], RCD 2013/53/EC

1) Tolerance +5% according to DIN ISO 3046-1
2) for private use only

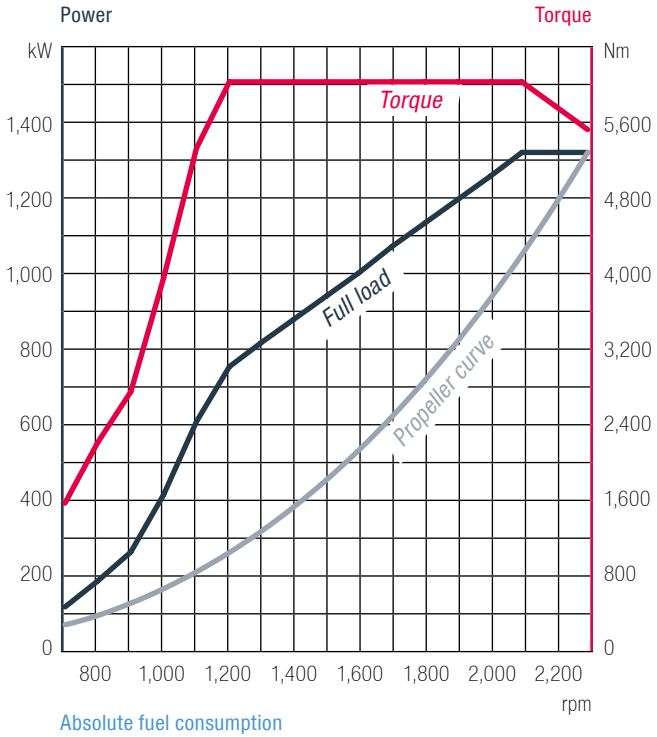
V12-1650



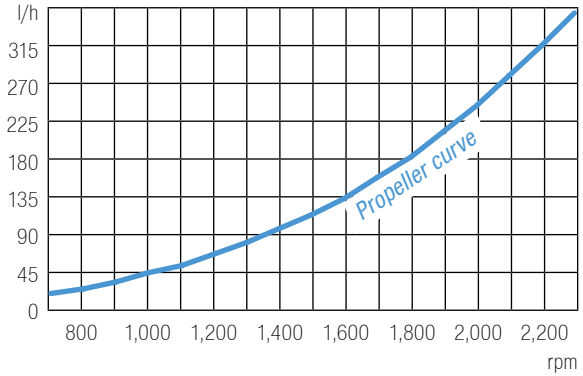
Absolute fuel consumption



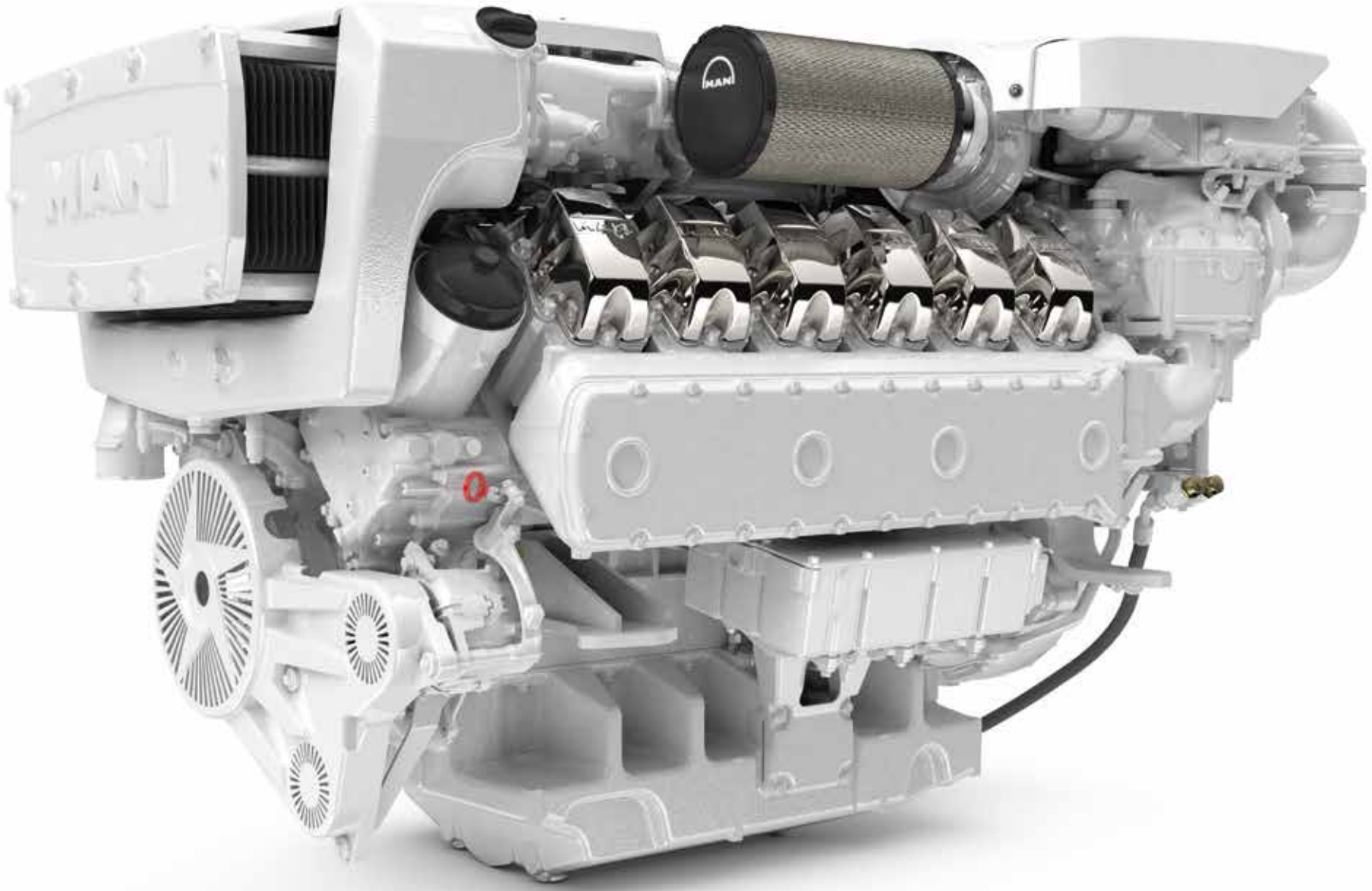
V12-1800



Absolute fuel consumption

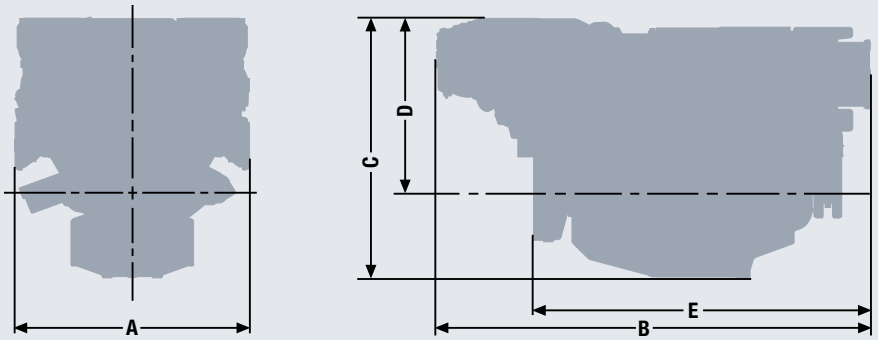


V12-1900 AND V12-2000



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)
  Electronic engine monitoring including diagnostic unit
- Fuel: 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

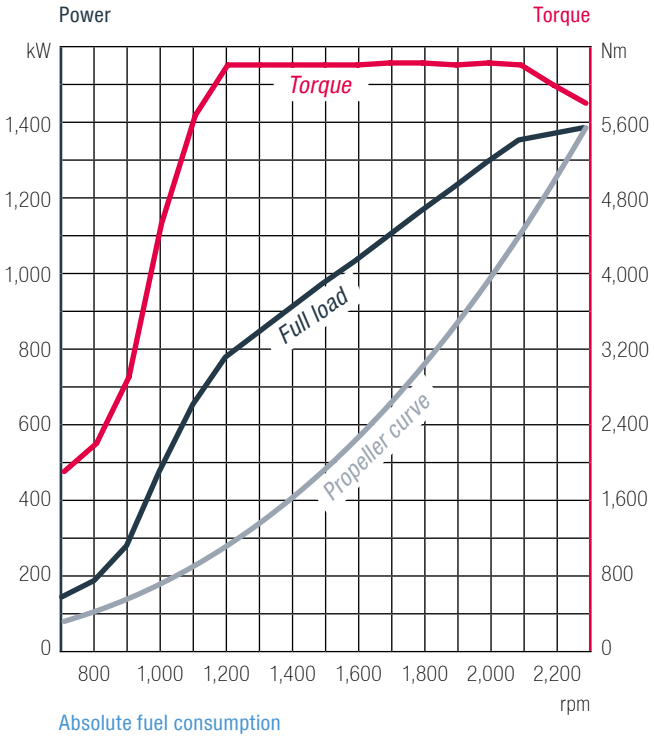
For detailed examinations of installation dimensions, please order drawings from our factory.

Technical features

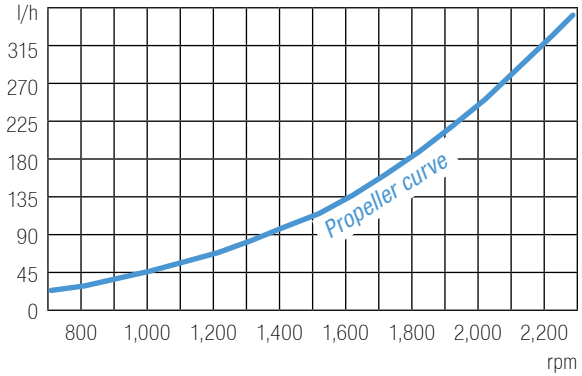
Type designation		V12-1900	V12-2000
Displacement	l	24.24	24.24
Maximum output to DIN ISO 3046-1	kW (hp)	1,397 (1,900)	1,471 (2,000)
Rated speed	rpm	2,300	2,300
Maximum torque	Nm	6,130	6,460
at speed	rpm	1,200–2,100	1,200–2,100
Absolute fuel consumption at rated power [1)]	l/h	373	399
Classifiable		–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

1) Tolerance +5% according to DIN ISO 3046-1
2) for private use only

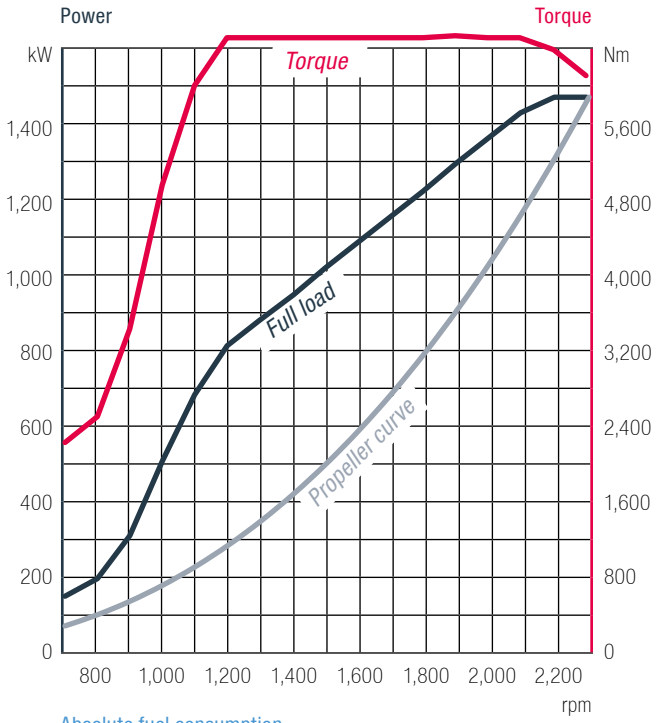
V12-1900



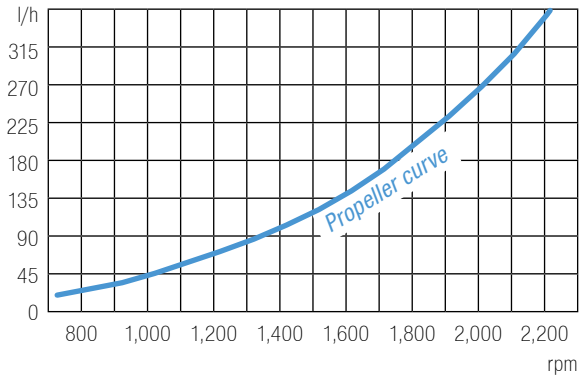
Absolute fuel consumption



V12-2000



Absolute fuel consumption



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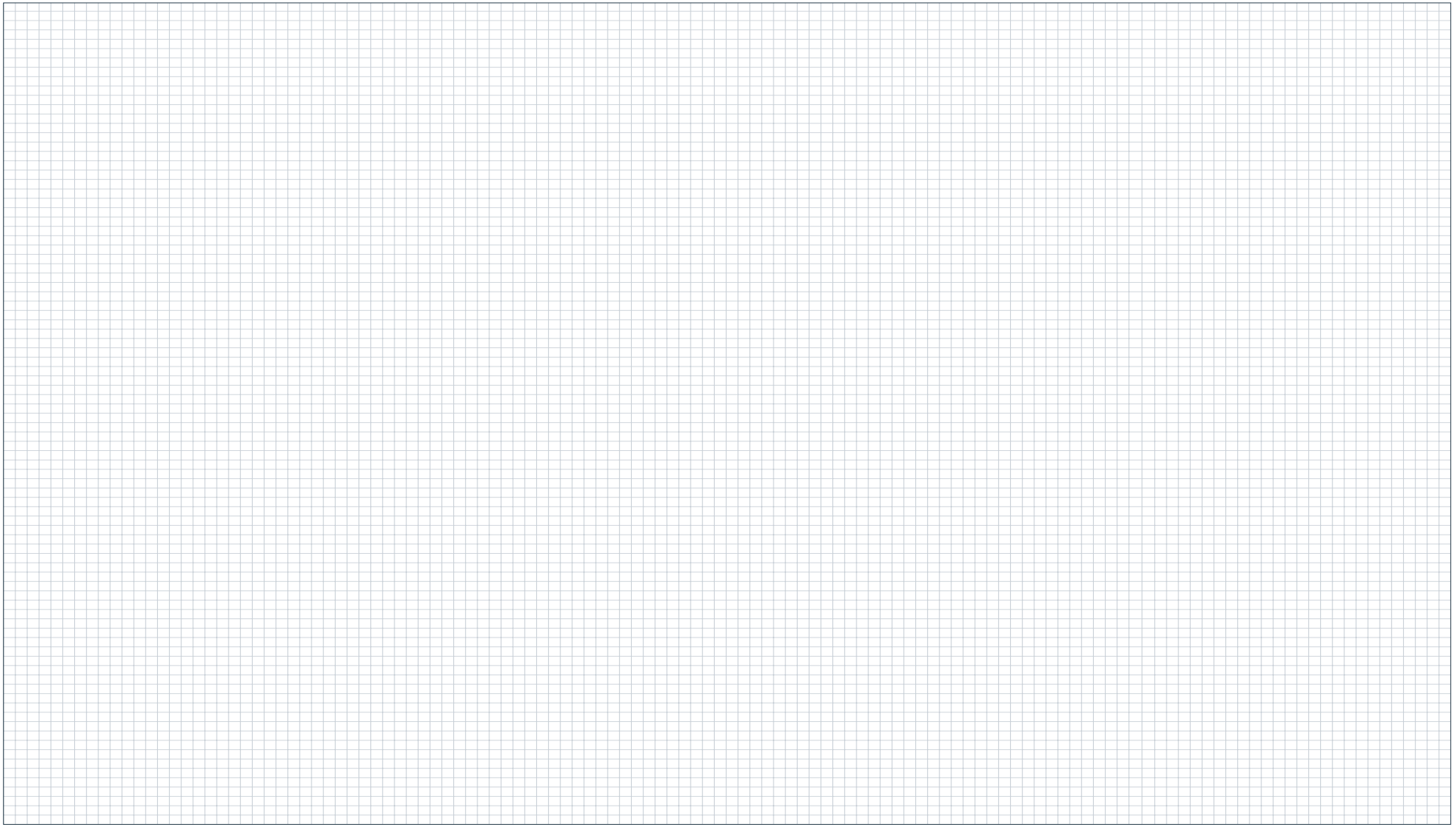

ENGINE RANGE

6 inline, V8 and V12 engines

Characteristics	Unit	i6			V8				V12					
Type designation		**730**	**800**	**850**	**1000**	**1120**	**1200**	**1300**	**1400**	**1550**	**1650**	**1800**	**1900**	**2000**
Arrangement and number of cylinders		R6	R6	R6	V8	V8	V8	V8	V12	V12	V12	V12	V12	V12
Nominal rating	hp	730	800	850	1,000	1,120	1,200	1,300	1,400	1,550	1,650	1,800	1,900	2,000
Maximum torque	Nm	2,450	2,674	2,845	3,340	3,745	4,010	4,350	4,680	5,180	5,510	6,020	6,220	6,520
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	2,300	2,300	2,300
Fuel consumption	l/h	142	158	162	199	215	240	257	267	299	323	351	373	373
Bore/Stroke	mm	126/166	126/166	126/166	128/157	128/157	128/157	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	16.16	24.24	24.24	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	1,262	1,630	1,630	1,658	1,658	1,658	1,658
Width	mm	986	986	986	1,153	1,153	1,153	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	1,222	1,230	1,230	1,275	1,275	1,272	1,272
Dry weight	kg	1,251	1,251	1,251	1,780	1,941	1,941	1,941	2,270	2,270	2,420	2,420	2,420	2,420
Exhaust gas status		A	A	A	C	D	B	B	B	B	B/E	B	B	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

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