

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.

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ENJOY LIFE ON THE OCEAN WITH A MAN ENGINE

MAN Service: Competent and motivated

MAN is there for you from the outset. Where qualified guidance is needed for the installation, our experts are at your side with advice and practical assistance. Of course you can always rely on our worldwide service network. Qualified service centres provide you with fast and skilled servicing and repairs. Worldwide partners ensure a service network for marine engines. As you can see we are there whenever and wherever you need us.

MAN Environmental Awareness: Future-oriented and ecofriendly

At MAN, we attach very great importance indeed to eco-friendliness. Every day, our engineers do their utmost to develop eco-friendly engines which comply with current emission standards worldwide. With their particularly low fuel consumption, MAN engines not only ensure high economy, but also protect our environment. And your ears: this means that the quiet yet very powerful engine makes every trip a unique experience. Real recreation – both for the customer and the environment.



MAN Gold Standard: More safety and improved warranty

The MAN Gold Standard® seal of quality is a perfectly matched overall concept which complies with excellent quality standards both in regards to installation as well as in regards to tuning of the MAN engine system. Close cooperation between shipbuilder and the MAN engine specialists ensures that an engine compartment with optimum technical features is implemented. Improved technology and simplified access to the individual servicing points on the engine drastically speed up servicing work.

This allows you to cut costs in the short term and maintain the value of the boat in the long term. This certificate of quality gives customers enhanced reliability and a longer warranty on the engine and its components. If you want only the best, you should rely on the MAN Gold Standard®.

Please contact your local dealer concerning this 5-years factory warranty.



Two years' warranty on MAN service and parts: Higher quality, more time

We know that MAN Genuine Parts are characterised by their quality and precise fit. Combined with the qualified and professional work at MAN service centres, they ensure reliability: reduced downtimes and a longer service life. We are now passing this security on to you. Instead of the one year we offer now the two years' warranty on MAN Genuine Parts and MAN Genuine Parts ecoline. That means double the security for you.

The MAN Truck & Bus AG two-year warranty is valid for all repairs carried out at MAN service centres¹⁾ from 2017²⁾ onwards, including repairs where MAN Genuine Parts and MAN Genuine Parts ecoline are fitted. The scope of service is identical to the previously valid one-year warranty. Please refer to our General Terms & Conditions for more information.

We cover the following costs as part of a warranty case:

- Costs for work time and spare parts directly related to the repair of the defect or to the exchange of faulty parts.
- Installation and removal costs are covered if the original scope of delivery also included the installation of the part³⁾.
- Certain additional costs are covered after inspection, night time/weekend charges, on-site repairs, courier costs.

Our genuine engines deserve MAN Genuine Parts – now with two years' warranty.

1) MAN-owned service outlets and participating partners

2) See validity of the General Terms & Conditions

3) Installation and removal costs are not covered in the case of counter sales

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

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
- Displacement yachts
- Sportfishing boats





PLEASURE CRAFTS

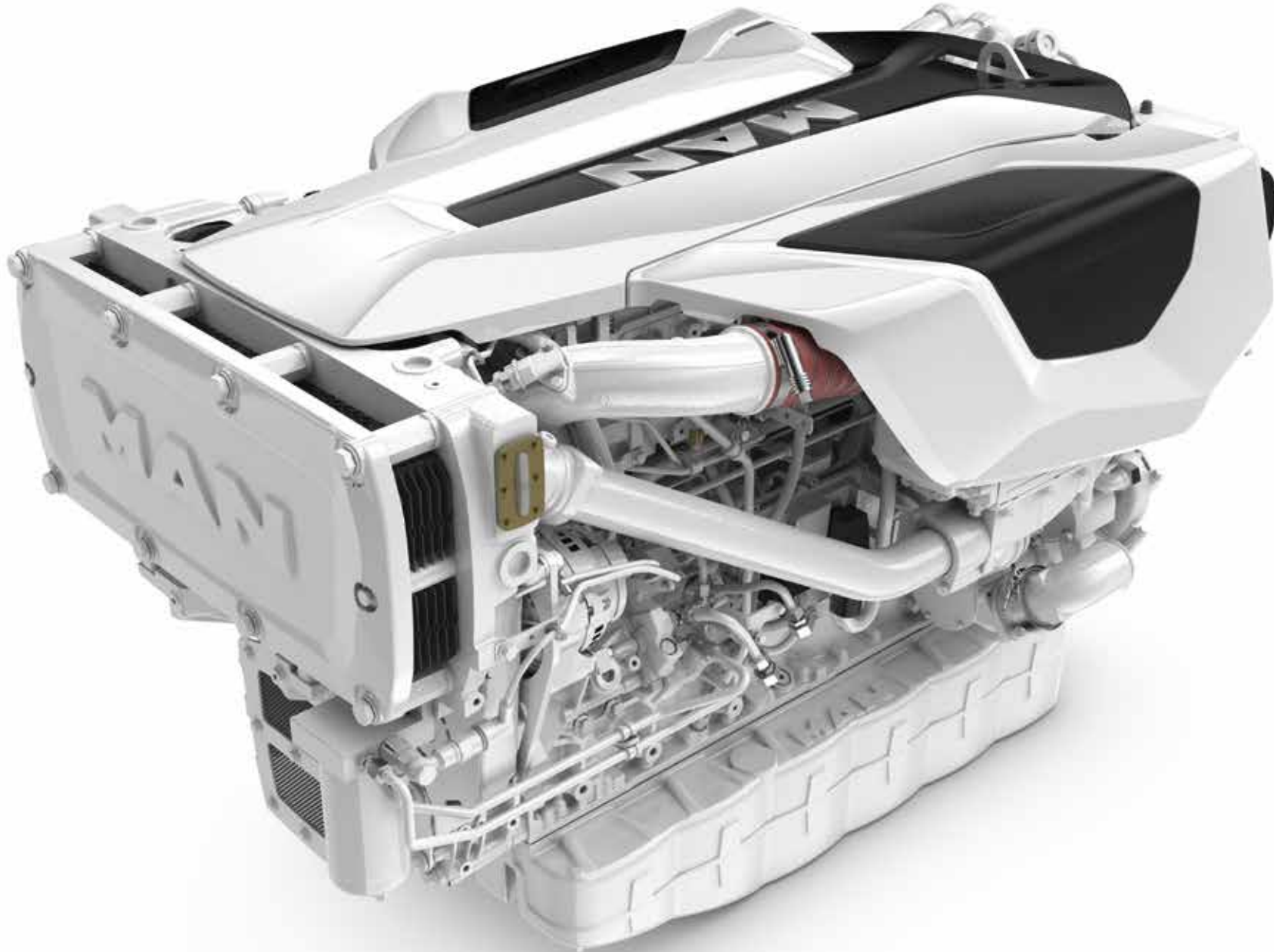
DISPLACEMENT YACHTS



SPORTFISHING BOATS

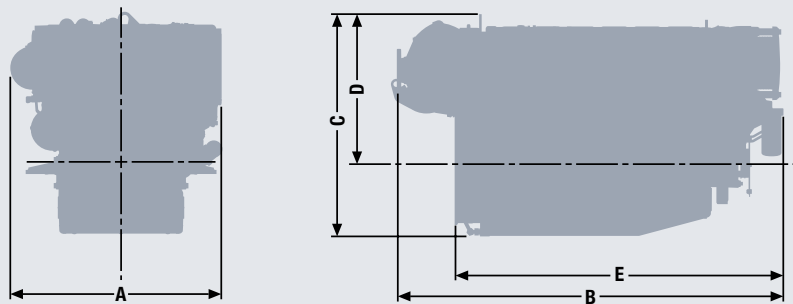


i6-730, i6-800 AND i6-850



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 | 1,215 |

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

Technical features

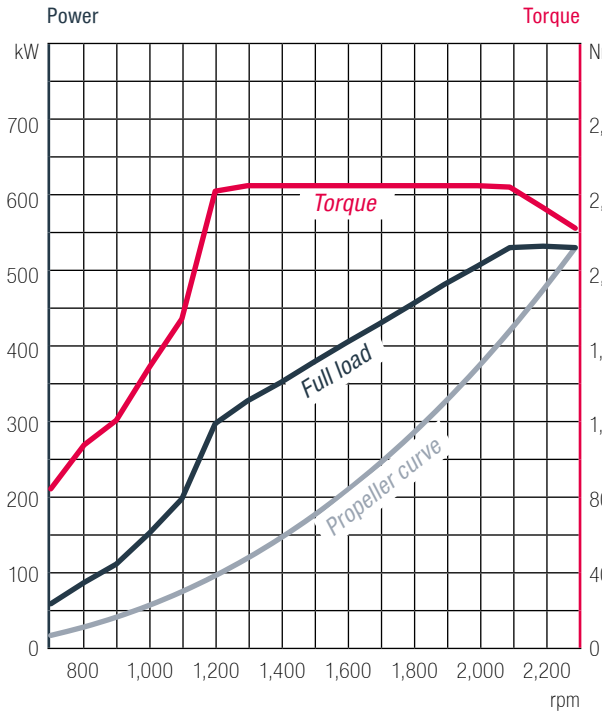
| Type designation | | i6-730 | i6-800 | i6-850 |
|--|---------|---|--|----------------------------|
| Displacement | l | 12.42 | 12.42 | 12.42 |
| Maximum output to DIN ISO 3046-1 | kW (hp) | 537 (730) | 588 (800) | 625 (850) |
| Rated speed | rpm | 2,300 | 2,300 | 2,300 |
| Maximum torque | Nm | 2,450 | 2,674 | 2,845 |
| at speed | rpm | 1,300–2,100 | 1,400–2,000 | 1,400–2,100 |
| Absolute fuel consumption at rated power ¹⁾ | l/h | 142 | 157 | 162 |
| Classifiable | | ✓ | – | – |
| Exhaust gas status | | IMO Tier II, EPA Tier 3, RCD 2013/53/EC, EU Stage IIIA | IMO Tier II, EPA Tier 3 ²⁾ , RCD 2013/53/EC, EU Stage IIIA | IMO Tier II, EU Stage IIIA |

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

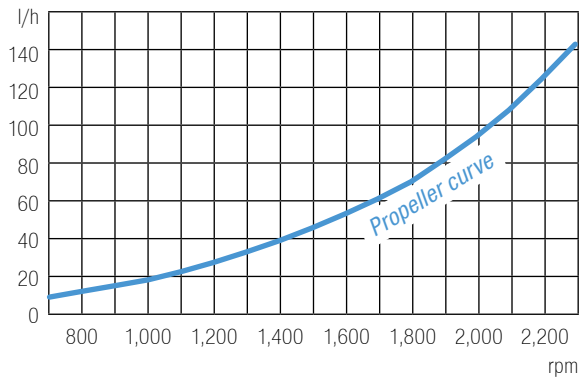
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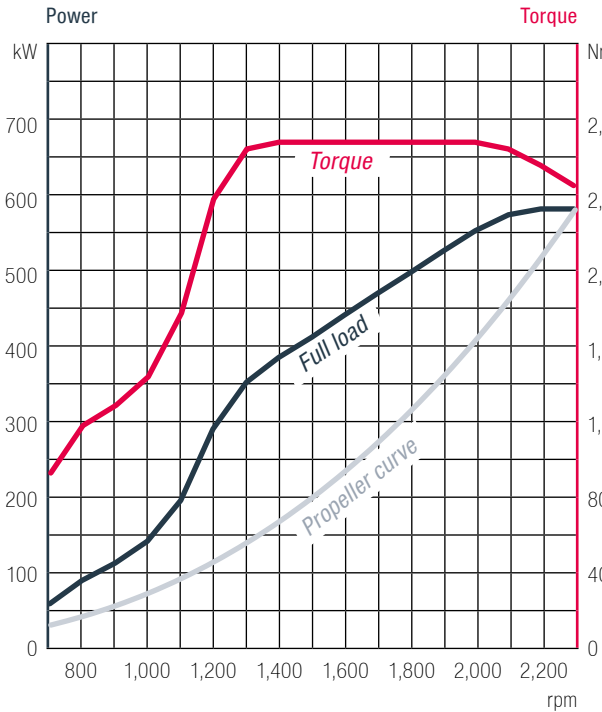
i6-730



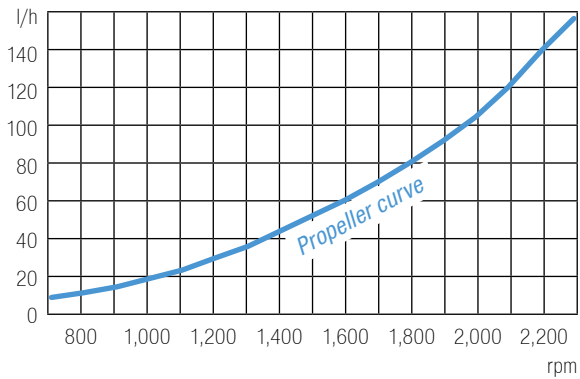
Absolute fuel consumption



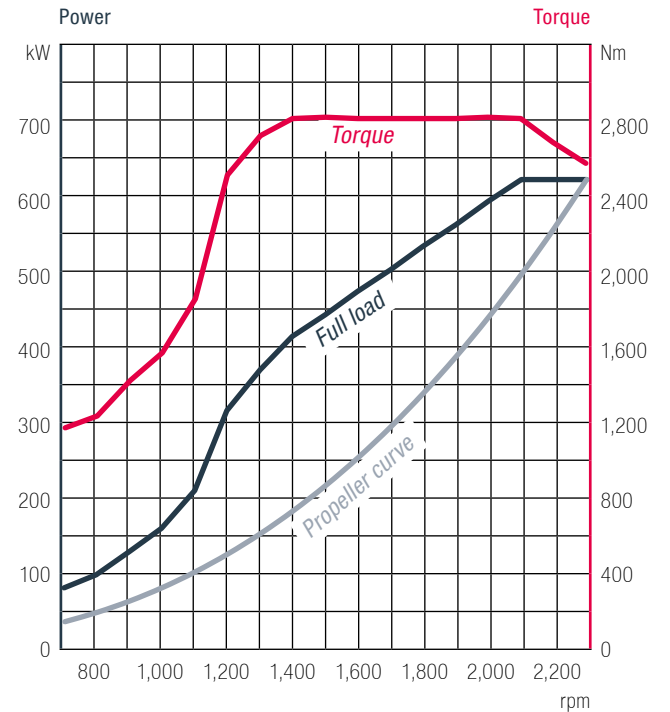
i6-800



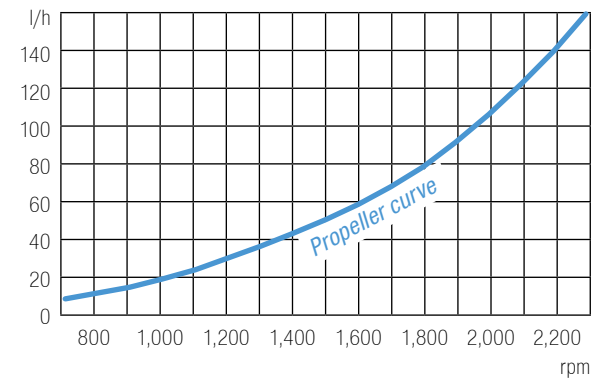
Absolute fuel consumption



i6-850



Absolute fuel consumption

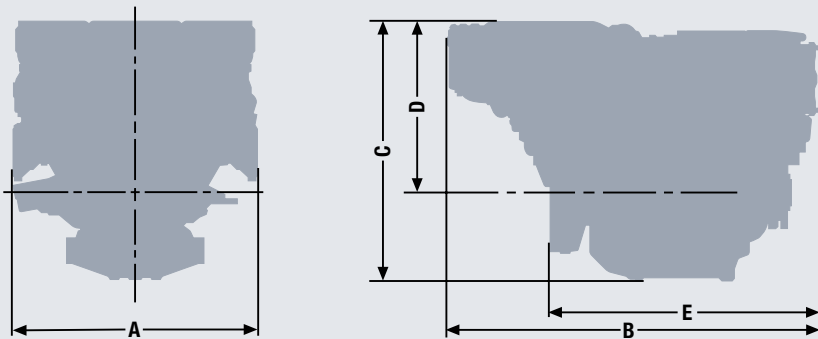


V8-1000, V8-1200 AND V8-1300



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: V8-1200 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 | 1,940 |

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 | 3,340 | 4,010 | 4,350 |
| at speed | rpm | 1,300–2,100 | 1,200–2,100 | 1,300–2,100 |
| Absolute fuel consumption at rated power ¹⁾ | l/h | 199 | 240 | 257 |
| Classifiable | | – | – | – |
| Exhaust gas status | | IMO Tier II, EPA Tier 3 ²⁾ , RCD 2013/53/EC, EU Stage IIIA | IMO Tier II, EPA Tier 3 ²⁾ , RCD 2013/53/EC, EU Stage IIIA | IMO Tier II, EPA Tier 3 ²⁾ , RCD 2013/53/EC, EU Stage IIIA |

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

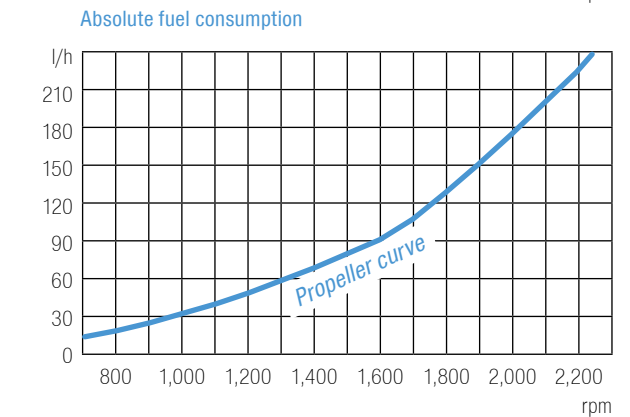
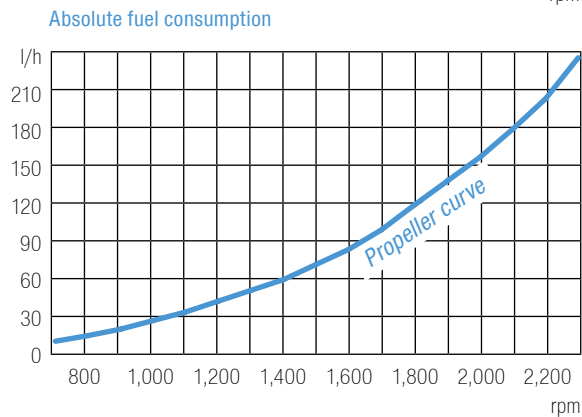
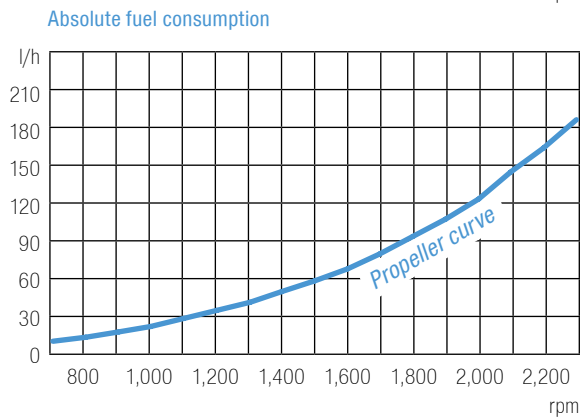
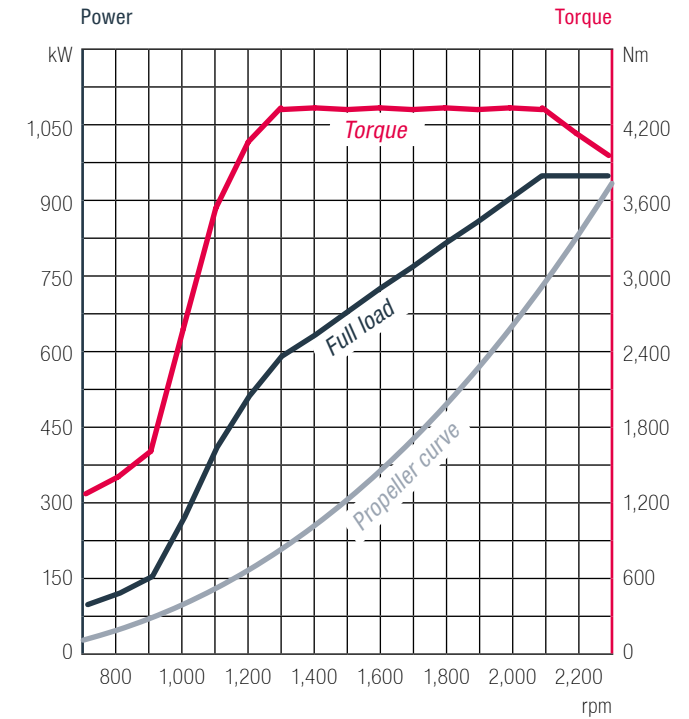
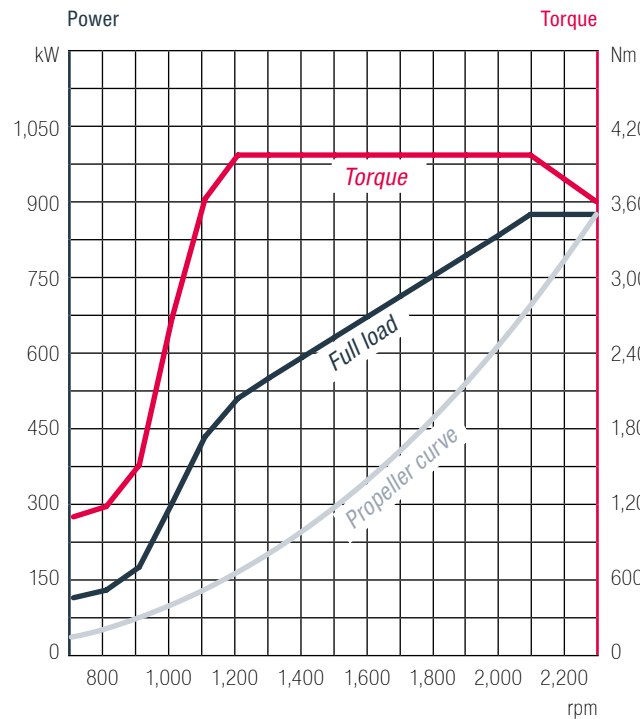
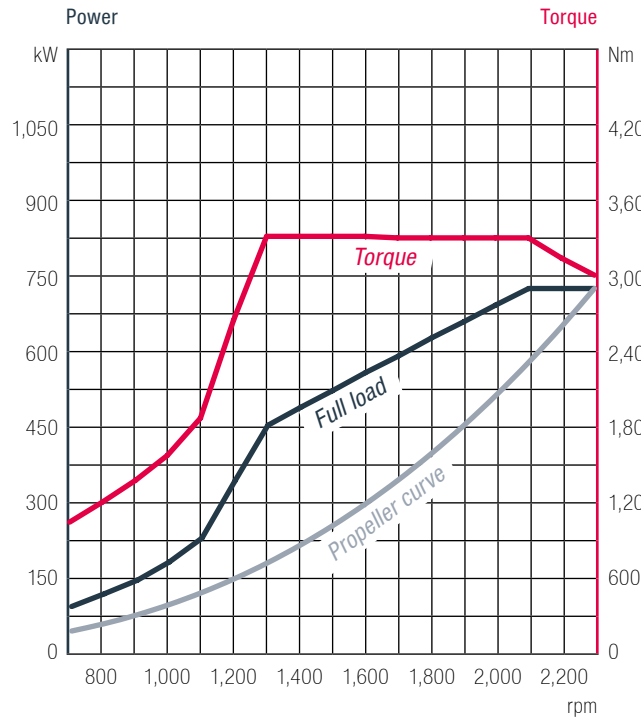
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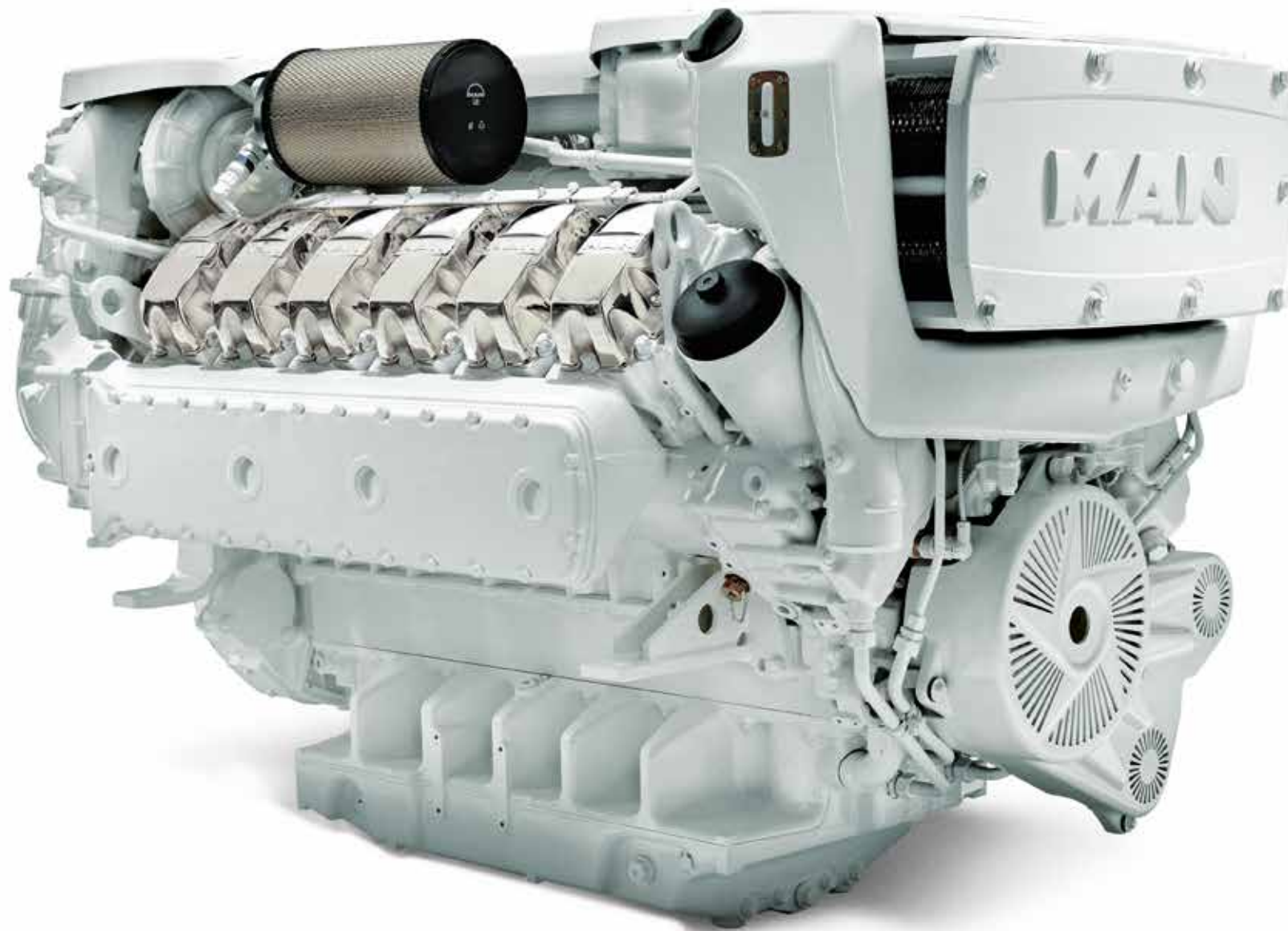
V8-1000

V8-1200

V8-1300

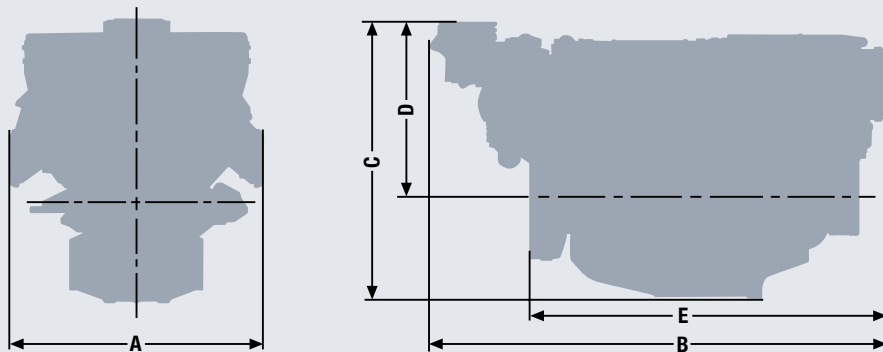


V12-1400 AND V12-1550



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

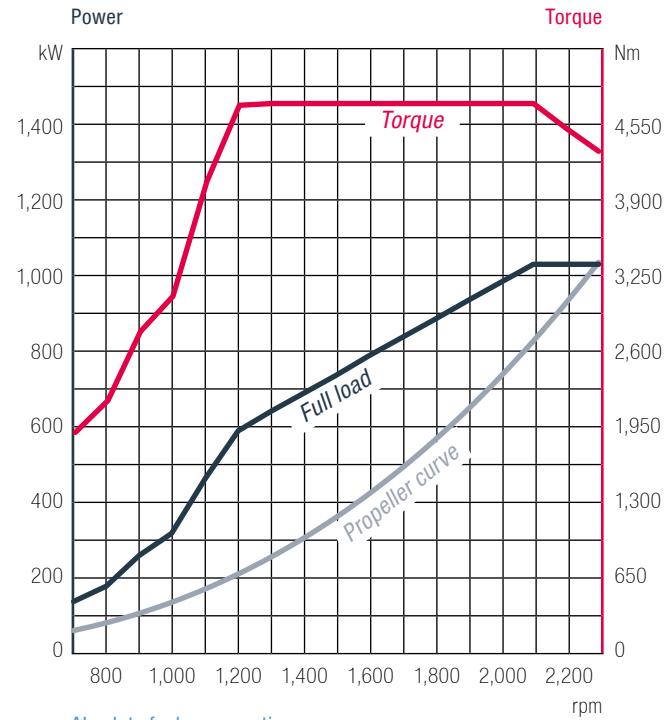
| Type designation | | V12-1400 | V12-1550 |
|--|---------|---|---|
| Displacement | l | 24.24 | 24.24 |
| Maximum output to DIN ISO 3046-1 | kW (hp) | 1,029 (1,400) | 1,140 (1,550) |
| Rated speed | rpm | 2,300 | 2,300 |
| Maximum torque | Nm | 4,680 | 5,180 |
| at speed | rpm | 1,200–2,100 | 1,200–2,100 |
| Absolute fuel consumption at rated power ¹⁾ | l/h | 267 | 299 |
| Classifiable | | ✓ | – |
| Exhaust gas status | | IMO Tier II, EPA Tier 3 ²⁾ , RCD 2013/53/EC, EU Stage IIIA | IMO Tier II, EPA Tier 3 ²⁾ , RCD 2013/53/EC, EU Stage IIIA |

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

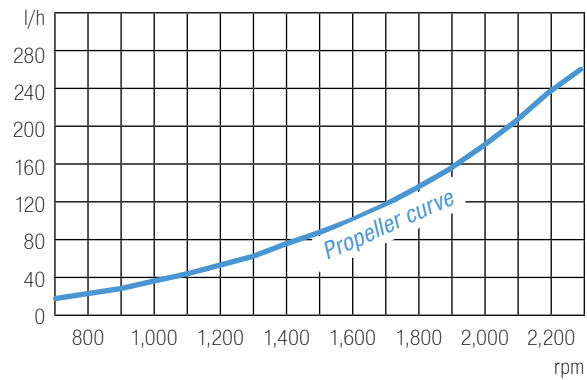
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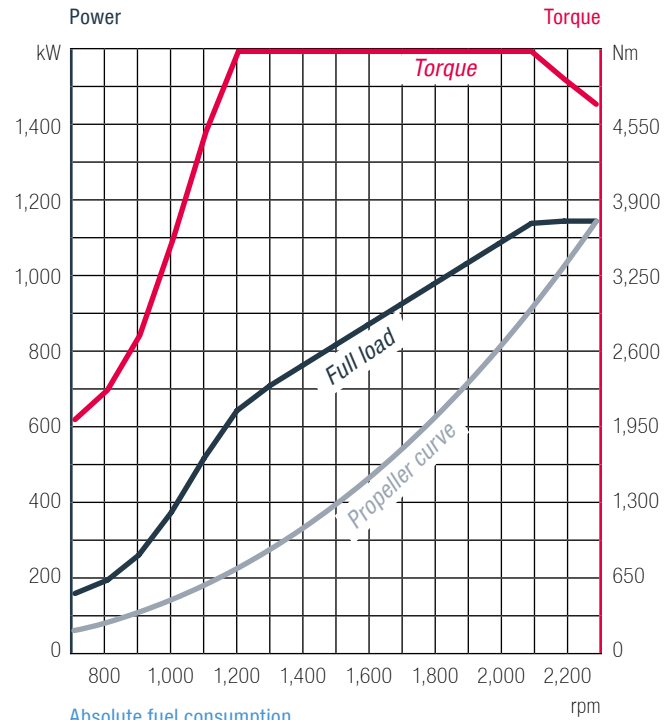
V12-1400



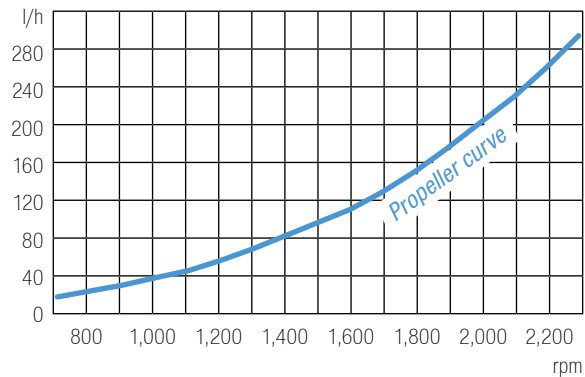
Absolute fuel consumption



V12-1550



Absolute fuel consumption

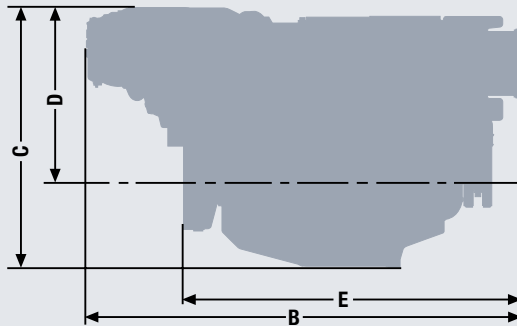
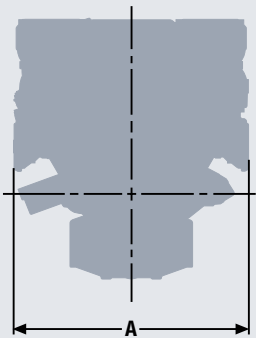


V12-1650 AND V12-1800



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 | 1,275 |
| 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

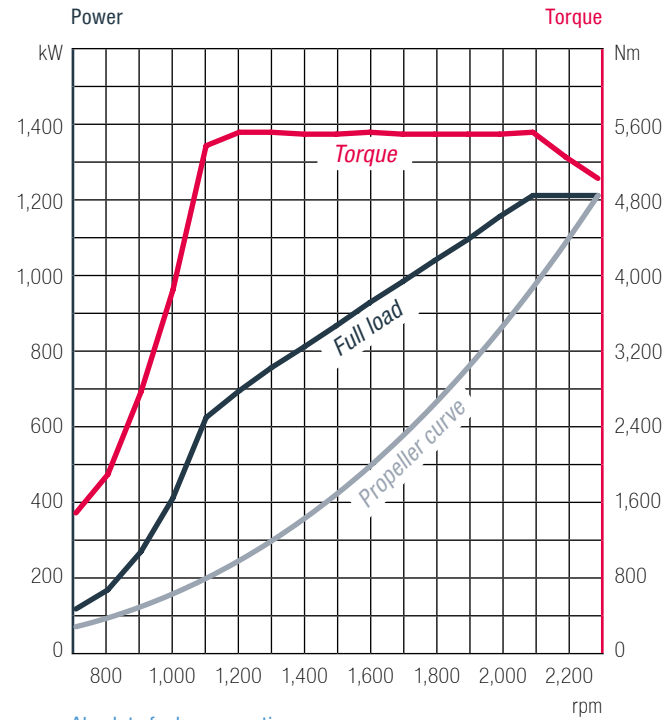
| Type designation | | V12-1650 | V12-1800 |
|--|---------|---|---|
| Displacement | l | 24.24 | 24.24 |
| Maximum output to DIN ISO 3046-1 | kW (hp) | 1,213 (1,650) | 1,324 (1,800) |
| Rated speed | rpm | 2,300 | 2,300 |
| Maximum torque | Nm | 5,510 | 6,010 |
| at speed | rpm | 1,200–2,100 | 1,200–2,100 |
| Absolute fuel consumption at rated power ¹⁾ | l/h | 323 | 351 |
| Classifiable | | ✓ | – |
| Exhaust gas status | | IMO Tier II, EPA Tier 3 ²⁾ , RCD 2013/53/EC, EU Stage IIIA | IMO Tier II, EPA Tier 3 ²⁾ , RCD 2013/53/EC, EU Stage IIIA |

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

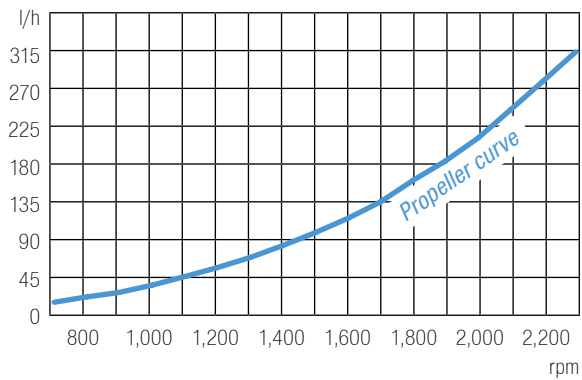
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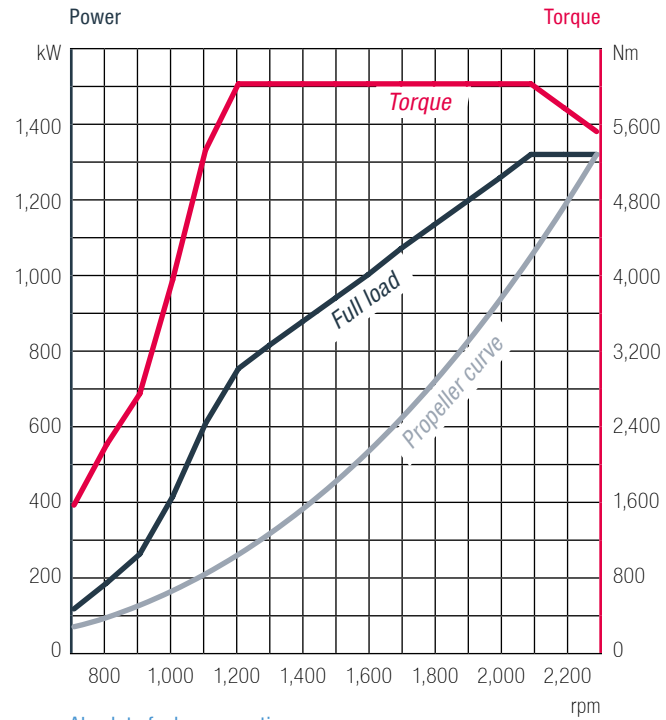
V12-1650



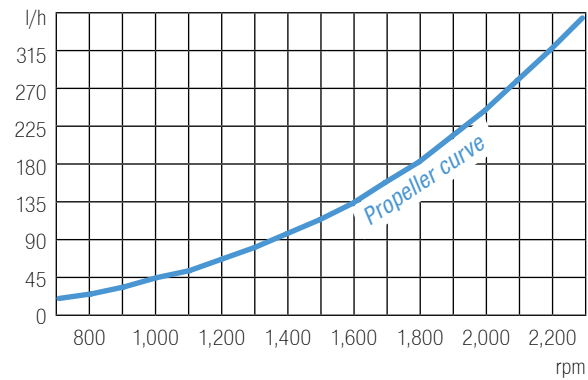
Absolute fuel consumption



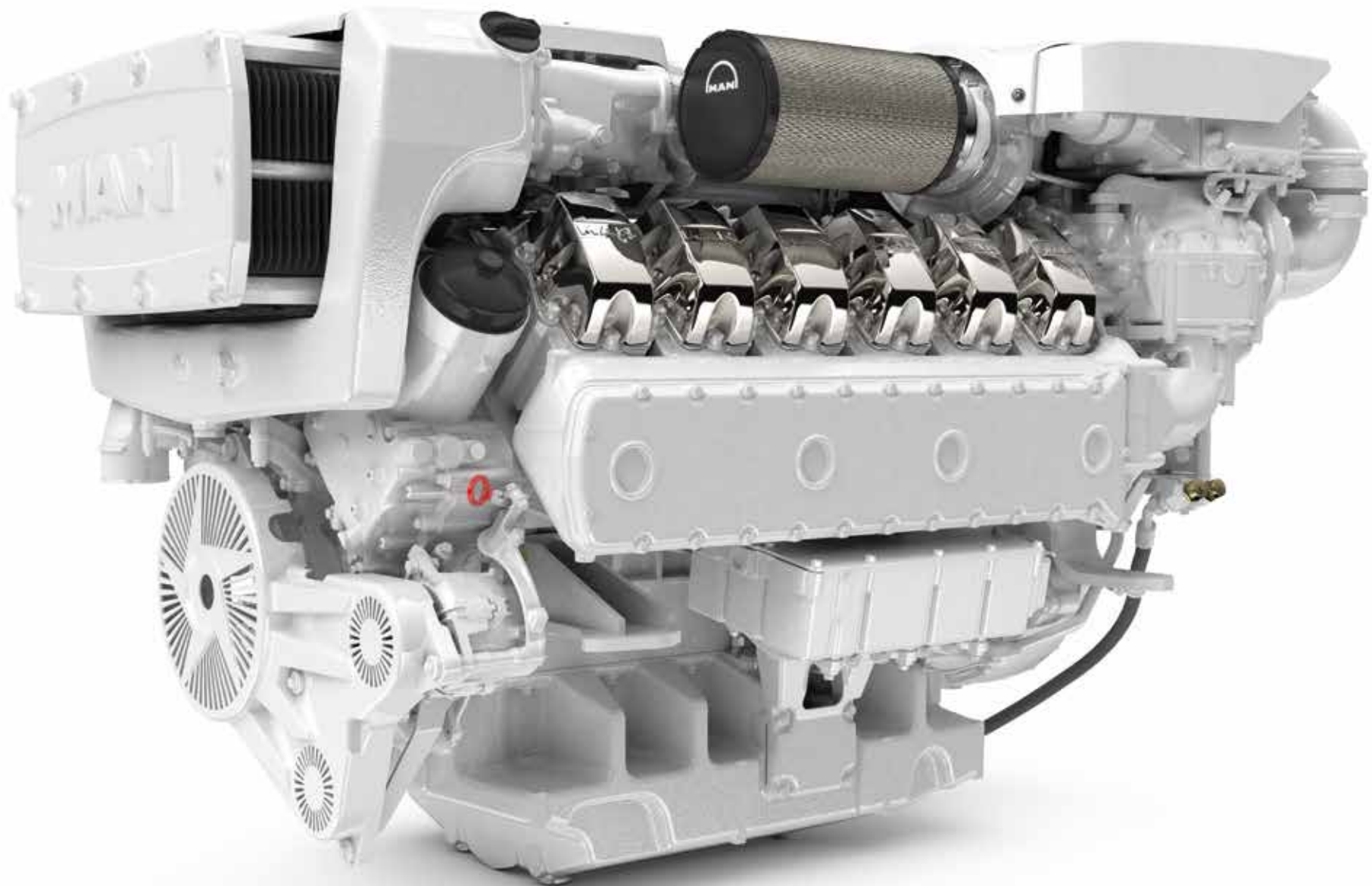
V12-1800



Absolute fuel consumption

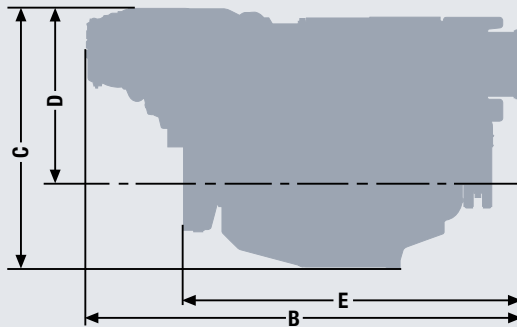
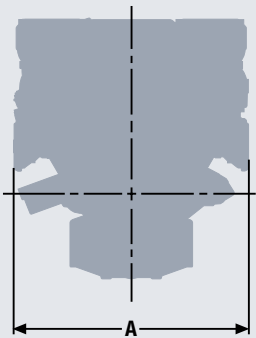


V12-1900 AND V12-2000



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)
- 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

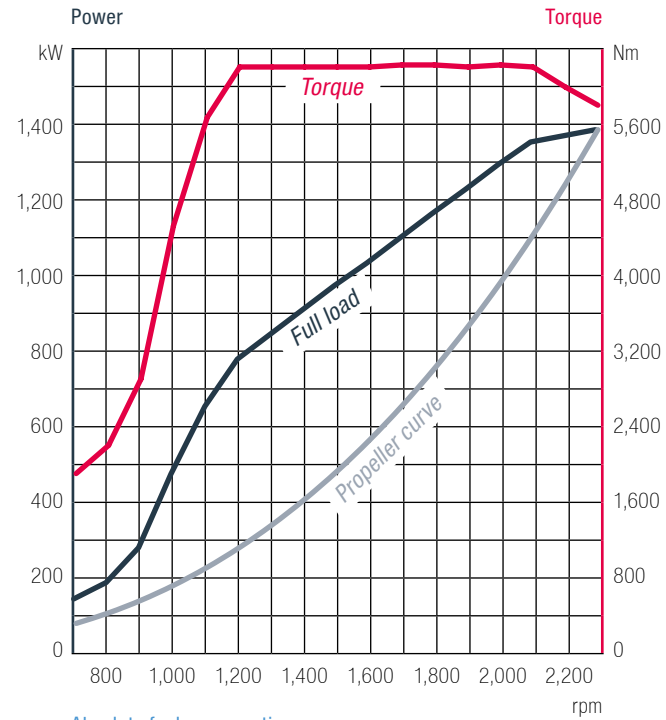
| Type designation | | V12-1900 | V12-2000 |
|--|---------|---|---|
| Displacement | l | 24.24 | 24.24 |
| Maximum output to DIN ISO 3046-1 | kW (hp) | 1,397 (1,900) | 1,471 (2,000) |
| Rated speed | rpm | 2,300 | 2,300 |
| Maximum torque | Nm | 6,220 | 6,520 |
| at speed | rpm | 1,200–2,100 | 1,200–2,100 |
| Absolute fuel consumption at rated power ¹⁾ | l/h | 373 | 401 |
| Classifiable | | – | – |
| Exhaust gas status | | IMO Tier II, EPA Tier 3 ²⁾ , RCD 2013/53/EC, EU Stage IIIA | IMO Tier II, EPA Tier 3 ²⁾ , RCD 2013/53/EC, EU Stage IIIA |

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

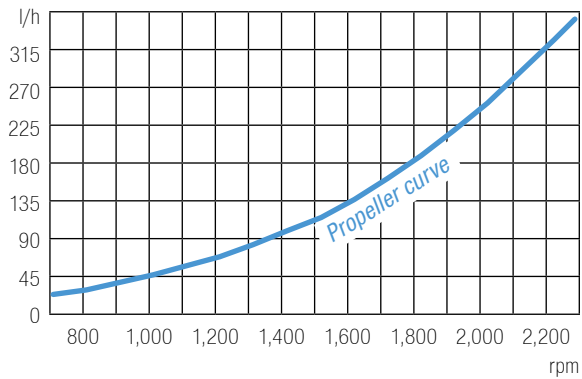
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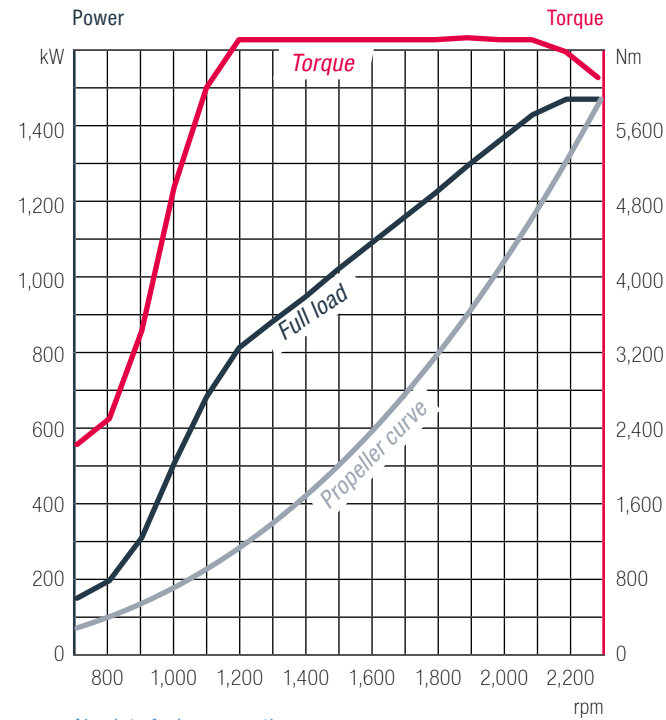
V12-1900



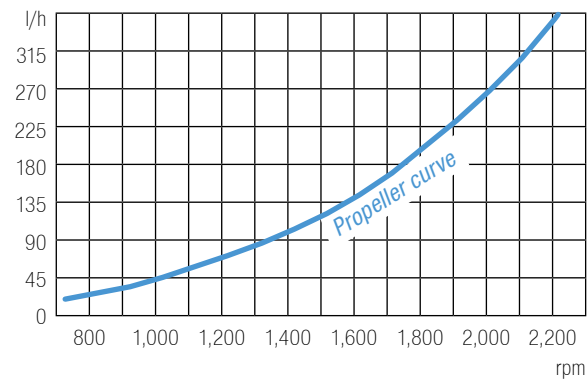
Absolute fuel consumption



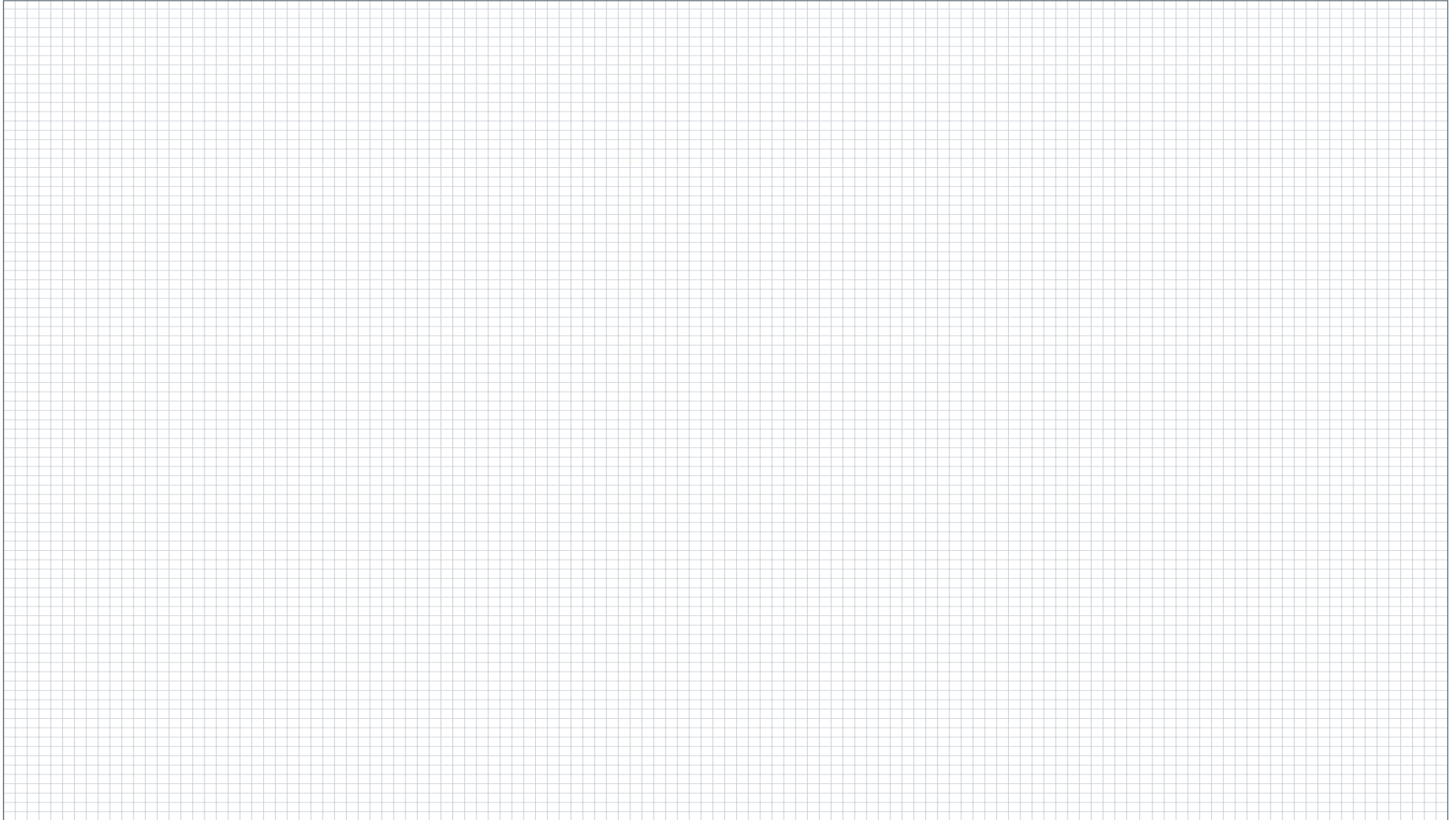
V12-2000



Absolute fuel consumption



NOTES



ENGINE RANGE

6 inline, V8 and V12 engines

| Characteristics | Unit | i6 | | | V8 | | | V12 | | | | | |
|---|------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| | | 730 | 800 | 850 | 1000 | 1200 | 1300 | 1400 | 1550 | 1650 | 1800 | 1900 | 2000 |
| Type designation | | 730 | 800 | 850 | 1000 | 1200 | 1300 | 1400 | 1550 | 1650 | 1800 | 1900 | 2000 |
| Arrangement and number of cylinders | | R6 | R6 | R6 | V8 | V8 | V8 | V12 | V12 | V12 | V12 | V12 | V12 |
| Nominal rating | hp | 730 | 800 | 850 | 1,000 | 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 | 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 |
| Fuel consumption | l/h | 142 | 158 | 162 | 199 | 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 |
| Displacement | l | 12.42 | 12.42 | 12.42 | 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 | 1,630 | 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 |
| Height | mm | 1,036 | 1,036 | 1,036 | 1,177 | 1,222 | 1,222 | 1,230 | 1,230 | 1,275 | 1,275 | 1,272 | 1,272 |
| Dry weight | kg | 1,215 | 1,215 | 1,215 | 1,780 | 1,940 | 1,940 | 2,270 | 2,270 | 2,420 | 2,420 | 2,420 | 2,420 |
| Exhaust gas status | | A | B | A | B | B | B | B | B | B | B | B | B |

A IMO Tier II, EPA Tier 3, RCD 2013/53/EC, EU Stage IIIA

B IMO Tier II, EPA Tier 3 for private use only, RCD 2013/53/EC, EU Stage IIIA

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