



News

Press release details

2015-12-01 | Engines & Components

The next generation of MAN inline six-cylinder engines for work boats

Modern common rail system ensures comfort // Fuel-efficient and compliant with latest emissions standards // Wide torque plateau for maximum efficiency



The D2676 is the next generation of MAN inline six-cylinder engines for work boats

MAN Engines is set to modernize its range of inline six-cylinder engines for work boats with the launch of the latest generation of engines based on the MAN D2676 with cylinder capacity of 12.4 l. Designed for use in vessels such as passenger ferries, pilot boats, fishing trawlers and lifeboats, the engine provides a range of outputs from 323 kW to 588 kW (440 to 800 hp) for light, medium and heavy operations.

The basic six-cylinder engine has been tried and tested many hundreds of thousands of times in a wide range of on- and off-road machinery since it was first introduced in 2007. Its robustness and reliability in work boats has also been demonstrated in extensive field trials

over several thousand hours of use in ferries, pilot boats and high-speed catamarans.

The modern common rail injection system used in the D2676, with fuel pressures up to 1,800 bar, ensures high mean pressures and optimized combustion. This increases on-board comfort due to reduced vibration and noise emissions. The inclusion of a Miller or Atkinson camshaft has helped to achieve an average 10% reduction in fuel consumption compared to the engine's predecessors.

As part of this improvement in fuel consumption, all engines also comply with the current strict emissions legislation. To achieve this, MAN Engines engages in close exchange of information with all required institutions, including the US Environmental Protection Agency (EPA) and the International Maritime Organization (IMO).

The new D2676 engines also offer the wide torque plateau that is characteristic for MAN marine engines. The 323 kW (440 hp) power unit provides 1,950 Nm of torque between 1,200 and 1,600 rpm for heavy operations, while the 588 kW (800 hp) high-performance model manages to generate 2,700 Nm between 1,200 and 2,100 rpm for light operations. This ensures maximum torque over a broad engine speed range at the lowest specific fuel consumption.

For naval architects, the basic MAN D2676 unit measures a typically compact 1,800 x 922 x 1,103 mm (L x B x H), and this model even has a more streamlined oil sump design. With a dry weight of 1,200 kg, the new generation of engines also has an improved power to weight ratio.

The following D2676 models are available: For light operations: 537 kW (730 hp), 588 kW (800 hp); for medium operations: 412 kW (560 hp), 478 kW (650 hp); for heavy operations: 323 kW (440 hp), 382 kW (520 hp).

The new MAN D2676 marine diesel engines replace the predecessor models D2866 and D2876 with immediate effect and are already available to order. Optionally, the units can be classified and supplied with a keel cooling system. A display version of the 478 kW (650 hp) D2676 engine will be on show at Booth 1611 of the International Workboat Show in New Orleans (Louisiana), USA, from December 1 to 3, 2015.