Pleasure

Marine

Marine

High speed engines for fast boats

MAN Engines

A Division of MAN Truck & Bus

Performance gives power its beauty

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70 % of the earth is covered by water

Reason enough to enjoy life on the ocean with a MAN engine

With powers ranging from 730 to 1,800 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 technology.

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

Get out there and fish it with a MAN Engine

That's a lot of water to cover, and a large amount of fish that comes along with it. Get those lines cast in every one of your "hot spots" with the power of MAN engines covering the distance. Our high-performance R6, V8 and V12 marine engines are just built for pleasure crafts, so you can sportfish in complete comfort and style while getting the fuel efficiency, clean running, smooth acceleration, quiet operation, and total reliability you expect. With a MAN on board, you're already starting off with a nice catch.

Get out there and enjoy it with a MAN Engine

Straight six-cylinder or V8/V12, with their innovative and dependable technology, MAN yacht engines open up new dimensions on the water. They develop enormous torque even at low revs – the kind of power you feel as a tingling down the spine. Breathtaking acceleration and high speeds are experiences to be savoured, yet our compact, lightweight power units are decidedly modest when it comes to fuel consumption. With a MAN on board, you're already starting off the day right.

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®.

Light duty operation

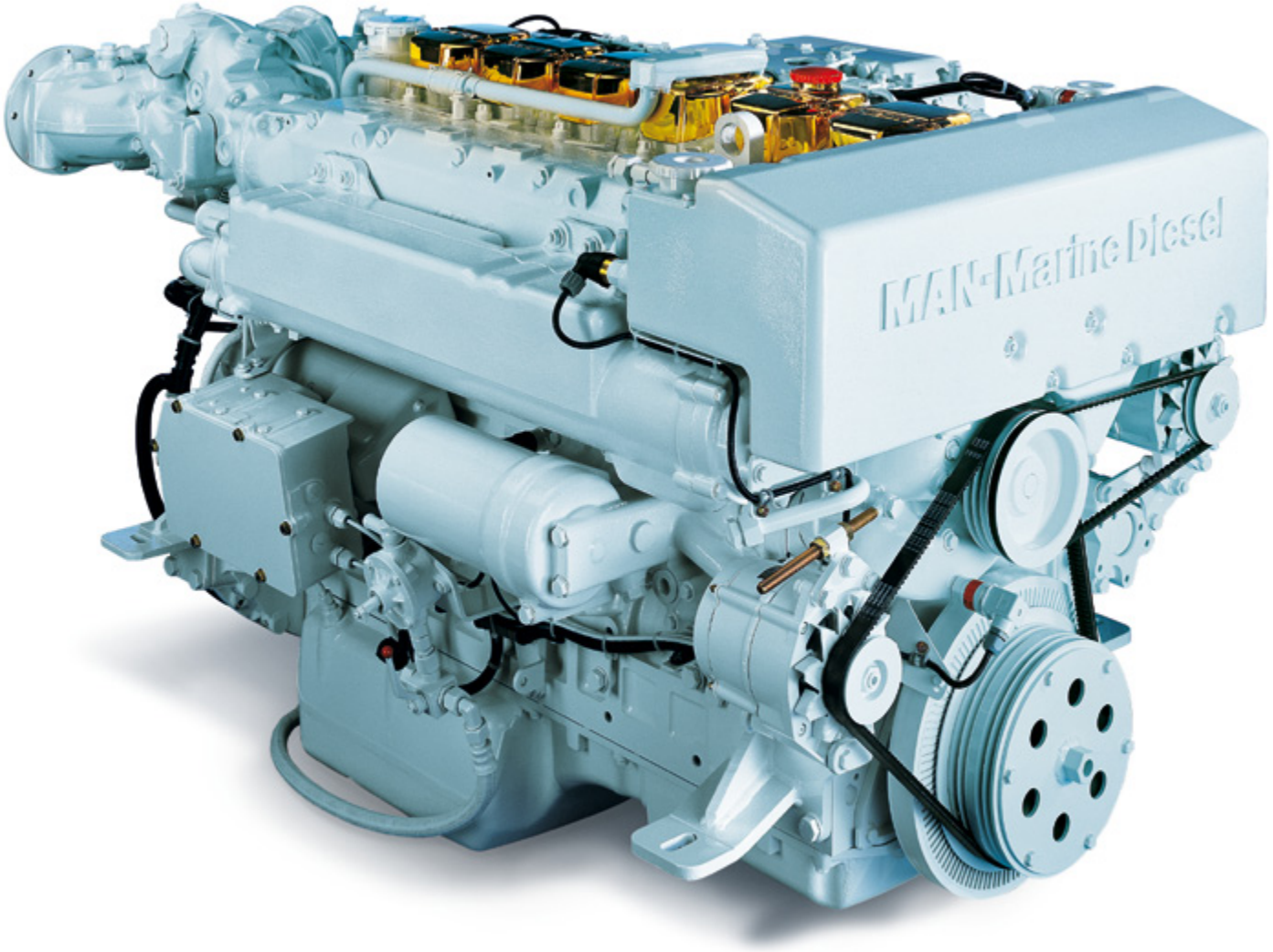
Definition of application type

Characteristics

- Annual operating hours: ≤ 1,000
- Percentage of time at full load: ≤ 20 %
- Average load application: ≤ 50 %
- Particular operation conditions: no wide-open throttle below rated speed
- Average TBO operating hours: ≤ 5000
- Oil change interval: ≤ 400 hours

Typical applications

- Pleasure crafts
- Escort boats and patrol boats
- Ambulance boats
- Police boats



R6-730 and R6-800

Engine description

Characteristics

■ Cylinders and arrangement:	6 cylinders in-line
■ Operation mode:	4-stroke diesel engine, watercooled
■ Turbocharging:	Exhaust turbocharger with intercooler, boost pressure control with 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

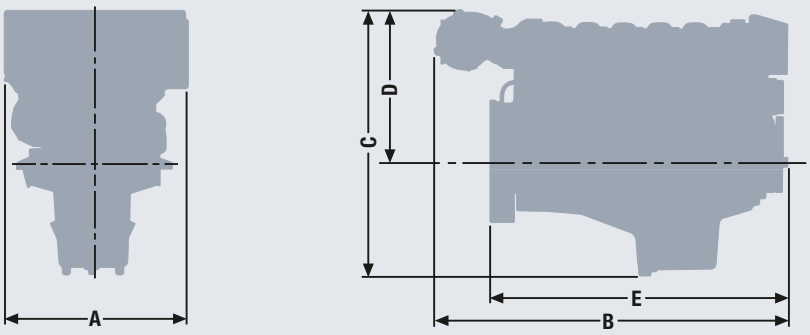
R6-730 and R6-800

Technical data

Technical features R6-730 and R6-800

Type designation		R6-730	R6-800
Displacement	l	12.82	12.82
Maximum output to DIN ISO 3046-1	kW (hp)	537 (730)	588 (800)
Rated speed	rpm	2,300	2,300
Maximum torque	Nm	2,450	2,700
at speed	rpm	1,200–2,100	1,300–2,100
Absolute fuel consumption at rated power [1]	l/h	145	158
Exhaust gas status		IMO Tier 2, EPA Tier 3 [2], RCD 94/25/EC, 97/68/EC, SAV/BSO	IMO Tier 2, EPA Tier 3 [2], RCD 94/25/EC, 97/68/EC, SAV/BSO

1) Tolerance +5% according to DIN ISO 3046-1
2) Increased fuel consumption only with EPA Tier 3



Dimensions R6-730 and R6-800

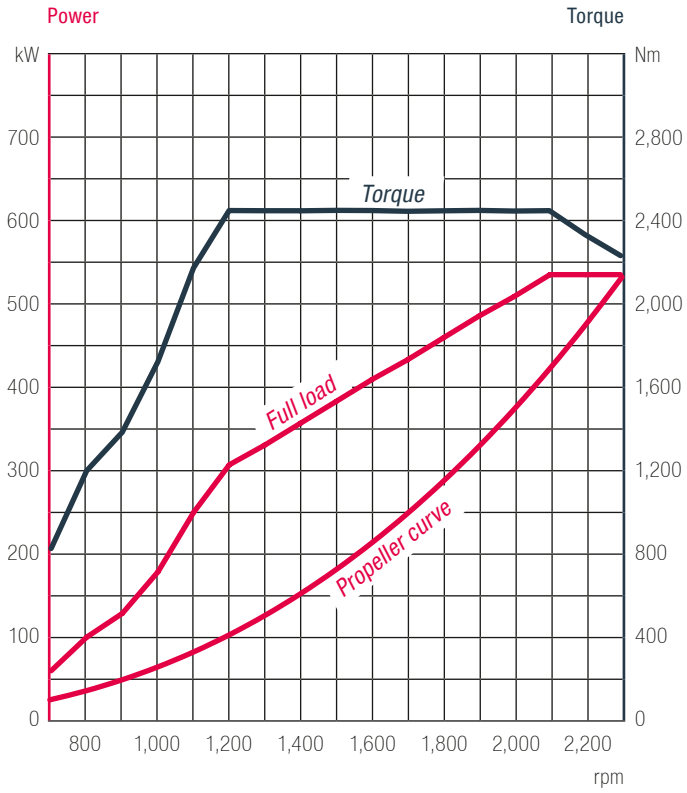
Type designation		R6-730/R6-800
A-Overall width	mm	910
B-Overall length	mm	1,634
C-Overall height – standard oil pan	mm	1,097
D-Top of engine to crankshaft centre	mm	683
E-Length of engine from front end to edge of flywheel housing	mm	1,356
Average weight of engine ready for installation (dry)	kg	1,305

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

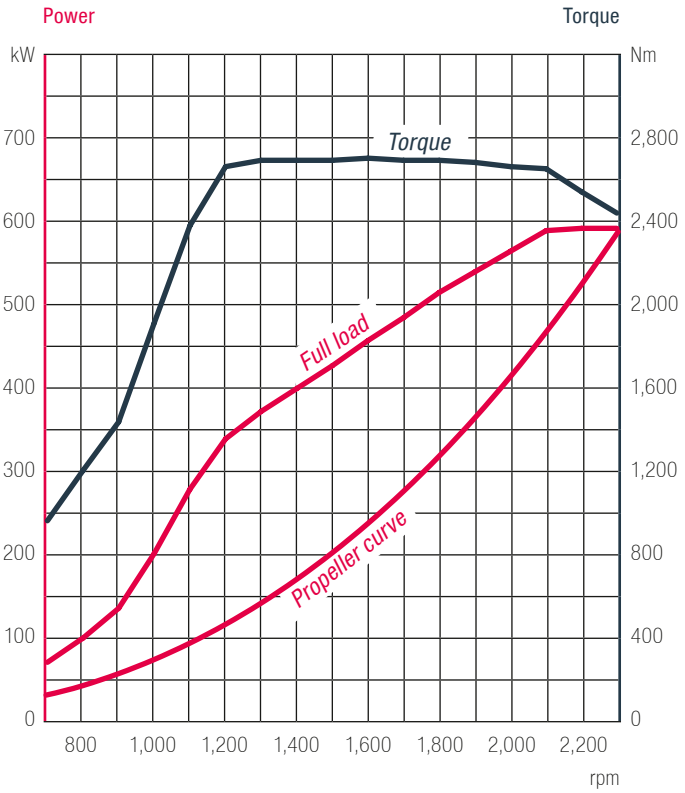
R6-730 and R6-800

Power charts

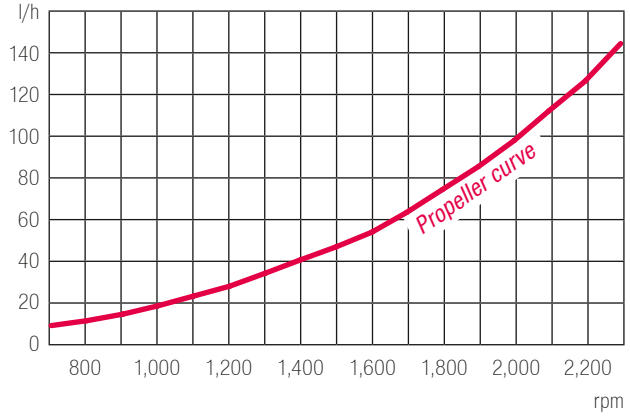
R6-730



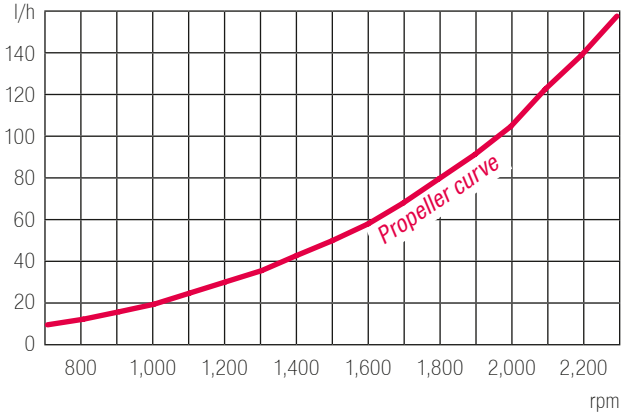
R6-800

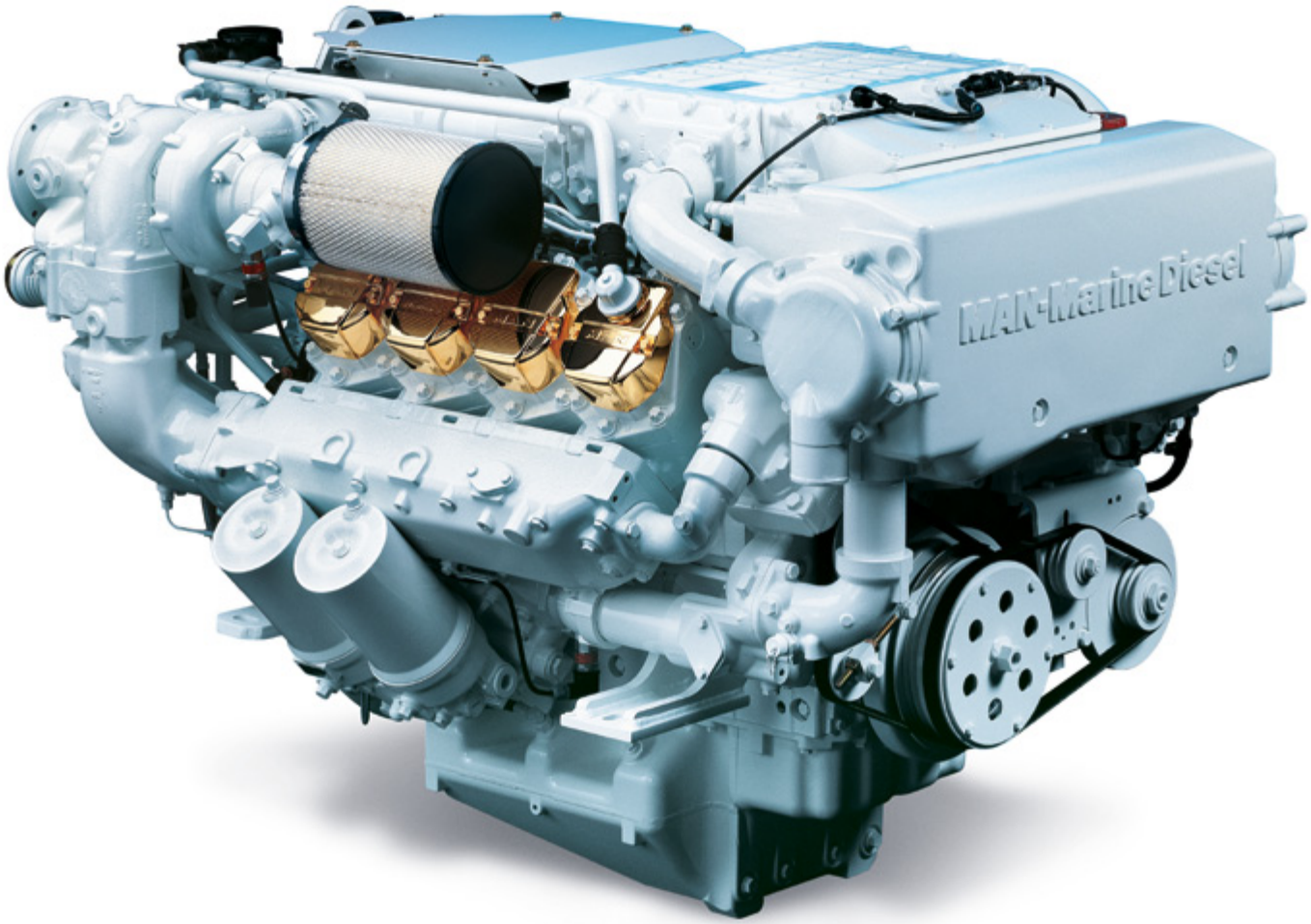


Absolute fuel consumption



Absolute fuel consumption





V8-900

Engine description

Characteristics

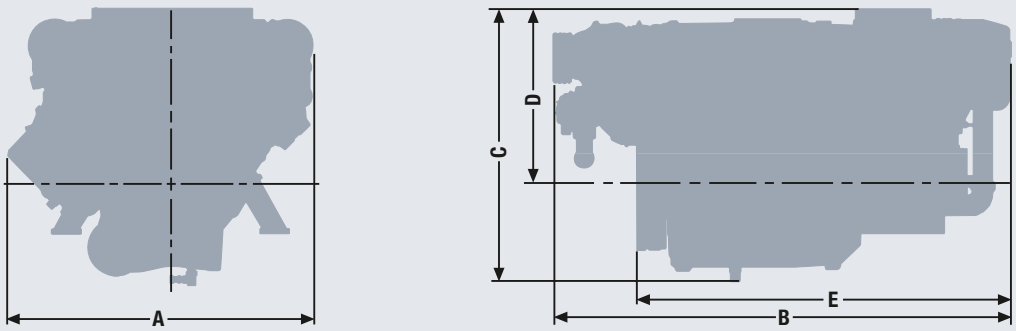
■ Cylinders and arrangement:	8 cylinders in 90° V arrangement
■ Operation mode:	4-stroke diesel engine, watercooled
■ Turbocharging:	Exhaust turbocharger with intercooler, boost pressure control with waste gate
■ Number of valves:	4 valves per cylinder
■ Fuel system:	Common Rail direct fuel injection 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

V8-900

Technical data

Technical features V8-900

Type designation		V8-900
Displacement	l	14.62
Maximum output to DIN ISO 3046-1	kW (hp)	662 (900)
Rated speed	rpm	2,300
Maximum torque	Nm	2,900
at speed	rpm	1,500–2,100
Fuel consumption at rated power	l/h	176
Exhaust gas status		IMO Tier 2, SAV/BSO, RCD 94/25/EC, 97/68/EC



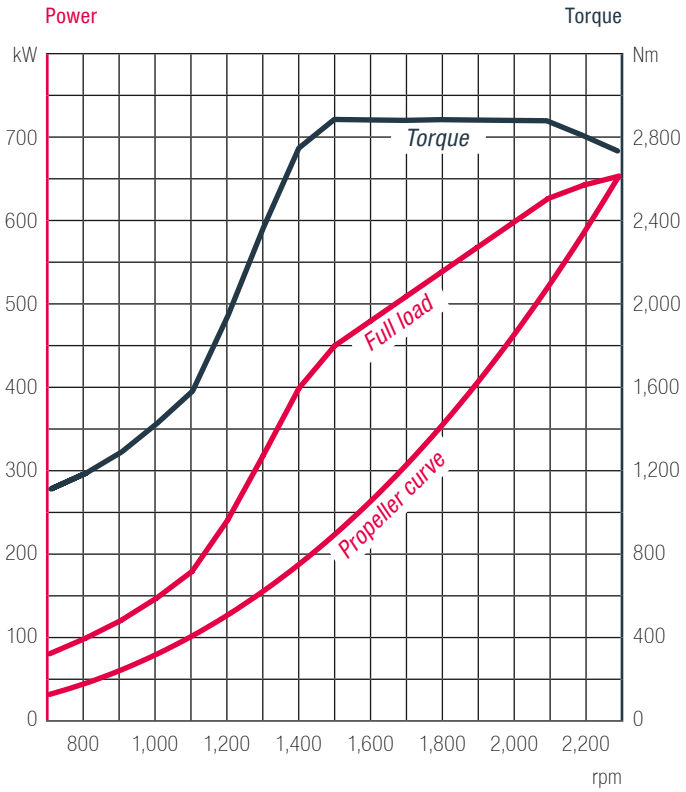
Dimensions V8-900

Type designation		V8-900
A-Overall width	mm	1,240
B-Overall length	mm	1,546
C-Overall height	mm	1,173
D-Top of engine to crankshaft centre	mm	789
E-Length of engine from front end to edge of flywheel housing	mm	1,175
Average weight of engine ready for installation (dry)	kg	1,565

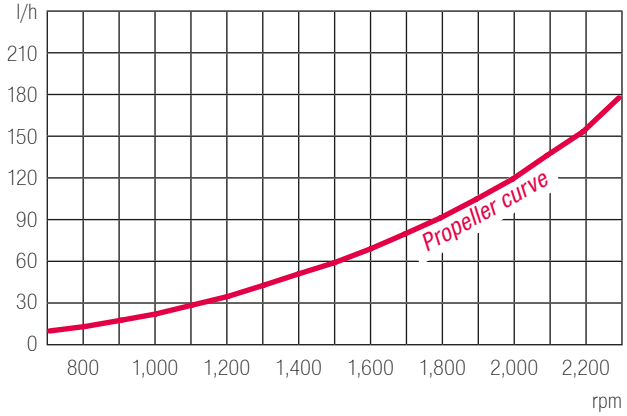
For detailed examinations of installation dimensions, please order drawings from our factory.

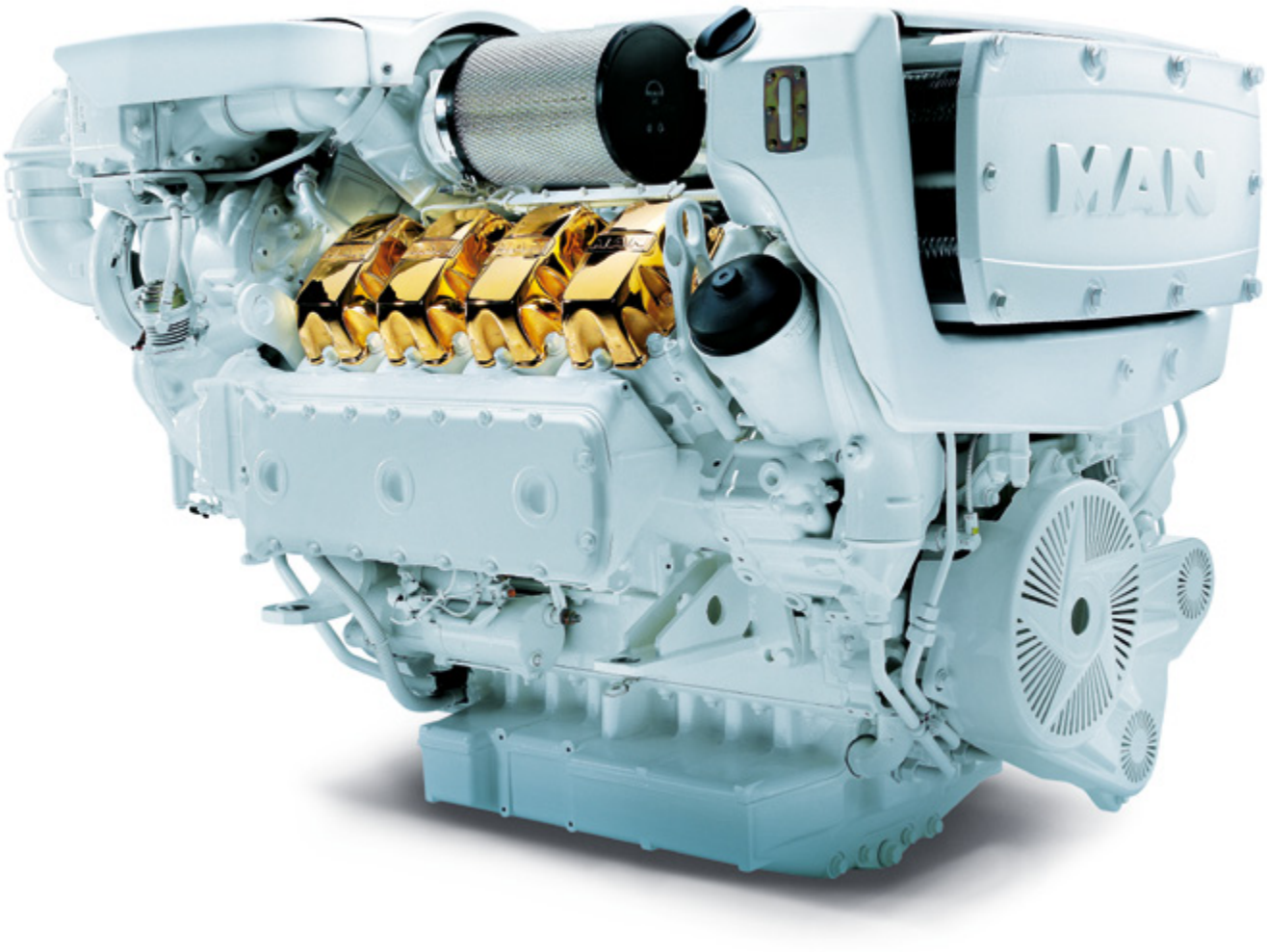
V8-900
Power charts

V8-900



Absolute fuel consumption





V8-1000 and V8-1200

Engine description

Characteristics

■ Cylinders and arrangement:	8 cylinders in 90° V arrangement
■ Operation mode:	4-stroke diesel engine, watercooled
■ Turbocharging:	Exhaust turbocharger with intercooler (1-stage: V8-1000, 2-stage: V8-1200), boost pressure control with 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

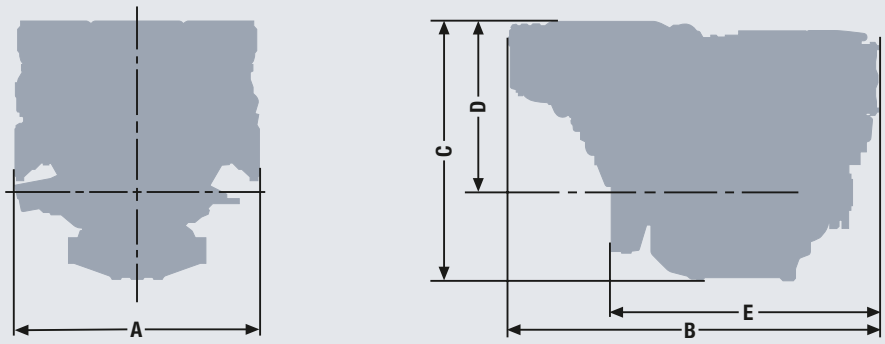
V8-1000 and V8-1200

Technical data

Technical features V8-1000 and V8-1200

Type designation		V8-1000	V8-1200
Displacement	l	16.16	16.16
Maximum output to DIN ISO 3046-1	kW (hp)	735 (1,000)	882 (1,200)
Rated speed	rpm	2,300	2,300
Maximum torque	Nm	3,350	4,010
at speed	rpm	1,300–2,100	1,200–2,100
Absolute fuel consumption at rated power [1]	l/h	195	231
Exhaust gas status		IMO Tier 2, EPA Tier 3 [2], RCD 94/25/EC, 97/68/EC	IMO Tier 2, EPA Tier 3 [2], RCD 94/25/EC, 97/68/EC

1) Tolerance +5% according DIN ISO 3046-1
2) increased fuel consumption only with EPA Tier 3



Dimensions V8-1000 and V8-1200

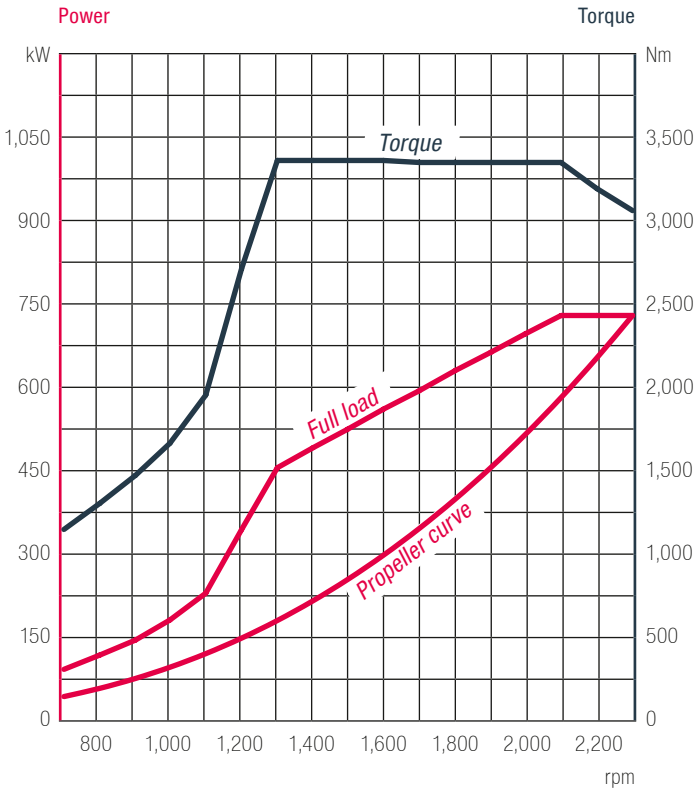
Type designation		V8-1000	V8-1200
A-Overall width	mm	1,153	1,153
B-Overall length	mm	1,736	1,745
C-Overall height	mm	1,236	1,222
D-Top of engine to crankshaft centre	mm	825	811
E-Length of engine from front end to edge of flywheel housing	mm	1,243	1,262
Average weight of engine ready for installation (dry)	kg	1,780	1,875

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

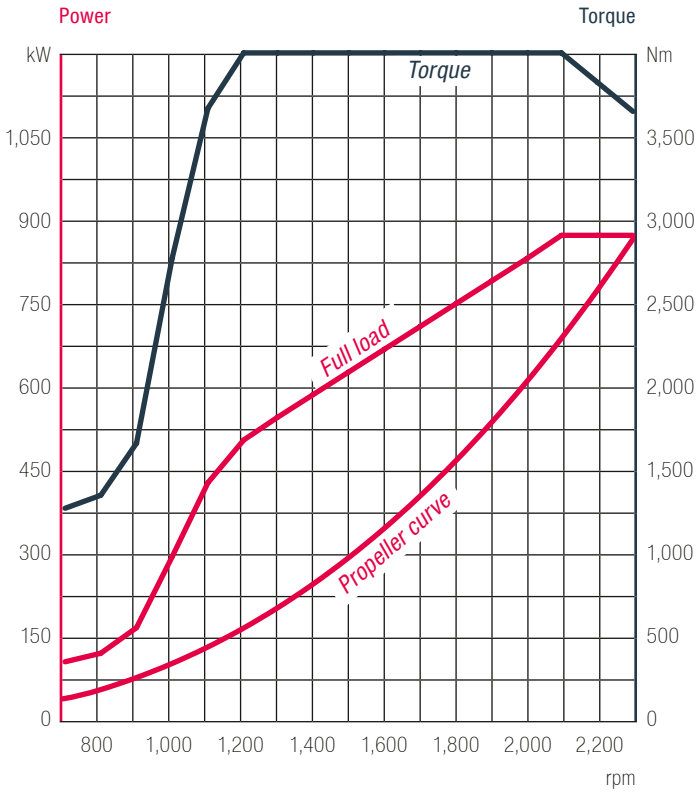
V8-1000 and V8-1200

Power charts

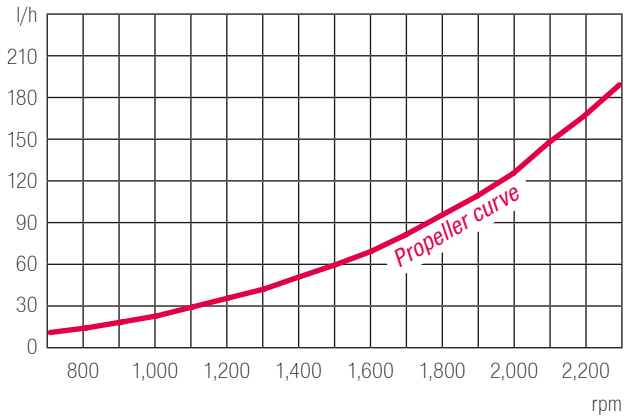
V8-1000



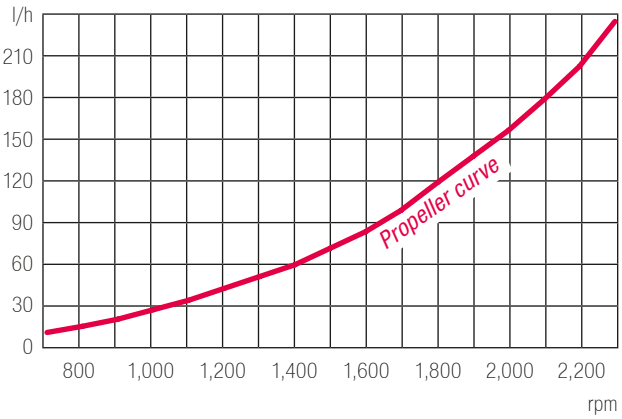
V8-1200

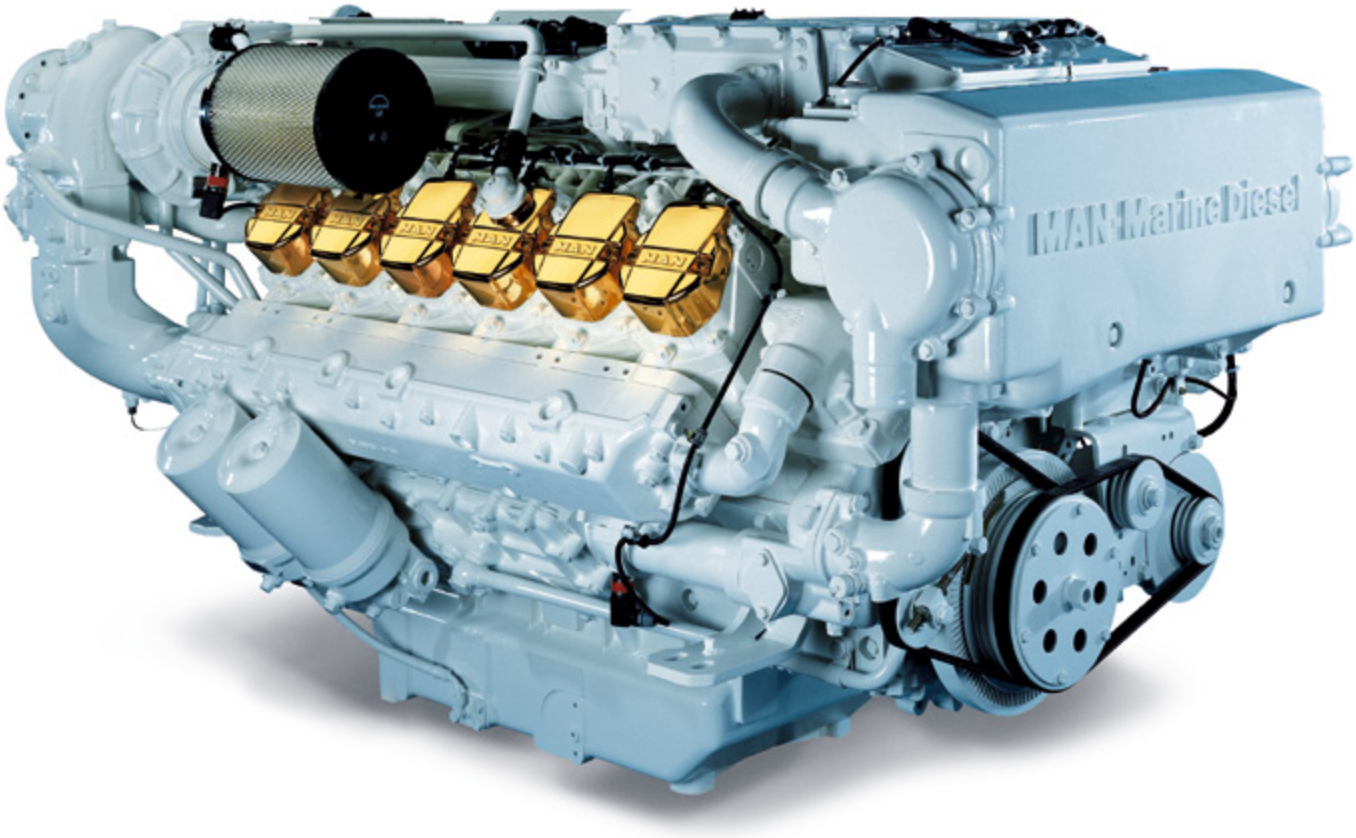


Absolute fuel consumption



Absolute fuel consumption





V12-1360

Engine description

Characteristics

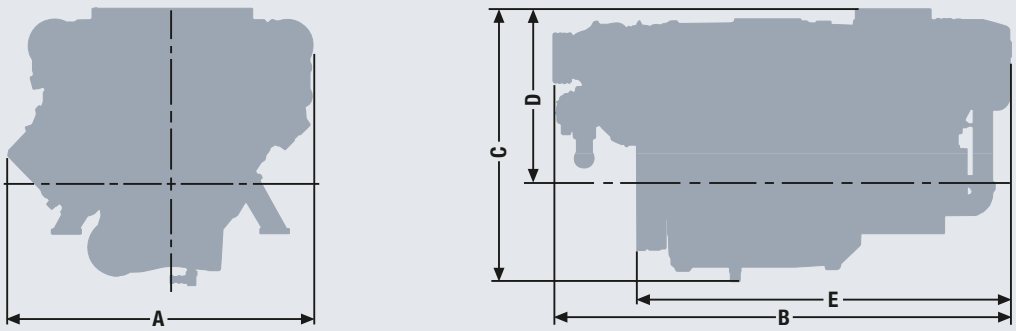
- Cylinders and arrangement: 12 cylinders in 90° V arrangement
- Operation mode: 4-stroke diesel engine, watercooled
- Turbocharging: Exhaust turbocharger with intercooler, boost pressure control with waste gate
- Number of valves: 4 valves per cylinder
- Fuel system: Common Rail direct fuel injection 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

V12-1360

Technical data

Technical features V12-1360

Type designation		V12-1360
Displacement	l	21.93
Maximum output to DIN ISO 3046-1	kW (hp)	1,000 (1,360)
Rated speed	rpm	2,300
Maximum torque	Nm	4,550
at speed	rpm	1,200–2,100
Fuel consumption at rated power	l/h	263
Exhaust gas status		IMO Tier 2, SAV/BSO, RCD 94/25/EC, 97/68/EC



Dimensions V12-1360

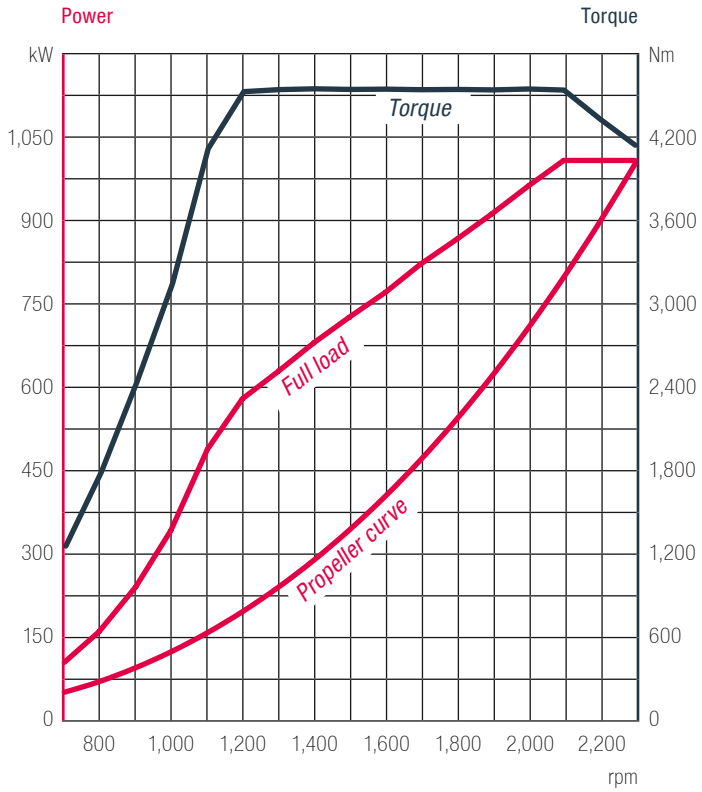
Type designation		V12-1360
A-Overall width	mm	1,307
B-Overall length	mm	1,846
C-Overall height – standard oil pan	mm	1,270
D-Top of engine to crankshaft centre	mm	789
E-Length of engine from front end to edge of flywheel housing	mm	1,493
Average weight of engine ready for installation (dry)	kg	1,965

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

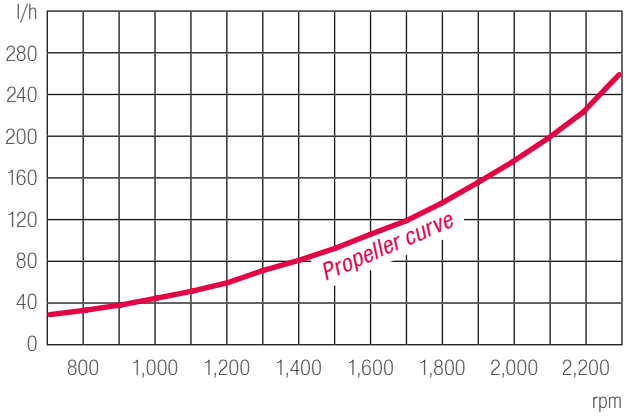
V12-1360

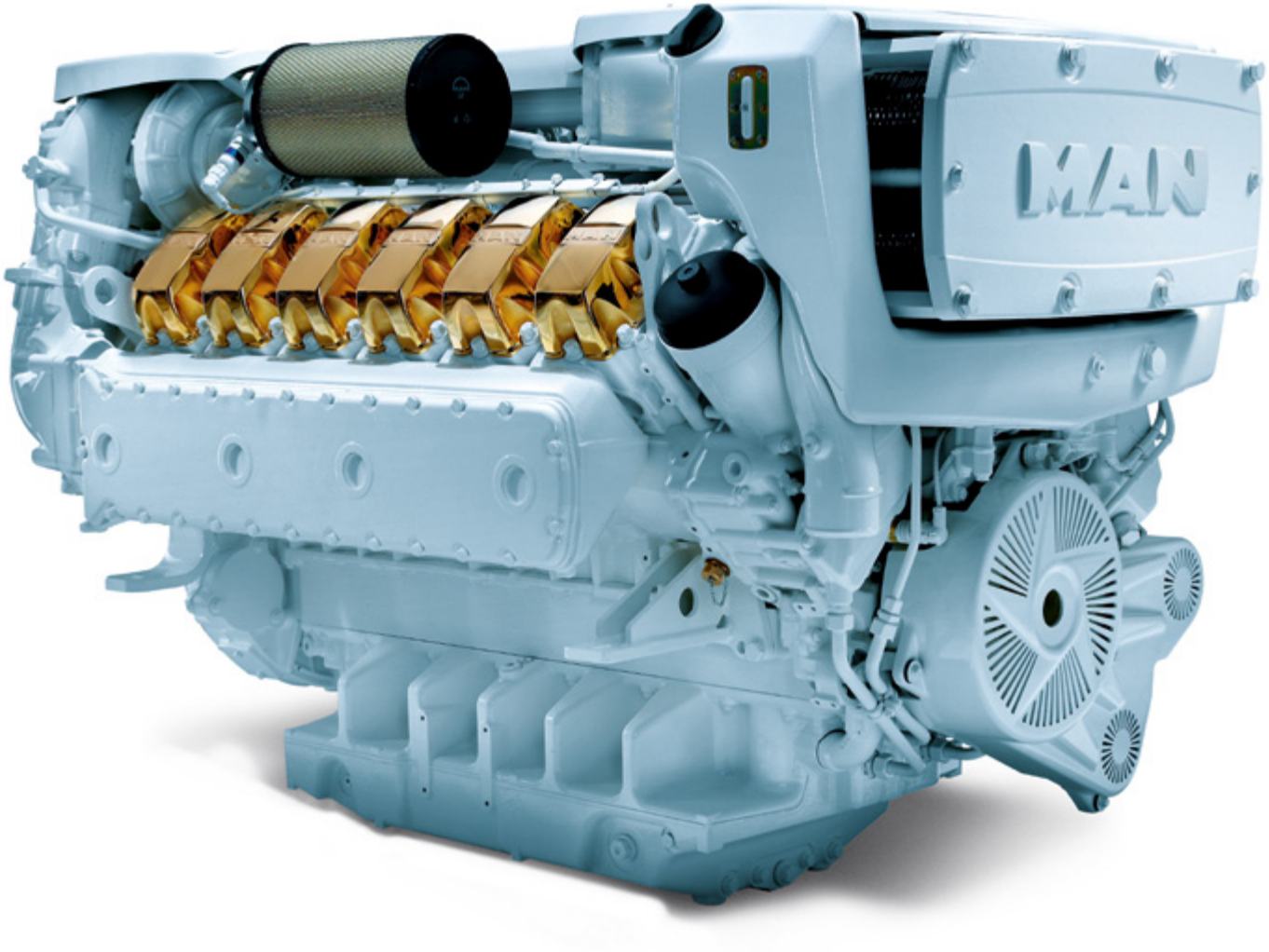
Power charts

V12-1360



Absolute fuel consumption





V12-1400 and V12-1550

Engine description

Characteristics

- Cylinders and arrangement: 12 cylinders in 90° V arrangement
- Operation mode: 4-stroke diesel engine, watercooled
- Turbocharging: Exhaust turbocharger with intercooler, boost pressure control with 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

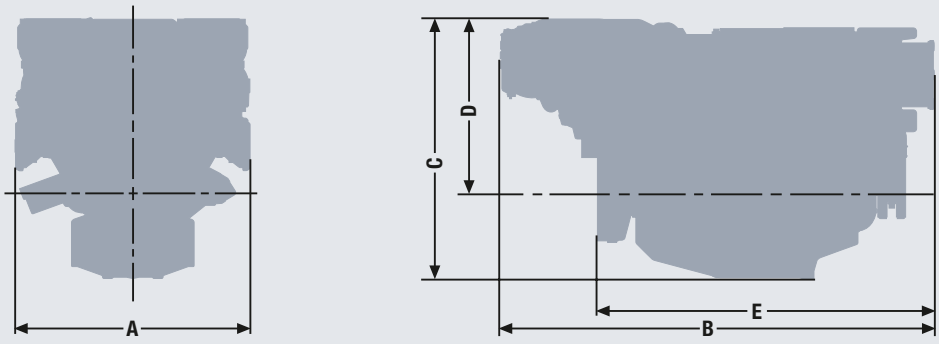
V12-1400 and V12-1550

Technical data

Technical features V12-1400 and V12-1550

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	4,670	5,140
at speed	rpm	1,200–2,100	1,300–2,100
Absolute fuel consumption at rated power [1]	l/h	266	296
Classifiable		✓	–
Exhaust gas status		IMO Tier 2, EPA Tier 3 [2], RCD 94/25/EC, 97/68/EC	IMO Tier 2, EPA Tier 3 [2], RCD 94/25/EC, 97/68/EC

1) Tolerance +5% according DIN ISO 3046-1
2) increased fuel consumption only with EPA Tier 3



Dimensions V12-1400 and V12-1550

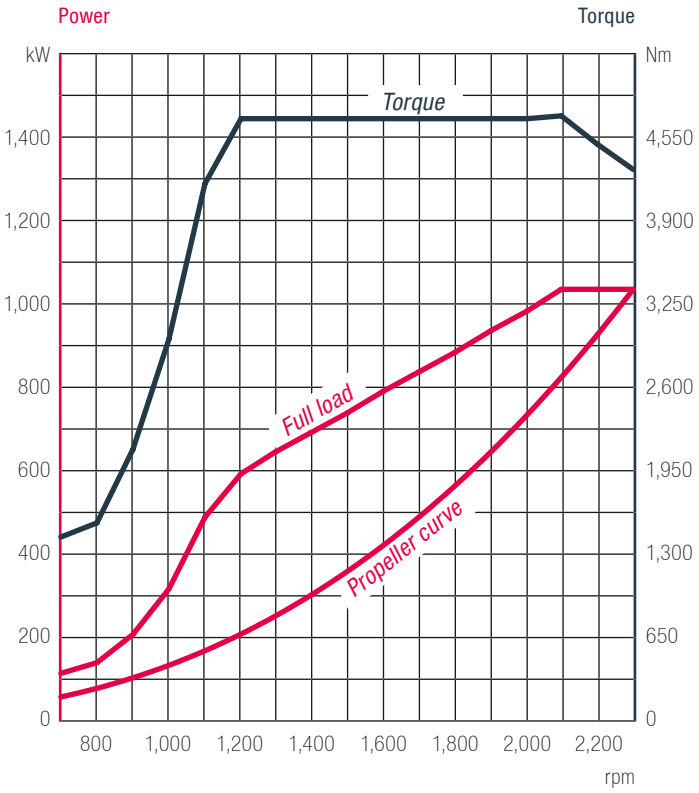
Type designation		V12-1400	V12-1550
A-Overall width	mm	1,270	1,153
B-Overall length	mm	2,230	2,124
C-Overall height	mm	1,289	1,289
D-Top of engine to crankshaft centre	mm	825	825
E-Length of engine from front end to edge of flywheel housing	mm	1,614	1,631
Average weight of engine ready for installation (dry)	kg	2,270	2,270

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

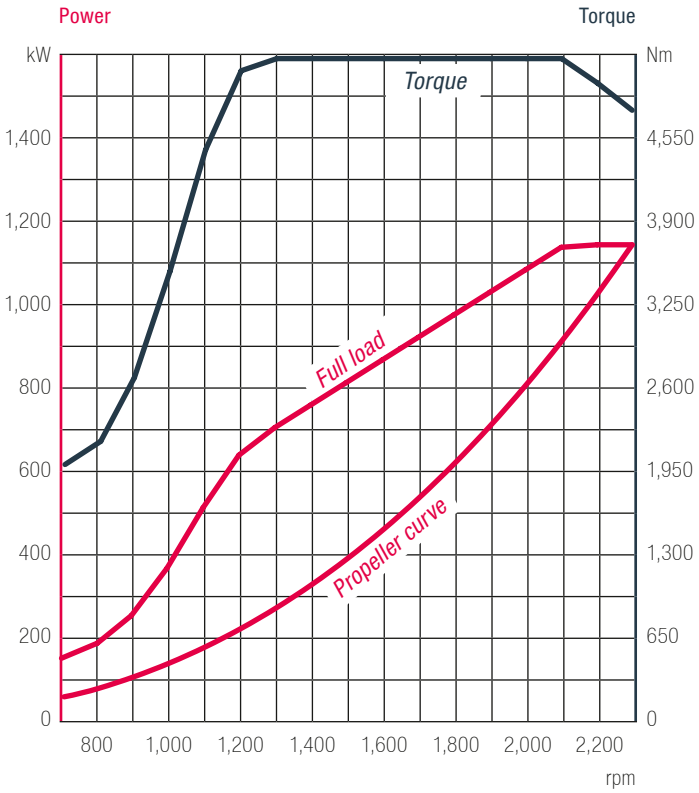
V12-1400 and V12-1550

Power charts

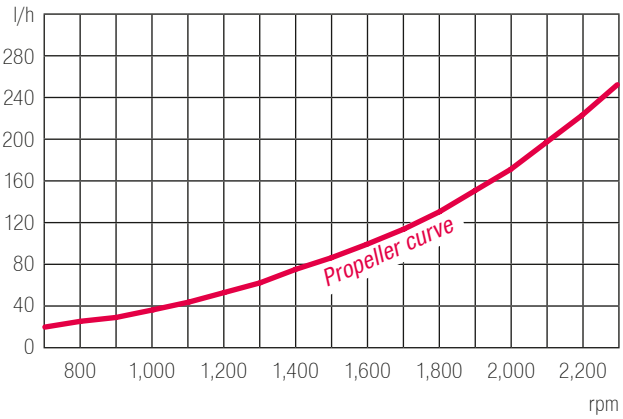
V12-1400



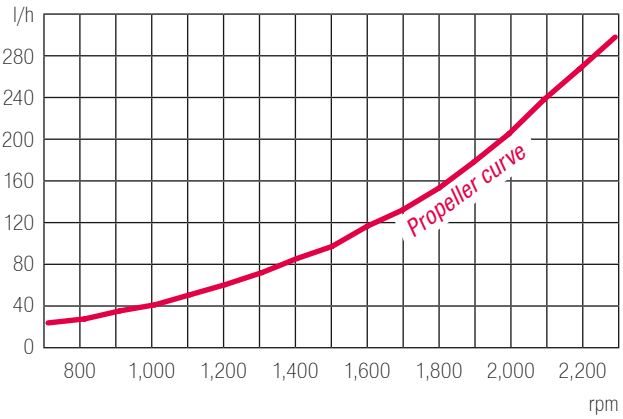
V12-1550

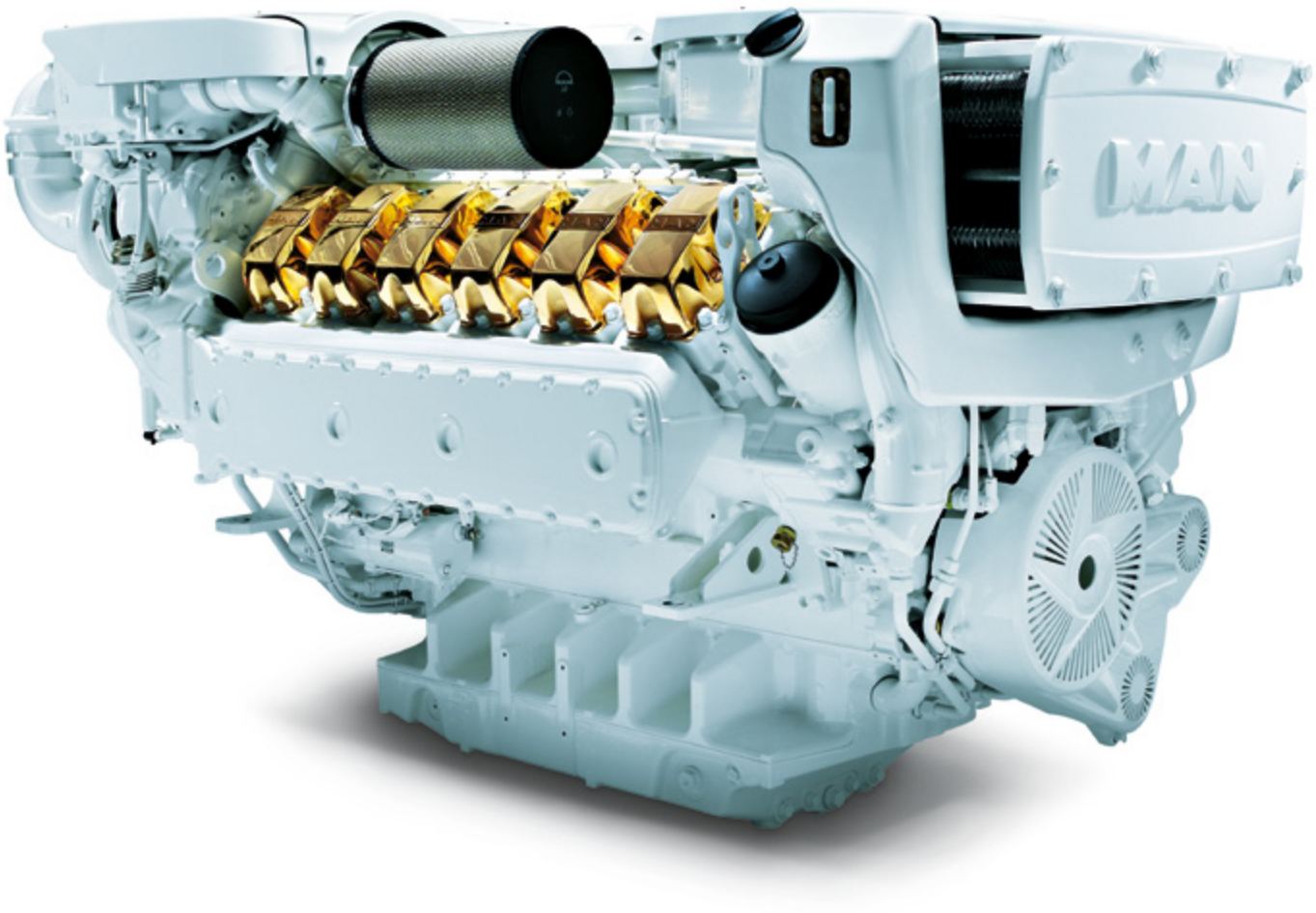


Absolute fuel consumption



Absolute fuel consumption





V12-1650 and V12-1800

Engine description

Characteristics

■ Cylinders and arrangement:	12 cylinders in 90° V arrangement
■ Operation mode:	4-stroke diesel engine, watercooled
■ Turbocharging:	2-stage exhaust turbocharger with intercooler, boost pressure control with 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

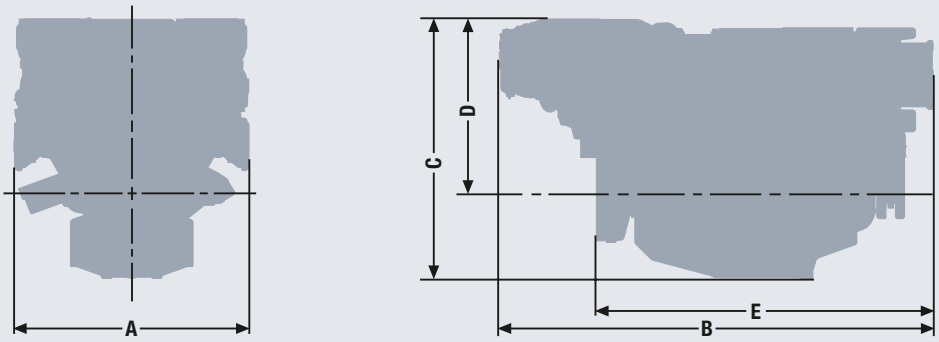
V12-1650 and V12-1800

Technical data

Technical features V12-1650 and V12-1800

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	6,020
at speed	rpm	1,200–2,100	1,200–2,100
Absolute fuel consumption at rated power [1]	l/h	315	339
Classifiable		✓	–
Exhaust gas status		IMO Tier 2, EPA Tier 3 [2], RCD 94/25/EC, 97/68/EC	IMO Tier 2, EPA Tier 3 [2], RCD 94/25/EC, 97/68/EC

1) Tolerance +5% according DIN ISO 3046-1
2) increased fuel consumption only with EPA Tier 3



Dimensions V12-1650 and V12-1800

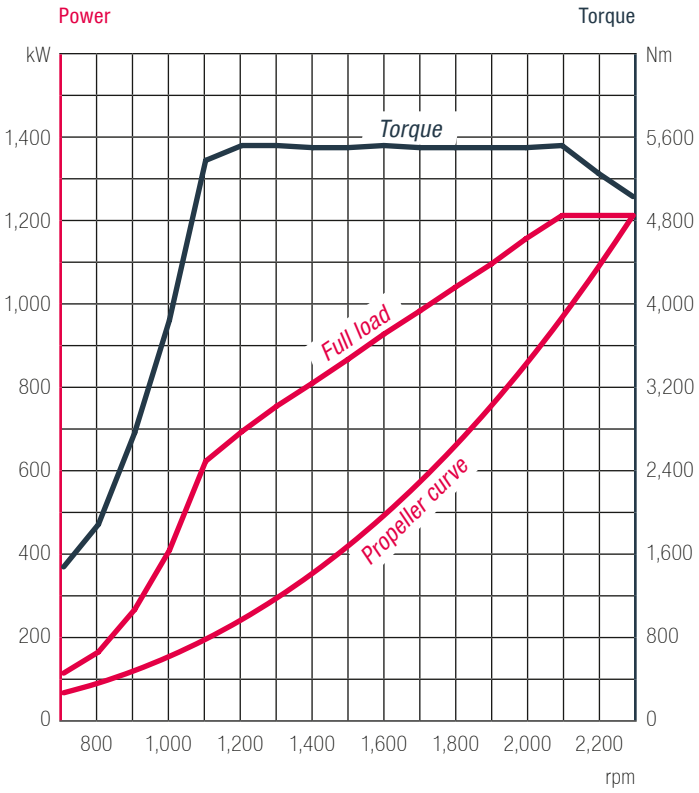
Type designation		V12-1650	V12-1800
A-Overall width	mm	1,150	1,153
B-Overall length	mm	2,255	2,139
C-Overall height	mm	1,350	1,265
D-Top of engine to crankshaft centre	mm	885	811
E-Length of engine from front end to edge of flywheel housing	mm	1,667	1,658
Average weight of engine ready for installation (dry)	kg	2,400	2,365

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

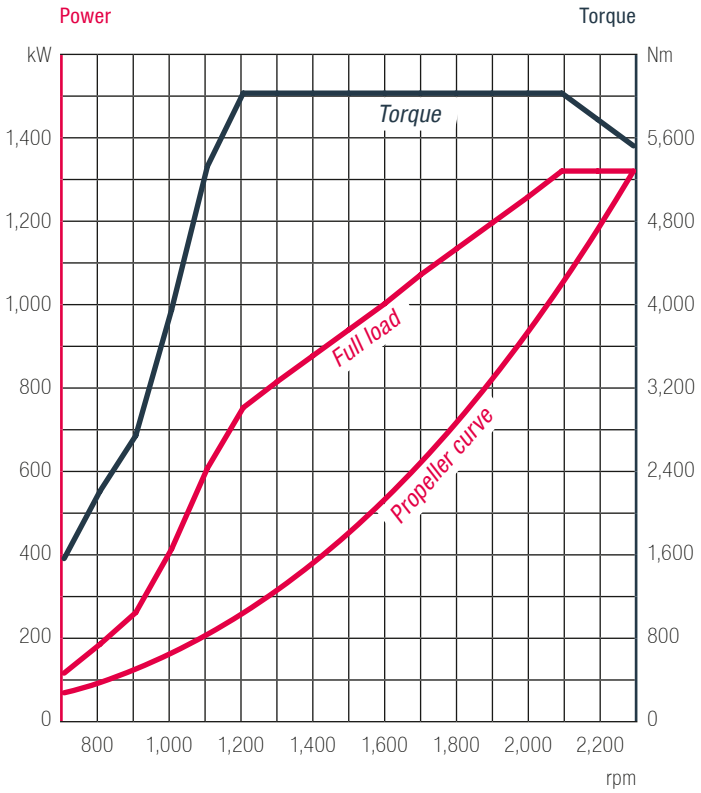
V12-1650 and V12-1800

Power charts

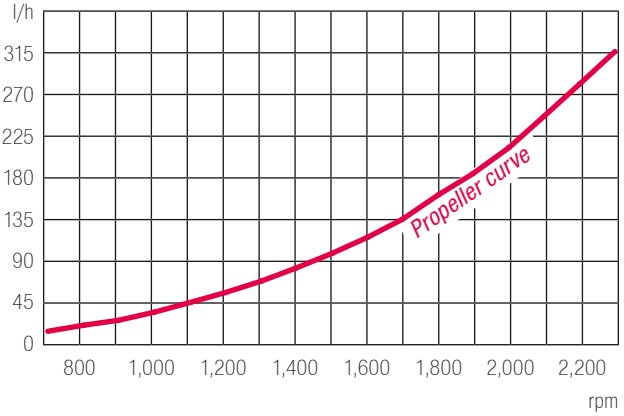
V12-1650



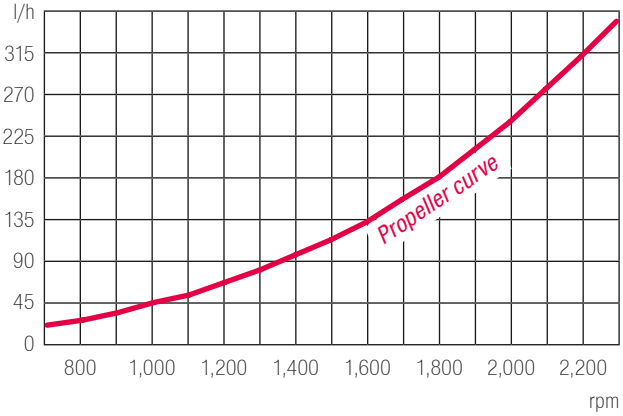
V12-1800



Absolute fuel consumption



Absolute fuel consumption



Notes

Notes

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MAN Truck & Bus AG
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www.man-engines.com

Engine catalogue

Marine Diesel engines

MAN range - light duty

nanni diesel

energy in blue

ENG

10 November 2010

Marine Diesel engines

Engine	Power kW	Num. of cylinders	Displacement cm3	Design
R6-730	537	6	12,8	inline
R6-800	588	6	12,8	inline
V8-900	662	8	14,6	V 90°
V8-1000	735	8	16,2	V 90°
V8-1200	882	8	16,2	V 90°
V10-1100	809	10	18,3	V 90°
V12-1360	1000	12	21,9	V 90°
V12-1400	1029	12	24,2	V 90°
V12-1550	1140	12	24,2	V 90°
V12-1800	1324	12	24,2	V 90°

Light duty

Marine engines

R6-730 and R6-800

MAN high speed marine engines

for light duty applications.

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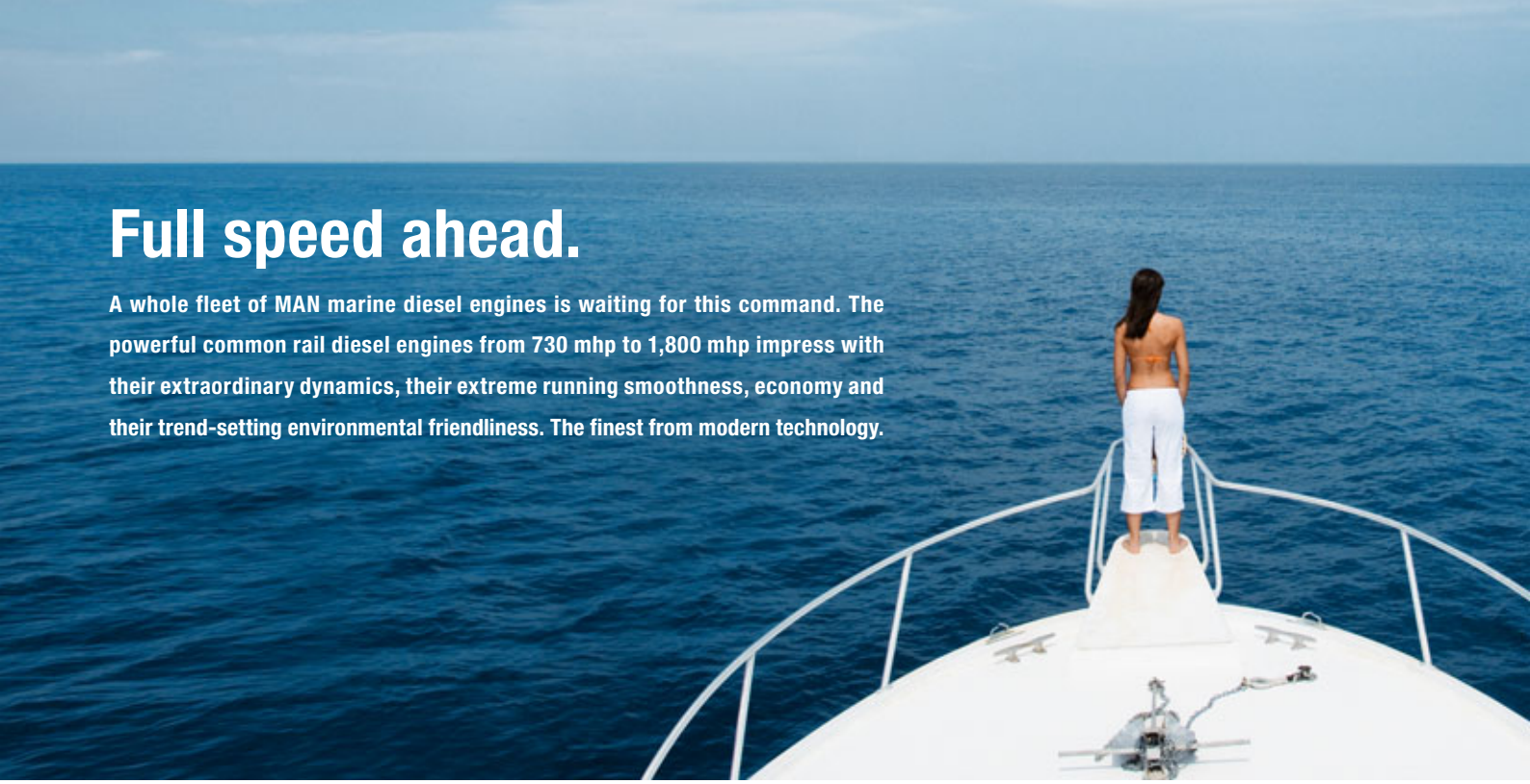

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A whole fleet of MAN marine diesel engines is waiting for this command. The powerful common rail diesel engines from 730 mhp to 1,800 mhp impress with their extraordinary dynamics, their extreme running smoothness, economy and their trend-setting environmental friendliness. The finest from modern technology.

Engine description R6-730 and R6-800.

Characteristics	
Cylinders and arrangement	6 cylinders in-line
Operation mode	4-stroke diesel engine
	watercooled
	exhaust turbocharger
	with intercooler
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 electric	Electronic injection control
	Electronic engine monitoring including diagnostic unit
Exhaust gas status	IMO Tier 2, EPA Tier 2 for private use only. Commercial use upon request.
	SAV, RCD 94/25/EC
Fuel	DIN EN 590

Dimensions		**R6-730/800**
A-Overall width of engine	mm	882
B-Overall length of engine	mm	1,605
C-Overall height of engine	mm	977
D-Top of engine to crankshaft centre	mm	655
E-Length of engine from front end to edge of flywheel housing	mm	1,320

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

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- High tractive power even at low speeds
- Powerful acceleration and rapid reaction to commands
- High performance combined with low weight
- Compact, space-saving design
- Large operation range owing to low consumption
- Low running costs and long service life
- Low emission values
- World-wide service network with rapid supply of spare parts

Technical data

Type of engine		R6-730	R6-800
Displacement	l	12.82	12.82
Maximum output to DIN ISO 3046-1[1]	kW (mhp)	537 (730)	588 (800)
Rated speed	rpm	2,300	2,300
Maximum torque	Nm	2,512	2,700
at speed	rpm	1,200 - 2,100	1,200 - 2,100
Weight (dry)	kg	1,305	1,305
Fuel consumption at rated power	l/h	145	158

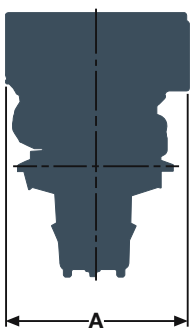
[1] The ratings are only for operation of private yachts.

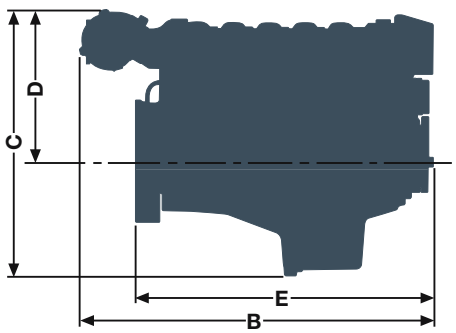
Definition of light duty operation

Annual operating hours	< 1,000
Percentage of time at full load	≤ 20%
Average load application	≤ 50%
Particular operation conditions	no wide-open throttle below rated speed

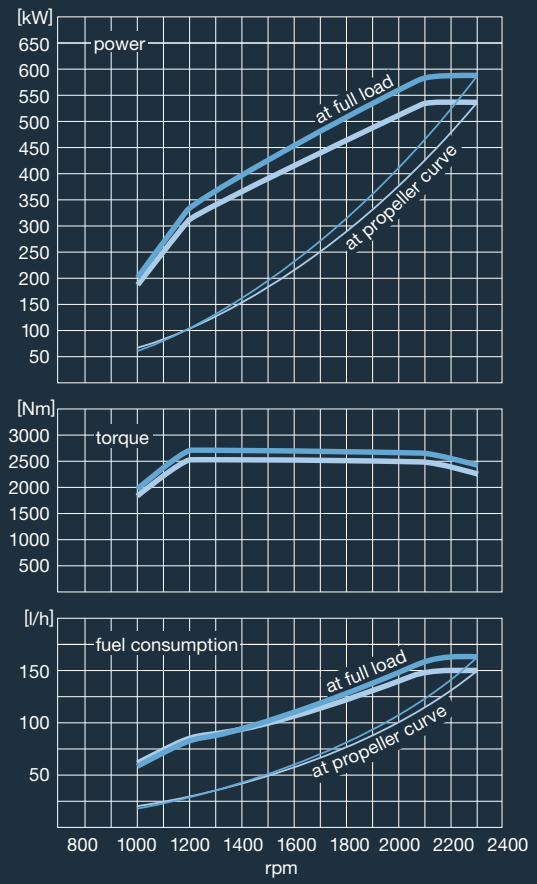
Typical applications

Escort boats and patrol boats
Ambulance boats
Pleasure crafts
Police boats





Power charts R6-730 and R6-800.



R6 - 800, 588 kW (800 mhp)
R6 - 730, 537 kW (730 mhp)

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Light duty

Marine engines

V8-900

MAN high speed marine engines

for light duty applications.

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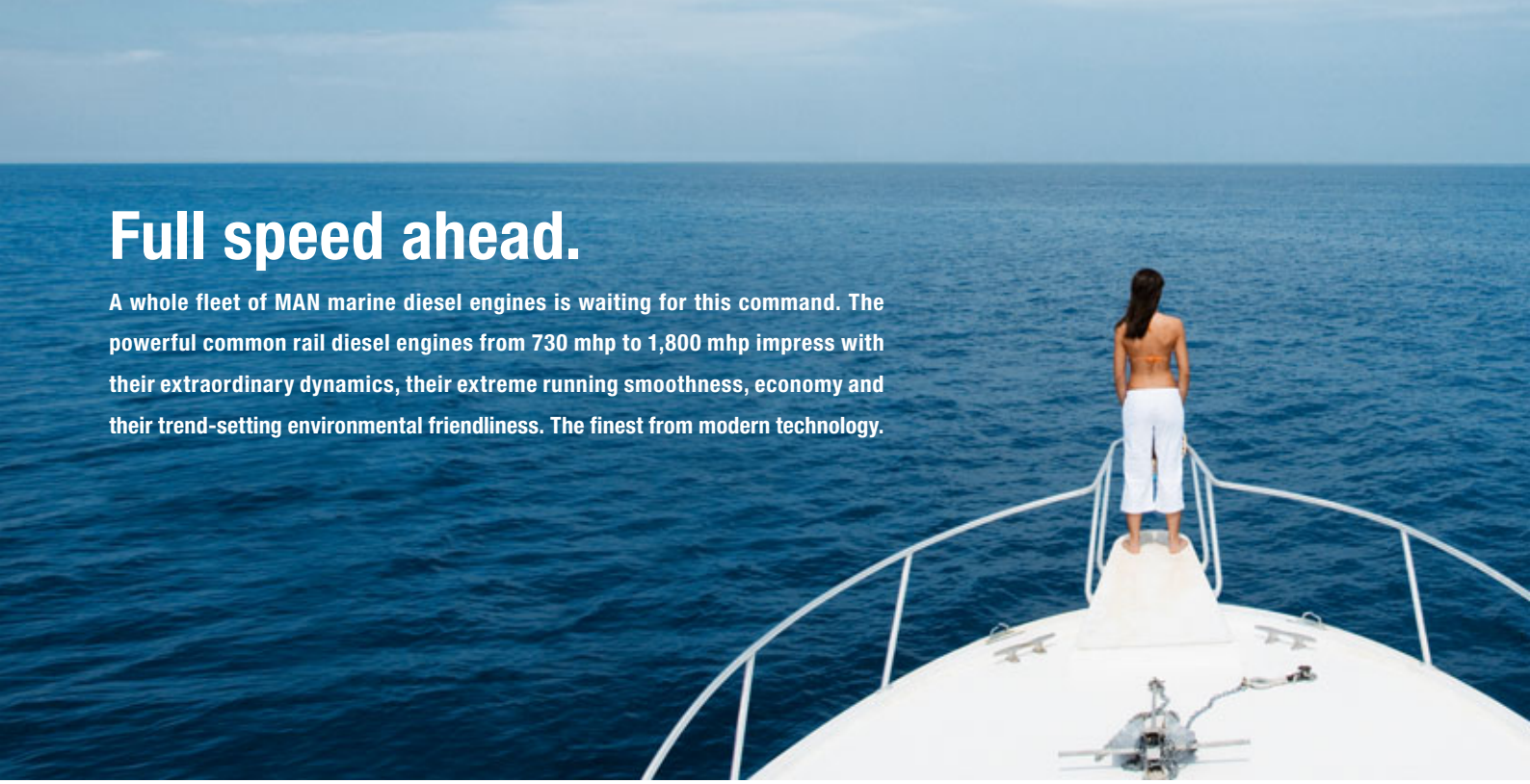

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A whole fleet of MAN marine diesel engines is waiting for this command. The powerful common rail diesel engines from 730 mhp to 1,800 mhp impress with their extraordinary dynamics, their extreme running smoothness, economy and their trend-setting environmental friendliness. The finest from modern technology.

Engine description V8-900.

Characteristics

Cylinders and arrangement	8 cylinders in 90° V design
Operation mode	4-stroke diesel engine
	watercooled
	exhaust turbocharger
	with intercooler
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 electric	Electronic injection control (EDC)
	Electronic engine monitoring including diagnostic unit
Exhaust gas status	IMO Tier 2, EPA Tier 2 for private use only. Commercial use upon request.
	SAV, RCD 94/25/EC
Fuel	DIN EN 590

Dimensions		**V8-900**
A-Overall width of engine	mm	1,230
B-Overall length of engine	mm	1,450
C-Overall height of engine	mm	1,120
D-Top of engine to crankshaft centre	mm	730
E-Length of engine from front end to edge of flywheel housing	mm	1,175

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

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- High performance combined with low weight
- Compact, space-saving design
- Large operation range owing to low consumption
- Low running costs and long service life
- Low emission values
- World-wide service network with rapid supply of spare parts

Technical data

Type of engine		V8-900
Displacement	l	14.62
Maximum output to DIN ISO 3046-1[1]	kW (mhp)	662 (900)
Rated speed	rpm	2,300
Maximum torque	Nm	2,900
at speed	rpm	1,400 - 2,100
Weight (dry)	kg	1,565
Fuel consumption at rated power	l/h	179

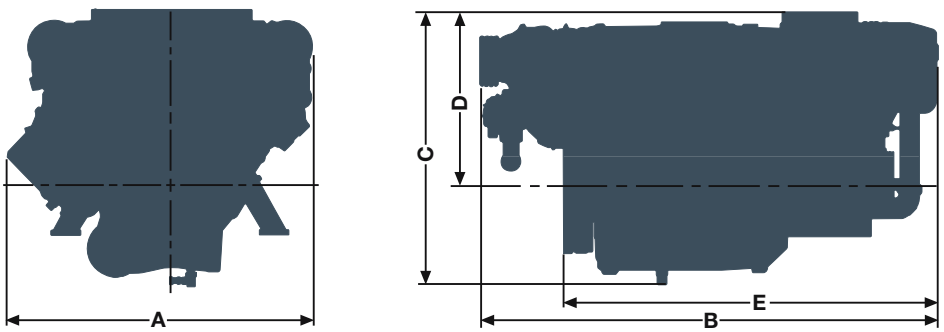
[1] The ratings are only for operation of private yachts.

Definition of light duty operation

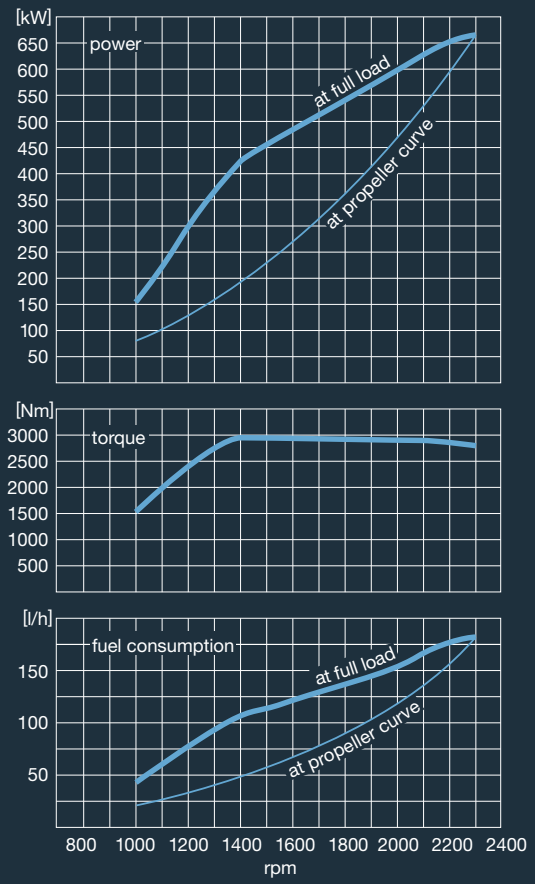
Annual operating hours	< 1,000
Percentage of time at full load	≤ 20%
Average load application	≤ 50%
Particular operation conditions	no wide-open throttle below rated speed

Typical applications

Escort boats and patrol boats
Ambulance boats
Pleasure crafts
Police boats



Power charts V8-900.



V8 - 900, 662 kW (900 mhp)

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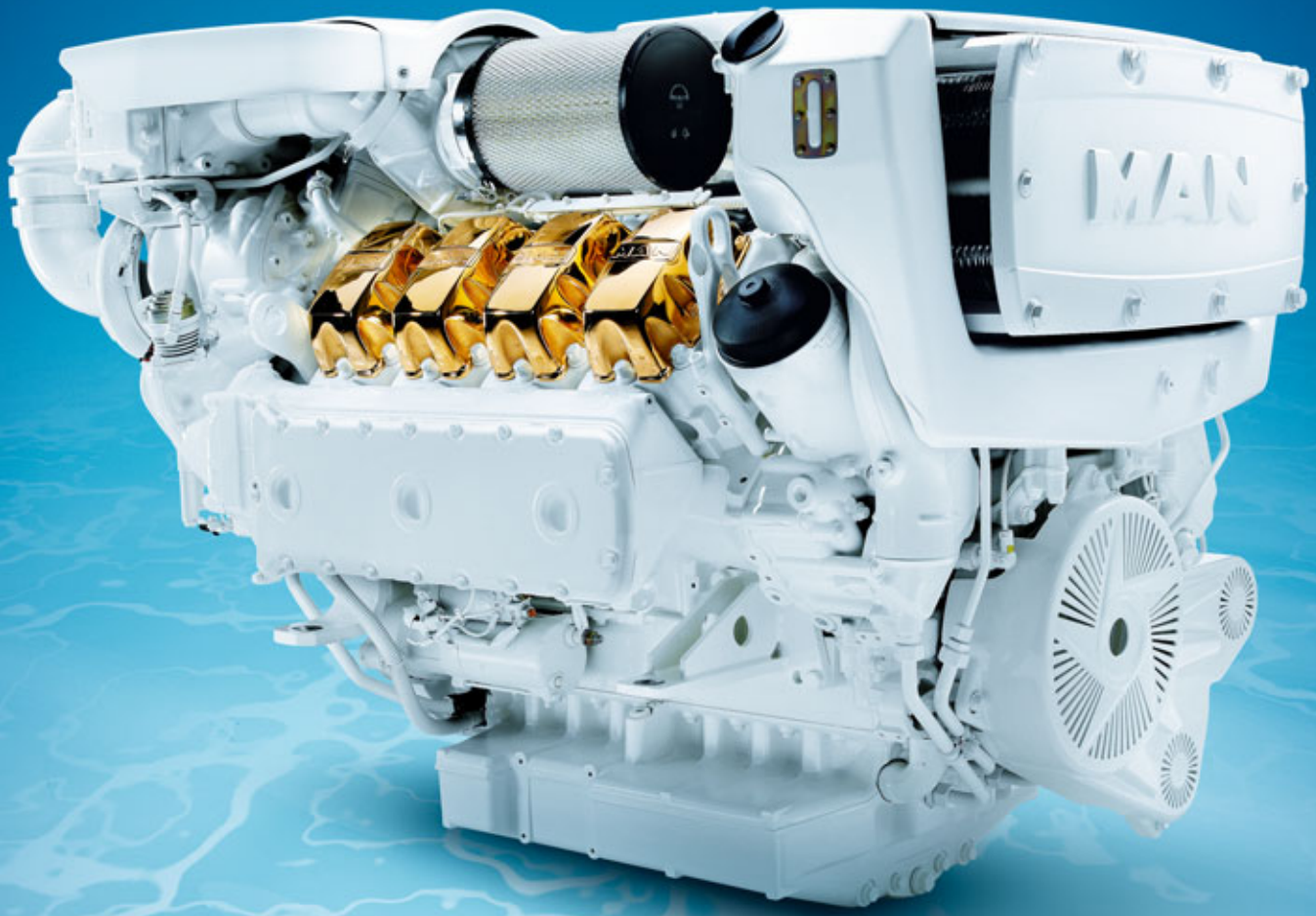
Light duty

Marine engines

V8-1000 and V8-1200



MAN high speed marine engines

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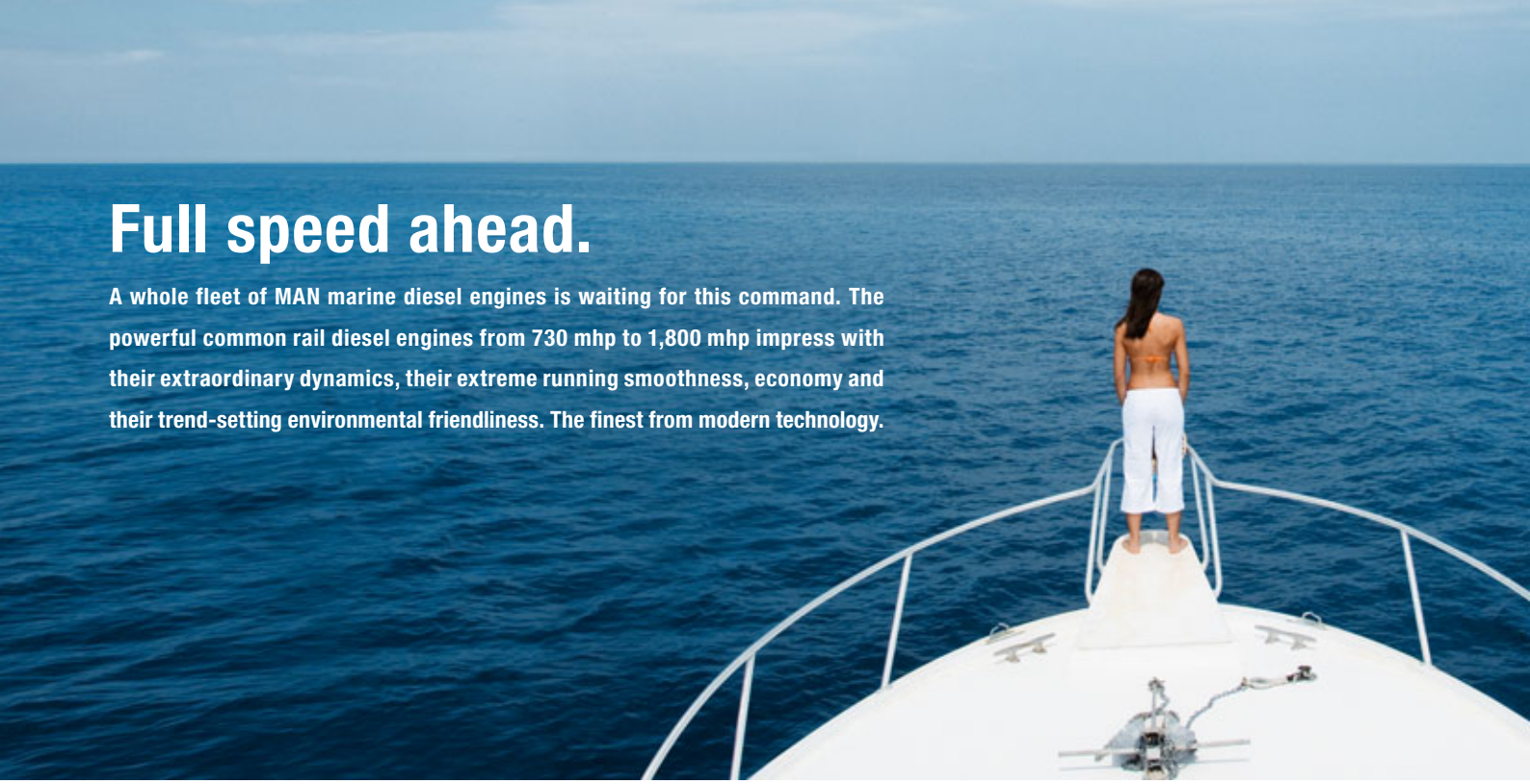

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A whole fleet of MAN marine diesel engines is waiting for this command. The powerful common rail diesel engines from 730 mhp to 1,800 mhp impress with their extraordinary dynamics, their extreme running smoothness, economy and their trend-setting environmental friendliness. The finest from modern technology.

Engine description V8-1000 and V8-1200.

Characteristics	V8-1000	specials V8-1200
Cylinders and arrangement	8 cylinders in 90° V design	
Operation mode	4-stroke diesel engine	
	watercooled	
	1-stage exhaust turbocharging	2-stage exhaust turbocharging
	intercooler	
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 electric	Electronic injection control (EDC)	
	Electronic engine monitoring including diagnostic unit	
Exhaust gas status	IMO Tier 2, EPA Tier 2 for private use only. Commercial use upon request.	
	RCD 94/25/EC	
Fuel	DIN EN 590	

Dimensions		V8-1000	V8-1200
A-Overall width of engine	mm	1,153	1,153
B-Overall length of engine	mm	1,736	1,745
C-Overall height of engine	mm	1,236	1,225
D-Top of engine to crankshaft centre	mm	825	811
E-Length of engine from front end to edge of flywheel housing	mm	1,243	1,262

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

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- Low running costs and long service life
- Low emission values
- World-wide service network with rapid supply of spare parts

Technical data

Type of engine		V8-1000	V8-1200
Displacement	l	16.16	16.16
Maximum output to DIN ISO 3046-1[1]	kW (mhp)	735 (1,000)	882 (1,200)
Rated speed	rpm	2,300	2,300
Maximum torque	Nm	3,340	4,010
at speed	rpm	1,200 - 2,100	1,200 - 2,100
Weight (dry)	kg	1,780	1,875
Fuel consumption at rated power	l/h	190	231

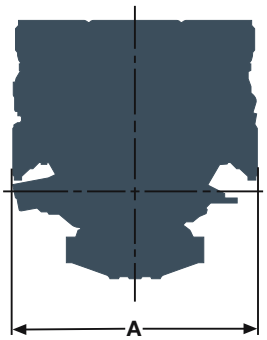
[1] The ratings are only for operation of private yachts.

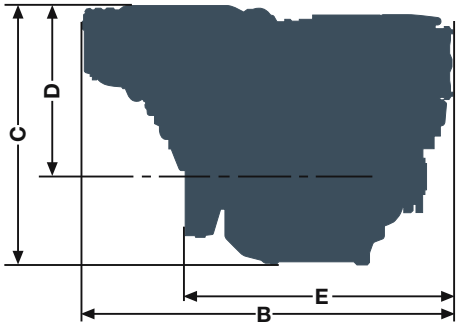
Definition of light duty operation

Annual operating hours	< 1,000
Percentage of time at full load	≤ 20%
Average load application	≤ 50%
Particular operation conditions	no wide-open throttle below rated speed

Typical applications

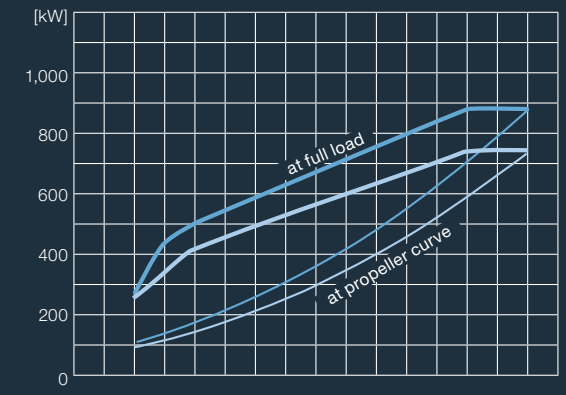
Escort boats and patrol boats
Ambulance boats
Pleasure crafts
Police boats



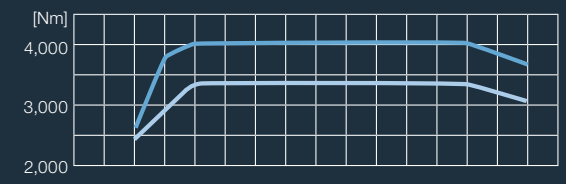


Power charts V8-1000 and V8-1200.

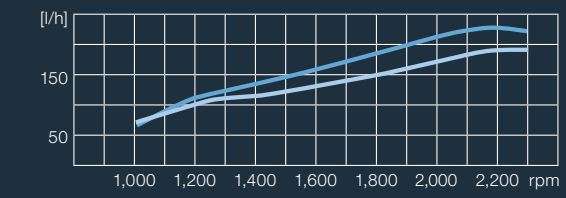
Power V8-1000 and V8-1200



Torque V8-1000 and V8-1200



Fuel consumption V8-1000 and V8-1200



- V8-1200 with 882 kW (1,200 mhp at 2,300 rpm)
- V8-1000 with 735 kW (1,000 mhp at 2,300 rpm)

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Light duty

Marine engines

V12-1360

MAN high speed marine engines

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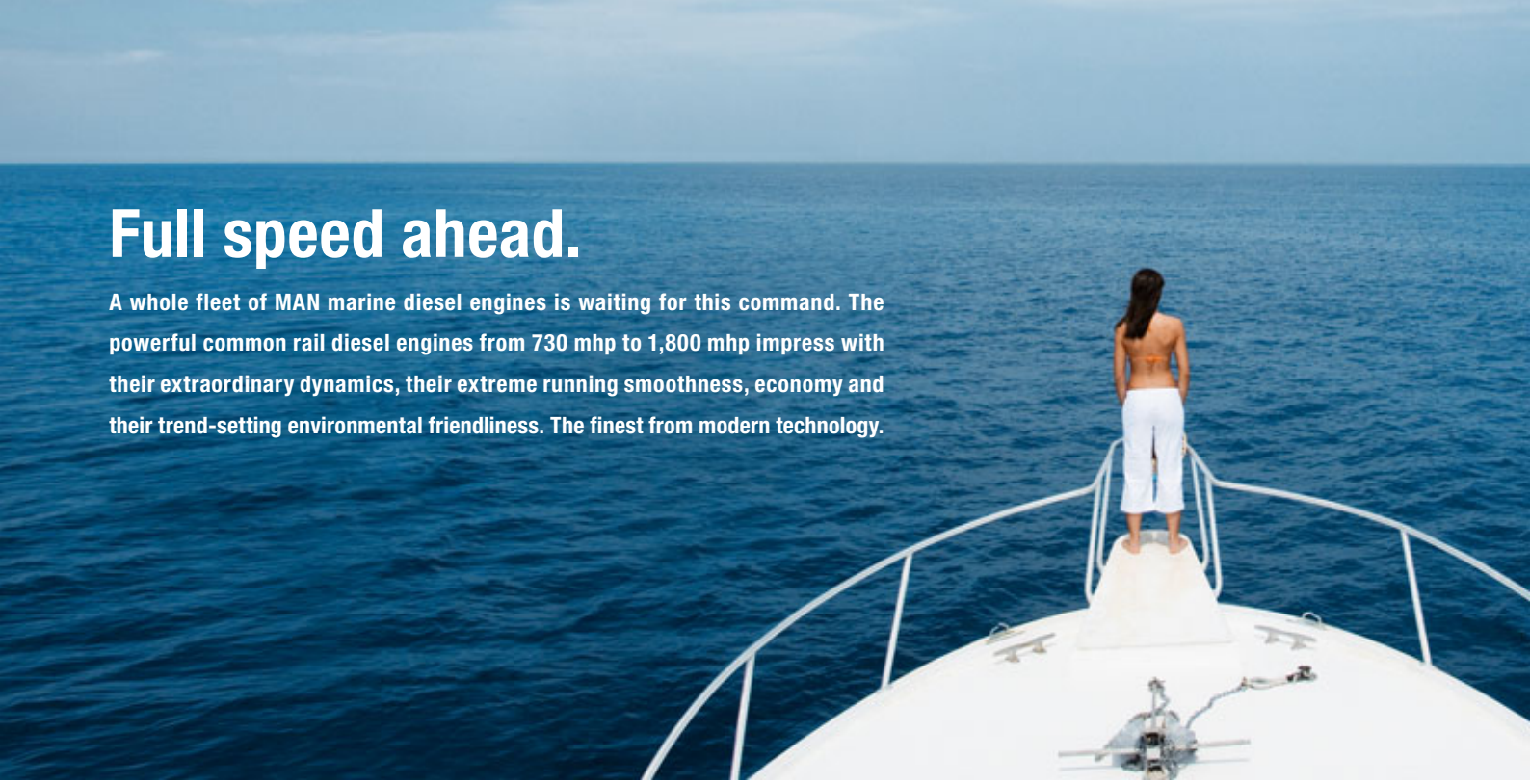

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Engine description V12-1360.

Characteristics

Cylinders and arrangement	12 cylinders in 90° V design
Operation mode	4-stroke diesel engine
	watercooled
	exhaust turbocharger
	with intercooler
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 electric	Electronic injection control (EDC)
	Electronic engine monitoring including diagnostic unit
Exhaust gas status	IMO Tier2, EPA Tier 2 for private use only. Commercial use upon request.
	SAV, RCD 94/25/EC
Fuel	DIN EN 590

Dimensions		**V12-1360**
A-Overall width of engine	mm	1,230
B-Overall length of engine	mm	1,768
C-Overall height of engine	mm	1,185
D-Top of engine to crankshaft centre	mm	730
E-Length of engine from front end to edge of flywheel housing	mm	1,492

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

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

Technical data

Type of engine		**V12-1360**
Displacement	l	21.93
Maximum output to DIN ISO 3046-1[1]	kW (mhp)	1,000 (1,360)
Rated speed	rpm	2,300
Maximum torque	Nm	4,700
at speed	rpm	1,400 - 1,800
Weight (dry)	kg	1,965
Fuel consumption at rated power	l/h	264

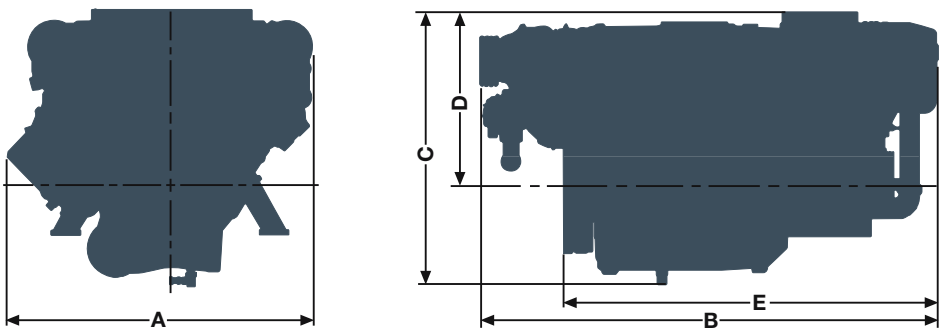
[1] The ratings are only for operation of private yachts.

Definition of light duty operation

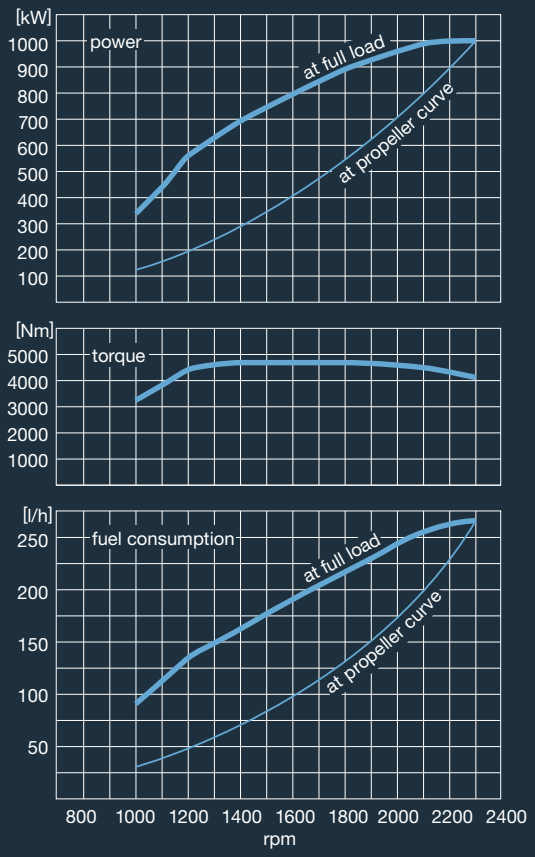
Annual operating hours	< 1,000
Percentage of time at full load	≤ 20%
Average load application	≤ 50%
Particular operation conditions	no wide-open throttle below rated speed

Typical applications

Escort boats and patrol boats
Ambulance boats
Pleasure crafts
Police boats



Power charts V12-1360.



V12-1360, 1,000 kW (1,360 mhp)

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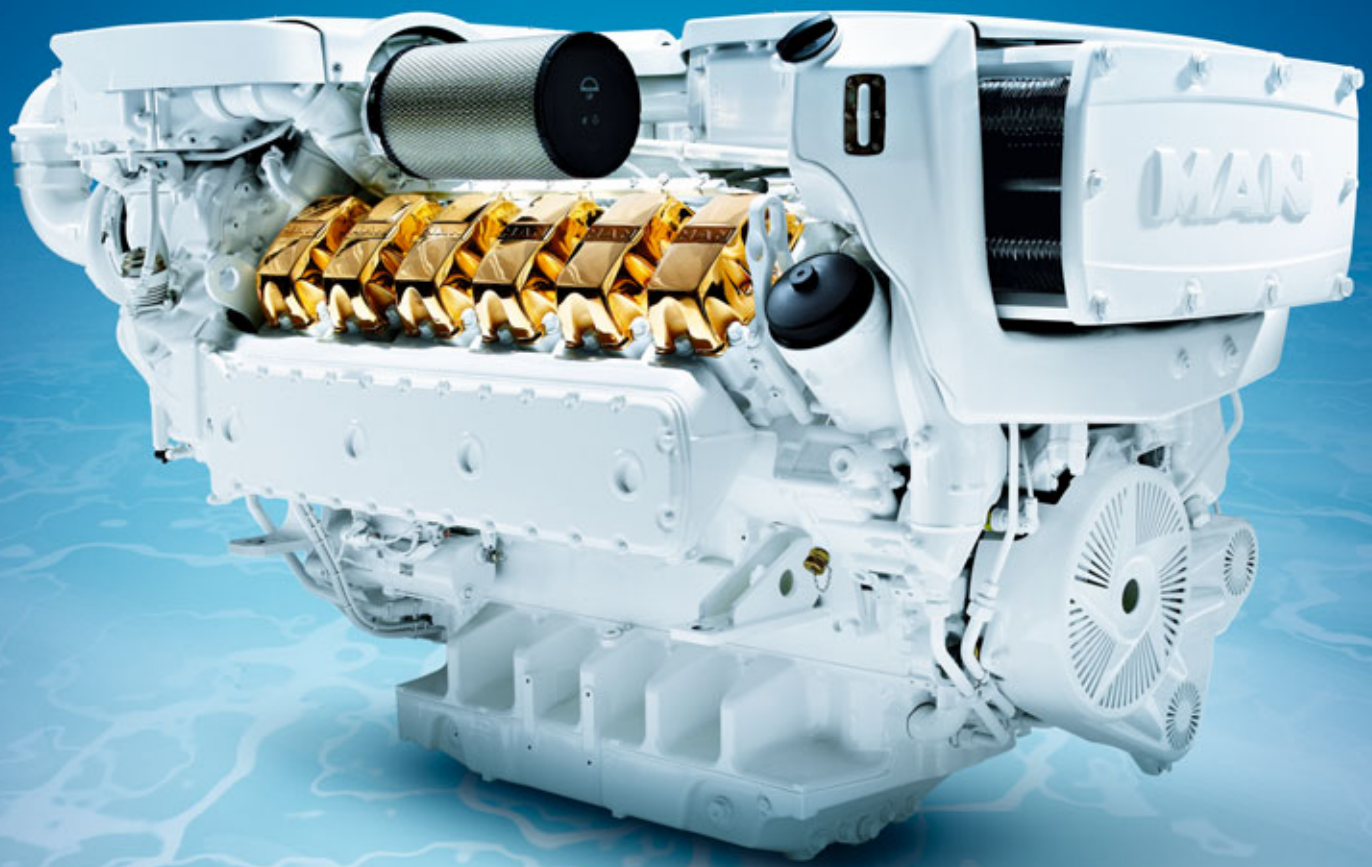
Light duty

Marine engines

V12-1400, V12-1550, V12-1650 and V12-1800



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for light duty applications.

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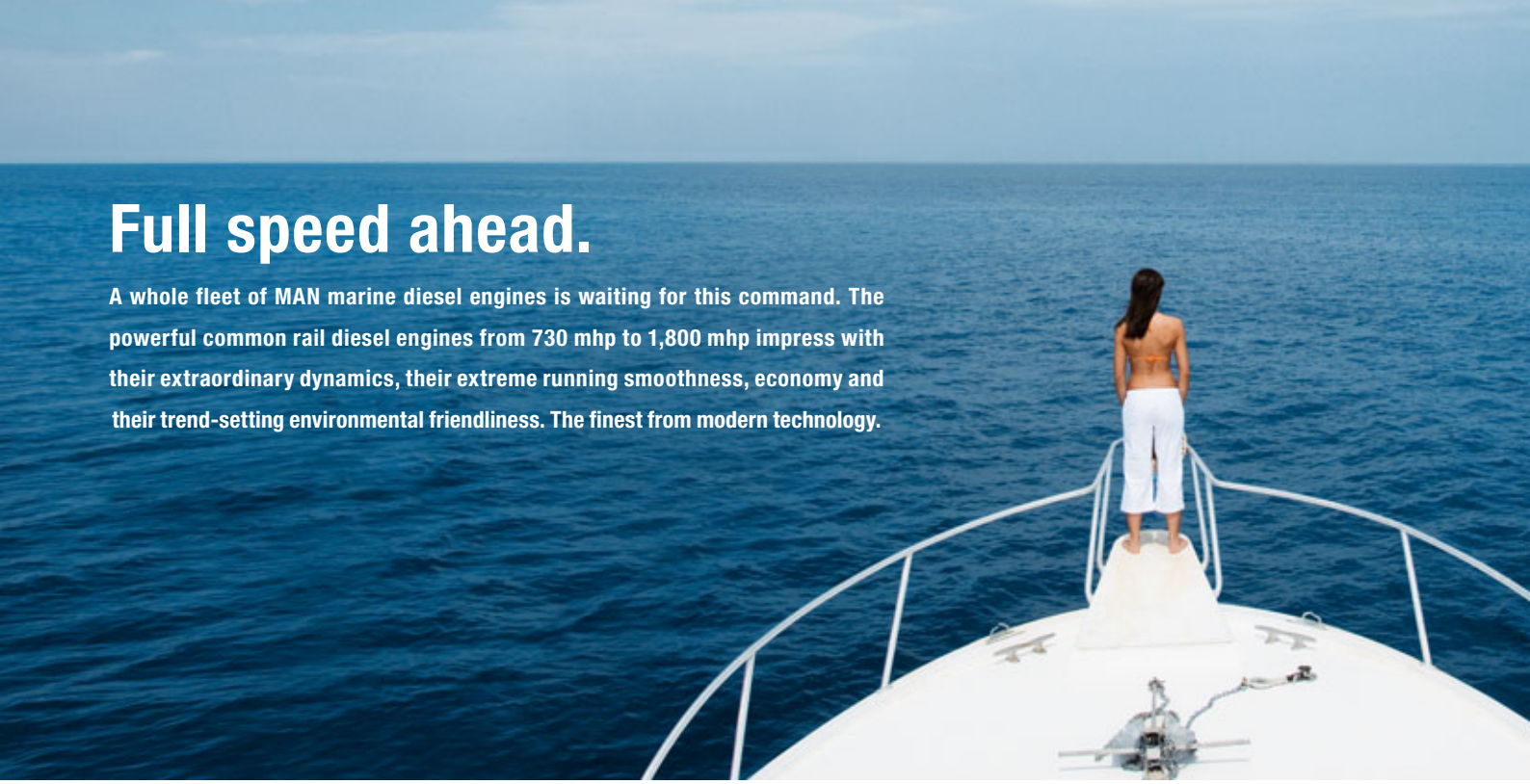

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Engine description V12-1400, V12-1550, V12-1650 and V12-1800.

Characteristics	**V12-1400 / V12-1550**	**specials V12-1650 / V12-1800**
Cylinders and arrangement	12 cylinders in 90° V design	
Operation mode	4-stroke diesel engine watercooled	
Turbocharging	1-stage exhaust turbocharging intercooler	2-stage exhaust turbocharging
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 electric	Electronic injection control (EDC) Electronic engine monitoring including diagnostic unit	
Exhaust gas status	IMO Tier 2, EPA Tier 2 for private use only. Commercial use upon request. RCD 94/25/EC	
Fuel	DIN EN 590	

Dimensions		**V12-1400/-1550**	**V12-1650/-1800**
A-Overall width of engine	mm	1,153	1,153
B-Overall length of engine	mm	2,124	2,087
C-Overall height of engine	mm	1,229	1,275
D-Top of engine to crankshaft centre	mm	825	811
E-Length of engine from front end to edge of flywheel housing	mm	1,631	1,653

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- Compact, space-saving design
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- Low running costs and long service life
- Low emission values
- World-wide service network with rapid supply of spare parts

Technical data

Type of engine		V12-1400	V12-1550	V12-1650	V12-1800
Displacement	l	24.24	24.24	24.24	24.24
Maximum output to DIN ISO 3046-1[1]	kW (mhp)	1,029 (1,400)	1,140 (1,550)	1,213 (1650)	1,324 (1,800)
Rated speed	rpm	2,300	2,300	2,300	2,300
Maximum torque	Nm	4,700	5,200	5,500	6,020
at speed	rpm	1,200 - 2,100	1,200 - 2,100	1,200 - 2,100	1,200 - 2,100
Weight (dry)	kg	2,270	2,270	2,400	2,365
Fuel consumption at rated power	l/h	266	295	306	339
Classifiable		√		√	

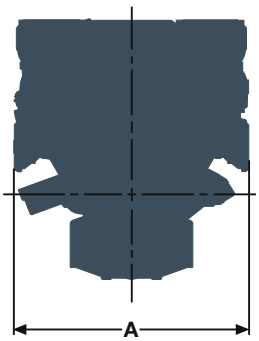
[1] The ratings are only for operation of private yachts.

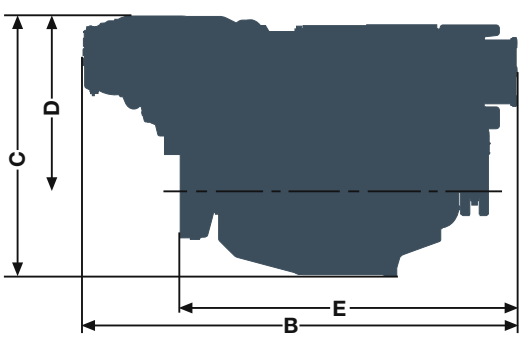
Definition of light duty operation

Annual operating hours	< 1,000
Percentage of time at full load	≤ 20%
Average load application	≤ 50%
Particular operation conditions	no wide-open throttle below rated speed

Typical applications

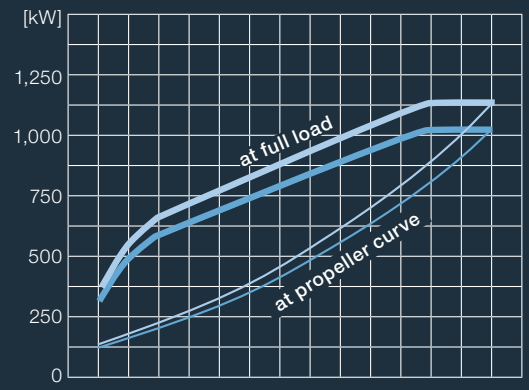
Escort boats and patrol boats
Ambulance boats
Pleasure crafts
Police boats



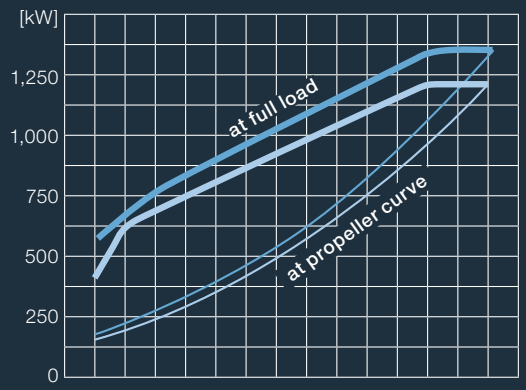


Power charts V12-1400/1550 and V12-1650/1800.

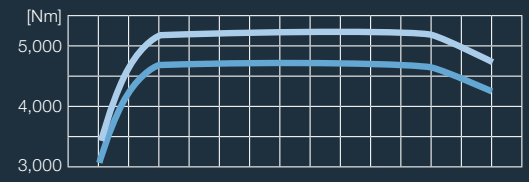
Power V12-1400 / V12-1550



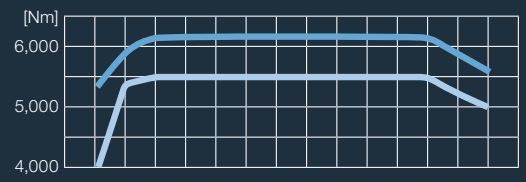
Power V12-1650 / V12-1800



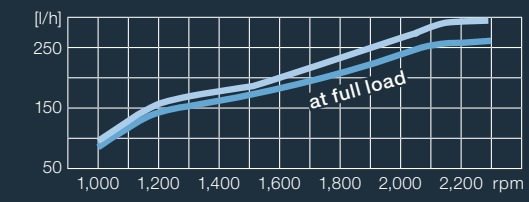
Torque V12-1400 / V12-1550



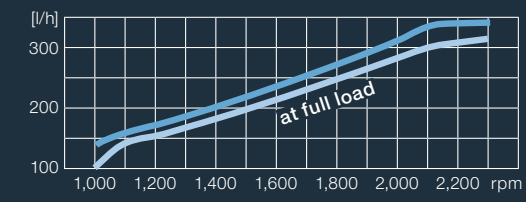
Torque V12-1650 / V12-1800



Fuel Consumption V12-1400 / V12-1550



Fuel Consumption V12-1650 / V12-1800



- V12-1400 with 1,029 kW (1,400 mhp at 2,300 rpm)
- V12-1550 with 1,140 kW (1,550 mhp at 2,300 rpm)
- V12-1800 with 1,324 kW (1,800 mhp at 2,300 rpm)
- V12-1650 with 1,213 kW (1,650 mhp at 2,300 rpm)

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