

**MAN Energy Solutions**  
Future in the making



# MAN 175D

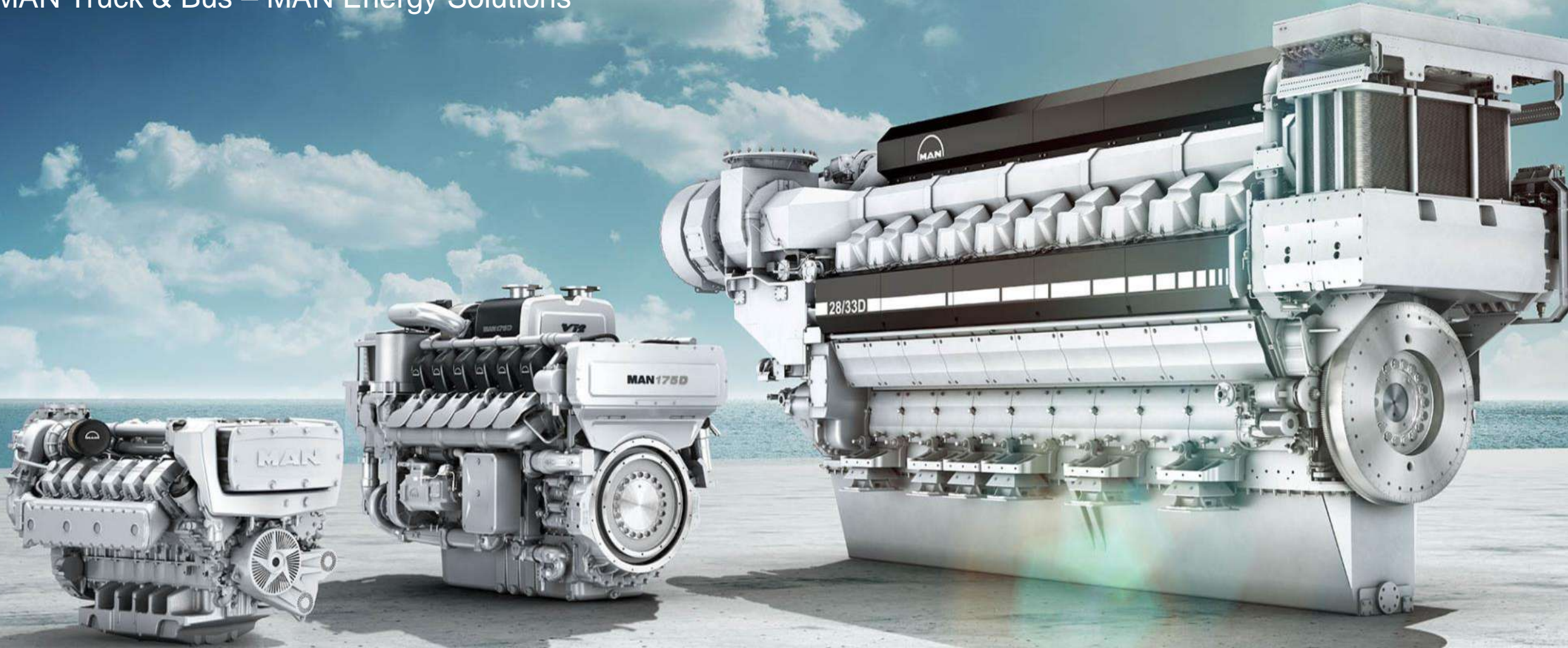
**for ferry application**



**Florian Keiler**  
**Sales Manager High Speed**  
**MAN Energy Solutions SE**

# MAN 175D – The best of two worlds

MAN Truck & Bus – MAN Energy Solutions





# MAN – Ferry Applications



2 x D2862, each 749 kW

Vision of the Fjords, Brodrene



2 x 12V175D-MM, each 2220 kW

Oceanna, Pt. Palindo



4 x 20V28/33D-STC, each 9100 kW

Fjord Line, Austal

# MAN 175D - Design Philosophy

**Clear & Compact**

**Advanced & Robust**

**Powerful & Reliable**

**Efficient & Clean**

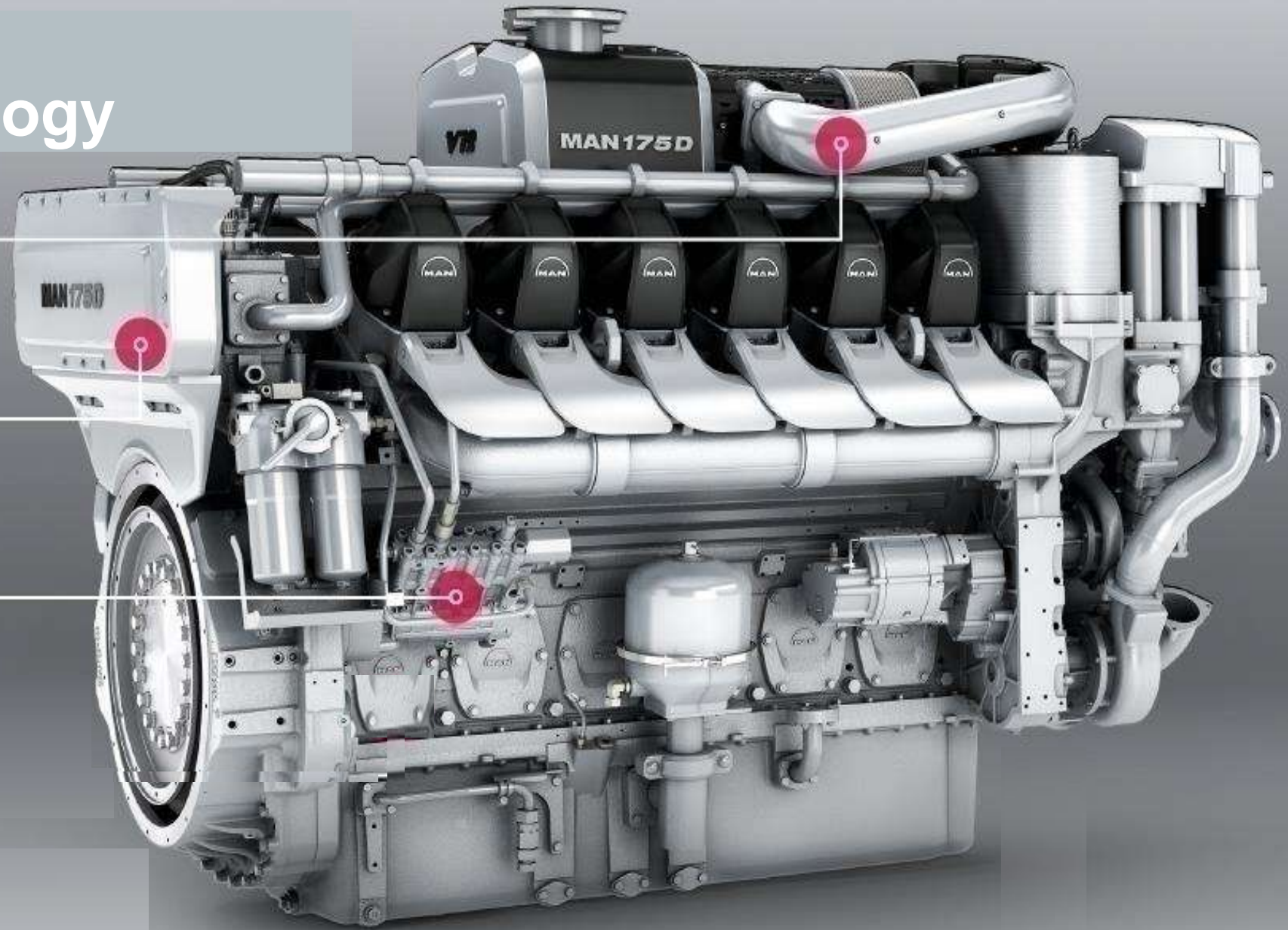


# MAN 175D – Modern Technology

High-Efficiency  
MAN Turbocharger

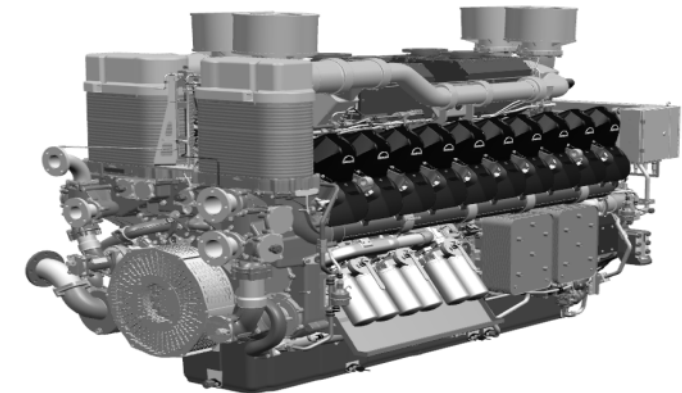
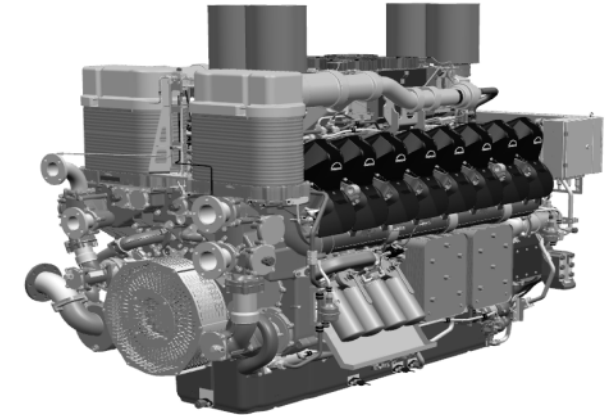
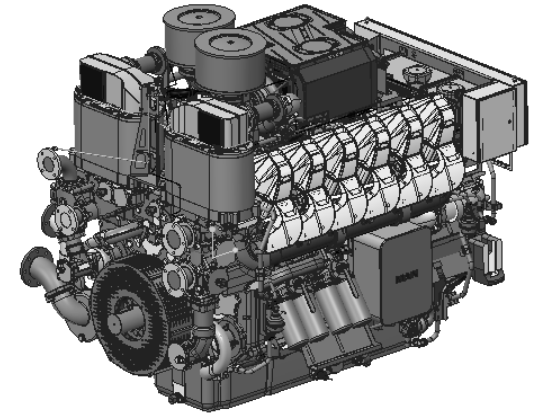
Engine-Mounted  
MAN Engine Control System

Proven Common Rail  
Fuel Injection Technology



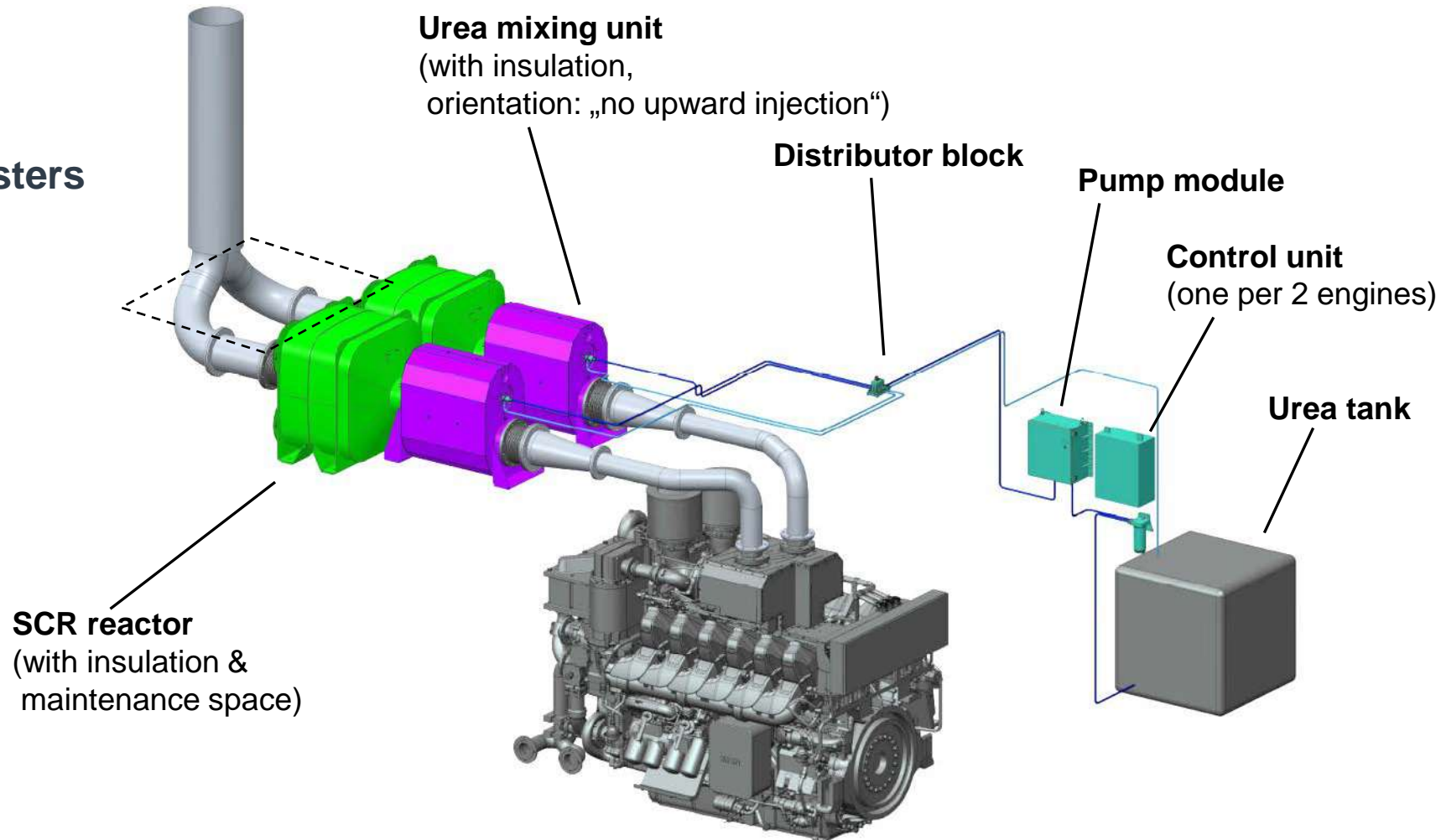
# MAN 175D – Basic design data

	12V175D	16V175D	20V175D
<b>Output:</b>	1,500 - 2,220 kW 2,000 – 3.000 bhp	2,000 - 2,960 kW - 4000 bhp	3,100 - 3,700 kW - 5000 bhp
<b>Speed:</b>		1,500 - 1,900 rpm	
<b>Fuel:</b>		MGO (EN590)	
<b>Emission:</b>		IMO Tier II IMO Tier III with SCR	
<b>TBO:</b>		24,000 h - 30,000 h	



# MAN 12V175D – Compact SCR for IMO Tier III

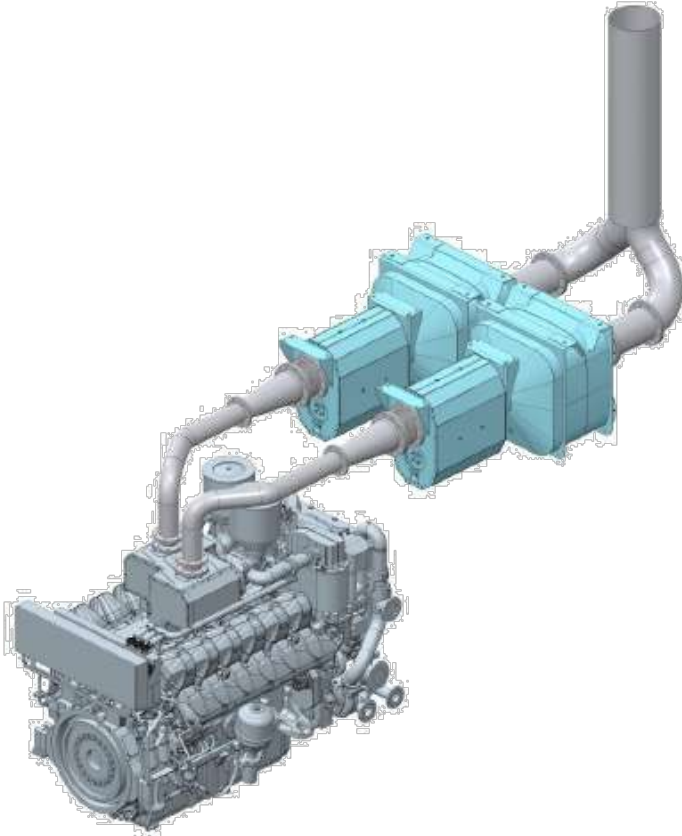
- Highest compactness
- Free arrangement of SCR canisters
- Closed loop control system with variable urea dosing
- No compressed air needed
- „Single supplier“ solution  
Scheme A certification
- Long catalyst lifetime



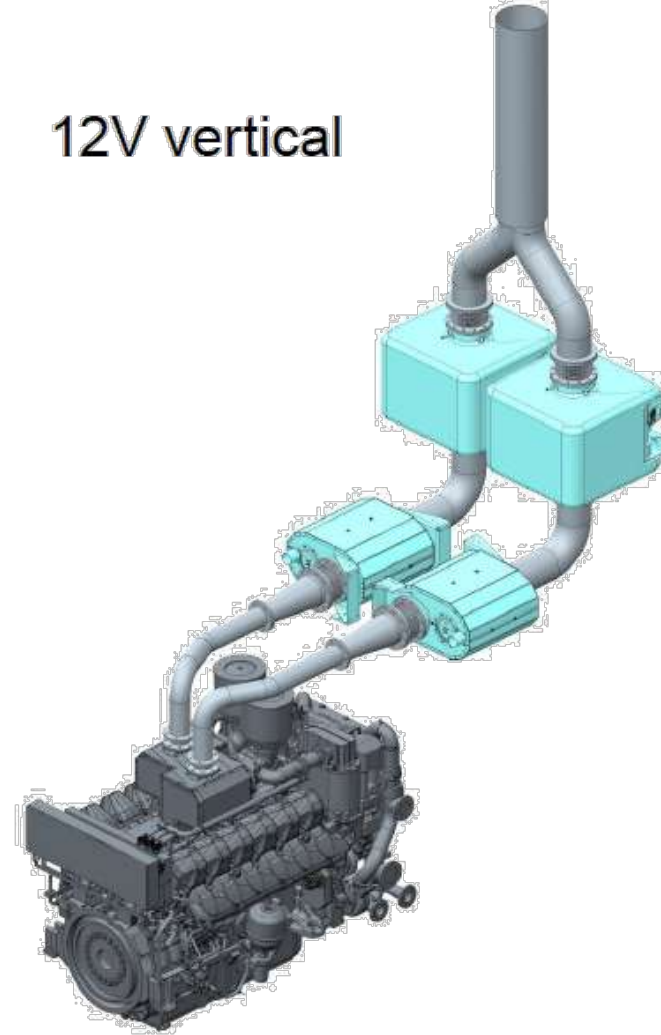
# MAN 12V175D – SCR solution for IMO Tier III

Flexible installation

12V horizontal



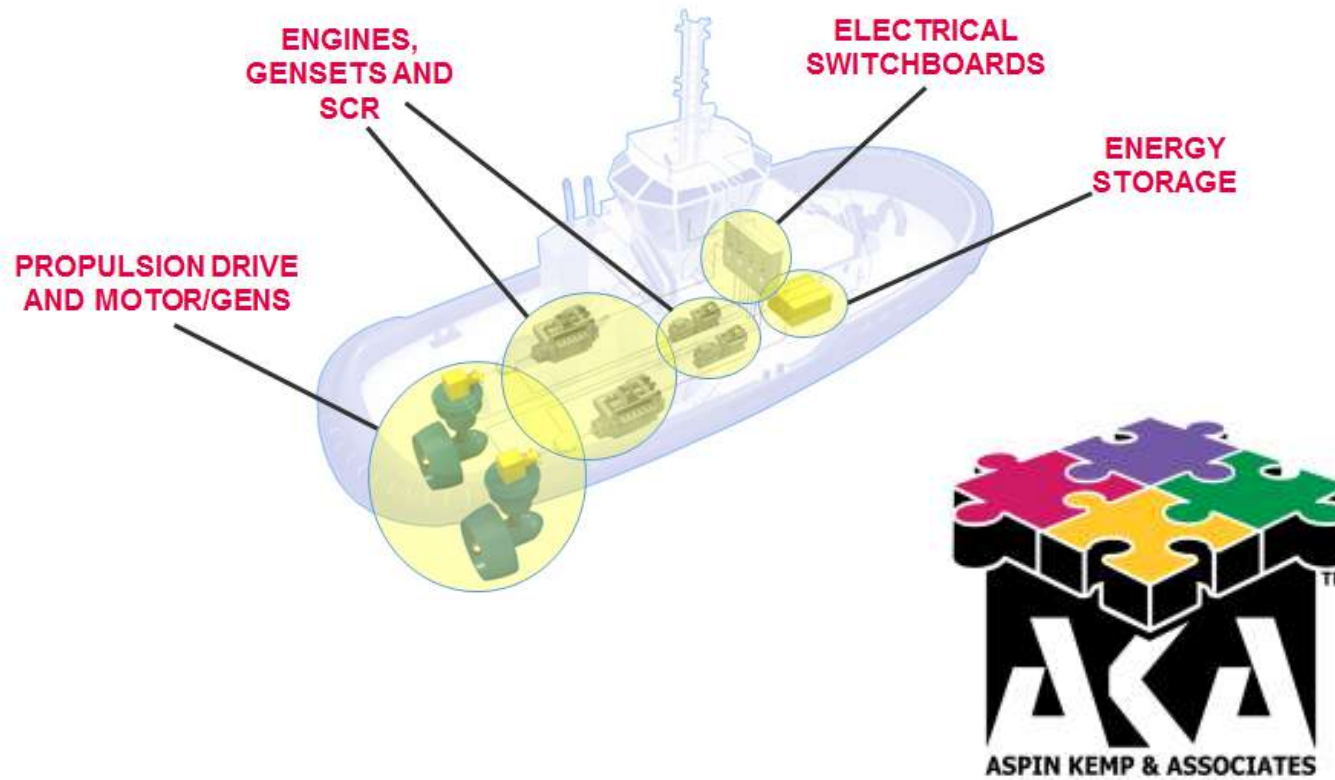
12V vertical





# Highly-efficient battery-hybrid propulsion systems

## MAN 175D – Hybrid Solution



SWITCHBOARDS,  
INCL. POWER  
MANAGEMENT  
SYSTEM



E-MOTORS AND  
VARIABLE  
SPEED DRIVES,  
INCL. CONTROL  
SYSTEM



ENERGY  
STORAGE  
SYSTEMS



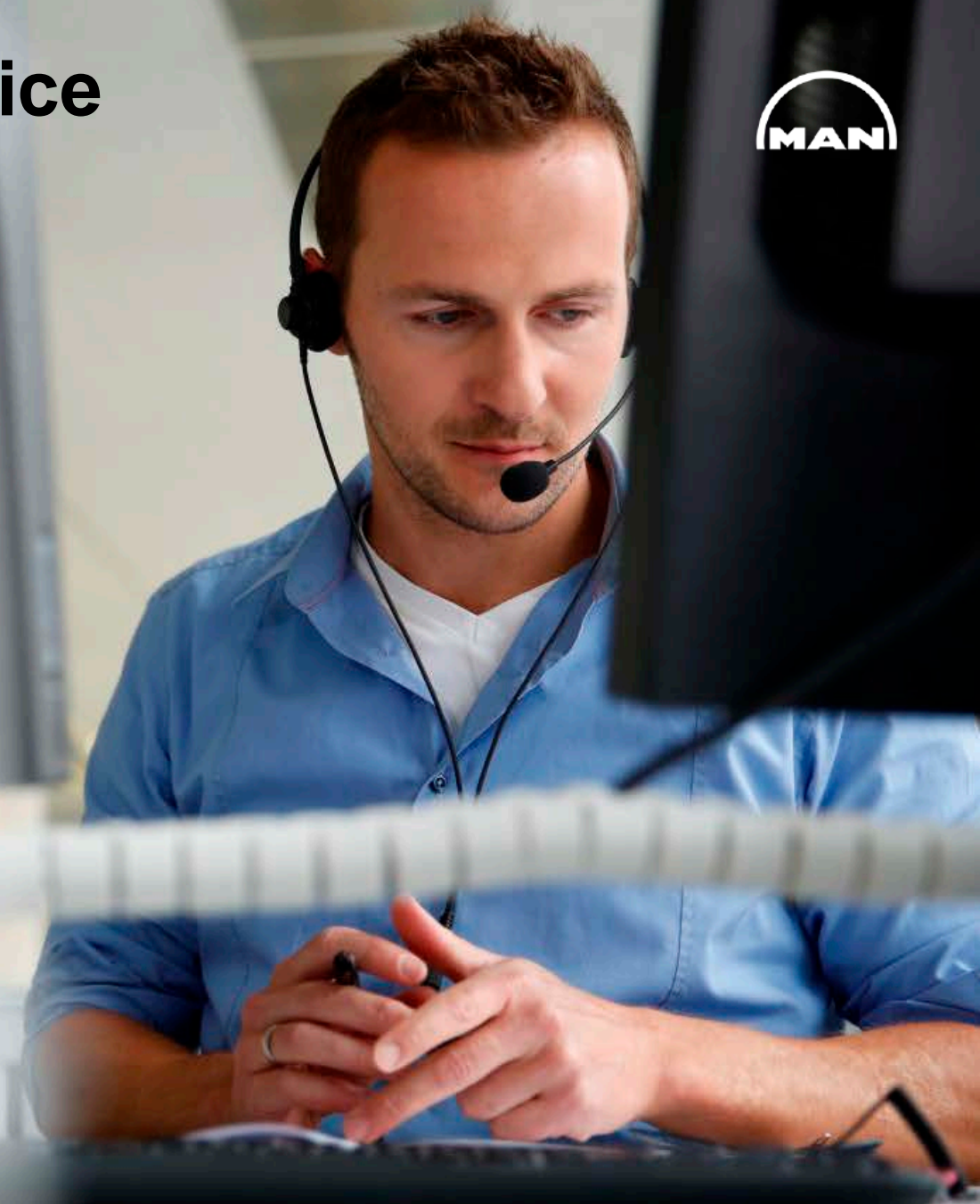
# PrimeServ – MAN After Sales Service



## MAN PrimeServ Assist

- Remote Monitoring
- Cloud based MAN CEON platform
- Expert analysis of data and technical support and maintenance advice

MAN PrimeServ – Our global aftersales network





# MAN 175D Example – Propulsion on Fast Ferry

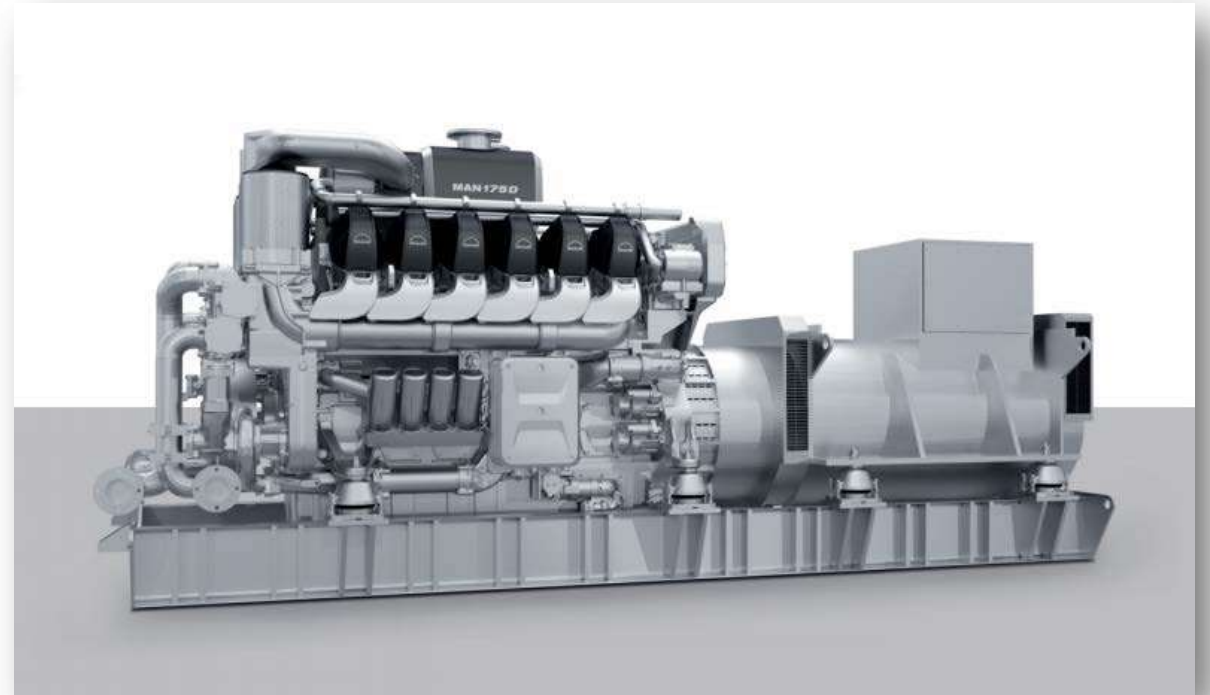


Vessel type: 400 Pax Fast Catamaran Ferry "OCEANNA"

Engine: 2 x 12V175D-MM, 2,220 kW at 1,900 rpm

Diesel-mechanic propulsion, FPP, max. Speed 35 kn

# MAN 175D Example – Genset Operation



Vessel type: Support Vessel

Engine: 2 x 12V175D-MEL (1920 kW, 1800 rpm)

Diesel-electric marine genset with SCR



# MAN 175D

## Increased diesel performance

- Reliable and robust high speed engine
- Improved operating costs
- Improved fuel consumption
- Highest power density

## Increased potential for

- Combination of variable speed gensets with DC hybrid systems
- Auxiliary power generation with cleaner fuels



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# Thank you

**Florian Keiler**  
**Sales Manager High Speed**  
**MAN Energy Solutions SE**





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This data serves informational purposes only and is especially not guaranteed in any way.

Depending on the subsequent specific individual projects, the relevant data may be subject to changes and will be assessed and determined individually for each project. This will depend on the particular characteristics of each individual project, especially specific site and operational conditions.