



MARINE ENGINE

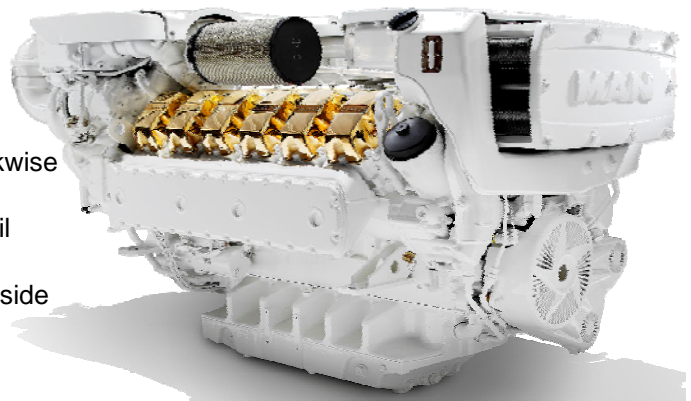
V12-1800 CRM

1324 kW (1800 hp)

LIGHT DUTY OPERATION

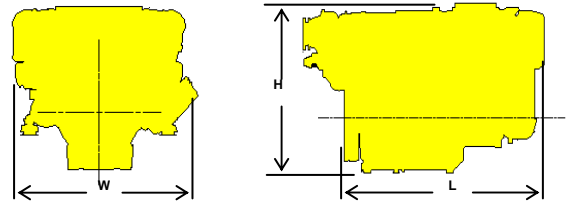
SPECIFICATIONS

Number of Cylinders	12
Configuration	90° V
Fuel	Diesel
Bore - mm (in)	128 (5.04)
Stroke - mm (in)	157 (6.18)
Displacement - L (in ³)	24.24 (1479)
Rotation (from flywheel end)	Counterclockwise
Compression Ratio	17 : 1
Injection System	Common Rail
Governor	Electronic
Engine Weight, Net Dry (approx.)	See reverse side
Capacity for Liquids - L (U.S. gal)	
Cooling System (engine only)	not available
Lube Oil System (deep sump) max	90 (23.77)
Oil Change Interval (guideline)	200 hours
Rated RPM	2300



DIMENSION GUIDELINES

L		H		W	
mm	in	mm	in	mm	in
1653	65.1	1275	50.2	1150	45.3



DEFINITION OF DUTY AND APPLICATIONS

Definition of Operation

The engines for light duty operation are designed for a maximum of 1 000 annual operating hours with up to 20 percent of time at full load, an average of up to 50 percent load application and no wide-open throttle below rated speed.

Typical applications - Yachts

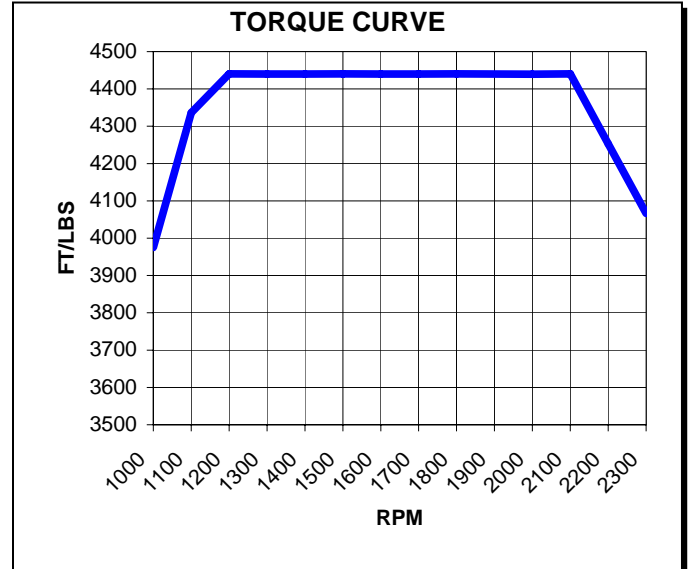
- Light-weight fishing boats
- Fast patrol boats for Customs, Coast Guard, Police, Port Authorities
- Fast boats in emergency service
- Bow thrusters
- Fire pumps

PERFORMANCE DATA

Weight: 2365 kg
5213.9 lbs

Power To Weight Ratio:
2.90 lbs per HP

RPM	OUTPUT (Full Load)		FUEL CONSUMPTION (Propeller Demand)		
	kW	HP	g/kWh	ltr/h	gal/hr
1000	563	766	212	42	11
1100	675	918	202	51	13
1200	754	1025	194	60	16
1300	817	1111	192	73	19
1400	880	1197	193	88	23
1500	943	1282	196	107	28
1600	1005	1367	198	127	33
1700	1068	1452	200	149	39
1800	1131	1538	203	174	46
1900	1194	1624	206	202	53
2000	1257	1710	208	232	61
2100	1320	1795	211	266	70
2200	1324	1801	213	302	80
2300	1324	1801	217	344	91



MAN engine technology - for an environmentally compatible and secure future

MAN engines offer security for the future in terms of environmental compatibility. Water cooled MAN marine diesel engines with exhaust-gas turbocharging and intercooling provide maximum efficiency in the use of fuel, which results in a particularly low-pollution combustion process.

To minimize the proportion of harmful substances in the exhaust gas, MAN engine technology starts at the combustion process. High-pressure injection, combustion chamber design, mixture formation and combustion itself are the most important factors here if exhaust gas quality is to be improved still further.

With regard to pollutant emissions, both marine and commercial-vehicle engines from MAN are setting the pace. MAN is well prepared to meet forthcoming legislation in the marine engine sector. The harmful emissions from MAN marine diesel engines are below the limits stipulated by the Lake Constance Navigation Order and the Swiss Exhaust Gas Regulation for commercial applications.

Exhaust gas status IMO/MARPOL 73/78, EPA Tier 2 , Recreational Craft Directive 94/25/EC

RATING CONDITIONS

No reduction in rating for intake air temperature up to 113° F (45° C), and seawater temperatures of up to 90° F (32° C).

* The ratings are based on reference conditions according to DIN 6271/ISO 3046/1, propeller curve calculated at 2.5 exponent.

Text and illustrations are non binding, we reserve the right to make modifications in the interest of technical progress.

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