



MAN Engines in German customs vessels for the first time

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First customs vessels suitable for fording; challenge of low draught resolved; engine and SCR system from same supplier

For the first time in the history of the Federal Republic of Germany, MAN Engines is supplying engines for German customs vessels. They are also the first vessels suitable for fording to be used by the customs authorities. The shallow draught of just 1.20 metres with a 23 metre length greatly reduces the risk of running aground at low water levels. "The new vessels provide significant added value in the calm waters of the North Sea and at low tide. This enables the customs authorities to carry out their official duties in a more targeted and effective way" says Claus Benzler, Head of Marine MAN Engines.

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All vessels will use twin engine systems with 12-cylinder type D2862 LE438 V-engines from MAN. They each have an output of 882 kW (1,200 HP) at 2,100 rpm and, in addition to the Lloyd's Register classification requirements, also comply with the current IMO Tier III emission standards by using an SCR system. "The compactness of the engines, the exhaust gas aftertreatment from MAN Engines and ultimately their excellent power-to-weight ratio were crucial factors that perfectly meet the stringent requirements of our client, Hamburg General Customs Directorate," explains Christian Schmoll, director of the shipyard that is building the vessels, Tamsen Maritim in Rostock. In addition to the technical challenge of the shallow draught, they included the high speeds that are necessary for inspection operations.

A technical official from the customs authority and the shipyard's project manager personally visited the MAN Engines plant in Nuremberg to confirm the low fuel consumption of the engines. "During the engine acceptance at the manufacturer's plant, we re-check the practical operational values, primarily because the customs requirements are above those set out in the

MAN Truck & Bus is one of Europe's leading commercial vehicle manufacturers and transport solution providers, with an annual revenue of more than 9,5 billion euros (2020). The company's product portfolio includes vans, trucks, buses/coaches and diesel and gas engines along with services related to passenger and cargo transport. MAN Truck & Bus is a company of TRATON SE and employs more than 37,000 people worldwide.



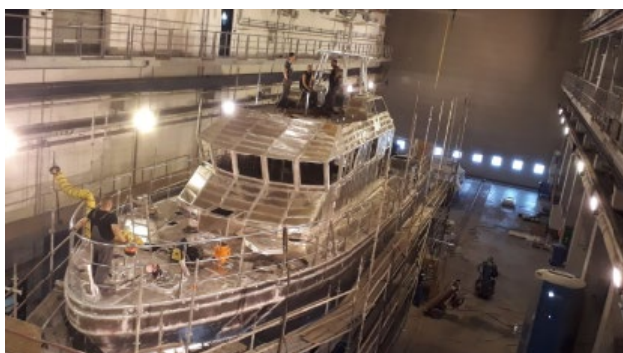
standards". The consumption figures clearly show that they are well below what is stipulated in the standard, not just at certain points but over a wide load range. "In the development of our marine engines, we benefit from our Group's know-how from the truck sector. There, fuel consumption, reliability and smooth running are among the most important criteria," says Claus Benzler, Head of Marine MAN Engines.

Boat	
Type of vessel	Customs boat
Designation	FPB 23
Operator	Hamburg Customs Directorate
Shipyard	TAMSEN MARITIM GmbH
Region of operation	North Sea
Technical data	
Length	23.00 m
Width	6.0 m (approximate figure)
Draught	1.20 m
Displacement	70 t (approximate figure)
Fuel tank	5,200 l
Crew	3 - 6
Gearbox	ZF 3050
Propeller	2 x 5 blade bronze fixed propeller
Special feature	Suitable for fording
Engine	
Designation	MAN D2862 LE438
Cylinders and arrangement	12,V
Operating principle	4-stroke diesel engine, water-cooled
Engine control	Electronic engine control (EDC 17)
Number of drive engines	2
Characteristic engine data	
Capacity	24.24 l
Max. power output	882 kW (1,200 HP)
Nominal engine speed	2,100 rpm
Max. torque	4,440 Nm
In engine speed range	1,400-1,900 rpm
Dimensions - length/width/height	1,938/1,157/1,293 mm
Exhaust gas aftertreatment	
Emission standard	IMO Tier III
System	SCR only
Control unit	MAN iSea (EDC 17)

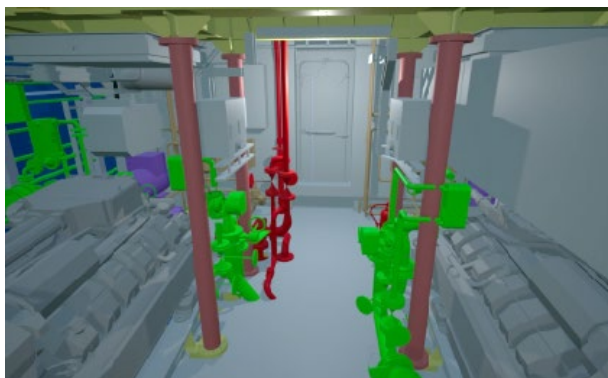
Pictures



© Tamsen Maritim: Design of the first customs vessel with MAN engines



© Tamsen Maritim: The FPB 23 customs vessel in the Tamsen Maritim shipyard



© Tamsen Maritim: Generous space thanks to compact MAN engines.



© Hamburg Customs Directorate: Generic picture: Customs vessel in Hamburg harbour