



Unique solutions from MAN Engines at SMM 2024

Munich, 06/08/2024

- **Start of series production of the MAN D3872 at the end of the year**
- **Perfectly adjusted exhaust gas aftertreatment system saves fuel; with diesel particulate filter meets EU Stage V**
- **MAN Genuine remanufactured engines now also for workboats**

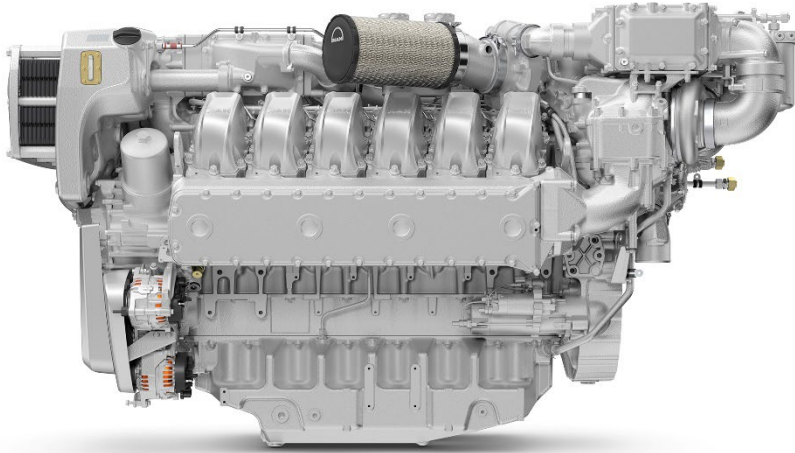
MAN Engines is presenting numerous highlights with clear customer benefits for commercial shipping at SMM 2024 under the slogan "Change of Mobility on the Water".

The highlight is undoubtedly the new and previously unreleased MAN D3872 V12 workboat engine with a displacement of 30 liters. This offers a significant increase in displacement compared to the MAN D2862 series with 24 liters of displacement, which has been established for many years. MAN Engines is thus expanding its engine portfolio for workboats upwards and offering new solutions for applications requiring additional displacement and/or power and torque. The LE432 variant on display delivers 1,213 kW (1,650 hp) at 2,100 rpm and is therefore designed for medium-duty applications. Further power variants of the MAN D3872 for light-duty applications with 1,618 and 1,471 kW (2,200 and 2,000 hp) already complement the portfolio today. Further variants based on this latest engine platform are planned for the future.

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The newly designed MAN D3872 significantly expands MAN Engines' engine portfolio with a displacement of 30 liters.

The new MAN D3872 engine, based on a completely new basic engine and inspired by the proven MAN D2862 V12 engine series, sets new standards in terms of durability, reliability and future viability. With an injection pressure of 2,200 bar and the new MD1+ engine control unit, optimum engine adjustment is achieved, resulting in low fuel consumption and outstanding raw emissions. Another development goal was high power density, with the most powerful variant D3872 LE433 achieving an impressive 1,618 kW (2,200 hp) at a dry weight of just 2,720 kg. Despite this increase in power, the MAN D3872 is based on the compact installation dimensions of the smaller MAN D2862 V12 engine with a displacement of 24 liters. Only the length has been increased by 100 mm to 2,335 mm, while the connection dimensions have remained identical.

In combination with the modular exhaust gas aftertreatment system, which is also very compact, the MAN D3872 meets current strict emission standards such as EPA Tier 4 or Tier 3 or IMO Tier III or Tier II.

Modular exhaust gas aftertreatment system from MAN Engines



Nowadays, compliance with emission regulations is becoming an increasingly important part of motorization, and not just for watercraft. At SMM, MAN Engines will therefore be presenting its modular exhaust gas aftertreatment system, which was developed in-house and is a perfectly adjusted system in which the engine, sensors, SCR system and - if required - diesel particulate filter are perfectly matched to one another. The increasing complexity of state-of-the-art engines in combination with highly sensitive exhaust gas aftertreatment systems means that their coordination is becoming increasingly important. This is the only way to guarantee that these systems comply with the specified emission values in the long term and can be operated efficiently.

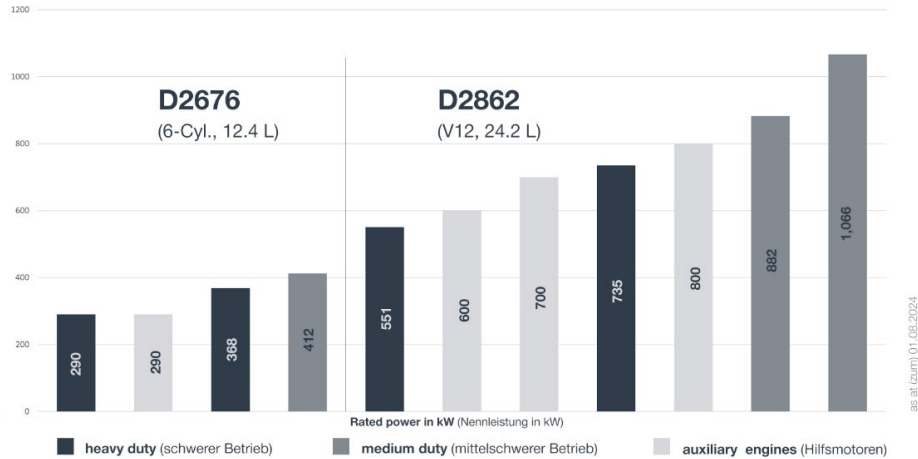
Another advantage of the exhaust gas aftertreatment system from MAN Engines is that it reduces the fuel consumption of the already very efficient MAN marine engines by an additional three to eight percent by using the latest MAN combustion technology.

MAN Engines presented its modular exhaust gas aftertreatment solution for the marine sector at the International Workboat Show in New Orleans, LA, USA, at the end of 2017. At the end of 2019 - well before the IMO Tier III stage came into force - the first V12 engines with SCR systems from MAN Engines were already on the Thames in London and complied with the new emissions standard. In the meantime, MAN Engines' modular exhaust gas aftertreatment has proven itself in shipbuilding and offers long service lives and reliability. This solution for complying with strict emission limits is based on the expertise of the MAN Truck & Bus Group. As the European market leader for commercial vehicles, the company has successfully installed SCR systems in its trucks in series production since 2006. As a business unit, MAN Engines also uses the knowledge gained from the construction and integration of engines for agricultural machinery and industrial applications. The technology has been successfully used there since 2015 with in-line and V-engines.



Engine Portfolio EU Stage V

Motorenportfolio EU Stufe V



MAN Engines' in-house modular exhaust gas aftertreatment system offers a wide range of engines for commercial shipping that meet EU Stage V.

The modular exhaust gas aftertreatment system is characterized by its modularity and flexibility and is also used in maritime shipping to meet the highest emission requirements such as EU Stage V. For this purpose, the exhaust gas aftertreatment system, which for EPA Tier 4 only consists of an SCR catalytic converter, is additionally equipped with a diesel particulate filter ex works.

MAN Genuine Remanufacturing

MAN Truck & Bus has been successfully involved in the factory remanufacturing of engines since 1992 - whether for commercial vehicles or for rail and stationary applications within MAN Engines. This is now being extended to marine applications so that our customers can have their engines professionally remanufactured at MAN's engine competence center. The focus here is on engines from almost all series that are currently no longer in series production. A MAN Genuine Remanufactured Engine will be on display at SMM as an example. A major advantage of remanufactured engines is that they incorporate technical improvements from continuous product development.

This means that the customer receives an engine that meets the latest technical standards. In addition, the customer does not have to worry about further adaptations or integration into the existing ship system. All engines leave the engine competence center after a test bench run, just like new engines. This guarantees high quality and reliability.

Another advantage is that MAN Genuine Remanufactured Engines come with the same warranty as a new engine. This gives customers additional security and confidence in the remanufactured engines. Furthermore, factory remanufacturing contributes to sustainability, as resources are conserved and no energy-intensive new production is required. This is an important contribution to environmental protection and reducing the ecological footprint.



A MAN Genuine Remanufactured Engine offers customers numerous advantages - with the highest quality standards. Operators of ship fleets can now also benefit from this.

MAN Engines will be showcasing its highlights at SMM, which takes place in Hamburg from September 3 to 6, 2024, at its stand A3.211 in hall A3.