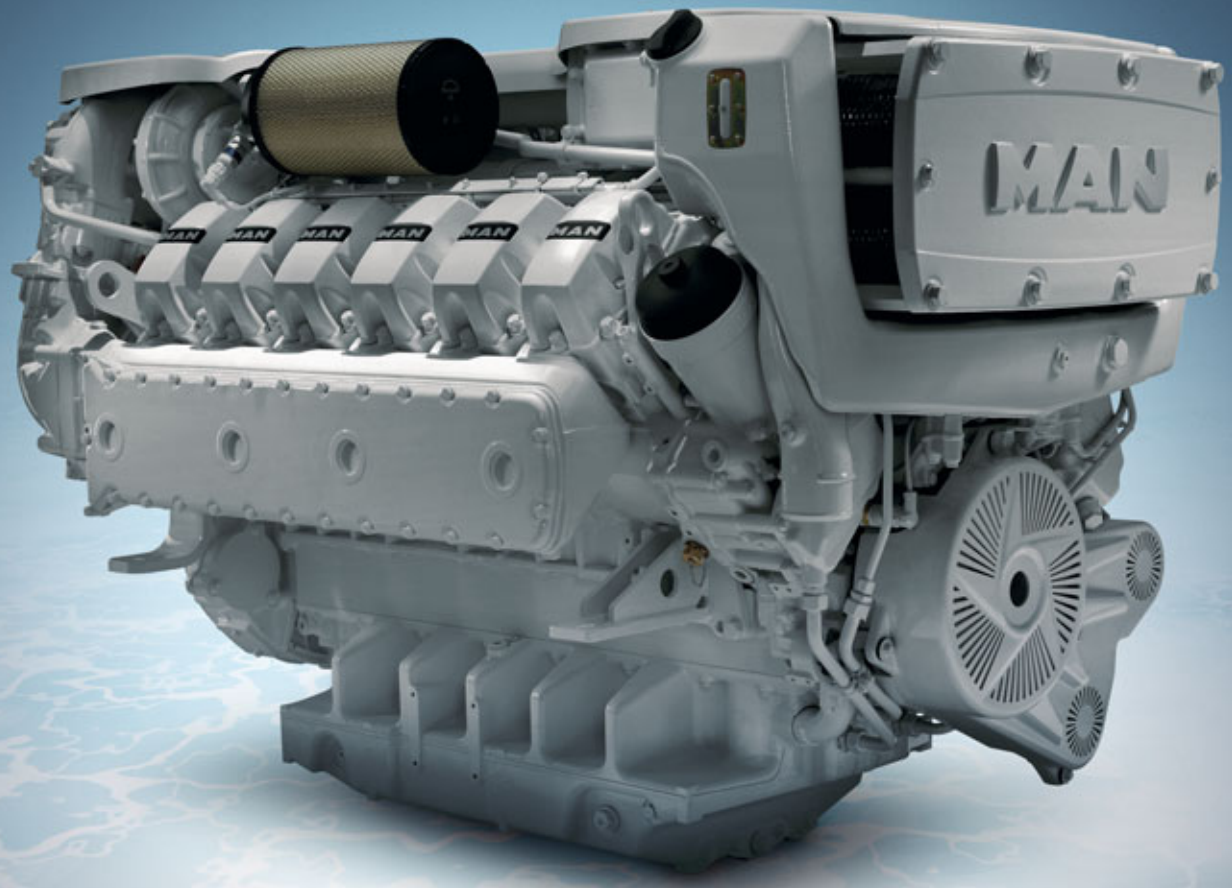


D2862



MAN high speed marine engines for medium duty applications.

Engineering the Future – since 1758.

MAN Nutzfahrzeuge



Full speed ahead.

Typical applications for medium duty boats cover goods and passenger transportation as well as escort and patrol duties at sea. MAN marine diesel engines perform these tasks reliably and efficiently with high power outputs. With ratings from 379 to 1,400 mhp they have powerful acceleration and high tractive power. MAN engines meet the current emission standards and are environmentally friendly. The worldwide service network ensures minimal maintenance effort and a customer-oriented service.

Engine description D2862.

Characteristics

Cylinders and arrangement	12 cylinders in 90° V design
Operation mode	4-stroke diesel engine watercooled exhaust turbocharger intercooler
Number of valves	4 valves per cylinder, replaceable
Fuel injection	Direct fuel injection with electronic control
Fuel system	Common Rail
Engine block	High-strength casting with integrated oil and water ducts and replaceable cylinder liners
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

Dimensions D2862

LE 422/432/463

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

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

MAN engines have outstanding qualities

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

Technical data D2862

Type of engine		LE 422	LE432	LE 463
Bore	mm	128	128	128
Stroke	mm	157	157	157
Displacement	l	24.24	24.24	24.24
Compression ratio		17:1	17:1	17:1
Rotation looking on flywheel		left	left	left
Flywheel housing		SAE 1	SAE 1	SAE 1
Maximum output ¹	kW (mhp)	735 (1,000)	882 (1,200)	1,029 (1,400)
Rated speed	rpm	2,100	2,100	2,100
Torque at rated speed	Nm	3,342	4,010	4,681
Maximum torque	Nm	3,695	4,433	5,200
at speed	rpm	1,300 - 1,900	1,300 - 1,900	1,300 - 1,900
Specific fuel consumption ²	g/kWh	207	208	210
Classifiable		√	√	√

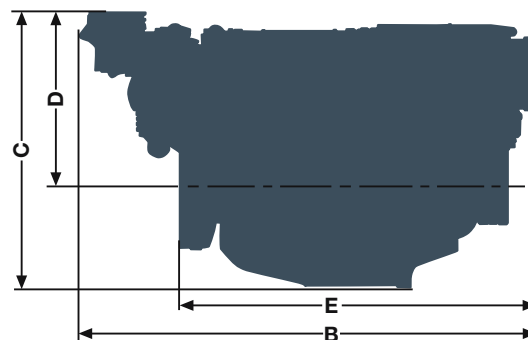
¹ The ratings are for medium duty operations. ² Consumption at rated power.

Definition of medium duty operation

Annual operating hours	≤ 3,000
Percentage of time at full load	≤ 50% (LE 422/LE 432) ≤ 20% (LE 463)
Average load application	≤ 70% (LE 422/LE 432) ≤ 50% (LE 463)
Particular operating conditions	no wide-open throttle below rated speed

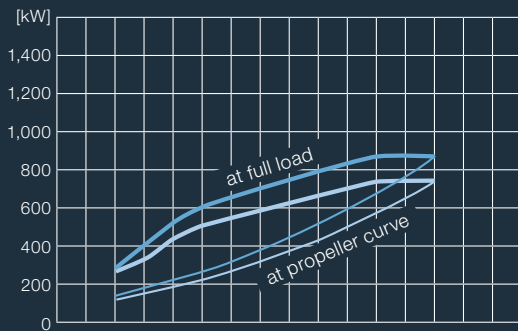
Typical applications

- Escort boats and pilot boats
- Fishing boats
- Passenger boats and ferries
- Cruising vessels
- Seagoing patrol boats

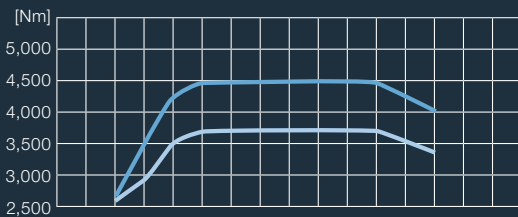


Power charts D2862.

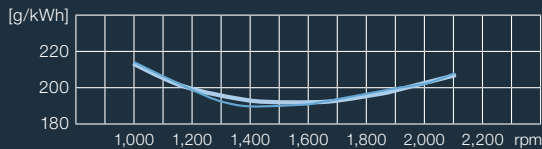
Power



Torque

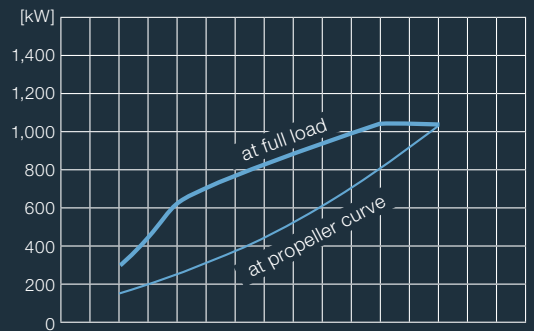


Specific fuel consumption (full load)

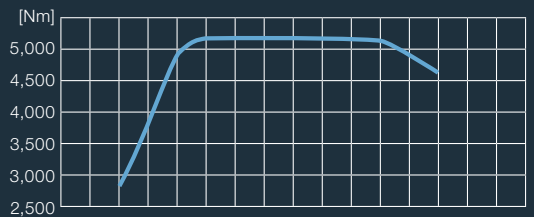


- D2862 LE432 (882 kW, 2,100 rpm)
- D2862 LE422 (735 kW, 2,100 rpm)

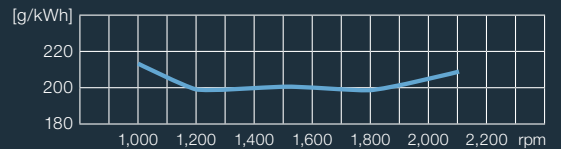
Power



Torque



Specific fuel consumption (full load)



- D2862 LE463 (1,029 kW, 2,100 rpm)

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Text and illustrations are not binding.

We reserve the right to make modifications in the course of technical progress.

MAN Nutzfahrzeuge AG
Sales Engines & Components
Vogelweiherstr. 33
90441 Nuremberg

marinemotor@man.eu
www.man-engines.com

