



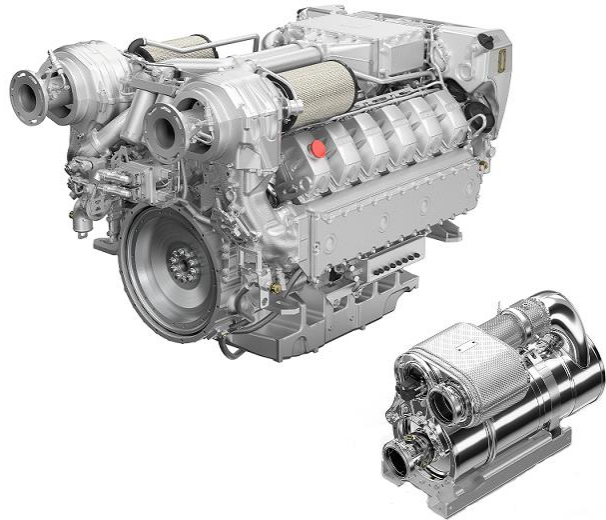
# Technical data sheet

Marine diesel engine  
D2862LE427

25.07.2019  
(Version 1)

## Performance data

Rated power	662	kW
Rated power	900	PS
Speed	1800	rpm
Bore/Stroke	128/157	mm
Displacement	24,24	liter
Rated torque	3512	Nm
Maximum torque	3910	Nm
at speed	1100-1600	rpm
Compression ratio [ε]	19,0	:1
Mean effective pressure	18,21	bar
Mean piston speed	9,42	m/s



The engine illustrated may not entirely be identical to production standard engine

## Consumption data <sup>2</sup>

Specific fuel consumption <sup>1</sup>	196	g/kWh
Absolute fuel consumption <sup>1</sup>	154	l/h
Lowest fuel consumption <sup>3</sup>	193	g/kWh
Absolute urea consumption <sup>1</sup>	10	l/h

## Engine description

Application	Main propulsion diesel for ships with fixed pitch propeller or variable pitch propeller (only IMO)
Operation profile	Unlimited operating hours per year at a maximum of 100 % of time at full load
Construction	Four-stroke diesel, direct injection, exhaust after-treatment system, SAE 1 flywheel housing
Cylinders	12 cylinders in V-arrangement, single cylinder heads with wet replaceable cylinder liners
Air system	Single-stage turbocharger with charge air intercooler
Cooling system	Seawater cooled by rubber impeller pump or two-circuit-cooling system for hull cooling
Oil system	Force-feed lubrication by gear pump, lubricating oil cooler in cooling water circuit of the engine
Fuel system	Common Rail injection system with high pressure pump and EDC control, fuel to DIN EN 590
Auxiliary PTO	PTO for hydraulic pump 16 cm <sup>3</sup> (180Nm), front-PTO by crank shaft extension
Alternator	Three-phase generator with rectifier and transistorized governor, 28 V, 120 A
Starting system	Solenoid-operated electric starter, 24 V, 7.0 kW
Service	Oil change interval 600 operating hours
Classification	Engine according to classification requirements available => see MAN Marine Configurator

**Exhaust status** IMO Tier III, EPA Tier 4

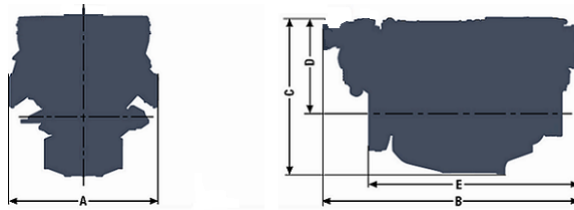
<sup>1</sup> Values at rated power

<sup>2</sup> Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046), urea solution 32,5% according to ISO 22241 (tolerance +3%)

<sup>3</sup> Values on propeller curve

## D2862LE427

A - overall width.....	1157 mm
B - overall length.....	1939 mm
C - overall height.....	1293 mm
D - above crank shaft.....	827 mm
E - length to flywheel.....	1608 mm
Engine weight, dry.....	2270 kg
(depending on the scope of supply)	



### Combustion parameters <sup>1</sup>

Intake air temperature (max)	45 °C
Intake air vacuum (min/max)	30/60 mbar
Intake air volume flow	2660 m <sup>3</sup> /h
Exhaust gas temperature	410 °C
Exhaust gas volume flow	6180 m <sup>3</sup> /h
Exhaust gas mass flow	3100 kg/h
Exhaust back pressure (min/max) downstream of SCR catalyst	20/80 mbar

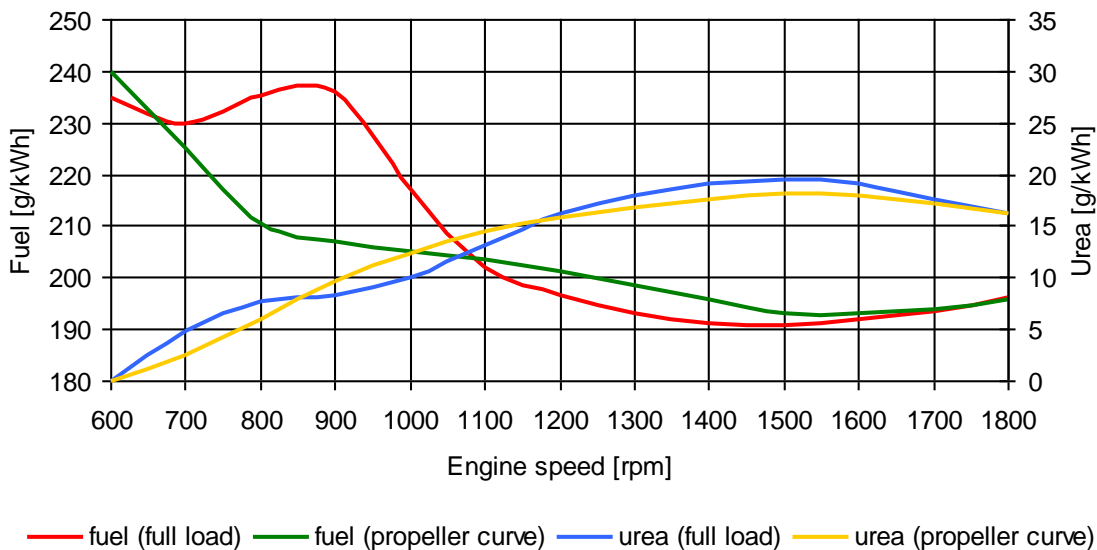
### Heat balance <sup>1</sup>

Exhaust gas heat	300 kW
Cooling water heat	390 kW
Intercooler heat	165 kW
Radiation heat	35 kW

### Noise emission (sound power) <sup>1</sup>

Engine surface noise (Lwa)	101,0 dB(A)
Free exhaust noise (Lwa)	98,5 dB(A)

### Specific consumption<sup>2</sup>



< The rated power is based on reference conditions according to ISO 3046-1 (2002) >

< Intake air temperature, max. 45°C | sea water temperature, max. 32°C >

< Barometric pressure 1000 mbar | air humidity 60% >

< Exponent for propeller curve 3 >

**< Engine specifications are subjected to change without prior notice >**

<sup>1</sup> Values at rated power

<sup>2</sup> Diesel fuel according to DIN EN 590 (tolerance +5% - ISO 3046), urea solution 32,5% according to ISO 22241 (tolerance +3%)

<sup>3</sup> Values on propeller curve