The MAN VP185 is a compact, high-speed diesel engine which offers proven class-beating performance and reliability. The water-cooled exhaust system helps to maintain a low engine compartment temperature whilst the two-stage turbocharging arrangement provides a wide torque curve.

Benefits at a glance
- High reliability
- High operating efficiency across the full power range
- High power-to-weight/power density ratios
- Low acoustic and thermal signatures

General
- Engine cycle: Four-Stroke
- No. of cylinders: 12, 18
- Bore: 185 mm - Stroke: 196 mm
- Swept volume per cyl: 5.269 dm³

Fuel consumption at 85% MCR*
- SFOC*: 211 g/Kwh

Cylinder output (MCR)
- At 1950 rpm: 226.6 kW
- Power-to-weight ratio: 2.69 - 2.88 kg/kW

Compliance with emission regulations
- IMO Tier II
- IMO Tier III (with MAN SCR*)
High Performance

The VP185 Engine

The proven MAN VP185 range of marine propulsion engines provides a lightweight and high power density solution for new and retrofit projects.

<table>
<thead>
<tr>
<th>Dimensions</th>
<th>12VP185T</th>
<th>18VP185T</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length</td>
<td>3200 mm</td>
<td>4039 mm</td>
</tr>
<tr>
<td>Width</td>
<td>1692 mm</td>
<td>1692 mm</td>
</tr>
<tr>
<td>Height</td>
<td>2312 mm</td>
<td>2447 mm</td>
</tr>
<tr>
<td>Dry Mass</td>
<td>7.8 t</td>
<td>11.1 t</td>
</tr>
</tbody>
</table>

Note: Quoted weight includes: air filters, flexible coupling, flexible engine mounts and air starter motor.

Output

<table>
<thead>
<tr>
<th>Engine speed</th>
<th>12VP185T</th>
<th>18VP185T</th>
</tr>
</thead>
<tbody>
<tr>
<td>r/min</td>
<td>1765</td>
<td>1860</td>
</tr>
<tr>
<td>kWb</td>
<td>2000</td>
<td>2300</td>
</tr>
<tr>
<td>bhp</td>
<td>2682</td>
<td>3084</td>
</tr>
<tr>
<td></td>
<td>3000</td>
<td>3500</td>
</tr>
<tr>
<td></td>
<td>4023</td>
<td>4693</td>
</tr>
</tbody>
</table>

Fuel system
- Low pressure fuel system feeds unit pump injectors eliminating high pressure fuel galleries

Exhaust Gas system
- Water-cooled jackets surround the exhaust manifolds and turbochargers to provide a low engine surface temperature

Cooling system
- Closed-circuit primary water system with gear driven engine mounted water pump.
- Secondary water system with bronze gear driven engine mounted self-priming sea water pump.

Starting system
- Turbine air starter motor and/or 2 x 9kW electric starter motors and/or hydraulic starter motor.

Engine automation and control
- Engine Control and Safety system monitors the propulsion system status within pre-defined parameters. True black ship start & run capability.

Charger air
- Inter-cooled and after-cooled passive regulation of air temperature from cooler configuration.

Main features

Turbocharging system
- High efficiency two-stage turbocharging system, using multiple low inertia automotive style turbochargers within a water-cooled housing

Engine mounting
- Four point resilient mounting system

Optional Equipment
- Additional PTO at free end of engine
- Electronically Fuel Injected engine

* SCR = Selective Catalytic Reduction / SFOC = Specific Fuel Oil Consumption / MFI = Mechanical Fuel Injection / EFI = Electronic Fuel Injection.