The MAN VP185 is a compact, medium and high-speed diesel engine which offers proven class-beating performance and reliability.

The water-jacketed exhaust system reduces radiated heat for lower ventilation requirements whilst the two-stage turbocharging arrangement provides high torque for excellent load acceptance.

Benefits at a glance

- High reliability
- High operating efficiency
- High power-to-weight/power density ratios
- Minimal derating to adverse site conditions
- Long periods between maintenance intervals
- Engine rating speed flexibility
- Fast startup and acceleration to rated speed and load applications
- High continuous power even at 1200 r/min engine speed
## MAN VP185

### Power Generation and Industrial Drives

**Dimensions**

<table>
<thead>
<tr>
<th>Cyl No</th>
<th>12</th>
<th>18</th>
</tr>
</thead>
<tbody>
<tr>
<td>L (mm)</td>
<td>3224</td>
<td>4059</td>
</tr>
<tr>
<td>H (mm)</td>
<td>2212</td>
<td>2447</td>
</tr>
<tr>
<td>W (mm)</td>
<td>1703</td>
<td>1703</td>
</tr>
<tr>
<td>Dry mass</td>
<td>7.7</td>
<td>10.6</td>
</tr>
</tbody>
</table>

Note: Quoted dry mass includes air filters and electric starting motors.

### Output

<table>
<thead>
<tr>
<th>Engine Speed r/min</th>
<th>COP (kWb)</th>
<th>PRP (bhp)</th>
<th>DCP (kWe)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1200</td>
<td>2165</td>
<td>2903</td>
<td>3078</td>
</tr>
<tr>
<td>1500</td>
<td>2165</td>
<td>2903</td>
<td>3078</td>
</tr>
<tr>
<td>1800</td>
<td>2078</td>
<td>2903</td>
<td>3078</td>
</tr>
</tbody>
</table>

**Notes:**

(1) Nominal ratings, subject to altitude, ambient temperature range and operating profile.

(2) Generator Drive power rating definitions to ISO 8528-1:2018 (E). Overload power for PRP applications is not permitted.

(3) Data Centre Power (DCP) meets with the requirements of the Uptime Institute’s Tier III and IV standards with the generator sets being considered as the primary power source with no runtime limitations. The ratings are based on connection to a reliable utility power supply. To be approved by MAN upon receipt of full project details.

(4) The kW power ratings are typical only and based on electrical power output at the generator terminals that may be provided by a generator set manufactured by a Generator Set Builder. The power ratings shown are based on a generator efficiency of 96% and a lagging power factor of Cosine 0.8.

(5) For Constant Speed Industrial Drive applications, the continuous power (brake) as defined in ISO 3046-1:2002 will be equal to the COP brake power.

### Main features

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

**Engine control and monitoring**
- Choice of on-engine actuators and controllers
- Standard monitoring, alarms and safety switches
- Additional safety switches for crankcase temperature and thermocouples for exhaust temperatures

**Charge air**
- Inter-cooled and after-cooled passive regulation of air temperature from cooler configuration

**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**
- Primary water system with gear driven engine mounted water pump
- Secondary water system with gear driven engine mounted water pump

**Starting system**
- Either 2 x 9 kW DC electric starter motors in parallel or 1 x 10 bar air starter or a combination of both systems
- Hydraulic starting is also available

**Engine mounting**
- Four point engine feet

### Optional equipment

- PTO at free end of engine
- Various equipment including jacket water heating and lube oil priming pump

*SCR = Selective Catalytic Reduction / SFOC = Specific Fuel Oil Consumption

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