



## **MAN updates its engine portfolio for EU stage IV and US Tier 4 final construction machinery**

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**Twelve-cylinder D2862 LE13x now with 5,000 Nm maximum torque**

**Six-cylinder D3876 LE12x more compact and lighter than its predecessor**

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MAN Engines will present the twelve-cylinder D2862 LE13x engine and the six-cylinder D3876 LE12x engine for construction machinery on its stand in hall A5 at bauma 2016 in Munich. The significantly improved performance characteristics of the engines surpass the predecessor models and also meet the strict Tier 4 final emission standard. Both units are based on the latest MAN engine series and thus constitute a future-proof option for machine manufacturers, as well as surpassing the EU stage V emission standard.

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The D2862 LE13x has a power range of 588 to 816 kW (800 to 1100 hp) and is available in 588, 650, 750 and 816 kW versions (800, 884, 1020 and 1110 hp). The MAN engine achieves 24.24 litre displacement thanks to a 128 mm cylinder bore and 157 mm stroke. Wastegate charging gives an impressive maximum torque of 3750 to 5000 Nm at low speeds (1300 to 1400 rpm). Thanks to its compact installation dimensions - length 1660 mm x width 1333 mm x height 1391 mm - and modular exhaust gas aftertreatment system with freely positionable individual components, the engine has a wide range of applications in construction machinery. These include: wheel loaders, crawler excavators, rock crushers, mobile cranes, underground construction machinery and also machinery for recycling operations. The D2862 LE13x complies with the Tier 4 final and EU Stage V emission standards without exhaust gas recirculation thanks to its use of selective catalytic reduction (SCR only) technology.

The MAN D3876 engine has proven to be an extremely flexible unit as a result of its compact and light design. The MAN D3876 LE12x has a power range of 415, 450 and 485 kW (565, 612 and 660 hp). A bore of 138 mm and a stroke of 170 mm generate 15.26 litre displacement. The variable turbine geometry (VTG) ensures a broad torque and power plateau of 1050

The MAN Group is one of Europe's leading industrial players in transport-related engineering, with revenue of approximately €14.3 billion in 2014. As a supplier of trucks, buses, diesel engines, turbomachinery, and special gear units, MAN employs approximately 55,900 people worldwide. Its business areas hold leading positions in their respective markets.



to 1450 rpm with maximum torque of 2700 to 3000 Nm. This gives enough charging pressure and dynamics even at low revs (greater efficiency) for heavy construction machinery such as wheel loaders, excavators and mobile cranes. A Common Rail system with an injection pressure of approx. 2500 bar ensures optimal fuel consumption and reduces emissions without compromising on efficiency or performance. Despite being noticeably lighter and more compact than its predecessor, the engine's performance is just as impressive. The use of the latest exhaust gas recirculation and SCR technology ensures that the engine easily meets the Tier 4 final US emission standard, as well as EU Stage V. The D3876 LE12x is based on the mass produced unit used in the most powerful Euro 6 MAN truck to date. This was previously shown in 2014 at IAA Nutzfahrzeuge, and has been in successful operation ever since.

The modular exhaust gas aftertreatment (AGN) with freely positionable individual components enables flexible system integration with a high degree of packing density. 16 different AGN variants not only enable machine manufacturers to utilise the space in equipment to an optimal level for space-critical applications, but also to increase compatibility and flexibility when fitting the engines.

In their engine development, MAN generally places great emphasis on having a high proportion of identical components and component groups for engines with different applications. This identical part concept means that service costs are kept low for customers and maintenance is simplified. At the same time, MAN is also able to apply its many years of experience in fit-for-purpose development, specifically in the construction machinery technology sector. In specific terms, this means components designed to withstand dust, organic and mineral material as well as extreme temperatures, and oil sump adaptation for maximum sloping positions.

MAN Engines will be present at bauma in Munich from 11 to 17 April 2016 in hall A5, stand 325 as a supplier of engines for construction machinery. MAN Truck & Bus AG commercial vehicles can be found in hall B4.