



The first MAN D2676 engine for work boats is ready to launch for salmon fishing in Alaska

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Key factors are low fuel consumption and quiet operation; low engine weight for use in shallow waters

Last year in December MAN Engines introduced the latest generation of in-line six-cylinder engines for work boats. The first MAN D2676 LE443 engine that came off the production line is now intended for use in the new LT32 Gilnetter (salmon fishing boat), built by Mavrik Marine. The boatyard located in Washington State specializes in high-quality work boats made out of aluminum.

The D2676 LE443 is designed for light duty commercial operation and generates an output of 537 kW (730 HP) at 2,300 rpm with a cylinder capacity of 12.4 l. The maximum torque is 2,445 Nm at speeds of 1,300 to 2,100 rpm. Mavrik Marine has already fitted a large number of their PB32 series boats with the engine's predecessor, the D2876, which offers the same output. The new LT32 boat design has been modified in order to be able to operate in the even more shallow waters of the Bristol Bay area in Alaska. The weight advantage of the MAN D2676 is a real benefit in this respect: with a dry weight of 1,200 kg, the engine is 105 kg lighter than its predecessor.

However, for George Dauber who has worked as a fisherman for 35 years and is the owner of the first LT32, the key reasons for choosing the new D2676 primarily lie in the minimal fuel consumption and quiet operation: "I personally benefit, mainly financially, and also have a higher level of comfort on board." The engineers from MAN's International Competence Center have managed to achieve the low fuel consumption as well as the low vibration levels of the D2676 mainly thanks to the common rail injection system with 1,800 bar. This ensures high mean pressures and optimized fuel consumption. The engine, of course, also complies with the current strict Tier 3 emissions legislation of the US Environmental Protection Agency (EPA). The new design of the hull and the powerful D2676 make

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Dauber expect maximum speeds of around 30 knots. The date for the boat's launch has been set for late autumn 2016.

The base engine of the D2676 has already been tested hundreds of thousands of times in commercial vehicles and off-road applications since 2007. Based on the acquired experience, this well-engineered unit was then further developed and modified for work boat requirements. The robustness and reliability of the latest generation of in-line six-cylinder engines in work boats has been demonstrated in many thousands of hours of extensive field trials.

The new MAN D2676 marine diesel engines will replace the D2866 and D2876 predecessor models. The following D2676 models are available for use in applications such as passenger ferries, pilot boats, fishing boats, rescue boats and more: For light duty operations: 537 kW (730 hp), 588 kW (800 hp); for medium duty operations: 412 kW (560 hp), 478 kW (650 hp); for heavy duty operations: 323 kW (440 hp), 382 kW (520 hp).