

OFF-ROAD.

Diesel engines for construction and special machinery.



MAN Engines



BUILD ON OUTSTANDING PERFORMANCE. TAILOR TO YOUR APPLICATIONS.

Time and cost pressure are increasing in the construction industry. This is why reliability and economic efficiency are more important in these businesses than ever before. MAN engines are the constant factor that makes the machines reliable, both in brisk day-to-day business and in their life-cycle costs. Our MAN engines can help you move things in a big way – either as a vehicle operator or as a designer.



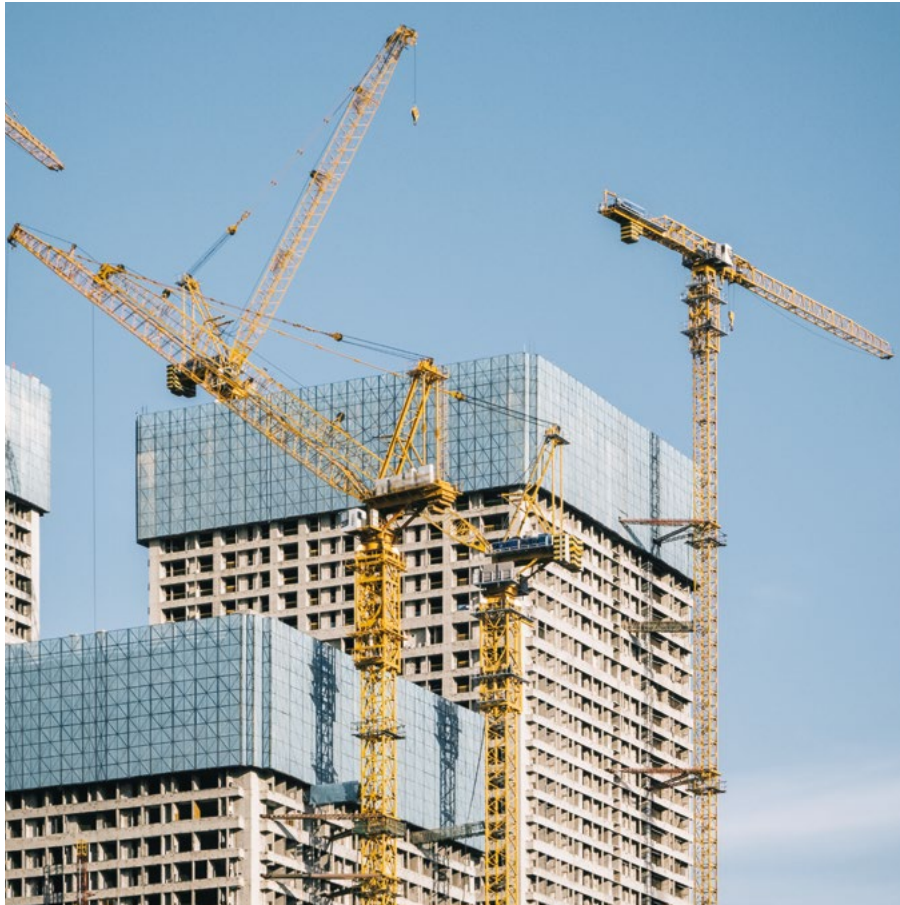


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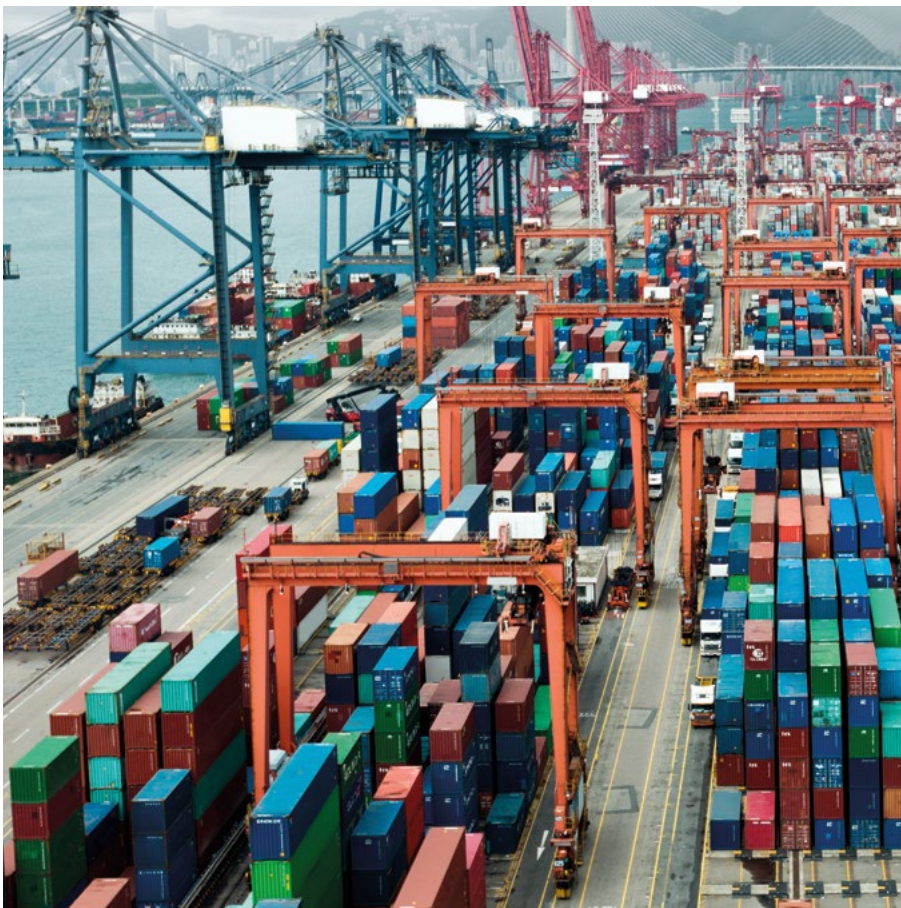


Performance spectrum

Off-road engines from MAN with a displacement of 9.0 to 24.2 liters come with ratings ranging from 205 kW to 816 kW (279 hp bis 1 110 hp).

Applications:

- Construction machinery
- Material handling machinery
- Agricultural and forestry machinery
- Environmental and recycling technology
- Special machinery



Benefits

- Dynamic performance characteristics with smooth engine running, lower fuel consumption and optimum emissions thanks to innovative MAN engine technology.
- Highly reliable and robust engines, specifically developed for off-road use.
- High integration capability for a wide spectrum of drivetrain solutions.
- Extensive knowledge transfer for optional self-service or fully comprehensive diagnostic concepts.



MAN key technologies

Our key to your success: When designing and developing an MAN off-road engine, we rely on innovative technologies such as turbo-charging using variable turbine geometry and common-rail fuel injection systems of up to 2500 bar. The result is not just visible, but also palpable: the engine runs more smoothly, its performance characteristics are considerably more dynamic, fuel consumption is lower and there are fewer soot particles and lower pollutant emissions.

Engineered to fit your application

Our concepts are off-road in the truest sense of the word, that is to say they are extraordinary. We develop and build our engines specifically for use in construction machine technology. We make use of our experience in integrating MAN engines into unusual installation spaces and vehicle concepts and have been doing so for decades.



Easy system integration

One name – one system. MAN makes use of a single defined engine interface to exchange data and commands between the engine and vehicle controls. These fully integrated controls are available for a wide spectrum of mechanical and hydrostatic drive trains and electronic interfaces.



Intelligent service solutions

The knowledge acquired at the International Engine Competence Center in Nuremberg is passed on in optional self-service concepts for machinery manufacturers. Alternatively, a full individual diagnostic concept is developed for original equipment manufacturers. This forms the foundation of your engine service success. To ensure that your customer service is praised worldwide, we operate partner training centers for you in each region.

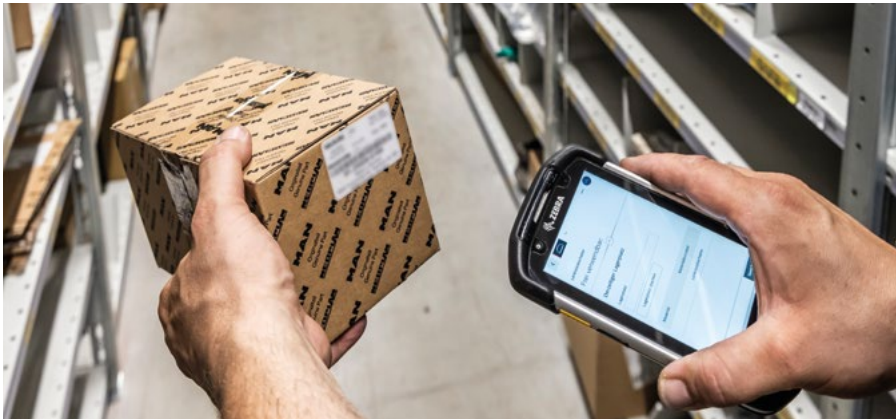
Reliability

MAN engines provide the power that drives your economic success. One factor is the choice of robust components and the focus on off-road use. Our experience gained during series production is the other one. Ultimately, the well-known manufacturers who use them and the huge number of machines already in use on the construction site are proof of the trust placed in MAN engines. You can rely on that!

MAN Genuine Parts

Of course, the premium quality of MAN engines is also reflected in high-quality MAN Genuine Parts. And because 'first class' doesn't only apply to our products here at MAN Engines, we ensure that our MAN Genuine Parts are available within 24 hours on working days. This is made possible by our global service network, external warehouses across all the continents, and the logistics network of our MAN utility vehicles.

This round-the-clock availability for MAN Genuine Parts applies to working days, and is for all spare parts for maintenance work on MAN engines for commercial shipping. Our genuine engines deserve MAN Genuine Parts with two-year warranty and worldwide around-the-clock availability.

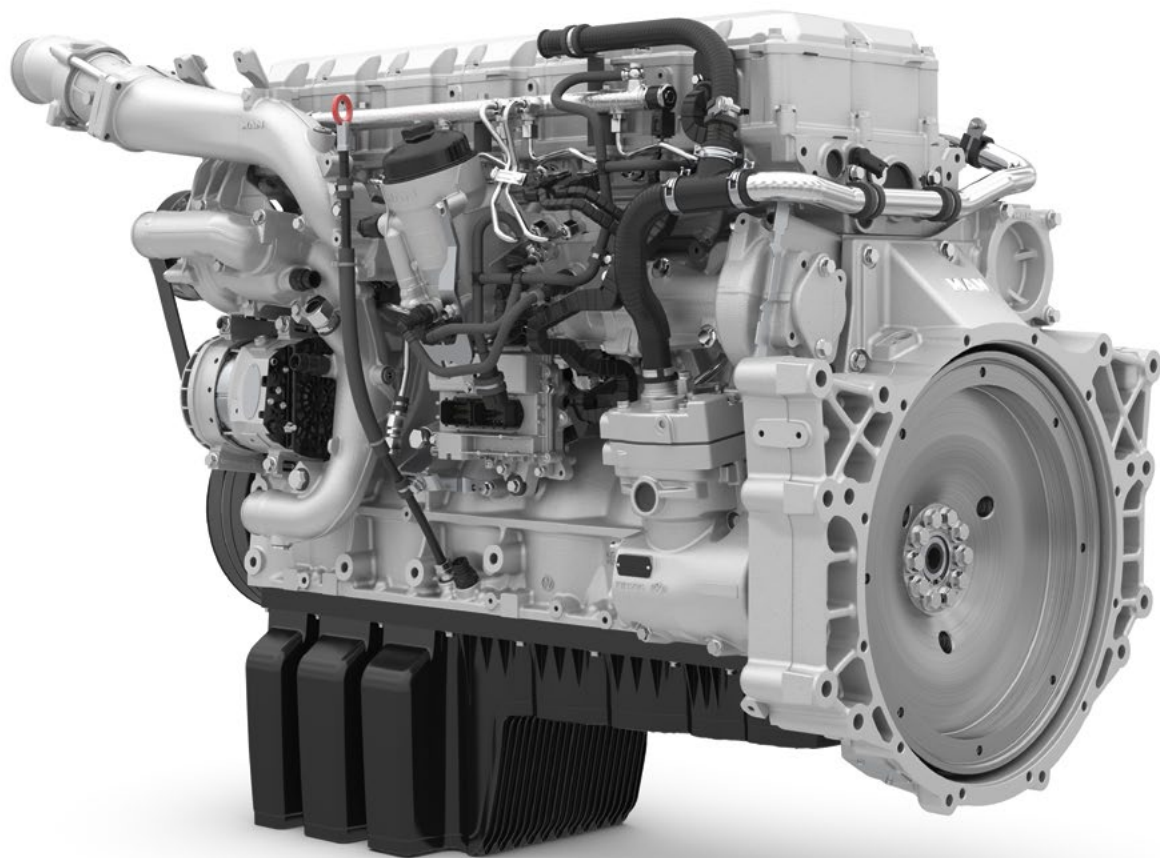


Benefits:

- Quick alternative in original manufacturer quality
- Standard two-year warranty on all MAN Genuine Parts
- Delivery to 2 000 shipping addresses in 95 countries



D15



D15/CHARACTERISTICS

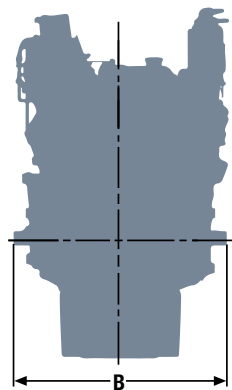
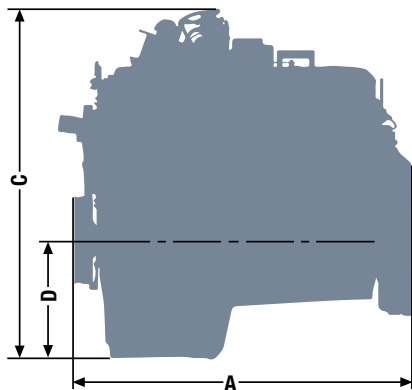
- Cylinders and arrangement: 6 cylinder in-line
- Number of valves: 4 per cylinder
- Injection system: Common Rail
- Turbocharging: One-stage,
exhaust gas turbocharger with VTG
- Engine control: Bosch EDC17 fully integrated

D15/TECHNICAL FEATURES

Engine version		D1556
Bore	mm	115
Stroke	mm	145
Displacement	l	9.0
Performance range ¹⁾	kW (hp)	205–324 (279–440)
Nominal rpm	rpm	1 900
Maximum torque	Nm	1 970
at speed	rpm	1 150–1 300
Exhaust technology		DOC/DPF, SCRonly
Emissions status		LRC options ²⁾³⁾ , US EPA/CARB Tier 4 (217–305 kW), EU Stage V (217–305 kW)

1) Power according to ISO 3046-1 2) Low regulated country 3) On request

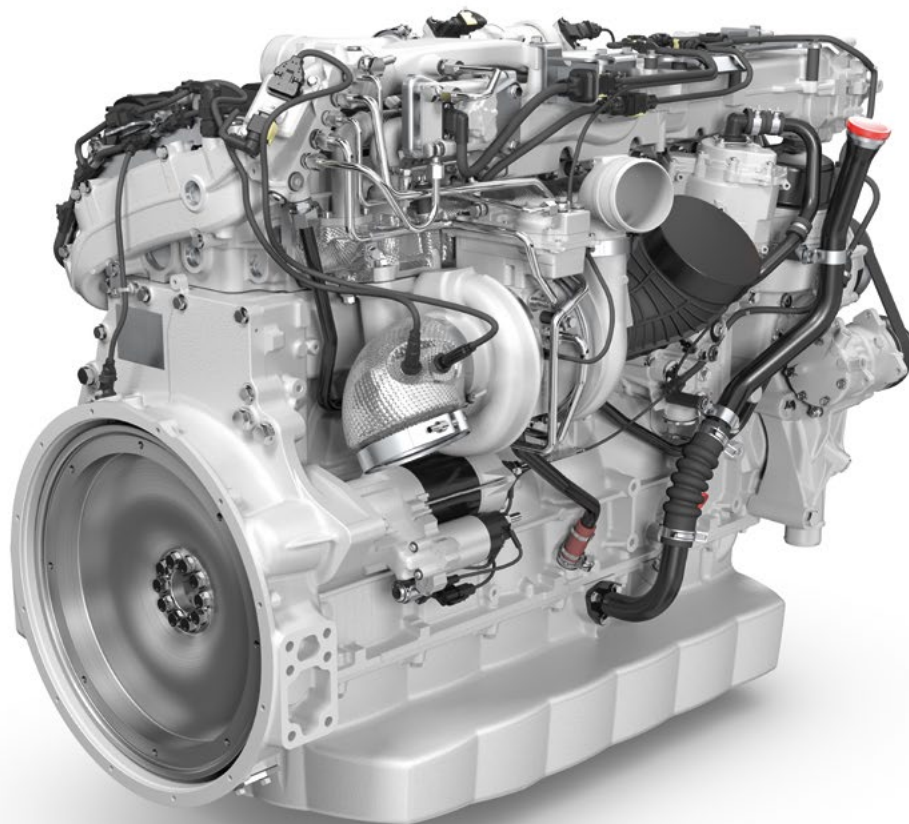
D15/DIMENSIONS



Type designation		D1556
A-Overall length	mm	1230
B-Overall width	mm	780
C-Overall height	mm	1270
D-Height of lower edge of oil pan to middle of crankshaft	mm	430
Dry weight	kg	860

All data are reference values. Please request installation drawings for detailed specifications.

D26



D26/CHARACTERISTICS

- Cylinders and arrangement: 6 cylinder in-line
- Number of valves: 4 per cylinder
- Injection system: Common Rail
- Turbocharging: One-stage,
exhaust gas turbocharger with VTG
- Engine control: Bosch EDC17 fully integrated

D26/TECHNICAL FEATURES

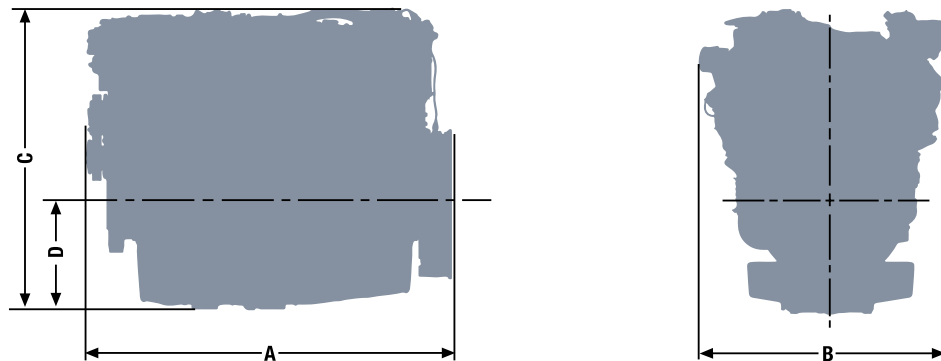
Engine version	D2676	
Bore	mm	126
Stroke	mm	166
Displacement	l	12.4
Performance range ¹⁾	kW (hp)	294–404 (400–550)
Nominal rpm	rpm	1 950
Maximum torque	Nm	2 520
at speed	rpm	1 150–1 500
Exhaust technology	AGR, DOC/DPF, SCR	
Emissions status	LRC options ²⁾³⁾ , US EPA/CARB Tier 4, EU Stage V, more on request	

1) Power according to ISO 3046-1

2) Low regulated country

3) On request

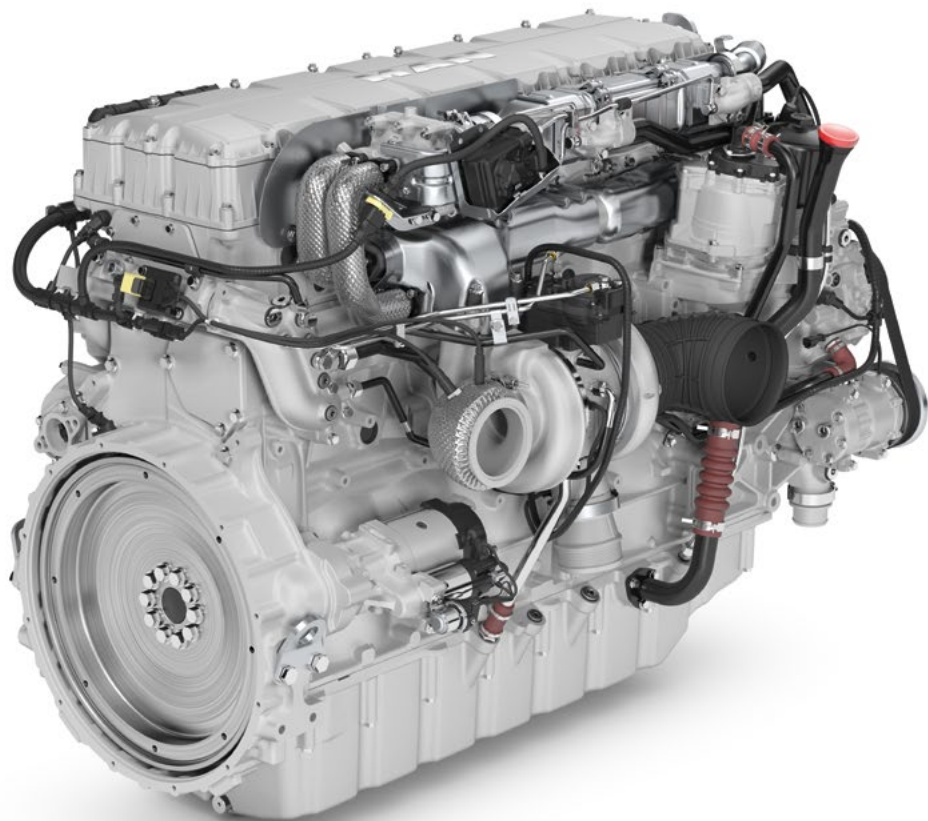
D26/DIMENSIONS



Type designation		D2676
A-Overall length	mm	1 355
B-Overall width	mm	907
C-Overall height	mm	1 120
D-Height of lower edge of oil pan to middle of crankshaft	mm	329
Dry weight	kg	1 107

All data are reference values. Please request installation drawings for detailed specifications.

D38



D38/CHARACTERISTICS

- Cylinders and arrangement: 6 cylinder in-line
- Number of valves: 4 per cylinder
- Injection system: Common Rail
- Turbocharging: One-stage,
exhaust gas turbocharger with VTG
- Engine control: Bosch EDC17 fully integrated

D38/TECHNICAL FEATURES

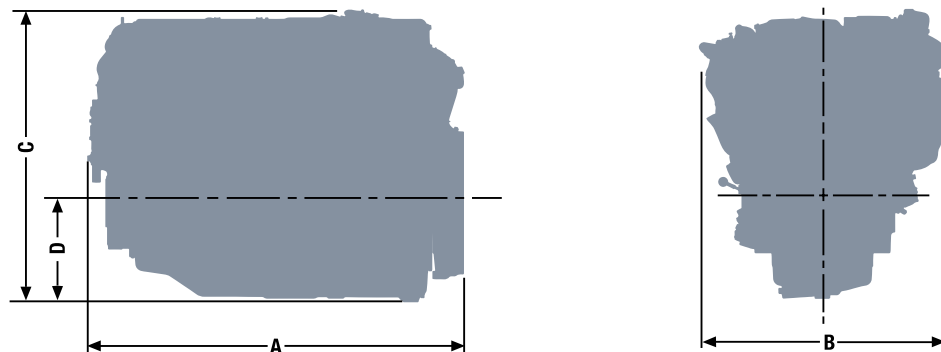
Engine version		D3876
Bore	mm	138
Stroke	mm	170
Displacement	l	15.3
Performance range ¹⁾	kW (hp)	415–485 (565–660)
Nominal rpm	rpm	1 800
Maximum torque	Nm	3 000
at speed	rpm	1 100–1 500
Exhaust technology		AGR, DOC/DPF, SCR
Emissions status		LRC options ²⁾³⁾ , US EPA/CARB Tier 4, EU Stage V, more on request

1) Power according to ISO 3046-1

2) Low regulated country

3) On request

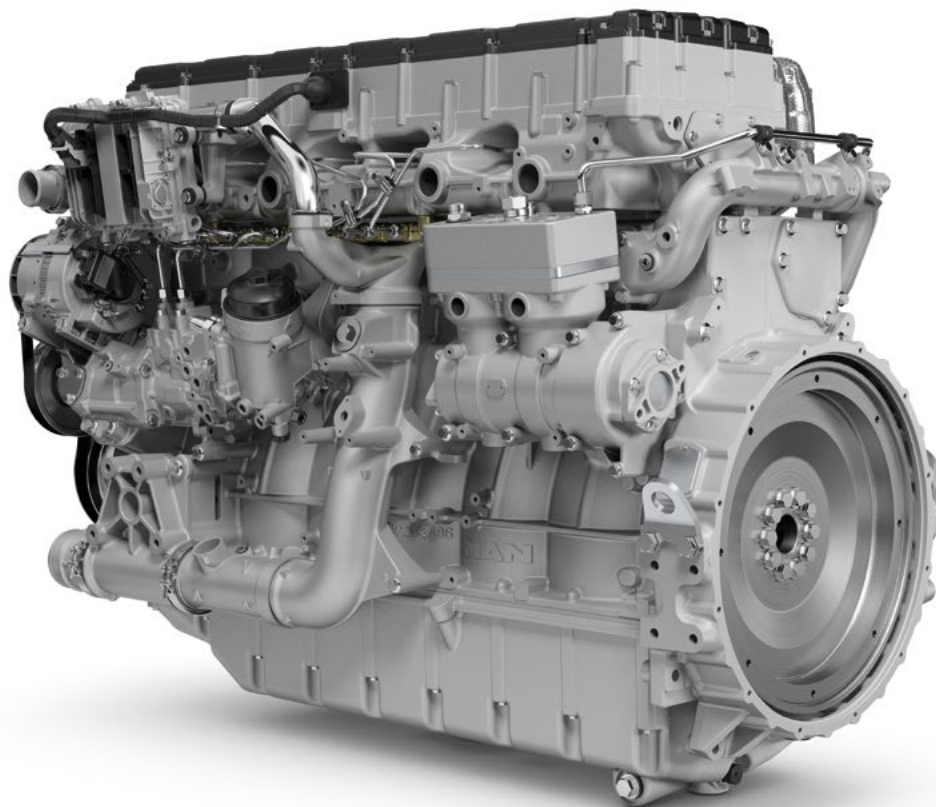
D38/DIMENSIONS



Type designation		D3876
A-Overall length	mm	1 464
B-Overall width	mm	978
C-Overall height	mm	1 138
D-Height of lower edge of oil pan to middle of crankshaft	mm	385
Dry weight	kg	1 280

All data are reference values. Please request installation drawings for detailed specifications.

D42



D42/CHARACTERISTICS

- Cylinders and arrangement: 6 cylinder in-line
- Number of valves: 4 per cylinder
- Injection system: Common Rail
- Turbocharging: One-stage,
exhaust gas turbocharger with VTG or
fixed geometry charger (at 581 kW)
- Engine control: Bosch EDC17 fully integrated

D42/TECHNICAL FEATURES

Engine version		D4276 (515 kW)	D4276 (581 kW)
Bore	mm	142	142
Stroke	mm	170	170
Displacement	l	16.2	16.2
Performance range ¹⁾	kW (hp)	515 (700)	581 (790)
Nominal rpm	rpm	1 800	1 750
Maximum torque	Nm	3 215	3 400
at speed	rpm	950–1 500	1 350–1 600
Exhaust technology		AGR, DOC/DPF, SCR	AGR, SCR
Emissions status		LRC options ²⁾³⁾ , US EPA/CARB Tier 4, EU Stage V, more on request	LRC options ²⁾³⁾ , US EPA/CARB Tier 4, EU Stage V, more on request

1) Power according to ISO 3046-1

2) Low regulated country

3) On request

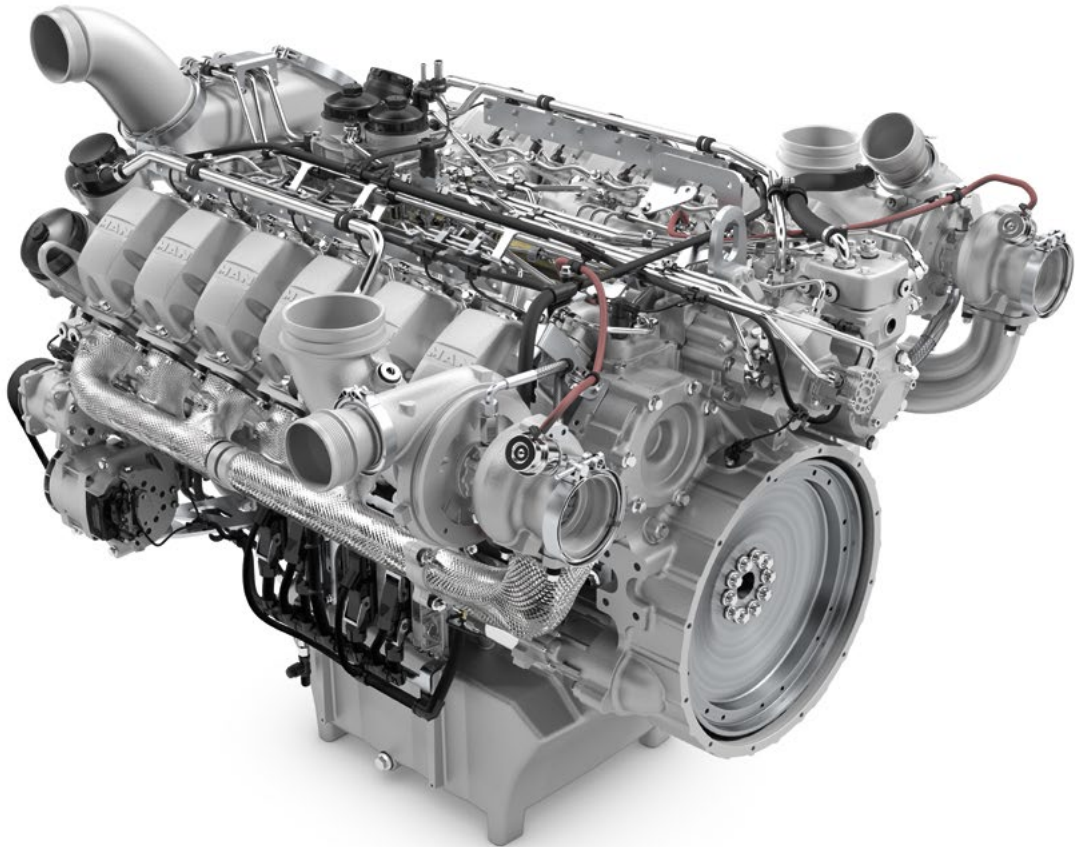
D42/DIMENSIONS



Type designation		D4276
A-Overall length	mm	1 464
B-Overall width	mm	978
C-Overall height	mm	1 138
D-Height of lower edge of oil pan to middle of crankshaft	mm	385
Dry weight	kg	1 280

All data are reference values. Please request installation drawings for detailed specifications.

D28



D28/CHARACTERISTICS

- Cylinders and arrangement: 12 cylinders in 90° V arrangement
- Number of valves: 4 per cylinder
- Injection system: Common Rail
- Turbocharging: One-stage,
one exhaust gas turbocharger
with wastegate per cylinder bank
- Engine control: Bosch EDC17 fully integrated

D28/TECHNICAL FEATURES

Engine version		D2862
Bore	mm	128
Stroke	mm	157
Displacement	l	24.2
Performance range ¹⁾	kW (hp)	588–816 (800–1 110)
Nominal rpm	rpm	2 100
Maximum torque	Nm	5 000
at speed	rpm	1 350–1 450
Exhaust technology		SCR
Emissions status		LRC options ²⁾³⁾ , EPA Tier 2, US EPA/CARB Tier 4, China III ⁴⁾ , EU Stage V, more on request

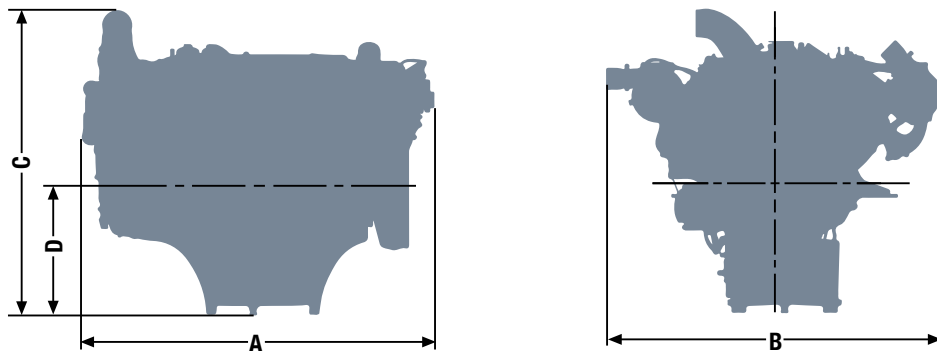
1) Power according to ISO 3046-1

2) Low regulated country

3) On request

4) China III up to max. 750kW and 4300Nm at 1300–1600 rpm, without exhaust gas aftertreatment system

D28/DIMENSIONS

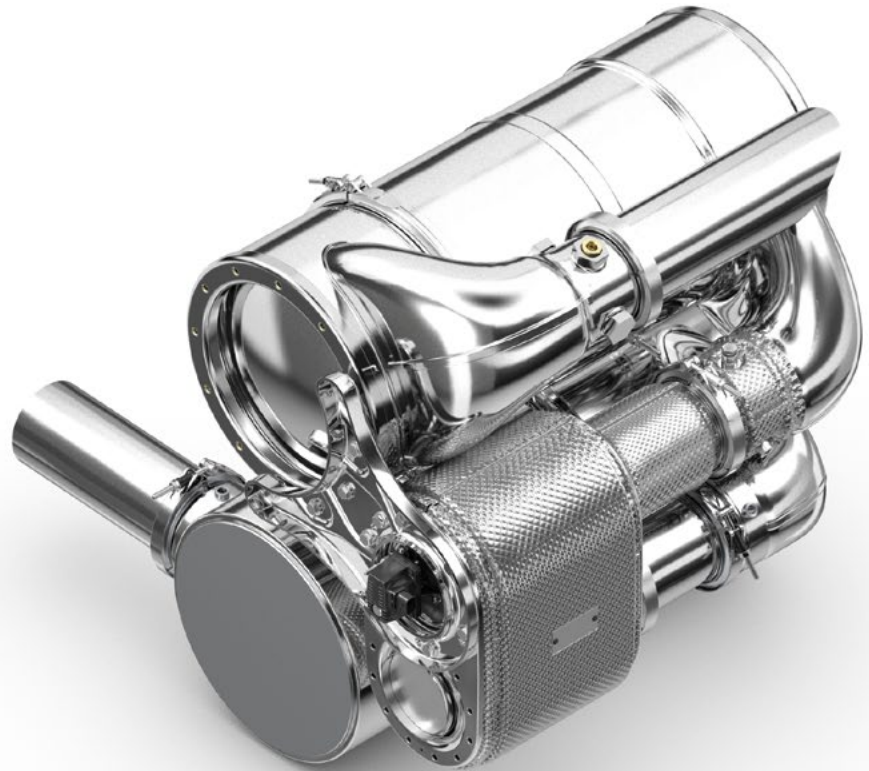


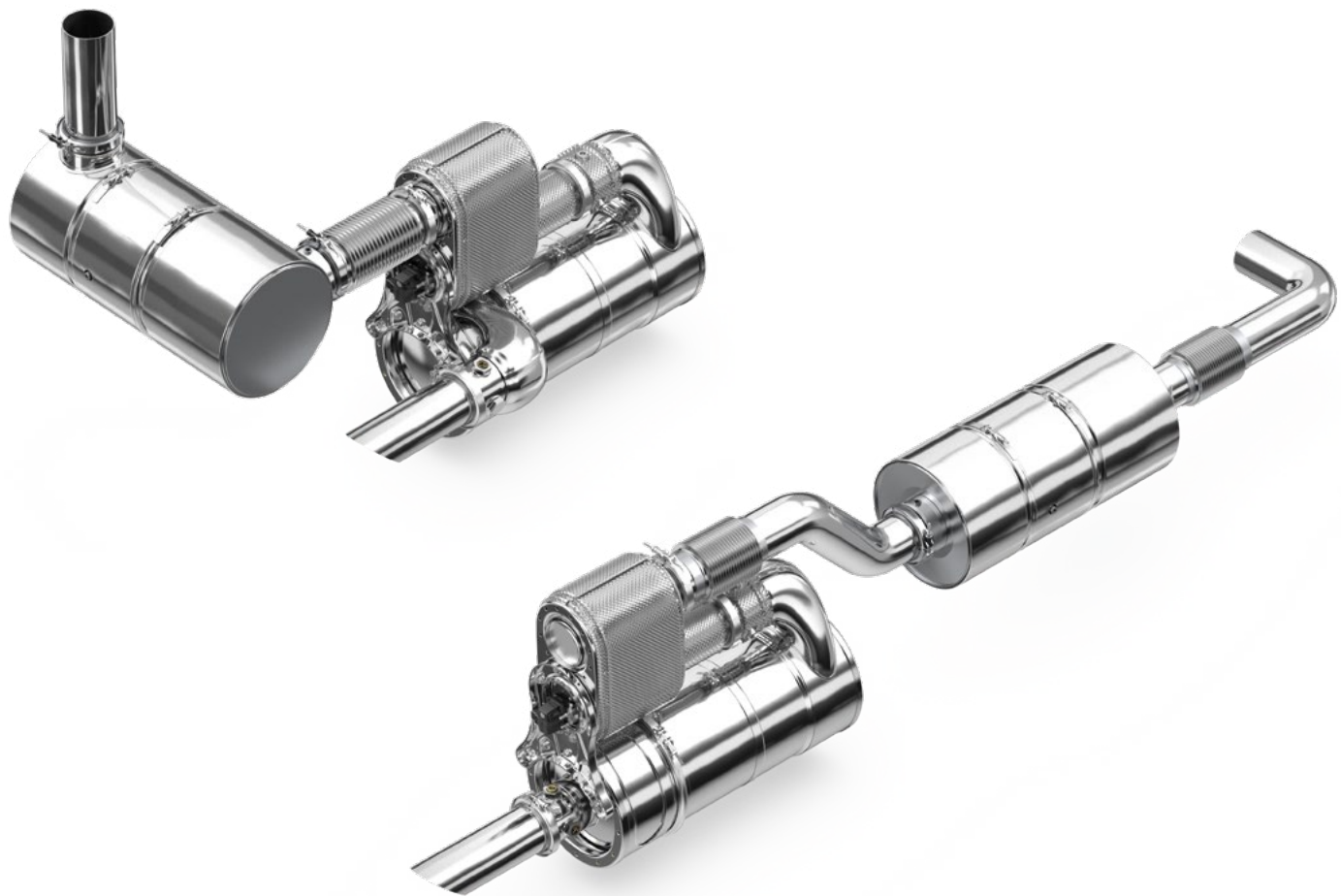
Type designation		D2862
A-Overall length	mm	1 660
B-Overall width	mm	1 570
C-Overall height	mm	1 430
D-Height of lower edge of oil pan to middle of crankshaft	mm	590
Dry weight	kg	1 885

All data are reference values. Please request installation drawings for detailed specifications.

MODULAR EXHAUST GAS AFTERTREATMENT SYSTEM.

Flexibility makes use of free space – also when it comes to exhaust gas after-treatment: Individual components of the modular EGA kit from MAN Engines, which can be positioned variably, enable a wide range of installation variants as well as maximum design freedom when installed in machinery and vehicles. Alternatively, pre-defined complete systems offer practical, space-saving solutions.







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