



Bauma: New launch of MAN Engines' 9-litre off-road D1556 engine for construction machinery

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The lightest engine in its class, small installation volume, high power-to-weight ratio, ideal torque and performance profile

At the Bauma trade fair's media days, MAN Engines will be exhibiting the 9-litre-displacement D1556 diesel engine for construction machinery. This straight-six power unit delivers between 205 and 324 kW (275 and 434 hp). Its highest power variant achieves a maximum torque of 1,970 Nm at speeds between 1,150 rpm and 1,300 rpm. Even at low speeds, the MAN D1556 delivers high torque. And with a dry weight of just 860 kg, it is the lightest off-road engine in its displacement class. "With the D1556, the MAN Engines engineers have succeeded in developing an engine with a high power-to-weight ratio and compactness that is perfectly suited to the requirements of off-road applications. In addition, as the first 9-litre engine from MAN Engines, it completes our engine portfolio for construction machinery and closes the gap in our range between the well-established MAN D0836 range with 6.9-litre displacement and the D2676 with 12.4-litre displacement," explains Hubert Gossner, head of off-road sales at MAN Engines.

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Compact and powerful

The broad power and torque plateau of the D1556 is attributable to the turbo charger with its variable turbine geometry (VTG), as well as the common-rail system which ensures injection pressures of up to 2,500 bar. Based on these technologies, the power unit with its bore of 115 mm and stroke of 145 mm develops its power uniformly and dynamically, even at the lower end of its speed range. The high compression ratio also results in more efficient combustion of fuel, which together with the modern design of the engine leads to incredibly low fuel consumption levels across a wide map range. Further advantages of the variable turbine geometry turbocharger lie in the very wide application profile and in its compact design which make it an ideal fit within the overall D1556 concept.

Its overall dimensions of 1,414 x 807 x 1,103 mm (length x width x height) mean the six-cylinder engine has one of the lowest installation volumes on

MAN Truck & Bus is one of Europe's leading commercial vehicle manufacturers and transport solution providers, with an annual turnover of some 10 billion euros (2017). The company's product portfolio includes vans, trucks, buses/coaches, diesel and gas engines along with services related to passenger and cargo transport. MAN Truck & Bus is a company of TRATON SE and employs more than 36,000 people worldwide.



the market and offers an ideal opportunity for designers to integrate into machines such as excavators, wheel loaders and mobile cranes.

Modular exhaust gas aftertreatment ensures compliance with current emission standards

Thanks to the equally space-saving MAN Engines exhaust gas aftertreatment (AGN) system, the engine meets current emission standards such as EU Stage V and US Tier 4. The exhaust gas aftertreatment system consists of the two DOC/DPF modules (diesel oxidation catalytic converter/diesel particulate filter), as well as an SCR (selective catalytic reduction) system with a special mixer. The exhaust gas aftertreatment offers great flexibility, since its individual components can be installed in a huge variety of positions. Where an emissions downgrade to Stage IIIA/IIIB level is appropriate, use of the SCR system is sufficient. In general, exhaust gas recirculation is not necessary for the D1556, creating additional savings in terms of space, weight and cost. This further reduces the complexity of the system.

Ultra-reliable

The MAN D1556's high level of reliability is supported by features such as these, , along with MAN Engines' many years of practical experience in the off-road field with various different installation situations and load profiles, as well as the use of established, thoroughly tried-and-tested technologies and materials sourced from the mass production of MAN commercial vehicle engines. OEM customers can also benefit from MAN's worldwide customer service network, as well as the option to customise engine characteristics in line with their own working needs. This completely newly developed diesel engine celebrated its première at the Agritechnica trade fair in Hanover in 2017. As well as the existing applications in agricultural machinery, the six-cylinder engine is already being successfully used in proprietary MAN buses and trucks.

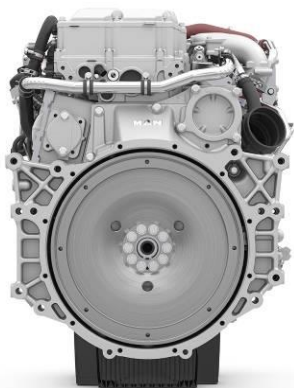
MAN Engines at Bauma trade fair

MAN Engines will be attending Bauma in Munich from 8 to 14 April 2019, and will be exhibiting its latest products at Booth 312 in Hall A4. This includes the world première of the D4276 and the newly launched D1556 for construction machinery. In addition, MAN Truck & Bus will be exhibiting more than 1,000 square metres of products and services for the construction site at Booth 325 in Hall B4.

Photos:



The MAN D1556 is the first 9-litre engine from MAN Engines for construction machinery, and closes the gap in MAN's range between the 6.9-litre displacement and 12.4-litre displacement engine models



The MAN D1556 is perfect for the requirements of construction machinery with its high power-to-weight ratio and compact design