



MAN presents future platform for its portfolio of railway engines at the InnoTrans

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D3876 as addition to a consistent service portfolio; D2862 now also for low-regulated countries; modular exhaust gas aftertreatment allows flexible use

For the InnoTrans 2016 in Berlin, MAN Engines presents its extended portfolio based on the award-winning D3876 six-cylinder engine as well as the downgrade-version of its previously most powerful twelve-cylinder D2862 engine. In order to ensure compliance with future emission requirements, MAN is using a modular exhaust gas aftertreatment system, which will also be on display at the MAN Engines exhibition stand in Berlin.

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To round off the engine portfolio, MAN will present their future project for rail vehicles, the D3876. The six-cylinder in-line engine has been in use as the most powerful unit for trucks since 2014. In 2015, it was also introduced for agricultural applications and in 2016 for the construction industry. The D3876 earned the title "Diesel of the Year 2016" in particular for its fundamental concept and the highly durable materials. With a possible power output between 415 kW and 485 kW, the D3876 bridges the performance gap between the established in-line six-cylinder engines and V12 engines in rail applications. The D3876 thereby provides rail sector customers with a continuous portfolio of six- and twelve-cylinder engines from 265 kW to 735 kW in all standard emission levels.

With the downgrade-version of the D2862, MAN also offers the power levels 588 kW and 662 kW for countries with lower fuel qualities and exhaust gas status UIC-624 II. The twelve-cylinder V-engine is based on the current series, and has been successfully in operation in numerous agricultural, rail and marine applications for many years. The D2862 is designed for use in engine carriages, track maintenance vehicles, as well

MAN Truck & Bus is one of Europe's leading manufacturers of commercial vehicles and supplier of transport solutions, with revenues of approximately €9 billion a year (2015). The product portfolio includes trucks, buses and diesel engines, as well as services related to passenger and cargo transport. A subsidiary of Volkswagen Truck & Bus GmbH, MAN Truck & Bus employs more than 35,500 people worldwide.



as for main-line and shunting locomotives. It replaces its predecessor D2842 as a downgrade-version, offering the same power output with a simultaneously lower fuel consumption and higher torque. A simple upgrade to the more stringent Stage IIIB emission standard can be achieved with little effort, meaning that the operator can react flexibly to the prevailing emission standards in each country.

The space-saving modular exhaust gas aftertreatment system, which is already successfully being used in offroad and marine applications, is now also being introduced by MAN for railway use. The particulate filter and the SCR system are positioned separately from each other, but can alternatively also be positioned together. This means that customers can use complex assembly situations and limited installation spaces more flexibly than with a bulky integrated single solution. MAN Engines is thus optimally equipped for the EU V emissions level, which will be valid from 2021.

The future MAN engine portfolio for rail applications can be seen from 20th to 23rd September 2016 at the MAN Engines exhibition stand 218 in Hall 18 at the InnoTrans in Berlin.