



More power with a new generation of engines: MAN Engines presents the MAN i6X in-line six-cylinder engine for yachts

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- **New in-line six-cylinder generation with 1,000 hp (735 kW) from a displacement of 12.4 litres**
- **Innovative charging concept**
- **Unique dynamics in the lower speed range**
- **Highest power density with compact design**
- **Next stage of development of the proven platform**

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With the introduction of the new MAN i6X engine generation for yachts and sport fishing boats, MAN Engines is developing its in-line six-cylinder platform in a targeted manner. With the new top output of 1,000 hp (735 kW), the 12.4-litre engine expands its range of applications in the upper power range. The new motor type is designed to combine higher power requirements with a compact design and improved dynamics in operation.

The MAN i6X is largely based on the established MAN D2676 technical platform, which was introduced in 2015 for workboats and (under the name MAN i6) for yachts. The performance-enhanced MAN i6X uses many common parts with the MAN i6 series, which still exists. A newly developed turbocharging concept, which still requires only one turbocharger, makes a significant contribution to the increase in performance. This approach makes it possible to open up new service areas on a mature basis and at the same time deliberately limit the complexity and thus the weight of the system. The new designation MAN i6X clearly distinguishes the further developed performance level from the existing MAN i6 and at the same time classifies it in the existing in-line six-cylinder platform.

"With the MAN i6X, we are taking our proven in-line six-cylinder platform into higher performance ranges. The innovative turbocharging concept creates clear



advantages in the powertrain that were previously not available in this form," says Reiner Rößner, Head of Sales MAN Engines.

The central feature of the MAN i6X is the newly developed turbocharging concept. The engine is designed to achieve high performance values with a single-stage system. In the selected power class, this represents an independent approach, as comparable performance levels are often implemented with multi-stage charging systems. The MAN i6X, on the other hand, pursues the goal of reducing complexity and specific weight while at the same time ensuring highly dynamic response.

The design of the engine deliberately focuses on the interplay of performance, dynamics and reduced specific fuel consumption compared to the predecessor variant. One focus is on the rapid availability of the maximum torque of 3,250 Nm and thus on agile acceleration behaviour. For yacht and sport fishing applications, this means that increased power and dynamics are provided not only in the rated power range, but especially in situations where immediate propulsion response is required, especially in the lower speed range, such as when accelerating or manoeuvring.

"With the MAN i6X, we have developed the performance of our tried-and-tested D26 series for our customers in a unique way, so that they combine greater dynamics and higher power density with lower fuel consumption with proven reliability," says Werner Kübler, Head of Engineering at MAN Engines.

The further development of the MAN i6X focuses on the functional areas relevant to the higher performance range. These include a new charging system and thermal management. An advanced intercooling system and an extended, demand-driven oil cooling concept ensure stable operating conditions even under high loads and enable continuous output within defined application profiles.

At the same time, the MAN i6X remains closely linked to existing engine variants. The high proportion of identical components supports the technical maturity of the concept and transfers proven design principles to the new power



range. For operators, this means that familiar structures and system logics are retained in maintenance and operation.

The chosen concept has a direct effect on the power-to-weight ratio of the engine and amounts to 0.8 hp/kg (~0.6 kW/kg) with a displacement of 12.4 litres. "The MAN i6X thus sets a new benchmark in this class. For our customers, this means high performance from a compact, clearly structured engine platform," says Reiner Rößner, Head of Sales at MAN Engines. For shipyards and system integrators, this creates additional degrees of freedom in the design of yacht and sport fishing applications, especially where power, dynamics, weight and integration effort interact closely together.

The new MAN i6X engine generation is designed for use in international markets and will meet the relevant emission requirements IMO Tier II, EPA Tier III and EU Recreational Craft Directive 2013/53EU. In addition, the MAN i6X has almost the same dimensions as the MAN i6, although the customer interfaces have remained identical. This means that it can be integrated into existing ship concepts and used under different regulatory frameworks.

Within the engine generation, the power level of 1,000 hp (735 kW) represents an extension of the previous range. In addition to the 1000 hp (735 kW) variant, a variant with 900 hp (662 kW) will also be available. They complement the existing variants of the MAN i6 in-line six-cylinder engine with 730, 800 and 850 hp (537, 588 and 625 kW) and open up applications that previously often had to be realised with alternatives with higher weight or larger installation space.

The MAN i6X will be presented at the Cannes Yachting Festival from 8 to 13 September 2026 at the MAN Engines stand at the Vieux Port, Jetée Nord, Jetée 193. The engine will be available as standard from the first quarter of 2028.

Images:



Compact design, high power density: The MAN i6X expands the in-line six-cylinder platform from MAN Engines.



With a new generation of engines up to 1,000 hp (735 kW) for yachts and sport fishing boats – the MAN i6X.