

## CONTENTS

CONTENTS.....	3	EXHAUST GAS RECIRCULATION (EGR).....	84
ENGINE DESCRIPTION D 2876 CR .....	5	V-BELT DRIVE .....	90
ENGINE RANGE .....	8	ADJUSTABLE FAN BEARING .....	94
GENERAL EXPLANATION OF TYPE DESIGNATION.....	9	ELECTRICALLY CONTROLLED FAN COUPLING .....	96
EMISSIONS – EXHAUST GAS FIGURES .....	10	ACCIDENT PREVENTION – CLEANLINESS OF COMMON RAIL.....	100
EXTRA EQUIPMENT .....	11	WORK ON CR SYSTEM .....	101
EXPLANATION OF ENGINE CODE .....	12	COMMON RAIL ACCUMULATOR INJECTION SYSTEM .....	104
ENGINE IDENTIFICATION NUMBER .....	13	FUEL SYSTEM.....	108
BASICS OF TORQUE .....	14	LOW-PRESSURE PART .....	110
TECHNICAL DATA.....	16	HIGH-PRESSURE AREA.....	112
ENGINE BLOCK – CRANK CASE .....	20	CR HIGH-PRESSURE PUMP .....	114
CYLINDER LINERS.....	22	UN-FITTING OF HIGH-PRESSURE PUMP .....	116
PISTON PLAY – CYLINDER LINERS.....	24	RAIL .....	118
CRANK SHAFT .....	26	INJECTOR.....	120
FLYWHEEL.....	32	INJECTOR PRINCIPLE .....	122
CONNECTING ROD.....	36	INJECTION TIMING .....	124
PISTONS .....	38	COMBUSTION PRESSURE CHARACTERISTIC.....	126
ENGINE CONTROL .....	42	SPEED SENSORS .....	128
CAM SHAFT.....	44	SEPARFILTER 2000.....	130
CHECK OF VALVE TIMING .....	48	GENERAL NOTES ON LUBRICANTS .....	132
CYLINDER HEAD AND VALVE GEAR.....	52	LUBRICATING OIL SYSTEM.....	134
CYLINDER HEAD ATTACHMENT.....	54	ENGINE OIL CIRCULATION .....	136
REMOVAL AND FITTING OF INJECTORS .....	58	OIL LEVEL SENSOR WITH TEMPERATURE SENSOR.....	144
REPAIR OF ROCKER ARM BEARING.....	60	COOLING.....	146
SETTING OF VALVE PLAY.....	62	WATER RETARDER - VOITH .....	152
EXHAUST VALVE BRAKE (EVB).....	64	REMOVAL AND FITTING OF WATER PUMP RETARDER.....	158
EVB MAINTENANCE / VALVE PLAY .....	66	FLAME START SYSTEM TGA .....	162
EVB MAINTENANCE / NON-REGULATED EXHAUST FLAP .....	68	AIR COMPRESSOR.....	168
PRESSURE-REGULATED EVB .....	70	ELECTRICAL EQUIPMENT.....	170
EXHAUST / INTAKE SYSTEM .....	74	STARTER CONTROL.....	172
EXHAUST TURBO CHARGER WITH WASTE GATE (530 HP ENGINE)....	76	SEALANTS, ADHESIVES, LUBRICANTS.....	174
BOOST PRESSURE .....	78	CLEARANCES AND WEAR LIMITS .....	176
TURBO CHARGER.....	80	OBJECTIVE TORQUE FIGURES.....	178
INTERCOOLER.....	82	TIGHTENING TORQUES D 28 CR.....	182

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## ENGINE DESCRIPTION D 2876 CR

### GENERAL

The inline engines of the D 2876 LF series underwent major modification for the heavy-duty MAN Trucknology Generation (TGA):

- New grading with higher power and torque plus high torque gradients
- Substantial improvement of engine efficiency and fuel consumption over wide ranges of the operating map through an increase of engine peak pressure and the new common rail (CR) technique
- Adaptation of the cylinder head, cylinder head packing, cylinder liner and crank case bolt fit to the higher gas pressures
- Reduced engine weight through omission of the secondary acoustic measures and use of a lighter crank case yoke
- Use of the second-generation Bosch common rail injection system (1600 bar)
- Engine management by EDC 7 and communication with the vehicle management computer on the CAN bus
- Depending on conditions of use and lubricants, oil change intervals of maximally 100,000 km can be achieved and thus lower operating costs for the user
- High reliability through adherence to the proven D 2876 LF 12.8 liter engine concept
- Increase of exhaust brake performance in conjunction with the upgraded, pressure-controlled exhaust valve brake (EVB) as special equipment
- Further increase of exhaust brake performance through use of the entirely new, innovative primary braking system water retarder (PriTarder) in conjunction with the pressure-controlled EVB as special equipment

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## Changes compared to earlier D 28.. Euro 3 engines

### Engine

Crank case

Crank shaft

Connecting rods

Pistons

Cylinder liners

Cylinder heads

Cylinder head packing

Rocker arm case with rocker arm

Exhaust manifold packing

Oil pump

Oil circulation

Water pump

MAN PriTarder

Fan bearing

Visco fan Eaton

### Common rail injection system

EDC 7

Injectors (7-jet)

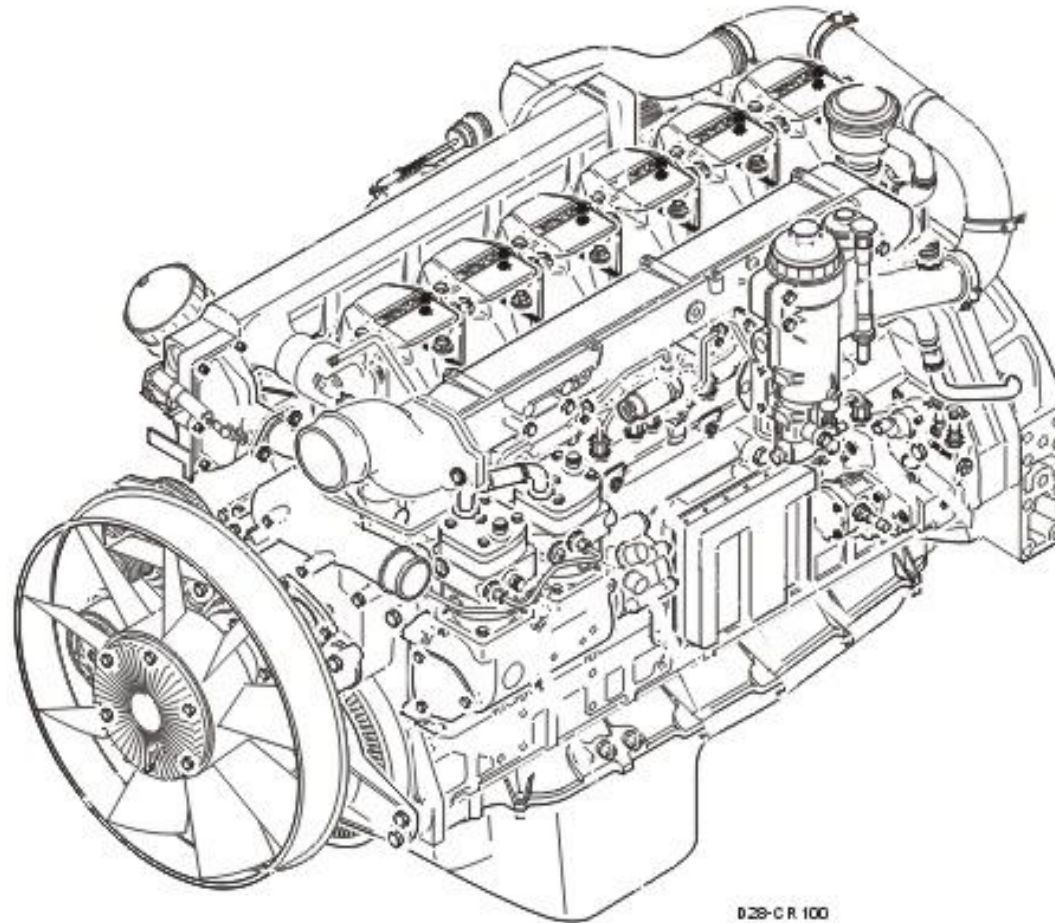
High-pressure pump with rail distribution

Sensor technology

New fuel connector system

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## D 28.. EURO 3 COMMON RAIL



D 28-CR 100

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## ENGINE IDENTIFICATION NUMBER

### Example:

212   0025   200   B   2   E   1  
↓   ↓   ↓   ↓   ↓   ↓   ↓  
A   B   C   D   E   F   G

T987812

A ..... 212 ..... Engine type code

B ..... 0025 ..... Date of assembly

C ..... 200 ..... Assembly sequence (progress figure on date of assembly)

D ..... B ..... Overview flywheel

E ..... 2 ..... Overview injection pump/regulation

F ..... E ..... Overview air compressor

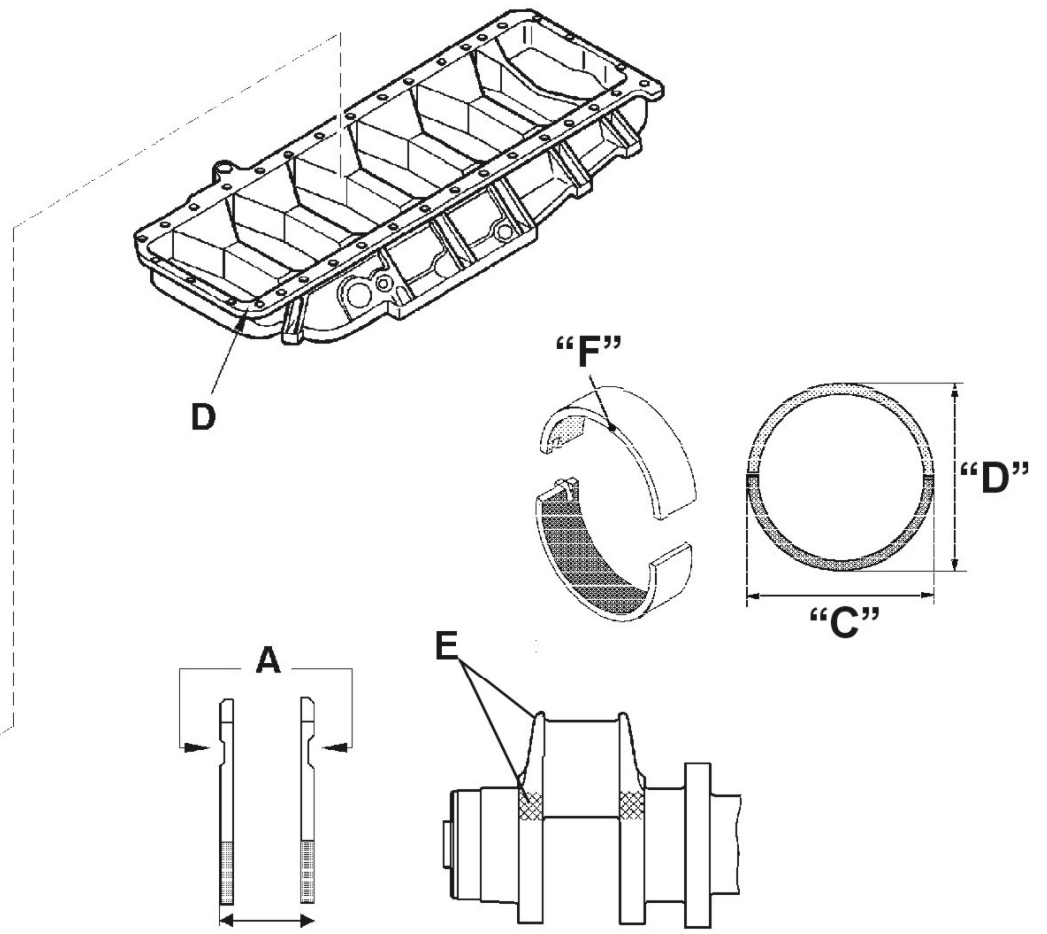
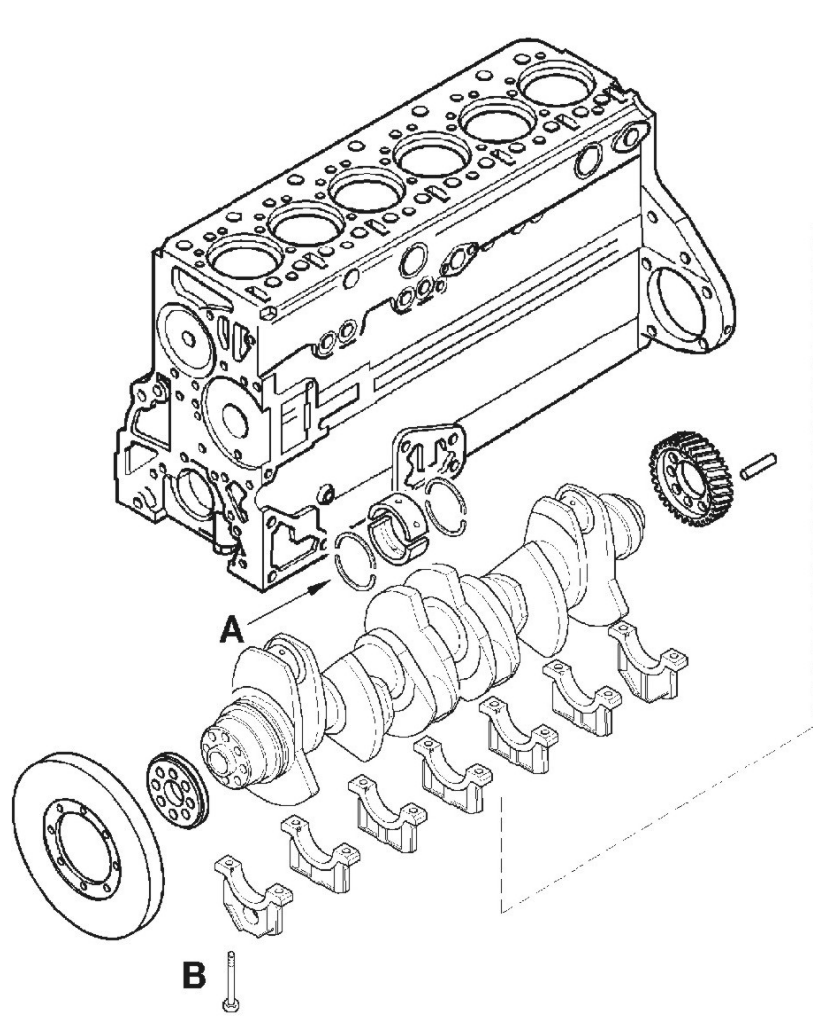
G ..... 1 ..... Special equipment like engine-governed power takeoff

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### **D 2876 LF 13 Euro 3**

Model..... **R6 TI-EDC (4 V)**  
Cylinder arrangement..... **6 cylinders inline**  
Max. power ..... **390 kW / 530 hp**  
Rated speed ..... **1900 1/min**  
Max. torque..... **2400 Nm**  
Speed at max. torque..... **1000 to 1400 1/min**  
Capacity..... **12,816 cm<sup>3</sup>**  
Bore / stroke ..... **128 / 166**  
Ignition sequence ..... **1-5-3-6-2-4**  
Cylinder 1 location..... **fan side**  
Combustion process, injector ..... **7-jet**  
Compression..... **18**

Idling speed ..... **600 1/min**  
Valve play on cold engine..... **IV 0.50 mm**  
Valve play exhaust with EVB ..... **EV 0.80 mm / 0.60 mm**  
Compression pressure..... **> 28 bar**  
Admissible pressure difference between cylinders .. **max. 4 bar**  
Coolant ..... **50 (I/R 58) liters**  
Oil charge ..... **42 liters**  
Fuel system..... **Bosch EDC 7**  
Fan coupling actuation..... **hydroelectric**  
Weight (dry) without WR..... **1049 kg**  
K factor..... **1.3 m<sup>-1</sup>**



T2876022

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## Pistons (technical data from Kolben Schmidt)

### 1 Piston diameter, measured across boss:

KS measured 20 mm

above piston bottom edge (2)..... **127.561 to 127.570 mm**

### 4 Compression height:

Standard dimension: D 2876 LF..... **79.25 mm**

Undersize: 0.2 mm / 0.4 mm / 0.6 mm

### A Piston projection under/over crank case top edge:

**- 0.03 to +0.30 mm**

## Piston ring flutes

(5) Compression ring 1 ..... **4 to 4.05 mm**

(6) Compression ring 2 ..... **3.04 to 3.06 mm**

(7) Oil scraper ring ..... **4.04 to 4.06 mm**

## Piston ring height

Double-faced trapezoidal compression ring

Height ..... **3.99 to 4.025 mm**

Gap ..... **0.35 to 0.55 mm**

Second compression ring ..... **2.97 to 3.0 mm**

Gap ..... **0.7 to 0.9 mm**

Oil scraper ring

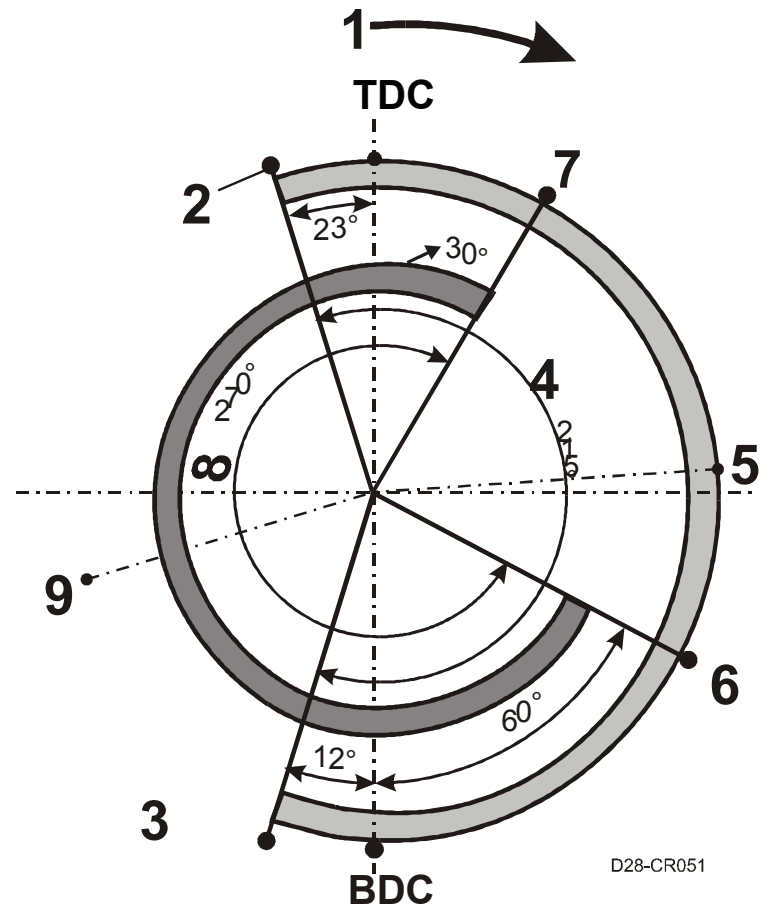
KS ..... **3.975 to 3.99 mm**

Gap ..... **0.25 to 0.55 mm**

Piston weight difference per engine set..... **max. 50 g**

**Fit with arrow pointing to the frontend**





D28-CR051

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## REPAIR OF ROCKER ARM BEARING

To disassemble, first knock out the rocker arm axle (3) on the exhaust valve side with the extractor (4) (thread), and then press out the rocker arm axle (1) of the inlet valve.

### **Fitting of rocker arm axles**

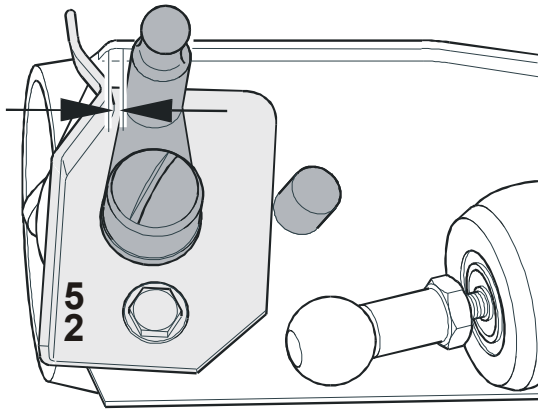
When pressing in the rocker arm axles (09.16012-0117 paste), make sure that the openings (5) for the cylinder head screws are correctly positioned.

Press the rocker arm axle of the inlet and exhaust valve side flush into the rocker arm case using the appropriate special-purpose tool.

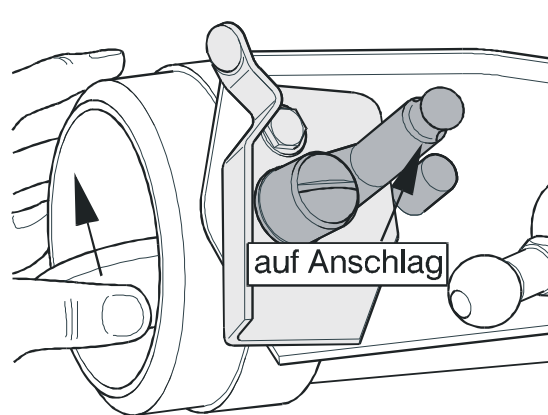
**Do NOT forget the O-ring (2) (06.56936-1200).**

## Setting of gap of exhaust brake flap

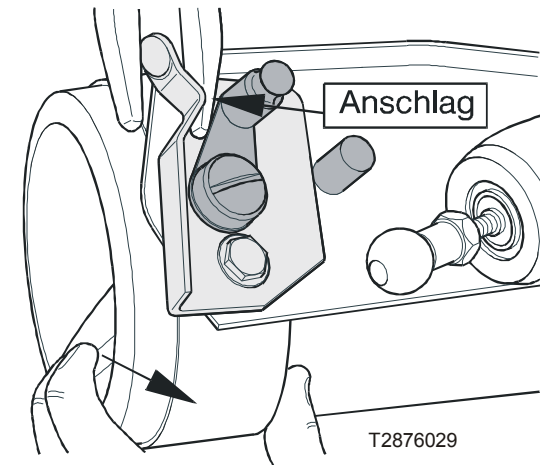
### Check and set the gap with the operating cylinder detached



Gap with the operating cylinder detached and the exhaust brake flap closed by hand.

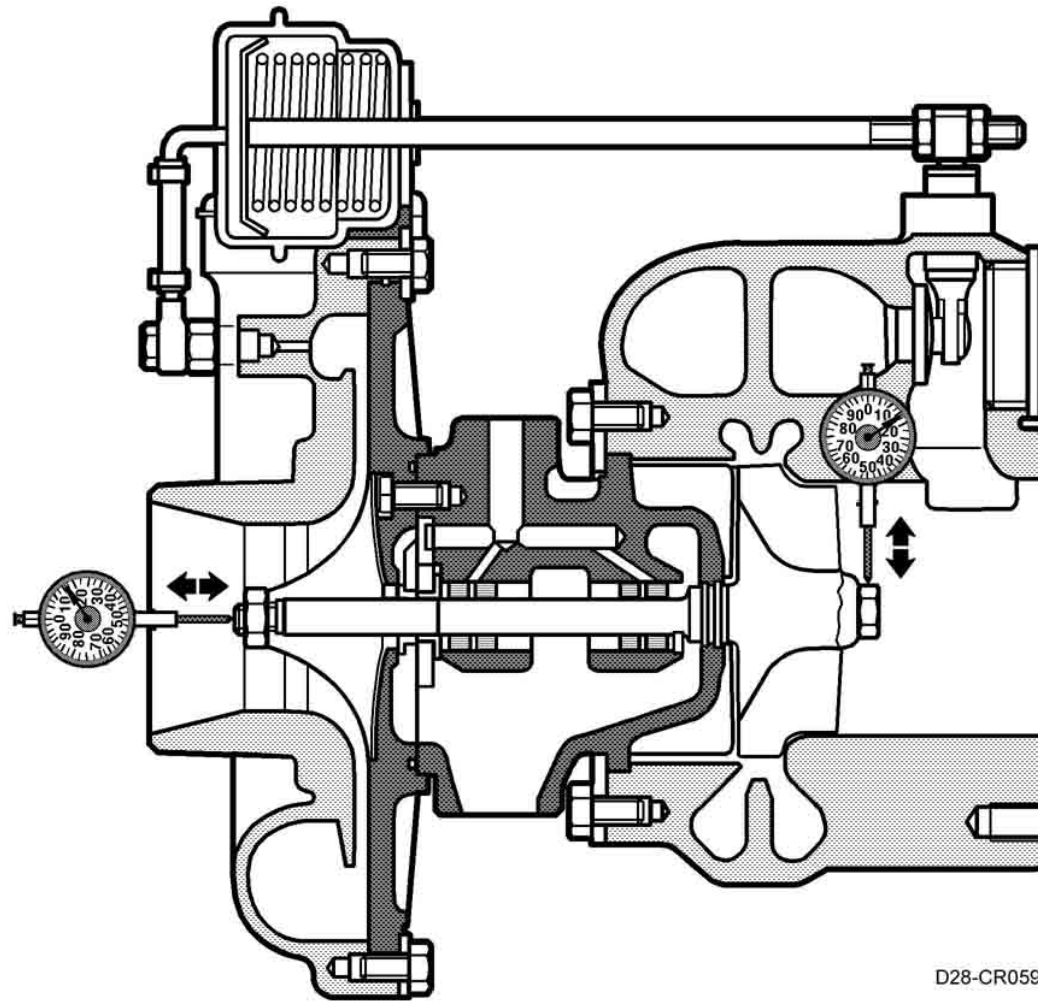


If the gap is **too large**, reduce the initial tension of the torsion bar spring, i.e. open the flap by hand and **carefully** press the torsion bar spring against the **"open"** stop.

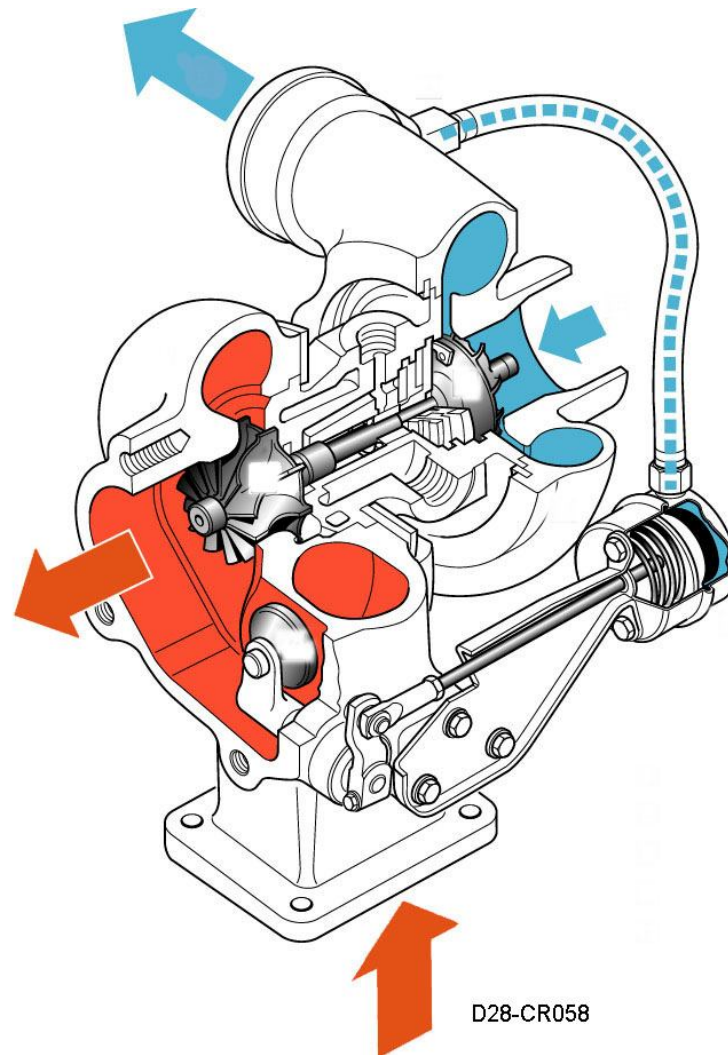


If the gap is **too small**, increase the initial tension of the torsion bar spring, i.e. place an object between the **"closed"** stop and the flap lever, close the flap by hand and **carefully** press the torsion bar spring against the stop.

T2876029



D28-CR059



D28-CR058

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## EXHAUST GAS RECIRCULATION (EGR)

D 2876 LF 12/13 Euro 3 engines are also fitted with externally regulated exhaust gas recirculation for operating economies, high energy utilization and low fuel consumption.

In EGR, part of the burnt gases is recirculated to the cylinder filling (approx. 10%). This produces lower combustion temperatures and thus fewer NO<sub>x</sub> emissions. Fuel consumption can be reduced by appropriate matching of the commencement of injection. In EGR, the exhaust gas is taken from both channels of the exhaust manifold.

The hot exhaust gases are fed to the EGR module through corrugated tubing compensators. In the EGR module the gases, initially still in two channels, flow through a high-grade steel, bundled tube heat exchanger. In the EGR cooler the exhaust gas is cooled by water from approx. 700°C down to less than 200°C.

Further downstream there is a peak pressure valve for each channel that only allows the pressure peaks of the exhaust gas to pass and cuts off in the reverse direction. This is necessary because of the positive flushing gradient at higher engine loads. The exhaust gas channels are combined after the peak pressure valves. A shutoff flap is provided here to close the EGR in certain engine operating states (e.g. exhaust brake). This flap is actuated by a compressed air cylinder, in which the solenoid valve and limit sensing are integrated. After the shutoff flap, the cooled exhaust gas, now in one channel, is fed across a corrugated tubing compensator to the intake air in the air distributor pipe.

- A** Air filter
- B** Intercooler
- C** Intake manifold, engine
- D** EGR cooler
- E** Peak pressure valves
- F** Electropneumatically controlled shutoff flap

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## CR HIGH-PRESSURE PUMP

- Fitting the CR high-pressure pump requires no settings in contrast to the conventional diesel engine.
- The CR pump is driven by the camshaft gear and the ratio to crankshaft is 1:1,67.
- When the engine is started, there is a comparison between the signals of the speed sensor on the camshaft gear and those of the flywheel speed sensor.
- After a few rotations, the CR high-pressure pump receives the signal and the engine starts.

**A** High-pressure area

**B** Low-pressure area

**C** Engine oil filling

- 1** Fuel return to fuel filter
- 2** To rail
- 3** To tank
- 4** To filter
- 5** Return to tank
- 6** From filter
- 7** To rail
- 8** Rate-proportional valve

### **NOTE:**

Starting CR engines takes a little longer than conventional diesel engines.