MAN Energy Solutions
Future in the making

MAN B&W ME-GA
Propulsion engine

Lower the pressure on your capital cost.

Benefits at a glance
- Meet current and future SO$_x$ and NO$_x$ regulations
- Based on well-proven MAN B&W dual fuel platform
- Simple supply and purging concept, minimizing installation cost.
- Unique gas admission system enabling safe and reliable operation at lowest possible costs
MAN B&W ME-GA dual-fuel engine

Propulsion
1. Double wall supply pipe
2. Safe gas admission valve, SGAV on liner wall

MAN B&W engines

Engine layout and fuel consumption

MAN & G70ME-C10.5-GA

Main features
- Simple supply and purging concept, minimizing installation costs
- Based on well-proven MAN B&W dual fuel platform
- Robust piston ring package with three piston rings and uniform pressure drop
- Well-known engine room design similar to ME-C and ME-GI
- Take advantage of crew’s existing ME-GI know-how
- Unique gas admission system enabling safe and reliable operation at lowest possible costs
- Worldwide service network providing maximum security

Auxiliary systems
- Gas supply requirements

Typical gas pressure layout area
- depending on engine SMCR and nitrogen content

General
- Engine cycle (gas): two-stroke Otto
- Number of cylinders: 5 to 6
- Bore: 700 mm
- Stroke/bore ratio: 4,65

Compliance with emission regulations
- IMO Tier III compliant when running on gas
- IMO Tier III in fuel oil mode with EGR or SCR

Main data

G70ME-C10.5-GA

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<th>B</th>
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All data provided in this document is non-binding. This data serves informational purposes only and is not guaranteed in any way. Depending on the subsequent specific individual projects, the relevant data may be subject to changes and will be assessed and determined individually for each project. This will depend on the particular characteristics of each individual project, especially specific site and operational conditions. Copyright © MAN Energy Solutions. 3310-0400-00 August 2020 Printed in Denmark GGKM-CPH-200805

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