

Market Update Note



24 November 2023

Improved performance figures – ME-LGIM engines

Methanol consumption and total heat rate for MAN B&W LGIM engines have been reduced

After carefully evaluating many performance tests conducted on commercial full-scale ME-LGIM engines and subsequent consideration, MAN Energy Solutions has decided to update the specified methanol consumption for all ME-LGIM engine types. Table 1 shows the updated performance.

Engine mode	Specific gas consumption (SGC)	Specific pilot oil consumption (SPOC)	Total heat rate
Tier II diesel	-	-	Unchanged
Tier II methanol	Reduced	Unchanged	Reduced
Tier III diesel	-	-	Unchanged
Tier III methanol	Reduced	Unchanged	Reduced

Table 1: Update of performance values

The reduction in total heat rate depends on the engine type and the engine load. The reduction will be approximately 2% in both Tier II and Tier III modes.

Fig. 1 shows examples for an 8G95ME-C10.5-LGIM-EGRTC engine, 38,000 kW x 72 rpm, in Tier II and Tier III modes.

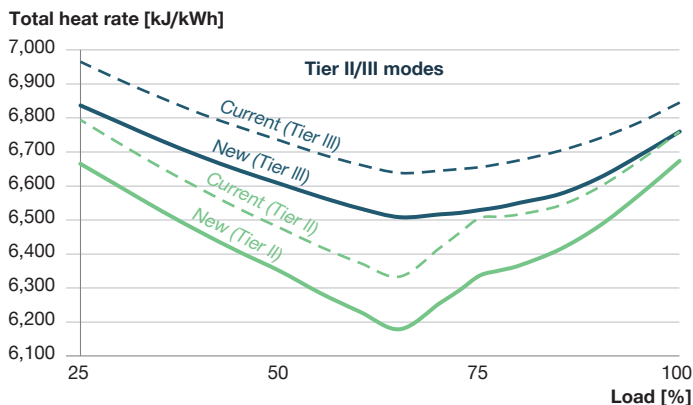


Fig. 1: Reduced total heat rate in Tier II and Tier III modes

The updates are a result of the excellent properties of methanol as a fuel combined with a vast number of positive findings from multiple engines already delivered and in operation, as well as an optimised design based on more than 500,000 running hours on methanol alone.

Questions regarding this Market Update Note should be directed to our two-stroke promotion and customer support at Rasmus.Bidstrup@man-es.com

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