

MAN Energy Solutions
Future in the making

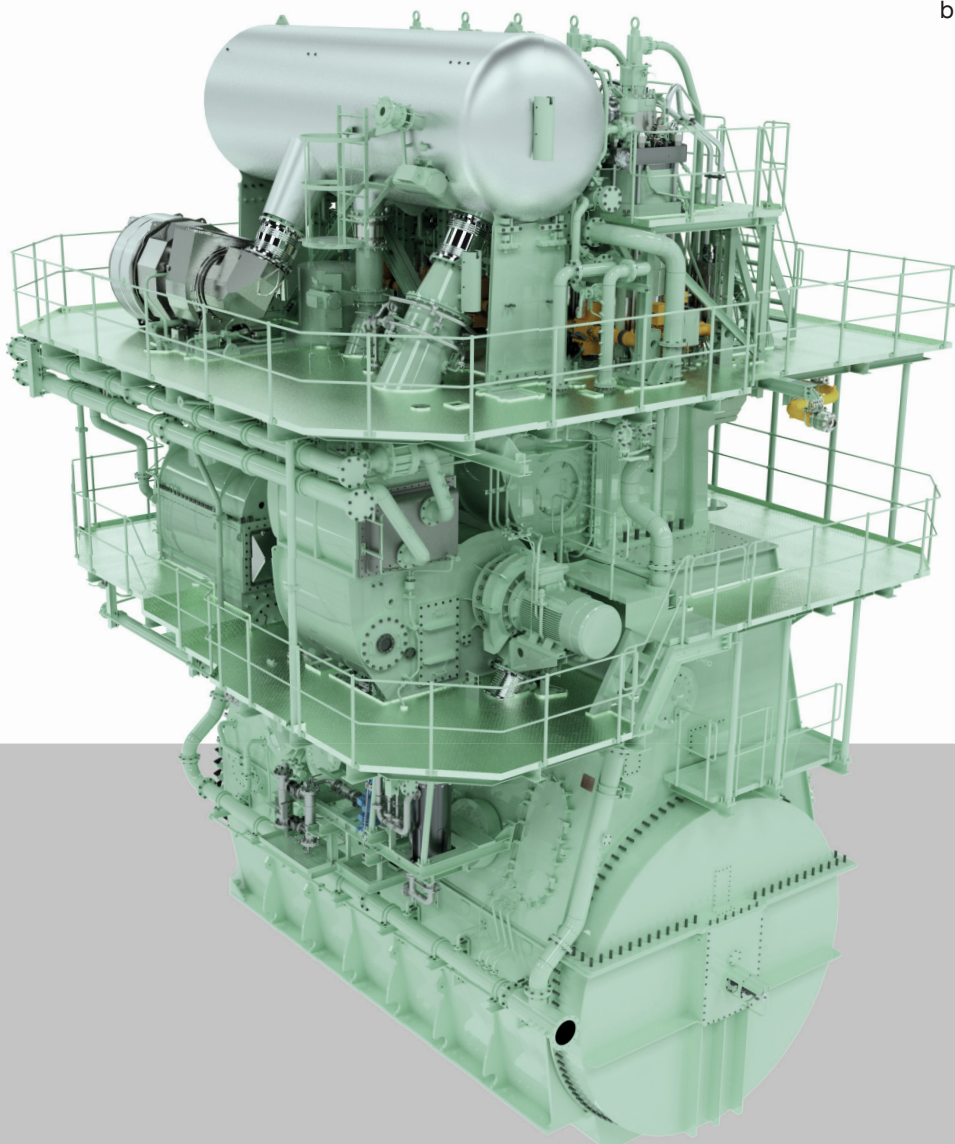


MAN B&W ME-GA Propulsion engine

**Lower the pressure on
your capital cost.**

Benefits at a glance

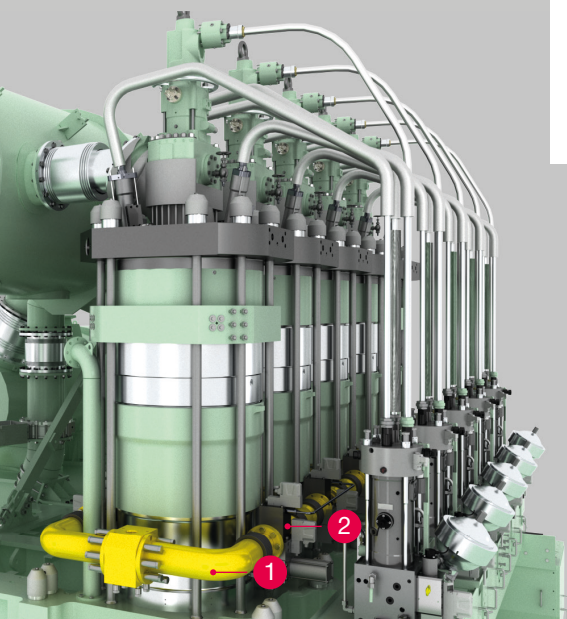
- Proven EGR design for significantly lower NOx, CO2 and GHG emissions.
- Minimised installation costs.
- Unique gas admission system enabling safe and reliable operation, at lowest possible costs.
- Simple pilot fuel system that can burn VLSFO/MGO.



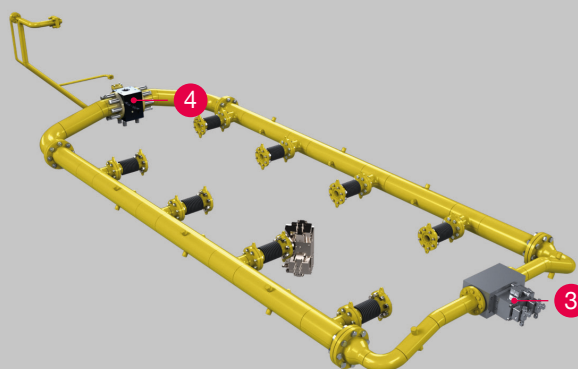
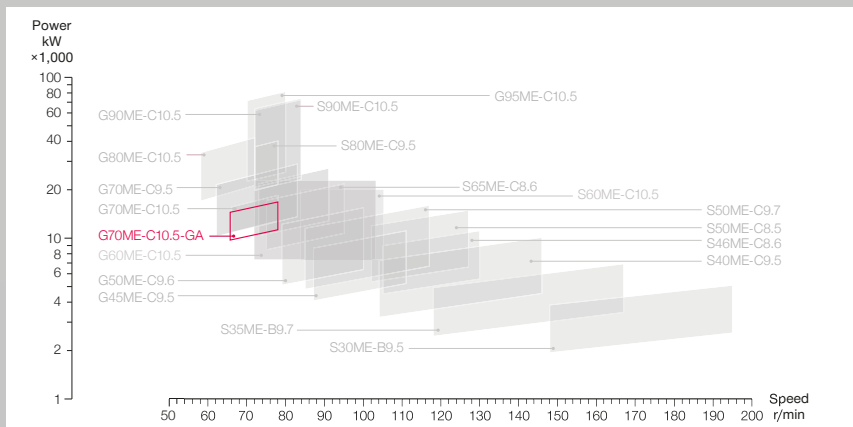
Two-stroke
marine
engines

MAN B&W ME-GA dual-fuel engine

- 1 Double wall supply pipe
- 2 Safe gas admission valve, SGAV on liner wall
- 3 Gas Regulating Unit
- 4 Nitrogen Purge Block



MAN B&W engines



General

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

Performance optimization with MAN EGR

- Improving Specific Gas Consumption (SGC) by $\approx 3\%$.
- Improving Specific Fuel Oil Consumption (SFOC) by $\approx >5\%$.
- Significantly reduced methane slip.
- Pre-ignition eliminated.
- Enhanced combustion stability.
- Reduced heat-load on liner.

Main features

- Well-known engine room design similar to ME-C and ME-GI.
- Proven EGR design for significantly lower NO_x, CO₂ and GHG emissions.
- Minimised installation costs.
- Unique gas admission system enabling safe and reliable operation, at lowest possible costs.
- Robust piston ring package with three piston rings and uniform pressure drop.
- Simple pilot fuel system that can burn VLSFO or diesel.
- Worldwide service network providing maximum availability.

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