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Improved SFOC with G95ME-C9.6 Engines

The reference list for G95ME-C9.5 counts a total of 68 engines, where 24 are in service, see the reference list in Fig. 1. The 8G95ME-C9.5 has been selected for ship sizes in the range of 9,000-15,000 teu and the 11G95ME-C9.5 for ships in the 19,000-22,000 teu range.

No. of ships	No. of engines	Engine	Capacity	Unit	Owner
3	3	8 G 95 ME-C 9.5	9030	Teu	Technomar Shipping
7	7	8 G 95 ME-C 9.5	11010	Teu	Costamare
5	5	8 G 95 ME-C 9.5	11010	Teu	Ocean Bulk Maritime
7	7	8 G 95 ME-C 9.5	12200	Teu	MSC
9	9	8 G 95 ME-C 9.5	15300	Teu	A.P. Moeller-Maersk
8	8	11 G 95 ME-C 9.5	19160	Teu	MSC
6	6	11 G 95 ME-C 9.5	19472	Teu	Scorpio
4	4	11 G 95 ME-C 9.5	20170	Teu	MOL
6	6	11 G 95 ME-C 9.5	21413	Teu	Orient Overseas Container Line
13	13	11 G 95 ME-C 9.5	20000	Teu	Shoei Kisen

Fig. 1: Reference list G95ME-C9.5

To further reduce fuel consumption and CO₂ emissions, we now introduce a dot 6 version with improved performance. This will lower the SFOC by 1 g/kWh across the entire layout area and load range for a selected SMCR leading to even more efficient containership propulsion.

At the same time, the minimum layout speed of the engine has been increased by 5 rpm compared to the G95ME-C9.5 engine, see Fig. 2.

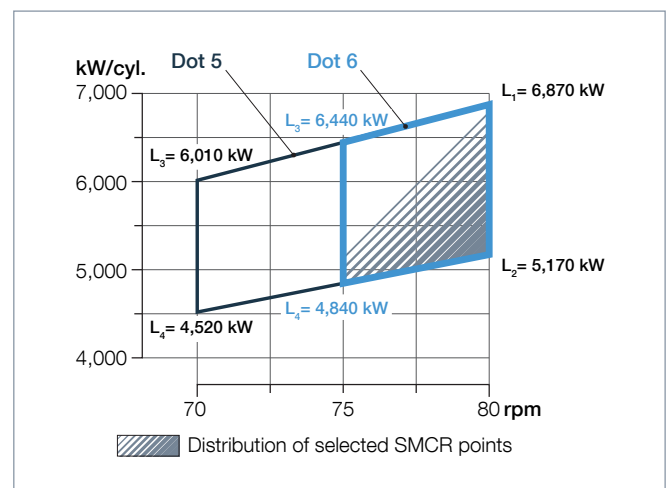


Fig. 2: Comparison of layout areas

In this way, the improved performance has been made possible by only a few changes to the engine design. The dot 6 version can be made Tier III compliant in the same way as dot 5, and the GI version will also benefit from the same reduced fuel consumption. Experience has shown that the lower rpm layout range of the G95ME-C9.5 is normally not selected for containership propulsion in the relevant size segments. The actual SMCR points selected up to date are indicated in Fig. 2 by the graduated hatching.

Market Update Note



Fig. 3 shows the data for the G95ME-C9.6 engine as it appears in our online engine programme. All performance data can be calculated by our CEAS program.

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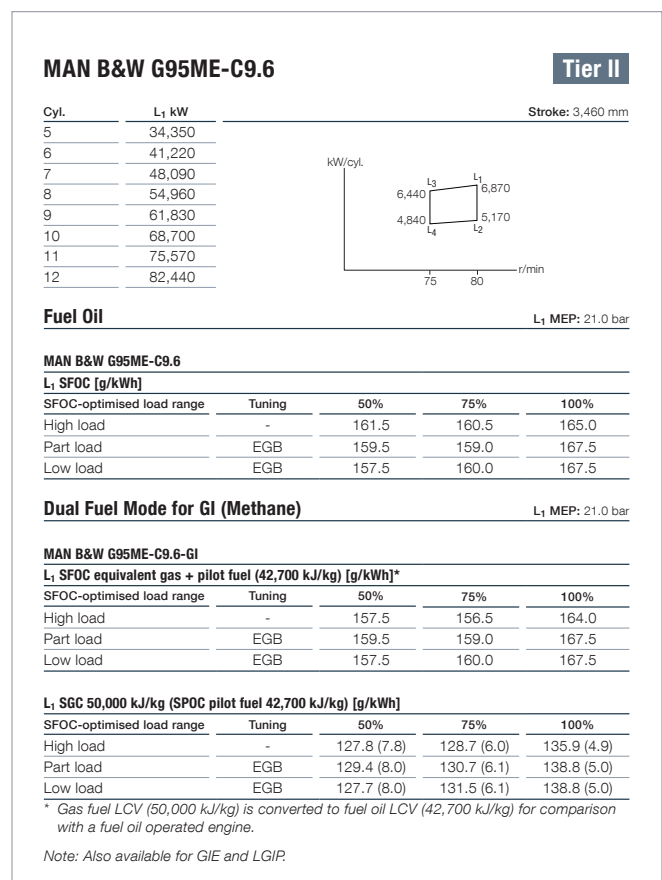


Fig. 3: G95ME-C9.6 engine data