

Market Update Note



16 April 2024

New MAN B&W S60ME-C10.7-LGIM engine

MAN Energy Solutions introduces new methanol-fuelled engine in the Marine Engine Programme and CEAS

In Market Update Note 2024-03-06, we introduced the S60ME-C10.7 fuel oil engine and noted the expected timeline for the LGIM variant.

We are now happy to announce the introduction of S60ME-C10.7-LGIM in the engine programme and CEAS. The new variant will be available in 5-, 6-, 7-, and 8-cylinder configurations similar to the fuel oil variant. Fig. 1 illustrates the LGI concept of the 60-bore methanol engine with three fuel oil valves and three fuel booster injection valves for methanol (FBIVM) per cylinder.

Tier III NO_x emission compliance can be obtained with an MAN exhaust gas recirculation (EGR) unit or high-pressure selective catalytic reduction (HPSCR).

The engine room footprint of the S60ME-C10.7-LGIM engine is similar to the existing S60ME-C10.6 footprint because they share the basic engine structure design.

The S60ME-C10.7-LGIM especially targets 82,000–210,000 dwt bulk carriers, container feeder vessels, pure car and truck carriers (PCTC), and certain LR1 and Suezmax tanker designs.

As of March 2024, the order book of ME-LGIM engines consists of more than 190 engines for newbuildings alone, and more than 30 engines contracted for retrofit projects. With the first ME-LGIM engine in operation in 2016, this engine has established itself as the market-leading methanol engine for large merchant marine ships. Design drawing documentation for the S60ME-C10.7-LGIM engine will be available by the end of Q3 2024 at the

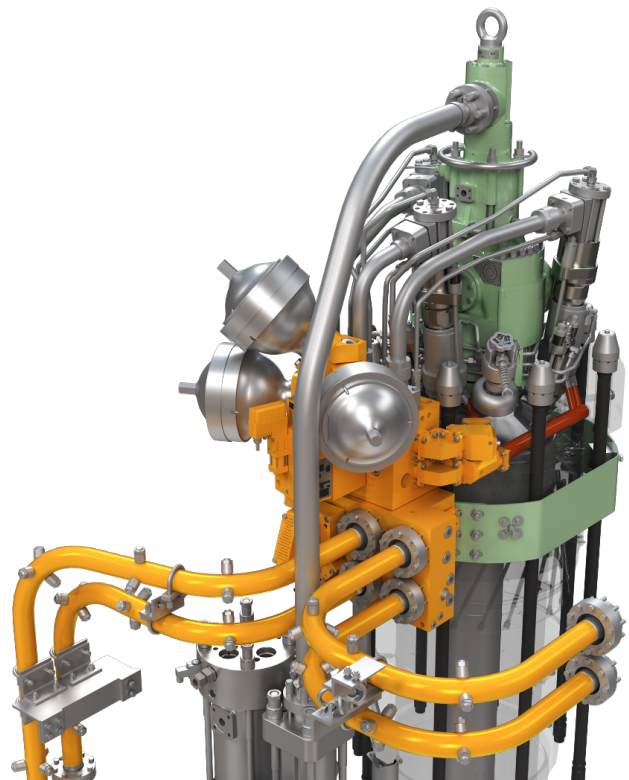


Fig. 1: LGI concept for 60-bore engine with three fuel oil valves and three FBIVM per cylinder. For illustration purposes only.



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earliest. The actual schedules will be evaluated at the time of ordering.

We have included the layout diagram for the new S60ME-C10.7-LGIM engine in Fig. 2.

Fig. 3 compares methanol consumptions for the new

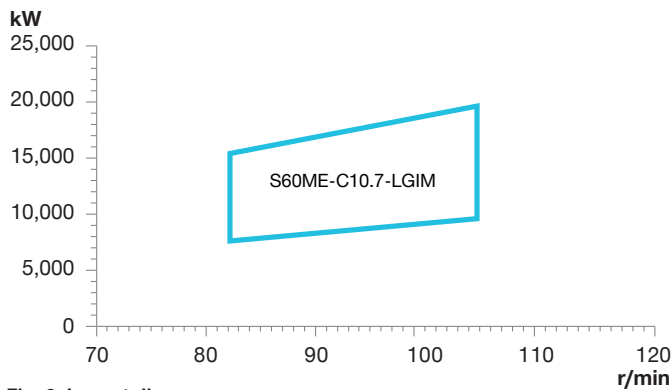


Fig. 2: Layout diagram

S60ME-C10.7 engine with the existing S60ME-C10.5-LGIM variant for Tier II operation. Layout diagrams for the two 10.5 and 10.7 LGIM variants are identical.

Fig. 4 compares specific fuel oil consumption (SFOC) for S60ME-C10.7 and the existing S60ME-C10.5-LGIM in methanol and fuel oil modes for Tier II operation.

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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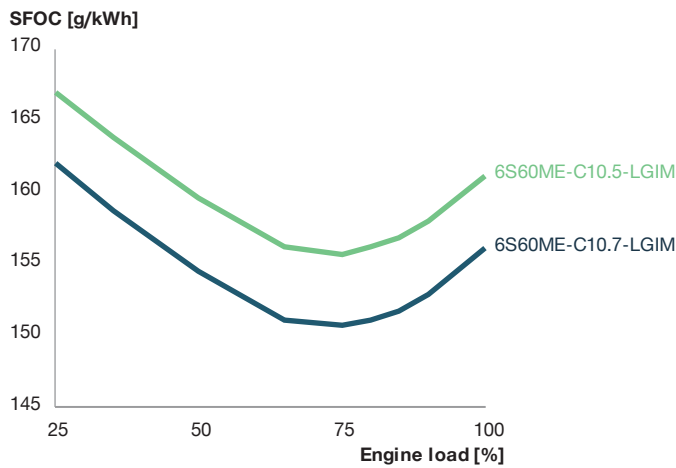


Fig. 3: Comparison of methanol consumption for S60ME-C10.7-LGIM and the existing S60ME-C10.5-LGIM variant for Tier II operation (at 9,500 kW and 88 rpm)

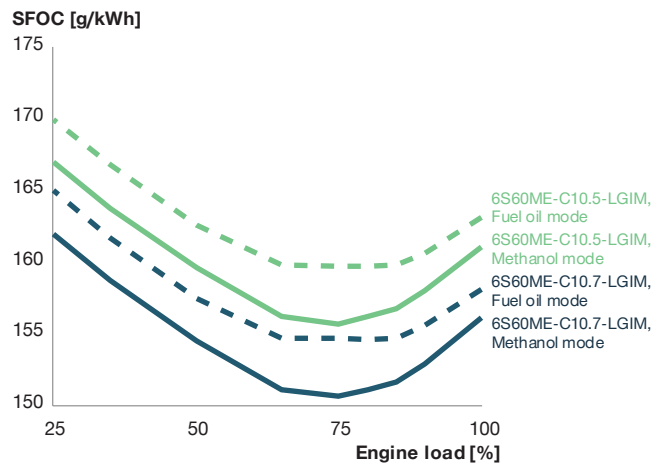


Fig. 4: Comparison of SFOC for S60ME-C10.7-LGIM and the existing S60ME-C10.5-LGIM in methanol and fuel oil modes for Tier II operation (at 9,500 kW and 88 rpm)